



Regular Meeting of the Wake County Transit Planning Advisory Committee (TPAC)

June 25, 2026 • 9:30am

The livestream will begin once the TPAC Chair has brought the meeting to order.

1. Welcome and Introductions

Kelly Blazey, TPAC Chair

Katie Schwing, Vice Chair

TPAC Voting Members:

Apex

CAMPO(2)

Cary (2)

Fuquay-Varina

Garner

GoTriangle (2)

Holly Springs

Knightdale

Morrisville

Raleigh

Rolesville

Wake County (2)

Wake Forest

Wendell

Zebulon

NC State University

Research Triangle Foundation

2. Adjustments to the Agenda

Kelly Blazey, TPAC Chair

3. 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

Kelly Blazey, TPAC Chair

4a. Adoption of April 2026 TPAC Meeting Minutes

4b. Endorse 2026 July-December PD Work task List

4c. Approve the suspension of the Community Engagement Subcommittee

4d. Endorse the 2026 Workgroup Operating Guidelines

Requested Action:

Vote to approve the consent agenda.

5. BRT Extensions Concept of Operations Report and BRT System Guidelines

Ben Howell, CAMPO



Wake BRT Extensions Concept of Operations Study

CTT Meeting
May 14, 2026



Agenda

- 1 BRT Design Guidelines
- 2 Recommended Service
- 3 Operating Plan
- 4 Capital Plan
- 5 Funding Plan
- 6 Implementation
- 7 Wake Transit Concurrence and LPA



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

BRT Design Guidelines



1

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 Guidelines

- Update to reflect design decisions and insights learned since the 2021 standards were drafted; use “Guidelines” language instead of “Standards”
- Revise Green Stormwater Infrastructure Chapter to be a condensed chapter emphasizing coordination with local municipalities
- Complete chapter on Identity and Branding
- Add guidelines for corridor-based BRT (Arterial BRT) with less (or no) fixed guideway than the “core BRT” corridors currently under development
- Add process for updating Wake BRT System Guidelines

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
 - Strategies for reducing right-of-way impacts
- Design Considerations for Federal Funding

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



Recommended Service

2

Recommended Alternatives

Western BRT Extension

Alternating extension of core Western BRT service, operated by **GoRaleigh**

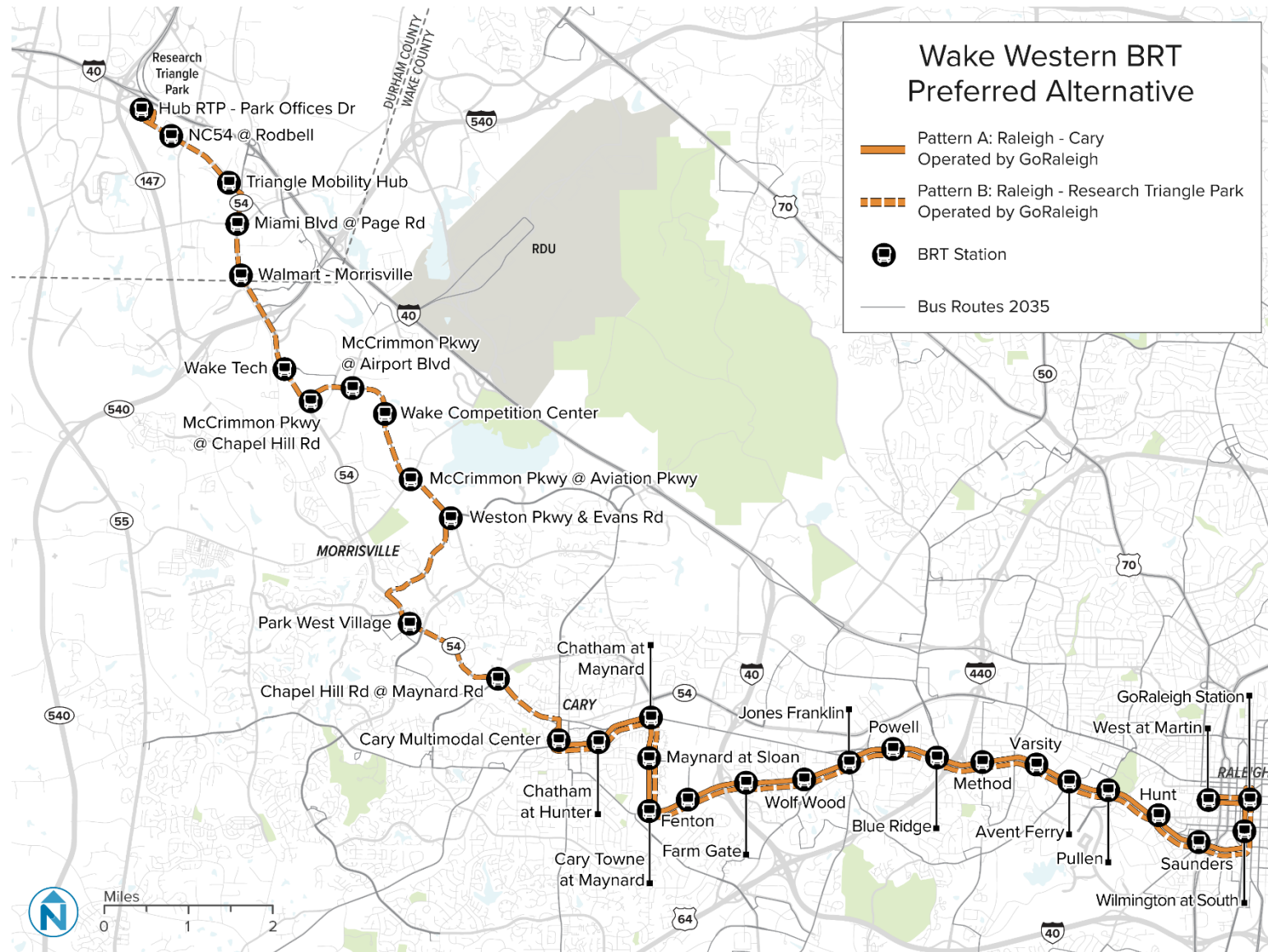
Southern BRT Extension

Separate extension bus with timed transfers to core Southern BRT, operated by **GoRaleigh**

Route Alignment & Station Locations

Western BRT Extension

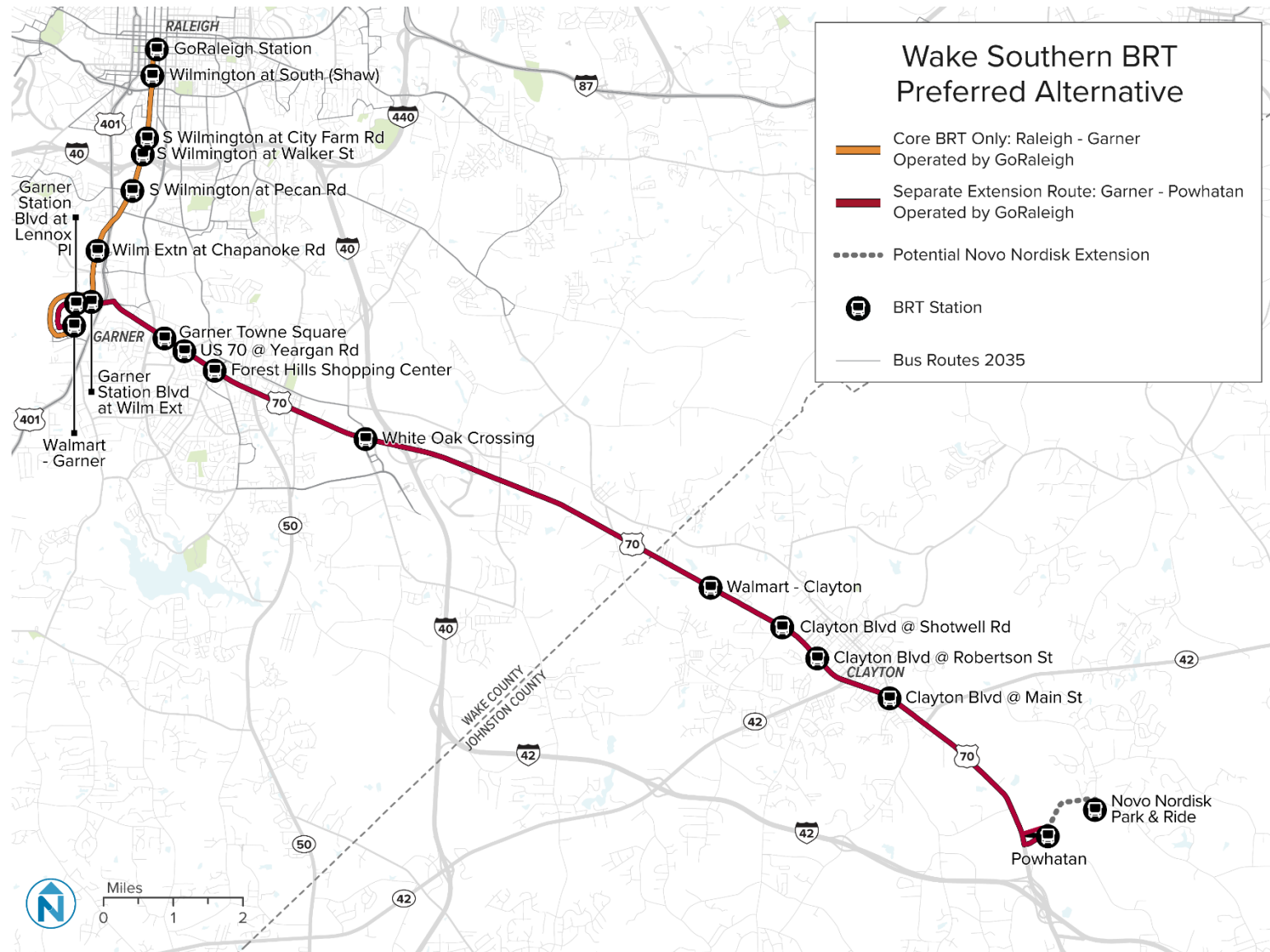
- **Alternating extension** of core Western BRT service, operated by **GoRaleigh**
 - Pattern A: Raleigh to Cary
 - Pattern B: Raleigh to RTP



Route Alignment & Station Locations

Southern BRT Extension

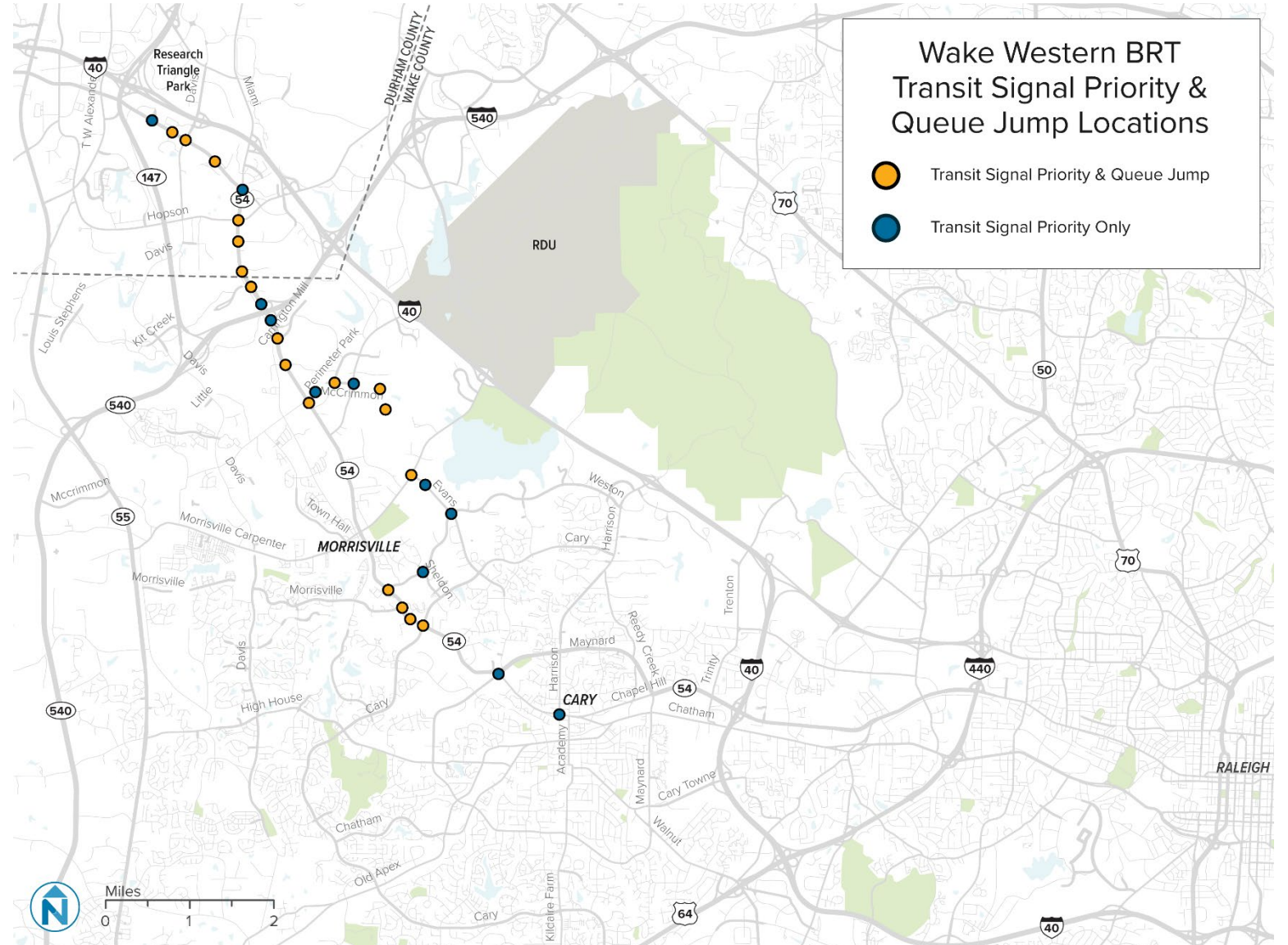
- **Separate extension bus** with timed transfers to core Southern BRT, operated by **GoRaleigh**
 - Core BRT Only: Raleigh to Garner
 - Separate Extension Route: Garner to Powhatan
 - Potential extension to Novo Nordisk Park & Ride



Transit Priority Treatments

Western BRT Extension

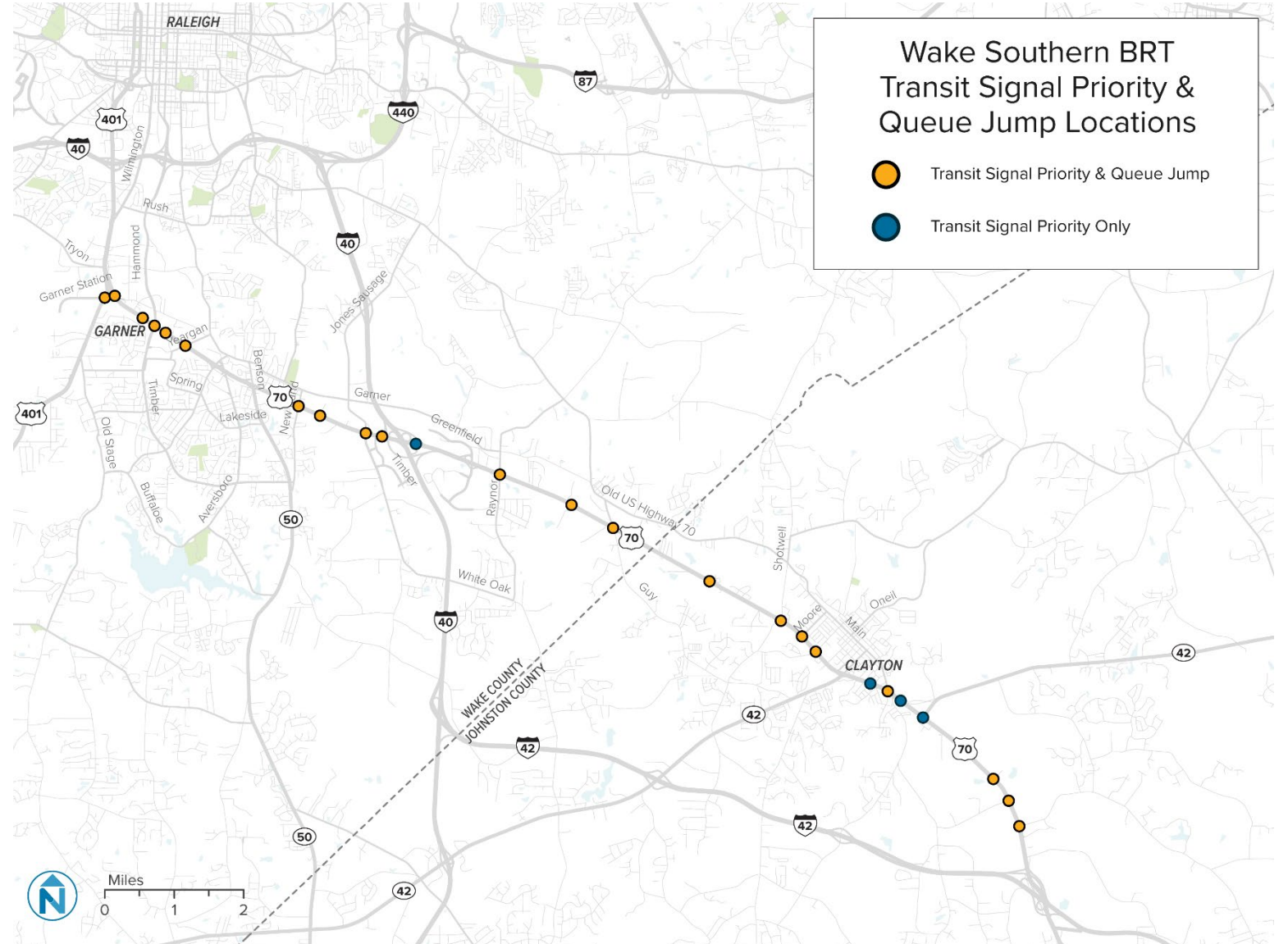
- **TSP** is recommended at **all signalized intersections** along each extension corridor
- **Queue jumps** are recommended at **18 intersections** along the Extension corridor



Transit Priority Treatments

Southern BRT Extension

- **TSP** is recommended at **all signalized intersections** along each extension corridor
- **Queue jumps** are recommended at **21 intersections** along the Extension corridor
- **BOSS** is not recommended for opening year of BRT Extension
 - Planned project in MTP include the widening of US 70. These projects should be done with the BRT Extension in mind, potentially adding BOSS after the BRT has been implemented



Operating Plan



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Operating Plan

Recommended Span of Service

Service Span (Western and Southern)

Corridor	Weekday	Saturday	Sunday
Core	4:00 AM – 12:00 AM	5:00 AM – 12:00 AM	5:00 AM – 12:00 AM
Extension	5:00 AM – 12:00 AM	6:00 AM – 12:00 AM	6:00 AM – 10:00 PM

Operating Plan

Recommended Headways

Recommended Headways (Western and Southern)

Day and Time	Span of Service	Core Corridor Headways	Extension Corridor Headways
Weekday Very Early	4 AM – 5 AM	20 minutes	-
Weekday Early AM	5 AM – 6 AM	20 minutes	40 minutes
Weekday Peak	6 AM – 7:30 PM	10 minutes	20 minutes
Weekday Night	7:30 PM – 12 AM	20 minutes	40 minutes
Saturday Early AM	5 AM – 6 AM	20 minutes	-
Saturday Day	6 AM – 7:30 PM	15 minutes	30 minutes
Saturday Night	7:30 PM – 12 AM	20 minutes	40 minutes
Sunday Early AM	5 AM – 6 AM	20 minutes	-
Sunday Day	6 AM – 7:30 PM	15 minutes	30 minutes
Sunday Evening	7:30 PM – 10 PM	20 minutes	40 minutes
Sunday Late Night	10 PM – 12 AM	20 minutes	-

Operating Plan Existing Routes

Full Western BRT & Extension

- **Core Western BRT** service would replace **GoTriangle Route 300**
- **Extension BRT** service would **replace GoTriangle Route 310**

Full Southern BRT & Extension

- **Core Southern BRT** service would be timed with **reduction in service frequency of local GoRaleigh Route 7**
- **Extension BRT** service would **not replace any service**

Funding Split by County

Annualized Southern BRT Extension Cost and Mileage by County

County	Alignment Mileage	Total Mileage	Annual Operating Cost
Wake County	19.8	315,835	\$1,738,000
Johnston County	14.7	234,483	\$1,290,000
Total	34.5	550,318	\$3,028,000

Final Operating Cost Estimates

Annualized Costs and Vehicle Needs (Full Western BRT and Extension)

Operating Pattern	Annual Operating Cost	Peak Vehicles Required
Core: Raleigh to Cary	\$3,659,000	5
Core + Extension: Raleigh to RTP	\$5,772,000	9
Total	\$9,431,000	14

Annualized Costs and Vehicle Needs (Full Southern BRT and Extension)

Corridor	Annual Operating Cost	Peak Vehicles Required
Core	\$3,372,000	5
Extension	\$3,028,000	5
Total	\$6,400,000	10

Capital Plan



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Capital Recommendations

Projects affecting final design of BRT service on Western BRT Extension Corridor

Project	Expected Year	Description
Triangle Mobility Hub	2029	New signalized intersection & BRT platform
Downtown Cary Multi-Modal Center	2030	New facility with BRT platforms or bays
McCrimmon Parkway	N/A	New intersection and street grid
McCrimmon Parkway & NC 54	2035	Grade separation project

Projects affecting final design of BRT service on Southern BRT Extension Corridor

Project	Expected Year	Description
US 401	2035	Superstreet which will restrict turning movements on US 401
Vandora Springs Road	N/A	Bridge reconstruction at Vandora Springs Road and US 70

Final Capital Cost Estimates

Total Capital Costs (Western BRT Extension)

Cost Category	Total Cost (Including Contingency)
Construction	\$41,279,000
Vehicles	\$6,930,000
Professional Services	\$8,256,000
Unallocated Contingency	\$5,647,000
TOTAL Cost	\$62,112,000

Total Capital Costs (Southern BRT Extension)

Cost Category	Total Cost (Including Contingency): Wake County	Total Cost (Including Contingency): Johnston County
Construction	\$20,660,000	\$24,272,000
Vehicles	\$3,580,000	\$2,657,000
Professional Services	\$5,157,000	\$3,829,000
Unallocated Contingency	\$3,453,000	\$2,563,000
TOTAL Cost	\$32,850,000	\$33,321,000

Funding Plan



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Estimated Costs & Allocated Funding

Estimated Costs for Western and Southern BRT Extensions

	Western BRT Extension	Southern BRT Extension (Total)	Southern BRT Extension (Wake County Portion)	Southern BRT Extension (Johnston County Portion)
Annual Operating Cost (FY25\$)	\$2,921,000	\$3,028,000	\$1,738,000	\$1,290,000
Total Capital Cost (FY25\$)	\$62,112,000	\$66,171,000	\$32,850,000	\$33,321,000

Allocated Capital Funds for Western and Southern BRT Extensions in STIP and Wake Transit Plan

	Western BRT Extension	Southern BRT Extension
Planning Funds (FY26\$)	\$702,000	\$796,000
Project Development & Engineering (FY27\$)	\$6,750,000	\$7,446,000
Construction (FY28\$)	\$15,184,000	\$17,208,000
Construction (FY29\$)	\$15,791,000	\$17,897,000
Total (FY26-29\$)	\$38,247,000	\$43,346,000

Standard Funding Sources

Currently Available Federal Funding Sources

Assumed in WTP	New Potential Source	Program Name	Planning	Capital	Operating	Relevant Counties
X	X	FTA Section 5309 – Capital Investment Grants (Small Starts / New Starts)	✓	✓	X	Wake, Johnston
X	✓	FTA Section 5307 – Urbanized Area Formula	✓	✓	✓	Wake, Johnston
X	✓	FTA Section 5339 – Buses and Bus Facilities	X	✓	X	Wake, Johnston
X	✓	FTA Section 20005(b) – Transit Oriented Development (TOD) Pilot	✓	✓	X	Wake
X	✓	Better Utilizing Investments to Leverage Development (BUILD)	✓	✓	X	Wake, Johnston
X	✓	FTA Section 5337 – State of Good Repair for Fixed Guideway	✓	✓	✓	Wake, Johnston

Currently Available State Funding Sources

Assumed in WTP	New Potential Source	Program Name	Planning	Capital	Operating	Relevant Counties
✓	X	North Carolina Strategic Transportation Investments (STI)	✓	✓	✓	Wake, Johnston
X	✓	Congestion Mitigation and Air Quality (CMAQ)	X	✓	✓	Wake, Johnston
X	✓	SMAP State Maintenance Assistance Program - Operating Assistance	X	X	✓	Wake, Johnston

Standard Funding Sources

Currently Available Local Funding Sources

Assumed in WTP	New Potential Source	Program Name	Planning	Capital	Operating	Relevant Counties
✓	✗	Local Transit Sales Tax (NCGS Ch. 105, Article 43)	✓	✓	✓	Wake
✓	✗	Local County Sales Tax (NCGS Ch. 105, Article 46)	✓	✓	✓	Wake
✓	✗	CAMPO Locally Administered Projects Program (LAPP)	✓	✓	✗	Wake, Johnston
✓	✗	TWTPO Regional Flexible Funding	✓	✓	✗	Durham
✓	✗	Vehicle registration tax for Wake Transit	✓	✓	✓	Wake
✓	✗	Vehicle rental tax for Wake Transit	✓	✓	✓	Wake

Innovative Funding Sources

- Capital leasing arrangements
 - *Application for BRT:* Maintenance facilities, park-and-ride structures, support infrastructure, vehicles or equipment
- Joint development
 - *Application for BRT:* Mixed-use TOD at BRT stations, multimodal hubs
- Real property exchanges and in-kind contributions (private sector)
 - *Application for BRT:* Station sites, access improvements, maintenance facilities
- Real property exchanges and in-kind contributions (public sector)
 - *Application for BRT:* Use of municipal or state-owned ROW for BRT guideways and stations
- Community project funding – congressionally directed spending
 - *Application for BRT:* BRT corridor construction, station improvements, fleet electrification, safety and accessibility upgrades

Example Funding Splits

Agency	BRT Project	Federal Share	Other Funding Sources
Chapel Hill Transit (Chapel Hill, NC)	N-S Corridor	80%	Local sales tax; MPO and state funds
Transfort (Fort Collins, CO)	MAX BRT Elizabeth Corridor	67%	RAISE Grant, LoNo Emissions Grant; Parks & Rec, Transit & Climate 2050 Tax; multimodal options funding; CDOT FASTER Funds; Colorado State University Partner Funding; Xcel EV Infrastructure Funding
MCDOT (Montgomery County, MD)	Flash BRT Viers Mill Road Corridor	60%	LoNo Emissions Grant; State BRT Fund; state aid; GO Bonds; local mass transit fund
GoRaleigh (Raleigh, NC)	New Bern Corridor	50%	Local county sales tax

Implementation



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Implementation Schedule

- Opening year – coordinated with Core BRT opening years
- Tentative schedule only, assuming no additional federal CIG funds are being sought

Southern and Western BRT Extensions Implementation Schedule

Milestone	Timeframe
MIS Completed	Spring 2023
Concept of Operations Study Completed	Summer 2026
Locally Preferred Alternative (LPA) Selected	Summer 2026
Design and NEPA	2027 – 2029
Right-of-Way Acquisition	2029 – 2030
Construction	2030 – 2032
Revenue Service	2032

Coordination & Local Investments

Improving Access to Transit

- Garner, Clayton, Cary, Morrisville & RTP should prioritize pedestrian and biking connections to BRT stations
- Local transit services, such as the Morrisville Smart Shuttle, RTP Connect, GoRaleigh Route 20 in Garner, and all GoCary routes should be well coordinated with the proposed BRT service and stations
- New local transit services can expand the reach of the BRT service:
 - Downtown Clayton, to connect to the Clayton Blvd at Robertson St and/or Clayton Blvd at Main St stations
 - White Oak Crossing, to connect the vast shopping area to the White Oak Crossing station
 - Perimeter Park, to connect the job sites to the future infill Perimeter Park station

Tracking Future Projects and Developments

- Transit Oriented Development (TOD) planning for municipalities should continue to take the planned BRT stations into consideration to work with developers to integrate BRT stations with new developments.
- NCDOT has plans for roadway expansion, including on US 70, US 401, and NC 54. Planning should add transit priority and pedestrian improvements alongside the roadway expansion.

