

ATTACHMENT B

FY2025 Quarter 2 Wake Transit Work Plan Amendment Request Packet

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ATTACHMENT B

WAKE COUNTY TRANSIT PLAN: IMPLEMENTATION

From: Steven Mott, Senior Wake Transit Planner, Capital Area MPO

To: Wake County Transit Planning Advisory Committee (TPAC)

Date: 10/1/2025

Re: Summary of Requested FY 2025 2nd Quarter Work Plan Amendments

Five amendments to the fiscal year (FY) 2025 or a prior year Wake Transit Work Plan have been requested by CAMPO, GoTriangle, the Town of Morrisville, the Town of Wake Forest, and Wake County for consideration by the TPAC in the 2nd quarter of FY 2025. The amendments were reviewed by CAMPO staff to determine the appropriate amendment type classifications (major versus minor) as outlined in the Wake Transit Work Plan Amendment Policy. Four amendment requests were categorized as Major Amendments for the two following reasons:

- 1) Amendment request involves a significant change in scope;
- 2) Amendment request involves a project requested to be removed from a Work Plan;
- 3) Amendment request involves a project requested to be added to the Work Plan;
- 4) Amendment request involves a financial impact requiring a change in budgeted reserves or fund balance.

The other one (1) amendment request falls into the 'Minor Amendment' category.

The amendment requests were released for public comment between September 3, 2024, and October 4, 2024. Three (3) public comments as of 1:27pm on October 2, 2024, relevant to the amendment requests were received in response to the amendment requests.

Attached to this memorandum are the following:

- Proposed FY 2025 Q2 Amendment List (released for public comment) and Completed Amendment Request Forms
- Financial Scope and Disposition
- Program Development Subcommittee Disposition Memo and Voting Record
- Engagement Summary for FY2025 Q2 Amendments

A scope and financial disposition for the amendment requests was developed by the Program Development Subcommittee and unanimously recommended to the TPAC at its meeting held on September 24th, with the following findings:

- The proposed expanded Saturday service for the Morrisville Smart Shuttle is appropriate;
- The proposed consolidation of Vehicle Rental Tax mediation funds from separate CAMPO and GoTriangle projects to be allocated into a single operating project under Wake County for expenses totaling \$50,000 (\$25,000 from each respective project) to reduce administrative burden is appropriate;
- The removal of three quarters of funding allocation for the Wake Forest Loop: Reverse Circulator, which ceased operation at the end of September 2024, is appropriate;
- The proposed change in budget to add \$50,000 in Wake Transit funding is appropriate to support the collaboration of regional partners in the participation of a regional rail implementation study. The CAMPO share of the study cost will be covered by Wake Transit;

ATTACHMENT B

WAKE COUNTY TRANSIT PLAN: IMPLEMENTATION

- The proposed change in budget to add \$218,750 in Wake Transit funding is appropriate to allow for the purchasing of 16 Plug-in Hybrid Electric Vehicles (PHEVs) for GoTriangle's Operations, Operations Supervision, and Maintenance. This is a non-federal match where the cost split is as follows: GoTriangle/Federal - 76%, Wake 17%, Durham & Orange 7%.

Following the PD meeting, CAMPO decided to withdraw their proposed amendment to add \$50,000 in Wake Transit funding for the Regional Rail Implementation Study and will instead fund the Study with MPO funds. This will result in a revision to the net financial impact of the amendments to Wake Transit Financial Plan, changing the net decrease in FY25 funding from \$50,135 to a net decrease of \$100,135.

FY 2025, Quarter 2, Requested Wake Transit Work Plan Amendments

REQUESTED MAJOR/MINOR AMENDMENTS

Project ID #	Agency	Project Title	FY 24 Original Funding Allocation	FY 25 Original Funding Allocation	FY 25 Requested Funding Allocation	FY 25 Funding Impact	Reason for Major/Minor Amendment Status
Operating Budget Amendment Requests							
TO005-BG	Town of Morrisville	Morrisville Smart Shuttle	\$ 375,012	\$ 392,804	\$ 402,814	\$ 10,010	Major Amendment: Morrisville is requesting 1/2 year of funding for expanded Saturday service, with this cost annualizing in future years. The expectation is this additional vehicle relieves well known and established capacity issues on Saturdays. Morrisville expects "seat unavailable" messages, the measure of demand/capacity, to decrease following the additional shuttle going into service. The requested FY26 impact is \$20,521.
TBD	Wake County	Vehicle Rental Tax Mediation Expenses	\$ -	\$ 50,000	\$ -	\$ -	Minor Amendment: This amendment consolidates the expenses into one project and makes Wake County the sole sponsor agency to simplify administration of the mediation expenses. Mediation expenses to support the Wake Transit Conference Committee's efforts to resolve the Significant Concerns issued by CAMPO and Wake County related to Vehicle Rental Tax Distributions were included in the FY2025 Work Plan recommended by TPAC on July 18, 2025 and in the Work Plan adopted by the GoTriangle Board on August 7, 2025. Expenses were initially split into two projects (TO002-AY and TO002-C) in the Work Plan. There is no anticipated impact to FY26.
TO005-AA	Town of Wake Forest	Wake Forest Loop: Reverse Circulator	\$ 415,457	\$ 425,180	\$ (318,885)	\$ (318,885)	Major Amendment: The Town of Wake Forest requests to remove the Wake Forest Loop: Reverse Circulator operating project from the Wake Transit Work Plan. The Wake Forest Loop: Reverse Circulator will suspend operations after September 30, 2024. Therefore, an amount equivalent to 3 quarters of operating costs is requested to be unassigned
Total Operating Funding Impact						\$ (308,875)	

Capital Budget Amendment Requests

Project ID #	Agency	Project Title	Original Funding Allocation	Requested Funding Allocation	Funding Impact	Reason for Major/Minor Amendment Status
TBD	CAMPO	Regional Rail Implementation Study Participation	\$ -	\$ 50,000	\$ 50,000	<p>Major Amendment: As a result of recent work by the CAMPO and DCHC MPO Rail Subcommittees, the two MPO's will collaborate on a strategic rail study to explore an implementation strategy that will move the region closer to delivering increased frequency passenger rail, including developing a vision for future passenger rail services. The study will identify TIP projects and planning efforts that are in place, and will develop a strategy for targeting investment through the County transit plans, the SPOT process, and grant opportunities to facilitate the implementation of infrastructure projects that can be used to leverage other funds or otherwise further delivery of the passenger rail goals of the region. The CAMPO share of the study cost will be provided by Wake Transit. There is no requested impact to FY26.</p>
TBD	GoTriangle	GoTriangle PHEV Operations Support Vehicles	\$ -	\$ 218,750	\$ 218,750	<p>Major Amendment: GoTriangle is requesting a non-federal match to purchase 16 Plug-in Hybrid Electric Vehicles for Operations, Operations Supervision and Maintenance. These vehicles are necessary to support the sustainable delivery and quality of transit-plan funded GoTriangle expansion services that necessitate additional usage of support vehicles (vehicle miles) for Operations / Road supervision, Operator positioning / relief, and maintenance activities. Cost Split: GoTriangle/Federal - 76%, Wake 17%, Durham+Orange 7%. There is no requested impact to FY26.</p>
Total Capital Funding Impact					\$ 268,750	

Distributed for Public Comment on 09/03/2024

Public Comments Accepted Through 10/04/2023

Submit all comments to Steven Mott, Senior Wake Transit Planner - steven.mott@campo-nc.us

Wake Transit Project ID #
TO005-BG

FY 2025
Wake Transit Work Plan
Project Amendment Request Form
Operating and/or Capital

FY START DATE
7/1/2024

Type of Amendment **Minor** **Major**

Minor Amendments:

- a. An amendment that requires a transfer between budget ordinance appropriations but requires less than a 20% change to a project appropriation for projects equal to or less than \$500,000;
- b. Changes to any adopted financial assumptions supporting the applicable Work Plan;
- c. Changes to periods of performance for project funding agreements tying to capital project funding allocations for implementation elements in the applicable Work Plan;
- d. Changes in reporting requirements for performance on implementation elements authorized in the applicable Work Plan;
- e. Changes in scope for implementation elements programmed in future fiscal years;
- f. Changes in funding amounts for implementation elements programmed in future fiscal years;
- g. Any amendment that requires a transfer of funds between or among implementation elements in separate funding subcategories (i.e., bus stop improvements, maintenance facility improvements, park-and-ride improvements, and transit center/transfer point improvements) within the bus infrastructure funding category in the applicable Work Plan; and
- h. Any other change that does not meet any of the criteria of a Major Amendment.

