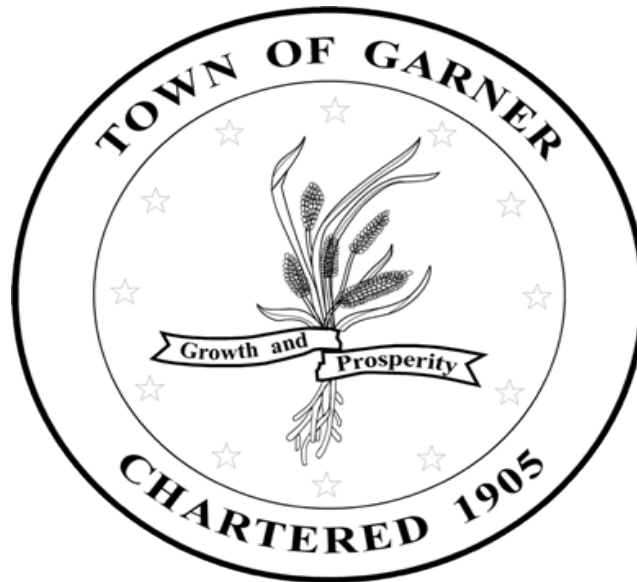


TOWN OF GARNER



TOWN COUNCIL WORK SESSION

March 28, 2017
6:00 P.M.

Garner Police Department
Training Room
912 7th Avenue, Garner

**Town of Garner
Town Council Work Session Agenda
March 28, 2017**

Dinner will be served for town officials in the Conference Room at 5:15 p.m.

The Council will meet in a Work Session at 6:00 p.m. on Tuesday, March 28, 2017 in the Garner Police Department Training Room located at 912 7th Avenue.

A. CALL MEETING TO ORDER/ROLL CALL

B. ADOPTION OF AGENDA

C. REPORTS/DISCUSSION

1. South Garner Greenway Extension Project UpdatePage 2
Presenter: John Hodges, Assistant Town Manager – Development Services

Town of Garner has been notified that we will receive \$245,828 from Wake County through their Open Space program to help fund the South Garner Greenway Extension Project. This project had been on hold until additional funding sources could be pursued. The next step in this process will be negotiating an agreement with Wake County for the pledged funding.

2. PRCR Reorganization of Cultural Arts and Events Team Page 4
Presenter: Sonya Shaw, PRCR Director

A reorganization of PRCR's Cultural Arts and Events Team to increase the operation and efficiency of the team.

3. Wake County Transit Work Plan and Draft Master Participation Agreement Page 8
Presenter: John Hodges, Assistant Town Manager – Development Services

Since the Wake County Transit Plan was adopted and funding to support the implementation was approved by voters, the Transit Planning Advisory Committee (TPAC) has been working to develop the technical details to implement the plan. The TPAC now has two important documents ready to be reviewed by the local governing bodies: the Draft Master Participation Agreement and the Wake County Transit Work Plan.

D. COUNCIL REPORTS

E. MANAGER REPORTS

F. CLOSED SESSION

Pursuant to N.C. General Statutes Section 143-318.11 (a) (6) “to discuss the qualifications, competence, performance, character, fitness, or conditions of appointment of an individual public officer or employee.”

G. ADJOURNMENT

Town of Garner
Town Council Meeting
Agenda Form

Meeting Date: March 28, 2017		
Subject: South Garner Greenway Extension Project Update		
Location on Agenda: Reports		
Department: Town Manager's Office		
Contact: John Hodges, Assistant Town Manager - Development Services		
Presenter: John Hodges, Assistant Town Manager - Development Services		
<p>Brief Summary:</p> <p>Town of Garner has been notified that we will receive \$245,828 from Wake County through their Open Space program to help fund the South Garner Greenway Extension Project. This project had been on hold until additional funding sources could be pursued. The next step in this process will be negotiating an agreement with Wake County for the pledged funding. Staff seeks input from Council regarding the future of this project as we enter these negotiations.</p>		
<p>Recommended Motion and/or Requested Action:</p> <p>Provide guidance to staff to proceed with negotiations for funding.</p>		
<p>Detailed Notes:</p> 		
<p>Funding Source:</p>		
Cost:	One Time: <input type="radio"/>	Annual: <input type="radio"/> No Cost: <input checked="" type="radio"/>
<p>Manager's Comments and Recommendations:</p> <p>This brings us another step closer to designing the greenway.</p>		
<p>Attachments Yes: <input checked="" type="radio"/> No: <input type="radio"/></p>		
Agenda Form Reviewed by:	Initials:	Comments:
Department Head:	JMH	
Finance Director:		
Town Attorney:		
Town Manager:	RD	
Town Clerk:		



Town Manager’s Office Memorandum

TO: Town Council

FROM: John Hodges, Assistant Town Manager – Development Services

DATE: March 21, 2017

SUBJECT: South Garner Greenway Extension Project Update

The South Garner Greenway Extension Project was last discussed in October 2016 when an update on the Parks and Recreational Bonds was provided to Council. At that time, the following update was given:

Greenways	\$750,000
Funds added from FY 14-15 Operating Budget (Fuel)	\$80,700
Total Allocated Project Budget	\$830,700

Preliminary designs for the South Garner Greenway have been developed and reviewed by Council. In November 2015, Council identified their preferred option which had a cost estimate of just over \$1.3 million, making the project approximately \$500,000 over allocated funding.

Staff has submitted this project to Wake County to be considered for undesignated open space funds from their current funding round. County staff will present their recommendations to Commissioners in November, after which we will know the outcome. Additional bond funding will be available from projects that have changed in scope. Council may consider use of these funds to complete the project budget.

Staff currently has this project on hold until direction is given by Council. If the project remains as a part of the current bond program, staff recommends moving forward with several key steps in the planning process to help further refine the scope and cost of the project and feasibility of the preferred route.

Since this update, the Town of Garner has been notified that we will receive \$245,828 from Wake County through their Open Space program.

With notification of this additional funding, staff has revisited the preliminary designs that were developed and last reviewed by Council in November, 2015 and determined that some assumptions made at the time of design may need to be revisited. Staff also observes that since significant time has passed since stakeholders were engaged regarding the project, those discussions should also be revisited.

Staff recommends that, if the project is to move forward, some of the funding from Wake County and some of the bond funds dedicated to the project should be used to engage a design firm that specializes in greenway design to review preliminary design concepts and work with staff to develop a plan that leads to a final design, property control requirements and an updated cost estimate.

The next step in this process will be negotiating an agreement with Wake County for the pledged funding. Staff seeks input from Council regarding the future of this project as we enter these negotiations.

Town of Garner
Town Council Meeting
Agenda Form

Meeting Date: March 28, 2017		
Subject: PRCR Reorganization of Cultural Arts and Events Team		
Location on Agenda: Discussion		
Department: PRCR		
Contact: Sonya Shaw, PRCR Director		
Presenter: Sonya Shaw, PRCR Director		
Brief Summary: A reorganization of PRCR's Cultural Arts and Events Team to increase the operation and efficiency of the team.		
Recommended Motion and/or Requested Action:		
Detailed Notes:		
Funding Source: Lapsed salary		
Cost: \$2,400	One Time: <input type="radio"/>	Annual: <input checked="" type="radio"/> No Cost: <input checked="" type="radio"/>
Manager's Comments and Recommendations: I have reviewed the proposed re-organization along with Human Resources and support it as a means of increasing efficiency and providing better marketing and event outcomes.		
Attachments Yes: <input checked="" type="radio"/> No: <input type="radio"/>		
Agenda Form Reviewed by:	Initials:	Comments:
Department Head:	SS	
Finance Director:		
Town Attorney:		
Town Manager:	RD	
Town Clerk:		

To: Matt Roylance, Asst. Town Manager - Operations
Rodney Dickerson, Town Manager
From: Sonya Shaw, Parks, Recreation and Cultural Resources Director
Date: 3/28/17
Re: Reorganization of Cultural Arts & Events Team- PRCR

Debbie Dunn, Cultural Arts and Events Team Manager, has requested a team reorganization to increase the operation and efficiency of this team. It has become the department's custom to review programming team needs as positions become vacant.

A change is requested to upgrade the Theatre Services Coordinator position (Grade 21) to Theater and Marketing Supervisor (Grade 23). In the past, the position has been responsible for coordinating facility rentals and technical needs of all theater events and rentals, reporting facility maintenance needs, assisting theatre manager with Performance Series which includes marketing duties- print media ads, GPAC program guide, postcards, website and social media outlets. New duties will include supervising the Marketing Coordinator who will be responsible for these same marketing efforts for other department programming teams, working with programming partners and managing E-tix for box office ticket sales. Costs for the requested change in the project are approximately \$2,400 which can be covered with existing year lapse salary.

Additional Arts and Events programming team changes include revising and updating job descriptions for the Events and Box Office Coordinator (Grade 21) and Marketing and Events Coordinator (Grade 21). In years prior, special event responsibilities were spread between these two positions. Due to the growing nature of smaller events and E-tix technology programs to manage GPAC ticket sales, the new positions reflect a complete division of marketing and special event duties. The Events and Box Office Coordinator has become the Events Coordinator and the Marketing and Events Coordinator has become the Marketing Coordinator (Grade 21).

Debbie Dunn and PRCR Administration met with staff members and gained positive feedback on proposed changes.

Garner Parks, Recreation & Cultural Resources Department

Cultural Arts and Events Team Proposed New Duties



Debbie Dunn
Cultural Arts & Events Manager
 Grade 26

- Supervise & Assist Staff
- Book Performance Series
- Develop Sponsorships
- Visioning and Planning Arts Expansion
- Budget/ Purchasing/ Payroll
- External Relationships

Jon Shearin
Theater & Marketing Supervisor
 Grade 23 (Proposed)

- Current Theater Coordinator – Grade 21
- GPAC Facility (Building & Maintenance)
- GPAC marketing and rentals
- Supervise & Assist Marketing Coordinator
- Technical Coordinator for all Events
- Manage Box Office and staff
- Programming Partners
- Assist Manager w/ Performing Arts Series

New Hire
Events Coordinator
 Grade 21

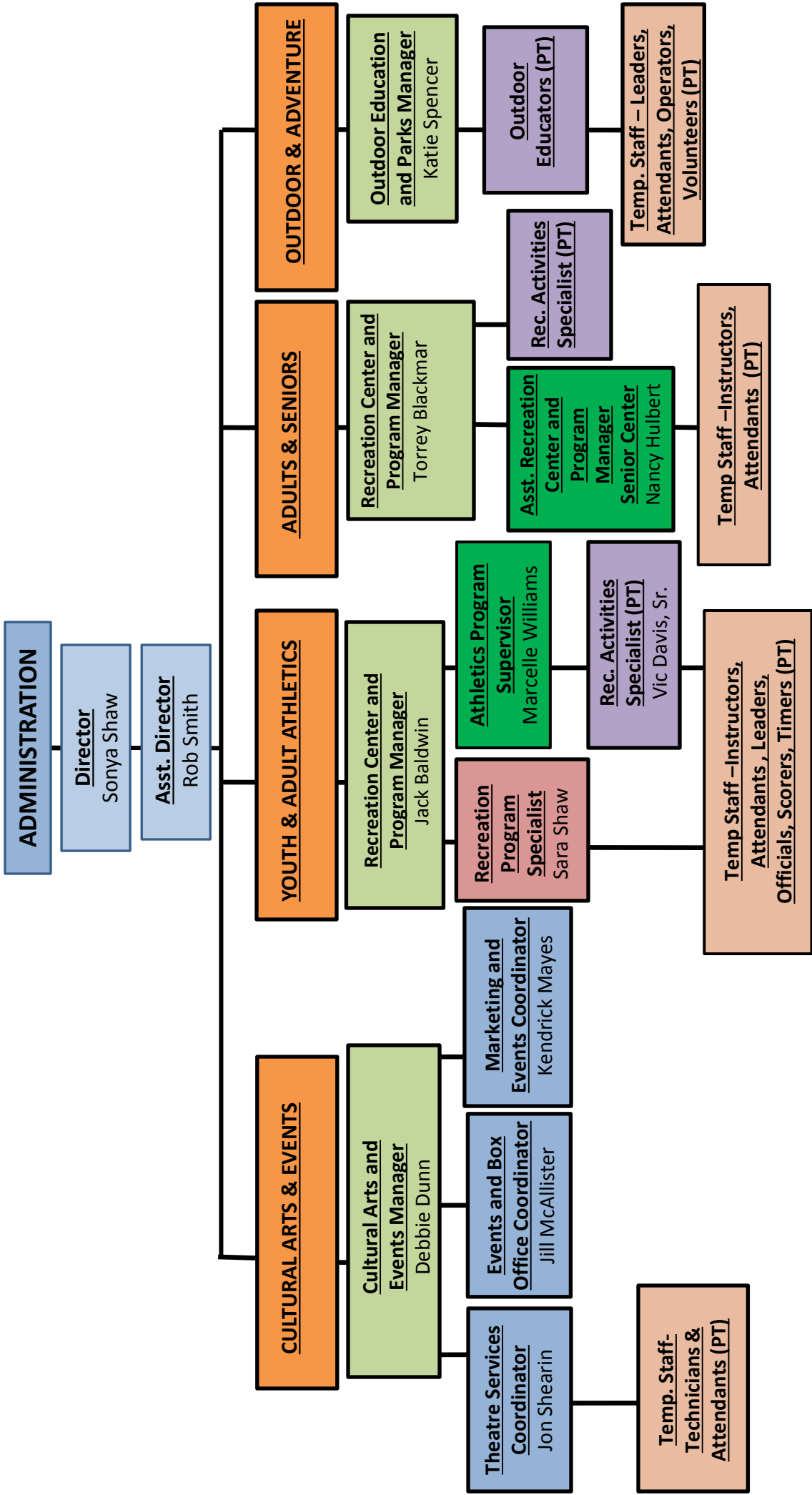
- Plan and Implement Town Special Events (Eggstravaganza, July 3rd, Carnaval Latino, Trick-or-Treat the Trails, Light Up Main and Christmas Parade)
- Ground breakings and ribbon cuttings (PRCR)
- GRA – Movies on the Lawn

Kendrick Mayes
Marketing Coordinator
 Grade 21

- Brochure Design, Printing and Distribution
- Maintain Web-site (PRCR)
- Coordinate Social Media Accounts (PRCR)
- Expos, Fairs & Marketing Booths
- Community Outreach Marketing
- Assist PRCR Teams with Marketing



Garner Parks, Recreation and Cultural Resources Department Organizational Chart



Town of Garner
Town Council Meeting
Agenda Form

Meeting Date: March 28, 2017		
Subject: Wake County Transit Work Plan and Draft Master Participation Agreement		
Location on Agenda: Reports		
Department: Town Manager's Office		
Contact: John Hodges, Assistant Town Manager - Development Services		
Presenter: John Hodges, Assistant Town Manager - Development Services		
<p>Brief Summary:</p> <p>Since the Wake County Transit Plan was adopted and funding to support the implementation was approved by voters, the Transit Planning Advisory Committee (TPAC) has been working to develop the technical details to implement the plan. The TPAC now has two important documents ready to be reviewed by the local governing bodies: the Draft Master Participation Agreement and the Wake County Transit Work Plan.</p>		
<p>Recommended Motion and/or Requested Action:</p> <p>See below.</p>		
<p>Detailed Notes:</p> <p>Council input on the Wake County Transit Work Plan will be given to the TPAC for consideration in their final version. Council will need to adopt the final version of the Master Participation Agreement once it is released.</p>		
<p>Funding Source:</p> <p>NA</p>		
Cost:	One Time: <input type="radio"/>	Annual: <input type="radio"/> No Cost: <input checked="" type="radio"/>
<p>Manager's Comments and Recommendations:</p> <p>NA</p>		
<p>Attachments Yes: <input checked="" type="radio"/> No: <input type="radio"/></p>		
Agenda Form Reviewed by:	Initials:	Comments:
Department Head:	JMH	
Finance Director:		
Town Attorney:		
Town Manager:	RD	
Town Clerk:		



Town Manager's Office Memorandum

TO: Town Council

FROM: John Hodges, Assistant Town Manager – Development Services

DATE: March 21, 2017

SUBJECT: Wake County Transit Work Plan and Draft Master Participation Agreement

Since the Wake County Transit Plan was adopted and funding to support the implementation was approved by voters, the Transit Planning Advisory Committee (TPAC) has been working to develop the technical details to implement the plan. The TPAC now has two important documents ready to be reviewed by the local governing bodies: the Draft Master Participation Agreement and the Wake County Transit Work Plan.

Master Participation Agreement

This agreement regulates the methods and engagement for agencies that may use a part of the Wake County Tax Revenue. Any local government within Wake County that plans to benefit from these revenues must be a party to the agreement. For Garner, this participation would be in the form of the proposed Community Funding Area Program that would allow municipalities to leverage matching funds to develop and oversee operation of community-based local transit services. While this may be well into the future for us, we need to be a party to the agreement in order to participate.

The agreement has been reviewed by staff who represent Garner on the TPAC and by Town Attorney Bill Anderson. The draft agreement that follows, version 11, may have slight modifications made prior to becoming the final version. To allow ample time for Council review and comment, we are presenting this draft now and will submit the final version for your adoption at a later time.

Wake County Transit Work Plan

The TAPC has also released a draft version of the Wake County Transit Work Plan that will guide efforts of staff, partner agencies and consultants for FY 2018. The draft plan is enclosed for your review and comments. Staff has participated in the development of the work plan through its involvement with the TPAC and is satisfied with the direction.

Please note that several municipalities are named throughout the work plan. These municipalities already share in county revenues to operate a transit system or service. Since Garner does not currently receive funding to operate a transit system, you will not see it listed in the plan.

GoTriangle is currently holding a series of public meetings to get input on the work plan. Eight meetings are scheduled across Wake County between March 20 and March 30. The slides in your packet include the presentation that will be given at these meetings. Staff will present an overview at the Work Session.

**WAKE TRANSIT MASTER PARTICIPATION AGREEMENT
("PARTICIPATION AGREEMENT")**

Between

GOVERNANCE ILA PARTIES:

**RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY
("GoTriangle"), CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION
("CAMPO"), and COUNTY OF WAKE ("Wake County")**

and

ELIGIBLE PARTICIPANT PARTIES:

**CITY OF RALEIGH, TOWN OF CARY, TOWN OF APEX, TOWN OF FUQUAY-
VARINA, TOWN OF GARNER, TOWN OF HOLLY SPRINGS, TOWN OF
KNIGHTDALE, TOWN OF MORRISVILLE, TOWN OF ROLESVILLE, TOWN OF
WAKE FOREST, TOWN OF WENDELL, TOWN OF ZEBULON, NORTH CAROLINA
STATE UNIVERSITY, AND RESEARCH TRIANGLE PARK FOUNDATION**

**(Hereinafter referred to as "Participant Parties" once such entity has executed the
Participation Agreement);**

(All parties collectively referred to herein as "Parties")

WITNESSETH:

WHEREAS, the Parties to this Participation Agreement, who have or may have specific roles in the implementation of public transit and the support of public transit infrastructure in the Wake County area, have determined that it is in their best interest and the best interest of the constituents they represent to coordinate future public transit planning, funding, expansion and construction; and

WHEREAS, an extensive community driven process was used to develop a strategic transit vision document that set forth an enhanced public transit plan for Wake County, referred to as the "*Wake County Transit Plan*" ("Wake Transit Plan"), and this plan was unveiled on or about December 8, 2015, and adopted by the GoTriangle Board of Trustees on May 25, 2016, CAMPO's Executive Board on May 18, 2016, and the Wake County Board of Commissioners on June 6, 2016; and

WHEREAS, in conjunction with the Wake Transit Plan, the Governance ILA Parties adopted the *Wake Transit Governance Interlocal Agreement* ("Governance ILA") that creates a governance structure for the implementation of the Wake Transit Plan by and through the annual Wake Transit Work Plan; and

WHEREAS, the Governance ILA specifically created the Transportation Planning Advisory Committee (TPAC), made up staff representatives from the Governance ILA Parties and the Eligible Participant Parties, and charged the TPAC with coordinating and recommending the planning and implementation aspects of the Wake Transit Work Plan; and

WHEREAS, the Governance ILA and the Parties to this Participation Agreement contemplate an inclusive and cooperative process for the continuous development and implementation of the Wake County Transit Plan, whereby the Parties are collectively enabled to make recommendations, develop, and review the Wake Transit Work Plan and have a role in the approval of the Wake County Transit Plan through structured representation on the CAMPO Executive Board and GoTriangle Board of Trustees that have jurisdiction over the development and implementation of the Wake Transit Work Plan; and

WHEREAS, the purpose of this Participation Agreement is to: 1) serve as the master joint agency operations agreement referenced in Section 8.02 of the Governance ILA; 2) establish standards that will govern the Parties' eligibility for inclusion of sponsored Implementation Elements in the Wake Transit Work Plan and receipt of any funding allocation from Wake County Transit Tax Revenue; 3) evidence the Parties' approval of the Wake County Transit Plan and the annual update process; and 4) confirm the Parties' roles in carrying out Transportation Planning Advisory Committee (TPAC) responsibilities.

NOW THEREFORE, in consideration of the above recitals and the mutual covenants herein contained, the Parties hereto agree as follows:

ARTICLE I
PURPOSE, SCOPE & LIMITATION OF AUTHORITY,
RESPONSIBILITIES, TERM & EFFECTIVE DATE

1.01 **Purpose.** The Parties hereby recognize that the Wake County Transit Plan (inclusive of the Wake Transit Financial Plan), as implemented by annual Wake Transit Work Plans, will serve as a guidance document for public transit investment in Wake County. The primary purpose of this Participation Agreement is to set the standards for all Parties who desire to receive project funding from Wake County Transit Tax Revenues and to define the scope of the Parties' participation in the development of the recommended Wake Transit Work Plan. This Participation Agreement also defines the roles of the Parties with respect to future planning, design, funding, and implementation of the Wake County Transit Plan as it comports with the overarching governance structure detailed in the Governance ILA.

1.02 **Scope & Limitation of Authority.** This Participation Agreement shall be limited to the purposes enumerated herein. No Party by virtue of execution of this Participation Agreement has the right to expand, abridge, limit or constrain the authority or actions of (1) GoTriangle and CAMPO or the TPAC created by the Governance ILA with respect to the administration of the Wake County Transit Plan; or (2) any other Party, except as specifically agreed to herein. Nothing herein shall be construed to grant funding for any Implementation Element (defined herein in Article II) to any Party. Further, any Party receiving Wake County Transit Tax Revenue for an Implementation Element is wholly responsible for implementation of the element

except as may be set forth by future agreements between individual Parties. This Participation Agreement shall not confer additional responsibilities upon other Parties for particular Implementation Elements. The Parties hereby recognize that the official governance and oversight for the Wake County Transit Plan according to the terms of the Governance ILA and this agreement shall reside with CAMPO's Executive Board and the GoTriangle Board of Trustees to which every Party to this Participation Agreement has structured representation.

1.03 Responsibilities of the Governance ILA Parties. The Governance ILA Parties shall have the responsibilities and duties set out in the Governance ILA.

1.04 Responsibilities of the Participant Parties. The Participant Parties shall:

- (a) Provide staff to serve on the TPAC; and
- (b) Prior to and as a condition of receiving Wake Transit Tax Revenue to deliver Implementation Elements as identified within the Wake Transit Work Plan, negotiate and enter into Capital Funding Agreements and/or Operating Agreements.

1.05 Term & Effective Date. This Participation Agreement shall become effective upon approval and execution by the CAMPO Executive Board, the GoTriangle Board of Trustees and at least two Eligible Participant Parties. The Term of this Participation Agreement shall be for a period of twenty five (25) years from the Effective Date, unless otherwise amended by the prior express written agreement of the Parties.

ARTICLE II DEFINITIONS

2.01 "CAPITAL FUNDING AGREEMENT" shall mean an agreement between an agency and other agencies to provide an Implementation Element or a project plan if the Implementation Element is to be provided by the agency. The agreement or project plan shall state the details of the capital improvements to be provided and detail expectations on funding, responsibilities, schedule and performance. At a minimum, the Capital Funding Agreement shall set forth these elements required by the Governance ILA:

- (a) Technical project description with anticipated project performance characteristics;
- (b) Project implementation schedule and milestones;
- (c) Detailed revenue and expenditure projections by fiscal year;
- (d) Reporting requirements;
- (e) Plan for return of funds if project fails;
- (f) Audit provisions;
- (g) Allocation of matching funds for local systems if applicable;
- (h) If project is debt funded, provisions for addressing any items required for title, debt covenants, or other related items;
- (i) A provision that the designated sponsor must as a condition of the agreement undertake and complete any projects already under contract to complete with no supplantation of funding;
- (j) Public involvement and engagement expectations.

- (k) Reporting requirements;
- (l) Method for termination;
- (m) Issue resolution process.

2.02 “CAPITAL PROJECTS ORDINANCE” shall mean the annual financial ordinance budgeted for the Wake Transit major capital fund pursuant to N.C.G.S. Chapter 159., tied to the multi-year Capital Improvement Plan, the Annual Capital Budget and planned capital project funding agreements that implement needed capital projects.

2.03 “COMMUNITY FUNDING AREAS” shall mean areas in Wake County with limited fixed route transit service offerings as defined in the Wake County Transit Plan where additional transit services can be provided with joint participation and funding from the local government(s) and/or Research Triangle Park. Community Funding Areas by definition do not include Town of Cary and City of Raleigh.

2.04 “GOVERNANCE INTERLOCAL AGREEMENT” or “GOVERNANCE ILA” shall mean the Transit Governance Interlocal Agreement dated May 18, 2016 between Research Triangle Regional Public Transportation Authority (“GoTriangle”), Capital Area Metropolitan Planning Organization (“CAMPO”), and Wake County that provides a plan of governance related to the implementation of public transit services and projects outlined in the Wake County Transit Plan.

2.05 “IMPLEMENTATION AGREEMENTS” shall be the regular and annual agreements that outline the details of how projects in the Wake County Transit Annual Work Plan shall be implemented. These agreements shall be designated as Operating Agreements or Capital Funding Agreements and will clearly outline implementation standards as defined. These agreements shall contain all requirements as defined in the Participation Agreement for each type of agreement. The expected amount of funds associated with each Implementation Agreement will be clearly defined in the Wake Transit Work Plan.

2.06 “IMPLEMENTATION ELEMENT” shall mean a discrete project, operation or study or a discrete logical grouping of projects, operations or studies tracked separately by the Wake Transit Work Plan.

