



NC Capital Area **Metropolitan Planning Organization**

Executive Board Meeting

March 18, 2026

3:00 PM

Audio for the livestream will begin when the Chair calls the meeting to order.

1. Welcome and Introductions

Meeting Etiquette:

- Please refrain from muting, obstructing, or moving the microphones.
- Please move toward the microphone when speaking.
- Please clearly state your name and organization when speaking or making/seconding a motion.

(Ex: I, _____, move that... or I, _____, second the motion.)

***** Sign in before you leave *****

2. Adjustments to the Agenda

3. Ethics Statement:

In accordance with the State Government Ethics Act, it is the duty of every Executive Board member to avoid conflicts of interest.

Does any Executive Board member have any known conflict of interest with respect to matters coming before the Executive Board today? If so, please identify the conflict and refrain from any participation in the particular matter involved.

4. Public Comments

This is an opportunity for comments by those in attendance. Please limit comments to three (3) minutes for each speaker.

5. Consent Agenda

5.1 Minutes – February 18, 2026

5.2 Prioritization & Local Input Point Methodology Update

5.3 Locally Administered Projects Program Additional Funding Request

End of Consent Agenda

6. Regular Agenda

6.1 Regional Transit Technology Plan

6.2 FAST Study 2.0 Recommendations

6.3 Wake Transit Bus Rapid Transit Update

6.4 Draft FY 2027 Wake Transit Work Plan

6.1 Regional Transit Technology Plan



Regional Transit Technology Plan

CAMPO Executive Board
March 18, 2026

Austin Stanion
Regional Technology Project Manager
GoTriangle

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

Regional Project Management Team

Six Transit Focus Areas

Passenger Real Time & Trip Planning

Transit Service Planning Tools

Transit Signal Priority

Regionally Integrated Payments

GTFS Standards

Open Data Portal



Passenger Real Time & Trip Planning

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

Wake 5 Year Cost Estimate: **\$1,192,863**

Figure 1-1: GoCary App Images

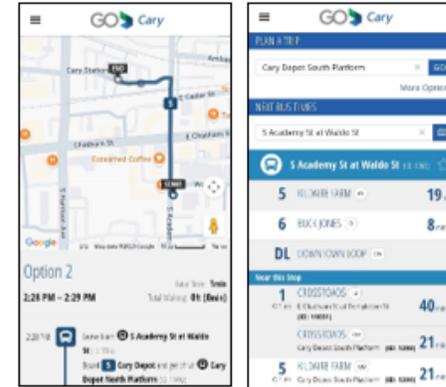
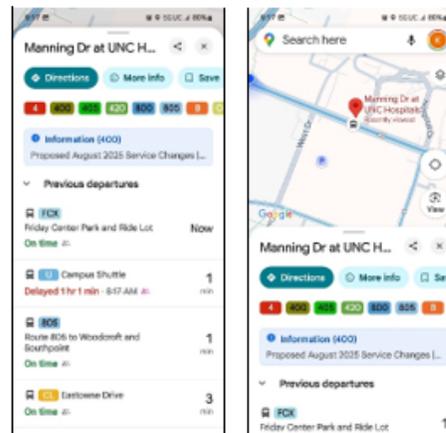


Figure 1-2: Google Maps Images of Chapel Hill



Transit Service Planning Tools



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

Transit Service Planning Tools

Scenario 1 :

Separate Tools Across All Agencies

Wake 5 Year Cost Estimate: **\$2,481,142**

Scenario 2 :

Unified Platform Adopted by All Agencies

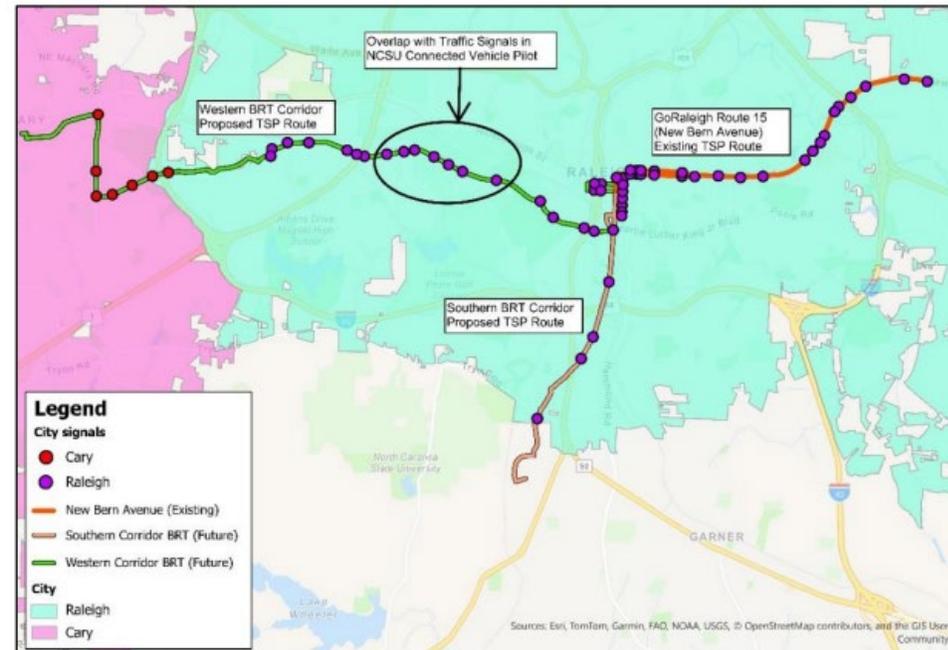
Wake 5 Year Cost Estimate: **\$1,500,671**



Transit Signal Priority (TSP)

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

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



Transit Signal Priority (TSP)

Scenario 1 :

Connected Vehicle Approach

(Used by Cary. Vendor = Applied Information)

Wake 5 Year Cost Estimate: \$4,647,646

Scenario 2 :

Existing Cloud-Based TSP Systems

(Used by Raleigh. Vendor = EMTRAC)

Wake 5 Year Cost Estimate: \$5,405,773

Regionally Integrated Payments



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

Regionally Integrated Payments

Scenario 1:

Replace/upgrade current fareboxes with single validating farebox for all payments and open loop functions.

Wake 5 Year Cost Estimate: **\$6,671,890 - \$11,918,370**

Scenario 2:

Replace validators to accept open payments.

Replace fareboxes with mechanical farebox.

Wake 5 Year Cost Estimate: **\$4,141,890 - \$8,639,370**

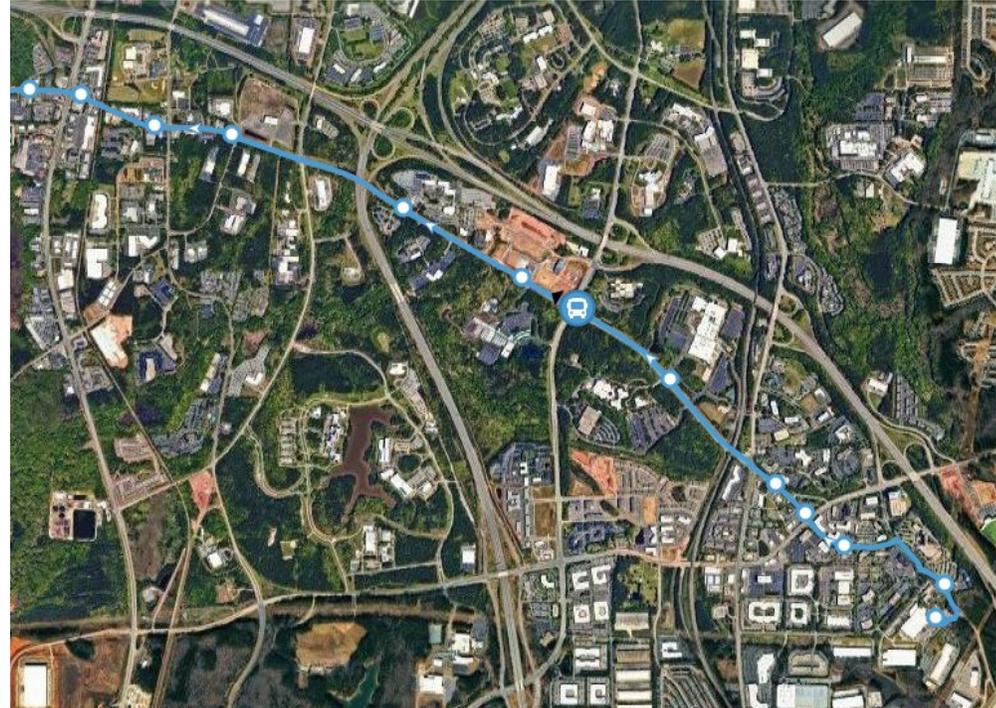
Scenario 3:

Combination of Scenarios 1 and 2

Wake 5 Year Cost Estimate: **\$5,566,890 - \$9,885,370**

GTFS Standards & Open Data Portal

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



GTFS = General Transit Feed Specification

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

Regional GTFS

Wake 5 Year Cost Estimate: \$440,220

Open Data Portal Scenario 1:

Leveraging Existing Data Feeds

Wake 5 Year Cost Estimate: \$245,717

Open Data Portal Scenario 2:

Develop Regional Open Data Portal

Wake 5 Year Cost Estimate: \$528,891



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

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

5 Year Wake Cost Estimates

Public Engagement

- 30-day public comment period: Feb. 16 – Mar. 17, 2026
- No comments as of 12pm March 16, 2026
- Available at www.WakeTransit.org
- This comment period is to adhere to CAMPO policy:
 - Provide a review and comment opportunity for draft Plan before action is considered by Executive Board
- Previous comment period on draft memos: Sept. 22 – Oct. 5, 2025

TPAC Action

- At their February meeting, the TPAC moved “to endorse and recommend governing board approval of the updated Regional Transit Technology Plan as a guiding document for future technology investment.”
- This language reflects the committee’s intention that the plan should guide transit technology investments rather than serve as a stand-alone implementation element.



