



Wake County Transit Planning Advisory Committee (TPAC)

March 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

Kelly Blazey, TPAC Chair

*** Request to move Holly Spring Hopper Update to April TPAC Meeting.**

3. General Public or Agency Comment

Kelly Blazey, TPAC Chair

Commenters are allotted three (3) minutes. Comments sent 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

- 4** *Adopt TPAC Meeting Minutes*
Attachment: Draft 2.19.26 Meeting Minutes

Kelly Blazey, TPAC Chair

Requested Action:

Vote to approve the consent agenda.

5. Workgroup Modification: Request to Create a Budget & Finance Workgroup

Steve Schlossberg, GoTriangle/TDA

Attachments: ID Worksheet and Task Schedule



Proposed Merger of the Fare Workgroup with the Financial Policy Workgroup





Agenda Item #5:

Workgroup Modification: Request Merger of the Fare and the Financial Policy Workgroups

Key Points: Tax District Administration staff recommends merging the Fare Workgroup and the Financial Policy Workgroup into a single entity.

Background: The Financial Policy Workgroup and the Fare Workgroup have had a collaborative relationship for many years. As discussions have progressed, the idea emerged to consolidate the two groups, given their similar scope and overlapping areas of focus.

Scope/Financial Impact: N/A

Deliver Details: Inform TPAC of Discussion

Action Description: Consider approval of the proposed merging of the Fare and Financial Policy workgroups into a single Budget & Finance Workgroup.

Budget & Finance Workgroup

Contact Person: Steven Schlossberg

Start Date: April 2026

Agency: Tax District Administration

Delivery: One time

Purpose of Group: To combine the existing Financial Policy and Fare workgroups into a single, consolidated group. The new workgroup will be responsible for completing all current outstanding tasks, as well as any future discussion related to fare or budget & financial recommendations and adjustments to Wake Transit Plan.

Specific Planned Tasks/Deliverable(s): Continued discussions on the Transit Assistance Program (TAP), excluding the technology component. Meetings will be on an as needed basis.

Revision of Financial Policy Guidelines (Discussion to continue):

- Elimination of apportionment attributable to Wake Transit
- Removal of OPEX carry forward



5. Workgroup Modification: Request to Create a Budget & Finance Workgroup

Steve Schlossberg, GoTriangle/TDA

Requested Action:

Approve the merger of the Fares and Financial Policies Workgroup into the Budget & Finance Workgroup.

6. Workgroup Modification: Request to Discontinue the Baseline Workgroup

Ben Howell, CAMPO

Requested Action:

Approve the discontinuation of the Baseline Workgroup.

7. Items Removed From Consent Agenda

Kelly Blazey, TPAC Chair

Requested Action:

Take action on items removed from consent.

8. FY27 Community Funding Area Program Selections

Suvir Venkatesh, CAMPO

Attachments: FY27 CFA Program Selection Process and Results Summary



Submitted Applications

Capital

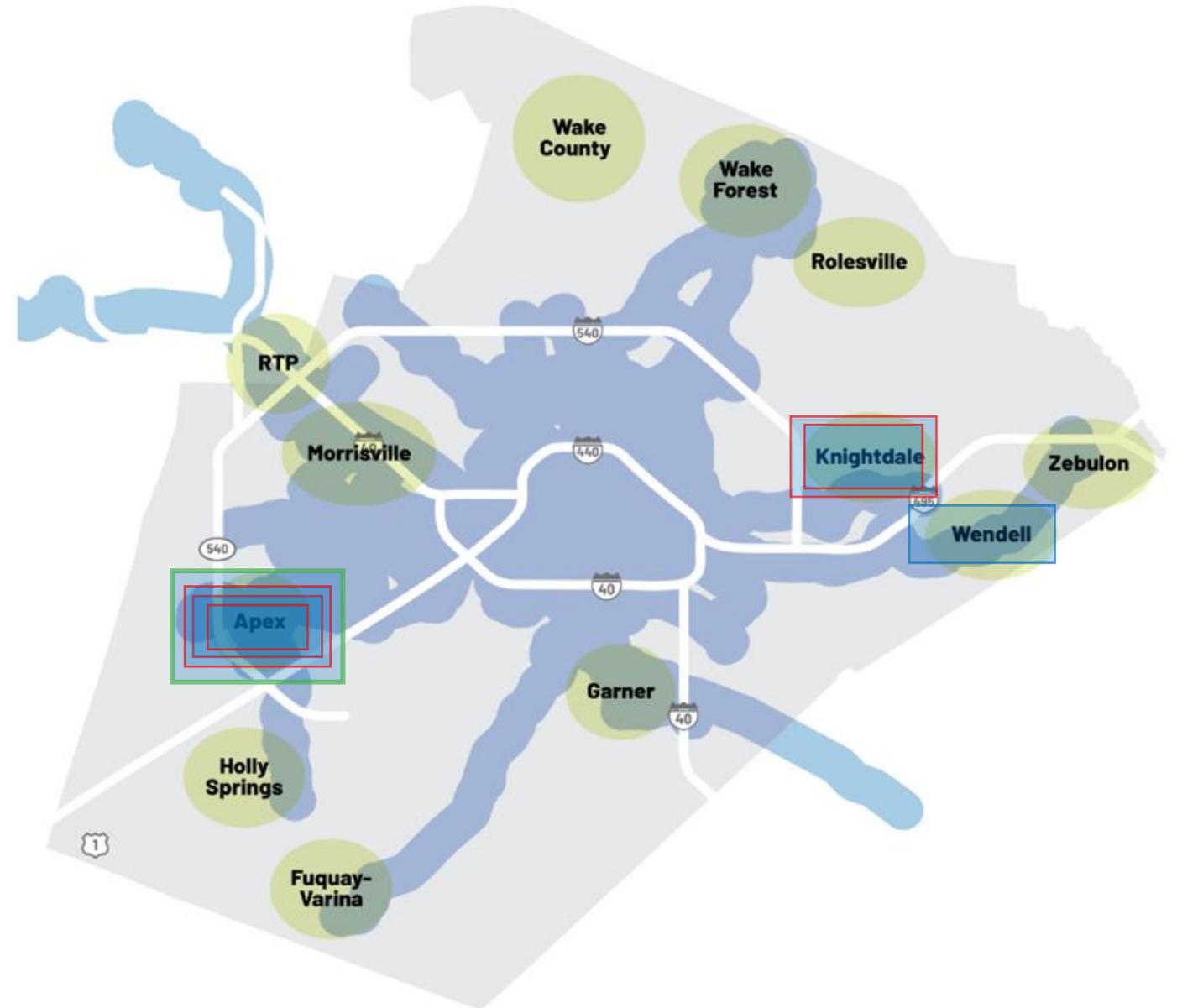
- **Town of Apex**
 - Bus Stop Improvements
 - New Bus Stop Construction
 - Mobility Hub Design
- **Town of Knightdale**
 - Old Knight Road Sidewalk Construction
 - Second Avenue Sidewalk Construction

Operating

- **Town of Wendell**
 - GoWake SmartRide NE Cost Escalation

Planning

- **Town of Apex**
 - Mobility Solutions Study



Submitted Applications

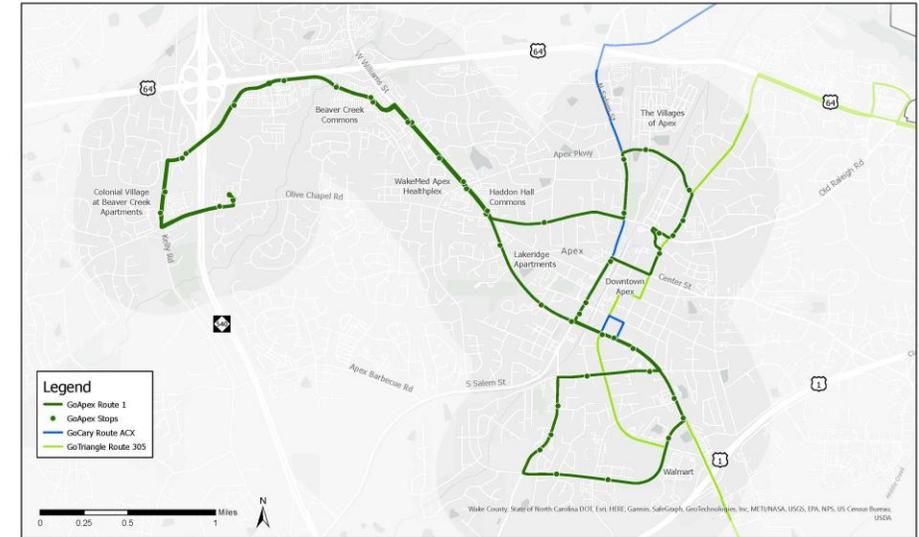
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GoApex Route 1 Bus Stop Improvements

Project Description:

- This project would provide bus stop improvements at GoApex bus stops
- This project builds off the four previous bus stop improvement projects (TC002-BE, BK, BO, BR)
- FY27 preliminary project scope is to install approximately 17 benches, 8 shelters (with bench seating), 6 trash receptacles, and 12 bike racks.
- Project will follow the FY26 scope which will include ROW and concrete work for those stops.
- Goal is to have standard improvements at almost all remaining stops.
- FY26 and 27 requests were split so that FY26 funding (TC002-BR) will be used for ROW acquisition and FY27 will focus on infrastructure installation
- Improvements are guided by the Town's Bus Stop Improvement Policy which is based on the Wake Transit Bus Stop policy.
- **Project Timeline:** July 2026 – June 2028 (~ 2 years)

GoApex Bus Stop Improvements
Project Area



GoApex New Bus Stop Construction

Project Description:

- Construction of new bus stop facilities for revisions to the existing GoApex Route 1 and in preparation for the planned GoApex Routes 2 and 3.
- The revisions to Route 1 and additions of new routes were recommended in the Apex Transit Prioritization Study, funded through the CFA Program in FY24.
- FY27 preliminary scope will include construction of ~30 bus stops (~5 for Route 1, ~20 for Route 2, and ~5 for Route 3)
- Project will provide funding for the design, ROW acquisition, and construction phases.
- Informal partnerships with GoCary and GoTriangle may be needed to facilitate coordination on shared stops.
- Town anticipates consultant assistance for design work, and possibly ROW acquisition as well
- **Project Timeline:** July 2026 – June 2029 (~ 3 years)

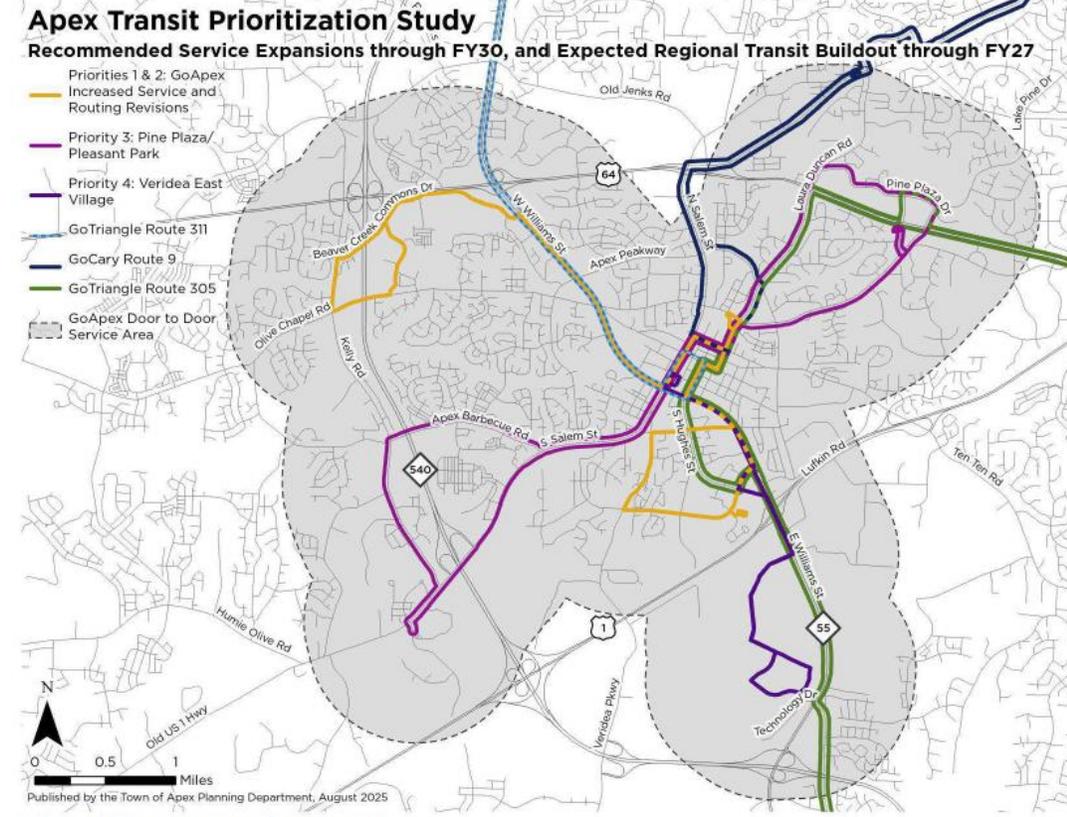


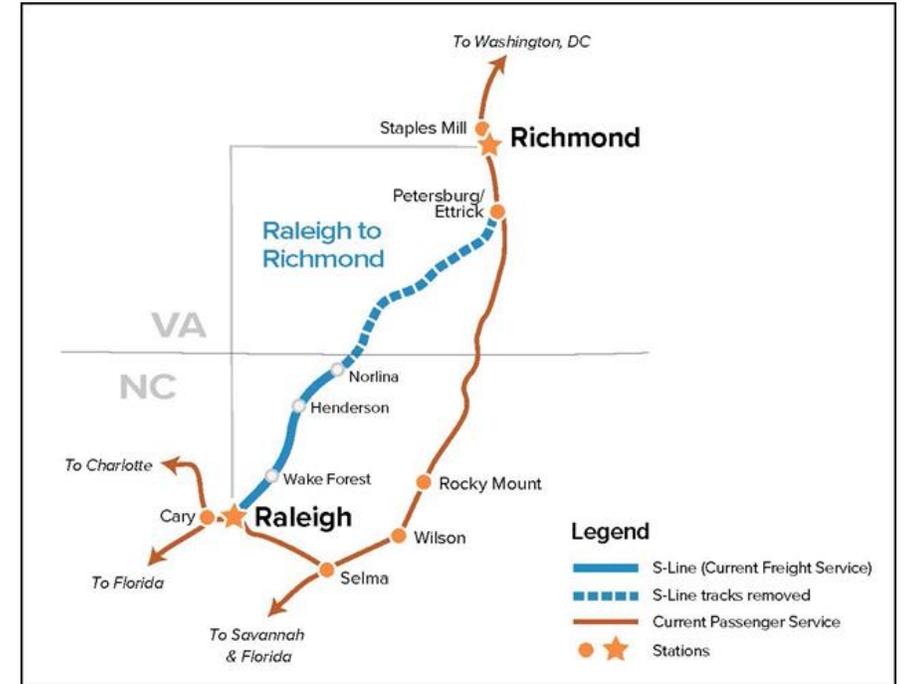
Figure ES-1. Final Fixed Route Recommendations



Mobility Hub Design

Project Description:

- Project is to complete final design of Phase 1 of the Apex Mobility Hub.
- Preferred site is along S-Line tracks near intersection of Moore and Salem St.
- Hub will accommodate passenger rail service as well several bus routes, bike/ped connections, ADA accessibility, and demand response services
- This will advance prior planning efforts from prior RAISE grant such as S-Line TOD study and Mobility Hub Study
- Town plans to procure a consultant via RFQ to complete this phase
- **Project Timeline:** July 2026 – June 2028 (~ 2 years)
- 2035 Wake Transit Plan allocates funding for up to 5 mobility hubs to be constructed throughout Wake County, the locations to be determined through the upcoming Wake Bus Plan
- Updated CFA PMP allows for funding of mobility hubs as well.
- The town submitted a funding request through the Work Plan Development process as well and this project is also included in the FY27 Draft Wake Transit Work Plan.
- Town plans to use this CFA application as a back up in case this project is not included in the Recommended Work Plan

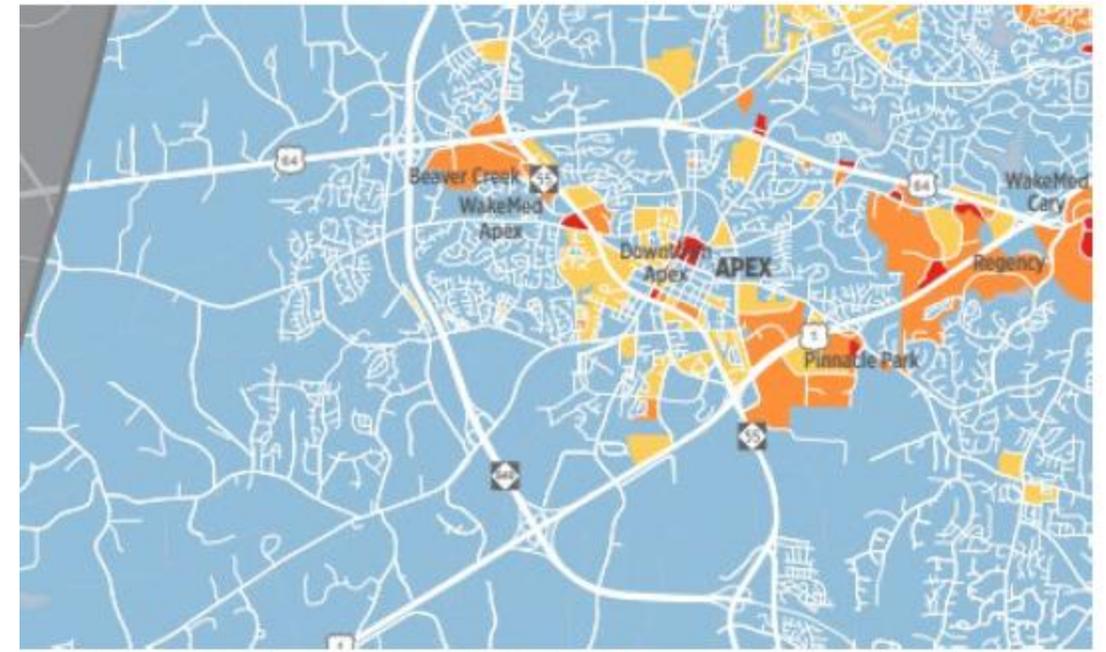




Mobility Solution Study

Project Description:

- To assess existing transportation barriers and identify strategic solutions primarily for seniors and individuals with disabilities, and other transit-dependent populations.
- Evaluate current transit and paratransit services, identify service limitations, and analyze demographic, land use, and mobility data to pinpoint gaps in access.
- Project will explore and compare potential mobility strategies, which may include service expansions, program enhancements, coordination improvements, policy changes, and public education/outreach initiatives
- Final report will include prioritized recommendations, cost estimates, and a phased implementation plan and will align with local and regional transportation plans and future development patterns.
- **Project Timeline:** July 2026 – June 2028



Transit Propensity Map of Apex from the Western Wake Comprehensive Operations Analysis (2018)



Old Knight Rd Sidewalk Construction

Project Description:

- Construction of sidewalk gaps along Knightdale Blvd and Old Knight Rd
- These sidewalks will provide enhanced access to the GoRaleigh route 33.
- Continuation of previous project TC002-BL, awarded in FY24, with amendments in FY25 and 26.
- Scope of that project included crosswalk design and construction on Knightdale Blvd, and design and ROW acquisition along corridor for sidewalk gaps.
 - Construction funding is being requested here.
- Knightdale Blvd was highly prioritized for pedestrian improvements in the Town's Safety Action Plan.
- **Project Timeline:** FY26 Q1 – FY27 Q4 (~ 2 years)





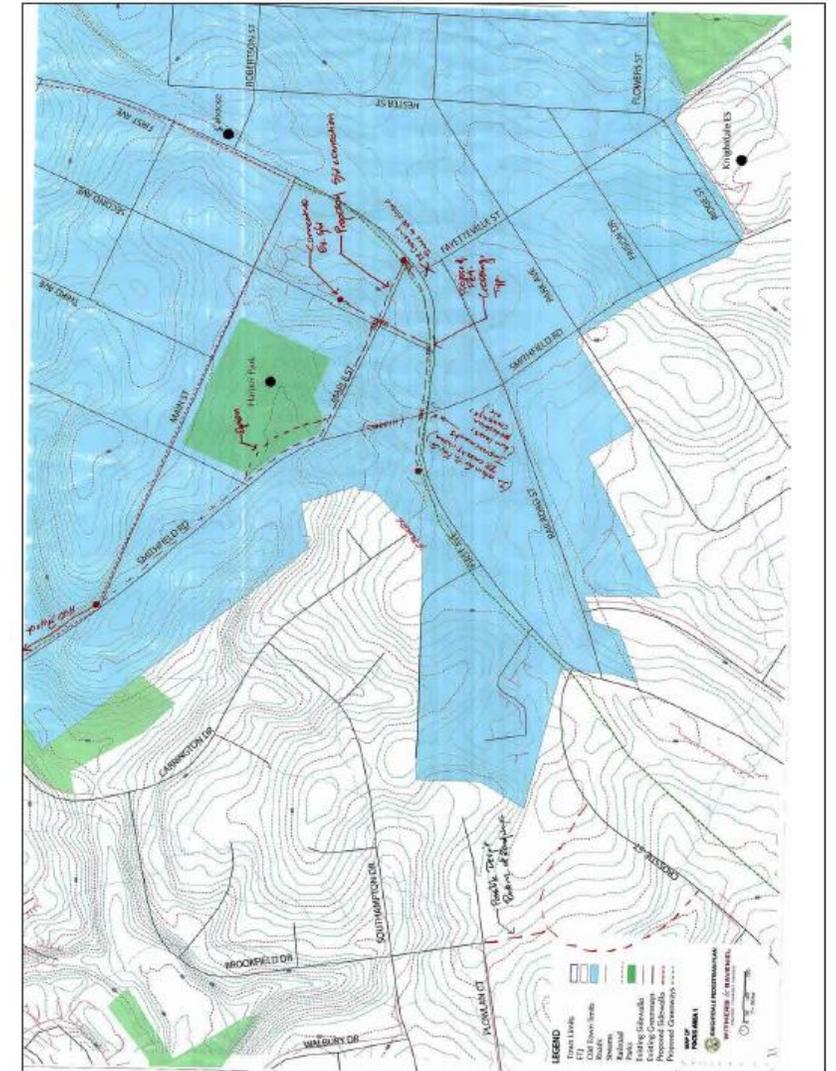
Second Avenue Sidewalk Construction

Project Description:

- Construction of sidewalks along Second Avenue between North First Avenue and Main St.
- Request includes Design, ROW acquisition, and construction phases
- Project will provide enhanced connectivity to GoRaleigh route 33 stops along Main St and First Avenue.
 - Existing bus stops presently lack sidewalk connectivity to the south, with sidewalks along N. First Avenue ending at Maple Street.
- Town is currently working on sidewalk design along First Ave and Smithfield Rd.
- The Town's Safety Action Plan noted safety concerns in Downtown Knightdale and in the vicinity of Second Avenue, with lack of pedestrian facilities being the 2nd most concerning issue in their survey.
- Area ranks among the highest in town in terms of zero-vehicle households (~7.5%)
- **Project Timeline:** FY26 Q1 – FY27 Q4 (~ 2 years)



Plans, aerial photographs, precedent photos, and existing site photos were studied to develop design solutions to the three identified Project Priority Areas. The three plans on the following pages show possible design solutions for each area as discussed at the Charrette.





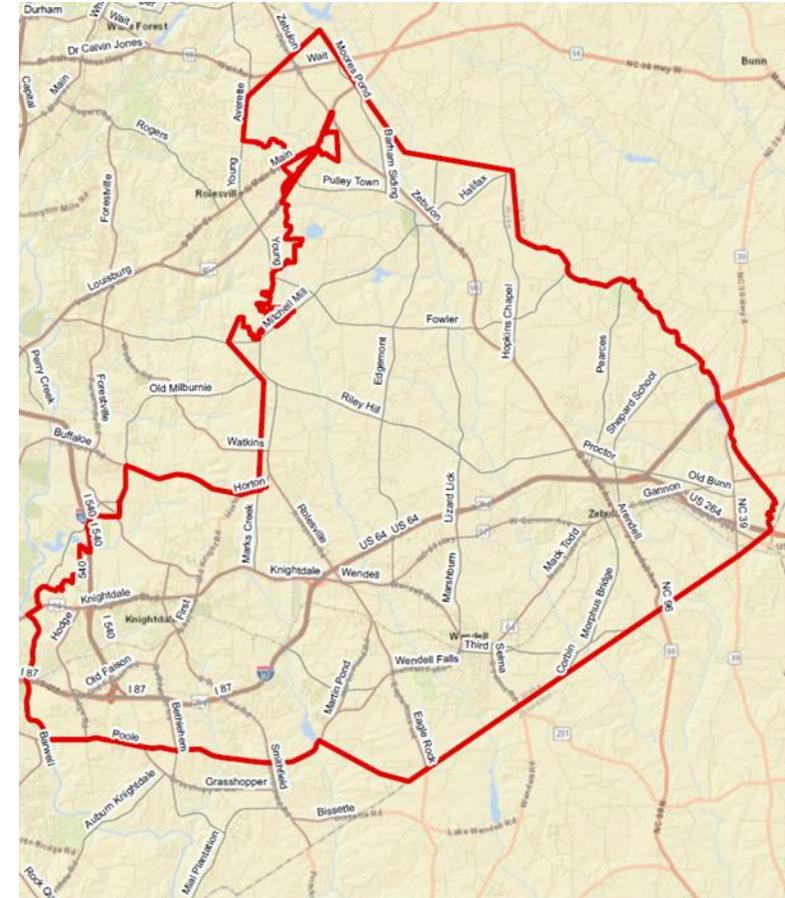
GoWake SmartRide NE Microtransit Service Cost Escalation

Project Description:

- GoWake SmartRide NE- Door-to-Door microtransit service serving the eastern portion of Wake County serving towns of Knightdale, Wendell, Zebulon, and unincorporated Wake County.
- Joint project between Wendell, Knightdale, Zebulon, and Wake County and was previously funded through CFA Program in FY25.
- Due to significant cost escalation in FY26, an amendment was approved in October 2025 by the governing boards to cover the increased costs.
- New application required due to budget increase greater than the 50% threshold as outlined in the updated CFA Program Management Plan

Cost Change

- Smart Ride NE costs increased due to a contract change with RATP Dev that combined administrative and operating expenses into one rate after Medicaid limited reimbursements to operating costs only.
- Wake County was no longer able to absorb the program's administrative costs starting in FY26, which it had temporarily covered in FY24 and FY25.
- These changes created a higher, revised cost structure, leading to a FY26 amendment and an updated FY27 funding request.
- The new rate structure is now stable, and partner governments are exploring more cost-effective long-term solutions.



Scoring Criteria/Rubric

2

Operating/Capital Rubric

Category	Criterion	Description	Points Awarded	Justification
Geographic Balance	Prior agency funding over last 5 years	Agencies receive more points for fewer CFAP dollars awarded per capita and fewer points for more CFAP dollars per capita in the past 5 years.	Prior CFAP Funding >= \$200 per capita - 0 pts	Prioritizes allocating resources fairly across the residents of the CFAP communities.
			< \$200 per capita - 2 pts	
			< \$150 per capita - 6 pts	
			< \$100 per capita - 10 pts	
			< \$50 per capita - 15 pts	
			\$0 per capita - 20 pts	
Local/Regional Benefit	Wake Transit Plan investments supported	Number of fixed-route bus/rail connections within 1/2 mile of project area.	4+ Connections - 4 pts	Prioritizes projects that support multiple WTP investments.
			3 Connections - 3 pts	
			2 Connections - 2 pts	
			1 Connection - 1 pt	
			0 Connections - 0 pts	
	Population Density	Population density (in people per square mile) within 1/2 mile of project area.	2000+ people/sq. mi. - 8 pts	Prioritizes projects in high density areas that will serve more residents.
			1000 - 1999 people/sq. mi. - 4 pts	
			<1000 people/sq. mi - 0 pts	
	Employment density within service area	Employment density (in jobs per square mile) within 1/2 mile of project area.	1000+ jobs/sq. mi. - 8 pts	Prioritizes projects in high density areas that will serve more jobs.
			500-999 jobs/sq. mi. - 4 pts	
< 500 jobs/sq. mi.- 0 pts				
Transit Need	Population with Transit Need	CAMPO defined high-propensity transit users* with 1/2-mile of project area (round up to nearest whole number).	12% or higher - 10 pts	Prioritizes project applicants that will serve an area with larger shares of population who have a high propensity
			8-11% - 6 pts	
			4-7% - 3 pts	

Operating/Capital Rubric- Continued

Category	Criterion	Description	Points Awarded	Justification
	Activity Generators and Community Connections	CAMPO defined activity generators** within 1/2-mile of project.	<4% - 0 pts	to use transit, including low-income households; zero vehicle households; residents 65 and older; racial and ethnic minorities; and residents with disabilities.
			>= 6 - 10 pts	Prioritizes projects that connect to community resources and activity generators, such as Medical Facilities; Senior Centers; Community Centers; and Retail, among other resources.
			3 to 5 - 6 pts	
			1 to 2 - 3 pts	
			0 - 0 pts	
Operating and Capital Cost per Boarding	Operating and Capital Cost per Boarding	Operating and capital cost per boarding opening year.	< 20\$/trip - 10 pts	Prioritizes cost-effective transit solutions.
			\$20.01 to \$35.00 - 5 pts	
			> \$35.00 - 0 pts	
Project Readiness		<p>A score is assigned based on the number of the following project readiness indicators that have been completed by the time the project application is submitted:</p> <p>1) Project needed: Has a need for the proposed project been documented in other relevant planning documents?</p> <p>2) Project study completed: Has a planning study for the proposed project been completed and deemed feasible and is the proposed project aligned with the study recommendation?</p> <p>3) Title VI analysis / ADA assessment complete: Has a Title VI/ADA assessment been completed?</p> <p>4) Realistic Cost and Timeframe: Does the project reflect a realistic cost and implementation timeframe (see Appendix F for definition of realistic cost and implementation timeframe)?</p>	4 indicators completed - 10 pts	Rewards well-conceived projects that suggest a likelihood of project success.
			3 indicators completed - 8 pts	
			2 indicators completed - 6 pts	
			1 indicator completed - 4 pts	
			0 indicators completed - 0 pts	

Operating/Capital Rubric- Continued

Category	Criterion	Description	Points Awarded	Justification
	Estimated Opening Year	Estimated opening year of project (for Capital projects, how long until project is expected to be completed; for Operating projects, how long until operation begins?).	Within 1 year of receipt of funds - 10 pts	Prioritizes projects that can be implemented sooner.
			Within 2 years - 8 pts	
			Within 3 years - 6 pts	
			Within 4 years - 4 pts	
			More than 4 years - 0 pts	
	Best Practices	Does the project follow published best practices from elsewhere within the country or region? Applicant must cite best practice research.	If meets best practice - 5 pts	Rewards applicants who incorporate and cite best practices and lessons learned.
	Local Match	Amount of total project cost paid for with local funds.	>=65% - 5 pts	Prioritizes projects that are funded with a higher than minimum 35% local match.
			36-65% - 3 pts	
			35% - 0 pts	

Planning/ Technical Assistance Rubric

Category	Criterion	Description	Points Awarded	Justification
Geographic Balance	Prior agency funding over last 5 years	Agencies receive more points for fewer CFAP dollars awarded per capita and fewer points for more CFAP dollars per capita in the past 5 years.	Prior CFAP Funding >= \$200 per capita - 0 pts	Prioritizes first time planning study applicants.
			< \$200 per capita - 2 pts	
			< \$150 per capita - 6 pts	
			< \$100 per capita - 10 pts	
			< \$50 per capita - 15 pts	
			\$0 per capita - 20 pts	
Planning/Technical Assistance Project Readiness	Clear and Compelling Scope of Work	Applicant must write a detailed, clear and coherent plan that meets expectations of grant and include each section of the 'Project Scope Checklist.'	Research Statement - 2 pts	While the scope is required of each applicant, following the key attributes of a scope will reward more points.
			Proposed Approach- 3 pts	
			Transit Needs Met- 3 pts	
			Timeline - 2 pts	
			Detailed, Clear and Coherent Plan that meets expectations of grant - 5pts	
	Estimated Planning Study End Date	Timeframe within which the results of the planning study are expected to be completed.	Within 12 months – 10 pts	Prioritizes planning studies that can be finished within one funding cycle, so they can be used to support operating/planning projects proposed during the next funding cycle.
			Over 12 months – 0 pts	
	Local Match	Amount of total planning study paid for with local funds.*	>80% - 5 pts	Amount of total planning study paid for with local funds.
			71-80% - 4 pts	
			61-70% - 3 pts	
			51-60% - 2 pts	
			36-50% - 1 pt	
35% - 0 pts				

Summary of Scores for Capital/Operating Projects

	Geographic Balance	Local / Regional Benefits	Transit Need	Cost Effectiveness	Project Readiness	Total Score
FY27 Wendell- GoWake SmartRide NE	15	2	20	0	23	60
FY27 Apex- Bus Stop Improvements	15	19	16	10	23	83
FY27 Apex- New Bus Stop Construction	15	15	16	5	21	72
FY27 Apex- Mobility Hub Design	15	19	20	10	23	87
FY27 Knightdale- Old Knight Rd	15	13	20	0	24	72
FY27 Knightdale- Second Avenue	15	9	13	0	24	61

Summary of Scores for Planning Projects

	Geographic Balance	Planning Study Readiness	Total Score
FY27 Apex- Mobility Solutions Study	15	15	30

Project Selection and Funding



3

Program Funds: Additional Cost Considerations

10%

The CFA Program Management Plan allows the potential of up to a 10% overage on project costs, with additional match dollars from the project sponsor. Without the consent of the TPAC, this 10% cannot go above any other program caps, such as the 30% geographic balance cap

30%

No project can use more than 30% of total annual CFA program budget without TPAC approval

Selection Committee Review

- Selection committee met once on February 19th.
- Committee consisted of representatives from various agencies in Wake County:
 - CAMPO
 - Town of Cary
 - GoTriangle
 - NC State University
 - Non-Applicant CFA Municipality
- Committee Members were selected to avoid conflicts of interest with any of the applications