Major Amendments are required when:

- a. A project requested to be added to the Work Plan
- b. A project requested to be removed from the Work Plan
- c. Significant changes in scope of funded project
- d. A transfer between budget ordinance appropriations that requires equal to or greater than a 20% change to a project appropriation for projects greater than \$500,000
- e. A transfer between budget ordinance appropriations that requires equal to or greater than a \$100,000 change to a project appropriation for projects less than \$500,000
- f. Any change that requires a change in budgeted reserves or fund balance

These definitions are based on the Wake Transit Work Plan Amendment Policy Update (Draft 2023), which gives more clarity to the definitions without changing their meaning. The Amendment Policy Update has been approved by the TPAC and will go to the Wake Transit Governing Boards in the Fall of Calendar Year 2023.

New/Amended Project Name	Requesting Agency	Project Contact	Estimated Operating Cost	
			Base Year	
Morrisville Smart Shuttle (No Change)	Town of Morrisville	Caleb Allred	\$	20,020
		svillenc.gov 9194636923	Recurring	\$ 131,541
Estimated Start Date	Estimated Completion	Notes	Estimated Capital Cost	
1/1/2025	NA		Base Year	\$ -
			Cumulative	\$ -
Project Description	Enter below a summary of the project amendment and impact on approved plan.			
The Morrisville Smart Shuttle offers on-demand service via the service's mobile app. When the app doesn't think it can (1) pick up the rider within an hour, or (2) picking up the rider will delay the existing queue longer than 20 minutes it will give the rider a message suggesting the vehicle is at capacity and to try again later. The Town of Morrisville has used this data point to inform capacity, with the understanding that lower "seat unavailable" messages indicate more service capacity, and higher messages mean less capacity. Through research the Town has concluded having this messaging occur less than 8% of the time is ideal.				
1. Enter Wake Transit Project ID(s) to Increase				

Project ID	Project	Appropriation Category	Amount	Recurring Amount	Notes
TO005-BG	Morrisville Smart Shuttle	Community Funding Area	\$ 10,010	\$ 10,010	The request is to add an additional 8 revenue hours, (7 service hours, 1 deadhead hour) for Saturdays beginning in January 2025.
TOTAL			\$ 10,010	\$ 10,010	

2. Wake Transit Project ID(s) to Reduce					
Project ID	Project	Appropriation Category	Amount	Recurring Amount	Notes
TOTAL			\$ -	\$ -	

3. Impact on Transit Plan Project Costs			
From above, indicate whether amounts impact operating or capital budgets in Wake Transit Plan.	Estimated Operating Cost	Current Year	\$ 402,814
		Recurring	\$ 402,814
	Estimated Capital Cost	Base Year	\$ -
		Cumulative	\$ -

Project Justification / Business Case Provide responses to EACH of the questions below. Answer the questions as thoroughly as possible. Enter Non-Applicable (N/A) as appropriate.

4. Is this New/Amended project Operating, Capital or Both? Operating Capital Both

5. What is the timeframe for the request? Are you requesting a full year of funds or a partial year to be annualized in future fiscal years?

Morrisville is requesting 1/2 year of funding for expanded Saturday service, with this cost annualizing in future years.

6. What is the expected outcome(s) if this request is funded? What is the alternative if the request is not funded?

The expectation is this additional vehicle relieves well known and established capacity issues on Saturdays. Morrisville expects "seat unavailable" messages, the measure of demand/capacity, to decrease following the additional shuttle going into service.

7. In the spring of 2019, the TPAC endorsed a set of reporting deliverables for various categories of Wake Transit Work Plan projects. A listing of these reporting deliverables by category is available here:

[Wake Transit Work Plan Project Reporting Deliverables](#)

If reporting deliverables are not already established for the category of the amended/requested project, or if there is a need to deviate from the TPAC-endorsed reporting deliverables, please list the reporting deliverables that should be considered for this project below:

- a)
- b)
- c)

8. Does the amendment request involve new acquisition of real property or a change to the scope or funding amount for a prior approved funding allocation for real property acquisition? If so, please refer to the adopted Policy Framework for Use of Wake Transit Funds to Acquire Real Property (available below) and submit the requested information outlined in Part III of the policy in a separate document if the subject real property acquisition meets the applicability thresholds outlined in Part II of the policy.

[Policy Framework for Use of Wake Transit Funds to Acquire Real Property](#)

9. List any other relevant information not addressed.

10. Please enter estimated appropriations below that will support expenses identified above. Enter FY 2024 and the estimated annualized cost in FY 2025 using the 2.5% growth factor, if applicable. The spreadsheet will calculate 2025 and beyond by 2.5%. If your project is not expected to have recurring costs in FY 2025 and/or beyond, delete the calculation(s) in columns E-I.

Cost Break Down of Project Request							
OPERATING COSTS	FY25	FY26	FY27	FY28	FY29	FY30	FY31
Growth Factors		2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Salary & Fringes			-	-	-	-	-
Contracts			-	-	-	-	-
Bus Operations:							
Estimated Hours	182	182	182	182	182	182	182
Cost per Hour	110	113	116	119	122	125	128
Estimated Operating Cost	20,020	20,521	21,112	21,658	22,204	22,750	23,296
Bus Leases			-	-	-	-	-
Park & Ride Lease			-	-	-	-	-
Other			-	-	-	-	-
Other			-	-	-	-	-
Subtotal: Bus Operations	20,020	20,521	21,112	21,658	22,204	22,750	23,296
Other: Administrative							
Other: Database Hosting			-	-	-	-	-
Other: Supplies and Materials			-	-	-	-	-
TOTAL OPERATING COSTS	\$ 20,020.00	\$ 20,520.50	\$ 21,112.00	\$ 21,658.00	\$ 22,204.00	\$ 22,750.00	\$ 23,296.00

11. Please enter estimated appropriations to support contractual commitments and other expenses related to proposed capital projects identified above.

CAPITAL COSTS	FY25	FY26	FY27	FY28	FY29	FY30	FY31
Planning	-	-	-	-	-	-	-

Design	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-
Right of Way / Land Acquisition	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-
TOTAL CAPITAL COSTS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

CAPITAL CONTRIBUTIONS	FY25	FY26	FY27	FY28	FY29	FY30	FY31
Grant Contribution	-	-	-	-	-	-	-
Project Sponsor Contribution	-	-	-	-	-	-	-
Wake Transit Requested	-	-	-	-	-	-	-
TOTAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Assumptions for Costs and Revenues Above:

12. Please state any assumption(s) used to calculate the capital and operating dollars and revenues shown above.

We will be running one additional shuttle from 1pm-7pm on Saturdays with 30 minutes of deadhead before and after the vehicle's "shift" to allow it to go to/from the GoCary garage. This is intended to match the second shuttle's hours during the week. The Town has budgeted to begin service in January. There are 26 Saturdays from January '25 to June '25, and we are charged \$110 per hour by GoCary. $7(\text{hours}) * 26(\text{Saturdays}) * 110(\text{hourly rate}) = 20,020(\text{total cost})$.

Wake Transit Project ID #
T0002-AY T0002-C NEW

FY 2025
Wake Transit Work Plan
Project Amendment Request Form
Operating and/or Capital

FY START DATE
7/1/2024

Type of Amendment **Minor** **Major**

Minor Amendments:

- a. An amendment that requires a transfer between budget ordinance appropriations but requires less than a 20% change to a project appropriation for projects equal to or less than \$500,000;
- b. Changes to any adopted financial assumptions supporting the applicable Work Plan;
- c. Changes to periods of performance for project funding agreements tying to capital project funding allocations for implementation elements in the applicable Work Plan;
- d. Changes in reporting requirements for performance on implementation elements authorized in the applicable Work Plan;
- e. Changes in scope for implementation elements programmed in future fiscal years;
- f. Changes in funding amounts for implementation elements programmed in future fiscal years;
- g. Any amendment that requires a transfer of funds between or among implementation elements in separate funding subcategories (i.e., bus stop improvements, maintenance facility improvements, park-and-ride improvements, and transit center/transfer point improvements) within the bus infrastructure funding category in the applicable Work Plan; and
- h. Any other change that does not meet any of the criteria of a Major Amendment.

