



Recommended FY2025-2030

Wake Bus Plan

February 2023

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1 Introduction

THE WAKE TRANSIT PLAN

In 2016, voters in Wake County approved a tax package to invest \$2.3 billion in public transit services over a 10-year period between 2017 and 2027. The combined investment strategy, branded as the Wake Transit Plan, reflects a vision for transit service development articulated through “Four Big Moves” which include:

- **Connect Regionally:** Create cross-county connections by developing a combination of regional rail and bus investments. The investment plan reflects a Durham-Wake commuter rail project as well as a series of regional express routes.
- **Connect All Wake County Communities:** Connect all 12 municipalities in Wake County plus the Research Triangle Park (RTP) and Raleigh-Durham International Airport (RDU). This investment will include a combination of regional and express bus routes.
- **Frequent, Reliable Urban Mobility:** Develop a frequent transit network in Wake County’s urban core. The frequent transit network will include development of bus rapid transit services, plus high frequency bus services along major corridors in the County’s most developed communities.
- **Enhanced Access to Transit:** Directs investment to existing fixed-route services to make service more convenient. The investments include expanding transit operating hours, such as providing more service on weekend days or increasing services on weeknights. Enhancing access to transit also increases the frequency of service on many routes and develops demand-response services in lower density areas.

In addition to the Four Big Moves, the Wake Transit Plan identifies a series of investment goals to guide transit network development:

- Prioritize investment in ridership-justified routes but continue investment in coverage routes.
- Build a transit network that ensures both residents and jobs in Wake County are accessible by public transportation.
- Balance investments in transit infrastructure and new services to create a network that will be robust and viable in the long term. The Wake Transit Plan emphasizes infrastructure investments that improve the speed and reliability of transit operations.
- Focus investment on projects that will enhance customer service and the user experience. The Wake Transit Plan will prioritize accessibility, comfort, security, reliability, cleanliness, courtesy, and communication.

The Governing Boards directing the implementation of the Wake Transit Plan (hereinafter Wake Transit Governing Boards) are accountable for governing and overseeing implementation of the Wake Transit Plan. The Wake Transit Governing Boards include the Governance ILA parties,

which consists of the Capital Area Metropolitan Planning Organization (CAMPO) Executive Board and the GoTriangle Board of Trustees.

The Governance ILA parties established the Wake County Transit Planning Advisory Committee (TPAC), a staff-level advisory committee to coordinate planning and implementation of the Wake Transit Plan. The TPAC is comprised of regional and local governments, as well as the region's transit providers (GoTriangle, City of Raleigh, GoCary, and GoWake ACCESS) and major institutions. The TPAC is overseeing development of the Wake Transit Multi-Year Bus Service Implementation Plan (MYBSIP), also referred to as the Wake Bus Plan. Hands-on management and direction are provided through the Core Technical Team (CTT), Engagement Team (ET), and Stakeholder Team (ST), which are staff workgroups created by the TPAC.

THE WAKE BUS PLAN UPDATE

The Wake Transit Plan requires transit stakeholders to prepare and update a multi-year service plan, referenced as the Wake Bus Plan, every four years—the first of which was adopted in early 2019. The Wake Bus Plan must identify, define, and prioritize Wake County transit investments in alignment with funding available through the Wake Transit Plan. This Wake Bus Plan Update is a collaborative effort developed with Wake County transit operators, municipalities, community stakeholders, and members of the public. The key outcome of the planning process is a financial implementation plan that programs and schedules bus-related service and capital projects until Fiscal Year (FY) 2030. The Wake Bus Plan service and capital programs serve as a guide for the TPAC during the development of the annual Work Plan.

The Wake Bus Plan Update focuses on bus service and capital projects sponsored by GoCary, GoRaleigh, and GoTriangle. It represents a shared – and growing – investment in the Wake County transit network with investments in both bus operations and capital projects. In FY24 individual transit agencies collectively will invest \$27.8 million in bus and ADA services; the Wake Bus Plan is adding another \$25.4 million to the system, for a combined investment of \$53.2 million. By FY30, investments in bus and ADA service will grow to \$82.8 million, with \$31.7 million contributed from individual transit agencies and \$51.1 million from the Wake Transit Plan. Wake Transit Plan funds are also helping the region leverage capital funding from federal and state programs, which is also helping to expand and strengthen the region's transit network.

The benefits of the combined investment are significant. One of the fundamental goals of the Wake Transit Plan is to increase the accessibility of the system, specifically the number of residents and jobs with access to network (as measured by a $\frac{3}{4}$ mile distance from a bus route). In FY21, all-day transit service was accessible to 50% of Wake County residents and the frequent transit network was accessible to 8%. **By FY30, 64% of residents will be within $\frac{3}{4}$ of a mile to all-day transit service and 22% of residents have access to the frequent network. Transit access to jobs also increases: in FY21, 78% of Wake County jobs are accessible from all-day transit service, by FY30 this increases to 87%. Jobs accessible to frequent transit also increases from 21% to 43%.**

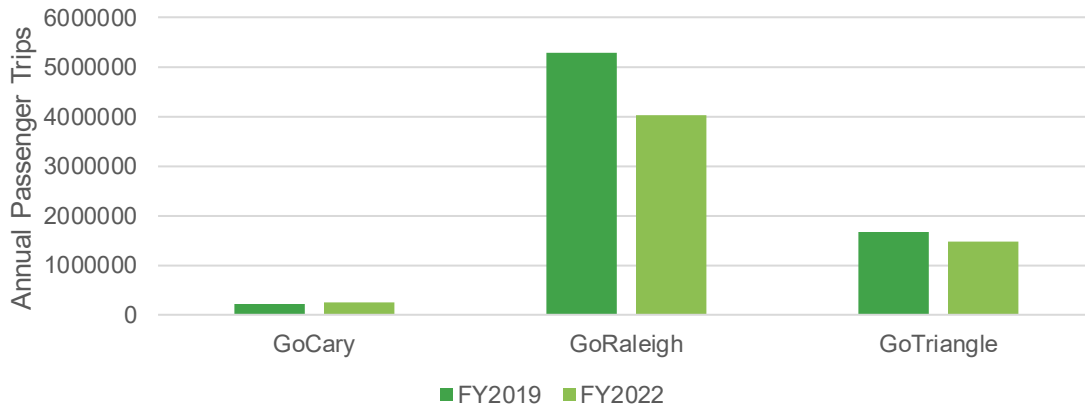
The three transit agencies collectively served over 7 million trips in FY2019 and about 5.7 million trips in FY2022 on their fixed-route bus networks, the difference due to recovery from the COVID-19 pandemic. Preliminary ridership data for FY2023, shows that transit ridership is continuing to bounce back from the pandemic and has started to exceed pre-pandemic levels.

As shown in Figure 1, GoRaleigh provides the majority of transit trips in the county, followed by GoTriangle (who's ridership includes trips in Durham and Orange Counties as well), then by

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GoCary. The investments recommended in the FY2025-2030 Wake Bus Plan work to improve transit service for today's existing riders, as well as for new riders to the system.

Figure 1 Ridership by Agency



This document provides an overview of the recommended service and capital investments from FY2025 to FY2030, with snapshots of Wake County's proposed transit network in FY2025, FY2027, and FY2030 and analysis of how these networks advance the county towards meeting the Wake Transit Plan goals. The FY2025-2030 Wake Bus Plan also lays out the implementation schedule for service, infrastructure, and fleet projects by year for each agency, and culminates in a financial plan that estimates the cost of these projects by year. Further implementation details are documented in each agency's Short-Range Transit Plan (SRTP), which includes details on the service and capital projects scheduled for implementation between FY2025 and FY2027. Short Range Transit Plans are developed for GoRaleigh, GoCary, and GoTriangle as part of the Wake Bus Plan planning process.

This FY2025-2030 Wake Bus Plan planning process included the following phases:

- Regional Service Assessment – analyzing the market for transit, existing service performance, and gaps in transit service for Wake, Durham, and Orange Counties (see Appendix A)
- Project Development – developing new and updated service and capital project concepts through workshops with partners and stakeholders and through public engagement
- Project Prioritization and Programming – prioritizing service and capital projects using the Wake Bus Plan Project Prioritization Policy, and programming the projects year-by-year based on available funding estimated by the Wake Financial Model (see Appendix B for service project prioritization results)
- Recommended FY2025-2030 Wake Bus Plan and Short-Range Transit Plans – draft plans are shared with stakeholders and the public for review and comment (see Appendix C, D, and E for the Short Range Transit Plans by agency)

Agencies and stakeholders around Wake County, as well as consultant team staff, participated in the Wake Bus Plan Update planning process as a part of the project management team, the core technical team, the engagement team, and/or the stakeholder team (Figure 2).

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Figure 2 Wake Bus Plan Update Participating Agencies and Stakeholders

Project Management Team	Core Technical Team	Engagement Team	Stakeholder Team
<ul style="list-style-type: none"> ▪ GoTriangle ▪ CAMPO ▪ Nelson\Nygaard Consulting Associates ▪ Public Participation Partners 	<ul style="list-style-type: none"> ▪ City of Raleigh ▪ GoCary ▪ GoTriangle ▪ GoWake Access ▪ CAMPO 	<ul style="list-style-type: none"> ▪ City of Raleigh ▪ GoCary ▪ GoTriangle ▪ GoWake Access ▪ CAMPO 	<ul style="list-style-type: none"> ▪ 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 ▪ NC State University ▪ NC Department of Transportation ▪ Research Triangle Park

2 Service Program

OVERVIEW

The FY2025-2030 Wake Bus Plan recommends a steady investment of bus operations funding from FY2025 to FY2030 that expands the transit network in Wake County, building upon projects implemented through the first Wake Bus Plan from FY2019 to FY2023. As shown in Figure 3, the FY2025-2030 Wake Bus Plan service program grows the transit network from approximately 490,000 revenue hours in FY2023 to 630,000 revenue hours in FY2030. The costs to operate this network also grows from \$55.4 million in FY2023 to \$83.8 million in FY2030 (Figure 4). These figures are inclusive of all fixed route bus and microtransit services in Wake County operated by GoRaleigh, GoTriangle, and GoCary regardless of funding source, but do not include Bus Rapid Transit projects, which are not planned through the Wake Bus Plan Update effort.

