WAKE TRANSIT PLAN

Wake County Transit Planning Advisory Committee (TPAC)

February 19, 2026 • 9:30am

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

Katie Schwing, Vice Chair

3. General Public or Agency Comment

Katie Schwing, Vice 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. Consent Agenda

4a Adopt TPAC Meeting Minutes

Attachment: Draft 1.22.26 Meeting Minutes

<u>Requested Action</u>:

Vote to approve the consent agenda.

5. Items Removed from Consent Agenda

Katie Schwing, Vice Chair

Requested Action:

Take action on items removed from consent.

6. Regional Transit Technology Plan

Austin Stanion, GoTriangle

Attachments: Draft Regional Technology Plan, Budget Summary Sheets, Engagement Summary Report

Regional Transit Technology Plan

TPAC February 19, 2026

Austin Stanion
Regional Technology Project Manager
GoTriangle

GO Triangle	Austin Stanion Regional Technology Project Manager Margaret Scully Director of Planning		GO Durham	Quentin Martinez Mobility Services Analyst Brian Fahey Mobility Services Manager
GO Raleigh	Melanie Rausch Senior Transit Planner Sylvia Greer Senior Transit Planner		Chapel Hill transit	Nick Pittman Assistant Director
GO Cary	Matt Cecil Senior Transit Planner Mark MacDougall Transit Analyst		DCO DURHAM COUNTY	Caroline Lamb Transportation Planner Curtis Scarpignato Transportation Planner Ellen Beckmann Transportation Manager
GO Apex	Katie Schwing Senior Planner-Transit		ORANGE COUNTY NORTH CAROLINA	Sarah Williamson-Baker Transportation Service Director Jamael Wiley Transit Operations Manager
CAMPO NC Capital Area Metropolitan Planning Organization	Steven Mott Senior Transit Planner Evan Koff Senior Transportation Planner		TRIANGLE WEST Transportation Planning Organization	Doug Plachcinski Executive Director
WAKE COUNTY NORTH CAROLINA	Tim Gardiner Wake County Planning		NORTH CAROLINA Department of Transportation	Matthew Carlisle ITS (Intelligent Transportation Systems) Engineer Keith Mims Signal Equipment Engineer

Regional Project Management Team

Six Transit Focus Areas

Passenger Real Time & Trip Planning

Transit Service Planning Tools

Transit Signal Priority

Regionally Integrated Payments

GTFS Standards

Open Data Portal

Passenger Real Time & Trip Planning

- **Challenges**: inconsistent info, limited integration, variable data quality
- **Opportunities**: single source of real-time data, expand features
- **Recommendations**: standardize GTFS-RT, monitor feed quality, enhance detour alerts & service alerts

Wake 5 Year Cost Estimate: **$1,192,863**

Figure 1-1: GoCary App Images

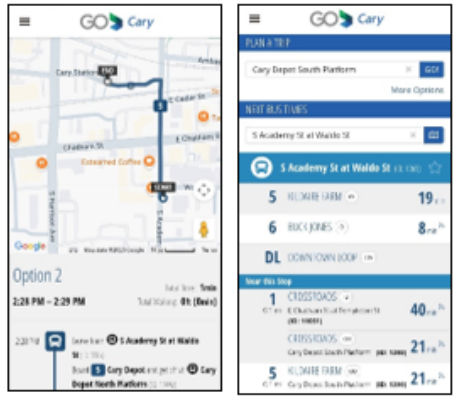
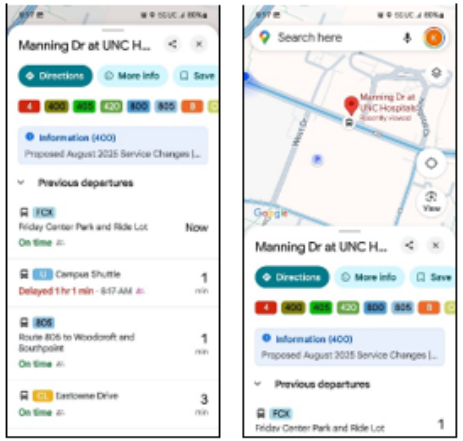


Figure 1-2. Google Maps Images of Chapel Hill



Transit Service Planning Tools

- **Challenges**: fragmented tools, limited coordination, lack of standard metrics
- **Opportunities**: scalable tools, regional metrics, microtransit integration
- **Recommendations**: commit to interoperability, workflows, leverage statewide contracts

Transit Service Planning Tools

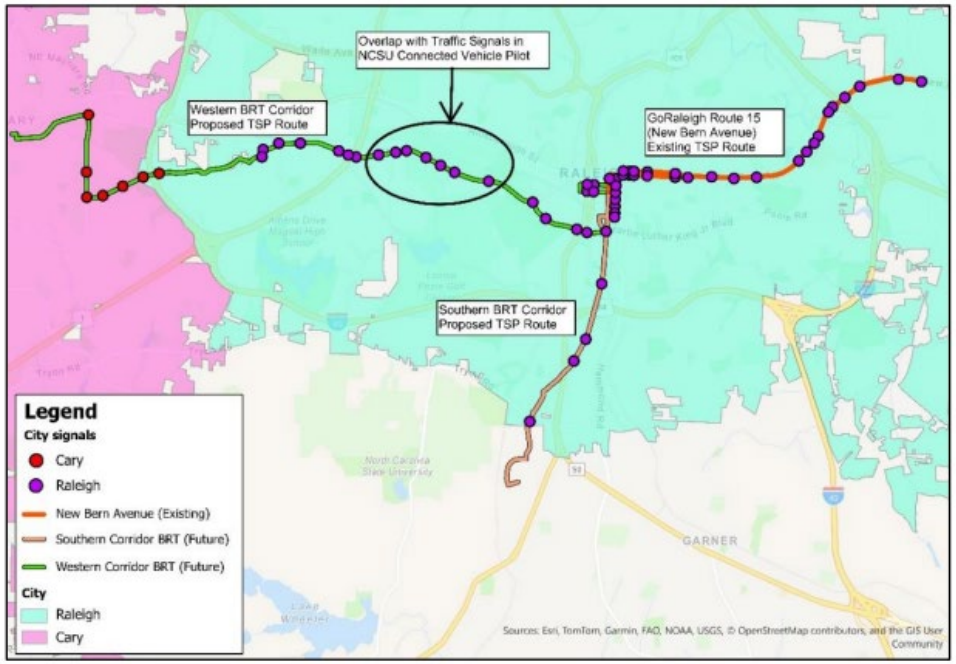
Scenario 1 :
Separate Tools Across All Agencies
Wake 5 Year Cost Estimate: **$2,481,142**

Scenario 2 :
Unified Platform Adopted by All Agencies
Wake 5 Year Cost Estimate: **$1,500,671**

Transit Signal Priority (TSP)

- **Challenges**: multiple proprietary vendors, inconsistent standards, limited funding
- **Opportunities**: standardize with NTCIP 1211, cloud-based integration, Collaborate with NCDOT on signal controller upgrades
- **Recommendations**: adopt NTCIP 1211, establish working group, coordinate with ITS staff across region

Figure 3-7. Deployment of EMTRAC Cloud-Based System for Existing and Proposed TSP Routes



Transit Signal Priority (TSP)

Scenario 1 :
Connected Vehicle Approach
(Used by Cary. Vendor = Applied Information)
Wake 5 Year Cost Estimate: $4,647,646

Scenario 2 :
Existing Cloud-Based TSP Systems
(Used by Raleigh. Vendor = EMTRAC)
Wake 5 Year Cost Estimate: $5,405,773

Regionally Integrated Payments

- **Challenges**: varied systems, limited open payment adoption, poor multimodal integration
- **Opportunities**: open payments, GTFS-Fares, multimodal journeys
- **Recommendations**: keep cash options, adopt open payments + off-board validation, explore microtransit / TNC integration

Regionally Integrated Payments

Scenario 1:
Replace/upgrade current fareboxes with single validating farebox for all payments and open loop functions.
Wake 5 Year Cost Estimate: **$6,671,890 - $11,918,370**

Scenario 2:
Replace validators to accept open payments.
Replace fareboxes with mechanical farebox.
Wake 5 Year Cost Estimate: **$4,141,890 - $8,639,370**

Scenario 3:
Combination of Scenarios 1 and 2
Wake 5 Year Cost Estimate: **$5,566,890 - $9,885,370**

GTFS Standards & Open Data Portal

- **Challenges**: inconsistent stop naming, poor workflows
- **Recommendations**: SOPs, quarterly coordination, validation tools

GTFS = General Transit Feed Specification

An open standard data format that public transit agencies use to share their schedules, routes, and location information

Regional GTFS
Wake 5 Year Cost Estimate: $440,220

Open Data Portal Scenario 1:
Leveraging Existing Data Feeds
Wake 5 Year Cost Estimate: $245,717

Open Data Portal Scenario 2:
Develop Regional Open Data Portal
Wake 5 Year Cost Estimate: $528,891

Regional Technology Plan Chapters	Chapter 1: Real-Time Transit Information and Trip Planning	Chapter 2: Service Planning		Chapter 3: TSP		Chapter 4: Regional Fare Integration		
		Approach 1: Separate Tools Across All Agencies	*Approach 2: Unified Platform Adopted by All Agencies*	*Approach 1: Connected Vehicle*	*Approach 2: Cloud-Based TSP Systems*	*Approach 1: Single Farebox / Back Office for Region*	*Approach 2: Replace Validators / Single Back Office*	*Approach 3: Integrate with Open Payment Overlay; Preserve back offices*
5 Year Wake County Total	**$1,192,863**	**$2,481,142**	**$1,500,671**	**$4,647,646**	**$5,405,773**	**$5,570,661**	**$3,829,966**	**$4,630,344**
GoRaleigh Estimate	$955,933	$1,988,330	$1,202,604	$3,724,517	$4,332,063	$4,464,200	$3,069,247	$3,710,652
GoCary Estimate	$112,840	$234,707	$141,958	$439,650	$511,366	$526,964	$362,300	$438,013
GoTriangle Estimate	$124,090	$258,105	$156,110	$483,479	$562,344	$579,497	$398,419	$481,679

Regional Technology Plan Chapters	Chapter 5: Regional GTFS Publishing Standards	Chapter 6: Transit Data Portal		Range of Cost Estimate Splits for Regional Technology Plan Recommendations	
		Approach 1: Leveraging Existing Data Feeds	*Approach 2: Develop Regional Open Data Portal*		
5 Year Wake County Total	**$440,220**	**$245,717**	**$528,891**	**$11,857,084**	**$15,619,550**
GoRaleigh Estimate	$297,000	$196,912	$423,841	$9,446,214	$12,461,368
GoCary Estimate	$44,000	$23,244	$50,031	$1,123,992	$1,479,907
GoTriangle Estimate	$99,220	$25,561	$55,019	$1,286,878	$1,678,275

5 Year Wake Cost Estimates

Tech Plan Approval Timeline

- Feb 18 Durham/Orange SWG
- Feb 19 TPAC
- March 5 CAMPO TCC
- March 18 CAMPO Board
- March Durham/Orange Commissioners
- March GoTriangle Planning Committee
- March 25 GoTriangle Board

Regional Transit Technology Plan

TPAC February 19, 2026

Austin Stanion
Regional Technology Project Manager
GoTriangle

6. Regional Transit Technology Plan

Austin Stanion, GoTriangle

Requested Action:

Vote to recommend governing board adoption of the updated Regional Transit Technology Plan for implementation beginning in FY27.

7. Draft FY27 Wake Transit Work Plan

Steven Mott, CAMPO and Steve Schlossberg, TDA

Attachments: Draft FY27 Work Plan, Engagement Plan, Overview/Talking Points, General Outreach Flyer

PLANNING AND PROGRAMMING ITEM

6. Draft FY 2027 Wake Transit Work Plan Review and Release

Steven Mott, CAMPO and Steve Schlossberg, GoTriangle

WAKE TRANSIT PLAN

Key Dates for FY27 Work Plan

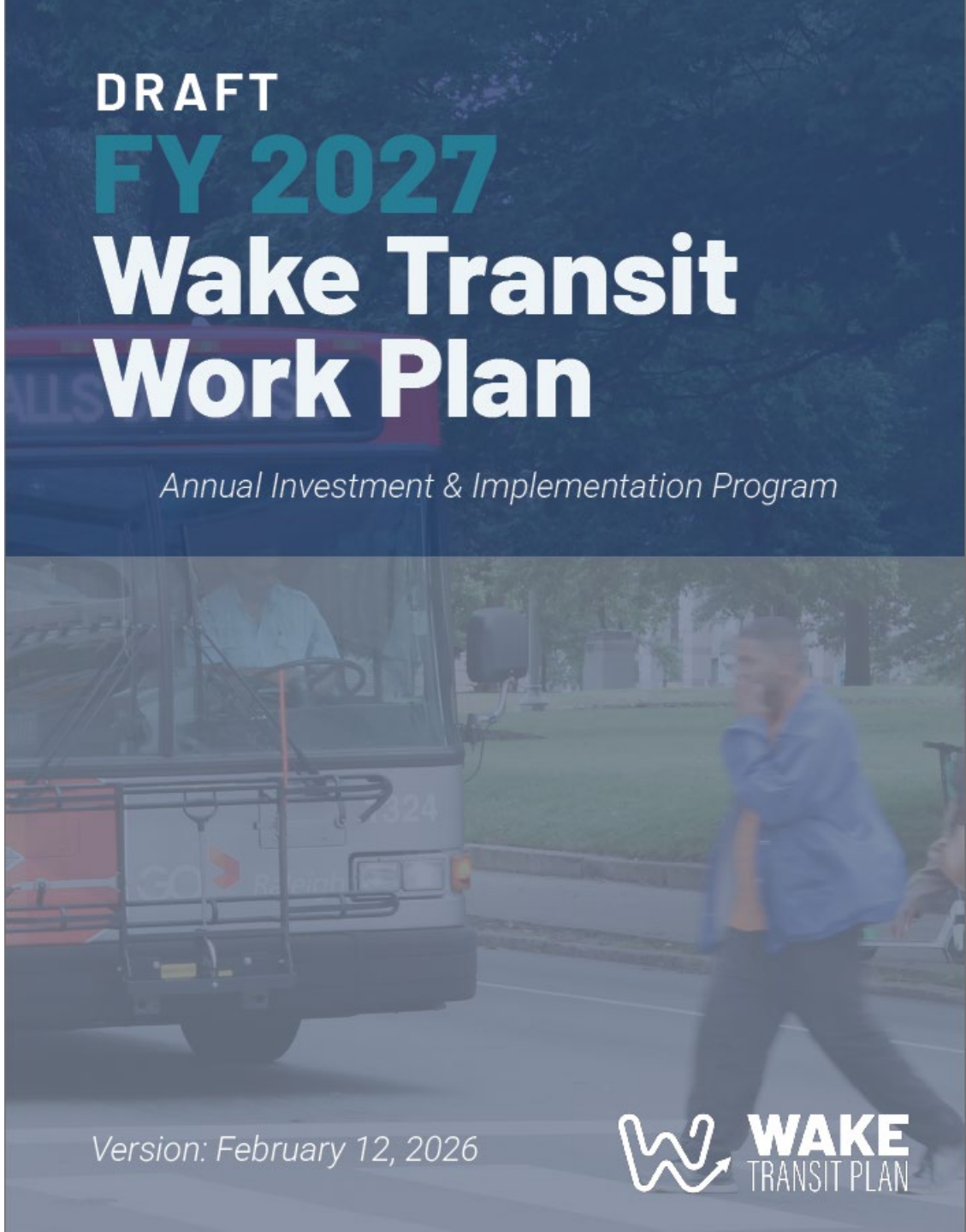
ACTION	DATE
TPAC Considers Draft Work Plan for Public Release	**February 19**
30-Day Public Comment Period	February 25 – March 26
Updated/Modified Work Plan Funding Requests Due	March 6
Program Development Discussion on Changes to Work Plan	March 31
TPAC Reviews Engagement & Considers Recommending Work Plan for Adoption	**April 30**
14-day public review and comment period for the recommended Work Plan	May 6 – May 20
Governing Boards Consider Work Plan Adoption	**June**

Work Plan Overview

$164.9M

total investments in FY27

$80.4M	$84.7M
Operating Budget	**Capital Budget**



Implementing the Wake Transit Plan 2035

Community Funding Area Program

Tripled funding & reduced local match

Strategic financial reserves positioning the area for future opportunities:

- **Regional Rail Strategy Pivot**
  From Wake-only commuter rail project to Rail Ready Investments
- **BRT Reserves**
  To continue to advance multi-corridor BRT development
- **Other Major Infrastructure Reserves**
  Transit Centers, maintenance facilities, fleet expansion

The FY 2027 Work Plan is the start of the execution of the vision of the Wake Transit Plan 2035

WAKE TRANSIT PLAN

Vehicle Rental Tax

The Conference Committee is meeting on February 23 to determine the amount of Vehicle Rental Tax revenue in the FY27 Work Plan. **Their decision will be binding on the VRT revenues for FY27.**

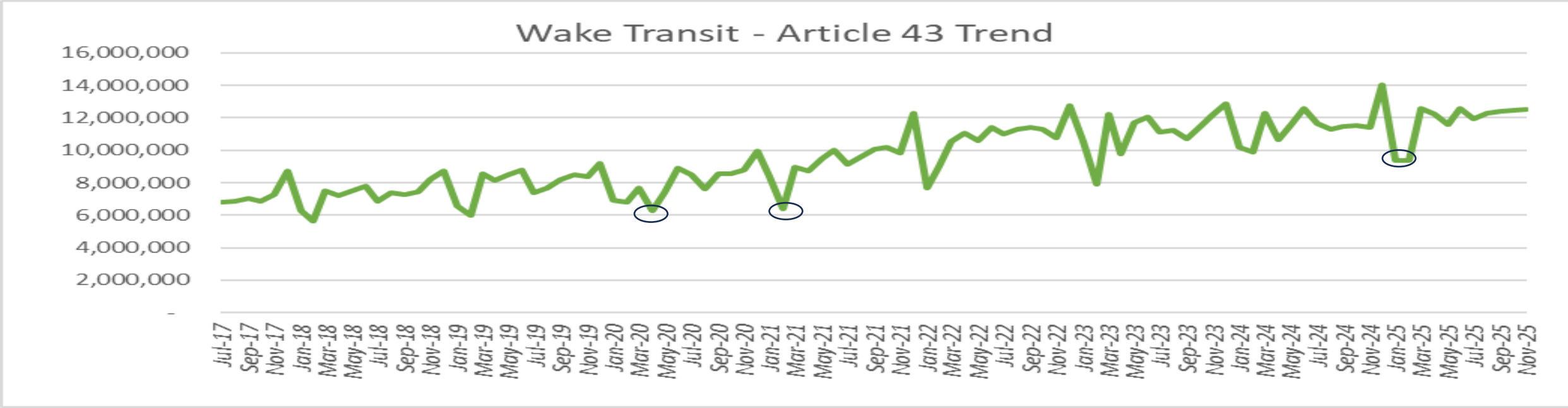
The Conference Committee is expected to continue deliberation on VRT revenue contributions to the Wake Transit program beyond FY27. VRT is shown in the financial model for the Wake Transit Plan 2035.

Longterm changes may require a plan amendment to align with the Conference Committee's decision.

WAKE TRANSIT PLAN

Modeled Expenditures and Revenues

Half-Cent Sales Tax – Article 43 Trend



FY27 Draft Work Plan
Budget Assumptions

Local	FY25 Preliminary Actuals	FY26 Adopted Work Plan	Inc. VRT FY27 Draft Work Plan	Excl. VRT FY27 Draft Work Plan
½ Cent Local Option Sales Tax	$139,097	$145,000	$147,500	$147,500
Vehicle Rental Tax	2,528	-	5,312	TBD
$7.00 Vehicle Registration Tax	7,028	7,190	7,300	7,300
$3.00 Vehicle Registration Tax	3,016	3,076	3,130	3,130
Subtotal Local:	**$151,670**	**$155,266**	**$163,242**	**$157,930**
Federal	1,064	-	1,085	1,085
Farebox	-	-	-	-
Prior-Year Funds (Capital Liquidity)	-	32,215	832	6,144
Total Modeled Revenue Source	**$152,734**	**$187,481**	**$165,159**	**$165,159**

½ Cent Sales Tax – FY26 YTD (Jul-Nov): $61.7M

FY27 Modeled Expenditures

(in Thousands)

	New Operating	Continued Operating	Total Operating
Bus Operations	$6,901	$53,610	$60,511
Community Funding Area*	3,392	3,976	7,368
Other Bus Operations	-	4,483	4,483
Transit Plan/Tax District Administration	597	7,491	8,088
Total FY 2027 Modeled Operating	**$10,890**	**$69,560**	**$80,450**

* - New Operating includes prior year fund balance with no current project assigned.

