



Wake County Transit Planning Advisory Committee (TPAC)

May 15th, 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

Apex
CAMPO (2)
Cary (2)
Fuquay-Varina
Garner
GoTriangle (2)

Holly Springs
Knightdale
Morrisville
NCSU
Raleigh (2)
Rolesville

Research Triangle Foundation
Wake County (2)
Wake Forest
Wendell
Zebulon

2. Adjustments to the Agenda

Kelly Blazey, TPAC Chair

1. CAMPO requests to add an item to the agenda. To present, as information, an overview of the draft Microtransit Guidelines and Project Prioritization Policy currently out for review and comment.

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 April 2025 TPAC meeting minutes.

5. FY2026 Wake Transit Work Plan - TPAC Recommendation

Steven Mott, CAMPO

Attachment K

Key Dates for FY26 Work Plan

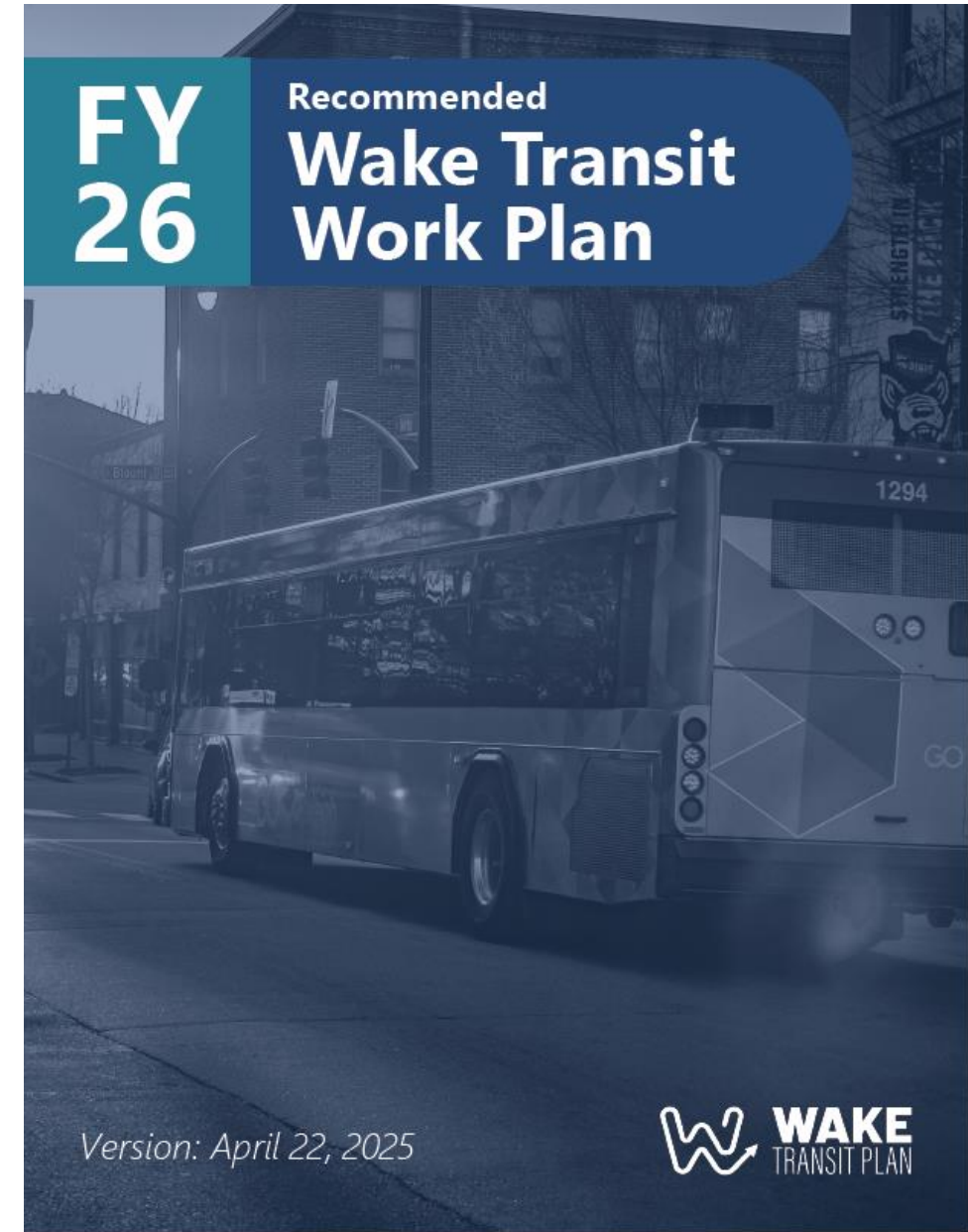
ACTION	DATE
Distribute Recommended Work Plan to TPAC	April 14
TPAC Reviews Engagement & Considers Recommending Work Plan for Adoption	April 17
14-day public review and comment period for the recommended Work Plan	May 1 – May 14
TCC Review of Recommended Work Plan	May 1
TPAC Considers Recommendation for Work Plan	May 15
Public Hearing at CAMPO Executive Board	May 21
GoTriangle Board of Trustees Meeting	May 28
CAMPO and GoTriangle Boards Consider Work Plan Adoption	June



Work Plan Contents Overview

Recommended Work Plan

- New Document Format.
- Visual and organizational edits to help with document flow and readability.
- Financial Assumptions Chapter moved to Chapter 2.
- The TPAC Recommended at its April 17 meeting to include the same proportion of Vehicle Rental Tax that was included in the FY 2025 Wake Transit Work Plan.



Draft

Operating Total: \$62.2m
Capital Total: \$116.7m

Total: \$178.9m

Recommended

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

Total: \$186.6m

Increase of \$7.8m

All figures are approximate

Updates from Draft Work Plan

- 19 new or updated projects from the Draft Work Plan (see attachment E for funding request submissions)

Highlights:

- Improvements to 6 GoRaleigh Routes.
- Increase of funds for GoRaleigh's Bus Acquisition (Expansion) to support these.
- Increase of funds for GoRaleigh's Low Income Fare Pass – Transit Assistance Program (TAP).
- Inclusion of 3 new CFA projects (Apex Bus Stop Improvements, Holly Springs Microtransit, and GoWake Forest).
- Inclusion of contracting costs for GoTriangle's RUS Bus O&M project.
- GoRaleigh's conversion of FRX into Fuquay-Varina microtransit service.

Comments Received

- 5 comments were received from the online survey thus far.
- A comment was received via email from the Town of Morrisville concerning FTA apportionments for CFA communities included in the Work Plan.
 - The topic will be considered at the May 29 Financial Policies Workgroup to provide guidance on:
 - How apportionments received/generated from Wake Transit funded projects will be included in the Work Plan
 - How apportionment rates (\$/mi.) will be considered in the financial model.

