

WAKE TRANSIT PLAN IMPLEMENTATION



FY 2025 Year End – Highlights

Executive Summary

Progress continued during FY 2025 toward achieving the goals outlined in the Wake County Transit Plan.

The Capital Area Metropolitan Planning Organization, known as CAMPO, completed the work with the consultant for the Wake Transit Plan Update, which will extend the planning horizon to 2035.

GoTriangle continued construction on the 1.76-acre site for the Raleigh Union Station Bus Facility, known as RUS Bus. This facility will be part of a vibrant, integrated, joint development in the Warehouse District of downtown Raleigh. RUS Bus will weave together a street-level bus facility with bike- and pedestrian-friendly spaces. The Ribbon Cutting Ceremony will take place on July 25, 2025 (FY26-Q1)

The Town of Cary completed the land acquisition for the Downtown Cary Multimodal Facility.

The City of Raleigh continues to move forward with 3 large Fixed Route and GoRaleigh Access projects. The East Raleigh park and ride is at 100% design and will be bid this winter, The Poole Road fixed route operations and maintenance facility expansion is nearing 100% design and will be bid out for construction early in CT 2026. The GoRaleigh/GoWake Access operations and maintenance facility is approaching 30% design with completion of design expected late in 2026.

Bus Rapid Transit (BRT) planning continued to progress in the BRT corridors.

The Community Funding Area Program sets aside a portion of Wake Transit revenue for community based transit services in areas with limited access to fixed route services.

Wake Operating Projects

Bus Operations

On the bus operations front, GoRaleigh, GoTriangle, and GoCary continued to provide new and enhanced services authorized for funding through the current and previously adopted Wake Transit Work Plans.

WAKE TRANSIT PLAN IMPLEMENTATION



The City of Raleigh and GoTriangle continued to provide free Park-and-Ride options partially funded by the Wake Transit Plan. GoTriangle is moving forward with renovations to the District Drive Park-and-Ride that will improve safety and the passenger experience.

The City of Raleigh expanded its high frequency service network in FY25 with improvements to 2 existing routes and the addition of the new Route 9 Hillsborough. The return to fares occurred in Q2 including the launch of several GoPass programs to provide low or no cost trips to eligible riders. The Transit Assistance Pass was the most popular fare program with over 20 Continuum of Care providers acting as distributors.

Transit Plan Administration

Transit plan administration and implementation staff members from CAMPO, the Town of Cary, the City of Raleigh, and GoTriangle continued working on various Wake Transit projects and activities. These endeavors included transit planning, administration of the Transit Planning Committee and subcommittee meetings, Community Funding Area Program administration, public engagement, legal support, and various investment and feasibility studies.

The Town of Cary, City of Raleigh, and GoTriangle staff continued various aspects of short and long-range transit planning, overseeing federal compliance requirements, contract compliance, community outreach, education, ridership campaigns, and bus stop safety improvements.

Tax District Administration

GoTriangle's Tax District Administration efforts continued and worked with transit partners on the Wake Transit Work Plans. The Tax District continues to work with consultants to prepare debt issuance and develop a financial model for the Wake Transit Plan.

Wake Capital

Bus Infrastructure

The Town of Cary completed the land acquisition of 21 parcels for the Downtown Cary Multimodal Facility and a consulting firm is under contract to conduct a hazardous material assessment and building abatement, as needed, for the proposed Mulitmodal site.

WAKE TRANSIT PLAN IMPLEMENTATION



GoTriangle continued construction of the Raleigh Union Station Bus Facility and continues on schedule for revenue service in August 2025; and a Ribbon Cutting ceremony on Friday, July 25, 2025

Bus Rapid Transit - BRT

Bus Rapid Transit (BRT) planning continued to progress throughout the year: Wake BRT: New Bern Ave - 4 bids were received for Package 1 for construction. Wake BRT: Wake BRT: Western Corridor – project team continued coordination with NCDOT, Town of Cary, and City of Raleigh. Wake BRT: Southern Corridor coordinated with NCDOT and Town of Garner for 30% design. Wake BRT: Wake BRT: Northern Corridor – detailed screening of remaining alignment alternatives to identify Locally Preferred Alternative was initiated and public engagement for Locally Preferred Alternative is anticipated in FY26.

Capital Planning

The Capital Area Metropolitan Planning Organization, known as CAMPO and the consulting team concluded and finalized the draft of the 2035 Wake Transit Vision Plan and associated documents and materials.

Community Funding Area

During FY 2025, the Town of Morrisville continued operating its node-based Smart Shuttle service. GoWake Access ensured the continuation of the GoWake SmartRide program by partnering with Knightdale, Wendell, and Zebulon in the NE geofenced area and securing a Community Funding Area grant. In addition, GoApex Route 1 continued to serve as Community Funding Area operating project..

Triangle Tax District
For the Quarter ending June 30, 2025 (Q4)
For the Fiscal Year Ending June 30, 2025

Year End Cash and Investment Balance:	\$ 749,584,068
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**WAKE OPERATING
REVENUES, BUDGET TO ACTUAL, CASH BASIS**

	Current Year	Prior Year	Difference
Article 43: 1/2 cent Sales & Use Tax for Public Transportation			
Budget	\$ 140,000,000	\$ 125,000,000	\$ 15,000,000
Actual YTD	139,097,234	136,769,044	2,328,190
Percentage Rec'd	99.36%	109.42%	15.52%
Article 50: Wake Transit approved share of Regional Transit Authority Vehicle Rental Tax			
Budget	\$ 2,528,000	\$ 275,704	\$ 2,252,296
Actual YTD	2,528,000	66,600	2,461,400
Percentage Rec'd	100.00%	24.16%	109.28%
Article 52: \$7 County Vehicle Registration Tax			
Budget	\$ 7,075,000	\$ 6,850,000	\$ 225,000
Actual YTD	7,028,476	6,902,007	126,469
Percentage Rec'd	99.34%	100.76%	56.21%
Article 51: \$3 share of the Regional Transit Authority Registration Tax			
Budget	\$ 3,025,000	\$ 2,925,000	\$ 100,000
Actual YTD	3,016,326	2,956,695	59,631
Percentage Rec'd	99.71%	101.08%	59.63%
Interest Income, Apportionments, and Reimbursements			
Budget	\$ 779,244	\$ 1,088,574	\$ (309,330)
Actual YTD	36,921,279	32,746,541	4,174,738
Summary			
	FY 25	FY 24	Difference
Total Budgeted Wake Operating Revenues	\$ 153,407,244	\$ 136,139,278	\$ 17,267,966
Total Actual Revenues Received (Cash Basis)	188,591,315	179,440,886	9,150,428
Percentage of Budget Realized	122.94%	131.81%	52.99%

Notes:

Some revenues are not received in the month earned because of State Agency processing time. Local Option Sales Tax revenues are generally received three months after the original retail sales.

Triangle Tax District --- Wake Operating
For the Quarter ending June 30, 2025 (Q4)
For the Fiscal Year Ending June 30, 2025
Operating Expenditure Reimbursements

		BUDGET TO ACTUAL					BUDGET TO ACTUAL					Progress Report
Project ID		Current Year Adopted Budget	PY Carryforward / Transfers / Amendments	Actual Reimbursement YTD	Percent Reimbursed YTD	Adopted Budget Remaining	Reimbursement Pending Submittal	Total Reimbursed	Percent Reimbursed YTD	Adopted Budget Remaining		
Tax District Administration												
GoTriangle	Tax District Audits	TO001-B	\$ 18,103	\$ -	\$ 15,568	86%	\$ 2,535	\$ -	\$ 15,568	86%	\$ 2,535	On Schedule / Completed
GoTriangle	Financial Consulting	TO001-C	\$ 151,774	\$ 75,000	\$ 44,169	19%	\$ 182,606	\$ -	\$ 44,169	19%	\$ 182,606	On Schedule / Completed
GoTriangle	3.0 FTE: Finance Team	TO001-F	\$ 481,750	\$ -	\$ 287,343	60%	\$ 194,407	\$ -	\$ 287,343	60%	\$ 194,407	On Schedule / Completed
Total Tax District Administration			\$ 651,627	\$ 75,000	\$ 347,079	53%	\$ 379,548	\$ -	\$ 347,079	48%	\$ 379,548	
Transit Plan Administration												
CAMPO	4.0 FTE: Wake Transit Staff	TO002-BE	\$ 808,760	\$ -	\$ 640,598	79%	\$ 168,162	\$ -	\$ 640,598	79%	\$ 168,162	On Schedule / Completed
CAMPO	Administrative Expenses	TO002-AY	\$ 67,230	\$ (25,000)	\$ 900	2%	\$ 41,330	\$ -	\$ 900	2%	\$ 41,330	On Schedule / Completed
Cary	1.0 FTE: Coordinator/Management of Capital Projects	TO002-N	\$ 176,736	\$ (20,737)	\$ 155,999	100%	\$ -	\$ -	\$ 155,999	100%	\$ -	On Schedule / Completed
Cary	1.0 FTE: Transportation Analyst	TO002-AC	\$ 135,498	\$ -	\$ 135,199	100%	\$ 299	\$ -	\$ 135,199	100%	\$ 299	On Schedule / Completed
Cary	1.0 FTE: Transit Program Coordinator	TO002-AD	\$ 147,012	\$ (18,500)	\$ 127,999	100%	\$ 513	\$ -	\$ 127,999	100%	\$ 513	On Schedule / Completed
Cary	0.5 FTE: Deputy Transit Administrator	TO002-AE	\$ 85,690	\$ -	\$ 85,599	100%	\$ 91	\$ -	\$ 85,599	100%	\$ 91	On Schedule / Completed
Cary	1.0 FTE: Transportation Outreach	TO002-AR	\$ 151,922	\$ -	\$ 151,495	100%	\$ 427	\$ -	\$ 151,495	100%	\$ 427	On Schedule / Completed
Cary	1.0 FTE: Transit Planner	TO002-AV	\$ 155,313	\$ -	\$ 150,399	97%	\$ 4,914	\$ -	\$ 150,399	97%	\$ 4,914	On Schedule / Completed
Cary	Marketing of Bus Services	TO002-M	\$ 100,000	\$ 39,237	\$ 139,029	100%	\$ 209	\$ -	\$ 139,029	100%	\$ 209	On Schedule / Completed
GoTriangle	Transit Plan Administration Staffing	TO002-BD	\$ 2,244,750	\$ -	\$ 1,863,251	83%	\$ 381,499	\$ -	\$ 1,863,251	83%	\$ 381,499	On Schedule / Completed
GoTriangle	NCSU Triangle Regional Model Service	TO002-AX	\$ 77,187	\$ -	\$ 56,057	73%	\$ 21,130	\$ -	\$ 56,057	73%	\$ 21,130	On Schedule / Completed
GoTriangle	Outside Legal Counsel	TO002-C	\$ 28,285	\$ 25,000	\$ -	0%	\$ 53,285	\$ -	\$ -	0%	\$ 53,285	No Project Activity Anticipated
GoTriangle	Transit Customer Surveys	TO002-F	\$ 144,962	\$ 50,000	\$ 10,014	5%	\$ 184,948	\$ -	\$ 10,014	5%	\$ 184,948	On Schedule / Completed
GoTriangle	Property Maintenance, Repairs, & Appraisals	TO002-I	\$ 79,438	\$ 65,000	\$ 67,351	47%	\$ 77,087	\$ -	\$ 67,351	47%	\$ 77,087	On Schedule / Completed
GoTriangle	Outreach/Marketing / Communications	TO002-D	\$ 157,594	\$ 50,000	\$ 110,397	53%	\$ 97,197	\$ -	\$ 110,397	53%	\$ 97,197	On Schedule / Completed
GoTriangle	Paratransit Office Space Lease	TO002-AA	\$ 104,862	\$ -	\$ 92,064	88%	\$ 12,798	\$ -	\$ 92,064	88%	\$ 12,798	On Schedule / Completed
GoTriangle	Customer Feedback Management System	TO002-J	\$ 26,922	\$ -	\$ 26,922	100%	\$ -	\$ -	\$ 26,922	100%	\$ -	On Schedule / Completed
Raleigh	1.0 FTE: Planning Supervisor BRT	TO002-P	\$ 129,784	\$ (25,940)	\$ 7,951	8%	\$ 95,893	\$ -	\$ 7,951	8%	\$ 95,893	On Schedule / Completed
Raleigh	1.0 FTE: Transportation Analyst Finance	TO002-AG	\$ 134,909	\$ 15,000	\$ 147,668	99%	\$ 2,241	\$ -	\$ 147,668	99%	\$ 2,241	On Schedule / Completed
Raleigh	1.0 FTE: Senior Planner BRT	TO002-AH	\$ 141,639	\$ 10,940	\$ 152,579	100%	\$ 1	\$ -	\$ 152,579	100%	\$ 1	On Schedule / Completed
Raleigh	1.0 FTE: Traffic Signal Timing Specialist	TO002-AI	\$ 144,391	\$ -	\$ 142,627	99%	\$ 1,763	\$ -	\$ 142,627	99%	\$ 1,763	On Schedule / Completed
Raleigh	1.0 FTE: Senior Engineer	TO002-AJ	\$ 153,490	\$ -	\$ 6,109	4%	\$ 147,381	\$ -	\$ 6,109	4%	\$ 147,381	On Schedule / Completed
Raleigh	1.0 FTE: Procurement Analyst Finance	TO002-AO	\$ 122,840	\$ -	\$ 87,370	71%	\$ 35,470	\$ -	\$ 87,370	71%	\$ 35,470	On Schedule / Completed
Raleigh	1.0 FTE: Planning Analyst ACCESS	TO002-AP	\$ 142,935	\$ -	\$ 125,129	88%	\$ 17,806	\$ -	\$ 125,129	88%	\$ 17,806	On Schedule / Completed
Raleigh	1.0 FTE: Fiscal Analyst Finance	TO002-AZ	\$ 115,569	\$ -	\$ 107,403	93%	\$ 8,166	\$ -	\$ 107,403	93%	\$ 8,166	On Schedule / Completed
Raleigh	1.0 FTE: Construction Management	TO002-BA	\$ 157,594	\$ -	\$ 135,143	86%	\$ 22,451	\$ -	\$ 135,143	86%	\$ 22,451	On Schedule / Completed
Raleigh	1.0 FTE: Senior Real Estate Analyst	TO002-BB	\$ 157,594	\$ -	\$ 68,051	43%	\$ 89,543	\$ -	\$ 68,051	43%	\$ 89,543	On Schedule / Completed
Raleigh	1.0 FTE: Transit Planner Analyst	TO002-BF	\$ 153,750	\$ -	\$ 105,599	69%	\$ 48,151	\$ -	\$ 105,599	69%	\$ 48,151	On Schedule / Completed
Raleigh	1.0 FTE: Security Director RATP/Dev	TO002-BG	\$ 153,750	\$ -	\$ 138,618	90%	\$ 15,132	\$ -	\$ 138,618	90%	\$ 15,132	On Schedule / Completed
Raleigh	Office Space Lease for Transit Staff	TO002-AS	\$ 172,802	\$ -	\$ 172,451	100%	\$ 351	\$ -	\$ 172,451	100%	\$ 351	On Schedule / Completed
Raleigh	Marketing for Bus System	TO002-AK	\$ 250,000	\$ -	\$ 221,710	89%	\$ 28,290	\$ -	\$ 221,710	89%	\$ 28,290	On Schedule / Completed
Wake County	Vehicle Rental Tax Mediation	TO002-BH	\$ 50,000	\$ -	\$ 5,354	11%	\$ 44,646	\$ -	\$ 5,354	11%	\$ 44,646	On Schedule / Completed
Wake County	Administrative Support	TO002-BK	\$ 60,157	\$ -	\$ 60,157	100%	\$ -	\$ -	\$ 60,157	100%	\$ -	On Schedule / Completed
Total Transit Plan Administration			\$ 6,933,363	\$ 165,000	\$ 5,497,192	77%	\$ 1,601,171	\$ -	\$ 5,497,192	77%	\$ 1,601,171	
Bus Operations												
Cary	Sunday and Holiday Service	TO004-A	\$ 609,785	\$ -	\$ 511,269	84%	\$ 98,516	\$ -	\$ 511,269	84%	\$ 98,516	On Schedule / Completed
Cary	Increase Midday Frequencies	TO004-B	\$ 562,132	\$ 20,000	\$ 581,960	100%	\$ 172	\$ -	\$ 581,960	100%	\$ 172	On Schedule / Completed
Cary	Weston Parkway Route	TO005-H	\$ 1,058,533	\$ 15,000	\$ 1,072,610	100%	\$ 923	\$ -	\$ 1,072,610	100%	\$ 923	On Schedule / Completed
Cary	Route ACX: Apex-Cary Express	TO005-BE	\$ 42,517	\$ 200,000	\$ 163,622	67%	\$ 78,895	\$ -	\$ 163,622	67%	\$ 78,895	On Schedule / Completed
Cary	ADA Services	TO005-BI	\$ 576,457	\$ -	\$ 324,876	56%	\$ 251,581	\$ -	\$ 324,876	56%	\$ 251,581	On Schedule / Completed
Cary	Route 2: East Cary	TO005-BJ	\$ 806,299	\$ (35,000)	\$ -	0%	\$ 771,299	\$ -	\$ -	0%	\$ 771,299	No Project Activity Anticipated
Cary	Route 9: Apex-Cary	TO005-BT	\$ 806,299	\$ (200,000)	\$ -	0%	\$ 606,299	\$ -	\$ -	0%	\$ 606,299	No Project Activity Anticipated
Cary	Fare Collection Technology	TO005-O	\$ 3,000	\$ -	\$ 2,500	83%	\$ 500	\$ -	\$ 2,500	83%	\$ 500	On Schedule / Completed
Cary	GoCary Bus Stop Maintenance	TO005-CG	\$ 96,740	\$ (30,000)	\$ 21,573	32%	\$ 45,168	\$ -	\$ 21,573	32%	\$ 45,168	On Schedule / Completed
Cary	Security Services	TO005-CK	\$ 93,000	\$ 30,000	\$ 117,400	95%	\$ 5,600	\$ -	\$ 117,400	95%	\$ 5,600	On Schedule / Completed
GoTriangle	Route 100 : RYC-RDU Airport	TO005-A	\$ 697,044	\$ 25,000	\$ 720,266	100%	\$ 1,778	\$ -	\$ 720,266	100%	\$ 1,778	On Schedule / Completed
GoTriangle	Route 300: Cary-Raleigh	TO005-B	\$ 955,016	\$ 5,000	\$ 959,821	100%	\$ 195	\$ -	\$ 959,821	100%	\$ 195	On Schedule / Completed
GoTriangle	DRX : Durham-Raleigh Express	TO005-C	\$ 355,475	\$ 35,000	\$ 388,401	99%	\$ 2,074	\$ -	\$ 388,401	99%	\$ 2,074	On Schedule / Completed
GoTriangle	CRX: Chapel Hill-Raleigh Express	TO005-D	\$ 77,818	\$ -	\$ 67,645	87%	\$ 10,174	\$ -	\$ 67,645	87%	\$ 10,174	On Schedule / Completed
GoTriangle	Route 310: Cary-RTC	TO005-X	\$ 1,459,300	\$ (5,000)	\$ 837,250	58%	\$ 617,050	\$ -	\$ 837,250	58%	\$ 617,050	On Schedule / Completed
GoTriangle	Route 305: Holly Springs-Apex-Raleigh	TO005-AC	\$ 1,618,333	\$ (60,000)	\$ 1,030,779	66%	\$ 527,554	\$ -	\$ 1,030,779	66%	\$ 527,554	On Schedule / Completed
GoTriangle	ADA Services	TO005-BH	\$ 774,448	\$ -	\$ 483,504	62%	\$ 290,944	\$ -	\$ 483,504	62%	\$ 290,944	On Schedule / Completed
GoTriangle	Regional Call Center Expansion	TO005-E	\$ 28,285	\$ -	\$ 28,285	100%	\$ -	\$ -	\$ 28,285	100%	\$ -	On Schedule / Completed
GoTriangle	Mobile Ticketing Software	TO005-Y	\$ 55,191	\$ (22,000)	\$ 30,591	92%	\$ 2,600	\$ -	\$ 30,591	92%	\$ 2,600	On Schedule / Completed
GoTriangle	Park & Ride Bus Stop Leases O&M	TO005-F	\$ 101,475	\$ -	\$ 37,705	37%	\$ 63,770	\$ -	\$ 37,705	37%	\$ 63,770	On Schedule / Completed
GoTriangle	Youth GoPass	TO005-LI	\$ 55,252	\$ (42,000)	\$ 12,091	91%	\$ 1,162	\$ -	\$ 12,091	91%	\$ 1,162	On Schedule / Completed
GoTriangle	Low Income Fare Pass	TO005-CI	\$ 275,439	\$ 100,000	\$ 372,357	99%	\$ 3,082	\$ -	\$ 372,357	99%	\$ 3,082	On Schedule / Completed
Raleigh	FRX: Fuquay-Varina Express	TO003-A	\$ 608,230	\$ (98,000)	\$ 186,887	37%	\$ 323,342	\$ -	\$ 186,887	37%	\$ 323,342	On Schedule / Completed
Raleigh	Route 7: South Saunders	TO004-D	\$ 140,307	\$ 48,000	\$ 169,300	90%	\$ 19,007	\$ -	\$ 169,300	90%	\$ 19,007	On Schedule / Completed
Raleigh	Sunday Service Increase Span	TO004-E	\$ 2,119,150	\$ (48,000)	\$ 1,579,483	76%	\$ 491,667	\$ -	\$ 1,579,483	76%	\$ 491,667	On Schedule / Completed
Raleigh	SE Raleigh Route Package	TO005-I	\$ 3,194,403	\$ (49,000)	\$ 2,513,287	80%	\$ 632,116	\$ -	\$ 2,513,287	80%	\$ 632,116	On Schedule / Completed
Raleigh	NW Raleigh Route Package	TO005-J	\$ 3,809,119	\$ -	\$ 3,420,514	90%	\$ 388,605	\$ -	\$ 3,420,514	90%	\$ 388,605	On Schedule / Completed
Raleigh	Route 33: New Hope - Knightdale	TO005-P	\$ 794,380	\$ -	\$ 644,226	81%	\$ 150,154	\$ -	\$ 644,226	81%	\$ 150,154	On Schedule / Completed
Raleigh	Routes 20: Garner	TO005-R	\$ 2,719,805	\$ -	\$ 1,771,768	65%	\$ 948,037	\$ -	\$ 1,771,768	65%	\$ 948,037	On Schedule / Completed
Raleigh	Route 9 - Hillsborough Street	TO005-AD	\$ 2,581,687	\$ -	\$ 2,162,783	84%	\$ 418,904	\$ -	\$ 2,162,783	84%	\$ 418,904	On Schedule / Completed
Raleigh	Route 21: Caraleigh	TO005-AL	\$ 643,474	\$ 147,000	\$ 762,074	96%	\$ 28,400	\$ -	\$ 762,074	96%	\$ 28,400	On Schedule / Completed
Raleigh	Glenwood Route Package	TO005-AM	\$ 3,052,405	\$ -	\$ 2,609,191	85%	\$ 443,214	\$ -	\$ 2,609,191	85%	\$ 443,214	On Schedule / Completed
Raleigh	Route 5: Biltmore Hills	TO005-AP	\$ 169,113	\$ 49,000	\$ 199,408	91%	\$ 18,705	\$ -	\$ 199,408	91%	\$ 18,705	On Schedule / Completed
Raleigh	Rolesville Microtransit Service Zone	TO005-BU	\$ 296,000	\$ 102,000	\$ 397,664	100%	\$ 336	\$ -	\$ 397,664	100%	\$ 336	On Schedule / Completed
Raleigh	Route 7L Carolina Pines Improvements	TO005-BV	\$ 25,330	\$ 12,446	\$ 37,776	100%	\$ 0	\$ -	\$ 37,776	100%	\$ 0	On Schedule / Completed
Raleigh	Route 11: Avent Ferry	TO005-BW	\$ 759,690	\$ (61,446)	\$ 635,220	91%	\$ 63,024	\$ -	\$ 635,220	91%	\$ 63,024	On Schedule / Completed
Raleigh	Route 12: Method	TO005-BX	\$ 61,008	\$ -	\$ -	0%	\$ 61,008	\$ -	\$ -	0%	\$ 61,008	No Project Activity Anticipated
Raleigh	Route 3: Glascock	TO005-BY	\$ 281,463	\$ -	\$ 42,214	15%	\$ 239,249	\$ -	\$ 42,214	15%	\$ 239,249	On Schedule / Completed
Raleigh	ADA Services	TO005-BJ	\$ 3,188,335	\$ (102,000)	\$ 2,482,086	80%	\$ 604,248	\$ -	\$ 2,482,086	80%	\$ 604,248	On Schedule / Completed
Raleigh	Bus Stop/P&R Maintenance	TO005-V	\$ 776,749	\$ -	\$ 320,870	41%	\$ 455,879	\$ -	\$ 320,870	41%	\$ 455,879	On Schedule / Completed
Raleigh	Rolesville Park-and-Ride	TO005-S	\$ 10,506	\$ -	\$ 2,400	23%	\$ 8,106	\$ -	\$ 2,400	23%	\$ 8,106	On Schedule / Completed
Raleigh	Contract Safety Security Service	TO005-BM	\$ 714,384	\$ -	\$ 570,824	80%	\$ 143,560	\$ -	\$ 570,824	80%	\$ 143,560	On Schedule / Completed
Raleigh	Fare Collection Technology	TO005-U	\$ 109,499	\$ -	\$ 72,354	66%	\$ 37,145	\$ -	\$ 72,354	66%	\$ 37,145	On Schedule / Completed
Raleigh	Youth GoPass Program	TO005-LJ	\$ 131,328	\$ -	\$ 40,666	31%						

Triangle Tax District --- Wake Capital
For the Quarter ending June 30, 2025 (Q4)
For the Fiscal Year Ending June 30, 2025
Capital Expenditure Reimbursements

BUDGET TO ACTUAL, CASH BASIS¹

BUDGET TO ACTUAL²

			BUDGET TO ACTUAL, CASH BASIS ¹				BUDGET TO ACTUAL ²				Progress Report
Project ID	Total Adopted Budget	Budget Reimbursed to Date	Percent Spent	Adopted Budget Remaining	Reimbursements Pending	Total Reimbursed	Percent Reimbursed YTD	Adopted Budget Remaining			
Capital Planning											
CAMPO	Planning Horizon for Vision Plan	TC003-F	\$ 698,672	\$ 698,672	100%	\$ -	\$ -	\$ 698,672	100%	\$ -	Project Behind Schedule / On Target
CAMPO	BRT Extensions Concept Study	TC003-Y	\$ 151,250	\$ -	0%	\$ 151,250	\$ -	\$ -	0%	\$ 151,250	Project Behind Schedule / On Target
GoTriangle	ERP System	TC003-D	\$ 1,374,999	\$ 1,374,999	100%	\$ -	\$ -	\$ 1,374,999	100%	\$ -	On Schedule / Completed
GoTriangle	Regional Technology Plan Update	TC003-Z	\$ 200,000	\$ 85,914	43%	\$ 114,086	\$ -	\$ 85,914	43%	\$ 114,086	On Schedule / Completed
Total Capital Planning			\$ 2,424,921	\$ 2,159,586	89%	\$ 265,336	\$ -	\$ 2,159,586	89%	\$ 265,336	
Community Funding Area											
Apex	Saunders & Hinton Pedestrian Improvements	TC002-BJ	\$ 294,800	\$ -	0%	\$ 294,800	\$ -	\$ -	0%	\$ 294,800	On Schedule / Completed
Apex	Bus Stop Improvements	TC002-BO	\$ 110,000	\$ 8,336	8%	\$ 101,664	\$ -	\$ 8,336	8%	\$ 101,664	Project Behind Schedule / On Target
Apex	Future Transit Prioritization Study	TC003-V	\$ 24,475	\$ 15,813	65%	\$ 8,662	\$ -	\$ 15,813	65%	\$ 8,662	Project Behind Schedule / Delayed
Knightdale	Pedestrian Improvements	TC002-BL	\$ 569,272	\$ 318,986	56%	\$ 250,286	\$ -	\$ 318,986	56%	\$ 250,286	On Schedule / Completed
Morrisville	Bus Stop Improvements	TC002-BF	\$ 248,000	\$ 143,775	58%	\$ 104,225	\$ -	\$ 143,775	58%	\$ 104,225	On Schedule / Completed
Morrisville	Transit Feasibility Study	TC003-X	\$ 50,000	\$ 17,294	35%	\$ 32,706	\$ -	\$ 17,294	35%	\$ 32,706	Project Behind Schedule / On Target
Total Community Funding Area			\$ 1,296,547	\$ 504,205	39%	\$ 792,342	\$ -	\$ 504,205	39%	\$ 792,342	
Bus Rapid Transit											
Raleigh	BRT - New Bern Corridor	TC005-A1	\$ 61,967,469	\$ 11,501,448	19%	\$ 50,466,021	\$ -	\$ 11,501,448	19%	\$ 50,466,021	Project Behind Schedule / Delayed
Raleigh	BRT - Southern Corridor	TC005-A2	\$ 132,172,525	\$ 7,261,800	5%	\$ 124,910,725	\$ -	\$ 7,261,800	5%	\$ 124,910,725	On Schedule / Completed
Raleigh	BRT - Western Corridor	TC005-A3	\$ 33,960,040	\$ 9,212,837	27%	\$ 24,747,204	\$ -	\$ 9,212,837	27%	\$ 24,747,204	On Schedule / Completed
Raleigh	BRT - Triangle Town	TC005-A4	\$ 5,107,996	\$ 358,366	7%	\$ 4,749,629	\$ -	\$ 358,366	7%	\$ 4,749,629	On Schedule / Completed
Raleigh	BRT - Midtown	TC005-A5	\$ 1,500,000	\$ -	0%	\$ 1,500,000	\$ -	\$ -	0%	\$ 1,500,000	On Schedule / Completed
Total Bus Rapid Transit			\$ 234,708,030	\$ 28,334,451	12%	\$ 206,373,580	\$ -	\$ 28,334,451	12%	\$ 206,373,580	
Commuter Rail											
GoTriangle	CRT - Garner to Wester Durham	TC004-A1	\$ 6,000,000	\$ 4,841,484	81%	\$ 1,158,516	\$ -	\$ 4,841,484	81%	\$ 1,158,516	On Schedule / Completed
Reserve	CRT - Reserve	TC004-A	\$ 24,610,371	\$ -	0%	\$ 24,610,371	\$ -	\$ -	0%	\$ 24,610,371	On Schedule / Completed
Total Commuter Rail			\$ 30,610,371	\$ 4,841,484	16%	\$ 25,768,887	\$ -	\$ 4,841,484	16%	\$ 25,768,887	
Bus Infrastructure											
Cary	Regional Bus Operation & Maint Facility	TC002-E	\$ 76,049,433	\$ 3,625,246	5%	\$ 72,424,187	\$ -	\$ 3,625,246	5%	\$ 72,424,187	On Schedule / Completed
Cary	Multimodal Transit Facility	TC002-F	\$ 27,508,861	\$ 21,179,341	77%	\$ 6,329,520	\$ -	\$ 21,179,341	77%	\$ 6,329,520	On Schedule / Completed
Cary	Bus Stop Improvements	TC002-R	\$ 4,246,466	\$ 1,155,930	27%	\$ 3,090,536	\$ -	\$ 1,155,930	27%	\$ 3,090,536	On Schedule / Completed
Cary	Park West Village Transfer Point Improvements	TC002-AW	\$ 262,000	\$ -	0%	\$ 262,000	\$ -	\$ -	0%	\$ 262,000	No Project Activity Anticipated
GoTriangle	Raleigh Union Station Bus Facility	TC002-A	\$ 30,770,000	\$ 27,505,735	89%	\$ 3,264,265	\$ -	\$ 27,505,735	89%	\$ 3,264,265	On Schedule / Completed
GoTriangle	Regional Bus Operation & Maint Facility	TC002-B	\$ 4,125,000	\$ 499,485	12%	\$ 3,625,515	\$ -	\$ 499,485	12%	\$ 3,625,515	On Schedule / Completed
GoTriangle	District Drive Park-and-Ride	TC002-AI	\$ 7,420,000	\$ 184,227	2%	\$ 7,235,773	\$ -	\$ 184,227	2%	\$ 7,235,773	On Schedule / Completed
GoTriangle	Bus Stop Improvements	TC002-M	\$ 613,682	\$ 613,682	100%	\$ -	\$ -	\$ 613,682	100%	\$ -	On Schedule / Completed
GoTriangle	Bus Stop Improvements	TC002-Y	\$ 201,643	\$ 201,643	100%	\$ -	\$ -	\$ 201,643	100%	\$ -	On Schedule / Completed
GoTriangle	Bus Stop Improvements	TC002-BP	\$ 4,037,001	\$ 51,579	1%	\$ 3,985,422	\$ -	\$ 51,579	1%	\$ 3,985,422	On Schedule / Completed
GoTriangle	Triangle Mobility Hub	TC002-N	\$ 7,712,500	\$ 739,731	10%	\$ 6,972,769	\$ -	\$ 739,731	10%	\$ 6,972,769	On Schedule / Completed
GoTriangle	Downtown Apex Transfer Point	TC002-AK	\$ 166,500	\$ 29,112	17%	\$ 137,389	\$ -	\$ 29,112	17%	\$ 137,389	On Schedule / Completed
GoTriangle	Mobile Ticketing Technology	TC002-AB	\$ 650,000	\$ 330,667	51%	\$ 319,333	\$ -	\$ 330,667	51%	\$ 319,333	On Schedule / Completed
NCSU	Bus Stop Improvements	TC002-BN	\$ 99,360	\$ 99,360	100%	\$ -	\$ -	\$ 99,360	100%	\$ -	No Project Activity Anticipated
Raleigh	Poole Road Park-and-Ride	TC002-G	\$ 1,140,000	\$ 1,043,452	92%	\$ 96,548	\$ -	\$ 1,043,452	92%	\$ 96,548	On Schedule / Completed
Raleigh	East Raleigh Comm Transit Center	TC002-T	\$ 5,507,530	\$ 1,785,324	32%	\$ 3,722,207	\$ -	\$ 1,785,324	32%	\$ 3,722,207	On Schedule / Completed
Raleigh	ADA Facility (Feasibility & Design)	TC002-V	\$ 50,420,000	\$ 8,838,696	18%	\$ 41,581,304	\$ -	\$ 8,838,696	18%	\$ 41,581,304	On Schedule / Completed
Raleigh	Midtown Transit Center	TC002-AC	\$ 3,182,728	\$ -	0%	\$ 3,182,728	\$ -	\$ -	0%	\$ 3,182,728	Project Behind Schedule / On Target
Raleigh	Crabtree Valley Mall Transit Center	TC002-AL	\$ 323,904	\$ -	0%	\$ 323,904	\$ -	\$ -	0%	\$ 323,904	On Schedule / Completed
Raleigh	Triangle Town Center - Design	TC002-AM	\$ 323,904	\$ 3,000	1%	\$ 320,904	\$ -	\$ 3,000	1%	\$ 320,904	On Schedule / Completed
Raleigh	Triangle Town Center - Land Acquisition	TC002-AX	\$ 2,000,000	\$ -	0%	\$ 2,000,000	\$ -	\$ -	0%	\$ 2,000,000	On Schedule / Completed
Raleigh	Systemwide Transfer Point Improvements	TC002-BG	\$ 2,538,970	\$ 460,799	18%	\$ 2,078,171	\$ -	\$ 460,799	18%	\$ 2,078,171	On Schedule / Completed
Raleigh	Maintenance Facility Improvements	TC002-BI	\$ 5,800,000	\$ 1,571,522	27%	\$ 4,228,478	\$ -	\$ 1,571,522	27%	\$ 4,228,478	On Schedule / Completed
Raleigh	Bus Stop Improvements	TC002-BQ	\$ 2,717,000	\$ 2,165,857	80%	\$ 551,143	\$ -	\$ 2,165,857	80%	\$ 551,143	On Schedule / Completed
Raleigh	Bus Stop Improvements	TC002-BR	\$ 4,533,115	\$ -	0%	\$ 4,533,115	\$ -	\$ -	0%	\$ 4,533,115	On Schedule / Completed
Reserve	Technology Initiatives	TC003-M	\$ 4,384,323	\$ -	0%	\$ 4,384,323	\$ -	\$ -	0%	\$ 4,384,323	On Schedule / Completed
Total Bus Infrastructure			\$ 246,733,919	\$ 72,084,385	29%	\$ 174,649,534	\$ -	\$ 72,084,385	29%	\$ 174,649,534	
Bus Acquisition											
GoTriangle	Bus Purchases (Consolidated FY17-FY25)	TC001-D	\$ 9,927,559	\$ 2,129,379	21%	\$ 7,798,180	\$ -	\$ 2,129,379	21%	\$ 7,798,180	On Schedule / Completed
GoTriangle	Paratransit Expansion Vehicles	TC001-N	\$ 351,000	\$ -	0%	\$ 351,000	\$ -	\$ -	0%	\$ 351,000	On Schedule / Completed
GoTriangle	Operation Support Vehicles	TC001-Q	\$ 218,750	\$ -	0%	\$ 218,750	\$ -	\$ -	0%	\$ 218,750	On Schedule / Completed
Raleigh	Bus Purchases	TC001-E	\$ 15,361,213	\$ 13,087,047	85%	\$ 2,274,166	\$ -	\$ 13,087,047	85%	\$ 2,274,166	On Schedule / Completed
Raleigh	Bus Purchases	TC001-F	\$ 44,146,572	\$ 29,786,991	67%	\$ 14,359,581	\$ -	\$ 29,786,991	67%	\$ 14,359,581	On Schedule / Completed
Raleigh	Countywide Paratransit Vehicles	TC001-J	\$ 1,952,656	\$ 1,234,524	63%	\$ 718,132	\$ -	\$ 1,234,524	63%	\$ 718,132	On Schedule / Completed
Raleigh	Support Vehicles (FY23 & FY24)	TC001-L	\$ 674,195	\$ 603,216	89%	\$ 70,979	\$ -	\$ 603,216	89%	\$ 70,979	On Schedule / Completed
Raleigh	Paratransit Expansion Vehicles	TC001-M	\$ 226,879	\$ -	0%	\$ 226,879	\$ -	\$ -	0%	\$ 226,879	On Schedule / Completed
Wake County	Replacement Vehicles	TC001-R	\$ 3,123,919	\$ -	0%	\$ 3,123,919	\$ -	\$ -	0%	\$ 3,123,919	On Schedule / Completed
Wake County	Support Vehicles	TC001-T	\$ 49,128	\$ -	0%	\$ 49,128	\$ -	\$ -	0%	\$ 49,128	On Schedule / Completed
Total Bus Acquisition			\$ 76,031,871	\$ 46,841,156	62%	\$ 29,190,714	\$ -	\$ 46,841,156	62%	\$ 29,190,714	

¹ Represents Expenditures Reimbursed at End of Quarter

² Represents actual expenditures incurred in any current year quarter but not yet submitted for reimbursement

³ Projects with strikethrough have been closed and excess funds returned to fund balance

- No Project activity to date and no activity is anticipated
- No Project activity to date, but the project sponsor still intends to deliver the project
- Project is behind, and not on target to meet the timeline originally programmed in the Work Plan
- Project is behind, but on target to meet the timeline originally programmed in the Work Plan
- Project is on schedule, on target to meet the timeline originally programmed in the Work Plan, or project is complete

WAKE TRANSIT PLAN IMPLEMENTATION

Tax District Administration



Wake Transit Quarterly Project Updates

FY 2025

Project Sponsor	GoTriangle
Project Code	TO001-B
Project Name	Overhead Administrative Costs - Tax District Audits
Implementing / Operating Agency	GoTriangle
Project Agreement Executed	Yes
Implementation Date	July 2017
Performance Measures Base Year	FY 2018

Project Description

Audits will be conducted on the funds managed by GoTriangle as tax district administrator

Project Status Updates

Quarter 1:

Consulting firm prepared the year-end FY24 financial reporting GASB Statement number 75 report of the health care plan of the Research Triangle Regional Public Transportation Authority. GoTriangle only allocated a portion of this cost toward the Wake Transit Plan

Quarter 2:

No activity, No Wake Transit Funds were used in Q2

Quarter 3:

Auditing firm is making progress on Financial and Compliance audits related to FY24.

Quarter 4:

Auditing firm worked with GoTriangle's Accounting staff to finalize the FY24 ACFR which was delayed in part by staffing shortages and turnover. Final FY24 ACFR expected to be presented to the GoTriangle Board of Trustees in FY25-Q1.

Project Performance Measures

Deliverables	
Audit Progress	see above

Wake Transit Quarterly Project Updates

FY 2025

Project Sponsor	GoTriangle
Project Code	TO001-C
Project Name	Financial Consulting
Implementing / Operating Agency	GoTriangle
Project Agreement Executed	Yes
Implementation Date	July 2017
Performance Measures Base Year	FY 2018

Project Description

Financial consultants will be employed to update the Triangle Tax District Wake County financial model to accommodate the Wake Transit Plan. These consultants will also provide advisory services to prepare for debt issuance associated with large capital projects proposed in the Wake Transit Plan and applications for funding being sought from the Federal Transit Administration (FTA). This project will also provide the funds to cover any Wake Transit bank and service fees charged to the tax district.

Project Status Updates

Quarter 1:

The Wake Transit Fund was charged Bank Service fees related to Wake Transit Plan Savings and Investments

Quarter 2:

The Wake Transit Fund was charged Bank Service fees related to Wake Transit Plan Savings and Investments

Quarter 3:

Financial consulting firm continues to work with the Tax District Administration team related to modeling the FY26 Wake Transit Work Plan, as well as, working with the Financial Consultant for the Wake Transit Vision Plan to ensure a financially viable model. The Wake Transit Fund was charged Bank Service fees related to Wake Transit Plan Savings and Investments

Quarter 4:

Financial consulting firm continues to work with the Tax District Administration team related to modeling the FY26 Wake Transit Work Plan, as well as, working with the Financial Consultant for the Wake Transit Vision Plan to ensure a financially viable model. During the quarter in preparation for the arrival of the new Director of Treasury and Risk staff reviewed account analysis statements ahead of an upcoming RFP for banking and investment services. As part of that review they identified service fee funds that are eligible to return in support of the Wake Transit Plan.

Project Performance Measures

Deliverables	
Report on Debt Issuance	n/a at this time

Wake Transit Quarterly Project Updates

FY 2025

Project Sponsor	GoTriangle
Project Code	TO001-F
Project Name	3.0 FTE: Tax District Administration Finance Team
Implementing / Operating Agency	GoTriangle
Project Agreement Executed	Yes
Implementation Date	July 2021
Performance Measures Base Year	FY 2022

Project Description

In the FY 2022 Wake Transit Work Plan, this project combined projects TO001-A (1.0 FTE for Financial Oversight of Tax District), TO001-D (1.0 FTE for Budget and Finance Manager), and TO001-E (Tax District Administrative Assistant), which were initiated in FY 2017, into a single allocation for a tax district administration finance team.

GoTriangle will continue to employ staff responsible for producing annual operating and capital budgets and ordinances (and amendments thereto), updating the Wake Transit financial plan/model, developing operating and capital funding agreements, developing quarterly and annual financial reports, coordinating integration of proposed plans into the budget, monitoring spending to ensure the Wake Transit budget stays balanced through quarterly reporting processes, reviewing reimbursement submissions from Wake Transit project sponsors, tracking projects, developing and maintaining templates for phasing, tracking ordinance and budget transfers, delivering capital projects, executing performance contract extensions, and the investing and managing yearly local revenue.

Costs associated with the staffing include salary, benefits, professional development needs, supplies, and accessory administrative expenses related to the function of the employees' work. In FY 2024, funding for this implementation element was increased by \$32,140 to account for increases in labor expenses for which the 2.5% annual cost escalation assumed with Wake Transit multi-year operations programming has not kept pace.

Project Status Updates

Quarter 1:

During the quarter, Tax District Administration Finance Staff worked on multiple Wake Transit Initiatives including year-end activities such as progress reports, reimbursements and year-end audit. Other initiatives include collaborating with legal on the FY25 project agreements and FY24 contract expensions (POPs), Wake Transit Q2 Amendments, Additional tasks included Financial Modeling, Wake Transit specific studies, Year-End FY24 Reimbursement requests, Year-End FY24 quarterly reporting, and Wake Transit Audit financials. Project associated staff currently work with the TPAC and the Program Development subcommittee on key initiatives. Staff has presented at the PD Subcommittee meetings.

Quarter 2:

During the quarter, Tax District Administration Finance Staff worked on multiple Wake Transit Initiatives including progress reports, reimbursements, cash and investment management. Other initiatives include collaborating with legal on the FY25 project agreements and FY24 contract expensions (POPs), Wake Transit Q2 Amendments, Additional tasks included Financial Modeling for the FY26 WTWP and Year-End FY24 quarterly reporting. Project associated staff currently work with the TPAC and the Program Development subcommittee on various initiatives. Tax District Administration is working with GoTriangle Human Resources to Backfill two Senior Financial Analyst positions that have been vacant

Quarter 3:

During the quarter, Tax District Administration Finance Staff worked on multiple Wake Transit Initiatives including progress reports, reimbursements, cash and investment management. Other initiatives include collaborating with legal on the FY25 project agreements and FY24 contract expensions (POPs), Wake Transit Q3 and Q4 Amendments, Additional tasks included Financial Modeling for the FY26 WTWP and working with CAMPO Vision Plan consultants to ensure future revenue and expense projects are accurate. Project associated staff currently work with the TPAC and the Program Development subcommittee on various initiatives. Tax District Administration is under budget while they work with GoTriangle Human Resources to Backfill two Senior Financial Analyst positions that have been vacant

Quarter 4:

During the quarter, Tax District Administration Finance Staff worked on multiple Wake Transit Initiatives including progress reports, reimbursements, cash and investment management. Other initiatives include collaborating with legal on the FY25 project agreements and FY24 contract expensions (POPs), TDA and Legal staff has focused on obtaining contract signatures from Wake County GoWake staff for their FY25 Operating Agreements. The GoTriangle Board approved and adopted the FY26 Wake Transit Work Plan, TDA staff ensured Ordinances were ready and signed by the GoTriangle Chair on June 25th. Additional tasks included Financial Modeling for the FY26 WTWP and working with CAMPO Vision Plan consultants to ensure future revenue and expense projects are accurate. Project associated staff currently work with the TPAC and the Program Development subcommittee on various initiatives. Senior Financial Analyst staff member was hired in Q4

Project Performance Measures

Deliverables	
Status of hire	Hired
Quarterly staff highlights (functions, deliverables, or accomplishments – may be provided as single report by project sponsor for all staff)	see above

WAKE TRANSIT PLAN IMPLEMENTATION

Transit Plan Administration



Project Sponsor	Capital Area MPO
Project Code	TO002-BE
Project Name	4.0 FTE: CAMPO Wake Transit Staff
Implementing / Operating Agency	Capital Area MPO
Project Agreement Executed	Yes
Expected Implementation Date	July 2023
Performance Measures Base Year	FY 2024

Project Description

In FY24, CAMPO requested the funding allocations for its Transit Plan Administration staffing, a total of four (4) full-time equivalent (FTE) staff at CAMPO, be combined into a single Wake Transit program implementation element, which continues for FY25. This element was a combination of the previous Wake Transit Work Plan projects: TO002-L (TPAC Administration), TO002-W (Transit Planner), TO002-V (Program Manager), and TO002-BC (Senior Transit Planner)

In FY 2025 CAMPO will continue to employ four (4) full-time equivalent (FTE) staff positions to provide a variety of ongoing services related to Wake Transit Plan implementation and administrative support for the Wake County Transit Planning Advisory Committee (TPAC). Responsibilities to be covered jointly across the 4.0 FTE CAMPO Wake Transit Staff positions fall into two distinct categories, (1) TPAC administration, and (2) Wake Transit Plan Implementation. Specific duties within each category include:

TPAC Administration:

- Coordination of the TPAC's ongoing meetings, activities, and proceedings;
- Leading the facilitation of the TPAC's decision-making processes;
- Coordination of necessary information dissemination for the TPAC;
- Management and facilitation for the TPAC's associated subcommittees.

Wake Transit Plan Implementation:

- Overseeing development, coordination, and maintenance of annual Wake Transit Work Plans;
- Managing ongoing planning and other related tasks at the County/system wide level and subsequent updates thereto;
- Serving as CAMPO's representative on the TPAC;
- Representing CAMPO's interests on TPAC subcommittees and study- or plan specific core technical teams;
- Managing coordination and implementation of project-level decision making structures (concurrence process);
- Managing development of the Multi-Year Vision Plan Update;
- Managing and providing ongoing planning work for the Community Funding Area Program;
- Managing and providing ongoing maintenance of planning/professional services procurement and task development/deployment process.

Project Status Updates

Quarter 1:

During Q1, CAMPO Wake Transit Staff worked on the following items:

- Administration of the July, August and September TPAC Meetings
- Administration of Program Development and Community Engagement Subcommittee Meetings in July, August and September
- Preparation for and Kick-Off of FY26 Work Plan development process
- Management of Period of Performance and FY25 Q2 Amendment requests
- Participation in Technology Work Group
- Project Management of Wake Transit Plan Update project (including CFA PMP Update), including coordinating CTT meetings, multiple PMT meetings, a Core Design Retreat and preparation for Phase 2 Public Engagement work
- Completed annual expenditure review and began work with GoTriangle on process for performance review to be completed in Spring 2025

Quarter 2:

During Q2, CAMPO Wake Transit Staff worked on the following items:

- Administration of the October, November, December TPAC Meetings
- Administration of Program Development and Community Engagement Subcommittee Meetings in October, November and December
- Kick-Off of FY26 Work Plan development process and choices/tradeoff review for Draft Work Plan development
- Management of FY25 Q3 Amendment requests
- Participation in Technology Work Group
- Project Management of Wake Transit Plan Update project (including CFA PMP Update), including coordinating CTT meetings, multiple PMT meetings, preparation and kick-off of Phase 2 Public Engagement work
- Began work with GoTriangle on process for performance review to be completed in Spring 2025
- Began Lead Agency Review by coordinating with GoTriangle

Quarter 3:

During Q3, CAMPO Wake Transit Staff worked on the following items:

- Administration of the January, February, March TPAC Meetings
- Administration of Program Development and Community Engagement Subcommittee Meetings in January, February, March
- Developed and presented Draft FY 2026 Work Plan to TPAC, released Draft Work Plan for 30-day public engagement period, and administered choices-and-tradeoffs meeting in March with PD for Recommended Work Plan.
- Management of FY25 Q4 Amendment requests
- Participation in Technology Work Group
- Project Management of Wake Transit Plan Update project (including CFA PMP Update), including coordinating CTT meetings, multiple PMT meetings, coordinating with consultant team on development of draft investment strategy, and preparation for Phase 3 Public Engagement work
- Began work with GoTriangle on process for performance review to be completed in Summer/Fall 2025
- Continued work on Lead Agency Review, coordinating with GoTriangle and Wake County; presented proposed approach to PD Committee in February.