Major Amendments are required when:

- a. A project requested to be added to the Work Plan
- b. A project requested to be removed from the Work Plan
- c. Significant changes in scope of funded project
- d. A transfer between budget ordinance appropriations that requires equal to or greater than a 20% change to a project appropriation for projects greater than \$500,000
- e. A transfer between budget ordinance appropriations that requires equal to or greater than a \$100,000 change to a project appropriation for projects less than \$500,000
- f. Any change that requires a change in budgeted reserves or fund balance

These definitions are based on the Wake Transit Work Plan Amendment Policy Update (Draft 2023), which gives more clarity to the definitions without changing their meaning. The Amendment Policy Update has been approved by the TPAC and will go to the Wake Transit Governing Boards in the Fall of Calendar Year 2023.

New/Amended Project Name	Requesting Agency	Project Contact	Estimated Operating Cost	
Vehicle Rental Tax Mediation Expenses	Wake County	Michael James	Base Year	\$ 50,000
			Recurring	\$ -
Estimated Start Date	Estimated Completion	Notes	Estimated Capital Cost	
8/30/2024	4/1/2025	Moving \$25,000 budgeted in T0002-AY and \$25,000 budgeted in T0002-C to a new project sponsored by Wake County.	Base Year	\$ -
			Cumulative	\$ -
Project Description	Enter below a summary of the project amendment and impact on approved plan.			
This amendment consolidates the expenses into one project and makes Wake County the sole sponsor agency to simplify administration of the mediation expenses.				
Mediation expenses to support the Wake Transit Conference Committee's efforts to resolve the Significant Concerns issued by CAMPO and Wake County related to Vehicle Rental Tax Distributions were included in the FY2025 Work Plan recommended by TPAC on July 18, 2025 and in the Work Plan adopted by the GoTriangle Board on August 7, 2025. Expenses were initially split into two projects (T0002-AY and T0002-C) in the Work Plan.				

1. Enter Wake Transit Project ID(s) to Increase

Project ID	Project	Appropriation Category	Amount	Recurring Amount	Notes
NEW/TBD	Vehicle Rental Tax Mediation	Transit Plan Administration	\$ 50,000	\$ -	
TOTAL			\$ 50,000	\$ -	

2. Wake Transit Project ID(s) to Reduce

Project ID	Project	Appropriation Category	Amount	Recurring Amount	Notes
T0002-AY T0002-C	Transit Plan Administration - Administrative Expenses	Transit Plan Administration	\$ (50,000)		Reduce each project by \$25,000
TOTAL			\$ (50,000)	\$ -	

3. Impact on Transit Plan Project Costs

From above, indicate whether amounts impact operating or capital budgets in Wake Transit Plan.	Estimated Operating Cost	Current Year	\$ -
		Recurring	\$ -
	Estimated Capital Cost	Base Year	\$ -
		Cumulative	\$ -

Project Justification / Business Case Provide responses to EACH of the questions below. Answer the questions as thoroughly as possible. Enter Non-Applicable (N/A) as appropriate.

4. Is this New/Amended project Operating, Capital or Both? **Operating** **Capital** **Both**

5. What is the timeframe for the request? Are you requesting a full year of funds or a partial year to be annualized in future fiscal years?

Full year, one-time only for FY25. Impact of this amendment is net zero to the Wake Transit plan as it simply consolidates funding from multiple projects into a single project.

6. What is the expected outcome(s) if this request is funded? What is the alternative if the request is not funded?

Potential long-term guidance from the Wake Transit Conference Committee to TPAC on the portion of Vehicle Rental Tax allocated to the Wake Transit Plan

7. In the spring of 2019, the TPAC endorsed a set of reporting deliverables for various categories of Wake Transit Work Plan projects. A listing of these reporting deliverables by category is available here:

[Wake Transit Work Plan Project Reporting Deliverables](#)

If reporting deliverables are not already established for the category of the amended/requested project, or if there is a need to deviate from the TPAC-endorsed reporting deliverables, please list the reporting deliverables that should be considered for this project below:

a)	Date contract executed with mediator
b)	Dates and number of hours of mediation meetings
c)	Date of mediation completion

8. Does the amendment request involve new acquisition of real property or a change to the scope or funding amount for a prior approved funding allocation for real property acquisition? If so, please refer to the adopted Policy Framework for Use of Wake Transit Funds to Acquire Real Property (available below) and submit the requested information outlined in Part III of the policy in a separate document if the subject real property acquisition meets the applicability thresholds outlined in Part II of the policy.

[Policy Framework for Use of Wake Transit Funds to Acquire Real Property](#)

9. List any other relevant information not addressed.

10. Please enter estimated appropriations below that will support expenses identified above. Enter FY 2024 and the estimated annualized cost in FY 2025 using the 2.5% growth factor, if applicable. The spreadsheet will calculate 2025 and beyond by 2.5%. If your project is not expected to have recurring costs in FY 2025 and/or beyond, delete the calculation(s) in columns E-I.

Cost Break Down of Project Request							
OPERATING COSTS	FY25	FY26	FY27	FY28	FY29	FY30	FY31
Growth Factors		2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Salary & Fringes			-	-	-	-	-
Contracts	50,000		-	-	-	-	-
Bus Operations:							
Estimated Hours			-	-	-	-	-
Cost per Hour			-	-	-	-	-
Estimated Operating Cost	-	-	-	-	-	-	-
Bus Leases			-	-	-	-	-
Park & Ride Lease			-	-	-	-	-
Other			-	-	-	-	-
Other			-	-	-	-	-
Subtotal: Bus Operations	-	-	-	-	-	-	-
Other: Administrative	-						
Other: Database Hosting			-	-	-	-	-
Other: Supplies and Materials			-	-	-	-	-
TOTAL OPERATING COSTS	\$ 50,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

11. Please enter estimated appropriations to support contractual commitments and other expenses related to proposed capital projects identified above.

CAPITAL COSTS	FY25	FY26	FY27	FY28	FY29	FY30	FY31
Planning	-	-	-	-	-	-	-
Design	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-
Right of Way / Land Acquisition	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-
TOTAL CAPITAL COSTS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

CAPITAL CONTRIBUTIONS	FY25	FY26	FY27	FY28	FY29	FY30	FY31
Grant Contribution	-	-	-	-	-	-	-
Project Sponsor Contribution	-	-	-	-	-	-	-
Wake Transit Requested	-	-	-	-	-	-	-

TOTAL	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
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Assumptions for Costs and Revenues Above:

12. Please state any assumption(s) used to calculate the capital and operating dollars and revenues shown above.

\$50,000 is anticipated to be more than sufficient to cover multiple mediation sessions involving the ILA parties.

Wake Transit Project ID #
TO005-AA

FY 2025
Wake Transit Work Plan
Project Amendment Request Form
Operating and/or Capital

FY START DATE
7/1/2024

Type of Amendment Minor Major

Minor Amendments:

- a. An amendment that requires a transfer between budget ordinance appropriations but requires less than a 20% change to a project appropriation for projects equal to or less than \$500,000;
- b. Changes to any adopted financial assumptions supporting the applicable Work Plan;
- c. Changes to periods of performance for project funding agreements tying to capital project funding allocations for implementation elements in the applicable Work Plan;
- d. Changes in reporting requirements for performance on implementation elements authorized in the applicable Work Plan;
- e. Changes in scope for implementation elements programmed in future fiscal years;
- f. Changes in funding amounts for implementation elements programmed in future fiscal years;
- g. Any amendment that requires a transfer of funds between or among implementation elements in separate funding subcategories (i.e., bus stop improvements, maintenance facility improvements, park-and-ride improvements, and transit center/transfer point improvements) within the bus infrastructure funding category in the applicable Work Plan; and
- h. Any other change that does not meet any of the criteria of a Major Amendment.