Next Steps

ACTION	DATE
Public Hearing at CAMPO Executive Board	May 21
GoTriangle Board of Trustees Meeting	May 28
CAMPO and GoTriangle Boards Consider Work Plan Adoption	June

Comments & Questions?

5. FY2026 Wake Transit Work Plan

Requested Action:

Review comments received and recommend adoption of the FY 2026 Wake Transit Work Plan to the governing boards.

6. FY2026 Wake Transit Work Plan Agreement Groupings and Reporting Deliverables

Steve Schlossberg, GoTriangle

Attachment B

FY26 Work Plan Project Agreement Groupings and Reporting Deliverables

FY2026 Wake Transit Work Plan Agreement Groupings and Project Reporting Deliverables

<u>Groupings:</u>		<u>Amount:</u>
General Operating - Bus Operation	General Operating-Bus Operation	\$ 55,010,218
General Operating - Transit Plan Administration	General Operating-Transit Plan Administration	\$ 6,696,918
General Operating - Tax District Administration	General Operating-Tax District Administration	\$ 662,602
General Capital - Capital Planning - CAMPO	General Capital-CAMPO	\$ 981,580
Special Capital - Bus Rapid Transit - Raleigh	Special Capital-Raleigh BRT	\$ 55,784,192
General Capital - Bus Infrastructure	General Capital-Bus Infrastructure	\$ 14,730,440
Special Capital - Bus Infrastructure - GoTriangle Triangle Mobility Hub	Special Capital-GoTriangle Triangle Mobility Hub	\$ 4,900,000
Special Capital- Bus Infrastructure - Raleigh BOMF	Special Capital-Raleigh BOMF	\$ 20,067,694
General Capital - Bus Acquisition - Raleigh	General Capital-Bus Aquisition-Raleigh	\$ 18,784,500
General Capital - Bus Acquisition - GoTriangle	General Capital-Bus Aquisition-GoTriangle	\$ 5,678,000
General Capital - Bus Acquisition - Wake County	General Capital-Bus Aquisition-Wake County	\$ 1,080,000
Total		\$ 184,376,143
Reserve : Unallocated Paratransit Vehicle Acquisition (Capital)	N/A	\$ 444,252
Reserve : Hold Harmless (Operating)	N/A	\$ 132,375
Reserve : Unallocated Bus Maintenance (Operating)	N/A	\$ 816,084
Reserve : Outreach/Marketing/Communications (Operating)	N/A	\$ 161,534
Reserve : 2.0 FTE: Public Engagement Team (Operating)	N/A	\$ 188,330
Reserve : 1.0 FTE: Communications Coordinator (Operating)	N/A	\$ 129,859
Reserve : Community Funding Area Program Reserve (Operating)	N/A	\$ 331,135
Total including Reserve		\$ 186,579,711

FY26 Work Plan Project Agreement

Groupings and Reporting Deliverables

Staffing:

1. Status of hire
2. Quarterly staff highlights (functions, deliverables, or accomplishments – may be provided as single report by project sponsor for all staff)

Transit Service:

1. Revenue hours of service
2. Ridership
3. Passenger boardings per revenue hour
4. Operating cost per passenger boarding
5. Farebox recovery
6. On-time performance

Plans/Studies

1. Date RFP/RFQ released for plan/study
2. Date contract awarded for plan/study
3. Estimation of percent completion of scope on quarterly basis
4. Results and/or recommendations of plan/study

Deliverables are standardized per the TPAC endorsed policy when possible

FY26 Work Plan Project Agreement

Main Points

- Groupings and Deliverables (Attachment B)
- Agreement examples posted on April TPAC meeting
 - Minimal changes from FY25 agreements (Date / Year)
 - Highlighted in yellow
- Expiration Dates change on:
 - Operating Agreements to expire 12/31/26
 - Capital Agreement to expire 12/31/28
- Zero comments received from the April TPAC Meeting

6. FY2026 Wake Transit Work Plan Agreement Groupings and Reporting Deliverables

Requested Action:

Recommend adoption of the FY 2026 Wake Transit Work Plan Agreement Groupings and Reporting Deliverables

7. Lead Agency Assignments Update

Ben Howell, CAMPO

Attachment C

Lead Agency Assignments Update

Lead Agency Matrix

- Presented overview to TPAC in April
- Requesting TPAC recommend Governing Boards approve changes to Lead Agency Matrix
- Proposed changes:
 - Specify GoTriangle Tax District Administration as a Lead Agency
 - Change Lead Agency for Bus Plan to CAMPO
 - Remove last page of Matrix – responsibilities not directly laid out in ILA Section 3.03

Transit Governance ILA Responsibility (Section 3.03)	Recommended Lead Agency
New	
TPAC Administration	CAMPO
Oversee and Implement Community Funding Area Program	CAMPO
Technical Assistance for Community Funding Areas	CAMPO
Public Engagement/Involvement	GoTriangle via the Communications Steering Committee

LEAD AGENCY ASSIGNMENTS

Transit Governance ILA Responsibility (Section 3.03)	Recommended Lead Agency
a. Wake County Transit Work Plan, including all of its separate elements defined in Section 2.38:	CAMPO to compile and maintain
<u>Annual Operating Budget Ordinance</u> . This shall be supplied for the Wake Transit major operating fund which will appropriate funds for the operation and administration of transit projects as well as for any other agencies involved in producing products for TPAC review	GoTriangle (as Tax District Administrator) to compile and maintain
<u>Annual Tax District</u> administration budget for the Wake Transit major operating or capital fund	GoTriangle (as Tax District Administrator) to compile and maintain
<u>Multi-Year Capital Improvement Plan (CIP)</u> supplied for the Wake Transit major capital fund that clearly identifies specific projects, project sponsors responsible for undertaking those projects, project funding sources, and project expenditures. (NOTE: The Multi-year CIP shall be updated annually to coincide with the annual capital budget always being the first year of appropriation of funding for capital projects identified in the CIP. The Multi-year CIP shall be coordinated with the Metropolitan Transportation Plan, Transportation Improvement Program, and annual program of projects developed and maintained by the Raleigh Urbanized Area designated recipient of federal formula transit grants so as to be consistent with submittal deadlines for the final horizon year of the Metropolitan Transportation Plan.)	CAMPO to compile and maintain
<u>Annual Capital Budget Ordinance</u> supplied for the Wake Transit major capital fund that allocates financial resources to specific project sponsors for specific projects, and represents the first year of appropriation of funding for capital projects identified in the Multi-Year CIP	GoTriangle (as Tax District Administrator) to compile and maintain
<u>Multi-year Operating Program</u> -the annual document describing the development of local bus, express bus, Bus Rapid Transit, and commuter rail services to be funded by the Tax District. It will describe service changes planned for the year and preliminary service proposals and financial projection for the subsequent years. A detailed report on the status of each bus and rail route shall also be included, along with performance objectives for the coming year. The document shall also describe administrative, planning, marketing, or other functions that are not directly accounted for in specific infrastructure project delivery or allocated to service delivery, but which are essential to the implementation of the Transit Plan.	CAMPO to compile and maintain
<u>Update of the Wake Transit Financial Plan and financial model assumptions</u> and corresponding update of the planning horizon of Wake Transit Work Plan future projects not included in the current Multi-year CIP. The parties shall use good faith efforts to align planning horizon year with the horizon year of the current CAMPO MTP. The Financial Model shall contain agreed upon financial assumptions of the TPAC for Wake Transit Work Plan revenues involving federal, state and local sources and multi-year capital and operating costs including liquidity targets and debt ratios relevant to rating agency metrics.	GoTriangle (as Tax District Administrator) to compile and maintain

