



Wake County Transit Planning Advisory Committee (TPAC)

January 22, 2026 • 9:00am

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

1. Welcome and Introductions

TPAC Chair: Kelly Blazey, Town of Cary

Vice Chair: Katie Schwing, Town of Apex

Apex
CAMPO (2)
Cary (2)
Fuquay-Varina
Garner
GoTriangle (2)

Holly Springs
Knightdale
Morrisville
NCSU
Raleigh (2)
Rolesville

Research Triangle Foundation
Wake County (2)
Wake Forest
Wendell
Zebulon

2. Adjustments to the Agenda

Kelly Blazey, TPAC Chair

3. General Public or Agency Comment

Kelly Blazey, TPAC Chair

Commenters are allotted three (3) minutes. Comments send in via email in advance of the meeting, prior to 9:00am, will be summarized by staff and attached to the final meeting minutes.

4. Consent Agenda

4a *Adopt TPAC Meeting Minutes*

Attachment: Draft 12.18.25 Meeting Minutes

4b *Receive 2026 Weighted Voting Structure*

Attachment: 2026 Weighted Voting Structure

4c *Endorse Subcommittee Work Task Lists*

Attachment: PD and CE 2026 January-June Work Task Lists

Requested Action:

Vote to approve the consent agenda.

5. Items Removed from Consent Agenda

Kelly Blazey, TPAC Chair

Requested Action:

Take action on items removed from consent.

6. Election of TPAC Chair and Vice Chair

Stephanie Plancich, TPAC Administrator

Requested Action:

Vote to elect a TPAC Chair and Vice Chair for the 2026 term.

7. Set the 2026 TPAC Meeting Schedule

Stephanie Plancich, TPAC Administrator

Attachment: Draft 2026 TPAC Meeting Schedule


2026 MONTHLY TPAC MEETINGS

Wake County Transit Planning Advisory Committee (TPAC)

TPAC meetings are typically held on the 3rd Thursday of each month from 9:00am-12:00pm.

Meetings are hosted at the CAMPO office: 1 Fenton Main Street, Suite 201, Cary, NC 27511 unless otherwise noted on the TPAC meetings webpage or with an * below.

Find links to TPAC meeting details and archived information at: [WakeTransit.org](https://www.wakecountync.gov/transportation/tpac)



**Recommended
change is to
return to a
9:30am start
time.**

<u>MONTH</u>	<u>DATE</u>	<u>MONTH</u>	<u>DATE</u>
JANUARY	22 nd *	JULY	16 th
FEBRUARY	19 th	AUGUST	20 th
MARCH	19 th	SEPTEMBER	17 th
APRIL	30 th *	OCTOBER	15 th
MAY	28 th *	NOVEMBER	19 th
JUNE	18 th	DECEMBER	17 th

7. Set the 2026 TPAC Meeting Schedule

Stephanie Plancich, TPAC Administrator

Requested Action:

Vote to set the TPAC's 2026 meeting schedule.

8. Consideration of GoRaleigh's Rt 10 Funding Request

Steven Mott, CAMPO

Attachments: Request Letter to TPAC, FY27 Funding Request, SRTP Project Sheet, Slide deck from 12/16 PD Presentation

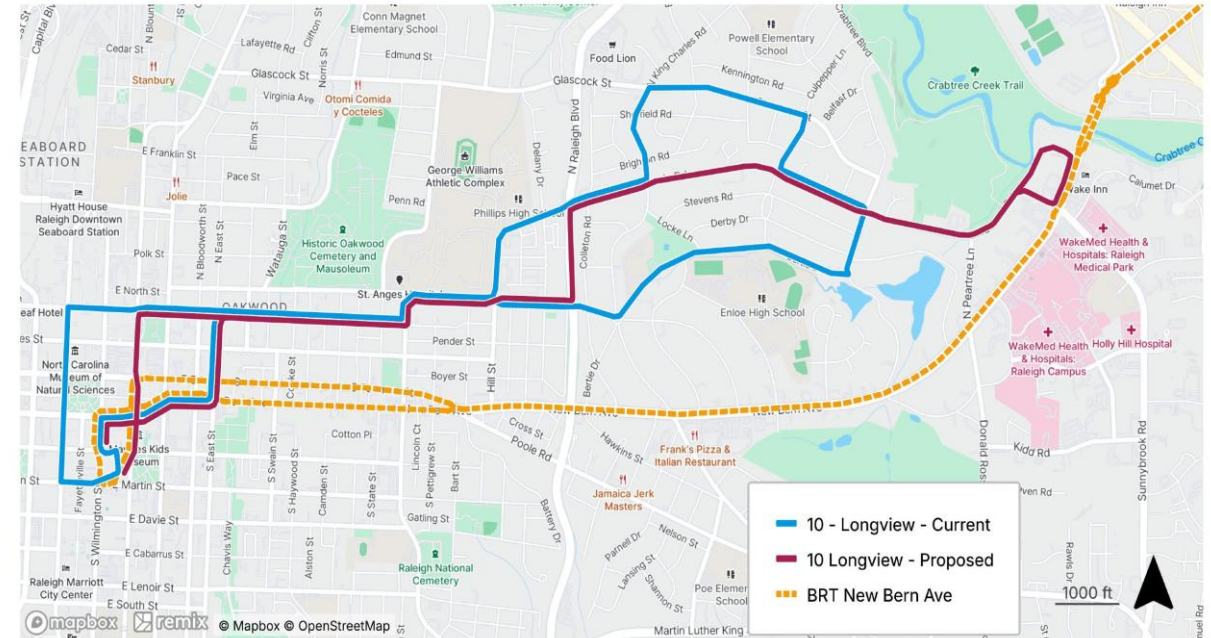
Route 10: Longview – Background

Current Service

- 30-min peak / 60-min off-peak (weekdays)
- 60-min frequency (weekends)
- Span: 5:45 AM – 9:15 PM

FY27 Funding Request

- 30-min. daytime / 60-min. evening frequency
- Bus Plan outlined higher frequency (15 min.)
- Extended span to 11:15 PM (weekdays)
- Alignment change outlined in Bus Plan deferred for further study



Request for Reconsideration

What Happened

- Dec 2025: PD Subcommittee voted to exclude from FY27 Work Plan
- City of Raleigh staff acknowledged its removal from the Work Plan during meeting

City's Request

- Following internal discussions, the City is requesting the TPAC reconsider.

Tax District has confirmed that the project fits within FY27 financial model.

8. Consideration of GoRaleigh's Rt 10 Funding Request

Steven Mott, CAMPO

Requested Action:

Vote to recommend inclusion or not the funding for Route 10 service frequency expansion in the FY27 Wake Transit Work Plan.

9. FY 2026 Q3 Wake Transit Work Plan Amendment Requests

Suvir Venkatesh, CAMPO

Attachment: FY26/Q3 Amendment Review Packet with Engagement Summary Report

Capital Amendment Requests

FY 2026, Quarter 3, Requested Wake Transit Work Plan Amendments

REQUESTED MAJOR/MINOR AMENDMENTS

Project ID #	Agency	Project Title	Original Funding Allocation	Requested Funding Allocation	Funding Impact	Reason for Major/Minor Amendment Status
Capital Budget Amendment Requests						
TC001-E	City of Raleigh	Purchase Diesel, Compressed Natural Gas or Electric Buses (Expansion)	\$ 17,361,950	\$ 17,361,950	\$ -	Major Amendment: The City of Raleigh is modifying the scope of this project to include larger 60' articulated buses in addition to 40' foot buses to support new bus services or service improvements. Earlier this year, the City of Raleigh began using the 60' articulated buses, which will be used on the four (4) Bus Rapid Transit corridors, on some of their highest ridership and highest frequency routes.
TC001-F	City of Raleigh	Purchase Diesel, Compressed Natural Gas or Electric Buses (Replacement)	\$ 36,762,900	\$ 36,762,900	\$ -	Major Amendment: The City of Raleigh is modifying the scope of this project to include larger 60' articulated buses in addition to 40' foot buses to replace vehicles that have exhausted their useful life in various years through FY30. Earlier this year, the City of Raleigh began using the 60' articulated buses, which will be used on the four (4) Bus Rapid Transit corridors, on some of their highest ridership and highest frequency routes.
TC002-AX	City of Raleigh	Relocation of Triangle Town Center Transit Center	\$ 2,000,000	\$ 3,750,000	\$ 1,750,000	Major Amendment: The City of Raleigh is requesting an additional \$1,750,000 to assist in land acquisition for the North Raleigh Transit Center. The City was allocated \$2,000,000 in funding in FY22 to begin the land acquisition process but has not been able to negotiate a price within the current budget with the property owner. This additional request would ensure the City of Raleigh can settle on the property as soon as possible. The total allocations for this project in previous fiscal years total \$2,000,000.
TC002-BL	Town of Knightdale	Knightdale Boulevard Corridor Pedestrian Improvements	\$ 569,272	\$ 677,072	\$ 107,800	Major Amendment: The Town of Knightdale is requesting an additional \$107,800 in funding to complete the right-of-way acquisition phase for pedestrian improvements along Knightdale Boulevard. The Town was awarded CFA funding in FY24 for this project to construct these pedestrian improvements. The Town also recieved additional funding in FY25 through the amendment process to account for higher construction costs. The total allocations for this project in previous fiscal years total \$569,272.
TC005-A3	City of Raleigh	Western Corridor Bus Rapid Transit Facility	\$ 55,319,515	\$ 56,340,285	\$ 1,020,770	Major Amendment: In accordance with the Wake Transit Plan Art Funding Policy, the City of Raleigh is requesting \$1,020,770 for art funding for the Western Corridor Bus Rapid Transit Project. This request will be used to put out a call for artists to develop, fabricate, and install art during construction of the Western BRT stations. The total allocations for this project in previous fiscal years total \$55,319,515.
Total Capital Funding Impact					\$ 2,878,570	

