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Town of Archer Lodge
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Town of Cary
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Town of Knightdale
Town of Lillington
Town of Morrisville
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Town of Wake Forest
Town of Wendell
Town of Youngsville
Town of Zebulon
Central Pines Regional Council
NC Dept. of Transportation
NC State University
Raleigh Durham Airport Auth.
Research Triangle Foundation
Triangle North Executive Airport

**NC Capital Area Metropolitan
Planning Organization**

Technical Coordinating Committee

**Thursday, June 4, 2026
10:00 AM**

**1 Fenton Main St.
Suite 201
Cary NC 27511**

AGENDA HIGHLIGHTS

- Triangle Mobility Hub LPA Approval
- FY 2027 Wake Transit Work Plan & Project Agreement Groupings & Reporting Deliverables
- Triangle Bikeway East Design Project Alternatives Analysis
- LAPP FFY2028 Target Modal Mix
- Amendment #4 to FY 2026-2035 TIP
- SPOT 8 Update

THE CAMPO VISION

A multi-modal transportation network that is compatible with our growth, sensitive to the environment, improves quality of life and is accessible to all.

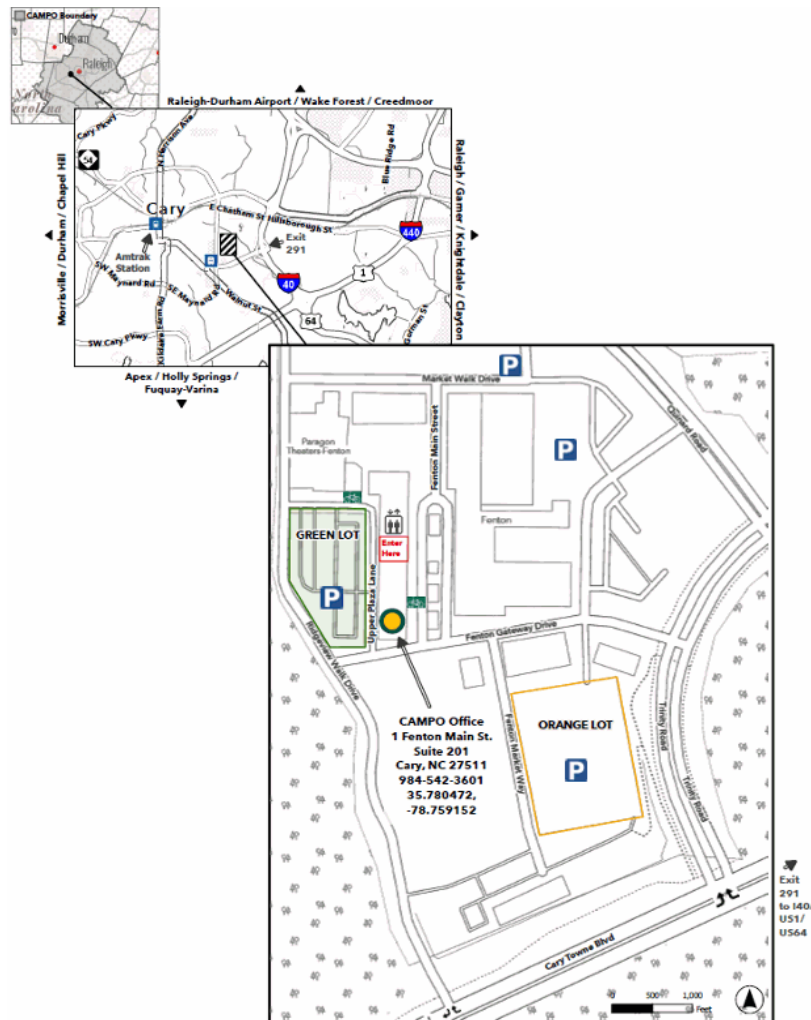
Ex-Officio Members		
Federal Highway Administration	NC Turnpike Authority	
Town of Butner	NC Railroad Co.	Campbell University

The Capital Area Metropolitan Planning Organization

The Capital Area MPO coordinates transportation planning in Wake County and portions of Franklin, Granville, Johnston, and Harnett counties. Members of the public are encouraged to speak at both the Executive Board's and the Technical Coordinating Committee's regular monthly meetings. There is an opportunity for public comment at the beginning of the regular monthly meetings. When speaking, please tell us your name and place of residence; limit comments to three minutes per speaker. Details on meeting location, how to sign up to speak, and any virtual (online) meeting login information can be found at <https://www.campo-nc.us/>.

In compliance with the Americans with Disabilities Act (ADA), accommodations will be provided for persons who require assistance in order to participate in the N.C. Capital Area MPO's meetings. If assistance is needed or to request this document in an alternative format, please contact the MPO's office at 984-542-3601 (voice) at least 72 hours in advance of the meeting. If you are hearing or speech is impaired and you use TTY (Teletypewriter Service), please call North Carolina Relay at 800-735-2962 and request a connection to the Capital Area Metropolitan Planning Organization at 984-542-3601.

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1. Welcome and Introductions

2. Adjustments to the Agenda

3. Public Comments

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

4. Minutes

4.1 Minutes - May 14, 2026 Susan Owens, MPO Staff

Requested Action: Approve the TCC Meeting Minutes of May 14, 2026

Attachments: Staff Report
Minutes - May 14, 2026

5. Regular Business

5.1 Triangle Mobility Hub LPA Approval Catherine Miller, GoTriangle Project Manager

Requested Action: Recommend Executive Board approval of the Triangle Mobility Hub LPA site location

Attachments: Staff Report
TMH Proposed LPA Map
Current Center & Proposed Hub Site Map
TMH LPA Information Packet

5.2 FY 2027 Wake Transit Work Plan and Project Agreement Groupings and Reporting Deliverables Steven Mott, MPO Staff

Requested Action: Recommend the Executive Board 1) Approve the TPAC-recommended FY 2027 Wake Transit Work Plan; 2) Approve the proposed project agreement groupings and deliverables; and 3) Authorize the Executive Director to execute all FY 2027 Work Plan project-level agreements to which CAMPO is a party.

Attachments: Staff Report
Recommended FY 2027 Wake Transit Work Plan
FY 2027 Engagement Summary Report
FY 2027 Agreement Groupings and Reporting Deliverables
FY 2027 Sample Project Agreements

- 5.3 Triangle Bikeway East Design Project Alternatives Analysis
Cara Russell, MPO Staff
Requested Action: Endorse the technical recommendation alignment for the Triangle Bikeway East Design Project to carry forward to 30% design completion
Attachments: Staff Report
Technical Recommendation Memorandum
- 5.4 Locally Administered Projects Program (LAPP) FFY2028 Target Modal Mix
Victoria Samayoa, MPO Staff
Requested Action: Receive as information
Attachments: Staff Report
LAPP FFY2028 Target Modal Mix
- 5.5 Amendment #4 to FY 2026-2035 Transportation Improvement Program (TIP)
Alex Rickard, MPO Staff
Requested Action: Receive as information
Attachments: Staff Report
- 5.6 SPOT 8 Update - Statewide Programming & Regional Impact Target Modal Mixes
Daniel Spruill, MPO Staff
Requested Action: Recommend Executive Board approval of Regional Impact target modal mix
Attachments: Staff Report

6. Informational Item: Budget

- 6.1 Operating Budget, FY2026
Brenda Landes, MPO Staff
Requested Action: Receive as information
Attachments: Staff Report
2026 Operating Budget Projection Q3
- 6.2 Member's Shares, FY2026
Brenda Landes, MPO Staff
Requested Action: Receive as information.
Attachments: Staff Report
2026 Member's Dues Projection Q3

7. Informational Item: Project Updates

7.1 Project Updates

Requested Action: Receive as information

Attachments: Staff Report
CAMPO Project Updates - June 2026
NCDOT Div. 6 Project Report - June 2026

7.2 Public Engagement Updates

Bonnie Parker, MPO Staff

Requested Action: Receive as information

Attachments: Staff Report
Public Engagement Updates - June 2026

8. Informational Item: Staff Reports

MPO Report

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

TCC Members

9. Adjournment

Upcoming Meetings/Events

CAMPO Executive Board Meeting *June 17, 2026*
CAMPO Board Room *3:00 - 5:00 pm*
1 Fenton Main St, Ste 201
Cary, NC 27511

CAMPO TCC Meeting *July 2, 2026*
CAMPO Board Room *10:00 am - Noon*
1 Fenton Main St, Ste 201
Cary, NC 27511

CAMPO Executive Board Meeting *July 15, 2026*
CAMPO Board Room *3:00 - 5:00 pm*
1 Fenton Main St, Ste 201
Cary, NC 27511

CAMPO TCC Meeting *August 6, 2026*
CAMPO Board Room *10:00 am - Noon*
1 Fenton Main St, Ste 201
Cary, NC 27511



NC Capital Area Metropolitan Planning Organization

1 Fenton Main St.
Suite 201
Cary NC 27511

Staff Report

Agenda Date: 6/4/2026
To: Technical Coordinating Committee

Agenda Item: 4.1

Minutes - May 14, 2026
Susan Owens, MPO Staff

Requested Action: Approve the TCC Meeting Minutes of May 14, 2026

**NC Capital Area Metropolitan
Planning Organization
Meeting Minutes - Draft
Technical Coordinating Committee**

1 Fenton Main St.
Suite 201
Cary NC 27511

Thursday, May 14, 2026

10:00 AM

Conference Room

1. Welcome and Introductions

Chair Tracy Stephenson called the meeting to order at 10:01 a.m. Introductions were then made.

(Clerk's Note: Alan Shapiro was present in a non-voting ex-officio capacity. Jillian Brookshire was present in a non-voting capacity as an additional agency representative present.)

***** THIRTY-TWO voting members were present. *****

- Present:** 34 - Dallas Baker, Dylan Bruchhaus, Kenneth Ritchie, Bynum Walter, Bradley Kimbrell, Thanh Schado, Jason Rogers, Barry Baker, Jay Sikes, Tim Gardiner, Akul Nishawala, Brandon Watson, Het Patel, Paul Black, Andrea Neri, Alan Shapiro, James Salmons, Mark Craig, Robert Stone, Travis Crayton, Jenna Shouse, David Bone, Juliet Andes, Conrad Olmedo, Chris George, Tracy Stephenson, Chris Garcia, Landon Chandler, Jillian Brookshire, Bret Martin, Emma Linn, Kevin C. McCarthy, Julia Straight, and Aaron Gunderson
- Absent:** 21 - Britt Davis, Matt Klem, Braston Newton, Joe Geigle, Anita Davis-Haywood, Reuben Blakely, Kim Nguyen, Neil Perry, Phil Geary, Riley Stout, Michael Landguth, Jeff Jones, Michelle Bryant, Jennifer Ganser, Sandi Bailey, Barbara Hollerand, Erin Joseph, Tucker Fulle, Tanner Hayslette, Matt Day, and Bo Carson

2. Adjustments to the Agenda

No adjustments were made to the Agenda.

3. Public Comments

There were no public comments.

4. Minutes

4.1

Minutes - April 2, 2026

Susan A. Owens, MPO Staff

Requested Action: Approve the TCC Meeting Minutes of April 2, 2026

Requested Action: Approve the TCC Meeting Minutes of April 2, 2026

Attachments: [Staff Report](#)

[Minutes - April 2, 2026](#)

Akul Nishawala made a motion to approve the TCC Meeting Minutes of April 2, 2026. Emma Linn seconded the motion. The motion carried 32-0.

5. Regular Business

5.1 NCDOT Confident Scope & Cost Estimate (CSCE)

Brian Wert, PE, NCDOT STIP Central Region Manager

Requested Action: Receive as information

Attachments: [Staff Report](#)
[CSCE Status - April 28, 2026](#)

Brian Wert, NCDOT, provided an overview of the Confident Scope & Cost Estimate (CSCE) milestone process, its goal/expected outcomes, the appropriate time to document CSCE, the focus being the projects currently scheduled for delivery in the 2026-2035 STIP, the September 30, 2027, target deadline for all projects to achieve their CSCE, possible exceptions (like signal system projects), steps taken since the January 2026 TCC meeting, and an update on CAMPO's project statuses in Division 4.

Mr. Rickard advised that Division 4 Project U6208 will proceed until someone makes a motion to remove it from the TIP.

Mr. Wert continued with an update on the Division 5 projects.

Mr. Rickard stated that, with any of these projects, we're coming up with a design and a cost estimate for the purposes of STIP programming and STI SPOT. He asked if all of these projects will continue through the regular project development timeline through NEPA and alternates analysis and if the design for EB5718 that we have for this purpose is not 100% guaranteed that that is the design that will be built.

Mr. Wert responded that he is not as familiar with all of the nuances, but that, yes, that is his understanding.

Mr. Rickard referenced NC-540 as an example and asked, if we were doing NC-540 today, if the CSCE would be based only on the orange and green routes. We would still have to go through all of the other color routes with alternatives analysis, but would this process have looked at just the orange and green routes for STI purposes? Mr. Wert responded that, for NC-540 in particular, the process would have waited until the route was selected before it would have achieved the CSCE milestone.

Ben Upshaw, NCDOT Division 5 Project Manager Supervisor, added that, with respect to Mr. Rickard's question regarding the tunnel project, NCDOT would want to get a completed environmental document knowing exactly what the preferred alternative would look like before it said it had confident scope and cost on that and probably most of the projects on the list. Mr. Rickard asked if that was likely to happen by the September 30, 2027, deadline, to which Mr. Upshaw responded that the second to last column on the list indicates how confident NCDOT feels about that happening by the deadline.

Mr. Wert then summarized the overall CAMPO project statuses.

Chris Lukasina asked if Mr. Wert could touch on the CSCE merger process that is being created. Mr. Wert responded that he is not fully familiar with that. He stated that he was not sure beyond general information, but there have been some conversations about either linking or using the merger processes within the CSCE milestone.

Responding to Chair Stephenson's inquiry into any internal goals or checkpoints NCDOT has for TBD projects that we want to have things figured out by, Mr. Wert stated that, with respect to both of those projects, he is not the Project Manager and did not want to

speak too much on that. He commented that he thinks it may be due to either uncertainty with the Project submitter or alignment between CAMPO and NCDOT. For the NC 42 project, there are questions regarding whether the recent project completed out there addressed that. It is my understanding that, for the pedestrian tunnel for Western Boulevard, there are items with the BRT project that the City of Raleigh would like to see worked out before that project. Those are impacting the schedule for both of those.

Chair Stephenson commented that, once projects are in the STIP, the public sees them and we are on the clock for them and need to stay on top of getting information and understanding what is happening and what is likely to happen. There is still plenty of uncertainty and TCC and the Executive Board are going to want to receive periodic updates until we get to the finish line, particularly on the projects that have the most uncertainty. By the end of this year, we should have some clear vision as to what direction those are headed in. He requested additional updates in the future for further discussion.

Mr. Wert clarified that the next update was scheduled for July 2026.

Chris Lukasina stated that, after July 2026, we can consider whether we need more periodic updates beyond then, possibly quarterly updates as we get closer to the deadline, with a focus on those projects hanging out.

Chair Stephenson inquired as to whether the quarterly updates will be presentations like this, or just updated lists.

Mr. Rickard responded that there would be a presentation in October/November 2026 and another in April/May 2027 to give us a few more check-ins before the deadline.

Chair Stephenson emphasized the importance, for TCC and the communities it represents, of giving everyone the opportunity to communicate and understand where we are at.

This item was received as information only.

5.2 Triangle Mobility Hub Project Progress & LPA Update

Catherine Miller, GoTriangle Project Manager

Requested Action: Receive as information**Attachments:** [Staff Report](#)[Triangle Mobility Hub LPA Information Packet](#)[Triangle Mobility Hub Proposed LPA Map](#)[Triangle Mobility Hub Concurrence Points 1-3 Information Package](#)

Catherine Miller, GoTriangle, provided an overview of the Triangle Mobility Hub Project (TMH), its scope, target schedule, committed funding sources, public engagement efforts, a Wake Transit concurrence process update, its purpose and need, the alternatives analysis, and site evaluation and screening results. She provided an overview of the recommended Locally Preferred Alternative (LPA) and a site overview, LPA evaluation criteria, and next steps.

Bret Martin commented that there is not a lot of difference between the 2050 and 2055 MTPs and recommended that Ms. Miller might want to reference the 2055 MTP instead since that is the active MTP now.

Conrad Olmedo inquired as to how transit-oriented development planning works with the site selected. Ms. Miller responded that there is no site plan associated with it, but that we are working with the developer team. We choose to work with a developer team to help us manage TMH project development because we are also anticipating they will be delivering a future transit-oriented development as well, through a partnership with RTF. They were brought on early so we can determine that, as we are laying out our conceptual layout for the mobility hub, we are making sure we are leaving a developable footprint for future TOD. Right now, the developers are calling for multi-family residential use, some commercial retail, and potentially a hotel. Those are all high-level conceptual thoughts; we will see what the market does in the next couple years.

This item was received as information only.

5.3 NCSU-ITRE Update
Alex Yoshizumi, ITRE Staff

Requested Action: Receive as information

Attachments: [Staff Report](#)

Alex Yoshizumi, ITRE, provided an overview of ITRE, its service areas, team, goals, research and expertise areas, the Triangle Regional Model Service Bureau, TRM relationships with sponsors, functional team structures, how agency staff map to team structures, core services and functionalities, project management activities, coordination and communication, model development work, the model development cycle, model maintenance and documentation, model tools and applications, model enhancements and investigations, data management and coordination, data for model development, data for the household travel survey, the Triangle Travel Trends Analysis, technical support, training, and outreach, insights from TRM User Forums, program planning timelines, and other services they provide, including systems planning and analysis, economic and policy assessment, data and visualization, traffic safety marketing and programs, public transportation services, and training for all levels of the transportation workforce.

Alex Rickard spoke regarding the Household Survey, noting that, if a particular planning effort happened, CAMPO has the option of oversampling in that particular area. If additional planning or studying is needed, with two-years' notice, we can increase the sample area to update the model. He noted that another enhancement in the model is the addition of the CommunityViz tool.

Mr. Yoshizumi stated that ITRE cares about their work being useful. Wherever there is room for engagement, we welcome feedback to enhance services and do better.

This item was received as information only.

5.4 Raleigh UZA Federal Transit Formula Funding MOU
Shelby Powell, CAMPO Staff

Requested Action: Recommend the Executive Board approve the final MOU.

Attachments: [Staff Report](#)
[Transit Suballocation Raleigh UZA - Final MOU](#)
[Sub-Allocation Formula & Methodology Implementation Guide](#)

Ms. Powell provided an overview of the Raleigh UZA Federal Transit Formula Funding MOU, the parties, its purpose, and next steps. She stated that a draft of the MOU was included in the agenda package and noted that there are some outstanding comments and clarifications to be made, but nothing that will change the structure of the agreement or the calculations.

Responding to Bret Martin's question, Ms. Powell confirmed that the additional clarifying language that he provided previously will be addressed.

Bret Martin noted that the apportionments for FFY 2026 have been released by FTA, and are available to be sub-allocated.

Paul Black made a motion to recommend the Executive Board approve the final MOU. Bret Martin seconded the motion. The motion carried 32-0.

5.5 NC 540 (R-2829) Bonus Allocation Programming Update

Alex Rickard, MPO Staff

Requested Action: Recommend Executive Board approval of the Bonus Allocation projects and inclusion in TIP Amendment #3

Attachments: [Staff Report](#)
[R-2829 Bonus Allocation Letter](#)
[Recommended Projects List](#)

Mr. Rickard provided an overview of the STI law requirements and an update on the NC 540 (R-2829) Bonus Allocation Programming and projects, as well as how projects are evaluated and developed to reach the recommended projects list. He added that CAMPO has worked with NCDOT on further analysis and project prioritization. He summarized the updated candidate projects list, noting that the Neuse River Bridge Project is the largest project using bonus allocation funds yet. He then provided highlights of the recommended projects list. He spoke regarding adding the widening of the mile long section left between two projects that would have created a bottleneck if not added. He added that the recommended projects will be included in TIP Amendment #3.

David Bone commented that he would like to see geographic equity for Johnston County drivers, to which Mr. Rickard responded that the STI law requires bonus allocations to be spent only in the county where the tolls were collected. Since the tolls were collected in Wake County, all Johnston County projects had to be eliminated. He added that the STIP Unit's letter further clarifies where bonus allocation funds can be spent.

Paul Black made a motion to recommend Executive Board approval of the Bonus Allocation projects and inclusion in TIP Amendment #3. Bradley Kimbrell seconded the motion. The motion carried 32-0.

5.6 Amendment #3 to FY 2026-2035 Transportation Improvement Program (TIP)

Alex Rickard, MPO Staff

Requested Action: Recommend the Executive Board approve TIP Amendment #3.

Attachments: [Staff Report](#)
[TIP Amendment #3](#)

Mr. Rickard provided an overview of TIP Amendment #3, highlighting the following amendments, and concluded with a summary of the next steps:

- *Inclusion of NCDOT's STIP amendments from January-March 2026*
- *Adding AO-0004 – a new RDU project at Aviation Boulevard and National Park interchange; RDU will be applying for federal funding*
 - *Removing BL-0172 – a FY 2026 LAPP project that the Town of Cary is not ready to move forward with*
 - *Removing TD-5314 – a Wake Transit project that is now being covered by other funds*
- *Noting a cost increase for I-5966*
- *Inclusion of the NC 540 Bonus Allocation projects just approved*
- *Inclusion of the Triangle Bikeway engineering and design work*

Thanh Schado made a motion to recommend the Executive Board approve TIP Amendment #3. Bradley Kimbrell seconded the motion. The motion carried 32-0.

5.7 FY2026 4th Quarter Wake Transit Work Plan Amendment Requests
 Suvir Venkatesh, MPO Staff

Requested Action: Recommend Executive Board approval of the FY2026 4th Quarter Wake Transit Work Plan amendment requests

Attachments: [Staff Report](#)
[FY2026 4th Quarter Wake Transit Work Plan Amendments](#)

Mr. Venkatesh provided an overview of the two FY2026 4th Quarter Wake Transit Work Plan Amendment Requests from the Town of Wendell and CAMPO, the financial disposition for the amendments and their net impacts, engagement efforts, and next steps.

Het Patel made a motion to recommend Executive Board approval of the FY2026 4th Quarter Wake Transit Work Plan amendment requests. Paul Black seconded the motion. The motion carried 32-0.

5.8 Recommended FY 2027 Wake Transit Work Plan
 Steven Mott, MPO Staff

Requested Action: Receive as information

Attachments: [Staff Report](#)
[Recommended FY27 Wake Transit Work Plan](#)
[Recommended FY27 Wake Transit Work Plan Executive Summary](#)

Mr. Mott provided an overview of the recommended FY 2027 Wake Transit Work Plan, its adoption schedule, a financial snapshot, operating investments, capital investments, FY 2027 modeled expenditures and revenues, CFA funding allocation increase, differences between the draft and recommended Plan updates, other key updates, operating and capital budget updates, CFA Program updates, the engagement summary report for the 30-day draft Work Plan public comment period, with result themes and highlights, the strategy for the current 14-day public comment period for the recommended Work Plan, and next steps.

This item was received as information only.

5.9 Triangle Bikeway East Design Project Update: Winter 2026 Engagement Summary

Cara Russell, MPO Staff

Requested Action: Receive as information

- Attachments:** [Staff Report](#)
[Winter 2026 Engagement Summary Report](#)
[Winter 2026 Engagement Summary Appendices](#)

Ms. Russell provided an overview of the Triangle Bikeway East Design Project, its progress to date, its schedule, and next steps, as well as a summary of engagement efforts and survey question and response highlights. She noted that additional detail can be found in the report and appendices, which were included in the agenda packet and posted online, and added that she will be back next month with the technical recommendation.

Responding to Bret Martin’s inquiry, Ms. Russell stated that demographic data was collected from respondents and that the information is included in the full report.

This item was received as information only.

6. Informational Item: Budget

6.1 Operating Budget, FY2026

Brenda Landes, MPO Staff

Requested Action: Receive as information

- Attachments:** [Staff Report](#)
[2026 Operating Budget Projection Q3](#)

This item was received as information only.

6.2 Member’s Shares, FY2026

Brenda Landes, MPO Staff

Requested Action: Receive as information

- Attachments:** [Staff Report](#)
[2026 Member's Dues Projection Q3](#)

This item was received as information only.

7. Informational Item: Project Updates

7.1 Project Updates

Requested Action: Receive as information

Requested Action: Receive as information

Attachments: [Staff Report](#)

[CAMPO Project Updates - May 2026](#)

[NCDOT Div. 6 Project Report - May 2026](#)

This item was received as information only.

7.2 Public Engagement Updates

Bonnie Parker, MPO Staff

Requested Action: Receive as information

Attachments: [Staff Report](#)

[Public Engagement Updates - May 2026](#)

This item was received as information only.

8. Informational Item: Staff Reports

MPO Report:

Chris Lukasina reported the following:

- *CAMPO was well represented at the NCAMPO Conference last week, several Staff presented and moderated. Next year's conference will be in Charlotte.*
- *North Falls Lake Area Study Open House – May 19, 2026, from 4-7pm*

NCDOT Transportation Planning Division:

No report provided.

NCDOT Division 4:

No report provided.

NCDOT Division 5:

Mark Craig introduced himself as the new Division 4 Deputy Division Engineer and stated that he was available to answer any questions.

NCDOT Division 6:

No report provided.

NCDOT Division 8:

No report provided.

NCDOT Rail Division:

No report provided.

NC Turnpike Authority:

Alan Shapiro reported the following MOT work on the Phase 2 projects:

- *Night work along US 70 will continue for the next several weeks.*
- *Periodic lane closures at the I-87 interchange – The most impactful will be at the end of June 2026. We will be closing an offsite and detouring on East Garner Road through the project limits. We are relocating East Garner Road through the project, and we need to close and detour for 45 days, possibly less. A firmer start date will be available next month.*

NCDOT Integrated Mobility Division:

No report provided.

TCC Members:

No reports provided.

9. Adjournment

Chair Tracy Stephenson adjourned the meeting at 11:41 a.m.

Upcoming Meetings/Events

*CAMPO Executive Board Meeting May 20, 2026
 CAMPO Board Room 3:00 - 5:00 pm
 1 Fenton Main St, Ste 201
 Cary, NC 27511*

*CAMPO TCC Meeting June 4, 2026
 CAMPO Board Room 10:00 am - Noon
 1 Fenton Main St, Ste 201
 Cary, NC 27511*

*CAMPO Executive Board Meeting June 17, 2026
 CAMPO Board Room 3:00 - 5:00 pm
 1 Fenton Main St, Ste 201
 Cary, NC 27511*

*CAMPO TCC Meeting July 2, 2026
 CAMPO Board Room 10:00 am - Noon
 1 Fenton Main St, Ste 201
 Cary, NC 27511*



NC Capital Area Metropolitan Planning Organization

1 Fenton Main St.
Suite 201
Cary NC 27511

Staff Report

Agenda Date: 6/4/2026
To: Technical Coordinating Committee

Agenda Item: 5.1

Triangle Mobility Hub LPA Approval Catherine Miller, GoTriangle Project Manager

In May, GoTriangle's project team presented a complete overview of the early planning phases, engagement results and selection process resulting in a recommended locally preferred alternative (LPA) site for the new Triangle Mobility Hub. The location is in Research Triangle Park on the southwest side of the Hwy54 and Miami Blvd intersection. The project, TC002-N, is partially funded by Wake Transit so CAMPO will review and approve the site location LPA.

Requested Action: Recommend Executive Board approval of the Triangle Mobility Hub LPA site location



Triangle Mobility Hub (TC002-N): Locally Preferred Alternative Information Packet for CAMPO TCC Meeting 5/14/2026

Project Contact: Catherine Miller

Agency: GoTriangle

Email: cmiller@gotriangle.org

Phone: 919-485-7425

Attachments: TMH Proposed Locally Preferred Alternative Map; TMH Concurrence Points 1-3 Information Package

Executive Summary:

In order to enhance regional connectivity through the relocation of the existing Regional Transit Center (RTC), GoTriangle has identified an assemblage of undeveloped parcels located at 4135 NC 54 Hwy E in Research Triangle Park (REID 157814 and 157830) as the proposed Locally Preferred Alternative (LPA) for the Triangle Mobility Hub (see attached Proposed LPA Map). GoTriangle has evaluated conceptual layouts to validate that the proposed location can accommodate bus and on-demand transit service, park-and-ride, rideshare, and bicycle/pedestrian facilities, and that it can support future connections to planned Bus Rapid Transit (BRT) service, the future Triangle Bikeway, and future passenger rail service.

Project Background:

The Regional Transit Center (RTC) is the primary hub for regional bus services connecting Wake, Durham, and Orange Counties. GoTriangle has leased and operated the current RTC at 4600 Emperor Boulevard in Durham since 2008, but it was always envisioned that GoTriangle would relocate operations to a site more easily accessible from major highways and adjacent to future investments in rail service. The RTC presents several challenges to current and future service provision, including insufficient platform space, lack of signalized entrance, minimal separation between passengers and transit vehicles, and distance from I-40 and NC 147. These operational, access, and safety challenges contribute to the late arrival of buses at the RTC and cause issues for transit riders accessing bus routes. The current site is limited in its capacity to address these challenges and to accommodate the service growth envisioned in the County Transit Plans.

GoTriangle initiated the [RTC Relocation Study](#) in 2019 to conduct a needs assessment and evaluate opportunities for relocating the RTC. Goals for the new facility include improving safety and accessibility for all users and vehicles, increasing transit access to regional destinations and multimodal connections, improving operational efficiency, and providing a better experience for all users. Based on a comprehensive site assessment and evaluation of project viability, a 19.3-acre site at the southwest corner of NC 54 and the North Carolina Railroad emerged as the preferred location for the relocated RTC.

In 2024, GoTriangle was awarded a \$25M federal RAISE grant for the Triangle Mobility Hub project. Funding requested in the FY27 Wake Transit Work Plan shows the anticipated County

Transit Plan allocation is \$17.9 Million¹ through FY 2029 for planning, design, land acquisition, construction and implementation of the Triangle Mobility Hub. Additional funding for the project will come from the Durham County and Orange County Transit Plans, federal FY26 Community Project Funding, and federal Surface Transportation Block Grant (STBG) funds from the Triangle West TPO Regional Flexible Funding Program.

Project Purpose and Need:

The purpose of the Triangle Mobility Hub is to enhance regional connectivity and mobility. By creating a hub for fixed-route bus service, on-demand microtransit, and future bus rapid transit and rail service, passengers can connect more easily to jobs, education, healthcare, shopping & recreation throughout the Triangle region.

The need for the Triangle Mobility Hub is to support transit plan-funded expansion of service and to address operational constraints of the current RTC, including location, access, layout, and safety. Relocating the RTC will enable faster, more frequent, and more reliable transit service and more connections for riders.

Alternatives Analysis:

Potential sites for a relocated Regional Transit Center were identified and evaluated through the [RTC Relocation Study](#). GoTriangle completed an existing conditions assessment of the RTC, identified operational and location criteria for a new site, engaged stakeholders and the public, conducted a parcel search that yielded an initial 113 sites, and performed a weighted evaluation of six final candidate sites. Three sites scored the highest among final candidates:

- “HUB RTP,” located at the northwest corner of Davis Drive and NC 54
- “Park Point,” located at the northwest corner of the existing railroad tracks and NC 54
- “Triangle Metro Center,” located at the southwest corner of the existing railroad tracks and NC 54

These three sites (plus the current RTC as a no-build scenario) were then evaluated based on access to the freeway network, proximity to existing or future retail & services, ease of site acquisition and construction, access to employment, and proximity to future investments in BRT and rail service. The study team engaged with the landowners of each site and coordinated with NCDOT, RTP, and Durham County Transportation and Planning staff to assess the capacity of the final three sites to meet the site evaluation criteria and support the components of the conceptual program. The site that scored the highest in the evaluation was the “Triangle Metro Center,” a 19.3-acre assemblage of undeveloped parcels that was a planned station location from the legacy regional rail project in the early 2000s.

¹ This \$17.9M figure is the value of Project TC002-N, which includes \$312,500 for planning/feasibility work, with the balance funding design, construction, right of way acquisition, and other implementation costs. This figure does not include funding for vehicles (Project TC001-D).

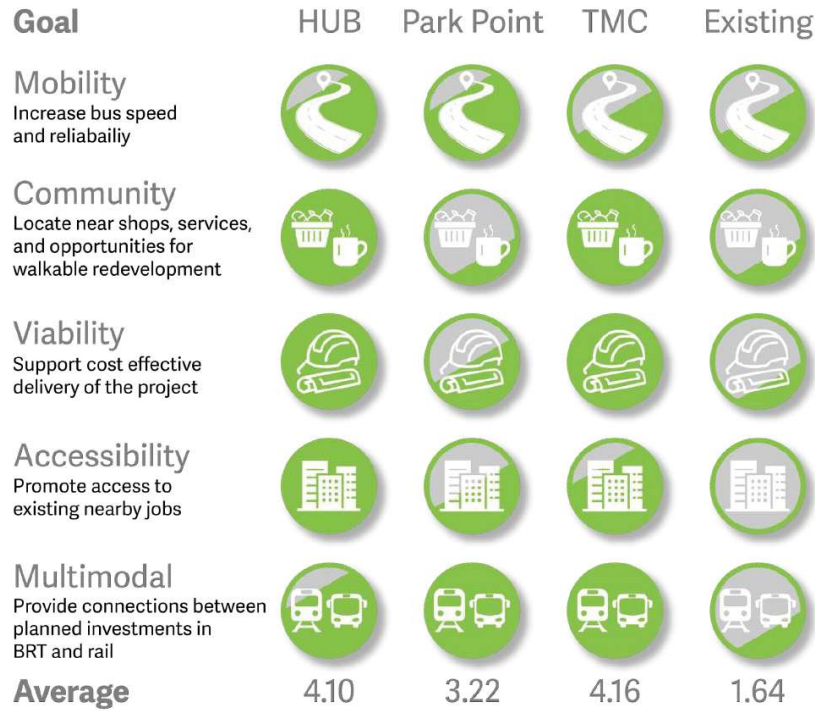


Figure 1: Site Evaluation Scorecard Results

The identification and analysis of alternatives was presented to relevant regulatory agencies in April 2025 as part of the Wake Transit Concurrence Process. See attached Concurrence Points 1-3 Information Package for more details on the alternatives analysis presented to the project’s Concurrence Team.

Locally Preferred Alternative:

Consideration of a locally preferred alternative (LPA) for a regionally significant multi-modal center involves three characteristics of a proposed project: location/site, modes accommodated, and adequate capacity to support the future program requirements of the modes to be accommodated. In concert with these considerations, these requirements were identified for the relocated RTC, now known as the Triangle Mobility Hub:

1. **Location/site:** proximity to I-40 and to planned investments in Bus Rapid Transit (BRT), Triangle Bikeway, and future passenger rail (planned by others), consistent with the [2050 Metropolitan Transportation Plan](#)
2. **Modes accommodated:** bus and on-demand transit service, park-and-ride, and first- and last-mile connections via rideshare and bike/pedestrian paths
3. **Adequate capacity for program requirements:** large enough to accommodate the conceptual program for the transit facility and future privately-funded transit-oriented development

Given these criteria, GoTriangle identified the “Triangle Metro Center” site located at 4135 NC 54 Hwy E in Research Triangle Park (REID 157814 and 157830) as the preferred site for the relocated RTC, which is being proposed as the LPA for the facility (see attached Proposed LPA

Map and Figure 2 below). GoTriangle conducted public engagement in February-March 2026 to inform the public about the proposed site, and the LPA was approved by the GoTriangle Board of Trustees on April 15th, 2026. The LPA will now be considered by relevant regulatory agencies through the Wake Transit Concurrence Process as well as by the MPOs. The LPA will be submitted to the FTA as part of the NEPA environmental review process.



Figure 2: Proposed Locally Preferred Alternative
Street address: 4135 NC 54 Hwy E, Research Triangle Park, Durham, NC, Durham County

The LPA site is currently owned by the Research Triangle Foundation (RTF), which passed a resolution in August 2023 approving the siting of the Triangle Mobility Hub on the property. In October 2025, GoTriangle and RTF executed a Cooperation Agreement that outlined the terms of the partnership, including RTF's commitment to negotiate exclusively with GoTriangle to develop the Triangle Mobility Hub facility on the site.

Through a competitive RFQ/RFP process, GoTriangle selected a developer team in 2025 to manage the design and delivery of the project. The team has conducted on-site due diligence and evaluated multiple conceptual layouts to validate that the LPA site can accommodate the desired program for the facility, which includes:

- 12 active and 2 layover bus bays to support current and future bus service
- Loading zone for paratransit, microtransit, ride share, and private vehicles
- Enhanced passenger amenities, including covered & conditioned waiting area and seating, public restrooms and water fountains, phone charging and Wi-Fi
- Operator amenities, including breakroom and restrooms
- Customer service area, including ticketing window

- Park-and-Ride parking spaces
- Roadway network improvements, including signalized intersection with transit priority
- Pedestrian and bicycle pathways and bicycle storage

GoTriangle is currently wrapping up conceptual (15%) design, including finalizing access and roadway improvement requirements in coordination with NCDOT, and we will finalize the facility layout as we advance schematic (30%) design plans this summer.

Agencies may adopt an LPA that includes facility layout options, as long as those options are located within the same defined NEPA study area, serve the same purpose & need, and would produce similar impacts. The LPA map (Figure 2) captures the environmental clearance study area, which extends to Select Drive and along NC 54 to account for any access requirements or other transportation improvements that NCDOT may require; otherwise, the scope of the project will remain within the LPA site.

Next Steps:

GoTriangle will seek Concurrence on the LPA through the Wake Transit Concurrence Process in May 2026. The LPA will then be considered by the CAMPO TCC and Executive Board in May 2026 (information only), with action taken in June 2026, which will include a public hearing at the June 17th Executive Board meeting. The Triangle West TPO TCC and Board will also consider the LPA in June 2026. GoTriangle will conduct additional public engagement in Fall 2026 to share project updates, including the proposed facility layout.

Target Project Schedule:

- Q4 FY26: Federal NEPA Categorical Exclusion (CE) documentation submitted to FTA
- Q1 FY27: Schematic (30%) Design complete; Final (60%+) Design begins
- Q2 FY28: Construction begins
- Q3 FY30: Construction completion and facility open for revenue service



NC Capital Area Metropolitan Planning Organization

1 Fenton Main St.
Suite 201
Cary NC 27511

Staff Report

Agenda Date: 6/4/2026
To: Technical Coordinating Committee

Agenda Item: 5.2

FY 2027 Wake Transit Work Plan and Project Agreement Groupings and Reporting Deliverables

Steven Mott, MPO Staff

MPO Staff will present the TPAC-recommended FY 2027 Wake Transit Work Plan for TCC consideration and recommendation to the CAMPO Executive Board for adoption. The recommended Work Plan includes approximately \$170.7 million in transit investments for FY27 (July 1, 2026 - June 30, 2027), comprising \$78.5 million in operating expenditures and \$92.2 million in capital expenditures. The Work Plan is fiscally constrained, budgeting \$157.9 million in revenue from local funding sources supplemented by \$12.8 million from prior year capital fund balance.

Key investments include continued bus network expansion with new and improved routes, \$6.2 million for Community Funding Area Program projects, \$23.8 million toward regional rail efforts, and \$36.4 million in bus infrastructure investments.

Also included in the agenda packet are the proposed FY 2027 Agreement Groupings and Project Reporting Deliverables. The purpose of these agreements is to guide deliverables for funds appropriated through Wake Transit's major capital and operating funds. Operating Agreements (or Master Agreements) govern the provision of Implementation Elements or operating plans, detailing expectations on funding, responsibilities, schedule, and performance in accordance with Section 8.02 of the Transit Governance ILA. Capital Funding Agreements (or Master Agreements) similarly govern capital improvement projects, detailing the same expectations in accordance with Section 7.01 of the Governance ILA. The Project Reporting Deliverables are project-specific deliverables tied to each agreement that implementing agencies are required to report on quarterly.

Staff will also present a summary of the 14-day public comment period, which ran from May 6-20, 2026. The TCC will be asked to recommend the FY 2027 Wake Transit Work Plan, along with the proposed Agreement Groupings and Project Reporting Deliverables, to the CAMPO Executive Board for adoption.

Requested Action: Recommend the Executive Board 1) Approve the TPAC-recommended FY 2027 Wake Transit Work Plan; 2) Approve the proposed project agreement groupings and deliverables; and 3) Authorize the Executive Director to execute all FY 2027 Work Plan project-level agreements to which CAMPO is a party.

RECOMMENDED

FY 2027

Wake Transit Work Plan

Annual Investment & Implementation Program

Version: May 5, 2026



Table of Contents

Contents

- 1. Introduction1**
 - Wake Transit Program Background 1
 - Financial Assumptions Overview 2
 - FY 2027 Wake Transit Work Plan Investments Overview 3
 - Work Plan Adoption Process 4

- 2. Financial Assumptions5**
 - Regional Transit Authority Vehicle Rental Tax 6
 - Financial Model Assumptions Table 7
 - Fiscal Year 2027 Revenues 8
 - Fiscal Year 2027 Expenditures 8

- 3. FY27 Operating Budgets8**
 - FY 2027 Operating Budget Summary 11
 - FY 2027 Work Plan Operating Fund Expenses 12
 - Operating Project Sheet Summary for New and Continuing Projects 13
 - Project Sheets for New Operating Projects 20

- 4. FY27 Capital Budgets 24**
 - FY 2027 Capital Budget Summary 27
 - FY 2027 Work Plan Capital Fund Expenses 28
 - Capital Project Sheet Summary 29
 - Capital Project Sheets 34

Table of Contents (cont'd)

Appendix	79
Operating Project Sheets for Continuing Projects Initiated in Prior Fiscal Years	80
Continuing Tax District Administration Projects (T0001)	81
Continuing Transit Plan Administration Projects (T0002)	84
Continuing Bus Operations Projects (T0005, T0004, T0003)	121
FYs 2025 - 2030 Multi-Year Operating Program	195
Future Year Operating Project Sheets	200
Future Year Transit Plan Administration Project Sheets (T0002)	—
Future Year Bus Operations Project Sheets (T0005, T0004, T0003)	201
Future Year BRT Operations Project Sheets (T0006)	208
FYs 2025-2030 Capital Improvement Plan	214
Future Years' Capital Project Sheets	221
Future Years' Vehicle Acquisition Project Sheets (TC001)	222
Future Years' Bus Infrastructure Project Sheets (TC002)	230
Future Years' Other Capital Project Sheets (TC003)	241
Future Years' Bus Rapid Transit Project Sheets (TC005)	243

1

Introduction

Wake Transit Program Background

In 2016, Wake County voters approved a half-cent sales tax to fund improvements and expansion of the county’s public transportation network. The tax went into effect on April 1, 2017, and is the primary funding source for the Wake Transit Plan. This approval set into motion ongoing planning, funding, and construction of transit projects across Wake County.

The Transit Governance Interlocal Agreement (ILA), adopted in 2016 by the Capital Area Metropolitan Planning Organization (CAMPO) Executive Board, GoTriangle Board of Trustees, and Wake County Commissioners, established the framework for implementing the Wake Transit Plan. A key element of this framework is the Wake County Transit Planning Advisory Committee (TPAC), which facilitates planning activities and recommends funding for implementation of the adopted Wake Transit Plan.

The TPAC is composed of members from all of Wake County’s municipalities: Apex, Cary, Fuquay-Varina, Garner, Holly Springs, Knightdale, Morrisville, Raleigh, Rolesville, Wake Forest, Wendell, and Zebulon, plus CAMPO, GoTriangle, North Carolina State University (NCSU), Research Triangle Park, and Wake County.

One of the TPAC’s main responsibilities is producing annual Wake Transit Work Plans. Each fiscal year, the Work Plan advances transit planning initiatives and investments in Wake County by focusing on the Four Big Moves that guide the Wake Transit Plan’s implementation strategy.

The Four Big Moves

- Connect the Region
- Connect All Wake County Communities



TPAC Membership

- Apex
- CAMPO
- Cary
- Fuquay-Varina
- Garner
- GoTriangle
- Holly Springs
- Knightdale
- Morrisville
- NC State University
- Raleigh
- Research Triangle Park
- Rolesville
- Wake County
- Wake Forest
- Wendell
- Zebulon

- Create Frequent, Reliable Urban Mobility
- Enhance Access to Transit

[The Wake Transit Plan 2035](#), adopted by the CAMPO Executive Board and GoTriangle Board of Trustees in November 2025, extended the financially constrained horizon of the Plan through fiscal year 2035, reflecting feasibility studies on commuter rail, market analysis of transit demand, and extensive stakeholder and community input. The 2035 Plan includes several major shifts from previous plans, including a pivot from commuter rail to regional rail investments, expanded Bus Rapid Transit corridors, and significantly increased funds for the [Community Funding Area Program](#). Some of these investment shifts, like the increased CFAP funding and investment in regional rail, are already being reflected and enacted in this Work Plan. More will be programmed and planned through the upcoming Wake Bus Plan 2035, which will take the Wake Transit Plan update’s vision and create concrete steps for enacting Wake County’s transit priorities. Investments programmed in the Wake Bus Plan 2035 will make their way into future years’ Work Plans and continue to expand Wake County and the greater Triangle Region’s connectivity and access to transit.

Financial Assumptions Overview

The Fiscal Year (FY) 2027 Wake Transit Work Plan budgets \$170.7 million in revenue. These dollars rely on a mixture of local funding sources, with the half-cent local option sales tax providing the majority at \$147.5 million. Additional operating revenue comes from a \$7 county vehicle registration tax [\$7.3 million], a \$3 dedication from the Regional Transit Authority Registration Tax [\$3.1 million]. The capital fund also draws \$12.8 million from the Wake Transit Fund Balance to support capital investments.

The Wake Transit Conference Committee has determined that the FY 2027 Work Plan will show an allocation of \$0 for Vehicle Rental Tax (VRT) revenues. Financial assumptions for FY 2028 and beyond indicate VRT allocations as “TBD” as this determination is presently before the Wake Transit Conference Committee as part of the unresolved 2024 Significant Concerns. Additional detail on this decision and its financial implications are provided in the Financial Assumptions chapter.

The FY 2027 financial assumptions include the tenth full year of sales tax revenue and reflect updated growth projections based on recent collections. These assumptions were developed in coordination with the Wake Transit Plan 2035 financial modeling and are designed to balance immediate transit service needs with long-term financial stability of the program.

The FY27 Work Plan advances the Four Big Moves



Connect the Region



Connect all Wake County Communities



Create Frequent and Reliable Urban Mobility



Enhance Access to Transit

Wake Transit projects are provided funding from a variety of sources

- Half-cent sales tax
- County vehicle registration tax
- Regional Transit Authority vehicle registration tax
- Vehicle rental tax
- Other tax revenues

FY 2027 Wake Transit Work Plan Investments Overview

The FY 2027 Wake Transit Work Plan includes approximately \$170.7 million in expenditures across operating and capital projects for the fiscal year spanning July 1, 2026, to June 30, 2027. These investments continue implementation of the Wake Transit Plan, updated and adopted in November 2025, and the FY 2025 – FY 2030 Wake Bus Plan adopted in August 2023.

This Work Plan balances several priorities: completing projects already started, introducing new services where transit demand is growing, and maintaining the financial health of the program. All projects included in this Work Plan have been evaluated through the lens of the Four Big Moves and are designed to expand access to transit across Wake County.

Operating Investments

The FY 2027 Work Plan includes approximately \$78.5 million for operating costs, which fund day-to-day transit services and program administration. Operating expenditures are categorized into three distinct groups:

Total Bus Operations [\$70.3 million] accounts for dollars budgeted for expanded bus operations and continuation of existing services. This includes **\$6.5 million for new bus operations and improvements** that will expand service throughout Wake County, **\$59.1 million for continuation of existing services** from prior work plans (including security, facility operations and maintenance, fare collection initiatives, and the Youth GoPass Program), and **\$4.7 million for the Community Funding Area (CFA) Program**.

The FY 2027 Work Plan implements significant changes to the CFA Program adopted in the Wake Transit Plan 2035. The local match requirement has been reduced from 50% to 35% for operating and capital projects, making it easier for communities to participate in the program. Total CFA Program funding has increased to approximately \$6 million per year, tripling the size of the program compared to previous years and providing greater support for municipalities to develop transit services that meet local needs.

Transit Plan Administration [\$7.5 million] accounts for dollars allocated to ongoing transit planning and implementation, including staffing, marketing, community engagement, customer surveys, property maintenance, and other administrative expenses needed to plan and deliver transit services.

Tax District Administration [\$679,167] covers expenses related to the administration of the Tax District, providing financial and regulatory oversight, staffing, financial advisor services, and auditing services.

Capital Investments

The FY 2027 Work Plan includes \$92.2 million for capital projects. These projects fund the planning, design, and construction of major infrastructure required to support new transit services and expansions. Capital expenditures are organized into seven categories:

Bus Infrastructure [\$36.4 million] supports the local bus network envisioned in the Wake County Transit Plan. This includes \$20.4 million for transit centers, park-and-ride facilities, and bus stop improvements, and \$16.0 million for operations and maintenance facilities. These investments lay the groundwork to

support future service expansion and offer an improved passenger experience on existing services.

Vehicle Acquisition [\$15.0 million] funds the purchase of buses, support vehicles, and paratransit vehicles to support transit service expansion across the county.

Bus Rapid Transit [\$14.2 million] is allocated to BRT reserves for future corridor development, design work, and implementation activities.

Community Funding Area Program [\$1.5 million] provides capital funding for infrastructure projects in participating municipalities.

Capital Planning [\$1.3 million] funds planning studies for future capital projects, including a Bus Rapid Transit Major Investment Study and additional funding for the Wake Bus Plan update.

Regional Rail [\$23.8 million] represents \$1.4 million for the NCDOT Raleigh-to-Richmond Rail Grant local match project and \$22.4 million in reserves for Rail Ready Investments as outlined in the Wake Transit Plan 2035. This reflects a major shift from the commuter rail project included in previous plans. The 2035 Plan redirected these funds to support regional rail investments that leverage state and federal projects and contribute to the broader regional rail network.

Work Plan Adoption Process

The FY 2027 Wake Transit Work Plan was released for a 30-day public comment period from February 25 through March 26, 2026. Following the comment period, the TPAC reviewed public comments and requests from transit providers for updates to projects and recommended the Work Plan for approval to the Wake Transit Governing Boards, the CAMPO Executive Board and GoTriangle Board of Trustees.

The TPAC-recommended FY 2027 Wake Transit Work Plan will be released for a 14-day public comment period from May 6 through May 20, 2026. A public hearing will be held at the CAMPO Executive Board meeting on May 20, 2026. The governing boards will consider the Work Plan for adoption at their respective June 2026 meetings.

Once adopted, the Work Plan may be amended throughout fiscal year 2027. Three amendment opportunities are provided for quarters 2, 3, and 4, with a special submission period available for project agreement period of performance extension requests, as outlined in the [Wake Transit Work Plan Amendment Policy](#).

The TPAC developed the FY 2027 Wake Transit Work Plan in cooperation with CAMPO and GoTriangle, the two designated Wake Transit lead agencies. The Work Plan includes detailed project sheets for each investment and multi-year programs that outline anticipated future investments. Specific operating and capital funding agreements will be executed for each project to detail expectations, roles, and responsibilities of all parties before any Wake Transit tax revenue is spent.

2 Financial Assumptions

Background

The Wake Transit Plan is a combined investment strategy which reflects a vision for transit service development governed by the “Four Big Moves”: to connect regionally; to connect all Wake County communities; to provide frequent and reliable urban mobility; and to provide enhanced access to transit. As part of this effort, the Transit Planning Advisory Committee (TPAC) has assigned GoTriangle as the lead agency to update the Wake Transit Financial Plan and the financial model. Per the Transit Interlocal Governance Agreement, the financial model shall contain the operating and capital policies and guidelines mutually agreed to by the TPAC. The model also includes the multi-year capital and operating costs, as well as the liquidity targets and debt ratios relevant to rating agency metrics.

The Financial model continues to reflect the Wake Transit Plan’s strategic approach in leveraging federal and state funds combined with existing and new sources of local funding in order to deliver projects that work towards the plan’s overarching goals. Additionally, the plan continues to maintain the necessary liquidity measures and other metrics of fiscal health to support the goals of the Wake Transit Financial Plan while adhering to the policies of the Wake Transit Financial Guidelines approved by CAMPO and GoTriangle.

FY 2027 Wake Transit Work Plan Specifics and Assumptions

As detailed in the Wake County Transit Plan, the FY 2027 Wake Transit Work Plan is fiscally constrained and contingent upon a variety of assumptions that will evolve as critical information is modified and projections are updated to reflect actual results. As such, the FY 2027 Work Plan:

- Incorporates relevant projects from the adopted FY 2026 Work Plan’s Multi-Year Operating Program and Capital Improvement Plan based on the further review conducted as part of the FY 2027 Wake Transit Work Plan process.
- Assumes continued competitive grant revenue for some Bus Infrastructure projects
- Incorporates continued investments in the Community Funding Area Program

- Incorporates funding in the financial model based on outcomes from the FY2035 Wake Transit Plan Update.
- FY 2035 projects beyond FY2030 include continued funding for Bus Rapid Transit, Transit Infrastructure, Vehicle Acquisition and Regional Rail.

Additionally, overall inflation assumptions; availability of local sources of revenue and growth assumptions; competition for federal funding for projects; successful access to capital markets; and regional partnerships will continue to influence the overall financial outlook of the Transit Plan. The FY 2027 Wake Transit Work Plan does assume some changes in the FY 2027 Sales Tax projections to accommodate a growing economy, but one that is growing at a slightly slower pace this fiscal year.

Operating and capital costs included in the model are shown in the multi-year operating program and capital improvement plan contained in the FY 2027 Wake Transit Work Plan Appendix.

Regional Transit Authority Vehicle Rental Tax

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 voted 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 FY 2026 Adopted Wake Transit Work Plan did not include VRT revenues, reflecting the Conference Committee’s decisions for that planning cycle. The Committee reconvened on February 23rd of this year and recommended that the Work Plan continue to exclude VRT for FY27. The Committee anticipates holding two additional meetings prior to adoption to evaluate potential VRT impacts in future years.

Financial Model Assumptions Table

The FY27 Financial Work Plan complies with the Wake Transit Financial Policies and Guidelines, ensuring accuracy and alignment with adopted standards.

Input	FY27 Values	Assumptions/ Impact/ Notes
Sales Tax Growth Rate - Wake Transit	~2%	FY27 growth percentage is ~2% compared to the FY26 Budget. FY28 increase is budgeted at 3% and all subsequent amounts are assumed to increase by 4%
Vehicle Registration Growth Rate - Wake Transit	~2%	FY27 Increase of ~2% from FY26 Budget. The subsequent year increase was calculated using historical growth 2%
Vehicle Rental Tax Annual Growth Rate	\$0	The Conference Committee reconvened on February 23rd and recommended that VRT revenue to be excluded in FY27. The Committee continues to evaluate the allocation of Regional Transit Authority Vehicle Rental Tax revenues for future years.
BRT - New Bern Corridor Federal/Non Transit Plan Share	\$47M / 44%	Federal and Non Transit Plan share to be sent directly to the City of Raleigh
BRT - Southern Corridor Federal/Non Transit Plan Share	\$86M / 39%	Federal and Non Transit Plan share to be sent directly to the City of Raleigh
BRT - Western Corridor Federal/Non Transit Plan Share	\$150M / 38%	Federal and Non Transit Plan share to be sent directly to the City of Raleigh
BRT - Northern/Other Corridor Federal/Non Transit Plan Share	\$150M / TBD%	Federal and Non Transit Plan share to be sent directly to the City of Raleigh
Regional Rail	\$252M	The \$252 million allocation reflects the total funding incorporated into the FY2035 Transit Plan Update. Of the total funds, \$125 million has been allocated to NCDOT through a FY26 Wake Transit amendment.
Debt Financing:	<ul style="list-style-type: none"> Bus Rapid Transit 20 Year, variable 4.0% - 4.75%, DSRF 2% COI Bus Infrastructure 20 Year, variable 4.0% - 4.75%, DSRF 2% COI Regional Rail 35 Year, 5.25%, DSRF, 2% COI 	First year of debt issuance FY 2028 projects. - Bus Rapid Transit (\$457M) - Bus Infrastructure (\$59M) - Regional Rail (\$125M)
Fixed Route and Bus Rapid Transit Apportionment	N/A	Amounts projected for FY28 and beyond will be reviewed during the fiscal year
Minimum Operating Fund Reserve	\$23M	Greater of: 25% Operating fund 90 days operating cost
Capital Fund Reserve	\$102M	5% of 10-year Capital Projects
Gross Debt Service Coverage	TBD	3.00x - The financial assumptions marked as "TBD" remain under consideration of the Wake Transit Conference Committee as part of the unresolved 2024 Significant Concerns. Based on the outcome of the discussions the Capital Liquidity may change.
EBITDA Debt Service Coverage (excluding short term debt)	TBD	1.25x - The financial assumptions marked as "TBD" remain under consideration of the Wake Transit Conference Committee as part of the unresolved 2024 Significant Concerns. Based on the outcome of the discussions the Capital Liquidity may change.
Excess Liquidity	TBD	Positive \$ (<\$1) - The financial assumptions marked as "TBD" remain under consideration of the Wake Transit Conference Committee as part of the unresolved 2024 Significant Concerns. Based on the outcome of the discussions the Capital Liquidity may change.

3 FY27 Operating Budgets

Fiscal Year 2027 Revenues

A total of \$157.9 million of revenue is budgeted in the FY 2027 Wake Transit Work Plan for FY 2027. These dollars funded by the Wake 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 public transportation systems. The FY 2027 Work Plan assumes the tenth full year of sales tax revenue, totaling \$147.5 million.

In addition to the half-cent sales tax, the FY 2027 Wake Transit Work Plan involves other revenue sources which make up the additional \$10.4 million.

- A \$7 county vehicle registration tax to fund transportation systems: \$7.3 million is budgeted for FY 2027
- A \$3 dedication from the \$10 Regional Transit Authority Registration Tax: \$3.1 million is budgeted for FY 2027

Fiscal Year 2027 Expenditures

The FY 2027 Wake Transit Work Plan includes approximately \$78.5 million for operating costs. These operating expenditures can be categorized into three distinct groups:

- The first group, Total 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
- The third group, Total Tax District Administration, covers expenses related to the administration of the Tax District

Total Bus Operations: \$72.4 Million

The FY 2027 Wake Transit Work Plan provides \$6.5 million of funding for new bus operations and improvements:

- \$1.3 million is allocated to GoTriangle for Route 311 with service to Apex, Regional Transit Center, and Cary
- \$4.6 million is allocated to the City of Raleigh for Route 70L Brier Creek, Route 32L Lynn Spring Forest (formerly in Old Wake Forest Package), Route 6 Glenwood (formerly in Glenwood Package), Route 10 Longview, Route 25L Durant Road (formerly in Old Wake Forest Package)
- \$0.6 million is allocated to the Community Funding Area Program Reserve

The FY 2027 Wake Transit Work Plan provides \$59.1 million of funding for continuation of existing services from prior work plans for security, operations and maintenance of bus facilities, and other bus operations:

- \$55.9 million is allocated to City of Raleigh, Town of Cary, Wake County, and GoTriangle for continuation of services
- \$1.7 million is allocated to the City of Raleigh for Contract Safety Security Services, Bus Stop Maintenance, and Park-and-Ride Maintenance
- \$785,675 is allocated to GoTriangle for Raleigh Union Station facility operations, Maintenance, and Security, Bus Stop Maintenance, and Park-and-Ride Operations and Maintenance
- \$259,609 is allocated to the Town of Cary for Security Services and Bus Stop Maintenance.
- \$261,622 is allocated for fare collection initiatives associated with mobile ticketing and fare capping for the City of Raleigh, GoTriangle, and Town of Cary
- \$200,539 is allocated for the Youth GoPass Program for the City of Raleigh, GoTriangle, and Wake County
- \$6,888 is allocated to the Town of Zebulon for their Park-and-Ride lease
- \$5,117 is allocated to the Town of Wendell for their Park-and-Ride lease

The Draft FY 2027 Wake Transit Work Plan provides \$4.7 million of funding for continuation of the Community Funding Area Program:

- \$1.5 million is allocated to the Town of Wake Forest
- \$1.1 million is allocated to the Town of Apex
- \$908,050 is allocated to the Town of Wendell
- \$830,051 is allocated to the Town of Morrisville
- \$376,698 is allocated to the Town of Holly Springs

Transit Plan Administration: \$7.4 Million

The FY 2027 Wake Transit Work Plan \$0.6 million of funding for new transit plan administration projects:

- \$105,550 is allocated to Wake County for the administration of 5311 Federal Grant Funding for the County

- \$491,715 is allocated to Transit Plan Administration Reserve

The FY 2027 Wake Transit Work Plan provides \$6.9 million of funding for the continuation of existing transit plan administration projects:

- \$6.9 million is allocated for staffing, marketing, and other administration costs, marketing, community engagement, customer and community surveys, customer feedback systems, contracted services, property maintenance and appraisals, leases, office expenses, and other legal and administrative expenses.

