



# Wake Transit 101

April 30, 2025 • 1:30-4:30pm • CAMPO: 1 Fenton Main, Ste 201, Cary NC

The WebEx live stream audio will start when the workshop presentations begin.



Event MC:

Kelly Blazey – TPAC Chair and Town of Cary Transit Director



GoCary Fixed Route



GoCary Door to Door



GoApex Route 1



Morrisville Smart Shuttle



**Wake Transit refers to a program of work that is dedicated to improving and expanding Wake County's transit network by providing more travel choices for people living in, commuting to and traveling through Wake County.**



# Wake Transit 101

**Purpose: To better prepare decision-makers in the Wake Transit Plan implementation process to understand, consider and guide the growth and development of Wake County's transit system.**

## Part 1

- ✓ **Welcome and introductions**
- ✓ **Program History**
- ✓ **Guidance and Authority**
- ✓ **Plans, Programs, Policies and More**

## Part 2

- ✓ **Plans, Programs, Policies and More**
- ✓ **Local, Regional and State Coordination**
- ✓ **Community Engagement**
- ✓ **Tracking and Reporting**

# Presenters and Key Contacts



## Wake Transit Program Contacts:

**Ben Howell – CAMPO, Wake Transit Program Manager**

**Stephanie Planchich – CAMPO, Wake Transit/TPAC Administrator**

**Steven Mott – CAMPO, Senior Wake Transit Planner**

**Suvir Venkatesh – CAMPO, Wake Transit Planner**

**Steve Schlossberg – GoTriangle, Director of Tax District Administration**



## Presenters:

**Shelby Powell – CAMPO, Deputy Director**

**Paul Black – GoTriangle, Project Planning Manager**

**Het Patel - City of Raleigh, Transit Planning Supervisor**



# How Wake Transit Savvy Are You?

**Mentimeter**

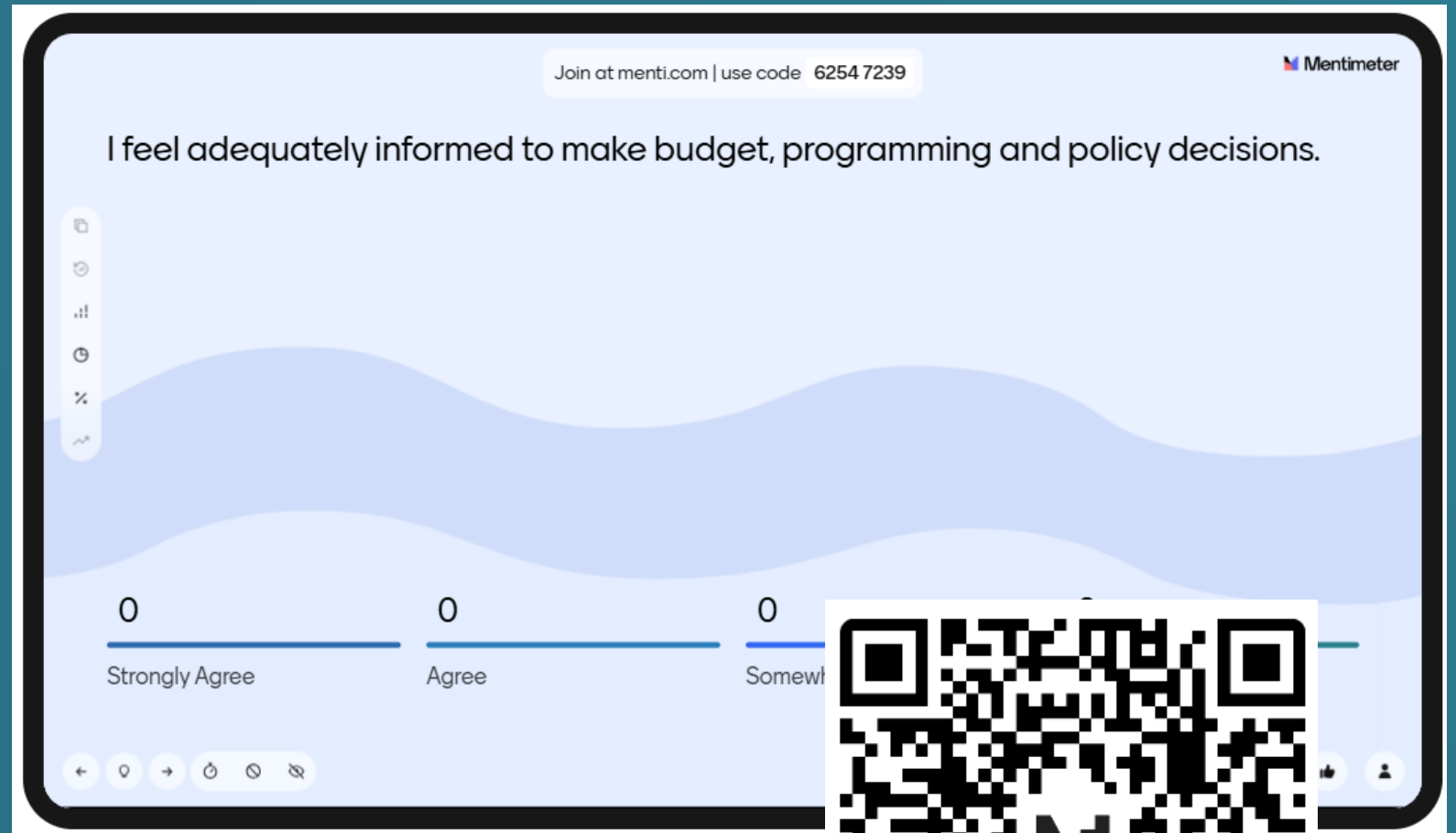
I feel adequately informed to make budget, programming and policy decisions.

Strongly Agree ☐

Agree ☐

Somewhat ☐

Not At All/Disagree ☐



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**Decision-Point, current or upcoming**



**Questions?**



# Connecting to Local, Regional and State Planning

# Section 1: Connecting to Local, Regional and State Planning

**1a** Regional and Statewide Coordination

**1b** Informing Local Planning – Raleigh Example



# Regional and Statewide Planning Coordination



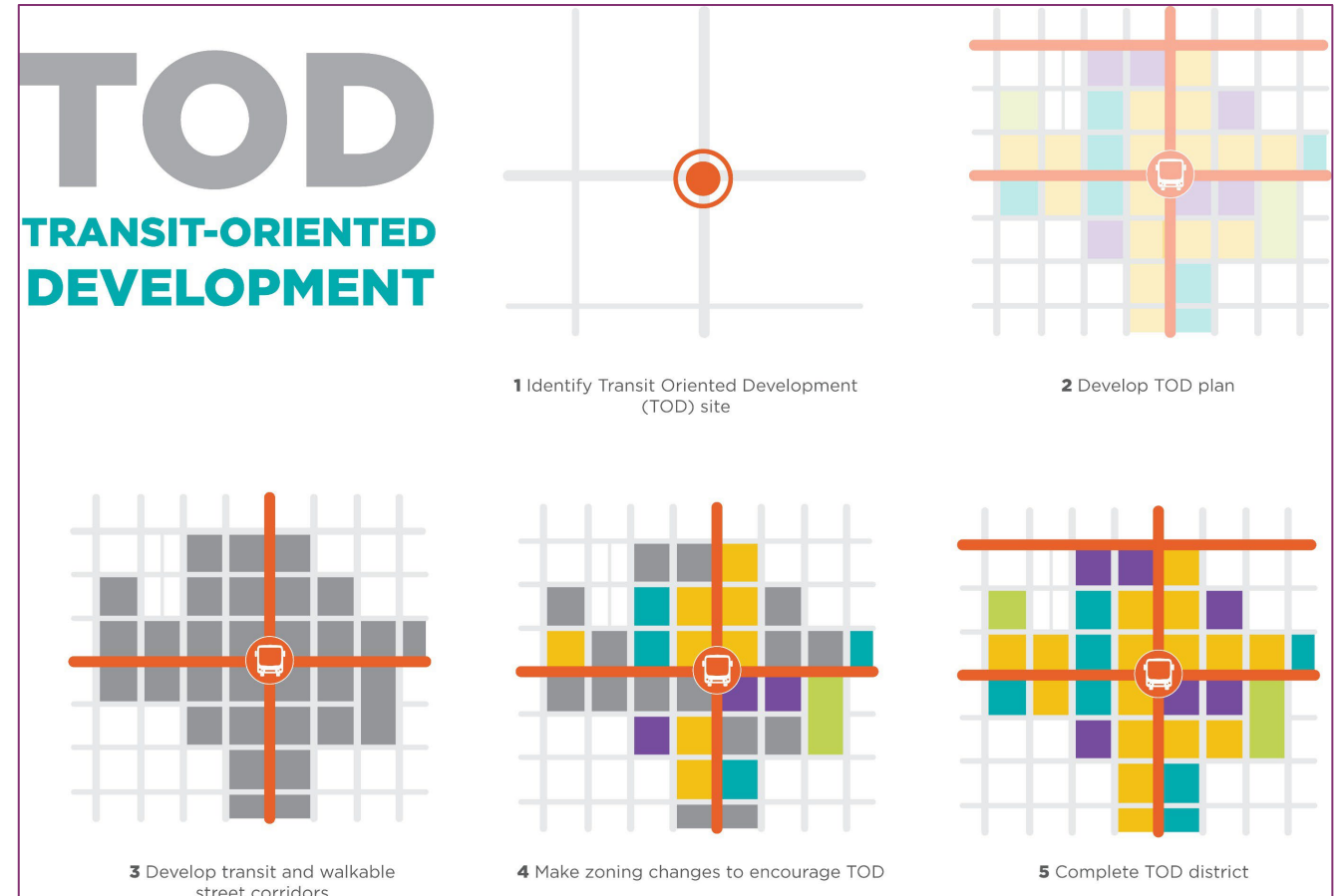
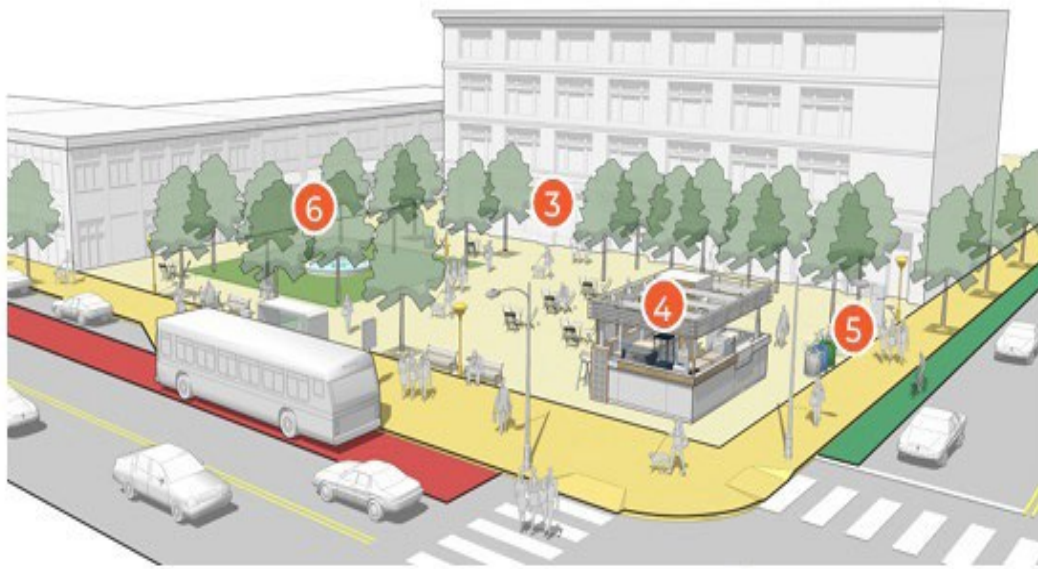
**1a**

# Walkable Communities and Transit Oriented Development

## "Create Engaging Public Spaces" Design Example

**TOD:** Engaging and active civic plaza as a focal point of a multimodal circulation network.

- Dedicated Bus Lane
- Protected Bike Lane
- Active Sidewalk
- Plazas and Public Spaces



Visit the 2035 Wake Transit Plan project webpage to view both the State of the Plan report and the updated Market Analysis for more information useful to your town.

# Apex: Introduction

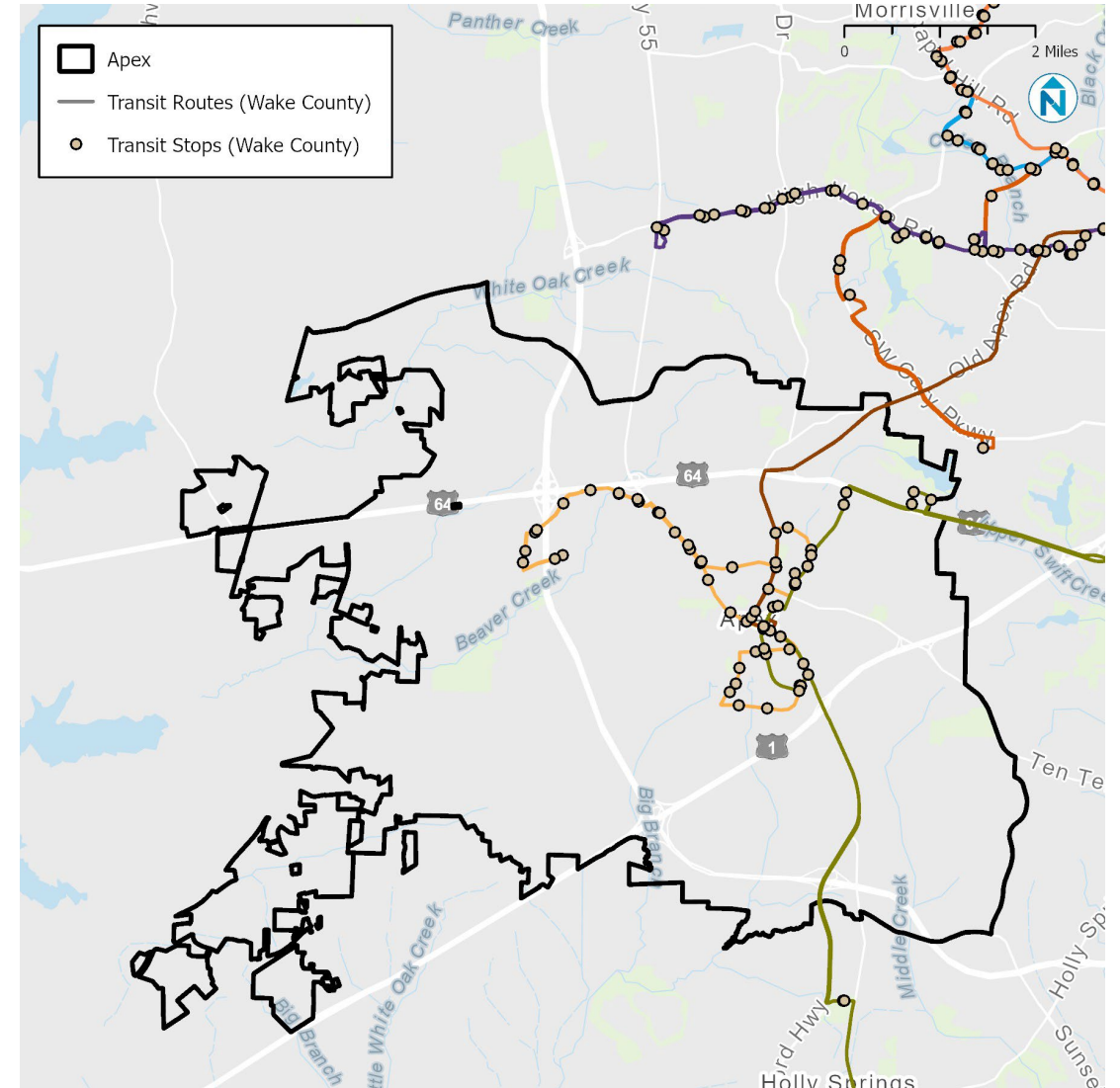
The Town of Apex is one of the largest towns in Wake County with a population of nearly 100,000 and it is also one of the fast-growing communities, increasing its population by 49% between 2016 and 2022. This compares with employment, which grew by 18% over the same period. Apex's larger population contributes to a denser population as compared with Wake County overall. In terms of demographic characteristics, Apex is wealthier, less diverse and younger as compared with the Wake County population overall.

Apex has three regional bus routes although one route (Route 311) was suspended during COVID and has not yet been re-instated.

- Apex-Cary Express (ACX) that connects Apex and Cary with peak period service on weekdays.
- Route 305: Connects Apex with North Carolina State University and Raleigh with hourly service during peak periods on weekdays. A handful of morning and evening trips extend to Holly Springs.
- Route 311: Apex-RTC that provides peak-only connections between Apex and Research Triangle Park. This service was suspended in 2020 and is planned to start again in FY27.

A fourth route – GoApex Route 1 – provides local circulation within the Town of Apex. It operates hourly on weekdays and Saturdays from 6 AM to 10 AM and is fare free.

Apex is actively pursuing several planning efforts and has been one of the largest participants in the Community Funding Area program. Funded projects include a Transit Priorization Study, bus stop improvements, GoApex Route 1 and sidewalk improvements.



# Apex: Key Statistics



Population Density  
(Persons/Acre): 2.65

*Wake County: 2.06*



Employment Density  
(Jobs/Acre): 0.71

*Wake County: 1.19*



Zero Vehicle Households:  
1.9%

*Wake County: 4.0%*

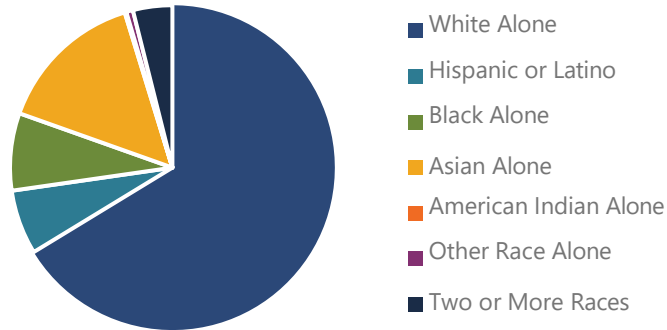


Median Household Income:  
\$129,688

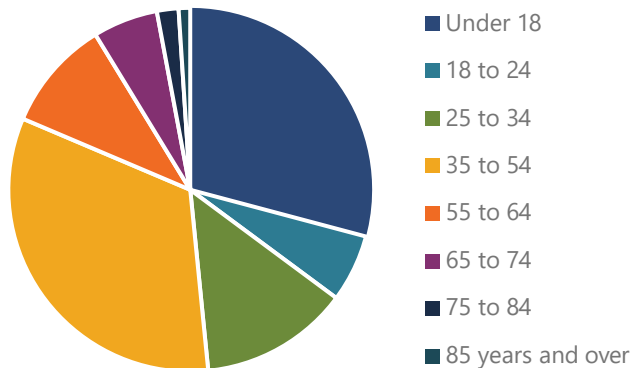
*Wake County: \$96,806*



Race and Ethnicity

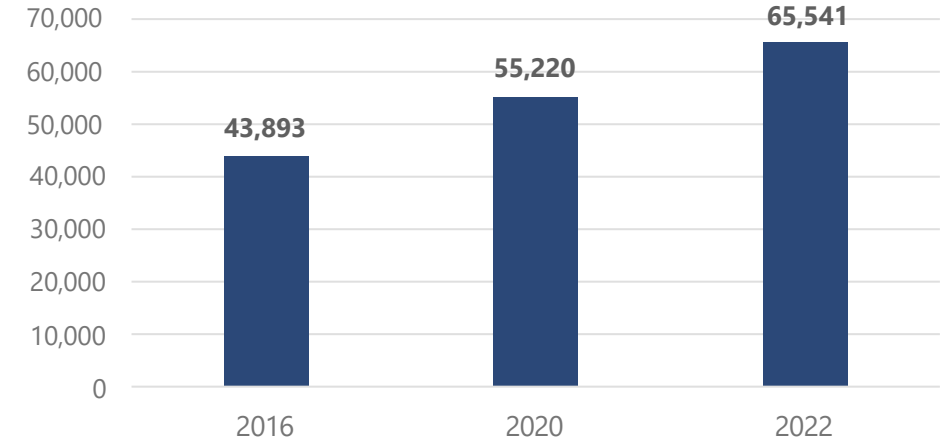


Age Groups



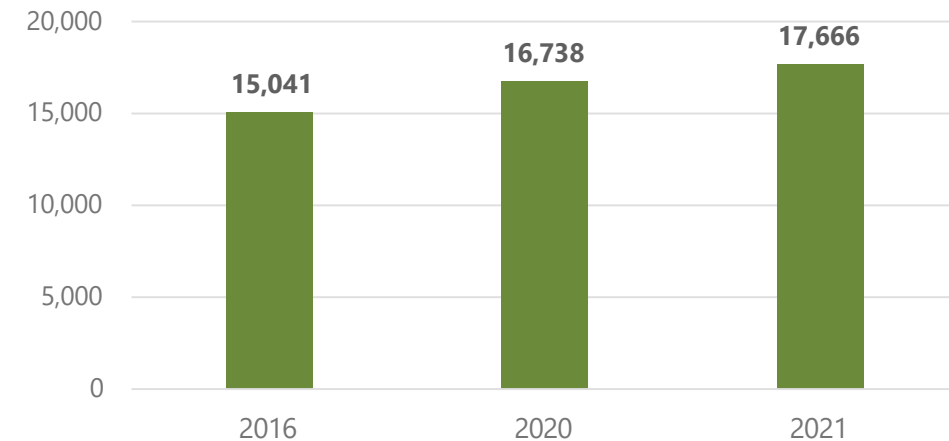
Population Growth, 2016 to 2022: **49%**

*Wake County: 13%*



Employment Growth, 2016 to 2021: **18%**

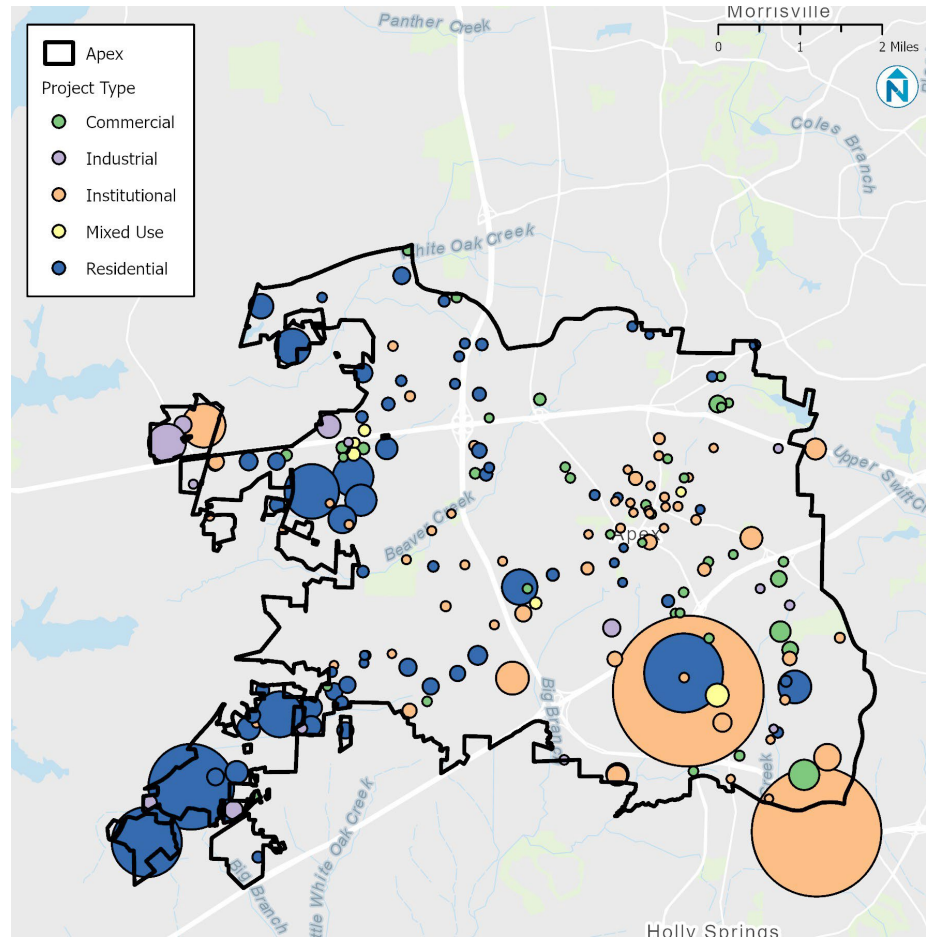
*Wake County: 8%*



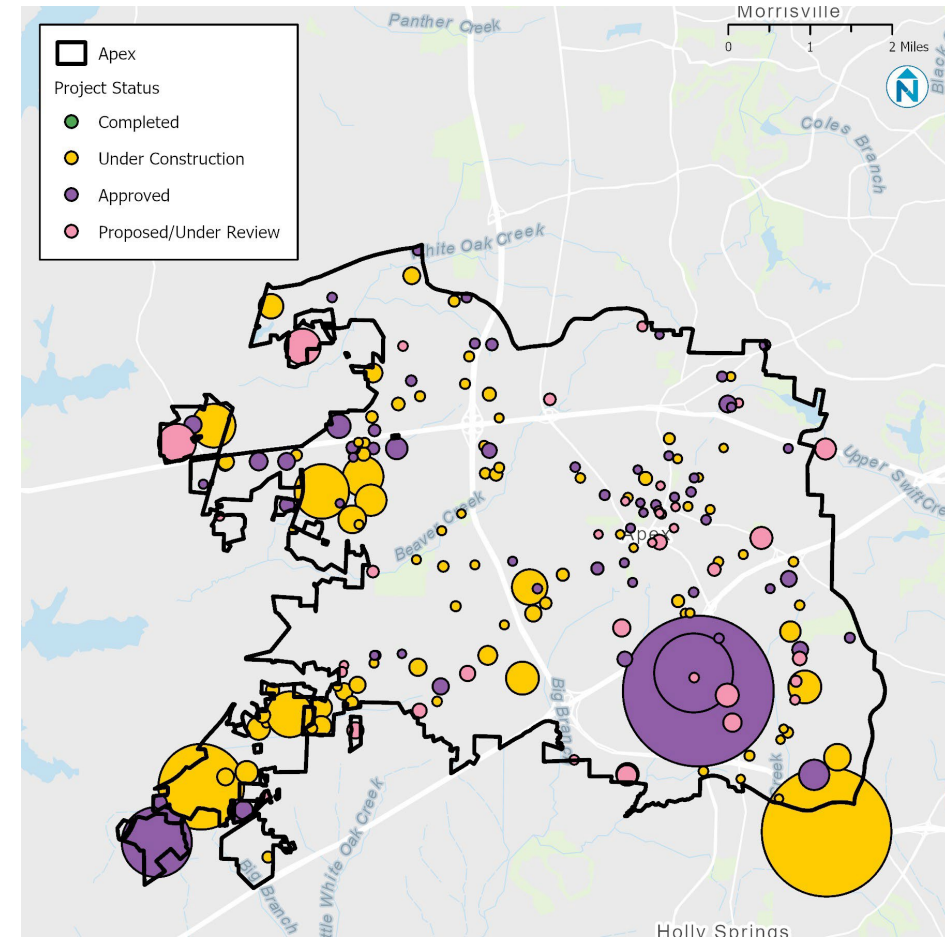
# Apex: Development

Data collected in 2024 shows Apex has a multitude of projects in various stages of development. Most projects are residential, although a handful of large institutional projects are under construction or recently completed. Most new projects are not located within walking distance of existing transit services, including GoApex Route 1. This suggests that future connections will be needed.

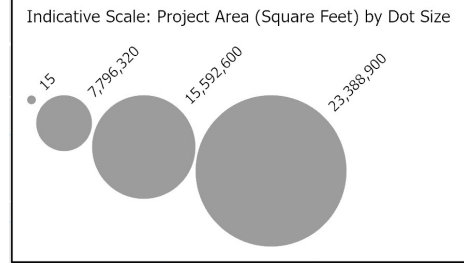
Apex's future rail station, combined with the Town's strategic location south and west of Raleigh mean it has potential to function as a regional transit hub for both Apex residents but also people traveling to/from Cary, Holly Springs and Fuquay Varina. Identifying a location and a facility for a future hub is a potential project.



Development by Type and Size



Development by Status and Size



# What is an MPO?

An MPO is:

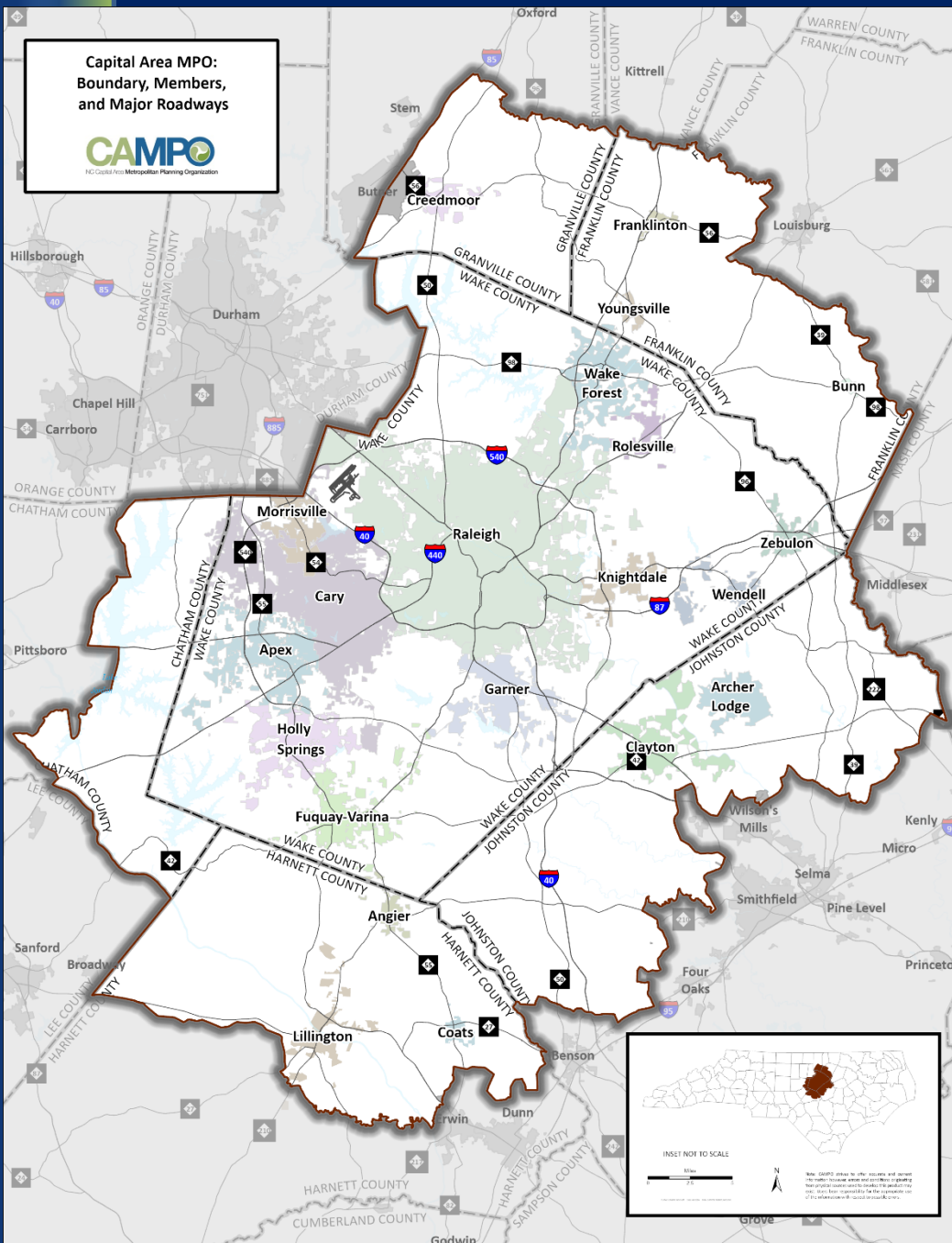
- Federally mandated and funded
- Transportation policy-making organization
- Made up of representatives from local governments and governmental transportation authorities
- Conducts the 3-C planning process in the region (Continuing, Cooperative and Comprehensive)

# CAMPO

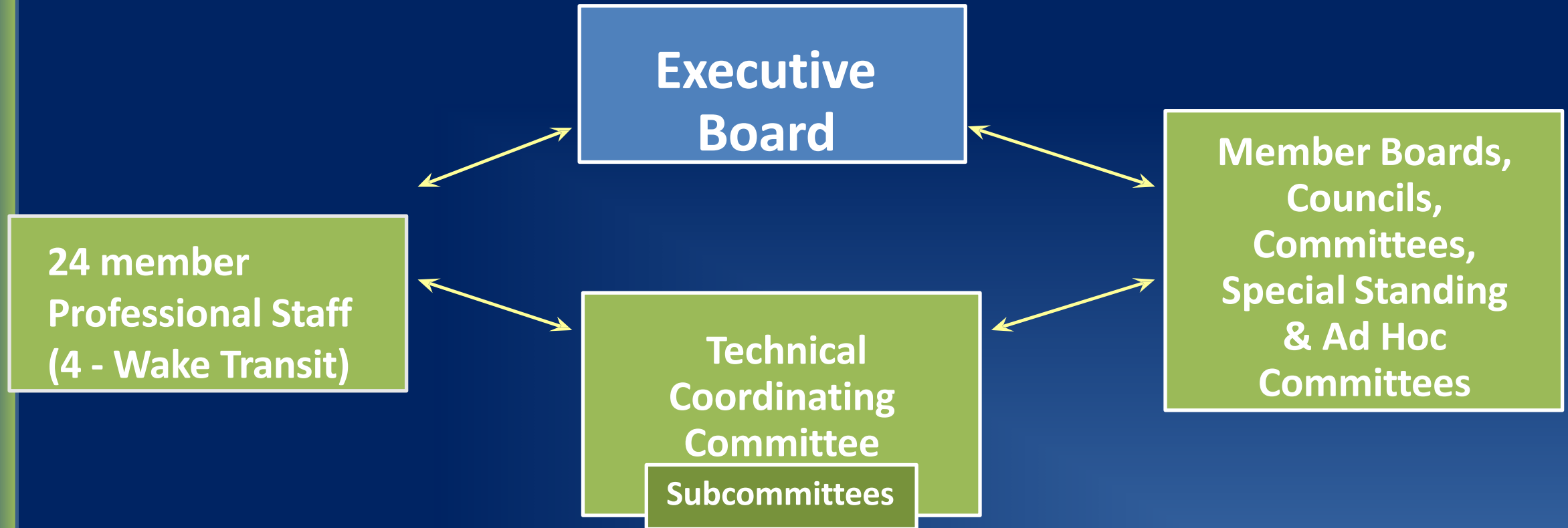


[campo-nc.us](https://campo-nc.us)

- Boundary includes all of Wake and parts of Chatham, Franklin, Granville, Harnett, & Johnston Counties
- Elected officials and staff representing the 6 counties and 21 municipalities
- Combined 2021 population of ~1.4 million (~12 percent of NC)
- Transportation Management Area (TMA)
  - *MPOs over 200,000 in urbanized population get access to additional funds but have greater reporting and planning responsibilities*



## Our MPO Structure



Wake Transit/TPAC

Blueprint for Safety

LAPP Program

Area Studies

# CAMPO Strategic Plan Focus Areas

## Strategic Focus Areas:

1. Public Engagement
2. Partnering with Others
3. Educating Elected Officials
4. Policy Leadership
5. Operational Excellence

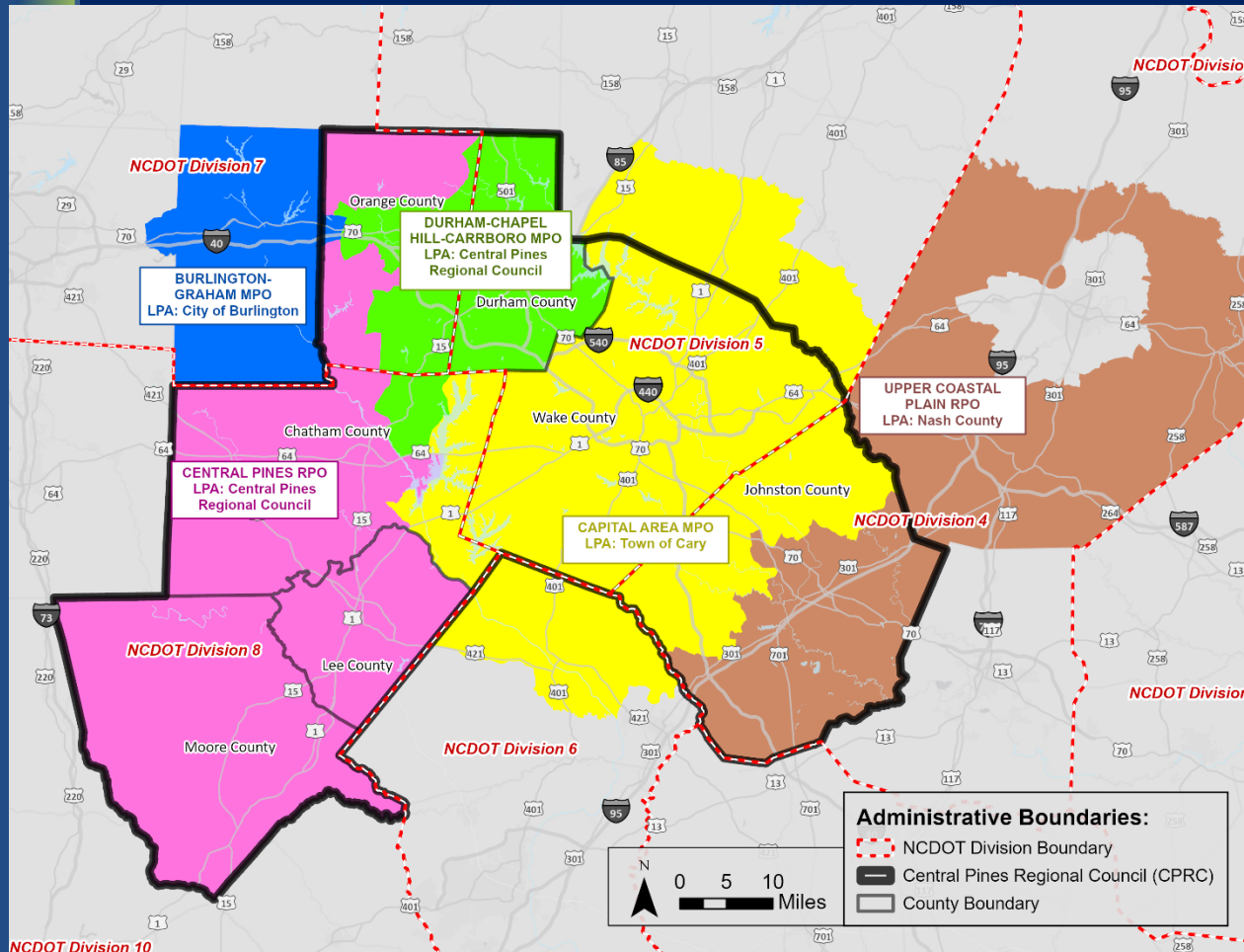
## Operational Focus Areas:

1. Increase land use and transportation coordination
2. Enhance bike-ped
3. Increase Diversity, Equity, and Inclusion (DEI) focus
4. Active role as transit champion and coordinator regionally and locally
5. Prepare for the future



[campo-nc.us/about-us/campos-strategic-plan](https://campo-nc.us/about-us/campos-strategic-plan)

# Our Planning Partners



- Regional coordination: Triangle West TPO and area RPO's
- Assist with MTP development
- Administers Regional Transportation Demand Management (TDM) Program
- Coordination between other regional issues (housing, land use, water quality, etc.) and transportation

# MPO FUNDING FOR PLANNING



## PL FUNDS

Planning funds allocated by FHWA to MPOs based on population

Administered by NCDOT Transportation Planning Div.



## STBGP-DA FUNDS

Surface Transportation Block Grant Program - Direct Allocation

Funds supplied by USDOT to MPOs with 200,000+ population

Meant to cover additional planning & project requirements of larger urban areas

Programmed in UPWP and through LAPP



## SPR FUNDS

State Planning & Research Funds

Available through NCDOT for use on special studies or planning efforts

Typically applied to our large regional planning studies

Application process through NCDOT Transportation Planning Div.



## TRANSIT FUNDS

Funds from FTA Sec. 5307, 5310, 5339

Used by Transit Agencies to conduct planning work

Use of these funds for planning is included in MPO UPWP



## WAKE TRANSIT FUNDING

Funds allocated through annual Wake Transit Work Program

Used to fund Wake Transit staff annually, with special allocations for plans/studies periodically

Wake Transit Plan Update occurs every 4 years

# MPO Products

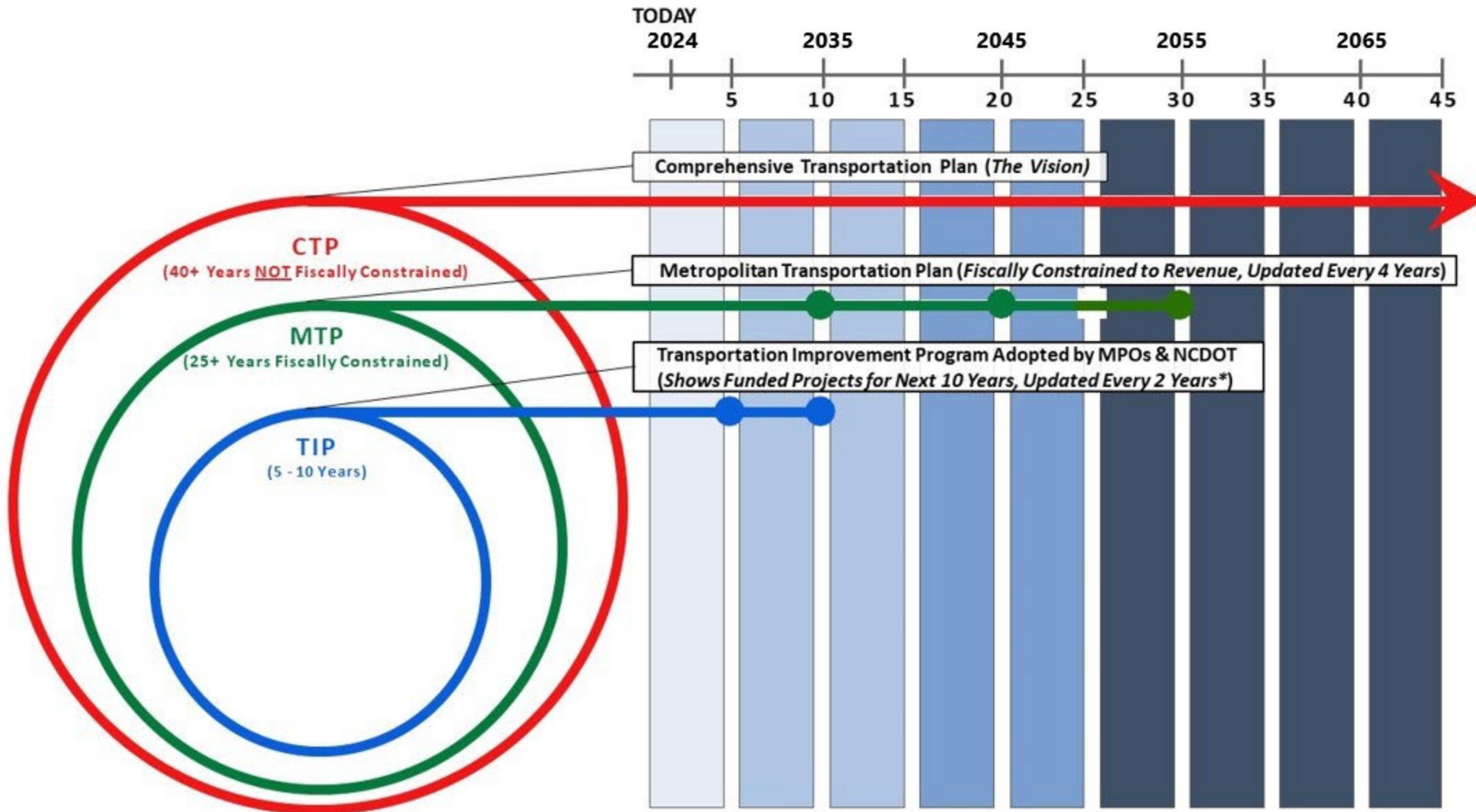


- Updated every **four** years
- Must cover 20+ years
- Revenues & Costs must balance
- CTP is unfunded element of MTP

- Updated every **two** years (mostly)
- Determines regional transportation priorities in coordination with NCDOT
- Identifies state, federal & local funding
- Must be consistent with MTP

- Updated annually
- Outlines annual planning and programming tasks for MPO staff
- Transit planning funding included
- Funded through 20% local match 80% federal funds

# TRANSPORTATION PLANNING PRODUCTS



# Comprehensive Transportation Plan (CTP)

Multi-modal long-range vision plan that defines an organization's philosophy towards decisions related to the integration of transportation and land use

- Highway Plan
  - Public Transit and Rail Plan
  - Bicycle/Pedestrian Plan
- Depicts transportation infrastructure needed to handle the area's projected traffic for a minimum 30-50 year planning horizon – **planning beyond the MTP horizon years**
  - CAMPO CTP = unfunded portion of our MTP





# Metropolitan Transportation Plan (MTP)

Long-range guide for major transportation investments

Recommends transportation projects, systems, policies and strategies designed to maintain our existing systems and serve the region's future mobility needs

CAMPO's MTP is integrated with land use and air quality strategies and goals for the urban area.