Major Amendments are required when:

- a. A project requested to be added to the Work Plan
- b. A project requested to be removed from the Work Plan
- c. Significant changes in scope of funded project
- d. A transfer between budget ordinance appropriations that requires equal to or greater than a 20% change to a project appropriation for projects greater than \$500,000
- e. A transfer between budget ordinance appropriations that requires equal to or greater than a \$100,000 change to a project appropriation for projects less than \$500,000
- f. Any change that requires a change in budgeted reserves or fund balance

These definitions are based on the Wake Transit Work Plan Amendment Policy Update (Draft 2023), which gives more clarity to the definitions without changing their meaning. The Amendment Policy Update has been approved by the TPAC and will go to the Wake Transit Governing Boards in the Fall of Calendar Year 2023.

New/Amended Project Name	Requesting Agency	Project Contact	Estimated Operating Cost	
Wake Forest Loop: Reverse Circulator	Town of Wake Forest	Emma Linn	Base Year	\$ 425,180
		elinn@wakeforestnc.gov	Recurring	\$ -
Estimated Start Date	Estimated Completion	Notes	Estimated Capital Cost	
9/30/2024	9/30/2024	Request to suspend the Wake Forest Loop: Reverse Circulator Service	Base Year	\$ -
			Cumulative	\$ -

Project Description Enter below a summary of the project amendment and impact on approved plan.

The Town of Wake Forest requests to remove the Wake Forest Loop: Reverse Circulator operating project from the Wake Transit Work Plan. This will unencumber the current funding amount of \$425,180 that is currently allocated to this project. Beginning October 2024, the Town will launch a townwide microtransit service. This service will also include the operating area in the City of Raleigh in which the Wake Forest Loop currently operates.

1. Enter Wake Transit Project ID(s) to Increase

Project ID	Project	Appropriation Category	Amount	Recurring Amount	Notes
TOTAL			\$ -	\$ -	

2. Wake Transit Project ID(s) to Reduce

Project ID	Project	Appropriation Category	Amount	Recurring Amount	Notes
TO005-AA	Wake Forest Loop: Reverse Circulator	Operating	\$ 318,885	\$ -	Request to suspend the operation of the Wake Forest Loop: Reverse Circulator. The Wake Forest Loop: Reverse Circulator will suspend operations after September 30, 2024. Therefore, an amount equivalent to 3 quarters of operating costs is requested to
TOTAL			\$ 318,885	\$ -	

3. Impact on Transit Plan Project Costs

From above, indicate whether amounts impact operating or capital budgets in Wake Transit Plan.	Estimated Operating Cost	Current Year	\$ -
		Recurring	\$ -
Estimated Capital Cost	Base Year	\$ -	
	Cumulative	\$ -	

Project Justification / Business Case Provide responses to EACH of the questions below. Answer the questions as thoroughly as possible. Enter Non-Applicable (N/A) as appropriate.

4. Is this New/Amended project Operating, Capital or Both? Operating Capital Both

5. What is the timeframe for the request? Are you requesting a full year of funds or a partial year to be annualized in future fiscal years?

The request to be fulfilled by September 30, 2024. The request is to remove the Wake Forest Loop: Reverse Circulator from the FY25 Work Plan. No funds are being requested as a part of this amendment.

6. What is the expected outcome(s) if this request is funded? What is the alternative if the request is not funded?

There are no funds being requested as a part of the FY25 Work Plan Amendment. The Town of Wake Forest is requesting to suspend the Wake Forest Loop: Reverse Circulator and begin implementing a townwide microtransit service beginning October 2024. The microtransit service, in addition to the Wake Forest jurisdiction, will offer service in the Wakefield/Raleigh area.

7. In the spring of 2019, the TPAC endorsed a set of reporting deliverables for various categories of Wake Transit Work Plan projects. A listing of these reporting deliverables by category is available here:

[Wake Transit Work Plan Project Reporting Deliverables](#)

If reporting deliverables are not already established for the category of the amended/requested project, or if there is a need to deviate from the TPAC-endorsed reporting deliverables, please list the reporting deliverables that should be considered for this project below:

a)	n/a
b)	n/a
c)	n/a

8. Does the amendment request involve new acquisition of real property or a change to the scope or funding amount for a prior approved funding allocation for real property acquisition? If so, please refer to the adopted Policy Framework for Use of Wake Transit Funds to Acquire Real Property (available below) and submit the requested information outlined in Part III of the policy in a separate document if the subject real property acquisition meets the applicability thresholds outlined in Part II of the policy.

[Policy Framework for Use of Wake Transit Funds to Acquire Real Property](#)

9. List any other relevant information not addressed.

This FY25 Work Plan Amendment request is to suspend the Wake Forest Loop: Reverse Circulator bus service. This service will be replaced by a townwide on-demand microtransit service and will operate in the entire jurisdiction of the Town of Wake Forest and a portion of the City of Raleigh (Wakefield). The microtransit service is anticipated to launch on October 1st, 2024 following the suspension of the Wake Forest Loop service.

10. Please enter estimated appropriations below that will support expenses identified above. Enter FY 2024 and the estimated annualized cost in FY 2025 using the 2.5% growth factor, if applicable. The spreadsheet will calculate 2025 and beyond by 2.5%. If your project is not expected to have recurring costs in FY 2025 and/or beyond, delete the calculation(s) in columns E-I.

Cost Break Down of Project Request							
OPERATING COSTS	FY25	FY26	FY27	FY28	FY29	FY30	FY31
Growth Factors		2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Salary & Fringes			-	-	-	-	-
Contracts			-	-	-	-	-
Bus Operations:							
Estimated Hours			-	-	-	-	-
Cost per Hour			-	-	-	-	-
Estimated Operating Cost	-	-	-	-	-	-	-
Bus Leases			-	-	-	-	-
Park & Ride Lease			-	-	-	-	-
Other			-	-	-	-	-
Other			-	-	-	-	-
Subtotal: Bus Operations	-	-	-	-	-	-	-
Other: Administrative							
Other: Database Hosting			-	-	-	-	-
Other: Supplies and Materials			-	-	-	-	-
TOTAL OPERATING COSTS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

11. Please enter estimated appropriations to support contractual commitments and other expenses related to proposed capital projects identified above.

CAPITAL COSTS	FY25	FY26	FY27	FY28	FY29	FY30	FY31
Planning	-	-	-	-	-	-	-
Design	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-
Right of Way / Land Acquisition	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-
TOTAL CAPITAL COSTS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

CAPITAL CONTRIBUTIONS	FY25	FY26	FY27	FY28	FY29	FY30	FY31
Grant Contribution	-	-	-	-	-	-	-
Project Sponsor Contribution	-	-	-	-	-	-	-
Wake Transit Requested	-	-	-	-	-	-	-

TOTAL	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
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Assumptions for Costs and Revenues Above:

12. Please state any assumption(s) used to calculate the capital and operating dollars and revenues shown above.

Wake Transit Project ID #
NEW

FY 2025
Wake Transit Work Plan
Project Amendment Request Form
Operating and/or Capital

FY START DATE
7/1/2024

Type of Amendment Minor Major

Minor Amendments:

- a. An amendment that requires a transfer between budget ordinance appropriations but requires less than a 20% change to a project appropriation for projects equal to or less than \$500,000;
- b. Changes to any adopted financial assumptions supporting the applicable Work Plan;
- c. Changes to periods of performance for project funding agreements tying to capital project funding allocations for implementation elements in the applicable Work Plan;
- d. Changes in reporting requirements for performance on implementation elements authorized in the applicable Work Plan;
- e. Changes in scope for implementation elements programmed in future fiscal years;
- f. Changes in funding amounts for implementation elements programmed in future fiscal years;
- g. Any amendment that requires a transfer of funds between or among implementation elements in separate funding subcategories (i.e., bus stop improvements, maintenance facility improvements, park-and-ride improvements, and transit center/transfer point improvements) within the bus infrastructure funding category in the applicable Work Plan; and
- h. Any other change that does not meet any of the criteria of a Major Amendment.

