

Wake County Transit Plan Update

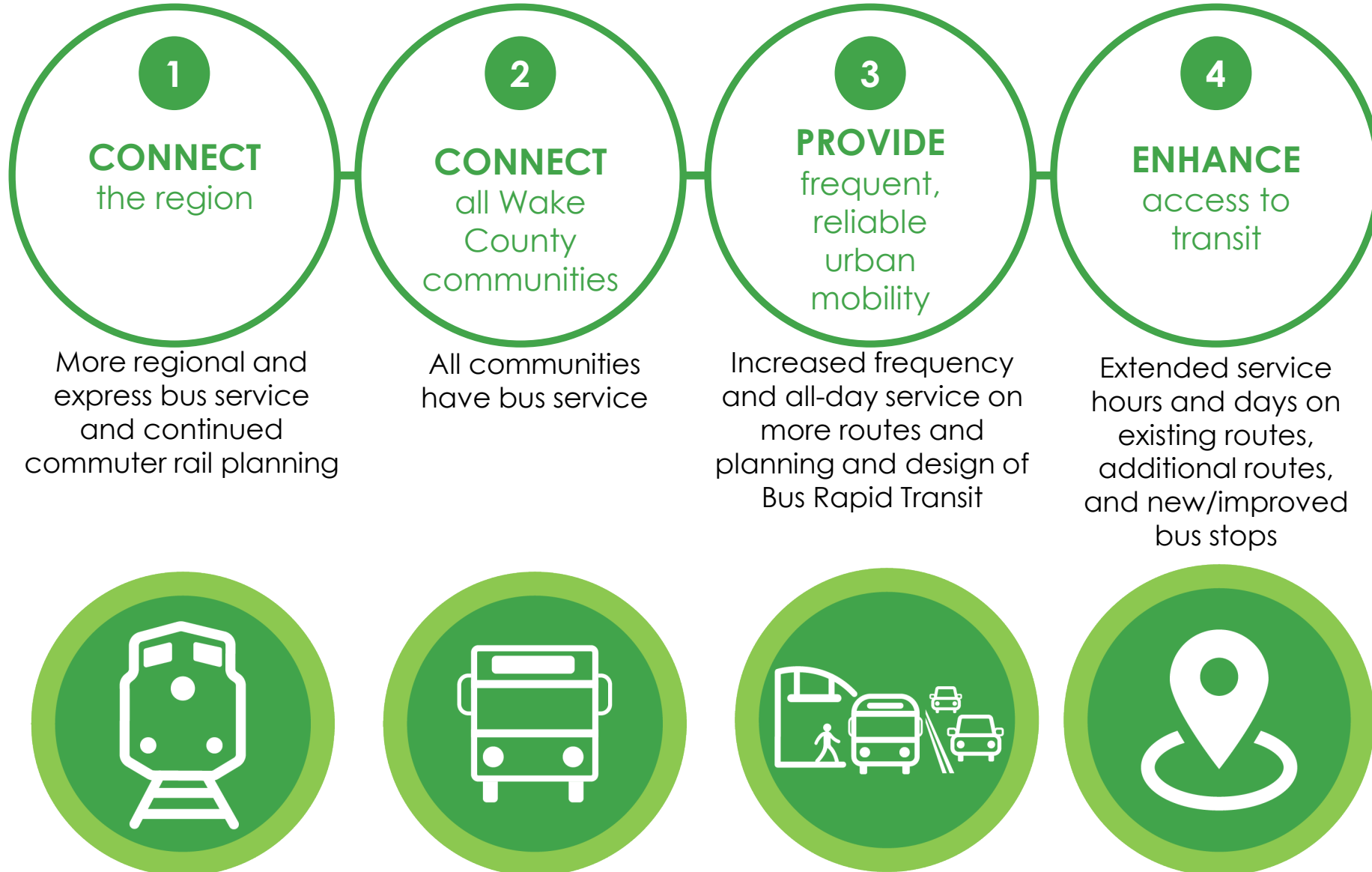
DCHC MPO Board

April 14, 2021

Wake Transit Plan: Four Big Moves

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We've made great strides over the past few years to implement the 'Four Big Moves' outlined in the Wake County Transit Plan adopted in 2016.



Why Update In 2020/2021?