<https://www.campo-nc.us/transportation-plan>

# Metropolitan Transportation Plan (MTP)

- Federally Mandated
- Emphasis on preservation and efficiency improvement of existing system
- Planning horizon of at least 20 years (25 preferred)
- Plans for all modes of transportation
- Fiscally constrained; not a wish list
- Extensive public involvement
- *Projects must be consistent with MTP if*
  - *Funded with federal funds*
  - *Regionally significant*

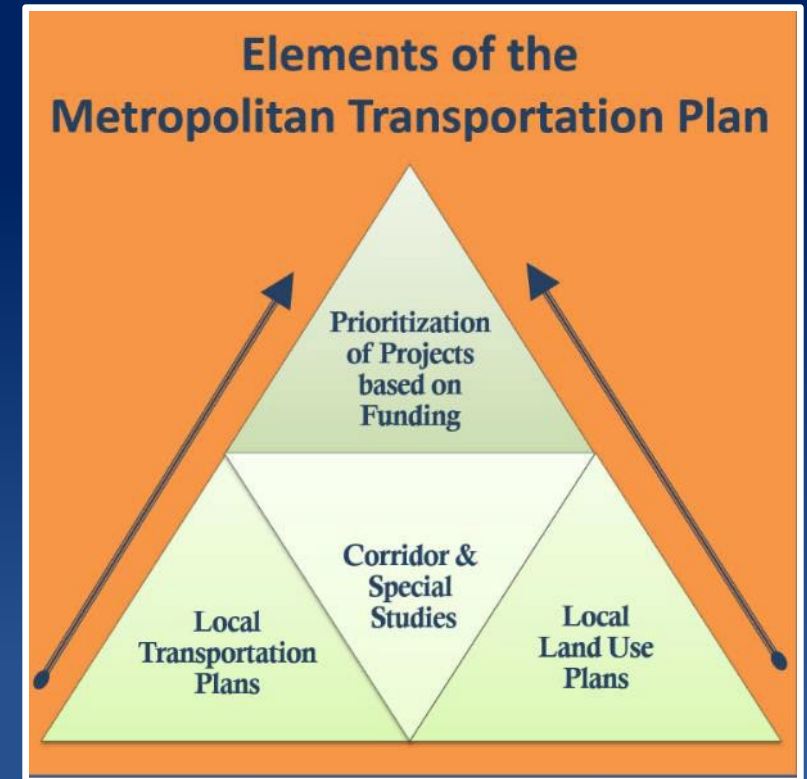


# Planning Activities that feed into the MTP

- Large Area Studies
- Corridor Studies
- Hot Spot Studies
- Other Special Studies (modal studies)
- Local Land Use and Transportation Plans
- ★ • Transit Plans (WTP)



**MTP: Every four years**



## Unified Planning Work Program (UPWP)

- Serves as both the annual budget and the guide to work tasks for the MPO staff
- UPWP **Core Mission** Work Tasks:
  - Develop and maintain required transportation planning documents such as the CTP/MTP and TIP
  - Assist with the effective disbursement of LAPP program
- UPWP **Non-Core Mission** Work Tasks:
  - Partnering with local or state member agencies to advance transportation planning efforts in a particular area or corridor
  - Generally require additional local match from beneficiary member jurisdictions and/or other partner agencies/organizations



# Unified Planning Work Program and MPO Self-Certification

## **FY 2024 Studies:**

- Apex Railyard Relocation Study
- CAMPO Regional Multi-Modal Safety Action Plan
- NW Harnett Transit Feasibility Study
- 2035 Wake Transit Plan Update
- Triangle Bikeway NEPA / Design

## **FY 2025 Studies:**

- Northwest Area Study
- BRT RTP-Clayton Concept of Operations Study
- Triangle Bikeway NEPA / Design
- CAMPO / DCHC MPO Joint Rail Strategy Study
- Northwest Area Study\*
- BRT RTP – Clayton Concept of Operations Study
- Implementation of the updated MTP Bicycle-Pedestrian Element

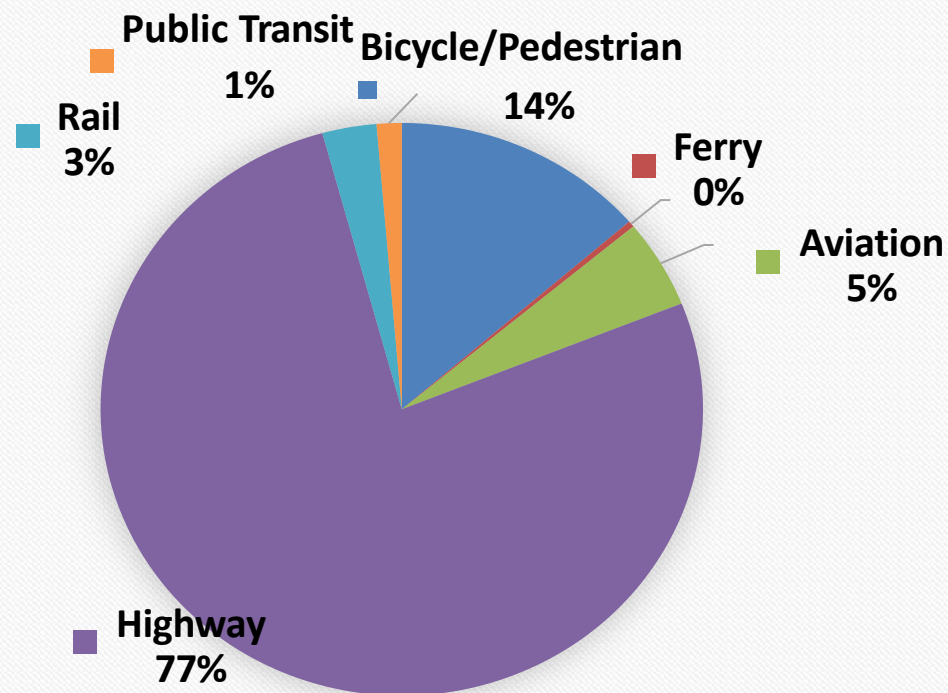
## **NEW FY 2026 Studies Planned:**

- East Chatham Wildlife Crossing Study
- Pleasant Park Access Study
- Regional Advanced Air Mobility Study
- Eastern Wake ITS Study
- US 1 Connectivity Study (Apex area)
- Wake Transit Studies:
  - Wake Transit Staffing Analysis
  - Wake Bus Plan Update

## **MPO Self-Certification**

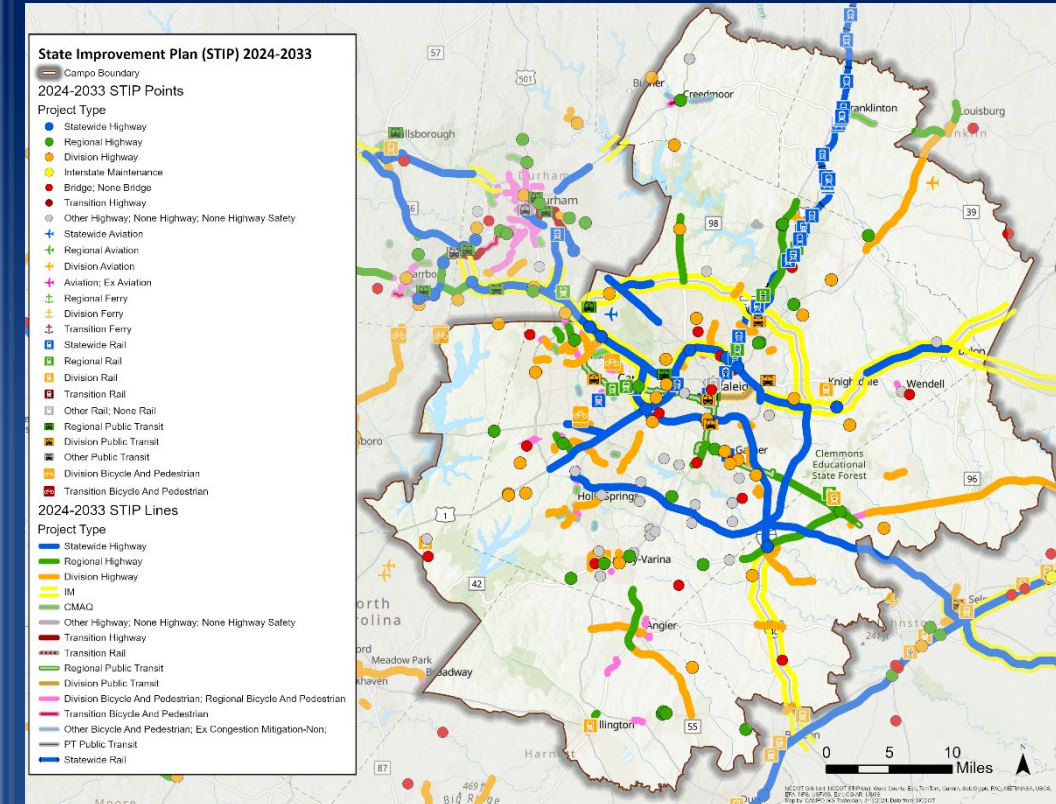
Outlines how the MPO conforms to federal planning guidelines and requirements

# Statewide Transportation Improvement (STIP)



# Transportation Improvement Program (TIP)

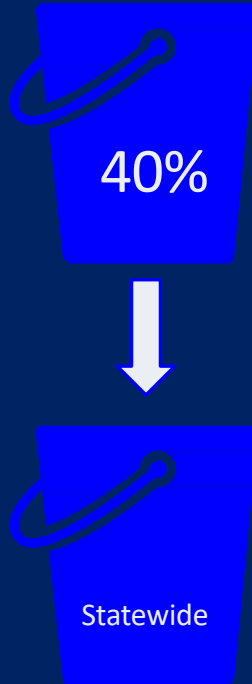
- Allocates limited resources to region's priorities
  - Similar to a Capital Improvement Program (CIP)
- Financially-constrained
  - Includes most immediate MTP-based projects and strategies for implementation
- Year-by-year “line-item” list of projects approved for federal funding
- 10-year document
  - First 5 years considered committed projects
  - Updated every 2 years
- TIP and Statewide TIP (STIP) must match
- Conforms with SIP (if necessary)
- 2024-2033 TIP in effect now
- 2026-2035 TIP under development now



Map of MTP and TIP projects: <https://www.campo-nc.us/mapsdata>

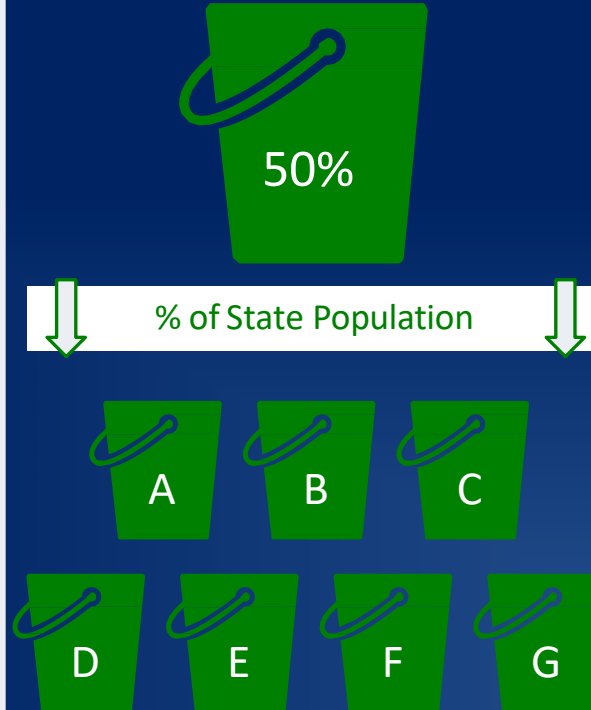
# STIP Funding Distribution

## Statewide Mobility



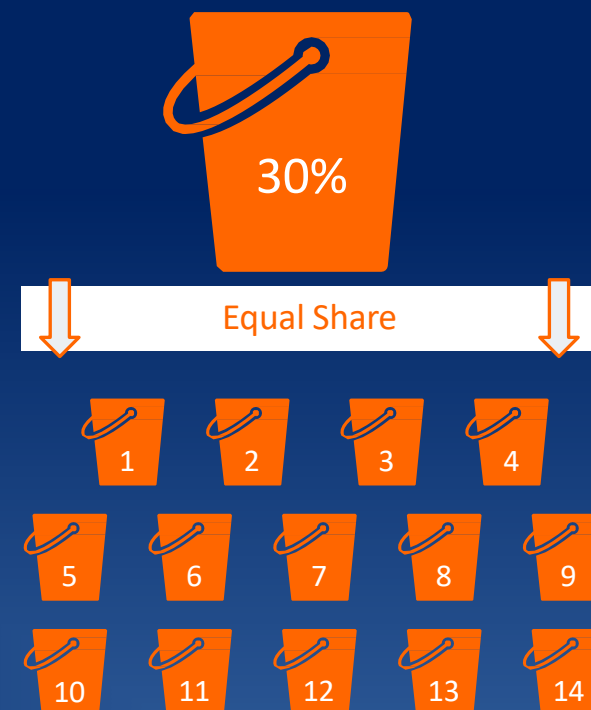
Programmed First  
Interstate Maintenance  
Bridge Replacement  
Bridge Rehabilitation  
Highway Safety

## Regional Impact



Programmed First  
Bridge Replacement  
Bridge Rehabilitation  
Highway Safety

## Division Needs



Programmed First  
Bridge Replacement  
Bridge Rehabilitation  
Highway Safety  
MPO Direct Attributable  
Transportation Alternatives  
Highway-Rail Crossing  
Economic Development

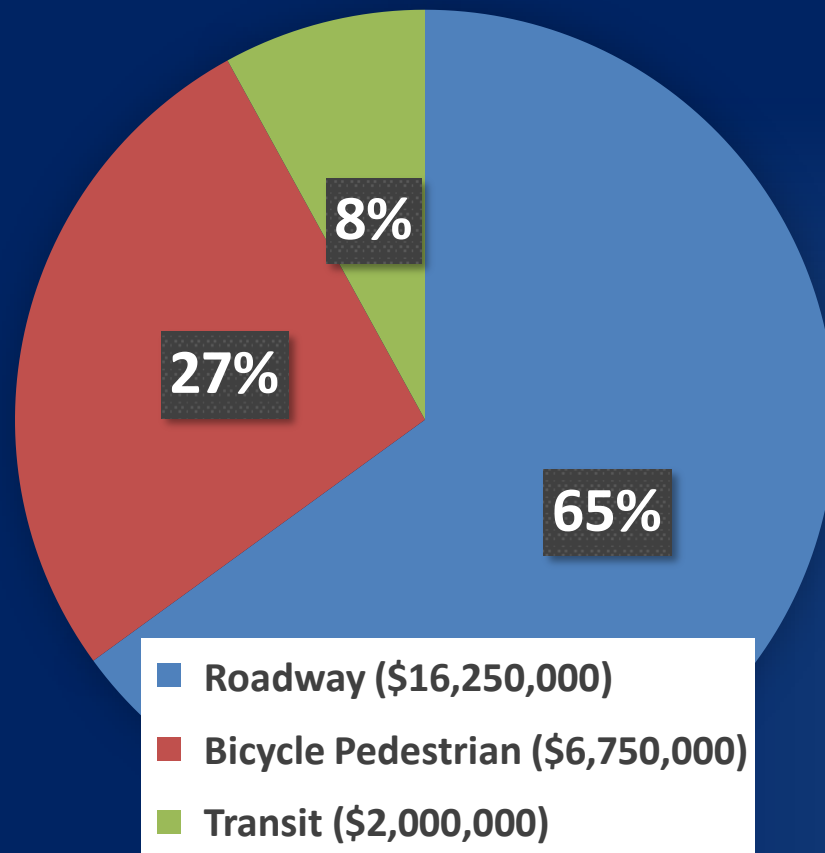
# Locally Administered Projects Program (LAPP)

- TMAs (MPO's with 200,000+ population) get directly designated Federal funding (STP-DA, TAP-DA)
- Created in 2011 to give CAMPO a technically sound, equitable method of project funding
- Holistic approach to identifying and prioritizing small but highly effective projects
- Avoid future Federal rescissions to maximum extent possible



# LAPP

## FFY 2024 Target Modal Investment Mix



- Staff works with the LAPP Selection
- Committee to
  - Maintain a project prioritization system and schedule
  - Evaluate annual submissions and recommend projects
  - Establish annual guide for modal investment mix
- Quantitative based scoring criteria by
- mode, only scored within mode
- Projects ranked based on:
  - Local priority
  - MTP compliance
  - Prior agency funding level
  - Project effectiveness
  - Cost effectiveness



## Questions for Shelby?

10-YEAR WAKE TRANSIT PLAN  
GO FORWARD NC WEBPAGES  
CAPITAL IMPROVEMENT PLAN  
MULTI-YEAR IMPROVEMENT PROGRAM  
CAMP/TPAC WEBPAGES  
WAKE BUS PLAN  
ANNUAL WAKE TRANSIT WORK PLAN  
ANNUAL PROGRESS REPORT  
INTERLOCAL GOVERNANCE AGREEMENT

# Informing Local Planning Efforts



**1b**



Wake Transit 101 | Local Planning Coordination

Het Patel, City of Raleigh Transportation-Transit



# Inter-Departmental Coordination

- Transportation
- Engineering Services
- Planning and Development
- Parks, Recreation and Cultural Resources
- Raleigh Water
- Office of Sustainability
- Housing and Neighborhoods
- Community Engagement
- Information Technology Department
- Raleigh Arts

# Areas of Transportation Coordination

- Vision Zero Program
- Bus Rapid Transit
  - Station Area Planning
- Small Area Plans
- Development Review

# Vision Zero Program Coordination

## What is Vision Zero?

Vision Zero is a goal to reduce and eliminate serious injuries and fatalities along our transportation network while increasing safe, healthy, and equitable mobility for all.

## Why do we need Vision Zero?

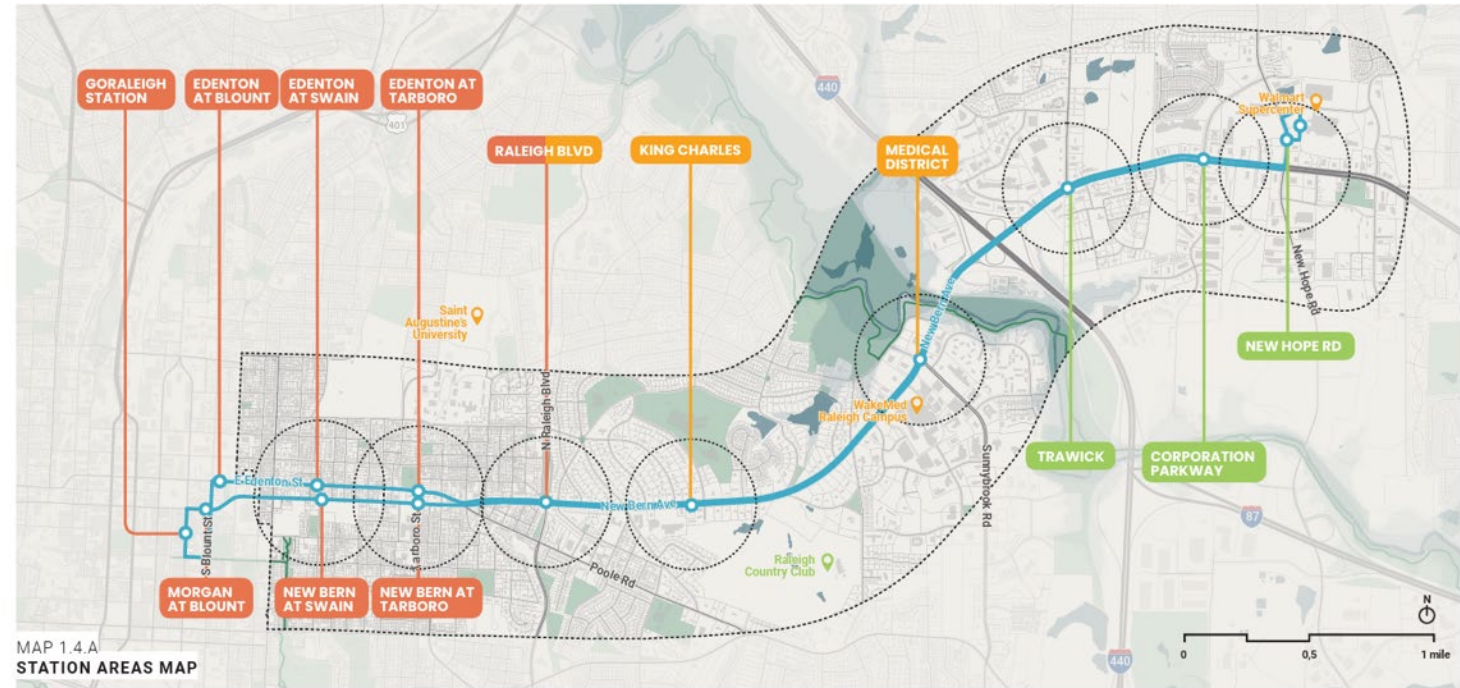
Raleigh is the second-fastest growing large metro area in the United States. As we grow, an orchestrated effort to improve roadway safety is vitally important. North Carolina saw a record 1,755 traffic deaths in 2021, topping the previous mark set in 2007 and exceeding 2020's death rate by five percent.

- According to the NTSA, speeding is a major contributing factor in 30% of fatal crashes nationwide.
- In the US, motor vehicle crashes are the leading cause of death for people between the ages of 1 to 34 years.
- Distracted driving, intoxicated driving, and speeding are the top causes of car crashes in the US.

# Bus Rapid Transit (BRT) Coordination

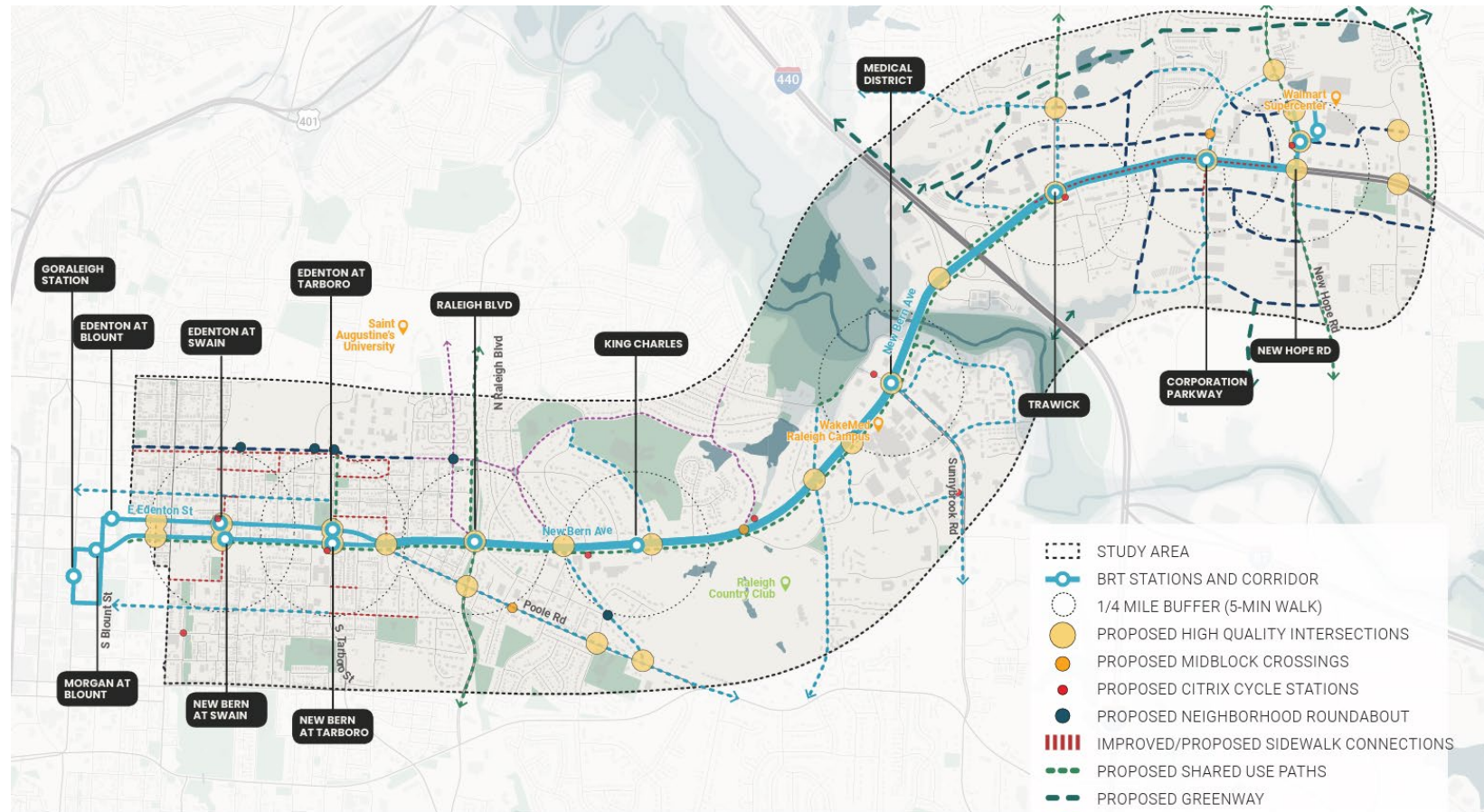
## ■ Station Area Planning

- New Bern Avenue
  - FTA TOD Pilot Grant
  - Recommendations and rezonings approved by Council in July 2024
- Southern Corridor
  - TOD application in July 2022
  - Station Area Planning work ongoing
- Western Corridor
  - TOD application in July 2022
  - FTA TOD Pilot Grant
  - Station Area Planning work ongoing
- Northern Corridor
  - Once preferred routes are identified



# Bus Rapid Transit (BRT) Coordination

- First-mile and Last-mile
  - Prioritize access to transit stations
  - Develop future programing through Capital Improvement Program (CIP)



MAP 6.3.A  
MOBILITY FRAMEWORK MAP



CORRIDOR PLAN

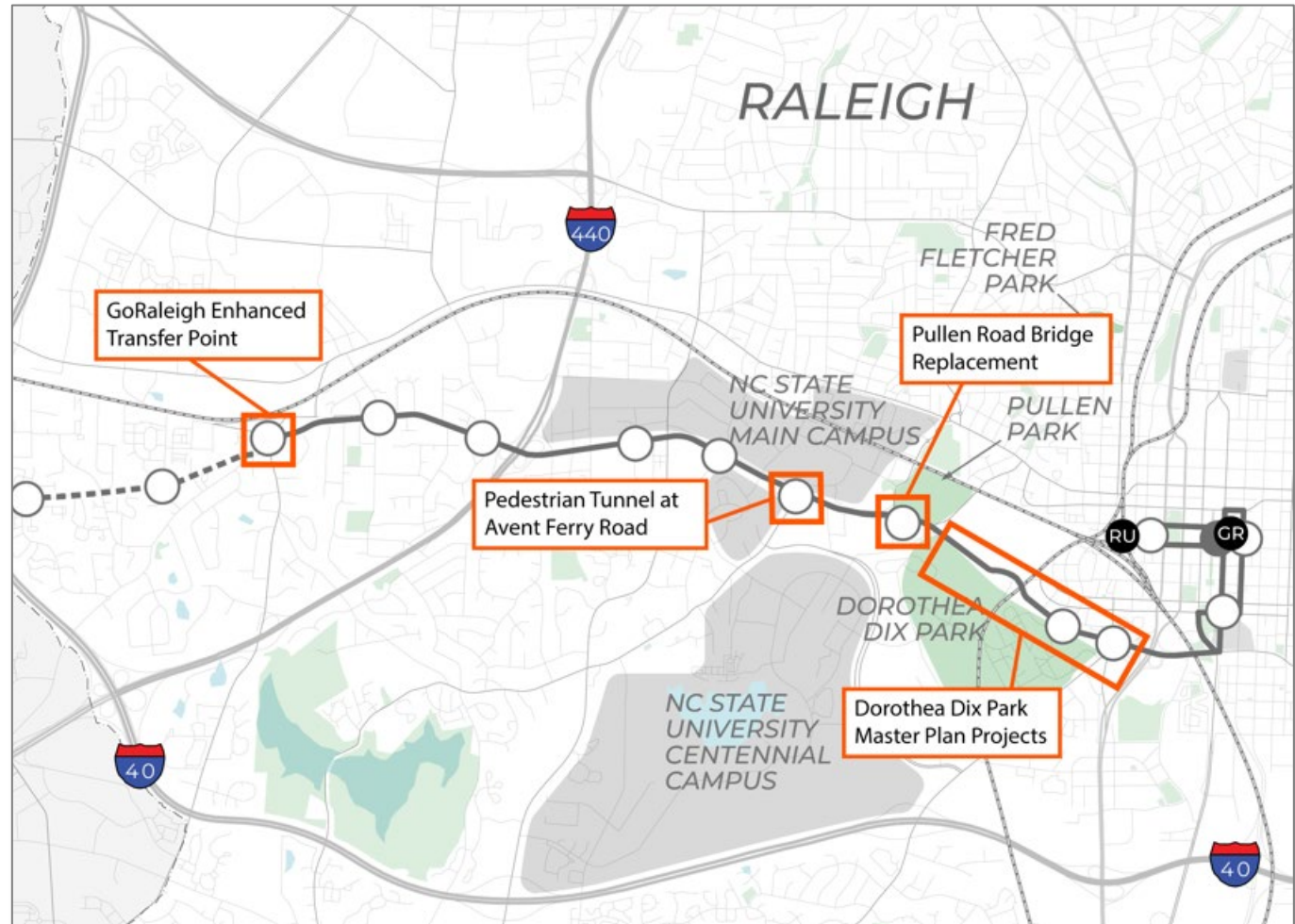
# Office of Sustainability Coordination

- Renewable Natural Gas
- Solar on BRT Stations



# Parks, Recreation and Cultural Resources

- Wake BRT Western Corridor
  - Dorothea Dix Park Master Plan Projects
  - Pullen Park



# Raleigh Arts Coordination

- Artist-in-Residence Program
  - New Bern Avenue
    - Initial report
    - Final artist call and fabrication of art for inclusion at stations
  - Southern Corridor
    - Initial report and engagement underway
  - Western Corridor
    - Initial report and engagement underway

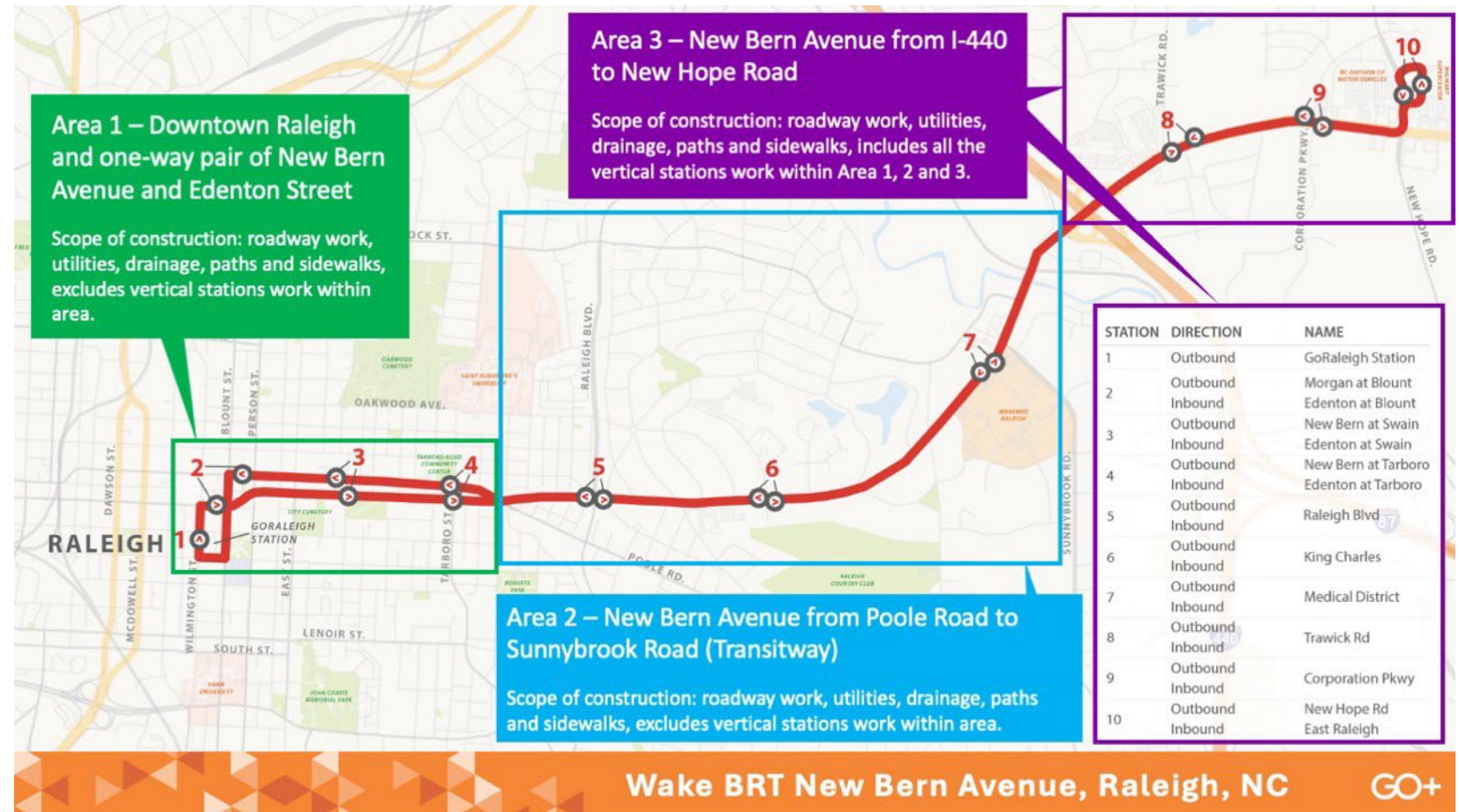


## Wake Bus Rapid Transit Art Integration

Raleigh Arts

# Raleigh Water Coordination

- Wake BRT New Bern Avenue
  - Replacement of aging infrastructure as City betterment



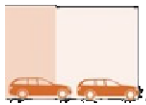
# Locally Administered Projects Program

- LAPP coordination includes:
  - Transit
  - Mobility Strategy and Infrastructure
    - Sidewalk improvements and access to transit projects through LAPP
    - Blue Ridge Road
    - Forest Ridge Road
  - Traffic Engineering
    - Transit Signal Priority (TSP) pilot to prepare for BRT operations



# Comprehensive Plan Coordination

- Raleigh's Next Comprehensive Plan
  - Transportation conversations



## PRIVATE MOTOR VEHICLES

600 – 1,600/HR



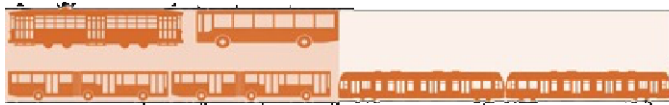
## MIXED TRAFFIC WITH FREQUENT BUSES

1,000 – 2,800/HR



## TWO-WAY PROTECTED BIKEWAY

7,500/HR



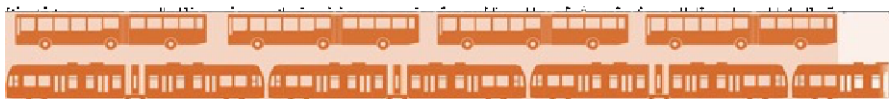
## DEDICATED TRANSIT LANES

4,000 – 8,000/HR



## SIDEWALK

9,000/HR



## ON-STREET TRANSITWAY

10,000 - 25,000/HR



# Wake Transit Plan Annual Work Plan

- Indirectly the transit staff efforts on Wake Transit Plan's Annual Work Planning efforts coordinate with various City of Raleigh Departments
  - Transportation
  - Engineering Services
  - Planning and Development
  - Parks, Recreation and Cultural Resources
  - Raleigh Water
  - Office of Sustainability
  - Housing and Neighborhoods
  - Community Engagement
  - Information Technology
  - Raleigh Arts



**Questions for Het?**



Travelling by streetcar on Fayetteville Street came to an end in 1933 when the Raleigh trolley system was abandoned in favor of buses. Trolley tracks were pulled up or paved over throughout the city and around the region to be rediscovered during roadway construction and repaving projects over the years.



# Wake Transit's Origin Story & Financial Plan

# Section 2: Wake Transit's Origin Story & Financial Plan

**2a** Pre-Wake Regional Planning History

**2b** Development of the Wake Transit Plan



# Pre-Wake Transit Regional Planning in the Triangle



*3+ Decades of Aspirational Planning*  
Paul Black, GoTriangle

# It Started in the 1980s

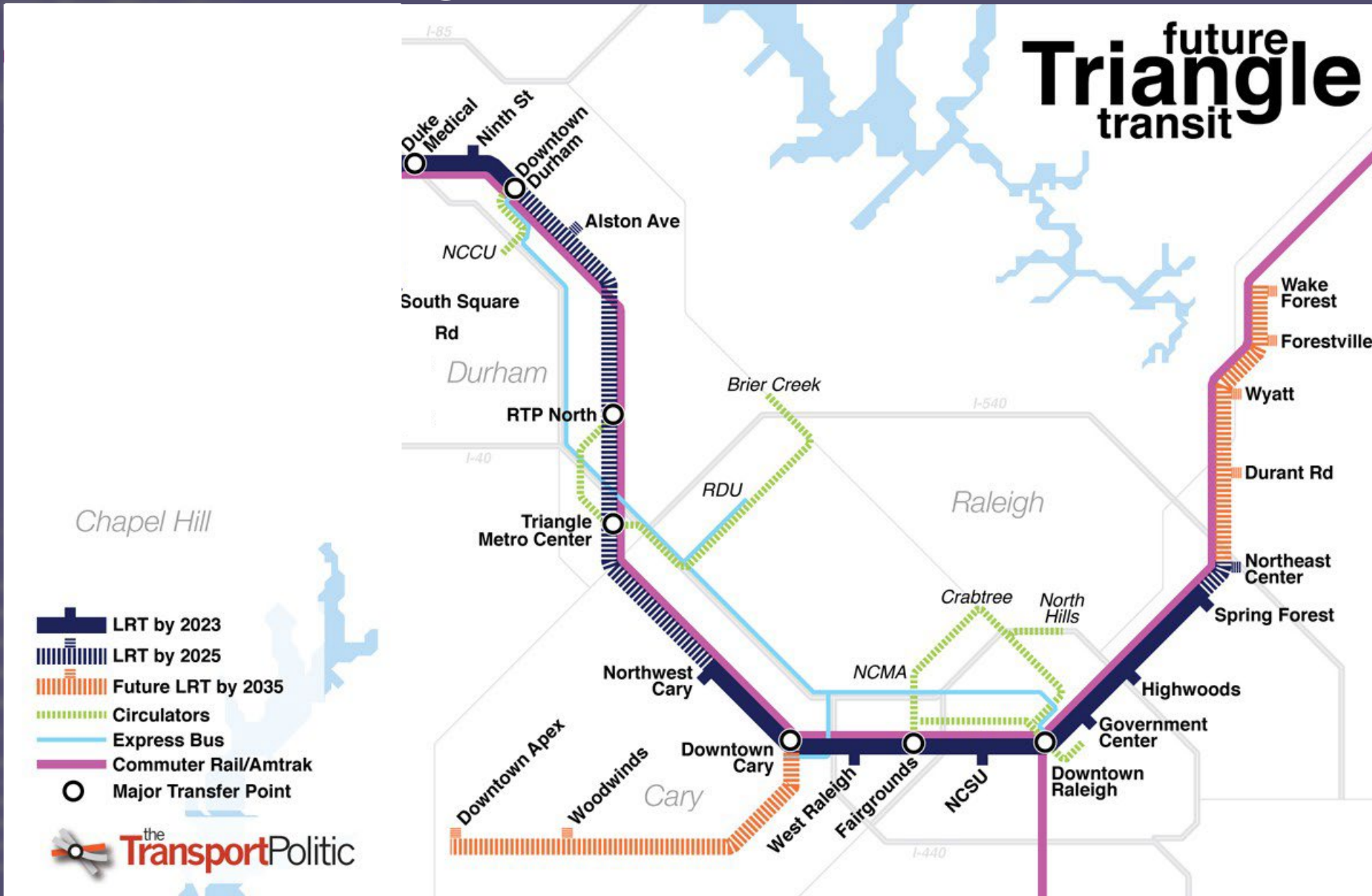


Triangle Transit Authority is Created by the North Carolina General Assembly

Chartered by the NC Secretary of State on December 1, 1989



# Plan A: Light Rail in NCRR Corridor 1992-2006



(Dark Blue=Corridor)

1992 fixed guideway study funded, completed in 1994

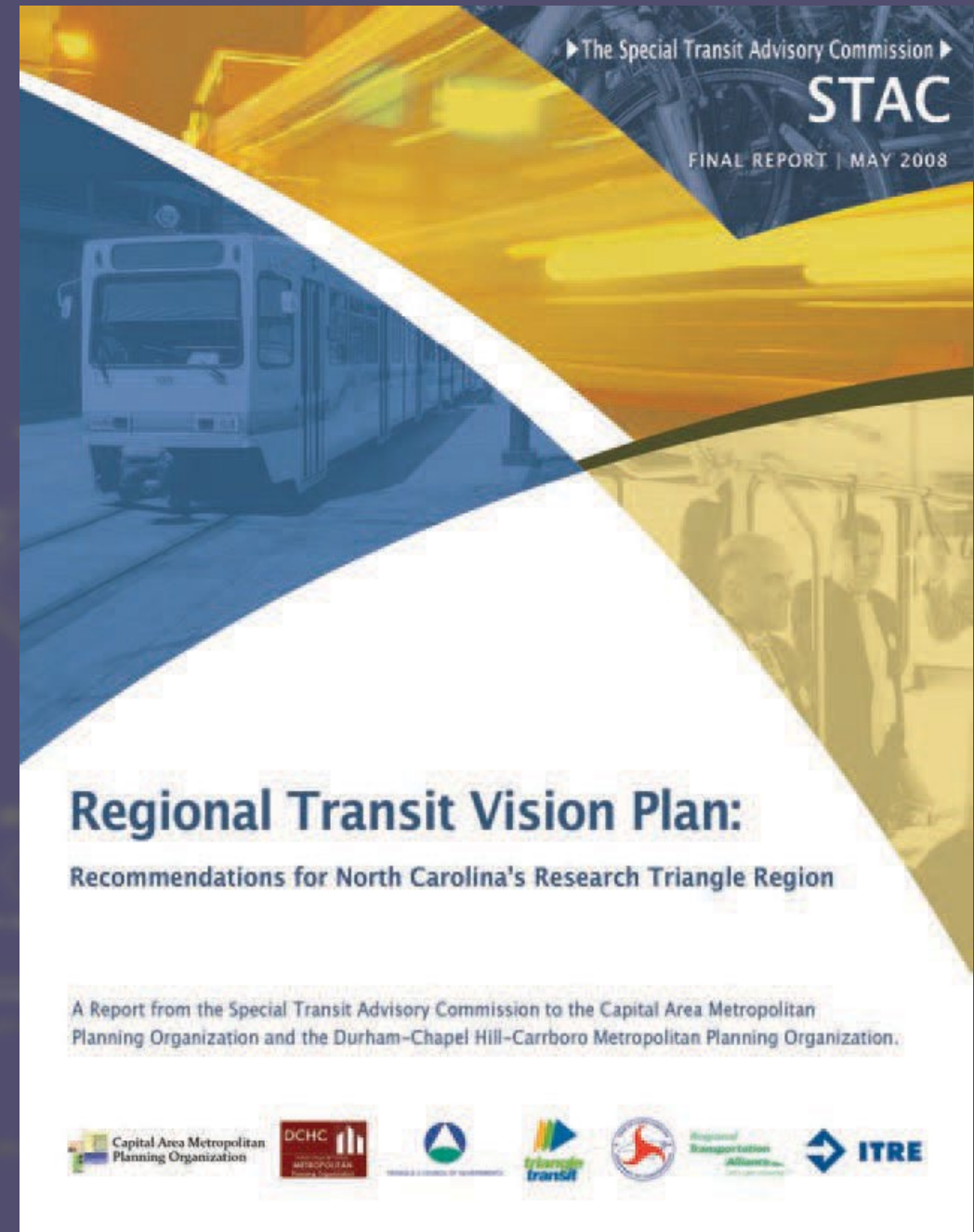
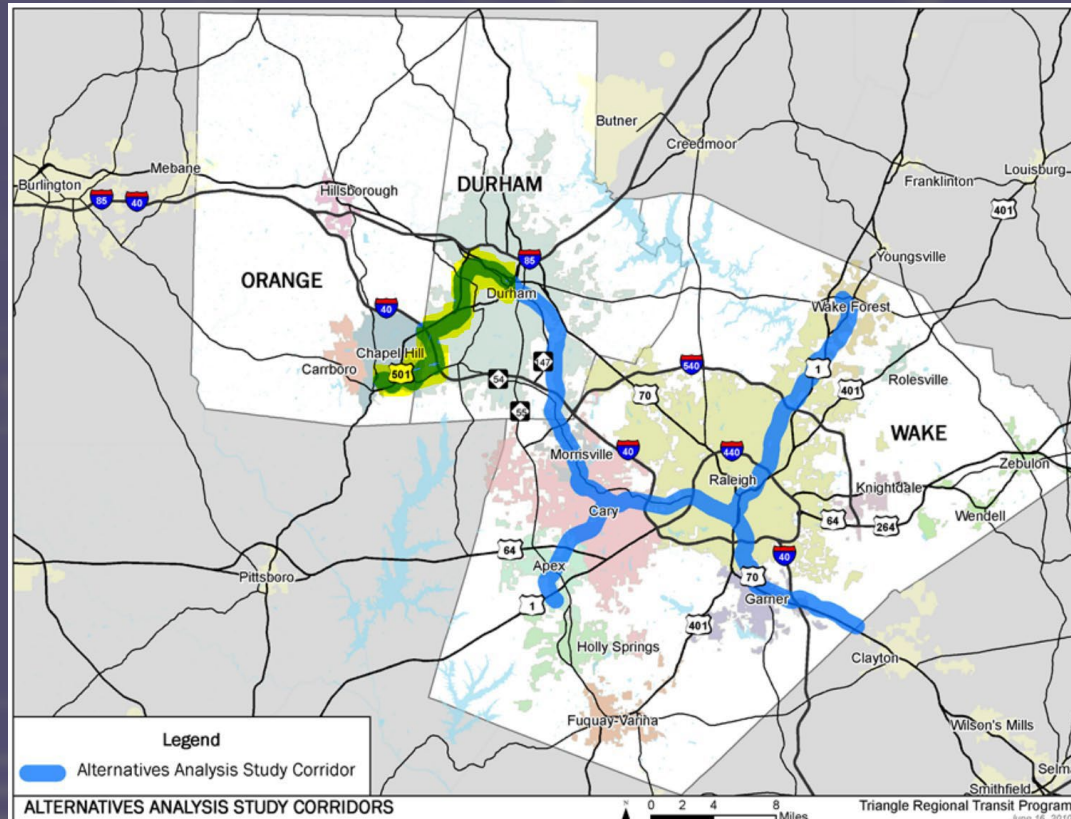
1996 New Starts grant to develop Fixed Guideway project

2000 Draft EIS sent to FTA; ROD in 2003

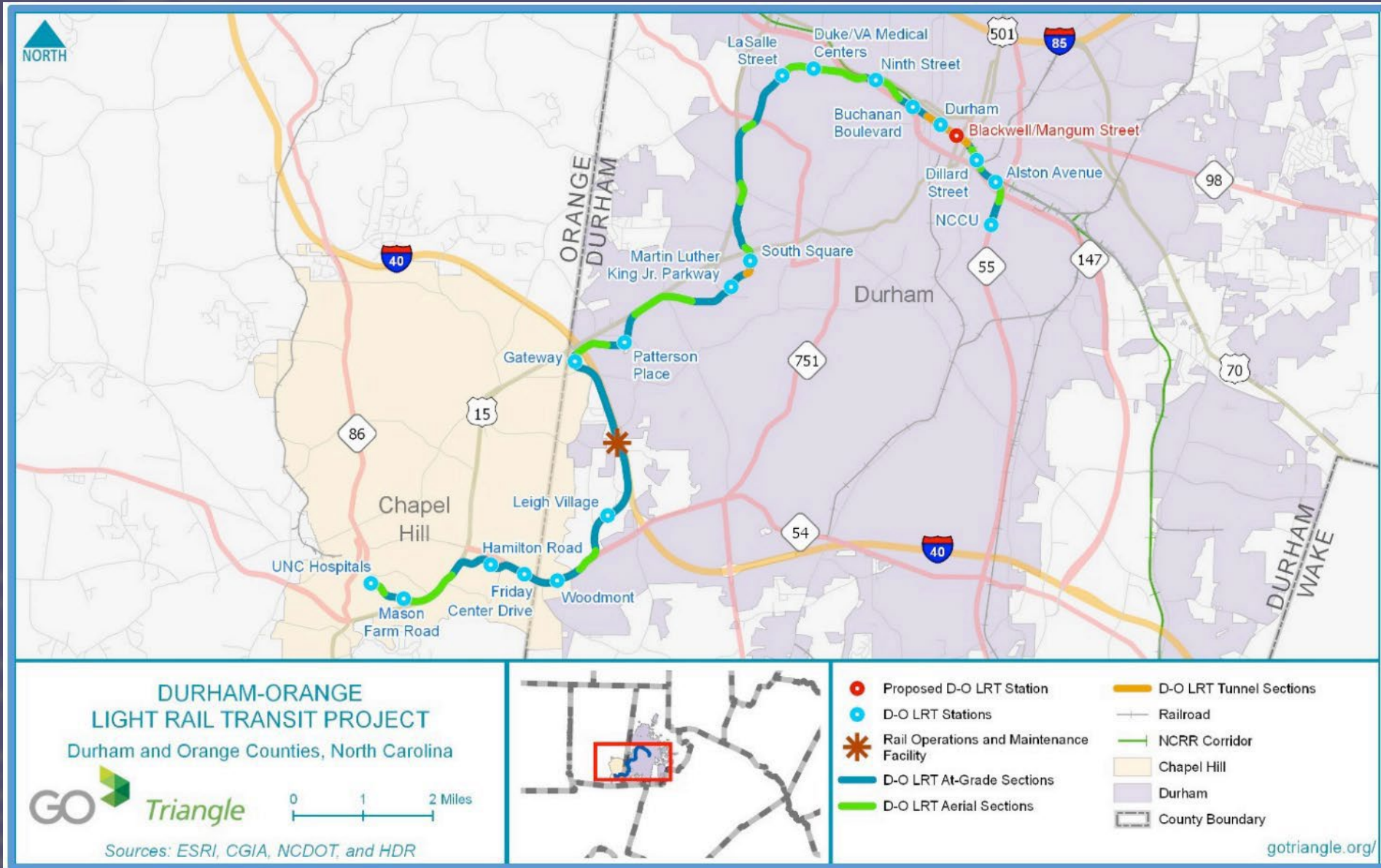
2006 TTA Board suspends work based on 2005 report due to low ridership vs cost

# What Next: STAC\* (2006-2008)

\*Special Transit Advisory Commission



# Plan B: Durham Orange Light Rail 2012-2019



2011 and 2012; Durham and Orange pass .5 cent sales tax; DOLRT begins

2014 FTA approves DOLRT project development

2016 FEIS and ROD; (& Wake passes tax); NCGA cap on transit projects

2018 NCGA further tightens cap on transit projects+partner concerns

2019 Project discontinued

# Plan C: Greater Triangle Commuter Rail 2020-2023

- Back in the NCRR Corridor again
- Not imminent given fiscal reality



**Triangle commuter rail endorsed, then shelved  
as focus shifts to ‘smaller bites’**

**BY RICHARD STRADLING**

UPDATED AUGUST 27, 2023 10:44 AM



# It's our DENSITY

*"The performance of a rail or BRT line is directly related to the surrounding densities...most successful light-rail systems in the United States...serve **large areas of over 10,000 people per square mile.**"*

*Christof Spieler, Rice University*

Carrboro 3,276\*

Raleigh 3,205\*

Cary 2,977\*

Chapel Hill 2,882\*

Apex 2,825\*

Durham City 2,527\*



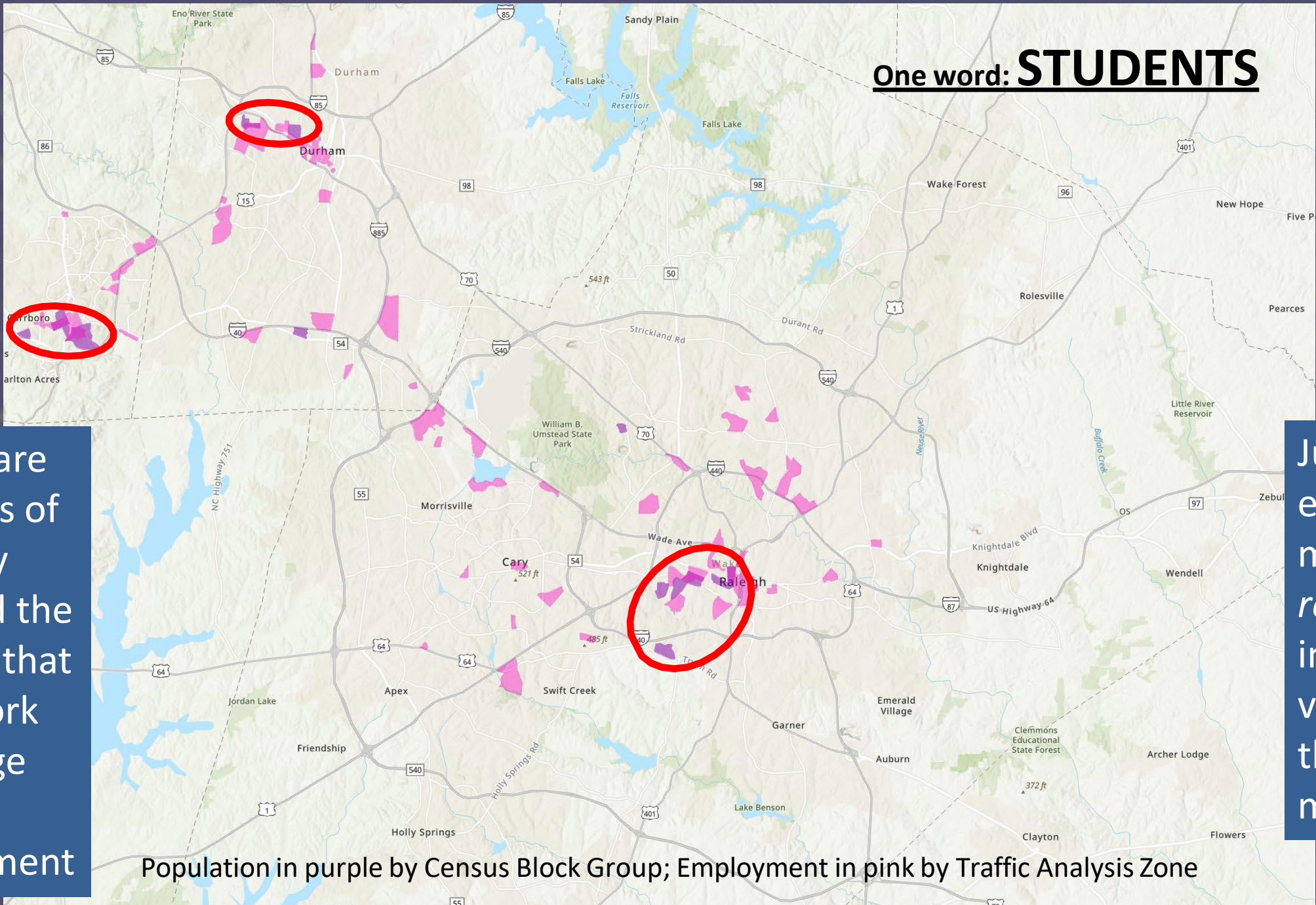
*\*Density from 2020 Census profiles at [data.census.gov](https://data.census.gov) = Population/square miles*

One word: **STUDENTS**

There are pockets of density around the region that can work for large transit investment

Just not enough to make the *regional* investment viable in the current moment

Population in purple by Census Block Group; Employment in pink by Traffic Analysis Zone



# A Caveat for the Next Slide

## Metro Raleigh is number three for work-from-home... in the U.S.

Despite a small decline from 2022, Raleigh-Cary had the third-highest number of work-from-home workers among all metro areas nationally (behind Boulder and Austin) with 24.5% of workers primarily working from home in 2023. Most metros in NC and across the U.S. saw workers slowly return to work away from home for most of their work time last year. Raleigh just experienced a smaller change than some (declining from 26.1% in 2022). Charlotte-Concord-Gastonia metro area, where 21.5% of workers are based at home, ranked 6th nationally. Eastern North Carolina experienced some of the greatest annual WFH increases in NC, with Greenville, Jacksonville, and Wilmington increasing 3.0, 2.2, and 1.1 percentage points respectively from 2022.