CFA Funding Requests for FY 2027 and Available Funding

Total Funds in CFA Program	\$7,250,836
CFA Reserve Amount TO005-Z (incl. Remainder from FY26 Reserve, FY25 Operating Projects)	\$3,391,657
Committed/Encumbered Funding for Capital Projects from Previous Years	(\$1,010,142)
Total Available Funds for New Projects in FY27	\$2,381,515
<i>Geographic Balance Cap (30% of funds in the CFA Program)</i>	<i>\$2,175,250.80</i>
	Funding Request
Apex Bus Stop Improvements (Capital)	\$133,705
Apex New Bus Stop Construction (Capital)	\$455,000
Apex Mobility Hub Design (Capital)	\$195,000*
Apex Mobility Solutions Study (Planning)	\$65,000
Knightdale Old Knight Rd Sidewalk Construction (Capital)	\$843,592.75
Knightdale Second Avenue Sidewalk Construction (Capital)	\$640,000 (not recommended)
GoWake SmartRide NE Cost Escalation (Operating)	\$597,334
TOTAL FUNDS REMAINING IN TO005-Z (Reserve)	\$286,883.25
<i>Total Funds in FY27 Requested by Apex (includes TO005-BF)</i>	<i>\$1,902,547</i>
<i>Total Funds in FY27 Requested by Knightdale</i>	<i>\$843,592.75</i>
<i>Total Funds in FY27 Requested by Wendell (includes \$310,716 already programmed)</i>	<i>\$908,050</i>

* Project was included in FY27 Draft Work Plan and is assumed to be funded entirely through the Recommended Work Plan Funding Request process. Project will be funded through CFA Program as a backup only

Funding Recommendations- FY26 CFAP Selection Committee

Applicant	Project	Fully Fund Request?	With 10% Contingency **
Apex	Bus Stop Improvements	YES	NO
Apex	New Bus Stop Construction	YES	NO
Apex	Mobility Hub Design	NO*	NO
Apex	Mobility Solutions Study	YES	NO
Knightdale	Old Knight Rd Sidewalk	YES	NO
Knightdale	Second Ave Sidewalk	NO	NO
Wendell	GoWake SmartRide NE	YES	NO

* Project was included in FY27 Draft Work Plan and is assumed to be funded entirely through the Recommended Work Plan Funding Request process. Project will be funded through CFA Program as a backup only

** Program allows for 10% overage on project costs. Committee decided not to recommend this 10% overage for any project this year

Recommendation- Apex Mobility Hub Final Design

- Project was also submitted as part of the FY27 Draft Work Plan funding request process.
- Discussion occurred during the October PD
 - Decision was made to include in Draft Work Plan
- Project was also submitted as CFA Application as a back-up option
- Committee agreed that this was a project of high priority and high importance.
- At this point, project is expected to be fully funded through the Recommended Work Plan development process and not through the CFA Program

CFA Funding Requests for FY2027: FY 2028 Funding Implications

	Current FY28 Allocation (FY27 Draft Work Plan)	Fund All Projects as Recommended
Amount in Reserve (TO005-Z)	\$2,892,847	\$2,567,462
Total FY28 Allocation	\$6,848,504	\$7,135,388
FY28 Project Funding Cap (30%)	\$2,054,551.35	\$2,140,616.32

Funding Recommendations:

There will be a Project ID # with a corresponding line item and project sheet for each funded implementation element in the Recommended FY 2027 Wake Transit Work Plan.

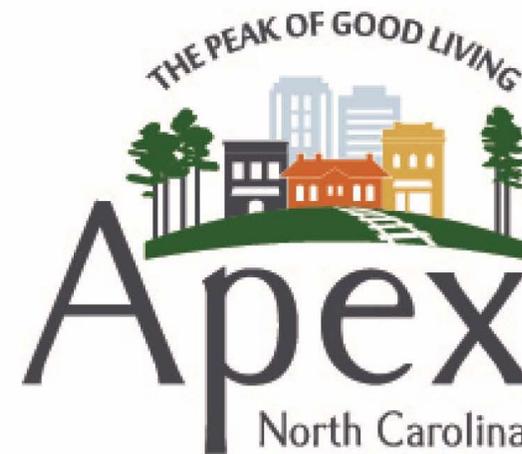
TC002 Bus Infrastructure

<u>Agency</u>	<u>Project ID</u>	<u>Project</u>	<u>Prior Years Allocated</u>	<u>FY 2026</u>	<u>FY 2027 Programmed</u>
Other		Subcategory Total		\$110,000	
Town of Apex		Agency Subtotal		\$110,000	
	TC002-BR	GoApex Route 1: Bus Stop Enhancements		\$110,000	

T0005 Bus Operations

<u>Agency</u>	<u>Project ID</u>	<u>Project</u>	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY 2026 Programmed</u>
Town of Holly Springs		Agency Subtotal		\$282,750	\$289,819
	T0005-CQ	Holly Springs Microtransit		\$282,750	\$289,819
Town of Apex		Agency Subtotal	\$467,774	\$569,003	\$783,318
	T0005-BF	GoApex Route 1: Fixed-Route Circulator	\$467,774	\$569,003	\$783,318
Town of Wake Forest		Agency Subtotal		\$1,088,395	\$1,115,605
	T0005-CP	Go Wake Forest Microtransit		\$1,088,395	\$1,115,605

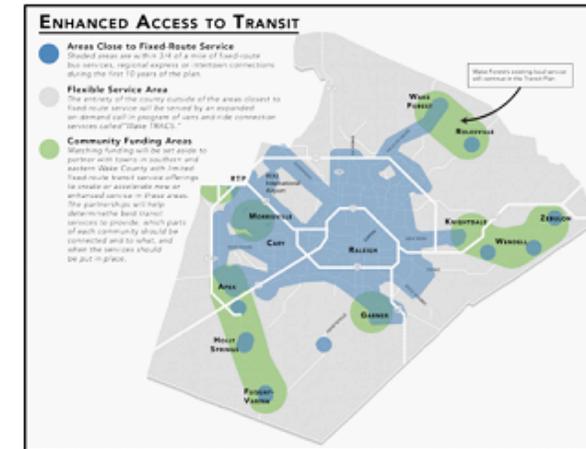
<u>Project ID</u>	TC002-BE	<u>Project Category</u>	Bus Infrastructure	<u>Project Subcategory</u>	Bus Stop Improvements
Project Description:					
As part of the Community Funding Area Program, the Town of Apex will design and construct up to 40 bus stops throughout the community to support the Town's GoApex Route 1 fixed-route circulator. The improvements will be supported by a mixture of funding sources, including Wake Transit funds, CAMPO LAPP funds, and local funds.					
Project at a Glance					
<u>Project Title</u>		Bus Stop Improvements for GoApex Route 1			
<u>Agency</u>		Town of Apex			
<u>FY 2021 Costs</u>		\$207,000			
<u>Funding Source</u>		Wake Transit Tax Proceeds, Local Match, and Federal Funds (LAPP)			
<u>Start Date</u>		July 2020			



Funding Recommendations:

The TO005-Z (Community Funding Area Program Reserve) balance for FY 2027 will be adjusted to reflect the newly funded implementation elements

Project ID	Project Category	Bus Operations	Project Subcategory	Other Bus Service
TO005-Z	Community Funding Area Program Reserve			
Project Description:				
Community Funding Area Program (CFAP) funding will be used to support community-based public transportation projects through planning, capital, or operating projects. Eligible municipalities or organizations function as project sponsors under the program and will determine the best investments for their communities, entering their projects for scoring consideration via a CFAP application as described in the CFAP Management Plan.				
This project places in reserve the designated CFAP funding for FY 2026, which are allocated to selected project sponsors through the CFAP call-for-projects and the Annual Wake Transit Work Plan development cycle. The FY 2026 allocation also includes previously allocated but recently unencumbered funding from CFAP projects in previous fiscal years through FY 2024.				
Project at a Glance				
Project Title	Community Funding Area Program Reserve			
Agency	Capital Area MPO			
FY 2026 Costs	\$331,135			
FY 2027 Programmed Cost	\$588,924			
Funding Source	Wake Transit Tax Proceeds			
Start Date	July 2021			



Other Bus Service	Subcategory Total	\$3,431,449	\$5,424,347	\$5,875,340
Capital Area MPO	Agency Subtotal	\$0	\$331,135	\$588,924
TO005-Z	Community Funding Area Program Reserve	\$0	\$331,135	\$588,924

8. FY27 Community Funding Area Program Selections

Suvir Venkatesh, CAMPO

Information Item

9. **FY26 2nd Quarter Financial Report & FY25 Annual Report Update**

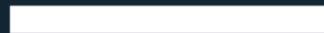
Steve Schlossberg, GoTriangle/TDA

Attachment: ACFR Progress Memo



FY 2026-Q2 Wake Transit Plan Financial Update

Preliminary Unaudited Financial Results



TPAC Meeting
March 19, 2025



Revenue

Preliminary Unaudited as of 12/31/25:

- **Half-Cent Sales Tax:**
 - 52% of Budget
 - *Jul-Dec Actuals*

Reimbursements from GoTriangle related to Raleigh Union Station Bus Facility Project

Fiscal Year 2026 - Wake Transit Plan

	FY26 Budget	FY26 YTD Preliminary	Variance
Half-Cent Sales Tax	\$ 145,000,000	\$ 75,193,396	\$ (69,806,604)
\$7 Vehicle Registration Tax	7,190,000	3,477,149	(3,712,852)
\$3 Vehicle Registration Tax	3,076,000	1,492,620	(1,583,380)
Investment Earnings	-	15,554,495	15,554,495
Reimbursement from GoTriangle	-	2,215,000	2,215,000
Reimbursement from GoTriangle	-	1,181,157	1,181,157
Reimbursement from GoTriangle	-	100,000	100,000
Total Revenue	\$ 155,266,000	\$ 99,213,816	\$ (56,052,184)

Percent of Budget Received

63.9%



Operating

Preliminary Unaudited as of 12/31/25:

- FY26 Operating Project Agreement has not been executed for:
 - Wake County

Tax District Administration

Fiscal Year 2026 - Wake Transit Plan

	Budget			
	Appropriation	Reimbursed	% Spent	Remaining
Tax District Administration				
GoTriangle - TDA	\$ 662,602	\$ 204,748	31%	457,854
Transit Plan Administration				
CAMPO	872,265	363,667	42%	508,597
Cary	975,975	-	0%	975,975
GoTriangle	2,614,356	1,210,247	46%	1,404,109
Raleigh	2,334,322	850,705	36%	1,483,617
Reserve	479,723	-	0%	479,723
Bus Operations				
Apex	550,024	119,417	22%	430,607
Cary	5,441,213	-	0%	5,441,213
GoTriangle	9,139,603	3,921,661	43%	5,217,942
Holly Springs	282,700	23,625	8%	259,075
Raleigh	37,256,704	9,797,398	26%	27,459,306
Morrisville	489,110	188,851	39%	300,259
Wake County	1,669,935	-	0%	1,669,935
Wake Forest	1,088,395	534,961	49%	553,434
Wendell	233,183	-	0%	233,183
Reserve	1,279,593	-	0%	1,279,593
Total Operating Expenses	\$ 65,369,702	\$ 17,215,280	26%	\$ 48,154,422



Capital

Preliminary Unaudited as of 12/31/25:

- FY26 Capital Project Agreement has not been executed for:
- Wake County

- \$542M Carryforward into FY26-Q3

Fiscal Year 2026 - Wake Transit Plan					
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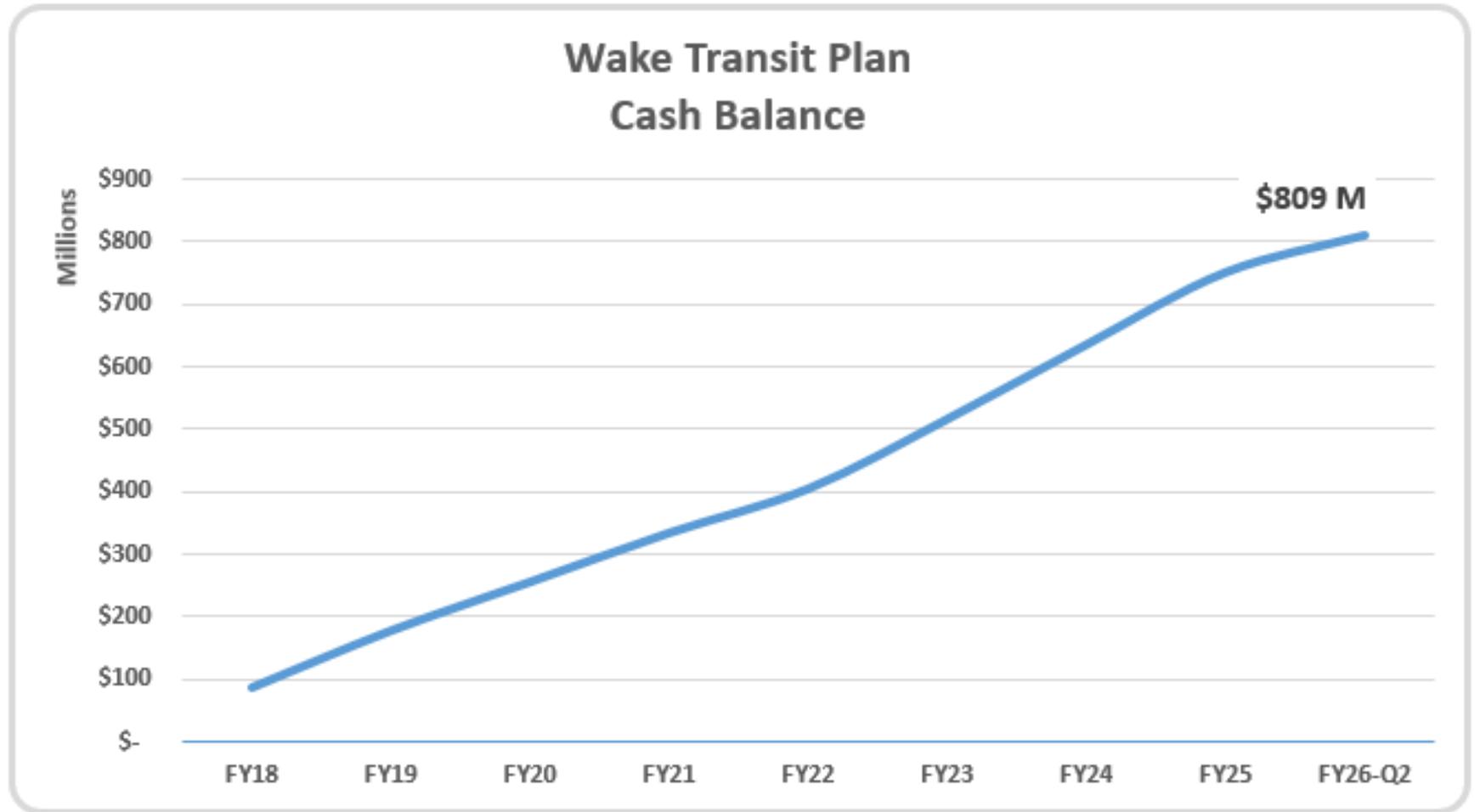
	Budget				
	Appropriation	Carryover	Reimbursed	% Spent	Carryforward
Capital Planning					
CAMPO	\$ 981,580	\$ 151,250	\$ 136,653	12%	\$ 996,177
GoTriangle	-	114,086	52,247	46%	61,839
Community Funding Area					
Apex	110,000	405,126	672	0%	514,453
Knightdale	-	250,286	175,277	70%	75,009
Morrisville	-	136,931	32,706	24%	104,225
Bus Rapid Transit					
Raleigh	55,784,192	206,373,580	2,629,465	1%	259,528,307
Bus Infrastructure					
Cary	5,470,000	82,106,243	-	0%	87,576,243
GoTriangle	11,532,440	25,540,466	888,083	2%	36,184,823
NCSU	500,000	-	3,316	1%	496,684
Raleigh	24,300,694	62,618,502	1,077,507	1%	85,841,689
Reserve	-	4,384,323	-	0%	4,384,323
Vehicle Purchase					
GoTriangle	5,678,000	8,367,930	3,634,813	26%	10,411,117
Raleigh	18,784,500	17,649,737	11,022,747	30%	25,411,489
Wake County	1,080,000	3,173,047	-	0%	4,253,047
Reserve	444,252	-	-	0%	444,252
Commuter Rail					
GoTriangle	-	1,158,516	-	0%	1,158,516
Reserve	-	24,610,371	-	0%	24,610,371
Total Capital Expenses	\$ 124,665,658	\$ 437,040,393	\$ 19,653,486	3%	\$ 542,052,565



Cash & Investments

\$809M Cash Balance
as of 12/31/25

- **Total cash and investment balance**
– Funds are still needed for encumbered projects and restricted operating and capital reserves





Wake Transit

- Home
- Documents
- Calendar
- Work Plan - Requests
- Work Plan - Amendme...
- Wake Transit Reporting

[+ New](#) [Upload](#) [Edit in grid view](#) [Share](#) [Copy link](#) [Add shortcut to O](#)

Wake Transit Reporting > FY 26 Reporting > Quarterly Progress Reports

 Name	Modified 
 Q1 2026 Quarterly Progress Report_DRAFT.pdf	November 30



Questions

9. FY26 2nd Quarter Financial Report & FY25 Annual Report Update

Steve Schlossberg, TDA

Information Item

10. Update on Bus Rapid Transit (BRT) Extensions Concept of Operations Study

Ben Howell, CAMPO



Wake BRT Extensions

Concept of Operations Study



BRT Extension Development Process

Major Investment Study

- Assessed the existing and future conditions of the study area
- Evaluated potential segment and alignment alternatives to develop locally preferred alternative (LPA)
- Collected public and stakeholder feedback on potential alternatives