Quarter 4:

- During Q4, CAMPO Wake Transit Staff worked on the following items:
- Administration of the April, May and June TPAC Meetings
 - Administration of Program Development and Community Engagement Subcommittee Meetings in April, May and June
 - Developed and presented Recommended FY 2026 Work Plan to TPAC, released Recommended Work Plan for 15-day public engagement period, and managed adoption of the Work Plan by the Governing Boards.
 - Participation in Technology Work Group
 - Participation on Regional Technology Plan PMT
 - Project Management of Wake Transit Plan Update project (including CFA PMP Update), including coordinating CTT meetings, multiple PMT meetings, coordinating with consultant team on development of draft investment strategy, and completion of final consultant work with delivery of Draft 2035 Wake Transit Plan
 - Worked with GoTriangle on process for performance review to be completed in Summer/Fall 2025
 - Finalized revisions to Lead Agency Matrix for adoption by Governing Boards in June
 - Participated in GoTriangle TAP Program Evaluation, including stakeholder meetings and focus groups
 - Finalized funding agreements and contract development for BRT Extensions ConOps Study - expected to kick-off at end of July
 - Began working with selected consultant to develop scope for Staffing Analysis Study funded in FY26 work Plan

Project Performance Measures

Project Performance Measures

Deliverables	
Status of hire	All positions hired
Quarterly staff highlights (functions, deliverables, or accomplishments – may be provided as single report by project sponsor for all staff)	See above

Project Sponsor	Town of Cary
Project Code	TO002-N
Project Name	1.0 FTE: Coordination/Management of Capital Projects
Implementing / Operating Agency	Town of Cary
Project Agreement Executed	Yes
Implementation Date	July 2017
Performance Measures Base Year	FY 2018

Project Description

The Town of Cary/GoCary will continue to employ one (1) full-time equivalent (FTE) Capital Projects Coordinator / Transit Project Manager. The position is responsible for (but not limited to):

- Capital project management
- Request for proposals and bid development
- Contract development and management
- Development review
- Coordinating capital projects with regional transit operators
- Coordinating stakeholder meetings regarding capital projects
- Developing and maintaining transit facility design guidelines

Costs associated with this FTE include salary, benefits, professional development needs, supplies, and accessory administrative expenses related to the function of the employee's work.

Project Status Updates

Quarter 1:

The Transit Project Manager has been leading tasks pertaining to Cary transit capital projects and processes, including management of the BOMF and Multi-Modal Center projects, and participating in Bus Rapid Transit (BRT) stakeholder meetings. He has also been providing training and supervisory duties for the Senior Transit Planner-Capital Projects and received his PMP certification.

Quarter 2:

The Transit Project Manager has been leading tasks pertaining to Cary transit capital projects and processes, including management of the BOMF and Multi-Modal Center projects, and participating in Bus Rapid Transit (BRT) stakeholder meetings. He has also been providing training and supervisory duties for the Senior Transit Planner-Capital Projects and received his PMP certification.

Quarter 3:

The Transit Project Manager has been leading tasks pertaining to Cary transit capital projects and processes, including project management, design development, preparation of bid documents and contract administration for the BOMF and early planning activities of the Multi-Modal Center project. The Transit Project Manager continues to participate in stakeholder meetings and serve as liaison for the Bus Rapid Transit (BRT). He has also been providing training and supervisory duties for the Senior Transit Planner-Capital Projects as it relates to project management, engineering/design of bus stop projects, maintenance of bus stops and development of design guidelines.

Quarter 4:

During the last FY25 quarter, the Transit Project Manager finalized the design and bid documents for the BOMF project and worked with consultant to develop technical specifications and bid documents for the MMC site building demolition. The Transit Project Manager continues with supervisory duties for the Senior Transit Planner (Capital Projects) for the construction and maintenance of bus stops. The Transit Project Manager worked with Cary's Public Works department to fix asphalt issues at the Cary Depot.

Deliverables	
Status of hire	Position Filled Feb'22
Quarterly staff highlights (functions, deliverables, or accomplishments – may be provided as single report by project sponsor for all staff)	See above

Project Sponsor	Town of Cary
Project Code	TO002-AC
Project Name	1.0 FTE: Transportation Analyst
Implementing / Operating Agency	Town of Cary
Project Agreement Executed	Yes
Implementation Date	July 2018
Performance Measures Base Year	FY 2019

Project Description

The Town of Cary / GoCary will continue to employ one (1) full-time equivalent (FTE) Transportation Analyst. The Transportation Analyst will use data and performance analytics to enhance agency decision making capabilities, improve operational efficiency and effectiveness, as well as ensure compliance with regulatory and documentation requirements. Additional responsibilities for this position include National Transit Database (NTD), grant and Wake Transit reporting; budget/data/operational analysis; and aiding in the review of Wake Transit documents & agreements.

Costs associated with this FTE include salary, benefits, professional development needs, supplies, and accessory administrative expenses related to the function of the employee's work.

Project Status Updates

Quarter 1:

This position continues to perform data analysis, contractor compliance and quality control tasks as well as complete quarterly federal, state, and Wake Transit reporting. The analyst continued to work with contractor and vendor to certify APC's for FTA reporting with certification in FY25 Q1.

Quarter 2:

This position continues to perform data analysis, contractor compliance and quality control tasks as well as completing quarterly federal, state, and Wake Transit reporting.

Quarter 3:

This position continues to perform data analysis, contractor compliance and quality control tasks as well as completing quarterly federal, state, and Wake Transit reporting. The Transit Analyst has also been responsible for training new contractor staff on Town and transit data reporting and QA/QC.

Quarter 4:

This position continues to perform data analysis, contractor compliance and quality control tasks as well as completing quarterly federal, state, and Wake Transit reporting. The Transit Analyst has also been filling in on tasks related to planning scheduling the implementation of Wake Transit funded Routes 2 and 9 for FY26.

Project Performance Measures

Deliverables	
Status of hire	Position Filled Nov'21
Quarterly staff highlights (functions, deliverables, or accomplishments – may be provided as single report by project sponsor for all staff)	See Above

Project Sponsor	Town of Cary
Project Code	TO002-AD
Project Name	1.0 FTE: Transportation Program Coordinator
Implementing / Operating Agency	Town of Cary
Project Agreement Executed	Yes
Implementation Date	July 2018
Performance Measures Base Year	FY 2019

Project Description

Town of Cary/GoCary will continue to employ one (1) full-time equivalent (FTE) Transportation Program Coordinator. This position is responsible for the following, but is not limited to:

- Coordination of Civil Rights Program Updates (ADA, DBE, Title VI, LEP, Environmental Justice, EEO)
- Serving as the Title VI Coordinator
- Serving as the DBE Liaison Officer
- Serving as the ADA Program Coordinator
- Conducting paratransit contract and service monitoring and compliance
- Managing door to door eligibility, applications and policies

Costs associated with this FTE include salary, benefits, professional development needs, supplies, and accessory administrative expenses related to the function of the employee's work

Project Status Updates

Quarter 1:

The Transit Program Coordinator continues to learn the processes and procedures that regulate the position, and has become more actively involved in additional projects. During this period, she has worked on a cost savings analysis of the D2D program, auditing the records of the D2D clients, training with FTA on Title VI, Customer Experience with our contractor, and financial and AI training from the Town. She has continued to meet 100% of the 21 day requirement for processing new applications, and has participated in several community outreach events.

Quarter 2:

The Transit Program Coordinator has focused on the Door to Door program over this period, concluding the data analysis needed for a cost savings effort, and is well underway in auditing all active client accounts for accuracy. She has continued to meet 100% of the 21 day requirement for processing new applications, and has participated in several community outreach events, including visits to local retirement communities.

Quarter 3:

During this period the Transit Program Coordinator has completed an update to the Application For Service Procedure, as well as updates to the DBE program, and the Door to Door Ride Guide. In addition to the program updates, she has begun a 100% audit of all current client status and documentation. She was also appointed as Chair of the CAMPO MCC ADA Subcommittee. She has continued to meet 100% of the 21 day requirement for new applications, and has continued to work with the Outreach Specialist to meet with the community and answer questions about the program.

Quarter 4:

During the last FY25 quarter the Transit Program Coordinator has continued to meet FTA requirements for application processing, and completed an audit of the current Door to Door client list. CAMPO MCC Subcommittee activities included developing a matrix for regional agencies to share client requirements with an objective of standardizing and sharing information, as well as creating an area map that defines each service area, and service area gaps. Additional activities include assisting in the preparation for the planned upcoming service change, and preparing a timeline and beginning the first activities needed for the scheduled update to the GoCary Title VI Program.

Project Performance Measures

Deliverables	
Status of hire	Position Filled Jan'24
Quarterly staff highlights (functions, deliverables, or accomplishments – may be provided as single report by project sponsor for all staff)	See Above

Project Sponsor	Town of Cary
Project Code	TO002-AE
Project Name	0.5 FTE: Position Upgrade & Reorganization - Deputy Transit Administrator
Implementing / Operating Agency	Town of Cary
Project Agreement Executed	Yes
Implementation Date	July 2018
Performance Measures Base Year	FY 2019

Project Description

Due to the expansion of the GoCary system, the Town of Cary / GoCary upgraded an existing position in FY 2019. The responsibilities associated with the upgraded Deputy Transit Administrator position will continue in this fiscal year and future fiscal years. These responsibilities include:

- Long-range planning
- Grant management and reporting
- Overseeing federal compliance requirements
- Overseeing contract compliance
- Supervising the Transportation Analyst, Transportation Program Coordinator, and Transit Planner (short-range) positions
- Directing overall department operations in the absence of the Transit Administrator

Costs associated with this FTE include salary, benefits, professional development needs, supplies, and accessory administrative expenses related to the function of the employee's work.

Project Status Updates

Quarter 1:

The position is still filled with the tasks identified above being performed as expected. The position has completed quarterly financial reporting, overseen contractor oversight tasks and monthly contractor reporting, and managed all Town federal grants. Onboarded and provided guidance to the new Senior Planner - Service Planning and Program Coordinator. Led Triennial Review effort resulting in no deficiencies.

Quarter 2:

The position is still filled with the tasks identified above being performed as expected. The position has completed quarterly financial reporting, overseen contractor oversight tasks and monthly contractor reporting, and managed all Town federal grants. The position has been working thru financial reporting changes due to the Town's conversion to Oracle in Q2.

Quarter 3:

The position coordinated with FTA staff on two grant applications and expects to submit the BOMF construction application to FTA in Q4. The position has assisted the Senior Transit Planner with preparing for fall service expansion and worked with other Town staff preparing the ITB for the Norwell sidewalk construction. The position also continues all contract oversight and reporting tasks.

Quarter 4:

The position coordinated with FTA, successfully executed the BOMF construction grant and continued management of Cary's FTA grants. The position has overseen the implementation of fall service expansion in concert with other transit staff. The position also continues all contract oversight and reporting tasks, completing FTA and Wake Transit reporting, drawdowns and reimbursement requests despite challenges working thru Cary's new Oracle implementation.

Project Performance Measures

Deliverables	
Status of hire	Position Filled Aug'17
Quarterly staff highlights (functions, deliverables, or accomplishments – may be provided as single report by project sponsor for all staff)	See Above

Project Sponsor	Town of Cary
Project Code	TO002-AR
Project Name	1.0 FTE: Transportation Outreach and Communications Coordinator
Implementing / Operating Agency	Town of Cary
Project Agreement Executed	Yes
Implementation Date	July 2020
Performance Measures Base Year	FY 2021

Project Description

The Town of Cary will continue to employ 1.0 FTE staff position to function as its Transportation Outreach and Communications Coordinator. This project will also fund the administrative expenses incurred related to the function of the employee's work. This position will be responsible for:

- Designing and implementing outreach and education opportunities for GoCary
- Working with regional and community partners on specialized outreach and marketing campaigns
- Coordinating ridership campaigns and serving as TDM liaison
- Working with the marketing team to create public information materials
- Administering website and social media updates

Project Status Updates

Quarter 1:

During the first quarter, the Transit Public Outreach Specialist advanced community engagement through a series of high-impact events and presentations. We participated in Lazy Daze Festival, promoting the GoCary App and the new Downtown Loop service. Regular visits to Dorcas Ministries included hosting a Transit Class at the Dorcas Training Center, further strengthening this key partnership. At Glenaire Retirement Community, seniors received hands-on guidance with the GoCary App to better navigate transit options. In addition, we hosted several events for Try Transit Week, providing residents across Cary with opportunities to learn about GoCary services and resources.

Quarter 2:

In the second quarter, outreach continued to expand with an emphasis on building partnerships and reaching diverse audiences. We collaborated with Dorcas Ministries for pop-up events, partnered with the Cary Senior Center to support the Newcomers Coffee, and distributed GoCary information at several apartment complexes and hotels along active routes. A Transit Class on Mobility Services helped educate residents about accessible transit options. Outreach efforts also included promoting the Downtown Loop at the Downtown Farmers Market, as well as engaging families through school visits in collaboration with a Town Council member at Cary Elementary School and Dillard Drive School.

Quarter 3:

The third quarter was marked by a wide variety of outreach events, community partnerships, and promotional efforts. GoCary was represented at the Cary Regional Event and Jaycees Parade, where we highlighted the Downtown Loop. In partnership with CAMPO, we supported public engagement on the Wake Transit Phase II Updates. Targeted outreach along Route 8 connected with retirement homes and neighborhoods affected by service changes. We also engaged the community at health fairs, Share & Care events, and festivals including Spring Daze, Earth Day, Ritmo Latino, and the Pimento Cheese Festival. Outreach extended to Ryan Spring Retirement Community (Route 6 education), the YMCA Community Festival (Spanish-speaking outreach), places of worship, and the Wake Human Services Center. Additional efforts included promoting GoCary’s solar light pilot at Central Pines, arranging multiple travel training sessions, and working with high school students on transit-related projects.

Quarter 4:

Throughout the final quarter, outreach efforts focused on sustaining community connections and expanding awareness of GoCary services. Bi-monthly visits to Dorcas Ministries and quarterly Transit Classes at the Dorcas Training Center remained strong, continuing to empower residents with transit knowledge. The Discover GoCary social media campaign gained traction through Facebook and Instagram, promoting key routes, the GoCary App, and the Downtown Loop. Engagement at schools, retirement communities, and places of worship further extended our reach. The year concluded with a comprehensive focus on promoting transit access, building partnerships, and supporting Cary residents through accessible, fare-free transit options.

<h2>Project Performance Measures</h2>

Deliverables	
Status of hire	Position Filled Oct'22
Quarterly staff highlights (functions, deliverables, or accomplishments – may be provided as single report by project sponsor for all staff)	See Above

Project Sponsor	Town of Cary
Project Code	TO002-AV
Project Name	1.0 FTE: Transit Planner
Implementing / Operating Agency	Town of Cary
Project Agreement Executed	Yes
Implementation Date	July 2021
Performance Measures Base Year	FY 2022

Project Description

The Town of Cary will continue to employ one (1) full-time equivalent (FTE) staff position to function as a Transit Planner. Administrative expenses will also be incurred related to the function of the employee's work. The position will be responsible for but not limited to:

- Ongoing planning efforts related to Town of Apex and Town of Morrisville transit service
- Assisting in the development of short- and long-range plans for the implementation of new and/or modified fixed-route service
- Managing the bus stop improvement program funded by Wake Transit
- Participating in Wake Transit sub-committees and core technical teams
- Assisting with Wake Transit-funded facility planning efforts

Project Status Updates

Quarter 1:

This position has been leading the bus stop improvement project phase 3 design, providing support to BRT capital projects, and managing the Town's bus stop, security and depot janitorial contracts. The position has also worked on other bus stop improvement projects such as solar lighting and signage updates, as well as transit standard details and other policy updates.

Quarter 2:

This position has been leading the bus stop improvement project phase 3 design, providing support to BRT capital projects, and managing the Town's bus stop, security and depot janitorial contracts. The position has also worked on other bus stop improvement projects such as solar lighting and signage updates, as well as transit standard details and other policy updates.

Quarter 3:

This position has been leading the bus stop improvement project phase 3 design, providing support to BRT capital projects, and managing the Town's bus stop, security and depot janitorial contracts. The position has also worked on other bus stop improvement projects such as solar lighting and signage updates, as well as transit standard details and other policy updates.

Quarter 4:

During the last quarter of FY 25, the transit planner position continued to lead the bus stop improvement project phase 3 project, coordinating with the design consultant and contractor on starting construction on the bus stops in Set 1. They also continued to provide support to BRT capital projects with the City of Raleigh and managed the Town's bus stop and depot janitorial and security contracts. The transit planner position also started discussions with a design consultant on a scope for a new bus stop improvement project to add amenities at bus stops that meet ridership warrants and upgrade any remaining bus stops to ADA compliance. The transit planner has also worked on other bus stop improvement projects such as solar lighting, signage updates for the two new bus routes starting in the fall, and coordinated with Cary staff on bringing all downtown bus stops to ADA compliance. Last, the transit planner worked on transit standard details and other policy updates with other Cary department representatives.

Project Performance Measures

Deliverables	
Status of hire	Position Filled Jul'22
Quarterly staff highlights (functions, deliverables, or accomplishments – may be provided as single report by project sponsor for all staff)	See Above

Project Sponsor	Town of Cary
Project Code	TO002-M
Project Name	Marketing and Public Outreach Expenses
Implementing / Operating Agency	Town of Cary
Project Agreement Executed	Yes
Implementation Date	July 2017
Performance Measures Base Year	FY 2018

Project Description

The Town of Cary/GoCary will continue to market GoCary services, and will also incur public outreach expenses associated with the expansion of Wake Transit Plan services within its service area. Marketing and public outreach expenses identified by GoCary include:

- Advertising
- Printing
- Supplies
- Contracted services
- Professional development and training
- Public notices

Project Status Updates

Quarter 1:

In Q1, GoCary continued executing its Strategic Marketing & Communications Plan, focusing on promoting the Downtown Loop, Route 1, and Route 3. A CBS 17 segment was produced for My Carolina to highlight the GoCary network, further expanding our media presence. We created and printed materials for Try Transit Week to engage new riders and increase awareness of our fare-free service. Marketing investments this quarter included media buys across WRAL Traffic Reports, Qué Pasa, Facebook, and other Triangle outlets, along with ongoing support for the Discover GoCary campaign. To enhance community engagement, GoCary-branded swag was purchased for year-round outreach events. The GoCary lighting the way video was produced for the recently installed solar lights.

Quarter 2:

During Q2, GoCary promoted Routes 4, 5, and 6, emphasizing key community connections. A new, simplified Ride Guide was designed, printed, and distributed, making trip planning easier for riders. GoCary also had a strong presence in the Cary Jaycees Parade and featured festive holiday-themed bus graphics to connect with the community in a fun and engaging way. Marketing expenditures supported placements in local media, social media campaigns, and printing outreach materials. Branded GoCary swag further supported these initiatives and strengthened our visibility at community events throughout the year.

Quarter 3:

Q3 efforts included a strong focus on promoting Route 7 alongside the launch of GoCary's New Year's Resolution campaign, encouraging residents to embrace public transit as part of their goals for the year. The Door-to-Door brochure was redesigned, reprinted, and distributed to improve accessibility for paratransit riders. In recognition of Transit Appreciation Day, GoCary produced new social media videos to celebrate and highlight the value of transit in our community. Investments this quarter also covered digital ads, graphic design, and media buys across multiple platforms. GoCary swag continued to be distributed at events to increase engagement and brand recognition.

Quarter 4:

In Q4, GoCary highlighted regional transit connections by promoting seamless travel with partner agencies and distributing updated flyers at spring events. To extend visibility, GoCary messaging was prominently featured at the Carolina Hurricanes' final season games at the Lenovo Center. Marketing initiatives included media placements across digital, radio, and TV channels, as well as the printing of new outreach materials. Branded GoCary swag was again utilized to support these efforts, helping strengthen community ties and build excitement around fare-free transit service.

Project Performance Measures

Deliverables	
Report on funded outreach and marketing efforts	See above

Project Sponsor	GoTriangle
Project Code	TO002-BD
Project Name	Transit Plan Administration Staffing
Implementing / Operating Agency	GoTriangle
Project Agreement Executed	Yes
Implementation Date	July 2023
Performance Measures Base Year	FY 2024

Project Description

The requested funding allocation is for a combination of Transit Plan Administration staff at GoTriangle. This funding will be spread out on staff as needed depending on the expertise and task at hand. It is a combination of the previous Wake Transit Work Plan projects: TO002-A2 (1.0 FTE: Transit Service Planner), TO002-AQ (5.5 FTEs: Project Implementation Staff), TO002-R (1.4 FTE: Legal and Real Estate Support Team), and TO002-S (0.6 FTE: Project Implementation Director), TO002-T (0.5 FTE: Wake Transit Program Coordinator), TO002-U (0.4 FTE: Performance Data Analyst), TO002-AT (3.5 FTE: Public Engagement Team), TO002-AU (1.0 FTE: Communications Coordinator), TO002-Y (0.65 FTE: Project Manager for Regional Technology Integration).

GoTriangle will employ staff to direct and implement activities for Wake Transit program and project activities and ensure all tasks are completed in accordance to Wake Transit policies and procedures. Areas that staff will oversee are focused within four key areas, including: (1) Transit Project and Program Administration; (2) Communications/Engagement/Marketing; (3) Transit Planning/Design/Construction/Real Estate; and (4) Regional Technology.

1) Transit Project and Program Administration: GoTriangle Staff will provide oversight and day-to-day management of project planning, oversight of project scope, schedule, legal aspects, contract administration, project controls, budget development and monitoring, risk management, oversight of quarterly reporting and will participate on project management teams. They will also coordinate GoTriangle's Wake Transit program responsibilities and activities including program planning, process development, and budget and finance activities. Staff will serve as a liaison to CAMPO and the other Wake Transit implementation partners on GoTriangle's programmatic lead agency responsibilities, including overall Wake Transit public engagement and communications, legal services, financial/budgeting services, short-range regional planning services, etc. Specific tasks include but are not limited to scheduling, planning TPAC and Wake Transit Plan activities, developing presentations, facilitating internal and external correspondence related to the Plan implementation, oversight of project planning, support for budget development and monthly management, quarterly and annual reporting, coordination with finance staff responsible for reimbursement request submittals from GoTriangle and processing reimbursement requests received get development and monthly management, quarterly and annual reporting, coordination with finance staff responsible for reimbursement request submittals from GoTriangle and processing reimbursement requests received from Wake Transit partners, coordination with communications and public affairs team members responsible for community engagement, managing the Wake Transit web presence, and program coordination associated with regional cross functional initiatives including but not limited to fare policy/administration and regional technology strategy/implementation.

2. Communications/Engagement/Marketing: Staff will also complete duties regarding public engagement planning and activities related to program and project work associated with Wake Transit and GoTriangle's responsibilities outlined in the lead agency assignments. Staff will initiate activities, including continuing to lead proactive community engagement and public input solicitation for the annual work plan, Wake Transit Plan updates, introducing and/or improving strategic public engagement activities for implementation of the Wake Transit Plan, Wake Transit funded projects, coordination of engagement activities with other Wake Transit Plan implementation partners, and will continue to provide support as needed to municipalities through the Community Funding Area Program. Staff will also provide outreach support for ongoing and future projects with broader regional implications, including but not limited to, fare capping, mobile ticketing, Youth GoPass and free rides for seniors. Staff will also be responsible for the development and implementation of the Wake Transit Annual Work Plan's Public Engagement Plan; tracking and supporting public engagement and communications activities for Wake Transit program-level plans, programs, and projects; leading public engagement and communications program administration for Wake Transit program-level needs; and creating, conducting, and coordinating general Wake Transit Communications.

3. Transit Planning/Design/Construction/Real Estate Staff will complete transit planning, design, engineering, architecture, construction management, and real estate services for project implementation. Planning tasks associated include, but are not limited to, planning/prioritization for bus stop and park-and-ride improvements; management and technical consultant oversight; environmental planning and coordination with regulatory agencies for federally funded projects; and consultant oversight and technical support for Wake Transit funded projects. Staff will also manage the delivery of updated versions of the Wake Bus Plan, acting as project manager for other transit service plans and studies approved in annual Wake Transit work plans for which GoTriangle is identified as the project sponsor or lead agency, coordinating with CAMPO on updates made to the multi-year operating program, participating on TPAC subcommittees, such as the Planning and Prioritization Committee, participating as stakeholder on technical/advisory committees for transit service projects led by other Wake County project sponsors, developing transit service projects for consideration in annual Wake Transit work plans, planning and implementing GoTriangle service improvements identified in annual work plans, including the development of routes, stops, and scheduling and coordination with external and internal stakeholders that meet the budget and scope identified in the annual Wake Transit work plans. Design, engineering, architecture tasks will be managed by staff to include field investigations, feasibility analysis, consultant oversight, and technical support for bus stop and park-and-ride improvements; design management, project coordination, and technical support for major facilities projects; feasibility analysis and implementation oversight; and design management and technical support for Wake Transit funded projects. Staff will also complete construction management tasks including project management, contractor oversight, and construction inspection of continuing projects, bus stop construction, facility construction and improvements during project implementation and construction management of Wake Transit funded projects. In respect to construction needs for various types of Wake Transit projects, staff will also complete real estate project management, ROW acquisitions, and real estate appraisals and management fees. All activities by the real Estate support team must remain in compliance with the adopted Wake Transit Real Estate Policy. Legal staff will facilitate contract/agreement development, tracking, review, and execution process for both Wake Transit partners and GoTriangle's Wake related projects.

4. Regional Technology Staff will also manage regional technology initiatives and integration of those technologies across multiple transit operating agencies as well as manage the implementation of the coordinated technology integration plan. Costs associated with the staffing include salary, benefits, professional development needs, supplies, and accessory administrative expenses related to the function of the employee's work.

Project Status Updates

Quarter 1:

During Q1,

Communications/Engagement/Marketing

- Canvassed multiple locations (with focus on high-volume locations like GoRaleigh Station) supporting GoTriangle return to fare efforts

Transit Planning/Design/Construction/Real Estate

- Worked with Town of Apex to institute route 305 changes between Laura Duncan Rd and Lake Pine Road
- Received NEPA determination on LAPP and TIG funded bus stops throughout Wake County and allow them to progress out of initial design
- Move stops supporting the reinstatement of route 311 into design

Regional Technology

- organized or participated in:

-4 Regional Technology Partner meetings

-2 Technology Plan Project management meetings

-7 Return-to-Fares / Mobile Ticketing coordination meetings with GoRaleigh

Major activities during Q1 include: Return to fares efforts, Development and Launch of Transit Assistance Pass (TAP), Scoping and contract negotiation of Regional Technology Plan

Quarter 2:

During Q2:

Transit Plan Coordinator attendend Wake Transit-related meetings and calls; coordinated Q1 reimbursement issues with TDA

Communications/Engagement/Marketing

Return to Fare

Designing Print materials

Sending materials to print

Designing graphics for social posts

Creating & posting social media campaigns

Writing, creating & editing several video education products around return to fare

Extensive website updates

Email Campaigns designed & executed

Paid advertising - radio, digital, social

February/March Service Changes - Engagement Period

Website Updates

Survey prep

Design & Print materials

Social Media design, campaign creation & execution

Work Plan Quarterly Amendments

Email creation & execution

Website updates

Social media design, campaign creation & execution

Wake Transit Plan Phase II Engagement

Website Updates

Social media campaign creation & execution

Email campaign x2

Paid ads - social, digital

Deborah Ross/Zebulon Event

Event prep and participation

Transit Planning/Design/Construction/Real Estate

- Continued progressing District Drive Park and Ride; see TC002-AI for detail
 - Apex Transfer Point field visit and NEPA screening preparation
 - Assigned multiple bus stop design task orders with 3 focused on Wake to Davenport, an additional one is on deck; Hillsborough and Horne WB assigned for construction.
 - LEGAL drafted and circulated capital and operational contracts for the City of Raleigh, Apex, CAMPO, Cary, Morrisville, Wake County, and Wake Forest
 - Prepared service change materials, completed Title VI analysis, received Board approval for FY25 mid-year service changes including the following: 1. Schedule changes to improve Operator schedules and on-time performance on Rtes 100, 300, 305, 310 and DRX; 2. Realignment and stop consolidation on Rte 100 to support summer 2025 opening of RUS Bus and to compliment GoRaleigh Rte 9; 3. Restoration of full service on Route 310; 4. Addition of weekend service to Rte 305
 - Prepared technical content for communication materials and supported public engagement for FY25 mid-year service changes
 - Completed transit service modeling and budgeting for FY26 work program requests
 - Collected and analyzed transit service data to evaluate against Wake Transit performance measures and identify route improvements
- RUSBUS:
- Continued Construction (Intersection improvements and traffic signal arms installed, interior buildouts, canopy installations, low voltage systems, HVAC systems, etc)
 - Operational readiness team preparing for revenue service
 - Interim operating procedures development
 - Initial concept selection for locally funded artist team
- BOMF:
- Interviewed shortlisted teams for Design RFQ
 - Preliminary design layouts approved for BEB Charger installation
 - CMAR RFQ in development
 - Scope and fee development for PEER fleet electrification and on-route charging analysis
 - NEPA package development for submittal to FTA
- TMH:
- Preparation of TMH partner agreement with RTF
 - Shortlist & interview teams on joint procurement for TMH Developer; begin preparation of RFP for shortlisted teams
 - Interview and hiring of TOD Director
 - Secured 3 Oaks through NEPA Support Task order for TMH
 - Supplemental negotiated with KHA for TMH schematic design

Regional Technology

- Organized and analyzed Umo data
- Computed monthly and quarterly Umo reports
- Generated TAP and Youth GoPass reimbursement reports
- Conducted an interview-based research project to understand how other transit agencies in the U.S. develop, structure, and implement their fare programs.
- Coordinated and attended Regional Technology meetings

Performance Data Analyst

- Kept the APCs and on-board routers working, QA/QC post-processed ridership data; ran reports for NTD and funding partners on ridership and fleet use/health

Quarter 3:

During Q3:

Communications/Engagement/Marketing

FY26 Wake Transit Draft Plan

Work Plan Quarterly Amendments

March Service Changes Engagement

August Service Changes Survey Period

Transit Planning/Design/Construction/Real Estate

Instituted March Service Change which sets the stage for RUS Bus opening

Sited and installed bus stops in downtown Raleigh to support service change

Stops at Hillborough and Horne and Western Blvd at Morrill WB constructed

Additional design task order for the Apex "wedge" assigned to Davenport

For large projects, see their individual sheets

Regional Technology

4 Regional Technology Partner meetings

5 Technology Plan Project management meetings

2 Fares & Service Planning coordination meetings with GoRaleigh

4 meetings with GoTriangle/GoRaleigh's mobile ticketing vendor (Umo)

Reporting, analysis, and presentations on the TAP & GoPass programs

Working on / assisting with TAP Evaluation Study

Project Management of Regional Technology Plan

Managed RTP Connect microtransit service, planned for evolution of program in FY26/FY27

Ongoing support and troubleshooting for GoTriangle Transit Technology including CAD/AVL and GTFS

Legal

Legal drafted and circulated capital and operational agreements and amendments for the City of Raleigh, Apex, CAMPO, Cary, Knightdale, Morrisville, Wake County, and Wake Forest

Quarter 4:

<p>During Q4:</p> <p>Communications/Engagement/Marketing Development, including holding an advisory committee workshop, of process improvements for GoPass TAP provision. Development of RFP for firm to conduct regional onboard customer surveys. Outreach for FY26 Wake Transit Work Plan and 2035 Wake Transit Plan update. Outreach on buses and at GoRaleigh Station, Durham Station, and other high-ridership areas for August and November service changes.</p> <p>Transit Planning/Design/Construction/Real Estate Planning for August service changes, which include: - Route adjustments to reflect opening of RUSBUS - More frequent Sunday service and other adjustments to multiple routes Planning for proposed November service changes, which include: Planning for proposed 2026 service changes, which include converting Routes 100 to 15-minute weekday frequency. See individual sheets on major capital projects and bus stop improvements for more detail on those efforts.</p> <p>Regional Technology 3 Regional Tech Plan In-Person Stakeholder Interview Meetings (April 1-3) 4 Regional Technology Partner meetings 7 Technology Plan Project management meetings 8 meetings with GoTriangle/GoRaleigh's mobile ticketing vendor (Umo) 8 meetings for TAP GoPass Evaluation 8 meetings with GoTriangle & GoCary's CAD/AVL provider Tech Plan TSP Meeting with Cary Tech Plan TSP Presentation to ITS Working Group Regional Tech Plan Presentation to TPAC June 26 Regional Tech Plan Engagement Summary to CE Subcommittee June 26 Renewed all regional GoPass Programs, including TAP Reporting, analysis, and presentations on the TAP & GoPass programs Working on / assisting with TAP Evaluation Study Project Management of Regional Technology Plan Ongoing support and troubleshooting for GoTriangle Transit Technology including CAD/AVL, GTFS, and AVA</p> <p>Legal Legal drafted and circulated remaining capital and operating agreements and amendments for FY2025 and has begun working with the Wake Transit partners on finalizing all capital and operating agreements for the FY2026 work plan.</p>	
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Project Performance Measures

Deliverables	
Status of hire	Hired
Quarterly staff highlights (functions, deliverables, or accomplishments – may be provided as single report by project sponsor for all staff)	See Above

Wake Transit Quarterly Project Updates

FY 2025

Project Sponsor	GoTriangle
Project Code	TO002-AX
Project Name	NCSU Triangle Regional Model Service Bureau Contract Share
Implementing / Operating Agency	GoTriangle
Project Agreement Executed	Yes
Implementation Date	July 2021
Performance Measures Base Year	FY 2022

Project Description

This project allocation would support GoTriangle's financial participation in the North Carolina State University Triangle Regional Model Service Bureau contract. The amount allocated to the project by this Wake Transit implementation element TO002-AX in FY24 represented the Wake Share (50%) of the 20% local share for GoTriangle's total financial participation in the contract, which totaled \$250,000. For FY25, the Wake Transit Program will be funding 50% of the total Wake County share (\$222,425), totaling \$111,213, of a total project cost of \$317,750. GoTriangle will provide the matching funds with their 5307 federal grant allocation. In future years, FY26 to FY30, the program's funding contribution will revert to FY24 funding formula. This contribution will support travel demand modeling work that informs the development of future transit operating and capital projects and potential improvements to existing services.

Project Status Updates

Quarter 1:

Troubleshooting of multiple issues led to fixes in reporting tools and some transit allocation anomalies. Preparing for release of updated TRM V2G2 in October. Ongoing coordination and refinement of performance measure reporting tools.

Quarter 2:

Task 1: Project Management •Overall project administration and team management. •Review and monitoring of project schedule. •Coordination and communication with partner organization team members. •Transition tasks associated with the new TRM Program Manager: oOngoing familiarization with the TRM. oFinal hand-off + Q3/Q4 planning. •Triangle Regional Model monthly progress report. •Triangle Regional Model quarterly progress report. •Triangle Travel Survey monthly progress report. Task 2: Coordination and Communication •Internal coordination meetings. •Technical Team monthly meeting, including prep and follow up. [2024-12-04] •Executive Committee quarterly meeting, including prep and follow up. [2024-12-06] Task 3: Model Development, •TRM G2v2 oOngoing GitHub maintenance. oNetwork librarian. Task 4: Model Maintenance & Applications •Revisions applied to Communities of Concern equity tool. oA revision was released to the team in mid-December. •GitHub issues resolved: o #437 CoC Tool Issue with "Number of Categories" option Task 5: Model Enhancements •K12 School Forecasting: oMethods proposal is being developed. [ongoing] Task 6: Data Management •Household travel survey: oBiweekly coordination meetings. oOngoing progress monitoring via the reporting dashboard. oThe survey completion target was achieved. •Project team meetings held between ITRE and RSG. •Survey responses and user support channels actively monitored. •2022 Triangle participants invited via email to complete the 2024 survey including graphical edits. •The survey completion target reached. •Invitations and reminder emails sent to university students. •Ongoing manual data review for incoming rMove trace data performed. •Improvements to the weighted data processing pipeline ongoing. •Documentation related to weighting survey data prep underway. Task 7: Data Tools and Analytics •Transit Survey Analysis: oApplied random forest machine learning method towards better understanding variable importance and relationships. oWorked on slides describing the analysis and results. [ongoing] Task 8: Technical Support, Training and Outreach •Participation in STOPS model forecasting course.

Quarter 3:

For the Household Survey

The study data collection closed in January. Gift card incentives were distributed to completed survey participations.☒

RSG began work on processing the 2024 dataset and creating a dataset guide.

Manual data review for incoming rMove trace data was completed.

RSG continued work on creating and running weighting scripts

RSG began work on a codebook crosswalk between previous years' data and the 2024 data.

For the TRM

Worked on an issue in TRMG2 v2 in which, for similar routes, a local bus route had substantially more ridership than a bus rapid transit route. The cause was identified as being due to a combination of factors. A technical memo on the issue is forthcoming. It was suggested by the TRM Technical Team that "transit-related model enhancements" be added to the TRMG2 v3 model development RFP.

Double-checked discrepancies in Transit ridership reporting. The Technical Team will be revisiting this after the TRMG2 v2 release.

Resolved GitHub issue #464: Change skim used to calculate CoC Jobs within 30 min by transit and #457: Update NCSU Wolfline Agency in the transit_ridership.csv

Completed presentation on insights from the on-board transit survey data.

Quarter 4:

For the Household Survey

RSG integrated changes into the 2024 data set based on the model team's feedback.
Continued work on univerty weighting scripts
Delivered the weighted 2024 data set and revised data set guide for technical team review

For the TRM

As part of model enhancements for the "trips not taken" analysis wrote a draft script to create accessibility layers for walk, bike, auto, and transit travel times

Collected GTFS for the transit agencies in the model

Presented the transit ridership analysis at the Spring TRM User Forum

Fixed GitHub issues #324: "Update Aggregate Transit Macro in Summaries script"

#403: "Transit Aggregation Summary Enhancement"

#466: "Enhancement Request to add new transit trip matrices for all HB walk-access transit trips"

Project Performance Measures

Deliverables				
	Q1	Q2	Q3	Q4
Quarter Wake Transit Funded share submitted.	28%	28%	28%	28%
Report on material activities in regards to the Wake Transit Funded Share	See Above			

Wake Transit Quarterly Project Updates

FY 2025

Project Sponsor	GoTriangle
Project Code	TO002-F
Project Name	Transit Customer Surveys
Implementing / Operating Agency	GoTriangle
Project Agreement Executed	Yes
Implementation Date	July 2017
Performance Measures Base Year	FY 2018

Project Scope

GoTriangle will continue the development and implementation of ongoing transit customer surveys to continually evaluate user experiences as services are implemented.

Project Status Updates

Quarter 1:

No activity, No Wake Transit Funds were used in Q1.

Quarter 2:

Wake Transit funds were used for Wake Transit portion of the annual contract costs to renew survey tool, Public Input.

Quarter 3:

No activity, No Wake Transit Funds were used in Q3.

Quarter 4:

Project Performance Measures

Deliverables

Summary reports of completed surveys

Project Sponsor	GoTriangle
Project Code	TO002-I
Project Name	Property Maintenance, Utilities, Repairs, & Appraisals
Implementing / Operating Agency	GoTriangle
Project Agreement Executed	Yes
Implementation Date	July 2017
Performance Measures Base Year	FY 2018

Project Description

GoTriangle will continue to provide ongoing maintenance and repairs to the properties it owns in Wake County that are being maintained for future use supporting services implemented as part of the Wake County Transit Plan. Additionally, GoTriangle will continue to incur ongoing expenses in its role of implementing the Wake Transit Plan, including utilities for a satellite location in Wake County supporting staff allocated specifically to implement and administer the Wake Transit Plan.

This project combines project TO002-H (Utilities for Wake County Satellite Office) into TO002-I (formerly Property Maintenance, Repairs, & Appraisals) in order to help with reporting and tracking as the current scopes are very similar. Both projects were initiated in 2017.

Project Status Updates

Quarter 1:

GoTriangle continues to manage the 324 W. Lane Street property as it implements bus stop improvements throughout the region.

Quarter 2:

GoTriangle continues to manage the 324 W. Lane Street property as it implements bus stop improvements throughout the region.

Quarter 3:

GoTriangle continues to manage the 324 W. Lane Street property as it implements bus stop improvements throughout the region.

Quarter 4:

GoTriangle continues to manage the 324 W. Lane Street property as it implements bus stop improvements throughout the region.

Project Performance Measures

Deliverables	
Summary of maintenance efforts	lawncare, security, and inspections
Report on appraisal activities	No appraisals in FY25

Wake Transit Quarterly Project Updates

Project Sponsor	GoTriangle
Project Code	TO002-D
Project Name	Outreach / Marketing / Communications for Transit Plan Administration
Implementing / Operating Agency	GoTriangle
Project Agreement Executed	Yes
Implementation Date	July 2017
Performance Measures Base Year	FY 2018

Project Scope

The GoTriangle Community & Public Engagement team continues to incur direct costs related to its ongoing community engagement, marketing, and communications activities related to all Wake Transit Plan service implementation. This implementation element will support the utilization of creative consultant services; the creation of materials for community outreach, public meetings, marketing campaigns, information kits, and web elements; and the implementation of translation and interpreter services.

This implementation element will support the creation of equitable opportunities for community engagement in the public input process including increasing access to a wider range of stakeholders, the creation of the Wake Transit Annual Report, factsheets, brochures, bus placards, signs, web graphics, website hosting, advertising, printing, special events, advanced PowerPoints, dashboard graphics, marketing campaigns and materials, website activities and responsibilities, etc.

Project Status Updates

Quarter 1:

Q1 Projects Included:

Return to Fare
August Service Changes
Try Transit Week
Work Plan Amendments
Operator Recruitment
Annual Report Development
General website updates

Expenses attributed to (Wake Transit share only)

Social Media paid advertising - google/FB/IG
Radio
Wake Transit branded promo items
Campaign print pieces

Ongoing costs/partially allocated to Wake Transit:

Mailchimp subscription - for email campaigns
Meltwater subscription - for press releases
Website hosting fees & maintenance fees
Graphic design software and Social media scheduling software
PublicInput.com survey platform
Chamber of Commerce memberships and annual dues (Wake Transit Plan share only)
Association memberships (Wake Transit Plan share only)

Quarter 2:

Q2 Projects Included:

Return to Fare
February/March 2025 Service Changes
World University Games
Work Plan Quarterly Amendments
Wake Transit Plan Phase II
Annual Report Development
Deborah Ross/Zebulon Event

Expenses attributed to (Wake Transit share only)

Social Media paid advertising - google/FB/IG
Wake Transit branded promo items
Campaign print pieces

Ongoing costs/partially allocated to Wake Transit:

Mailchimp subscription - for email campaigns
Meltwater subscription - for press releases
Website hosting fees & maintenance fees
Graphic design software and Social media scheduling software
PublicInput.com survey platform
Chamber of Commerce memberships and annual dues (Wake Transit Plan share only)
Association memberships (Wake Transit Plan share only)

Quarter 3:

Q3 Projects Included:

FY26 Wake Transit Draft Plan
Work Plan Quarterly Amendments
March Service Changes Engagement
August Service Changes Survey Period

Expenses attributed to (Wake Transit share only)

Social Media paid advertising - google/FB/IG
Campaign print pieces

Ongoing costs/partially allocated to Wake Transit:

Mailchimp subscription - for email campaigns
Meltwater subscription - for press releases
Website hosting fees & maintenance fees
Graphic design software and Social media scheduling software
PublicInput.com survey platform
Chamber of Commerce memberships and annual dues (Wake Transit Plan share only)
Association memberships (Wake Transit Plan share only)

Quarter 4:

Q4 Projects Included:

- August 2025 Service Changes Engagement
- FY25 Wake Transit Work Plan Amendments
- FY 26 Wake Transit Work Plan
- 2035 Investment Strategy
- GoPass Renewals
- November Service Changes Engagement
- RUS Bus Grand opening

Expenses attributed to (Wake Transit share only)

- Social Media paid advertising - google/FB/IG
- Additional Paid Advertising - radio/digital
- Campaign print pieces/banners
- Event costs RUS Bus

Ongoing costs/partially allocated to Wake Transit:

- Mailchimp subscription - for email campaigns
- Meltwater subscription - for press releases
- Website hosting fees & maintenance fees
- Graphic design software and Social media scheduling software
- PublicInput.com survey platform
- Chamber of Commerce memberships and annual dues (Wake Transit Plan share only)
- Association memberships (Wake Transit Plan share only)

Project Performance Measures

Deliverables	
Report on outreach efforts	
Report on miscellaneous marketing efforts and expenses	

Wake Transit Quarterly Project Updates

FY 2025

Project Sponsor	GoTriangle
Project Code	TO002-AA
Project Name	Paratransit Office Space Lease
Implementing / Operating Agency	GoTriangle
Project Agreement Executed	Yes
Implementation Date	July 2018
Performance Measures Base Year	FY 2019

Project Description

Triangle will continue to lease facility space for the purpose of housing paratransit operations, vehicles & maintenance. This lease will give GoTriangle time to develop a long-term operations facility strategy and to design and plan for paratransit operations. Wake Transit Tax Proceeds will fund 62% of costs based on total ACCESS trips performed in Wake County.

Project Status Updates

Quarter 1:

GoTriangle Access / Paratransit Continued lease at Emperor Dr during Q1; no issues to report

Quarter 2:

GoTriangle Access / Paratransit Continued lease at Emperor Dr during Q2; no issues to report

Quarter 3:

GoTriangle Access / Paratransit Continued lease at Emperor Dr during Q3; no issues to report

Quarter 4:

GoTriangle Access / Paratransit Continued lease at Emperor Dr during Q4; no issues to report

Project Performance Measures

Deliverables	
Date of office space occupation	March 2023
General ongoing status update of space utilization	See Above

Wake Transit Quarterly Project Updates

FY 2025

Project Sponsor	GoTriangle
Project Code	TO002-J
Project Name	Customer Feedback Management System
Implementing / Operating Agency	GoTriangle
Project Agreement Executed	Yes
Implementation Date	July 2017
Performance Measures Base Year	FY 2018

Project Description

GoTriangle will continue the use of a web-based customer feedback management system, integrated into the existing regional call center's phone system, to continue to improve transit agency responsiveness and accountability to transit customers. The system benefits GoRaleigh and GoCary, as well as GoTriangle. The system captures customer communications that come through web forms, phone calls, emails and social media and routes them to transit agency staff best suited to responding and resolving issues. The system allows transit agencies to gain new insights into repeat issues and allot transit agency staff to better focus on what is most important to customers. The system also provides greater transparency into the results of interactions with transit customers.

Project Status Updates

Quarter 1:

Zendesk continues to serve as the primary tool for managing calls, processing agency feedback, and monitoring hourly call volumes and system information requests through tracked data.

Quarter 2:

Zendesk remains the main platform for handling calls, processing agency feedback and tracking hourly call volumes and system information requests.

Quarter 3:

Zendesk continues to serve as the primary platform for managing calls, responding to agency feedback, and monitoring hourly call volumes and system information requests.

Quarter 4:

Zendesk remains the primary platform for handling calls, assigning agency feedback from community members, monitors hourly call volumes and system information inquiries.

Project Performance Measures

Deliverables	Q1	Q2	Q3	Q4
Response Volume (All Calls)	118,198	108,098	101,155	98,951
Response Volume (Wake County Calls)	69,736	62,536	59,681	58,381
"Themes" or common comments	Bus arrival/departure times, Trip Planning, Schedule Information, Micro transit reservations			

Project Sponsor	City of Raleigh
Project Code	TO002-BF
Project Name	1.0 FTE: Transit Planner/Analyst
Implementing / Operating Agency	City of Raleigh
Project Agreement Executed	Yes
Expected Implementation Date	July 2023
Performance Measures Base Year	FY 2024

Project Description

In FY 2024 the City of Raleigh / GoRaleigh will employ one (1) full-time equivalent (FTE) employee to support the GoRaleigh Bus and Bus Facilities program, which provides all planning services for GoRaleigh fixed route services and handles all capital project planning [less BRT] for GoRaleigh.

Duties and responsibilities for this position will include, but are not limited to:

- Coordinate with contracted service provider(s);
- Work with municipal partners where GoRaleigh operates (Garner, Knightdale, Wake Forest, Rolesville, Fuquay-Varina);
- Analyze existing WTP underperforming service areas to determine if any microtransit projects are potentially good replacements for fixed route service;
- Monitor and have oversight for microtransit service proposed in the Wake Bus Plan Update;
- Work on WTP reporting, WTP Work Plan requests, Amendments, etc.; and
- Contribute to major capital projects that require planning, NEPA, Title VI work, project management.

Costs associated with this position include salary, benefits, professional development needs, supplies, and other accessory administrative expenses related to the function of the employee's work

Project Status Updates

Quarter 1:

Position started on 7/8/2024. Municipal check-ins have begun with Knightdale, Wake Forest, Fuquay-Varina, Wendell, and Zebulon. WTP reporting and work plan requests have been submitted.