2.07 “INTERLOCAL AGREEMENT FOR THE ADMINISTRATIVE DISTRIBUTION OF THE WAKE COUNTY \$7 VEHICLE REGISTRATION TAX” shall mean the Agreement executed on or about January 2017, currently by and between Wake County, City of Raleigh, Town of Cary, Town of Wake Forest, City of Durham, and GoTriangle for the administrative distribution of funds derived from a new Wake County \$7.00 Vehicle Registration Tax in accordance with N.C.G.S. § 105-570, as such agreement may be amended from time to time to include other eligible units of local government within Wake County.

2.08 “MAJOR FUND” shall mean, as defined by the Governmental Accounting Standards Board (“GASB”), a fund that is reported in a separate column in the basic fund financial statements and is subject to a separate audit opinion in the independent auditor’s report. As defined, the Tax District shall report a Major Fund for the Wake Transit Work Plan operating funds and a Major Fund for the Wake Transit Work Plan Capital Funds.

2.09 “MULTI-YEAR CAPITAL IMPROVEMENT PLAN” (“CIP”) shall mean a multi-year document that identifies by year projected capital projects, project sponsors responsible for undertaking these projects, the financial costs and anticipated sources of funding for those projects, and identifies any projected operating costs associated with those projects. The CIP shall be coordinated with the Metropolitan Transportation Plan, Transportation Improvement Program, and annual program of projects developed and maintained by the Raleigh Urbanized Area designated recipient of federal formula transit grants so as to be consistent with submittal deadlines for the Transportation Improvement Program and the horizon years of the Metropolitan Transportation Plan.

2.10 “MULTI-YEAR OPERATING PROGRAM” shall mean the annual document describing transit operating programs, which could include the implementation of local bus, express bus, Bus Rapid Transit, and commuter rail services. It will describe service changes planned for the year and preliminary service proposals and financial projection for the subsequent years. A detailed report on the status of each bus and rail route shall also be included, along with performance objectives for the coming year. The document shall also describe administrative, planning, marketing, or other functions that are not directly accounted for in specific infrastructure project delivery or allocated to service delivery, but which are essential to the implementation of the Transit Plan.

2.11 “OPERATING AGREEMENT” shall mean an agreement to provide an Implementation Element of the Wake County Transit Annual Work Plan funded by Wake Transit Tax Revenue. At a minimum, the Operating Agreement shall set forth these elements required by the Governance ILA:

- (a) Description of operations (to include transit service area, minimum service delivery standards and characteristics, standards for elements such as stops, frequency, span, service productivity and headways)
- (b) Allocation of costs and funding sources consistent with multi-year operating program and annual operating budget amounts;
- (c) Minimum annual service performance evaluation method;
- (d) Respective roles of parties and transit agencies in the provision of the projects and services outlined;
- (e) Issue resolution process;
- (f) Method for termination;
- (g) All Federal Transit Administration required certifications and assurances in accordance with 23 U.S.C. 134, 29 U.S.C. 623, 42 U.S.C. 2000, 42 U.S.C. 6102, 42 U.S.C. 12112, 42 U.S.C. 12132, 49 U.S.C. 5303; 49 U.S.C. 5332, 29 CFR Part 1630, 41 CFR Parts 60 *et seq.*;
- (h) Reporting requirements; and
- (i) Public involvement and engagement expectations.

2.12 “OPERATING BUDGET ORDINANCE” shall mean the annual financial ordinance budgeted for the Wake Transit major operating fund pursuant to N.C.G.S. Chapter 159, tied to Operating Agreements, that includes funds for the operations of projects identified in the Wake Transit Annual Work Plan, allocations for reserves, and transfers to other funds such as other Wake Transit major funds identified by the component unit. The Operating Budget Ordinance shall include the general administrative expenses of the unit separate from project operating funds.

2.13 “SPECIAL DISTRICT” or “TAX DISTRICT” shall mean any tax district administered by GoTriangle pursuant to authorizing resolutions and N.C.G.S. 105-508 *et seq.* or N.C.G.S. 105-561 *et seq.* to which Wake County is a member, now or in the future.

2.14 “TRANSIT PLANNING ADVISORY COMMITTEE” or “TPAC” shall mean the committee created by the Governance ILA that is jointly charged with coordinating and recommending the planning and implementation aspects of the Wake County Transit Annual Work Plan.

2.15 “WAKE COUNTY TRANSIT TAX REVENUE” or “WAKE TRANSIT TAX REVENUE” shall be defined as all revenues derived from transit funding sources in support of the Wake County Transit Plan, which shall include the ½ percent local option sales and use tax as defined by N.C.G.S. 105-508; the County vehicle registration fee assessed by the Wake County Board of Commissioners in accordance with N.C.G.S. 105-570 *et seq.*; the increased portion of the regional vehicle registration fee assessed by GoTriangle in accordance with N.C.G.S. 105-561 *et seq.* allocated to Wake County.; and the portion of vehicle rental tax collected by GoTriangle pursuant to N.C.G.S. 105-550 *et seq.* and allocated to Wake County by the GoTriangle Board of Trustees.

2.16 “WAKE COUNTY TRANSIT PLAN” shall mean the plan adopted by CAMPO, GoTriangle and the Wake County Board of Commissioners outlining multiple decades of investment in transit and transit infrastructure. The numerical data, assumptions, schedules, priorities, and implementation aspects of the Wake County Transit Plan will be reflected in the annually adopted WAKE TRANSIT WORK PLAN.

2.17 “WAKE TRANSIT FINANCIAL PLAN” shall mean annual and long-term financial documents that project revenues and expenditures and include all projected sources for projects and planned uses of funds for both capital projects and operating expenses, and is used to evaluate the impact of operating and funding decisions on the Wake Transit major operating and capital funds’ financial condition to ensure the Wake Transit Plan’s policies and objectives are maintained in the long-term, including liquidity targets and debt ratios relevant to rating agency metrics.

2.18 “WAKE TRANSIT WORK PLAN” or “ANNUAL WORK PLAN” shall mean the comprehensive plan for transit capital and operations presented by the TPAC and approved by CAMPO and GoTriangle on an annual basis which directs funding and implementation for a specific year.

ARTICLE III
TRANSIT PLANNING ADVISORY COMMITTEE

3.01 **Scope & Authorization.** The Transit Planning Advisory Committee was established and enabled by and through the Governance ILA. By execution of this Participation Agreement, the Parties confirm their commitment to serve on the TPAC and to carry out the responsibilities enumerated in this Article in association with their TPAC membership.

3.02 **Membership.** The Parties to this Participation Agreement shall have representative membership on the TPAC as follows: two (2) staff members appointed by Wake County, two (2) staff members appointed by GoTriangle, two (2) staff members appointed by CAMPO, two (2) staff members appointed by the Town of Cary, two (2) staff members appointed by the City of Raleigh, one (1) staff member appointed by each of the municipalities of Apex, Fuquay-Varina, Garner, Holly Springs, Knightdale, Morrisville, Rolesville, Wake Forest, Wendell, and Zebulon and one (1) staff member appointed by North Carolina State University and one (1) staff member appointed by the Research Triangle Park Foundation.

3.03 **Bylaws.** As of the date of this Participation Agreement, the TPAC has enacted bylaws which have been approved by the GoTriangle Board of Trustees and CAMPO Executive Board. The TPAC bylaws shall govern quorum and voting standards, operational rules for the composition and function of the TPAC, and guidelines for the scheduling of meetings to carry out the responsibilities contained within this Article.

3.04 **TPAC Responsibility for the annual Wake Transit Work Plan.** Subject to its continuation and authority as set forth in the Governance ILA, the TPAC shall develop recommendations for each of the following elements of the Wake Transit Work Plan, as further defined in the Governance ILA:

- (a) Annual Operating Budget Ordinance for the Wake Transit Major Fund which will appropriate funds for the planning, operation and administration of transit implementation elements; and
- (b) Annual Tax District administration budget for the Wake Transit major operating and capital fund; and
- (c) Multi-Year Capital Improvement Plan (CIP) for the Wake Transit major capital fund that clearly identifies specific projects, parties responsible for coordinating projects, project funding sources, and project expenditures; and
- (d) Annual Capital Budget Ordinance for the Wake Transit major capital fund that allocates financial resources to specific project sponsors for specific projects and represents the first year of appropriation of funding for capital projects identified in the Multi-Year CIP;
- (e) Multi-year Operating Program for the Wake Transit major operating fund that clearly identifies specific projects, parties responsible for operating those projects, project funding sources, and project expenditures; and
- (f) Update of the long term Wake Transit Financial Plan and financial model assumptions; and
- (g) Capital Funding Agreements as defined herein; and
- (h) Operating Agreements as defined herein.

3.05 Ancillary Responsibilities. In addition to the responsibilities outlined in Section 3.04 above, on an as needed, recurring basis, the TPAC shall also provide, as further defined in the Governance ILA:

- (a) Recommendations on detailed elements of a multi-year service implementation plan; and
- (b) Staffing model and staffing expectations plan; and
- (c) A program management policy and plan for the Community Funding Areas; and
- (d) Templates containing minimum standards for project and financial reports for the Wake Transit Major Funds; and
- (e) A project prioritization policy that guides the development of the CIP and longer term operating program and annual budgets; and
- (f) Designation of project sponsors (agencies responsible for each respective capital and operating project), including agencies responsible for each Implementation Element;
- (g) A multiyear vision plan; and
- (h) An articulated strategy for each Implementation Element or agreement, which shall include scope, geography, purpose and goals, processes for allowing amendments, and processes for addressing significant concerns; and
- (i) Detailed strategies for capital/infrastructure projects exceeding \$1,000,000; and
- (j) An articulated strategy for incorporating or accounting for public outreach, involvement, and communication with the deliverables set forth herein; and any other non-enumerated responsibilities to assist with the development of the Wake Transit Work Plan as determined by the TPAC's internal deliberation processes or as requested by CAMPO and GoTriangle.

3.06 Non-Delegation. The TPAC shall not delegate its responsibility to review and present documents and products which are defined in Sections 3.04 and 3.05 as TPAC responsibilities.

3.07 Right to Inspect. All Parties to this Participation Agreement, or their authorized representative(s), shall have the right to inspect, examine, and make copies of any and all books, records, electronic files, agreements, minutes, and other writings and work products related to the operation and day-to-day business of the TPAC. The TPAC shall maintain such books and records in a manner which facilitates review by the Parties.

ARTICLE IV ELIGIBILITY FOR WAKE COUNTY TRANSIT TAX REVENUE FUNDING

4.01 Requirements for Inclusion in the Wake Transit Work Plan. It is hereby acknowledged that as a prerequisite of a Party's formal request for inclusion of an Implementation Element in the Wake Transit Work Plan, the Party must: 1) be a Party in good standing to this Participation Agreement; 2) be a member of the TPAC; and 3) be or be added as a Party in good standing to the Interlocal Agreement for the Administrative Distribution of the Wake County \$7 Vehicle Registration Tax (only if Party is an eligible municipality in Wake County pursuant to N.C.G.S. 105-570). It is expressly agreed and understood that the conditions set forth in this Participation Agreement are a pre-requisite for funding allocations from Wake County Transit Tax Revenues and no Party may receive Wake County Transit Tax Revenues unless they remain in compliance with the terms and conditions of this Participation Agreement.

4.02 Implementation Agreements. The Parties to this Participation Agreement acknowledge that all Implementation Elements contained in the Wake Transit Work Plan, whether partially or fully funded with Wake County Transit Tax Revenues, will not move forward until Implementation Agreements, which shall include a Capital Funding Agreement and an Operating Agreement, are executed by and between the Party or Parties and the Special District, as administered by GoTriangle. Each Capital Funding Agreement and Operating Agreement shall contain all elements in the definitions of such agreements as set forth in this Participation Agreement. If any Implementation Agreement involves federal or state funding that is otherwise under the distribution and program management responsibility of CAMPO or, regardless of funding source, constitutes a regionally significant project as defined in 23 CFR § 450.104, CAMPO shall also be a party to the agreement. The purpose of this Section is to acknowledge, as defined, the minimum requirements of Implementation Agreements. Nothing herein shall be construed to bind a future governing board of a Party or otherwise alter its ability to negotiate or approve the contents of an Implementation Agreement.

4.03 Community Funding Areas. Community Funding Areas projects shall be included in the Wake Transit Work Plan and shall meet all eligibility requirements set forth in this Article.

ARTICLE V SUPPLANTATION/SUPPLEMENTATION

5.01 As of the Effective Date of this Participation Agreement, N.C.G.S. § 105-508.2 and N.C.G.S § 105-564 requires that the net proceeds of the special tax district be used only to supplement and not to supplant or replace existing funds or other resources for public transportation systems. For purposes of this Article, the “net proceeds of the special tax district” shall only be the ½ percent sales tax proceeds collected under N.C.G.S. § 105-508.2 and regional transit authority vehicle registration tax proceeds collected under N.C.G.S § 105-564. It is the intent of the Parties of this Participation Agreement to comply with these statutes and as may hereafter be amended.

5.02 To comply with this regulation, all Parties commit to fully pursue state and federal matching funding sources, that are not controlled locally, for implementation of eligible projects. Efforts to use existing funds or other resources, including state and federal matching funding sources, will be documented and publically available as a condition of receiving Wake County Transit Tax Revenue. Any audits required as a condition of receiving the identified funding sources shall be available for public inspection as well.

5.03 The most recently reported local fiscal year prior to the Effective Date of this Participation Agreement shall be the baseline for comparison of annual budgets for all Parties for the Term of the Agreement. It is anticipated that this year will be the locally reported fiscal year for FY 16.

5.04 Nothing herein shall be construed to modify, abridge, or deny the authority or discretion of any Party or municipality to independently develop, administer, or control transportation projects pursuant to enumerated authority or funding sources separate from the authority and funding sources outlined in this Agreement.

5.05 In the event that the statutory language or judicial interpretation of the terms set forth in N.C.G.S. 105-508.2 or N.C.G.S § 105-564 change after execution of this Participation Agreement, then and in that event, any such change shall have prospective application only. Provided that all Parties have acted in good faith, no determinations of compliance with supplantation/supplementation requirements for the purpose of past funding shall be re-examined.

ARTICLE VI AMENDMENT, TERMINATION AND NOTICE

6.01 **Amendment.** This Participation Agreement may be amended to add parties or to change content. After the Effective Date of this Participation Agreement, any Eligible Participant Party or Governance ILA Party may become a Party to this Participation Agreement upon execution of the Participation Agreement by an authorized designee of that Party's governing board (or equivalent). If any Party desires to amend the content of the Participation Agreement, then the proposed amendment and the reasons for the proposed amendment shall be communicated in writing to the other Parties per the Notice provisions contained herein. If the Parties agree to the proposed amendment, then the amendment shall be effected by entering into a written amendment to the Participation Agreement, which shall be approved by the authorized designee of that Party's governing board (or equivalent).

6.02 **Termination upon one (1) year's notice.** Any Party may terminate its participation in this Participation Agreement by giving written Notice to each other Party of intent to terminate, as well as reasons for terminating (which shall be in the sole discretion of the terminating party), at least one (1) year prior to the effective termination date. Notwithstanding the above, any withdrawing Party shall have a duty to fulfill all obligations and duties of Implementation Agreements unless such Agreements are terminated in accordance with their provisions. Any Party terminating participation shall be ineligible for future Wake County Transit Tax Revenue Funding for any Implementation Element until and unless the Party re-enters into the Participation Agreement.

6.03 **Cooperation Provisions.** In the event of a termination, the terminating Party shall not be relieved of any existing and unperformed obligations up until the effective date of termination, and the Participation Agreement shall remain in effect as to the non-withdrawing Parties. The non-withdrawing Parties, beginning at the time notice of termination is received, shall work together in good faith to determine if the intent and purpose of the Participation Agreement can be accomplished by executing any Amendments deemed necessary and/or adding any parties deemed necessary to perform the executory obligations of the withdrawing Party.

6.04 **Notice.** Any written or electronic notice required by this Agreement shall be delivered to the Parties at the following addresses, with a copy where designated for each party, which copy shall not in and of itself constitute notice:

For the Town of Apex:

Town of Apex
Town Manager
PO Box 250
Apex, NC 27502

For the Town of Cary:

Town of Cary
Town Manager
PO Box 8005
Cary, NC 27512

With a copy to:

Town Attorney
PO Box 8005
Cary, NC 27512

For CAMPO:

Capital Area Metropolitan Planning Organization
Executive Director
One City Plaza
421 Fayetteville Street, Suite 203
Raleigh, NC 27601

For the Town of Fuquay-Varina:

Town of Fuquay-Varina
Town Manager
401 Old Honeycutt Road
Fuquay-Varina, NC 27526

For the Town of Garner:

Town of Garner
Town Manager
PO Box 446
Garner, NC 27529

For GoTriangle:

GoTriangle
General Manager
PO BOX 13787
Research Triangle Park, NC 27709

with a copy to:

GoTriangle
General Counsel
PO Box 13787
Research Triangle Park, NC 27709

For the Town of Holly Springs:

Town of Holly Springs
Town Manager
PO Box 8
Holly Springs, NC 27540

For the Town of Knightdale:

Town of Knightdale
Town Manager
PO Box 640
Knightdale, NC 27545

For the Town of Morrisville:

Town of Morrisville
Town Manager
PO Box 166
Morrisville, NC 27560

For North Carolina State University:

North Carolina State University
Vice Chancellor for Finance and Administration
Campus Box 7001, A Holladay Hall
Raleigh, NC 27695

For the City of Raleigh:

City of Raleigh
Attn: City Manager
PO Box 590
Raleigh, NC 27602

with a copy to:

City of Raleigh
Attn: City Attorney
PO Box 590
Raleigh, NC 27602

For the Town of Rolesville

Town of Rolesville
Town Manager
PO Box 250
Rolesville, NC 27571

For Wake County:

Wake County
County Manager
P.O. Box 550
Raleigh, N.C. 27602

with a copy to:

Wake County Attorney
P.O. Box 550
Raleigh, N.C. 27602

For the Town of Wake Forest:

Town of Wake Forest
Town Manager
301 S. Brooks Street
Wake Forest, NC 27587

For the Town of Wendell:

Town of Wendell
Town Manager
15 E. Fourth St.
Wendell, NC 27591

For the Town of Zebulon:

Town of Zebulon
Town Manager
1003 N. Arendell Ave
Zebulon, NC 27597

ARTICLE VII MISCELLANEOUS PROVISIONS

7.01 Representations and Warranties. The Parties each represent, covenant and warrant for the other's benefit as follows:

- (a) Each Party has all necessary power and authority to enter into this Participation Agreement and to carry out the transactions contemplated by this Participation Agreement, and this Participation Agreement has been authorized by each Party's governing body. This Participation Agreement is a valid and binding obligation of each Party.

- (b) To the knowledge of each Party, neither the execution and delivery of this Participation Agreement, nor the fulfillment of or compliance with its terms and conditions, nor the consummation of the transactions contemplated by this Participation Agreement, results in a breach of the terms, conditions and provisions of any agreement or instrument to which either Party is now a party or by which either is bound, or constitutes a default under any of the foregoing.
- (c) To the knowledge of each Party, there is no litigation or other court or administrative proceeding pending or threatened against such Party (or against any other person) affecting such Party's rights to execute or deliver this Participation Agreement or to comply with its obligations under this Participation Agreement. Neither such Party's execution and delivery of this Participation Agreement, nor its compliance with its obligations under this Participation Agreement, requires the approval of any regulatory body or any other entity the approval of which has not been obtained.

7.02 Dispute Resolution. In the event of conflict or default that might arise for matters associated with this Participation Agreement, the Parties agree to informally communicate to resolve the conflict. If any such dispute cannot be informally resolved, then such dispute, or any other matter arising under this Participation Agreement, shall be subject to resolution in a court of competent jurisdiction. Such disputes, or any other claims, disputes or other controversies arising out of, and between the Parties shall be subject to and decided exclusively by the appropriate general court of justice of Wake County, North Carolina.

7.03 No Waiver of Non-Compliance with Participation Agreement. No provision of this Participation Agreement shall be deemed to have been waived by any Party hereto unless such waiver shall be in writing and executed by the same formality as this Participation Agreement. The failure of any Party hereto at any time to require strict performance by the other of any provision hereof shall in no way affect the right of the other Party to thereafter enforce the same. In addition, no waiver or acquiescence by a Party hereto of any breach of any provision hereof by another Party shall be taken to be a waiver of any succeeding breach of such provision or as a waiver of the provision itself.

7.04 Governing Law. The parties intend that this Participation Agreement be governed by the law of the State of North Carolina. Proper venue for any action shall solely be Wake County.

7.05 Assignment. No Party may sell or assign any interest in or obligation under this Participation Agreement without the prior express written consent of the other Parties.

7.06 Independence of the Parties. Nothing herein shall be construed to modify, abridge, or deny the authority or discretion of any Party to independently develop, administer, or control transportation projects pursuant to enumerated authority or funding sources separate from those outlined in this Participation Agreement.

7.07 Execution in Counterparts/Electronic Version of Participation Agreement. This Participation Agreement may be executed in any number of counterparts, each of which shall be an original and all of which shall constitute but one and the same instrument. Any Party may convert a signed original of the Participation Agreement to an electronic record pursuant to a North Carolina Department of Natural and Cultural Resources approved procedure and process for converting paper records to electronic records for record retention purposes. Such electronic record of the Participation Agreement shall be deemed for all purposes to be an original signed Participation Agreement.

7.08 No Waiver of Sovereign Immunity. Nothing in this Participation Agreement shall be construed to mandate purchase of insurance by Wake County pursuant to N.C.G.S. 153A-435; or to be inconsistent with Wake County's "Resolution Regarding Limited Waiver of Sovereign Immunity" enacted October 6, 2003; or to in any other way waive any Party's defense of sovereign or governmental immunity from any cause of action alleged or brought against any Party for any reason if otherwise available as a matter of law.

7.09 No Waiver of Qualified Immunity. No officer, agent or employee of any Party shall be subject to any personal liability by reason of the execution of this Participation Agreement or any other documents related to the transactions contemplated hereby. Such officers, agents, or employees shall be deemed to execute this Participation Agreement in their official capacities only, and not in their individual capacities. This section shall not relieve any such officer, agent or employee from the performance of any official duty provided by law.

7.10 Verification of Work Authorization; Iran Divestment Act. All Parties, and any permitted subcontractors, shall comply with Article 2, Chapter 64, of the North Carolina General Statutes. The Parties hereby certify that they, and all permitted subcontractors, if any, are not on the Iran Final Divestment List created by the North Carolina State Treasurer pursuant to N.C.G.S. 147-86.58.

7.11 No third-Party Beneficiaries. There are no third-party beneficiaries to this Participation Agreement.

7.12 Recitals. The Recitals are incorporated in this Participation Agreement.

FY 2018 Draft Wake Transit Work Plan



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FY 2018 Draft Transit Work Plan

The governing boards of GoTriangle, CAMPO, and the Wake County Board of Commissioners adopted the Wake County Transit Plan, including the Wake County Transit Financial Plan and the Transit Governance Interlocal Agreement, which guides the ongoing planning, funding, expansion and construction of the Plan. Included in the governance agreement is the creation of the Transit Planning Advisory Committee (TPAC), a team charged with planning and implementing the adopted Wake Transit Plan. TPAC is comprised of members from all of Wake County's municipalities, plus GoTriangle, the Capital Area Metropolitan Planning Organization (CAMPO), Wake County, North Carolina State University (NCSU) and Research Triangle Park (RTP). Per the governance agreement, the TPAC is charged with producing a recommended annual Wake Transit Work Plan, comprised of annual operating and capital budgets, an update of the financial model and assumptions guiding the Transit Plan, multi-operating and capital programs guiding future work plans, and annual operating and capital agreements. These agreements will guide the deliverables for funds appropriated in the Wake Transit major operating and capital funds appropriated by the tax district.

Enclosed are the FY 2018 Draft Wake Transit Operating and Capital Budgets, corresponding project sheets, and a component of the FY 2018 Draft Work Plan. The FY 2018 Draft Transit Work Plan balances the careful use of tax payer dollars with thoughtful investment in transit. The FY 2018 Draft Transit Work Plan's approach is to address some short-term pressing needs, such as increasing weekend and evening service and to provide smaller capital projects such as ADA improvements and increased bus stops. The Plan also allocates funds towards studies and planning to allow for strategic investment based on sound guidance and data for deployment of new routes and peak service increases, and major capital project investments like the planned Commuter Rail and Bus Rapid Transit projects.

After comment is received from the public, agencies, and stakeholders, the TPAC will review and develop the recommended FY 2018 Transit Work Plan to be presented to CAMPO and GoTriangle for adoption.

Governance | Transit Planning Advisory Committee



Transit Planning Advisory Committee (**TPAC**) is the technical team charged with planning and implementing the adopted Wake Transit Plan.

TPAC makes recommendations on how the dollars are spent.

Prepare Annual and Multi-Year Capital and Operating Plans.

Recommendations are sent to the governing boards simultaneously for approval.

TPAC Members

- Wake County
- Research Triangle Park
- Go Triangle
- CAMPO
- NCSU
- Apex
- Cary
- Fuquay-Varina
- Garner
- Holly Springs
- Knightdale
- Morrisville
- Raleigh
- Rolesville
- Wake Forest
- Wendell
- Zebulon



FY 2018 Draft Wake Transit Work Plan



FY 2018 Operating Budget & Multi-Year Operating Program

FY18 Triangle Tax District: Wake Operating

	Triangle Tax District: Wake Operating	
Revenues		
Tax District Revenues		
Article 43 1/2 Cent Local Option Sales Tax	\$	81,281,000
Vehicle Rental Tax	\$	3,598,000
\$7.00 Vehicle Registration Tax	\$	4,434,000
\$3.00 Vehicle Registration Tax (Transfer from Wake Tax District)	\$	1,689,000
Total Revenues	\$	91,002,000
Expenditures		
Tax District Administration		
Salaries and Benefits	\$	153,750
Contracted Services	\$	219,333
Transit Plan Administration		
GoTriangle	\$	1,291,102
CAMPO	\$	150,000
GoRaleigh	\$	970,000
GoCary	\$	182,413
Reserve	\$	370,000
Transit Plan Studies	\$	2,737,500
Bus Operations		
GoTriangle	\$	1,656,299
GoRaleigh	\$	1,468,665
GoCary	\$	938,522
TRACS	\$	150,000
Knightdale	\$	43,000
Wendell	\$	4,200
Zebulon	\$	5,516
Transfer to Triangle Tax District -- Wake Capital	\$	79,474,000
Allocation to Wake Operating Fund Balance	\$	1,187,700
Total Expenditures	\$	91,002,000
Revenues over Expenditures	\$	-

**GOTRIANGLE
FISCAL YEAR 2018
TRIANGLE TAX DISTRICT -- WAKE OPERATING FUND ORDINANCE**

BE IT ORDAINED by the Research Triangle Regional Public Transportation Authority Board of Trustees:

Section 1. It is estimated that the following revenues will be available in the **Triangle Tax District -- Wake Operating Fund** for the fiscal year beginning July 1, 2017 and ending June 30, 2018:

Article 43 ½ Cent Local Option Sales Tax	\$81,281,000
Vehicle Rental Tax	\$3,598,000
\$7.00 Vehicle Registration Tax	\$4,434,000
\$3.00 Vehicle Registration Tax (Transfer from Wake Tax District)	\$1,689,000
Total	\$91,002,000

Section 2. The following amounts hereby are appropriated in the **Triangle Tax District -- Wake Operating Fund** for the fiscal year beginning July 1, 2017 and ending June 30, 2018:

Tax District Administration (GoTriangle)	\$373,083
Transit Plan Administration	
GoTriangle	\$1,291,102
Capital Area Metropolitan Planning Organization (CAMPO)	\$150,000
City of Raleigh	\$970,000
Town of Cary	\$182,413
Reserve	\$370,000
Transit Plan Studies	\$2,737,500
Bus Operations	
GoTriangle	\$1,656,299
City of Raleigh	\$1,468,665
Town of Cary	\$938,522
Wake County	\$150,000
Town of Knightdale	\$43,000
Town of Wendell	\$4,200
Town of Zebulon	\$5,516
Transfer to Triangle Tax District -- Wake Capital	\$79,474,000
Allocation to Wake Operating Fund Balance	\$1,187,700
Total	\$91,002,000

Section 3. The GoTriangle General Manager, or his or her designee, is hereby authorized to transfer funds within appropriations under the following conditions:

- A) No transfer may be made that changes the adopted appropriations for debt service, allocations to reserves, and allocations to fund balance.
- B) All budget transfers will be reported to the Transit Planning Advisory Committee.
- C) All increases to an appropriation, and all transfers between appropriations, must be reviewed by the Transit Planning Advisory Committee and approved by the CAMPO and GoTriangle governing boards.