City of Raleigh- TC001-E & -F

- Scope change for 2 bus acquisition projects
- Modifies scope to allow City of Raleigh to acquire 60-foot articulated buses in addition to 40-foot buses.
- Buses will be used to support new service improvements and to replace vehicles that have exhausted their useful life in various years through FY30
- No financial change

City of Raleigh- TC002-AX

- Amendment is to complete land acquisition phase for the relocation of Triangle Town Center (North Raleigh Transit Center)
 - Facility currently serves 3 routes- 1 high frequency, 1 local route, and 1 regional route
- City of Raleigh has not been able to negotiate a price within the current budget
 - City previously received \$2,000,000 in FY22 to complete this phase
- Request is for an additional **\$1,750,000** to complete the acquisition of the site

City of Raleigh- TC005-A3

- This amendment is to request art funding for the Western Corridor BRT project
- The funds would be used to select an artist, develop, fabricate, and install art during construction of the Western BRT Stations
 - Funding is being requested now to integrate art pieces and designs into final architectural plan for the project
- The request is for **\$1,020,770** and is in accordance with the Wake Transit Art Funding Eligibility policy

Section 3 – Funding

3.1 Art Funding Limitations

For eligible projects, art will become a permissible expense with Wake Transit tax revenues. Art funds are to be dedicated to the design, selection, fabrication, and installation of works of public art. The maximum amount of Wake Transit tax revenue eligible to be used for the selection, fabrication, and installation of art on an eligible project shall be determined by the following schedule:

Final Total Construction Cost of Subject Project	Maximum Amount Eligible for Art
Under \$50 million	1%
\$50 million to \$100 million	\$500,000 + 0.50% of the amount over \$50 million
Greater than \$100 million	\$750,000 + 0.25% of the amount over \$100 million

Town of Knightdale- TC002-BL

- The Town of Knightdale is requesting additional funds to finalize right-of-way acquisition for the Old Knight Road sidewalk project.
- Town was awarded CFA funding in FY24
 - Scope of project includes crosswalk design & construction along Knightdale Blvd (completed) and design and ROW acquisition for sidewalk gaps along Knightdale Blvd and Old Knight Rd
- As of FY26 Q1, sidewalk design work has been completed
- Due to increased costs, current contract lacks funds to complete necessary ROW acquisition
- Town is looking to finalize ROW acquisition and move into construction under a new contract
- Amount requested is **\$107,800**, reflecting the town's local match of 49%
- Funds would come from the CFA Reserve (TO005-Z)

Financial Disposition

FY26-Q3 Amendment Financial Impact

Capital Budget Amendment Requests							
Ordinance Tag	Agency	Description	Wake Transit Project Funding since Inception	Wake Transit Proposed Amended Budget	Revised Wake Transit Plan Funding	FY27-FY30 Adopted Wake Transit Plan Funding	Total Project Adopted Wake Transit Plan Funding
Bus Rapid Transit	City of Raleigh	Western Corridor Bus Rapid Transit Facility	\$83,980,040	\$1,020,770	\$84,980,810	\$160,000,000	\$244,980,810
Transit Infrastructure	City of Raleigh	Relocation of Triangle Town Center Transit Center	\$2,000,000	\$1,750,000	\$3,750,000	\$4,878,617	\$8,628,617
Community Funding Area	Town of Knightdale	Knightdale Boulevard Corridor Pedestrian Improvements	\$569,272	\$107,800	\$677,072	\$0	\$677,072
Vehicle Acquisition	City of Raleigh ☆	Purchase 40-Foot Diesel, CNG, or Electric Buses: Replacement	\$52,488,409	\$0	\$52,488,409	\$28,598,900	\$81,087,309
Vehicle Acquisition	City of Raleigh ☆	Purchase 40-Foot Diesel, CNG, or Electric Buses: Expansion	\$24,332,059	\$0	\$24,332,059	\$8,980,900	\$33,312,959
Wake Transit Capital Expenditures			\$163,349,780	\$2,878,570	\$166,228,350	\$202,458,417	\$368,686,767
Total Financial Impact - FY26 Wake Transit Work Plan				\$2,878,570			

☆ Scope change

Financial Impact of Amendment Requests:

Net Impact to FY26 Wake Transit Plan = (\$2,878,570)

Net Impact to Community Funding Area Reserve = (\$107,800)

- The FY26 City of Raleigh Transit Infrastructure budget will **increase** \$1,750,000
- The FY26 City of Raleigh Bus Rapid Transit budget will **increase** \$1,020,770
- The FY26 Town of Knightdale Community Funding budget will **increase** \$107,800

Community Engagement

Comment period from December 10, 2025 – January 10, 2026.

Annual Wake Transit Work Plans

PUBLIC NOTICE: FY 2026 3rd Quarter Amendment Request Review and Comment Period

The FY 2026 3rd quarter public review and comment period for Wake Transit Work Plan amendment requests will run from December 10, 2025 through January 10, 2026. Visit [WakeTransit.org](https://www.waketransit.org) or the [Amendments](#) webpage to view the compiled request packet and to submit your questions and comments to the project team.

This quarter there were five (5) Wake Transit Work Plan amendment requests submitted for consideration.

- [Town of Knightdale](#): Request for additional Community Funding Area Program funding to support right-of-way acquisition for the pedestrian improvements along Knightdale Blvd. Total amount requested: \$107,800 for project TC002-BL.
- [City of Raleigh](#): The City is requesting two (2) scope modifications that will allow them to use 60 foot articulated buses in support of existing and future planned routes. The current scope only dictates funding for 40 foot vehicles. The two project ID numbers are TC001-E and TC001-F.
- [City of Raleigh](#): The City is requesting additional funding to support land acquisition for the relocation of the Triangle Town Center transit center facility. Total amount requested is \$1,750,000 for project TC002-AX.
- [City of Raleigh](#): In accordance with the Art Funding Policy, the City is requesting funding to out out a call for artists to develop, fabricate, and install art as part of the WakeBRT: Western Corridor project. Total amount requested \$1, 020, 770 for project TC005-A3.

The CAMPO Executive Board and Technical Coordinating Committee (TCC) meet in person monthly. [Meeting Details](#)

Parking Update: As of March 2025, The Green Parking Deck next to the CAMPO office building is open. All guests should park and enter through the ground floor breezeway entrance. There are elevators and stair wells throughout the parking structure. [Updated Contact Info](#) (includes map for parking)

Welcome to the North Carolina Capital Area Metropolitan Planning Organization (CAMPO)

We are a regional transportation planning organization serving communities in Chatham, Franklin, Granville, Harnett, Johnston and Wake Counties. Please explore our website for more information on our current plans and projects, upcoming meetings, and long-range planning efforts. [Start on CAMPO's About page...](#)

What is an MPO?

According to *The Federal Aid Highway Act of 1962*, areas considered by the Federal Census to be urban in nature with a population of at least 50,000 must have a continuing, cooperative, and comprehensive ("3C") transportation planning process. In order to receive funding from the federal government in the state of North Carolina

Public Notices & News

Public Notice: Request for Proposals: Eastern Wake Traffic Signal System Integration Study