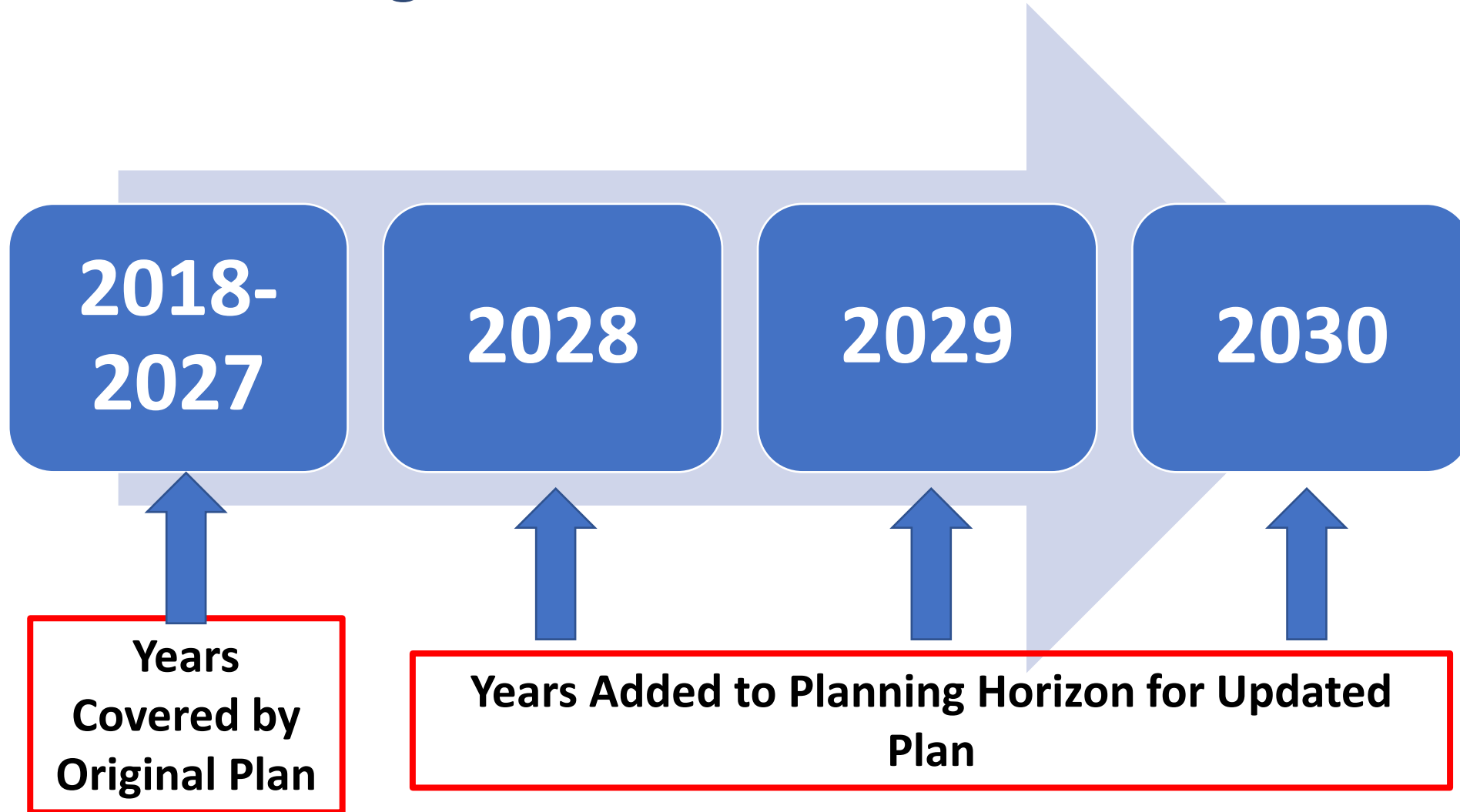
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- **Better Information on Assumptions for Major Capital Investments**
- **10-Year Plan Requires More Frequent Extension of Planning Horizon**
- **Better Sync Transit Plan with Regional Multimodal Metropolitan Transportation Planning Process**
- **Discuss Community Priorities to Extend Investment Focus for 2027-2030**

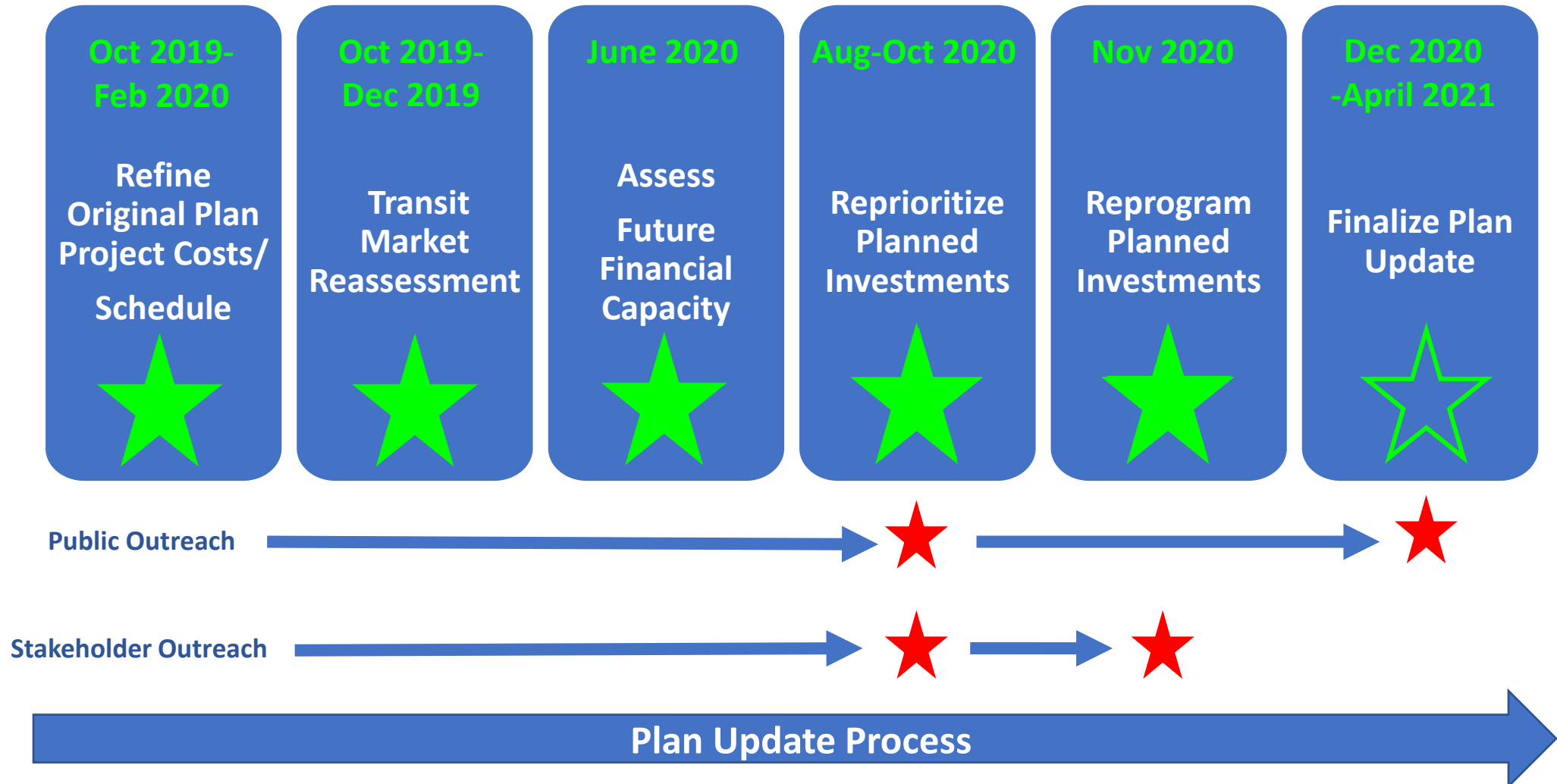


Extending the Wake Transit Plan Horizon

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Wake Transit Plan Update Steps



