

Assessment of Proposed FY27 Wake Transit Work Plan Funding Requests

At the October Program Development Subcommittee Work Session, Wake Transit partners presented their funding requests for consideration of inclusion in the FY 2027 Wake Transit Work Plan. Coming out of these presentations, there were several project funding requests that had outstanding questions that the PD Subcommittee has requested follow-up on. The project sponsors will be providing an additional presentation with supplemental information on their funding requests at the December 16, 2025, PD Subcommittee meeting. This memo has been written to help the PD Subcommittee understand the greater context of the funding request and to aid the project sponsors in understanding the additional information needed for full consideration of their funding requests. All project funding requests are available to be viewed in the [consolidated funding request document](#) presented at the October work session. An updated document, reflecting changes and updates to any funding requests since the document's publication, will be included on the December PD agenda.

General Project Funding Requests for Further Discussion

Low Income Fare Pass (TAP Pass) - GoRaleigh & GoTriangle

The TAP Pass was instituted in 2024 to support low-wealth riders as GoRaleigh and GoTriangle reinstated fares. The projects were instituted as part of a pilot program for FY25 and continued in FY26. During the FY26 Work Plan development process, the decision was made to keep the TAP Pass projects in pilot status to allow continued monitoring during the program evaluation effort.

The program evaluation has concluded and has been presented to Wake Transit partners. There are, however, ongoing questions as to how fare revenue is considered in Wake Transit that have yet to be sorted through Fare Workgroup discourse. The main question about this is how fare revenue is considered in Wake Transit revenues. Pre-COVID, before fares were suspended, fare revenue generated from Wake Transit funded routes was returned to Wake Transit. Since returning to fares, fare revenue generated by Wake Transit has not been returned to Wake Transit. This issue is related to the TAP Pass project because the funding for TAP Pass is intended to reduce the impact of loss of fares for these routes. However, if the routes are 100% Wake Transit funded and fare

revenues have not been returned to Wake Transit, then the loss of revenue from the TAP Pass may be less substantial than is seen on paper. If it is decided by the Fare Workgroup and, ultimately, TPAC that fare revenue generated from Wake Transit funded routes does not need to be returned to Wake Transit, then consideration should be made as to how the TAP Pass projects should support loss of fares on these routes.

Question: *Should the TAP Pass projects remain in pilot project status until determination on fare revenue and other program considerations can be made?*

Wake County Funding Request

Wake County submitted a funding request for \$105,550 to support their FTA 5311 Administrative Grant. Of this amount, \$46,266 is proposed as local match, and \$59,284.10 is proposed to cover administrative cost overages not covered by the grant.

Questions: *Is it appropriate for Wake Transit to provide local match support (\$46,266) for this project? Will additional support be needed beyond FY27?*

Project Funding Requests Deviating from the Wake Bus Plan and/or the Future Bus Plan Planning Process

The remaining funding requests are tied together in that they seek to deviate from the current Wake Bus Plan or from the established process for developing the next Bus Plan. The Wake Bus Plan is an essential planning document that incorporates several key analyses to ensure services are planned and programmed within the broader context of Wake Transit, Wake County, and the Triangle Region. These analyses include market analysis, gap analysis, prioritization, and public engagement. Projects are also programmed under a lens of fiscal constraint to ensure the long-term viability of major Wake Transit investments. Historically, this constraint centered on commuter rail. Under the adopted 2035 Wake Transit Plan, the focus has shifted towards large-scale Bus Rapid Transit and infrastructure projects to position Wake County for future, outside rail investment.

When a project seeks to bypass this process, there should be a burden of proof demonstrating that the request merits prioritization outside the Bus Plan framework. This may include: (1) demonstrated and documented need, (2) thorough analysis of performance or ridership demand demonstrating and urgent or significant regional

benefit. Programming additional funds for requests involving frequency, span, and/or alignment changes in the FY27 Work Plan could affect higher priority projects anticipated in the upcoming 2035 Wake Bus Plan.

The central question for the following requests is whether they have demonstrated the necessary burden of proof to warrant bypassing the Wake Bus Plan process.

Current Wake Bus Plan links:

- [FY25-30 Wake Bus Plan](#)
- [Service Guidelines and Performance Standards](#)
- [2025 Project Prioritization Policy](#)
- [A1: Market Analysis](#)
- [A2: Route Performance](#)
- [A3: COVID-19 Impacts](#)
- [A4: Gap Analysis](#)
- [B: Service Project Prioritization](#)
- [C: Service Investments](#)
- [D: GoCary SRTP](#)
- [E: GoRaleigh SRTP](#)
- [F: GoTriangle/Wake SRTP](#)
- [G: Ph. 2 Outreach Summary](#)
- [H: Ph 3. Outreach Summary](#)
- [I: ADA Funding Policy](#)

Town of Apex – Apex Mobility Hub Phase 1 Final Design

The Town of Apex has requested \$300,000 in capital funding for the Apex Mobility Hub Phase 1 Final Design, a new project. This request has been tied to the Community Transportation Hubs, a long-term investment category identified in the 2035 Wake Transit Plan. Funding for Community Transportation Hubs is scheduled to begin in FY28 under the approved financial model. The 2035 Wake Bus Plan will define standards for hub eligibility, including possible design guidelines, parking typology and requirements, route connection requirements, other required features, overall project prioritization, and location evaluation.