Public Notice: Amendment #1 to the 2026-2035 TIP

Public Notice: Request for Qualifications: Apex Pleasant Park Access Study

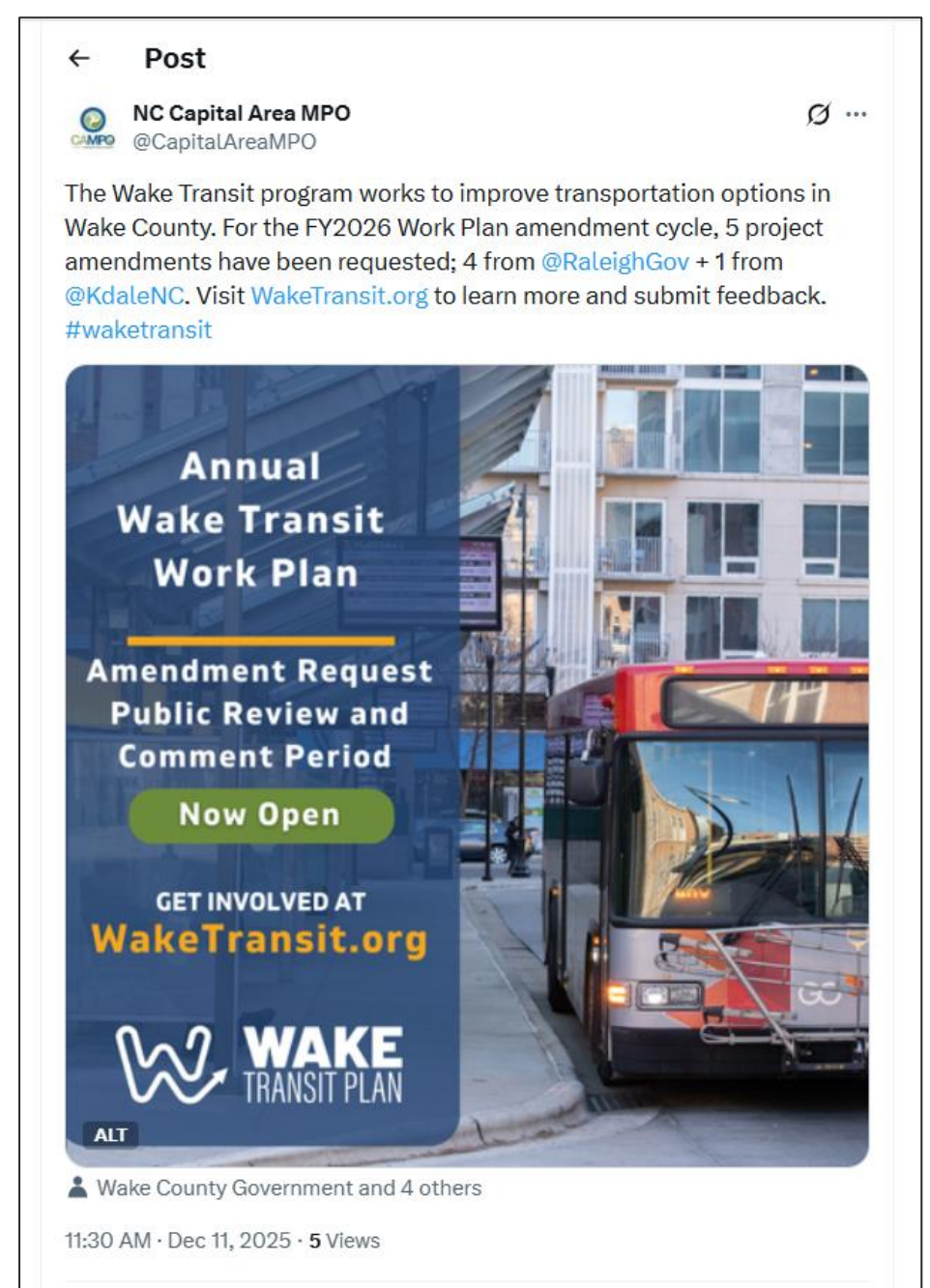
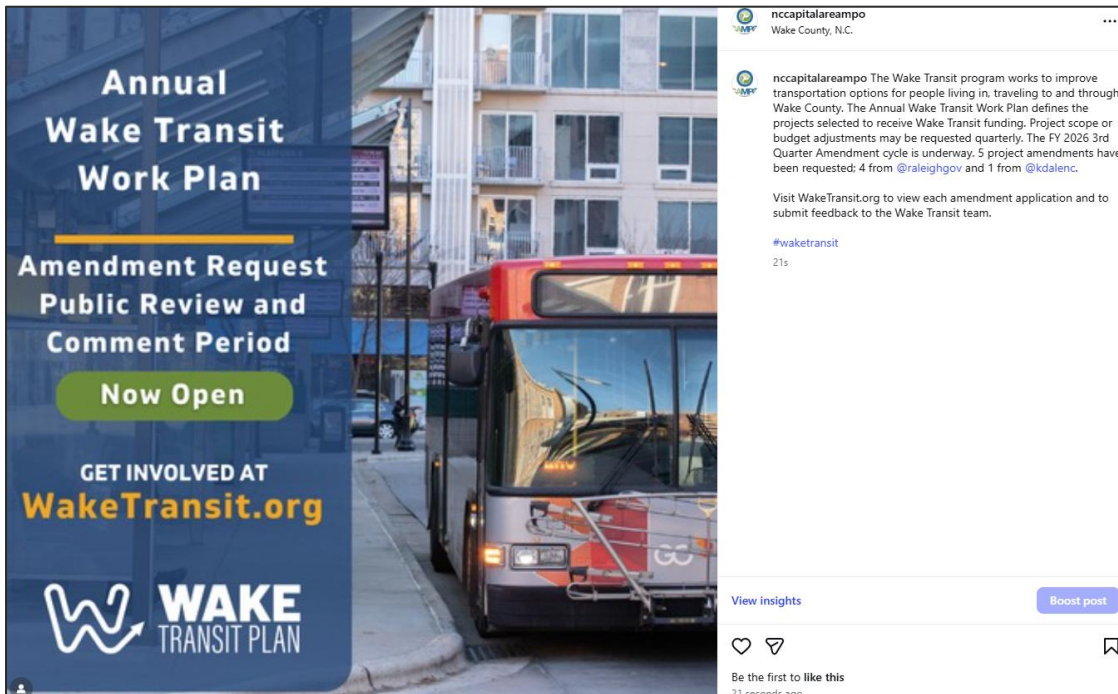
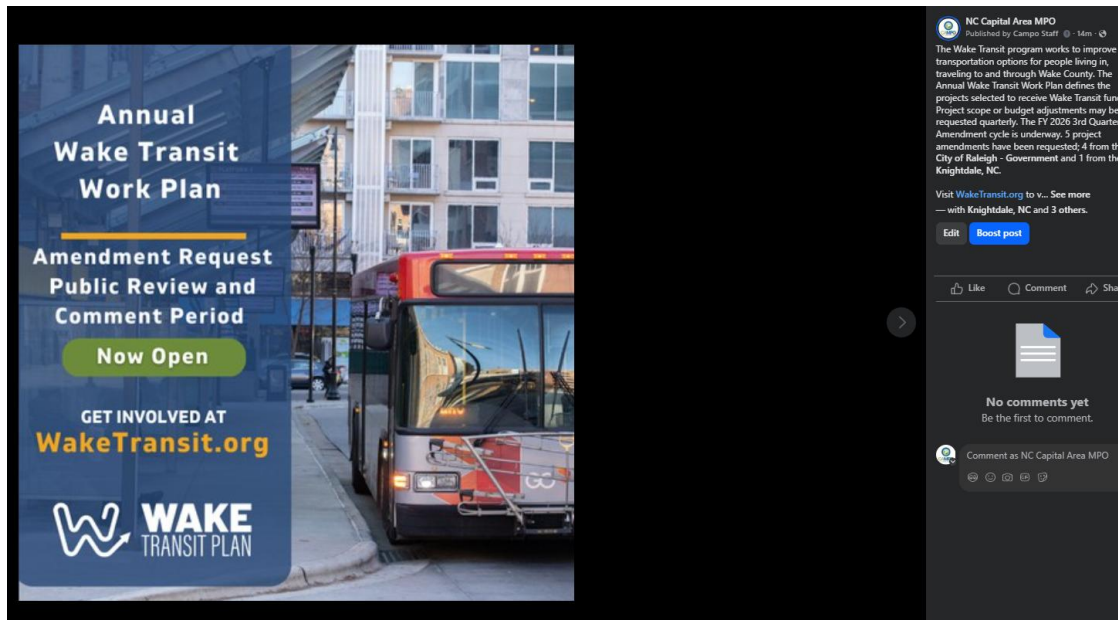
Public Comment: Federal Functional Classification Changes

Public Comment: FY26 Q3 Wake Transit Work Plan Amendments

Meeting Info

Agendas and Minutes

Meeting Links and Comment Info



Engagement Summary

- We received 2 comments in total
- Neither were directly related to the amendment requests

NC Capital Area MPO (CAMPO) > FY26 Work Plan Amendment Requests



FY26 Work Plan Amendment Requests

Thank you for getting involved in the Wake Transit planning process.

During the fiscal year (July-June) Wake Transit project sponsors have the opportunity to request amendments to projects funded in previously adopted Wake Transit Work Plans or to add new projects to the current annual Work Plan.

Amendment requests are reviewed and recommended by the TPAC for approval of the Wake Transit governing boards; the CAMPO Executive Board and GoTriangle Board of Trustees.

The public has the opportunity to review and provide feedback on submitted amendment requests prior to final approval.

The 3rd quarter comment period will run from December 10, 2025 through January 10, 2026.

Click [HERE](#) to view the Amendment request Packet.

This quarter there were five (5) Wake Transit Work Plan amendment requests submitted for consideration.

- Town of Knightdale: Request for additional Community Funding Area Program funding to support right-of-way acquisition for the pedestrian improvements along Knightdale Blvd. Total amount requested: \$107,800 for project TC002-BL.
- City of Raleigh: The City is requesting two (2) scope modifications that will allow them to use 60 foot articulated buses in support of existing and future planned routes. The current scope only dictates funding for 40 foot vehicles. The two project ID numbers are TC001-E and TC001-F.
- City of Raleigh: The City is requesting additional funding to support land acquisition for the relocation of the Triangle Town Center transit center facility. Total amount requested is \$1,750,000 for project TC002-AX.
- City of Raleigh: In accordance with the Art Funding Policy, the City is requesting funding to out out a call for artists to develop, fabricate, and install art as part of the WakeBRT: Western Corridor project. Total amount requested \$1,020,770 for project TC005-A3.

If you have questions, comments or other feedback regarding these requests, please submit your feedback [HERE](#).

If you would like to receive emails about future Wake Transit activities, please enter your contact information below: Thank you

Email

SUBSCRIBE

Project Lead: [Suvir Venkatesh](#)(CAMPO)

CAMPO's Wake Transit staff collects, compiles and leads the TPAC review process for all amendment requests. Ultimately, the TPAC recommended changes are presented to the two Wake Transit governing boards, CAMPO Executive Board and GoTriangle Board of Trustees, for adoption.

Complete

Annual Work Plan Development Cycle

No Amendments in the 1st Quarter

Complete

2nd Quarter Amendment Cycle

Request Deadline: Aug 15, 2025

Public Review Start: Sept 5, 2025

TPAC Recommendation: Oct 23, 2025

CAMPO Adoption: Nov 19, 2025

GoTriangle Adoption: Nov 19, 2025

FY26 Work Plan Amendment Requests

Project Engagement

VIEWS

543

PARTICIPANTS

7

RESPONSES

18

COMMENTS

4

How often do you ride public transit (the bus)?



50% Often
50% Rarely/Never
0% Occasionally

4 respondents

How often do you ride public transit (the bus)?



100% Occasionally
0% Others

Please select all of the amendment requests that you are commenting on from the list below

100%	City of Raleigh (TC001-E & F) 60' Articulated Bus Acquisition	2 ✓
0%	City of Raleigh (TC002-AX) Relocation of Triangle Town Center Transit Center	0 ✓
0%	City of Raleigh (TC005-A3) Art Funding for WakeBRT: Western Corridor	0 ✓
0%	Town of Knightdale (TC002-BL) Pedestrian Improvements on Knightdale Blvd	0 ✓

2 Respondents

I was wondering if the local routes that already use the western corridor will also use the BRT platforms or separate from the BRT platforms and use the regular stops?

