



Engagement Summary

Draft 2035 Wake Transit Plan

Phase 4

November 2025



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OVERVIEW

The Draft 2035 Wake Transit Plan was developed over approximately 18 months, with work beginning in January 2024. During the development of the Draft Plan, there were three public engagement phases:

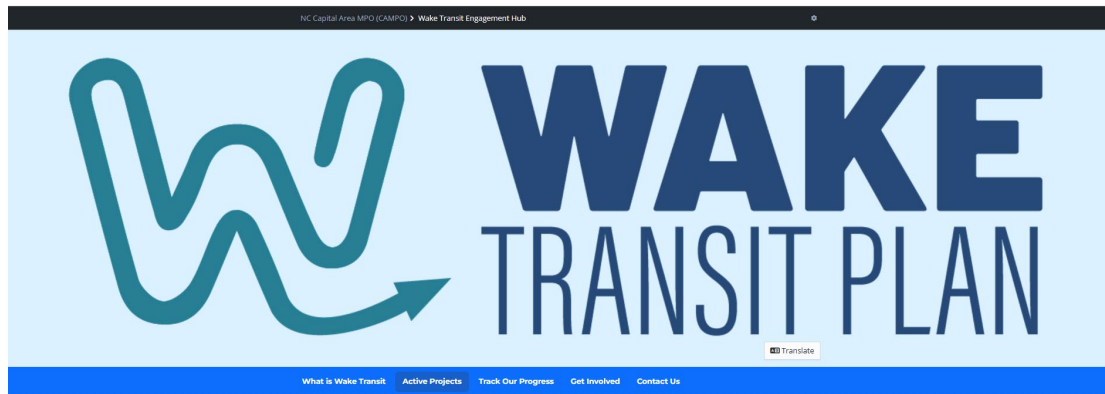
- Phase 1: Transit Priorities and Goals for Wake County
- Phase 2: Three Big Questions – Rail Investment, Bus Rapid Transit, and Transit Investment (People vs Places)
- Phase 3: Draft 10-Year Investment Strategy

Phase 4 engagement was focused on collecting feedback on the Draft 2035 Wake Transit Plan. Phase 4 engagement consisted of a public engagement website (www.waketransit.org) that included a feedback form, engagement on social media through paid advertisements, posts and reels, a press release, engagement with Wake Transit partners through events and presentations, and presentations to Wake Transit stakeholders that have been involved in the development of the Plan, and a Joint Public Hearing with the Wake Transit Governing Boards. A Level 2 Public Engagement Strategy document was developed to guide the engagement period and is provided as Appendix A to this report.

The Wake County Transit Planning Advisory Committee (TPAC) released the Draft plan for a 30-day public comment period at their meeting on August 28, 2025. The public comment period began September 5, 2025 and ran through October 5, 2025. A Joint Public Hearing was held at the CAMPO Executive Board meeting on September 17, 2025 with GoTriangle Board of Trustees members present.

ONLINE ENGAGEMENT

The 2035 Wake Transit Plan webpage (<https://www.publicinput.com/waketransit2035>) was updated for the Phase 4 engagement, and hosted within a new Wake Transit webpage (www.waketransit.org) built on the Public Input platform. The 2035 Wake Transit Plan webpage included a feedback form to collect public feedback on the Draft Plan. Notice of the 30-day public comment period was also posted on the CAMPO website. Screenshots of the webpages are shown below.





2035 Wake Transit Plan Update

View information about the 2035 Wake Transit Plan Update here.

[Visit Webpage](#)



[Home Page](#)[About](#)[Programs & Studies](#)[Transportation Plan](#)[Funding](#)[Maps/Data](#)[Get Involved](#)

Parking update: AS OF MARCH 2020, THE GREEN PARKING DECK NEXT TO THE CAMPO office building is open. The skybridge requires a staff badge to enter the building. All guests should park and enter through the ground floor breezeway entrance. There are elevators and stair wells throughout the parking structure. [Updated Contact Info](#) (includes map for parking)

Welcome to the North Carolina Capital Area Metropolitan Planning Organization (CAMPO)

We are a regional transportation planning organization serving communities in Chatham, Franklin, Granville, Harnett, Johnston and Wake Counties. Please explore our website for more information on our current plans and projects, upcoming meetings, and long-range planning efforts. [Start on CAMPO's About page...](#)

What is an MPO?

According to **The Federal Aid Highway Act of 1962**, areas considered by the Federal Census to be urban in nature with a population of at least 50,000 must have a continuing, cooperative, and comprehensive ("3C") transportation planning process. In order to receive funding from the federal government in the state of North Carolina, this process is carried out by Metropolitan Planning Organizations (MPO). Members from each of the MPOs make up the North Carolina Association of Metropolitan Planning Organizations (NCAMPO). Currently, there are 19 MPOs in North Carolina. -- NC Association of MPOs

- Administered Projects Program
- Public Comment & Public Hearing (Aug. 18 - Sep. 16): Prioritization 8 Draft Project Submittal List
- Public Comment: (Aug. 18 - Sep. 16) Transit Asset Management 2026 Performance Measures and Targets
- Call for Projects: Locally Administered Projects - FY 2027
- Call for Projects: Unified Planning Work Program - FY 2027
- Public Comment: (Sept 5-Oct 5) 203 Wake Transit Plan**
- Public Hearing (Sept 17) 2035 Wake Transit Plan Joint Hearing
- Public Comment: (Sept 5-Oct 5) FY26 2nd Quarter Work Plan Amendment Cycle
- Public Comment: (Sept 5-Sept 21) Wake Transit Operations Security Funding Policy

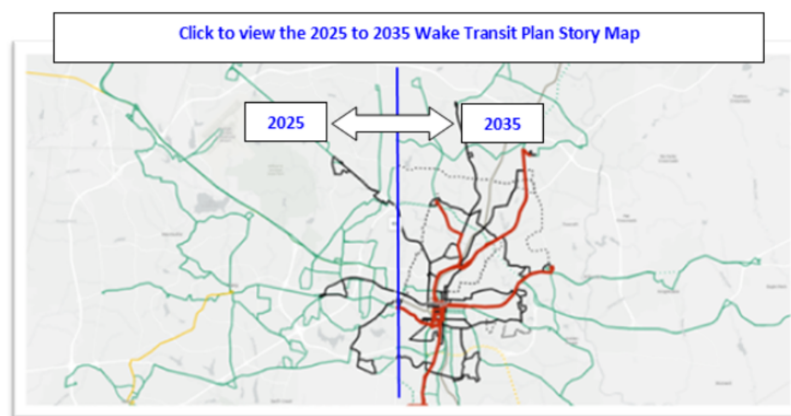
Meeting Info

Draft 2035 Wake Transit Plan

The 2035 Wake Transit Plan outlines Wake County's 10-year (FY 2026-2035) transit investment strategy. The plan guides how an estimated \$3 billion will be invested to improve and expand our public transit system. The goal is to make it easier for people to travel to, through, and within Wake County. Over the past year, we have heard from nearly 6,000 people through surveys, meetings, focus groups, social media campaigns, and pop-up events. The result is a clear and consistent priority to serve more people and more places through continued investment in local transit services, countywide connections, and regional transit options. The planning team worked to draft a 10-year investment strategy that balances these goals with available funding.

Click the links below to download the Plan and to visit the [story map](#) to see how the vision for Wake Transit investment will expand our current transit network in the future.

[CLICK TO VIEW THE Draft 2035 WAKE TRANSIT PLAN](#)

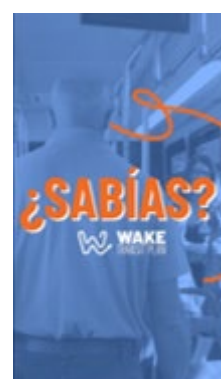
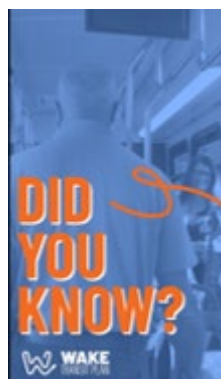


SOCIAL MEDIA ENGAGEMENT

During the engagement period, there were multiple posts on social media (Facebook, Instagram and X), including video reels and paid advertisements on Facebook. There were 3 English-language reels and 1 Spanish-language reel developed for the campaign; the Spanish-language and one of the English-language reels developed were general Wake Transit reels that can be used in the future; the other 2 English-language reels were focused on Accessibility and Connectivity. In addition to the reels, several images were created for social media posts as well. The social media posts (both images and reels), which were boosted through paid advertisements on Facebook to target Wake County communities, were scheduled to post throughout the engagement period, averaging approximately 1 post per week, according to the following schedule developed during the Level 2 Engagement Strategy:

Post date	Post Type	Key Message(s)
9/3	Public Notice	<i>Posted to CAMPO and GoTriangle webpages (2-week notice requirement) Wake Transit Public notices and 2035 WTPU Project web pages go live</i>
9/5	Static Graphic	Notice of review period and public hearing on 9/17 (Eng/Spa)
9/5-19	Video #1	Reel – Evergreen, Eng & Spa (Paid Facebook & Instagram)
9/20-26	Video #2	Reel – Accessibility (Paid Facebook & Instagram)
9/27-10/3	Video #3	Reel – Connectivity (Paid Facebook & Instagram)
10-4	Static Graphic	Last Chance – review the plan today

According to the report provided by Meta, the paid advertisements on Facebook had a reach of 123,402 and a total impressions count of 306,204. Below are some of the images and screenshots of the social media reels that were used.



PRESS RELEASE

A press release was issued in early September, providing notice of the public engagement period for the Wake Transit Plan, as well as two other public comment periods that overlapped with the Draft 2035 Wake Transit Plan public comment period. The press release was sent to local media partners, and use of the press release was encouraged by Wake Transit partners. The press release is included as Appendix B at the end of this report.

WAKE TRANSIT PARTNER ENGAGEMENT

During the public comment period, Wake Transit partners were provided digital and hard-copy information to distribute to members of the public and transit riders. Flyers, bus placards and digital screen images were provided to partners, as well as opportunities for staff to attend events and present to boards and committees. The flyer that was provided to partners is provided as Appendix C. Three events were attended by CAMPO staff during the engagement period – two Town of Cary Try Transit Week events in September, and the Wendell Harvest Festival in early October. CAMPO staff also presented to the following governing and appointed boards:

- Garner Town Council
- Wendell Town Council
- Raleigh Transit Authority
- Zebulon Planning Board

STAKEHOLDER ENGAGEMENT

A virtual presentation was provided to Wake Transit Stakeholders on September 24th via Microsoft Teams. The same presentation was given at 4pm and 5pm, with opportunities for those attending to ask questions. A total of 22 stakeholders attended the two meetings. There were several clarifying questions asked about the regional rail investments and bus service investments, with the stakeholders overall in agreement with the Draft Plan. The presentation is included as Appendix D.

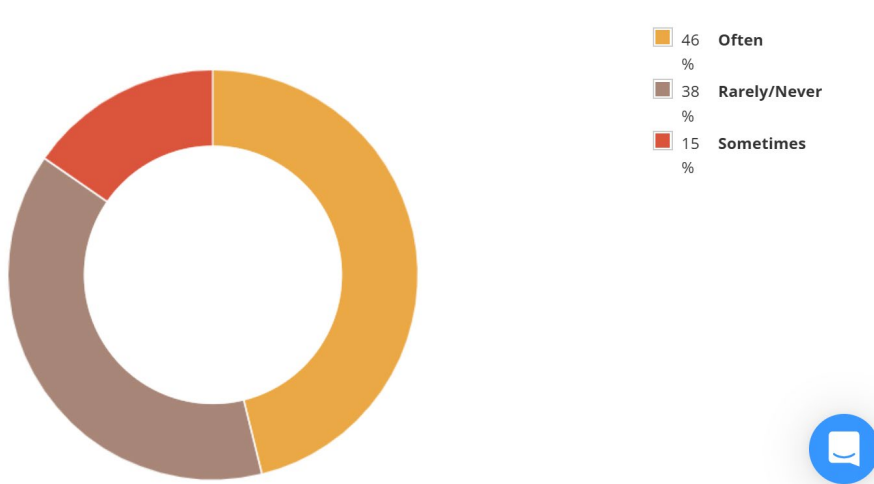
JOINT PUBLIC HEARING

A Joint Public Hearing was advertised and held on September 17, 2025 at the CAMPO Executive Board meeting. In attendance with the Executive Board were several members of the GoTriangle Board of Trustees (meeting quorum). The Joint Public Hearing was advertised by both CAMPO and GoTriangle – the advertisement is provided as Appendix E. There was a public comment provided during the meeting by the Regional Transportation Alliance in support of the Draft Plan. Board members asked some clarifying questions of staff as well during the Hearing.

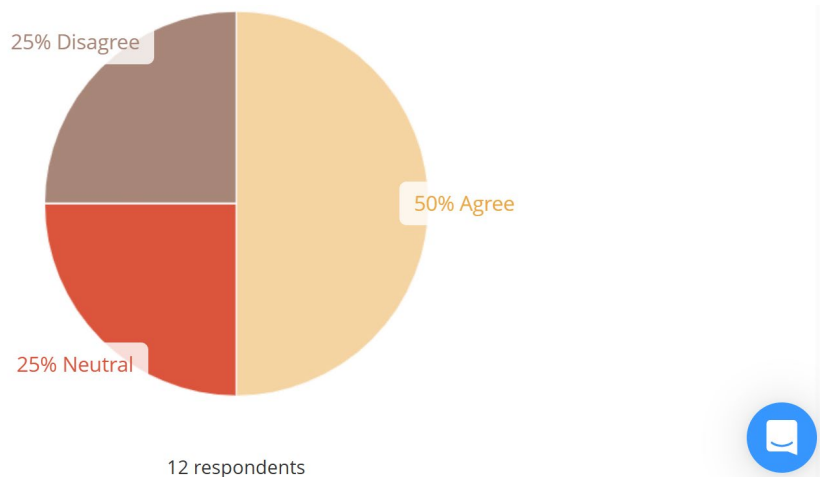
PUBLIC ENGAGEMENT FEEDBACK

Over the course of the 30-day public comment period, the website received 38 views and 13 participants who provided input through 16 comments. Below is an overview of the feedback received and the comments that were provided. Two comments were also emailed during the public comment period – one in advance of the Joint Public Hearing and one provided following the Joint Public Hearing. Both of the emailed comments are provided in Appendix F.

