



# MINUTES

TPAC Chair: Kelly Blazey (Town of Cary)

Vice Chair: Katie Schwing (Town of Apex)

## Wake County Transit Planning Advisory Committee (TPAC) Thursday, February 19, 2026 • 9:30am

**In-person at CAMPO:** 1 Fenton Main, Ste 201, Cary NC 27511  
Join the Listen ONLY [Webex Link](#) Call In: 1-650-479-3208 Meeting Code: 2539 907 5747

### TPAC MEETING MINUTES

**1. Call to Order/Welcome and Introductions** (Katie Schwing, TPAC Vice Chair)

Katie welcomed all attendees to the February TPAC meeting.

2/19/26 TPAC Attendance & Voting Record		PM= Primary Member, VA= Voting Alternate, OA= Other Alternate, MG= Meeting Guest									
Agency/Org	Name	P M	V A	O A	M G	Agency/Org	Name	P M	V A	O A	M G
Chair/Cary						Raleigh	David Walker	1			
Vice Chair/Apex	Katie Schwing	1				Raleigh	Shavon Tucker	1			
CAMPO	Shelby Powell	1				Raleigh	Andrew Miller			1	
CAMPO	Ben Howell	1				Rolesville		1			
CAMPO	Stephanie Plancich				1	RTF	Anne Calef		1		
CAMPO	Steven Mott				1	Wake County	Tim Gardiner	1			
CAMPO	Suvir Venkatesh				1	Wake County	Akul Nishawala	1			
CAMPO	Sarah Keach				1	Wake Forest	Emma Linn	1			
CAMPO	Caleb Allred				1	Wendell	Kevin McCarthy	1			
Cary	Mark MacDougal		1			Zebulon					
Cary	Mark Eatman		1			RTA	Nedra Johnson				1
Fuquay-Varina	Allison Wylie		1			AECOM	Nathan Spencer				1
Garner	Julien Griffiee	1									
GoTriangle	Paul Black	1				<b>Online Guests</b>					
GoTriangle	Austin Stanion				1	Christine Sondej	Bonnie Parker				
GoTriangle/TDA	Steve Schlossberg				1	Fabian Rodriguez	Jacob Irving				
GoTriangle/TDA	Steve Schlossberg				1	Brandon Watsom	Reese Berman				
Holly Springs	Chris Garcia	1				Kelley Smith	Erin Joseph				
Knightdale	Tucker Fulle	1				Aaron Gunderson	Latonia Williams				
Morrisville	Bret Martin				1	Natalie Wilson	Johnnine thomas				
Morrisville	Phillip Vereen		1								
NC State Univ.	Andrea Neri	1									

**2. Adjustments to the Agenda – None**

**3. General Public or Agency Comment – None**

## CONSENT AGENDA

### 4. Consent Agenda:

Items listed on the consent agenda are considered as a single motion. Any voting member of the TPAC may request an item be removed from consent and acted upon as a separate motion in the regular agenda.

#### a. Adoption of January 22, 2026, TPAC meeting minutes

Contact: Stephanie Plancich, TPAC Administrator

**Attachments:** Draft January 2026 TPAC Minutes

**Motion** to approve the consent agenda made by Paul Black. Second by Chris Garcia. No Comments. Passed unanimously.

## ACTION ITEMS

### 5. Any Items removed from Consent Agenda

Kelly Blazey, TPAC Chair • 1 minute

**Action:** N/A

### 6. Regional Transit Technology Plan

Austin Stanion, GoTriangle • 40 minutes

**Summary:** The Regional Transit Technology Plan completed public engagement in September 2025, was edited and finalized through the end of the calendar year and is now ready for TPAC review and consideration.

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

**Discussion:** Austin provided a brief reminder of the Plan components since he did a comprehensive overview at last month's meeting. He reminded TPAC of the scenario/funding options for all 6 focus areas.