Five North Carolina MSAs were among the top 50 WFH metro areas in the U.S. in 2023:

- **#3** Raleigh-Cary 24.5%
- **#6** Charlotte-Concord-Gastonia 21.5%
- **#13** Durham-Chapel Hill 19.5%
- **#23** Wilmington 18.8%
- **#47** Asheville 16.3%

# Downtowns – Universities - Hospitals

IBM-Gated Campus

SAS-Gated Campus

Population in purple by Census Block Group; Employment in pink by Traffic Analysis Zone

# Downtowns – Universities - Hospitals

IBM-Gated Campus

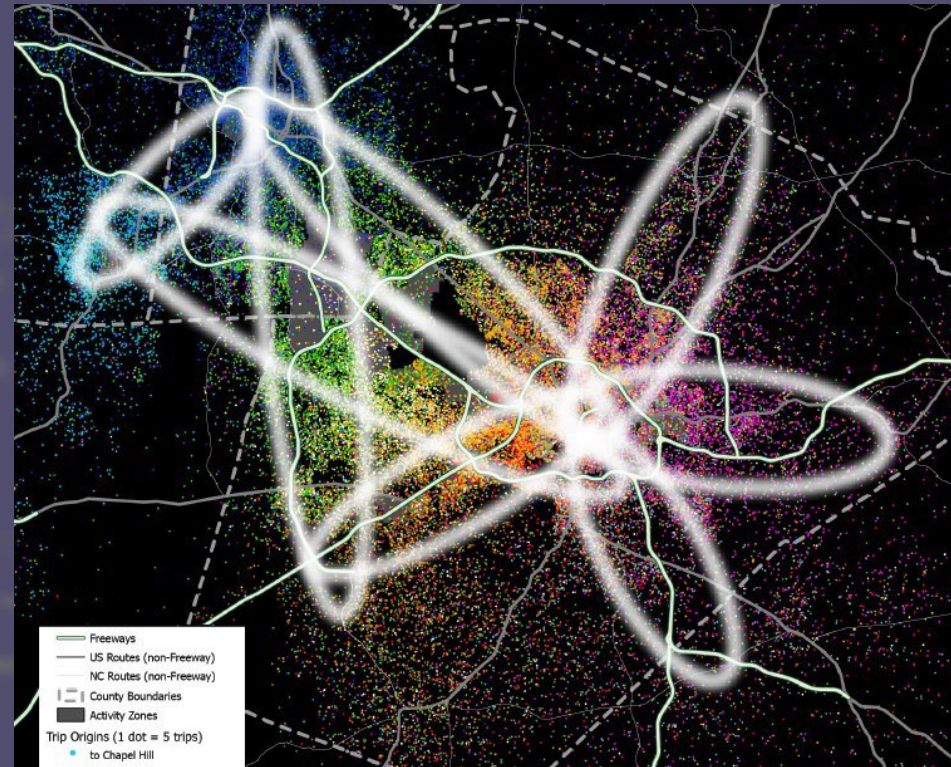
SAS-Gated Campus

Population in purple by Census Block Group; Employment in pink by Traffic Analysis Zone

# Plan D: Regional Bus Rapid Transit (BRT)

If regional rail is not imminent, how do we meet the perceived need?

## BUS RAPID TRANSIT



# Very Brief Overview of BRT

**Bus Rapid Transit — dedicated lanes or standalone busway with platform-level boarding, off-board fare collection, and signal prioritization**



# Regional BRT is Relatively New

- Denver to Boulder, CO Flatiron Flyer service (27+ miles)
- Minneapolis to Burnsville Metro Orange Line (17 miles)
- Additional BRT projects from Boulder being developed to Longmont (18+ miles) and Brighton (27+ miles)
- South Dade (Miami) Transitway will be 20 miles



NEWS: TRANSPORTATION

## Colorado's train dreams are shunted aside for a major bus expansion

Bus Rapid Transit will spring up on major Front Range corridors in the coming years as transit leaders double down on proven, popular old tech



Michael Booth

Share

3:59 AM MST on Dec 8, 2024 Updated 10:55 AM MST on Dec 10, 2024



# It's our DENSITY

*"The performance of a rail or BRT line is directly related to the surrounding densities...most successful light-rail systems in the United States...serve **large areas of over 10,000 people per square mile.**"*

*Christof Spieler, Rice University*

Carrboro 3,276\*

Raleigh 3,205\*

Cary 2,977\*

Chapel Hill 2,882\*

Apex 2,825\*

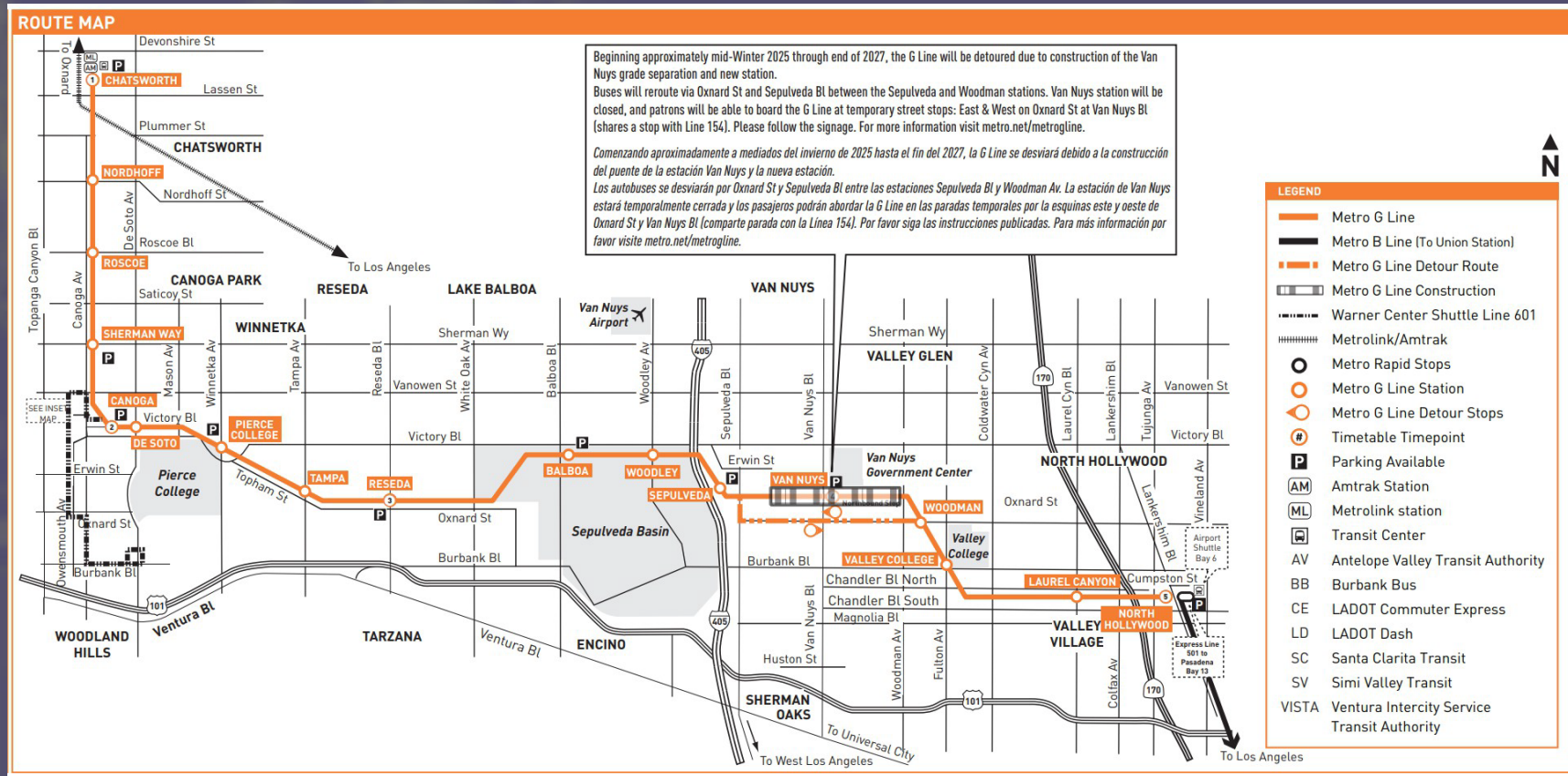
Durham City 2,527\*

Marty, we're  
not even close!



\*Density from 2020 Census profiles at [data.census.gov](https://data.census.gov) = Population/square miles

# But We Can Grow Into Rail When We Are Ready



BRT can transition to rail in the future.



**Questions for Paul?**



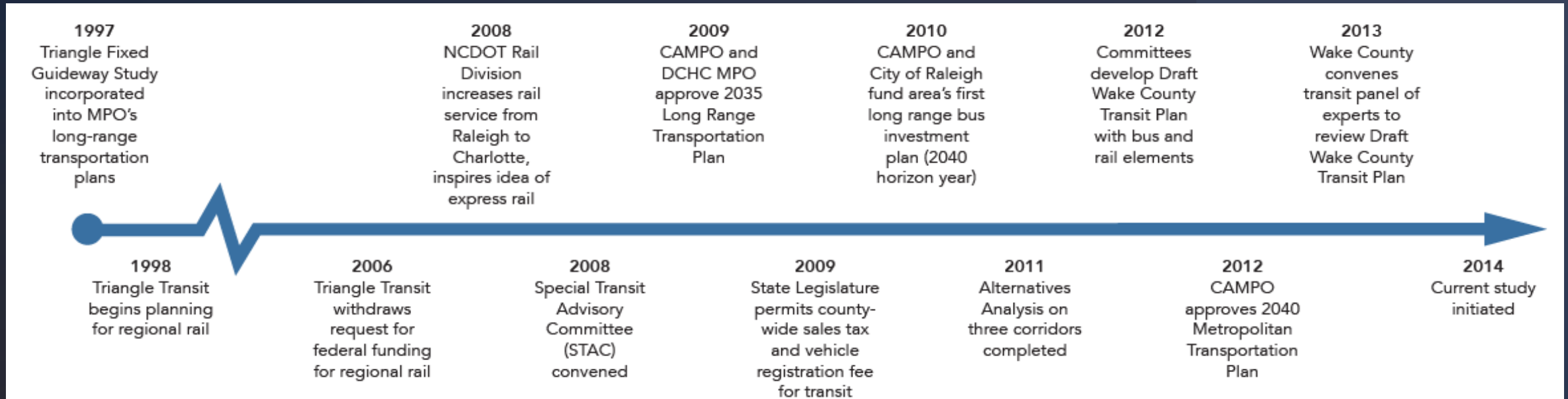
# Development of the Wake Transit Plan



2b

# Wake Transit Origin Story:

## Activities leading to 1<sup>st</sup> Wake Transit Plan



# Wake Transit Early Development

Study to develop a Transit Investment Strategy for Wake County began in 2014

Study was informed by an active 78-member advisory committee

Extensive public engagement informed each phase of the study process



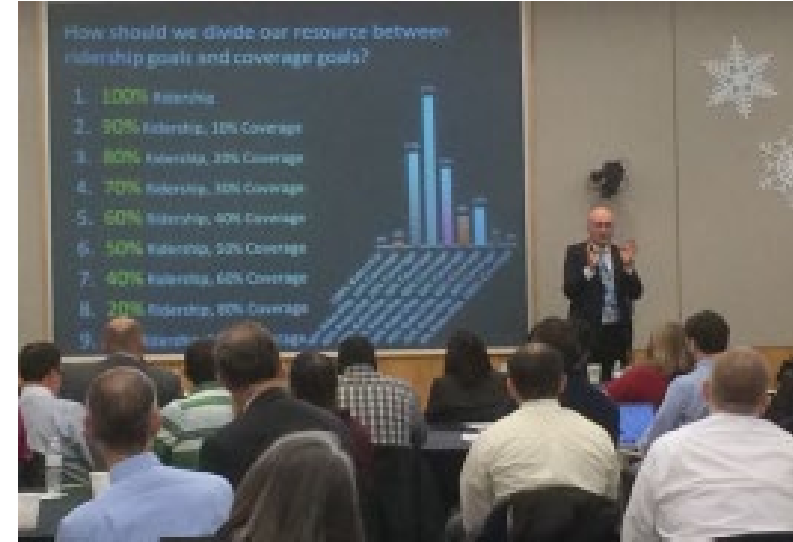
## Goal:

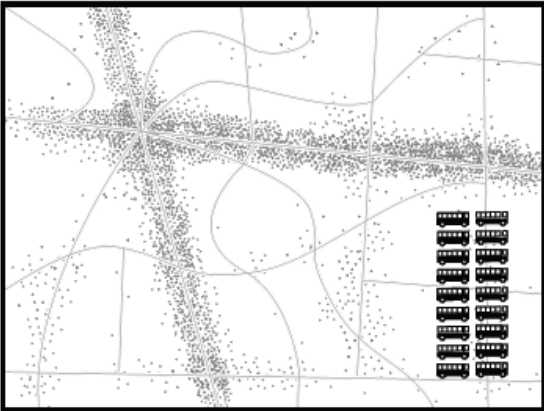
**To produce a fiscally-constrained 10-year vision for transit network expansion in Wake County that would be used to form the basis of a voter referendum for a transit-dedicated, local option sales tax.**

# Wake Transit Plan Development

The study produced three key program documents:

1. Wake County's Transit Choices -  
A market analysis and transit needs assessment
2. Transit Investment Alternatives –  
Creation and analysis of four investment scenarios
3. Wake County Transit Plan –  
Publication of the 10-year (FY18-27) preferred transit investment strategy



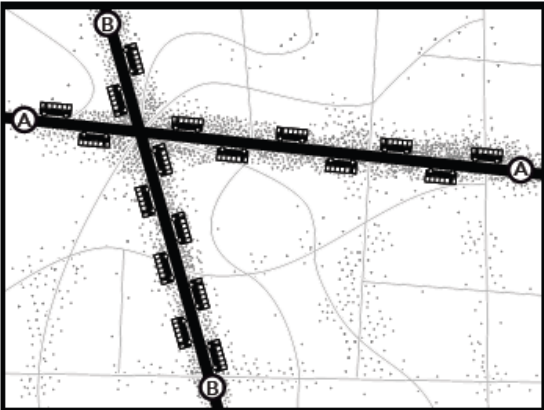


Imagine you are the transit planner for this fictional town. The dots scattered around the map are people and jobs; the streets shown are ones on which transit can be operated. The buses are the resources the town has to run transit.

Before you can plan transit routes, you must first decide what you want transit to do.

### Ridership Goal

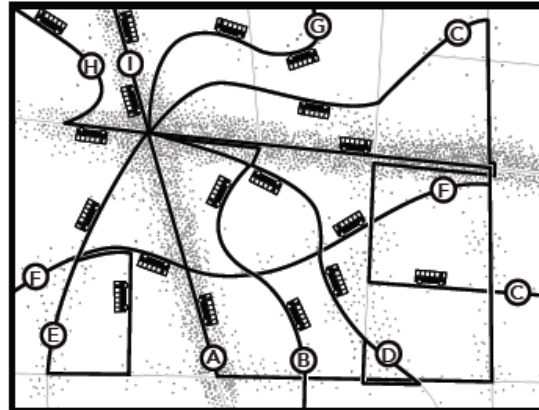
*"Think like a business"*



This transit network is designed to generate high ridership as efficiently as possible. The transit agency has thought like a business, investing its resources only into the best transit markets.

### Coverage Goal

*"Access for all"*



This network is designed to provide some access to the transit system for all people. The transit agency has divided its resources among many routes throughout the town, none very frequent.

## Core question #1

## Ridership vs Coverage

Are we trying to maximize ridership, or provide access to everyone?

70% vs 30% Split



Focus infrastructure investments on those that improve the speed and reliability of operations, as this makes service less expensive per mile and more budget friendly over time.



Service expansion will focus on investments that would add new public transit choices and/or expand the current network to operate more days, more hours and with greater frequency.



## Core question #2

### Infrastructure vs Service

Do we want to build major infrastructure or run more & higher quality service?

**Infrastructure** = BRT and CRT facilities, bus stops, transfer points, park & ride lots, transit centers, sidewalks and purchase vehicles to support service expansion

**Service** = BRT and CRT study, service planning and operation, expand frequent bus network, increase span and frequency system-wide, community connections, and expand rural demand-response services

# Establishing the Four Big Moves



**1. Connect the Region**



**2. Connect All Wake County Communities**



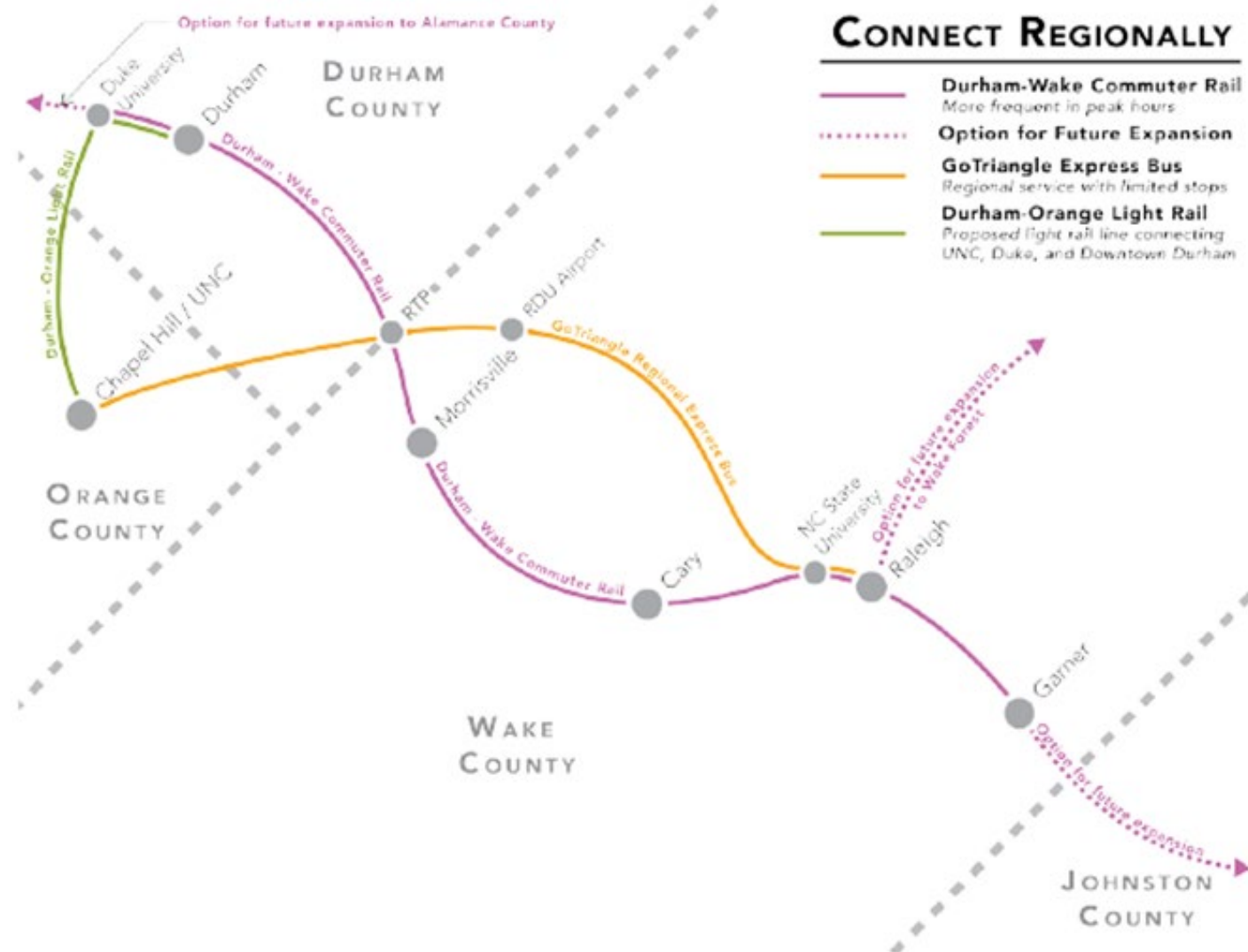
**3. Create Frequent, Reliable Urban Mobility**



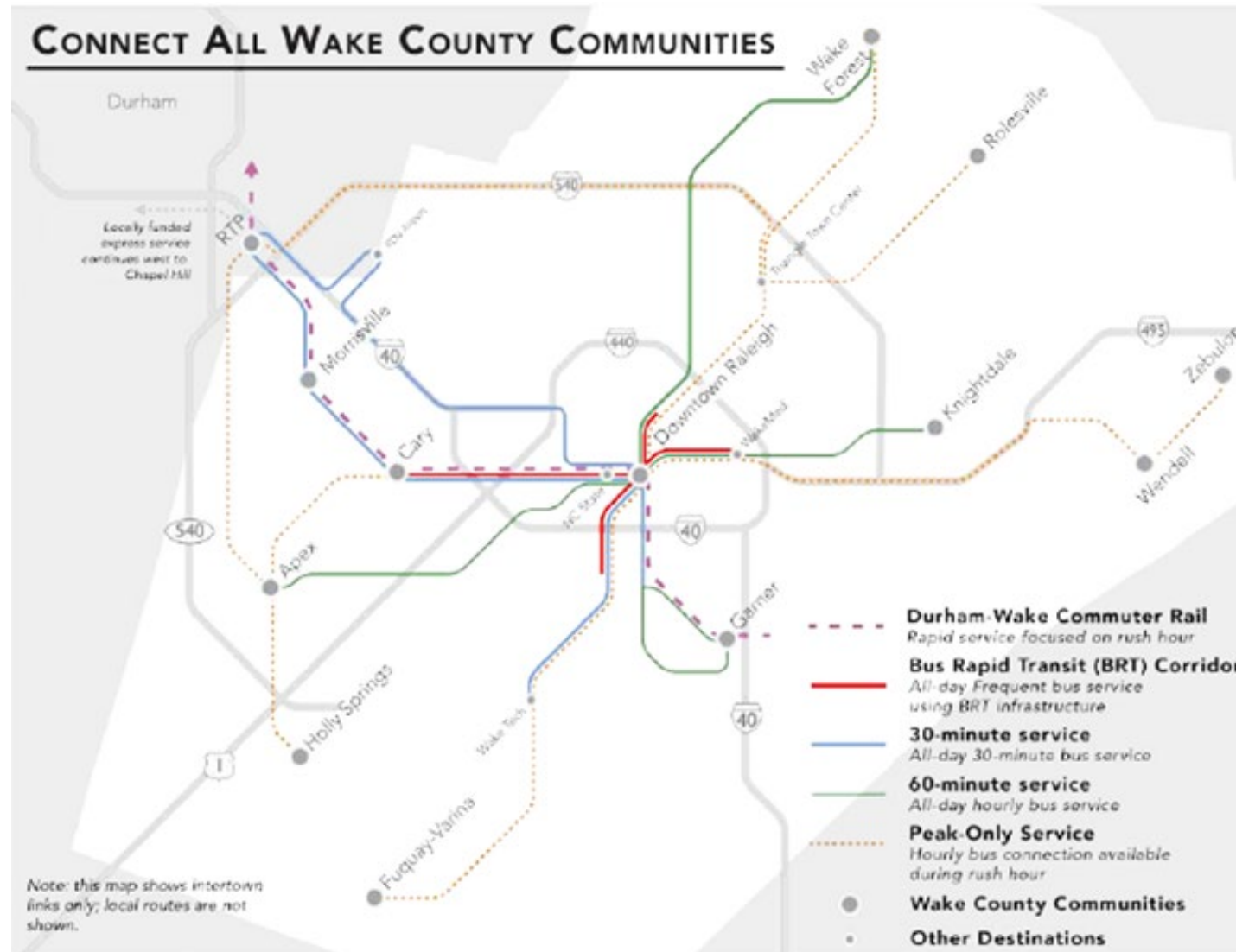
**4. Enhance Access to Transit**

# Connect Regionally

## 2016-2027 Plan

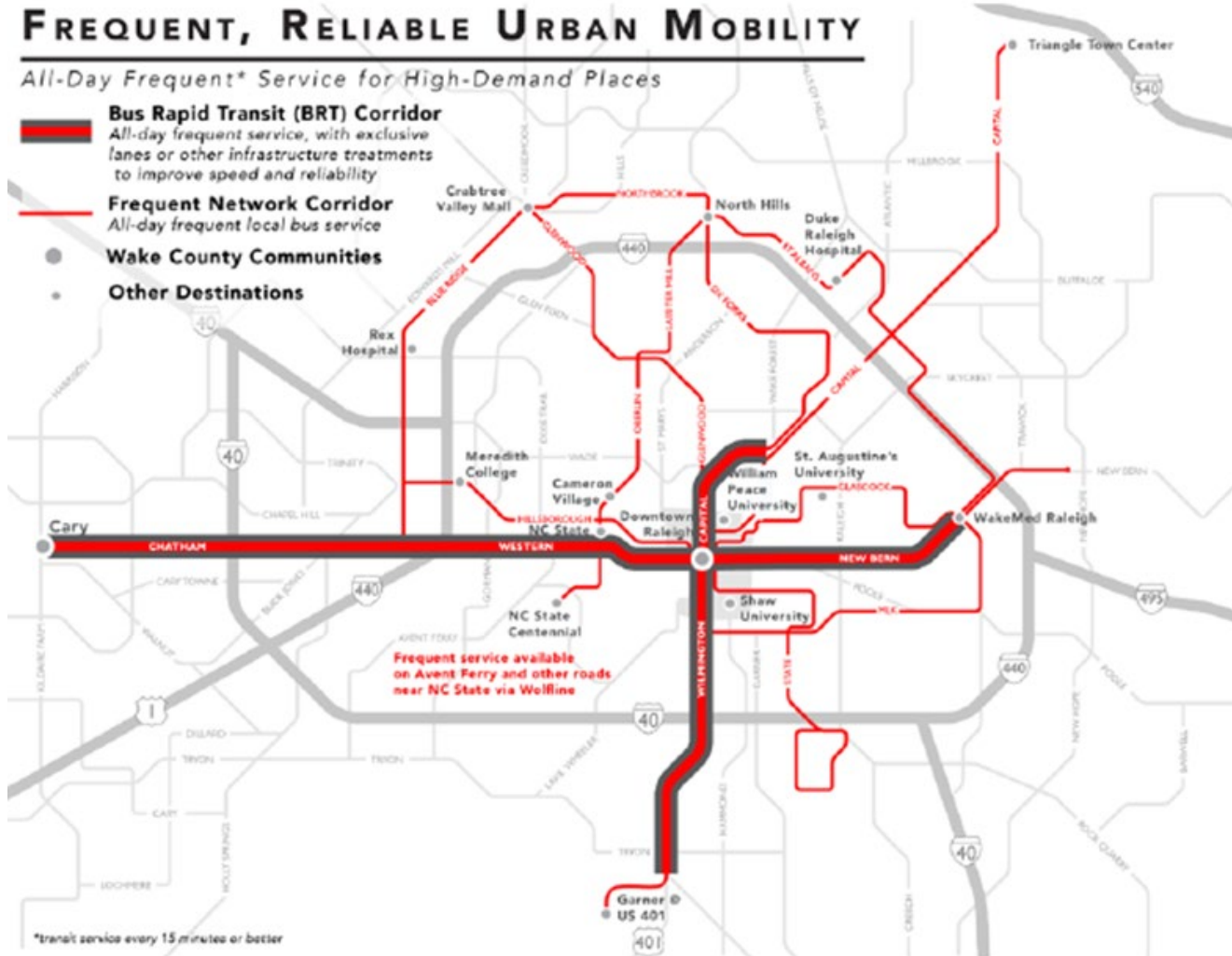


# Connect All Wake County Communities 2016-2027 Plan



# Create Frequent, Reliable Urban Mobility

## 2016-2027 Plan

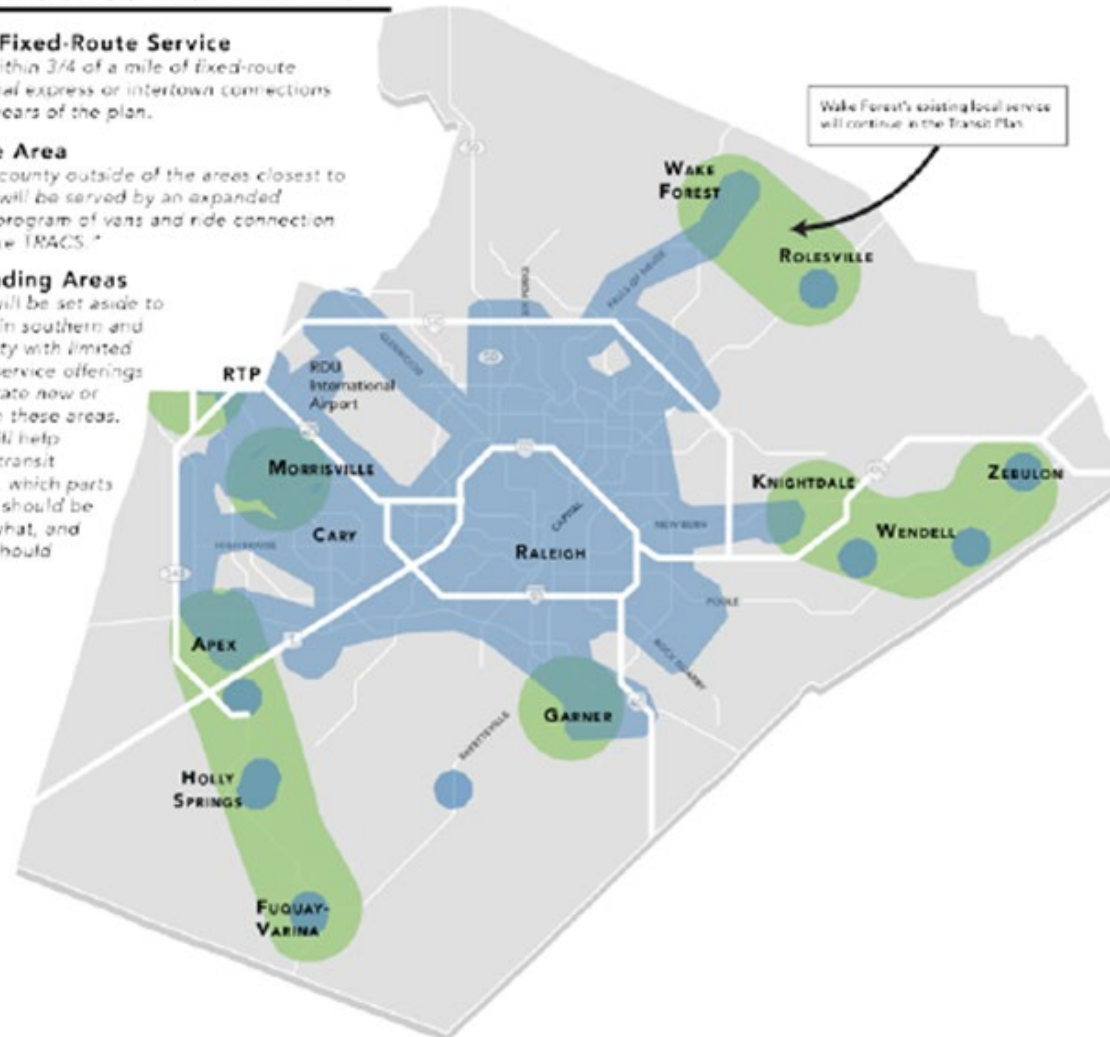


# Enhanced Access to Transit

## 2016-2027 Plan

### ENHANCED ACCESS TO TRANSIT

- Areas Close to Fixed-Route Service**  
Shaded areas are within 3/4 of a mile of fixed-route bus services, regional express or intertown connections during the first 10 years of the plan.
- Flexible Service Area**  
The entirety of the county outside of the areas closest to fixed-route service will be served by an expanded on-demand call-in program of vans and ride connection services called "Wake TRACS."
- Community Funding Areas**  
Matching funding will be set aside to partner with towns in southern and eastern Wake County with limited fixed-route transit service offerings to create or accelerate new or enhanced service in these areas. The partnerships will help determine the best transit services to provide, which parts of each community should be connected and to what, and when the services should be put in place.



# Wake Transit Plan Objectives

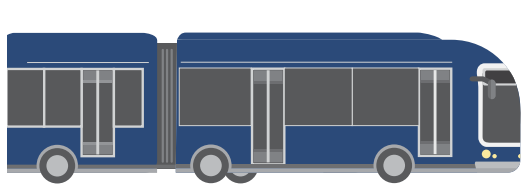
Objective	2019-2021	2022-2024	2025-2027
Balance network to 70% ridership and 30% coverage	Balance investment portfolio to 50% productivity / 50% coverage	Balance investment portfolio to 60% productivity / 40% coverage	Balance investment portfolio to 70% productivity / 30% coverage
Infrastructure Spending	Ensure that the projects promised in the Wake Transit Plan can be delivered.	Ensure capital investments support 2025-2027 projects	Ensure remaining critical system-wide investments are funded
Connect Wake County Communities	All Wake County communities have access to commuter or regional bus	Connect highest need communities with all day bus service	Connect all communities with all day bus service (as appropriate)
Connect Wake County Communities	Balance investment portfolio to bring service to 45% residents /70% jobs	Balance investment portfolio to bring service to 50% residents /75% jobs	Balance investment portfolio to bring service to 54% residents /80% jobs
Prioritize Customer Service and User Experience	Assign at least 20% of capital spending to customer service	Assign at least 15% of capital spending to customer service	Assign at least 10% of capital spending to customer service

# Connect the Region



## Commuter Rail

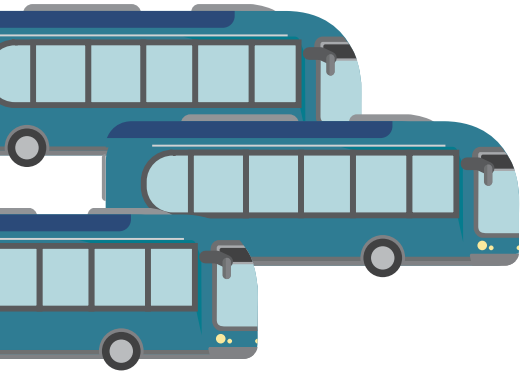
- Connect Durham, RTP, Cary, Raleigh, and Garner.
- Completed feasibility studies help better understand costs and implementation.
- *Findings suggest higher costs, less federal funding, and longer time to finish.*



## Bus Rapid Transit

- Advancing **over 20 miles of corridor service** that begins/ends in Raleigh
  - **New Bern Corridor (East) to WakeMed Campus and New Hope Road**
  - **Southern Corridor to Garner**
  - Western Corridor to Cary
  - Northern Corridor along Capital
- *Costs and timelines are extending, but projects are advancing with federal funds.*
- *Potential extensions to Johnston County and Research Triangle Park*

# Connect all Wake County Communities



## New/Expanded Bus Service completed in 2020

- Garner, Fuquay-Varina, Knightdale, Rolesville, Wake Forest, Wendell, and Zebulon have (or had) connections to Raleigh.
- Apex, Holly Springs, and Morrisville have connections to Cary.
- ***Post-COVID low ridership is leading to new service ideas (microtransit).***

**Expanded bus network is bringing more people closer to transit**

**Investing in new community transit facilities**

# Create Frequent, Reliable, Urban Mobility



## Advancing Bus Rapid Transit

### Investments in frequent service

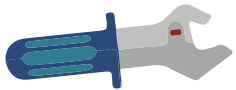
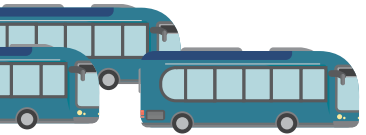
- 101 miles as of FY24

### Added evening and weekend service

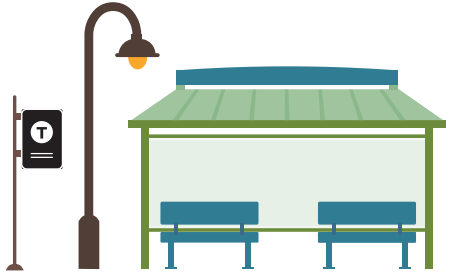
### Purchased more buses

- 80% of new buses are cleaner fuel vehicles

### Invested in maintenance facilities to accommodate larger and clean fuel fleet



# Enhance Access to Transit



## Improving Bus Stops, Building Transfer Points and Transit Centers

- Improvements to over 500 bus stops, park and rides, and enhanced transit centers
- Raleigh Union Station Bus Facility
- Downtown Cary Multimodal Center
- Regional Transit Center



***Potential to improve with sidewalks, crosswalks and bike paths***

## Established Community Funding Area Program

- 11 communities have received funding
- Increasing investment over next 10 years





## **Establishing a Funding Strategy**

- **The Research Triangle is one of our country's fastest growing and most dynamic urban regions.**
- **Transit was identified as a priority investment in all three counties (Wake, Durham and Orange).**
- **Wake was last to develop a county transit plan and seek Article 43 funding support.**



County	Durham	Orange	Wake
Article 43 Approved	2011	2012	2016
Governing Boards	<ul style="list-style-type: none"><li>Durham County BOC</li><li>GoTriangle Board of Trustees</li></ul>	<ul style="list-style-type: none"><li>Orange County BOC</li><li>GoTriangle Board of Trustees</li></ul>	<ul style="list-style-type: none"><li>Capital Area MPO</li><li>GoTriangle Board of Trustees</li></ul>
Voting Members	4 Orgs/4 Members	5 Orgs/5 Members	17 Orgs/22 Members
FY26 Projected Revenue	\$61,722,223	\$13,070, 351	\$156,045,076
FY26 Projected Revenue	\$61,722,223	\$13,070, 351	\$156,045,076
FY25 Projected Revenue	\$45,556,533	\$12, 707, 242	\$153,427,244

# Funding Wake Transit Investments

The four investment alternatives illustrated contrasting options for the design of a future network, but were all based on the same general financial assumptions:

- The main source of revenue is generated from the ½ cent local option sales tax
- Additional revenue would be contributed from three smaller sources.
- Local contributions to maintain pre-Wake Transit service operation levels would be continued.
- Fare box revenues and federal and state support would be estimated but were not promised.

Funding Source	Notes
½ cent transit-dedicated local option sales tax	Article 43 authorized by NCGS 105-164.13B
Vehicle registration fee (Collected by Wake County)	New \$7 fee authorized by NCGS 105-509
Vehicle registration fee (Collected by GoTriangle)	Existing fee increased from \$5 to \$8. \$3 increase is contributed to Wake Transit Plan.
Regional vehicle rental tax (Collected by GoTriangle)	5% tax in each county – allocation based on % of total population - 50% of county share to transit plans and 50% for GoTriangle operations and capital needs

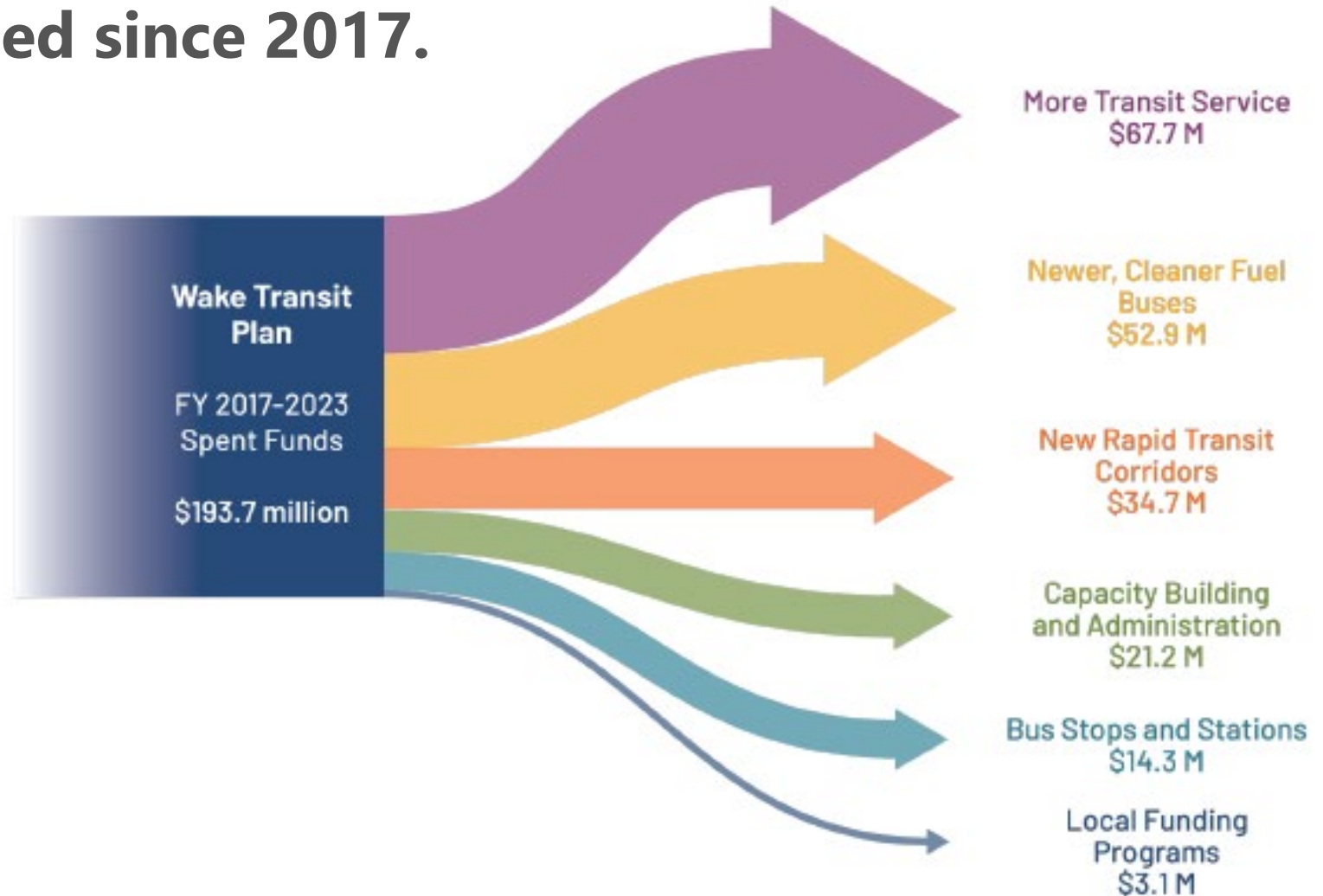


# Wake Transit Plan

**\$200 million invested since 2017.**

Funds invested in **more bus service, new buses, Bus Rapid Transit, more stops and stations**, and local funding programs.

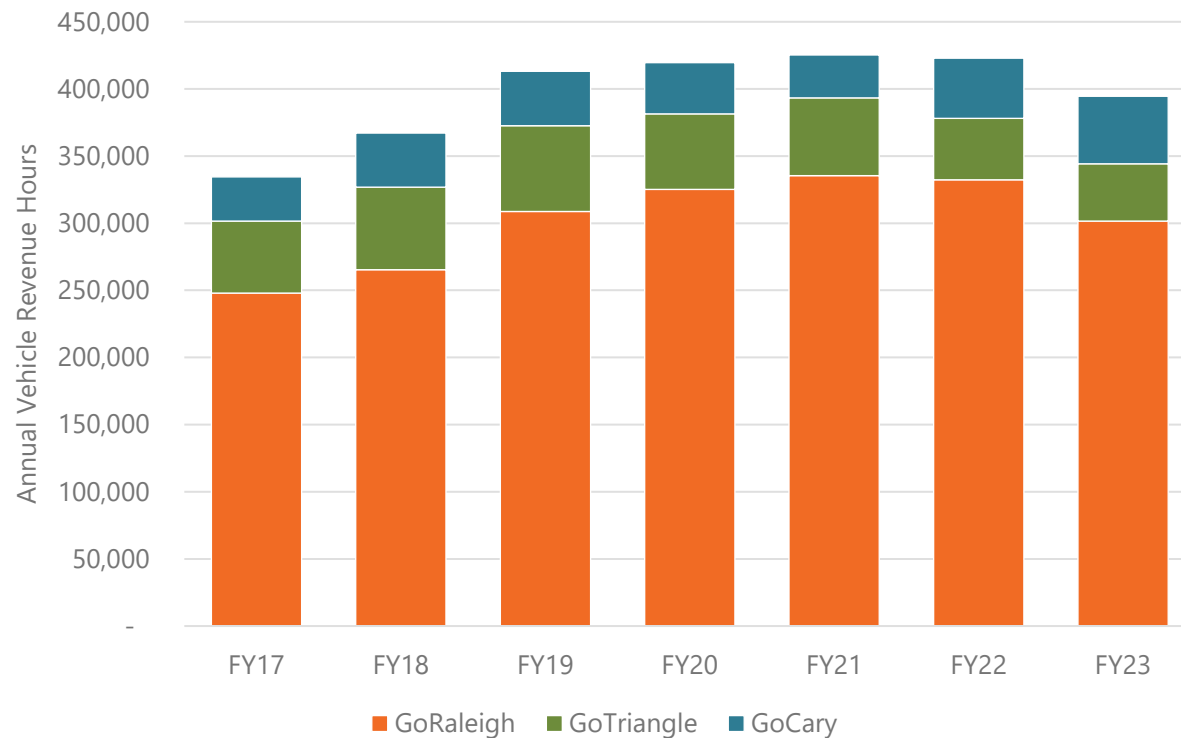
Also invested in staff needed to support plan implementation and project execution.