Section 4. Copies of the Budget Ordinance shall be furnished to the Clerk, to the Board of Trustees, to the Finance Officer, and to the Budget Officer of this Authority to be kept on file for their direction in the disbursement of funds. Copies shall also be furnished to representatives of the Agencies under Section 2. The Budget Ordinance shall be entered into the Board minutes.

ADOPTED THIS XXND DAY OF JUNE 2017.

Jennifer Robinson, Board of Trustees Chair

ATTEST:

Michelle C. Dawson, Clerk to the Board

FY 2018 DRAFT OPERATING TRANSIT WORK PLAN

FY 2018 REVENUE

A total of \$91 million is budgeted in the Wake Transit Work Plan for FY 2018, and for this fiscal year, dollars funded by the tax district rely on local sources of funding. The largest of the source of local funds is the half-cent local option sales tax. On November 8, 2016, a county-wide advisory referendum was held in accordance with North Carolina law, and a majority of those voting in the referendum voted for the levy of the half cent sales tax for transit. Subsequently, GoTriangle, as administrator of the Triangle Tax District, levied the one-half percent sales tax on December 14, 2016. The local sales and use tax in Wake County to fund public transportation systems is effective April 1, 2017. The FY 2018 Draft Work Plan assumes a full year of sales tax revenue, totaling \$81.3 million.

The FY 2018 Draft Transit Work Plan also contains two other sources of new revenues. In December 2016, the Wake County Board of Commissioners approved a \$7 county vehicle registration tax to fund local public transportation systems in accordance with the Wake County Transit Plan and the Wake County Transit Financial Plan. The Board also approved an interlocal agreement governing the administrative distribution of funds. For FY 2018, \$4.4 million is budgeted as revenue from the \$7 county vehicle registration tax, which reflects three-quarters of a fiscal year. Notices will be mailed, effective July 1, 2017, by the North Carolina Department of Motor Vehicles (NCDMV), for which payment will be due at the start of the second quarter of FY 2018. The FY 2018 Draft Transit Work Plan also includes a \$3 increase in the Regional Transit Authority Registration Tax by GoTriangle. The Wake County Board of Commissioners approved the increase in December 2016 and GoTriangle will take action in February 2017. This increase is also anticipated to be effective for notices mailed first quarter 2017, for which payment will be due within the second quarter of 2017. Accordingly, \$1.7 million is budgeted for FY 2018.

The FY 2018 Draft Transit Work Plan also includes \$3.6 million of rental car tax. GoTriangle currently levies a 5% tax on vehicle rentals in Wake, Durham, and Orange Counties. Thirty-four percent of the region's rental car tax is allocated to the Wake Transit Plan, or \$3.6 million.

FY 2018 EXPENDITURES

The FY2018 Operating Costs described below are divided between three categories: increased transit operations, dollars allocated to transit planning and implementation, and administration of the tax district. Requests within these sections were submitted by GoTriangle, CAMPO, Wake County, City of Raleigh, Town of Cary, Town of Knightdale, Town of Zebulon, and Town of Wendell. Also includes below is information on the allocation to reserves and transfer to wake transit major capital fund.

I. Bus Service -- \$4,266,202

Bus Service requests were submitted by GoTriangle, Wake County, City of Raleigh, Town of Cary, Town of Knightdale, Town of Wendell, and Town of Zebulon. Some of the requests submitted will be funded through the \$7 County Vehicle Registration Fee and the Rental Car Tax as these funds are permitted to be used for existing services while the ½ cent local option sales tax and the \$3 increase in the regional transit authority registration tax must be used for new public transportation systems. The bus service contemplated in the FY 2018 Draft Transit Work Plan focuses both on connecting communities regionally as well as increasing weekend and evening service. The services that can be implemented without additional bus purchases have a shorter implementation time frame than additional service contemplated in later years of the Wake Transit Plan. Additional information regarding transit operating projects, including span proposed and frequency, may be found on their respective project pages.

A. Route Improvements and Expansions --\$3,436,257:

Funds allocated in this category focus on: Route 100 and Route 300 operated by GoTriangle, Route 7 operated by the City of Raleigh, new fixed route services to be provided by the Town of Cary, and increased Countywide Rural General Public Demand-Response Service.

GoCary is allocated \$938,000 to add new Sunday service on all routes, and to increase the frequency of midday and Saturday service on routes 3, 4, 5, and 6. These routes serve major destinations including Downtown Cary, Crossroads, Western WakeMed, the Arboretum, Bradford, Crescent Green, Cary Towne Center, Stone Creek, High House Crossing, Shoppes of Kildaire, and Waverly Place.

GoRaleigh is allocated \$1.5 million to increase Sunday service levels to be similar to the service levels offered on Saturday. In addition, 10 mid-day trips will be added to Route 7 South Saunders to provide service every 14 minutes during the daytime on weekdays.

A total of \$1.3 million is allocated to GoTriangle for improvements to Route 100 (between downtown Raleigh, North Carolina State University, RDU International Airport, and the Regional Transit Center) and 300 (between downtown Raleigh, North Carolina State University, and downtown Cary). Additional midday and Saturday trips will be added to both routes to provide service every 30 minutes. Night and Sunday service will also be added for Route 300.

The FY 2018 Draft Wake Transit Work Plan also includes \$150,000 for Wake County's Countywide Rural General Public Demand-Response Service operated by TRACS (Wake Coordinated Transportation Services). These funds are programmed to provide 9,000 rides for county residents living in rural areas that are not currently served by any transportation lines.

B. Continued Routes --\$777,229:

The plan includes \$388K for GoTriangle to continue the Fuquay-Varina Express (FRX) Route which provides peak-hour express service between Fuquay-Varina and Raleigh. NCDOT's Fortify construction project funding will cease in FY 2017 and the service is now contemplated to be a local service, and will shift to a 60-minute frequency to match the level envisioned in the Adopted Wake County Transit Plan.

The FY 2018 Draft Wake Transit Work Plan also provides funding to continue the additional peak-hour service for Route 300 originally added as part of NCDOT's Fortify project. This corridor is envisioned to be transformed into a Bus Rapid Transit project in the Wake County Transit Plan. Continuing this service will build transit ridership in the corridor in advance of the BRT project.

C. Other-- \$52,716:

The Town of Knightdale requested \$43,000 to fund the current agreement in place with Triangle Transit to operate the Knightdale-Raleigh Express Service, a regional bus service that operates during peak hours between Knightdale and Downtown Raleigh. Funds are also allocated for the Town of Wendell, in the ongoing amount of \$4,200 to continue leasing property that serves as a Park-and-Ride lot for the Zebulon-Wendell Express Bus Service. Finally \$5,516 is allocated to the Town of Zebulon to cover lease and maintenance costs related to the Zebulon Park-and-Ride lot.

II. Transit Plan Administration -- \$5,701,015

The Wake Transit Plan envisioned various planning efforts and studies in the early years to develop a detailed implementation plan that will identify and prioritize new enhanced bus service and facilities. Included under transit plan administration are several studies to help move forward the Wake Transit Plan. Also included under Transit Plan Administration are positions identified in the transit partners to help administer the plan, outside the scope of fiscal duties of the tax district.

A. Planning and Studies -- \$3,612,500:

Included in planning and studies are funds for a Multi-Year Service Implementation Plan, a Downtown Raleigh Operations Plan, and a Community Funding Area Management Plan. All of these plans were identified as potential areas of future study in the Wake Transit Plan.

The Multi-Year Service Implementation Plan will take the vision established in the Adopted Wake County Transit Plan and translate into a detailed service plan to be implemented over the next ten years. The plan will include procedures for prioritizing and managing bus projects, standards for designing and evaluating bus routes, ten-year service plans for each operating agency, and a ten-year plan for capital projects. These capital projects include vehicles, transit centers, and bus stop improvements. The City of Raleigh will dovetail on this plan for the Downtown Raleigh Operations Plan which will

evaluate how all transportation modes function to facilitate a cohesive and effective network in the Downtown Raleigh area. Funds for the City of Raleigh's Plan is budgeted within GoRaleigh's Transit Plan Administration allocation for FY 2018. The Community Funding Areas Program Management Plan will ultimately be the program management guidance that lays out the policies, project eligibilities and prioritization, processes and procedures, performance measures and standards, management practices, and other parameters for administering the Community Funding Area program. The plan will also describe the application process and evaluation criteria for selection and award of proposed projects for funding. Also planned are customer and community surveys.

B. Staffing Needs -- \$1,811,458:

The FY 2018 operating budget includes 4.3 Full-time Employees that are existing staff within GoTriangle and are currently being funded through the existing use of rental tax. Allocations for staff involved in legal review (0.4 FTE), capital development (1.75 FTE), communication and public affairs (1 FTE), board clerk (0.4FTE), and regional services (0.75 FTE) are included and total to \$500,200 for FY2018.

Salaries and benefits for 3.5 new FTEs within GoTriangle are also included. These positions received funding in FY2017 and will receive full year funding in FY 2018 and beyond in the amount of \$538,125. These positions will be involved with public outreach and communication (1.5 FTE), major investment studies (1 FTE), and the multi-year service implementation plan and capital plan (1 FTE).

CAMPO has requested additional funding for one FTE to provide administrative support for the TPAC and its subcommittees and to coordinate the TPAC's ongoing activities and proceedings. The position will be funded on an ongoing basis in the amount of \$150,000.

Funds in the amount of \$147,413 are allocated to the Town of Cary for a full-time capital projects coordinator to manage the new Wake County Transit Plan. Funds are also allocated to the City of Raleigh for one Service Planner in the amount of \$95,000. Both positions for their respective agencies would plan, program, and implement aspects of the Wake Transit Plan.

Various other administrative costs such as mileage, travel, and training are also included in the amount of \$10,720. Finally, a reserve of \$370,000 is budgeted for future needs that may be identified as a result of the staffing model and expectations plan. Allocations from this reserve to a particular agency require a vote by the TPAC, CAMPO, and GoTriangle.

C. Other Needs -- \$277,057:

An additional \$20,000 is requested by CAMPO and GoTriangle for incidentals related to public engagement activities that will be accessory to the major on-call systemwide

planning studies. Outreach, marketing, and communication expenses tied directly to the Wake Transit Plan requirements are also included as a one-time expense in FY2018 in the amount of \$97,000.

GoCary identified the need to improve its branding, marketing, published information, vehicles, and communication efforts. An ongoing amount of \$35,000 is included within the budget to enhance GoCary's marketing program and to help staff attain the communications plan goals.

GoTriangle also requested ongoing funds in the amount of \$50,057 for Wake County property maintenance, including roof and basement repairs on several buildings. GoTriangle has also requested to utilize an office space out of the Dillon Building in Downtown Raleigh on an ongoing basis and requested an allocation of \$25,000 annually for utilities to the Wake Transit Major Operating Fund.

Outside legal counsel is included as a one-time expense in the amount of \$50,000. Funding for this purpose may be needed to assist with the development projects, debt issuance and FTA applications. In FY 2018, the attorneys would assist GoTriangle with development projects, debt structuring, and other critical legal activities.

III. Tax District Administration -- \$373,083

An annualized salary and benefits amount for one Full-time Employee (FTE) totaling \$153,750 is included within the FY 2018 Budget to provide Financial Oversight of the Tax District. This position was approved and partially funded through the FY2017 budget process. The position will be considered a GoTriangle employee and will be responsible for updating the Wake Transit Financial Plan, developing capital and operating funding agreements, developing quarterly and annual financial reports, producing the annual operating and capital budget in conjunction with TPAC, and administering and managing the Tax District.

The Tax District Administrative operating costs for FY 2018 will also include \$200,000 (\$100,000 one-time and \$100,000 ongoing) for financial consulting. These consulting services are needed to administer the Wake Transit-related activities of the Tax District, to include financial modeling support, modeling assumptions, debt structuring, and other critical financial activities.

Overhead administrative expenses that relate to the implementation of the Wake County Transit Plan are also included in the FY 2018 Budget in the amount of \$19,333. These costs include funding for an annual general audit, a rental tax audit every five years, and an annual expanded audit.

IV. Allocation to Reserves -- \$1,187,700

The FY 2018 Draft Transit Work Plan includes an allocation to the Wake Transit Major Operating Fund reserves of \$1.2 million. These are funds estimated to ensure that the operating fund balance maintains a balance of 25 percent of annual sales tax received.

V. Transfer to Wake Transit Major Capital Fund -- \$79,474,000

The Wake Transit Tax District maintains a separate major capital fund to fund capital investments, including planning and design of projects for the Wake Transit Plan. The FY 2018 Draft Wake Transit Work Plan includes a transfer of \$79.5 million. Of these funds, \$56.3 million will be used to establish a capital projects fund balance and temporary capital liquidity to cash fund future capital projects. The remaining \$23.2 million will fund capital projects in FY 2018.

FY18 Wake County Transit Plan: Operating

	Triangle Tax District: Wake Operating	GoTriangle	CAMPO	GoRaleigh	GoCary	TRACS	Knightdale	Wendell	Zebulon	Total Wake County Transit Plan: Operating
Revenues										
Tax District Revenues										
Article 43 1/2 Cent Local Option Sales Tax	\$ 81,281,000									\$ 81,281,000
Vehicle Rental Tax	\$ 3,598,000									\$ 1,689,000
\$7.00 Vehicle Registration Tax	\$ 4,434,000									\$ 4,434,000
\$3.00 Vehicle Registration Tax (Transfer from Wake Tax District)	\$ 1,689,000									\$ 3,598,000
Allocations from Tax District Revenues to Agencies										
Transit Plan Administration		\$ 1,291,102	\$ 150,000	\$ 970,000	\$ 182,413	\$ -	\$ -	\$ -	\$ -	
Bus Operations		\$ 1,656,299	\$ -	\$ 1,468,665	\$ 938,522	\$ 150,000	\$ 43,000	\$ 4,200	\$ 5,516	
Total Revenues	\$ 91,002,000	\$ 2,947,401	\$ 150,000	\$ 2,438,665	\$ 1,120,935	\$ 150,000	\$ 43,000	\$ 4,200	\$ 5,516	\$ 91,002,000
Expenditures										
Tax District Administration										
Salaries and Benefits (TO001-A)	\$ 153,750	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 153,750
Contracted Services (TO001-B, TO001-C)	\$ 219,333	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 219,333
Transfer to Triangle Tax District -- Wake Capital	\$ 79,474,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 79,474,000
Allocation to Wake Operating Fund Balance	\$ 1,187,700	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,187,700
Transit Plan Administration										
Salaries and Benefits *	\$ -	\$ 1,038,325	\$ 150,000	\$ 95,000	\$ 147,413	\$ -	\$ -	\$ -	\$ -	\$ 1,430,738
Contracted Services **	\$ -	\$ 100,057	\$ -	\$ 875,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 975,057
Other ***	\$ -	\$ 152,720	\$ -	\$ -	\$ 35,000	\$ -	\$ -	\$ -	\$ -	\$ 187,720
Reserve	\$ 370,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 370,000
Transit Plan Studies ****	\$ 2,737,500									\$ 2,737,500
Transit Operations										
Service Changes (TO004-A, TO004-B, TO004-C)	\$ -	\$ -	\$ -	\$ -	\$ 938,522	\$ -	\$ -	\$ -	\$ -	\$ 938,522
Route 100 Frequency Improvements (TO003-B)	\$ -	\$ 430,894	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 430,894
Route 300 Frequency Improvements (TO003-C)	\$ -	\$ 214,430	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 214,430
Roue 300 Night and Sunday Service (TO003-D)	\$ -	\$ 233,737	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 233,737
Route 300 Peak Service (TO003-E)	\$ -	\$ 388,619	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 388,619
Fuquay-Varina Express Route (TO003-A)	\$ -	\$ 388,619	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 388,619
KRX Continuity of Service (TO003-F)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 43,000	\$ -	\$ -	\$ 43,000
Increase in S. Saunders Route 7 Frequencies (TO004-D)	\$ -	\$ -	\$ -	\$ 193,875	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 193,875
Increase in Sunday Service Spans (TO004-E)	\$ -	\$ -	\$ -	\$ 1,274,790	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,274,790
Operations for Rural Wake County Residents (TO004-F)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,000	\$ -	\$ -	\$ -	\$ 150,000
Park & Ride Lease (TO003-G)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,200	\$ -	\$ 4,200
Park & Ride Lease (TO003-H)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,516	\$ 5,516
Allocations from Tax District Revenues to Agencies										
Transit Plan Administration	\$ 2,593,515									
Bus Operations	\$ 4,266,202									
Total Expenditures	\$ 91,002,000	\$ 2,947,401	\$ 150,000	\$ 2,438,665	\$ 1,120,935	\$ 150,000	\$ 43,000	\$ 4,200	\$ 5,516	\$ 91,002,000
Revenues over Expenditures	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

* TO002-A, TO002-B, TO002-J, TO002-L, TO002-N

** TO002-D, TO002-I, TO002-M

*** TO002-C, TO002-E, TO002-F, TO002-H, TO002-K

**** TO002-G

FYs 2018-2027 Multi-Year Operating Program Project Sheet Summary

TO001 – Tax District Administration				
Project ID	Agency	Project	FY 2018 Cost	FY 2019 Cost*
TO001-A	GoTriangle	1 FTE for Financial Oversight of Tax District	\$153,750	\$157,594
TO001-B	GoTriangle	Overhead Admin Costs – Tax District Audits	\$19,333	\$16,000
TO001-C	GoTriangle	Financial Consulting	\$200,000	\$100,000
Total			\$373,083	\$273,594

TO002 – Transit Plan Administration/Implementation				
Project ID	Agency	Project	FY 2018 Cost	FY 2019 Cost*
TO002-A	GoTriangle	Existing Staff Allocated for transit planning services in Wake County (4.3 FTEs - Existing Use of Rental Tax)	\$500,200	\$512,705
TO002-B	GoTriangle	Salaries/Benefits for 3.5 FTEs	\$538,125	\$551,578
TO002-C	GoTriangle	Indirect Administrative Expenses (Mileage, Travel, Training, Conferences)	\$10,720	\$11,500
TO002-D	GoTriangle	Outside Legal Counsel	\$50,000	\$25,000
TO002-E	GoTriangle	Outreach/Marketing/Communications for Transit Plan Implementation	\$97,000	\$97,970
TO002-F	GoTriangle	Incidental Expenses for Systemwide Studies Public Engagement	\$20,000	\$20,000
TO002-G	GoTriangle/CAMPO	Systemwide Planning/Studies	\$2,737,500	--
TO002-H	GoTriangle	Satellite Office for GoTriangle Staff in Wake County	\$25,000	\$25,000
TO002-I	GoTriangle	Property Maintenance and Appraisals	\$50,057	\$60,000
TO002-J	CAMPO	1 FTE for TPAC Administration/Transit Plan Implementation	\$150,000	\$153,750
TO002-K	Town of Cary	Marketing Expenses Attributable to Wake County Transit Expansion	\$35,000	\$35,875
TO002-L	Town of Cary	1 FTE for Coordinating Capital Projects	\$147,413	\$135,000
TO002-M	City of Raleigh	Downtown Operations Plan	\$875,000	--
TO002-N	City of Raleigh	1 FTE for Service Planning	\$95,000	\$96,900
Total			\$5,331,015	\$1,725,278

TO003 – Systemwide Express/Regional Bus Service				
Project ID	Agency	Project	FY 2018 Cost	FY 2019 Cost*
TO003-A	GoTriangle	Continuation of Fuquay-Varina Express Route	\$388,619	\$291,964
TO003-B	GoTriangle	Route 100 Frequency Improvements	\$430,894	\$489,224
TO003-C	GoTriangle	Route 300 Frequency Improvements	\$214,430	\$243,682
TO003-D	GoTriangle	Route 300 Night and Sunday Service	\$233,737	\$267,560
TO003-E	GoTriangle	Continuation of Route 300 Peak Service	\$388,619	\$395,186
TO003-F	Town of Knightdale	Continuity of Town's Contribution for Knightdale-Raleigh Express	\$43,000	\$44,075
TO003-G	Town of Wendell	Continuity of Town's Contribution for Zebulon-Wendell Express Park-and-Ride Lease	\$4,200	\$4,305
TO003-H	Town of Zebulon	Continuity of Town's Contribution for Zebulon-Wendell Express Park-and-Ride Lease and Maintenance Costs	\$5,516	\$5,654
Total			\$1,709,015	\$1,741,650

TO004 – Local Bus Service

Project ID	Agency	Project	FY 2018 Cost	FY 2019 Cost*
TO004-A	Town of Cary	Sunday Service (14-hour), all routes (with expanded paratransit service)	\$476,182	\$488,087
TO004-B	Town of Cary	Increase Midday Frequency on Specified Routes	\$362,340	\$371,399
TO004-C	Town of Cary	Lease of Two Expansion Vehicles	\$100,000	\$102,500
TO004-D	City of Raleigh	Increase Frequency on Route 7 (South Saunders)	\$193,875	\$198,722
TO004-E	City of Raleigh	Increase Sunday Service Span	\$1,274,790	\$1,306,660
TO004-F	Wake County	Countywide Rural General Public Demand-Response Service	\$150,000	\$153,750
Total			\$2,557,187	\$2,621,118

*FYs 2018 and 2019 entries are currently under review by the Transit Planning Advisory Committee in preparation for a final recommended FY 2018 Wake Transit Work Plan.

Project ID:	TO001-A	Project Type:	Tax District Administration
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Project Description:

One full-time equivalent (FTE) staff position will provide administrative support for financial oversight of the Triangle Tax District, Wake Operating Fund. The employee will be responsible for producing annual operating and capital budgets and ordinances, updating the Wake Transit financial plan/model, developing operating and capital funding agreements, and developing quarterly and annual financial reports. This is a carryover from FY 2017.

Project At A Glance

Project Description	1 Full-Time Equivalent employee for financial oversight of the Triangle Tax District, Wake Operating Fund
Agency	GoTriangle
FY 2018 Cost	\$154,500
FY 2019 Cost	\$158,363
Funding Source	Wake Transit Tax Proceeds
Start Date	July 1, 2017 (carryover from FY 2017)
End Date	Ongoing



Project ID:	TO001-B,C	Project Type:	Tax District Administration
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Project Description:

Audits on the funds managed by GoTriangle as tax district administrator will be conducted. Financial consultants will be employed to update the Triangle Tax District, Wake County financial model to accommodate the Wake Transit Plan and to provide advisory services to prepare for debt issuance associated with large capital projects proposed in the Wake Transit Plan and applications for funding being sought from the Federal Transit Administration (FTA).

Project At A Glance

Project Description	Overhead administrative costs for Triangle Tax District, Wake Operating Fund including audits and financial consulting
Agency	GoTriangle
FY 2018 Cost	\$219,333
FY 2019 Cost	\$116,000
Funding Source	Wake Transit Tax Proceeds
Start Date	July 1, 2017
End Date	Ongoing



Project ID:	TO002-A	Project Type:	Transit Plan Administration/Implementation
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Project Description:

GoTriangle currently employs 4.3 full-time equivalent employees (FTEs) for transit planning services it provides in Wake County. The revenue source to fund these employees is the Wake County vehicle rental tax, which existed before the levy of additional taxes to fund the Wake Transit Plan. These employees are specifically involved in legal, capital development, communications and public affairs, regional services, and board support functions. This is a carryover from FY 2017.

Project At A Glance	
Project Description	GoTriangle 4.3 existing full-time equivalent employees allocated to transit planning services in Wake County
Agency	GoTriangle
FY 2018 Cost	\$500,200
FY 2019 Cost	\$512,705
Funding Source	Wake Transit Tax Proceeds (Vehicle Rental Tax)
Start Date	July 1, 2017 (carryover from FY 2017)
End Date	Ongoing



Project ID:	TO002-B	Project Type:	Transit Plan Administration/Implementation
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Project Description:

GoTriangle currently employs 3.5 full-time equivalent employees (FTEs) for transit planning services it provides in Wake County to implement the Wake County Transit Plan. This includes 1.5 FTEs for public outreach and communications, one (1) FTE to manage the Wake County Multi-Year Bus Service Implementation Plan, and one (1) FTE to manage the Wake County Fixed Guideway Corridors Major Investment Study. These employees are a carryover from FY 2017.