1. Planning Tools – No Comments
2. Transit Signal Priority – No Comments
3. Planning Tools - Tim Gardiner asked how discussions occurring between GoRaleigh and GoTriangle regarding future of fare collection will be reported back to TPAC before any decisions are being made. The agencies meet monthly to discuss a variety of topics. Austin will report back to TPAC regularly. David Walker noted that Raleigh's contract with UMO expires in December, so the planning is timely. Once the scope is developed, Raleigh will release an RFP to identify and select future providers of their payment service. Ensuring that they are compliant with Wake Transit processes as well as ensuring that their system communicates well with partner systems so the user experience is streamlined are priorities.
4. Integrated Payment Systems – No Comments
5. Regional GTFS System – No Comments
6. Open Source Data – No Comments

Ben Howell asked about the adoption timeline if the other transit plans do not adopt on the timeline presented. Austin responded that action by the GoTriangle Board is anticipated to occur after all partners have voted. That may push the adoption schedule if a partner needs more time to consider or votes Nay.

Raleigh asked for revision to the motion as written to not include any implementation timeline and to be clear that we are accepting it as a set of recommendations not an agreement to implement them as written in the plan.

Shelby Powell commented that if TPAC endorses this plan it sets an expectation that WT funds will be used to implement the recommendations as shown in the plan. Austin responded that GoTriangle intends to implement the plan, but David Walker noted that Raleigh cannot make that commitment. If participating in regional contracts makes sense, they'll do it, but if not they need to have flexibility.

Katie Schwing noted that the plan doesn't prescribe dollar amounts to be spent, but the plan does set expectations for how funds would be spent, by agency, to meet the goals outlined through that planning process. She noted that she has asked for the 6b handout to provide more clarity on per agency anticipated investments that make up the Wake Transit combined budget estimate. She noted that the details provided met the request from the January meeting but weren't intended to muddy today's discussion.

Members felt clear on the attachment information but still asked if we should be voting today if all impacted partners do not intend to invest in technology in accordance with the plan.

David stated that Raleigh is ok with endorsing the plan and voting to recommend Board approval of it, but wants a note added somewhere that states that agencies will work with best intention to coordinate and apply the recommendations of the plan but that the agencies may not be able to participate, for some reason, in a regional procurement decision.

Austin responded that Wake Transit funding should be tied to the plan implementation. It is ok for any agency to go out on their own, but they should not get program funds if they are not following the coordinated, interoperable programming that's recommended in the Technology Plan.

Steven Mott shared that there is some guidance in the Plan on the level of match that Wake Transit would be responsible for if specific recommendations are implemented.

Members again commented that this is a guidance document. It does not flow directly into the Work Plan. There is opportunity for more planning and local discussion, but Austin stated again that Wake Transit investment should be tied to the recommendations of the plan.

Members asked if there is a strategy in place to continue working on these implementation questions. Yes, the project team will continue to meet regularly on both project planning as well as determining appropriate allocation to the financial model for technological investments.

~~**Action:** Vote to recommend governing board adoption of the updated Regional Transit Technology Plan for implementation beginning in FY2027.~~

**Motion** to endorse and recommend governing board approval of the updated Regional Transit Technology Plan as a guiding document for future technology investment made by Paul Black. Second by David Walker. No additional Comments. Passed Unanimously.

## 7. Draft FY 2027 Wake Transit Work Plan

Steven Mott, CAMPO and Steve Schlossberg, TDA • 40 minutes

**Summary:** The draft FY27 Wake Transit Work Plan was shared on January 27<sup>th</sup> for member review. TPAC will discuss the draft and vote to release it for public review from February 25-March 26, 2026.

**Attachments:** Summary Report, Draft FY27 Wake Transit Work Plan, Draft Review Period Engagement Plan, Work Plan Overview/Talking Points, General Outreach Flyer

**Discussion:** Steve provided a financial update before Steven jumped into an overview of projects proposed to receive funding in FY27. New and improved Raliegh routes include Rt. 9, 10, 25L, 32L, 70L. Per the newly adopted Wake Transit Plan, CFA Program allocation per year is \$6M. \$3.9M of FY27 budget will be used to support continuing services and project development processes. Additional operating expenditures include funding for all continuing routes, staffing to implement the plan, and complimentary ADA services.

