



# Wake County Transit Planning Advisory Committee (TPAC)

**June 26, 2025 • 9:00am**

The livestream will begin once the TPAC Chair has brought the meeting to order.

# 1. Welcome and Introductions

***TPAC Chair: Kelly Blazey, Town of Cary***

***Vice Chair: Katie Schwing, Town of Apex***

<b>Apex</b>
<b>CAMPO (2)</b>
<b>Cary (2)</b>
<b>Fuquay-Varina</b>
<b>Garner</b>
<b>GoTriangle (2)</b>

<b>Holly Springs</b>
<b>Knightdale</b>
<b>Morrisville</b>
<b>NCSU</b>
<b>Raleigh (2)</b>
<b>Rolesville</b>

<b>Research Triangle Foundation</b>
<b>Wake County (2)</b>
<b>Wake Forest</b>
<b>Wendell</b>
<b>Zebulon</b>

## 2. Adjustments to the Agenda

*Kelly Blazey, TPAC Chair*

**CAMPO requests to remove the Security Funding Policy item from the agenda. The PD Subcommittee has requested more time to review and discuss the draft prior to recommending it for TPAC approval.**

### 3. General Public or Agency Comment

*Kelly Blazey, TPAC Chair*

*Commenters are allotted three (3) minutes. Comments send in via email in advance of the meeting, prior to 9:00am, will be summarized by staff and attached to the final meeting minutes.*



## 4. Adoption of TPAC Meeting Minutes

*Kelly Blazey, Chair*

*Attachment A*

**Requested Action:**

***Adopt the May 2025 TPAC meeting minutes.***

## 5. Subcommittee July-December Work Task Lists

*Stephanie Plancich, TPAC Administrator*

*Attachment B1 and B2*

## **Work Task List Overview:**

- Required for each 6-month planning period
  - January – June
  - July – December
- Outlines the specific work items that subcommittees can expect to review, discuss and/or recommend
- TPAC reviews and endorses each work task list before it is finalized
- Approved task lists are posted to the TPAC Subcommittee web page
- Task lists can be amended with TPAC approval during the planning period
- They guide the activities of the assigned lead agencies and the group and are used in developing the monthly meeting agendas



**6-Month  
Work  
Task Lists**

## 2025 July-December Work Task List Development

- Drafting began in April with the PD and CE Chairs and Vice Chairs
- The subcommittee member review period ran from May 27<sup>th</sup> to June 6<sup>th</sup>
  - 1 comment was received on the PD Task List
  - 2 comments were received on the CE Task List
- The member voting record for each subcommittee is written on the bottom of each task list (Attachment B1 and B2)

**Requesting TPAC endorsement of each  
Work Task List today**

- With TPAC endorsement, each task list will be finalized and posted online



## 5. Subcommittee July-December Work Task Lists

### *Requested Action:*

**Endorse the Program Development and Community Engagement  
Subcommittee July-December 2025 Work Task Lists.**

## 6. Access to Wake Transit SharePoint Site

*Stephanie Plancich, TPAC Administrator*



<https://gotriangle.sharepoint.com/sites/WakeTransit?e=1%3A872190c8a5748cf8dbb335191a64c15>

### *Requested Action:*

Use QR code or link to check that you have access to the Wake Transit SharePoint site. If not, contact Paul, [pkingman@gotriangle.org](mailto:pkingman@gotriangle.org)

# 7. FY 2026 Master TPAC Calendar and Work Plan Amendment Schedule Updates

*Steven Mott, CAMPO*

*Attachment C*

# Master Calendar Development

- Important dates:
  - Call for projects kickoff: **August 28**
  - Funding request submission deadline: **September 26** (Window closes September 29)
  - Work Plan Workshop: **October 29** (1pm-5pm in person @ CAMPO)
- The new Work Plan workshop will streamline the funding review process, providing an afternoon for project sponsors to provide prepared presentations for their funding request submissions and discuss with PD.
- The Workshop is intended to get the big questions out of the way so that recommendations to TPAC can be made at the subsequent PD meeting.



# Draft Master Calendar Review

- Draft Master Calendar will be available online on the Wake Transit SharePoint.
  - **The location is different from what is in the agenda:** TPAC Administration > FY2025 Calendars
- Review and coordinate internally prior to July 18<sup>th</sup> to help ensure that we did not miss critical dates or possible conflicts.
- **Comments are due July 18<sup>th</sup>.**
- The final calendar will be distributed in August at TPAC and subcommittee meetings.

# DRAFT

## FY 2026 Wake Transit Work Plan Amendment Schedule

Cycle	Amendment Type	Submission Deadline	Public Review Period	PD Subcommittee Review	TPAC Recommends Work Plan Amendment(s) to Governing Boards	CAMPO TCC Recommendation of TIP* & Work Plan Amendment(s)	CAMPO Executive Board Approves TIP* & Work Plan Amendment(s)	GoTriangle Board of Trustees Approves Work Plan Amendment(s)
2nd Qtr	Major	15-Aug-25	Sept 5 - Oct 7, 2025	23-Sep-25	16-Oct-25	6-Nov-25	19-Nov-25	19-Nov-25
	Minor		Sept 5 - Sept 21, 2025					
	POP**		<b>Not Required</b>					
3rd Qtr	Major	21-Nov-25	Dec 10, 2025 - Jan 10, 2026	16-Dec-25	22-Jan-26	5-Feb-26	18-Feb-26	25-Feb-26
	Minor		Dec 10, 2025 - Jan 2, 2026					
4th Qtr	Major	20-Feb-26	Mar 9 - Apr 10, 2026	25-Mar-26	23-Apr-26	7-May-26	20-May-26	27-May-26
	Minor		Mar 9 - Mar 22, 2026					

\* Some Wake Transit Work Plan amendments will also require a CAMPO Transportation Improvement Program (TIP) amendment. In the event that the TIP amendment schedule does not align with the Work Plan amendment dates, or other factors, such as required air conformity determinations, will delay TIP amendment considerations, the CAMPO TCC and Executive Board will consider those amendments for approval at the soonest opportunity.

\*\* POP = Period of Performance extension requests for project agreements set to expire in December.

# Period of Performance Extensions

- Agreements were aligned this FY to all expire on December 31<sup>st</sup>.
- Previously, a special POP Extension cycle was required for agreements that expired in September.
- POP Extensions can now coincide with the Q2 Work Plan amendment cycle.
- They are not required to go through a public review period.
- They do not go through the Program Development Subcommittee for review.

# POP Extension Process Questions

- The POP extension process was discussed at the 6/24 PD meeting.
- Takeaways:
  - PD recommended to the TPAC that POP extensions should be presented to PD and TPAC as outlined in the draft amendment request schedule.
  - POP extensions should come before them as a separate item from Work Plan amendment requests.
  - POP extensions should continue to forego the public engagement period.
  - POP extensions would be included in the amendment request items for the governing boards.

## 7. FY 2026 Master TPAC Calendar and Work Plan Amendment Schedule Updates

### *Requested Action:*

**Review and approve the recommendation of the Program Development Subcommittee regarding modifications to how FY26 Period of Performance (POP) extension requests will be reviewed and processed.**

# 8. 2035 Wake Transit Plan Review and Phase 3 Engagement Summary

*Ben Howell, CAMPO and Jennifer Baldwin, Three Oaks*

*Attachment D & E*



# TPAC Meeting

June 26, 2025

# Agenda

- 1 Project Update
- 2 2035 Wake Transit Plan
- 3 Other Deliverables
- 4 Phase 3 Engagement Summary



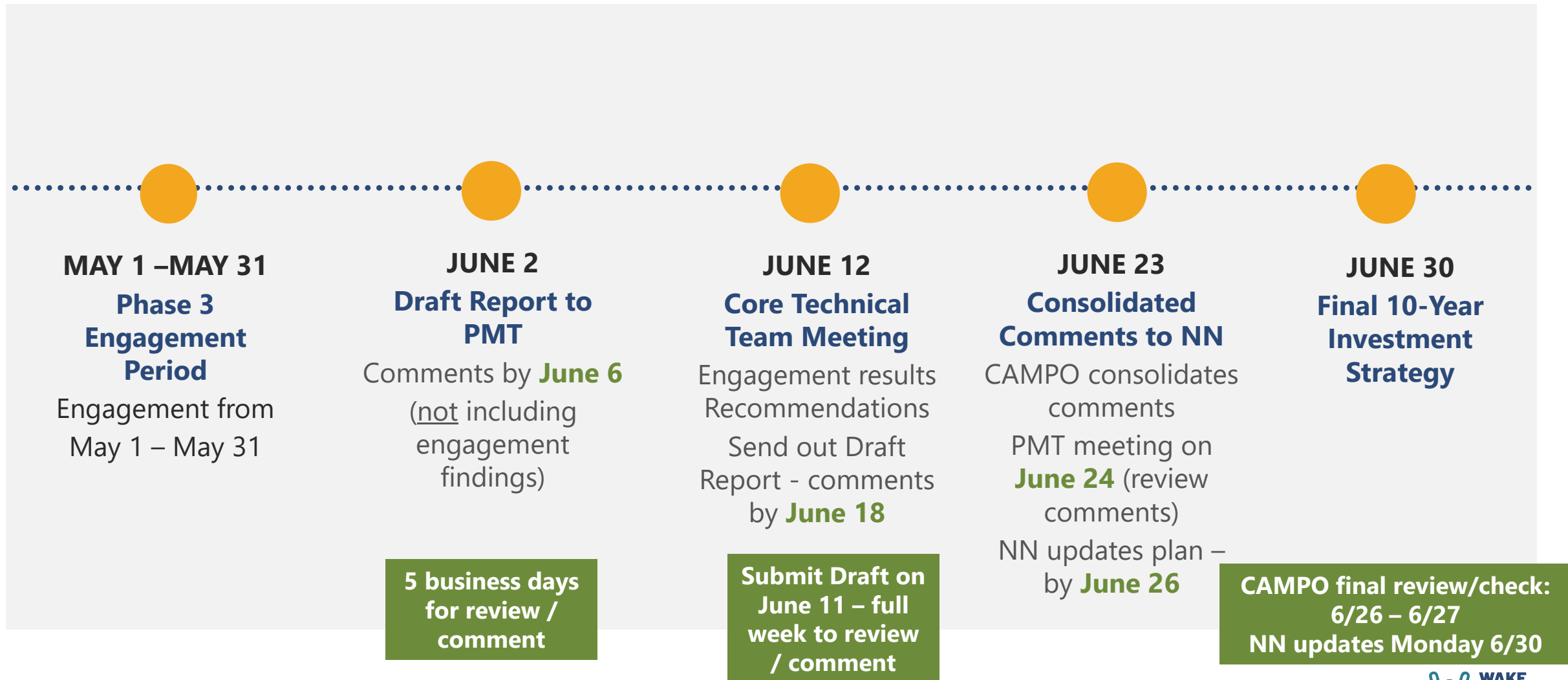


# Welcome / Project Update



1

# Finalizing the 10-Year Investment Strategy

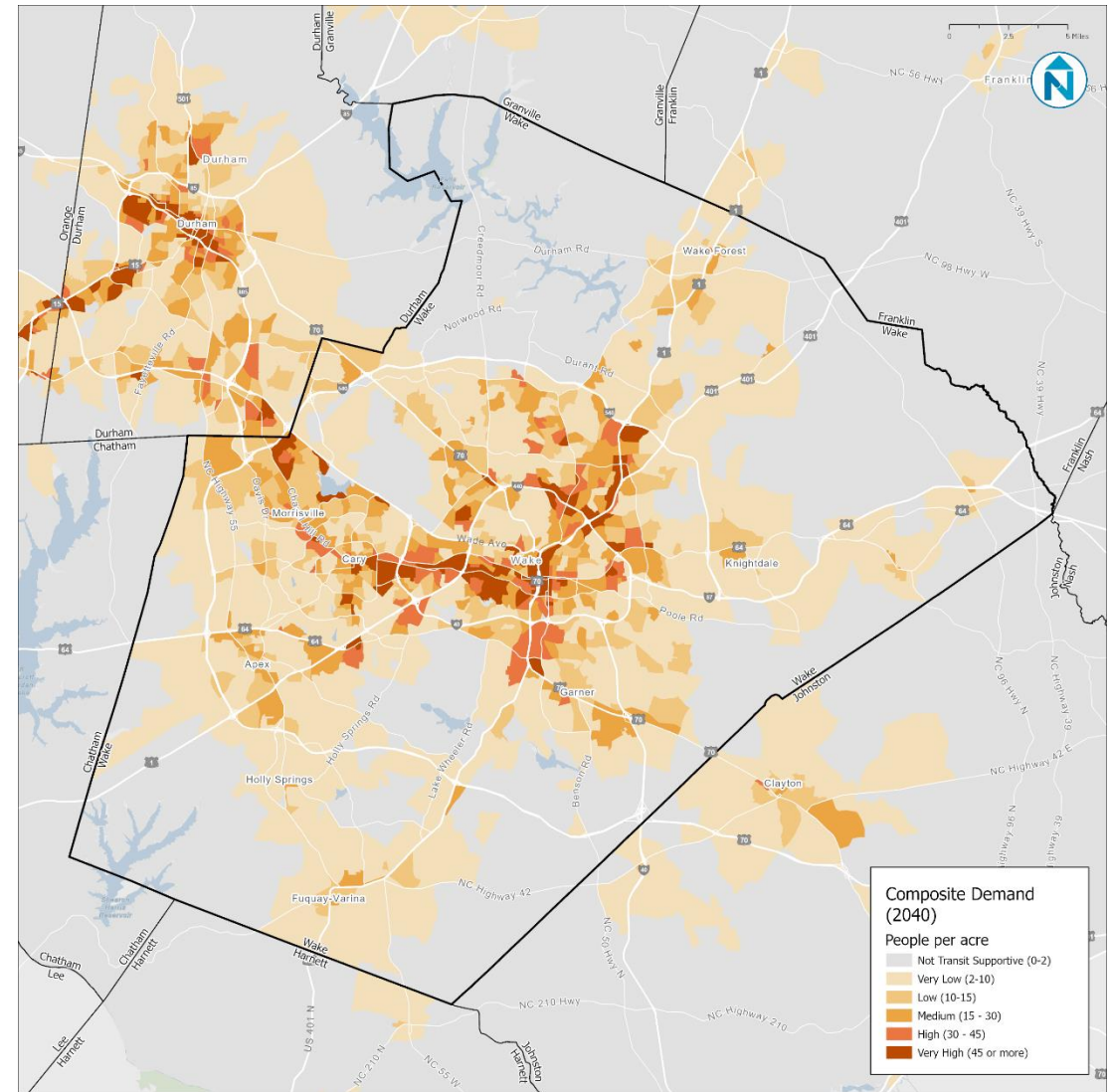
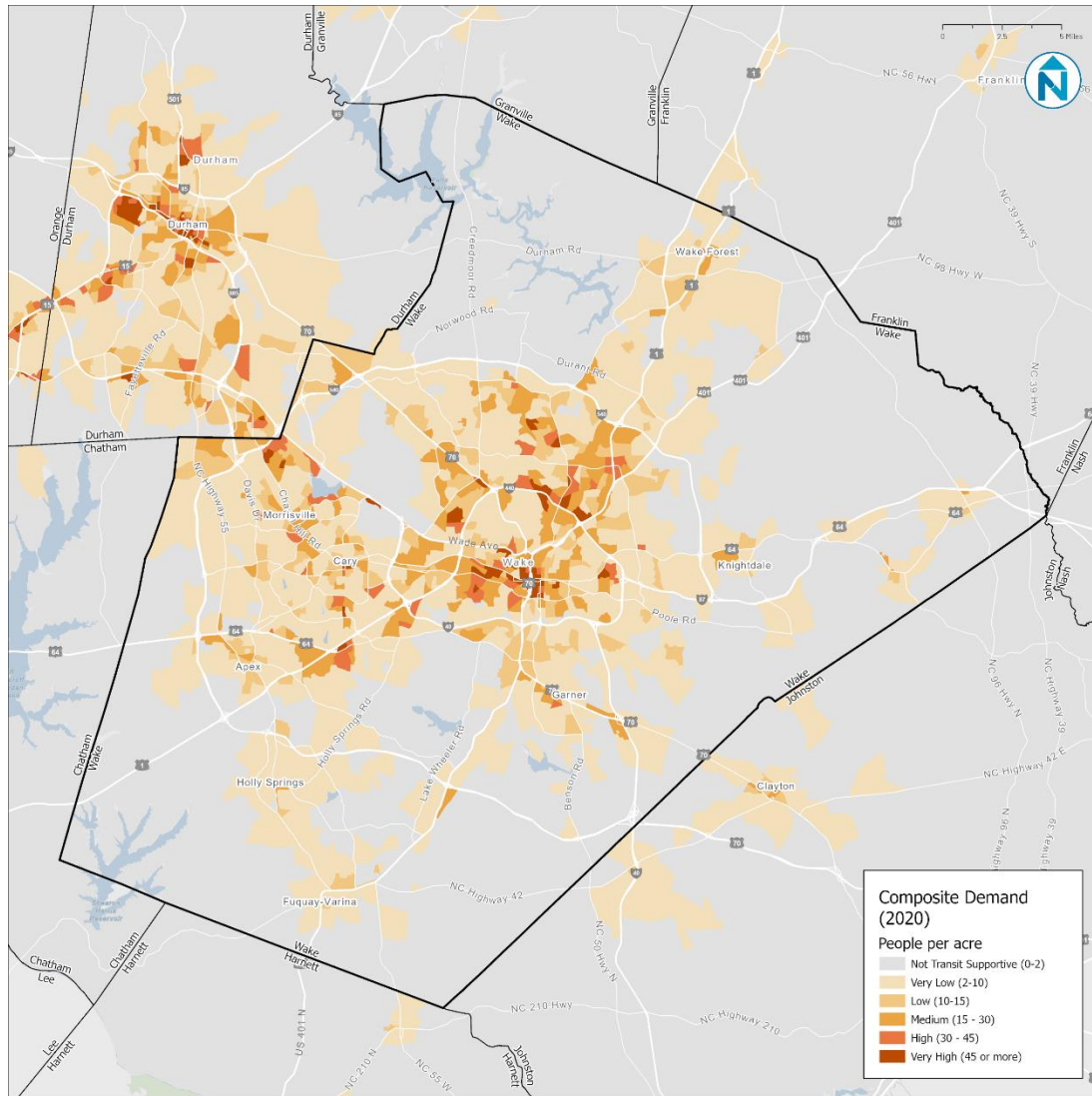