Transit Governance ILA Responsibility (Section 3.03)	Recommended Lead Agency
<u>Capital Funding Agreements or Master Agreements</u> - an agreement between an agency and other agencies to provide an Implementation Element or a project plan if the implementation element is to be provided by the Agency. The agreement or project plan shall state the details of the capital improvements to be provided and detail expectations on funding, responsibilities, schedule and performance and shall adhere to minimum standards outlined in Section 7.01 of the Governance ILA . Master agreements mean an Operating or Capital Funding agreement that directs a discrete logical grouping of projects, operations or studies.	GoTriangle (as tax district administrator) Tax District Administration
<u>Operating Agreements or Master Agreements</u> - an agreement between an agency tasked to provide an Implementation Element, the Tax District and other agencies as needed, or an operating plan if the Implementation Element is to be provided by the Agency. The agreement shall state the details of the service to be provided and detail expectations on funding, responsibilities, schedule and performance. The agreement shall adhere to minimum standards outlined in Section 8.02 of the Transit Governance ILA . Master agreements mean an Operating or Capital Funding agreement that directs a discrete logical grouping of projects, operations or studies.	GoTriangle (as tax district administrator) Tax District Administration
b. Initial detailed elements of a Multi-Year Service Implementation Plan (Wake Bus Plan— which includes the Coordinated Human Services Transportation Plan through the scope of the Bus Plan)	GoTriangleCAMPO
c. Staffing model and staffing expectations plan, including requested consideration of any costs associated with additional staff required to administer the Wake County Work Plan;	CAMPO to lead development and any updates thereto
d. Program management policy and plan for the community funding areas identified in Wake County Transit Plan	CAMPO to lead development and any updates thereto
e. Templates containing minimum standards for project and financial reports for the major funds of the separate component unit(s) and others to follow (first version by October 1, 2016)	GoTriangle Tax District Administration
f. Development and ongoing administration of a Project prioritization policy that guides the development of the CIP and longer term operating program and annual budgets	CAMPO
g. Designation of project sponsors (agencies responsible for each respective capital and operating project), including agencies responsible for each Implementation Element	CAMPO via individual transit agencies
h. Multiyear vision plan	CAMPO
i. Development of and Ongoing Administration of the Wake Transit Project Endorsement Process: to include a strategy for each Implementation Element or agreement, which shall include scope, geography, purpose and goals, processes for allowing amendments, and processes for addressing Significant Concerns. Very detailed strategies shall be developed for capital/infrastructure projects exceeding \$1,000,000	CAMPO
j. Development of an articulated strategy for incorporating or accounting for public outreach, involvement, and communication with the deliverables set forth in a, b, d, f, g, and h; the ongoing administration to include oversight and management of public engagement/involvement activities.	CAMPO

Communications Responsibilities Update

- TPAC recommended CAMPO be assigned as Lead Agency in April
 - TPAC approved proposed path forward for FY26 proposed responsibilities
- TPAC requested presentation of a staffing plan for CAMPO at May Meeting
 - CAMPO staff are still reviewing impacts of new responsibilities on staffing
 - Reviewing potential staffing models:
 - Additional FTE(s)
 - Engaging contractors
 - Revisiting existing staff responsibilities to determine if excess capacity exists
- CAMPO is not requesting change to FY26 Work Plan
- CAMPO may come back with amendment request to move funding from Reserve to CAMPO once staffing model is determined

7. Lead Agency Assignments Update

Requested Action:

Recommend adoption of the updated lead agency assignment matrix to the governing boards.

8. Review of Microtransit Guidelines and Project Prioritization Policy

Ben Howell, CAMPO

Attachment C

Overview

- **TPAC approves a list of projects and programs for funding**
 - Projects are aligned with Four Big Moves and other Wake Transit Plan policy decisions
- **TPAC also determines total amount of annual funding**
 - Based on Wake Transit Plan revenues and available funding
- **Project Prioritization Policy determines the order of funding**
 - Highest priority projects are funded first
 - Lower priority projects funded last

Project Prioritization and Reprogramming Guidance is a required element of the Wake Transit Plan.

It provides guidance in a worst-case scenarios, when there is not enough funding to support recommended projects and programs .

Current Guidance

- **Current Guidance Memo divides prioritization into 8 Tiers**
- **If funding limitations exist, start with funding Tier 1, then Tier 2, etc.**
- **Prioritization Tiers:**
 - Tier 1: Continued funding for CFA Program and Programmed funding for GoWake Access
 - Tier 2: Capital Projects w/ Design or Land Acquisition initiated
 - Tier 3: Facility/Infrastructure/Resources to support future expansion or general state of good repair and operations
 - Tier 4: Projects that include time-sensitive external grant sources as part of funding
 - Tier 5: Wake Transit BRT Program Projects
 - Tier 6: Commuter Rail Project – Design, Land Acquisition, Construction, Operations
 - Tier 7: Systemwide Bus Stop Improvements for existing corridors/stop locations
 - Tier 8: Fixed-Route Bus Service improvements and corresponding infrastructure

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Proposed Policy Changes

1. **Simplify policy so it is easier to understand**

- Recommends three tiers instead of eight
- Prioritizes projects with each tier

2. **Retain highest priority investments**

- Fund Community Funding Area Program first
- Projects that have been started, projects that already purchased land, and with time-sensitive grant funds

3. **More closely aligned with Wake Transit Plan systems and structures**

- Prioritizes ongoing projects (consistent with Annual Work Plan)
- Next highest priority tiers reflect Capital Improvement Program (CIP) and Multi-Year Operating Program (MYOP)

4. **Simpler approach creates more flexibility for TPAC**

- Projects will change classification/increase in priority, as they near implementation.