12/12/2025

Do you have any other feedback on Wake Transit program activities that you would like to share?

I wasn't sure where to raise my concern on this but I would like to bring up the proposed highway 55 bus that was being studied as "feasible for transit" and I as well as many others could see the benefits of this route becoming a fully funded and added route to the go triangle system. The highway 55 route that was proposed would run from apex through Holly springs and end in Fuquay-varina and as a resident of fuquay and frequent commuter into Holly springs-apex area I would greatly appreciate this route getting completed because lots of people use this corridor to commute between towns mostly between Holly springs and fuquay because highway 55 is the main artery between the two and I think that ridership would grow consistently overtime if done right considering a more local stop based route with no park in rides if possible would greatly increase ridership. Allowing this route as well as go triangle route 305 could also see more ridership and the express form Holly springs and apex that would help overcrowding on the new bus route and people transferring between routes would generally raise ridership. Many people including me can guarantee riding this route if funded and constructed. Thank you for hearing my concerns. If you would like to reach out to me please email anytime.

12/12/2025

FY2026 Q3 Amendment Request Calendar

ACTION	DATE
Submission Deadline	November 21, 2025
Released for Public Comment	December 10, 2025
PD Subcommittee Review	December 16, 2025
Public Comment Period Ends	January 10, 2026
TPAC Considers Amendment Requests	January 22, 2026
TCC Considers Amendment Requests	February 5, 2026
CAMPO Board Considers Approval of Amendment Requests	February 18, 2026
GoTriangle Board Considers Approval of Amendment Requests	February 25, 2026

9. FY 2026 Q3 Wake Transit Work Plan Amendment Requests

Suvir Venkatesh, CAMPO

Requested Action:

Vote to recommend governing board approval of requested FY 2026 3rd Quarter Wake Transit Work Plan amendment requests.

10. Regional Transit Technology Plan

Austin Stanion, GoTriangle

Attachment: Draft Regional Technology Plan



Regional Transit Technology Plan Update

TPAC January 22, 2026

Austin Stanion
Regional Technology Project Manager
GoTriangle

	Austin Stanion Regional Technology Project Manager Margaret Scully Director of Planning		Quentin Martinez Mobility Services Analyst Brian Fahey Mobility Services Manager
	Melanie Rausch Senior Transit Planner Sylvia Greer Senior Transit Planner		Nick Pittman Assistant Director
	Matt Cecil Senior Transit Planner Mark MacDougall Transit Analyst		Caroline Lamb Transportation Planner Curtis Scarpignato Transportation Planner Ellen Beckmann Transportation Manager
	Katie Schwing Senior Planner-Transit		Sarah Williamson-Baker Transportation Service Director Jamael Wiley Transit Operations Manager
	Steven Mott Senior Transit Planner Evan Koff Senior Transportation Planner		Doug Plachcinski Executive Director
	Tim Gardiner Wake County Planning		Matthew Carlisle ITS (Intelligent Transportation Systems) Engineer Keith Mims Signal Equipment Engineer

Regional Project Management Team

Six Transit Focus Areas

Passenger Real Time & Trip Planning

Transit Service Planning Tools

Transit Signal Priority

Regionally Integrated Payments

GTFS Standards

Open Data Portal



Passenger Real Time & Trip Planning

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

Figure 1-1: GoCary App Images

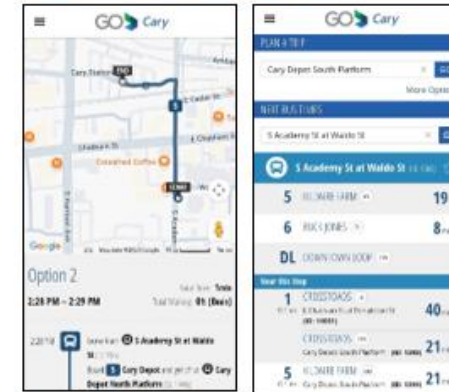
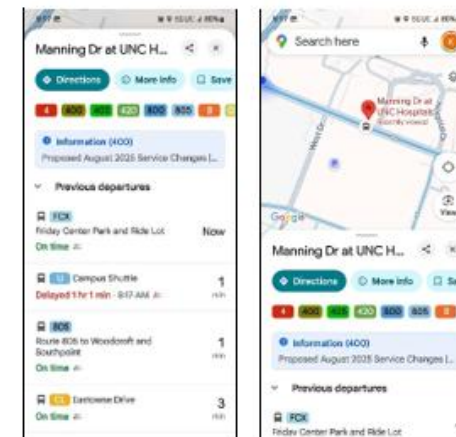
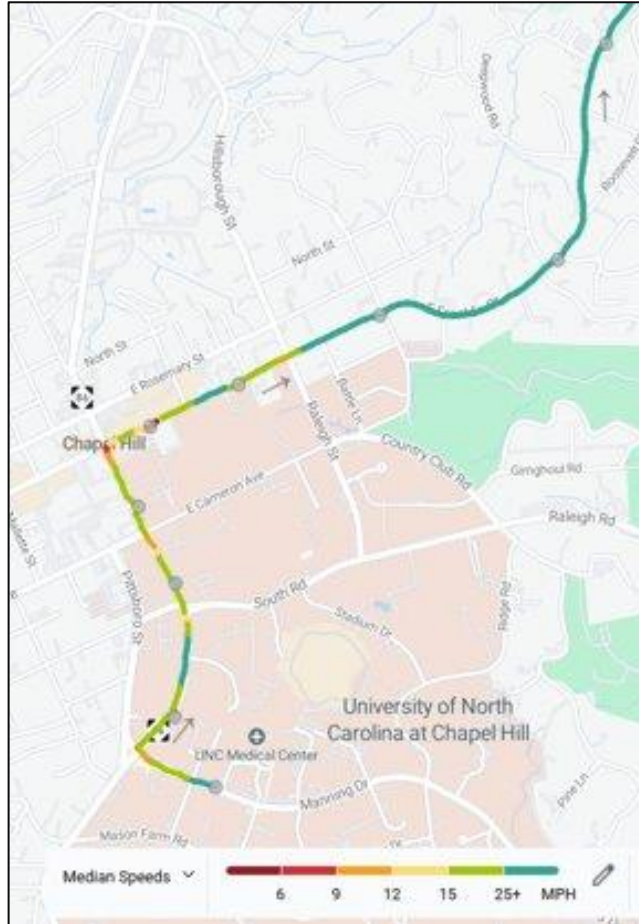


Figure 1-2: Google Maps Images of Chapel Hill



Transit Service Planning Tools

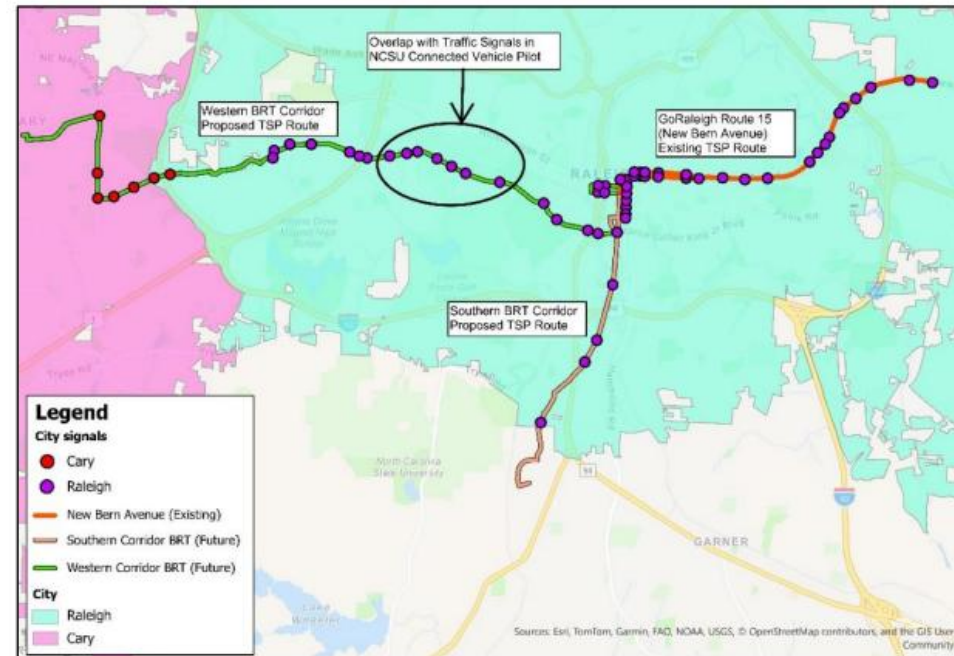


- **Challenges:** fragmented tools, limited coordination, lack of standard metrics
- **Opportunities:** scalable tools, regional metrics, microtransit integration
- **Recommendations:** commit to interoperability, workflows, leverage statewide contracts

Transit Signal Priority (TSP)