# Wake Transit Plan

## Strengths and Success: **Bigger, more convenient bus network**

- More weekend service
- More evening service
- More frequent routes
- New bus routes
- New transit service models



# Wake Transit Plan

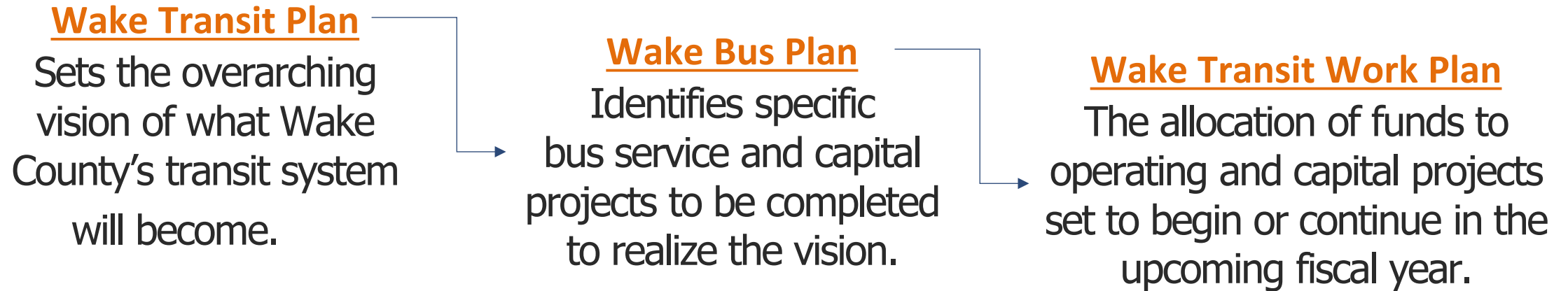
## Strengths and Success: **Leveraging Federal Funds**

Transit agencies and municipalities have earned nearly **\$182 million in federal funds**

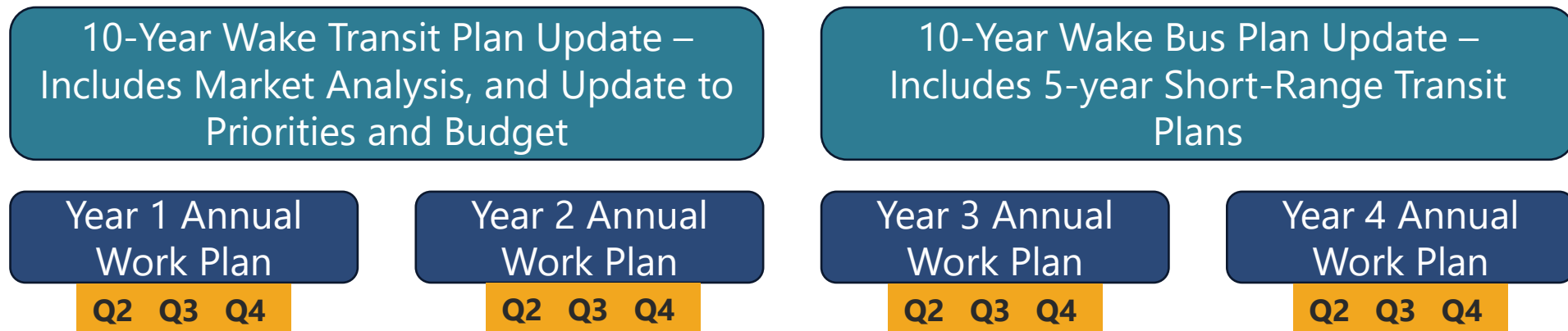
- Grants to support clean fuel vehicles
- Build RUS-BUS
- Support BRT
- Build operating and maintenance facilities
- Build park and ride



# Wake Transit: Core Plans Overview



## 4-Year Development Cycle of Wake Transit Core Plans





**Questions about how  
the Wake Transit Plan  
was developed, the  
big moves, funding  
structure or general  
update process?**



# Guidance and Authority

# Section 3: Guidance and Authority Objectives

**3a** Interlocal Governance Agreement Overview

**3b** Tax District Administration

**3c** Master Participation Agreement

**3d** Other Agreements



# Interlocal Governance Agreement



3a

# Wake Transit Governance: The ILA

- Transit Governance Interlocal Agreement (ILA) signed October 2016
- Provides the necessary governance structure, financial framework, and planning mechanisms to improve transit services in Wake County
- Establishes a complex but collaborative approach for continued planning and investment activities



# ILA Lead Agency Assignment Matrix

Transit Governance ILA Responsibility (Section 3.03)	Recommended Lead Agency
a. Wake County Transit Work Plan, including all of its separate elements defined in Section 2.38:	CAMPO to compile and maintain
<u>Annual Operating Budget Ordinance</u> . This shall be supplied for the Wake Transit major operating fund which will appropriate funds for the operation and administration of transit projects as well as for any other agencies involved in producing products for TPAC review	GoTriangle (as Tax District Administrator) to compile and maintain
<u>Annual Tax District</u> administration budget for the Wake Transit major operating or capital fund	GoTriangle (as Tax District Administrator) to compile and maintain
<u>Multi-Year Capital Improvement Plan (CIP)</u> supplied for the Wake Transit major capital fund that clearly identifies specific projects, project sponsors responsible for undertaking those projects, project funding sources, and project expenditures. (NOTE: The Multi-year CIP shall be updated annually to coincide with the annual capital budget always being the first year of appropriation of funding for capital projects identified in the CIP. The Multi-year CIP shall be coordinated with the Metropolitan Transportation Plan, Transportation Improvement Program, and annual program of projects developed and maintained by the Raleigh Urbanized Area designated recipient of federal formula transit grants so as to be consistent with submittal deadlines for the final horizon year of the Metropolitan Transportation Plan.)	CAMPO to compile and maintain
<u>Annual Capital Budget Ordinance</u> supplied for the Wake Transit major capital fund that allocates financial resources to specific project sponsors for specific projects, and represents the first year of appropriation of funding for capital projects identified in the Multi-Year CIP	GoTriangle (as Tax District Administrator) to compile and maintain

# Wake Transit Governance

Article 1: Purpose and Scope

Article 2: Definitions

Article 3: Establishing the TPAC

Article 4: Term, Termination and Amendment

Article 5: Responsibilities, Financial Duties and Assumptions

Article 6: Anticipated roles of 'Partners'

Article 7: Annual Work Plan and Budget Ordinances

Article 8: Project Funding Agreements

Article 9: Process for Project Reporting

Article 10: Conference Committee

Article 10: Conference Committee

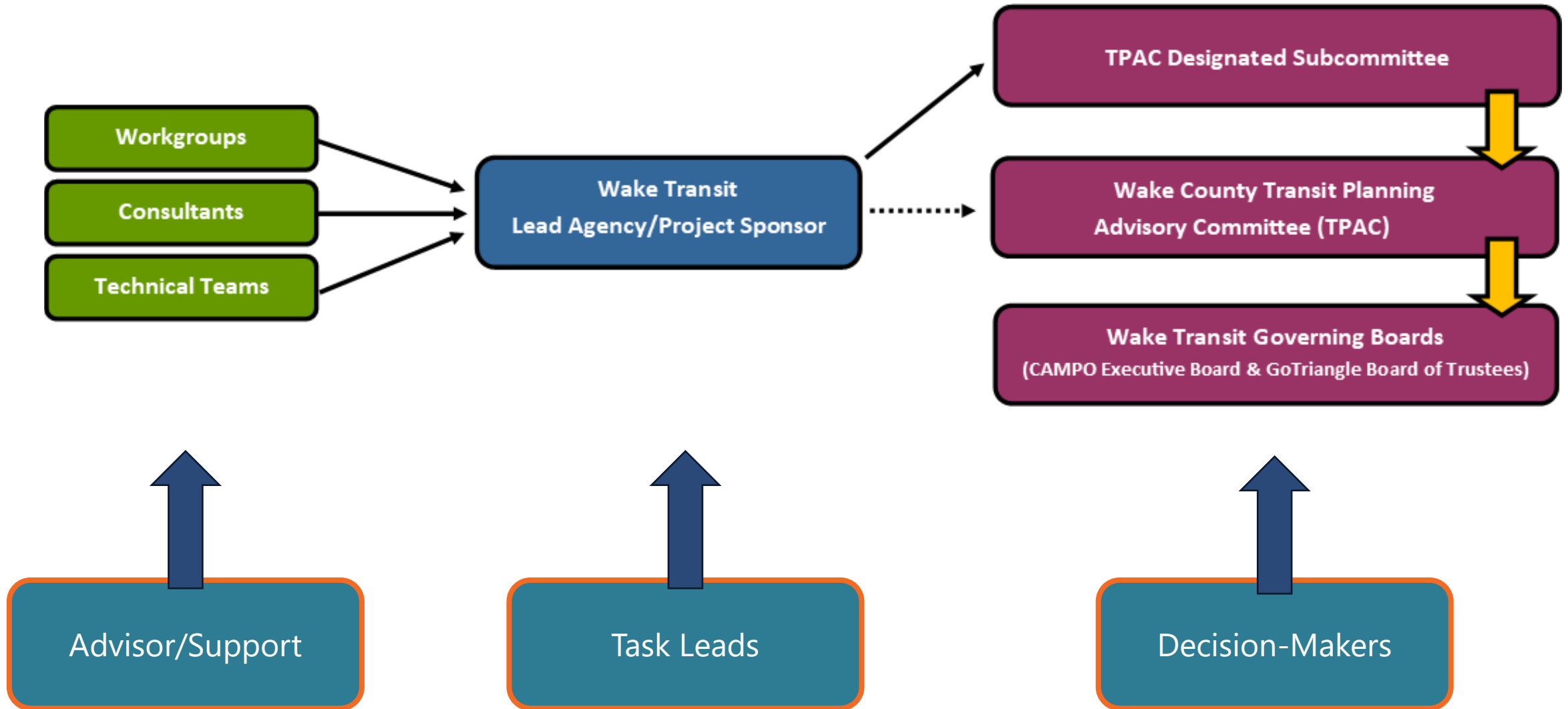
Article 11: Dispute Resolution

Article 12: on-Assignment of Duties

Article 13: Other Provisions



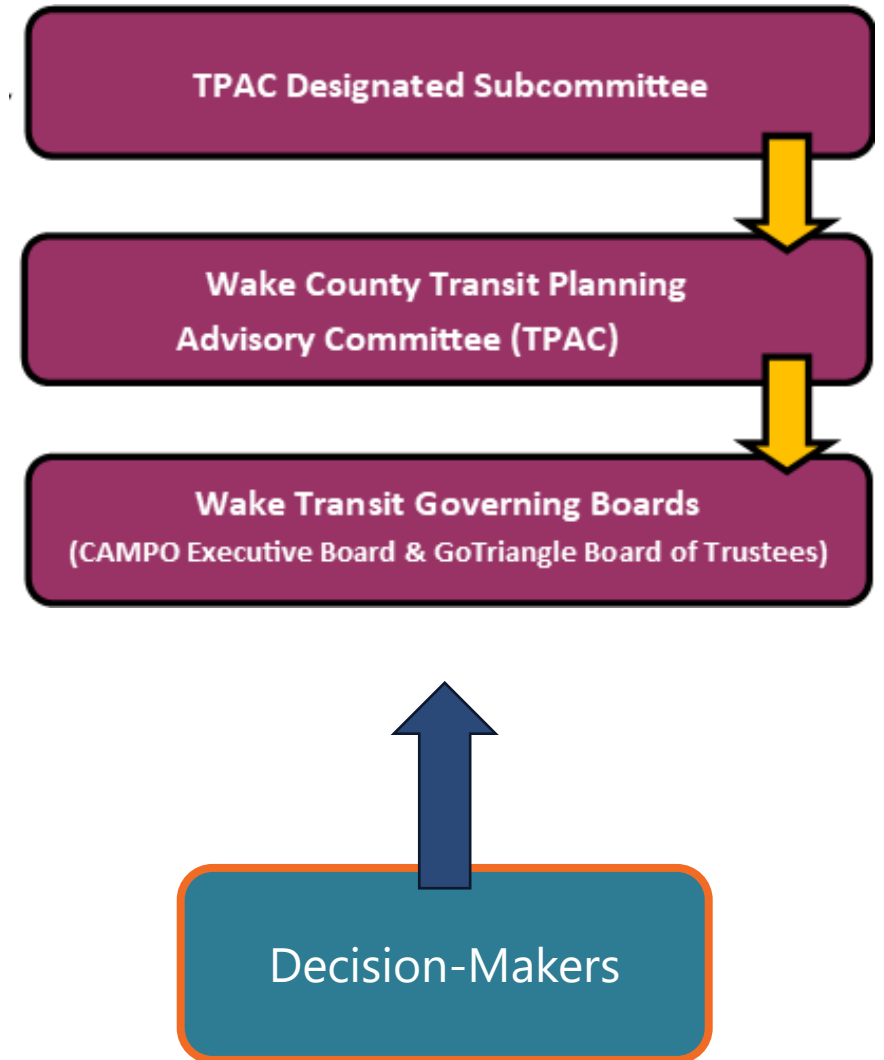
# Decision-Making Structure



# Decision-Making Structure

**Governing Boards:** The CAMPO Executive Board and GoTriangle Board of Trustees have approval authority of deliverables produced by the TPAC and/or lead agency staff in support of ongoing Wake Transit Plan implementation. The boards approve proposed planning and project activities, policy and procedure development and budget decisions.

**Transit Planning Advisory Committee (TPAC):** Staff-level planning committee that operates in a structured advisory role to the two Wake Transit governing boards. The TPAC guides the development of planning materials and then recommends final version to the governing boards for consideration of adoption or approval.



# The TPAC

- ILA establishes the TPAC and sets its core responsibilities
- TPAC coordinates all planning and implementation aspects of the Wake Transit program
- Has 22 voting members representing 17 partner agencies: 12 Wake County municipalities, CAMPO, GoTriangle, NC State University and Research Triangle Park Foundation.
- Follows a Chair/Vice Chair leadership structure with staff support provided by CAMPO
- Can maintain or choose to delegate assigned tasks to lead agencies or subcommittees for completion
- How the TPAC is organized and operates is outlined in the adopted TPAC Bylaws

- TPAC Member Agencies
- CAMPO
  - GoTriangle
  - Wake County
  - City of Raleigh
  - Town of Cary
  - Town of Apex
  - Town of Fuquay-Varina
  - Town of Garner
  - Town of Holly Springs
  - Town of Knightdale
  - Town of Morrisville
  - Town of Rolesville
  - Town of Wake Forest
  - Town of Wendell
  - Town of Zebulon
  - NC State University
  - Research Triangle Foundation

\* TPAC is established in Article III of the ILA and its role and responsibilities are further defined in the TPAC Bylaws – both are posted to the Document Library

# The TPAC

## Responsibilities assigned to the TPAC or its Designee in the ILA:

1. **Develop and recommend the annual Wake Transit Work Plan and its separate elements**
2. **Develop and recommend the Wake Bus Plan (Multiyear Service Implementation Plan)**
3. **Develop a Wake Transit Staffing Plan**
4. **Develop a Community Funding Area Program Management Plan**
5. **Provide templates to produce project progress and financial reports**
6. **Establish a project funding prioritization policy**
7. **Designate lead agencies and project sponsors to execute Work Plan and program-level tasks**
8. **Develop and recommend the 10-year Wake Transit “Vision” Plan**
9. **Draft an articulated strategy for each Work Plan implementation element; amendment and significant concern policies**
10. **Develop and recommend an engagement policy**

# TPAC Subcommittees

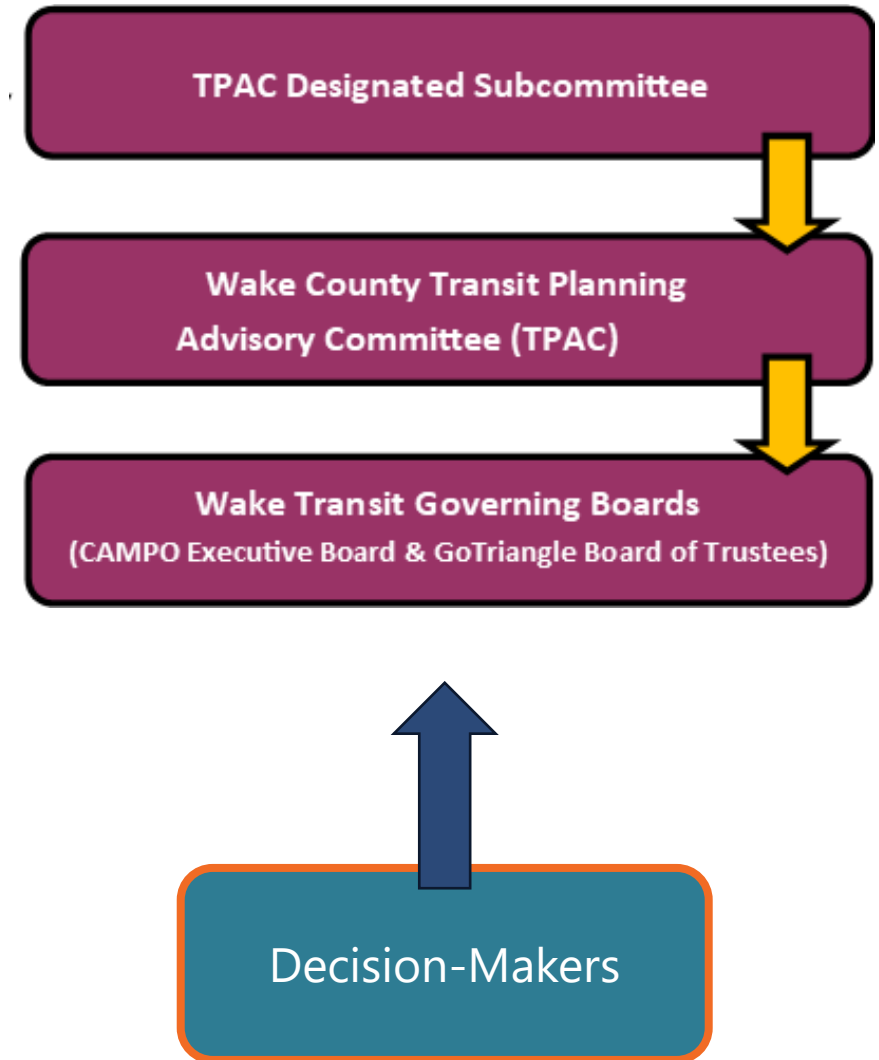


**TPAC Subcommittees:** Subcommittees are defined and established through action of the TPAC. They are set up to address specific aspects of the Wake Transit planning process.

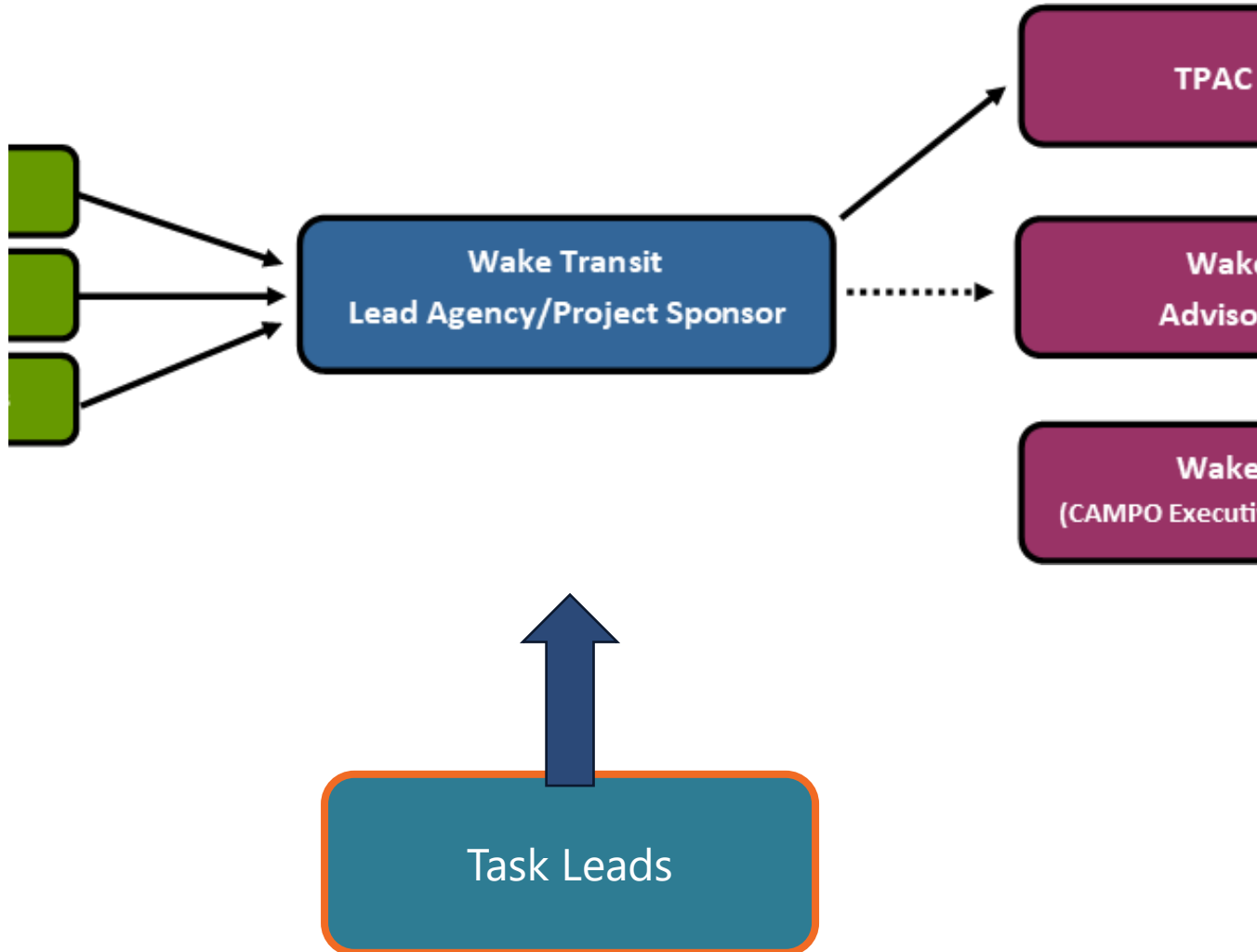
There are 2 active subcommittees:

The **Program Development (PD) Subcommittee** completes detailed reviews of technical documents as they are being developed, provides guidance to lead agency staff and provides guidance to the TPAC on a wide variety of planning a budget-related tasks.

The **Community Engagement (CE) Subcommittee** has a core responsibility to ensure that engagement related to Wake Transit-funded projects is being conducted in a manner that meets partner expectations as well as state and federal requirements.



# Program and Project Leads



## Two types of task leads

**Lead agency:** The governing boards or the TPAC can designate to CAMPO or GoTriangle staff the responsibility to complete a specified task. This is typically program-level work integral to the implementation and ongoing management of the Wake Transit Plan.

**Project Sponsor:** Designated by the TPAC, project sponsors are identified and assigned to each service investment and capital project (also called implementation elements) of the annual Work Plan.

# Program vs Project Level Assignments

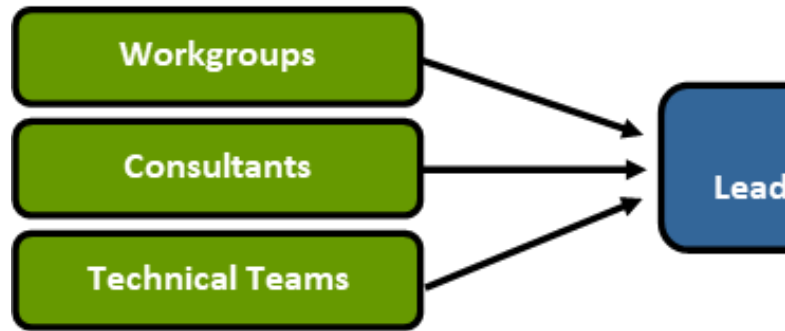
## Program-Level Examples (Led by Lead Agency staff)

- ✓ Wake Transit Plan
- ✓ Wake Bus Plan
- ✓ Annual Work Plan
- ✓ Amendment Policy
- ✓ Art Funding Eligibility Policy
- ✓ Subcommittee Operating Guidelines
- ✓ Quarterly and Annual Reports
- ✓ Community Funding Area Program

## Project-Level Examples (Led by Project Sponsors)

- ✓ Bus Services assigned to provider-not always the operator (GoApex and Smart Shuttle)
- ✓ Capital projects assigned to appropriate partner agency:
- ✓ WakeBRT and Rail Projects
- ✓ Bus Stops & Transfer Points
- ✓ Transit Centers & Support facilities
- ✓ Access to transit improvement projects

# Decision-Making Structure



**Technical Teams:** For larger, program-level tasks it is common for the lead agency to establish one or more technical teams to provide guidance through the plan or process development phases. This can include Core Technical teams, steering committees, engagement committees, project management teams, etc.

**Consultants and Contractors:** It is also common for lead agencies and project sponsors to seek and retain the support of consultants and contractors who have the knowledge, skills and expertise in specific areas needed to complete a task.

**Workgroups:** There are adopted Workgroup Operating Guidelines that outline a process for developing ad hoc groups to help inform and guide the development of a planning task. Workgroups are primarily made up of TPAC partner staff but are designed to encourage participation of outside agencies and individuals with expertise on the topic at hand.



# Responsibilities of ILA Parties & Partners

**Article V lists the responsibilities of the 3 ILA signing parties**

**Article VI lists the responsibilities of transit providers and other municipal partners**

**Every Wake Transit partner:**

**“Shall provide staff to serve on the TPAC” and**

**“Shall enter into agreements” to deliver Work Plan implementation elements**



# Responsibilities of ILA Parties & Partners

CAMPO, the Metropolitan Planning Organization serving Wake County, is the coordinator between Wake Transit/TPAC and regional, state and federal planning agencies including ensuring that Wake Transit Plan revenues and programmed investments are aligned with other plans and processes.



Wake County's special responsibilities include:

Being the party responsible for presenting the Article 43 referendum to the voters

Convening a Conference Committee, if required under Article VII and X of the ILA





**Any Questions  
so far?**

# **Tax District Administration**



**3b**

# Tax District Administration



The Tax District Administrator (TDA) for the Triangle Region transit plans is GoTriangle

The primary point of contact for questions about revenue sources, reimbursements, budget ordinances, financial-related policies, financial modeling, etc. is

**Steven Schlossberg, GoTriangle**  
**Director of Tax District Administration**  
[sschlossberg@gotriangle.org](mailto:sschlossberg@gotriangle.org)

The ILA is the place to start if you are looking to understand what the Tax District is and what TDA staff do.

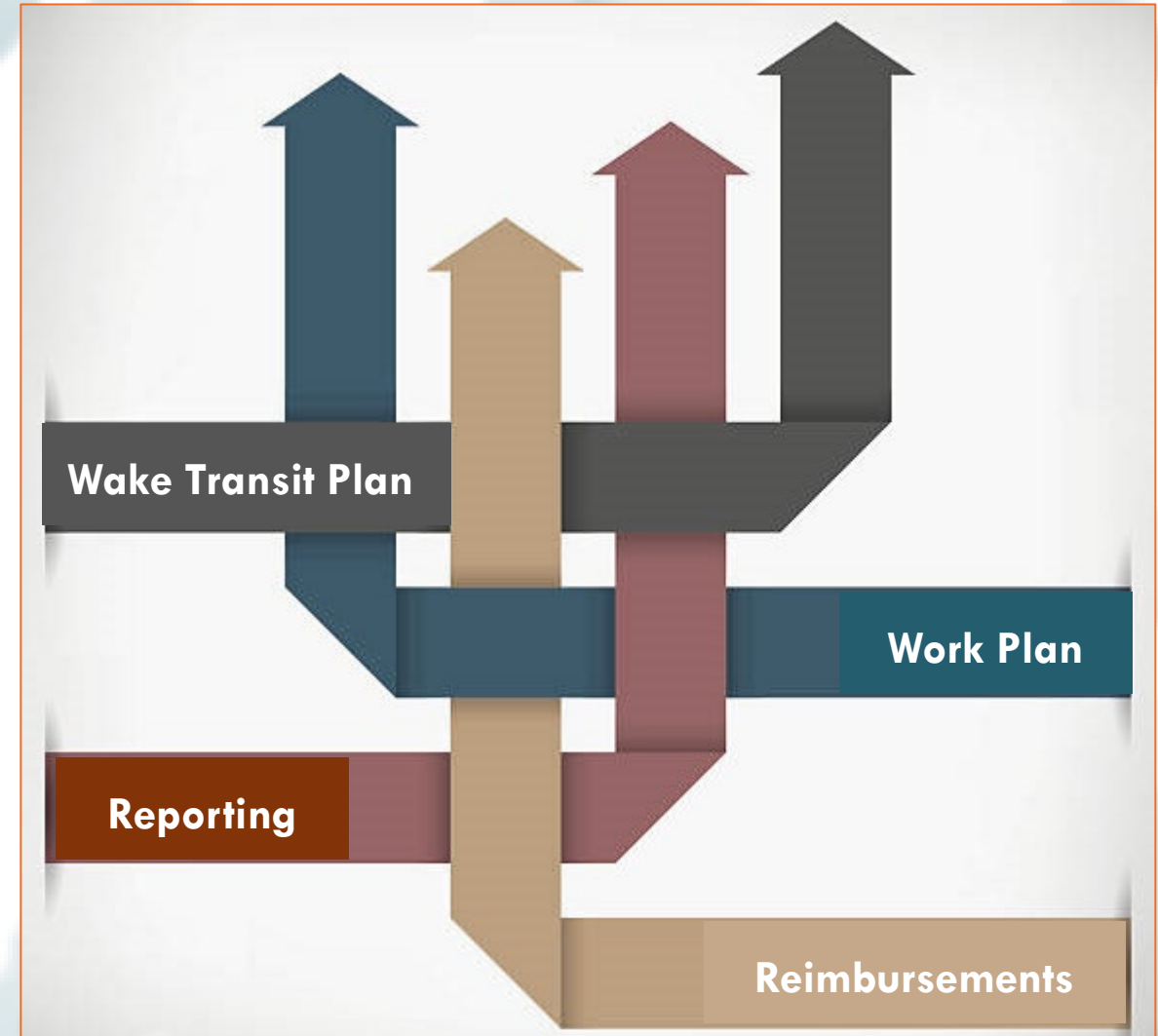
ILA Section V	Description	Tasks Assigned
5.01	GoTriangle shall carry out its legal, contractual, fiscal and fiduciary duties as the Tax District Administrator	25
5.02	CAMPO shall carry out its legal, contractual, fiscal and fiduciary duties as the Metropolitan Planning Organization	12
5.03	Wake County shall carry out its legal, contractual, fiscal and fiduciary duties as a unit of local government	8

# Tax District Administration

## ILA Article II-Definitions

**Tax District/Special District** means the Tax District administered by GoTriangle as authorized under NCGS 105.508 or NCGS 105.561 to which Wake County is a member

- Wake Transit Plan Revenue
- Wake County Tax Revenue
- Annual Capital and Operating Budgets
- Audited Financial Statements
- Fund Balance and Budget Ordinances
- Financial Plan, Model and Statements
- Quarterly Reports



# Tax District Administration

## *Wake Transit Financial Model*

- **Model is updated several times a year**
  - **Annually with the Work Plan**
  - **Anytime a budget amendment is submitted**
  - **As part of the long-term vision plan**
  - **Financial sensitivity analysis**
  - **Ad hoc as needed**
- **Items Tracked by the Financial Model**
  - **Revenue and Expenses**
  - **Federal Funds**
  - **Fund Balances**
  - **Reserves**
  - **Debt Covenants**



# Tax District Administration

## *Key Model Outputs*

Excess  
Liquidity

Debt Ratios

Reserves

- ✓ **Maintain positive fund balance annually**
- ✓ **Monitor and enforce debt ratio limits**
- ✓ **Ensure required capital and operating reserves**
- ✓ **Meet debt service reserve requirements**

# Tax District Administration

*Article IX includes guidance to the Tax District for completing required annual and quarterly program progress reporting and producing the audited annual financial report.*

*We will discuss each of those tasks in the Reporting and Tracking section of the agenda.*



## WAKE COUNTY TRANSIT PLAN

Progress continued during FY2023 toward achieving the goals outlined in the Wake County Transit Plan. This planning document is collaboratively developed and provides a vision for improving the overall mobility of Wake County residents by improving and expanding the county's public transportation network. The vision includes increasing and diversifying travel choices so as to improve access to jobs, education, community services, shopping, entertainment and other activities. The goals of the Wake Transit Plan – known as the Four Big Moves – are to connect the region; create frequent, reliable urban mobility; connect all Wake County communities; and enhance access to transit.



CONNECT  
THE REGION



CONNECT ALL WAKE  
COUNTY COMMUNITIES



CREATE FREQUENT,  
RELIABLE URBAN MOBILITY



ENHANCE ACCESS  
TO TRANSIT

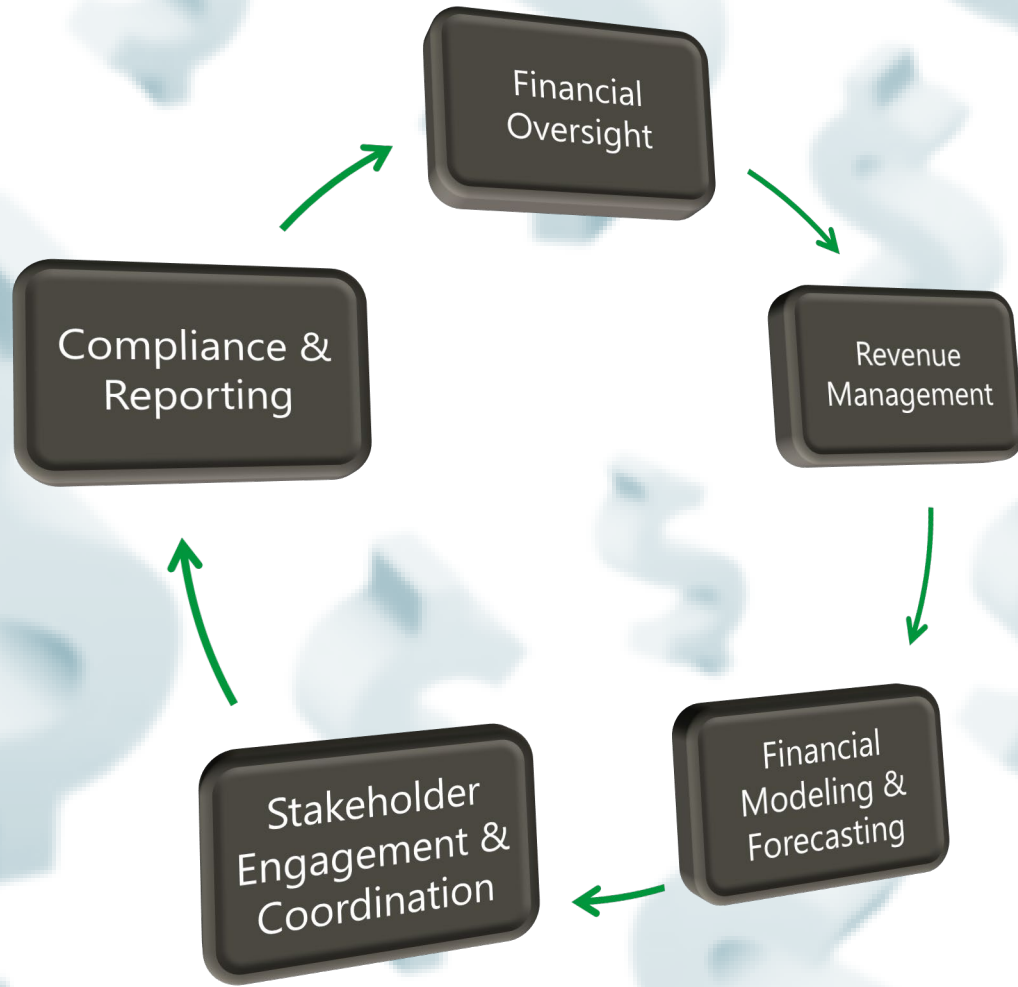
## HIGHLIGHTS

In FY2023, the technical work for Phase 2 of the **Greater Triangle Commuter Rail Feasibility Study** was completed. The feasibility study results and technical appendices are available at [readyforrailinc.org](https://readyforrailinc.org). Public engagement to share and gather input on the results was completed in early 2023 and included thousands of survey responses from participants across the region. Despite the challenges described in the feasibility study summary report, more than 80% of survey respondents expressed support for continued planning of commuter rail. The Capital Area Metropolitan Planning Organization, known as CAMPO, and the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization created subcommittees to facilitate the ongoing decision-making process regarding whether or how to move forward with commuter rail project development in the Triangle. Construction began

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. Private development will include 420 multifamily residential units, including 10% dedicated for affordable housing opportunities, as well as retail space, in one central hub.



# Tax District Administration



## *In Conclusion*

- ✓ **GoTriangle Manages the Regional Tax District Administration**
- ✓ **The financial model guides sound fiscal decisions and accountability**
- ✓ **Regular updates ensure responsiveness to changing conditions**
- ✓ **Ensures compliance to financial policies**



**Questions about the  
Tax District?**

# Master Participation Agreement



3c

# Master Participation Agreement

- Purpose of the Master Participation Agreement (MPA):
  - Serves as the master joint agency operations agreement – Section 8.02 of ILA
  - Sets standards for parties to receive Wake Transit funding
  - Confirms roles of partner agencies on TPAC
- The MPA includes the following sections:
  - Membership and Responsibilities of TPAC
  - Eligibility for Wake Transit funding
  - Supplantation/Supplementation Requirements
- The ILA and MPA led to creation of the Concurrence Process

## ILA Signing Parties

## Eligible Participants

**CAMPO**  
**GoTriangle**  
**Wake County**

Apex  
Cary  
Fuquay-Varina  
Garner  
Research Triangle Foundation  
Holly Springs  
Knightdale  
Morrisville  
NCSU  
Raleigh  
Rolesville  
Wake Forest  
Wendell  
Zebulon

# Concurrence Process

Applies to major capital projects funded by Wake Transit

**Fixed-Guideway Projects**

**Shared Park & Ride facilities, transit centers,  
and maintenance facilities**

**Facilities exceeding \$1million in total cost that  
are shared or may impact other jurisdictions**

**Projects that could significantly impact the legal,  
regulatory or policy interest of other public  
agencies and organizations**

**Is similar to NCDOT's merger process**

**Streamlines the process of verifying that proposed project  
activities comply with applicable rules and regulations**

Goals of the Concurrence Process

Ensure that parties are aware of and  
consent to the project's trajectory

Provide opportunity to collaborate and  
provide input on the project

Agree to a timeline for project  
development and implementation

# Concurrence Points

## **Concurrence Point 1: Purpose and Need**

The foundation upon which justification of the project is established.

## **Concurrence Point 2: Identify Study Alternatives Carried Forward**

Alternatives which satisfy the purpose and need for the project. These alternatives will be studied and evaluated in sufficient detail to ensure good transportation and impact mitigation or avoidance decision-making.

## **Concurrence Point 3: Alternatives Screening Process**

If alternatives are screened out (i.e. alternatives are eliminated) prior to the LPA recommendation, the appropriate participants must be informed and concur.

## **Concurrence Point 4: Avoidance and Environmental Minimization**

A detailed, interdisciplinary and interagency review to optimize the design and benefits of the project while reducing potential impacts to both the human and natural environments.

## **Concurrence Point 5: LPA Recommendation**

Recommendation of a locally preferred alternative (LPA).

## **Concurrence Point 6: NEPA Assessment**

A detailed, interdisciplinary and interagency review of required NEPA assessment.

## **Concurrence Point 7: LEDPA Recommendation**

Final approval for the alternative selected as the "least environmentally damaging practicable alternative.

**Other points** specific to the project added if needed.

# Concurrence Team Members

Led by the Project Sponsor, the agency assigned to lead the project in an adopted Work Plan, is responsible for drafting the concurrence plan and

Supported by CAMPO/Wake Transit staff acting as the Concurrence Administrator

## Cooperating Agency (Voting)

Has some policy, regulatory or legal jurisdiction over resources or other interests that may be impacted by the project.

Examples include land ownership, zoning authority, land use and supporting infrastructure planning, natural and human environmental resources, cultural resources, or facility maintenance responsibility.

## Participating Agency (Non-Voting)

Any local, state or federal agency with interest in the project but those interests are not expected to be substantially impacted, or agency does not have regulatory authority.

Key role is to be aware of the project, to provide review and input on the process and any potential effects of the project on their areas of interest or jurisdiction.

# Other Agreements



3d

# Work Plan Agreements Groupings & Reporting Deliverables

- Purpose of Agreements

- Guide deliverables for funds appropriated in the Wake Transit major capital and operating funds appropriated by the tax district.

- Agreement Groupings

- Agreements are grouped according to type of project (Operating vs. Capital) and Agency to minimize number of individual agreements

- Reporting Deliverables

- Deliverables are set out in the agreements for each type of project
- Agencies must report on the status of these deliverables for each project every Quarter

# Work Plan Agreements Groupings & Reporting Deliverables

## Sample Operating Agreement Grouping with Deliverables

Cary General Operating Funding Agreement: Bus Operations		
1) Sunday and Holiday Service - <b>TO004-A</b>	\$	625,030
2) Increase Midday Frequencies - <b>TO004-B</b>	\$	576,185
3) Weston Parkway Route - <b>TO005-H</b>	\$	1,084,996
4) ADA Services - <b>TO005-BI</b>	\$	683,291
5) Route 12: Cary-Apex - <b>TO005-BS</b>	\$	1,134,530
6) Route 11: East Cary - <b>TO005-BT</b>	\$	1,134,530
<b>Deliverables</b> <ol style="list-style-type: none"> <li>1. Revenue hours of service</li> <li>2. Ridership</li> <li>3. Passenger boardings per revenue hour</li> <li>4. Operating cost per passenger boarding</li> <li>5. Farebox recovery</li> <li>6. On-time performance</li> </ol>		

## Sample Capital Agreement Grouping with Deliverables

CAMPO General Capital Funding Agreement: Capital Planning		
1) Wake Bus Plan Update - <b>TC003-K</b>	\$	731,580
2) Wake Transit Staffing Analysis - <b>TC003-AB</b>	\$	250,000
<b>Deliverables</b> <ol style="list-style-type: none"> <li>1. Date RFP/RFQ released for plan/study</li> <li>2. Date contract awarded for plan/study</li> <li>3. Estimation of percent completion of scope on quarterly basis</li> <li>4. Results and/or recommendations of plan/study</li> </ol>		

*Project sponsors are encouraged to evaluate project budgets every quarter and release funds back to fund balance when possible.*

## Additional Deliverables

### Staffing:

1. Status of hire
2. Quarterly staff highlights (functions, deliverables, or accomplishments – may be provided as single report by project sponsor for all staff)

### Transit Service:

1. Revenue hours of service
2. Ridership
3. Passenger boardings per revenue hour
4. Operating cost per passenger boarding
5. Farebox recovery
6. On-time performance

### Plans/Studies

1. Date RFP/RFQ released for plan/study
2. Date contract awarded for plan/study
3. Estimation of percent completion of scope on quarterly basis
4. Results and/or recommendations of plan/study

# Operating Master Agreements

## Article VIII: Required Capital Funding and Operating Agreements

Article III - 8.02 Details operating agreement requirements.

Every Work Plan operating budget implementation element of the Work Plan requires an operating agreement.



18 months  
Expires in  
December

- a. Description of operations;
- b. Allocation of costs and funding sources consistent with multi-year operating program and annual operating budget amounts;
- c. Minimum annual service performance evaluation method;
- d. Respective roles of parties and transit agencies in the provision of the projects and services outlined;
- e. Issue resolution process;
- f. Method for termination;
- g. All Federal Transit Administration required certifications and assurances in accordance with 23 U.S.C. 134, 29 U.S.C. 623, 42 U.S.C. 2000, 42 U.S.C. 6102, 42 U.S.C. 12112, 42 U.S.C. 12132, 49 U.S.C. 5303; 49 U.S.C. 5332, 29 CFR Part 1630, 41 CFR Parts 60 *et seq.*;
- h. Reporting requirements; and
- i. Public involvement and engagement expectations.

# Capital Master Agreements

## Article VIII: Required Capital Funding and Operating Agreements

Article III - 8.01 Details capital project agreement requirements.

Every capital project or group of projects under a master agreement are required to have a Capital Project Funding Agreement

- a. Technical project description with anticipated project performance characteristics;
- b. Project implementation schedule and milestones;
- c. Detailed revenue and expenditure projections by fiscal year;
- d. Reporting requirements;
- e. Plan for return of funds if project fails;
- f. Audit provisions;
- g. Allocation of matching funds for local systems if applicable;
- h. If project is debt funded, provisions for addressing any items required for title, debt covenants, or other related items;
- i. A provision that the designated sponsor must as a condition of the agreement undertake and complete any projects already under contract to complete with no supplantation of funding;
- j. Public involvement and engagement expectations.
- k. Reporting requirements;
- l. Method for termination;
- m. Issue resolution process; and
- n. Audit provisions.