How often do you ride public transit (the bus)? 13 respondents



Do you agree with the proposed investment strategy? 12 respondents



PUBLIC COMMENT SUMMARY

Comment	Comment Date
This is the biggest waste of money and you will ruin New Bern Ave's non city feel. No one rides the busses, there's never anyone at the bus stops other than the homeless. This will be an inconvenience for everyone who lives/works or uses New Bern on a day to day.	8/8/2025 10:52 AM
All the BRT proposed by 2035 is absolutely unattainable and is crazy that it is shown to the public. We haven't been able to deliver one corridor yet. Why show 6 more. Also let's just increase bus frequency, keep them clean, and give signal priority to buses. This would do wonders for on time buses and make people use the system.	9/8/2025 11:26 PM
Why is southwest Wake County being ignored? This area is and has been exploding over the last decade plus. 55 is constantly at a creep in the mornings along with US 1 between the exit/on ramps for 55 and 64/Tryon. The opening of the newest section of 540 really hasn't alleviated much traffic. The only noticeable difference in traffic is on Fridays because those who are lucky to have a hybrid schedule seem to WFH that day. We need more public transportation in this area!	9/9/2025 8:58 AM
(Brett Gantt) Please consider further reducing the local match requirement for the CFA Program to 20%-25% from the recommended 35%. This change will encourage smaller communities to opt into the CFA Program and enable medium-size communities to add new routes, increase frequencies, or enhance their microtransit services. With all of the growth that's occurring in the CFA communities, a lower local match of 20-25% will be essential in providing high-quality transit services to a larger and larger fraction of Wake County's population.	9/9/2025 3:54 PM

(Farrad Dadigga) Well tbh public transportation in this area is still lagging behind up to date transit systems compared to other moderate growing cities nationwide...every 30 minutes to one hour frequency on bus routes is totally absurd and backwards...it seems like the transportation agencies in this area is ignorant to the fact that population is going to continue to grow as traffic mass is going to increase....LIGHT RAIL TRANSPORTATION opinions from local residents in RDU have been severely expressed to ease traffic and to have more people to get to point A to B without having to worry about car dependency 7 days a week which adds financial hardship upon locals to constantly upkeep car maintenance....	9/18/2025 5:09 AM
1. Pg 1-3: Shows \$429M to pay back borrowed funds and other debt service. a. What was the borrowed money used for? b. Given the large operating and capital fund balances, why was so much money borrowed? 2. Pg 1-3: I applaud the decision to "shelve" the commuter rail project and invest in regional rail with NCDOT. The WTP shows \$252M budgeted for regional rail projects. What percentage of the cost of the projects is to be born by NCDOT vs WTP? Hopefully NCDOT does not see the WTP as a "cash cow" to be used to fund their rail projects without NCDOT funds. 3. Pg 1-4, Fig 1: Only \$60M is budgeted over the 10 yr WTP for the Community Funding Area Program. At \$6M per year, this is double the \$3M per yr previously made available. A good increase. a. What is the backlog of requested CFAP funds compared to the \$6M being made available each yr? b. Is there a need to budget more per yr for the CFAP? c. The local match was reduced from 50% to 35%. As many of the towns have limited budgets, what was the basis for the 35% number? Why not 25%? 4. Pg 2-10: It is noted that there will be 5 new community transportation hubs. a. Where are they proposed to be? b. But 10 community transportation hubs are shown in Fig 4, pg 2-12. 5. Pg 4-34 to 4-36, BRT Projects: a. With the costs of the four BRT projects significantly increasing each yr (\$347M in 2016, \$511M in 2021, \$812M in 2025), and the fact that the BRT projects have been planned since 2017 and were to be operational by 2030, it is imperative that GoRaleigh do all that can be done to accelerate the planning, design and construction of the routes. What can be done to accelerate these 4 projects, since there's only \$1.1B budgeted for them on the WTP? 6. Pg 4-39, 1st paragraph, 5th line: "...SmartRide NE; GoRaleigh's MicroLink: Rolesville; and GoWake Forest." Looks like there is text missing between MicroLink and Rolesville. 7. Pg 4-39, 3rd paragraph, 3rd line: "...Microtransit services funded through the CFA Program generally have more flexibility than microtransit services funded through the WTP." a. Why is this? b. Please clarify the differences.	9/19/2025 2:15 PM
(David Charters) The five appendices are missing from the posted WTP. Please include them and let us know when they've been added.	9/19/2025 2:19 PM
Needs more commuter rail - would use this infinitely more than a bus system	9/27/2025 6:36 PM

Expand GoCary 5, have emergency communications for when paratransit vans stop running or are laye. Tap and pay on all buses. Improve real time schedules on UMO app.	10/2/2025 9:14 PM
(Elizabeth-Apex) 1) There should be far more emphasis on covered benches at bus stops, given extreme weather. This is a major barrier to depending on public transit year-round. I often get offered rides by passing drivers when they see me standing in miserable heat or drenched by rain, waiting on a bus that only runs hourly. Those people do not have a favorable impression of the bus. But if I were seated and protected from the elements, the weather problem would become irrelevant. 2) I think the vision should be more clear on the targeted riders and desired passenger statistics. In my opinion, providing improved service for the existing base of lower-income residents without private vehicles should be a priority. Serving outlying corners that score high on the Transit Propensity Index but do not have bus options should also be high priority. But how much of the plan is based on trying to convince wealthy commuters to switch from their car to a bus? That seems like a tough sale. 3) A commitment is needed to improve the Wake Access door-to-door program. Data collection is needed on the number of potential users who are unable to get a seat because demand exponentially exceeds capacity. I am eligible and have tried calling in early enough by phone to be one of the lucky people. But I have NEVER been successful. In my experience, there is no tracking on these declines. A system is needed to know what percentage of callers (potential passengers) never get a seat because the hold system is overloaded, or only reach an operator after capacity is exceeded, or give up on even trying after multiple failed reservation attempts. In my experience, "requests for assistance" are not tracked. Ideally, there should be a ticketing system that shows demographics, starting address, desired destination, purpose of trip, and whether a ride was secured. This door-to-door service is a failure, except for a lucky few each day.	10/5/2025 9:22 PM
With the mobility hub concept, where does intercity bus fit in? Asheville just got reconnected to intercity bus and it's downtown but Raleigh you have to take the 1 to get to the station. BRT is planned along capital but how long will that actually be??	9/8/2025 11:26 PM
Don't ignore the SW part of the county. Seems like this current plan is expanding on areas that already have options and will be getting even more options. We currently have 1 bus and it's only during weekdays and doesn't even go to areas most folks are commuting to. I drive from Holly Springs to Capital Blvd M-F for work and often see a lot of the same vehicles that I see with me on 55 take the same exits or going even further. Taking 540 is more expensive and more milage, which is more gas and more wear and tear on vehicles. We went to Norway last year and used public transit (train, bus, ferry)/walked the entire time and then when I came back home found myself sitting on US1 stopped in traffic trying to get to work wishing I was back in Europe.	9/9/2025 8:58 AM
(Brett Ghant) With the announcement of Apex as the new location for the NC Children's Hospital, it'd be nice to see that location referenced in the 2035 Plan and include possible connections to the airport transfer facility near the I-40/BRT corridor.	9/9/2025 3:56 PM

(Farrad Dadigga) To stop the divisive antagonistic models for public transportation usage in a fast growth urban environment where people from ALL BACKGROUNDS can share space in public transportation... not just to make it easier for 1% population to cater to them...LIGHT RAIL TRANSPORTATION NEEDED BAD	9/18/2025 5:09 AM
Commuter rail!	9/27/2025 6:36 PM
(Elizabeth – Apex) 1) Thank you for including Apex and smaller communities in the expansion plan. 2) Focus more funding on covered benches at bus stops as protection from extreme weather. 3) Improve the Wake Access door-to-door program. Getting a reservation is impossible because demand is so high and the call-at-7am system does not work efficiently. 4) During the past four months, the bus maintenance problems and cancelled route loops have been endless. There needs to be a commitment to reliability, which requires having back up vehicles and drivers on stand-by so that passengers are not stranded.	10/5/2025 9:29 PM



Wake Transit Strategy for each Engagement Phase (Level 2 Form)

Every Wake Transit-funded project requiring engagement requires a unique engagement plan outlining the planned events and activities for community outreach. Forms are provided to assist agencies in the planning, implementation and reporting of engagement efforts. There is an engagement plan (level 1 planning) template that can be used, a strategy worksheet (level 2 planning) available, and a checklist to help guide the development of an engagement summary report (3rd level of planning). Level 1 and 2 information should be presented to the Community Engagement Subcommittee at least one month prior to launching planned engagement activities. The summary report can be presented once compiled and ready to share.

Please submit your packet materials to stephanie.plancich@campo-nc.us for inclusion on the Community Engagement Subcommittee meeting agenda and save a copy in your folder at <https://gotriangle.sharepoint.com/sites/WakeTransit>.

Date Form is Completed: 7/20/25

Project Name: 2035 Wake Transit Plan Update – Phase 4 Engagement

Project ID#: TC003-F

Phase Number: 4 of 5

Phase Title: Public Comment for Recommended 2035 Plan

Engagement Activity Date(s): Sept 5-Oct 5

Project Sponsor/Lead Agency: CAMPO

Contact Person: Stephanie Plancich

Phone: 984-542-3606

Email Address: stephanie.plancich@campo-nc.us

Select Your Activity Type: (1) **Wake Transit Program-Level Activity** (2) Sponsor Project-Level Activity

Do you have consultant support for this activity? Yes **No**

Consultant Company/Contact Name: n/a

Select purpose of this engagement phase:

Inform	Consult	Involve	Collaborate	Empower	Close the Loop
Share information; educate	Obtain and consider public feedback	Public input is integrated into decision-making	Partner with public in shared decision-making	Public input makes final decision	Sharing process results with the community

Write a brief description of this engagement phase: Who, what, when, where, why, and how are you launching this engagement effort or activity?

There are five (5) engagement phases for this project: **1-Transit Priorities**, **2-Funding Scenarios**, **3-Draft Plan & Policies**, **4-Recommended review**, and **5-Wrap Up**. Phase 4 is the first time that the public and stakeholders will be seeing a fully compiled draft document for review and feedback. In addition to the draft 10-year investment strategy shared in Phase 3, reviewers will have access to updated maps, can comment on planned performance measures and other content of the 2035 Plan. This engagement effort provides another opportunity to further increase community awareness of Wake Transit program-level activities and planned investments.

The consultant team from earlier phases worked with CAMPO staff to help develop material templates that will be used to finalize outreach materials for Phase 4. CAMPO will lead the engagement effort with support from TPAC partners. Unique to Phase 4 is the inclusion of a public hearing in the engagement strategy. This is a jointly held CAMPO and GoTriangle governing board event that will take place at the start of the CAMPO Executive Board agenda at 3:00pm on September 17, 2025.

CAMPO staff will lead the planning, coordination and execution of all outreach activities. This includes the development of printable materials, digital collateral, community partner coordination, event planning and staffing, performance tracking, as well as updates and postings to the CAMPO web pages and PublicInput project web page. GoTriangle is responsible for advertising the joint hearing, at least 2-weeks in advance, through its agency channels and ensuring quorum of GoTriangle Board of Trustees members at the event (in person or virtual attendance). Similarly, CAMPO will provide 2-week advance notice. Each TPAC partner is tasked with supporting the effort within their own communities and amongst area stakeholder groups. A commitment of support by each partner agency will be a critical component of this Phase's success.

Phase 3 Schedule

Process Step	Deliverable(s)	Due Date/Timeline Details
Level 2 Planning	Level 2 strategy complete and presented	June – Strategy drafting July 31 – present to CE
Material Development	Electronic and print materials, translation services, distribution plan, and collection plan.	June 30 - Receive templates and drafts July - Drafting complete July 31 - CE reviews strategy & materials

APPENDIX A

		August - Refine all materials and finalize strategy elements August 28 - Present/provide toolkit and overview to TPAC and CE
Partner Support Planning	Work with partners to establish a presentation schedule and identify other support they will each provide	July/August - Compile event schedule August 28 - Partner prep workshop, web site is live, toolkit uploaded, etc. Sept/Oct - Provide support to partners as needed, track activities
Strategy Execution	Conducting engagement and communications activities, tracking performance, and measuring participation.	-Engagement will run from Sept 1-30, 2025 -Partners and CAMPO staff will track activities for later inclusion in ESR
Summary Report	The draft engagement summary report (ESR) for each phase of engagement should be added at the end of the project.	Oct - Compile Ph 4 ESR, present to TPAC Nov –TPAC Recommended Plan with supporting documents incl. ESR presented to TCC and governing boards
Engagement Evaluation	Conduct an after-action review to note what went well and identify opportunities to improve.	PM Team and staff level discussion at CE

Geographic boundary of this project? (Corridor, countywide, municipal boundary, etc.?)

All of Wake County

Was a Title VI analysis completed for this project? **Yes** No

Resulting activity, plans or actions based on analysis? We will conduct paid advertising through Facebook and Instagram to ensure that we reach identified Community of Concern areas throughout the county.

Web Notice and Social Media Schedule:

Post date	Post Type	Key Message(s)
9/3	<i>Public Notice</i>	<i>Posted to CAMPO and GoTriangle webpages (2-week notice requirement)</i> <i>Wake Transit Public notices and 2035 WTPU Project web pages go live</i>
9/5	Static Graphic	Notice of review period and public hearing on 9/17 (Eng/Spa)
9/5-19	Video #1	Reel – Evergreen, Eng & Spa (Paid Facebook & Instagram)
9/20-26	Video #2	Reel – Accessibility (Paid Facebook & Instagram)
9/27-10/3	Video #3	Reel – Connectivity (Paid Facebook & Instagram)
10-4	Static Graphic	Last Chance – review the plan today (<i>Can update web notice too</i>)

Social Media Plan and Budget:

The budget for paid advertising in Phase 4 is \$2500.

We will conduct paid advertising through Meta platforms (Facebook and Instagram) as was done in previous phases, pushing the videos out to all of Wake County with emphasis on zip codes identified as CAMPO Community of Concern areas; the areas where traditionally underserved populations have been identified and mapped.

APPENDIX A

Paid social media outreach, to ensure that underserved populations and target communities are aware of the opportunity to participate in the Wake Transit decision-making process, has become a best practice. Recent lessons learned encourage staff to get the word out often enough to inform recipients, but not so often that it becomes a burden or contributes to “survey fatigue” feelings. Generally, the Community Engagement (CE) Subcommittee members agree that one (1) post per week meets our programmatic needs while not overwhelming the public. We have followed that guidance in developing the Phase 4 social media plan.

CAMPO staff worked with the consultant team to develop a set of 4 video reels (3 English and 1 Spanish) prior to their contract completion. They will be used to expand community awareness and drive participation in Phase 4. Two static graphic posts will need to be ready for sharing as well. All items, digital or print, will be posted to the project website “toolkit” for partner access.

Proposed budget:

The Phase 3 outreach budget was over \$8000. That was deemed a bit extreme by CE members who recommended staff pair it back in future phases. For Phase 4, we propose a \$2500 budget. We will not engage Que Pasa (\$3400) in this phase since it is not actively soliciting input and we will cut the social media budget in half to not overwhelm the audience. CAMPO will pay for 4 social media campaigns, one for each of the English videos and one for the Spanish translated video and will work with GoCary staff to ensure accurate Spanish translation of materials.

Support Requested from TPAC Partners: Add rows if needed.