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

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



Regionally Integrated Payments



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

GTFS Standards & Open Data Portal

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



GTFS = General Transit Feed Specification

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

Regional Technology Plan Chapters	Chapter 1: Real-Time Transit Information and Trip Planning	Chapter 2: Service Planning		Chapter 3: TSP		Chapter 4: Regional Fare Integration		
		<i>Approach 1: Separate Tools Across All Agencies</i>	<i>Approach 2: Unified Platform Adopted by All Agencies</i>	<i>Approach 1: Connected Vehicle</i>	<i>Approach 2: Cloud-Based TSP Systems</i>	<i>Approach 1: Single Farebox / Back Office for Region</i>	<i>Approach 2: Replace Validators / Single Back Office</i>	<i>Approach 3: Integrate with Open Payment Overlay; Preserve back offices</i>
5 Year Wake County Total	\$1,192,863	\$2,481,142	\$1,500,671	\$4,647,646	\$5,405,773	\$5,570,661	\$3,829,966	\$4,630,344
GoRaleigh Estimate	\$955,933	\$1,988,330	\$1,202,604	\$3,724,517	\$4,332,063	\$4,464,200	\$3,069,247	\$3,710,652
GoCary Estimate	\$112,840	\$234,707	\$141,958	\$439,650	\$511,366	\$526,964	\$362,300	\$438,013
GoTriangle Estimate (55%)	\$124,090	\$258,105	\$156,110	\$483,479	\$562,344	\$579,497	\$398,419	\$481,679

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

5 Year WT Cost Estimates

Tech Plan Approval Timeline

- Feb 19 TPAC
- Feb Durham/Orange SWG
- March 5 CAMPO TCC
- March 18 CAMPO Board
- March Durham/Orange Commissioners
- March GoTriangle Planning Committee
- March 25 GoTriangle Board
- Short Term Implementation Planning
–FY27 & FY28



Next Steps



Regional Transit Technology Plan Update

TPAC January 22, 2026

Austin Stanion
Regional Technology Project Manager
GoTriangle

10. Regional Transit Technology Plan

Austin Stanion, GoTriangle

Requested Action:

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

11. FY 2025 Unaudited Progress Report

Steve Schlossberg, GoTriangle/TDA

Attachment: FY25 ACFR Schedule



FY 2025 Wake Transit Plan Financial Update

Preliminary Unaudited Financial Progress Report



TPAC Meeting
December 18, 2025



Revenue

Preliminary Unaudited as
of 6/30/25:

- Half-Cent Sales Tax:
99.4% of Budget

	FY25 Budget	FY25 YTD Actual	Variance
Half-Cent Sales Tax	\$ 140,000,000	\$ 139,097,234	\$ (902,766)
\$7 Vehicle Registration Tax	7,075,000	7,028,476	(46,524)
\$3 Vehicle Registration Tax	3,025,000	3,016,326	(8,674)
Vehicle Rental Tax	2,528,000	2,528,000	-
Investment Earnings	-	32,075,295	32,075,295
Apportionments	779,244	1,063,774	284,530
Reimbursement from GoTriangle	-	1,570,564	1,570,564
Total Revenue	\$ 153,407,244	\$ 186,379,668	\$ 32,972,424

Percent of Budget Received

121.5%



Operating

Preliminary Unaudited as of 6/30/25:

- 77% of Annual Budget Reimbursed
- \$11M Returned to Unencumbered Fund Balance

Tax District Administration

Fiscal Year 2025 - Wake Transit Program				
	Budget	Reimbursed	% Spent	Remaining
Tax District Administration				
GoTriangle - TDA	\$ 726,627	\$ 347,079	48%	379,548
Transit Plan Administration				
CAMPO	850,990	641,498	75%	209,492
Cary	952,171	945,719	99%	6,452
GoTriangle	3,054,000	2,226,056	73%	827,944
Raleigh	2,131,046	1,618,407	76%	512,639
Wake County	110,157	65,511	59%	44,646
Bus Operations				
Apex	467,774	359,259	77%	108,515
Cary	4,654,762	2,795,810	60%	1,858,952
GoTriangle	6,489,076	4,968,694	77%	1,520,382
Raleigh	28,365,365	22,660,196	80%	5,705,169
Morrisville	408,534	383,805	94%	24,729
Wake County	804,615	787,238	98%	17,377
Wake Forest	106,295	106,295	100%	-
Wendell	232,366	180,265	78%	52,101
Zebulon	6,557	-	0%	6,557
Total Operating Expenses	\$ 49,360,335	\$ 38,085,832	77%	\$ 11,274,503



Capital

Preliminary Unaudited as
of 6/30/25:

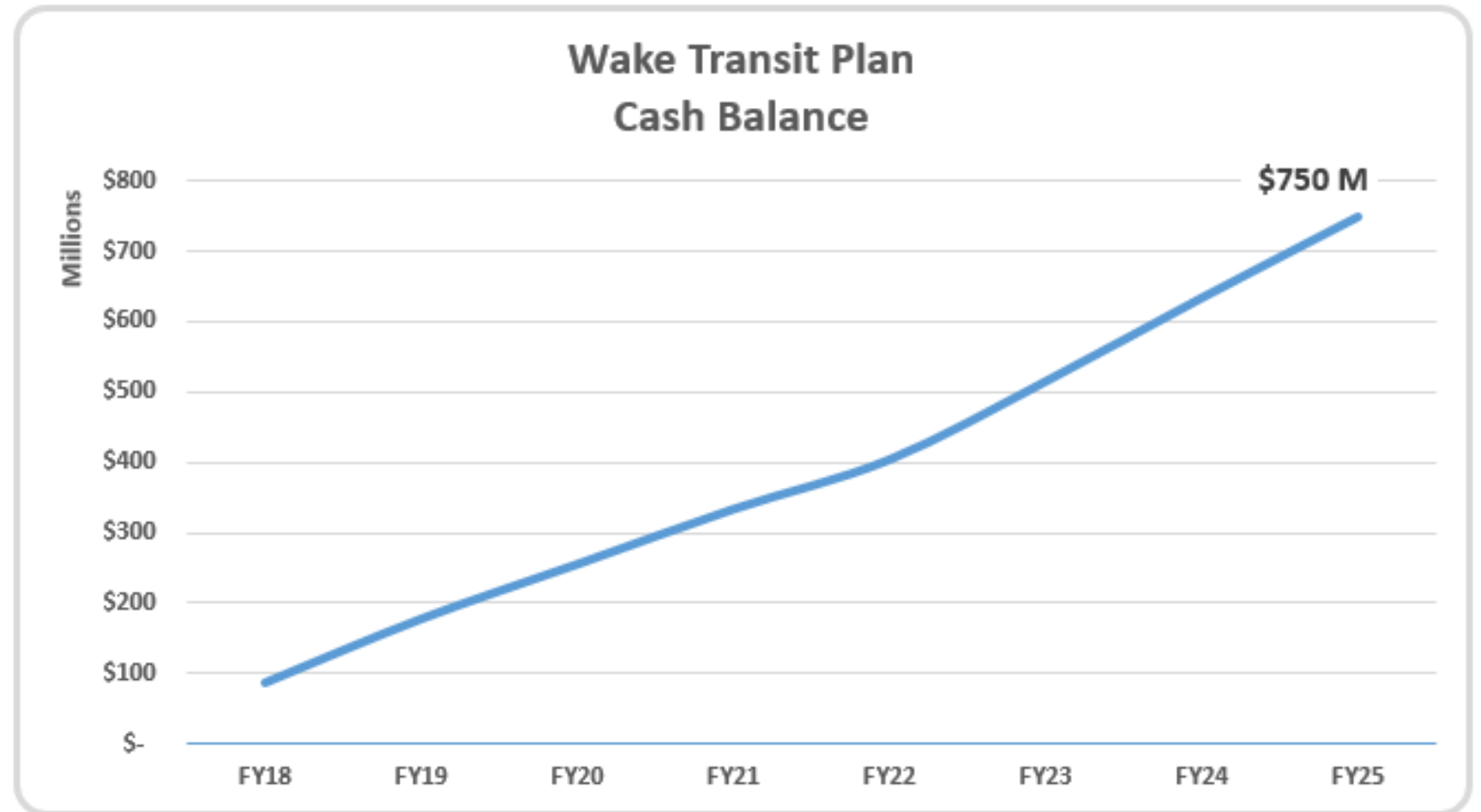
➤ \$437M Carryforward into
FY26

Fiscal Year 2025 - Wake Transit Program					
	Budget	Carryover	Reimbursed	% Spent	Carryforward
Capital Planning					
CAMPO	\$ 679,922	\$ 20	\$ 528,692	78%	\$ 151,250
GoTriangle	-	237,684	123,599	52%	114,085
Community Funding Area					
Apex	110,000	307,757	12,631	3%	405,126
Knightdale	336,612	167,128	253,454	50%	250,286
Morrisville	50,000	119,045	32,115	19%	136,930
Bus Rapid Transit					
Raleigh	65,000,000	146,781,056	5,407,476	3%	206,373,580
Bus Infrastructure					
Cary	13,542,230	69,141,766	577,753	1%	82,106,243
GoTriangle	4,201,542	29,743,086	8,404,162	25%	25,540,466
NCSU	99,360	-	99,360	100%	-
Raleigh	25,130,000	40,958,332	3,469,830	5%	62,618,502
Reserve	337,859	4,046,464	-	0%	4,384,323
Vehicle Purchase					
GoTriangle	4,118,750	5,566,506	1,317,326	14%	8,367,930
Raleigh	18,355,778	4,293,971	5,000,012	22%	17,649,737
Wake County	3,173,047	-	-	0%	3,173,047
Commuter Rail					
GoTriangle	-	1,158,516	-	0%	1,158,516
Reserve	-	24,610,371	-	0%	24,610,371
Total Capital Expenses	\$ 135,135,100	\$ 327,131,702	\$ 25,226,409	5%	\$ 437,040,393



Cash & Investments

- \$750M Cash Balance *as of 6/30/25*
- \$437M Carryover for Adopted Capital Projects
- \$164M Reserve Operating and Capital Policy





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Reimbursements

Project Agreements

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Name	Modifie
Q1 FY 2025 Quarterly Progress Report.pdf	May 6
Q2 FY 2025 Quarterly Progress Report.pdf	May 6
Q3 FY 2025 Quarterly Progress Report.pdf	May 26
Q4 FY 2025 Quarterly Progress Report_DRAFT.pdf	18 minut