FY27 Modeled Expenditures

Maintenance Facility	$	9,985
Transit Center/Transfer Point Improvements		14,098
Park-and-Ride Improvements		3,245
Bus Stop Improvements		3,047
Total Bus Infrastructure	*$*	*30,375*
Bus Rapid Transit	$	14,243
Regional Rail		23,795
Vehicle Acquisition*		15,026
Capital Planning		1,270
Total Projects Modeled (excl. Bus Infrastructure)	*$*	*54,334*
Total Capital	**$**	**84,709**

* - Includes ADA and Support Vehicles

FY27 Modeled Expenditures

Transit Plan Funded: Operations Only

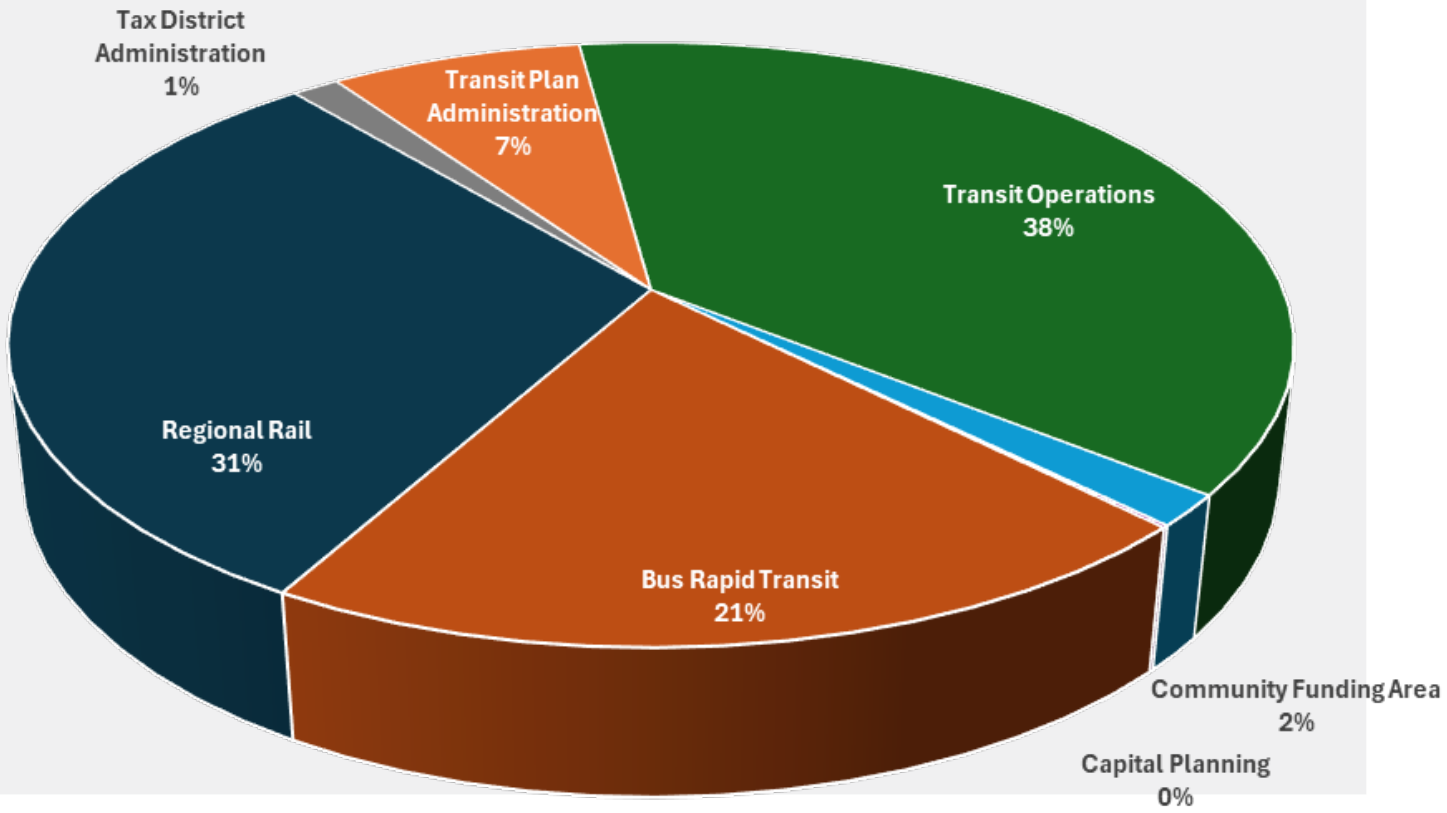
Raleigh	60.7%	$43,950,844
GoTriangle	19.3%	$13,941,588
Cary	8.3%	$ 6,019,937
Reserve	4.9%	$ 3,527,341
Wake Forest	2.0%	$ 1,450,287
Apex	1.6%	$ 1,170,426
Wake County	1.3%	$ 933,822
Morrisville	0.9%	$ 667,636
Holly Springs	0.5%	$ 376,698
Wendell	0.4%	$ 315,833
Zebulon	0.0%	$ 6,888
Total		$72,361,300

Transit Plan Funded: All Operating Expenses

Raleigh	57.5%	$46,285,525
GoTriangle	21.3%	$17,169,684
Cary	8.7%	$ 7,020,312
Reserve	5.0%	$ 4,019,057
Wake Forest	1.8%	$ 1,450,287
Apex	1.5%	$ 1,170,426
Wake County	1.3%	$ 1,039,372
CAMPO	1.2%	$ 928,071
Morrisville	0.8%	$ 667,636
Holly Springs	0.5%	$ 376,698
Wendell	0.4%	$ 315,833
Zebulon	0.0%	$ 6,888
Total		$80,449,790

Transit Plan Funded: All Capital Expenses

Reserve	54.6%	$ 46,211,502
GoTriangle	22.3%	$ 18,862,423
Raleigh	14.8%	$ 12,507,500
Cary	6.2%	$ 5,216,000
CAMPO	1.2%	$ 1,000,000
NCSU	0.5%	$ 404,792
Apex	0.4%	$ 300,000
Wake County	0.2%	$ 206,709
Total		$ 84,708,926



Tax District Administration

FY27 Triangle Transit Tax District: Wake Transit Plan

Draft Plan	Triangle Tax District:
Revenues	
Tax District Revenues	
Article 43 Half Cent Sales and Use Tax	$ 147,500,000
Article 50 GoTriangle Vehicle Rental Tax	$ 5,312,000
Article 51 Three-Dollar Regional Vehicle Registration Tax	$ 3,130,000
Article 52 Seven-Dollar County Vehicle Registration Tax	$ 7,300,000
Other Tax District Revenues	$ 1,085,000
Allocation From Fund Balance	$ 831,717
Total Revenues	**$ 165,158,717**
Expenditures	
Tax District Administration	$ 679,167
Transit Plan Administration	$ 7,409,323
Transit Operations	$ 64,993,880
Community Funding Area Program	$ 7,367,420
Total Operating Allocation	**$ 80,449,790**
Capital Planning	$ 1,270,400
Bus Rapid Transit (BRT)	$ 23,795,200
Regional Rail	$ 14,242,977
Transit Infrastructure	$ 30,374,775
Vehicle Acquisition	$ 15,025,574
Total Capital Allocation	**$ 84,708,926**
Total Workplan Programmed Expenditure*	**$ 165,158,717**
Total Programmed Expenditures*	**$ 165,158,717**
Revenues over Expenditures	**$ -**

* NOTE: Prior Year carryover to be calculated in May 2026

FY27 Triangle Transit Tax District: Wake Transit Plan

Draft	Triangle Tax District:
Revenues	
Tax District Revenues	
Article 43 Half Cent Sales and Use Tax	$ 147,500,000
Article 50 GoTriangle Vehicle Rental Tax	TBD
Article 51 Three-Dollar Regional Vehicle Registration Tax	$ 3,130,000
Article 52 Seven-Dollar County Vehicle Registration Tax	$ 7,300,000
Other Tax District Revenues	$ 1,085,000
Allocation From Fund Balance	$ 6,143,717
Total Revenues	**$ 165,158,717**
Expenditures	
Tax District Administration	$ 679,167
Transit Plan Administration	$ 7,409,323
Transit Operations	$ 64,993,880
Community Funding Area Program	$ 7,367,420
Total Operating Allocation	**$ 80,449,790**
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Revenues over Expenditures	**$ -**

* NOTE: Prior Year carryover to be calculated in May 2026

New and Updated Projects & Document Overview

New Operating Projects

GoRaleigh Route Improvements:

- **Route 10: Longview** – *extended span, increased frequency, & alignment change to Wake Med* – **$430,604**
- **Route 25L: Durant** – *extended span* – **$72,880**
- **Route 32L: Lynn Spring Forest** – increased frequency – **$1,385,202**
- **Route 70L: Brier Creek*** – *increased frequency* – **$2,693,824**
- **Route 9: Glenwood*** – *no changes* – **$1,003,403**

Wake County 5311 Administration Staffing and Match Support – $105,550

**Route 70L: Brier Creek is an existing project that was previously in the Glenwood Route Package along with Route 9: Glenwood. These are both identified as new project in the Work Plan because they have new project IDs. 70L is the only one of these two routes to have route improvements in FY27. The route was programmed for $3,206,933 in the FY26 Work Plan. The total for this route package in FY27 is $3,697,227, with the funding for the frequency increase for Route 70L: Brier Creek being $430,294.*

WAKE TRANSIT PLAN

Community Funding Area Program

$3.9M in funding for continuing CFA Operations Projects with service in:

- Apex*
- Holly Springs
- Knightdale
- Morrisville*
- Wake Forest
- Wendell
- Zebulon
- Unincorporated eastern Wake County

*Apex and Morrisville services are operated by GoCary and had similar cost increases for FY27.

Increased CFAP funding from $2M in FY26 to $6M in FY27

Local match lowered from 50% to 35%

New CFAP project selection is currently occurring. Approved projects will be included in the Recommended FY 2027 Wake Transit Work Plan.

WAKE TRANSIT PLAN

Continuing Operating Projects Updates

GoCary Routes Updates:

- **All Routes** – *Funding increase for inflation/cost escalation and vehicle replacement* – **$5.1M**

GoTriangle Route Improvements:

- **Route 100** – *Increased frequency, all trips serving RDU, discontinuation of RDU shuttle* – **$3.3M**
- **Route DRX** – *30-minute daytime service, faster trips between Raleigh & Durham* – **$641K**
- **Route 305** – *All trips extending to Holly Springs* – **$2.2M**
- **Route 311** – *Reinstatement of COVID-paused route with all-day service from Apex to RTC* – **$1.3M**

Update to 15% Complimentary ADA Funding – $7.3M

Transit Plan Administration - $7.4M

- **GoRaleigh** – staffing funding realigned – **3% decrease**

WAKE TRANSIT PLAN

Continuing Operating Project Updates

NCSU Triangle Regional Model Service Bureau Contract:

- *Shifted project sponsor from GoTriangle to CAMPO* - **$34,000**

Tax District Administration:

- **Financial consulting and overhead administrative costs** – *consolidated* – **cost neutral change.**

Capital Projects

Transit Center/Transit Point Improvements – $14.4M:

- **Downtown Cary Multimodal Center** – $5.0M
- **Triangle Mobility Hub (GoTriangle)** – $4.3M
- **Midtown Raleigh Transit Center** – $4.6M
- **Apex Downtown Mobility Hub Phase 1 Design** – $300,000
- **NCSU Enhanced Transfer Point** – $204,792

Maintenance Facility Improvements – $10M:

- **GoTriangle Expansion of BOMF** – $12.2M
- **GoTriangle RUS Bus STIP Credit** – ($2.2M)

Capital Projects

Bus Stop Improvements – $2.7M:

- **Raleigh** – $1.9M
- **GoTriangle** – $328,983
- **Cary** – $216,000
- **NC State** – $200,000

Vehicle Acquisition – $15M

- **Buses for service expansion and replacement (GoRaleigh, GoTriangle)** – $10.1M
- **Paratransit vehicles (GoRaleigh, GoWake Access)** – $1.3M
- **Support Vehicles (GoRaleigh, GoWake Access)** – $308K
- **Microtransit Vehicles (GoRaleigh)** – $420K
- **Reserve for future vehicle needs (2035 Plan Update)** – $4.7M

WAKE TRANSIT PLAN

Capital Projects

I-40 and Cary BRT Corridors Study (CAMPO) – $1.2M

Other Reserves:

BRT Reserve (2035 Plan Update) – $14.2M

Rail Ready Investment Reserve – $23.8M

Funding for the NCDOT rail project request will be in the Recommended FY2027 Wake Transit Work Plan

WAKE TRANSIT PLAN

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WAKE TRANSIT PLAN

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Public Comment Period

Public comment period spans from February 25 – March 26

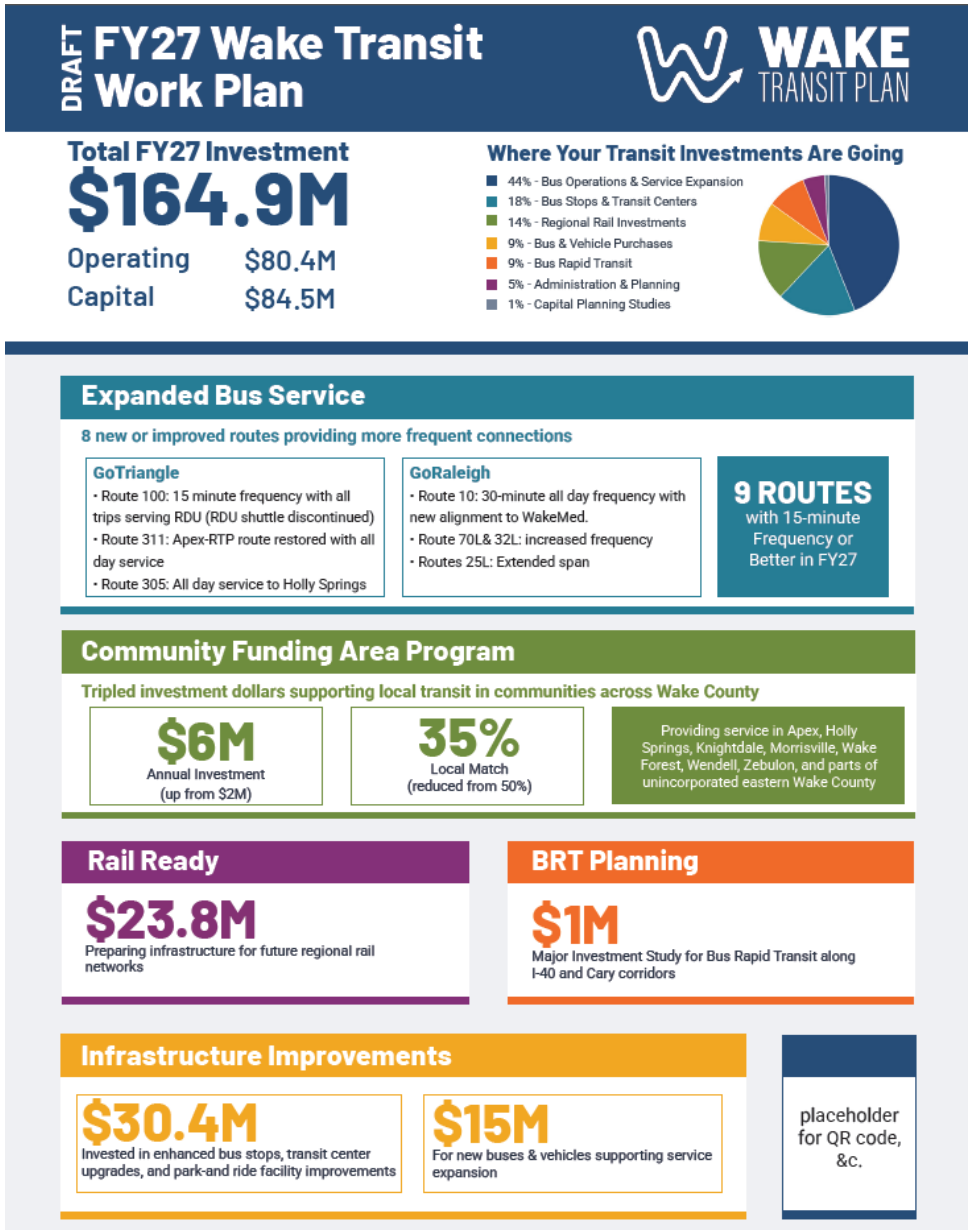
Materials including summary flyer, social media graphics, etc.

- **Shared Monday with CE**
- **Posted to WakeTransit.org**

Engagement Plan attached to agenda

- **Post schedule is included in the engagement plan**
- **Please share materials on your socials**

Comments and feedback should be shared by end of day Friday



WAKE TRANSIT PLAN

Next Steps

ACTION	DATE
TPAC Considers Draft Work Plan for Public Release	**February 19, 2026**
30-Day Public Comment Period	February 25 – March 26
Updated/Modified Work Plan Funding Requests Due	March 6
Program Development Discussion on Changes to Work Plan	March 31
TPAC Reviews Engagement & Considers Recommending Work Plan for Adoption	**April 30**
14-day public review and comment period for the recommended Work Plan	May 6 – May 20
CAMPO and GoTriangle Boards Consider Work Plan Adoption	**June 2025**

7. Draft FY27 Wake Transit Work Plan

Requested Action:

Release the Draft FY2027 Wake Transit Work Plan for the public comment period, acknowledging administrative changes to the FY27 revenue pursuant to the Conference Committee's decision on Vehicle Rental Tax may be necessary.

8. 2035 Wake Bus Plan Kickoff

Steven Mott, CAMPO

Attachment: 2035 Wake Bus Plan Scope

Project Overview

What is the Wake Bus Plan 2035?

- Updates the Wake Transit Multi-Year Operating Program and Capital Improvement Plan
- Develops short-range transit plans for GoCary, GoRaleigh, and GoTriangle
- Programs capital and operating projects for FY28-FY32 (5 years)
- Shows developmental investments through FY35
- Implements the vision from the 2035 Wake Transit Plan (adopted November 2025)

Project Timeline: January 2026 – June 2027 (18 months)

Project Objectives

- Prioritize and program transit operating and capital projects through FY35 using updated data, analysis, and community feedback
- Align service expansion with market demand and regional growth patterns
- Develop Short-Range Transit Plans for GoCary, GoRaleigh, and GoTriangle within a unified implementation framework
- Engage the public to ensure investments reflect rider priorities
- Support financial sustainability consistent with Wake Transit Financial Model projections

Key Deliverables

Core Planning Documents:

- 2035 Wake Bus Plan
- Multi-Year Operating Program, Capital Improvement Plan, Fleet Plan (FY28-FY35)
- Short-Range Transit Plans for GoCary, GoRaleigh, and GoTriangle

Policy and Guidance:

- Bus Plan Prioritization Policy
- ADA Funding Policy
- Service Standards and Performance Guidelines
- Operating and Capital Selection Guidance

Analysis and Assessment:

- Market Analysis, Route-Level Performance Dashboard, Network Analysis

Engagement:

- Engagement Plan and Summary Report with multilingual materials

Project Governance

Project Management Team (PMT)

- CAMPO, GoRaleigh, GoCary, GoTriangle, and Wake County representatives
- Holds staff-level decision-making responsibility
- Meets biweekly

Core Technical Team (CTT)

- Transit and municipal stakeholders plus TDA, CFAP communities, and NC State University
- Up to 6 in-person meetings for key milestones

Ultimate decision-making power is with TPAC ➡ Wake Transit governing boards with key coordination steps integrated into the project timeline

Community Engagement – Four Phases

Phase 1 – Project Identification & Prioritization (May 2026)

- In-person and virtual feedback sessions
- Pop-up/bus chat events at high-ridership locations

Phase 2 – Draft Recommendations Review (October-November 2026)

- Virtual feedback sessions with Spanish interpretation
- Pop-up/bus chat events

Phase 3 – Compiled Document Review (February 2027)

- CAMPO-led with consultant support
- Public hearing logistics

Phase 4 – Close Out and Wrap Up (Spring 2027)

- Final engagement following plan adoption

All materials translated into Spanish with in-person interpretation

Task 1 – Project Initiation and Management

Duration: January 2026 – June 2027

Key Activities:

- Project startup with CAMPO and CTT kickoffs
- Biweekly PMT meetings for progress review
- Monthly CTT meetings for technical guidance
- Contract management meetings (bi-weekly)
- Monthly progress reports and invoices
- Mid-project check-in (October 2026)

Task 2 – Policy and Guiding Documents

Duration: February 2026 – September 2026

Four Key Policy Areas:

- **Bus Plan Prioritization Policy** – Updates evaluation criteria; addresses new project types and funding request processes
- **ADA Funding Policy** – Reviews 15% fixed-route cost reimbursement rate
- **Service Standards and Guidelines** – Updates standards to reflect 2035 Wake Transit Plan goals
- **Operating and Capital Selection Guidance** – New framework for operator/sponsor selection decisions

Task 3 – Existing Services Assessment

Duration: February 2026 – June 2026

Three Assessment Components:

Market Analysis

- Updates transit propensity analysis with 2024 Census data
- Uses CAMPO's 2055 Metropolitan Transit Plan for future projections

Route-Level Performance Evaluation and Dashboard

- Performance dashboards for all three transit agencies
- Supports network analysis and route-level planning

Access to Transit Evaluation

- Composite scoring for walking connectivity and safety
- Prioritizes top 25 walksheds for capital investment
- New Access to Transit tool

Task 4 – Project Prioritization and Facility Evaluation

Duration: June 2026 – September 2026

Project Prioritization:

- Identifies capital and operating projects for FY28-FY32
- Applies updated Bus Plan Prioritization Policy
- Programs projects within financial constraints

Transit Facility Evaluation:

- **Transit Centers:** GoRaleigh Station, RUS Bus, Cary Multimodal Center capacity assessment
- **Bus Operating and Maintenance Facilities (BOMFs):** Capacity review for forecasted service investments

Task 5 – Operating, Capital, and Fleet Plans

Duration: June 2026 – March 2027

Multi-Year Operating Plan (FY28-FY35)

- Confirms existing investments and identifies expansion projects
- Prioritizes and programs projects by year
- Estimates ADA paratransit impacts

Multi-Year Capital Plan (FY28-FY35)

- Passenger facilities and operational capital
- Access to Transit infrastructure improvements
- Identifies potential funding sources (FTA, DOE, DOL, LAPP)

Multi-Year Fleet Plan (FY28-FY35)

- Fleet needs and replacement plans by agency
- Evaluates alternative fuels investment strategies

Task 6 – Short-Range Transit Plans

Duration: September 2026 – May 2027

Three Agency-Specific Plans (FY28-FY32):

GoRaleigh SRTP

- Service alternatives for route improvements
- Consideration of 5307 funding threshold