Proposed Approach

Three broad tiers of projects, prioritized by tier and within each tier.

I. Funded Projects

- Projects supported through the Community Funding Area Program
- General Public Demand Response Trips
- Projects with time sensitive external grant funds
- Capital projects with land acquisition phases that have been started
- Ongoing bus service improvements funded/identified in Short Range Transit Plans

II. Programmed Projects

- Programs/Projects included in Capital Improvement Program (CIP) or Multi-Year Operating Plan (MYOP)

III. Planned and Identified Projects

- Included in the Wake Transit Plan 10-Year Investment Strategy



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	
Optional	Encouraged program component but not required for funding.
Required	Program component must be included to receive funding.

What is Microtransit?

- Microtransit is a **flexible, shared-ride transportation service**
 - Uses enhanced technology to **request on-demand trips** in multi-passenger vehicles
 - Passengers contact the transit agency through an app, phone call, etc., to book **shared transit services**
- Trips scheduled based on a passenger's starting location, final requested destination, and other passenger trip requests within the area
- Utilizes smaller vehicles

Microtransit services in Wake County have been providing:

- First mile/last mile connections to/from regional transit services
- Local trips within and between communities.
- Integrated services for seniors and people with disabilities



Microtransit Funding Options

- Two potential funding paths for microtransit services
 - Most eligible communities will fund a microtransit service through the CFA Program
 - Wake Transit can guide communities towards service standards and characteristics that create a more consistent rider experience across all services.
- **Wake Transit Funding**
 - Wake Transit may shift Wake Transit dollars from the operation of a fixed-route service to funding microtransit. No local match would be required in this scenario, but as market conditions and demand levels change, the microtransit service could potentially be reverted to fixed-route service again.
- **Community Area Funding**
 - Local communities must fund 35% of the service
 - CFA Program provide the matching 65%
 - More flexibility given to services funded through the CFA Program

Purpose of Wake Microtransit Guidelines

The guidelines set policy for how Wake Transit Plan funding will support microtransit services:

- Define Wake Transit's microtransit funding priorities
- Provide flexibility for communities to meet their local transportation needs and goals
- Ensure Wake Transit's investments are cost-effective, sustainable, and equitable
- Determine which funding bucket microtransit services will be funded from:
 - General Wake Transit Plan
 - Community Funding Area (CFA) Program

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

Purpose of Wake Microtransit Guidelines

Microtransit guidelines help ensure consistency of services across Wake County the entire service area and set expectations for:

- Service availability
- Operating Characteristics
- Service Model
- Accessibility
- Passenger wait time
- Branding
- Technology platforms
- Fare Policy
- Contract Model

Technology Solution	Description	CFA Program Funded	Wake Transit Funded
Span	Service provided at least 12 hours per weekday.	Required	Required
	Service span matches or exceeds the span of the connecting transit service.	Optional	Required
Customer Wait Times	Passenger wait times should not exceed 20 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

Fare Policy	Description	CFA Program Funded	Wake Transit Funded
Fare Free	Service operates with no fare and with no plans to introduce a fare.	Optional	Optional
Fare Free Pilot	Implemented with initial fare-free phase, but with planned implementation of fare structure. End date of fare free period must be established in initial planning phase and be clearly documented in public engagement and marketing materials for the service.	Optional	Optional
Unique Fare	Service operated with a fare based on opinion of decision-makers within the community and not tied to any operator fare or connecting transit service fare.	Optional	N/A
Base Fare	Microtransit base fare must be equivalent to the Wake Transit Plan regional fare structure.	Optional	Required

Next Steps

1. Sharing Project Prioritization and Reprogramming Guidance and Microtransit Guidelines with the public.
 - Inviting review and comment
2. Use comments to update/refine Prioritization Guidance and/or Microtransit Guidelines
3. Final Prioritization Policy/Guidance and Microtransit Guidelines will be included with Wake Transit Plan 10-Year Investment
4. Approval/adoption by TPAC and Governing Boards



8. Review of Microtransit Guidelines and Project Prioritization Policy

Requested Action:
Receive as information

9. Annual Performance Reviews: Scope and Schedule

Steven Mott, CAMPO

Attachment D & E

Annual Reviews



Bus Service Performance

- Reviews four different metrics to help determine overperforming and underperforming routes for a 6-quarter stretch from Q2 FY24 to Q3 FY25
- Informs decisions on project scope and resource allocation and changes/updates to Wake Transit Work Plan and Bus Plan
- Metrics set by *Bus Plan: Service Guidelines and Performance Measures*, adopted January 2024



Project Progress and Expenditures

- Reviews financial utilization trends looking at amount of budget spent per project.
- Informs budgeting decisions for FY27 Wake Transit Work Plan
- Performance metrics are not set and is more fluid, collaborative, and discussion based

Bus Service Performance Review Criteria



Service Quality

- On Time Performance



Cost Effectiveness

- Operating Cost Per Rider



Service Effectiveness

- Riders Per Revenue Hour
- OR
- Riders Per Revenue Trip



Service Impact Bonus

- $\geq 50\%$ of Stops in/within $\frac{1}{4}$ mile of 4 or more Communities of Concern

Phasing Bus Service Performance Standards - Productivity

The measure of productivity (riders per revenue hour and riders per trip) will be phased in over time, with individual routes and services evaluated according to the following schedule:

- Fiscal Years 2022-2026 – 90% of target
- Fiscal Year 2027 and beyond – 100% of target

Phasing Bus Service Performance Standards – Cost Effectiveness

The measure of cost effectiveness (operating cost per passenger boarding) is expected to decrease as service improves and ridership increases. For that reason, the phased schedule is the inverse and will be evaluated according to the following schedule:

- Fiscal Years 2022-2026 – 110% of target
- Fiscal Year 2027 and beyond – 100% of target

Applying Performance Standards



Overperforming Routes

- Services that surpass at least three performance measures for three or more consecutive quarters
- Look at how Wake Transit can better support the route (e.g. increase frequency)



Underperforming Routes

- Routes that fall below the minimum standards for three or more performance measures for a period of three or more consecutive quarters
- Look at how the route can be modified or improved upon to better meet performance metrics

Project Progress and Expenditures Review

- Financial analysis informs budget allocation for future the Wake Transit Work Plan development.
- Partner agency interviews provide greater insight into decisions through understanding possible extenuating circumstances.
- **Example 1:** If only ~60% of budget is used consistently for a route, we may look to see if the budget for the project can be reduced in the FY27 Wake Transit Work Plan.
- **Example 2:** If a capital project has not utilized existing appropriated funds, considerations for future programmed allocations will be discussed.
- **Example 3:** If a project is going overbudget, this may signal that more funds should be allocated to the project in the FY27 Wake Transit Work Plan.