Project At A Glance

Project Description	GoTriangle 3.5 existing full-time equivalent (FTE) employees allocated to transit planning services in Wake County
Agency	GoTriangle
FY 2018 Cost	\$538,125
FY 2019 Cost	\$551,578
Funding Source	Wake Transit Tax Proceeds
Start Date	July 1, 2017 (3.5 FTEs carryover from FY 2017)
End Date	Ongoing



Project ID:	TO002-C,D,H	Project Type:	Transit Plan Administration/Implementation
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Project Description:

GoTriangle will incur indirect administrative costs in its role of implementing the Wake Transit Plan. These costs include:

- Expenses for travel, training and mileage
- Outside legal counsel to prepare for debt issuance to support large capital projects, Federal Transit Administration (FTA) applications for funding and the development of projects
- Satellite office in Wake County to support staff allocated specifically to implementation and administration of the Wake Transit Plan

Project At A Glance

Project Description	Indirect administrative expenses anticipated to be incurred by GoTriangle in its role of implementing the Wake Transit Plan
Agency	GoTriangle
FY 2018 Cost	\$85,720
FY 2019 Cost	\$61,500
Funding Source	Wake Transit Tax Proceeds
Start Date	July 1, 2017
End Date	Ongoing

Project ID:	TO002-E	Project Type:	Transit Plan Administration/Implementation
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Project Description:

GoTriangle will incur direct costs in its role of providing public outreach, marketing and communications services for the implementation of the Wake Transit Plan. These costs include:

- Advertising
- Printing
- Special Events
- Promotional Events
- Meeting Materials
- Website Hosting

Project At A Glance

Project Description	Outreach, marketing and communications materials and services for Wake Transit Plan implementation
Agency	GoTriangle
FY 2018 Cost	\$97,000
FY 2019 Cost	\$97,970
Funding Source	Wake Transit Tax Proceeds
Start Date	July 1, 2017
End Date	Ongoing

Project ID:	TO002-F	Project Type:	Transit Plan Administration/Implementation
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Project Description:

GoTriangle is anticipating incurring indirect costs related to public engagement activities that will be planned to facilitate public input and communications related to systemwide studies. Anticipated expenses include:

- Meeting space rental fees
- Printing
- Refreshments for the public
- Travel/mileage
- Public notices

Project At A Glance

Project Description	Incidental public engagement expenses for systemwide studies to be carried out by GoTriangle and CAMPO
Agency	GoTriangle
FY 2018 Cost	\$20,000
FY 2019 Cost	\$20,000
Funding Source	Wake Transit Tax Proceeds
Start Date	July 1, 2017
End Date	Ongoing

Project ID:	TO002-G	Project Type:	Transit Plan Administration/Implementation
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Project Description:

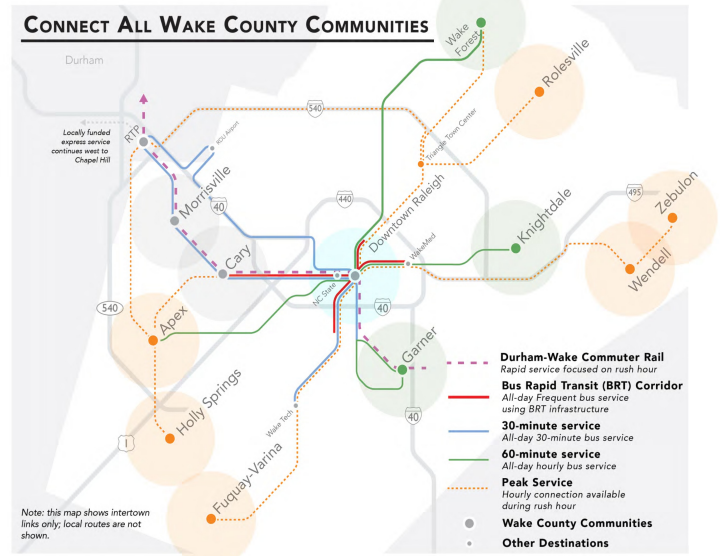
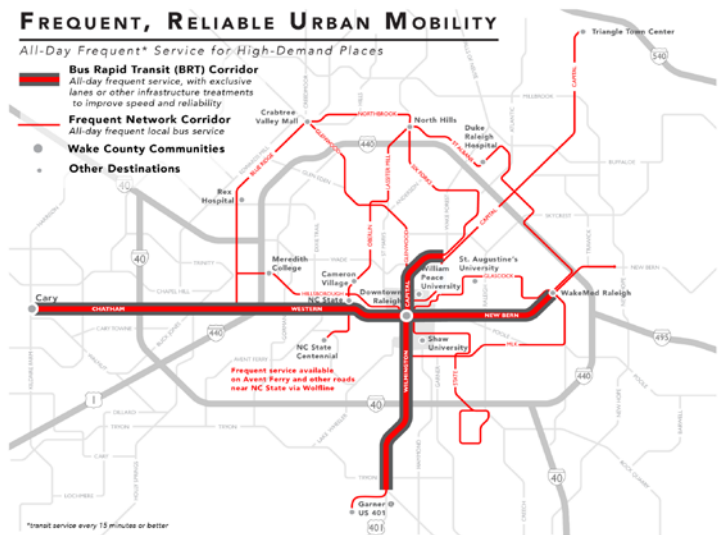
GoTriangle and the Capital Area Metropolitan Planning Organization (CAMPO) will initiate and complete three (3) plans/studies to inform further strategic implementation of the Wake Transit Plan. These studies include:

- A multi-year bus service implementation plan to determine the phasing of bus service expansion projects over the next 10 years and the necessary supporting capital resources;
- Community Funding Area Program Management Plan to determine how the Community Funding Areas identified in the Wake Transit Plan should be administered; and
- Ongoing transit customer surveys to continually evaluate user experiences as services are implemented over time.

These studies were initiated in FY 2017 with non-Wake Transit Tax funding sources contributed by GoTriangle, CAMPO and the City of Raleigh. The final scope and cost for these studies is currently under development and will be refined by April 2017. The FY 2018 estimated cost is a conservative estimate based on comparable prior planning studies.

Project At A Glance

Project Description	GoTriangle and CAMPO, in cooperation with the TPAC, will conduct systemwide studies to strategically implement the Wake Transit Plan
Agency	GoTriangle/CAMPO
FY 2018 Cost	\$2,737,500 (conservative estimate - subject to change based on forthcoming cost information)
FY 2019 Cost	N/A
Funding Source	Wake Transit Tax Proceeds
Start Date	July 1, 2017 (initiated in FY 2017 with non-Wake Transit Tax funding sources)
End Date	June 2018 (Ongoing for customer surveys)



Project ID:	TO002-I	Project Type:	Transit Plan Administration/Implementation
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Project Description:

GoTriangle will provide ongoing maintenance and repairs to properties it owns in Wake County. GoTriangle will also conduct property appraisals for properties it owns in Wake County.

Project At A Glance

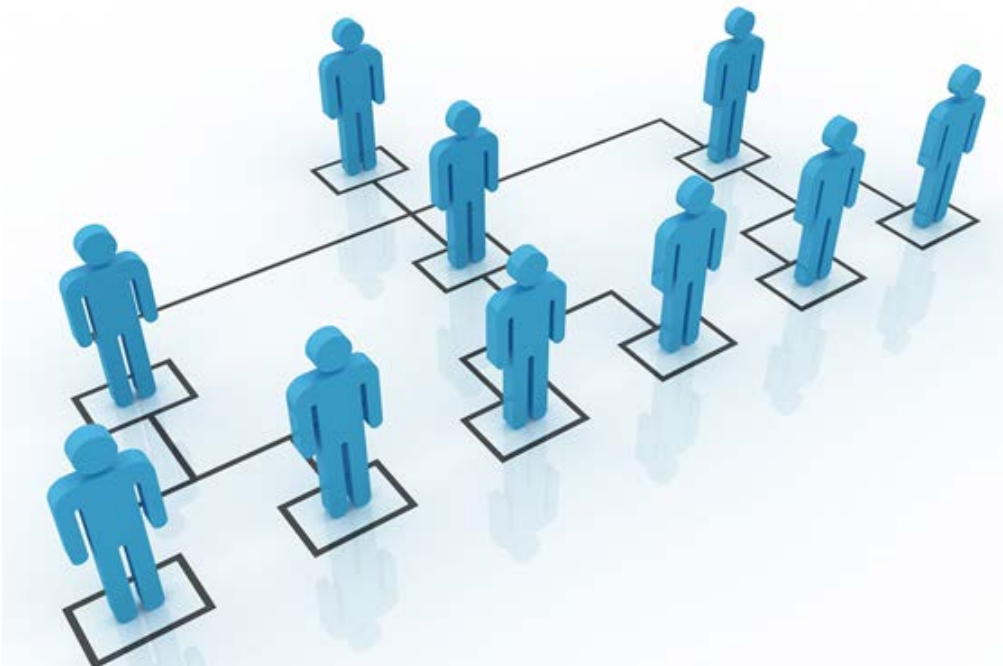
Project Description	Repairs, maintenance and appraisals for GoTriangle-owned property in Wake County
Agency	GoTriangle
FY 2018 Cost	\$50,057
FY 2019 Cost	\$60,000
Funding Source	Wake Transit Tax Proceeds
Start Date	July 1, 2017
End Date	Ongoing

Project ID:	TO002-J	Project Type:	Transit Plan Administration/Implementation
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Project Description:

CAMPO will employ one (1) full-time equivalent (FTE) staff position to provide administrative support for the Wake County Transit Planning Advisory Committee (TPAC) and its sub-committees. The position will be responsible for coordinating the TPAC’s ongoing activities and proceedings, including leading the TPAC’s decision-making processes and information dissemination. The position will also be responsible for compiling components of annual Wake Transit Work Plans.

Project At A Glance	
Project Description	One (1) full-time equivalent (FTE) employee for TPAC administration/transit plan implementation
Agency	CAMPO
FY 2018 Cost	\$150,000
FY 2019 Cost	\$153,750
Funding Source	Wake Transit Tax Proceeds
Start Date	July 1, 2017
End Date	Ongoing



Project ID:	TO002-K	Project Type:	Transit Plan Administration/Implementation
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Project Description:

The Town of Cary/GoCary will be marketing its new brand, GoCary (changed from C-Tran), in preparation for expansion of services in FY 2018 and beyond. Marketing expenses identified by GoCary include:

- Advertising
- Printing
- Supplies
- Contracted services
- Professional development and training

Project At A Glance	
Project Description	GoCary marketing of new bus services
Agency	Town of Cary/GoCary
FY 2018 Cost	\$35,000
FY 2019 Cost	\$35,875
Funding Source	Wake Transit Tax Proceeds
Start Date	July 1, 2017
End Date	Ongoing

Project ID:	TO002-L	Project Type:	Transit Plan Administration/Implementation
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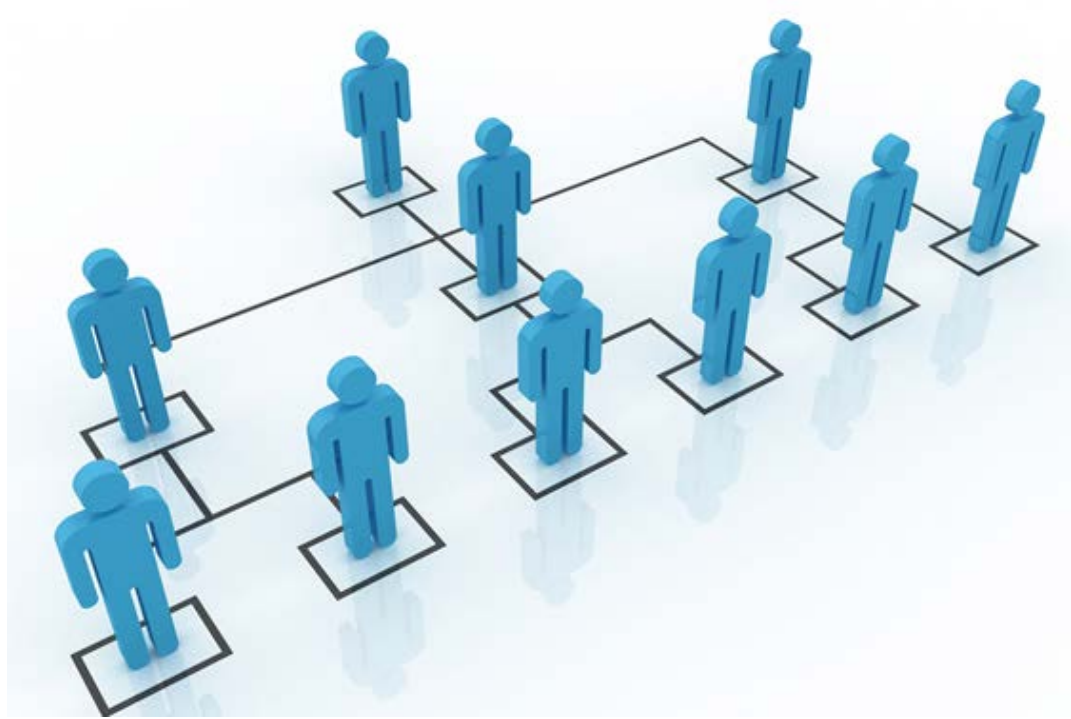
Project Description:

The Town of Cary/GoCary will employ one (1) full-time equivalent staff position to function as its capital projects coordinator. The capital projects coordinator will be responsible for:

- Capital project management
- Request for proposals and bid development
- Contract development and management
- Development review
- Coordination of capital projects with regional transit operators
- Coordinating stakeholder meetings regarding capital projects
- Developing and maintaining transit facility design guidelines

Project At A Glance

Project Description	One (1) full-time equivalent (FTE) staff position for a capital projects coordinator for GoCary
Agency	Town of Cary/GoCary
FY 2018 Cost	\$147,413
FY 2019 Cost	\$135,000
Funding Source	Wake Transit Tax Proceeds
Start Date	July 1, 2017
End Date	Ongoing

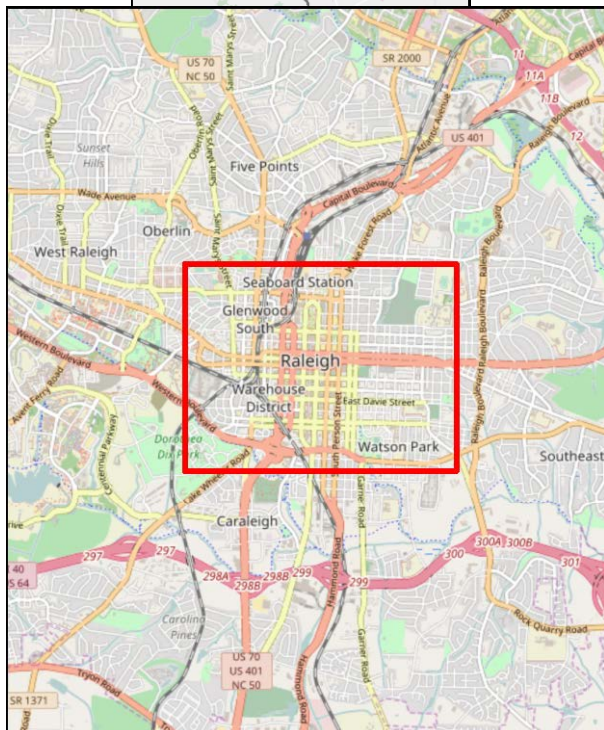
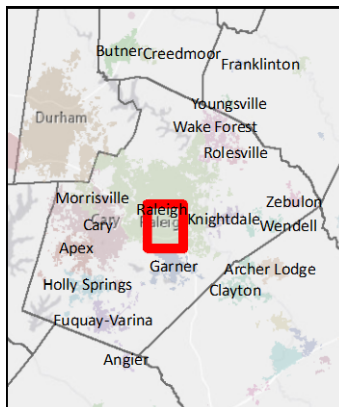


Project ID:	TO002-M	Project Type:	Transit Plan Administration/Implementation
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Project Description:

The City of Raleigh/GoRaleigh will be initiating and completing a comprehensive operations plan for its downtown area that will evaluate how all transportation modes function to facilitate a cohesive and effective network where a multitude of transit services are proposed to converge. The plan will be multimodal in nature. The total cost of the plan is anticipated to be \$1,250,000, with the portion anticipated to be attributable to planning for the accommodation of transit services estimated at \$875,000.

Project At A Glance	
Project Description	Downtown Raleigh Transit Operations Plan
Agency	City of Raleigh/GoRaleigh
FY 2018 Cost	\$875,000
FY 2019 Cost	N/A
Funding Source	Wake Transit Tax Proceeds
Start Date	July 1, 2017
End Date	Ongoing



Project ID:	TO002-N	Project Type:	Transit Plan Administration/Implementation
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Project Description:

The City of Raleigh/GoRaleigh will employ one (1) full-time equivalent (FTE) staff position to provide additional transit service planning support for GoRaleigh’s planned expansion of services in FY 2018 and beyond. The position will be responsible for:

- Involvement/coordination with the TPAC
- Involvement in procurements for capital resources
- Wake Transit Plan budget coordination
- Coordination of operational plans with operational staff
- Coordinate project staffing for planning projects
- Coordinate/manage development of local/regional transit plans, reports, studies and environmental documents

Project At A Glance

Project Description	One (1) full-time equivalent (FTE) employee for GoRaleigh transit service planning
Agency	City of Raleigh/GoRaleigh
FY 2018 Cost	\$95,000
FY 2019 Cost	\$96,900
Funding Source	Wake Transit Tax Proceeds
Start Date	July 1, 2017
End Date	Ongoing



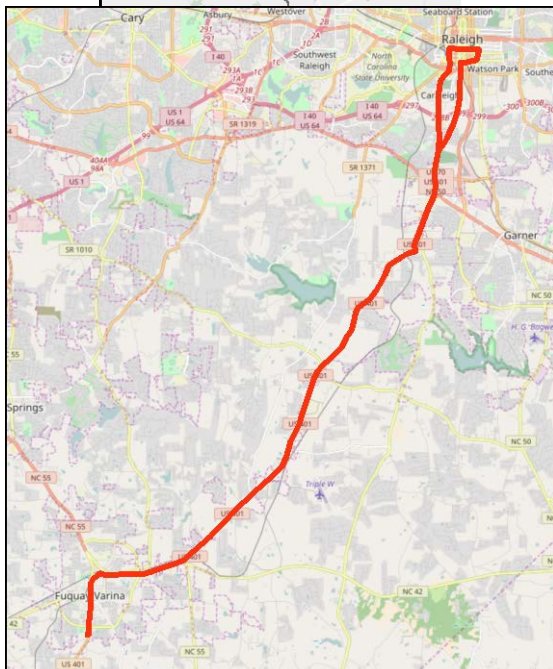
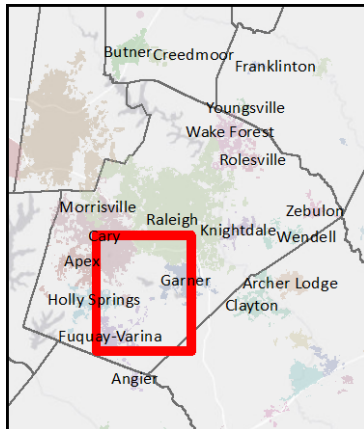
Project ID:	TO003-A	Project Type:	Express/Regional Bus Service
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Project Description:

GoTriangle will continue to provide peak-period express service between Fuquay-Varina and Downtown Raleigh. The route is currently being provided as mitigation for the North Carolina Department of Transportation's Fortify construction project on I-40 and is funded by the State. Beginning July 1, 2017, the State will no longer fund the service; the service will be funded using Wake Transit tax proceeds. The frequency for the service will transition from every 30 minutes during peak before July 1, 2017, to every 60 minutes during peak beginning on July 1, 2017.

Project At A Glance

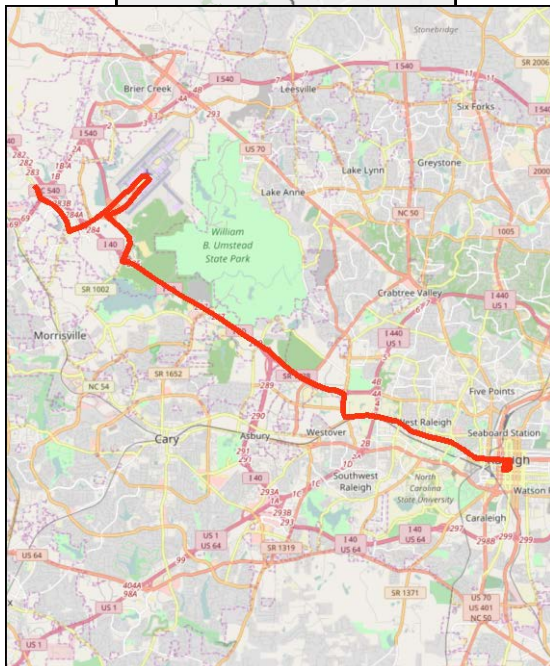
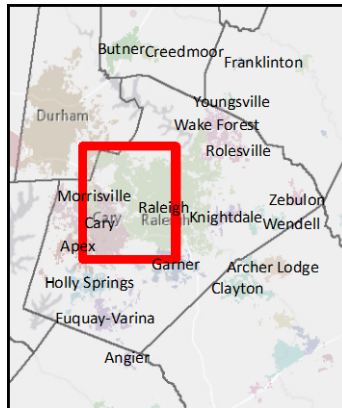
Project Description	Continuation of Fuquay-Varina Express Route
Start Date	July 1, 2017
Operator	GoTriangle
FY 2018 Cost	\$388,619 (Includes lease of vehicles and park-and-ride lease)
FY 2019 Cost	\$291,964 (Includes lease of vehicles and park-and-ride lease)
Funding Source	Wake Transit Tax Proceeds
Service Span	6:00-9:00am 4:00-6:45pm Monday-Friday
Frequency Off-Peak (min)	Current: N/A Proposed: N/A
Frequency Peak (min)	Current: 30 Proposed: 60
Major Destinations	Downtown Raleigh, Fuquay-Varina
Transit Centers	Moore Square Station (Downtown Raleigh)



Project ID:	TO003-B	Project Type:	Express/Regional Bus Service
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Project Description:

GoTriangle will operate Route 100 every 30 minutes from 6:10AM to 7:25PM Monday – Friday and from 7:30AM to 7:15PM on Saturday. This is an improvement in frequency from its current operation of providing hourly service all day Saturday and from 9:45AM to 3:30PM Monday-Friday. The service is currently provided at a frequency of every 30 minutes during morning and afternoon peak periods. Route 100 connects downtown Raleigh, NC State University, Raleigh-Durham International Airport and the GoTriangle Regional Transit Center.



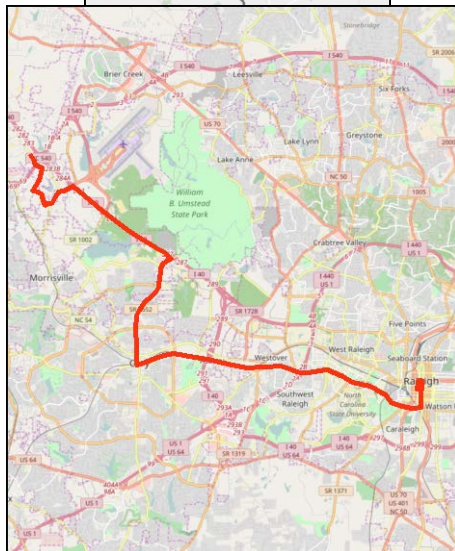
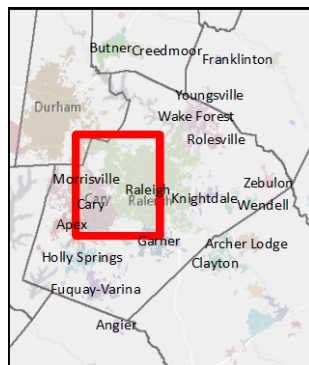
Project At A Glance

Project Description	GoTriangle Route 100 Frequency Improvements
Start Date	August 6, 2017
Operator	GoTriangle
FY 2018 Cost	\$430,894
FY 2019 Cost	\$489,224
Funding Source	Wake Transit Tax Proceeds
Service Span	6:10am-7:25pm, Monday-Friday 7:30am-7:15pm, Saturday
Frequency Off-Peak (min)	Current: 60 Proposed: 30
Frequency Peak (min)	Current: 30 Proposed: 30
Major Destinations	Downtown Raleigh, NC State University, RDU Airport
Transit Centers	Moore Square Station (Downtown Raleigh), GoTriangle Regional Transit Center (Research Triangle Park)

Project ID:	TO003-C,D,E	Project Type:	Express/Regional Bus Service
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Project Description:

GoTriangle will operate Route 300 between Raleigh and Cary every 30 minutes from 6:00AM to 7:00PM Monday – Friday and from 7:00AM to 7:00PM on Saturday. This is an improvement in frequency from its current operation of providing hourly service all day Saturday and from 9:00AM to 4:00PM Monday-Friday. Route 300’s operating time will also be expanded to provide hourly service from 7:00PM to 10:25PM Monday-Friday, 7:00PM – 9:55PM on Saturday, and 7:00AM – 6:55PM on Sunday. Route 300 connects downtown Raleigh, NC State University, and downtown Cary. The existing Monday-Friday peak period Route 300 service is currently being provided as mitigation for the North Carolina Department of Transportation’s Fortify construction project on I-40 and is funded by the State. Beginning July 1, 2017, the State will no longer fund the service; the service will be funded using Wake Transit tax proceeds.



Project At A Glance

Project Description	GoTriangle Route 300 Continuation of Service and Frequency and Service Time Span Improvements
Start Date	July 1, 2017 (continuation of existing service) August 6, 2017 (night and Sunday service and frequency improvements)
Operator	GoTriangle
FY 2018 Cost	\$836,786 (includes lease of vehicles)
FY 2019 Cost	\$906,428 (includes lease of vehicles)
Funding Source	Wake Transit Tax Proceeds
Service Span	6:00am-10:25pm, Monday-Friday 7:00am-9:55pm, Saturday 7:00am-6:55pm, Sunday
Frequency Off-Peak (min)	Current: N/A Proposed: 30
Frequency Peak (min)	Current: 30 Proposed: 30
Major Destinations	Downtown Raleigh, NC State University, Downtown Cary
Transit Centers	Moore Square Station (Downtown Raleigh), Regional Transit Center (GoTriangle)

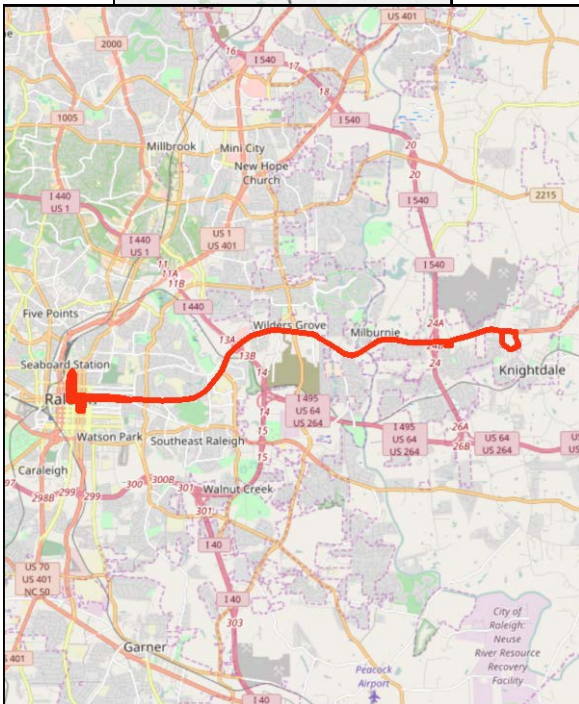
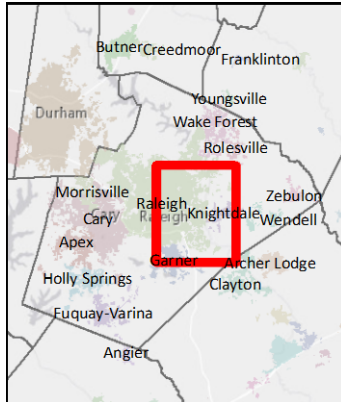
Project ID:	TO003-F	Project Type:	Express/Regional Bus Service
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Project Description:

GoTriangle, in cooperation with the Town of Knightdale, will continue to provide peak-period service between downtown Raleigh and Knightdale at an hourly frequency (Knightdale-Raleigh Express). A total of \$43,000 for the route is currently being contributed by the Town of Knightdale. Beginning July 1, 2017, the Town of Knightdale will no longer provide this contribution, as all existing contributions from Wake County communities that partially fund regional and express services will transition to being funded by Wake Transit tax proceeds.