GoTriangle SRTP

- Coordination with Bus Blueprint study
- Wake County service focus

GoCary SRTP

- Incorporates Downtown Multimodal Center opening

All SRTPs contain detailed implementation plans for FY28-FY30

Task 7 – Draft Final and Final Plan

Duration: January 2027 – June 2027

Deliverables:

- Draft plan for review and comment (Phase 3)
- All interim deliverables and technical materials

Final Plan:

- Summarizes all individual deliverables
- Integrates planning process findings
- Provides unified implementation framework

Project Schedule Overview

Total Duration: 18 months (January 2026 – June 2027)

Current Status: Project initiation this month (slight delay but still on schedule)

Key Milestones by Fiscal Year Quarter:

- **Q3 FY26 (Jan-Mar 2026):** Project startup, begin services assessment
- **Q4 FY26 (Apr-Jun 2026):** Phase 1 engagement (May), complete services assessment
- **Q1 FY27 (Jul-Sep 2026):** Policy finalization, project prioritization
- **Q2 FY27 (Oct-Dec 2026):** Phase 2 engagement, mid-project check-in, begin SRTPs
- **Q3 FY27 (Jan-Mar 2027):** Phase 3 engagement, draft final plan
- **Q4 FY27 (Apr-Jun 2027):** Phase 4 engagement, plan adoption (by June 30)

Key Coordination Points

TPAC Coordination:

- Consultant staff at up to 8 TPAC meetings
- Materials prepared before and after each engagement phase

Governing Board Updates:

- Three updates to CAMPO Executive Board and GoTriangle Board of Trustees
- Timing: early project development, draft recommendations, final plan

Agency Coordination:

- Individual SRTP development with each transit agency
- Monthly CTT meetings for technical coordination
- Biweekly PMT meetings for decision-making

WAKE
TRANSIT PLAN

Questions & Discussion

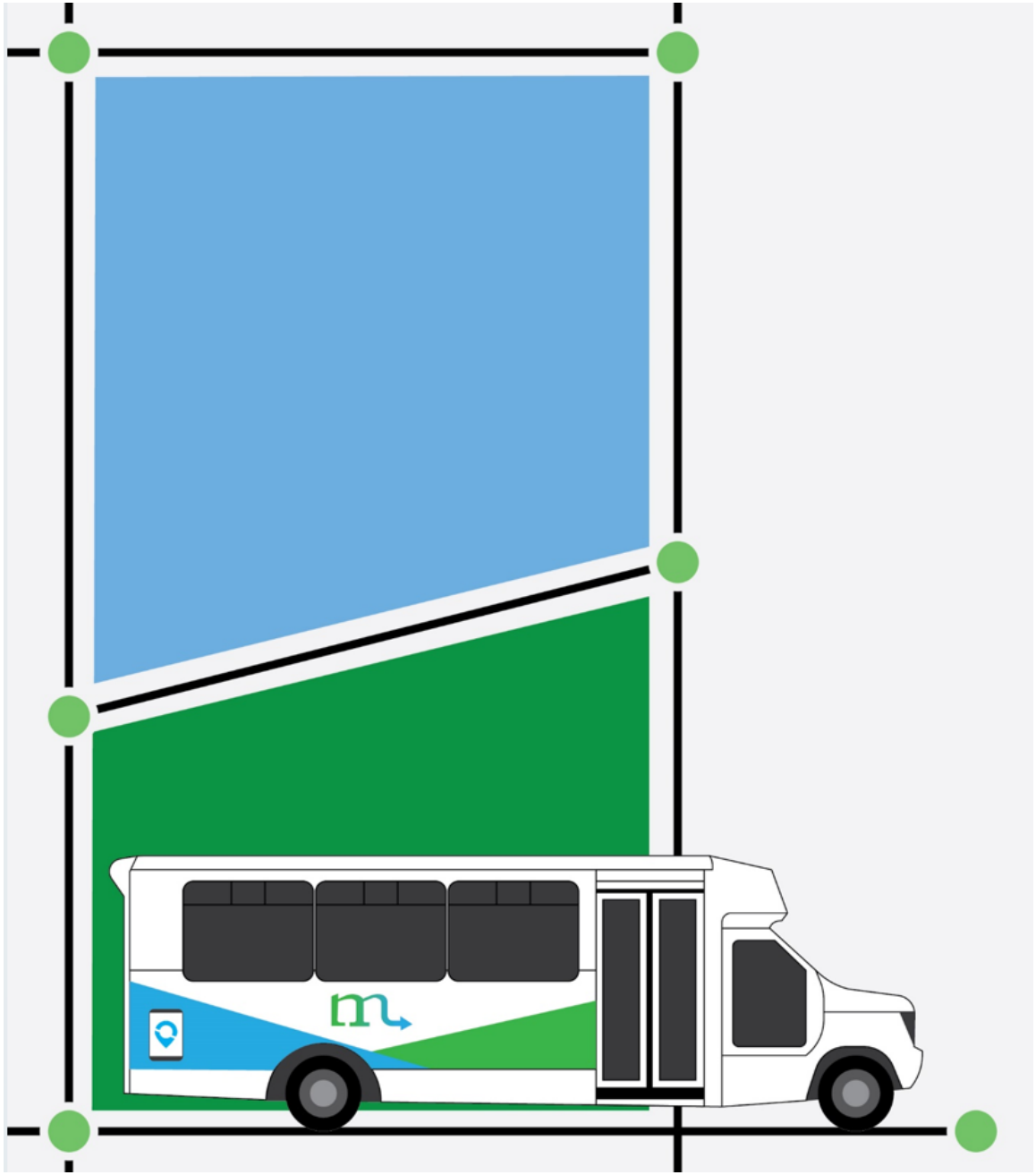
8. 2035 Wake Bus Plan Kickoff

Steven Mott, CAMPO

Information Item

9. Morrisville's Transit Alternatives Study

Bret Martin, Town of Morrisville



Alternative Transit Service Study and Next Steps

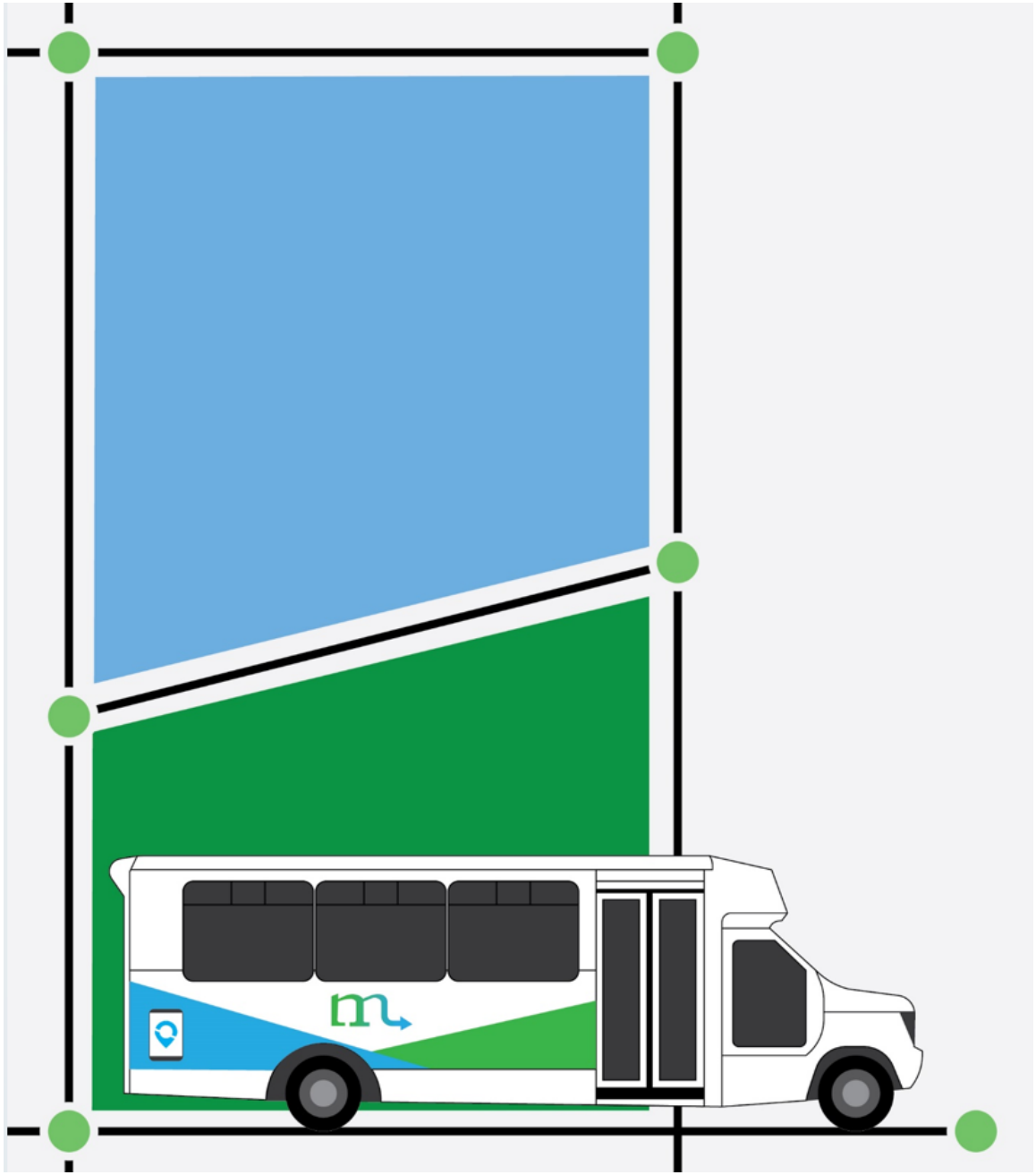
TOWN OF MORRISVILLE

Wake County TPAC Meeting
February 19, 2026

Bret Martin, AICP
Transportation Planning Manager
Town of Morrisville

Morrisville Smart Shuttle

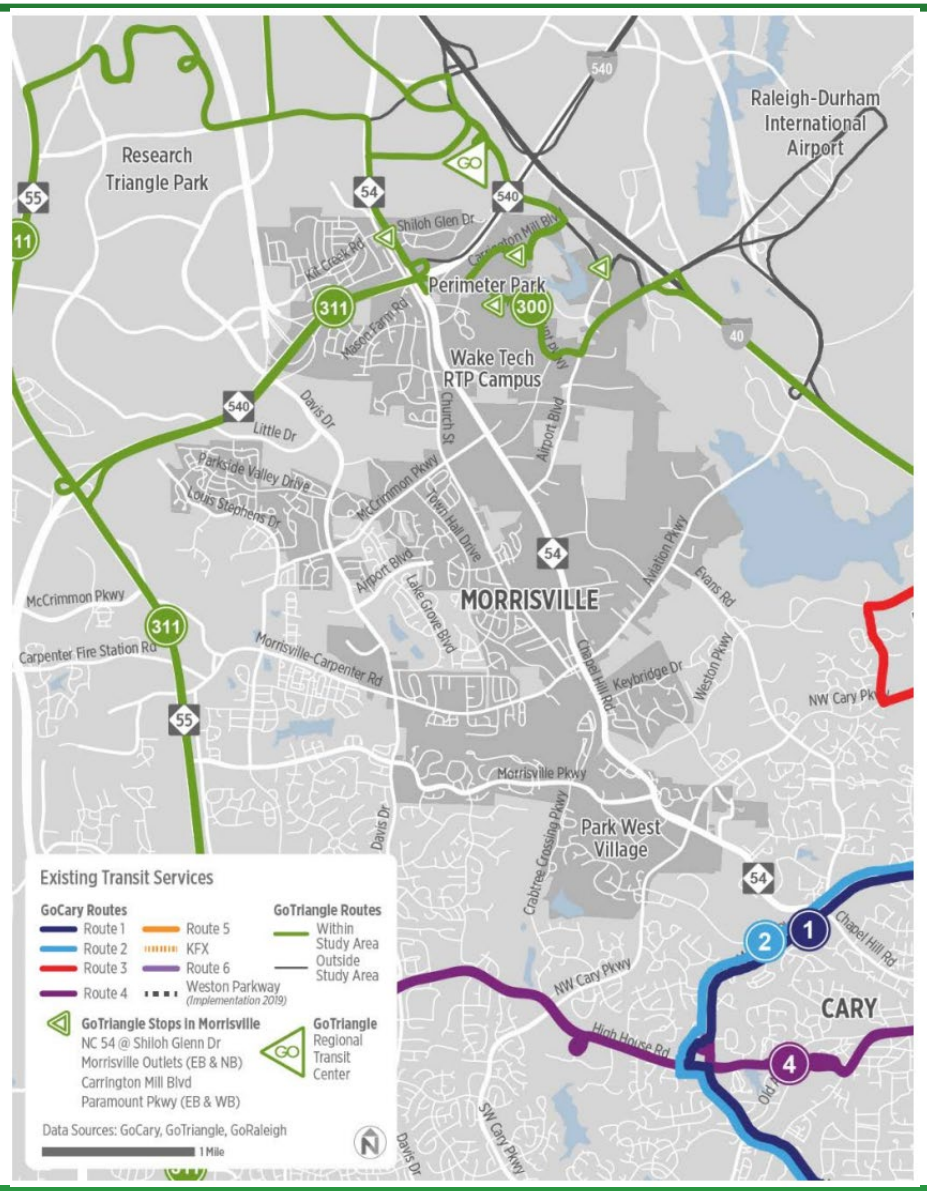
vhb



Morrisville Transit Planning and Service History

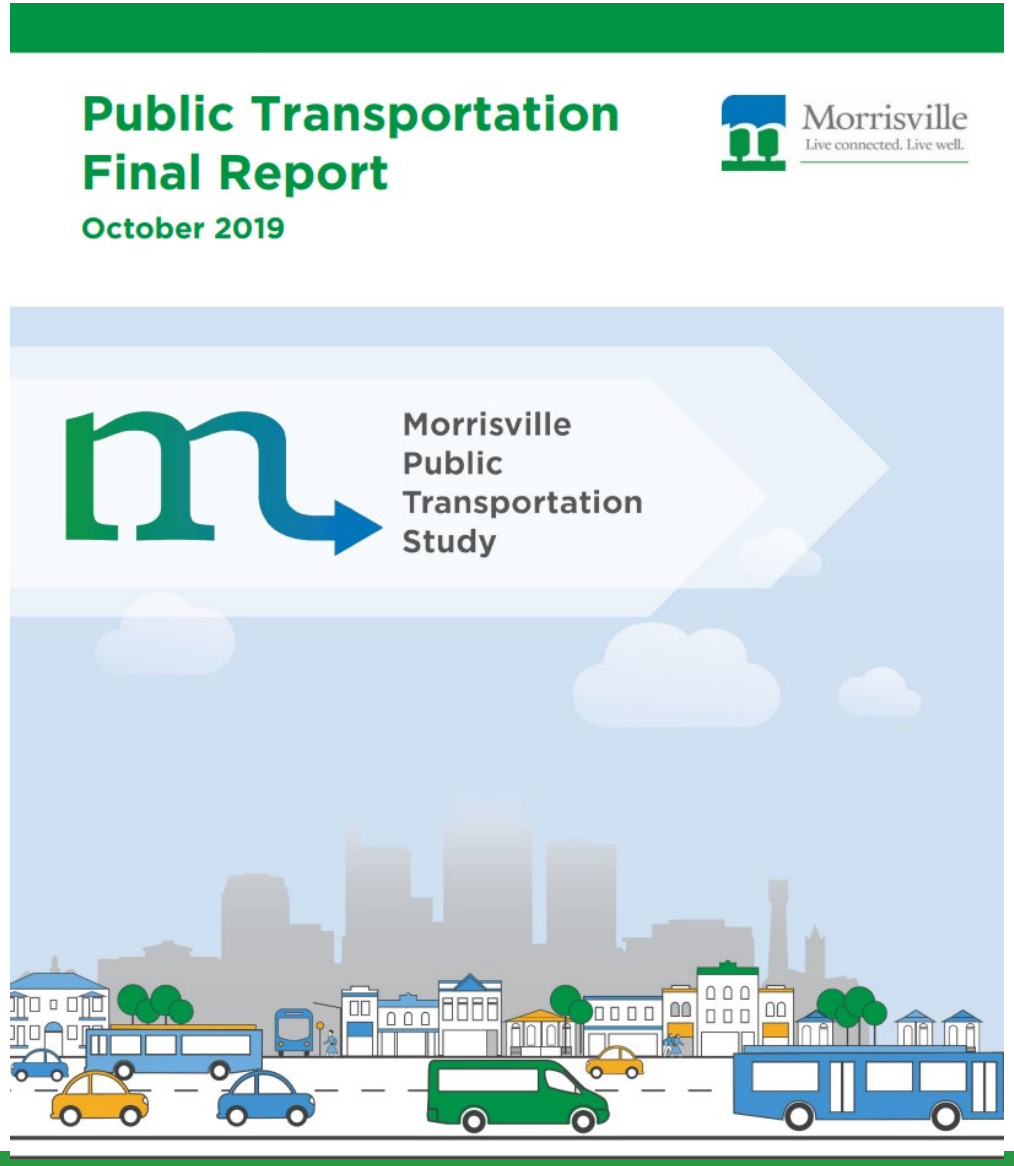
Transit Service in Morrisville in 2018

- Mostly a fixed-route **transit service desert**
- North side office uses connected to regional fixed-route transit network but **very limited connection to Morrisville residents**
- Generally bypassed by regional services because of **many transportation mobility/connectivity and travel market challenges**
- GoTriangle Route 310 fixed-route service later provided along and east of NC 54 in 2020 with Wake Transit Program investment and with completion of McCrimmon Parkway extension



2019 Public Transportation Study

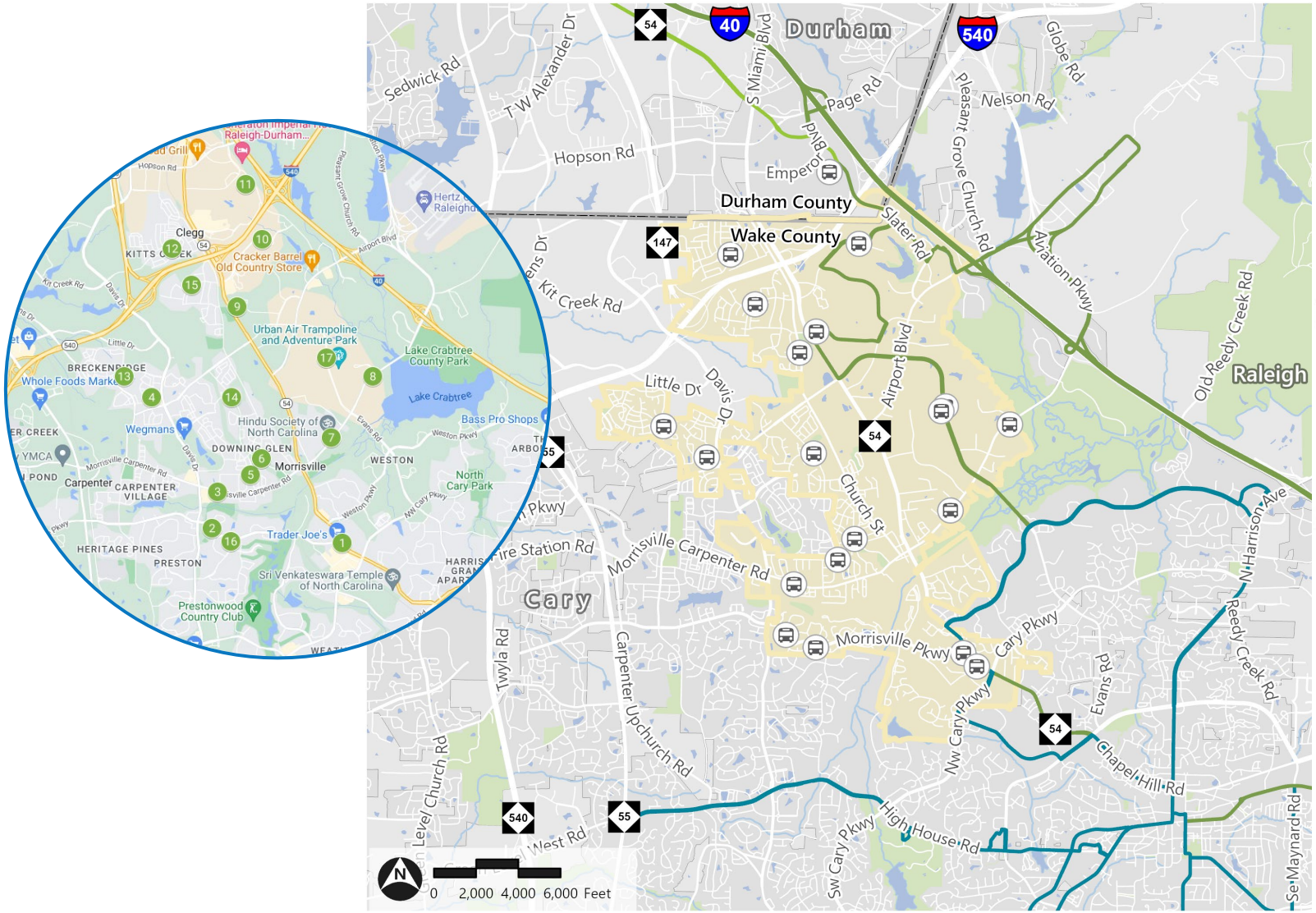
- Study was initiated by Town, with funding from Wake Transit Community Funding Area Program (CFAP), to evaluate options to fill gap with a community-focused transit service
- As part of CFAP, study to evaluate feasible and viable options for a community-focused public transportation service that would receive CFAP funding
- Evaluated fixed-route, advanced booking demand-response, and real-time microtransit service models
- Evaluated organizational models for service delivery and opportunities to partner with existing service providers
- **Recommended a node-based microtransit service** as a balance between characteristics of fixed-route and advanced booking demand-response services