Review Discussions

- Discussions have been scheduled with GoCary, GoRaleigh, and GoTriangle.
- Flagged projects, questions, and any supplemental information will be distributed for review prior to interviews.
- For other providers, if interviews on any projects are deemed necessary (i.e. a project has been flagged as overperforming, underperforming, &c.), we will reach out within the next week to schedule a short interview the week of August 12th.
- Takeaways will be presented at August PD meeting.
- Reach out if you have any questions: steven.mott@campo-nc.us

Agencies Subject to Reviews

- **GoCary**
- **GoRaleigh**
- **GoTriangle**
- **GoWake Access/Wake County**

Identified Points of Contact

- Points of contact should be identified for these reviews and submitted to steven.mott@campo-nc.us in writing by 5/22.
- Identify points of contact responsible for:
 - Data reporting and delivery for bus service performance review.
 - Main finance contact for PP&E review.
 - Participants in the bus service performance and PP&E review interviews (note if they are separate contacts).

Proposed Annual Review Timeline

Kick-Off	Partner Discussions	PD Review	TPAC Review
June	Late July- Early August	August 26, 2025	September 18, 2025

9. Annual Performance Reviews: Scope and Schedule

Requested Action:
Receive as information

10. GoTriangle Proposed Service Changes for August 2025

Jay Heikes, GoTriangle



Project Updates

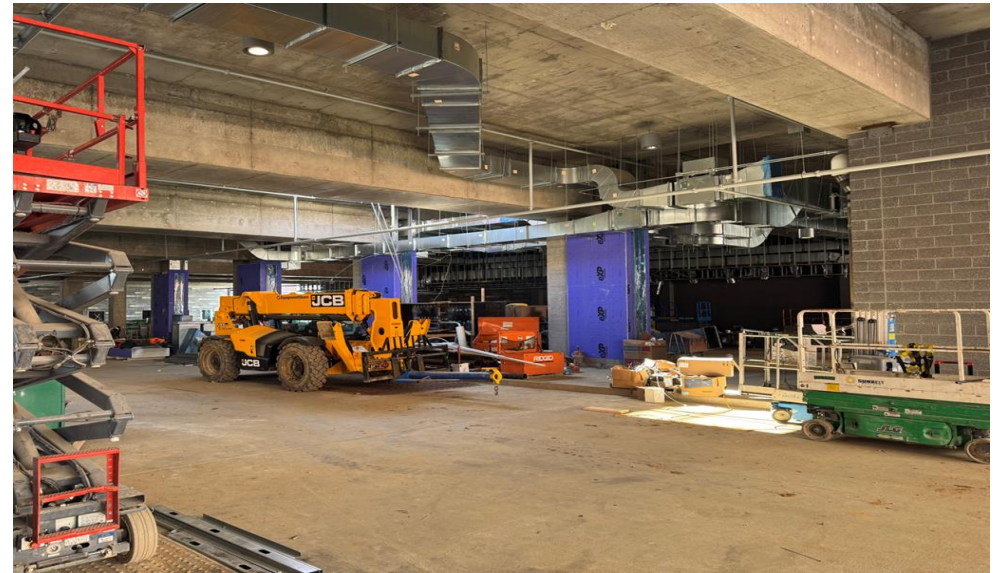
TPAC 5-15-25

RUS Bus
August 2025 Service Change



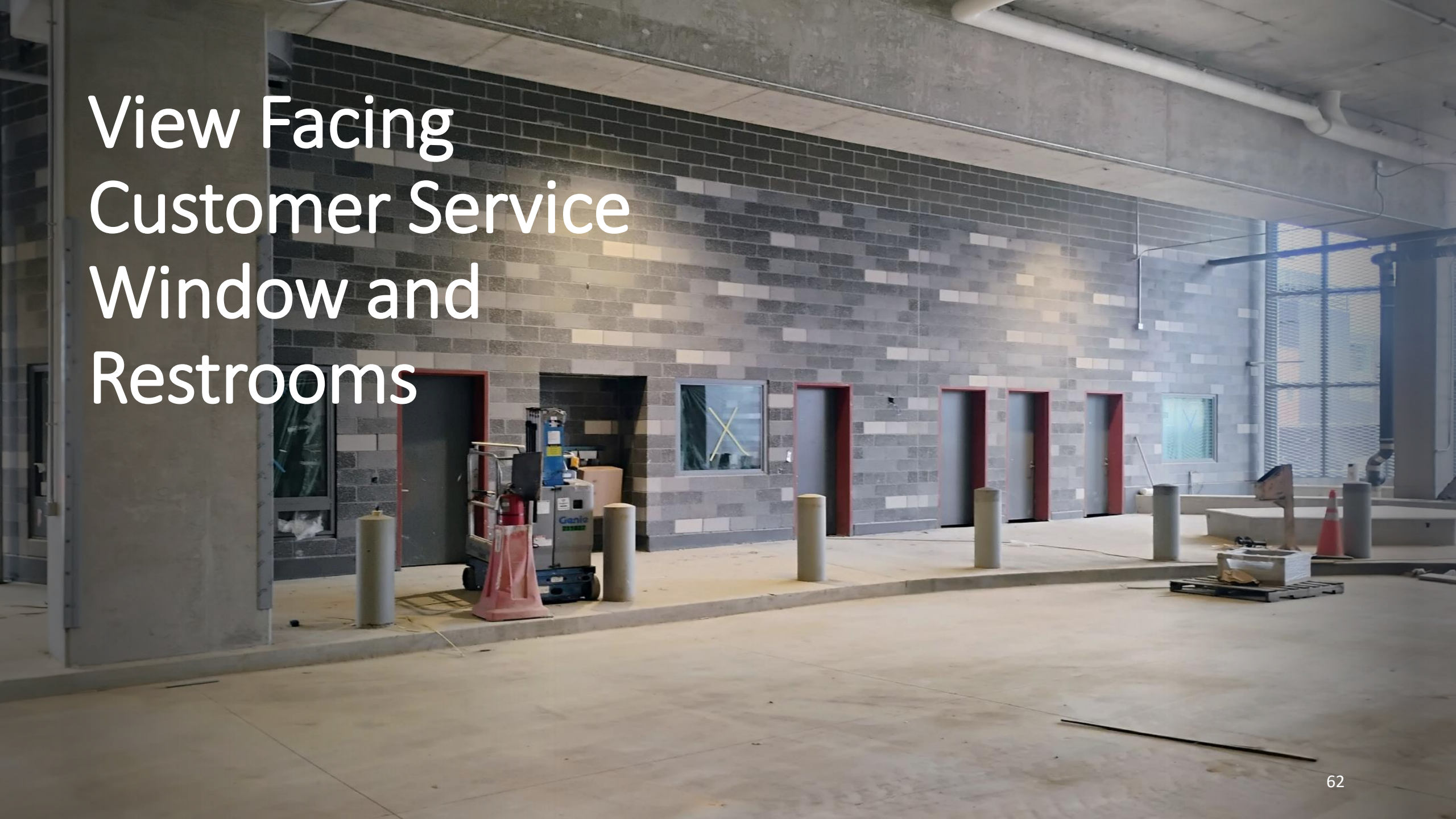
Raleigh Union Station Bus Facility

RUS Bus: Construction Photos



Photos taken in January 2025. Total project completion is 94%.