Regional Transit Technology Plan

CAMPO TCC March 5, 2026

Austin Stanion
Regional Technology Project Manager
GoTriangle

6.1 Regional Transit Technology Plan

Requested Action:

Approve the Regional Transit Technology Plan as a guiding document for future technology investment

6.2 FAST Study 2.0 Recommendations

CAMPO

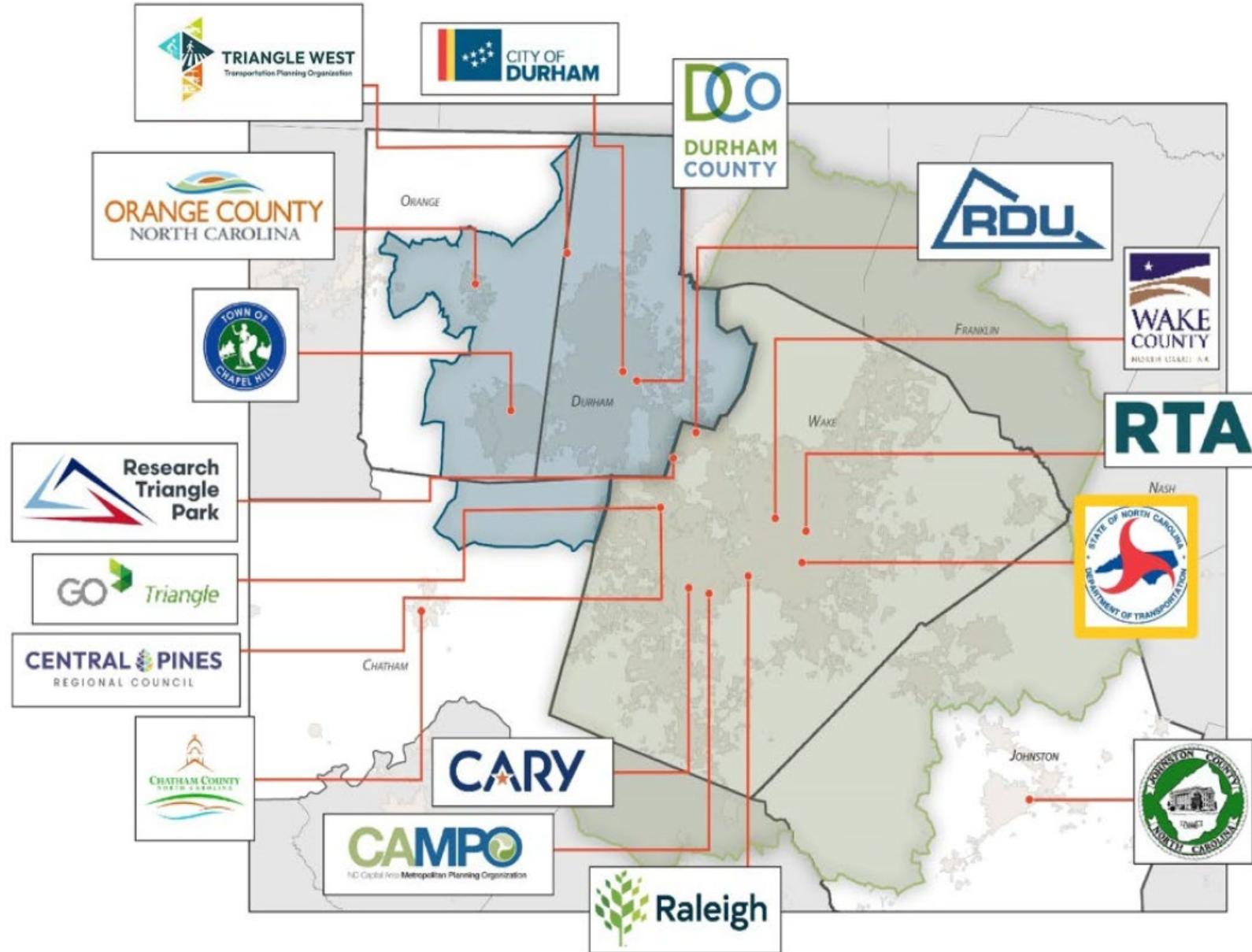
Executive Board

FAST 2.0
Freeway, Arterial, Street, and Tactical Transit

Greg Saur, PE
Rachel Gaylord-Miles, AICP

Stakeholders

- NCDOT Units
 - Division 4, 5, 7, 8
 - Mobility & Safety
 - Roadway Design
 - Integrated Mobility Division



FAST Transit

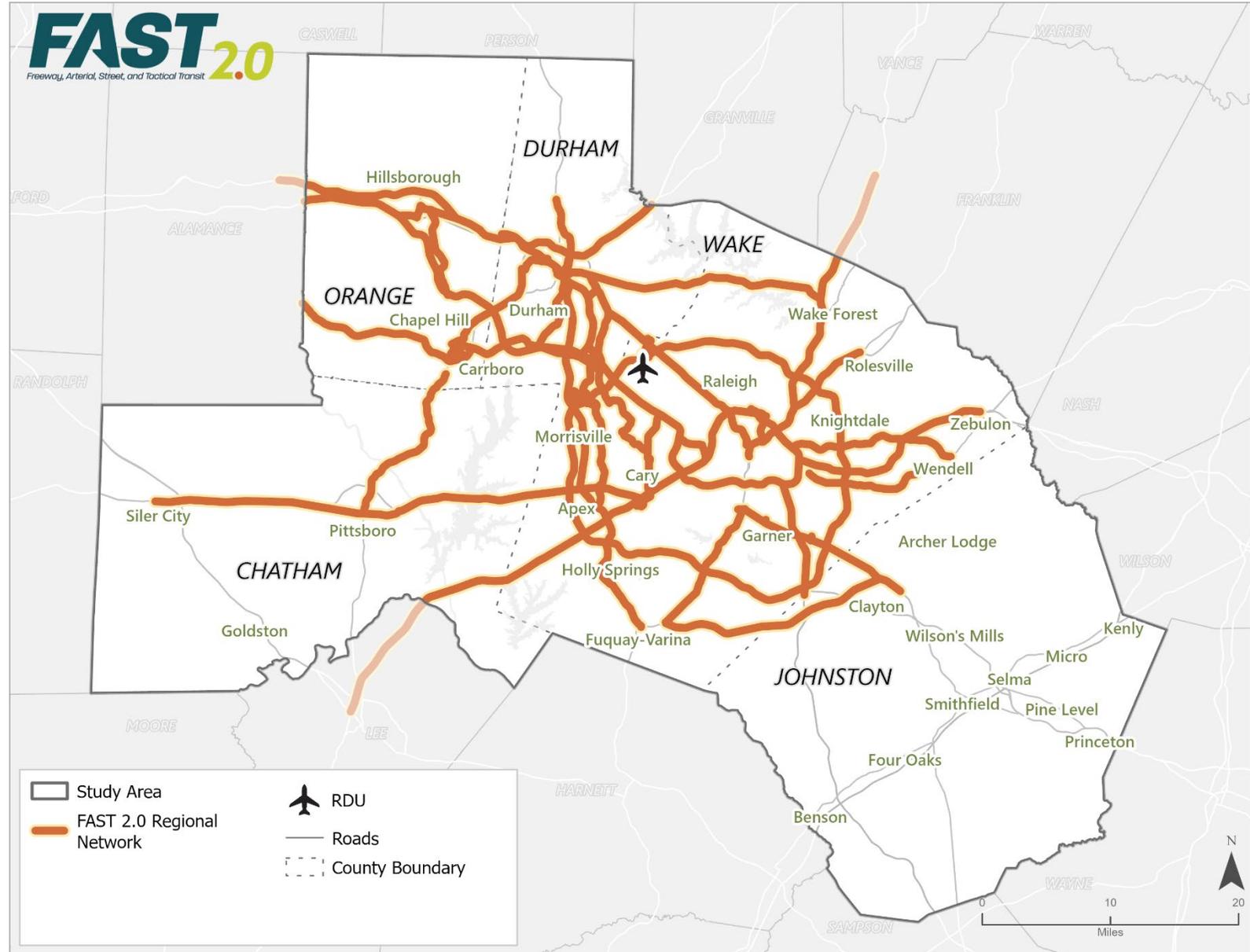


FAST transit is a scalable approach for quickly integrating “transit advantage” infrastructure along the roadway system to support enhanced transit service.

Regional Network & Priority Corridors

Regional Network

Roadways that have potential for long-term transit priority investment.



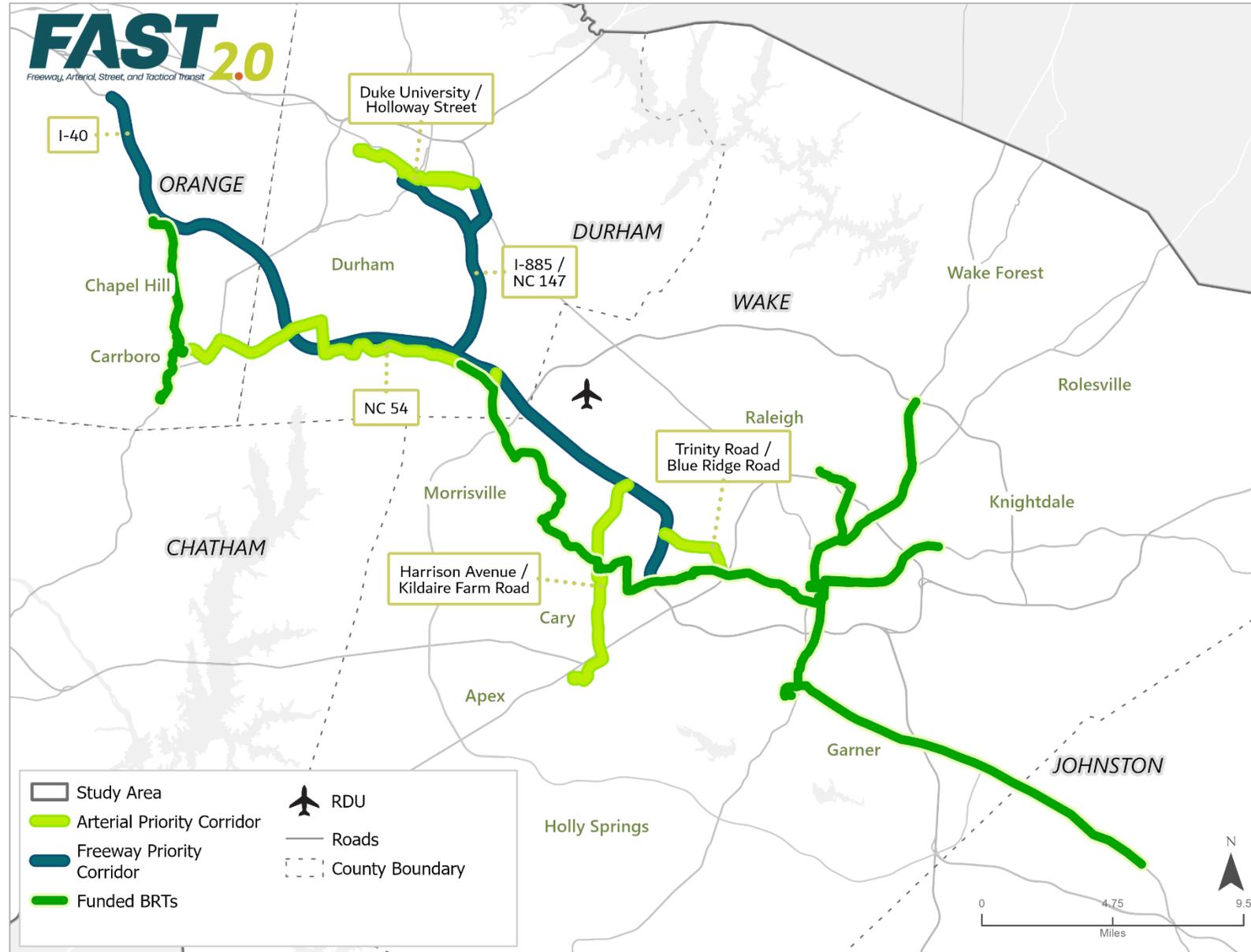
Priority Corridors

Freeway

- I-40
- I-885 / NC 147

Arterials

- Duke University/Holloway Street
- Trinity Road/Blue Ridge Road
- Harrison Avenue/Kildaire Farm Road
- NC 54