# 2035 Wake Transit Plan



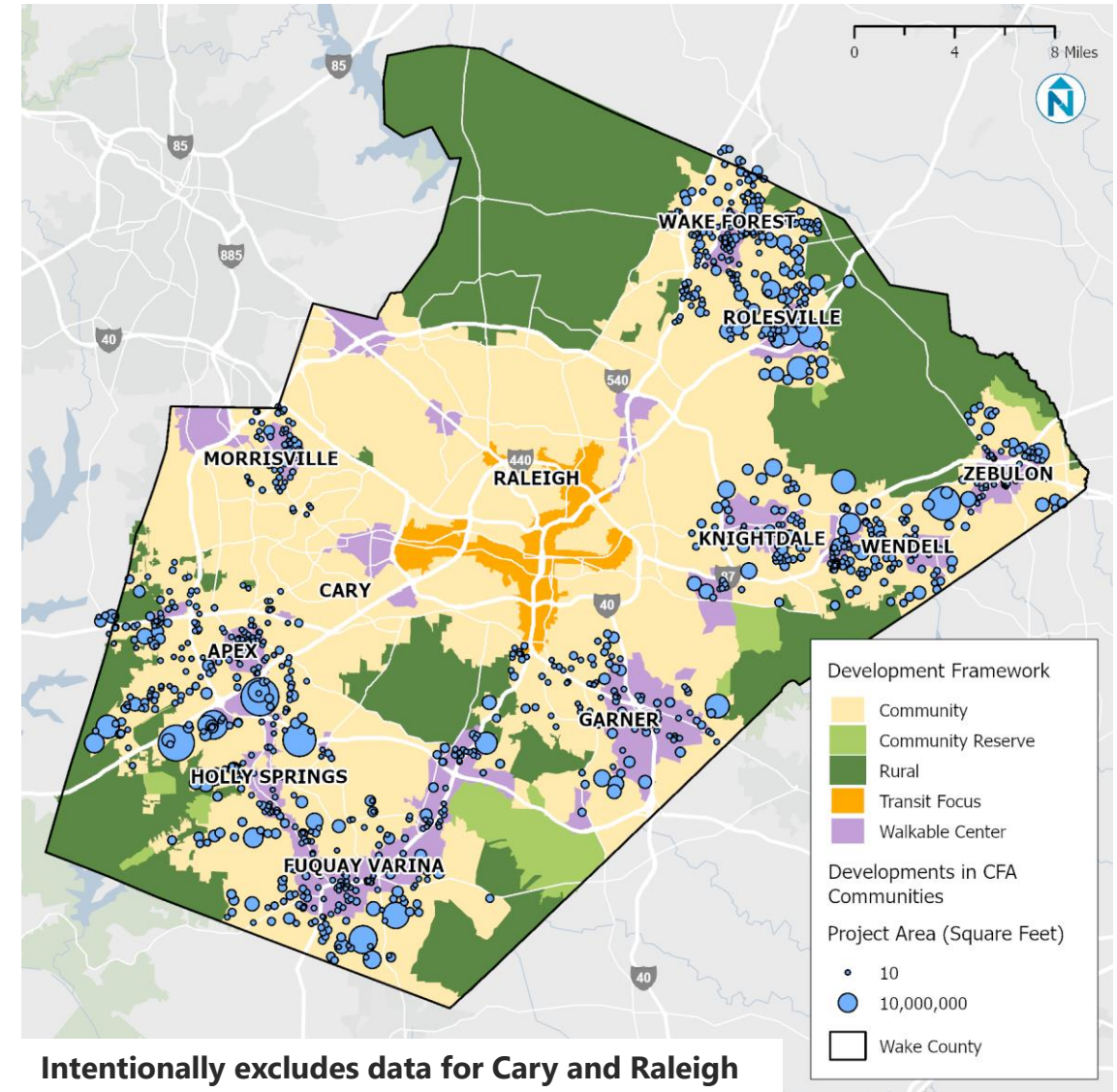
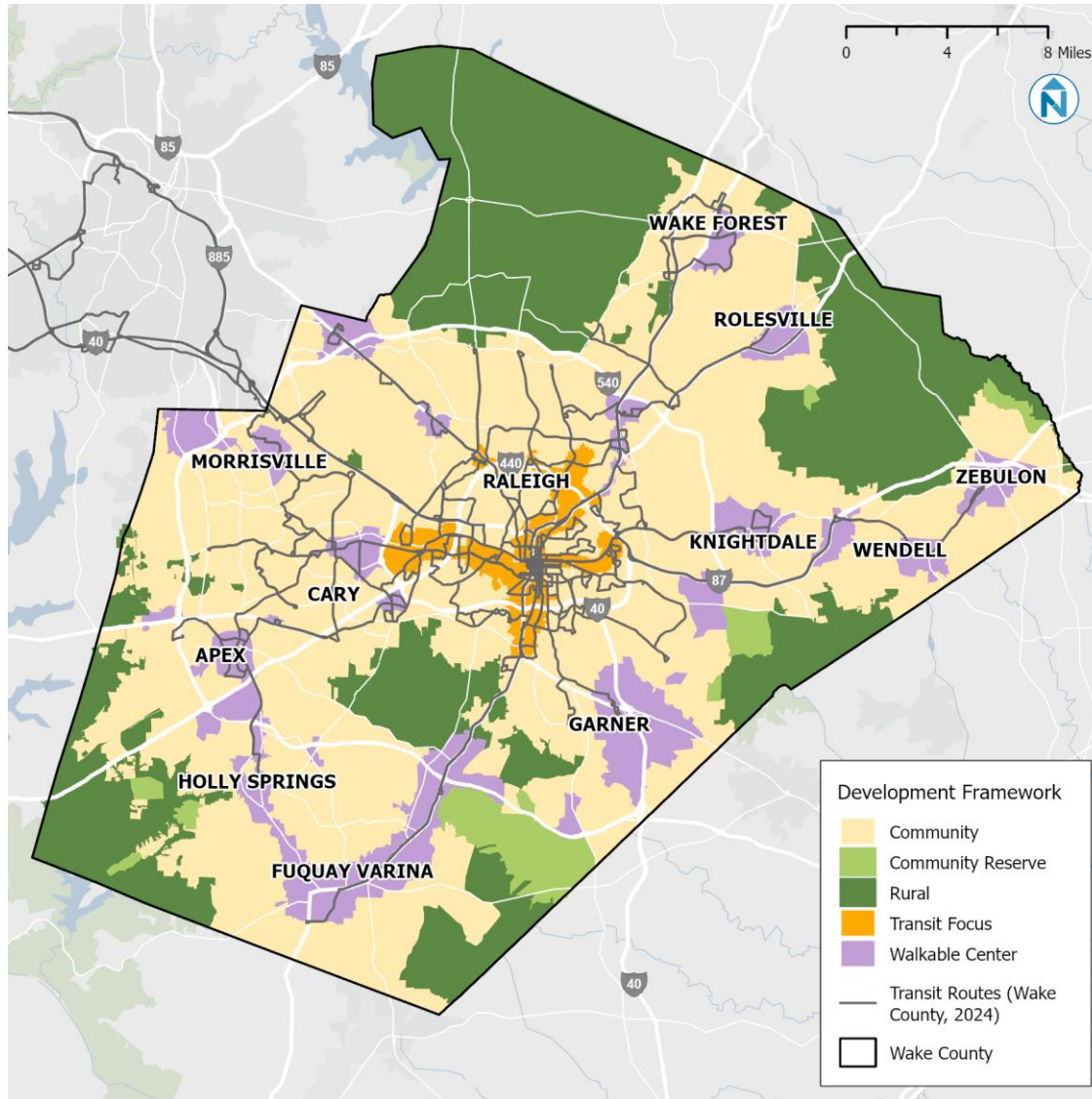
2

# Wake County Composite Demand: 2020 and 2040





# Planned Land Use and Development Patterns



**Intentionally excludes data for Cary and Raleigh (for more information about development in these communities see pages 48-50 and 66 – 68).**

# 2035 Wake Transit Plan



**Connect the Region**



**Connect All Wake County Communities**

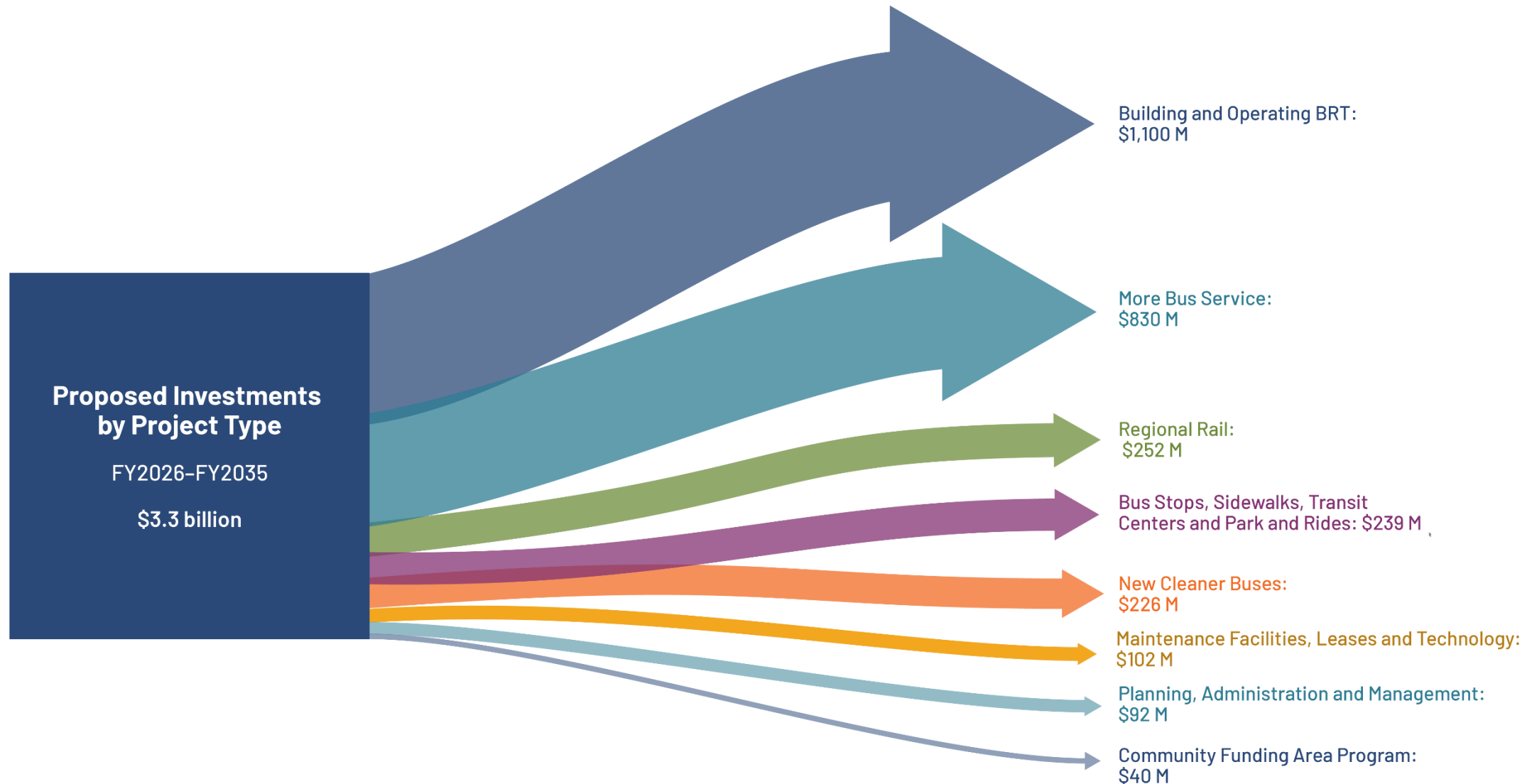


**Connect Frequent, Reliable Urban Mobility**

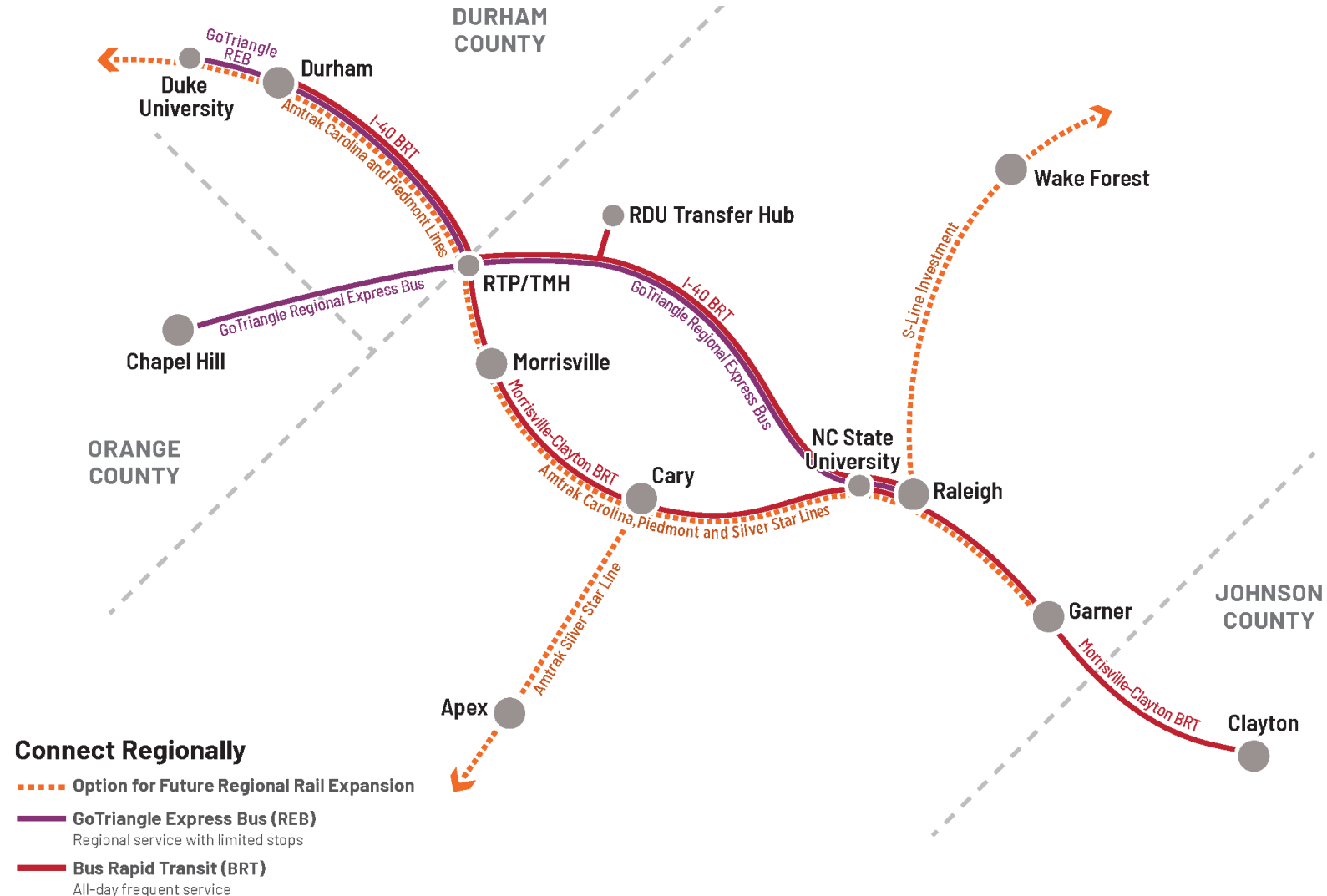


**Enhance Access to Transit**

# 2035 Wake Transit Plan

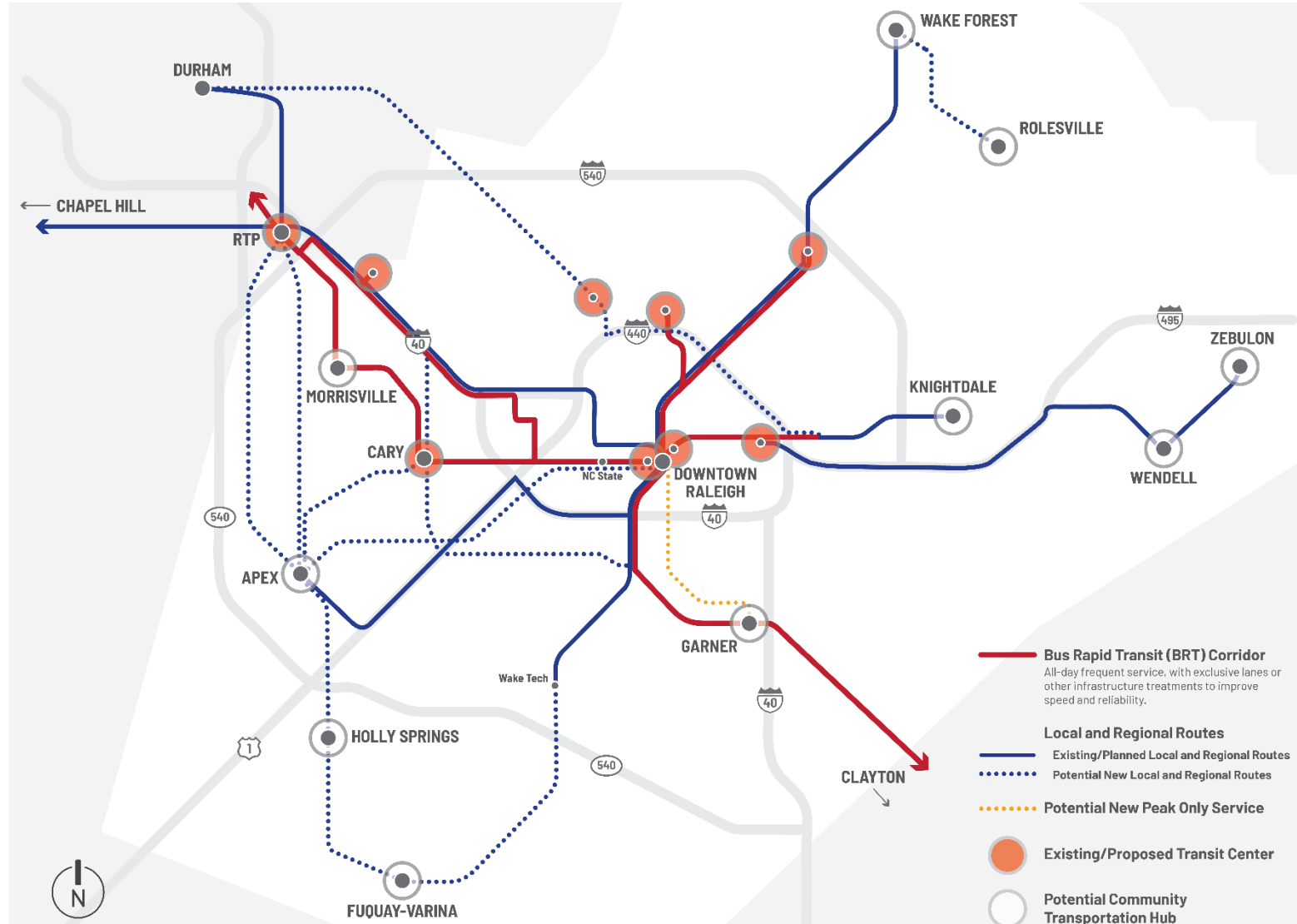


# Connect the Region

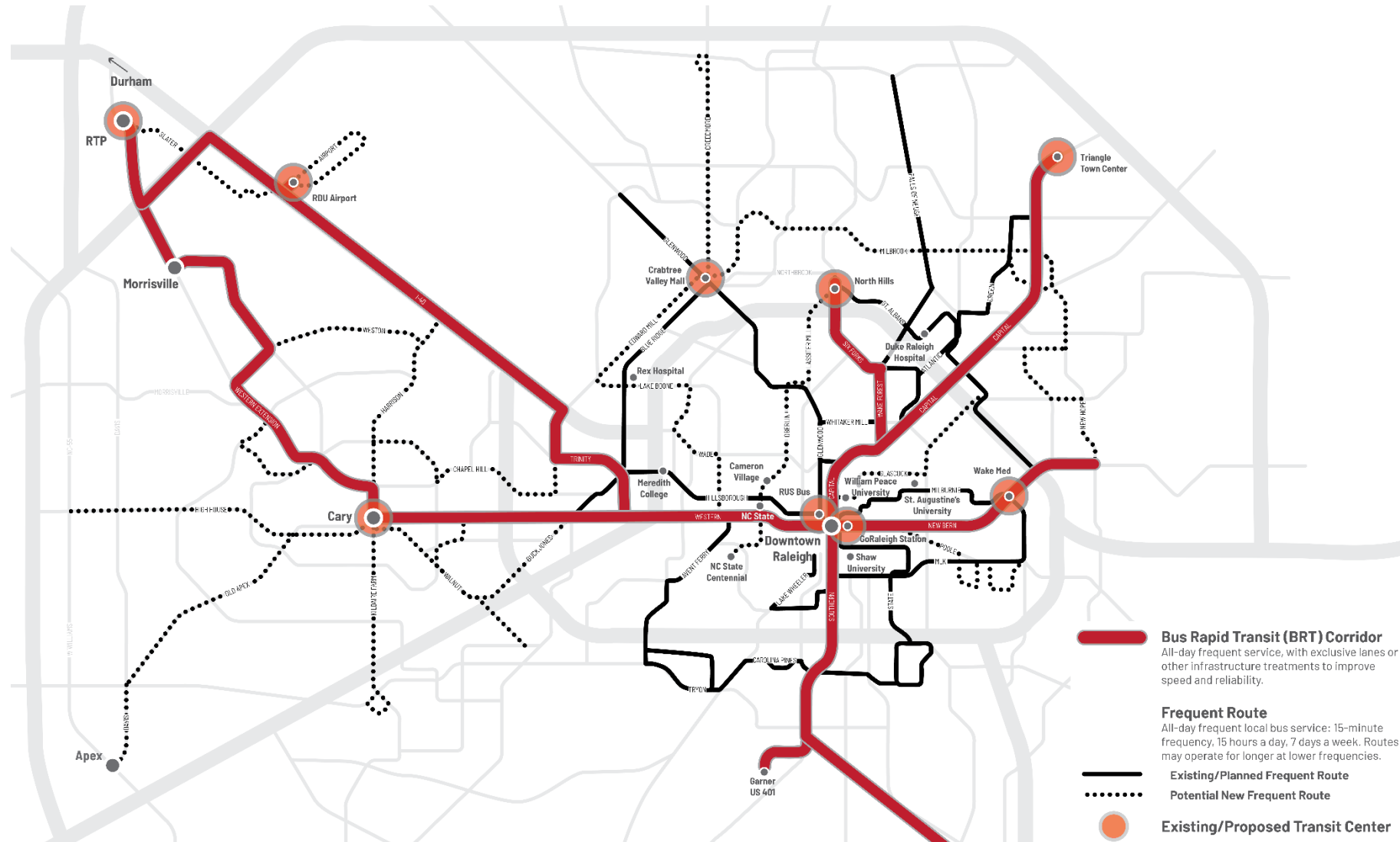




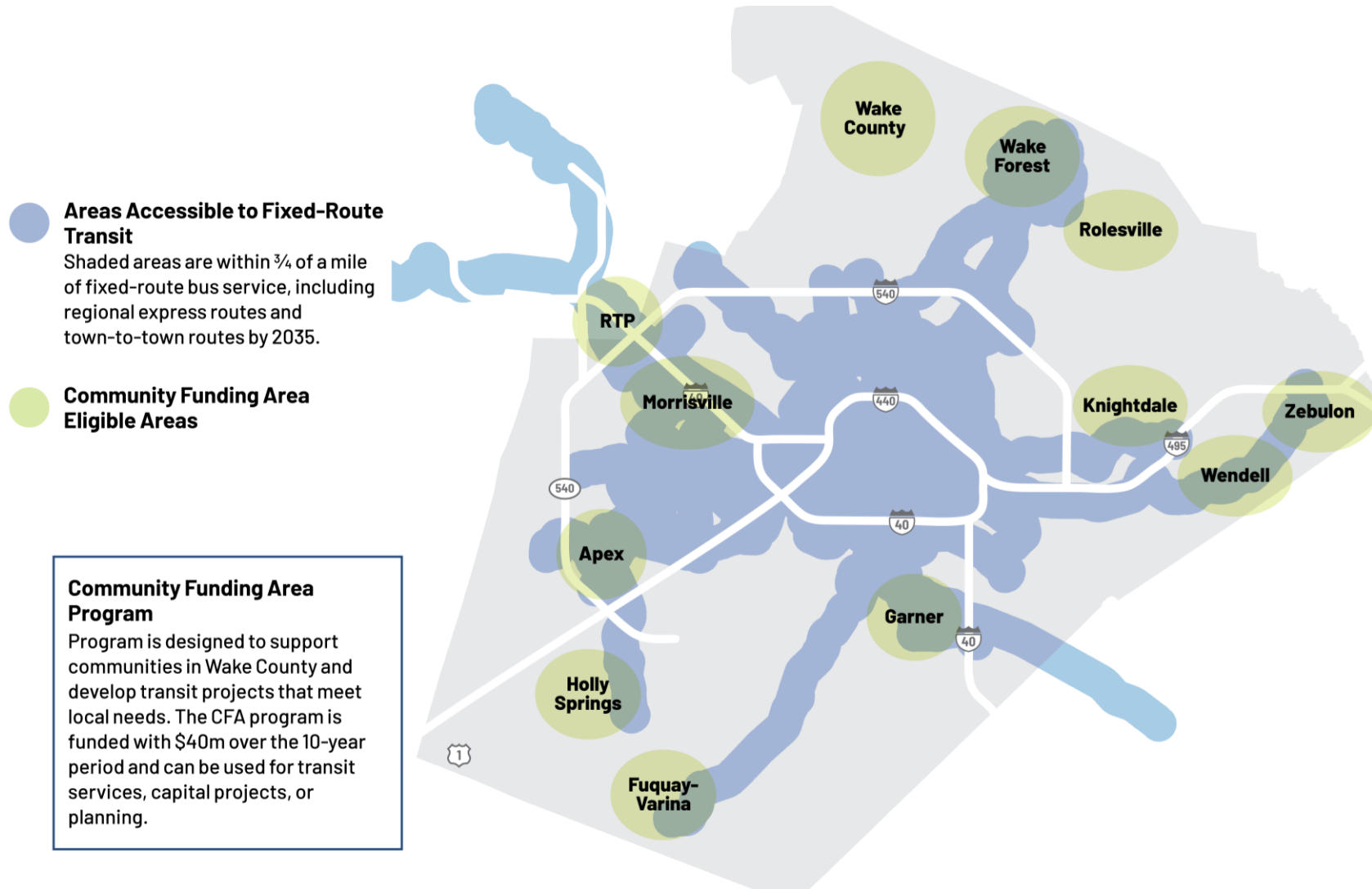
# Connect all Wake County Communities



# Frequent, Reliable Urban Mobility



# Enhance Access to Transit



# Major Changes from Previous Plans

- **Investing in Regional Rail (instead of Commuter Rail)**
  - For next 10 years
- **Expanded BRT Network**
  - 4 Core BRT services, including Northern Corridor Branches
  - Two BRT extensions
  - New I-40 BRT with Airport Transfer Hub (+potential integration with Harrison BRT)
  - Study and plan for future BRT
- **Expanded Community Funding Area Program**
  - Lower matching requirement and more funding