This investment schedule consists of a series of bus service projects sponsored by the GoCary, the City of Raleigh (GoRaleigh), and GoTriangle. The Wake Bus Plan Update includes changes in bus route alignments, changes in the frequency of service and/or changes in the operating hours (hours and/or days of service) of individual bus routes. Service projects were characterized by the type of bus service:

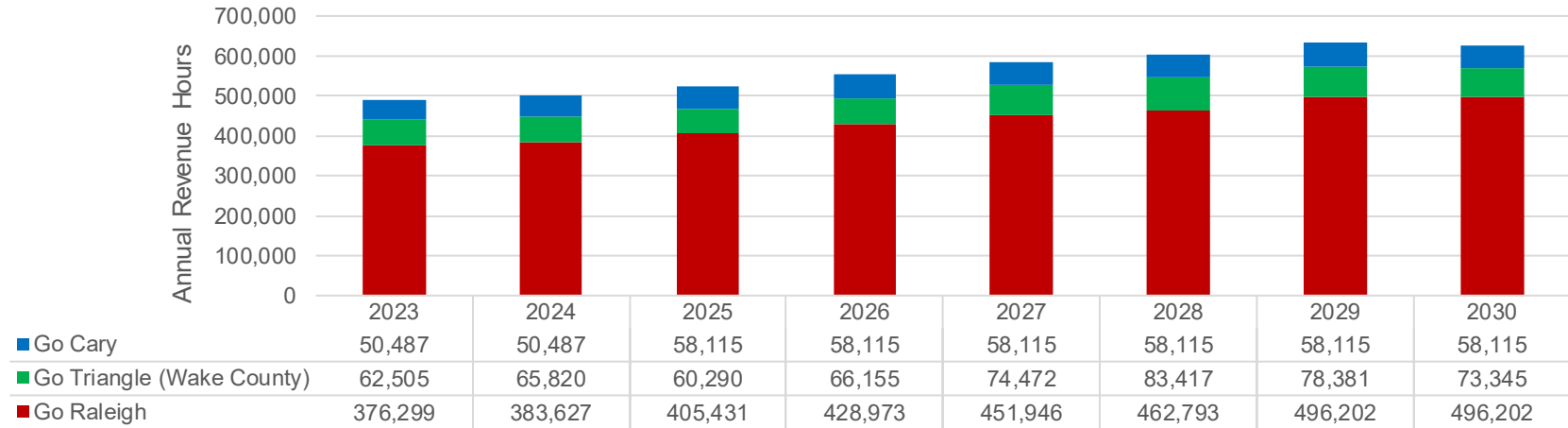
- Frequent Network Routes – Investments in bus service that currently have or will operate with frequencies of 15 minutes or less for most of the day and, at least on weekdays. These routes form the backbone of the urban transit network.
- Intra-County and Regional Express Routes – Reflect investments in limited stop and/or peak-only bus routes. These routes are designed to facilitate regional and intercity mobility.
- Investments in Local Services – Include changes to bus routes that improve local transit access. These routes typically operate every 30 or 60 minutes.

Individual transit service projects are shown in a series of maps. Figure 5 shows a map of the current transit network in Wake County, as of FY2023. The first major year of new projects go into effect is FY2025 (Figure 6). Figure 7 shows the FY2027 network, at the end of the Short-Range Transit Plans timespan. Lastly, Figure 8 shows the transit network by FY2030, the horizon year of this Wake Bus Plan Update.

Year-to-year, the service program steadily increases the coverage and service levels of the Wake County transit network. Since the Wake Bus Plan Update focuses on projects funded by the Wake Transit Plan's bus service expansion funds, there may be services funded through other sources that are not included in these maps. Additionally, while the following sections include descriptions of projects slated for FY2024, these projects are being defined in the FY2024 Wake Transit Work Plan. The first year of Wake Bus Plan recommendations is FY2025.

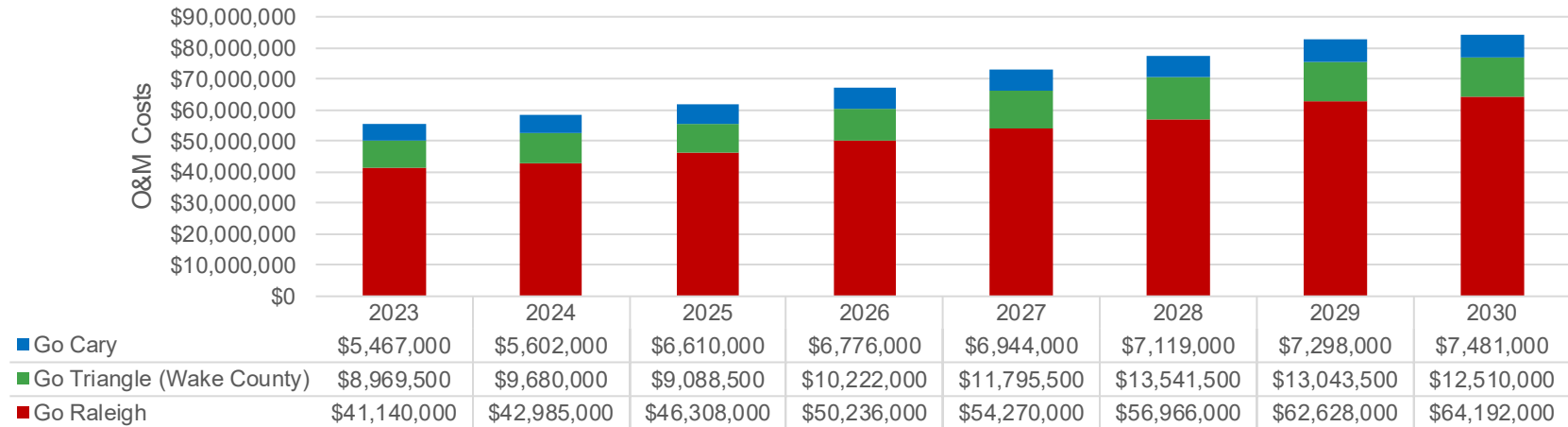
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Figure 3 Wake County Transit Network Annual Revenue Hours



Source: Nelson\Nygaard Consulting Associates

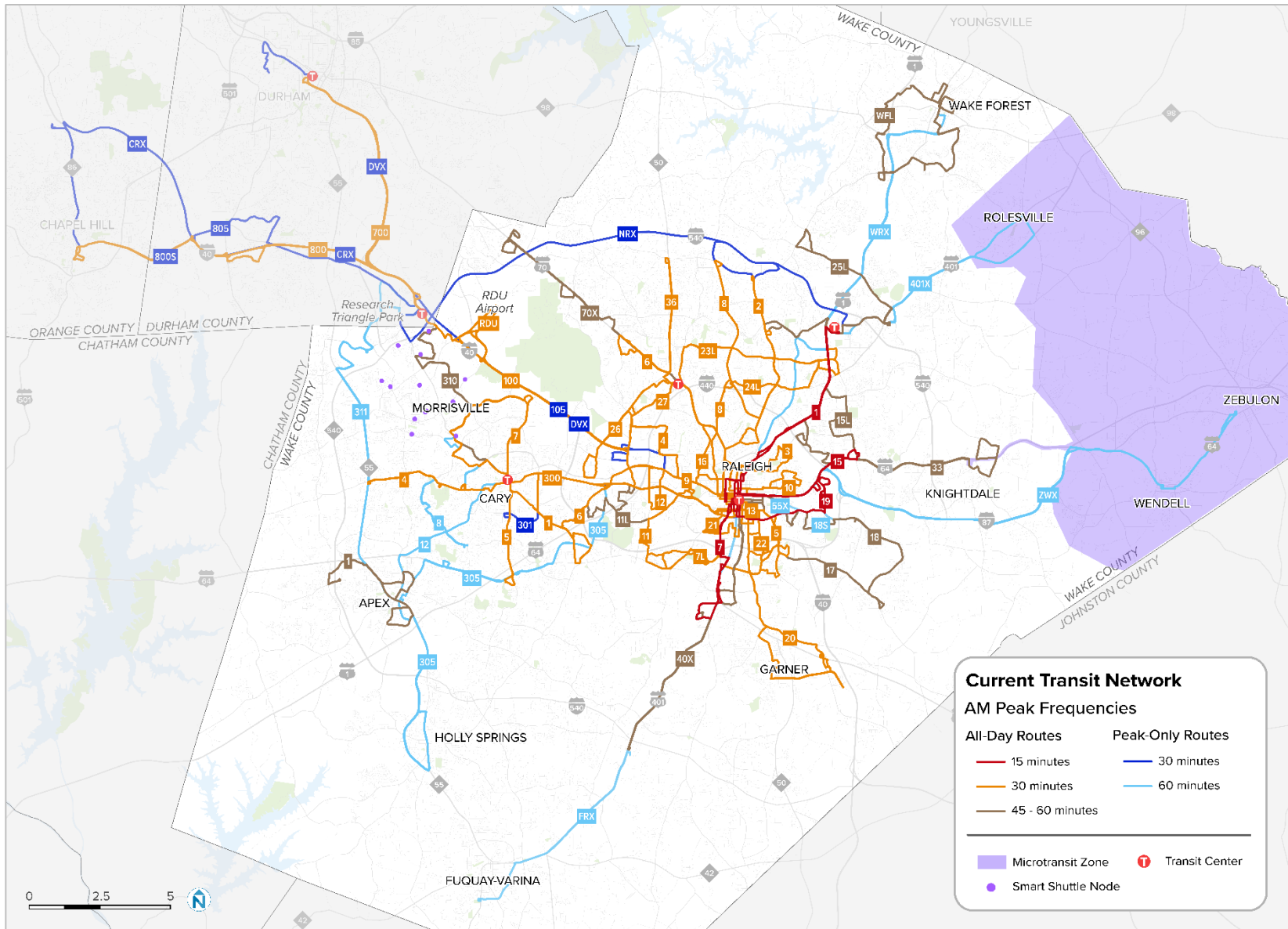
Figure 4 Wake County Transit Network Annual Operating Costs



Source: Nelson\Nygaard Consulting Associates

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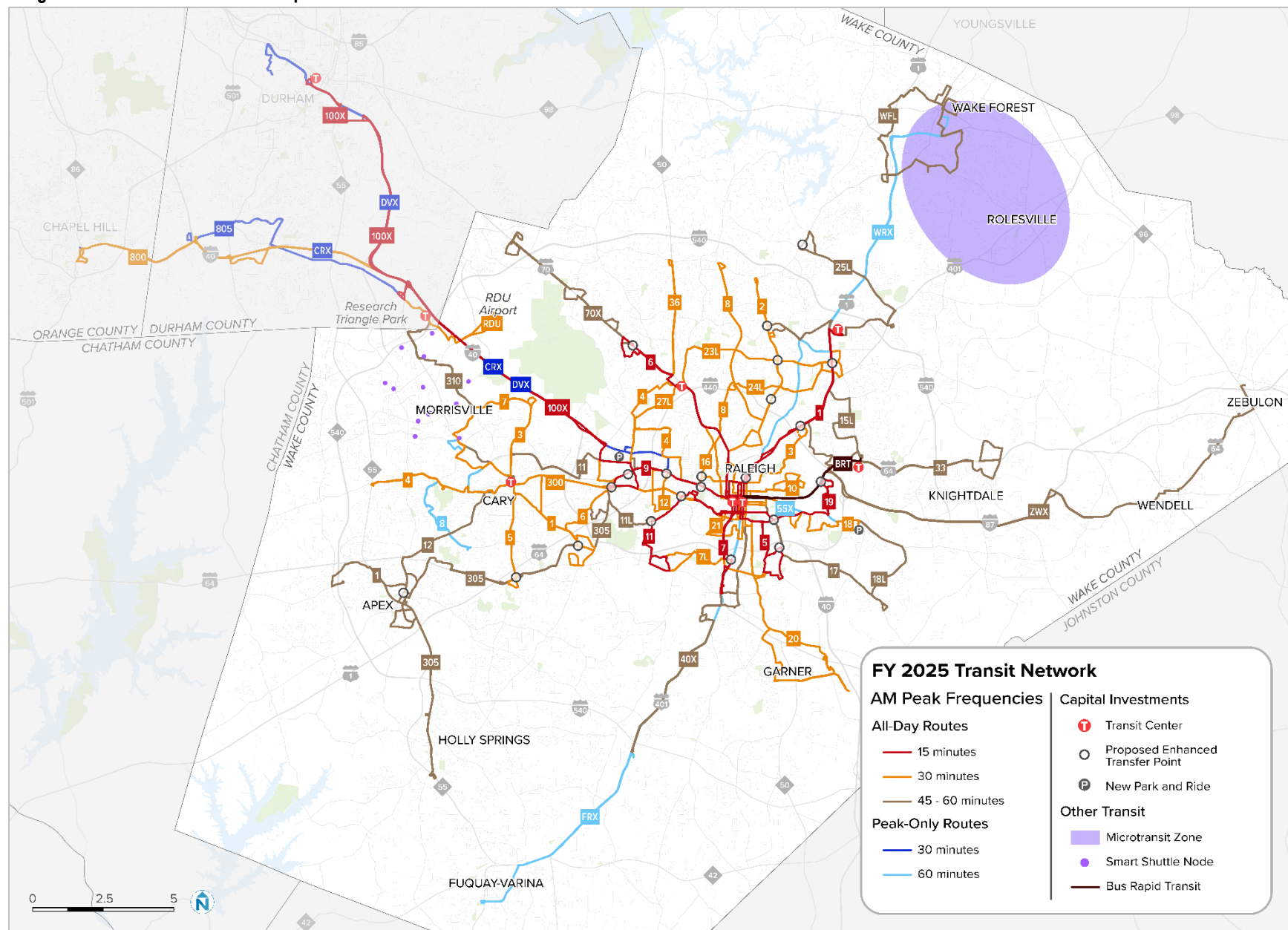
Figure 5 Current Network Map (FY23)