Project At A Glance

Project Description	Continuation of Knightdale-Raleigh Express (KRX) service
Start Date	July 1, 2017
Operator	GoTriangle
FY 2018 Cost	\$43,000
FY 2019 Cost	\$44,075
Funding Source	Wake Transit Tax Proceeds (Wake County \$7 vehicle registration tax)
Service Span	6:20am-8:55am 4:00pm-6:37pm Monday-Friday
Frequency Off-Peak (min)	Current: N/A Proposed: N/A
Frequency Peak (min)	Current: 60 Proposed: 60
Major Destinations	Downtown Raleigh, Wake Medical Center (New Bern), Rex Hospital-Knightdale Campus, Knightdale Park-and-Ride
Transit Centers	Moore Square Station (Downtown Raleigh)



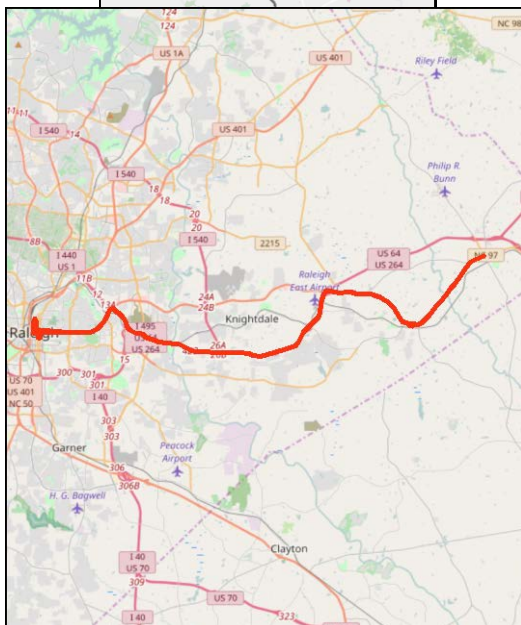
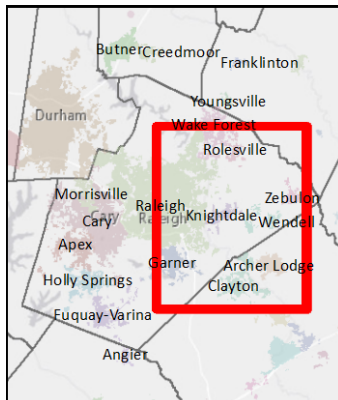
Project ID:	TO003-G,H	Project Type:	Express/Regional Bus Service
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Project Description:

GoTriangle, in cooperation with the Towns of Wendell and Zebulon, will continue to provide peak-period service between downtown Raleigh, Wendell and Zebulon at an hourly frequency (Zebulon-Wendell Express). A contribution toward park-and-ride lease and park-and-ride maintenance costs are currently provided by the Towns of Wendell and Zebulon. Beginning July 1, 2017, the Towns of Wendell and Zebulon will no longer provide this contribution from their operating budgets, as all existing contributions from Wake County communities that partially fund regional and express services will transition to being funded by Wake Transit tax proceeds.

Project At A Glance

Project Description	Continuation of GoTriangle Zebulon-Wendell Express (ZWX) service
Start Date	July 1, 2017
Operator	GoTriangle
FY 2018 Cost	\$9,716
FY 2019 Cost	\$9,931
Funding Source	Wake Transit Tax Proceeds (Wake County \$7 vehicle registration tax)
Service Span	6:00am-8:50am 4:10pm-7:00pm Monday-Friday
Frequency Off-Peak (min)	Current: N/A Proposed: N/A
Frequency Peak (min)	Current: 60 Proposed: 60
Major Destinations	Downtown Raleigh, Wake Medical Center (New Bern), Wendell Park-and-Ride, Zebulon Park-and-Ride
Transit Centers	Moore Square Station (Downtown Raleigh)



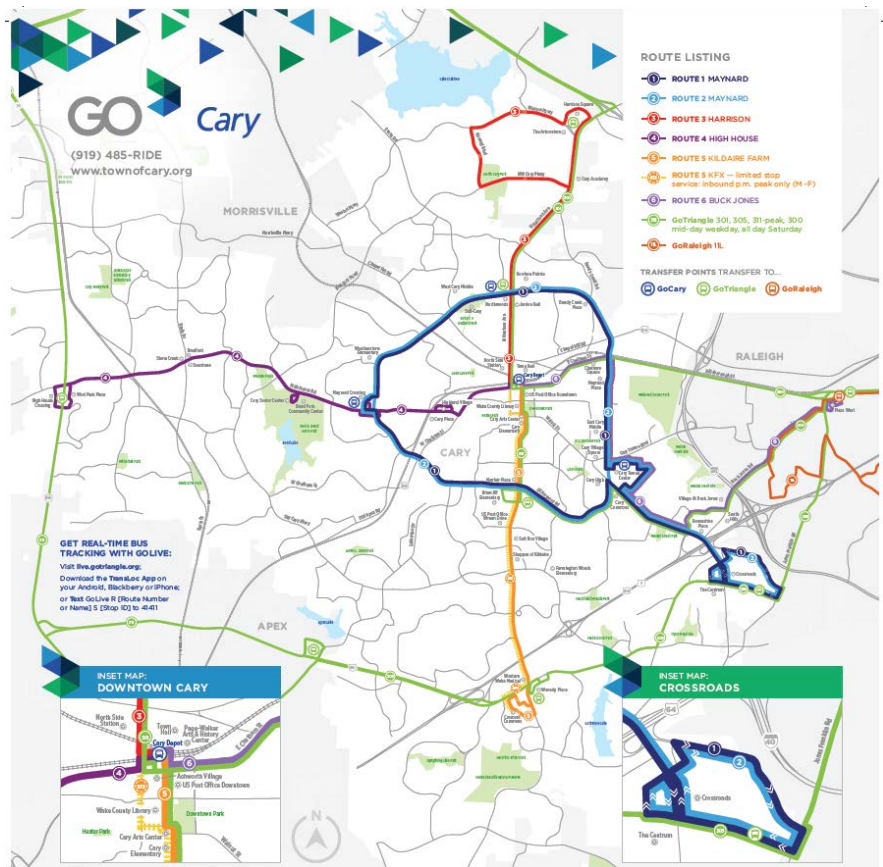
Project ID:	TO004-A	Project Type:	Local Bus Service
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Project Description:

GoCary will provide hourly service from 7:00am to 9:00pm on all of its existing routes on Sundays. GoCary currently does not provide service on Sundays. GoCary will also provide complementary Americans with Disabilities (ADA) service on Sunday within 3/4-mile of its routes.

Project At A Glance

Project Description	Sunday Service on all existing GoCary routes
Start Date	August 6, 2017
Operator	GoCary
FY 2018 Cost	\$476,182
FY 2019 Cost	\$488,087
Funding Source	Wake Transit Tax Proceeds
Service Span	7:00am-9:00pm Sunday
Frequency Sunday (min)	Current: N/A Proposed: 60
Major Destinations	Downtown Cary, Crossroads, Western WakeMed, Cary Towne Centre, The Arboretum, Bradford, Crescent Green, Stone Creek, High House Crossing, Shoppes of Kildaire, Waverly Place
Transit Centers	N/A



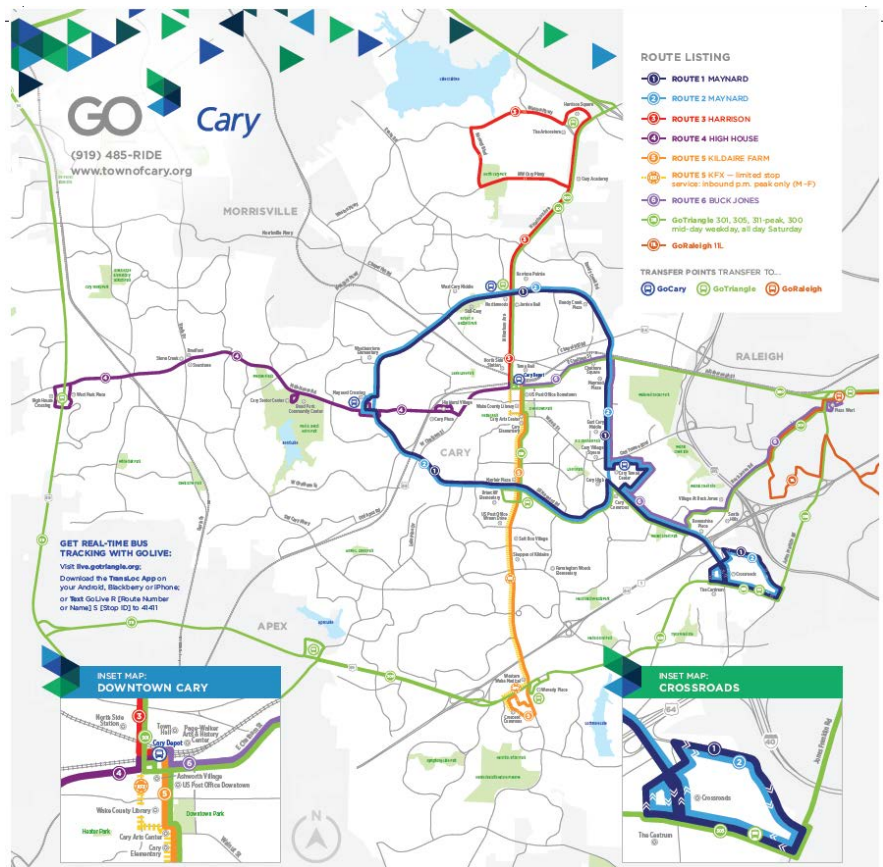
Project ID:	TO004-B	Project Type:	Local Bus Service
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Project Description:

GoCary will provide half-hourly service from 9:00am to 3:00pm on its existing routes 3, 4, 5 and 6 Monday through Saturday. GoCary currently provides hourly service during these times and days on these routes.

Project At A Glance

Project Description	Increase midday frequency on GoCary routes 3, 4, 5 and 6
Start Date	August 6, 2017
Operator	GoCary
FY 2018 Cost	\$362,340
FY 2019 Cost	\$371,399
Funding Source	Wake Transit Tax Proceeds
Service Span	Frequency increased 9:00am-3:00pm Monday-Saturday
Frequency Off-Peak (min)	Current: 60 Proposed: 30
Major Destinations	Downtown Cary, Crossroads, Western WakeMed, Cary Towne Centre, The Arboretum, Bradford, Crescent Green, Stone Creek, High House Crossing, Shoppes of Kildaire, Waverly Place
Transit Centers	N/A

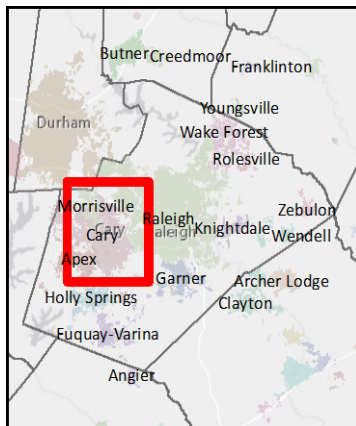


Project ID:	TO004-C	Project Type:	Local Bus Service
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Project Description:

The Town of Cary/GoCary will begin leasing two (2) new transit vehicles to be put into service in FY 2018 for new services. The Town of Cary leases its vehicles from its operations contractor, which charges the Town approximately \$50,000/vehicle per year. These vehicles are necessary for the Town of Cary to implement new services in FY 2018 and subsequent years.

Project At A Glance	
Project Description	GoCary lease of 2 transit buses
Project Sponsor	Town of Cary/GoCary
FY 2018 Cost	\$100,000
Funding Mechanism	Wake Transit Tax Proceeds
Anticipated Delivery	January 2018 – December 2018



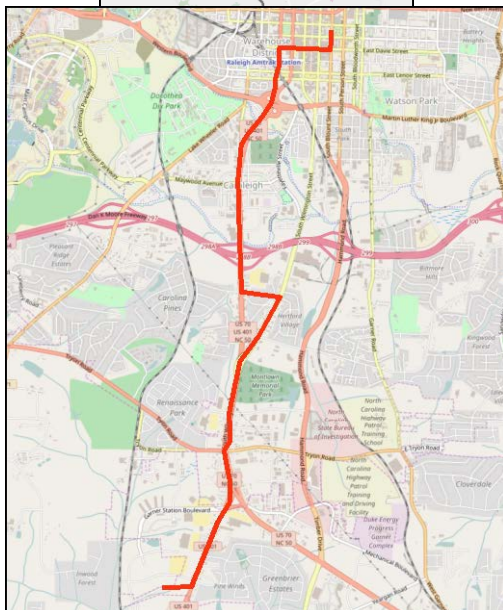
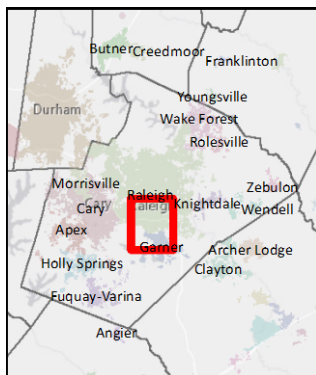
Project ID:	TO004-D	Project Type:	Local Bus Service
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Project Description:

GoRaleigh will provide all day, 15-minute service on Route 7 (South Saunders Route) from 7:00am to 7:00pm, Monday through Friday. Currently, Route 7 runs from 5:45am to 11:27pm, Monday through Friday at various frequencies ranging from every 15 minutes during peak periods (6:45am-9:45am and 2:45pm-5:45pm) to every 30 minutes to hourly during off-peak periods. Route 7 is also currently operated on Saturdays and Sundays at various frequencies ranging from every 30 minutes to hourly. GoRaleigh will provide 15-minute service Monday through Friday on Route 7 between 10:00am and 3:00pm rather than its current frequency during these times and days of every 30 minutes.

Project At A Glance

Project Description	Increase frequency on GoRaleigh Route 7 (South Saunders Route) to 15 minutes all day
Start Date	August 2017
Operator	GoRaleigh
FY 2018 Cost	\$193,875
FY 2019 Cost	\$198,722
Funding Source	Wake Transit Tax Proceeds
Service Span	Frequency increased to every 15 minutes from every 30 minutes 10:00am-3:00pm Monday-Friday
Frequency Off-Peak (min)	Current: 30 Proposed: 15
Frequency Peak (min)	Current: 15 Proposed: 15
Major Destinations	Downtown Raleigh, Pecan/Wilmington Transfer point, Garner Walmart
Transit Centers	Moore Square Station (Downtown Raleigh)



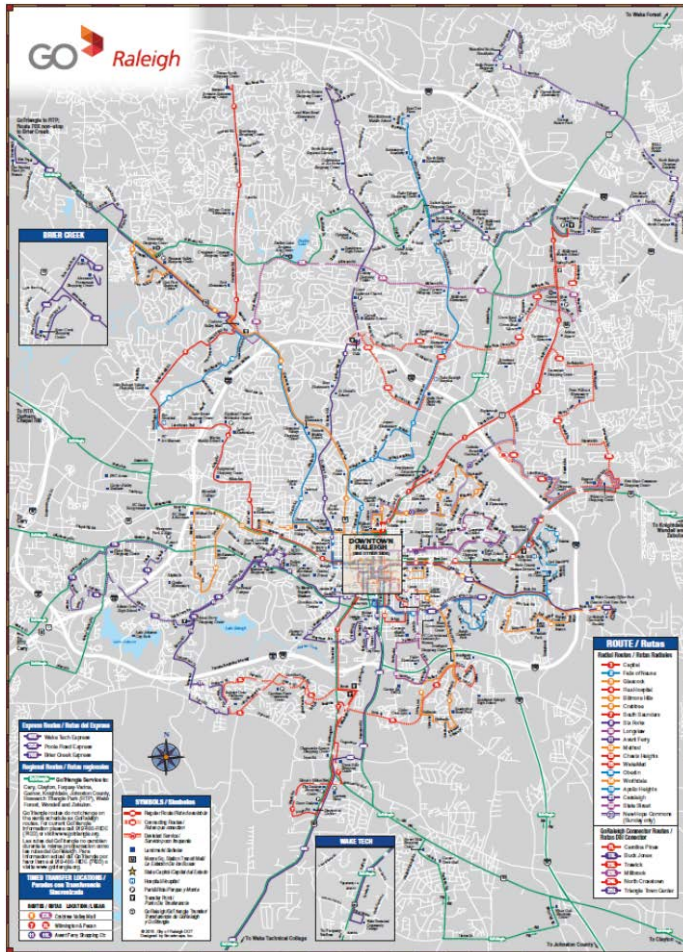
Project ID:	TO004-E	Project Type:	Local Bus Service
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Project Description:

GoRaleigh will increase its span of service times on Sunday for all routes to be identical with the span of service times and frequencies provided on Saturdays, except Sunday services will end one hour earlier than on Saturdays. Currently, GoRaleigh provides hourly service on select routes between 8:00am and 8:00pm on Sundays. GoRaleigh currently does not provide Sunday service on all of its routes. GoRaleigh will provide service on all routes between 5:00am and 10:00pm at frequencies consistent with Saturday services, which range from every 30 minutes during late morning and afternoon hours to every 60 minutes during early morning and evening hours.

Project At A Glance

Project Description	Increase in span of Sunday service times provided by GoRaleigh on all existing routes
Start Date	August 2017
Operator	GoRaleigh
FY 2018 Cost	\$1,274,790
FY 2019 Cost	\$1,306,660
Funding Source	Wake Transit Tax Proceeds
Service Span	Sunday service span expanded from 8:00am-8:00pm to 5:00am-10:00 on all routes currently operated on Sunday, as well as all routes currently operated on Saturdays that are not currently operated on Sundays
Frequency Sunday (min)	Current: 60 Proposed: various (60 and 30 depending on time of day)
Major Destinations	Downtown Raleigh, Crabtree Valley Mall, Triangle Town Center, North Hills (Midtown), WakeMed Hospital, Rex Hospital, Duke Raleigh Hospital, North Carolina State University, William Peace University, Shaw University, Meredith College, St. Augustine's University, Wake Tech Community College
Transit Centers	Moore Square Station (Downtown Raleigh)



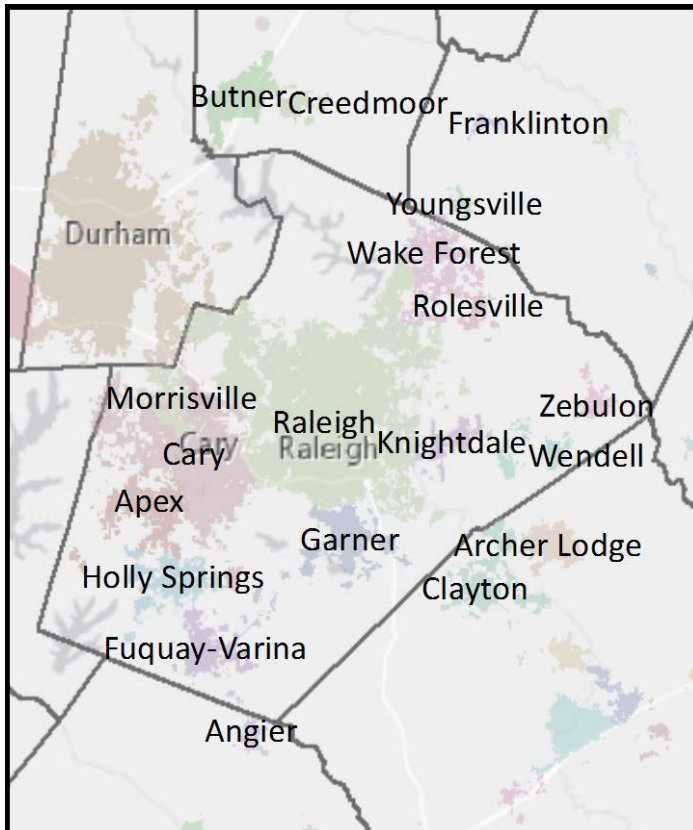
Project ID:	TO004-F	Project Type:	Local Bus Service
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Project Description:

Wake County Coordinated Transportation Services will provide additional demand-response trips for Wake County residents residing in rural areas of the county that are not served by existing fixed transit routes. These demand-response trips will complement the existing fixed-route system by linking rural residents currently without access to those transportation resources. Approximately 9,000 demand-response trips per year are anticipated to be provided.

Project At A Glance

Project Description	Approximately 9,000 additional demand-response trips for rural Wake County residents
Start Date	July 1, 2017
Operator	Wake County TRACS
FY 2018 Cost	\$150,000
FY 2019 Cost	\$153,750
Funding Source	Wake Transit Tax Proceeds
Service Span	N/A
Frequency Sunday (min)	Demand-Response
Major Destinations	Demand-Response
Transit Centers	N/A (Demand-Response)



Transit ID	TIP	Wake Transit Operating Agreement	Operations / Service Type	Sponsor Agency	Managing/Operating Agency	Description	FY2017-2026 Wake Transit Multi-Year Operating Program Summary													
							GEOGRAPHY	Annual Hrs.	Source	Prior Year	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Total (100%)
TO001	N/A	TBD	Tax District Admin	GoTriangle	GoTriangle	Tax District Administrative Expenses	WAKE COUNTY	N/A	Tax District	\$ 75,000	\$ 373,083	\$ 273,594	\$ 280,434	\$ 287,445	\$ 294,631	\$ 301,997	\$ 309,546	\$ 317,285	\$ 325,217	\$ 2,763,232
TO002	N/A	TBD	Transit Plan Admin/Implementation	GoTriangle CAMPO City of Raleigh Town of Cary	GoTriangle CAMPO City of Raleigh Town of Cary	Transit Plan Administration/Implementation/Planning	WAKE COUNTY	N/A	Tax District	\$ 1,084,493	\$ 5,331,015	\$ 1,725,278	\$ 1,768,410	\$ 1,812,620	\$ 1,857,936	\$ 1,904,384	\$ 1,951,994	\$ 2,000,794	\$ 2,050,813	\$ 21,487,737
TO003	N/A	TBD	Systemwide Express/Regional Bus Service	GoTriangle Knightdale Wendell Zebulon	GoTriangle	Systemwide Express/Regional Bus Service	WAKE COUNTY	N/A	Tax District	\$ 100,000	\$ 1,709,015	\$ 1,741,650	\$ 1,785,191	\$ 1,829,821	\$ 1,875,567	\$ 1,922,456	\$ 1,970,517	\$ 2,019,780	\$ 2,070,275	\$ 17,024,271
TO004	N/A	TBD	Local Bus Service	Town of Cary Wake County City of Raleigh	Town of Cary Wake County City of Raleigh	Local Bus Service	WAKE COUNTY	N/A	Tax District	\$ -	\$ 2,557,187	\$ 2,621,118	\$ 2,686,646	\$ 2,753,812	\$ 2,822,657	\$ 2,893,224	\$ 2,965,554	\$ 3,039,693	\$ 3,115,686	\$ 25,455,578
TOTAL OPERATIONS FROM TAX DISTRICT REVENUES										\$ 1,259,493	\$ 9,970,300	\$ 6,361,640	\$ 6,520,681	\$ 6,683,698	\$ 6,850,790	\$ 7,022,060	\$ 7,197,612	\$ 7,377,552	\$ 7,561,991	\$ 66,730,817
Operating projects or expenditures initiated in FY 2019 and subsequent years will be determined by the Multi-Year Service Implementation Plan and Transit Corridors Major Investment Study currently under development.																				

FY 2018 Draft Wake Transit Work Plan



FY 2018 Capital Budget & Multi-Year Capital Improvement Program

FY 2018 DRAFT CAPITAL TRANSIT WORK PLAN

The FY 2018 Capital Costs described below are divided between four categories: Capital Planning, Vehicles, Bus Infrastructure, and Reserve for Future Projects. Capital projects in the Wake Transit Plan are dependent on several factors, including successful grant awards. The Wake Transit Plan focused on planning and design for infrastructure projects (the commuter rail corridor and the four bus rapid transit corridors) and modeled costs concurrently, with the understanding that the projects may occur simultaneously or phased after future study in the early years of the plan. The Wake Transit Plan also called for small capital projects such as adding bus stops or transfer stations or maintenance facilities that could be done in the plan's initial years. The FY 2018 Draft Wake Transit Work Plan includes capital funds for planning and design of the Plan's major infrastructure projects. It also begins the design and construction of some of the bus infrastructure for the Wake Transit Plan as well as the acquisition of vehicles to support the bus frequent network to be deployed with the conclusion of the multi-year service implementation plan.

FY18 Triangle Tax District: Wake Capital

	Triangle Tax District: Wake Operating
Revenues	
Tax District Revenues	
Transfer from Wake Operating	\$ 79,474,000
Total Revenues	\$ 79,474,000
Expenditures	
Capital Planning	
GoTriangle	\$ 9,334,000
Bus Infrastructure	
GoTriangle	\$ 2,900,000
GoRaleigh	\$ 1,140,000
GoCary	\$ 1,838,000
Bus Acquisition	
GoTriangle	\$ 4,000,000
GoRaleigh	\$ 4,000,000
Allocation to Wake Capital Fund Balance	\$ 56,262,000
Total Expenditures	\$ 79,474,000
Revenues over Expenditures	\$ -

**GOTRIANGLE
FISCAL YEAR 2018
TRIANGLE TAX DISTRICT -- WAKE CAPITAL FUND ORDINANCE**

BE IT ORDAINED by the Research Triangle Regional Public Transportation Authority Board of Trustees:

Section 1. It is estimated that the following revenues will be available in the **Triangle Tax District -- Wake Capital Fund** for the fiscal year beginning July 1, 2017 and ending June 30, 2018:

Transfer from Wake Operating	\$79,474,000
Total	\$79,474,000

Section 2. The following amounts hereby are appropriated in the **Triangle Tax District -- Wake Capital Fund** for the fiscal year beginning July 1, 2017 and ending June 30, 2018:

Capital Planning	
GoTriangle	\$9,334,000
Bus Infrastructure	
GoTriangle	\$2,900,000
City of Raleigh	\$1,140,000
Town of Cary	\$1,838,000
Bus Acquisition	
GoTriangle	\$4,000,000
City of Raleigh	\$4,000,000
Allocation to Wake Capital Fund Balance	\$56,262,000
Total	\$79,474,000

Section 3. The GoTriangle General Manager, or his or her designee, is hereby authorized to transfer funds within appropriations under the following conditions:

- A) No transfer may be made that changes the adopted appropriations for debt service, allocations to reserves, and allocations to fund balance.
- B) All budget transfers will be reported to the Transit Planning Advisory Committee.
- C) All increases to an appropriation, and all transfers between appropriations, must be reviewed by the Transit Planning Advisory Committee and approved by the CAMPO and GoTriangle governing boards.