Questions

11. FY 2025 Unaudited Progress Report

Steve Schlossberg, GoTriangle/TDA

Information Item

12. FY 2026 Unaudited 1st Quarter Financial Report

Steve Schlossberg, GoTriangle/TDA



FY 2026-Q1 Wake Transit Plan Financial Update

Preliminary Unaudited Financial Results



TPAC Meeting
December 18, 2025



Revenue

Preliminary Unaudited as of 9/30/25:

➤ **Total Revenue:**
22.6% of Budget

Half-Cent Sales Tax:

- *Jul-Aug Actuals*
- *Sep Actuals will be available on 12/15/25*

Fiscal Year 2026 - Wake Transit Plan			
	FY26 Budget	FY26 YTD Preliminary	Variance
Half-Cent Sales Tax	\$ 145,000,000	\$ 24,235,382	\$ (120,764,618)
\$7 Vehicle Registration Tax	7,190,000	1,874,079	(5,315,922)
\$3 Vehicle Registration Tax	3,076,000	804,327	(2,271,673)
Investment Earnings	-	8,223,666	8,223,666
Total Revenue	\$ 155,266,000	\$ 35,137,453	\$ (120,128,547)
Percent of Budget Received		22.6%	



Operating

Preliminary Unaudited as of 9/30/25:

- FY26 Operating Project Agreement has not been executed for:
 - Wake County
- Reimbursements received, pending disbursement:
 - CAMPO
 - GoTriangle
 - City of Raleigh

Fiscal Year 2026 - Wake Transit Plan				
	Budget			
	Appropriation	Reimbursed	% Spent	Remaining
Tax District Administration				
GoTriangle - TDA	\$ 662,602	\$ -	0%	662,602
Transit Plan Administration				
CAMPO	872,265	-	0%	872,265
Cary	975,975	-	0%	975,975
GoTriangle	2,514,356	-	0%	2,514,356
Raleigh	2,334,322	-	0%	2,334,322
Reserve	479,723	-	0%	479,723
Bus Operations				
Apex	550,024	10,018	2%	540,006
Cary	5,441,213	-	0%	5,441,213
GoTriangle	9,139,603	-	0%	9,139,603
Holly Springs	282,700	-	0%	282,700
Raleigh	37,256,704	-	0%	37,256,704
Morrisville	489,110	112,025	23%	377,085
Wake County	868,303	-	0%	868,303
Wake Forest	1,088,395	267,824	25%	820,571
Wendell	233,183	-	0%	233,183
Reserve	1,279,593	-	0%	1,279,593
Total Operating Expenses	\$ 64,468,070	\$ 389,867	1%	\$ 64,078,203



Capital

Preliminary Unaudited as of 9/30/25:

- FY26 Capital Project Agreement has not been executed for:
 - Wake County
- Reimbursements received, pending disbursement:
 - CAMPO
 - GoTriangle
 - City of Raleigh
- \$550M Carryforward into FY26-Q2

Tax District Administration

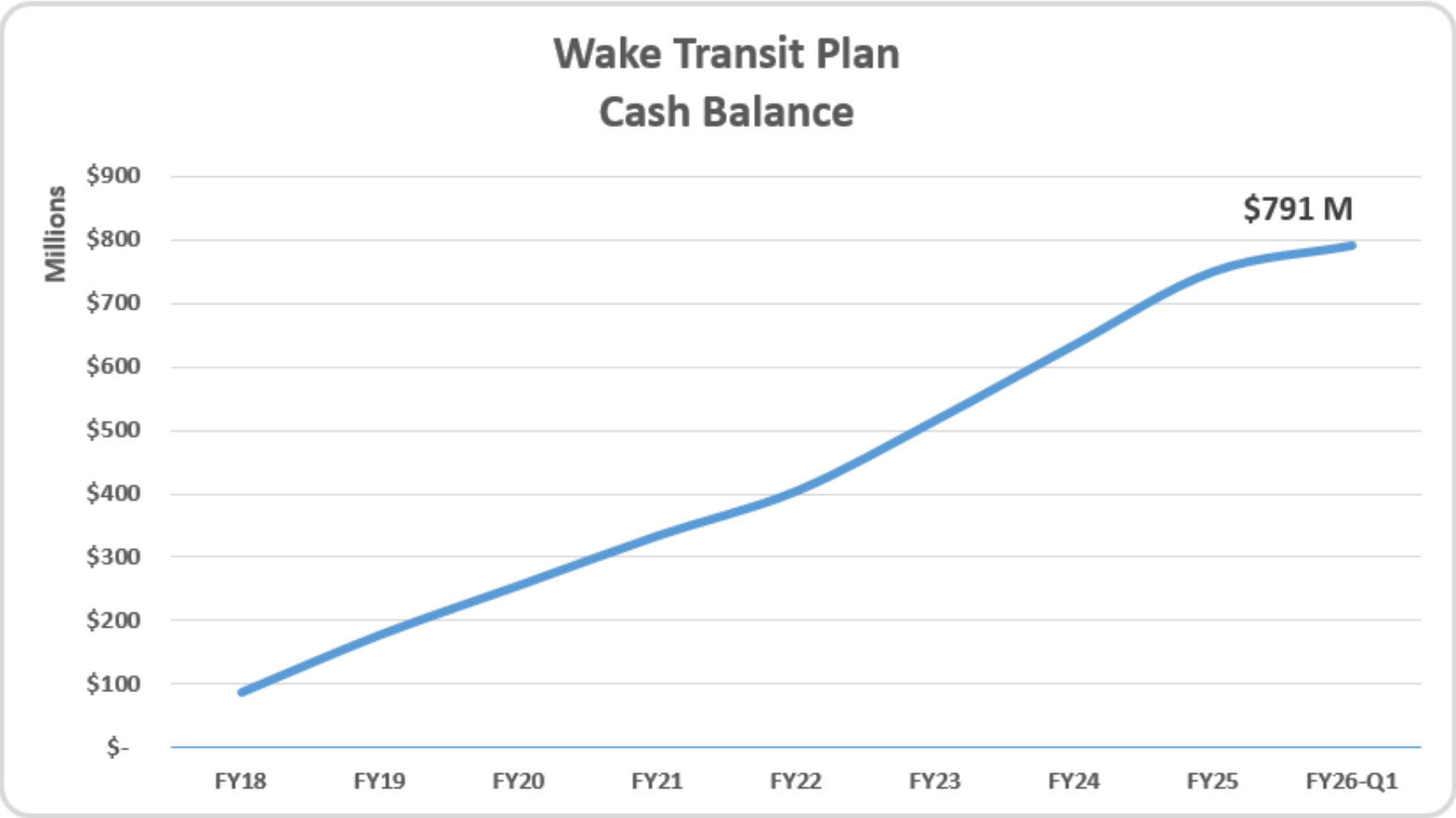
Fiscal Year 2026 - Wake Transit Plan					
	Budget				
	Appropriation	Carryover	Reimbursed	% Spent	Carryforward
Capital Planning					
CAMPO	\$ 981,580	\$ 151,250	\$ -	0%	\$ 1,132,830
GoTriangle	-	114,086	-	0%	114,086
Community Funding Area					
Apex	110,000	405,126	672	0%	514,453
Knightdale	-	250,286	161,389	64%	88,897
Morrisville	-	136,931	-	0%	136,931
Bus Rapid Transit					
Raleigh	55,784,192	206,373,580	-	0%	262,157,772
Bus Infrastructure					
Cary	5,470,000	82,106,243	-	0%	87,576,243
GoTriangle	11,532,440	25,540,466	-	0%	37,072,906
NCSU	500,000	-	-	0%	500,000
Raleigh	24,300,694	62,618,502	-	0%	86,919,196
Reserve	-	4,384,323	-	0%	4,384,323
Vehicle Purchase					
GoTriangle	5,678,000	8,367,930	3,472,037	25%	10,573,893
Raleigh	18,784,500	17,649,737	7,661,648	21%	28,772,589
Wake County	1,080,000	3,173,047	-	0%	4,253,047
Reserve	444,252	-	-	0%	444,252
Commuter Rail					
GoTriangle	-	1,158,516	-	0%	1,158,516
Reserve	-	24,610,371	-	0%	24,610,371
Total Capital Expenses	\$ 124,665,658	\$ 437,040,393	\$ 11,295,746	2%	\$ 550,410,304



Cash & Investments

\$791M Cash Balance
as of 9/30/25

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





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Name

Modified



Q1 2026 Quarterly Progress Report_DRAFT.pdf

November 30



Questions

12. FY 2026 Unaudited 1st Quarter Financial Report

Steve Schlossberg, GoTriangle/TDA

Information Item

13. Update on Strategic Regional Rail Infrastructure Investment Study

Danial Spruill, CAMPO

Attachments: CAMPO TWTPD Triangle Rail Study Compiled, Triangle Rail Project Attribute Matrix, and TSC Comment Resolution Matix

CAMPO & Triangle West TPO Triangle Strategic Rail Infrastructure Investment Study



TRIANGLE WEST
Transportation Planning Organization

Study Background



Acknowledging the history of various attempts to expand rail in the Triangle region, CAMPO and Triangle West TPO came together to develop a new strategic approach.

In FY 2025, HDR was commissioned to develop this plan for the incremental expansion of Intercity Passenger Rail.