Capital budget is \$84.5M. This includes funding for 5 planned transit centers/points, additional funds for two planned maintenance facilities, system wide bus stop improvements and new stops, vehicle acquisition and funds set aside for rail ready projects and allocated to study I-40 and Cary area Bus Rapid Transit (BRT) concepts.

The engagement plan and draft overview flyer are attached with the packet. Final drafts will be emailed to partners on Monday. Engagement launches on Wednesday, Feb. 25<sup>th</sup> and runs through March 26<sup>th</sup>.

**Action:** Vote to release the draft FY 2027 Wake Transit Work Plan for a 30-day public review period running from Feb 25 – Mar 26, 2026, acknowledging that administrative modification to the budget may be required pursuant to any conference committee decisions on vehicle rental tax inclusion made by Paul Black. Second by Ben Howell. No Comments. Passed Unanimously.

## INFORMATION ITEMS

### 8. 2035 Wake Bus Plan Project Kickoff

Steven Mott, CAMPO • 20 minutes

**Summary:** TPAC will receive the scope and schedule, project overview, consultant selection and other development information in advance of the official project launch.

**Attachments:** Summary Report, 2035 Wake Bus Plan Scope

**Discussion:** For the new members, Steven reviewed the core components of the Bus Plan update process which includes updates the Wake Transit Multi-Year Operating Program and Capital Improvement Plan, short-range transit plans for GoCary, GoRaleigh, and GoTriangle, programming capital and operating projects for FY28-FY32 (5 years), showing developmental investments through FY35. Several policies and planning guidance documents will be reviewed and updated as needed like service standards and performance guidelines and the ADA Funding Policy. Most tasks are recurring but there are a few new items like the route performance dashboard that will be developed as part of the process. Timeline is tight but doable – January 2026-June 2027.

There are 4 planned engagement phases. Consultant support will mainly be available for Phase 1 & 2 with CAMPO staff taking the lead on Phase 3 & 4. And, there are 7 core tasks to be accomplished.

- Task 1 – Project initiation and management
- Task 2 – Policy & guiding documents
- Task 3 – Existing service assessments
- Task 4 – Prioritization and facility evaluation
- Task 5 – Operating, capital and fleet plans
- Task 6 – Short-range transit plans
- Task 7 – Draft & final plan (including some supporting documents)

Members asked about what the plan would be to address agencies wanting to add project/services now that are not in the current Bus Plan and the best way to have new projects be submitted for the next Bus Plan. Steven says send him any new project or service ideas that should be discussed but he noted that the main guide for what goes into the Bus Plan is what was adopted in the Wake Transit Plan.

An example of an emerging situation could be the large expansion around the Lenovo Center. GoRaleigh would need to meet those needs even though they are not in current plan and new plan is yet to be adopted.

## 9. Morrisville's Transit Alternatives Study

Bret Martin, Morrisville • 30 minutes

**Summary:** Town of Morrisville has completed a Transit Alternatives Study to evaluate the performance of the current node-base Smart Shuttle service and to explore future transit opportunities. Town staff will provide an overview presentation of the study, its findings and recommendations.

**Attachments:** Summary Report

**Discussion:** Morrisville received Wake Transit/CFAP funds in FY25 to study and evaluate transit model alternatives for future Morrisville services. Purpose of the presentation is to share the results of the study with TPAC and to provide information that will support upcoming CFAP funding requests.

The town completed a transit study in 2019 which resulted in the launch of the Smart Shuttle, node-based, real-time, on-demand, transit service. The service is 7 days per week, fare free. There are 19 current nodes, with some co-located with fixed-route (GoT Rt 311 and GoC Rt 7) bus stops. ADA/paratransit service is provided by Cary and GoWake Access. Successfully met goal of expanding transportation options for town citizens.