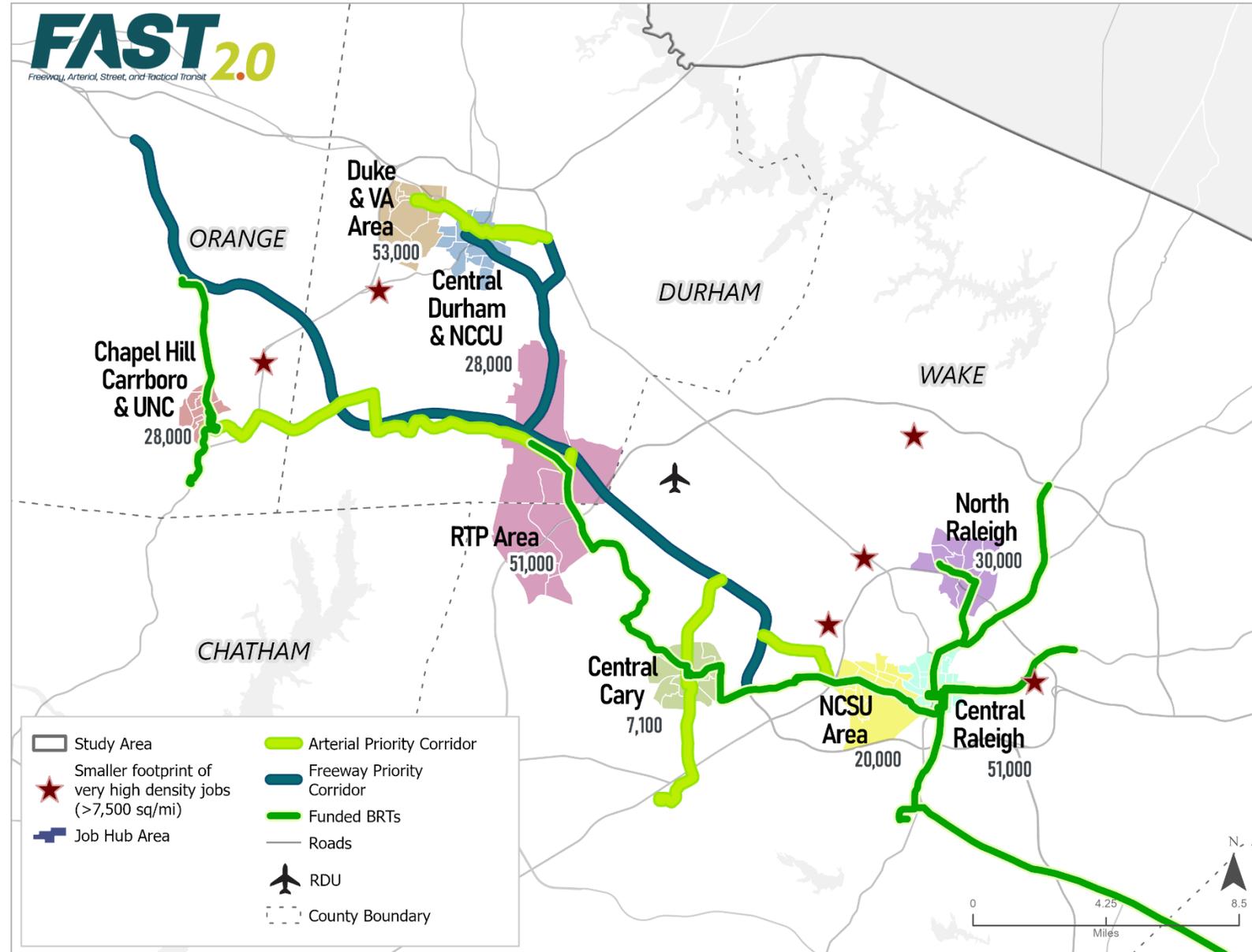
Employment

Freeway

- I-40
- I-885 / NC 147

Arterials

- Duke University/Holloway Street
- Trinity Road/Blue Ridge Road
- Harrison Avenue/Kildaire Farm Road
- NC 54