Quarter 2:

Position continues to be filled. Municipal check-ins have continued with Knightdale, Wake Forest, Fuquay-Varina, Wendell, and Zebulon. WTP reporting and work plan requests have been submitted.

Quarter 3:

Position continues to be filled. Municipal check-ins have continued with Knightdale, Wake Forest, Fuquay-Varina, Wendell, and Zebulon. WTP reporting and Recommended Work Plan Requests have been submitted.

Quarter 4:

Position continues to be filled. Municipal check-ins have continued with Knightdale, Wake Forest, Fuquay-Varina, Wendell, and Zebulon. WTP reporting has been completed.

Project Performance Measures

Deliverables	
Status of hire	Filled
Quarterly staff highlights (functions, deliverables, or accomplishments – may be provided as single report by project sponsor for all staff)	Comments submitted on draft 2035 plan and engagement materials, Took AICP exam and received certification, Continued expansion and outreach for TAP

Wake Transit Quarterly Project Updates

FY 2025

Project Sponsor	City of Raleigh
Project Code	TO002-BG
Project Name	Director of Safety & Security
Implementing / Operating Agency	City of Raleigh
Project Agreement Executed	Yes
Expected Implementation Date	October 2023
Performance Measures Base Year	FY 2024

Project Description

The City of Raleigh/GoRaleigh will hire a Director level Safety/Security position to provide oversight of the GoRaleigh transit services. This position will provide oversight of off duty officers working at GoRaleigh station. They will be responsible for recruiting/scheduling off-duty officers with jurisdictional authority in the GoRaleigh service area. This staff person will coordinate closely with local authorities in Raleigh to work towards a safe, comfortable and efficient transportation system.

Project Status Updates

Quarter 1:

GoRaleigh filled this position with a former RPD liaison officer. He began work in early July 2024. Responsibilities include regular attendance at Downtown Raleigh Alliance (DRA) Safety meetings with all hired security and RPD staff to discuss needs. Works with RATP Dev (GoRaleigh contractor) executive management to develop policies and procedures regarding security. Works on a daily basis with Capital Special Police, security firm hired to patrol and provide additional security at GoRaleigh Station.

Quarter 2:

This position remains filled. Security Director has attended multiple Transit Authority meeting and Downtown Raleigh Alliance to discuss and collaborate on safety and security concerns. He has developed a de-escalation training program for RATP Dev bus operators and is currently implementing that training.

Quarter 3:

This position remains filled. Security Director has attended multiple Transit Authority meeting and Downtown Raleigh Alliance to discuss and collaborate on safety and security concerns. He has developed a de-escalation training program for RATP Dev bus operators and is currently implementing that training.

Quarter 4:

This position remains filled. Security Director has attended multiple Transit Authority meeting and Downtown Raleigh Alliance to discuss and collaborate on safety and security concerns. He has developed a de-escalation training program for RATP Dev bus operators and is currently implementing that training. De-Escalate Me training has now also been developed and rolled into new operator training program and also as needed with current operators.

Project Performance Measures

Deliverables	
Status of hire	Hired
Quarterly staff highlights (functions, deliverables, or accomplishments – may be provided as single report by project sponsor for all staff)	See Above

Wake Transit Quarterly Project Updates

FY 2025

Project Sponsor	City of Raleigh
Project Code	TO002-P
Project Name	1.0 FTE: Service Planning
Implementing / Operating Agency	City of Raleigh
Project Agreement Executed	Yes
Implementation Date	July 2017
Performance Measures Base Year	FY 2018

Project Description

The City of Raleigh/GoRaleigh will continue to employ one (1) full-time equivalent (FTE) staff position to provide additional transit service planning support for GoRaleigh's planned expansion of Wake Transit Plan services. The position is responsible for:

- Involvement / coordination with the TPAC
- Involvement in procurements for capital resources
- Wake Transit Plan budget coordination
- Coordination of operational plans with operational staff
- Coordination of project staffing for planning projects
- Coordination / management of the development of local/regional transit plans, reports, studies and environmental documents

Costs associated with this FTE include salary, benefits, professional development needs, supplies, and accessory administrative expenses related to the function of the employee's work.

Project Status Updates

Quarter 1:

This position led the implementation of the Wake BRT program. Supported re-advertisement of New Bern Avenue BRT construction. Led the design of Southern and Western Corridors including submittal of Western Corridor Small Starts Ratings.

Quarter 2:

This position continues to lead the implementation of the BRT program. Developed plans for Industry Day on New Bern Avenue BRT re-advertisement. Led design of Southern Corridor nearing 30% design milestone through final design team. Led Western Corridor transition from preliminary design to final design. Developed next steps for Northern Corridor Major Investment Study detailed screening analysis.

Quarter 3:

This position continued to lead the overall implementation of the BRT program. Conducted one-on-one meetings with interested contractors on New Bern Avenue. Re-advertisement for construction is anticipated in Q4. Southern and Western corridor design work advanced. Southern 30% design submittals to NCDOT are anticipated in Q4. Northern Corridor Major Investment Study began STOPS ridership modeling work.

Quarter 4:

This position was vacated in this quarter. Recruitment is anticipated in FY26 Q2.

Project Performance Measures

Deliverables	
Status of hire	Filled
Quarterly staff highlights (functions, deliverables, or accomplishments – may be provided as single report by project sponsor for all staff)	See Above

Wake Transit Quarterly Project Updates

FY 2025

Project Sponsor	City of Raleigh
Project Code	TO002-AG
Project Name	1.0 FTE: Transportation Analyst
Implementing / Operating Agency	City of Raleigh
Project Agreement Executed	Yes
Implementation Date	July 2018
Performance Measures Base Year	FY 2024

Project Description

City of Raleigh/GoRaleigh will continue to employ one (1) full-time equivalent (FTE) Transportation Analyst. This position is tasked primarily with the following duties:

- Providing planning, research and analytical support of Wake Transit Plan
- Providing customer service and support to internal and external program/function stakeholders
- Preparing and presenting recommendations for Wake Transit Plan initiatives and improvements
- Providing recommendations and input to related program policies, procedures, processes, resources and operating budgets

Costs associated with this FTE include salary, benefits, professional development needs & supplies, and accessory administrative expenses related to the function of the employee's work.

Project Status Updates

Quarter 1:

Coordinated Transit FY24 fiscal year close out actions. Provided oversight for procurement, grants management and budget monitoring activities. Reviewed Wake Transit new FY25 and period of performance extension agreements. Participated in Wake Transit meetings.

Quarter 2:

Coordinated Transit FY26 budget development process. Provided oversight for procurement, grants management and budget monitoring activities. Reviewed Wake Transit new FY26 and period of performance extension agreements through to execution. Participated in Wake Transit meetings.

Quarter 3:

Prepared and reviewed Wake Transit reimbursement requests and other financial deliverables. Participated in Wake Transit meetings and work groups. Prepared proposed FY26 Transit operating / capital budgets and related materials; currently working with Budget Office to finalize. Preparing for FY25 fiscal year end close out processes.

Quarter 4:

Prepared and reviewed Wake Transit reimbursement requests and other financial deliverables. Participated in Wake Transit meetings and work groups. Coordinated FY25 fiscal year close out activities. Prepared for FTA Triennial Review and Single Audit.

Project Performance Measures

Deliverables	
Status of hire	Filled
Quarterly staff highlights (functions, deliverables, or accomplishments – may be provided as single report by project sponsor for all staff)	See Above

Wake Transit Quarterly Project Updates

FY 2025

Project Sponsor	City of Raleigh
Project Code	TO002-AH
Project Name	1.0 FTE: Transit Planner
Implementing / Operating Agency	City of Raleigh
Project Agreement Executed	Yes
Implementation Date	July 2018
Performance Measures Base Year	FY 2019

Project Description

City of Raleigh/GoRaleigh will continue to employ one (1) full-time equivalent (FTE) Transit Planner. This position is tasked primarily with the following duties:

- Providing planning & analytical support related to programs, projects and planning functions of Wake Transit Plan
- Researching and gathering information related to planning efforts
- Facilitating communications and project work with internal and external stakeholders
- Preparing and reviewing technical documents and correspondence which may include request for qualification/request for proposal documents, grant applications, design schematics, graphs, charts and detailed design plan documents
- Evaluating current programs, processes and procedures
- Assisting with special project administration and coordination

Costs associated with this FTE include salary, benefits, professional development needs & supplies, and accessory administrative expenses related to the function of the employees work.

Project Status Updates

Quarter 1:

This position is vacant.

Quarter 2:

This position was vacant during the quarter.

Quarter 3:

This position was advertised and interviews were conducted. Position is anticipated to be filled in Q4.

Quarter 4:

This position was filled and will be working on project management of BRT corridors currently in design and supporting project management for activities for other BRT studies and activities. Including co-managing construction activities with City's Engineering Services department.

Project Performance Measures

Deliverables	
Status of hire	Filled
Quarterly staff highlights (functions, deliverables, or accomplishments – may be provided as single report by project sponsor for all staff)	See Above

Project Sponsor	City of Raleigh
Project Code	TO002-AI
Project Name	1.0 FTE: Traffic Signal Timing Analyst
Implementing / Operating Agency	City of Raleigh
Project Agreement Executed	Yes
Implementation Date	July 2018
Performance Measures Base Year	FY 2024

Project Description

City of Raleigh / GoRaleigh will continue to employ one (1) full-time equivalent (FTE) Traffic Signal Timing Analyst. This position is tasked with implementing signal priority for signals on Bus Rapid Transit (BRT) corridors, including managing the project through the design, procurement and implementation phases. After signal priority is implemented, the City's Traffic Engineering staff will maintain and operate this system.

This position is responsible for complete contract administration of firm/firms implementing signal priority at the locations along the BRT Corridors.

Costs associated with this FTE include salary, benefits, professional development needs, supplies, and accessory administrative expenses related to the function of the employee's work.

Project Status Updates

Quarter 1:

Transit signal priority has been implemented on New Bern Ave and staff has been continuously monitoring its operation. Staff is still working with the consultant team on designing the analysis reports.

Quarter 2:

Staff has continued to monitor the transit signal priority operation on New Bern Ave with initial analysis reports showing a modest 1-3% improvement in on-time performance for Route 15. Staff is getting the consultant team to modify a few of the reports to make them more informative and user-friendly.

Quarter 3:

Staff continues to monitor and maintain the transit signal priority operation on New Bern Ave occasionally modifying some timing parameters to make the system operate more efficiently. In January, staff collaborated with GoRaleigh and the consultant team to resolve and issue with a transit database update which had caused the TSP operation to be offline for a few days. The system has been working fine ever since.

Quarter 4:

Staff is continuing to monitor transit signal priority on New Bern Avenue, making sure things are working properly, and periodically making a few signal timing adjustments. Staff will soon have in-person training with the product team to learn how to set up and modify several TSP parameters ourselves including detection zones.

Project Performance Measures

Deliverables	
Status of hire	Filled
Quarterly staff highlights (functions, deliverables, or accomplishments – may be provided as single report by project sponsor for all staff)	See Above

Project Sponsor	City of Raleigh
Project Code	TO002-AJ
Project Name	1.0 FTE: Senior Engineer
Implementing / Operating Agency	City of Raleigh
Project Agreement Executed	Yes
Implementation Date	July 2018
Performance Measures Base Year	FY 2024

Project Description

The City of Raleigh will continue to employ one (1) full-time equivalent (FTE) senior project engineer. Duties for this position will include, but are not limited to:

- Providing supervision and management of engineering project and/or program work and related operational activities
- Monitoring, overseeing and providing technical support with processes related to major Wake Transit capital investment projects
- Providing consultation and serving as technical resource to staff and contractors
- Coordinating, collaborating and attending meetings with City Council, Planning Commission, various boards and committees, project/program stakeholders and the public
- Assisting in the development and implementation of policies, processes, standards and guidelines
- Providing and/or assisting with budget development, preparation and administration

Costs include salary, benefits, supplies and professional development/training, and accessory administrative expenses related to the function of the employee's work.

Project Status Updates

Quarter 1:

We have completed interviews for this vacant position and have selected an applicant. An HR approved salary offer was made to the applicant. The applicant rejected the offer and provided a counter-offer. The counter-offer was sent to HR for approval. Currently awaiting HR's response any day now. The position will continue work on all 3 active BRT projects moving forward.

Quarter 2:

Sam Brewer was promoted within our Division in December 2024 and is now the new Engineering Supervisor. He currently oversees the BRT projects with the support of his Engineers.

Quarter 3:

Analyzed construction bid for New Bern BRT received in Q2, and developed recommendation for City Council to reject bid as bid amount was too high over the project budget. Helped develop and host Industry Day event focused on informing the contractor community about the BRT projects with primary focus on New Bern Ave readvertisement. Organized and facilitated 1:1 interviews with approximately 10 contractors who had expressed some interest in Wake BRT projects to develop rebidding strategies. Prepared and presented rebid strategy to City Manager/Council and obtaining approval to proceed with rebidding the New Bern BRT as 3 separate construction packages. Prepared rebid package for Area 1 and advertised for bidding (Q4 bid opening). Participated in settlement/mediation/trial preparation for several property condemnation cases related to easement acquisitions for the project. Facilitated development of construction plans from 30-60% design level for Southern BRT. Facilitated development of construction plans for 30% design level for Western BRT.

Quarter 4:

Led review of BRT consultant deliverables regarding utilities, stormwater, and other engineering areas. Acted as main point of contact for New Bern BRT construction package creation, advertisement, and selection/award.

Project Performance Measures

Deliverables	
Status of hire	Filled
Quarterly staff highlights (functions, deliverables, or accomplishments – may be provided as single report by project sponsor for all staff)	See Above

Wake Transit Quarterly Project Updates

FY 2025

Project Sponsor	City of Raleigh
Project Code	TO002-AO
Project Name	1.0 FTE: Procurement Analyst
Implementing / Operating Agency	City of Raleigh
Project Agreement Executed	Yes
Implementation Date	July 2021
Performance Measures Base Year	FY 2024

Project Description

The City of Raleigh will continue to employ a 1.0 FTE Procurement Analyst position to monitor purchasing activities, contract development, and compliance efforts. The Procurement Analyst will manage the growth in procurement activities associated with willingness to pay implementation, increased service demand, and new technology needs. This individual will provide direction on Federal and State clauses and ensure that procurement activity, including contract terms, comply with federal, state and local requirements.

Costs associated with this FTE include salary, benefits, professional development needs, supplies, and accessory administrative expenses related to the function of the employee's work.

Project Status Updates

Quarter 1:

Continue to maintain internal reports to track Transit procurement activities. Continue to develop, prepare and coordinate with planning staff for all Wake Transit contracts. Monitor and follow up on contract status and resolve issues delaying execution. Continue training to prepare contract packets for routing.

Quarter 2:

Continue to maintain internal reports to track Transit procurement activities. Developed new system to track expiring contracts. Prepared and routed Wake Transit new FY26 and period of performance extension agreements. Continue to develop, prepare and coordinate with planning staff for all Wake Transit contracts. Monitor and follow up on contract status and resolve issues delaying execution.

Quarter 3:

Maintain internal reports to track Transit procurement activities. Develop, prepare and coordinate with planning staff for all Transit contracts. Monitor and follow up on contract status and resolve issues delaying execution.

Quarter 4:

Continue to maintain internal reports to track Transit procurement activities. Monitor and follow up on contract status and resolve issues delaying execution. Continue to develop, prepare and coordinate with planning staff for all Wake Transit contracts. Monitor and follow up on contract status and resolve issues delaying execution.

Project Performance Measures

Deliverables	
Status of hire	Filled
Quarterly staff highlights (functions, deliverables, or accomplishments – may be provided as single report by project sponsor for all staff)	See Above

Wake Transit Quarterly Project Updates

FY 2025

Project Sponsor	City of Raleigh
Project Code	TO002-AP
Project Name	1.0 FTE: Transportation Planning Analyst (Paratransit)
Implementing / Operating Agency	City of Raleigh
Project Agreement Executed	Yes
Implementation Date	January 2020
Performance Measures Base Year	FY 2024

Project Description

The City of Raleigh will continue to employ a 1.0 FTE Transportation Analyst position to provide analysis of paratransit growth and the future of mobility on-demand services. This position will assist in new software implementation, perform strategic planning for the paratransit program, and provide analysis for overall program operations.

Costs associated with this FTE include salary, benefits, professional development needs, supplies, and accessory administrative expenses related to the function of the employee's work.

Project Status Updates

Quarter 1:

Efforts continue with the new customer facing app. we recently received an update that the updates we requested will be ready for review in the 3rd qtr of FY25. This position continues to work on return to fares. There were some delays in getting the secured Phone line installed for taking credit card payments due to an AT&T strike but that has been resolved and our current plan is to return to fares as of Jan 1 2024. We are also working on some new fare structuring for seniors that will be updated in the software prior to returning to fares. We continue to work with IT on projects regarding phones. Recently we completed a project in which we updated the phone system to provide customers with a count down so they are aware of their place in the queue in real time. We are still working on updating our phone system to include recorded calls, screen recording and other technological advances to provide a higher level of service and training. During this period we have received 8 new vehicles which are currently in the process of being ready for service. During this period this position has continued to have oversight of vendors (Rapt-Dev-Bus operations for access, MTM-application/eligibility processing as well as managing the gas card program (worked with Wex during this period to increase credit limit due to a rise in vehicle usage for the program)

Quarter 2:

Efforts continue with the new customer facing app. Still on pace to receive the updates we requested to be reviewed in the 3rd qtr of FY25. During this period we completed the installation of a secured phone line and installation of both hardware and software in preparation of taking payments over the phone to return to fares as of Jan 1 2024. The new fare structure for seniors was also implemented and updated in the ecolane software. We also reached out to seniors and got them enrolled in the appropriate program be it TAP or STAP. We continue to work with IT on projects regarding phones. We are still working on updating our phone system to include recorded calls, screen recording and other technological advances to provide a higher level of service and training. During this period we have put 8 new vehicles in service and on the road. During this period this position has continued to have oversight of vendors (Rapt-Dev-Bus operations for access, MTM-application/eligibility processing as-well as managing the gas card program.

Quarter 3:

Efforts continue with the new customer facing app. Updates we requested to be reviewed in the 4th qtr of FY25. We continue to work with IT on projects regarding phones. We are still working on updating our phone system to include recorded calls, screen recording and other technological advances to provide a higher level of service and training. These efforts were stalled due to some reorganization within IT but is now back on track. During this period the hiring of a new PT Call center rep was completed. During this period this position has continued to have oversight of vendors (Rapt-Dev-Bus operations for access, MTM-application/eligibility processing as-well as managing the gas card program. This position continues to work with CAMPO as a member of the Mobility Coordination Committee and sits as vice chair of the ADA Subcommittee.

Quarter 4:

Carolina Recording has been identified as vendor to possibly provide call recording option. Ecolane continues work on App the app is now focused on "where's my ride?" assistance and fare payment. this position continues to have oversight of vendors Rapt-Dev (Access side) MTM, and WEX fuel card program. This position continues to work with CAMPO as a member of the Mobility Coordination Committee and sits as vice chair of the ADA Subcommittee

Project Performance Measures

Deliverables	
Status of hire	Filled
Quarterly staff highlights (functions, deliverables, or accomplishments – may be provided as single report by project sponsor for all staff)	See Above

Project Sponsor	City of Raleigh
Project Code	TO002-AZ
Project Name	1.0 FTE: Fiscal Analyst
Implementing / Operating Agency	City of Raleigh
Project Agreement Executed	Yes
Expected Implementation Date	July 2022
Performance Measures Base Year	FY 2023

Project Description

The City of Raleigh / GoRaleigh will continue to employ one (1) full-time equivalent (FTE) employee to function as a Fiscal Analyst. This position will provide fiscal support for all Wake Transit-related operations and capital initiatives. This includes preparing and monitoring the annual budget, reconciling capital projects and operational expenses, and compiling / reviewing data for Wake Transit reimbursement requests and other requested deliverables by both TPAC and City of Raleigh departments. This position also reviews / processes revenues and expenditures and helps ensure that Wake Transit financial transactions are accurate and appropriately allocated.

Costs associated with this position include salary, benefits, professional development needs, supplies, and other accessory administrative expenses related to the function of the employee's work.

Project Status Updates

Quarter 1:

Entering Budget transfers, wire transfers. Enter requisitions and NPO vouchers, travels and expense reports. Attending meetings including RTA, TPAC, and TPAC subcommittee.

Quarter 2:

Entering Budget transfers. Enter requisitions and NPO vouchers, travels, and expense reports. Clearing match exceptions and receipting merchandise. WTP reimbursement requests. Entering budget information during the budget. Attending meetings including RTA, TPAC, and TPAC subcommittee.

Quarter 3:

Entering Budget transfers. Enter requisitions and NPO vouchers, travels, and expense reports. Clearing match exceptions and receipting merchandise. WTP reimbursement requests. Entering budget information during the budget. Attending meetings including RTA, TPAC, and TPAC subcommittee.

Quarter 4:

Entering Budget transfers. Enter requisitions and NPO vouchers, travels, and expense reports. Clearing match exceptions and receipting merchandise. WTP reimbursement requests. Attending meetings including RTA, TPAC, and TPAC subcommittee.

Project Performance Measures

Deliverables	
Status of hire	Filled
Quarterly staff highlights (functions, deliverables, or accomplishments – may be provided as single report by project sponsor for all staff)	See Above

Wake Transit Quarterly Project Updates

FY 2025

Project Sponsor	City of Raleigh
Project Code	TO002-BA
Project Name	1.0 FTE: Engineering & Construction Management
Implementing / Operating Agency	City of Raleigh
Project Agreement Executed	Yes
Expected Implementation Date	July 2022
Performance Measures Base Year	FY 2024

Project Description

The City of Raleigh / GoRaleigh will employ one (1) full-time equivalent (FTE) employee to provide construction management services. This FTE will contribute to upcoming major projects, which include the GoRaleigh-GoWake Access ADA operations and maintenance facility; East Raleigh Transit Center and Park-and Ride; Mid-Town Transit Center; Triangle Town Center Transit Center Relocation; and GoRaleigh (fixed route) facility expansion requirements.

In addition, this FTE provides oversight to smaller projects for the bus stop improvement program, including enhanced transit stops and alternative fuels (CNG and electric) infrastructure expansion. Costs associated with this position include salary, benefits, professional development needs, supplies, and other accessory administrative expenses related to the function of the employee's work.

Project Status Updates

Quarter 1:

Alexander Shapiro, a Senior Engineer, serves as the project manager for the following projects: Busway Dr. Administrative Building Expansion, Go Raleigh Park & Ride, and ADA Joint County/City Operations Facility, and Ahmed AlRubaye serves as the project manager for the East Raleigh Park & Ride Project.

Quarter 2:

Alexander Shapiro, a Senior Engineer, serves as the project manager for the following projects: Busway Dr. Administrative Building Expansion, Go Raleigh Park & Ride, and ADA Joint County/City Operations Facility, and Ahmed AlRubaye serves as the project manager for the East Raleigh Park & Ride Project. Elizabeth Nooe, a Senior Engineer (Architect) is supporting Alex on the projects listed..

Quarter 3:

Alexander Shapiro currently manages Busway Dr. Administrative Building Expansion, and the ADA Joint County/City Operations Facility. Elizabeth Nooe is supporting Alex on both projects. Ahmed AlRubaye manages the East Raleigh Park and Ride Project.

The GoRaleigh Park and Ride construction project is now complete after reaching an agreement with the contractor. Currently working with the design team to make the necessary corrections to the SWMD, which has a permit open. This necessary remedial work may require separate construction contract to complete.

Quarter 4:

Projects Managed by Ahmed AlRubaye:

East Raleigh Park & Ride -The project anticipates bidding in the fall.

Projects Managed by Alex Shapiro

ADA Joint County/City Operations Facility - building programming effort is completed and being reviewed.

Requested site utilities information from Stantec and planning for the sustainability workshop.

Busway Administrative Building Expansion - Submittal of SPR round 2 anticipated for August; onsite work on existing HVAC performance and checking BAS completed in July.

GoRaleigh Park & Ride - working with the designer to correct the stormwater error.

Project Performance Measures

Deliverables	
Status of hire	Filled
Quarterly staff highlights (functions, deliverables, or accomplishments – may be provided as single report by project sponsor for all staff)	East Raleigh Park & Ride is tracking for bidding in the fall. Building Programming completed for Busway Facility Extension

Project Sponsor	City of Raleigh
Project Code	TO002-BB
Project Name	1.0 FTE: Senior Real Estate Analyst
Implementing / Operating Agency	City of Raleigh
Project Agreement Executed	Yes
Expected Implementation Date	July 2022
Performance Measures Base Year	FY 2024

Project Description

The City of Raleigh / GoRaleigh will continue to employ one (1) full-time equivalent (FTE) employee to support and address emerging and sustained real estate needs by the Transit Division of the City of Raleigh Transportation Department.

These projects include: Paratransit Operations and Maintenance Facility; East Raleigh Community Transit Center and Park & Ride; new bus stop improvements and enhanced transfer sites; Midtown Transit Center; Triangle Town Center Transit Center relocation; Gorman/I-40 Park & Ride; as well as ROW acquisitions and negotiating temporary construction and slope easements for multiple BRT corridors.

Funding will be assigned to two [2] staff persons at 0.5 FTE each. Costs associated with this position include salary, benefits, professional development needs, supplies, and other accessory administrative expenses related to the function of the employee's work.

Project Status Updates

Quarter 1:

Continual work on transit stop enhancements and acquisition of all associated easements. Early phase planning on acquisitions of full parcels to complete the Western Blvd. connector. Work related to the future North Raleigh Transit Center at Triangle Town Center. Assisting transit planning staff in early valuation projections for fee acquisitions along the Southern BRT Routes.

Quarter 2:

- Completed acquisition of the DMV HQ site (1100 New Bern Ave.) to serve as construction laydown for BRT construction.
- Contributing to the public engagement for community input to the redevelopment.
- Engaging in a market study to support the community wishes for redevelopment.
- Contributing to the drafting of the RFP for the transit-oriented redevelopment of the site.
- Terminated acquisition of the Cargill site (1400 Blount St.) on the Southern BRT corridor due to environmental concerns identified during due diligence.
- Exploring funding strategies for the acquisition of Capital Blvd. sites in support of the street realignment supporting the northern BRT route.
- Investigating impacts of the NCDOT re-routing of the S-Line across Smoky Hollow Park and City facilities on N. West St.
- Completed acquisition of 5723 Waycross St. to accommodate a future street extension in the vicinity of Western Blvd. BRT corridor and a potential interim housing opportunity.
- Completed the acquisition of two sites located at 5507 & 5511 Hillsborough St. for transit-oriented housing redevelopment opportunity directly on the Western Blvd. corridor.
- Investigating options related to the acquisition of 228 Buck Jones Rd. & 208 Burton Ave. and NEPA implications for the Western Blvd. connection for the BRT.
- Provided easements at RUS in support of the development of the RUS/BUS development adjacent to it.
- Ongoing acquisitions for scattered-site transit shelter program (city-wide)

Quarter 3:

- Contributing to the public engagement for community input to the redevelopment.
- Engaging in a market study to support the community wishes for redevelopment.
- Contributing to the drafting of the RFP for the transit-oriented redevelopment of the site.
- Exploring funding strategies and outside partnerships for the acquisition of Capital Blvd. sites in support of the street realignment supporting the northern BRT route.
- Investigating federal funding impacts of the NCDOT re-routing of the S-Line across Smoky Hollow Park and City facilities on N. West St.
- Working with H&N on the RFP of two sites located at 5507 & 5511 Hillsborough St. for transit-oriented housing redevelopment opportunity directly on the Western Blvd. corridor.
- Investigating acquisition alternatives related to the acquisition of 228 Buck Jones Rd. & 208 Burton Ave. and NEPA implications for the Western Blvd. connection for the BRT.
- Meeting with CAO to coordinate interjurisdictional issues related to the BRT as it crosses into other municipalities.
- Supporting design alternatives for retail property impacts at Chapanoke Rd. for Southern BRT route.
- Ongoing acquisitions for scattered-site transit shelter program (city-wide)

Quarter 4:

- Completed RFP soliciting Market Study firms for DMV & Moore Square East for TOD development.
- Interviewing RFP respondents for the Market Study.
- Accelerating Capital Blvd. site acquisition strategy as NCDOT bridge replacement is accelerating the realignment opportunity.
- Continuing to re-evaluate federal participation for the S-line development and BRT impacts in light of Federal funding uncertainty.
- On going acquisition of scattered site transit stops for enhanced facilities.
- Accelerating Western and Southern BRT corridor planning and coordination with two municipality partners on acquisitions outside of Raleigh boundaries.
- Working on RFPs for Boyer/Waldrop and Duplex Village TOD developments.
- Staging Hillsborough & Western TOD development RFP.

Project Performance Measures

Deliverables	
Status of hire	Filled
Quarterly staff highlights (functions, deliverables, or accomplishments – may be provided as single report by project sponsor for all staff)	See Above

Wake Transit Quarterly Project Updates

FY 2025

Project Sponsor	City of Raleigh
Project Code	TO002-AS
Project Name	Office Space Lease for Transit Staff
Implementing / Operating Agency	City of Raleigh
Project Agreement Executed	Yes
Expected Implementation Date	July 2020
Performance Measures Base Year	FY 2024

Project Description

Raleigh's Transit division has experienced significant growth over the last three years as a result of Wake Transit capital projects and the Wake Transit Plan's aggressive schedule for increases in bus services and supporting infrastructure. To consolidate administrative functions and staff, including administrative, planning and marketing/communications functions, the Transit division occupied the lower mezzanine space in Raleigh Union Station (RUS) in FY 2021.

The space is needed until a permanent office space is available for the division within the City of Raleigh's Civic Campus. Based upon need and availability, a combination of dedicated and shared space comprised of office, conference room, and common areas will be made available to GoTriangle staff, as the existing GoTriangle offices located on West Street, next to RUS, await redevelopment.

Project Status Updates

Quarter 1:

Transit staff currently occupies Union Station office space.

Quarter 2:

Transit staff currently occupies Union Station office space.

Quarter 3:

Transit staff currently occupies Union Station office space.

Quarter 4:

Transit staff currently occupies Union Station office space.

Project Performance Measures

Deliverables	
Status of executed lease agreement	See above
2. Date of office space occupation	
3. General ongoing status update on space utilization	

Wake Transit Quarterly Project Updates

FY 2025

Project Sponsor	City of Raleigh
Project Code	TO002-AK
Project Name	Marketing for Bus System Expansion
Implementing / Operating Agency	City of Raleigh
Project Agreement Executed	Yes
Implementation Date	July 2022
Performance Measures Base Year	FY 2023

Project Description

Funding from this implementation element will be used by the City of Raleigh to market and further promote the Wake Transit Plan investments it is responsible for implementing and to educate the public about the features and benefits of using transit compared to a daily commute in a single occupancy vehicle.

Messaging is anticipated to feature the health, safety, fiscal, and environmental benefits to transit. The marketing effort is anticipated to highlight expanded services; shorter wait times with greater service frequency; among other messaging.

In FY 2025, funding for this implementation element was increased by \$50,000 to build upon the current program and invest in the digital marketing infrastructure necessary to conduct wide-spread diversity, equity and inclusion marketing with a higher return on investment.

Project Status Updates

Quarter 1:

Due to fares coming back we used our marketing funds to market return to fares. In July we messaged "find your fare, August "partice your pass" and September "purchase your pass". This was done through multiple outlets both digital, print and radio.

Quarter 2:

We have running busopoly in Q2. Go Shop for the holidays. We have also attended two Hurricanes games with our sponsorship speaking to more than 2000 people. All advertsing has been done through social media, google ads, radio and TV.

Quarter 3:

We have running busopoly in Q3. Go Explore pushing our high frequency network. All advertsing has been done through social media, google ads, radio and TV.

Quarter 4:

We completed or final run of the Busopoly. Advertising through social media, google ads, radio and TV.

Project Performance Measures

Deliverables	
Report on funded outreach and marketing efforts	See above

Wake Transit Quarterly Project Updates

FY 2025

Project Sponsor	Wake County
Project Code	TO002-BK
Project Name	Administrative Support
Implementing / Operating Agency	Wake County
Project Agreement Executed	Yes
Implementation Date	January 2025
Performance Measures Base Year	FY 2025

Project Description

FY 2025 Q3 Amendment Project Description: GoWake Access will use the requested funds to supplement FY25 admin funds requested from NCDOT. GoWake is unable to provide these funds internally due to budget constraints. GoWake Access requests funds for use during FY25

Project Status Updates

Quarter 2:

No Update, No Funding was requested from Wake County

Quarter 3:

No Update, No Funding was requested from Wake County

Quarter 4:

Administrative expenses approved over FY25

Project Performance Measures

Deliverables	
1. Summary of specific performance tracker maintenance tasks supported by allocated funds.	N/A
2. Report on miscellaneous Administrative Expenses supported by allocated funds.	Salary and Fringe expenses that go above allocated grant amount.

WAKE TRANSIT PLAN IMPLEMENTATION

Bus Operations

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

Wake Transit Quarterly Project Updates

FY 2025

Project Sponsor	Town of Cary
Project Code	TO004-A
Project Name	Sunday and Expanded Holiday Service on All Pre-Existing Routes
Implementing / Operating Agency	GoCary Fleet
Project Agreement Executed	Yes
Implementation Date	August 2017
Performance Measures Base Year	FY 2018

Project Description

GoCary will continue to provide hourly service at a rate of \$116.86 per hour on Sundays from 7 AM to 9 PM on all of its pre-existing routes (prior to FY 2018). Prior to the start of FY18, GoCary did not provide Sunday service. GoCary will also continue to provide holiday service using a Sunday schedule.

Project Status Updates

Quarter 1:

GoCary provided Sunday and Holiday Service as scheduled in Q1.

Quarter 2:

GoCary provided Sunday and Holiday Service as scheduled in Q2.

Quarter 3:

GoCary provided Sunday and Holiday Service as scheduled in Q3.

Quarter 4:

GoCary provided Sunday and Holiday Service as scheduled in Q4.

Project Performance Measures

Deliverables	Q1	Q2	Q3	Q4
Revenue hours of service	1,033.75	941.20	1,006.83	962.43
Ridership	8,737	8,286	7,056	7,422
Passenger boardings per revenue hour	8.45	8.80	7.01	7.71
Operating cost per passenger boarding	\$12.65	\$11.94	\$15.08	\$13.68
Farebox recovery	N/A	N/A	N/A	N/A
On-time performance	88.07%	87.66%	86.95%	85.41%

Wake Transit Quarterly Project Updates

FY 2025

Project Sponsor	Town of Cary
Project Code	TO004-B
Project Name	Increase Midday Frequencies on Pre Existing Routes
Implementing / Operating Agency	GoCary Fleet
Project Agreement Executed	Yes
Implementation Date	August 2017
Performance Measures Base Year	FY 2018

Project Description

GoCary will continue to provide 30-minute service from 9 AM to 3 PM on Routes 3, 4, 5 & 6 on Monday through Saturday at a rate of \$116.86 per hour. GoCary provided hourly service during these times prior to the start of FY18.

Project Status Updates

Quarter 1:

GoCary continued operation of full service as scheduled in Q1.

Quarter 2:

GoCary continued operation of full service as scheduled in Q2.

Quarter 3:

GoCary continued operation of full service as scheduled in Q3.

Quarter 4:

GoCary continued operation of full service as scheduled in Q4.

Project Performance Measures

Deliverables	Q1	Q2	Q3	Q4
Revenue hours of service	9,760.44	9,576.52	8,366.69	9,465.15
Ridership	79,111	71,700	62,730	71,576
Passenger boardings per revenue hour	8.11	7.49	7.50	7.56
Operating cost per passenger boarding	\$12.55	\$13.50	\$13.53	\$13.39
Farebox recovery	N/A	N/A	N/A	N/A
On-time performance	89.25%	87.62%	86.72%	85.88%

Wake Transit Quarterly Project Updates

FY 2025

Project Sponsor	Town of Cary
Project Code	TO005-H
Project Name	Weston Parkway Route
Implementing / Operating Agency	GoCary Fleet
Project Agreement Executed	Yes
Implementation Date	January 2021
Performance Measures Base Year	FY 2021

Project Description

GoCary will continue serving Weston Parkway and the Park West Village shopping area. This new route was authorized for funding in FY 2019. In FY 2021, Monday Saturday off-peak frequency for this service was increased from every 60 minutes to every 30 minutes. Paratransit service for the new Weston Parkway route service area will be implemented under project TO005-BI in accordance with Federal and Town of Cary service provision policies.

Project Status Updates

Quarter 1:

GoCary provided service on the Weston Parkway route as scheduled throughout the Quarter.

Quarter 2:

GoCary provided service on the Weston Parkway route as scheduled throughout the Quarter.

Quarter 3:

GoCary provided service on the Weston Parkway route as scheduled throughout the Quarter.

Quarter 4:

GoCary provided service on the Weston Parkway route as scheduled throughout the Quarter.

Project Performance Measures

Deliverables	Q1	Q2	Q3	Q4
Revenue hours of service	2394.18	2318.59	2,096.62	2,348.32
Ridership	14,060	12,704	11,532	11,449
Passenger boardings per revenue hour	5.87	5.48	5.50	4.88
Operating cost per passenger boarding	\$18.20	\$19.18	\$19.22	\$21.64
Farebox recovery	N/A	N/A	N/A	N/A
On-time performance	90.58%	89.89%	89.38%	89.88%

Wake Transit Quarterly Project Updates

FY 2025

Project Sponsor	Town of Cary
Project Code	TO005-BE
Project Name	Apex-Cary Express
Implementing / Operating Agency	GoCary Fleet
Project Agreement Executed	Yes
Implementation Date	July 1, 2020
Performance Measures Base Year	FY 2021

Project Description

The Apex-Cary Express will continue to provide Apex residents with peak-period express service to connect to transit options at Cary Depot. This route replaces the Apex-to-Cary segment of the original Holly Springs Express (HSX) which was budgeted in the FY 2020 Work Plan (Project TO002-M), and will complement the peak-period extension of GoTriangle’s Route 305 to Holly Springs (Project TO005-AC). The Apex-Cary Express route will operate Monday-Friday with five (5) revenue service hours per day.

Project Status Updates

Quarter 1:

The Apex-Cary Express continued operation as scheduled throughout Q1.

Quarter 2:

The Apex-Cary Express continued operation as scheduled throughout Q2.

Quarter 3:

The Apex-Cary Express continued operation as scheduled throughout Q3.

Quarter 4:

The Apex-Cary Express continued operation as scheduled throughout Q4.

Project Performance Measures

Deliverables	Q1	Q2	Q3	Q4
Revenue hours of service	304.92	296.90	272.93	305.92
Ridership	478	408	186	273
Passenger boardings per revenue hour	1.57	1.37	0.68	0.89
Operating cost per passenger boarding	\$68.20	\$76.49	\$155.11	\$118.25
Farebox recovery	N/A	N/A	N/A	N/A
On-time performance	88.56%	83.65%	66.98%	68.49%

Project Sponsor	Town of Cary
Project Code	TO005-BS
Project Name	New GoCary Route 12 - Apex-Cary
Implementing / Operating Agency	Town of Cary
Project Agreement Executed	Yes
Implementation Date	July 2024
Performance Measures Base Year	FY 2025

Project Description

Route 12: Apex-Cary is a new route, funded to commence in October 2025 (FY26 Q2), running from downtown Cary (Cary Depot) to downtown Apex (Compare Foods Park and Ride) along the Chatham Street, Old Apex Road, and Salem Street corridors. These are the same corridors as the Apex-Cary Express, which will conclude its service at the end of FY26 Q1. This route will provide all day (6AM to 10PM) service with 30-minute frequencies on Monday through Saturday and 60-minute frequency on Sundays (7AM to 9PM). The funding for this route’s Sunday service will be accounted through Wake Transit project TO004- A. In FY26, this route will operate at rate of \$120 per service hour instead of \$117, which is the rate used for existing services. This increased rate incorporates a vehicle expense to add two additional vehicles to the fleet to support the new route.

Project Status Updates

Quarter 1:

Design and internal review have concluded for Phase 3 of the project which includes bus stops on new Routes 11 and 12, as well as bringing most of the remaining GoCary bus stops up to ADA compliance. Plan set 1 design and bid package has been completed. Due to longer than expected design review and encroachment application approval from NCDOT of plan set 1, it has been decided to pull the entire project into one bid package and construction set. Design for plan set 2 has been finalized and submitted to NCDOT for encroachment approval, expected in early Q2. Coordination with Apex, Raleigh, and NCDOT are ongoing regarding designs and encroachment agreements. The bid package is scheduled to be released in Q2, with the first plan set to start construction in early 2025.

Quarter 2:

Design and internal review have concluded for Phase 3 of the project which includes bus stops on new Routes 11 and 12, as well as bringing most of the remaining GoCary bus stops up to ADA compliance. Plan set 1 design and bid package has been completed. Due to longer than expected design review and encroachment application approval from NCDOT of plan set 1, it has been decided to pull the entire project into one bid package and construction set. Design for plan set 2 has been finalized and submitted to NCDOT for encroachment approval, expected in early Q2. Coordination with Apex, Raleigh, and NCDOT are ongoing regarding designs and encroachment agreements. The bid package is scheduled to be released in Q2, with the first plan set to start construction in early 2025.

Quarter 3:

Design and internal review have concluded for Phase 3 of the project which includes bus stops on new Routes 11 and 12, as well as bringing most of the remaining GoCary bus stops up to ADA compliance. The bid package was advertised on 12/13/24 and the bid opening was held on 2/6/25. The contract was awarded in March and construction scheduled to begin in April. Construction of the bus stops for the new Route 12 are scheduled to be completed by September 1, 2025. Simultaneously the Senior Transit Planner - Service has been working to finalize the alignment and schedules preparing for a fall implementation. Vehicles have been ordered and are expected to begin build in April with expected June-July delivery.

Quarter 4:

Implementation of the new Route 2 Apex-Cary has been delayed to a November 1, 2025 start date due to vehicle delivery delays. The vehicles are expected for delivery in July-August. Planning is complete, timetables have been finalized, and staff is currently working thru the scheduling tasks associated with the new service in coordination with our contractor. Public outreach materials are in process of development with outreach expected to start in FY26 Q1. Construction of the bus stops are scheduled to be completed by September 1, 2025.

Project Performance Measures

Deliverables	Q1	Q2	Q3	Q4
Revenue hours of service	Service has not started	Service has not started	Service has not started	Service has not started
Ridership				
Passenger boardings per revenue hour				
Operating cost per passenger boarding				
Farebox recovery				
On-time performance				

Wake Transit Quarterly Project Updates

FY 2025

Project Sponsor	Town of Cary
Project Code	TO005-BS
Project Name	New GoCary Route 11 - East Cary
Implementing / Operating Agency	Town of Cary
Project Agreement Executed	Yes
Implementation Date	July 2024
Performance Measures Base Year	FY 2025

Project Description

Route 11: East Cary is a new route, funded to commence in October 2025 (FY26 Q2), running from downtown Cary (Cary Depot) to North Carolina State University and the North Carolina State Fairgrounds along Harrison Avenue, NE Maynard Road, Chapel Hill Road, Corporate Center Drive, and Trinity Road. This route will provide all-day (6AM to 10PM) service with 30-minute frequencies on Monday through Saturday and 60-minute frequency on Sundays (7AM to 9PM).

The funding for this route's Sunday service will be accounted through Wake Transit project TO004-A. In FY26, this route will operate at rate of \$120 per service hour instead of \$117, which is the rate used for existing services. This increased rate incorporates a vehicle expense to add two additional vehicles to the fleet to support the new route.

Project Status Updates

Quarter 1:

Design and internal review have concluded for Phase 3 of the project which includes bus stops on new Routes 11 and 12, as well as bringing most of the remaining GoCary bus stops up to ADA compliance. Plan set 1 design and bid package has been completed. Due to longer than expected design review and encroachment application approval from NCDOT of plan set 1, it has been decided to pull the entire project into one bid package and construction set. Design for plan set 2 has been finalized and submitted to NCDOT for encroachment approval, expected in early Q2. Coordination with Apex, Raleigh, and NCDOT are ongoing regarding designs and encroachment agreements. The bid package is scheduled to be released in Q2, with the first plan set to start construction in early 2025.

Quarter 2:

Design and internal review have concluded for Phase 3 of the project which includes bus stops on new Routes 11 and 12, as well as bringing most of the remaining GoCary bus stops up to ADA compliance. Plan set 1 design and bid package has been completed. Due to longer than expected design review and encroachment application approval from NCDOT of plan set 1, it has been decided to pull the entire project into one bid package and construction set. Design for plan set 2 has been finalized and submitted to NCDOT for encroachment approval, expected in early Q2. Coordination with Apex, Raleigh, and NCDOT are ongoing regarding designs and encroachment agreements. The bid package is scheduled to be released in Q2, with the first plan set to start construction in early 2025.

Quarter 3:

Design and internal review have concluded for Phase 3 of the project which includes bus stops on new Routes 11 and 12, as well as bringing most of the remaining GoCary bus stops up to ADA compliance. The bid package was advertised on 12/13/24 and the bid opening was held on 2/6/25. The contract was awarded in March and construction scheduled to begin in April. Construction of the bus stops for the new Route 11 are scheduled to be completed by September 1, 2025. Simultaneously the Senior Transit Planner - Service has been working to finalize the alignment and schedules preparing for a fall implementation. Vehicles have been ordered and are expected to begin build in April with expected June-July delivery.

Quarter 4:

Implementation of the new Route 9 East Cary has been delayed to a November 1, 2025 start date due to vehicle delivery delays. The vehicles are expected for delivery in July-August. Planning is complete, timetables have been finalized, and staff is currently working thru the scheduling tasks associated with the new service in coordination with our contractor. Public outreach materials are in process of development with outreach expected to start in FY26 Q1. Construction of the bus stops are scheduled to be completed by September 1, 2025.

Project Performance Measures

Deliverables	Q1	Q2	Q3	Q4
Revenue hours of service	Service has not started	Service has not started	Service has not started	Service has not started
Ridership				
Passenger boardings per revenue hour				
Operating cost per passenger boarding				
Farebox recovery				
On-time performance				

Wake Transit Quarterly Project Updates

FY 2025

Project Sponsor	Town of Cary
Project Code	TO005-BI
Project Name	GoCary Complementary ADA Services
Implementing / Operating Agency	GoCary Fleet
Project Agreement Executed	Yes
Implementation Date	July 2021
Performance Measures Base Year	FY 2022

Project Description

GoCary will provide complementary Americans with Disabilities Act (ADA) compliant paratransit services to coincide with its Wake Transit funded fixed-route services, including for the Weston Parkway route and for Sunday and holiday service on all pre-existing routes (prior to FY18).

This project does not involve additional funds for GoCary's complementary ADA paratransit services beyond that which has previously been authorized and allocated. Prior to FY21, funding for GoCary's complementary ADA services that tie to its Wake Transit funded routes was disaggregated and rolled into the individual project funding allocation for each route. This project was created by reallocating to a single project the ADA funding previously allocated to each route to cover all of GoCary's complementary ADA services that tie to its Wake Transit funded fixed route services.

Project Status Updates

Quarter 1:

Complementary ADA service for existing Wake Transit-funded fixed route service continued throughout Q1.

Quarter 2:

Complementary ADA service for existing Wake Transit-funded fixed route service continued throughout Q2.

Quarter 3:

Complementary ADA service for existing Wake Transit-funded fixed route service continued throughout Q3.

Quarter 4:

Complementary ADA service for existing Wake Transit-funded fixed route service continued throughout Q4.

Project Performance Measures

Deliverables	Q1	Q2	Q3	Q4
Revenue hours of service	867.53	829.59	786.68	747.61
Ridership	1,347	1,196	1,126	1,267
Passenger boardings per revenue hour	1.55	1.44	1.43	1.69
Operating cost per passenger boarding	\$ 94.75	\$ 97.87	\$ 98.82	\$ 85.81
Farebox recovery	1.18%	1.19%	0.84%	1.45%
On-time performance	91.87%	91.65%	94.20%	96.60%

Wake Transit Quarterly Project Updates

FY 2025

Project Sponsor	Town of Cary
Project Code	TO005-O
Project Name	Annual Maintenance for Fare Collection Technology
Implementing / Operating Agency	Town of Cary
Project Agreement Executed	Yes
Implementation Date	Early 2020
Performance Measures Base Year	FY 2020

Project Description

This project will continue to cover the annual maintenance costs associated with the Town of Cary's upgrades to farebox technology to allow options such as fare capping and mobile ticketing. In FY 2022, funding was reduced to coincide with the fare pause, and is planned to be re-established once the pause is lifted.

Project Status Updates

Quarter 1:

Full implementation of this project remains on hold. Continuation of monthly licensing fees.

Quarter 2:

Full implementation of this project remains on hold. Continuation of monthly licensing fees.

Quarter 3:

Full implementation of this project remains on hold. Continuation of monthly licensing fees.

Quarter 4:

Full implementation of this project remains on hold. Continuation of monthly licensing fees.

Project Performance Measures

Deliverables	
Percentage of total trips using mobile ticketing	GoCary is Fare Free in FY25

Project Sponsor	Town of Cary
Project Code	TO005-CG
Project Name	Bus Stop Maintenance
Implementing / Operating Agency	Town of Cary
Project Agreement Executed	Yes
Implementation Date	July 2024
Performance Measures Base Year	FY 2025

Project Description

This project will cover the annual cost of regular and ad-hoc maintenance, repairs, and trash pick-up for systemwide bus stops and bus-related facilities at a cost-share with the Town of Cary at 50%. As additional facilities are constructed, increased funding for maintenance may be drawn from TO005-AB: Unallocated Bus Infrastructure Maintenance.

Project Status Updates

Quarter 1:

Maintenance and repairs continued to be covered for systemwide bus stops and bus-related facilities. Weekly trash pick up and janitorial services continue to be provided to 40 bus stops in the system, including all bus shelter locations and other high traffic areas.

Quarter 2:

Maintenance and repairs continued to be covered for systemwide bus stops and bus-related facilities. Weekly trash pick up and janitorial services continue to be provided to 40 bus stops in the system, including all bus shelter locations and other high traffic areas.