*As of February 2023, the following GoTriangle routes are suspended: 105, 301, 311, CRX, DRX, and NRX

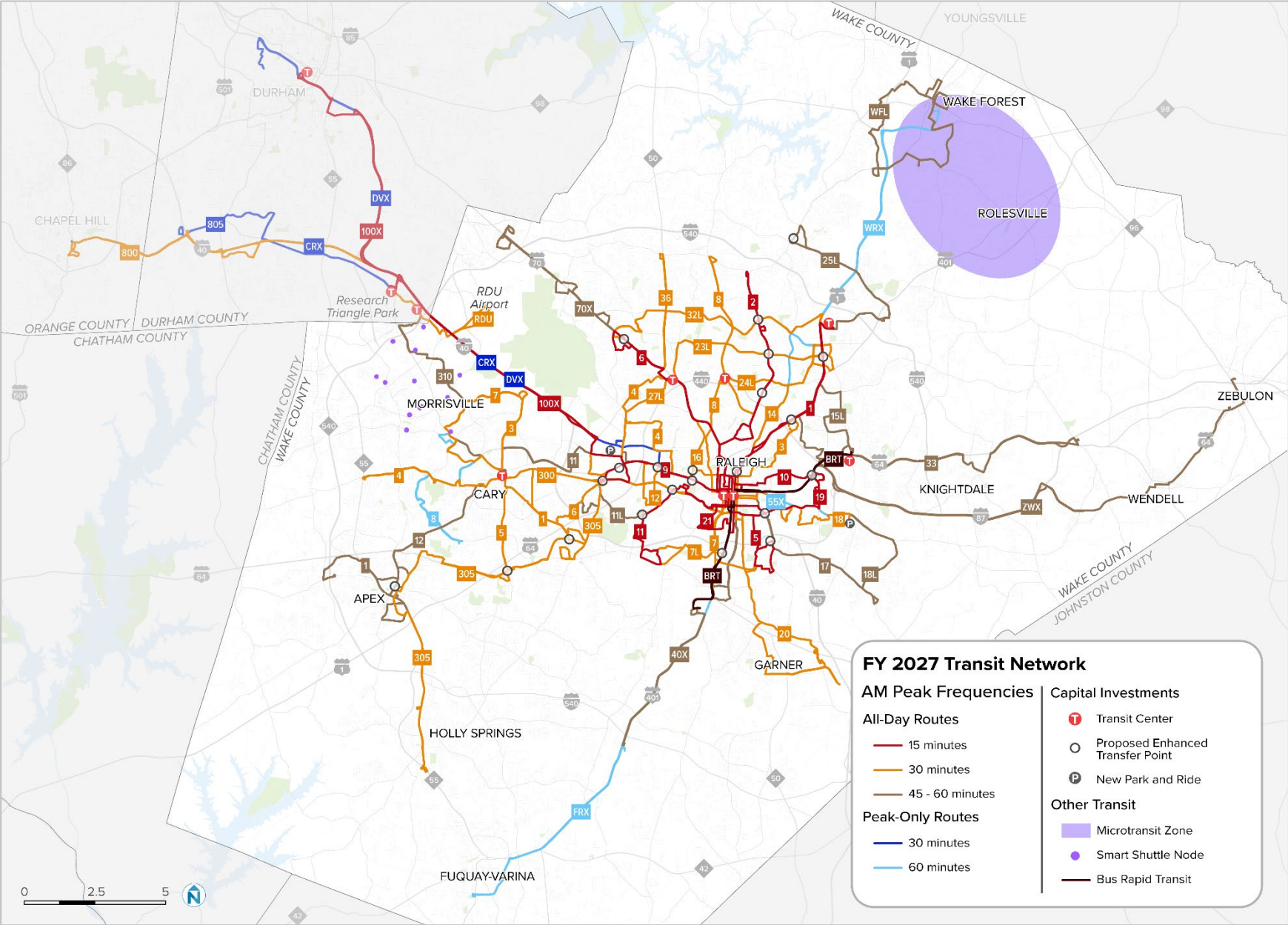
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Figure 6 **FY2025 Network Map**



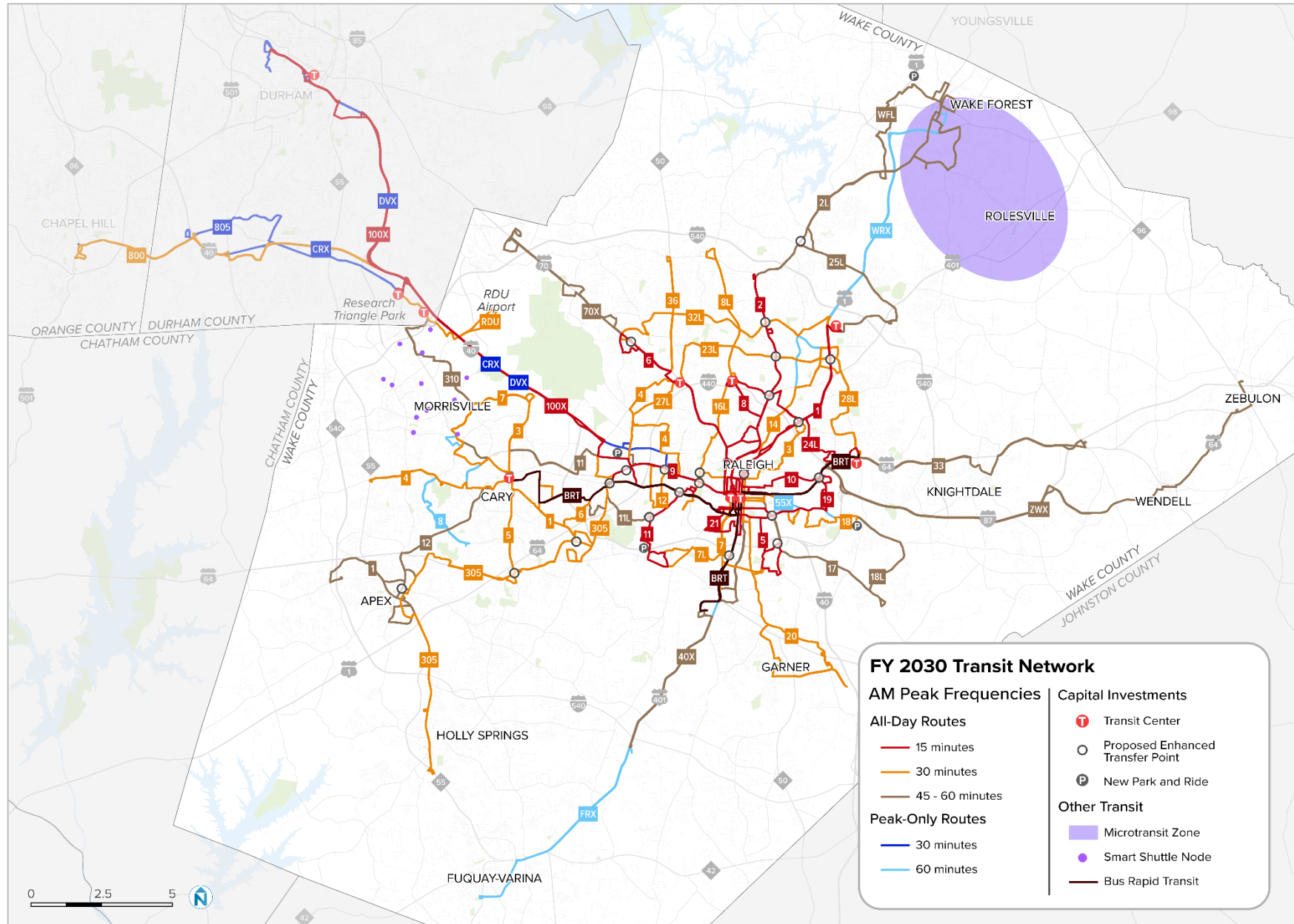
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Figure 7 FY2027 Network Map



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Figure 8 FY2030 Network Map



This chapter covers the service program for fixed-route and microtransit projects. For more detail about specific projects slated for FY2025 to FY2027, please refer to the relevant agency's Short Range Transit Plan. Lastly, as agencies expand their fixed route networks, ADA paratransit service typically increases in ridership and costs. Costing assumptions for transit operations and investments in ADA paratransit are covered in Chapter 4 Financial Plan.

WAKE TRANSIT PLAN GOALS

The Wake Transit Plan set a series of network development goals to guide system investment. Of the four overarching goals, two concern bus service expansion:

- Prioritize investment for ridership-justified routes but continue investment in coverage routes. **The Wake Transit Plan sets a system-wide goal of 70% ridership routes and 30% coverage routes.**
- Expand the number of Wake County residents and jobs that have access to a reliable transit network. Specifically, the Wake Transit Plan identifies a **network goal of ensuring that all-day transit service is within three-quarters of a mile (roughly walking distance) from 55% of all Wake County residents and 81% of jobs in Wake County.**

Ridership and Coverage

Ridership-based routes are focused on providing direct service to key corridors, at relatively higher frequencies through areas with high expected transit usage. Coverage-based services operate less directly on more streets, with lower frequencies that expand geographic access to transit. The Wake Transit Plan set an overall goal of providing 70% ridership-oriented routes and 30% coverage-oriented routes.

As shown in Figure 9, the service program of the Wake Bus Plan Update moves the Wake County transit network towards meeting the goal of 70% ridership and 30% coverage routes. By FY2027, 67% of the network will be ridership-based, and 33% will be coverage-based. The balance of ridership and coverage-oriented route shifts by FY2030, with 74% of the routes defined as ridership-based.