# Changes from Previous Plans

- **Capital Reserve Fund**

- Reserve 5% for all capital projects (BRT projects were formerly 10%)

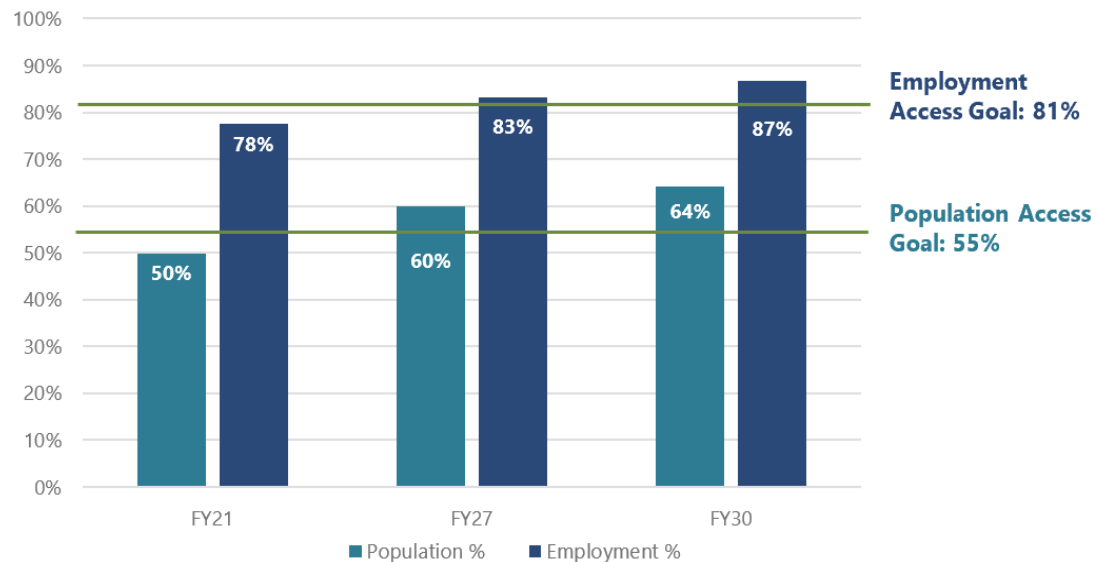
- **Instead of Proximity use “Access to Transit”**

- Use ½ mile instead of ¾ miles
- Use bus stops instead of transit corridors
- Use sidewalk network instead of general catchment area
- Still use All Day and Frequent Transit but use Service Standards
- Updated goals / targets

# Access to All-Day Transit

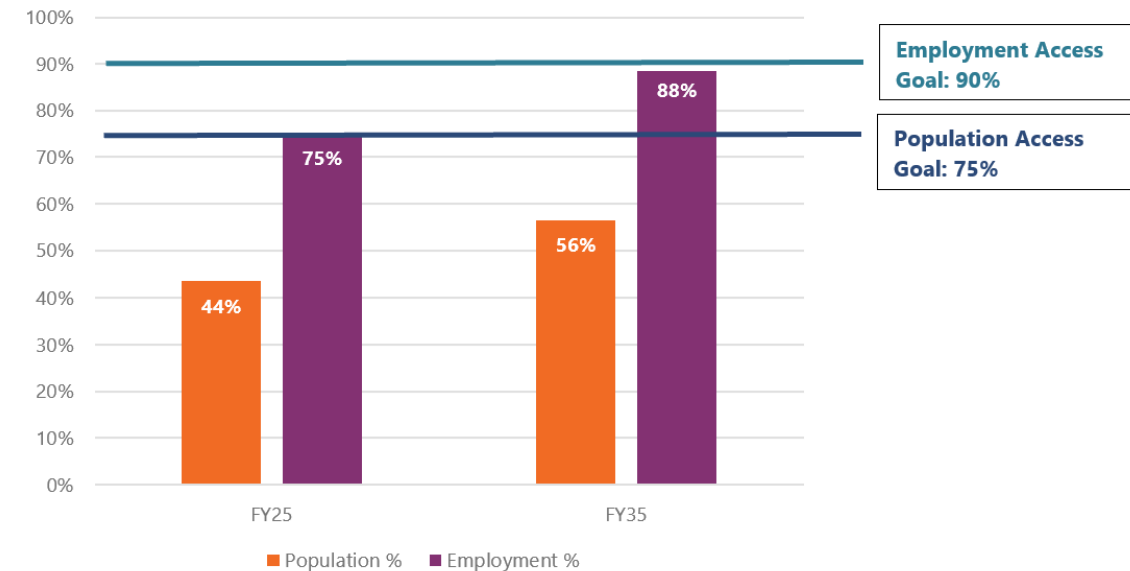
## Existing Metric and Goals

Figure 14 Residents and Jobs Within ¼ Miles of All-Day Transit



## Proposed Metric and Goals

Figure 20 Residents and Jobs With ½-Mile Access to Overall Transit Service (Weekdays)

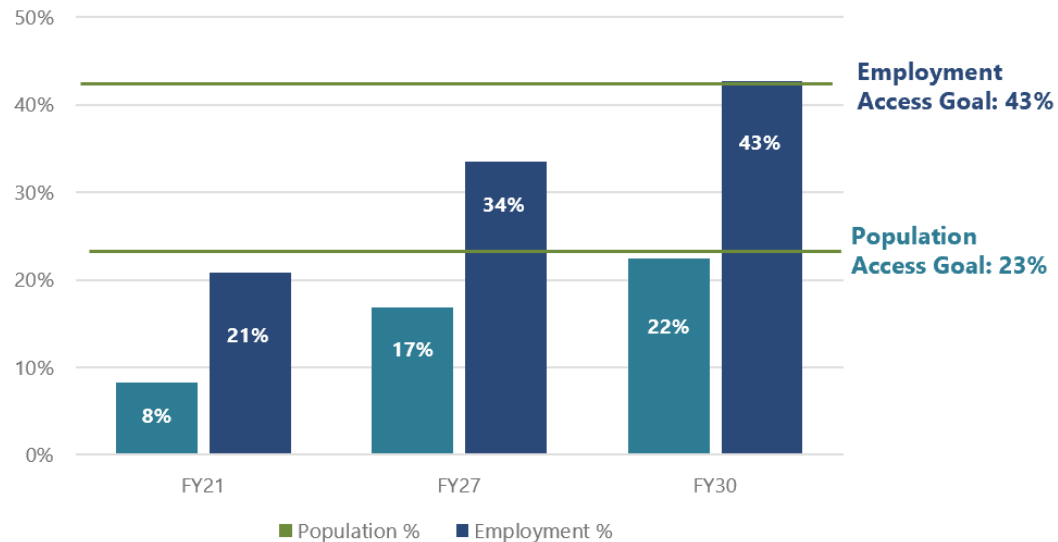


***\*\*Goals Being Updated\*\****

# Access to Frequent Transit

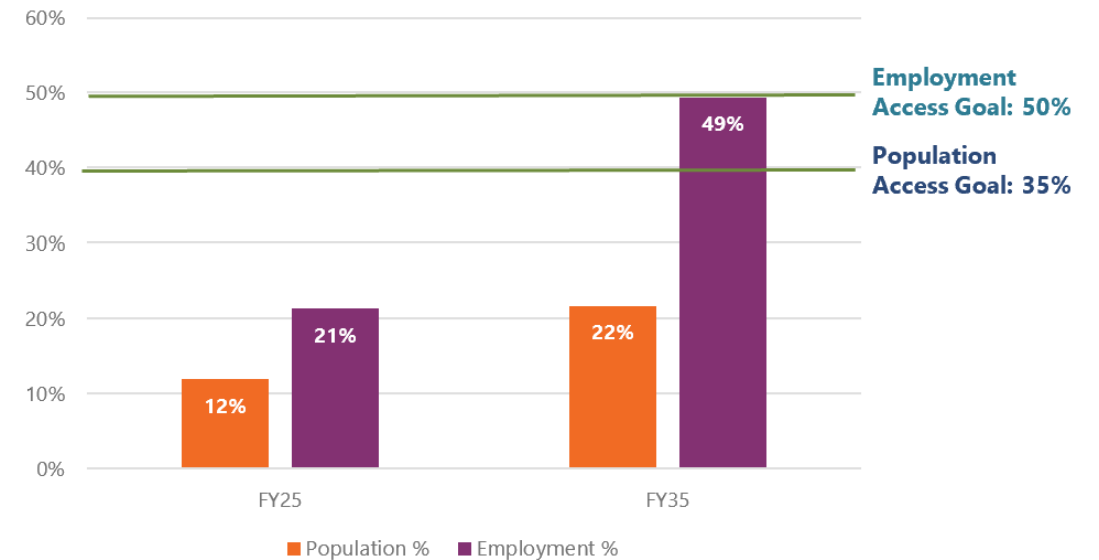
## Existing Metric and Goals

Figure 15 Residents and Jobs Within ¼ Miles of Frequent Transit



## Proposed Metric and Goals

Figure 21 Residents and Jobs With ½-Mile Access to Frequent Transit Service (Weekdays)



***\*\*Goals Being Updated\*\****

# Other Deliverables

*Microtransit Guidelines*

*Project Prioritization Guidance*

*Community Funding Area PMP Update*



3



# Community Funding Area PMP

# CFA Program Management Plan

- Major Updates to the Plan from Last WTP
  - Reduced local matching requirement from 50% to 35%
    - **Effective FY 2027 (July 1, 2026)**
  - Increased funding to approximately \$60 million over 10-year plan
    - Accounts for ongoing operating projects with lower matching amount
    - Anticipates planned projects
    - Includes carry over funds

# Microtransit Guidelines

# Microtransit Guidelines Purpose

- Create consistency in service delivery for microtransit
- Two potential funding sources for microtransit services
  - Community Funding Area Program (CFAP) – more flexibility in how service is structured, but 35% local match
  - Wake Transit General Funds – more prescriptive with program requirements, but no local match

Wake Transit Microtransit Guidelines	
<b>Optional</b>	Encouraged program component but not required for funding.
<b>Required</b>	Program component must be included to receive funding.

# Microtransit Program Components

## Program Components

- Service Goals
- Operating Characteristics
- Service Model (Pick-Up/Drop-Off Standards)
- ADA Accessibility
- Fare Policy
- Technology System/Platform
- Branding
- Contract Model

Operating Characteristics	Description	CFA Program Funded	Wake Transit Funded
Span	Service provided at least 12 hours per weekday.	Required	Required
	Service span matches the span of the connecting transit service.	Optional	Required
Customer Wait Times	Passenger wait times should not exceed 30 minutes, with <10% of trips being missed or late (late trips being defined as anything more than 10 minutes beyond promised pickup window).	Optional	Required
Service Availability	Weekdays	Required	Required
	Saturdays	Optional	Optional
	Sundays	Optional	Optional

# Planning and Evaluation

- Wake Transit has a process for identifying and planning services
- CFAP funded projects have less of a set process
  - Establish goals, objectives, measures, and outputs for program planning
- Standards are needed to assess service performance
  - Fixed route services could be shifted to microtransit
  - Microtransit services could be shifted to fixed route

Evaluation Metric	Description	Suggested Benchmarks*
<b>Ridership (weekday boardings)</b>	The average number of passengers using the on-demand service per hour.	2-5 passengers per hour
<b>Cost per passenger trip</b>	The cost per revenue hour divided by the average number of customers per hour.	\$15-\$30 per passenger trip
<b>Wait time</b>	The deviation between the pickup window provided to passengers when booking and the actual time they were picked up.	10-20 min customer wait times

\*Microtransit services consistently operating above suggested benchmarks should consider partial or full conversion to fixed route service.

# Project Prioritization Guidance

# Project Prioritization Guidance

- Determines the order of funding across the approved projects and programs, when there's not enough money
  - Highest priority projects funded first; lower priority projects funded last
- 2035 Plan Updates
  - Guidance, not policy
  - Goes from 8-tiered system to four broad tiers with sub-categories

## Project Prioritization Tiers

### Tier 1: Funded Projects

### Tier 2: Programmed Projects

Programs and projects included in the Capital Improvement Program (CIP) or Multi-Year Operating Plan (MYOP) with execution/start dates scheduled for the next 18 months)

### Tier 3: Planned and Identified Projects

Other projects included in the Wake Transit Plan 10-Year Investment Strategy

### Tier 4: New Projects

Projects not included in existing Wake Transit Plan programs or plans (i.e. CIP, MYOP, Bus Plan or Wake Transit Plan)



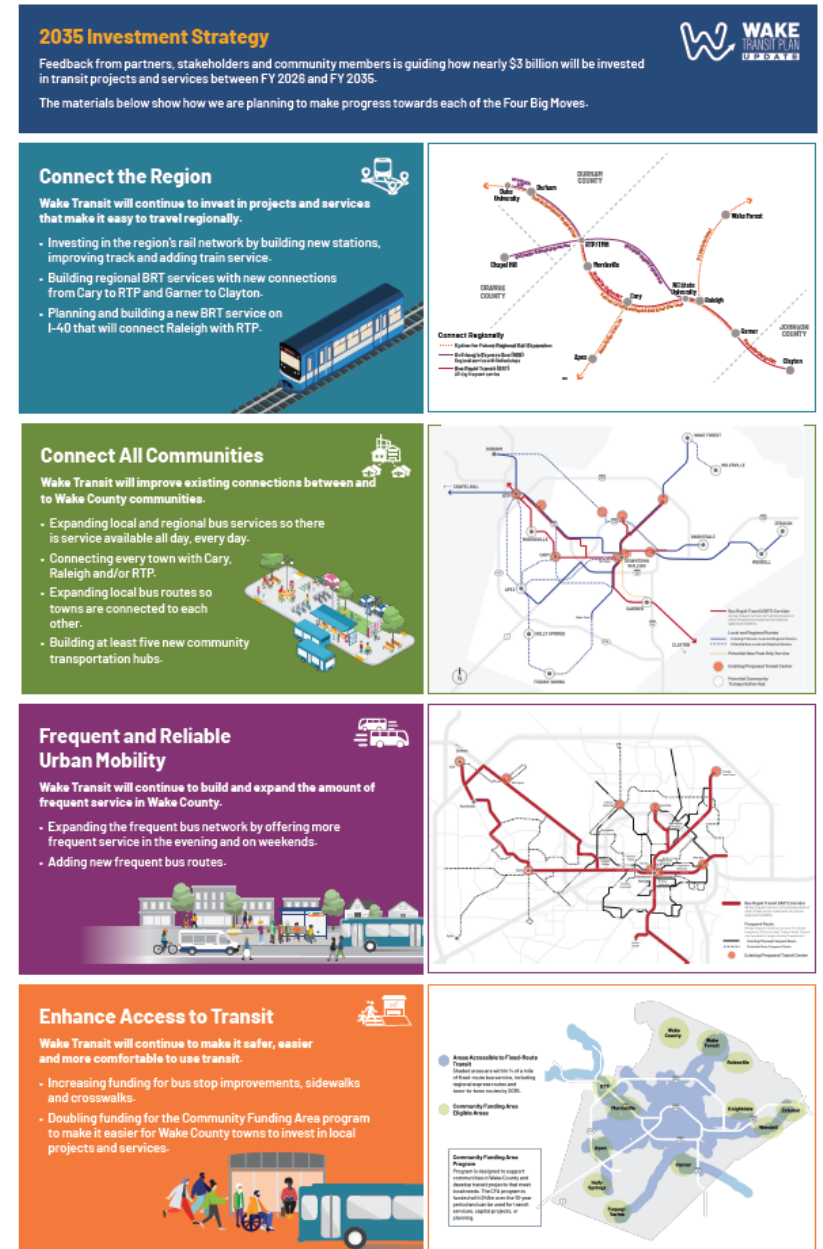
# Phase 3 Engagement Summary



4

# Phase 3 Engagement Goals

- **Collect feedback** on 2035 Investment Strategy and the FY2026 WTP Workplan
  - 2035 Investment strategy outlines investment over next ten years
  - FY2026 WTP Workplan outlines what actions Wake Transit will take over the next year
- **Increase awareness** around Wake Transit
- **Remind people** about ongoing projects and investments