Rail Terminology Review

Acronyms

- FRA – Federal Railroad Administration
- FTA – Federal Transit Administration
- SPOT – Strategic Prioritization Of Transportation (NCDOT Process)
- CRISI – Consolidated Rail Infrastructure and Safety Improvements program
- BIL – Bipartisan Infrastructure Law
- NEC – Northeast Corridor (Amtrak Acela/Northeast Regional/Carolinian)

Rail Terminology Review: Service Concepts



Light Rail

High-frequency urban service
Runs on street or in its own ROW
Incompatible with Freight Trains
Built under **FTA Oversight**

Not appropriate for this study



Commuter Rail

Downtown-focused peak service
Stations every 2 to 5 miles
Compatible with Freight Trains
Built under **FTA Oversight**

Not appropriate for this study



Passenger Rail

Intercity service
Stations every 7 to 20 miles
Compatible with Shared Use
Built under **FRA Oversight (Title 49)**

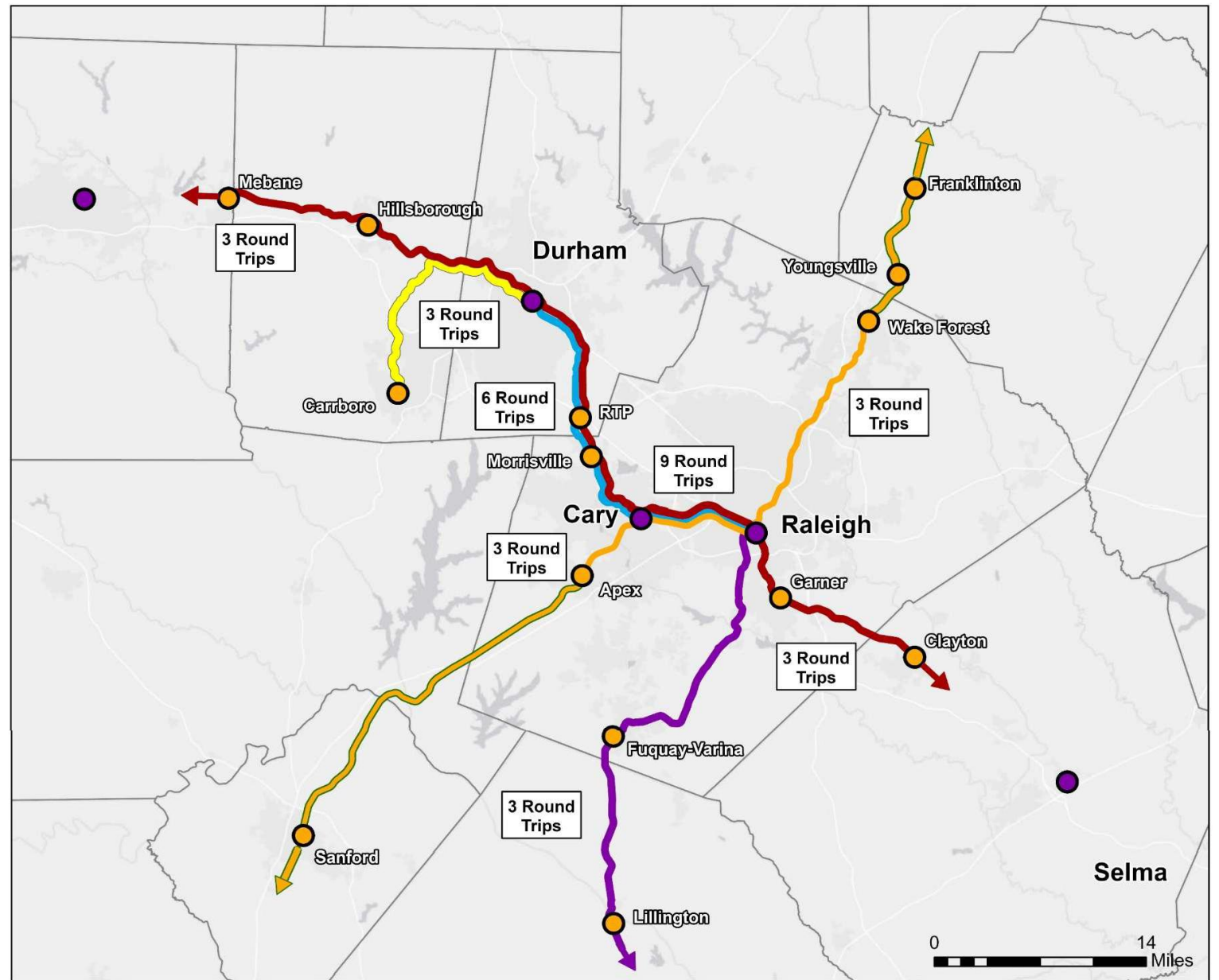
The focus of this study

Project Tasks

- Service Concepts
- Project Universe
- Federal/State Project Funding Screening
- Local Decision-making Framework
- Future Study Recommendations

Service Concepts

1. Mebane to Clayton
2. Apex to Wake Forest
3. Sanford to Franklinton
(Extend Concept #2)
4. Durham to Raleigh
5. Lillington to Raleigh
6. Carrboro to Raleigh
(Extend Concept #4)