Launch of Morrisville Smart Shuttle Node-Based Microtransit System

- Service began October of 2021 with extensive marketing and education on how to use the service and its benefits
- Real-time, on-demand trips booked through a phone app, desktop app, or call center
- Operated by Town of Cary/GoCary under contract using 19-passenger vehicles
- No fare
- Service provided 7 days per week (7am-9pm on weekdays with slightly reduced hours on weekends)
- Trip booking and scheduling technology provided by Via
- Initially 15 nodes spread throughout the Town and at the Regional Transit Center north of the Town limits with some nodes co-located with fixed-route stops served by GoTriangle and GoCary
- **Original Goal of Service:** Expand mobility options to residents and visitors for general day-to-day trips (not focused on work commuting or to get cars off the road)

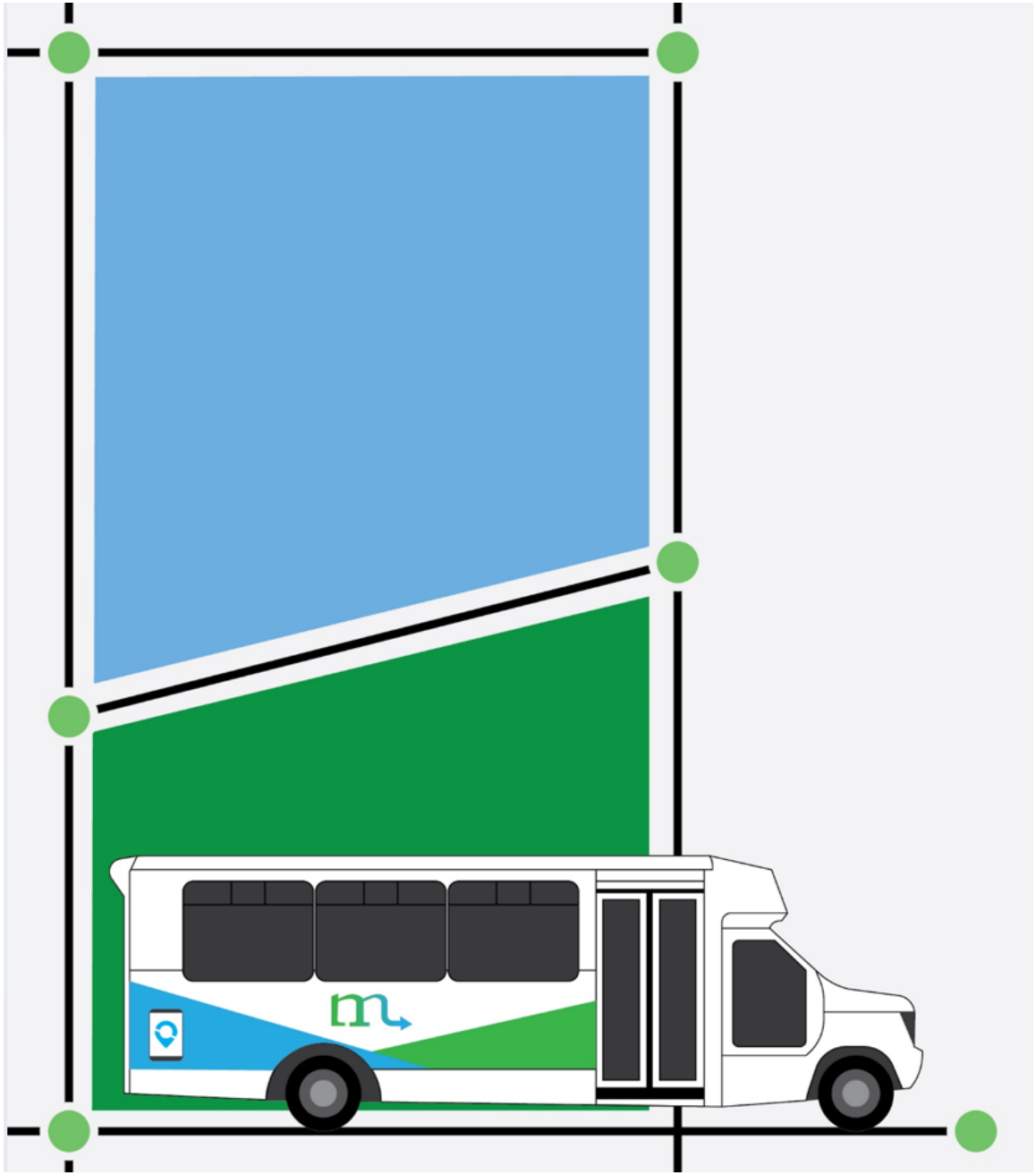
Current Shuttle Node Destinations and Neighboring Services



GO Cary

GO Wake ACCESS *demand response

GO Triangle



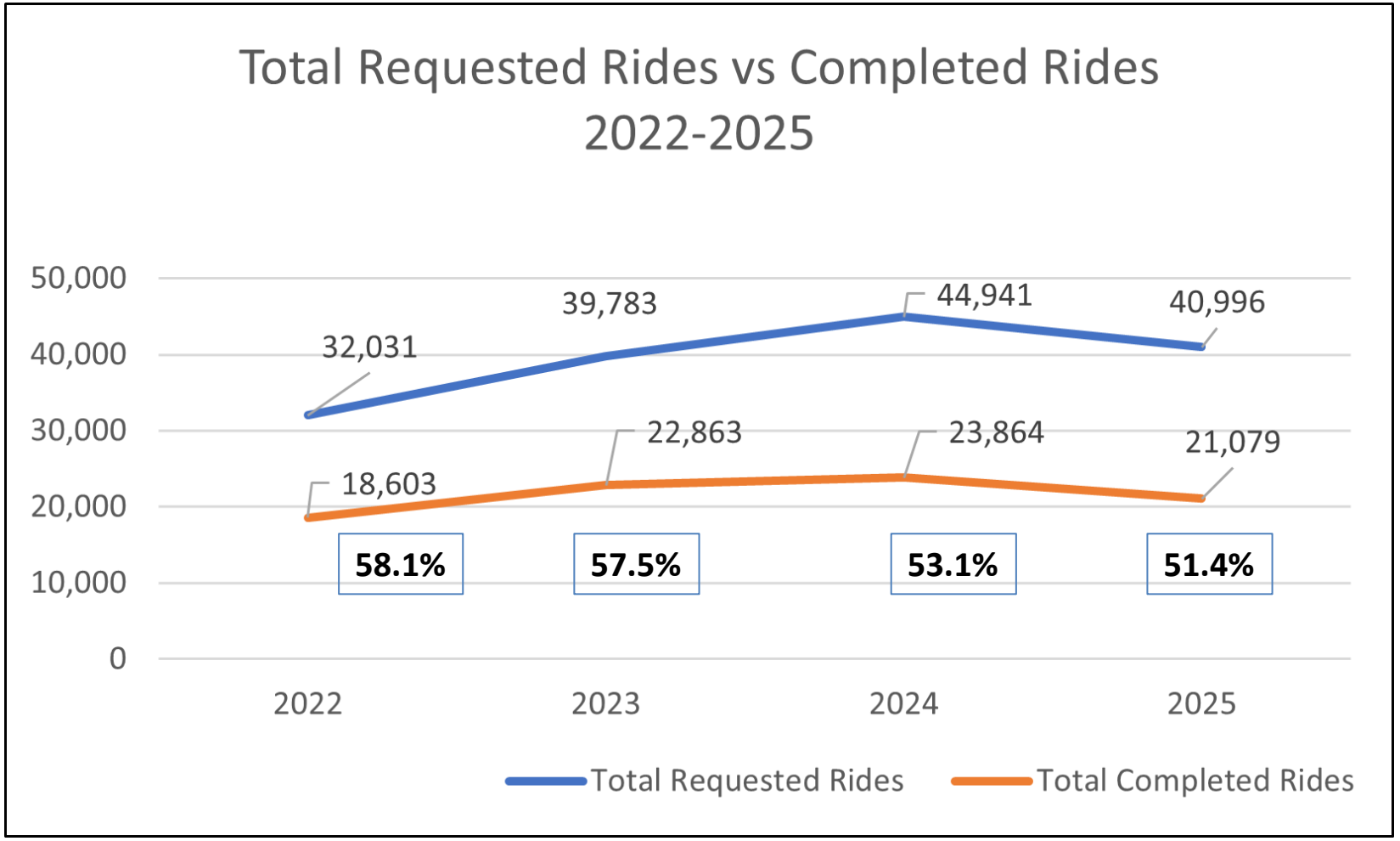
Smart Shuttle Service Performance 2022-2025

Smart Shuttle Performance Since Initial Launch Ridership

- Ridership growth persisted through 2024 since initial launch but has **trended downward from 2024 to 2025**

- The % of completed rides to requested rides has steadily declined year after year since initial launch, pointing to **fewer Smart Shuttle trip proposals being accepted by users**

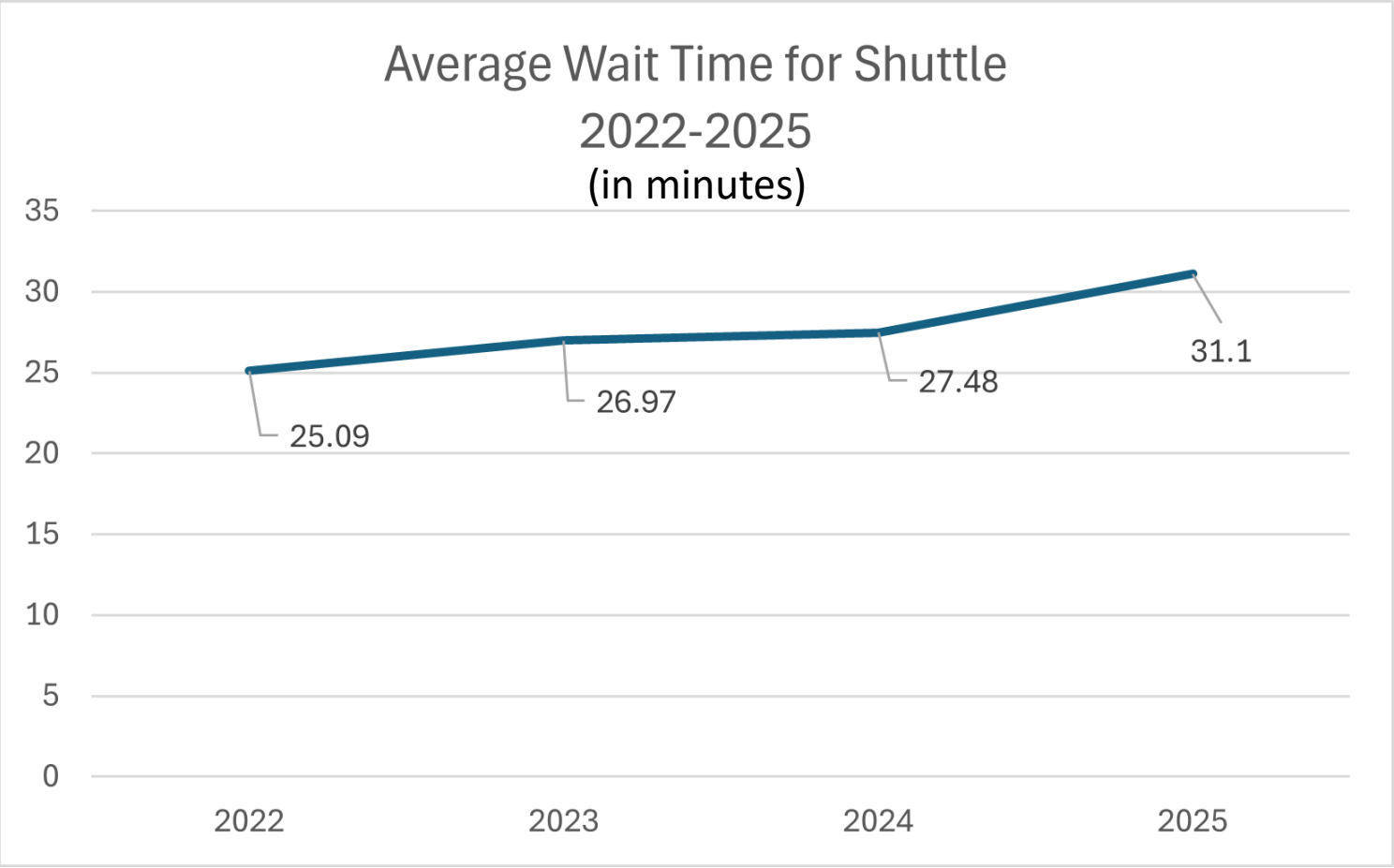
- The % of shared rides has steadily increased from 46% in 2022 to 58% in 2025



Smart Shuttle Performance Since Initial Launch
Shuttle Wait Time

- The average wait time (based on trip booking app estimated time of arrival) has **increased steadily since initial launch and crossed the critical 30-minute threshold in 2025**

- High % of complaints received during 2025 concern wait times and ability to book a ride



Note: Algorithm was modified in June of 2023 to lengthen the maximum estimated time of arrival for trips that can be accepted from 40 to 60 minutes

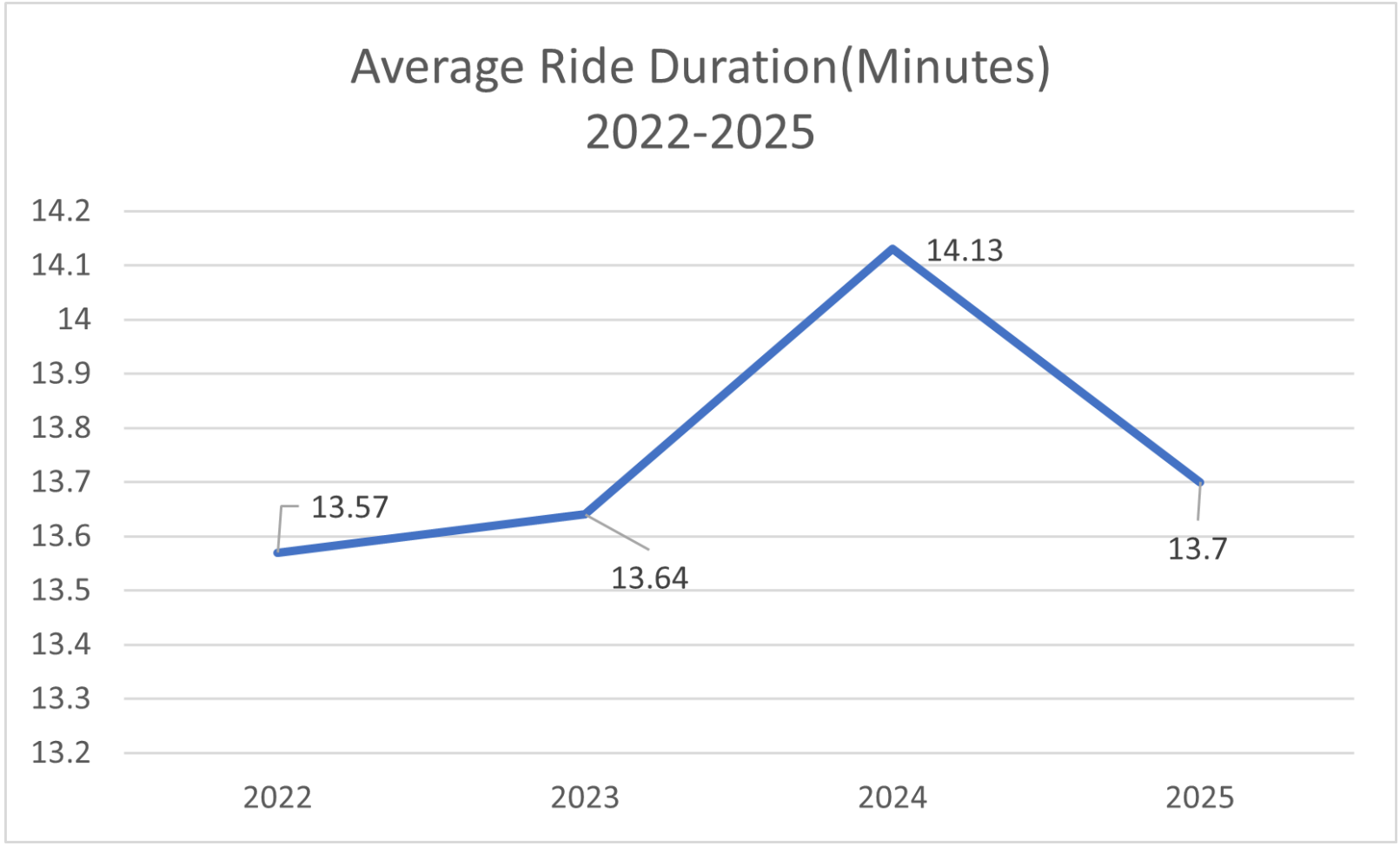
Smart Shuttle Performance Since Initial Launch
Trip Completion Status By Wait Time

User behavior tells us that not accepting trip proposals and cancellation of requested trips increases with increasing wait times

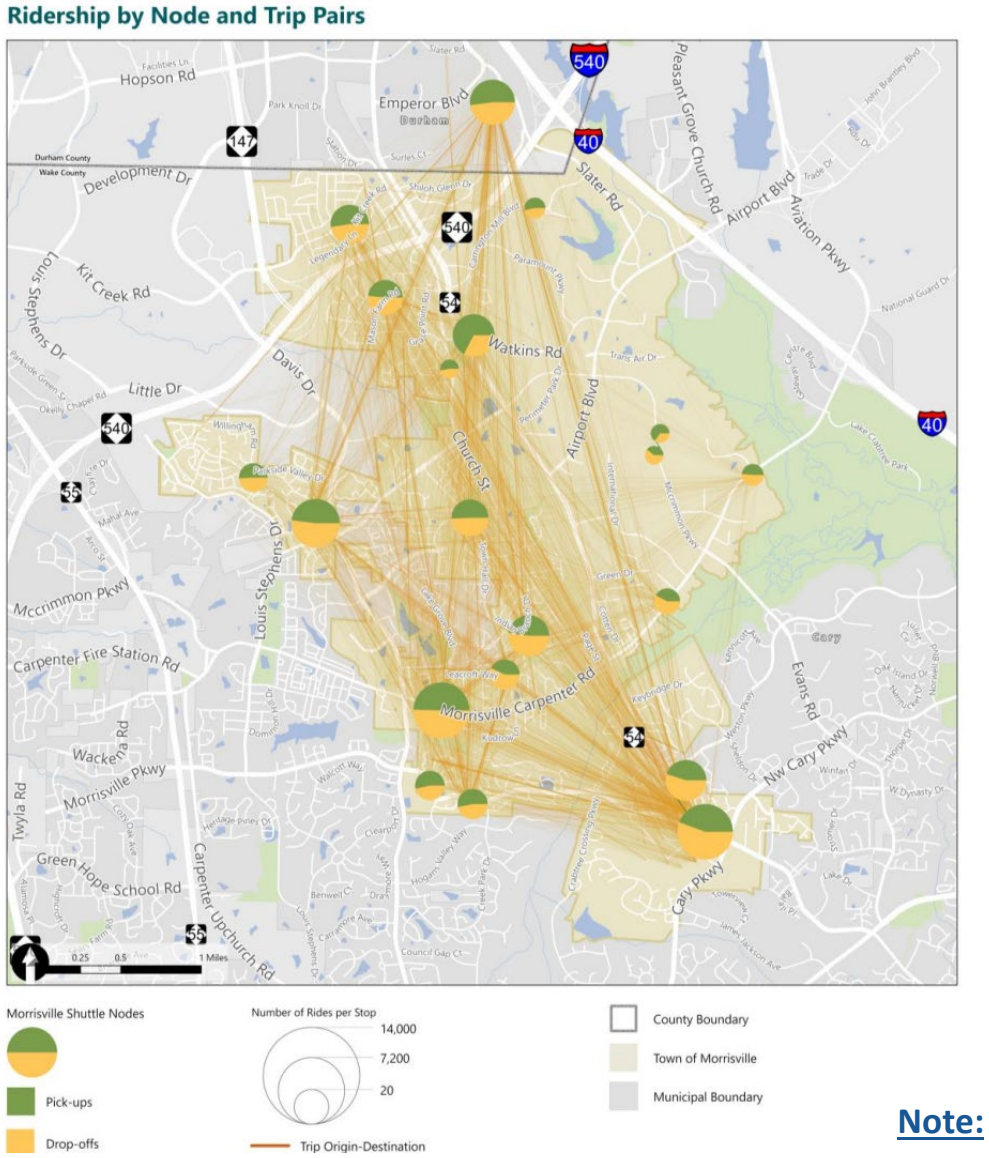
Note: These data reflect performance from initial launch to March 4, 2025

Smart Shuttle Performance Since Initial Launch
Average Ride Duration

Average travel times during which users are on the shuttle **have generally stayed in 13- to 14-minute range since initial launch**, which are highly competitive travel times for a local transit service area