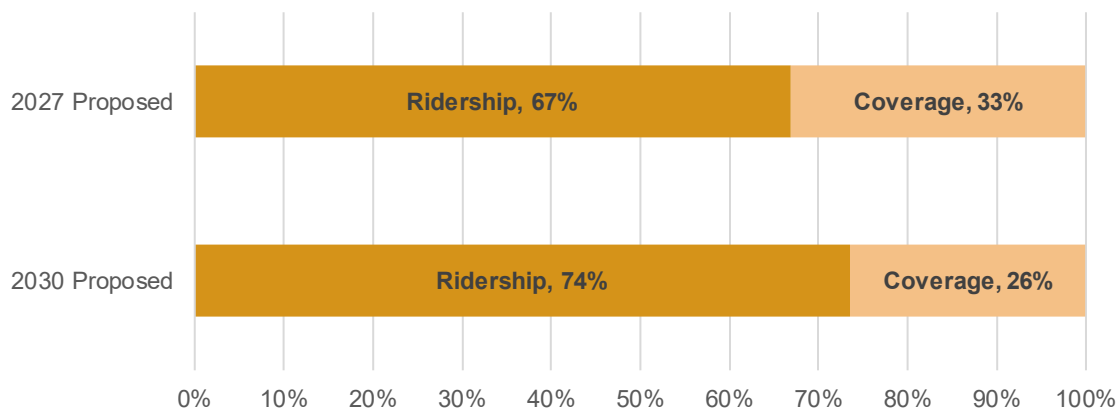
The Wake Transit Plan updated in 2021 defined ridership and coverage-oriented routes based on route type¹. The Recommended FY2025-2030 Wake Bus Plan used these general definitions to estimate the portion of the network that is ridership or coverage. Specifically, ridership-based routes were defined as local services that operate every 30 minutes or better in the peak and

¹ **Ridership-justified routes** include commuter rail, key regional express bus routes, BRT services, and the frequent local bus network in Raleigh and Cary. These types of routes serve areas with higher population or employment density and often are designed to bypass congestion and other motorist delays. **Coverage routes** are generally lower frequency routes that extend across the County, serving lower-density places where high transit ridership is not a realistic outcome. These services include links to outer towns, coverage of low-density areas, paratransit services, and more community-centric local services. It is understood that coverage services will not have high ridership as that is not their purpose. Instead, their purpose is to provide basic access across the County, even in areas of low demand.

midday periods, or regional routes that operate every 30 minutes or better in the peak period. All other services are categorized as coverage based. This designation accounts only for the frequency of the routes and does not capture the directness of the service or the accessibility of the network overall.

As the Wake Transit Plan invests in transit service and strengthens the bus network overall, service levels are increasing in general and more bus routes are meeting the standard for ridership-oriented routes. This does not necessarily mean that the coverage-oriented goals of the network – providing access to more parts of Wake County – are being compromised. Instead, by increasing the number of bus routes that operate every 30 minutes or better and thus meet the frequency standard for a ridership route, the overall network is strengthened (see also Figure 10 and Figure 11). The Wake Bus Plan Service Guidelines and Performance Measures will be updated in 2023 and will expand the definition of ridership and coverage routes as part of that conversation.

Figure 9 Ridership and Coverage Distribution



Source: Nelson\Nygaard Consulting Associates

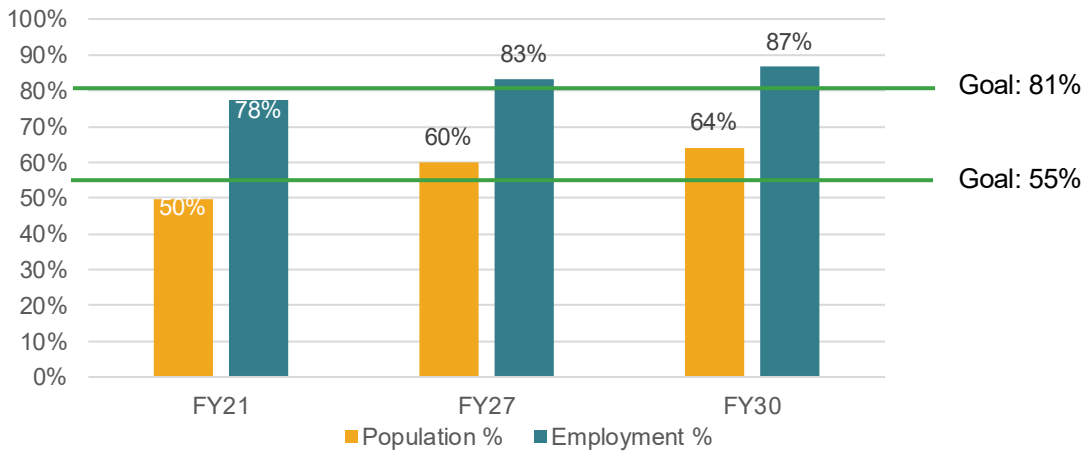
Assumes combined funding sources (contributions from individual transit agencies and Wake Transit Plan)

Proximity to the Transit Network

The Wake Transit Plan adopted in 2021 set a goal that 55% of residents and 81% of jobs in Wake County are within $\frac{3}{4}$ miles of all day transit service. This metric includes bus, bus rapid transit, and microtransit services (within $\frac{3}{4}$ mile of a Smart Shuttle node or within the boundaries of an on-demand microtransit zone). As shown in Figure 10, the FY2025-2030 Wake Bus Plan meets this goal by FY2027, when 60% of residents and 83% of jobs will be within $\frac{3}{4}$ miles of the proposed all-day transit network. The program further exceeds this goal in FY2030, with 64% of residents and 87% of jobs within $\frac{3}{4}$ miles of the all-day network.

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Figure 10 Residents and Jobs within $\frac{3}{4}$ Miles of All-day Transit

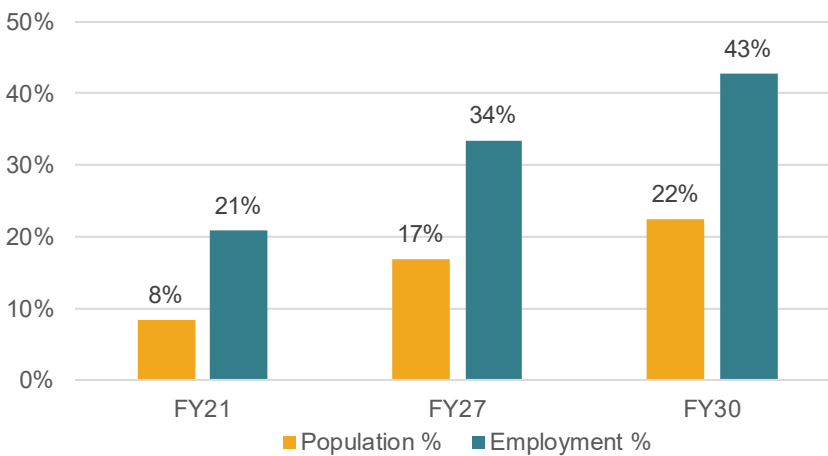


Source: Nelson\Nygaard Consulting Associates

Assumes combined funding sources (contributions from individual transit agencies and Wake Transit Plan)

While the Wake Transit Plan does not set specific goals for access to frequent service, the percent of residents and jobs within $\frac{3}{4}$ miles of transit with 15-minute or better headways is an additional metric with which to understand the impact of the Wake Bus Plan. Providing frequent and reliable urban mobility is one of the four Big Moves, and the Wake Bus Plan significantly increases the percent of residents and jobs in proximity to high frequency transit. By FY2030, 22% of the county's residents and 43% of jobs will be within $\frac{3}{4}$ miles of frequent services (Figure 11).

Figure 11 Residents and Jobs within $\frac{3}{4}$ Miles of Frequent Transit



Source: Nelson\Nygaard Consulting Associates

Assumes combined funding sources (contributions from individual transit agencies and Wake Transit Plan)

IMPLEMENTATION SCHEDULE BY OPERATOR

Delivery of the Wake Bus Plan is carried out by four transit providers: GoCary, City of Raleigh (GoRaleigh), GoTriangle, and GoWake Access. This section summarizes the year-by-year service implementation plans for each of the individual agencies. The implementation plans show service expansion through net changes in annual bus revenue hours and the estimated costs by route by year. Changes in bus revenue hours and costs shown are estimates and may vary slightly from other Wake Transit documents, due to a variety of factors such as cost estimation methods and assumptions about the implementation schedule. Projects designated for FY2024 are included in the implementation plan for reference, even though they are defined in the FY2024 Wake Transit Work Plan process. Projects in FY2025 through FY2030 are recommended by this Wake Bus Plan Update.

GoCary

In 2022, GoCary operated eight fixed-route bus lines, six of which operate as all-day local bus routes. GoCary also operates one midday-only limited-service local bus route and one peak-only express bus route to Apex. In all cases but the midday-only route, services begin/end at Cary Depot. In FY2022, GoCary served 248,381 trips on its fixed route network.

GoCary also provides eligibility-based paratransit service in accordance with the Americans with Disabilities Act (ADA) and service for older adults through their Door to Door program.

Themes and Goals

Collaboration with GoCary staff, discussions with municipal stakeholders, and input from the public informed the goals of the project proposals. GoCary staff expressed the following focus areas for expanding transit service:

- West and South Cary have low density, suburban style land use patterns, but are growing. As a result, they are potential areas for alternative service models or new fixed-route service.
- Improve connections to Apex and Morrisville as those areas are growing.
- Provide opportunities to connect directly to the Research Triangle Park (RTP) and Downtown Raleigh without transferring at Cary Depot or the Regional Transit Center (RTC). Currently, most service to RTP is provided by GoTriangle via connections made at the Regional Transit Center and Cary Depot. However, Cary recognizes that connections to the RTP from West Cary would be more efficient without the need to travel to Cary Depot first.

Stakeholders from municipalities served by GoCary, including Apex and Morrisville, expressed their desire for a focus on local service to support their increasing density.

Input from public engagement indicated interest in connections designed beyond typical commuting and job travel, including:

- Improving connections to multiple downtowns, such as Apex
- Service to shopping centers, medical facilities, and schools

Service Investments

The FY2025-2030 Wake Bus Plan recommends three service improvements for GoCary (see Figure 12), all of which are scheduled for implementation in FY2025. These investments strengthen the existing GoCary network with improved connections to Raleigh and Apex that expand and/or adjust Wake Transit funded projects that were implemented in previous years. Two projects that were developed to expand coverage within Cary are not funded in this Wake Bus Plan Update due to limited funding and lower prioritization scores. Additional implementation details for GoCary projects proposed for FY2025 to FY2027 can be found in Appendix C.