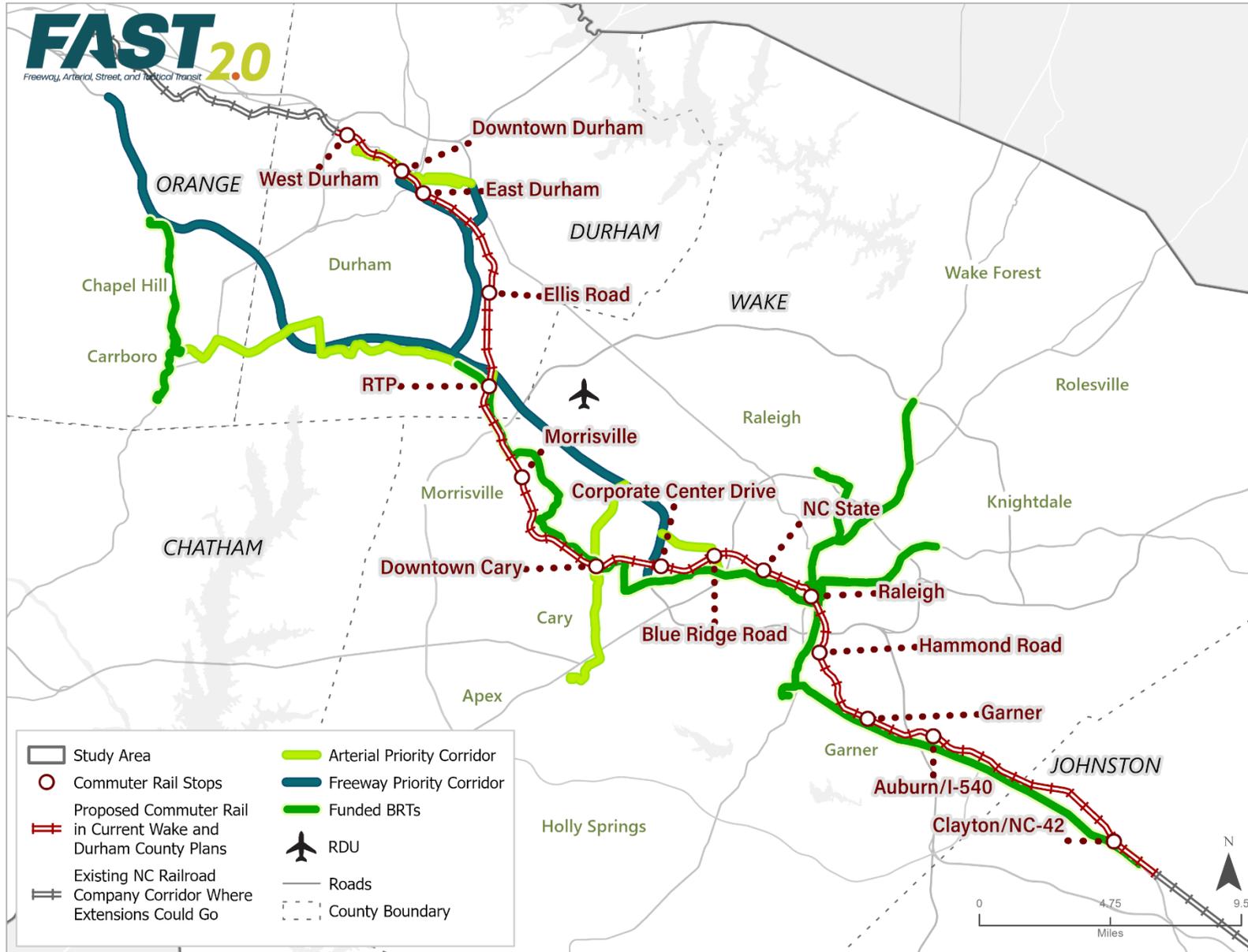
Commuter Rail

Freeway

- I-40
- I-885 / NC 147

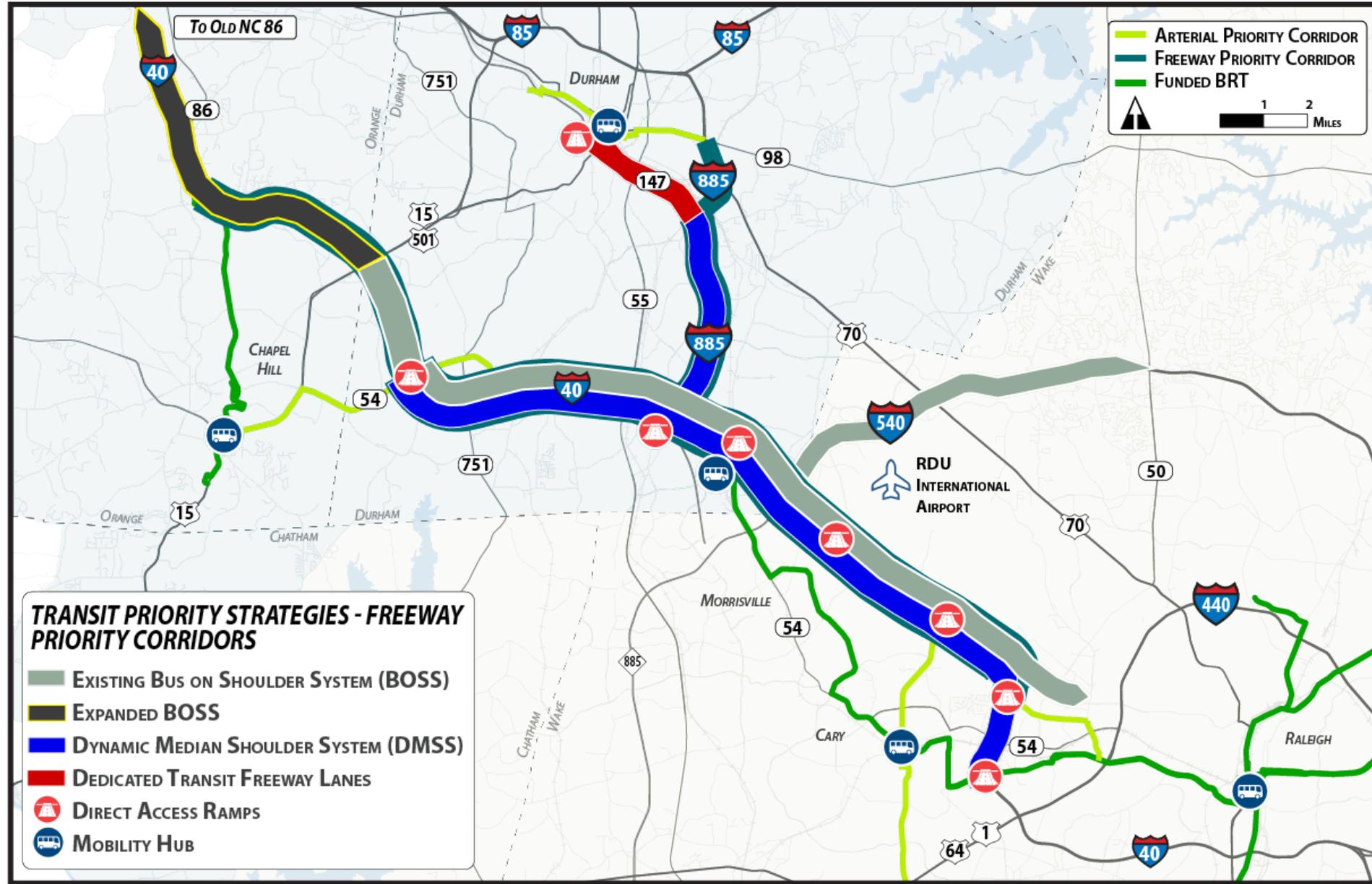
Arterials

- Duke University/Holloway Street
- Trinity Road/Blue Ridge Road
- Harrison Avenue/Kildaire Farm Road
- NC 54



Freeway Concepts

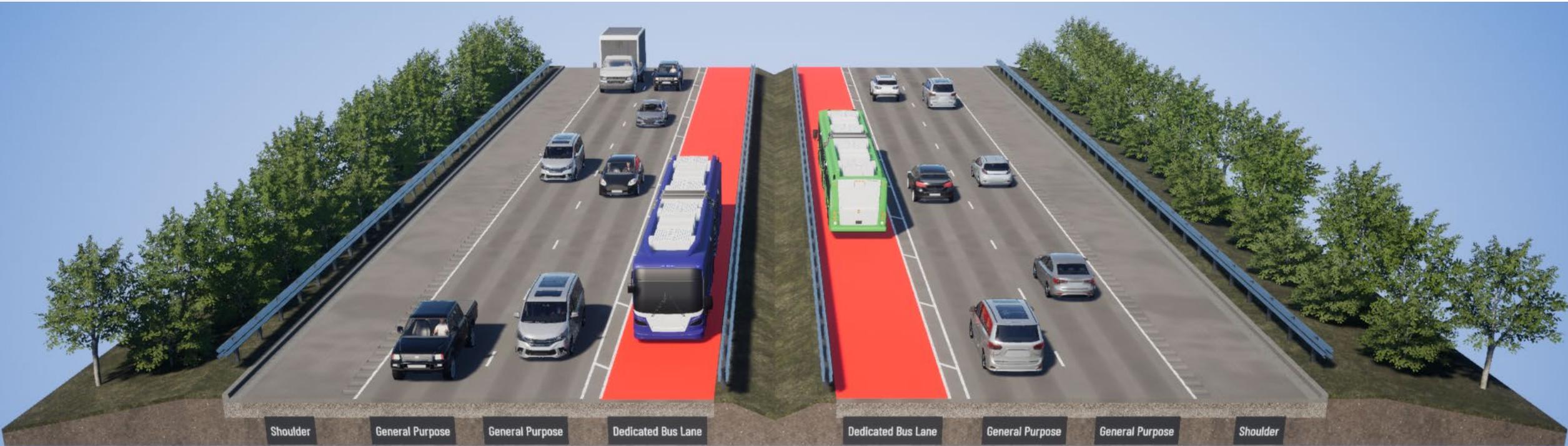
Freeway Concepts



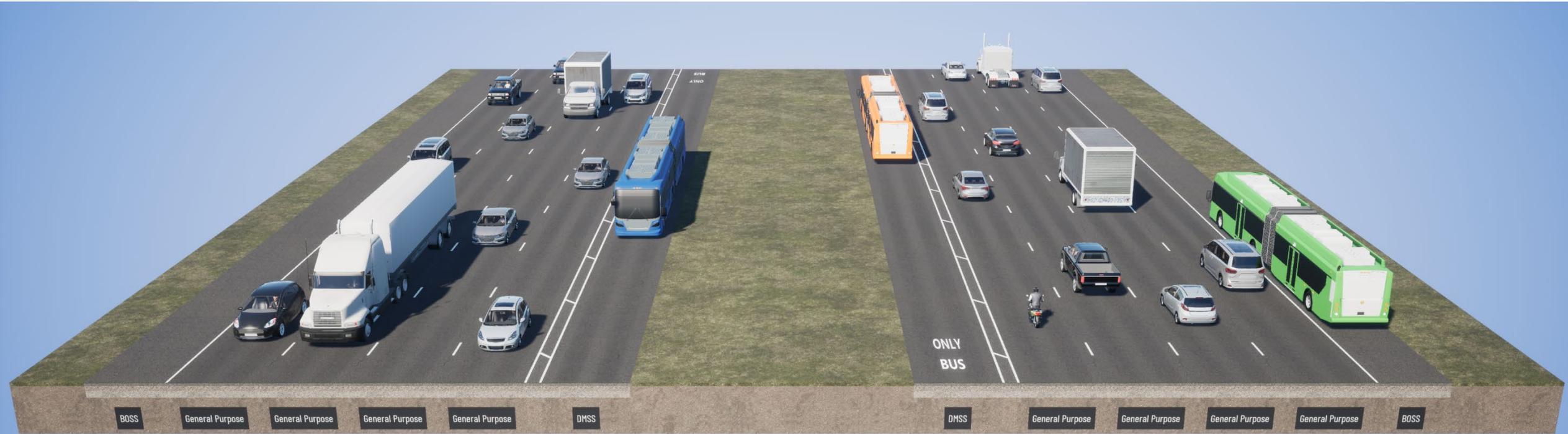
Bus on Shoulder System (BOSS): I-40



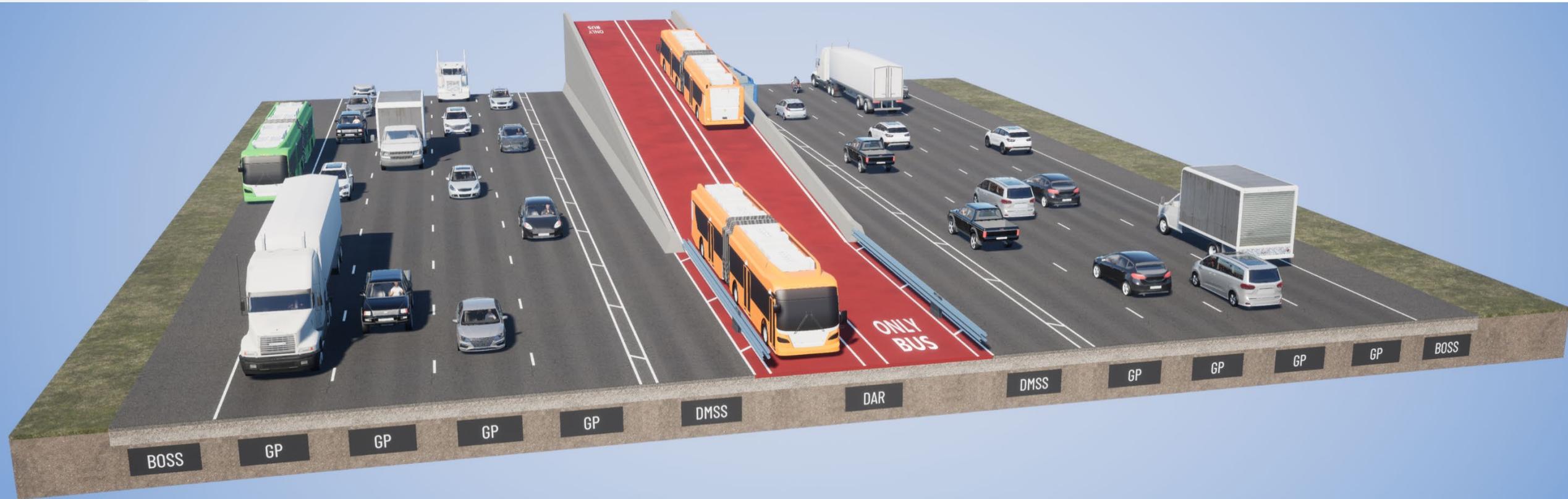
Dedicated Transit Lanes: NC 147



Dynamic Median Shoulder System (DMSS)



Direct Access Ramp between BRT and Freeway



Arterial Concepts

West Raleigh Arterial Concept:

- Trinity Rd / Blue Ridge Rd
- I-40 Direct Access Ramp
- Lenovo Center
- Carter-Finley Stadium
- NC State Fairgrounds
- NC State Vet School