Travel Patterns and Ridership By Node

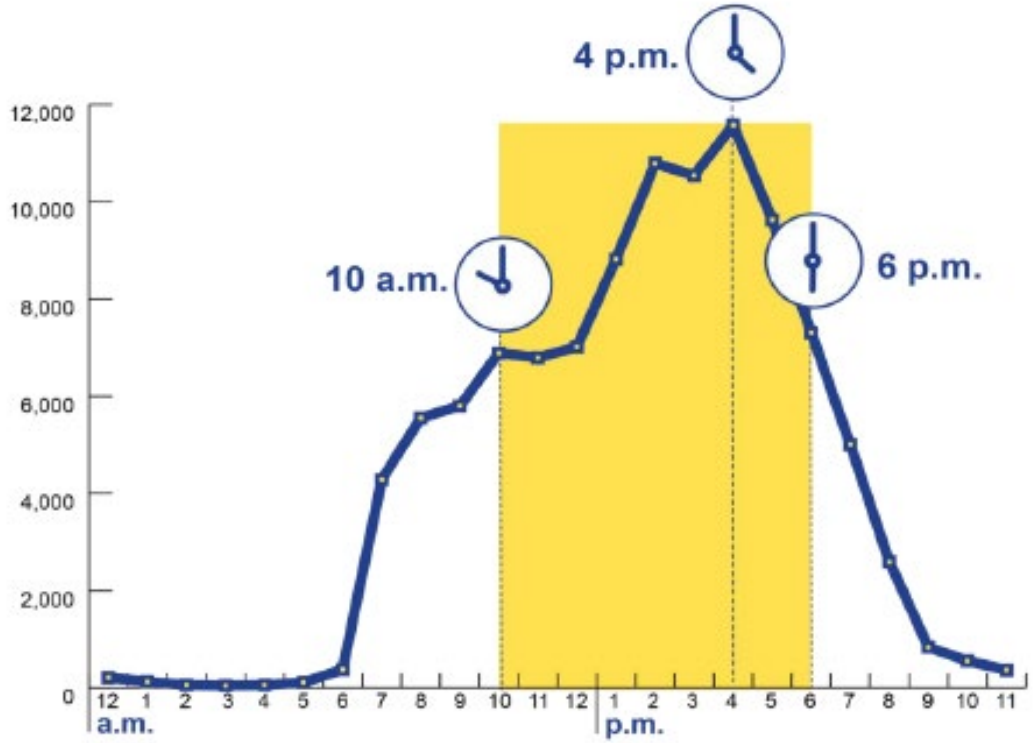


- Ridership by Node → Pick-ups and Drop-offs
  - Most nodes balanced between pick-ups and drop-offs
  - Wake Tech has significantly more pick-ups than drop-offs
  - Regional Transit Center, Park West Village, Morrisville-Carpenter Rd/Davis Drive, McCrimmon Corners, and Wake Tech are **highest** ridership locations
  - Perimeter Park, Wake Competition Center, BAPS campus, HSNC are **lowest** ridership locations
  - Very stark difference in ridership at nodes west of NC 54 vs. east of NC 54
  - For ~9-square mile service area, **node density is very low**
- Origin/Destination Pairs
  - **Strong desire for direct crosstown connections**
  - Morrisville-Carpenter to Park West Village, Kitts Creek to Park West Village, and McCrimmon Corners to Regional Transit Center are highest origin/destination pairs

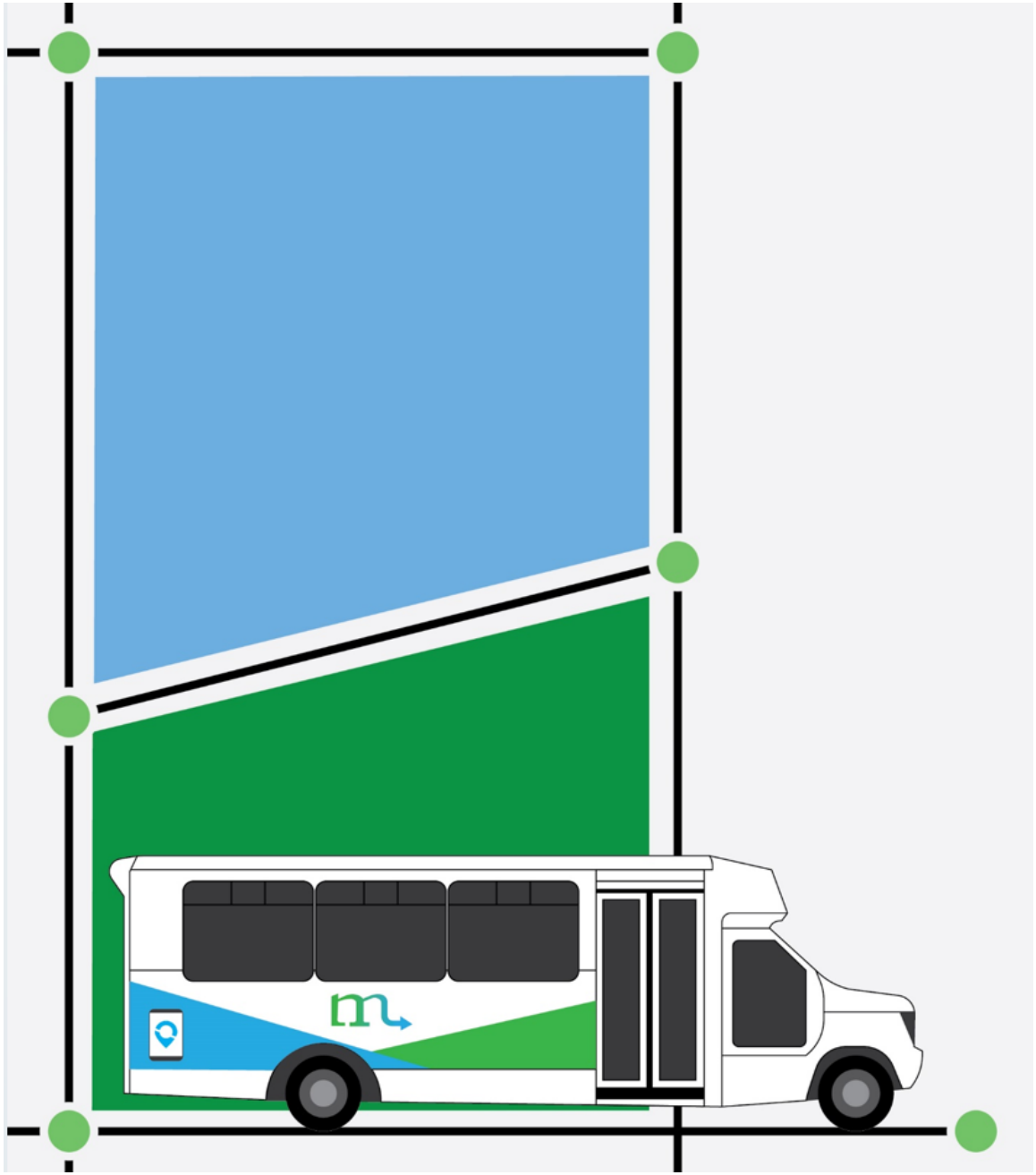
Note: These data reflect performance from initial launch to March 4, 2025

Service Demand Throughout the Year, Week, and Day

- **Highest** demand and ridership generally in the June to October timeframe
- **Lowest** demand and ridership generally in the December to February timeframe
- In 2025, Tuesdays, Fridays, and Saturdays were **highest** service demand days, respectively
- In 2025, Sundays, Wednesdays, and Mondays were **lowest** service demand days, respectively
- Highest demand between 10am and 6pm during a typical day
- General capacity currently provided:
  - 1 vehicle from start of service at 7am to 1pm
  - 2 vehicles from 1pm to 7pm
  - 1 vehicle from 7pm to 9pm
- Not aware of any microtransit provider operating just one vehicle during service hours

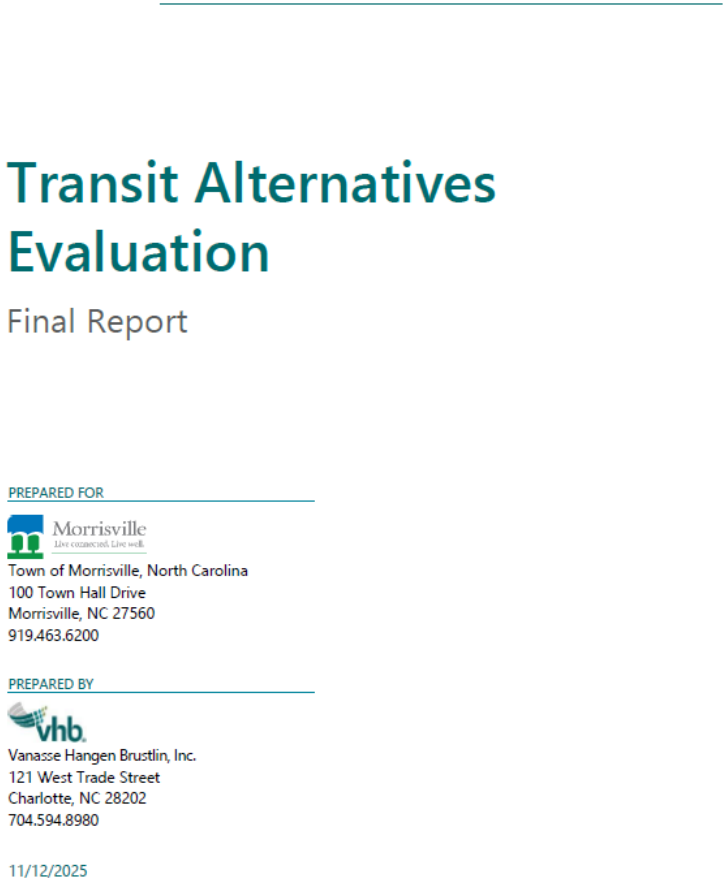


Note: These data reflect performance from initial launch to March 4, 2025



Background on 2025 Transit Alternatives Study

2025 Transit Alternatives Study



- Initiated by Town, with funding from Wake Transit Community Funding Area Program (CFAP), to carry out a transit feasibility study to **evaluate the Town's evolving transit needs through an analysis of different models and/or ways to enhance the performance of the current Morrisville Smart Shuttle**

- **Basis:** Several concerns with the existing Smart Shuttle service including **on-time performance, inability to meet demand, and inadequate funding to expand the current system**

- As part of CFAP, study to evaluate **feasible and viable** options for addressing the Town's community-focused public transportation service that would receive CFAP funding

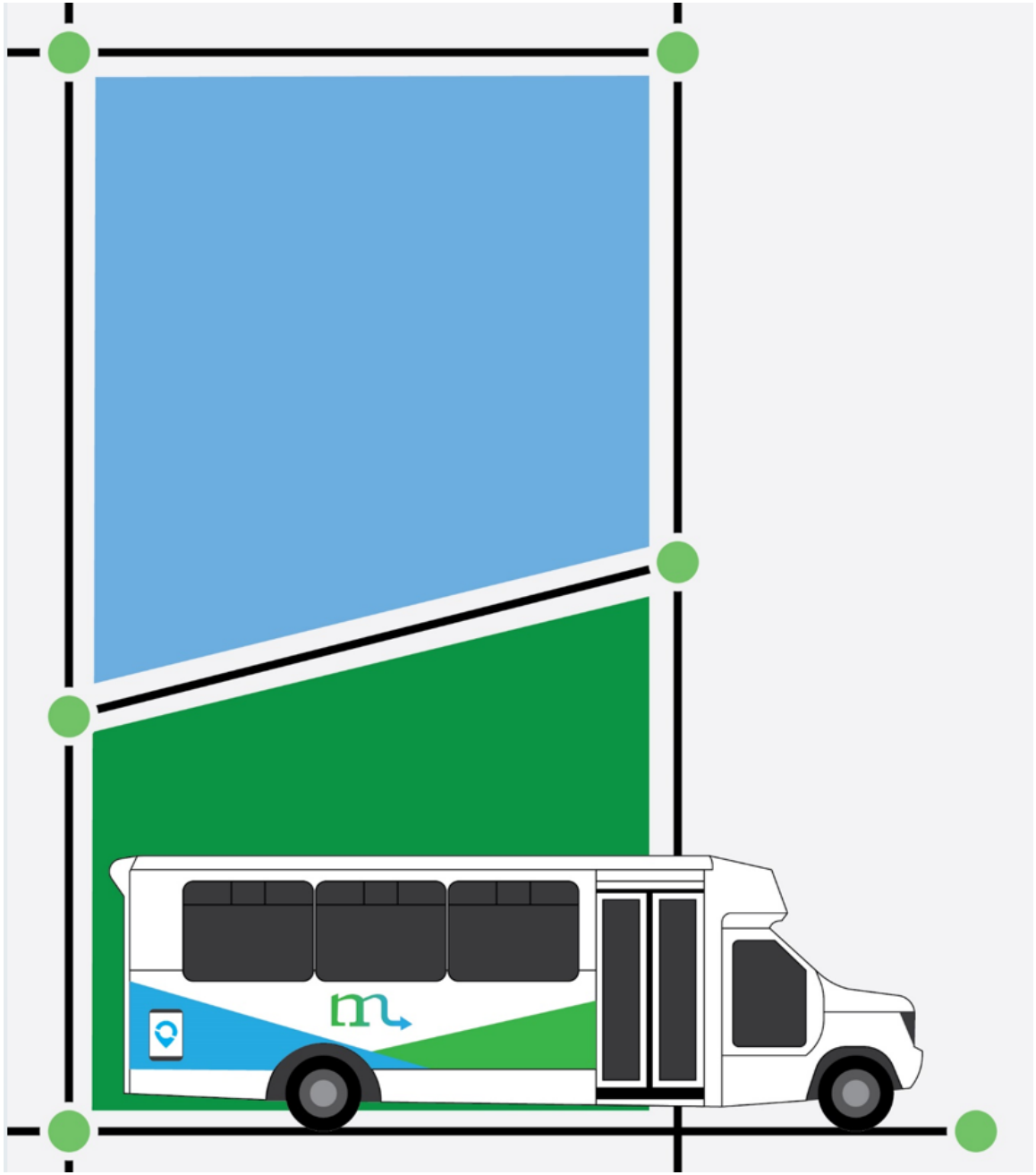
- Engaged VHB to complete in 2024 and carried out between February and end of 2025

Scope of Work for 2025 Alternative Transit Study

Scope Element	Objectives
Data Collection and System Evaluation	• Data-driven assessment of performance of transit system since initial launch and identification of any performance issues and their causes • Refreshed assessment of travel demand
Review of Existing Plans and Policies	• Identify any current or recently completed plans, studies, and policies that may impact transit model options and recommendations and evaluate how they impact them • Includes regional plans, programs, and policies governing funding; land use plans; multimodal studies; etc.
Case Studies and Best Practices	• Peer review of other transit systems' experiences with effective transit models in similar environments, including those that changed their service model • Emphasis on evaluating scalability, efficiency, and user satisfaction
Public and Stakeholder Engagement	• Public events and surveys to solicit input at two touchpoints throughout study • First to assess current experience with transit service and understand how residents and visitors prefer to travel using transit • Second to receive feedback on transit service model and concept options informed by prior steps of the study • Stakeholder meetings to solicit input at the same two touchpoints • Town Council meetings to provide study updates and solicit feedback

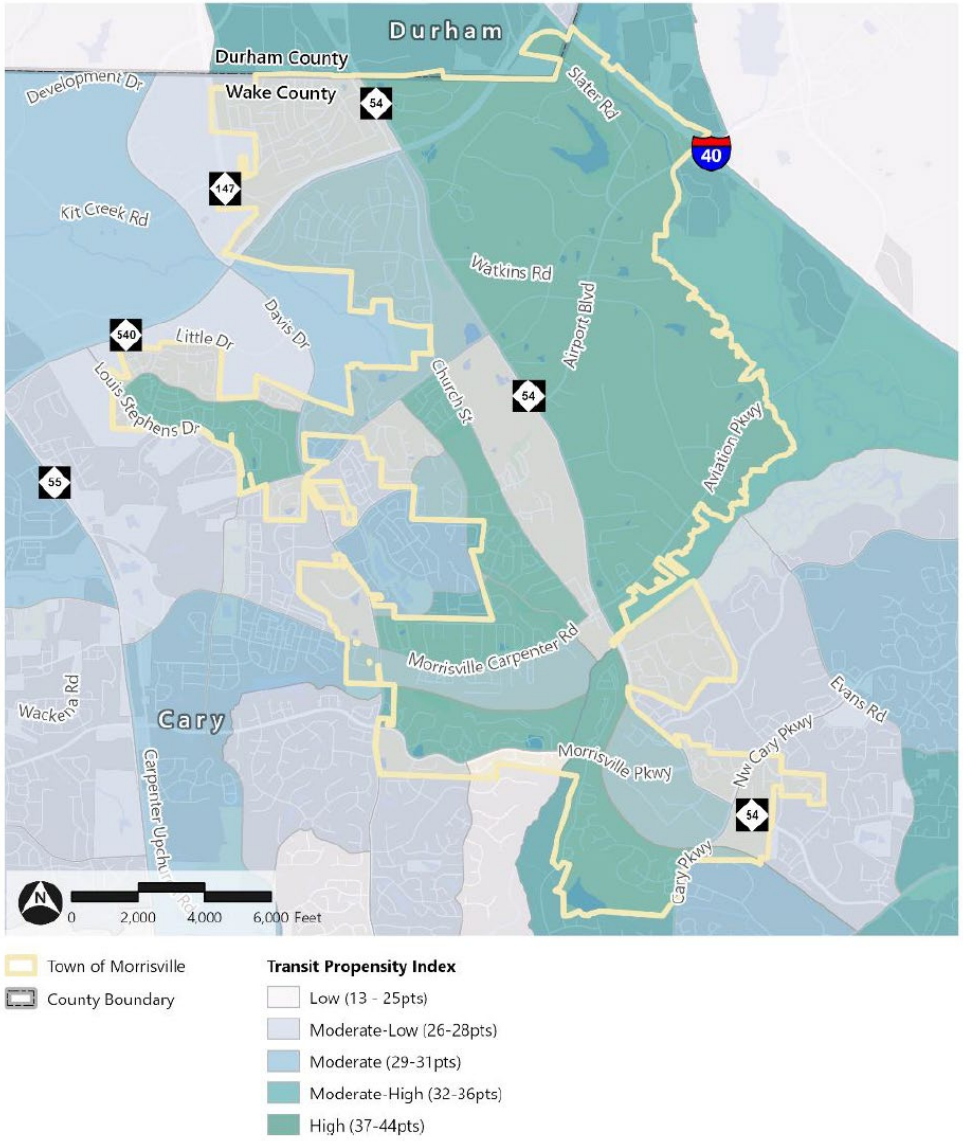
Scope of Work for 2025 Alternative Transit Study

Scope Element	Objectives
Technical Evaluation of Service Models	• Assessment of suitability of transit service models based on performance, travel demand and market, and feedback from engagement • Evaluation against metrics informed by prior steps of study
Develop Final Recommendations	• Based on study findings, develop actionable recommendations for service improvements and potential implementation of alternative service model • Potential service improvement concepts to be developed amid feasibility constraints



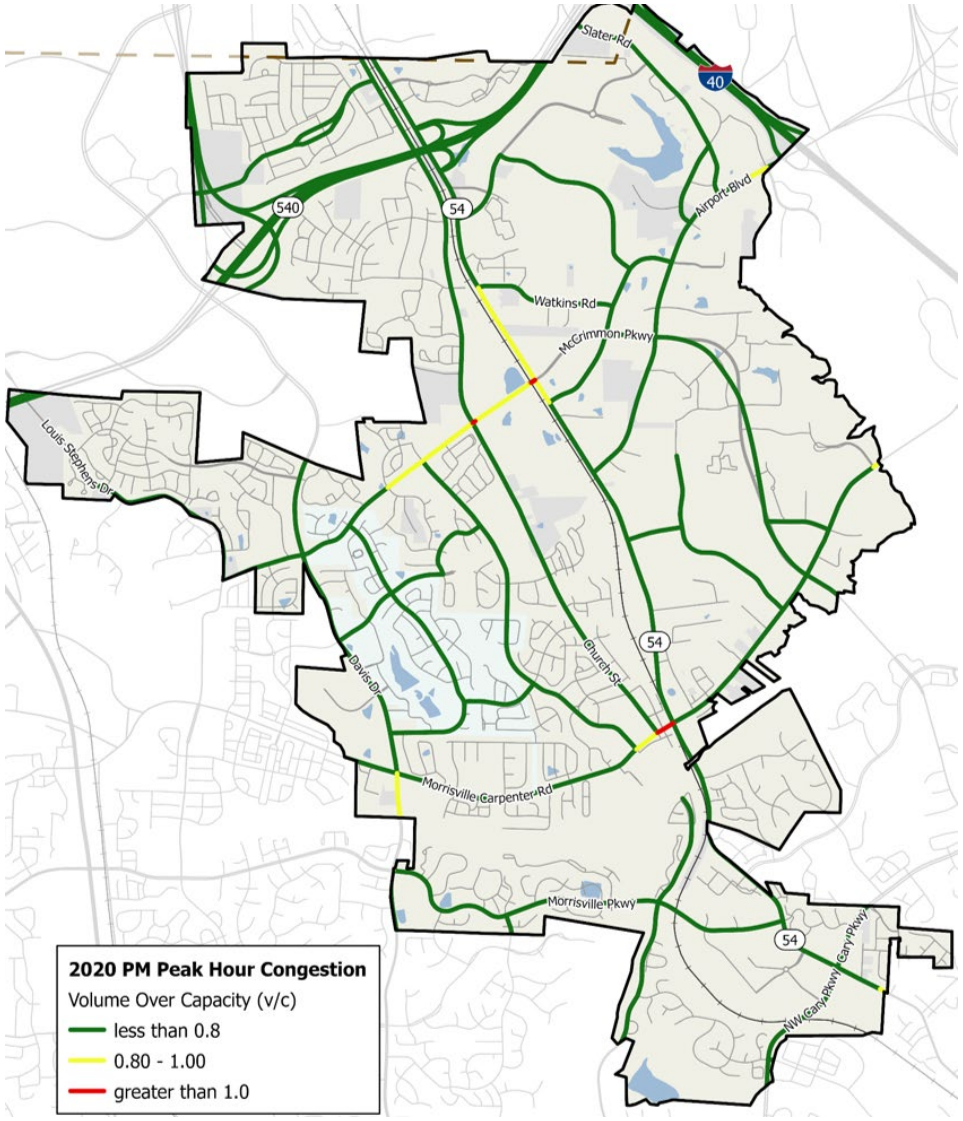
The Morrisville Transit Market

Transit Propensity in Morrisville



- Very standard geographic index measure for likelihood of reliance on, or a propensity toward, using public transportation
- Measured at Census Block Group level based on relativity to Wake and Durham Counties
- Considers the following:
  - Population Density
  - Youth and Senior Populations and Persons with Disabilities
  - Non-White Residents (shown to have higher reliance on transit)
  - Active Commuters and Limited Vehicle Households
  - Non-College Educated and Low-Income Residents
  - Limited English Proficiency Households
  - Concentration of Employment Opportunities and Mixed-Land Use
- Higher relative propensity east of NC 54 with various pockets west of NC 54