Figure 12 GoCary Year-By-Year Service Changes

Route	Route Type	Service Change Description	Net Annual Operating Cost (FY23\$)
Fiscal Year 2025			
Route 1 Crossroads	Local	Two-phased realignment adapting to changes in road network and development patterns—first phase is in FY2025, and second phase is to be determined.	\$0
Route 11 East Cary	Local	New route providing service between Cary Depot, North Carolina State University, and North Carolina State Fairgrounds.	\$532,000
Route 12 Apex-Cary	Local	ACX route is converted from express to local route, operating along same alignment and serving newly introduced bus stops. Route is renamed to the Route 12 Apex-Cary. Will operate on weekdays and Saturdays with all-day hourly service.	\$294,000
Beyond Fiscal Year 2030/Not Funded in FY2025-2030 Wake Bus Plan			
Route 9 West Cary	Local	New route introduced to provide service to growing region in West Cary.	\$532,000
Route 10 South Cary	Local	New route introduced to provide service to growing region in South Cary.	\$532,000

Source: Nelson\Nygaard Consulting Associates

GoRaleigh

GoRaleigh operates the greatest number of routes of the Wake County transit agencies. Most of the GoRaleigh network is within Raleigh city limits, though some routes run to nearby municipalities. Most routes run every 30 to 60 minutes all day; currently four routes (Routes 1 Capital, 7 South Saunders, 15 WakeMed, and 19 MLK/Sunnybrook) provide frequent service and three (Routes 55X Poole Road Express and 401X Rolesville Express) operate during weekday peak hours only. GoRaleigh also provides eligibility-based door-to-door paratransit service in accordance with the Americans with Disabilities Act (ADA). In FY2022, GoRaleigh served over four million trips on its fixed route network.

Themes and Goals

The Wake Bus Plan identified investments in GoRaleigh's transit service through collaboration with GoRaleigh staff, discussions with municipal stakeholders, and input from the public. GoRaleigh staff looked to growth and improve transit services by building on Wake Transit funded

projects that were implemented in previous years. Areas of focus for proposal development included:

- Re-evaluating previous Wake Transit Plan service proposals based on changing demographics and shifting travel patterns from the COVID-19 pandemic and ensuring that the Plan serves the highest need areas.
- Exploring new service models for unproductive routes.
- Transitioning away from the peak only services toward high frequency service that is available all day.
- Moving away from implementing service changes as route groups or “packages” to allow for faster and lower-cost implementation of service changes.
- Taking operator shortage into consideration for implementation schedule.

In addition to bus services within Raleigh city limits, GoRaleigh operates a few peak-oriented commuter bus routes that connect communities outside of Raleigh into the city, such as Knightdale, Rolesville, and Fuquay-Varina. These bus routes are an important part of the Wake Transit Plans’ “Connect All Communities” goals. Stakeholders outside of the City of Raleigh had varying levels of interest in continuing the current service model. Some stakeholders wanted to continue with the Raleigh-oriented fixed-route services and expand routes to operate to all-day and weekend days. Other stakeholders preferred transit services oriented towards local connections within their communities and/or to neighboring communities. Access to medical facilities is especially important to these municipalities as well.

Members of the public had a wide variety of thoughts on the future of GoRaleigh service, but notable themes included:

- Improving service frequency and on-time performance were two of the most important issues for GoRaleigh riders.
- Despite changes from COVID-19, commuting to work is still the most common trip purpose.
- Initial interest in microtransit was low among members of the public, but many participants were also not familiar with the service model. After the project team explained the concept, people were generally open to the idea.
- There is a desire for access to rapidly developing areas of the city, such as North Raleigh.

Service Investments

GoRaleigh has service investment projects planned for each year from FY2024 to FY2029 (see Figure 13). These investments consist of frequency and span improvements, alignment changes, implementation of new routes, and elimination of some existing routes. This service program strengthens the GoRaleigh network with more frequent routes, longer spans, and better coverage in areas of the city that rely on transit the most. Several packages are phased to allow for parts of the improvements to be implemented earlier in the program. In addition, some projects expand and/or adjust Wake Transit funded projects implemented in previous years. Additional implementation details for GoRaleigh projects proposed for FY2025 to FY2027 can be found in Appendix D.

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Figure 13 GoRaleigh Year-by-Year Service Changes

Route	Route Type	Service Change Description	Net Annual Operating Cost (FY23\$)
Fiscal Year 2024			
<i>Biltmore Hills Package:</i> Route 5 Biltmore Hills	Frequent	Weekday daytime frequency increased to 15 minutes, and weekend service increased to 30 minutes during the day. Weekday span extended in the evening; weekend span decreased slightly in the evening. Realigned to run on State Street instead of Rock Quarry Road.	\$1,354,000
<i>Biltmore Hills Package:</i> Route 20A Garner Loop A	Local	Weekend service introduced.	\$324,000
<i>Biltmore Hills Package:</i> Route 20A Garner Loop B	Local	Weekend service introduced, service span reduced to match evening demand.	\$228,000
<i>Biltmore Hills Package:</i> Route 13 Chavis Heights	Elimination	Route discontinued with new weekend service on Routes 20 A and 20 B.	-\$519,000
<i>Biltmore Hills Package:</i> Route 22 State Street	Elimination	Route discontinued with Route 5 alignment change.	-\$587,000
Fiscal Year 2025			
Route 11 Avent Ferry	Frequent	Frequency increased to 15-minute weekday daytime service. Extended nighttime service span.	\$1,444,000
<i>Poole Package:</i> Route 18 Poole	Local	Route realigned to operate between Downtown Raleigh and the Poole Road Park and Ride only. Frequency increase to 30-minute all-day service Monday – Sunday. Extend nighttime service span on weekdays.	\$110,000
<i>Poole Package:</i> Route 18L Poole-Barwell	Local	New route operating between Poole Road Park and Ride and shopping center at Battle Hill Road and Rock Quarry Road. 60-minute all-day frequency and shorter service span than current Route 18.	\$690,000
<i>Poole Package:</i> Route 18S Poole	Elimination	Route discontinued with introduction of new Route 18L.	-\$167,000
Route 3 Glascock	Local	Route realigned to be more direct, less duplicative with other routes, and serve the 2728 Capital building. Frequency increase to 30-minutes all-day on weekdays and during the day on weekends. Extend weekday and Saturday nighttime service span.	\$535,000
Route 12 Method	Local	Extend nighttime service span on weekdays and reduce nighttime service span on weekends to better fit demand.	\$116,000

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Route	Route Type	Service Change Description	Net Annual Operating Cost (FY23\$)
<i>Northwest 2.0 Package:</i> Route 27L Blue Ridge-Trinity	Local	Route realigned to cover service previously covered by discontinued Route 26.	\$279,000
<i>Northwest 2.0 Package:</i> Route 4 Rex Hospital	Local	Route realigned to cover service previously covered by discontinued Route 26, extending to Crabtree Valley Mall via Edwards Mill Road.	\$735,000
<i>Northwest 2.0 Package:</i> Route 26 Edwards Mill	Elimination	Route discontinued due to low ridership.	-\$918,000
Route 7L Carolina Pines	Local	Route realigned to be more direct, with new terminus at Seabrook Road. Frequency increased to 30-minutes during the day. Extend weekday and Saturday service span, in early AM and nighttime.	\$48,000
Route 11L Southwest	Local	Realign route to be more streamlined, with eastern terminus at Gorman Street and western terminus at Hillsborough/Jones Franklin ETP. Frequency increase to 45 minutes throughout the day Monday-Sunday.	\$0
Route 15 WakeMed (half year through FY2025)	Elimination	Route discontinued in conjunction with introduction of New Bern Avenue BRT service in second half of fiscal year.	-\$1,722,000 (full year)
North Wake Microtransit Zone	Microtransit	New microtransit on demand service zone covering Rolesville and Wake Forest.	\$296,000
Route 401X Rolesville	Regional	Route discontinued due to low ridership.	-\$167,000
Fiscal Year 2026			
Route 14 Atlantic	Local	New route to provide service between Downtown Raleigh and Triangle Town Center.	\$1,575,000
Route 2 Falls of Neuse	Frequent	Frequency increased to 15-minutes during daytime on weekdays, and 30 minutes during daytime on weekends. Extend nighttime service span Monday – Sunday.	\$1,229,000
Route 21 Caraleigh	Frequent	Frequency increased to 15-minutes during daytime and 30 minutes in the evening Monday – Sunday.	\$632,000
Fiscal Year 2027			
Route 10 Longview	Frequent	Route realigned to be more direct and less duplicative, with new terminus at Wake Med Raleigh. Frequency increased to 15-minutes during daytime on weekdays and 30-minutes during daytime on weekends. Extend weekday and weekend service span, in early AM and nighttime.	\$819,000
<i>Old Wake Forest Package:</i> Route 25L Durant	Local	Alignment changes to Route 25L Triangle Town Link, truncating in the west at Triangle Town Center and deviating to serve Wake Tech campus. Change route	-\$31,000

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Route	Route Type	Service Change Description	Net Annual Operating Cost (FY23\$)
		name. Weekday and weekend spans extended later at night.	
<i>Old Wake Forest Package:</i> Route 32L Lynn Spring Forest	Local	New route to replace western portion of former Route 25L Triangle Town Link, extending west on Spring Forest Road and Lynn Road to Pleasant Valley Mall.	\$1,240,000
Route 33 Knightdale	Local	Route extended to provide service further east to future Wake Tech Eastern Wake campus. New weekend service introduced.	\$483,000
Fiscal Year 2028			
<i>Oberlin/Six Forks Package Phase 1:</i> Route 8 Six Forks	Frequent	Realign service to Capital Blvd and Six Forks Road and terminate at North Hills. Increase daytime frequency to 15 minutes and extend service span.	\$926,000
<i>Oberlin/Six Forks Package Phase 1:</i> Route 8L Six Forks North	Local	New route that provides service on the former Route 8 alignment north of North Hills, with 30-minute frequency during peak weekday hours and 60-minute service off-peak.	\$812,000
<i>Oberlin/Six Forks Package Phase 1:</i> Route 16L Oberlin	Local	Route 16 Oberlin realignment to begin at North Carolina State University, follow former routing of Route 8 north of Fairview and terminate at North Hills. Service span expanded earlier in the morning and later in the evening.	-\$119,000
Route 7 South Saunders (half year through FY2028)	Local	Service frequency reduced to 30 minutes with introduction of Southern BRT.	-\$866,000 (full year)
Fiscal Year 2029			
<i>Trawick Package Phase 1:</i> Route 24L New Hope Crabtree	Frequent	Route 24L North Crosstown Connector realigned to connect North Hills with Wilders Grove at New Bern Avenue via St. Albans Drive, Highwoods Blvd., and Brentwood Road. Daytime frequency increased to every 15 minutes and evening service every 30 minutes weekdays and weekends. Service span begins earlier and ends later.	\$2,340,000
<i>Trawick Package Phase 1:</i> Route 28L New Hope	Local	New route serving eastern portion of eliminated 15L, connecting Wilders Grove and Triangle Town Center, with 30-minute daytime frequency.	\$1,575,000
<i>Trawick Package Phase 1:</i> Route 15L Trawick Connector	Elimination	Route discontinued with introduction of Route 28L and alignment change of Route 24L.	-\$698,000
Route 2L Falls of Neuse North	Local	New route that connects the northern terminus of Route 2 to Wake Forest via Falls of Neuse Road with 30-minute frequency on weekdays and 60-minute weekend frequencies.	\$869,000
Beyond Fiscal Year 2030/Not Funded in the FY2025-2030 Wake Bus Plan			

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Route	Route Type	Service Change Description	Net Annual Operating Cost (FY23\$)
<i>Oberlin/Six Forks Package Phase 2: Route 8L Six Forks North</i>	Local	Increase frequency to 30 minutes all-day and on weekends.	\$180,000
<i>Oberlin/Six Forks Package Phase 2: Route 16L Oberlin</i>	Frequent	Increase frequency to 15 minutes during the day and 30 minutes in the evening weekdays and weekends.	\$1,452,000
<i>Trawick Package Phase 2: Route 24L New Hope Crabtree</i>	Local	Extend route west to Crabtree Valley Mall.	\$1,202,000
<i>Trawick Package Phase 2: Route 28L New Hope</i>	Local	Extend route south to Poole Park and Ride	\$601,000
Route 23L Millbrook	Local	Alignment change to terminate in the east at Triangle Town Center and eliminating Mini-City loop.	\$284,000
Route 29L Garner-Wake Tech – New route	Local	New route connecting Garner and Wake Tech.	\$112,000

Source: Nelson\Nygaard Consulting Associates

GoTriangle

GoTriangle provides regional transit service connecting Wake, Durham, and Orange Counties, as well as service connecting municipalities within Wake County. Most of GoTriangle's services are either limited-stop all-day routes or express peak-only routes. GoTriangle also provides paratransit service for individuals unable to use fixed-route bus services, in accordance with the federal Americans with Disabilities Act (ADA). In FY2022, GoTriangle served just under 1.5 million trips on its fixed route network.