Tax District Administration: \$679,167

The FY 2027 Wake Transit Work Plan includes dollars similar to prior years for Tax District Administration which provides financial and regulatory oversight, staffing, financial advisor services, and auditing services.

FY 2027 Operating Budget Summary

Revenues	
Tax District Revenues	
Article 43 Half Cent Sales and Use Tax	\$ 68,036,965
Article 51 Three-Dollar Regional Vehicle Registration Tax	\$ 3,130,000
Article 52 Seven-Dollar County Vehicle Registration Tax	\$ 7,300,000
Total Revenues	\$ 78,466,965
Expenditures	
Tax District Administration	
Salaries and Benefits	\$ 500,690
Contracted Services	\$ 178,477
Transit Plan Administration	
CAMPO	\$ 928,071
Cary	\$ 1,042,723
GoTriangle	\$ 2,548,930
Raleigh	\$ 2,334,681
Wake County	\$ 105,550
Reserve	\$ 491,716
Bus Operations	
Cary	\$ 6,100,687
GoTriangle	\$ 13,941,588
Raleigh	\$ 43,950,844
Wake County	\$ 933,822
Wendell	\$ 5,117
Zebulon	\$ 6,888
Reserve	\$ 135,684
Community Funding Area	
Apex	\$ 1,073,254
Holly Springs	\$ 376,698
Morrisville	\$ 830,051
Wake Forest	\$ 1,485,093
Wendell	\$ 908,050
Reserve	\$ 588,350
Total Expenditures	\$ 78,466,965
Revenues over Expenditures	\$ -

FY 2027 Work Plan Operating Fund Expenses

	Wake Transit Tax District	Apex	CAMPO	Cary	GoTriangle	Holly Springs	Morrisville	Raleigh	Wake County	Wake Forest	Wendell	Zebulon	Total Wake Transit Operating
Revenues													
Tax District Revenues													
Article 43 Half Cent Sales and Use Tax	\$ 68,036,965	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 68,036,965
Article 51 Three-Dollar Regional Vehicle Registration Tax	\$ 3,130,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,130,000
Article 52 Seven-Dollar County Vehicle Registration Tax	\$ 7,300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,300,000
Allocations from Tax District Revenues to Agencies													
Transit Plan Administration		\$ -	\$ 928,071	\$ 1,042,723	\$ 2,548,930	\$ -	\$ -	\$ 2,334,681	\$ 105,550	\$ -	\$ -	\$ -	
Bus Operations		\$ -	\$ -	\$ 6,100,687	\$ 13,941,588	\$ -	\$ -	\$ 43,950,844	\$ 933,822	\$ -	\$ 5,117.29	\$ 6,888.00	
Community Funding Area		\$ 1,073,254	\$ -	\$ -	\$ -	\$ 376,698	\$ 830,051	\$ -	\$ -	\$ 1,485,093	\$ 908,050	\$ -	
Total Revenues	\$ 78,466,965	\$ 1,073,254	\$ 928,071	\$ 7,143,410	\$ 16,490,517	\$ 376,698	\$ 830,051	\$ 46,285,525	\$ 1,039,372	\$ 1,485,093	\$ 913,167	\$ 6,888	\$ 78,466,965
Expenditures													
Tax District Administration													
Salaries and Benefits	\$ 500,690	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,690
Contracted Services	\$ 178,477	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 178,477
Transit Plan Administration													
Salaries and Benefits	\$ -	\$ -	\$ 849,703	\$ 937,660	\$ 2,032,247	\$ -	\$ -	\$ 1,890,475	\$ 105,550	\$ -	\$ -	\$ -	\$ 5,815,636
Contracted Services	\$ -	\$ -	\$ 34,000	\$ -	\$ 182,018	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 216,018
Administrative Expenses	\$ -	\$ -	\$ 44,368	\$ 105,063	\$ 334,665	\$ -	\$ -	\$ 444,206	\$ -	\$ -	\$ -	\$ -	\$ 928,302
Reserve	\$ 491,716	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 491,716
Bus Operations													
Route 100 : RTC-RDU Airport	\$ -	\$ -	\$ -	\$ -	\$ 3,341,683	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,341,683
Route 300: Cary-Raleigh	\$ -	\$ -	\$ -	\$ -	\$ 1,193,001	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,193,001
DRX : Durham-Raleigh Express	\$ -	\$ -	\$ -	\$ -	\$ 640,586	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 640,586
CRX: Chapel Hill-Raleigh Express	\$ -	\$ -	\$ -	\$ -	\$ 81,758	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 81,758
Route 310: Cary-RTC	\$ -	\$ -	\$ -	\$ -	\$ 1,533,177	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,533,177
Route 305: Holly Springs-Apex-Raleigh	\$ -	\$ -	\$ -	\$ -	\$ 2,219,185	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,219,185
Route ZWX: Zebulon-Wendell	\$ -	\$ -	\$ -	\$ -	\$ 1,000,548	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,548
ADA Services	\$ -	\$ -	\$ -	\$ 760,721	\$ 1,590,390	\$ -	\$ -	\$ 4,927,766	\$ -	\$ -	\$ -	\$ -	\$ 7,278,877
Regional Call Center Expansion	\$ -	\$ -	\$ -	\$ -	\$ 29,717	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 29,717
Mobile Ticketing Software	\$ -	\$ -	\$ -	\$ -	\$ 57,985	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 57,985
Park & Ride Bus Stop Leases O&M	\$ -	\$ -	\$ -	\$ -	\$ 106,612	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 106,612
Raleigh Union Station Facility O&M	\$ -	\$ -	\$ -	\$ -	\$ 679,063	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 679,063
Youth GoPass	\$ -	\$ -	\$ -	\$ -	\$ 58,049	\$ -	\$ -	\$ 137,977	\$ 4,512	\$ -	\$ -	\$ -	\$ 200,539
Low Income Fare Pass	\$ -	\$ -	\$ -	\$ -	\$ 449,975	\$ -	\$ -	\$ 3,342,525	\$ -	\$ -	\$ -	\$ -	\$ 3,792,500
Route 311 Apex-RTC-Cary	\$ -	\$ -	\$ -	\$ -	\$ 1,315,005	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,315,005
Route Re-Allocation	\$ -	\$ -	\$ -	\$ -	\$ (355,146)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (355,146)
Sunday and Holiday Service	\$ -	\$ -	\$ -	\$ 782,229	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 782,229
Increase Midday Frequencies	\$ -	\$ -	\$ -	\$ 640,869	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 640,869
Route 7: Weston Parkway	\$ -	\$ -	\$ -	\$ 1,216,124	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,216,124
Route 9: Apex-Cary	\$ -	\$ -	\$ -	\$ 1,216,124	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,216,124
Route 2: East Cary	\$ -	\$ -	\$ -	\$ 1,216,124	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,216,124
Fare Collection Technology	\$ -	\$ -	\$ -	\$ 8,887	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,887
Bus Stop Maintenance	\$ -	\$ -	\$ -	\$ 101,637	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 101,637
Security Services	\$ -	\$ -	\$ -	\$ 157,972	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 157,972
Route 7: South Saunders	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,854	\$ -	\$ -	\$ -	\$ -	\$ 500,854
Sunday Service Increase Span	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,601,848	\$ -	\$ -	\$ -	\$ -	\$ 1,601,848
SE Raleigh Route Package	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,260,516	\$ -	\$ -	\$ -	\$ -	\$ 4,260,516
NW Raleigh Route Package	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,055,359	\$ -	\$ -	\$ -	\$ -	\$ 4,055,359
Route 33: New Hope - Knightdale	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,101,551	\$ -	\$ -	\$ -	\$ -	\$ 1,101,551
Routes 20: Garner	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,857,495	\$ -	\$ -	\$ -	\$ -	\$ 2,857,495
Route 9 - Hillsborough Street	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,712,385	\$ -	\$ -	\$ -	\$ -	\$ 2,712,385
Route 21: Caraleigh	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,078,451	\$ -	\$ -	\$ -	\$ -	\$ 1,078,451
Route 5: Biltmore Hills	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 177,674	\$ -	\$ -	\$ -	\$ -	\$ 177,674
Rolesville Microtransit Service Zone	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 310,985	\$ -	\$ -	\$ -	\$ -	\$ 310,985
Route 7L Carolina Pines	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 53,162	\$ -	\$ -	\$ -	\$ -	\$ 53,162
Route 11: Avent Ferry	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,596,299	\$ -	\$ -	\$ -	\$ -	\$ 1,596,299
Route 12: Method	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 128,192	\$ -	\$ -	\$ -	\$ -	\$ 128,192
Route 3: Glascock	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 591,423	\$ -	\$ -	\$ -	\$ -	\$ 591,423
Route 14: Atlantic	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,742,406	\$ -	\$ -	\$ -	\$ -	\$ 1,742,406
Route 2: Falls of the Neuse	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,344,253	\$ -	\$ -	\$ -	\$ -	\$ 2,344,253
Route 1: Capital Boulevard	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,859,002	\$ -	\$ -	\$ -	\$ -	\$ 1,859,002
Route 15: WakeMed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 604,992	\$ -	\$ -	\$ -	\$ -	\$ 604,992
Fuquay-Varina Microtransit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 451,000	\$ -	\$ -	\$ -	\$ -	\$ 451,000
Bus Stop/P&R Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 935,816	\$ -	\$ -	\$ -	\$ -	\$ 935,816
Park and Ride Operations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 101,250	\$ -	\$ -	\$ -	\$ -	\$ 101,250
Contract Safety Security Service	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 697,000	\$ -	\$ -	\$ -	\$ -	\$ 697,000
Fare Collection Technology	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 194,750	\$ -	\$ -	\$ -	\$ -	\$ 194,750
Route 10: Longview	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 430,604	\$ -	\$ -	\$ -	\$ -	\$ 430,604
Old Wake Forest Package: 25L Durant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 72,880	\$ -	\$ -	\$ -	\$ -	\$ 72,880
Old Wake Forest Package: 32L Lynn Spring Forest	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,385,202	\$ -	\$ -	\$ -	\$ -	\$ 1,385,202
Glenwood Package: Route 70L Brier Creek	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,693,824	\$ -	\$ -	\$ -	\$ -	\$ 2,693,824
Glenwood Package: Route 6 Glenwood	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,003,403	\$ -	\$ -	\$ -	\$ -	\$ 1,003,403
GoWake Response Service	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 888,000	\$ -	\$ -	\$ -	\$ 888,000
Transportation Call Center	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 41,310	\$ -	\$ -	\$ -	\$ 41,310
Wendell Park-and-Ride	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,117	\$ -	\$ -	\$ 5,117
Zebulon Park-and-Ride	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,888	\$ -	\$ 6,888
Reserve	\$ 135,684	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,151,061
Community Funding Area													
GoApex Route 1	\$ -	\$ 1,073,254	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,073,254
Smart Shuttle: Node-Based	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 830,051	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 830,051
GoWake NE Microtransit Service	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 908,050	\$ -	\$ -	\$ 908,050
Holly Springs Microtransit Service	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 376,698	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 376,698
GoWake Forest Microtransit Service	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,485,093	\$ -	\$ -	\$ -	\$ 1,485,093
Reserve	\$ 588,350	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 588,350
Allocations from Tax District Revenues to Agencies													
Transit Plan Administration	\$ 6,959,955												
Bus Operations	\$ 64,938,947												
Community Funding Area	\$ 4,673,146												
Total Expenditures	\$ 78,466,965	\$ 1,073,254	\$ 928,071	\$ 7,143,410	\$ 16,490,517	\$ 376,698	\$ 830,051	\$ 46,285,525	\$ 1,039,372	\$ 1,485,093	\$ 913,167	\$ 6,888	\$ 78,466,965
Revenues over Expenditures	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

FY 2027 Wake Transit Work Plan

**Operating Project Sheet Summary for New and
Continuing Projects**

T0001 Tax District Administration

Agency	Project ID	Project	FY 2026	FY 2027	FY 2028 Programmed
Contracted Services		Subcategory Total	\$155,569	\$178,477	\$182,939
<i>GoTriangle</i>		<i>Agency Subtotal</i>	<i>\$155,569</i>	<i>\$178,477</i>	<i>\$182,939</i>
T0001-C		Financial Consulting and Overhead Administrative Costs	\$155,569	\$178,477	\$182,939
Staffing & Administrative Expenses		Subcategory Total	\$488,478	\$500,690	\$513,208
<i>GoTriangle</i>		<i>Agency Subtotal</i>	<i>\$488,478</i>	<i>\$500,690</i>	<i>\$513,208</i>
T0001-F		3.0 FTE: Tax District Administration Staffing	\$488,478	\$500,690	\$513,208
Tax District Administration Total			\$644,047	\$679,167	\$696,147

T0002 Transit Plan Administration

Agency	Project ID	Project	FY 2026	FY 2027	FY 2028 Programmed
Administrative Expenses		Subcategory Total	\$1,067,194	\$1,199,424	\$1,121,221
<i>Capital Area MPO</i>		<i>Agency Subtotal</i>	<i>\$43,286</i>	<i>\$44,368</i>	<i>\$45,477</i>
T0002-AY		Administrative Expenses (Legal, Technical Support, Financial Review Services)	\$43,286	\$44,368	\$45,477
<i>City of Raleigh</i>		<i>Agency Subtotal</i>	<i>\$433,372</i>	<i>\$444,206</i>	<i>\$455,311</i>
T0002-AK		GoRaleigh Wake Transit Marketing, Communications, and Engagement	\$256,250	\$262,656	\$269,223
T0002-AS		Office Space Lease for Transit Staff	\$177,122	\$181,550	\$186,089
<i>GoTriangle</i>		<i>Agency Subtotal</i>	<i>\$326,503</i>	<i>\$334,665</i>	<i>\$343,032</i>
T0002-AA		Paratransit Office Space Lease	\$107,484	\$110,171	\$112,925
T0002-BJ		GoTriangle Wake Transit Marketing, Communications, and Engagement	\$110,000	\$112,750	\$115,569
T0002-I		Property Maintenance, Utilities, Repairs, & Appraisals	\$81,423	\$83,459	\$85,545
T0002-J		Customer Feedback Management System	\$27,595	\$28,285	\$28,992
<i>TBD</i>		<i>Agency Subtotal</i>	<i>\$161,534</i>	<i>\$165,572</i>	<i>\$169,711</i>
T0002-D		Outreach / Marketing / Communications for Transit Plan Administration	\$161,534	\$165,572	\$169,711
<i>Town of Cary</i>		<i>Agency Subtotal</i>	<i>\$102,500</i>	<i>\$105,063</i>	<i>\$107,689</i>
T0002-M		GoCary Wake Transit Marketing, Communications, and Engagement	\$102,500	\$105,063	\$107,689
<i>Wake County</i>		<i>Agency Subtotal</i>	<i>\$0</i>	<i>\$105,550</i>	<i>\$0</i>
T0002-BM		5311 Administration Staffing and Match Support	\$0	\$105,550	\$0
Contracted Services		Subcategory Total	\$305,173	\$216,018	\$221,419
<i>Capital Area MPO</i>		<i>Agency Subtotal</i>	<i>\$27,595</i>	<i>\$34,000</i>	<i>\$34,850</i>
T0002-AX		NCSU Triangle Regional Model Service Bureau Contract Share	\$27,595	\$34,000	\$34,850
<i>GoTriangle</i>		<i>Agency Subtotal</i>	<i>\$277,578</i>	<i>\$182,018</i>	<i>\$186,569</i>
T0002-C		Outside Legal Counsel	\$28,992	\$29,717	\$30,460
T0002-F		Transit Customer Surveys	\$248,586	\$152,301	\$156,109

Staffing		Subcategory Total	\$5,904,272	\$6,036,228	\$6,187,134
<i>Capital Area MPO</i>		<i>Agency Subtotal</i>	<i>\$828,979</i>	<i>\$849,703</i>	<i>\$870,946</i>
T0002-BE	4.0 FTE: CAMPO Wake Transit Staff		\$828,979	\$849,703	\$870,946
<i>City of Raleigh</i>		<i>Agency Subtotal</i>	<i>\$1,900,950</i>	<i>\$1,890,475</i>	<i>\$1,937,737</i>
T0002-AG	1.0 FTE: Transportation Analyst		\$138,281	\$166,738	\$170,906
T0002-AH	1.0 FTE: Transit Planner		\$145,180	\$171,810	\$176,105
T0002-AI	1.0 FTE: Traffic Signal Timing Analyst		\$148,000	\$160,700	\$164,718
T0002-AJ	1.0 FTE: Senior Engineer		\$157,327	\$161,261	\$165,292
T0002-AO	1.0 FTE: Procurement Analyst		\$125,911	\$109,059	\$111,785
T0002-AP	1.0 FTE: Transportation Planning Analyst (Paratransit)		\$146,509	\$145,172	\$148,801
T0002-AZ	1.0 FTE Fiscal Analyst		\$118,458	\$121,419	\$124,455
T0002-BA	1.0 FTE Engineering & Construction Management		\$161,534	\$165,572	\$169,711
T0002-BB	1.0 FTE Senior Real Estate Analyst		\$161,534	\$135,572	\$138,961
T0002-BF	1.0 FTE Transit Planner/Analyst		\$157,594	\$126,534	\$129,697
T0002-BG	1.0 FTE: Safety and Security Director		\$157,594	\$146,534	\$150,197
T0002-BI	1.0 FTE: Transportation Supervisor (Access)		\$150,000	\$153,750	\$157,594
T0002-P	1.0 FTE: Service Planning		\$133,028	\$126,354	\$129,513
<i>GoTriangle</i>		<i>Agency Subtotal</i>	<i>\$1,982,680</i>	<i>\$2,032,247</i>	<i>\$2,083,053</i>
T0002-BD	Transit Plan Administration Staffing		\$1,982,680	\$2,032,247	\$2,083,053
<i>TBD</i>		<i>Agency Subtotal</i>	<i>\$318,189</i>	<i>\$326,143</i>	<i>\$334,297</i>
T0002-AT	Public Engagement Team 2.0 FTEs		\$188,330	\$193,038	\$197,864
T0002-AU	1.0 FTE: Communications Coordinator		\$129,859	\$133,105	\$136,433
<i>Town of Cary</i>		<i>Agency Subtotal</i>	<i>\$873,474</i>	<i>\$937,660</i>	<i>\$961,102</i>
T0002-AC	1.0 FTE: Transportation Analyst		\$138,885	\$153,154	\$156,983
T0002-AD	1.0 FTE: Transportation Program Coordinator		\$150,687	\$154,454	\$158,315
T0002-AE	0.5 FTE: Position Upgrade & Reorganization - Deputy Transit Administrator		\$87,832	\$106,193	\$108,848
T0002-AR	1.0 FTE Transportation Outreach and Communications Coordinator		\$155,720	\$159,613	\$163,603
T0002-AV	1.0 FTE: Transit Planner		\$159,196	\$163,176	\$167,255
T0002-N	1.0 FTE: Coordination/Management of Capital Projects		\$181,154	\$201,070	\$206,097
Transit Plan Administration Total			\$7,276,639	\$7,451,671	\$7,529,773

T0005 Bus Operations

Agency	Project ID	Project	FY 2026	FY 2027	FY 2028 Programmed
Bus Infrastructure Maintenance			\$1,600,869	\$1,716,516	\$1,907,992
<i>City of Raleigh</i>			<i>Agency Subtotal</i>	<i>\$839,210</i>	<i>\$1,107,785</i>
	T0005-V	Maintenance of Bus Stops & Park-and-Ride Facilities	\$839,210	\$935,816	\$1,107,785
<i>GoTriangle</i>			<i>Agency Subtotal</i>	<i>\$662,500</i>	<i>\$696,039</i>
	T0005-CL	Raleigh Union Station Transit Facility Operations and Maintenance	\$662,500	\$679,063	\$696,039
<i>Town of Cary</i>			<i>Agency Subtotal</i>	<i>\$99,159</i>	<i>\$104,168</i>
	T0005-CG	Bus Stop Maintenance	\$99,159	\$101,637	\$104,168

Bus Service		Subcategory Total	\$47,761,332	\$65,169,130	\$71,253,707
<i>City of Raleigh</i>		<i>Agency Subtotal</i>	<i>\$32,087,412</i>	<i>\$41,748,459</i>	<i>\$43,126,844</i>
T0004-D	Increase Frequency on Route 7 (South Saunders)		\$179,300	\$500,854	\$513,375
T0004-E	Increase Sunday Service Span		\$1,696,730	\$1,601,848	\$1,517,716
T0005-AD	New Route 9 - Hillsborough Street		\$2,646,230	\$2,712,385	\$2,780,195
T0005-AL	Improvements to Route 21 - Caraleigh		\$986,716	\$1,078,451	\$1,105,412
T0005-AM	Glenwood Route Package		\$3,128,715	\$3,206,933	\$3,287,106
T0005-AP	Biltmore Hills		\$173,341	\$177,674	\$182,116
T0005-BJ	GoRaleigh Complementary ADA Services		\$4,174,436	\$4,927,766	\$5,394,397
T0005-BU	Rolesville-Wake Forest Microtransit Connector		\$303,400	\$310,985	\$318,760
T0005-BV	Improvements to Route 7L: Carolina Pines		\$51,865	\$53,162	\$54,491
T0005-BW	Improvements to Route 11: Avent Ferry - FY25 Bus Plan		\$1,557,365	\$1,596,299	\$1,636,207
T0005-BX	Improvements to Route 12: Method - FY25 Bus Plan		\$125,065	\$128,192	\$131,396
T0005-BY	Improvements to Route 3: Glascock - FY25 Bus Plan		\$576,998	\$591,423	\$606,209
T0005-BZ	New Route 14 - Atlantic - FY25 Bus Plan		\$849,954	\$1,742,406	\$1,785,966
T0005-CA	Improvements to Route 2 Falls of Neuse - FY25 Bus Plan		\$1,905,897	\$2,344,253	\$2,402,859
T0005-CB	Improvements to Route 10: Longview - FY25 Bus Plan		\$0	\$430,604	\$555,837
T0005-CN	Improvements to Route 1: Capital Boulevard		\$1,511,383	\$1,859,002	\$1,905,477
T0005-CO	Improvements to Route 15: WakeMed		\$295,118	\$604,992	\$620,117
T0005-CR	Fuquay-Varina Microtransit		\$220,000	\$451,000	\$462,275
T0005-CS	Old Wake Forest Package: 25L Durant			\$72,880	\$75,062
T0005-CT	Old Wake Forest Package: 32L Lynn Spring Forest			\$1,385,202	\$1,420,419
T0005-CU	Glenwood Package: Improvements to Route 70L Brier Creek		\$0	\$2,693,824	\$2,761,170
T0005-CV	Glenwood Package: Route 6 Glenwood		\$0	\$1,003,403	\$1,028,488
T0005-CY	SE Package: Route 19 MLK/Sunnybrook		\$0	\$1,479,917	\$1,516,915
T0005-CZ	SE Package: Route 17 Rock Quarry		\$0	\$1,413,803	\$1,449,148
T0005-DA	SE Package: Route 18 Poole Rd		\$0	\$514,314	\$527,172
T0005-DB	SE Package: Route 18L Barwell/New Hope		\$0	\$852,482	\$873,794
T0005-DC	NW Package: Route 27L Blue Ridge		\$0	\$2,043,471	\$2,094,558
T0005-DD	NW Package: Route 4 Rex Hospital		\$0	\$210,481	\$215,743
T0005-DE	NW Package: Route 36L Creedmoor		\$0	\$1,801,407	\$1,846,442
T0005-I	Southeast Raleigh Route Package (4 Routes)		\$3,885,968	\$0	\$0
T0005-J	NW Raleigh Route Package (4 Routes)		\$3,956,448	\$0	\$0
T0005-P	Route 33 / New Hope - Knightdale		\$1,074,684	\$1,101,551	\$1,129,090
T0005-R	Route 20: Garner		\$2,787,800	\$2,857,495	\$2,928,933
<i>GoTriangle</i>		<i>Agency Subtotal</i>	<i>\$7,791,896</i>	<i>\$12,915,333</i>	<i>\$15,841,829</i>
T0005-A	Route 100 Frequency and Sunday Span Improvements		\$1,568,320	\$3,341,683	\$4,323,835
T0005-AC	Improvements to Route 305: Holly Springs-Apex-Raleigh		\$1,658,791	\$2,219,185	\$2,274,667
T0005-B	Route 300 Improvements		\$1,101,542	\$1,193,001	\$1,222,826
T0005-BH	GoTriangle Complementary ADA Services		\$1,016,334	\$1,590,390	\$1,934,063
T0005-BQ	Reinstatement of Route 311 (FY2025 Bus Plan)		\$0	\$1,315,005	\$1,347,880
T0005-BR	Improvements to ZWX (FY2025 Bus Plan)		\$507,000	\$1,000,548	\$1,025,562

T0005-C	Additional Trips for Durham-Raleigh Express	\$364,362	\$640,586	\$930,214
T0005-D	Reliability Improvements for Chapel Hill-Raleigh Express	\$79,764	\$81,758	\$83,802
T0005-X	New Route 310: RTC-Cary	\$1,495,783	\$1,533,177	\$2,698,980
<i>Reserve</i>	<i>Agency Subtotal</i>	<i>\$0</i>	<i>\$0</i>	<i>\$1,444,919</i>
T0005-CW	Fixed Route Bus Service Reserve (2035 Plan Update)	\$0	\$0	\$1,444,919
<i>Town of Apex</i>	<i>Agency Subtotal</i>	<i>\$550,024</i>	<i>\$1,073,254</i>	<i>\$1,100,085</i>
T0005-BF	GoApex Route 1: Fixed-Route Circulator	\$550,024	\$1,073,254	\$1,100,085
<i>Town of Cary</i>	<i>Agency Subtotal</i>	<i>\$5,238,562</i>	<i>\$5,832,191</i>	<i>\$5,977,996</i>
T0004-A	Sunday and Expanded Holiday Service on All Pre-Existing Routes	\$625,030	\$782,229	\$801,785
T0004-B	Increase Midday Frequencies on Pre-Existing Routes	\$576,185	\$640,869	\$656,891
T0005-BI	GoCary Complementary ADA Services	\$683,291	\$760,721	\$779,739
T0005-BS	New GoCary Route 9 - Apex-Cary (Formerly Route 12)	\$1,134,530	\$1,216,124	\$1,246,527
T0005-BT	New GoCary Route 2 - East Cary (Formerly Route 11)	\$1,134,530	\$1,216,124	\$1,246,527
T0005-H	Weston Parkway Route	\$1,084,996	\$1,216,124	\$1,246,527
<i>Town of Holly Springs</i>	<i>Agency Subtotal</i>	<i>\$282,750</i>	<i>\$376,698</i>	<i>\$386,116</i>
T0005-CQ	Holly Springs Hopper Microtransit Service	\$282,750	\$376,698	\$386,116
<i>Town of Morrisville</i>	<i>Agency Subtotal</i>	<i>\$489,110</i>	<i>\$830,051</i>	<i>\$922,946</i>
T0005-BG	Operation of Node-Based Smart Shuttle	\$489,110	\$830,051	\$922,946
<i>Town of Wake Forest</i>	<i>Agency Subtotal</i>	<i>\$1,088,395</i>	<i>\$1,485,093</i>	<i>\$1,522,221</i>
T0005-CP	Go Wake Forest Microtransit	\$1,088,395	\$1,485,093	\$1,522,221
<i>Town of Wendell</i>	<i>Agency Subtotal</i>	<i>\$233,183</i>	<i>\$908,050</i>	<i>\$930,751</i>
T0005-CH	GoWake SmartRide Microtransit Service	\$233,183	\$908,050	\$930,751

Other Bus Service		Subcategory Total	\$5,676,253	\$7,018,601	\$8,145,194
<i>Capital Area MPO</i>		<i>Agency Subtotal</i>	\$0	\$1,080,392	\$2,058,529
T0005-Z	Community Funding Area Program Reserve		\$0	\$1,080,392	\$2,058,529
<i>City of Raleigh</i>		<i>Agency Subtotal</i>	\$4,075,611	\$4,177,502	\$4,281,939
T0005-BM	Contract Safety and Security Services		\$680,000	\$697,000	\$714,425
T0005-CJ	Low Income Fare Pass- Transit Assistance Program (TAP)		\$3,261,000	\$3,342,525	\$3,426,088
T0005-L3	Youth GoPass Program		\$134,611	\$137,977	\$141,426
<i>GoTriangle</i>		<i>Agency Subtotal</i>	\$524,626	\$537,741	\$551,185
T0005-CI	Low Income Fare Pass- Transit Assistance Program (TAP)		\$439,000	\$449,975	\$461,224
T0005-E	Extension of Regional Information Center Hours		\$28,992	\$29,717	\$30,460
T0005-L1	Youth GoPass Program		\$56,634	\$58,049	\$59,501
<i>Reserve</i>		<i>Agency Subtotal</i>	\$132,375	\$135,684	\$139,076
T0005-W	Hold Harmless Subsidy for Implementation of Countywide Fare Strategy		\$132,375	\$135,684	\$139,076
<i>Town of Cary</i>		<i>Agency Subtotal</i>	\$75,338	\$157,972	\$161,921
T0005-CK	GoCary Security Services		\$75,338	\$157,972	\$161,921
<i>Wake County</i>		<i>Agency Subtotal</i>	\$868,303	\$929,310	\$952,543
T0005-G1	Rural General Public and Elderly and Disabled Demand Response Service Expansion		\$828,000	\$888,000	\$910,200
T0005-G2	Wake County Transportation Call Center		\$40,303	\$41,310	\$42,343
Technology		Subcategory Total	\$258,167	\$261,622	\$268,162
<i>City of Raleigh</i>		<i>Agency Subtotal</i>	\$190,000	\$194,750	\$199,619
T0005-U	Web Hosting and Maintenance of Fare Collection Technology		\$190,000	\$194,750	\$199,619
<i>GoTriangle</i>		<i>Agency Subtotal</i>	\$56,570	\$57,985	\$59,434
T0005-Y	Maintenance of Mobile Ticketing Software		\$56,570	\$57,985	\$59,434
<i>Town of Cary</i>		<i>Agency Subtotal</i>	\$11,597	\$8,887	\$9,109
T0005-O	Annual Maintenance for Fare Collection Technology		\$11,597	\$8,887	\$9,109
Vehicle / Site Leasing		Subcategory Total	\$165,725	\$219,868	\$275,364
<i>City of Raleigh</i>		<i>Agency Subtotal</i>	\$50,000	\$101,250	\$153,781
T0005-CM	Park and Ride Operations		\$50,000	\$101,250	\$153,781
<i>GoTriangle</i>		<i>Agency Subtotal</i>	\$104,012	\$106,612	\$109,277
T0005-F	Park-and-Ride, Facilities and Bus Stop - Leases and O&M		\$104,012	\$106,612	\$109,277
<i>Town of Wendell</i>		<i>Agency Subtotal</i>	\$4,992	\$5,117	\$5,245
T0003-G	Contribution toward Zebulon-Wendell Express Park and Ride		\$4,992	\$5,117	\$5,245
<i>Town of Zebulon</i>		<i>Agency Subtotal</i>	\$6,720	\$6,888	\$7,060
T0003-H	Contribution toward Zebulon-Wendell Express Park and Ride		\$6,720	\$6,888	\$7,060
Bus Operations Total			\$55,462,346	\$74,385,736	\$81,850,419

FY 2027 Wake Transit Work Plan

Project Sheets for New Operating Projects

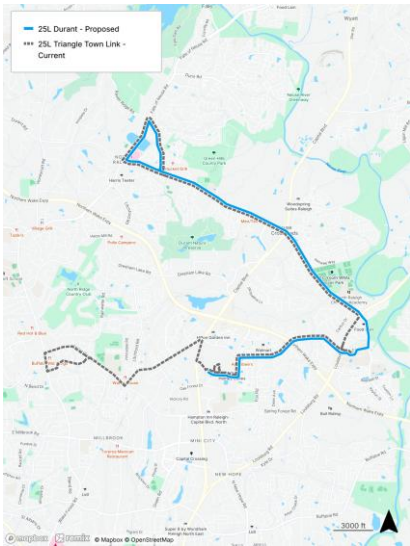
**New Projects for Bus Operations
(T0005, T0004, T0003)**

Project Description:

The City of Raleigh will implement improvements to Route 25L Durant in FY27, shortening the alignment of the former Route 25L Triangle Town Link to connect Triangle Town Center and North Raleigh, with a deviation to serve the Northern Wake Tech campus. Route 25L Durant will operate at the same frequencies as the previous route but with extended hours of service, operating from 5:30 AM to 12:30 AM on weekdays and Saturdays, and from 6:30 AM to 11:30 PM on Sundays. This project was formerly part of the Old Wake Forest Package in FY26, which also included Route 32L Lynn Spring Forest. Funding for this route is being separated to allow independent programming and service management of the two routes.

Project at a Glance

Project Title	Old Wake Forest Package: 25L Durant
Agency	City of Raleigh
FY 2027 Costs	\$72,880
FY 2028 Programmed Cost	\$75,062
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2026

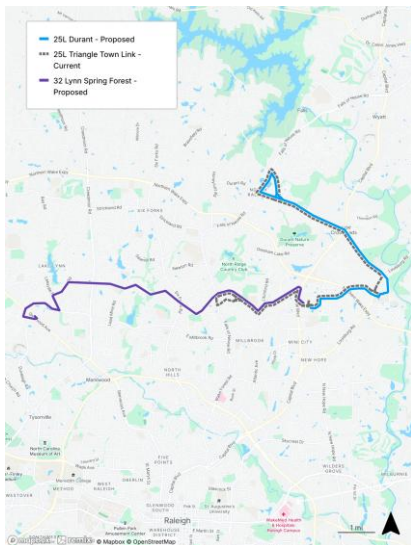


Project Description:

The City of Raleigh will introduce Route 32L Lynn Spring Forest in FY27, a new crosstown service along the Lynn Road and Spring Forest Road corridors. Route 32L replaces portions of the former Route 25L Triangle Town Link's alignment by continuing west of Falls of Neuse Road to Pleasant Valley Mall. The route will operate every 30 minutes during peak periods and 60 minutes during off-peak periods and on weekends. Weekday and Saturday service span is 6 AM to 11 PM, and Sunday service span is 7 AM to 9 PM. This project was formerly part of the Old Wake Forest Package in FY26, which also included Route 25L Durant. Funding for this route is being separated to allow independent programming and service management of the two routes.

Project at a Glance

Project Title	Old Wake Forest Package: 32L Lynn Spring Forest
Agency	City of Raleigh
FY 2027 Costs	\$1,385,202
FY 2028 Programmed Cost	\$1,420,419
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2026



4 FY27 Capital Budgets

The FY 2027 Wake Transit Work Plan includes capital funds for vehicle acquisition and the planning, design, and construction of major infrastructure required to support new transit services and expansions.

Fiscal Year 2027 Revenues

The FY 2027 Wake Transit Work Plan includes \$92.2 million for capital projects. These projects are funded by a combination of local revenues and allocation from the Wake capital fund balance.

Fiscal Year 2027 Expenditures

Bus Infrastructure – \$36.4 Million

The Wake County Transit Plan envisioned capital infrastructure to support a local bus network. This infrastructure includes transfer points, transit centers, park-and-ride lots, bus stop and sidewalk improvements, bus maintenance facilities, street-side facilities, advanced technologies, and other improvements. The FY 2027 Wake Transit Work Plan continues to build upon the investments for which funding has been allocated in previous Work Plans to support the implementation of the Wake Bus Plan, a multi-year bus operating and capital plan. FY 2027 funds are allocated for improvements that lay the groundwork to support future service expansion when implemented and offer an improved passenger experience on many of the existing services.

Transit Centers, Park-and-Ride Facilities, and Bus Stop Improvements : \$20.4 million

The FY 2027 Wake Transit Work Plan provides the following funds for bus stops, park-and-ride facilities, and transit centers:

- \$5.0 million is allocated to the Town of Cary for Downtown Multimodal Center
- \$4.3 million is allocated to GoTriangle for the Wake Transit share of the Triangle Mobility Hub

- \$4.0 million is allocated to the City of Raleigh for the Midtown Transit Center
- \$3.2 million is allocated for Park and Ride Improvement Reserves
- \$2.6 million is allocated to the City of Raleigh for bus stop improvements and systemwide transfer points improvements
- \$404,792 is allocated to the North Carolina State University for bus stop improvements
- \$328,983 is allocated to GoTriangle for bus stop improvements
- \$300,000 is allocated to the Town of Apex for Downtown Mobility Hub
- \$216,000 is allocated to the Town of Cary for bus stop improvements

Operations and Maintenance Facilities: \$16 million

The FY 2027 Work Plan allocates the following for operations and maintenance facilities:

- \$12.2 million is allocated to GoTriangle to cover the Wake Transit share for the of the Bus Operations and Maintenance Facility
- \$6.0 million is allocated to the City of Raleigh for the Paratransit Bus Operations and Maintenance Facility
- \$2.2 million is anticipated to be *received* through the North Carolina Department of Transportation State Transportation Improvement Program (NCDOT-STIP) for the Raleigh Union Station Bus Facility project

Vehicle Acquisition: \$15.0 Million

The FY 2027 Wake Transit Work Plan provides the following funds for vehicle acquisition to support transit services:

- \$5.9 million is allocated to the City of Raleigh for the purchase of GoRaleigh buses, support vehicles, and paratransit vehicles
- \$4.7 million is allocated for Vehicle Acquisition Reserves
- \$4.2 million is allocated to GoTriangle for the purchase of GoTriangle buses
- \$206,709 is allocated to Wake County for the 5311 Match for Vehicles

Bus Rapid Transit: \$14.2 Million

The FY 2027 Wake Transit Work Plan provides the following funds for Bus Rapid Transit:

- \$14.2 million is allocated for Bus Rapid Transit Reserves

Community Funding Area Program: \$1.5 Million

- \$843,593 is allocated to the Town of Knightdale for the Old Knight Road Sidewalk project
- \$653,705 is allocated to the Town of Apex for new Bus Stop Construction and a Mobility Solutions Study

Capital Planning: \$1.3 Million

The FY 2027 Wake Transit Work Plan provides the following funds for Capital Plan Studies :

- \$1.0 million is allocated to CAMPO for a Bus Rapid Transit Major Investment Study
- \$270,400 is allocated for Capital Planning Reserves

Regional Rail Reserves: \$23.8 Million

The Recommended FY 2027 Wake Transit Work Plan provides the following funds for Regional Rail Reserves:

- \$22.4 million is allocated for Regional Rail Reserves
- \$1.4 million is allocated for the NCDOT Raleigh to Richmond Rail Grant Local Match

Reserve from Wake Transit Fund Balance: \$6.1 Million

The FY 2027 Wake Transit Work Plan includes an allocation of \$12.8 million from the previous year's capital fund balance to fund capital projects included in the FY 2027 Wake Transit Work Plan.

The original Wake Transit Plan was modeled after establishing a 5% capital fund balance as an overall reserve and measuring the plan's financial health and resources specified in the operating fund. During the process to update the previous Wake Transit Plan, the capital fund balance was increased to include 10% of the assumed Wake BRT project costs and maintained a 5% rate for all other capital projects. Following adoption of the 2035 Wake Transit Plan Update in FY 2026, this assumption reverted to 5% across all projects.

FY 2027 Capital Budget Summary

Revenues	
Tax District Revenues	
Article 43 Half Cent Sales and Use Tax	\$ 79,463,035
Allocation from Wake Capital Fund Balance	\$ 12,753,190
Total Revenues	\$ 92,216,224
Expenditures	
Capital Planning	
CAMPO	\$ 1,010,000
Reserve	\$ 270,400
Community Funding	
Apex	\$ 653,705
Knightdale	\$ 843,593
Regional Rail	
Reserve	\$ 23,795,200
Bus Rapid Transit (BRT)	
Reserve	\$ 14,242,977
Bus Infrastructure	
Apex	\$ 300,000
Cary	\$ 5,216,000
GoTriangle	\$ 14,644,183
NC State University	\$ 404,792
Raleigh	\$ 12,565,000
Reserve	\$ 3,244,800
Vehicle Acquisition	
GoTriangle	\$ 4,218,240
Raleigh	\$ 5,942,500
Wake County	\$ 206,709
Reserve	\$ 4,658,125
Total Expenditures	\$ 92,216,224
Revenues over Expenditures	\$ -

FY 2027 Work Plan Capital Fund Expenses

	Wake Transit Tax District	Apex	CAMPO	Cary	GoTriangle	Knightdale	NCSU	Raleigh	Wake County	Total Wake Transit Capital
Revenues										
Article 43 Half Cent Sales and Use Tax	\$ 79,463,035	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 79,463,035
Allocation from Wake Capital Fund Balance	\$ 12,753,190	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,753,190
Allocations from Tax District Revenues to Agencies										
Capital Planning		\$ -	\$ 1,010,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Community Funding		\$ 653,705	\$ -	\$ -	\$ -	\$ 843,593	\$ -	\$ -	\$ -	
Bus Infrastructure		\$ 300,000	\$ -	\$ 5,216,000	\$ 14,644,183	\$ -	\$ 404,792	\$ 12,565,000	\$ -	
Vehicle Acquisitions		\$ -	\$ -	\$ -	\$ 4,218,240	\$ -	\$ -	\$ 5,942,500	\$ 206,709	
Total Revenues	\$ 92,216,224	\$ 953,705	\$ 1,010,000	\$ 5,216,000	\$ 18,862,423	\$ 843,593	\$ 404,792	\$ 18,507,500	\$ 206,709	\$ 92,216,224
Expenditures										
Capital Planning										
Wake Bus Plan	\$ -	\$ -	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000
BRT Major Investment Study	\$ -	\$ -	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000
Reserve	\$ 270,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 270,400
Community Funding										
Mobility Solutions Study	\$ -	\$ 65,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 65,000
Bus Stop Improvements (FY27)	\$ -	\$ 133,705	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 133,705
New Bus Stop Construction	\$ -	\$ 455,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 455,000
Old Knight Road Sidewalk	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 843,593	\$ -	\$ -	\$ -	\$ 843,593
Bus Rapid Transit (BRT)										
Reserve	\$ 14,242,977	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 14,242,977
Bus Infrastructure										
Apex Mobility Hub	\$ -	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000
Multimodal Transit Facility	\$ -	\$ -	\$ -	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000,000
Systemwide Transfer Point Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 568,000	\$ -	\$ 568,000
Midtown Transit Center	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,000,000	\$ -	\$ 4,000,000
Raleigh ADA Paratransit BOMF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,000,000	\$ -	\$ 6,000,000
Raleigh Union Station Bus Facility	\$ -	\$ -	\$ -	\$ -	\$ (2,215,000)	\$ -	\$ -	\$ -	\$ -	\$ (2,215,000)
Regional Bus Operation & Maint Facility	\$ -	\$ -	\$ -	\$ -	\$ 12,200,000	\$ -	\$ -	\$ -	\$ -	\$ 12,200,000
Triangle Mobility Hub	\$ -	\$ -	\$ -	\$ -	\$ 4,330,200	\$ -	\$ -	\$ -	\$ -	\$ 4,330,200
Bus Stop Improvements	\$ -	\$ -	\$ -	\$ 216,000	\$ 328,983	\$ -	\$ 404,792	\$ 1,997,000	\$ -	\$ 2,946,775
Reserve - Park and Ride Improvements	\$ 3,244,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,244,800
Vehicle Acquisitions										
Bus Purchases	\$ -	\$ -	\$ -	\$ -	\$ 4,218,240	\$ -	\$ -	\$ 4,435,000	\$ -	\$ 8,653,240
Support Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 307,500	\$ -	\$ 307,500
Paratransit Replacement Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 650,000	\$ -	\$ 650,000
Paratransit Expansion Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 130,000	\$ -	\$ 130,000
Microtransit Fleet Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 420,000	\$ -	\$ 420,000
5311 Vehicle Acquisition Match	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 206,709	\$ 206,709
Reserve - Paratransit Vehicles	\$ 331,725	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 331,725
Reserve - Fixed Route Vehicles	\$ 4,326,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,326,400
Regional Rail										
Reserve - Rail Ready Investment	\$ 22,409,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 22,409,200
Reserve - NCDOT Raleigh to Richmond Rail Grant Match	\$ 1,386,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,386,000
Allocations from Tax District Revenues to Agencies										
Capital Planning	\$ 1,280,400									
Community Funding	\$ 1,497,298									
Bus Rapid Transit (BRT)	\$ 14,242,977									
Bus Infrastructure	\$ 36,374,775									
Vehicle Acquisitions	\$ 15,025,574									
Regional Rail	\$ 23,795,200									
Total Expenditures	\$ 92,216,224	\$ 953,705	\$ 1,010,000	\$ 5,216,000	\$ 18,862,423	\$ 843,593	\$ 404,792	\$ 18,507,500	\$ 206,709	\$ 92,216,224
Revenues over Expenditures	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

FY 2027 Wake Transit Work Plan

Capital Project Sheet Summary

TC001 Vehicle Acquisition

Agency	Project ID	Project	Prior Years Allocated	FY 2027	FY 2028 Programmed
Fixed Route Expansion Vehicles		Subcategory Total	\$24,896,482	\$4,435,000	\$4,545,900
<i>City of Raleigh</i>		<i>Agency Subtotal</i>	<i>\$24,896,482</i>	<i>\$4,435,000</i>	<i>\$4,545,900</i>
	TC001-E	Purchase 40-Foot Diesel, Compressed Natural Gas or Electric Buses	\$24,896,482	\$4,435,000	\$4,545,900
Fixed Route Replacement Vehicles		Subcategory Total	\$67,291,572	\$8,544,640	\$18,927,226
<i>City of Raleigh</i>		<i>Agency Subtotal</i>	<i>\$52,310,572</i>	<i>\$0</i>	<i>\$10,040,800</i>
	TC001-F	Purchase 40-Foot Diesel, Compressed Natural Gas, or Electric Buses	\$52,310,572	\$0	\$10,040,800
		Equipment	\$52,579,021	\$0	\$10,040,800
<i>GoTriangle</i>		<i>Agency Subtotal</i>	<i>\$14,981,000</i>	<i>\$4,218,240</i>	<i>\$4,386,970</i>
	TC001-D	Purchase/Repower 40-Foot Diesel, Compressed Natural Gas, or Electric Vehicles	\$14,981,000	\$4,218,240	\$4,386,970
		Equipment	\$15,124,780	\$4,218,240	\$4,386,970
<i>Reserve</i>		<i>Agency Subtotal</i>		<i>\$4,326,400</i>	<i>\$4,499,456</i>
	TC001-V	Fixed Route Replacement Vehicle Reserve (2035 Plan Update)		\$4,326,400	\$4,499,456
Microtransit Vehicle Acquisition		Subcategory Total	\$780,000	\$420,000	\$0
<i>City of Raleigh</i>		<i>Agency Subtotal</i>	<i>\$780,000</i>	<i>\$420,000</i>	<i>\$0</i>
	TC001-S	Microtransit Fleet Vehicle Acquisition	\$780,000	\$420,000	\$0
Paratransit Expansion Vehicles		Subcategory Total	\$582,758	\$459,709	-\$5,222
<i>Agency To Be Determined</i>		<i>Agency Subtotal</i>	<i>\$118,000</i>	<i>\$123,000</i>	<i>-\$5,222</i>
	TC001-P	Countywide Paratransit Expansion Vehicles	\$118,000	\$123,000	-\$5,222
<i>City of Raleigh</i>		<i>Agency Subtotal</i>	<i>\$464,758</i>	<i>\$130,000</i>	<i>\$0</i>
	TC001-M	City of Raleigh's Paratransit Expansion Vehicles	\$464,758	\$130,000	\$0
<i>Wake County</i>		<i>Agency Subtotal</i>		<i>\$206,709</i>	<i>\$0</i>
	TC001-U	5311 Vehicle Acquisition Match Support		\$206,709	\$0
Paratransit Replacement Vehicles		Subcategory Total	\$3,523,963	\$858,725	\$916,027
<i>Agency To Be Determined</i>		<i>Agency Subtotal</i>	<i>\$647,659</i>	<i>\$208,725</i>	<i>\$250,027</i>
	TC001-I	Countywide Paratransit Replacement Vehicles	\$647,659	\$208,725	\$250,027
<i>City of Raleigh</i>		<i>Agency Subtotal</i>	<i>\$2,876,304</i>	<i>\$650,000</i>	<i>\$666,000</i>
	TC001-J	Paratransit Replacement Vehicles	\$2,876,304	\$650,000	\$666,000
Support Vehicles		Subcategory Total	\$1,274,195	\$307,500	\$263,000
<i>City of Raleigh</i>		<i>Agency Subtotal</i>	<i>\$1,274,195</i>	<i>\$307,500</i>	<i>\$263,000</i>
	TC001-L	GoRaleigh Support Vehicles	\$1,274,195	\$307,500	\$263,000
Vehicle Acquisition Total			\$98,348,970	\$15,025,574	\$24,646,931

TC002 Bus Infrastructure

Agency	Project ID	Project	Prior Years Allocated	FY 2027	FY 2028 Programmed	
Bus Stop Improvements			Subcategory Total	\$13,658,856	\$4,479,073	\$3,712,114
<i>City of Raleigh</i>			<i>Agency Subtotal</i>	<i>\$5,460,000</i>	<i>\$1,997,000</i>	<i>\$3,144,972</i>
	TC002-BQ	Bus Stop Improvements for New and Existing Routes	\$5,460,000	\$1,997,000	\$3,144,972	
<i>GoTriangle</i>			<i>Agency Subtotal</i>	<i>\$3,931,104</i>	<i>\$328,983</i>	<i>\$342,142</i>
	TC002-BP	Bus Stop Improvements for New and Existing Routes	\$3,931,104	\$328,983	\$342,142	
		Design		\$0	\$0	
		Construction	\$3,931,104	\$328,983	\$342,142	
<i>NCSU</i>			<i>Agency Subtotal</i>	<i>\$204,792</i>	<i>\$0</i>	
	TC002-BT	NCSU Enhanced Transfer Point		\$204,792	\$0	
				\$204,792	\$0	
<i>Town of Apex</i>			<i>Agency Subtotal</i>	<i>\$888,705</i>	<i>\$0</i>	
	TC002-BS	Apex Mobility Hub Phase 1 Final Design		\$300,000	\$0	
		Design		\$300,000	\$0	
	TC002-BX	GoApex Route 1: Bus Stop Improvements		\$133,705		
	TC002-BY	New Bus Stop Construction		\$455,000		
<i>Town of Cary</i>			<i>Agency Subtotal</i>	<i>\$3,590,680</i>	<i>\$216,000</i>	<i>\$225,000</i>
	TC002-R	Bus Stop Improvements for New and Existing Routes	\$3,590,680	\$216,000	\$225,000	
<i>Town of Knightdale</i>			<i>Agency Subtotal</i>	<i>\$677,072</i>	<i>\$843,593</i>	<i>\$0</i>
	TC002-BL	Knightdale Boulevard Corridor Pedestrian Improvements	\$677,072	\$0	\$0	
	TC002-BZ	Old Knight Road Sidewalk Construction		\$843,593	\$0	
Maintenance Facility Improvements			Subcategory Total	\$117,565,000	\$15,985,000	\$785,000
<i>City of Raleigh</i>			<i>Agency Subtotal</i>	<i>\$70,420,000</i>	<i>\$6,000,000</i>	
	TC002-V	GoRaleigh / GoWake Access Paratransit Maintenance & Operations Facility	\$70,420,000	\$6,000,000		
		Planning / Feasibility	\$350,000			
		Land Acquisition	\$2,750,000			
		Design	\$6,000,000			
		Construction	\$61,320,000	\$6,000,000		
<i>GoTriangle</i>			<i>Agency Subtotal</i>	<i>\$47,145,000</i>	<i>\$9,985,000</i>	<i>\$785,000</i>
	TC002-A	Raleigh Union Station Bus Facility	\$37,370,000	-\$2,215,000	-\$13,215,000	
		Design	\$7,030,000	\$0	\$0	
		Art Installation	\$2,950,000	\$0	\$0	
		Construction	\$30,060,000	-\$2,215,000	-\$13,215,000	
		Artist Retention	\$30,000	\$0	\$0	
	TC002-B	Expansion of Bus Operations and Maintenance Facility (Wake County Share)	\$9,775,000	\$12,200,000	\$14,000,000	
		Planning and Design	\$7,775,000	\$0	\$0	
		Construction	\$2,000,000	\$12,200,000	\$14,000,000	

Park-and-Ride Improvements		Subcategory Total	\$3,244,800	\$3,374,592
<i>Reserve</i>		<i>Agency Subtotal</i>	<i>\$3,244,800</i>	<i>\$3,374,592</i>
TC002-BV	Park-and-Ride Improvements Reserve (2035 Plan Update)		\$3,244,800	\$3,374,592
Transit Center / Transfer Point Improvements		Subcategory Total	\$63,722,249	\$14,098,200
<i>City of Raleigh</i>		<i>Agency Subtotal</i>	<i>\$8,001,528</i>	<i>\$4,568,000</i>
TC002-AC	New Midtown Transit Center		\$3,182,728	\$4,000,000
	Planning / Design		\$933,000	\$0
	Land Acquisition		\$2,249,728	\$0
	Final Design and Construction			\$4,000,000
TC002-AX	Relocation of Triangle Town Center Transit Center - Land Acquisition		\$3,750,000	\$0
	Feasibility / Design			
	Land Acquisition		\$3,750,000	
	Construction			
TC002-BG	GoRaleigh Systemwide Transfer Point Improvements		\$1,068,800	\$568,000
	Design, Land Acquisition		\$266,400	\$0
	Construction		\$802,400	\$568,000
<i>GoTriangle</i>		<i>Agency Subtotal</i>	<i>\$12,612,500</i>	<i>\$4,330,200</i>
TC002-N	New Regional Transit Facility (Wake County Share)		\$12,612,500	\$4,330,200
	Planning/Feasibility		\$312,500	\$0
	Design		\$3,900,000	\$340,200
	Land Acquisition		\$3,500,000	\$0
	Construction		\$4,900,000	\$3,990,000
<i>NCSU</i>		<i>Agency Subtotal</i>	<i>\$599,360</i>	<i>\$200,000</i>
TC002-BN	NCSU Bus Stop Improvements		\$599,360	\$200,000
	Design, Construction, Equipment, Other (F&A)		\$599,360	\$200,000
<i>Reserve</i>		<i>Agency Subtotal</i>	<i>\$0</i>	<i>\$4,218,240</i>
TC002-BW	Transit Center/Transfer Point Improvements Reserve (2035 Plan Update)		\$0	\$4,218,240
<i>Town of Cary</i>		<i>Agency Subtotal</i>	<i>\$42,508,861</i>	<i>\$5,000,000</i>
TC002-F	New Downtown Cary Multimodal Center		\$42,508,861	\$5,000,000
	Feasibility / Planning		\$808,861	\$0
	Design and Land Acquisition		\$37,000,000	\$0
	Construction (Bus Component)		\$5,000,000	\$55,000,000
Bus Infrastructure Total			\$194,946,105	\$37,807,073
				\$69,084,946

TC003 Other Capital

Agency	Project ID	Project	Prior Years Allocated	FY 2027	FY 2028 Programmed
Capital Planning		Subcategory Total	\$1,681,580	\$1,075,000	\$0
<i>Capital Area MPO</i>		<i>Agency Subtotal</i>	<i>\$1,681,580</i>	<i>\$1,010,000</i>	<i>\$0</i>
	TC003-AC	BRT Major Investment Study - I-40 and Cary Corridors		\$1,000,000	\$0
	TC003-AF	Triangle Passenger Rail Initial Feasibility Study	\$200,000	\$0	\$0
	TC003-K	Wake Bus Plan Update	\$1,481,580	\$10,000	\$0
<i>Town of Apex</i>		<i>Agency Subtotal</i>		<i>\$65,000</i>	
	TC003-AH	Mobility Solutions Study		\$65,000	
Other		Subcategory Total		\$24,065,600	\$24,747,008
<i>Reserve</i>		<i>Agency Subtotal</i>		<i>\$22,679,600</i>	<i>\$19,333,008</i>
	TC003-AD	2035 Plan Update Regional Rail		\$22,409,200	\$19,333,008
	TC003-AE	Other Capital Reserve (2035 Plan Update)		\$270,400	\$0
<i>TBD</i>		<i>Agency Subtotal</i>		<i>\$1,386,000</i>	<i>\$5,414,000</i>
	TC003-AG	NCDOT Raleigh to Richmond Rail Grant Local Match		\$1,386,000	\$5,414,000
		Design		\$1,386,000	\$5,414,000
		Right-of-Way/Land Acquisition			
		Construction			
Other Capital Total			\$1,681,580	\$25,140,600	\$24,747,008

TC005 Bus Rapid Transit

Agency	Project ID	Project	Prior Years Allocated	FY 2027	FY 2028 Programmed
BRT Planning / Design		Subcategory Total	\$86,340,285	\$14,242,977	\$342,618,388
<i>City of Raleigh</i>		<i>Agency Subtotal</i>	<i>\$86,340,285</i>	<i>\$0</i>	<i>\$309,990,000</i>
	TC005-A3	Western Corridor Bus Rapid Transit Facility	\$86,340,285	\$0	\$309,990,000
		Project Development and Final Design	\$55,289,515	\$0	\$0
		Design/Artist Retention Fee	\$1,050,770	\$0	\$0
		Right-of-Way, Construction, Vehicles	\$30,000,000	\$0	\$160,000,000
		Federal - All Phases		\$0	\$149,990,000
<i>Reserve</i>		<i>Agency Subtotal</i>		<i>\$14,242,977</i>	<i>\$32,628,388</i>
	TC005-B	Bus Rapid Transit Reserve (2035 Plan Update)		\$14,242,977	\$32,628,388
Bus Rapid Transit Total			\$86,340,285	\$14,242,977	\$342,618,388

FY 2027 Wake Transit Work Plan

Capital Project Sheets

**New Project for Vehicle Acquisition
(TC001)**

Project ID TC001-E

Project Category

Vehicle Acquisition

Project Subcategory

Fixed Route Expansion Vehicles

Project Description:

The City of Raleigh will purchase 5 fixed-route transit buses to support new bus services or service improvements anticipated to begin in various years through FY 2030. Many of the vehicles will possess the technology to be powered by alternative fuels, including compressed natural gas (CNG) and electricity.

Project at a Glance

Project Title	Purchase 40-Foot Diesel, Compressed Natural Gas or Electric Buses
Agency	City of Raleigh
FY 2027 Costs	\$4,435,000
FY 2028 Programmed Cost	\$4,545,900
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2023



Project Description:

GoRaleigh will continue to purchase 40-foot and 60-foot fixed-route transit buses to replace vehicles that have exhausted their useful life in various years through FY 2030. For FY25, the City of Raleigh will be replacing 13 GoRaleigh 40' diesel buses that are 12 or more years old. Many of the vehicles will possess the technology to be powered by alternative fuels, including compressed natural gas (CNG) and/or electricity. Further, many of the vehicles will be ordered in the year preceding their use, as there is typically an anticipated delivery timeframe of 12-18 months after vehicles are ordered.

Project at a Glance

Project Title	Purchase 40-Foot Diesel, Compressed Natural Gas, or Electric Buses
Agency	City of Raleigh
FY 2027 Costs	\$0
FY 2028 Programmed Cost	\$10,040,800
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2022



Project Description:

GoTriangle continues to implement the level buying bus acquisition strategy that will replace 1/10th of the fleet per year. The strategy includes purchasing vehicles an ultimate goal of having a fleet average age of 6 years and average mileage of 250,000 aligning with FTA useful benchmark life. Previous Adopted Transit Plans have allocated funds for a combination of New and Replacement buses. The addition to Wake Transit funded routes have added to the wear and tear of the current fleet at a very accelerated rate but the proposed strategy will allow GoTriangle to maintain the current fleet size with meeting the goal of reliable transportation for the residents of Wake County. GoTriangle will continue to utilize previously adopted funds and partial new funds to continue the level buying strategy.