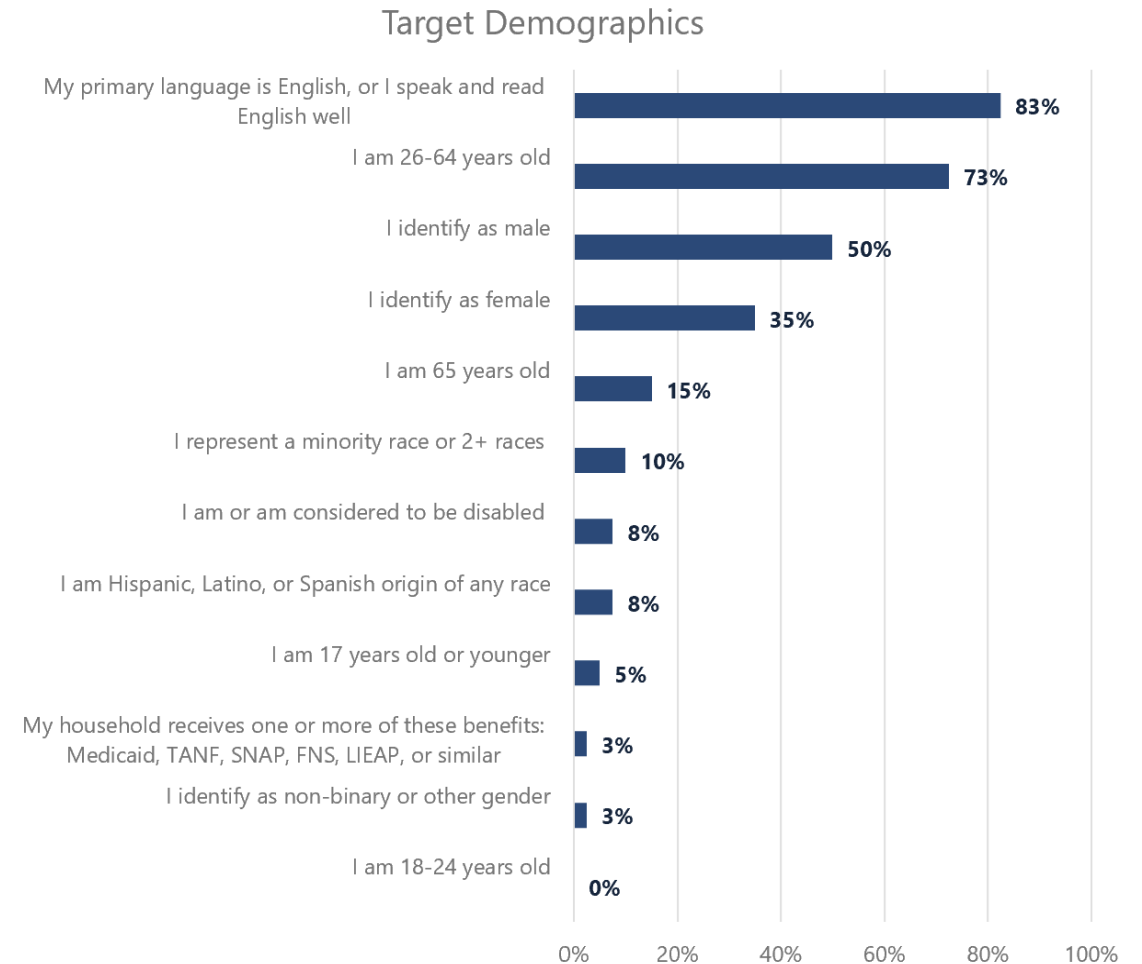
# Phase 3 Engagement Strategy



What	✓ Online	✓ In person
Approach	<ul style="list-style-type: none"> <li>• Website update + partner toolkit</li> <li>• Social media ads + video reels</li> <li>• Email distribution lists</li> <li>• Digital screens on buses + trip planning apps</li> <li>• Feedback form</li> </ul>	<ul style="list-style-type: none"> <li>• Held <b>10 pop-up events</b> across Wake County</li> <li>• Worked with partners to schedule <b>6 Council or Board presentations</b></li> </ul>
Purpose	<ul style="list-style-type: none"> <li>• Reach as wide an audience as possible</li> <li>• Encourage people to fill out the feedback form</li> <li>• Opportunity to learn more</li> </ul>	<ul style="list-style-type: none"> <li>• Increase awareness</li> <li>• Understand if people agreed or disagreed with key recommendations</li> <li>• Status update to interested partners and elected officials</li> </ul>

# Phase 3 Survey Results

- **90 Completed Surveys**
- **Key Demographic Statistics:**
  - **43%** are regular or sometimes users of transit services
  - **73%** are aged 26-64 years old and **15%** are 65 years or older
  - **10%** are a minority race
  - **8%** identified as a person with a disability

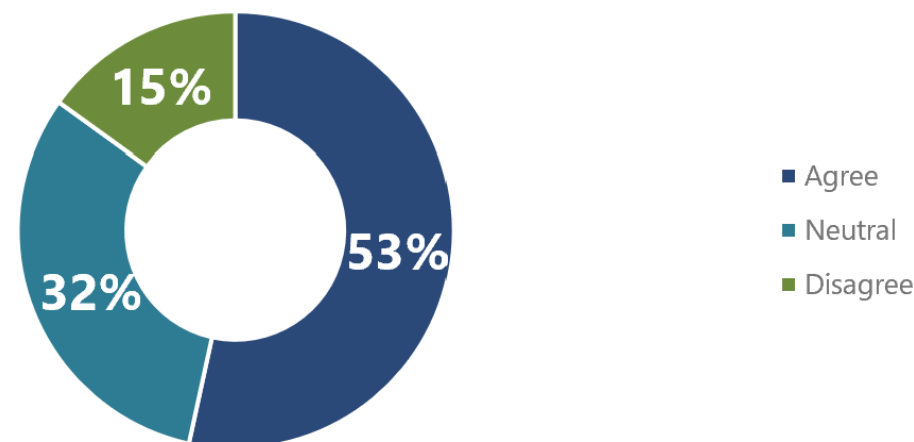


# Feedback on 2035 Investment Strategy

- **Overall, support for transit expansion in Wake County:**

- Excitement over increased frequency of high demand routes
- Support for expanded bus service but would like to see more connections to eastern and southern Wake County
- Support for rail expansion
- Concern proposed service expansions may not be enough to increase transit ridership in Wake County

Do you agree with the proposed 2035 Wake Transit Plan 10-Year Investment Strategy?



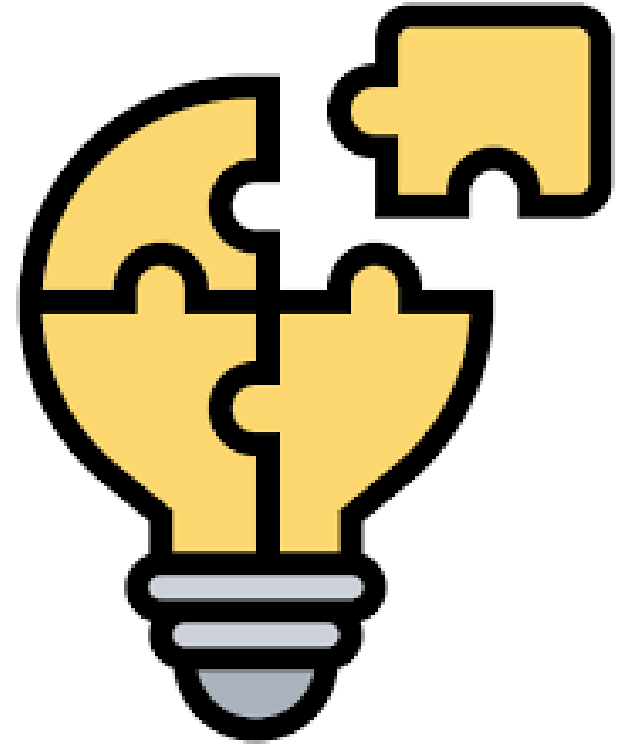
# Qualitative Feedback

- Interest in **expanding transit service** to connect to major employers, the airport and the southern and eastern areas of Wake County
- Desire to **increase the frequency** of existing bus routes, specifically on weekends
- Curious about **how route change communications** would be made
- Interest in future **rail expansion**
- Frequent transit riders expressed their desire for **better conditions at existing stations** (improved services for those with disabilities, more shelters, and increased cleanliness)



# Lessons Learned

- **Pop-up events** seemed to be the most impactful
- Important to have **clear language and quick action**
- Concern about Wake Transit **engagement fatigue**
- **Prioritize education** around BRT, rail, and transit benefits
- Detailed and transparent **work-back schedules** are critical
- **Social media ads and Qué Pasa** were effective
- **Video reels** generated social media engagement
- **Transit rider focus groups** provided insightful feedback







**Thank you!**



## 8. 2035 Wake Transit Plan Review and Phase 3 Engagement Summary

### *Requested Action:*

**Review the draft materials and provide comment to CAMPO by July 25<sup>th</sup>.  
Prepare to take action to adopt and/or release the draft materials at the  
August TPAC meeting.**

# 9. Wake Transit Work Plan: Adoption Update and Engagement Summary

*Steven Mott, CAMPO*

*Attachment F, G and H*



# Work Plan Adoption

# **FY26 Work Plan Budget**

**Operating: \$64.1m  
Capital: \$122.5m**

**Total: \$186.6m**

**FY  
26**

Recommended  
**Wake Transit  
Work Plan**

*Version: June 11, 2025*



# Vehicle Rental Tax in the FY26 Work Plan

- The Conference Committee met June 10<sup>th</sup> to discuss the VRT amounts included in the Work Plan for FY26.
- The committee came to a decision to resolve the 2025 Significant Concerns raised by GoTriangle and decided on a VRT amount of \$0 for FY26. In the Work Plan this revenue is replaced by capital fund balance.
- The agreement on VRT amounts by the Conference Committee supersedes the recommendation from TPAC to include \$2.591m VRT revenue in the FY26 Work Plan.
- The 2024 Significant Concerns are still outstanding and future year VRT amounts are still being deliberated. They are shown as "TBD" in future years.
- Further details can be found on page 7 of the FY 2026 Wake Transit Work Plan

# Governing Board Adoption

- CAMPO Executive Board adopted the Work Plan sans VRT at their June 18<sup>th</sup> meeting.
- GoTriangle Board of Trustees adopted the same Work Plan at their June 25<sup>th</sup> meeting.
- Staff is compiling and will publish the adopted FY26 Wake Transit Work Plan on the CAMPO website.



# Community Engagement

# Engagement for FY26 Work Plan

- 30-day engagement period for Draft FY26 Work Plan (February 25 – March 28).
- 15-day engagement period for Recommended FY26 Work Plan (May 1-15) coinciding with the Wake Transit Plan Update engagement.
- Various avenues were taken to get the word out including email campaigns, handouts and flyers, social media posts, blog posts, and in-person events.



# Engagement for FY26 Work Plan

*+ 100 comments received between the two engagement periods.*

Common themes:

- Overwhelming demand for transit expansion & frequency
- Strong call for major public investment
- Emphasis on equitable access, user experience & system usability
- Mixed views on microtransit
- Skepticism about the commuter rail project

# 9. Wake Transit Work Plan: Adoption Update and Engagement Summary

**Requested Action:**

**Receive as Information.**

# 10. Operations Security Funding Policy: Draft Update

*Item removed from this agenda.*

*Will be brought back at a future meeting.*

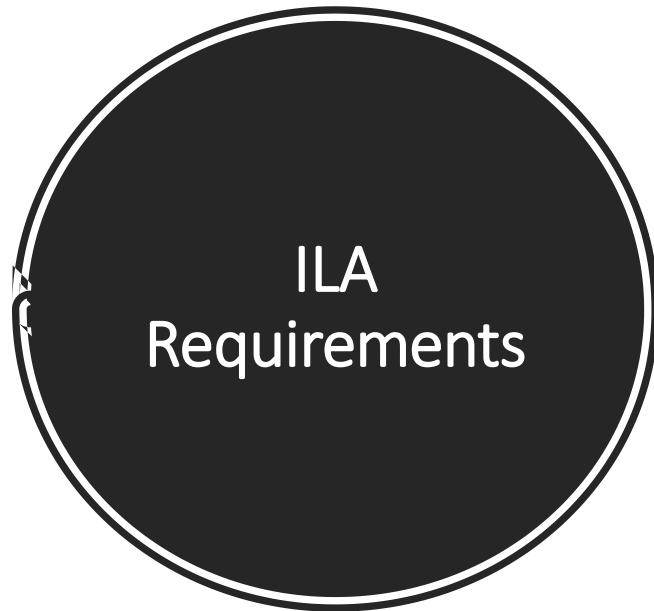
# 11. Wake Transit Progress Report: FY24 Completion and FY25 Kickoff

*Steve Schlossberg, GoTriangle*



# **Schedule for FY25 Annual Wake Transit Report**





**ARTICLE IX  
PROCESS FOR CAPITAL, NON-CAPITAL, INFRASTRUCTURE, and  
SERVICE DELIVERY PROJECTS REPORTING**

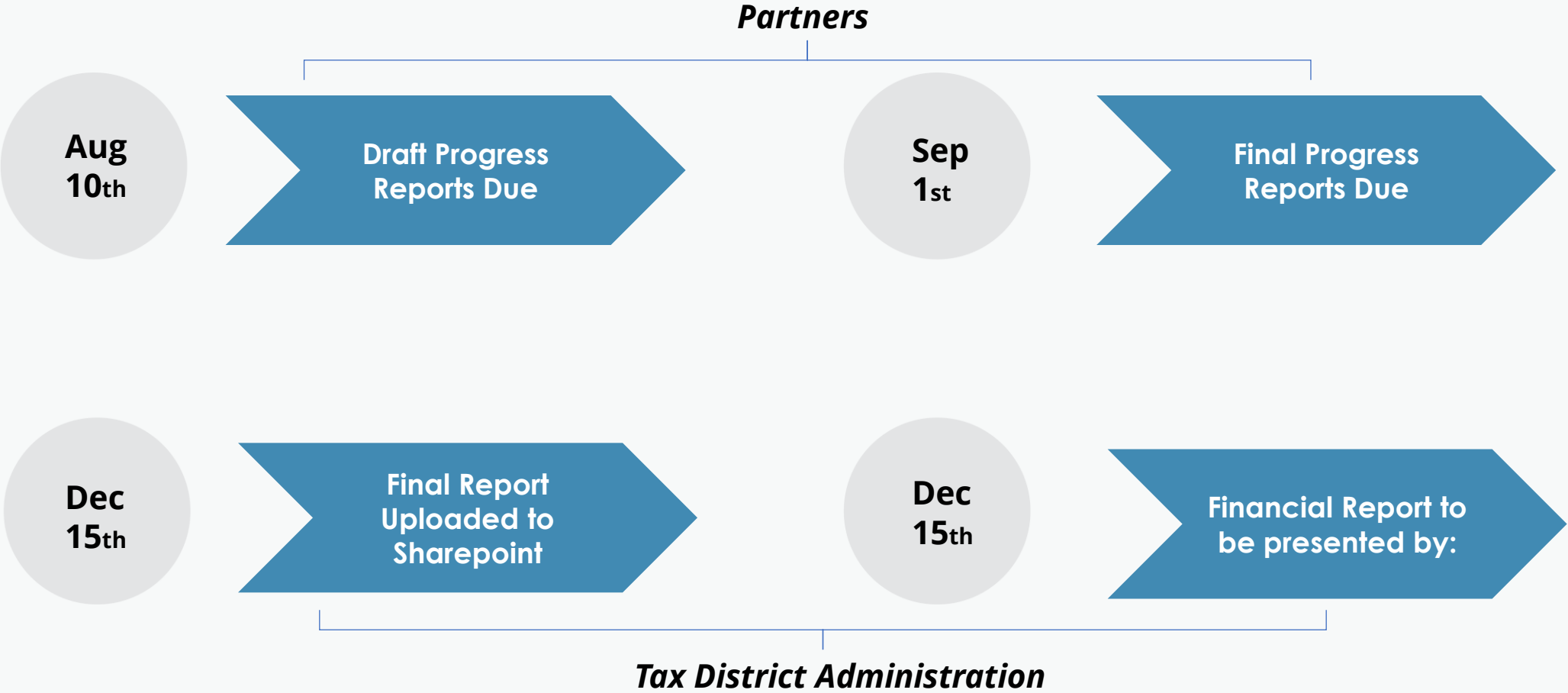
9.01 The Tax District shall be reported as a Component Unit and shall include the Wake Transit major operating and capital funds separate from any and all major funds and/or other special tax districts within the Tax District, in the body of annually audited financial statements, as required by Governmental Accounting Standards Board (GASB) standards for major funds reported by blended component units. As administrator of the Tax District, GoTriangle shall present an annually audited financial statement for the separate component unit by **December 15<sup>th</sup>** of the subsequent fiscal year to the CAMPO Executive Board and the Wake County Board of Commissioners.

9.02 At the time of the presentation of the annually audited financial statements, GoTriangle shall present an update of the Wake County Transit Work Plan projects including project milestones and timelines and operations of the system. This presentation shall be considered an Annual Wake Transit Report.

***ILA specifically mentions GoTriangle***



# Timeline



## What Changed:



The GoTriangle communications and marketing team managed the process and exceeded the ILA deliverables by producing an impressive high quality report. They accomplished this by utilizing Wake Transit staffing and project funds.

GoTriangle (*marketing and engagement team*) announced its decision to step away from its role as the Lead Agency for Wake Transit communications, outreach and engagement. Tax District Administration will continue fulfilling the ILA requirements with the annual report.





**Funds were  
originally  
allocated under  
T0002-Z but  
absorbed in FY21  
under T0002-D**

Project ID:	T0002-Z	Project Type:	Transit Plan Admin/Implementation
<b>Project Description:</b>		<b>Project At A Glance</b>	
GoTriangle is tasked to support the creation of Wake Transit Annual Reports, factsheets, signs, web graphics, advanced PowerPoints, dashboard graphics and more to help inform and educate numerous audiences about the implementation of the Wake Transit Plan. Contracting with a creative design consultant will allow GoTriangle to have regular and direct access to a creative design firm as an on-call contractor for the purposes of content design and print-ready materials.		Project Description	Creative Design Contractor
		Agency	GoTriangle
		FY 2019 Cost	\$80,000
		FY 2020 Programmed Cost	\$82,000
		Funding Source	Wake Transit Tax Proceeds
		Start Date	July 1, 2018
		End Date	Ongoing





*TDA has offered to hire a consultant to produce a high-quality 'Glitzy' report.*



*CAMPO has indicated that this type of report is not needed currently.*





*Similar  
example of  
the report*

# FY 2025 – Q3 Results



# Revenue

FY25 Article 43 Half-Cent Sales Tax as of 3/31/25:

Jul-Dec Collections

Jan-Mar Accrual

74% of Budget

	FY25 Budget	FY25 YTD Actual	Variance
Half-Cent Sales Tax	\$ 140,000,000	\$ 103,893,305	\$ (36,106,695)
\$7 Vehicle Registration Tax	7,075,000	5,216,316	(1,858,684)
\$3 Vehicle Registration Tax	3,025,000	2,234,817	(790,183)
Vehicle Rental Tax	2,528,000	2,528,000	-
Other-Appportionments	639,244	-	(639,244)
<b>Total Revenue</b>	<b>\$ 153,267,244</b>	<b>\$ 113,872,438</b>	<b>\$ (39,394,806)</b>

Percent of Budget Received

74.3%



# Operating

FY25 Bus Operations Project Agreement have not been signed by:

- Wake County
- Town of Zebulon

Reimbursements have not been requested by:

- Town of Cary
- Wake County
- Town of Zebulon

## Tax District Administration

	Fiscal Year 2025 - Wake Transit Plan			
	Budget	YTD Actual	% Spent	Remaining
<b>Tax District Administration</b>				
GoTriangle - TDA	\$ 726,627	\$ (199,900)	28%	526,727
<b>Transit Plan Administration</b>				
CAMPO	950,990	(494,433)	52%	456,557
Cary	952,171	-	0%	952,171
GoTriangle	3,054,000	(1,094,600)	36%	1,959,400
Raleigh	2,131,046	(1,159,015)	54%	972,031
Wake County	110,157	-	0%	110,157
<b>Bus Operations</b>				
Apex	467,774	(213,958)	46%	253,816
Cary	4,654,762	-	0%	4,654,762
GoTriangle	6,453,076	(3,112,556)	48%	3,340,520
Raleigh	27,386,365	(10,017,052)	37%	17,369,313
Morrisville	408,534	(282,892)	69%	125,642
Wake County	804,615	-	0%	804,615
Wake Forest	106,295	(106,295)	100%	-
Wendell	232,366	(2,250)	1%	230,116
Zebulon	6,557	-	0%	6,557
<b>Total Operating Expenses</b>	<b>\$ 48,445,335</b>	<b>\$ (16,682,950)</b>	<b>34%</b>	<b>\$ 31,762,385</b>



# Capital

As of 3/31/25:

\$16.6M Estimated Drawdown  
in Q4

\$427.6M Estimated  
Carryforward into FY26

## Tax District Administration

Fiscal Year 2025 - Wake Transit Plan					
	Budget	Carryover	YTD Actual	% Spent	Remaining
<b>Capital Planning</b>					
CAMPO	\$ 681,250	\$ 20	\$ (393,068)	58%	\$ 288,202
GoTriangle	-	237,684	(77,965)	33%	159,719
<b>Community Funding Area</b>					
Apex	110,000	307,757	(121)	0%	417,636
Knightdale	336,612	167,128	(80,984)	16%	422,756
Morrisville	50,000	119,045	(16,919)	10%	152,126
<b>Bus Rapid Transit</b>					
Raleigh	65,000,000	146,781,056	(3,697,319)	2%	208,083,737
<b>Bus Infrastructure</b>					
Cary	13,542,230	69,141,766	-	0%	82,683,996
GoTriangle	4,201,542	29,743,086	(7,067,514)	21%	26,877,114
NCSU	99,360	-	-	0%	99,360
Raleigh	25,130,000	40,958,332	(2,454,330)	4%	63,634,002
Reserve	337,859	4,046,464	-	0%	4,384,323
<b>Vehicle Purchase</b>					-
GoTriangle	4,118,750	5,566,506	-	0%	9,685,256
Raleigh	18,355,778	4,293,971	(4,265,177)	19%	18,384,572
Wake County	3,173,047	-	-	0%	3,173,047
<b>Commuter Rail</b>					
GoTriangle	-	1,158,516	-	0%	1,158,516
Reserve	-	24,610,371	-	0%	24,610,371
<b>Total Capital Expenses</b>	<b>\$ 135,136,428</b>	<b>\$ 327,131,702</b>	<b>\$ (18,053,397)</b>	<b>4%</b>	<b>\$ 444,214,733</b>