Themes and Goals

With disruptions to commutes and ongoing changes in travel patterns due to the COVID-19 pandemic, GoTriangle staff, municipal stakeholders, and the public saw wide-ranging opportunities for changes and improvements to GoTriangle service.

Agency staff aimed to balance their responsibilities as the regional service provider with ridership and commute pattern changes while also navigating service provision during an operator shortage. Themes from GoTriangle included:

- Adjusting service models coming out of the COVID-19 pandemic, and bringing routes back in an improved manner with less emphasis on peak-only service
- Improving low-performance routes where possible
- Taking operator shortage into consideration for implementation schedule

Municipalities served by GoTriangle, including Holly Springs, Wake Forest, Wendell, and Zebulon, were interested in investments that would provide transit options other than peak-hour

trips into downtown Raleigh. All-day and weekend service were major themes, as well as service to other Wake communities.

Themes from public input showed similarities with feedback on GoRaleigh and GoCary routes, as well as GoTriangle-specific desires, including:

- All-day service is a top priority on GoTriangle routes
- Transit would be more appealing if travel times and on-time performance on regional routes were improved

Service Investments

Figure 14 shows the transit improvements planned for GoTriangle, with projects each year from FY2024 to FY2029. These projects consist of improvements to span and frequency, as well as alignment changes. Some routes previously suspended due to the COVID-19 pandemic are reinstated as modified routes. Others are eliminated to allow for investments in other services with greater need and priority. These projects are service expansion and/or adjustments in addition to other Wake Transit funded projects implemented in previous years. Additional implementation details for GoTriangle projects proposed for FY2025 to FY2027 can be found in Appendix E.

Figure 14 GoTriangle Year-by-Year Service Changes

Route	Route Type	Service Change Description	Net Annual Operating Cost, Wake County Portion (FY23\$)
Fiscal Year 2024			
Route 305 Holly Springs-Apex-Raleigh Phase 1	Regional	Route realigned to travel bi-directionally on Main Street in Holly Springs. All day service to Apex.	\$476,000
Fiscal Year 2025			
Route 305 Holly Springs-Apex-Raleigh Phase 2	Regional	Weekend service to Apex introduced at 60-minute frequencies.	\$172,000
<i>Durham Raleigh Package Phase 1: Route 100X Raleigh-RTC-Durham</i>	Regional	Route extended to serve alignment of existing Route 700. Frequency increased to 15 minutes during peak and 30 minutes midday, early evenings, and Sundays. Renamed 100X.	\$1,761,500
<i>Durham Raleigh Package Phase 1: Route DVX Duke-VA Express</i>	Regional	New express route between Carter Finley Park and Ride and Duke University, operating every 30 minutes at peak times.	\$558,000
<i>Durham Raleigh Package Phase 1: Route RDU Airport Shuttle</i>	Regional	Expand weekday and Saturday service span in nighttime. Introduce Sunday service.	\$156,000
<i>Durham Raleigh Package Phase 1: Routes DRX, 105, 301, 311, and NRX</i>	Elimination	Routes eliminated with the alignment changes and frequency and span improvements of Route 100X and RDU Shuttle, and implementation of Route DVX. Route 700 in Durham County also eliminated.	-\$2,574,000

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Route	Route Type	Service Change Description	Net Annual Operating Cost, Wake County Portion (FY23\$)
Route CRX Chapel Hill-Raleigh Express	Regional	Route realigned to travel via Route 54 in both directions, serving new Route 54 Park and Ride. Weekday PM peak frequency improved to 30-minutes.	\$0
Route 300 Cary-Raleigh	Regional	Route realigned in downtown Raleigh. Extend 30-minute service to evenings on weekdays. Extend nighttime service span Monday – Sunday.	\$92,000
Route ZWX Zebulon-Wendell-Raleigh (half year)	Regional	Route realigned to extend to new stops in Zebulon including Walmart and the Eastern Regional Center, eventually terminating at New Bern BRT station. Hourly, all-day service introduced.	\$530,000 (full year)
Fiscal Year 2026			
<i>Durham Raleigh Package Phase 2: Route 100X Raleigh-RTC-Durham</i>	Regional	Weekday frequency improved to 15 minutes in daytime.	\$494,000
<i>Durham Raleigh Package Phase 2: Route DVX Duke-VA Express</i>	Regional	Evening frequencies improved to 30 minutes.	\$82,500
Fiscal Year 2027			
Route 305 Holly Springs-Apex-Raleigh Phase 3	Regional	All trips will serve Holly Springs, with 30-minute peak weekday frequency and 60-minute off-peak and weekend frequency.	\$1,194,000
Fiscal Year 2028			
Route 310 Cary-Wake Tech-RTP	Regional	Frequency and span improvements and alignment change.	\$1,283,000
Fiscal Year 2029			
Route 300 Cary-Raleigh (half year)	Elimination	Eliminated with beginning of service on Western BRT.	-\$1,445,000
Beyond Fiscal Year 2030/Not Funded in the FY2025-2030 Wake Bus Plan			
Route 311 Apex - RTC	Regional	Reinstate route between Apex and RTC with all-day service.	\$1,567,000
Route 200 North Hills-Durham	Regional	New regional route from North Hills to Durham Station, operating via Glenwood, US-70, S Miami Blvd, and Durham Pkwy.	Further study needed to determine project costs
Route NRX North Raleigh Express	Regional	Reinstate route in North Raleigh.	\$293,000

Source: Nelson\Nygaard Consulting Associates

GoWake Access

Wake County, through their GoWake ACCESS program, provides demand-response transportation services to rural areas of the county. In 2022, GoWake Access was operating a pilot microtransit service, called GoWake SmartRide NE in northeastern Wake County. This pilot is slated to end in summer of 2023.

Themes and Goals

Conversations with Wake County staff and municipal stakeholders indicate an interest in building upon the success of the GoWake SmartRide NE pilot, and continuing to provide microtransit services to Zebulon, Wendell, and Rolesville, with potential expansion into Wake Forest. Municipalities also indicated in improved connections to fixed route services, other downtowns, and medical facilities.

Public engagement revealed a slight preference for fixed-route services than microtransit among community members, but that may be due to low awareness of microtransit. People expressed a willingness to try out microtransit, though many had not heard of the GoWake SmartRide NE pilot.

Service Investments

There are currently no projects sponsored by GoWake Access programmed for FY2025 to FY2030, though GoWake Access is a potential sponsor for the unassigned projects, discussed below.

Unassigned Projects

During the Wake Bus Plan planning process, the project team identified a potential new microtransit zone in eastern Wake County. However, this project is currently not funded for this Plan due to its low prioritization score. The communities in the area are also currently connected by the GoTriangle ZWX route, which is recommended for expansion in FY2025. Projects that enhance access to transit and provide local travel access can be funded through the Community Funding Area Program. The agency sponsorship has not been determined yet for this project, and estimated costs may change based on the sponsorship.

Figure 15 Unassigned Year-by-Year Service Changes

Route	Route Type	Service Change Description	Net Annual Operating Cost (FY23\$)
Beyond Fiscal Year 2030/Not Funded in This Wake Bus Plan Update			
East Wake Microtransit	Local	New microtransit zone encompassing parts of Zebulon and Wendell.	\$296,010

Source: Nelson\Nygaard Consulting Associates

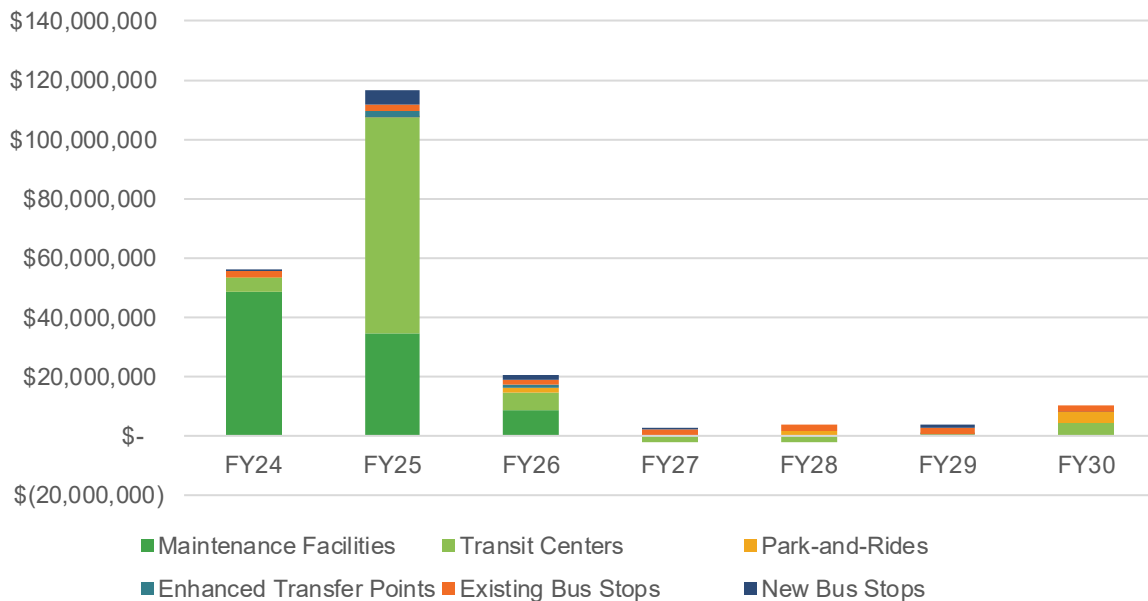
3 Capital Program

OVERVIEW

The FY2025-2030 Wake Bus Plan includes a slate of capital investments designed to support ongoing expansion of the Wake Transit Plan bus network. Capital projects scheduled include the purchase of additional transit vehicles and investments in both transit maintenance and passenger facilities, such as transit centers, park and ride lots, enhanced transfer points, and bus stops. This chapter of the Wake Bus Plan Update describes the capital investment program scheduled to support service investments in fixed-route and demand response services.