Project at a Glance

Project Title	Purchase/Repower 40-Foot Diesel, Compressed Natural Gas, or Electric Vehicles
Agency	GoTriangle
FY 2027 Costs	\$4,218,240
FY 2028 Programmed Cost	\$4,386,970
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2023



Project ID

TC001-V

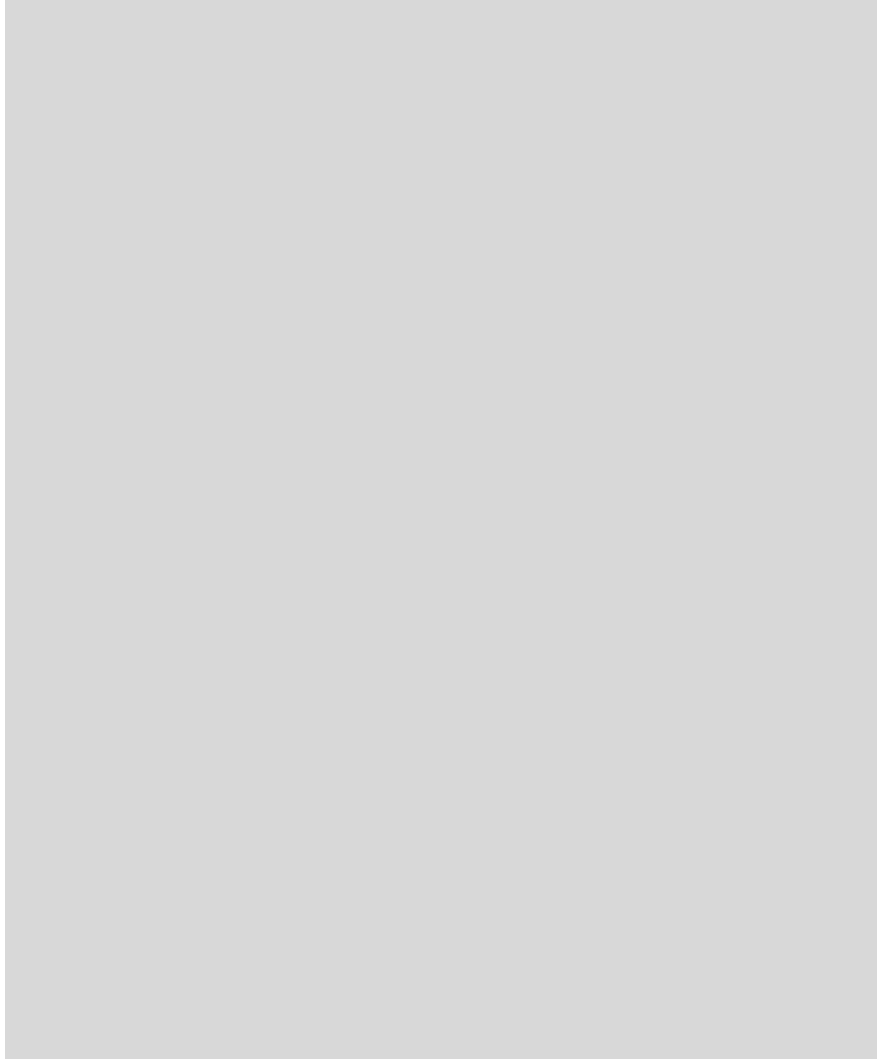
Project Category

Vehicle Acquisition

Project Subcategory

Fixed Route Replacement Vehicles

Project Description:



Project at a Glance

Project Title	Fixed Route Replacement Vehicle Reserve (2035 Plan Update)
Agency	Reserve
FY 2027 Costs	\$4,326,400
FY 2028 Programmed Cost	\$4,499,456
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2026

Project ID TC001-S

Project Category Vehicle Acquisition

Project Subcategory Microtransit Vehicle Acquisition

Project Description:

The City of Raleigh will acquire 3 vehicles in FY27 specifically for microtransit services operated by GoRaleigh. A microtransit study completed in 2024 identified microtransit opportunities within the GoRaleigh service area and cost-neutral replacements for underperforming routes. This project will provide separately branded microtransit vehicles to expand service options. Currently, GoRaleigh Access vehicles are utilized for microtransit services, creating a conflict between the microtransit service branding (MicroLink) and the vehicle branding (Access). Dedicated microtransit vehicles will allow for consistent service branding and support continued expansion of this service model.

Project at a Glance

Project Title	Microtransit Fleet Vehicle Acquisition
Agency	City of Raleigh
FY 2027 Costs	\$420,000
FY 2028 Programmed Cost	\$0
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2025

Project ID TC001-P

Project Category

Vehicle Acquisition

Project Subcategory

Paratransit Expansion Vehicles

Project Description:

TC001-H; TC001-I; TC001-J; TC001-P: Wake County's transit providers will continue to acquire expansion and replacement transit vehicles for their demand-response/paratransit operation in all future fiscal years through the 2030 Wake Transit Work Plan horizon. In FY24, the allocations for FY24 through FY27 of TC001-H are being re-allocated to TC001-M for the City of Raleigh. The remaining allocations for the county-wide expansion of paratransit vehicles from FY28 through FY30 will remain in reserve in TC001-H.

Project at a Glance

Project Title	Countywide Paratransit Expansion Vehicles
Agency	Agency To Be Determined
FY 2027 Costs	\$123,000
FY 2028 Programmed Cost	(\$5,222)
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2025

Project ID TC001-M

Project Category

Vehicle Acquisition

Project Subcategory

Paratransit Expansion Vehicles

Project Description:

From FY24 to FY27 the City of Raleigh will use Wake Transit Tax District funding to acquire expansion paratransit vehicles at a rate of 1 vehicle a year for its GoRaleigh Access fleet. This investment will be alongside of other funding sources, which in total will increase GoRaleigh's fleet from 20 to 27, which was the recommendation established through the programming analysis completed by HDR in 2019.

Project at a Glance

Project Title	City of Raleigh's Paratransit Expansion Vehicles
Agency	City of Raleigh
FY 2027 Costs	\$130,000
FY 2028 Programmed Cost	\$0
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2023



Project ID

TC001-U

Project Category

Vehicle Acquisition

Project Subcategory

Paratransit Expansion Vehicles

Project Description:

In FY27, Wake Transit funding is being allocated to provide the local match for GoWake Access' FTA 5311 Capital Grants which will be used for the acquisition of 18 replacement vehicles and related expenses.

Project at a Glance

Project Title	5311 Vehicle Acquisition Match Support
Agency	Wake County
FY 2027 Costs	\$206,709
FY 2028 Programmed Cost	\$0
Funding Source	
Start Date	

Project ID TC001-I

Project Category Vehicle Acquisition

Project Subcategory Paratransit Replacement Vehicles

Project Description:

Paratransit vehicles will be replaced to enhance countywide paratransit service

Project at a Glance

Project Title	Countywide Paratransit Replacement Vehicles
Agency	Agency To Be Determined
FY 2027 Costs	\$208,725
FY 2028 Programmed Cost	\$250,027
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2019

Project ID TC001-J

Project Category Vehicle Acquisition

Project Subcategory Paratransit Replacement Vehicles

Project Description:

The City of Raleigh/GoRaleigh Access will acquire 5 replacement paratransit vehicles in FY27 to replace current vehicles that are beyond their useful life. These vehicles support demand-response/paratransit operations as part of Wake County's transit providers' continued acquisition of expansion and replacement transit vehicles through the 2030 Wake Transit Work Plan horizon. County-wide expansion of paratransit vehicles for FY28 through FY30 remains in reserve pending future allocation decisions. Prior FY24 allocations for the City of Raleigh were reallocated to support other priority projects.

Project at a Glance

Project Title	Paratransit Replacement Vehicles
Agency	City of Raleigh
FY 2027 Costs	\$650,000
FY 2028 Programmed Cost	\$666,000
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2023



Project ID TC001-L

Project Category

Vehicle Acquisition

Project Subcategory

Support Vehicles

Project Description:

The City of Raleigh/GoRaleigh will continue to acquire replacement and expansion support vehicles to function as operator shuttles and supervisor and maintenance vehicles in all future fiscal years through the 2030 Wake Transit Work Plan horizon. In an effort to reduce the average monthly mileage of the shuttle fleet to a level that would allow the vehicle to hit the useful life target of 8 years while minimizing costly repairs and time out of service, funding for 6 support vehicles to be acquired is allocated for FY 2027, hybrid and/or EVs for shuttle vehicles will be selected for acquisition when possible.

Project at a Glance

Project Title	GoRaleigh Support Vehicles
Agency	City of Raleigh
FY 2027 Costs	\$307,500
FY 2028 Programmed Cost	\$263,000
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2023



New Projects for Bus Infrastructure (TC002)

Project Description:

The City of Raleigh/GoRaleigh will continue to make improvements to new and existing bus stop locations to enhance passenger safety and comfort. Improvements may include concrete pads, benches, shelters, signage, access ramps, and sidewalk improvements with a focus on improving stop locations with substandard facilities. Bus stop locations will have clear signage, meet Americans with Disabilities Act (ADA) standards, improve site conditions (as practical), and be provided with passenger amenities such as shelters and seating (depending on daily passenger boardings and in conjunction with adopted City policies). Funding may also be used to enhance high volume bus stops, which would include larger shelters, additional seating, additional lighting, and bike racks. City staff also anticipate utilizing funds for "pedestal seat" improvements, which provide affordable and quickly deployable seating at active stops served by existing sidewalks. This project is a consolidation of projects TC002-I: Systemwide Bus Stop Improvements and TC002-S: Bus Stop Improvements for New Stop Locations.

Project at a Glance

Project Title	Bus Stop Improvements for New and Existing Routes
Agency	City of Raleigh
FY 2027 Costs	\$1,997,000
FY 2028 Programmed Cost	\$3,144,972
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2024



Project Description:

GoTriangle will make improvements to systemwide bus stops to enhance passenger safety and comfort by providing amenities at bus stops for expansion services. Possible improvements could include: concrete pads, benches, shelters, signage, landing pads, lighting, bicycle racks, access ramps, or sidewalk improvements. This project is a multi-year effort to improve GoTriangle bus stops throughout Wake County. This program will help GoTriangle achieve its goal of making all stops ADA accessible. By focusing on bus stop improvements, GoTriangle is also supporting goals of improving access to transit and improving quality of bus stops, identified through public outreach during the Wake Vision Plan update process.

Project at a Glance

Project Title	Bus Stop Improvements for New and Existing Routes
Agency	GoTriangle
Phase	Design, Construction
FY 2027 Costs	\$328,983
FY 2028 Programmed Cost	\$342,142
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2024



Project Description:

North Carolina State University will receive Wake Transit funding in FY27 to support final design for the redesign of the Jeter Dr Enhanced Transfer Point in the heart of the NC State campus and the potential relocation of the current Dunn Ave at Jeter Dr bus stop, one of the busiest in the Triangle. Features and layout will be modelled on the recommendations of the Wake Transit funded conceptual design currently undergoing. Amenities could include: concrete or brick landing pad, off-the-shelf shelter, signage, lighting, trash/recycling receptacles, access ramps, bike racks and sidewalk improvements. The amount requested includes the facilities and administrative costs.

Project at a Glance

Project Title	NCSU Enhanced Transfer Point
Agency	NCSU
Phase	Design
FY 2027 Costs	\$204,792
FY 2028 Programmed Cost	\$0
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2026

Project Description:

This is a project to complete final design for phase 1 of the Apex Mobility Hub. It is anticipated that the Town would manage the project and select a consultant team to complete the design. This project follows previous planning work completed through a partnership between NCDOT and the Town of Apex as part of the larger S-line transit-oriented development initiative. The intent of the Apex Mobility hub is to co-locate mobility options with a possible future passenger rail station. The Town of Apex S-Line Mobility Hub Plan was completed in early 2025 and identifies a preferred site in Apex as well as recommended mobility hub features and phasing. Phase 1 of the development includes construction of a transit transfer area that could operate independently of a passenger rail station and would include features such as:

- Bus layover and transfer area (multiple spaces) with shelters
- Secured restrooms
- Paving and expansion of the existing gravel parking lot
- Increased transparency and lighting
- An improved transit stop on Salem Street, with a transit shelter set behind the right-of-way in an easement
- Improved infrastructure and streetscape on Moore Street (including repaving)
- A courtyard space and associated programming – picnic tables, shelter, waste receptacles
- Bicycle parking

Project at a Glance

Project Title	Apex Mobility Hub Phase 1 Final Design
Agency	Town of Apex
Phase	Design
FY 2027 Costs	\$300,000
FY 2028 Programmed Cost	\$0
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2026

Phase 1

PROPOSED PHASE 1 BUS IMPROVEMENTS
 This phase may include enhancements to the existing parking lot and transit stop, upgraded pedestrian infrastructure along Moore Street, improved lighting, bicycle parking, and potential installation of electric vehicle (EV) charging stations. Additional elements may consist of dedicated bus layover spaces, secured public restrooms, and comprehensive safety and security measures.

- 1 Connection for bus circulation
- 2 Paved parking lot
- 3 Bicycle parking
- 4 Internal bus stop
- 5 Secured restrooms
- 6 Pedestrian improvements along Moore Street
- 7 Relocated and enhanced transit stop



Source: Town of Apex S-Line Mobility Hub Flip Book. Prepared by M4Adams for NCDOT. April 2025.

Project Description:

As part of the Community Funding Area Program, the Town of Apex will conduct targeted bus stop improvements on the existing bus stop infrastructure in FY27. These stops were constructed as part of Wake Transit implementation element TC002-BE: Bus Stop Improvements for GoApex Route 1, which serves the CFAP funded GoApex Route 1, GoCary's Route 9, and GoTriangle's Route 305.

The improvements to be constructed at GoApex bus stops include: the installation of bus shelters, benches, trash cans, bike racks, and crosswalks along with any grading, paving, or any needed ADA accessibility improvements.

This project is funded through the Community Funding Area Program with a local match of 35% required.

Project at a Glance

Project Title	GoApex Route 1: Bus Stop Improvements
Agency	Town of Apex
Phase	Construction
FY 2027 Costs	\$133,705
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2026

Project Description:

As part of the Community Funding Area Program, the Town of Apex will construct new bus stop facilities in preparation for new GoApex Routes 2 and 3 and modifications to the existing GoApex Route 1 Circulator. These routes, as well as modifications to the existing service, were proposed as a result of the Apex Transit Prioritization Study (TC003-V), which was adopted by the Apex Town Council in September 2025.

In FY27, the Town plans to begin installation of approximately 30 new stops which would include right-of-way acquisition and construction work.

This project is funded through the Community Funding Area Program with a local match of 35% required.

Project at a Glance

Project Title	New Bus Stop Construction
Agency	Town of Apex
Phase	Design, Right-of-Way/Land Acquisition, Construction
FY 2027 Costs	\$455,000
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2026

Project Description:

Through FY 2030, the current horizon of the Wake Bus Plan, the Town of Cary will continue to design, acquire right-of-way (ROW), and construct bus stops to support service expansion on new routes and new bus stops on existing routes. This may include any combination of the following: installation of ADA compliant concrete pads and sidewalk connections, access ramps, and other associated amenities which may include benches, shelters, lighting, signage, bike racks, and trash cans.

Project at a Glance

Project Title	Bus Stop Improvements for New and Existing Routes
Agency	Town of Cary
Phase	Design, Construction
FY 2027 Costs	\$216,000
FY 2028 Programmed Cost	\$225,000
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2023



Project Description:

As part of the Community Funding Area Program, the Town of Knightdale will construct access to transit improvements for pedestrians along Knightdale Boulevard, Old Knight Road, and North First Avenue congruent to the current alignment of GoRaleigh’s Route 33. This project is a direct result of the partially CFAP funded ShiftKnightdale: Comprehensive Transportation Plan, which was adopted in November 2022.

The specific improvements relevant to this project include construction of sidewalk along 1,255 feet of sidewalk gaps, and potentially an additional 345 feet of sidewalk if funding remains. Furthermore, this project is funded to complete four (4) new crosswalks on Knightdale Boulevard at three (3) intersections that are currently without a single crosswalk.

- 1. Hinton Oaks Blvd (east leg)
- 2. Bozeman/Parkside Commons (west leg)
- 3. Old Knight (north & east legs)

This project is funded through the Community Funding Area Program and a local match at a ratio of 49% CFAP to 51% local match.

Project at a Glance

Project Title	Knightdale Boulevard Corridor Pedestrian Improvements
Agency	Town of Knightdale
Phase	Final Design, Construction
FY 2027 Costs	\$0
FY 2028 Programmed Cost	\$0
Funding Source	Wake Transit Tax Proceeds, Local Funds
Start Date	July 2023



Project Description:

As part of the Community Funding Area Program, the Town of Knightdale will construct sidewalks and fill in gaps in connectivity along Knightdale Boulevard and Old Knight Road. This corridor is currently served by GoRaleigh Route 33.

This project will continue work initiated through project TC002-BL: Knightdale Boulevard Corridor Pedestrian Improvements. That project was first funded in FY24, with amendments in FY25 and FY26, and included design and construction of crosswalks across Knightdale Boulevard as well as right-of-way acquisition for sidewalk construction. This project will fund construction of approximately 1255 linear feet of sidewalk, filling in gaps in the existing pedestrian network along Knightdale Boulevard and Old Knight Road.

This project is funded through the Community Funding Area Program with a local match of 35% required.

Project at a Glance

Project Title	Old Knight Road Sidewalk Construction
Agency	Town of Knightdale
Phase	Construction
FY 2027 Costs	\$843,593
FY 2028 Programmed Cost	\$0
Funding Source	
Start Date	July 2026

Project Description:

The City of Raleigh will continue construction of the new GoRaleigh/GoWake Access Paratransit Operations and Maintenance Facility. The site will prioritize the accommodation of 100 vehicles and provide space for administrative and management functions, including dispatch and scheduling, call center operations, training facilities, and driver break rooms. City of Raleigh and Wake County ADA call center operations along with their support staff will also share the facility. The site will host a warehouse for all GoRaleigh bus shelter amenities. The site is being designed to a LEED Silver standard and will utilize sustainable features where possible.

Based on a Rough Order of Magnitude (ROM) cost estimate received at the beginning of FY 2022, it was determined that approximately \$42 million would be needed for construction funding. A total of \$41,320,000 of Wake Transit funding was allocated toward construction in FY24 and FY25. At 30% design, an updated cost estimate identified a \$6 million shortfall relative to the allocated budget. The project management and design teams conducted one round of Value Engineering, which successfully reduced costs and brought the estimate closer to budget; however, additional cost increases are anticipated with future costing efforts. To maintain project momentum, an additional \$6,000,000 in Wake Transit funding is allocated toward this project in FY27.

In addition to Wake Transit funding, the City of Raleigh is contributing \$920,000 in local and Federal Section 5339 funding. The City was also awarded a competitive FTA BUILD Grant of approximately \$10 million, bringing the total City of Raleigh investment in the project to approximately \$11 million. Wake County has committed \$1 million of their 5337 federal grant funding toward the project.

Project at a Glance

Project Title	GoRaleigh / GoWake Access Paratransit Maintenance & Operations Facility
Agency	City of Raleigh
Phase	Construction
FY 2027 Costs	\$6,000,000
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2023



Project Description:

GoTriangle, in partnership with GoRaleigh, is constructing a bus transit center adjacent to Raleigh Union Station in Downtown Raleigh's Warehouse District, which will include 8 bus bays to allow bus services (including bus rapid transit) to connect directly with intercity rail service. The facility will contain ground level retail spaces and accommodate mixed-use development on upper floors. Art will be installed in this transit center in accordance with the newly adopted Wake Transit Art Funding Eligibility Policy. Of the \$9.11 million allocation, \$250,000 is available for art installation, and \$8,860,000 is available for construction of the base elements of the facility.

To deliver this project on time, Wake Transit allocated \$8,860,000 for construction, which GoTriangle will return to the tax district when that same amount is obligated to them between fiscal years 2025 and 2028, in accordance with the current FY 2020-2029 State Transportation Improvement Program. In FY 2026, the amount to be returned to the tax district is \$2,215,000. The facility is currently in the construction phase.

Project at a Glance

Project Title	Raleigh Union Station Bus Facility
Agency	GoTriangle
Phase	Final Design, Permitting, Construction
FY 2027 Costs	(\$2,215,000)
FY 2028 Programmed Cost	(\$13,215,000)
Funding Source	Wake Transit Tax Proceeds - \$9,110,000 Federal - \$6,370,000
Start Date	July 2022



Project Description:

GoTriangle's Operations and Maintenance Facility, originally constructed in 1998 and updated in 2006 to add administrative space, currently maintains a fleet of 97 fixed-route buses. The facility lacks sufficient maintenance bays and administrative space to accommodate projected fleet growth. Service vans (66 vehicles) are currently outsourced to a third party due to capacity constraints.

GoTriangle will design and plan for renovation and expansion of the Nelson Road Operations and Maintenance Facility to accommodate the projected fixed-route fleet of 120 buses, including vehicles for operations in Orange and Durham Counties through 2050, and to improve administrative functionality.

A fleet and facilities study will evaluate constraints and needs for maintenance, storage, fueling, and servicing capacity, as well as workflow efficiency at the Nelson Road facility. The study will identify site selection options, develop schematic design, and establish cost estimates for facility expansion or replacement. The study includes a regional coordination element to identify opportunities for shared facilities for vehicle storage, servicing, and repairs. Based on preliminary findings, onsite expansion and renovation of the current Nelson Road facility represents the most cost-effective option to address current needs and accommodate future fleet requirements over the useful life of the renovated facility (40+ years). The completed study will include project phases and associated costs for fleet operations aligned with the Wake Bus Plan.

Cost sharing for this project is allocated based on FY30 revenue hours from the adopted Bus Plan: Wake County 55%, Durham County 30%, and Orange County 15%. This refined cost share replaces the previous 40% Wake County estimate and reflects each county's proportional fleet needs and service expansion requirements.

Project at a Glance

Project Title	Expansion of Bus Operations and Maintenance Facility (Wake County Share)
Agency	GoTriangle
Phase	Planning and Design
FY 2027 Costs	\$12,200,000
FY 2028 Programmed Cost	\$14,000,000
Funding Source	Wake Transit Tax Proceeds, Durham and Orange Transit Tax Proceeds, Federal Funds
Start Date	July 2022



Project Description:

Project at a Glance

Project Title	Park-and-Ride Improvements Reserve (2035 Plan Update)
Agency	Reserve
FY 2027 Costs	\$3,244,800
FY 2028 Programmed Cost	\$3,374,592
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2026

Project Description:

A new transit center will be constructed in Midtown in Raleigh, near the North Hills shopping center and in proximity to I-440. While GoRaleigh currently serves Midtown with two (2) routes using existing easements at two (2) stops with benches and shelters, both sites have limited access without any room for expansion. The new Midtown Transit Center will support transfers between transit routes and create opportunities to travel east – west without going into downtown Raleigh. The planned Transit Center will be a staffed facility. This facility will support three (3) high frequency network routes and one (1) local route with 30-minute frequencies.

A planning and feasibility study, land acquisition phases, and design work were funded in prior fiscal years. Final design and construction has been delayed to FY27.

Project at a Glance

Project Title	New Midtown Transit Center
Agency	City of Raleigh
Phase	Design
FY 2027 Costs	\$4,000,000
FY 2028 Programmed Cost	\$0
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2022



Project Description:

GoRaleigh plans to relocate the transit center facility at Triangle Town Center to a new location on the property in FY 2030 as the current facility will be inadequate to support future bus service expansions planned for the area. At this time, the current transit center serves one (1) high-frequency route, one (1) local route, and two (2) regional routes, but by FY 2030, the Wake Transit Plan has this facility serving one (1) additional local route and serving as the northern terminus for the northern corridor BRT line. Furthermore, the planned and existing routes serving the transit center will have increased service frequency.

Funding was allocated in FY 2023 for land and right-of-way acquisition. An additional \$1,750,000 in funding was allocated in FY26 through a Q3 amendment to assist in the land acquisition process. Funding is allocated in FY 2029 to examine the feasibility of relocation needs and to begin design, with additional funds programmed for FY 2030 to relocate the transit center.

Project at a Glance

Project Title	Relocation of Triangle Town Center Transit Center - Land Acquisition
Agency	City of Raleigh
FY 2027 Costs	\$0
FY 2028 Programmed Cost	\$0
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2022



Project Description:

The Multi-Year CIP programs new transit connections throughout the county through the Wake Transit planning horizon (FY 2030) to be supported by enhanced transfer points. These transfer points will include: • Large shelter(s); • Lighting; • Passenger information, including real-time information systems; • Amenities to enhance passenger comfort (public Wi-Fi, benches, trash cans, bike racks) Enhanced Transfer Points are assumed to include improvements to bus stop pairs (one on either side of the street, typically) to facilitate transfers between key routes in both directions, but project elements may vary by location.

Project at a Glance

Project Title	GoRaleigh Systemwide Transfer Point Improvements
Agency	City of Raleigh
Phase	Construction
FY 2027 Costs	\$568,000
FY 2028 Programmed Cost	\$0
Funding Source	Wake Transit Tax Proceeds; Federal Funds
Start Date	July 2021



Project Description:

Phase II of the new Regional Transit Center (RTC), known as the Triangle Mobility Hub (TMH), will continue in FY 2027. The scope of Phase II includes design (including architectural & engineering services), right-of-way acquisition and permitting, construction (including site development, corridor improvements, facility construction, and construction administration), project management, and other standard expenses associated with these project activities.

The completed feasibility study for the relocation of the RTC included an evaluation of the current facility and identification of necessary passenger amenities and infrastructure improvements, and a feasibility study to evaluate the potential new locations for the RTC, taking into consideration current and future planned routes, land use, supply, and price. The current location of the RTC on Slater Road in Durham creates overlapping routes leading to inefficiency and is not proximate to I-40, which causes delays and reduced reliability during peak commuting times. The feasibility study evaluated location options that improve operating efficiency and reliability, connections to planned BRT and rail, as well as potential for transit-oriented development. The study concluded that the preferred location of the relocated RTC is the SW quadrant of the intersection of NC 54 and Miami Blvd. The feasibility study was funded by county transit plans in Wake, Durham, and Orange counties. The GoTriangle Regional Transit Center (RTC) is the primary hub for GoTriangle regional bus services connecting Wake, Durham, and Orange Counties. The project will improve operating efficiency and reliability of existing and future bus service and provide connections to planned BRT and future passenger rail service, benefitting residents, employers, and visitors throughout the region. The relocation will also create the possibility to locate adjacent to transit-supportive development, maximizing the number of potential transit users located adjacent to the transit center and increasing the number of destinations that can be accessed via transit.

Project at a Glance

Project Title	New Regional Transit Facility (Wake County Share)
Agency	GoTriangle
Phase	Construction
FY 2027 Costs	\$4,330,200
FY 2028 Programmed Cost	\$1,995,000
Funding Source	Wake Transit Tax Proceeds, Durham and Orange Transit Tax Proceeds
Start Date	July 2023



Project Description:

The North Carolina State University (NCSU) transportation department manages and operates a fixed-route transit system branded as "Wolfline". This system operates ten (10) fixed routes, two park & ride locations, and numerous bus stops that serve transit markets both on and off of NCSU's campuses.

This funding allocation is to enhance existing, on-campus bus stops with possible improvements such as landing pads (concrete or brick); benches, shelters, signage, lighting, trash/recycling receptacles, access ramps, or sidewalk improvements. This project is part of a multi-year effort to make all Wolfline stops ADA accessible. The amount requested includes design, installation and facilities and administrative costs.

Project at a Glance

Project Title	NCSU Bus Stop Improvements
Agency	NCSU
Phase	Design, Construction, Equipment, Other (F&A)
FY 2027 Costs	\$200,000
FY 2028 Programmed Cost	\$0
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2024



Project Description:

Project at a Glance

Project Title	Transit Center/Transfer Point Improvements Reserve (2035 Plan Update)
Agency	Reserve
FY 2027 Costs	\$0
FY 2028 Programmed Cost	\$4,218,240
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2026

Project Description:

The Town of Cary will construct a multimodal transportation hub in downtown Cary. The facility will connect a range of transportation services including intercity rail (Amtrak), planned commuter rail, bus rapid transit, and express and local bus service. The new facility will include indoor passenger waiting areas and will provide passenger amenities in line with Wake Bus Plan standards. Site features will be developed, and costs will be shared across site functions and users.

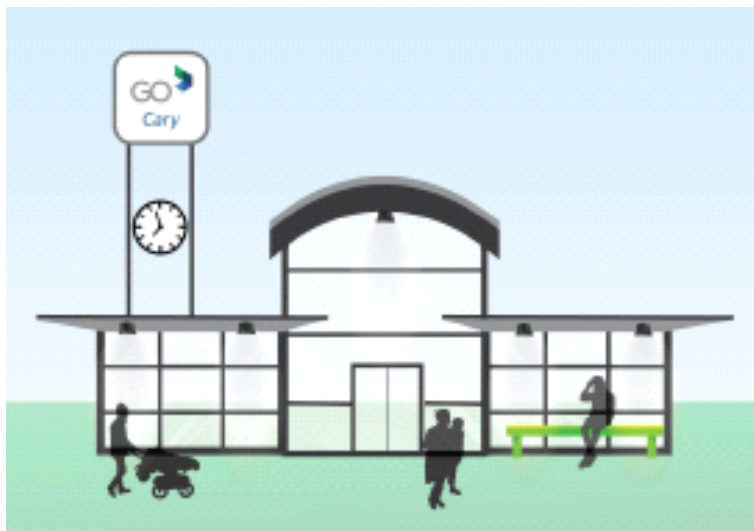
The construction phase of the multimodal center is scheduled to begin in FY27, with \$5,000,000 allocated for demolition and site work. The remaining \$55,000,000 in funding for construction has been programmed for FY28. Services anticipated to use the facility by 2030 include the following, but are expected to be refined during the development of the Wake Bus Plan 2035:

- GoCary 1 Crossroads
- GoCary 2 East Raleigh
- GoCary 3 Harrison
- GoCary 4 High House
- GoCary 6 Buck Jones
- GoCary 7 Weston Parkway
- GoCary 9 Apex - Cary
- GoTriangle 310 RTC-Morrisville-Cary
- GoTriangle 300
- Western Bus Rapid Transit/Cary-RTP Bus Rapid Transit
- Amtrak

Prior Wake Transit investments include the Feasibility Study (\$508,861, completed), land acquisition (\$20.7M), and master planning and design (\$6.3M), totaling \$27.5M. The Town of Cary contributed \$10M toward land acquisition. Combined prior investments total \$37.5M. Land acquisition is complete. The funding allocation between transit and transit-oriented development use will be reconciled as project planning advances.

Project at a Glance

Project Title	New Downtown Cary Multimodal Center
Agency	Town of Cary
Phase	Construction
FY 2027 Costs	\$5,000,000
FY 2028 Programmed Cost	\$55,000,000
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2022



**New Projects for Other Capital
(TC003)**

Project Description:

This Major Investment Study will evaluate the two new Bus Rapid Transit corridors proposed in the 2035 Wake Transit Plan - a new corridor serving Raleigh - to - RTP along I-40 and a new service along Harrison Avenue and Kildaire Farm Road between I-40 and Regency Park/US 64 in Cary. The Study will consist of the following actions: 1) define and screen initial alternatives; 2) define and evaluate final set of alternatives; 3) public and stakeholder outreach; and 4) selection of an LPA. The Study will include modeling of each corridor, estimation of ridership, and additional engineering study of the potential RDU station on I-40. The study will recommend which corridor should move into implementation first, and provide an implementation schedule for that corridor, including a timeline of when service may begin on that corridor.

Project at a Glance

Project Title	BRT Major Investment Study - I-40 and Cary Corridors
Agency	Capital Area MPO
FY 2027 Costs	\$1,000,000
FY 2028 Programmed Cost	\$0
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2026

Project ID

TC003-AF

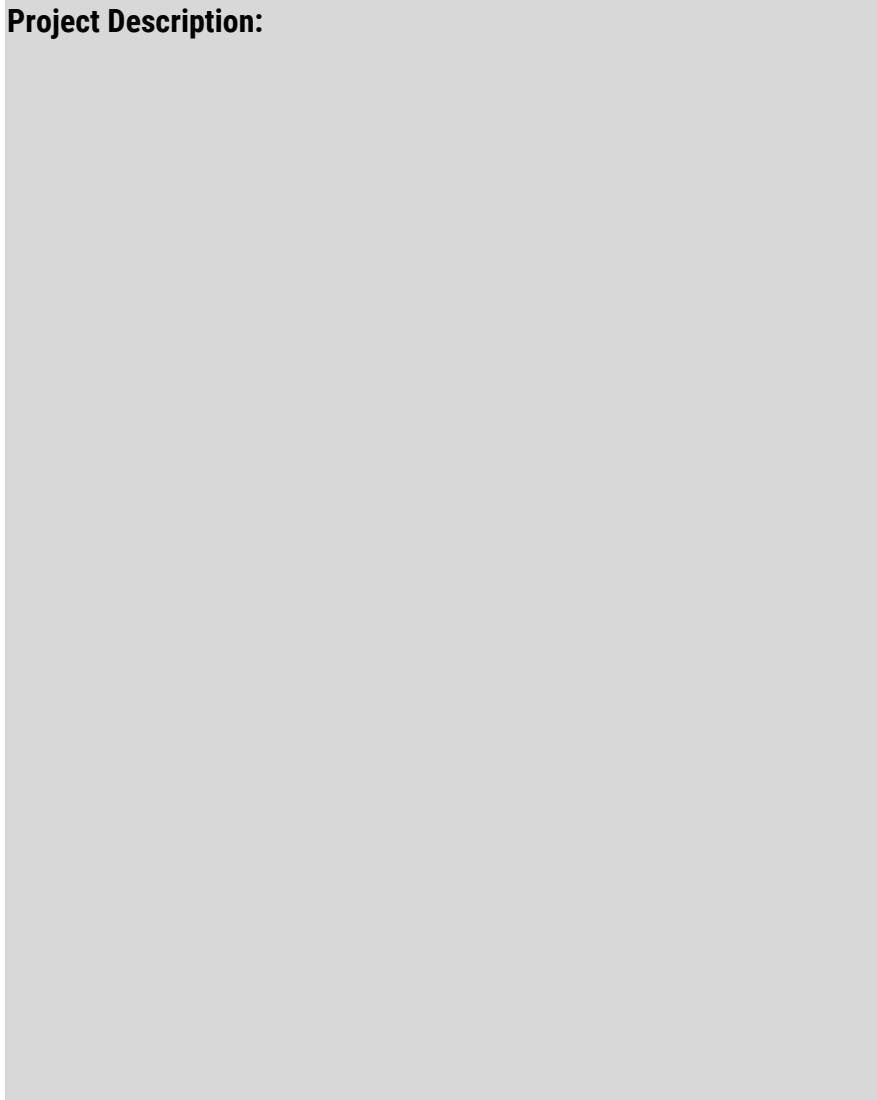
Project Category

Other Capital

Project Subcategory

Capital Planning

Project Description:



Project at a Glance

Project Title	Triangle Passenger Rail Initial Feasibility Study
Agency	Capital Area MPO
FY 2027 Costs	\$0
FY 2028 Programmed Cost	\$0
Funding Source	
Start Date	

Project Description:

The Wake Transit Bus Plan, which strategically programmed bus services throughout the county for Fiscal Years 2019–2027, was updated through the FY 2030 horizon year, functioning as an implementation element of the Wake Transit Plan, which was adopted in November 2025. This Wake Bus Plan update began in Q3 FY 2026 and is expected to take approximately 18 months to complete, with adoption expected in Q4 FY 2027. CAMPO (with the agreement of GoTriangle) has taken over as the main project sponsor.

The Bus Plan will guide the implementation of the Wake Transit Plan bus element, including service and infrastructure, from FY 2028 through FY 2035, following the same horizon as the Wake Transit Plan that was adopted in November 2025. At minimum, the Bus Plan will include a Regional Service Assessment, Prioritization of Service Projects, Short Range Transportation Plans for each operating agency, an update to the Service Guidelines and Performance Standards for Bus Service, and a review and potential update to the ADA Funding Policy developed with the 2025–2030 Bus Plan.

Future-year Bus Plan Updates may also include updates to the access-to-transit gap/deficiency analysis and priorities assessment, identification and prioritization of improvements that address those gaps/deficiencies, and identification of funding resources to support those improvements.

For FY27, an additional \$10,000 was provided to cover engagement-related costs, including social media advertising, printing of engagement materials, and purchasing of Wake Transit-branded promotional items for public engagement events. CAMPO will be the purchaser of these materials and services.

Project at a Glance

Project Title	Wake Bus Plan Update
Agency	Capital Area MPO
FY 2027 Costs	\$10,000
FY 2028 Programmed Cost	\$0
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2021



Project ID

TC003-AH

Project Category

Other Capital

Project Subcategory

Capital Planning

Project Description:

As part of the Community Funding Area Program, the Town of Apex will conduct a Mobility Solutions study that will build upon previous planning work including but not limited to the Apex Transit Prioritization Study and the CAMPO's Coordinated Public Transit- Human Services Transportation Plan.

The main goal of this study will be to analyze existing obstacles and identify strategic solutions for the Town of Apex's residents that experience mobility challenges. This study will be focused mainly on seniors and individuals with disabilities but may extent to other transit-dependent populations such as low-income households, zero-vehicle households, etc.

The main deliverable for this study will be a prioritized list of mobility solutions for the Town's residents with mobility challenges. This includes, but is not limited to, an assessment of gaps in current services, an implementation strategy for proposed solutions, and cost estimates for the proposed solutions. To complete this effort, the Town plans to procure a consultant through a Request for Proposal (RFP) process.

This project is funded through the Community Funding Area Program with a local match of 35% required.

Project at a Glance

Project Title	Mobility Solutions Study
Agency	Town of Apex
FY 2027 Costs	\$65,000
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2026

Project ID

TC003-AD

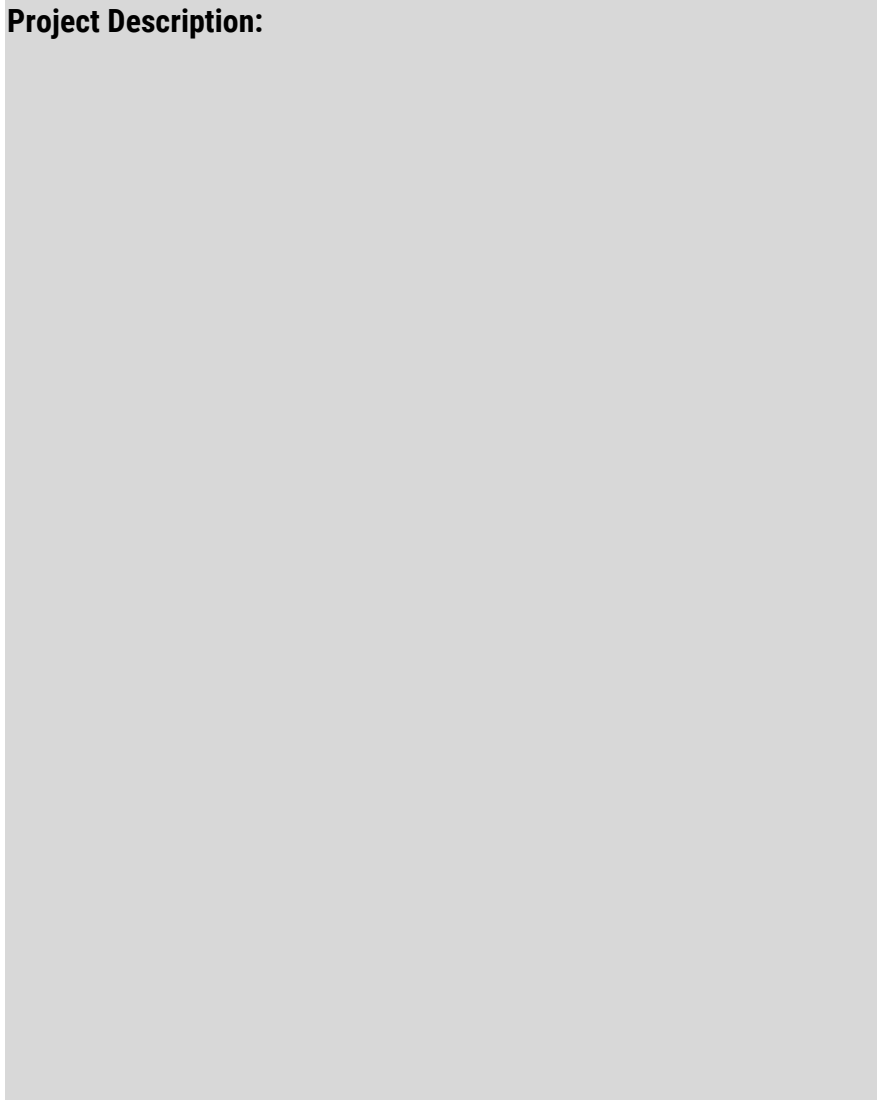
Project Category

Other Capital

Project Subcategory

Other

Project Description:



Project at a Glance

Project Title	2035 Plan Update Regional Rail
Agency	Reserve
FY 2027 Costs	\$22,409,200
FY 2028 Programmed Cost	\$19,333,008
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2026

Project ID

TC003-AE

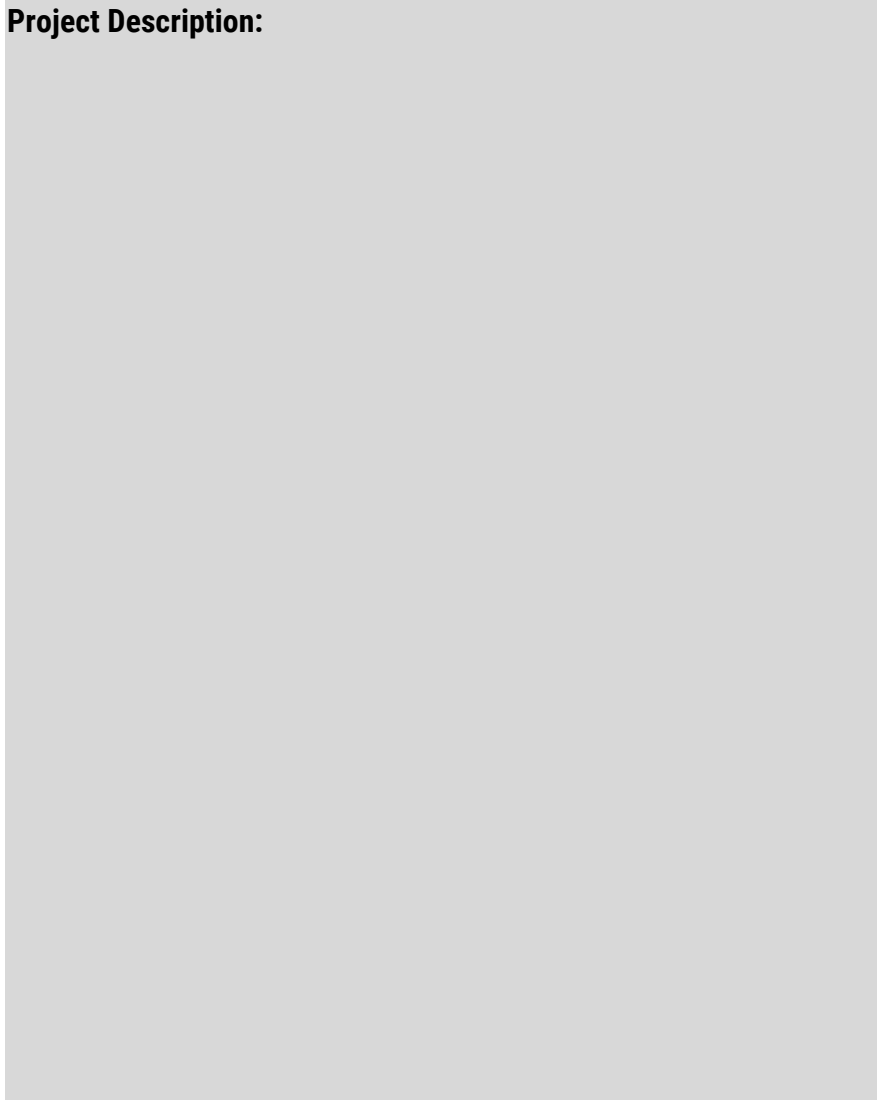
Project Category

Other Capital

Project Subcategory

Other

Project Description:



Project at a Glance

Project Title	Other Capital Reserve (2035 Plan Update)
Agency	Reserve
FY 2027 Costs	\$270,400
FY 2028 Programmed Cost	\$0
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2026

Project Description:

This project provides Wake Transit local matching funds to support the NCDOT Rail Division's Raleigh to Richmond (S-Line) Program extension through the National Railroad Partnership Program. The project will extend final design and construction of the Raleigh to Richmond Program northward from Wake Forest to an interim terminus in Franklinton. The total estimated cost of the project is \$600 million, with Wake Transit providing approximately \$125 million in local matching funds from FY27 through FY33. Funding for this project is allocated from the Wake Transit Regional Rail Investments Reserve Fund.

The section of the S-Line between Wake Forest and Franklinton includes significant highway/rail safety expenses through a coordinated environmental process to fully grade-separate Youngsville and build a section of the Youngsville bypass as part of the project. The project also includes improvements to the railroad in Wake County north of Wake Forest, a curve relocation and grade separation at Bert Winston Road, grade separations in Franklinton, and other improvements identified in the project Federal EIS/Record of Decision. Approximately 20% of the mileage of the project is in Wake County, and the local match provided by Wake Transit is 20%.

This funding was approved by the Wake Transit Governing Boards in January 2026. NCDOT has submitted the federal grant application and anticipates a funding decision in Q1 or Q2 of FY27. NCDOT will continue to actively search for other potential matching funds, including projects funded through the State Transportation Improvement Program and other sources, to minimize the necessary contribution of Wake Transit funds. If NCDOT secures additional matching funds, the Wake Transit allocation will be decreased accordingly. If NCDOT does not receive the federal grant funding, the Wake Transit funds dedicated for the project will be returned to the Regional Rail Investments Reserve.

For NCDOT to utilize these funds, NCDOT will be required to sign on to the Wake Transit Master Participation Agreement (MPA) and become a member of the TPAC. In FY27, CAMPO staff will submit a Work Plan Amendment request to formally identify NCDOT as the project sponsor once they are a signatory of the MPA. NCDOT will be required to execute a Capital Project Agreement with GoTriangle and CAMPO.

Project at a Glance

Project Title	NCDOT Raleigh to Richmond Rail Grant Local Match
Agency	TBD
FY 2027 Costs	\$1,386,000
FY 2028 Programmed Cost	\$5,414,000
Funding Source	
Start Date	July 2026

Bus Rapid Transit - TC005

New Projects

Project Description:

In FY 2026, Wake Transit program funding of \$50,000,000 will advance design for Wake Bus Rapid Transit (Wake BRT) Western Corridor project identified in Wake Transit Plan to complete final design (30-100%) and Project Development coordination for FTA Small Starts Grant. This funding also includes the advancement of the project into final design and procurement of vehicles

Project at a Glance

Project Title	Western Corridor Bus Rapid Transit Facility
Agency	City of Raleigh
Phase	Project Development, Final Design
FY 2027 Costs	\$0
FY 2028 Programmed Cost	\$309,990,000
Funding Source	Wake Transit Tax Proceeds, Federal
Start Date	July 2019



Project ID

TC005-B

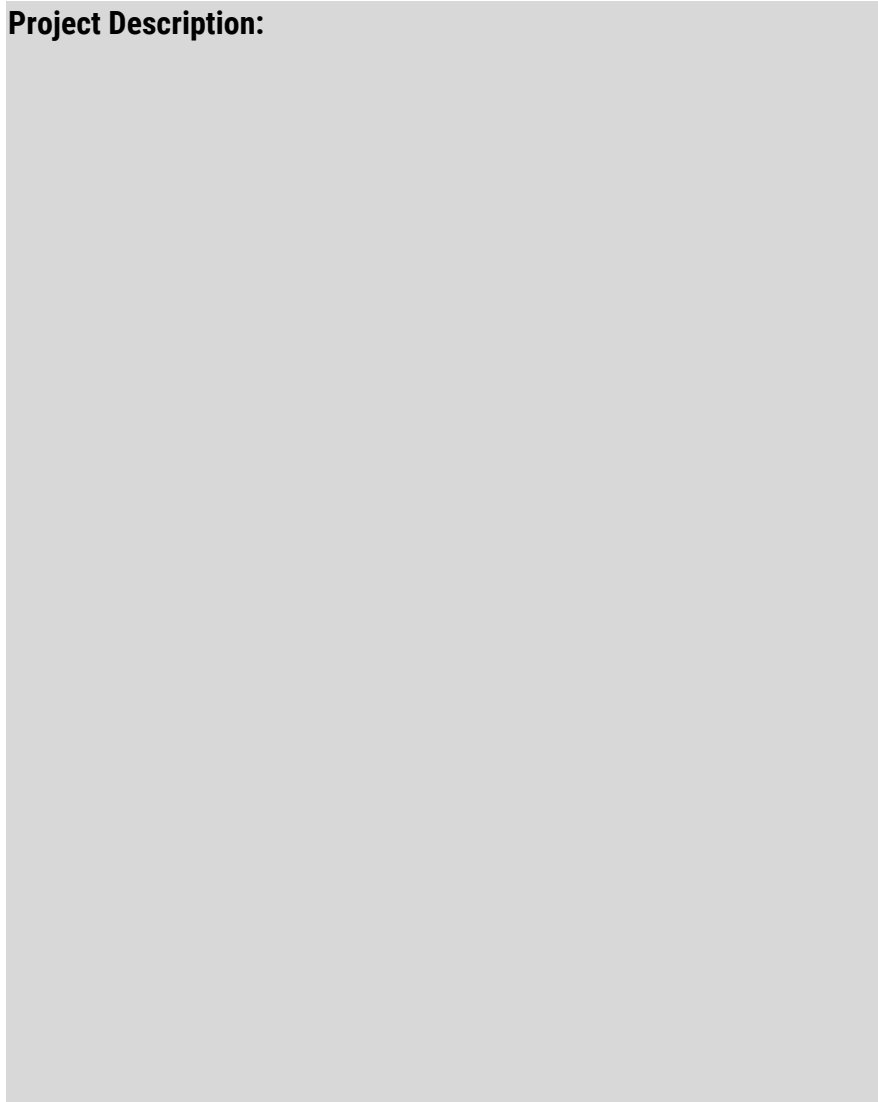
Project Category

Bus Rapid Transit

Project Subcategory

BRT Planning / Design

Project Description:



Project at a Glance

Project Title	Bus Rapid Transit Reserve (2035 Plan Update)
Agency	Reserve
FY 2027 Costs	\$14,242,977
FY 2028 Programmed Cost	\$32,628,388
Funding Source	Wake Transit Tax Proceeds, Federal Funds
Start Date	July 2026

Appendix

The appendix to the FY 2027 Wake Transit Work Plan contains project sheets that detail continuing operating projects initiated in prior fiscal years along with both operating and capital projects programmed to be in future fiscal years' Wake Transit Work Plans. It also includes the Multi-Year Operating Program and the Capital Improvement Plan, which detail allocations for investments in current and past Work Plans and programmed funds through FY 2030.

FY 2027 Wake Transit Work Plan

**Operating Project Sheets for Continuing Projects
Initiated in Prior Fiscal Years**

**Continuing Tax District Administration Projects
(T0001)**

Project Description:

Financial consultants will be employed to update the Triangle Tax District Wake County financial model to accommodate the Wake Transit Plan. These consultants will also provide advisory services to prepare for debt issuance associated with large capital projects proposed in the Wake Transit Plan and applications for funding being sought from the Federal Transit Administration (FTA). This project will also provide funding to cover any Wake Transit bank and service fees charged to the Tax District. In FY27, TC001-B was consolidated into this project to simplify administrative processes.

Project at a Glance

Project Title	Financial Consulting and Overhead Administrative Costs
Agency	GoTriangle
FY 2027 Costs	\$178,477
FY 2028 Programmed Cost	\$182,939
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2017



Project Description:

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

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

Project History: In the FY 2022 Wake Transit Work Plan, this project combined projects T0001-A (1.0 FTE for Financial Oversight of Tax District), T0001-D (1.0 FTE for Budget and Finance Manager), and T0001-E (Tax District Administrative Assistant), which were initiated in FY 2017, into a single allocation for a tax district administration finance team.

Project at a Glance

Project Title	3.0 FTE: Tax District Administration Staffing
Agency	GoTriangle
FY 2027 Costs	\$500,690
FY 2028 Programmed Cost	\$513,208
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2021



Continuing Transit Plan Administration Projects (T0002)

Project Description:

This project increases CAMPO's capacity to cover certain administrative expenses that go beyond general staffing and supplies that have grown since the adoption of the first Wake Transit Plan as CAMPO has taken on more lead agency responsibilities as assigned by the TPAC and/or Wake Transit governing boards. This funding allocation would specifically cover:

- CAMPO's Wake Transit-related legal fees that CAMPO's contracted attorney handles
- Capacity to provide independent reviews of financial scenario modeling and overall tax district financial management and ensure program-level financial decisions are well informed and reflect programmatic requirements and guidance adopted by the governing boards.
- Ongoing technical support for the Wake Transit Performance Tracker

Project at a Glance

Project Title	Administrative Expenses (Legal, Technical Support, Financial Review Services)
Agency	Capital Area MPO
FY 2027 Costs	\$44,368
FY 2028 Programmed Cost	\$45,477
Funding Source	Wake Transit Tax Proceeds
Start Date	February 2022



Project Description:

The goal of the Wake Transit program is to improve and expand transportation options for people travelling to, through and within Wake County. Wake Transit invests in transit system expansion, realigns existing routes, starts new transit services, builds facilities to support growth and provides funds that allow buses to operate more days of the week, more hours of the day and at faster frequency.

Marketing, Communication and Engagement (MCE) funds are provided to support ongoing outreach and education efforts that improve transit project and system awareness, boost community participation in the local and Wake Transit planning processes, encourage ridership, and otherwise keep the community aware of Wake Transit investments being implemented.

Example activities include advertisements (TV, radio, newspaper, magazine, social media, billboard, sporting event, rider app, gas station, onboard screens, etc.), translation services, swag/promotional items, printing costs, design support, video production, and public event activities.

Other eligible expenditures may include the Wake Transit cost-share for MCE-related expenses. This may include a percentage of additional costs incurred for social media scheduling software (Ex. Sprout), design software (Ex. CANVA), survey programs (Ex. PublicInput), email marketing subscription (Ex. MailChimp), and press release subscriptions (Ex. Meltwater).

MCE funds should be used to cover design, development and direct costs related to executing these types of activities. Other outreach costs should be funded and reimbursed through a specific project budget, the lead agency for engagement’s budget or through another Work Plan project allocation.

Project at a Glance

Project Title	GoRaleigh Wake Transit Marketing, Communications, and Engagement
Agency	City of Raleigh
FY 2027 Costs	\$262,656
FY 2028 Programmed Cost	\$269,223
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2022



Project Description:

Raleigh's Transit division has experienced significant growth as a result of Wake Transit capital projects and the Wake Transit Plan's aggressive schedule increasing bus services and supporting infrastructure. To consolidate administrative functions and staff, including administrative, planning and marketing/communications functions, the Transit division occupied the lower mezzanine space in Raleigh Union Station (RUS) in FY 2021. The space is needed until a permanent office space is available for the division within the City of Raleigh's Civic Campus. Based upon need and availability, a combination of dedicated and shared space comprised of office, conference room, and common areas will be made available to GoTriangle staff, as the existing GoTriangle offices located on West Street, next to RUS, await redevelopment.

Project at a Glance

Project Title	Office Space Lease for Transit Staff
Agency	City of Raleigh
FY 2027 Costs	\$181,550
FY 2028 Programmed Cost	\$186,089
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2020



Project Description:

GoTriangle will continue to lease facility space for the purpose of housing paratransit operations, vehicles & maintenance. This lease will give GoTriangle time to develop a long-term operations facility strategy and to design and plan for paratransit operations.

Wake Transit Tax Proceeds will fund 62% of costs based on total ACCESS trips performed in Wake County.

Project at a Glance

Project Title	Paratransit Office Space Lease
Agency	GoTriangle
FY 2027 Costs	\$110,171
FY 2028 Programmed Cost	\$112,925
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2018



Project Description:

The goal of the Wake Transit program is to improve and expand transportation options for people travelling to, through and within Wake County. Wake Transit invests in transit system expansion, realigns existing routes, starts new transit services, builds facilities to support growth and provides funds that allow buses to operate more days of the week, more hours of the day and at faster frequency.

Marketing, Communication and Engagement (MCE) funds are provided to support ongoing outreach and education efforts that improve transit project and system awareness, boost community participation in the local and Wake Transit planning processes, encourage ridership, and otherwise keep the community aware of Wake Transit investments being implemented.

Example activities include advertisements (TV, radio, newspaper, magazine, social media, billboard, sporting event, rider app, gas station, onboard screens, etc.), translation services, swag/promotional items, printing costs, design support, video production, and public event activities.

Other eligible expenditures may include the Wake Transit cost-share for MCE-related expenses. This may include a percentage of additional costs incurred for social media scheduling software (Ex. Sprout), design software (Ex. CANVA), survey programs (Ex. PublicInput), email marketing subscription (Ex. MailChimp), and press release subscriptions (Ex. Meltwater).

MCE funds should be used to cover design, development and direct costs related to executing these types of activities. Other outreach costs should be funded and reimbursed through a specific project budget, the lead agency for engagement’s budget or through another Work Plan project allocation.

Project at a Glance

Project Title	GoTriangle Wake Transit Marketing, Communications, and Engagement
Agency	GoTriangle
FY 2027 Costs	\$112,750
FY 2028 Programmed Cost	\$115,569
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2025

Project Description:

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

In FY24, to streamline the reporting and tracking processes, GoTriangle consolidated project T0002-H (Utilities for Wake County Satellite Office) into T0002-I (formerly - Property Maintenance, Repairs, & Appraisals), which became Property Maintenance, Utilities, Repairs, & Appraisals. In FY25, GoTriangle appended the scope of T0002-H to this project for ongoing expenses in its role of implementing the Wake Transit Plan, including utilities for a satellite location in Wake County supporting staff allocated specifically to implement and administer the Wake Transit Plan.

Project at a Glance

Project Title	Property Maintenance, Utilities, Repairs, & Appraisals
Agency	GoTriangle
FY 2027 Costs	\$83,459
FY 2028 Programmed Cost	\$85,545
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2017



Project Description:

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

Project at a Glance

Project Title	Customer Feedback Management System
Agency	GoTriangle
FY 2027 Costs	\$28,285
FY 2028 Programmed Cost	\$28,992
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2017



Project Description:

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

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

GoTriangle will be undertaking 2 major initiatives in FY26- The relocation of Go Triangle's downtown Raleigh hub from GoRaleigh Station to RUS Bus, and the Wake portion of an outreach campaign to raise awareness about the existing service to RDU.

Project at a Glance

Project Title	Outreach / Marketing / Communications for Transit Plan Administration
Agency	TBD
FY 2027 Costs	\$165,572
FY 2028 Programmed Cost	\$169,711
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2017



Project Description:

The goal of the Wake Transit program is to improve and expand transportation options for people travelling to, through and within Wake County. Wake Transit invests in transit system expansion, realigns existing routes, starts new transit services, builds facilities to support growth and provides funds that allow buses to operate more days of the week, more hours of the day and at faster frequency.

Marketing, Communication and Engagement (MCE) funds are provided to support ongoing outreach and education efforts that improve transit project and system awareness, boost community participation in the local and Wake Transit planning processes, encourage ridership, and otherwise keep the community aware of Wake Transit investments being implemented.

Example activities include advertisements (TV, radio, newspaper, magazine, social media, billboard, sporting event, rider app, gas station, onboard screens, etc.), translation services, swag/promotional items, printing costs, design support, video production, and public event activities.

Other eligible expenditures may include the Wake Transit cost-share for MCE-related expenses. This may include a percentage of additional costs incurred for social media scheduling software (Ex. Sprout), design software (Ex. CANVA), survey programs (Ex. PublicInput), email marketing subscription (Ex. MailChimp), and press release subscriptions (Ex. Meltwater).

MCE funds should be used to cover design, development and direct costs related to executing these types of activities. Other outreach costs should be funded and reimbursed through a specific project budget, the lead agency for engagement’s budget or through another Work Plan project allocation.

Project at a Glance

Project Title	GoCary Wake Transit Marketing, Communications, and Engagement
Agency	Town of Cary
FY 2027 Costs	\$105,063
FY 2028 Programmed Cost	\$107,689
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2017



Project Description:

This project will assist in funding for Wake County's FTA 5311 Administrative Grant, assisting with administrative expenses that the grant does not fully cover, such as staff salaries, travel for community engagement and training sessions, professional development initiatives, and providing contribution for the local match.

Project at a Glance

Project Title	5311 Administration Staffing and Match Support
Agency	Wake County
FY 2027 Costs	\$105,550
FY 2028 Programmed Cost	\$0
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2026

Project Description:

This project allocation supports the Transit mode financial participation for the Wake County/CAMPO region in the North Carolina State University Triangle Regional Model Service Bureau contract.

This funding will support travel demand modeling, travel demand model development, and a portion of the cost of the Household Travel Survey that informs the development of future transit operating and capital projects and potential improvements to existing services. This amount is equal to the 20% local match of the Federal Formula 5307 funding that will be used for the Wake County/CAMPO region share of the costs. Triangle West Transportation Planning Organization is also contributing funding for the transit share of the Model Bureau contract for the Durham/Orange/TWTPO region.