Concept of Operations

- Determine how extension services will coordinate with Core BRT services, based on:
 - Route interlining
 - Project sponsor
 - Service levels
 - Fleet
- Confirm final route alignments, stations, and technology



Design & Engineering

- Design and engineering of each station and other investments in each station area
- Design and engineering of each queue jump and bus on shoulder lane
- Begin right-of-way acquisition where needed

Draft BRT Program Guidelines

Wake BRT System Standards

- Draft published by City of Raleigh in September 2021
- Establishes standards to be used for four core BRT corridors:
 - Station spacing and siting
 - Station facilities
 - Roadway
 - Technology
 - BRT fleet and vehicles
 - Identity and branding
 - Service operations
 - Green stormwater and infrastructure

Bus Rapid Transit Components



Updates to the Wake BRT System Standards

- Update to reflect design decisions and insights learned since the 2021 standards were drafted
- Complete chapter on Identity and Branding
- Add standards for BRT Extension Standards
- Add process for updating Wake BRT System Standards

Added Content

- Service Types
 - Urban BRT
 - Arterial BRT
- Recommended Service Standards
 - Span
 - Frequency
- Design Standards
 - Station Spacing
 - Station Typologies
 - Technology (Station and Signals)
 - Transit Vehicles
 - Identity and Branding
- Design Considerations for Federal Funding

BRT Extension Service Types

Urban BRT	Arterial BRT
<p>BRT service with TSP, enhanced stations, unique BRT branding, and peak frequencies of at least 10 minutes. The service operates in at least 50% dedicated guideway in the corridor. Service is operated by specialized, 60-foot buses.</p>	<p>BRT service with TSP, enhanced stations, unique BRT branding, and peak frequencies of 15 to 30 minutes. The service may have dedicated guideway on some of the corridor. Service is operated by specialized, 60-foot buses or 40-foot buses.</p>

Adopted Wake Bus Plan Service Levels

Minimum Service Levels		Frequent Route	Local Route	Community Route	All-Day Regional Route	Peak-Only Route
Span of Service (hours)	Weekday	18	16	14	14	6
	Saturday	18	16	12	12	Optional
	Sunday	17	12	10	12	Optional
Frequency of Service (minutes)	Weekday AM/PM Peak	15	30	30	60	3 peak trips
	Midday/Evening	15	30	60	60	-
	Early/Night/Sat/Sun	30	60	60	60	-
Vehicle Loading (seated capacity)	Peak	120%	120%	100%	100%	100%
	Off-Peak	100%	100%	100%	100%	-

Recommended BRT Service Levels

Recommended Service Levels		Urban BRT	Arterial BRT
Span of Service	Weekday	4 am - 12 am (20 hrs.)	5 am - 12 am (19 hrs.)
	Saturday	5:30 am - 12 am (18.5 hrs.)	6 am - 12 am (18 hrs.)
	Sunday	5:30 am - 12 am (18.5 hrs.)	7 am - 10 pm (15 hrs.)
Frequency of Service (minutes)	Weekday Early AM	15-20	20-30
	Weekday AM/PM Peak	10	15-30
	Weekday Midday	15	15-30
	Weekday Night	15-20	20-30
	Weekend Early AM/Night	30	30
	Weekend Day	15	30
Vehicle Loading (seated capacity)	Peak	120%	120%
	Off-Peak	100%	100%

Note: Standards for BRT service should exceed those for the operator's fixed-route service.

BRT Station Placement

BRT Stations		Urban BRT	Arterial BRT
Recommended Station Spacing	Moderate to High Density (4,000+/sq mi)	0.5 mile	0.5 mile
	Low Density (<4,000/sq mi.)	1 mile	1 mile
Station Placement	Curb Running	●	●
	Split Island	●	●
	Shared Island	●	●

Station Elements

Required Station Elements

Required Station Elements	Urban BRT	Arterial BRT
Shelter with seating	•	•
Trash and recycling receptacles	•	•
Bicycle racks	•	•
Lighting	•	•

Recommended Station Elements

- Touch Screen Kiosks
- Ticket Vending and Fare Validation Machines
- Emergency Telephones
- Raised Platform
- Public Address
- CCTV
- Real-Time Information
- Reserved space and signage for micromobility parking

Vehicles

Vehicle Characteristics	Urban BRT	Arterial BRT
40-foot		●
60-foot	●	●
Left boarding door(s)	●	Required if making stops at median stations
All door boarding	●	●
Automatic wheelchair securement	●	●
Kneeling	●	●
Fare Validation at all boarding doors	●	●
Interior Bicycle Storage	●	Yes, if 60-foot bus
Exterior Bicycle Racks		Yes, if 40-foot bus
AVL/CAD Technology on Buses	●	●
Wi-Fi	●	●
USB Charging	●	●

Intersection and Guideway Treatments

Intersection Treatments	Urban BRT	Arterial BRT
Dedicated Guideway	At least 50%	No minimum, but encouraged
Transit Signal Priority (TSP)	Technology to be provided at all signalized intersections, recommended to increase speed and reliability	
Queue Jumps	Recommended where appropriate to increase speed and reliability	
High-Visibility Crosswalks	All intersections, signalized and unsignalized	

Considerations for Federal Funding

- **FTA Section 5307 Urbanized Area Formula Funding**

- Additional dedicated BRT lanes would allow the Raleigh urbanized area to qualify for additional funding under the 5307 fixed guideway tier

- Variables:

*Population, population density, bus vehicle revenue miles, passenger miles traveled, operating cost, and **fixed guideway (FG) directional route miles, FG vehicle revenue miles, FG passenger miles, FG operating cost***

- **FTA Section 5309 Capital Investments Grants (CIG) Program**

- BRT extensions could be considered under the CIG Small Starts or New Starts categories

- At least 50% dedicated guideway required for New Starts, no requirement for Small Starts

- Weekend service with at least 10 hours of 30-minute frequency required for New Starts, no requirement for Small Starts

Branding Guidelines

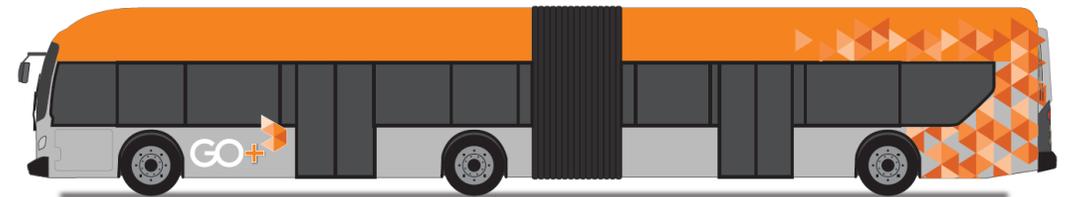
- **GO+ Brand**

- Used for BRT that meets the requirements for CIG funding
- Coordination with City of Raleigh – brand is trademarked



- **Considerations for Project Sponsor**

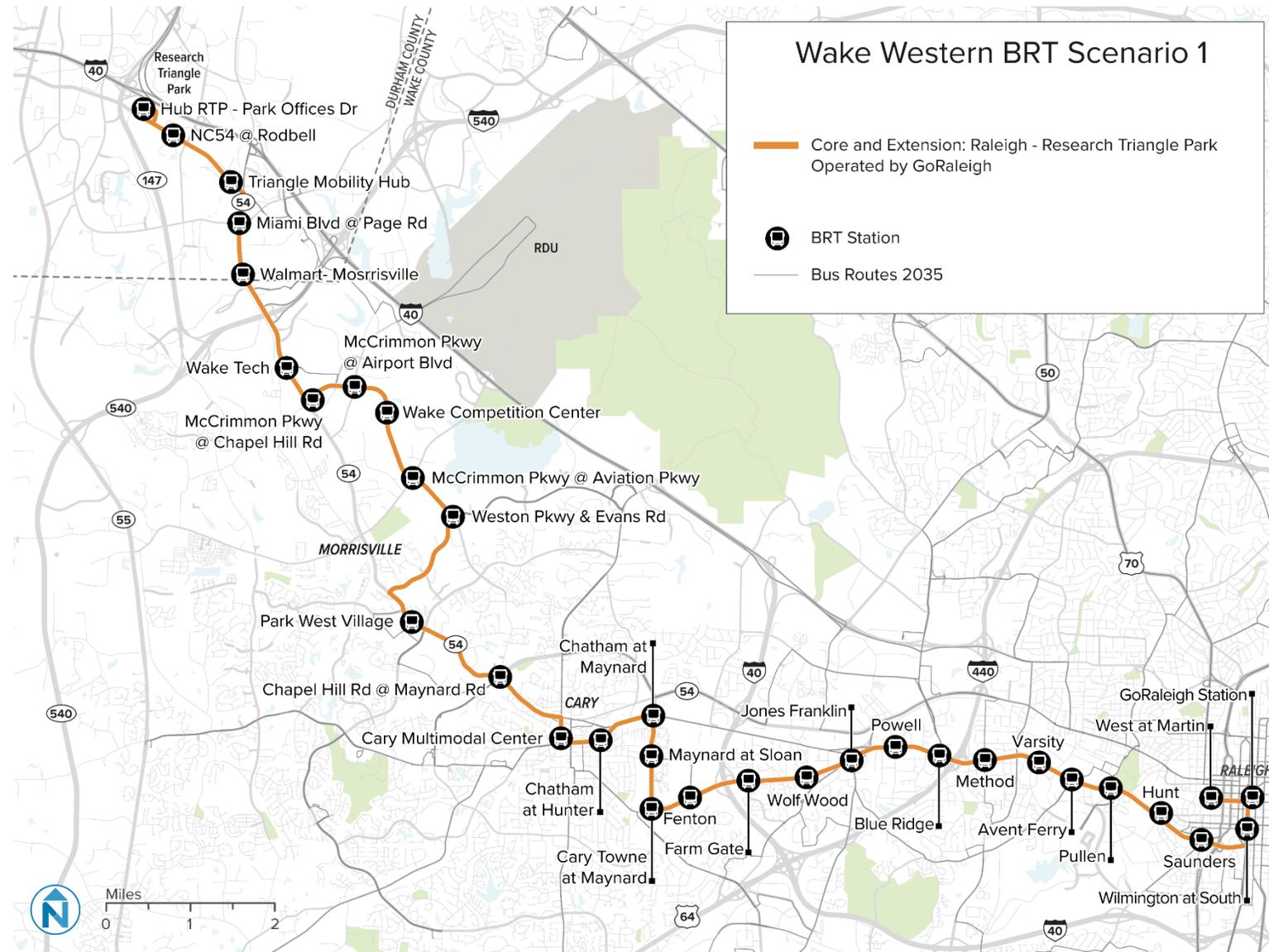
- Compatibility with operator's existing branding and with the region's GO family of brands
- FTA CIG branding requirements
- Service plan
- Flexibility for the operator
- Recognition and wayfinding



BRT Extensions Scenario – Western Corridor

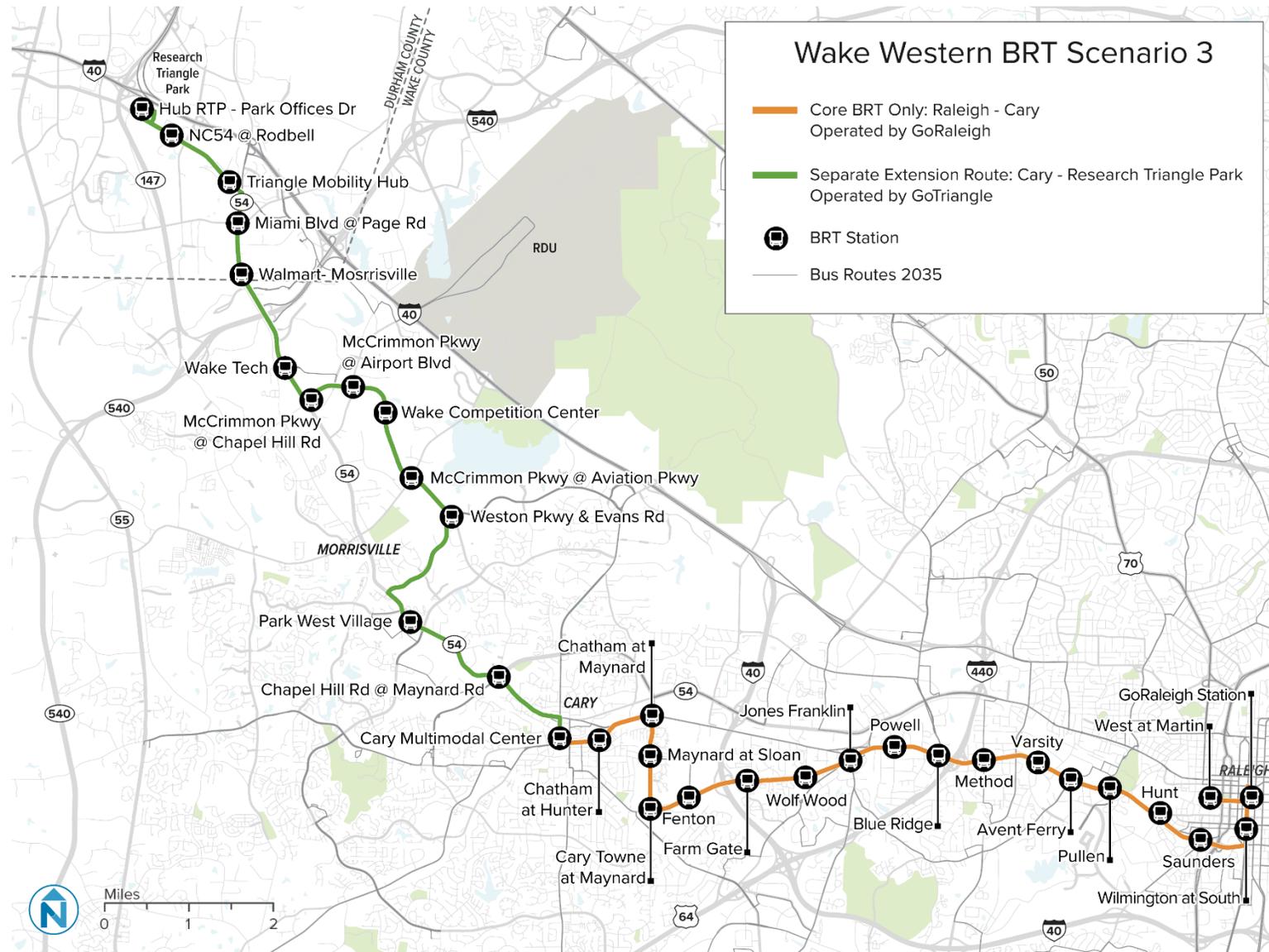
Western Extension Scenario 1

- *Operator:* GoRaleigh
- *Extension type:* Every Core BRT trip extends
- *Frequency on extension corridor*
 - *Weekday day:* 10 minutes
 - *Weekend day:* 15 minutes
 - *Early morning/Late night:* 20 minutes



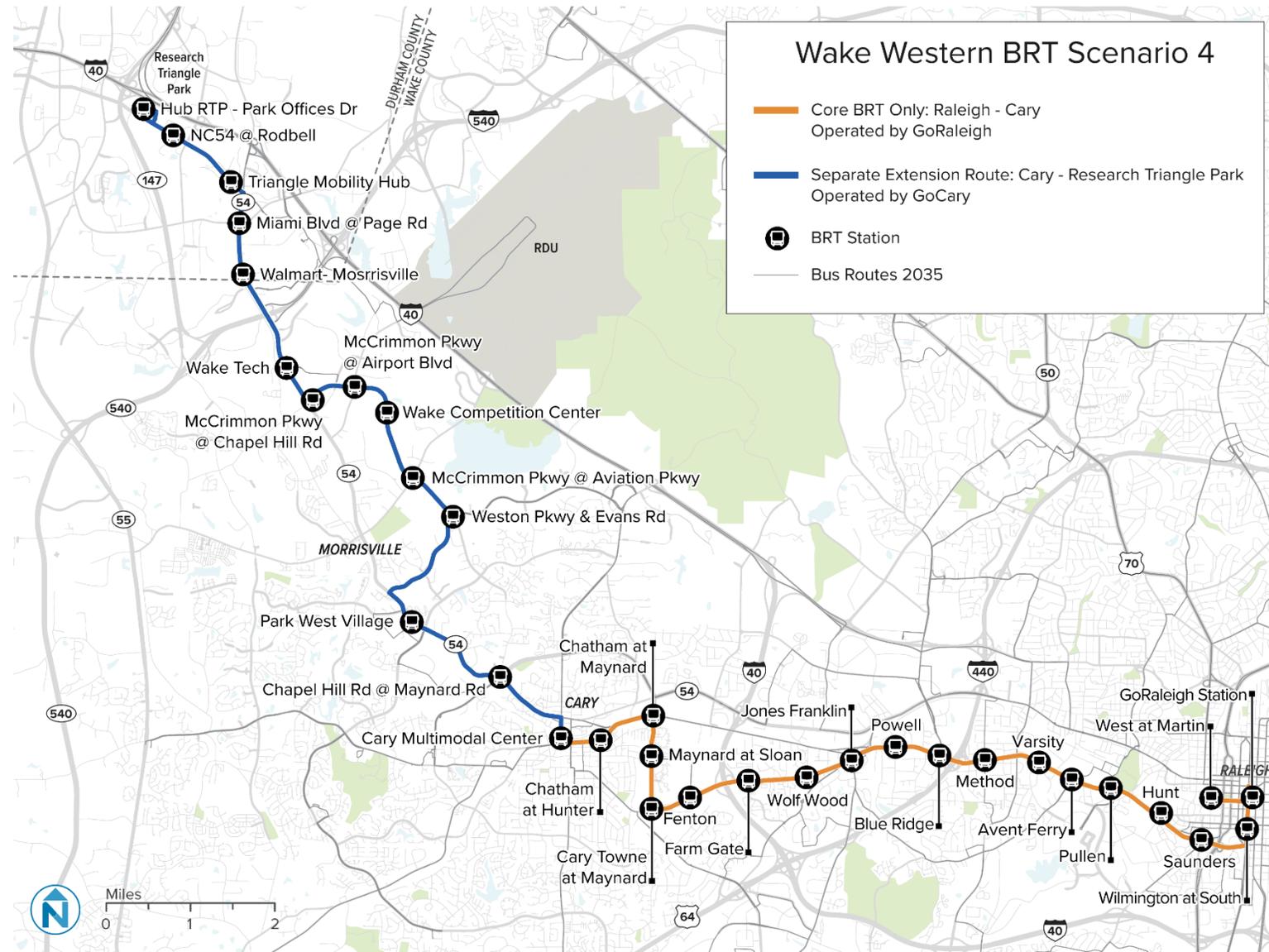
Western Extension Scenario 3

- Operator: GoTriangle
- Extension type: Separate extension route
- Frequency on extension corridor
 - Weekday day: 20 minutes
 - Weekend day: 30 minutes
 - Early morning/Late night: 40 minutes