Section 4. Copies of the Budget Ordinance shall be furnished to the Clerk, to the Board of Trustees, to the Finance Officer, and to the Budget Officer of this Authority to be kept on file for

their direction in the disbursement of funds. Copies shall also be furnished to representatives of the Agencies under Section 2. The Budget Ordinance shall be entered into the Board minutes.

ADOPTED THIS XXND DAY OF JUNE 2017.

Jennifer Robinson, Board of Trustees Chair

ATTEST:

Michelle C. Dawson, Clerk to the Board

FY 2018 REVENUE

The FY 2018 Draft Wake Transit Work Plan includes a total of \$23.2 million of capital projects and \$56.3 million of funds allocated to capital fund balance and reserve for future projects, for a total FY 2018 capital budget of \$79.5 million. While future years in the Wake Transit Plan are contemplated to be funded by local, federal, debt proceeds, and a small portion of state dollars, all funds budgeted for FY 2018 are funded by Wake Transit Tax Revenues transferred from the Wake Transit Major Operating Fund.

FY 2018 EXPENDITURES

I. Capital Planning -- \$9,334,000

GoTriangle is allocated \$9.3 million to complete the Major Investment Study (MIS). Completion of this study will advance pre-project development activities for the high-capacity transit corridors defined in the adopted Wake County Transit Plan for both the bus rapid transit projects and the rail corridor. Key elements of the MIS include determining alignments for the bus rapid transit routes, identifying project development risks, developing project phasing, refining capital cost estimates, and refining federal funding eligibility for specific corridors related to the projects. Individual projects or groups of projects will be submitted for federal grants and State Transportation Improvement Program (STIP) funding based on the results of the first years of planning and study.

Also included is \$34,000 to be allocated via GoTriangle to the Triangle J Council of Governments for the first year of a two-year study for a Bus and Rail Station Land Use & Affordable Housing Plan. This project will show existing and currently planned land use and affordable housing, assist development professionals in assessing station area potential, depict and analyze the effects of alternative station area land use scenarios, and track development and affordable housing changes over time. The total costs for this plan will be \$168,000; the remaining \$134,000 would be planned for FY 2019.

II. Vehicles -- \$8,000,000

In order to implement expanded bus service, GoRaleigh is requesting \$4 million for the procurement of eight new 40-foot diesel expansion buses in FY 2018. GoTriangle is also allocated \$4 million to purchase eight low-floor transit buses to expand service in FY 2019 and FY 2020. Detailed plans for the new services will be determined as part of the Multi-Year Service Implementation Plan.

III. Bus Infrastructure -- \$5,878,000

GoCary is allocated \$1 million for the design of a Regional Operations and Maintenance Facility in FY 2018. An Administration/Operations Facility Assessment Study was completed in 2011 indicating that the GoCary system could realize substantial cost savings by owning its own transit facility. The Town is in the process of purchasing 8.87 acre tract owned by GoTriangle and adjacent to the Town's Operations Center. This site

would accommodate GoCary's growth and expansion for the foreseeable future, as well as assist with regional transit vehicle storage and maintenance. \$10 million in FY 2019 is currently planned for the construction of this facility.

The FY 2018 Draft Transit Work Plan also allocates \$300,000 for a Downtown Cary Multimodal Facility Feasibility Study to evaluate the feasibility of a facility that will address a main Cary local and regional bus transfer hub, bus rapid transit terminus/station, commuter rail station, Amtrak station, park-and-ride lot/garage, and additional downtown investments. The feasibility study is a necessary first step to ensuring that adequate access is provided to passengers through various transportation modes and to ensure efficient circulation around a through a station/transfer center.

Also allocated under bus infrastructure is \$495,000 for the Town of Cary to bring bus stops that do not meet current Americans with Disabilities Act (ADA) into compliance. Improvements will address concrete pads for safer boarding, and also benches, bike racks, sidewalk and ramp improvements. Additional funding will also address the ADA components of new bus stops, funded by the Wake Transit Plan and will cover design, engineering, and construction of the required improvements. Finally, \$43,000 is included for system-wide rebranding of bus stop signs from C-Tran to GoCary. Those project costs include sign fabrication, pole acquisition, associated hardware, and installation for all 220 stops in the current GoCary system.

The FY 2018 Draft Transit Work Plan includes \$1.14 million for the construction and implementation of a park-and-ride facility for GoRaleigh. This site will include 130 parking spaces and will be located across from the GoRaleigh Operations and Maintenance Facility on Poole Road. An additional \$2.7 million is included for GoTriangle and GoRaleigh towards design of the Raleigh Union Station Bus Facility. This facility will allow future bus services, including bus rapid transit, to connect directly with existing intercity rail service and future commuter rail service. This budget request includes funding only for the first year of design activities; another \$2.8 million for design is contemplated for FY 2019. Construction funding will be requested for programming once design and the parallel Major Investment Study have established a project timeline. GoTriangle has applied for federal funding for the construction phase and is intending to fund the future construction costs through federal funds and via the Wake Transit Plan.

Finally, the FY 2018 Draft Transit Work Plan includes a request by GoTriangle for \$200,000 to expand their current Bus Operations and Maintenance Facility by 750 feet of buildout. The project costs include both design and construction for a new conference room within the space. Audio-visual equipment, basic furnishing and computer equipment, and an ADA required elevator/platform lift will also be included. The expansion of the Bus Operations and Maintenance Facility is directly related to the new bus acquisitions, bus services, and staff funded through the Wake Transit Plan.

IV. Reserve for Future Projects -- \$56.3 million

Future years of the Wake Transit Plan require extensive capital outlay for major infrastructure projects. The Wake Transit Plan was modeled after establishing a five percent capital fund balance as an overall reserve and measure of financial health of the plan (in addition to reserves established in the operating fund). The FY 2018 Draft Wake Transit Plan allocates \$19.7 million, or 25 percent of the target funding towards this amount. The capital fund balance is currently modeled to achieve the five percent amount, or \$79 million, by FY 2021. Another \$36.5 million of funds are allocated to reserve for future projects. These funds will be drawn down in later years for future capital expenditures.

FY18 Wake County Transit Plan: Capital

	Triangle Tax District: Wake Capital	GoTriangle	CAMPO	GoRaleigh	GoCary	TRACS	Knightdale	Wendell	Zebulon	Total Wake County Transit Plan: Capital
Revenues										
Tax District Revenues										
Transfer from Wake Operating	\$ 79,474,000									\$ 79,474,000
Allocations from Tax District Revenues to Agencies										
Capital Planning		\$ 9,334,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Bus Infrastructure		\$ 2,900,000	\$ -	\$ 1,140,000	\$ 1,838,000	\$ -	\$ -	\$ -	\$ -	
Bus Acquisitions		\$ 4,000,000	\$ -	\$ 4,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	
Total Revenues	\$ 79,474,000	\$ 16,234,000	\$ -	\$ 5,140,000	\$ 1,838,000	\$ -	\$ -	\$ -	\$ -	\$ 79,474,000
Expenditures										
Allocation to Wake Capital Fund Balance	\$ 56,262,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 56,262,000
Capital Planning										
Major Investment Study (TC003-A)	\$ -	\$ 9,300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,300,000
Bus & Rail Station Land Use and Affordable Housing Study (TC003-B)	\$ -	\$ 34,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 34,000
Bus Infrastructure										
ADA Bus Stop Improvements (TC002-C)	\$ -	\$ -	\$ -	\$ -	\$ 495,000	\$ -	\$ -	\$ -	\$ -	\$ 495,000
Bus Stop Sign Replacement (TC002-D)	\$ -	\$ -	\$ -	\$ -	\$ 43,000	\$ -	\$ -	\$ -	\$ -	\$ 43,000
Downtown Cary MultiModal Facility Feasibility Study (TC002-F)	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ 300,000
Downtown Multimodel Facility Feasibility Study (TC002-F)	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000
Raleigh Union Station Bus Facility (TC002-A)	\$ -	\$ 2,700,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,700,000
Bus Operations and Maintenance Facility Expansion (TC002-B)	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000
Poole Road Park-and-Ride Facility (TC002-G)	\$ -	\$ -	\$ -	\$ 1,140,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,140,000
Bus Acquisitions										
Expansion Buses (TC001-A)	\$ -	\$ 4,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,000,000
Expansion Buses (TC001-B)	\$ -	\$ -	\$ -	\$ 4,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,000,000
Allocations from Tax District Revenues to Agencies										
Capital Planning	\$ 9,334,000									
Bus Infrastructure	\$ 5,878,000									
Bus Acquisitions	\$ 8,000,000									
Total Expenditures	\$ 79,474,000	\$ 16,234,000	\$ -	\$ 5,140,000	\$ 1,838,000	\$ -	\$ -	\$ -	\$ -	\$ 79,474,000
Revenues over Expenditures	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

FYs 2018-2027 Capital Improvement Plan Project Sheet Summary

TC001 – Purchase of Expansion Vehicles				
Project ID	Agency	Project	FY 2018 Cost	FY 2019 Cost
TC001-A	GoTriangle	Purchase 8 new 40-foot transit buses	\$4,000,000	--
TC001-B	City of Raleigh	Purchase of 8 new 40-foot transit buses	\$4,000,000	--
Total			\$8,000,000	\$0

TC002 – Bus Infrastructure				
Project ID	Agency	Project	FY 2018 Cost	FY 2019 Cost
TC002-A	GoTriangle	Design of Raleigh Union Station Bus Facility	\$2,700,000	\$2,808,000
TC002-B	GoTriangle	Expansion of Bus Operations and Maintenance Facility	\$200,000	--
TC002-C	Town of Cary	ADA Bus Stop Improvements	\$495,000	--
TC002-D	Town of Cary	Bus Stop Sign Replacements	\$43,000	--
TC002-E	Town of Cary	Design of GoCary Regional Operations and Maintenance Facility	\$1,000,000	\$10,000,000
TC002-F	Town of Cary	Downtown Multimodal Facility Feasibility Study	\$300,000	--
TC002-G	City of Raleigh	Construction of Poole Road Park-and-Ride Facility	\$1,140,000	--
Total			\$5,878,000	\$12,808,000

TC003 – Capital Planning/Studies				
Project ID	Agency	Project	FY 2018 Cost	FY 2019 Cost
TC003-A	GoTriangle	Fixed Guideway Transit Corridors Major Investment Study	\$9,300,000	--
TC003-B	GoTriangle	TJCOG Bus and Rail Station Land Use & Affordable Housing Planning	\$34,000	\$134,000
Total			\$9,334,000	\$134,000

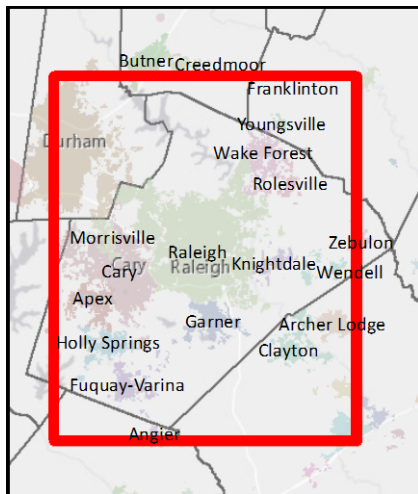
Project ID:	TC001	Project Type:	Bus Infrastructure
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Project Description:

GoTriangle and GoRaleigh will purchase sixteen (16), 40-foot diesel, low-floor transit buses to support new bus services anticipated to begin in FY 2019 such as new routes or frequency increases on existing routes. The vehicles will be ordered in FY 2018 with an anticipated delivery timeframe between July and December 2018.

Project At A Glance

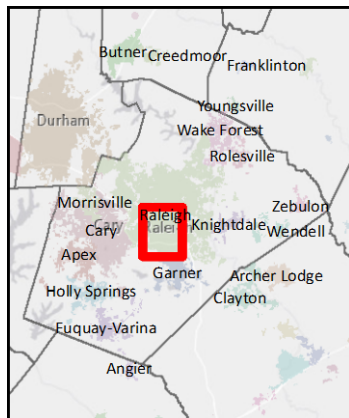
Project Description	Purchase of 16 expansion vehicles for use by GoTriangle and GoRaleigh
Project Sponsor	GoTriangle/GoRaleigh
FY 2018 Cost	\$8,000,000
Funding Mechanism	Wake Transit Tax Proceeds
Vehicle Type	40-foot diesel, low-floor transit buses
Anticipated Delivery	July 2018 – December 2018



Project ID:	TC002-A	Project Type:	Bus Infrastructure
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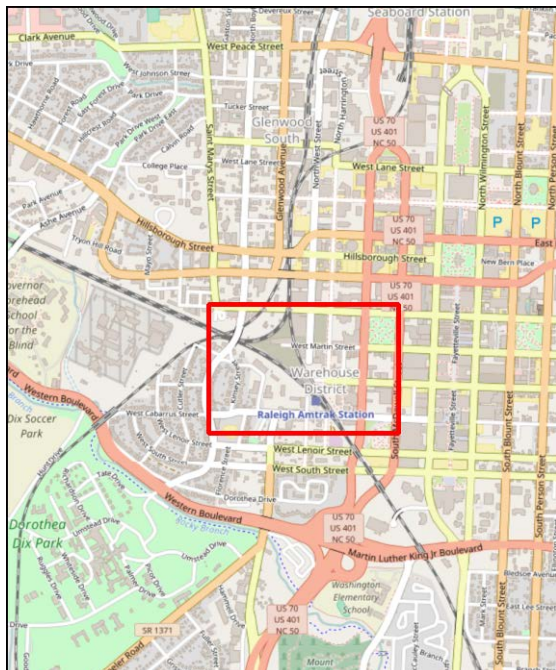
Project Description:

GoTriangle and GoRaleigh are constructing a bus transit center adjacent to Raleigh Union Station in Downtown Raleigh’s Warehouse District. The Raleigh Union Station bus facility will allow future bus services (including bus rapid transit) to connect directly with intercity rail service and future commuter rail service. The facility will have 6 to 8 bus bays. The facility will contain ground-level retail spaces and accommodate mixed-use development on upper floors. The facility is projected to be in its design phase throughout FYs 2018 and 2019. Construction is projected in FY 2020.



Project At A Glance

Project Description	Raleigh Union Station Bus Facility
Phase	Design
Project Sponsor	GoTriangle
Total Cost	\$5,508,000
FY 2018 Cost	\$2,700,000
FY 2019 Cost	\$2,808,000
Funding Mechanism	Wake Transit Tax Proceeds
Start Date	In progress
Phase Completion Date	June 2019



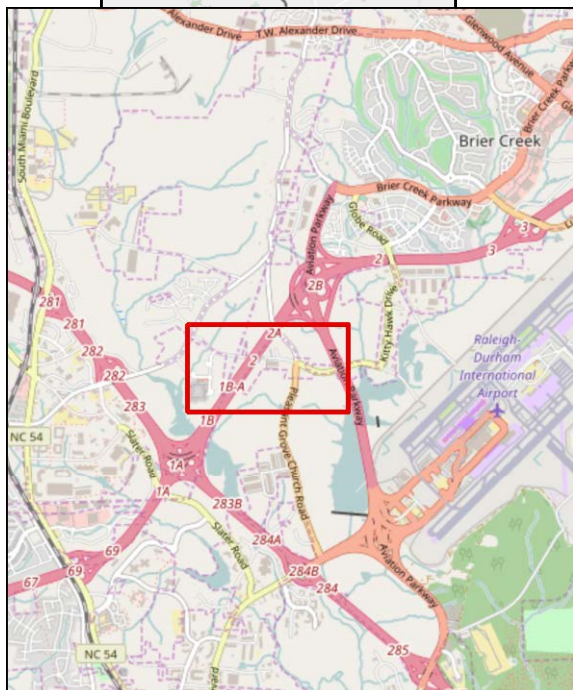
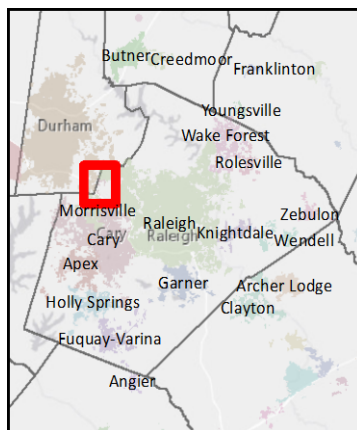
Project ID:	TC002-B	Project Type:	Bus Infrastructure
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Project Description:

GoTriangle is designing and constructing a 750-square foot space in the bus maintenance shop area of its existing Bus Operations and Maintenance Facility to accommodate a conference room for meetings and training for large groups of employees. To support expansion of Wake County's transit network, GoTriangle is anticipating a commensurate expansion in its operations and maintenance staff. The construction project also includes audio-visual equipment, basic furnishings, computer equipment and an ADA-required elevator/platform lift.

Project At A Glance

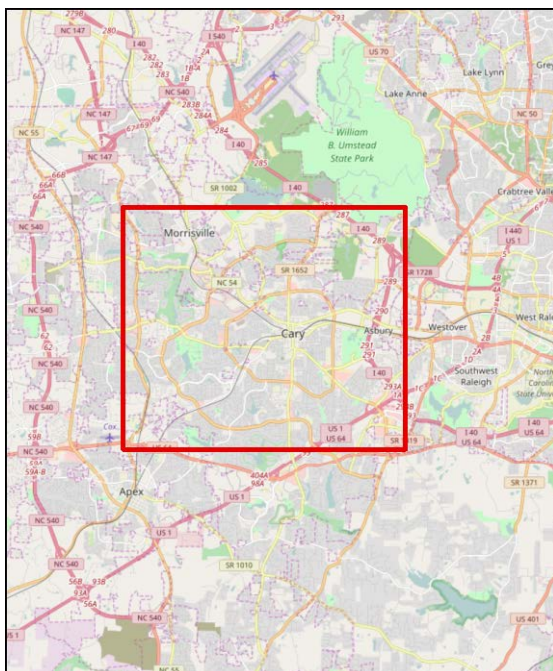
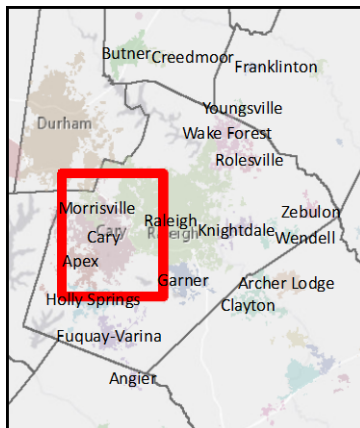
Project Description	Expansion of GoTriangle Bus Operations and Maintenance Facility
Phase	Design and Construction
Project Sponsor	GoTriangle
Total Cost	\$200,000
FY 2018 Cost	\$200,000
Funding Mechanism	Wake Transit Tax Proceeds
Start Date	July 1, 2017
Phase Completion Date	June 30, 2018



Project ID:	TC002-C	Project Type:	Bus Infrastructure
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Project Description:

The Town of Cary/GoCary is designing and constructing improvements to make a number of existing bus stops throughout the town compliant with Americans with Disabilities Act (ADA) standards. The Town will also construct new ADA-compliant bus stops for new services anticipated for implementation in FY 2019 or beyond. Improvements include the installation of concrete pads for safer and more comfortable boarding/alighting of buses, benches, bike racks, access ramps, sidewalks, and other associated amenities.



Project At A Glance	
Project Description	Improve existing GoCary bus stops systemwide to meet current ADA standards
Phase	Design, Right-of-Way and Construction
Project Sponsor	Town of Cary/GoCary
Total Cost	\$495,000
FY 2018 Design Cost	\$40,000
FY 2018 ROW Cost	\$55,000
FY 2018 Construction Cost	\$400,000
Funding Mechanism	Wake Transit Tax Proceeds
Start Date	July 1, 2017
Phase(s) Completion Date	June 30, 2018

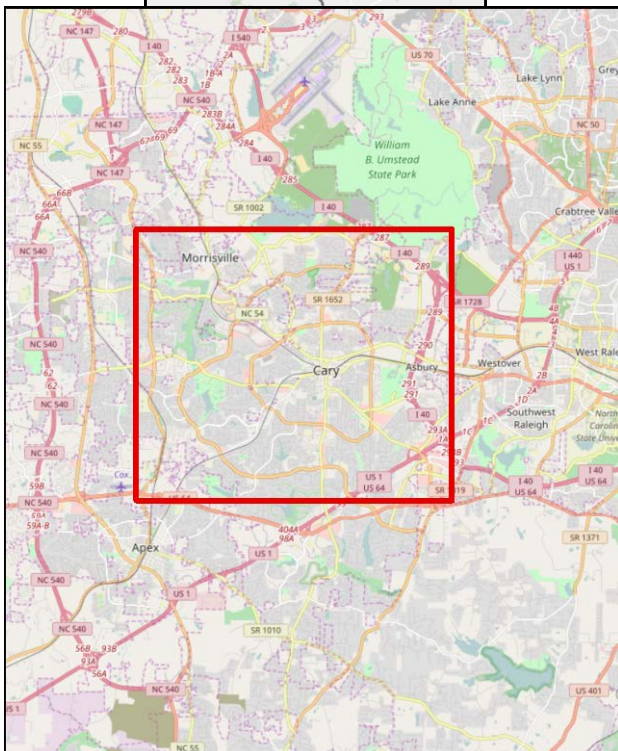
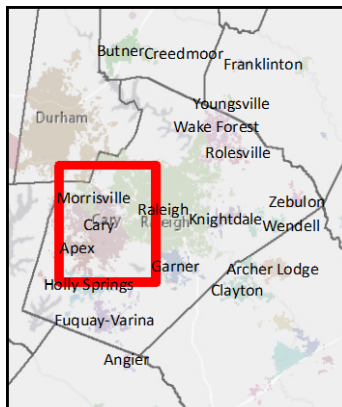
Project ID:	TC002-D	Project Type:	Bus Infrastructure
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Project Description:

The Town of Cary/GoCary is replacing existing bus stop signs and installing new bus stop signs for expansion services systemwide to reflect its new GoCary branding. The replacement will involve a total of 220 existing bus stops in the GoCary system.

Project At A Glance

Project Description	Replacement of systemwide C-Tran bus stop signs to GoCary rebranding
Phase	Design and Construction
Project Sponsor	Town of Cary/GoCary
Total Cost	\$43,000
FY 2018 Design Cost	\$8,000
FY 2018 Construction Cost	\$35,000
Funding Mechanism	Wake Transit Tax Proceeds
Start Date	July 1, 2017
Phase(s) Completion Date	June 30, 2018



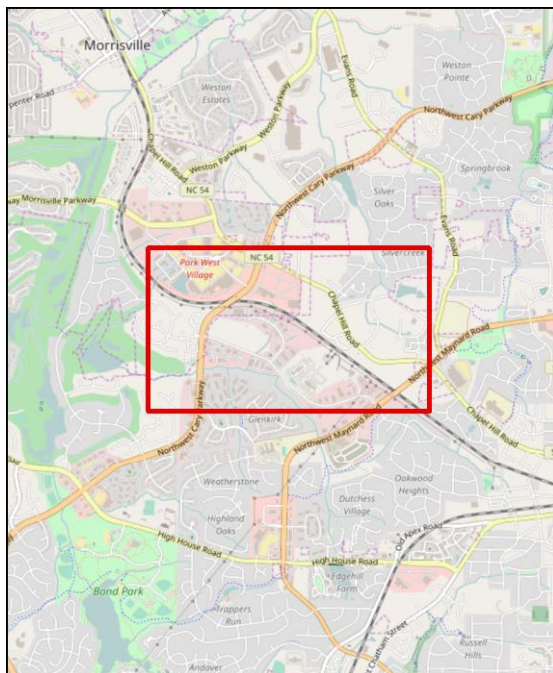
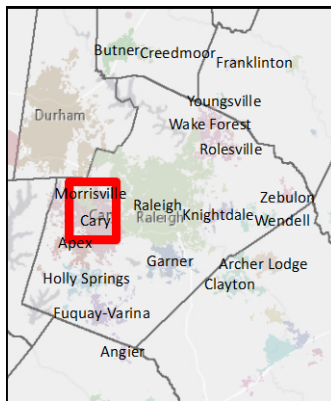
Project ID:	TC002-E	Project Type:	Bus Infrastructure
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Project Description:

The Town will be designing and ultimately constructing a new bus operations and maintenance facility to replace an existing leased space the Town's contractor uses for the same purpose. The facility will be used for GoCary vehicle storage and maintenance. The facility will undergo design in FY 2018 and construction in subsequent fiscal years. The site identified for the facility is a total of 8.87 acres and is located at 160 Timberview Court in Cary.