RED Transit Priority Lanes: Blue Ridge Rd



Corridor Next Steps

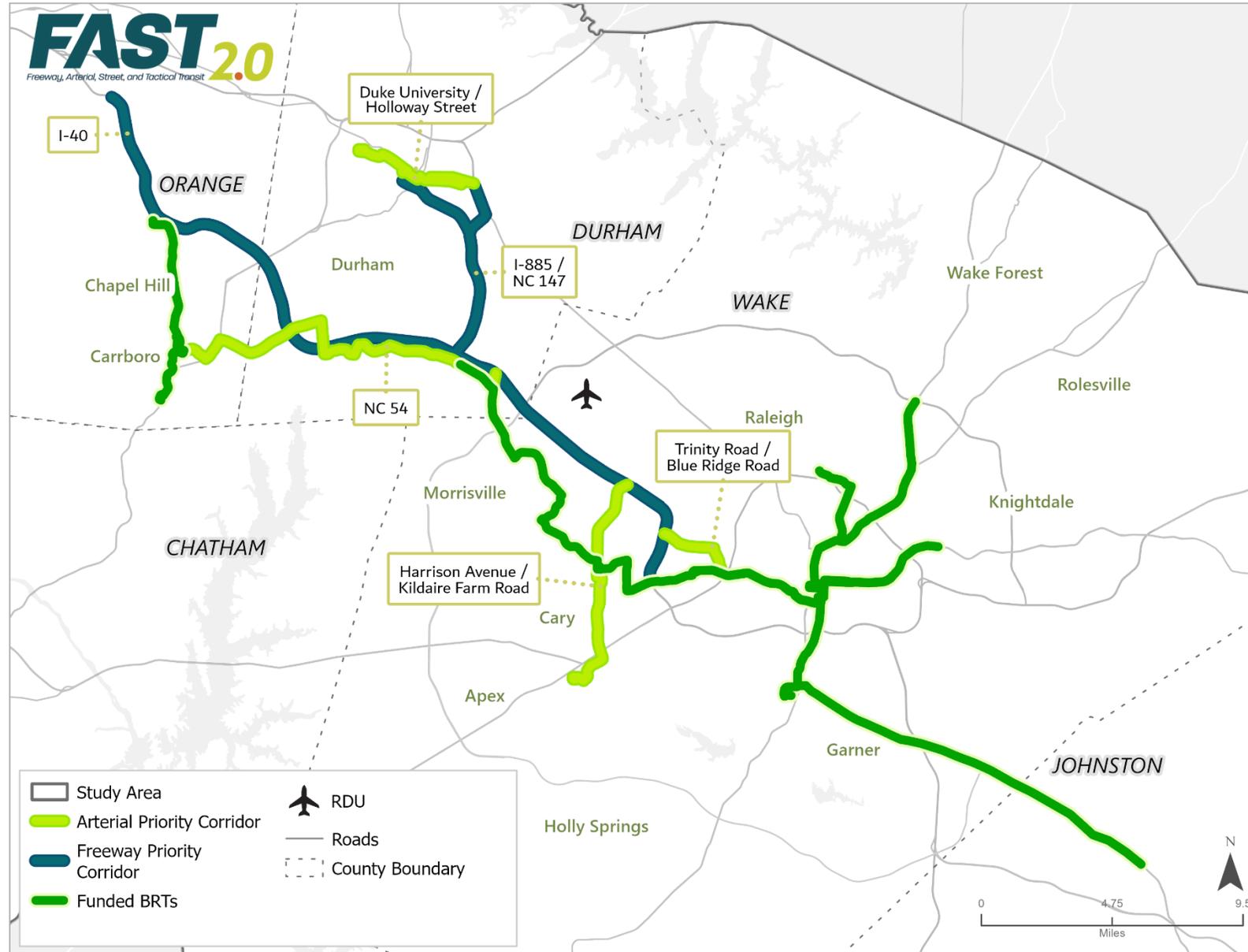
Moving Forward

Wake Transit Work Plan (Draft FY2027)

- BRT Major Investment Study - I-40 and Cary Corridors

2055 MTP

- SAS to Regency Center (Harrison Avenue / Kildaire Farm Road)
- I-40 – between Downtown Raleigh and RTC
- I-40/Chapel Hill (I-40 Extended) – between Downtown Raleigh and UNC



6.2 FAST Study 2.0 Recommendations

Requested Action:
Receive as information

6.3 Wake Transit Bus Rapid Transit Update



WAKE BUS RAPID TRANSIT PROGRAM UPDATE

Capital Area MPO | Executive Board

March 18, 2026

AGENDA

- Program Overview
- New Bern Avenue
- Southern Corridor
- Western Corridor
- Northern Corridor
 - Major Investment Study (MIS)



WAKE BRT PROGRAM | OVERVIEW

CONSTRUCTION

- New Bern Avenue

FINAL DESIGN

- Southern Corridor
- Western Corridor

PLANNING STUDY

- Northern Corridor
- Garner to Clayton Extension
- Cary to Research Triangle Park (RTP) Extension



NEW BERN AVENUE



DEDICATED RUNNINGWAY
 3.3 miles of 5.4 miles in dedicated lanes
 (BAT & transitway)



ENHANCED STATIONS
 Ten (10) new stations connecting downtown
 Raleigh to New Hope Road



SPECIALIZED VEHICLES
 Seven (7) new 60' articulated buses,
 compressed natural gas



SIGNAL PRIORITY
 At signalized intersections along the
 corridor

STATION	DIRECTION	NAME
1	Outbound	GoRaleigh Station
2	Outbound Inbound	Morgan at Blount Edenton at Blount
3	Outbound Inbound	New Bern at Swain Edenton at Swain
4	Outbound Inbound	New Bern at Tarboro Edenton at Tarboro
5	Outbound Inbound	Raleigh Blvd
6	Outbound Inbound	King Charles
7	Outbound Inbound	Medical District
8	Outbound Inbound	Trawick Rd
9	Outbound Inbound	Corporation Pkwy
10	Outbound Inbound	New Hope Rd East Raleigh

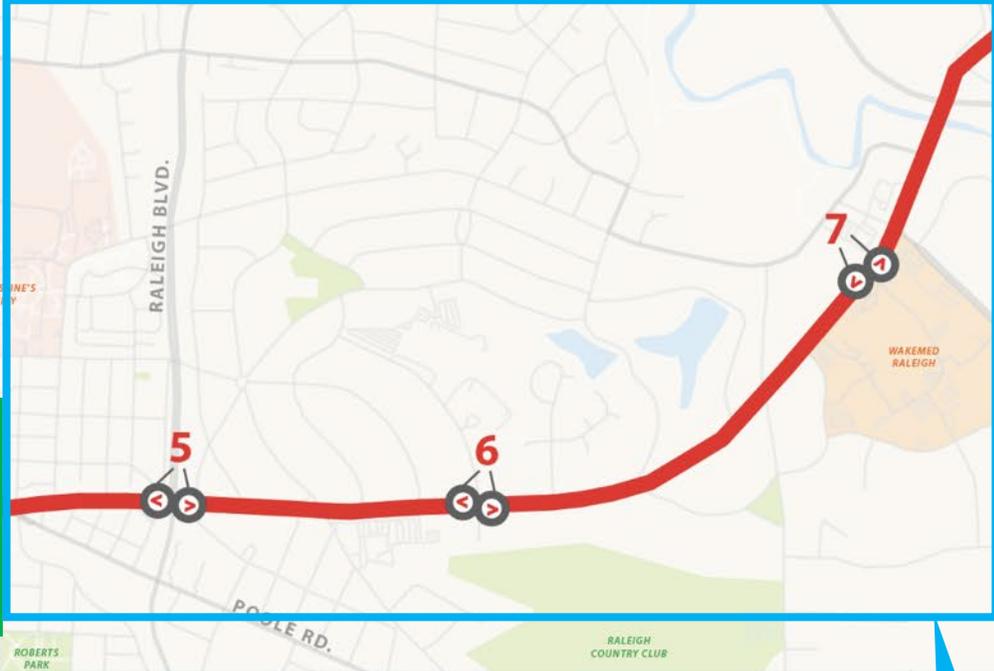
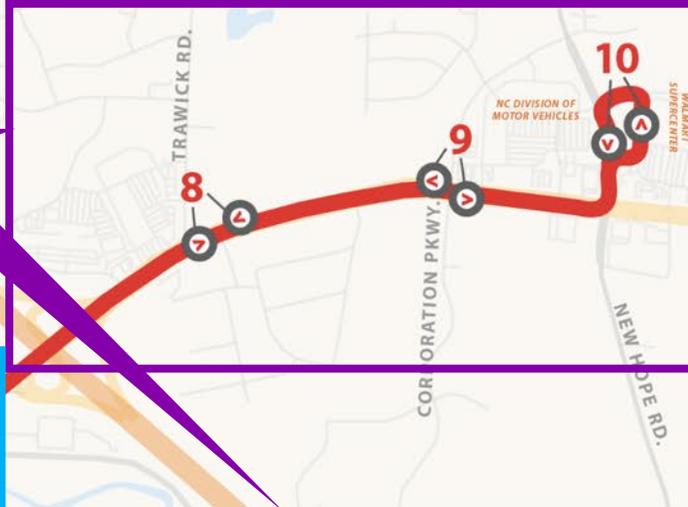
Package 1 – Downtown Raleigh and one-way pair of New Bern Avenue and Edenton Street

Scope of construction: roadway work, utilities, drainage, paths and sidewalks, excludes vertical station work within area.



Package 3 – New Bern Avenue from I-440 to New Hope Road

Scope of construction: roadway work, utilities, drainage, paths and sidewalks, includes all the vertical stations work within Area 1, 2 and 3.



Package 2 – New Bern Avenue from Poole Road to Sunnybrook Road (Transitway)

Scope of construction: roadway work, utilities, drainage, paths and sidewalks, excludes vertical stations work within area.

STATION	DIRECTION	NAME
1	Outbound	GoRaleigh Station
2	Outbound	Morgan at Blount
	Inbound	Edenton at Blount
3	Outbound	New Bern at Swain
	Inbound	Edenton at Swain
4	Outbound	New Bern at Tarboro
	Inbound	Edenton at Tarboro
5	Outbound	Raleigh Blvd
	Inbound	
6	Outbound	King Charles
	Inbound	
7	Outbound	Medical District
	Inbound	
8	Outbound	Trawick Rd
	Inbound	
9	Outbound	Corporation Pkwy
	Inbound	
10	Outbound	New Hope Rd
	Inbound	East Raleigh

PACKAGE 1 – CONSTRUCTION

Notice to Proceed

- > February 2, 2026

Initial Activities

- > Week of 2/2/26: Initial setup of advance warning signs, message board setup, and survey controls.
- > Week of 2/9/26: Work Area East Street towards Swain Street, Lane closure setup, survey layout for new waterline, erosion controls, and saw-cutting of pavement.

Subsequent Activities (Late February-Early March)

- > Weeks of 2/16/26 & 2/23/26: Continuation of pavement sawcut, pavement removal for locating existing utilities, and delivery of waterline pipes and fittings.
- > Week of 3/2/26: Pipe crew starts at East Street, progressing towards Swain.