Transportation Challenges in Morrisville with Relevance to Public Transportation



- Limited overall street connectivity and roadway/intersection capacity for east-west travel
  - 4 surface-street crossings of railroad over 5.5 miles of railroad track
  - 2.4 miles between Hopson Road north of the Town to McCrimmon Pkwy and 1.7 miles between McCrimmon Pkwy and Morrisville-Carpenter Road
- At-grade railroad crossings at McCrimmon Pkwy and Morrisville-Carpenter Road create mobility bottlenecks and transit schedule uncertainty
- Feasibility challenges for improving north-south roadway capacity on NC 54 (central spine) because of railroad
- Very limited internal commuting market and high work-from-home population
- Residential neighborhoods disconnected and distant from core of trip generators along major thoroughfares

Commute Characteristics

Travel Flow

Mode to Work

57.1% Drive alone

34.0% Work from home

Increased from 7.86% to 34% since 2014

0.5% By walking

0.4% By taxi

5.7% Carpool

1.9% Other Means

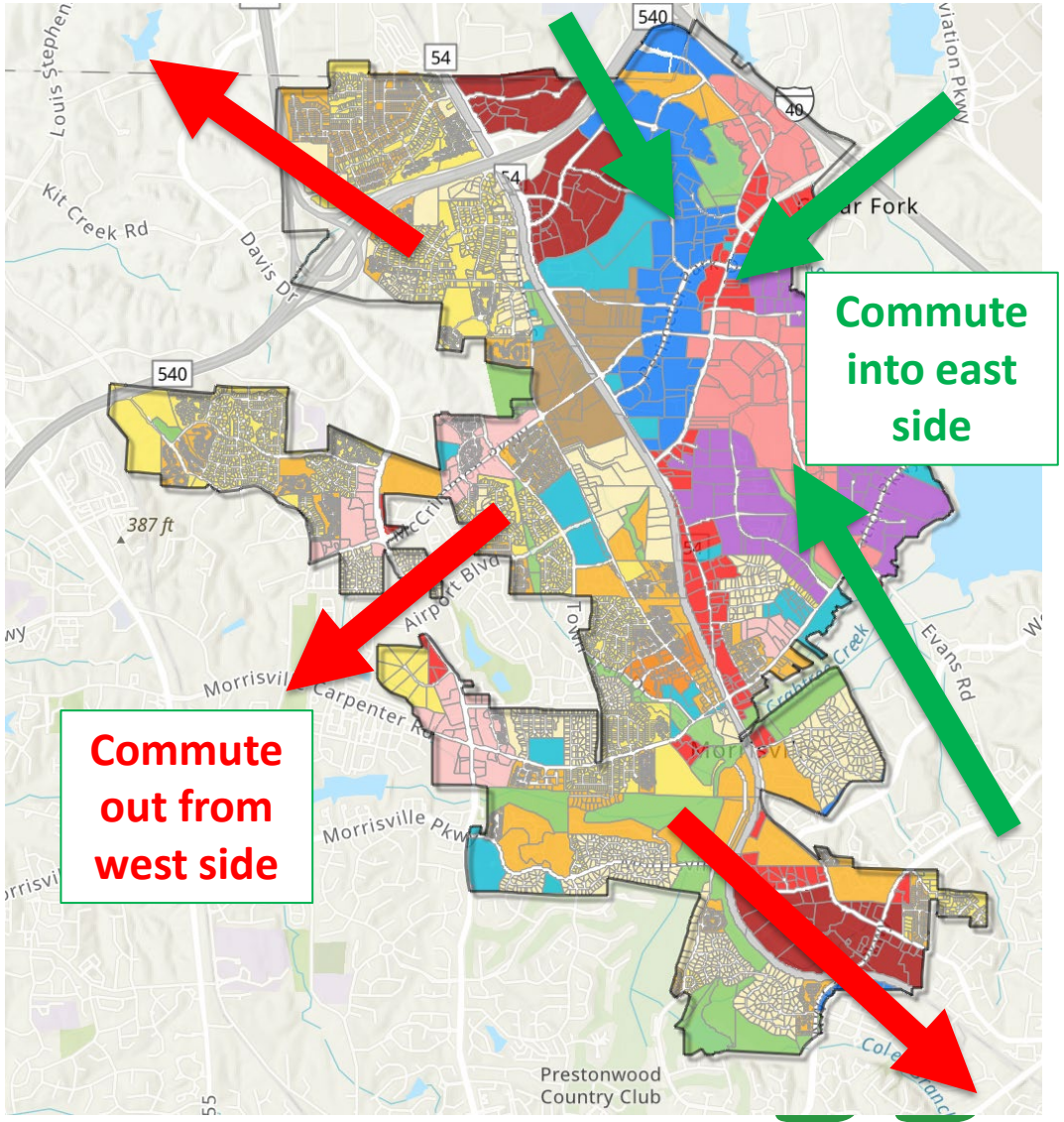
0.2% By Bicycle

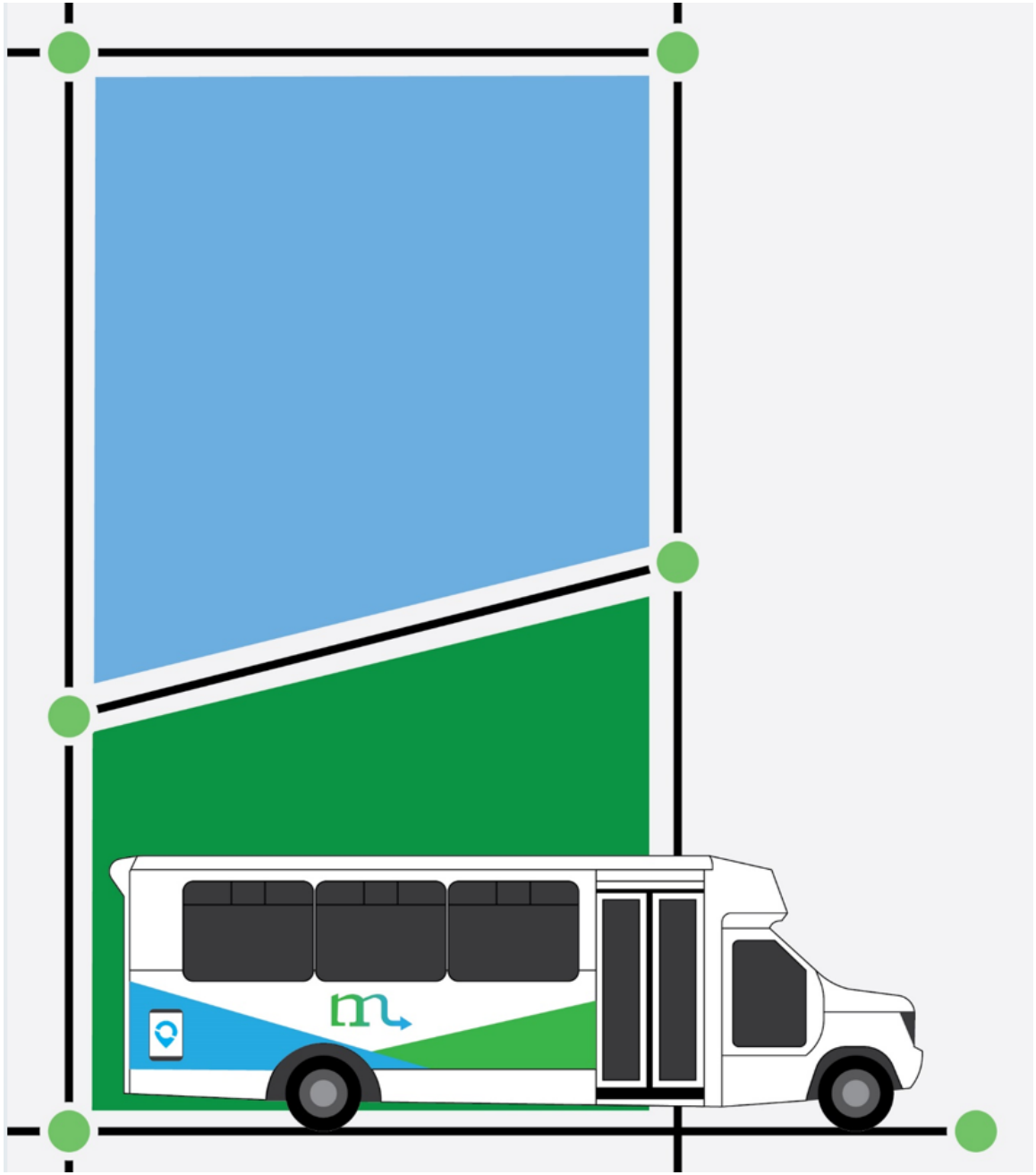
0.2% By public transit

Data on slide sourced from 2022 Census LEHD & 2019-2023 American Community Survey

Morrisville Land Uses and Commuting Dynamics

- Mostly residential and retail commercial to the west
- Mostly office, industrial management, research, commercial and some multi-family residential to the east
- Most commuting residents, particularly from the west side of town, are not commuting to jobs in Morrisville
- Most commuters to Morrisville are commuting from outside, particularly to the east side of town
- Further, many residents are no longer commuting
- This is a big reason why regional fixed-route services have, and continue to be, focused on the east side of town → but leaves service gap for Morrisville residents to the west





Peer Reviews and Spring/Summer 2025 Engagement

Takeaways From Case Studies and Peer Reviews

- As more people take advantage of highly time- and space-flexible microtransit service, increasing ridership can lead to deteriorating reliability
- Important to have connections to regional routes and cost-efficiency when contemplating both microtransit solutions and fixed-route services
- Growing suburban communities have a need for flexible strategies that address evolving operational realities and community needs
- While microtransit provides flexibility and accessibility, it encounters challenges with demand uncertainty and cost management
- Several cases of systems transitioning from fixed-route to microtransit completely because:
  - Geographic coverage is very limited with fixed route, as it is only suitable and productive for serving more highly-traveled corridors where origins and destinations are more closely clustered
  - Microtransit expands geographic coverage, provides more flexibility for when trips may be taken, and provides more direct and less time-consuming travel from origin to destination

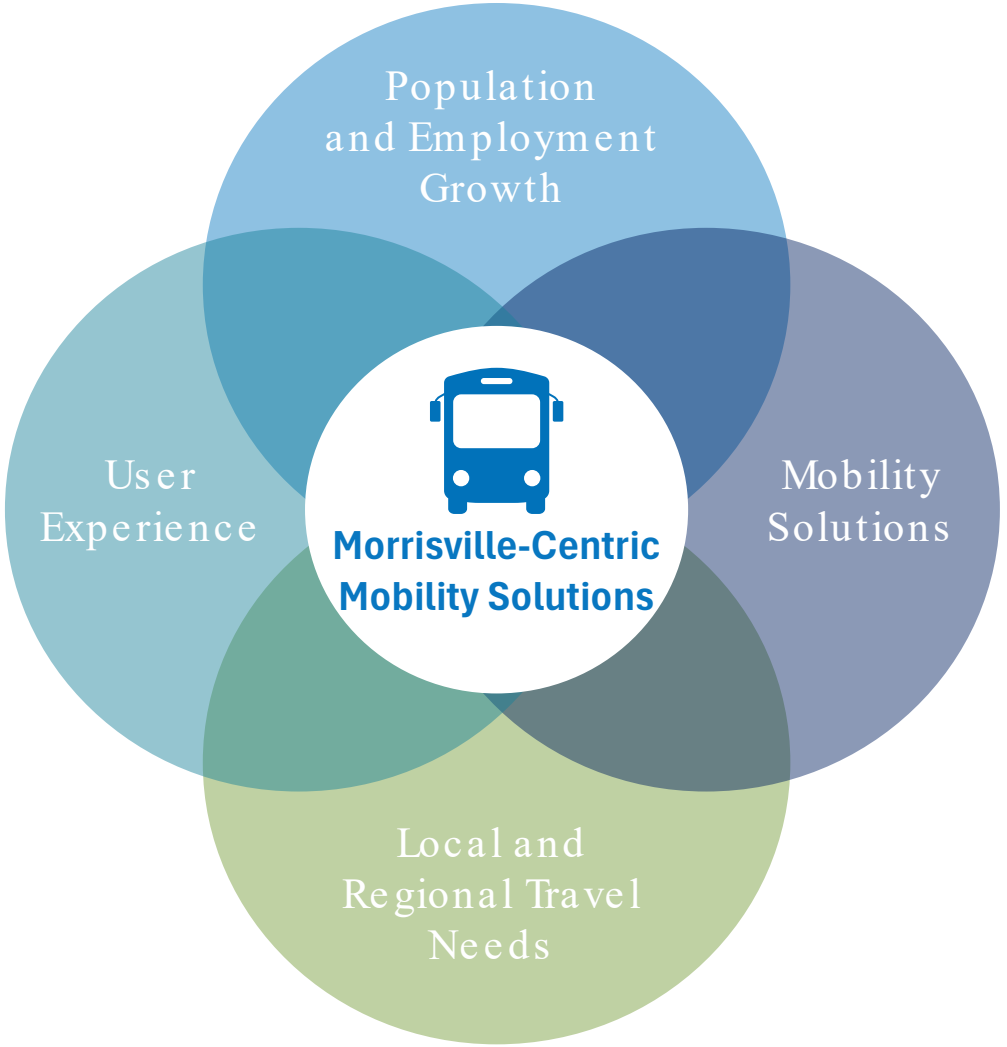
GoGastonia Microtransit

May 2025 Engagement Findings – What Did We Learn? (Online Survey)

Survey - Key Takeaways

- Map results show demand for transit access is highest along the NC 54 corridor and west, with access to shopping, home, and work as top priority
- Nearly **60%** of MSS users have a favorable view of the service compared to **19%** of MSS users who have an unfavorable view
- Survey respondents who use the MSS typically use the service several times a week
- Survey respondents noted that **wait times**, **operational hours**, and the **service area** are the top concerns between current and former users.
- In selecting to use a new service, respondents' top priorities are frequency, reliability, convenience, and affordability.

Town Council Feedback in Summer of 2025



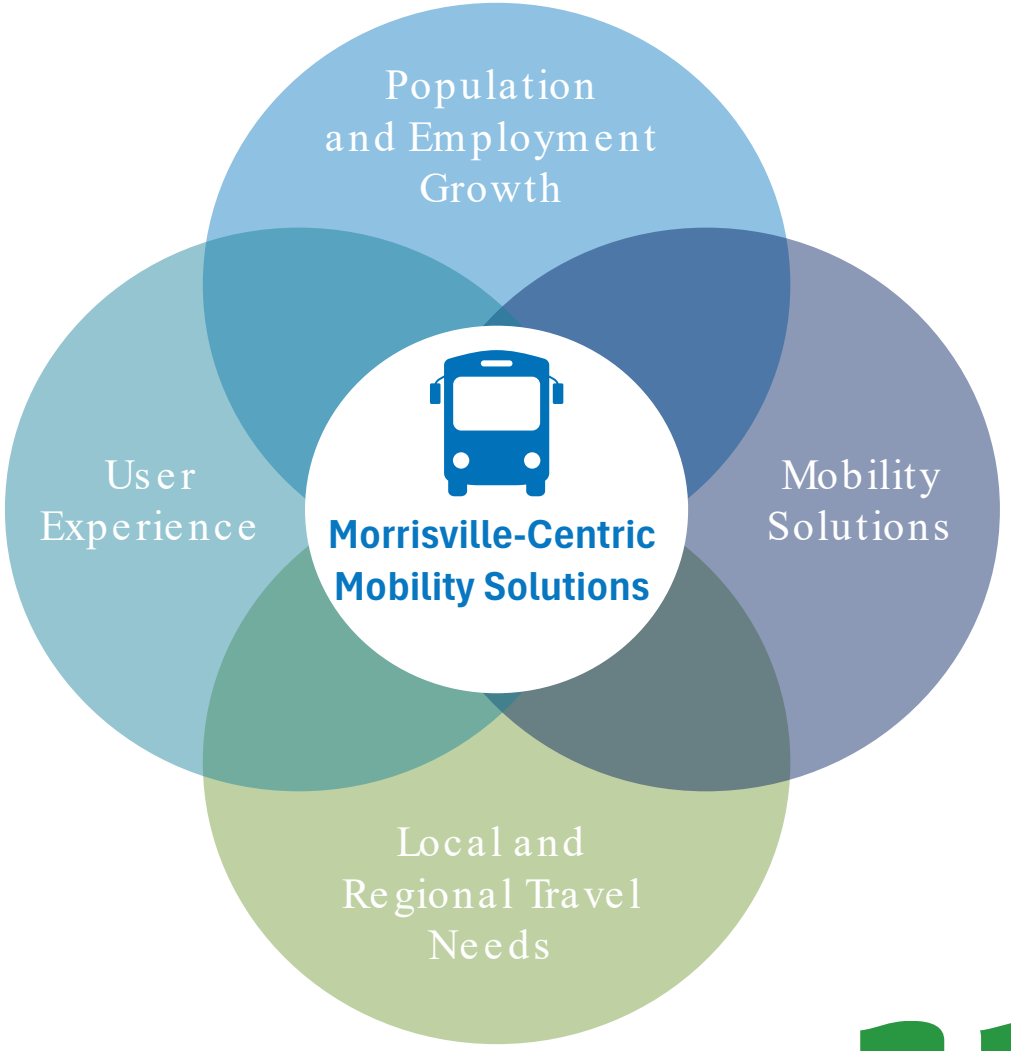
Takeaways:

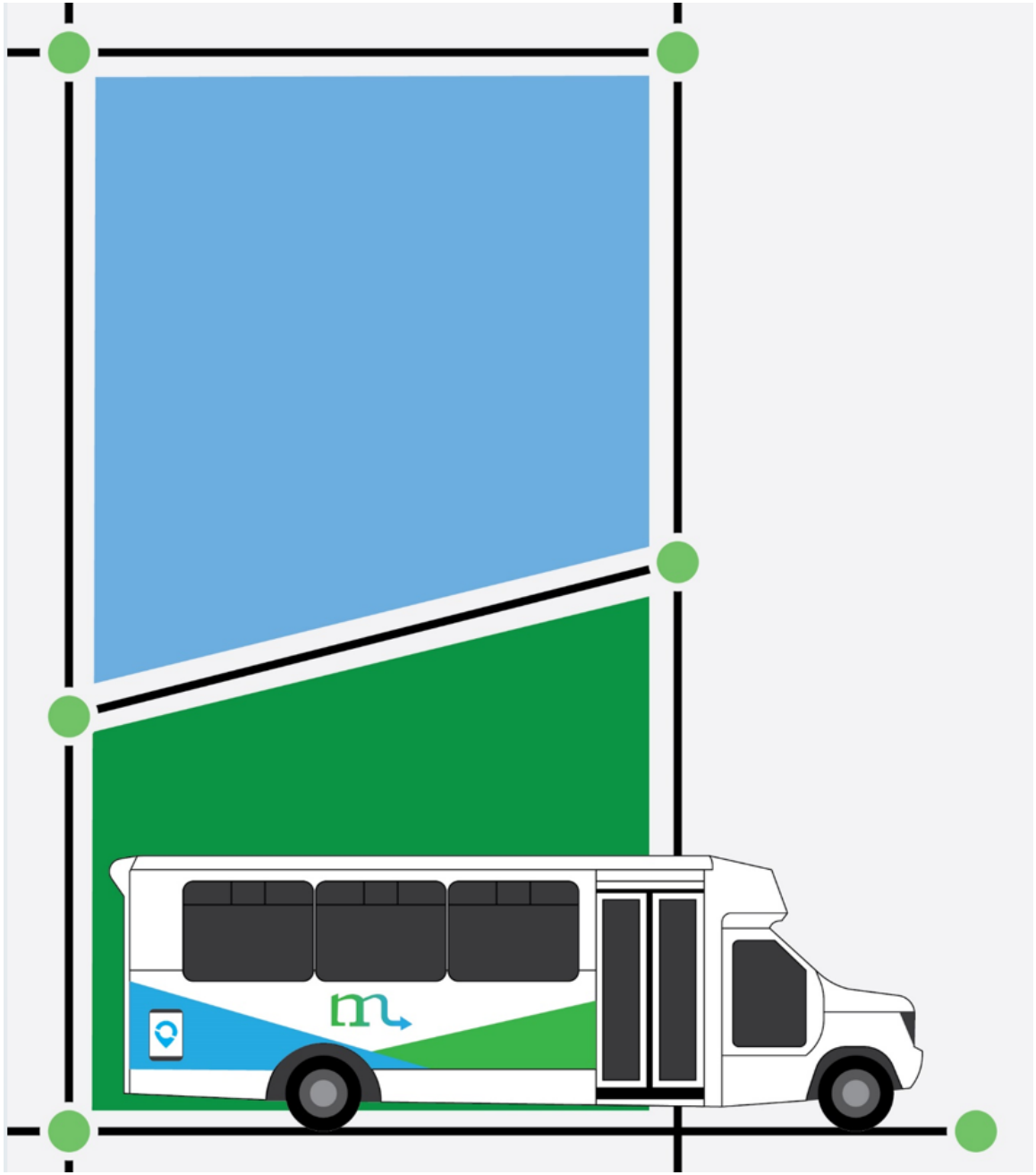
- Top Council Priorities:
  - Prioritize local travel over commuter trips
  - Focus on seniors, non-drivers, and people with disabilities
- Preference to Further Evaluate Deviated Fixed Route, Fixed Route, Smart Shuttle Expansion, or Hybrid Model
- Lower the Smart Shuttle Cost
- Key Service Goals:
  - Frequency or Service Wait Times
  - Cost
  - Reliability
  - Convenience (e.g., travel time)

Stakeholder Feedback in Summer and Fall of 2025

Takeaways:

- Key Themes of Emphasis:
  - Mobility options covering breadth of community needs (seniors, students, commuters)
  - Desire for reliable, accessible, and regionally connected transit
- Advanced booking to improve service access
- Expand/densify transit nodes
- Keep pace with job access and new housing
- GoCary:
  - Suggest enhancing existing microtransit rather than shifting to fixed route
  - More vehicles and nodes and improve reliability
  - Explore advance-booked node or door-to-door service for seniors and persons with disabilities





Service Delivery Model Development and Evaluation of Service Concepts

Service Models Reviewed/Screened

Service Type	Service Purpose	Applicability to Town Character and Identified Needs	Considered for Implementation
High Frequency Routes (Fixed-Route, High Frequency)	Offers regular service throughout the day in areas where there are lots of people.	Low	✗
Local Routes (Fixed-Route)	Offers local connections to neighborhoods, places where people work, leisure and recreation, and public transportation stations connecting multiple routes.	Medium	✓
Microtransit (Morrisville Smart Shuttle or Similar Service)	Offers on-demand transportation to help people reach jobs, shopping areas, healthcare services, and public transit stations whenever they need it.	High	✓
Deviated Fixed-Route (Hybrid Fixed-Route)	Offers a fixed-route with a set of scheduled stops. However, upon request, the vehicle can deviate within a certain area to pick up or drop off passengers.	Low	✗
Intercounty Connectors (Commuter Routes)	Offers long-distance transit services that operate quietly and efficiently, stopping at convenient locations like park-and-ride lots, transfer hubs, and job centers.	Low	✗

Feasibility Factors Impacting Service Concept Development

Concepts Developed Amid These Feasibility Factors

Community Funding Area Program (CFAP) Support

1) How much will the program financially tolerate from one applicant?
2) Level of scrutiny for program to fund the service improvements
3) Ease of application to move forward expeditiously and for program to support improvements
4) How well will the service design meet or improve against established standards and guidelines?