30 months  
Expires in  
December



**Questions about  
Wake Transit  
Agreements?**



# Plans, Policies and Studies

# Section 4: Plans, Policies and Studies

- 4a** Wake (County) Transit Plan
- 4b** Wake Bus Plan/Short Range Plans
- 4c** Annual Wake Transit Work Plan
- 4d** Community Funding Area Program
- 4e** Other Policies & Studies



# Wake Transit Plan



**4a**

## Wake Transit Plan

A Wake County Transit Investment Strategy Report



JARRETT WALKER + ASSOCIATES

Kimley»Horn

NOVEMBER 2016



## Wake County Transit Plan Update

Wake County's Transit Investment Strategy  
(2021-2030)

Adopted by the CAMPO Executive Board - April 21, 2021  
Adopted by the GoTriangle Board of Trustees - April 28, 2021

**GO FORWARD**  
A COMMUNITY INVESTMENT IN TRANSIT

# Wake Transit Plan

- **Wake Transit Plan is a revenue stream for public transportation investment**
  - Voters approved funding package in 2016
  - Started collecting taxes and fees in April 2017
  - Wake Transit Plan started funding new transit service in August 2017
- **Wake Transit Plan investments are organized around four big moves:**



**Connect  
Regionally**



**Connect All  
Wake County  
Communities**



**Create Frequent,  
Reliable,  
Urban Mobility**



**Enhance  
Access to  
Transit**

# Wake Transit Plan Opportunities



## Connect Regionally

- Rail
- Work with Existing and Planned Train Service
- More Regional Bus Service



## Connect All Wake County Communities

- More Connections to Raleigh, Cary, and RTP
- More Town to Town Bus Service
- Funding to Towns



## Create Frequent, Reliable, Urban Mobility

- Bus Only Lanes
- More Night and Weekend Service
- More Frequent Bus Service



## Enhance Access to Transit

- Improve Amenities at Bus Stops
- More Sidewalks, Crosswalks, and Bike Lanes
- Expand On-Demand Transit

# Wake Transit Plan

- **Wake Transit Plan is updated every four years**
  - Begin with Four Big Moves
  - Establishes priorities and investment direction for 10-year period
  - Built on community and stakeholder input
  - Includes financial and technical data about performance and outcomes



# Plan Development Process

**Goals,  
Priorities,  
Strategic  
Direction**

**Financial  
Capacity**

**Scenario  
Development**

**Draft  
Investment  
Strategy**

# Wake Transit Plan 2016-2027

## ▪ Developed with significant engagement and participation

- Phase 1 Interactions = 15,000+
  - Advisory Committee meetings, community meetings, online videos, social media and surveys
- Phase 2 Interactions = 2,000+
  - Statistically valid surveys and polls, focus groups and outreach events



## ▪ Achieve Four Big Moves Built with Strategies and Recommendations

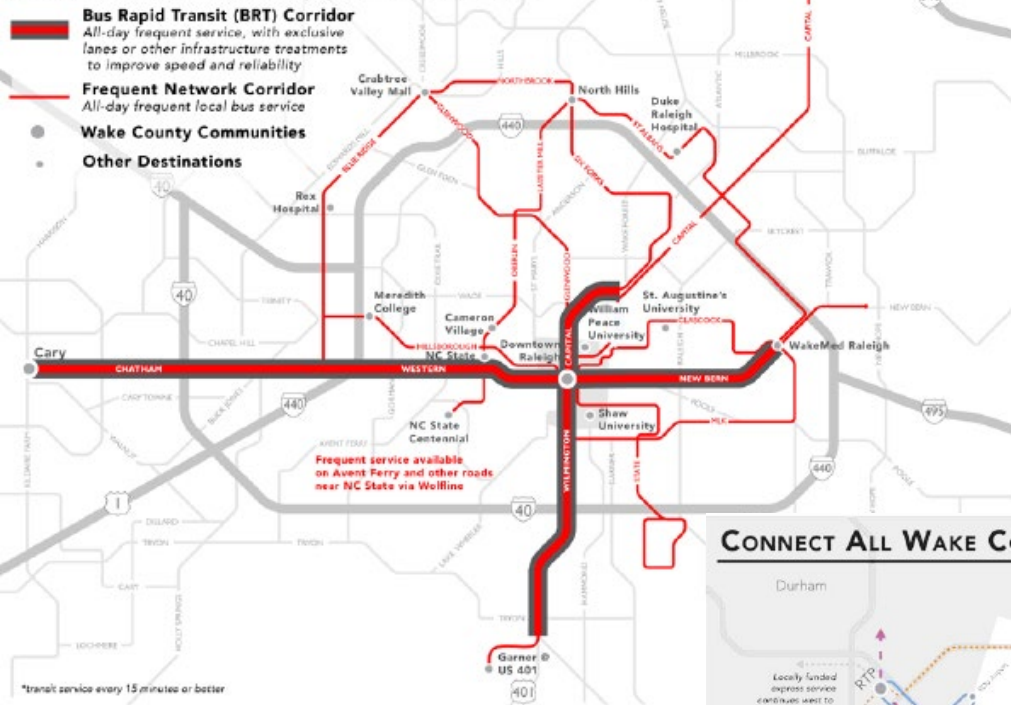
- Commuter Rail: Durham and Garner
- Bus Rapid Transit: North, South, East, West
- Community Funding Areas Program
- Connections from suburbs to Raleigh/Cary
- Longer hours and more days of bus service
- More frequent bus service
- More regional bus service



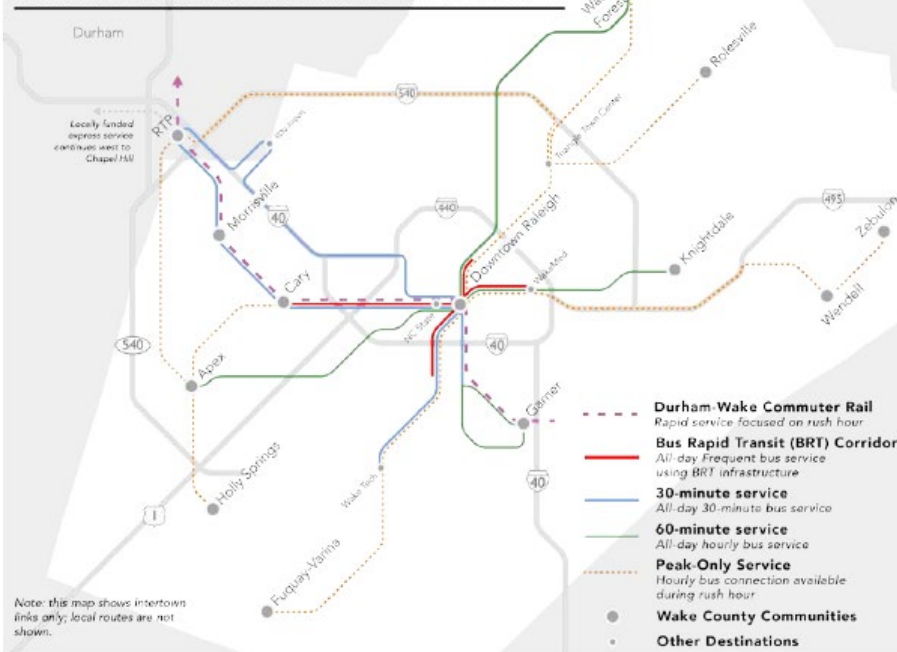
## FOUR BIG MOVES

### FREQUENT, RELIABLE URBAN MOBILITY

All-Day Frequent\* Service for High-Demand Places

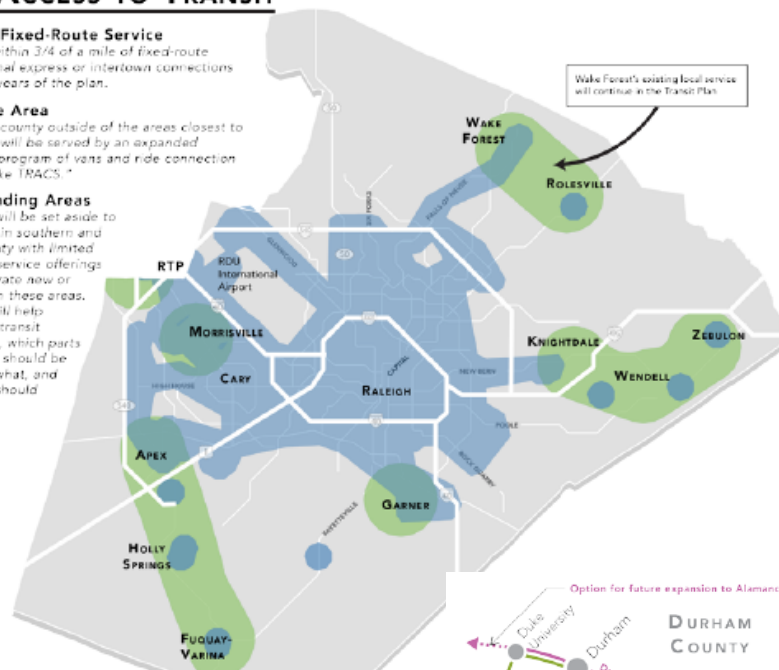


### CONNECT ALL WAKE COUNTY COMMUNITIES

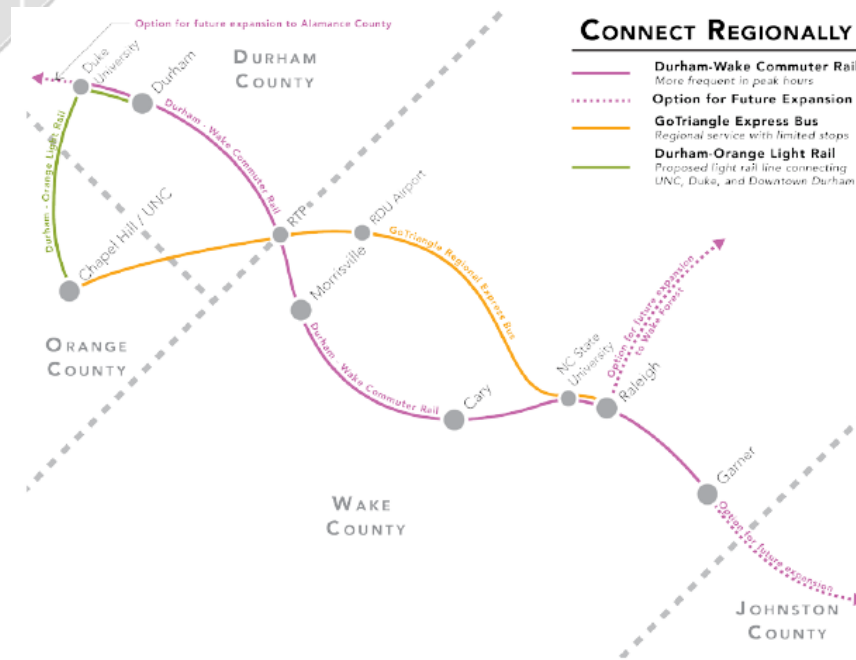


### ENHANCED ACCESS TO TRANSIT

- Areas Close to Fixed-Route Service**  
Shaded areas are within 3/4 of a mile of fixed-route bus services, regional express or intertown connections during the first 10 years of the plan.
- Flexible Service Area**  
The entirety of the county outside of the areas closest to fixed-route service will be served by an expanded on-demand call-in program of vans and ride connection services called "Wake TRACS."
- Community Funding Areas**  
Matching funding will be set aside to partner with towns in southern and eastern Wake County with limited fixed-route transit service offerings to create or accelerate new or enhanced service in these areas. The partnerships will help determine the best transit services to provide, which parts of each community should be connected and to what, and when the services should be put in place.



### CONNECT REGIONALLY

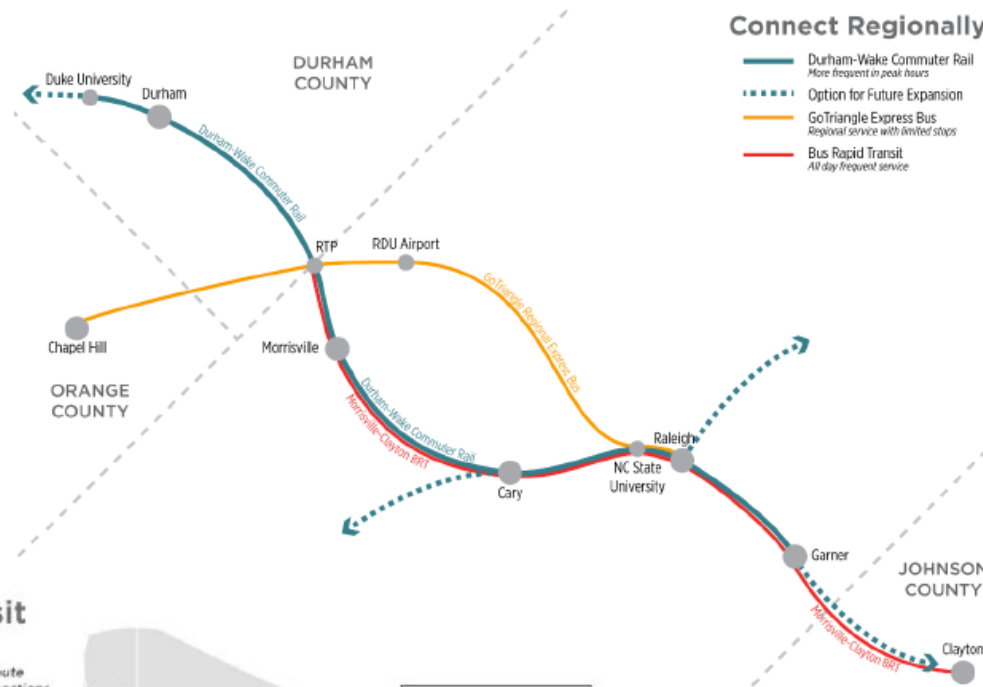


# Wake Transit Plan 2021-2030

- **Coordinate schedule of updates to Wake Transit Plan with MTP Schedule**
- **Confirm costs and cost-curves of major and future investments**
- **Continued focus on stakeholder and community input**
  - In-person Interactions = 4,200+
    - Pop-ups, public meetings, presentations and community events
  - Online and Survey Participation = 7,800+
    - Completed surveys, visits to the website and
- **Updates to Strategies and Recommendations**
  - Advance Commuter Rail even with higher costs and potentially lower federal participation
  - Advance Bus Rapid Transit: North, South, East, West
    - Potential expansion to Research Triangle Park
  - Potential of Commuter Rail and Bus Rapid Transit expansions to Johnston County (Clayton)
  - Continued investments in additional routes, increased service spans and frequency, and in the Community Funding Area Program



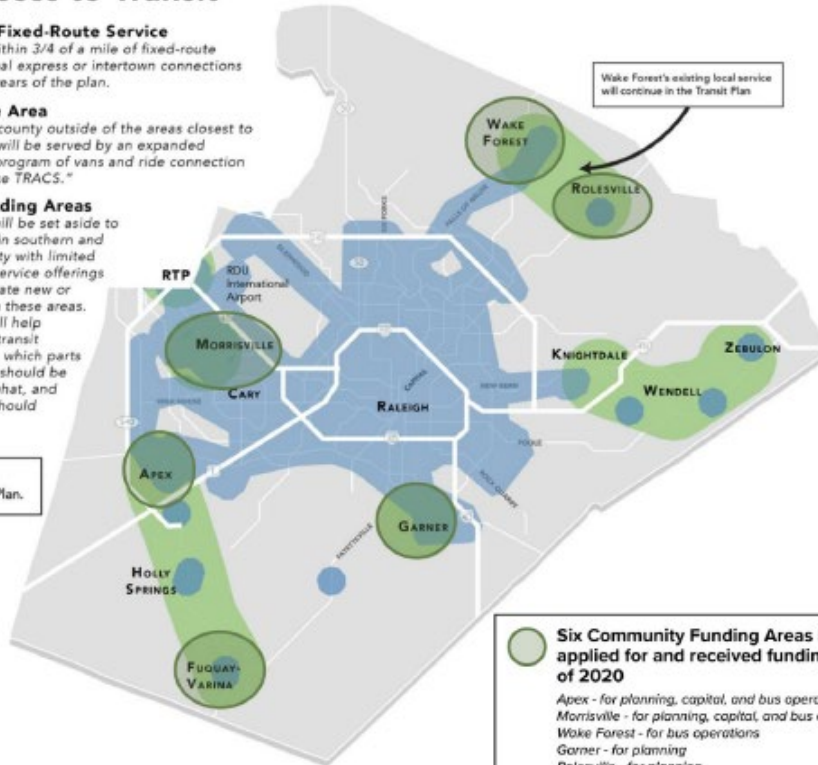
## FOUR BIG MOVES



## Enhanced Access to Transit

- Areas Close to Fixed-Route Service**  
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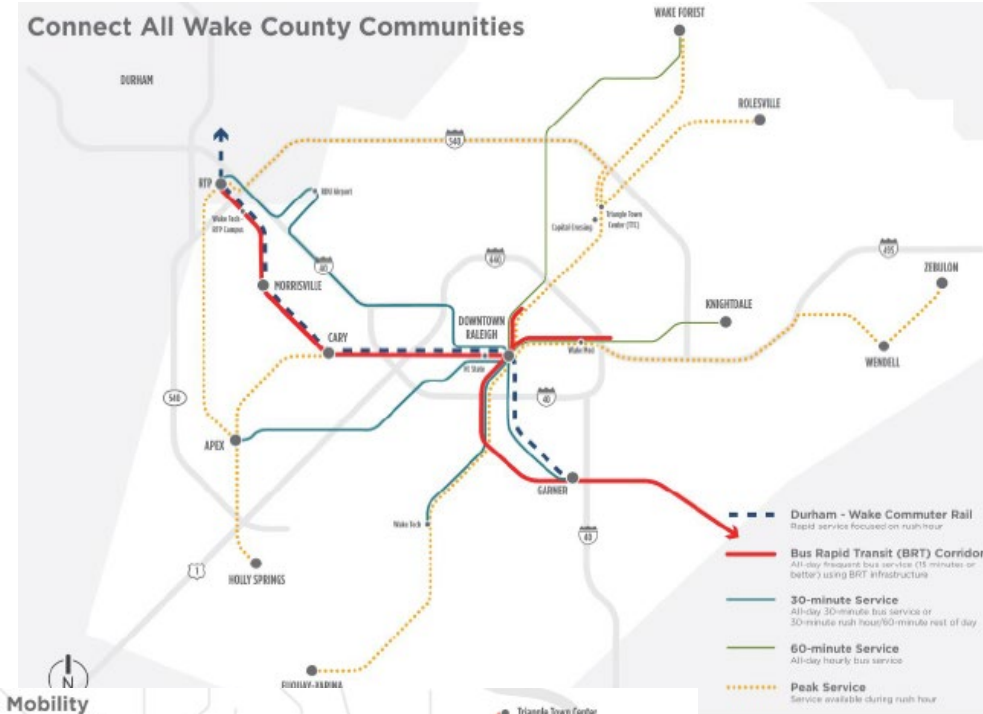
Existing bus service will be roughly tripled in the Transit Plan.



### Six Community Funding Areas have applied for and received funding as of 2020

Apex - for planning, capital, and bus operations  
Morrisville - for planning, capital, and bus operations  
Wake Forest - for bus operations  
Garner - for planning  
Rolesville - for planning  
Fuquay-Varina - for planning

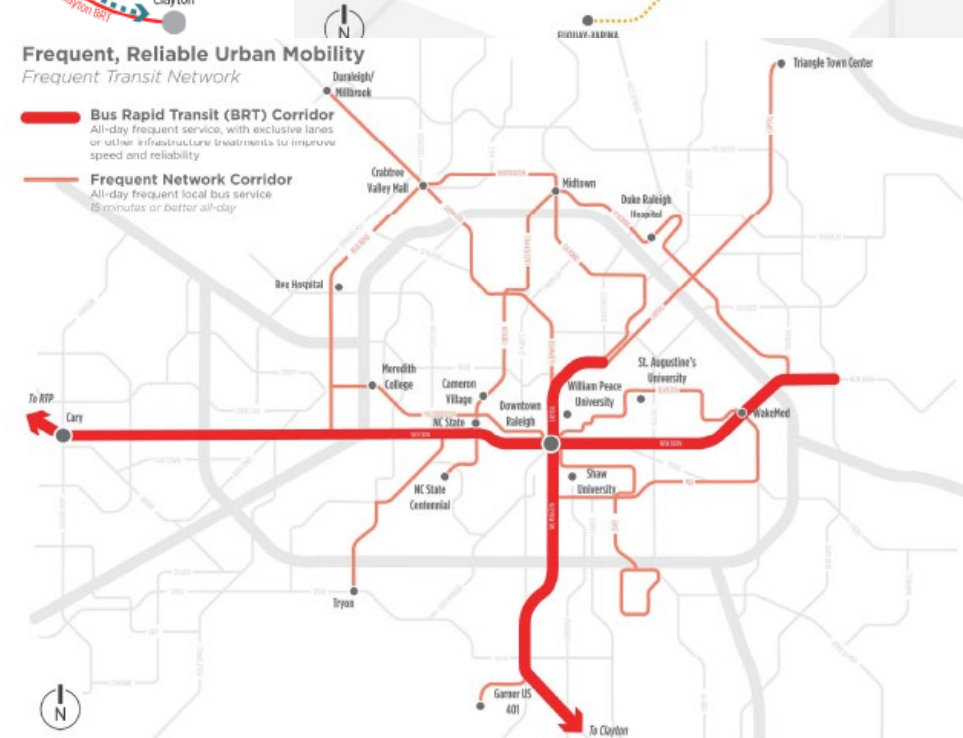
## Connect All Wake County Communities



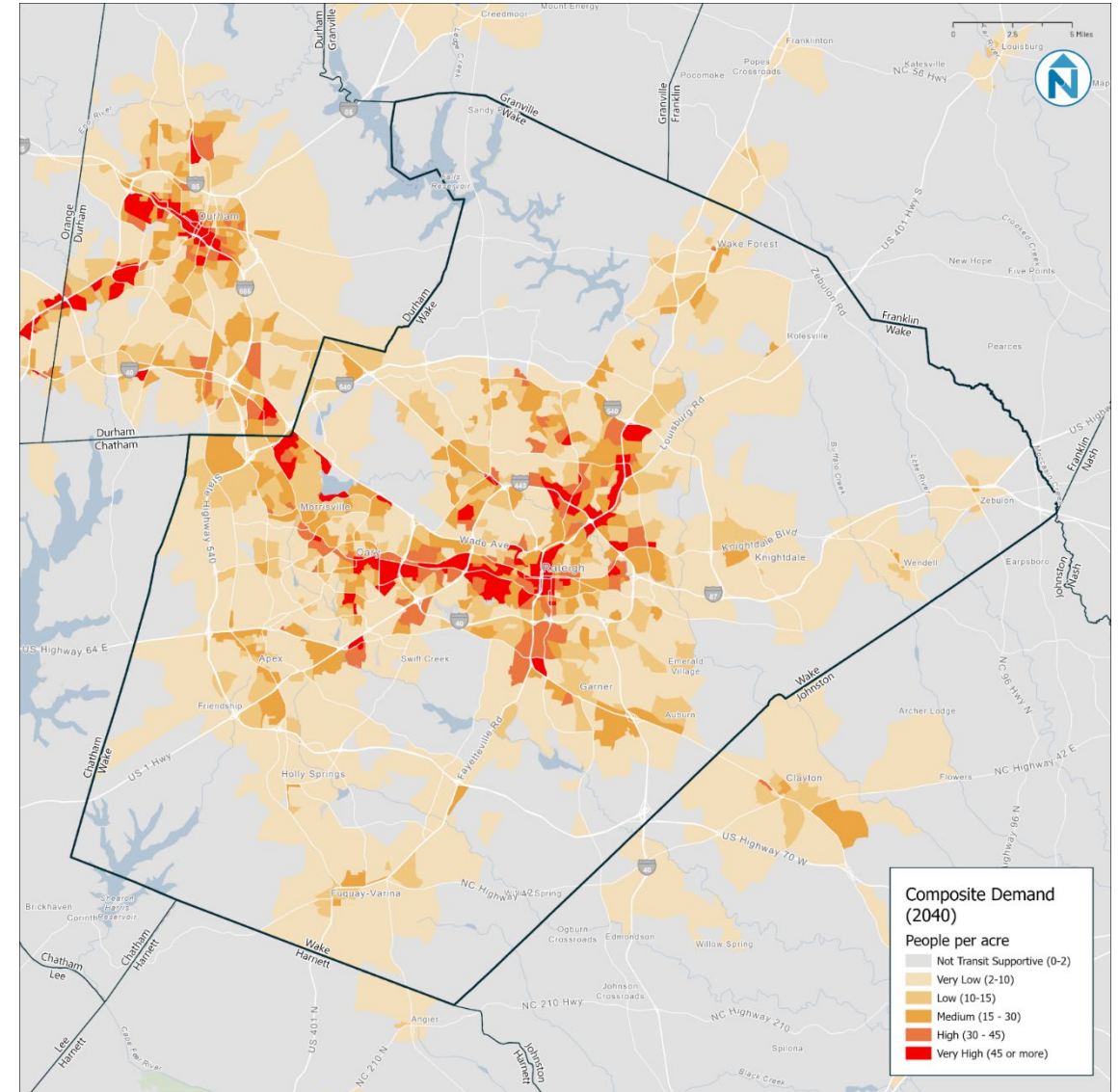
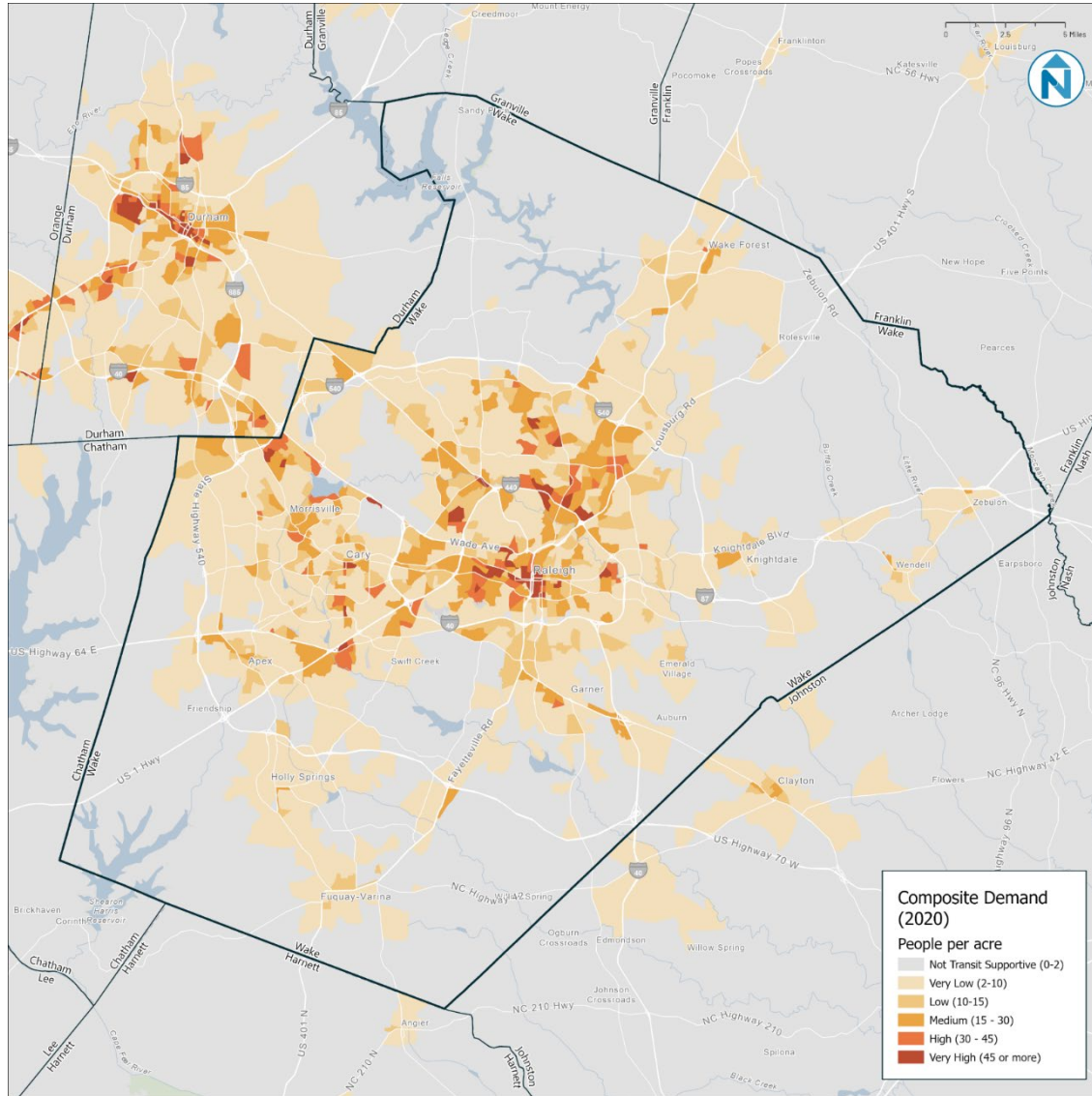
## Frequent, Reliable Urban Mobility

Frequent Transit Network

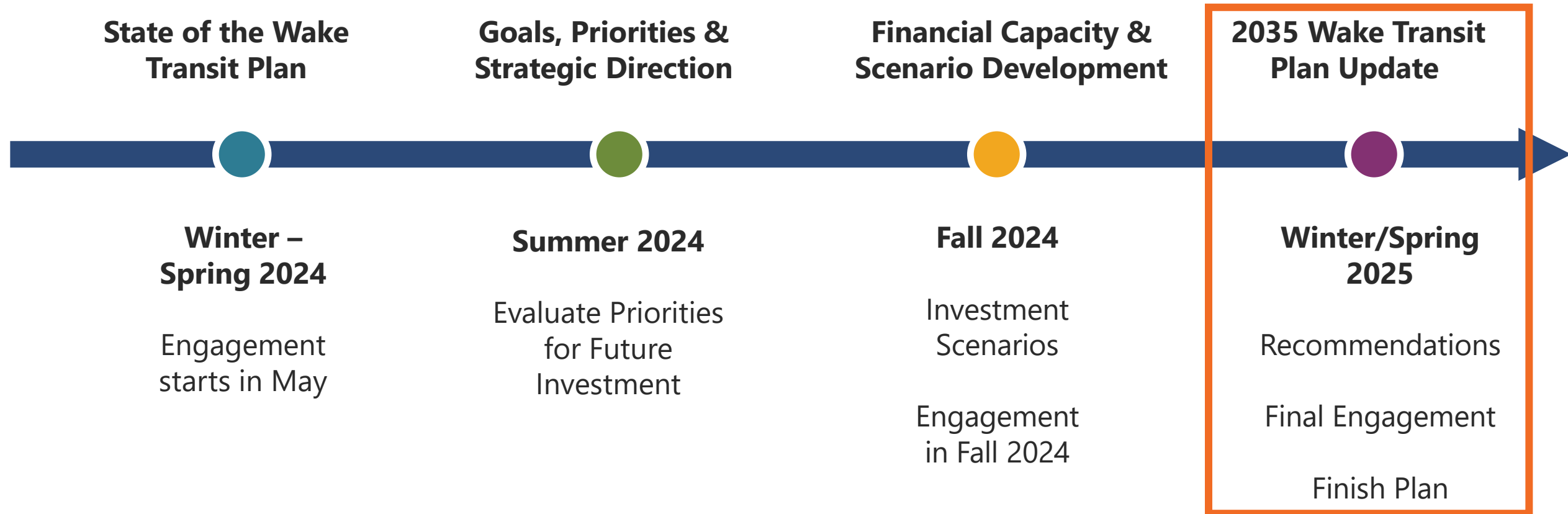
- **Bus Rapid Transit (BRT) Corridor**  
All-day frequent service, with exclusive lanes or other infrastructure treatments to improve speed and reliability
- **Frequent Network Corridor**  
All-day frequent local bus service  
15 minutes or better all-day



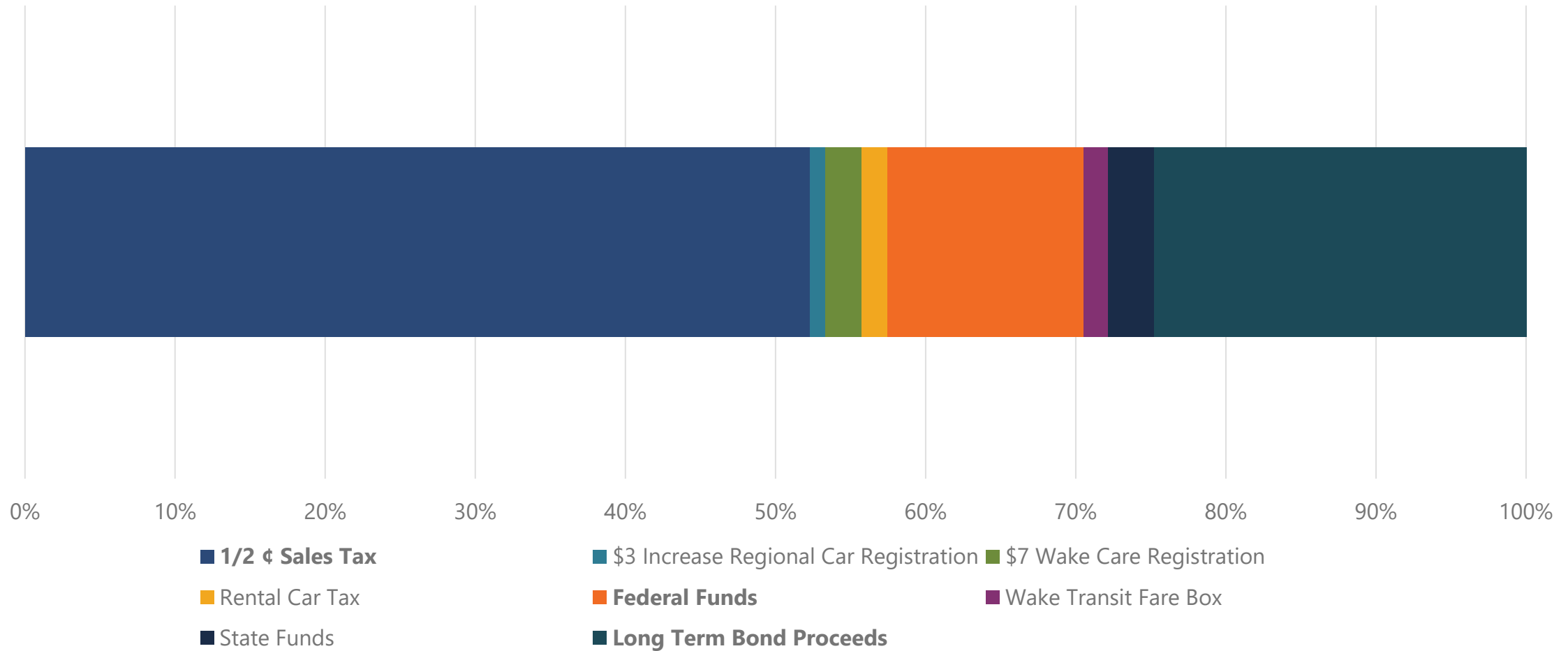
# Changing Transit Demand in a Growing Region



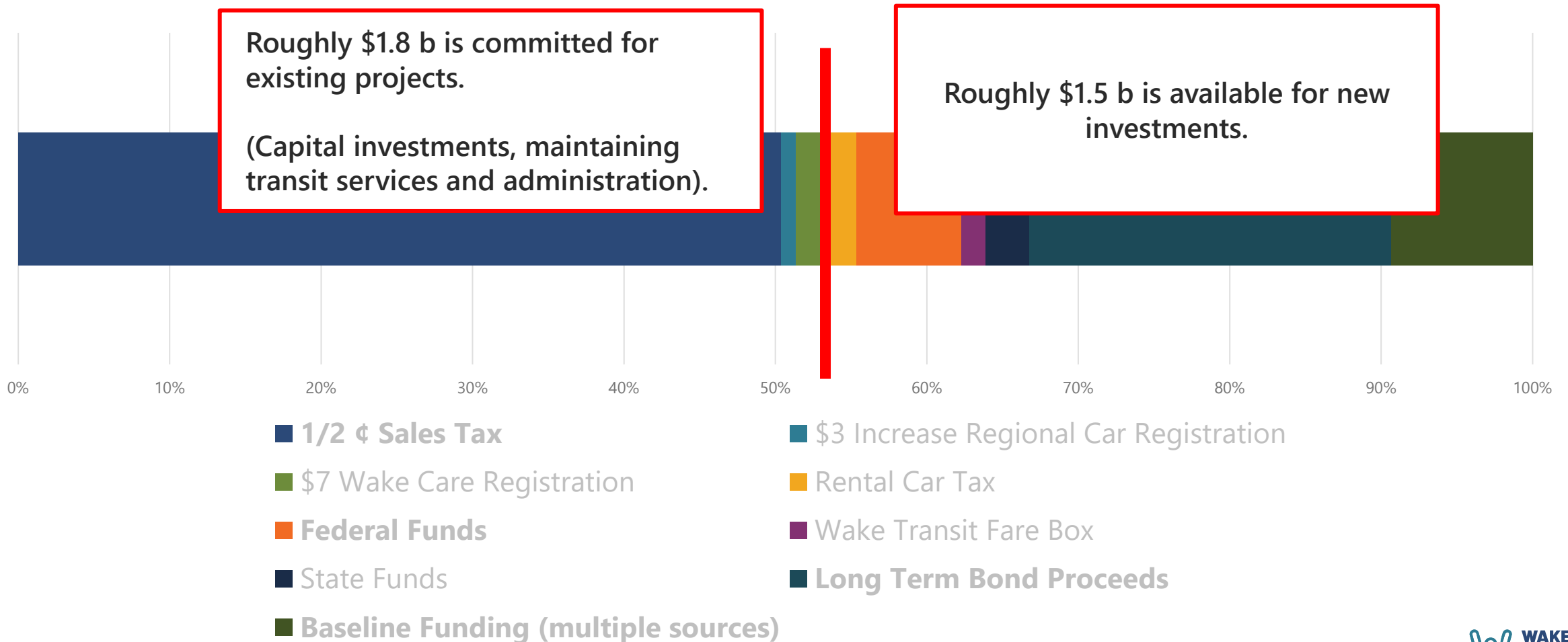
# 2035 Wake Transit Plan Update



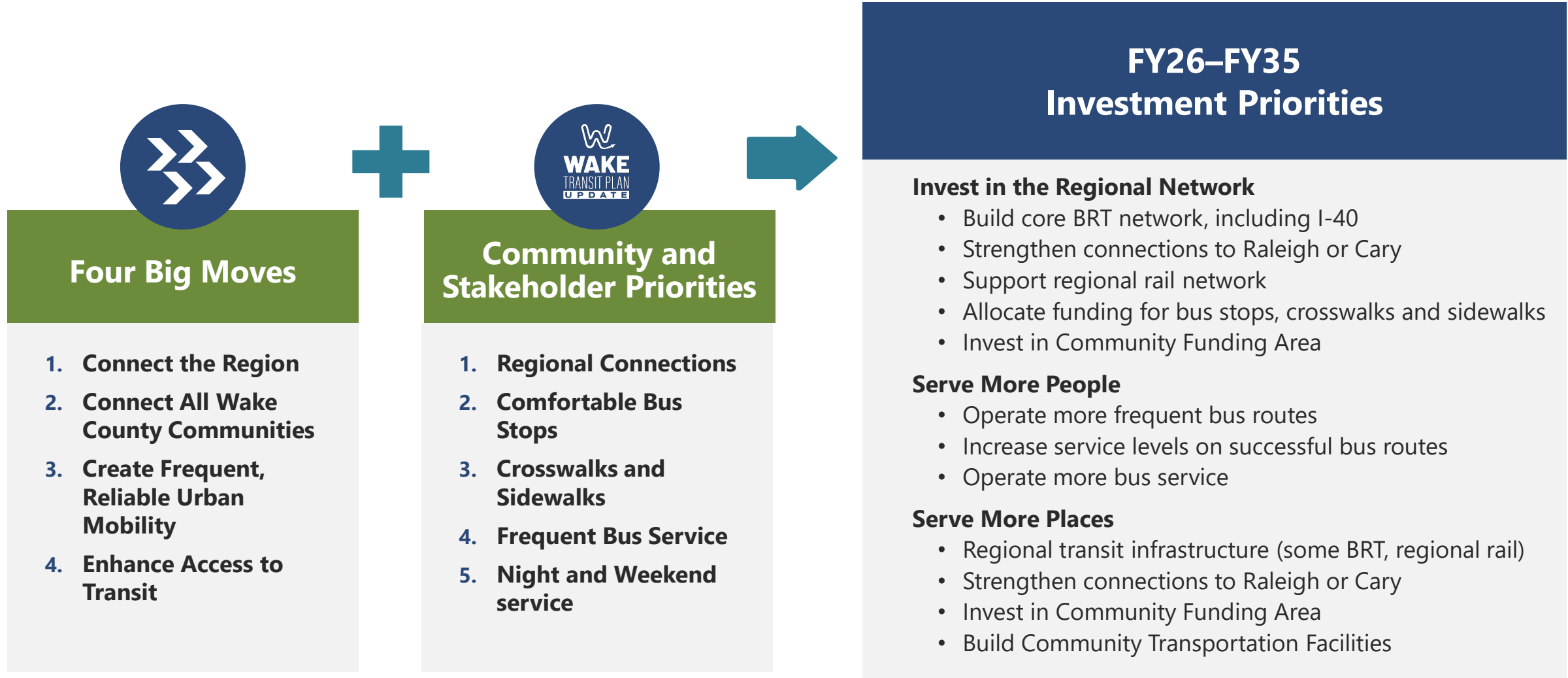
# Projected Revenue FY26 - FY35 = \$3.3 billion



# Roughly half of estimated revenue has been programmed.



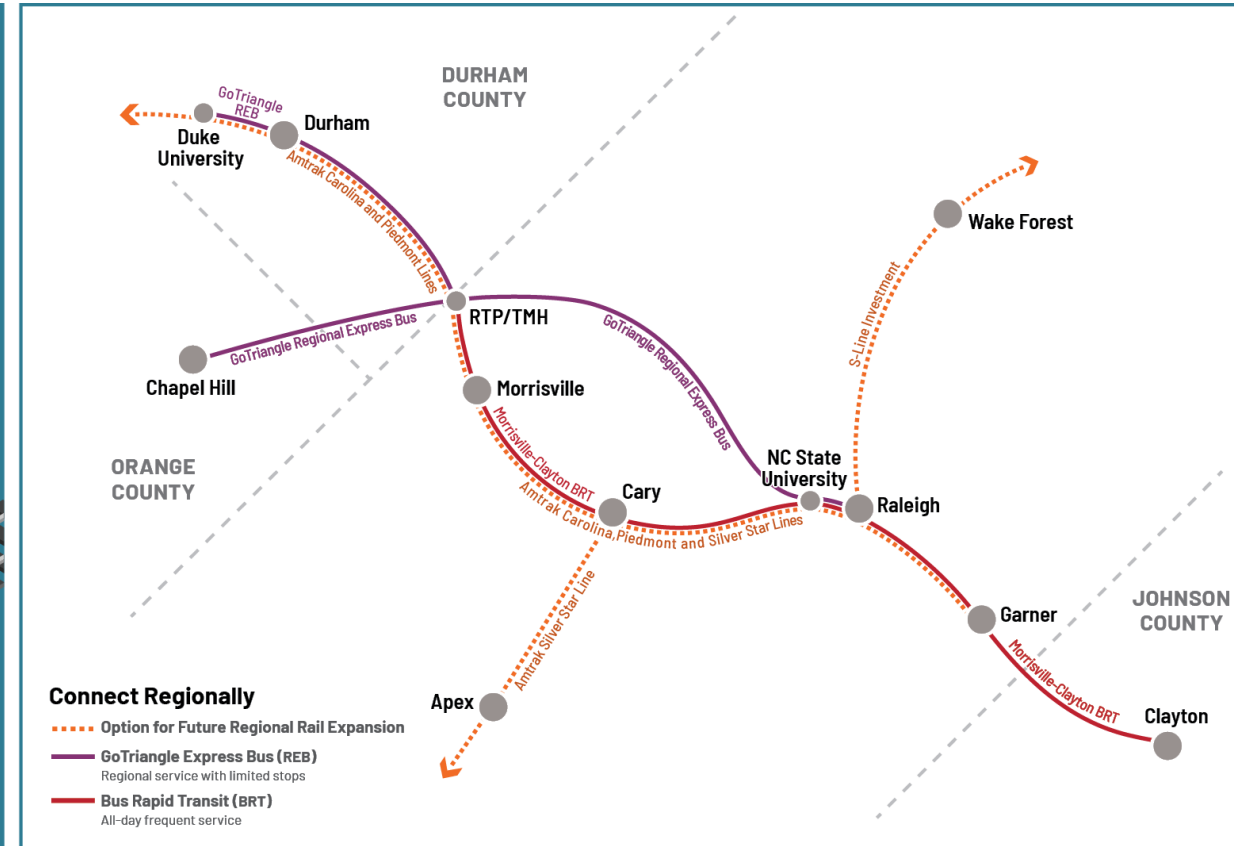
# Wake Transit Plan Priorities



## Connect the Region

Wake Transit will continue to invest in projects and services that make it easy to travel regionally.

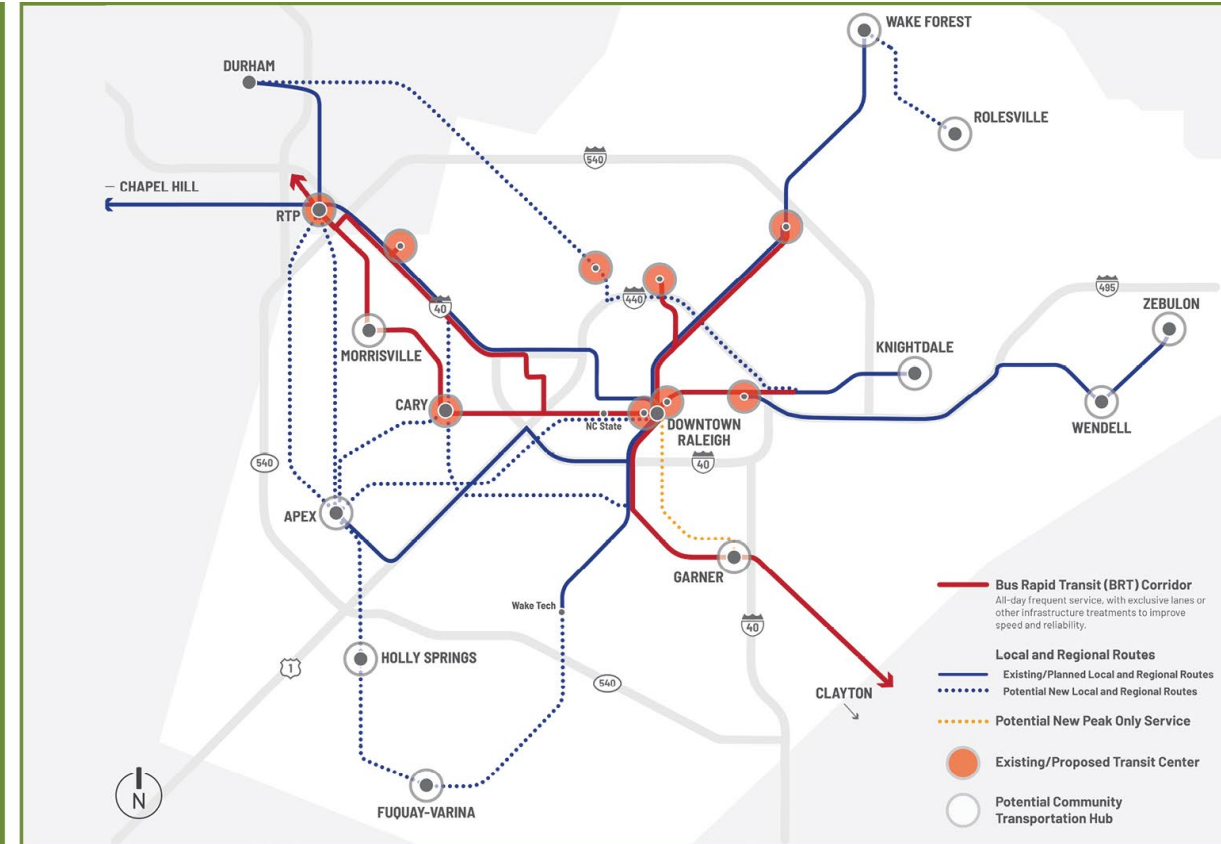
- Investing in the region's rail network by building new stations, improving track and adding train service.
- Building regional BRT services with new connections from Cary to RTP and Garner to Clayton.
- Planning and building a new BRT service on I-40 that will connect Raleigh with RTP.



## Connect All Communities

Wake Transit will improve existing connections between and to Wake County communities.

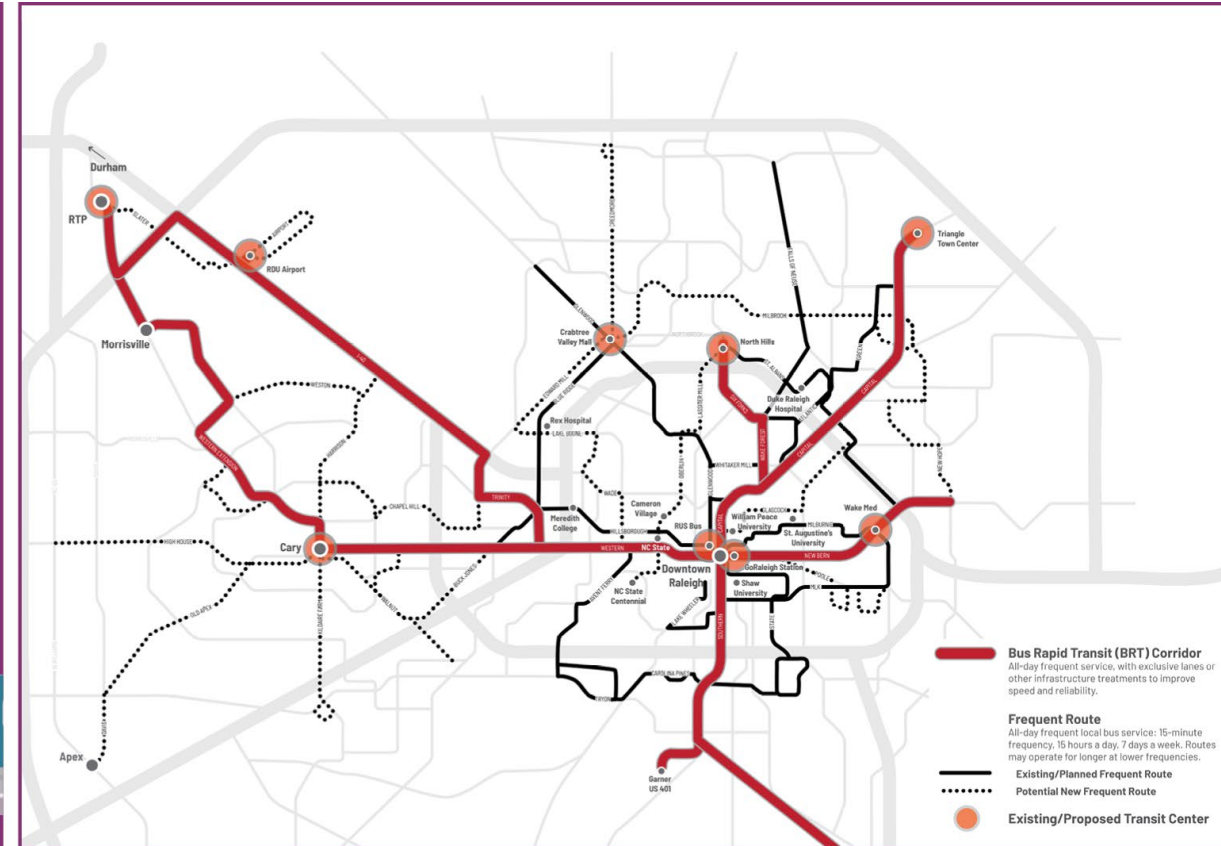
- Expanding local and regional bus services so there is service available all day, every day.
- Connecting every town with Cary, Raleigh and/or RTP.
- Expanding local bus routes so towns are connected to each other.
- Building at least five new community transportation hubs.



## Frequent and Reliable Urban Mobility

Wake Transit will continue to build and expand the amount of frequent service in Wake County.

- Expanding the frequent bus network by offering more frequent service in the evening and on weekends.
- Adding new frequent bus routes.



## Enhance Access to Transit



Wake Transit will continue to make it safer, easier and more comfortable to use transit.

- Increasing funding for bus stop improvements, sidewalks and crosswalks.
- Doubling funding for the Community Funding Area program to make it easier for Wake County towns to invest in local projects and services.