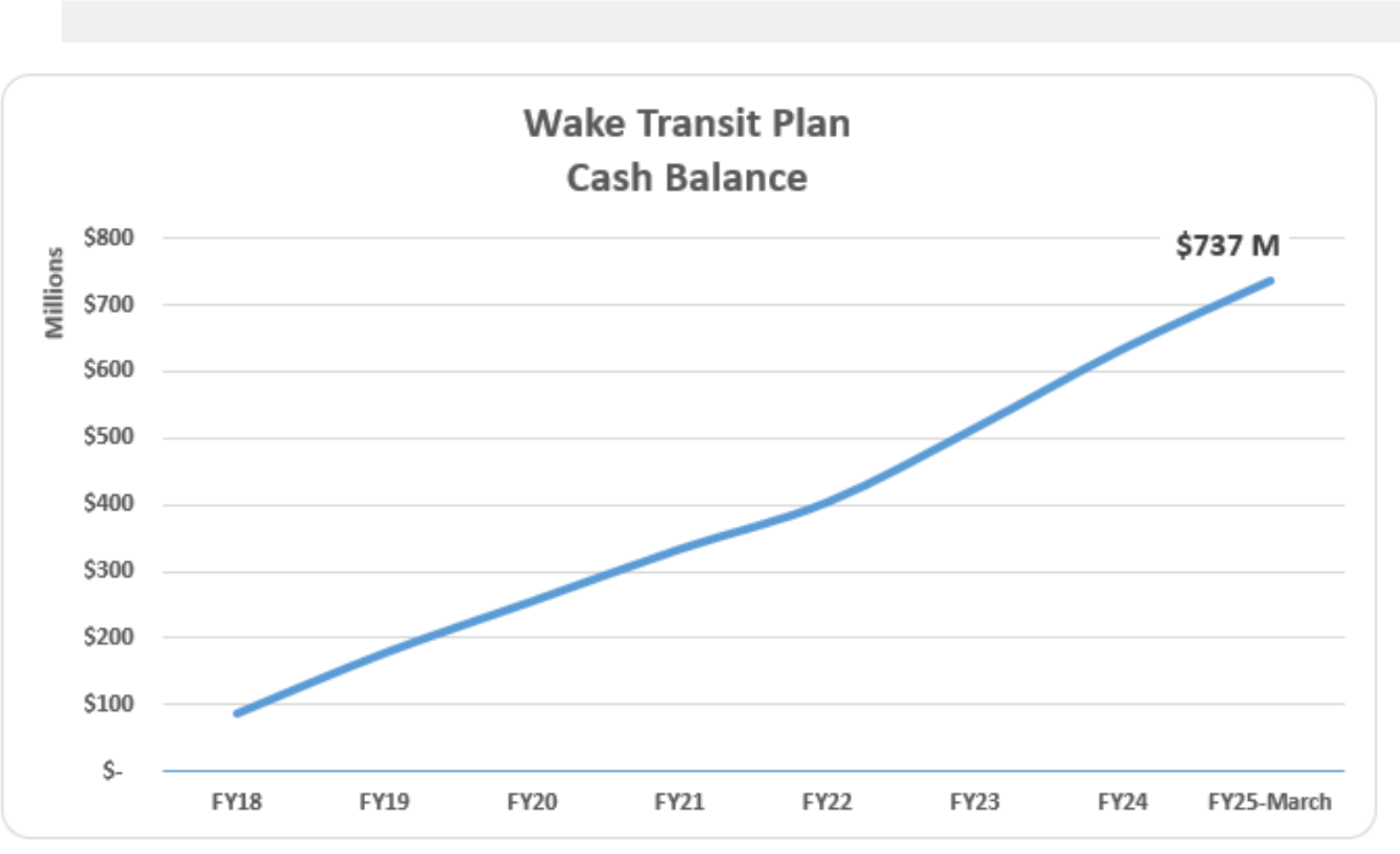
# Cash

\$737M Cash Balance  
*as of 3/31/25*

\$31M Encumbered for  
Previously Adopted  
Operating Projects

\$444M Encumbered for  
Previously Adopted Capital  
Projects

\$164M Reserve Policy





## Wake Transit

Home

Documents

Calendar

Work Plan - Requests

Work Plan - Amendm...

Wake Transit Reporting

Reimbursements

+ New

Upload

Edit in grid view

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Sync

Copy link

Wake Transit Reporting > FY 25 Reporting > Quarterly Progress Reports

	Name	Modified
	Q1 FY 2025 Quarterly Progress Report.pdf	May 6
	Q2 FY 2025 Quarterly Progress Report.pdf	May 6
	Q3 FY 2025 Quarterly Progress Report.pdf	May 26



Capital Expenditures

BUDGET TO ACTUAL										BUDGET TO ACTUAL										Progress Report			
Project ID	Current Year Budget	PY Carryforward / Transfer Amounts	Actual YTD	Percent Spent YTD	Budget Remaining	Reimbursement Pending Subtotal	Total Expense Projected	Percent Spent YTD Projected	Budget Remaining Projected	Project ID	Current Year Budget	PY Carryforward / Transfer Amounts	Actual YTD	Percent Spent YTD	Budget Remaining	Reimbursement Pending Subtotal	Total Expense Projected	Percent Spent YTD Projected	Budget Remaining Projected				
Tax District Administration																							
On/Triangle	Tax District Audit	TC000-I	\$	18,101	\$	-	1,952	11%	\$	16,151	\$	-	1,952	11%	\$	18,101	\$	1,952	11%	\$	16,151		
On/Triangle	Financial Control System	TC000-C	\$	151,774	\$	75,886	\$	51,888	34%	\$	175,860	\$	-	51,888	34%	\$	51,888	\$	51,888	34%	\$	175,860	
On/Triangle	1.0 FY25: Finance Team	TC000-F	\$	4,075	\$	-	148,246	4%	\$	148,246	\$	-	148,246	4%	\$	4,075	\$	-	148,246	4%	\$	148,246	
Transit Plan Administration																							
CAMPO	4.0 FY25: Wake Transit Staff	TC000-000	\$	808,760	\$	180,000	\$	499,660	54%	\$	415,860	\$	-	499,660	54%	\$	415,860	\$	415,860	54%	\$	415,860	
CAMPO	Administration Expenses	TC000-AV	\$	47,280	\$	(25,840)	\$	740	2%	\$	41,440	\$	-	740	2%	\$	41,440	\$	41,440	2%	\$	41,440	
City	1.0 FY25: Coordination/Management of Capital Projects	TC000-I	\$	176,750	\$	-	-	0%	\$	176,750	\$	-	-	0%	\$	176,750	\$	-	176,750	0%	\$	176,750	
City	1.0 FY25: Transportation Analysis	TC000-AC	\$	155,480	\$	-	-	0%	\$	155,480	\$	-	-	0%	\$	155,480	\$	-	155,480	0%	\$	155,480	
City	1.0 FY25: Transit Program Coordinator	TC000-AD	\$	147,012	\$	-	-	0%	\$	147,012	\$	-	-	0%	\$	147,012	\$	-	147,012	0%	\$	147,012	
City	4.0 FY25: Transit Program Administration	TC000-AD	\$	45,480	\$	-	-	0%	\$	45,480	\$	-	-	0%	\$	45,480	\$	-	45,480	0%	\$	45,480	
City	1.0 FY25: Transportation Outreach	TC000-AH	\$	151,822	\$	-	-	0%	\$	151,822	\$	-	-	0%	\$	151,822	\$	-	151,822	0%	\$	151,822	
City	1.0 FY25: Transit Planner	TC000-AV	\$	155,513	\$	-	-	0%	\$	155,513	\$	-	-	0%	\$	155,513	\$	-	155,513	0%	\$	155,513	
City	Marketing of the Services	TC000-AM	\$	130,800	\$	-	-	0%	\$	130,800	\$	-	-	0%	\$	130,800	\$	-	130,800	0%	\$	130,800	
On/Triangle	Transit Plan Administration Staffing	TC000-000	\$	124,760	\$	-	905,131	4%	\$	905,131	\$	-	905,131	4%	\$	124,760	\$	-	905,131	4%	\$	124,760	
On/Triangle	SCS21 Transit Program Model	TC000-AM	\$	21,317	\$	-	23,271	0%	\$	51,608	\$	-	23,271	0%	\$	51,608	\$	-	51,608	0%	\$	51,608	
On/Triangle	Outside Legal Counsel	TC000-C	\$	28,281	\$	25,000	\$	-	0%	\$	51,281	\$	-	-	0%	\$	51,281	\$	-	51,281	0%	\$	51,281
On/Triangle	Transit Customer Services	TC000-F	\$	144,962	\$	30,000	\$	110,962	7%	\$	114,962	\$	-	110,962	7%	\$	114,962	\$	-	114,962	7%	\$	114,962
On/Triangle	Property Maintenance, Repairs, & Approvals	TC000-I	\$	76,408	\$	68,000	\$	22,159	13%	\$	122,058	\$	-	22,159	13%	\$	122,058	\$	-	122,058	13%	\$	122,058
On/Triangle	Outreach/Marketing / Communication	TC000-I	\$	177,764	\$	30,000	\$	58,869	33%	\$	148,765	\$	-	58,869	33%	\$	148,765	\$	-	148,765	33%	\$	148,765
On/Triangle	Personalized Office Space Lease	TC000-AA	\$	194,802	\$	-	46,032	24%	\$	148,770	\$	-	46,032	24%	\$	194,802	\$	-	148,770	24%	\$	194,802	
On/Triangle	Customer Feedback Management System	TC000-J	\$	36,022	\$	-	36,022	100%	\$	-	\$	-	36,022	100%	\$	-	\$	-	36,022	100%	\$	-	
Raleigh	1.0 FY25: Planning Supervisor RRT	TC000-F	\$	129,764	\$	-	-	0%	\$	129,764	\$	-	-	0%	\$	129,764	\$	-	129,764	0%	\$	129,764	
Raleigh	1.0 FY25: Transportation Analysis Projects	TC000-AC	\$	134,800	\$	-	138,428	0%	\$	26,628	\$	-	138,428	0%	\$	26,628	\$	-	26,628	0%	\$	26,628	
Raleigh	1.0 FY25: Transit Planner RRT	TC000-AD	\$	144,000	\$	-	110,764	7%	\$	110,764	\$	-	110,764	7%	\$	110,764	\$	-	110,764	7%	\$	110,764	
Raleigh	1.0 FY25: Traffic Signal Timing Specialist	TC000-AJ	\$	146,801	\$	-	110,610	75%	\$	40,191	\$	-	110,610	75%	\$	40,191	\$	-	40,191	75%	\$	40,191	
Raleigh	1.0 FY25: Transit Engineer	TC000-AJ	\$	132,480	\$	-	5,808	4%	\$	147,022	\$	-	5,808	4%	\$	147,022	\$	-	147,022	4%	\$	147,022	
Raleigh	1.0 FY25: Procurement Analysis Projects	TC000-AD	\$	122,800	\$	-	64,447	52%	\$	58,353	\$	-	64,447	52%	\$	58,353	\$	-	58,353	52%	\$	58,353	
Raleigh	1.0 FY25: Planning Analyst SC21/2020	TC000-AD	\$	142,400	\$	-	89,880	63%	\$	52,520	\$	-	89,880	63%	\$	52,520	\$	-	52,520	63%	\$	52,520	
Raleigh	1.0 FY25: Transit Planner	TC000-AD	\$	115,560	\$	-	76,117	66%	\$	39,443	\$	-	76,117	66%	\$	39,443	\$	-	39,443	66%	\$	39,443	
Raleigh	1.0 FY25: Construction Management	TC000-AA	\$	117,564	\$	-	98,131	84%	\$	19,433	\$	-	98,131	84%	\$	19,433	\$	-	19,433	84%	\$	19,433	
Raleigh	1.0 FY25: Transit Real Estate Analyst	TC000-AD	\$	157,564	\$	-	50,240	32%	\$	107,324	\$	-	50,240	32%	\$	107,324	\$	-	107,324	32%	\$	107,324	
Raleigh	1.0 FY25: Transit Planner Analyst	TC000-AD	\$	155,760	\$	-	75,640	48%	\$	75,640	\$	-	75,640	48%	\$	75,640	\$	-	75,640	48%	\$	75,640	
Raleigh	1.0 FY25: Transit Planner Analyst	TC000-AD	\$	155,760	\$	-	82,081	53%	\$	73,679	\$	-	82,081	53%	\$	73,679	\$	-	73,679	53%	\$	73,679	
Raleigh	Office Space Lease for Transit Staff	TC000-AA	\$	170,822	\$	-	129,220	75%	\$	41,602	\$	-	129,220	75%	\$	41,602	\$	-	41,602	75%	\$	41,602	
Raleigh	Marketing for Bus System	TC000-AK	\$	250,000	\$	-	141,807	57%	\$	88,193	\$	-	141,807	57%	\$	88,193	\$	-	88,193	57%	\$	88,193	
Wake County	Vehicle Rental Tax Incentives	TC000-000	\$	50,000	\$	-	-	0%	\$	50,000	\$	-	-	0%	\$	50,000	\$	-	50,000	0%	\$	50,000	
Wake County	Administration Expenses	TC000-000	\$	40,122	\$	-	-	0%	\$	40,122	\$	-	-	0%	\$	40,122	\$	-	40,122	0%	\$	40,122	
Transit Plan Administration																							
Bus Operations																							
City	Handing and Holding Services	TC000-A	\$	608,761	\$	-	-	0%	\$	608,761	\$	-	-	0%	\$	608,761	\$	-	608,761	0%	\$	608,761	
City	Revenue Mileage Expenses	TC000-A	\$	562,112	\$	-	-	0%	\$	562,112	\$	-	-	0%	\$	562,112	\$	-	562,112	0%	\$	562,112	
City	Vehicle Parking Fees	TC000-A	\$	1,076,510	\$	-	-	0%	\$	1,076,510	\$	-	-	0%	\$	1,076,510	\$	-	1,076,510	0%	\$	1,076,510	
City	Route ACES Apes City Expenses	TC000-000	\$	42,517	\$	-	-	0%	\$	42,517	\$	-	-	0%	\$	42,517	\$	-	42,517	0%	\$	42,517	
City	ADA Services	TC000-000	\$	576,071	\$	-	-	0%	\$	576,071	\$	-	-	0%	\$	576,071	\$	-	576,071	0%	\$	576,071	
City	New Route 11.5 Mile City	TC000-000	\$	826,249	\$	-	-	0%	\$	826,249	\$	-	-	0%	\$	826,249	\$	-	826,249	0%	\$	826,249	
City	New Route 12.1 Apes City	TC000-000	\$	826,249	\$	-	-	0%	\$	826,249	\$	-	-	0%	\$	826,249	\$	-	826,249	0%	\$	826,249	
City	Fuel Collection Technology	TC000-C	\$	8,800	\$	-	-	0%	\$	8,800	\$	-	-	0%	\$	8,800	\$	-	8,800	0%	\$	8,800	
City	On-City Bus Stop Maintenance	TC000-C3	\$	96,760	\$	-	-	0%	\$	96,760	\$	-	-	0%	\$	96,760	\$	-	96,760	0%	\$	96,760	
City	Security Services	TC000-C6	\$	99,800	\$	-	-	0%	\$	99,800	\$	-	-	0%	\$	99,800	\$	-	99,800	0%	\$	99,800	
On/Triangle	Route 100: 8775-8221 Alignment	TC000-I	\$	499,080	\$	-	499,118	71%	\$	200,462	\$	-	499,118	71%	\$	200,462	\$	-	200,462	71%	\$	200,462	
On/Triangle	Route 100: City Raleigh	TC000-I	\$	995,014	\$	-	588,630	60%	\$	386,384	\$	-	588,630	60%	\$	386,384	\$	-	386,384	60%	\$	386,384	
On/Triangle	CSO: Durham Street Alignment	TC000-C	\$	355,475	\$	-	265,875	75%	\$	89,600	\$	-	265,875	75%	\$	89,600	\$	-	89,600	75%	\$	89,600	
On/Triangle	CSO: Chapel Hill Raleigh Express	TC000-C	\$	77,618	\$	-	66,717	86%	\$	10,901	\$	-	66,717	86%	\$	10,901	\$	-	10,901	86%	\$	10,901	
On/Triangle	Route 101: City RTO	TC000-C	\$	1,405,540	\$	-	982,540	70%	\$	423,000	\$	-	982,540	70%	\$	423,000	\$	-	423,000	70%	\$	423,000	
On/Triangle	Route 101: Holly Springs Apes Raleigh	TC000-AK	\$	1,618,010	\$	-	1,109,409	68%	\$	508,601	\$	-	1,109,409	68%	\$	508,601	\$	-	508,601	68%	\$	508,601	
On/Triangle	ADA Services	TC000-000	\$	774,480	\$	-	479,081	62%	\$	295,399	\$	-	479,081	62%	\$	295,399	\$	-	295,399	62%	\$	295,399	
On/Triangle	Regional Call Center Expenses	TC000-I	\$	28,281	\$	-	21,214	75%	\$	7,067	\$	-	21,214	75%	\$	7,067	\$	-	7,067	75%	\$	7,067	
On/Triangle	Mobile Training Refresher	TC000-I	\$	16,161	\$	-	20,161	0%	\$	36,322	\$	-	20,161	0%	\$	36,322	\$	-	36,322	0%	\$	36,322	
On/Triangle	Park & Ride Bus Stop Leases SRM	TC000-F	\$	101,475	\$	-	27,214	27%	\$	74,261	\$	-	27,214	27%	\$	74,261	\$	-	74,261	27%	\$	74,261	
On/Triangle	Transit Offices	TC000-L1	\$	51,220	\$	-	7,962	14%	\$	43,258	\$	-	7,962	14%	\$	43,258	\$	-	43,258	14%	\$	43,258	
On/Triangle	Low Income Bus Pass	TC000-C	\$	275,620	\$	-	274,428	100%	\$	1,192	\$	-	274,428	100%	\$	1,192	\$	-	1,192	100%	\$	1,192	
Raleigh	Route P: Property Taxes	TC000-A	\$	486,262	\$	-	186,221	38%	\$	300,041	\$	-	186,221	38%	\$	300,041	\$	-	300,041	38%	\$	300,041	
Raleigh	Route P: South Station	TC000-000	\$	146,077	\$	-	100,045	68%	\$	46,032	\$	-	100,045	68%	\$	46,032	\$	-	46,032	68%	\$	46,032	
Raleigh	Transit Service Income Taxes	TC000-I	\$	2,119,120	\$	-	1,111,836	52%	\$	1,007,284	\$	-	1,111,836	52%	\$	1,007,284	\$	-	1,007,284	52%	\$	1,007,284	
Raleigh	SR Raleigh Route Package	TC000-I	\$	3,794,120	\$	-	3,794,120	100%	\$	1,408,234	\$	-	3,794,120	100%	\$	1,408,234	\$	-	1,408,234	100%	\$	1,408,234	
Raleigh	SR Raleigh Route Package	TC000-I	\$	3,794,120	\$	-	3,794,120	100%	\$	1,408,234	\$	-	3,794,120	100%	\$	1,408,234	\$	-	1,408,234	100%	\$	1,408,234	
Raleigh	SR Raleigh Route Package	TC000-I	\$	3,794,120	\$	-	3,794,120	100%	\$	1,408,234	\$	-	3,794,120	100%	\$	1,408,234	\$	-	1,408,234	100%	\$	1,408,234	
Raleigh	SR Raleigh Route Package	TC000-I	\$	3,794,120	\$	-	3,794,120	100%	\$	1,408,234	\$	-	3,794,120	100%	\$	1,408,234	\$	-	1,408,234	100%	\$	1,408,234	
Raleigh	SR Raleigh Route																						



# Questions

# 11. Wake Transit Progress Report: FY24 Completion and FY25 Kickoff

**Requested Action:**

**Receive as Information.**

# 12. Apex Transit Prioritization Study Progress Update

*Katie Schwing, Apex*





# Apex Transit Prioritization Study Update

## Wake Transit TPAC Meeting, June 26, 2025

# Project Overview

- This is Project #TC003-V - CFA Planning Study
- Purpose:
  - Develop priorities for the improvement/expansion of public transit services in Town in the near term (0-5 years)
- Primary Outcome:
  - List of prioritized recommendations, accepted by Town Council
- Secondary Outcome:
  - Implementation plan for project development, funding applications, etc.