**Wake Transit
Concurrence & Locally
Preferred Alternative
(LPA)**



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Wake Transit Concurrence – BRT Extensions

- Four Concurrence Points presented
 - Point 1: Purpose and Need
 - Point 2: Identification of Alternatives
 - Point 3: Screening & Elimination of Alternatives
 - Point 4: Locally Preferred Alternative

Concurrence Partners	
CAMPO (Project Sponsor)	Research Triangle Foundation (Cooperating Agency)
NCDOT (Cooperating Agency)	Town of Garner (Cooperating Agency)
City of Raleigh (Cooperating Agency)	Town of Clayton (Cooperating Agency)
Town of Cary (Cooperating Agency)	GoTriangle (Participating Agency)
Town of Morrisville (Cooperating Agency)	Wake County (Participating Agency)

LPA Development Process

2023 Wake BRT MIS

Major Investment Study

- Conducted in response to anticipated growth in region, justifying extending the core Western and Southern BRT corridors identified in the 2018 Wake BRT MIS
- Assessed the existing and future conditions of the study area
- Evaluated potential segment and alignment alternatives to develop recommended preferred alternative
- Collected public and stakeholder feedback on potential alternatives



2026 Wake BRT COO

Concept of Operations

- Determine how extension services will coordinate with Core BRT services and answer remaining operational questions, including:
 - Route interlining
 - Project sponsor
 - Service levels
 - Fleet
- Confirm final route alignments, stations, and transit priority treatments
- Develop capital, operating, and implementation plans

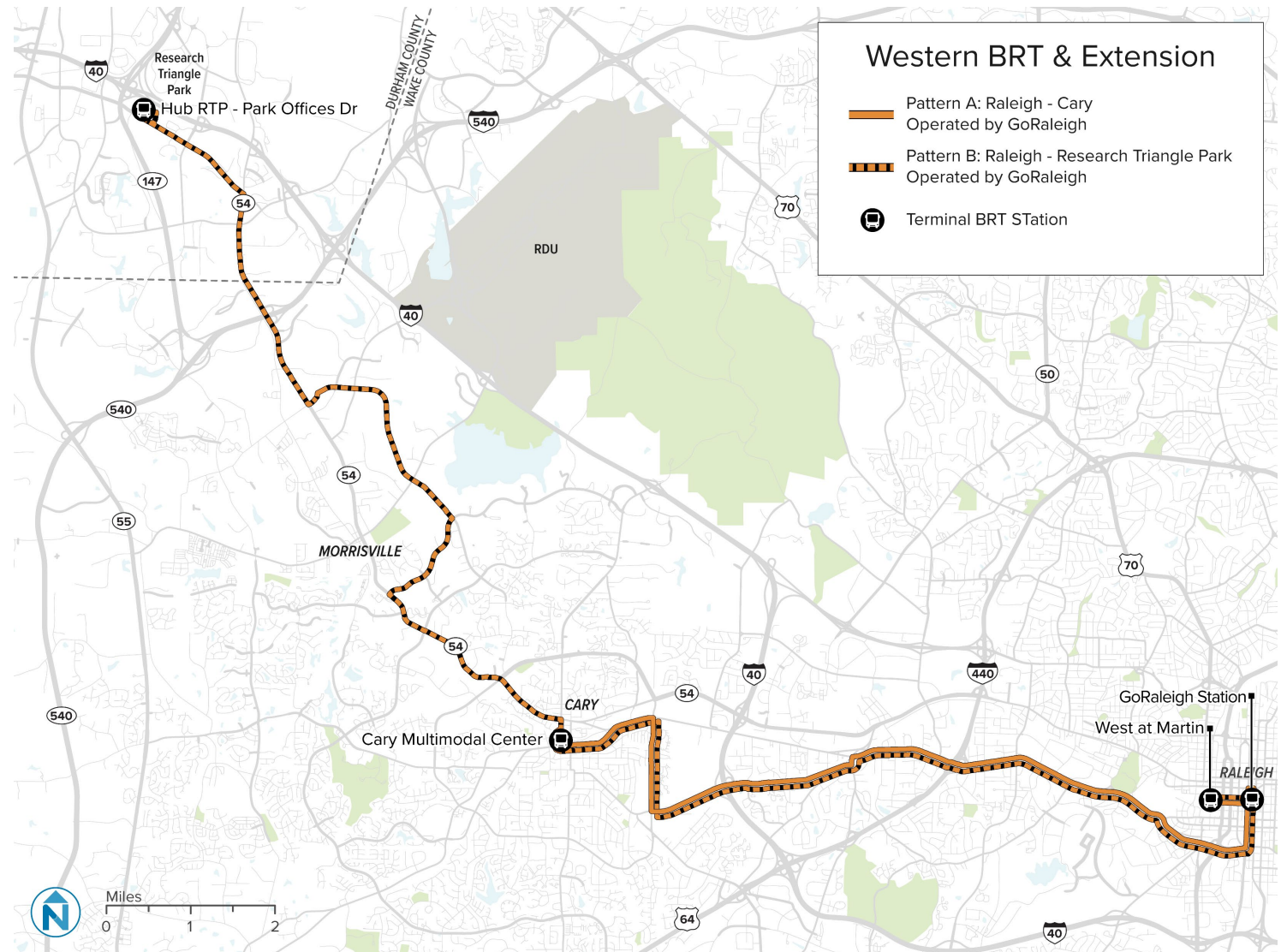
Locally Preferred Alternative

Corridor:

- 11.4-mile extension from Cary to RTP via **Chapel Hill Road and McCrimmon Parkway**
- BRT service would operate along the Western BRT Extension corridor starting at **Cary Multimodal Center**, the core Western BRT western terminus, to **Hub RTP at Park Offices Drive**

Stations:

- 13 new opening-day stations
- 1 future infill station



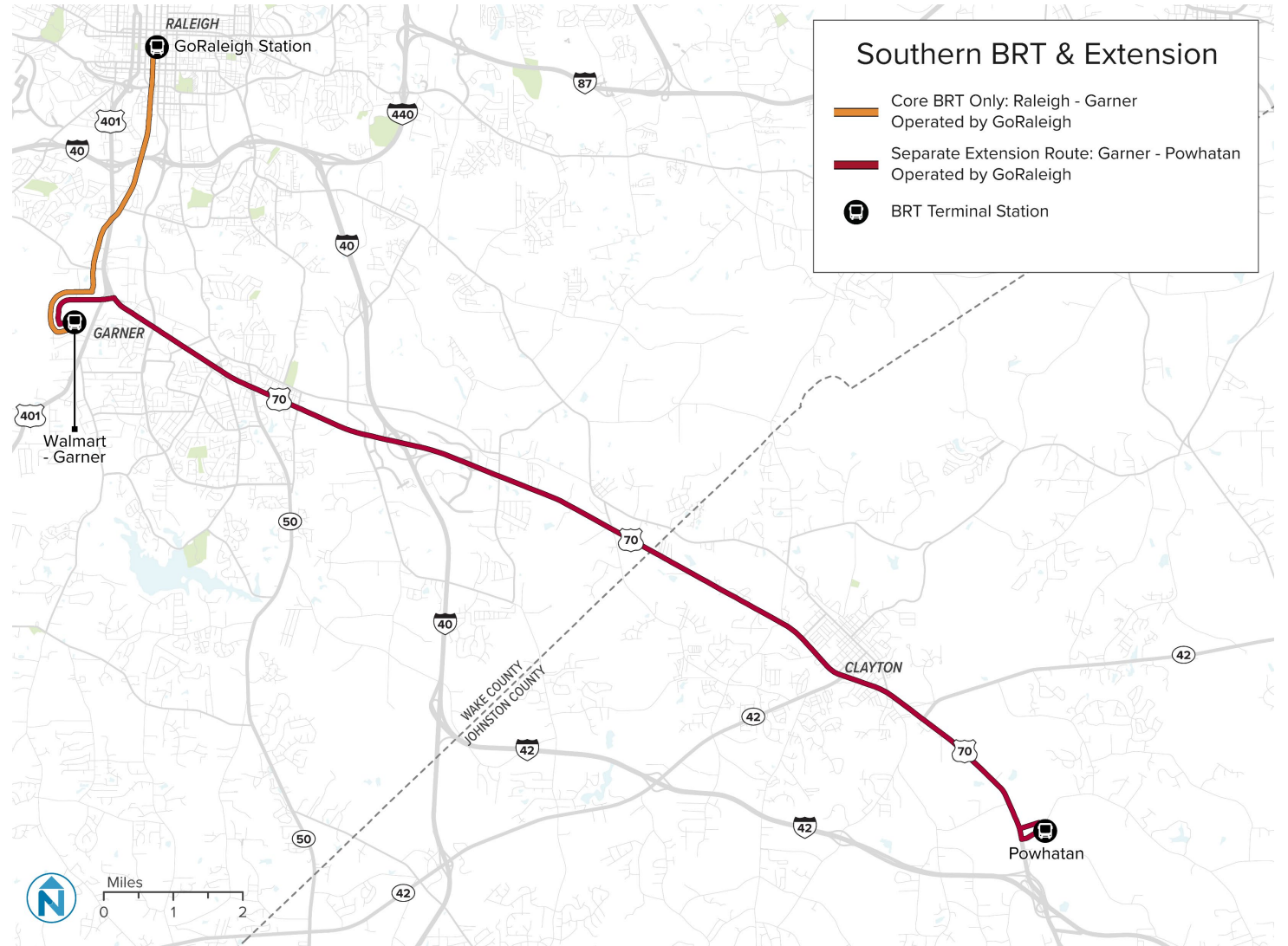
Locally Preferred Alternative

Corridor:

- 17.2-mile extension from Garner to Powhatan **via US 70/US 70 Business**
- Extension BRT service would serve the **Garner Walmart** and two other core Southern BRT stations at its northern terminus and the new **Powhatan Park-and-Ride** as its southern terminus
- Further conversations with Novo Nordisk would be needed to determine feasibility of an on-site park & ride during the design and engineering phase

Stations:

- 9 new opening-day stations
- 2 future infill stations



5. BRT Extensions Concept of Operations Report and BRT System Guidelines

Requested Action:

Endorse the Wake Transit BRT Design Guidelines.

6. Items Removed from Consent Agenda

Kelly Blazey, TPAC Chair

Requested Action:

Discuss and act on any items removed from the consent agenda.

7. 2025 Regional Onboard Customer Satisfaction Survey Results

Fred G'Sell, ETC Institute



2025 Regional Onboard Customer Satisfaction Survey

June 2026

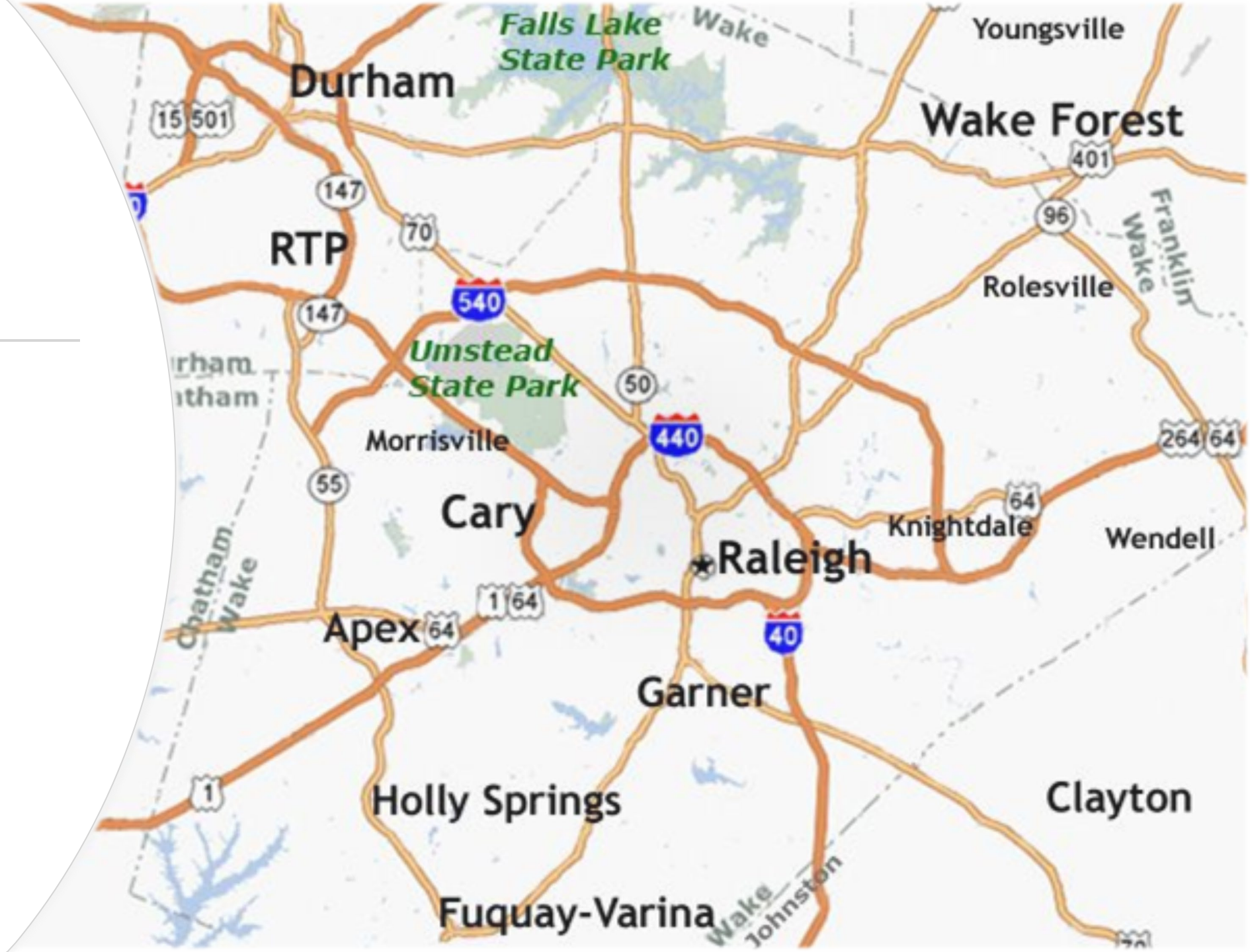
**Since 2011,
ETC Institute
Has Surveyed
More Than
4,000,000
People for
More Than
1,500
government
agencies on 4
continents!**

**ETC Institute is the Leader in
Market Research for State and
Local Governments. Clients include
29 of the 35 largest public transit
systems in the United States**

*For more than 35 years, our
mission has been to help local
governments gather and use
survey data to make better
decisions.*

AGENDA

- Survey Methodology
- Rider Characteristics
- Satisfaction Metrics
- Customer Satisfaction Analysis
- Summary
- Questions



Survey Methodology

Methodology



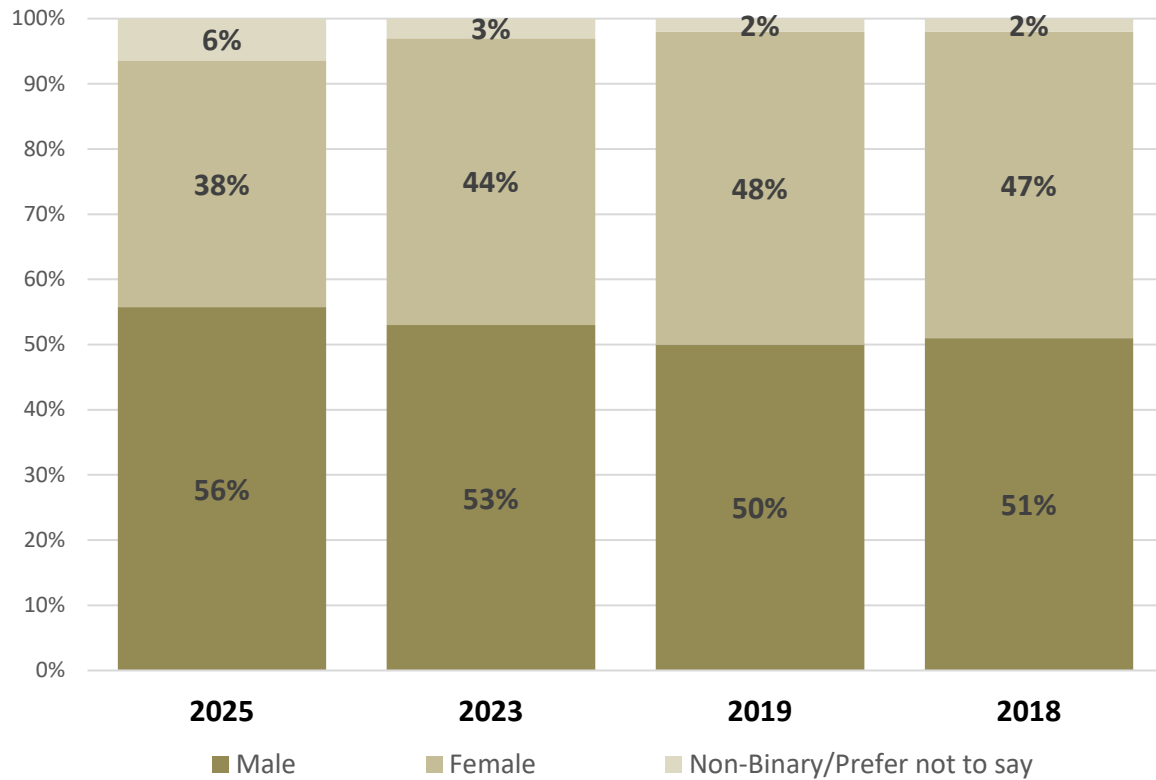
- Surveys were administered onboard fixed-route buses during regular service hours using trained field interviewers.
- Data collection included paper surveys, interviewer-assisted surveys, and a QR-code web survey option to improve accessibility and participation.
- Sampling was designed to represent riders across routes, service types, times of day, and operating conditions through randomized trip selection and was set to capture **at least 7.25% of average daily ridership**.
- Surveys were offered in English and Spanish, with assistance available for riders with language or accessibility needs.
- A total of **4,093 completed surveys** were collected:
 - GoRaleigh: 1,796
 - GoDurham: 1,734
 - GoTriangle: 448
 - GoCary: 115
- Overall results are statistically reliable, with margins of error for individual systems ranging from **±2.2% to ±8.7% at the 95% confidence level**.

Regional Ridership Demographics

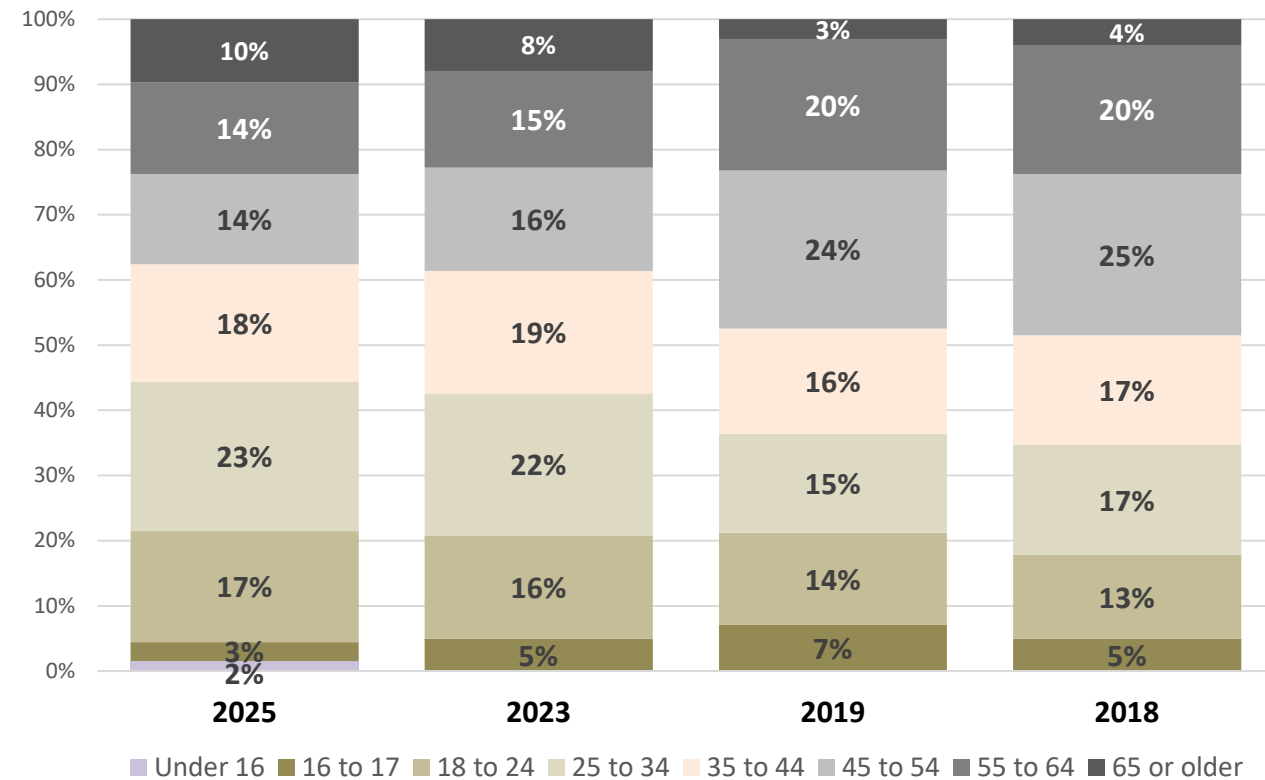
Gender and Age



Gender: The 2025 rider base was more likely to identify as male, while female riders represented about 4 out of 10 riders.



Age: Rider demographics have shifted slightly younger over the past two survey cycles.