View Facing Customer Service Window and Restrooms





Views Facing Boarding Platforms



West Street Bus Stop

RUS Bus Public Transit Facility Schedule

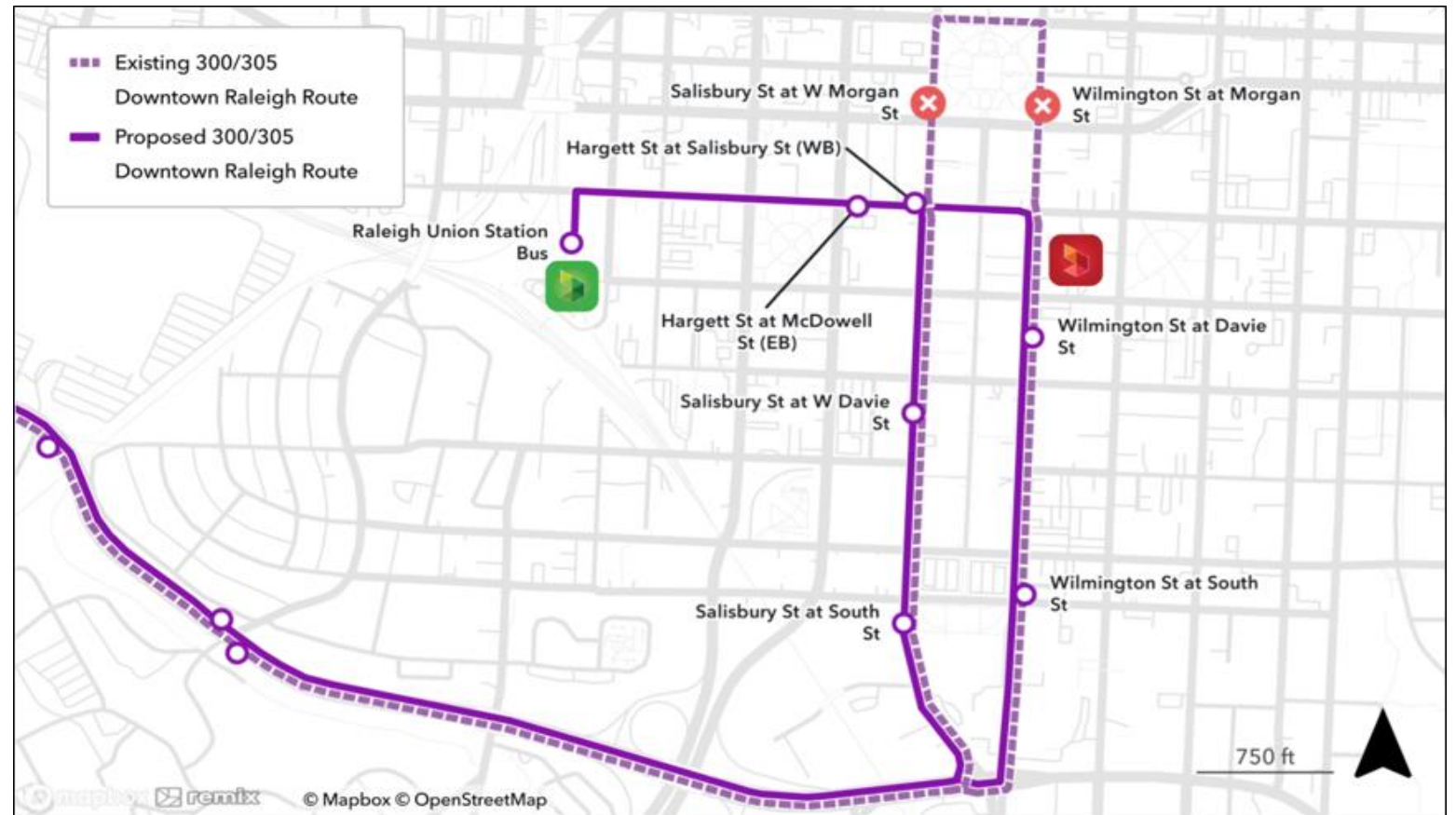
- **May 29, 2020:** Executed Build Grant Agreement (Actual)
- **August 12, 2020:** Build Grant Funds 100% Obligated (Actual)
- **April 14, 2022:** Phase 1 Construction Start (Actual)
- **October 24, 2023:** Project Groundbreaking & Phase 2 Construction Start (Actual)
- **June 30, 2025:** Substantial Completion Date (Planned)
- **July 25, 2025:** Project Ribbon Cutting (Targeted)
- **August 3, 2025:** Transit Facility Open for Revenue Service (Build Grant Forecast)
- **August 30, 2025:** Period of Performance End Date
- **September 30, 2025:** Sunset Date for Federal Reimbursement Request

RUS Bus Realignment – 300 and 305

New connection to RUS
Bus via Hargett St.

Alignment keeps service
in downtown near
GoRaleigh Station

Two stops will be
removed north of
Hargett St.



Data Source: Remix generated map of the planned route 300/305 extension and key destinations