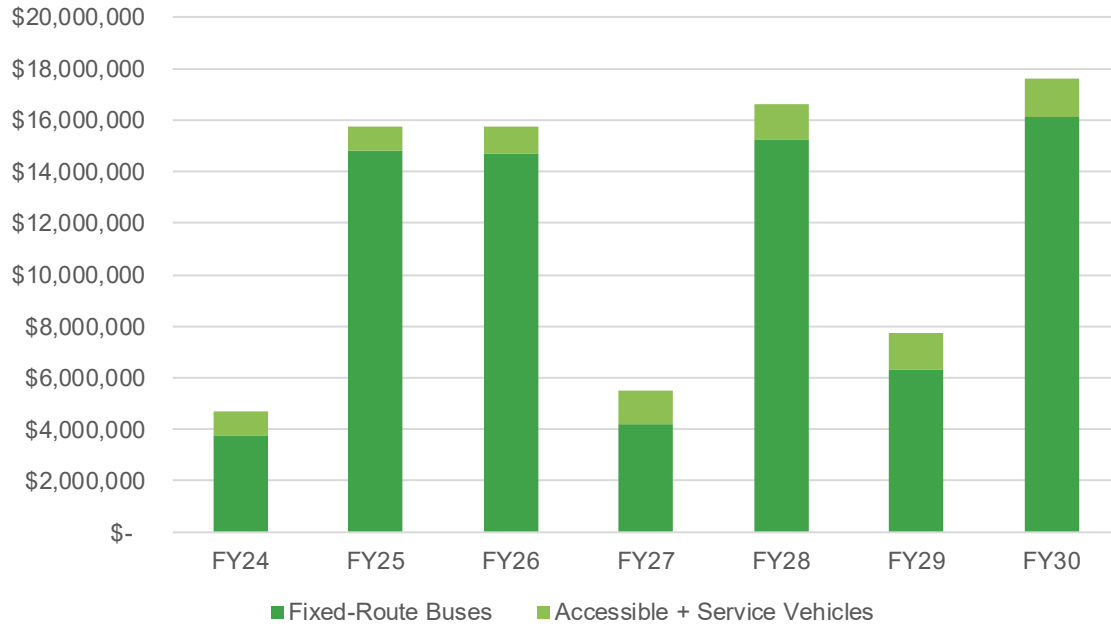
While the service program reflects a steady stream of investments, the capital program is not linear, and instead, is influenced by large periodic purchases. The FY2025-2030 Wake Bus Plan capital program is shown as two parts: maintenance and passenger facilities (see Figure 16) and vehicle purchases (see Figure 17). In total, there are \$292 million worth of capital investments programmed between FY2024 and FY2030.

Figure 16 Wake County Transit Plan Planned Facility Investments



Source: Nelson\Nygaard Consulting Associates

Figure 17 Wake County Transit Vehicle Purchases (Fixed-Route Buses, Accessible and Service Vehicles)



Source: Nelson\Nygaard Consulting Associates

This investment schedule includes capital projects sponsored by GoCary, the City of Raleigh (GoRaleigh), GoTriangle, and/or GoWake Access. While capital projects programmed in the Wake Bus Plan occur throughout the seven-year period, funding allocations are largest in the first few years in response to a handful of capital-intensive projects, including the Cary Multimodal Center, GoCary Bus Maintenance Facility, and GoRaleigh/GoWake Access Maintenance Facility. These three projects account for roughly 40% of all capital spending between FY2024 and FY2030.

TYPES OF CAPITAL PROJECTS

Capital projects programmed in the Wake Bus Plan include maintenance and passenger facilities and vehicles plus funds required to maintain the capital investments, such as:

- **Maintenance Facilities** investments support development of larger or updated facilities that result from Wake Transit Plan fixed route and ADA service investments. Funding for maintenance facilities includes expansion of existing facilities, development of new facilities and/or equipment to support alternative fuel vehicles (fueling stations, etc.). Maintenance facilities are among the most expensive capital investments in the Wake Bus Plan; however, costs vary according to the size, equipment, and space needs and if the facility is expanded or new.
- **Transit Centers** are designed to connect with the frequent transit network, support transfers between multiple bus routes, and serve large volumes of passengers. These facilities have the highest level of passenger amenities in the network with either indoor waiting areas or large shelters. The Wake Bus Plan includes development of new transit centers as well as upgrades (or relocation) of existing facilities. Transit centers are also

capital intensive because they require more space and are located closer to urban centers.

- **Park and Ride Lots** are used by riders who access the transit network by vehicle and either park their car or get dropped off to meet their bus. Park and ride lots typically include places for buses to pull off the road as well as passenger facilities, like shelters, information kiosks, and lighting. The Wake Bus Plan includes funding for upgrades to existing facilities as well as development of new ones. New park and ride lots are programmed at \$3 million, inclusive of planning, design, land acquisition and development.
- **Enhanced Transfer Points (ETPs)** support passengers transferring between routes, especially in cases where frequent bus routes connect to other bus routes. As compared with bus stops with fewer amenities, ETPs will have shelters, lighting, real-time passenger information, and other amenities. In most cases locations with an ETP will have two facilities, one on either side of the street. Costs for an ETP are programmed at roughly \$250,000 per location with improvements provided on both sides of the street, although actual costs will vary based on location and design.
- **Bus Stops** primarily support passengers as they wait for their bus. The Wake Transit Plan includes funding to upgrade existing bus stops and build new ones. Investments are designed to bring existing stops up to ADA standards and build new stops that both meet ADA standards (where practical) and provide amenities in line with passenger volumes. Costs for bus stops vary based on location and passenger volumes.
- **Vehicles** are funded as part of the Wake Bus Plan, including 40' fixed-route buses, ADA paratransit vehicles, and support vehicles. The capital program funds expansion and replacement vehicles. In FY2024, the cost of a 40' bus is estimated at \$750,000; an accessible vehicle is programmed at \$107,120; and a service vehicle at \$46,800.

Estimated costs for the capital program vary by projects. More capital-intensive projects programmed earlier in the multi-year capital program reflect feasibility studies prepared as part of planning for the projects. In other cases, costs are estimated for FY2024 based on recent experience in Wake County developing similar projects and increased at a rate of 4% per year.

IMPLEMENTATION SCHEDULE BY OPERATOR

Like the service program, the Wake Bus Plan capital projects are assigned to the three transit providers serving Wake County. This section summarizes the year-by-year capital investment program for GoCary, GoRaleigh, and GoTriangle. It also includes a handful of identified but unassigned capital projects.

GoCary

GoCary operates a combination of fixed-route and demand response services, which are managed by the City under contract with a private transportation service provider. GoCary is unique among the Wake Transit Plan service providers because their service operator provides buses. As a result, there are no vehicles included in GoCary's capital program. Instead, the investment program reflects investments in passenger and maintenance facilities.

GoCary's capital program is oriented around the early years of the multi-year capital plan, with two major projects – development of the Multimodal Transportation Facility and a Maintenance

Facility – funded in FY2024 (see Figure 18). In the remaining years, GoCary’s capital program includes continued development and improvement of passenger facilities, primarily bus stops. In total, GoCary’s projects are estimated at \$93.8 million over the seven-year period.

Figure 18 GoCary Year-By-Year Capital Program (Rounded)

Capital Investments	Estimated Costs
FY2024	
Cary Maintenance Facility	\$25,954,064
Existing Bus Stop Improvements	\$518,000
FY2025	
Cary Multimodal Transportation Facility	\$65,000,000
Enhanced Transfer Point: Crossroads Plaza	\$262,000
Enhanced Transfer Point: Tryon Road/Kildaire Farm	\$262,000
Existing Bus Stop Improvements	\$200,000
New Bus Stop Development	\$475,600
FY2026	
Existing Bus Stop Improvements	\$208,000
FY2027	
Existing Bus Stop Improvements	\$217,000
FY2028	
Existing Bus Stop Improvements	\$225,000
FY2029	
Existing Bus Stop Improvements	\$234,000
FY2030	
Existing Bus Stop Improvements	\$244,000
Total Investment FY2024 – FY2030	\$93,812,000

Source: Nelson\Nygaard Consulting Associates

Note: Costs were rounded up to the nearest 000s.

GoRaleigh

As described in the Service Program, GoRaleigh is the largest of the transit providers in Wake County, with a network of frequent bus, local bus, and ADA complementary paratransit services, as well as future bus rapid transit. Most of the bus service projects included in the Wake Bus Plan will be implemented by GoRaleigh. As a result, their capital project program is also relatively large. It includes development of a new GoRaleigh ADA/GoWake Access Maintenance facility, a large project scheduled for FY25 and FY26. Remaining projects reflects investments in passenger facilities—updating transit centers, park and rides, enhanced transfer points, and bus stop improvements.

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GoRaleigh's capital program includes funding to support the purchase of 51 replacement buses and 13 expansion fixed route buses for a total of 64 vehicles over the seven-year period (estimated at \$55 million). GoRaleigh also has funding to purchase 32 ADA and 43 support vehicles over the same period for a cost of \$5.9 million.

In total, GoRaleigh's capital program for the period between FY2024 and FY2030 is \$131.7 million, inclusive of roughly \$70.8 million in maintenance and passenger facilities and \$60.9 million for vehicle purchases (see Figure 19).

Figure 19 GoRaleigh Year-By-Year Capital Program (Rounded)

Capital Investments	Estimated Costs
FY2024	
GoRaleigh ADA/GoWake Access Maintenance Facility	\$20,500,000
Existing Bus Stop Improvements	\$1,170,000
New Bus Stop Development	\$58,000
Fixed Route Vehicle Purchases (3 expansion)	\$2,250,000
ADA Accessible and Service Vehicles (4 ADA and 4 service)	\$616,000
FY2025	
GoRaleigh ADA/GoWake Access Maintenance Facility	\$21,320,000
Midtown Transit Center (Planning and Design)	\$569,000
Enhanced Transfer Point Development (2 sites)	\$524,000
Existing Bus Stop Improvements	\$1,217,000
New Bus Stop Development	\$1,500,000
Fixed Route Vehicle Purchases (13 replacement and 1 expansion)	\$10,904,000
ADA Accessible and Service Vehicles (4 ADA and 3 service)	\$592,000
FY2026	
Midtown Transit Center (Construction)	\$4,000,000
Gorman/I-40 Park and Ride Lot Design and Land Acquisition	\$1,490,000
Existing Bus Stop Improvements	\$1,266,000
New Bus Stop Development	\$1,477,000
Fixed Route Vehicle Purchases (10 replacement and 3 expansion)	\$10,647,000
ADA Accessible and Service Vehicles (4 ADA and 5 service)	\$717,000
FY2027	
Existing Bus Stop Improvements	\$1,316,000
New Bus Stop Development	\$681,000
Enhanced Transfer Point Development (2 sites)	\$567,000
Fixed Route Vehicle Purchases (2 expansion)	\$1,688,000
ADA Accessible and Service Vehicles (5 ADA and 6 service)	\$919,000

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FY2028	
Gorman/I-40 Park and Ride Lot Construction	\$1,679,000
Existing Bus Stop Improvements	\$1,369,000
Fixed Route Vehicle Purchases (10 replacement and 4 expansion)	\$12,638,000
ADA Accessible and Service Vehicles (5 ADA and 6 service)	\$956,000
FY2029	
Triangle Town Center Transit Center (Planning and Design)	\$450,000
Enhanced Transfer Point Development (2 sites)	\$614,000
Existing Bus Stop Improvements	\$1,424,000
New Bus Stop Development	\$1,049,000
Fixed Route Vehicle Purchases (4 replacement)	\$3,585,000
ADA Accessible and Service Vehicles (5 ADA and 7 service)	\$1,051,000
FY2030	
Triangle Town Center Transit Center (Construction)	\$4,429,000
Enhanced Transfer Point Development (2 sites)	\$638,000
Existing Bus Stop Improvements	\$1,481,000
Fixed Route Vehicle Purchases (14 replacement)	\$13,286,000
ADA Accessible and Service Vehicles (5 ADA and 7 service)	\$1,0923,000
Total Investment FY2024 – FY2030	\$131,788,000

Source: Nelson\Nygaard Consulting Associates

Note: Costs were rounded up to the nearest 000s.