Quarter 3:

Maintenance and repairs continued to be covered for systemwide bus stops and bus-related facilities. Weekly trash pick up and janitorial services continue to be provided to 40 bus stops in the system, including all bus shelter locations and other high traffic areas.

Quarter 4:

For the last quarter of FY 25, maintenance and repairs continued to be covered for systemwide bus stops and bus-related facilities. Weekly trash pick up and janitorial services continued to be provided to 47 bus stops in the system, including all bus shelter locations and other high traffic areas with trash cans. New bus stops were added to the list in City of Raleigh limits that GoCary has now taken over. Power washing started at all of these locations at the end of Q4 and will finish up at the start of FY 26 Q1.

Project Performance Measures

Deliverables	
Status of executed lease agreement	
Utilization of facility (report what is known about utilization on a rolling quarterly basis)	

Wake Transit Quarterly Project Updates

FY 2025

Project Sponsor	Town of Cary
Project Code	TO005-CK
Project Name	GoCary Security Services
Implementing / Operating Agency	Town of Cary
Project Agreement Executed	Yes
Implementation Date	July 2024
Performance Measures Base Year	FY 2025

Project Description

In FY 2022 the Town of Cary/GoCary began providing security at the Cary Depot. To deter criminal activity and damage to Wake Transit supported facilities, in FY25, the Wake Transit Program will begin funding 50% of the GoCary's security staffing costs in addition to funding the one-time installation costs of a new site monitoring camera system.

Project Status Updates

Quarter 1:

The camera system was installed in Q1 FY25, and security continued to be offered on site.

Quarter 2:

Security continued to be offered on site.

Quarter 3:

Security continued to be offered on site.

Quarter 4:

Security continued to be offered on site.

Project Performance Measures

Deliverables	Q1	Q2	Q3	Q4
1. Service hours covered for security office at the Cary Depot	1,385	1,380	1,319	1,441
2. Number of incidents reported	38	27	35	30
3. Number of incidents requiring elevated police response	38	27	35	30

Wake Transit Quarterly Project Updates

FY 2025

Project Sponsor	GoTriangle
Project Code	TO005-A
Project Name	Route 100 Frequency and Sunday Span Improvements
Implementing / Operating Agency	GoTriangle
Project Agreement Executed	Yes
Implementation Date	July 2017
Performance Measures Base Year	FY 2018

Project Description

Triangle will continue to operate Route 100 every 30 minutes from 5:50 AM to 7:10 PM Monday-Friday and from 6:55 AM to 7:10 PM on Saturday. This is an improvement in frequency from the FY17 levels of service (which provided hourly service all day Saturday and from 9:45 AM to 3:30 PM Monday-Friday, as well as half-hour service during morning and afternoon peak periods) and will continue in this fiscal year and future years.

Also, GoTriangle will continue to operate Route 100 on Sundays from 6:40 AM to 9:15 PM, with hourly frequencies during this span. This represents an expansion of the FY18 Sunday service span by 2 hours. This service will continue to include funding for the RDU Shuttle serving RDU Airport every 30 minutes Monday through Saturday.

Project Status Updates

Quarter 1:

On July 1, GoTriangle resumed collecting fares.

Quarter 2:

GoTriangle continued to operate Route 100 and RDU shuttle in Q2.

Quarter 3:

GoTriangle continued to operate Route 100 and RDU shuttle in Q3. Service Change effective March 9th: Route 100 will be realigned in downtown Raleigh and schedule adjusted to provide more efficient connections between Raleigh Union Station and GoRaleigh Station. Route 100 will no longer serve some stops within the downtown area to improve on-time performance.

Quarter 4:

GoTriangle continued to operate Route 100 and RDU shuttle in Q4. The March 9th services changes are reflected in the Q3 (partial quarter) vs Q4 (full quarter) Revenue Hours

Project Performance Measures

Deliverables	Q1	Q2	Q3	Q4
Revenue hours of service	4,436.4	4,320.7	4,252.6	4,716.0
Ridership	78,237	75,929	50,132	56,676
Passenger boarding's per revenue hour	17.6	17.6	11.8	12.0
Operating cost per passenger boarding	\$10.02	\$10.05	\$14.99	\$14.70
Farebox recovery	n/a	n/a	n/a	n/a
On-Time Performance	71%	74%	75%	71%

Wake Transit Quarterly Project Updates

FY 2025

Project Sponsor	GoTriangle
Project Code	TO005-B
Project Name	Route 300 Improvements
Implementing / Operating Agency	GoTriangle
Project Agreement Executed	Yes
Expected Implementation Date	August 2017
Performance Measures Base Year	FY 2018

Project Description

Route 300 is a regional service connecting Cary with Raleigh. It serves the Chatham St corridor in Cary and the Western Blvd corridor in Raleigh, connecting Cary Depot, North Carolina State University (NCSU), and GoRaleigh Station in downtown Raleigh. Route 300 is operated by GoTriangle during the week (Monday through Friday) and by GoCary on weekends (Saturday and Sunday). Beginning August 2023 Route 300 is operated by GoTriangle on weekends and holidays.

In 2020, GoTriangle eliminated Route 300 service between the GoTriangle Regional Transit Center (RTC) and Cary Depot, limiting its extent to Cary Depot and Downtown Raleigh. However, in concert with this reduction in service for Route 300, Route 310 began operation with a new alignment between the RTC and Cary Depot. More information on Route 310 can be found in the project details provided for Project ID TO005-X.

GoTriangle will continue to operate Route 300 between Raleigh & Cary every 30 minutes from 6 AM to 7 PM Monday - Friday, and from 7 AM to 7 PM on Saturday. These are frequency improvements from FY17 operations. Route 300 will also continue an expanded service span from FY 2017 operations, providing hourly service from 7 PM - 10:25 PM Monday-Friday, 7 PM - 9:55 PM Saturday, and 7 AM - 9 PM on Sunday. Sunday service was expanded from FY18 operations, when service was provided between 7 AM and 7 PM.

In FY25, GoTriangle is expecting GoCary's cost per service hour to increase, which accounts for the \$2,505 increase in that and future fiscal years - adjusted by 2.5% year over year.

Project Status Updates

Quarter 1:

On July 1, GoTriangle resumed collecting fares.

Quarter 2:

GoTriangle continued to operate Route 300 in Q2.

Quarter 3:

GoTriangle continued to operate Route 300 in Q3. Service Change effective March 9th: Route 300 will operate later on weekdays, running until 10:30 p.m.

Quarter 4:

GoTriangle continued to operate Route 300 in Q4. The March 9th services changes are reflected in the Q3 (partilal quarter) vs Q4 (full quarter) Revenue Hours

Project Performance Measures

Deliverables	Q1	Q2	Q3	Q4
Revenue hours of service	2,658.4	2,589.0	2,637.6	3,230.8
Ridership	43,886	39,477	27,587	37,446
Passenger boarding's per revenue hour	16.5	15.2	16.9	15.2
Operating cost per passenger boarding	\$10.70	\$11.59	\$15.76	\$15.24
Farebox recovery	n/a	n/a	n/a	n/a
On-Time Performance	67%	67%	81%	90%

Project Sponsor	GoTriangle
Project Code	TO005-C
Project Name	Additional Trips for Durham-Raleigh Express
Implementing / Operating Agency	GoTriangle
Project Agreement Executed	Yes
Expected Implementation Date	August 2018
Performance Measures Base Year	FY 2019

Project Description

GoTriangle has received, and will continue to receive, funding authorization to provide additional trips on the Durham-Raleigh Express (DRX) between Downtown Durham, Duke University/VA Medical Centers, and Downtown Raleigh. The funding for this project matches both a previous and continuing Durham County investment for Route DRX allowing added frequencies on the route. Before this investment, the DRX ran every 30-45 minutes at peak only, but now runs every 30 minutes at peak, and hourly off peak.

Beginning in FY22, funding was provided to GoTriangle to provide an additional three (3) trips on the DRX, with funding to be provided from Durham County Transit Tax proceeds to match the Wake County contribution. The additional DRX trips planned to start in FY22 were intended to improve customer experience by allowing for better coordination of span of service, service frequency, and transfers between the DRX route and other routes.

Project Status Updates

Quarter 1:

On July 1, GoTriangle resumed fare collection. On August 11, GoTriangle implemented a revenue hour neutral service change to Route DRX that provides service every 30 minutes during peak periods and hourly during off peak.

Quarter 2:

GoTriangle continued to operate Route DRX in Q2.

Quarter 3:

GoTriangle continued to operate Route DRX in Q3

Quarter 4:

GoTriangle continued to operate Route DRX in Q4

Project Performance Measures

Deliverables	Q1	Q2	Q3	Q4
Revenue hours of service	2,730.6	2,693.3	2,554.6	2,896.7
Ridership	27,141	30,573	17,149	26,585
Passenger boardings per revenue hour	9.9	11.4	6.7	9.2
Operating cost per passenger boarding	\$17.77	\$15.56	\$2,632.00	\$19.25
Farebox recovery	n/a	n/a	n/a	n/a
On-Time Performance	82%	82%	87%	87%

Wake Transit Quarterly Project Updates

FY 2025

Project Sponsor	GoTriangle
Project Code	TO005-D
Project Name	Reliability Improvements for Chapel Hill-Raleigh Express
Implementing / Operating Agency	GoTriangle
Project Agreement Executed	Yes
Expected Implementation Date	August 2018
Performance Measures Base Year	FY 2019

Project Description

GoTriangle has received, and will continue to receive, funding authorization to provide improvements to the reliability of the Chapel Hill-Raleigh Express (CRX) between Downtown Chapel Hill and Downtown Raleigh. The funding for this project matches Orange County and GoTriangle's previous investment for CRX operations. In FY23, 1.91 revenue hours were added to the service.

Project Status Updates

Quarter 1:

On July 1, GoTriangle resumed fare collection. On August 11, GoTriangle implemented a service change to restore full service to Route CRX.

Quarter 2:

GoTriangle continued to operate Route CRX in Q2.

Quarter 3:

GoTriangle continued to operate Route CRX in Q3

Quarter 4:

GoTriangle continued to operate Route CRX in Q4

Project Performance Measures

Deliverables	Q1	Q2	Q3	Q4
Revenue hours of service	1,867.9	1,990.2	1,762.8	2,036.8
Ridership	11,448	11,580	10,403	10,435
Passenger boardings per revenue hour	6.1	5.8	5.9	5.1
Operating cost per passenger boarding	\$28.83	\$30.36	\$29.94	\$34.48
Farebox recovery	n/a	n/a	n/a	n/a
On-Time Performance	75%	70%	74%	65%

Project Sponsor	GoTriangle
Project Code	TO005-X
Project Name	Route 310: RTC-Cary
Implementing / Operating Agency	GoTriangle
Project Agreement Executed	Yes
Expected Implementation Date	August 2019
Performance Measures Base Year	FY 2020

Project Description

Route 310 is the new service for the portion of Route 300 between Cary and the Regional Transit Center (RTC), which was served on weekdays during peak hours only. Route 310 began operations in FY 2020 providing hourly midday and evening service between the RTC and the Cary Depot, serving Morrisville and the Wake Tech RTP campus, as well as extending the 30-minute peak period service. Service between the RTC and the Wake Tech RTP Campus between 6:30am and 8:30pm will continue to operate every 30 minutes.

The currently adopted Wake Transit Plan and Wake Bus Plan have programmed that Route 310 in FY25 will feature all-day service, seven days per week at 30-minute frequencies. When this service is implemented it's project ID number will transfer from TO005-X to TO005-AQ. This is the anticipated service change unless otherwise determined by the ongoing update to the Wake Bus Plan.

Project Status Updates

Quarter 1:

On July 1, GoTriangle resumed collecting fares.

Quarter 2:

GoTriangle continued to operate Route 310 in Q2.

Quarter 3:

GoTriangle continued to operate Route 310 in Q3. Service change effective March 9th: Route 310 will run every 30 minutes on weekdays before 7:00 p.m., with hourly service until 10:30 p.m. Inclimate weaher resulted in several days of cancelled and reduced service which results in the revenue hours being lower than they otherwise would be.

Quarter 4:

GoTriangle continued to operate Route 310 in Q4 including expansion initiated in Q3. We anticipate that Q4 revenue hours are indicative of service levels in FY26. The March 9th services changes are reflected in the Q3 (partilal quarter) vs Q4 (full quarter) Revenue Hours

Project Performance Measures

Deliverables	Q1	Q2	Q3	Q4
Revenue hours of service	922.2	893.4	1,091.4	1,832.0
Ridership	11,659	11,814	9,387	12,787
Passenger boarding's per revenue hour	12.6	13.2	8.6	7.0
Operating cost per passenger boarding	\$13.97	\$13.36	\$20.54	\$25.31
Farebox recovery	n/a	n/a	n/a	n/a
On-Time Performance	82%	77%	83%	84%

Project Sponsor	GoTriangle
Project Code	TO005-AC
Project Name	Improvements to Route 305: Holly Springs-Apex-Raleigh
Implementing / Operating Agency	GoTriangle
Project Agreement Executed	Yes
Expected Implementation Date	January 2021
Performance Measures Base Year	FY 2021

Project Description

GoTriangle's Route 305 is a regional route, which pre-existing the Wake Transit Plan, provided weekday peak commuter service between the Lake Pine area of Apex and Raleigh with three (3) to four (4) trips in each direction in the morning and afternoon on weekdays.

Building upon the Route 305 extension of hourly peak service southwestward to Holly Springs from FY 2021 through FY 2023, GoTriangle received funding authorization for an expansion of Route 305 by adding: 1) 30-minute service during the peak between Holly Springs and Raleigh; 2) hourly service during the midday between Apex and Raleigh; 3) extended service in the evening between Apex and Raleigh; and 4) all day hourly service on Saturdays and Sundays between Apex and Raleigh.

Due to complications resulting from the COVID-19 pandemic and the subsequent operator shortage, GoTriangle has not had the capacity to operate this expanded service and continues to operate the 305; Monday to Friday; to Apex and Holly Springs during peak-only service at an hourly frequency.

In FY 2024, GoTriangle is rightsizing the project allocation to better fit with its operating capacity, with a phased approach to increasing both the span and frequency of the service as laid out in the FY 2025 – FY 2030 Draft Wake Bus Plan. This phased implementation approach is as follows:

The FY24 funding is to realign the service for bi-directional travel on Main Street in Holly Springs during peak times with 60-minute all-day service to Apex. In FY25, weekend service will be added and introduced at 60-minute frequency. Lastly, in FY27, all trips will increase frequency to 30-minute peak weekday and 60-minute off-peak and weekend frequency.

Project Status Updates

Quarter 1:

On July 1, GoTriangle resumed collecting fares. On August 11, GoTriangle implemented a service change to Route 305 that included the following:

- 1) Introduce midday service every hour between Raleigh and Apex
- 2) Extend the AM and PM peak alignment in Holly Springs to serve UNC Rex Hospital, Ralph Stevens Road, and the Shoppes at Holly Springs
- 3) provide two-way peak service between Holly Springs and Apex.

Quarter 2:

GoTriangle continued to operate Route 305 in Q2. Update 8/8/25: Q2 was the first full quarter of the expansion implemented midway in Q1.

Quarter 3:

GoTriangle continued to operate Route 305 in Q3. Service Change effective March 9th: Route 305 will introduce new hourly service between Apex and Raleigh on Saturdays from 7:00 a.m. to 9:00 p.m., and Sundays from 7:00 a.m. to 7:00 p.m. Update 8/8/25: Inclimate weather resulted in several days of cancelled and reduced service relative to Q2.

Quarter 4:

GoTriangle continued to operate Route 305 in Q4. This reflects the first full quarter of 305 weekday expansion (implemented Q1) and weekend service to Apex (implemented Q3). We anticipate that Q4 revenue hours are indicative of FY26 levels. The March 9th services changes are reflected in the Q3 (partilal quarter) vs Q4 (full quarter) Revenue Hours

Project Performance Measures

Deliverables	Q1	Q2	Q3	Q4
Revenue hours of service	1,782.8	2,248.7	1,968.3	3,145.9
Ridership	7,698	10,602	8,483	15,572
Passenger boarding's per revenue hour	4.3	4.7	4.3	4.9
Operating cost per passenger boarding	\$40.91	\$37.47	\$40.99	\$35.69
Farebox recovery	n/a	n/a	n/a	n/a
On-Time Performance	73%	80%	84%	85%

Wake Transit Quarterly Project Updates

FY 2025

Project Sponsor	GoTriangle
Project Code	TO005-BH
Project Name	GoTriangle Complementary ADA Services
Implementing / Operating Agency	GoTriangle Access Fleet
Project Agreement Executed	Yes
Expected Implementation Date	July 2020
Performance Measures Base Year	FY 2021

Project Description

GoTriangle will provide complementary Americans with Disabilities Act (ADA)-compliant paratransit services to coincide with its Wake Transit-funded fixed-route services.

This project does not involve additional funds for GoTriangle's complementary ADA paratransit services beyond that which has previously been authorized and allocated. Prior to FY 21, funding for GoTriangle's complementary ADA services that tie to its Wake Transit-funded routes was disaggregated and rolled into the individual project funding allocation for each route. This project was created by reallocating to a single project the ADA funding previously allocated to each route to cover all of GoTriangle's complementary ADA services that tie to its Wake Transit-funded fixed-route services

Project Status Updates

Quarter 1:

No Changes - The complimentary ADA service was provided within a 3/4 mile radius around Route 100, 300, and 310. Update 8/8/25: ADA service was provided within a 3/4 mile radius around Route 305, which was expanded with all-day service effective August, 2024. This resulted in a substantial addition of ADA coverage territory in SW Cary along Tryon Road and in Apex.

Quarter 2:

No Changes - The complimentary ADA service was provided within a 3/4 mile radius around Route 100, 300, and 310. Update 8/8/25: ADA service provided within 3/4 mile radius around Route 305.

Quarter 3:

The complimentary ADA service was provided within a 3/4 mile radius around Route 100, 300, and 310. Update 8/8/25: ADA service expanded on Route 305 to include Saturday and Sunday service on March 9, 2025

Quarter 4:

No changes - The complimentary ADA service was provided within a 3/4 mile radius around Route 100, 300, 305, and 310. As awareness of the new coverage in SW Wake continues to increase we anticipate that demand will continue to increase

Project Performance Measures

Deliverables	Q1	Q2	Q3	Q4
Revenue hours of service	5,557	5,558	5,389	5,898
Ridership	10,020	9,793	9,544	10,622
Passenger boardings per revenue hour	1.8	1.8	1.8	1.8
Operating cost per passenger boarding	\$84.30	\$86.27	\$85.83	\$84.40
Farebox recovery	n/a	n/a	n/a	n/a
On-time performance	84.50%	86.2%	89.2%	87.1%

Wake Transit Quarterly Project Updates

FY 2025

Project Sponsor	GoTriangle
Project Code	TO005-E
Project Name	Regional Information Center – Ext. of Operating Hours
Implementing / Operating Agency	GoTriangle
Project Agreement Executed	Yes
Expected Implementation Date	July 2018
Performance Measures Base Year	FY 2019

Project Description

The GoTranist Regional Information Center, housed at GoTriangle, serves all transit agencies and their customers for a variety of customer service needs related to regional and local transit operations throughout the Triangle Area. Due to the weekend span increases implemented in FY 2018 and FY 2019, the Regional Information Center service hours were extended, and the Regional Information Center now operates from 6:00 AM until 9:00 PM and on weekends. These extended hours will continue in this fiscal year.

Project Status Updates

Quarter 1:

The GoTransit Regional Information Center continues to operate daily from 6:00 am to 9:00 pm addressing both morning and evening call demands on behalf of the partner agencies community members. Calls received during 5:00 am to 6:00 am and 9:00 pm to 12:00 am are managed by the partner agencies' dispatch offices, given the limited call volume during these hours. The numbers reported for reporting purposes are based on calls received through 485-Ride, consistent with previous fiscal years where reporting was based on tickets generated.

Quarter 2:

The GoTransit Regional Information Center remains operational daily from 6:00 am to 9:00 pm, handling both morning and evening call demands for partner agencies' community members. Calls received between 5:00 am and 6:00 am, as well as 9:00 pm and 12:00 am, are directed to the partner agencies' dispatch offices due to the lower call volume during these hours. The reported figures are based on calls received through 485-Ride, in line with previous fiscal years where reporting was based on generated tickets.

Quarter 3:

The GoTransit Regional Information Center operates daily from 6:00 a.m. to 9:00 p.m., effectively managing both morning and evening call volumes from community members of partner agencies. Calls received outside of these hours—between 5:00 a.m. and 6:00 a.m., and from 9:00 p.m. to midnight—are routed to the partner agencies' dispatch offices. Reported figures reflect calls received via 485-Ride, maintaining consistency with previous fiscal years in which data was based on ticket generation.

Quarter 4:

The GoTransit Regional Information Center is open daily from 6:00 a.m. to 9:00 p.m., efficiently handling call volumes from community members of partner agencies during this timeframe. Calls outside these hours—between 5:00am and 6:00am and from 9:00pm to midnight—are directed to the dispatch offices of the partner agencies. The reported data reflects calls made through 485-Ride, ensuring consistency with previous fiscal years, where data was based on ticket generation.

Project Performance Measures

Deliverables	Q1	Q2	Q3	Q4
Response Volume (All Calls)	118,198	108,098	101,155	98,951
Response Volume (Wake County Calls)	69,736	62,536	59,681	58,381
Customer Satisfaction Survey (if implemented)				

Wake Transit Quarterly Project Updates

FY 2025

Project Sponsor	GoTriangle
Project Code	TO005-Y
Project Name	Maintenance of Mobile Ticketing Software
Implementing / Operating Agency	GoTriangle
Project Agreement Executed	Yes
Expected Implementation Date	Early 2020
Performance Measures Base Year	FY 2020

Project Description

This project will continue to cover the annual costs associated with updated mobile ticketing technology for GoTriangle buses. In FY 2022, this program was paused along with fare collection. The reinstatement of fares in FY 2024 is currently undetermined.

Project Status Updates

Quarter 1:

No Wake Transit Funds requested on this project in Q1. Vendor's Q1 (July, August, September) invoices will be delayed until November 2024 (FY25 Q2). Reimbursement for those services will be requested in Q2.

Quarter 2:

GoTriangle's requested reimbursement for Q2 includes expenses from Q1; vendor/contractor had a delay with sending invoices in Q1, reimbursement reflects 6 months of expenses

Quarter 3:

Monthly Mobile ticketing software expenses.

Quarter 4:

Monthly Mobile ticketing software expenses.

Project Performance Measures

Deliverables	
Percentage of total trips using mobile ticketing	~70% on average

Project Sponsor	GoTriangle
Project Code	TO005-F
Project Name	Park-and-Ride, Facilities and Bus Stop - Leases and O&M
Implementing / Operating Agency	GoTriangle
Project Agreement Executed	Yes
Expected Implementation Date	July 2018
Performance Measures Base Year	FY 2019

Project Description

GoTriangle will continue to fund the temporary leases of park-and-rides current locations including but not limited to: Carter-Finley, District Drive, Wake Tech South, Wake Forest Downtown, Triangle Town Center, and Apex: Williams Street at Compare Foods.

The leasing of these current park-and-ride locations will continue until the long-term park and ride study (refer to Project TC002-O in the FY2019 Work Plan for more details) is complete. This project is linked with TC002-K, which will allow for the construction of passenger amenities at these sites.

Additionally, GoTriangle will utilize funds associated with this project for O&M and miscellaneous costs that are needed for park-and-ride facilities and bus stops along Wake Transit Routes. This project combines project TO002-AL (Facilities O&M for Passenger Amenities Storage Facility) into TO005-F (formerly Short-Term Park and-Ride Leases) to reduce expenses for the Wake Transit Plan. Both projects were initiated in 2018.

Project Status Updates

Quarter 1:

GoTriangle continues to operate park and rides at Carter-Finley, District Drive, Wake Tech South, Wake Forest Downtown, Triangle Town Center, RTC, and Apex: Williams Street at Compare Foods. GoTriangle is moving forward with renovations to the District Drive park and ride that will improve safety and the passenger experience. Operational and Maintenance (O&M) costs expensed to the Wake Transit Plan were Lease Payments to Triangle Town Center and a small portion of Landscaping Expenses for RTC and District Drive.

Quarter 2:

GoTriangle continues to operate park and rides at Carter-Finley, District Drive, Wake Tech South, Wake Forest Downtown, Triangle Town Center, RTC, and Apex: Williams Street at Compare Foods. GoTriangle is moving forward with renovations to the District Drive park and ride that will improve safety and the passenger experience. Operational and Maintenance (O&M) costs expensed to the Wake Transit Plan were Lease Payments to Triangle Town Center and a small portion of Landscaping Expenses for RTC and District Drive.

Quarter 3:

GoTriangle continues to operate park and rides at Carter-Finley, District Drive, Wake Tech South, Wake Forest Downtown, Triangle Town Center, RTC, and Apex: Williams Street at Compare Foods. GoTriangle is moving forward with renovations to the District Drive park and ride that will improve safety and the passenger experience. Operational and Maintenance (O&M) costs expensed to the Wake Transit Plan were Lease Payments to Triangle Town Center and a small portion of Landscaping Expenses for RTC and District Drive.

Quarter 4:

GoTriangle continues to operate park and rides at District Drive, Cary Depot, downtown Wake Forest, downtown Wendell, downtown Zebulon, Triangle Town Center, RTC, Ting Park in Holly Springs, and Williams Street at Compare Foods and Lake Pine Plaza, both in Apex. (Note: this list has been updated to reflect current transit service provision). GoTriangle is moving forward with renovations to the District Drive park and ride that will improve safety and the passenger experience. Operational and Maintenance (O&M) costs expensed to the Wake Transit Plan were lease payments to Triangle Town Center and a small portion of landscaping expenses for RTC and District Drive.

Project Performance Measures

Deliverables	
Status of executed lease agreement	Varies by Location
Utilization of facility (report what is known about utilization on a rolling quarterly basis)	See Above

Project Sponsor	GoTriangle
Project Code	TO005-L1
Project Name	Youth GoPass Program
Implementing / Operating Agency	GoTriangle
Project Agreement Executed	Yes
Expected Implementation Date	July 2018
Performance Measures Base Year	FY 2019

Project Description

For youth ages 13-18, transit agencies in Wake County will continue to offer a ‘Youth GoPass’ program. These fare passes are issued by GoRaleigh, GoCary, or GoTriangle with valid K-12 School ID Cards, or with transit agency issued identification cards.

GoRaleigh, GoCary, and GoTriangle, in partnership with Wake County, will continue to work with schools along Wake County’s bus network to issue the passes. Passes will also continue to be available to those with a valid ID at GoRaleigh Station, the Town of Cary Finance Department, the GoTriangle Regional Transportation Center, public libraries in Wake County, and Wake County regional centers.

After this project was paused in FY22 because of the suspension of fares, there is the potential for this project to return in FY24 to cover the cost of offsetting fares that would have been collected by GoRaleigh, in addition to purchasing the supplies needed for this program. However, the reinstatement of fares in FY24 is currently undetermined.

Project Status Updates

Quarter 1:

Wake

TAP Fixed Route (FR) Regional Total :
this amount represents what TAP riders would have spent on transit if they paid full fare with discounts from daily, weekly, and monthly fare capping.

Fixed Route (FR) % :
Wake portion of TAP/YGP rides based on proportion of boardings by route

TAP Paratransit :
Paratransit riders can apply for TAP benefits if they meet the program requirements. These applications are checked by staff and manually approved.

GoTriangle FY2025 Q1

	August	September
TAP FR Regional Total	\$45,195.50	\$49,515.00
TAP FR % Wake	53.43%	56.61%
TAP FR Wake	\$24,147.96	\$28,030.44
TAP Paratransit Wake	\$3,655.00	\$3,880.00
TAP Reimbursement	\$27,802.96	\$31,910.44
YGP Regional Total	\$1,660.00	\$2,650.00
YGP % Wake	31.05%	40.46%
YGP Reimbursement	\$515.43	\$1,072.00
	Q1 TAP Total	\$59,713.40
	Q1 YGP Total	\$1,587.43

In Q1:
3,851 riders took 64,178 GoT trips using TAP GoPass
235 riders took 2,031 GoT trips using Youth GoPass

Quarter 2:

Wake

TAP Fixed Route (FR) Regional Total :
 this amount represents what TAP riders would have spent on transit if they paid full fare with discounts from daily, weekly, and monthly fare capping.

Fixed Route (FR) % :
 Wake portion of TAP/YGP rides based on proportion of boardings by route

TAP Paratransit :
 Paratransit riders can enroll in TAP if they meet the program requirements. These applications are checked by staff and manually approved.

GoTriangle FY2025 Q2

	Oct	Nov	Dec
TAP FR Regional Total	\$58,862.00	\$56,028.50	\$52,054.00
TAP FR % Wake	54.30%	56.40%	55.17%
TAP FR Wake	\$31,962.07	\$31,600.07	\$28,718.19
TAP Paratransit Wake	\$7,130.00	\$5,640.00	\$5,930.00
TAP Reimbursement	\$39,092.07	\$37,240.07	\$34,648.19
YGP Regional Total	\$3,594.00	\$2,926.00	\$2,437.50
YGP % Wake	41.50%	35.24%	31.71%
YGP Reimbursement	\$1,491.51	\$1,031.12	\$772.93
Q2 TAP Total	\$110,980.33		
Q2 YGP Total	\$3,295.56		

In Q2:

5,834 riders took 125,123 GoT trips using TAP GoPass
 406 riders took 4,609 GoT trips using Youth GoPass

Quarter 3:

Wake

TAP Fixed Route (FR) Regional Total :
 this amount represents what TAP riders would have spent on transit if they paid full fare with discounts from daily, weekly, and monthly fare capping.

Fixed Route (FR) % :
 Wake portion of TAP/YGP rides based on proportion of boardings by route

TAP Paratransit :
 Paratransit riders can enroll in TAP if they meet the program requirements. These applications are checked by staff and manually approved.

GoTriangle FY2025 Q3

	January	February	March
TAP FR Regional Total	\$52,531.00	\$50,445.00	\$58,942.00
TAP FR % Wake	53.70%	50.82%	52.05%
TAP FR Wake	\$28,209.15	\$25,636.15	\$30,679.31
TAP Paratransit Wake	\$6,520.00	\$5,960.00	\$6,730.00
TAP Reimbursement	\$34,729.15	\$31,595.15	\$37,409.31
YGP Regional Total	\$2,334.00	\$2,440.50	\$3,211.00
YGP % Wake	36.78%	36.42%	41.48%
YGP Reimbursement	\$858.45	\$888.83	\$1,331.92
Q3 TAP Total	\$103,734.61		
Q3 YGP Total	\$3,079.20		

In Q3:

5,590 riders took 115,639 GoT trips using TAP GoPass
 386 riders took 4,252 GoT trips using Youth GoPass

Q4: See attached analysis: "TAP&YGP Q4"

Project Performance Measures

Deliverables	Q1	Q2	Q3	Q4
Youth Ridership (ages 13-18) - Totals	2,031	4609	4252	4,881
Youth Ridership (ages 13-18) - By Route	See Below			
Number of Riders	235	406	386	404
Number of Passes Provided by Partner Agency	N/A - See Raleigh's Progress Report			

Route	Q1 Total	Q2 Total	Q3 Total	Q4 Total
100	235	555	549	846
300	242	542	531	569
305	47	172	228	334
310	76	132	138	191
CRX	14	31	29	84
DRX	78	190	148	165
RDU	26	100	68	172

*Total YGP ridership on Wake routes, processed based on Umo data

Project Sponsor	GoTriangle
Project Code	TO005-CI
Project Name	Low Income Fare Pass
Implementing / Operating Agency	GoTriangle
Project Agreement Executed	Yes
Expected Implementation Date	Aug 2024
Performance Measures Base Year	FY 2025

Project Description

GoTriangle will work to distribute GoPasses for a Low Income Fare program. The funding will provide affordable public transit for people with lower incomes once fares are reinstated. Since the COVID-19 pandemic in 2020, GoTriangle along with other transit providers in Wake County have remained fare free. Statistics from the onboard surveys completed in FY23 indicate 47% of riders reported household incomes of less than \$25,000 a year. As GoTriangle prepares to return to fares in FY25, a Title VI equity analysis was completed to evaluate the effects of the fare change on minority and low-income populations and to identify mitigation strategies if necessary. The analysis concluded that there were no disparate impacts or disproportionate burdens and strategies were proposed to maximize access to discount fare programs for minority and low-income customers. GoTriangle is currently completing a study that will provide a framework for a low income fare program which be used to assist in further development of policies and procedures for the program.

Project Status Updates

Quarter 1:

Wake

TAP Fixed Route (FR) Regional Total :
this amount represents what TAP riders would have spent on transit if they paid full fare with discounts from daily, weekly, and monthly fare capping.

Fixed Route (FR) % :
Wake portion of TAP/YGP rides based on proportion of boardings by route

TAP Paratransit :
Paratransit riders can apply for TAP benefits if they meet the program requirements. These applications are checked by staff and manually approved.

GoTriangle FY2025 Q1

	August	September
TAP FR Regional Total	\$45,195.50	\$49,515.00
TAP FR % Wake	53.43%	56.61%
TAP FR Wake	\$24,147.96	\$28,030.44
TAP Paratransit Wake	\$3,655.00	\$3,880.00
TAP Reimbursement	\$27,802.96	\$31,910.44
YGP Regional Total	\$1,660.00	\$2,650.00
YGP % Wake	31.05%	40.46%
YGP Reimbursement	\$515.43	\$1,072.00
	Q1 TAP Total	\$59,713.40
	Q1 YGP Total	\$1,587.43

In Q1:
 3,851 riders took 64,178 GoT trips using TAP GoPass
 235 riders took 2,031 GoT trips using Youth GoPass

Quarter 2:

Wake

TAP Fixed Route (FR) Regional Total :

this amount represents what TAP riders would have spent on transit if they paid full fare with discounts from daily, weekly, and monthly fare capping.

Fixed Route (FR) % :
Wake portion of TAP/YGP rides based on proportion of boardings by route

TAP Paratransit :
Paratransit riders can enroll in TAP if they meet the program requirements. These applications are checked by staff and manually approved.

GoTriangle FY2025 Q2

	Oct	Nov	Dec
TAP FR Regional Total	\$58,862.00	\$56,028.50	\$52,054.00
TAP FR % Wake	54.30%	56.40%	55.17%
TAP FR Wake	\$31,962.07	\$31,600.07	\$28,718.19
TAP Paratransit Wake	\$7,130.00	\$5,640.00	\$5,930.00
TAP Reimbursement	\$39,092.07	\$37,240.07	\$34,648.19
YGP Regional Total	\$3,594.00	\$2,926.00	\$2,437.50
YGP % Wake	41.50%	35.24%	31.71%
YGP Reimbursement	\$1,491.51	\$1,031.12	\$772.93
Q2 TAP Total	\$110,980.33		
Q2 YGP Total	\$3,295.56		

In Q2:

5,834 riders took 125,123 GoT trips using TAP GoPass
406 riders took 4,609 GoT trips using Youth GoPass

Quarter 3:

Wake

TAP Fixed Route (FR) Regional Total :

this amount represents what TAP riders would have spent on transit if they paid full fare with discounts from daily, weekly, and monthly fare capping.

Fixed Route (FR) % :
Wake portion of TAP/YGP rides based on proportion of boardings by route

TAP Paratransit :
Paratransit riders can enroll in TAP if they meet the program requirements. These applications are checked by staff and manually approved.

GoTriangle FY2025 Q3

	January	February	March
TAP FR Regional Total	\$52,531.00	\$50,445.00	\$58,942.00
TAP FR % Wake	53.70%	50.82%	52.05%
TAP FR Wake	\$28,209.15	\$25,636.15	\$30,679.31
TAP Paratransit Wake	\$6,520.00	\$5,960.00	\$6,730.00
TAP Reimbursement	\$34,729.15	\$31,595.15	\$37,409.31
YGP Regional Total	\$2,334.00	\$2,440.50	\$3,211.00
YGP % Wake	36.78%	36.42%	41.48%
YGP Reimbursement	\$858.45	\$888.83	\$1,331.92
Q3 TAP Total	\$103,734.61		
Q3 YGP Total	\$3,079.20		

In Q3:

5,590 riders took 115,639 GoT trips using TAP GoPass
386 riders took 4,252 GoT trips using Youth GoPass

Quarter 4:

See attached analysis: "TAP&YGP Q4"

Project Performance Measures

Deliverables	Q1	Q2	Q3	Q4
Number of Riders	3851	5834	5590	6174
Number of Passes Provided by Partner Agency	n/a See Raleigh Progress Reports			

Route	Q1 Total	Q2 Total	Q3 Total	Q4 Total
100	12,069	26,827	25,889	27,861
300	10,206	20,956	17,885	17,521
305	1,811	4,483	3,810	6,294
310	1,946	2,881	2,662	5,301
CRX	726	1,647	1,660	2,035
DRX	4,937	10,528	9,603	12,681
RDU	1,173	3,570	2,887	3,319

*Total TAPridership on Wake routes, processed based on Umo data

Wake Transit Quarterly Project Updates

FY 2025

Project Sponsor	City of Raleigh
Project Code	T0003-A
Project Name	Fuquay-Varina Express Route
Implementing / Operating Agency	City of Raleigh
Project Agreement Executed	Yes
Expected Implementation Date	July 2017
Performance Measures Base Year	FY 2018

Project Description

The City of Raleigh will continue to serve as the project sponsor for the Fuquay Varina Raleigh Express (FRX), which provides peak-period express service between Fuquay-Varina and Downtown Raleigh. The FRX started out as a provision to mitigate congestion during North Carolina Department of Transportation's Fortify construction project on I-40 and was funded by the State. As the Fortify project ended, the service was funded using Wake Transit tax proceeds.

The frequency for the service will continue at every 60 minutes during peak periods (M-F, 6-9 AM; 4-6:45 PM). In FY24, funding for this service was increased by \$102,986.00 to reflect the increases in the City of Raleigh's operating cost per hour.

Project Status Updates

Quarter 1:

GoRaleigh continues to provide the FRX service.

Quarter 2:

GoRaleigh continues to provide the FRX service.

Quarter 3:

GoRaleigh continues to provide the FRX service.

Quarter 4:

GoRaleigh continues to provide the FRX service.

Project Performance Measures

Deliverables	Q1	Q2	Q3	Q4
Revenue hours of service	437	432	415	458
Ridership	2,999	1,255	1,476	2,010
Passenger boardings per revenue hour	6.86	2.91	3.55	4.39
Operating cost per passenger boarding	\$16.31	\$35.49	\$29.12	23.41
Farebox recovery	0.13%	1.63%	0.82%	0.61%
On-time performance	68.5%	59.9%	65.6%	63.1%

Project Sponsor	City of Raleigh
Project Code	TO004-D
Project Name	Increase Frequency on Route 7 (South Saunders)
Implementing / Operating Agency	City of Raleigh
Project Agreement Executed	Yes
Expected Implementation Date	August 2017
Performance Measures Base Year	FY 2018

Project Description

GoRaleigh will continue to provide increased service frequency on Route 7. Prior to FY18, the route ran from 5:45 AM to 11:27 PM (Monday through Friday) at frequencies ranging from every 15 minutes during peak periods (6:45-9:45 AM and 2:45-5:45PM) to every 30 minutes or hourly during off-peak periods.

In this fiscal year and in future years, the route will continue to provide all day, 15-minute service from 7 AM to 7 PM, Monday through Friday, with 30-minute frequencies being provided in early morning and late evening hours. Also in this fiscal year, funding for this service was increased by \$23,756.78 to reflect the increases in the City of Raleigh's operating cost per hour.

Project Status Updates

Quarter 1:

Route 7 continues to run at 15 minute frequency on weekdays from 5:45 AM - 7 PM. Off-peak frequencies range from every 30 minutes to hourly.

Quarter 2:

Route 7 continues to run at 15 minute frequency on weekdays from 5:45 AM - 7 PM. Weekend frequencies range from every 30 minutes daytime to hourly in the evenings.

Quarter 3:

Route 7 continues to run at 15 minute frequency on weekdays from 6:15 AM - 6:15 PM. Weekend frequencies range from every 30 minutes daytime to hourly in the evenings.

Quarter 4:

Route 7 continues to run at 15 minute frequency on weekdays from 6:15 AM - 6:15 PM. Weekend frequencies range from every 30 minutes daytime to hourly in the evenings. Service ends at 11:30pm.

Project Performance Measures

Deliverables	Q1	Q2	Q3	Q4
Revenue hours of service	4,164	4,121	3,926	4,142
Ridership	106,010	108,524	110,194	137,032
Passenger boardings per revenue hour	25.46	26.34	28.06	33.08
Operating cost per passenger boarding	\$4.40	\$3.92	\$3.69	\$3.10
Farebox recovery	1.11%	2.32%	1.78%	1.83%
On-time performance	81.2%	78.1%	84.1%	84.4%

Project Sponsor	City of Raleigh
Project Code	TO004-E
Project Name	Increase Sunday Service Span
Implementing / Operating Agency	City of Raleigh
Project Agreement Executed	Yes
Expected Implementation Date	August 2017
Performance Measures Base Year	FY 2018

Project Description

GoRaleigh will continue to operate an increased Sunday service span for all its pre-FY18 routes, matching Sunday service times and frequencies to those provided on Saturdays, with the exception that Sunday service will continue to end one hour earlier than Saturday services. GoRaleigh will continue to provide service on all routes between 5 AM and 10 PM at frequencies consistent with Saturday services, which range from every 30 minutes during late morning and afternoon hours to every 60 minutes during early morning and evening hours

Prior to FY18, GoRaleigh provided hourly service on select routes from 8 AM to 8 PM on Sundays and did not provide Sunday service on all routes. In FY24, funding for this system-wide service was increased by \$358,816.30 to reflect the increases in the City of Raleigh's operating cost per hour

Project Status Updates

Quarter 1:

A majority of routes have Sunday service excluding several express routes. 32 out of 40 routes provide service on Sundays.

Quarter 2:

A majority of routes have Sunday service excluding several express routes. 32 out of 40 routes provide service on Sundays.

Quarter 3:

A majority of routes have Sunday service excluding several express routes. 33 out of 38 routes provide service on Sundays. The most recent addition was Route 33L in our Feb service change.

Quarter 4:

A majority of routes have Sunday service excluding several express routes(40X ,FRX, WRX, ZWX). 33 out of 37 routes provide service on Sundays. The most recent addition was Route 33L in our Feb service change.

Project Performance Measures

Deliverables	Q1	Q2	Q3	Q4
Revenue hours of service	10,253	10,075	12,333	13,429
Ridership	122,143	137,320	214,519	238,148
Passenger boardings per revenue hour	11.91	13.63	17.39	17.73
Operating cost per passenger boarding	\$4.62	\$2.63	\$1.94	\$1.68
Farebox recovery	1.47%	5.44%	3.85%	4.12%
On-time performance	78.50%	77.40%	77.60%	72.90%

Project Sponsor	City of Raleigh
Project Code	TO005-I
Project Name	Southeast Raleigh Route Package (4 Routes)
Implementing / Operating Agency	City of Raleigh
Project Agreement Executed	Yes
Expected Implementation Date	January 2019
Performance Measures Base Year	FY 2019

Project Description

The City of Raleigh will continue to provide local bus services throughout the southeastern area of Raleigh. The Southeast Raleigh Route Package includes services along the following primary corridors:

- MLK Boulevard – High Frequency Corridor
- Poole Road/Barwell Road/Rock Quarry Road
- Poole Road (Peak Only)
- Rock Quarry Road

These routes replaced and covered the Route 18 Worthdale and Route 19 Apollo Heights. Southeast Raleigh received new service along Barwell Road and Rock Quarry Road to the Shoppes at Battle Bridge. Martin Luther King Blvd and Sunnybrook became the ridership (mainline, high frequency) route with 15-minute service. Coverage areas have varying peak period service frequencies and hourly service during off-peak periods.

In FY24, funding for this service was increased by \$484,536.51 to reflect the City of Raleigh's increased operating cost per hour.

Project Status Updates

Quarter 1:

MLK Boulevard is currently served by routes 19 (MLK/Sunnybrook) and 55X (Poole Rd Express). Route 19 runs at 15 minute frequency on weekdays, and 30 minute frequency on evenings and weekends.

Poole Road and Barwell Road are served by the routes 18 (Poole-Barwell), 55X (Poole Rd Express), and the 18S (Poole). These routes are all on an hourly frequency.

Rock Quarry Rd is served by route 17 (Rock Quarry), which runs at an hourly frequency.

Quarter 2:

MLK Boulevard is currently served by routes 19 (MLK/Sunnybrook) and 55X (Poole Rd Express). Route 19 runs at 15 minute frequency on weekdays, and 30 minute frequency on evenings and weekends.

Poole Road and Barwell Road are served by the routes 18 (Poole-Barwell), 55X (Poole Rd Express), and the 18S (Poole). These routes are all on an hourly frequency.

Rock Quarry Rd is served by route 17 (Rock Quarry), which runs at an hourly frequency.

Quarter 3:

MLK Boulevard is currently served by routes 19 (MLK/Sunnybrook) and 55X (Poole Rd Express). Route 19 runs at 15 minute frequency on weekdays, and 30 minute frequency on evenings and weekends.
Poole Road and Barwell Road are served by the routes 18 (Poole-Barwell), 55X (Poole Rd Express), and the 18S (Poole). These routes are all on an hourly frequency.
Rock Quarry Rd is served by route 17 (Rock Quarry), which runs at an hourly frequency.
Planning has been working on the next service change (June 2025) which will affect the 18 and 18S.

Quarter 4:

MLK Boulevard is currently served by routes 19 (MLK/Sunnybrook) and 55X (Poole Rd Express). Route 19 runs at 15 minute frequency on weekdays, and 30 minute frequency on evenings and weekends.
Poole Road and Barwell Road are served by the routes 18 (Poole-Barwell), 55X (Poole Rd Express), and the 18L (Barwell-New Hope).
Our June service change split Route 18, the GRS to Poole Rd section runs every 30 minutes. The Poole Rd to Battle Bridge section is now covered by the new Route 18L. It is hourly and goes to New Hope Commons.
Route 18S was eliminated.

Project Performance Measures

Deliverables	Q1	Q2	Q3	Q4
Revenue hours of service	10,190	9,917	9,821	11,212
Ridership	122,505	139,169	145,902	174,969
Passenger boardings per revenue hour	12.02	14.03	14.86	13.30
Operating cost per passenger boarding	\$9.31	\$7.36	\$6.97	\$9.43
Farebox recovery	0.45%	1.19%	0.94%	0.83%
On-time performance	71.90%	67.00%	67.60%	69.38%

Project Sponsor	City of Raleigh
Project Code	TO005-J
Project Name	Northwest Raleigh Route Package
Implementing / Operating Agency	City of Raleigh
Project Agreement Executed	Yes
Expected Implementation Date	January 2019
Performance Measures Base Year	FY 2019

Project Description

The City of Raleigh will continue to provide local bus services throughout the northwestern area of Raleigh. The Northwest Raleigh Route Package includes services along these primary corridors:

- Blue Ridge Road
- Clark/Dixie Trail
- Edwards Mill Road
- Creedmoor Road

These routes replaced the existing Route 4 Rex. All of the existing portions of the Rex route are covered while adding service to Blue Ridge Road and Edwards Mill Road. The Blue Ridge Corridor provides service along Blue Ridge Road from Crabtree Valley Mall, Rex Hospital and down to Western Boulevard, providing access to the North Carolina Museum of Art and making regional connections with GoTriangle at Western Boulevard and Hillsborough Street.

FY24, funding for this service was increased by \$636,355.74 to reflect the City of Raleigh's increased operating cost per hour.

Project Status Updates

Quarter 1:

Blue Ridge Road - Route 27 (Blue Ridge) serves the corridor. It runs 30 minutes during the day, and hourly on evenings.

Clark/Dixie Trail - Route 4 (Rex Hospital) serves the corridor. It runs 30 minutes during the day, and hourly on evenings.

Edwards Mill Road - Route 26 (Edwards Mill) serves the corridor, with connections to Route 4 and Route 27.

Creedmoor Road - Route 36 (Creedmoor) serves the corridor, with connections to routes 6, 16, 23L, 26, and 27.

Quarter 2:

Blue Ridge Road - Route 27 (Blue Ridge) serves the corridor. It runs 30 minutes during the day, and hourly on evenings.

Clark/Dixie Trail - Route 4 (Rex Hospital) serves the corridor. It runs 30 minutes during the day, and hourly on evenings.

Edwards Mill Road - Route 26 (Edwards Mill) serves the corridor, with connections to Route 4 and Route 27.

Creedmoor Road - Route 36 (Creedmoor) serves the corridor, with connections to routes 6, 16, 23L, 26, and 27.

Quarter 3:

Blue Ridge Road - Route 27 (Blue Ridge) serves the corridor. It runs 30 minutes during the day, and hourly on evenings.

Clark/Dixie Trail - Route 4 (Rex Hospital) serves the corridor. It runs 30 minutes during the day, and hourly on evenings.

Edwards Mill Road - Route 26 (Edwards Mill) serves the corridor, with connections to Route 4 and Route 27.

Creedmoor Road - Route 36 (Creedmoor) serves the corridor, with connections to routes 6, 16, 23L, 26, and 27.

Planning work has been done on our upcoming service change that will affect routes 27, 4, 26, and 36. The 4 will be rerouted to cover the upcoming elimination of route 26. The routes 27 and 36 will have an L added to their code to denote them as link routes that do not serve GoRaleigh Station.

Quarter 4:

Service change occurred June 15, 2025. Route 4 was realigned to cover the eliminated Route 26, and now goes to Crabtree Valley Mall. Route 27 has been renamed to Route 27L Blue Ridge, and its southern alignment was changed to cover what was route 26. Route 36 has been renamed Route 36L Creedmoor, so all routes that do not go to downtown have an L for Link.