Major Capital Cost/Schedule Feasibility Findings

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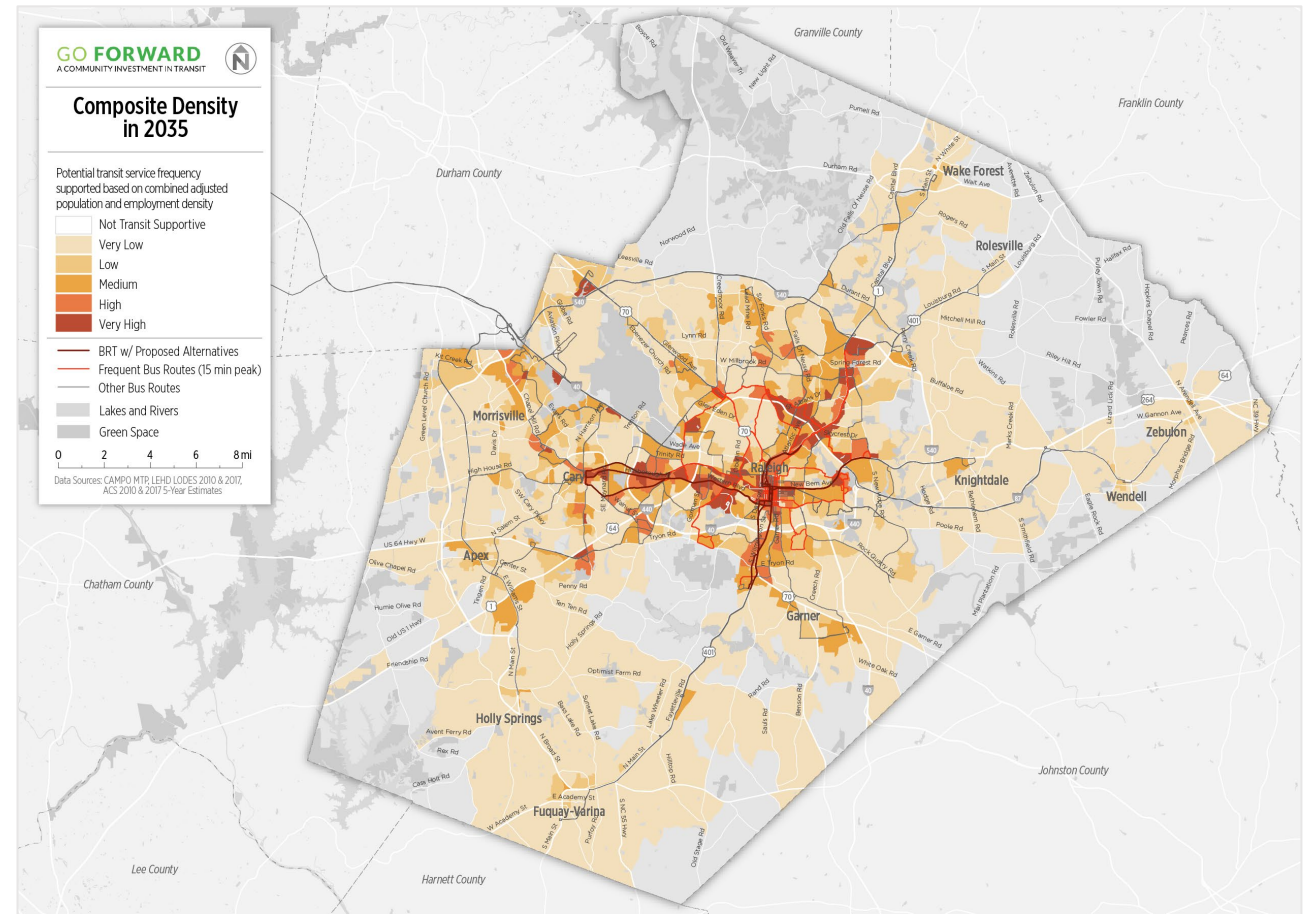


- BRT Project Schedules Elongated Compared to Previous Assumptions But Still Completely Deliverable By 2030
- BRT Cost Assumptions Increased from Original Plan Based on Updated Assumptions for Project Characteristics and Elongated Schedules - Can Still Currently be Accommodated by Financial Model
- New BRT Projects with New State Funding: Cary → RTP and Garner → Clayton
- Delivery of CRT Project Assumed to Conclude in FY 29 – Moved from FY 27
- Wake Share of Assumed CRT Cost Updated (Actual Cost Share TBD)