Major Amendments are required when:

- a. A project requested to be added to the Work Plan
- b. A project requested to be removed from the Work Plan
- c. Significant changes in scope of funded project
- d. A transfer between budget ordinance appropriations that requires equal to or greater than a 20% change to a project appropriation for projects greater than \$500,000
- e. A transfer between budget ordinance appropriations that requires equal to or greater than a \$100,000 change to a project appropriation for projects less than \$500,000
- f. Any change that requires a change in budgeted reserves or fund balance

These definitions are based on the Wake Transit Work Plan Amendment Policy Update (Draft 2023), which gives more clarity to the definitions without changing their meaning. The Amendment Policy Update has been approved by the TPAC and will go to the Wake Transit Governing Boards in the Fall of Calendar Year 2023.

New/Amended Project Name	Requesting Agency	Project Contact	Estimated Operating Cost	
Regional Rail Implementation Study Participation	CAMPO	Ben Howell	Base Year	\$ -
		ben.howell@campo-nc.us	Recurring	\$ -
Estimated Start Date	Estimated Completion	Notes	Estimated Capital Cost	
10/1/2024	6/30/2025		Base Year	\$ 50,000
			Cumulative	\$ 50,000

Project Description Enter below a summary of the project amendment and impact on approved plan.

As a result of recent work by the CAMPO and DCHC MPO Rail Subcommittees, the two MPO's will collaborate on a strategic rail study to explore an implementation strategy that will move the region closer to delivering increased frequency passenger rail, including developing a vision for future passenger rail services. The study will identify TIP projects and planning efforts that are in place, and will develop a strategy for targeting investment through the County transit plans, the SPOT process, and grant opportunities to facilitate the implementation of infrastructure projects that can be used to leverage other funds or otherwise further delivery of the passenger rail goals of the region. The CAMPO share of the study cost will be provided by Wake Transit.

1. Enter Wake Transit Project ID(s) to Increase

Project ID	Project	Appropriation Category	Amount	Recurring Amount	Notes
TOTAL			\$ -	\$ -	

2. Wake Transit Project ID(s) to Reduce

Project ID	Project	Appropriation Category	Amount	Recurring Amount	Notes
NEW	Regional Rail Implementation Study Participation	Capital Planning	\$ 50,000	\$ -	One-time cost for FY2025.
TOTAL			\$ 50,000	\$ -	

3. Impact on Transit Plan Project Costs

From above, indicate whether amounts impact operating or capital budgets in Wake Transit Plan.	Estimated Operating Cost	Current Year	\$ -
		Recurring	\$ -
	Estimated Capital Cost	Base Year	\$ 50,000
		Cumulative	\$ 50,000

Project Justification / Business Case Provide responses to *EACH* of the questions below. Answer the questions as thoroughly as possible. Enter Non-Applicable (N/A) as appropriate.

4. Is this New/Amended project Operating, Capital or Both? Operating Capital Both

5. What is the timeframe for the request? Are you requesting a full year of funds or a partial year to be annualized in future fiscal years?

Requesting one-time funds for a capital planning project.

6. What is the expected outcome(s) if this request is funded? What is the alternative if the request is not funded?

If this request is funded, the two MPOs will be able to conduct the Study with participation from Wake Transit agencies and TPAC members. The Study will develop a strategy for targeting investment through the County transit plans, the SPOT process, and grant opportunities to facilitate the implementation of infrastructure projects that can be used to leverage other funds or otherwise further delivery of the passenger rail goals of the region. If the request is not funded, CAMPO will have to fund the cost of the Study through other means.

7. In the spring of 2019, the TPAC endorsed a set of reporting deliverables for various categories of Wake Transit Work Plan projects. A listing of these reporting deliverables by category is available here:

[Wake Transit Work Plan Project Reporting Deliverables](#)

If reporting deliverables are not already established for the category of the amended/requested project, or if there is a need to deviate from the TPAC-endorsed reporting deliverables, please list the reporting deliverables that should be considered for this project below:

- a)
- b)
- c)

8. Does the amendment request involve new acquisition of real property or a change to the scope or funding amount for a prior approved funding allocation for real property acquisition? If so, please refer to the adopted Policy Framework for Use of Wake Transit Funds to Acquire Real Property (available below) and submit the requested information outlined in Part III of the policy in a separate document if the subject real property acquisition meets the applicability thresholds outlined in Part II of the policy.

[Policy Framework for Use of Wake Transit Funds to Acquire Real Property](#)

9. List any other relevant information not addressed.

10. Please enter estimated appropriations below that will support expenses identified above. Enter FY 2024 and the estimated annualized cost in FY 2025 using the 2.5% growth factor, if applicable. The spreadsheet will calculate 2025 and beyond by 2.5%. If your project is not expected to have recurring costs in FY 2025 and/or beyond, delete the calculation(s) in columns E-I.

Cost Break Down of Project Request							
OPERATING COSTS	FY25	FY26	FY27	FY28	FY29	FY30	FY31
Growth Factors		2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Salary & Fringes			-	-	-	-	-
Contracts			-	-	-	-	-
Bus Operations:							
Estimated Hours			-	-	-	-	-
Cost per Hour			-	-	-	-	-
Estimated Operating Cost	-	-	-	-	-	-	-
Bus Leases			-	-	-	-	-
Park & Ride Lease			-	-	-	-	-
Other			-	-	-	-	-
Other			-	-	-	-	-
Subtotal: Bus Operations	-	-	-	-	-	-	-
Other: Administrative			-	-	-	-	-
Other: Database Hosting			-	-	-	-	-
Other: Supplies and Materials			-	-	-	-	-
TOTAL OPERATING COSTS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

11. Please enter estimated appropriations to support contractual commitments and other expenses related to proposed capital projects identified above.

CAPITAL COSTS	FY25	FY26	FY27	FY28	FY29	FY30	FY31
Planning	50,000	-	-	-	-	-	-
Design	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-
Right of Way / Land Acquisition	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-
TOTAL CAPITAL COSTS	\$ 50,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

CAPITAL CONTRIBUTIONS	FY25	FY26	FY27	FY28	FY29	FY30	FY31
Grant Contribution	-	-	-	-	-	-	-
Project Sponsor Contribution	-	-	-	-	-	-	-
Wake Transit Requested	50,000	-	-	-	-	-	-

TOTAL	\$ 50,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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Assumptions for Costs and Revenues Above:

12. Please state any assumption(s) used to calculate the capital and operating dollars and revenues shown above.

The total cost of the Study is estimated at \$100,000, with DCHC MPO and CAMPO each providing \$50,000. The CAMPO share of the study cost will be provided by Wake Transit.

Wake Transit Project ID #
TBD

FY 2025
Wake Transit Work Plan
Project Amendment Request Form
Operating and/or Capital

FY START DATE
7/1/2024

Type of Amendment Minor Major - X

Minor Amendments:

- a. An amendment that requires a transfer between budget ordinance appropriations but requires less than a 20% change to a project appropriation for projects equal to or less than \$500,000;
- b. Changes to any adopted financial assumptions supporting the applicable Work Plan;
- c. Changes to periods of performance for project funding agreements tying to capital project funding allocations for implementation elements in the applicable Work Plan;
- d. Changes in reporting requirements for performance on implementation elements authorized in the applicable Work Plan;
- e. Changes in scope for implementation elements programmed in future fiscal years;
- f. Changes in funding amounts for implementation elements programmed in future fiscal years;
- g. Any amendment that requires a transfer of funds between or among implementation elements in separate funding subcategories (i.e., bus stop improvements, maintenance facility improvements, park-and-ride improvements, and transit center/transfer point improvements) within the bus infrastructure funding category in the applicable Work Plan; and
- h. Any other change that does not meet any of the criteria of a Major Amendment.

Major Amendments are required when:

- a. A project requested to be added to the Work Plan
- b. A project requested to be removed from the Work Plan
- c. Significant changes in scope of funded project
- d. A transfer between budget ordinance appropriations that requires equal to or greater than a 20% change to a project appropriation for projects greater than \$500,000
- e. A transfer between budget ordinance appropriations that requires equal to or greater than a \$100,000 change to a project appropriation for projects less than \$500,000
- f. Any change that requires a change in budgeted reserves or fund balance

These definitions are based on the Wake Transit Work Plan Amendment Policy Update (Draft 2023), which gives more clarity to the definitions without changing their meaning. The Amendment Policy Update has been approved by the TPAC and will go to the Wake Transit Governing Boards in the Fall of Calendar Year 2023.

