

As part of the public comment period, we respectfully offer the following areas for consideration to help strengthen the plan and its implementation:

1. Note that Vehicle Rental Tax Assumptions are Subject to Change

GoTriangle would prefer to not show the Vehicle Rental Tax (VRT) in the revenue assumptions of the plan. Given the uncertainty around what the Conference Committee will ultimately recommend, this is a more conservative approach that we think will better serve the partners included in the Plan. If any Vehicle Rental Tax from GoTriangle continues to be included in the plan's revenue assumptions, consideration should also be given to showing an alternate scenario in which no VRT revenue is assumed. In any case, the plan should be updated with narrative that clearly acknowledges that any VRT revenue assumption is subject to change based on recommendations of the Conference Committee and future actions of the GoTriangle Board of Trustees, which maintains governing authority over annual VRT allocation decisions.

2. Prioritize Funding for Frequent, Reliable, Regional Bus Service

Public engagement results demonstrate strong demand for expanded regional connections alongside improved urban service. With the removal of commuter rail from the plan, there is an important opportunity to substantially enhance regional bus service in alignment with the plan's goals to *Connect the Region* and *Connect All Wake County Communities*.

Currently, new bus service is ranked below capital projects such as regional rail, the RDU bus plaza, and BRT extensions. We encourage the Wake Transit Plan to consider elevating the priority of frequent local and regional bus service in the final plan recommended for adoption. Additionally, we must ensure that the Bus Plan retains flexibility to shift operating dollars across project types as needs evolve and new information becomes available.

3. Retain Flexibility to Rebalance Operating and Capital Funds

The current draft reduces the share of funding for operations compared to previous versions, while increasing allocations for capital projects that may lack definition, feasibility analysis, or clear implementation timelines. We recommend establishing a process to reevaluate and reallocate funds if readiness of these projects does not progress on the timelines necessary for delivery within the ten-year horizon of this plan.

4. Clarify Transit Benefits for Rail Project Funding

The plan includes placeholder funding for rail-related improvements but does not specify project scope or eligibility criteria. To ensure consistency with Wake Transit's goals, we suggest development of a clear policy outlining eligibility for rail projects, including whether a foreseeable transit benefit is required.

GoTriangle Comments on the Wake Transit Plan – 7/25/25

Thank you again for your leadership and partnership in advancing mobility options for the region. We appreciate the opportunity to provide input on this important plan.