Market Reassessment Findings

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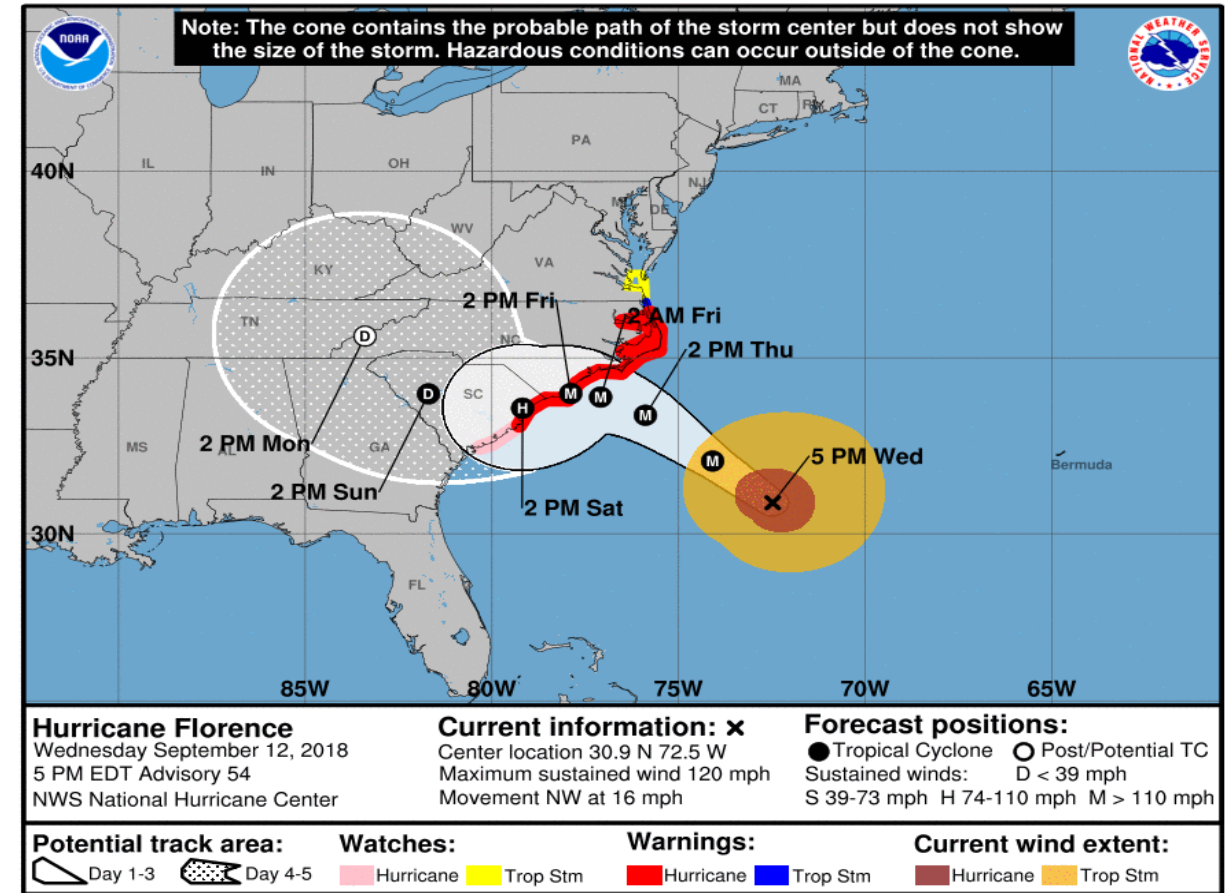
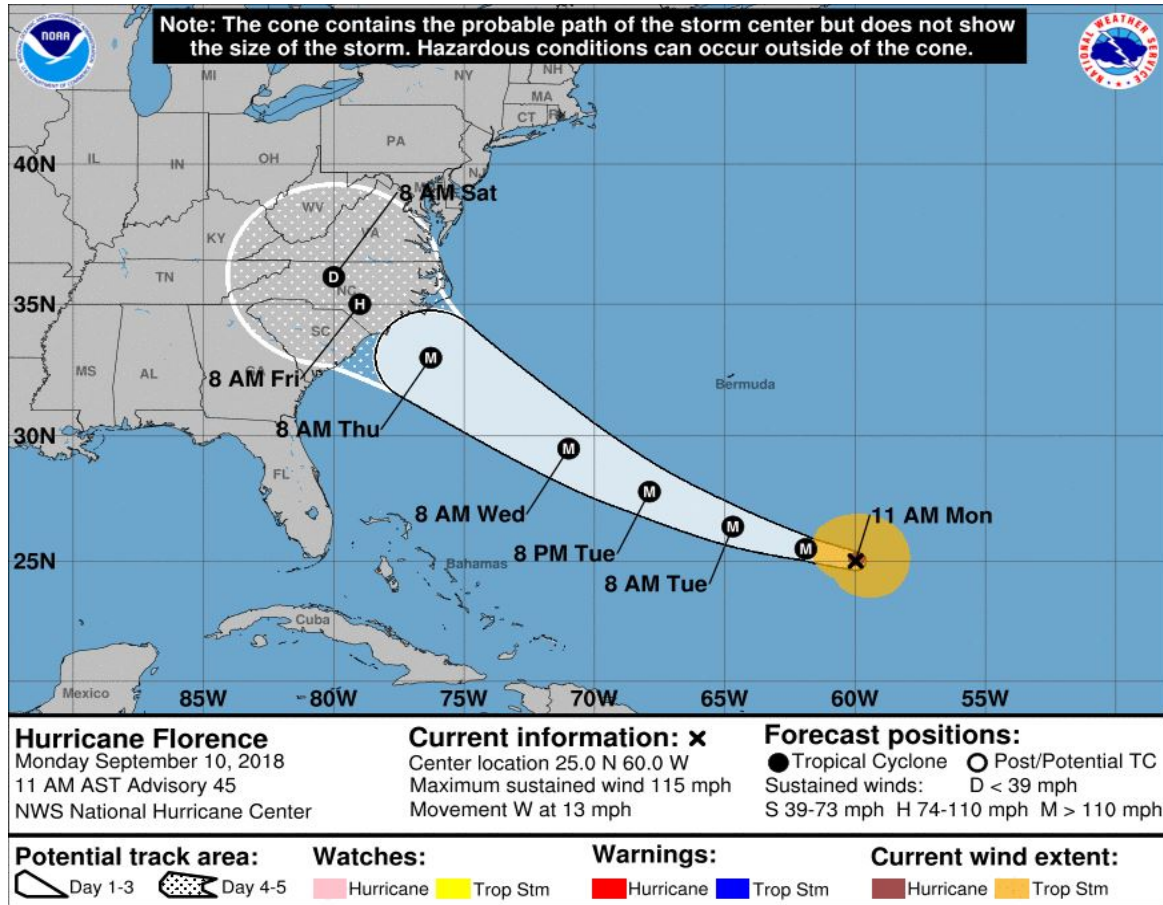
- **Supports Original Transit Plan Investments and Need for Additional Investment**
- **Areas Projected to Be Ripe for Consideration of Higher Capacity Transit Investment (not already targeted for investment):**
 - North Raleigh and Along I-440
 - Along U.S. Route 1 Between Raleigh and Apex
 - Along I-40 Between Raleigh and RTP
 - North of RDU/Brier Creek