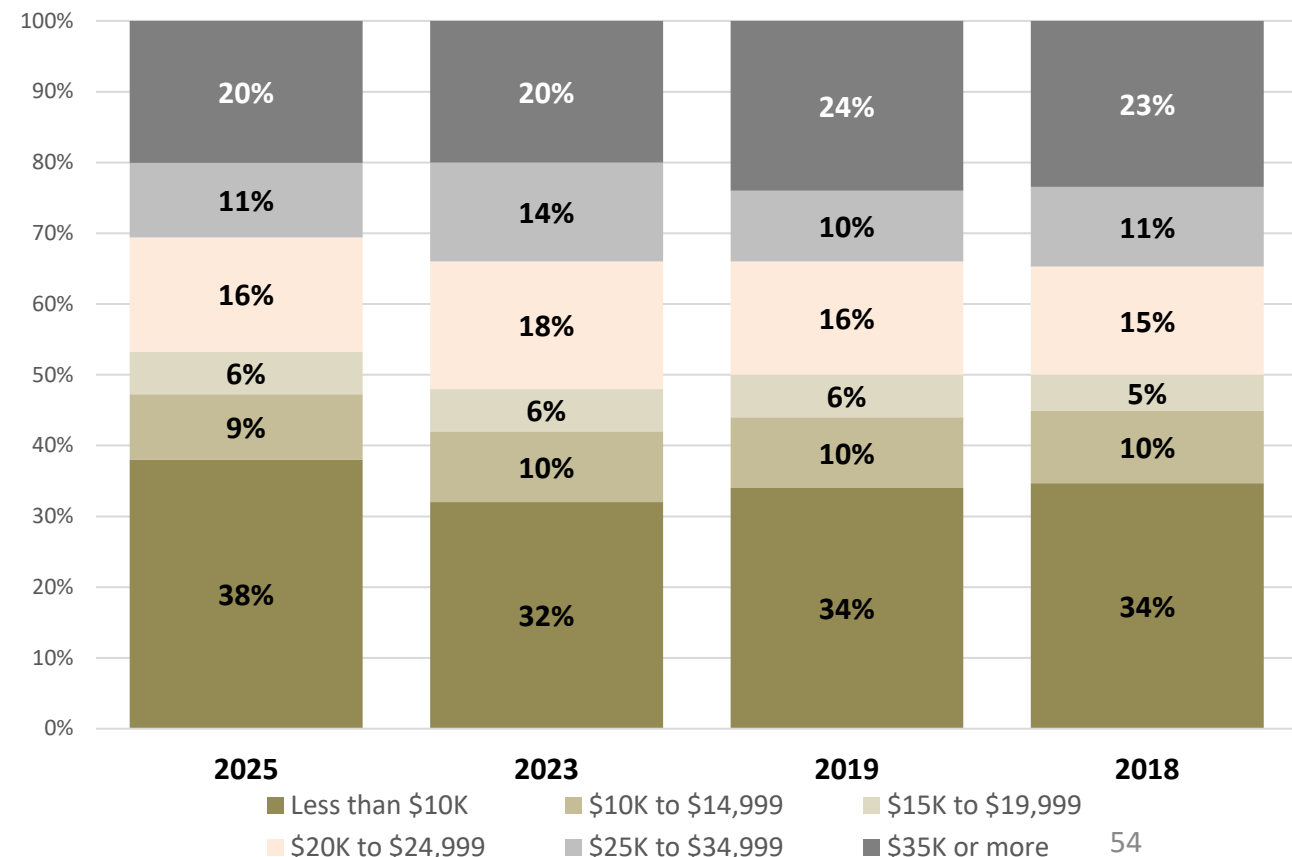
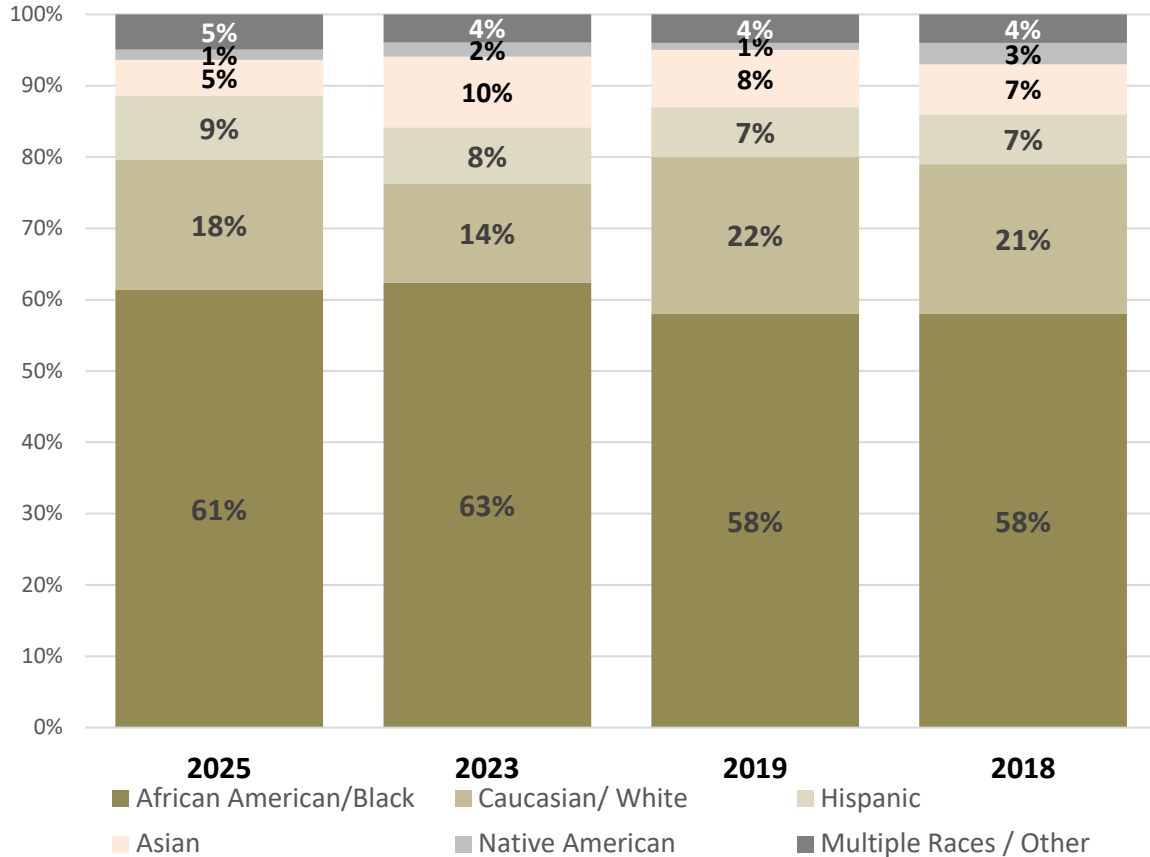


Race/Ethnicity and Income



Race/Ethnicity: African Americans continue to make up a majority of the ridership.

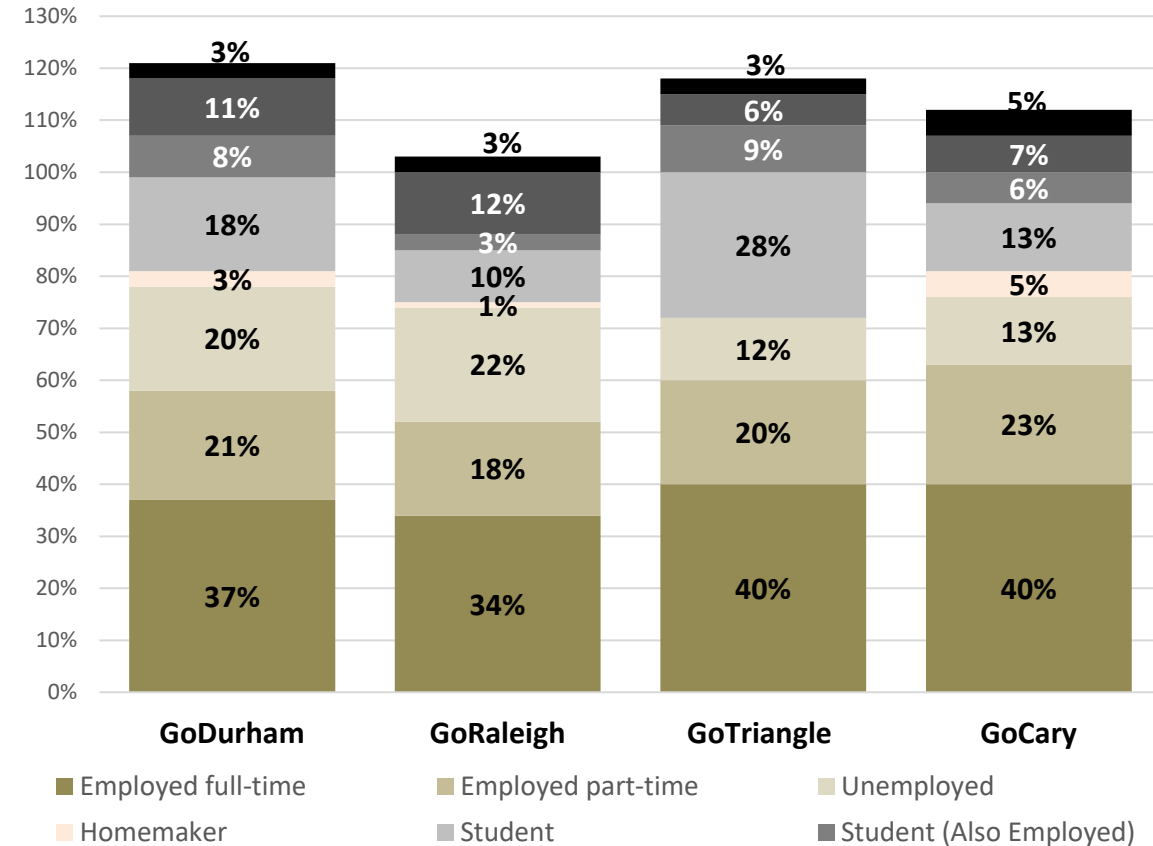
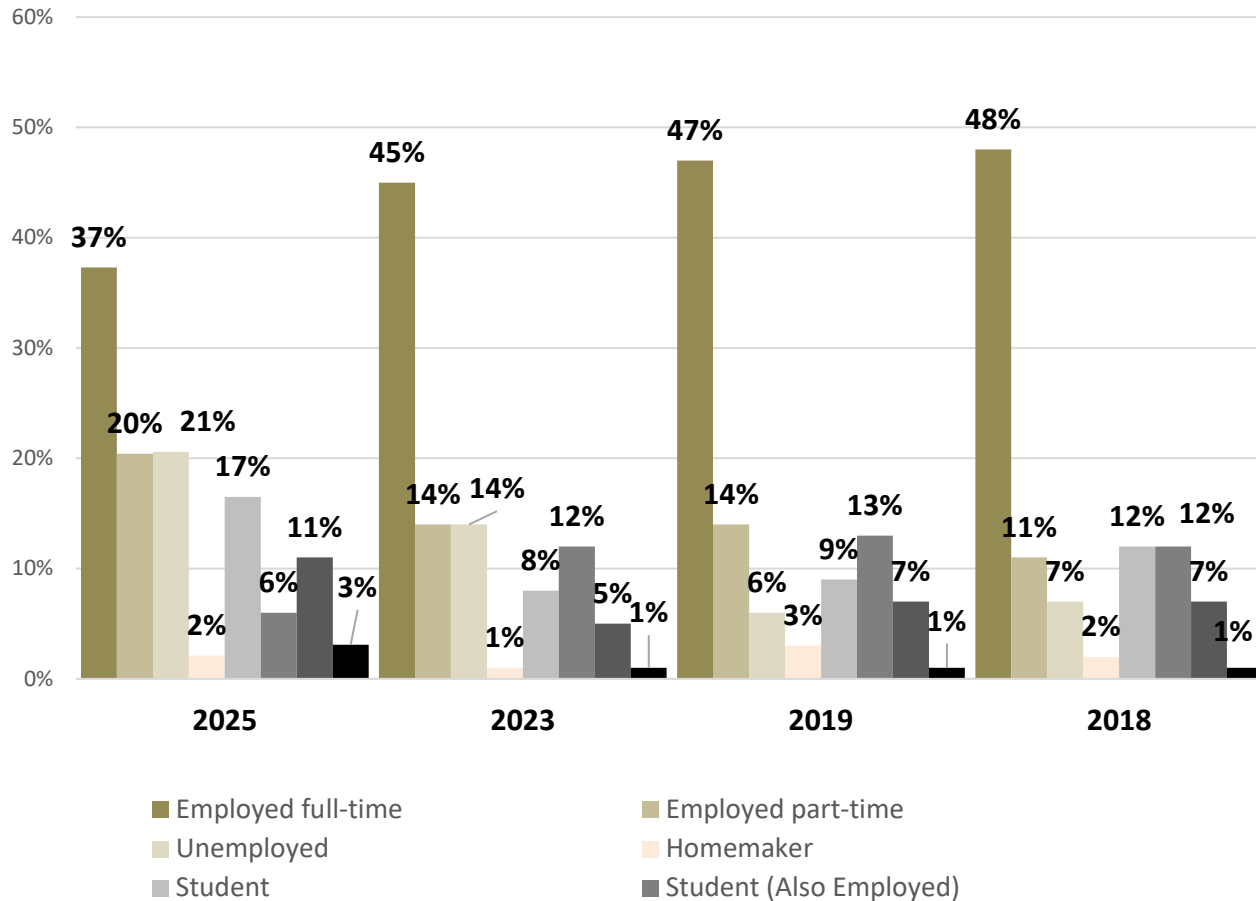
Income: 4 out of 5 riders have household incomes of less than \$35,000.



Employment Status



Employment Status: Employment has trended down overtime including an 8% decrease in full-time employed riders since 2023.

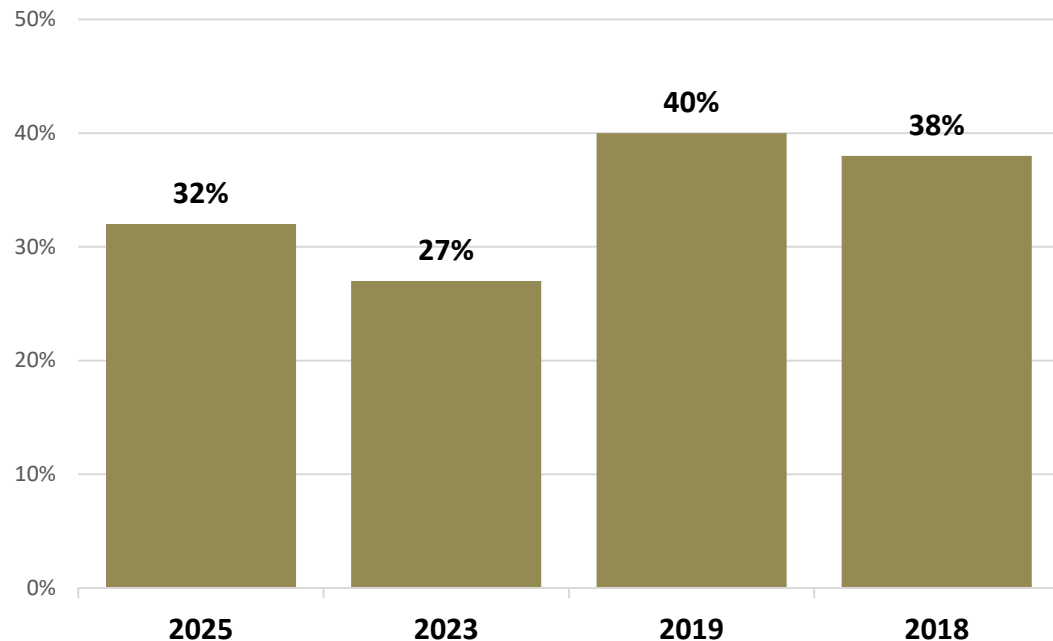


Household Vehicles & Uber/Lyft/Taxi Usage



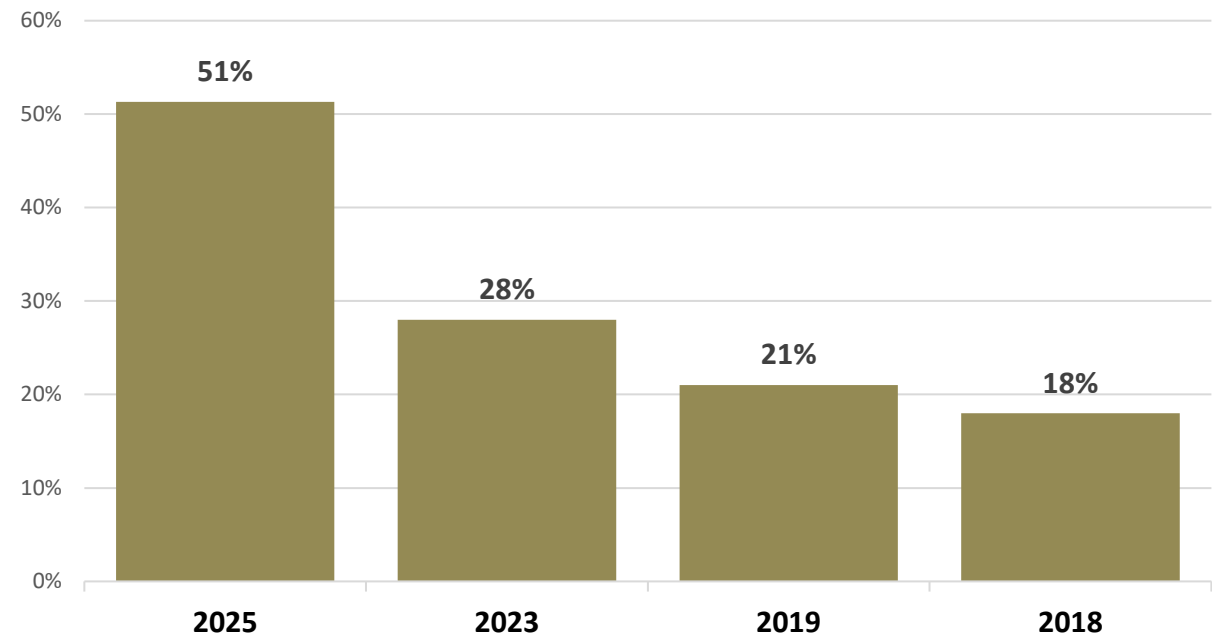
1+ Available Vehicles:

Only 32% of riders have one or more vehicles available to their household.



Use of Rideshare:

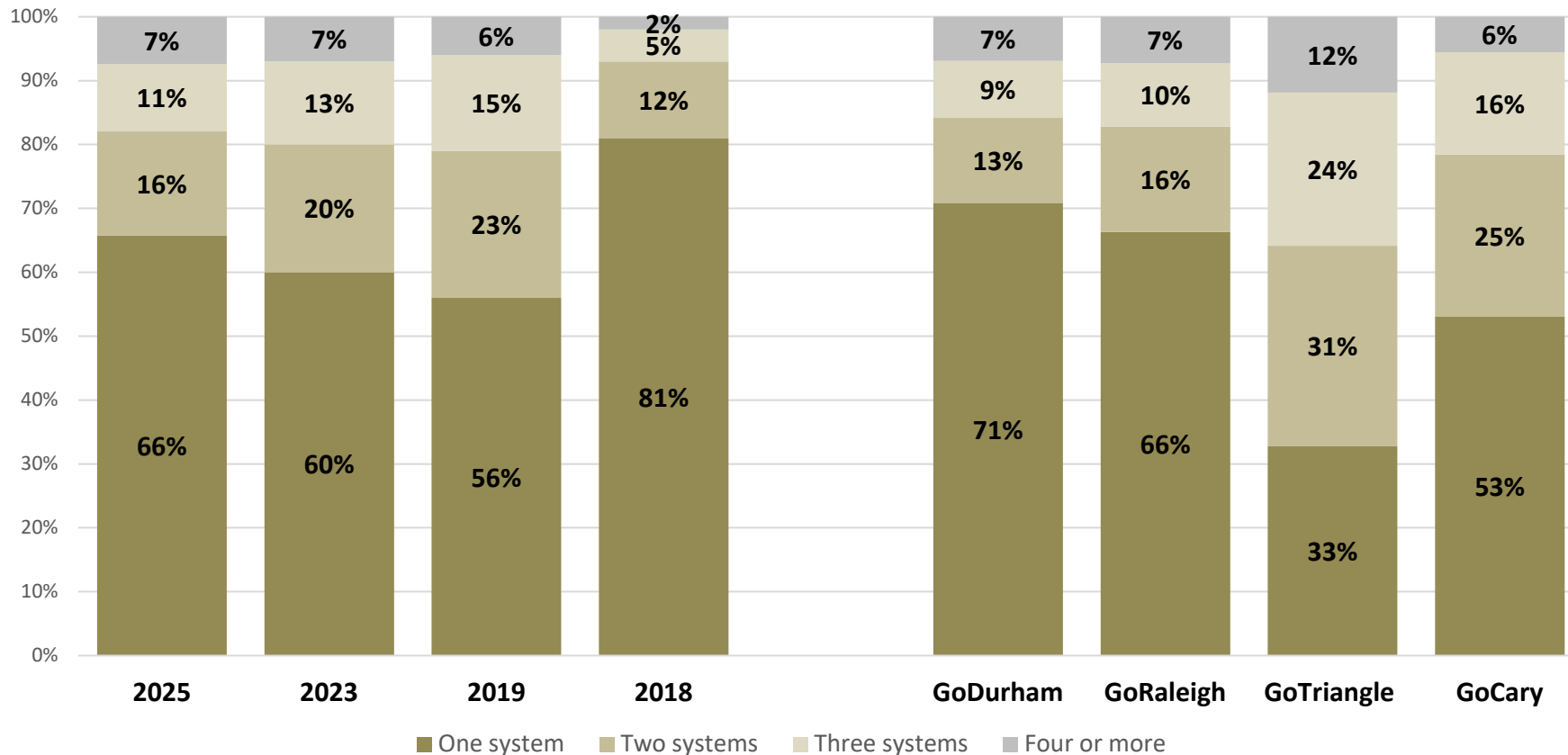
The number of riders who have used rideshare to supplement or replace transit trips has increased substantially over time.



Total Number of Transit Systems Used



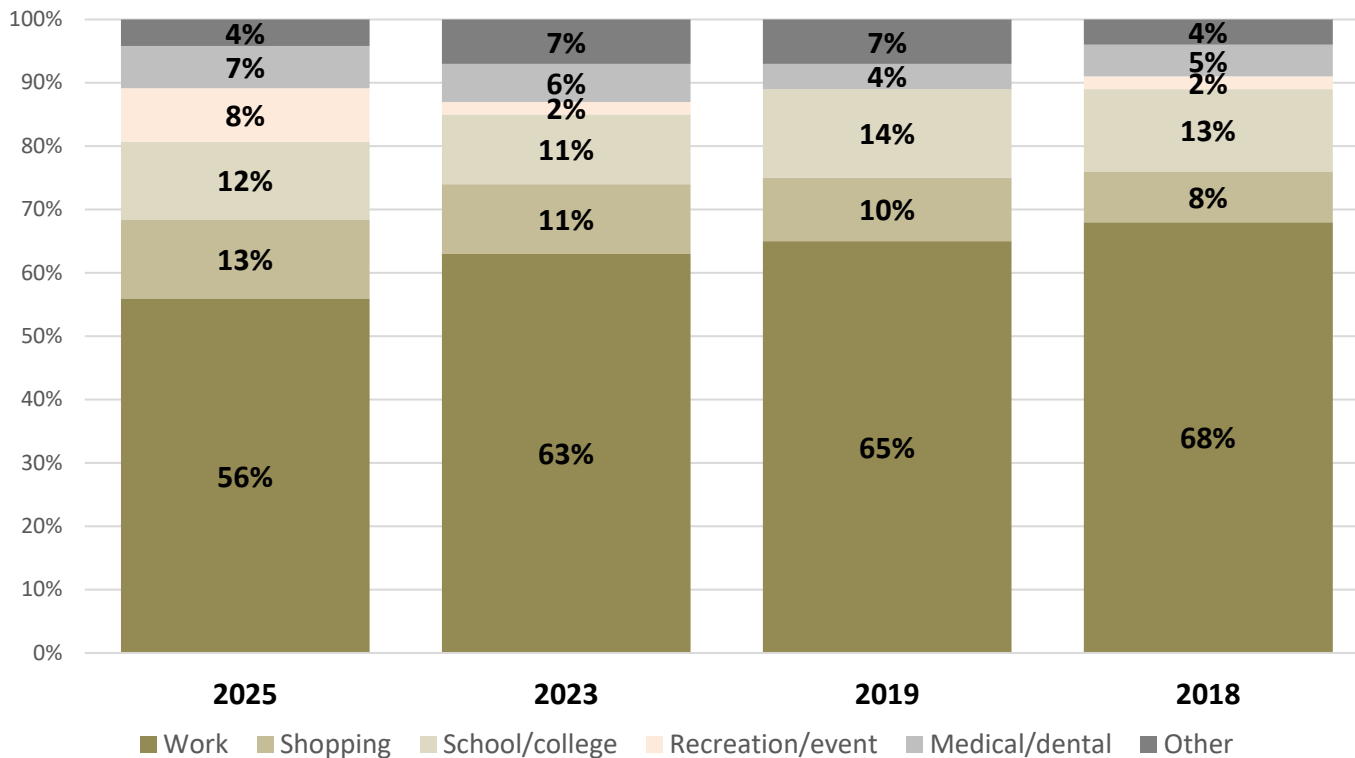
Across all systems, most riders reported using only one transit system regularly (66%), while 17% used two systems, 11% used three systems, and 7% used four or more systems.