Town Budget Considerations

1) How much can the Town afford, and how much is it willing to spend?
2) What can we assume for revenues to support improvements?
3) How much is the Town getting for its investment?

Regulatory/Compliance Considerations

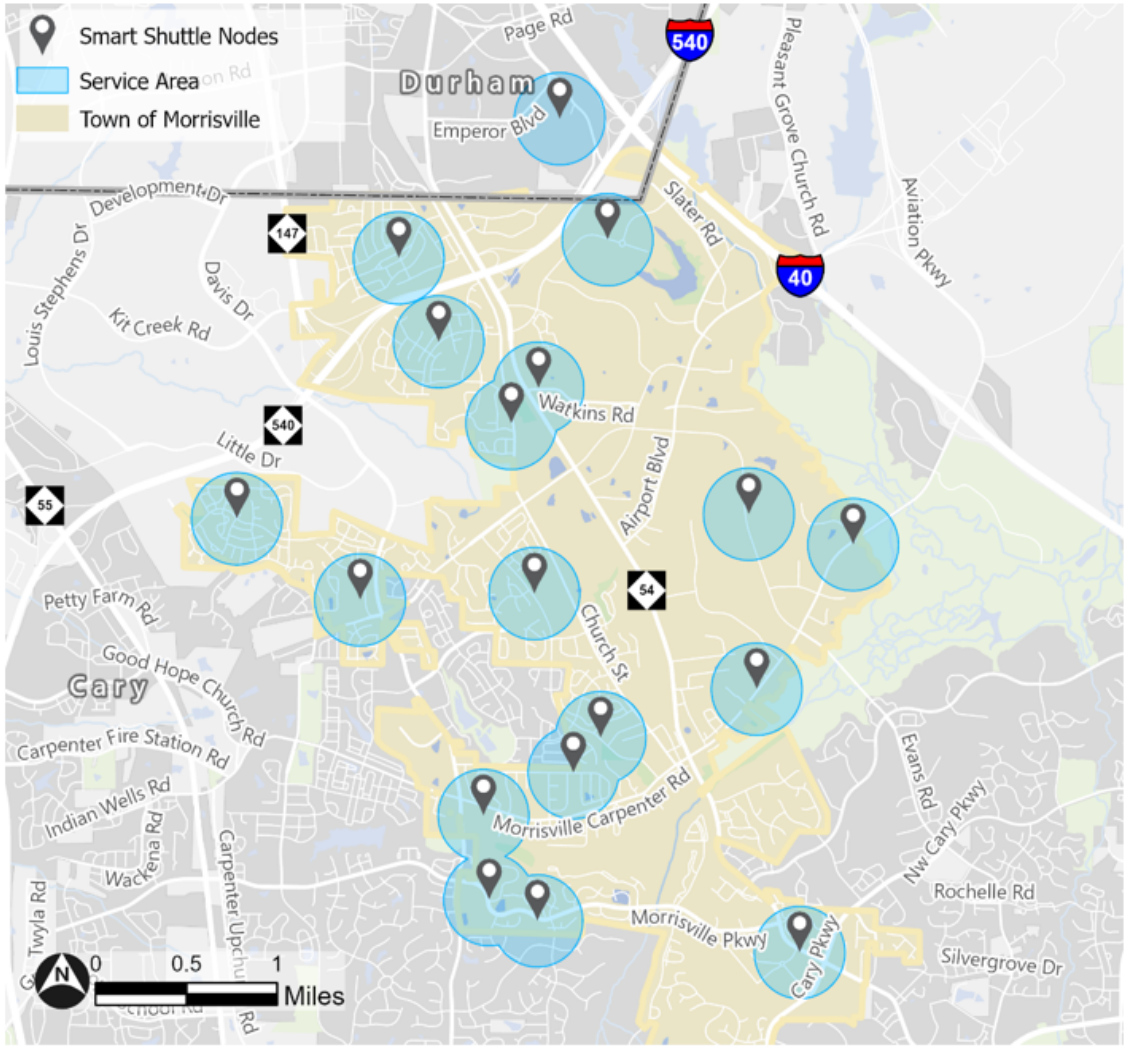
1) What ADA service responsibilities are required for each service model?
2) What level of effort is required for those responsibilities?
3) How much do those ADA service responsibilities cost?
4) What Title VI requirements must be considered and how would they impact service design?

Planning Justification for Concepts

1) Density of access and geographic coverage of service
2) Reliability
3) Directness of travel and travel times
4) Frequency/Wait times
5) Service productivity, matching service to demand, and accord with transit planning and operations principles
6) Results of public and stakeholder engagement

Transit Alternatives – Node-Based Microtransit

Increased Vehicles



- May entail **slightly shorter** wait times and travel times and **slightly better** ride booking availability than an expanded service area option with additional nodes
- **Access to fewer** pick-up and drop-off locations than an expanded service area

Nodes	18	
Effective Service Area	3.3 square miles	
Cost per Hour	$85 (market-rate)* - $121 (GoCary projections)**	
Yearly Operating Budget (estimate)†	2-vehicles: $0.9 (market-rate)*-$1.3 (GoCary) million**	Additional vehicle during peak hours: $1.1 (market-rate)*-$1.5 (GoCary) million**
Capital Costs	N/A	

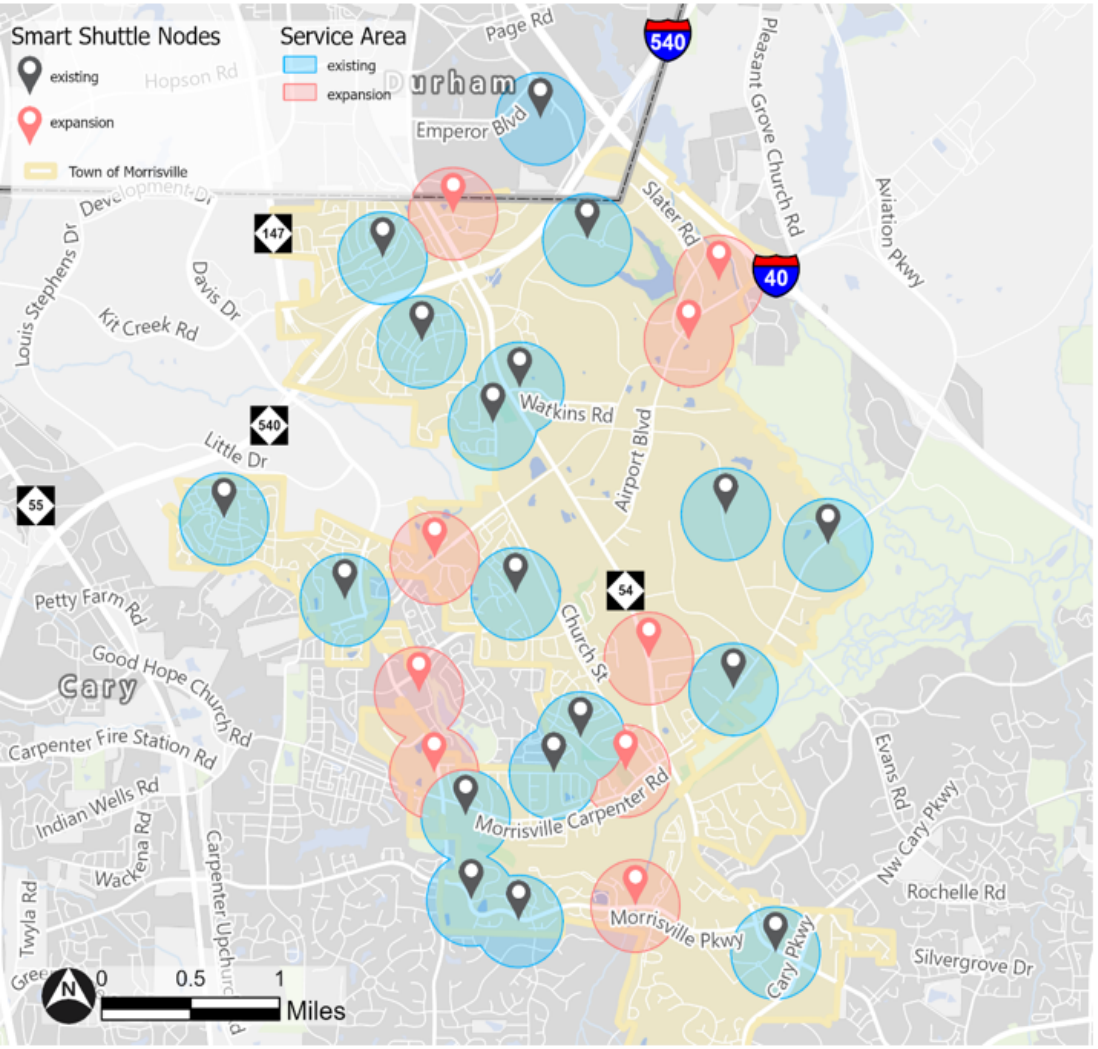
*These costs are approximations using industry standards. This is an emerging market and there is ambiguity in operational expenditure reporting. A ±20% buffer should be applied to this number.
**Based on fiscal year 2026 GoCary contract.

2-Vehicles: An expanded microtransit option where 2 vehicles run all day, seven days per week.

Peak Vehicle: An expanded microtransit option where 2 vehicles run all day, seven days per week *and* an additional vehicle operates during peak transit hours: 10:00-6:00, Monday-Friday.

Transit Alternatives – Node-Based Microtransit

Expanded Nodes and Increased Vehicles



- May entail **slightly longer** wait times and travel times and possibly **less ride booking** availability than with more vehicles in the current service area but better than existing condition
- **Access to more** pick-up and drop-off locations than the current service area

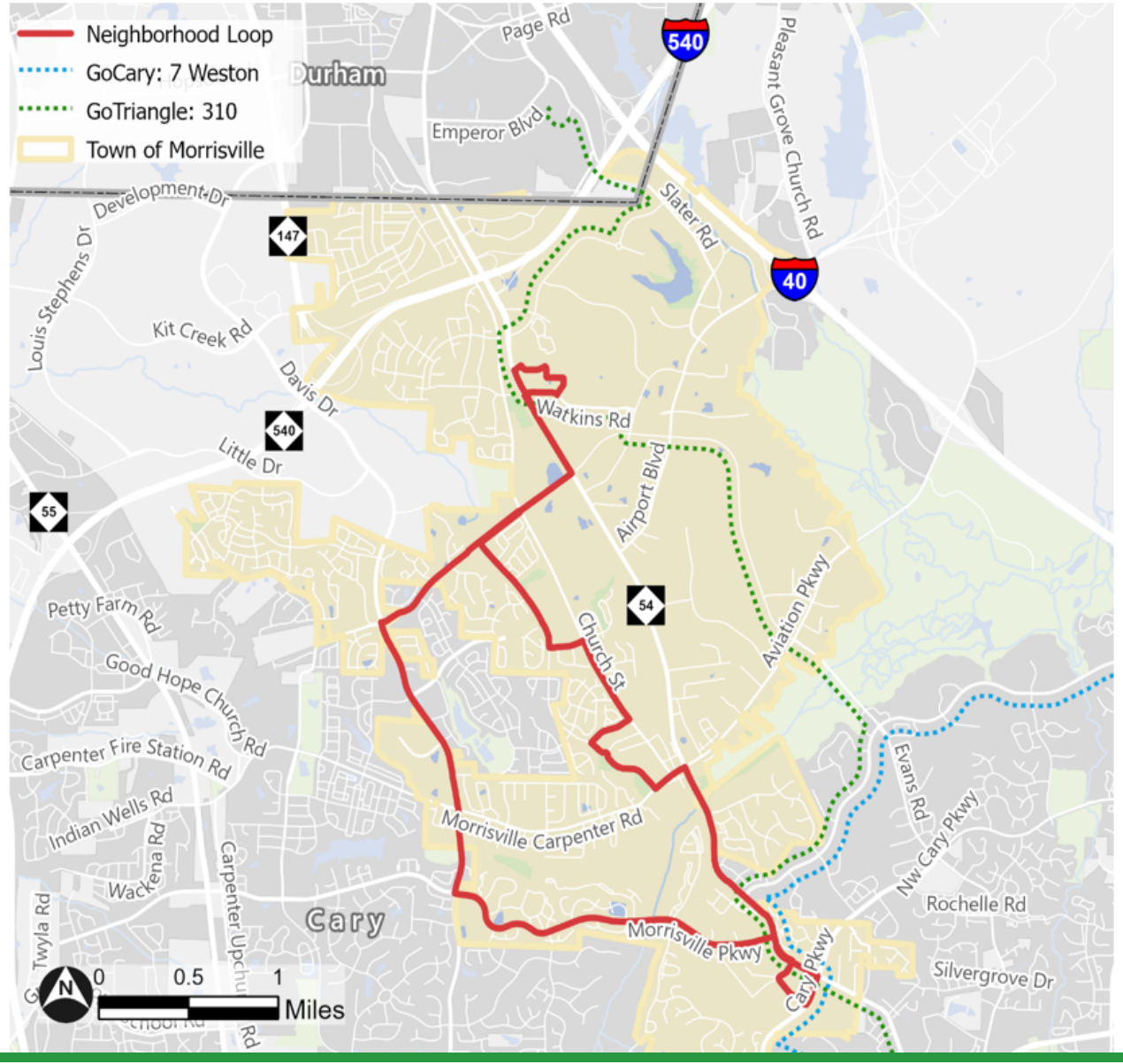
Nodes	**27* (9 additional)**	
Effective Service Area	4.9 square miles	
Cost per Hour	$85 (market-rate)* - $121 (GoCary projections)**	
Yearly Operating Budget (estimate)†	2-vehicles: $0.9 (minivans)*-$1.3 (light-transit) million**	Additional vehicle during peak hours: $1.1 (minivans)*-$1.5 (light-transit) million**
Capital Costs	$180,000 - $225,000	

*These costs are approximations using industry standards. This is an emerging market and there is ambiguity in operational expenditure reporting. A ±20% buffer should be applied to this number.
**Based on fiscal year 2026 GoCary contract.

2-Vehicles: An expanded microtransit option where 2 vehicles run all day, seven days per week.
Peak Vehicle: An expanded microtransit option where 2 vehicles run all day, seven days per week *and* an additional vehicle operates during peak transit hours: 10:00-6:00, Monday-Friday.

Transit Alternatives – Fixed-Route

Neighborhood Loop



- Transit route focusing on the core of Morrisville with **greater access** to recreation and community destinations but a **more limited focus** on interagency and regional transit connections (GoTriangle and GoCary routes)
- Travels in a loop with stops on either side of the street for service in both directions

Frequency of Service	30 minutes (4 vehicles and 1 reserve)
Effective Service Area	4.5 square miles (23.4 linear, round-trip miles)
Cost per Hour	$124 (using light-transit vehicles)*
Yearly Operating Budget (estimate)	$1.95 million**
Capital Costs (estimate)	$1.72 - $3.44 million for transit stops (depending on stop amenities) †

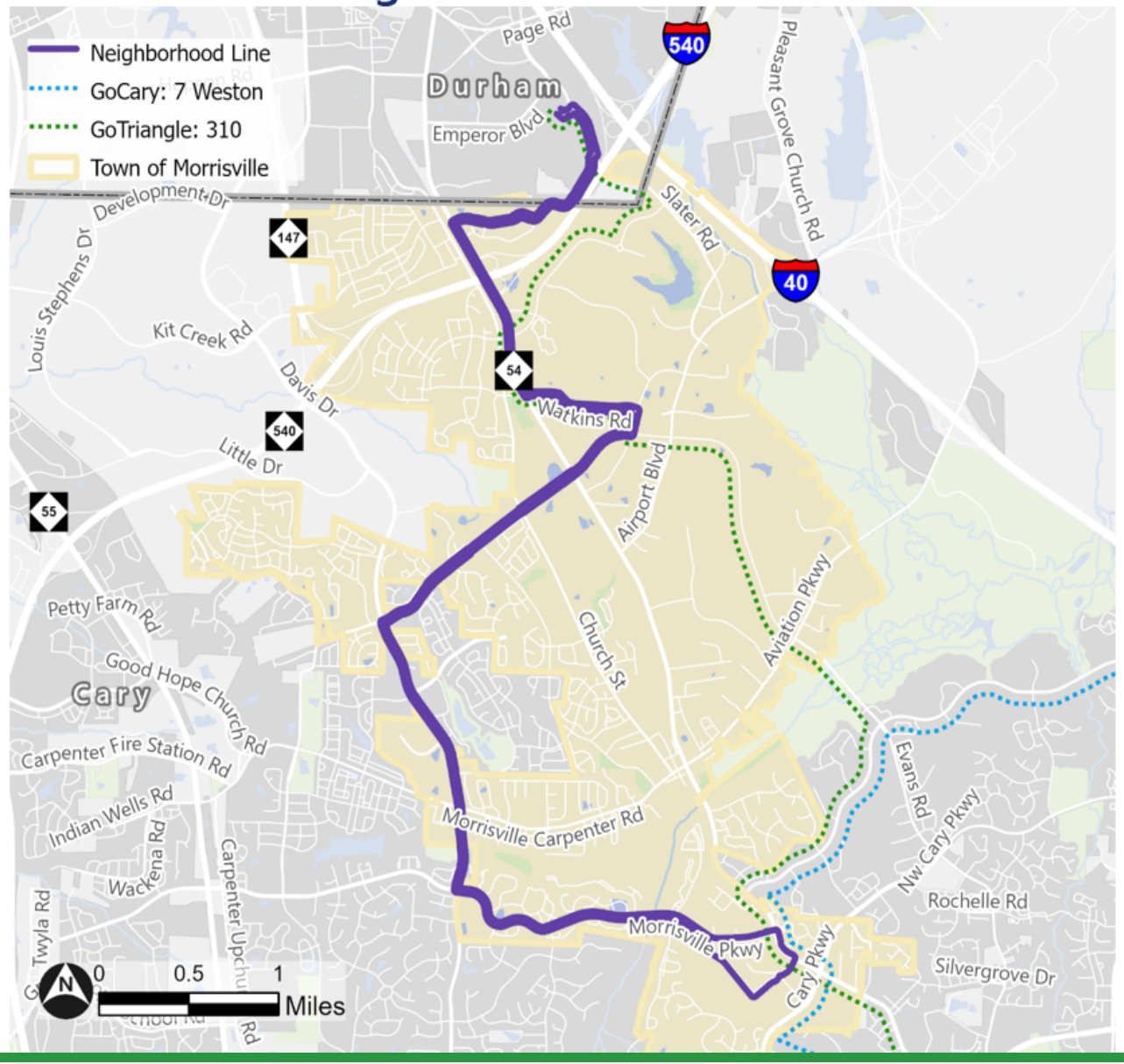
*Based on fiscal year 2026 GoCary contract.

**Cost to Town may be lower based on contribution from Wake Transit Community Funding Area Program and other potential revenue sources.

† Costs to the Town are estimated to be about 35% of total cost, if the Town can fully leverage Wake Transit Community Funding Area Program funds.

Transit Alternatives – Fixed-Route

Neighborhood Line



- Transit route focusing on crosstown service with access to key shopping, recreation, and community destinations and **more direct access** to interagency and regional transit connections (GoTriangle and GoCary routes)
- Travels in a **more direct** traditional line with stops on either side of the street for service in both directions

Frequency of Service	30 minutes (3 vehicles and 1 reserve)
Effective Service Area	4.3 square miles (17.5 linear, round-trip miles)
Cost per Hour	$124 (using light-transit vehicles)*
Yearly Operating Budget (estimate)	$1.41 million**
Capital Costs (estimate)	$1.84 - $3.68 million for transit stops (depending on stop amenities) †

*Based on fiscal year 2026 GoCary contract.
**Cost to Town may be lower based on contribution from Wake Transit Community Funding Area Program and other potential revenue sources.
†Costs to the Town are estimated to be about 35% of total cost, if the Town can fully leverage Wake Transit Community Funding Area Program funds.