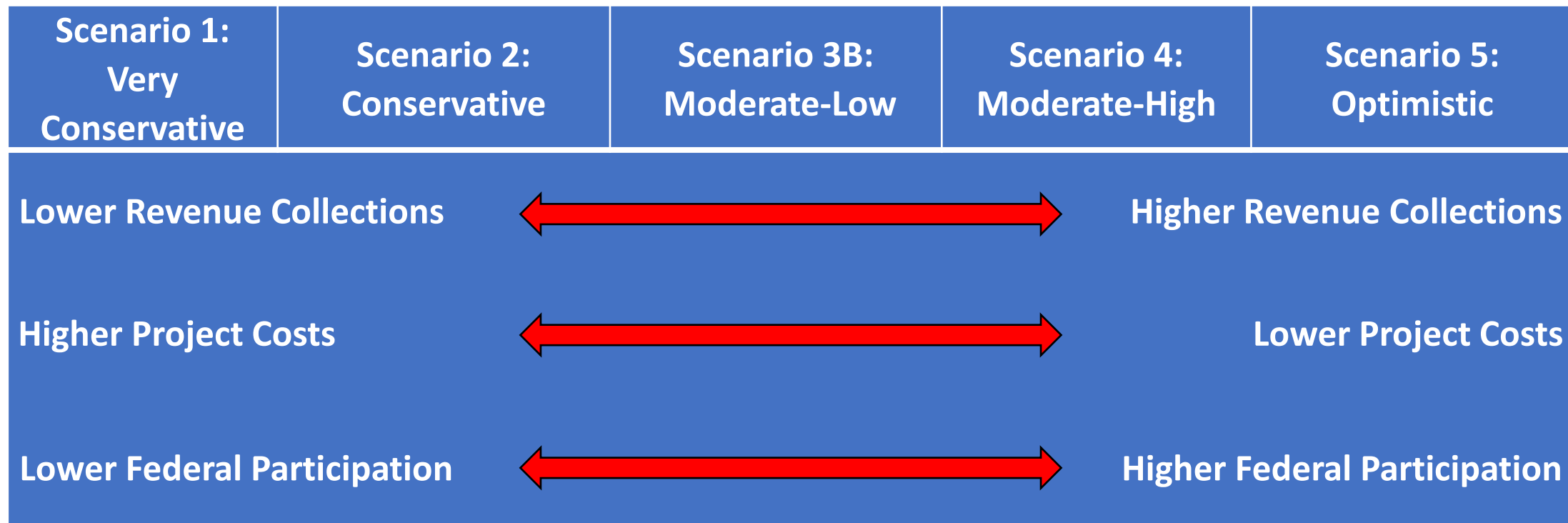
Wake Transit 2030 Financial Scenarios

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Financial Planning: Hurricane Forecasting



Wake Transit 2030 Financial Scenarios



FINAL WAKE TRANSIT REVENUE FORECAST THROUGH 2030

Projected Revenue Comparison: Early 2020 (Pre-COVID) to Late 2020 (COVID)

Projection	Sales Tax	Vehicle Registration Tax	Vehicle Rental Tax
Early 2020	\$1,192,453,000	\$106,214,000	\$50,602,000
October 2020	\$1,101,442,705	\$102,599,590	\$39,519,656
Variance	-\$91,010,295	-\$3,614,410	-\$11,082,344
% Change	-7.6%	-3.4%	-21.9%
Total Variance	-\$105,707,049		
Total % Change	-7.8%		

However, future revenues projected to be very similar to original transit plan projections

Wake Transit 2030 Financial Forecasting

TAKEAWAYS

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- **Use Additional 3 Years of Tax Collections to Support Already Committed Expenditures**
- **Expenditures and New Revenue Assumptions Out of Sync**
- **Very Low Chance of Capacity for New Investment in Additional 3 Years of Planning Horizon**
- **Some Committed Expenditures Delayed**
- **Likely Some Needed Cuts to Overall Expenditures (if only looking through 2030)**
- **Need to Understand Public Priorities Within Set of Already Programmed Projects**

INVESTMENT PRIORITY TRADEOFFS

Ridership/Productivity



Coverage

Regional Service



Local Service

Speed



Access

Service



Infrastructure

Summary of Engagement Results - Tradeoffs

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Investment Focus	Comparison	Investment Focus
Ridership/Productivity	>	Coverage/Geographic Access
	+21 public	
	+16 stakeholders	
Speed/Directness/Fewer Stops	>	Greater Access/More Stops
	+13 public	
	+23 stakeholders	
Within Cities/Towns	<	Between Cities/Towns
	+11 public	
	+8 stakeholders	
Infrastructure	<	Service
	+13 public	
	-8 stakeholders	