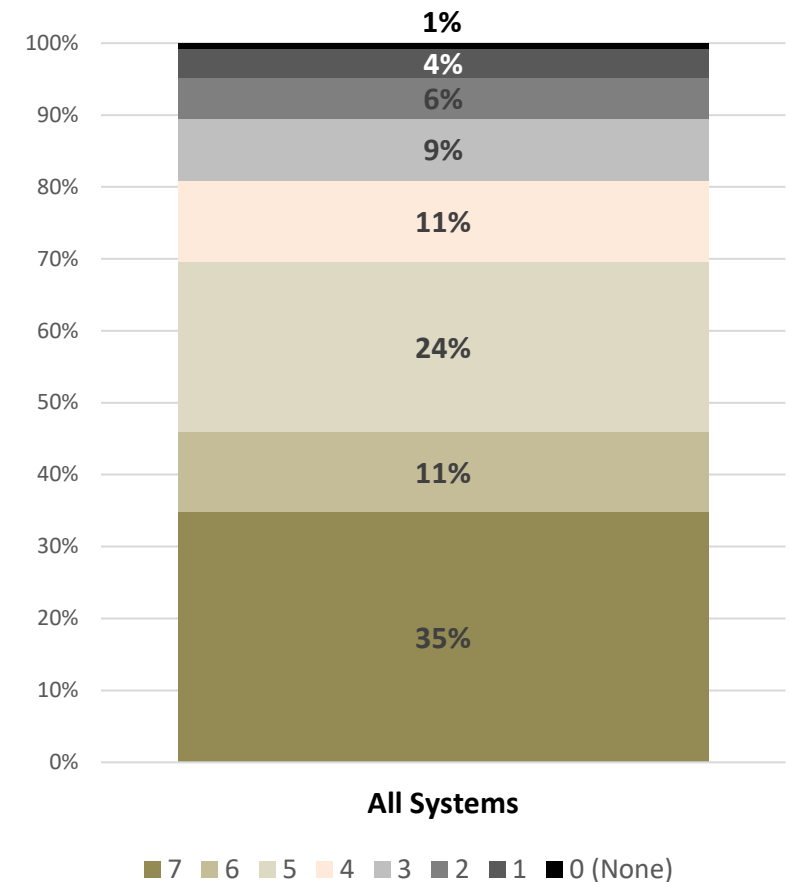
Frequency of Use/ Trip Purpose



Trip Purpose



Frequency of Use



Work remained the primary trip purpose among riders across survey years. However, work trips decreased over time as employment levels decreased.

70% of riders ride transit at least 5 days a week.

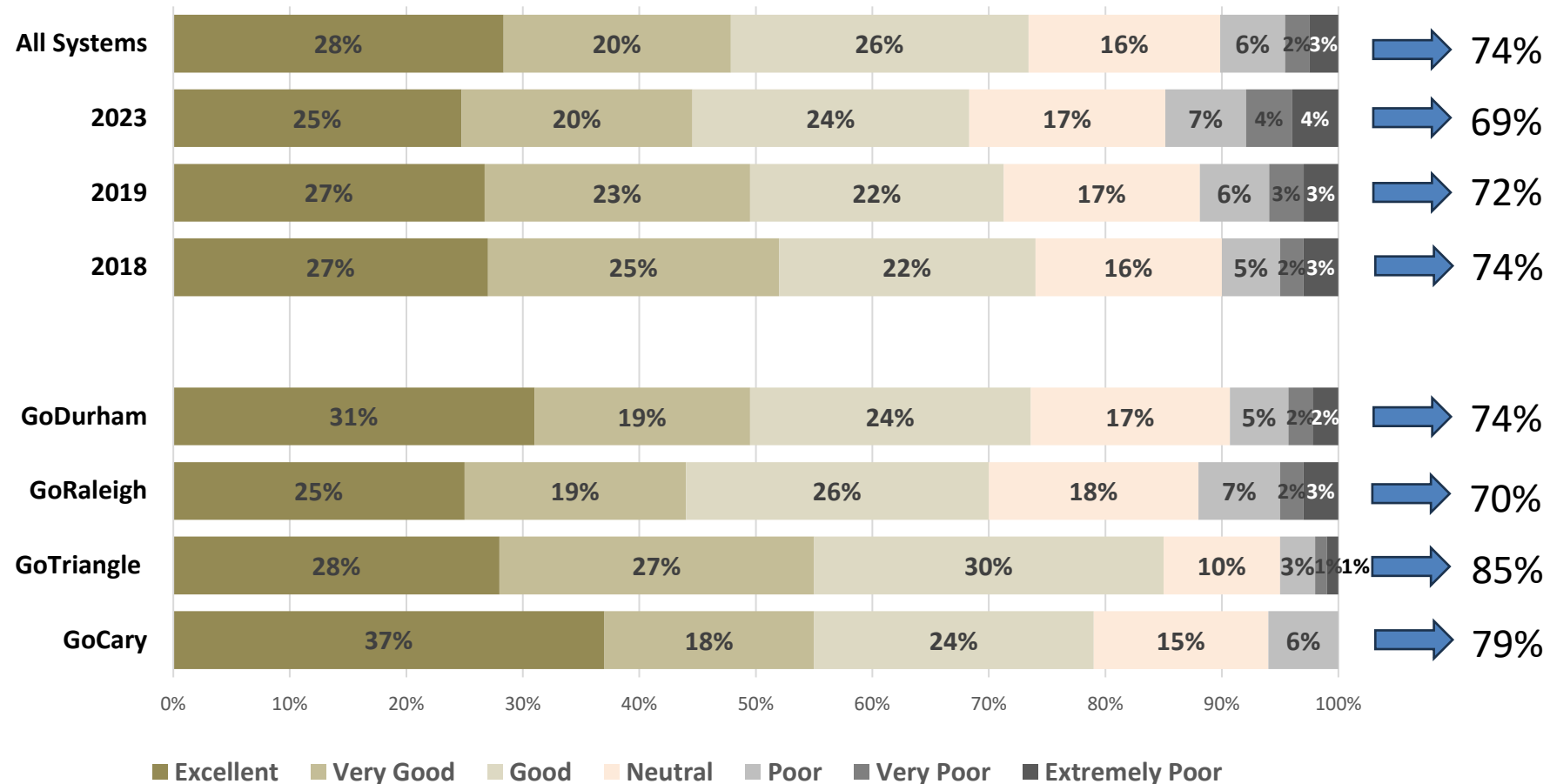
Customer Satisfaction

Overall Satisfaction with Services

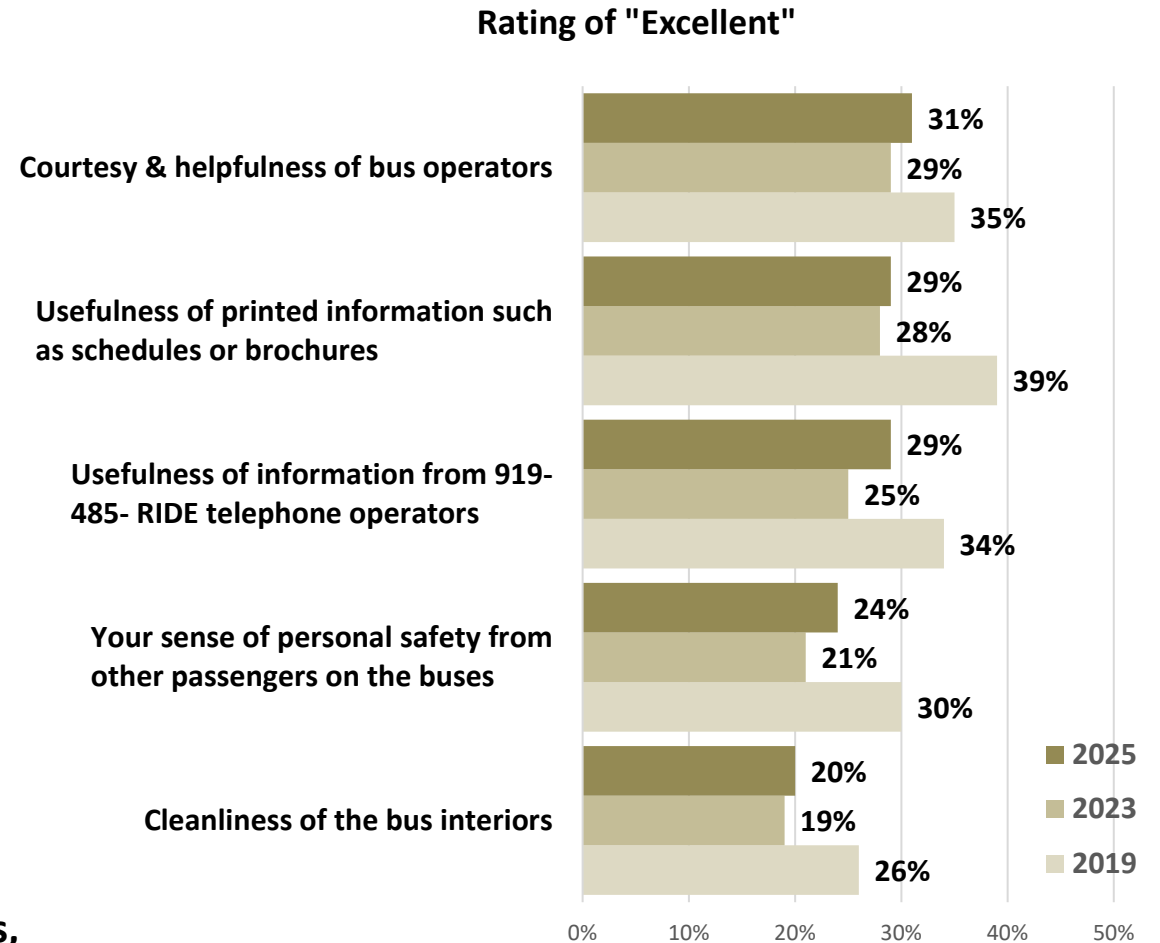
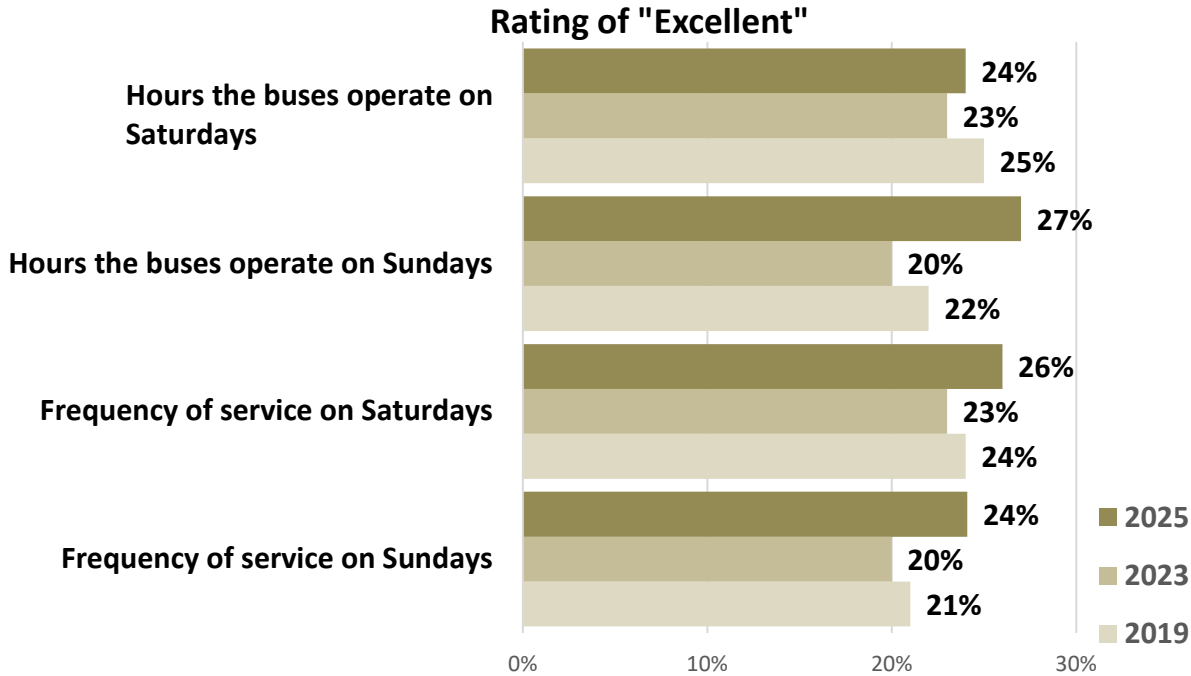


Overall Satisfaction has improved **5 percentage points** since the 2023 survey.

*Good, Very Good, and Excellent Responses



Satisfaction "Excellent" Ratings Trends



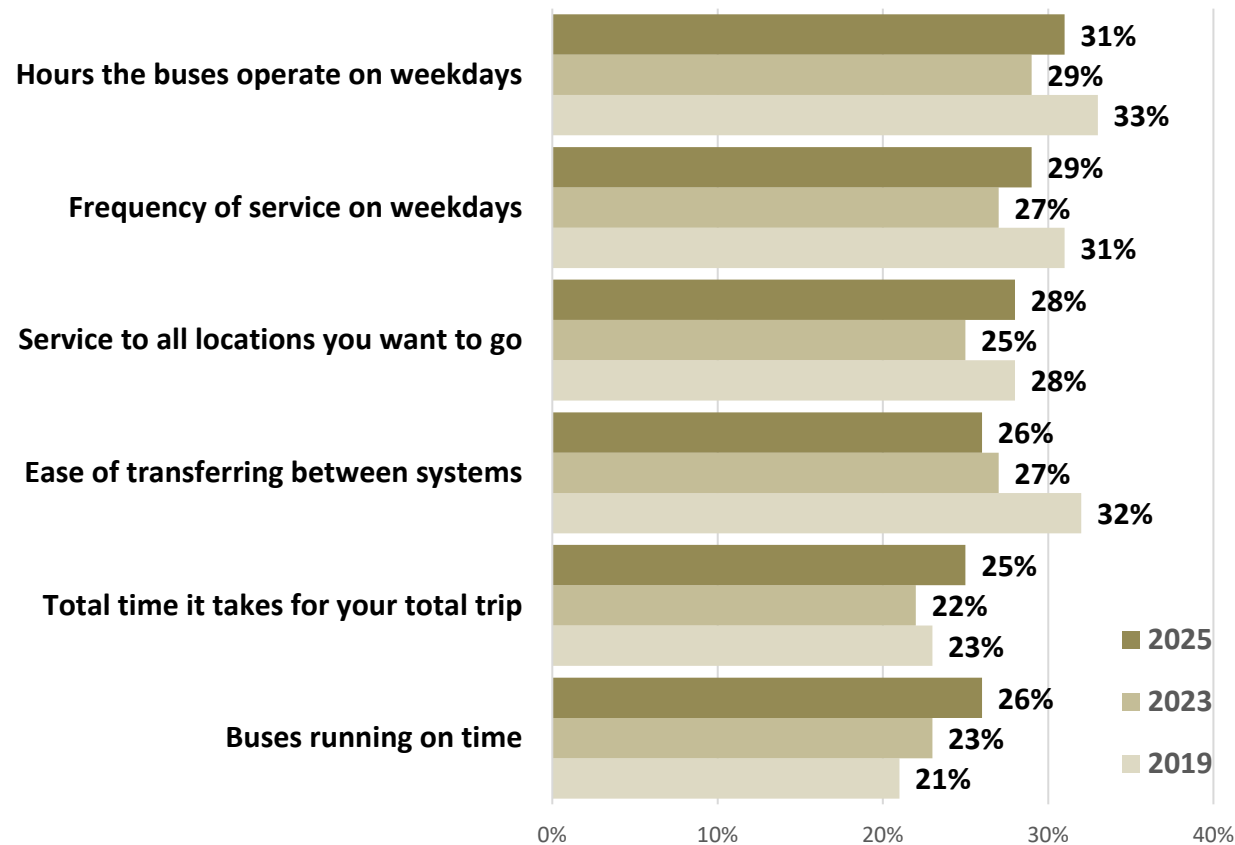
All 9 items shown have increased in satisfaction since 2023.

Hours the buses operate on Sundays, Frequency of service on Sundays, and Frequency of service on Saturdays have surpassed pre-pandemic satisfaction levels.

Satisfaction "Excellent" Ratings Trends cont.



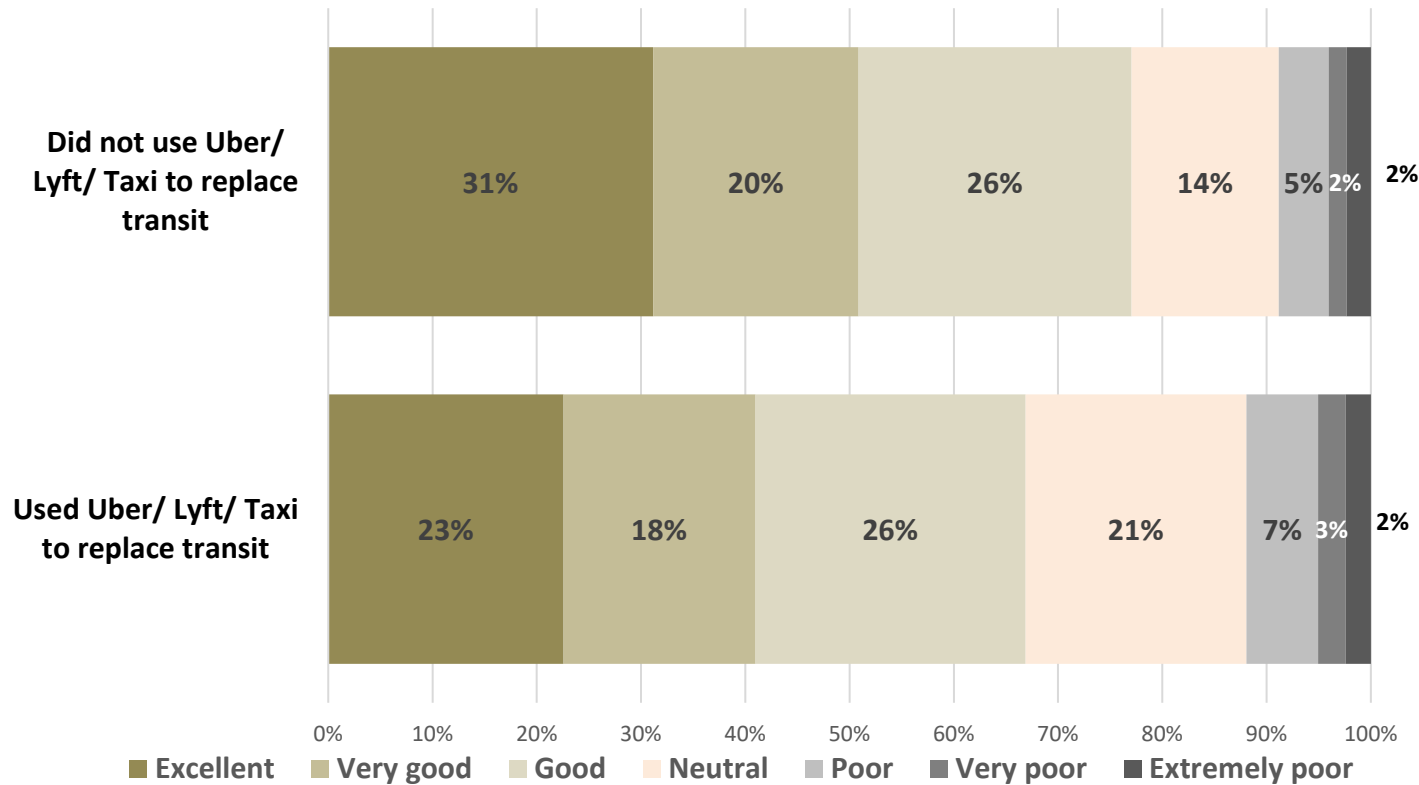
Rating of "Excellent"



Ease of transferring between systems is the only service area that saw a decrease in satisfaction (1%) since 2023.

Satisfaction with buses running on time has steadily increased each year.

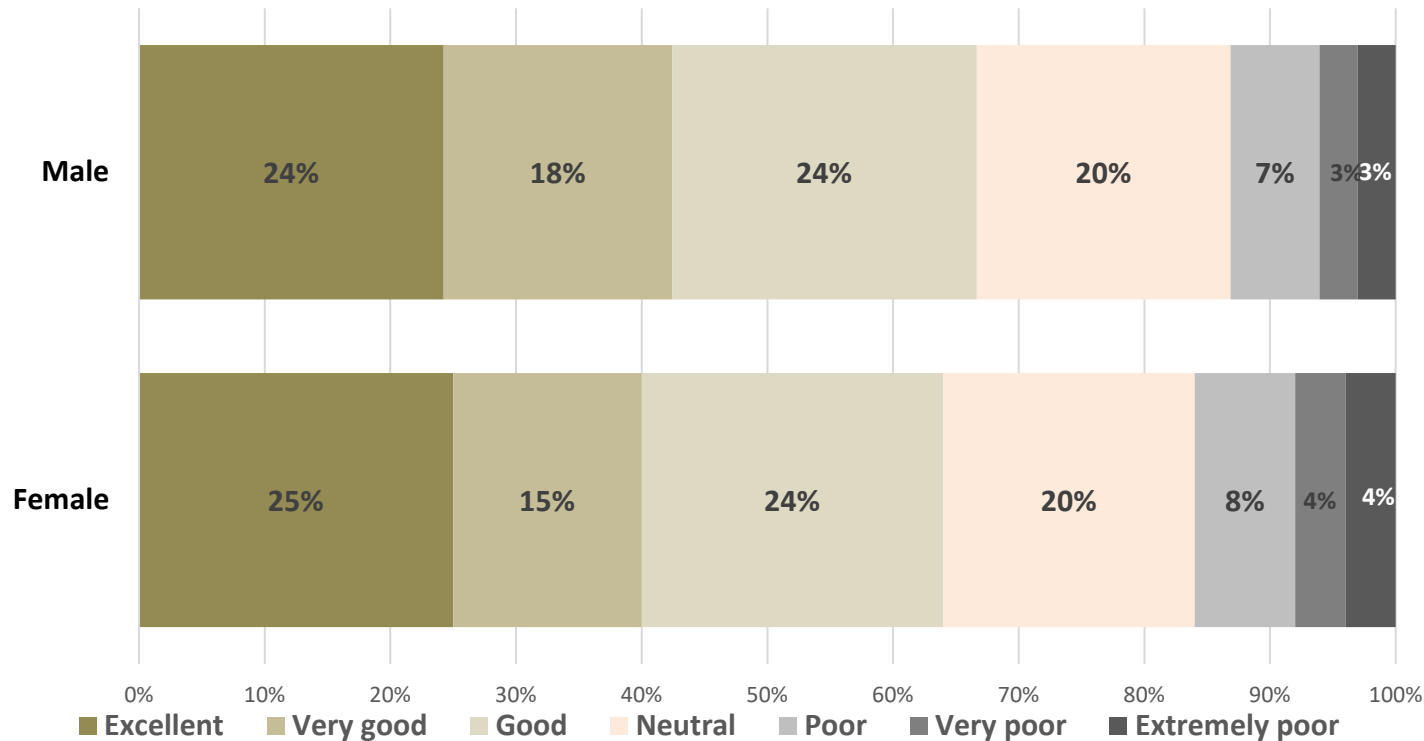
Overall Satisfaction by Use of Uber/Lyft/Taxi



The chart shows levels of Overall Satisfaction of riders who have vs. have not replaced a transit trip with rideshare in the last 3 months.

Riders who had not replaced a transit trip with rideshare were 10% more likely to report positive levels of satisfaction.

Personal Safety Rating by Gender



Perceptions of safety while riding Triangle Region buses was relatively similar between males and females.

Males reported just 2% higher levels of satisfaction with safety.

Importance-Satisfaction Analysis



- In addition to asking riders to rate their satisfaction levels with each service area, riders were also asked to identify the three most important service areas for improvement.
- These two sets of results were then combined to determine which areas would have the greatest impact on overall satisfaction with each system.
- The calculation used: $\text{Importance \%} \times (1 - \text{Satisfaction \%})$
- Each service area was then ranked from highest to lowest priority.
- Improvements to areas with the highest Importance-Satisfaction Ratings should create the largest improvements in Overall Satisfaction.
- The results for each agency are shown on the following slides.

Importance-Satisfaction Analysis cont.



Importance-Satisfaction Analysis Ratings 2025 GoRaleigh GoRaleigh Customer Satisfaction Survey			
Category of Service	Most Important Rank	Satisfaction Rank	I-S Rating Rank
Top Three Highest Ranking Priorities			
Buses running on time	1	8	1
Cleanliness of the bus interiors	2	19	2
Your sense of personal safety from other passengers on the buses	3	14	3

Importance-Satisfaction Analysis Ratings 2025 GoDurham GoDurham Customer Satisfaction Survey			
Category of Service	Most Important Rank	Satisfaction Rank	I-S Rating Rank
Top Three Highest Ranking Priorities			
Buses running on time	1	17	1
Cleanliness of the bus interiors	2	19	2
Your sense of personal safety from other passengers on the buses	3	13	3

GoRaleigh and GoDurham shared the same top three ranking priorities:

1. On-time performance
2. Bus cleanliness
3. Personal safety from other passengers

Importance-Satisfaction Analysis cont.