Western Extension Scenario 4

- *Operator: GoCary*
- *Extension type: Separate extension route*
- *Frequency on extension corridor*
 - *Weekday day: 20 minutes*
 - *Weekend day: 30 minutes*
 - *Early morning/Late night: 40 minutes*



-  Higher
-  Neutral
-  Lower

Travel, Transfer, and Wait Times



Goal 1: Access to Destinations	Scenario 1 GoRaleigh Full Extension	Scenario 2 GoRaleigh Alternating Extension	Scenario 3 GoTriangle Separate Route	Scenario 4 GoCary Separate Route
RTP to Downtown Cary	31 minutes	31 minutes	31 minutes	31 minutes
RTP to Downtown Raleigh	72 minutes	72 minutes	77 minutes	77 minutes
McCrimmon/NC 54 to Downtown Raleigh	59 minutes	59 minutes	64 minutes	64 minutes
RTP to Powhatan	132 minutes	134 minutes	144 minutes	144 minutes



Goal 2: Access to Transit Services	Scenario 1 GoRaleigh Full Extension	Scenario 2 GoRaleigh Alternating Extension	Scenario 3 GoTriangle Separate Route	Scenario 4 GoCary Separate Route
Transfer time	-	-	5 minutes	5 minutes
Average wait time	6 minutes	12 minutes	12 minutes	12 minutes
Total Wait & Transfer	6 minutes	12 minutes	17 minutes	17 minutes

Cost per Rider



	Scenario 1 GoRaleigh Full Extension	Scenario 2 GoRaleigh Alternating Extension	Scenario 3 GoTriangle Separate Route	Scenario 4 GoCary Separate Route
Operating cost per hour	\$120	\$120	\$172	\$117
Annual operating cost	\$6,094,600	\$3,820,400	\$5,475,900	\$3,723,600
Annual extension ridership	578,300	520,800	307,700	336,500
Operating Cost per Rider	\$10.54/rider	\$7.34/rider	\$17.79/rider	\$11.07/rider



	Scenario 1 GoRaleigh Full Extension	Scenario 2 GoRaleigh Alternating Extension	Scenario 3 GoTriangle Separate Route	Scenario 4 GoCary Separate Route
Total capital cost	\$51,422,500	\$45,469,400	\$42,005,600	\$42,005,600
Annualized capital cost	\$2,780,000	\$2,217,900	\$1,890,000	\$1,890,000
Annual extension ridership	578,300	520,800	307,700	336,500
Capital Cost per Rider	\$4.81/rider	\$4.26/rider	\$6.14/rider	\$5.62/rider

Operational Considerations

UPDATED

	✓	○	○	○
	Scenario 1 GoRaleigh Full Extension	Scenario 2 GoRaleigh Alternating Extension	Scenario 3 GoTriangle Separate Route	Scenario 4 GoCary Separate Route
Facility Location	4104 Poole Rd	4104 Poole Rd	5201 Nelson Rd	160 Towerview Ct
Capacity Needed and Planned	9 articulated 60' buses – exceeds planned capacity	5 articulated 60' buses – could be accommodated, but not in addition to Southern Scenario 1	5 40' buses – no capacity challenges with expanded facility	5 40' buses – no capacity challenges with expanded facility
Deadhead Distance Nearest Terminus	4.8 miles to GoRaleigh Station	4.8 miles to GoRaleigh Station	5.2 miles to Park Offices Drive at RTP	2.2 miles to Cary Multimodal Center
Turnaround and Layovers	No challenges at RTP or GoRaleigh Station	Plans to accommodate 60' buses at Cary Multimodal Center in progress	Plans to accommodate 60' buses at Cary Multimodal Center in progress	Plans to accommodate 60' buses at Cary Multimodal Center in progress
Level Boarding at Stations	Level boarding possible	Level boarding possible	Level boarding not possible	Level boarding not possible
Route Length & Reliability	Greater OTP risk, less transfer risk	Greater OTP risk, less transfer risk	Less OTP risk, greater transfer risk	Less OTP risk, greater transfer risk

Transit Demand and Service Levels

- Average station area transit demand, western extension corridor:
 - 2035 density: 26/acre, supports 15 to 30-minute service
 - 2055 density: 38/acre, supports 10 to 15-minute service
- Proposed frequencies:
 - Scenario 1 (full extension) ○
 - 10-15 minutes, frequency may be high for opening year but would be suitable within 5-10 years of opening
 - Scenarios 2-4: ^
 - 20-30 minutes, frequency well-suited for opening year

LAND USE	DENSITY		TRANSIT
Land Use Type	Residents per Acre	Jobs per Acre	Frequency of Service
 Downtowns & High Density Corridors	>45	>25	 10 mins or better
 Urban Mixed-Use	30-45	15-25	 10-15 minutes
 Neighborhood & Suburban Mixed-Use	15-30	10-15	 15-30 minutes
 Mixed Neighborhoods	10-15	5-10	 30-60 minutes
 Low Density	2-10	2-5	 60 mins or less or On Demand
 Rural	<2	<2	 On Demand

Evaluation Summary

ALL METRICS

Relative Scoring	
	Higher
	Neutral
	Lower

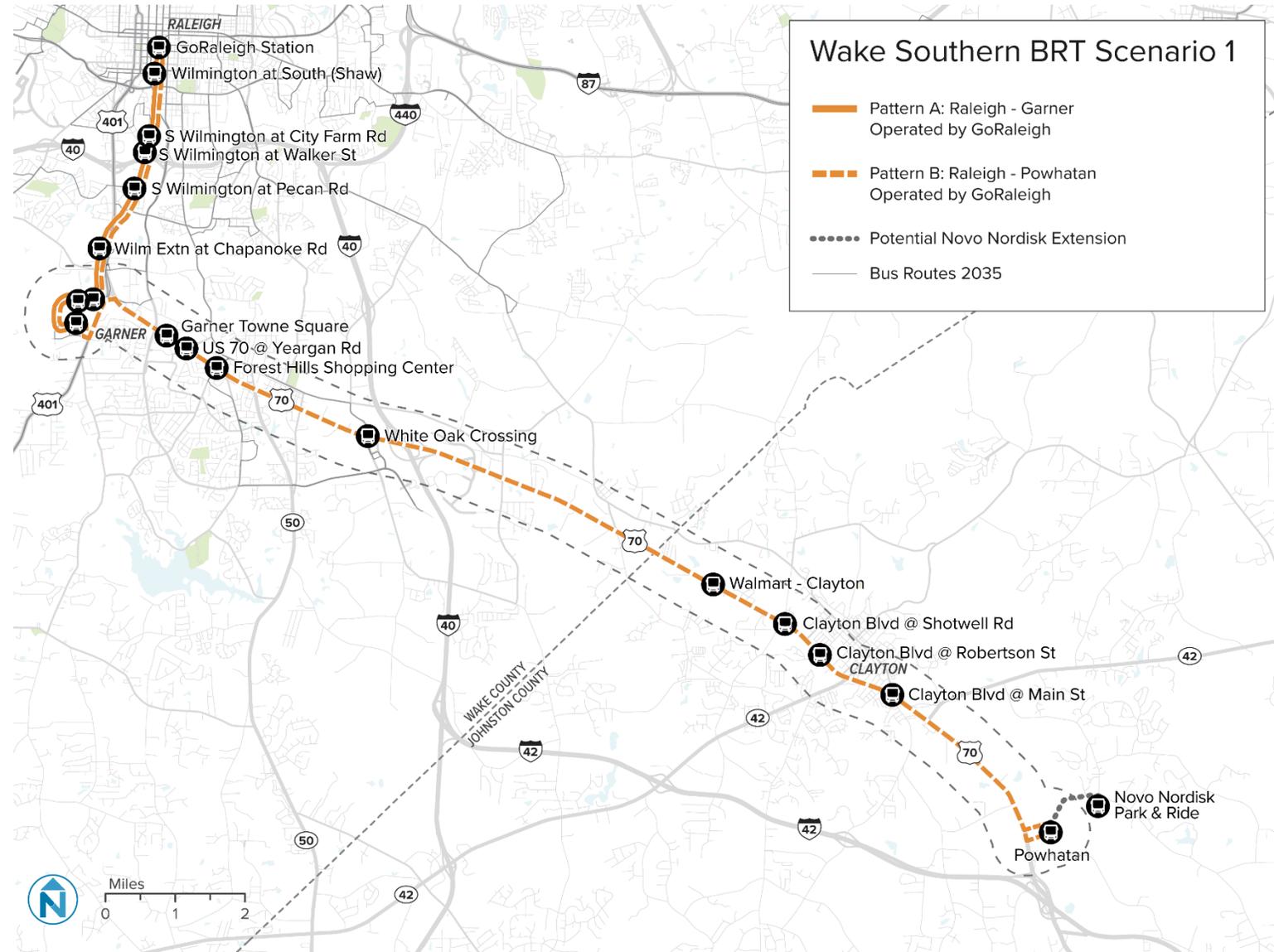
The project team recommends moving forward with **Scenario 2** based on rider experience and cost efficiency.

Metric	Scenario 1 GoRaleigh Full Extension	Scenario 2 GoRaleigh Alternating Extension	Scenario 3 GoTriangle Separate Route	Scenario 4 GoCary Separate Route
Travel time				
Transfer & wait times				
Operating cost per rider				
Capital cost per rider				
Operational concerns				
Future transit demand				

BRT Extensions Scenario – Southern Corridor

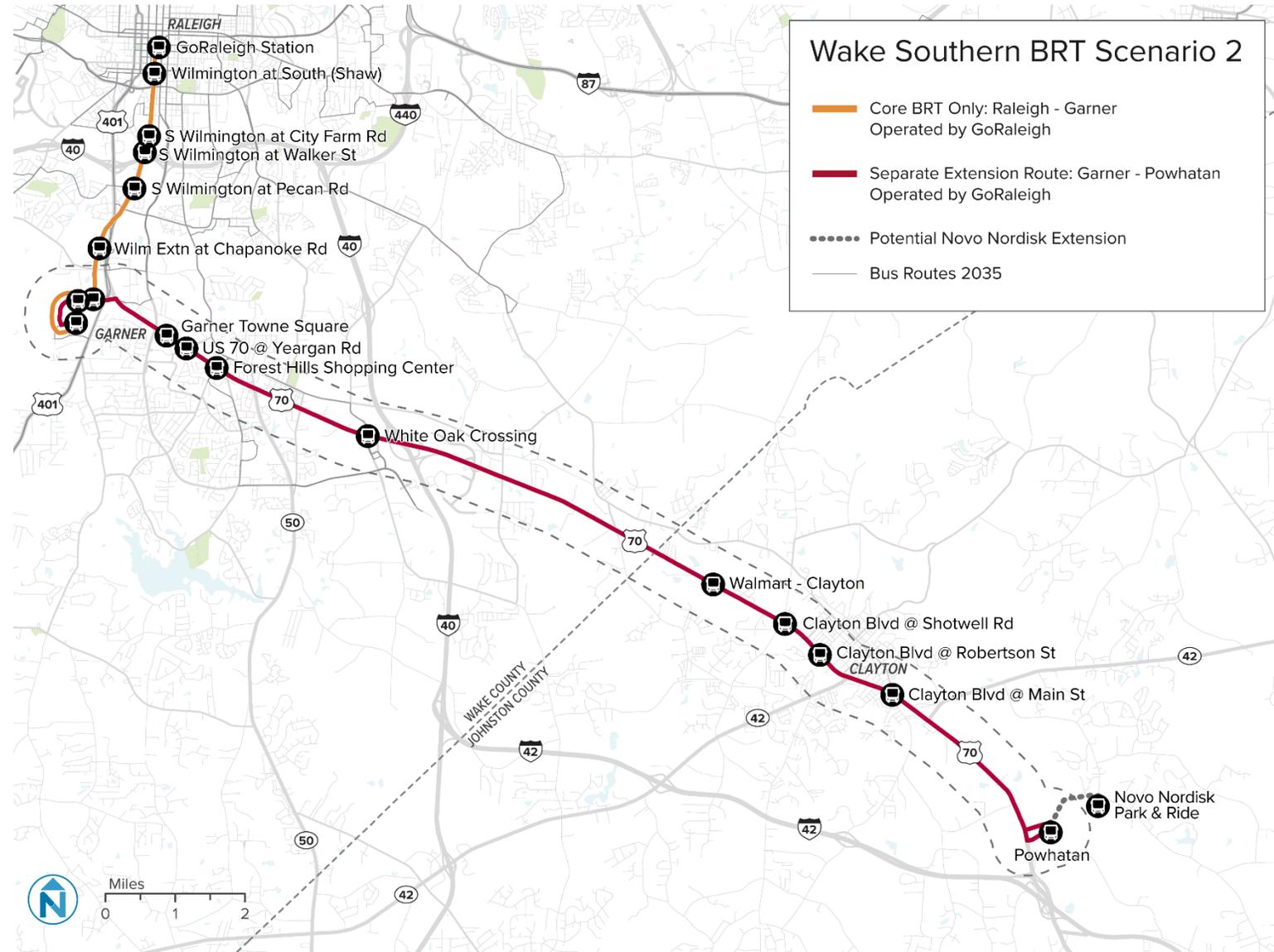
Southern Extension Scenario 1

- Operator: GoRaleigh
- Extension type: Alternate Core BRT trips extend
- Frequency on extension corridor
 - Weekday day: 20 minutes
 - Weekend day: 30 minutes
 - Early morning/Late night: 40 minutes



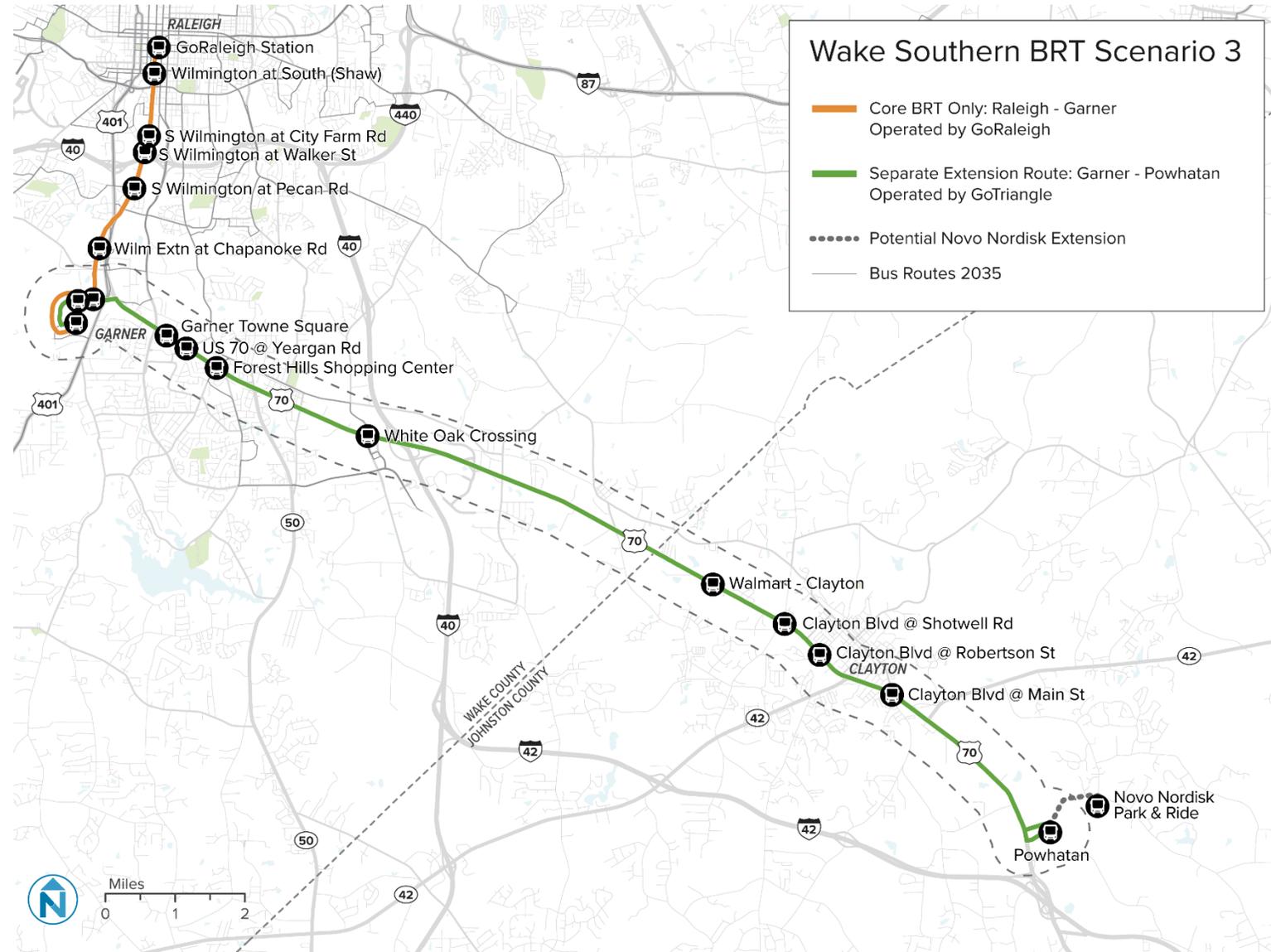
Southern Extension Scenario 2

- *Operator: GoRaleigh*
- *Extension type: Separate extension route*
- *Frequency on extension corridor*
 - *Weekday day: 20 minutes*
 - *Weekend day: 30 minutes*
 - *Early morning/Late night: 40 minutes*