Project At A Glance

Project Description	Design of GoCary Regional Operations and Maintenance Facility
Phase	Design
Project Sponsor	Town of Cary/GoCary
FY 2018 Design Cost	\$1,000,000
Funding Mechanism	Wake Transit Tax Proceeds
Start Date	July 1, 2017
Phase Completion Date	June 30, 2018



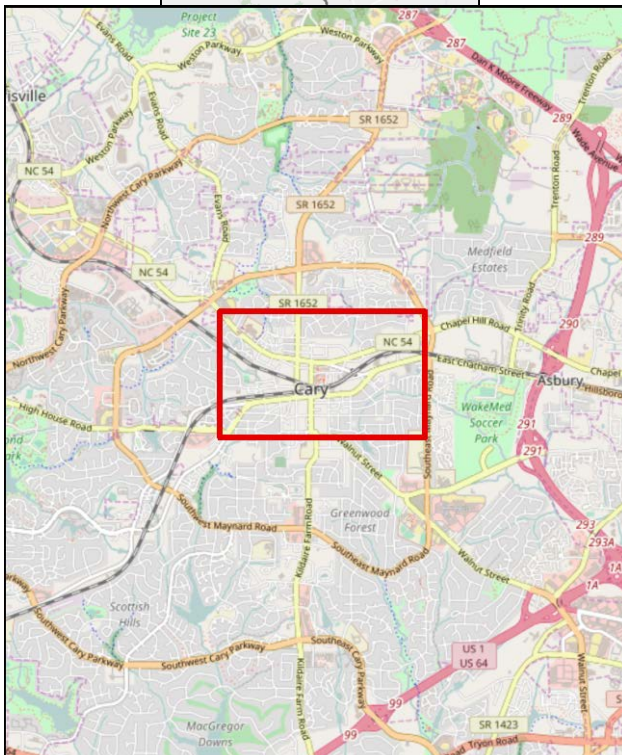
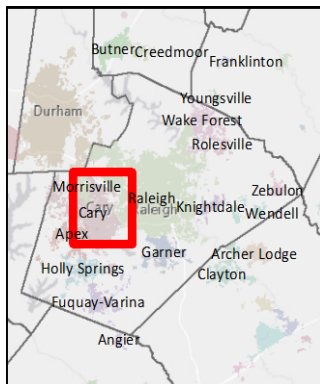
Project ID:	TC002-F	Project Type:	Bus Infrastructure
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Project Description:

The Town of Cary will be conducting a feasibility study for a downtown multimodal transit facility to evaluate the provision of access among transit modes (e.g., local bus, regional bus, bus rapid transit, commuter rail), as well as circulation around and through a station serving the facility. The study will include an evaluation of the feasibility of construction and operation for a site to function as Cary’s main local and regional bus transfer hub, a bus rapid transit station, a commuter rail station, an AMTRAK station, and a park-and-ride facility.

Project At A Glance

Project Description	Feasibility Study for Downtown Cary Multimodal Transit Facility
Phase	Planning/Feasibility
Project Sponsor	Town of Cary/GoCary
FY 2018 Design Cost	\$300,000
Funding Mechanism	Wake Transit Tax Proceeds
Start Date	July 1, 2017
Phase Completion Date	June 30, 2018



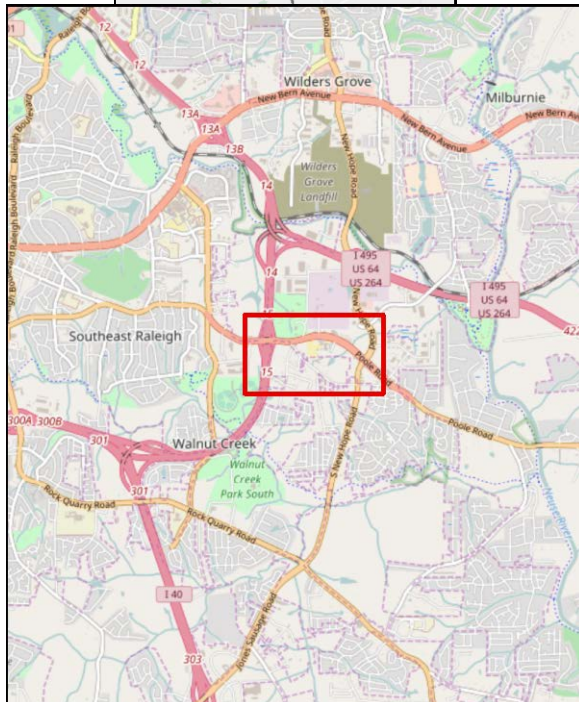
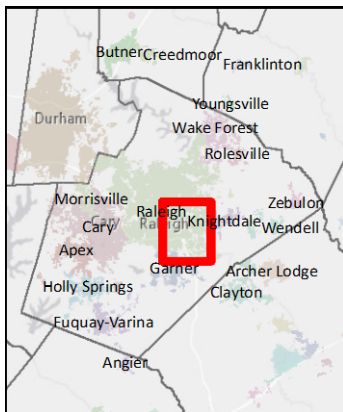
Project ID:	TC002-G	Project Type:	Bus Infrastructure
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Project Description:

The City of Raleigh/GoRaleigh will be constructing a park-and-ride facility that includes 130 parking spaces across from the GoRaleigh Operations and Maintenance Facility on Poole Road. The park-and-ride facility will serve GoRaleigh Routes 18 (Worthdale Route) and 55X (Poole Road Express).

Project At A Glance

Project Description	Construction of GoRaleigh park-and-ride facility on Poole Road
Phase	Construction
Project Sponsor	City of Raleigh/GoRaleigh
FY 2018 Construction Cost	\$1,140,000
Funding Mechanism	Wake Transit Tax Proceeds
Start Date	July 1, 2017
Phase Completion Date	June 30, 2018



Project ID:	TC003-A	Project Type:	Capital Planning/Studies
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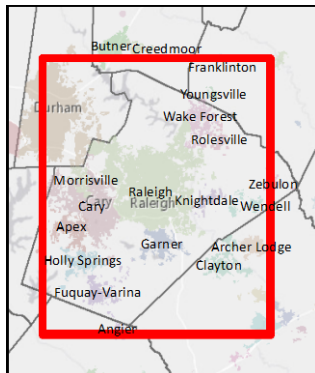
Project Description:

GoTriangle, the Capital Area Metropolitan Planning Organization and City of Raleigh will conduct a major study on the fixed guideway corridors identified in the Wake County Transit Plan to advance them to project development and more specific project-level planning. The study will determine and refine alignments, project development risks, the phasing of projects, capital costs, and eligibility for funding sources. Ultimately the study will determine the physical location of each type of fixed guideway technology within each identified corridor, as well as feasibility of their implementation and other project implementation considerations.

This study was initiated in FY 2017 with non-Wake Transit Tax funding sources contributed by GoTriangle, CAMPO and City of Raleigh. The final scope and cost for this study is currently under development and will be refined by April 2017. The FY 2018 estimated cost is a conservative estimate based on comparable prior planning studies. This study is a Federal requirement to progress the proposed fixed guideway projects to more specific environmental study, as well as engineering and design activities.

Project At A Glance

Project Description	Fixed Guideway Transit Corridors Major Investment Study
Phase	Planning
Project Sponsor	GoTriangle/CAMPO/GoRaleigh
FY 2018 Planning Cost	\$9,300,000 (conservative estimate – subject to change based on forthcoming cost information)
Funding Mechanism	Wake Transit Tax Proceeds
Start Date	July 1, 2017
Phase Completion Date	Multi-Year Effort (final schedule will be refined by April 2017)



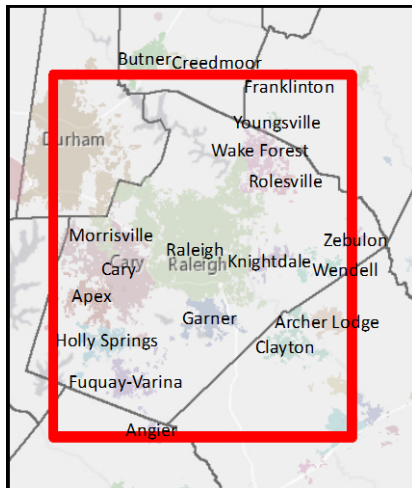
Project ID:	TC003-B	Project Type:	Capital Planning/Studies
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Project Description:

Triangle J Council of Governments (TJCOG) will inventory existing and planned land use and affordable housing in all bus rapid transit and commuter rail station areas; engage planning, housing and development professionals in assessing station area potential; depict and analyze effects of alternative station area land use scenarios; and track development and affordable housing changes over time. This evaluation will result in information to be used for land use and affordable housing requirements in applications for state and federal funding for fixed guideway projects and to refine estimates for transit ridership in transportation forecasts.

Project At A Glance

Project Description	Fixed Guideway Transit Corridors Major Investment Study
Phase	Planning
Project Sponsor	GoTriangle on behalf of Triangle J Council of Governments
Total Project Cost	\$168,000
FY 2018 Planning Cost	\$34,000
FY 2019 Planning Cost	\$134,000
Funding Mechanism	Wake Transit Tax Proceeds
Start Date	July 1, 2017
Phase Completion Date	June 30, 2019



FYs 2018-2027 Wake Transit Capital Improvement Program Summary																				
Transit ID	TIP	Project	Project Type	Sponsor Agency	Description	Phase	Source	Prior Yr.	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	Future Years	Total (100%)
TC001	N/A	Systemwide Expansion Vehicles for Bus Service	Vehicles	GoRaleigh GoTriangle	16 NEW EXPANSION VEHICLES FOR SERVICE TO BE INITIATED IN FYs 2019 OR 2020	Purchase	Tax District		\$ 8,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 8,000,000
TC002-A	N/A	Bus Infrastructure Planning	Infrastructure	GoTriangle	RALEIGH UNION STATION BUS FACILITY (DESIGN)	Design	Tax District		\$ 2,700,000	\$ 2,808,000										\$ 5,508,000
TC002-B	N/A	Bus Infrastructure	Infrastructure	GoTriangle	DESIGN AND CONSTRUCTION 750 SF ADDITION TO BUS MAINTENANCE FACILITY	Design Construction	Tax District		\$ 200,000											\$ 200,000
TC002-C,D	N/A	Bus Infrastructure	Infrastructure	GoCary	BUS STOP SIGN REPLACEMENTS, BUS STOP ADA IMPROVEMENTS	Design Construction	Tax District		\$ 538,000											\$ 538,000
TC002-E	N/A	Bus Infrastructure	Infrastructure	GoCary	GOCARY REGIONAL OPERATIONS AND MAINTENANCE FACILITY	Design	Tax District		\$ 1,000,000	\$ 10,000,000										\$ 11,000,000
TC002-F	N/A	Capital Planning/Studies	Infrastructure	GoCary	DOWNTOWN MULTIMODAL FACILITY FEASIBILITY STUDY	Planning	Tax District		\$ 300,000											\$ 300,000
TC002-G	N/A	Bus Facilities Park-and-Ride	Infrastructure	GoRaleigh	POOLE ROAD PARK-AND-RIDE FACILITY (CONSTRUCTION)	Construction	Tax District		\$ 1,140,000											\$ 1,140,000
TC003-A	N/A	BRT/CRT Planning	Planning/Studies	GoTriangle	FIXED GUIDEWAY ANALYSES/IMPLEMENTATION STUDIES	Planning	Tax District		\$ 9,300,000											\$ 9,300,000
TC003-B	N/A	Capital Planning/Studies	Planning/Studies	GoTriangle	CONTRACT WITH TJCOG STATION AREAS & AFFORDABLE HOUSING	Planning	Tax District		\$ 34,000	\$ 134,000										\$ 168,000
Capital projects/expenditures in FY 2019 and subsequent years will be determined by the Multi-Year Service Implementaton Plan and Transit Corridors Major Investment Study currently under development																				
Future Capital Expenditures	Bus Infrastructure		FUTURE BUS INFRASTRUCTURE		Various	Tax District		\$ 4,749,602	\$ 61,651,598	\$ 37,834,246	\$ 23,581,744	\$ 12,833,957	\$ 13,714,844	\$ -	\$ 5,000,000					\$ 159,365,993
	CRT		COMMUTER RAIL		Various	Tax District/Federal		\$ 48,541,252	\$ 56,639,914	\$ 88,633,169	\$ 147,622,620	\$ 195,826,720	\$ 133,510,060	\$ 183,653,343	\$ 26,507,119					\$ 880,934,196
	BRT		BUS RAPID TRANSIT		Various	Tax District/Federal		\$ 24,896,856	\$ 28,854,028	\$ 75,634,892	\$ 140,784,528	\$ 73,210,431	\$ -	\$ -	\$ -					\$ 343,380,734
	Expansion and Replacement Vehicles		FUTURE BUS ACQUISITION		Various	Tax District		\$ 24,093,000	\$ 16,549,131	\$ 17,873,062	\$ 6,195,995	\$ 20,763,467	\$ 5,956,967	\$ 11,616,086	\$ 1,610,764					\$ 104,658,470
	Other Capital		OTHER FUTURE CAPITAL		Various	Tax District		\$ 4,679,434	\$ 4,866,612	\$ 5,061,276	\$ 5,263,727	\$ -	\$ -	\$ -	\$ 18,000,000	\$ 17,000,000				\$ 54,871,049
Subtotal Capital										\$ 23,212,000	\$ 119,902,145	\$ 168,561,282	\$ 225,036,645	\$ 323,448,613	\$ 302,634,575	\$ 153,181,871	\$ 195,269,428	\$ 51,117,882	\$ 17,000,000	\$ 1,579,364,442

FY 2018 Draft Wake Transit Work Plan



Wake Transit Financial Assumptions

Financial Model Assumptions for FY 2018 Draft Wake Transit Work Plan

The TPAC has assigned GoTriangle as the lead agency to update the Wake Transit Financial Plan and the financial model. Accordingly, the financial model shall contain the agreed upon financial assumptions of the TPAC for Wake Transit Work Plan revenues involving federal, state and local sources. The model also includes the multi-year capital and operating costs as well as the liquidity targets and debt ratios relevant to rating agency metrics.

GoTriangle has asked Wake County to serve on its behalf to update the Wake Transit financial model for the FY 2018 draft Wake Transit Work Plan while the County transitions modeling of the Wake Transit Plan to GoTriangle. Wake County and GoTriangle have jointly reviewed the model, and the modeling has also been shared with the TPAC Budget and Finance Subcommittee members.

As detailed in the Wake County Transit Plan, the plan is fiscally constrained and is contingent on a variety of assumptions. The FY 2018 draft transit plan reflects assumptions that will evolve as information is modified and projections are updated to reflect actual results. This will continue as the projects in the Transit Plan continue to be studied and new information influences the cost and timing. Additionally, overall inflation assumptions, availability of local sources of revenue and growth assumptions, competition for federal funding for projects, successful access to capital markets, and regional partnerships will continue to influence the overall financial outlook of the Transit Plan.

The first few years of the Transit Plan involve significant design and further study of projects. The approach of the plan is strategic in leveraging federal and state funds, combined with existing and new sources of local funding, to deliver projects that connect regionally, connect Wake County's communities, provide frequent urban mobility, and link local service. The plan continues to maintain the necessary liquidity measures and other measures of fiscal health to support the goals of the Wake Transit Financial Plan.

The FY 2018 Financial Model Assumptions Template details the assumptions made in the Wake Transit Financial Plan adopted by GoTriangle, CAMPO, and the Wake County Board of Commissioners and compares those to the assumptions used to prepare the FY 2018 Draft Wake Transit Work Plan. There are no significant changes in assumptions in the FY 2018 Wake Transit Work Plan as compared to the FY 2017 Work Plan recommended by TPAC and adopted by CAMPO and GoTriangle earlier this winter. The model will be updated based on comments received by the public, agency, and stakeholders as the recommended FY 2018 Wake Transit Work Plan is prepared later this Spring.

Model Assumptions Update Summary
FY 2018 Wake Transit Plan Model Assumptions - DRAFT FY 2018 Wake Transit Work Plan

Assumption	Type	Wake Transit Plan Assumption	FY 2018 Proposed Assumption	Source	Impact/Notes
Operating Revenues					
Tax District Revenues					
Article 43 1/2 Cent Local Option Sales Tax	Growth Rate	4.0%	4.0%	Budgeted Growth in Wake County Financial Model for Article 39	
Vehicle Rental Tax	Growth Rate	2.5%	2.5%	Historical Growth	
Vehicle Registration Tax, \$7.00 per Vehicle	Growth Rate	2.0%	2.0%	Historical Growth	3/4 Fiscal Year Assumed for FY 2018
Vehicle Registration Tax, \$3.00 per Vehicle	Growth Rate	2.0%	2.0%	Historical Growth	3/4 Fiscal Year Assumed for FY 2018
Agency Revenues					
State Share of Operating Costs					
State Maintenance Assistance Program	% of Costs	10%	10%		For existing service
Federal Share of Operating Costs					
Federal Formula Transit Grants Section (5307)	FTA Formula Inputs and Data Unit Value for Revenue Miles	54.7 cents/mile	54.7 cents/mile	FY 2014 NTD Data Unit Values	For FY 2019 work plan, data unit value will be updated. Other federal funding formula inputs will also be reviewed.
Farebox Recovery Ratios					
Bus Rapid Transit (Operations Beginning in 2024)	% of Costs	24%	24%		Model assumes farebox for new service is part of recovery ratio and cash in plan. Further discussion in later years is needed on how to measure health of plan regarding these dollars and measures.
Commuter Rail (Operations Beginning in 2027)	% of Costs	20%	20%		
Local Bus					
Raleigh	% of Costs	18.28%	15.0%	City of Raleigh	Reflects current farebox recovery ratio for Raleigh. Out years in plan remain at higher percentage as bus implementation has not been decided.
Cary	% of Costs	18.28%	7.95%	Town of Cary	Reflects current farebox recovery ratio for Cary. Out years in plan remain at higher percentage as bus implementation has not been decided.
GoTriangle	% of Costs	18.28%	15.00%	GoTriangle	Reflects current farebox recovery ratio for GoTriangle. Out years in plan remain at higher percentage as bus implementation has not been decided.
Operating Expenditures					
Administration					
	Growth Rate	N/A	2.50%	CPI Ten Year Estimate	
Transit Operations					
Bus Rapid Transit (Cost/Hr) (Beginning in 2024)	Growth Rate	2.50%	2.50%	CPI Ten Year Estimate	
Rail (Annual Cost) (Beginning in 2027)	Growth Rate	2.50%	2.50%	CPI Ten Year Estimate	
Local Bus (Cost/Hr)	Growth Rate	2.50%	2.50%	CPI Ten Year Estimate	
Bus Operations	Growth Rate	2.50%	2.50%	CPI Ten Year Estimate	
Bus Infrastructure O&M	Growth Rate	2.50%	2.50%	CPI Ten Year Estimate	
Other Agency Operating Expenditures	Growth Rate	2.50%	2.50%	CPI Ten Year Estimate	
Debt Financing					
Commuter Rail Amortization	True Interest Cost (TIC); Debt Structure; Debt Service Reserve Fund (DSRF) Requirement; Cost of Issuance	30 Year, 5.25%, DSRF, 2% COI	30 Year, 5.25%, DSRF, 2% COI	Financial Advisor	
Bus Rapid Transit Amortization	True Interest Cost (TIC); Debt Structure; Debt Service Reserve Fund (DSRF) Requirement; Cost of Issuance	20 Year, 4.75%, DSRF, 2% COI	20 Year, 4.75%, DSRF, 2% COI	Financial Advisor	
Bus Infrastructure Amortization	True Interest Cost (TIC); Debt Structure; Debt Service Reserve Fund (DSRF) Requirement; Cost of Issuance	20 Year, 4.75%, DSRF, 2% COI	20 Year, 4.75%, DSRF, 2% COI	Financial Advisor	First year of debt issuance FY 2019
Short Term Financing	True Interest Cost (TIC); Debt Structure; Cost of Issuance	3%, 2% COI	3%, 2% COI	Financial Advisor	First year of short term debt issuance FY 2021
Capital Revenues					
Tax District Revenues					
Interest / Investment Income	Investment Rate	0%	0%		Will be incorporated in FY 2018 Recommended Wake Transit Work Plan
Agency Revenues					
Bus Infrastructure					
State share	% of Costs	0%	0%		
Federal share	% of Costs	0%	0%		
Vehicles - Bus					
State share	% of Costs	10%	0%		Made change for FY 2018; impact of \$1 M. Pursuing funding for FY 2018 or FY 2019 just not budgeted revenue source for FY 2018.
Federal share	% of Costs	40%	0%		Change made as part of FY 2017 Wake Transit Work Plan. Reductions in bus infrastructure projects in life of plan offset reduction of \$40 M of planned funds.
Fixed Guideway Projects					
Commuter Rail					
State share	% of Costs	0%	0%		
Federal share	% of Costs, Annual Funding Disbursement Caps, and Timing of Funds	50%, Cap of \$100 M a year, All Costs Eligible for Reimbursement. Federal funds by 2020	50%; Cap of \$100 M a year, FY 2018 Costs Locally Funded, Remaining Costs Eligible for Federal Reimbursement. Federal funds by FY 2020.	GoTriangle and CAMPO	
Bus Rapid Transit					
State share	% of Costs	0%	0%		
Federal share	% of Costs, Annual Funding Disbursement Caps, and Timing of Funds	50%, Cap of \$100 M a year, All Costs Eligible for Reimbursement. Federal funds by FY 2020	50%; Cap of \$100 M a year, FY 18 Costs Locally Funded, Remaining Costs Eligible for Federal Reimbursement. Federal funds by FY 2020.	GoTriangle and CAMPO	
Capital Expenditures					
Administration					
	Growth Rate	0.00%	2.50%		
Vehicles					
Bus Rapid Transit	Growth Rate	4%	4%		
Commuter Rail	Growth Rate	4%	4%		
Local Bus	Growth Rate	4%	4%		
Liquidity					
Minimum Operating Fund Balance	% of Sales Tax	25%	25%	Financial Policy	Formalized Financial Policies to be Adopted with Recommended FY 2018 Work Plan
Capital Projects Fund Balance	% of Projects Budget Through 2027	5%	5%	Financial Policy	Formalized Financial Policies to be Adopted with Recommended FY 2018 Work Plan

FY 2018 Wake Transit Plan Model Assumptions - DRAFT FY 2018 Wake Transit Work Plan

Outcome (Overall Fiscal Health of Wake Transit Plan)	Result	Wake Transit Plan Assumption	FY 2018 Proposed Assumption	Comment	Impact/Notes
Minimum Wake Operating Fund Balance	\$, % of Sales Tax (No Lower Than 25%)	Balance of \$19.6 M in FY 2018 (100%)	Balance of \$20.3 M in FY 2018 (25%)		Designed to provide operating reserves, when combined with capital that could be used in extraordinary circumstances, to meet liquidity targets. Slight increase due to higher sales tax projection.
Minimum O&M Reserve	3 Months	N/A	N/A	in each transit agency	
Minimum Wake Capital Fund Balance	\$, % of Capital Projects Planned (5% by xx)	\$80.65 M (5%) by 2020	\$79 M (5%) by 2021		May need to build this back up by 2020 again, but will require additional reductions in capital
Capital Asset Management Reserve	\$ accrued	228 days in 2027	221 days in 2027		While reduced by 11 days, still within recommended threshold.
Operating Days of Available Unrestricted Cash + Cash to Debt Service	# of Days (181 days cash + 5x cash to DS = score of 1 for liquidity) (90 days cash + 2x cash to DS = score of 2 for liquidity) Operating + Capital Fund Balance/Debt Service (Greater than 2.0 = S&P A)	78 days in 2027	81 days in 2027 low of 2.8 in 2025		Recommend 90-180 days cash in operating fund; greater than 180 days when combined with capital. When operating fund cash is combined with capital fund balance, liquidity reserves rank a "1" which offsets financial flexibility tied to debt service carrying charge and farebox recovery ratio.
EBITDA Debt Service Coverage	Local Net Revenue / Debt Service (No Lower Than 1.25)	1.26 in 2027	1.39 in 2027		Net revenues available for debt service divided by debt service.
Gross Debt Service Coverage	Local Revenue / Debt Service (No Lower Than 3.0)	low of 3.56 in 2025	low of 3.86 in 2025		Still above 3.0; out years are higher. No significant impact on plan.
Debt to Revenue (Debt Burden)	Debt Outstanding/Total Revenues (Greater than 2.0 Debt to Revenue = S&P A)	low of 2.2 in 2030	low of 2.0 in 2032		No significant change in plan.
Capital Liquidity	Available Cash Outside of Reserves (Excess inflows/outflows)	Low of \$181K in 2023	Low of \$1.3 M in 2019; Next low is \$4.3 M in 2021.		Expenditures more than \$1.3 M in 2019 or more than \$4.3 M not offset by additional revenues or reductions in other expenses in outer years will negatively impact plan.



Wake Transit Plan

IMPLEMENTATION & NEXT STEPS

The Wake Transit Plan is moving into implementation.

New Funding Sources

½ cent sales tax*

\$7 County vehicle registration fee

\$3 increase to regional vehicle registration*

State & Federal support for new services



Existing Funding Sources

\$ Local and regional funding

\$ Fare box

5% Vehicle rental tax

\$ State, Federal

\$5 Regional vehicle registration

**State legislation requires proceeds supplement and not replace existing funds allocated for public transportation systems.*

Creation and Passing of the Plan

2015

- Wake County led a new planning effort to collect public input and design a new transit plan. Over 250 public meetings were held to receive input on the plan.
- All 12 municipalities, the transit authorities, RTP, RDU, NCSU were part of a 73 member advisory committee that included local citizen leaders guided the planning process.
- Wake County developed a recommended Wake County Transit Plan to be adopted by the boards of CAMPO, GoTriangle, and the Wake County Commission.

2016

- GoTriangle, GoRaleigh, CAMPO, Wake County, and municipalities presented the plan to Wake County residents and received feedback.
- CAMPO, GoTriangle, and the Wake County Commission boards approved the recommended plan.
- Wake County voters passed ½ cent sales tax on the November ballot.
- Transit Planning Advisory Committee (TPAC) was formed to administer plan and receive input.