Project at a Glance

Project Title	NCSU Triangle Regional Model Service Bureau Contract Share
Agency	Capital Area MPO
FY 2027 Costs	\$34,000
FY 2028 Programmed Cost	\$34,850
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2021



Project Description:

GoTriangle will continue to incur administrative expenses in its role of implementing the Wake Transit Plan. These expenses include outside legal counsel to prepare for debt issuance to support large capital projects.

Project at a Glance

Project Title	Outside Legal Counsel
Agency	GoTriangle
FY 2027 Costs	\$29,717
FY 2028 Programmed Cost	\$30,460
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2017



Project Description:

GoTriangle will continue the development and implementation of ongoing transit customer surveys to continually evaluate user experiences as services are implemented. The Regional Onboard Customer Satisfaction Survey will continue to be developed and implemented for GoTriangle, GoRaleigh, and GoCary. The surveys include full route-level surveys for each system on a biennial basis. The results will be reported out by GoTriangle. GoTriangle contracted with ETC Institute on October 6, 2025 to conduct regional surveys for FY25, FY27, and FY29 covering Durham, Orange, and Wake Counties. The contracted costs for each survey biennium are: FY25 - \$155,797.94; FY27 - \$162,029.86; FY29 - \$168,511.05. This funding allocation supports Wake County's portion of the FY27 survey costs. The surveys are required under Title VI and provide information to evaluate user experiences and inform service planning decisions.

Project at a Glance

Project Title	Transit Customer Surveys
Agency	GoTriangle
FY 2027 Costs	\$152,301
FY 2028 Programmed Cost	\$156,109
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2017



Project Description:

In FY 2027 CAMPO will continue to employ four (4) full-time equivalent (FTE) staff positions to provide a variety of ongoing services related to Wake Transit Plan implementation and administrative support for the Wake County Transit Planning Advisory Committee (TPAC). Responsibilities to be covered jointly across the 4.0 FTE CAMPO Wake Transit Staff positions fall into two distinct categories, (1) TPAC administration, and (2) Wake Transit Plan Implementation. Specific duties within each category include:

TPAC Administration:

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

Wake Transit Plan Implementation:

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

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

Project at a Glance

Project Title	4.0 FTE: CAMPO Wake Transit Staff
Agency	Capital Area MPO
FY 2027 Costs	\$849,703
FY 2028 Programmed Cost	\$870,946
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2023



Project Description:

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

- Providing planning, research and analytical support of Wake Transit Plan
 - Providing customer service and support to internal and external program/function stakeholders
 - Preparing and presenting recommendations for Wake Transit Plan initiatives and improvements
 - Providing recommendations and input to related program policies, procedures, processes, resources and operating budgets
- Costs associated with this FTE include salary, benefits, professional development needs, supplies, and accessory administrative expenses related to the function of the employee's work.

Project at a Glance

Project Title	1.0 FTE: Transportation Analyst
Agency	City of Raleigh
FY 2027 Costs	\$166,738
FY 2028 Programmed Cost	\$170,906
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2018



Project Description:

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

- Providing planning & analytical support related to programs, projects and planning functions of Wake Transit Plan
 - Researching and gathering information related to planning efforts
 - Facilitating communications and project work with internal and external stakeholders
 - Preparing and reviewing technical documents and correspondence which may include request for qualification/request for proposal documents, grant applications, design schematics, graphs, charts and detailed design plan documents
 - Evaluating current programs, processes and procedures
 - Assisting with special project administration and coordination
- Costs associated with this FTE include salary, benefits, professional development needs, supplies, and accessory administrative expenses related to the function of the employee's work.

Project at a Glance

Project Title	1.0 FTE: Transit Planner
Agency	City of Raleigh
FY 2027 Costs	\$171,810
FY 2028 Programmed Cost	\$176,105
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2018



Project Description:

City of Raleigh / GoRaleigh will continue to employ one (1) full-time equivalent (FTE) Traffic Signal Timing Analyst. This position is tasked with implementing signal priority for signals on Bus Rapid Transit (BRT) corridors, including managing the project through the design, procurement and implementation phases. After signal priority is implemented, the City's Traffic Engineering staff will maintain and operate this system. This position is responsible for complete contract administration of firm/firms implementing signal priority at the locations along the BRT Corridors. Costs associated with this FTE include salary, benefits, professional development needs, supplies, and accessory administrative expenses related to the function of the employee's work.

Project at a Glance

Project Title	1.0 FTE: Traffic Signal Timing Analyst
Agency	City of Raleigh
FY 2027 Costs	\$160,700
FY 2028 Programmed Cost	\$164,718
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2018



Project Description:

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

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

Project at a Glance

Project Title	1.0 FTE: Senior Engineer
Agency	City of Raleigh
FY 2027 Costs	\$161,261
FY 2028 Programmed Cost	\$165,292
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2018

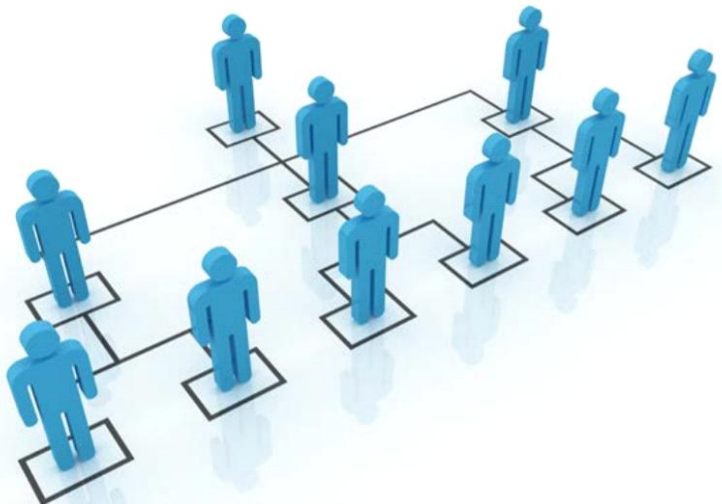


Project Description:

The City of Raleigh will continue to employ a 1.0 FTE Procurement Analyst position to monitor purchasing activities, contract development, and compliance efforts. The Procurement Analyst will manage the growth in procurement activities associated with willingness to pay implementation, increased service demand, and new technology needs. This individual will provide direction on Federal and State clauses and ensure that procurement activity, including contract terms, comply with federal, state and local requirements. Costs associated with this FTE include salary, benefits, professional development needs, supplies, and accessory administrative expenses related to the function of the employee's work.

Project at a Glance

Project Title	1.0 FTE: Procurement Analyst
Agency	City of Raleigh
FY 2027 Costs	\$109,059
FY 2028 Programmed Cost	\$111,785
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2021

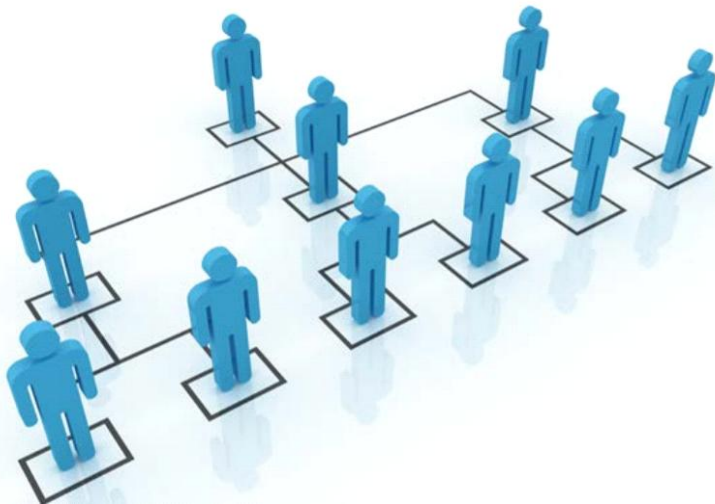


Project Description:

The City of Raleigh will continue to employ a 1.0 FTE Transportation Analyst position to provide analysis of paratransit growth and the future of mobility on-demand services. This position will assist in new software implementation, perform strategic planning for the paratransit program, and provide analysis for overall program operations. Costs associated with this FTE include salary, benefits, professional development needs, supplies, and accessory administrative expenses related to the function of the employee's work.

Project at a Glance

Project Title	1.0 FTE: Transportation Planning Analyst (Paratransit)
Agency	City of Raleigh
FY 2027 Costs	\$145,172
FY 2028 Programmed Cost	\$148,801
Funding Source	Wake Transit Tax Proceeds
Start Date	January 2020

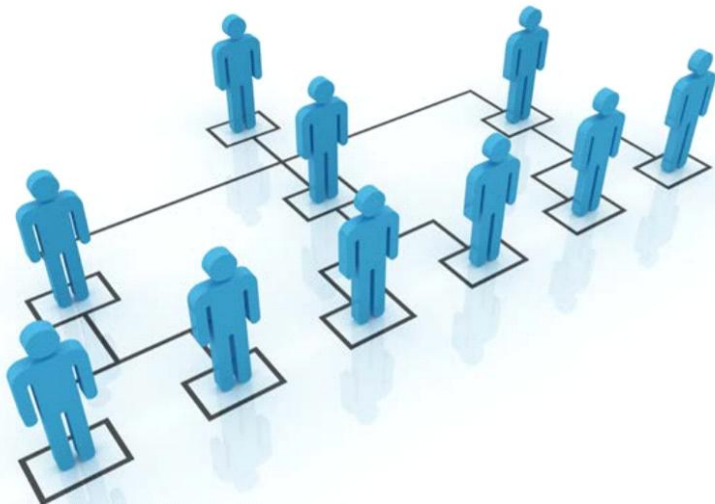


Project Description:

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

Project at a Glance

Project Title	1.0 FTE Fiscal Analyst
Agency	City of Raleigh
FY 2027 Costs	\$121,419
FY 2028 Programmed Cost	\$124,455
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2022



Project Description:

The City of Raleigh / GoRaleigh will continue to employ one (1) full-time equivalent (FTE) employee to provide construction management services. This FTE will contribute to upcoming major projects, which include the GoRaleigh-GoWake Access ADA operations and maintenance facility; East Raleigh Transit Center and Park-and-Ride; Mid-Town Trans Center; Triangle Town Center Transit Center Relocation; and GoRaleigh (fixed route) facility expansion requirements. In addition, this FTE provides oversight to smaller projects for the bus stop improvement program, including enhanced transit stops and alternative fuels (CNG and electric) infrastructure expansion. Costs associated with this position include salary, benefits, professional development needs, supplies, and other accessory administrative expenses related to the function of the employee's work.

Project at a Glance

Project Title	1.0 FTE Engineering & Construction Management
Agency	City of Raleigh
FY 2027 Costs	\$165,572
FY 2028 Programmed Cost	\$169,711
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2022



Project Description:

The City of Raleigh / GoRaleigh will continue to employ one (1) full-time equivalent (FTE) employee to support and address emerging and sustained real estate needs by the Transit Division of the City of Raleigh Transportation Department. These projects include: Paratransit Operations and Maintenance Facility; East Raleigh Community Transit Center and Park & Ride; new bus stop improvements and enhanced transfer sites; Midtown Transit Center; Triangle Town Center Transit Center relocation; Gorman/I-40 Park & Ride; as well as ROW acquisitions and negotiating temporary construction and slope easements for multiple BRT corridors. Funding will be assigned to two [2] staff persons at 0.5 FTE each. Costs associated with this position include salary, benefits, professional development needs, supplies, and other accessory administrative expenses related to the function of the employee's work.

Project at a Glance

Project Title	1.0 FTE Senior Real Estate Analyst
Agency	City of Raleigh
FY 2027 Costs	\$135,572
FY 2028 Programmed Cost	\$138,961
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2022



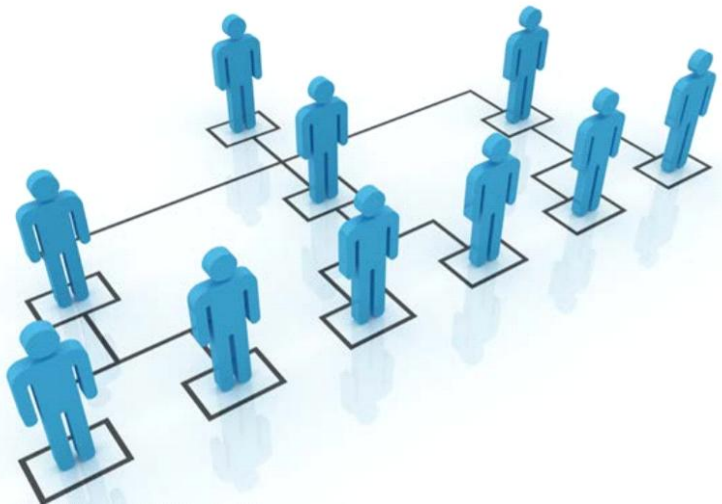
Project Description:

The City of Raleigh / GoRaleigh will continue to employ one (1) full-time equivalent (FTE) employee to support the GoRaleigh Bus and Bus Facilities program, which provides all planning services for GoRaleigh fixed route services and handles all capital project planning [less BRT] for GoRaleigh. Duties and responsibilities for this position will include but are not limited to:

- Coordinate with contracted service provider(s)
 - Work with municipal partners where GoRaleigh operates (Garner, Knightdale, Wake Forest, Rolesville, Fuquay-Varina)
 - Analyze existing WTP underperforming service areas to determine if any microtransit projects are potentially good replacements for fixed route service
 - Monitor and have oversight for microtransit service proposed in the Wake Bus Plan Update
 - Work on WTP reporting, WTP Work Plan requests, Amendments, etc.; and
 - Contribute to major capital projects that require planning, NEPA, Title VI work, project management.
- Costs associated with this position include salary, benefits, professional development needs, supplies, and other accessory administrative expenses related to the function of the employee's work.

Project at a Glance

Project Title	1.0 FTE Transit Planner/Analyst
Agency	City of Raleigh
FY 2027 Costs	\$126,534
FY 2028 Programmed Cost	\$129,697
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2023



Project Description:

The City of Raleigh will continue to employ one (1) full-time equivalent (FTE) employee at a director level to provide oversight of the Safety and Security contract services for GoRaleigh transit services. This position will provide oversight of off duty officers working at GoRaleigh station. They will be responsible for recruiting/scheduling off-duty officers with jurisdictional authority in the GoRaleigh service area. This staff person will coordinate closely with local authorities in Raleigh to work towards a safe, comfortable and efficient transportation system. Costs associated with this position include salary, benefits, professional development needs, supplies and other accessory administrative expenses related to the function of the employee's work.

Project at a Glance

Project Title	1.0 FTE: Safety and Security Director
Agency	City of Raleigh
FY 2027 Costs	\$146,534
FY 2028 Programmed Cost	\$150,197
Funding Source	Wake Transit Tax Proceeds
Start Date	January 2024



Project Description:

The City of Raleigh / GoRaleigh will continue to employ one (1) full-time equivalent (FTE) Transportation Supervisor for GoRaleigh Access. This position is tasked with management of the GoRaleigh Access Program. The program currently includes a staff of 7 call center agents. This supervisor position will assume management of all staff and evaluations. Costs associated with this FTE include salary, benefits, professional development needs, supplies, and accessory administrative expenses related to the function of the employee's work.

Project at a Glance

Project Title	1.0 FTE: Transportation Supervisor (Access)
Agency	City of Raleigh
FY 2027 Costs	\$153,750
FY 2028 Programmed Cost	\$157,594
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2025

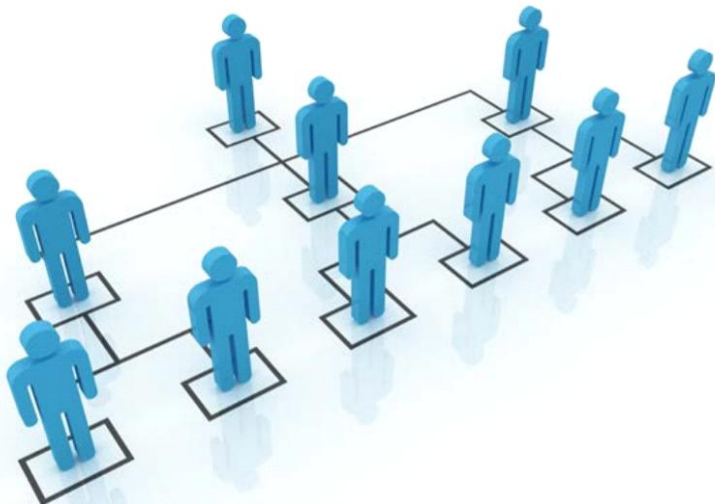
Project Description:

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

- Involvement / coordination with the TPAC
 - Involvement in procurements for capital resources
 - Wake Transit Plan budget coordination
 - Coordination of operational plans with operational staff
 - Coordination of project staffing for planning projects
 - Coordination / management of the development of local/regional transit plans, reports, studies and environmental documents
- Costs associated with this FTE include salary, benefits, professional development needs, supplies, and accessory administrative expenses related to the function of the employee's work.

Project at a Glance

Project Title	1.0 FTE: Service Planning
Agency	City of Raleigh
FY 2027 Costs	\$126,354
FY 2028 Programmed Cost	\$129,513
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2017



Project Description:

This project includes salary, benefits, professional development needs, supplies, and accessory administrative expenses related to the function of the employee's work. In FY 2027 GoTriangle will employ 13.32 full-time equivalent (FTE) staff or equivalent embedded help positions to provide a variety of ongoing services related to Wake Transit Plan implementation. Responsibilities to be covered jointly across the 13.32 FTE GoTriangle positions fall into 5 categories:

Transit Program Administration (Legal 1.2 FTE and Program Manager 0.5 FTE)

Staff will serve as a liaison to CAMPO and the other Wake Transit implementation partner on GoTriangle's programmatic lead agency responsibilities. Staff will coordinate GoTriangle's Wake Transit program responsibilities and activities with Tax District Administration including program planning, process development, and budget and finance activities. Legal support will facilitate contract/agreement development, tracking, review, and execution process for both Wake Transit partners and GoTriangle's Wake- related projects.

Transit Project Administration (.84 FTE)

Staff will provide oversight and day-to-day management of project planning, oversight of project scope, schedule, legal aspects, contract administration, project controls, budget development and monitoring, risk management, oversight of quarterly reporting and will participate on project management teams.

Communications/Engagement/Marketing (1.5 FTE)

Staff will focus on public outreach and communications activities, including continuing to lead proactive community engagement and public input solicitation for GoTriangle bus service and capital projects . The Communication, Marketing and Engagement staff will also provide outreach support for ongoing and future projects with broader regional implications, including but not limited to, fare capping, mobile ticketing, Youth GoPass and free rides for seniors, etc. There will be marketing efforts to promote RUSBUS, RDU shuttle and other GoTriangle services and projects.

Transit Planning/Design/Construction/Real Estate (7.64 FTE) and Real Estate Legal Support (0.6 FTE)

Staff will complete transit planning, design, engineering, architecture, construction management, and real estate services for project implementation.

Project at a Glance

Project Title	Transit Plan Administration Staffing
Agency	GoTriangle
FY 2027 Costs	\$2,032,247
FY 2028 Programmed Cost	\$2,083,053
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2023



Project Description:

This project provides funding for 2.0 full-time equivalent (FTE) positions, whose responsibilities include focusing on public outreach and communications activities for program-level Wake Transit activities, including leading proactive community engagement and public input solicitation for the annual work plan, Wake Transit Plan updates, and transit service projects. These positions also provide support as needed to municipalities through the Community Funding Area Program. These positions will also provide outreach support for ongoing and future projects with broader regional implications, including but not limited to, fare capping, mobile ticketing, Youth GoPass, TAP Pass, and free rides for seniors.

These positions will also work to meet the required Wake Transit program-level public involvement coordination and planning tasks defined by the TPAC. These positions will work on introducing and/or improving strategic public engagement activities for implementation of the Wake Transit Plan and on coordination of engagement activities with other Wake Transit Plan implementation partners.

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

The sponsor for this project has not been determined at the time of publishing the Draft Wake Transit Work Plan, but it is anticipated that this project will be assigned to an agency in the Recommended Wake Transit Work Plan.

Project at a Glance

Project Title	Public Engagement Team 2.0 FTEs
Agency	TBD
FY 2027 Costs	\$193,038
FY 2028 Programmed Cost	\$197,864
Funding Source	Wake Transit Tax Proceeds
Start Date	January 2021



Project Description:

The 1.0 full-time equivalent (FTE) staff position to functions as the Communications Coordinator for program-level Wake Transit communications, marketing and engagement. The position will be responsible for the development and implementation of the Wake Transit Annual Work Plan's Public Engagement Plan; tracking and supporting public engagement and communications activities for Wake Transit program-level plans, programs, and projects; leading public engagement and communications program administration for Wake Transit program-level needs; and creating, conducting, and coordinating general Wake Transit Communications. The primary focus of this staff resource is to support the communications coordination needs required of the overall Wake Transit program.

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

The sponsor for this project has not been determined at the time of publishing the Draft Wake Transit Work Plan, but it is anticipated that this project will be assigned to an agency in the Recommended Wake Transit Work Plan.

Project at a Glance

Project Title	1.0 FTE: Communications Coordinator
Agency	TBD
FY 2027 Costs	\$133,105
FY 2028 Programmed Cost	\$136,433
Funding Source	Wake Transit Tax Proceeds
Start Date	January 2021



Project Description:

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

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

The FY27 funding request reflects actual salary and benefits projections provided by Town of Cary budget staff, as benefits have increased at a rate exceeding the standard 2.5% inflationary assumption.

Project at a Glance

Project Title	1.0 FTE: Transportation Analyst
Agency	Town of Cary
FY 2027 Costs	\$153,154
FY 2028 Programmed Cost	\$156,983
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2018



Project Description:

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

- Coordination of Civil Rights Program Updates (ADA, DBE, Title VI, LEP, Environmental Justice, EEO)
- Serving as the Title VI Coordinator
- Serving as the DBE Liaison Officer
- Serving as the ADA Program Coordinator
- Conducting paratransit contract and service monitoring and compliance
- Managing door to door eligibility, applications and policies Costs associated with this FTE include salary, benefits, professional development needs, supplies, and accessory administrative expenses related to the function of the employee's work.

Project at a Glance

Project Title	1.0 FTE: Transportation Program Coordinator
Agency	Town of Cary
FY 2027 Costs	\$154,454
FY 2028 Programmed Cost	\$158,315
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2018



Project Description:

The Town of Cary/GoCary will continue to employ a 0.5 full-time equivalent (FTE) Deputy Transit Administrator. The Deputy Transit Administrator is responsible for:

- Long-range planning
- Grant management and reporting
- Overseeing federal compliance requirements
- Overseeing contract compliance
- Supervising the Transportation Analyst, Transportation Program Coordinator, and Senior Transit Planner for Operations
- Directing overall department operations in the absence of the Transit Director

Costs associated with this FTE include salary, benefits, professional development needs, supplies, and accessory administrative expenses related to the function of the employee's work. Fifty percent (50%) of the total cost of this position is supported by FTA and Town of Cary funds, which is not reflected in the Wake Transit allocation.

The FY27 funding request reflects actual salary and benefits projections provided by Town of Cary budget staff, as benefits have increased at a rate exceeding the standard 2.5% inflationary assumption.

Project at a Glance

Project Title	0.5 FTE: Position Upgrade & Reorganization - Deputy Transit Administrator
Agency	Town of Cary
FY 2027 Costs	\$106,193
FY 2028 Programmed Cost	\$108,848
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2018



Project Description:

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

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

Project at a Glance

Project Title	1.0 FTE Transportation Outreach and Communications Coordinator
Agency	Town of Cary
FY 2027 Costs	\$159,613
FY 2028 Programmed Cost	\$163,603
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2020



Project Description:

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

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

Project at a Glance

Project Title	1.0 FTE: Transit Planner
Agency	Town of Cary
FY 2027 Costs	\$163,176
FY 2028 Programmed Cost	\$167,255
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2021



Project Description:

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

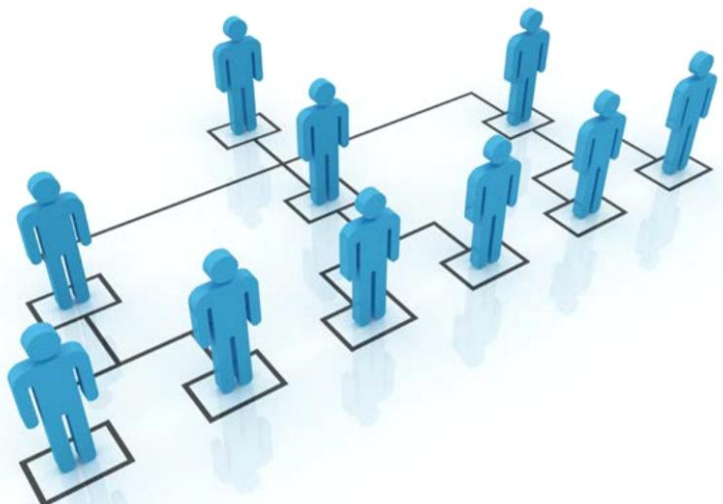
- Capital project management
 - Request for proposals and bid development
 - Contract development and management
 - Development review
 - Coordinating capital projects with regional transit operators
 - Coordinating stakeholder meetings regarding capital projects
 - Developing and maintaining transit facility design guidelines
- Costs associated with this FTE include salary, benefits, professional development needs, supplies, and accessory administrative expenses related to the function of the employee's work.

The Transit Project Manager is currently overseeing activities related to multiple Wake Transit Plan capital projects in Cary, including the Bus Operations and Maintenance Facility, Downtown Multimodal Center, design and construction of new bus stops and bus stop improvements, coordination with the City of Raleigh on the Wake BRT: Western Corridor design and TOD study, and coordination with GoTriangle and NCDOT on rail projects.

Costs associated with this FTE include salary, benefits, professional development needs, supplies, and accessory administrative expenses related to the function of the employee's work. The FY27 funding request reflects actual salary and benefits projections provided by Town of Cary budget staff, as benefits have increased at a rate exceeding the standard 2.5% inflationary assumption.

Project at a Glance

Project Title	1.0 FTE: Coordination/Management of Capital Projects
Agency	Town of Cary
FY 2027 Costs	\$201,070
FY 2028 Programmed Cost	\$206,097
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2017



**Continuing Bus Operations Projects
(T0005, T0004, T0003)**

Project Description:

This project will cover the annual cost of maintenance for systemwide bus stop improvements described in projects TC002-I and TC002-S, as well as for other bus and bus-related facilities. As these additional facilities are constructed increased funding for maintenance will be drawn from T0005-AB: Unallocated Bus Infrastructure Maintenance.

Project at a Glance

Project Title	Maintenance of Bus Stops & Park-and-Ride Facilities
Agency	City of Raleigh
FY 2027 Costs	\$935,816
FY 2028 Programmed Cost	\$1,107,785
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2019



Project Description:

GoTriangle has received funding in FY 2027 for security, upkeep, cleaning, operations, maintenance, replacement, and other miscellaneous costs associated with the Raleigh Union Station Transit Facility. Raleigh Union Station Transit Facility, completed in FY26, is located within the 200 block of S. West Street in downtown Raleigh adjacent to Raleigh Union Station. The transit facility serves regional and local transit users by providing multi-modal transit connections between intercity passenger rail, regional bus, future BRT, local bus routes, paratransit, bicycle and pedestrian facilities. In addition, the RUS Bus project is a joint development which will provide retail, housing, private parking and other amenities as the project outside of the bus station develops. This project will allow the facility to be maintained and staffed to provide adequate customer service for transit riders.

Project at a Glance

Project Title	Raleigh Union Station Transit Facility Operations and Maintenance
Agency	GoTriangle
FY 2027 Costs	\$679,063
FY 2028 Programmed Cost	\$696,039
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2025

Project Description:

This project will cover the annual cost of regular and ad-hoc maintenance, repairs, and trash pick-up for systemwide bus stops and bus-related facilities at a cost-share with the Town of Cary at 50%.

Project at a Glance

Project Title	Bus Stop Maintenance
Agency	Town of Cary
FY 2027 Costs	\$101,637
FY 2028 Programmed Cost	\$104,168
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2024



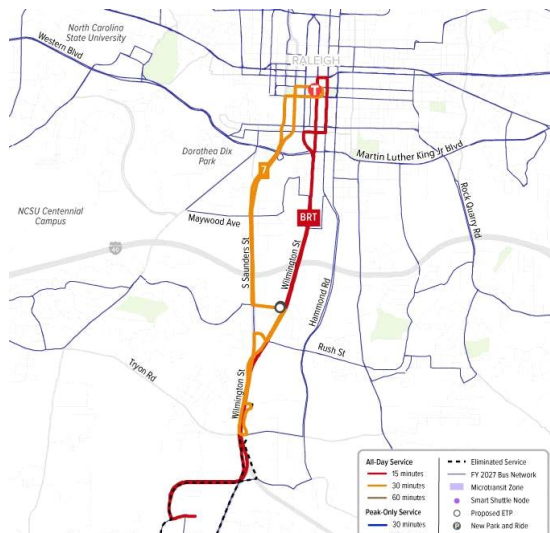
Project Description:

Beginning in January 2026, The City of Raleigh will further enhance Route 7 bringing service to a minimum of 15-minute frequency during daytime and 30-minute frequency during evenings. This improvement aligns the service with the standards for frequent routes as outlined in the Wake Transit Service Standards and Performance Guidelines. Beginning in FY26 Q3 and in future fiscal years, the route will provide: -15-minute service during daytime. -30-minute frequencies during evenings.

Project History: Prior to FY18, Route 7 operated from 5:45 AM to 11:27 PM (Monday through Friday) with frequencies ranging from every 15 minutes during peak periods (6:45-9:45 AM and 2:45- 5:45 PM) to every 30 minutes or hourly during off-peak periods. In FY18, the route was improved to offer all-day, 15-minute service from 7 AM to 7 PM, Monday through Friday, with 30-minute frequencies in early morning and late evening.

Project at a Glance

Project Title	Increase Frequency on Route 7 (South Saunders)
Agency	City of Raleigh
FY 2027 Costs	\$500,854
FY 2028 Programmed Cost	\$513,375
Funding Source	Wake Transit Tax Proceeds
Start Date	August 2017
Service Span	Monday - Friday: 5:45 AM - 10:45 PM; Saturday: 6:00 AM - 11:00 PM; Sunday: 6:00 AM - 10:00 PM
Off-Peak Frequency	Weekdays: 15 minutes Weekends: 30 minutes
Peak Frequency	15 minutes
Assets	GoRaleigh Fleet
Major Destinations	Downtown Raleigh, Chapanoke Square Shopping Center, Tryon Hills, Gateway Plaza, The Stations Shopping Center, Shoppes at Garner
Transit Centers	GoRaleigh Station



Project Description:

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

Prior to FY18, GoRaleigh provided hourly service on select routes from 8 AM to 8 PM on Sundays and did not provide Sunday service on all routes. The funding for this implementation element was rightsized in FY26 to incorporate the new and modified services as dictated by the Wake County Bus Plan.

Project at a Glance

Project Title	Increase Sunday Service Span
Agency	City of Raleigh
FY 2027 Costs	\$1,601,848
FY 2028 Programmed Cost	\$1,517,716
Funding Source	Wake Transit Tax Proceeds
Start Date	August 2017
Service Span	Sunday service expanded to same level of service as Saturday, including an expansion of span and all routes run on Saturday
Off-Peak Frequency	Various (60 minutes and 30 minutes depending on time of day)
Peak Frequency	N/A
Assets	GoRaleigh Fleet
Major Destinations	Destinations across the GoRaleigh network
Transit Centers	GoRaleigh Station



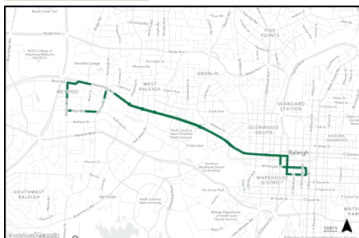
Project Description:

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

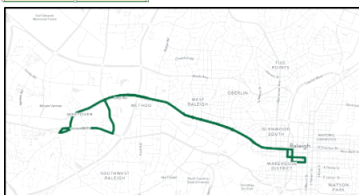
Project at a Glance

Project Title	New Route 9 - Hillsborough Street
Agency	City of Raleigh
FY 2027 Costs	\$2,712,385
FY 2028 Programmed Cost	\$2,780,195
Funding Source	Wake Transit Tax Proceeds
Start Date	January 2023
Service Span	Monday - Friday: 5:30 AM - 12:30 AM; Saturday: 6:00 AM - 12:30 AM; Sunday- 7:00 AM - 11:00 PM Saturday: 5:30 AM - 12:30 AM Sunday: 6:30 am - 11:30 pm
Off-Peak Frequency	N/A
Peak Frequency	N/A
Assets	GoRaleigh Fleet
Major Destinations	NCSU Central Campus, Meredith College, NC State Fairgrounds, Downtown Raleigh
Transit Centers	Hillsborough / State Fairgrounds, Hillsborough / Gorman, Hillsborough / Oberlin, GoRaleigh Station

Route 9 Hillsborough - Phase 1



Route 9 Hillsborough - Phase 2



Project Description:

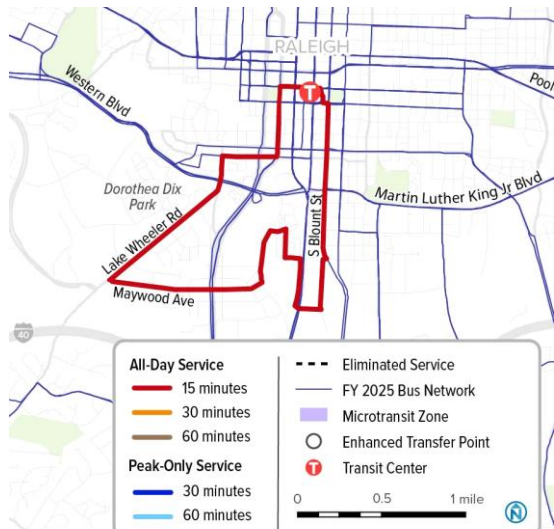
The City of Raleigh increased frequency on Route 21 beginning in September 2025. Beginning FY26, this route has provided:

- 10-minute frequencies during daytime hours on weekdays.
- 15-minute frequencies during daytime hours on weekends
- 30-minute frequencies during evening hours.

Project History: Prior to FY26, The City of Raleigh provided increased midday frequencies from half-hourly to every 15 minutes to alleviate conditions of overloading and extended service span for the route to later in the evening on both weekdays and weekends.

Project at a Glance

Project Title	Improvements to Route 21 - Caraleigh
Agency	City of Raleigh
FY 2027 Costs	\$1,078,451
FY 2028 Programmed Cost	\$1,105,412
Funding Source	Wake Transit Tax Proceeds
Start Date	January 2021
Service Span	Monday - Saturday: 5:30 AM - 12:30 AM; Sunday: 5:30 AM - 11:00 PM Saturday: 5:30 am - 12:30 am Sunday: 6:30 am - 11:30 pm
Off-Peak Frequency	N/A
Peak Frequency	N/A
Assets	GoRaleigh Fleet
Major Destinations	South Wilmington Street Center, Shaw University, State Farmer's Market, Downtown Raleigh, Raleigh department of Health and Human Services
Transit Centers	GoRaleigh Station

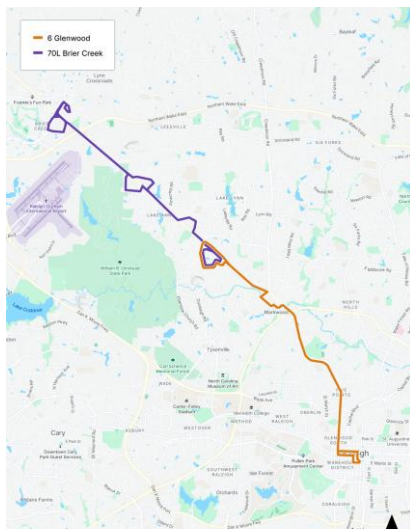


Project Description:

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

Project at a Glance

Project Title	Glenwood Route Package
Agency	City of Raleigh
FY 2027 Costs	\$3,206,933
FY 2028 Programmed Cost	\$3,287,106
Funding Source	Wake Transit Tax Proceeds
Start Date	August 2020
Service Span	Monday - Saturday: 5:30 AM - 11:30 PM (6L), 5:30AM - 12:30 AM (6); Sunday: 6:30 AM - 11:30 PM (6, 6L)
Off-Peak Frequency	Route 6: 15 - 30 minutes Route 6L: 60 minutes
Peak Frequency	Route 6: 15 minutes Route 6L: 60 minutes
Assets	GoRaleigh Fleet
Major Destinations	Crabtree Valley Mall, Downtown Raleigh, Brier Creek Commons, Townridge Shopping Center
Transit Centers	Crabtree Valley Mall, GoRaleigh Station, Brier Creek Commons

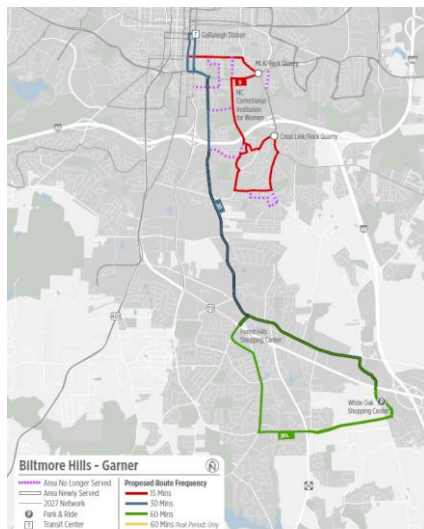


Project Description:

The City of Raleigh will continue to implement the existing FY24 service change for the Biltmore Hills route, which included a new alignment and funding for this route's inclusion in the frequent route network. The intent of the route realignment focused the frequent service on a shorter and more direct path. This route continues to serve downtown Raleigh.

Project at a Glance

Project Title	Biltmore Hills
Agency	City of Raleigh
FY 2027 Costs	\$177,674
FY 2028 Programmed Cost	\$182,116
Funding Source	Wake Transit Tax Proceeds
Start Date	August 2023
Service Span	Monday - Saturday: 5:30 AM - 12:30 AM; Sunday: 6:30 AM- 11:30 PM Sunday: 6:30 am - 11:30 pm
Off-Peak Frequency	N/A
Peak Frequency	N/A
Assets	GoRaleigh Fleet
Major Destinations	Downtown Raleigh, Crosby Head Start, Ligon Middle School, N.C. Correctional Institution for Women, Biltmore Hills Park, Southgate Plaza, Sanderford Road Park, Idlewood Village
Transit Centers	GoRaleigh Station



Project Description:

The City of Raleigh will provide complementary Americans with Disabilities Act (ADA)-compliant paratransit services for eligible individuals traveling within ¾ mile of all eligible Wake Transit-funded fixed-route services.

Funding for this service is allocated in accordance with the Wake Bus Plan ADA Funding Policy, which establishes a 15% reimbursement rate for complementary ADA services tied to Wake Transit-funded fixed-route services. Prior to FY21, funding for GoRaleigh's complementary ADA services was disaggregated and rolled into individual project allocations for each route. This project consolidates ADA funding previously allocated across multiple routes to cover all complementary ADA services tied to GoRaleigh's eligible Wake Transit-funded fixed-route services.

Project at a Glance

Project Title	GoRaleigh Complementary ADA Services
Agency	City of Raleigh
FY 2027 Costs	\$4,927,766
FY 2028 Programmed Cost	\$5,394,397
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2021

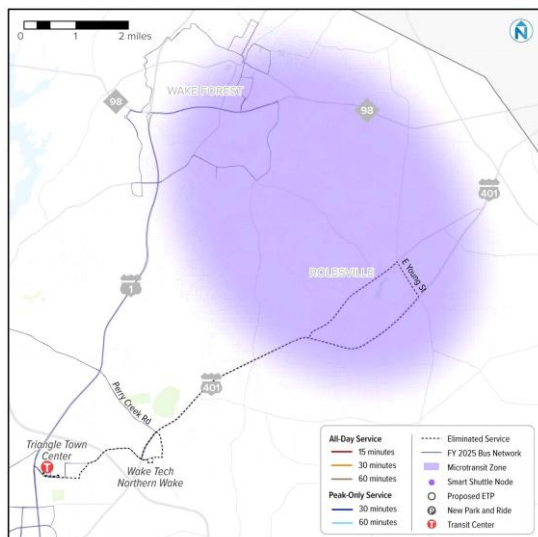


Project Description:

The Rolesville-Wake Forest Microtransit Connector, which commenced in July 2024 (FY25 Q1), provides an on-demand service to the region previously served by GoRaleigh's 401X Rolesville Express and Wake County's GoWake Smartride NE pilot. This service provides connection for residents of the Town of Rolesville to the greater regional fixed-route network, serving neighboring Wake Forest through the Wake Forest-Raleigh Express and the new Wake Forest microtransit service. This on-demand service is currently operating one vehicle within the geofenced service area on weekdays from 8AM to 6PM.

Project at a Glance

Project Title	Rolesville-Wake Forest Microtransit Connector
Agency	City of Raleigh
FY 2027 Costs	\$310,985
FY 2028 Programmed Cost	\$318,760
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2024
Service Span	Weekday: 8:00 AM to 6:00 PM
Off-Peak Frequency	On-Demand
Peak Frequency	On-Demand
Assets	TBD
Major Destinations	Town of Rolesville; Connections to the Town of Wake Forest; TBD
Transit Centers	Wake Forest Loop; WRX



Project Description:

Route 7L: Carolina Pines, prior to the FY 2025 Wake Transit Work Plan, was only supported by the Wake Transit Program in the form of improved Sunday service (T0004-E). As part of the FY 2025 – 2030 Wake Bus Plan implementation, Route 7L received increased investment via an updated alignment, span improvement, and frequency improvement. This investment was implemented in FY 2025 Q3. This service, primarily located in south Raleigh, will serve Cross Link Road, Rush Street, Carolina Pines Avenue, and Lake Wheeler Road. Route 7L will terminate at Seabrook Road rather than its current eastern terminus at Rock Quarry Road. The newly supported service will increase its span on weekdays from 5:45AM – 10PM (16.25 hours) to 5:30AM – 12:30 AM (19 hours); its Saturday span from 6:45AM – 9PM (14.25 hours) to 5:30AM – 12:30 AM (19 hours); and its Sunday span from 6:45AM – 9PM (14.25 hours) to 6:30AM – 10:30 PM (16 hours). As a result of Wake Transit program support, midday weekday frequency will also improve from 60-minute to 30-minute.

The FY 2027 Wake Transit Work Plan has programmed a full year of service for this route with annualized funding through FY 2030.

Project at a Glance

Project Title	Improvements to Route 7L: Carolina Pines
Agency	City of Raleigh
FY 2027 Costs	\$53,162
FY 2028 Programmed Cost	\$54,491
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2024
Service Span	Monday- Friday: 5:30 AM - 12:30 AM; Saturday: 5:30 AM - 12:30 AM; Sunday: 6:30 AM - 12:30 AM
Off-Peak Frequency	Weekdays: 30 minutes Weekends: 60 minutes
Peak Frequency	30 minutes
Assets	Two 40' Buses
Major Destinations	None (Crosstown Service)
Transit Centers	None (Crosstown Service)



Project Description:

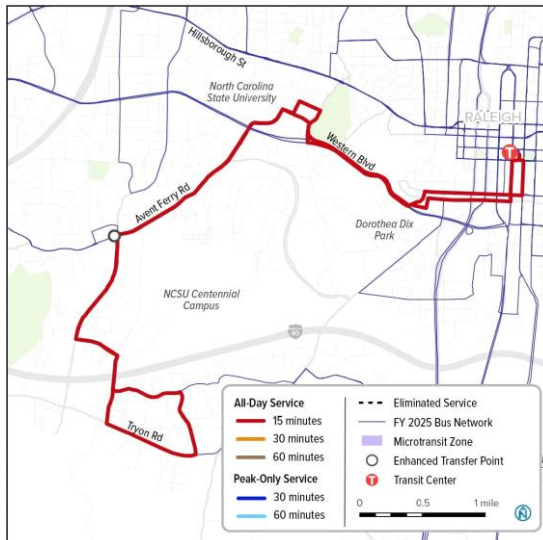
Route 11: Avent Ferry, prior to the FY 2025 Wake Transit Work Plan, was only supported by the Wake Transit Program in the form of improved Sunday service (T0004-E). The original FY 2018-2027 Wake Bus Plan recommended that Route 11: Avent Ferry receive investment for frequent network expansion in FY 2026, which by the time of the Adopted FY2024 Wake Transit Work Plan, had been delayed to FY 2028.

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

The FY 2027 Wake Transit Work Plan has programmed a full year of service for this route with annualized funding through FY 2030.

Project at a Glance

Project Title	Improvements to Route 11: Avent Ferry - FY25 Bus Plan
Agency	City of Raleigh
FY 2027 Costs	\$1,596,299
FY 2028 Programmed Cost	\$1,636,207
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2024
Service Span	Monday - Saturday: 5:45 AM - 12:30 AM; Sunday: 5:45 AM - 11:30 AM
Off-Peak Frequency	Weekdays: 15 minutes Weekends: 30 minutes
Peak Frequency	15 minutes
Assets	Five 40' buses
Major Destinations	Downtown Raleigh, NC State University
Transit Centers	GoRaleigh Station



Project Description:

Route 12: Method, prior to the FY 2025 Wake Transit Work Plan, was only supported by the Wake Transit Program in the form of improved Sunday service (T0004-E). The original FY 2018-2027 Wake Bus Plan recommended that Route 12: Method receive investment for frequent network expansion in FY 2026, which was the same programmed scheduled of investment in the Adopted FY2024 Wake Transit Work Plan.

As part of the FY 2025 – 2030 Wake Bus Plan implementation, Route 12 received an increased span investment to meet market need. In FY 2025 funding was programmed to increase the span by 2 hours on weekdays from 5:45 AM – 10:30 PM (16.75 hours) to 5:45 AM – 12:30 AM (18.75 hours) for the latter two quarters of the fiscal year. The FY 2027 Wake Transit Work Plan has programmed a full year of service with funding annualized through FY 2030.

Project at a Glance

Project Title	Improvements to Route 12: Method - FY25 Bus Plan
Agency	City of Raleigh
FY 2027 Costs	\$128,192
FY 2028 Programmed Cost	\$131,396
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2024
Service Span	5:45am - 12:30am- Weekdays; 6:45am - 10pm- Weekends
Off-Peak Frequency	60 min
Peak Frequency	30 min
Assets	Three 40' buses
Major Destinations	Downtown Raleigh, William Peace University, Village District, Meredith College, North Carolina State University North Campus
Transit Centers	GoRaleigh Station



Project Description:

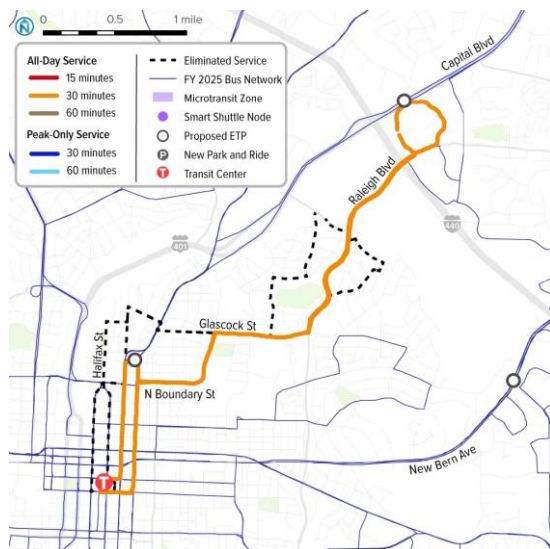
Route 3: Glascock, prior to the FY 2025 Wake Transit Work Plan, was only supported by the Wake Transit Program in the form of improved Sunday service (T0004-E). The original FY 2018-2027 Wake Bus Plan recommended that Route 3: Glascock receive investment for frequent network expansion in FY 2026, which was still programmed in the Adopted FY2024 Wake Transit Work Plan.

As part of the FY 2025 – 2030 Wake Bus Plan implementation, Route 3 received funding to provide service in an extended corridor, additional span, and increased frequency, although no longer classified as frequent network. The original service corridor of Route 3: Glascock’s northern terminus was Crabtree Boulevard. The Wake Bus Plan provides service north of I-440 along Raleigh Boulevard to Westinghouse Boulevard, and the headquarters for the NC Education Lottery in addition to multiple other government offices and services. The new programmed funding includes an increase in span and frequency. On weekdays span is funded for an increase from 6:15 AM – 9:00 PM (14.75 hours) to 5:30 AM – 12:30 AM (19 hours) with a midday frequency improvement from 60 minutes to 30 minutes. Similarly on Saturday, span is funded for an increase from 7:00 AM – 8:30 PM (13.5 hours) to 5:30 AM – 12:30 AM (19 hours) with a frequency improvement funded to increase daytime frequencies from 60 minutes to 30 minutes. Likewise on Sunday, span is funded for an increase from 7:00 AM – 8:30 PM (13.5 hours) to 7:00 AM – 10:00 PM (15 hours) with a frequency improvement funded to increase daytime frequencies from 60 minutes to 30 minutes.

The FY 2027 Wake Transit Work Plan has programmed a full year of service with annualized funding through FY 2030.

Project at a Glance

Project Title	Improvements to Route 3: Glascock - FY25 Bus Plan
Agency	City of Raleigh
FY 2027 Costs	\$591,423
FY 2028 Programmed Cost	\$606,209
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2024
Service Span	Monday - Saturday: 5:30 AM - 12:30 AM; Sunday: 7:00 AM - 10:00 PM
Off-Peak Frequency	30 minutes
Peak Frequency	30 minutes
Assets	Two 40' buses
Major Destinations	GoRaleigh Station, Downtown Raleigh
Transit Centers	GoRaleigh Station



Project Description:

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 began in 2026 following the completion of construction along Atlantic Avenue. The route operates 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.

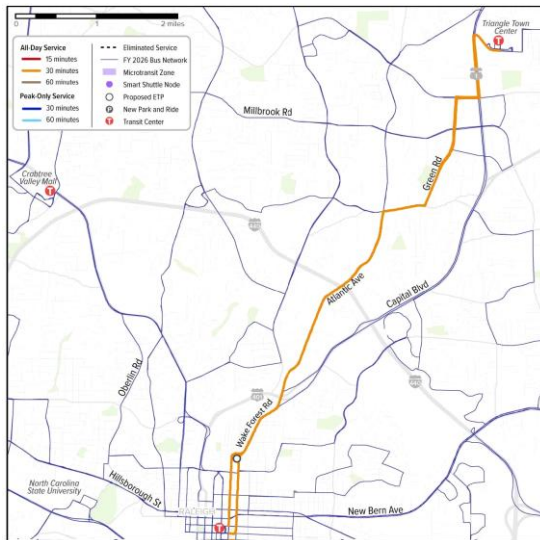
In this fiscal year and in future fiscal years, the route will provide:

- Weekday and Saturday service from 5:30 AM to 12:30 AM.
- Sunday service from 6:30 AM to 11:30 PM
- 30-minute frequencies during peak and midday hours on weekdays and weekends.
- 60-minute frequencies during evening hours.

The FY 2027 Wake Transit Work Plan has programmed a full year of service with annualized funding through FY 2030.

Project at a Glance

Project Title	New Route 14 - Atlantic - FY25 Bus Plan
Agency	City of Raleigh
FY 2027 Costs	\$1,742,406
FY 2028 Programmed Cost	\$1,785,966
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
Off-Peak Frequency	30 minutes
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



Project Description:

The City of Raleigh provided frequency improvements in FY26 Q1 as part of the FY 2025–2030 Wake Bus Plan implementation. This route is one of the highest performing in the GoRaleigh system, serving the Falls of Neuse Road corridor and connecting Falls Center and Downtown Raleigh, with stops at Duke Hospital and North Ridge Shopping Center. The route currently carries over 152,000 annual riders, with 18.28 average boardings per revenue hour and an average cost of boarding of \$5.81.

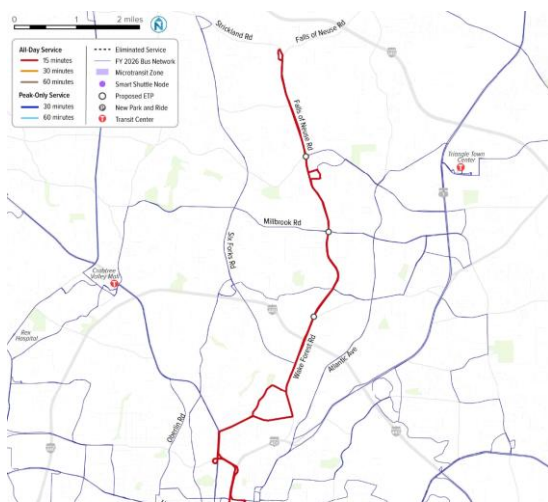
In this fiscal year and in future fiscal years, the route will provide:

- Weekday and Saturday service from 5:30 AM to 12:30 AM.
- Sunday service from 5:30 AM to 11:30 PM.
- 15-minute frequencies during daytime hours.
- 30-minute frequencies during evening hour.

Project History: Prior to FY26, Wake Transit Program support for Route 2 was limited to improved Sunday service (T0004-E). The FY 2027 Wake Transit Work Plan has programmed a full year of service with annualized funding through FY 2030.

Project at a Glance

Project Title	Improvements to Route 2 Falls of Neuse - FY25 Bus Plan
Agency	City of Raleigh
FY 2027 Costs	\$2,344,253
FY 2028 Programmed Cost	\$2,402,859
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2025
Service Span	Monday - Friday: 5:00 AM - 12:30 AM; Saturday: 5:30 AM - 12:30 AM; Sunday: 5:30 AM - 11:30 PM
Off-Peak Frequency	Weekdays: 15 minutes Weekends: 30 minutes
Peak Frequency	15 minutes
Assets	GoRaleigh Fleet
Major Destinations	Downtown Raleigh, Duke Raleigh Hospital, Five Points, Five Points Center for Active Adults, Holly Park Shopping Center, Quail Corners Shopping Center, North Ridge Shopping Center, Bent Tree Plaza
Transit Centers	GoRaleigh Station

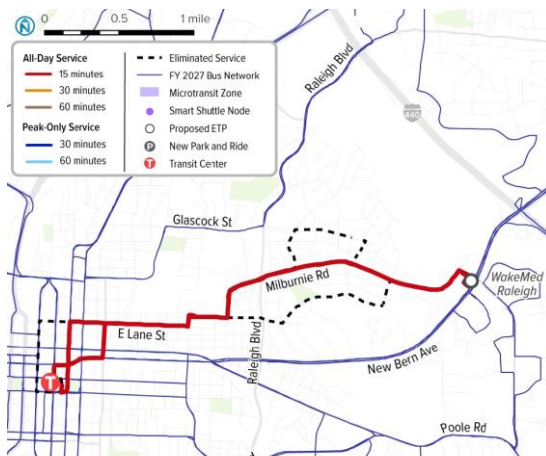


Project Description:

In FY 2027, the City of Raleigh, with funding support from the Wake Transit Program, will implement span and frequency improvements to the current Route 10: Longview. Service frequency will increase to 30 minutes all day and hourly on evenings, with the span extended so that the last departure occurs in the 11 o'clock hour on weekdays and Saturdays. GoRaleigh will continue to evaluate the alignment change detailed in the current GoRaleigh Short-Range Transit Plan, which proposes a more direct route that extends to WakeMed Raleigh.

Project at a Glance

Project Title	Improvements to Route 10: Longview - FY25 Bus Plan
Agency	City of Raleigh
FY 2027 Costs	\$430,604
FY 2028 Programmed Cost	\$555,837
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2026
Service Span	Monday - Saturday: 5:30 AM - 12:30 AM; Sunday: 6:30 AM - 11:30 PM
Current Off-Peak Frequency	Weekdays: 30 minutes Weekends: 60 minutes
Proposed Off-Peak Frequency	30 minutes
Current Peak Frequency	30 minutes
Proposed Peak Frequency	15 minutes
Assets	GoRaleigh Fleet
Major Destinations	Downtown Raleigh, WakeMed Raleigh
Transit Centers	GoRaleigh Station



Project Description:

The City of Raleigh will continue Route 1: Capital Boulevard in FY27 with the frequency improvements implemented in FY26 as part of the FY 2025–2030 Wake Bus Plan implementation. Route 1 serves North Raleigh along Capital Boulevard and is GoRaleigh’s most popular route, with over 2.7 million riders since 2019. This improvement aligns the service with the standards for frequent routes as outlined in the Wake Transit Service Standards and Performance Guidelines.

Starting in September 2025, late Q1 of FY26, and in future fiscal years, the route will provide:

- 10-minute frequencies during daytime hours on weekdays. -
- 15-minute frequencies during daytime hours on weekends -
- 30-minute frequencies during evening hours.

The FY 2027 Wake Transit Work Plan has programmed a full year of service funding for this route, with annualized funding secured through FY 2030. Project History: Prior to FY26, Wake Transit Program support for Route 1 was limited to improved Sunday service (T0004-E). Previously, the route operated with 15-minute frequency during weekday daytime hours, 30-minute frequency during weekend daytime hours, and 60- minute frequency during early morning and evening hours. While previously marketed as a high-frequency route, it did not meet the minimum frequency standards outlined in the Service Guidelines and Performance Standards.

Project at a Glance

Project Title	Improvements to Route 1: Capital Boulevard
Agency	City of Raleigh
FY 2027 Costs	\$1,859,002
FY 2028 Programmed Cost	\$1,905,477
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2025
Service Span	Monday - Friday: 4:40 AM - 11:15 PM; Saturday - Sunday: 5:45 AM - 11:15 PM
Off-Peak Frequency	Weekdays: 15 minutes Weekends: 30 minutes
Peak Frequency	15 minutes
Assets	GoRaleigh Fleet
Major Destinations	Downtown Raleigh, Capitol Park, William Peace University, NCWorks Career Center, Salvation Army, Greyhound, Highwoods, Tarrymore Square, Mini City, Triangle Town Centre – Park & Ride, Capital Crossing Shopping Center
Transit Centers	GoRaleigh Station, Triangle Town Centre

Project Description:

The City of Raleigh will continue operating Route 15: WakeMed in FY27 with the frequency improvements implemented in FY26 as part of the FY 2025–2030 Wake Bus Plan implementation. Route 15 serves the WakeMed Campus in East Raleigh along New Bern Avenue. Improvements to the route this fiscal year bring it up to these standards.

Starting in FY26 Q3 and in future fiscal years, the route will provide:

- 15-minute frequencies during daytime hours. –
- 30-minute frequencies during evening hours.

The FY 2027 Wake Transit Work Plan has programmed a half year of service funding for this route in FY 2026, with annualized full-year funding secured through FY 2030. Project History: Prior to FY26, Wake Transit Program support for Route 15 was limited to improved Sunday service (T0004-E). Previously, the route operated with 15-minute frequency during weekday daytime hours, 30-minute frequency during weekend daytime hours, and 60-minute frequency during early morning and evening hours. While previously marketed as a high-frequency route, it did not meet the minimum frequency standards outlined in the Service Guidelines and Performance Standards.

Project at a Glance

Project Title	Improvements to Route 15: WakeMed
Agency	City of Raleigh
FY 2027 Costs	\$604,992
FY 2028 Programmed Cost	\$620,117
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2025
Service Span	Monday - Friday: 5:20 AM - 11:40 PM; Saturday: 5:30 AM - 11:40 PM; Sunday: 5:30 AM - 10:30 PM
Off-Peak Frequency	Weekdays: 15 minutes Weekends: 30 minutes
Peak Frequency	15 minutes
Assets	GoRaleigh Fleet
Major Destinations	Downtown Raleigh, Department of Motor Vehicles, Longview Shopping Cneter, WakeMed Hospital, Tower Shopping Center, Beason Plaza Shopping Center, Wilder’s Grove Shopping Center, New Hope Commons Shopping Center
Transit Centers	GoRaleigh Station

Project Description:

The City of Raleigh/GoRaleigh, with funding support from the Wake Transit Program, operates MicroLink microtransit service in the Town of Fuquay-Varina. MicroLink is an on-demand transit service that provides curb-to-curb rides within the designated service area. Riders can request rides through the MicroLink app or by phone. Service operates weekdays from 6:00 AM to 8:00 PM and Saturdays from 7:00 AM to 8:00 PM. The service connects riders to the Wake Tech bus stop, where they can transfer to GoRaleigh's 40X route for access to Downtown Raleigh. MicroLink replaced the former FRX (Fuquay-Varina Express) fixed-route bus service discontinued in FY26.