Partner Support Description	Specific Dates
Reshare social media posts	Schedule to repost/share all 5 planned posts
Inform board members/town council, planning committees and staff	Place notice on agendas, in newsletters, on community pages, internal email notice, etc.
Coordinate a presentation to your council/board	Work with CAMPO staff to set up a presentation date
Share notice on your website, transit pages, etc.	Place notice on web pages from Sept 1-30
Distribute digital notice where applicable	Town TV notices, rider apps, on board TVs, etc.
Post printed notice at high visibility locations	Share flyer on buses, at stops and stations
Host at least one event in your community	Set up a table at high traffic location, i.e. transit station

Which month do you plan to present this form and other engagement information to the Community Engagement Subcommittee. June 2025 (L1), July 2025 (L2), February 2026 (L3)

Ben Howell, Wake Transit Program Manager
 NC Capital Area Metropolitan Planning Organization (CAMPO)
 (984) 542-3609
 waketransit@campo-nc.us

FOR IMMEDIATE RELEASE**Wake Transit Plan: Three Items for Public Review**

Community Participation is an Important Part of Wake Transit Planning

CARY – The Wake County Transit Planning Advisory Committee (TPAC) is responsible for development and implementation of the 10-year Wake Transit Plan prior to its adoption by the two program governing boards, the CAMPO Executive Board and GoTriangle Board of Trustees. Starting September 5th, there are three Wake Transit planning documents available for public review and comment: draft 2035 Wake Transit Plan, Operating Security Funding Policy and the 2nd Quarter Wake Transit Work Plan amendment requests.

2035 WAKE TRANSIT PLAN (SEPTEMBER 5-OCTOBER 5)

The first document posted for review is the Wake Transit Plan itself. The 2035 Wake Transit Plan was developed over an 18-month period. Detailed analysis and extensive public and stakeholder outreach was conducted throughout the process. It details how over \$3 billion will be invested to improve and expand public transportation choices for people living in, commuting to and traveling through Wake County for the next 10 years. The specific service and infrastructure projects identified in the Plan will guide local and regional transit investment in the near- and long-term.

Feedback received during the Plan development process has resulted in a 10-year investment strategy that will further our efforts to advance Wake Transit's **Four Big Moves**.

We will **CONNECT THE REGION** by:

- Investing in the expansion of regional rail services
- Expanding the Bus Rapid Transit (BRT) network with new connections between Cary and RTP, Garner and Clayton, and Raleigh and RTP along I-40

We will **CONNECT ALL WAKE COUNTY COMMUNITIES** by:

- Expanding local and regional bus service with longer hours and service more days of the week
- Connecting more towns to each other and to Cary, Raleigh, and/or RTP

We will **CREATE FREQUENT, RELIABLE, URBAN MOBILITY** by:

- Extending 15-minute service into the evenings and weekends on existing frequent routes
- Adding more 15-minute or less bus routes to the frequent transit network

We will **ENHANCE ACCESS TO TRANSIT** by:

- Continuing to build and improve transit access facilities like bus stops and sidewalks
- Tripling funding and lowering the match requirement for the Community Funding Area Program making it easier for towns to invest in local transit projects and services

The 2035 Wake Transit Plan is available for comment through October 5, 2025. **Now is your chance to review the final draft and provide input!** Visit the **project webpage** by visiting WakeTransit.org to view materials, explore the investment map, and submit your feedback.

You can also plan to share your thoughts at a **public hearing on Wednesday, September 17, 2025** held jointly by the CAMPO and GoTriangle governing boards. The hearing will take place as part of the CAMPO Executive Board meeting agenda starting at 3:00pm at the CAMPO offices: 1 Fenton Main, Suite 201, Cary NC 27511. The listen only WebEx meeting link and speaker sign-up sheet is available at <https://www.campo-nc.us/about-us/meeting-details>. Only those attending the meeting in person will be able to speak.

2ND QUARTER WAKE TRANSIT WORK PLAN (SEPTEMBER 5-OCTOBER 5)

CAMPO staff are releasing the FY 2026 2nd Quarter Wake Transit Work Plan amendment request packet for public review and comment. Amendment cycles are scheduled throughout the fiscal year to allow Wake Transit partners the opportunity to update project scopes, schedules, budgets and/or request funding for new projects or project phases.

Three amendment requests were submitted for this round of consideration:

- GoTriangle, Wake Transit Tax District Administration, has requested an amendment to remove the FTA Section 5307 Urbanized Area Formula Grant funds from the FY 2026 Wake Transit Work Plan.
- GoTriangle has requested an amendment for an additional \$100,000 to support planned customer satisfaction surveys throughout Wake County.
- Wake County has requested an amendment for \$1,108,816 to support administrative changes made to the NE Wake SmartRide shuttle program. These funds are needed to maintain current service levels.

The amendment request review packet can be viewed and comments on each request can be submitted by visiting [WakeTransit.org](https://www.waketransit.org). The review period for this amendment cycle ends on October 5, 2025.

OPERATIONS SECURITY FUNDING POLICY (SEPTEMBER 5 - 21)

The third document provided for public review is the draft Operations Security Funding Policy. Operations security measures and security enhancements improve the transit experience for riders and staff. This new policy outlines the eligibility and availability of Wake Transit funds for the use of transit-related security personnel. It outlines the rules and expectations for transit agencies who use Wake Transit funds to hire security officers, security program support staff and other associated personnel.

The core function of the policy is to provide a framework for allocating funds to meet current and future security needs. Transit agencies are eligible to receive up to 5% of their total annual fixed-route bus service costs for operation security expenditures. The first 3% will be funded 100% with Wake Transit revenues. The additional 2% will be covered with a 50/50 match. 50% paid by local sources and 50% paid with Wake Transit funds.

The Funding Policy requires requesting agencies to demonstrate that the safety or security need is tied to Wake Transit Plan implementation, to describe how the specific need will be addressed, how much the personnel will cost, and to develop a status report that documents the effectiveness of the investment.

The TPAC's Program Development Subcommittee recommended adoption of the draft Operations Security Funding Policy on August 26, 2025. The public review and comment period will run from September 5 - 21, 2025. TPAC is expected to consider it for adoption on October 23, 2025.

The draft policy can be viewed and commented on by visiting [WakeTransit.org](https://www.waketransit.org).

Here are some additional ways that you can submit feedback, ask questions or request assistance from the Wake Transit Team:

- **By Email:** waketransit@campo-nc.us
- **By Phone:** (984) 542-3609
- **By Mail:** Attn: Wake Transit Team
1 Fenton Main, Suite 201
Cary NC 27511

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Help Shape Wake County's Transit Future!



What are the Wake Transit Four Big Moves?

The Wake Transit Program was developed to improve and expand transportation choices for people in Wake County.

The plan prioritizes **Four Big Moves**:

- **Connect** the Region
- **Connect** All Wake County Communities
- **Create** Frequent, Reliable, Urban Mobility
- **Enhance** Access to Transit

Recommended 2035 Wake Transit Plan

The 10-year (FY2026-2035) Wake Transit Plan guides how \$3 billion will be used to improve and expand our transit system, making it easier to travel to, through and within Wake County.

KEY ACTIONS INCLUDE:

- **Invest** in existing & planned rail network by building new stations, improving track and adding train service.
- **Add** new and more frequent bus routes.
- **Build** at least 5 new community transportation hubs.
- **Plan** and build new Bus Rapid Transit service.
- **Fund** annual investments to improve bus stops, sidewalks and crosswalks.
- **Connect** every town to Cary, Raleigh and/or RTP.
- **Expand** local bus routes so towns are more connected to each other.
- **Triple** the Community Funding Area Program budget so towns can provide more local transit options.



Submit comments through Sunday, October 5, 2025

Visit the project webpage to view and provide feedback on the 2035 Wake Transit Plan

<https://publicinput.com/waketransit2035>



Wake Transit Plan Stakeholder Update

September 24, 2025

Agenda

- 1 Wake Transit Plan Background
- 2 2035 Wake Transit Plan
- 3 Engagement Summary
- 4 Next Steps – Upcoming Engagement



Wake Transit Plan Background



1

Wake Transit Plan

- **Wake Transit Plan is a revenue stream for public transportation investment**
 - Voters approved funding package in 2016
 - Wake Transit Plan started funding new transit service in August 2017
 - More service on weekends, in the evenings, and more frequent bus routes.
- **Wake Transit Plan is updated every four years**
 - Community and stakeholder preferences and priorities
 - Financial and technical data about performance and outcomes



Wake Transit Plan

Four Big Moves



Connect Regionally

- Commuter Rail
- Work with Existing and Planned Train Service
- More Regional Bus Service



Connect all Wake County Communities

- More Connections to Raleigh, Cary, and RTP
- More Town to Town Bus Service
- Funding to Towns



Create Frequent, Reliable, Urban Mobility

- Bus Only Lanes
- More Night and Weekend Service
- More Frequent Bus Service



Enhance Access to Transit

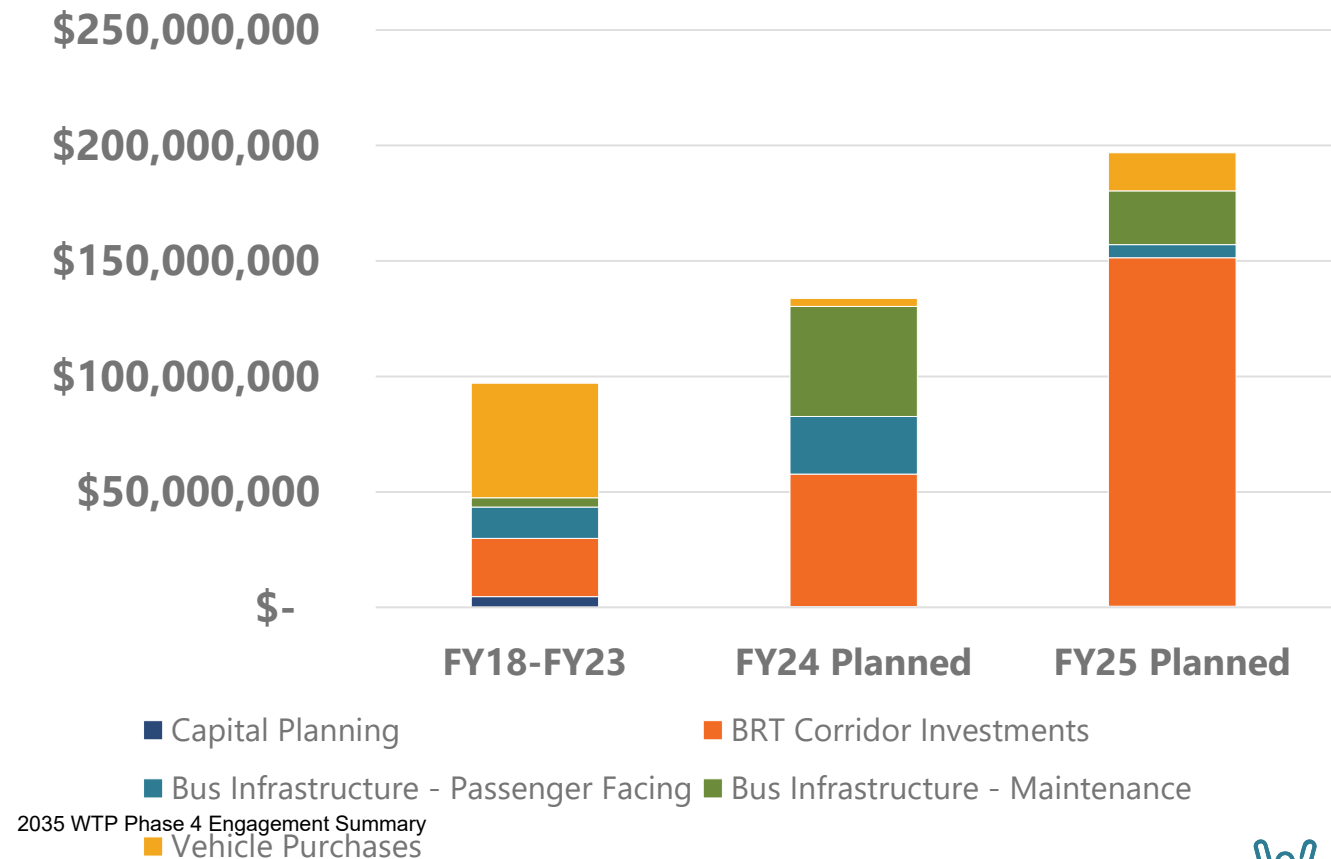
- Improve Amenities at Bus Stops
- Make Sidewalks, Crosswalks, and Bike Lanes
- Expand On-Demand Transit Program

Wake Transit Plan

Over \$200 million was invested in the first 7 years; \$350 million will be spent in next few years.

Major projects include:

- New Bern BRT
- Design Southern BRT
- Design Western BRT
- GoRaleigh/GoWake Access ADA Maintenance Facility and Call Center
- Cary Multimodal Center
- RUS Bus