Question: *Given the number of outstanding unknowns, is it appropriate to allocate funding for this project and associate it with this category of investment before requirements, funding expectations, and prioritization criteria are fully established?*

GoRaleigh – Route 10 Longview

GoRaleigh submitted a funding request for Route 10 Longview. Under the current Bus Plan, Route 10 Longview (p. 28 of Raleigh SRTP) was slated in FY27 for an alignment change to create a more direct route, extend service to WakeMed, and implement frequency and span improvements aligned with high-frequency route standards. This FY27 request revises this to include increased span and frequency (below high frequency standards) and delays the route alignment change. The alignment shift prioritized in the Bus Plan was designed to simplify the route, improve reliability, enhance usability, and increase route performance.

Question: *What remains under evaluation, and why is the alignment change being delayed? Would the route, as proposed, provide service to WakeMed?*

GoRaleigh – Route 70L Brier Creek

GoRaleigh submitted a funding request for Route 70L – Brier Creek for \$1,003,403, allocating \$448,971 from Route 10 that would increase its frequency from 60 minutes to 30 minutes and extend the span by one hour to start at 6:30am.

Question: *What ridership data supports this request? Why should this project be prioritized over the frequency improvements outlined for Route 10 in the Bus Plan?*

GoTriangle – 100, RDU Shuttle, and DRX

GoTriangle submitted a funding request that would change the alignment of Route 100 and eliminate the RDU Shuttle, increasing the project cost by \$1,006,956 for a half-year of funding. A related request seeks to increase midday frequency on the DRX from 60 minutes to 30 minutes to shorten regional trips affected by increased travel time on Route 100, increasing the funding for the route by \$267,115. Under the Bus Plan, the DRX was slated to be discontinued and replaced by the DVX (p.18 of the GoTriangle SRTP), which did not include midday service.

The Bus Plan proposes increased frequency on Route 100 (p. 15 of GoTriangle SRTP), removal of the RDU deviation, and expanded span and frequency of the RDU Shuttle (p. 16 of GoTriangle SRTP) to ensure continuous airport service (Route 100 currently continues to operate service to RDU on weekday evenings and weekends). The deviation was removed in the Bus Plan to improve travel time reliability and assist in route performance. Per the [Service Standards and Performance Guidelines](#)(p. 10-11), route deviations should be implemented only if:

- The deviation will increase the route's overall productivity.
- The number of new passengers served is equal to or greater than 25% of the number of passengers inconvenienced by the additional travel time on any particular deviated trip.
- The deviation does not interfere with the provision of regular service frequencies and/or the provision of coordinated service with other routes operating in the same corridor.
- Pedestrian access to a large trip generator is unsafe due to a lack of infrastructure, or inaccessible due to a dendritic street pattern.

Questions: *Does proposed deviation agree with the Service Standards and Performance Guidelines? What conversations have occurred with RDU concerning these potential service modifications? Were other alternatives considered to avoid or reduce the deviation's impact on delays and reliability, or reduce the cost of such modifications (e.g. a second RDU shuttle from Downtown Raleigh, a revised shuttle alignment closer to RDU and I-40 with a reduced deviation of route 100)? Is increasing the midday frequency of DRX to support these modifications appropriate? Would changes of this scale, in both cost and alignment, be more appropriately considered during the 2035 Wake Bus Plan process where comprehensive analysis and prioritization, grounded in the vision of the 2035 Wake Transit Plan, will occur?*

GoTriangle – 305 and 311

GoTriangle submitted a funding request for Route 305 (Holly Springs-Apex-Raleigh) (p. 24-25 of the GoTriangle SRTP) to provide all-day 60-minute service. This would defer 30-minute peak frequency outlined in the Bus Plan and extend service to Holly Springs beyond peak hours. GoTriangle also submitted a funding request to resume Route 311 (Apex-RTC) (p. 26-27 of the GoTriangle SRTP), which was temporarily discontinued in the Bus Plan, at all-day, 60-minute service. Under the Bus Plan, Route 311 was scheduled to operate with peak-only 60-minute frequency. These two requests were presented as cost-neutral through trade-offs.

Question: *Should all-day service on Route 311, with a narrow, primarily commuter market, be prioritized over increased frequency on Route 305, which serves a larger regional corridor with strong travel demand and high population growth?*