Project at a Glance

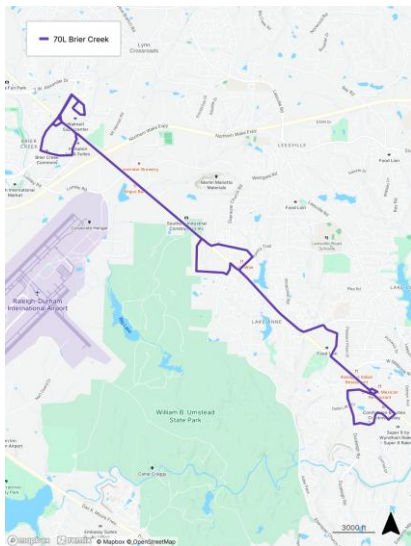
Project Title	Fuquay-Varina Microtransit
Agency	City of Raleigh
FY 2027 Costs	\$451,000
FY 2028 Programmed Cost	\$462,275
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2025

Project Description:

The City of Raleigh will improve frequency on Route 70L Brier Creek in FY27, increasing service from 60-minute to 30-minute headways throughout the day. The route operates weekdays and Saturdays from 6:30 am to 10:30 pm and Sundays from 6:30 am to 9:30 pm, serving the outer portion of Glenwood Avenue north of Duraleigh Road and terminating in Brier Creek. This project was formerly part of the Glenwood Route Package in FY26, which also included Route 6 Glenwood. Funding for this route is being separated to allow independent programming and service management of the two routes.

Project at a Glance

Project Title	Glenwood Package: Improvements to Route 70L Brier Creek
Agency	City of Raleigh
FY 2027 Costs	\$2,693,824
FY 2028 Programmed Cost	\$2,761,170
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2026

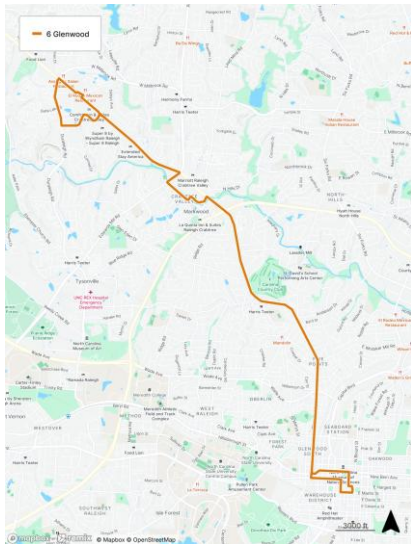


Project Description:

The City of Raleigh will improve frequency on Route 70L Brier Creek in FY27, increasing service from 60-minute to 30-minute headways throughout the day. The route operates weekdays and Saturdays from 6:30 am to 10:30 pm and Sundays from 6:30 am to 9:30 pm, serving the outer portion of Glenwood Avenue north of Duraleigh Road and terminating in Brier Creek. Route 70L has demonstrated strong ridership performance, with 19.6 boardings per revenue hour in FY25 Q4. This project was formerly part of the Glenwood Route Package in FY26, which also included Route 6 Glenwood. Funding for this route is being separated to allow independent programming and service management of the two routes.

Project at a Glance

Project Title	Glenwood Package: Route 6 Glenwood
Agency	City of Raleigh
FY 2027 Costs	\$1,003,403
FY 2028 Programmed Cost	\$1,028,488
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2026



Project Description:

The City of Raleigh will continue to operate Route 19 MLK/Sunnybrook, providing high-frequency fixed-route bus service along the Martin Luther King Jr. Boulevard and Poole Road to Sunnybrook Road corridor in Southeast Raleigh. Route 19 serves as the ridership mainline of the former Southeast Package, operating at 15-minute frequencies during daytime hours on weekdays and 30-minute frequencies on evenings and weekends. Service operates from 6 AM to 11:30 PM on weekdays and Saturdays and from 6 AM to 10:30 PM on Sundays.

Major destinations served include Downtown Raleigh, Shaw University, John Chavis Memorial Park, Wake Tech Perry Health Sciences Campus, and the Wake County Health & Human Services Center.

This project was previously funded as part of the Southeast Raleigh Route Package (T0005-I). In FY 2027, the City of Raleigh is splitting the Southeast Package into individual route projects to aid in future reporting and allow independent programming and service management of each route. The route will continue to be funded at the adjusted level to account for the split of the package.

Project at a Glance

Project Title	SE Package: Route 19 MLK/Sunnybrook
Agency	City of Raleigh
FY 2027 Costs	\$1,479,917
FY 2028 Programmed Cost	\$1,516,915
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2026

Project Description:

The City of Raleigh will continue to operate Route 17 Rock Quarry, providing fixed-route bus service along Rock Quarry Road in Southeast Raleigh. The route operates at 30-minute frequencies during daytime hours and 60-minute frequencies during the evening, seven days a week. Service operates from 6:30 AM to 11 PM on weekdays and Saturdays and from 6:30 AM to 10 PM on Sundays.

Major destinations served include Downtown Raleigh, Southeast Raleigh Elementary School, Southeast Raleigh YMCA, Walnut Creek Elementary School, Coastal Credit Union Music Park, Barwell Road Park, The Shoppes at Battle Bridge, and Southeast Raleigh High School. This route is 100% Wake Transit funded.

This project was previously funded as part of the Southeast Raleigh Route Package (T0005-I). In FY 2027, the City of Raleigh is splitting the Southeast Package into individual route projects to aid in future reporting and allow independent programming and service management of each route. The route will continue to be funded at the adjusted level to account for the split of the package.

Project at a Glance

Project Title	SE Package: Route 17 Rock Quarry
Agency	City of Raleigh
FY 2027 Costs	\$1,413,803
FY 2028 Programmed Cost	\$1,449,148
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2026

Project Description:

The City of Raleigh will continue to operate Route 18 Poole Rd, providing fixed-route bus service along Poole Road in East Raleigh. This route was shortened from the previous Route 18: Poole-Barwell as part of the FY 2025–2030 Wake Bus Plan. Route 18 operates all day with 30-minute frequencies during daytime hours and 60-minute frequencies during the evening, seven days a week. Service operates from 6 AM to 12 AM on weekdays, from 7 AM to 11 PM on Saturdays, and from 7 AM to 10 PM on Sundays.

Major destinations served include Downtown Raleigh, Poe Elementary School, Worthdale Park, Bugg Magnet Elementary School, Walnut Creek Shopping Center, the GoRaleigh Operations Facility, and Historic Oak View County Park.

This project was previously funded as part of the Southeast Raleigh Route Package (T0005-I). In FY 2027, the City of Raleigh is splitting the Southeast Package into individual route projects to aid in future reporting and allow independent programming and service management of each route. The route will continue to be funded at the adjusted level to account for the split of the package.

Project at a Glance

Project Title	SE Package: Route 18 Poole Rd
Agency	City of Raleigh
FY 2027 Costs	\$514,314
FY 2028 Programmed Cost	\$527,172
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2026

Project Description:

The City of Raleigh will continue to operate Route 18L Barwell/New Hope, providing fixed-route bus service along Poole Road, Barwell Road, and Battle Bridge to New Bern Commons in East/Southeast Raleigh. This route covers the southeastern portion of the previous Route 18 alignment and was established as part of the FY 2025–2030 Wake Bus Plan. Route 18L operates at 60-minute frequencies throughout the day, seven days a week. Service operates from 6:30 AM to 10:30 PM on weekdays and Saturdays and from 7 AM to 9:30 PM on Sundays.

Major destinations served include the Shoppes at Battle Bridge, Barwell Road Park, Barwell Road Elementary School, the GoRaleigh Operations Facility, Wake County Board of Elections, New Bern Commons, and Wilders Grove. The route connects to several routes at New Bern Commons, including Routes 15, 15L, and 33L. This route also serves a large minority population and areas where more than 25% of residents live below the poverty threshold. This route is 100% Wake Transit funded.

This project was previously funded as part of the Southeast Raleigh Route Package (T0005-I). In FY 2027, the City of Raleigh is splitting the Southeast Package into individual route projects to aid in future reporting and allow independent programming and service management of each route. The route will continue to be funded at the adjusted level to account for the split of the package.

Project at a Glance

Project Title	SE Package: Route 18L Barwell/New Hope
Agency	City of Raleigh
FY 2027 Costs	\$852,482
FY 2028 Programmed Cost	\$873,794
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2026

Project Description:

The City of Raleigh will continue to operate Route 27L Blue Ridge, providing fixed-route bus service along Blue Ridge Road in West/Northwest Raleigh. The route operates at 30-minute frequencies during daytime hours and 60-minute frequencies during the evening, seven days a week. Service operates from 5:30 AM to 10:30 PM on all days.

Major destinations served include Plaza West Shopping Center, North Carolina State Fairgrounds, Carter-Finley Stadium, North Carolina Museum of Art, UNC Rex Hospital, Crabtree Valley Mall, and NC State College of Veterinary Medicine. This route is 100% Wake Transit funded.

This project was previously funded as part of the Northwest Raleigh Route Package (T0005-J). In FY 2027, the City of Raleigh is splitting the Northwest Package into individual route projects to aid in future reporting and allow independent programming and service management of each route. The route will continue to be funded at the adjusted level to account for the split of the package.

Project at a Glance

Project Title	NW Package: Route 27L Blue Ridge
Agency	City of Raleigh
FY 2027 Costs	\$2,043,471
FY 2028 Programmed Cost	\$2,094,558
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2026

Project Description:

The City of Raleigh will continue to operate Route 4 Rex Hospital, providing fixed-route bus service along Hillsborough Street, Wade Avenue, Lake Boone Trail, and Edwards Mill Road in North/Northwest Raleigh. The route operates at 30-minute frequencies during daytime hours and 60-minute frequencies during the evening, seven days a week. Service operates from 5:30 AM to 11:30 PM on weekdays and Saturdays and from 5:30 AM to 10:30 PM on Sundays.

Major destinations served include Downtown Raleigh, Crabtree Valley Mall, NC State University, Meredith University, Ridgewood Shopping Center, UNC Rex Hospital, and Laurel Hills Park.

This project was previously funded as part of the Northwest Raleigh Route Package (T0005-J). In FY 2027, the City of Raleigh is splitting the Northwest Package into individual route projects to aid in future reporting and allow independent programming and service management of each route. The route will continue to be funded at the adjusted level to account for the split of the package.

Project at a Glance

Project Title	NW Package: Route 4 Rex Hospital
Agency	City of Raleigh
FY 2027 Costs	\$210,481
FY 2028 Programmed Cost	\$215,743
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2026

Project Description:

The City of Raleigh will continue to operate Route 36L Creedmoor, providing fixed-route bus service along Creedmoor Road in Northwest Raleigh. The route operates at 30-minute frequencies during daytime hours and 60-minute frequencies during the evening, seven days a week. Service operates from 5:30 AM to 11 PM on all days.

Major destinations served include Towne North Shopping Center, Stonehenge Shopping Center, Lynnwood Shopping Center, Creedmoor Crossing Shopping Center, and Crabtree Valley Mall. This route is 100% Wake Transit funded.

This project was previously funded as part of the Northwest Raleigh Route Package (T0005-J). In FY 2027, the City of Raleigh is splitting the Northwest Package into individual route projects to aid in future reporting and allow independent programming and service management of each route. The route will continue to be funded at the adjusted level to account for the split of the package.

Project at a Glance

Project Title	NW Package: Route 36L Creedmoor
Agency	City of Raleigh
FY 2027 Costs	\$1,801,407
FY 2028 Programmed Cost	\$1,846,442
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2026

Project Description:

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

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

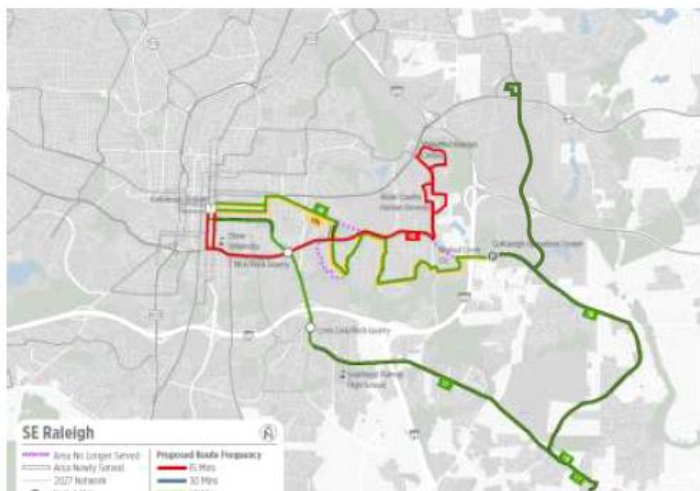
In FY26 Q3 (January 2026), frequency on Route 17 Rock Quarry Road increased to 30 minutes during the daytime and 60 minutes during the evening.

The FY 2018-2027 Adopted Wake Bus Plan included the replacement and coverage of the legacy Route 18 Worthdale and Route 19 Apollo Heights. That previous Bus Plan gave Southeast Raleigh new service along Barwell Road and Rock Quarry Road to the Shoppes at Battle Bridge. Martin Luther King Blvd and Sunnybrook became the ridership (mainline, high frequency) route with 15-minute service. Coverage areas had varying peak period service frequencies and hourly service during off-peak periods.

With the adoption of the FY 2025 to 2030 Wake Bus Plan, this route package impacts four (4) routes. Route 17: Rock Quarry and Route 19: Apollo Heights remain unchanged. Pre-existing Route 18: Poole-Barwell was shortened to create the new Route 18: Poole. The previous Wake Bus Plan programmed Route 18S, which would have created a single route operating between Downtown Raleigh and the Poole Park and Ride. In the FY 2025-2030 Bus Plan, this route was eliminated. The new Route 18 operates all day with 30-minute service during the daytime and 60-minute in the evenings on weekdays and weekend days. Service span increased to 12:30 AM on weeknights to align with weekend service. Route 18L covers the southeastern portion of the previous Route 18, operating from the Poole Park-and-Ride to the shopping center at Battle Hill Road and Rock Quarry Road. The 18L operates at the same frequency as the previous Route 18 with a slightly shorter span. The 18L final alignment has yet to be decided but changes are expected to be cost-neutral.

Project at a Glance

Project Title	Southeast Raleigh Route Package (4 Routes)
Agency	City of Raleigh
FY 2027 Costs	\$0
FY 2028 Programmed Cost	\$0
Funding Source	Wake Transit Tax Proceeds
Start Date	January 2019
Service Span	Monday - Friday: 5:30am - 12:30am, Saturday - Sunday: 6:30am - 12:30am (18); Monday - Friday: 6am - 12am, Saturday: 6am - 11:30am, Sunday: 7:30am - 9:30am (18L)
Off-Peak Frequency	18: 30 minutes 18L: 60 minutes
Peak Frequency	18: 30 minutes 18L: 60 minutes
Assets	Two 40' Buses
Major Destinations	Downtown Raleigh, Poole Rd Park and Ride, The Shoppes at Battle Ridge
Transit Centers	GoRaleigh Station



Project Description:

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

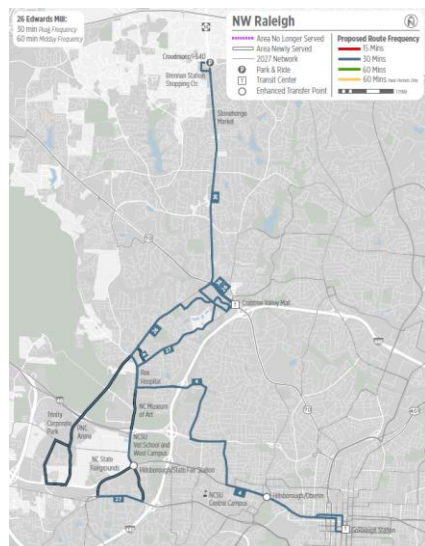
- Blue Ridge Road
- Clark/Dixie Trail
- Edwards Mill Road
- State Fairgrounds/Trinity Road
- Creedmoor Road

The original FY2018-2027 Wake Bus Plan called for the addition of a northwest route package of four (4) routes to serve the Blue Ridge Road, Clark/Dixie Trail, Edwards Mill Road, and Creedmoor Road transit corridors. These routes replaced the existing Route 4 Rex. All of the existing portions of the Rex route were covered while adding service to Blue Ridge Road and Edwards Mill Road. The Blue Ridge Corridor provided service along Blue Ridge Road from Crabtree Valley Mall, Rex Hospital and down to Western Boulevard, providing access to the North Carolina Museum of Art and making regional connections with GoTriangle at Western Boulevard and Hillsborough Street.

This route package, since its implementation has struggled to meet its performance targets. To increase its performance, the FY 2025-2030 Wake Bus Plan recommends certain realignments and service expansions. The Northwest Route Package will consist of three (3) routes. The changes are as follows: Route 36 – Creedmoor remains unchanged; Route 26 will be eliminated; Route 27 Blue Ridge will be realigned and renamed as 27L Blue Ridge-Trinity; and Route 4 Rex Hospital will be realigned to cover gaps left by the elimination of Route 26. This realignment of Route 4 will cover the Crabtree Valley Mall via Edwards Mill Rd. The largest impact to the service area will be the elimination of service on Edwards Mill Road between Duraleigh Road and Trinity Road, and the addition of more focused service around the State Fairgrounds.

Project at a Glance

Project Title	NW Raleigh Route Package (4 Routes)
Agency	City of Raleigh
FY 2027 Costs	\$0
FY 2028 Programmed Cost	\$0
Funding Source	Wake Transit Tax Proceeds
Start Date	January 2019
Service Span	27L: 5:30am - 11:30am; 4: 4:30am- 11pm- Monday - Saturday, 4:30am - 10pm-Sunday
Off-Peak Frequency	30 minutes
Peak Frequency	30 minutes
Assets	Multiple 40' Buses
Major Destinations	Crabtree Valley Mall, Rex Hospital, North Carolina State Fairgrounds, Hillsborough/Jones Franklin Enhanced Transfer Point
Transit Centers	GoRaleigh Station



Project Description:

The City of Raleigh will continue to operate Route 33, which replaced the KRX Knightdale Raleigh Express peak service. The route no longer serves downtown Raleigh directly but provided from FY20 through the end of FY23, all day service on weekdays. Transfers are currently available at New Hope Commons Shopping Center, and will be available at East Raleigh Transit Center, when constructed, to multiple bus routes with frequent service including the New Bern BRT.

In FY25, the Wake Transit program funded the addition of both weekend service and an extension of service to the new East Wake Tech campus. To provide these services, in FY26, funding was increased by \$280,304 over the previous year's allocation to cover a full year of increased service implementation. Funding for this service level has continued in the FY 2027 Wake Transit Work Plan.

Project at a Glance

Project Title	Route 33 / New Hope - Knightdale
Agency	City of Raleigh
FY 2027 Costs	\$1,101,551
FY 2028 Programmed Cost	\$1,129,090
Funding Source	Wake Transit Tax Proceeds
Start Date	October 2019
Service Span	Monday - Saturday: 6:00 AM-10:00 PM; Sunday: 7:00 AM - 8:00 PM
Off-Peak Frequency	N/A
Peak Frequency	N/A
Assets	One 40' Bus
Major Destinations	Knightdale, Rex Hospital of Knightdale, New Hope Commons, Newbern BRT Connection, Wilders Grove, Future Wake Take Eastern Campus
Transit Centers	East Raleigh Transit Center



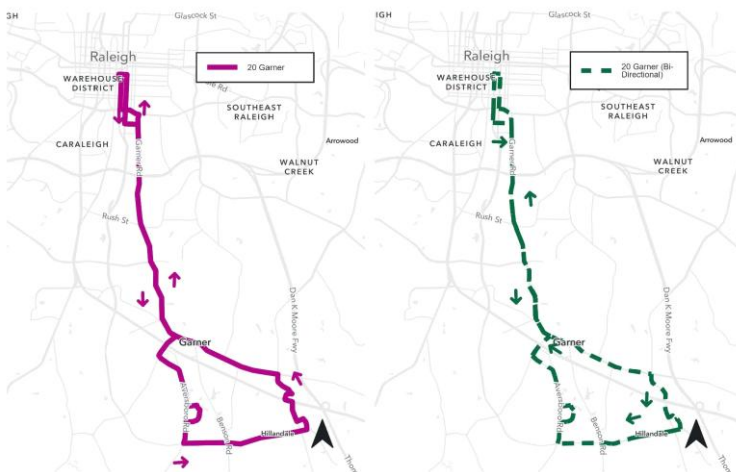
Project Description:

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

In September of 2020, GoRaleigh added bi-directional service along the loop portion of the route in Garner to add frequency and convenience to the service. This project increased frequency to 30 minutes all-day except evenings past 7PM, when service reverts to 60-minute frequency. In FY22, service was extended to include the Abberly residential development, south of White Oak Crossing. In FY24, the cost of operating Route 20: Garner's weekend service (previously funded through implementation element T0005-AP), was re-allocated to T0005-R with an additional funding request to account for the increased operating cost per hour.

Project at a Glance

Project Title	Route 20: Garner
Agency	City of Raleigh
FY 2027 Costs	\$2,857,495
FY 2028 Programmed Cost	\$2,928,933
Funding Source	Wake Transit Tax Proceeds
Start Date	October 2019
Service Span	Monday - Saturday: 5:30 AM - 12:00 AM; Sunday: 6:30 AM - 11:00PM
Off-Peak Frequency	N/A
Peak Frequency	N/A
Assets	GoRaleigh Fleet
Major Destinations	Forest Hills Shopping Center, Shaw University, Downtown Raleigh, White Oak Shopping Center
Transit Centers	GoRaleigh Station



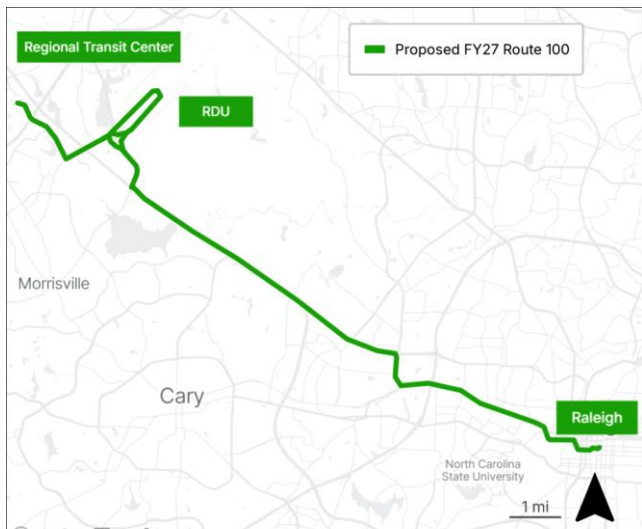
Project Description:

Beginning in FY27Q3, GoTriangle will extend all Route 100 trips to RDU Airport and discontinue the RDU shuttle. This route will establish connections between Downtown Raleigh, NCSU, the Regional Transit Center, and RDU Airport with 15-minute service on weekdays before 7pm, 30-minute service on weekdays between 7pm and 9pm and Sundays before 9pm, 30-minute service on Saturdays before 7pm, and expanded operating spans across all service periods. The revenue hours from the discontinued RDU shuttle will be reallocated to Route 100. The extension to RDU Airport will improve airport access from Downtown Raleigh and the GoRaleigh network.

As part of a separate Wake Transit project, Additional Trips for Durham-Raleigh Express (Project ID T0005-C), GoTriangle will also increase midday service on Route DRX to 30-minute headways to provide a faster travel option for riders between Raleigh and Durham.

Project at a Glance

Project Title	Route 100 Frequency and Sunday Span Improvements
Agency	GoTriangle
FY 2027 Costs	\$3,341,683
FY 2028 Programmed Cost	\$4,323,835
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2017
Service Span	Monday - Saturday: 6:00 AM - 12:00 AM; Sunday: 7:00 AM - 10:00 PM 7:30am - 11:10pm on Saturday 6:40am - 9:15pm on Sunday
Off-Peak Frequency	Weekdays: 15 minutes Weekends: 30 minutes
Peak Frequency	Weekdays: 15 minutes
Assets	4 - 40' buses
Major Destinations	NC State University, Downtown Raleigh, RDU International Airport, Regional Transit Center, Research Triangle Park
Transit Centers	GoRaleigh Station, Regional Transit Center

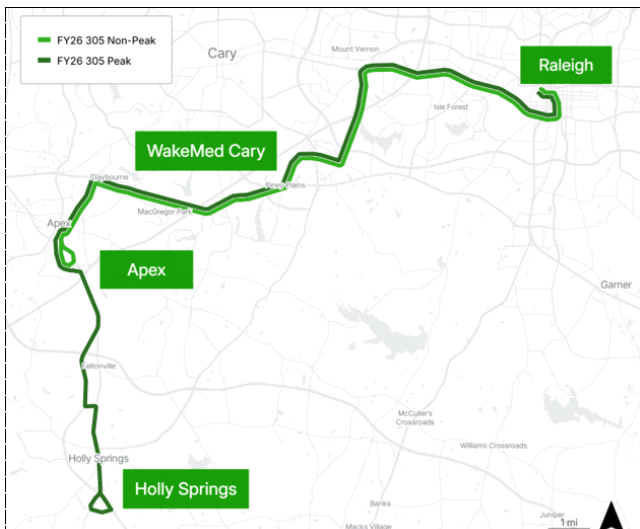


Project Description:

In FY27, Route 305 will extend all trips to Holly Springs, allowing for all-day connections between Raleigh, Apex, and Holly Springs. Previously, only AM and PM peak trips extended to Holly Springs while non-peak trips extended to Apex. This improvement will enhance all-day, every-day regional connectivity. Along with the extension to Holly Springs, the Bus Plan and Multi-year Operating Plan fund 30-minute peak service on weekdays. This request defers 30-min peak service outlined in the 2025-2030 Wake Bus Plan.

Project at a Glance

Project Title	Improvements to Route 305: Holly Springs-Apex-Raleigh
Agency	GoTriangle
FY 2027 Costs	\$2,219,185
FY 2028 Programmed Cost	\$2,274,667
Funding Source	Wake Transit Tax Proceeds
Start Date	January 2021
Service Span	Monday - Friday: 6:30 AM - 9:30 PM Saturday: 5:30 AM - 8:30 PM Sunday: 6:30 AM - 7:30 PM
Off-Peak Frequency	30 minutes
Peak Frequency	30 minutes
Assets	GoTriangle Fleet
Major Destinations	Downtown Holly Springs, Ting Park, Apex, Cary Crossroads, NC State University, Downtown Raleigh
Transit Centers	Downtown Apex Enhanced Transfer Point (proposed), Compare Foods P&R



Project Description:

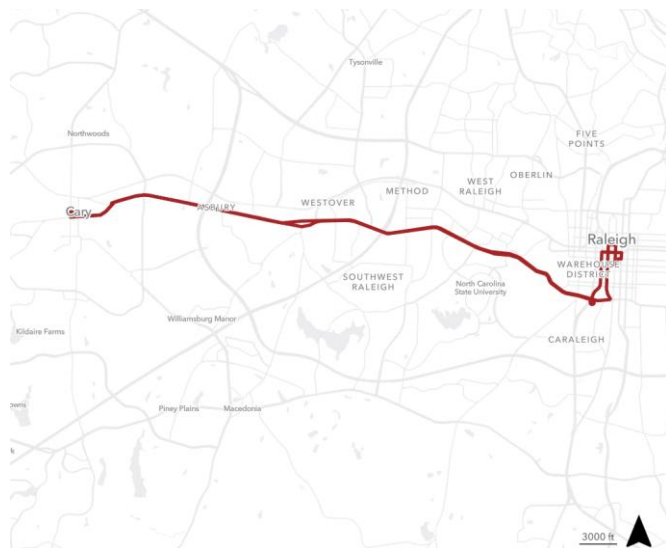
Route 300 is a regional service connecting Cary with Raleigh. The route serves the Chatham Street corridor in Cary and the Western Boulevard corridor in Raleigh, connecting Cary Depot, North Carolina State University (NCSU), and GoRaleigh Station in downtown Raleigh. GoTriangle operates Route 300 between Raleigh and Cary at 30-minute frequency from 6:00 AM to 7:00 PM Monday through Friday, and from 7:00 AM to 7:00 PM on Saturday and Sunday, with hourly evening service from 7:00 PM to approximately 10:00 PM on weekdays and Saturdays. Sunday service operates from 7:00 AM to 9:00 PM.

In FY 2026, Sunday service frequency was improved from 60 minutes to 30 minutes, aligning Route 300 with the 30-minute headways on the remainder of GoTriangle's core regional network (Routes 100, 400, 700, and 800).

Prior to FY 2025, Route 300 was operated by GoTriangle during the week (Monday through Friday) and by GoCary on weekends (Saturday and Sunday). In FY 2025, GoTriangle assumed operation of Route 300's weekend service. In 2020, GoTriangle eliminated Route 300 service between the GoTriangle Regional Transit Center (RTC) and Cary Depot, limiting its extent to Cary Depot and downtown Raleigh; however, in concert with this change, Route 310 began operation with a new alignment between the RTC and Cary Depot. More information on Route 310 can be found in the project details provided for Project ID T0005-X. The current weekday and Saturday frequencies represent improvements from prior FY 2017 operations, and the extended evening service span also represents an improvement from FY 2017 operations. Sunday service was expanded from FY 2018 operations, when service was provided only between 7:00 AM and 7:00 PM.

Project at a Glance

Project Title	Route 300 Improvements
Agency	GoTriangle
FY 2027 Costs	\$1,193,001
FY 2028 Programmed Cost	\$1,222,826
Funding Source	Wake Transit Tax Proceeds
Start Date	August 2017
Service Span	Monday - Saturday: 6:00 AM - 12:00 AM; Sunday: 7:00 AM - 9:00 PM 7am - 9:55pm on Saturday 7am - 9pm on Sunday
Off-Peak Frequency	Weekdays: 30 minutes Weekends: 30 minutes
Peak Frequency	Weekdays: 30 minutes
Assets	GoTriangle Fleet
Major Destinations	Downtown Raleigh, NCSU, Downtown Cary
Transit Centers	GoRaleigh Station, Cary Depot



Project Description:

GoTriangle will provide complementary Americans with Disabilities Act (ADA)-compliant paratransit services for eligible individuals traveling within ¾ mile of all eligible Wake Transit-funded fixed-route services. Funding for this service is allocated in accordance with the Wake Bus Plan ADA Funding Policy, which establishes a 15% reimbursement rate for complementary ADA services tied to Wake Transit-funded fixed-route services. Prior to FY21, funding for GoTriangle's complementary ADA services was disaggregated and rolled into individual project allocations for each route.

This project consolidates ADA funding previously allocated across multiple routes to cover all complementary ADA services tied to GoTriangle's eligible Wake Transit-funded fixed-route services.

Project at a Glance

Project Title	GoTriangle Complementary ADA Services
Agency	GoTriangle
FY 2027 Costs	\$1,590,390
FY 2028 Programmed Cost	\$1,934,063
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2020



Project Description:

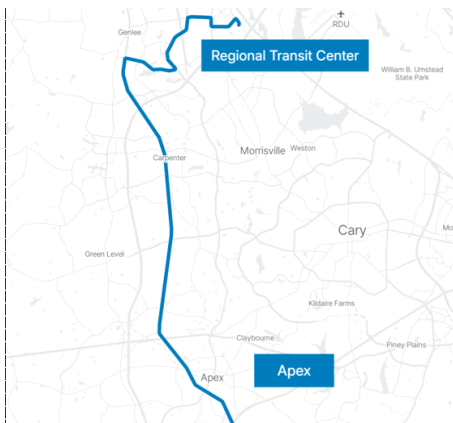
In FY 2027, GoTriangle will restore Route 311 at an hourly frequency on weekdays from 6 AM to 9 PM, consistent with Wake Transit Plan guidelines for all-day regional service. This restoration will serve growth along NC 55 between Holly Springs and Research Triangle Park. The route will enhance all-day, every-day regional connectivity, benefiting residents, employees, and visitors traveling between Apex, Cary, Holly Springs, and RTP, with connections to Chapel Hill, Durham, and RDU Airport. In Holly Springs, the route will connect with the North Main Athletic Complex Park and Ride and the Holly Springs Hopper microtransit service.

This request builds on the adopted Bus Plan and Multi-Year Operating Plan, which identified the restoration of Route 311. GoTriangle requests to reallocate funding for 30-minute peak service on Route 305 to Route 311, making this request cost-neutral. This request implements the Wake Transit Plan’s big moves to “Connect Regionally” and “Connect all Wake County Communities.”

Major destinations served include Downtown Apex, Compare Foods Park and Ride, Parkside Village, Research Triangle Park, and the Regional Transit Center.

Project at a Glance

Project Title	Reinstatement of Route 311 (FY2025 Bus Plan)
Agency	GoTriangle
FY 2027 Costs	\$1,315,005
FY 2028 Programmed Cost	\$1,347,880
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2028
Service Span	Monday - Friday: 6:00 AM - 8:30 PM, 3:45 PM - 7:00 PM
Current Off-Peak Frequency	N/A
Proposed Off-Peak Frequency	N/A
Current Peak Frequency	N/A
Proposed Peak Frequency	60 min
Assets	GoTriangle Fleet
Major Destinations	Downtown Apex, Compare Foods Park and Ride, Research Triangle Park, Regional Transit Center
Transit Centers	GoRaleigh Station, Regional Transit Center



Project Description:

In FY27, GoTriangle will receive a full year of funding for Route ZWX service. In FY26, Route ZWX was realigned to serve Wendell Falls and Downtown Zebulon with hourly weekday service. This realignment was developed in collaboration with GoRaleigh, the Town of Wendell, and the Town of Zebulon and reflects the Route ZWX service programmed in the Bus Plan and Multi-Year Operating Plan. Route ZWX connects Downtown Raleigh, Wake Med, Wendell Falls, Downtown Wendell, and Downtown Zebulon, establishing regional connectivity between Raleigh, Wendell, and Zebulon.

Project at a Glance

Project Title	Improvements to ZWX (FY2025 Bus Plan)
Agency	GoTriangle
FY 2027 Costs	\$1,000,548
FY 2028 Programmed Cost	\$1,025,562
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2025
Service Span	Monday - Friday: 6:00 AM - 9:00 PM
Off-Peak Frequency	60 minutes
Peak Frequency	60 minutes
Assets	GoTriangle Fleet
Major Destinations	Downtown Zebulon, Zebulon Walmart, Downtown Wendell, Wendell Falls, WakeMed Raleigh, Downtown Raleigh
Transit Centers	Raleigh Union Station Bus Facility (RUSBUS), Downtown Zebulon Walmart

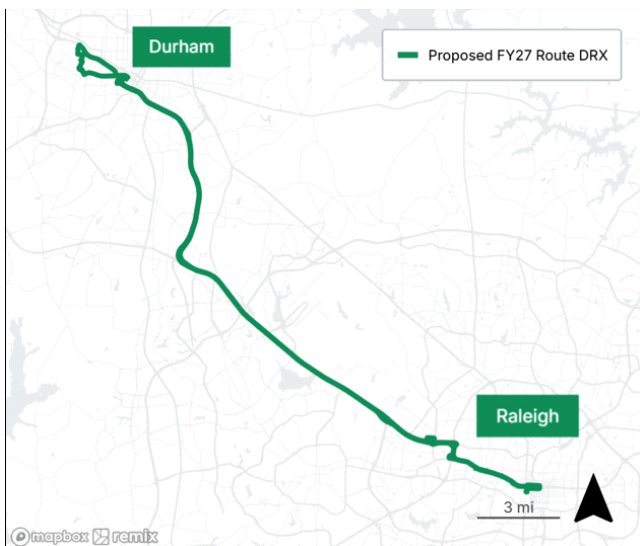


Project Description:

In FY27, GoTriangle will receive a half-year of funding to provide 30-minute weekday midday service on Route DRX. This request would provide a faster trip option between Raleigh and Durham during weekday midday periods. This increase is intended to complement direct frequent service on Route 100 to RDU airport, providing a faster option for riders making longer regional trips. At midday, more than 40% of trips on Route 100 transfer to Route 700 as a result of hourly service on the DRX. The DRX serves destinations such as Downtown Durham, Duke University/VA Medical Centers, NCSU and Downtown Raleigh. Previously, the DRX ran every 30 minutes at peak and 60 minutes off-peak.

Project at a Glance

Project Title	Additional Trips for Durham-Raleigh Express
Agency	GoTriangle
FY 2027 Costs	\$640,586
FY 2028 Programmed Cost	\$930,214
Funding Source	Wake Transit Tax Proceeds, Durham County Transit Tax Proceeds
Start Date	August 2018
Service Span	Monday - Friday: 5:55 AM - 9:45 AM; 2:50 AM - 8:00 PM
Off-Peak Frequency	N/A
Peak Frequency	15 - 30 minutes
Assets	6 - 40' buses
Major Destinations	Downtown Durham, NCSU, Downtown Raleigh, Duke & VA Medical Centers
Transit Centers	GoRaleigh Station, GoDurham Station

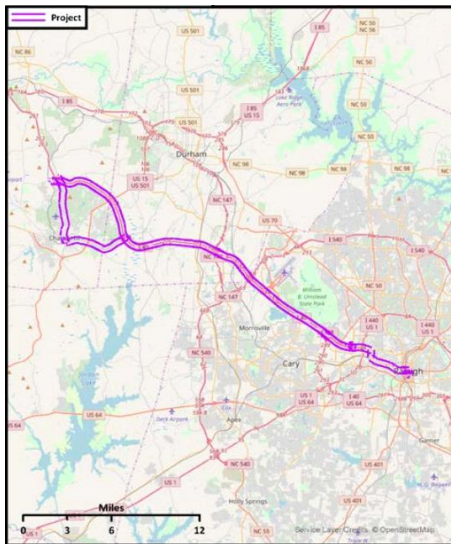


Project Description:

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

Project at a Glance

Project Title	Reliability Improvements for Chapel Hill-Raleigh Express
Agency	GoTriangle
FY 2027 Costs	\$81,758
FY 2028 Programmed Cost	\$83,802
Funding Source	Wake Transit Tax Proceeds
Start Date	August 2018
Service Span	Monday - Friday: 5:50 AM - 9:50 AM, 3:20 PM - 7:30 PM
Off-Peak Frequency	N/A
Peak Frequency	20 - 30 minutes
Assets	6 - 40' buses
Major Destinations	Downtown Chapel Hill, UNC, NCSU, Downtown Raleigh
Transit Centers	GoRaleigh Station, Downtown Chapel Hill



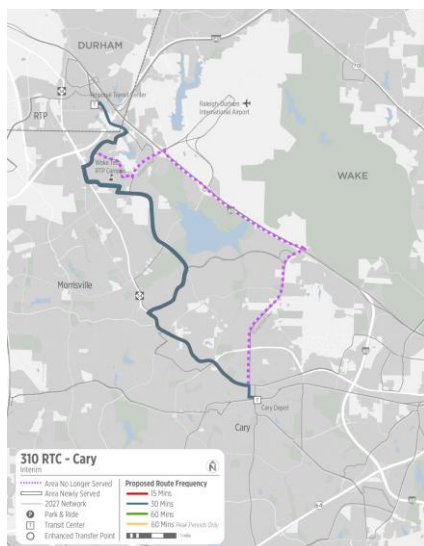
Project Description:

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

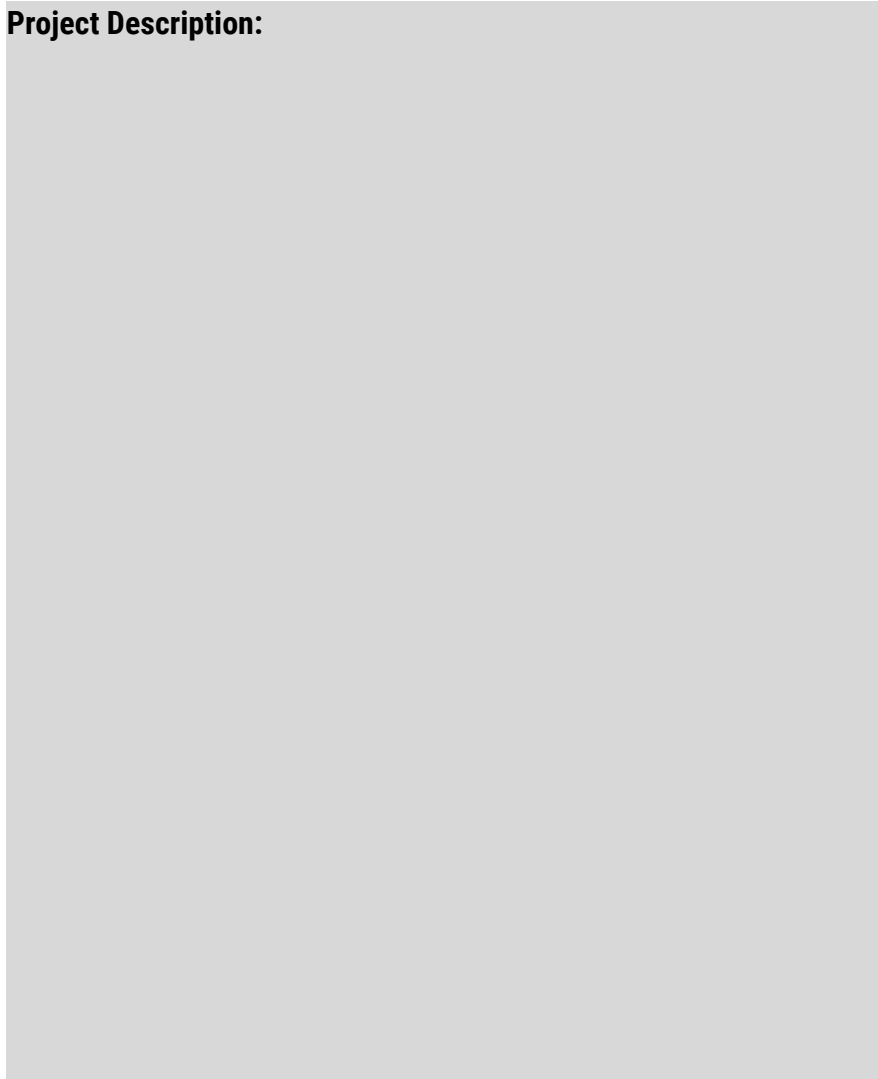
The new service as programed in the currently adopted Wake Transit Plan and Wake Bus Plan will feature all-day service, seven days per week at 30-minute frequencies. This new service was scheduled to begin in the prior Bus Plan in FY25, however the FY 2025-2030 Wake Bus Plan initiates these service improvements in FY 2028.

Project at a Glance

Project Title	New Route 310: RTC-Cary
Agency	GoTriangle
FY 2027 Costs	\$1,533,177
FY 2028 Programmed Cost	\$2,698,980
Funding Source	Wake Transit Tax Proceeds
Start Date	August 2019
Service Span	Monday - Friday: 6:30 AM - 9:00 PM
Off-Peak Frequency	30 minutes
Peak Frequency	30 minutes
Assets	Existing GoTriangle Vehicles
Major Destinations	Regional Transit Center, Wake Tech, RTP, Cary Depot
Transit Centers	Regional Transit Center, Cary Depot



Project Description:



Project at a Glance

Project Title	Fixed Route Bus Service Reserve (2035 Plan Update)
Agency	Reserve
FY 2027 Costs	\$0
FY 2028 Programmed Cost	\$1,444,919
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2026

Project Description:

As part of the Community Funding Area Program, the Town of Apex has received, and will continue to receive, funding authorization for the operation of its first fixed-route circulator throughout the community. The service additionally includes complementary ADA paratransit service within ¼-mile of the route. The route serves approximately 45 bus stop locations. The scope of this project also includes expenses related to customer service, marketing and branding, and staffing to provide appropriate support for the service. While the Town of Apex manages the project, the Town of Cary/GoCary operates the fixed-route service and will take over ADA paratransit operations in Spring 2026.

The service operates Monday through Saturday from 6 AM to 10 PM with 30-minute frequency from 6 AM to 7 PM and hourly frequency from 7 PM to 10 PM, and on Sundays from 7 AM to 9 PM for both fixed-route and ADA paratransit service. Holiday closures are limited to two per year, consistent with GoCary holiday operating policy. Sunday service and 30-minute weekday/Saturday frequencies were initiated with partial-year funding in FY26 and are fully annualized in FY27.

The FY27 funding request includes an escalation of FY26 hourly fixed-route operating costs (\$115.50) by approximately 5% to \$128.00. The amounts shown in the cost breakdown represent 65% of the total applicable project costs and fixed-route service hours per the CFA funding practice, not the full cost.

Project at a Glance

Project Title	GoApex Route 1: Fixed-Route Circulator
Agency	Town of Apex
FY 2027 Costs	\$1,073,254
FY 2028 Programmed Cost	\$1,100,085
Funding Source	Wake Transit Tax Proceeds and Local Match
Start Date	April 2021
Service Span	Monday - Saturday: 6:00 AM - 10:00 PM; Sunday: 7:00 AM - 9:00 PM
Off-Peak Frequency	60 Minutes
Peak Frequency	60 Minutes
Assets	GoCary Fleet
Major Destinations	Downtown Apex, WakeMed Apex, Beaver Creek Crossings, Apex Professional Park
Transit Centers	N/A



Project Description:

Prior to the introduction of the Wake Transit Program, the Town of Cary did not provide service on Sundays. As a result, all Sunday service for the Town is attributed to the Wake Transit Program. Therefore, in an effort to streamline reporting and reimbursement practices, the Town will continue to allocate the Sunday service hours for all new and pre-existing routes to this implementation element.

In FY27, funding was increased to reflect a 5% increase in operating costs and vehicle replacement needs. Prior to the start of FY18, GoCary did not provide Sunday service. GoCary will also continue to provide holiday service using a Sunday schedule.

Project at a Glance

Project Title	Sunday and Expanded Holiday Service on All Pre-Existing Routes
Agency	Town of Cary
FY 2027 Costs	\$782,229
FY 2028 Programmed Cost	\$801,785
Funding Source	Wake Transit Tax Proceeds
Start Date	August 2017
Service Span	Sunday: 7:00 AM - 9:00 PM
Off-Peak Frequency	Sunday: 60 minutes Holidays: 60 minutes
Peak Frequency	N/A
Assets	GoCary Fleet
Major Destinations	GoCary System
Transit Centers	Cary Depot



Project Description:

GoCary will continue to provide 30-minute service from 9 AM to 3 PM on Routes 3, 4, 5, and 6 on Monday through Saturday. In FY27, funding was increased to reflect a 5% increase in operating costs and vehicle replacement needs. Prior to FY18, GoCary provided hourly service during these times.

Project at a Glance

Project Title	Increase Midday Frequencies on Pre-Existing Routes
Agency	Town of Cary
FY 2027 Costs	\$640,869
FY 2028 Programmed Cost	\$656,891
Funding Source	Wake Transit Tax Proceeds
Start Date	August 2017
Service Span	Monday - Saturday: 9:00 AM - 3:00 PM
Off-Peak Frequency	30 minutes
Peak Frequency	N/A
Assets	GoCary Fleet
Major Destinations	GoCary System
Transit Centers	Cary Depot



Project Description:

GoCary will continue to provide complementary Americans with Disabilities Act (ADA)-compliant paratransit services for eligible individuals traveling within ¾ mile of all eligible Wake Transit-funded fixed-route services, including the Weston Parkway route and Sunday and holiday service on all pre-existing routes (prior to FY18).

Funding for this service is allocated in accordance with the Wake Bus Plan ADA Funding Policy, which establishes a 15% reimbursement rate for complementary ADA services tied to Wake Transit-funded fixed-route services. Prior to FY21, funding for GoCary's complementary ADA services was disaggregated and rolled into individual project allocations for each route.

This project consolidates ADA funding previously allocated across multiple routes to cover all complementary ADA services tied to GoCary's eligible Wake Transit-funded fixed-route services.

Project at a Glance

Project Title	GoCary Complementary ADA Services
Agency	Town of Cary
FY 2027 Costs	\$760,721
FY 2028 Programmed Cost	\$779,739
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2021



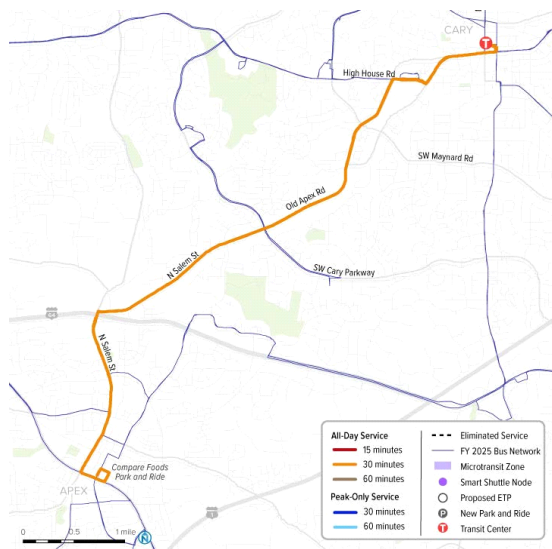
Project Description:

Route 9: Apex-Cary runs from downtown Cary (Cary Depot) to downtown Apex (Compare Foods Park and Ride) along the Chatham Street, Old Apex Road, and Salem Street corridors, the same corridors as the former Apex-Cary Express. This route will provide all-day (6AM to 10PM) service with 30-minute frequencies on Monday through Saturday and 60-minute frequency on Sundays (7AM to 9PM). The funding for this route's Sunday service will be accounted through Wake Transit project T0004-A.

The FY27 Wake Transit Work Plan has programmed a full year of service for this route at the rate of \$120 per service hour, representing an increase of \$328,231 over the previous fiscal year's allocation. In FY27, the route was updated from Route 12 to Route 9 to reduce confusion with other area route nomenclature. Funding for this project was increased by approximately 5% in FY27 to support the cost increases for GoCary.

Project at a Glance

Project Title	New GoCary Route 9 - Apex-Cary (Formerly Route 12)
Agency	Town of Cary
FY 2027 Costs	\$1,216,124
FY 2028 Programmed Cost	\$1,246,527
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2024
Service Span	Monday - Saturday: 6:00 AM - 10:00 PM; Sunday: 7:00 AM - 9:00 PM
Off-Peak Frequency	N/A
Peak Frequency	N/A
Assets	2 GoCary Vehicles
Major Destinations	Downtown Cary Depot, Downtown Apex
Transit Centers	Downtown Cary Depot

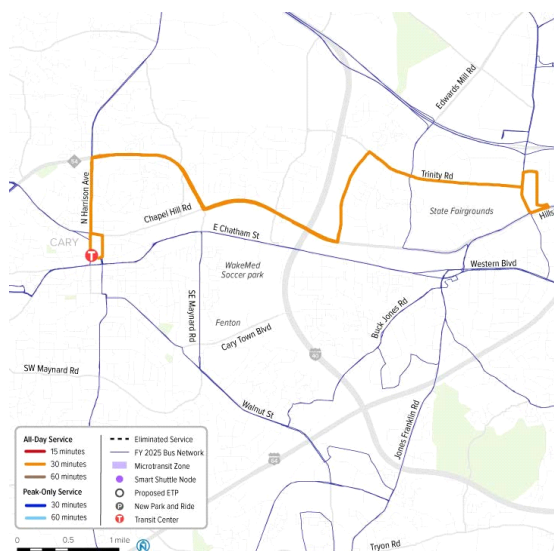


Project Description:

Route 2: East Cary commenced in FY25, running from downtown Cary (Cary Depot) to North Carolina State University and the North Carolina State Fairgrounds along Harrison Avenue, NE Maynard Road, Chapel Hill Road, Corporate Center Drive, and Trinity Road. This route provides all-day (6AM to 10PM) service with 30-minute frequencies on Monday through Saturday and 60-minute frequency on Sundays (7AM to 9PM). The funding for this route's Sunday service is accounted through Wake Transit project T0004-A. In FY27, the route was updated from Route 11 to Route 2 to reduce confusion with other area route nomenclature. Funding for this project was increased by approximately 5% in FY27 to support the cost increases for GoCary.

Project at a Glance

Project Title	New GoCary Route 2 - East Cary (Formerly Route 11)
Agency	Town of Cary
FY 2027 Costs	\$1,216,124
FY 2028 Programmed Cost	\$1,246,527
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2024
Service Span	Monday - Saturday: 6:00 AM - 10:00 PM; Sunday: 7:00 AM - 9:00 PM
Off-Peak Frequency	N/A
Peak Frequency	N/A
Assets	2 GoCary Vehicles
Major Destinations	Cary Depot, Fairgrounds, PNC Arena
Transit Centers	Cary Depot



Project Description:

GoCary will continue serving Weston Parkway and the Park West Village shopping area through Route 7: Weston Parkway. This route was authorized for funding in FY 2019. In FY 2021, Monday-Saturday off-peak frequency for this service was increased from every 60 minutes to every 30 minutes. Paratransit service for the Weston Parkway route service area was implemented under project T0005-BI in accordance with Federal and Town of Cary service provision policies.

In FY27, this project received additional funding to account for increased operating costs and vehicle replacement needs.

Project at a Glance

Project Title	Weston Parkway Route
Agency	Town of Cary
FY 2027 Costs	\$1,216,124
FY 2028 Programmed Cost	\$1,246,527
Funding Source	Wake Transit Tax Proceeds
Start Date	January 2021 (funded July 2018)
Service Span	Monday - Saturday: 6:00 AM -10:00 PM; Sunday: 7:00 AM - 10:00 PM
Off-Peak Frequency	N/A
Peak Frequency	N/A
Assets	GoCary Fleet
Major Destinations	Weston Parkway, Park West Village Shopping Center, James Jackson Avenue
Transit Centers	Cary Depot



Project Description:

The Holly Springs Hopper is the microtransit service for the Town of Holly Springs. Launched in January of 2026 the service provides door-to-door, on-demand, shared-rides for anyone residing or visiting Holly Springs. The service currently operates three vehicles, one of which will be wheelchair accessible, on weekdays from 7:00a-8:00p.

Project at a Glance

Project Title	Holly Springs Hopper Microtransit Service
Agency	Town of Holly Springs
FY 2027 Costs	\$376,698
FY 2028 Programmed Cost	\$386,116
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2025



Project Description:

As part of the Community Funding Area Program, the Town of Morrisville has received, and will continue to receive, funding authorization for the operation of its node-based Smart Shuttle microtransit service. The service operates Monday through Friday from 7 AM to 9 PM, Saturday from 8 AM to 8 PM, and Sunday from 8 AM to 7 PM. The service is operated by the Town of Cary under contract with the Town of Morrisville.

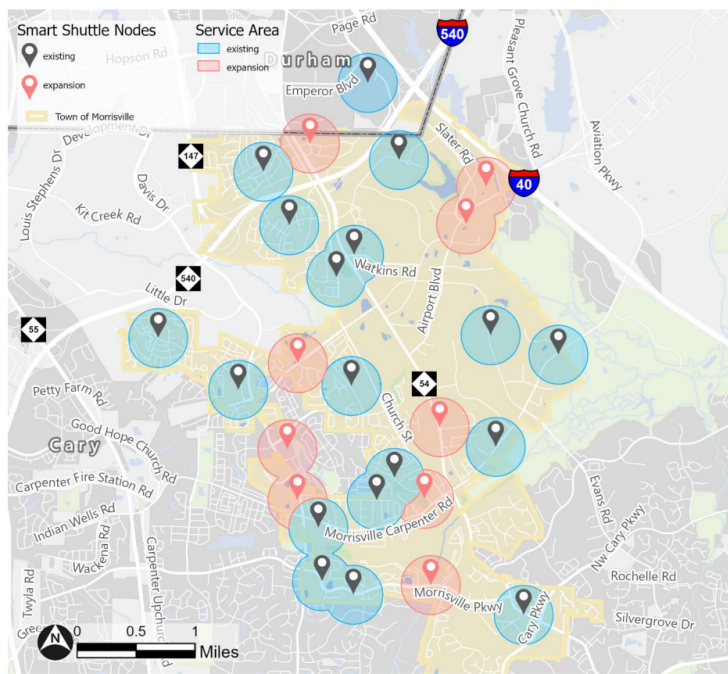
In February 2026, the Morrisville Town Council accepted the results and recommendations of the Town’s Transit Alternatives Study (TC003-X), which recommends improving service capacity through increased vehicle availability, densifying passenger access through the construction of additional nodes, converting the vehicle fleet from light transit vehicles to minivans, and exploring advanced booking options for seniors and persons with disabilities.

This FY 2027 request supports Phase I of the service improvement buildout, which entails operation of two (2) vehicles during all service hours. The existing base service involves approximately 7,710 annual platform hours. The Phase I improvement will increase annual platform hours to approximately 10,338. Because the service improvements are proposed to begin in November 2026, this specific request reflects partial-year implementation and includes fleet transition costs and 5% operations contingency. The requested Wake Transit contribution of \$830,051 is \$162,415 more than the cost of baseline service for FY 2027.

Project at a Glance

Project Title	Operation of Node-Based Smart Shuttle
Agency	Town of Morrisville
FY 2027 Costs	\$830,051
FY 2028 Programmed Cost	\$922,946
Funding Source	Wake Transit Tax Proceeds and Local Match
Start Date	June 2021
Service Span	Weekdays: 7AM - 9PM, Saturday: 8AM - 8PM, & Sunday: 8AM - 7PM
Off-Peak Frequency	2 Vehicles: Weekdays: 7AM - 1PM & 7PM -9PM; Saturday: 8AM - 8PM; Sunday 8AM to 7PM
Peak Frequency	2 Vehicles: Weekdays 1PM to 7PM
Assets	GoCary Fleet
Major Destinations	Research Triangle Park, Wake Tech, Downtown Morrisville, Additional Major Destinations TBD
Transit Centers	GoTriangle Regional Transit Center

Additional Nodes and Vehicles



Project Description:

As part of the Community Funding Area Program, the Town of Wake Forest will continue and expand operation of an on-demand, door-to-door microtransit service. This service began as a self-funded pilot in October 2024, replacing the underperforming Wake Forest Circulator system. Customers can request rides over the telephone or by using a smartphone application. The Go Wake Forest service zone covers the entire Town of Wake Forest limits, incorporated and unincorporated, as well as the majority of Raleigh's Wakefield neighborhood. The service operates from 6:00 a.m. to 9:30 p.m., Monday through Thursday, from 6:00 a.m. to 10:30 p.m. on Fridays and from 8 a.m. to 10:30 p.m. on Saturdays.

In FY27, this project was funded through the Community Funding Area Program with a local match of 35% required.

Project at a Glance

Project Title	Go Wake Forest Microtransit
Agency	Town of Wake Forest
FY 2027 Costs	\$1,485,093
FY 2028 Programmed Cost	\$1,522,221
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2025



Project Description:

As part of the Community Funding Area Program, the Town of Wendell, Town of Knightdale, Town of Zebulon, and Wake County will continue operation of the GoWake SmartRide NE Microtransit Service. The service was a result of a 2020 FTA Integrated Mobility Innovation Grant. The service began operations in June 2022, initially serving the towns of Wendell, Zebulon and Rolesville as well as unincorporated areas of eastern Wake County.

The implementation element in the FY24 Wake Transit Work Plan (T0005-G3) provided enough funding to cover the remaining cost of one (1) year of operating expenses. During FY 2024, representatives from the Towns of Wendell, Zebulon, and Knightdale partnered with Wake County to apply for funding through the FY 2025 Community Funding Area Program call-for-projects to implement a more sustainable funding source for the service. The Town of Wendell serves as the lead project sponsor for this project.

The service no longer serves the town of Rolesville, as they are included in the microtransit zone for the Wake Forest-Rolesville Microtransit, which began operations in FY25.

Due to a restructuring of GoWake Access' Operating contract that combined operating and administrative expenses into one rate, the service saw a drastic increase in costs. As administrative costs were no longer reimbursed through Medicaid, Wake County could no longer absorb these costs and a Work Plan amendment for FY26 Q2 was approved in October 2025 to help cover these expenses.

As part of guidance from the updated Community Funding Area Program Management Plan (PMP), variations that exceed 50% of the original project budget require the applicant to submit a new Community Funding Area project application as opposed to a Work Plan funding request or amendment request. With the new cost structure in place, the new budget for this service exceeded the 50% threshold and required the Town of Wendell to submit a new Community Funding Area project application in FY27 to account for this budget increase.

This project is funded through the Community Funding Area Program with a local match of 35% required.