Project Performance Measures

Deliverables	Q1	Q2	Q3	Q4
Revenue hours of service	8,144	8,024	7,914	11,927
Ridership	25,134	20,507	31,608	91,062
Passenger boardings per revenue hour	3.09	2.56	3.99	7.00
Operating cost per passenger boarding	\$36.25	\$40.43	\$25.91	\$16.93
Farebox recovery	0.29%	0.80%	0.47%	0.68%
On-time performance	80.30%	80.10%	77.60%	76.20%

Project Sponsor	City of Raleigh
Project Code	TO005-P
Project Name	Route 33 / New Hope - Knightdale
Implementing / Operating Agency	City of Raleigh
Project Agreement Executed	Yes
Expected Implementation Date	October 2019
Performance Measures Base Year	FY 2020

Project Description

GoRaleigh will continue to operate Route 33, which replaced the KRX Knightdale Raleigh Express peak service. The route no longer serves downtown Raleigh directly but provides all day service on weekdays. Transfers will be available at East Raleigh Transit Center, when constructed, to multiple bus routes with frequent service. All day service on weekdays began in FY20, and weekend service is planned to be added in the future.

In FY24, funding for this service was increased by \$91,482.05 to reflect the City of Raleigh’s increased operating cost per hour.

Project Status Updates

Quarter 1:

Route 33 currently operates at an hourly frequency on weekdays from 6 AM - 9 PM.

Quarter 2:

Route 33 currently operates at an hourly frequency on weekdays from 6 AM - 9 PM. The planning team has been working on an extension of the route and a span increase to be implemented in Q3.

Quarter 3:

In our February Service Change we added weekend service, changed the name to 33L, and extended the weekday route to the new Wake Tech Campus.

Quarter 4:

Route 33L has seen increases in ridership with the extended route to Wake Tech Campus and added weekend service.

Project Performance Measures

Deliverables	Q1	Q2	Q3	Q4
Revenue hours of service	1,003	998	1,700	2,393
Ridership	8,209	7,066	9,673	15,079
Passenger boardings per revenue hour	8.19	7.08	5.69	6.30
Operating cost per passenger boarding	\$13.75	\$14.57	\$18.20	\$16.29
Farebox recovery	0.73%	1.61%	0.71%	0.49%
On-time performance	78.3%	75.62%	73.70%	75.42%

Project Sponsor	City of Raleigh
Project Code	TO005-R
Project Name	Route 20: Garner
Implementing / Operating Agency	City of Raleigh
Project Agreement Executed	Yes
Expected Implementation Date	October 2019
Performance Measures Base Year	FY 2020

Project Description

Route 20 serves Garner Road between downtown Raleigh and the Town of Garner and operates as a circulator around the Town of Garner before returning to downtown Raleigh.

In September of 2020, GoRaleigh added bi-directional service along the loop portion of the route in Garner to add frequency and convenience to the service. This project increased frequency to 30 minutes all-day except evenings past 7PM, when service reverts to 60-minute frequency. In FY22, service was extended to include the Abberly residential development, south of White Oak Crossing.

In FY24, the cost of operating Route 20: Garner’s weekend service (previously funded through implementation element TO005-AP), is being re-allocated to TO005-R. This service was increased by \$1,104,873.02 to reflect the City of Raleigh’s increased operating cost per hour, and the cost of operating Route 20: Garner’s weekend service (previously funded through implementation element TO005-AP).

Project Status Updates

Quarter 1:

Route 20 (Garner) continues to operate on a 30 minute frequency on all days of the week.

Quarter 2:

Route 20 (Garner) continues to operate on a 30 minute frequency on all days of the week.

Quarter 3:

Route 20 (Garner) continues to operate on a 30 minute frequency on all days of the week.

Quarter 4:

Route 20 (Garner) continues to operate on a 30 minute frequency on all days of the week.

Project Performance Measures

Deliverables	Q1	Q2	Q3	Q4
Revenue hours of service	3,406	4,278	4,337	4,646
Ridership	38,076	62,642	70,888	87,977
Passenger boardings per revenue hour	11.18	14.64	16.35	18.94
Operating cost per passenger boarding	\$10.00	\$7.06	\$6.33	\$5.42
Farebox recovery	0.55%	1.27%	1.04%	0.94%
On-time performance	81.7%	76.8%	80.1%	78.8%

Project Sponsor	City of Raleigh
Project Code	TO005-AL
Project Name	Improvements to Route 21 - Caraleigh
Implementing / Operating Agency	City of Raleigh
Project Agreement Executed	Yes
Expected Implementation Date	January 2021
Performance Measures Base Year	FY 2021

Project Description

GoRaleigh will continue improved service on Route 21 - Caraleigh with increased midday frequencies from hourly to every 30 minutes to alleviate previously experienced conditions of overloading and extended service span for the route to later in the evening on both weekdays and weekends. The service will continue to operate at 30-minute frequencies all day until 7pm. The alignment will continue to operate in a clockwise loop.

In FY24, funding for this service was increased by \$108,953.38 to reflect the City of Raleigh’s increasing operating cost per hour.

Project Status Updates

Quarter 1:

Route 21 Caraleigh operates at 15 minute service during the day and 30 minute service in evenings.

Quarter 2:

Route 21 Caraleigh operates at 15 minute service during the day (5:30am - 7pm) and 30 minute service in evenings (7:30 pm - 11:30pm).

Quarter 3:

Route 21 Caraleigh continues to operate at 15 minute service during the day (5:30am - 7pm) and 30 minute service in evenings (7:30 pm - 11:30pm).

Quarter 4:

Route 21 Caraleigh continues to operate at 15 minute service during the day (5:30am - 7pm) and 30 minute service in evenings (7:30 pm - 11:30pm).

Project Performance Measures

Deliverables	Q1	Q2	Q3	Q4
Revenue hours of service	2,590	2,844	2,758	2,966
Ridership	90,416	106,610	113,351	126,200
Passenger boardings per revenue hour	34.90	37.48	41.1	42.55
Operating cost per passenger boarding	\$3.20	\$2.76	\$2.52	\$2.41
Farebox recovery	0.74%	1.28%	1.20%	1.12%
On-time performance	79.6%	80.2%	79.3%	76.2%

Project Sponsor	City of Raleigh
Project Code	TO005-AM
Project Name	Glenwood Route Package
Implementing / Operating Agency	City of Raleigh
Project Agreement Executed	Yes
Expected Implementation Date	August 2020
Performance Measures Base Year	FY 2021

Project Description

GoRaleigh has received and will continue to receive funding authorization to provide a full year of service that has a similar alignment to pre-existing service on Glenwood Avenue, although there will be two routes. The Route 6 - Glenwood will continue to serve the inner portion of Glenwood Avenue and extend the high frequency network [HFN] portion of the route from downtown Raleigh to Duraleigh Road. Route 70X (a route name familiar to current riders in the northern Glenwood corridor) - Glenwood North will continue with hourly service provided for the outer portion of Glenwood Avenue, north of Duraleigh Road, and terminating in Brier Creek.

In FY24, funding for this service was increased by \$1,934,236.43 to reflect funding of the service for an entire year and the increases in the City of Raleigh's operating cost per hour.

Project Status Updates

Quarter 1:

The Glenwood Route package was implemented Q4 of FY24. By Q1 of FY25 the route changes have become familiar to riders and they have adjusted to the changes particularly to the 70X, now referred to as the 70L

Quarter 2:

The Glenwood route package is continuing to succeed. The 70L has been gaining in popularity and is outperforming the WTP standard for hourly services. Based on the 70L's ridership it should be considered for 30 minute frequencies in the next bus plan update.

Quarter 3:

The Glenwood route package is continuing to succeed. The 70L has been gaining in popularity and is outperforming the WTP standard for hourly services. Based on the 70L's ridership it should be considered for 30 minute frequencies in the next bus plan update.

Quarter 4:

The Glenwood package is certainly something to watch as we prepare for the next bus plan. In June of 2025 the 70L surpassed 20 riders/revenue hour, doubling its ridership compared to June 2024. Route 6 continues to improve in ridership with June of 2025 reaching 47,286 riders. June of 2024 had 21,460 riders.

Project Performance Measures

Deliverables	Q1		Q2	
	6	70X	6	70L
Route	6	70X	6	70L
Revenue hours of service	7,784	1,535	7,730	1,403
Ridership	82,921	19,728	92,559	17,283
Passenger boardings per revenue hour	10.7	12.9	12.0	12.3
Operating cost per passenger boarding	\$ 10.66	\$ 8.74	\$ 8.64	\$ 8.41
Farebox recovery	N/A	N/A	1.6%	1.8%
On-time performance	84.3%	61.0%	85.8%	65.8%

Deliverables	Q3		Q4	
	6	70L	6	70L
Route	6	70L	6	70L
Revenue hours of service	7,455	1,425	7,909	1519
Ridership	116,264	21,576	144,189	29,796
Passenger boardings per revenue hour	15.59	15.14	18.2	19.6
Operating cost per passenger boarding	\$6.64	\$6.84	\$ 5.63	\$ 5.24
Farebox recovery	1.22%	1.40%	0.01	0.01
On-time performance	86.8%	64.0%	85.0%	61.2%

Project Sponsor	City of Raleigh
Project Code	TO005-AD
Project Name	New Route 9 - Hillsborough Street
Implementing / Operating Agency	City of Raleigh
Project Agreement Executed	Yes
Expected Implementation Date	January 2023
Performance Measures Base Year	FY 2023

Project Description

GoRaleigh has received and will continue to receive funding authorization to provide a full year of high frequency fixed-route bus service along the Hillsborough Street corridor in FY23. The Wake Transit Plan's original terminus for this service west of I-440 will not be practical until the ongoing NCDOT road improvement project on Blue Ridge Rd is complete. Until that time, the western terminus for the service will be near the intersection of Method Road & Ligon Street.

A "Phase 2" of Route 9, which represents the full planned route path, is planned for implementation in FY 2025. In FY24, funding for this service was increased by \$288,728.00 to reflect the increases in the City of Raleigh's operating cost per hour

Project Status Updates

Quarter 1:

Route 9 was implemented September 9, 2024. We will not have a full quarter of data until q2, however preliminary ridership numbers point to a strong start. Since the route was proposed new multifamily housing along Blue Ridge and not along Hillsborough St justified the route deviation west of Meridith College to divert along Beryl Rd and then follow Blue Ridge to Western Blvd. The route terminates at Plaza West, with conenction opportunities to both GoTriangle and GoCary's services.

Quarter 2:

Route 9 is off to a good start for a completely new service, especially considering the substantial overlapping service available along the Hillsborough St corridor. The deviation onto Blue Ridge and down to Western is proving to be a wise decision, as substantial ridership along the route is coming from these sections of the route. We are excited to see how this route evolves over the next 18 months, once riders are able to choose housing options complimentary to the route path.

Quarter 3:

Route 9 is off to a good start for a completely new service, especially considering the substantial overlapping service available along the Hillsborough St corridor. The deviation onto Blue Ridge and down to Western is proving to be a wise decision, as substantial ridership along the route is coming from these sections of the route. We are excited to see how this route evolves over the next 18 months, once riders are able to choose housing options complimentary to the route path.

Quarter 4:

Route 9 is continuing its slow but steady increase in ridership with June of 2025 reaching 23,074 riders. As stated in previous quarters. This fall will be the first time the student population will be able to choose their housing around transit access. We are excited to see how that may effect ridership in FY26 Q1 & Q2.

Project Performance Measures

Deliverables	Q1	Q2	Q3	Q4
Revenue hours of service (sum)	N/A	2166	6,284	6427
Ridership (sum)	N/A	14,421	58,736	71,731
Passenger boardings per revenue hour	N/A	6.6	9.35	11.2
Operating cost per passenger boarding	N/A	\$14.82	\$11.07	\$9.20
Farebox recovery	N/A	1.53%	0.76%	0.01
On-time performance	N/A	73.0%	78.8%	75.78%

Wake Transit Quarterly Project Updates

FY 2025

Project Sponsor	City of Raleigh
Project Code	TO005-AP
Project Name	Biltmore Hills
Implementing / Operating Agency	City of Raleigh
Project Agreement Executed	Yes
Expected Implementation Date	July 2017
Performance Measures Base Year	FY 2018

Project Description

GoRaleigh will implement a change in route alignment for the existing Biltmore Hills route, and the new route will be part of the frequent network. The intent of the route realignment is to focus the frequent service on a shorter and more direct path. This route will continue to serve downtown Raleigh.

The project impacts existing GoRaleigh routes 5, 13, and 22. Routes 13 and 22 will be discontinued, and the new high frequency route will be assigned as Route 5 - Biltmore Hills. The scope and budget of the Biltmore Hills Route Package in the last approved annual work plan (FY23) MYOP is proposed upon adoption to be moved to project ID TO005-R Route 20 Garner. The scope is to add weekend service to Route 20, as programmed in the Wake Bus Plan. It is a cost neutral change.

Project Status Updates

Quarter 1:

On September 9, 2024 routes 13 and 22 were eliminated, and route 5 - Biltmore Hills has increased frequency to 15 minutes.

Quarter 2:

Biltmore Hills has run at a frequency of 15 minutes throughout the quarter and seen an increase in ridership.

Quarter 3:

Biltmore Hills continues to run at a frequency of 15 minutes and continues to see an increase in ridership.

Quarter 4:

Biltmore Hills continues to run at a frequency of 15 minutes from 5:45am - 7pm, with 30 minute service till midnight.

Project Performance Measures

Deliverables	Q1	Q2	Q3	Q4
Revenue hours of service	2,023	3,348	4,469	5,646
Ridership	31,012	53,416	68,245	92,843
Passenger boardings per revenue hour	15.32	15.96	15.27	16.44
Operating cost per passenger boarding	\$7.28	\$6.48	\$6.78	\$6.24
Farebox recovery	1.08%	1.53%	0.77%	0.71%
On-time performance	76.20%	71.83%	75.3%	74.95%

Project Sponsor	City of Raleigh
Project Code	TO005-BU
Project Name	Rolesville-Wake Forest Microtransit Connector
Implementing / Operating Agency	City of Raleigh
Project Agreement Executed	Yes
Expected Implementation Date	July 2024
Performance Measures Base Year	FY 2025

Project Description

The Rolesville-Wake Forest Microtransit Connector, funded to commence in July 2024 (FY25 Q1), will provide an on-demand service to the region previously served by GoRaleigh’s 401X: Rolesville Express and Wake County’s GoWake Smartride NE pilot. This service is meant to provide a connection for residents of the Town of Rolesville to the greater regional fixed-route network which serves neighboring Wake Forest through the Wake Forest-Raleigh Express and the Wake Forest Circulators. This on-demand service is proposed to run two vehicles within the to be specified geofenced service area on weekdays from 7AM to 6PM.

Project Status Updates

Quarter 1:

Rolesville microtransit service was scheduled to launch on July 1, 2025, however delays in approval of the FY25 workplan delayed the start date to September 16th, 2024. Service was implemented September 16th. The first year will act as a pilot, meaning trips will be free through June of 2025. This is a zone based service that will no longer link Rolesville to Raleigh, rather it will provide a strong link to services in Wake Forest. The Wake Forest Rolesville connector study found strong demand for connecting services between Rolesville and Wake Forest, providing justification for this service implementation. Q1 reimbursement includes July and August service expenses for the Route 401X as that route was terminating and the Microtransit service began in September.

Quarter 2:

MicroLink service has steadily grown in popularity since its introduction September of 2024. Currently the service is operating Monday through Friday from 7 am to 6 pm with 2 vans. Each month has seen slow but steady growth in ridership with December averaging 2.5 boardings/revenue hour. 2.5 boardings/revenue hour is within the window of productivity projected by the City's completed microtransit plan.

Quarter 3:

No updates for Q3. The service continues to run without major hiccups.

Quarter 4:

No updated for Q4. The service continues to run smoothly.

Project Performance Measures

Deliverables	Q1	Q2	Q3	Q4
Revenue hours of service	N/A	1,286	1,204	1,276
Ridership	N/A	601	653	765
Passenger boardings per revenue hour	N/A	2.4	1.96	1.7
Operating cost per passenger boarding	N/A	\$126.00		
Farebox recovery	N/A			
On-time performance	N/A	100.0%	100.0%	100.0%

Project Sponsor	City of Raleigh
Project Code	TO005-BV
Project Name	Improvements to Route 7L: Carolina Pines
Implementing / Operating Agency	City of Raleigh
Project Agreement Executed	Yes
Expected Implementation Date	July 2024
Performance Measures Base Year	FY 2025

Project Description

Route 7L: Carolina Pines, prior to the FY 2025 Wake Transit Work Plan, was only supported by the Wake Transit Program in the form of improved Sunday service (TO004-E). As part of the FY 2025 – 2030 Wake Bus Plan implementation, Route 7L will receive increased investment via an updated alignment, span improvement, and frequency improvement. This investment will be implemented in FY 2025 Q3. This service, primarily located in south Raleigh, will serve Cross Link Road, Rush Street, Carolina Pines Avenue, and Lake Wheeler Road. Route 7L will terminate at Seabrook Road rather than its current eastern terminus at Rock Quarry Road. The newly supported service will increase its span on weekdays from 5:45AM – 10PM (16.25 hours) to 5:30AM – 12:30 AM (19 hours); its Saturday span from 6:45AM – 9PM (14.25 hours) to 5:30AM – 12:30 AM (19 hours); and its Sunday span from 6:45AM – 9PM (14.25 hours) to 6:30AM – 10:30 PM (16 hours). As a result of Wake Transit program support, midday weekday frequency will also improve from 60-minute to 30-minute.

The FY 2025 Wake Transit Work Plan has programmed a half year of service for this route in FY 2025, with annualized funding in FY2026 through FY 2030.

Project Status Updates

Quarter 1:

The FY 2025 Wake Transit Work Plan has programmed a half year of service for this route in FY 2025, with annualized funding in FY2026 through FY 2030. Service implementation will likely occur in Q4 of FY25.

Quarter 2:

Service implementation is planned for May of 2025.

Quarter 3:

Service implementation is planned for June 15, 2025. Service implementation will be somewhat broken up due to the Carolina Pines complete streets project. Eventually the service will become bidirectional on Carolina Pines, however we will continue to serve Sierra Dr until the construction on Carolina Pines is complete.

Quarter 4:

Route 7L's improvements rolled out with GoRaleigh's June 15th service changes. Only minor route realignment was implemented with this frequency improvement due to a pending roadway project that will be highly disruptive to the new route alignment. The route received an increased span and a mid-day frequency improvement. Formerly the 7L only ran 30 minute frequency at peak times and hourly off peak. Now the 7L runs 30 minute service from 5:30 am to 7 pm at which time it reverts back to hourly service for night hours.

Project Performance Measures

Deliverables	Q1	Q2	Q3	Q4
Revenue hours of service	1,987	1,937	1,905	2,094
Ridership	21,643	32,087	28,705	34,860
Passenger boardings per revenue hour	10.90	16.57	15.1	16.7
Operating cost per passenger boarding	\$10.39	\$6.39	\$7.11	\$6.17
Farebox recovery	N/A	1.47%	0.83%	0.01
On-time performance	86.0%	86.5%	86.5%	84.5%

Project Sponsor	City of Raleigh
Project Code	TO005-BW
Project Name	Improvements to Route 11: Avent Ferry - FY25 Bus Plan
Implementing / Operating Agency	City of Raleigh
Project Agreement Executed	Yes
Expected Implementation Date	July 2024
Performance Measures Base Year	FY 2025

Project Description

Route 11: Avent Ferry, prior to the FY 2025 Wake Transit Work Plan, was only supported by the Wake Transit Program in the form of improved Sunday service (TO004-E). The original FY 2018-2027 Wake Bus Plan recommended that Route 11: Avent Ferry receive investment for frequent network expansion in FY 2026, which by the time of the Adopted FY2024 Wake Transit Work Plan, had been delayed to FY 2028.

As part of the FY 2025 – 2030 Wake Bus Plan implementation, Route 11 will receive increased investment via an updated span and frequency improvement, increasing span by 1 hour each day and including Route 11 in the expansion of the frequent network. On Mondays through Saturdays, span will change from 5:45 AM – 11:30 PM (17.75 hours) to 5:45 AM – 12:30 AM (18.75 hours). On Sundays, span will change from 5:45 AM – 10:30 PM (16.75 hours) to 5:45 AM – 11:30 PM (17.75 hours). The bulk of the service investment for Route 11: Avent Ferry in FY25 will be with frequency. Weekday peak frequency will increase from 30-minute to 15-minute, with midday weekday frequency increasing from every 60-minutes to every 15-minutes. Weekend daytime frequency will also receive investment, increasing from 60-minutes to 30-minutes.

The FY 2025 Wake Transit Work Plan has programmed a half year of service for this route in FY 2025, with annualized funding in FY2026 through FY 2030.

Project Status Updates

Quarter 1:

Route 11 frequency increases has been officially included in the schedule for January of 2025. We anticipate this service will go live January 12, 2025 (Q3).

Quarter 2:

January's service implementation was pushed back to February 9th. Route 11 will increase to 15 minute frequency February 9th of 2025.

Quarter 3:

Route 11 increased to 15 minute frequency February 9th of 2025. Because the change occurred in the middle of Q3 we will have to wait until Q4 to get a solid idea of ridership on the new high frequency service. I am most excited to see how the route does next fall semester since that is when students change their housing choices.

Quarter 4:

Route 11's increase in frequency is already proving a wise decision. Comparing June of 2024 to June of 2025 we have already seen noticeable improvements in ridership. In June of 2024 route 11 averaged 10 riders/revenue hour and saw 8,172 riders within the month. June of 2025 saw 13.6 riders/revenue hour and 29,280 riders within the month. Although this change has already been significant we predict to see an even larger jump in ridership once school is back in session.

We have received very positive feedback regarding the route 11 changes from the student population. Numerous graduate students have reached out to express their appreciation around the frequency improvements with many of them referring to it as "life changing".

Project Performance Measures

Deliverables	Q1	Q2	Q3	Q4
Revenue hours of service	2,426	2,414	4,409	6,355
Ridership	39,013	49,586	70,880	92,494
Passenger boardings per revenue hour	16.10	20.54	16.8	14.6
Operating cost per passenger boarding	\$7.30	\$5.13	\$6.25	\$7.06
Farebox recovery	N/A	7.8%	1.1%	0.01
On-time performance	71.0%	71.8%	77.2%	76.0%

Project Sponsor	City of Raleigh
Project Code	TO005-BX
Project Name	Improvements to Route 12: Method - FY25 Bus Plan
Implementing / Operating Agency	City of Raleigh
Project Agreement Executed	Yes
Expected Implementation Date	July 2024
Performance Measures Base Year	FY 2025

Project Description

Route 12: Method, prior to the FY 2025 Wake Transit Work Plan, was only supported by the Wake Transit Program in the form of improved Sunday service (TO004-E). The original FY 2018-2027 Wake Bus Plan recommended that Route 12: Method receive investment for frequent network expansion in FY 2026, which was the same programmed scheduled of investment in the Adopted FY2024 Wake Transit Work Plan.

As part of the FY 2025 – 2030 Wake Bus Plan implementation, Route 12 will receive an increased span investment to meet market need. In FY 2025 funding will be programmed to increase the span by 2 hours on weekdays from 5:45 AM – 10:30 PM (16.75 hours) to 5:45 AM – 12:30 AM (18.75 hours).

The FY 2025 Wake Transit Work Plan has programmed a half year of service for this route in FY 2025, with annualized funding in FY2026 through FY 2030.

Project Status Updates

Quarter 1:

In Q1 GoRaleigh staff took an alignment change of the 12 to the board for approval. Route 12's span increase and slight alignment change will be implemented May of 2025. Route 12's new alignment will allow for transfer opportunities between route 12, 11 and 11L.

Quarter 2:

Route 12's increase in span and alignment change is scheduled to be implemented May of 2025.

Quarter 3:

Route 12's increase in span and alignment change is scheduled to be implemented June 15th, 2025.

Quarter 4:

Route 12's FY25 changes were implemented on June 15th, 2025. These changes were relatively minor with only a few additional late night trips added and a tweaking of the route path to provide better connection opportunities to the newly improved 11's high frequency. Now the 12 can connect at a single stop to the 11L, 11 and Wolfline services. This contributes to our improved service level in south western Raleigh.

Project Performance Measures

Deliverables	Q1	Q2	Q3	Q4
Revenue hours of service	2,347	2,250	2,256	2,447
Ridership	29,780	33,961	36,063	42,933
Passenger boardings per revenue hour	12.7	15.1	16	17.5
Operating cost per passenger boarding	\$8.94	\$6.85	\$6.60	\$5.85
Farebox recovery	N/A	3.57%	1.25%	0.01
On-time performance	82.7%	83.0%	84.8%	81.7%

Project Sponsor	City of Raleigh
Project Code	TO005-BY
Project Name	Improvements to Route 3: Glascock - FY25 Bus Plan
Implementing / Operating Agency	City of Raleigh
Project Agreement Executed	Yes
Expected Implementation Date	July 2024
Performance Measures Base Year	FY 2025

Project Description

Route 3: Glascock, prior to the FY 2025 Wake Transit Work Plan, was only supported by the Wake Transit Program in the form of improved Sunday service (TO004-E). The original FY 2018-2027 Wake Bus Plan recommended that Route 3: Glascock receive investment for frequent network expansion in FY 2026, which was still programmed in the Adopted FY2024 Wake Transit Work Plan.

As part of the FY 2025 – 2030 Wake Bus Plan implementation, Route 3 will receive funding to provide service in an extended corridor, additional span, and increased frequency, although no longer classified as frequent network. The original service corridor of Route 3: Glascock’s northern terminus was Crabtree Boulevard. The newly adopted Wake Bus Plan provides service north of I-440 along Raleigh Boulevard to Westinghouse Boulevard, and the headquarters for the NC Education Lottery in addition to multiple other government offices and services.

The new programmed funding includes an increase in span and frequency. On weekdays span is funded for an increase from 6:15 AM – 9:00 PM (14.75 hours) to 5:30 AM – 12:30 AM (19 hours) with a midday frequency improvement from 60 minutes to 30 minutes. Similarly on Saturday, span is funded for an increase from 7:00 AM – 8:30 PM (13.5 hours) to 5:30 AM – 12:30 AM (19 hours) with a frequency improvement funded to increase daytime frequencies from 60 minutes to 30 minutes. Likewise on Sunday, span is funded for an increase from 7:00 AM – 8:30 PM (13.5 hours) to 7:00 AM – 10:00 PM (15 hours) with a frequency improvement funded to increase daytime frequencies from 60 minutes to 30 minutes.

The FY 2025 Wake Transit Work Plan has programmed a half year of service for this route in FY 2025, with annualized funding in FY2026 through FY 2030.

Project Status Updates

Quarter 1:

GoRaleigh's route 3 FY25 service changes are scheduled to be implemented in Q4 of FY25 (May).

Quarter 2:

GoRaleigh's route 3 FY25 service changes are scheduled to be implemented in Q4 of FY25 (May).

Quarter 3:

GoRaleigh's route 3 FY25 service changes are scheduled to be implemented in Q4 of FY25. A date has been confirmed for implementation, June 15th.

Quarter 4:

Route 3 FY25 service changes went into effect on June 15th, 2025. The route's new alignment provides significantly more bi-directional service as before, and now provides connections to GoRaleigh's route 15L and route 1. Route 3 increased in mid-day frequency and now runs every 30 minutes from 5:20 am to 7 pm, at which time it reverts back to hourly service. The route previously ran 30 minute frequency at peak and hourly off peak.

Project Performance Measures

Deliverables	Q1	Q2	Q3	Q4
Revenue hours of service	1,340	1,303	1,357	1,706
Ridership	13,023	15,433	16,026	19,328
Passenger boardings per revenue hour	9.80	11.8	11.8	11.5
Operating cost per passenger boarding	\$12.94	\$8.75	\$8.80	\$9.00
Farebox recovery	N/A	0.97%	0.82%	0.01
On-time performance	82.0%	79.5%	86.0%	84.5%

Project Sponsor	City of Raleigh
Project Code	TO005-BJ
Project Name	GoRaleigh Complementary ADA Services
Implementing / Operating Agency	GoRaleigh Fleet
Project Agreement Executed	Yes
Expected Implementation Date	July 2021
Performance Measures Base Year	FY 2022

Project Description

GoRaleigh will provide complementary Americans with Disabilities Act (ADA) compliant paratransit services to coincide with its Wake Transit funded fixed-route services.

This project does not involve additional funds for GoRaleigh's complementary ADA paratransit services beyond that which has previously been authorized and allocated. Prior to FY21, funding for GoRaleigh's complementary ADA services that tie to its Wake Transit funded routes was disaggregated and rolled into the individual project funding allocation for each route. This project was created by reallocating to a single project the ADA funding previously allocated to each route to cover all of GoRaleigh's complementary ADA services that tie to its Wake Transit funded fixed-route services.

In FY24, funding for this service was increased by \$326,068.07 to reflect the increases in the City of Raleigh's operating cost per hour.

Project Status Updates

Quarter 1:

Raleigh continues to see increases in ADA trips provided within our service area, as compared to the previous fiscal year. These funds are used to support the Federally required ADA program.📄

Quarter 2:

Raleigh continues to see increases in ADA trips provided within our service area, as compared to the previous fiscal year. These funds are used to support the Federally required ADA program.📄

Quarter 3:

Raleigh continues to see increases in ADA trips provided within our service area, as compared to the previous fiscal year. In this quarter 4 routes were returned to service. These funds are used to support the Federally required ADA program.📄

Quarter 4:

Access added 4 additional routes to cover the additional overflow of trips from taxis and the increase in van requested trips

Project Performance Measures

Deliverables	Q1	Q2	Q3	Q4
Revenue hours of service	7,760	7,995.5	9,017.92	10,166.11
Ridership	6,621	7,665	7,085	7,859
Passenger boardings per revenue hour	0.86	0.96	0.79	1.31
Operating cost per passenger boarding	\$64.72	\$48.19	\$71.34	\$68.27
Farebox recovery	GoRaleigh Access is Farefree through Dec 2024		\$325	\$ 382.50
On-time performance	82.0%	80.67%	86.81%	84.80%

Wake Transit Quarterly Project Updates

FY 2025

Project Sponsor	City of Raleigh
Project Code	TO005-S
Project Name	Rolesville Park-and-Ride Lease
Implementing / Operating Agency	City of Raleigh
Project Agreement Executed	Yes
Expected Implementation Date	July 2019
Performance Measures Base Year	FY 2020

Project Description

GoRaleigh will continue to maintain a park-and-ride lot to support the Rolesville Express Route (Route 401), which began operations in FY20.

This project will cover the lease expenses for this facility.

Project Status Updates

Quarter 1:

The Rolesville Park and Ride has been sunset with the elimination of the 401. The express route has been converted into a microtransit zone, and no longer needs a park and ride. The last lease payment was paid in Q1.

Quarter 2:

The Rolesville Park and Ride has been sunset with the elimination of the 401. The express route has been converted into a microtransit zone, and no longer needs a park and ride. The last lease payment was paid in Q1.

Quarter 3:

The Rolesville Park and Ride has been sunset with the elimination of the 401. The express route has been converted into a microtransit zone, and no longer needs a park and ride. The last lease payment was paid in Q1.

Quarter 4:

Project Closed, funding will not continue in FY26

Project Performance Measures

Deliverables	
Status of executed lease agreement	
Utilization of facility (report what is known about utilization on a rolling quarterly basis); if available, measured at each site by applying drive-to access mode percentage to stop ridership based on percentages observed from rider surveys	No longer active

Project Sponsor	City of Raleigh
Project Code	TO005-U
Project Name	Web Hosting and Maintenance of Fare Collection Technology
Implementing / Operating Agency	City of Raleigh
Project Agreement Executed	
Expected Implementation Date	Early 2020
Performance Measures Base Year	n/a

Project Description

This project will continue to cover the annual maintenance costs associated with the City of Raleigh's upgrades to farebox technology to allow options such as fare capping and mobile ticketing, including any costs associated with the ongoing maintenance of a fare management interface developed to operate these systems. In FY 2022, funding was reduced to coincide with the fare pause, and is planned to be re-established once the pause is lifted.

Project Status Updates

Quarter 1:

With the return to fares in Q1 71% of fare payments were made using the UMO platform, with 16% of them through the mobile app. When including cash payments, mobile ticketing accounted for 12% of fare payments.

Quarter 2:

32% of fare payments were made using the UMO platform, with 16% of them through the mobile app. When including cash payments and other fare free programs, mobile ticketing was used on 15% of our trips this quarter.

Quarter 3:

37% of fare payments were made using the UMO platform, with 19% of them through the mobile app. When including cash payments and other fare free programs, mobile ticketing was used on 18% of our trips this quarter.

Quarter 4:

40% of fare payments were made using the UMO platform, with 19% of them through the mobile app. When including cash payments and other fare free programs, mobile ticketing was used on 18% of our trips this quarter.

Project Performance Measures

Deliverables	
Percentage of total trips using mobile ticketing	18%

	April	May	June	Total	
Cash Rev	\$ 17,136	\$ 28,384	\$ 22,424	\$ 67,944	60%
UMO Rev	\$ 14,585	\$ 16,202	\$ 14,406	\$ 45,193	40%

Media Type

Mobile	230,292	19%	18%
Card/Paper	979,430		
<i>UMO Total</i>	<i>1,209,722</i>		
Cash Trips	54,219		
Total	1,263,941		

Wake Transit Quarterly Project Updates

FY 2025

Project Sponsor	City of Raleigh
Project Code	TO005-V
Project Name	Maintenance of Bus Stops & Park-and-Ride Facilities
Implementing / Operating Agency	City of Raleigh
Project Agreement Executed	Yes
Expected Implementation Date	July 2019
Performance Measures Base Year	FY 2020

Project Description

This project will cover the annual cost of maintenance for systemwide bus stop improvements described in projects TC002-I and TC002-S, as well as for other bus and bus-related facilities. As these additional facilities are constructed increased funding for maintenance will be drawn from TO005-AB: Unallocated Bus Infrastructure Maintenance. For FY25, the increase is \$183,136 in allocated funds from the previous fiscal year.

Project Status Updates

Quarter 1:

GoRaleigh Facilities performed monthly visits and spot cleaning at 100 Wake Transit funded shelters and ETPs. This includes newly constructed shelters from GoRaleigh's Set 8.

Quarter 2:

GoRaleigh Facilities performed routine visits and spot cleaning at 100 Wake Transit funded shelters and ETPs, including power washing, replacing glass, and repairing and replacing damaged amenities.

Quarter 3:

GoRaleigh Facilities performed routine visits and spot cleaning at 100 Wake Transit funded shelters and ETPs, including power washing, replacing glass, and repairing and replacing damaged amenities. City of Raleigh Solid Waste Services also preformed routine visits to these sites to empty the trash cans.

Quarter 4:

GoRaleigh Facilities performed routine visits and spot cleaning at over 100 Wake Transit funded shelters and ETPs, including power washing, replacing glass, and repairing and replacing damaged amenities. This includes all shelter sites comeplted in Set 8. City of Raleigh Solid Waste Services also preformed routine visits to these sites to empty the trash cans.

Project Performance Measures

Deliverables				
General summary of quarterly maintenance and upkeep efforts				See Above
	Q1	Q2	Q3	Q4
Number of applicable sites Maintained	100	100	100.00	130.00

Project Sponsor	City of Raleigh
Project Code	TO005-BW
Project Name	Improvements to Route 11: Avent Ferry - FY25 Bus Plan
Implementing / Operating Agency	City of Raleigh
Project Agreement Executed	Yes
Expected Implementation Date	July 2024
Performance Measures Base Year	FY 2025

Project Description

Route 11: Avent Ferry, prior to the FY 2025 Wake Transit Work Plan, was only supported by the Wake Transit Program in the form of improved Sunday service (TO004-E). The original FY 2018-2027 Wake Bus Plan recommended that Route 11: Avent Ferry receive investment for frequent network expansion in FY 2026, which by the time of the Adopted FY2024 Wake Transit Work Plan, had been delayed to FY 2028.

As part of the FY 2025 – 2030 Wake Bus Plan implementation, Route 11 will receive increased investment via an updated span and frequency improvement, increasing span by 1 hour each day and including Route 11 in the expansion of the frequent network. On Mondays through Saturdays, span will change from 5:45 AM – 11:30 PM (17.75 hours) to 5:45 AM – 12:30 AM (18.75 hours). On Sundays, span will change from 5:45 AM – 10:30 PM (16.75 hours) to 5:45 AM – 11:30 PM (17.75 hours). The bulk of the service investment for Route 11: Avent Ferry in FY25 will be with frequency. Weekday peak frequency will increase from 30-minute to 15-minute, with midday weekday frequency increasing from every 60-minutes to every 15-minutes. Weekend daytime frequency will also receive investment, increasing from 60-minutes to 30-minutes.

The FY 2025 Wake Transit Work Plan has programmed a half year of service for this route in FY 2025, with annualized funding in FY2026 through FY 2030.

Project Status Updates

Quarter 1:

Route 11 frequency increases has been officially included in the schedule for January of 2025. We anticipate this service will go live January 12, 2025 (Q3).

Quarter 2:

January's service implementation was pushed back to February 9th. Route 11 will increase to 15 minute frequency February 9th of 2025.

Quarter 3:

Route 11 increased to 15 minute frequency February 9th of 2025. Because the change occurred in the middle of Q3 we will have to wait until Q4 to get a solid idea of ridership on the new high frequency service. I am most excited to see how the route does next fall semester since that is when students change their housing choices.

Quarter 4:

Route 11's increase in frequency is already proving a wise decision. Comparing June of 2024 to June of 2025 we have already seen noticeable improvements in ridership. In June of 2024 route 11 averaged 10 riders/revenue hour and saw 8,172 riders within the month. June of 2025 saw 13.6 riders/revenue hour and 29,280 riders within the month. Although this change has already been significant we predict to see an even larger jump in ridership once school is back in session.

We have received very positive feedback regarding the route 11 changes from the student population. Numerous graduate students have reached out to express their appreciation around the frequency improvements with many of them referring to it as "life changing".

Project Performance Measures

Deliverables	Q1	Q2	Q3	Q4
Revenue hours of service	2,426	2,414	4,409	6,355
Ridership	39,013	49,586	70,880	92,494
Passenger boardings per revenue hour	16.10	20.54	16.8	14.6
Operating cost per passenger boarding	\$7.30	\$5.13	\$6.25	\$7.06
Farebox recovery	N/A	7.8%	1.1%	0.01
On-time performance	71.0%	71.8%	77.2%	76.0%

Project Sponsor	City of Raleigh
Project Code	TO005-L3
Project Name	Youth GoPass Program
Implementing / Operating Agency	City of Raleigh
Project Agreement Executed	Yes
Expected Implementation Date	July 2018
Performance Measures Base Year	FY 2019

Project Description

For youth ages 13-18, transit agencies in Wake County will continue to offer a 'Youth GoPass' program. These fare passes are issued by GoRaleigh, GoCary, or GoTriangle with valid K-12 School ID Cards, or with transit agency issued identification cards.

GoRaleigh, GoCary, and GoTriangle, in partnership with Wake County, will continue to work with schools along Wake County's bus network to issue the passes. Passes will also continue to be available to those with a valid ID at GoRaleigh Station, the Town of Cary Finance Department, the GoTriangle Regional Transportation Center, public libraries in Wake County, and Wake County regional centers.

Project Status Updates

Quarter 1:

The reinstatement of fares restarted this program. Staff tabled and signed students up at events throughout Q1 FY25. This program is now tracked through UMO and its fare products with the transition to a mobile compatible system.

Quarter 2:

The reinstatement of fares in Q1 reinstated this program. UMO is being used to track this program, as it is only available for riders through UMO. An event was held on 11/9/2024 with teens from the City Youth Department in which we spoke about using the bus and how to sign up for a youth pass.

Quarter 3:

Program has continued to grow in ridership. This program is tracked through UMO and its fare products with the transition to a mobile compatible system.

Quarter 4:

Program continues to grow in ridership. This program is tracked through UMO and its fare products with the transition to a mobile compatible system. In outreach for the TAP program the Youth GoPass has also been included, furthering the reach of the program to more low-income families.

Project Performance Measures

Deliverables	Q1	Q2	Q3	Q4
Youth Ridership (ages 13-18) - Totals & By Route	3,823 Route level data included below	18,166	22,591	27,019
Number of Passes Provided by Transit Provider	164	39	-	2
Number of Passes Provided by Partner Agency (GoT)	793	546	418	451

Route Number	Q1 Ridership	Q2 Ridership	Q3 Ridership	Q4 Ridership
1	1,433	2,629	4,939	5,923
2	171	689	548	702
3	29	262	301	329
4	101	727	764	820
5	103	964	1,281	1,906
6	218	1,289	1,437	1,865
7	157	830	866	1,341
8	98	489	679	638
9	59	773	754	816
10	42	335	338	314
11	89	412	472	847
12	88	636	605	535
13	16	-		-
15	149	1,399	1,858	2,021
16	54	449	494	630
17	98	1,130	1,344	1,246
18	55	490	556	677
19	128	1,026	1,292	-
21	59	340	543	1,290
22	29	-	0	550
26	9	55	50	-
27	27	130	114	39
33L	9	53	74	210
36	53	101	87	136
7L	112	407	341	569
11L	48	494	681	905
15L	54	63	107	247
18S	1	52	49	21
20A	80	341	415	23
20B	31	324	259	428
23L	60	334	278	313
24L	33	123	117	291
25L	76	424	525	160
40X	14	45	79	707
55X	14	67	38	107
70L	4	136	112	60
RLine	12	93	132	32
WFL A	7	-	-	155
WFL B	3	-	-	10
WRX	-	4	11	101
ZWX	-	30	26	0
				0
				15
				40

Project Sponsor	City of Raleigh
Project Code	TO005-CJ
Project Name	Low Income Fare Pass
Implementing / Operating Agency	City of Raleigh
Project Agreement Executed	
Expected Implementation Date	
Performance Measures Base Year	

Project Description

The City of Raleigh will work with the Wake County Continuum of Care providers to help distribute GoPasses for a Low Income Fare program. The funding will provide affordable public transit for people with lower incomes once fares are reinstated. Since the COVID-19 pandemic in 2020, GoRaleigh along with other transit providers in Wake County have remained fare free. Statistics from the onboard surveys completed in FY23 indicate 69% of GoRaleigh riders reported household incomes of less than \$25,000 a year, which has remained comparable for the last 2 surveys. As GoRaleigh prepares to return to fares in FY25, a Title VI equity analysis was completed to evaluate the effects of the fare change on minority and low-income populations and to identify mitigation strategies if necessary. The analysis concluded that a return to fare collection for GoRaleigh will have disparate impacts and disproportionate burdens to our ridership. Mitigation strategies were proposed to maximize access to fare programs to develop distribution partnerships for minority and low-income customers.

Project Status Updates

Quarter 1:

Distribution of TAP passes by GoRaleigh staff started in August 2024. Staff met and coordinated with 16 CoCs to act as distributors. Tabling was done at GoRaleigh station during the first weeks of August by transit staff.

Quarter 2:

The TAP program continues to provide free rides to our low-income rider population. Our information booth at GoRaleigh Station and our CoC partners have been responsible for the distribution of new and replacement cards to TAP riders. GoRaleigh is meeting with GoTriangle and other partners regarding the evaluation of the plan, with hopes to complete a survey in the new year.

Quarter 3:

The TAP program continues to provide free rides to our low-income rider population. Several new CoCs have been onboarded as distributors. Info booth staff have been responsible for the distribution of new and replacement cards. GoRaleigh team has been meeting with GoTriangle and other partners regarding the evaluation of the plan, and has presented the program to additional Wake County partners. As part of the evaluation plan a financial analysis has been started and information has started to be collecting regarding resources and hours used on TAP.

Quarter 4:

The TAP program continues to provide free rides to our low-income rider population. Several new CoCs have been onboarded as distributors and others have received additional training. Info booth staff have been responsible for the distribution of new and replacement cards at GoRaleigh Station. Renewal outreach has started, with the new passes expiring 365 days from renewal.

Project Performance Measures

Deliverables	Q1	Q2	Q3	Q4
TAP Ridership - Totals & By Route	317,499 Route level data included below	995,728 Route level data below	959,131 Route level data below	1,070,571 Route level data below
Number of Passes Provided by Transit Provider	9,977	2,850	1,868	3,641
Number of Passes Provided by Partner Agency	GoTriangle - 2,861 GoDurham - 11	GoTriangle - 1,542	GoTriangle - 1,489	GoTriangle - 1,725

Route Number	Q1 Ridership	Q2 Ridership	Q3 Ridership	Q4 Ridership
1	123,151	179,448	232,303	248,907
2	12,740	39,986	39,269	45,308
3	2,861	11,498	8,579	9,425
4	5,631	23,728	22,087	22,131
5	5,763	38,073	37,827	46,240
6	16,984	64,702	61,315	72,299
7	15,660	76,924	62,383	67,313
8	9,062	23,952	19,279	19,468
9	4,041	26,459	26,216	32,234
10	2,532	12,713	10,359	11,303
11	7,039	22,218	24,299	33,395
12	4,926	20,020	16,444	17,695
13	1,393	-	-	-
15	15,937	90,242	81,859	95,621
16	5,123	16,766	15,584	17,258
17	3,224	18,335	16,253	17,864
18	6,366	20,032	16,972	19,671
19	12,904	61,049	46,344	45,991
21	10,577	84,539	71,692	70,860
22	2,466	-	-	-
26	528	2,742	2,133	2,029
27	3,115	4,367	3,776	7,555
33	1,611	4,499	3,782	5,759
36	4,784	5,343	5,143	5,871
7L	7,353	23,106	14,199	17,127
11L	1,341	6,520	14,374	14,824
15L	4,828	14,383	11,461	13,359
18S	168	2,573	2,286	1,842
18L	-	-	-	597
20A	7,003	24,798	21,580	23,699
20B	2,226	22,485	18,466	19,786
23L	4,015	9,280	13,673	15,800
24L	3,874	8,984	7,343	10,634
25L	3,594	10,072	9,505	10,225
40X	350	2,026	1,951	2,042
55X	964	4,513	3,001	2,934
70L	1,622	13,278	12,149	16,034
FRX	26	606	369	528
RLine	1,017	3,261	2,769	2,828
WFL A	327	-	-	-
WFL B	253	-	-	-
WRX	88	1,083	988	1,088
ZWX	32	1,125	1,119	1,303

Project Sponsor	Wake County
Project Code	TO005-G1
Project Name	Rural General Public and Elderly and Disabled Demand Response Service Expansion
Implementing / Operating Agency	GoWake Access
Project Agreement Executed	Yes
Implementation Date	July 2018
Performance Measures Base Year	FY 2019

Project Description

Wake County's Health & Human Services Department, which implements the Wake Coordinated Transportation System (WCTS) service (GoWake Access) across the county, will continue to provide additional demand-response trips for Wake County residents who are eligible based on age and/or disability in areas of the County that are not served by existing fixed-route transit services. Additionally, this project will provide general public demand-response trips for Wake County residents in rural areas of the county. These demand-response trips will complement the existing fixed-route system by linking rural residents currently without access to those transportation resources

Project Status Updates

Quarter 1:

Wake Transit-funded rural trips: 2270
 Wake Transit-funded EDTAP trips: 1617
 Farebox recovery for Wake Transit: 1%

Quarter 2:

Wake Transit-funded rural trips: 2306
 Wake Transit-funded EDTAP trips: 1836
 Farebox recovery for Wake Transit: 0.84%

Quarter 3:

Wake Transit-funded rural trips: 1714
 Wake Transit-funded EDTAP trips: 1225
 Farebox recovery for Wake Transit: 0.63%

Quarter 4:

Wake Transit-funded rural trips: 1068
 Wake Transit-funded EDTAP trips: 340

Project Performance Measures

Deliverables	Q1	Q2	Q3	Q4
Revenue hours of service	19,783	17,995	14,733	14,692
Ridership	36,218	30,120	26,490	25,677
Passenger boardings per revenue hour	1.83	1.67	1.80	1.75
Operating cost per passenger boarding	\$ 44.92	\$ 51.62	\$ 54.48	\$55.45
Farebox recovery	1.9%	1.5%	1.1%	0.70%
On-time performance	94.9%	87.3%	87.7%	88.80%

Project Sponsor	Wake County
Project Code	TO005-G2
Project Name	Wake County Transportation Call Center
Implementing / Operating Agency	GoWake Access
Project Agreement Executed	Yes
Implementation Date	July 2018
Performance Measures Base Year	FY 2019

Project Description

Wake County’s Health & Human Services Department, which implements the Wake Coordinated Transportation System (WCTS) service (GoWake Access) across the county, will continue to allocate funding to serve as a local match source to expand its call center resources. This project includes the conversion of three temporary call center representatives to four full-time, permanent call center representatives to reduce the call wait time and increase service levels for clients utilizing WCTS. Wake Transit Funds are proposed to be matched with Wake County General Funds and State Funds to support the positions.

Project Status Updates

Quarter 1:

The Northeastern Microtransit service expanded their service area to Knightdale. During this quarter students attending the high schools are required to complete a student rider form located on our website. GoWake Smart Ride also switched apps from Mobility by Ecolane to Ecolane X4Maas. The call center assisted with providing instructions and guidance with the new implementations, as well as service questions regarding the new service area to callers. The call center has continued to meet the standards.

Total Calls for Q1: 26,824

Quarter 2:

There was a decrease in calls handled due to holidays and inclement weather days this quarter. As well as a slight increase in the average in queue hold time due shortage of staff during the holidays.

Total Calls for Q2:

Quarter 3:

There was a decrease in calls handled due to the 2 holidays in January and inclement weather days that took place with in the month of February. We are able to see an increase in our service level as well as our average in queue hold time decreasing this quarter. The call center has continued to meet the standards.