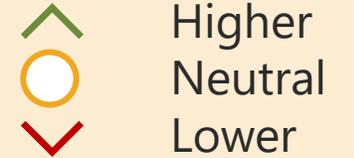
Southern Extension Scenario 3

- *Operator: GoTriangle*
- *Extension type: Separate extension route*
- *Frequency on extension corridor*
 - *Weekday day: 20 minutes*
 - *Weekend day: 30 minutes*
 - *Early morning/Late night: 40 minutes*



Operating Cost per Rider

Relative Scoring



- Operating cost based on **increase** over Core BRT costs
- Scenario 1 requires additional bus due to inefficient cycle times for alternating pattern; higher costs offset by higher ridership due to one-seat ride

Input	^	^	○
	Scenario 1 GoRaleigh Alternating Extension	Scenario 2 GoRaleigh Separate Route	Scenario 3 GoTriangle Separate Route
Peak buses for operation	5 60' buses	4 40' buses	4 40' buses
Operating cost per hour	\$120	\$120	\$172
Annual operating cost	\$4.2 million	\$3.8 million	\$5.5 million
Annual projected ridership	1.17 million	1.04 million	1.04 million
Operating Cost per Rider	\$3.61/rider	\$3.69/rider	\$5.29/rider

Capital Cost per Rider

- Capital costs are based on construction of only extension portions of BRT routes
- Vehicle costs include purchase of 40' or 60' buses beyond those necessary for the Core BRT
 - Scenario 1 requires additional bus due to inefficient cycle times for alternating patterns
- Higher capital costs of Scenario 1 not fully offset by higher ridership, but all scenarios have similar capital cost per rider

Input	Scenario 1	Scenario 2	Scenario 3
	GoRaleigh Alternating Extension	GoRaleigh Separate Route	GoTriangle Separate Route
Construction cost	\$28,487,000	\$28,047,000	\$28,047,000
Vehicle cost	\$8,117,800	\$3,612,300	\$3,612,300
Other cost	\$9,927,600	\$9,336,300	\$9,336,300
Total capital cost	\$46,532,400	\$40,995,600	\$40,995,600
Annualized capital cost	\$2,443,300	\$1,945,100	\$1,945,100
Annual projected ridership	1.17 million	1.04 million	1.04 million
Capital Cost per Rider	\$2.08/rider	\$1.88/rider	\$1.88/rider

Operational Considerations



	 Scenario 1 GoRaleigh Alternating Extension	 Scenario 2 GoRaleigh Separate Route	 Scenario 3 GoTriangle Separate Route
Facility Location	4104 Poole Rd	4104 Poole Rd	GoTriangle, 5201 Nelson Rd
Capacity Needed and Planned	6 articulated 60' buses – exceeds capacity when combined with preferred Western Scenario	5 40' buses - no capacity challenges anticipated with 40' buses	5 40' buses – no capacity challenges with expanded facility
Distance to Nearest Terminus	5.3 miles to Wilmington St at Hargett St	8.9 miles to Walmart - Garner	18 miles to Walmart - Garner
Turnaround and Layovers	New layover facilities needed at Powhatan	New layover facilities needed at Powhatan	New layover facilities needed at Powhatan
Route Length & Reliability	Longer route length – greater reliability risk	Shorter route length – more reliable	Shorter route length – more reliable

Travel, Transfer, and Wait Times

	○	▼	▼
Goal 1: Access to Destinations	Scenario 1 GoRaleigh Alternating Extension	Scenario 2 GoRaleigh Separate Route	Scenario 3 GoTriangle Separate Route
Powhatan to Garner	36 minutes	36 minutes	36 minutes
Powhatan to Downtown Raleigh	52 minutes	57 minutes	57 minutes
White Oak Shopping Center to Downtown Raleigh	30 minutes	35 minutes	35 minutes
RTP to Powhatan	134 minutes	144 minutes	144 minutes

	○	▼	▼
Goal 2: Access to Transit Services	Scenario 1 GoRaleigh Alternating Extension	Scenario 2 GoRaleigh Separate Route	Scenario 3 GoTriangle Separate Route
Transfer time	-	5 minutes	5 minutes
Average wait time	12 minutes	12 minutes	12 minutes
Total Wait & Transfer	12 minutes	17 minutes	17 minutes

Transit Demand and Service Levels

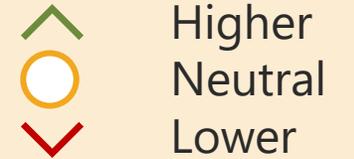
- Average station area transit demand, western extension corridor:
 - 2035 density: 12/acre, supports 30-minute+ service
 - 2055 density: 17/acre, supports 15 to 30-minute service
- Frequency is the same across all scenarios, slightly more frequent than supported in opening year but within range by 2055
 - Scenario 1 utilizes articulated buses, may not match surrounding environment in early years ✓
 - Scenarios 2 and 3 utilize 40' buses ○

LAND USE	DENSITY		TRANSIT
Land Use Type	Residents per Acre	Jobs per Acre	Frequency of Service
 Downtowns & High Density Corridors	>45	>25	 10 mins or better
 Urban Mixed-Use	30-45	15-25	 10-15 minutes
 Neighborhood & Suburban Mixed-Use	15-30	10-15	 15-30 minutes
 Mixed Neighborhoods	10-15	5-10	 30-60 minutes
 Low Density	2-10	2-5	 60 mins or less or On Demand
 Rural	<2	<2	 On Demand

Evaluation Summary

ALL METRICS

Relative Scoring



The project team recommends moving forward with **Scenario 2** based on corridor suitability, operating cost, and operational efficiency.

Metric	Scenario 1	Scenario 2	Scenario 3
	GoRaleigh Alternating Extension	GoRaleigh Separate Route	GoTriangle Separate Route
Travel time	○	∨	∨
Transfer & wait times	○	∨	∨
Operating cost per rider	∧	∧	○
Capital cost per rider	∧	∧	∧
Operational concerns	∨	○	∨
Future transit demand	∨	○	○

Next Steps

Detailed Operating and Capital Plan

- Detailed operating cost model
 - Refine dwell time assumptions
 - Refine cycle times and layovers
- Detailed capital cost model
 - Refine station amenities and technology
 - Refine vehicle types and spares
- Planning for funding and implementation plan

10. Update on Bus Rapid Transit (BRT) Extensions Concept of Operations Study

Ben Howell, CAMPO

Information Item

11. Microtransit Service Update: Go Wake Forest

Emma Linn, Wake Forest



Go Wake Forest Microtransit

TPAC PRESENTATION



1

About Go Wake Forest

2

Year in Review

3

Fares

About Go Wake Forest



1

What is Go Wake Forest?

Book a ride in seconds.
Get picked up in
minutes.



GO
Wake Forest
By 

Go anywhere in town.

- Go Wake Forest is a **door-to-door and on-demand microtransit service** that can take you directly to your destination from your doorstep.
- This flexible transit service is ADA accessible.



How can you request a ride?

Stop stressing about
your commute.
Book a ride!



GO
Wake Forest
By **VIA**

Go anywhere in town.

- Download the Go Wake Forest app; or
- Request a ride by calling 984-342-2319.



Where can Go Wake Forest take you?

Get to the grocery store, pharmacy, and shopping center.



Go anywhere in town.

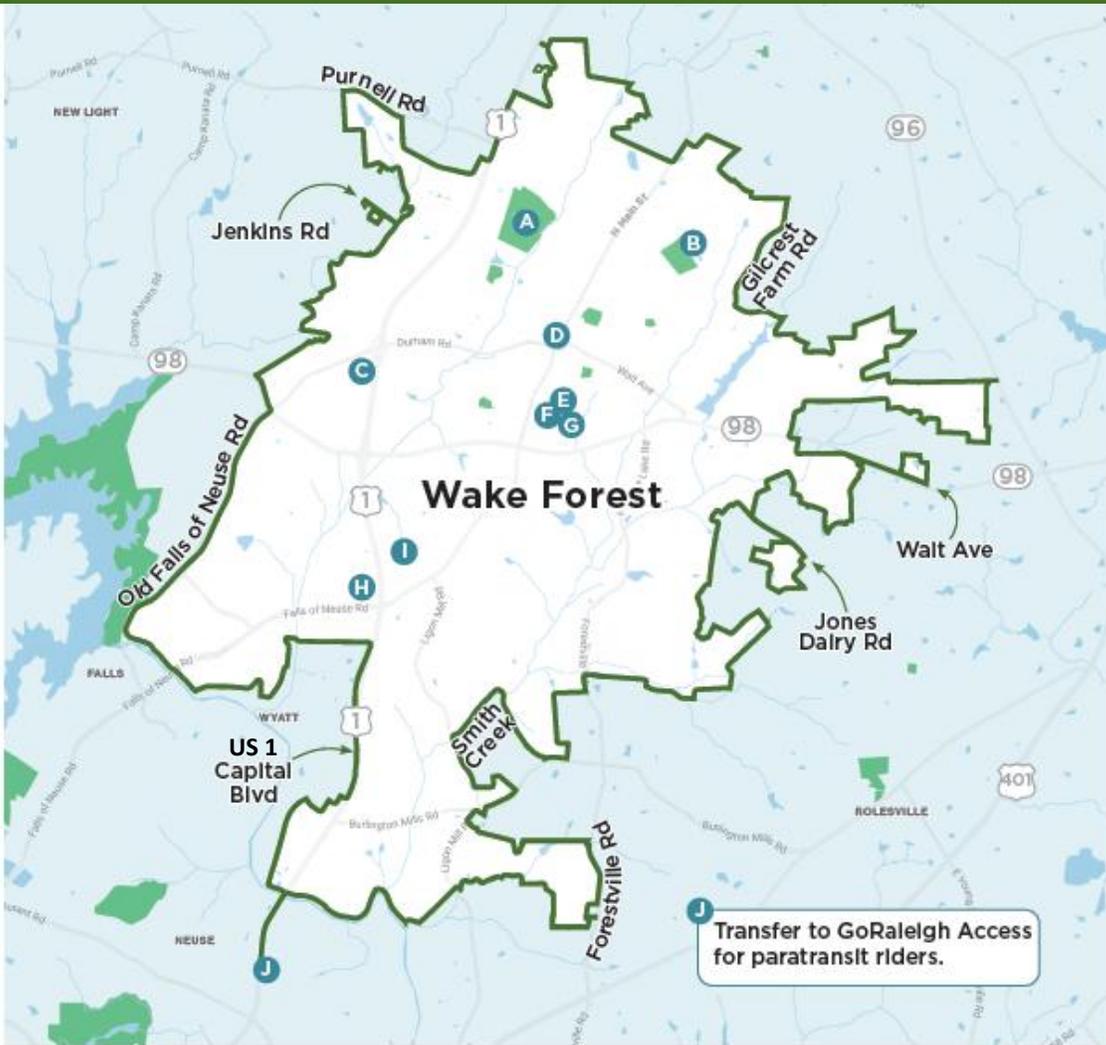
- You can travel anywhere within the specified Go Wake Forest service zone which includes the entire Wake Forest limits and most of Raleigh's neighborhood, Wakefield.



Service Zone

- Go Wake Forest operates within these boundaries, which we call the “service zone.”
- The service zone is approximately 26.5 sq. mi.
- Includes a transfer point for GoRaleigh Access paratransit.

[Interactive Service Zone Map](#)



Popular Destinations:

- | | |
|---|--|
| A Joyner Park | F Post Office |
| B Flaherty Park and Community Center | G Wake Forest Community Library |
| C Target | H REX Healthcare |
| D Downtown Wake Forest | I Walmart |
| E Northern Wake Senior Center | J Sheetz Gas Station |



When does Go Wake Forest operate?

- **Monday – Thursday:** 6 a.m. to 9:30 p.m.
- **Fridays:** 6 a.m. to 10:30 p.m.
- **Saturdays:** 8 a.m. to 10:30 p.m.
- Go Wake Forest does not operate on Sundays, Thanksgiving Day, Christmas Day, or New Year's Day.



Door-to-destination paratransit rides on your schedule

Connecting to GoRaleigh Access



Starting Oct. 1, 2024,
Go Wake Forest will provide
on-demand paratransit
rides around Wake Forest.
Connect to GoRaleigh
Access for paratransit
service in Raleigh.

- Riders can use Go Wake Forest to connect to GoRaleigh Access via transfer point at the Thorton Road Sheetz.
- GoRaleigh Access rides are still **required** to be scheduled no less than 24 hrs. in advance.



Year in Review



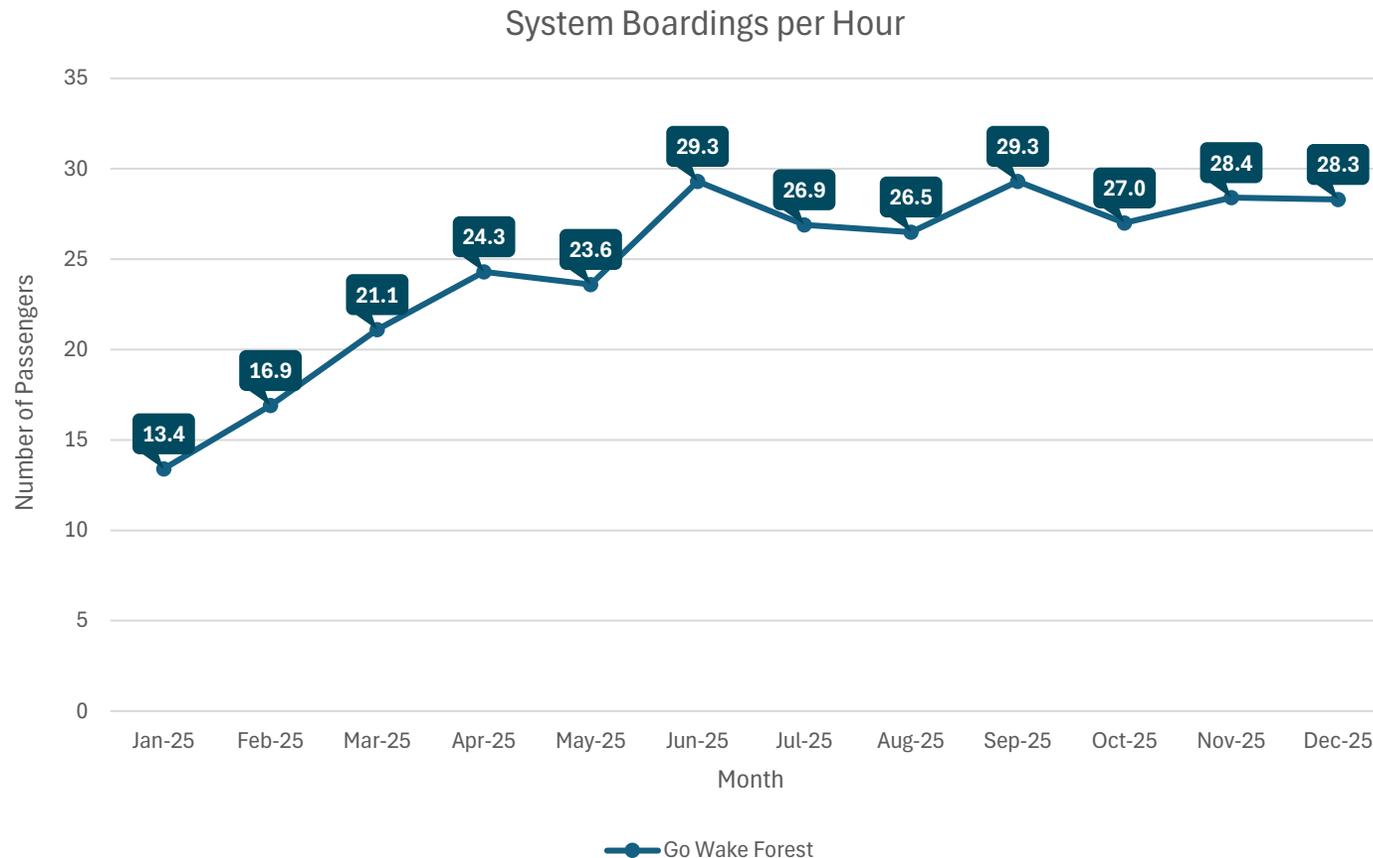
2

Year in Review

- Bus system was suspended due to very low ridership, cost concerns, and poor performance.
- Go Wake Forest microtransit launched in October 2024 as a fare-free pilot program.
- Fleet initially comprised of three vans and one spare.
- Due to exceptional demand, the total fleet size increased from three to ten vans by December 2024.