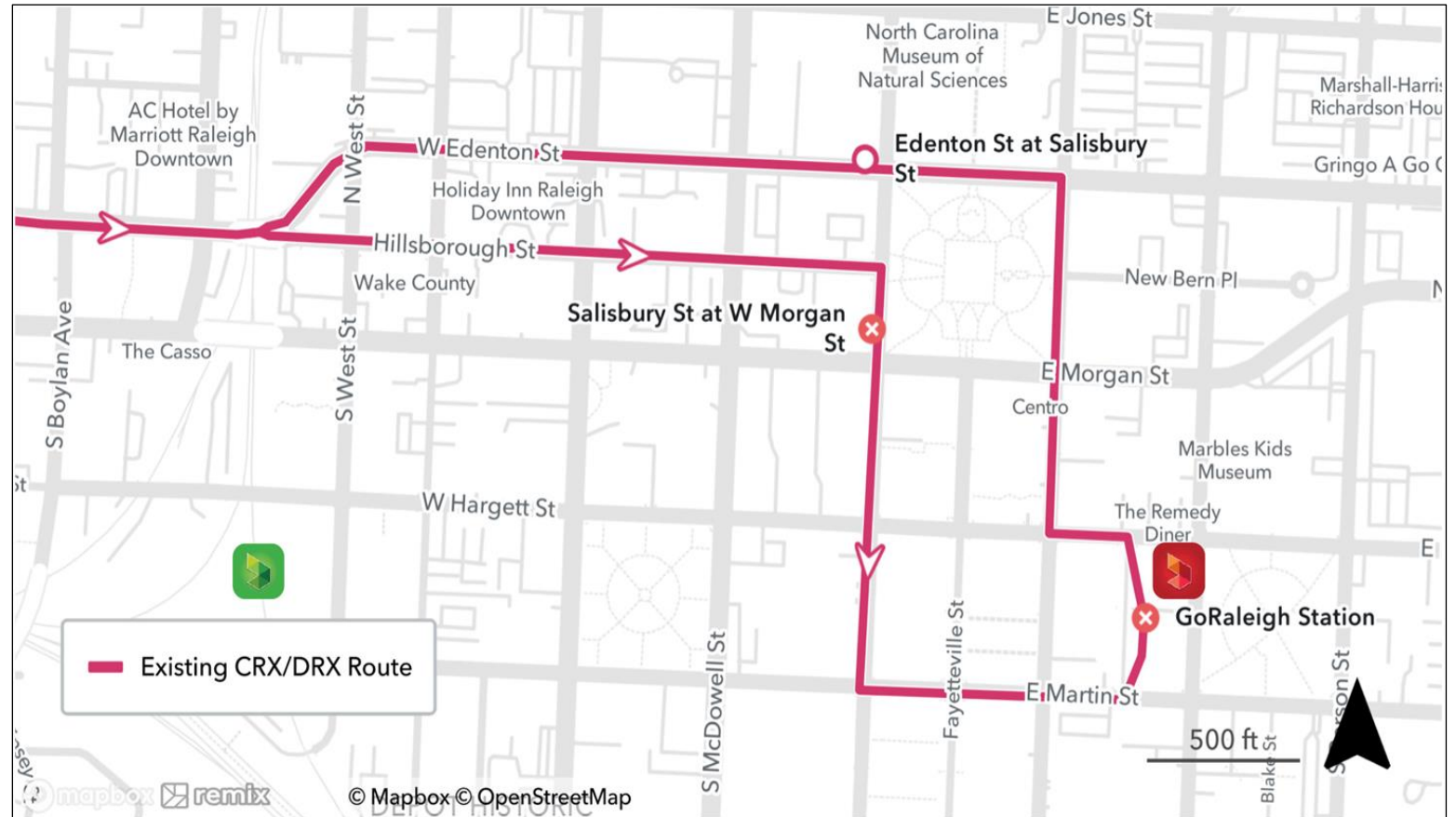
CRX and DRX Existing Alignment

Factors Evaluated:

Begin / End each route at RUS Bus

Continue to stop near GoRaleigh Station and state government buildings

Limit the number of turns and distance added to each route



Data Source: Remix generated map of the existing route CRX/DRX and key destinations

RUS Bus Realignment – CRX and DRX AM

AM trips to Raleigh

first make a loop on Morgan St., Wilmington St., Edenton St., then go to RUS Bus via West St.

AM trips to Durham and Chapel Hill leave RUS Bus and exit downtown via West St. and Hillsborough St.



Data Source: Remix generated map of the proposed route CRX/DRX and key destinations

RUS Bus Realignment – CRX and DRX PM

PM trips to Raleigh

use Hillsborough St. and West St. to RUS Bus

PM trips to Durham and Chapel Hill leave RUS Bus and make a loop on Morgan St., Wilmington St., Edenton St. then exit downtown on Hillsborough St.



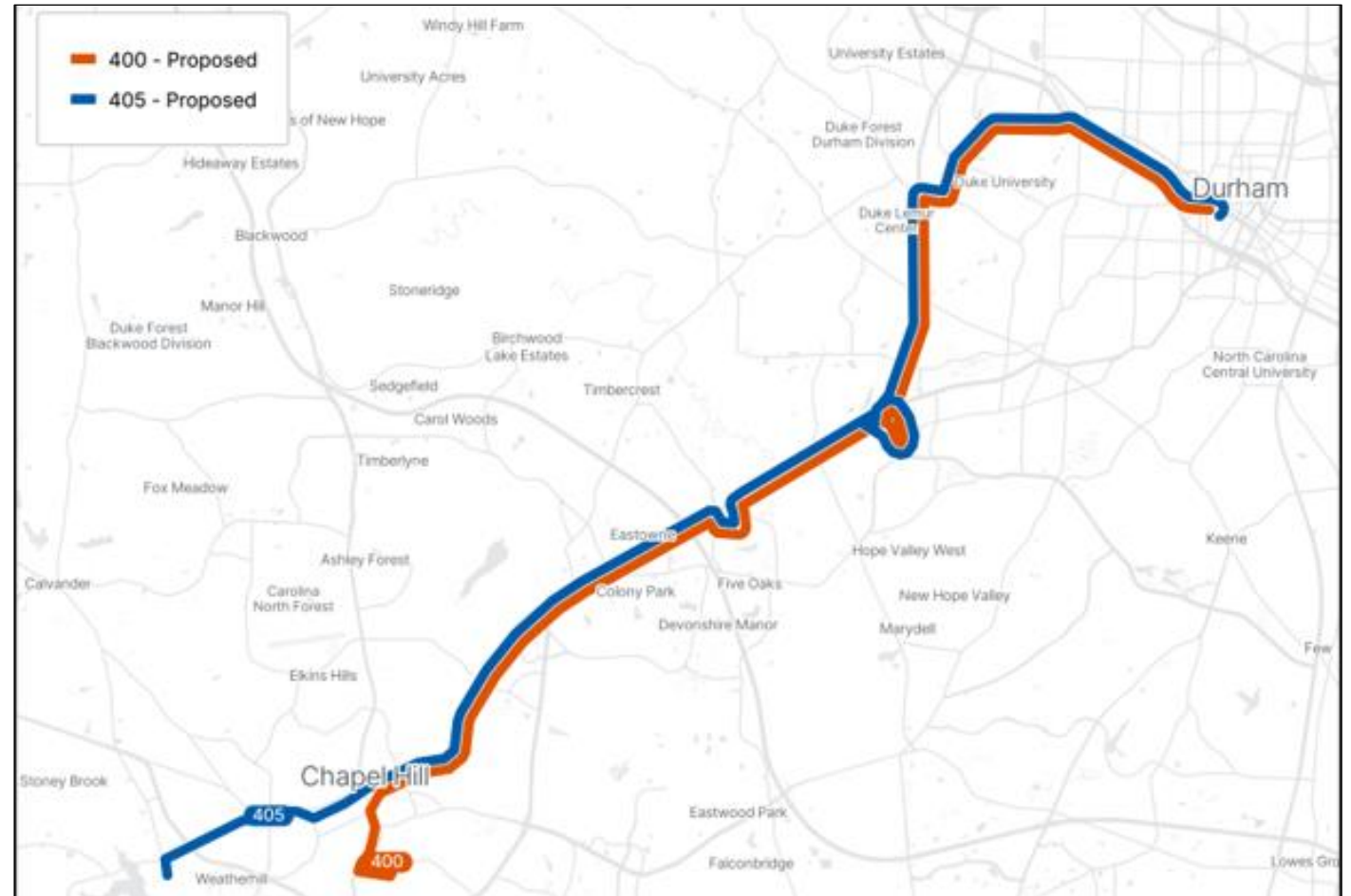
Data Source: Remix generated map of the proposed route CRX/DRX and key destinations