Total Calls for Q3:

Quarter 4:

There was a decrease in calls handled due to high schoolers as well as college students ending their school

Total Calls for Q4:

Project Performance Measures

Deliverables	Q1	Q2	Q3	Q4
Status of hire	All positions filled	All positions filled	All positions filled	All positions filled
Quarterly staff highlights (functions, deliverables, or accomplishments – may be provided as single report by project sponsor for all staff)	Service level was at 58.20%	Service level was at 59.92%	Service level was at 67.63%	Service level was at 67.27%
Average Queue Time (Minutes)	8.3	9.6	5.4	5.1

Wake Transit Quarterly Project Updates

FY 2025

Project Sponsor	Town of Wendell
Project Code	TO003-G
Project Name	Wendell Park and Ride Lease
Implementing / Operating Agency	Town of Wendell
Project Agreement Executed	Yes
Expected Implementation Date	July 2017
Performance Measures Base Year	FY 2018

Project Description

A contribution toward a park-and-ride lease and park-and-ride maintenance costs for a park-and-ride served by the Zebulon-Wendell Express was previously provided by the Town of Wendell. Beginning July 2017, the Town of Wendell no longer provides this contribution from its operating budget, and these costs became funded from Wake Transit tax proceeds. This project will continue in this fiscal year and in future years

Project Status Updates

Quarter 1:

Wake Transit funds were reimbursed to the Town in Q1 and used to support the Park-and-Ride at 7 N. Oakwood Ave

Quarter 2:

Wake Transit funds were reimbursed to the Town in Q2 and used to support the Park-and-Ride at 7 N. Oakwood Ave

Quarter 3:

Wake Transit funds were reimbursed to the Town in Q3 and used to support the Park-and-Ride at 7 N. Oakwood Ave

Quarter 4:

Wake Transit funds were reimbursed to the Town in Q4 and used to support the Park-and-Ride at 7 N. Oakwood Ave

Project Performance Measures

Deliverables	Status
Status of executed lease agreement	Active Lease

WAKE TRANSIT PLAN IMPLEMENTATION

Capital Planning

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Wake Transit Quarterly Project Updates

FY 2025

Project Sponsor	Capital Area MPO
Project Code	TC003-F
Project Name	Extension of Planning Horizon for Wake Transit Vision Plan
Implementing / Operating Agency	Capital Area MPO
Project Agreement Executed	Yes
Expected Implementation Date	July 2023
Performance Measures Base Year	FY 2024

Project Description

FY 2025 WTWP Project Description: This first update to the Wake County Transit Plan, published in 2021, extended the financially constrained horizon of the plan an additional three (3) years through 2030.

The 2021 Wake Transit Plan update stated that the plan be updated every four (4) years to continue to extend its planning horizon during which further investments that have been identified as needs can be made. This second update to the Wake County Transit Plan will likely be a more significant update which will push the horizon year out an additional five (5) years to 2035. The planning process will take place over two (2) fiscal years, estimated to kick off in early FY24 and wrap up in late FY25.

Through the update process, this plan will take stock of the transit investments and projects currently planned through 2035, consider the impacts and performance of investments accomplished to date, and reevaluate the remaining transit investments in light of:

- Available financial resources and schedule feasibility through the extended 2035 horizon;
- Priorities and attitudes toward expected outcomes from transit investments that are informed by transit implementation partners and robust public and stakeholder input;
- Developments and results of major plans and studies, including but not limited to the Greater Triangle Commuter Rail and Bus Rapid Transit Extensions; and
- The current and future market demand and associated need for transit investments.

Due to scope refinement and rolling the Community Funding Area Program Management Plan Update (FY 2024 Q2 Amendment) work into the Vision Plan Update, the cost of the Vision Plan Update has increased from an estimated \$300,000 to \$600,000, spread over FY24 and FY25.

Project Status Updates

Quarter 1:

During Q1, the consultant team, PMT and CTT developed and refined draft investment scenarios to take to the public during the 2nd public engagement phase. As part of this work, a 2-day Core Design Retreat was held with the CTT in August. The planning for the second public engagement phase was begun, and a Stakeholder meeting was held in September to review the draft scenarios and receive feedback from the Stakeholders.

Quarter 2:

During Q2, the consultant team, PMT and CTT completed planning for the Phase 2 public engagement, with the Phase 2 public engagement kicking off in December. The PMT continued to meet bi-monthly, and the CTT met twice during the quarter to work on planning for the second public engagement phase. Additional work was completed by the consultant team to develop the draft budget for the investment strategy.

Quarter 3:

During Q3, the second phase of public engagement concluded, and the third Stakeholder meeting was held. The consultant team finalized the draft investment strategy, and began preparing for the 3rd phase of public engagement that will occur in Q4. The PMT continues to meet bi-monthly, with the CTT meeting every 4-6 weeks. The Microtransit Guidelines were also drafted by the consultants and reviewed by staff. The Q3 Work Plan Amendment for additional public engagement funds was also approved during Q3, and will be expended in Q4.

Quarter 4:

During Q4, the third public engagement phase concluded and the consultant finalized the complete draft plan. As of the end of Q4, the final draft of the 2035 Wake Transit Plan and associated documents and materials have been completed by the consultant, with staff managing the adoption process of the Plan moving forward. This project can be closed out.

Project Performance Measures

Deliverable				
1. Date RFP/RFQ released for plan/study	No RFP/RFQ - Utilize On-Call consultant			
2. Date contract awarded for plan/study	11/29/2023			
	Q1	Q2	Q3	Q4
3. Estimation of percent completion of scope on quarterly basis	45.0%	72.0%	85.0%	100.0%
4. Results and/or recommendations of plan/study	Final draft Plan delivered by consultant on 6/30; final engagement period and public hearing in Fall with adoption target in November - staff will lead all efforts on Plan moving forward with no consultant assistance. Plan lays out transit vision for Wake County for next 10 years - includes new BRT route, removal of Commuter Rai in lieu of Regional Rail funding, additional funding for Community Funding Area Program and additional frequency improvements			

Wake Transit Quarterly Project Updates

FY 2025

Project Sponsor	Capital Area MPO
Project Code	TC003-Y
Project Name	Bus Rapid Transit Extensions Concept of Operations Study
Implementing / Operating Agency	Capital Area MPO
Project Agreement Executed	Yes
Expected Implementation Date	July 2024
Performance Measures Base Year	FY 2025

Project Description

FY 2025 WTWP Project Description: The Wake BRT: Western and Southern Rapid Bus Extensions Concept of Operations Study will further investigate preferred solutions identified for rapid bus extensions to the planned Wake BRT Western and Southern Corridors to connect from downtown Cary to RTP to the west and to connect from Garner to Clayton to the south. In March 2023, the Rapid Bus Extensions Major Investment Study (MIS) concluded with a technical recommendation for locally preferred alternatives (LPAs) for each corridor, Cary to RTP and Garner to Clayton.

The study also recommended additional work related to project delivery methods and concept of operations to better connect the planning efforts with the core Wake BRT corridors. This study for the concept of operations would investigate and finalize assumptions for vehicle type, station design considerations, transit signal priority/queue jump technology, and operations considerations between the core corridors and the extensions leading to finalization for LPAs and Wake Transit Plan concurrence process. The study would also position the projects to begin design phase of implementation.

In FY25, \$350,000 in one-time funds will be allocated towards this study to contract consultant assistance who will be identified in Fall 2024, with project reaching completion in Spring or Summer of FY25.

Project Status Updates

Quarter 1:
 No work completed during Q1.

Quarter 2:
 Staff coordinated with the consultant team to draft the scope, budget and project timeline. Project scope will be finalized early in Q3, followed by project kick-off.

Quarter 3:
 Staff finalized scope and contract with consultant, received Executive Board approval for contract and interlocal funding agreements with funding partners. Staff sent out financial interlocal agreements to funding partners for signature. Once all funding agreements are executed, staff will execute consultant contract and schedule kick-off in Q4.

Quarter 4:

Staff received 5 of 6 funding agreements, and finalized preparation of consultant contract. Final funding agreement and consultant contract will be executed in early Q1 of FY26, with project kick-off at end of July 2025. Project expected to be complete in Q3 of FY26.

Project Performance Measures

Deliverable				
1. Date RFP/RFQ released for plan/study	No RFP/RFQ - Utilize On-Call consultant			
2. Date contract awarded for plan/study				
	Q1	Q2	Q3	Q4
3. Estimation of percent completion of scope on quarterly basis	0.0%	0.0%	0.0%	0.0%
4. Results and/or recommendations of plan/study				

Wake Transit Quarterly Project Updates

FY 2025

Project Sponsor	GoTriangle
Project Code	TC003-Z
Project Name	Regional Transit Technology Plan Update
Implementing / Operating Agency	GoTriangle
Project Agreement Executed	Yes
Implementation Date	July 2024
Performance Measures Base Year	

Project Description

GoTriangle is requesting funds from Wake Transit reserves (Project TC003M) to complete an update to the 2019 Regional Transit Technology Plan Update. The consultant, chosen from the Wake Transit On-Call consultant list, has provided a high level cost estimate to update the plan. Staff will continue to work with the consultant and partners to refine the cost estimate and scope of work. The high level costs are being used to develop this request. The consultant has estimated the plan update will cost between \$175k-\$200k. The full high side amount is being requested at this time to cover any overages and additional scope items that may come up during development and ensure funding is available for procurement purposes. If the plan costs come in higher than currently anticipated, additional requests will be put into Durham and Orange to cover the increase. The work will begin around July 1, 2024, once the amendment request has completed the Wake Transit process for adoption and the contract is executed. The Plan update will include participation from Wake, Durham and Orange Counties. The cost split for the project among the Counties will be 70/20/10. This amendment request is a cost neutral financial impact to the transit plan as it is requesting funds from reserves.

Project Status Updates

Quarter 1:

No Wake Transit Funds requested on this project in Q1

Quarter 2:

No Wake Transit Funds requested on this project in Q2. First invoice for project in Q3 (Jan 2025)

Quarter 3:

Project is on track within first five months of schedule. Conducted Project Meetings with Regional Project Team Members on Mar. 21st, Mar. 28th, and Apr. 11th
 . Conducted in-person interviews with transit agency partners at GoTriangle offices during week of Mar. 31st
 . Provided draft summary report and presentation of key findings at Apr. 11th meeting. Final report to completed after 4/25 meeting with group.
 No major issues or concerns. Schedule for development of Priority Area memos is to have draft versions prepared between April and June with delivery of first drafts of the memos to be completed by June 20th

Quarter 4:

Q4 Update from Consultant: Project is still on track within first eight months of schedule though drafts of Priority Area memos are slightly behind original estimate for having memos drafted for review. Conducted Project Meetings with Regional Project Team Members on July 2nd and July 18th
 Draft version of Priority Area 2 memo on Service Planning Tools and Priority Area 6 memo on Open Transit Data Portal provided on June 11th via email to project team members. After PM meeting on July 2nd, it was decided to re-draft PA #2 memo per comments received from staff. This re-draft will be provided to the group by the end of July.
 Comments have been summarized and addressed within the PA #3 memo on TSP, an Excel file summary has been uploaded to the Sharepoint site to contain a summary of all comments received to date on the file.
 Draft versions of Priority Area memo #1 (Passenger Real-Time and Trip Planning), #4 (Regional Fare Integration), and #5 (GTFS Publishing Standards) were uploaded to the Sharepoint on folder between July 17th and July 21st.

Project Performance Measures

Deliverables				
Date RFP/RFQ released for plan/study	CAMPO's On-Call Consultant			
Date contract awarded for plan/study	FY25			
	Q1	Q2	Q3	Q4
Estimation of percent completion of scope on quarterly basis	0%	0%	33%	65%
Results and/or recommendations of plan/study				

WAKE TRANSIT PLAN IMPLEMENTATION

Bus Rapid Transit

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Project Sponsor	City of Raleigh
Project Code	TC005-A1
Project Name	New Bern Corridor Bus Rapid Transit Facility
Implementing / Operating Agency	City of Raleigh
Project Agreement Executed	Yes
Expected Implementation Date	February 2019
Performance Measures Base Year	FY 2019

Project Description

FY 2019 & 2020 WTWP Project Description: The City of Raleigh will initiate and work through project development processes (including preliminary design [30%] and environmental review [NEPA]) for the New Bern Avenue/Edenton Street Bus Rapid Transit (BRT) corridor from Downtown Raleigh to roughly Sunnybrook Road. This work will assess the human and natural environmental impacts of viable alternatives, refine station areas, will lead to a recommendation for a locally preferred alternative, and will refine project implementation costs and design details. The City will coordinate with the Federal Transit Administration (FTA) throughout the duration of project development to ensure all requirements are met to the FTA’s satisfaction. With an appropriate environmental clearance, the City will complete final design for the corridor. In advance of and throughout the project development and final design processes for the corridor, the City of Raleigh will coordinate with the Federal Transit Administration (FTA) to determine the best approach for taking advantage of FTA's Small Starts program. Environmental studies and corresponding preliminary engineering are a federal requirement to submit a Small Starts Rating Application and determine eligibility for federal funding. Funding for this project may also be used by the City to undertake studies that address design challenges on other BRT corridors identified in the Wake Transit Plan

FY 2021 WTWP Project Description: With an appropriate environmental clearance from the Federal Transit Administration, the City of Raleigh will complete final design, right-of-way acquisition, construction, and procurement of vehicles for the New Bern Avenue/ Edenton Street Bus Rapid Transit (BRT) corridor from Downtown Raleigh to New Hope Road. This phase of the New Bern Avenue BRT project is funded by a combination of City of Raleigh funds (\$3,261,000), Wake Transit tax proceeds (\$28,720,000), and federal grant funds (\$35,655,100). This project funding allocation for the New Bern Avenue BRT corridor is anticipated to bring the capital infrastructure components of the corridor to completion. Up to a total of \$500,000 of the Wake Transit tax revenues allocated to the construction budget may be used for the design and integration of artistic elements into the construction of the BRT facility, should the adoption of an art funding eligibility policy ultimately allow that amount. Up to \$250,000 of this \$500,000 amount allocated to the integration of artistic elements may be used by the City in the absence of an adopted policy or in the instance a policy yields a more restrictive amount than \$250,000.

Project Status Updates

Quarter 1:

This quarter project activities included re-advertisement of construction bid. Since no bids were received during initial advertisement, construction activities are being separated into two parts; horizontal/linear roadway activities and vertical station construction related activities.

Quarter 2:

One bid was received during the re-advertisement, but was rejected by council on 1/7/2025. Additional work is being done to prepare for a third bid advertisement, including further refinements to the bid separation as well as a contractor-focused industry day to gather feedback from contractors who may potentially submit bids.

Quarter 3:

Industry day was conducted in January 2025 and one-on-one meetings with interested contractors were conducted in February. Re-advertisement for construction is anticipated in Q4 with multiple packages.

Quarter 4:

Four (4) bids were received for Package 1 for construction. The apparent low bid was 3% over engineers estimate and was awarded by Raleigh City Council on July 1, 2025. Package 2 advertisement for bids and notice to proceed for Package 1 are anticipated next quarter with construction on Package 1 starting in second quarter of FY26.

Project Performance Measures

Deliverables:	
1. Date RFP/RFQ released for project development professional services	4/19/23
2. Date contract awarded for project development professional services	
3. Date of concurrence for established concurrence points/milestones	
4. Date of completion of 30% design and NEPA	
5. Date of completion of final design	
6. Report all deliverables per the Design/Artist Retention Fee policy	See Above

Project Sponsor	City of Raleigh
Project Code	TC005-A2
Project Name	Southern Corridor Bus Rapid Transit Facility
Implementing / Operating Agency	City of Raleigh
Project Agreement Executed	Yes
Expected Implementation Date	January 2020
Performance Measures Base Year	FY 2020

Project Description

In FY25, the Wake Bus Rapid Transit (BRT): Southern Corridor project will advance into the final design phase. The funding provided by Wake Transit will increase its local match for construction, right of way, and vehicle acquisition ahead of the FTA Small Starts Grant risk and readiness review to meet Federal Transit Administration P65 costs for BRT projects.

The Wake BRT: Southern Corridor project extends from downtown Raleigh (GoRaleigh Station) to Rupert Road in Garner (5.1 linear miles). This project serves various developments and institutions along south Raleigh and northwest Garner including Shaw University, Downtown South, Renaissance Park, North-South Station and Walmart at Purser Drive in Garner. The Wake BRT: Southern Corridor will provide more frequent (10-15 min peak and 20 min weekend), reliable transit service along the corridor including 50% dedicated transit lanes and branded BRT stations.

Project Status Updates

Quarter 1:

During this quarter the final design team advanced 30% design and interdepartmental and stakeholder review of 30% design is anticipated in Q2.

Quarter 2:

Interdepartmental and stakeholder review of 30% designs through final design team began in Q2 and is continuing into Q3. Coordination with Federal Transit Administration and Town of Garner continued.

Quarter 3:

During this quarter, 30% designs through final design continued. Submittal to NCDOT and Town of Garner for review is anticipated in Q4.

Quarter 4:

Additional coordination with NCDOT and Town of Garner occurred. 30% design submittals to each critical third-party are anticipated in next quarter. NEPA environmental documentation concurrence and approval was received for the project in April 2025.

Project Performance Measures

Deliverables:	
1. Date RFP/RFQ released for project development professional services	11/16/18 & 12/2/23
2. Date contract awarded for project development professional services	12/8/20 & 6/20/23
3. Date of concurrence for established concurrence points/milestones	Points 1-2 : 4/14/20
	Points 3-4 : 6/9/21
4. Date of completion of 30% design and NEPA	
5. Date of completion of final design	
6. Report all deliverables per the Design/Artist Retention Fee policy	See Above

Project Sponsor	City of Raleigh
Project Code	TC005-A3
Project Name	Western Corridor Bus Rapid Transit Facility
Implementing / Operating Agency	City of Raleigh
Project Agreement Executed	Yes
Expected Implementation Date	January 2020
Performance Measures Base Year	FY 2020

Project Description

In FY 2025, Wake Transit program funding of \$15,000,000 will advance design for Wake Bus Rapid Transit (Wake BRT) Western Corridor project identified in Wake Transit Plan to complete final design (30-100%) and ProjectDevelopment coordination for FTA Small Starts Grant. This funding also includes the advancement of the project into final design and procurement of vehicles.

Project Status Updates

Quarter 1:

During this quarter project activities included submitting the project for Small Starts Ratings review and advancing preliminary design to 30%. Final design team transition to 30% design is anticipated in Q2 and Q3. NEPA class of action determination was received and initial fieldwork was initiated during this quarter.

Quarter 2:

Transition from preliminary design team to final design team occurred in Q2; the final design team has begun their work towards 30% design, which will continue into Q3. Coordination with Federal Transit Administration on Small Starts Ratings for the corridor occurred and coordination with Town of Cary continued.

Quarter 3:

Final design team began working on their iteration of 30% designs. Anticipated in FY26 Q2. NEPA agency coordination continued. Held a kick-off for final design team coordination with Town of Cary. Federal Transit Administration Small Starts Ratings for the corridor are anticipated in Q4.

Quarter 4:

Final design team coordination with Town of Cary, City of Raleigh and NCDOT continued in the quarter. FTA coordination also continued, awaiting FTA CIG Small Starts ratings which were submitted August 2024. NEPA agency coordination continued and initiation of Section 106 consultation is anticipated next quarter.

Project Performance Measures

Deliverables:	
1. Date RFP/RFQ released for project development professional services	11/16/18 & 6/23/23
2. Date contract awarded for project development professional services	12/8/20
3. Date of concurrence for established concurrence points/milestones	Points 1-2 : 4/14/20
	Points 3-4 : 10/25/20
4. Date of completion of 30% design and NEPA	
5. Date of completion of final design	
6. Report all deliverables per the Design/Artist Retention Fee policy	See Above

Project Sponsor	City of Raleigh
Project Code	TC005-A4
Project Name	Wake BRT Triangle Town Center Corridor
Implementing / Operating Agency	City of Raleigh
Project Agreement Executed	Yes
Expected Implementation Date	January 2020
Performance Measures Base Year	FY 2020

Project Description

Previous fiscal years have supported the Northern Corridor Major Investment Study. This study will produce the Locally Preferred Alternatives (LPA) for providing service between Downtown Raleigh and Midtown, and between Downtown Raleigh and Triangle Town Center.

At the recommendation of the Program Development (PD) Subcommittee of the TPAC based on identifications from the 2021 Wake Vision Plan, the City of Raleigh will split the Northern Corridor BRT Facilities project into 2 alignments- The Midtown Corridor and Triangle Town Center Corridor. This Project ID will be used for the Triangle Town Center Corridor BRT Facilities. The \$5,000,000 initially programmed in the draft work plan will also be split as follows- \$3,500,000 for the Triangle Town Center alignment and \$1,500,000 for the Midtown Raleigh alignment

As the Northern Corridor Major Investment Study comes to an end next year and Locally Preferred Alternative (LPA) will be identified from downtown Raleigh to Triangle Town Center. The \$3,500,000 for this project in FY25 would advance the LPA for Triangle Town Center into preliminary design and develop an implementation path forward with approach for potential federal grant considerations under FTA CIG Small Starts process.

Project Status Updates

Quarter 1:

During this quarter project activities included rescoping next steps for the Northern Corridor Major Investment Study. Detailed screening of remaining alternatives is anticipated in Q2 and Q3. Locally Preferred Alternative (LPA) for Triangle Town Center corridor is anticipated next year.

Quarter 2:

Project team developed next steps for detailed screening for the Northern Major Investment Study (MIS) in Q2; completion of that work and public engagement around LPA selection is anticipated in Q3 and Q4. Title for this project should change to Wake BRT Triangle Town Center Corridor.

Quarter 3:

Re-initiated consultant work for the Northern Corridor Major Investment Study following change in project managers, detailed screening was initiated including STOPS ridership modeling work.

Quarter 4:

Technical analysis for detailed screening was advanced including additional STOPS ridership modeling work. Public engagement for Locally Preferred Alternative (LPA) is anticipated in next quarter. Completion of planning study is anticipated by end of FY26 Q2.

Project Performance Measures

Deliverables:	
1. Date RFP/RFQ released for project development professional services	
2. Date contract awarded for project development professional services	
3. Date of concurrence for established concurrence points/milestones	
4. Date of completion of 30% design and NEPA	
5. Date of completion of final design	
6. Report all deliverables per the Design/Artist Retention Fee policy	See Above

Project Sponsor	City of Raleigh
Project Code	TC005-A5
Project Name	Midtown Corridor Bus Rapid Transit Facilities
Implementing / Operating Agency	City of Raleigh
Project Agreement Executed	Yes
Expected Implementation Date	January 2024
Performance Measures Base Year	FY25

Project Description

Previous fiscal years have supported the Northern Corridor Major Investment Study. This study will produce the Locally Preferred Alternatives (LPA) for providing service between Downtown Raleigh and Midtown, and between Downtown Raleigh and Triangle Town Center.

At the recommendation of the Program Development (PD) Subcommittee of the TPAC based on identifications from the 2021 Wake Vision Plan, the City of Raleigh will split the Northern Corridor BRT Facilities project into 2 alignments- The Midtown Corridor and Triangle Town Center Corridor. This Project ID will be used for the Triangle Town Center Corridor BRT Facilities. The \$5,000,000 initially programmed in the draft work plan will also be split as follows- \$3,500,000 for the Triangle Town Center alignment and \$1,500,000 for the Midtown Raleigh alignment

As the Northern Corridor Major Investment Study comes to an end next year and Locally Preferred Alternative (LPA) will be identified from downtown Raleigh to Midtown Raleigh. The \$1,500,000 for this project in FY25 would advance the LPA for Midtown into preliminary design and develop an implementation path forward with approach for potential federal grant considerations under FTA CIG Small Starts process.

Project Status Updates

Quarter 1:

During this quarter project activities included rescoping next steps for the Northern Corridor Major Investment Study. Detailed screening of remaining alternatives is anticipated in Q2 and Q3. Locally Preferred Alternative (LPA) for Midtown corridor is anticipated next year.

Quarter 2:

Project team developed next steps for detailed screening for the Northern Major Investment Study (MIS) in Q2; completion of that work and public engagement around LPA selection is anticipated in Q3 and Q4.

Quarter 3:

Re-initiated consultant work for the Northern Corridor Major Investment Study following change in project managers, detailed screening was initiated including STOPS ridership modeling work.

Quarter 4:

Technical analysis for detailed screening was advanced including additional STOPS ridership modeling work. Public engagement for Locally Preferred Alternative (LPA) is anticipated in next quarter. Completion of planning study is anticipated by end of FY26 Q2.

Project Performance Measures

Deliverables:	
1. Date RFP/RFQ released for project development professional services	
2. Date contract awarded for project development professional services	
3. Date of concurrence for established concurrence points/milestones	
4. Date of completion of 30% design and NEPA	
5. Date of completion of final design	
6. Report all deliverables per the Design/Artist Retention Fee policy	

WAKE TRANSIT PLAN IMPLEMENTATION

Bus Infrastructure



Project Sponsor	Town of Cary
Project Code	TC002-E
Project Name	Regional Bus Operations & Maintenance Facility
Implementing / Operating Agency	Town of Cary
Project Agreement Executed	Yes
Expected Implementation Date	July 2021
Performance Measures Base Year	FY 2018

Project Description

FY 2018 WTWP Project Description: The Town will be designing and ultimately constructing a new bus operations and maintenance facility to replace an existing leased space the Town’s contractor uses for the same purpose. The facility will be used for GoCary vehicle storage and maintenance. The facility will undergo design in FY 2018 and construction in subsequent fiscal years. The site identified for the facility is a total of 8.87 acres and is located at 160 Towerview ~~Timberview~~ Court in Cary. A special capital funding agreement will be developed and executed for this project.

FY 2020 WTWP Project Description: The Town of Cary/GoCary will prepare construction documents and administer the bidding process for construction on a Regional Bus Operations & Maintenance Facility, which will accommodate GoCary's growth for the foreseeable future, allow future expansion of service, and reduce ongoing operational costs associated with the currently leased operations facility. It may also serve as a site for fueling, repairs, and/or vehicle storage for other regional transit system vehicles. The FY18 Adopted Wake Transit Work Plan included \$1 million for the design of this facility.

FY 2022 WTWP Project Description: The Town of Cary/GoCary will construct a Regional Bus Operations & Maintenance Facility, which will accommodate GoCary's growth for the foreseeable future, allow future expansion of service, and reduce ongoing operational costs associated with the currently leased operations facility. It may also serve as a site for fueling, repairs, and/or vehicle storage for other regional transit system vehicles

FY 2024 WTWP Project Description: In FY24, due to accelerating costs for labor and materials, an additional \$25,954,064 was allocated alongside of the additional \$11,787,275 in federal grants and \$1 Million in community project earmarks to ensure the completion of the project.

Project Status Updates

Quarter 1:

Design Phase: Design team is currently addressing comments from DRC, Building Permit and Office of the State Fire Marshal. The project manual is currently being reviewed by Cary internal staff. Comments on Erosion Control permit application were received on 8/26/24 and are currently being addressed. It is anticipated that design and permit application reviews will be completed by the end of the year (2024). A bid package is expected to go out for bid in the spring of 2025.

Quarter 2:

Design Phase: Erosion Control permit was approved by NCDEQ on 10/28/24. Designer submitted plans to DRC for final review on 12/20/24 and comments are expected by 1/13/24. Plans will be re-submitted for building review in January. Bid phase is expected to start in the spring of 2025.

Quarter 3:

Design Phase: Cary's Development Review Committee approved final design plans on 2/20/25. The project is currently under Building Permit review. Building permit review is expected to be completed by the end of April and the project is expected to be advertised in the summer of 2025.

Quarter 4:

Bid Phase: Design of the BOMF project was completed in the Spring of 2025 and all pre-construction design approvals have been obtained. Staff is currently working on finalizing the bid documents and the project is expected to be advertised in late Summer/early Fall.

Project Performance Measures

FY18 Deliverables:	
1. Date of RFQ Release	10/26/18
2. Date of design vendor contract execution	WSP FY19-Q2
3. Progress at 30%, 60%, 90%, and 100% design stages	90%
4. Design vendor invoices	On-Going/Reimbursed
FY20 & FY22 Deliverables:	
1. For each project phase (planning, design, land acquisition, construction, etc.):	Design
a. Date RFP/RFQ released for professional services or construction	10/26/18
b. Date contract awarded for professional services or construction	WSP FY19-Q2
c. Date of completion for each phase	
d. If land acquisition, date of closing on property	160 Towerview Ct
2. If concurrence framework applies, date of concurrence for established concurrence points/milestones	
FY24 Deliverables:	
1. For each project phase (planning, design, land acquisition, construction, etc.):	Construction
a. Date RFP/RFQ released for professional services or construction	
b. Date contract awarded for professional services or construction	
c. Date of completion for each phase	
d. If land acquisition, date of closing on property	160 Towerview Ct
2. If concurrence framework applies, date of concurrence for established concurrence points/milestones	

Project Sponsor	Town of Cary
Project Code	TC002-F
Project Name	Downtown Cary Multimodal Facility: -Feasibility Study Expansion -Land Acquisition and Design
Implementing / Operating Agency	Town of Cary
Project Agreement Executed	Yes
Implementation Date	Feasibility Study - FY18 - FY21 Land Acquisition and Design - FY24-FY24
Performance Measures Base Year	FY 2019

Project Description

FY 2018 WTWP Project Description: The Town of Cary will be conducting a feasibility study for a downtown multimodal transit facility to evaluate the provision of access among transit modes (e.g., local bus, regional bus, bus rapid transit, commuter rail), as well as circulation around and through a station serving the facility. The study will include an evaluation of the feasibility of construction and operation for a site to function as Cary’s main local and regional bus transfer hub, a bus rapid transit station, a commuter rail station, an AMTRAK station, and a park-and-ride facility. Funds allocated for this project will not be spent if this scope of work is funded as part of the multi-year bus service implementation plan.

FY 2019 WTWP Project Description: The Cary Depot has served local and regional transit since 2005, as well as Amtrak since 1996. The facility serves as GoCary’s central transfer hub and as a secondary hub for GoTriangle services. During peak hours, the facility is at capacity. The Wake County Transit Plan outlines an expansion of local and regional service and the addition of Bus Rapid Transit (BRT) and Commuter Rail Transit (CRT) over the next ten years. A new downtown multimodal center is needed, as the existing facility is unable to support this increase in service.

The adopted FY 2018 Wake Transit Work Plan includes \$300,000 for a Downtown Cary Multimodal Facility Feasibility Study and an additional \$200,000 will be applied to expand that study in FY 2019. This study will evaluate the provision of access among transit modes as well as circulation around and through a station serving the facility. The results of the study will determine the Land/Right of Way acquisition needs, as well as address some of the preliminary project development and planning requirements that lead into design. Based on the availability of parcels that can accommodate the needs of this facility, the Town anticipates Land/Right of Way acquisition costs of \$2.5 Million. At the same time, the initial design phase of the facility will begin. Design is expected to cost approximately \$1.5 Million and take approximately 12-14 months. The total estimated cost of Land/Right of Way acquisition and Design of \$4 Million will be supported by both Wake Transit Tax Proceeds (\$2 Million) and CAMPO’s Locally Administered Projects Program (LAPP—\$2 Million). Town of Cary has decided to turn down the \$2 Million of LAPP funding for this project.

FY 2022 Q2 Amendment Project Description: ~~FY19 Wake Transit Work Plan included \$2M to support a matching \$2M LAPP award for design and land acquisition related to a new Downtown Multi-Modal Center.~~ Town of Cary has decided to turn down the \$2 Million of LAPP funding for this project. New operating projects in the Wake Transit Plan have brought additional vehicles and riders to our already constrained Cary Depot. The existing location does not allow for full implementation of the Wake Transit Plan, limiting our ability to fully serve our citizens with Bus Rapid Transit and Commuter Rail connections, and a proposed expansion of high-speed commuter rail via the CSX S-Line. The new Multi-Modal Center will support the expanded transit network planned to serve pedestrians, bicyclists, bus transit, train and motorists. The LPA for this project includes 21 parcels bordered by N. Harrison Avenue to the East, N. West Street to the West, the Norfolk-Southern H-Line to the North, and the CSX S-Line to the South. Initial cost estimates assume \$15M needed to purchase the 21 parcels and meet relocation requirements under the Uniform Act.

FY 2024 Q2 Amendment Project Description: The Town of Cary currently has a project budget of \$17,508,861 for feasibility study, design and land acquisition for this project. We have received appraisals for the 21 parcels that make up the project area for the Downtown Multimodal Center. The approved appraisal amount with 30% contingency is \$27,390,480.00. In addition to the purchase of the property, the Uniform Act requires relocation assistance and moving expense reimbursement. This cost depends on whether it is a residential or commercial property. This is currently estimated at \$3,280,000, for a total estimate of \$30,670,480.00 for land acquisition, although this may increase if condemnation is filed on any of the properties. We are also increasing our estimate for master planning and design work to \$6,329,520. This brings the total project estimate to \$37,508,861. The Town of Cary may contribute up to \$10,000,000 for Land Acquisition Only and contributed only if Land Acquisition exceeds the \$20,670,480 of Wake Transit Funding.

Feasibility Study:	\$ 508,861 (100% Wake Transit, completed)
Land Acquisition:	\$ 30,670,480 (\$20,670,480 Wake Transit, up to \$10M Town of Cary)
Master Planning & Design:	\$ 6,329,520 (100% Wake Transit)
 Total:	 \$37,508,861 (\$10M Town of Cary, \$27,508,861 Wake Transit)

Project Status Updates

Quarter 1:

Land acquisition is approximately 90% complete with 2 out of 21 parcels in ongoing negotiations. A task order will be issued with WSP for Environmental Consulting Services (asbestos survey and demolition oversight). WSP has submitted a draft proposal on 10/11/24 and is currently being reviewed by Cary staff. The task order is expected to be issued in November followed by a kick-off meeting.

Quarter 2:

Land Acquisition continues with two parcels out of 21 remaining.

WSP is under contract to conduct a hazardous material assessment for the buildings located within the proposed Multimodal site. A kick-off meeting was conducted on 11/4/24 and the building surveys are expected to be completed in February.

Quarter 3:

Land Acquisition continues with one parcel remaining under negotiation.

WSP has completed HAZMAT survey and report of MMC properties. Asbestos was found in most of the buildings surveyed. Town and WSP are currently working on an abatement and demolition plan. Abatement and demolition are expected to begin in FY26.

Quarter 4:

Land Acquisition has been completed.

Cary is now getting ready to start the master planning process which is expected to take 8-10 months. The master planning process will give Cary an idea of other uses that might make sense on the site, in addition to transit, and will help guide the design process. Design is anticipated to begin in late spring of 2026. There will be additional opportunities for public input as the project moves forward.

Project Performance Measures

FY18 Deliverables:	Feasibility Study
1. Date of professional services solicitation release	RFQ 1/8/18
2. Date of professional services vendor contract execution	WSP 8/14/18
3. Professional services vendor invoices	Paid/Reimbursed

FY19 & FY22 Amendment Deliverables:	Land Acquisition
1. ROW/Land Acquisition Purchase Date	9+ Acres
2. Downtown Multimodal Center Contract for Design Awarded	
3. Downtown Multimodal Center Design Completed	

Project Sponsor	Town of Cary
Project Code	TC002-R
Project Name	Bus Stop Improvements for New and Existing Routes
Implementing / Operating Agency	Town of Cary
Project Agreement Executed	Yes
Implementation Date	July 2018
Performance Measures Base Year	FY 2019

Project Description

FY 2019 WTWP Project Description: Town of Cary will design, acquire right-of-way (ROW), and construct bus infrastructure improvements, including passenger access and waiting accommodations, for a new route serving Weston Parkway and Park West Village shopping area to provide new opportunities for residents, customers and businesses located along that route to use public transportation. Weston Parkway is a major employment corridor and Park West Village is a mixed-use development, drawing both commercial and residential customers. The new route is anticipated to start in January 2019. Design, ROW acquisition, and construction on necessary capital impro

FY 2022 WTWP Project Description: The Town of Cary / GoCary will design and construct a number of bus stops to support future Route 9A, which is scheduled to begin in FY 2023. Improvements will include the installation of concrete pads for safer and more comfortable boarding/alighting of buses, benches, bike racks, access ramps, sidewalks, and other associated amenities.

FY 2024 WTWP Project Description: Through FY 2030, the current horizon of the Wake Transit Plan, the Town of Cary will continue to design, acquire right-of-way (ROW), and construct bus stops to support service expansion on new routes and new bus stops on existing routes. This may include any combination of the following: installation of ADA compliant concrete pads and sidewalk connections, access ramps, and other associated amenities which may include: benches, shelters, lighting, signage, bike racks, and trash cans.

Through FY 2030, the current horizon of the Wake Transit Plan, the Town of Cary will continue to design, acquire right-of-way (ROW), and construct bus stops to support service expansion on new routes and new bus stops on existing routes. This may include any combination of the following: installation of ADA compliant concrete pads and sidewalk connections, access ramps, and other associated amenities which may include benches, shelters, lighting, signage, bike racks, and trash cans.

Project Status Updates

Quarter 1:

Design and internal review have concluded for Phase 3 of the project which includes bus stops on new Routes 11 and 12, as well as bringing most of the remaining GoCary bus stops up to ADA compliance. Plan set 1 design and bid package has been completed. Due to longer than expected design review and encroachment application approval from NCDOT of plan set 1, it has been decided to pull the entire project into one bid package and construction set. Design for plan set 2 has been finalized and submitted to NCDOT for encroachment approval, expected in early Q2. Coordination with Apex, Raleigh, and NCDOT are ongoing regarding designs and encroachment agreements. The bid package is scheduled to be released in Q2, with the first plan set to start construction in early 2025.

Quarter 2:

Design and internal review have concluded for Phase 3 of the project which includes bus stops on new Routes 11 and 12, as well as bringing most of the remaining GoCary bus stops up to ADA compliance. Plan set 1 design and bid package has been completed. Due to longer than expected design review and encroachment application approval from NCDOT of plan set 1, it has been decided to pull the entire project into one bid package and construction set. Design for plan set 2 has been finalized and NCDOT has approved the encroachment agreement. The bid package was advertised on 12/13/24 with the bid opening scheduled on 1/23/25. Construction is estimated to begin early March 2025.

Quarter 3:

Design and internal review have concluded for Phase 3 of the project which includes bus stops on the new East Cary Route and Cary to Apex route, as well as bringing most of the remaining GoCary bus stops up to ADA compliance. The bid package was advertised on 12/13/24 and the bid opening was held on 2/6/25. The contract was awarded in March and construction scheduled to begin in April.

Quarter 4:

Construction began on Set 1 of the Phase 3 Bus Stop Improvement Project in May, which includes bus stops on the new East Cary Route and Cary to Apex route. Set 2 includes bringing most of the remaining GoCary bus stops up to ADA compliance and will begin construction after the completion of Set 1. Concrete work was completed at 16 sites in Q4 and poles installed. Bus stop signs will be installed closer to the November 1 start date when all Set 1 sites will be fully completed. All Set 1 bus stop sites are scheduled to be completed by September 1, which is when the contractor will begin work on Set 2. The project is scheduled to be fully complete (Set 1 and 2) in February 2026.

Project Performance Measures

Deliverables				
Contract award date for site or program of sites				
	Q1	Q2	Q3	Q4
Number of sites with improvements completed/constructed per quarter (on a rolling quarterly basis for multiple sites wrapped into single Work Plan project; as a proportion of total site improvement budget when alternate funding sources apply). If none completed for a quarter, report on the phase (planning, design, right-of-way, etc.) of ongoing site improvements.				16

Wake Transit Quarterly Project Updates

FY 2025

Project Sponsor	Town of Cary
Project Code	TC002-AW
Project Name	Park West Village Transfer Point Improvements
Implementing / Operating Agency	Town of Cary
Project Agreement Executed	Yes
Expected Implementation Date	July 2024
Performance Measures Base Year	FY 2025

Project Description

FY 2025 WTWP Project Description: An Enhanced Transfer Point (ETP) has been envisioned for the Park West Village mixed-use development to support transfers between existing and future services for GoCary, GoTriangle and the Morrisville Smart Shuttle. An ETP supports passengers that are transferring between routes. As compared to bus stops with fewer amenities, ETPs are planned to have shelters, lighting, real-time passenger information and other enhanced amenities. In most cases, locations with an ETP will have two facilities, one on either side of the street. Costs are programmed at roughly \$260,000 per location although actual costs will vary based on location and design.

Project Status Updates

Quarter 1:

no updates

Quarter 2:

no updates

Quarter 3:

no updates

Quarter 4:

Cary staff has been in coordination with Morrisville staff and in discussions with property owners and property managers. Discussion on concepts continue, and no design has yet been completed.

Project Performance Measures

FY25 Deliverables:	
1. For each project phase (planning, design, land acquisition, construction, etc.):	Planning/Design
a. Date RFP/RFQ released for professional services or construction	
b. Date contract awarded for professional services or construction	
c. Date of completion for each phase	
d. If land acquisition, date of closing on property	
2. If concurrence framework applies, date of concurrence for established concurrence points/milestones	

Project Sponsor	GoTriangle
Project Code	TC002-A
Project Name	Raleigh Union Station Bus Facility
Implementing / Operating Agency	GoTriangle
Project Agreement Executed	Yes
Implementation Date	June 2018
Performance Measures Base Year	FY 2018

Project Description

FY 2018 WTWP Project Description: Triangle and GoRaleigh are constructing a bus transit center adjacent to Raleigh Union Station in Downtown Raleigh's Warehouse District. The Raleigh Union Station bus facility will allow future bus services (including bus rapid transit) to connect directly with intercity rail service and future commuter rail service. The facility will have 6 to 8 bus bays. The facility will contain ground-level retail spaces and accommodate mixed-use development on upper floors. The facility is projected to be in its design phase throughout FYs 2018 and 2019. Construction is anticipated to occur in FY 2020.

FY 2019 WTWP Project Description: This project is linked to and builds upon portions of a FY 2018 project that allocated \$2,700,000 for design of the facility. GoTriangle will allocate additional funding for the purpose of design work associated with the Raleigh Union Station Bus Facility.

FY 2020 WTWP Project Description: GoTriangle is constructing a bus transit center adjacent to Raleigh Union Station in Downtown Raleigh's Warehouse District, which will include 8 bus bays to allow bus services (including bus rapid transit) to connect directly with intercity rail service. The facility will contain ground level retail spaces and accommodate mixed-use development on upper floors. The facility has been in the design phase throughout FYs 2018 and 2019. Construction will begin in FY2020.

FY 2023 WTWP Project Description: GoTriangle is constructing a bus transit center adjacent to Raleigh Union Station, the facility will contain ground level retail spaces and accommodate mixed-use development on upper floors. Art will be installed in this transit center in accordance with the newly adopted Wake Transit Art Funding Eligibility Policy. Of the \$9.11 million allocation, \$250,000 is available for art installation, and \$8,860,000 is available for construction of the base elements of the facility. To deliver this project on time, Wake Transit will be allocating \$8,860,000 for construction, which GoTriangle will return to the tax district when that same amount is obligated to them between fiscal years 2025 and 2028, in accordance with the current FY 2020-2029 State Transportation Improvement Program. The facility is currently in the design phase.

FY 2024 WTWP Q2 Amendment Project Description: Phase II construction of the RUS Bus project is scheduled to begin in fall 2023. Phase II construction of the private overbuild is delayed due to financial market challenges. Proceeding with the publicly funded component of the project (the ground-floor bus facility) is critical due to the sunset date of the project's federal BUILD grant funds in September 2025. There are elements of the private overbuild that are integral to the construction of the transit project that will need to start at the same time as the transit facility construction begins (grading, foundations including piles and pile caps and the parking garage ramp). The associated cost for these limited integral elements is approximately \$10.8 million. This request is to prefund those activities with Wake Transit dollars to maintain the schedule for the public project. These funds will be reimbursed upon the developer's receipt of financing and commencement of the overbuild. If the current developer is ultimately unable to secure financing, GoTriangle would seek to recoup these dollars from a future developer and reimburse the Wake Transit Plan at that time.

GoTriangle, in partnership with GoRaleigh, is constructing a bus transit center adjacent to Raleigh Union Station in Downtown Raleigh's Warehouse District, which will include 8 bus bays to allow bus services (including bus rapid transit) to connect directly with intercity rail service. The facility will contain ground level retail spaces and accommodate mixed-use development on upper floors. Art will be installed in this transit center in accordance with the newly adopted Wake Transit Art Funding Eligibility Policy. Of the \$9.11 million allocation, \$250,000 is available for art installation, and \$8,860,000 is available for construction of the base elements of the facility.

To deliver this project on time, Wake Transit allocated \$8,860,000 for construction, which GoTriangle will return to the tax district when that same amount is obligated to them between fiscal years 2025 and 2028, in accordance with the current FY 2020-2029 State Transportation Improvement Program. In FY 2025, the amount to be returned to the tax district is \$2,215,000. The facility is currently in the construction phase.

Project Status Updates

Quarter 1:

Engineering phase is substantially complete, and construction continues on schedule for revenue service in August 2025. All concrete work is substantially complete. Masonry, metal framing, MEP, and on-street utilities are currently in progress.

Quarter 2:

Construction continues on schedule for revenue service in August 2025. Interior build outs in progress, MEP systems ready for initial testing, on-street improvements advancing with signal poles, street lights, granite curbs, etc installed. Operational readiness team preparing for testing and commissioning phase following appropriate certificates from the construction being completed.

Quarter 3:

Construction continues on schedule for revenue service to begin in August 2025. All of the on-street construction activities have been completed for the transit project portion of the RUSBUS joint development. Many of the systems interior to the project have been completed and had final inspections. Operational readiness teams continue to prepare for the Certificate of Occupancy to be achieved so that commissioning and testing phases can begin in preparation for the facility's opening.

Quarter 4:

GoTriangle received the Certificate of Occupancy for the RUSBUS project this quarter. Construction is wrapping up and the general contractor is demobilizing most of their staff and facilities as the project has been turned over to GoTriangle. Staff training and commissioning is in full progress as GoTriangle prepares for revenue service on August 3rd. GoTriangle is holding a ribbon cutting ceremony on July 25. Additional 'Art Funding' adopted by the Wake Transit Work Plan was used in preparation for The Acorn installation.

Project Performance Measures

FY18 & FY 19 Deliverables:	
1. For each project phase (planning, design, construction, etc.):	Planning/Design
a. Date RFP/RFQ released for professional services or construction	FY18
b. Date contract awarded for professional services or construction	FY18
c. Date of completion for each phase	FY23
d. If land acquisition, date of closing on property	W.Hargett St/S.West St
2. If concurrence framework applies, date of concurrence for established concurrence points/milestones	FY18
FY20 & FY23 Deliverables:	
1. For each project phase (planning, design, construction, etc.):	Construction
a. Date RFP/RFQ released for professional services or construction	FY18
b. Date contract awarded for professional services or construction	FY18
c. Date of completion for each phase	
d. If land acquisition, date of closing on property	W.Hargett St/S.West St
2. If concurrence framework applies, date of concurrence for established concurrence points/milestones	FY18

Project Sponsor	GoTriangle
Project Code	TC002-B
Project Name	Expansion of Bus Operations and Maintenance Facility (Wake County Share)
Implementing / Operating Agency	GoTriangle
Project Agreement Executed	Yes
Implementation Date	July 2017
Performance Measures Base Year	FY 2018

Project Description

FY 2018 WTWP Project Description: GoTriangle will complete a space assessment of its existing bus operations and maintenance facility and explore the viability of constructing a new building on its current bus operations and maintenance facility site to accommodate its growing needs associated with transit service expansion in Wake County. The space assessment and feasibility study for accommodating more capacity will be evaluated in the multi-year bus service implementation plan (Project ID: TO002-G). Expenses associated with the design of the new facility or expansion of the existing facility will be covered by this project-specific funding source once the assessment and feasibility phase is complete. Funds will not be allocated to this project until the feasibility phase for operations and maintenance facilities in the multi-year bus service implementation plan is complete. The total estimated cost for this work is \$500,000, with the portion attributed to Wake County services being \$200,000.

FY 2023 WTWP Project Description: The GoTriangle Operations and Maintenance Facility at 5201 Nelson Rd in Morrisville, NC was originally constructed in 1998. In 2006, the facility was updated to add space for administrative functions. GoTriangle is currently operating near capacity of the existing facility. GoTriangle's Regional Fleet and Facilities Study recommends the design, renovation, and expansion of their Nelson Road Operations and Maintenance Facility. This capital improvement will add the needed capacity required to accommodate GoTriangle's projected increase to its fixed-route fleet, including vehicles needed for operations in Wake, Orange, and Durham Counties, through 2050. The renovation and expansion will also include updates to better accommodate the facility's administrative functionality. The Regional Fleet and Facilities study has also projected the need to relocate GoTriangle's paratransit maintenance and servicing to a new facility to reach full build-out, the funding for which is not included in this project's design and construction allocation. Facility costs to update the Nelson Road facility will be shared across GoTriangle's service areas in Wake, Orange, and Durham counties.

FY 2024 WTWP Project Description: The ongoing fleet and facilities study is evaluating constraints and needs for maintenance, storage, fueling, and servicing capacity as well as work-flow efficiency at the GoTriangle Nelson Road bus operations and maintenance facility. The outcome of this study will include site selection, schematic design, and cost estimates for a new and/or expanded facility. The study includes a regional coordination element to identify opportunities for shared facilities for vehicle storage, servicing, and/or repairs. The study has identified onsite expansion and renovation of the current Nelson Road facility as the most cost-effective option to address current needs and provide opportunity to meet future fleet needs over the course of the useful life of the renovated facility (40+ years). The completed study will include phases and associated costs of handling the fleet required to operate the services identified in the Wake Bus Plan. The renovation and expansion will also include updates to better accommodate the facility's administrative functionality. The Regional Fleet and Facilities study has also projected the need to relocate GoTriangle's paratransit maintenance and servicing to a new facility to reach full build-out, the funding for which is not included in this project's design and construction allocation. Facility costs to update the Nelson Road facility will be shared across GoTriangle's service areas in Wake, Orange, and Durham counties. The currently anticipated Wake County cost share of renovating and expanding the overall facility is 55%. This 55% cost share is an increase from the original 40% anticipated cost share, was refined during the capital improvements phase of the ongoing Wake County Bus Plan, and is based upon GoTriangle's bus expansion schedule and future fleet needs for Wake County expansion services as compared to its fleet needs across the region

Project Status Updates

Quarter 1:

RFQ for Design team in final review for solicitation, with RFQ for CMAR team to follow. GoTriangle is also advancing procurement of new BEB chargers to be located on-site for 5 new electric buses to arrive in the Spring of 2025. GoTriangle continues to work with STV, Inc as the project management consultant (PMC) to establish program controls, additional grant funding opportunities, fleet analysis, and NEPA deliverables.