GoTriangle

GoTriangle provides regional transit service, which requires capital investments in transit centers, park and ride lots, enhanced transfer points, and bus stops. GoTriangle's capital program also includes the purchase of vehicles. Figure 20 shows the capital projects planned for GoTriangle; it includes projects for each year between FY2024 and FY2030.

There are a handful of characteristics that make GoTriangle's capital program unique.

- GoTriangle is developing two projects with regional significance – the Regional Transit Center (RTC) and a Bus Operations and Maintenance Facility. The cost of developing both facilities is shared with Durham and Orange counties.
- GoTriangle's capital program includes a credit to the Wake Bus Plan for funds “borrowed” by GoTriangle against a federal grant to advance construction on the Raleigh Union Station Bus Facility (RUS Bus). The credits amount to \$10,910,000 and will be paid to the Wake Transit Plan in four equal installments between FY2025 and FY2028.
- The cost for GoTriangle to develop a bus stop is higher as compared with the other transit agencies because the longer distance and regional nature of its services means

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some bus stops will be located along major arterials. These bus stops require bus pull-outs and safe street crossing infrastructure.

GoTriangle's capital program over the seven-year period amounts to \$68.3 million, inclusive of \$48.1 million in capital projects, plus \$20.2m to support the purchase of 24 buses (20 replacement and four expansion).

Figure 20 GoTriangle Year-by-Year Capital Program

Capital Investments	Estimated Costs
FY2024	
Regional Transit Center	\$4,900,000
Expansion of Bus Operations and Maintenance Facility	\$1,930,000
Park and Ride Lot Updates	\$355,000
Existing Bus Stop Improvements	\$293,000
Fixed Route Vehicle Purchases (2 replacement)	\$1,500,000
FY2025	
Regional Transit Center	\$9,800,000
Expansion of Bus Operations and Maintenance Facility	\$13,078,000
RUS Bus Credit to Wake Transit Plan	(\$2,215,000)
Park and Ride Lot Updates	\$57,000
Wendell Mobility Hub (planning and design)	\$191,000
Existing Bus Stop Improvements	\$305,000
New Bus Stop Development	\$2,878,200
Fixed Route Vehicle Purchases (3 replacement, 2 expansion)	\$3,900,000
FY2026	
Regional Transit Center	\$4,900,000
Expansion of Bus Operations and Maintenance Facility	\$8,718,000
RUS Bus Credit to Wake Transit Plan	(\$2,215,000)
Wendell Mobility Hub (construction)	\$792,000
Existing Bus Stop Improvements	\$317,000
Fixed Route Vehicle Purchases (3 replacement, 2 expansion)	\$4,056,000
FY2027	
RUS Bus Credit to Wake Transit Plan	(\$2,215,000)
Park and Ride Lot Updates	\$62,000
Existing Bus Stop Improvements	\$329,000
Fixed Route Vehicle Purchases (3 replacement)	\$2,531,000
FY2028	
RUS Bus Credit to Wake Transit Plan	(\$2,215,000)

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Existing Bus Stop Improvements	\$343,000
Fixed Route Vehicle Purchases (3 replacement)	\$2,633,000
FY2029	
Existing Bus Stop Improvements	\$356,000
Fixed Route Vehicle Purchases (3 replacement)	\$2,738,000
FY2030	
Existing Bus Stop Improvements	\$371,000
Fixed Route Vehicle Purchases (3 replacement)	\$2,847,000
Wake Forest Park and Ride Lot development	\$3,500,000
Total Investment FY2024 – FY2030	\$68,320,000
Beyond Fiscal Year 2030/Not Funded in the FY2025-2030 Wake Bus Plan	
540 Park and Ride between Falls of Neuse Rd and Creedmoor Rd – Design, Land Acquisition, and Construction (funding needed at least three years before NRX service begins)	

Source: Nelson\Nygaard Consulting Associates

Unassigned Projects

The Wake Bus Plan capital program includes a handful of capital projects (vehicle purchases) that were identified as part of the multi-year service plan, but were not assigned to a project sponsor. These investments reflect the purchase of ADA vehicles including eight expansion vehicles and 14 replacement vehicles. The purchase of these vehicles is estimated at \$2.5 million (assumes three vehicles per year).

4 Financial Plan

The FY2025-2030 multi-year service and capital recommendations reflect the funding projections estimated in the Wake Transit Plan Financial Model. The project team developed the schedule of projects based on a moderate revenue growth scenario. The recommended slate of investments includes elements beyond fixed route service and capital projects, such as ADA paratransit, facility operations and maintenance, and vehicle acquisition.

BUS OPERATIONS

Bus operations costs consist of three components: expansion bus service, ADA paratransit service expansion, and facility operating and maintenance costs (see Figure 21). Operating costs were estimated based on FY2023 dollars and inflated by 2.5% each year.

Figure 21 Wake Bus Plan Bus Operating Costs by Service Type by Year

(in \$,000's)	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Expansion Bus and Microtransit Service	\$22,854	\$27,551	\$31,869	\$36,520	\$40,029	\$44,218	\$44,437
ADA Paratransit Service	\$2,543	\$4,133	\$4,780	\$5,478	\$6,004	\$6,633	\$6,666
Facility Operating and Maintenance (O&M) Costs	\$629	\$1,307	\$1,740	\$2,285	\$2,605	\$3,031	\$3,048
Total Bus Operations Related	\$26,026	\$32,991	\$38,389	\$44,283	\$48,638	\$53,882	\$54,151

Source: Nelson\Nygaard Consulting Associates

Expansion Bus and Microtransit Service

The expansion bus and microtransit service category includes the costs of new bus service above that which was provided by transit agencies prior to the approval of the 2016 Wake Transit Plan. This category includes new bus routes implemented with Wake Transit funding between FY2018 and FY2023 and new bus service projects recommended in this plan (discussed in Chapter 2). Expansion service costs were calculated based on the operating cost per revenue hour by provider in Figure 21.

Figure 22 Operating Cost per Hour by Provider

Provider	Operating Cost per Hour (FY2023\$)
GoCary	\$108.28 (includes vehicles)
GoRaleigh	\$109.33
GoTriangle	\$143.50
Microtransit	\$60.00

Source: GoCary, City of Raleigh, GoTriangle, GoWake ACCESS

These costs are subject to change, as inflation and labor costs can be highly variable.

ADA Paratransit Service

Expanding fixed-route service typically requires an expansion of complementary ADA paratransit service, due to the increased geographic coverage, increased spans of service, and the network effects of having a more comprehensive transit network. Not every fixed route project will increase the need for ADA paratransit; for example, frequency increases in downtown Raleigh will likely not increase paratransit ridership as the area is already covered by ADA service. However, the project team has found that cost of ADA expansion service has totaled about 10% of fixed route expansion costs since the start of the Wake Transit Plan. For the purposes of the Wake Bus Plan Update, the financial model has allocated 15% of expansion service costs to ADA expansion service each year. This is a conservative estimate following the trends of paratransit costs rising faster than fixed route costs, partially due to changing population and demographics.

Facility Operating and Maintenance (O&M) Costs

In addition to funding for passenger and maintenance facilities and vehicles, the Recommended FY2025-2030 Wake Bus Plan also includes resources to maintain these investments. These costs are not assigned to individual operators so that these funds can be allocated to the most appropriate project sponsors during the annual Wake Transit Work Plan process. The costs are based on the number of individual capital projects (bus stops, park and ride lots, etc.).

Funding allocated in the operating and maintenance category is designed to support the ongoing operations and maintenance of the Wake Bus Plan capital projects. For many projects, costs are relatively low and allocated to support cleaning and trash removal efforts. The project team used data provided by transit operators in Wake County to estimate future maintenance costs. Future iterations of the Wake Bus Plan will updated these numbers as transit operators and community partners gain experience maintaining a growing number of bus stops and passenger facilities.

Most of the operations and maintenance funding is programed to support staffing costs at a handful of Transit Centers (Raleigh Union Station Bus Facility, Cary Multimodal Facility, and the Regional Transit Center). Most of these transit centers do not yet exist and staffing levels have not been determined. As a result, the Wake Bus Plan broadly estimated costs, assuming the facilities would be staffed with 15 to 18 hours of coverage, potentially with one staff for a long period of time, or multiple staff for a shorter period. Staff time was calculated with the assumption that facilities are open 365 days per year and using an average hourly rate of \$75 per hour per staff person. Wages were inflated at a rate of 2.5% per year. Using these parameters, the Wake Bus Plan estimated O&M costs at \$14.6 million over the seven-year period.

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NOTE: As the Raleigh Union Station Bus Facility moves from final design to operations, GoTriangle will be developing a Staffing Plan; results from this plan are expected to adjust the estimated O&M costs.

BUS CAPITAL EXPENSES

The Recommended FY2025-2030 Wake Bus Plan includes capital investments to support ongoing expansion of the Wake Transit bus network (discussed in Chapter 3). While the service program reflects a steady stream of investments, the capital program is not linear and instead, is influenced by large periodic purchases. In total, the Wake Bus Plan programmed \$293 million worth of capital investments between FY2024 and FY2030.

Figure 23 Wake Bus Plan Capital Funding (Infrastructure and Vehicles) by Year

(in \$,000's)	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Bus Infrastructure (excl. Technology)	\$55,688	\$115,412	\$20,949	\$956	\$1,399	\$4,125	\$10,660
Fixed-Route Vehicle Acquisition	\$3,570	\$14,804	\$14,702	\$4,218	\$15,270	\$6,322	\$16,133
ADA and Service Vehicle Acquisition	\$937	\$926	\$1,064	\$1,280	\$1,331	\$1,441	\$1,499
Total Bus Capital Related	\$60,375	\$131,151	\$36,715	\$6,454	\$18,000	\$11,888	\$28,293

Source: Nelson\Nygaard Consulting Associates

Appendices

The Recommended FY2025-2030 Wake Bus Plan appendices are as follows:

- **Appendix A:** Regional Service Assessment – in four parts
 - **Appendix A1:** Regional Market Analysis
 - **Appendix A2:** Route Performance Review
 - **Appendix A3:** COVID-19 Impact Analysis
 - **Appendix A4:** Wake County & Regional Gap Analysis
- **Appendix B:** Service Projects Prioritization
- **Appendix C:** GoCary Short Range Transit Plan
- **Appendix D:** GoRaleigh Short Range Transit Plan
- **Appendix E:** GoTriangle Short Range Transit Plan (Wake County)