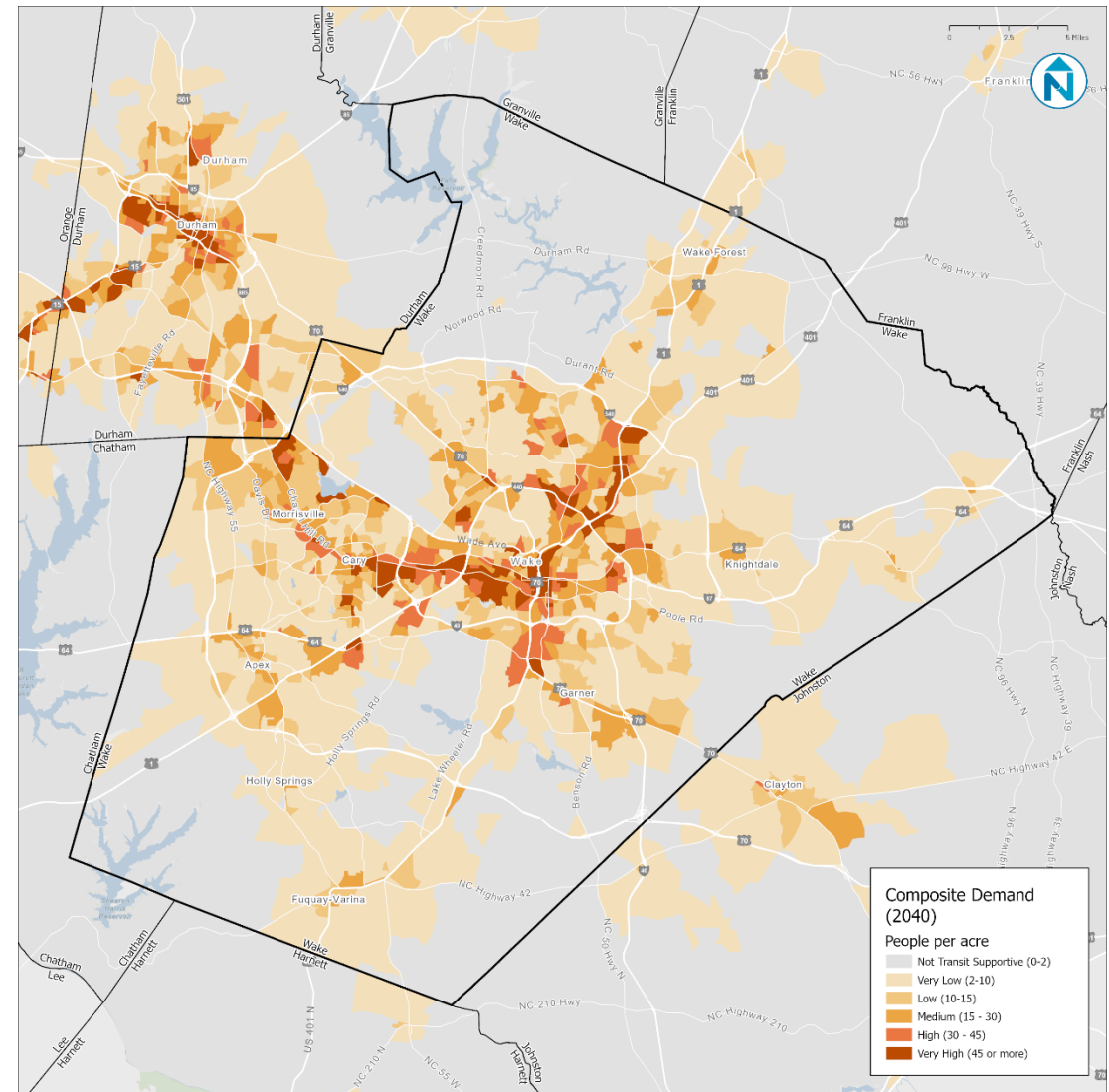
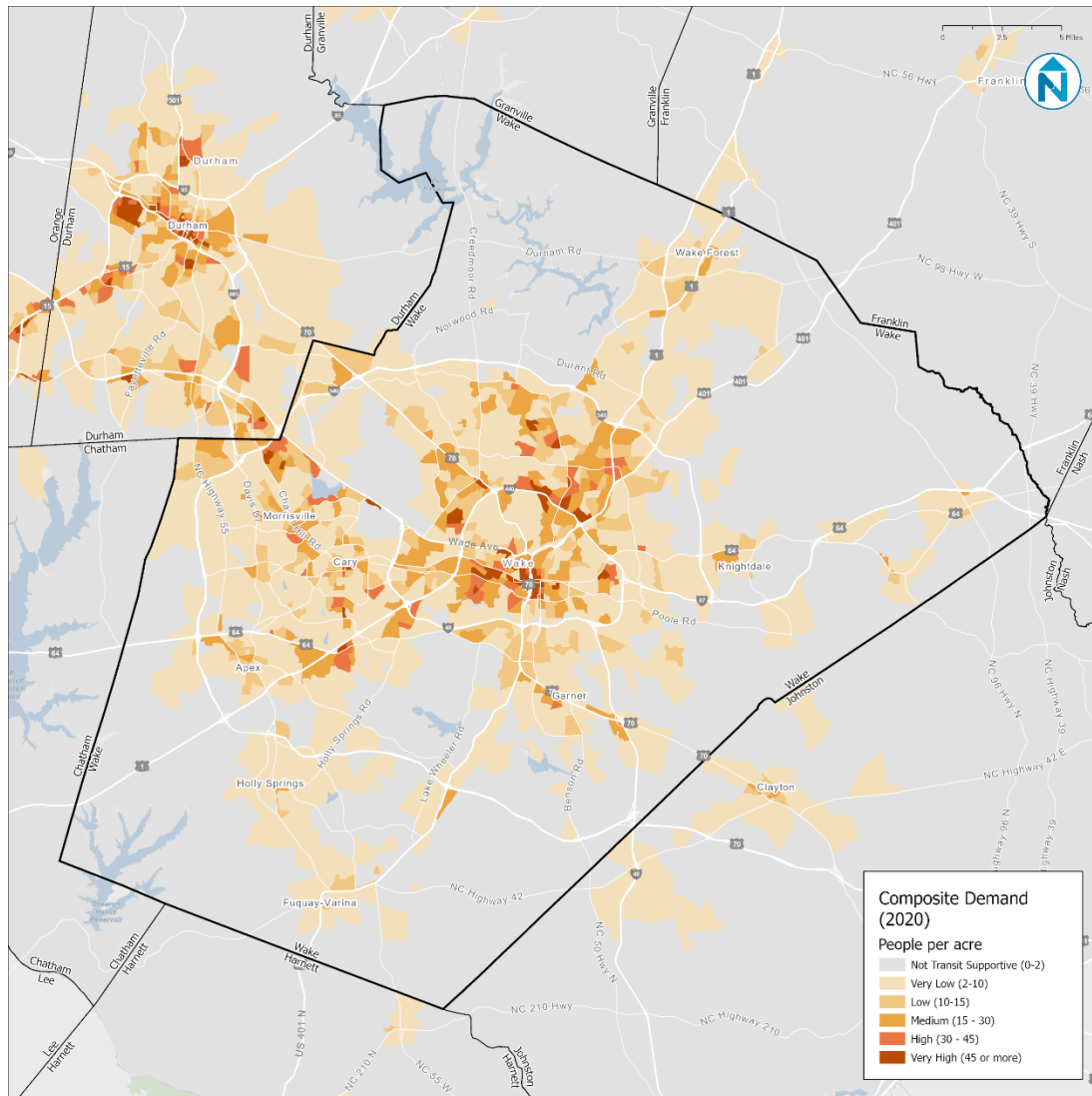


2035 Wake Transit Plan



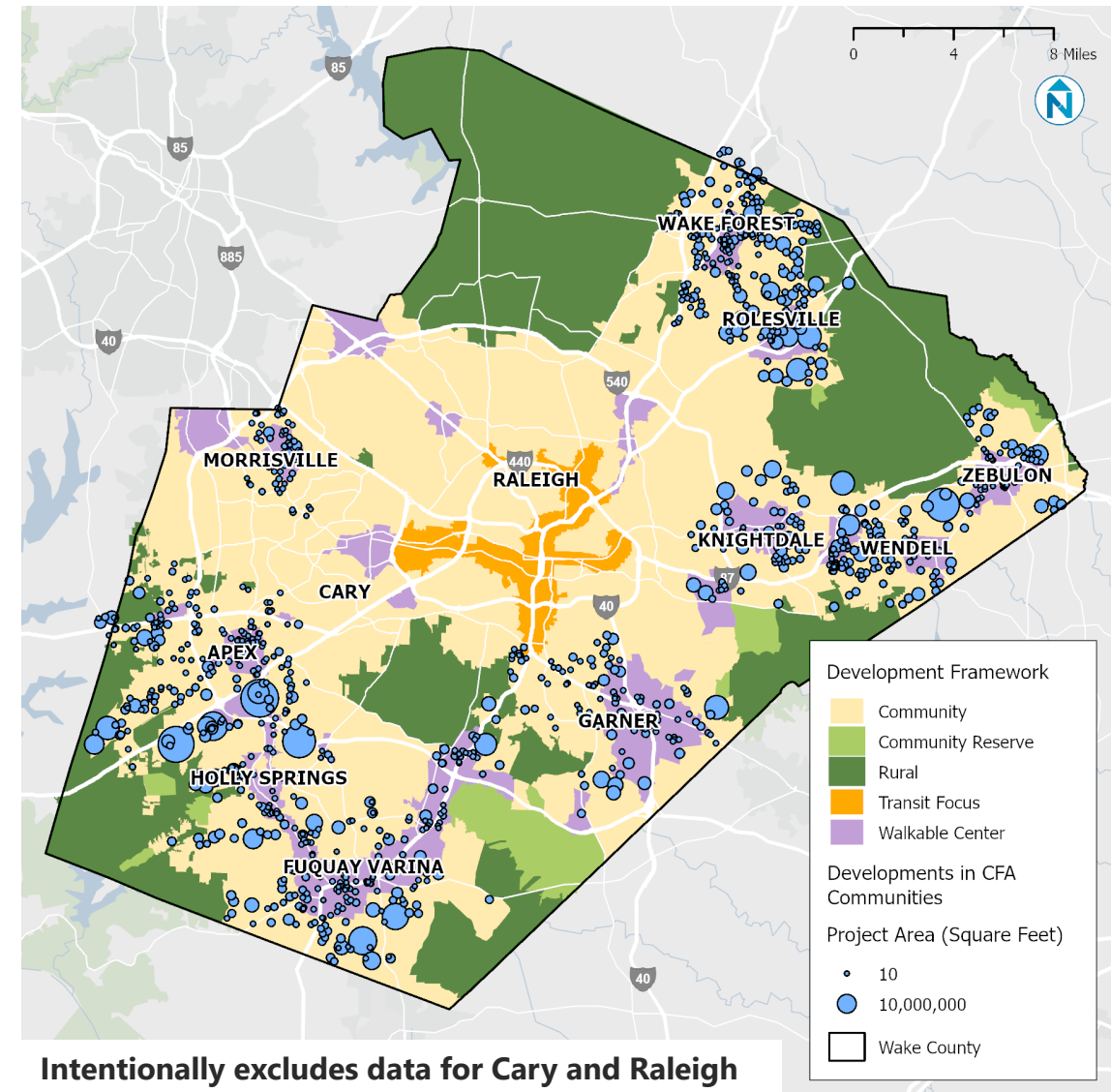
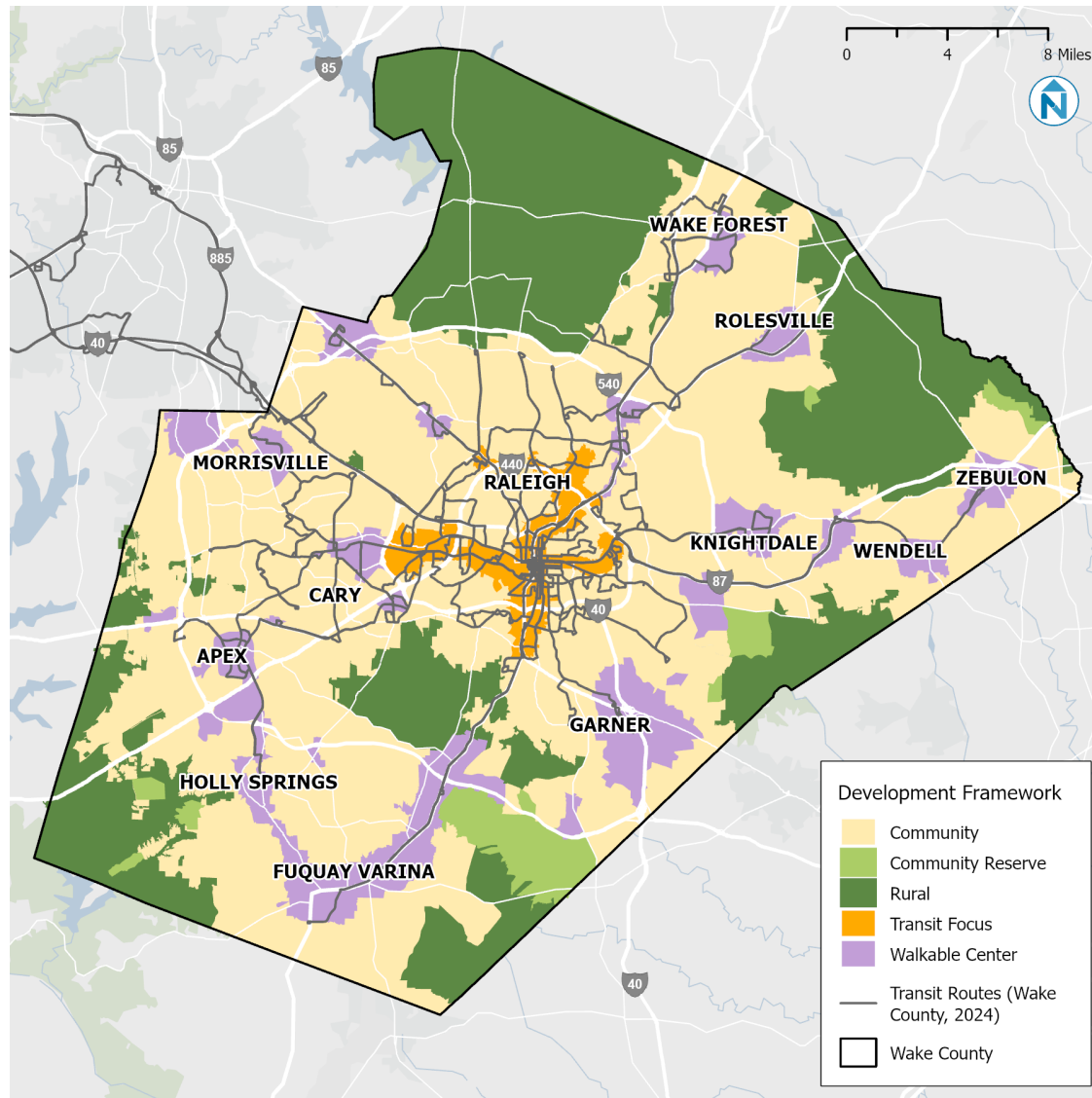
2

Wake County Composite Demand: 2020 and 2040



2035 WTP Phase 4 Engagement Summary

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).

Key Findings: Community Profiles

Key findings from the Community Profile analysis include:

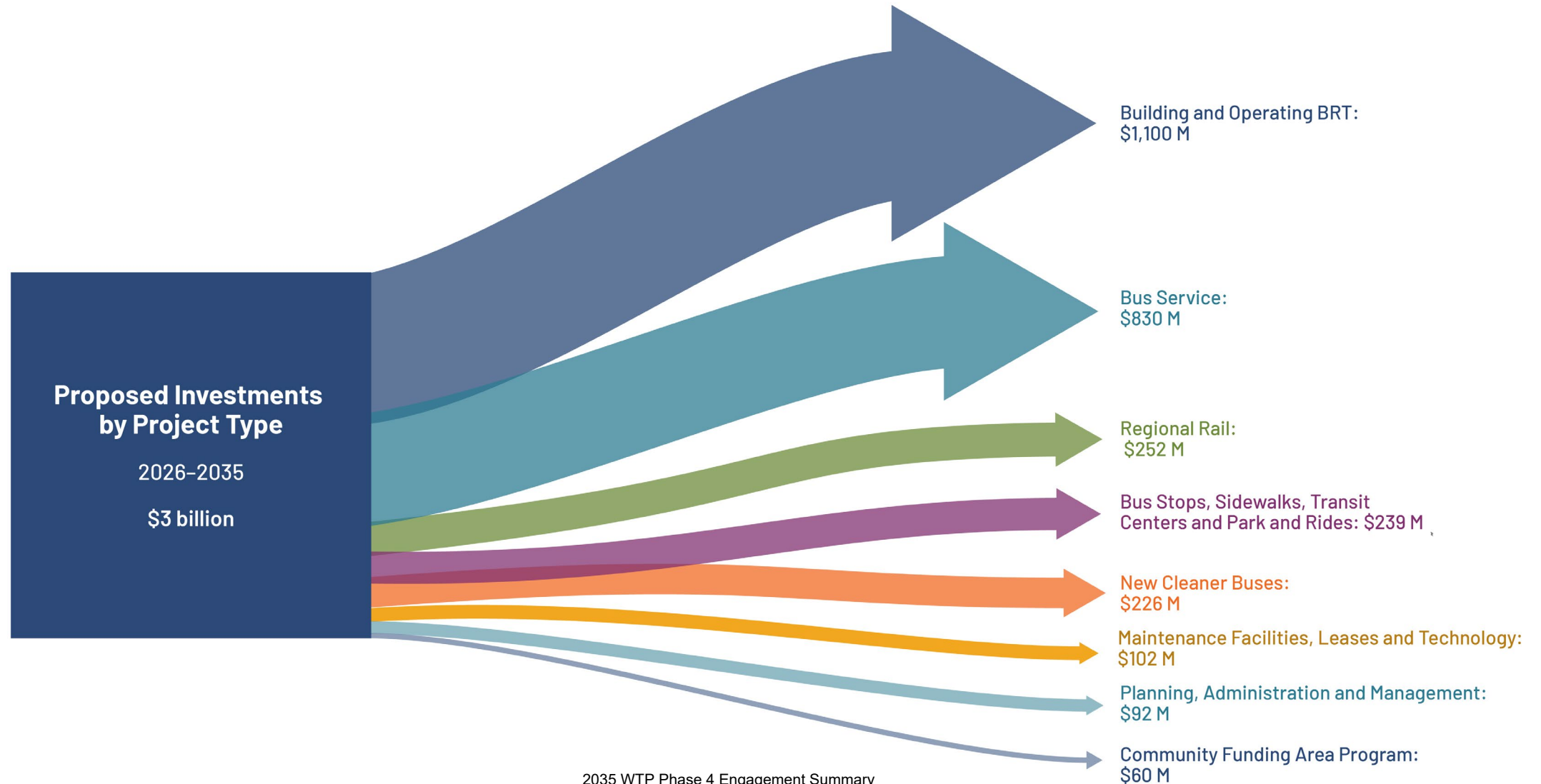
1. **Suburban Towns in Wake County are growing at an unprecedented rate**, with many communities experiencing population growth rates of 30% to 50% since the Wake Transit Plan was approved in 2016. In many cases, growth is on top of a small baseline population, but the pace of growth suggests communities are changing.
2. **Towns in Wake County are actively planning for growth** with most communities recently completing comprehensive transportation plans, strategic plans and/or transit plans. In almost all cases, these plans are calling for investments in multi-modal infrastructure, including sidewalks and shared use paths.
3. **All but two Wake County communities have participated in the Community Funding Area program.** Towns are using grants to plan, design and operate local transit services as well as investments like sidewalks and bus stop improvements.
4. Data on recent and planned development shows that **most new projects are single use development largely on the outskirts of downtown centers and often near highways.** Most developments in Wake County towns do not follow best practices for creating walkable, compact communities. Suburban style master planned developments are difficult to serve with transit.
5. **Development patterns suggest on-demand microtransit style service is likely the most effective solution for local mobility.** On-demand microtransit services work in low density, suburban style development by picking up and dropping off riders at or close to their destination. The services can attract riders by providing a viable option, but the cost of microtransit on a per trip basis is high, with experience showing trips can cost between \$30 and \$50 per ride.
 - While microtransit is an effective strategy in the short term, if communities continue to add population by building low density residential development the cost to maintain microtransit service levels may become prohibitive. Providing on-demand service to a larger, more distributed population will require increasingly levels of investment or slower response times/reduced levels of service.
6. **Potential for sub-regional solutions.** Wake County is a geographically large region covering 857 square miles. Unique characteristics within Wake Region suggest potential for different solutions in different parts of the County:
 - **Apex is a “sub-regional hub” in southwest Wake County.** There are nearly 100,000 in Apex and Holly Springs, plus another 35,000 in Fuquay-Varina. Apex already functions as an economic activity center with regional transportation access. Creating a mini-transit hub in Apex that is connected to neighboring towns with fast, frequent services to regional destinations is a potential future model.
 - **Northeast Wake County also has nearly 100,000 people** but is more rural, spread out over a larger area and further from Raleigh and regional employment centers. Emerging solutions in this part of Wake County include on-demand service models that connect to Wake Forest as the sub-regional hub.
 - **Garner** has more in common with the City of Raleigh than other parts of Wake County and the planned BRT stations will change transit access. Local transit solutions may focus on first mile/last mile connections and more transit-oriented style development as compared with other parts of Wake County.

2035 Wake Transit Plan

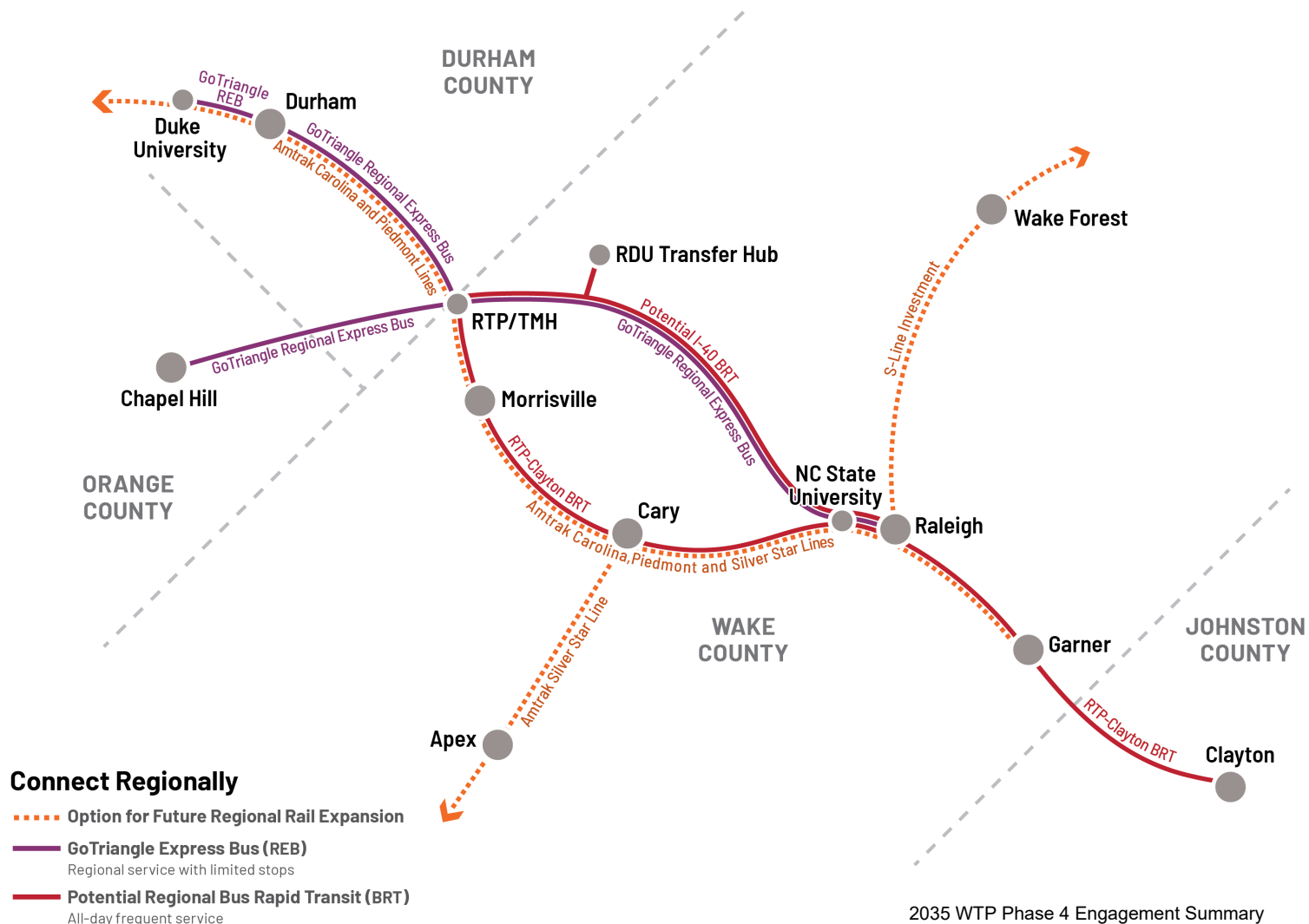
Big Move	Proposed 2035 Investments
Connect the Region 	- Invest in the rail network through partnering with NCDOT and other agencies to expand or enhance passenger rail projects. - Establish BRT services with connections from Cary to RTP and Garner to Clayton. - Plan and design a BRT service on I-40 that will connect Raleigh with RTP.
Connect all Wake County Communities 	- Expand local and regional transit options to provide all day service. - Connect every town to Cary, Raleigh and/or RTP. - Expand local bus services so more towns are connected to each other. - Build at least 5 new community transportation hubs.
Create Frequent Reliable Urban Mobility 	- Expand the frequent bus network by offering more evening and weekend 15-minute service. - Add at least one new bus route to the frequent bus network each year. - Implement Wake Transit Plan “core” BRT routes (New Bern, Southern, Western and Capital) - Plan and design next generation of BRT corridors in Wake County
Enhance Access to Transit 	- Invest at least \$3 million a year to improve bus stops, transit facilities, sidewalks, and crosswalks. - Triple the size of the Community Funding Area program to invest more in individual communities - Invest in programs that make transit affordable.

2035 WTP Phase 4 Engagement Summary

2035 Wake Transit Plan



Connect the Region



2035 WTP Phase 4 Engagement Summary

Key Projects

APPENDIX D

- Study potential implementation of BRT on I-40 to connect Raleigh with RTP and RDU
- BRT extensions connecting Garner and Clayton and Cary and RTP with 30-minute or better service.
- Investment in existing and planned regional rail service.

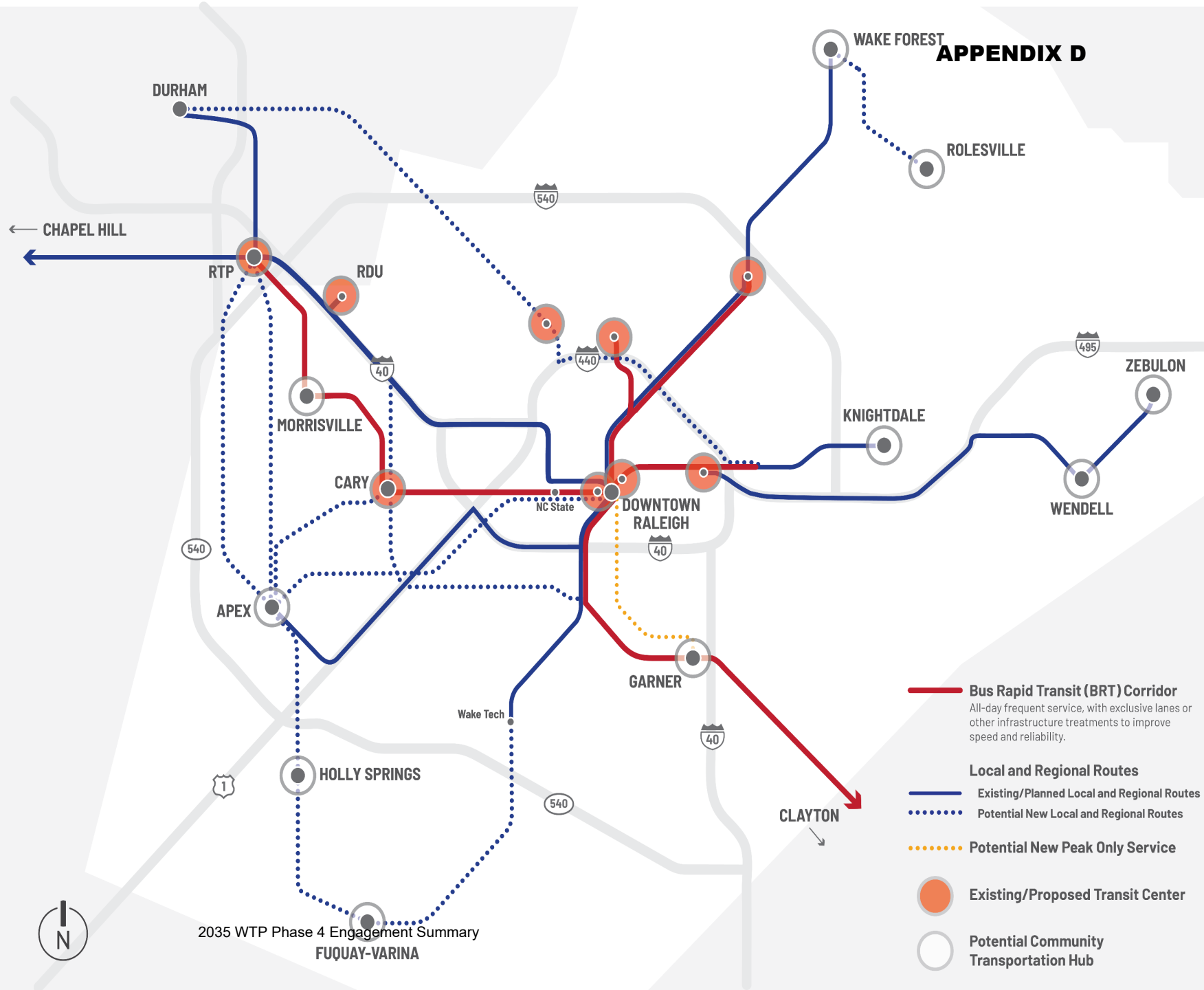
Transit Plan Updates

- Network of regional community transportation hubs.
- Commuter rail from Durham to Garner has been postponed in favor of investments in other regional rail services.

Key Benefits

- BRT and express bus services connect Wake County communities with regional destinations with all day service every day.
- Regional BRT services advance WTP connectivity goals faster and less expensive than commuter rail.
- Coordinated, cost-efficient investments in state/federal regional rail projects.

Connect all Wake County Communities



Connect all Wake County Communities

Key Projects

- All 12 communities will be connected to GoCary, GoRaleigh and GoTriangle's fixed-route transit networks.
- Town-to-town connections will be established where feasible and needed.
- All-day local service options will be enhanced with weekday service (span/frequency upgrades) and new weekend service added on existing crosstown routes where feasible.
- Development of up to 5 new community transportation hubs.