PACKAGE 2 AND 3 | NEXT STEPS

Package 2

- > Construction advertised on July 23, 2025
- > Two (2) sealed bids received on September 19, 2025
- > Raleigh City Council awarded to apparent low bid on October 7, 2025
- > Contract execution underway, notice to proceed anticipated Summer 2026

Package 3

- > One-on-one with contractors end of 2025/early 2026
- > Construction advertisement anticipated Summer 2026
- > Contract execution anticipated by end of 2026

SOUTHERN CORRIDOR



DEDICATED RUNNINGWAY

3.8 miles of 5.1 miles (75%) in dedicated lanes (BAT & transitway)



ENHANCED STATIONS

Nine (9) new stations connecting downtown Raleigh to Town of Garner



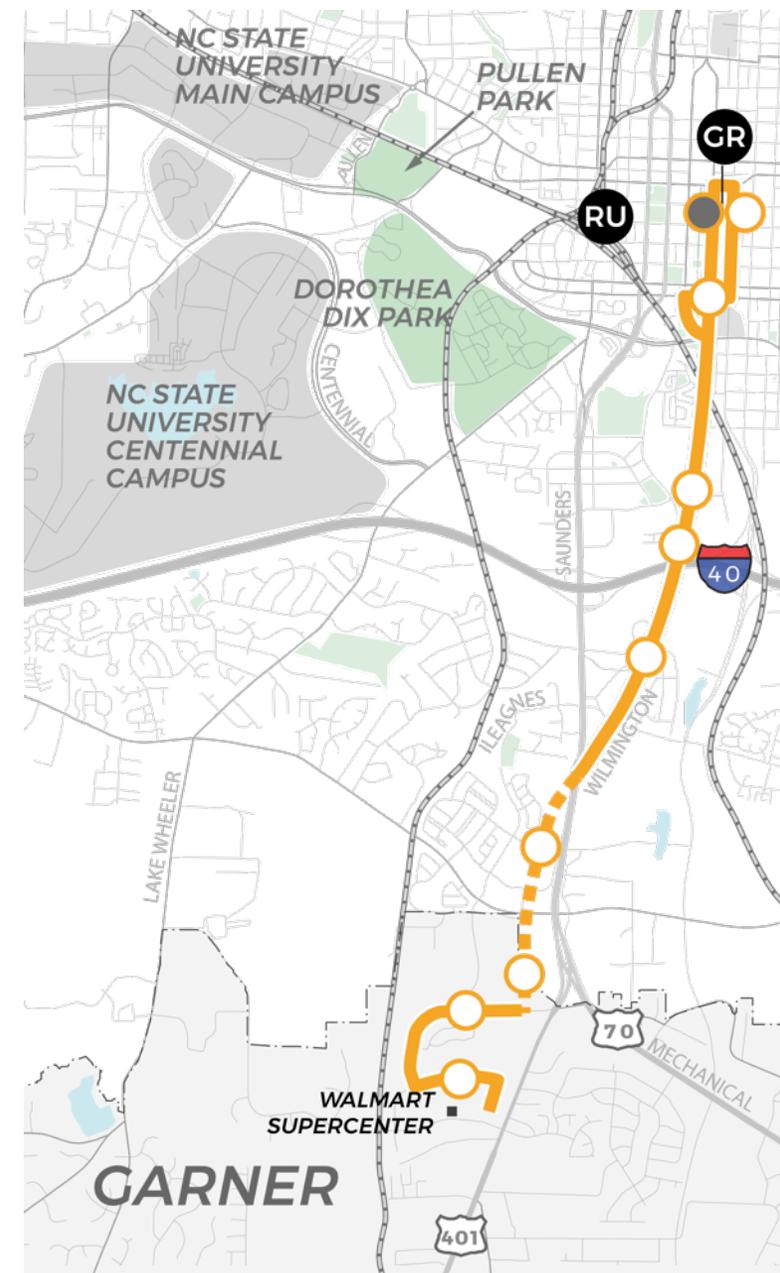
SPECIALIZED VEHICLES

Seven (7) new 60' articulated buses fueled by compressed natural gas



SIGNAL PRIORITY

At signalized intersections along the corridor



SOUTHERN DESIGN | STATUS

Open Houses

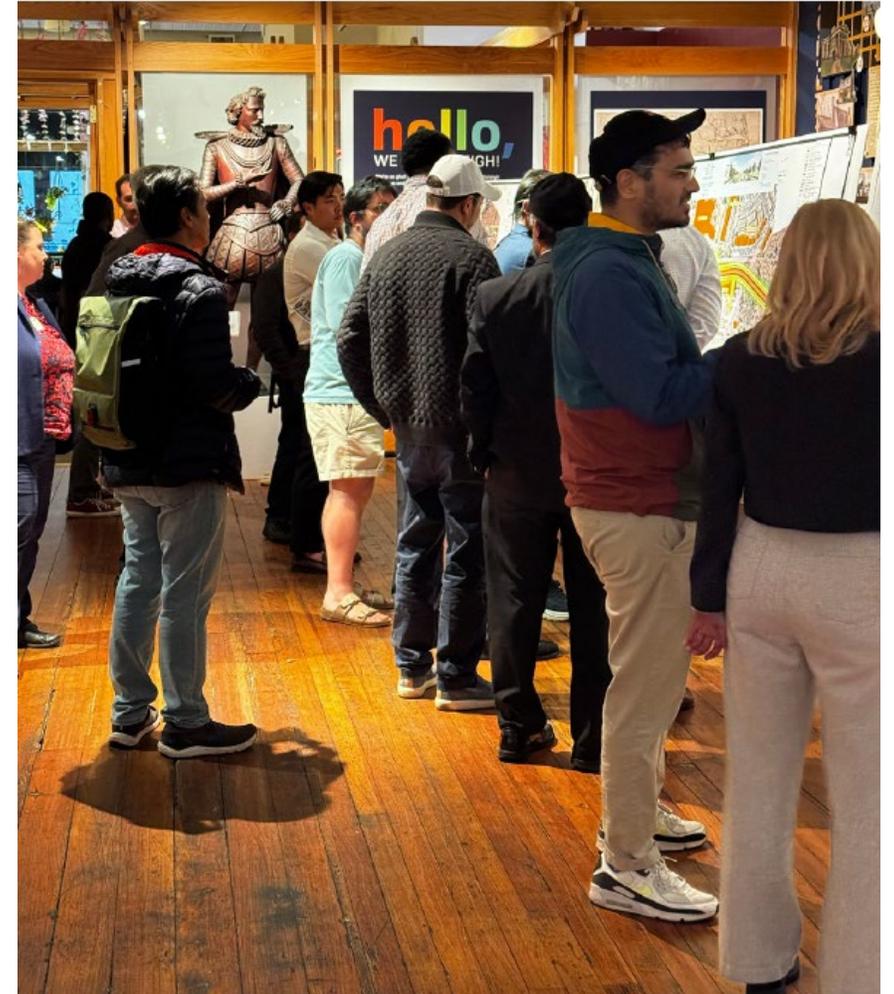
- > November 2025 – two (2) open houses along the corridor
- > Total 66 attendees

Design

- > Working on refinements based on open houses
- > 30% designs under NCDOT review

Timeline

- > End of 2026 – anticipate 60% design milestone
- > Summer 2027 – anticipate federal grant agreement
- > Construction – contingent on federal process



WESTERN CORRIDOR



DEDICATED RUNNINGWAY

Approximately 7.5 miles of 12 miles in dedicated lanes (BAT & transitway)



ENHANCED STATIONS

Eighteen (18) new stations connecting downtown Raleigh to Town of Cary



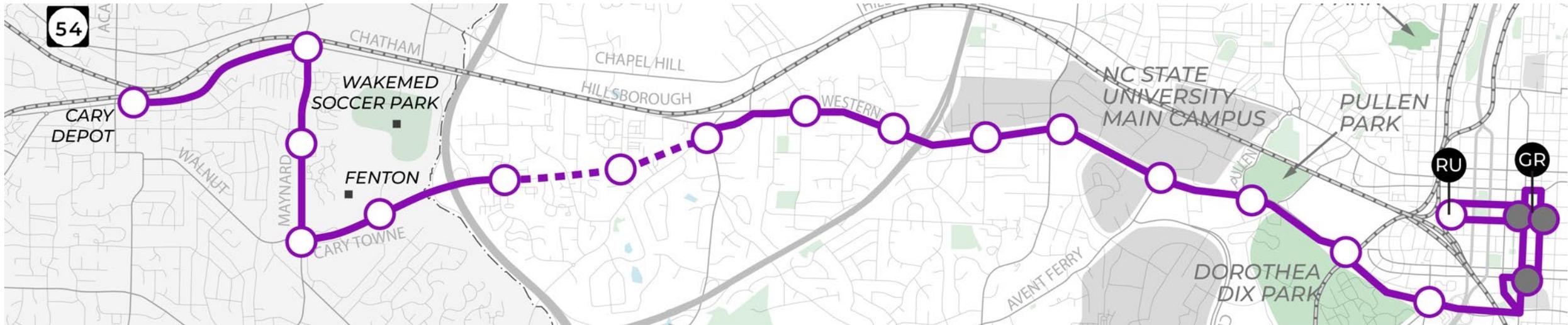
SPECIALIZED VEHICLES

Ten (10) new 60' articulated buses planned, consider all electric



SIGNAL PRIORITY

At signalized intersections along the corridor



WESTERN DESIGN | STATUS

Design

- > 30% designs under internal City of Raleigh and Town of Cary departmental reviews

Timeline

- > August 2024 – submitted for Federal Transit Administration (FTA) Capital Investment Grant (CIG) Ratings
- > November 2025 – received “medium-high” rating for the project
- > Spring 2026 – coordinating with Town of Cary and NCDOT on key capital projects along the corridor
- > Summer 2026 - Fall 2026 – anticipate 30% designs for NCDOT submittal and public open houses
- > End of 2027 – anticipated 60% design milestone
- > Construction – contingent on federal funding and grant process