New/Amended Project Name	Requesting Agency	Project Contact	Estimated Operating Cost	
GoTriangle PHEV Operations Support Vehicles	GoTriangle	Jay Heikes	Base Year	\$ -
		jheikes@gotriangle.org	Recurring	\$ -
Estimated Start Date	Estimated Completion	Notes	Estimated Capital Cost	
1/1/2025	6/30/2025		Base Year	\$ 218,750
			Cumulative	\$ 218,750
Project Description	Enter below a summary of the project amendment and impact on approved plan.			
GoTriangle is requesting a non-federal match to purchase 16 Plug-in Hybrid Electric Vehicles for Operations, Operations Supervision and Maintenance. These vehicles are necessary to support the sustainable delivery and quality of transit-plan funded GoTriangle expansion services that necessitate additional usage of support vehicles (vehicle miles) for Operations / Road supervision, Operator positioning / relief, and maintenance activities. Cost Split: GoTriangle/Federal - 76%, Wake 17%, Durham+Orange 7%.				
1. Enter Wake Transit Project ID(s) to Increase				

Project ID	Project	Appropriation Category	Amount	Recurring Amount	Notes
TBD	GoTriangle PHEV Operations Support Vehicles	TC	\$ 218,750	\$ -	
TOTAL			\$ 218,750	\$ -	

2. Wake Transit Project ID(s) to Reduce					
Project ID	Project	Appropriation Category	Amount	Recurring Amount	Notes
TOTAL			\$ -	\$ -	

3. Impact on Transit Plan Project Costs			
From above, indicate whether amounts impact operating or capital budgets in Wake Transit Plan.	Estimated Operating Cost	Current Year	\$ -
		Recurring	\$ -
	Estimated Capital Cost	Base Year	\$ 218,750
		Cumulative	\$ 218,750

Project Justification / Business Case Provide responses to EACH of the questions below. Answer the questions as thoroughly as possible. Enter Non-Applicable (N/A) as appropriate.

4. Is this New/Amended project Operating, Capital or Both? Operating X Capital Both

5. What is the timeframe for the request? Are you requesting a full year of funds or a partial year to be annualized in future fiscal years?

FY25, one time

6. What is the expected outcome(s) if this request is funded? What is the alternative if the request is not funded?

Sustainable delivery and quality of Transit-plan funded expansion service would degrade without adequate support vehicles for Operations/Road supervision, Operator Relief/Positioning, and Maintenance.

7. In the spring of 2019, the TPAC endorsed a set of reporting deliverables for various categories of Wake Transit Work Plan projects. A listing of these reporting deliverables by category is available here:

[Wake Transit Work Plan Project Reporting Deliverables](#)

If reporting deliverables are not already established for the category of the amended/requested project, or if there is a need to deviate from the TPAC-endorsed reporting deliverables, please list the reporting deliverables that should be considered for this project below:

- a)
- b)
- c)

8. Does the amendment request involve new acquisition of real property or a change to the scope or funding amount for a prior approved funding allocation for real property acquisition? If so, please refer to the adopted Policy Framework for Use of Wake Transit Funds to Acquire Real Property (available below) and submit the requested information outlined in Part III of the policy in a separate document if the subject real property acquisition meets the applicability thresholds outlined in Part II of the policy.

[Policy Framework for Use of Wake Transit Funds to Acquire Real Property](#)

9. List any other relevant information not addressed.

10. Please enter estimated appropriations below that will support expenses identified above. Enter FY 2024 and the estimated annualized cost in FY 2025 using the 2.5% growth factor, if applicable. The spreadsheet will calculate 2025 and beyond by 2.5%. If your project is not expected to have recurring costs in FY 2025 and/or beyond, delete the calculation(s) in columns E-I.

Cost Break Down of Project Request							
OPERATING COSTS	FY25	FY26	FY27	FY28	FY29	FY30	FY31
Growth Factors		2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Salary & Fringes			-	-	-	-	-
Contracts			-	-	-	-	-
Bus Operations:							
Estimated Hours			-	-	-	-	-
Cost per Hour			-	-	-	-	-
Estimated Operating Cost	-	-	-	-	-	-	-
Bus Leases			-	-	-	-	-
Park & Ride Lease			-	-	-	-	-
Other			-	-	-	-	-
Other			-	-	-	-	-
Subtotal: Bus Operations	-	-	-	-	-	-	-
Other: Administrative			-	-	-	-	-
Other: Database Hosting			-	-	-	-	-
Other: Supplies and Materials			-	-	-	-	-
TOTAL OPERATING COSTS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

11. Please enter estimated appropriations to support contractual commitments and other expenses related to proposed capital projects identified above.

CAPITAL COSTS	FY25	FY26	FY27	FY28	FY29	FY30	FY31
Planning	-	-	-	-	-	-	-
Design	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-
Equipment	1,312,500	-	-	-	-	-	-
Right of Way / Land Acquisition	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-
TOTAL CAPITAL COSTS	\$1,312,500.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

CAPITAL CONTRIBUTIONS	FY25	FY26	FY27	FY28	FY29	FY30	FY31
Grant Contribution	93,750	-	-	-	-	-	-
Project Sponsor Contribution	1,000,000	-	-	-	-	-	-
Wake Transit Requested	218,750	-	-	-	-	-	-

TOTAL	\$1,312,500.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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Assumptions for Costs and Revenues Above:

12. Please state any assumption(s) used to calculate the capital and operating dollars and revenues shown above.

Durham / Orange contribution included in row 104. GoTriangle/federal included in row 105

Wake County Transit Planning Advisory Committee TPAC Program Development

Financial Disposition: September 24, 2024

Discussion:

The Budget Amendment process requires the review and provision of a financial disposition of all Major/Minor amendments that are submitted by the Transit Planning Advisory Committee (TPAC) Program Development Subcommittee.

All minor and major budget amendments must be approved by the Capital Area Metropolitan Planning Organization (CAMPO) Executive Board and GoTriangle Board of Trustees.

Requested Items for Committee Disposition:

Major Amendment – Four (4) Amendments

- 1) **Morrisville Smart Shuttle** – Town of Morrisville is requesting half-year funding for expanded Saturday service, with this cost annualizing in future years. The expectation is this additional vehicle relieves well-known and established capacity issues on Saturdays. The Town expects "seat Unavailable" messages, the measure of demand/capacity, to decrease following the additional shuttle going into service.
- 2) **Wake Forest Loop: Reverse Circulator** – Town of Wake Forest requests to remove the Wake Forest Loop: Reverse Circulator operating project from the Wake Transit Work Plan. The Wake Forest Loop: Reverse Circulator will suspend operations after September 30, 2024.
- 3) **Regional Rail Implementation Study Participation** - CAMPO and DCHC MPO Rail Subcommittees, the two Metropolitan Planning Organization (MPO's) will collaborate on a strategic rail study to explore an implementation strategy that will move the region closer to delivering increased frequency passenger rail, including developing a vision for future passenger rail services. The study will identify TIP projects and planning efforts that are in place, and will develop a strategy for targeting investment through the County transit plans, the SPOT process, and grant opportunities to facilitate the implementation of infrastructure projects that can be used to leverage other funds or otherwise further delivery of the passenger rail goals of the region. The Wake Transit amendment request is to fund the CAMPO share of the study cost.
- 4) **Operations Support Vehicles** – GoTriangle is seeking funding to purchase 16 Plug-in Hybrid Electric Vehicles for various operational needs such as operations supervision and maintenance. These vehicles are essential to support the sustainable delivery and quality of GoTriangle's expansion services, which require additional support vehicles for operations, road supervision, operator positioning, relief, and maintenance activities. This funding request is part of the Wake Transit amendment to cover the Wake County share of the vehicles.