Go Wake Forest 2025 Recap



SYSTEM SUMMARY

Bus Loop

Microtransit

3

Boardings per hour

24.5

57%

On-time performance

84%

\$74

Cost per boarding

\$16

Go Wake Forest 2025 Recap

VEHICLE SUMMARY

Bus Loop

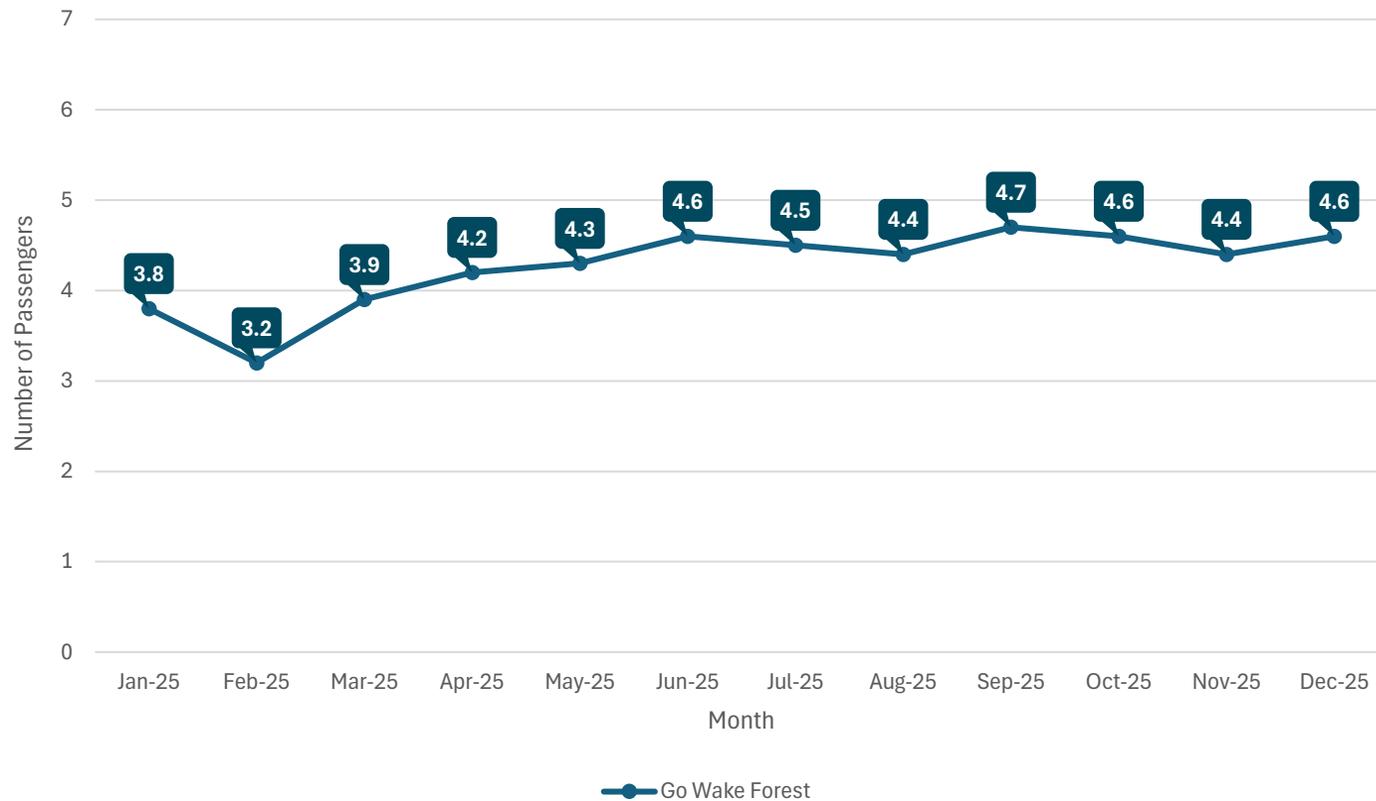
Microtransit

1.5

Boardings per hour

4.3

Vehicle Boardings per Hour



Fares



3

Fares

Trip Request Distance

Fare

0 to 2 miles

\$2.50

2 to 4 miles

\$3.50

Over 4 miles

\$4.50

- Town is transitioning from a pilot program to a permanent service. Fare collection began February 1st, 2026.
- Fares will generate expansion revenue and create service capacity.
- Fares will be tiered based on distance, with 55% of rider trips within 0 to 2 miles.
- Children 12 & under ride free.

*Only \$1.25 for each additional rider in party

Reduced Fare Program

Trip Request Distance

Reduced Fare

0 to 2 miles

\$1.25

2 to 4 miles

\$1.75

Over 4 miles

\$2.25

- Fare discounts are offered to riders who complete an eligibility screening application process for one of the following qualifiers:
 - ✓ Age 65+
 - ✓ Income status, specifically individuals enrolled in certain income-eligible programs
 - ✓ Having a mobility-inhibiting disability

*Only \$1.25 for each additional rider in party

Where can I purchase fare?

- Fares will be available for purchase by the following methods and locations:
 - ✓ Through the Go Wake Forest smart phone application
 - ✓ Over phone using the Go Wake Forest customer support hotline; or
 - ✓ In person at Wake Forest Town Hall



Fare Revenues

- Just over **\$18,000*** in net revenue were collected from fares in the inaugural month.
- What's our plan for the revenue?
 - Reinvest generated revenues back into Go Wake Forest.
 - Increase vehicle hours, additional service vehicles, or other service improvements.

*Revenues collected as of February 28th, 2026





“

Our ultimate goal is to provide safe, reliable, and affordable transit to our residents, and rider input is essential for this to occur.

BRAD WEST, LONG RANGE PLANNING MANAGER





Questions?

wakeforestnc.gov

Search "Go Wake Forest"



WAKE
FOREST



11. Microtransit Service Update: Go Wake Forest

Emma Linn, Wake Forest

Information Item

12. Microtransit Service Update: Holly Springs Hopper

Presentation Moved to April

13. Microtransit Service Update: Fuquay-Varina MicroLink

Allison Wylie, Fuquay-Varina

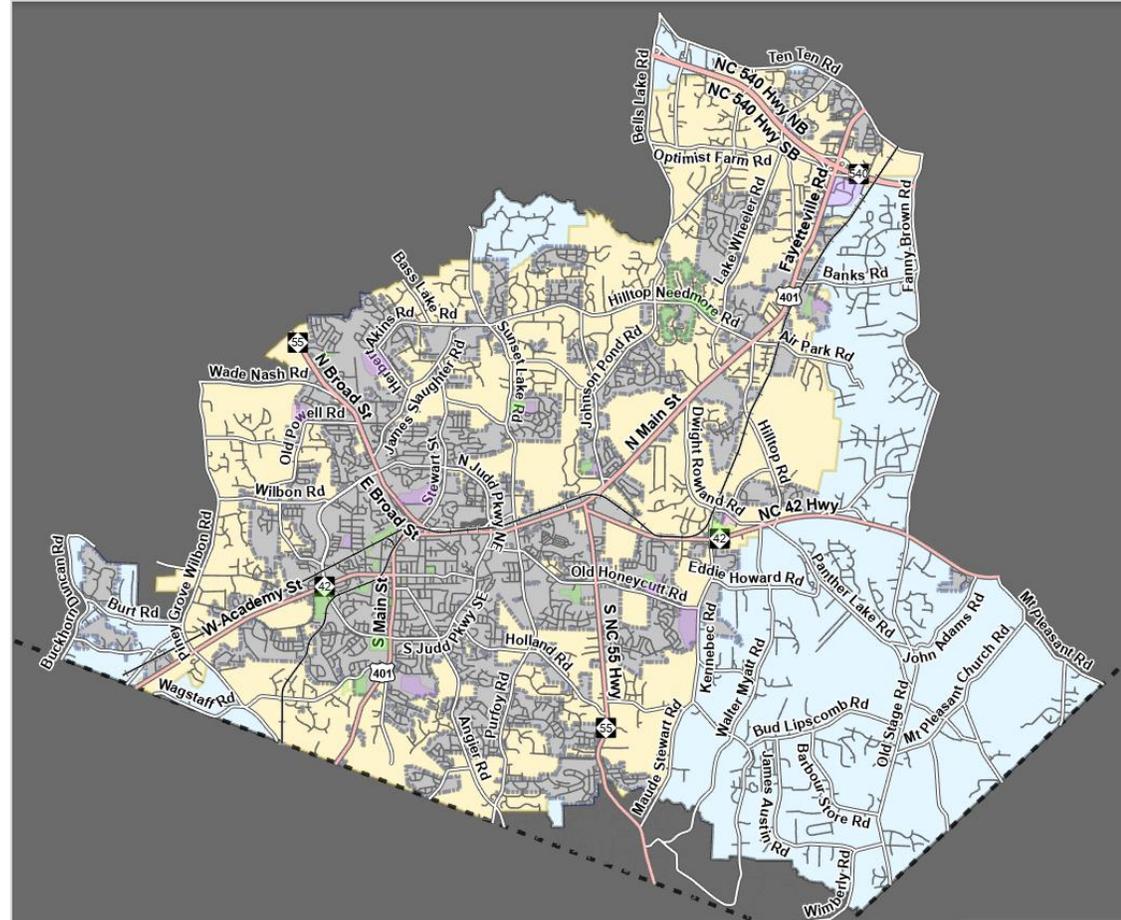
Taylor Cooleen, Raleigh

MicroLink Fuquay-Varina Microtransit Update

March 19, 2026

Quick Overview of Fuquay-Varina

- Land Area of ≈ 68.5 sq mi
 - Corporate Limits: ≈ 20.2 sq mi
 - ETJ: ≈ 25.9 sq mi
 - USA: ≈ 22.4 sq mi
- Population: 44,246
- Median Age: 36.3



How We Got Here

- The FRX was an express route service that provided access to Downtown Raleigh M-F during peak hours from 2015 to Jan. 2026.
 - Low ridership numbers
- The Town had previously conducted two (2) microtransit studies, however service was never implemented.
- GoRaleigh began talks with the Town at the beginning of 2025 to transition the FRX to a microtransit service.



Public Outreach

- Outreach Events
 - Social Media
 - Tabling at Celebrate Fuquay
 - Fuquay-Varina Christmas Parade



MicroLink Launch Day

- MicroLink Fuquay Varina officially launched 1/5/26 with a ribbon cutting and red carpet

WAKE COUNTY NEWS

Fuquay-Varina introduces new on-demand bus service

by Judith Retana
Posted: Jan 5, 2026 / 01:14 PM EST
Updated: Jan 5, 2026 / 06:23 PM EST

SHARE

FUQUAY-VARINA, N.C.(WNCN) – The Town of Fuquay-Varina is rolling out a new on-demand bus service connecting people with key destinations in the area without having to wait at a bus stop.

WRVA NEWS

Fuquay-Varina, Holly Springs launch on-demand transit systems

MicroLink offers curb-to-curb rides anywhere within and between designated areas. It will launch in Fuquay-Varina on Monday.

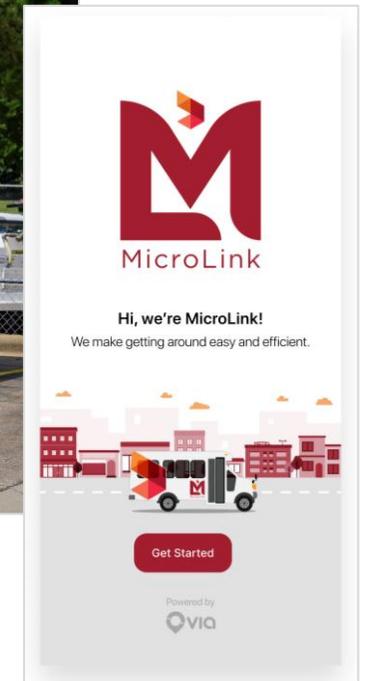
Posted: 8:07 AM Jan 5, 2026 – Updated: 6:10 PM Jan 6, 2026

Raleigh
MicroLink



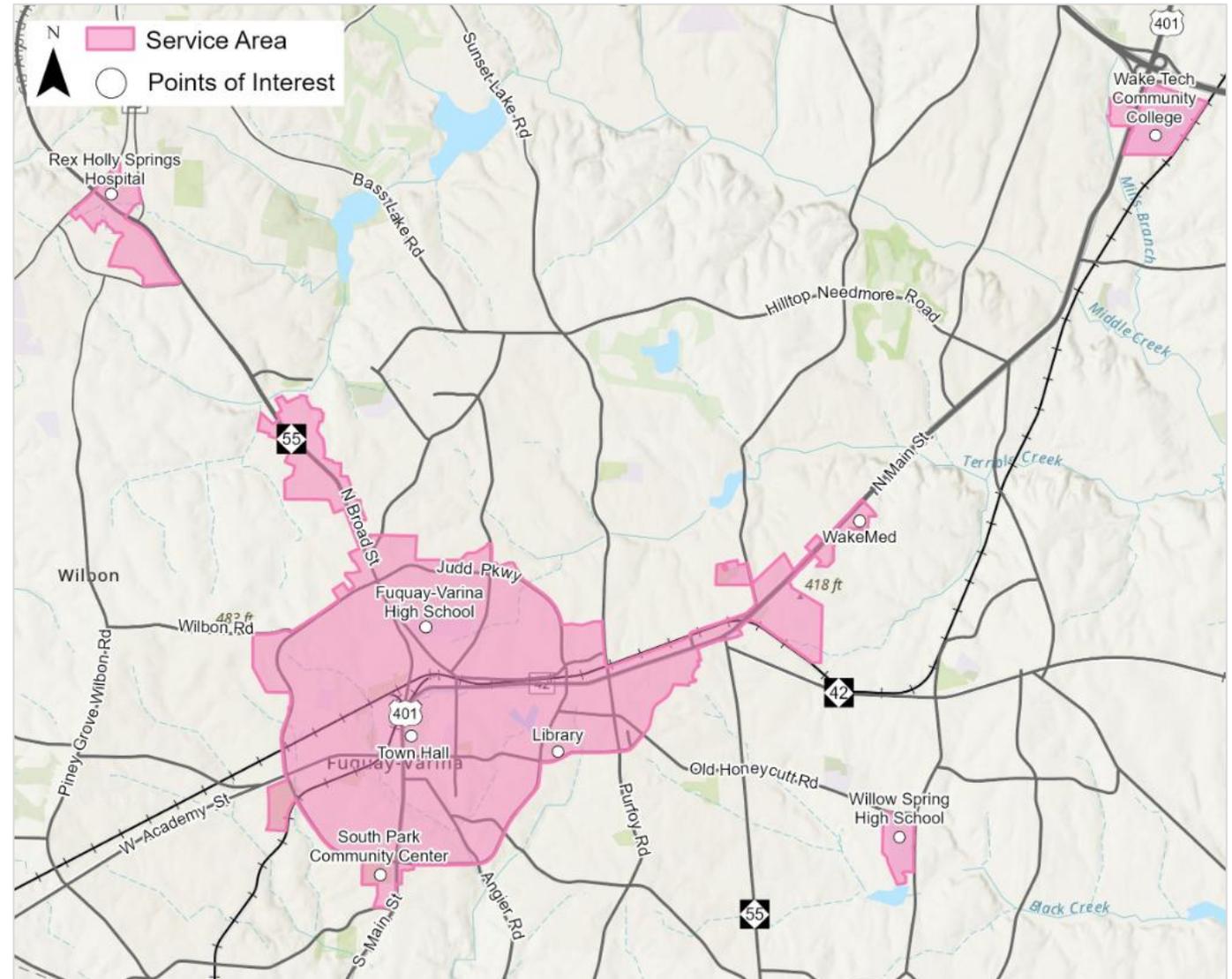
MicroLink Service

- Powered by Via, riders can request rides through the MicroLink app or by phone
- MicroLink offers curb-to-curb rides via two (2) handicap accessible buses
- Free for the entire first year of service- will eventually follow regional fare structure