# Main Tasks

Review Existing  
Plans

Gather Public  
Feedback

CFA –  
Materials and  
Onboard  
Survey support

CFA – Remix

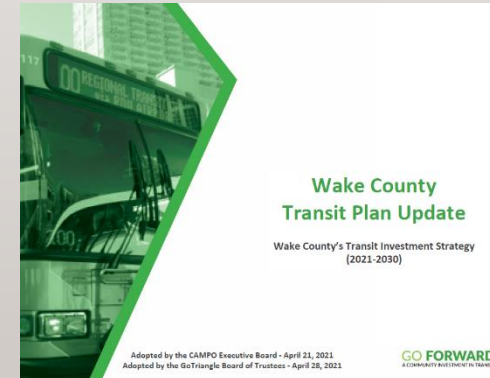
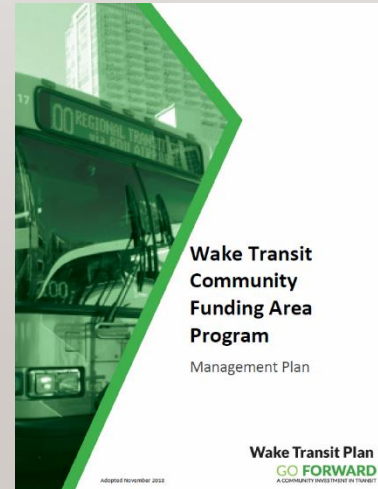
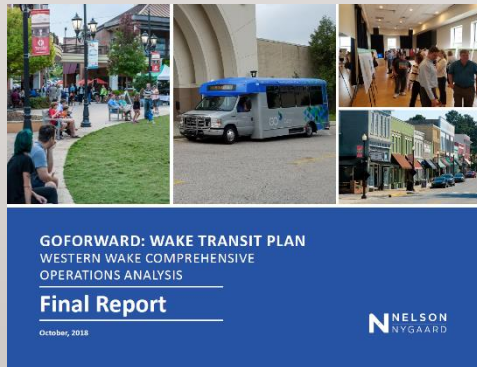
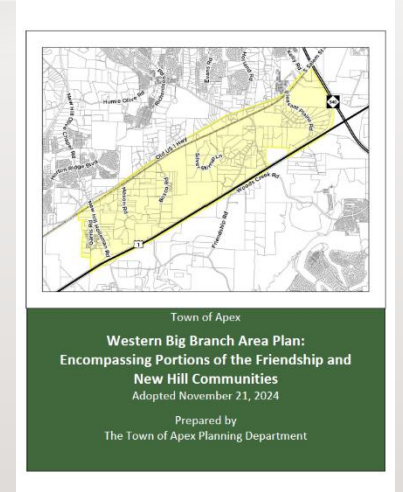
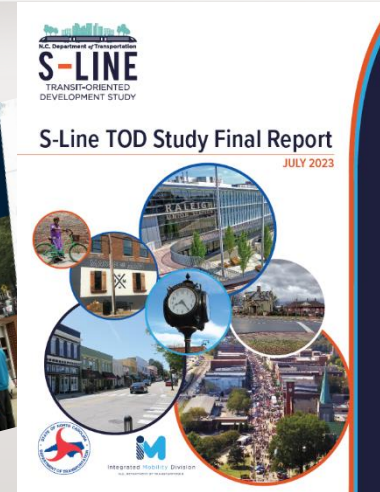
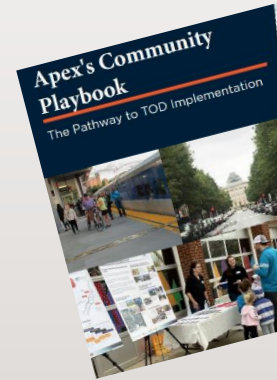
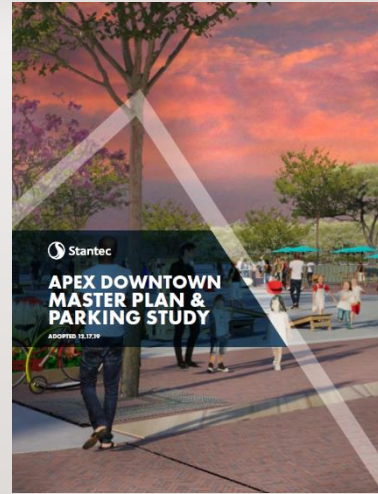
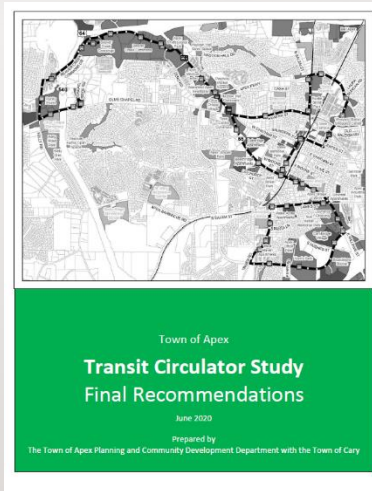
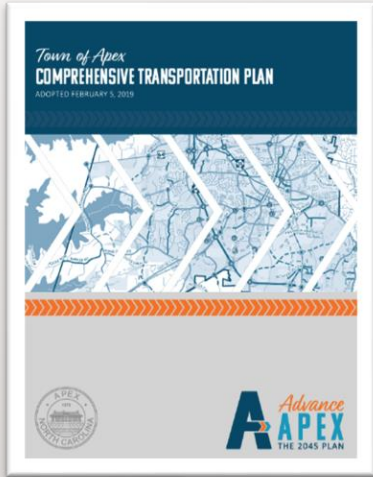
Analyze Options

Develop  
Recommendations

We are  
here



# Existing Plans – Local and Regional





# Gather Public Feedback



**Online Survey**  
**(PublicInput.com)**

**April-May 2024**

**Complete – 920 participants**



**Onboard Survey**  
**(CJI Research)**

**May 2024**

**Complete – 41 participants**



**Planned Public Comment Period**  
**(PublicInput.com)**

**Summer 2025**

**To be completed**

Staff have also sought feedback from the Apex Transit Advisory Committee, as well as other Town staff and stakeholders

# Gather Public Feedback – Online Survey

*Full results available in a Power BI dashboard at [www.apexnc.org/transitstudy](http://www.apexnc.org/transitstudy)*

“Add a new local bus route”  
And  
“Increase frequency of service  
on GoApex Route 1”

Feeling of safety and security at the  
bus stop/vehicle  
And  
Safe and convenient walking path to  
the bus stop



Downtown,  
Retail areas with superstores  
And  
Parks

Reliability/on-time service  
And  
Short distance from bus stop to  
home and destination  
And  
Frequent service (30 minutes or  
shorter)

# Gather Public Feedback – Onboard Survey

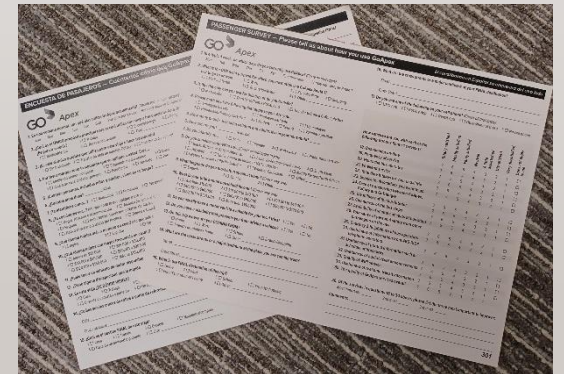
*Full results available in a PDF document at [www.apexnc.org/transitstudy](http://www.apexnc.org/transitstudy)*

## Customer Usage

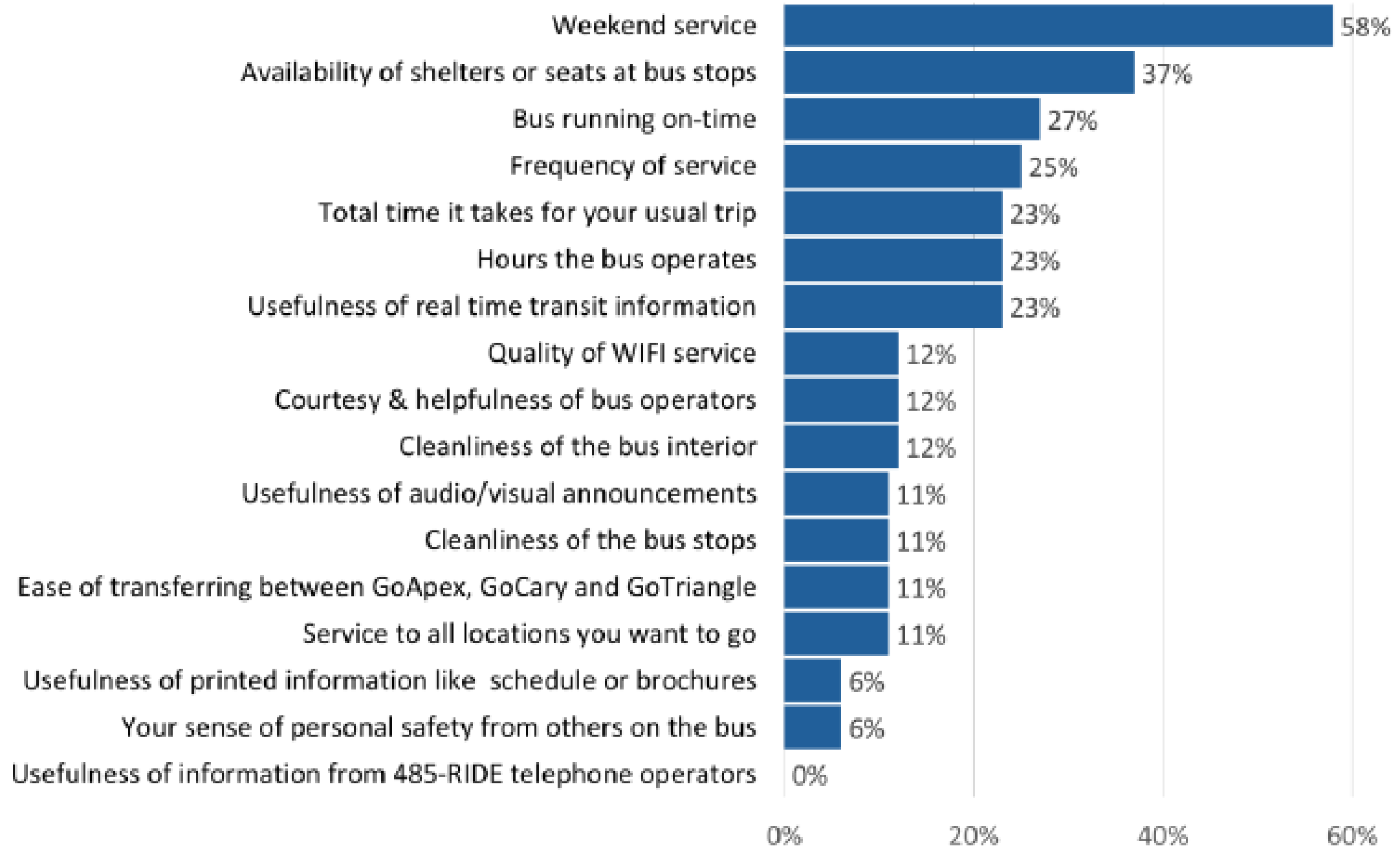
- Majority reported that they rode 4 or more days a week, usual trip purpose was “work”, and did not have a car available for the trip
- 37% reported transferring to GoCary and/or GoTriangle routes

## Demographics

- 52% reported a household income under \$40,000
- 13% reported that they have a disability that prevents driving
- 11% reported using a language other than English at home
- 27% reported being age 24 or younger
- 25% reported being age 59 or older



**Figure 21 Which Aspect of Service Are Most Important to Improve?**



# Analysis

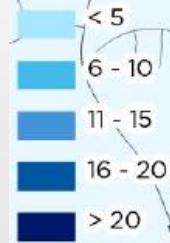
- Along with the public feedback and planning context, Staff considered various qualitative and quantitative factors to develop initial routing options:
    - Key destinations
    - Jobs and population
    - Connectivity to regional transit
    - New bus stops needed
    - Run time/vehicles needed
    - Projected costs (high-level)
    - Logistical feasibility
- Public Survey and GIS
- Remix and GIS
- Based on those factors, Staff narrowed the options down to future fixed-route concepts, as well as other project recommendations



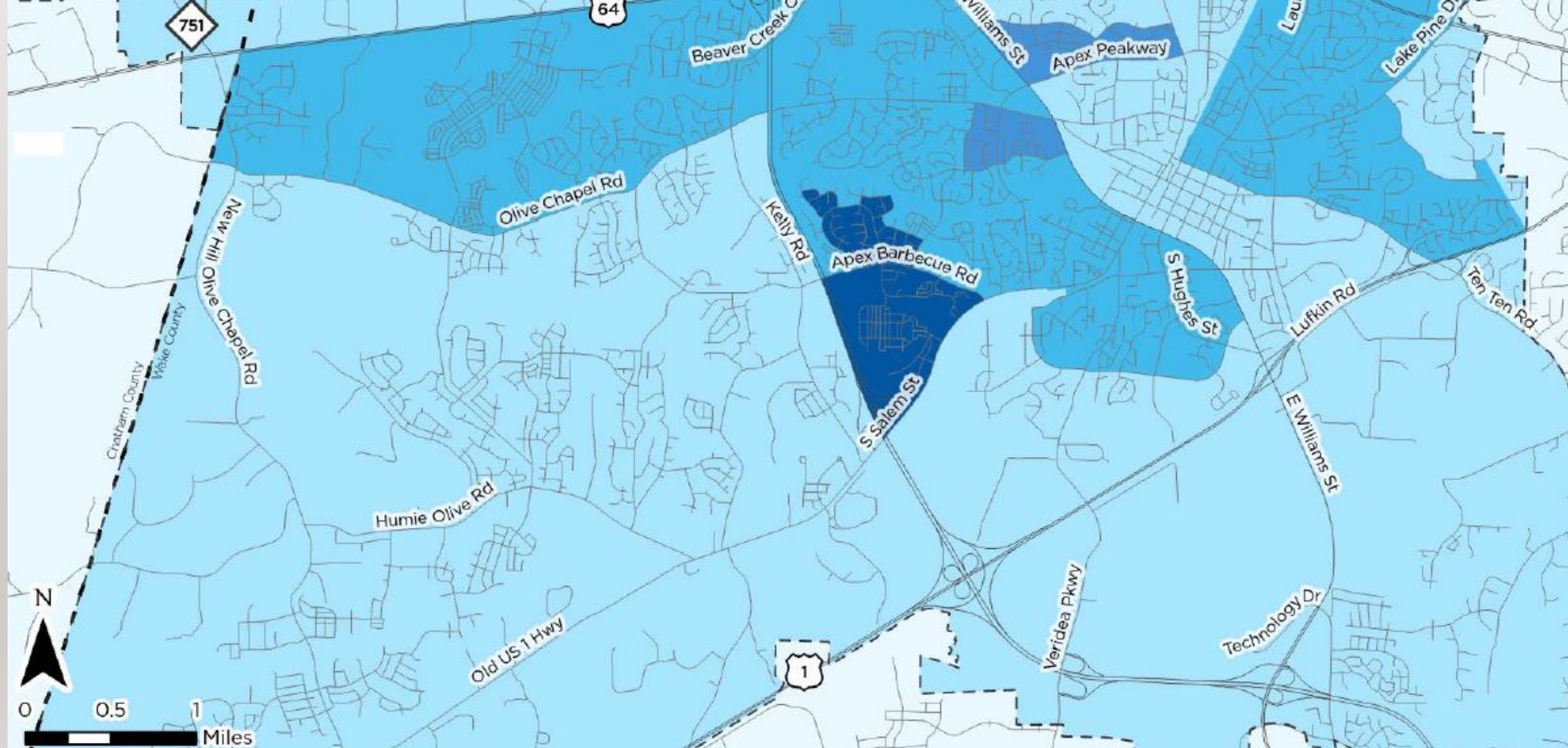
# Apex Transit Prioritization Study

## Projected Population\* by Block Group

Projected Population\* Per Acre  
by Census Block Group



Apex Future Planning Area



Published by the Town of Apex Planning Department, June 2025

\*Projected Population by Block Group was calculated using a combination of ACS 2019-2023 estimates and an internal residential pipeline. Developments that were approved on or after July 1, 2023 and Rezoning Petitions that are approved but currently do not have an active development were used to approximate the residential pipeline with deliveries by 2030.



# Apex Transit Prioritization Study

## Projected Jobs\*

Projected Jobs\* per Acre

< 5

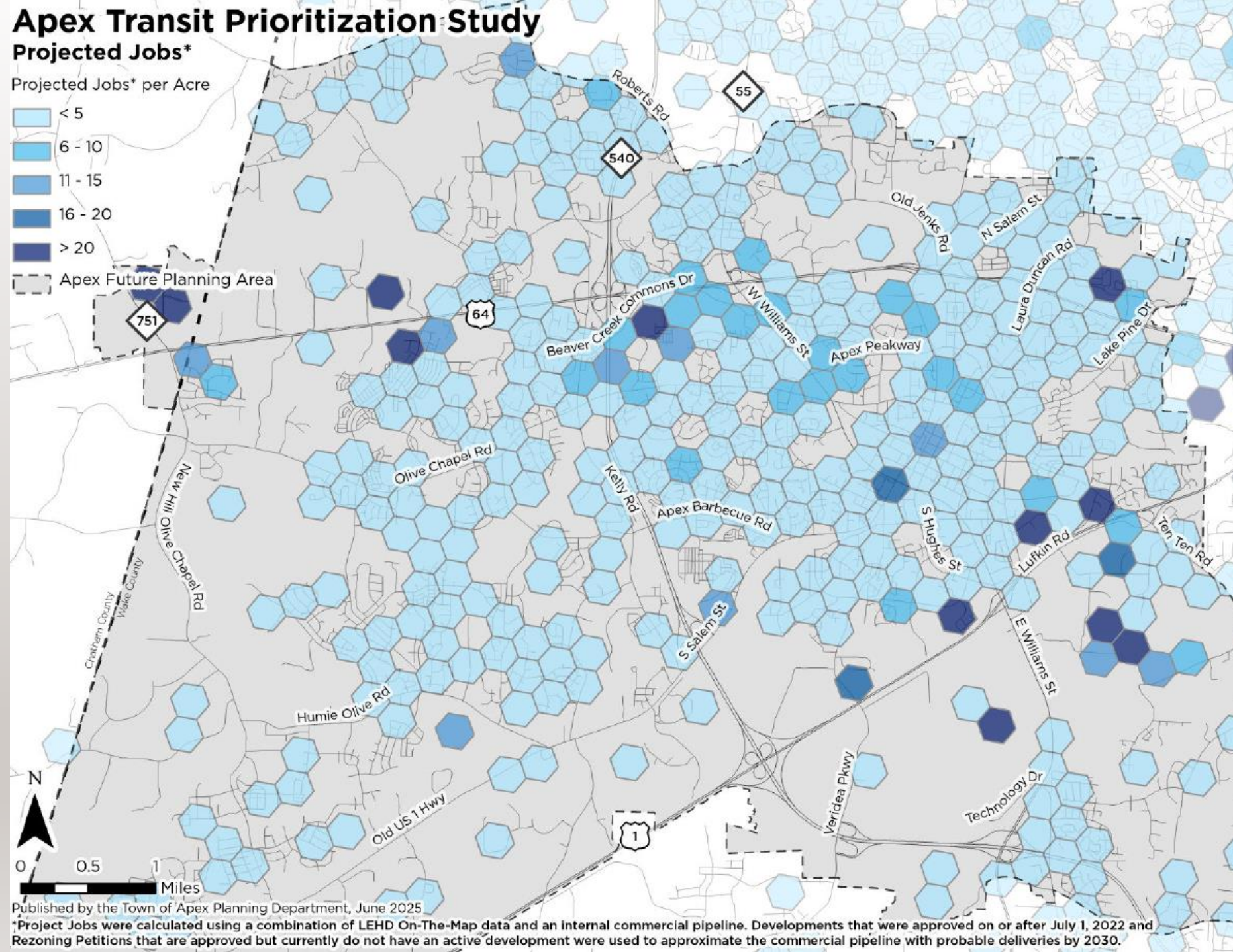
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Apex Future Planning Area



Published by the Town of Apex Planning Department, June 2025

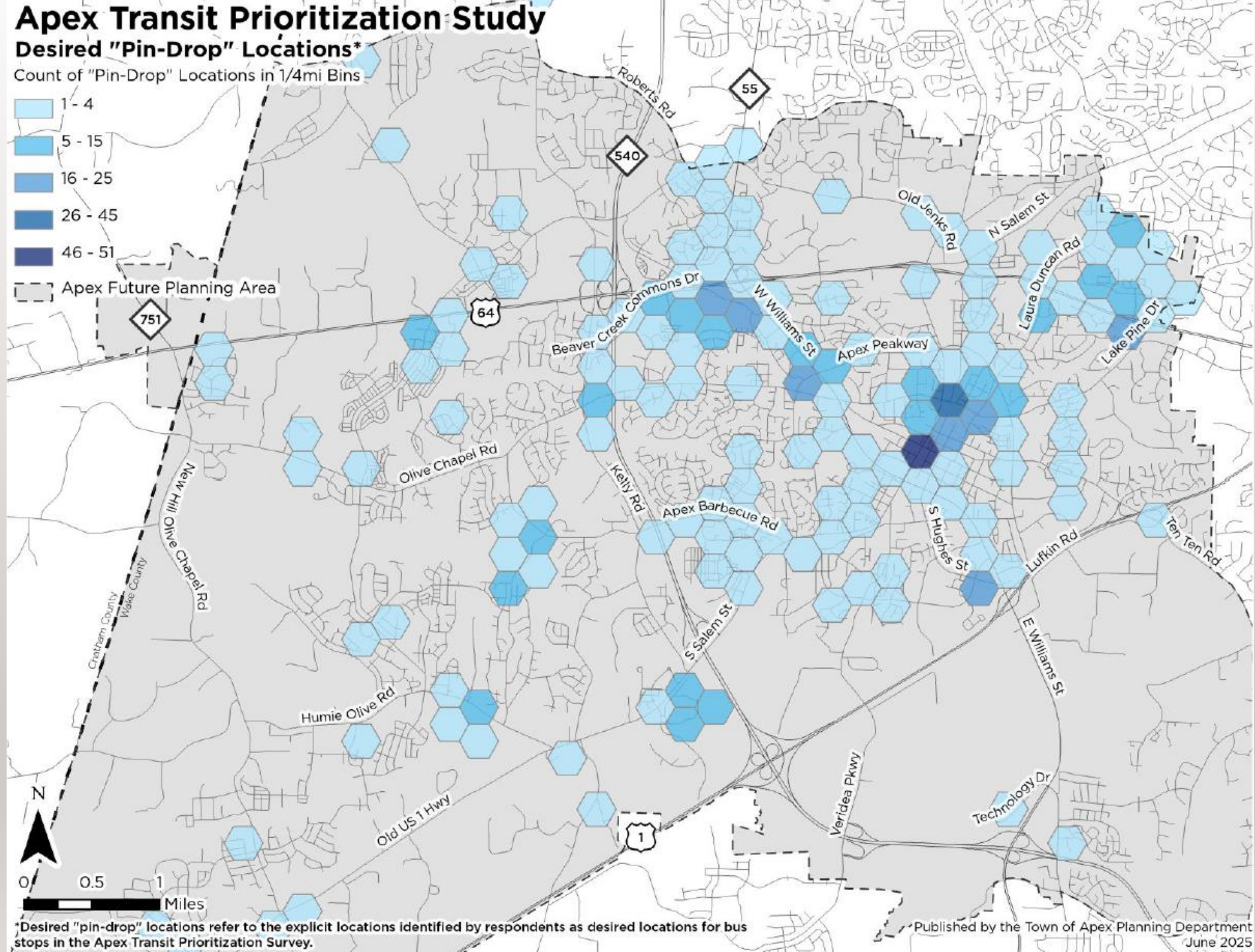
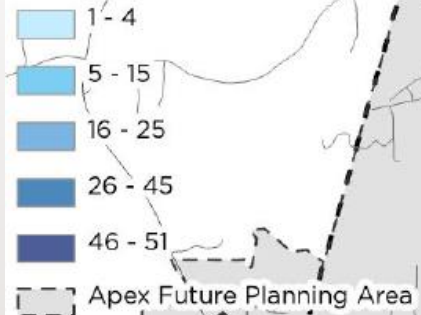
\*Project Jobs were calculated using a combination of LEHD On-The-Map data and an internal commercial pipeline. Developments that were approved on or after July 1, 2022 and Rezoning Petitions that are approved but currently do not have an active development were used to approximate the commercial pipeline with probable deliveries by 2030.