Importance-Satisfaction Analysis Ratings

2025 GoTriangle

GoTriangle Customer Satisfaction Survey

Category of Service	Most Important Rank	Satisfaction Rank	I-S Rating Rank
Top Three Highest Ranking Priorities			
Buses running on time	1	14	1
Availability of shelters at bus stops	4	16	2
Your sense of personal safety from other passengers on the buses	2	10	3

Importance-Satisfaction Analysis Ratings

2026 GoCary

GoCary Customer Satisfaction Survey

Category of Service	Most Important Rank	Satisfaction Rank	I-S Rating Rank
Top Three Highest Ranking Priorities			
Buses running on time	1	5	1
Frequency of service on Sundays	2	16	2
Hours the buses operate on Sundays	3	18	3

GoTriangle and **GoCary** shared on-time performance as the top-ranking item but differed regarding their 2nd and 3rd items:

GoTriangle:

2. Availability of shelters at stops
3. Personal safety from other passengers

GoCary:

2. Frequency of Sunday service
3. Hours of operation on Sunday

Summary



- 1. The Region's transit systems support a diverse base of riders and are especially important when it comes to helping low-income individuals get around.**
- 2. Overall Satisfaction is the highest it's been since 2018, and each agency has 70% or higher overall satisfaction.**
- 3. Satisfaction with service aspects have increased in nearly every area since 2023, and some areas have surpassed pre-pandemic heights.**
- 4. Each transit system shares similar areas for their highest rated investment priorities – on time performance, cleanliness, and safety.**

7. 2025 Regional Onboard Customer Satisfaction Survey Results

QUESTIONS or COMMENTS

8. FY25 ACFR and Progress Report

Nedra Rodriguez, GoTriangle

Steve Schlossberg, TDA



FY 2025 Wake Transit Final Results





Wake Transit Plan – FY25 Year End Revenue Results

Revenue	FY25 Budget	FY25 Preliminary	ACFR FY25 Actual	Variance (+/-)
Article 43 Half-Cent Sales and Use Tax	\$ 140,000,000	\$ 139,097,234	\$ 139,097,234	\$ -
Article 50 Regional Vehicle Rental Tax	2,528,000	2,528,000	2,528,000	-
Article 51 \$3 Regional Registration Tax	3,025,000	3,016,326	3,016,326	-
Article 52 \$7 County Registration Tax	7,075,000	7,028,476	7,028,476	-
Reimbursements from GoTriangle	-	1,570,564	2,604,407	1,033,843
5307 Apportionment Funding	779,244	1,063,774	1,063,774	-
Investment Earnings	-	32,075,295	32,075,295	-
Total Revenue	\$ 153,407,244	\$ 186,379,668	\$ 187,413,512	\$ 1,033,843

GoTriangle Reimbursed funding from FTA-BUILD Grant and NCDOT STIP Grant related to Raleigh Union Station Bus Facility Project ID TC002-A



Wake Transit Plan – FY25 Year End Operating Expense

Operating	FY25 Budget	FY25 Preliminary	ACFR FY25 Actual	Variance (+/-)
Tax District Administration				
GoTriangle - TDA	\$ 726,627	\$ 347,079	\$ 475,396	\$ 128,317
Transit Plan Administration				
CAMPO	850,990	641,498	641,498	-
Cary	952,171	945,719	945,719	-
GoTriangle	3,054,000	2,226,056	2,276,467	50,411
Raleigh	2,131,046	1,618,407	1,618,407	-
Wake County	110,157	65,511	65,511	-
Community Funding Area				
Apex	467,774	359,259	359,259	-
Morrisville	408,534	383,805	383,805	-
Wake Forest	106,295	106,295	106,295	-
Wendell	227,495	177,765	177,765	-
Transit Operations				
Cary	4,654,762	2,795,810	2,795,810	-
GoTriangle	6,489,076	4,968,694	4,968,694	-
Raleigh	28,365,365	22,660,196	22,660,196	-
Wake County	804,615	787,238	787,238	-
Wendell	4,871	2,500	2,500	-
Zebulon	6,557	-	-	-
Total Partner Expenditures	\$ 49,360,335	\$ 38,085,832	\$ 38,264,560	\$ 178,728

Bank fees of \$133,683 associated with the Wake Transit Checking Account and Required GASB full accrual entry for salary and benefits



Wake Transit Plan – FY25 Year End Capital Expense

Capital	FY25 Budget	FY25 Preliminary	ACFR FY25 Actual	Variance (+/-)
Capital Planning				
CAMPO	\$ 679,942	\$ 528,692	\$ 528,692	\$ -
GoTriangle	237,684	123,599	123,599	-
Community Funding Area				
Apex	417,757	12,631	12,631	-
Knightdale	503,740	253,454	253,454	-
Morrisville	169,045	32,115	32,115	-
Bus Rapid Transit				
Raleigh	211,781,056	5,407,476	5,407,476	-
Bus Infrastructure				
Cary	82,683,996	577,753	577,753	-
GoTriangle	33,944,628	8,404,162	9,974,726	1,570,564
NCSU	99,360	99,360	99,360	-
Raleigh	66,088,332	3,469,830	3,469,830	-
Reserve	4,384,323	-	-	-
Vehicle Purchase				
GoTriangle	9,685,256	1,317,326	1,317,326	-
Raleigh	22,649,749	5,000,012	5,000,012	-
Wake County	3,173,047	-	-	-
Commuter Rail				
GoTriangle	1,158,516	-	-	-
Reserve	24,610,371	-	-	-
Total Partner Expenditures	\$ 462,266,802	\$ 25,226,409	\$ 26,796,974	\$ 1,570,564

Reimbursed funding from FTA-BUILD Grant applied to Raleigh Union Station Bus Facility Project ID TC002-A

Wake Transit Plan – FY25 Year End Cash / Investments

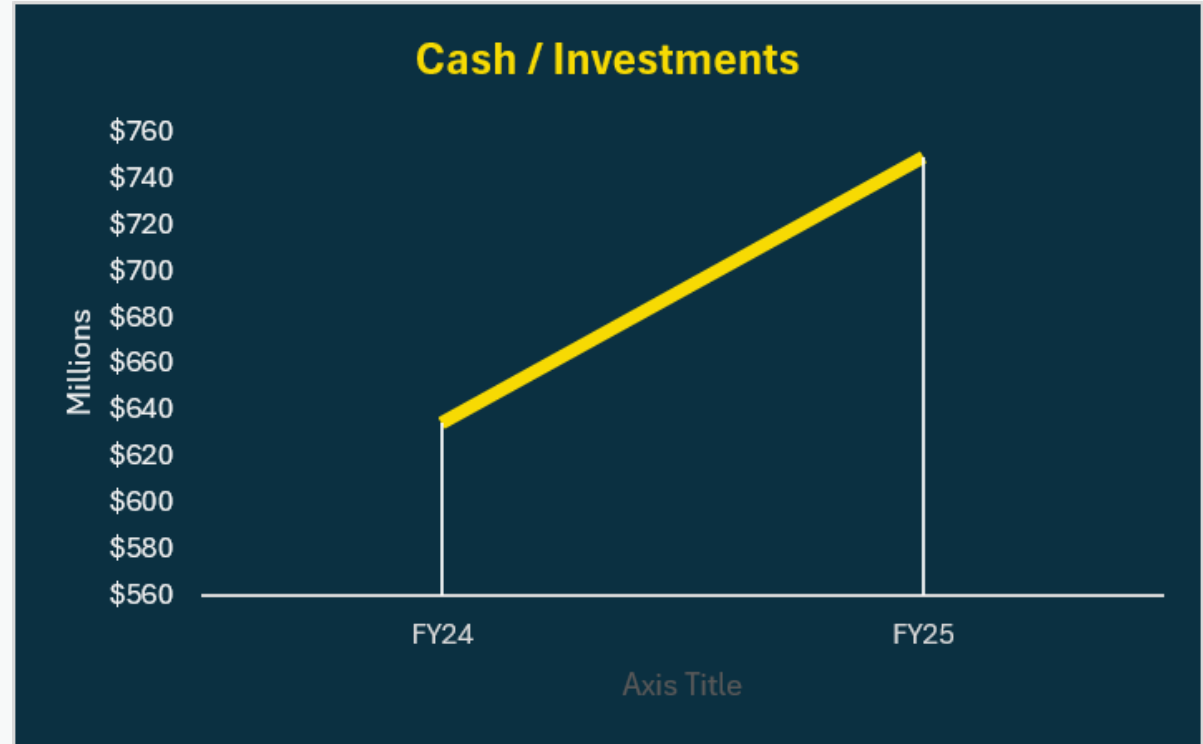
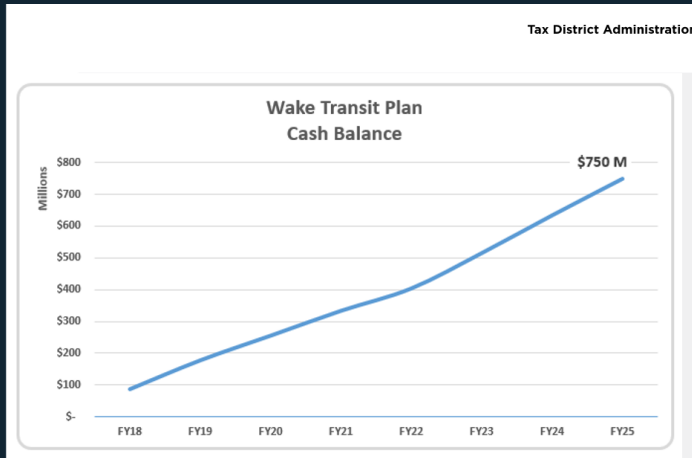


Cash

\$750M Cash Balance
as of 6/30/25

\$437M Carryover for
Adopted Capital Projects

\$164M Reserve Operating
and Capital Policy





Audit Opinion

- **Our Responsibility Under Auditing Standards Generally Accepted in the United States of America (GAAS)**

- We considered the internal control structure for the purpose of expressing our opinion on **Research Triangle Regional Public Transportation Authority (the "Authority")** basic financial statements, not for the purpose of providing an opinion on the effectiveness of internal controls.
- Our audit was performed in accordance with GAAS and *Government Auditing Standards*.
- Our objective is to provide reasonable—not absolute—assurance that the basic financial statements are free of material misstatement.
- The basic financial statements are the responsibility of the Authority's management.

- **Report on Basic Financial Statements**

- Unmodified ("clean") opinion on basic financial statements.
- Presented fairly in accordance with accounting principles generally accepted in the United States of America.
- Our responsibility does not extend beyond financial information contained in our report.



Audit Findings

2025-001 Restatement of Prior Year Balances

During our audit for the year ended June 30, 2025, material misstatements in the opening balances of the Authority were identified and thus error corrections were required as follows:

- An adjustment of \$32,830,905 was made to decrease the Construction in Progress recorded in Governmental Activities and increase the Construction in Progress recorded in the Regional Bus Service Fund and Business-type activities to correctly report Construction in Progress as a business-type activity.
- An adjustment of \$265,492 was made to increase Construction in Progress recorded in the Regional Bus Service Fund and Business-type activities to correct expenditures.
- An adjustment of \$4,671,275 was made to decrease Construction in Progress recorded in the Regional Bus Service Fund and Business-type activities to correct an overstatement.
- An adjustment of \$35,547,564 was made to decrease land recorded in Governmental Activities and increase land recorded in the Regional Bus Service Fund and Business-type activities to correctly report this land as a business-type activity.
- An adjustment of \$12,852,494 was made to decrease land recorded in the Regional Bus Service Fund and Business-type activities to adjust for duplicate assets.
- An adjustment of \$24,500,000 was made to increase Right-of-Way assets recorded in the Regional Bus Service Fund and Business-Type Activities.
- An adjustment of \$177,846 was made to increase equipment, \$7,463 to increase vehicles, and \$30,996 to increase improvements in the Regional Bus Service Fund and Business-Type Activities for unrecorded assets. The cumulative effect of these adjustments was an increase to capital assets of \$216,305 in the Regional Bus Service Fund and Business-Type Activities.
- An adjustment of \$986,359 was made to transfer the fund balance of the Major Transit Investment Fund to the General Fund.



Audit Findings (Continued)

2025-002 Financial Close and Maintenance of General Ledger Accounts

During our audit for the year ended June 30, 2025, material audit adjustments were required to correct current year balances for the Authority as follows:

An adjustment of \$598,136 to correct the overstatement of accounts receivable after the Authority settled with the County.

An adjustment of \$736,537 to correct the overstatement of accrued payroll in the General Fund and Regional Bus Fund.

An adjustment of \$8,860,000 to correct the understatement of grants receivable in the Wake Operating Tax District Fund.

An adjustment of \$8,685,632 to correct the understatement of the accounts receivable in the Wake Operating Tax District Fund.

An adjustment of \$12,000,000 to correct the understatement of the note payable at the government wide level.



Audit Findings (Continued)

2025-003 Noncompliance with Pre-Audit Requirement

During our disbursement testing, we noted thirteen (13) out of twenty-five (25) items we selected for testing did not have authorization from the finance officer certifying the expense had been pre-audited, ensuring an unencumbered balance exists in the budget. Management of the Authority needs to review its processes and internal controls related to the budgeting and have proper documentation that a pre-audit authorization was performed before the obligation is incurred.

2025-004 Late Audit Submission

In performing our audit, it was noted that the finance department experienced significant delays in the year-end accounting and reporting process due to turnover in the department. In addition, several accounts were not properly adjusted or timely to facilitate meeting the required reporting deadline.

2025-005 Adoption of Budget

During our audit for the fiscal year ended June 30, 2025, we noted the Authority did not adopt a budget for Major Capital Project Fund. The Authority's board approved the consolidation of the Major Capital Project Fund into the General Fund and therefore the revenue and related expenditures were budgeted in the General Fund. However, based on the funding sources, main function to acquire or construct assets, and the duration of the projects of the Major Capital Project fund, consolidation into the General Fund was not carried out in fiscal year ended June 30, 2025. When this determination was made not to consolidate the funds, the original budget ordinance was not amended to add a budget for the Major Capital Project Fund.



FY25 – ACFR Questions

● GoTriangle Finance Contacts:

● Nedra Rodriguez –
nrodriguez@gotriangle.org

● Michelle Jeng –
Mjeng@gotriangle.org



8. FY25 ACFR and Progress Report

Wake Transit FY25 ACFR



FY25 ACFR/Audit Results

---More Details---

Maulden and Jenkins Presentation



QUESTIONS or COMMENTS

9. FY26/Q3 Unaudited Financial Update

Steve Schlossberg, TDA



FY 2026-Q3 Wake Transit Plan Financial Update

Preliminary Unaudited Financial Results



TPAC Meeting
June 25, 2026



Revenue

Preliminary Unaudited as of 3/31/26:

- **Half-Cent Sales Tax:**
 - 75% of Budget
 - *Jul-Mar 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	\$ 108,761,309	\$ (36,238,691)
\$7 Vehicle Registration Tax	7,190,000	5,184,722	(2,005,279)
\$3 Vehicle Registration Tax	3,076,000	2,242,287	(833,713)
Investment Earnings	-	22,702,129	22,702,129
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	\$ 142,386,604	\$ (12,879,396)

Percent of Budget Received

91.7%



Operating

Preliminary Unaudited as of 3/31/26:

Tax District Administration

Fiscal Year 2026 - Wake Transit Plan				
	Budget			
	Appropriation	Reimbursed	% Spent	Remaining
Tax District Administration				
GoTriangle - TDA	\$ 662,602	\$ 290,549	44%	372,052
Transit Plan Administration				
CAMPO	872,265	515,109	59%	357,156
Cary	975,975	748,258	77%	227,718
GoTriangle	2,614,356	1,728,752	66%	885,604
Raleigh	2,334,322	1,329,917	57%	1,004,404
Reserve	479,723	-	0%	479,723
Bus Operations				
Cary	5,441,213	3,497,747	64%	1,943,466
GoTriangle	9,139,603	6,155,251	67%	2,984,352
Raleigh	37,256,704	18,425,296	49%	18,831,408
Wake County	1,669,935	1,189,689	71%	480,246
Reserve	948,458	-	0%	948,458
Community Funding Area				
Apex	550,024	230,212	42%	319,812
Holly Springs	282,700	59,877	21%	222,823
Morrisville	489,110	337,377	69%	151,733
Wake Forest	1,088,395	785,901	72%	302,494
Wendell	233,183	-	0%	233,183
Reserve	331,135	-	0%	331,135
Total Operating Expenses	\$ 65,369,701	\$ 35,293,935	54%	\$ 30,075,767



Capital

Preliminary Unaudited as of 3/31/26:

- FY26-Q2 and Q3 Capital Project Agreement has not been executed for:
 - Knightdale
 - Raleigh
 - CAMPO

- \$535M Carryforward into FY26-Q4

Fiscal Year 2026 - Wake Transit Plan

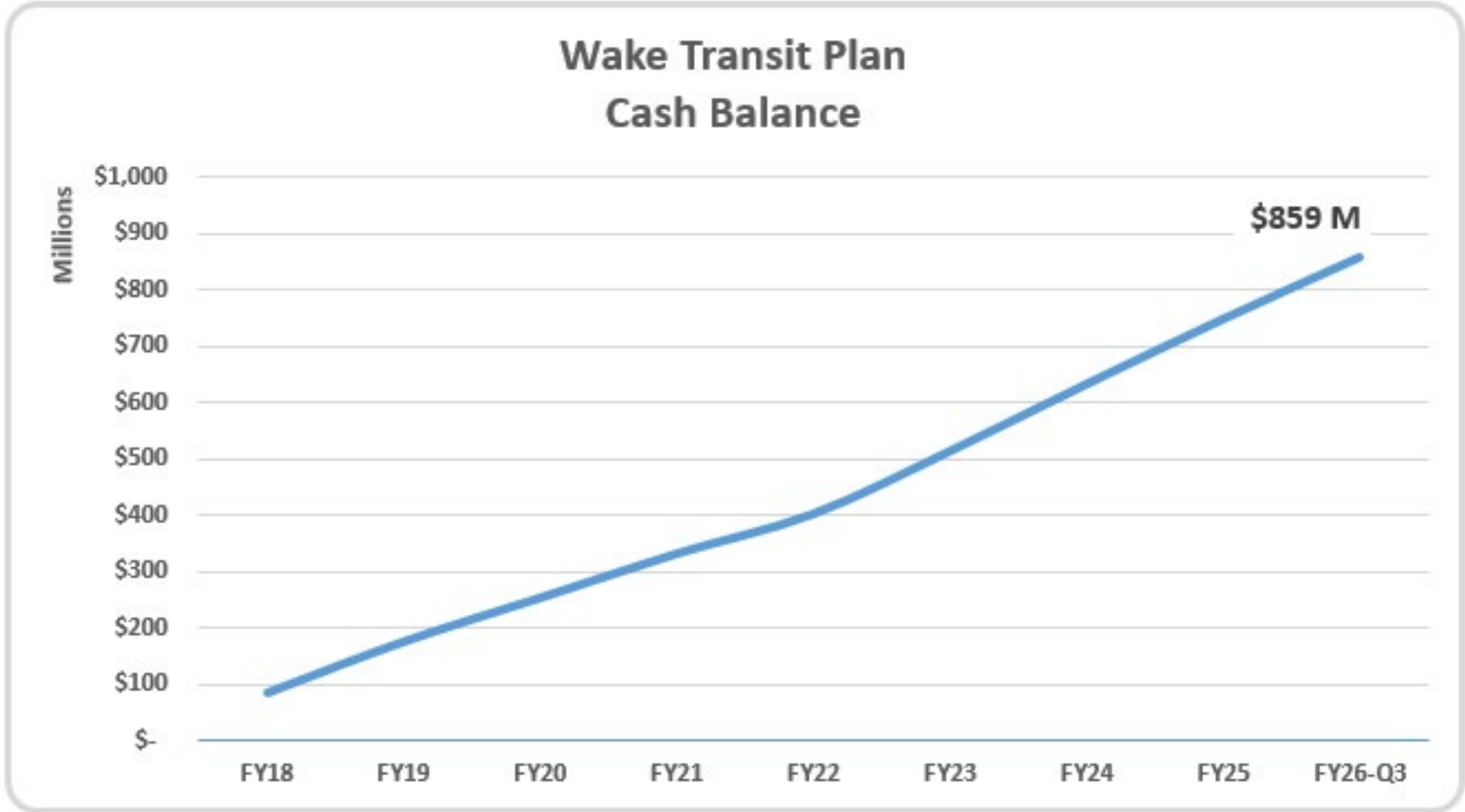
	Budget		Reimbursed	% Spent	Carryforward
	Appropriation	Carryforward			
Capital Planning					
CAMPO	\$ 981,580	\$ 151,250	\$ 319,506	28%	\$ 813,324
GoTriangle	-	114,086	81,880	72%	32,206
Community Funding Area					
Apex	110,000	405,126	672	0%	514,453
Knightdale	107,800	250,286	175,277	49%	182,809
Morrisville	-	136,931	32,706	24%	104,225
Bus Rapid Transit					
Raleigh	56,804,962	206,373,580	4,348,757	2%	258,829,785
Bus Infrastructure					
Cary	5,470,000	82,106,243	971,808	1%	86,604,435
GoTriangle	11,532,440	25,540,466	1,399,591	4%	35,673,315
NCSU	500,000	-	7,730	2%	492,270
Raleigh	26,050,694	62,618,502	1,336,704	2%	87,332,492
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	16,839,199	46%	19,595,038
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	\$ 127,544,228	\$ 437,040,393	\$ 29,148,642	5%	\$ 535,435,978



Cash & Investments

\$859M Cash Balance
as of 3/31/26

Total cash and investment balance:
Includes funds encumbered for encumbered projects and restricted operating and capital reserves





Wake Transit

Project Agreements

Annual Review

Expected Usage/Riders...


Bus Network/Downto...





Financial Model

Workgroup Information

WT Engaqement

Wake Transit Reporting > FY 26 Reporting > Quarterly Progress Reports ▾

☰ All Documents ▾ | ☰    

 Name ▾	Modified ⓘ ▾
 Q1 2026 Wake Transit Financial Progress Report.pdf	February 27
 Q2 2026 Wake Transit Financial Progress Report.pdf	February 27
 Q3 2026 Wake Transit Financial Progress Report.pdf	6 days ago

9. FY26/Q3 Unaudited Financial Update

QUESTIONS or COMMENTS

10. Wake Bus Plan Phase 1 Engagement Strategy and Planning Update

Jennifer Baldwin, Three Oaks Engineering



2035 Wake Bus Plan - Phase 1 Engagement Strategy

TPAC Meeting

6/25/26



Agenda

- 1 Phase 1 Engagement Overview
- 2 Website Approach + Survey Questions
- 3 Focus Groups
- 4 Partner Promotion + Schedule





Phase 1 Engagement Overview

Phase 1 Strategy



Part 1: Digital Launch (Week of July 20th)

- Website content developed to introduce the public and partners to the WBP 2035.
- Recorded presentations for online viewing
- Online survey for public feedback
- Short videos + graphics for social media
- Rider app promotions
- Partner + media toolkits



Part 2: In-person Engagement

- Up to 3 in-person focus group sessions (2 hours each)
- Up to 3 virtual focus group sessions (2 hours each, invited/targeted attendance)
- Pop-up events at high-ridership locations and Bus Chats on high-ridership routes (20 total hours of staff time) with one in all Spanish

Phase 1 Goals

1

Prioritization Policy

Help the public understand and inform how bus investments are evaluated and prioritized within the WTP framework

2

WBP Route Concepts

Get feedback on the refined bus service concepts informed by WTP priorities

3

Community Mobility Hubs

Understand how mobility hubs should be prioritized

4

Access to Transit

Understand first/last mile barriers and trade-offs between different capital investments

Engagement Schedule

PHASE	SCHEDULE	KEY QUESTIONS	TARGET AUDIENCE
Phase 1: Project Identification	Week of July 20 – Sept 15, 2026	What should we prioritize first? Introduce the 2035 Wake Bus Plan and educate on Wake Transit. Gather community input to understand priorities. Present route concepts and get feedback on potential impacts to current and future riders.	<ul style="list-style-type: none"> • Transit riders • Frontline staff • General Public
Phase 2: Draft Recommendations	Early 2027	Did we get the priorities right? Present draft recommendations for bus service, routes, community mobility hubs, and access to transit, and gather feedback.	<ul style="list-style-type: none"> • Transit riders • Frontline staff • General Public
Phase 3: Compiled Document Review	Spring 2027	Do you support the draft recommendations? Last chance to weigh in before adoption. Did we miss anything? TPAC recommendation and public hearing.	<ul style="list-style-type: none"> • Transit riders • Local partners • General Public
Phase 4: Close Out	Summer 2027	How did your feedback shape the final plan? Close the loop and share the engagement summary. Thank you for participating, and the next steps.	<ul style="list-style-type: none"> • General public • Local partners

2

Website Approach + Survey

Website Overview

Wake Bus Plan Tab (Homepage)



Thank you for participating in the **2035 Wake Bus Plan** development process!

Wake Bus Plan

Planning Tools

Events

Partner Toolkit

Share Feedback

The 2035 Wake Bus Plan guides future bus service and transit investments in Wake County. Building on the vision established in the 2035 Wake Transit Plan, the Bus Plan helps determine which projects move forward first and how available funding should be invested to best serve residents, workers, and visitors over the next decade.

Because not every transit improvement can be funded and implemented at once, the 2035 Wake Bus Plan will prioritize future investments. Your feedback will play an important role in shaping those priorities and determining what happens next.

Your Voice Matters!

The **2035 Wake Bus Plan** is being developed through a combination of public engagement, technical analysis, financial planning, and collaboration with transit providers, local governments, community organizations, and people who travel to, through, and within Wake County.

The 2035 Wake Bus Plan will involve choices about how **limited funding should be invested** to best serve Wake County residents. Community input will help decision-makers understand which **improvements matter most, what benefits should be prioritized, and how future investments can best support the goals of the Wake Transit Plan.**

Public feedback gathered throughout the planning process will help shape investment priorities, refine recommendations, and guide decisions about how transit funding is allocated through 2035.

Content Tabs

*Project Schedule
(to have icons)*

Live

Phase 1

How do we decide what gets funded first?

Planned

Phase 2

How does the prioritized list of projects look? Did we hear you correctly from Phase 1?

Planned

Phase 3

Do you agree or disagree with the recommended draft?