Project at a Glance

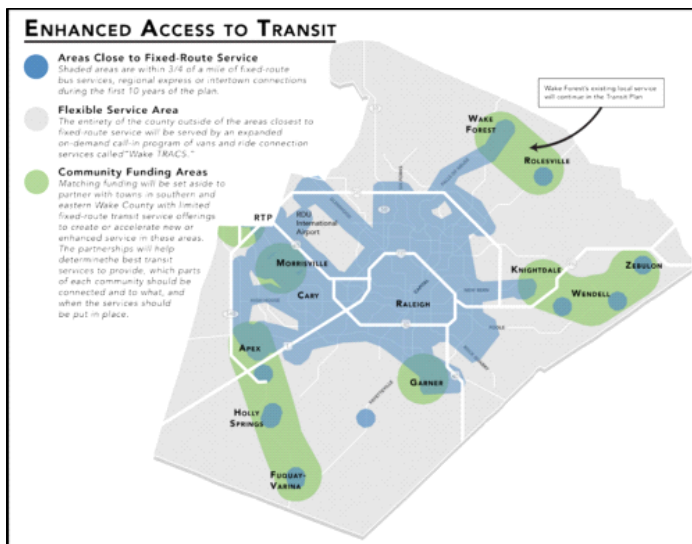
Project Title	GoWake SmartRide Microtransit Service
Agency	Town of Wendell
FY 2027 Costs	\$908,050
FY 2028 Programmed Cost	\$930,751
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2024

Project Description:

Community Funding Area Program (CFAP) funding will be used to support community-based public transportation projects through planning, capital, or operating projects. Eligible municipalities or organizations function as project sponsors under the program and will determine the best investments for their communities, entering their projects for scoring consideration via a CFAP application as described in the CFAP Management Plan. This project places in reserve the designated CFAP funding for FY 2027, which are allocated to selected project sponsors through the CFAP call-for-projects and the Annual Wake Transit Work Plan development cycle. The FY 2027 allocation also includes previously allocated but recently unencumbered funding from CFAP projects in previous fiscal years through FY 2025.

Project at a Glance

Project Title	Community Funding Area Program Reserve
Agency	Capital Area MPO
FY 2027 Costs	\$1,080,392
FY 2028 Programmed Cost	\$2,058,529
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2021



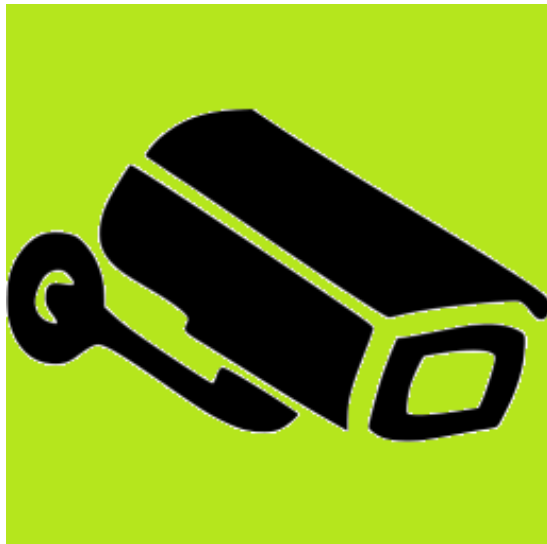
Project Description:

The City of Raleigh will continue to receive a full fiscal year of funding to provide additional safety and security personnel at the GoRaleigh transit center. These personnel would also be available to assist with non-destination riders on buses and non-transit related use of bus shelters and amenities. This project will continue to support officers with jurisdictional authority in Raleigh.

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

Project at a Glance

Project Title	Contract Safety and Security Services
Agency	City of Raleigh
FY 2027 Costs	\$697,000
FY 2028 Programmed Cost	\$714,425
Funding Source	Wake Transit Tax Proceeds
Start Date	February 2024



Project Description:

The City of Raleigh will continue distributing GoPasses for the Transit Assistance Program (TAP) as a pilot program in FY27, providing affordable public transit for people with lower incomes. Since the COVID-19 pandemic in 2020, GoRaleigh remained fare-free along with other Wake County transit providers. Onboard surveys in FY23 indicated 47% of riders reported household incomes of less than \$25,000 annually. A Title VI equity analysis completed in FY25 evaluated the effects of fare reinstatement on minority and low-income populations and concluded there were no disparate impacts or disproportionate burdens. In coordination with GoTriangle, the City of Raleigh is participating in development of an evaluation framework for the low-income fare/TAP program to guide further development of policies and procedures. The program continues in pilot status in FY27 while fare revenue and other programmatic decisions at the Wake Transit program-level are finalized.

Project at a Glance

Project Title	Low Income Fare Pass- Transit Assistance Program (TAP)
Agency	City of Raleigh
FY 2027 Costs	\$3,342,525
FY 2028 Programmed Cost	\$3,426,088
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2024

Project Description:

Transit agencies in Wake County offer a 'Youth GoPass' program for youth ages 13-18. These fare passes are issued by GoRaleigh or GoTriangle with valid K-12 School ID Cards, or with transit agency issued identification cards. GoRaleigh and GoTriangle, in partnership with Wake County, were working with schools along Wake County's bus network to issue the passes.

This project was paused in FY22 because of suspension of fares. GoTriangle returned to fares in FY 2025, resuming this project to fund both the administrative and farebox recovery aspects of project delivery with an annualized cost escalation of 2.5% for FY27.

Project at a Glance

Project Title	Youth GoPass Program
Agency	City of Raleigh
FY 2027 Costs	\$137,977
FY 2028 Programmed Cost	\$141,426
Funding Source	Wake Transit Tax Proceeds (Wake County \$7 Vehicle Registration Tax)
Start Date	July 2018



Project Description:

GoTriangle will continue the Transit Assistance Program (TAP) as a pilot program in FY27, providing fully subsidized fixed-route and paratransit trips for eligible adults with low or no income. TAP supports the goals of the Wake Transit Plan and regional priorities including climate sustainability and transportation demand management.

In FY25, TAP served over 20,000 Wake County residents for trips including work (77%), running errands (79%), visiting family (73%), medical appointments (74%), and school (34%). Over 50% of TAP riders reported they would not be able to ride at the same level without the program. Program objectives include maximizing use among eligible individuals, minimizing administrative costs, and gathering data to improve service for low-income riders. Eligibility criteria include self-certification of income qualification through Medicaid or other benefits, age 19–64, and not being eligible for another GoPass through a school or employer. In coordination with the City of Raleigh, GoTriangle is developing an evaluation framework for the low-income fare/TAP program to guide further development of policies and procedures.

The program continues in pilot status in FY27 while fare revenue and other programmatic decisions at the Wake Transit program-level are finalized.

Project at a Glance

Project Title	Low Income Fare Pass- Transit Assistance Program (TAP)
Agency	GoTriangle
FY 2027 Costs	\$449,975
FY 2028 Programmed Cost	\$461,224
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2024

Project Description:

The Regional Call Center, housed at GoTriangle, serves all transit agencies and their customers for a variety of customer service needs related to regional and local transit operations throughout the Triangle Area. Due to the weekend span increases implemented in FY 2018 and subsequent years, the Regional Call Center service hours were extended, and the Regional Call Center now operates until 10:00 PM on weekends. These extended hours will continue in this fiscal year.

Project at a Glance

Project Title	Extension of Regional Information Center Hours
Agency	GoTriangle
FY 2027 Costs	\$29,717
FY 2028 Programmed Cost	\$30,460
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2018



Project Description:

Transit agencies in Wake County offer a 'Youth GoPass' program for youth ages 13-18. These fare passes are issued by GoRaleigh or GoTriangle with valid K-12 School ID Cards, or with transit agency issued identification cards. GoRaleigh and GoTriangle, in partnership with Wake County, were working with schools along Wake County's bus network to issue the passes.

This project was paused in FY22 because of suspension of fares. GoTriangle returned to fares in FY 2025, resuming this project to fund both the administrative and farebox recovery aspects of project delivery with an annualized cost escalation of 2.5% for FY27.

Project at a Glance

Project Title	Youth GoPass Program
Agency	GoTriangle
FY 2027 Costs	\$58,049
FY 2028 Programmed Cost	\$59,501
Funding Source	Wake Transit Tax Proceeds (Wake County \$7 Vehicle Registration Tax)
Start Date	July 2018



Project Description:

In FY2019, Wake County transit providers produced an updated fare strategy. The outcome of this collaborative effort includes making rates uniform for trip types across agencies and a fare capping strategy in conjunction with fare payment technology upgrades including mobile ticketing and smart cards.

It is expected that there will be financial impacts for each agency because of these regional changes. This project places funds in reserve to hold GoRaleigh, GoTriangle, and GoCary harmless against any reduction of fare revenue because of implementing this uniform fare strategy. These earmarked funds will continue to be assigned to project sponsors through Work Plan development cycles and are driven by methodology developed by a Fare Working Group. In FY 2022 funding was reduced to coincide with the fare pause. With GoRaleigh and GoTriangle returning to fares in FY25, and with GoCary being undetermined as to whether or not to return to fares, the allocation for this project continues in FY26. The reinstatement of fares is currently undetermined for each Wake Transit service provider in FY25.

Project at a Glance

Project Title	Hold Harmless Subsidy for Implementation of Countywide Fare Strategy
Agency	Reserve
FY 2027 Costs	\$135,684
FY 2028 Programmed Cost	\$139,076
Funding Source	Wake Transit Tax Proceeds (Wake County \$7 Vehicle Registration Tax)
Start Date	Early 2020



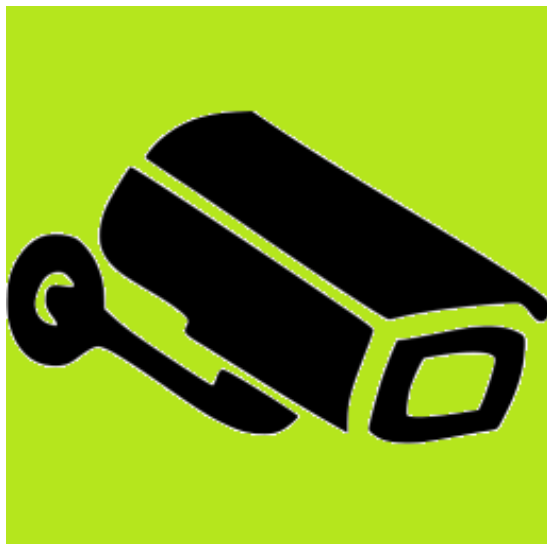
Project Description:

In FY 2022, the Town of Cary/GoCary began providing security services at the Cary Depot and on GoCary vehicles. As service levels and ridership have grown, the need for security services has increased. The presence of security officers deters criminal activity, including threats to drivers and other staff, and damage to facilities and vehicles. This project anticipates full security coverage during GoCary's hours of operation.

Following the adoption of the Wake Transit Operations Security Funding Policy, the FY27 funding request reflects \$152,144 at 100% Wake Transit funding and an additional \$5,828 at a 50% local match, for a total security cost of approximately \$163,800. The Town of Cary will be responsible for 50% of any cost exceeding the \$152,144 base amount.

Project at a Glance

Project Title	GoCary Security Services
Agency	Town of Cary
FY 2027 Costs	\$157,972
FY 2028 Programmed Cost	\$161,921
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2024



Project Description:

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

Project at a Glance

Project Title	Rural General Public and Elderly and Disabled Demand Response Service Expansion
Agency	Wake County
FY 2027 Costs	\$888,000
FY 2028 Programmed Cost	\$910,200
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2018



Project Description:

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

Project at a Glance

Project Title	Wake County Transportation Call Center
Agency	Wake County
FY 2027 Costs	\$41,310
FY 2028 Programmed Cost	\$42,343
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2018



Project Description:

This project will continue to cover the annual maintenance costs associated with the City of Raleigh's upgrades to farebox technology to allow options such as fare capping and mobile ticketing, including any costs associated with the ongoing maintenance of a fare management interface developed to operate these systems. Funding for the project was reestablished for FY25 with GoRaleigh's return to fares.

Project at a Glance

Project Title	Web Hosting and Maintenance of Fare Collection Technology
Agency	City of Raleigh
FY 2027 Costs	\$194,750
FY 2028 Programmed Cost	\$199,619
Funding Source	Wake Transit Tax Proceeds
Start Date	Early 2020



Project Description:

This project will continue to cover the annual costs associated with updated mobile ticketing technology for GoTriangle buses. After being paused in FY2022, the project was resumed in FY2025 to coincide with GoTriangle's return to fares.

Project at a Glance

Project Title	Maintenance of Mobile Ticketing Software
Agency	GoTriangle
FY 2027 Costs	\$57,985
FY 2028 Programmed Cost	\$59,434
Funding Source	Wake Transit Tax Proceeds
Start Date	Early 2020



Project Description:

This project will continue to cover the annual maintenance costs associated with the Town of Cary's upgrades to farebox technology to allow options such as fare capping and mobile ticketing. In FY 2027, funding was reduced to \$8,887 to coincide with the ongoing fare pause for GoCary.

Project at a Glance

Project Title	Annual Maintenance for Fare Collection Technology
Agency	Town of Cary
FY 2027 Costs	\$8,887
FY 2028 Programmed Cost	\$9,109
Funding Source	Wake Transit Tax Proceeds
Start Date	Early 2020



Project Description:

The City of Raleigh has received funding in FY26 to cover the operations and maintenance costs of the Park-and-Ride locations programmed in the Wake Transit Plan. These funds will cover all expenses need to maintain service including utilities, landscaping, shelter and grounds cleaning etc. The Poole Road location, which serves routes 18,18S, and 55X, opened in Q2 of FY25 and the East Raleigh Park-and ride is expected to open in FY27. The East Raleigh Park and ride was bid for construction in late FY25.

The FY 2027 Wake Transit Work Plan has allocated \$101,250 towards this project, representing a full year of funding.

Project at a Glance

Project Title	Park and Ride Operations
Agency	City of Raleigh
FY 2027 Costs	\$101,250
FY 2028 Programmed Cost	\$153,781
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2025

Project Description:

GoTriangle will continue to fund the temporary leases of park-and-rides current locations including but not limited to: Carter-Finley, District Drive, Wake Tech South, Wake Forest Downtown, Triangle Town Center, and Apex: Williams Street at Compare Foods. Additionally, GoTriangle will utilize funds associated with this project for O&M and miscellaneous costs that are needed for park-and-ride facilities and bus stops along Wake Transit Routes.

Project History: In the Adopted FY 2024 Work Plan, this project planned for the leasing of these current park-and-ride locations until the long-term park and ride study (TC002-O) is complete.

With the completion of said study in FY 2023 Q3, and the completion of the Wake Bus Plan’s GoTriangle SRTP Capital component, GoTriangle has the opportunity to, while funding these leases, make planning based targeted investments of passenger amenities at their park-and-ride locations. These investments will leverage the Wake Transit funding for TC002-K as a local match towards their LAPP awarded projects.

Project at a Glance

Project Title	Park-and-Ride, Facilities and Bus Stop - Leases and O&M
Agency	GoTriangle
FY 2027 Costs	\$106,612
FY 2028 Programmed Cost	\$109,277
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2018



Project Description:

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

Project at a Glance

Project Title	Contribution toward Zebulon-Wendell Express Park and Ride
Agency	Town of Wendell
FY 2027 Costs	\$5,117
FY 2028 Programmed Cost	\$5,245
Funding Source	Wake Transit Tax Proceeds (Wake County \$7 Vehicle Registration Tax)
Start Date	July 2017



Project Description:

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

Project at a Glance

Project Title	Contribution toward Zebulon-Wendell Express Park and Ride
Agency	Town of Zebulon
FY 2027 Costs	\$6,888
FY 2028 Programmed Cost	\$7,060
Funding Source	Wake Transit Tax Proceeds (Wake County \$7 Vehicle Registration Tax)
Start Date	July 2017



FYs 2025 - 2030 Multi-Year Operating Program

T0001 – Tax District Administration
Staffing and Administrative Costs

Project Sponsor	Project ID	Project	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
GoTriangle	T0001-B	Overhead Administrative Costs – Tax District Audits*	\$ 17,661	\$ 18,103	\$ 18,555	\$ -	\$ -	\$ -	\$ -
	T0001-F	Tax District Administration Staffing	\$ 470,000	\$ 481,750	\$ 488,478	\$ 500,690	\$ 513,208	\$ 526,038	\$ 539,189
Staffing and Administrative Costs Subtotal			\$ 487,661	\$ 499,853	\$ 507,033	\$ 500,690	\$ 513,208	\$ 526,038	\$ 539,189
Contracted Services									
GoTriangle	T0001-C	Financial Consulting and Overhead Administrative Costs	\$ 148,072	\$ 151,774	\$ 155,569	\$ 178,477	\$ 182,939	\$ 187,512	\$ 192,200
Contracted Services Subtotal			\$ 148,072	\$ 151,774	\$ 155,569	\$ 178,477	\$ 182,939	\$ 187,512	\$ 192,200
TAX DISTRICT ADMINISTRATION TOTAL			\$ 635,733	\$ 651,627	\$ 662,602	\$ 679,167	\$ 696,147	\$ 713,551	\$ 731,389

T0002 – Transit Plan Administration/Implementation

Project Sponsor	Project ID	Project	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
Staffing									
GoTriangle	TO002-BD	Transit Plan Administration Staffing	\$ 2,190,000	\$ 2,244,750	\$ 1,982,680	\$ 2,032,247	\$ 2,083,053	\$ 2,135,130	\$ 2,188,508
	GoTriangle Subtotal		\$ 2,190,000	\$ 2,244,750	\$ 1,982,680	\$ 2,032,247	\$ 2,083,053	\$ 2,135,130	\$ 2,188,508
CAMPO	TO002-BE**	4.0 FTE: CAMPO Wake Transit Staff	\$ 789,034	\$ 808,760	\$ 828,979	\$ 849,703	\$ 870,946	\$ 892,720	\$ 915,038
	Capital Area MPO Subtotal		\$ 789,034	\$ 808,760	\$ 828,979	\$ 849,703	\$ 870,946	\$ 892,720	\$ 915,038
Town of Cary	TO002-N	1.0 FTE: Coordination/Management of Capital Projects	\$ 169,125	\$ 176,736	\$ 181,154	\$ 201,070	\$ 206,097	\$ 211,249	\$ 216,530
	TO002-AC	1.0 FTE: Transportation Analyst	\$ 129,663	\$ 135,498	\$ 138,885	\$ 153,154	\$ 156,983	\$ 160,907	\$ 164,930
	TO002-AD	1.0 FTE: Transportation Program Coordinator	\$ 140,681	\$ 147,012	\$ 150,687	\$ 154,454	\$ 158,316	\$ 162,274	\$ 166,331
	TO002-AE	0.5 FTE: Position Upgrade & Reorganization – Deputy Transit Administrator	\$ 82,000	\$ 85,690	\$ 87,832	\$ 106,193	\$ 108,848	\$ 111,569	\$ 114,358
	TO002-AR	1.0 FTE: Transportation Outreach and Communications Coordinator	\$ 145,380	\$ 151,922	\$ 155,720	\$ 159,613	\$ 163,603	\$ 167,693	\$ 171,886
	TO002-AV	1.0 FTE: Transit Planner	\$ 148,625	\$ 155,313	\$ 159,196	\$ 163,176	\$ 167,255	\$ 171,436	\$ 175,722
	Town of Cary Subtotal		\$ 815,474	\$ 852,171	\$ 873,475	\$ 937,660	\$ 961,102	\$ 985,129	\$ 1,009,758
City of Raleigh	TO002-BF	1.0 FTE: Transit Planner/Analyst	\$ 150,000	\$ 153,750	\$ 157,594	\$ 126,534	\$ 129,697	\$ 132,940	\$ 136,263
	TO002-P	1.0 FTE: Service Planning	\$ 126,618	\$ 129,784	\$ 133,028	\$ 126,354	\$ 129,513	\$ 132,751	\$ 136,069
	TO002-AG	1.0 FTE: Transportation Analyst	\$ 131,618	\$ 134,909	\$ 138,281	\$ 166,738	\$ 170,906	\$ 175,179	\$ 179,559
	TO002-AH	1.0 FTE: Transit Planner	\$ 138,185	\$ 141,639	\$ 145,180	\$ 171,810	\$ 176,105	\$ 180,508	\$ 185,021
	TO002-AI	1.0 FTE: Traffic Signal Timing Specialist	\$ 140,869	\$ 144,391	\$ 148,000	\$ 160,700	\$ 164,718	\$ 168,835	\$ 173,056
	TO002-AJ	1.0 FTE: Senior Engineer	\$ 149,747	\$ 153,490	\$ 157,327	\$ 161,261	\$ 165,292	\$ 169,424	\$ 173,660
	TO002-AO	1.0 FTE: Procurement Analyst	\$ 119,844	\$ 122,840	\$ 125,911	\$ 109,059	\$ 111,785	\$ 114,580	\$ 117,445
	TO002-AP	1.0 FTE: Transportation Planning Analyst (Paratransit)	\$ 139,449	\$ 142,935	\$ 146,509	\$ 145,172	\$ 148,801	\$ 152,521	\$ 156,334
	TO002-AZ	1.0 FTE: Fiscal Analyst	\$ 112,750	\$ 115,569	\$ 118,458	\$ 121,419	\$ 124,455	\$ 127,566	\$ 130,755
	TO002-BA	1.0 FTE: Engineering & Construction Management	\$ 153,750	\$ 157,594	\$ 161,534	\$ 165,572	\$ 169,711	\$ 173,954	\$ 178,303
	TO002-BB	1.0 FTE: Senior Real Estate Analyst	\$ 153,750	\$ 157,594	\$ 161,534	\$ 135,572	\$ 138,961	\$ 142,435	\$ 145,996
	TO002-BG	1.0 FTE: Safety and Security Director	\$ 75,000	\$ 153,750	\$ 157,594	\$ 146,534	\$ 150,197	\$ 153,952	\$ 157,801
	TO002-BI	1.0 FTE: Transportation Supervisor (Access)	\$ -	\$ -	\$ 150,000	\$ 153,750	\$ 157,594	\$ 161,534	\$ 165,572
	City of Raleigh Subtotal		\$ 1,591,579	\$ 1,708,244	\$ 1,900,950	\$ 1,890,475	\$ 1,937,737	\$ 1,986,180	\$ 2,035,835
Wake County	TBD	5311 Administration Staffing and Match Support	\$ -	\$ -	\$ -	\$ 105,550	\$ -	\$ -	\$ -
	Wake County Subtotal		\$ -	\$ -	\$ -	\$ 105,550	\$ -	\$ -	\$ -
TBD	TO002-AT	Public Engagement Team: 2.0 FTEs	\$ -	\$ -	\$ 188,330	\$ 193,038	\$ 197,864	\$ 202,811	\$ 207,881
	TO002-AU	1.0 FTE: Communications Coordinator	\$ -	\$ -	\$ 129,859	\$ 133,105	\$ 136,433	\$ 139,844	\$ 143,340
	TBD Subtotal		\$ -	\$ -	\$ 318,189	\$ 326,144	\$ 334,297	\$ 342,655	\$ 351,221
Staffing Subtotal			\$ 5,386,087	\$ 5,613,925	\$ 5,904,273	\$ 6,141,779	\$ 6,187,135	\$ 6,341,813	\$ 6,500,359
Administrative Expenses									
GoTriangle	TO002-BJ	Outreach/Marketing/Communications for Transit Plan Implementation	\$ -	\$ -	\$ 110,000	\$ 112,750	\$ 115,569	\$ 118,458	\$ 121,419
	TO002-I	Property Maintenance, Utilities, Repairs, and Appraisals	\$ 77,500	\$ 79,438	\$ 81,423	\$ 83,459	\$ 85,545	\$ 87,684	\$ 89,876
	TO002-AA	Paratransit Office Space Lease	\$ 102,305	\$ 104,862	\$ 107,484	\$ 110,171	\$ 112,925	\$ 115,748	\$ 118,642
	GoTriangle Subtotal		\$ 206,070	\$ 211,222	\$ 226,507	\$ 234,665	\$ 241,039	\$ 247,900	\$ 255,147
Town of Cary	TO002-M	Marketing of New Bus Services	\$ 68,874	\$ 100,000	\$ 102,500	\$ 105,063	\$ 107,689	\$ 110,381	\$ 113,141
	TO002-AW	Downtown Multimodal Center - Temporary Real Estate Carrying Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	City of Cary Subtotal		\$ 68,874	\$ 100,000	\$ 102,500	\$ 105,063	\$ 107,689	\$ 110,381	\$ 113,141
City of Raleigh	TO002-AS	Transit Office Space Lease for Transit Staff	\$ 168,587	\$ 172,802	\$ 177,122	\$ 181,550	\$ 186,089	\$ 190,741	\$ 195,509
	TO002-AK	Marketing for Bus System Expansion	\$ 200,000	\$ 250,000	\$ 256,250	\$ 262,656	\$ 269,223	\$ 275,953	\$ 282,852
	City of Raleigh Subtotal		\$ 368,587	\$ 422,802	\$ 433,372	\$ 444,206	\$ 455,311	\$ 466,694	\$ 478,362
CAMPO	TO002-AY	Administrative Expenses (Legal, Technical Support, Financial Review Services)	\$ 35,875	\$ 42,230	\$ 43,286	\$ 44,368	\$ 45,477	\$ 46,614	\$ 47,780
	CAMPO Subtotal		\$ 35,875	\$ 42,230	\$ 43,286	\$ 44,368	\$ 45,477	\$ 46,614	\$ 47,780
Wake County	TO002-BK	GoWake Access Administrative Support	\$ -	\$ 60,157	\$ -	\$ -	\$ -	\$ -	\$ -
	Wake County Subtotal		\$ -	\$ 60,157	\$ -	\$ -	\$ -	\$ -	\$ -
TBD	TO002-D	Outreach/Marketing/Communications for Transit Plan Implementation	\$ 153,750	\$ 157,594	\$ 161,534	\$ 165,572	\$ 169,711	\$ 173,954	\$ 178,303
	TBD Subtotal		\$ 153,750	\$ 157,594	\$ 161,534	\$ 165,572	\$ 169,711	\$ 173,954	\$ 178,303
	Administrative Expenses Subtotal			\$ 679,406	\$ 933,848	\$ 1,067,194	\$ 1,093,874	\$ 1,121,221	\$ 1,149,251
Contracted Services									
GoTriangle	TO002-C	Outside Legal Counsel	\$ 27,595	\$ 53,285	\$ 28,992	\$ 29,717	\$ 30,460	\$ 31,221	\$ 32,002
	TO002-F	Transit Customer Surveys	\$ 141,426	\$ 144,962	\$ 248,586	\$ 152,301	\$ 156,108	\$ 160,011	\$ 164,011
	TO002-AX	NCSU Triangle Regional Model Service Bureau Contract Share	\$ 26,266	\$ 77,187	\$ 27,595	\$ -	\$ -	\$ -	\$ -
	GoTriangle Subtotal		\$ 195,287	\$ 275,434	\$ 305,173	\$ 182,018	\$ 186,568	\$ 191,232	\$ 196,013
CAMPO	TO002-AX	NCSU Triangle Regional Model Service Bureau Contract Share	\$ -	\$ -	\$ -	\$ 34,000	\$ 34,850	\$ 35,721	\$ 36,614
	CAMPO Subtotal		\$ -	\$ -	\$ -	\$ 34,000	\$ 34,850	\$ 35,721	\$ 36,614
Contracted Services Subtotal			\$ 195,287	\$ 275,434	\$ 305,173	\$ 216,018	\$ 221,418	\$ 226,953	\$ 232,627
TRANSIT PLAN ADMINISTRATION/IMPLEMENTATION TOTAL			\$ 6,260,780	\$ 6,823,206	\$ 7,276,640	\$ 7,451,671	\$ 7,529,774	\$ 7,718,018	\$ 7,910,969

TO003, TO004, TO005 - BUS OPERATIONS*

Project Sponsor	Project ID	Project	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
Fixed Route Bus Service									
GoTriangle	TO005-A	Route 100 Improvements	\$ 622,180	\$ 697,044	\$ 1,568,320	\$ 3,341,683	\$ 4,323,835	\$ 4,542,729	\$ 4,772,704
	TO005-B	Route 300 Improvements	\$ 698,636	\$ 955,016	\$ 1,101,542	\$ 1,193,001	\$ 1,222,826	\$ 1,253,397	\$ 1,284,732
	TO005-C	Additional Trips for Durham-Raleigh Express	\$ 322,045	\$ 355,475	\$ 364,362	\$ 640,586	\$ 930,214	\$ 953,469	\$ 977,306
	TO005-D	Reliability Improvements for Chapel Hill-Raleigh Express	\$ 70,515	\$ 77,818	\$ 79,764	\$ 81,758	\$ 83,802	\$ 85,897	\$ 88,044
	TO005-X	New Route 310: RTC-Cary	\$ 1,401,009	\$ 1,459,300	\$ 1,495,783	\$ 1,533,177	\$ 2,698,980	\$ 2,766,454	\$ 2,835,615
	TO005-AC	Improvements to Route 305 – Apex-Raleigh	\$ 487,900	\$ 1,618,333	\$ 1,658,791	\$ 2,219,185	\$ 2,274,667	\$ 2,331,534	\$ 2,389,822
	TO005-BO	Reinstatement of Route 311 (FY2025 Bus Plan)	\$ -	\$ -	\$ -	\$ 1,315,005	\$ 1,347,881	\$ 1,381,578	\$ 1,416,117
	TO005-BR	Improvements to ZWX (FY2025 Bus Plan)	\$ -	\$ -	\$ 507,000	\$ 1,000,548	\$ 1,025,561	\$ 1,051,200	\$ 1,077,480
	TO005-BH	GoTriangle Complementary ADA Services	\$ 492,097	\$ 774,448	\$ 1,016,334	\$ 1,590,390	\$ 1,934,063	\$ 1,999,034	\$ 2,066,471
		Western BRT Replace Route 300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Savings from Replacement of Existing GoTriangle Service	\$ (355,146)	\$ (355,146)	\$ (355,146)	\$ (355,146)	\$ (355,146)	\$ (355,146)	\$ (355,146)	
	GoTriangle Subtotal	\$ 3,818,124	\$ 5,582,288	\$ 7,436,749	\$ 12,560,187	\$ 15,486,682	\$ 16,010,145	\$ 16,553,145	
Town of Cary	TO004-A	Sunday and Holiday Service on All Pre-Existing Routes (Prior to FY 2018)	\$ 487,414	\$ 609,785	\$ 625,030	\$ 782,229	\$ 801,785	\$ 821,829	\$ 842,375
	TO004-B	Increase Midday Frequencies on Pre-Existing Routes	\$ 586,887	\$ 562,132	\$ 576,185	\$ 640,869	\$ 656,891	\$ 673,313	\$ 690,146
	TO005-H	New Route – Weston Parkway	\$ 1,104,985	\$ 1,058,533	\$ 1,084,996	\$ 1,216,124	\$ 1,246,527	\$ 1,277,690	\$ 1,309,633
	TO005-BE	Apex-Cary Express	\$ 178,507	\$ 42,517	\$ -	\$ -	\$ -	\$ -	\$ -
	TO005-BS	New GoCary Route 9 - Apex-Cary	\$ -	\$ 806,299	\$ 1,134,530	\$ 1,216,124	\$ 1,246,527	\$ 1,277,690	\$ 1,309,633
	TO005-BT	New GoCary Route 2 - East Cary	\$ -	\$ 806,299	\$ 1,134,530	\$ 1,216,124	\$ 1,246,527	\$ 1,277,690	\$ 1,309,633
	TO005-BI	GoCary Complementary ADA Services	\$ 172,597	\$ 576,457	\$ 683,291	\$ 760,721	\$ 779,739	\$ 799,233	\$ 819,213
	Town of Cary Subtotal	\$ 2,530,390	\$ 4,462,022	\$ 5,238,562	\$ 5,832,191	\$ 5,977,996	\$ 6,127,446	\$ 6,280,632	
City of Raleigh	TO005-BU	Rolesville-Wake Forest Microtransit Connector	\$ -	\$ 296,000	\$ 303,400	\$ 310,985	\$ 318,760	\$ 326,729	\$ 334,897
	TO003-A	Fuquay-Varina Express Route	\$ 593,395	\$ 608,230	\$ 220,000	\$ -	\$ -	\$ -	\$ -
	TO005-CR	Fuquay-Varina Microtransit	\$ -	\$ -	\$ 220,000	\$ 451,000	\$ 462,275	\$ 473,832	\$ 485,678
	TO004-D	Increase Frequency on Route 7 (South Saunders)	\$ 136,885	\$ 140,307	\$ 179,300	\$ 500,854	\$ 513,375	\$ 526,210	\$ 539,365
	TO004-E	Increase Sunday Service Span	\$ 2,067,464	\$ 2,119,150	\$ 1,696,730	\$ 1,601,848	\$ 1,517,716	\$ 1,292,612	\$ 843,663
	TO005-I	Southeast Raleigh Route Package (Split in FY27)	\$ 2,791,854	\$ 3,194,403	\$ 3,885,968	\$ -	\$ -	\$ -	\$ -
	TO005-J	Northwest Raleigh Route Package (Split in FY27)	\$ 3,666,623	\$ 3,809,119	\$ 3,956,448	\$ -	\$ -	\$ -	\$ -
	TO005-P	New Route 33 – New Hope-Knightdale	\$ 527,109	\$ 794,380	\$ 1,074,684	\$ 1,101,551	\$ 1,129,090	\$ 1,157,317	\$ 1,186,250
	TO005-R	Route 20: Garner	\$ 2,653,468	\$ 2,719,805	\$ 2,787,800	\$ 2,857,495	\$ 2,928,933	\$ 3,002,156	\$ 3,077,210
	TO005-AL	Improvements to Route 21 – Caraleigh	\$ 627,779	\$ 643,474	\$ 986,716	\$ 1,078,451	\$ 1,105,412	\$ 1,133,047	\$ 1,161,373
	TO005-AM	Glenwood Route Package (Split Out in FY27)	\$ 2,977,956	\$ 3,052,405	\$ 3,128,715	\$ -	\$ -	\$ -	\$ -
	TO005-AD	New Route 9 – Hillsborough Street	\$ 1,663,623	\$ 2,581,687	\$ 2,646,230	\$ 2,712,385	\$ 2,780,195	\$ 2,849,700	\$ 2,920,942
	TO005-AP	Biltmore Hills	\$ 164,988	\$ 169,113	\$ 173,341	\$ 177,674	\$ 182,116	\$ 186,669	\$ 191,335
	TO005-BV	Improvements to Route 7L: Carolina Pines	\$ -	\$ 25,330	\$ 51,865	\$ 53,162	\$ 54,491	\$ 55,853	\$ 57,249
	TO005-BW	Improvements to Route 11: Avent Ferry - FY25 Bus Plan	\$ -	\$ 759,690	\$ 1,557,365	\$ 1,596,299	\$ 1,636,207	\$ 1,677,112	\$ 1,719,040
	TO005-BX	Improvements to Route 12: Method - FY25 Bus Plan	\$ -	\$ 61,008	\$ 125,065	\$ 128,192	\$ 131,396	\$ 134,681	\$ 138,048
	TO005-BY	Improvements to Route 3: Glascock - FY25 Bus Plan	\$ -	\$ 281,463	\$ 576,998	\$ 591,423	\$ 606,209	\$ 621,364	\$ 636,898
	TO005-BZ	New Route 14 - Atlantic - FY25 Bus Plan	\$ -	\$ -	\$ 849,954	\$ 1,742,406	\$ 1,785,966	\$ 1,830,615	\$ 1,876,381
	TO005-CA	Improvements to Route 2 Falls of Neuse - FY25 Bus Plan	\$ -	\$ -	\$ 1,905,897	\$ 2,344,253	\$ 2,402,859	\$ 2,462,931	\$ 2,524,504
	TO005-CB	Improvements to Route 10: Longview - FY25 Bus Plan	\$ -	\$ -	\$ -	\$ 430,604	\$ 555,837	\$ 569,733	\$ 583,976
	TO005-CC	Old Wake Forest Package (Split Out in FY27)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	TO005-CD	Oberlin/Six Forks Package Phase 1: FY25 Bus Plan	\$ -	\$ -	\$ -	\$ -	\$ 1,836,068	\$ 1,880,489	\$ 1,924,910
	TO005-CE	New Route 2L Falls of Neuse North - FY25 Bus Plan	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,009,904	\$ 1,033,760
	TO005-CF	Trawick Package Phase 1 - FY25 Bus Plan	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,509,643	\$ 4,616,170
	TO005-CN	Route 1 Capital Improvements	\$ -	\$ -	\$ 1,511,383	\$ 1,859,002	\$ 1,905,477	\$ 1,953,114	\$ 2,001,942
	TO005-CO	Route 15 Wakemed Improvements	\$ -	\$ -	\$ 295,118	\$ 604,992	\$ 620,117	\$ 635,620	\$ 651,510
	TO005-CS	Old Wake Forest Package: 25L Durant	\$ -	\$ -	\$ -	\$ 72,880	\$ 75,062	\$ 76,938	\$ 78,861
	TO005-CT	Old Wake Forest Package: 32L Lynn Spring Forest	\$ -	\$ -	\$ -	\$ 1,385,202	\$ 1,420,419	\$ 1,455,929	\$ 1,492,328
	TO005-CU	Glenwood Package: Improvements to Route 70L Brier Creek	\$ -	\$ -	\$ -	\$ 2,693,824	\$ 2,761,170	\$ 2,830,199	\$ 2,900,954
	TO005-CV	Glenwood Package: Route 6 Glenwood	\$ -	\$ -	\$ -	\$ 1,003,403	\$ 1,028,488	\$ 1,054,200	\$ 1,080,555
TO005-CY	SE Package: Route 19 MLK/Sunnybrook	\$ -	\$ -	\$ -	\$ 1,479,917	\$ 1,516,915	\$ 1,554,838	\$ 1,593,709	
TO005-CZ	SE Package: Route 17 Rock Quarry	\$ -	\$ -	\$ -	\$ 1,413,803	\$ 1,449,148	\$ 1,485,377	\$ 1,522,511	
TO005-DA	SE Package: Route 18 Poole Rd	\$ -	\$ -	\$ -	\$ 514,314	\$ 527,172	\$ 540,351	\$ 553,860	
TO005-DB	SE Package: Route 18L Barwell/New Hope	\$ -	\$ -	\$ -	\$ 852,482	\$ 873,794	\$ 895,639	\$ 918,030	
TO005-DC	NW Package: Route 27L Blue Ridge	\$ -	\$ -	\$ -	\$ 2,043,471	\$ 2,094,558	\$ 2,146,922	\$ 2,200,595	
TO005-DD	NW Package: Route 4 Rex Hospital	\$ -	\$ -	\$ -	\$ 210,481	\$ 215,743	\$ 221,137	\$ 226,665	
TO005-DE	NW Package: Route 36L Creedmoor	\$ -	\$ -	\$ -	\$ 1,801,407	\$ 1,846,442	\$ 1,892,603	\$ 1,939,918	
	Northern BRT Replacement of Route 1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	New Bern BRT - Route 15 Service Reductions	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (1,426,043)	\$ (1,461,694)	
	Southern BRT - Route 7 Service Reductions	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (928,739)	
	GoRaleigh Complementary ADA Services	\$ 1,878,771	\$ 3,143,935	\$ 4,174,436	\$ 4,927,766	\$ 5,325,056	\$ 6,246,435	\$ 6,328,877	
	City of Raleigh Subtotal	\$ 19,904,977	\$ 24,103,498	\$ 32,004,013	\$ 38,541,526	\$ 41,606,465	\$ 47,263,854	\$ 46,951,531	
Town of Apex	TO005-BF	GoApex Route 1 Fixed-Route Circulator	\$ 440,607	\$ 467,774	\$ 550,024	\$ 1,073,254	\$ 1,099,504	\$ 1,126,992	\$ 1,155,166
Town of Holly Springs	TO005-CQ	Holly Springs Hopper Microtransit Service	\$ -	\$ -	\$ 282,700	\$ 376,698	\$ 386,116	\$ 395,769	\$ 405,663
Town of Morrisville	TO005-BG	Operation of Node-Based Smart Shuttle	\$ 375,012	\$ 408,534	\$ 489,110	\$ 830,051	\$ 922,944	\$ 946,018	\$ 969,668
Town of Wake Forest	TO005-CP	Go Wake Forest Microtransit Service	\$ -	\$ -	\$ 1,088,395	\$ 1,485,093	\$ 1,522,221	\$ 1,560,276	\$ 1,599,283
Wake County	TO002-BL	GoWake SmartRide NE Administration Fee Integration Support	\$ -	\$ -	\$ 801,632	\$ -	\$ -	\$ -	\$ -
Wendell	TO005-CH	GoWake SmartRide NE (Wendell, Zebulon, Knightdale)	\$ -	\$ 227,495	\$ 233,183	\$ 908,050	\$ 930,751	\$ 954,020	\$ 977,871
Reserve	TO005-CW	Fixed Route Bus Service Reserve - 2035 Plan Update	\$ -	\$ -	\$ -	\$ -	\$ 1,444,919	\$ 5,545,371	\$ 11,199,918
	Fixed Route Bus Service Subtotal	\$ 27,484,567	\$ 35,357,906	\$ 48,124,368	\$ 61,607,050	\$ 69,377,597	\$ 79,929,891	\$ 86,092,877	
Other Bus Service									
GoTriangle	TO005-L1	Youth GoPass Program	\$ 53,905	\$ 55,252	\$ 56,634	\$ 58,049	\$ 59,501	\$ 60,988	\$ 62,513
	TO005-E	Extension of Regional Information Center Operating Hours	\$ 27,595	\$ 28,285	\$ 28,992	\$ 29,717	\$ 30,460	\$ 31,221	\$ 32,002
	TO005-CI	Low Income Fare Pass (Transit Assistance Program)	\$ -	\$ 275,439	\$ 439,000	\$ 449,975	\$ 461,224	\$ 472,755	\$ 484,574
	GoTriangle Subtotal	\$ 81,500	\$ 358,976	\$ 524,626	\$ 537,741	\$ 551,185	\$ 564,965	\$ 579,089	
Town of Cary	TO005-L2	Youth GoPass Program	\$ 15,759	\$ -	\$ 16,557	\$ -	\$ -	\$ -	\$ -
	TO005-CK	GoCary Security Services	\$ -	\$ 93,000	\$ 75,338	\$ 157,972	\$ 161,921	\$ 165,969	\$ 170,119
	Town of Cary Subtotal	\$ 15,759	\$ 93,000	\$ 91,895	\$ 157,972	\$ 161,921	\$ 165,969	\$ 170,119	
City of Raleigh	TO005-BM	Contract Safety and Security Services	\$ 261,360	\$ 714,384	\$ 680,000	\$ 697,000	\$ 714,425	\$ 732,286	\$ 750,593
	TO005-L3	Youth GoPass Program	\$ 128,125	\$ 131,328	\$ 134,611	\$ 137,977	\$ 141,426	\$ 144,962	\$ 148,586
	TO005-CJ	Low Income Fare Pass (Transit Assistance Program)	\$ -	\$ 1,200,000	\$ 3,261,000	\$ 3,342,525	\$ 3,426,088	\$ 3,511,740	\$ 3,599,534
	City of Raleigh Subtotal	\$ 389,485	\$ 2,045,712	\$ 4,075,611	\$ 4,177,502	\$ 4,281,939	\$ 4,388,988	\$ 4,498,712	
Wake County	TO005-G1	Rural General Public and Elderly and Disabled Demand Response Service Expansion	\$ 687,000	\$ 761,000	\$ 828,000	\$ 888,000	\$ 910,200	\$ 932,955	\$ 956,279
	TO005-G2	Wake County Transportation Call Center	\$ 38,361	\$ 39,320	\$ 40,303	\$ 41,310	\$ 42,343	\$ 43,401	\$ 44,486
	TO005-L4	GoWakeAccess SmartRide Youth GoPass	\$ -	\$ 4,295	\$ 4,402	\$ 4,512	\$ 4,738	\$ 4,975	\$ 5,224
	Wake County Subtotal	\$ 1,125,361	\$ 804,615	\$ 872,705	\$ 933,822	\$ 957,281	\$ 981,331	\$ 1,005,989	
Capital Area MPO	TO005-Z	Community Funding Area Program Reserve**	\$ 837,785	\$ -	\$ -	\$ 588,350	\$ 1,138,464	\$ 1,016,925	\$ 892,349
Reserve	TO005-W	Hold Harmless Subsidy for Implementation of Countywide Fare Strategy	\$ 125,996	\$ 129,146	\$ 132,375	\$ 135,684	\$ 139,076	\$ 142,553	\$ 146,117
	TO005-CX	Other Bus Service Reserve (2035 Plan Update)	\$ -	\$ -	\$ -	\$ -	\$ 216,738	\$ 831,806	\$ 1,679,988
	Reserve Subtotal	\$ 963,781	\$ 129,146	\$ 132,375	\$ 724,034	\$ 1,277,540	\$ 1,159,478	\$ 1,038,466	
	Other Bus Service Subtotal	\$ 2,575,886	\$ 3,431,449	\$ 5,697,212	\$ 6,531,072	\$ 7,446,604	\$ 8,092,537	\$ 8,972,362	
Technology									
Town of Cary	TO005-O	Annual Maintenance of Fare Collection Technology	\$ 11,038	\$ 3,000	\$ 11,597	\$ 8,887	\$ 9,109	\$ 9,337	\$ 9,570
City of Raleigh	TO005-U	Web Hosting and Maintenance of Fare Collection Technology	\$ 105,287	\$ 109,499	\$ 190,000	\$ 194,750	\$ 199,619	\$ 204,609	\$ 209,724
GoTriangle	TO005-Y	Maintenance of Mobile Ticketing Software	\$ 53,845	\$ 55,191	\$ 56,570	\$ 57,985	\$ 59,434	\$ 60,920	\$ 62,443
	Technology Subtotal	\$ 170,170	\$ 167,690	\$ 258,167	\$ 261,622	\$ 268,162	\$ 274,866	\$ 281,738	
Bus Infrastructure Maintenance									
City of Raleigh	TO005-V	Maintenance of Bus Stops and Park-and-Ride Facilities	\$ 593,613	\$ 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				

TO006 – BRT Operations*

Project Sponsor	Project ID	Project	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
GoRaleigh	TO006-A	New Bern Corridor	\$ -	\$ -				\$ 2,844,258	\$ 2,915,364
	TO006-B	Western Corridor	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	TO006-C	Southern Corridor	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,878,126
	TO006-D	Northern Corridor	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	TO006-E	Clayton-RTP BRT Extension	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,412,135
BRT OPERATIONS TOTAL			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,844,258	\$ 9,205,625

* The services reflected in the above table will be supported by a combination of Wake Transit revenues; other local, state, and federal funds; and farebox revenues.

Note: Previous half-year assumptions for the New Bern, Western, and Southern Corridors operations have been modified to a full funding year due to changing the first year operations date to later fiscal years. This information will be further updated.

FY 2027 Wake Transit Work Plan

Future Year Operating Project Sheets

**Future Year Bus Operations Project Sheets
(T0005, T0004, T0003)**

Project Description:

In FY 2028, the City of Raleigh with funding support from the Wake Transit Program, will begin implementation of the Oberlin/Six Forks Route Package which includes GoRaleigh routes 8, 8L, and 16. This project would realign the current Route 8: Six Forks to Capital Boulevard and terminate at North Hills. The daytime frequency of this route will also be increased to 15-minute service and include an extended service span. This package may be designed and coordinated with the future Northern BRT.

Project at a Glance

Project Title	Oberlin/Six Forks Package Phase 1: FY25 Bus Plan
Agency	City of Raleigh
FY 2028 Costs	\$1,836,068
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2027

Project ID

T0005-CE

Project Category

Bus Operations

Project Subcategory

Bus Service

Project Description:

[Empty project description area]

Project at a Glance

Project Title	New Route 2L Falls of Neuse North - FY25 Bus Plan
Agency	City of Raleigh
FY 2029 Costs	\$1,009,904
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2028

Project ID

T0005-CF

Project Category

Bus Operations

Project Subcategory

Bus Service

Project Description:

[Empty project description area]

Project at a Glance

Project Title	Trawick Package Phase 1 - FY25 Bus Plan
Agency	City of Raleigh
FY 2029 Costs	\$4,509,643
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2028

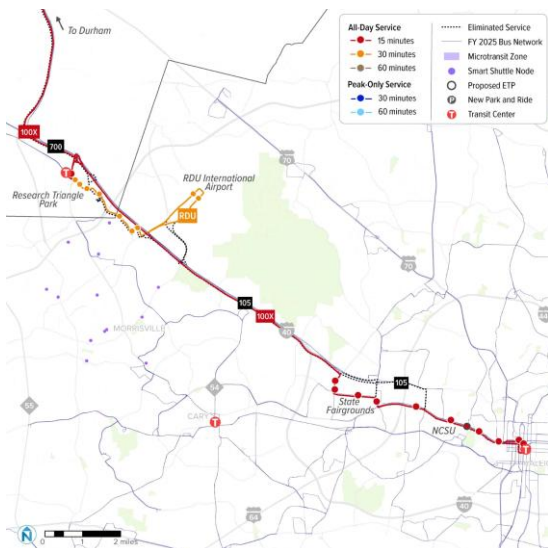
Project Description:

In FY 2027, the Wake Transit Program will provide funding to support GoTriangle’s span and frequency improvements to the operation of the Route 100 and the RDU shuttle beyond its level of service prior to the onset of the Wake Transit Program in FY 2017. In FY 2027, GoTriangle, as per the planning efforts in the FY 2025 – 2030 Wake Bus Plan, through Wake Transit Program support, has a major expansion of service planned for its Route 100 corridor with continued support of the RDU shuttle. This service expansion will include an extended service area and an increased level of span and frequency. All of these improvements will result in a rebranding of the service as the Route 100X, GoTriangle’s new flagship service.

The transit corridor currently served by the Route 100 includes the following major destinations: Downtown Raleigh, North Carolina State University, North Carolina State Fairgrounds, RDU International Airport, and the Regional Transit Center. The new Route 100X will expand this service to include Downtown Durham. Service span with weekday service adding an hour, Saturday service adding two hours, and Sunday service adding ¾ of an hour. The most significant proportion of the Wake Transit Program’s future investment in the Route 100X is increasing service frequency in FY 2027 (Phase 1 implementation) during peak weekday travel hours from 30 minutes to 15 minutes, weekday early evening service from 60 minutes to 30 minutes, and daytime Sunday service from 60 minutes to 30 minutes. Another phase of frequency improvements for the 100X is planned for FY 2028 when weekday midday service will also increase to 15 minutes. These improvements will bring the 100X into the frequent network.

Project at a Glance

Project Title	Route 100X Durham to Raleigh (and Airport Shuttle)
Agency	GoTriangle
FY 2028 Costs	\$1,980,858
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2027
Service Span	6am - 12pm from Monday - Saturday; 7am - 10pm on Sunday
Current Off-Peak Frequency	N/A
Proposed Off-Peak Frequency	15 min- Weekdays; 30 min- Saturday; 30 min- Sunday
Current Peak Frequency	N/A
Proposed Peak Frequency	15 minutes- Weekdays
Assets	GoTriangle Fleet
Major Destinations	Downtown Raleigh, North Carolina State University, Carter Finley Park and Ride, PNC Arena, Regional Transit Center (RTC), Downtown Durham
Transit Centers	GoRaleigh Station, Regional Transit Center,



Project Description:

Project at a Glance	
Project Title	Route 310 Improvements (FY2025 Bus Plan)
Agency	GoTriangle
FY 2028 Costs	\$2,719,921
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2027

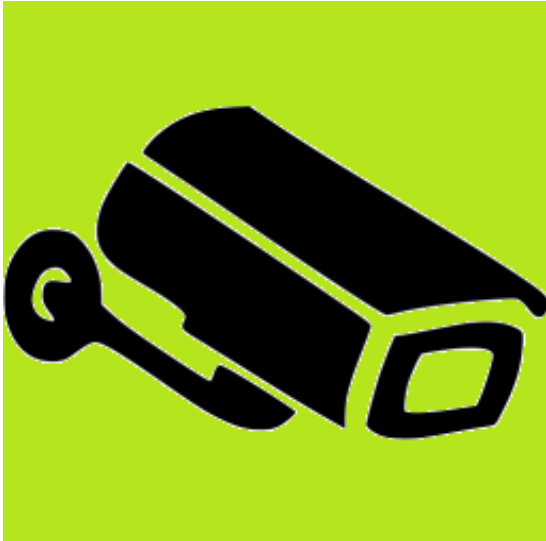
Project Description:

The City of Raleigh will continue to receive a full fiscal year of funding to provide additional safety and security personnel at the GoRaleigh transit center. These personnel would also be available to assist with non-destination riders on buses and non-transit related use of bus shelters and amenities. This project will continue to support officers with jurisdictional authority in Raleigh.

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

Project at a Glance

Project Title	Contract Safety and Security Services
Agency	City of Raleigh
FY 2028 Costs	\$714,425
Funding Source	Wake Transit Tax Proceeds
Start Date	February 2024



**Future Year BRT Operations Project Sheets
(T0006)**

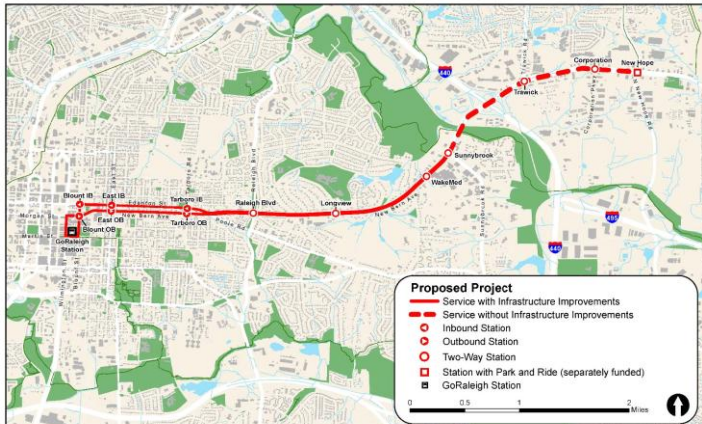
Project Description:

In FY 2029, GoRaleigh will begin bus rapid transit operations on the New Bern Avenue corridor between GoRaleigh Station in downtown Raleigh and the East Raleigh Community Transit Center, to be located near the intersection of New Bern Avenue and New Hope Road. The service is anticipated to operate all day for seven (7) days per week at frequencies ranging from every 10 to 15 minutes. Construction-related work for the New Bern BRT began in Q1 of FY24

Project at a Glance

Project Title	New Bern Avenue Corridor Bus Rapid Transit Operations
Agency	City of Raleigh
FY 2029 Costs	\$2,844,258
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2028
Service Span	Monday - Friday: 5:30AM-12:30 AM; Saturday - Sunday: 5:00 AM - 12:00 AM
Current Off-Peak Frequency	N/A
Proposed Off-Peak Frequency	Weekdays: 15 minutes Weekends: 15 minutes
Current Peak Frequency	N/A
Proposed Peak Frequency	10 minutes
Assets	GoRaleigh BRT Vehicles
Major Destinations	Downtown Raleigh, WakeMed, Tower Shopping Center, New Bern Ave & New Hope Rd Commercial Corridors
Transit Centers	GoRaleigh Station, East Raleigh Community Transit Center

Wake BRT: New Bern Avenue



Project ID

T0006-B

Project Category

BRT Operations

Project Subcategory

BRT Service

Project Description:

Project at a Glance

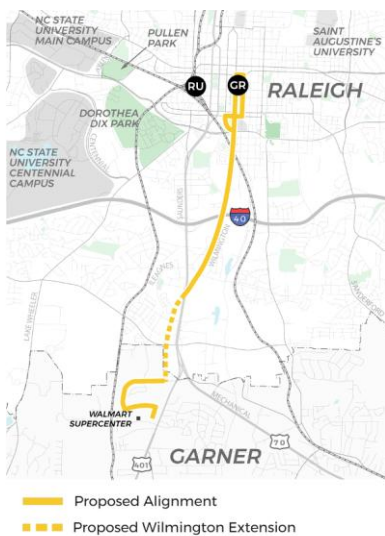
Project Title	Western Corridor Bus Rapid Transit Operations
Agency	City of Raleigh
FY 2031 Costs	\$4,552,875
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2027

Project Description:

In FY 2030, GoRaleigh is planned to begin bus rapid transit operations along the South Saunders corridor between GoRaleigh Station in downtown Raleigh and Garner Station. The service is anticipated to operate all day for seven (7) days per week at frequencies ranging from every 10 to 15 minutes.

Project at a Glance

Project Title	Southern Corridor Bus Rapid Transit Operations
Agency	City of Raleigh
FY 2030 Costs	\$2,878,126
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2029
Service Span	Weekdays and Weekends: 5:30AM-12:30 AM
Current Off-Peak Frequency	
Proposed Off-Peak Frequency	15 minutes
Current Peak Frequency	
Proposed Peak Frequency	10-15 minutes
Assets	GoRaleigh BRT Vehicles
Major Destinations	Garner Station
Transit Centers	Downtown GoRaleigh Station



Project ID

T0006-D

Project Category

BRT Operations

Project Subcategory

BRT Service

Project Description:

[Empty project description area]

Project at a Glance

Project Title	Northern Corridor Bus Rapid Transit Operations
Agency	City of Raleigh
FY 2035 Costs	\$6,058,701
Funding Source	Wake Transit Tax Proceeds

Project ID

T0006-E

Project Category

BRT Operations

Project Subcategory

BRT Service

Project Description:

[Empty project description area]

Project at a Glance

Project Title	Clayton-RTP BRT Extension
Agency	City of Raleigh
FY 2030 Costs	\$3,412,135
Funding Source	

FYs 2025-2030 Capital Improvement Plan

TC001 – VEHICLE ACQUISITION*

Fixed Route Expansion Vehicles

Project Sponsor	Project ID	Project/Phase	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
City of Raleigh	TC001-E	Purchase 40-Foot Diesel, CNG, or Electric Buses (Expansion)	\$ 12,244,977	\$ 714,769	\$ 3,116,236	\$ 8,820,500	\$ 4,435,000	\$ 4,545,900	\$ -	\$ -
GoTriangle	TC001-O	Purchase 40-Foot Diesel, CNG, or Electric Buses (Expansion)	\$ -	\$ -	\$ -	\$ 1,622,000	\$ -	\$ -	\$ -	\$ -
Fixed Route Expansion Vehicles Subtotal			\$ 12,244,977	\$ 714,769	\$ 3,116,236	\$ 10,442,500	\$ 4,435,000	\$ 4,545,900	\$ -	\$ -
Fixed Route Replacement Vehicles										
GoTriangle	TC001-D	Purchase/Repower 40-Foot Diesel, CNG, or Electric Vehicles (Replacement)	\$ 5,262,500	\$ 1,762,500	\$ 3,900,000	\$ 4,056,000	\$ 4,218,240	\$ 4,386,970	\$ 4,562,448	\$ 4,744,946
City of Raleigh	TC001-F	Purchase 40-Foot Diesel, CNG, or Electric Buses (Replacement)	\$ 29,506,030	\$ -	\$ 14,640,542	\$ 8,164,000	\$ -	\$ 10,040,800	\$ 3,943,500	\$ 14,614,600
Reserve		2035 Plan Update					\$ 4,326,400	\$ 4,499,456	\$ 4,679,434	\$ 4,866,612
Fixed Route Replacements Vehicles Subtotal			\$ 34,768,530	\$ 1,762,500	\$ 18,540,542	\$ 12,220,000	\$ 8,544,640	\$ 18,927,226	\$ 13,185,382	\$ 24,226,158
Paratransit Expansion Vehicles										
TBD	TC001-H	Countywide Paratransit Expansion Vehicles **	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 133,222	\$ 138,551	\$ 144,093
TBD	TC001-P	Countywide Paratransit Expansion Vehicles ***	\$ -	\$ -	\$ -	\$ 118,000	\$ 123,000	\$ (5,222)	\$ (4,551)	\$ (4,093)
City of Raleigh	TC001-M	Paratransit Expansion Vehicles **	\$ 113,879	\$ 113,879	\$ 113,000	\$ 124,000	\$ 130,000	\$ -	\$ -	\$ -
Paratransit Expansion Vehicles Subtotal			\$ 113,879	\$ 113,879	\$ 113,000	\$ 242,000	\$ 253,000	\$ 128,000	\$ 134,000	\$ 140,000
Paratransit Replacement Vehicles										
City of Raleigh	TC001-J	Paratransit Replacement Vehicles	\$ 1,613,656	\$ 427,448	\$ 339,000	\$ 496,000	\$ 650,000	\$ 666,000	\$ -	\$ -
Wake County	TBD	5311 Vehicle Acquisition Match Support					\$ 206,709			
	TC001-R	GoWake Access Replacement Vehicles	\$ -	\$ -	\$ 3,123,919	\$ 1,080,000	\$ -	\$ -	\$ -	\$ -
TBD	TC001-I	Countywide Paratransit Replacement Vehicles	\$ -	\$ -	\$ 321,407	\$ 326,252	\$ 208,725	\$ 250,027	\$ 73,646	\$ 66,138
Paratransit Replacement Vehicles Subtotal			\$ 1,613,656	\$ 427,448	\$ 3,784,326	\$ 1,902,252	\$ 1,065,434	\$ 916,027	\$ 73,646	\$ 66,138
Microtransit Vehicle Acquisition										
City of Raleigh	TC001-S	Microtransit Fleet Vehicle Acquisition	\$ -	\$ -	\$ -	\$ 780,000	\$ 420,000	\$ -	\$ -	\$ -
Fixed Route Replacements Vehicles Subtotal			\$ -	\$ -	\$ -	\$ 780,000	\$ 420,000	\$ -	\$ -	\$ -
Support Vehicles										
City of Raleigh	TC001-L	Replacement and Expansion of Support Vehicles (Operator Shuttles, Supervisor Vehicles, Maintenance Vehicles)	\$ 527,195	\$ 200,000	\$ 147,000	\$ 400,000	\$ 307,500	\$ 263,000	\$ 377,000	\$ 111,000
Wake County	TC001-T	Replacement and Expansion of Support Vehicles (Operator Shuttles, Supervisor Vehicles, Maintenance Vehicles)	\$ -	\$ -	\$ 49,128	\$ -	\$ -	\$ -	\$ -	\$ -
Support Vehicles Subtotal			\$ 527,195	\$ 200,000	\$ 196,128	\$ 400,000	\$ 307,500	\$ 263,000	\$ 377,000	\$ 111,000
VEHICLE ACQUISITION TOTAL			\$ 49,268,237	\$ 3,218,596	\$ 25,750,232	\$ 25,986,752	\$ 15,025,574	\$ 24,780,153	\$ 13,770,028	\$ 24,543,296

The dollar amounts shown in the Prior Years column is actual expenses through FY 2023.