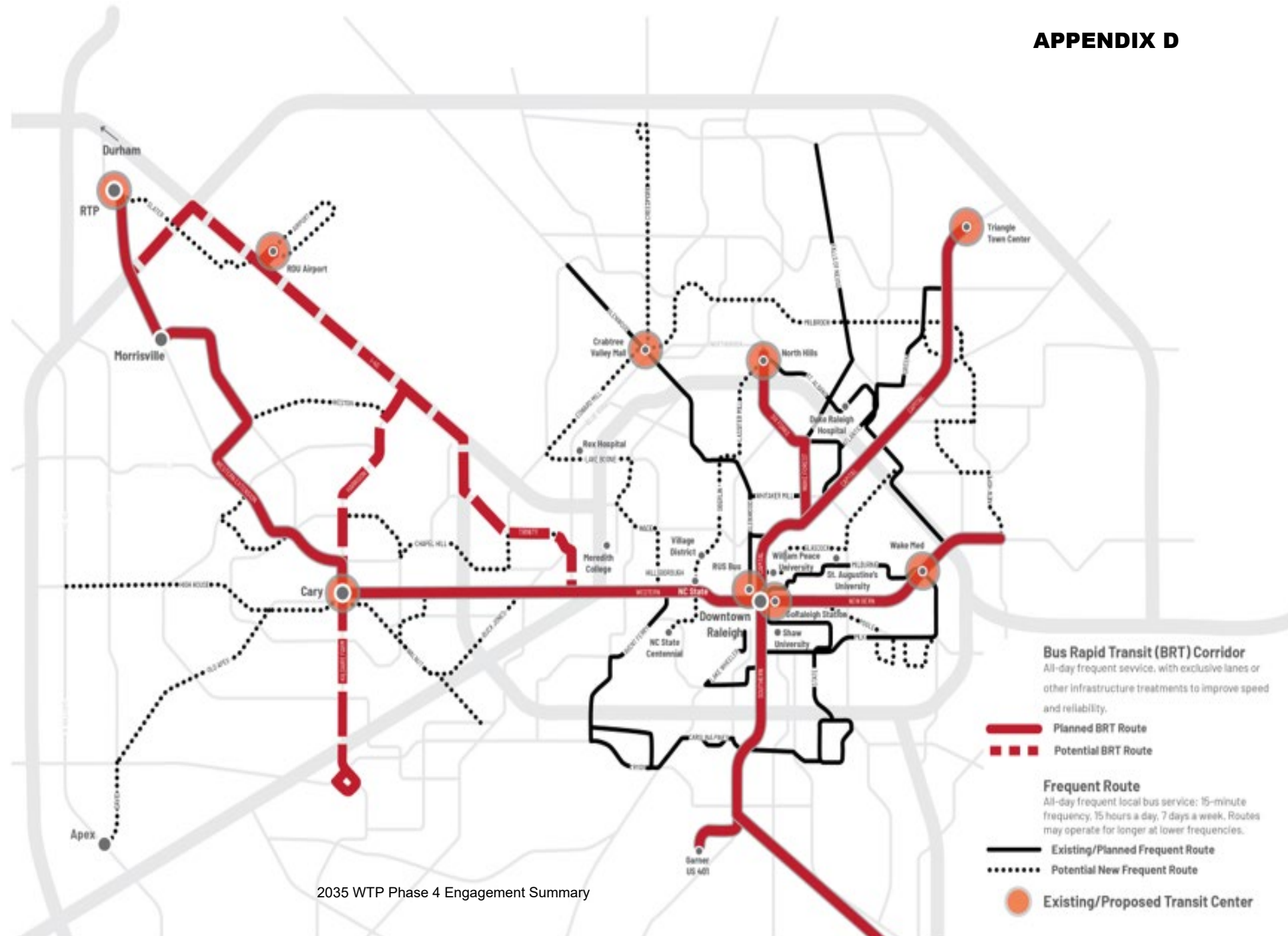
Transit Plan Updates

- As many regional/local routes as possible will operate all day, every day by 2035—some routes may have weekday-only service depending on funding constraints.
- More local, all-day transit service established.
- Some existing routes will be replaced by more effective and efficient services.

Key Benefits

- Local connections—faster and more reliable connections within and between individual communities.
- Regional connections – more connections between individual communities and locations throughout the county and region.
- More community transit facilities – new community transportation hubs will provide a central location for travelers and community members to identify and access Wake County's transit network

Frequent, Reliable Urban Mobility



Frequent, Reliable Urban Mobility

Key Projects

- Increase the number of bus routes that meet the frequent bus route standard.
- Ensure that all frequent routes meet the standard of operating for 18 hours a day on weekdays and Saturdays and for 17 hours on Sundays with frequent service available for at least 12 hours a day.
- Increase frequent bus network from 109 miles to 304 miles including 65 miles of BRT service. Depending on implementation schedules, frequent bus service could increase to 529 miles (all numbers reflect bidirectional service).
- Improve and/or build at least 10 connection points where bus routes meet.

Transit Plan Updates

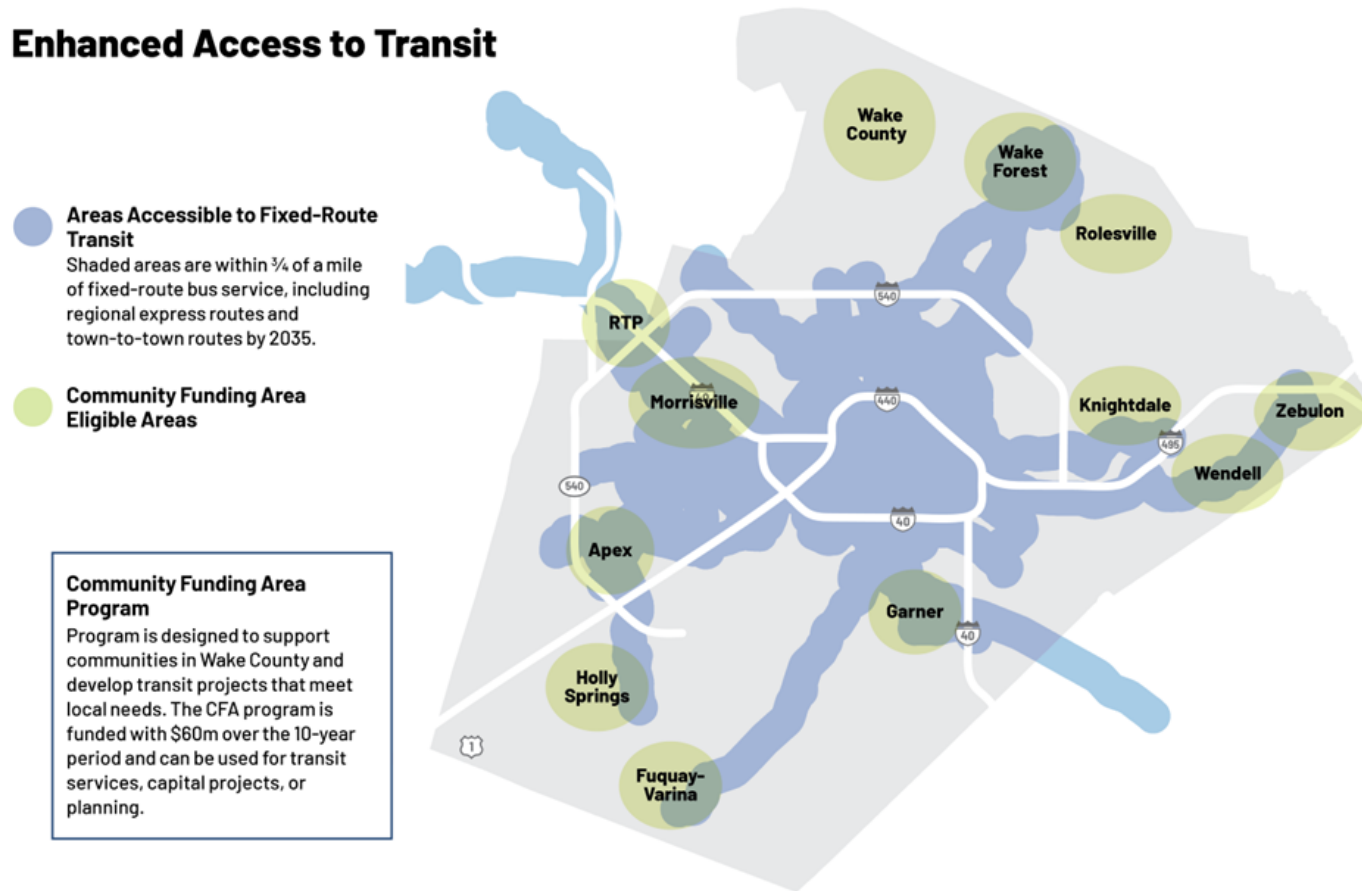
- First 10 years expanded frequent service miles from 17 to 109 miles, next 10 years adds nearly 200 additional miles.
- Major Investment Study and implementation of at least one new BRT service – I-40 from Raleigh to Durham and/or the Harrison Avenue/Kildaire Farm Road corridor in Cary.

Key Benefits

- Provide faster, more reliable and more convenient bus service accessible to more people and more key destinations.
- Increase ridership.
- Support increased and more dense development.

Enhance Access to Transit

Enhanced Access to Transit



Key Projects

APPENDIX D

- Invest at least \$3 million a year to improve bus stops, sidewalks, and crosswalks.
- Triple the amount of funding available through the Community Funding Area (CFA) Program and reduce the local match requirement from 50% to 35% for operating and capital projects.
- Build new and improved transit centers, connection points and community transportation hubs.

Transit Plan Updates

- Where feasible and practical, bus stops for all providers in Wake County will be ADA compliant by 2035.
- As of 2025, the CFA Program has funded 15 local transit projects with \$6.4 million provided to eligible partners. \$60 million is being set aside for operations and capital projects through FY 2035.

Key Benefits:

- More accessible and comfortable bus stops and transit facilities.
- Improved walking and bicycling access to transit facilities.
- Expand opportunities for Wake County communities to operate transit services designed to meet their local needs.

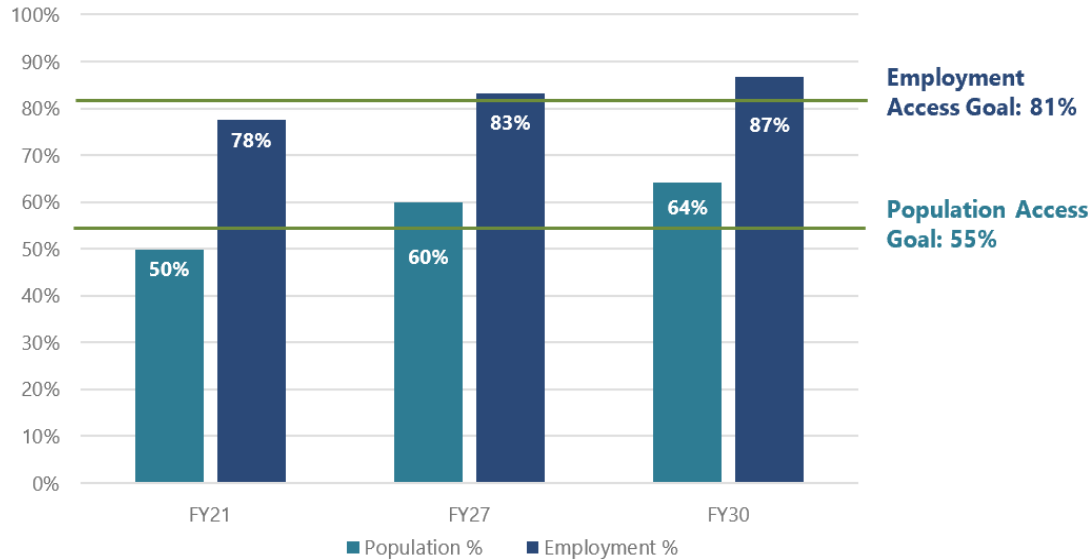
Major Changes from Previous Plans

- **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 (Cary – RTP and Garner – Clayton)
 - Study and Implementation of New I-40 BRT with Airport Transfer Hub or Harrison Avenue /Kildaire Farm Road BRT
 - Study and plan for additional future BRT corridors
- **Expanded Community Funding Area Program**
 - Lower matching requirement and more funding

Access to All-Day Transit

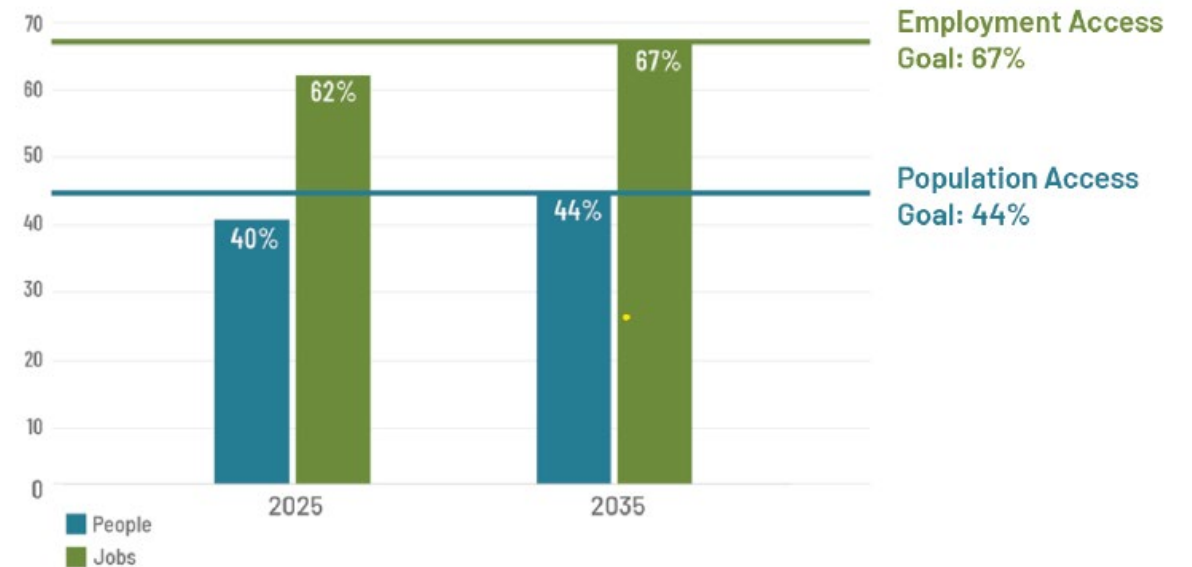
Existing Metric and Goals

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



Proposed Metric and Goals

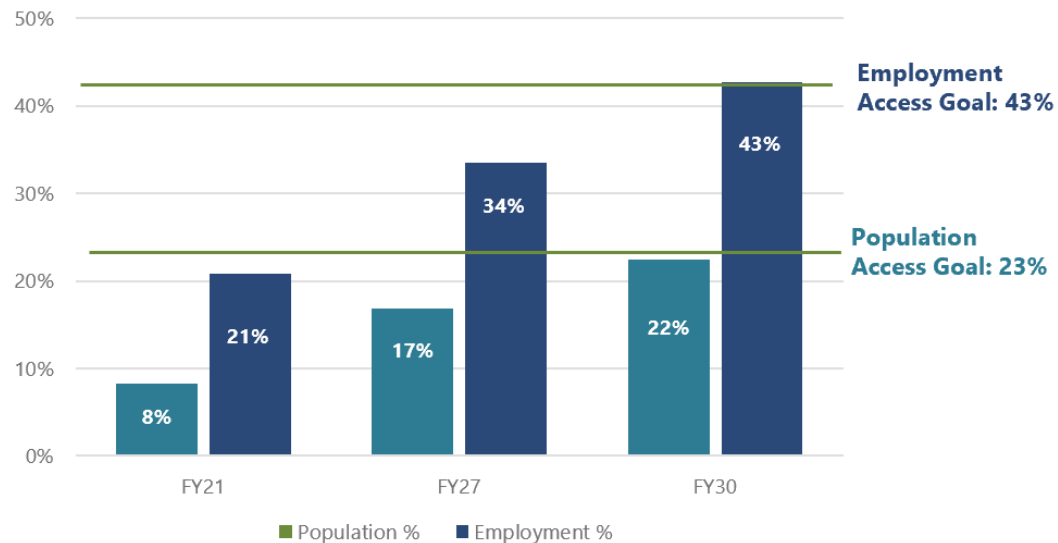
Figure 21 Residents and Jobs With ½-Mile Access to Overall Transit Service (Weekdays)