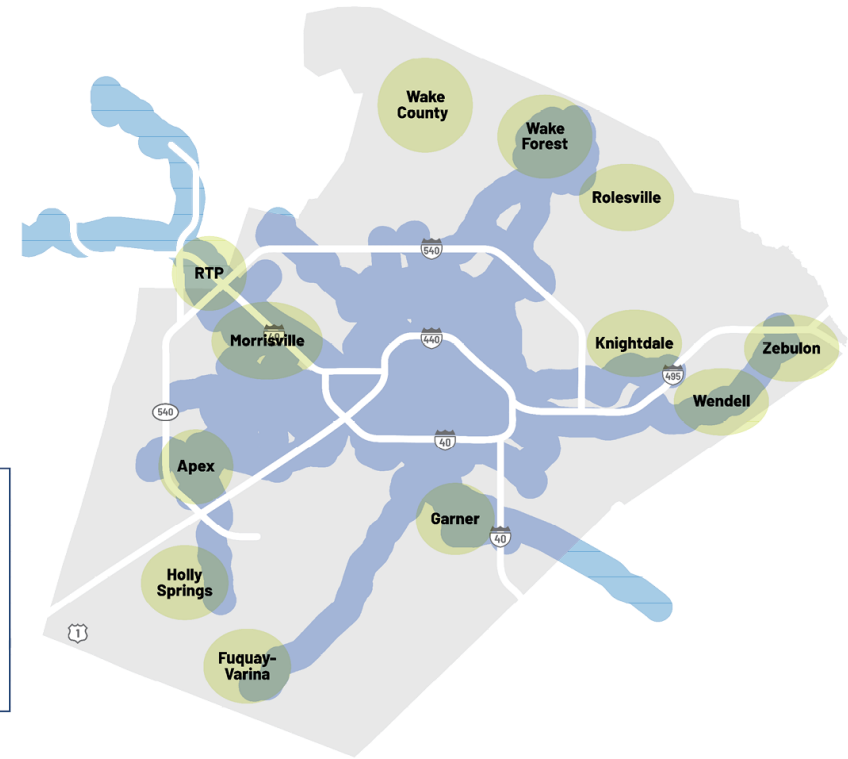


**Areas Accessible to Fixed-Route Transit**  
Shaded areas are within  $\frac{3}{4}$  of a mile of fixed-route bus service, including regional express routes and town-to-town routes by 2035.

**Community Funding Area Eligible Areas**

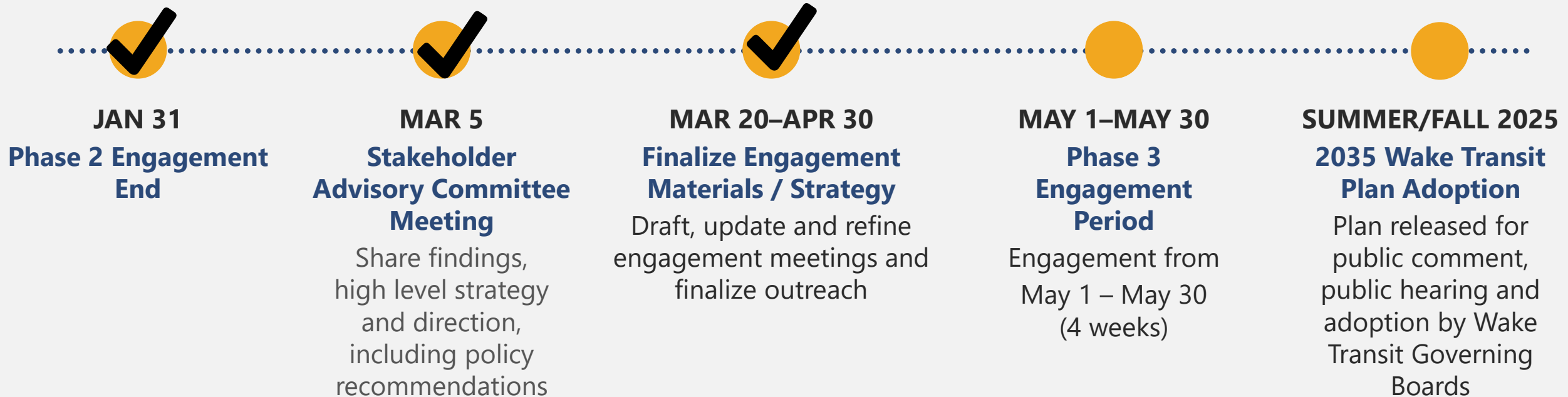
### Community Funding Area Program

Program is designed to support communities in Wake County and develop transit projects that meet local needs. The CFA program is funded with \$40m over the 10-year period and can be used for transit services, capital projects, or planning.



# Schedule

## JANUARY–JUNE



## 2035 Investment Strategy

Feedback from partners, stakeholders and community members is guiding how nearly \$3 billion will be invested in transit projects and services between FY 2026 and FY 2035.

The materials below show how we are planning to make progress towards each of the Four Big Moves.



### Connect the Region

Wake Transit Plan will continue to invest in projects and services that make it easy to travel regionally.

- Investing in the region's rail network by building new stations, improving track and adding train service.
- Building regional BRT services with new connections from Cary to RTP and Garner to Clayton.
- Planning and building a new BRT service on I-40 that will connect Raleigh with RTP.



### Connect All Communities

The Wake Transit Plan will improve existing connections between and to Wake County communities.

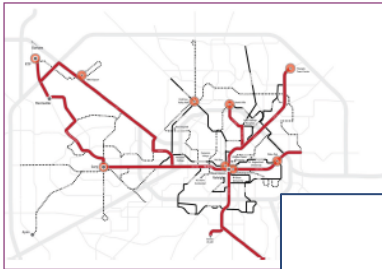
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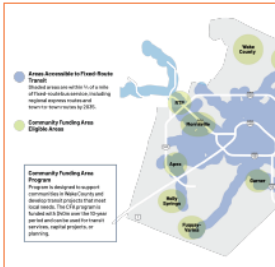
- Expanding the frequent bus network by offering more frequent service in the evening and on weekends.
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### Enhance Access to Transit

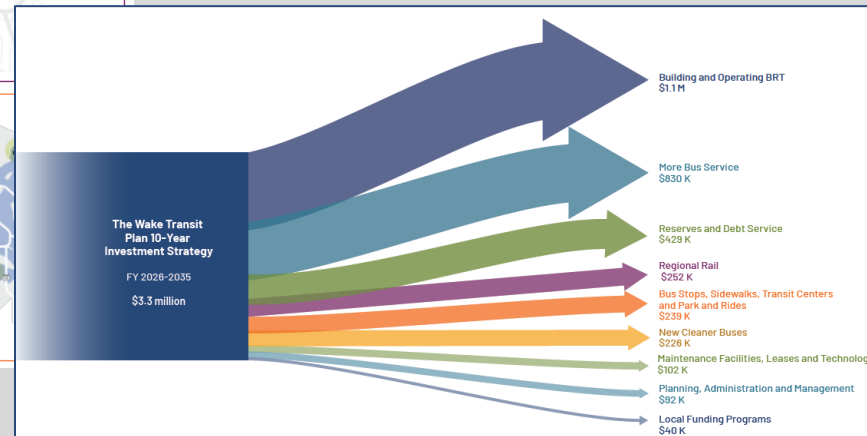
The Wake Transit Plan will continue to make it safer, easier and more comfortable to use transit.

- Increasing funding for bus stop improvements, sidewalks and crosswalks.
- Doubling funding for the Community Funding Area program to make it easier for Wake County towns to invest in local projects and services.



# Encourage your network to review the Investment Strategy and Supplemental Documents and provide comments on the website!

[www.publicinput.com/waketransit2035](http://www.publicinput.com/waketransit2035)





**Questions about the  
Wake Transit Plan?**

**Wake Bus Plan**



**4b**

# Wake Transit Bus Plan

## Wake Bus Plan

10-Year Bus  
Operating and  
Capital Plan

Adopted February 2019

**Wake Transit Plan**  
**GO FORWARD**  
A COMMUNITY INVESTMENT IN TRANSIT



Recommended FY2025-2030

## Wake Bus Plan

May 2023

**N NELSON**  
NYGAARD

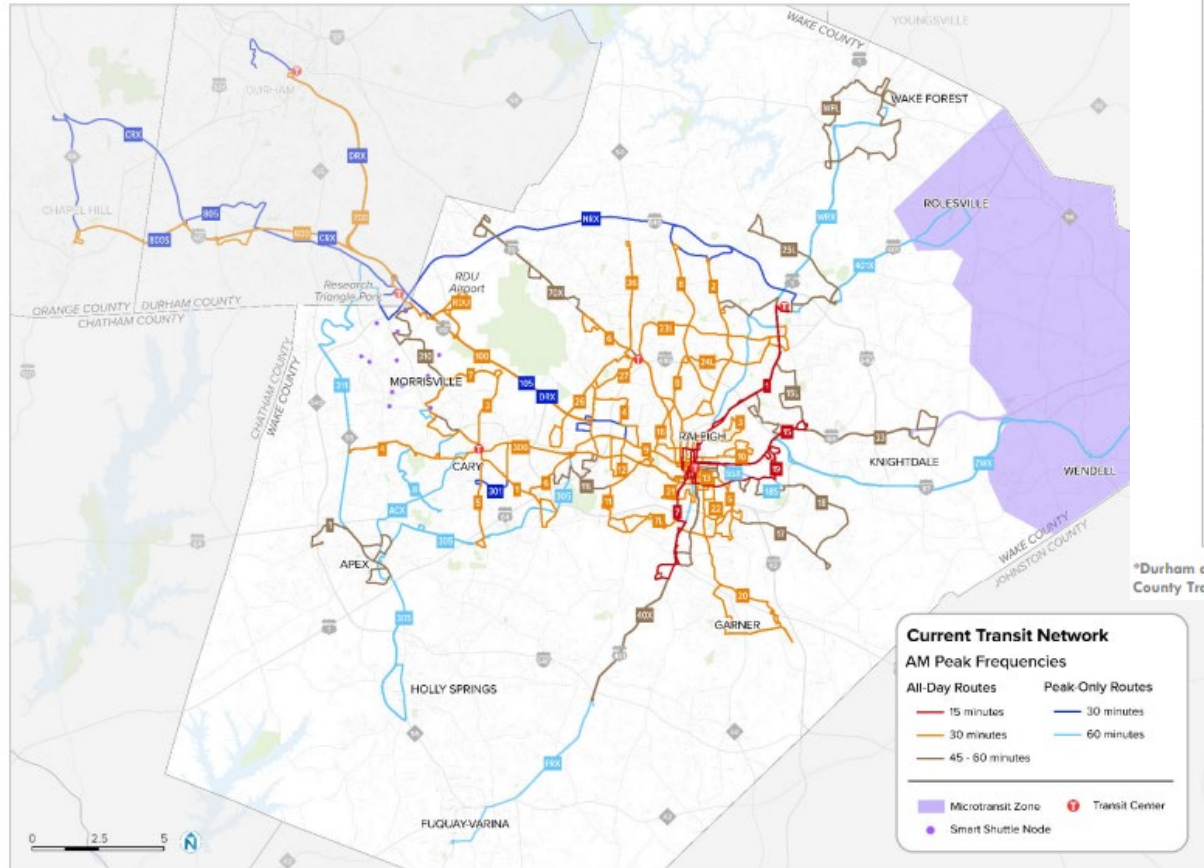
**GO FORWARD**  
A COMMUNITY INVESTMENT IN TRANSIT

# Wake Transit Bus Plan

- Developed and adopted every 4 years, following Wake Transit Plan adoption
  - Next Update starts in FY 2026
- Bus Service Implementation Element of Wake Transit Plan
- Used to guide yearly Work Plan projects for bus services/infrastructure
- Guides Bus service development and improvements over 10 year Wake Transit Plan
  - Operating & Capital improvements – includes implementation schedule by project sponsor
  - Financial Plan for bus operations and capital expenses
  - Service Guidelines and Performance Standards
  - Bus Service Prioritization Policy
  - Short Range Transit Plans for each operator
    - Cover first 3-4 Fiscal Years of Bus Plan
    - Includes new or improved operating projects and capital projects

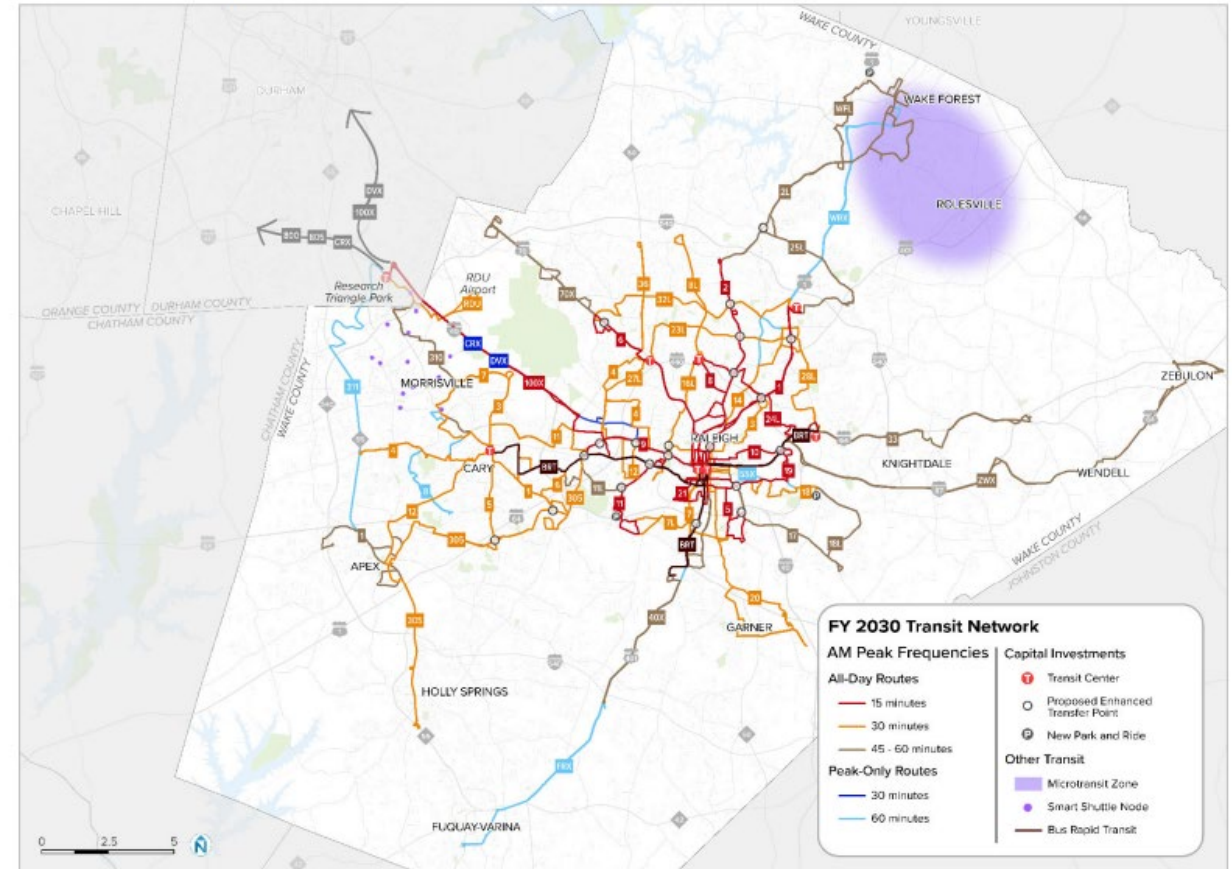
# Bus Network Maps

Figure 5 Current Network Map (FY23)



\*As of February 2023, the following GoTriangle routes are temporarily suspended: 105, 301, 311, and NRX.

Figure 8 FY2030 Network Map



\*Durham and Orange County portions of route alignments will be finalized through the GoDurham and GoTriangle Short Range Transit Plans project, based on the implementation of the Durham County Transit Plan.

# Operating & Capital Improvements

Fiscal Year 2026			
Route 14 Atlantic	Local	New route to provide service between Downtown Raleigh and Triangle Town Center.	\$1,575,000
Route 2 Falls of Neuse	Frequent	Frequency increased to 15-minutes during daytime on weekdays, and 30 minutes during daytime on weekends. Extended nighttime service span Monday – Sunday.	\$1,229,000
Route 21 Caraleigh	Frequent	Frequency increased to 15-minutes during daytime and 30 minutes in the evening Monday – Sunday.	\$632,000
Fiscal Year 2027			
Route 10 Longview	Frequent	Route realigned to be more direct and less duplicative, with new terminus at Wake Med Raleigh. Frequency increased to 15 minutes during daytime on weekdays and 30-minutes during daytime on weekends. Extended weekday and weekend service span, in early AM and nighttime.	\$819,000
Old Wake Forest Package: Route 25L Durant	Local	Alignment changes to Route 25L Triangle Town Link, truncating in the west at Triangle Town Center and deviating to serve Wake Tech campus. Changed route name. Spans extended later at night.	-\$31,000
Old Wake Forest Package: Route 32L Lynn Spring Forest	Local	New route to replace western portion of former Route 25L Triangle Town Link, extending west on Spring Forest Road and Lynn Road to Pleasant Valley Mall.	\$1,240,000
Route 7 South Saunders (half year through FY2027)	Local	Service frequency reduced to 30 minutes with introduction of Southern BRT.	-\$866,000 (full year)
Fiscal Year 2028			
Oberlin/Six Forks Package Phase 1: Route 8 Six Forks	Frequent	Realigned service to Capital Blvd and Six Forks Road and terminate at North Hills. Increase daytime frequency to 15 minutes and extend service span. This package may be designed and coordinated with future Northern BRT.	\$926,000

Capital Investments	Estimated Costs
FY2024	
GoRaleigh ADA/GoWake Access Maintenance Facility	\$20,500,000
Existing Bus Stop Improvements	\$1,170,000
New Bus Stop Development	\$58,000
Fixed Route Vehicle Purchases (3 expansion)	\$2,250,000
ADA Accessible and Service Vehicles (4 ADA and 4 service)	\$620,000
FY2025	
GoRaleigh ADA/GoWake Access Maintenance Facility	\$21,320,000
Midtown Transit Center (Planning and Design)	\$569,000
Enhanced Transfer Point Development (2 sites)	\$524,000
Existing Bus Stop Improvements	\$1,217,000
New Bus Stop Development	\$1,500,000
Fixed Route Vehicle Purchases (13 replacement and 4 expansion)	\$13,244,000
ADA Accessible and Service Vehicles (4 ADA and 3 service)	\$599,000
FY2026	
Midtown Transit Center (Construction)	\$4,000,000
Gorman/I-40 Park and Ride Lot Design and Land Acquisition	\$1,490,000
Existing Bus Stop Improvements	\$1,266,000
New Bus Stop Development	\$1,477,000
Fixed Route Vehicle Purchases (10 replacement)	\$ 8,212,000
ADA Accessible and Service Vehicles (4 ADA and 5 service)	\$727,000

# Financial Plan

**Figure 21** Wake Bus Plan Bus Operating Costs by Service Type by Year (in \$,000's)

(in \$,000's)	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Expansion Bus and Microtransit Service	\$22,854	\$28,889	\$33,823	\$38,072	\$41,621	\$46,275	\$46,545
ADA Paratransit Service	\$2,543	\$4,333	\$5,073	\$5,711	\$6,243	\$6,941	\$6,982
Facility Operating and Maintenance (O&M) Costs	\$629	\$1,332	\$1,750	\$2,070	\$2,391	\$3,002	\$3,022
<b>Total Bus Operations Related</b>	<b>\$26,026</b>	<b>\$34,555</b>	<b>\$40,646</b>	<b>\$45,852</b>	<b>\$50,255</b>	<b>\$56,218</b>	<b>\$56,549</b>

Source: Nelson\Nygaard Consulting Associates

**Figure 22** Operating Cost per Hour by Provider

Provider	Operating Cost per Hour (FY2023\$)
GoCary	\$108.28 (includes vehicles)
GoRaleigh	\$109.33
GoTriangle	\$143.50
Microtransit	\$60.00

Source: GoCary, City of Raleigh, GoTriangle, GoWake ACCESS

**Figure 23** Wake Bus Plan Capital Funding (Infrastructure and Vehicles) by Year (in \$,000's)

(in \$,000's)	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Bus Infrastructure (excl. Technology)	\$50,787	\$105,992	\$19,046	\$4,876	\$3,359	\$4,126	\$10,661
Fixed-Route Vehicle Acquisition	\$3,750	\$17,144	\$12,268	\$6,749	\$11,760	\$6,322	\$16,133
ADA and Service Vehicle Acquisition	\$944	\$938	\$1,081	\$1,308	\$1,366	\$1,492	\$1,561
<b>Total Bus Capital Related</b>	<b>\$55,481</b>	<b>\$124,074</b>	<b>\$32,395</b>	<b>\$12,933</b>	<b>\$16,485</b>	<b>\$11,940</b>	<b>\$28,355</b>

Source: Nelson\Nygaard Consulting Associates

# Guidelines for Bus Stop Funding

## Bus Stop and Transit Station Types

### BASIC BUS STOP

**ELEMENTS:**  
Bus stop sign  
Paved boarding area  
Sidewalk connection  
Street lighting

**APPROXIMATE COST:**  
\$20,000-\$25,000

**MODE:**  
Bus

**TYPICAL RIDERSHIP:**  
Fewer than 25 daily passenger boardings

### BUS STOP + SHELTER

**ELEMENTS:**  
Bus stop sign  
Paved boarding area  
Shelter/seating  
Sidewalk connection  
Street lighting  
Pavement markings

**APPROXIMATE COST:**  
\$25,000-\$30,000

**MODE:**  
Bus

**TYPICAL RIDERSHIP:**  
25-75 daily passenger boardings

### HIGH VOLUME BUS STOP

**ADDITIONAL ELEMENTS:**  
Real-time display  
Bus pad on roadway

**APPROXIMATE COST:**  
\$35,000-\$45,000

**MODE:**  
Bus

**TYPICAL RIDERSHIP:**  
75-200+ daily passenger boardings

### TRANSIT STATION / SUPER STOP

**ADDITIONAL ELEMENTS:**  
Station signage  
Raised platform/level boarding  
Large shelter/seating  
Bicycle racks/parking  
Branding elements  
Distinctive design  
Off-board fare payment  
Newspaper vending machines

**APPROXIMATE COST:**  
\$100,000 - \$500,000

**MODE:**  
Bus, Bus Rapid Transit (BRT)

**TYPICAL RIDERSHIP:**  
200-1000+ daily passenger boardings

**EXAMPLE:**  
Crestree Valley Mall Station

### BUS TRANSIT CENTER

**ADDITIONAL ELEMENTS:**  
Lighting and Security  
Trash receptacle(s)  
Off-street bus bays  
Enclosed waiting areas/restrooms  
Park-and-Ride lot/garage  
Bicycle access/parking  
Kiss-and-Ride/taxi facilities  
Enhanced passenger amenities  
Information/commuter center

**APPROXIMATE COST:**  
\$5 million-\$50 million

**MODE:**  
Bus, Bus Rapid Transit (BRT)





**TYPICAL RIDERSHIP:**  
1000+ daily passenger boardings

**EXAMPLE:**  
GoRaleigh Station



# Service Standards and Performance Guidelines

- Establish a framework and rationale for the operation and investment in transit services
- Service design guidelines set consistent standards by service type
- Performance measures track and report on productivity

 GUIDELINE	 STANDARD	 MEASURE	 TARGET
A <b>guideline</b> is a policy that leads or directs a course of action to achieve a certain goal.	A <b>standard</b> sets the minimum investment required to reach the service classification. For example, this report sets standards for the span of service expected for demand-response service.	A <b>measure</b> is a reference point against which performance is evaluated. Measures can be evaluated against a baseline value or against a specific target.	A <b>target</b> is the defined value set for individual measures. For example, a target might be 20 passengers per revenue hour.

# Bus Service Prioritization Policy

Figure 1 | Operating Project Categories and Related Four Big Moves/Overarching Goals

Project Typologies	Typology Definition	Related Four Big Moves	Wake Transit Plan Goals
Frequent Network Routes	<ul style="list-style-type: none"> <li>Operating projects on Frequent Network corridors, as outlined by the Wake Transit Plan</li> <li>Bus service that comes every 15 minutes all day</li> <li>Will include phased or interim investments (e.g., new routes initially implemented as 30-minute service but scheduled for subsequent upgrade to 15-minute service)</li> </ul>	<ul style="list-style-type: none"> <li>Frequent, Reliable Urban Mobility</li> </ul>	<ul style="list-style-type: none"> <li>Achieve 70% ridership-oriented service</li> </ul>
Intra-County and Regional Express Routes	<ul style="list-style-type: none"> <li>Operating projects on limited stop and/or peak only routes designed to increase mobility within and beyond Wake County</li> <li>Includes limited stop and/or peak only routes that provide service to areas that are currently unserved</li> <li>Includes microtransit or on-demand services designed for regional travel</li> </ul>		
Investments in Local Services	<ul style="list-style-type: none"> <li>Operating projects on routes designed to improve local transit access</li> <li>Includes increases to service span and/or frequency on existing routes</li> <li>Includes new, not-frequent routes</li> </ul>		

Figure 2 | Prioritization Framework Metric Operationalization

Category	Prioritization Metric	Evaluation Methodology	Data Source
Transit Demand	People + Job Density	Calculate the sum of average population and job density in service area	CAMPO/DCHC MPO Model (most recent base year)
	Minority + Low Income Population Density Served	Calculate sum of density of minority population and individuals with low incomes in service area	Recent 5-year ACS data (block group)
	Number of Key Destinations Served	Count number of key destinations within service area	Defined list of <ul style="list-style-type: none"> <li>Downtown centers of each municipality</li> <li>Colleges and Universities</li> <li>Wake Tech and Durham Tech Campuses</li> <li>Large Shopping Centers</li> <li>Hospitals</li> <li>Transit Centers</li> </ul>
Network Improvements	New People + Jobs with Access to Improved Transit Services	Calculate the following three sub-metrics and use the one with the maximum value as the raw score for this metric: <ul style="list-style-type: none"> <li>Frequent Transit: Calculate the net number of new people and jobs in service area that will gain frequent transit service who are currently not served by frequent transit service.</li> <li>All Day Transit: Calculate the net number of new people and jobs in service area that will gain all day service who are currently not served by all day service.</li> <li>Weekend Service: Calculate the net number of new people and jobs in service area that will gain weekend service who are currently not served by weekend service. If only one day of weekend service is added, divide the number by half.</li> </ul>	CAMPO/DCHC MPO Model Existing transit route alignment shapefiles
Service Productivity	Projected Passengers per Revenue Hour	Divide the projected total ridership of proposed project by the planned total revenue hours	Ridership and service characteristics projections developed through Bus Plan (see Appendix A)
	Projected Operating Cost per Passenger	Divide the projected total operating cost of proposed project by the projected total ridership	Ridership and service characteristics projections developed through Bus Plan (see Appendix A)

Short  
Range  
Transit  
Plan  
Example  
Project  
Sheet

11 EAST CARY (FY25)

Project Type: New Route

**Project overview:** Route 11 is a new route will operate from Cary Depot (Downtown Cary) to North Carolina State University and the North Carolina State Fairgrounds, traveling via N Harrison Avenue before turning east on Maynard Rd and beginning/ending at a new Enhanced Transfer Point (ETP) at the east side of the Fairgrounds. Route 11 East Cary will operate from 6 AM to 10 PM Monday to Saturday and 7 AM to 9 PM on Sundays. It expands transit access to an unserved part of Cary.

**Major destinations:** Cary Depot, Fairgrounds, PNC Arena

**Related capital investments:** New bus stops, ETP

**Related service investments:** None

	Proposed
	11 East Cary
<b>Span of Service</b>	
Weekday	6 AM – 10 PM
Saturday	6 AM – 10 PM
Sunday	7 AM – 9 PM
<b>Frequency</b>	
Weekday	
AM Peak	30
Midday	30
PM Peak	30
Evening	60
Saturday	
Day	60
Evening	60
Sunday	
Day	60
Evening	60





**Questions about the  
Wake Bus Plan?**

# **Annual Wake Transit Work Plans**



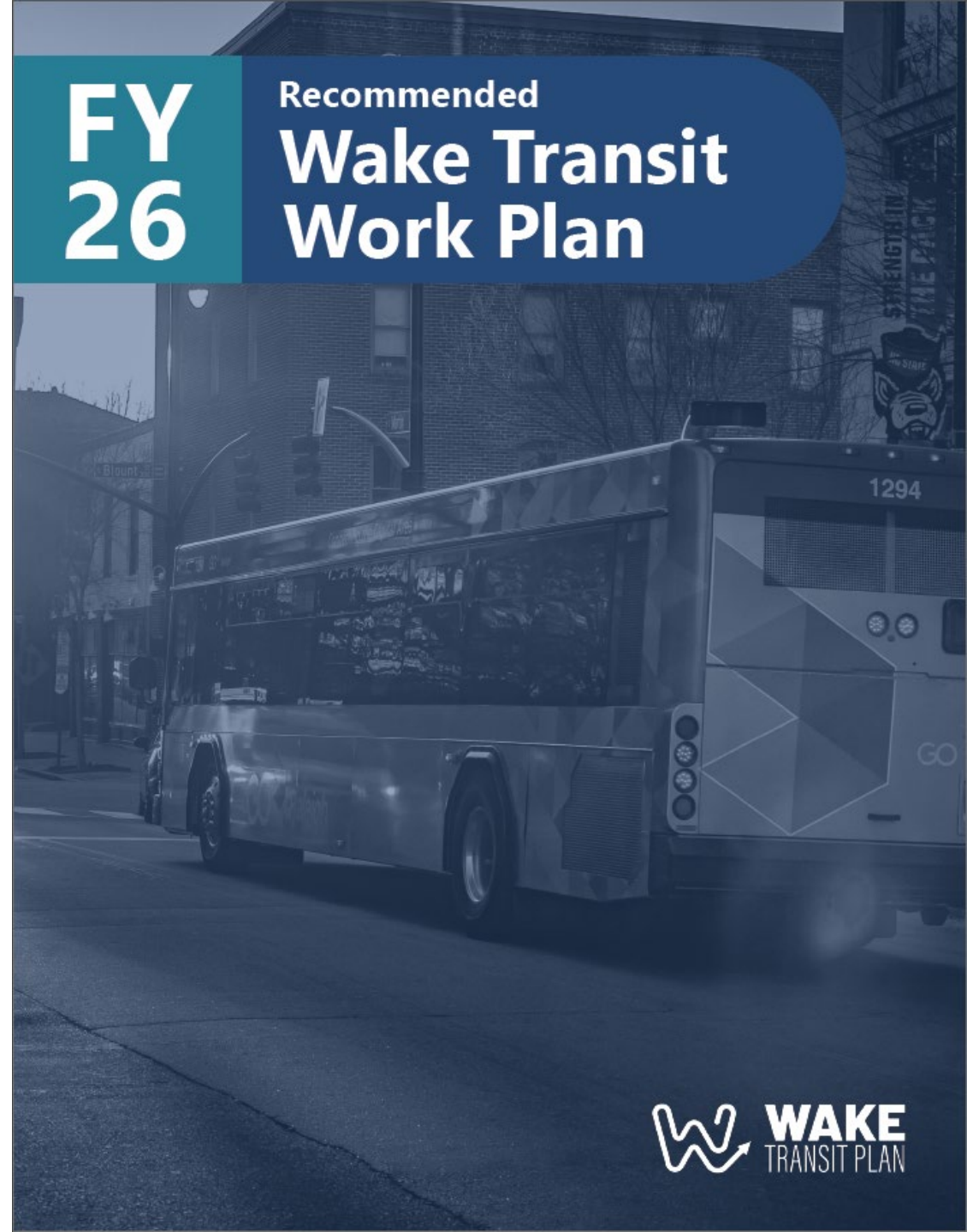
**4c**

# What is the Wake Transit Work Plan?

An annual document adopted by the Wake Transit Governing Boards that details and updates budgets, financial assumptions, and project allocations and scope for the Wake Transit program for the subject fiscal year.

**FY  
26**

Recommended  
**Wake Transit  
Work Plan**

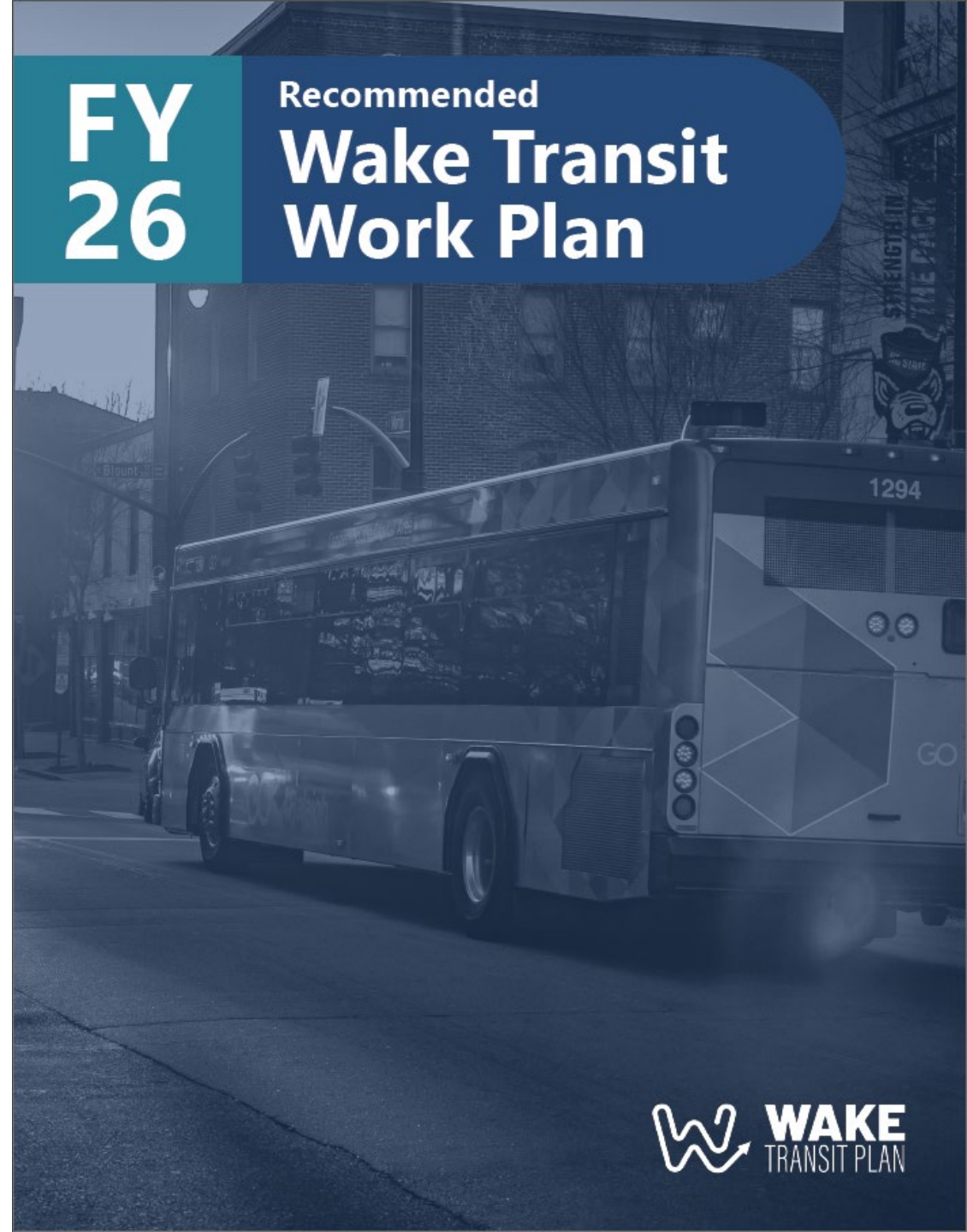


# What is the Wake Transit Work Plan?

- This is the most important document that TPAC and its subcommittees work on every year, and the adopted document is the culmination of the majority of the TPAC's efforts throughout the year.
- Where the Wake Transit Plan Update and the Wake Bus Plan provide the schematics and the details, the annual work plans put this planning into practice.
- Functions as the funding document for all Wake Transit projects.

**FY  
26**

**Recommended  
Wake Transit  
Work Plan**




## **Wake Transit Plan**

Last updated 2021.  
Provides 10-year vision plan for future Wake Transit projects.



## **Wake Bus Plan**

Last updated 2023.  
Serves as the multi-year service plan.  
Plans out investments envisioned in the Wake Transit Plan.



## **Annual Work Plans**

Every fiscal year has its own annual Work Plan.  
Provides funding allocation and details for projects.  
Updates annual budgets and financial assumptions.

# General Wake Transit Work Plan Schedule

Development Stage	Approximate Month
Work Plan Kick-Off – Call For Projects	September
Funding requests due from project sponsors	October
Project submission review by PD Subcommittee.	November & December
Draft Work Plan reviewed and released by the TPAC	February
<ul style="list-style-type: none"><li>• 30-day public comment period for Draft Work Plan</li><li>• Revised Work Plan requests due</li></ul>	~February-April
Recommended Work Plan reviewed and released by the TPAC	April
<ul style="list-style-type: none"><li>• 14-day public review period of the Recommended Plan</li><li>• Public hearing held at CAMPO Executive Board</li></ul>	May
Governing Boards consider Work Plan for adoption	June

# Work Plan Contents

- The **Financial Assumptions** chapter provides updates on the financial characteristics of Wake Transit Plan implementation.
- The **Operating Projects** chapter and **Capital Projects** chapter provide similar details for their respective project and investment type.
- The **Appendix** contains the Multi-Year Operating Program and Capital Improvement Plan, continuing projects sheets, and future-year project sheets.
- Capital and Operating Budget Ordinances will be included in the adopted version of the Work Plan.

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<b>A. Appendix .....</b>	<b>88</b>
FYs 2025-2030 Multi-Year Operating Program and Capital Improvement Plan, Continuing Operating Project Sheets, Future Year Operating Project Sheets, and Future Year Capital Project Sheets	

# Financial Assumptions: General

- Incorporates relevant projects from the FY 2025 Adopted Work Plan's Multi-Year and Capital Improvement programs based on the further review conducted as part of the FY 2026 Recommended Wake Transit Work Plan process.
- Includes assumptions of competitive grant revenue for some Bus Infrastructure projects
- Incorporates continued investments in the Community Funding Area Program
- Includes in the financial model funding allocated to select capital projects programmed past the current 2030 horizon of both the Capital Improvement Plan (CIP) and the Wake Transit Plan . Two specific projects falling into this category include a multi-phased approach totaling \$2.12 Billion for a future Commuter Rail project (for more information see the call-out box below) and \$83 Million for the Wake BRT: Northern Corridor.
- The financial model ensures that there is adequate funding for Wake Transit programmatic spending into the future.

# Financial Assumptions: CRT

<b>Commuter Rail Project Assumptions</b> FY2025 Adopted vs. FY2026 Recommended Work Plans		
	FY 2025 Wake Transit Work Plan “place-holder scenario”	Recommended FY 2026 Wake Transit Work Plan” place-holder scenario”
Total Project Mileage	30 miles*	30 miles*
Total Wake Transit Project Cost	\$2.1B	\$2.1B*
Wake County Share	\$1.4B	\$1.4B*
Federal Participation Share	\$0.7B	\$0.7B*
Projected Debt	\$1.0B	\$1.0B*
Projected Debt Term & Pay-Off Date	35-year term, final payment FY 2072	35-year term, final payment FY 2072
Assumed Federal Support	RRIF Loan (Both Phases), FFGA Match (Phase 2)	RRIF Loan (Both Phases), FFGA Match (Phase 2)
Projected Completion Date	<b>FY 2033 (Phase 1)</b> <b>FY 2037 (Phase 2)</b>	<b>FY 2035 (Phase 1)</b> <b>FY 2039 (Phase 2)</b>

# Financial Assumptions: VRT

- The FY 2025 Wake Transit Work Plan included a portion of the Regional Transit Authority Vehicle Rental Tax, as defined in NCGS §105-550 through NCGS §105-556. A Conference Committee of the Wake Transit Governance ILA parties was convened and coted to include the amount of \$2.528M of the Regional Transit Authority Vehicle Rental Tax ("VRT") in the Adopted FY25 Wake Transit Work Plan with future VRT allocations to be decided through the Conference Committee.
- The TPAC recommended the FY 2026 Wake Transit Work Plan include the same proportion of VRT in revenues for FY 2026 in the Financial Model and Assumptions as was included for FY 2025 in the Adopted FY 2025 Wake Transit Work Plan while the Conference Committee continues to evaluate the potential impacts of VRT for FY 2026 and beyond. Future years beyond FY 2026 continue to show "TBD". The "TBD" language will be updated upon the conclusion of the Conference Committee process.



# Operating & Capital Projects Chapters

- Budget Narrative
- Budget Summary
- Budget Details
- Project Sheet Summary
- Project Sheets

# Budget Narratives

The narratives for the operating and capital budgets (Chapters 3 and 4, respectively, of the FY26 Work Plan) provide context for the financials outlined in the contents of their chapters and other areas of the Work Plan.

## 3. FY26 Operating Budgets

The FY26 Operating Budgets chapter details the budget and funding allocations for both new and continuing projects focused on bus operations, transit plan administration, and tax district administration.

### Fiscal Year 2026 Revenues

A total of \$156.0 million of revenue is budgeted in the Recommended FY 2026 Wake Transit Work Plan for fiscal year (FY) 2026. These dollars funded by the Wake County Tax District rely on a mixture of local funding sources, the largest of which is the half-cent local option sales tax. Administered by GoTriangle, the local sales tax went into effect on April 1, 2017 following the November 8, 2016 approval from Wake County voters to levy such a tax to fund the county's public transportation systems. The Recommended FY 2026 Work Plan assumes the eighth full year of sales tax revenue, totaling \$145.0 million.

In addition to the half-cent sales tax, the Recommended FY 2026 Wake Transit Work Plan involves other revenue sources which make up the additional \$11.0 million.

- A \$7 county vehicle registration tax to fund transportation systems: \$7.2 million is budgeted for FY 2026
- A \$3 dedication from the \$8 Regional Transit Authority Registration Tax: \$3.1 million is budgeted for FY 2026
- Other Tax District revenues: \$0.8 million is budgeted for FY 2026
- A portion of GoTriangle's 5% vehicle rental tax: TBD is budgeted for FY 2026

### Fiscal Year 2026 Expenditures

The Recommended FY 2026 Wake Transit Work Plan includes approximately \$64.1 million for operating costs. These operating expenditures can be categorized into three distinct groups. The first group, Bus Operations, accounts for dollars budgeted for expanded bus operations. The second group, Transit Plan Administration, accounts for dollars allocated to ongoing transit planning and implementation. Finally, the third group, Tax District Administration, covers expenses related to the administration of the tax district.

#### Total Bus Operations

*Total: \$56.3 Million*

- New Bus Operations: \$7.4 million
- Continuation of Bus Operations Funded in Previous Work Plans: \$48.9 million

#### New Bus Operations and Improvements:

*Total: \$7.4 million*

#### GoRaleigh Bus Operations Improvements

*Total: \$4.6 million*

- \$1,905,897 for Falls of Neuse Route 2.
- \$1,511,383 for Capital Route 1.
- \$849,954 for Atlantic Route 14.
- \$295,118 for WakeMed Route 15.
- \$50,000 for Park and Ride Operations.

# Budget Summaries

The budget summaries for the operating and capital budgets detail the revenues for both and provide a breakdown for revenues showing where funding totals for operating categories are allocated.

## FY26 Triangle Tax District: Wake Operating

	Triangle Tax District: Wake Operating
<b>Revenues</b>	
<b>Tax District Revenues</b>	
Article 43 1/2 Cent Local Option Sales Tax	\$ 53,083,962
Vehicle Rental Tax (GoTriangle Article 50 NC G.S. 105-550 funding)	TBD
\$7.00 Vehicle Registration Tax	\$ 7,190,000
\$3.00 Vehicle Registration Tax (Transfer from Wake Tax District)	\$ 3,076,000
Other Tax District Revenues	\$ 779,076
<b>Total Revenues</b>	<b>\$ 64,129,038</b>
<b>Expenditures</b>	
<b>Tax District Administration</b>	
Salaries and Benefits	\$ 488,478
Contracted Services	\$ 174,124
<b>Transit Plan Administration</b>	
GoTriangle	\$ 2,514,356
CAMPO	\$ 872,265
Raleigh	\$ 2,334,322
Cary	\$ 975,975
Reserve	\$ 479,723
<b>Bus Operations</b>	
GoTriangle	\$ 8,784,457
Raleigh	\$ 37,256,704
Cary	\$ 5,441,213
GoWake Access	\$ 872,705
Wendell	\$ 4,992
Zebulon	\$ 6,720
Reserve	\$ 948,458
<b>Community Funding Area</b>	
Apex	\$ 550,024
Holly Springs	\$ 282,700
Morrisville	\$ 489,110
Wake Forest	\$ 1,088,395
Wendell	\$ 233,183
Reserve	\$ 331,135
<b>Total Expenditures</b>	<b>\$ 64,129,038</b>
<b>Revenues over Expenditures</b>	<b>\$ -</b>

The budget details for the operating and capital budgets delve further into the revenues for both and provide a breakdown per project, per agency.

The budget details for the operating and capital budgets delve further into the revenues for both and provide a breakdown per project, per agency.