Website Overview

Planning Tools Tab




2035 Wake Bus Plan

Thank you for participating in the **2035 Wake Bus Plan** development process!

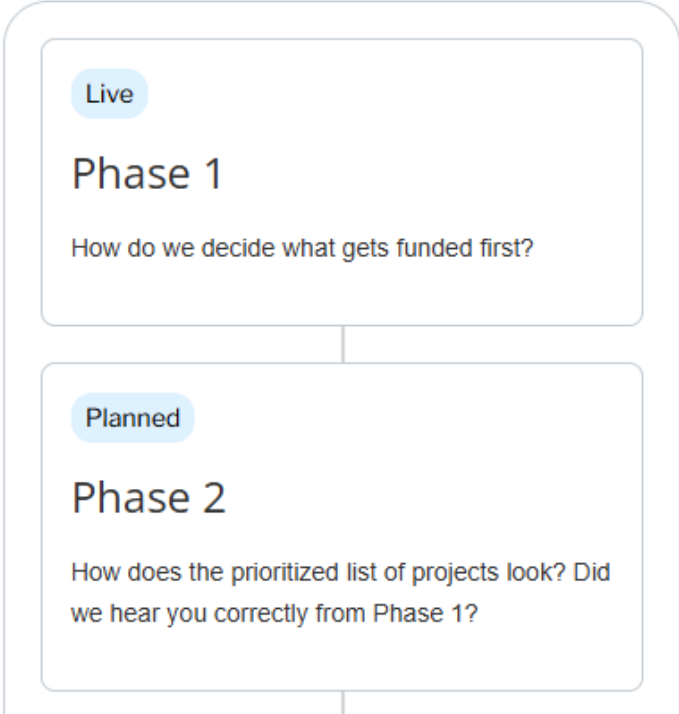


Explore project documents, presentations, maps, and technical reports related to the **2035 Wake Bus Plan**. New materials will be added throughout the planning process as they become available.

Documents

 Final_2035-Wake-Transit-Plan_Adopted-11-19-25_Accessible.pdf

[Continue](#)



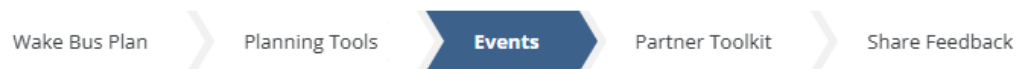
Website Overview

Events Tab



2035 Wake Bus Plan

Thank you for participating in the **2035 Wake Bus Plan** development process!

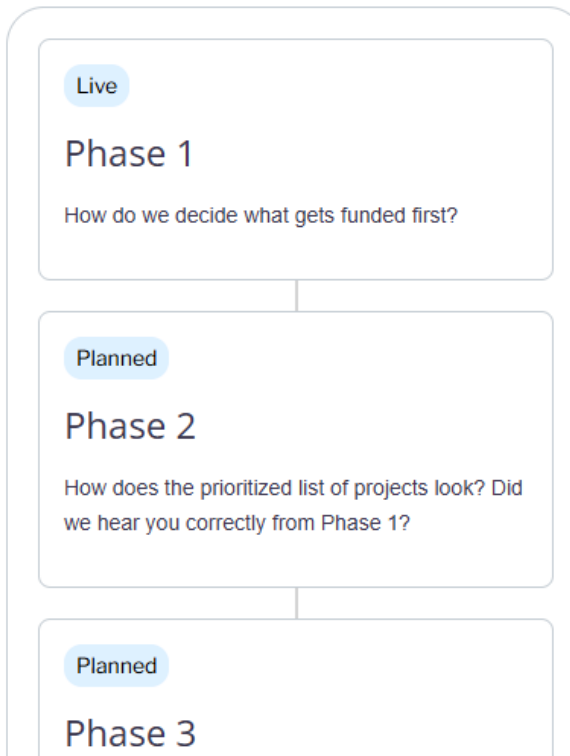


Attend an Event!

Join us at an upcoming public meeting, pop-up event, or bus chat to learn more about the **2035 Wake Bus Plan** and share your feedback.

JUL 20 **New Meeting for 2035 Wake Bus Plan**
📅 Mon, Jul 20 8:30 AM - 10:30 AM [Add to calendar](#) ▼
This is a placeholder for a meeting.

[Continue](#)



Website Overview

Partner Toolkit Tab



2035 Wake Bus Plan

Thank you for participating in the **2035 Wake Bus Plan** development process!



Help us spread the word! The **2035 Wake Bus Plan Partner Toolkit** includes resources that local governments, community organizations, employers, and other partners can use to share information about the project and encourage participation.

Link to Toolkit!

[Continue](#)

Live

Phase 1

How do we decide what gets funded first?

Planned

Phase 2

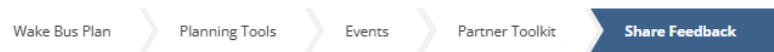
How does the prioritized list of projects look? Did we hear you correctly from Phase 1?

Website Overview

Share Feedback Tab



Thank you for participating in the **2035 Wake Bus Plan** development process!



Help shape the 2035 Wake Bus Plan!

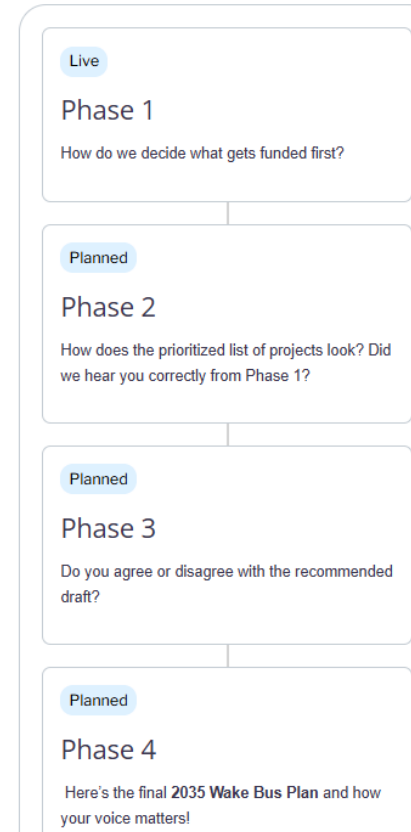
The 2035 Wake Bus Plan will help determine which transit investments move forward first and how available funding should be invested over the next decade.

This survey is expected to take approximately 15-20 minutes to complete. The survey is organized around the following topics:

- **Your Travel Patterns** – Help us understand how you travel today and your experience with transit in Wake County.
- **Your Transit Priorities** – Tell us what should matter most when making future transit investment decisions and how funding should be prioritized.
- **Your Feedback on Route Concepts** - Review and provided feedback on route concepts being considered across Wake County, including:
 - **North Wake** – North Raleigh, Wake Forest, Rolesville, and surrounding areas
 - **East Wake** – East Raleigh, Knightdale, Wendell, Zebulon, and surrounding areas
 - **Central Wake** – West Raleigh and Cary
 - **South Wake** – South Raleigh, Garner, Fuquay-Varina, Holly Springs, and surrounding areas
 - **West Wake** – Morrisville, Cary, Apex, and surrounding areas

Whether you ride transit every day, occasionally, or not at all, we want to hear from you!

[Link to Survey!](#)



Tab 1: About You

- **Q1-Q4: Standard Wake Transit Questions** (Zip Code, Ridership, Knowledge of Wake Transit, & Optional Demographic)
- **Q5: Which transit services do you currently use?** (Select all that apply)
 - GoRaleigh
 - GoCary
 - GoTriangle
 - I do not currently use transit
 - Other
- **Q6 (OPTIONAL): Use the map below to place pins at locations you travel to or from regularly. You may add as many locations as you would like:**
 - For each pin, select the location type: Home, Work, School, Shopping, Healthcare, Social, Other

Tab 2: Your Transit Priorities

- **Q7: When deciding which transit projects should move forward first, what should be most important?** (Rank from most important to least important):
 - Serve the most people
 - Connect people to important destinations
 - Improve transit in communities with the greatest need
 - Expand transit to underserved areas
 - Improve travel times and reliability
 - Provide the greatest benefit for the investment
 - Other (Please explain)

Tab 2: Your Transit Priorities

- **Q8: Use the sliders below to answer the following trade-off questions related to where investments should be made first:**
 - Better sidewalks – **OR** – safer crossings to reach transit?
 - Better bus stops (shelters, seating, lighting) – **OR** – additional amenities (bike parking, charging stations, real-time information)?
 - More local bus service – **OR** – faster regional transit connections?
 - Improve existing routes – **OR** – expand service to new areas and destinations?

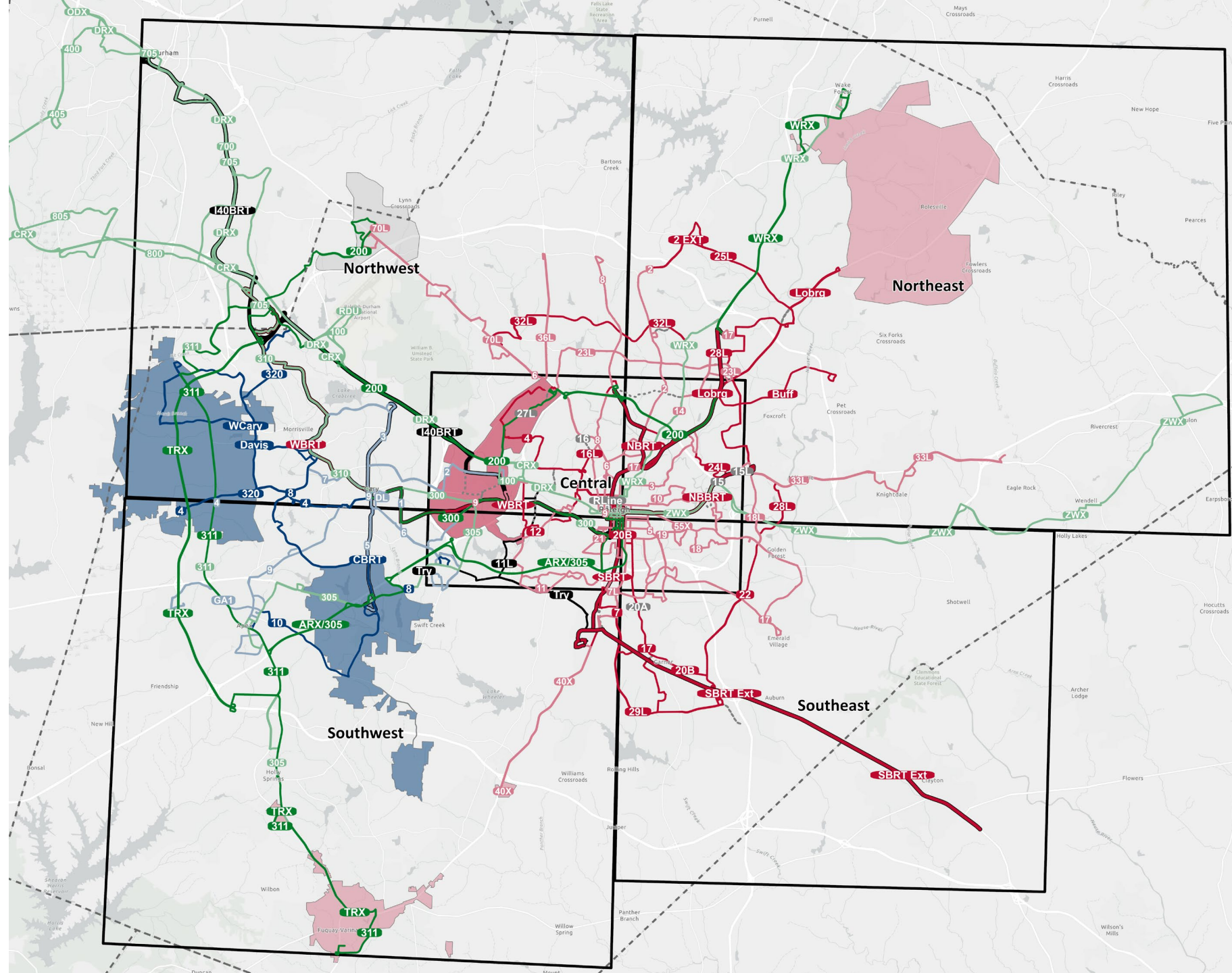
Tab 2: Your Transit Priorities

- **Q9: Which of the following service strategies would provide the greatest benefit to you or your community? (Pick only one)**
 - **More frequent service** (buses arrive every 15-30 minutes on major routes, existing service hours remain the same, limited expansion of weekend and late-night service)
 - **Longer service hours** (earlier morning and later evening service, existing routes operate for more hours each day, bus frequency remains the same)
 - **Better weekend service** (more routes operate on weekends, more frequent weekend service, weekday service remains about the same)
 - **Expanded service area** (new routes and destinations, more communities gain access to transit, existing routes and schedules remain about the same)

Tab 3-7: Route Concepts

- Northeast
- Southeast
- Southwest
- Northwest
- Central

**There will be duplication in the boundary areas to avoid leaving anything out*

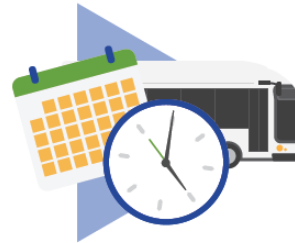


Example – Concepts Summary



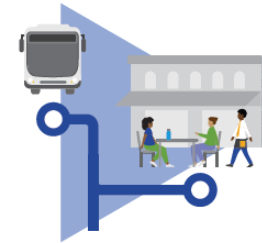
More frequent bus routes that arrive every 15 minutes

- **Seven GoDurham routes – Routes 3, 4, 5, 9, 10, 11, and 2/12 (on E Main St)** – will run every 15 minutes until 7pm on weekdays and Saturday.
- **Two GoTriangle routes – the new Route 100X and Route 400** – will run every 15 minutes until 7pm on weekdays.



More bus service throughout the day and at night

- **All GoDurham routes** will run at least every 30 minutes from 5:30am–12:30am Monday to Saturday and 6:30am–12:00am Sunday.
- **More GoTriangle routes – including the 100X, 400, 800, 805, and DVX** – will run for longer periods of the day.



More direct connections to key destinations

- **New GoDurham Routes 13 and 14** allow travel directly between the Village and NCCU, and between Duke/VA and North Durham, without going downtown.
- **GoTriangle Routes 400, CRX, DVX, and ODX** between Durham, Chapel Hill, Hillsborough, and Raleigh will be faster and more reliable.

Example – Look-Up Table

Proposed Ideas for GoTriangle by Route through 2028

DURHAM – RALEIGH ROUTES

CURRENT ROUTE	PROPOSED ROUTE(S)	PROPOSED IDEAS FOR ROUTE CHANGES
100, 700	100X	Routes 100 and 700 would be combined into new Route 100X , an all-day one-seat connection between Durham and Raleigh with limited stops, running every 15 min during the day on weekdays and every 30 min in the evening and on weekends. It would directly serve HUB RTP, Durham Tech, and NCCU. Airport connection would be provided by the RDU shuttle all day.
RDU	RDU	RDU Shuttle would run all day to provide timed connections to buses serving Raleigh, Durham, Chapel Hill, Cary and RTP at Regional Transit Center. It would increase early weekday evening and Sunday service to every 30 minutes to connect to Route 100X .
DRX	DVX 100X	Route DRX would be eliminated and replaced with Routes 100X and DVX . Route 100X would provide all day service every 15 min between Durham and GoRaleigh Station, via NCSU. Route DVX would connect the VA, Duke, Durham Station, and NCSU for Durham commuters traveling to NCSU in the morning and returning to Durham in the afternoon. Route DVX would also connect the District Dr Park-and-Ride with Duke and VA for Raleigh commuters traveling toward Duke in the morning and returning to Raleigh in the afternoon. Route DVX would provide faster, more reliable service every 30 minutes for longer morning and afternoon periods.

DURHAM - CHAPEL HILL ROUTES

CURRENT ROUTE	PROPOSED ROUTE(S)	PROPOSED IDEAS FOR ROUTE CHANGES
400	400	During peak periods, Route 400 would alternate every 15 minutes with Route 405 . At non-peak times, Route 400 would run every 15 minutes during the midday, and every 30 minutes on evenings and weekends. Route 400 would no longer serve University Drive and South Square to make service faster, more reliable, and more consistent. GoDurham GoDurham Routes 10 would continue to serve University Dr and South Square bus stops every 30 minutes, and connections to Route 400 can be made at Patterson Place.
405	405	Route 405 would serve Carrboro (peak direction) and Patterson Place on all trips. During peak periods, Routes 400 and 405 would provide consistent service every 15 minutes between UNC, Chapel Hill, Patterson Place, Duke and VA, and Durham Station. AM trips on Route 405 would pick up riders from Carrboro, and PM trips would bring riders back to Carrboro.
800	800	Route 800 would travel on NC54 instead of I-40, providing all-day service every half hour connecting UNC, Chapel Hill, Southpoint, Hub RTP and Regional Transit Center. Route 800 would replace segments of GoDurham Routes 12 and 12B and GoTriangle Route 805 along NC 54.
800S	800 805	Route 800S would be eliminated to allow resources for Route 805 , which would provide additional all-day service between UNC, Chapel Hill and Southpoint.
805	800 805	Route 805 would become an all-day service, with 30-minute frequency during peak periods and 60-minute frequency midday and in the evening. Shortening the route to run between Southpoint, Woodcroft, UNC, and Chapel Hill would make funding available to run the route all day. All day service along NC 54 between Southpoint and the RTC would be provided by Route 800 .

ORANGE COUNTY ROUTES

CURRENT ROUTE	PROPOSED ROUTE(S)	PROPOSED IDEAS FOR ROUTE CHANGES
420	420	Route 420 would be shortened to run between Hillsborough and the Eubanks Park and Ride to allow for increased service, running every half hour during the peak periods. High frequency Chapel Hill Transit service would connect Eubanks to Chapel Hill and UNC. Midday service provided by Orange County Route OCH.
CRX	CRX	Route CRX would be rerouted to serve UNC and Chapel Hill via NC 54 in both directions to make service faster, more direct, and more reliable. It would serve a new park-and-ride at NC 54 and I-40 for commuters to NCSU and Downtown Raleigh, and service to Eubanks Park-and-Ride would be removed. The new routing would provide better connections between CRX and Chapel Hill Transit routes at UNC. Current riders who are parking at Eubanks would either park at the new NC 54/I-40 park-and-ride, or take high frequency Chapel Hill Transit service to get on the CRX at UNC.
ODX	ODX	Route ODX would be shortened to turn around at Mebane Cone Health Park-and-Ride and travel on I-40 in both directions. Service to Durham Technical Community College would be removed to decrease travel time and to serve a new Northern Hillsborough Park-and-Ride. Riders traveling to Durham Technical Community College could transfer to Route 420 .

Tab 4: North Wake (Example)

- **Q10: Overall, how do you feel about the proposed transit concepts in North Wake?**
 - Strongly Support
 - Support
 - Neutral
 - Oppose
 - Strongly Oppose
- **Q11: Which proposed concepts would provide the greatest benefit to you or your community? (Open-ended)**
- **Q12: Some existing routes may be modified or removed to support new investments. Would any proposed changes negatively affect your ability to travel?**
 - Yes
 - No
 - Not Sure
 - If yes, please explain: [Open comment box]
- **Q13: Is there anything else you would like us to know about transit needs in North Wake or the proposed route concepts? [Open comment box]**

3

Focus Groups

Focus Group Goals

- **Refine Route Concepts + Priorities** – Use participant feedback to refine route concepts and inform future transit investment decisions (Phase 2)
- **Understand Travel Needs** – Learn how participants travel today and where current transit does or does not meet their needs
- **Explore Lived Experience** – Understand barriers, challenges, and opportunities from the perspective of riders and non-riders
- **Test Route Concepts** – Gather detailed feedback on proposed route concepts in each sub area of Wake County and learn about potential impact to daily travel and access
- **Validate Public Priorities** – Confirm what comes first based on participant priorities and needs
- **Hear Diverse Perspectives** – Engage riders, workers, students, older adults, people with disabilities, and historically underserved communities

Focus Group Approach

- **Up to Six Focus Groups** – One for each sub area (5) and one human services-focused session in partnership with MMC
- **Recruitment** – Transit providers and local partners can share recommendations and promote a short survey to recruit volunteers
- **Focused Discussion** – Each focus group will be offered in-person or virtually, based on participant preferences, and last 90-120 minutes
- **Interactive Format** – Activities will explore transit priorities, evaluate investment tradeoffs, and test proposed route concepts through discussion and hands-on exercises
- **Participation Incentives** – Explore non-cash incentives such as transit passes, premium project swag, refreshments, or donated giveaways to encourage participation
- *Other ideas or feedback? What has worked or not worked in the past?*

4

Partner Promotion + Schedule

Materials & Partner Toolkit

- Project logo and brand guidelines
- Project flyer (English & Spanish)
- Bookmark
- Rackcard
- Bus ads (Digital and Printed)
- Bus stop flyers (corrugated)
- Social media graphics & reels
- Email blasts with graphics
- Press release
- Schedule of events
- Pop-Up Event Materials



Partner Blitz Campaigns

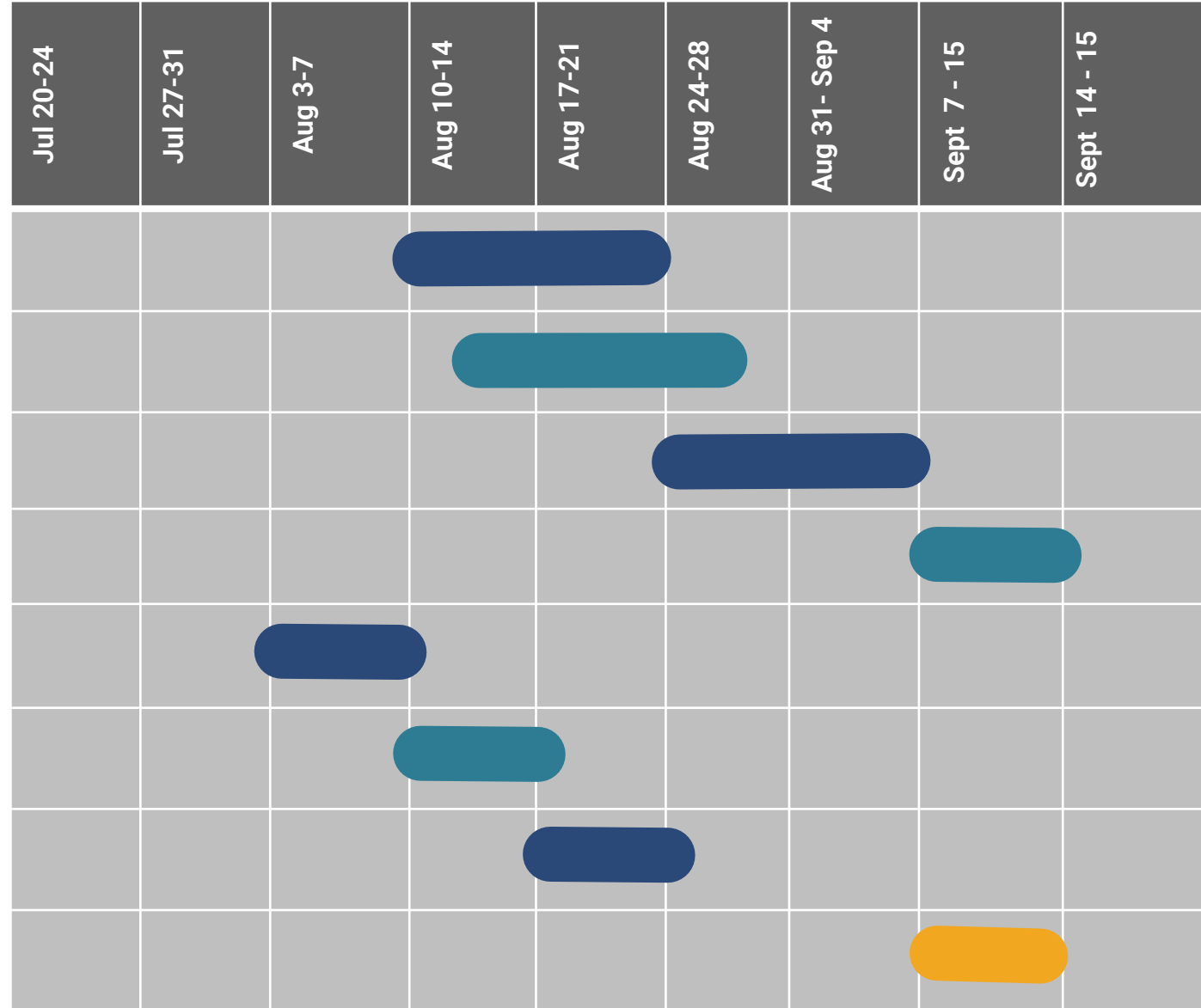
OUR GOAL: Create a coordinated countywide outreach effort that expands awareness, reaches riders and new audiences, and drives participation

OUR ASK: Transit Providers pick at least two weeks, and Local Partners pick at least one week to:

- Share social media posts
- Promote the survey
- Post information on websites, rider apps, socials
- Attend and/or host events
- Share materials through local networks

Partner Blitz Campaigns

- GoTriangle
- GoRaleigh
- GoCary
- Apex
- Wendell
- Fuquay-Varina
- Rolesville
- Try Transit Week



"Look & Feel" of Materials



Help shape the future of transit in Wake County!