# Apex Transit Prioritization Study

## Desired "Pin-Drop" Locations\*

Count of "Pin-Drop" Locations in 1/4mi Bins



\*Desired "pin-drop" locations refer to the explicit locations identified by respondents as desired locations for bus stops in the Apex Transit Prioritization Survey.

Published by the Town of Apex Planning Department  
June 2025



# Draft Recommendations out for Public Comment

There are two sets of draft recommendations:

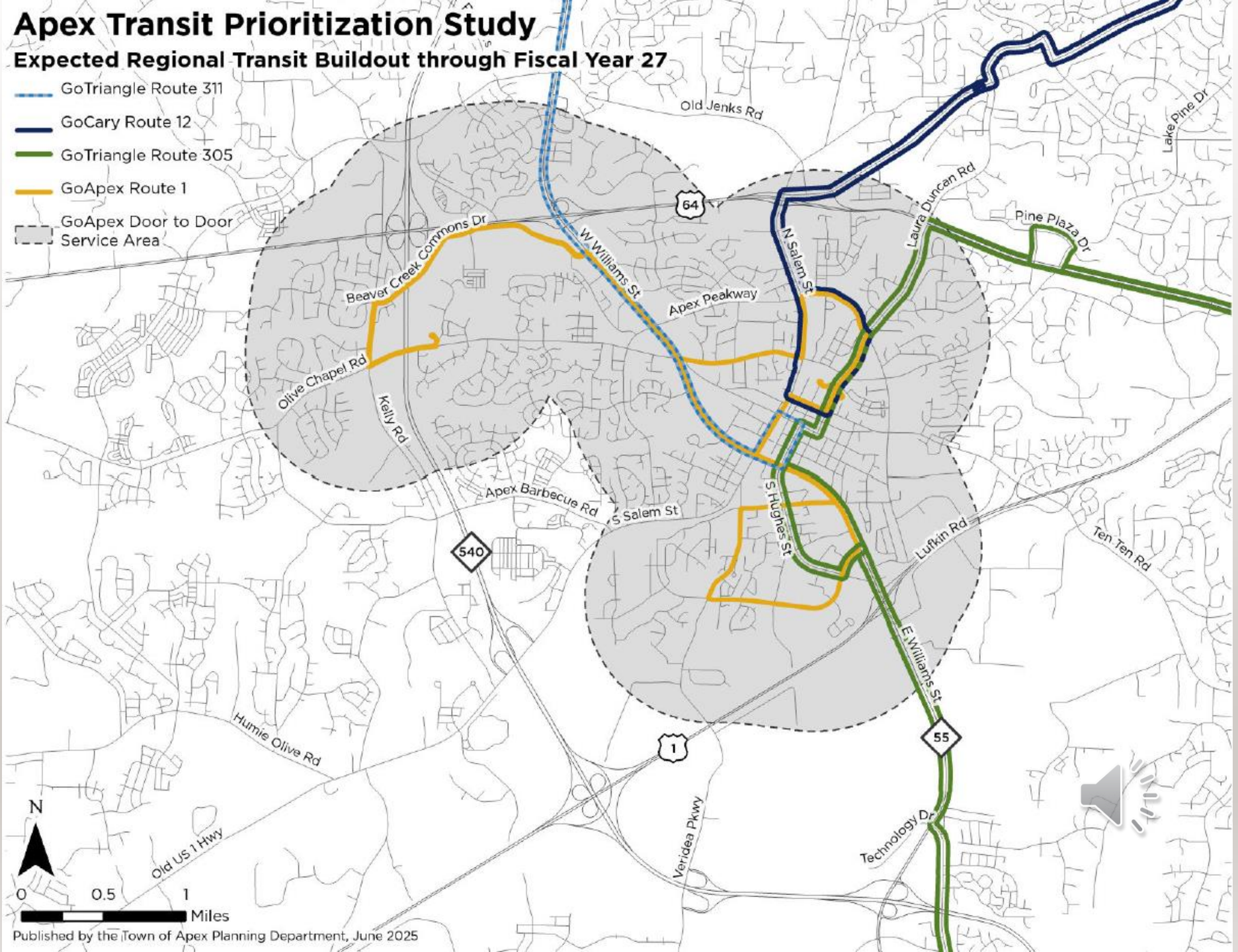
- **Set 1** is a prioritized list of recommendations for fixed-route transit service expansion and improvements in Town.
- **Set 2** is a prioritized list of recommendations for other projects, such as non-fixed route service, capital projects, and planning projects.

## Set 1 – Fixed Route

### Recommendation 1:

Implement GoApex Route 1 expansion/improvements already recommended for funding in FY25 and FY26:

- Sunday service
- Increased frequency Monday-Saturday
- Continuing bus stop improvements





Set 1 – Fixed Route

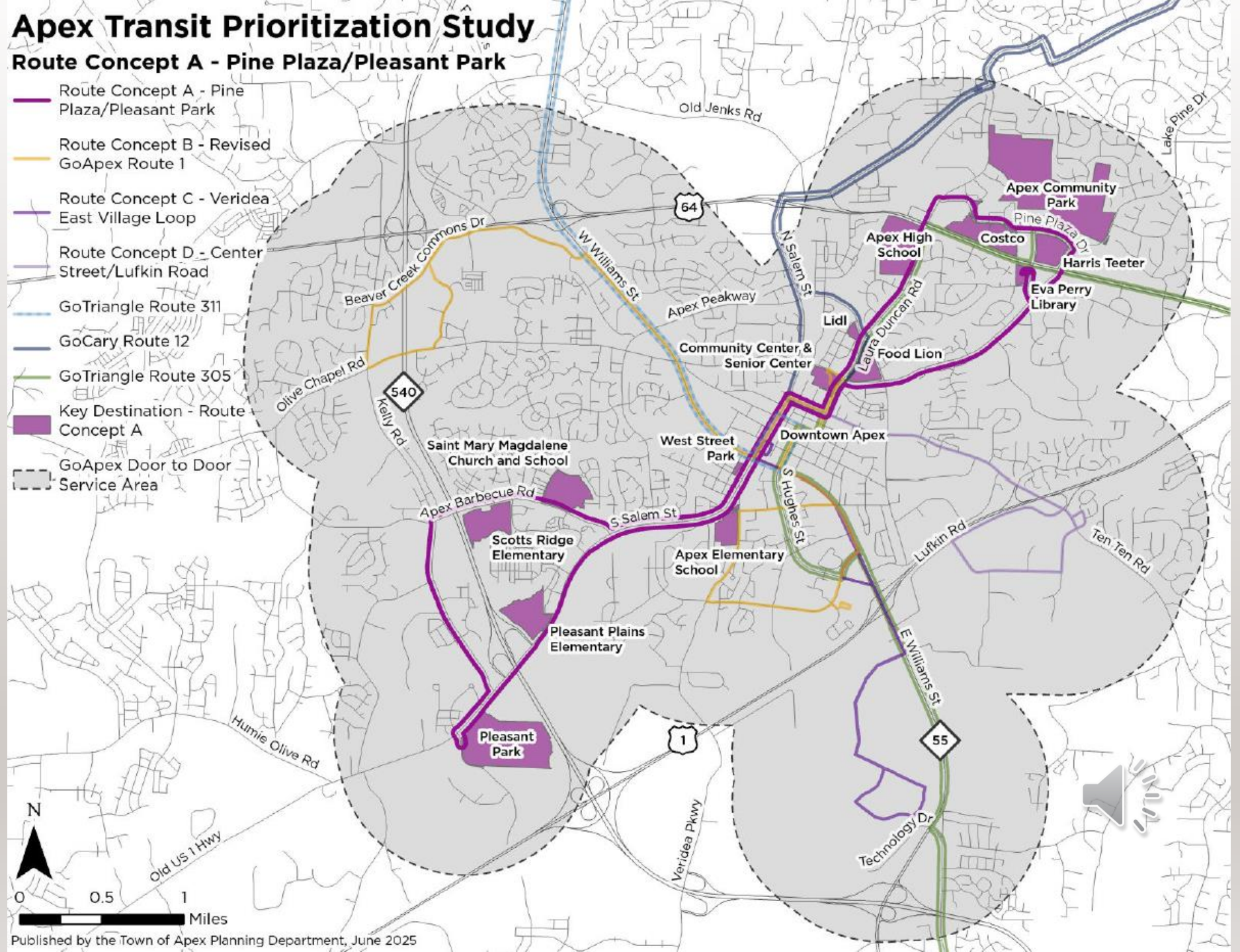
Recommendation 2:

Implement a new fixed route between Pine Plaza (Costco area) and Pleasant Park.

# Apex Transit Prioritization Study

## Route Concept A - Pine Plaza/Pleasant Park

- Route Concept A - Pine Plaza/Pleasant Park
- Route Concept B - Revised GoApex Route 1
- Route Concept C - Veridea East Village Loop
- Route Concept D - Center Street/Lufkin Road
- GoTriangle Route 311
- GoCary Route 12
- GoTriangle Route 305
- Key Destination - Route Concept A
- GoApex Door to Door Service Area





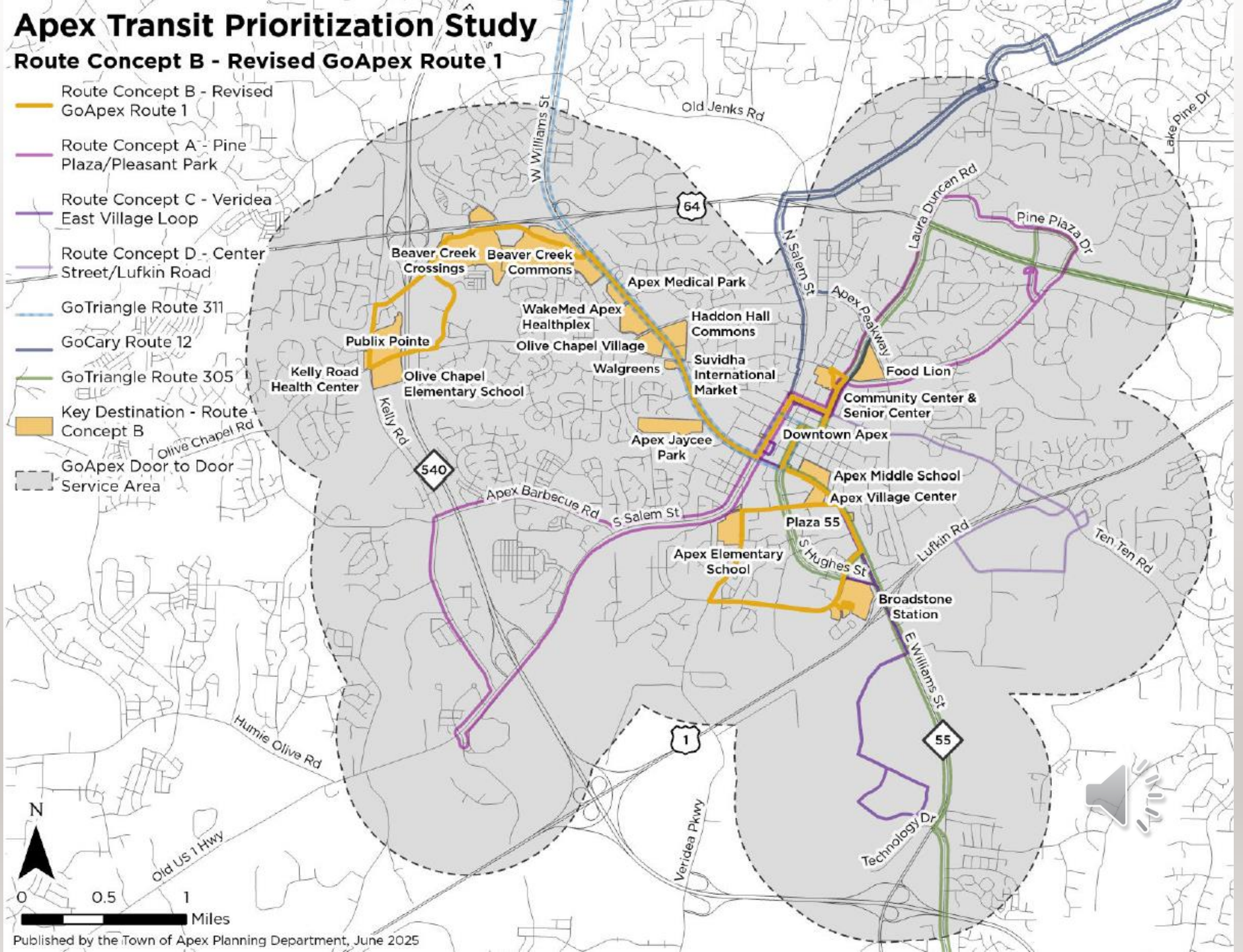
## Set 1 – Fixed Route

### Recommendation 3:

Revise existing GoApex Route 1 to provide better access to

- Downtown,
- Walmart and
- Chapel Ridge Rd

(each change could be implemented independently)





## Set 1 – Fixed Route

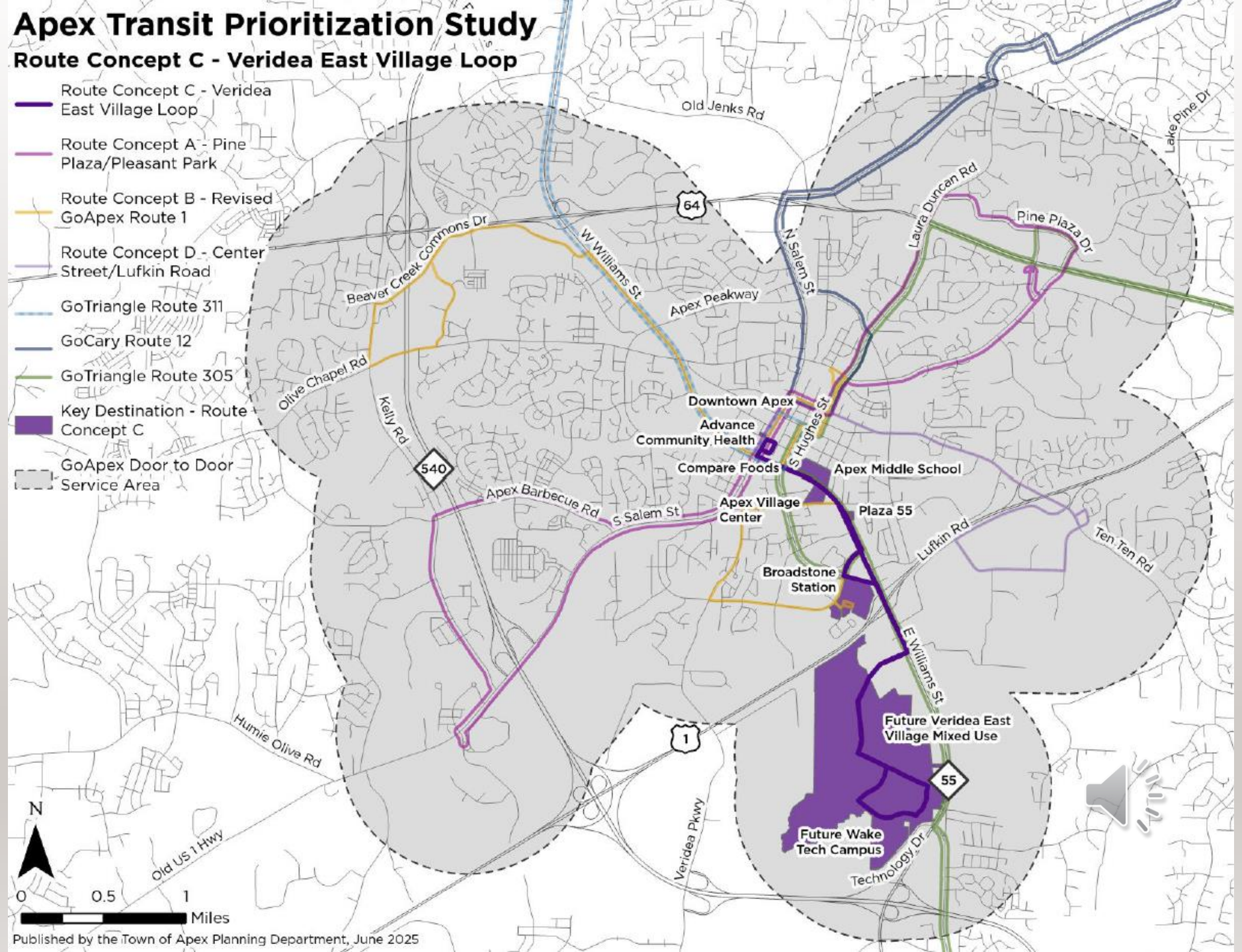
### Recommendation 4:

Implement a new fixed route between downtown and the Veridea East Village area, timed with the Western Wake Tech campus opening and mixed-use center development.