F26 Wake County Transit Plan: Operating														Total Wake County
	Triangle Tax District: Wake Operating	GoTriangle	CAMPD	Raleigh	Cary	Wake County	Town of Apex	Town of Holly Springs	Town of Morrisville	Town of Wake Forest	Town of Wendell	Town of Zebulon	Transit Plan: Operating	
Revenues														
Tax District Revenues														
Article 43 1/2 Cent Local Option Sales Tax	\$ 53,083,962												\$ 53,083,962	
Vehicle Rental Tax (GoTriangle Article 30 NC G.S. 105-550 Funding)	TBD												TBD	
\$7.00 Vehicle Registration Tax	\$ 7,190,000												\$ 7,190,000	
\$3.00 Vehicle Registration Tax (Transfer from Wake Tax District)	\$ 3,076,000												\$ 3,076,000	
Allocations from Tax District Revenues to Agencies														
Transit Plan Administration	\$ 2,514,356	\$ 872,265	\$ 2,334,322	\$ 975,975	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Bus Operations	\$ 8,784,457	\$ -	\$ 37,256,704	\$ 5,441,213	\$ 872,705	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,992	\$ 6,720		
Community Funding Area	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 550,024	\$ 282,700	\$ 489,110	\$ 1,088,395	\$ 233,183	\$ -		
Total Revenues	\$ 64,129,038	\$ 11,298,813	\$ 872,265	\$ 39,591,025	\$ 6,417,188	\$ 872,705	\$ 550,024	\$ 282,700	\$ 489,110	\$ 1,088,395	\$ 238,175	\$ 6,720	\$ 64,129,038	
Expenditures														
Tax District Administration														
Salaries and Benefits	\$ 488,478	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 488,478	
Contracted Services	\$ 174,124	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 174,124	
Transit Plan Administration														
Salaries and Benefits	\$ -	\$ 1,982,680	\$ 628,979	\$ 1,900,930	\$ 873,475	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,586,084	
Contracted Services	\$ -	\$ 394,080	\$ -	\$ 177,122	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 571,202	
Marketing of Transit Expansion Services	\$ -	\$ 110,000	\$ -	\$ 256,230	\$ 102,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 468,750	
Other	\$ -	\$ 27,595	\$ 43,286	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 70,881	
Public Engagement Reserve	\$ 479,723	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 479,723	
Bus Operations														
Sunday and Holiday Service	\$ -	\$ -	\$ -	\$ -	\$ 625,030	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 625,030	
Increase Midday Frequencies	\$ -	\$ -	\$ -	\$ -	\$ 576,185	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 576,185	
Weston Parkway Route	\$ -	\$ -	\$ -	\$ -	\$ 1,084,996	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,084,996	
ADA Services	\$ -	\$ -	\$ -	\$ -	\$ 683,291	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 683,291	
New Route 11 East Cary	\$ -	\$ -	\$ -	\$ -	\$ 1,134,930	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,134,930	
New Route 12 - Apex-Cary	\$ -	\$ -	\$ -	\$ -	\$ 1,134,930	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,134,930	
Fare Collection Technology	\$ -	\$ -	\$ -	\$ -	\$ 11,597	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,597	
Bus Stop Maintenance	\$ -	\$ -	\$ -	\$ -	\$ 99,159	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 99,159	
Security Services	\$ -	\$ -	\$ -	\$ -	\$ 75,338	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 75,338	
Youth GoPass Program	\$ -	\$ -	\$ -	\$ -	\$ 16,557	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,557	
Route 100 - RTC-RDU Airport	\$ -	\$ 1,568,320	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,568,320	
Route 300 - Cary-Raleigh	\$ -	\$ 1,101,542	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,101,542	
DRX - Durham-Raleigh Express	\$ -	\$ 364,362	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 364,362	
CRX: Chapel Hill-Raleigh Express	\$ -	\$ 79,764	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 79,764	
Route 310: Cary-RTC	\$ -	\$ 1,495,783	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,495,783	
Route 305: Holly Springs-Apex-Raleigh	\$ -	\$ 1,656,791	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,656,791	
ADA Services	\$ -	\$ 1,016,334	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,016,334	
Regions: Call Center Expansion	\$ -	\$ 28,992	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 28,992	
Mobile Ticketing Software	\$ -	\$ 56,370	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 56,370	
Park & Ride Bus Stop Leases O&M	\$ -	\$ 104,012	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 104,012	
Youth GoPass	\$ -	\$ 56,634	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 56,634	
Low Income Fare Pass	\$ -	\$ 439,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 439,000	
Raleigh Union Station Facility O&M	\$ -	\$ 662,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 662,500	
Route ZWX Improvements	\$ -	\$ 507,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 507,000	
Route Re-Allocation	\$ -	\$ (355,146)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (355,146)	
PKR: Furrytown/Veneta Express	\$ -	\$ -	\$ -	\$ 440,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 440,000	
Route 7: South Saunders	\$ -	\$ -	\$ -	\$ 179,300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 179,300	
Sunday Service Increase Span	\$ -	\$ -	\$ -	\$ 1,696,730	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,696,730	
SE Raleigh Route Package	\$ -	\$ -	\$ -	\$ 3,883,968	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,883,968	
NW Raleigh Route Package	\$ -	\$ -	\$ -	\$ 3,956,448	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,956,448	
Route 33: New Hope - Knightdale	\$ -	\$ -	\$ -	\$ 1,074,684	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,074,684	
Routes 20: Garner	\$ -	\$ -	\$ -	\$ 2,787,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,787,800	
Route 9 - Hillsborough Street	\$ -	\$ -	\$ -	\$ 2,646,230	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,646,230	
Route 21: Carraleigh	\$ -	\$ -	\$ -	\$ 986,716	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 986,716	
Glenwood Route Package	\$ -	\$ -	\$ -	\$ 3,132,715	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,132,715	
Biltmore Hills	\$ -	\$ -	\$ -	\$ 173,341	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 173,341	
Rolesville Microtransit Service Zone	\$ -	\$ -	\$ -	\$ 303,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 303,400	
Route 7L: Carolina Pines Improvements	\$ -	\$ -	\$ -	\$ 51,865	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 51,865	
ADA Services	\$ -	\$ -	\$ -	\$ 3,968,906	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,968,906	
Bus Stop/P&R Maintenance	\$ -	\$ -	\$ -	\$ 839,210	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 839,210	
Park and Ride Operations	\$ -	\$ -	\$ -	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,000	
Rolesville Park-and-Ride	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Contract Safety Security Service	\$ -	\$ -	\$ -	\$ 680,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 680,000	
Fare Collection Technology	\$ -	\$ -	\$ -	\$ 190,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 190,000	
Youth GoPass Program	\$ -	\$ -	\$ -	\$ 134,611	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 134,611	
Low Income Fare Pass	\$ -	\$ -	\$ -	\$ 3,261,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,261,000	
Improvements to Route 11: Avent Ferry	\$ -	\$ -	\$ -	\$ 1,557,363	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,557,363	
Improvements to Route 12: Method	\$ -	\$ -	\$ -	\$ 125,063	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 125,063	
Improvements to Route 3: Glencreek	\$ -	\$ -	\$ -	\$ 576,998	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 576,998	
New Route 14 - Atlantic	\$ -	\$ -	\$ -	\$ 849,954	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 849,954	
Improvements to Route 2 Falls of Neuse	\$ -	\$ -	\$ -	\$ 1,900,897	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,900,897	
Route 1: Capital Blvd Improvements	\$ -	\$ -	\$ -	\$ 1,511,383	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,511,383	
Route 13: New Bern/Wakefield Improvements	\$ -	\$ -	\$ -	\$ 295,118	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 295,118	
GoWake Response Service	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 828,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 828,000	
Transportation Call Center	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 40,303	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 40,303	
Youth GoPass	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,402	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,402	
Wendell Park-and-Ride	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,992	\$ -	\$ 4,992	
Zebulon Park-and-Ride	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,720	\$ 6,720	
Hold Harmless Strategy	\$ 132,375	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 132,375	
Unallocated Bus Maintenance - Reserve	\$ 816,084	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 816,084	
Community Funding Area														
GoApex Route 1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 550,024	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 550,024	
Smart Shuttle: Node-Based	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 489,110	\$ -	\$ -	\$ -	\$ 489,110	
GoWake NE Microtransit Service	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 233,183	\$ -	\$ 233,183	
Holly Springs Microtransit Service	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 282,700	\$ -	\$ -	\$ -	\$ -	\$ 282,700	
GoWake Forest Microtransit Service	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,088,395	\$ -	\$ -	\$ -	\$ 1,088,395	
Reserve / Previous Year Unused Funds	\$ 331,135	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 331,135	
Allocations from Tax District Revenues to Agencies														
Transit Plan Administration	\$ 6,496,918												\$ 6,496,918	
Bus Operations	\$ 51,366,791												\$ 51,366,791	
Community Funding Area	\$ 2,643,412												\$ 2,643,412	
Total Expenditures	\$ 64,129,038	\$ 11,298,813	\$ 872,265	\$ 39,591,025	\$ 6,417,188	\$ 872,705	\$ 550,024	\$ 282,700	\$ 489,110	\$ 1,088,395	\$ 238,175	\$ 6,720	\$ 64,129,038	
Revenues over Expenditures	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	

# Project Sheet Summaries

- Detail allocations per project for previous FY, current FY (proposed/recommended), and amount programmed for the next FY.
- Provides the Wake Transit Project ID.

*\*Work Plan Navigation Tip: use the PDF document search function and search for the Wake Transit project ID or project title.*

TO001 Tax District Administration						
Agency	Project ID	Project	FY 2025	FY 2026	FY 2027 Programmed	
Contracted Services			Subcategory Total	\$151,774	\$155,569	\$159,458
GoTriangle			Agency Subtotal	\$151,774	\$155,569	\$159,458
	TO001-C	Financial Consulting	\$151,774	\$155,569	\$159,458	
Staffing & Administrative Expenses			Subcategory Total	\$499,853	\$507,033	\$519,709
GoTriangle			Agency Subtotal	\$499,853	\$507,033	\$519,709
	TO001-B	Overhead Administrative Costs – Tax District Audits	\$18,103	\$18,555	\$19,019	
	TO001-F	3.0 FTE: Tax District Administration Staffing	\$481,750	\$488,478	\$500,690	
Tax District Administration Total			\$651,627	\$662,602	\$679,167	

TO002 Transit Plan Administration						
Agency	Project ID	Project	FY 2025	FY 2026	FY 2027 Programmed	
Administrative Expenses			Subcategory Total	\$933,848	\$1,067,194	\$981,124
Capital Area MPO			Agency Subtotal	\$42,230	\$43,286	\$44,368
	TO002-AY	Administrative Expenses (Legal, Technical Support, Financial Review Services)	\$42,230	\$43,286	\$44,368	
City of Raleigh			Agency Subtotal	\$422,802	\$433,372	\$444,206
	TO002-AK	Marketing for Bus System Expansion	\$250,000	\$256,250	\$262,656	
	TO002-AS	Office Space Lease for Transit Staff	\$172,802	\$177,122	\$181,550	
GoTriangle			Agency Subtotal	\$211,222	\$326,503	\$221,915
	TO002-AA	Paratransit Office Space Lease	\$104,862	\$107,484	\$110,171	
	TO002-BJ	Outreach/Marketing/Communications for Transit Plan Implementation		\$110,000		
	TO002-I	Property Maintenance, Utilities, Repairs, & Appraisals	\$79,438	\$81,423	\$83,459	
	TO002-J	Customer Feedback Management System	\$26,922	\$27,595	\$28,285	
TBD			Agency Subtotal	\$157,594	\$161,534	\$165,572
	TO002-D	Outreach / Marketing / Communications for Transit Plan Administration	\$157,594	\$161,534	\$165,572	
Town of Cary			Agency Subtotal	\$100,000	\$102,500	\$105,063
	TO002-M	Marketing of New Bus Services	\$100,000	\$102,500	\$105,063	
Contracted Services			Subcategory Total	\$275,434	\$205,173	\$182,018
GoTriangle			Agency Subtotal	\$275,434	\$205,173	\$182,018
	TO002-AX	NCSU Triangle Regional Model Service Bureau Contract Share	\$77,187	\$27,595		
	TO002-C	Outside Legal Counsel	\$53,285	\$28,992	\$29,717	
	TO002-F	Transit Customer Surveys	\$144,962	\$148,586	\$152,300	

# Project Sheets

Provide the most granular detail on projects receiving Wake Transit funding.

Project ID	TO005-BZ	Project Category	Bus Operations	Project Subcategory	Bus Service
<div>Project Description:</div> <p>The City of Raleigh will introduce Route 14: Atlantic, a new service connecting downtown Raleigh to Triangle Town Center via Wake Forest Road, Atlantic Avenue, and Green Road. Service is scheduled to begin in January 2026 (FY26 Q3), following the completion of construction along Atlantic Avenue. The route will operate with 30-minute headways during the day and 60-minute headways in the evening on both weekdays and weekends. Major destinations served include Downtown Raleigh, Raleigh Iron Works, and Triangle Town Center.</p> <p>In this fiscal year and in future fiscal years, the route will provide:</p> <ul style="list-style-type: none"><li>- Weekday and Saturday service from 5:30 AM to 12:30 AM.</li><li>- Sunday service from 6:30 AM to 11:30 PM.</li><li>- 30-minute frequencies during peak and midday hours on weekdays and weekends.</li><li>- 60-minute frequencies during evening hours.</li></ul> <div>Project History:</div> <p>This project is programmed in the FY2025-2030 Wake Bus Plan and GoRaleigh Short Range Transit Plan for FY26. Funding for approximately 10 months of service is included in the FY 2026 Wake Transit Work Plan, with annualized full-year funding secured through FY 2030.</p>				Project at a Glance	
				Project Title	New Route 14 - Atlantic - FY25 Bus Plan
				Agency	City of Raleigh
				FY 2026 Costs	\$849,954
				FY 2027 Programmed Cost	\$1,742,406
				Funding Source	Wake Transit Tax Proceeds
				Start Date	July 2025
				Service Span	Monday - Saturday: 5:30 AM - 12:30 AM; Sunday: 6:30 AM- 11:30 PM
				Current Off-Peak Frequency	N/A
				Proposed Off-Peak Frequency	30 minutes
				Current Peak Frequency	N/A
				Proposed Peak Frequency	30 minutes
				Assets	GoRaleigh Fleet
				Major Destinations	Downtown Raleigh, Triangle Town Centre, Raleigh iron Works, Green Road Community Center, Green Road Park
				Transit Centers	GoRaleigh Station, Triangle Town Centre

# MYOP & CIP

- Details programmed funds through FY 2030.
- Timeline and programmed funds will be reviewed with the Wake Bus Plan Update.

TO003, TO004, TO005 - BUS OPERATIONS*								
Project Sponsor	Project ID	Project	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
City of Raleigh	TO005-V	Maintenance of Bus Stops and Park-and-Ride Facilities	\$ 776,749	\$ 839,210	\$ 935,816	\$ 1,107,785	\$ 1,347,389	\$ 1,384,631
GoTriangle	TO005-CL	Raleigh Union Station Transit Facility Operations and Maintenance	\$ -	\$ 662,500	\$ 679,063	\$ 696,039	\$ 713,440	\$ 731,276
Town of Cary	TO005-CG	Bus Stop Maintenance	\$ 96,740	\$ 99,159	\$ 101,637	\$ 104,178	\$ 106,783	\$ 109,452
TBD	TO005-AB	Unallocated Bus Infrastructure Maintenance	\$ -	\$ 816,083	\$ 1,015,377	\$ 1,248,769	\$ 1,165,880	\$ 1,171,332
<b>Bus Infrastructure Maintenance Subtotal</b>			<b>\$ 873,489</b>	<b>\$ 2,416,952</b>	<b>\$ 2,731,893</b>	<b>\$ 3,156,771</b>	<b>\$ 3,333,492</b>	<b>\$ 3,396,691</b>
Vehicle/Site Leasing								
Town of Wendell	TO003-G	Contribution toward Zebulon-Wendell Express Park-and-Ride	\$ 4,871	\$ 4,992	\$ 5,117	\$ 5,245	\$ 5,376	\$ 5,511
Town of Zebulon	TO003-H	Contribution toward Zebulon-Wendell Express Park-and-Ride	\$ 6,557	\$ 6,720	\$ 6,888	\$ 7,060	\$ 7,237	\$ 7,418
GoTriangle	TO005-F	Park-and-Ride, Facilities and Bus Stop - Leases and O&M	\$ 101,475	\$ 104,012	\$ 106,612	\$ 109,277	\$ 112,009	\$ 114,810
City of Raleigh	TO005-CM	Park and Ride Operations	\$ -	\$ 50,000	\$ 101,250	\$ 153,781	\$ 157,626	\$ 161,566
	TO005-S	Rolesville Park-and-Ride Lease	\$ 10,506	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Vehicle/Site Leasing Subtotal</b>			<b>\$ 123,409</b>	<b>\$ 165,724</b>	<b>\$ 219,867</b>	<b>\$ 275,364</b>	<b>\$ 282,248</b>	<b>\$ 289,304</b>
<b>BUS OPERATIONS TOTAL</b>			<b>\$ 40,294,343</b>	<b>\$ 56,289,796</b>	<b>\$ 67,181,279</b>	<b>\$ 72,470,540</b>	<b>\$ 79,140,490</b>	<b>\$ 79,841,300</b>

# Work Plan Amendments

- Allow for updates in scope and/or funding outside of the typical Work Plan development schedule.
- Available to submit for and amendment request quarterly (Q2-Q4).
- Guided by the Wake Transit Work Plan Amendment Policy (Adopted 2022).
- Major and minor amendment requests.
- Public comment period required (30-day for major, 14-day for minor).

Cycle	Amendment Type	Submission Deadline	Public Review Period	PD Subcommittee Review	TPAC Recommends Work Plan Amendment(s) to Governing Boards	CAMPO TCC Recommendation of TIP* & Work Plan Amendment(s)	CAMPO Executive Board Approves TIP* & Work Plan Amendment(s)	GoTriangle Board of Trustees Approves Work Plan Amendment(s)
2nd Qtr	Major	Aug 16, 2024	Sept 3-Oct 4, 2024	September 24, 2024	October 17, 2024	November 7, 2024	November 20, 2024	November 20, 2024
	Minor		Sept 3 - Sept 17, 2024					
3rd Qtr	Major	Nov 22, 2024	Dec 9-Jan 10, 2025	December 17, 2024	January 23, 2025	February 6, 2025	February 19, 2025	February 26, 2025
	Minor		Dec 9-Dec 22, 2024					
4th Qtr	Major	Feb 21, 2025	Mar 7-Apr 4, 2025	March 25, 2025	April 17, 2025	May 1, 2025	May 21, 2025	May 28, 2025
	Minor		Mar 7 - Mar 21, 2025					



# FY 2026 Work Plan: Next Steps

ACTION	DATE
TPAC Reviews Engagement & Considers Recommending Work Plan for Adoption	April 17
14-day public review and comment period for the recommended Work Plan	May 1 – May 14
TCC Review of Recommended Work Plan	May 1
Public Hearing at CAMPO Executive Board	May 21
GoTriangle Board of Trustees Meeting	May 28
CAMPO and GoTriangle Boards Consider Work Plan Adoption	June



**Wake Transit Work Plan Contact:**  
Steven Mott, CAMPO, Sr. Wake Transit Planner  
steven.mott@campo-nc.us



**Questions about the  
annual Work Plan?**

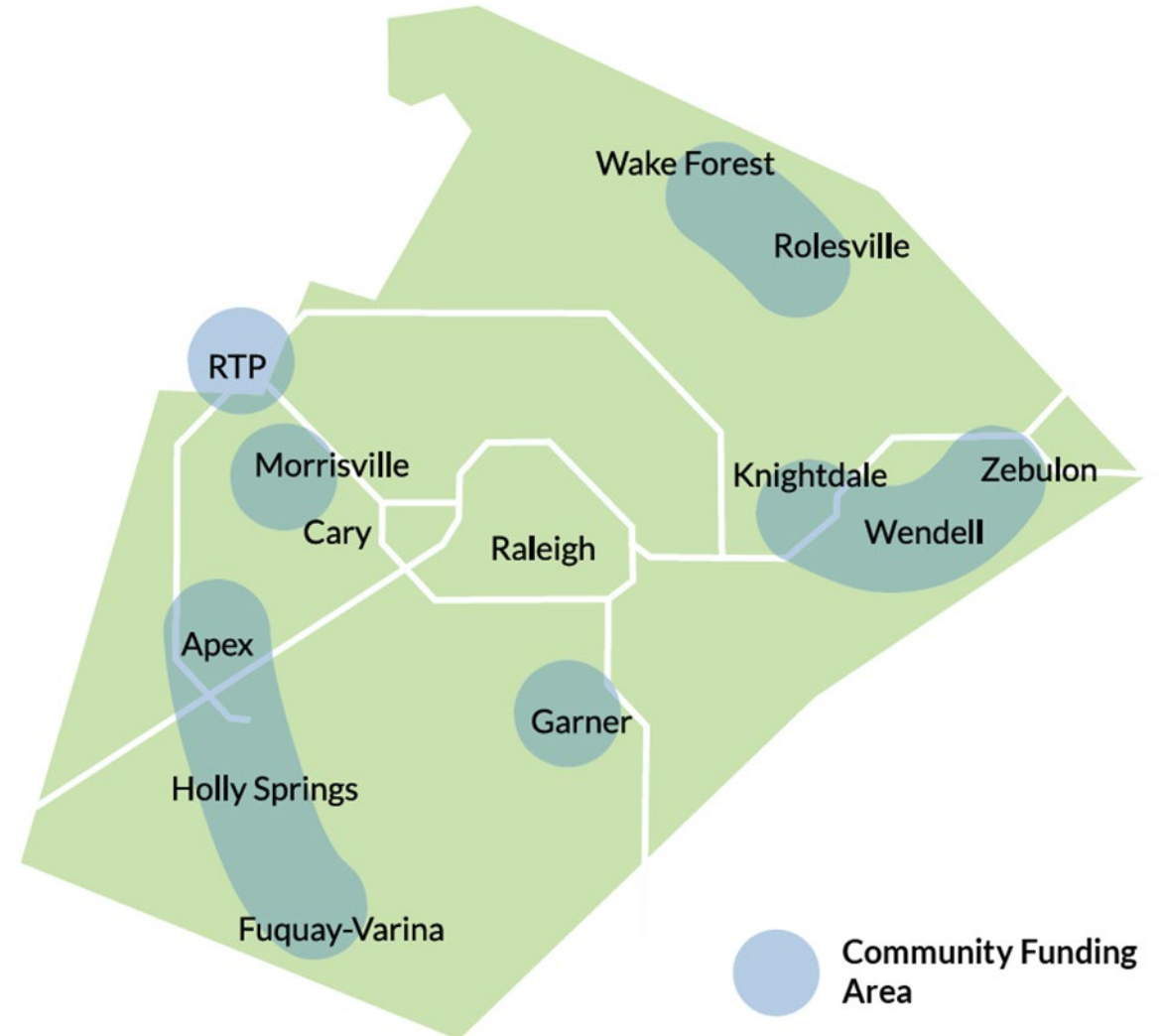
# Community Funding Area Program



4d

# Program Overview

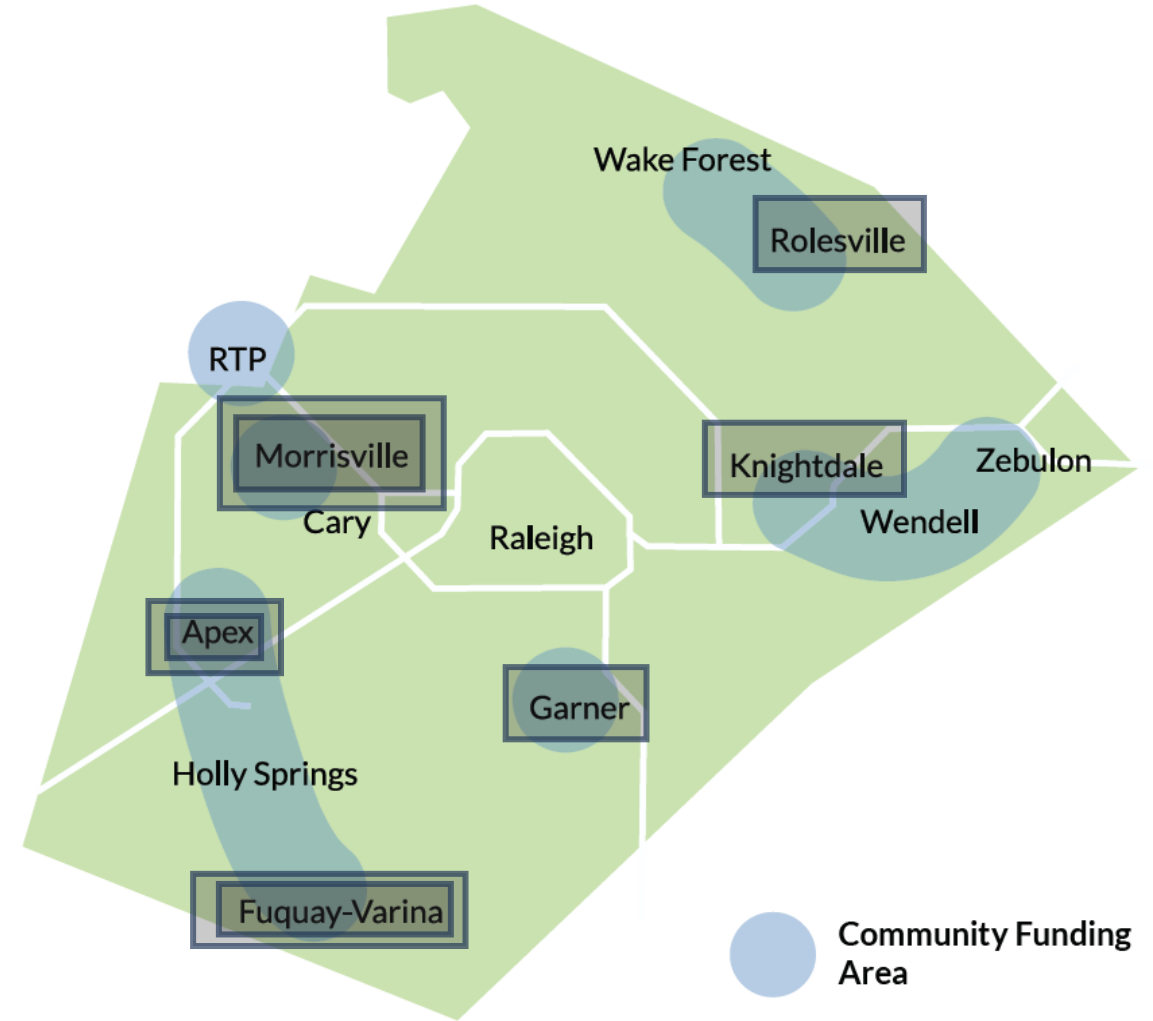
- Envisioned as part of the Wake Transit Plan - Big Move #4: Enhanced Access to Transit
- A competitive program providing an opportunity to receive match funding for planning, capital, operating, or combined capital /operating transit projects



# Previously Funded Projects

## Planning

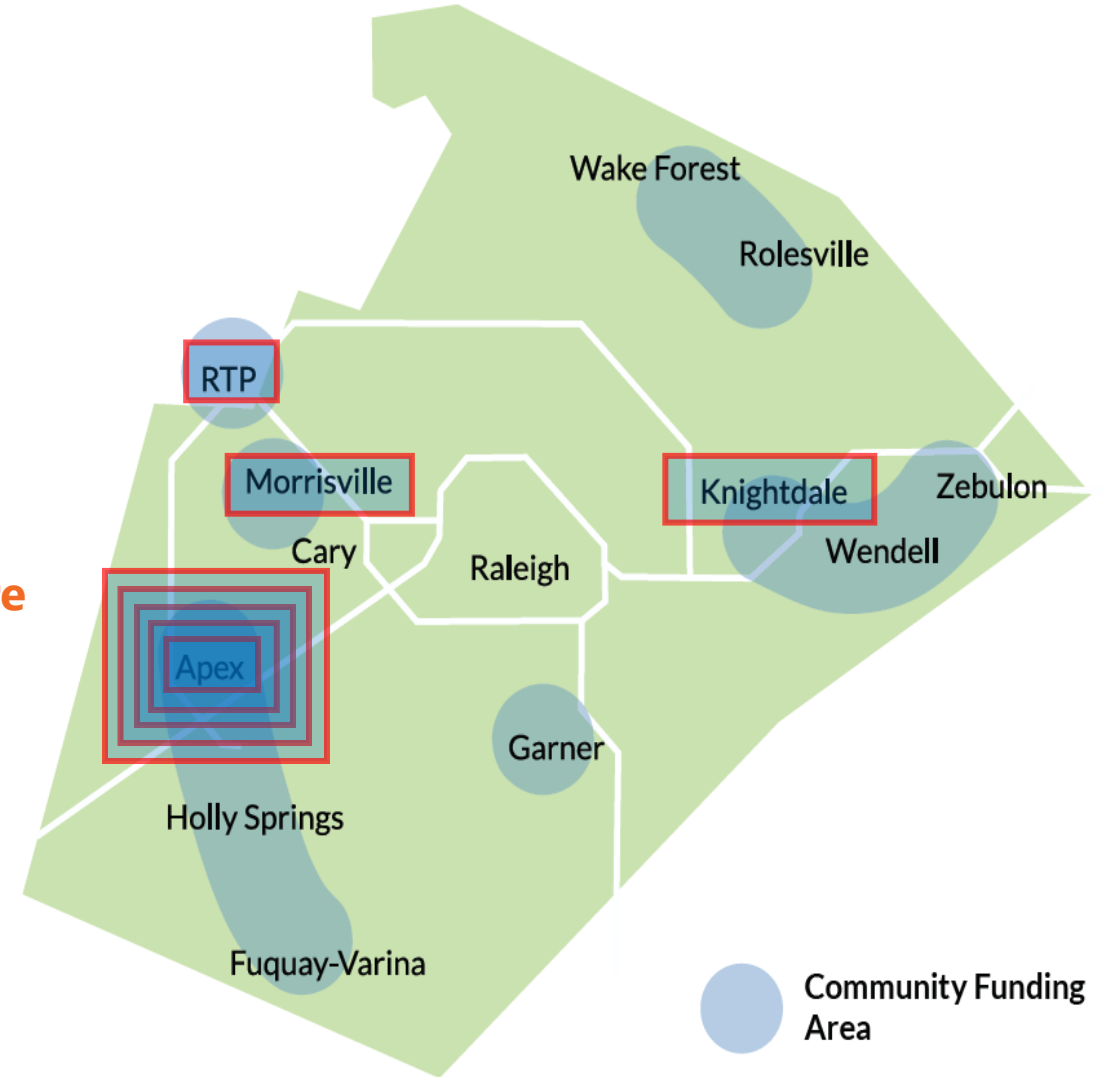
- **Town of Apex (FY19) – Circulator Study**
- **Town of Morrisville (FY19) – Transit Study**
- **Town of Garner (FY20) – Transit Feasibility Study**
- **Town of Fuquay-Varina (FY20) – Microtransit Study**
- **Town of Rolesville (FY20) - Transit Feasibility Study**
- **Town of Knightdale (FY22) – Transit element of CTP**
- **Town of Fuquay-Varina (FY23) - Transit Feasibility Study**
- **Town of Apex (FY24) - Transit Prioritization Study**
- **Town of Morrisville (FY25) - Transit Feasibility Study**



# Previously Funded Projects

## Capital

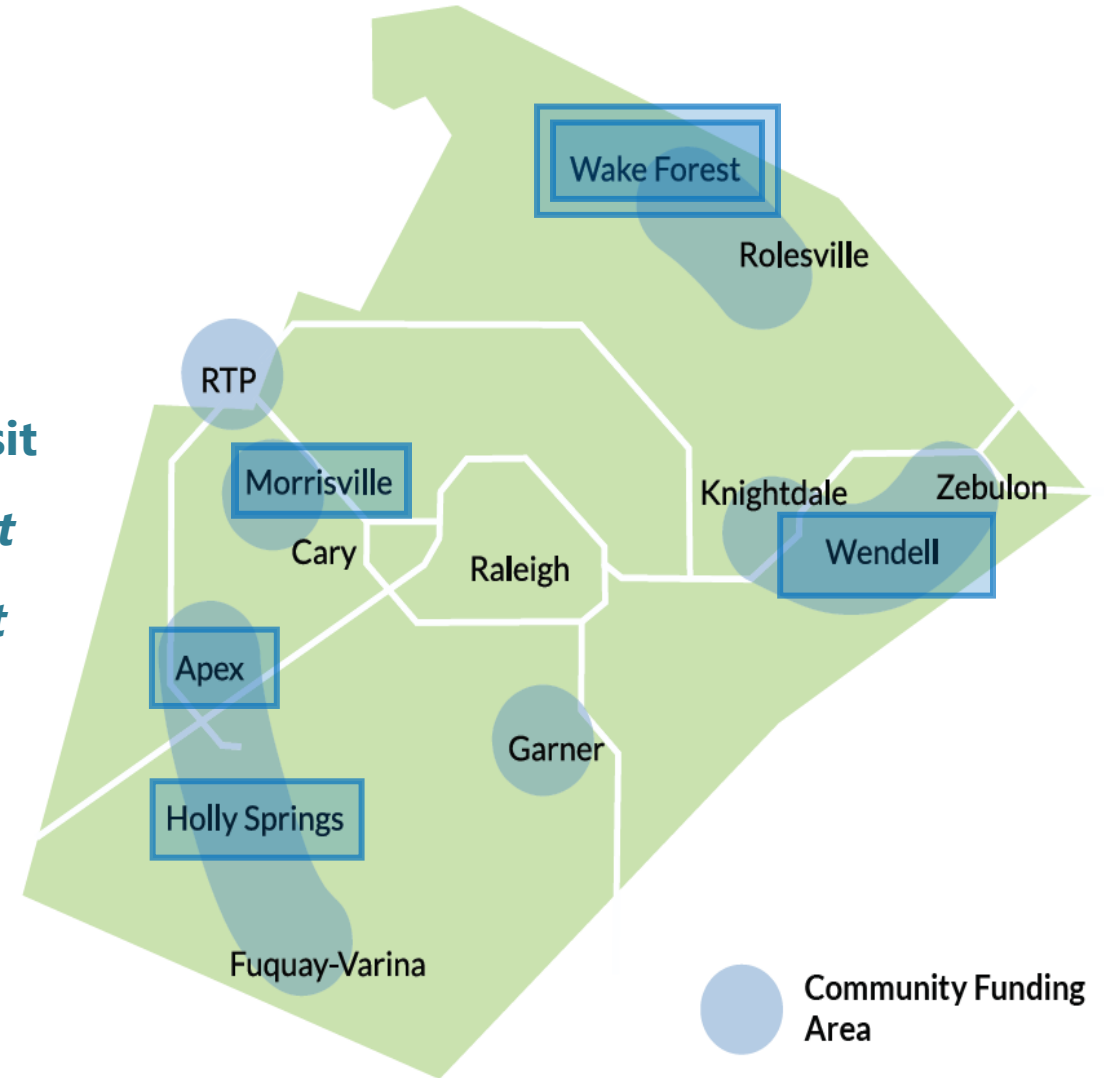
- Town of Apex (FY21) – GoApex Route 1 Bus Stops
- Town of Morrisville (FY21) – Smart Shuttle Nodes
- Research Triangle Foundation (FY22) – Mobility Hub
- Town of Apex (FY24) – Transit Access Infrastructure
- Town of Apex (FY24) - Bus Stop Improvements
- Town of Knightdale (FY24) – Transit Access Infrastructure
- Town of Apex (FY25) - Bus Stop Improvements
- *Town of Apex (FY26) – Bus Stop Improvements*



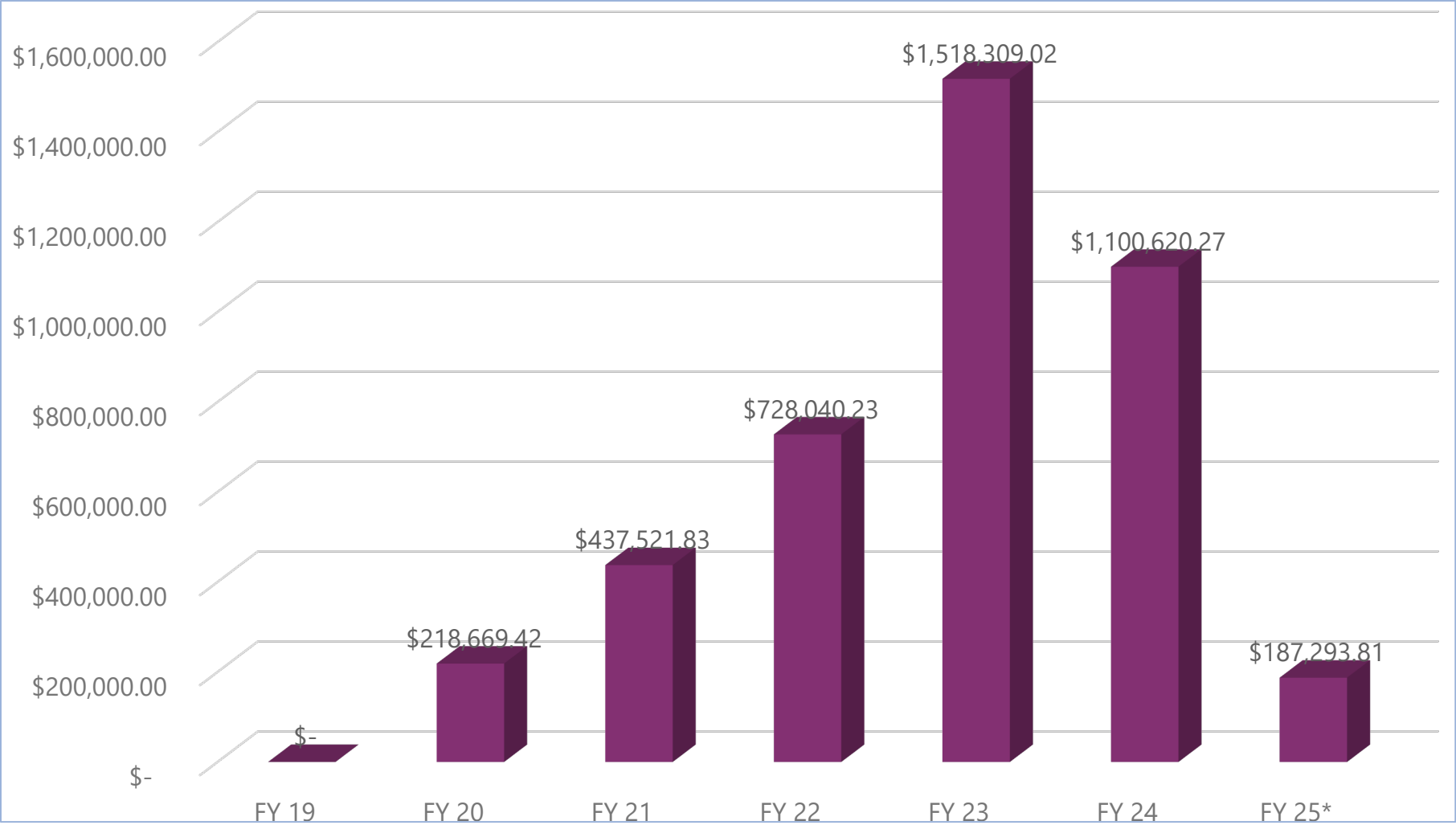
# Previously Funded Projects

## Operating

- Town of Wake Forest (FY20) – Reverse Circulator
- Town of Apex (FY21) – GoApex Route 1
- Town of Morrisville (FY21) – Smart Shuttle
- Town of Wendell (FY25) - GoWake SmartRide Microtransit
- *Town of Wake Forest (FY26) - GoWake Forest Microtransit*
- *Town of Holly Springs (FY26) - Holly Springs Microtransit*



# FY19 to FY25 CFAP Applications Turn Into Progress



# FY 2026 CFA Program: Implementation Schedule

ACTION	DATE
Project Incubation Meetings (By Request)	October 1 – October 21st, 2024
Applicant Training	October 23, 2024
Pre-Application Window	October 28, 2024- November 22, 2024
Pre-Submittal Review Meetings	December 2 – December 18, 2024
Call for Projects Opens	January 6, 2025
Call for Projects Closes (Applications Due)	January 31, 2025
CAMPO Staff Scores Submissions	February 1 – February 14, 2025
Selection Committee Review	February 14 – March 7, 2025
Committee Recommendations Presented to TPAC	March 20, 2025
FY26 Work Plan Adoption	By June 30, 2025
FY26 Project Kickoff Meetings	July – August 2025
FY26 Project Mid-Year Review Meetings	December 2025 – January 2026
Annual Review for FY26 Projects	Summer 2026

# Pre-Submittal Activities

- Incubation Meetings (September/October)
  - Optional meeting
  - Applicants who need assistance in developing ideas
- Applicant Training (October)
  - Required meeting
  - Program overview, program schedule, application process
- Pre-Submittal Review (December)
  - Applicants submit draft application
  - CAMPO staff review and provide comments/feedback

# Project Selection Process

- Call for Projects (January)
  - Window for final applications to be submitted
  - Runs throughout the month of January
- Project Scoring Process (Early February)
  - Capital and Operating projects use same rubric (100 pts)
  - Planning projects use separate rubric (50 pts)
- Selection Committee Review (February & March)
  - Committee consisted of representatives from various agencies in the region:
    - CAMPO, Central Pines Regional Council, Wake County, Non-Applicant CFA Municipality, etc.
  - Committee Members are selected to avoid conflicts of interest with any of the applications
  - Two meetings in total

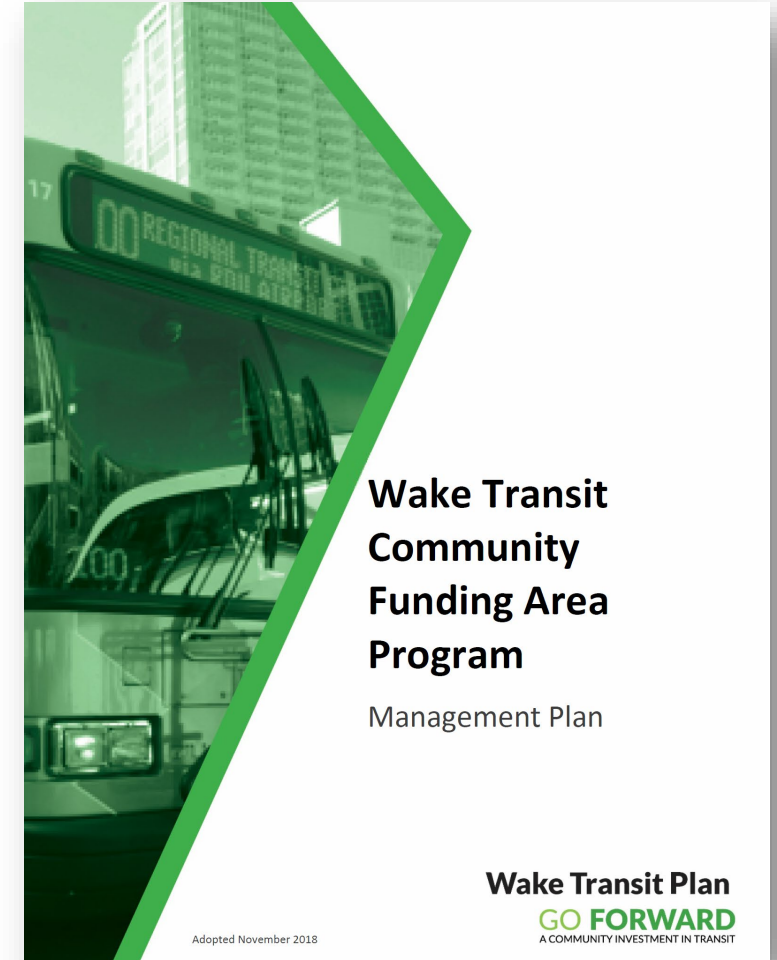
# Work Plan Adoption/Post-Award

- Work Plan Adoption (March – June)
  - Selection Committee Recommendation presented to TPAC in March
  - New projects are included in Recommended Work Plan in April
  - Work Plan adoption by governing boards in June
- Review Process
  - Kick-off meeting (Start of new FY)
    - Review of project scope, project agreement
    - Reimbursement process overview
  - Mid Year Review (Optional)
  - Annual Review (End of FY)
    - Review of performance measures, total reimbursements
    - Progress over past year
    - Identify areas for improvement



# Community Funding Area Program Management Plan Update

- Management Plan- guiding document for CFA Program implementation
- PMP was updated in 2020
- Currently under review for 2025 update
  - Coordination with 2035 Wake Transit Plan (WTP) Update
  - Align with WTP or other policies/programs where appropriate
    - ex. Local Administered Projects Program (LAPP)
- Document will be released for public comment along with other 2035 Wake Transit Plan Materials
  - May 1<sup>st</sup> to May 31<sup>st</sup>



# Proposed Revisions

- **New Local Match Requirement**

- Reduce local match for Operating and Capital projects from 50% to 35% - Planning remains at 50%

- **Increased Funding Level**

- Annual program allocation increased to \$40 million over next 10 years

- **Eligibility of Wake County**

- Wake County will become an eligible applicant for new projects only

- **Clarification on marketing as an eligible expense**

- Engagement/marketing is an eligible expense as part of an operating project (new or continuing)

- **Added definition of mobility/multimodal hub and clarified eligibility**

- Multimodal hubs are an eligible capital expense

- **Eligibility of project-sponsor staffing**

- May be an eligible expense if directly associated with directly operating transit service

- **Updated Scoring Rubric**



**Questions about the  
CFA Program?**

**Policies and Studies**



**4e**

# Wake Transit Policies and Studies

- Wake Transit has several Policies and Guidelines to guide the work of the program
  - Policies and Guidelines may be adopted by the TPAC or by the Governing Boards
  - Policies and Guidelines are regularly reviewed and updated to meet current and projected needs
- In addition to the Plans that are adopted for Wake Transit, the Program also conducts studies
- Conducting studies is an important part of the planning process
  - Sometimes we study things and determine they are not feasible or won't meet public expectations as originally hoped, Ex. Commuter Rail, so we pivot.
  - But in most cases, studies help refine project scopes and move us forward in the design and development process.

# Wake Transit Policies & Guidelines

- Art Funding Eligibility Policy
- Policy Framework for Use of Wake Transit Funds to Acquire Real Property
- Work Plan Amendment Policy
- Wake Transit Prioritization Policy
- Community Engagement Policy
- ADA Funding Policy
- Workgroup Operating Guidelines
- Lead Agency Operating Guidelines
- TPAC Subcommittee Operating Guidelines
- Microtransit Guidelines



# Wake Transit Studies & Programs

- Regional Technology Study
- Staffing Analysis & Study
- BRT Extensions Concept of Operations Study
- Major Investment/Feasibility Studies
  - BRT Extensions
  - Greater Triangle Commuter Rail
- Youth GoPass Program
- Low Income Fare Pass Program (TAP)





**Questions about any  
of the plans or  
policies presented?**



# Wake Transit Community Engagement

# Section 5: Community Engagement

- 5a** Wake Transit Branding Update
- 5b** Community Engagement (CE) Policy
- 5c** Evaluation and Improvements



# Wake Transit Branding Update



**5a**

# 2024 Wake Transit Branding Update



YES  
for  
WAKE TRANSIT



**WAKE**  
TRANSIT PLAN



**WAKE**  
TRANSIT PLAN



**GO FORWARD**  
A COMMUNITY INVESTMENT IN TRANSIT

# **Wake Transit Community Engagement Policy**



**5b**

# Engagement Program Development

## ILA Task Assigned to TPAC

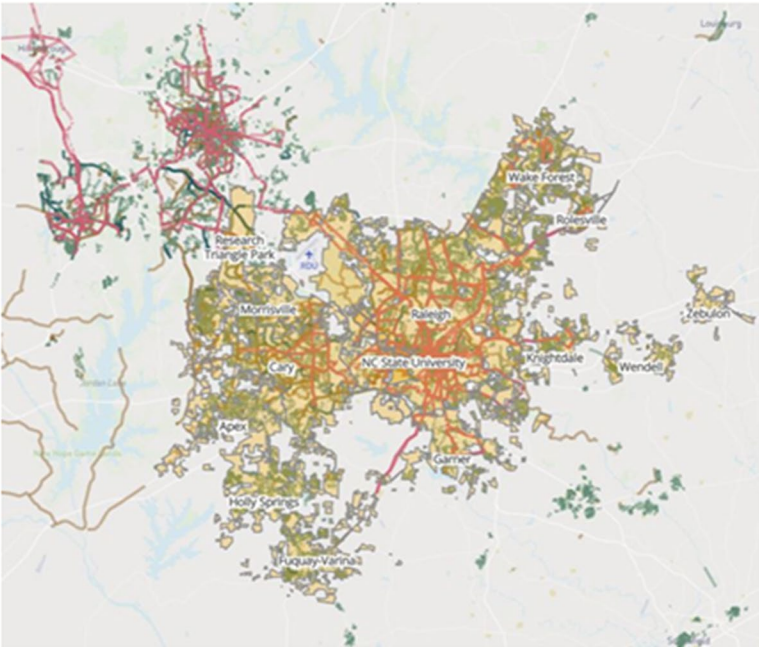
Create an “articulated strategy for incorporating and accounting for public outreach, involvement and communication”

- Development of policy and program strategy assigned to CAMPO (2017)
- Policy adoption and creation of engagement subcommittee (2018)
- Policy & program implementation assigned to GoTriangle (2018)
- Update of Wake Transit Community Engagement Policy (2022)
- TPAC recommends CAMPO become implementation lead agency(2025)
- Approval of lead agency shift anticipated for FY2026



# 2022 Engagement Policy Update

## WAKE TRANSIT COMMUNITY ENGAGEMENT POLICY



- Policy updated in 2022 to right-size expectations
- Updated to meet CAMPO's minimum requirements as a TMA planning organization
- Applies to ILA assigned planning efforts as well as all Wake Transit-funded projects requiring a planning, capital or operating agreement
- Resulted in CAMPO's Public Participation Plan being updated to point back to the Wake Transit's adopted policy

# 2022 Engagement Policy

Wake Transit Community Engagement Development Guide			
	Community Engagement Policy	Other Program-Level Plans, Policies, and Deliverables	Project-Level Plans, Policies, and Deliverables
<b>Description</b>	The CE Policy is a framework for meeting community engagement requirements for applicable Wake Transit planning, programming, and project development efforts. It is a resource for all partner agencies.	Plans, policies, guidelines, and processes that apply to the Wake Transit program as a whole or components thereof AND must be adopted by the TPAC or Wake Transit governing boards require a public review and engagement.	Wake Transit planning and project efforts being led by partner agencies that require engagement, as identified in the project presentation schedule, are subject to the guidance provided in this policy. Engagement strategies will be unique and scoped for each individual project.
<b>Document Span</b>	Continuous until updated	Varies by project size, scope & type	Varies by project size, scope & type
<b>Draft Cycle</b>	Updated as needed	As needed	As needed
<b>Adoption Authority</b>	Governing Boards	TPAC and/or Governing Boards	Varies by project, may not require adoption
<b>Adoption Date</b>	Adopted as needed	Adopted as needed	Adopted as needed
<b>Project Lead</b>	GoTriangle	CAMPO/GoTriangle/Other Designee	Project sponsor
<b>Engagement Lead</b>	GoTriangle	GoTriangle	Project sponsor or designee
<b>Required Strategy</b>	Project specific engagement strategy	Project specific engagement strategy	Project specific engagement strategy
<b>CE Subcommittee Role</b>	Review & recommend the draft strategy to TPAC; support engagement and communications activities; participate in after-action review process	Review draft strategy as applicable; support engagement and communication activities	Receive presentation of engagement strategy as information; support engagement and communication activities
<b>TPAC Role</b>	Receive engagement strategy as information; release draft policy for public review; receive engagement report as information; incorporate feedback into the recommended	Review all program-level deliverables, and take appropriate action	Varies by project

## Engagement Development Guide (Appendix A)

- Partners expressed desire for more clarity of roles depending on project type
- Better defined Program-level and Project-level expectations
- 2-Page printable guide for developing an engagement plan/strategy

**Evaluation and  
Improvements**



**5c**

# Ongoing Evaluation

## Annual Reviews:

- After-action performance evaluation
- Engagement Policy Review
- Communications Plan Review

## Intermittent Reviews:

- Adoption of 6-Month Work Task List
- Engagement Summary Reports
- Community Check-In Questions

## Where has the Plan made the most progress?



## What do you know about the Wake Transit Program?



# Three Level Engagement Process

## L1 **Level 1: Project Engagement Plan**

The overarching plan for community involvement in support of the project or planning effort. Provide the vision for engagement and communications activities, sets goals and objectives, and supports budget and scheduling efforts.

## L2 **Level 2: Strategy for Each Engagement Phase**

The specific details for each phase of engagement includes activity dates, materials list, event schedules, and assigns tasks to individuals/agencies.

## L3 **Level 3: Engagement Summary Report (ESR)**

A summary of the engagement completed and its effect on the final project.