Quarter 2:

Design Team RFQ shortlisted teams and conducted interviews - will begin negotiations and moving towards an NTP. BEB Charger procurement has had preliminary designs approved and is in the process of getting approval for purchase and installation. CMAR RFQ, PEER Analysis of Fleet electrification and on-route charging, NEPA, all being advanced.

Quarter 3:

GoTriangle has purchased BEB charging equipment and is in process of installing the chargers for 5 new electric buses which are planned to arrive in late Spring of 2025. The negotiations for the Design team are in progress and looking for a likely NTP for July 1, 2025. NEPA is being advanced as well as a ROW closure with NCDEQ, the CMAR RFQ is in development and being finalized for release of solicitation.

Quarter 4:

Board approved contract award for 30% design services to CPL in June. Expected completion Q3 2026. Design kickoff event planned for Q1 2026. CMAR RFQ development virtually complete, planning to release for responses in July. ROW closure in progress. Additional property acquisition from RDO in progress.

Project Performance Measures

FY18 Deliverables:	
1. For each project phase (planning, design, land acquisition, construction, etc.):	Feasibility/Design
a. Date RFP/RFQ released for professional services or construction	
b. Date contract awarded for professional services or construction	
c. Date of completion for each phase	
d. If land acquisition, date of closing on property	5201 Nelson Rd
2. If concurrence framework applies, date of concurrence for established concurrence points/milestones	
FY23 & FY24 Deliverables:	
1. For each project phase (planning, design, land acquisition, construction, etc.):	Construction
a. Date RFP/RFQ released for professional services or construction	
b. Date contract awarded for professional services or construction	
c. Date of completion for each phase	
d. If land acquisition, date of closing on property	5201 Nelson Rd
2. If concurrence framework applies, date of concurrence for established concurrence points/milestones	

Project Sponsor	GoTriangle
Project Code	TC002-AI
Project Name	Hillsborough / I-440 Park-and-Ride (District Drive)
Implementing / Operating Agency	GoTriangle
Project Agreement Executed	Yes
Implementation Date	July 2021
Performance Measures Base Year	FY 2022

Project Description

FY 2022 WTWP Project Description: GoTriangle will design and acquire land for a new 100-space park-and-ride facility for GoTriangle routes operating throughout west Raleigh, providing a service amenity to those traveling to North Carolina State University, downtown Raleigh, RDU Airport, and the Regional Transit Center (RTC). The park-and-ride facility will primarily serve riders originating in western Raleigh and could include amenities such as shelters, benches, lighting, trash bins, maps and cases, signage, an emergency phone, security cameras, bike storage, and ADA improvements. This project is subject to the Wake Transit Concurrence Framework. No funds may be reimbursed for land acquisition or advanced design (beyond 30%) before concurrence is achieved on a locally preferred alternative for the project. Further, land to be acquired for this project shall be subject to any applicable provisions set forth in a policy framework for the use of Wake Transit funds to acquire real property, as adopted by the CAMPO Executive Board and GoTriangle Board of Trustees.

FY 2023 WTWP Project Description: is project is subject to the Wake Transit Concurrence Framework. No funds may be reimbursed for construction before concurrence is achieved on a LEDPA recommendation and any additional applicable decision points as determined by the Concurrence Plan for the project.

Project Status Updates

Quarter 1:

Get updated progress schedule to move into 50% plans; submit initial 50% plans to state construction office

Quarter 2:

State Construction Office reviewed Schematic Design/Design Development (SD/DD Drawings) and approved with comments. SCO Construction Drawings to progress for submittal. City of Raleigh submittals started.

Quarter 3:

Continue to refine plans and address issues with sewer access and signage; plans to be submitted to both City of Raleigh and State Construction Office in early Q4.

Quarter 4:

Plans submitted to State Construction Office and City of Raleigh. Received comments. Currently responding to comments. Three change orders around monument entry sign, force main and pump station, and 2 additional test holes initiated. Second round of plan submittals slated for late July.

Project Performance Measures

FY22 Deliverables:	
1. For each project phase (planning, design, land acquisition, construction, etc.):	Planning/Land
a. Date RFP/RFQ released for professional services or construction	Completed
b. Date contract awarded for professional services or construction	Completed
c. Date of completion for each phase	Completed
d. If land acquisition, date of closing on property	4050 District Dr
2. If concurrence framework applies, date of concurrence for established concurrence points/milestones	n/a
FY23 Deliverables:	
1. For each project phase (planning, design, land acquisition, construction, etc.):	Design/Construction
a. Date RFP/RFQ released for professional services or construction	
b. Date contract awarded for professional services or construction	
c. Date of completion for each phase	
d. If land acquisition, date of closing on property	4050 District Dr
2. If concurrence framework applies, date of concurrence for established concurrence points/milestones	

Project Sponsor	GoTriangle
Project Code	TC002-M
Project Name	Bus Stop Improvements
Implementing / Operating Agency	GoTriangle
Project Agreement Executed	Yes
Expected Implementation Date	July 2018
Performance Measures Base Year	FY 2019

Project Description

FY 2019 WTWP Project Description: GoTriangle will install up to 30 bus stops for future service. Bus stop amenities could include the installation of concrete pads for safer and more comfortable boarding/alighting of buses, benches, bike racks, access ramps, sidewalks, and other associated amenities.

FY 2020 WTWP Project Description: This project will create new bus stops for new or redesigned routes, including the realigned Route 311 and the expanded Route 310. Additional improvements may also occur at other new GoTriangle stop locations.

FY 2023 WTWP Project Description: This project will create new bus stops for new or redesigned routes.

FY 2024 WTWP Project Description: This project will support the installation of new bus stops for new or redesigned routes. This project is part of a multi-year effort to improve GoTriangle bus stops throughout Wake County and will help GoTriangle achieve its goal of making all stops ADA accessible. By focusing on installing high quality bus stops for new or redesigned routes, GoTriangle is also supporting goals of improving access to transit and improving quality of bus stops, identified through public outreach during the Wake Vision Plan update process. The FY24 allocation will provide funding for amenities and accessibility stop improvements at stops for expansion services for Route 305 and Route 310.

Improvements may include:

- Concrete pads, Benches, Shelters, Signage, Access ramps, Sidewalk improvements

Project Status Updates

Quarter 1:

Major Activities Completed in FY25Q1:

- Completed Aerial Review Drawings
- Started Survey of bus stops
- Consultants to deliver 50% plans for over the shoulder review

Wake Transit Funds were used for Design at these stops:

1164 - Laura Duncan Rd (SB) at Apex Peakway
1217 - Slater Rd (EB) at Carrington Mill Blvd
1219 - Slater Rd (WB) at Copley Pkwy
1220 - Slater Rd (EB) at Copley Pwky
1227 - Jones Franklin Rd (SB) at Hunt Club Ln
1257 - Pine Plaza Dr (EB) at Laura Duncan Rd
1258 - Pine Plaza Dr (WB) at Laura Duncan Rd
1259 - Pine Plaza Dr (EB) at Costco
1260 - Pine Plaza Dr (WB) at Costco
1262 - Pine Plaza Dr (EB) at Lake Pine Dr
1273 - Jones Franklin Rd (NB) at Pendwood Dr
1276 - Western Blvd (WB) at Gorman St
1277 - Western Blvd (EB) at Dan Allen Dr
1281 - Western Blvd (EB) at S Boylan Ave
1299 - Western Blvd (WB) at S Boylan Ave
1303 - Western Blvd (EB) at Gorman St
1306 - Jones Franklin Rd (SB) at Centerview Dr
1308 - Jones Franklin Rd (SB) at Woodsdale Rd
1309 - Jones Franklin Rd (NB) at Wayne St
1310 - Jones Franklin Rd (NB) at Crossroads Blvd

1312 - Tryon Rd (NB) at Waverly Pl (WB)
1315 - Tryon Rd (WB) at SE Cary Pkwy
1346 - Tryon Rd at Waverly Pl (EB)
1407 - Pine Plaza Dr (WB) at Lake Pine Dr
1408 - Pine Plaza Dr (WB) at Shepherds Vineyard
1913 - Dillard Dr (EB) at Meeting St
1945 - Hillsborough St (WB) at Jones Franklin Rd
8063 - S Salisbury St (SB) at W Morgan St
8226 - Western Blvd (WB) at Merendino St
8264 - Western Blvd (WB) at Powell Dr
9065 - Western Blvd (EB) at Heather Dr
9066 - Western Blvd (EB) at Deboy St
11034 - Dillard Dr (WB) at Meeting St

Wake Transit Funds were used for Construction at this stop:

2020015 - S. Salem St (SB) at Moore St

Quarter 2:

Continued to progress the following stops:

Wake Transit Funds were used for Design at these stops:

- 1164 - Laura Duncan Rd (SB) at Apex Peakway
- 1217 - Slater Rd (EB) at Carrington Mill Blvd
- 1219 - Slater Rd (WB) at Copley Pkwy
- 1220 - Slater Rd (EB) at Copley Pwky
- 1227 - Jones Franklin Rd (SB) at Hunt Club Ln
- 1257 - Pine Plaza Dr (EB) at Laura Duncan Rd
- 1258 - Pine Plaza Dr (WB) at Laura Duncan Rd
- 1259 - Pine Plaza Dr (EB) at Costco
- 1260 - Pine Plaza Dr (WB) at Costco
- 1262 - Pine Plaza Dr (EB) at Lake Pine Dr
- 1273 - Jones Franklin Rd (NB) at Pendwood Dr
- 1276 - Western Blvd (WB) at Gorman St
- 1277 - Western Blvd (EB) at Dan Allen Dr
- 1281 - Western Blvd (EB) at S Boylan Ave
- 1299 - Western Blvd (WB) at S Boylan Ave
- 1303 - Western Blvd (EB) at Gorman St
- 1306 - Jones Franklin Rd (SB) at Centerview Dr
- 1308 - Jones Franklin Rd (SB) at Woodsdale Rd
- 1309 - Jones Franklin Rd (NB) at Wayne St
- 1310 - Jones Franklin Rd (NB) at Crossroads Blvd

- 1312 - Tryon Rd (NB) at Waverly Pl (WB)
- 1346 - Tryon Rd at Waverly Pl (EB)
- 1407 - Pine Plaza Dr (WB) at Lake Pine Dr
- 1408 - Pine Plaza Dr (WB) at Shepherds Vineyard
- 1945 - Hillsborough St (WB) at Jones Franklin Rd
- 8063 - S Salisbury St (SB) at W Morgan St
- 8226 - Western Blvd (WB) at Merendino St
- 8264 - Western Blvd (WB) at Powell Dr
- 9065 - Western Blvd (EB) at Heather Dr
- 9066 - Western Blvd (EB) at Deboy St
- 11034 - Dillard Dr (WB) at Meeting St

Wake Transit Funds were used for Construction at this stop:

- 2020015 - S. Salem St (SB) at Moore St

Quarter 3:

Design continuing on:

1217 - Slater Rd (EB) at Carrington Mill Blvd
1219 - Slater Rd (WB) at Copley Pkwy
1220 - Slater Rd (EB) at Copley Pwky
1259 - Pine Plaza Dr (EB) at Costco
1262 - Pine Plaza Dr (EB) at Lake Pine Dr
1273 - Jones Franklin Rd (NB) at Pendwood Dr
1276 - Western Blvd (WB) at Gorman St
1277 - Western Blvd (EB) at Dan Allen Dr
1281 - Western Blvd (EB) at S Boylan Ave
1303 - Western Blvd (EB) at Gorman St
1306 - Jones Franklin Rd (SB) at Centerview Dr
1308 - Jones Franklin Rd (SB) at Woodsdale Rd
1309 - Jones Franklin Rd (NB) at Wayne St
1306 - Jones Franklin Rd (SB) at Centerview Dr
1310 - Jones Franklin Rd (NB) at Crossroads Blvd
1312 - Tryon Rd (NB) at Waverly Pl (WB)
1315 - Tryon Rd (WB) at SE Cary Pkwy
1346 - Tryon Rd at Waverly Pl (EB)
1407 - Pine Plaza Dr (WB) at Lake Pine Dr
1449 - S Hughes St (SB) at E Williams St
8264 - Western Blvd (WB) at Powell Dr
9065 - Western Blvd (EB) at Heather Dr
9066 - Western Blvd (EB) at Deboy St
11034 - Dillard Dr (WB) at Meeting St

Progressed to permitting stage:

1164 - Laura Duncan Rd (SB) at Apex Peakway
1257 - Pine Plaza Dr (EB) at Laura Duncan Rd
1258 - Pine Plaza Dr (WB) at Laura Duncan Rd
1260 - Pine Plaza Dr (WB) at Costco
1408 - Pine Plaza Dr (WB) at Shepherds Vineyard

Quarter 4:

Permitting:

1164 - Laura Duncan Rd (SB) at Apex Peakway
1257 - Pine Plaza Dr (EB) at Laura Duncan Rd
1258 - Pine Plaza Dr (WB) at Laura Duncan Rd
1260 - Pine Plaza Dr (WB) at Costco
1408 - Pine Plaza Dr (WB) at Shepherds Vineyard
1913- Dillard Dr (EB) at Meeting St

Advancing Design (survey):

11034 - Dillard Dr (WB) at Meeting St

Design:

Other stops listed in Q3 above

Project Performance Measures

Deliverables				
Contract award date for site or program of sites	various			
	Q1	Q2	Q3	Q4
Number of sites with improvements completed/constructed per quarter (on a rolling quarterly basis for multiple sites wrapped into single Work Plan project; as a proportion of total site improvement budget when alternate funding sources apply). If none completed for a quarter, report on the phase (planning, design, right-of-way, etc.) of ongoing site improvements.	Multiple stages see above			

Project Sponsor	GoTriangle
Project Code	TC002-Y
Project Name	Bus Stop Improvements for New Stop Locations
Implementing / Operating Agency	GoTriangle
Project Agreement Executed	Yes
Expected Implementation Date	July 2019
Performance Measures Base Year	FY 2020

Project Description

FY 2020 WTWP Project Description: This project will upgrade existing bus stops to improve passenger safety and comfort, including existing stops on the realigned Route 311 and the expanded Route 310. Additional improvements may also occur at other GoTriangle existing stop locations.

FY 2021 WTWP Project Description: In FY21, GoTriangle will make improvements to new and existing bus stop locations to enhance passenger safety and comfort. These bus stop improvements are also supported by CAMPO LAPP funds.

FY 2023 WTWP Project Description: In FY24 DQG IXWXUH \HDUV, GoTriangle will make improvements to existing bus stop locations to enhance passenger safety and comfort.

FY 2024 WTWP Project Description: GoTriangle will make improvements to system wide bus stops to enhance passenger safety and comfort. This project is a multi-year effort to improve GoTriangle bus stops throughout Wake County which will help GoTriangle achieve its goal of making all stops ADA accessible. By focusing on bus stop improvements, GoTriangle is also supporting goals of improving access to transit and improving quality of bus stops, identified through public outreach during the Wake Transit Vision Plan update process. The funding allocated for this project will provide amenities and accessibility stop improvements at stops throughout the GoTriangle system in Wake County, serving routes such as the 100, CRX, DRX, 300, 305, and 310, all of which are routes that have been improved using Wake Transit program funding.

Improvements may include:

- Concrete pads, Benches, Shelters, Signage, Access ramps, Sidewalk improvements

Project Status Updates

Quarter 1:

Major Activities Completed in FY25Q1:

- Completed Aerial Review Drawings
- Started Survey of bus stops
- Consultants to deliver 50% plans for over the shoulder review

Wake Transit Funds were used for Design at these stops:

- 1099 - Elm Ave (EB) at White St
- 1263 - Pine Plaza Dr (EB) at Shepherds Vineyard
- 1450 - S Hughes St (NB) at E Williams St
- 1888 - E 4th St (WB) at Wendell Park and Ride
- 1890 - Zebulon Park and Ride

Quarter 2:

Major Activities Completed in FY25Q2:

- Additional progression of the following stops

1099 - Elm Ave (EB) at White St
 1263 - Pine Plaza Dr (EB) at Shepherds Vineyard
 1449 - S Hughes St (SB) at E Williams St
 1450 - S Hughes St (NB) at E Williams St
 1888 - E 4th St (WB) at Wendell Park and Ride
 1890 - Zebulon Park and Ride

Quarter 3:

Major Activities Completed in FY25Q3:

- Additional progression of the following stops

1449 - S Hughes St (SB) at E Williams St-Preparing for Real Estate
 1450 - S Hughes St (NB) at E Williams St-Assessing for ADA compliance
 1888 - E 4th St (WB) at Wendell Park and Ride
 1099 - Elm Ave (EB) at White St-Stop removed; survey determined stop was on private property
 1263 - Pine Plaza Dr (EB) at Shepherds Vineyard; on hold due to operational concerns + U-5301; coordinated with NCDOT project consultants for existing and future stop location
 1890 - Zebulon Park and Ride-stop removed; being replaced with FY 24 TIG stops on W Gannon

Quarter 4:

Continuing progression of:

1449 - S Hughes St (SB) at E Williams St-in Real Estate
 1450 - S Hughes St (NB) at E Williams St-still need to assess ADA compliance
 1888 - E 4th St (WB) at Wendell Park and Ride
 1263 - Pine Plaza Dr (EB) at Shepherds Vineyard; still on hold; meeting with Town in July to discuss future of 305 route alignment in this vicinity

Project Performance Measures

Deliverables				
Contract award date for site or program of sites	various			
	Q1	Q2	Q3	Q4
Number of sites with improvements completed/constructed per quarter (on a rolling quarterly basis for multiple sites wrapped into single Work Plan project; as a proportion of total site improvement budget when alternate funding sources apply). If none completed for a quarter, report on the phase (planning, design, right-of-way, etc.) of ongoing site improvements.	Multiple stages see above			

Project Sponsor	GoTriangle
Project Code	TC002-BP
Project Name	Bus Stop Improvements for New and Existing Routes
Implementing / Operating Agency	GoTriangle
Project Agreement Executed	Yes
Expected Implementation Date	July 1, 2016
Performance Measures Base Year	FY17

Project Description

GoTriangle will make improvements to systemwide bus stops to enhance passenger safety and comfort by providing amenities at bus stops for expansion services. Possible improvements could include concrete pads, benches, shelters, signage, landing pads, lighting, bicycle racks, access ramps, or sidewalk improvements. This project is a multi-year effort to improve GoTriangle bus stops throughout Wake County. This program will help GoTriangle achieve its goal of making all stops ADA accessible. By focusing on bus stop improvements, GoTriangle is also supporting the goals of improving access to transit and improving quality of bus stops, identified through public outreach during the Wake Transit Plan update process.

This project is a consolidation of projects TC002-M: Bus Stop Improvements and TC002-Y: Systemwide Bus Stop Improvements

Project Status Updates

Quarter 1:

Q1 const group j under const: wake=2
Q1 const group k awarded wake=1
Remaining numbers are cumulative since program inception
Planning – 44
Design – 57
On-Hold – 3
Permitting – 0
Real Estate – 1
Bid Ready – 1
Construction – 3
Constructed – 17
Others - 4
Total = 128

Quarter 2:

Q1 const group j under const: wake=2
Q1 const group k awarded wake=1
Remaining numbers are cumulative since program inception
Planning – 56
Design – 62
On-Hold – 3
Permitting – 0
Real Estate – 1
Bid Ready – 0
Construction – 4
Constructed – 17
Others - 2
Total = 145

Specifically invoiced stops include Design:

1184 Apex Peakway at Huges St
1269 Dillard Dr at Walnut St. (EB)
1270 Dillard Dr. at Corning Rd
1271 Dillard Dr. at Jones Franklin Rd
1272 Jones Franklin Rd at Crossroads Blvd (SB)
1313 Dillard Dr at Walnut St (WB)
1318 Tryon Rd at WakeMed Cary Hospital
1322 Piney Plains Rd at Scarlet Sky Ln (NB)
1323 Piney Plains Rd at Scarlet Sky Ln (SB)
2024007 S. Main St at E. Maple (NB)
2024008 S. Main St. at W. Maple (SB)
2024009 S. Main St. at Village Walk Rd (NB)
2024012 Ralph Stevens Rd at Collins St

Construction:

1301 Western Blvd at Morrill Dr

Quarter 3:

Site data sent to Davenport in mid-February for development of Aerial Review Drawings to help determine survey extents for stops in design task orders 1 through 4. These include stops on the 305 in Cary, and TIG stops in Apex, Holly Springs, Wendell, and Zebulon, most of which are the same stops shown in Q2 with the addition of stops in task order 4, 1162, 1163, 1166, 1167, 1168, and 1169. Wake Transit is the local match to federal funds for all stops.

Design:

1184 - Apex Peakway at Hughes St. (Walmart)
1269 - Dillard Dr at Walnut St (EB)
1270 - Dillard Dr at Corning Rd
1271 - Dillard Dr at Jones Franklin Rd
1272 - Jones Franklin Rd at Crossroads Blvd (SB)
1313 - Dillard Dr at Walnut St (WB)
1318 - Tryon Rd at WakeMed Cary Hospital
1322 - Piney Plains Rd at Scarlet Sky Ln (NB)
1323 - Piney Plains Rd at Scarlet Sky Ln (SB)
2024011 - Rex Holly Springs
2024007 - S Main at E Maple (NB)
2024008 - S Main at W Maple (SB)
2024009 - Ralph Stevens Rd at Village Walk Rd (NB)
2025003 - Wendell Falls at Taylor RD (WB)
2025004 - Wendell Falls at Taylor RD (EB)
2025012 - E Gannon Ave at Old US 264 (WB)
2025013 - N Arendell Ave at Waketon St
2025015 - W Gannon Ave at N Arendell Ave (EB)
2025016 - W Gannon Ave at N Arendell Ave (WB)
2025017 - W Gannon Ave at Mack Todd (EB)
2025018 - W Gannon Ave at Mack Todd (WB)

Construction:

1301 - Western Blvd at Morrill Dr (NCSU Main Campus)
8176 - Hillsborough St at Horne St EB
8238 - Hillsborough St at Horne St (WB)

Quarter 4:

Completed:

1301 - Western Blvd at Morrill Dr (NCSU Main Campus)
8176 - Hillsborough St at Horne St (EB)
8238 - Hillsborough St at Horne St (WB)

Design:

Design continuing on stops listed in Q3, and added CAMPO LAPP FY 25 award stops, including field visits with the design consultant on June 27:

1162- Laura Duncan Rd at Knollwood Dr
1163- Laura Duncan Rd at US 64 (NB)
1166- Mason St at Chatham St SB
1167- Chatham St at Mason St NB
1168- Hughes St at James St (SB)
1169- Hughes St at James St (NB)

Project Performance Measures

Deliverables				
Contract award date for site or program of sites				
	Q1	Q2	Q3	Q4
Number of sites with improvements completed/constructed per quarter (on a rolling quarterly basis for multiple sites wrapped into single Work Plan project; as a proportion of total site improvement budget when alternate funding sources apply). If none completed for a quarter, report on the phase (planning, design, right-of-way, etc.) of ongoing site improvements.	Multiple Stages see above			

Project Sponsor	GoTriangle
Project Code	TC002-N
Project Name	Triangle Mobility Hub (Wake County Share)
Implementing / Operating Agency	GoTriangle
Project Agreement Executed	Yes
Expected Implementation Date	July 2018
Performance Measures Base Year	FY 2019

Project Description

Phase II of the new Regional Transit Center (RTC) will continue in FY 2025. Phase II consists of land acquisition, design, and construction. With initial planning complete, and design and land acquisition work in progress, implementation of phase II will draw from the remaining funding allocated towards construction.

The completed feasibility study for the relocation of the RTC included an evaluation of the current facility and identification of necessary passenger amenities and infrastructure improvements, and a feasibility study to evaluate the potential new locations for the RTC, taking into consideration current and future planned routes, land use, supply, and price. The current location of the RTC on Slater Road in Durham creates overlapping routes leading to inefficiency and is not proximate to I-40 which causes delays and reduced reliability during peak commuting times. The feasibility study evaluated location options that improve operating efficiency and reliability, connections to planned BRT and CRT, as well as potential for transit-oriented development. The study concluded that the location of the RTC be the SW quadrant of the intersection of NC 54 and Miami Blvd. The feasibility study was funded by county transit plans in Wake, Durham, and Orange counties.

In the FY24 Work Plan, construction was delayed from FY 2024 to FY 2025 and spreads the allocations over four (4) fiscal years, as opposed to three (3). The original FY 2024 allocation of \$4.9M is instead featured in FY25's \$1.4M and FY26's \$3.5M.

Project Status Updates

Quarter 1:

Continued to progress schematic design (to 15%). Issued Joint Development RFQ with Research Triangle Foundation to provide input into site design.

Quarter 2:

Continued to progress schematic design (to 15%). Reviewed Joint Development RFQ with Research Triangle Foundation to provide input into site design, qualification ongoing at end of Q2. Prepared Joint Development RFP with Reserach Triangle Foundation to provide input into site design. ☒

Quarter 3:

Hired Catherine Miller, Transit Oriented Development Program Director for GoTriangle, to manage the project
 Secured NEPA consultant (3 Oaks Engineering) and began NEPA coordination with FTA
 Initiated Wake Transit Concurrence Process with CAMPO
 Developed initial conceptual layouts for TMH site

Quarter 4:

Selected Hoffman & Associates as Developer Partner; began contract negotiations for schematic (30%) design.
 Cooperation Agreement with Research Triangle Foundation (RTF) nearing completion.
 Initiated Wake Transit Concurrence process (CP1-3); finalizing our public engagement and communications plan.
 Received determination of categorical exclusion under NEPA; completion of NEPA process expected by Q2 2026.
 Began preparing grant agreement template to be submitted to FTA for review.

Project Performance Measures

FY19 Deliverables:	
1. Recommendations for new RTC Locations	Feasibility Study
2. Land acquisition costs	TBD
3. How a new RTC locations will affect current route planning	see above
FY22 Deliverables:	
1. For each project phase (planning, design, land acquisition, construction, etc.):	Planning/Design
a. Date RFP/RFQ released for professional services or construction	
b. Date contract awarded for professional services or construction	
c. Date of completion for each phase	
d. If land acquisition, date of closing on property	
2. If concurrence framework applies, date of concurrence for established concurrence points/milestones	
FY22 Deliverables:	
1. For each project phase (planning, design, land acquisition, construction, etc.):	Land Acquisition
a. Date RFP/RFQ released for professional services or construction	
b. Date contract awarded for professional services or construction	
c. Date of completion for each phase	
d. If land acquisition, date of closing on property	
2. If concurrence framework applies, date of concurrence for established concurrence points/milestones	

Project Sponsor	GoTriangle
Project Code	TC002-AK
Project Name	Downtown Apex Transfer Point Improvements
Implementing / Operating Agency	GoTriangle
Project Agreement Executed	Yes
Implementation Date	July 2021
Performance Measures Base Year	FY 2022

Project Description

FY 2022 WTWP Project Description: project covers the costs for design, land acquisition, and construction for a new enhanced transfer point in downtown Apex near the intersection of N. Mason Street and Old Mill Village Drive that will serve multiple local and regional routes. Wake Transit funds provided for this project will be used to cover 50% of the project cost. The other 50% will be funded by the CAMPO Locally Administered Projects Program.

The investment will provide amenities such as:

- Larger shelters, Lighting , Passenger information systems, Public Wi-Fi, Benches, Trash cans, Bike racks, Pedestrian access improvements

The total cost of developing and constructing this implementation element is \$333,000. Wake Transit Tax Proceeds will be providing the local match of \$166,500 for the Locally Administered Projects Program funding of \$166,500.

Project Status Updates

Quarter 1:

- Continue to move project toward 50-75% plans
- Submit to Town of Apex for their review

Quarter 2:

- Cost estimate exceeded budget; VE the N. Mason sidewalk out of project
- Coordinated change with Town of Apex; field visit and NEPA prep

Quarter 3:

Continued prep for NEPA submission, which is anticipated for the first week of April

Quarter 4:

Filed NEPA submission and received categorical exclusion. Submitted for permit with Town of Apex.

Project Performance Measures

Deliverables				
Contract award date for site or program of sites				
	Q1	Q2	Q3	Q4
Number of sites with improvements completed/constructed per quarter (on a rolling quarterly basis for multiple sites wrapped into single Work Plan project; as a proportion of total site improvement budget when alternate funding sources apply). If none completed for a quarter, report on the phase (planning, design, right-of-way, etc.) of ongoing site improvements.	50-75% Plans			Plans submitted for permitting

Wake Transit Quarterly Project Updates

FY 2025

Project Sponsor	GoTriangle
Project Code	TC002-AB
Project Name	Farebox Upgrades and Mobile Ticketing Technology
Implementing / Operating Agency	GoTriangle
Project Agreement Executed	Yes
Implementation Date	January 2020
Performance Measures Base Year	FY 2020

Project Description

FY 2020 WTWP Project Description: This project will upgrade GoTriangle's fareboxes, allowing the agency to pursue upgraded methods of fare collection, such as smart cards, mobile ticketing technology, and fare capping.

Project Status Updates

Quarter 1:

No Wake Transit Funds requested on this project in Q1

Quarter 2:

No Wake Transit Funds requested on this project in Q2

Quarter 3:

GoTriangle purchased on Umo smart cards and Umo smart readers were repaired in Q3. These vendor expenses are allocated across the transit plans with the Wake Transit Plan Share being 70%

Quarter 4:

Wake Transit Funds were used for Wake Transit share of Licenses and Repairs

Project Performance Measures

Deliverables:	
1. Name of project with brief description and objectives	Upgrade Bus Fleet
2. Date project started	FY21
3. Date project completed	
4. Ongoing improvements in service outcomes, including operational and/or cost improvements and efficiencies associated with the project objectives identified above	Card Readers and Routers purchased and installed, additional equipment will be purchased

Project Sponsor	North Carolina State University (NCSU)
Project Code	TC002-BN
Project Name	NCSU Bus Stop Improvements
Implementing / Operating Agency	North Carolina State University (NCSU)
Project Agreement Executed	Yes
Expected Implementation Date	July 2024
Performance Measures Base Year	FY 2025

Project Description

The North Carolina State University (NCSU) transportation department manages and operates a fixed-route transit system branded as "Wolfline". This system operates ten (10) fixed routes, two park & ride locations, and numerous bus stops that serve transit markets both on and off of NCSU's campuses.

This funding allocation is to enhance existing, on-campus bus stops with possible improvements such as landing pads (concrete or brick); benches, shelters, signage, lighting, trash/recycling receptacles, access ramps, or sidewalk improvements. This project is part of a multi-year effort to make all Wolfline stops ADA accessible. The amount requested includes design, installation and facilities and administrative costs.

Project Status Updates

Quarter 1:

No Wake Transit Funds were requested in Q1 for this project.

Quarter 2:

No Wake Transit Funds were requested in Q2 for this project. Advanced planning and design produced in-house for the improvement of three bus stops. Construction start originally scheduled for mid-January 2025 postponed by a few weeks due to snowstorm.

Quarter 3:

No Wake Transit funds were requested in Q3 for this project. Construction started in early February 2025 and was completed by early March 2025. Three bus stops were improved. Varsity Dr at West Deck (Stop ID# 136) had important access and safety improvements with a bulbout platform and accessible ramps connecting to the adjacent intersection. Ligon St at O'Kelly (Stop ID# 125) was improved with an expanded and now truly accessible landing pad and a bench. Varsity Dr at Keystone Bldg (Stop ID# 283) was improved with a paved landing pad and a simme seat. NC State Transportation is expecting final billing within a few weeks to submit the reimbursement claim.

Quarter 4:

No Wake Transit Funds were requested in Q4 for this project

Project Performance Measures

Deliverables				
Contract award date for site or program of sites	No Update			
	Q1	Q2	Q3	Q4
Number of sites with improvements completed/constructed per quarter (on a rolling quarterly basis for multiple sites wrapped into single Work Plan project; as a proportion of total site improvement budget when alternate funding sources apply). If none completed for a quarter, report on the phase (planning, design, right-of-way, etc.) of ongoing site improvements.	No Update	No Update	3 Stops Completed	No Update

Project Sponsor	City of Raleigh
Project Code	TC002-G
Project Name	Construction of Poole Rd P&R Facility
Implementing / Operating Agency	City of Raleigh
Project Agreement Executed	Yes
Implementation Date	July 2017
Performance Measures Base Year	FY 2018

Project Description

FY 2018 WTWP Project Description: City of Raleigh/GoRaleigh will be constructing a park-and-ride facility that includes 235 parking spaces across from the GoRaleigh Operations and Maintenance Facility on Poole Road. The park-and-ride facility will serve GoRaleigh Routes 18 (Worthdale Route) and 55X (Poole Road Express).

Project Status Updates

Quarter 1:

The first quarter of FY25 saw completion of some final small punchlist items. Biggest remaining item is to complete installation of fiber cables throughout site and finish hookup to security cameras. There has been no traction on this item as Fred Smith claims that PCS Fiber has been performing emergency repairs in the southeast due to hurricane damage. Fred Smith is working with PCS Fiber's availability for when they can complete the work.

Quarter 2:

The second quarter of FY25 saw completion of final punchlist items other than the drainage of the stormwater retention pond. We have received the certificate of substantial completion which allows us to utilize the park and ride as intended. The City of Raleigh, Fred Smith, and Wetherill are all working behind the scenes to come up with a solution for the retention pond and close up the project.

Quarter 3:

Continuous efforts between the City of Raleigh, Fred Smith Construction, and Wetherill Engineering have been made in Q3 to come up with a solution for the retention pond while GoRaleigh is able to utilize the park and ride as intended.

Quarter 4:

Contract with Fred Smith Construction has been completed and closed out. Weatherill Engineering and the City of Raleigh came to a solution for the retention pond which will include placing a liner and landscaping replacement. The work for this will be bid out in Q1 of FY26.

Project Performance Measures

Deliverables	
Construction updates to be provided quarterly	
Certificate of Occupancy	

Project Sponsor	City of Raleigh
Project Code	TC002-T
Project Name	East Raleigh Community Transit Center
Implementing / Operating Agency	City of Raleigh
Project Agreement Executed	Yes
Expected Implementation Date	July 2018
Performance Measures Base Year	FY 2019

Project Description

FY 2019 WTWP Project Description: Planning & Design: The City of Raleigh/GoRaleigh will begin the design process for an off-street transit center. This will remove transfers from the street, providing a safer connection for riders to move throughout the system without having to travel downtown. This project is for engineering and design work and may incorporate Right of Way acquisition as well. This project will also allow riders heading north and cross-town to make transfers more efficiently and effectively without having to travel downtown to GoRaleigh Station to make those transfers. Construction will be programmed in future years of the Capital Improvement Program (CIP) in conjunction with the Wake Bus Plan.

FY 2020 WTWP Project Description: Design, Land/Right of Way; This project will continue design and allocate funds for the purchase of land for a transit center in eastern Raleigh, replacing the existing bus stop at the Wal-Mart on New Bern Avenue. A park-and-ride will also be established for up to 100 spaces, depending on final site location.

FY 2023 WTWP Project Description: Construction; is project will construct a transit center in eastern Raleigh, replacing the existing bus stop at the Walmart on New Bern Avenue. A park-and-ride may also be established for up to 100 spaces, depending on final site location. When complete, up to four (4) routes could serve this location, including the New Bern Avenue BRT service. In FY23, the Wake Transit Work Plan will allocate funding for the construction of this transit center.

The transit center will provide:

- Additional shelter
- Bathrooms
- Ticket vending machines
- Benches
- Passenger information signs
- Bike parking
- An attendant for up to 12 hours per day.

Project Status Updates

Quarter 1:

In Q1, continuous efforts have been made to complete ASR review. 100% design and bid prep meeting is expected in FY25 Q2.

Quarter 2:

In Q2, continuous efforts have been made to work towards SPR review with 100% design and bid prep meeting expected in FY25 Q4.

Quarter 3:

In Q3, continuous efforts have been made to work towards completion with SPR with 100% design and bid prep meeting expected in FY25 Q4.

Quarter 4:

In Q4, 100% design and SPR efforts were completed. Next steps are to transition to the construction administration team with McAdams and prepping all documents to go out to bid. Bidding is expected to go out FY26 Q1.

Project Performance Measures

FY19 Deliverables:	Planning & Design
Engineering / Design Plans	
FY20 Deliverables:	
1. For each project phase (planning, design, land acquisition, construction, etc.):	Land/Right of Way
a. Date RFP/RFQ released for professional services or construction	
b. Date contract awarded for professional services or construction	
c. Date of completion for each phase	
d. If land acquisition, date of closing on property	
FY23 Deliverables:	
1. For each project phase (planning, design, land acquisition, construction, etc.):	Construction
a. Date RFP/RFQ released for professional services or construction	
b. Date contract awarded for professional services or construction	
c. Date of completion for each phase	
d. If land acquisition, date of closing on property	

Project Sponsor	City of Raleigh
Project Code	TC002-V
Project Name	GoRaleigh / GoWake Access Paratransit Maintenance & Operations Facility
Implementing / Operating Agency	City of Raleigh
Project Agreement Executed	Yes
Expected Implementation Date	July 2018
Performance Measures Base Year	FY 2019

Project Description

FY 2019 WTWP Project Description: Feasibility & Design; The City of Raleigh will seek an appropriate site to replace its current shared paratransit site, which is shared between Raleigh and Wake County. The current phase would allow GoRaleigh and Wake County (if they choose to participate) to seek an appropriate site, complete preliminary NEPA and develop schematic plans to ensure the site is appropriate for the designated use. Land acquisition and construction will be programmed in future years in conjunction with the Wake Bus Plan

FY 2020 WTWP Project Description: Land/Right of Way; The City of Raleigh will purchase land for a new GoRaleigh/GoWake Access Paratransit Operations and Maintenance Facility. Site selection criteria will prioritize accommodating 100 vehicles and providing space for administrative and management functions, including dispatch and scheduling, call center operations, training facilities, and driver break rooms.

FY 2022 WTWP Project Description: Design; The City of Raleigh will advance design to ultimately construct a new GoRaleigh/GoWake Access Paratransit Operations and Maintenance Facility. The site will prioritize accommodating 100 vehicles and providing space for administrative and management functions, including dispatch and scheduling, call center operations, training facilities, and driver break rooms.

FY 2023 WTWP Project Description: Design/Permitting; The City of Raleigh will advance design to ultimately construct a new GoRaleigh/GoWake Access Paratransit Operations and Maintenance Facility. The site will prioritize the accommodation of 100 vehicles and providing space for administrative and management functions, including dispatch and scheduling, call center operations, training facilities, and driver break rooms. Based on ROM cost estimates received in the beginning of FY22, it was determined that additional funding is needed to what was previously programmed in the Wake Transit Plan for this project. Additional funds are needed for design/permitting (+\$2M) and construction (+\$28.2M) over previously budgeted amounts.

FY 2024 WTWP Project Description: Construction; City of Raleigh will advance from the design to a two year construction phase of their new GoRaleigh/ GoWake Access Paratransit Operations and Maintenance Facility. The site will prioritize the accommodation of 100 vehicles and providing space for administrative and management functions, including dispatch and scheduling, call center operations, training facilities, and driver break rooms. Based on ROM cost estimates received in the beginning of FY22, it was determined that approximately \$42M will be needed for construction funding. The remaining \$1 million in FY24 for construction has been committed by Wake County through their 5337 federal formula grant allocation.

The City of Raleigh will continue the two-year construction phase of the new GoRaleigh/ GoWake Access Paratransit Operations and Maintenance Facility. The site will prioritize the accommodation of 100 vehicles and providing space for administrative and management functions, including dispatch and scheduling, call center operations, training facilities, and driver break rooms.

Based on a Rough Order of Magnitude (ROM) cost estimate received in the beginning of FY 2022, it was determined that approximately \$42M will be needed for construction funding. A total of \$41,320,000 of Wake Transit funding was allocated towards construction funding in FY24 and FY25, out of which \$21,320,000 will be allocated in FY25. Wake County has committed \$1 million of their 5337 federal grant funding to cover the remaining costs of construction.

Project Status Updates

Quarter 1:

A new RFQ for professional design services was posted and we received proposals on September 12th. The evaluation panel has met and decided to interview three firms: Stantec, WSP, and Wendell. These interviews are going to be conducted on October 16th at our Ops Facility.

Quarter 2:

Interviews were conducted with Stantec, WSP, and Wendell. 2nd interviews were conducted with Stantec and WSP before Stantec was chosen to continue scope and fee negotiations. We are currently on our second round of negotiations and expecting to be sending the design contract to City Council on February 18th.

Quarter 3:

Scope and fee negotiations have been completed with the design firm. The contract has been approved by City Council on March 18th and is currently in the stages of being routed for signatures. Once the contract is executed, the PM team will initiate dates and times for a design kick-off meeting.

Quarter 4:

Contract has been executed and the kick-off meeting was conducted. Three programming workshops were scheduled for the months July, August, and September with the PM team and user groups.

Project Performance Measures

FY19 Deliverables:	Feasibility
Engineering / Design Plans	
FY20 Deliverables:	Land/Right of Way
1. For each project phase (planning, design, land acquisition, construction, etc.):	
a. Date RFP/RFQ released for professional services or construction	
b. Date contract awarded for professional services or construction	
c. Date of completion for each phase	
d. If land acquisition, date of closing on property	

FY22 Deliverables:	
1. For each project phase (planning, design, land acquisition, construction, etc.):	Design
a. Date RFP/RFQ released for professional services or construction	
b. Date contract awarded for professional services or construction	
c. Date of completion for each phase	
d. If land acquisition, date of closing on property	
FY23 Deliverables:	
1. For each project phase (planning, design, land acquisition, construction, etc.):	Permitting
a. Date RFP/RFQ released for professional services or construction	
b. Date contract awarded for professional services or construction	
c. Date of completion for each phase	
d. If land acquisition, date of closing on property	
FY24 Deliverables:	
1. For each project phase (planning, design, land acquisition, construction, etc.):	Construction
a. Date RFP/RFQ released for professional services or construction	
b. Date contract awarded for professional services or construction	
c. Date of completion for each phase	
d. If land acquisition, date of closing on property	

Wake Transit Quarterly Project Updates

FY 2025

Project Sponsor	City of Raleigh
Project Code	TC002-AC
Project Name	New Midtown Transit Center
Implementing / Operating Agency	City of Raleigh
Project Agreement Executed	Yes
Expected Implementation Date	July 2019
Performance Measures Base Year	FY 2020

Project Description

A new transit center will be constructed in Midtown in Raleigh, near the North Hills shopping center and in proximity to I-440. While GoRaleigh currently serves Midtown with two (2) routes using existing easements at two (2) stops with benches and shelters, both sites have limited access without any room for expansion. The new Midtown Transit Center will support transfers between transit routes and create opportunities to travel east – west without going into downtown Raleigh. The planned Transit Center will be a staffed facility. This facility will support three (3) high frequency network routes and one (1) local route with 30-minute frequencies.

This project is scheduled to move into the design phase in FY25. A planning and feasibility study and the land acquisition phases were funded in prior fiscal years. Final design and construction are planned for FY26.

Project Status Updates

Quarter 1:

The City's real estate division continues to work on land acquisition. Acquisition has proved to be tougher than expected with increased competition for real estate due to development.

Quarter 2:

The City's real estate division continues to work on land acquisition. Acquisition has proved to be tougher than expected with increased competition for real estate due to development.

Quarter 3:

The City's real estate division continues to work on land acquisition. Acquisition has proved to be tougher than expected with increased competition for real estate due to development.

Quarter 4:

No Changes, the City does continue to search for available property at an affordable price. New rezoning requests are also reviewed for possible opportunity to request 'conditions' to support a new transit facility.

Project Performance Measures

FY20 Deliverables:	
1. For each project phase (planning, design, land acquisition, construction, etc.):	Planning & Design
a. Date RFP/RFQ released for professional services or construction	
b. Date contract awarded for professional services or construction	
c. Date of completion for each phase	
d. If land acquisition, date of closing on property	
FY23 Deliverables:	
1. For each project phase (planning, design, land acquisition, construction, etc.):	Land Acquisition
a. Date RFP/RFQ released for professional services or construction	
b. Date contract awarded for professional services or construction	
c. Date of completion for each phase	
d. If land acquisition, date of closing on property	

Project Sponsor	City of Raleigh
Project Code	TC002-AL
Project Name	Crabtree Valley Mall Transit Center Updates
Implementing / Operating Agency	City of Raleigh
Project Agreement Executed	Yes
Expected Implementation Date	July 2021
Performance Measures Base Year	FY 2022

Project Description

FY 2022 WTWP Project Description: GoRaleigh will implement updates to the Transit Center at Crabtree Valley Mall in FY 2022. The Crabtree Valley Mall is a major transit hub with multiple routes converging at the transit center. The existing bus stop is adjacent to a parking deck and offers shelter from the weather. Additional investments will be needed to support bus riders transferring between routes, including additional passenger amenities and information display.

The Wake Bus Plan recommends investing in the bus stop with additional passenger amenities, information and resources.

Project Status Updates

Quarter 1:

Staffing shortages have been filled, progress was not made on this project this quarter. With the new staff, the City anticipates progress in Q2 FY25.

Quarter 2:

A site visit to evaluate existing conditions was completed on December 18. The City expects to release an RFP for construction in FY25.

Quarter 3:

City staff met with Crabtree stakeholders to get their support for the project. They are generally supportive and the City expects to release an RFP for construction in FY25.

Quarter 4:

Crabtree Valley Mall was sold, and its general manager changed, in June 2025. Outreach to management and owners has started over, delaying this project.

Project Performance Measures

FY22 Deliverables:	
1. For each project phase (planning, design, land acquisition, construction, etc.):	Designs
a. Date RFP/RFQ released for professional services or construction	
b. Date contract awarded for professional services or construction	
c. Date of completion for each phase	
d. If land acquisition, date of closing on property	N/A
FY22 Deliverables:	
1. For each project phase (planning, design, land acquisition, construction, etc.):	Construction
a. Date RFP/RFQ released for professional services or construction	
b. Date contract awarded for professional services or construction	
c. Date of completion for each phase	
d. If land acquisition, date of closing on property	N/A

Project Sponsor	City of Raleigh
Project Code	TC002-AM
Project Name	Triangle Town Center Transit Center Updates
Implementing / Operating Agency	City of Raleigh
Project Agreement Executed	Yes
Expected Implementation Date	July 2021
Performance Measures Base Year	FY 2022

Project Description

FY 2022 WTWP Project Description: Design, Install Amenities; GoRaleigh will implement updates to the Transit Center at Triangle Town Center in FY 2022. There are currently two transit stops at Triangle Town Center. The main bus stop is located at the mall entrance. Park-and-ride spaces are located near the Orvis store along the access road. As more bus services meet at Triangle Town Center, both bus stops will need additional infrastructure to support bus riders making transfers between routes.

Project Status Updates

Quarter 1:

Staffing shortages have been filled, progress was not made on this project this quarter. With the new staff, the City anticipates progress in Q2 FY25.

Quarter 2:

This will be included in the Triangle Town Center Transit Center (renamed to North Raleigh Transit Center) once the property has been secured and design can begin.

Quarter 3:

This will be included in the Triangle Town Center Transit Center (renamed to North Raleigh Transit Center) once the property has been secured and design can begin.

Quarter 4:

This will be included in the Triangle Town Center Transit Center (renamed to North Raleigh Transit Center) once the property has been secured and design can begin.

Project Performance Measures

FY22 Deliverables:	
1. For each project phase (planning, design, land acquisition, construction, etc.):	Design
a. Date RFP/RFQ released for professional services or construction	
b. Date contract awarded for professional services or construction	
c. Date of completion for each phase	
d. If land acquisition, date of closing on property	
FY22 Deliverables:	
1. For each project phase (planning, design, land acquisition, construction, etc.):	Construction
a. Date RFP/RFQ released for professional services or construction	
b. Date contract awarded for professional services or construction	
c. Date of completion for each phase	
d. If land acquisition, date of closing on property	

Project Sponsor	City of Raleigh
Project Code	TC002-AX
Project Name	Relocation of Triangle Town Center Transit Center - Land Acquisition
Implementing / Operating Agency	City of Raleigh
Project Agreement Executed	Yes
Expected Implementation Date	July 2022
Performance Measures Base Year	FY 2023

Project Description

GoRaleigh plans to relocate the transit center facility at Triangle Town Center to a new location on the property in FY 2030 as the current facility will be inadequate to support future bus service expansions planned for the area. At this time, the current transit center serves one (1) high-frequency route, one (1) local route, and two (2) regional routes, but by FY 2030, the Wake Transit Plan has this facility serving one (1) additional local route and serving as the northern terminus for the northern corridor BRT line. Furthermore, the planned and existing routes serving the transit center will have increased service frequency.

Funding was allocated in FY 2023 for land and right-of-way acquisition. Funding is allocated in FY 2029 to examine the feasibility of relocation needs and to begin design, with additional funds programmed for FY 2030 to relocate the transit center.

Project Status Updates

Quarter 1:

Raleigh has reached out to the property owner regarding purchase of the site at 3451 Sumner Blvd. We are negotiating possible price points with the property owner, and currently waiting on an appraisal for the property value.

Quarter 2:

Appraisal was received and came in under the budgeted 2 million. Currently the City Attorney Office is reviewing the restrictive covenants that come with the property. Once they have completed their review we will be ready to conduct negotiations with the property owner.

Quarter 3:

Negotiations with the property owner are underway.

Quarter 4:

Negotiations with the property owner continued in Q4. The property owner both has copious restricted covenants on the property and wants more than double what the property appraised for. We are currently examining alternative properties in the area.