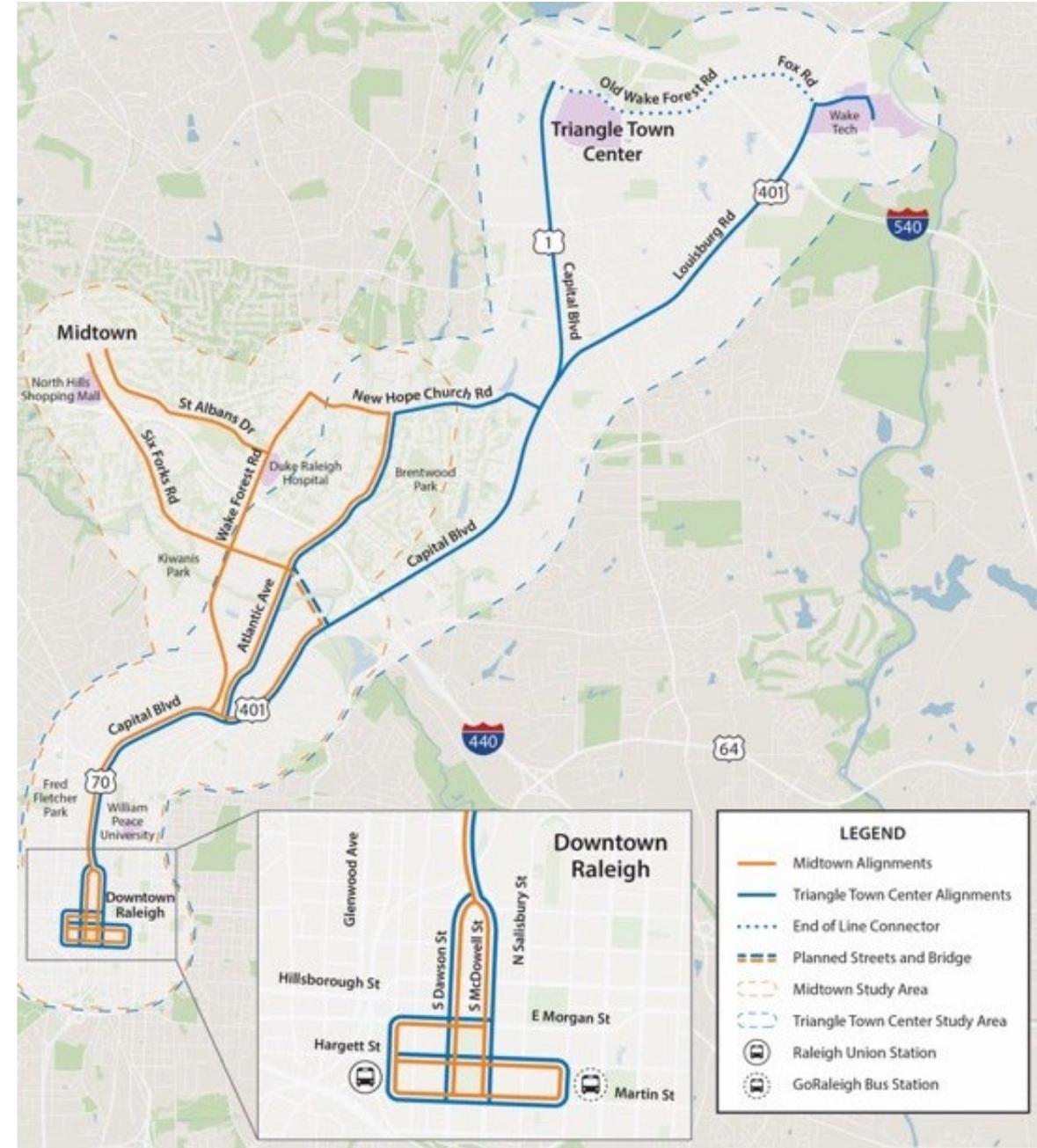
NORTHERN CORRIDOR

Overview

- > Status – planning study
- > Purpose – connect downtown Raleigh to Midtown Raleigh **and** downtown Raleigh to Triangle Town Center

Timeline

- > Summer 2022 – began planning study
- > Fall 2022 – fatal flaw analysis
- > Summer 2024 – refinement and screening of alternatives
- > Fall 2025 – detailed screening of alternatives
- ➔ > Spring 2026 – Locally Preferred Alternative selected



NORTHERN CORRIDOR ALTERNATIVES

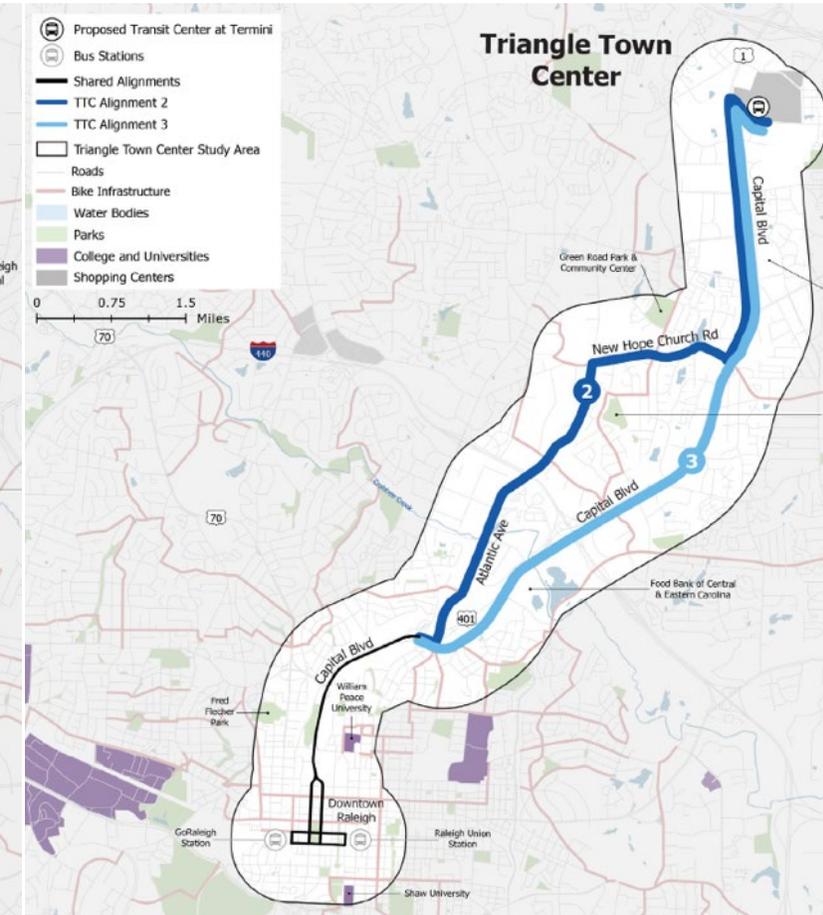
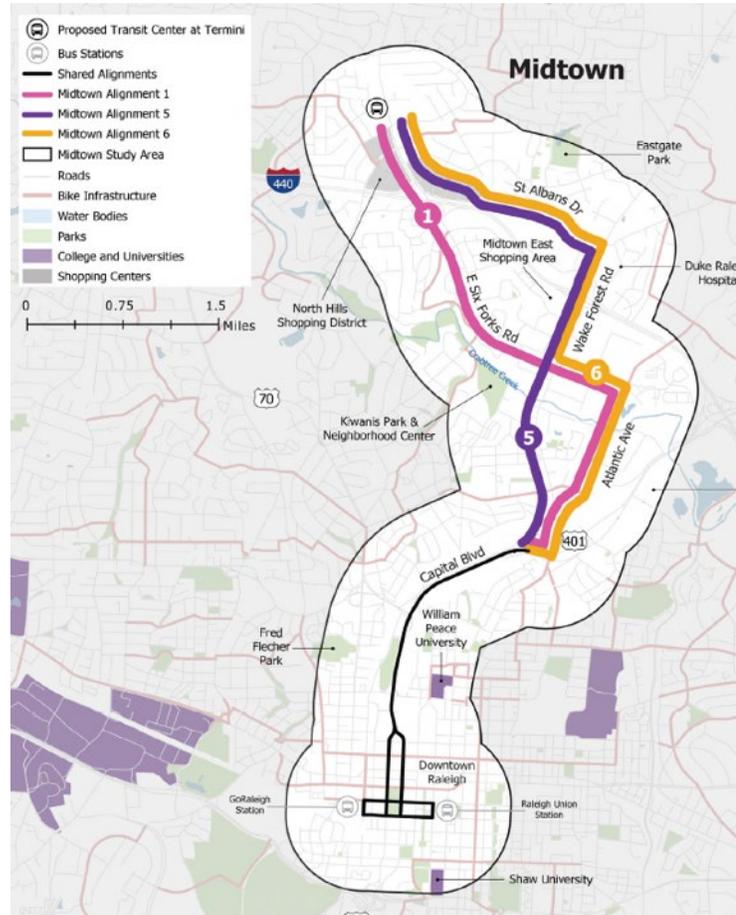
Midtown Raleigh

- > Two alternatives for detailed screening (1 & 5)
- > Preferred alternative could be hybrid of the remaining roadway segments (6)

Triangle Town Center

- > Two alternatives for detailed screening
 - > Capital Boulevard (3)
 - > Atlantic Avenue (2)

Final Route Identification for Midtown and Triangle Town Center estimated to occur Spring of 2026



NORTHERN CORRIDOR | NEXT STEPS

Final Report

- > Draft under review by City of Raleigh departments

Next Steps

- > Final and recommendations to Raleigh Transit Authority (RTA) Route Committee in April 2026
- > Raleigh City Council work session in April 2026
- > Endorsement of Locally Preferred Alternative (LPA) for each corridor in Summer 2026

Design

- > Advertise Request for Qualifications (RFQ) for design in Summer 2026



THANK YOU!

FOR MORE INFORMATION: RALEIGHNC.GOV/BRT

Capital Area MPO | TCC

March 5, 2025



6.3 Wake Transit Bus Rapid Transit Update

Requested Action:
Receive as Information

6.4 Draft FY 2027 Wake Transit Work Plan

Key Dates for FY27 Work Plan

ACTION	DATE
TPAC Considers Draft Work Plan for Public Release	February 19
30-Day Public Comment Period	February 25 – March 26
Updated/Modified Work Plan Funding Requests Due	March 6
Information Item Presentation to CAMPO Executive Board	March 18
Program Development Discussion on Changes to Work Plan	March 31
TPAC Reviews Engagement & Considers Recommending Work Plan for Adoption	April 30
14-day Comment Period for the Recommended Work Plan	May 6 – May 20
CAMPO Executive Board Conducts Public Hearing	May 20
Governing Boards Consider Work Plan Adoption	June

Work Plan Overview

\$165.1M

total investments in FY27

\$80.4M

**Operating
Budget**

\$84.7M

**Capital
Budget**

DRAFT

FY 2027

Wake Transit Work Plan

Annual Investment & Implementation Program

Version: February 26, 2026

Implementing the Wake Transit Plan 2035

Community Funding Area Program

Tripled funding & reduced local match

Strategic financial reserves positioning the area for future opportunities:

- **Regional Rail Strategy Pivot**

From Wake-only commuter rail project to Rail Ready Investments

- **BRT Reserves**

To continue to advance multi-corridor BRT development

- **Other Major Infrastructure Reserves**

Transit Centers, maintenance facilities, fleet expansion

The FY 2027 Work Plan is the start of the execution of the vision of the Wake Transit Plan 2035

Vehicle Rental Tax

The Conference Committee met in February to determine the amount of Vehicle Rental Tax revenue in the FY27 Work Plan. They voted to include \$0 of VRT in the FY27 Work Plan. **The TPAC is bound by this decision on the amount of VRT revenues included in the committee's FY27 Work Plan development.**

The Conference Committee is expected to continue deliberation on VRT revenue contributions to the Wake Transit program beyond FY27. VRT is shown in the financial model for the Wake Transit Plan 2035. **Longterm changes may require a plan amendment to align with the Conference Committee's decision.**



Modeled Expenditures and Revenues

FY27 Draft Work Plan Budget Assumptions

	FY25 Preliminary Actuals	FY26 Adopted Work Plan	Inc. VRT	Excl. VRT
			FY27 Draft Work Plan	FY27 Draft Work Plan
Local				
½ Cent Local Option Sales Tax	\$139,097	\$145,000	\$147,500	\$147,500
Vehicle Rental Tax	2,528	-	5,312	TBD
\$7.00 Vehicle Registration Tax	7,028	7,190	7,300	7,300
\$3.00 Vehicle Registration Tax	3,016	3,076	3,130	3,130
Subtotal Local:	\$151,670	\$155,266	\$163,242	\$157,930
Federal	1,064	-	1,085	1,085
Farebox	-	-	-	-
Prior-Year Funds (Capital Liquidity)	-	32,215	832	6,144
Total Modeled Revenue Source	\$152,734	\$187,481	\$165,159	\$165,159

½ Cent Sales Tax - FY26 YTD (Jul-Nov): \$61.7M

FY27 Modeled Expenditures

(in Thousands)

	New Operating	Continued Operating	Total Operating
Bus Operations	\$6,901	\$53,610	\$60,511
Community Funding Area*	3,392	3,976	7,368
Other Bus Operations	-	4,483	4,483
Transit Plan/Tax District Administration	<u>597</u>	<u>7,491</u>	<u>8,088</u>
Total FY 2027 Modeled Operating	\$10,890	\$69,560	\$80,450

* - New Operating includes prior year fund balance with no current project assigned.