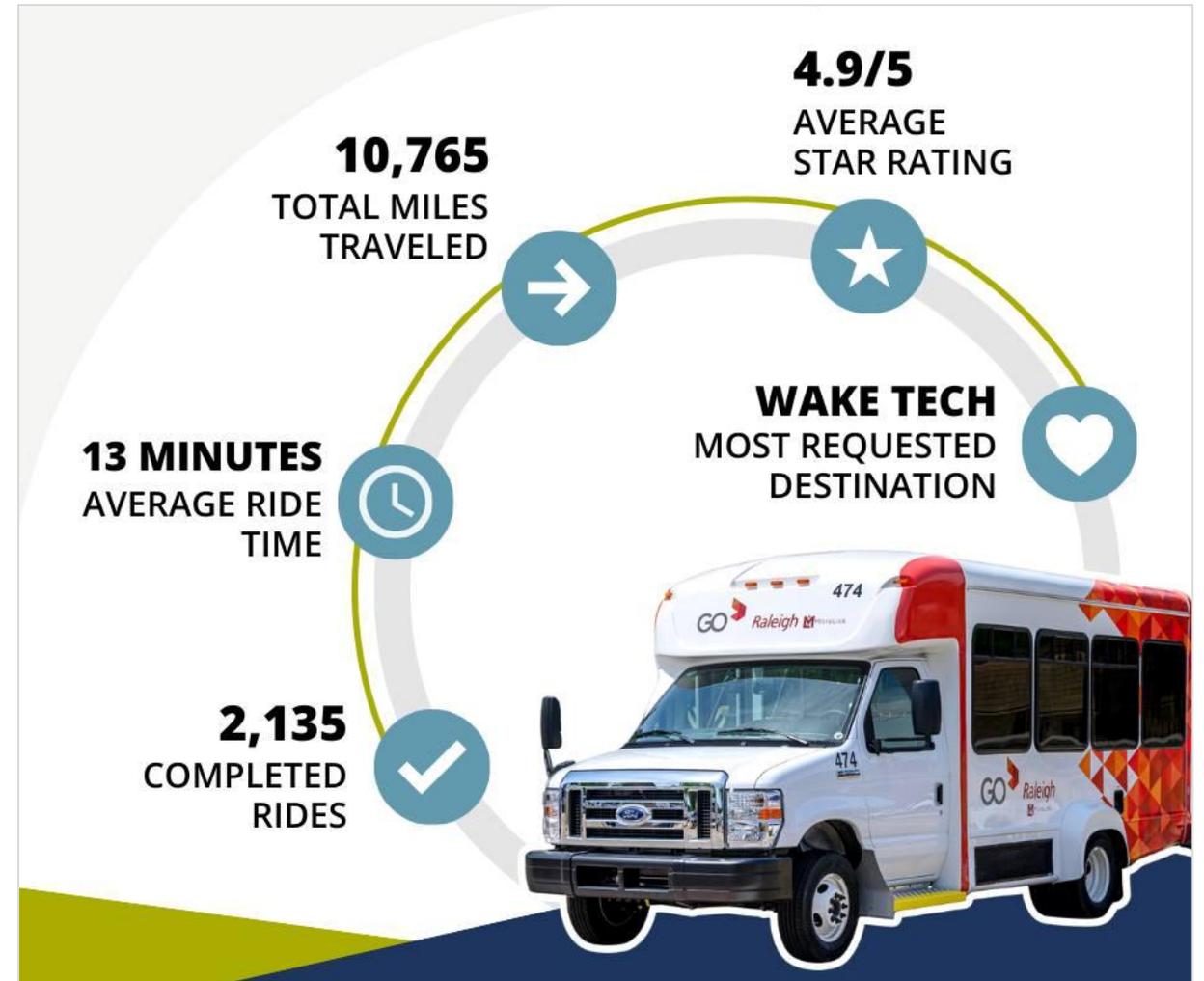
Service Area

- Rides are offered anywhere within and between the service areas shown in the map
- Area Highlights
 - Commercial Areas
 - Low and Fixed-Income Housing
 - Senior Housing
 - Medical Facilities
 - Town and County Facilities
 - Connection to Holly Springs
 - Schools:
 - Wake Tech Community College
 - Fuquay-Varina High School
 - Willow Spring High School

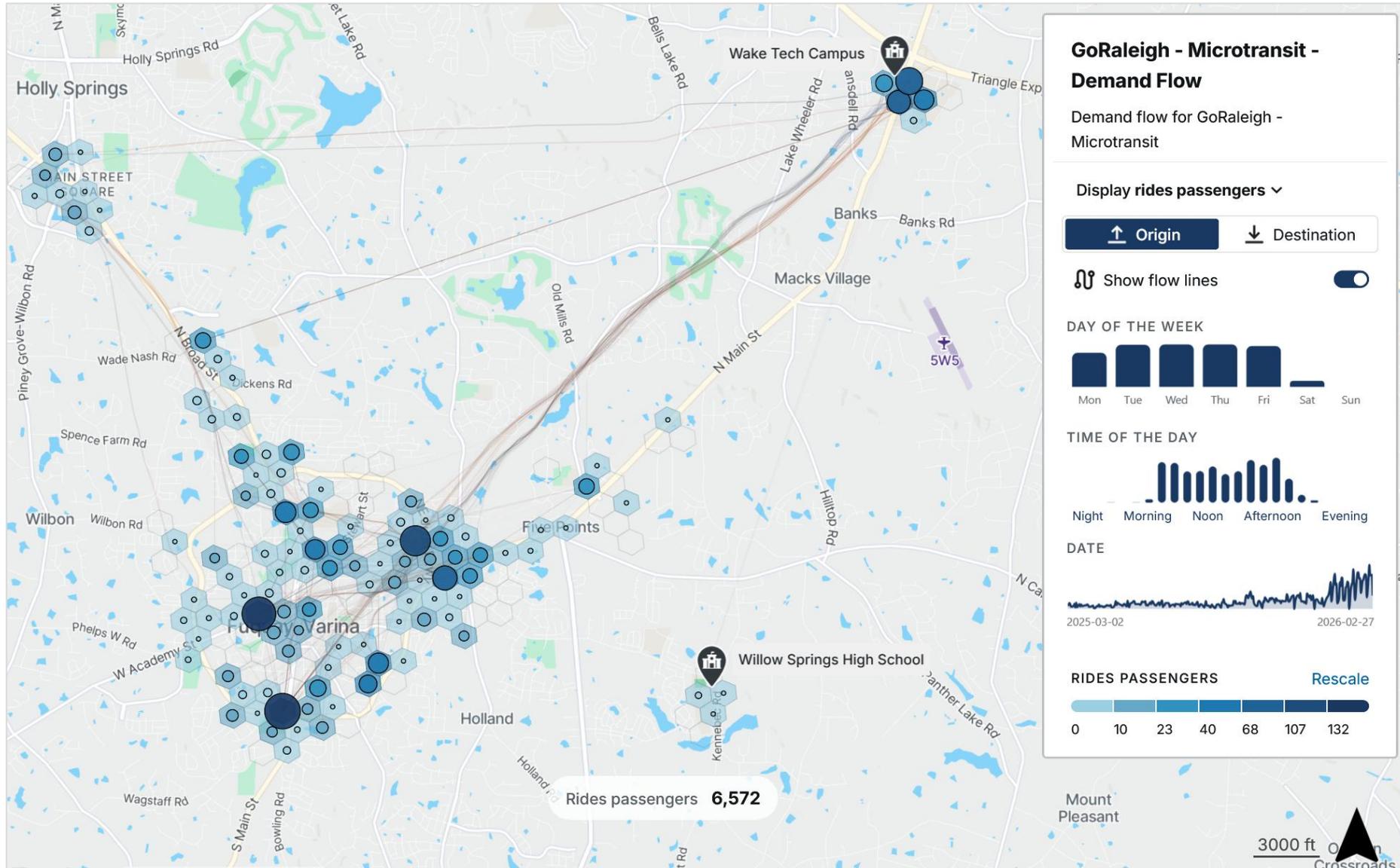


First 2 Months Stats

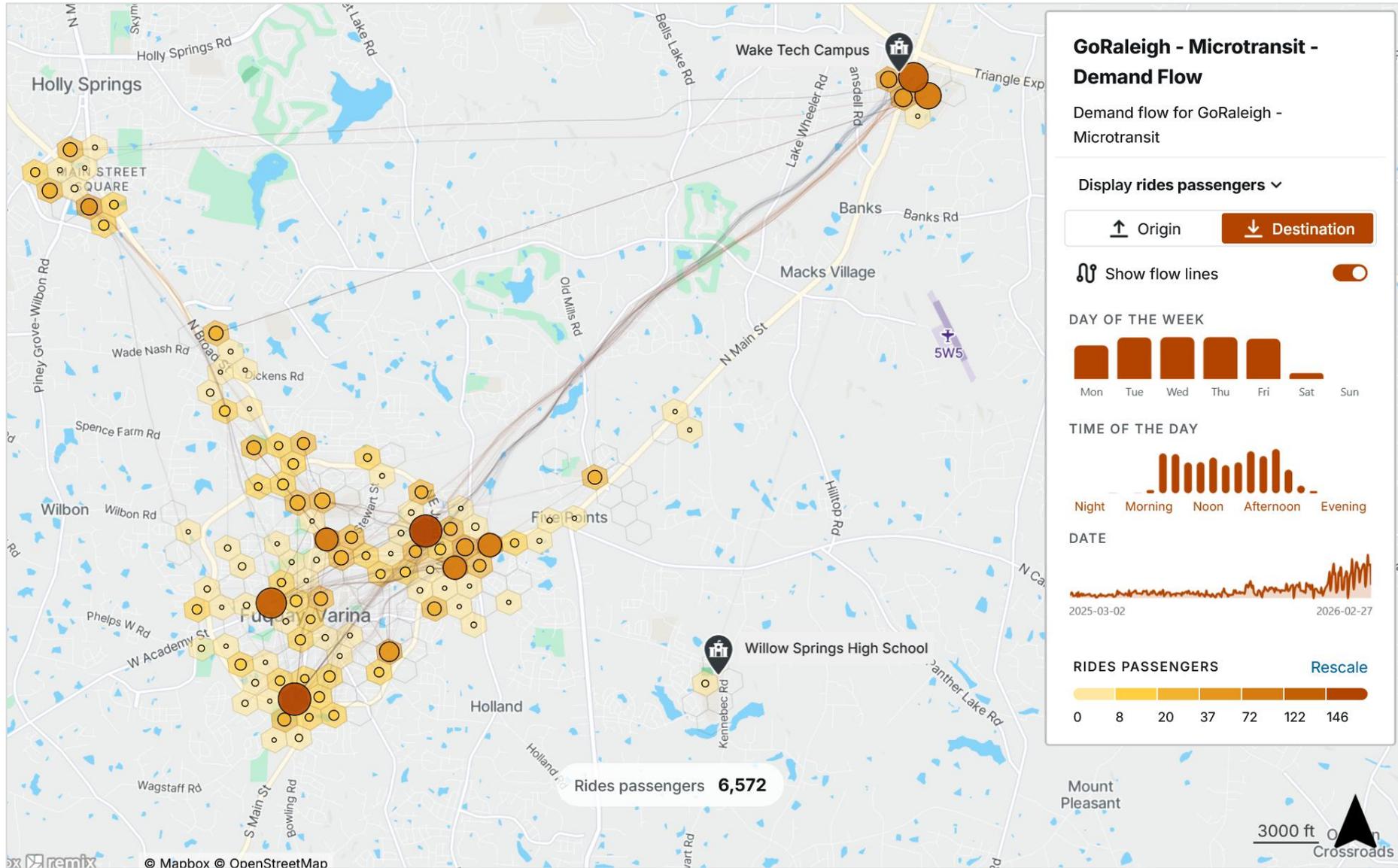
- Top Destinations:
 - Wake Tech
 - Walmart Shopping Center
 - South Park Park & Ride
 - Bay Tree Apartments
 - Ashewyck Commons
- Met Demand Rate: 85.5%
- Highest Ridership Day: 80 completed rides



Top Origins



Top Destinations



Community Feedback

“This is an amazing service!”

“When are you expanding?”

“I love being able to get to Downtown Raleigh any time of day.”

“When are you expanding?”

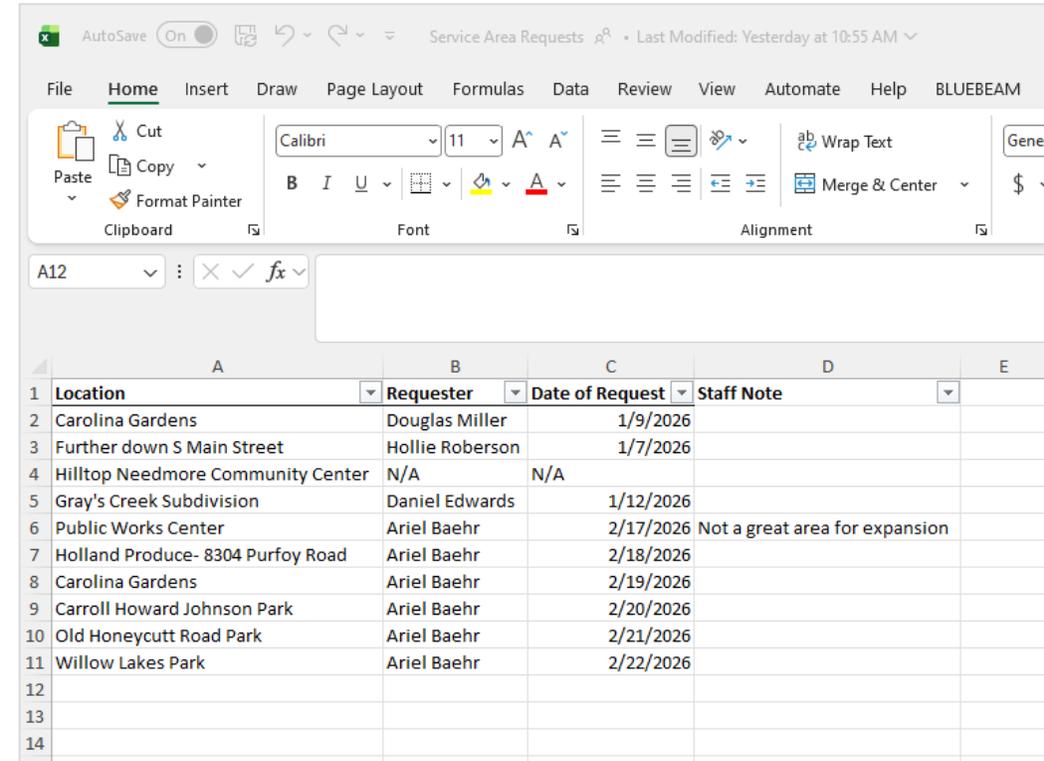
“Fuquay has needed this for so long.”

“When are you expanding?”



Future Considerations

- Service area expansion
- Additional vehicle purchasing
- Purchase of bike racks for front of vehicles
- Solution for 40X service



The screenshot shows an Excel spreadsheet with the following data:

	A	B	C	D	E
1	Location	Requester	Date of Request	Staff Note	
2	Carolina Gardens	Douglas Miller	1/9/2026		
3	Further down S Main Street	Hollie Roberson	1/7/2026		
4	Hilltop Needmore Community Center	N/A	N/A		
5	Gray's Creek Subdivision	Daniel Edwards	1/12/2026		
6	Public Works Center	Ariel Baehr	2/17/2026	Not a great area for expansion	
7	Holland Produce- 8304 Purfoy Road	Ariel Baehr	2/18/2026		
8	Carolina Gardens	Ariel Baehr	2/19/2026		
9	Carroll Howard Johnson Park	Ariel Baehr	2/20/2026		
10	Old Honeycutt Road Park	Ariel Baehr	2/21/2026		
11	Willow Lakes Park	Ariel Baehr	2/22/2026		
12					
13					
14					

Questions?



FUQUAY-VARINA
north carolina



13. Microtransit Service Update: Fuquay-Varina MicroLink

Allison Wylie & Taylor Cooleen

Information Item

14. Subcommittee Report

Program Development

Emma Linn, PD Chair

Wake Forest

Melanie Rausch, Vice Chair

City of Raleigh

Next Meeting:

* March 31 at 1:30pm

Community Engagement

Tim Gardiner, CE Chair

Wake County

Andrew Miller, Vice Chair

City of Raleigh

Next Meeting:

March meeting cancelled

15. Workgroup Updates

16. CAMPO Updates

- The conference committee met and decided to exclude vehicle rental tax from the FY 2027 Work Plan. They have additional meetings scheduled to work on a future year determination.
- The draft FY27 Wake Transit Work Plan is out for public review through March 27, 2026.
- Two FY26 4th quarter Work Plan amendment requests out for public review through April 10, 2026.
- The Regional Technology Plan engagement period ended on March 17, 2026. CAMPO-TCC voted to recommend its adoption to the CAMPO Executive Board.
- Monthly Wake Bus Plan progress update. Contact: steven.mott@campo-nc.us
- Wake Transit On-Call contract, requests for proposals will be accepted through early April.
- CAMPO is kicking off a TSP study, the East Wake ITS Study. Contact evan.koff@campo-nc.us.
- CAMPO has hired a new LAPP Manager. Victoria Samayoa is new program contact.
- Other CAMPO Updates?

17. GoTriangle/TDA Updates

- GoTriangle received a \$17.7 million federal Bus and Bus Facilities Program grant to support modernization and expansion of the Bus Operations and Maintenance Facility.
- LPA selection for the Triangle Mobility Hub will be considered by the GoTriangle board in April. CAMPO and other partner presentations will occur in May/June.
- GoTriangle won one of only 50 AdWheel Awards from the American Public Transportation Association (APTA) for the Raleigh Union Station Bus Facility (RUS Bus) awareness campaign in the Best Educational Comprehensive Campaign category.
- Service changes, including going to 15-minute service on Rt 100, go into effect on March 15.
- Other GoTriangle/TDA Updates?

18. Other Partner News

Any partner news or business to share?



19. Adjourn

Next Meeting:

Thursday, *April 30, 2026 @9:30am

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