Minor Amendment – One (1) Amendment

- 1) **Vehicle Rental Tax Mediation Expenses** – Wake County has submitted an amendment to consolidate the expenses related to the Vehicle Rental Tax mediation into one project in order to streamline and simplify the administration of these expenses. The mediation expenses were adopted as part of the FY2025 Work Plan to support the Wake Transit Conference Committee's efforts in resolving the Significant Concerns issued by CAMPO and Wake County regarding Vehicle Rental Tax Distributions.

Financial Impact of Proposed Amendments:

The FY25 Town of Morrisville Community Funding Area budget will *increase* \$10,010

The FY25 Town of Wake Forest Community Funding Area budget will *decrease* \$318,885

The FY25 Reserve Community Funding Area budget will *decrease* \$10,010

The FY25 Wake County Transit Plan Administration budget will *increase* \$50,000

The FY25 Campo Transit Plan Administration budget will *decrease* \$25,000

The FY25 GoTriangle Transit Plan Administration budget will *decrease* \$25,000

The FY25 Campo Capital Planning budget will *increase* \$50,000

The FY25 GoTriangle Vehicle Acquisition budget will *increase* \$218,750

Net Impact to FY25 Wake Transit Plan = *Decrease* of \$50,135

FY25-Q2 Amendment Financial Impact

Operating Budget Amendment Requests							
Ordinance Tag	Agency	Description	FY25 Wake Transit Adopted Funding	Wake Transit Proposed Amended Budget	Revised FY25 Wake Transit Plan Funding	Revised FY26-FY30 Adopted Wake Transit Plan Funding	Total FY25-FY30 Adopted Wake Transit Plan Funding
Community Funding Area	Town of Morrisville	Morrisville Smart Shuttle	\$392,804	\$10,010	\$402,814	\$2,247,866	\$2,650,680
Community Funding Area	Reserve	Community Funding Area Program Reserve	\$960,722	(\$10,010)	\$950,712	N/A	N/A
Community Funding Area	Town of Wake Forest	Wake Forest Loop: Reverse Circulator	\$425,180	(\$318,885)	\$106,295	\$2,233,594	\$2,339,889
Transit Plan Administration	Wake County	Vehicle Rental Tax Mediation Expenses	\$0	\$50,000	\$50,000	\$0	\$50,000
Transit Plan Administration	CAMPO	Administrative Expenses	\$67,230	(\$25,000)	\$42,230	\$227,524	\$269,754
Transit Plan Administration	GoTriangle	Outside Legal Counsel	\$53,285	(\$25,000)	\$28,285	\$152,392	\$180,677
Wake Transit Operating Expenditures			\$1,899,221	(\$318,885)	\$1,580,336	\$4,861,376	\$5,491,000

Capital Budget Amendment Requests							
Ordinance Tag	Agency	Description	Wake Transit Project Funding since Inception	Wake Transit Proposed Amended Budget	Revised Wake Transit Plan Funding	FY26-FY30 Adopted Wake Transit Plan Funding	Total Project Adopted Wake Transit Plan Funding
Capital Planning	CAMPO	Regional Rail Implementation Study Participation	\$0	\$50,000	\$50,000	\$0	\$50,000
Vehicle Acquisition	GoTriangle	Operations Support Vehicles	\$0	\$218,750	\$218,750	\$0	\$218,750
Wake Transit Capital Expenditures			\$0	\$268,750	\$268,750	\$0	\$268,750
Total Financial Impact - FY25 Wake Transit Work Plan				(\$50,135)			

FY 2025 Quarter 2 Amendment Request Package

WAKE COUNTY TRANSIT PLAN: IMPLEMENTATION

Program Development Subcommittee Disposition Memo and Voting Record

Relevant Meeting: The meeting of the Program Development Subcommittee took place on September 24, 2024

Subcommittees' Disposition: The Program Development (PD) Subcommittee rendered the following findings for amendment requests:

- 1) The proposed expanded Saturday Service for the Morrisville Smart Shuttle is appropriate;
- 2) The proposed consolidation of Vehicle Rental Tax mediation funds from separate CAMPO and GoTriangle projects to be allocated into a single operating project under Wake County for the expenses totaling \$50,000 (\$25,000 from each respective project) to reduce administrative burden is appropriate;
- 3) The removal of three quarters of funding allocation for the Wake Forest Loop: Reverse Circulator, which ceased operation at the end of September 2024, is appropriate;
- 4) The proposed change in budget to add \$50,000 in Wake Transit funding is appropriate to support the collaboration of regional partners in the participation of a regional rail implementation study. The CAMPO share of the study cost will be covered by Wake Transit;
- 5) The proposed change in budget to add \$218,750 in Wake Transit funding is appropriate to allow for the purchasing of 16 Plug-in Hybrid Electric Vehicles (PHEVs) for GoTriangle's Operations, Operations Supervision, and Maintenance. This is a non-federal match where the cost split is as follows: GoTriangle/Federal - 76%, Wake 17%, Durham & Orange 7%;

Discussion: After opening the amendment requests to discussion, there was little subcommittee discussion. The PD Chair asked why the vehicles for the request from GoTriangle were for PHEVs and not fully electric vehicles. GoTriangle responded that it was part of a federal grant and that the details within their amendment request aligned with the grant and that PHEVs allow for greater reliability in the field over 100% electric vehicles. After the brief exchange, we moved to a recommendation to forward the requests to the TPAC.

Vote: The PD Subcommittee voted unanimously to forward the disposition, as described above, to the TPAC for the requested amendments.

Voting Organizations:

CAMPO
GoTriangle
Wake County
Raleigh
Cary
NCSU
Apex
Fuquay-Varina
Morrisville
Knightdale
Rolesville

WAKE COUNTY TRANSIT PLAN

Wake Transit Work Plan FY25 Q2 Amendment Request Engagement Summary Report

In accordance with the Wake Transit Amendment Policy and Community Engagement Policy, CAMPO and GoTriangle staff posted the five (5) requested FY2025 Quarter 2 amendment requests for public review from September 3, 2024, to October 4, 2024. As part of this process, it was ensured that TPAC members, stakeholders and community members were aware of the opportunity to review and provide comment on the requested amendments by posting the engagement notices on the CAMPO Website, the GoForwardNC webpage dedicated to Wake Transit involvement activities, the Wake Transit Blog, and all associated social media accounts. Copies of the web posts are included as **Appendix A** and the engagement report including all of the comments posted during the comment period to date are included in **Appendix B**.

Those who engaged with the online materials and wanted to provide a comment were given the opportunity to provide input on each of the amendment requests received. Each of the following organizations submitted one (1) amendment request to be considered: CAMPO, GoTriangle, the Town of Morrisville, the Town of Wake Forest, and Wake County. The Wake Transit Comment Form was used for comment submissions. As of October 2, 2024, at 1:27PM, a total of thirteen (13) comments were received on the comment form. Of these, three (3) comments were directly related to the amendment requests with (2) directed at the request from CAMPO concerning the Regional Rail Study. One (1) comment is directed at the Town of Morrisville's amendment request. The remaining ten (10) comments addressed issues unrelated to the specific nature of these amendment requests.

All comments were reviewed by CAMPO staff and input was considered in relation to the FY2025 Quarter 2 amendment requests. After consideration of all the comments received, it was decided that no changes were to be made to the amendments.

Appendix A: FY25Q2 Wake Transit Work Plan Amendment Request Public Engagement Posts

CAMPO Website:

Public Notices & News

- Public Comment & Hearing: Title VI (Civil Rights) Plan Update
- Public Comment: Congestion Management Process (CMP) Draft FY 2025 Update
- Public Comment and Hearing: Limited English Proficiency/Language Assistance Plan Update
- Public Comment: FY 2025 Unified Planning Work Program - Amendment #1
- Public Comment & Hearing: 2024 CAMPO Regional Coordinated Public Transit-Human Services Transportation Plan Update
- Public Comments: 2025 Regional Transit Asset Management Performance Measures and Targets
- Public Comments: FY 2025 2nd Quarter Wake Transit Work Plan Amendment Requests**
- Parking and Construction at CAMPO Office Building

Meetings

The MPO's Technical Coordinating Committee meets on the first Thursday of each month at 10:00 a.m. The Executive Board meets on the third Wednesday of each month at 4:00 p.m. Occasionally, meetings are held on an alternate date so please check the calendar below for the current dates. Agendas and meeting minutes are typically posted one week before the meeting, information on meeting location, how to

Meeting Info

PUBLIC NOTICE:
Public Comment Period for FY 2025 2nd Quarter Wake Transit Work Plan Amendment Requests (September 3 – October 4)

Five (5) Wake Transit Work Plan amendment requests were submitted by CAMPO, GoTriangle, the Town of Morrisville, the Town of Wake Forest, and Wake County for consideration in the 2nd quarter of FY 2025. The amendment requests include funding to extend Saturday service on the Morrisville Smart Shuttle, support for a regional rail study, and the purchase of 16 plug-in hybrid electric vehicles. These amendment requests are being made available for public review and comment for thirty (30) days running from September 3, 2024, to October 4, 2024. Four (4) of the requests fall into the "Major Amendment" category with the remaining one (1) falling into the "Minor Amendment" category.