The dollar amounts shown in the FY 2024 column are allocated/budgeted expenses from the FY 2024 Adopted Work Plan.

* The expenses reflected in the above table may be supported by a combination of Wake Transit revenues; other local, state, and federal funds; and additional federal and state discretionary grants.

** The allocations for FY24 through FY27 of TC001-H are being re-allocated to TC001-M for the City of Raleigh. The remaining allocations for the county-wide expansion of paratransit vehicles from FY28 through FY30 will remain in reserve in TC001-H.

***The funding in this line item represents the delta from the Bus Plan financial model and the funding that already exists in TC001-H.

TC002 – BUS INFRASTRUCTURE*

Project Sponsor	Project ID	Project	Phase	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
Bus Stop Improvements											
Town of Cary	TC002-R	Bus Stop Improvements for New and Existing Routes	Design/Construction	\$ 2,189,340	\$ 517,340	\$ 676,000	\$ 208,000	\$ 216,000	\$ 225,000	\$ 234,000	\$ 244,000
Town of Cary Subtotal				\$ 2,189,340	\$ 517,340	\$ 676,000	\$ 208,000	\$ 216,000	\$ 225,000	\$ 234,000	\$ 244,000
City of Raleigh	TC002-I	Systemwide Bus Stop Improvements	Design/Construction	\$ 4,805,848	\$ 1,169,859	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	TC002-S	Bus Stop Improvements for New Stop Locations/Expansion Service	Design/Construction	\$ 1,841,434	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	TC002-BQ	Bus Stop Improvements for New and Existing Routes **	Design/Construction	\$ -	\$ -	\$ 2,717,000	\$ 2,743,000	\$ 1,997,000	\$ 3,144,972	\$ 4,491,972	\$ 1,481,000
City of Raleigh Subtotal				\$ 6,647,282	\$ 1,169,859	\$ 2,717,000	\$ 2,743,000	\$ 1,997,000	\$ 3,144,972	\$ 4,491,972	\$ 1,481,000
GoTriangle	TC002-Y	Systemwide Bus Stop Improvements	Design/Construction	\$ 1,158,881	\$ 292,465	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	TC002-M	Bus Stop Improvements for New Stop Locations/Expansion Service	Design/Construction	\$ 2,786,903	\$ 577,910	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	TC002-BP	Bus Stop Improvements for New and Existing Routes **	Design/Land Acquisition/Construction	\$ -	\$ -	\$ 1,298,664	\$ 2,632,440	\$ 328,983	\$ 342,142	\$ 355,142	\$ 370,061
GoTriangle Subtotal				\$ 3,945,784	\$ 870,375	\$ 1,298,664	\$ 2,632,440	\$ 328,983	\$ 342,142	\$ 355,142	\$ 370,061
Town of Knightdale	TC002-BL	Knighdale Boulevard Corridor Pedestrian Improvements	Final Design/Construction	\$ -	\$ 232,660	\$ 336,612	\$ -	\$ -	\$ -	\$ -	\$ -
	TC002-BZ	Old Knight Road Sidewalk Construction	Construction	\$ -	\$ -	\$ -	\$ -	\$ 843,593	\$ -	\$ -	\$ -
Town of Knightdale Subtotal				\$ -	\$ 232,660	\$ 336,612	\$ -	\$ 843,593	\$ -	\$ -	\$ -
Town of Apex	TC002-BO	GoApex Route 1: Bus Stop Improvements	Design/Construction	\$ -	\$ -	\$ 110,000	\$ -	\$ -	\$ -	\$ -	\$ -
	TC002-BR	GoApex Route 1: FY26 Bus Stop Improvements	Design/Construction	\$ -	\$ -	\$ -	\$ 110,000	\$ -	\$ -	\$ -	\$ -
	TC002-BX	GoApex Route 1: FY27 Bus Stop Improvements	Design/Construction	\$ -	\$ -	\$ -	\$ -	\$ 133,705	\$ -	\$ -	\$ -
	TC002-BY	New Bus Stop Construction	Design/Land Acquisition/Construction	\$ -	\$ -	\$ -	\$ -	\$ 455,000	\$ -	\$ -	\$ -
Apex Subtotal				\$ -	\$ -	\$ 110,000	\$ 110,000	\$ 588,705	\$ -	\$ -	\$ -
NCSU	TC002-BN	NCSU Bus Stop Improvements	Design, Construction, Equipment, Other (F&A)	\$ -	\$ -	\$ 99,360	\$ 500,000	\$ 200,000	\$ -	\$ -	\$ -
NCSU Subtotal				\$ -	\$ -	\$ 99,360	\$ 500,000	\$ 200,000	\$ -	\$ -	\$ -
Reserve	2035 Plan Update: Bus Stop Improvements			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bus Stop Improvements Subtotal				\$ 12,782,406	\$ 2,790,234	\$ 5,237,636	\$ 6,193,440	\$ 4,174,281	\$ 3,712,114	\$ 5,081,114	\$ 2,095,061
Park-and-Ride Improvements											
GoTriangle	TC002-K	Existing Park-and-Ride Lot Improvements	Construction/Install Amenities	\$ 1,455,000	\$ 355,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	TC002-AJ	New Park-and-Ride at Creedmoor/I-540 or Falls of Neuse/I-540	Design/Land Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
TC002-BM	Wake Forest Park and Ride	Design/Land Acquisition/Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,500,000	
GoTriangle Subtotal				\$ 1,455,000	\$ 355,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,500,000
City of Raleigh	TC002-BA	New Gorman/I-40 Park-and-Ride	Design/Land Acquisition	\$ -	\$ -	\$ -	\$ 1,490,000	\$ -	\$ -	\$ -	\$ -
			Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,678,000	\$ -
City of Raleigh Subtotal				\$ -	\$ -	\$ -	\$ 1,490,000	\$ -	\$ -	\$ 1,678,000	
Reserve	2035 Plan Update: PnR Improvements			\$ -	\$ -	\$ -	\$ -	\$ 3,244,800	\$ 3,374,592	\$ 5,303,359	\$ 5,515,493
Park-and-Ride Improvements Subtotal				\$ 1,455,000	\$ 355,000	\$ -	\$ 1,490,000	\$ 3,244,800	\$ 3,374,592	\$ 6,981,359	\$ 9,015,493
Transit Center/Transfer Point Improvements											
GoTriangle	TC002-N	New Regional Transit Facility (Wake County Share)	Planning/Feasibility	\$ 312,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Design	\$ 2,500,000	\$ -	\$ -	\$ 1,400,000	\$ 340,200	\$ -	\$ -	\$ -
			Land Acquisition	\$ 3,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Construction	\$ -	\$ -	\$ 1,400,000	\$ 3,500,000	\$ 3,990,000	\$ 1,995,000	\$ -	\$ -
GoTriangle Subtotal				\$ 6,312,500	\$ -	\$ 1,400,000	\$ 4,900,000	\$ 4,330,200	\$ 1,995,000	\$ -	\$ -
Town of Cary	TC002-F	New Downtown Cary Multimodal Transit Facility	Feasibility/Planning	\$ 508,861	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Design and Land Acquisition	\$ 27,000,000	\$ 10,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Construction	\$ -	\$ -	\$ -	\$ 5,000,000	\$ 5,000,000	\$ 55,000,000	\$ -	\$ -
			Design/ Land Acquisition/Construction	\$ -	\$ -	\$ 262,000	\$ -	\$ -	\$ -	\$ -	\$ -
TC002-AV	Crossroads Plaza Transfer Point Improvements	Design/ Land Acquisition/Construction	\$ -	\$ -	\$ -	\$ 262,000	\$ -	\$ -	\$ -	\$ -	
TC002-AW	Park West Village Transfer Point Improvements	Design/ Land Acquisition/Construction	\$ -	\$ -	\$ -	\$ 262,000	\$ -	\$ -	\$ -	\$ -	
Town of Cary Subtotal				\$ 27,508,861	\$ 10,000,000	\$ 262,000	\$ 5,262,000	\$ 5,000,000	\$ 55,000,000	\$ -	\$ -
City of Raleigh	TC002-AC	New Midtown Transit Center	Planning/Design	\$ 364,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Design	\$ -	\$ -	\$ 569,000	\$ -	\$ -	\$ -	\$ -	
			Land Acquisition	\$ 2,249,728	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
			Construction	\$ -	\$ -	\$ -	\$ -	\$ 4,000,000	\$ -	\$ -	
	TC002-AX	Relocation of Triangle Town Center Transit Center	Feasibility/Design	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 450,000	\$ -
			Land Acquisition	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,428,617
	TC002-BI	Facility Expansion	Design	\$ -	\$ -	\$ -	\$ 2,775,742	\$ -	\$ -	\$ -	\$ -
			Construction/Install Amenities	\$ -	\$ -	\$ -	\$ 17,291,952	\$ -	\$ -	\$ -	\$ -
	TC002-BG	GoRaleigh Systemwide Transfer Point Improvements	Design/Land Acquisition	\$ 266,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction			\$ 278,400	\$ -	\$ 524,000	\$ -	\$ 568,000	\$ -	\$ 614,000	\$ 638,000	
City of Raleigh Subtotal				\$ 5,158,528	\$ -	\$ 1,093,000	\$ 20,067,694	\$ 4,568,000	\$ -	\$ 1,064,000	\$ 5,066,617
Town of Apex Subtotal				\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ -	\$ -	\$ -
NCSU	North Carolina State University Subtotal			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Reserve	2035 Plan Update: Txf Centers			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,218,240	\$ 13,160,909	\$ 27,983,017
Transit Center/Transfer Point Improvements Subtotal				\$ 38,979,889	\$ 10,000,000	\$ 2,854,360	\$ 30,729,694	\$ 14,402,992	\$ 61,213,240	\$ 14,224,909	\$ 33,049,633
Maintenance Facility Improvements											
Town of Cary	TC002-E	Regional Bus Operations & Maintenance Facility	Construction	\$ 37,491,139	\$ 25,954,064	\$ 12,604,230	\$ -	\$ -	\$ -	\$ -	\$ -
Town of Cary Subtotal				\$ 37,491,139	\$ 25,954,064	\$ 12,604,230	\$ -	\$ -	\$ -	\$ -	\$ -
City of Raleigh	TC002-V	New GoRaleigh/GoWake Access Paratransit Maintenance and Operations Facility	Planning/Feasibility	\$ 350,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Land Acquisition	\$ 2,750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Design	\$ 6,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Construction	\$ 20,000,000	\$ 20,000,000	\$ 21,320,000	\$ -	\$ 6,000,000	\$ -	\$ -	\$ -
City of Raleigh Subtotal				\$ 29,100,000	\$ 20,000,000	\$ 21,320,000	\$ -	\$ 6,000,000	\$ -	\$ -	
GoTriangle	TC002-A	New Raleigh Union Station Bus Facility	Design/Artist Retention Fee	\$ 7,060,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Art Installation	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Construction	\$ 23,490,000	\$ 11,000,000	\$ (2,215,000)	\$ (2,215,000)	\$ (2,215,000)	\$ (13,215,000)	\$ -	\$ -
	TC002-B	Expansion of Bus Operations and Maintenance Facility (Wake County share)	Planning and Design	\$ 2,200,000	\$ 1,650,000	\$ 1,925,000	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -
			Construction	\$ -	\$ -	\$ -	\$ 2,000,000	\$ 12,200,000	\$ 14,000,000	\$ 11,000,000	\$ -
GoTriangle Subtotal				\$ 33,000,000	\$ 12,650,000	\$ (290,000)	\$ 1,785,000	\$ 9,985,000	\$ 785,000	\$ 11,000,000	
Maintenance Facility Improvements Subtotal				\$ 99,591,139	\$ 58,604,064	\$ 33,634,230	\$ 1,785,000	\$ 15,985,000	\$ 785,000	\$ 11,000,000	\$ -
BUS INFRASTRUCTURE TOTAL				\$ 152,808,434	\$ 71,749,298	\$ 41,726,226	\$ 40,198,134	\$ 37,807,073	\$ 69,084,946	\$ 37,287,382	\$ 44,160,187

The dollar amounts shown in the Prior Years column is actual expenses through FY 2023.

The dollar amounts shown in the FY 2024 column are allocated/budgeted expenses from the FY 2024 Adopted Work Plan.

* The expenses reflected in the above table may be supported by a combination of Wake Transit revenues: other local, state, and federal funds; and additional federal and state discretionary grants.

** For the Recommended FY 2025 Wake Transit Work Plan the scope and funding for the following projects have been consolidated: TC002-S and TC002-I have been consolidated into TC002-BQ. TC002-M and TC002-Y have been consolidated into TC002-BP.

TC003 – OTHER CAPITAL*

Capital Planning

Project Sponsor	Project ID	Project/Phase	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
CAMPO	TC003-F	Extension of Planning Horizon for Wake Transit Vision Plan with CFAP	\$ 338,203	\$ 170,000	\$ 530,000	\$ -	\$ -	\$ 316,692	\$ -	\$ -
	TC003-K	Wake Bus Plan Update	\$ 750,000	\$ -	\$ -	\$ 731,580	\$ 10,000	\$ -	\$ -	\$ 823,400
	TC003-T	Community Funding Area Program Management Plan Update	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	TC003-Y	BRT Extensions Concept of Operations Study	\$ -	\$ -	\$ 151,250	\$ -	\$ -	\$ -	\$ -	\$ -
	TC003-AB	Wake Transit Staffing Analysis	\$ -	\$ -	\$ -	\$ 250,000	\$ -	\$ -	\$ -	\$ -
	TC003-AC	BRT Major Investment Study - I-40 and Cary Corridors	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ -	\$ -	\$ -
	CAMPO Subtotal			\$ 1,088,203	\$ 170,000	\$ 681,250	\$ 981,580	\$ 1,010,000	\$ 316,692	\$ -
Apex	TC003-AH	Mobility Solutions Study				\$ -	\$ 65,000	\$ -	\$ -	\$ -
	Apex Subtotal						\$ -	\$ 65,000	\$ -	\$ -
Morrisville	TC003-X	Morrisville Transit Feasibility Study	\$ -	\$ -	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -
	Morrisville Subtotal			\$ -	\$ -	\$ 50,000	\$ -	\$ -	\$ -	\$ -
Capital Planning Subtotal			\$ 1,088,203	\$ 170,000	\$ 731,250	\$ 981,580	\$ 1,075,000	\$ 316,692	\$ -	\$ 823,400
Technology										
TBD	TC003-M	Unallocated Technology Reserve	\$ 4,246,464	\$ 1,124,864	\$ 337,859	\$ -	\$ -	\$ -	\$ -	\$ -
Technology Subtotal			\$ 4,246,464	\$ 1,124,864	\$ 337,859	\$ -	\$ -	\$ -	\$ -	\$ -
Reserve	2035 Plan Update						\$ 270,400	\$ -	\$ -	\$ 1,520,816
OTHER CAPITAL TOTAL			\$ 5,334,667	\$ 1,294,864	\$ 1,069,109	\$ 981,580	\$ 1,345,400	\$ 316,692	\$ -	\$ 2,344,216

The dollar amounts shown in the Prior Years column is actual expenses through FY 2023.

* The expenses reflected in the above table may be supported by a combination of Wake Transit revenues; other local, state, and federal funds; and additional federal and state discretionary grants.

TC005 – BUS RAPID TRANSIT*

Project Sponsor	Project ID	Project	Funding Source	Phase	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	
City of Raleigh	TC005-A2	Southern Corridor Bus Rapid Transit Facility	Wake Transit Tax Proceeds	Project Development and Final Design	\$ 14,139,515	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Design/Artist Retention Fee	\$ 30,000	\$ -	\$ -	\$ 784,192	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way, Construction, Vehicles, Other (FTA Contingency)	\$ 73,862,485	\$ 57,252,485	\$ 45,000,000	\$ -	\$ -	\$ -	\$ -		
			Federal	All Phases	\$ -			\$ 85,914,792	\$ -	\$ -	\$ -	\$ -	
	TC005-A3	Western Corridor Bus Rapid Transit Facility	Wake Transit Tax Proceeds	Project Development and Final Design	\$ 20,289,515	\$ -	\$ 15,000,000	\$ 20,000,000	\$ -	\$ -	\$ -	\$ -	\$ -
				Design/Artist Retention Fee	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way, Construction, Vehicles	\$ -	\$ -	\$ -	\$ 30,000,000	\$ -	\$ 160,000,000	\$ -	\$ -	
			Federal	All Phases	\$ -	\$ -	\$ -		\$ 149,990,000	\$ -	\$ -		
	TC005-A4	Triangle Town Center Corridor Bus Rapid Transit Facility	Wake Transit Tax Proceeds, Federal	Project Development and Final Design	\$ 1,607,996	\$ -	\$ 3,500,000	\$ 3,500,000	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way, Construction, Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	TC005-A5	Midtown Corridor Bus Rapid Transit Facility	Wake Transit Tax Proceeds, Federal	Project Development and Final Design	\$ -		\$ 1,500,000	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	
				Right-of-Way, Construction, Vehicles	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
BUS RAPID TRANSIT TOTAL					\$ 109,959,511	\$ 57,252,485	\$ 65,000,000	\$ 141,698,984	\$ -	\$ 309,990,000	\$ -	\$ -	

The dollar amounts shown in the Prior Years column is actual expenses through FY 2023.

*The expenses reflected in the above table will be supported by a combination of Wake Transit revenues and federal discretionary grants.

Note: The adopted 2016 Wake County Transit Plan anticipated that costs and timing for major capital project implementation would be adjusted based on the best information available that may be refined as projects undergo further study. Assumed cost information for major capital projects included in Annual Wake Transit Work Plans is continually updated through each Work Plan development cycle to reflect findings from further project-level study, including alternatives analysis and preliminary engineering associated with the project development process. It is anticipated that costs and schedules for major capital projects will continue to be refined as better project-level information becomes available.

Regional Rail - TC003

Project Sponsor	Project ID	Project	Phase	FY 2027	FY 2028	FY 2029	FY 2030
Reserve	TC003-AG	NCDOT Raleigh to Richmond Rail Grant Local Match	Design	\$ 1,386,000	\$ 5,414,000	\$ 7,418,000	\$ -
			Right-of-Way	\$ -	\$ -	\$ -	\$ 6,677,000
			Construction	\$ -	\$ -	\$ -	\$ -
Reserve	TC003-AD	2035 Plan Update Regional Rail	Misc.	\$ 22,409,200	\$ 19,333,000	\$ 18,319,000	\$ 20,089,000
REGIONAL RAIL TRANSIT TOTAL				\$ 23,795,200	\$ 24,747,000	\$ 25,737,000	\$ 26,766,000

REMAINING CAPITAL CAPACITY OF THE WAKE TRANSIT MODEL

Project ID Group	Capital Funding Category	FY 2027	FY 2028	FY 2029	FY 2030
Reserve	Bus Rapid Transit 2035 Plan Update	\$ 14,242,977	\$ 32,628,388	\$ 67,421,895	\$ 35,083,403
TC005	Bus Rapid Transit**	\$ 1,916,750	\$ 13,800,250	\$ 8,050,000	\$ 23,000,000
SUBTOTAL ADDITIONAL MODELED CAPITAL		\$ 16,159,727	\$ 46,428,638	\$ 75,471,895	\$ 58,083,403
TOTAL CAPITAL		\$ 16,159,727	\$ 46,428,638	\$ 75,471,895	\$ 58,083,403

Bus Rapid Transit 2035 Plan Update (Reserve)

Reserve (WT Share)	\$ 14,242,977	\$ 32,628,388	\$ 51,291,855	\$ 18,308,193
Federal Share	\$	\$	\$ 16,130,010	\$ 16,775,210
Total	\$ 14,242,977	\$ 32,628,388	\$ 67,421,865	\$ 35,083,403

FY 2027 Wake Transit Work Plan

Future Years' Capital Project Sheets

**Future Years' Vehicle Acquisition Project Sheets
(TC001)**

Project Description

GoRaleigh will continue to purchase 40-foot fixed-route transit buses to support new bus services or service improvements anticipated to begin in various years through FY 2030. Many of the vehicles will possess the technology to be powered by alternative fuels, including compressed natural gas (CNG) and electricity. Further, many of the vehicles will be ordered in the year preceding their use, as there is typically an anticipated delivery timeframe of 12-18 months after vehicles are ordered.

Project at a Glance

Project Title	Purchase 40-Foot Diesel, Compressed Natural Gas or Electric Buses
Agency	City of Raleigh
FY 2028 Costs	\$4,545,900
FY 2029 Costs	\$0
FY 2030 Costs	\$0
Funding Source	Wake Transit Tax Proceeds
Start Date	Various (See CIP Project Sheet Summary)



Project Description

TC001-D and TC001-F: GoTriangle and GoRaleigh will continue to purchase 40-foot fixed-route transit buses to replace vehicles that have exhausted their useful life in various years through FY 2030. Many of the vehicles will possess the technology to be powered by alternative fuels, including compressed natural gas (CNG) and electricity. Further, many of the vehicles will be ordered in the year preceding their use, as there is typically an anticipated delivery timeframe of 12-18 months after vehicles are ordered.

**Some of GoTriangle's fleet may be repowered rather than replaced

Project at a Glance

Project Title	Purchase 40-Foot Diesel, Compressed Natural Gas, or Electric Buses
Agency	City of Raleigh
FY 2028 Costs	\$10,040,800
FY 2029 Costs	\$3,943,500
FY 2030 Costs	\$14,614,600
FY 2031 Costs	\$22,714,836
FY 2032 Costs	\$14,285,149
FY 2033 Costs	\$8,388,469
FY 2034 Costs	\$19,817,756
FY 2035 Costs	\$3,301,060
Funding Source	Wake Transit Tax Proceeds
Start Date	Various (See CIP Project Sheet Summary)



Project Description

TC001-D and TC001-F: GoTriangle and GoRaleigh will continue to purchase 40-foot fixed-route transit buses to replace vehicles that have exhausted their useful life in various years through FY 2030. Many of the vehicles will possess the technology to be powered by alternative fuels, including compressed natural gas (CNG) and electricity. Further, many of the vehicles will be ordered in the year preceding their use, as there is typically an anticipated delivery timeframe of 12-18 months after vehicles are ordered.

**Some of GoTriangle's fleet may be repowered rather than replaced

Project at a Glance

Project Title	Purchase/Repower 40-Foot Diesel, Compressed Natural Gas, or Electric Vehicles
Agency	GoTriangle
FY 2028 Costs	\$4,386,970
FY 2029 Costs	\$4,562,448
FY 2030 Costs	\$4,744,946
Funding Source	Wake Transit Tax Proceeds
Start Date	Various (See CIP Project Sheet Summary)



Project Description

TC001-H; TC001-I; TC001-J: Wake County’s transit providers will continue to acquire expansion and replacement transit vehicles for their demand-response/paratransit operation in all future fiscal years through the 2030 Wake Transit Work Plan horizon.

In FY24, the allocations for FY24 through FY27 of TC001-H are being re-allocated to TC001-M for the City of Raleigh. The remaining allocations for the county-wide expansion of paratransit vehicles from FY28 through FY30 will remain in reserve in TC001-H.

Project at a Glance

Project Title	Countywide Paratransit Expansion Vehicles
Agency	Agency To Be Determined
FY 2028 Costs	\$133,222
FY 2029 Costs	\$138,551
FY 2030 Costs	\$144,093
Funding Source	Wake Transit Tax Proceeds
Start Date	Various (See CIP Project Sheet Summary)

Project ID TC001-I

Project Category Vehicle Acquisition

Project Subcategory Paratransit Replacement Vehicles

Project Description

TC001-H; TC001-I; TC001-J: Wake County's transit providers will continue to acquire expansion and replacement transit vehicles for their demand-response/paratransit operation in all future fiscal years through the 2030 Wake Transit Work Plan horizon.

In FY24, the allocations for FY24 through FY27 of TC001-H are being re-allocated to TC001-M for the City of Raleigh. The remaining allocations for the county-wide expansion of paratransit vehicles from FY28 through FY30 will remain in reserve in TC001-H.

Project at a Glance

Project Title	Countywide Paratransit Replacement Vehicles
Agency	Agency To Be Determined
FY 2028 Costs	\$250,027
FY 2029 Costs	\$73,646
FY 2030 Costs	\$66,138
Funding Source	Wake Transit Tax Proceeds
Start Date	Various (See CIP Project Sheet Summary)

Project Description

TC001-H; TC001-I; TC001-J: Wake County’s transit providers will continue to acquire expansion and replacement transit vehicles for their demand-response/paratransit operation in all future fiscal years through the 2030 Wake Transit Work Plan horizon.

In FY24, the allocations for FY24 through FY27 of TC001-H are being re-allocated to TC001-M for the City of Raleigh. The remaining allocations for the county-wide expansion of paratransit vehicles from FY28 through FY30 will remain in reserve in TC001-H.

Project at a Glance

Project Title	Paratransit Replacement Vehicles
Agency	City of Raleigh
FY 2028 Costs	\$666,000
Funding Source	Wake Transit Tax Proceeds
Start Date	Various (See CIP Project Sheet Summary)



Project ID TC001-L

Project Category Vehicle Acquisition

Project Subcategory Support Vehicles

Project Description

The City of Raleigh will continue to acquire replacement and expansion support vehicles to function as operator shuttles and supervisor and maintenance vehicles in all future fiscal years through the 2030 Wake transit Work Plan horizon.

Project at a Glance

Project Title	GoRaleigh Support Vehicles
Agency	City of Raleigh
FY 2028 Costs	\$263,000
FY 2029 Costs	\$377,000
FY 2030 Costs	\$111,000
Funding Source	Wake Transit Tax Proceeds
Start Date	Various (See CIP Project Sheet Summary)



**Future Years' Bus Infrastructure Project Sheets
(TC002)**

Project Description

Through FY 2030, the current horizon of the Wake Transit Plan, the Town of Cary will continue to design, acquire right-of-way (ROW), and construct bus stops to support service expansion on new routes and new bus stops on existing routes. This may include any combination of the following: installation of ADA compliant concrete pads and sidewalk connections, access ramps, and other associated amenities which may include: benches, shelters, lighting, signage, bike racks, and trash cans.

Project at a Glance

Project Title	Bus Stop Improvements for New and Existing Routes
Agency	Town of Cary
Phase	Design, Construction
FY 2028 Costs	\$225,000
FY 2029 Costs	\$234,000
FY 2030 Costs	\$244,000
Funding Source	Wake Transit Tax Proceeds
Start Date	Various (See CIP Project Sheet Summary)



Project Description

The GoTriangle Operations and Maintenance Facility was originally constructed in 1998. In 2006, the facility was updated to add space for administrative functions. GoTriangle maintains a fleet of 97 fixed-route buses, which exceeds the capacity of site. The site does not have sufficient maintenance bays and administrative space and to optimize the facility's efficiency, GoTriangle's service vans fleet (66 vehicles) is currently outsourced to a third-party.

GoTriangle will design, renovate and expand their current Nelson Road Operations and Maintenance Facility. This capital improvement will add the needed capacity required to accommodate GoTriangle's projected fixed-route fleet of 120 buses, including vehicles needed for operations in Orange and Durham Counties, through 2050. The renovation and expansion will also include updates to better accommodate the facility's administrative functionality.

Facility costs will be shared across GoTriangle's service areas. The currently anticipated Wake County cost share of renovating and expanding the overall facility is 55%. This 55% cost share is an increase from the original 40% anticipated cost share, was refined during the capital improvements phase of the ongoing Wake County Bus Plan, and is based upon GoTriangle's bus expansion schedule and future fleet needs for Wake County expansion services as compared to its fleet needs across the region.

Project at a Glance

Project Title	Expansion of Bus Operations and Maintenance Facility (Wake County Share)
Agency	GoTriangle
Phase	Construction
FY 2028 Costs	\$14,000,000
FY 2029 Costs	\$11,000,000
FY 2030 Costs	\$0
Funding Source	Wake Transit Tax Proceeds, Durham and Orange Transit Tax Proceeds, Federal Funds
Start Date	Various (See CIP Project Sheet Summary)



Project Description:

The City of Raleigh/GoRaleigh will construct a park-and-ride facility near the Gorman and I-40 interchange. The park-and-ride facility will serve GoRaleigh’s Route 11: Avent Ferry, part of GoRaleigh’s frequent network expansion efforts. The design and land acquisition phases are set to begin in FY 2026, while construction will be delayed by one year to FY 2029.

Project at a Glance

Project Title	New Gorman / I-440 Park-and-Ride Facility
Agency	City of Raleigh
FY 2029 Costs	\$1,678,000
Funding Source	Wake Transit Tax Proceeds, Federal Funds
Start Date	FY 2024



Project Description:

GoTriangle will design and acquire land for a new, approximately 100-space park-and-ride facility for use by GoTriangle NRX-North Raleigh Express service, which will provide weekday commuter service between Triangle Town Center and the Regional Transit Center (RTC) near Research Triangle Park. The park-and-ride facility will serve commuters originating in north Raleigh neighborhoods with destinations in RTP and connections to other regional destinations. The new park-and-ride facility will be located at either Creedmoor Road and I-540 or Falls of Neuse Road and I-540. The park-and-ride facility may also be used to support the future GoRaleigh Falls of Neuse route.

The park-and-ride facility could include amenities such as shelters, benches, lighting, trash bins, maps and cases, signage, an emergency phone, security cameras, bike storage, and ADA improvements.

Project at a Glance

Project Title	New Park-and-Ride at Creedmoor / I-540 or Falls of Neuse / I-540
Agency	GoTriangle
Phase	Design, Land Acquisition
FY 2029 Costs	\$1,100,000
FY 2030 Costs	\$1,800,000
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2022



Project Description:

Project at a Glance	
Project Title	Wake Forest Park and Ride
Agency	GoTriangle
Phase	Design/Land Acquisition/Constuction
FY 2030 Costs	\$3,500,000
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2029

Project Description:

The Multi-Year CIP programs new transit connections throughout the county that will be supported by enhanced transfer points. The transfer points will include:

- Larger shelter(s)
- Lighting
- Passenger information, including real-time information systems; and
- Amenities to enhance passenger comfort (public Wi-Fi, benches, trash cans, bike racks)

Enhanced Transfer Points are assumed to include improvements to bus stop pairs (one on either side of the street, typically) to facilitate transfers between key routes in both directions, but project elements may vary by location.

Project at a Glance

Project Title	Falls of Neuse / Spring Forest Transfer Point Improvements
Agency	City of Raleigh
Phase	Design, Land Acquisition
FY 2028 Costs	\$80,980
FY 2029 Costs	\$336,879
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2021



Project Description

GoRaleigh plans to relocate the transit center facility at Triangle Town Center to a new location on the property in FY 2030 as the current facility will be inadequate to support future bus service expansions planned for the area. At this time, the current transit center serves one (1) high-frequency route, one (1) local route, and two (2) regional routes, but by FY 2030, the Wake Transit Plan has this facility serving one (1) additional local route and serving as the northern terminus for the northern corridor BRT line. Furthermore, the planned and existing routes serving the transit center will have increased service frequency.

Funding was allocated in FY 2023 for land and right-of-way acquisition. Funding is allocated in FY 2029 to examine the feasibility of relocation needs and to begin design, with additional funds programmed for FY 2030 to relocate the transit center.

Project at a Glance

Project Title	Relocation of Triangle Town Center Transit Center - Land Acquisition
Agency	City of Raleigh
Phase	Feasibility/Design, Construction
FY 2028 Costs	\$0
FY 2029 Costs	\$450,000
FY 2030 Costs	\$4,428,617
Funding Source	Wake Transit Tax Proceeds
Start Date	Various (See CIP Project Sheet Summary)



Project Description

The Multi-Year CIP programs new transit connections throughout the county through the Wake Transit planning horizon (FY 2030) to be supported by enhanced transfer points. These transfer points will include:

- Large shelter(s);
- Lighting;
- Passenger information, including real-time information systems;
- Amenities to enhance passenger comfort (public Wi-Fi, benches, trash cans, bike racks)

Enhanced Transfer Points are assumed to include improvements to bus stop pairs (one on either side of the street, typically) to facilitate transfers between key routes in both directions, but project elements may vary by location.

Project at a Glance

Project Title	GoRaleigh Systemwide Transfer Point Improvements
Agency	City of Raleigh
Phase	Design, Land Acquisition, Construction
FY 2028 Costs	\$0
FY 2029 Costs	\$614,000
FY 2030 Costs	\$638,000
Funding Source	Wake Transit Tax Proceeds; Federal Funds
Start Date	Various (See CIP Project Sheet Summary)



Project Description

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Project at a Glance

Project Title	New Regional Transit Facility (Wake County Share)
Agency	GoTriangle
Phase	Construction
FY 2028 Costs	\$1,995,000
FY 2029 Costs	\$0
FY 2030 Costs	\$0
Funding Source	Wake Transit Tax Proceeds, Durham and Orange Transit Tax Proceeds
Start Date	Various (See CIP Project Sheet Summary)



Project Description

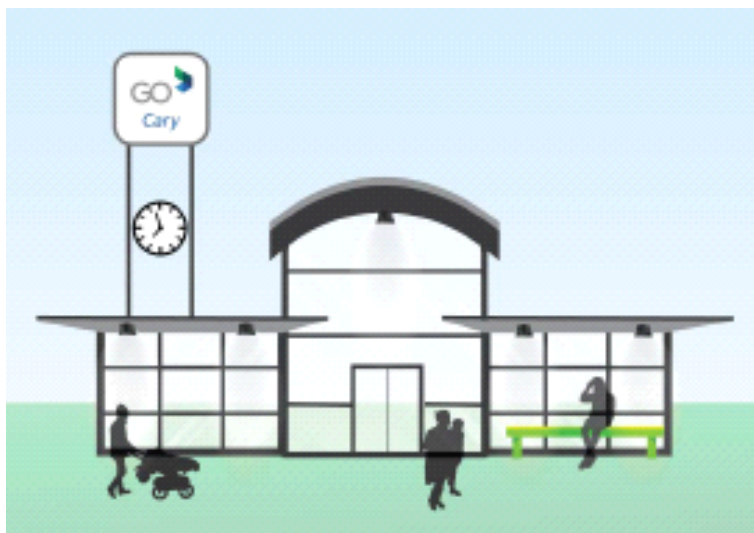
The Town of Cary will construct a multimodal transportation hub in downtown Cary. The facility will connect a range of transportation services including intercity rail (Amtrak), planned commuter rail, bus rapid transit, and express and local bus service. The new facility will include indoor passenger waiting areas and will provide passenger amenities in line with Wake Bus Plan standards. Site features will be developed, and costs will be shared across site functions/users.

Services anticipated to use the facility by FY 2030 include the following, but are expected to be refined during the development of the Wake Bus Plan Update:

- GoCary 1 Crossroads
- GoCary 3 Harrison
- GoCary 4 High House
- GoCary 6 Buck Jones
- GoCary 7 Weston Parkway
- Apex-Cary Express
- GoTriangle 310 RTC-Morrisville-Cary
- GoTriangle 300
- Western Bus Rapid Transit/Cary-RTP Bus Rapid Transit
- Commuter Rail
- Amtrak

Project at a Glance

Project Title	New Downtown Cary Multimodal Center
Agency	Town of Cary
Phase	Construction
FY 2028 Costs	\$55,000,000
FY 2029 Costs	\$0
FY 2030 Costs	\$0
Funding Source	Wake Transit Tax Proceeds
Start Date	FY 2025



**Future Years' Other Capital Project Sheets
(TC003)**

Project ID

TC003-F

Project Category

Other Capital

Project Subcategory

Capital Planning

Project Description

The Multi-Year CIP programs \$150,000 in capital funding for FY24 and \$150,000 in capital funding for FY25 for the second update to the Wake County Transit Plan. This update will extend horizon year of the Wake County Transit Plan from FY 2030 to FY 2035. Funding is also allocated for another update again in FY 2028 as the Wake Transit Plan must be updated every four (4) years to continue to extend its planning horizon and incorporate the further investments that have been identified as needs.

Project at a Glance

Project Title	Extension of Planning Horizon for Wake Transit Vision Plan with CFAP MP
Agency	Capital Area MPO
Phase	Planning
FY 2028 Costs	\$316,692
Funding Source	Wake Transit Tax Proceeds
Start Date	Various (See CIP Project Sheet Summary)



**Future Years' Bus Rapid Transit Project Sheets
(TC005)**

Project Description

The Multi-Year CIP includes Wake Transit tax proceeds allocated for the Western Corridor of the Wake Bus Rapid Transit in FY25 (\$50,000,000) and FY26 (\$81,506,485), and federal grant funds in FY27 (\$99,900,000). This phase of the project will advance design for Wake Bus Rapid Transit (Wake BRT) Western Corridor as identified in Wake Transit Plan to complete final design (30-100%) and Project Development coordination for FTA Small Starts Grant. Also included is the advancement of the project into final design and the procurement of vehicles.

Project at a Glance

Project Title	Western Corridor Bus Rapid Transit Facility
Agency	City of Raleigh
Phase	Right of Way, Construction, Vehicles
FY 2028 Costs	\$309,990,000
Funding Source	Wake Transit Tax Proceeds, Federal
Start Date	Various (See CIP Project Sheet Summary)



[End of Document]





Level 3: Engagement Summary Report

Draft FY 2027 Wake Transit Work Plan

February 26, 2026 - March 27, 2026 (Draft) | May 6 - May 20, 2026 (Recommended)

Contact Names: Steven Mott, Stephanie Plancich

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Lead Agency: CAMPO

Project Overview

The purpose of engagement for the FY 2027 Wake Transit Work Plan was to ensure that all members of the Wake Transit community were informed about the Work Plan and had the opportunity to participate through the review and commenting process. In accordance with the Wake Transit Community Engagement Policy, the FY 2027 Wake Transit Work Plan required two public review and comment periods: one for the Draft Work Plan and one for the Recommended Work Plan. The Draft public comment period ran from February 26 to March 27, 2026. The Recommended public comment period ran from May 6 to May 20, 2026. A public hearing on the Recommended Work Plan was held as part of the regular CAMPO Executive Board meeting on May 20, 2026. No verbal public comments were submitted at the hearing.

The Recommended Work Plan proposes approximately \$170.7 million in transit investments for Wake County, including \$78.5 million in operating expenditures and \$92.2 million in capital expenditures. This reflects updates from the Draft, which had proposed \$165.1 million. The Work Plan is funded through the half-cent sales tax, vehicle registration fees, and a capital fund balance allocation, with vehicle rental tax revenue excluded from FY 2027 pending further evaluation by the Wake Transit Conference Committee. Wake Transit Plan implementation is led by the TPAC, with 17 program partners including municipalities, GoTriangle, Wake County, NCSU, and the Research Triangle Park Foundation.

Key investments in the Recommended Work Plan include seven new or improved bus routes, tripled funding for the Community Funding Area Program (from \$2 million to \$6 million annually), \$23.8 million in rail-ready investments including \$22.4 million in local matching funds for NCDOT's Raleigh-to-Richmond S-Line project, \$33.1 million for bus stops, transit centers, and park-and-ride improvements, and \$14.2 million in BRT reserves. With Route 100 increasing to 15-minute frequency, nine routes across Wake County will operate at 15-minute frequency or better during weekday daytime hours.

Once adopted, the Work Plan may be amended three times throughout fiscal year 2027, with amendment opportunities in quarters 2, 3, and 4. Service improvements and capital projects are scheduled based on operational readiness, procurement timelines, and coordination across agencies, with major service changes typically occurring quarterly.

This engagement cycle represents a period of transition for Wake Transit program communications and engagement. GoTriangle previously served as the lead agency for Work Plan engagement



activities. Beginning with the FY 2027 cycle, CAMPO assumed lead agency responsibilities. As CAMPO does not currently have dedicated communications and engagement staff for this program, the engagement strategy was adapted accordingly, relying on digital channels and partner distribution networks for both the Draft and Recommended review periods. In-person tabling events were not conducted for either cycle.

Adoption Process Summary

Communications and engagement for the Draft FY 2027 Wake Transit Work Plan were developed by CAMPO staff and submitted through the standard TPAC protocol, including the Community Engagement Subcommittee and the full TPAC committee. The steps that led to adoption and the remaining checkpoints are outlined in Figure 1.

Figure 1. Adoption Schedule

Draft FY27 Work Plan	Recommended FY27 Work Plan	Adoption of FY27 Work Plan
Aug. 2025 – Feb. 2026 Plan Development	Apr. – May 2026 Edits and Updates	Apr. 30, 2026 TPAC Approval
Feb. 26 – Mar. 27, 2026 Release for Public Review	May 6 – May 20, 2026 Release for Public Review	June 17, 2026 CAMPO Board Adoption
		June 24, 2026 GoTriangle Board Adoption

Engagement Phase 1: Draft FY27 Work Plan

As the entirety of Wake County is impacted by the Work Plan, a multi-channel digital engagement strategy was developed and deployed. Given that CAMPO is in a transitional period with no dedicated engagement staff for the Wake Transit program, the strategy for the FY27 cycle was streamlined relative to prior years, relying primarily on digital channels and partner distribution networks.

Social media graphics were produced in both English and Spanish to extend reach to Spanish-speaking communities in Wake County, including a bilingual “Last Chance” reminder post distributed near the close of the comment period. All materials directed the public to WakeTransit.org (CAMPO’s PublicInput page) to review the plan and submit feedback. A summary flyer was also developed highlighting key proposed investments and was made available online for digital distribution by partners.

Messaging

Communications materials were developed across three primary content formats, each tailored to its intended audience and channel. Together, they were designed to inform the public and partners about the comment period, direct them to the plan and feedback form, and provide enough context on proposed investments to encourage meaningful engagement.

Social Media Posts

Three rounds of social media graphics were produced for distribution across a variety of social media platforms. Posts were created in both English and Spanish. The launch post announced the opening of the 30-day public comment period and directed followers to WakeTransit.org to review the plan and share feedback on the proposed \$165.1 million in transit investments. A midpoint post shifted toward content about what was inside the plan, highlighting the total investment, the \$23.8 million in rail-ready funding, and the tripled Community Funding Area Program allocation, to give the public a clearer picture of what they were being asked to comment on. A bilingual Last Chance graphic was released near the close of the period as a deadline reminder, including both English and Spanish text directing the public to WakeTransit.org. A digital screen graphic was also produced in a wider format suitable for display screens and digital signage.

Executive Summary / Overview Flyer

A one-page summary flyer was developed for digital and print distribution and made available to partners for sharing through their own channels. The flyer provided a snapshot of the plan's total proposed investment, the operating and capital budget split, and highlighted key investments including the seven new or improved bus routes, the Community Funding Area Program funding increase, rail-ready investments, and BRT planning funds. Individual route improvements were listed for both GoRaleigh and GoTriangle, giving readers a clear sense of where and how service would change. The flyer included a QR code linking directly to WakeTransit.org and the feedback form, with the comment period dates prominently displayed.

Stakeholder Email

An email template was developed for distribution to local elected officials, agency staff, and transit stakeholders. The email provided context on the Wake Transit program's purpose and the role of the annual Work Plan, then summarized the proposed \$165.1 million investment at a level of detail appropriate for an informed audience. It described the operating side, covering continued bus service operations, two new routes, and five route improvements focused on expanded span and frequency, as well as the capital side, including rail investments, bus stop improvements, vehicle purchases, and BRT study funding. It also highlighted the tripled Community Funding Area Program allocation and the reduced local match requirement as noteworthy changes for smaller municipalities. Recipients were directed to WakeTransit.org to view materials and share feedback.

Communications Tools

The following communications tools were used during the Draft FY27 Work Plan review period:

- Social Media Posts (English): Facebook, Instagram, X - CAMPO, GoTriangle, and Wake Transit pages
- Social Media Posts (Spanish): Facebook, Instagram, X - bilingual launch post and Last Chance reminder

- Digital Screen / Display Graphic (English)
- Summary Flyer (English) - available online for partner distribution
- WakeTransit.org project page
- CAMPO PublicInput page (online feedback form)
- Partner email and newsletter distribution

Figure 2. Social Media Graphics



Launch Post (English)



Midpoint Post (English)

COMMENT PERIOD CLOSING SOON

Last Chance!

Draft FY 2027 Wake Transit Work Plan

SHARE YOUR FEEDBACK TODAY

The public comment period for the draft plan closes soon. **Review the plan and share your feedback** on \$165.1 million in proposed transit investments across Wake County. Get involved at [WakeTransit.org](https://www.wakecountync.gov/wake-transit) today.

COMMENTS DUE
March 27, 2026

*El período de comentarios públicos para el borrador del plan cierra pronto. **Revise el plan y comparte sus comentarios** sobre \$165.1 millones en inversiones de tránsito propuestas para el Condado de Wake. Visite [WakeTransit.org](https://www.wakecountync.gov/wake-transit) para obtener más información.*

WAKE
TRANSIT PLAN

Last Chance Post (English/Spanish)

PUBLIC COMMENT PERIOD

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.wakecountync.gov/wake-transit) today.

SCAN ME TO GET INVOLVED!

WAKE
TRANSIT PLAN

Digital Screen Graphic (English)

Figure 3. Summary Flyer



Engagement Phase 2: Recommended FY27 Work Plan

Following the close of the Draft public comment period and the TPAC's review of input received, the Recommended FY 2027 Wake Transit Work Plan was released for public review from May 6 to May 20, 2026. The recommended plan reflected any edits and updates made in response to Draft period feedback.

The engagement approach for the Recommended period mirrored the Draft period, with updated social media graphics reflecting the new comment period dates distributed across CAMPO, GoTriangle, and Wake Transit social media pages. Graphics were produced in both English and Spanish. An updated executive summary for the Recommended Work Plan was also produced and made available on the PublicInput page and for partner distribution. Public notices were posted on the CAMPO, GoTriangle, and Wake Transit websites. TPAC partners were asked to reshare social media content at launch (May 6) and near the close of the period (May 18).

A public hearing on the Recommended FY 2027 Wake Transit Work Plan was held as part of the regular CAMPO Executive Board meeting on May 20, 2026. No verbal public comments were submitted at the hearing. Written comments received through the PublicInput platform during the Recommended period are included in the comment matrix below.

Communications Tools

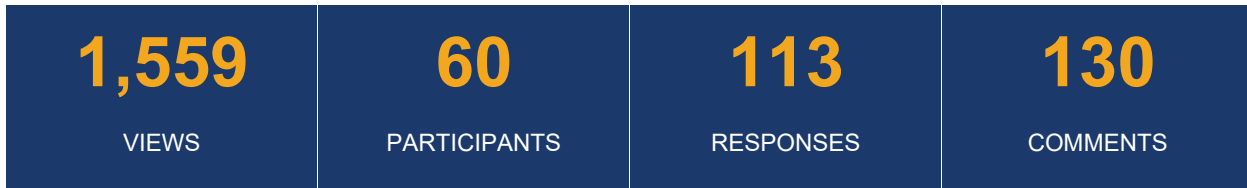
The following communications tools were used during the Recommended FY27 Work Plan review period:

- Social Media Posts (English/Spanish): Facebook, Instagram, X - CAMPO, GoTriangle, and Wake Transit pages
- Updated Executive Summary for the Recommended Work Plan - available on PublicInput and for partner distribution
- WakeTransit.org, CAMPO, and GoTriangle website public notices
- CAMPO PublicInput page (online feedback form)
- Partner social media reshares and distribution
- Public Hearing at CAMPO Executive Board meeting (May 20, 2026)

Survey Results

The Draft FY 2027 Wake Transit Work Plan public comment period was hosted through CAMPO's PublicInput platform. All comments were received through this digital platform. The results are presented below in Figure 4.

Figure 4. Project Engagement Totals



Participation by period is detailed below.

Engagement Period	Views	Participants	Responses	Comments
Draft (Feb. 26 - Mar. 27, 2026)	1,248	50	93	112
Recommended (May 6 - May 20, 2026)	311	10	20	18

Ridership Frequency

Survey respondents were asked how often they use public transportation. Of the 47 who answered this question, more than half indicated they ride transit often, reflecting that the platform attracted a substantial share of current riders.

Figure 5. Transit Ridership Frequency

Response	Draft Period (47 respondents)	Recommended Period (10 respondents)
Often	57%	50%
Sometimes	21%	30%
Rarely / Never	21%	20%

Wake Transit Familiarity

Respondents were also asked how familiar they are with the Wake Transit program. The Draft period drew a larger share of respondents who had heard of the program but were less certain about its specifics, while the Recommended period skewed toward respondents who were already very familiar with Wake Transit.

Figure 6. Familiarity with Wake Transit

Response	Draft Period (46 respondents)	Recommended Period (10 respondents)
Very familiar with what it is and how it funds transit projects	26%	40%
Heard of it and can name at least one funded transit project	41%	30%
Heard of it but not sure what it is/does	28%	20%
Never heard of the Wake Transit Plan/Program	4%	10%

Summary of Public Comment Themes: Draft Work Plan

A total of 112 comments were received through the PublicInput platform during the public comment period. Wake Transit planners reviewed each comment, and feedback will be considered as the TPAC works to finalize the Recommended FY 2027 Wake Transit Work Plan. The following themes emerged across the submitted comments.

1. Route 100 / RDU Airport Service

The proposed changes to GoTriangle Route 100 - including 15-minute frequency and the integration of all trips into RDU Airport service while discontinuing the separate RDU shuttle - generated the most comments of any single topic. Many commenters strongly supported the increased frequency and

welcomed a more direct airport connection. Others raised concerns that merging the shuttle into Route 100 would extend travel times for commuters and students who use the route primarily for non-airport trips. Several commenters praised the proposal as long overdue and noted that marketing would be essential to increase awareness and ridership.

2. Moore Square Bus Station Safety and Conditions

Multiple commenters - across all sections of the survey - identified Moore Square Bus Station as a serious safety concern and a barrier to transit use for families and the general public. Commenters called for the station to be relocated, redesigned, or significantly improved, and expressed concern that safety conditions at Moore Square would undermine the long-term success of BRT and other planned investments.

3. Service Frequency and Coverage Gaps

Many commenters expressed a need for more frequent service across existing routes, particularly for routes operating on 30-minute or hourly headways. North Raleigh, Brier Creek, West Cary, and areas near RTP were mentioned as underserved. Commenters also called for improved cross-town connections and noted that the hub-and-spoke model centered on downtown Raleigh results in lengthy transfers for cross-county trips. Several noted that infrequent service makes transit impractical as a reliable mode of transportation.

4. Regional Rail and BRT Investment

Opinions on regional rail and BRT investment were mixed. A number of commenters expressed skepticism about the \$23.8M reserve for future regional rail projects, citing federal funding uncertainty and requesting clearer milestones and governance. Others called for redirecting rail reserves toward more immediate bus service improvements. Several commenters were enthusiastic about BRT investment and supported expanding the program. The Clayton-Garner-Raleigh corridor was mentioned by multiple commenters as an area in need of regional transit connections.

5. Bus Stop Infrastructure and Passenger Comfort

Commenters frequently raised the need for improved bus stop infrastructure, including shelters, benches, sidewalks, and ADA-accessible access points. Specific stops and corridors were identified as lacking basic amenities. Several commenters noted that the absence of weather protection deters potential riders and disproportionately affects low-income residents who depend on transit.

6. Technology and Information Improvements

Several detailed comments called for technology improvements including open-loop contactless payment, updated LED destination signs reflecting through-routing, real-time GTFS data updates for detours, and better integration across the region's transit apps. Commenters noted that technical gaps - such as service changes not appearing in Google Maps - reduce rider confidence and usability.

7. Community Funding Area Program

Comments on the Community Funding Area Program were generally supportive, with praise for community-serving services like The Hopper in Holly Springs. One commenter raised concern about the proposed reduction of the local match requirement from 50% to 35%, while others called for expanded microtransit and shuttle options for underserved senior and low-income populations. Improved capacity for the Wake Access door-to-door paratransit program was also identified as a pressing need.

8. Vehicle Cleanliness and Fleet Sustainability

Multiple commenters asked for cleaner buses and the return of hand sanitizer. Several also raised sustainability concerns related to fleet electrification, calling on Wake Transit to establish a clear zero-emission vehicle transition plan and align capital vehicle purchases with regional and local climate action goals.

Summary of Public Comment Themes: Recommended Work Plan

A total of 18 comments were received through the PublicInput platform during the Recommended public comment period. The following themes emerged from the submitted comments.

1. BRT Funding vs. Near-Term Bus Service

One commenter raised concerns about the balance between BRT investment and everyday service, voicing support for BRT in principle but questioned whether funds could produce more immediate benefit if directed toward expanding fixed-route service and frequencies.

2. Southeastern Wake County Coverage

Multiple commenters from the Fuquay-Varina area raised concerns about service gaps in southeastern Wake County. One commenter described limitations of the replacement microtransit service after the FRX was discontinued, noting that the alternative routing for Wake Tech's fixed-route bus creates unreliable connections. Others asked why Holly Springs and Fuquay-Varina had little to no representation in the plan. Several suggestions were offered, including a local route along the US 401 corridor, a route along NC 55, and a BRT or light rail study for the Cary-Apex-Holly Springs-Fuquay corridor.

3. RDU Shuttle Restoration

At least one commenter called for the reinstatement of the separate RDU Airport shuttle, echoing concerns raised during the Draft period. The commenter argued that merging the airport service into Route 100 penalizes RTP-bound riders by adding time to their trips.

4. Microtransit and Community Service Models

One commenter expressed concern about the direction of community transit in Wake Forest, characterizing the shift toward microtransit as a step backward relative to fixed-route service. The comment reflected broader skepticism about whether on-demand microtransit models can adequately serve communities that are growing rapidly.

5. Operating Budget and Service Frequency

Two commenters addressed the need for higher service frequency. One commenter noted that 30-minute and hourly wait times remain a barrier to choosing transit over driving and called for 15-minute frequency to be the standard across all services within the Raleigh beltline and other population centers. Another commenter called for expanded weekend and evening service to build ridership.

6. Outreach and Equity

One commenter suggested that Wake Transit and project sponsors expand their use of social media to reach a broader audience concerning transit investments, framing reliable public transportation as an equity issue for residents who cannot afford to maintain a personal vehicle.

Comment Matrix: Draft Work Plan (February 26, 2026 - March 27, 2026)

All comments received through the PublicInput platform are included below, organized by survey section. Wake Transit planners reviewed each comment and are evaluating appropriate inclusions in the Recommended FY 2027 Wake Transit Work Plan.

Operating Expenditures Feedback

Public Comments

Me and my mother live on the Rt 10 (Longview) and I barely take this bus due to schedule frequency not being sufficient enough to get to downtown Raleigh and towards from downtown if needed. This route should increase its frequency to every 15 minutes every day and expand weekend and night service to help local passengers along that route get to point A to B without having to be dependent on car rideshare.

Why discontinue the RDU shuttle? Shouldn't there be more direct bus routes from surrounding Towns to RDU?

Move Moore Square bus station or a complete redesign. I would love to take transit with my family, but it's dangerous and not suitable for the general public. The law enforcement is not working and the incidents continue to grow. We should have safe and reliable transportation.

Would like to see some of these funds invested in connecting North Raleigh again. There is a serious lack of access to transportation west of Six Forks Rd, on both Lynn Rd and Strickland Rd, all the way to Glenwood Ave. I can't even connect to the 70L without using a taxi or going all the way downtown and transferring 3 buses, which now takes over 3-4 hours one way.

The reduction in the local match requirement is helpful. I hope this reduced match applies to the creation of shelter bus benches, which is an extremely high priority to protect riders from extreme weather. I am a strong supporter of the improvements to Route 305 and Route 311. But I think Route 305 needs increased frequency as well.

I don't ride the bus because of how unsafe it is. I'd never let my wife and children ride it. This is directly tied to the Moore Square bus station. It needs to be moved or redone or the BRT will fail if Moore Square isn't addressed.

I like everything that's been proposed. I'm not big on the RDU shuttle being discontinued because riders going to RDU are typically pretty bad at figuring out anything transit related and it might make it too confusing for them. Other than that, as a Holly Springs resident especially, I am very pleased with these proposals.

Do it. Expanding the frequency of service is important.

Great plans. Excited to see all the future development plans.
What happened to the 100X?
Route 100 should not serve the airport.
I strongly support the planned improvements on GoTriangle Rt 100. Increasing frequency and making the shuttle to RDU direct will improve the experience of needing to rely on the 100 to get to the airport.
Can you direct some of those dollars towards transit between Raleigh, Garner, and Clayton?
15-minute intervals are a Godsend!
Like the route 100 change to provide direct, frequent service from Raleigh to RDU. Other cities also need this. RDU can act as a transfer hub and would be more useful than the current RTC.
I've wanted improved Route 100 service for a long time, so this is great news, especially if the 15-minute frequency and the removal of the shuttle are implemented. Please make sure to advertise this service as much as possible. If more people know about this service, ridership will increase.
15 minute frequency for route 100 will be a huge help for commuters, particularly NCSU students!
I support increased frequency, coverage and service hours.
I would prefer for the Route 100 and RDU Airport shuttle to stay separated on different routes. This is because the time to get to downtown Raleigh would increase if they are merged to the same route.
Please add 15-minute frequency service to Route 20 with an eye toward connecting downtown Raleigh to downtown Garner.
I'm grateful for more routes and more frequency of the routes! If the RDU shuttle is discontinued does that mean RT100 will go straight to/from the airport? If so that's great. If it's skipping the airport altogether, that's not good for the Triangle.
I would not be in support of eliminating the airport bus and placing the RDU trip onto Route 100. This will extend my commute by 30 minutes.
According to Google Maps, you can ride a bicycle from Downtown Raleigh to Lenovo Center/Carter-Finley Stadium 7 minutes quicker than public transportation options (47 minutes vs. 54 minutes). The lack of efficient public transportation options from Downtown is why there is gridlock at NC State games, Hurricane games, the fair, and concerts.

I believe the transit systems will benefit greatly by having routine cleaning services for the buses and the return of hand sanitizer.

Good to expand span of service and frequency for all routes.

I'm just happy that Wake Transit is improving its routes and adding new routes.

Capital Expenditures Feedback

Public Comments

BRT is great, but will not be effective if we don't increase general public ridership and increase safety standards for Moore Square. This is the most important issue as it determines the success of BRT.

Use it to fix Moore Square or move it. It's not safe.

Bus shelters and seats are needed.

I support spending more to improve our public transit.

Moving or renovating the bus station needs to be a priority. It is currently clogged with buses, dark, and consumes so much of our police department's resources. It has grown into a problem that we cannot continue to kick down the road.

The New Midtown Transit Center receives \$4M in FY27 for final design and construction, but the project sheet notes this phase was delayed from prior fiscal years. I'd like to ask for a clear project status update on the Midtown Transit Center: what does the \$4M cover (design versus construction) and why has this project experienced delays?

The plan allocates \$15M for vehicle acquisition in FY27. There is no stated commitment to a zero-emission fleet transition timeline, no electrification plan referenced, and no charging infrastructure investment visible in the capital program. The plan should have electric bus transition goals stated and reference area sustainability goals.

The plan allocates \$23.8M (28% of the \$84.7M capital budget) to a Reserve for Future Regional Rail Projects. The plan provides no milestone triggers, governance structure for this reserve, or timeline for when regional rail investment decisions will be made. I feel more detail should be added to support this line item.

Some of that budget should be directed towards a project for transportation between Clayton, Garner and Raleigh.

For new vehicle purchases and replacements, please prioritize sustainable, efficient, and clean choices for enhanced air quality, comfort and health of riders and drivers.

Route 20 stops adjacent to downtown Garner need improved ADA access. Stop ID 8679 currently empties directly into an overgrown planted median on the edge of a gas station parking lot with no sidewalk.

I'm happy for the capital expenditures; I wish there was more money for public transportation.

I question whether rail investments are a good use of funding and suggest that all regional rail investments be shifted to bus rapid transit and operations funding.