The performance overview shows that ridership is leveling off where previous years have shown steady growth. Requested rides vs Completed rides is at 51% which represents as steady decline year to year. Average wait times have also increased over the critical threshold of 30 minutes. Good news is an increase in shared rides and data shows that once riders are on the bus the ride time is low and has gotten faster. Findings also show that most riders are using the services to connect to the fixed-route network. It was noted that 19 nodes in a 9 sq mile area is considered low density for pick-up locations. The town only operates 2 vehicles at midday with only 1 vehicle running in the morning and evening hours, which makes the service less attractive to riders during most of the service span each day.

The study shows that transit propensity in Morrisville is relatively high but there are many challenges including a road network that is not transit supportive. Crossing from the west to east side of town is very limited and congestion is a concern when travelling north to south.

Alternatives considered:

1. 2 vehicles all day with a 3<sup>rd</sup> during peak service times
2. Add at least 9 additional nodes and the additional vehicles from option 1
3. Develop a fixed-route – considered a local loop and line option with the line option being more desired

Preferred Alternative:

Alternative Number 2 – add 9+ more nodes and add additional vehicles but transition from buses to mini-vans for several reasons. Recommendation is to have all improvements completed by Fall 2028 with many improvements starting in Fall 2027. Town will continue to monitor conditions to be ready when a fixed-route service may be feasible.

TPAC asked if town is exploring other transit providers. Bret responded that they are very happy with GoCary service, but the rate is expensive, so they are looking into other options with them and others to get a reduced microtransit rate.

Members also asked if the town considered switching from nodes to curb-to-curb? Short answer is no. They didn't believe they could keep their numbers reliability high if they moved away from a node-based system, were unsure how it would impact costs and were concerned it would negatively affect user experience.

Bret noted that he/they were surprised at the level of education for public and decision-makers that has been needed. There may be a need to develop some additional microtransit training materials in future.

## OTHER BUSINESS

### 10. Subcommittee Chair Report

Subcommittee meeting agendas and materials are posted online at least 3 days before each meeting at <https://www.campo-nc.us/about-us/committees/wake-county-transit-planning-advisory-committee-tpac/subcommittee>

**Next Program Development (PD) Meeting:** Tuesday, 2/24/26 at 1:30pm - Work session in lieu of regular monthly meeting.

**Next Community Engagement (CE) Meeting:** Thursday, 2/26/26 at 1:30pm – CE will continue to work through development of the new MCE budget

### 11. Workgroup Updates

Regional Technology | Fares Workgroup | Financial Policies | Baseline Funding

- Regional Technology will continue to meet bi-weekly on Thursday. Focus will shift from Plan development to implementation strategies for each of the 6 focus areas.
- There are some fare policy updates planned. Steve Schlossberg informed TPAC that TDA would like to merge the Fares and Financial Policies workgroup into one. New ID worksheet for new group brought in March for TPAC review.
- No Baseline updates.

### 12. CAMPO Lead Agency Updates

- a. 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.
- b. Process to renew the Wake Transit On-Call Consultant Program is underway.
- c. Deadline for Q4 Work Plan amendment and Period of Performance (POP) extension requests is February 21<sup>st</sup>. Engagement will begin on March 7, 2026.
- d. Deadline to submit any updated FY27 Work Plan funding request forms is March 6, 2026.
- e. CAMPO is hiring for Sr Transportation Planner-Transit, application due February 24.

### 13. GoTriangle/TDA Lead Agency Updates

- a. 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.
- b. TDA received a reimbursement of \$100,000 from Hoffman for funds provided by Wake Transit as a RUS Bus working capital advance.
- c. GoTriangle received \$2M for Triangle Mobility Hub on top of the RAISE grant already received.
- d. RUSBus also recently received Gold Status certification.

#### **14. TPAC Partner Updates**

- a. Shelby reported that at CAMPO executive board a public comment was received about the new buses bought for GoCary, GoApex and maybe others. She expressed concern about the steepness of the entrance into the new vehicles so CAMPO asked providers to keep all abilities of their riders in mind as they move forward with vehicle acquisition and other project decisions.

#### **ADJOURNMENT**

**Next Meeting:** Thursday, March 19, 2026 @ 9:30 a.m.