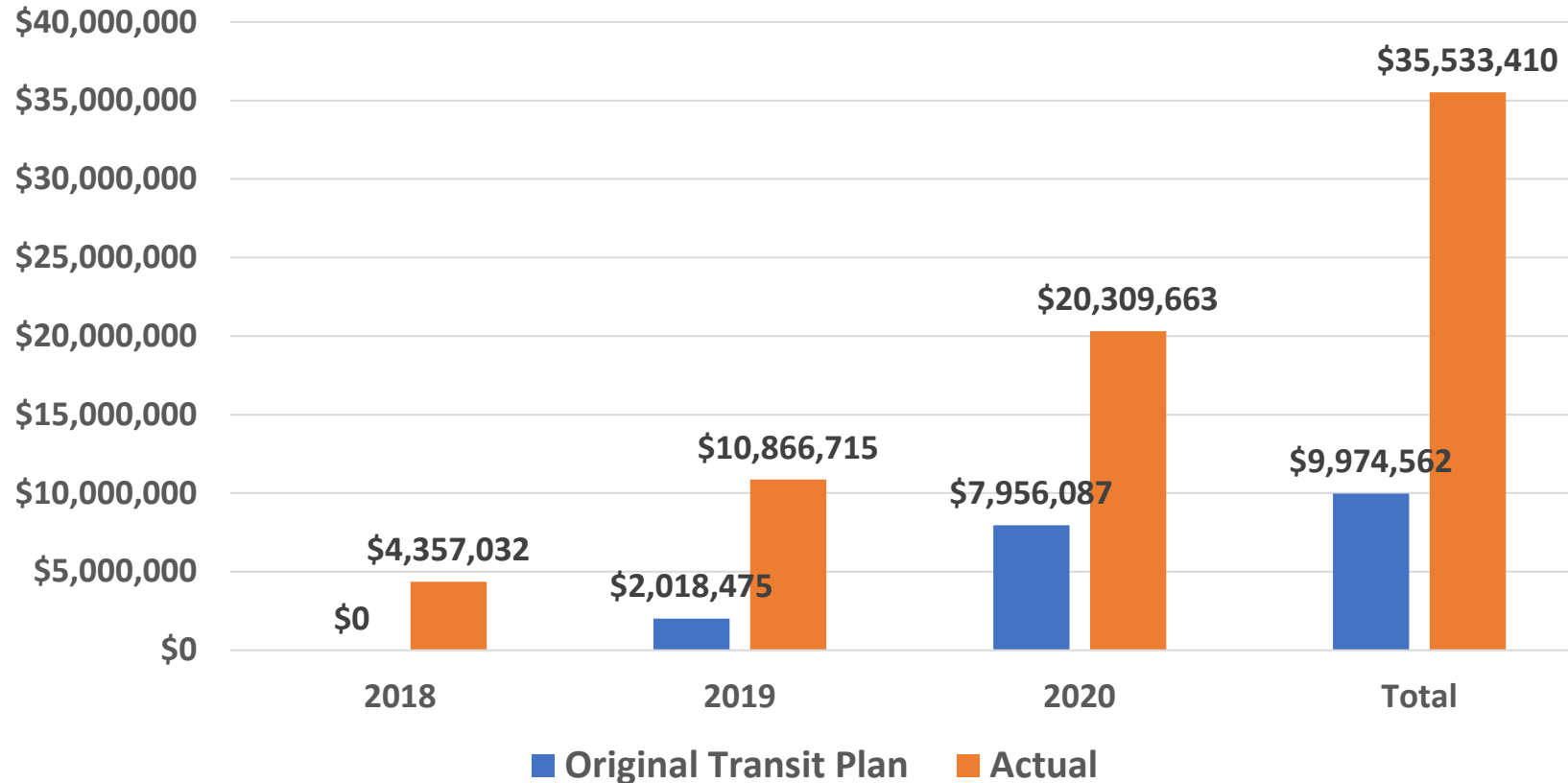
Investment Priority Framework

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Rank	Priority Category	Priority Category Examples
1	Community Funding Area Services and Rural and Human Services Transportation	<ul style="list-style-type: none"> Community Shuttles/Circulators, Connections to Existing Regional Services, and Microtransit Services Demand-Response and On-Demand Trips for Elderly/Disabled Citizens and Rural General Public Customers
2	Later Phases of Projects Already Initiated by Implementing Agencies	<ul style="list-style-type: none"> Transit Center, Bus Maintenance Facility, and Transfer Point Construction Bus Stop Improvements
3	Critical Infrastructure and Facilities Needed to Support Existing Service and Future Service Expansion	<ul style="list-style-type: none"> Replacement Buses Critical Transit Centers and Maintenance Facilities Planning/Studies for Future Project Implementation Technology Improvements
4	Bus Rapid Transit (BRT) and Commuter Rail Projects and Service	<ul style="list-style-type: none"> 4 Core Wake BRT Corridors Wake BRT Extensions to Research Triangle Park and Clayton Commuter Rail from Western Durham to Garner/Auburn
5	Systemwide Bus Stop Improvements	<ul style="list-style-type: none"> Concrete Pads, Benches, Shelters, Trash Cans, Bike Racks, Lighting Sidewalks and ADA Improvements
6	Fixed-Route Bus Service Expansion and Supporting Infrastructure	<ul style="list-style-type: none"> Additional Frequent Network Bus Routes Additional Local and Community Bus Routes Full Buildout of Regional/Express Bus Routes