Access to Frequent Transit

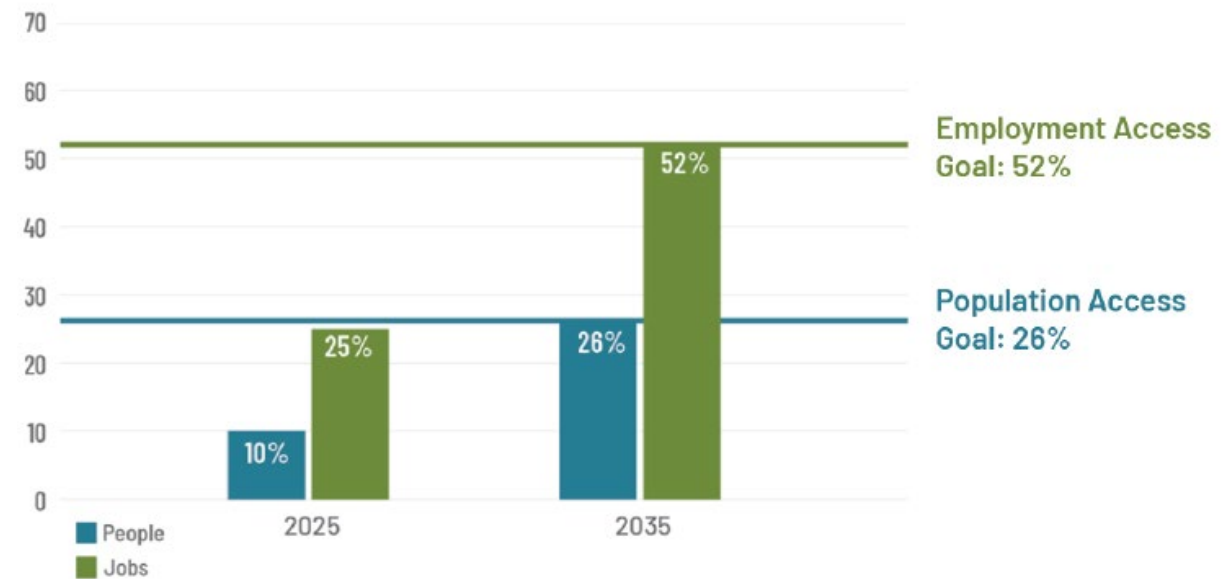
Existing Metric and Goals

Figure 15 Residents and Jobs Within ¼ Miles of Frequent Transit



Proposed Metric and Goals

Figure 22 Residents and Jobs With ½-Mile Access to Frequent Transit Service (Weekdays)



Additional Documents

- **Community Funding Area Program Management Plan**
 - Outlines rules and regulations for Community Funding Area Program
 - Application process, funding, performance metrics
- **Microtransit Guidelines**
 - Create consistency in service delivery for microtransit and includes performance metrics
 - Addresses Service Goals, Operating Characteristics, Service Model, ADA Accessibility, Fare Policy, Technology System/Platform, Branding, Contract Model
- **Prioritization Guidance**
 - Determines priority order of funding across projects and programs
 - 4 Broad Tiers: Funded Projects, Programmed Projects, Planned & Identified Projects, New Projects

Engagement Summary

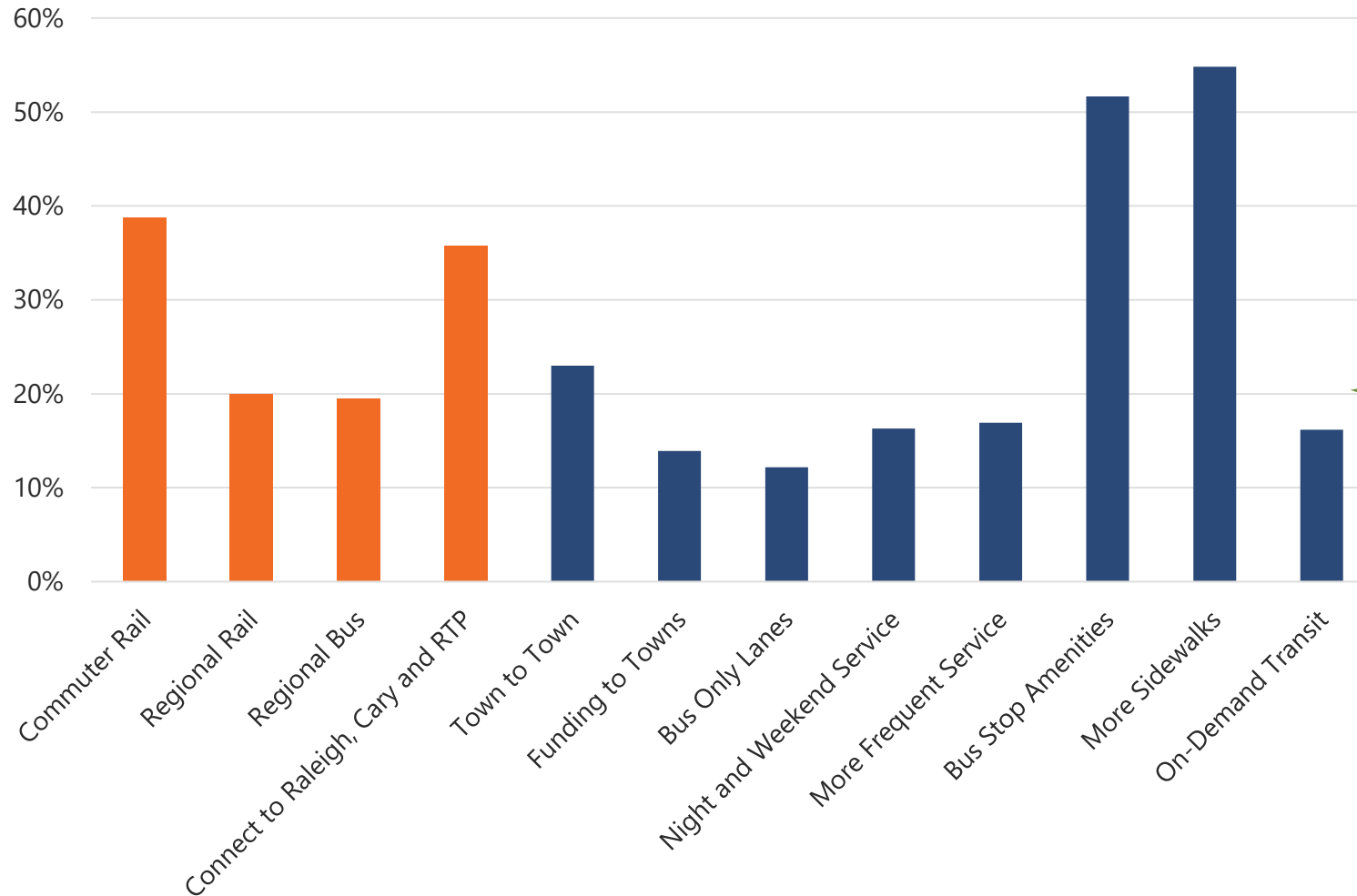


3

Three Phases

- **Phase 1: Goals and Priorities (*May-June 2024*)**
 - Transit Priorities Budgeting Survey
 - 1,900 Survey Respondents across Wake County
 - Top 3 Investments: Bus Stop Amenities, More Sidewalks, Commuter Rail
- **Phase 2: Evaluating Scenarios (*December 2024 – January 2025*)**
 - Focused on 3 key questions to inform Investment Strategy:
 - Rail Investment—Would people be open to shifting away from a commuter rail service and instead focus on expanding existing rail service and/or supporting planned regional rail service in Wake County?
 - Bus Rapid Transit—Would people be interested in a new Bus Rapid Transit (BRT) style service that would operate on I-40 and connect Raleigh and RTP
 - Transit Investment (People vs Places)—Would people prioritize investment in existing services (people) or new locations across Wake County (places)?
- **Phase 3: Proposed Investment Strategy (*May 2025*)**
 - Asked for feedback on proposed Investment Strategy
 - Two main themes: Support of bus transit expansion and support of a larger focus on rail

Phase 1 Survey Says.....

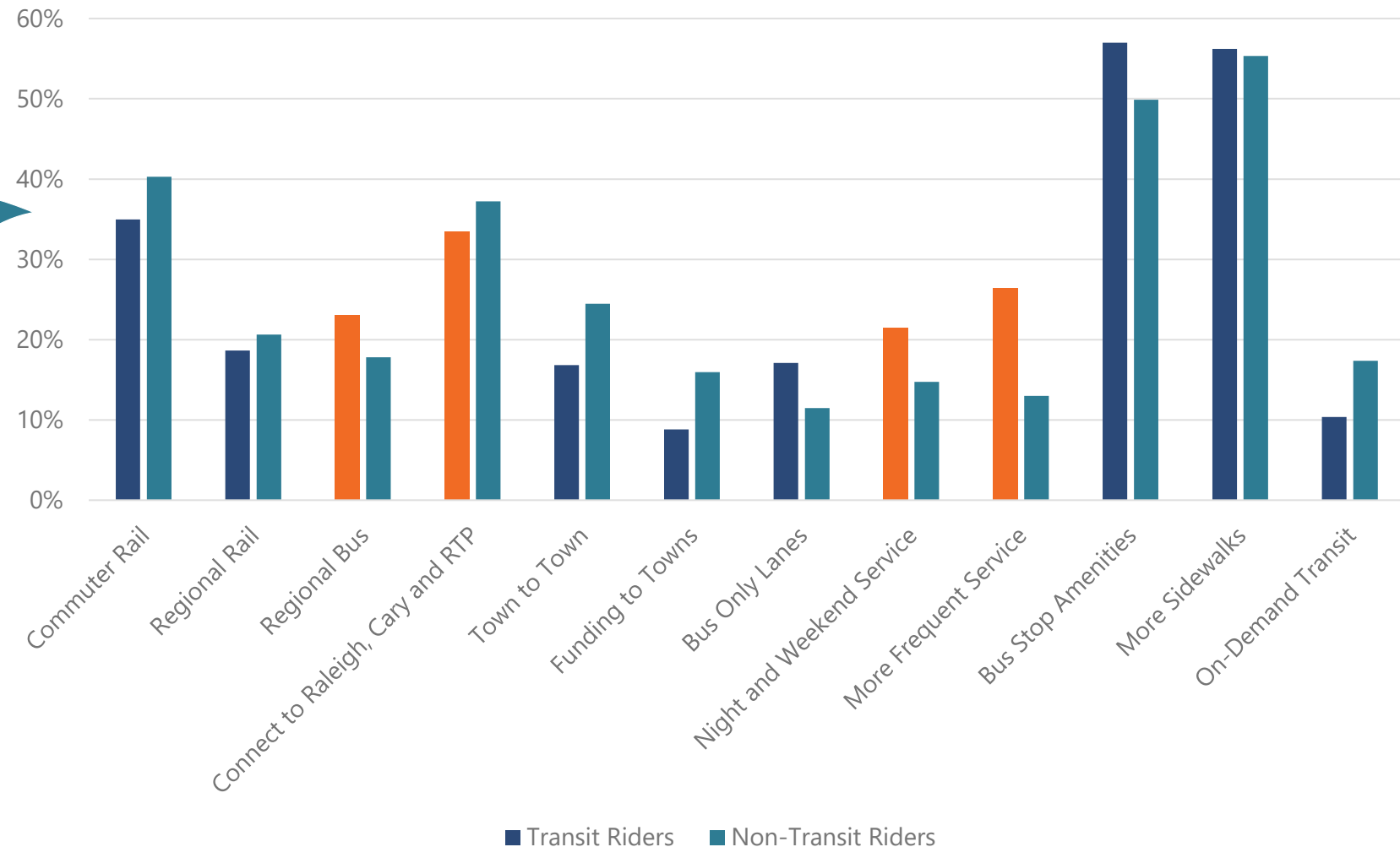


1. Regional connections are important.... regardless of mode.

2. Rail projects, especially Commuter Rail, continue to be prioritized.

In Phase 1 Transit Riders Say.....

1. They want better bus service (more frequency and longer hours).
2. Are less interest in Commuter Rail
3. Also care about regional service.

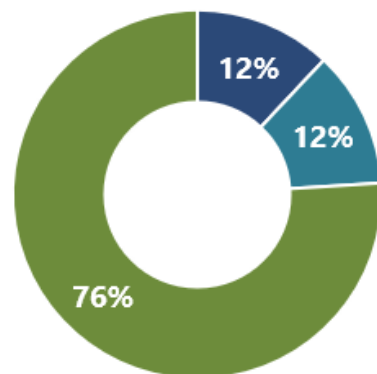


Invest in Regional Rail

- Typically understood the funding constraints of building new rail
- Excited to learn about S-Line
- Supportive of enhancing existing service but concerned about access and reliability

Question 1: Expanding Our Existing Rail Service is a Good Way of Investing in Rail in Wake County?

■ Disagree ■ Unsure ■ Agree

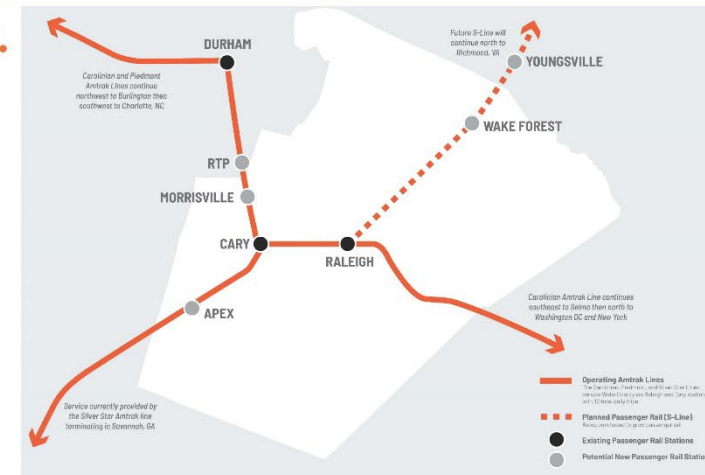


You told us you would like rail service in Wake County.



Here's what's happening.

- Amtrak is and will continue to operate passenger rail service in Wake County. These trains provide regional connections with stops in Durham, Cary, and Raleigh.
- There are a lot of rail projects planned in Wake County, including plans to purchase and/or upgrade tracks between:
 - Raleigh and Wake Forest.
 - Raleigh, Cary and RTP.
- The Wake Transit Plan could help improve the existing services or help new projects happen sooner by:
 - Providing funding for additional trains in Wake County.
 - Improving train infrastructure (tracks, stations, etc.).



What do you think? Is this a good way of building rail service in Wake County?

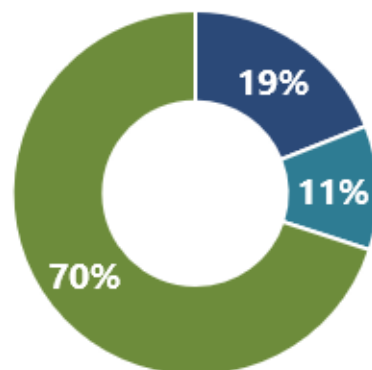


Connect Raleigh and Durham with BRT

- 70% agreed that BRT between Raleigh and Durham is a good idea.
- More education/information about BRT is needed.
- Some concerns that BRT won't solve Raleigh – Durham problem.