This Plan has a Ten Year Time Horizon

1

Build Regional Connectors

- Commuter rail
- Regional express bus links to major employment centers in RTP, Durham & Chapel Hill

2

Connections to all communities

- 30 & 60 minute service peak hour & commuter services

3

Frequent Bus Service in Urban areas

- Expand = weekends & evenings
- Increase = 15 min service
- Add = Bus Rapid Transit

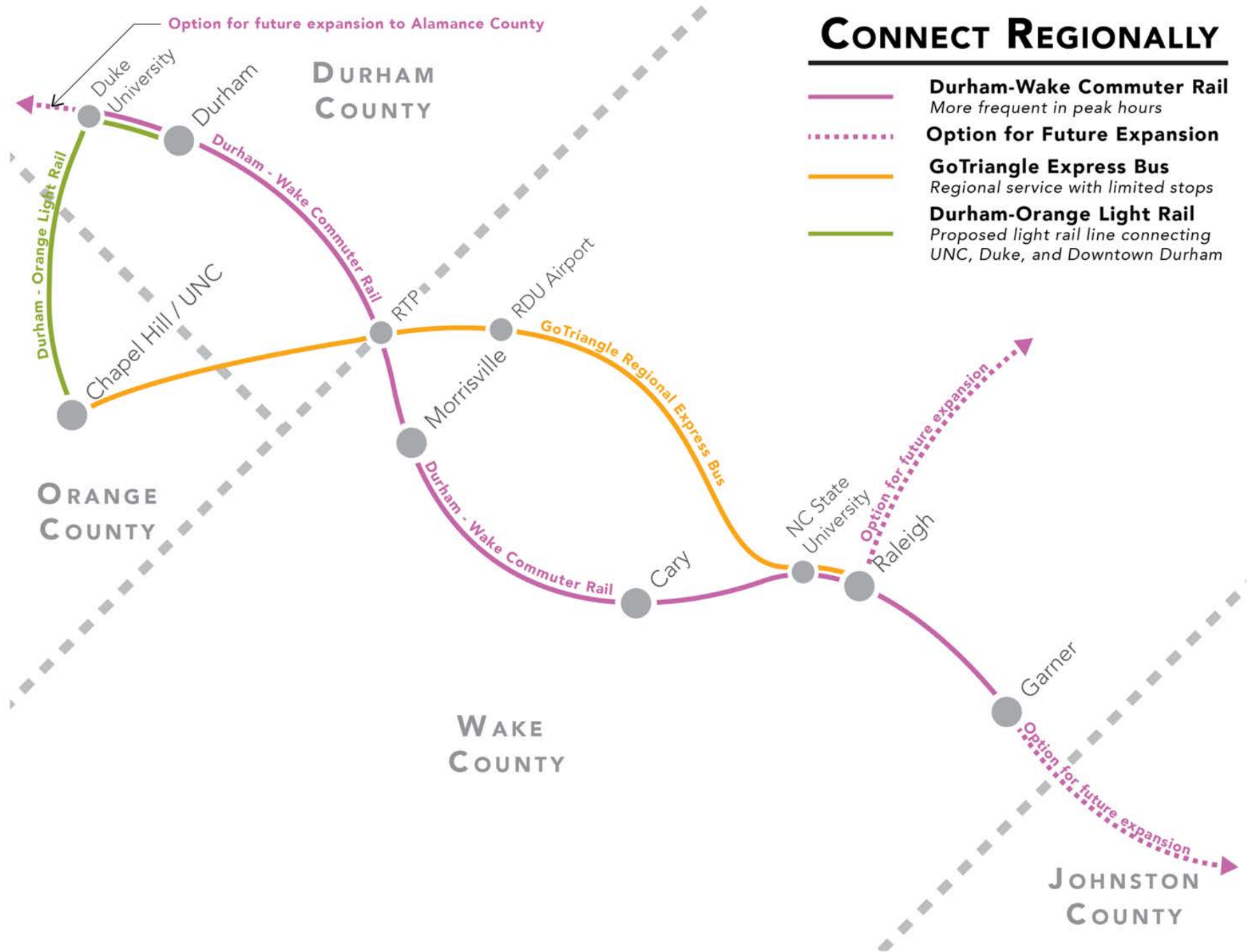
4

More Access to Transit

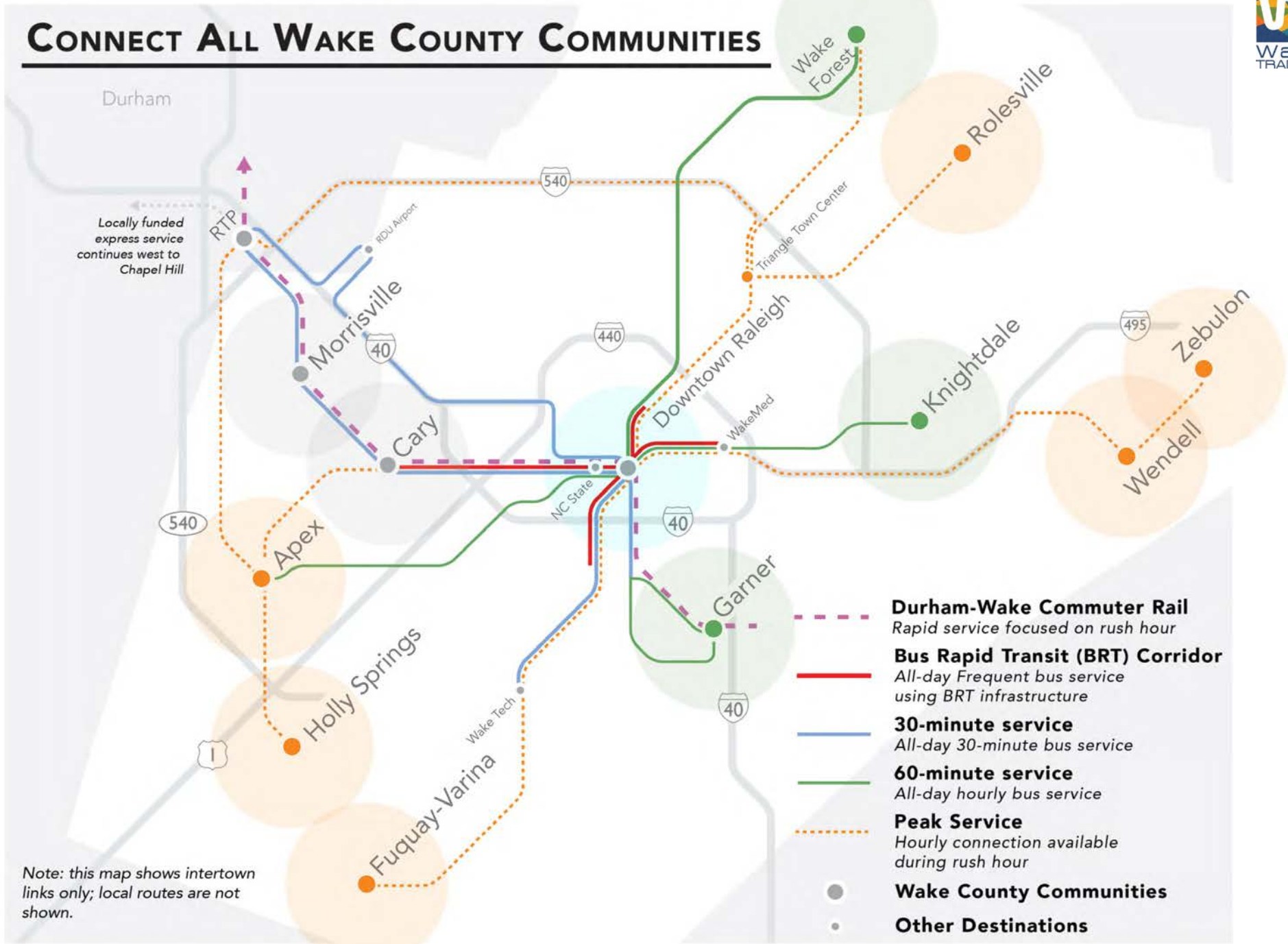
- Matching funds for local transit service
- More paratransit service in rural areas
- Expand & improve routes in urban core

CONNECT REGIONALLY

- Durham-Wake Commuter Rail**
More frequent in peak hours
- Option for Future Expansion**
- GoTriangle Express Bus**
Regional service with limited stops
- Durham-Orange Light Rail**
Proposed light rail line connecting UNC, Duke, and Downtown Durham







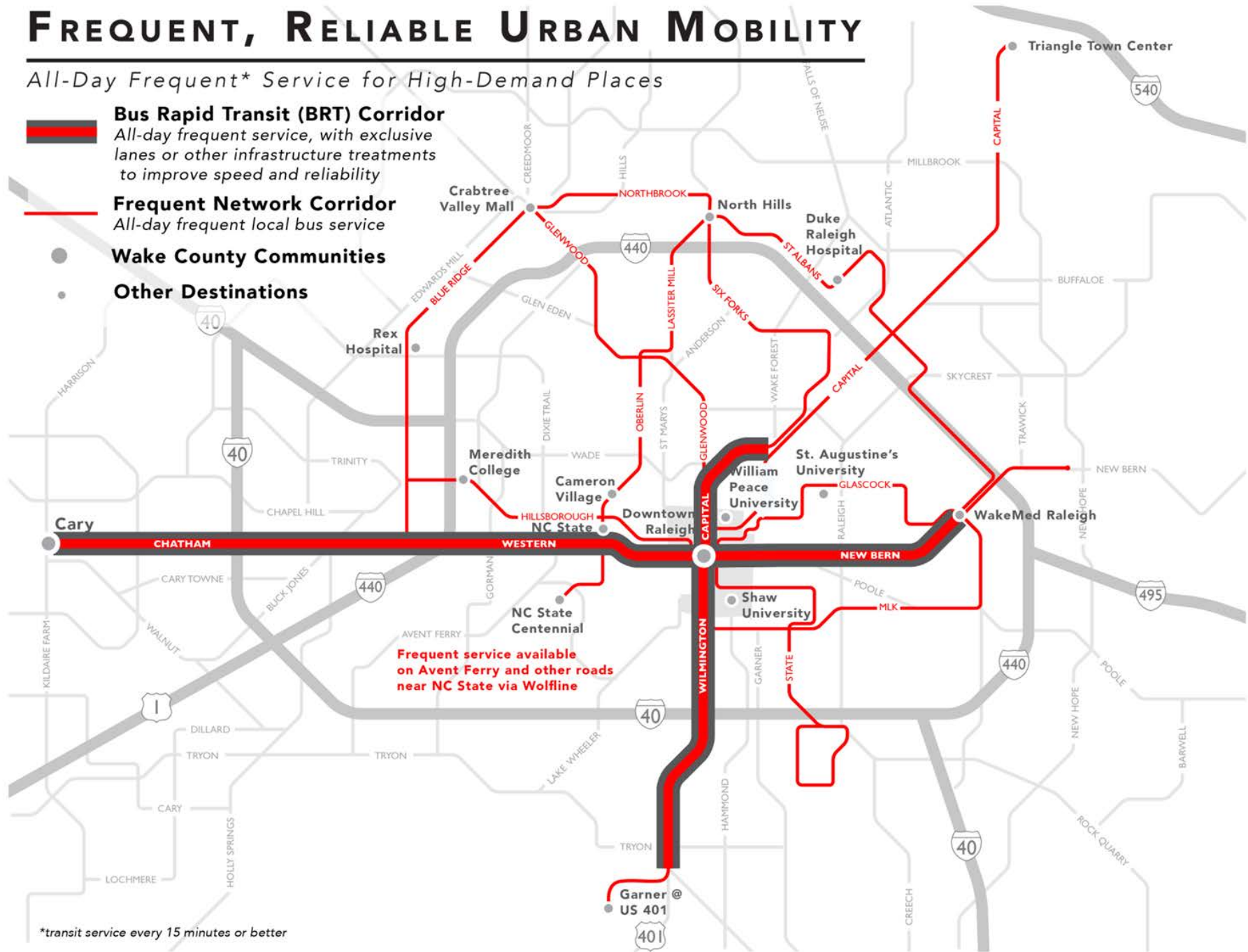
CONNECT ALL WAKE COUNTY COMMUNITIES



FREQUENT, RELIABLE URBAN MOBILITY

All-Day Frequent* Service for High-Demand Places

-  **Bus Rapid Transit (BRT) Corridor**
All-day frequent service, with exclusive lanes or other infrastructure treatments to improve speed and reliability
-  **Frequent Network Corridor**
All-day frequent local bus service
-  **Wake County Communities**
-  **Other Destinations**



Frequent service available on Avent Ferry and other roads near NC State via Wolfline

*transit service every 15 minutes or better

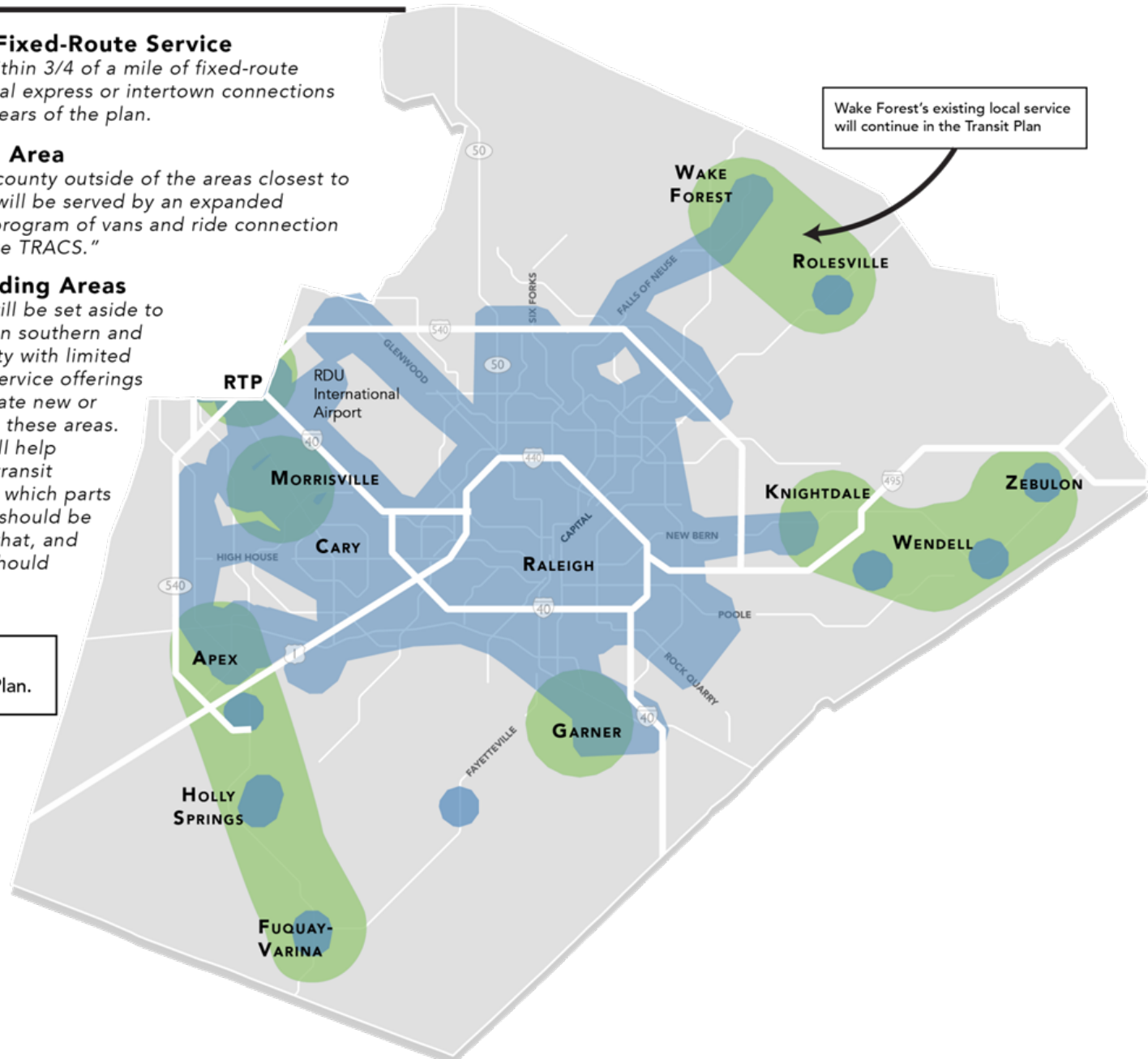
ENHANCED ACCESS TO TRANSIT

Areas Close to Fixed-Route Service
 Shaded areas are within 3/4 of a mile of fixed-route bus services, regional express or intertown connections during the first 10 years of the plan.

Flexible Service Area
 The entirety of the county outside of the areas closest to fixed-route service will be served by an expanded on-demand call-in program of vans and ride connection services called "Wake TRACS."

Community Funding Areas
 Matching funding will be set aside to partner with towns in southern and eastern Wake County with limited fixed-route transit service offerings to create or accelerate new or enhanced service in these areas. The partnerships will help determine the best transit services to provide, which parts of each community should be connected and to what, and when the services should be put in place.

Existing bus service will be roughly tripled in the Transit Plan.



TPAC (Transit Planning Advisory Committee)



(ILA) An Interlocal Agreement was developed and signed to establish a decision-making process where all stakeholders have a voice.

TPAC

Transit Planning Advisory Committee (**TPAC**) is the technical team charged with implementing the adopted Wake Transit Plan.

Provisions have been made for weighted voting

TPAC makes recommendations on how the dollars are spent

Policy decisions are sent to the governing boards simultaneously for approval

TPAC Members

Wake County
Research Triangle Park
GoTriangle
CAMPO
NCSU
Apex
Cary
Fuquay-Varina
Garner
Holly Springs
Knightdale
Morrisville
Raleigh
Rolesville
Wake Forest
Wendell
Zebulon



Important for members to be engaged to influence decision making

- **Public Engagement Strategy**
 - How TPAC will solicit and receive public input
 - How Agencies will deploy public involvement for projects
- **Staffing Model and Expectation Plan**
 - Administration of the Tax District
 - Administration of the TPAC
 - Administration of Planning, Studies, and Implementation
- **Multi-Year Service Implementation Plan**
 - Prioritization of bus capital and operating projects
 - How/when projects will deploy
 - Who will provide particular services
- **Transit Corridors Major Investment Study**
 - Bus Rapid Transit projects
 - Commuter Rail projects
- **Community Funding Area Program Management Plan**
 - How Community Funding Areas will work
 - Capital, operating, administration policies, and funding
- **Customer / Community Surveys**
 - Baseline for customer and community awareness and satisfaction
 - Allows for measuring increase/decrease in awareness and satisfaction moving forward

Implementation Agreements

Structure designed to ensure accountability & transparency

Long-Term Agreement

Participation Agreement (Feb. 2017)

- Overarching agreement for any party wishing to benefit from use of Wake Transit tax funds
- Requirement to sign \$7 vehicle registration tax ILA to direct funds to the tax district
- Agreement addressing rules of engagement for Wake Transit Implementation activities
- All Wake municipalities invited as signing parties

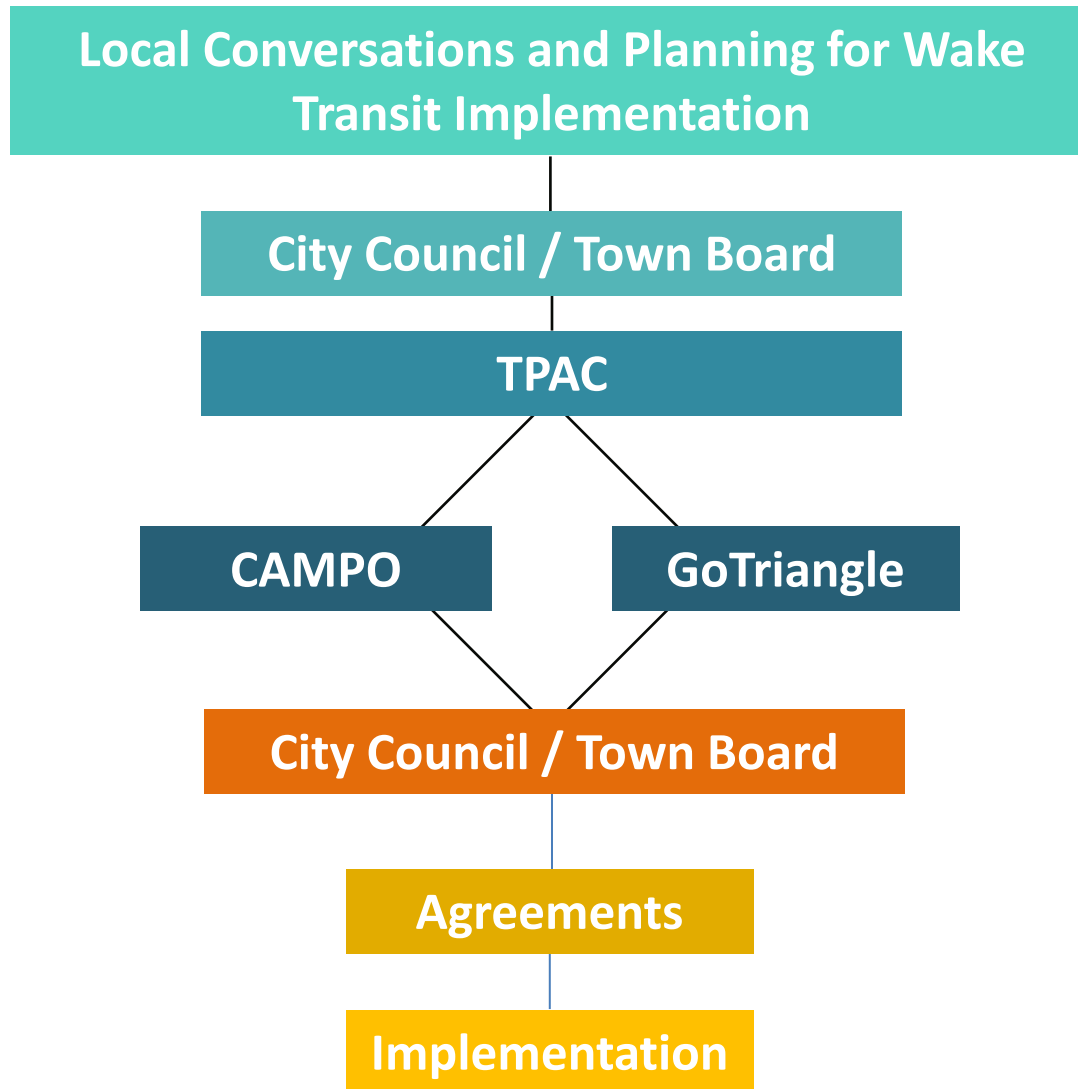
5 Year Operating Agreement

Master Implementation Agreement

- Agreement addressing logical grouping of projects that drill down to programmatic provisions
- Signatories are Specific Local Project Implementers and GoTriangle as Tax District Administrator

Annual Capital/Operating Funding Agreements

- Legal authorization of funding for projects for specified annual or biennial period



Annual Work Plan

Local Agency Input/Budget Requests

Sept/Oct

Draft Work Plan from TPAC

Released by November of FY prior

Agency and Public Comment

TPAC public participation process Dec – April

Updates to Local Governing Bodies by TPAC Members

March | April

TPAC Final Work Plan

April | May

Adoption by Go Triangle + CAMPO

May | June

Local Councils to include projects in their budgets

Wake Transit Plan | Timeline





Wake Transit Plan

Fiscal Year 2018 Annual Work Plan & Public Engagement

Wake Transit Plan | FY 18 Work Plan

What's Coming Next?

Implementation of the Wake County Transit Plan will be guided by **Annual Work Plans**.

Work Plans will outline which actions and steps will be taken that year to contribute to the **Wake County Transit Plan**.

Part of a larger effort to realize the **Four Big Moves** of the 10 year Wake County Transit Plan vision.

1

Build Regional Connectors

2

Connections to all communities

3

Frequent Bus Service in Urban areas

4

More Access to Transit

The Fiscal Year runs from July 1, 2017 – June 30, 2018

- **Stronger Regional Bus Connections**
- **Progress on Major Investment Studies**

GoTriangle

- Route 100 Frequency Improvements
- Purchase 8 new 40 foot transit buses for delivery the following year

Systemwide Planning/Studies

- Commuter Rail Transit system connecting Garner to Durham

- **Expanded Midday, Evening, and Weekend Service**
 - **Continuing Express Routes**
- **Planning for the Expansion of Service to Towns with Regular Transit Service**

RTC-Cary-Raleigh Route

- Route 300 Frequency Improvements
- Route 300 Night and Sunday Service
- Continuation of Route 300 Peak Service

➤ Stronger Urban Bus Connections and Infrastructure

➤ Progress on Bus Rapid Transit Studies

Town of Cary

- Sunday Service (14-hour), all routes (with expanded paratransit service)
- Increase Midday Frequency on Specified Routes
- Lease of Two Expansion Vehicles

City of Raleigh

- Increase Frequency on South Saunders (Route 7)
- Increase Sunday Service Span
- Purchase 8 new 40 foot transit buses for delivery the following year

Bus Rapid Transit

- Systemwide Planning/Studies

- **Other Capital Improvements/Investments**
- **Bus Stop and Park-and-Ride Improvements**
 - **Community Funding Areas**
 - **Rural Demand-Response Services**

Local Bus Improvements

- GoTriangle and GoRaleigh moving forward with designs for new downtown Raleigh bus facility

TRACs

- Additional demand-response trips for rural Wake County residents

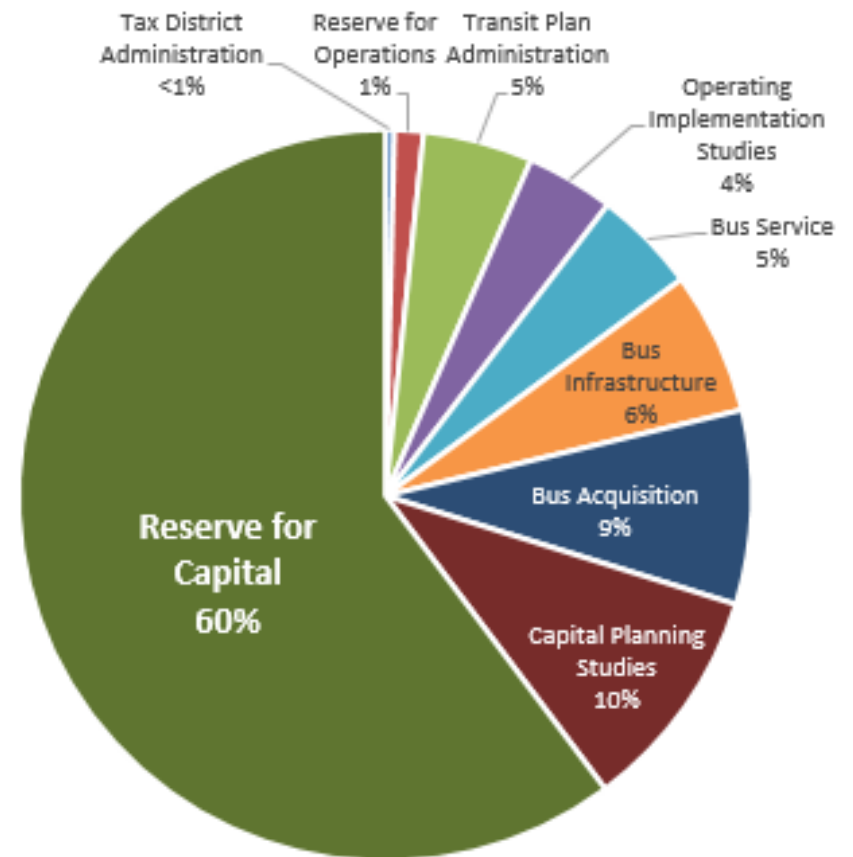
Wake Transit Plan | FY 18 Work Plan

This is the First Year of a 10 Year Time Horizon

Revenues

½ Cent Local Option Sales Tax	\$ 81,281,000
Vehicle Rental Tax	\$ 3,398,000
\$7 Vehicle Registration Tax	\$ 4,434,000
\$3 Vehicle Registration Tax	\$ 1,689,000
Total	\$ 91,002,000

Expenditures



Wake Transit Plan | We want to hear from you!

To comment on the FY 18 Draft Annual Work Plan, visit:

www.waketransit.com/fy18-work-plan/

Or contact:

David Powe, Public Outreach Specialist, GoTriangle
dpowe@gotriangle.org, 919-485-7522

We are in the process of scheduling **5 public meetings** across Wake County to present and receive comments. Please check our website for more information.