Bus Service Expansion Spending

Original Plan Vs. Actual Bus Service Funding Allocations

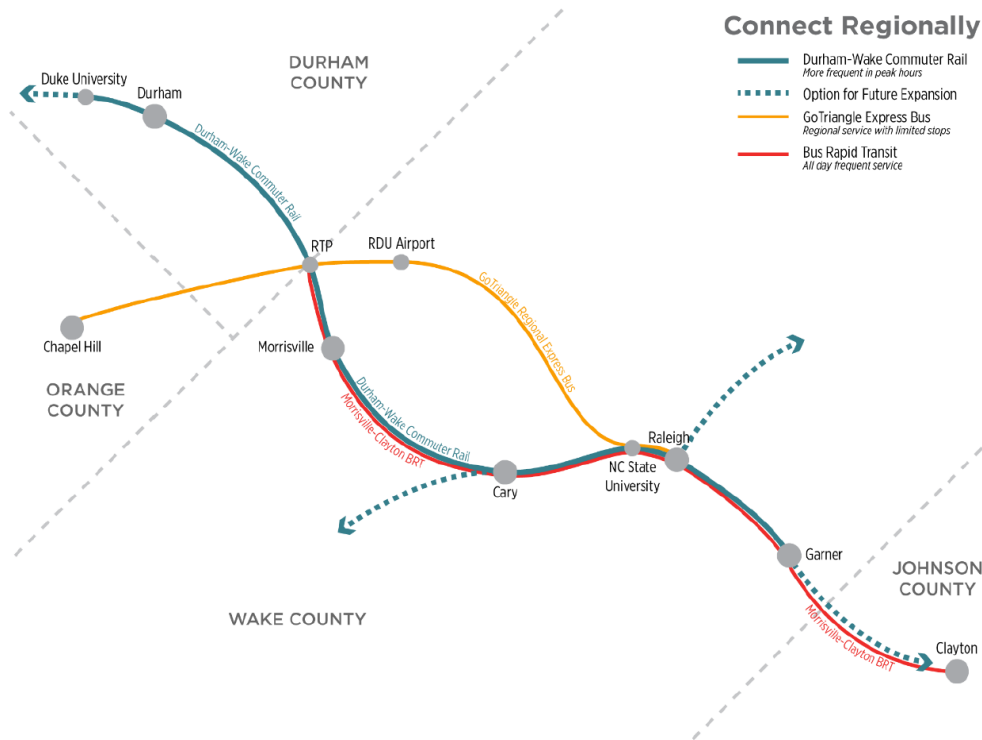


- To date, 47% of all planned bus service expansion investment has been implemented (25% of all transit service expansion)
- Proposed investment strategy allows for 80% of all bus service expansion in original plan to be funded within 2030 horizon (89% of all transit service expansion)

CONNECT the region

Connect Regionally

- Durham-Wake Commuter Rail
More frequent in peak hours
- - - Option for Future Expansion
- GoTriangle Express Bus
Regional service with limited stops
- Bus Rapid Transit
All day frequent service



INCLUDED:

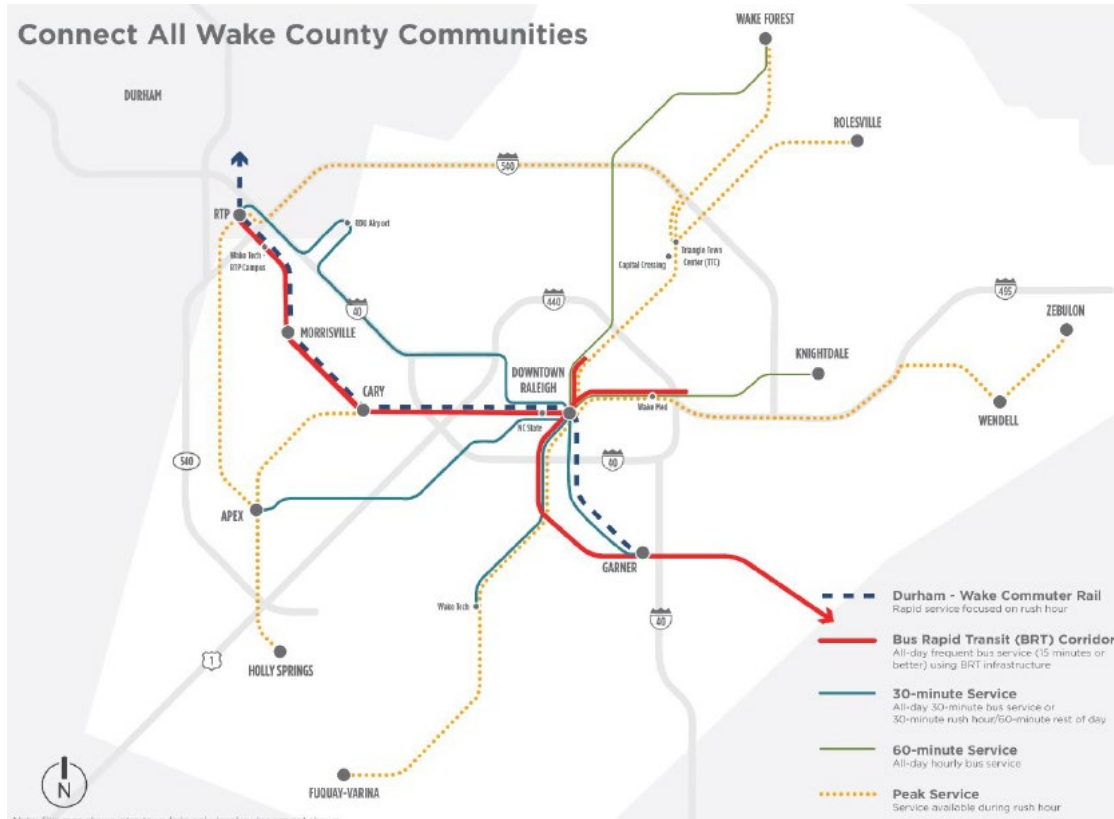
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- Improvements to express bus services between Wake and Durham Counties completed
- Service improvements to RDU completed
- Commuter rail construction planned to be complete in 2028-2029, with operations beginning in 2029
- Wake BRT Extensions to Research Triangle Park and Clayton added to plan, to begin operations in the 2028-2030 timeframe

NOT INCLUDED:

N/A

CONNECT all Wake County communities



INCLUDED:

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- To date, all Wake County communities have been connected with fixed-route bus service
- To date, more bus service to Research Triangle Park and RDU Airport has been implemented
- Further span and frequency improvements planned for connections to Apex, Morrisville, and Research Triangle Park

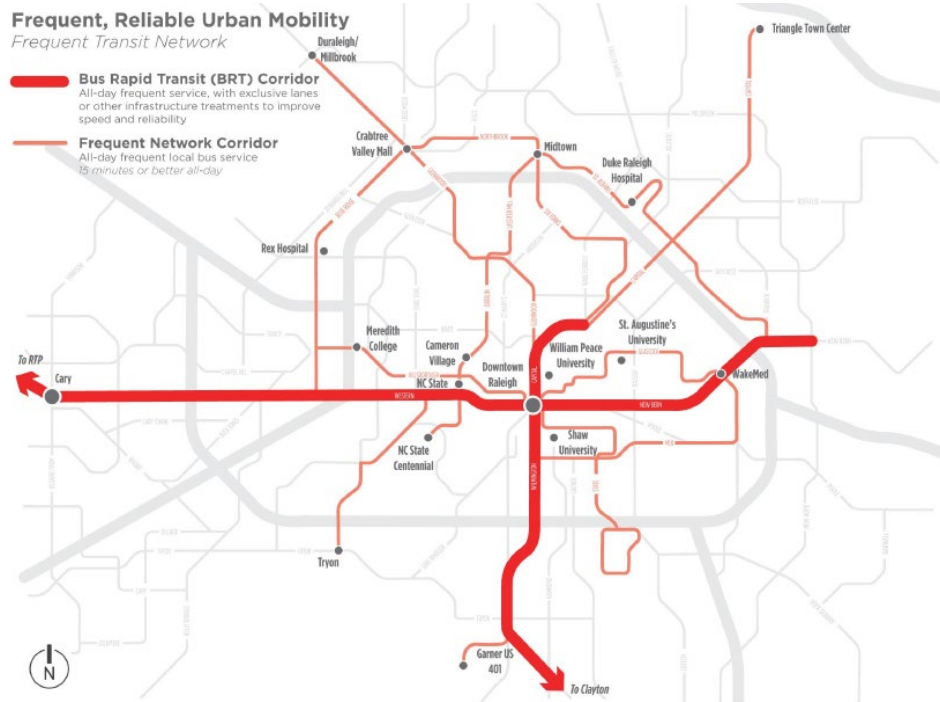
NOT INCLUDED:

- Full planned buildout of inter-community services (e.g., weekend service, full span and frequency)

PROVIDE
frequent,
reliable
urban
mobility

INCLUDED:

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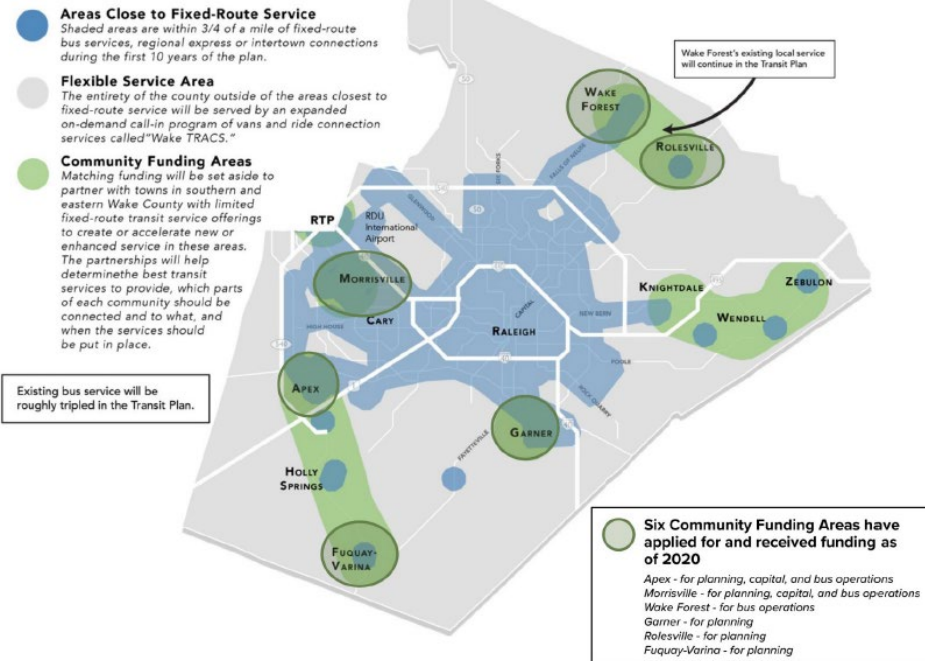


- **6 Miles Frequent Network Added to Date**
- **New Bern BRT Corridor to begin operations in 2023-2024**
- **Wake BRT: Western Corridor to begin operations in 2026-2027**
- **Wake BRT: Southern Corridor to begin operations in 2027-2028**
- **Wake BRT: Northern Corridor to begin operations in 2028-2029**
- **Wake BRT extensions to Research Triangle Park and Clayton to begin operations in 2028-2029**
- **Expands Frequent Network Beyond 83 Miles to 99 Miles**

NOT INCLUDED: N/A

ENHANCE access to transit

Enhanced Access to Transit



INCLUDED:

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- 100% of the originally planned funding for Community Funding Area Program and GoWake Access demand-response trips
- To date, 47% of all bus service expansion investment has been implemented (measured in terms of the total amount of spending on bus service expansion programmed for the original Wake County Transit Plan)
- Allows for >90% of all bus service expansion in the original Wake County Transit Plan to be funded within the 2030 horizon

NOT INCLUDED:

- <10% of bus service expansion in original Wake County Transit Plan (measured in terms of total spending on bus service expansion)

Questions?