Question 2: BRT Will be a Good Way to Connect Raleigh and Durham

■ Disagree ■ Unsure ■ Agree

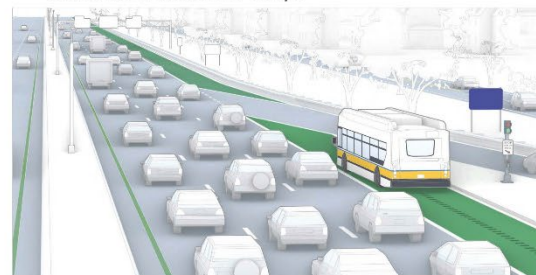


You told us you want fast, reliable connections between Raleigh and Durham.



Here's what we can do.

- The region could build Bus Rapid Transit (BRT) along I-40 to provide fast, frequent, reliable connections between Raleigh and Durham. This service could include:
 - Buses every 15 minutes all day, every day.
 - Widening and improving highway shoulders so buses can travel faster for the full way between Raleigh and Durham.
 - Making it easier and faster for buses to get on and off I-40.
 - Building new transfer points, including an Airport transit hub close to the on/off ramp.



	Time to Get Started	Estimated Travel Time (One-way peak period Raleigh to Durham)	Weekday Service	Weekend Service
Express Bus Service	Expansion starts in 2026 and 2027	60-70 minutes	15 minutes peak 30 minutes evenings	Every 15 minutes
BRT on I-40	5-10 years	50-60 minutes	30 minutes daytime 60 minutes evening	Every 20 minutes

How often do you travel between Raleigh and Durham?

Every day Once a week or so Every month or so Rarely or Never

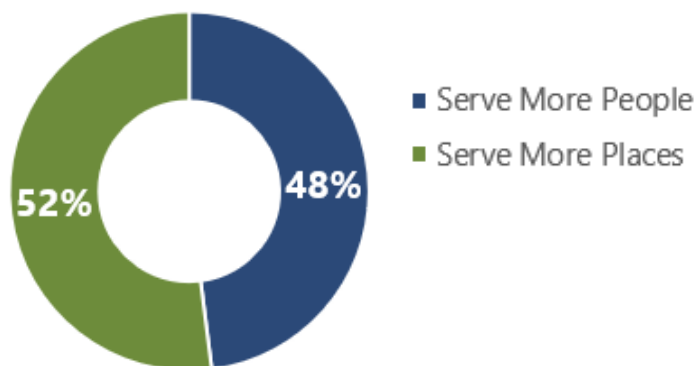
Do you think BRT will be a good way to connect Raleigh and Durham?



Serve More People or More Places

- Not everyone liked the trade-off, and preference is to do both
- Desire to expand regional access without transfer in Raleigh
- Existing bus riders were more interested in serving people first.

Question 3: Which Approach Do You Think We Should Do First, Serve More People or More Places?



Here's what we can do.



Different Ways of Building a Transit Network

What should we do first?

OPTION 1

Expand bus service in Cary and Raleigh, so buses come more often and are available for longer hours and more days.

This option would serve more **people**.

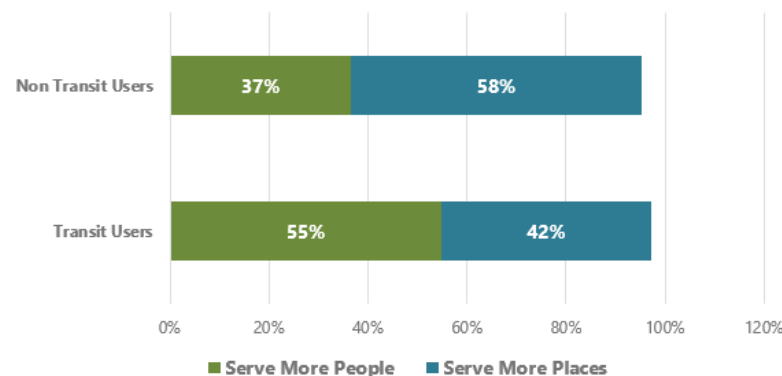
OPTION 2

Create new bus routes and build new projects like mobility hubs to connect Wake County towns with Cary, Raleigh and other regional destinations.

This option would serve more **places**.

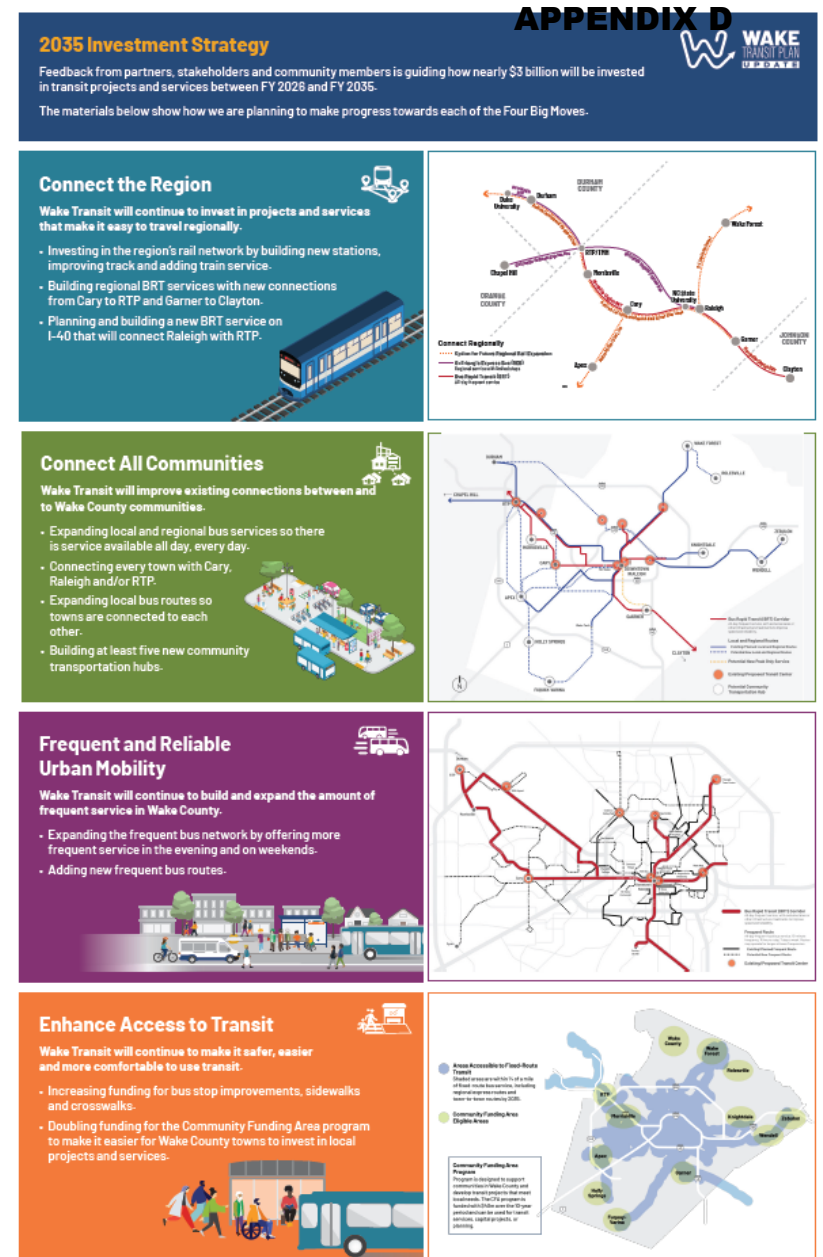


Which Approach Should We Invest in First?



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

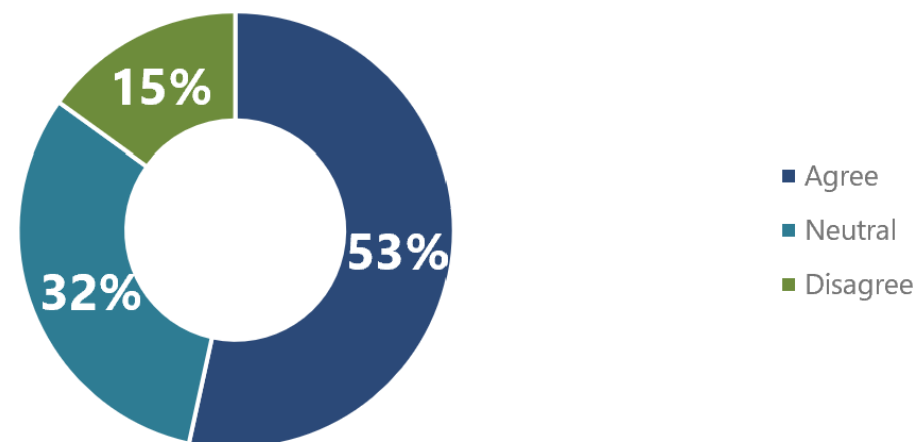


Feedback on 2035 Investment Strategy

- **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)



Next Steps - Upcoming Engagement



4

Finalizing the Recommended Plan





Last Chance to Help Shape Wake County's Transit Future



You can view and provide
feedback on the 10-year
(2026-2035) Wake Transit Plan
through October 5, 2025.
Visit [WakeTransit.org](https://waketransit.org) Today!



[www.waketransit.org](https://waketransit.org)

<https://publicinput.com/waketransit2035>

2035 WTP Phase 4 Engagement Summary



Thank you!

Public Hearing for Draft 2035 Wake Transit Plan



NOTICE OF PUBLIC HEARING

SEPTEMBER 17, 2025 (3:00PM)

CAMPO Board Room

1 Fenton Main, Ste 201, Cary NC, 27511

CAMPO and GoTriangle are jointly holding a public hearing for the draft update to the Wake Transit Plan. The Plan guides how nearly \$3 billion will be invested to improve and expand Wake County's transit network over the next 10-years, 2026-2035. Members of the community are encouraged to attend and share their feedback with members from both boards.

Visit WakeTransit.org for more information.



Chair Jones, Vice-Chair Lawter, and members of the Executive Board,

My name is Brett Gantt, and I live at 1006 Cuddington Ct in Apex. I'm also a member of the Apex Town Council. I wanted to address the Community Funding Area section of the 2035 Wake Transit Plan Update on pages 2-17 and 4-37, specifically the reduction in the local match requirement from 50% to 35%. As a stakeholder throughout this process, I've consistently advocated for an even lower local match of something like 20-25%. Going from 35% to 20-25% may seem small, but I think that it will mean the difference between some communities opting in or out of the program and others adding a new fixed route or microtransit vehicle. A lower local match would also encourage stability in the program because a 75-80% match from Wake County is a good deal whether future Councils and Commissions are pro transit or not.

The 2035 Plan references consistency with Cary and Raleigh's local match as the reason for the 35% number. I'd argue that there are other versions of consistency that should also be considered. In Apex, for example, we've estimated that through Fiscal Year 2023 our residents contributed around 40 million dollars in sales tax and received around 1 million dollars in direct Community Funding Area benefits. Even if the indirect benefits for the whole system are included, we're still only at 80% of our total contributions.

An even lower local match requirement of 20-25% for the Community Funding Area program is essential for improving transit in the fastest growing parts of Wake County. This lower local match will also improve the parity with Cary and Raleigh when considering the sales tax paid vs benefits received. Thank you for your consideration and to Ben Howell and the rest of the staff for their great work on the 2035 Wake Transit Plan Update.

From: [Milazzo II, Joe](#)
To: [Wake Transit](#)
Cc: [Ben Howell](#)
Subject: support for 2025 Wake Transit plan update
Date: Sunday, October 5, 2025 10:09:28 PM

Wake Transit colleagues,

Thank you for the detailed, focused, and excellent work on the important Draft 2035 Wake Transit Plan update ([WakeTransit.org](https://www.waketransit.org)) by CAMPO staff and area transit partners.

The regional business community applauds and supports the plan as written and encourages its accelerated implementation.

RTA has a few requests for consideration by TPAC, GoTriangle, Wake County and other transit partners as the final plan approvals occur this fall, and/or during plan implementation.

- Consider design-build, progressive design-build, and other alternative delivery options for various BRT corridors to accelerate delivery.
- Consider scaling various BRT corridors to provide early results and advance multimodal mobility improvements and benefits.
- Consider forgoing federal funding for future BRT corridors and projects that are promising for either local-only funding or local/state-only funding in order to reduce risk and accelerate delivery; this might be consideration of projects below a certain cost threshold (e.g., below \$100m?, below \$150m?).
- We appreciate the inclusion of \$50m+ in local funding for the airport area transfer hub. Consider allocating additional funding for the I-40/RDU Airport Exchange Station, from either the unallocated rail or other future sources. We are not requesting a specific additional amount at this time; we may do so after compiling additional cost estimate information (which we have not yet received by the October 5, 2025 comment deadline).
- We appreciate the inclusion of \$20m+ in local funding for I-40 BRT corridor. Consider scaling priority solutions to accelerate BRT operations along the corridor; e.g., transit priority measures for a BOSS-based outside shoulder initial BRT pilot solution, and/or a toll or other dynamic median shoulder/lane to accelerate a more robust future solution.

Thank you to our regional partners for your leadership on advancing multimodal regional transit.

Joe

Joe Milazzo II, PE
Executive Director
Regional Transportation Alliance

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RTA is the voice of the regional business community on transportation

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From: Wake Transit Staff waketransit@publicinput.com

Sent: Friday, September 5, 2025 11:15 AM

To: Milazzo II, Joe Joe@letsgetmoving.org

Subject: News Updates from the Wake Transit Team.



Wake Transit News

September 5, 2025

Thank you for being a Wake Transit program stakeholder. We appreciate your involvement in the process to enhance public transportation options for those living in, traveling to and through Wake County, NC.

Visit the New Wake Transit Website

This month, we are launching the new Wake Transit public outreach web platform at [WakeTransit.org](https://www.waketransit.org). On the Public Notices page, you will find links to active and upcoming engagement activities. Follow each to review planning activities and weigh in on various projects related to Wake Transit Plan implementation.

Kickoff of Three Public Comment Periods

On September 5th, 2025 we have three engagement efforts kicking off. Visit [WakeTransit.org](https://www.waketransit.org) to learn more.

1. **Draft 2035 Wake Transit Plan** – After 18-months of planning that included ongoing public participation, the draft 2035 Wake Transit Plan is ready for final review. This plan outlines how we will spend \$3 billion over the next 10-years (2026-2035) to improve and expand Wake County's transit network. View the plan maps and other support materials through October 5th.

2. **FY26 Q2 Wake Transit Work Plan Amendment Review** – Three (3) Work Plan amendment requests have been submitted. Two from GoTriangle and one from Wake County. See the details and provide feedback through October 5, 2025.
3. **Draft Operations Security Funding Policy** – The community has continuously requested enhanced safety and security at transit facilities. In response, the TPAC requested the development of a policy that provides a framework for funding the hiring of safety and security personnel. The draft policy is available for review through September 21, 2025.

Contact us at waketransit@campo-nc.us.

[Wake Transit FB graphic](#)



Sent on behalf of CAMPO's Wake Transit Team by [PublicInput](#)

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