Comments can be submitted through the [webform](#), via phone to 984-542-3601, or via U.S. Mail to: CAMPO Public Comments, Attn: Steven Mott, 1 Fenton Main Street, Suite 201, Cary, NC 27511. View the detailed FY2025 Q2 amendment requests below.

[FY2025/Q2 Amendment Request Packet](#)

[Submit Questions/Comments](#)

- Annual Work Plans
- Community Funding Area Program
- Wake Transit Concurrence Process

TPAC (Transit Planning Advisory Committee)

- Meetings
- Meeting Archives
- Subcommittees
- Document Library

CAMPO Transit Programs & Studies

- Locally Coordinated Human Services Transportation Plan
- Section 5310 Transit Funding

Appendix A: FY25Q2 Wake Transit Work Plan Amendment Request Public Engagement Posts

The Wake Transit Blog:

The screenshot shows a blog post on a green-themed website. At the top is a dark green header with the logo 'THE WAKE TRANSIT BLOG' and a speech bubble icon. The main content area has a light green background with a faint map of Wake County. The article title is 'Comment on FY 2025 Q2 Wake Transit Work Plan Amendment Requests' in green, dated August 29, 2024, by RCH. The text describes five amendment requests submitted by CAMPO, GoTriangle, and local governments, including funding for Saturday service, a regional rail study, and hybrid electric vehicles. It states that the requests are available for public review from September 3, 2024, to October 4, 2024. A button labeled 'Click Here for Amendment Requests Package and Comment Submission' is provided. Below the text is the 'WAKE TRANSIT PLAN' logo with the URL 'GOFORWARDNC.ORG/GETINVOLVEDWAKE'. A sidebar on the right contains a search bar, a 'Recent Posts' section with five links, and a 'Recent Comments' section showing 'No comments to show.' A breadcrumb trail at the bottom left reads: 'Wake Transit Engagement Opportunities, Wake Transit Work Plan Quarterly Amendments > Public Comment, Wake Bus Plan > Wake Forest to launch microtransit pilot program October 1'.

Comment on FY 2025 Q2 Wake Transit Work Plan Amendment Requests

August 29, 2024 by [RCH](#)

Five (5) Wake Transit Work Plan amendment requests were submitted by CAMPO, GoTriangle, the Town of Morrisville, the Town of Wake Forest, and Wake County for consideration in the 2nd quarter of FY 2025. The amendment requests include funding to extend Saturday service on the Morrisville Smart Shuttle, support for a regional rail study, and the purchase of 16 plug-in hybrid electric vehicles.

These amendment requests are being made available for public review and comment for thirty (30) days running from **September 3, 2024, to October 4, 2024.**

Four (4) of the requests fall into the "Major Amendment" category, with the remaining one (1) falling into the "Minor Amendment" category. Follow the link below to view the amendment request packet and submit questions and/or comments directly to the planning team.

[Click Here for Amendment Requests Package and Comment Submission](#)



[GOFORWARDNC.ORG/GETINVOLVEDWAKE](https://www.goforwardnc.org/getinvolvedwake)

Wake Transit Engagement Opportunities, Wake Transit Work Plan Quarterly Amendments
Public Comment, Wake Bus Plan
< [Wake Forest to launch microtransit pilot program October 1](#)

Search

Recent Posts

- [Comment on FY 2025 Q2 Wake Transit Work Plan Amendment Requests](#)
- [Wake Forest to launch microtransit pilot program October 1](#)
- [GoCary featured in Facebook video](#)
- [2035 Wake Transit Plan Update: Comment period wraps up July 21 for Phase 1](#)
- [2035 Wake Transit Plan Update: Public comment period extended through July 21](#)

Recent Comments

No comments to show.

Appendix A: FY25Q2 Wake Transit Work Plan Amendment Request Public Engagement Posts

GoForward Website:



FY 2025 2nd Quarter Wake Transit Work Plan Amendment Requests

(September 3 – October 4, 2024)

Appendix A: FY25Q2 Wake Transit Work Plan Amendment Request Public Engagement Posts

Social Media Posts (Instagram, X/Twitter, Facebook)



APPENDIX B

Wake Transit Comment Form

Project Engagement

VIEWS	PARTICIPANTS	RESPONSES	COMMENTS	SUBSCRIBERS
47	6	11	13	5

Which Wake Transit project, plan or activity are you submitting feedback on?

Regional Rail Study

27 days ago

New Route 9 - Hillsborough

27 days ago

Tc-002bq/p - making updated bus stops and shelters for goraleigh and triangle

Tc-002-a making a new bus center near union station

Tc-002n- moving the rtc

To-005C- expanded gotriangle route drx

28 days ago

TC001-E, TC001-O, TC001-F, TC001-D : Purchase 40-Foot Diesel, Compressed Natural Gas or Electric Buses

28 days ago

Morrisville smart shuttle doesn't work. Unless it has a fixed route and times, its completely unreliable. Give us a light rail instead.

29 days ago

Light rail

Please put all resources toward a light rail. There's nothing that will help alleviate commuter issues more than this.

29 days ago

Wake transit, unfortunately, does not have sufficient buses nor operators for arrangements to be made. I am Handicaped and I need help in this area. If I don't get on the phone at five minutes before

29 days ago

Please write in your questions, comments and feedback here

Please quit forcing a regional rail study. FTA has not expressed interest in funding this project. Instead, support funding for other regional transit projects like BRT

27 days ago

Please bring service closer to the NC State Fairgrounds and PNC Arena (within a roughly 10-minute walk, ideally) to increase access to these important venues from dense Downtown, NCSU, and Hillsborough housing to support the use of transit for our communities and environment.

27 days ago

I am excited to hear they will be updates coming to the existing bus stops and shelters. I hope you will add budget money for shade (tree planting) as many shelters can only reasonably cover 4 people. Large oaks or other canopy trees would be nice for the overall views and people waiting.

I am super excited that a bus station is being planned closer to the existing union station. I hope that the city of Raleigh will be able to better pair city buses, train, and greyhound routes so that it is easier to navigate long trips. Please consider how far out the greyhound stops are from downtown. Can the new station also incorporate these?!

Similar to above - I am excited to hear changes coming for the RTC. I hope the new space will also plan for shade and rain protection as the current location is miserable. More seating, more structures, and more trees would be great! Additionally bathroom space that is closer to actual bus stops would be appreciated. Often there is only a few minutes between routes and not truly long enough to walk to a farther bathroom and back

Finally - I am excited about the expanded coverage for the DRX route. It is great that we can now have rides in the middle of the day. However, I can not get to duke hospital before 6:30am (I take the earliest drx to Durham) and would love to have a bus that could get me to Durham at 6am. Is there any possibility of an even earlier ride?

28 days ago

Are there plans to actually buy electric buses or is it simply an option?

28 days ago

Light rail

Please put all resources toward a light rail. There's nothing that will help alleviate commuter issues more than this.

29 days ago

You need more operators and more buses

29 days ago

* (Optional) Please enter your name and email address.

No data to display...

If you provided your contact information, please check your communication preferences on the list below.

80%	I would like to receive updates on this project/planning effort.	4 ✓
80%	I would like to receive notice for future Wake Transit project/planning activities.	4 ✓
60%	I would like to receive a response to my question or comment.	3 ✓

5 Respondents