QR CODE

Call to action goes here! Scan code for more.



uniqueurladdress.web



Project Overview

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Project Timeline



Lorem ipsum
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TAKE THE SURVEY



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VISIT THE WEBSITE



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STAY CONNECTED



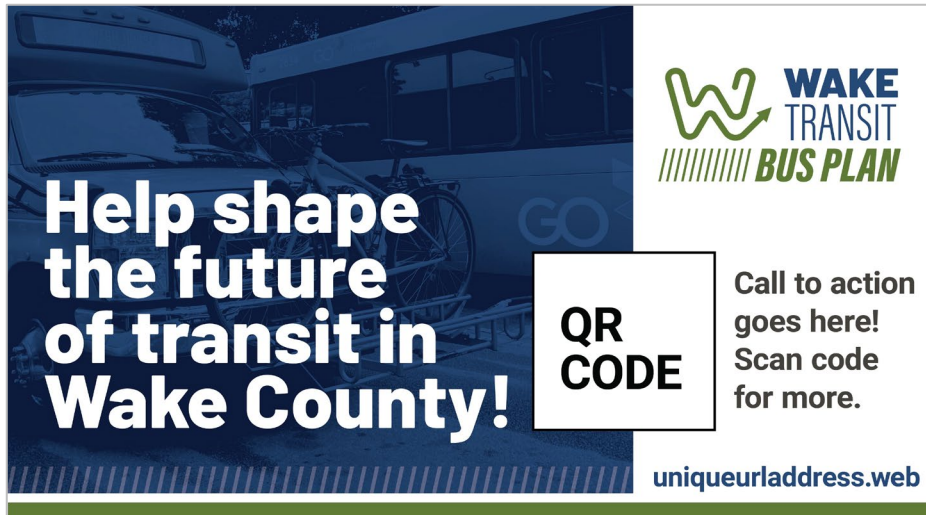

Help shape the future of transit in Wake County!

Sed ut perspiciatis unde omnis iste natus error sit voluptatem accusantium doloremque laudantium.

Call to action here!




uniqueurladdress.web



Help shape the future of transit in Wake County!

QR CODE

Call to action goes here! Scan code for more.



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Thank you!

Jennifer Baldwin

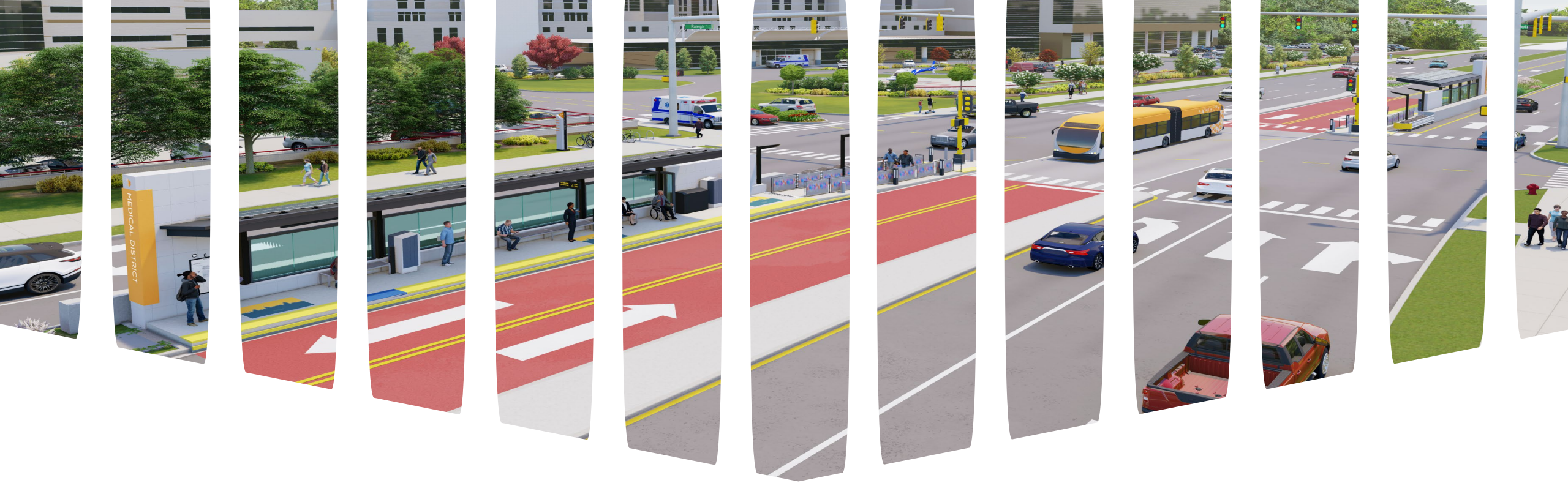
Jennifer.baldwin@threeoaksengineering.com

10. Wake Bus Plan Phase 1 Engagement Strategy and Planning Update

QUESTIONS or COMMENTS

11. Northern BRT MIS Results & Recommendations

Melanie Rausch, Raleigh



NORTHERN BRT MIS STUDY RESULTS & CONCURRENCE UPDATE

TPAC
June 25, 2026

AGENDA

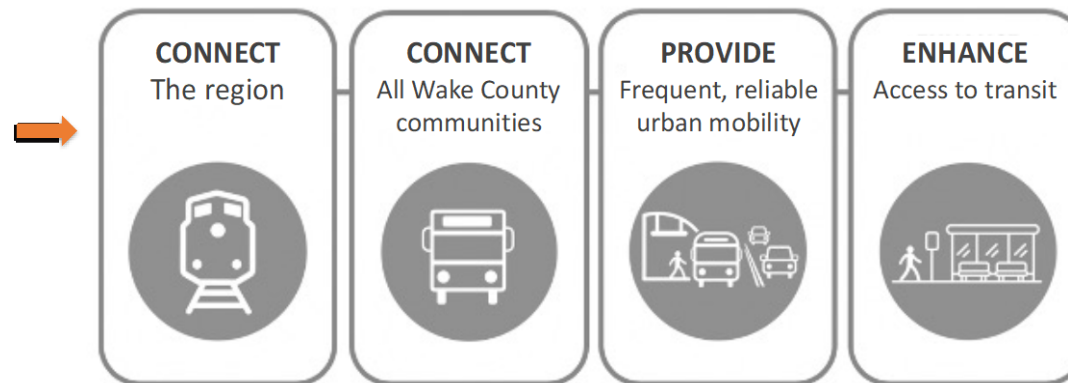
- Introduction
- WTP BRT History
- Review of Concurrence Points 1-4 – Triangle Town Center Corridor
- Review of Concurrence Points 1-4 – Midtown Corridor
- Next Steps



WAKE TRANSIT PLAN | BACKGROUND

- In 2016, Wake County voters approved a transit-dedicated half-cent sales tax investment to expand and better connect the public transit network throughout the county
- 2027 Wake Transit Plan adopted in 2016 identified bus rapid transit as a preferred mode of investment

- The plan's four (4) big moves include:



WAKE BRT PROGRAM OVERVIEW



NORTHERN CORRIDOR WAKE TRANSIT PLAN HISTORY

2018 BRT Major Investment Study:

- Identified initial corridor from Downtown Raleigh to Crabtree Blvd.
 - [2018 MIS Link](#)

2021 Wake Transit Plan Update:

- Expanded Northern scope to include connecting Downtown Raleigh to both Triangle Town Center (TTC) and North Hills via BRT (p 28).
 - [2021 Wake Transit Plan Link](#)

2025 Wake Transit Plan Update:

- Expanded on core corridors by including funding for two Northern BRT branches, one which connects to North Hills and another that connects to Triangle Town Center (p 2-14).
 - [2035 Wake Transit Plan Link](#)



NORTHERN CORRIDOR MIS

Overview

- Status – planning study complete
- Purpose – connect downtown Raleigh to Midtown Raleigh **and** downtown Raleigh to Triangle Town Center
- Not in federal process...yet

Timeline

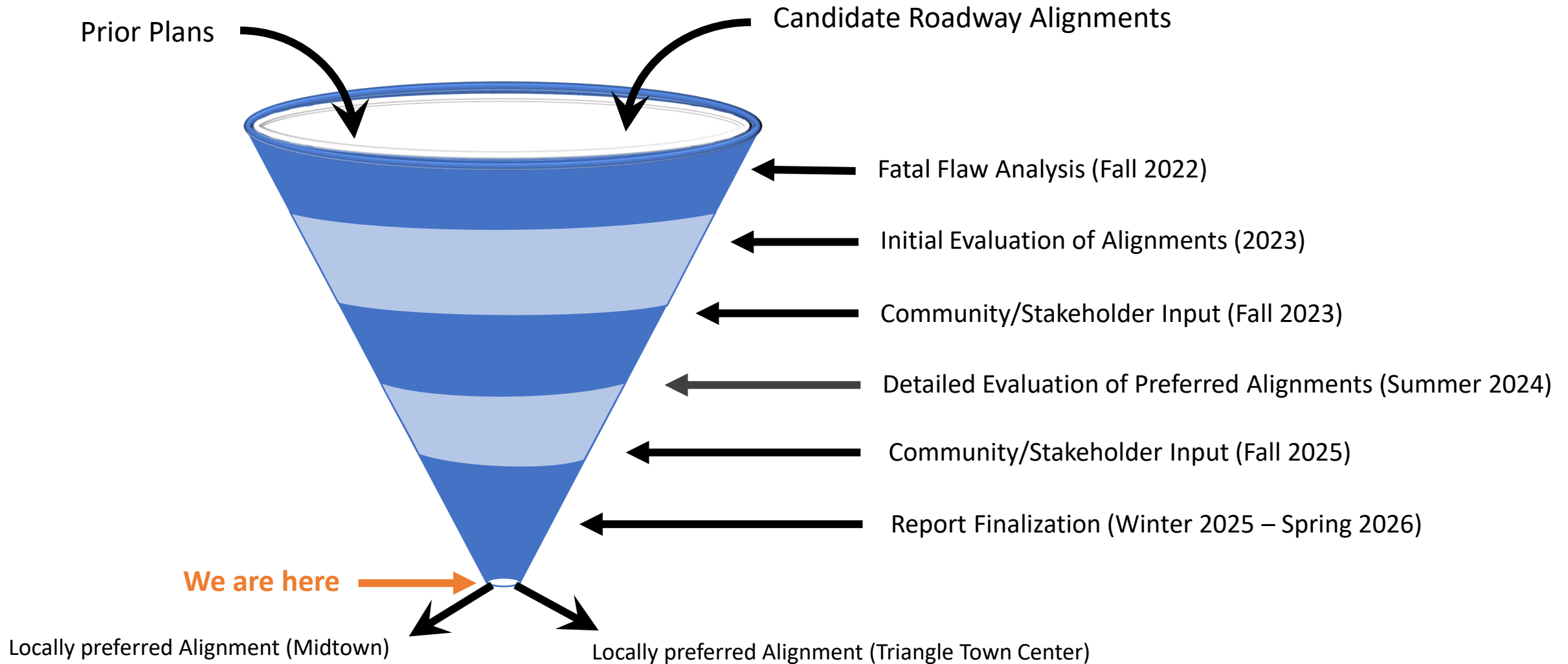
- Summer 2022 – began planning study
- Fall 2022 – fatal flaw analysis
- Summer 2024 – refinement and screening of alternatives
- Summer 2025 – detailed screening of alternatives
- Spring 2026 – Final Report including LPA recommendations



**Northern Bus Rapid Transit
Major Investment Study**

Spring 2026

MIS EVALUATION PROCESS



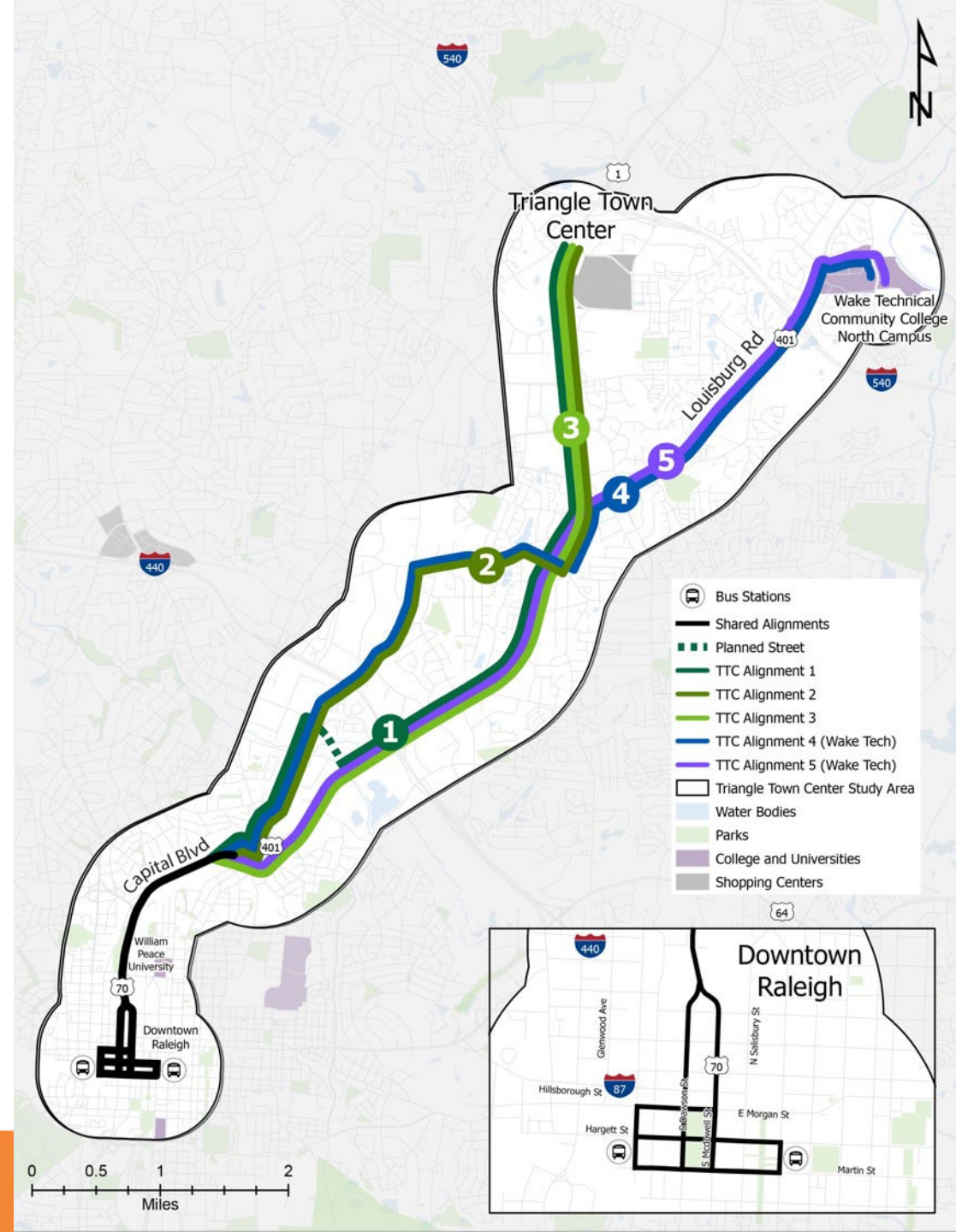
Triangle Town Center

CONCURRENCE POINT 1: PROJECT PURPOSE & NEED

- Address existing and projected future growth and travel demand
- Create infrastructure that allows the transit service to navigate major congestion points faster
- Accommodate existing ridership along the corridor, and increase capacity to meet future rider demand
- Improve transit service and rider experience
- Support local planning efforts to preserve and enhance the quality of life along the corridor

CONCURRENCE POINT 2: IDENTIFICATION OF ALTERNATIVES

- 1** CAPITAL | ATLANTIC | SIX FORKS | CAPITAL
- 2** CAPITAL | ATLANTIC | NEW HOPE CHURCH | CAPITAL
- 3** CAPITAL
- 4** CAPITAL | ATLANTIC | NEW HOPE CHURCH | LOUISBURG
- 5** CAPITAL | LOUISBURG



CONCURRENCE POINT 3: SCREENING & ELIMINATION OF ALTERNATIVES

2 CAPITAL | ATLANTIC | NEW HOPE CHURCH | CAPITAL

City ownership, high potential, connects growth areas

3 CAPITAL

Highest current ridership, most direct

1 CAPITAL | ATLANTIC | SIX FORKS | CAPITAL

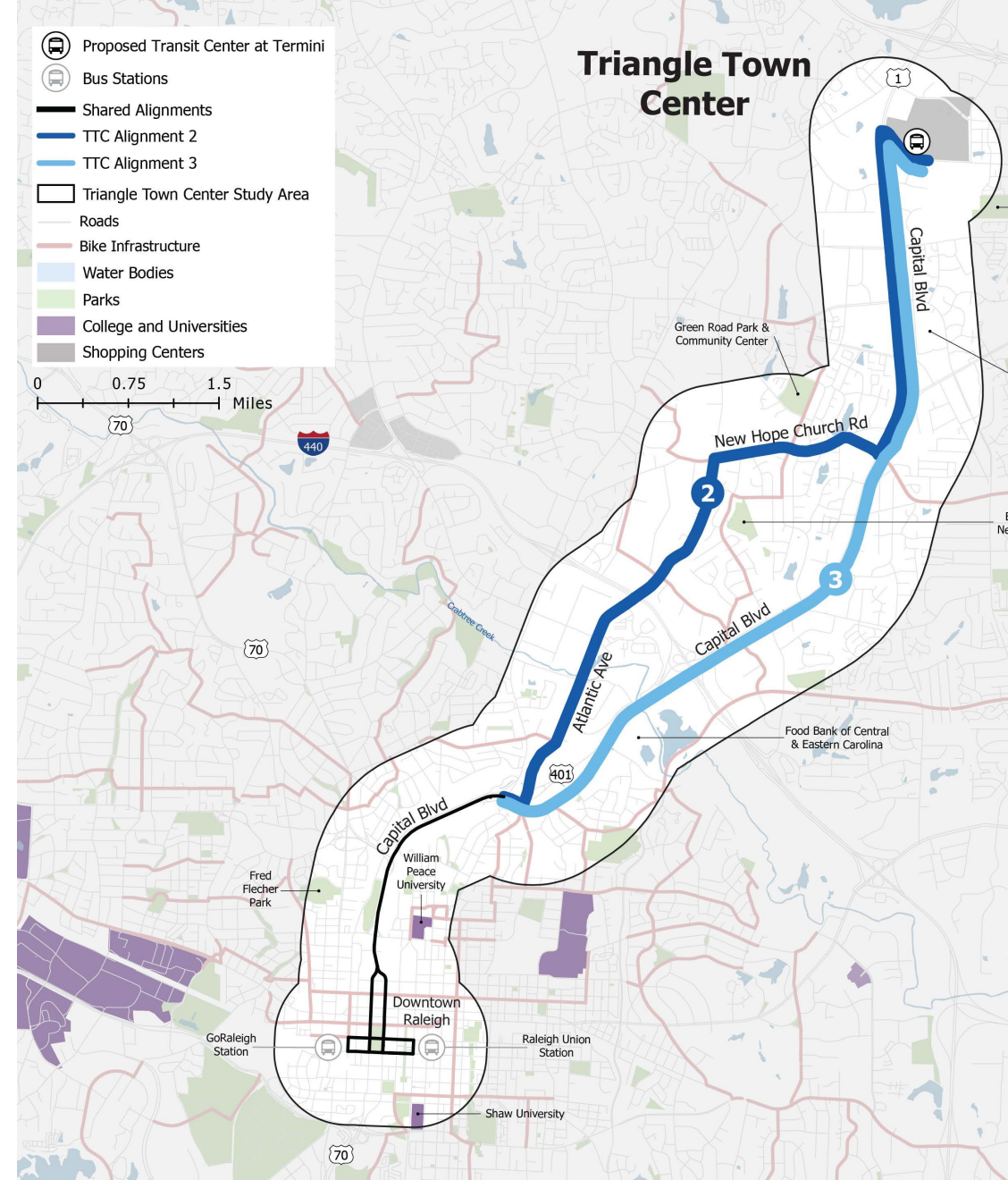
High potential, requires new roadway bridge

4 CAPITAL | ATLANTIC | NEW HOPE CHURCH | LOUISBURG

Lower current and potential ridership

5 CAPITAL | LOUISBURG

Lower current and potential ridership

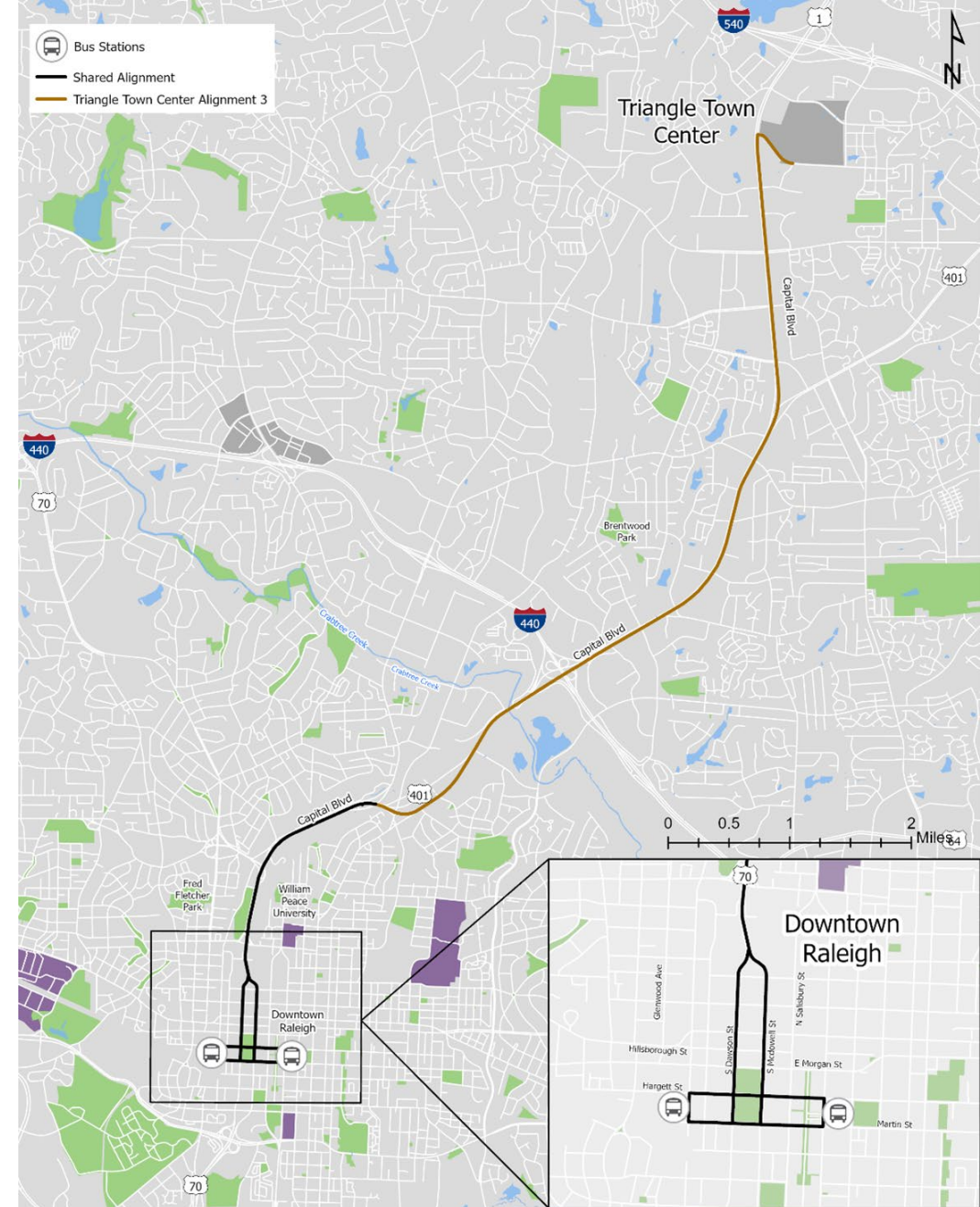


CONCURRENCE POINT 4: LOCALLY PREFERRED ALTERNATIVE (LPA) RECOMMENDATION

3 CAPITAL

Outstanding ridership
Fastest travel time
High population
High number of jobs
Strong anticipated scores for FTA funding

- Raleigh City Council endorsed May 19, 2026.
- Concurrence Team approved on June 18, 2026.