# Apex Transit Prioritization Study

## Route Concept C - Veridea East Village Loop

- Route Concept C - Veridea East Village Loop
- Route Concept A - Pine Plaza/Pleasant Park
- Route Concept B - Revised GoApex Route 1
- Route Concept D - Center Street/Lufkin Road
- GoTriangle Route 311
- GoCary Route 12
- GoTriangle Route 305
- Key Destination - Route Concept C
- GoApex Door to Door Service Area

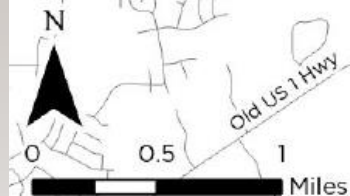




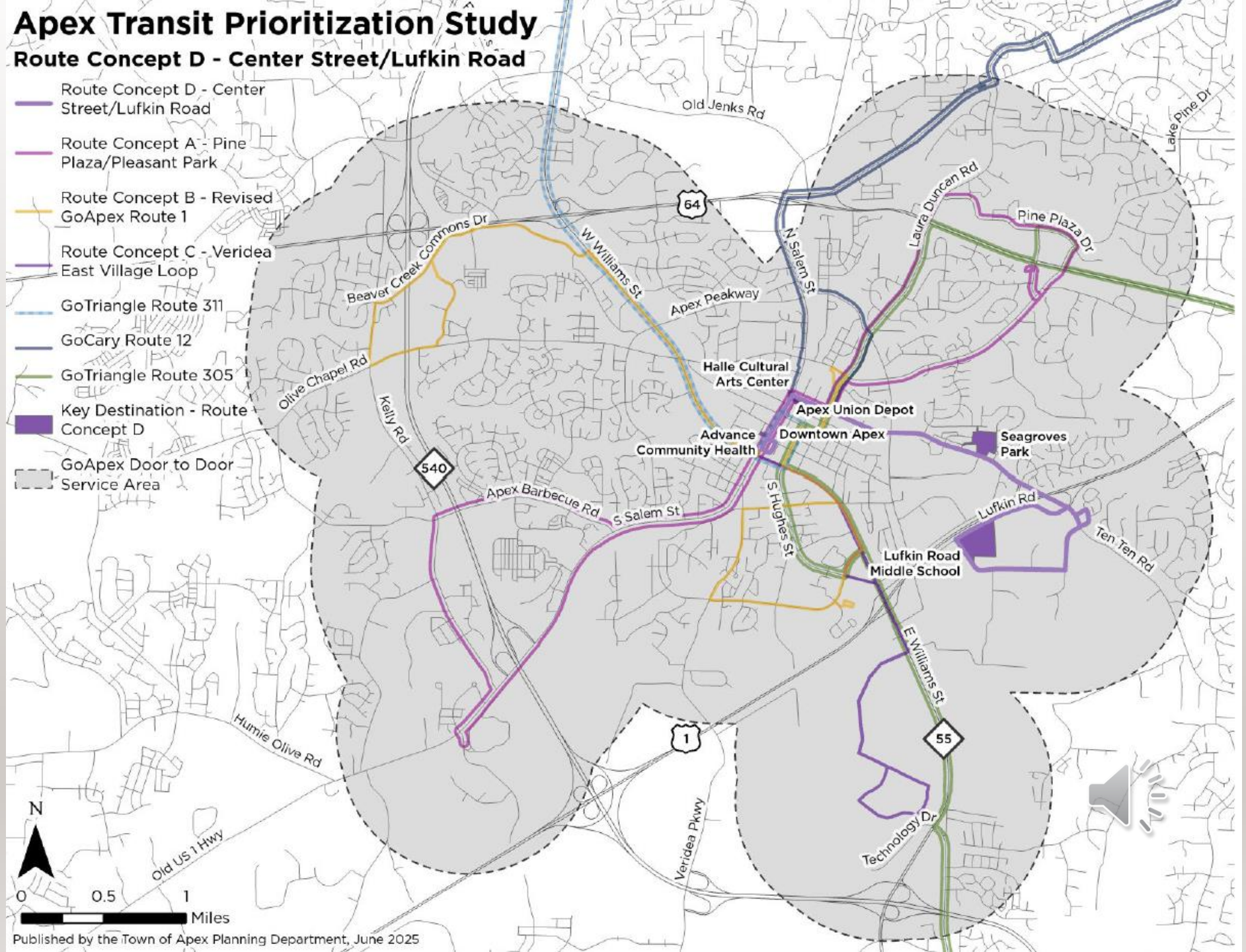
# Apex Transit Prioritization Study

## Route Concept D - Center Street/Lufkin Road

- Route Concept D - Center Street/Lufkin Road
- Route Concept A - Pine Plaza/Pleasant Park
- Route Concept B - Revised GoApex Route 1
- Route Concept C - Veridea East Village Loop
- GoTriangle Route 311
- GoCary Route 12
- GoTriangle Route 305
- Key Destination - Route Concept D
- GoApex Door to Door Service Area



Published by the Town of Apex Planning Department, June 2025



## Draft Staff Recommendations Set 2 – Other (Non-Fixed-Route Service, Capital Projects, and Planning)

Order	Recommendations Set 2 – Other (Non-Fixed-Route Service, Capital Projects, and Planning)
1	Continue to support federally-required GoApex Door to Door complementary ADA service, and expand required service area as fixed-route service expands
2	Explore options to serve seniors and those with disabilities <i>outside</i> the federally-required GoApex Door to Door Service Area
3	Support Phase 1 of the proposed downtown Mobility Hub buildout – transit transfer area
4	Evaluate land use policies for transit-supportive development as part of Comprehensive Plan update
5	Investigate Transit Signal Prioritization in Town
6	Explore options to serve others <i>outside</i> the general fixed-route service area
7	Ongoing - Support improved pedestrian and bicycle connections to transit

# Public Comment Period

- Updating the project webpage this week!
- Online Comment form will be available through August 3rd, 2025
- E-blast to our email list, informal marketing (channel card, postcards, flyers) and some social media to come





# Next Steps



# Questions/Comments?

# 12. Apex Transit Prioritization Study Progress Update

**Requested Action:**

**Receive as Information.**

# 13. Regional Technology Integration Plan Update

*Austin Stanion, GoTriangle*



# Regional Technology Plan Update

TPAC June 26, 2025

Austin Stanion  
Regional Technology Project Manager

## **Project Management Team**

Austin Stanion, GoTriangle

Melanie Rauch & Silvia Greer, GoRaleigh

Matthew Cecil & Mark MacDougall, GoCary

Steven Mott, CAMPO

Tim Gardiner, Wake County

Brian Fahey & Quentin Martinez, GoDurham

Curtis Scarpignato, Durham County

Nick Pittman, Chapel Hill Transit

## **Consulting Team**

Dan Nelson & Nathan Spencer, AECOM

A decorative graphic at the bottom of the slide consisting of overlapping geometric shapes in shades of green and grey.

# **Priority Focus Areas**

**Real Time Information**

**Service Planning Tools [Draft Memo Under Review]**

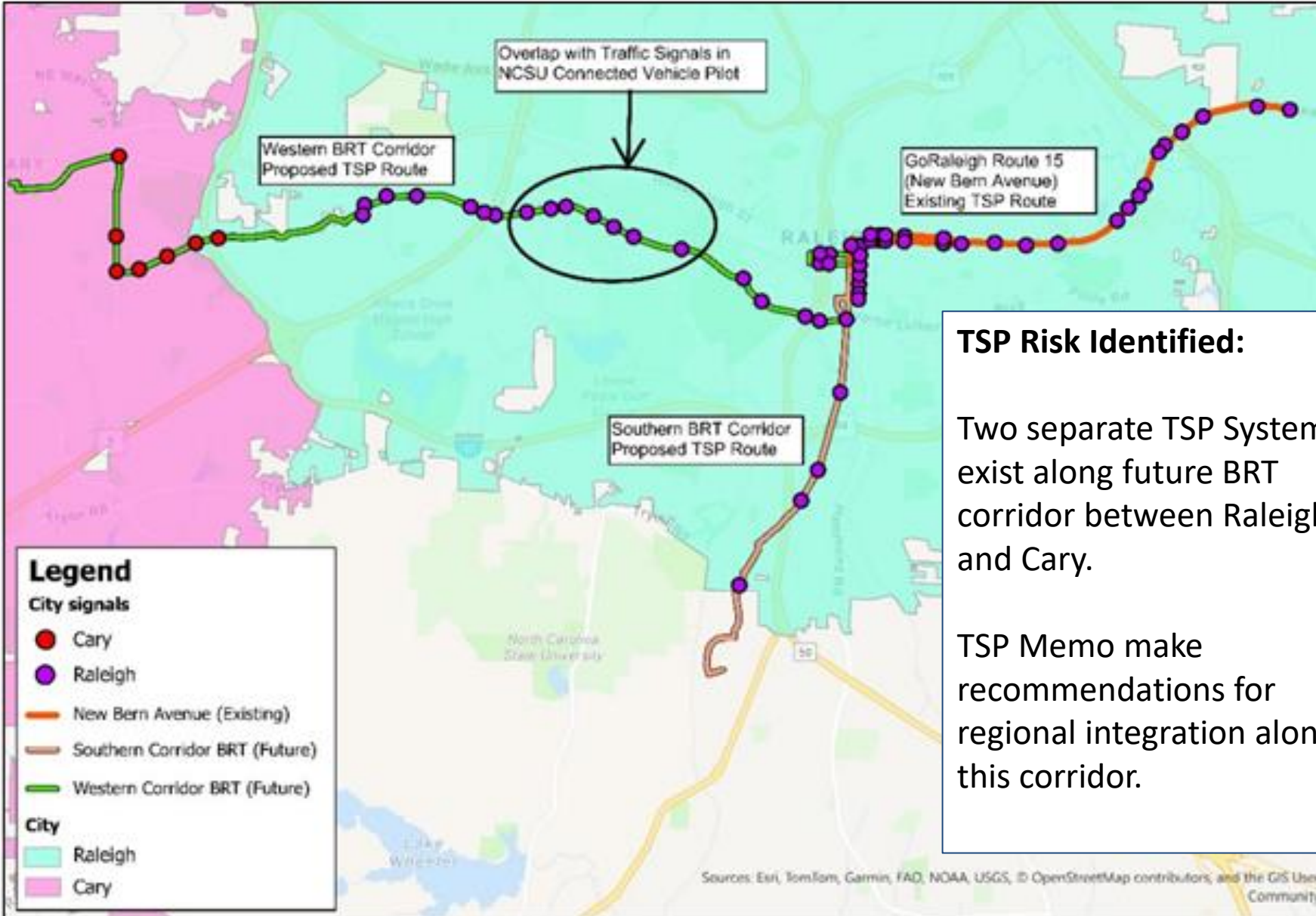
**Transit Signal Priority [Draft Memo Reviewed]**

**Regionally Integrated Payments**

**GTFS Coordination**

**Open Data [Draft Memo Under Review]**





### TSP Risk Identified:

Two separate TSP Systems exist along future BRT corridor between Raleigh and Cary.

TSP Memo make recommendations for regional integration along this corridor.

## Transit Signal Priority Memo



Project Schedule for Regional Technology Plan (Updated 03/21/25)													
#	Tasks	2024			2025								
		O	N	D	J	F	M	A	M	J	J	A	S
1	<b>Project Management</b>												
	<i>Project Management Plan</i>												
	<i>Bi-Weekly Project Meetings</i>												
	<i>Project One-Pager and PPT Summary</i>												
	<i>Project Deliverable Review Meetings</i>	1	2		3			4		5		6	7
2	<b>Setting the Stage</b>												
	<i>Project Kickoff Meeting</i>												
	<i>Review of Past Studies</i>												
	<i>Short Summary of Initial Findings</i>												
	<i>Technical Memo</i>												
3	<b>Create and Distribute Survey for Regional Partners</b>												
	<i>Develop draft and final survey instrument</i>												
	<i>Distribute surveys to respondents</i>												
	<i>Develop survey response summary</i>												
	<i>Develop List of Key Next Steps</i>												
	<i>Presentation of survey results to the PM team</i>												
4	<b>Conduct In-Person Interviews with Regional Partners</b>												
	<i>Develop Interview plan and list of participants</i>												
	<i>Meet in person with up to 12 agencies</i>												
	<i>Summary report of interview findings</i>												
	<i>Presentation of findings to PM team</i>												
5	<b>Memos of Six Priority Areas</b>												
	<i>Develop Draft Priority Area 1 and 2 Memos</i>												
	<i>Develop Draft Priority Area 3 through 6 Memos</i>												
6	<b>Review by Regional Partners</b>												
	<i>Facilitation of Review</i>												
	<i>Summary of feedback from regional partners</i>												
	<i>Incorporation of Feedback</i>												
	<i>Presentation to PM team and regional partners</i>												
7	<b>Final Plan Development</b>												
	<i>Complete Final Drafts of Priority Area Memos</i>												

## Project Management Plan Timeline

- **June CE Subcommittee : Informational Item:** Present Level One Strategy / Public Engagement Plan
- **July CE Subcommittee : Informational Item:** Present Level Two Strategy / Public Engagement Plan

#### Draft Memos Completed by End of July 2025

- **August PD Subcommittee : Informational Item:** Present Early Findings / Next Steps
- **September TPAC : Informational Item:** Present Early Findings / Next Steps
- **September Durham & Orange SWG : Informational Item:** Present Early Findings / Next Steps
- **First week of September : Q2 Public Comment Period : 16 days**

#### Final Report and Deliverables: September 15

- **October TPAC :** Present Draft & Engagement Plan / **Action Item:** Recommend Adoption
- **October D&O SWG :** Present Final Plan / **Action Item:** Recommend to County Commissioners
- **November CAMPO TCC : Action Item:** Recommend to Board
- **November CAMPO Board : Action Item:** Approval
- **November Durham & Orange County Commissioners: Action Item:** Approval
- **November GoT Planning Committee : Action Item:** Recommend to Board
- **November GoT Board : Action Item:** Approval


## Committee & Approval Timeline

## **Level One Public Engagement Plan**

Based on discussion and recommendation from the Regional Technology Project Management Team (including stakeholders from Raleigh, Cary, Durham, Chapel Hill, Wake County, Durham County, CAMPO, and GoTriangle):

**The draft Regional Technology Plan will be posted on GoTriangle/Wake Transit websites for public comment for a ~~fourteen~~ sixteen-day period in first week of September coinciding with Wake Transit Q2 Amendments Public Comment period (September 5-21).**

We will use Social Media Posts, Email, and Word of Mouth to spread awareness of the draft.





# Regional Technology Plan Update

TPAC June 26, 2025

Austin Stanion  
Regional Technology Project Manager

# 13. Regional Technology Integration Plan Update

**Requested Action:**

**Receive as Information.**



# WAKE BUS RAPID TRANSIT NEW BERN AVENUE

Transit Planning Advisory Committee (TPAC)

June 26, 2025

# AGENDA

- Wake BRT Program Overview
- New Bern Avenue Package 1
  - Construction Bids
- Next Steps



# WAKE BRT PROGRAM | OVERVIEW

## CONSTRUCTION

- New Bern Avenue

## FINAL DESIGN

- Southern Corridor
- Western Corridor

## PLANNING STUDY

- Northern Corridor
  - Midtown Corridor
  - Triangle Town Center Corridor
- Garner to Clayton Extension
- Cary to Research Triangle Park (RTP) Extension





# NEW BERN AVENUE



**DEDICATED RUNNINGWAY**  
3.3 miles of 5.4 miles in dedicated lanes  
(BAT & transitway)



**ENHANCED STATIONS**  
Ten (10) new stations connecting downtown  
Raleigh to New Hope Road



**SPECIALIZED VEHICLES**  
Seven (7) new 60' articulated buses,  
compressed natural gas



**SIGNAL PRIORITY**  
At signalized intersections along the  
corridor

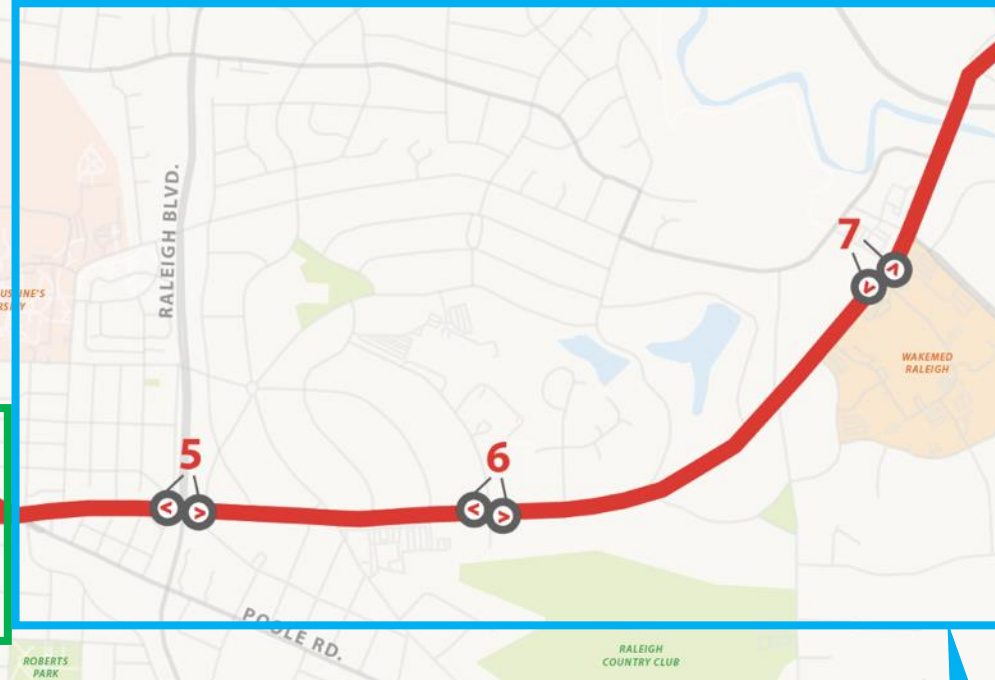
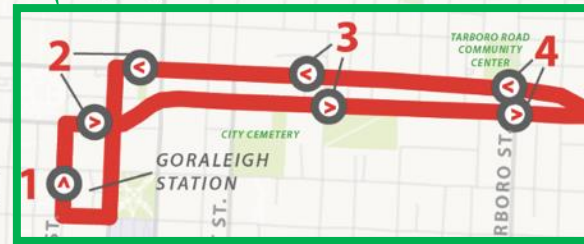
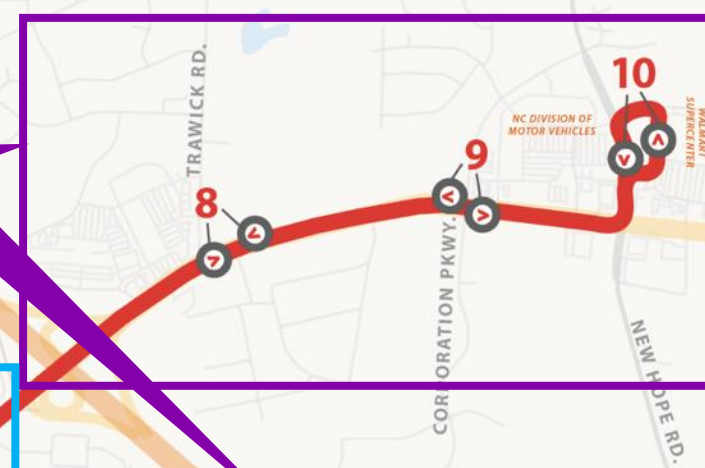
STATION	DIRECTION	NAME
1	Outbound	GoRaleigh Station
2	Outbound Inbound	Morgan at Blount Edenton at Blount
3	Outbound Inbound	New Bern at Swain Edenton at Swain
4	Outbound Inbound	New Bern at Tarboro Edenton at Tarboro
5	Outbound Inbound	Raleigh Blvd
6	Outbound Inbound	King Charles
7	Outbound Inbound	Medical District
8	Outbound Inbound	Trawick Rd
9	Outbound Inbound	Corporation Pkwy
10	Outbound Inbound	New Hope Rd East Raleigh

## Area 1 – Downtown Raleigh and one-way pair of New Bern Avenue and Edenton Street

Scope of construction: roadway work, utilities, drainage, paths and sidewalks, excludes vertical station work within area.

## Area 3 – New Bern Avenue from I-440 to New Hope Road

Scope of construction: roadway work, utilities, drainage, paths and sidewalks, includes all the vertical stations work within Area 1, 2 and 3.



STATION	DIRECTION	NAME
1	Outbound	GoRaleigh Station
2	Outbound	Morgan at Blount
2	Inbound	Edenton at Blount
3	Outbound	New Bern at Swain
3	Inbound	Edenton at Swain
4	Outbound	New Bern at Tarboro
4	Inbound	Edenton at Tarboro
5	Outbound	Raleigh Blvd
5	Inbound	
6	Outbound	King Charles
6	Inbound	
7	Outbound	Medical District
7	Inbound	
8	Outbound	Trawick Rd
8	Inbound	
9	Outbound	Corporation Pkwy
9	Inbound	
10	Outbound	New Hope Rd
10	Inbound	East Raleigh

## Area 2 – New Bern Avenue from Poole Road to Sunnybrook Road (Transitway)

Scope of construction: roadway work, utilities, drainage, paths and sidewalks, excludes vertical stations work within area.

# PACKAGE 1 BIDS

- Advertised April 23, 2025
- Engineers Estimate for Package 1 was \$27,860,478
- **Four (4) sealed bids received June 20, 2025**
- **Apparent lowest bid received was Rifenburg North Carolina, LLC at \$28,664,500**
- Disadvantaged Business Enterprise (DBE) commitment of six (6) percent

# NEXT STEPS

- Bid recommendation to Raleigh City Council July 1, 2025
- Construction Package 2 advertisement anticipated mid-July 2025 with bid opening in mid-September 2025
- Construction Package 3 advertisement anticipated early October 2025 with bid opening in early December 2025





# THANK YOU!

For more information: <http://raleighnc.gov/brt>

June 26, 2025



# 14. WakeBRT: New Bern Ave Corridor: Bid Update

*Het Patel, Raleigh*

# 14. WakeBRT: New Bern Ave Corridor: Bid Update

**Requested Action:**

**Receive as Information.**



# 11. TPAC Subcommittee Update

## Program Development

**Caleb Allred, Chair**

*Town of Morrisville*

**Tracy Chandler, Vice Chair**

*City of Raleigh*

**Next Meeting:**

Tuesday 8/26  
1:30-3:30 PM

## Community Engagement

**Tim Gardiner, Chair**

*Wake County*

**Andrew Miller, Vice Chair**

*City of Raleigh*

**Next Meeting:**

Thursday 7/31\* & 8/28  
1:30-3:30 PM

# 16. Workgroup Updates



## Technology Workgroup

- **Coordinator:**  
Austin Stanion
- **Next Meeting:**  
Bi-weekly on Thursdays



## Fare Workgroup

- **Coordinator:**  
Steve Schlossberg
- **Next Meeting:**  
Aug/Sept



## Financial Policies Workgroup

- **Coordinator:**  
Paul Kingman
- **Next Meeting:**  
TBD



## Baseline Funding Workgroup

- **Coordinator:**  
Ben Howell
- **Next Meeting:**  
Sept/Oct



## Safety & Security Workgroup

- **Coordinator:**  
Steven Mott
- **Next Meeting:**  
Paused

# 17. Other Business

- GoTriangle has hired a new CEO/President. Dr. Brian Smith officially began his tenure on June 1, 2025.
- Thank you to everyone who participated in the first Wake Transit 101 event and shared their feedback to help shape future events.
- **Any other news or business to share?**



## 14. Adjourn

**Meeting Notice:** July TPAC meeting is cancelled

**Next Meeting:** Thursday, August 28, 2025, 9:00 AM-12:00 PM

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# TPAC Roll Call Vote

**Recommend Approval of the FY2025 4<sup>th</sup>  
Quarter Wake Transit Work Plan Amendment  
Requests to the Wake Transit Governing  
Boards**

**Apex**

**CAMPO (2)**

**Cary (2)**

**Fuquay-Varina**

**Garner**

**GoTriangle (2)**

**Holly Springs**

**Knightdale**

**Morrisville**

**NCSU**

**Raleigh (2)**

**Rolesville**

**RTF**

**Wake County (2)**

**Wake Forest**

**Wendell**

**Zebulon**