Transit Alternatives Evaluation Matrix

	Ease of use		System Capacity				Costs		
Evaluation Criteria	**Reliability**	**Directness of Travel**	**Service Coverage**	**Ride-Share Potential**	**Matching Service to Demand**	**Headways/Wait Times**	**Paratransit Requirement**	**Capital Cost**	
Goal	Riders can confidently predict the transit vehicle's arrival, ensuring riders can plan their trips with confidence.	Provide the most direct trip from a rider's origin to destination.	Create service stops that are within a reasonable walking distance of riders' homes, workplaces, and key destinations.	Service is designed to maximize ride-sharing, improving the efficiency of the service.	Ensure that the transit service is neither overwhelmed nor underwhelmed by the number of passengers.	The service model matches the current development characteristics of the town.	Agency can easily provide complementary ADA paratransit service as required by law with few additional resources.	Ensure the cost to implement the service is reasonable given each service model's alignment with the other goals.	
Evaluation Description	The potential for a rider's trip to differ from the predicted routing and timing.	The potential for a rider to have a more direct trip or less direct trip compared to the existing service.	**The geographic area within a 1/4-mile walk from a transit stop or node.** Alternatives that have the potential to substantially increase the service area (25% or more) earn two points.	If a service option has more potential for shared rides compared to the existing service.	If a service option is likely to be overcrowded, or if there are not enough riders utilizing the service, based on ridership per hour.	If a service option suits the development pattern of the area in which it serves based on population density. A more suitable service will offer lower headways/wait times.	Which service options require more resources to deliver paratransit service compared to existing service.	The cost of capital items (e.g. vehicles, transit stops, etc.) required to provide a level of service that meets best practices.	**Overall Suitability given current conditions**
Existing Microtransit Service									0
Microtransit - Existing Service Area Additional Vehicles	▲					▲			+2
Microtransit – More Nodes Expanded Service Area and Additional Vehicles	▲		▲▲			▲			+4
Neighborhood Loop	▲	▼	▲▲	▲	▼	▼	▼	▼	-1
Neighborhood Line	▲	▼	▲▲	▲	▼	▼	▼	▼	-1

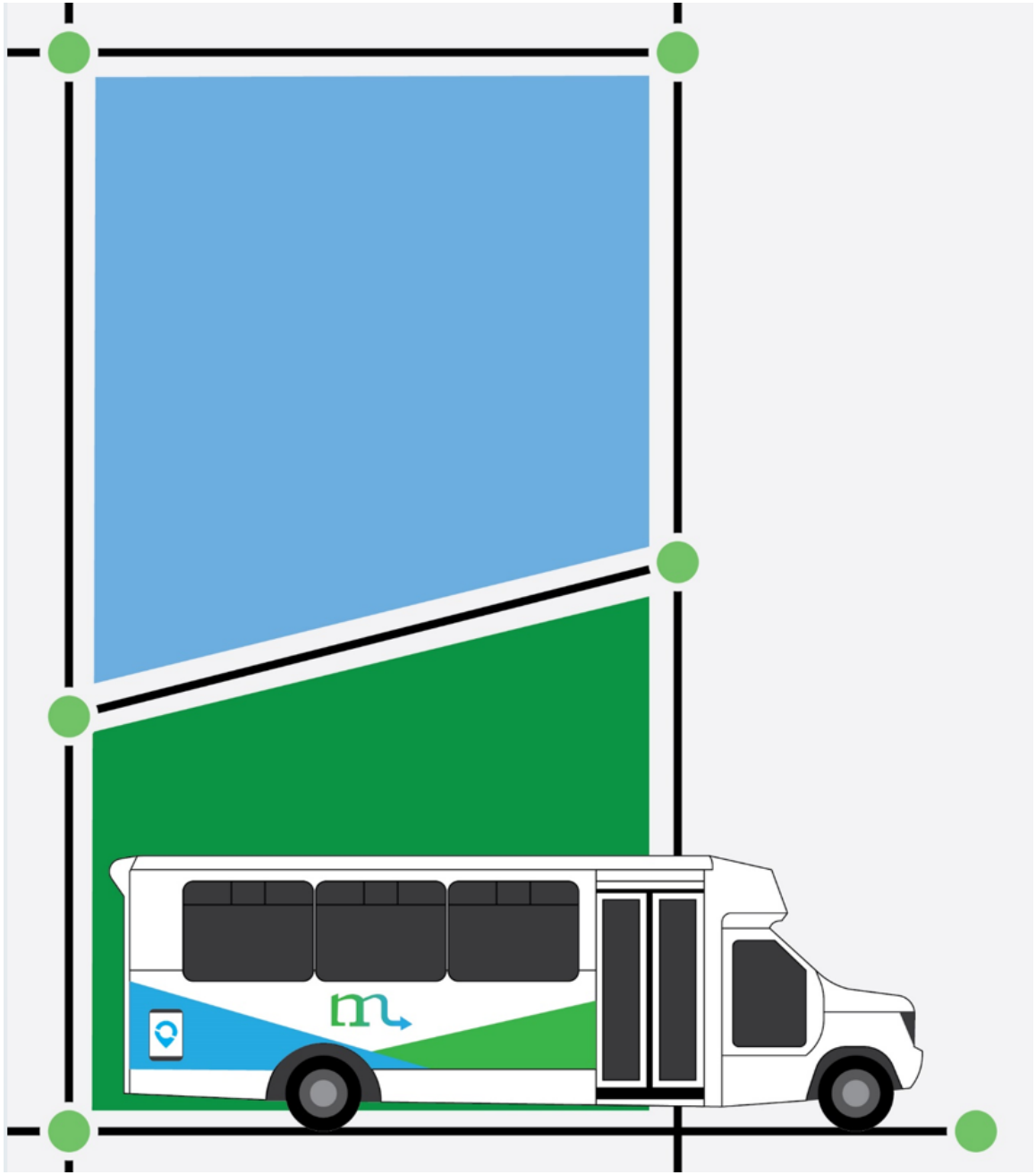
This matrix evaluates the fit of a transit alternative given the **current operating environment** in Morrisville. Changes to this environment, especially population growth and land use changes, are likely to change the suitability of each alternative.

Fall Survey – Key Insights

- **65%** of respondents **favored** expanding the service area, even if there is a modest decline in reliability or increased travel time
- **57%** of respondents **favored** some sort of advanced booking option for improved reliability; however, 43% did not support an advanced booking option ahead of real-time booking which may impact real-time booking availability and wait times
- Respondents also favored having additional microtransit vehicles in service to **improve booking and wait times**
- Slight preference for a node-based **microtransit** vs fixed-routes (54% vs 46% respectively), primarily based on the greater geographic reach of its service area and more direct transit patterns
- Slight preference for a **linear fixed-route** vs the circulator fixed-route (54% vs 46% respectively)

"In my opinion the most important points are consistency and ability to link up with other transportation options (e.g Regional Transit Center)"– Survey Respondent

"Until there is a reliable fixed route, I won't use this. Having to call and hope there's availability is not an option for my family and me." – Survey Respondent



Study Recommendations

Recap of Recommended Next Steps for Service Improvement Implementation

Enhance the Morrisville Smart Shuttle by adding up to 9 new microtransit nodes in underserved areas, increasing vehicle fleet size to reduce wait times and improve reliability, and transitioning to minivans

Key Next Steps:

- Begin **surveying demographics** of Smart Shuttle users to better understand existing market
- Conduct **demand analysis** and **develop node improvement program** to identify priority node locations and amenities
- **Secure Community Funding Area Program (CFAP) support** for service improvements
- **Coordinate changes with operator** (GoCary) to reflect vehicle changes and service enhancements
- Explore creation of an **advanced booking option** for the Morrisville Smart Shuttle to improve reliability, especially for seniors, but balance those interests with those expecting a real-time on-demand option.
- **Hire a dedicated transit planner** to support microtransit expansion; support community engagement, marketing, and education; administer service contracts and manage funding sources; develop and manage system policies and implementation planning activities; and monitor system performance.

Long-Term (3+ to 10 Years)

Should key market-supportive indicators, such as hourly ridership and population density, suggest its suitability, prepare for Fixed Route (Circulator or Linear) by developing a fixed-route circulator or linear service plan for future implementation and coordinating with regional transit providers for seamless connectivity.

Key Next Steps:

- Continue to evaluate the **commuting market** internal to the town.
- Establish **density thresholds** as catalysts for adding fixed-route feasibility to supplement microtransit.
- Begin **corridor analysis** to identify potential alignments and stop locations.
- Refine **capital and operating cost estimates** in the long-range plan.

Table A-3: Fixed Route Thresholds

	Description	*Quantitative Threshold*	*Threshold Details*
Population Density	The number of people per square mile. Relatively high population density is crucial to ensure robust demand for a fixed route service. Population density should support at least 30-minute headways to ensure fast, reliable service.	5,800 people/sq mile in service area (approx. 50,000 total Town population)	Morrisville currently has a population density of approximately 3,300 people per square mile and a total population of approximately 33,000. Increasing to 5,800 people per square mile would mean approximately 75% more people in Morrisville. With an annual population growth rate of 2.4%, Morrisville is projected to reach this threshold within approximately 17 years.
*Local Commuting Trips**	The portion of Morrisville residents who also commute to work in Morrisville. This threshold assumes that 60% of fixed-route ridership should be commuters and that 5% of the commuting population will use the service.	Approximately 5,000 residents who also commute to work within Morrisville town limits.	In 2023, Morrisville had around 1,000 residents who commute to work in Morrisville. This number has been approximately the same since 2015. Growing this number will require substantial workspace development within Town limits.
*Other Local Trips (non-work)**	The density of non-work trips (household, recreational, cultural, civic, etc.) that Morrisville residents take within Morrisville. This threshold assumes that 40% of fixed route ridership should be non-work and that 5% of the non-work trips use the service.	Approximately 3,300 total daily non-work trips.	New non-residential development (Town facilities, retail centers, services, parks), e.g. Morrisville Town Center development and the demand for shops/services there. Development would ideally be arranged so one direct bus line can serve several of them without circuitous routing.
Connectivity	Morrisville is currently bisected by the rail/NC-54 corridor, which has minimal crossings. Additional crossings would support east-west fixed-route connections.	At least one (1) additional crossing.	Additional crossings have been planned in the MPO's Metropolitan Transportation Plan (e.g., Airport Blvd extension Phase 2) but not until 2045-2055.

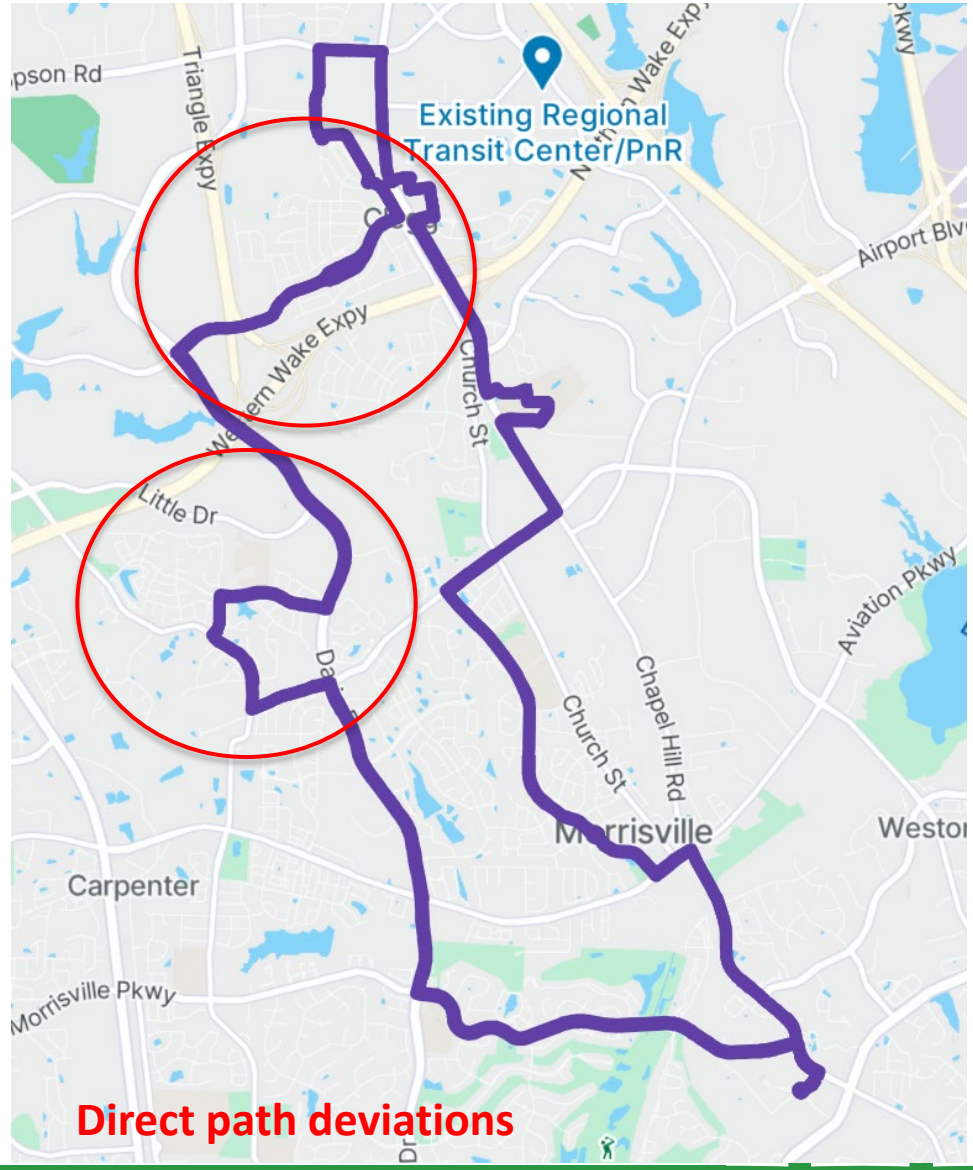
Town Council Action/Decision Points February 24th

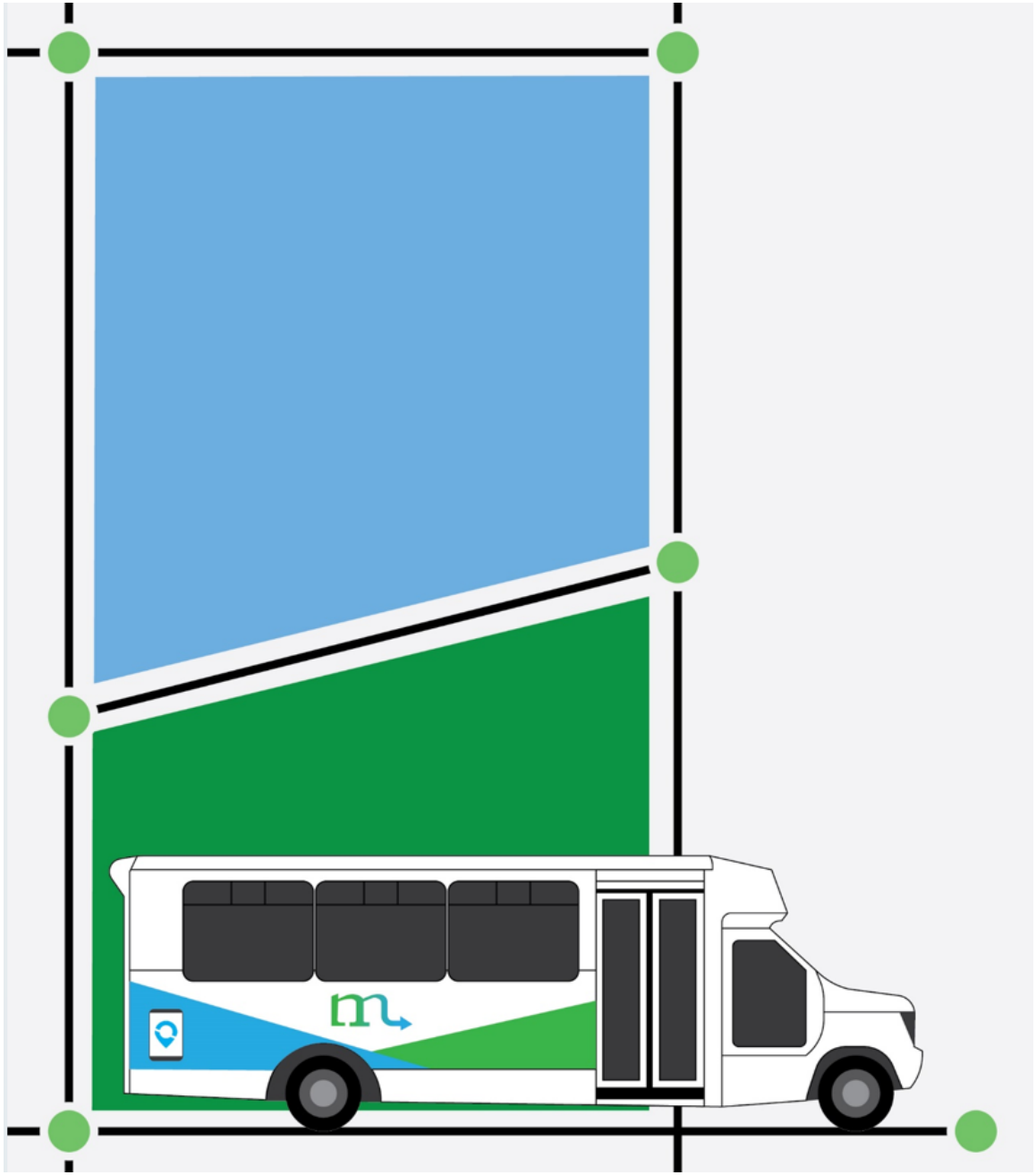
- Accept the results of Alternative Transit Service Study by resolution
- Confirm the **following scope and schedule** for near-term improvements:
  - **2 vehicles** during all service hours **by fall of 2026**
  - **Additional third (3rd) vehicle** during daily peak times on weekdays **in spring or fall of 2027 or with base service improvement in fall of 2026?** – *Remaining question for Council*
  - Convert vehicle fleet to Smart Shuttle-branded **minivans** with service improvements in fall of 2026
  - Council considers approval of node improvement program in summer/early fall of 2026
  - Construction of **4-5 additional nodes by fall of 2027**
  - Construction of **remaining recommended nodes by fall of 2028**
  - Explore feasibility and requirements to offer **advanced booking options for seniors and persons with disabilities**, including any impact to existing real-time, on-demand service
- For potential **long-term implementation of fixed-route service**:
  - Continue to monitor and evaluate the Morrisville market for community-focused fixed-route service using thresholds/rubric as a guide
  - If/when market conditions point to fixed-route service as suitable, re-engage Town Council on concepts to consider for potential implementation
  - Continue to work with Town of Cary and Wake Transit program administrators to consider an inter-municipal fixed-route service supporting the western Cary and western Morrisville transit market

Interesting Takeaways from Study Process

- **<u>Limited Stakeholder Understanding Of</u>**:
  - Wake Transit and CFAP funding limits, scoring, performance standards, and service design guidelines
  - General transit planning and operations standards and principles for various service models
  - Feasible timelines for implementation of various service models
  - ADA requirements for various service models and their implications for implementation timelines, overall effort, and cost
  - How Title VI applies to public transportation in general and to various service models

- Extensive education on these considerations and associated guardrails required for all stakeholders, the public, and decision makers





TPAC Questions?

9. Morrisville's Transit Alternatives Study

Bret Martin, Town of Morrisville

Information Item

10. Subcommittee Report

Program Development

Emma Linn, PD Chair
Wake Forest

Melanie Rausch, Vice Chair
City of Raleigh

Next Meeting:
WORKSHOP: Tuesday 2/24
1:30-3:30pm – Discussing Groupings & Reporting Deliverable Updates

Community Engagement

Tim Gardiner, CE Chair
Wake County

Andrew Miller, Vice Chair
City of Raleigh

Next Meeting:
Thursday, 2/26
1:30-3:30pm

11. Workgroup Progress Update

Technology Workgroup

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

Fare Workgroup

- **Coordinator**: Steve Schlossberg
- **Next Meeting**: TBD

Financial Policies Workgroup

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

Baseline Funding Workgroup

- **Coordinator**: Ben Howell
- **Next Meeting**: TBD

12. CAMPO Lead Agency Updates

- Both governing boards received a presentation from NCDOT and voted to support the S-Line, Raleigh to Richmond project in line with TPAC's earlier funding recommendation.
- Process to renew the Wake Transit On-Call Consultant Program is underway.
- Deadline for Q4 Work Plan amendment and Period of Performance (POP) extension requests is February 21st. Engagement will begin on March 7, 2026.
- Deadline to submit any updated FY27 Work Plan funding request forms is March 6, 2026.
- CAMPO is hiring for Sr Transportation Planner-Transit, application due February 24.

13. GoTriangle/TDA Lead Agency Updates

- TDA received NCDOT STIP funding allocation to the Wake Transit fund balance totaling $4.4M. $2.2M of “Other” revenue will now be shown in the Wake Transit budget summary for FY25 and FY26 back to Wake Transit.
- TDA received a reimbursement of $100,000 from Hoffman for funds provided by Wake Transit as a RUS Bus working capital advance.
- GoTriangle received $2M for Triangle Mobility Hub.

14. Other Partner news

- Any other partner news or business to share?

14. Adjourn

Next Meeting:

Thursday, March 19, 2026

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

TPAC Roll Call Vote

Recommend Approval of the FY2025 4th Quarter Wake Transit Work Plan Amendment Requests to the Wake Transit Governing Boards