Project Performance Measures

FY23 Deliverables:

1. For each project phase (planning, design, land acquisition, construction, etc.):	Land/Right of Way
a. Date RFP/RFQ released for professional services or construction	
b. Date contract awarded for professional services or construction	
c. Date of completion for each phase	
d. If land acquisition, date of closing on property	

Project Sponsor	City of Raleigh
Project Code	TC002-BG
Project Name	GoRaleigh Systemwide Transfer Point Improvements
Implementing / Operating Agency	City of Raleigh
Project Agreement Executed	Yes
Expected Implementation Date	July 2021
Performance Measures Base Year	FY 2022

Project Description

The Multi-Year CIP programs new transit connections throughout the county through the Wake Transit planning horizon (FY 2030) to be supported by enhanced transfer points. These transfer points will include:

- Large shelter(s);
- Lighting;
- Passenger information, including real-time information systems;
- Amenities to enhance passenger comfort (public Wi-Fi, benches, trash cans, bike racks)

Enhanced Transfer Points are assumed to include improvements to bus stop pairs (one on either side of the street, typically) to facilitate transfers between key routes in both directions, but project elements may vary by location. Wake Bus Plan assumes GoRaleigh will develop up to two ETPs every other year during the SRTP time frame. The Bus Plan identified a list of candidate sites; GoRaleigh will determine the timeframe for individual site development. These candidate site include Falls of Neuse /Durant; Falls of Neuse/Spring Forest; Franklin/Blount; Hillsborough/Oberlin; Oberlin/Clark; Capital/Westinghouse; St. Albans/Wake Forest; and NC State Fairgrounds.

In addition to these sites, completed ETP projects from previous fiscal years will be closed out and consolidated into this project. These include projects Wilmington/Pecan Transfer Point, TC002-AD Cross Link / Rock Quarry Transfer Point, TC002-AE Hillsborough/Gorman Transfer Point, TC002-AG MLK / Rock Quarry Transfer Point, TC002-AH Hillsborough/Jones Franklin Transfer Point, TC002-AN Capital / Millbrook Transfer Point, TC002-AO WakeMed North Transfer Point, and TC002-AQ Pleasant Valley Shopping Transfer Point.

The project will continue its construction phase, with \$524,000 programmed in FY25.

Project Status Updates

Quarter 1:

Wilmington/Pecan (both sites), Avent Ferry/Western (both sites), and Western/Method (one site - 9401) are to be on Set 9's Bus Stop Improvement construction project which is expected to go out to bid in Q2 of FY 25.

Quarter 2:

Wilmington/Pecan (both sites), Avent Ferry/Western (both sites), and Western/Method (one site - 9401) are to be on Set 9's Bus Stop Improvement construction project which is expected to go out to bid in Q3 of FY 25.

Quarter 3:

Wilmington/Pecan (both sites), Avent Ferry/Western (both sites), and Western/Method (one site - 9401) are to be on Set 9's Bus Stop Improvement construction project which is expected to go out to bid in Q4 of FY 25.

Quarter 4:

Wilmington/Pecan (both sites), Avent Ferry/Western (both sites), and Western/Method (one site - 9401) are to be on Set 9's Bus Stop Improvement construction project which was bid out in Q4. Whitley Construction was the lowest responsible bidder and the contract will be heading to city council in FY26 Q1 for approval.

Project Performance Measures

FY22 Deliverables:	
1. For each project phase (planning, design, land acquisition, construction, etc.):	Design, Land, ROW
a. Date RFP/RFQ released for professional services or construction	
b. Date contract awarded for professional services or construction	
c. Date of completion for each phase	FY23 Q1 & Q2
d. If land acquisition, date of closing on property	
FY22 Deliverables:	
1. For each project phase (planning, design, land acquisition, construction, etc.):	Construction
a. Date RFP/RFQ released for professional services or construction	
b. Date contract awarded for professional services or construction	
c. Date of completion for each phase	
d. If land acquisition, date of closing on property	

Project Sponsor	City of Raleigh
Project Code	TC002-BI
Project Name	Expansion of GoRaleigh Operations Facility
Implementing / Operating Agency	City of Raleigh
Project Agreement Executed	Yes
Expected Implementation Date	July 2022
Performance Measures Base Year	FY 2023

Project Description

FY 2023 WTWP Project Description: City of Raleigh will expand its maintenance garage and administrative office space to support the growth of its fleet and staff. This infrastructure is needed to maintain CNG and electric buses the City recently acquired to keep up with Wake Transit Plan growth.

The City is applying for a federal grant to fund the administrative tower component and has additional federal funds set aside to be allocated in case the grant is not awarded. Of the \$5.8 million allocation for this project, \$1.5 million is anticipated to be used for design, and \$4.3 million is anticipated to be used for construction.

Project Status Updates

Quarter 1:

This project is currently under design with WSP. We completed second design workshop in July as well as SD packet. WSP is currently working on DDs as we meet in several meetings to address mechanical, IT, maintenance bay equipment layouts, and equipment spec sheets.

Quarter 2:

This project is currently under design with WSP. We have completed first round of ASR review and preparing for second ASR submittal. WSP is currently working on DDs and nearing 60% design completion.

Quarter 3:

This project is currently under design with WSP. We have completed second round of ASR review as WSP is continuing efforts towards 90% design completion.

Quarter 4:

This project is currently under design with WSP. ASR has been approved and 90% design has been completed. In FY26 Q1, we are expecting to receive SPR approval and 100% designs.

Project Performance Measures

FY23 Deliverables:	
1. For each project phase (planning, design, land acquisition, construction, etc.):	Design
a. Date RFP/RFQ released for professional services or construction	7/25/2023
b. Date contract awarded for professional services or construction	
c. Date of completion for each phase	
d. If land acquisition, date of closing on property	N/A
FY23 Deliverables:	
1. For each project phase (planning, design, land acquisition, construction, etc.):	Land/Right of Way
a. Date RFP/RFQ released for professional services or construction	
b. Date contract awarded for professional services or construction	
c. Date of completion for each phase	
d. If land acquisition, date of closing on property	
FY23 Deliverables:	
1. For each project phase (planning, design, land acquisition, construction, etc.):	Construction
a. Date RFP/RFQ released for professional services or construction	
b. Date contract awarded for professional services or construction	
c. Date of completion for each phase	
d. If land acquisition, date of closing on property	

Project Sponsor	City of Raleigh
Project Code	TC002-BQ
Project Name	Bus Stop Improvements for New and Existing Routes
Implementing / Operating Agency	City of Raleigh
Project Agreement Executed	Yes
Expected Implementation Date	July 2024
Performance Measures Base Year	FY25

Project Description

In FY 2025, the City of Raleigh/GoRaleigh will continue to make improvements to new and existing bus stop locations to enhance passenger safety and comfort. Improvements may include Concrete pads, benches, shelters, signage, access ramps, and sidewalk improvements with a focus on improving stop locations with substandard facilities.

In addition, the City of Raleigh/GoRaleigh may make improvements to high volume bus stop(s). Enhancements may include larger shelters, additional seating, additional lighting, and bike racks. City staff also anticipate utilizing funds for "pedestal seat" improvements, which provide affordable and quickly deployable seating at active stops served by existing sidewalks.

This project is a consolidation of projects TC002-I: Systemwide Bus Stop Improvements and TC002-S: Bus Stop Improvements for New Stop Locations.

Project Status Updates

Quarter 1:

In Q1 of FY25 GoRaleigh continued forward with bus stop improvements included in the Set 8 construction contract. Set 8 includes 49 bus stop improvements with 43 of those being full shelter buildouts. GoRaleigh is beginning to prepare construction documentation for a Set 9 contract. Set 9 will consist primarily of enhanced stop build outs. The goal is to advertise the Set 9 construction contract in Q2.

Quarter 2:

Set 9 advertisement was delayed a few months and should be advertised in February (Q3). Staff is also creating a list of sites to be included in a change order to set 8, for an additional 10 or so shelter build outs.

Quarter 3:

Set 8 is coming to a close with a total of 10 sites being completed in Q3 of FY25. Very few sites remain to complete Set 8. Set 9 is held up in real estate until utility conflicts are formally resolved, but we are working on advertising the project concurrently with property acquisition. Set 9 will consist entirely of ETPs and the Blue Ridge sidewalk project. Set 8 Change Order is also in the works and currently with real estate. Once we receive a final cost estimate for Set 8 Change Order, we can move forward with construction. The final site list is still under review, but should be included in the Q4 report for FY25.

Quarter 4:

Set 8 was completed in Q3 of FY25. We started working on preparing a plan set to include in our set 8 change order. Due to the number of projects on set 8 change order it will need to be approved by council. Council always takes a July break, so the change order will wait until August 19th to go to council for approval.

Set 9 has also been moving along. 4 bids were received in June for Set 9 with Whitley Contracting Inc being the lowest bidder. Set 9 is also on the August 19th agenda for approval. Set 9 is likely to be 10 sites with one of those being a change order site. 9 sites were included in the initial contract plan set, one of these sites is the Blue Ridge LAPP sidewalk project. The site that is currently held up is awaiting NCDOT approval for the required taller than usual retaining wall.

Project Performance Measures

Deliverables				
Contract award date for site or program of sites				
	Q1	Q2	Q3	Q4
Number of sites with improvements completed/constructed per quarter (on a rolling quarterly basis for multiple sites wrapped into single Work Plan project; as a proportion of total site improvement budget when alternate funding sources apply). If none completed for a quarter, report on the phase (planning, design, right-of-way, etc.) of ongoing site improvements.				

WAKE TRANSIT PLAN IMPLEMENTATION

Bus Acquisition

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

Project Sponsor	GoTriangle
Project Codes	TC001-D
Project Name	Purchase/Repower 40-Foot Diesel, Compressed Natural Gas, or Electric Vehicles
Implementing / Operating Agency	GoTriangle
Project Agreement Executed	Yes
Expected Implementation Date	January 2018
Performance Measures Base Year	FY 2018

Project Description

FY 2018 WTWP Project Description: GoTriangle will purchase eight (8), 40-foot low-floor transit buses to support new bus services anticipated to begin in FY 2019 such as new routes or frequency increases on existing routes. The vehicles will be ordered in FY 2018 with an anticipated delivery timeframe between July and December 2018. Transit agencies are evaluating opportunities to procure vehicles with alternative fuel technologies.

FY 2019 WTWP Project Description: GoTriangle will purchase ten (10) new vehicles to support new bus service anticipated to begin in FY 2019/FY 2020 such as new routes or frequency increases on existing routes. Replacement vehicles to support existing services will be purchased as well. The vehicles will be ordered in FY 2019 with an anticipated delivery timeframe between July and December 2019. The purchases will be finalized in conjunction with the Wake Bus Plan

FY 2023 WTWP Project Description: In FY21, GoTriangle changed its vehicle acquisition strategy from one focused on vehicle expansion to one focused on vehicle re-powering and replacement. Specifically, it implemented a level buying bus acquisition strategy that aims to replace 1/12th of its fleet per year, including approximately 10 vehicle re-powers (per year) with the long-term goal of having a fleet average age of approximately 6 years. This change in strategy resulted in an original savings to Wake Transit over the previous FY27 horizon of ~\$3.5M. With the FY23 Work Plan, the allocation in FY23 was reduced to \$1M, and beginning in FY28, the plan assumes the original recurring allocation for replacement vehicles.

FY 2024 WTWP Project Description: GoTriangle continues to implement the level buying bus acquisition strategy that will replace 1/12th of the fleet per year. The strategy includes purchasing approximately six (6) vehicles per year and repowering approximately ten (10) vehicles per year with an ultimate goal of having a fleet average age of 6 years. Previous Adopted Transit Plans have allocated funds for a combination of New and Replacement buses. The addition of Wake Transit funded routes have added to the wear and tear of the current fleet at a very accelerated rate but the proposed strategy will allow GoTriangle to maintain the current fleet size with meeting the goal of reliable transportation for the residents of Wake County. GoTriangle will continue to utilize previously adopted funds and partial new funds to continue the level buying strategy. After discussions with Gillig and revised contracts based on inflationary impacts, the project sheet amount had to be increased by GoTriangle. In the past there has been success with obtaining discretionary grants for vehicle purchases and GoTriangle will continue to submit for similar grants, which can help alleviate the costs for all funding partners involved.

GoTriangle continues to implement the level buying bus acquisition strategy that will replace 1/12th of the fleet per year. The strategy includes purchasing approximately six (6) vehicles per year and repowering approximately ten (10) vehicles per year with an ultimate goal of having a fleet average age of 6 years. Previous Adopted Transit Plans have allocated funds for a combination of New and Replacement buses. The addition of Wake Transit funded routes have added to the wear and tear of the current fleet at a very accelerated rate, but the proposed strategy will allow GoTriangle to maintain the current fleet size with meeting the goal of reliable transportation for the residents of Wake County. GoTriangle will continue to utilize previously adopted funds and partial new funds to continue the level buying strategy. In the past there has been success with obtaining discretionary grants for vehicle purchases and GoTriangle will continue to submit for similar grants, which can help alleviate the costs for all funding partners involved.

Wake Transit Quarterly Project Updates

FY 2025

Project Sponsor	GoTriangle
Project Codes	TC001-D
Project Name	Purchase/Repower 40-Foot Diesel, Compressed Natural Gas, or Electric Vehicles
Implementing / Operating Agency	GoTriangle
Project Agreement Executed	Yes
Expected Implementation Date	January 2018
Performance Measures Base Year	FY 2018

Project Status Updates

Quarter 1

No Wake Transit funds were spent in FY25-Q1; however, we attended a pre-production meeting at the GILLIG bus plant in Livermore, California to review the build options and specifications for the five (5) battery electric buses (BEBs) that we ordered. They will begin building the BEBs in March 2025. In addition, we have placed an order to purchase ten (10) new diesel buses, and the production date is scheduled for July 2025.

Quarter 2

No Wake Transit funds were spent in FY25-Q2

Quarter 3

No Wake Transit funds were spent in FY25-Q3

Quarter 4

Four Gillig Electric buses were received and paid for in Q4. Wake Transit Funds provides partial funding for these buses along with Federal and other Local Funding Sources

Project Performance Measures

Deliverables	
Date of order / release of purchase order, indicating number of vehicles	10 Diesel ordered
Date of receipt and date vehicles accepted, indicating number of vehicles	4 BEB FY25-Q4

Wake Transit Quarterly Project Updates FY 2025

Project Sponsor	GoTriangle
Project Code	TC001-N
Project Name	GoTriangle's Paratransit Expansion Vehicles
Implementing / Operating Agency	GoTriangle
Project Agreement Executed	Yes
Expected Implementation Date	July 2023
Performance Measures Base Year	FY 2024

Project Description

FY 2024 WTWP Project Description: GoTriangle has been operating expanded ADA service since the implementation of the Wake Transit Plan but has never submitted a request for vehicle funding. With the new route expansion and extra wear and tear on vehicles, GoTriangle will purchase four (4) ADA vehicles that will be used for Wake County services. This request will cover Wake County's share of ADA which is currently 65%. This request is only for FY24, and any additional future needs will be deferred to the Wake Transit Bus Plan.

Project Status Updates

Quarter 1

No Wake Transit funds were spent in FY25-Q1.

Quarter 2

No Wake Transit funds were spent in FY25-Q2

Quarter 3

No Wake Transit funds were spent in FY25-Q3

Quarter 4

No Wake Transit funds were spent in FY25-Q4

Project Performance Measures

Deliverables	
Date of order / release of purchase order, indicating number of vehicles	n/a
Date of receipt and date vehicles accepted, indicating number of vehicles	n/a

Wake Transit Quarterly Project Updates FY 2025

Project Sponsor	GoTriangle
Project Code	TC001-Q
Project Name	GoTriangle PHEV Operations Support Vehicles
Implementing / Operating Agency	GoTriangle
Project Agreement Executed	No
Expected Implementation Date	October 2024
Performance Measures Base Year	FY 2025

Project Description

GoTriangle is requesting a non-federal match to purchase 16 Plug-in Hybrid Electric Vehicles for Operations, Operations Supervision and Maintenance. These vehicles are necessary to support the sustainable delivery and quality of transit-plan funded GoTriangle expansion services that necessitate additional usage of support vehicles (vehicle miles) for Operations / Road supervision, Operator positioning / relief, and maintenance activities. Cost Split: GoTriangle/Federal - 76%, Wake 17%, Durham+Orange 7%.

Project Status Updates

Quarter 1

Quarter 2

No Wake Transit funds were spent in FY25-Q2

Quarter 3

No Wake Transit funds were spent in FY25-Q3

Quarter 4

No Wake Transit funds were spent in FY25-Q4

Project Performance Measures

Deliverables	
Date of order / release of purchase order, indicating number of vehicles	n/a
Date of receipt and date vehicles accepted, indicating number of vehicles	n/a

Wake Transit Quarterly Project Updates

FY 2025

Project Sponsor	City of Raleigh
Project Code	TC001-E
Project Name	Purchase 40-Foot Diesel, Compressed Natural Gas or Electric Buses
Implementing / Operating Agency	City of Raleigh
Project Agreement Executed	Yes
Expected Implementation Date	July 2018
Performance Measures Base Year	FY 2019

Project Description

With the implementation of new and improved routes, GoRaleigh will expand its fleet to cover the extra trips on our frequent services.

Project Status Updates

Quarter 1:

3 expansion 40' low floor CNG buses were purchased in September 2024.

Quarter 2:

No buses were purchased or received in Q2. Previously purchased buses are 98% built and waiting on backordered parts - delivery is expected in Q3.

Quarter 3:

2 Gillig CNG buses received in January 2025 and were placed into service on March 25.

Quarter 4:

No expansion buses were purchased or received in Q4.

Project Performance Measures

Deliverables	
Date of order / release of purchase order, indicating number of vehicles	No Update
Date of receipt and date vehicles accepted, indicating number of vehicles	No Update

Project Sponsor	City of Raleigh
Project Code	TC001-F
Project Name	Purchase 40-Foot Diesel, Compressed Natural Gas, or Electric Buses (Replacement)
Implementing / Operating Agency	City of Raleigh
Project Agreement Executed	Yes
Expected Implementation Date	July 2018
Performance Measures Base Year	FY 2019

Project Description

TC001-D and TC001-F: GoTriangle and GoRaleigh will continue to purchase 40- foot fixed-route transit buses to replace vehicles that have exhausted their useful life in various years through FY 2030. Many of the vehicles will possess the technology to be powered by alternative fuels, including compressed natural gas (CNG) and electricity. Further, many of the vehicles will be ordered in the year preceding their use, as there is typically an anticipated delivery timeframe of 12-18 months after vehicles are ordered.

Project Status Updates

Quarter 1:

10 replacement low floor CNG buses were purchased in September 2024. 4 electric buses were purchased in July 2024.

Quarter 2:

No buses were purchased or received in Q2. Previously purchased buses are 98% built and waiting on backordered parts - delivery is expected in Q3.

Quarter 3:

2 Gillig CNG buses received in January '25 and were placed into service on March 25.

Quarter 4:

4 Gillig electric buses were purchased in Q4. 2 of them in May and the other two in June.

Project Performance Measures

Deliverables	
Date of order / release of purchase order, indicating number of vehicles	No Update
Date of receipt and date vehicles accepted, indicating number of vehicles	No Update

Project Sponsor	City of Raleigh
Project Code	TC001-J
Project Name	Paratransit Replacement Vehicles
Implementing / Operating Agency	City of Raleigh
Project Agreement Executed	Yes
Expected Implementation Date	July 2020
Performance Measures Base Year	FY 2021

Project Description

FY 2021 WTWP Project Description: City of Raleigh/GoRaleigh Access will acquire four (4) replacement transit vehicles for its demand-response/paratransit operations.

FY 2022 WTWP Project Description: City of Raleigh/GoRaleigh Access is acquiring four (4) replacement transit vehicles for its demand-response/paratransit operations

FY 2023 WTWP Project Description: City of Raleigh/GoRaleigh Access is acquiring four (4) replacement transit vehicles for its demand-response/paratransit operations to replace current vehicles that are beyond their useful life.

FY 2024 WTWP Project Description: City of Raleigh/GoRaleigh Access is acquiring four (4) replacement transit vehicles for its demand-response/paratransit operations to replace current vehicles that are beyond their useful life.

TC001-H; TC001-I; TC001-J: Wake County’s transit providers will continue to acquire expansion and replacement transit vehicles for their demand-response/paratransit operation in all future fiscal years through the 2030 Wake Transit Work Plan horizon.

In FY24, the allocations for FY24 through FY27 of TC001-H are being re-allocated to TC001-M for the City of Raleigh. The remaining allocations for the county-wide expansion of paratransit vehicles from FY28 through FY30 will remain in reserve in TC001-H.

Project Status Updates

Quarter 1:

8 replacement vehicles arrived and are currently being prepared to be entered into service

Quarter 2:

No vehicles were received in Q2, and work will be done to order additional vehicles in Q3.

Quarter 3:

Vehicle has began late in Q3

Quarter 4:

Quote for Vehicles has been recieved and funding is being assessed to determain vehicle total with an arrival by early January 2025

Project Performance Measures

Deliverables	
Date of order / release of purchase order, indicating number of vehicles	No Update
Date of receipt and date vehicles accepted, indicating number of vehicles	No Update

Project Sponsor	City of Raleigh
Project Code	TC001-L
Project Name	GoRaleigh Support Vehicles
Implementing / Operating Agency	City of Raleigh
Project Agreement Executed	Yes
Expected Implementation Date	July 2020
Performance Measures Base Year	FY 2021

Project Description

FY 2023 WTWP Project Description: r FY23, to reduce GoRaleigh's average monthly mileage of its operator shuttle fleet to a level that would allow vehicles to hit their useful life target of 8 years while minimizing costly repairs and time out of service, 2 expansion vehicles are needed in FY23. The City intends to purchase hybrid and/or EVs for shuttle vehicles when possible. The City is monitoring support fleet usage and has developed a multi-year programming plan for replacement and expansion vehicles (broken down by shuttle, supervisor, and maintenance sectors). The North Carolina state government contract will be used to secure the best possible pricing. To support Wake Transit investment, the City separately plans to utilize FY23 federal formula Section 5307 grant funding to procure 7 vehicles (4 replacement + 3 expansion).

FY 2024 WTWP Project Description: To reduce GoRaleigh's average monthly mileage of its operator shuttle fleet to a level that would allow vehicles to hit their useful life target of eight years while minimizing costly repairs and time out of service, five (5) expansion vehicles are needed in FY24. The City intends to purchase hybrid and/or EVs for shuttle vehicles when possible. The City is monitoring support fleet usage and has developed a multi-year programming plan for replacement and expansion vehicles (broken down by shuttle, supervisor, and maintenance sectors). The North Carolina state government contract will be used to secure the best possible pricing. Unlike previous fiscal years, the City does not plan to utilize FY24 federal formula Section 5307 grant funding to procure support vehicles in FY24.

The City of Raleigh will continue to acquire replacement and expansion support vehicles to function as operator shuttles and supervisor and maintenance vehicles in all future fiscal years through the 2030 Wake transit Work Plan horizon.

Project Status Updates

Quarter 1:

No new support vehicles were acquired in Q1.

Quarter 2:

5 new support vehicles were delivered in Q2.

Quarter 3:

No new support vehicles were acquired in Q3.

Quarter 4:

No new support vehicles were acquired in Q4.

Project Performance Measures

Deliverables	
Date of order / release of purchase order, indicating number of vehicles	No Update
Date of receipt and date vehicles accepted, indicating number of vehicles	No Update

Wake Transit Quarterly Project Updates

FY 2025

Project Sponsor	City of Raleigh
Project Code	TC001-M
Project Name	City of Raleigh's Paratransit Expansion Vehicles
Implementing / Operating Agency	City of Raleigh
Project Agreement Executed	Yes
Expected Implementation Date	July 2023
Performance Measures Base Year	FY 2024

Project Description

From FY24 to FY27 the City of Raleigh will use Wake Transit Tax District funding to acquire expansion paratransit vehicles at a rate of 1 vehicle a year for its GoRaleigh Access fleet. This investment will be alongside of other funding to sources, which in total will increase GoRaleigh's fleet from 20 to 27, which was the recommendation established through the programming analysis completed by HDR in 2019.

Project Status Updates

Quarter 1:

Work is beginning in October 24 on the ordering of expansion vehicles

Quarter 2:

Expansion vehicles will be ordered in Q3.

Quarter 3:

Ordering process has began late in Q3

Quarter 4:

Quote received funds beinfg assessed for total vehicles to be ordered for a January 2025 delivery date

Project Performance Measures

Deliverables	
Date of order / release of purchase order, indicating number of vehicles	No Update
Date of receipt and date vehicles accepted, indicating number of vehicles	No Update

Wake Transit Quarterly Project Updates

FY 2025

Project Sponsor	Wake County
Project Codes	TC001-R
Project Name	Replacement Vehicles
Implementing / Operating Agency	Wake County
Project Agreement Executed	Yes
Expected Implementation Date	January 2025
Performance Measures Base Year	FY 2025

Project Description

FY 2025 Q3 Amendment Project Description: The intended outcome of this request is to replace 10 vehicles that were originally purchased with 5310 funds, as they have now reached the end of their useful life. If this request does not receive funding, GoWake Access will likely need to wait for the City of Raleigh to issue a call for projects, with the hope of applying for funds to replace the remaining 7 vehicles.

Project Status Updates

Quarter 3

No Update, No Funding was requested from Wake County

Quarter 4

No Update, No Funding was requested from Wake County

Project Performance Measures

Deliverables	
Date of order / release of purchase order, indicating number of vehicles	0 Vehicles
Date of receipt and date vehicles accepted, indicating number of vehicles	N/A

Wake Transit Quarterly Project Updates

FY 2025

Project Sponsor	Wake County
Project Codes	TC001-R
Project Name	Replacement Vehicles
Implementing / Operating Agency	Wake County
Project Agreement Executed	Yes
Expected Implementation Date	January 2025
Performance Measures Base Year	FY 2025

Project Description

FY 2025 Q3 Amendment Project Description: The intended outcome of this request is to replace 10 vehicles that were originally purchased with 5310 funds, as they have now reached the end of their useful life. If this request does not receive funding, GoWake Access will likely need to wait for the City of Raleigh to issue a call for projects, with the hope of applying for funds to replace the remaining 7 vehicles.

Project Status Updates

Quarter 3

No Update, No Funding was requested from Wake County

Quarter 4

No Update, No Funding was requested from Wake County

Project Performance Measures

Deliverables	
Date of order / release of purchase order, indicating number of vehicles	0 Vehicles
Date of receipt and date vehicles accepted, indicating number of vehicles	N/A

WAKE TRANSIT PLAN IMPLEMENTATION

Commuter Rail Transit

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

Project Sponsor	GoTriangle
Project Code	TC004-A1
Project Name	Commuter Rail from Garner to Western Durham (Wake County Share)
Implementing / Operating Agency	GoTriangle
Project Agreement Executed	Yes
Implementation Date	July 2018
Performance Measures Base Year	FY 2019

Project Description

FY 2019 WTWP Project Description: At the conclusion of the Fixed Guideway Transit Corridors Major Investment Study, a range of reasonable alternatives will be assessed and the project implementation details for the project identified. This study will determine the preferred alternatives to advance for each identified corridor, will assess the human and natural environmental impact of the alternatives, and will refine project implementation costs and design details. These studies are a Federal requirement to progress the proposed fixed guideway projects to final design and construction. This project is specific to the Commuter Rail portion of future fixed guideway alternatives refinement and project development. It builds on the initial allocation of funding in FY 2018 of \$940,000. Dollars are proportionally budgeted based on total track mileage of 37.4 miles between West Durham to Greenfield Parkway; two-thirds of the estimated cost of this project is budgeted in the Wake Major Capital Fund based on this track mileage. The other third of the estimated cost of this project is contemplated via Durham County Transit funds.

FY 2020 WTWP Project Description: Triangle completed the commuter rail track of the Fixed Guideway Transit Corridors Major Investment Study (MIS) and corridor alternatives analysis. This prior phase of study defined and evaluated service alternatives, identified infrastructure requirements with corresponding costs, generated operating costs and ridership estimates, identified and evaluated corridor level risks, and evaluated the project’s competitiveness for federal funding. Based on the prior study, GoTriangle will begin early project development activities to further study the corridor. GoTriangle will resolve key items prior to deciding to request entry into the Federal Transit Administration’s (FTA’s) Capital Investment Grants (CIG) pipeline. These early project development activities will include: land surveys; utility investigation; key risk area preliminary engineering and environmental study; corridor environmental scoping; land availability assessment for park-and rides and stations; maintenance facility site option identification; railroad coordination; community engagement planning and initiating community engagement; stakeholder engagement planning and advancing stakeholder engagement activities; additional project feasibility assessment for the FTA CIG program; project management plan development; preparation to engage project development consultants; refinement of cost and schedule estimates; and network capacity modeling. The cost of early project development activities is budgeted to be about \$9M for the corridor from western Durham to Clayton in Johnston County. Wake Transit tax proceeds will cover roughly two-thirds of the cost of these activities, estimated at \$6M. A total of \$3,363,629 was pulled by amendment from a reserve allocation in FY 20 and was combined with \$2,636,371 allocated in prior fiscal years to yield the total \$6M

Project Status Updates

Quarter 1:

No activity this quarter. Decision making still ongoing.

Quarter 2:

No Wake Transit funds were spent in FY25-Q2

Quarter 3:

No Wake Transit funds were spent in FY25-Q3

Quarter 4:

No Wake Transit funds were spent in FY25-Q4

Project Performance Measures

Deliverables

Date Contract awarded for early project development professional services	
Date of concurrence for established concurrence points/milestones for project through the concurrence point corresponding with locally preferred alternative.	
Major milestones or tasks completed throughout the course of early project development activities	

WAKE TRANSIT PLAN IMPLEMENTATION

Community Funding Area



Project Sponsor	Town of Apex
Project Code	TO005-BF
Project Name	GoApex Route 1: Fixed Route Circulator
Implementing / Operating Agency	GoCary Fleet
Project Agreement Executed	No
Implementation Date	April 2021
Performance Measures Base Year	FY 2021

Project Description

As part of the Community Funding Area Program, the Town of Apex has received, and will continue to receive, funding authorization for the operation of its first fixed route circulator throughout the community. The service additionally includes complementary ADA service within 3/4-mile of the route. The service provides hourly frequencies and provides access to the route at approximately 40 bus stop locations. The scope of this project also includes expenses related to customer service, marketing and branding, and staffing to provide appropriate support for the service.

In FY24, an additional \$21,860 was allocated to this service to account for the increased cost of providing ADA paratransit with GoWake Access; the increased cost of providing fixed route service with the Town of Cary; and rightsizing the allowable staffing reimbursements.

Project Status Updates

Quarter 1:

Continued service of GoApex. Provided a guided bus ride to Peak Academy participants (community members learning about government processes). Hosted a table at the Apex Senior Health and Wellness Fair providing info on GoApex. Worked with GoCary on several event-based detours. Met with GoTriangle Access manager to streamline shared customers with GoApex Door to Door. Worked on Annual NTD submittal package. Ordered some replacement bus stop signs, as well as backup decals for the GoApex bus.

Quarter 2:

Continued service of GoApex. Continued coordination with GoCary on several event-based detours. Submitted annual NTD report package. Worked on Wake Transit Plan requests for FY26 to continue service. Did a guided ride with new Planner II who will work on transit-related initiatives. Provided channel cards in the bus about transit-related initiatives.

Quarter 3:

Continued service of GoApex. This quarter saw several winter weather-related service reductions (January 10-11, 21-22, February 19-21), detours and/or stop closures (railroad work, roadway work, special events). Worked to get an updated service agreement approved for our ADA paratransit service. Held an in person event at the Apex Senior Center on March 12th in partnership with GoTriangle staff to get seniors signed up with the Senior GoPass with over 30 people signed up. Provided updated cost estimates to CAMPO for FY26 based on CFA project application.

Quarter 4:

Conducted outreach at Apex EarthFest (April) and Peakfest (May) to increase awareness of GoApex services. Worked through PeakFest Detour. Worked with GoCary to change method of placing channel cards in the bus. Worked through small updates to the GoApex schedule for November 2025 service change with GoCary. Coordinated with GoWake Access to further the possibility of adding Sunday service. Led a guided ride for participants in the Apex Peak Academy program on June 23rd. During this quarter, the vehicle used for GoApex service saw increasing mechanical issues, leading to several days with missed trips, service not on time, and days without adequate air conditioning. GoCary is currently working to replace the GoApex vehicle with a new assigned vehicle.

Project Performance Measures

Deliverables	Q1	Q2	Q3	Q4
Revenue hours of service	1,222.76	1,206.90	1,159.24	1,222.67
Ridership	3,938	3,946	3,102	2,777
Passenger boarding's per revenue hour	3.22	3.27	2.68	2.27
Operating cost per passenger boarding	\$ 35.34	\$ 34.81	\$ 42.53	\$ 50.11
On-time performance	84.3%	81.7%	82.8%	75.3%

Project Sponsor	Town of Apex
Project Code	TC002-BJ
Project Name	Saunders Street & Hinton Street Pedestrian Improvements
Implementing / Operating Agency	Town of Apex
Project Agreement Executed	Yes
Implementation Date	July 2023
Performance Measures Base Year	FY 2024

Project Description

As part of the Community Funding Area Program, the Town of Apex will construct pedestrian improvements along Saunders Street and Hinton Street near downtown Apex. This project will provide new pedestrian access to bus stops serving the GoApex Route 1, GoCary’s Apex-Cary Express, and GoTriangle’s Route 305 as well as create safe and active routes to school, and create a complete pedestrian route to Historic Downtown Apex.

The project includes construction along Saunders Street, Hinton Street, and West Chatham Street of approximately 2,065 linear feet of 5-foot, concrete sidewalk and the installation of approximately 1,285 feet of curb and gutter along the sidewalk.

This project is funded in majority through the LAPP program at 80% with CFAP funding the remaining 20%. This project will also include two (2) high visibility crosswalks, pending NCDOT approval.

Project Status Updates

Quarter 1:

Status (09/27/24): Right of way acquisition in progress.

Quarter 2:

Status (01/02/25): Right of way acquisition in progress

Quarter 3:

Status (04/03/25): Right of way acquisition in progress

Quarter 4:

Project Status (07/11/25): Right of way acquisition in progress

Project Performance Measures

Deliverables				
Contract award date for site or program of sites	In Progress			
	Q1	Q2	Q3	Q4
Number of sites with improvements completed/constructed per quarter (on a rolling quarterly basis for multiple sites wrapped into single Work Plan project; as a proportion of total site improvement budget when alternate funding sources apply). If none completed for a quarter, report on the phase (planning, design, right-of-way, etc.) of ongoing site improvements.	No Reporting	No Reporting	No Reporting	No Reporting

Project Sponsor	Town of Apex
Project Code	TC002-BO
Project Name	GoApex Route 1: Bus Stop
Implementing / Operating Agency	Town of Apex
Project Agreement Executed	No
Implementation Date	July 2024
Performance Measures Base Year	FY 2025

Project Description

As part of the Community Funding Area Program, the Town of Apex will conduct targeted bus stop improvements on the existing bus stop infrastructure in FY25. These stops were constructed as part of Wake Transit implementation element TC002-BE: Bus Stop Improvements for GoApex Route 1, which serves the CFAP funded GoApex Route 1, GoCary’s Apex-Cary Express, and GoTriangle’s Route 305.

The improvements to be constructed at GoApex bus stops include: the installation of bus shelters, benches, trash cans, bike racks, and crosswalks along with any grading, paving, or any needed ADA accessibility improvements.

This project is funded through the Community Funding Area Program with a local match of 50% required.

Project Status Updates

Quarter 1:

Working through process to install at-stop informational boxes and posters. Working with designer and reached out to schedule box vendor for information.

Quarter 2:

Working through process to install at-stop informational boxes with informational posters (map/schedule/contact info). Ordered a test box which staff thought would work well. Conducted a desktop review of all GoApex stops to narrow down scope. Continued to work through routing of funding agreement (which is not signed as of 1/28/2025).

Quarter 3:

Ordered at-stop panels (currently in production). Met with Transportation Engineer, Real Estate Acquisition Specialist, and several Dept directors to finalize scope and implementation process. Current timeline is to create easement exhibits, and more forward with easement requests this summer, followed by IFB for contractor installation in Fall, for planned Spring 2026 installation.

Quarter 4:

At-stop panels arrived. Informational posters printed. To be installed by Planning Dept Staff (ZCO's) as time allows. Stop improvements currently in design.

Project Performance Measures

Deliverables				
Contract award date for site or program of sites	In Progress			
	Q1	Q2	Q3	Q4
Number of sites with improvements completed/constructed per quarter (on a rolling quarterly basis for multiple sites wrapped into single Work Plan project; as a proportion of total site improvement budget when alternate funding sources apply). If none completed for a quarter, report on the phase (planning, design, right-of-way, etc.) of ongoing site improvements.	No Reporting	No Reporting	No Reporting	No Reporting

Project Sponsor	Town of Apex
Project Code	TC003-V
Project Name	Future Transit Prioritization Study
Implementing / Operating Agency	Town of Apex
Project Agreement Executed	Yes
Implementation Date	July 2023
Performance Measures Base Year	FY 2024

Project Description

As part of the Community Funding Area Program, the Town of Apex will conduct a Future Transit Prioritization Study that will build upon previous planning work including but not limited to the Town’s Comprehensive Transportation Plan, “Advance Apex: The 2045 Plan” and the Town’s “Transit Circulator Study”

This current study will establish and organize transit priorities for future implementation. Primary deliverables for the project include: (1) the analysis of current planned transit projects, along with previous public feedback, in order to identify possible gaps; and (2) additional public input to help establish priorities.

This study will be completed mostly through Town staff time and resources. The CFAP will, with a local match, fund three main components:

- 1) the purchase of transit planning software tool, Remix by Via, to aid in the analysis and public outreach portions of this study
- 2) consultant services for technical assistance on the analysis
- 3) consultant services to aid in public outreach, including administration of an onboard survey

This project is funded through the Community Funding Area Program and a local match at a ratio of 50% CFAP to 50% local match.

Project Status Updates

Quarter 1:

Completed summaries of online and onboard surveys and posted to the project webpage. Discussed progress with Transit Advisory Committee. Discussed analysis process with GIS team and revised project timeline.

Quarter 2:

Presented project update to the Transit Advisory Committee in October. Compiled summary of previous plans for relevance to this project. Conducted GIS-based analysis of public survey result data to better understand desired destinations. Continued to work through Remix.

Quarter 3:

Presented project update to the Transit Advisory Committee in January. Created over 15 potential future route concepts and compared several factors, including population and job coverage, destination coverage, and desired access locations provided by the public, using Remix and GIS. Shared with staff and TAC for feedback. Worked to refine concepts for a set of recommendations.

Quarter 4:

Presented initial routing concepts to Transit Advisory Committee in April and gathered feedback. Further refined routing concepts in Remix and analyzed with GIS. Developed additional recommendations (other than fixed-route concepts). Developed maps. Provided an outreach postcard at PeakFest. Presented refined recommendations to Town Council on June 10th. Updated project webpage and conducted activities to release draft recommendations for public comment (including an online comment form) beginning June 27th.

Project Performance Measures

Deliverable	Q1	Q2	Q3	Q4
1. Scope tasks/phases completed or percentage of scope tasks/phases completed by quarter	55.0%	70.0%	80.0%	90.0%
2. Date RFP/RFQ released for plan/study				
3. Date contract awarded for plan/study				
Deliverable	Q1	Q2	Q3	Q4
4. Estimation of percent completion of scope on quarterly basis	5.0%	15.0%	10.0%	10.0%
5. Results and/or recommendations of plan/study				

Project Sponsor	Town of Knightdale
Project Code	TC002-BL
Project Name	Knightdale Boulevard Corridor Pedestrian Improvements
Implementing / Operating Agency	Town of Knightdale
Project Agreement Executed	Yes
Expected Implementation Date	July 2023
Performance Measures Base Year	FY 2024

Project Description

FY 2024 WTWP Project Description: As part of the Community Funding Area Program, the Town of Knightdale will construct access to transit improvements for pedestrians along Knightdale Boulevard, Old Knight Road, and North First Avenue congruent to the current alignment of GoRaleigh’s Route 33. This project is a direct result of the partially CFAP funded Shift Knightdale: Comprehensive Transportation Plan, which was adopted in November 2022. The specific improvements relevant to this project include design of sidewalk along 1,255 feet of sidewalk gaps. Furthermore, this project is funded to design four crosswalk legs at three intersections and construct 3 crosswalk legs at two intersections. 1. Hinton Oaks Blvd (east leg); 2. Bozeman/Parkside Commons (west leg) - design only; 3. Old Knight (north & east legs)

This project is funded through the Community Funding Area Program and a local match at a ratio of 49% CFAP to 51% local match.

Project Status Updates

Quarter 1:

For the crosswalk portion of the project, Q1 was spent commenting on 90% plans, bringing the design plans from 90% to 100% design, and preparing the bid package. The bid advertisement was finalized in Q1 and posted on October 1. For the sidewalk portion of the project, Q1 was spent finalizing 65% design plans which were received on September 26. Next quarter will include 75% plans which includes an updated cost estimate.

Quarter 2:

Q2 included finalizing the crosswalk plans including addressing Town comments and submitting the plans to NCDOT for the encroachment permit. Q2 also included awarding the crosswalk construction contract in December and preparing for a pre-construction meeting once the encroachment permit is obtained. For the sidewalk portion of the project, Q2 was spent bringing the plans to 90% design. Next quarter will include Town review of 90% plans as well as plan revisions towards 100% plans.

Quarter 3:

Q3 included reviewing the sidewalk design plans and returning to design Engineer for final edits including working with NCDOT on encroachment permits and any anticipated changes. Crosswalk construction started and the majority of the concrete, drainage, and site work is finalized. The traffic signals subconsultant will soon begin work on the pedestrian signals, pavement markings, and signal timing modifications. We have not yet received a pay application from the contractor.

Quarter 4:

Q4 work included finalizing all pavement and striping. This project is expected to be complete in the next two weeks. The signals subconsultant will install pedestrian signals in the next two weeks. The sidewalk design is complete and has moved into the right-of-way phase.

Project Performance Measures

Deliverables				
Contract award date for site or program of sites				
	Q1	Q2	Q3	Q4
Number of sites with improvements completed/constructed per quarter (on a rolling quarterly basis for multiple sites wrapped into single Work Plan project; as a proportion of total site improvement budget when alternate funding sources apply). If none completed for a quarter, report on the phase (planning, design, right-of-way, etc.) of ongoing site improvements.	65% Design Phase	100% plans for crosswalks. 90% plans sidewalk.	Crosswalk Const. - 75% Complete Sidewalk Design - 95% Complete	Crosswalk Const. - 95% Sidewalk Design - 100%

Wake Transit Quarterly Project Updates

FY 2025

Project Sponsor	Town of Morrisville
Project Code	TO005-BG
Project Name	Operation of Node-Based Smart Shuttle
Implementing / Operating Agency	GoCary Fleet
Project Agreement Executed	Yes
Implementation Date	June 2021
Performance Measures Base Year	FY 2022

Project Description

As part of the Community Funding Area Program, the Town of Morrisville will continue operation of a free, intra-community node-based smart shuttle. The smart shuttle operates as a shared shuttle that serves customers via designated pickup and drop-off locations, or nodes, that are served upon request rather than on a fixed schedule. Customers can request service over the telephone, on the internet, or by using a smartphone application. The service operates from 7 a.m. to 9 p.m., Monday through Friday, from 8 a.m. to 8 p.m. on Saturdays, and from 8 a.m. to 7 p.m. on Sundays.

In FY25, in addition to the 2.5% inflationary factor over the previous year's funding (which received an increase in FY24 to cover an increase in costs per service hour), additional funding was allocated to account for a 5% increase in hourly operating costs.

FY 2025 Q2 Amendment Project Description: Request is to add an additional 8 revenue hours, (7 service hours, 1 deadhead hour) for Saturdays beginning in January 2025.

Project Status Updates

Quarter 1:

The Smart Shuttle completed the quarter without any major changes to service.

Quarter 2:

During Q2 Town staff hired a contractor and poured an ADA accessible boarding pad for the new Church Street node (opened 1/18). Otherwise no major changes to service.

Quarter 3:

On January 18, 2025, the Smart Shuttle added 7 reoccurring vehicle revenue hours to Saturday service in addition to launching a new node on Church Street. Amenities at this node include an ADA accessible pad, a

Quarter 4:

The Smart Shuttle completed the quarter without any major changes to service.

Project Performance Measures

Deliverables	Q1	Q2	Q3	Q4
Revenue hours of service	1,387.00	1,353.00	1,321.00	1,488
Ridership	6,213	5,836	5,189	5,678
Passenger boarding's per revenue hour	4.48	4.31	3.93	3.80
Operating cost per passenger boarding	\$31.10	\$32.74	\$35.34	\$35.54

Wake Transit Quarterly Project Updates

FY 2025

Project Sponsor	Town of Morrisville
Project Code	TC002-BF
Project Name	Bus Stop Improvements for Node-Based Smart Shuttle
Implementing / Operating Agency	Town of Morrisville
Project Agreement Executed	Yes
Implementation Date	July 2020
Performance Measures Base Year	FY 2021

Project Description

FY 2021 WTWP Project Description: As part of the Community Funding Area Program, the Town of Morrisville will design and construct bus stop improvements at designated nodes throughout the community to support the Town's node-Based Smart shuttle. The improvements will be supported by a mixture of Wake Transit funds and a local match from the Town.

Project Status Updates

Quarter 1:

Staff are working through design/agreements for a new node on Church Street. That node is expected to open in Q2.

Quarter 2:

During Q2 Town staff hired a contractor and poured an ADA accessible boarding pad for the new Church Street node (opened 1/18). Otherwise no major changes to service.

Quarter 3:

The new Church Street node opened in Q3 (1/18) and a bench and bike rack were installed in February.

Quarter 4:

No updates - infrastructure improvements have been paused until the completion of the public transit study.

Project Performance Measures

Deliverable	Q1	Q2	Q3	Q4
Number of Nodes with bus stop improvements completed/constructed per quarter or in design process/under-construction within the quarter.	0	1	1	0
Town of Morrisville currently has 17 nodes; 19 bus stop locations: 2 nodes with pads for pick up on both sides of road). 19 Nodes Bus Pads completed prior to FY23; improvements will include shelters, benches, bike racks, etc.				

Project Sponsor	Town of Morrisville
Project Code	TC003-X
Project Name	Transit Feasibility Study
Implementing / Operating Agency	Town of Morrisville
Project Agreement Executed	Yes
Implementation Date	July 2024
Performance Measures Base Year	FY 2025

Project Description

As part of the Community Funding Area Program, the Town of Morrisville will undergo a planning study to further investigate the town’s transit needs and/or ways to enhance the performance of the current Morrisville Smart Shuttle. Town staff identified several concerns with the existing Smart Shuttle service including on-time performance, inability to meet demand, errors in the mobile application, and inadequate funding to expand their current system.

The expected deliverable for this study is an analysis of different transit models and identification of models which can best complement the existing service.

This project is funded through the Community Funding Area Program with a local match of 50% required.

Project Status Updates

Quarter 1:

RFQ published and applicants scheduled for interviews.

Quarter 2:

Contract being finalized to begin the study.

Quarter 3:

The study has commenced by preparing the engagement strategy and collecting data to be analyzed. To further prepare, the consultant team attended Town Council on February 25 to solicit feedback on the

Quarter 4:

Public engagement occurred and summary provided to the Town Council. Finished out the quarter by finalizing

Project Performance Measures

Deliverable				
1. Date RFP/RFQ released for plan/study	9/11/2024			
2. Date contract awarded for plan/study	2/4/2025			
	Q1	Q2	Q3	Q4
3. Estimation of percent completion of scope on quarterly basis	5.0%	10.0%	25.0%	40.0%
4. Results and/or recommendations of plan/study				

Project Sponsor	Town of Wendell
Project Code	TO005-CH
Project Name	GoWake SmartRide Microtransit Service
Implementing / Operating Agency	Town of Wendell
Project Agreement Executed	Yes
Expected Implementation Date	July 2024
Performance Measures Base Year	FY 2025

Project Description

As part of the Community Funding Area Program, the Town of Wendell, Town of Knightdale, Town of Zebulon and Wake County will continue operation of the GoWake SmartRide NE Microtransit Service. The service was a result of a 2020 FTA Integrated Mobility Innovation Grant. The service began operations in June 2022, initially serving the towns of Wendell, Zebulon and Rolesville as well as unincorporated areas of eastern Wake County.

The implementation element in the FY24 Wake Transit Work Plan (TO005-G3) provided enough funding to cover the remaining cost of one (1) year of operating expenses. During FY 2024, representatives from the Towns of Wendell, Zebulon, and Knightdale partnered with Wake County to apply for funding through the FY 2025 Community Funding Area Program call-for-projects to implement a more sustainable funding source for the service. The town of Wendell will serve as the lead project sponsor for this project. The service will not serve the town of Rolesville as they are included in the microtransit zone for the Wake Forest-Rolesville Microtransit, scheduled to begin operations in FY25. This project is funded through the Community Funding Area Program with a local match of 50% required.

Project Status Updates

Quarter 1:

No Wake Transit Plan Funds were requested by the Town in Q1

Quarter 2:

No Wake Transit Plan Funds were requested by the Town in Q2

Quarter 3:

No Wake Transit Plan Funds were requested by the Town in Q3

Quarter 4:

Staff launched a public engagement campaign to increase app usership among riders. Initiatives included a tutorial video posted on the wake.gov website and a planned ride along with high school students from East Wake High School. The MOU has been signed and SmartRide continues normal operations.

Project Performance Measures

Deliverables	Q1	Q2	Q3	Q4
Revenue hours of service	No Service reported in Q1	No Service reported in Q2	No Service reported in Q3	2,368
Ridership				6,380
Passenger boarding's per revenue hour				2.69
Operating cost per passenger boarding				\$30.83
Farebox recovery				0.00%
On-Time Performance				90.10%

WAKE TRANSIT PLAN IMPLEMENTATION

Wake Transit Funded - Completed Scope Non-Recurring Projects