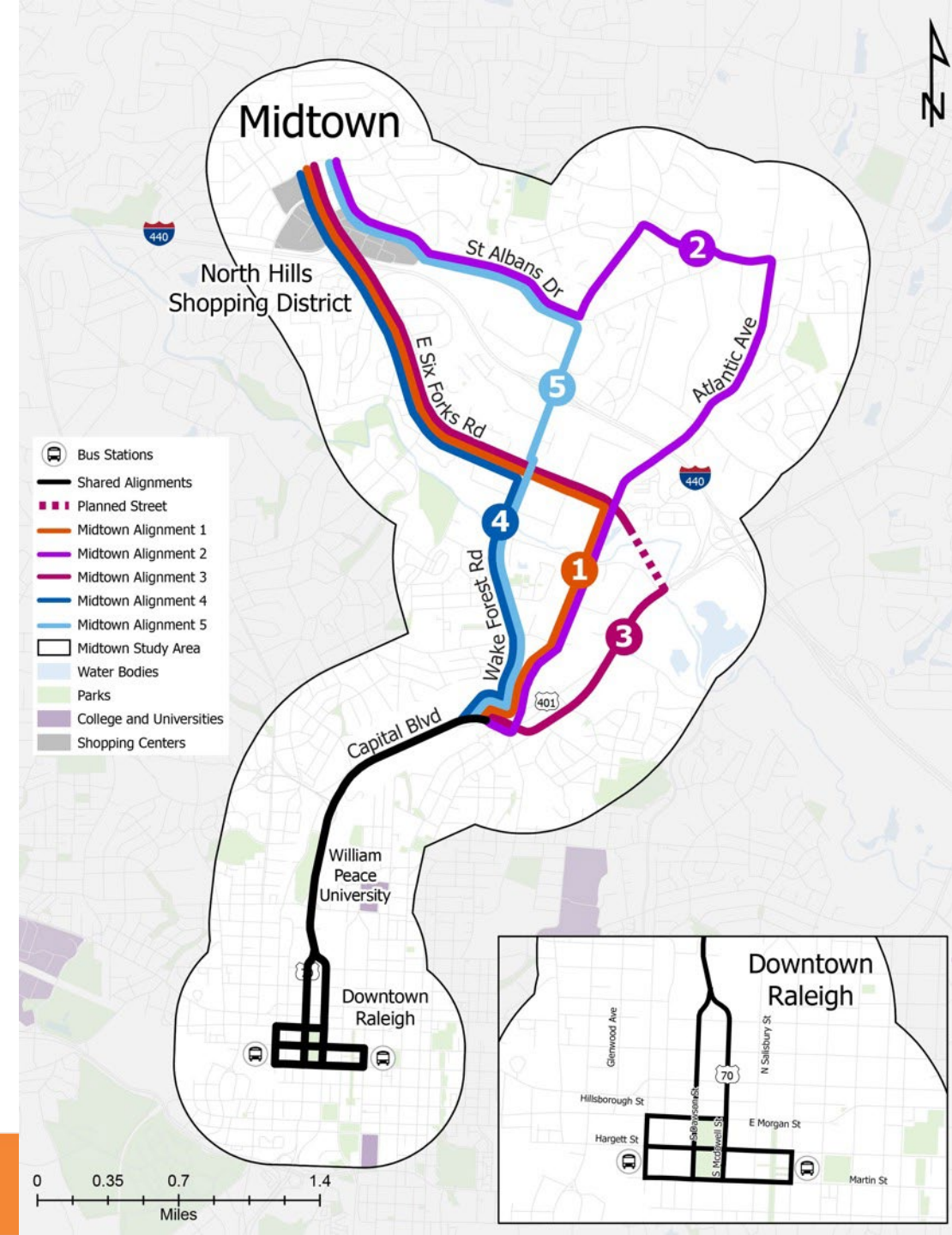
Midtown

CONCURRENCE POINT 1: PROJECT PURPOSE & NEED

- Address existing and projected future growth and travel demand
- Create infrastructure that allows the transit service to navigate major congestion points faster
- Facilitate ridership growth along the corridor
- Improve transit service and rider experience
- Support local planning efforts to preserve and enhance the quality of life along the corridor

CONCURRENCE POINT 2: IDENTIFICATION OF ALTERNATIVES

- 1 CAPITAL | ATLANTIC | SIX FORKS**
- 2 CAPITAL | ATLANTIC | NEW HOPE CHURCH | WAKE FOREST | ST. ALBANS**
- 3 CAPITAL | SIX FORKS**
- 4 CAPITAL | WAKE FOREST | SIX FORKS**
- 5 CAPITAL | WAKE FOREST | ST. ALBANS**



CONCURRENCE POINT 3: SCREENING & ELIMINATION OF ALTERNATIVES

1

CAPITAL | ATLANTIC | SIX FORKS

Direct route, moderate ridership, included Atlantic segment

5

CAPITAL | WAKE FOREST | ST ALBANS

Direct route, ongoing development, good segment options

6

ATLANTIC | SIX FORKS | WAKE FOREST | ST ALBANS

High ridership, ongoing development, rail connection opportunity

2

CAPITAL | ATLANTIC | NEW HOPE CHURCH | WAKE FOREST | ST. ALBANS

Low density, too long + circuitous

3

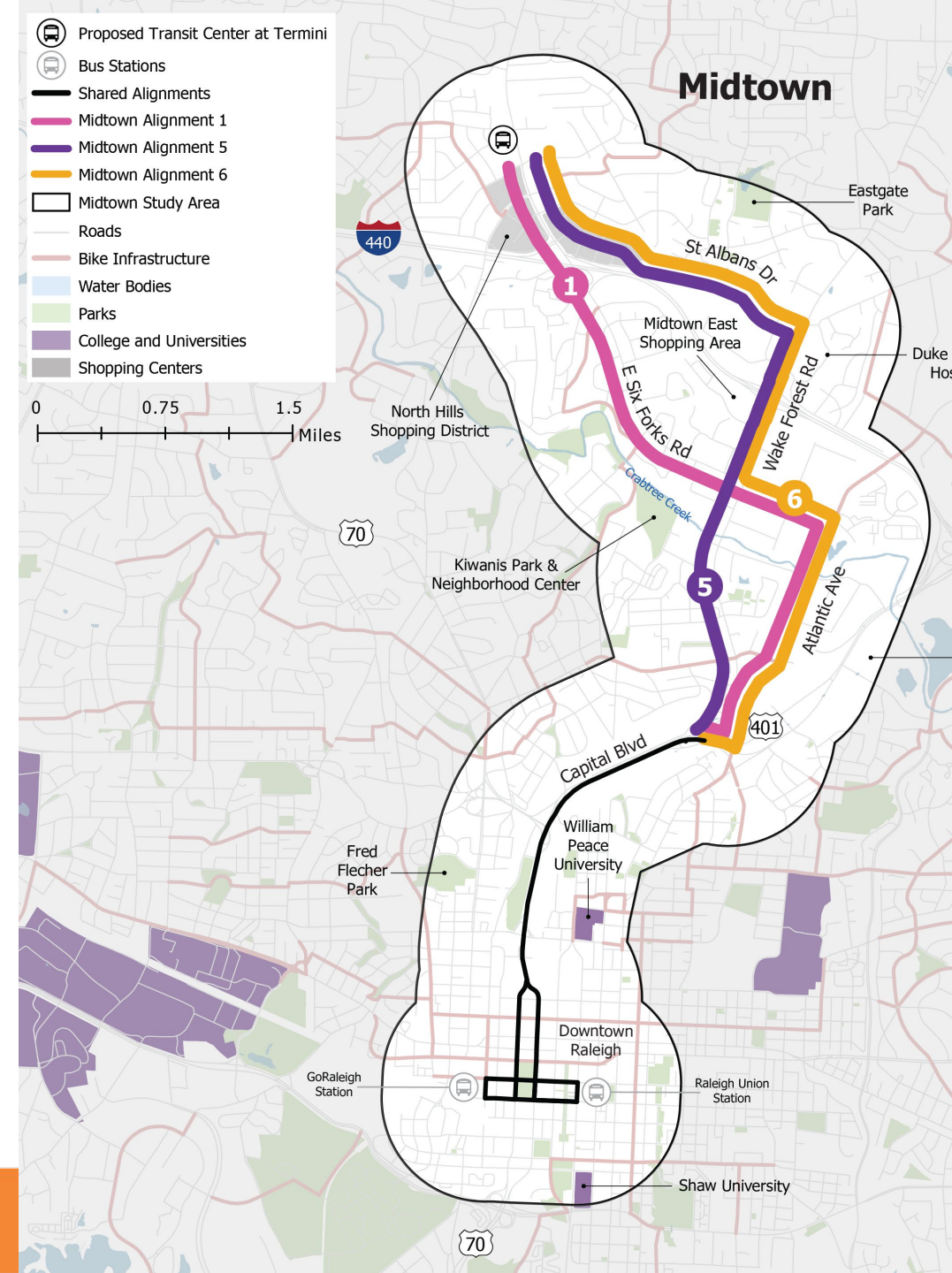
CAPITAL | SIX FORKS

Moderate ridership, requires new roadway bridge

4

CAPITAL | WAKE FOREST | SIX FORKS

Short route, mostly residential, segment covered by others



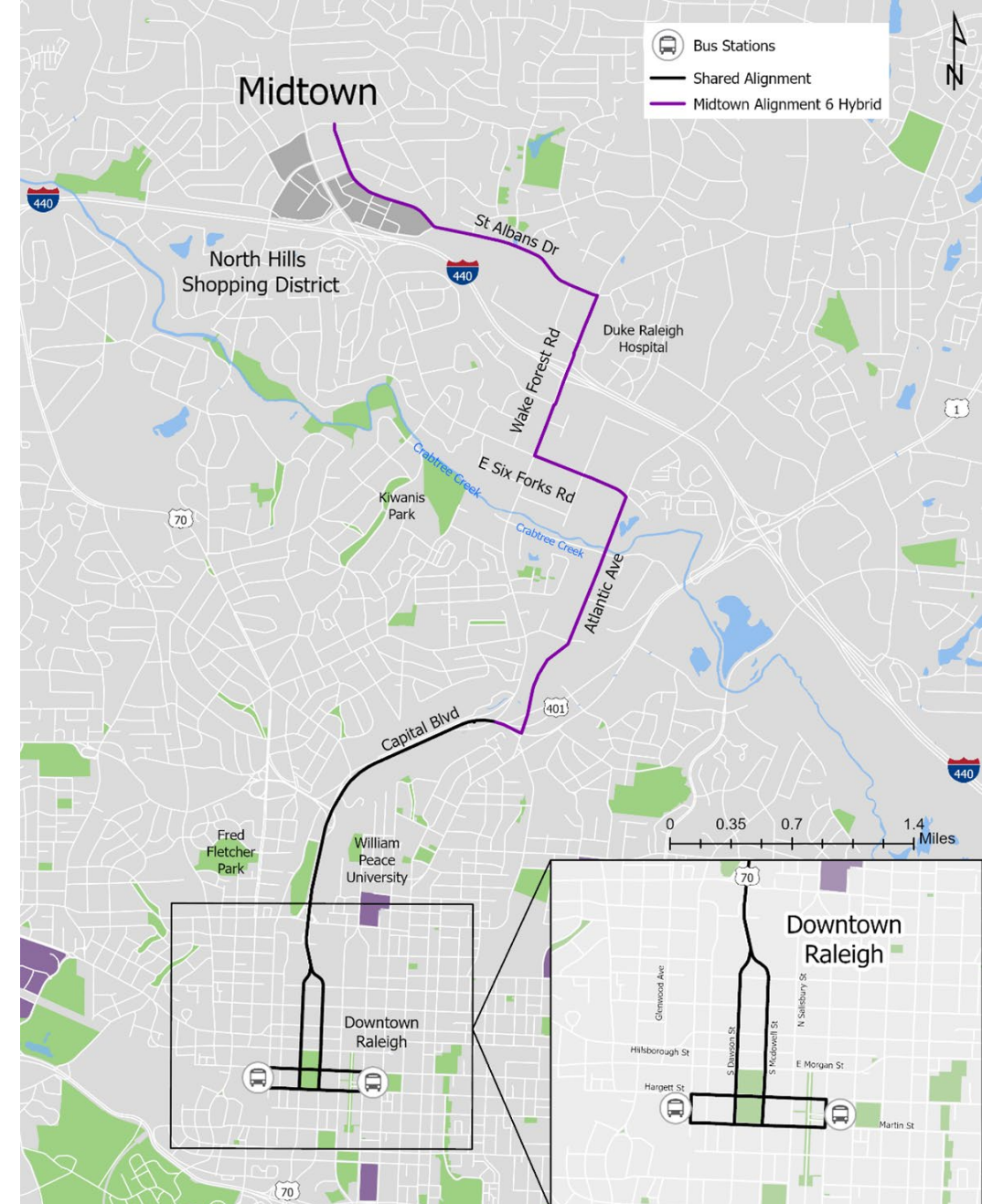
CONCURRENCE POINT 4: LOCALLY PREFERRED ALTERNATIVE (LPA) RECOMMENDATION

6

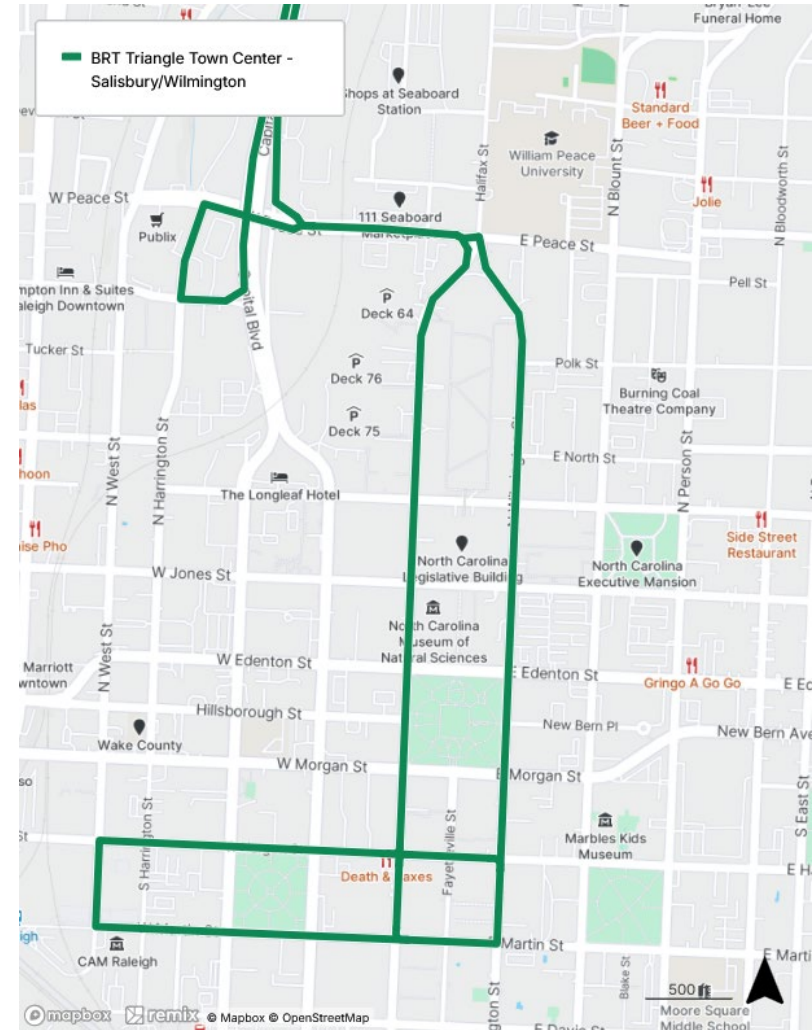
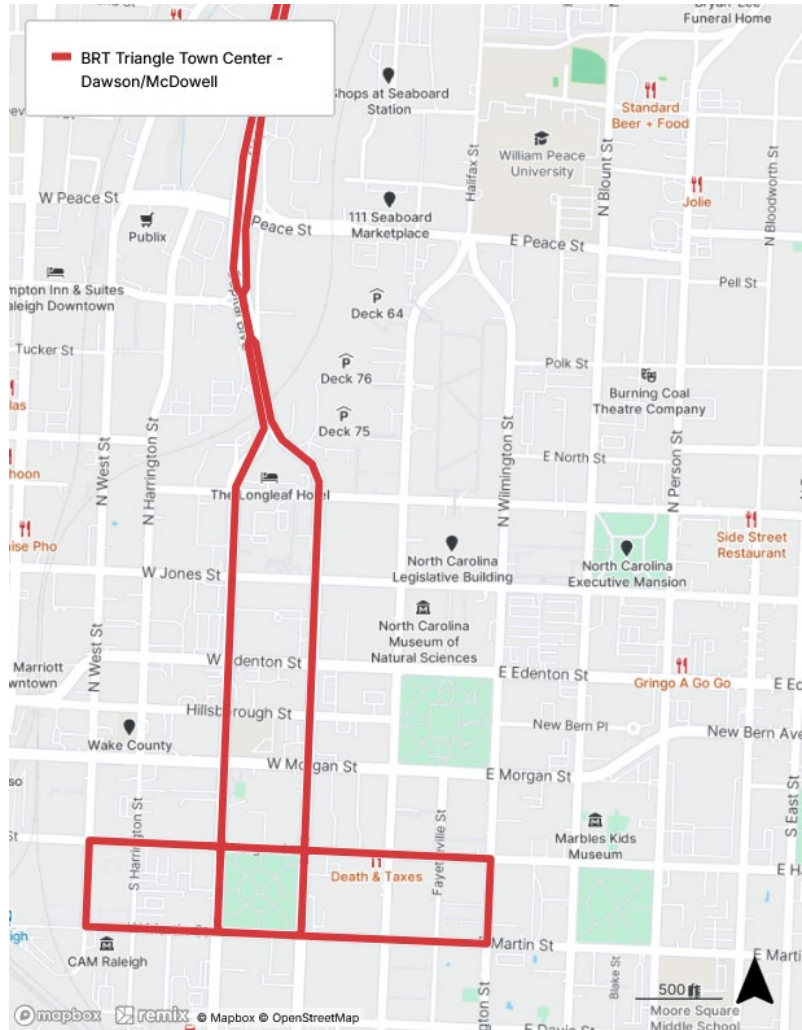
ATLANTIC | SIX FORKS | WAKE FOREST | ST ALBANS

High ridership,
Connects designated growth areas
rail connection opportunity
Significant city right-of-way control

- Raleigh City Council endorsed May 19, 2026.
- Concurrence Team approved on June 18, 2026.



DOWNTOWN ROUTING OPTIONS



NORTHERN CORRIDOR | NEXT STEPS



Open public comment period for recommended LPAs



Bring LPAs to TCC and Executive Board for adoption into the MTP



Advertise for preliminary engineering and design



THANK YOU!

TPAC

June 25, 2026



11. Northern BRT MIS Results & Recommendations

QUESTIONS or COMMENTS

12. 2026 Origin & Destination Survey: Scope Overview

Melanie Rausch, Raleigh



TRIANGLE REGION TRANSIT SURVEY (TRTS) - SCOPE

TPAC
JUNE 25, 2026

WHAT

- TRTS is a regionwide tablet-based origin and destination survey conducted onboard fixed route buses.
- Surveyors collect enough surveys to count as a statistically significant sample of the bus riding population/route
 - 10% of riders surveyed

WHY

- FTA requires an origin destination survey be performed no less than every 5 years in Title VI requirements for FTA recipients
- Results provide valuable ridership information to help advance transit in the region
- Used for ridership forecasting for FTA eligible projects

HOW

- 2 components of survey
 - On to off (O2O): collected via device recording feet at each door.
 - Onboard tablet based survey, where facilitators enter buses and collect responses from riders on the bus

WHO/WHERE

- GoRaleigh sponsors the Wake County portion with 5303 funds
- Agencies participating in this survey include:
 - GoRaleigh, GoDurham, GoCary/GoApex, OCTS, GoTriangle, Wolfline
- Partners include:
 - CAMPO, TWTPO, ITRE
- Contracting with Cambridge Systematics via WTP On Call, ETC is sub performing administering survey

WHEN

2026 Triangle Region Origin-Destination Survey	2026							2027				
	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May
Task 1: Project Management and Interagency Team Coordination												
Project kick-off meeting with GoRaleigh												
Interagency kick off meeting												
Task 2: Updated Survey Methodology, Sampling Plan and Survey Instrument												
Distribute regional transit agency data requests												
Respond to agency data requests												
Draft survey memorandum												
Draft survey instrument												
Update survey memorandum and instrument												
Wrap up / supplemental data collection												
Partner agencies review of survey memo and instrument												
Interagency methodology, instrument, and sampling plan review meeting												
Finalize survey memorandum, sampling plan, and instrument												
Task 3: Survey Pilot and Boarding to Alighting Survey												
Prepare for Boarding to Alighting Survey and train surveyors												
Conduct Boarding to Alighting Survey and pilot test												
Interagency test results and final survey preparations and materials meeting												
Task 4: Survey Management Plan and Full On-Board Survey to Collect Origin to Destination Data												
Final modifications to OD survey instrument, survey management plan, and sampling plans												
Finalize training materials												
Conduct OD survey												
Task 5: Data Processing, Analysis, and Survey Reporting												
Data weighting and expansion												
Analyze survey results												
Draft All Systems Summary Report and agency individual survey reports												
Interagency survey results review meeting												
Review draft survey reports												
Finalize survey reports & materials												
Assigned agency presentations												

Interagency meeting

Draft Deliverable

Final Deliverable



SCOPE

5 Tasks:

- 1: Project Management and Interagency Team Coordination
- 2: Updated Survey Methodology, Sampling Plan and Survey Instrument
- 3: On-to-Off (O2O) Survey
- 4: Survey Management Plan and Full On-Board Survey to Collect Origin to Destination Data
- 5: Data Processing, Analysis, and Survey Reporting

SCOPE

Task 1: Project Management and Interagency Team Coordination

- Detailed project schedule
- Kickoff Meeting
- Central SharePoint created
- Gather agency-specific surveying goals
- Data Requested from all participating agencies

SCOPE

Task 2: Updated Survey Methodology, Sampling Plan and Survey Instrument

- In-Person Interagency Team Meeting
- Draft and Final Survey Instrument, Survey Methodology, and Sampling Plans
- Programmed and translated survey instrument (languages as agreed).

SCOPE

Task 3: On-to-Off (O2O) Survey

- Conduct O2O Survey
- Refine sampling plan according to O2O results
- Refine final survey instrument and sampling plans

SCOPE

Task 4: Survey Management Plan and Full On-Board Survey to Collect Origin to Destination Data

- Final Survey Management Plan
- Survey training materials (slides/handbook/quick guides)
- Conduct all onboard surveys

SCOPE

Task 5: Data Processing, Analysis, and Survey Reporting

- All Systems Report
- Agency reports (GoCary/GoApex, GoRaleigh, GoTriangle, Wolfline, GoDurham, OCTS)
- GIS dashboard of survey results (web-based, with documentation).
- Final survey data
- Presentation of Results:
 - CAMPO
 - TWTP0

NEXT STEPS

- Hold Kickoff Meeting in July
- Begin collecting agency data
- Conduct survey



THANK YOU

MELANIE RAUSCH – MELANIE.RAUSCH@RALEIGHNC.GOV

12. 2026 Origin & Destination Survey: Scope Overview

QUESTIONS or COMMENTS

13. Subcommittee Report

Program Development

Emma Linn, PD Chair
Wake Forest

Melanie Rausch, Vice Chair
City of Raleigh

Next Meeting:
June Cancelled
July 28, 2026 @ 1:30pm

Community Engagement

Tim Gardiner, CE Chair
Wake County

Andrew Miller, Vice Chair
City of Raleigh

Next Meeting:
June Cancelled

14. TPAC Workgroups Report

Regional Technology

Coordinator
Austin Stanion

Budget & Finance

Coordinator
Steve Schlossberg

Scope & Deliverables

Coordinator
Paul Kingman
Steven Mott

Attachment:
Task Workback Schedule

15. CAMPO Updates

- FY27 Work Plan Amendment Schedule is being finalized. 2nd quarter amendment/Period of Performance (POP) requests are **due by August 14**, 2026. Contact: suvir.venkatesh@campo-nc.us
- Beginning in August, TPAC agendas will be developed using a new Civic Plus software system. Staff will be working to learn the new system and integrate TPAC templates over the next couple of months. Keep an eye out for updates.
- BRT Extensions Concept of Operations and the Northern BRT MIS project managers both held Wake Transit Concurrence meetings in June. CAMPO will consider LPA approval for the BRT Extensions and Triangle Town Center BRT Corridor LPAs in September. The recommended LPA for the Midtown BRT Corridor will require an MTP Amendment, so that LPA will be considered by the CAMPO Executive Board later. Contact: ben.howell@campo-nc.us.

15. CAMPO Updates

- Wake Transit On-Call contract has been executed by CAMPO, Raleigh, Cary and GoTriangle. 18 Consultant Firms submitted Statements of Qualifications; 6 Consultant Firms were selected across 6 Disciplines: Planning, Engineering, Marketing/Communications, Technology, Program/Project Management/Oversight, Financial Services. Contact: ben.howell@campo-nc.us.
- FY27 Wake Transit Work Plan was adopted by CAMPO and GoTriangle Boards at their respective June meetings. Contact: steven.mott@campo-nc.us.
- Wake Transit Conference Committee Update
 - The Conference Committee met on June 24th at 11:30am and unanimously approved resolution to the Significant Concern: GoTriangle will retain 100% of VRT Revenues moving forward, and the Wake Transit Plan will be amended to remove the VRT Revenues as a Transit Plan revenue source. Contact: ben.howell@campo-nc.us.
- Other CAMPO Updates?

16. GoTriangle/TDA Updates

- The TDA's new online dashboard will be presented to TPAC in Late summer/early Fall.
Contact: Steve, sschlossberg@gotriangle.org
- Review the list of project agreements set to expire in December 2026.
Contact: Paul, pkingman@gotriangle.org
- Other GoTriangle/TDA Updates?

17. Other Partner News

- The Triangle Mobility Hub project has completed the concurrence process for points 1-4. CAMPO approved the site location LPA on June 17, 2026. It is moving toward approval from other necessary boards before being considered final.
- The GoTriangle Board of Trustees approved the Durham and Orange Transit Work Programs at its meeting in June.
 - The Durham Work Program does not include funding for improvements to the DRX route in Durham that corresponds to the DRX improvements that are funded in the FY27 Wake Transit Work Plan.

Any other partner news or business to share?



18. Adjourn

Next Meeting:

July meeting is cancelled.

In-person at CAMPO - Thursday, August 27, 2026 @ 9:30am

15. TPAC Workgroups Report

Regional Technology

Coordinator
Austin Stanion

Budget & Finance

Coordinator
Steve Schlossberg

TBD

Coordinator
TBD

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