FY27 Modeled Expenditures

Maintenance Facility	\$	9,985
Transit Center/Transfer Point Improvements		14,098
Park-and-Ride Improvements		3,245
Bus Stop Improvements		3,047
<i>Total Bus Infrastructure</i>	\$	30,375
Bus Rapid Transit	\$	14,243
Regional Rail		23,795
Vehicle Acquisition*		15,026
Capital Planning		1,270
<i>Total Projects Modeled (excl. Bus Infrastructure)</i>	\$	54,334
Total Capital	\$	84,709

* - Includes ADA and Support Vehicles

Tax District Administration

FY27 Triangle Transit Tax District: Wake Transit Plan

<i>Draft Plan</i>	<u>Triangle Tax District:</u>
Revenues	
Tax District Revenues	
Article 43 Half Cent Sales and Use Tax	\$ 147,500,000
Article 50 GoTriangle Vehicle Rental Tax	\$ 5,312,000
Article 51 Three-Dollar Regional Vehicle Registration Tax	\$ 3,130,000
Article 52 Seven-Dollar County Vehicle Registration Tax	\$ 7,300,000
Other Tax District Revenues	\$ 1,085,000
Allocation From Fund Balance	\$ 831,717
Total Revenues	\$ 165,158,717
Expenditures	
Tax District Administration	\$ 679,167
Transit Plan Administration	\$ 7,409,323
Transit Operations	\$ 64,993,880
Community Funding Area Program	\$ 7,367,420
Total Operating Allocation	\$ 80,449,790
Capital Planning	\$ 1,270,400
Bus Rapid Transit (BRT)	\$ 23,795,200
Regional Rail	\$ 14,242,977
Transit Infrastructure	\$ 30,374,775
Vehicle Acquisition	\$ 15,025,574
Total Capital Allocation	\$ 84,708,926
Total Workplan Programmed Expenditure*	\$ 165,158,717
Total Programmed Expenditures*	\$ 165,158,717
Revenues over Expenditures	\$ -

* NOTE: Prior Year carryover to be calculated in May 2026

FY27 Triangle Transit Tax District: Wake Transit Plan

<i>Draft</i>	<u>Triangle Tax District:</u>
Revenues	
Tax District Revenues	
Article 43 Half Cent Sales and Use Tax	\$ 147,500,000
Article 50 GoTriangle Vehicle Rental Tax	TBD
Article 51 Three-Dollar Regional Vehicle Registration Tax	\$ 3,130,000
Article 52 Seven-Dollar County Vehicle Registration Tax	\$ 7,300,000
Other Tax District Revenues	\$ 1,085,000
Allocation From Fund Balance	\$ 6,143,717
Total Revenues	\$ 165,158,717
Expenditures	
Tax District Administration	\$ 679,167
Transit Plan Administration	\$ 7,409,323
Transit Operations	\$ 64,993,880
Community Funding Area Program	\$ 7,367,420
Total Operating Allocation	\$ 80,449,790
Capital Planning	\$ 1,270,400
Bus Rapid Transit (BRT)	\$ 23,795,200
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Total Capital Allocation	\$ 84,708,926
Total Workplan Programmed Expenditure*	\$ 165,158,717
Total Programmed Expenditures*	\$ 165,158,717
Revenues over Expenditures	\$ -

* NOTE: Prior Year carryover to be calculated in May 2026



New and Updated Projects & Document Overview

New Operating Projects

GoRaleigh Route Improvements:

- **Route 10: Longview** – *extended span, increased frequency, & alignment change to Wake Med* – **\$430,604**
- **Route 25L: Durant** – *extended span* – **\$72,880**
- **Route 32L: Lynn Spring Forest** – *increased frequency* – **\$1,385,202**
- **Route 70L: Brier Creek*** – *increased frequency* – **\$2,693,824**
- **Route 9: Glenwood*** – *no changes* – **\$1,003,403**

Wake County 5311 Administration Staffing and Match Support – \$105,550

*Route 70L: Brier Creek is an existing project that was previously in the Glenwood Route Package along with Route 9: Glenwood. These are both identified as new project in the Work Plan because they have new project IDs. 70L is the only one of these two routes to have route improvements in FY27. The route was programmed for \$3,206,933 in the FY26 Work Plan. The total for this route package in FY27 is \$3,697,227, with the funding for the frequency increase for Route 70L: Brier Creek being \$430,294.

Continuing Operating Projects Updates

GoCary Routes Updates:

- **All Routes** – Funding increase for inflation/cost escalation and vehicle replacement – **\$5.1M**

GoTriangle Route Improvements:

- **Route 100** – Increased frequency, all trips serving RDU, discontinuation of RDU shuttle – **\$3.3M**
- **Route DRX** – 30-minute daytime service, faster trips between Raleigh & Durham – **\$641K**
- **Route 305** – All trips extending to Holly Springs – **\$2.2M**
- **Route 311** – Reinstatement of COVID-paused route with all-day service from Apex to RTC – **\$1.3M**

Update to 15% Complimentary ADA Funding – **\$7.3M**

Transit Plan Administration - **\$7.4M**

- **GoRaleigh** – staffing funding realigned – **3% decrease**

Continuing Operating Project Updates

NCSU Triangle Regional Model Service Bureau Contract:

- *Shifted project sponsor from GoTriangle to CAMPO - \$34,000*

Tax District Administration:

- **Financial consulting and overhead administrative costs** – *consolidated* – **cost neutral change.**

Community Funding Area Program

\$3.9M in funding for continuing CFA Operations Projects with service in:

- Apex*
- Holly Springs
- Knightdale
- Morrisville*
- Wake Forest
- Wendell
- Zebulon
- Unincorporated eastern Wake County

*Apex and Morrisville services are operated by GoCary and had similar cost increases for FY27.



Increased CFAP funding from \$2M in FY26 to \$6M in FY27



Local match lowered from 50% to 35%

New CFAP project selection is currently occurring. Approved projects will be included in the Recommended FY 2027 Wake Transit Work Plan.

Capital Projects

Transit Center/Transit Point Improvements – \$14.4M:

- **Downtown Cary Multimodal Center – \$5.0M**
- **Triangle Mobility Hub (GoTriangle) – \$4.3M**
- **Midtown Raleigh Transit Center – \$4.6M**
- **Apex Downtown Mobility Hub Phase 1 Design – \$300,000**
- **NCSU Enhanced Transfer Point – \$204,792**

Maintenance Facility Improvements – \$10M:

- **GoTriangle Expansion of BOMF – \$12.2M**
- **GoTriangle RUS Bus STIP Credit – (\$2.2M)**

Capital Projects

Bus Stop Improvements – \$2.7M:

- **Raleigh** – \$1.9M
- **GoTriangle** – \$328,983
- **Cary** – \$216,000
- **NC State** – \$200,000

Vehicle Acquisition – \$15M

- **Buses for service expansion and replacement (GoRaleigh, GoTriangle)** – \$10.1M
- **Paratransit vehicles (GoRaleigh, GoWake Access)** – \$1.3M
- **Support Vehicles (GoRaleigh, GoWake Access)** – \$308K
- **Microtransit Vehicles (GoRaleigh)** – \$420K
- **Reserve for future vehicle needs (2035 Plan Update)** – \$4.7M

Capital Projects

I-40 and Cary BRT Corridors Study (CAMPO) – \$1M

Other Reserves:

BRT Reserve (2035 Plan Update) – \$14.2M

Rail Ready Investment Reserve – \$23.8M

Funding for the NCDOT rail project request will be in the Recommended FY2027 Wake Transit Work Plan

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Public Comment Period

- February 25 – March 26
- Materials including summary flyer, social media graphics, etc. posted to [WakeTransit.org](https://www.waketransit.org)



PUBLIC COMMENT PERIOD

WAKE TRANSIT PLAN

Your Voice Shapes Wake County's Transit Future



Draft FY 2027 Wake Transit Work Plan

FEB 26 ▶ **MAR 27** **30-Day Public Comment Period**
February 26 - March 27, 2026

Review the draft plan and **share your feedback** on the \$165.1 million in proposed investments across Wake County. Get involved at [WakeTransit.org](https://www.waketransit.org) today.

*Período de comentarios públicos: 26 de febrero - 27 de marzo.
Revise el plan y comparte sus comentarios en [WakeTransit.org](https://www.waketransit.org)*

Next Steps

ACTION	DATE
TPAC Considers Draft Work Plan for Public Release	February 19
30-Day Public Comment Period	February 25 – March 26
Updated/Modified Work Plan Funding Requests Due	March 6
Information Item Presentation to CAMPO Executive Board	March 18
Program Development Discussion on Changes to Work Plan	March 31
TPAC Reviews Engagement & Considers Recommending Work Plan for Adoption	April 30
14-day Comment Period for the Recommended Work Plan	May 6 – May 20
CAMPO Executive Board Conducts Public Hearing	May 20
Governing Boards Consider Work Plan Adoption	June

6.4 Draft FY 2027 Wake Transit Work Plan

Requested Action:
Receive as information

7. Informational Items: Budget

7.1 Operating Budget FY2025

7.2 Member's Shares FY2025

Requested Action:
Receive as information

8. Informational Items: Project Updates

8.1 Project Updates

8.2 Public Engagement Updates

Requested Action:
Receive as information

9. Informational Item: Staff Reports

- MPO Report
- TCC Chair
- NCDOT Transportation Planning Division
- NCDOT Division 4
- NCDOT Division 5
- NCDOT Division 6
- NCDOT Division 8
- NCDOT Rail Division
- NC Turnpike Authority
- NCDOT Integrated Mobility Division
- NCBOT
- Executive Board Members

10. Closed Session

Requested Action:

Enter into closed session pursuant to
NCGS sections 143-318.11(a)(3) and 143-318.11(a)(5)

End of Closed Session

11. Adjournment

Upcoming Meetings

Date	Event
April 2, 2026 10:00 a.m.	Technical Coordinating Committee Meeting
April 15, 2026 3:00 p.m.	Executive Board Meeting
May 7, 2026 10:00 a.m.	Technical Coordinating Committee Meeting
May 20, 2026 3:00 p.m.	Executive Board Meeting