# Three Levels In Action: Recent Examples

## Workgroup Guidelines

Develop and present a complete engagement plan with 14-day review period

Strategy #1 – Draft review and comment period

ESR presented to TPAC before adoption

## Wake Transit Work Plan

Review and present standing plan for annual development process, requires 2 engagement phases:

Strategy #1 – Draft plan review and comment period

Strategy #2 – Recommended review and comment period

ESR presented to TPAC and governing boards before adoption

## Wake Transit Plan Update

Develop and present a complete engagement plan.

Strategy #1: Community Priorities & State of the Plan

Strategy #2: Transit Investment Scenario Alternatives Analysis

Strategy #3: Draft Investment strategy and supporting materials

Strategy #4: Recommended 2035 Wake Transit Plan

Strategy #5: Wrap up with the community and partners

ESR presented to TPAC and governing boards before adoption

# Graphic Driven Outreach Tools



## FY 2026 Wake Transit Work Plan

Comment between May 1 - May 15, 2025

# \$186.55M

## TOTAL BUDGET



- Bus Operations | \$53.3M
- Transit Plan Administration | \$7.17M
- Community Funding Area | \$2.97M
- Tax District Administration | \$662.6K

**COMMENT TODAY!**

The FY 2026 Wake Transit Work Plan is available for public review and comment. The goal of the Wake Transit Program is to improve and expand Wake County's transit network. The projects and investments funded in the FY26 Work Plan will help us achieve that vision.



- Bus Rapid Transit | \$55.7M
- Bus Infrastructure | \$39.58M
- Vehicle Acquisition | \$25.98M
- Capital Planning | \$981.5K

For more information please visit, [goforwardnc.org/getinvolvedwake](https://goforwardnc.org/getinvolvedwake)

You can also submit feedback and request assistance regarding the FY26 Work Plan through the following:



[publicengagement@gotriangle.org](mailto:publicengagement@gotriangle.org)



(919) 485-RIDE (74333)



GoTriangle, PE, Wake Transit,  
4600 Emperor Blvd., Suite 100,  
Durham, NC 27703

## 2035 Investment Strategy

Feedback from partners, stakeholders and community members is guiding how nearly \$3 billion will be invested in transit projects and services between FY 2026 and FY 2035.

The materials below show how we are planning to make progress towards each of the Four Big Moves.



### Connect the Region

Wake Transit will continue to invest in projects and services that make it easy to travel regionally.

- Investing in the region's rail network by building new stations, improving track and adding train service.
- Building regional BRT services with new connections from Cary to RTP and Garner to Clayton.
- Planning and building a new BRT service on I-40 that will connect Raleigh with RTP.



### Connect All Communities

Wake Transit will improve existing connections between and to Wake County communities.

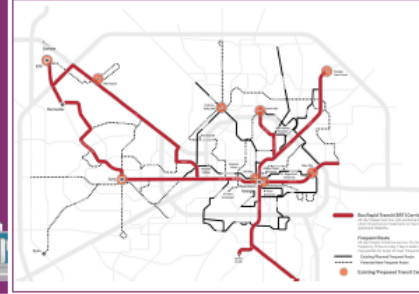
- Expanding local and regional bus services so there is service available all day, every day.
- Connecting every town with Cary, Raleigh and/or RTP.
- Expanding local bus routes so towns are connected to each other.
- Building at least five new community transportation hubs.



### Frequent and Reliable Urban Mobility

Wake Transit will continue to build and expand the amount of frequent service in Wake County.

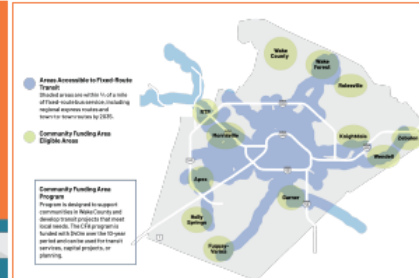
- Expanding the frequent bus network by offering more frequent service in the evening and on weekends.
- Adding new frequent bus routes.



### Enhance Access to Transit

Wake Transit will continue to make it safer, easier and more comfortable to use transit.

- Increasing funding for bus stop improvements, sidewalks and crosswalks.
- Doubling funding for the Community Funding Area program to make it easier for Wake County towns to invest in local projects and services.



# New Format Demographics Question

Select all that apply to you:

- ☐ Home Zip Code
- ☐ I am a regular transit user
- ☐ I use transit sometimes
- ☐ I rarely/never use transit
- ☐ I am 17 years old or younger
- ☐ I am 26-64 years old
- ☐ I am 18-24 years old
- ☐ I am 65 years old
- ☐ I identify as female
- ☐ I identify as male
- ☐ I identify as non-binary or other gender
- ☐ My household receives one or more of these benefits:  
Medicaid, TANF, SNAP, FNS, LIEAP, or similar
- ☐ I am Hispanic, Latino, or Spanish origin of any race
- ☐ I represent a minority race or 2+ races (African  
American, Asian, South Asian, American Indian, Alaska  
Native, Middle Eastern, Hawaiian Pacific Islander)
- ☐ My primary language is English, or I speak and read  
English well
- ☐ I am or am considered to be disabled

**Response Rate Increase**

10-20% to 80-90%

# Feedback Forms

1. What is your home zip code?
2. How often do you ride public transit (the bus)?
  - Often
  - Sometimes/rarely
  - Never
3. Do you agree with the proposed 2035 Wake Transit Plan 10-Year Investment Strategy
  - Agree
  - Neutral
  - Disagree

4. Do you have any feedback on the proposed changes to the project prioritization policy?
5. Do you have any feedback on the proposed changes to the Community Funding Area Program Management Plan (CFA PMP):
6. Do you have any feedback on the proposed Microtransit Guidelines?
7. Please share any additional feedback regarding the 2035 Wake Transit Plan 10-Year Investment Strategy.

[Open Comment Box](#)

# Video Reels





**Questions about  
Wake Transit  
engagement?**



# Progress Tracking and Reporting

# Section 6: Tracking & Reporting

**6a** Annual and Quarterly Progress Reports

**6b** Other Recurring Performance Reports

**6c** Wake Transit Performance Tracker



# Annual and Quarterly Reports



6a

# Wake Transit Progress Reports

Article IX of the ILA defines the process for projects and service delivery reporting

GoTriangle, as administrator of the Tax District, is tasked to:

- Prepare and submit the annual financial statements for audit
- Present the Annual Comprehensive Financial Report (ACFR) by December 15<sup>th</sup> each year
- Present the annual Wake Transit progress report by December 15<sup>th</sup> each year
- Produce quarterly financial and progress reports after quarter 1, 2 and 3 each year

TDA receives and reviews report information from project sponsors

CAMPO processes GoTriangle's submissions



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# **Annual Wake Transit Progress Report**

# Annual PROGRESS Report

## Core components

### Introduction

### Project and service highlights from the year

### Summary of next year’s planned investments

### Annual financial summary

#### WAKE COUNTY TRANSIT PLAN

Progress continued during FY2023 toward achieving the goals outlined in the Wake County Transit Plan. This planning document is collaboratively developed and provides a vision for improving the overall mobility of Wake County residents by improving and expanding the county’s public transportation network. The vision includes increasing and diversifying travel choices so as to improve access to jobs, education, community services, shopping, entertainment and other activities. The goals of the Wake County Transit Plan – known as the Four Big Moves – are to connect the region; create frequent, reliable urban mobility; connect all Wake County communities; and enhance access to transit.



CONNECT  
THE REGION



CONNECT ALL WAKE  
COUNTY COMMUNITIES



CREATE FREQUENT,  
RELIABLE URBAN MOBILITY



ENHANCE ACCESS  
TO TRANSIT

#### HIGHLIGHTS

In FY2023, the technical work for Phase 2 of the **Greater Triangle Commuter Rail Feasibility Study** was completed. The feasibility study results and technical appendices are available at [readyforallinc.org](https://readyforallinc.org). Public engagement to share and gather input on the results was completed in early 2023 and included thousands of survey responses from participants across the region. Despite the challenges described in the feasibility study summary report, more than 80% of survey respondents expressed support for continued planning of commuter rail. The Capital Area Metropolitan Planning Organization, known as CAMPO, and the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization created subcommittees to facilitate the ongoing decision-making process regarding whether or how to move forward with commuter rail project development in the Triangle. Construction began

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. Private development will include 420 multifamily residential units, including 10% dedicated for affordable housing opportunities, as well as retail space, in one central hub.



# Draft FY24 Wake Transit Progress Report

The following pages identify specific transit agency accomplishments and plans for future investments as they relate to the Wake Transit Plan. Each item is classified by which of the Four Big Moves it helps achieve.

CONNECT THE REGION | CONNECT ALL WAKE COUNTY COMMUNITIES | CREATE FREQUENT, RELIABLE URBAN MOBILITY | ENHANCE ACCESS TO TRANSIT

## ACCOMPLISHMENTS

### SERVICE IMPROVEMENTS

#### GOCARY

- Implemented minor service changes to improve system-wide route efficiency.

#### GORALEIGH

- Completed all preparations for implementing the Glenwood Route Package. However, due to the ongoing operator shortage, the service is planned to go online in FY2023. The transit division communications team is assisting GoRaleigh Operations with marketing a recruitment campaign for new operators, which will begin in the first quarter of FY2023.

#### GOTRIANGLE

- Optimized Route DRX to accommodate riders traveling between Carter-Finley park-and-ride and Durham.
- Limited impacts of operator shortage to customers by reducing service on low ridership routes and trips.
- Started smaller vehicle program to improve operator hiring and keep service on the road.
- Continued the Wake Park-and-Ride Feasibility Study of short-term and long-term park-and-ride lot improvements and identified improvements.

#### GOWAKE ACCESS

- Continued service-level improvements in the call center while answering 83,847 calls, on par with the prior fiscal year.
- Increased trips provided to Wake County's rural residents by 30 percent since FY2019. (In FY2022, GoWake Access ridership was 117,062, decreasing about 5.4 percent compared with FY2021 ridership of 123,681.)
- Launched GoWake's Microtransit Service in March 2022, which provided 1,445 trips. The Microtransit Service transported:
  - 88 unique riders
  - Average miles per trip – 5.8
  - Average trip duration – 14 minutes
  - Average wait duration – 17 minutes

## CAPITAL PROJECTS

#### GOCARY

- Completed Phase 2 construction of 54 bus stop improvements to comply with the Americans with Disabilities Act.
- Continued preliminary design for GoCary's Bus Operations and Maintenance Facility.
- Continued feasibility study for the Downtown Cary Multi-Modal Center with work related to the federal National Environmental Policy Act process.

#### GORALEIGH

- Improved 15 bus stops with shelters and installed 21 ADA-compliant landing pads, to comply with the Americans with Disabilities Act and to improve safety. A further 127 bus stop improvements are in design.
- Completed the design for seven Enhanced Transfer Point sites, which will be bid in a new construction set in the first quarter of FY2023. An additional four Enhanced Transfer Point sites are near final design.
- Started construction on the Poole Road Park & Ride facility, which is expected to be finished in the first half of FY2023. The facility will provide more than 200 parking spaces (ten will have EV chargers) and bus stop amenities.
- City staff completed the federal Title VI Equity Analysis for site selection and identified a preferred site for the GoRaleigh/GoWake ACCESS Paratransit Operations & Maintenance Facility. NEPA was completed for this site, receiving a Documented Categorical Exclusion. City staff completed the Title VI and NEPA in-house – a significant cost savings to the Wake Transit Plan. The City's Real Estate Division has submitted an offer for the property and anticipates acquisition in first quarter of FY2023. City staff submitted for a 2022 RAISE grant to help offset rising costs in the construction industry.
- City staff solicited an RFQ for design services and made a selection for the East Raleigh Park & Ride/Transit Center. The preferred site was under contract for purchase in FY2022 and is expected to close in the first quarter of FY2023. City staff solicited an RFQ for design services and made a selection.
- Received five electric buses funded by the Wake Transit Plan and placed them in service.
- Completed charging infrastructure for up to six electric buses and began construction on an additional eight charging ports to accommodate continued growth of the City's EV bus fleet.
- Bought four paratransit vehicles and 28 compressed natural gas buses. The City's growing share of CNG vehicles (to replace diesel models) since 2018 has resulted in the reduction of greenhouse gas emissions of about 15,000 metric tons and a cost savings of \$2.1 million in fuel expenses.
- Submitted and awarded CAMPO Locally Administered Projects Program grant of \$787,000 for four enhanced transit stops.

## NEXT STEPS

### SERVICE IMPROVEMENTS

#### GOCARY

- Launch GoApex Route 1, the first local transit service in Apex, in July 2022.

#### GORALEIGH

- Implement the first phase of the Hillsborough high-frequency route package, connecting downtown Raleigh with Meredith College. The second phase – upon completion of the NCDOT grade-separation project on Blue Ridge Road – will extend the route to the North Carolina State Fairgrounds and Plaza West shopping center. This route will provide multiple local and regional transfer opportunities.

#### GOTRIANGLE

- Plan to implement a new park-and-ride at the Northern Wake Senior Center on the Wake Forest to Raleigh Route (WRX).
- Continue temporary detour to Route 700 to provide transportation to and from housing initiative sponsored by Urban Ministries of Durham.
- Make minor schedule changes to Route 300 to improve route performance.
- Make other minor service changes to improve route performance.

#### TOWN OF APEX

- Conduct additional outreach and start service for GoApex Route 1 and complementary ADA paratransit service in early FY2023.

## CAPITAL PROJECTS

#### GOCARY

- Design and construct new bus stops for planned Route 9A service expansion and remaining retrofits needed for ADA compliance at existing GoCary bus stops.
- Complete 30 percent design of the GoCary Bus Operations and Maintenance Facility and begin final design process.
- Issue procurement for Master Planning/Design for the Downtown Cary Multimodal Center.

#### GORALEIGH

- Complete construction of Poole Road Park-and-Ride facility in FY2023.
- Build seven Enhanced Transfer Points. Complete design, and possibly build, enhanced transfer points at WakeMed North Hospital, Pleasant Valley Shopping center and Hillsborough/Gorman streets. Continue design of additional eight sites.
- Begin design of the East Raleigh Park & Ride and GoRaleigh/GoWake Access ADA/Paratransit Operations & Maintenance Facility.
- Complete the construction of additional charging infrastructure for electric buses.
- Acquire four replacement vehicles for the GoRaleigh Access paratransit program, seven vehicles for the GoRaleigh shuttle and maintenance fleet (four replacement, three expansion) and three new low no-emission buses for GoRaleigh fixed-route operations (two replacement, one expansion).

#### GOTRIANGLE

- Continue design development of the Raleigh Union Station Bus Facility. Permitting process will advance with site review, utility and building permits with the City of Raleigh. Coordination will continue with adjacent railroads. Construction will commence.
- Advance preliminary engineering and NEPA process for the relocated Regional Transit Center and new Wake park-and-rides lots.
- Work with partners to develop and launch a regional mobile ticketing program if a decision is made to restore fare collection for FY2024.
- Procure six buses.
- Repower buses, extending the lives of these buses by at least four years.
- Complete Wake Bus Plan Update for FY2024 through FY2027 in FY2023, including the short-range transit plans for GoTriangle, GoRaleigh, GoCary & GoWake ACCESS.

#### TOWN OF APEX

- Install amenities at select bus stops to serve GoApex Route 1.

# Annual **FINANCIAL** Report

- Produced by GoTriangle and Tax District
- Completed for all 3 county transit plans
- Verifies revenue collection by source
- Reports expenditures by budget:  
Operating or Capital
- Ensures compliance with local and state regulations
- Provides guidance to incorporate changing policies and practices into the program

RESEARCH TRIANGLE REGIONAL PUBLIC  
TRANSPORTATION AUTHORITY  
NORTH CAROLINA

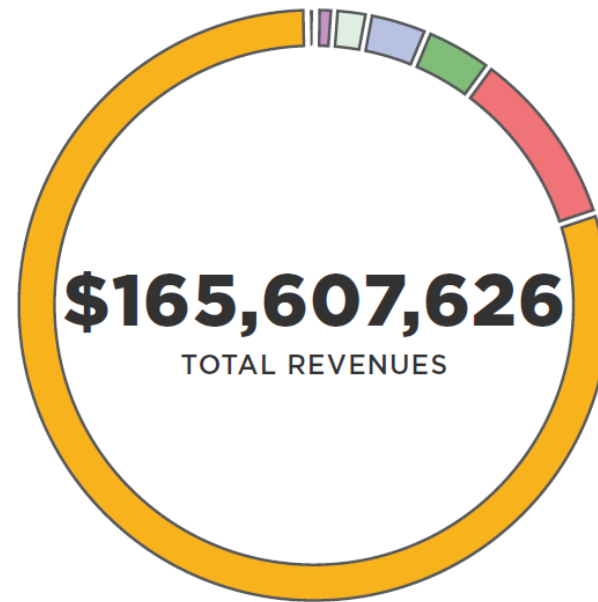


2023

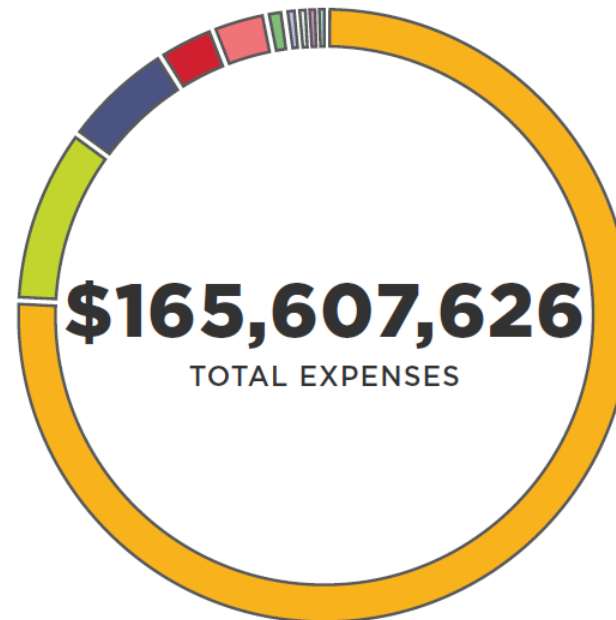
## **ANNUAL COMPREHENSIVE FINANCIAL REPORT**

FOR THE FISCAL YEAR ENDED JUNE 30, 2023

# Summary of Financial Data from the FY23 Progress Report



- \$132,807,068 Half Cent Sales Tax
- \$17,437,460 Investment Income
- \$6,819,400 \$7 DMV Registration Tax
- \$5,056,042 Vehicle Rental Tax
- \$2,921,493 \$3 DMV Registration Tax
- \$795,699 Other Revenue
- -\$229,536 Unrealized Investment Loss



- \$126,123,932 Allocation to Fund Balance
- \$15,969,679 Transit Services
- \$9,580,649 Bus Rapid Transit
- \$5,644,833 Bus Infrastructure
- \$4,546,288 Transit Plan Administration
- \$1,518,311 Community Funding Area
- \$660,644 Capital Planning
- \$533,496 Commuter Rail Transit
- \$528,612 Vehicle Acquisition
- \$501,182 Tax District Administration

# **Quarterly Wake Transit Progress Report**

# Quarterly Progress Report



- **ILA Article 9.03 and 9.04**
- **Produced by the Tax District**
- **Due date is 60 days after quarter end**
  - **Q1 – September 30<sup>th</sup>**
  - **Q2 – December 31<sup>st</sup>**
  - **Q3 – March 31<sup>st</sup>**
- **Annual report covers the 4<sup>th</sup> quarter**
- **Includes project progress reporting in accordance with adopted agreement groupings and reporting deliverables**



**Questions about the  
annual and  
quarterly reports?**

# Other Recurring Performance Reports



6b

# Performance Reporting Task Assignments

As new policies and processes have been adopted, additional responsibilities have been assigned to lead agency staff.

## GoTriangle:

Annual review and reporting of art funding allocation and expenditures

Annual report on Wake Transit interests in real property

## CAMPO:

Annual Project Progress & Expenditure Review

Annual Bus Service Performance Review

Tasked with developing a public facing, online report platform (Performance Tracker)

# **Bus Service Performance Review**

# Bus Service Performance Review

- Reviews four different metrics to help determine overperforming and underperforming routes for a 6-quarter stretch.
- Informs decisions on project scope and resource allocation and changes/updates to Wake Transit Work Plan and Bus Plan
- Metrics set by adopted *Wake Bus Plan: Service Guidelines and Performance Measures*



# Bus Service Performance Review Criteria



## Service Quality

- On Time Performance



## Cost Effectiveness

- Operating Cost Per Rider



## Service Effectiveness

- Riders Per Revenue Hour
- OR
- Riders Per Revenue Trip



## Service Impact Bonus

- $\geq 50\%$  of Stops in/within  $\frac{1}{4}$  mile of 4 or more Communities of Concern

# Phasing Bus Service Performance Standards - Productivity

The measure of productivity (riders per revenue hour and riders per trip) will be phased in over time, with individual routes and services evaluated according to the following schedule:

- Fiscal Years 2022-2026 – 90% of target
- Fiscal Year 2027 and beyond – 100% of target

# Phasing Bus Service Performance Standards – Cost Effectiveness

The measure of cost effectiveness (operating cost per passenger boarding) is expected to decrease as service improves and ridership increases. For that reason, the phased schedule is the inverse and will be evaluated according to the following schedule:

- Fiscal Years 2022-2026 – 110% of target
- Fiscal Year 2027 and beyond – 100% of target

# Applying Performance Standards



## Overperforming Routes

- Services that surpass at least three performance measures for three or more consecutive quarters
- Look at how Wake Transit can better support the route (e.g. increase frequency)



## Underperforming Routes

- Routes that fall below the minimum standards for three or more performance measures for a period of three or more consecutive quarters
- Look at how the route can be modified or improved upon to better meet performance metrics

# **Project Progress & Expenditure Review**

# Project Progress & Expenditure Review (PP&E)

- Through the framework established and endorsed through the TPAC in 2019, CAMPO staff is to lead annual structured reviews of Wake Transit Work Plan project reporting deliverables for implementation elements allocated funding in previously approved/adopted Work Plans.
- These reviews coordinated through the Program Development Subcommittee, as successor to the Planning & Prioritization and Budget & Finance Subcommittees.
- CAMPO staff is charged with discussing changes to existing or future programmed projects based on project progress and performance.

# Goals for PP&E Review

The over-arching goals of the Project Progress & Expenditure (PP&E) Reviews are to document the status of Wake Transit-funded activity and expenditures and to further encourage the following with an eye towards the next cycle of Wake Transit Work Plan development.



**Budget Monitoring  
and Adjustment**



**Communication  
and Transparency**



**Data Driven  
Insights**

# Implementation Progress and Expenditures





**Questions about any  
of the performance  
report processes?**

# Wake Transit Performance Tracker



6c

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**The Wake Transit Performance Tracker is an online resource that tracks and reports investment progress outlined in the Wake Transit Plan**

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**PROGRAM  
PERFORMANCE  
DASHBOARD**



**PROJECT  
PROGRESS  
MAP**



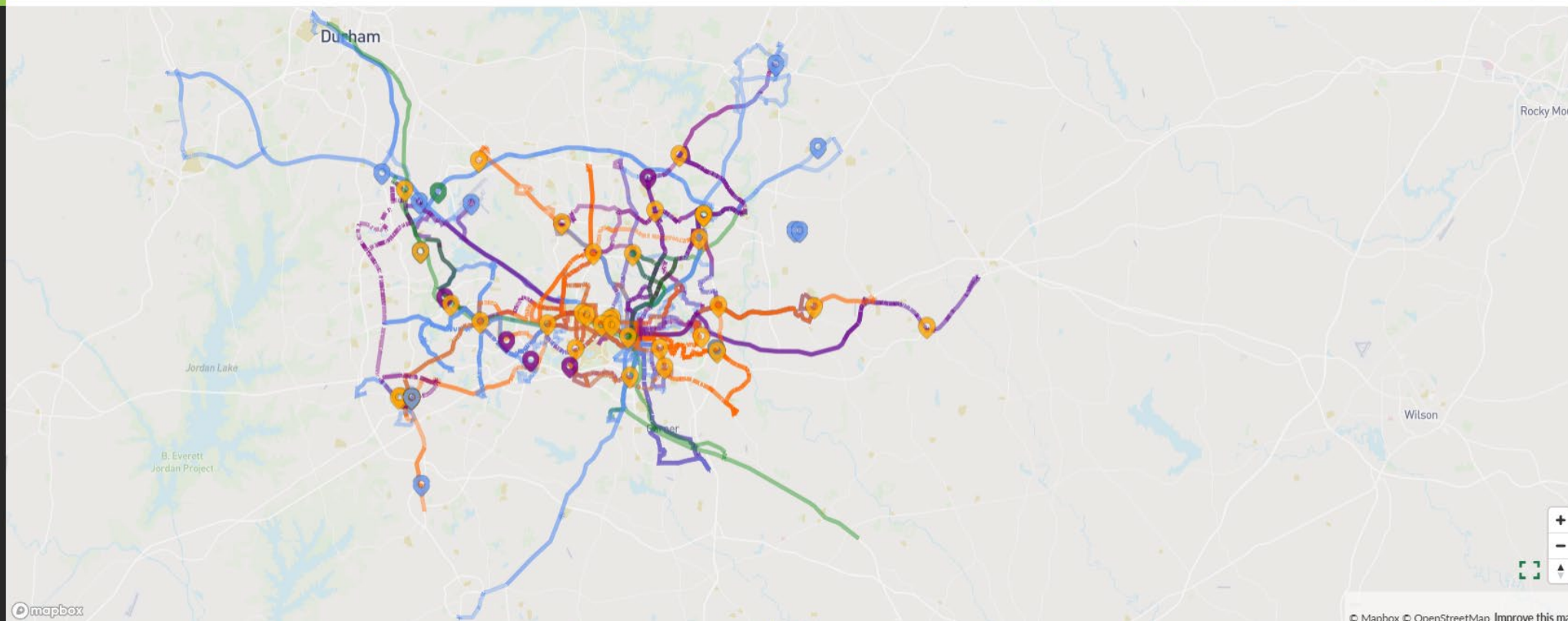
## Project Map & Performance Dashboard

### Map Selection Tool

- \$ Investment Type
- 📈 Project Status
- ☆ Project Sponsor
- 📏 Boundary Lines
- 📍 Other Features

[Reset Map](#) [Reset Selections](#)

■ Planned in Future Years ■ In Study Phase ■ In Development Phases ■ Completed/In Operation





Map Selection Tool

Investment Type



Service Investments

Clear Selection

[Expand All](#) | [Collapse All](#)

Service Type

- ☒ Local Bus Services
- ☐ Demand-Response/On-Demand
- ☐ Regional/Express Services

- ▶ Peak Frequency
- ▶ Off-Peak Frequency
- ▶ Daily Service Hours

Infrastructure Investments

Clear Selection

[Expand All](#) | [Collapse All](#)

- ▶ Commuter Rail Transit
- ▶ Bus Rapid Transit
- ▶ Transit Centers/Transfer Points
- ▶ Maintenance Facilities
- ▶ Park and Ride Facilities
- ▶ Other Project Types

\$ Investment Type ●

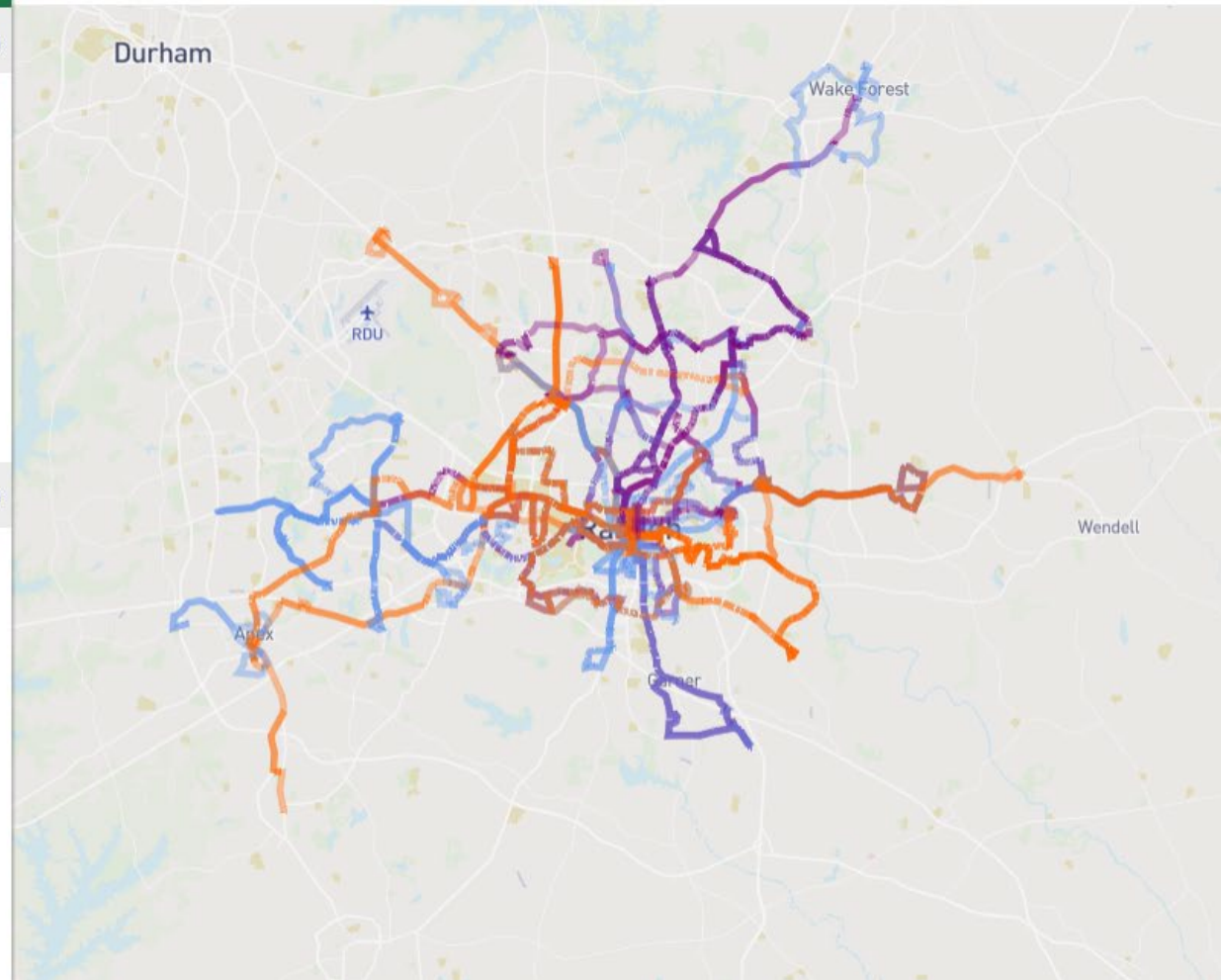
📶 Project Status

☆ Project Sponsor

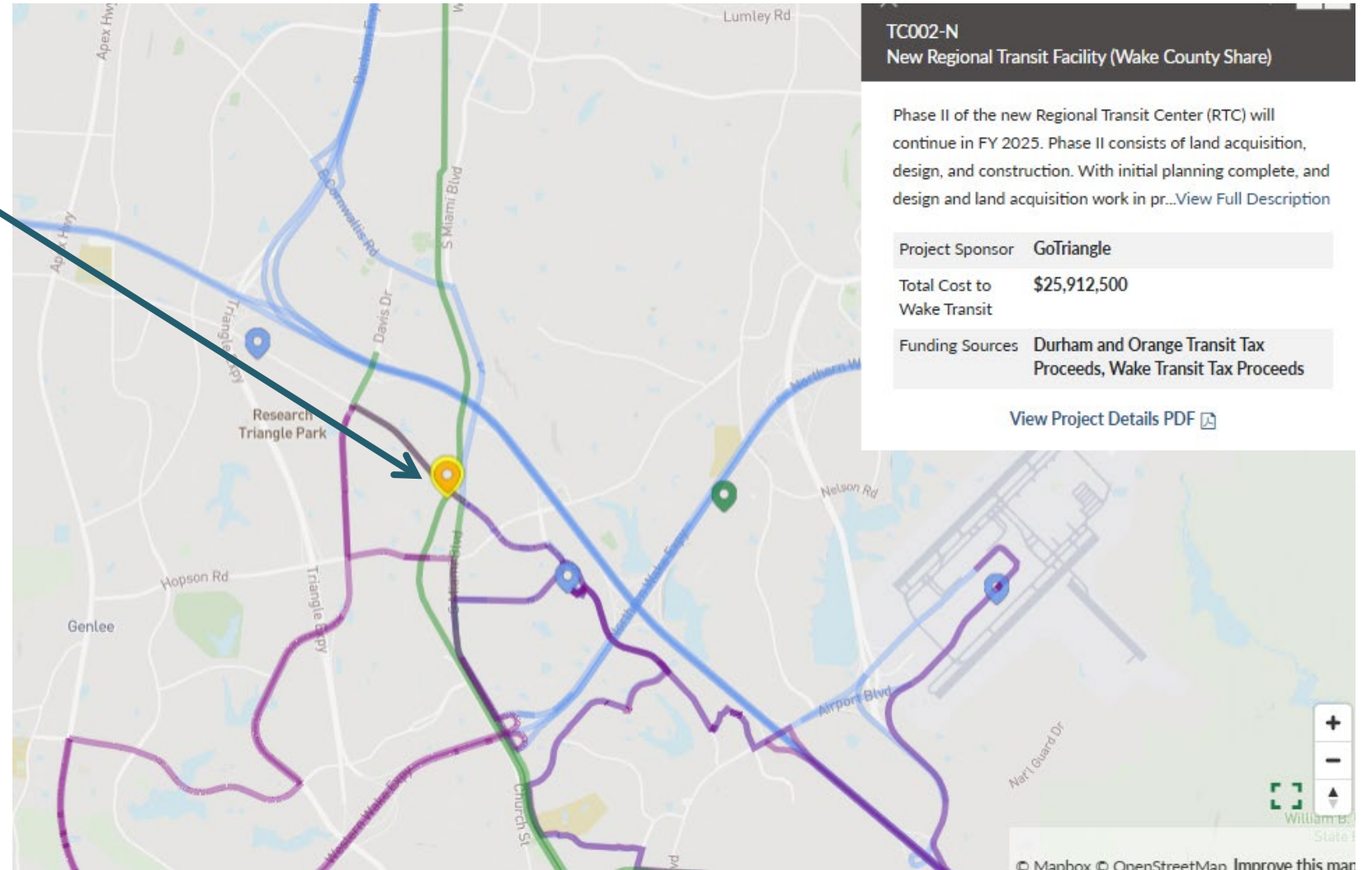
📏 Boundary Lines

📍 Other Features

[Reset Map](#) [Reset Selections](#)



Each map feature is clickable to a project overview pop-up box.



The map displays the Research Triangle Park area with various transit routes. A yellow pin is placed on a purple route, and a green arrow points from the text 'Each map feature is clickable to a project overview pop-up box.' to this pin. Other features include blue and green pins, and various road labels such as Apex Hwy, S Miami Blvd, and Airport Blvd.

**TC002-N**  
**New Regional Transit Facility (Wake County Share)**

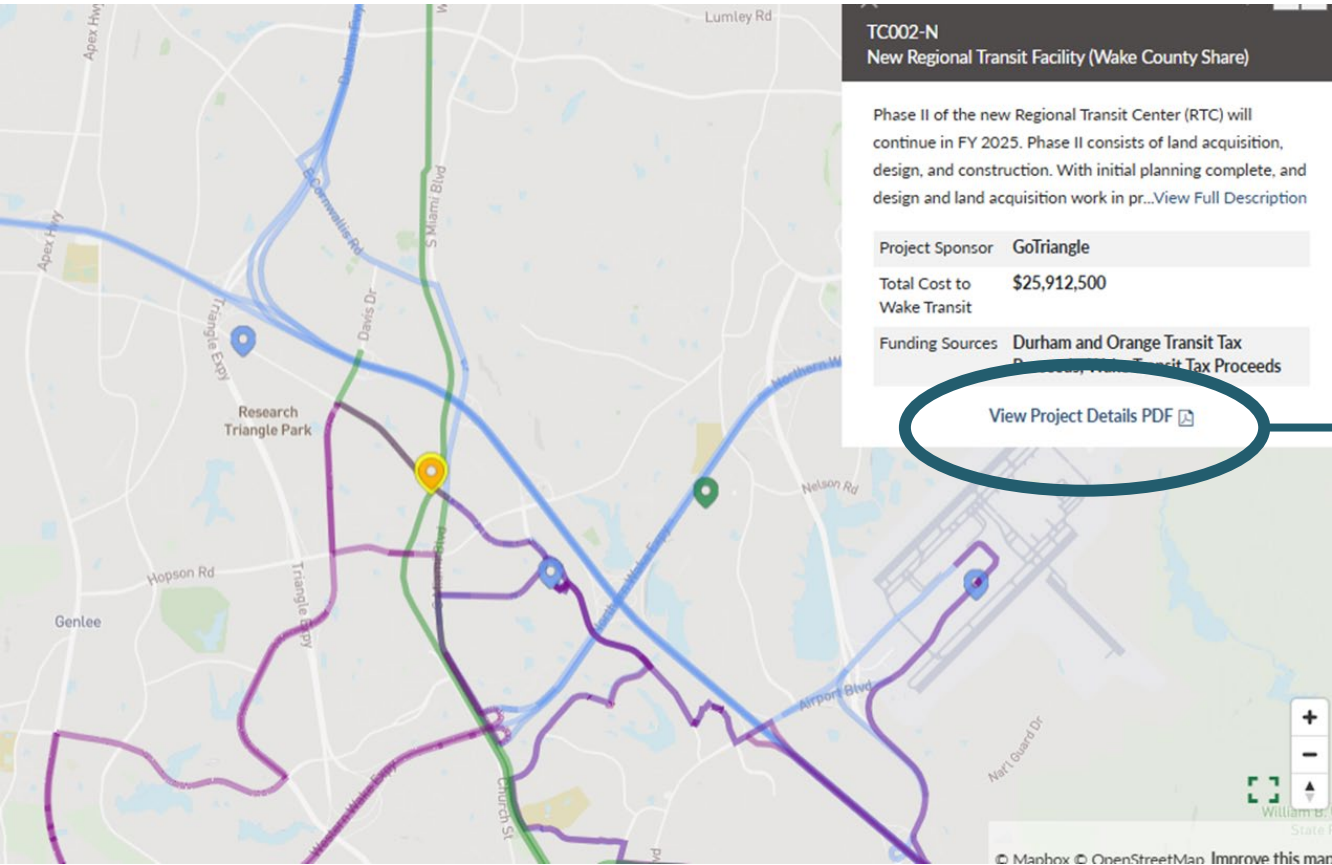
Phase II of the new Regional Transit Center (RTC) will continue in FY 2025. Phase II consists of land acquisition, design, and construction. With initial planning complete, and design and land acquisition work in pr...[View Full Description](#)


Project Sponsor	GoTriangle
Total Cost to Wake Transit	\$25,912,500
Funding Sources	Durham and Orange Transit Tax Proceeds, Wake Transit Tax Proceeds

[View Project Details PDF](#)

© Mapbox © OpenStreetMap Improve this map

By clicking the “Project Details PDF” button on the bottom of the box, users will open an expanded details sheet that is printable.





Project Map & Performance Dashboard

Infrastructure Investment Project

ID #	Name	Investment Status
TC002-N	New Regional Transit Facility (Wake County Share)	In Development Phases

Sponsor	Investment Type	Investment Description
GoTriangle	Transit Centers / Transfer Points	New Facility

1st Appearance in Work Plan	Funding Sources
FY19 (Page 71)	Durham and Orange Transit Tax Proceeds, Wake Transit Tax Proceeds

Fiscal Year	Amount	Phase
FY19	\$312,500	Planning, Feasibility
FY22	\$6,000,000	Design, Land Acquisition
FY25	\$1,400,000	Construction
FY26	\$3,500,000	Construction
FY27	\$9,800,000	Construction
FY28	\$4,900,000	Construction

Note: Future year phase schedules and cost estimates are assumed. They are reviewed and updated, as needed, through the Wake Transit Work Plan development and amendment processes.

<b>Total Project Cost</b>	<b>Total Cost to Wake Transit</b>
\$25,912,500	\$25,912,500

Description

Phase II of the new Regional Transit Center (RTC) will continue in FY 2024. Phase II consists of land acquisition, design, and construction. Implementation of Phase II in FY 2024 will draw from the remaining funding allocated for design (\$2.5 million) and land acquisition (\$3.5 million) in the FY 2022 Wake Transit Work Plan. The completed feasibility study for the relocation of the RTC includes 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. This study is being used to inform the location and design of phase II. The feasibility study was funded by county transit plans in Wake, Durham, and Orange counties. The GoTriangle RTC is the primary hub for GoTriangle regional bus services connecting Wake, Durham, and Orange Counties. This study includes 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,

## Program Performance Dashboard

Select a category below to view dashboard items.

SERVICE

COVERAGE

FIXED GUIDEWAY

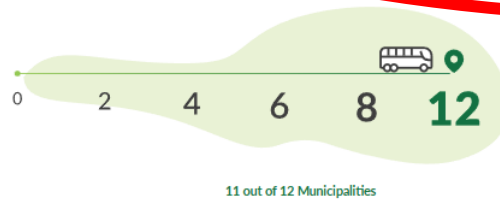
RIDERSHIP

FUNDING

**GOAL** Connect All 12 Wake County municipalities with fixed-route transit



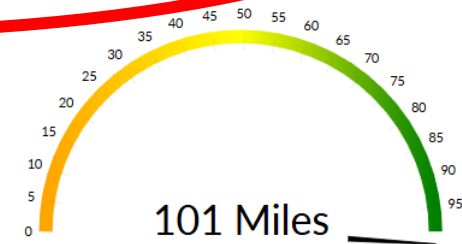
Total number of connected municipalities



**GOAL** Increase the frequent service network from 17 miles to 99 miles



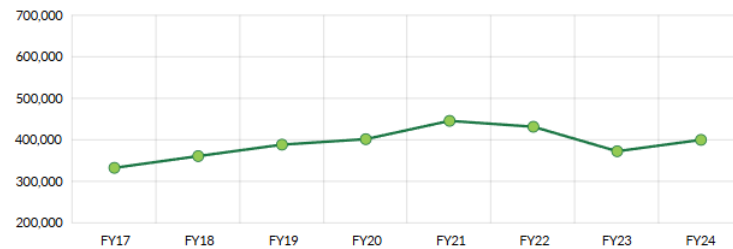
Current number of route miles on the frequent network



**GOAL** Increase the amount of fixed-route service hours



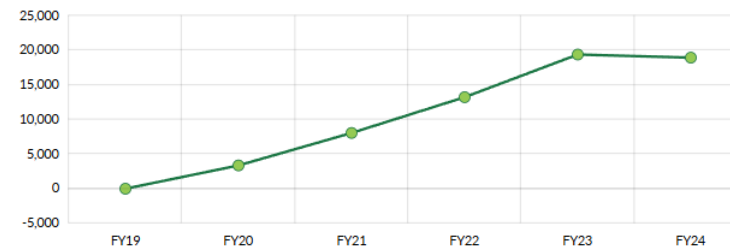
Annual total of fixed-route vehicle revenue hours



**GOAL** Total number of vehicle revenue hours funded through the Community Funding Area Program



Growth in number of transit vehicle revenue hours as a result of CFAP investment





**Questions about the  
Tracker or any other  
reporting process?**



# Wake Transit 101 Wrap Up

# Let's See How We Did

**Mentimeter**

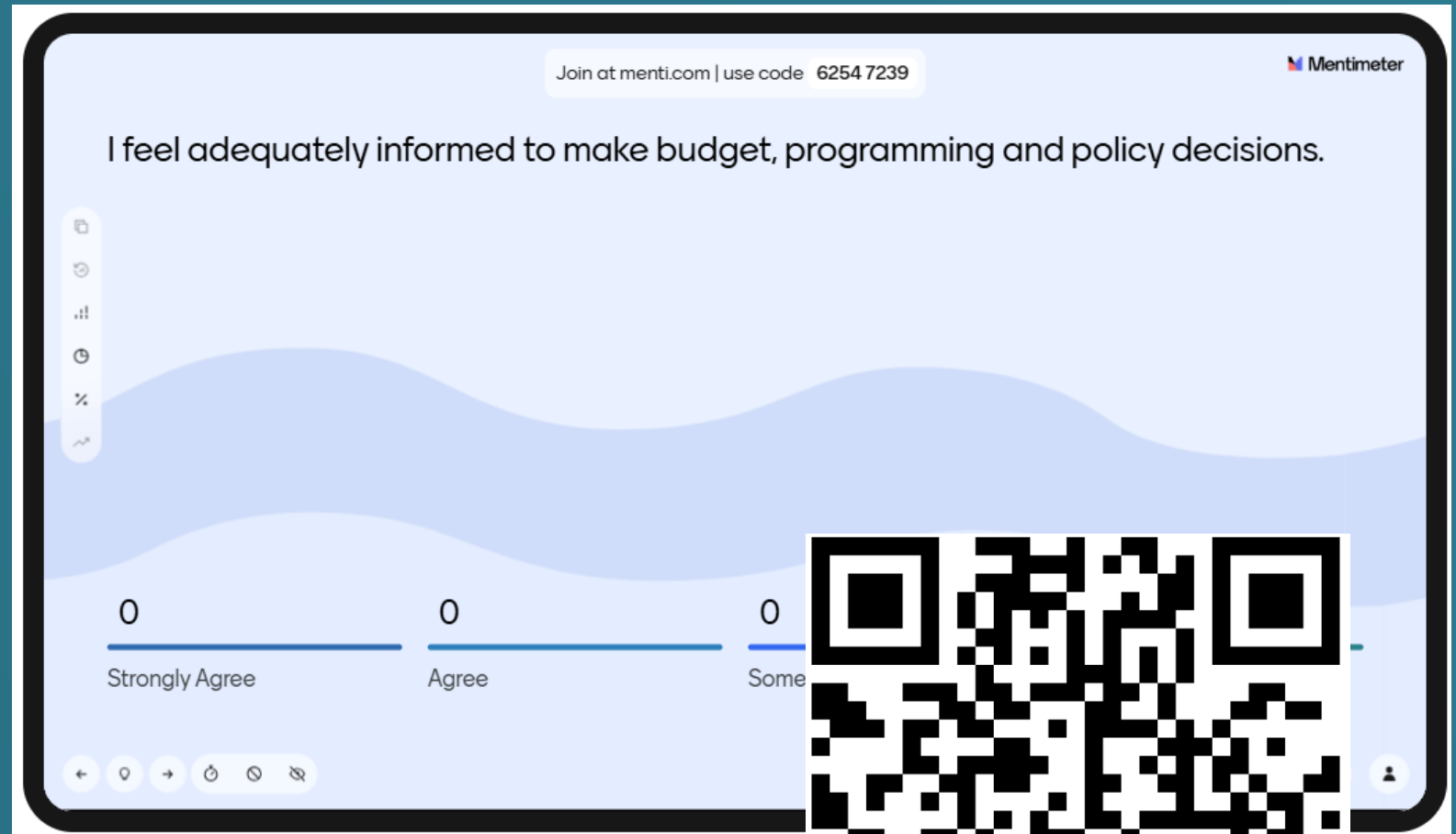
I feel adequately informed to make budget, programming and policy decisions.

Strongly Agree ☐

Agree ☐

Somewhat ☐

Not At All/Disagree ☐



MENTI.COM • CODE: **6952 1364**

# Links to Materials and Project Pages

**TPAC Document Library  
(CAMPO Website)**



**2035 Wake Transit Plan  
Update Webpage**



**Wake Transit  
Performance Tracker**



**TPAC Meetings:** <https://www.campo-nc.us/about-us/committees/wake-county-transit-planning-advisory-committee-tpac/meetings>

**TPAC Subcommittees:** <https://www.campo-nc.us/about-us/committees/wake-county-transit-planning-advisory-committee-tpac/subcommittees>

**Metropolitan Transportation Plan:** <https://www.campo-nc.us/transportation-plan>

Email questions about Wake Transit and the TPAC to: [stephanie.plancich@campo-nc.us](mailto:stephanie.plancich@campo-nc.us)

# Thank you to our presenters



<b>Ben Howell</b>	<b>Stephanie Plancich</b>	<b>Steven Mott</b>	<b>Suvir Venkatesh</b>
<b>WT Program, Plan Updates</b>	<b>TPAC &amp; WT Engagement</b>	<b>Work Plan &amp; Amendments</b>	<b>CFA Program, WT Tracking</b>
<b>CAMPO</b>	<b>CAMPO</b>	<b>CAMPO</b>	<b>CAMPO</b>

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<b>Kelly Blazey</b>	<b>Shelby Powell</b>	<b>Paul Black</b>	<b>Steve Schlossberg</b>	<b>Het Patel</b>
<b>GoCary, TPAC Chair</b>	<b>Regional Plans, TPAC member</b>	<b>Regional Plans/Projects</b>	<b>Tax District, WT Financials</b>	<b>GoRaleigh, WakeBRT</b>
<b>Town of Cary</b>	<b>CAMPO</b>	<b>GoTriangle</b>	<b>GoTriangle</b>	<b>City of Raleigh</b>

A copy of the presentation will be posted to the event webpage: [bit.ly/WakeTransit101](https://bit.ly/WakeTransit101) for future reference.



**Thank you for  
attending Wake  
Transit 101**