Routes 400 and 405

**First All-Day Frequent
Regional Route** connecting
Chapel Hill and Durham

Combined Service Level:

- M-F 5:45am - 7pm: **15 min**
- M-F 7pm - 9pm: **30 min**
- M-F 9pm - 12am: **60 min**
- Sat-Sun until 7pm: **30 min**
- Sat-Sun after 7pm: **60 min**



Data Source: Remix generated map of the proposed route 400/405 and key destinations

Additional Service Changes

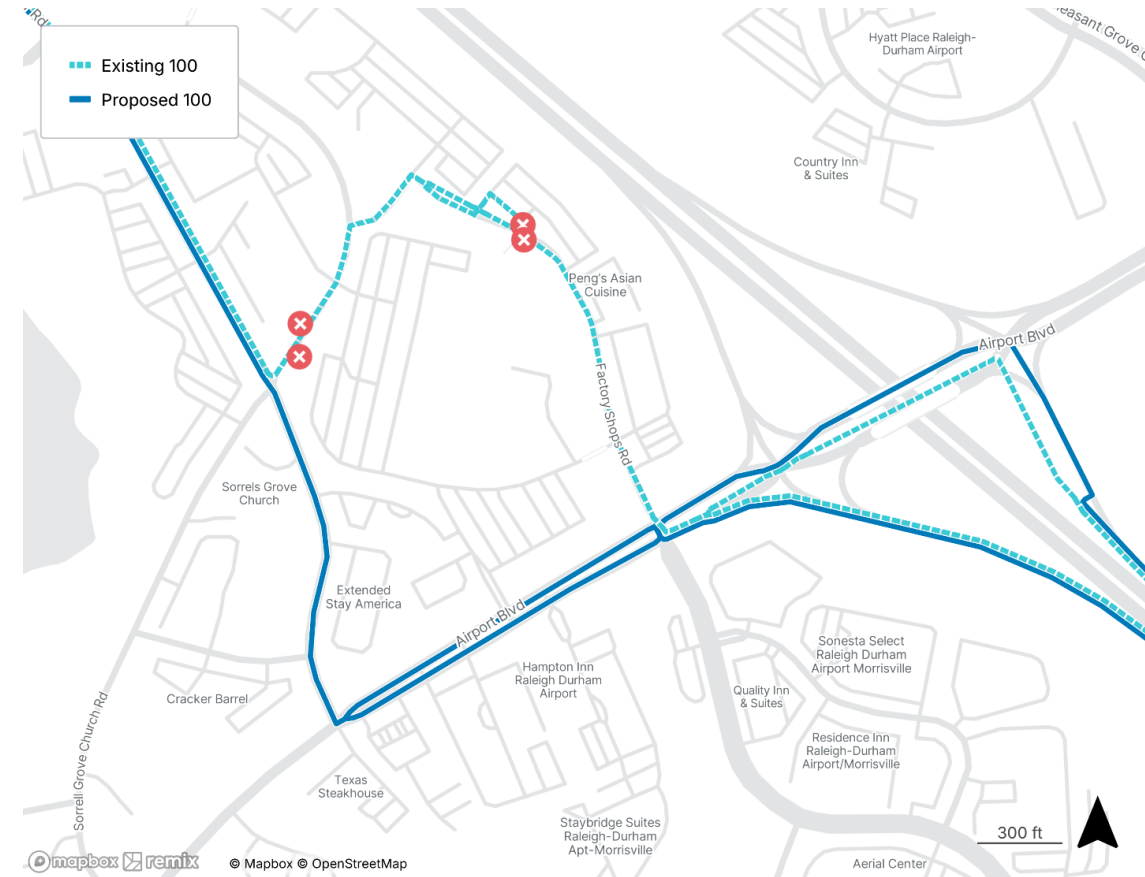
30-Minute Sunday Service

Routes 100 / RDU, 300, 400, 700, 800

Route 100 / RDU Realignment

Move service From Factory Shoppes Dr. and Copley Pkwy. To Slater Rd. and Airport Blvd.

New stops will be located on Slater Rd. And Airport Blvd.





Questions?

10. GoTriangle Proposed Service Changes for August 2025

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 5/27
1:30-3:30 PM

Community Engagement

Tim Gardiner, Chair

Wake County

Andrew Miller, Vice Chair

City of Raleigh

Next Meeting:

Thursday 5/29*
1:30-3:30 PM

12. Workgroup Updates



Technology Workgroup

- **Coordinator:**
Austin Stanion
- **Next Meeting:**
5/15/25-1pm
5/29/25-10am



Fare Workgroup

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



Financial Policies Workgroup

- **Coordinator:**
Paul Kingman
- **Next Meeting:**
5/29/25-11am



Baseline Funding Workgroup

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



Safety & Security Workgroup

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

13. Other Business

- FY25/Q4 amendments will be considered for adoption by the CAMPO and GoTriangle governing boards at their respective May meetings.
- 2055 MTP Phase 2 (alternatives analysis and community preferences) engagement is active through May 26th. CAMPO staff are partnering with Wake Transit staff at many community events. To learn more about MTP development and to stay informed through the plan's adoption visit: <https://destination2055nc.com/>
- GoTriangle has hired a new CEO/President. Dr. Brian Smith will officially begin his tenure on June 1, 2025.
- **Any other news or business to share?**



14. Adjourn

Upcoming TPAC meeting:

Thursday, June 26, 2025, 9:00 AM-12:00 PM

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

TPAC Roll Call Vote

**Recommend Approval of the FY2025 4th
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