Service Concepts

● Existing Stations
● Proposed Stations

— Mebane to Clayton
— Apex to Wake Forest

— Sanford to Franklinton
— Durham to Raleigh

— Lillington to Raleigh
— Carrboro to Durham



Project Universe

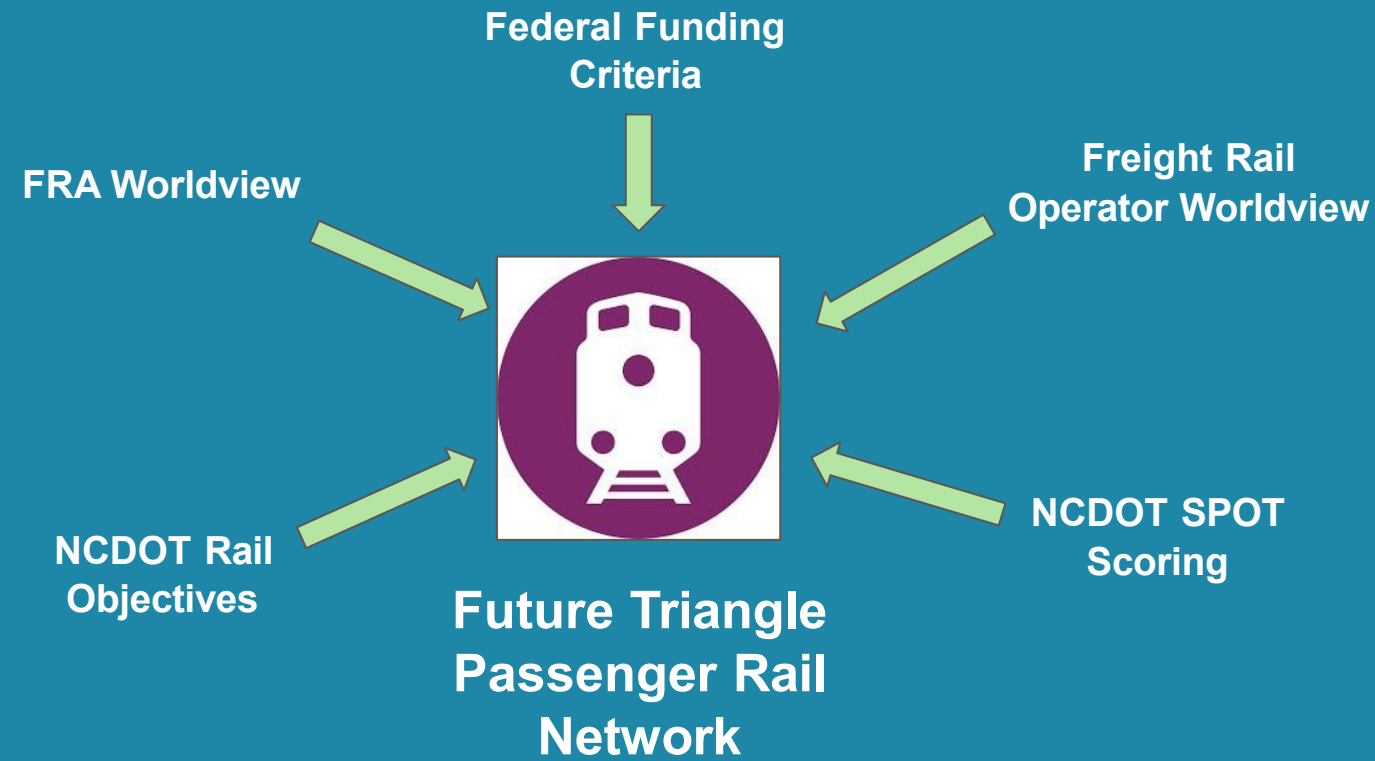
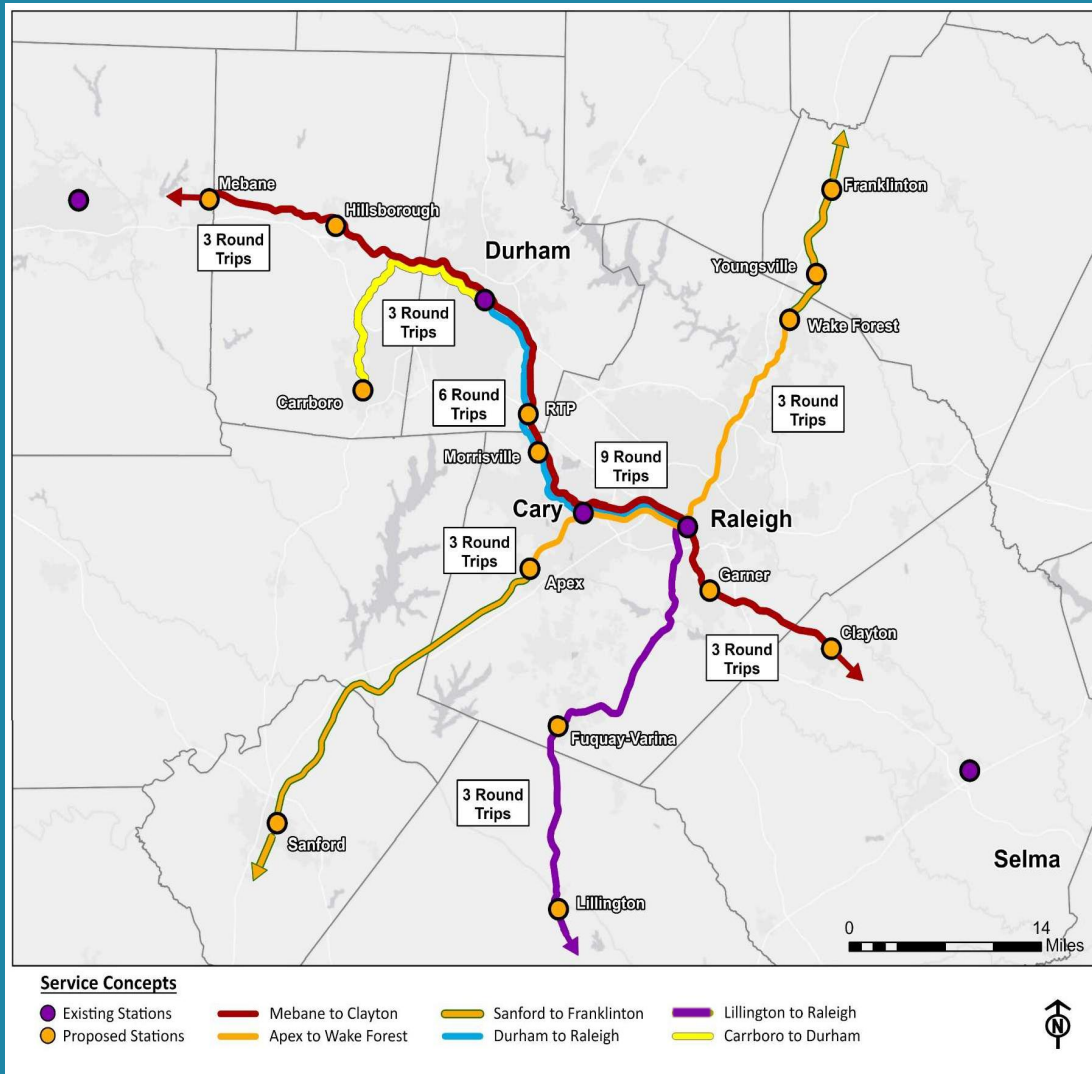
Triangle Rail Study Service Concepts & Project Matrix										
29-Jun-25			Milepost Reference Database Weblink		Service Concepts Supported					
		ROM Estimate (\$2024) [SCC 10-100 except 70]	Start MP	End MP	Mebane to Clayton	Apex to Wake Forest	Sanford to Franklinton	Durham to Raleigh	Lillington to Raleigh	Carrboro to Durham
Primary Service Concept	Potential Project - Description									
Mebane to Clayton	Station - Mebane (New)	\$25 M	H 31.5		Y					
Mebane to Clayton	Station - Hillsborough (New)	\$25 M	H 40.6		Y					
Mebane to Clayton	Track - Siding between Hillsborough/Wye	\$70 M	H 40.6	H 46.5	Y					
Mebane to Clayton	Yard - Heavy Maintenance Facility (Regional)	\$220 M	H 47.1		Y	Y	Y	Y	Y	Y
	Station - Durham Second Platform	\$260 M	H 54.6		Y			Y		Y
Mebane to Clayton	Track - Second Track at Durham Station									
Mebane to Clayton	Track & Systems - Bypass Track and Interlocking modifications at D&S junction	\$170 M	H 56.0	H 56.8	Y			Y		
Mebane to Clayton	Station - RTP (New)	\$20 M	H 64.2		Y			Y		
	Station - Cary Third Platform	\$80 M	H 72.7		Y	Y	Y	Y		
Mebane to Clayton	Track - Second H-Line Track at Cary Station									
	Track - Two sidings between Cary/Raleigh	\$140 M	H 72.7	H 80.8	Y	Y	Y	Y		
Mebane to Clayton				S 157.3						
Mebane to Clayton	Track -Siding between Raleigh/Garner	\$160 M	H 80.8	H 86.3	Y					
Mebane to Clayton	Station - Garner (New)	\$25 M	H 86.3		Y					
Mebane to Clayton	Station - Clayton (New)	\$25 M	H 96.3		Y					
Mebane to Clayton	Track -Layover Track south of Clayton Station	\$60 M	H 96.3		Y					
Apex to Wake Forest	Station - Apex (New)	\$20 M	S 171.6			Y	Y			
Apex to Wake Forest	Track - Layover Track south of Apex Station	\$60 M	S 171.6			Y	Y			
Apex to Wake Forest	Track & Systems - Cary to Raleigh Third Track (Convert sidings to Third Main), Control Point modifications	\$340 M	H 72.7 S 165.3	H 80.8 S 157.3		Y	Y			
Apex to Wake Forest	Known Project FSP FY '23 - Raleigh to Wake Forest - Station - Raleigh (Second Platform) - Yard - Modifications - Track & Systems - Sidings, Realignments, Signalization	\$1.3 B	S 157.3	S 140.0		Y	Y		Y	
Apex to Wake Forest	Known Project RAISE FY '25 - Wake Forest Mobility Hub - Station - Wake Forest (New)	\$ 16.4 M	S 140.5			Y	Y			

-

Local Decision-Making Framework

Framework for how to prioritize and invest in rail-related projects in the Triangle Area.

- **Principle 1**: Understand the FRA Worldview
- **Principle 2**: Understand Freight Rail Operator Worldview
- **Principle 3**: Understand NCDOT Rail Objectives
- **Principle 4**: Understand How the NCDOT SPOT Process Scores Rail Projects
- **Principle 5**: Understand Relative Federal Funding Viability



Strategic Investment Decision Tree

Priority order for investments allows for incremental progress while larger programmatic investments are pursued

1. Grade Crossing Eliminations
2. Advancing Station Work (including NEPA and Engineering Studies)
3. Protective Land Purchases for a Regional Maintenance Facility and layover yards
4. Interlockings and Sidings
5. Ridership Studies
6. Investments in the NC-Line from Burlington to Selma

Funding Implication

Any framework for regional decision-making needs to consider how capital cost contributions across various stakeholders could work.

- Projects in one MPO or County that benefit
 - More than one County or MPO
 - Counties of MPOs outside of the core Triangle Counties and other adjacent MPO member counties (Other MSAs such as Triad, Wilmington, Fayetteville, or even Charlotte)
- Projects that cross jurisdictional boundaries with the same potential combination of stakeholders as above

Prioritization Considerations

Within the decision-making framework, the Triangle region should focus less on the total number of potential users of any future passenger rail investment, and more on the number of factors that align with the likelihood of a project progressing to completion.

- Does this project connect to any other existing intercity passenger rail service?
- Are there “low-hanging fruit” projects that would be strong candidates for state funding?
- Is this a passenger station or other project for new service that is unlikely to receive state funding, but could be a strategic investment with local dollars to accelerate the activation of new service?

- Does this project connect to any other existing intercity passenger rail service?
- Are there “low-hanging fruit” projects that would be strong candidates for state funding?
- Is this a passenger station or other project for new service that is unlikely to receive state funding, but could be a strategic investment with local dollars to accelerate the activation of new service?

Future Studies

- Triangle Rail Project Matrix and Decision Tree:
When to Update
- Service Development Plans & Corridor ID Merger
Studies
- Passenger Station Ridership Analyses
- Regional Maintenance Facility Site Search
- Network Rail Operations Study
- Station Site Pre-NEPA Planning Studies
- “Slow Service” Benefit: Cost Analysis Study

Questions?



13. Update on Strategic Regional Rail Infrastructure Investment Study

Danial Spruill, CAMPO

Information Item

14. Subcommittee Report

Program Development

Emma Linn, PD Chair
Wake Forest

Melanie Rausch, Vice Chair
City of Raleigh

Next Meeting:
Tuesday 1/27
1:30-3:30pm

Community Engagement

Tim Gardiner, CE Chair
Wake County

Andrew Miller, Vice Chair
City of Raleigh

Next Meeting:
Thursday, 1/29*
1:30-2:30pm

15. Workgroups Progress Update



Technology Workgroup

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



Fare Workgroup

- **Coordinator:**
Steve Schlossberg
- **Next Meeting:**
January 23



Financial Policies Workgroup

- **Coordinator:**
Paul Kingman
- **Next Meeting:**
Early 2026



Baseline Funding Workgroup

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

16. CAMPO Lead Agency Updates

- CAMPO board has reviewed the Wake Bus Plan consultant contract for execution. Project kickoff with TPAC is anticipated to be at the February meeting.
- Process to renew the Wake Transit On-Call Consultant Program will begin in early 2026.
- Hiring a new Senior Planner-Transit Focus. Application deadline is February 24th. Details on CAMPO/Employment-Opportunities webpage.

17. GoTriangle/TDA Lead Agency Updates

- GoTriangle staffing Update:
 - Gary Tober is Chief Development Officer
 - Katharine Eggleston is Deputy CEO
 - Matthew Clark is Director of Policy and Strategic Initiatives

18. Other Partner news

- Any other partner news or business to share?



19. Adjourn

Next Meeting:

Thursday, February 19, 2026



TPAC Roll Call Vote

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

Apex

CAMPO (2)

Cary (2)

Fuquay-Varina

Garner

GoTriangle (2)

Holly Springs

Knightdale

Morrisville

NCSU

Raleigh (2)

Rolesville

RTF

Wake County (2)

Wake Forest

Wendell

Zebulon