Community Funding Area Program Feedback

Public Comments

The Hopper in Holly Springs is a great addition and service to the community.

A commitment is needed to improve the Wake Access door-to-door program. Data collection is needed on the number of potential users who are unable to get a seat because demand exponentially exceeds capacity. Ideally, there should be a ticketing system that shows demographics, starting address, desired destination, purpose of trip, and whether a ride was secured.

Please consider moving the Moore Square bus station or redoing it.

Use the money to move the Moore Square bus station.

Expand GoCary 5 and add shelters and seats at stops.

Do it. Transit is needed in all towns/cities in Wake County.

Please think about a line (or several) between Clayton, Garner, and Raleigh.

Funding should stay at 50% instead of dropping to 35%.

General Comments and Other Feedback

Public Comment

Are there any plans to improve driver knowledge of routes? On GoRaleigh specifically, I've been on at least 3 different buses in the past year where the driver didn't know their route and we (the riders) had to give them turn-by-turn directions just to get home. This is embarrassing for GoRaleigh and should be a top concern. Oh and cleaner buses would be nice!

More train service within the Triangle connecting Cary, Durham, Raleigh, Chapel Hill, and more.

They could better inform people about route changes instead of putting a piece of paper on a sign and expecting people to figure it out on their own. They could announce the changes on the media, on electronic signs, etc.

It's time to take drastic steps to bring back downtown and reduce crime. Starting with Moore Square bus station that is injecting our downtown with crime and destroying the community fabric.

Detours are not updated in GTFS-RT. March service changes didn't update in Google Maps.

I am most excited about new routes, especially the GoTriangle 311. I am very concerned about unserved pockets of municipalities and the county, where low-income and senior residents do not have any transit options. In Apex, the single GoApex 1 route is only within walking distance of a small subset of residents. Shuttle service, microtransit, or connector routes are needed. Oversight is also needed when Wake Transit funded bus services are taken out of operation with short notice.

Move the Moore Square bus station.

It's not safe because the Moore Square bus station isn't safe.

Move the RTC Transit Center into an office building instead of that terrible trailer.

The GoRaleigh bus network was designed around a hub-and-spoke model centered on GoRaleigh Station. GoRaleigh Station is now over capacity. Wake Transit should commission a GoRaleigh Network Redesign Study to evaluate transitioning from the hub-and-spoke model to a more distributed, grid-oriented network.

Wake Transit should update LED destination sign messaging to display the current route and the continuation route simultaneously, such as '15 WakeMed / cont. as 9 Hillsborough.' The capital investment required is minimal – this is primarily a software and operations change.

Wake Transit should formally evaluate open-loop contactless payment as part of the upcoming fare technology roadmap, allowing riders to tap any Visa or Mastercard-branded card, Apple Pay, or Google Pay directly on a farebox reader.

A well-planned line of transit bridging Clayton, Garner, and Raleigh could decrease solo commutes, decrease traffic and pollution, and increase jobs.

Invest in improving routing efficiency and speed through removing redundant stops, adding tap-to-pay fares.
Making the 100 route go through the RDU airport every day could cause an inconvenience to people who use the 100 bus to go to school and/or work, as it would likely take a longer time to reach their destination(s).
BRT BRT BRT!!!
Keep funding capital and design projects for bus rapid transit, and expanded service and frequency of the best performing routes in Wake County.
I commute from Northeast Raleigh (Louisburg Road/401&540). Why is there no service from Northeast Raleigh/Wake Forest to RTP? I would like to see Wake Transit and GoTriangle work together to at least discuss it.
This work plan fails to address any realistic views of the transportation needs of the people of Wake County. It's just more of the same. Routes and solutions for the hundreds of thousands of commuters from the suburbs of Raleigh traveling to RTP should be the #1 focus. The other need is for routes to RDU.
Future Regional Rail Projects (\$23.8 million) represents a waste of taxpayer money that will not result in rail being approved in North Carolina. Please do not allocate this funding.
Total Bus Operations (\$72.4 million) is cited as a waste of money for a program that has been underused. One commenter recommended offering ride-share vouchers to low-income people, allowing point-to-point transportation.
Have you thought about working with Johnston County to bring transport services between Clayton, Garner, and Raleigh? The traffic at rush hour is unbelievable, and a robust transport system would decrease traffic and pollution.

Comment Matrix: Recommended Work Plan (May 6 - May 20, 2026)

All comments received through the PublicInput platform during the Recommended public comment period are included below, organized by survey section. These comments will be presented to the CAMPO and GoTriangle governing boards in June prior to adoption of the FY 2027 Wake Transit Work Plan.

Operating Expenditures Feedback

Public Comment



well the expenditures can be used wisely where the services for passengers who use public transportation as an everyday means to get to point A to B without any interruptions within the operating financial expenses....to gain more income from passengers end the services of frequency routes and weekend and evening services need to be expanded to gain more traction for more people to take public transportation often....every 30 minutes to 1 hours of wait time for next bus is excessively backwards as more traffic is building up in the RDU area.....

The plans that are laid out in the report all seem like positive improvements to the network. However, I am disappointed that they are not more ambitious. 60 or even 30 minute bus service is not dependable enough to convince many folks to choose public transit over driving. I am happy to see that there are efforts being made towards increasing some services to 15 minute frequencies, however that seems to me like it should be the bare minimum; at least on all services within the Raleigh beltline, downtown Cary, and other population and job centers. "Frequency is Freedom", as the saying goes, and the current state of GoRaleigh and GoTriangle service leaves a lot to be desired.

Capital Expenditures Feedback

Public Comment

this expenditures should match passengers fare expenses as more passengers are attracted to use regional public transportation

I am a supporter of Wake County's investment into Bus Rapid Transit. However, this report shows that tens of millions of dollars have been dedicated towards the projects and yet the timelines continue to get pushed further and further back. While I would love to see dedicated Bus priority infrastructure in our city, I can't help but wonder how much more good that money could do in just improving normal bus service instead. It seems like each bus route in this report has an operational budget of \$1-2 million. For the nearly \$80 million that this plan is putting towards BRT this year, that could instead fund over 40 new fixed route services (or to be more realistic, 10 years of 4-8 new fixed routes services)! I'm sure the BRT will be great when (if) it finally opens, but I only wish more was being done in the present to improve our system's frequencies and scale rather than sinking half its annual budget into just one or two corridors.

Community Funding Area Program Feedback

Public Comment

As someone who grew up in Wake Forest, I am saddened to see that rather than mindfully expanding fixed-route service, Wake County has resorted to a glorified taxi service. I

understand that demand was low in Wake Forest so, rather than abandoning the town entirely, this option was taken. However, I see this as a step backwards that will not meaningfully and reliably serve the town as it continues to grow at a rapid pace.

General Comments and Other Feedback

Public Comment

The constituents that are proposing this upgrade of public transportation needs to expand on social media platforms to attract more locals to point out that the public transportation projects should accommodate transport needs instead of just being too reliant of car usage because as financial issues are continuously pouring on everyday working people its hard to maintain automobiles on their own...so this creates a serious divide between the have and have nots..

Bring back the RDU Shuttle. It is better for the GoTriangle network and doesn't punish people going to RTP by delaying their trips by 15 minutes.

When the Fuquay Express Route was cut earlier this year, we were told to just take the new Fuquay Microtransit and connect it to the Wake Tech bus (40X) instead in order to travel to Raleigh. The problem is that the frequency of the 40X bus is entirely dependent on Wake Tech's schedule. During the summer, availability is cut in half. This is trimmed even more during semester breaks and student holidays (which only has 5 stops as opposed to over two dozen stops on a regular day). If Wake Tech decides to cancel classes for a day, then all services, including the 40X bus, is closed. Residents of southeastern Wake County should have access to a reliable and consistent bus route that doesn't change on the whim of a community college's schedule. Though it's admirable that public transportation is being expanded in other parts of Wake County, it feels like southeastern Wake County (especially Fuquay) is being neglected yet again.

I would love to see a new go triangle bus service that runs from Raleigh to fuquay varina via 401 that acts as a local route(services general area instead of regional stops) in garner and fuquay, basically reviving FRX but with the addition of servicing local areas on the 401 corridor. I would also like to see a bus route that services the entire stretch of highway 55 from Cary possibly Durham, to Holly springs or preferably fuquay varina. Lastly I would like to see if possible a study or even the consideration of a light rail or BRT line that services Cary, apex, Holly springs, and fuquay varina providing a reasonable and affordable alternative form using US 1 and other roadways to commute from the growing suburbs to Raleigh.

I think it's great that there is a plan, but it barely covers Wake County. Why is there no plan for Holly Springs or Fuquay Varina?

FY2027 Wake Transit Work Plan Agreement Groupings and Project Reporting Deliverables (RECOMMENDED WORKPLAN)

Groupings:		Amount:
General Operating - Bus Operation	General Operating-Bus Operation	\$ 69,612,093
General Operating - Transit Plan Administration	General Operating-Transit Plan Administration	\$ 6,959,955
General Operating - Tax District Administration	General Operating-Tax District Administration	\$ 679,167
General Capital - Capital Planning - CAMPO	General Capital-CAMPO	\$ 1,075,000
General Capital - Bus Infrastructure	General Capital-Bus Infrastructure	\$ 24,232,073
Special Capital - Bus Infrastructure - GoTriangle Triangle Mobility Hub	Special Capital-GoTriangle Triangle Mobility Hub	\$ 4,330,200
Special Capital - Bus Infrastructure - Raleigh Paratransit BOMF	Special Capital-Raleigh Paratransit BOMF	\$ 6,000,000
General Capital - Bus Acquisition	General Capital-Bus Acquisition-Raleigh	\$ 10,367,449
Total		\$ 123,255,937
Reserve : Unallocated Capital Planning (Capital)	N/A	\$ 270,400
Reserve : Unallocated Bus Rapid Transit (Capital)	N/A	\$ 14,242,977
Reserve : Unallocated Transit Center/Point Improvements (Capital)	N/A	\$ 3,244,800
Reserve : Unallocated Paratransit Vehicle Acquisition (Capital)	N/A	\$ 4,658,125
Reserve : Regional Rail (Capital)	N/A	\$ 23,795,200
Reserve : Hold Harmless (Operating)	N/A	\$ 135,684
Reserve : Outreach/Marketing/Communications (Operating)	N/A	\$ 165,572
Reserve : 2.0 FTE: Public Engagement Team (Operating)	N/A	\$ 193,038
Reserve : 1.0 FTE: Communications Coordinator (Operating)	N/A	\$ 133,105
Reserve : Community Funding Area Program Reserve (Operating)	N/A	\$ 588,350
Total including Reserve		\$ 170,683,189

Cary General Operating Funding Agreement: Bus Operations	
1) Sunday and Holiday Service - TO004-A	\$ 782,229
2) Increase Midday Frequencies - TO004-B	\$ 640,869
3) Route 7: Weston Parkway - TO005-H	\$ 1,216,124
4) Route 9: Apex-Cary - TO005-BS	\$ 1,216,124
5) Route 2: East Cary - TO005-BS	\$ 1,216,124
6) ADA Services - TO005-BI	\$ 760,721
Deliverables	
1. Revenue hours of service	
2. Ridership	
3. Passenger boardings per revenue hour	
4. Operating cost per passenger boarding	
5. On-time performance	
7) Security Services - TO005-CK	\$ 157,972
Deliverables	
1. Service hours covered for security officer at the Cary Depot	
2. Number of incidents reported	
3. Number of incidents requiring elevated police response	
8) Bus Stop Maintenance - TO005-CG	\$ 101,637
Deliverables	
1. General summary of quarterly maintenance and upkeep efforts	
2. Number of applicable sites maintained	
9) Annual Maintenance for Fare Collection Technology - TO005-O	\$ 8,887
Deliverables	
1. Percentage of total trips using mobile ticketing	
Raleigh General Operating Funding Agreement: Bus Operations	
1) Route 7: South Saunders - TO004-D	\$ 500,854
2) Increase Sunday Service Span - TO004-E	\$ 1,601,848
3) Route 33 – New Hope-Knightdale - TO005-P	\$ 1,101,551
4) Route 20: Garner - TO005-R	\$ 2,857,495
5) Route 9: Hillsborough Street - TO005-AD	\$ 2,712,385
6) Route 21: Caraleigh - TO005-AL	\$ 1,078,451
7) Route 5: Biltmore Hills - TO005-AP	\$ 177,674
8) Rolesville-Wake Forest Microtransit Connector - TO005-BU	\$ 310,985
9) Route 7L: Carolina Pines - TO005-BV	\$ 53,162
10) Route 11: Avent Ferry - TO005-BW	\$ 1,596,299
11) Route 12: Method - TO005-BX	\$ 128,192
12) Route 3: Glascock - TO005-BY	\$ 591,423
13) Route 14: Atlantic - TO005-BZ	\$ 1,742,406
14) Route 2: Falls of Neuse - TO005-CA	\$ 2,344,253
15) Route 1: Capital - TO005-CN	\$ 1,859,002
16) Route 15: WakeMed - TO005-CO	\$ 604,992
17) Fuquay-Varina Microtransit - TO005-CR	\$ 451,000
18) Route 10: Longview - TO005-CB	\$ 430,604
19) Route 25L: Durant - TO005-CS	\$ 72,880
20) Route 32L: Lynn Spring Forest - TO005-CT	\$ 1,385,202
21) Route 70L: Brier Creek - TO005-CU	\$ 2,693,824
22) Route 6: Glenwood - TO005-CV	\$ 1,003,403
23) Route 19: MLK/Sunnybrook - TO005-CY	\$ 1,479,917
24) Route 17: Rock Quarry - TO005-CZ	\$ 1,413,803
25) Route 18: Poole Rd - TO005-DA	\$ 514,314
26) Route 18L: Barwell/New Hope - TO005-DB	\$ 852,482
27) Route 27L: Blue Ridge - TO005-DC	\$ 2,043,471
28) Route 4: Rex Hospital - TO005-DD	\$ 210,481
29) Route 36L: Creedmoor - TO005-DE	\$ 1,801,407
30) GoRaleigh Complementary ADA Services - TO005-BJ	\$ 4,927,766
Deliverables	
1. Revenue hours of service	
2. Ridership	
3. Passenger boardings per revenue hour	
4. Operating cost per passenger boarding	
5. On-time performance	
31) Maintenance of Bus Stops & Park-and-Ride Facilities - TO005-V	\$ 935,816
32) Park-and-Ride Operations - TO005-CM	\$ 101,250
Deliverables	
1. General summary of quarterly maintenance and upkeep efforts	
2. Number of applicable sites maintained	
33) Contract Safety and Security Services - TO005-BM	\$ 697,000
Deliverables	
1. Service hours covered for security officer at Moore Square Station	
2. Number of incidents reported	
3. Number of incidents requiring elevated police response	
34) GoRaleigh Youth GoPass - TO005-L3	\$ 137,977
35) GoRaleigh Low Income GoPass - TO005-CJ	\$ 3,342,525
Deliverables	
1. Number of Passes Provided by Transit Provider	
2. Number of Passes Provided by Partner Agency	
36) Web Hosting and Maintenance of Fare Collection Technology - TO005-U	\$ 194,750
Deliverables	
1. Percentage of total trips using mobile ticketing	
Wake Forest General Operating Funding Agreement: Community Funding Area/ Bus Operations	
1) Go Wake Forest Microtransit Service - TO005-CP	\$ 1,485,093
Deliverables	
1. Revenue hours of service	
2. Ridership	
3. Passenger boardings per revenue hour	
4. Operating cost per passenger boarding	
5. On-time performance	
Morrisville General Operating Funding Agreement: Community Funding Area/ Bus Operations	
1) Operation of Node-Based Smart Shuttle - TO005-BG	\$ 830,051
Deliverables	
1. Revenue hours of service	
2. Ridership	
3. Passenger boardings per revenue hour	
4. Operating cost per passenger boarding	
5. On-time performance	

GoTriangle General Operating Funding Agreement: Bus Operations	
1) Route 100 Frequency and Sunday Span Improvements - TO005-A	\$ 3,341,683
2) Route 300 Improvements - TO005-B	\$ 1,193,001
3) Additional Trips for Durham-Raleigh Express - TO005-C	\$ 640,586
4) Reliability Improvements for Chapel Hill-Raleigh Express - TO005-D	\$ 81,758
5) New Route 310: RTC-Cary - TO005-X	\$ 1,533,177
6) Improvements to Route 305 - Holly Springs- Apex-Raleigh - TO005-AC	\$ 2,219,185
7) Route ZWX: Zebulon-Wendell Improvements - TO005-BR	\$ 1,000,548
8) Route 311: Holly Springs-Apex-RTC - TO005-BQ	\$ 1,315,005
9) GoTriangle Complimentary ADA Services - TO005-BH	\$ 1,590,390
10) Savings from Replacement of Existing GoTriangle Service - N/A*	\$ (355,146)
Deliverables	
1. Revenue hours of service	
2. Ridership	
3. Passenger boardings per revenue hour	
4. Operating cost per passenger boarding	
5. On-time performance	
11) Extensional of Regional Information Center Hours - TO005-E	\$ 29,717
Deliverables	
1. Response Volume (All Calls)	
2. Response Volume (Wake County Calls)	
3. Quarterly Staff Highlights	
12) Park-and-Ride, Facilities and Bus Stop - Leases and O&M - TO005-F	\$ 106,612
13) Raleigh Union Station Transit Facility O&M - TO005-CL	\$ 679,063
Deliverables	
1. Status of executed lease agreement	
2. Utilization of facility	
14) GoTriangle Youth GoPass - TO005-L1	\$ 58,049
15) GoTriangle Low Income GoPass - TO005-CI	\$ 449,975
Deliverables	
1. Number of Passes Provided by Transit Provider	
2. Number of Passes Provided by Partner Agency	
16) Maintenance of Mobile Ticketing Software - TO005-Y	\$ 57,985
Deliverables	
1. Percentage of total trips using mobile ticketing	
<i>* - Route Reallocation will be assigned to current Wake Transit project in the Bus Operating Agreement</i>	
Wendell General Operating Funding Agreement: Bus Operations	
1) Wendell Park-and-Ride Lease and Maintenance - TO003-G	\$ 5,117
Deliverables	
1. Status of executed lease agreement	
2. Utilization of facility	
2) GoWake SmartRide Microtransit - TO005-CH	\$ 908,050
Deliverables	
1. Revenue hours of service	
2. Ridership	
3. Passenger boardings per revenue hour	
4. Operating cost per passenger boarding	
5. On-time performance	
Zebulon General Operating Funding Agreement: Bus Operations	
1) Zebulon Park-and-Ride Lease and Maintenance - TO003-H	\$ 6,888
Deliverables	
1. Status of executed lease agreement	
2. Utilization of facility	
Wake County General Operating Funding Agreement: Bus Operations	
1) GoWake Response Service - TO005-G1	\$ 888,000
2) Transportation Call Center - TO005-G2	\$ 41,310
Deliverables	
1. Response Volume (Wake County Calls)	
2. Average Queue Time (Minutes)	
3. Quarterly Staff Highlights	
3) GoWake Youth GoPass - TO005-L4	\$ 4,512
Deliverables	
1. Number of Passes Provided by Transit Provider	
2. Number of Passes Provided by Partner Agency	
Apex General Operating Funding Agreement: Community Funding Area/ Bus Operations	
1) GoApex Route 1: Fixed-Route Circulator - TO005-BF	\$ 1,073,254
Deliverables	
1. Revenue hours of service	
2. Ridership	
3. Passenger boardings per revenue hour	
4. Operating cost per passenger boarding	
5. On-time performance	
Holly Springs General Operating Funding Agreement: Community Funding Area/ Bus Operations	
1) Holly Springs Microtransit Service - TO005-CQ	\$ 376,698
Deliverables	
1. Revenue hours of service	
2. Ridership	
3. Passenger boardings per revenue hour	
4. Operating cost per passenger boarding	
5. On-time performance	

CAMPO General Operating Funding Agreement: Transit Plan Administration		GoTriangle General Operating Funding Agreement: Transit Plan Administration	
1) 4.0 FTE: CAMPO Wake Transit Staff - TO002-BE	\$ 849,703	1) Transit Plan Administration Staffing - TO002-BD	\$ 2,032,247
Deliverables		Deliverables	
1. Status of hire		1. Status of hire	
2. Quarterly staff highlights		2. Quarterly staff highlights	
2) Administrative Expenses - TO002-AY	\$ 44,368	2) Outside Legal Counsel - TO002-C	\$ 29,717
Deliverables		Deliverables	
1. Report on Miscellaneous Administrative Expenses		1. Report on Miscellaneous Administrative Expenses	
2. Report on Outside Legal Counsel		2. Report on Outside Legal Counsel	
3) NCSU Triangle Regional Model Service Bureau Contract Share - TO002-AX	\$ 34,000	3) Transit Customer Surveys - TO002-F	\$ 152,301
Deliverables		Deliverables	
1. Results and/or recommendations of plan/study		1. Summary reports of completed surveys	
Cary General Operating Funding Agreement: Transit Plan Administration		Wake County General Operating Funding Agreement: Transit Plan Administration	
1) 1.0 FTE: Transit Project Manager - TO002-N	\$ 201,070	4) Property Maintenance, Utilities, Repairs, & Appraisals - TO002-I	\$ 83,459
2) 1.0 FTE: Transit Analyst - TO002-AC	\$ 153,154	Deliverables	
3) 1.0 FTE: Transit Program Coordinator - TO002-AD	\$ 154,454	1. Summary of maintenance efforts	
4) 0.5 FTE: Assistant Transit Administrator - TO002-AE	\$ 106,193	2. Report on appraisal activities	
5) 1.0 FTE: Transit Public Outreach Specialist - TO002-AR	\$ 159,613	5) Marketing, Communications and Engagement (MCE) - TO002-BJ	\$ 112,750
6) 1.0 FTE: Senior Transit Planner for Capital - TO002-AV	\$ 163,176	Deliverables	
Deliverables		1. Engagement Strategy Presented (Yes/No)	
1. Status of hire		2. Engagement Plan(s) Presented (Yes/No)	
2. Quarterly staff highlights		3. Engagement Summary Report Presented (Yes/No)	
7) Marketing, Communications and Engagement (MCE) - TO002-M	\$ 105,063	4. Number of active campaigns/events/activities	
Deliverables		6) Paratransit Office Space Lease - TO002-AA	\$ 110,171
1. Engagement Strategy Presented (Yes/No)		Deliverables	
2. Engagement Plan(s) Presented (Yes/No)		1. Date of office space occupation	
3. Engagement Summary Report Presented (Yes/No)		2. General ongoing status update of space utilization	
4. Number of active campaigns/events/activities		7) Customer Feedback Management System - TO002-J	\$ 28,285
Raleigh General Operating Funding Agreement: Transit Plan Administration		Deliverables	
1) 1.0 FTE: Planning Supervisor BRT - TO002-P	\$ 126,354	1. Response volume (All Calls)	
2) 1.0 FTE: Transportation Analyst Finance - TO002-AG	\$ 166,738	2. Response volume (Wake County Calls)	
3) 1.0 FTE: Transit Planner BRT - TO002-AH	\$ 171,810		
4) 1.0 FTE: Traffic Signal Timing Analyst - TO002-AI	\$ 160,700	Wake County General Operating Funding Agreement: Transit Plan Administration	
5) 1.0 FTE: Senior Engineer - TO002-AJ	\$ 161,261	1) 5311 Administration Staffing - TO002-BM	\$ 105,550
6) 1.0 FTE: Procurement Analyst Finance - TO002-AO	\$ 109,059	Deliverables	
7) 1.0 FTE: Planning Analyst ACCESS - TO002-AP	\$ 145,172	1. Status of hire	
8) 1.0 FTE: Fiscal Analyst Finance - TO002-AZ	\$ 121,419	2. Quarterly staff highlights	
9) 1.0 FTE: Construction Management - TO002-BA	\$ 165,572		
10) 1.0 FTE: Senior Real Estate Analyst - TO002-BB	\$ 135,572		
11) 1.0 FTE: Transit Planner Analyst - TO002-BF	\$ 126,534		
12) 1.0 FTE: Security Director RATP/Dev - TO002-BG	\$ 146,534		
13) 1.0 FTE: Transit Supervisor ACCESS - TO002-BI	\$ 153,750		
Deliverables			
1. Status of hire			
2. Quarterly staff highlights			
14) Marketing, Communications and Engagement (MCE) - TO002-AK	\$ 262,656		
Deliverables			
1. Engagement Strategy Presented (Yes/No)			
2. Engagement Plan(s) Presented (Yes/No)			
3. Engagement Summary Report Presented (Yes/No)			
4. Number of active campaigns/events/activities			
15) Transit Office Space Lease for Transit Staff - TO002-AS	\$ 181,550		
Deliverables			
1. Status of executed lease agreement			
2. Date of office space occupation			
3. General ongoing status update of space utilization			

GoTriangle Tax District Administration General Operating Agreement

1) 3.0 FTE: Tax District Administration Finance Team - TO001-F	\$	500,690
<u>Deliverables</u>		
1. Status of hire		
2. Quarterly staff highlights (functions, deliverables, or accomplishments)		
2) Financial Audit and Consulting, Administrative Costs - TO001-C	\$	178,477
<u>Deliverables</u>		
1. Report on Miscellaneous Financial and Audit Expenses		

CAMPO General Capital Funding Agreement: Capital Planning

1) BRT Major Investment Study - TC003-AC	\$ 1,000,000
<u>Deliverables</u>	
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	
2) Wake Bus Plan Update - TC003-K	\$ 10,000
<u>Deliverables</u>	
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	

Apex Capital Funding Agreement: Community Funding Area/ Capital Planning

1) Mobility Solutions Study - TC003-AH	\$ 65,000
<u>Deliverables</u>	
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	

Cary General Capital Funding Agreement: Bus Infrastructure		
1) Bus Stop Improvements for New and Existing Routes - TC002-R	\$	216,000
Deliverables		
1. Contract award date for site or program of sites		
2. Number of sites with improvements completed/constructed per quarter. If none completed for a quarter, report on the phase of ongoing site improvements.		
2) New Downtown Cary Multimodal Transit Facility - TC002-F	\$	5,000,000
Deliverables		
1. For each project phase (planning, design, land acquisition, construction, etc.):		
a. Date RFP/RFQ released for professional services or construction		
b. Date contract awarded for professional services or construction		
c. Date of completion for each phase		
d. If land acquisition, date of closing on property		
2. If concurrence framework applies, date of concurrence for established concurrence points/milestones		
Raleigh General Capital Funding Agreement: Bus Infrastructure		
1) Bus Stop Improvements for New and Existing Routes - TC002-BQ	\$	1,997,000
Deliverables		
1. Contract award date for site or program of sites		
2. Number of sites with improvements completed/constructed per quarter. If none completed for a quarter, report on the phase of ongoing site improvements.		
2) Systemwide Transfer Point Improvements - TC002-BG	\$	568,000
Deliverables		
1. Contract award date for site or program of sites		
2. Number of sites with improvements completed/constructed per quarter. If none completed for a quarter, report on the phase of ongoing site improvements.		
3) Midtown Transit Center - TC002-AC	\$	4,000,000
Deliverables		
1. For each project phase (planning, design, land acquisition, construction, etc.):		
a. Date RFP/RFQ released for professional services or construction		
b. Date contract awarded for professional services or construction		
c. Date of completion for each phase		
d. If land acquisition, date of closing on property		
2. If concurrence framework applies, date of concurrence for established concurrence points/milestones		
GoTriangle Capital Funding Agreement: Bus Infrastructure		
1) Systemwide Bus Stop Improvements - TC002-BP	\$	328,983
Deliverables		
1. Contract award date for site or program of sites		
2. Number of sites with improvements completed/constructed per quarter. If none completed for a quarter, report on the phase of ongoing site improvements.		
2) New Raleigh Union Station Bus Facility - TC002-A	\$	(2,215,000)
Deliverables		
1. For each project phase (planning, design, land acquisition, construction, etc.):		
a. Date RFP/RFQ released for professional services or construction		
b. Date contract awarded for professional services or construction		
c. Date of completion for each phase		
d. If land acquisition, date of closing on property		
2. If concurrence framework applies, date of concurrence for established concurrence points/milestones		
3. Report all deliverables per the Design/Artist Retention Fee policy		
3) GoTriangle Maintenance & Operations Facility (Wake Share: 55/30/15) - TC002-B	\$	12,200,000
Deliverables		
1. For each project phase (planning, design, land acquisition, construction, etc.):		
a. Date RFP/RFQ released for professional services or construction		
b. Date contract awarded for professional services or construction		
c. Date of completion for each phase		
d. If land acquisition, date of closing on property		
2. If concurrence framework applies, date of concurrence for established concurrence points/milestones		
NC State Capital Funding Agreement: Bus Infrastructure		
1) NCSU Bus Stop Improvements - TC002-BN	\$	200,000
Deliverables		
1. Contract award date for site or program of sites		
2. Number of sites with improvements completed/constructed per quarter. If none completed for a quarter, report on the phase of ongoing site improvements.		
2) NCSU Enhanced Transfer Point - TC002-BT	\$	204,792
Deliverables		
1. Contract award date for site or program of sites		
2. Number of sites with improvements completed/constructed per quarter. If none completed for a quarter, report on the phase of ongoing site improvements.		
Apex Capital Funding Agreement: Bus Infrastructure		
1) Apex Mobility Hub - TC002-BS	\$	300,000
Deliverables		
1. Contract award date for site or program of sites		
2. Number of sites with improvements completed/constructed per quarter. If none completed for a quarter, report on the phase of ongoing site improvements.		

Apex Capital Funding Agreement: Community Funding Area/ Bus Infrastructure

1) Existing Bus Stop Improvements (FY27) - TC002-BX	\$	133,705
<u>Deliverables</u>		
1. Contract award date for site or program of sites		
2. Number of sites with improvements completed/constructed per quarter. If none completed for a quarter, report on the phase of ongoing site improvements.		
2) New Bus Stop Construction (FY27) - TC002-BY	\$	455,000
<u>Deliverables</u>		
1. Contract award date for site or program of sites		
2. Number of sites with improvements completed/constructed per quarter. If none completed for a quarter, report on the phase of ongoing site improvements.		

Knightdale Capital Funding Agreement: Community Funding Area/ Bus Infrastructure

1) Old Knight Road Sidewalk Construction - TC002-BZ	\$	843,593
<u>Deliverables</u>		
1. Contract award date for site or program of sites		
2. Number of sites with improvements completed/constructed per quarter. If none completed for a quarter, report on the phase of ongoing site improvements.		

GoTriangle **Special** Capital Funding Agreement: Bus Infrastructure

1) Triangle Mobility Hub (Wake Share: 70/20/10) - **TC002-N** \$ 4,330,200

Deliverables

1. For each project phase (planning, design, land acquisition, construction, etc.):

a. Date RFP/RFQ released for professional services or construction

b. Date contract awarded for professional services or construction

c. Date of completion for each phase

d. If land acquisition, date of closing on property

2. . If concurrence framework applies, date of concurrence for established concurrence

Raleigh Special Capital Funding Agreement: Bus Infrastructure

1) GoRaleigh/GoWake Access Paratransit Maintenance and Operations Facility - **TC002-V** \$ 6,000,000

Deliverables

1. For each project phase (planning, design, land acquisition, construction, etc.):

a. Date RFP/RFQ released for professional services or construction

b. Date contract awarded for professional services or construction

c. Date of completion for each phase

d. If land acquisition, date of closing on property

2. . If concurrence framework applies, date of concurrence for established concurrence

GoRaleigh General Capital Funding Agreement: Bus Acquisition

1) Purchase Diesel, CNG, or Electric Buses (Expansion) - TC001-E	\$ 4,435,000
2) Paratransit Replacement Vehicles - TC001-J	\$ 650,000
3) Replacement and Expansion of Support Vehicles - TC001-L	\$ 307,500
4) Paratransit Expansion Vehicles - TC001-M	\$ 130,000
5) Microtransit Fleet Vehicle Acquisition - TC001-S	\$ 420,000

Deliverables

1. Date of order / release of purchase order, indicating number of vehicles
2. Date of receipt and date vehicles accepted, indicating number of vehicles

Wake County General Capital Funding Agreement: Bus Acquisition

1) 5311 Vehicle Acquisition Match Support - TC001-U	\$ 206,709
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Deliverables

1. Date of order / release of purchase order, indicating number of vehicles
2. Date of receipt and date vehicles accepted, indicating number of vehicles

GoTriangle General Capital Funding Agreement: Bus Acquisition

1) Purchase/Repower Diesel, CNG, or Electric Vehicles (Replacement) - TC001-D	\$ 4,218,240
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Deliverables

1. Date of order / release of purchase order, indicating number of vehicles
2. Date of receipt and date vehicles accepted, indicating number of vehicles

GENERAL CAPITAL FUNDING AGREEMENT
FOR BUS ACQUISITION

WAKE TRANSIT FY 2027

This Capital Funding Agreement ("Agreement") is made by and between Research Triangle Regional Public Transportation Authority, d/b/a GoTriangle ("GoTriangle"), and [REDACTED] ("Implementing Party"). The foregoing may collectively be referred to as "Parties."

WHEREAS, the Parties to Agreement, who have or may have specific roles in the implementation of public transit and the support of public transit infrastructure in the Wake County area, have determined that it is in their best interest and the best interest of the constituents they represent to coordinate future public transit planning, funding, expansion and construction; and

WHEREAS, an extensive community driven process was used to develop a strategic transit vision document that set forth an enhanced public transit plan for Wake County, referred to as the "Wake County Transit Plan" ("Wake Transit Plan"), and this plan was unveiled on or about December 8, 2015, and adopted by the GoTriangle Board of Trustees on May 25, 2016, the Capital Area Metropolitan Planning Organization's ("CAMPO") Executive Board on May 18, 2016, and the Wake County Board of Commissioners on June 6, 2016; and was subsequently updated and adopted by the CAMPO Executive Board on April 21, 2021, and the GoTriangle Board of Trustees on April 28, 2021; and

WHEREAS, in conjunction with the Wake Transit Plan, GoTriangle, Wake County, and CAMPO (collectively, "the Governance ILA Parties") adopted the Wake Transit Governance Interlocal Agreement ("Governance ILA") that creates a governance structure for the implementation of the Wake Transit Plan by and through the annual Wake Transit Work Plan; and

WHEREAS, the Governance ILA specifically created the Transit Planning Advisory Committee ("TPAC") and charged the TPAC with coordinating and recommending the planning and implementation aspects of the Wake Transit Work Plan; and

WHEREAS, the Governance ILA Parties, together with the Implementing Party, numerous Wake County municipalities, and other entities, entered into a Master Participation Agreement ("Participation Agreement"), which, among other purposes, established standards that govern the Participation Agreement Parties' eligibility for inclusion of sponsored Implementation Elements in the Wake Transit Work Plan, receipt of funding allocations from Wake County Transit Tax Revenue,

and confirmed the Participation Agreement Parties' roles in carrying out TPAC responsibilities; and

WHEREAS, the **FY 2027** Wake Transit Work Plan was developed and recommended by the TPAC, presented for public comment, and adopted, as required, by the Boards of CAMPO and GoTriangle; and

WHEREAS, the **FY 2027** Triangle Tax District Wake Operating Ordinance was adopted by the GoTriangle Board of Trustees on _____ (date); and

WHEREAS, the Parties desire to implement the components of the **FY 2027** Wake Transit Work Plan as adopted by GoTriangle and CAMPO; and

WHEREAS, as stated in the Participation Agreement, all Implementation Elements contained in the Wake Transit Work Plan, whether partially or fully funded with Wake County Transit Tax Revenues, will not move forward until Implementation Agreements, which shall include Capital Funding Agreements and Operating Agreements are executed by and between the Implementing Party; GoTriangle, as administrator of the Special District, and CAMPO, if the Implementing Agreement involves federal or state funding that is otherwise under the distribution and program management responsibility of CAMPO or, regardless of funding source, constitutes a regionally significant project as defined in 23 CFR § 450.104; and

WHEREAS, the Parties are authorized to enter into this Agreement pursuant to, inter alia, N.C.G.S. §§ 160A-20.1; 160A-312; 160A-313; 160A-610; 153A-275; 153A-276; and 153A-449.

NOW, THEREFORE, in consideration of the above recitals and the mutual covenants herein contained, the Parties hereto agree as follows:

1. **Term:**

The Agreement shall become effective upon execution by all Parties ("Effective Date"). The term of this Agreement shall be from the Effective Date until **December 31, 2029**. The Parties may extend the term of this Agreement or may otherwise amend this Agreement as set forth in Section 6.

2. **Purpose:**

The purpose of this Agreement is to outline the details of how the Project(s) listed in Exhibit A attached hereto and incorporated herein by reference, being an approved Project(s) in the Wake County Transit Annual Work Plan, shall be

implemented, in accordance with the requirements of the Participation Agreement.

3. **Responsibilities:**

A. Responsibilities of the Implementing Party.

- (1) The Implementing Party shall provide the Projects listed in Exhibit A and fund the cost of the Projects on an up-front basis, except as provided herein. The Implementing Party is responsible for ensuring local funds are available to pay for costs incurred related to Project phases, or invoices, prior to requesting reimbursement from GoTriangle, except in instances where advance payments are requested. Implementing parties may utilize pre-award authority for Capital projects requiring immediate implementation. Pre-award authority may not be exercised until the annual budget has been recommended by the TPAC and adopted by CAMPO and GoTriangle.
- (2) The Wake Transit Work Plan Reimbursement Request and Financial Report Template (“Reimbursement Requests”) must be submitted by the Implementing Party at least quarterly but may be as often as it is efficient and effective for the Implementing Party. The reimbursement request shall be emailed to waketransitreimbursement@gotriangle.org.

All Reimbursement Requests must be made using the Wake Transit Work Plan Reimbursement Request and Financial Report Template agreed to by the Parties and must include a signed statement by the Implementing Party’s Finance Officer or designee stating that funds were spent in accordance with the Wake Transit Work Plan and with all applicable laws, rules, and regulations, and that the Reimbursement Request includes items due and payable. All Reimbursement Requests shall be based on actual expenses incurred as recorded in the financial system.

- (3) In special circumstances where an advance payment may be required, Reimbursement Requests must be submitted using the Reimbursement Request Template and with a justification for the advance payment request. Advance payments received by the Implementing Party must be disbursed within 72 hours of receipt from GoTriangle.
- (4) Any work for which an Implementing Party receives reimbursement must be performed by June 30 of that fiscal year.
- (5) Reimbursement Requests for expenses incurred as of June 30 shall be submitted by August 10 for the fiscal year in which the work was done.

(6) Further, the Implementing Party shall:

- (a) Ensure that Wake Transit funds provided by GoTriangle are not misappropriated or misdirected to any other account, need, project, or line item, other than as listed in Exhibit A. The Implementing Party shall have an obligation to return any reimbursed or advanced payments that were misappropriated or expended outside the approved Project(s) listed in Exhibit A.
- (b) Monitor award activities, to include sub-awards, to provide reasonable assurance that funds are spent in compliance with applicable requirements. Responsibilities include accounting for receipts and expenditures, cash management, maintaining adequate financial records, and refunding disallowed expenditures.
- (c) Maintain a financial management system adequate for monitoring the accumulation of costs.

(7) The Implementing Party shall coordinate with CAMPO to ensure the Project is considered for inclusion in the CAMPO Transportation Improvement Program.

(8) The Implementing Party agrees to coordinate with the municipality as it relates to transit service that enters the local municipal area. These coordination efforts should include discussions as it relates to, but are not limited to, route planning and development, schedule development, passenger amenities, maintenance and upkeep of passenger amenities, public engagement and advertisement in relation to the new services, etc. These coordination efforts shall occur prior to the execution of the transit services.

B. Responsibilities of GoTriangle.

(1) GoTriangle, as administrator of the Triangle Tax District, shall have the responsibilities and duties as set forth in the Governance ILA, including appropriating funds from the FY 2027 Triangle Tax District Capital Ordinance in accordance with the Governance ILA. The specific appropriation and approved project budgets are further detailed in Exhibit A and in the FY 2027 Wake Transit Work Plan.

(2) GoTriangle, upon receipt of a Reimbursement Request, shall verify within five business days whether the Reimbursement Request is complete; is within the approved budget; is within the annual work plan; and is in accordance with the Wake Transit Billing, Payment, and Reimbursement Policy and Guidelines, adopted by GoTriangle on June 28, 2017 and CAMPO on June 21, 2017 and subsequently amended and adopted by GoTriangle on June 23, 2021 and

CAMPO on June 16, 2021. Payment will be remitted within thirty (30) days of verification to the Implementing Party according to the payment instructions on file.

If GoTriangle is unable to verify the Reimbursement Request, GoTriangle shall, within two (2) business days, notify the Implementing Party in writing of the deficiencies in the Reimbursement Request. The Implementing Party may thereafter submit a revised Reimbursement Request (“Revised Reimbursement Request”), which shall be verified within five (5) business days of receipt. If the Revised Reimbursement Request is denied, the Implementing Party may place the item on the next TPAC agenda for discussion and a recommendation to GoTriangle and the Implementing Party.

- (3) Where advance payments are requested, GoTriangle, after due consideration of the request, will remit funds via payment instructions on file.
- (4) All disbursements from GoTriangle shall be in accordance with North Carolina General Statute 159 Article 3, known as the North Carolina Budget and Fiscal Control Act, and the Wake Transit Financial Policies and Guidelines, adopted by GoTriangle on June 28, 2017, and CAMPO on June 21, 2017, and subsequently amended and adopted by GoTriangle on June 23, 2021 and CAMPO on June 16, 2021.

4. **Progress Reporting:**

Unless otherwise agreed in writing between Parties, the Implementing Party agrees to provide quarterly and annual reporting per the Master Participation Agreement for the Reported Deliverables as identified in Exhibit A using a Reporting Template agreed to by the Parties. The Implementing Party shall include in its quarterly reports any details of issues that may impact delivery of the Projects identified in Exhibit A. If the Implementing Party is allocating local funds towards Projects identified in Exhibit A, those expenditures shall be disclosed as part of its quarterly and annual reports.

The Annual Wake Transit Report prepared by GoTriangle shall provide information regarding how strategic public transit objectives have been met and shall include the progress achieved, the strategies being followed, and performance targets and key milestones for capital projects and operating services.

Quarterly Status Reports prepared by GoTriangle and/or CAMPO shall provide information regarding progress toward strategic objectives outlined in the Wake Transit Work Plan and include the performance achieved, the strategies being

followed, and performance targets and key milestones for Capital Projects and operating services identified in the Wake Transit Work Plan. GoTriangle shall include in its Quarterly Status Reports any details of issues that may impact delivery of funding for the Projects identified in Exhibit A.

The Parties agree to share supporting documentation, if requested, in addition to their quarterly and annual reporting, in a timely manner.

5. **Further Agreements:**

The Parties agree that they will, from time to time, execute, acknowledge and deliver, or cause to be executed, acknowledged and delivered, such supplements hereto and such further instruments as may reasonably be required for carrying out the intention of this Agreement. The Parties agree to work together in good faith and with all due diligence to provide for and carry out the purpose of this Agreement.

6. **Amendment:**

Any extension of the term of this Agreement and/or change to the content of this Agreement shall be by written amendment signed by all Parties.

7. **Breach; Termination:**

In the event that (1) the Implementing Party is not able or fails to provide a Project(s) as required by the Agreement; or (2) GoTriangle is not able or fails to provide funding for a Project(s) as required by the Agreement; or (3) GoTriangle fails to fulfill its responsibilities and duties as set out in the Governance ILA; or (4) any Party fails to fulfill a responsibility or duty of this Agreement; or (5) any Party withdraws from the Master Participation Agreement (separately each a “breach”), any Party to this Agreement shall notify the Clerk to the TPAC Committee and the other Parties to this Agreement. The Non-breaching Party may place the item on a TPAC agenda for discussion and a non-binding recommendation to the Parties.

The Non-breaching Party may provide the Breaching Party with a period of time to cure the breach to the reasonable satisfaction of the Non-breaching Party. If the breach is not timely cured, or cannot be cured, the Non-breaching Party may (1) elect to terminate this Agreement in full; or (2) elect to terminate this Agreement only as to one or more Projects listed in Exhibit A. In the event of breach of this Agreement, the Parties shall be entitled to such legal or equitable remedy as may be available, including specific performance.

In the event the Agreement is terminated for any reason other than by the end of the term of the Agreement:

- (a) The Implementing Party shall not be required to continue implementing the Projects but may elect to continue implementing the Projects using funds from sources other than the Wake Transit Tax.
- (b) GoTriangle shall reimburse the Implementing Party for any expenses for the Projects that have been approved in the annual work plan and made in reliance on this Agreement, whether or not a Reimbursement Request has been made by Implementing Party at the time of termination. The Implementing Party shall have sixty (60) days after the date of termination to submit all Reimbursement Requests.
- (c) The Implementing Party shall report the final status for its deliverable and GoTriangle shall do a final quarterly report and shall issue the annual report required by this Agreement.

8. **Record Retention:**

All parties must adhere to record retention guidelines as set forth in North Carolina General Statutes or federal guidelines as appropriate.

9. **Notices:**

Any notice given pursuant to this Agreement shall be deemed given if delivered by hand or if deposited in the United States Mail, postage paid, certified mail, return receipt requested and addressed as follows:

If to GoTriangle:
GoTriangle
Attn: President and CEO
4600 Emperor Blvd
Durham, NC 27703

And with a copy to:
GoTriangle
Attn: General Counsel
4600 Emperor Blvd
Durham, NC 27703

If to CAMPO:
CAMPO
Attn: Executive Director
One Fenton Main Street, Suite 201

<Implementing Party Information>

10. **Representations and Warranties:**

The Parties each represent, covenant, and warrant for the other's benefit as follows:

A. Each Party has all necessary power and authority to enter into this Agreement and to carry out the transactions contemplated by this Agreement, and the individuals signing this Agreement have the right and power to do so. This Agreement is a valid and binding obligation of each Party.

B. To the knowledge of each Party, neither the execution and delivery of this Agreement, nor the fulfillment of or compliance with its terms and conditions, nor the consummation of the transactions contemplated by this Agreement, results in a breach of the terms, conditions and provisions of any agreement or instrument to which a Party is bound, or constitutes a default under any of the foregoing.

C. To the knowledge of each Party, there is no litigation or other court or administrative proceeding pending or threatened against such party (or against any other person) affecting such Party's rights to execute or deliver this Agreement or to comply with its obligations under this Agreement. Neither such Party's execution and delivery of this Agreement, nor its compliance with its obligations under this Agreement, requires the approval of any regulatory body or any other entity the approval of which has not been obtained.

D. Parties agree to work together in good faith and with all due diligence to provide for and carry out the purpose of this Capital Agreement.

11. **Merger and Precedence:**

The provisions of this Agreement, including all Exhibits and attachments, constitute the entire agreement by and between the Parties hereto and shall supersede all previous communications, representations or agreements, either oral or written between the Parties hereto with respect to the subject matter hereof. Notwithstanding the foregoing, in the event of any inconsistency or conflict between this Agreement and the Participation Agreement or the Governance ILA, the terms of the Participation Agreement and Governance ILA have precedence.

12. **Dispute Resolution:**

In the event of conflict or default that might arise for matters associated with this Agreement, the Parties agree to informally communicate to resolve the conflict. If any such dispute cannot be informally resolved, then such dispute, or any other matter arising under this Agreement, shall be subject to resolution in a court of competent jurisdiction. Such disputes, or any other claims, disputes or other controversies arising out of, and between the Parties shall be subject to and decided exclusively by the appropriate general court of justice of Wake County, North Carolina.

13. **Waiver of Non-Compliance with Agreement:**

No provision of this Agreement shall be deemed to have been waived by any Party hereto unless such waiver shall be in writing and executed by the same formality as this Agreement. The failure of any Party hereto at any time to require strict performance by the other Party of any provision hereof shall in no way affect the right of the other Party to thereafter enforce the same. In addition, no waiver or acquiescence by a Party hereto of any breach of any provision hereof by another Party shall be taken to be a waiver of any succeeding breach of such provision or as a waiver of the provision itself.

14. **Governing Law:**

All matters relating to this Agreement shall be governed by the laws of the State of North Carolina, without regard to its choice of law provisions, and venue for any action relating to this Agreement shall be Wake County Civil Superior Court or the United States District Court for the Eastern District of North Carolina, Western Division.

15. **Assignment:**

No Party may sell or assign any interest in or obligation under this Agreement without the prior express written consent of the other Parties.

16. **Independence of the Parties:**

Nothing herein shall be construed to modify, abridge, or deny the authority or discretion of any Party to independently develop, administer, or control transportation projects pursuant to enumerated authority or funding sources separate from those in this Agreement.

17. **Execution in Counterparts/Electronic Version of Agreement:**

This Agreement may be executed in any number of counterparts, each of which shall be an original and all of which shall constitute but one and the same instrument. Any Party may convert a signed original of the Agreement to an electronic record pursuant to a North Carolina Department of Natural and Cultural Resources approved procedure and process for converting paper records to electronic records for record retention purposes. Such electronic record of the Agreement shall be deemed for all purposes to be an original signed Agreement.

18. **No Waiver of Sovereign Immunity:**

Nothing in this Agreement shall be construed to mandate purchase of insurance by any municipality pursuant to N.C.G.S. 160A-485; or to in any other way waive any Party's defense of sovereign or governmental immunity from any cause of action alleged or brought against any Party for any reason if otherwise available as a matter of law.

19. **No Waiver of Qualified Immunity:**

No officer, agent or employee of any Party shall be subject to any personal liability by reason of the execution of this Agreement or any other documents related to the transactions contemplated hereby. Such officers, agents, or employees shall be deemed to execute this Agreement in their official capacities only, and not in their individual capacities. This section shall not relieve any such officer, agent or employee from the performance of any official duty provided by law.

20. **Verification of Work Authorization; Iran Divestment Act:**

All Parties, and any permitted subcontractors, shall comply with Article 2, Chapter 64, of the North Carolina General Statutes. The Parties hereby certify that they, and all permitted subcontractors, if any, are not on the Iran Final Divestment List created by the North Carolina State Treasurer pursuant to N.C.G.S. 147-86.58.

21. **No Third-Party Beneficiaries:**

There are no third-party beneficiaries to this Agreement.

22. **E – Verify:**

The Parties shall comply with *E-Verify*, the federal E-Verify program operated by the United States Department of Homeland Security and other federal agencies, or any successor or equivalent program used to verify the work authorization of

newly hired employees pursuant to federal law and as in accordance with N.C.G.S. §64-25 *et seq.* In addition, to the best of the Parties' knowledge, any subcontractor employed by the Party as a part of this Agreement shall be in compliance with the requirements of E-Verify and N.C.G.S. §64-25 *et seq.* In cases of conflict between this Agreement and any of the above incorporated attachments or references, the terms of this Agreement shall prevail.

23. **Companies Boycotting Israel Divestment Act Certification:**

Each Party certifies that it has not been designated by the North Carolina State Treasurer as a company engaged in the boycott of Israel pursuant to N.C.G.S. 147-86.81.

24. **Electronic Signatures:**

Parties acknowledge and agree that the electronic signature application Adobe Sign may be used to execute this Agreement and any associated documents. By selecting "I Agree," "I Accept," or other similar item, button, or icon via use of a keypad, mouse, or other device, as part of the Adobe Sign application, Parties consent to be legally bound by the terms and conditions of this Agreement and that such act constitutes Parties' signatures as if signed by Parties in writing. Parties also agree that no certification authority or other third-party verification is necessary to validate the electronic signature and that the lack of such certification or third-party verification will not in any way affect the enforceability of the electronic signature. Parties acknowledge and agree that delivery of a copy of this Agreement or any other document contemplated hereby, through the Adobe Sign application, will have the same effect as physical delivery of the paper document bearing an original written signature.

SIGNATURE PAGES FOLLOW

<p>RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY (d/b/a GoTriangle)</p> <p>By: _____ Brian C. Smith, President and CEO</p> <p>This, the ___ day of _____, 2026.</p>	<p>This instrument has been preaudited in the manner required by The Local Government Budget and Fiscal Control Act.</p> <p>_____</p> <p>Michelle Jeng, Chief Financial Officer for GoTriangle</p> <p>This, the ___ day of _____, 2026.</p>
	<p>Reviewed and Approved as to legal form.</p> <p>_____</p> <p>T. Byron Smith, General Counsel</p>

IMPLEMENTING PARTY SIGNATURE BLOCK

SPECIAL CAPITAL FUNDING AGREEMENT
BUS INFRASTRUCTURE

WAKE TRANSIT FY 2027

This Capital Funding Agreement ("Agreement") is made by and between Research Triangle Regional Public Transportation Authority, d/b/a GoTriangle ("GoTriangle") and the [REDACTED] ("Implementing Party"), and the Capital Area Metropolitan Planning Organization ("CAMPO"). The foregoing may collectively be referred to as "Parties."

WHEREAS, the Parties to Agreement, who have or may have specific roles in the implementation of public transit and the support of public transit infrastructure in the Wake County area, have determined that it is in their best interest and the best interest of the constituents they represent to coordinate future public transit planning, funding, expansion and construction; and

WHEREAS, an extensive community driven process was used to develop a strategic transit vision document that set forth an enhanced public transit plan for Wake County, referred to as the "Wake County Transit Plan" ("Wake Transit Plan"), and this plan was unveiled on or about December 8, 2015, and adopted by the GoTriangle Board of Trustees on May 25, 2016, the Capital Area Metropolitan Planning Organization's ("CAMPO") Executive Board on May 18, 2016, and the Wake County Board of Commissioners on June 6, 2016; and was subsequently updated and adopted by the CAMPO Executive Board on April 21, 2021, and the GoTriangle Board of Trustees on April 28, 2021; and

WHEREAS, in conjunction with the Wake Transit Plan, GoTriangle, Wake County, and CAMPO (collectively, "the Governance ILA Parties") adopted the Wake Transit Governance Interlocal Agreement ("Governance ILA") that creates a governance structure for the implementation of the Wake Transit Plan by and through the annual Wake Transit Work Plan; and

WHEREAS, based on Section 5.02 of the Governance ILA, CAMPO has the authority to enter into this Agreement and enforce the provisions thereof and is a necessary Party to this Agreement;

WHEREAS, the Governance ILA specifically created the Transportation Planning Advisory Committee ("TPAC") and charged the TPAC with coordinating and recommending the planning and implementation aspects of the Wake Transit Work Plan; and

WHEREAS, the Governance ILA Parties, together with the Implementing Party, numerous Wake County municipalities, and other entities, entered into a

Master Participation Agreement (“Participation Agreement”), which, among other purposes, established standards that govern the Participation Agreement Parties’ eligibility for inclusion of sponsored Implementation Elements in the Wake Transit Work Plan, receipt of funding allocations from Wake County Transit Tax Revenue, and confirmed the Participation Agreement Parties’ roles in carrying out TPAC responsibilities; and

WHEREAS, the **FY 2027** Wake Transit Work Plan was developed and recommended by the TPAC, presented for public comment, and adopted, as required, by the Boards of CAMPO and GoTriangle; and

WHEREAS, the **FY 2027** Triangle Tax District Wake Operating Ordinance was adopted by the GoTriangle Board of Trustees on _____ (date); and

WHEREAS, the Parties desire to implement the components of the **FY 2027** Wake Transit Work Plan as adopted by GoTriangle and CAMPO; and

WHEREAS, as stated in the Participation Agreement, all Implementation Elements contained in the Wake Transit Work Plan, whether partially or fully funded with Wake County Transit Tax Revenues, will not move forward until Implementation Agreements, which shall include Capital Funding Agreements and Operating Agreements are executed by and between the Implementing Party; GoTriangle, as administrator of the Special District, and CAMPO, if the Implementing Agreement involves federal or state funding that is otherwise under the distribution and program management responsibility of CAMPO or, regardless of funding source, constitutes a regionally significant project as defined in 23 CFR § 450.104; and

WHEREAS, the Parties are authorized to enter into this Agreement pursuant to, inter alia, N.C.G.S. §§ 160A-20.1; 160A-312; 160A-313; 160A-610; 153A-275; 153A-276; and 153A-449.

NOW, THEREFORE, in consideration of the above recitals and the mutual covenants herein contained, the Parties hereto agree as follows:

1. Term:

The Agreement shall become effective upon execution by all Parties (“Effective Date”). The term of this Agreement shall be from the Effective Date until **December 31, 2029**. The Parties may extend the term of this Agreement or may otherwise amend this Agreement as set forth in Section 6.

2. Purpose:

The purpose of this Agreement is to outline the details of how the Project(s) listed in Exhibit A attached hereto and incorporated herein by reference, being an approved Project(s) in the Wake County Transit Annual Work Plan, shall be implemented, in accordance with the requirements of the Participation Agreement.

3. Responsibilities:

A. Responsibilities of the Implementing Party.

- (1) The Implementing Party shall provide the Projects listed in Exhibit A and fund the cost of the Projects on an up-front basis, except as provided herein. The Implementing Party is responsible for ensuring local funds are available to pay for costs incurred related to Project phases, or invoices, prior to requesting reimbursement from GoTriangle, except in instances where advance payments are requested. Implementing parties may utilize pre-award authority for Capital projects requiring immediate implementation. Pre-award authority may not be exercised until the annual budget has been recommended by the TPAC and adopted by CAMPO and GoTriangle.
- (2) Funding. In the event that there will be funding for the Project from multiple sources, all parties with a financial contribution agree that the cost allocation must be specifically documented.
- (3) Requests for reimbursement (“Reimbursement Requests”) may be submitted by the Implementing Party as often as it is efficient and effective for the Implementing Party. The reimbursement request shall be emailed to waketransitreimbursement@gotriangle.org.

All Reimbursement Requests must be made using a Billing, Payment, and Reimbursement Template agreed to by the Parties and must include a signed statement by the Implementing Party’s Finance Officer or designee stating that funds were spent in accordance with the Wake Transit Work Plan and with all applicable laws, rules, and regulations, and that the Reimbursement Request includes items due and payable. All Reimbursement Requests shall be based on actual expenses incurred as recorded in the financial system.

- (4) In special circumstances where an advance payment may be required, Reimbursement Requests must be submitted using the Template and with a justification for the advance payment request. Advance payments received by the Implementing Party must be disbursed within 72 hours of receipt from GoTriangle.
- (5) Reimbursement Requests for expenses incurred as of June 30 shall be submitted by August 10 for the fiscal year in which the work was done.

(6) Further, the Implementing Party shall:

- (a) Ensure that Wake Transit Tax Revenue provided by GoTriangle is not misappropriated or misdirected to any other account, need, project, or line item, other than as listed in Exhibit A. The Implementing Party shall have an obligation to return any reimbursed or advanced payments that were misappropriated or expended outside the approved Project(s) listed in Exhibit A.
- (b) Apply any grant funding awarded for and obligated to the Project(s) prior to requesting reimbursement from Wake Transit Tax Revenue. Wake Transit Tax Revenue may be used for any required local match to grant funds, and for the remaining balance of project costs after utilizing grant funds.
- (c) Public Engagement: The Parties agree to follow, at a minimum, engagement standards outlined in the Wake Transit Public Engagement Policy (“Engagement Policy”) adopted by CAMPO and GoTriangle for Wake Transit Plan project implementation, which is incorporated herein by reference.
- (d) Monitor award activities, to include sub-awards, to provide reasonable assurance that funds are spent in compliance with applicable requirements. Responsibilities include accounting for receipts and expenditures, cash management, maintaining adequate financial records, and refunding disallowed expenditures.
- (e) Maintain a financial management system adequate for monitoring the accumulation of costs.
- (f) Follow all applicable Federal procurement and/or property acquisition processes.

B. Responsibilities of GoTriangle.

- (1) GoTriangle, as administrator of the Triangle Tax District, shall have the responsibilities and duties as set forth in the Governance ILA, including appropriating funds from the **FY 2027** Triangle Tax District Capital Ordinance in accordance with the Governance ILA. The specific appropriation and approved project budgets are further detailed in Exhibit A and in the **FY 2027** Wake Transit Work Plan.
- (2) GoTriangle, upon receipt of a Reimbursement Request, shall verify within five

business days whether the Reimbursement Request is complete; is within the approved budget; is within the annual work plan; and is in accordance with the Wake Transit Billing, Payment, and Reimbursement Policy and Guidelines, adopted by GoTriangle on June 28, 2017 and CAMPO on June 21, 2017 and subsequently amended and adopted by GoTriangle on June 23, 2021 and CAMPO on June 16, 2021. Payment will be remitted within thirty (30) days of verification to the Implementing Party according to the payment instructions on file.

If GoTriangle is unable to verify the Reimbursement Request, GoTriangle shall, within two (2) business days, notify the Implementing Party in writing of the deficiencies in the Reimbursement Request. The Implementing Party may thereafter submit a revised Reimbursement Request (“Revised Reimbursement Request”), which shall be verified within five (5) business days of receipt. If the Revised Reimbursement Request is denied, the Implementing Party may place the item on the next TPAC agenda for discussion and a recommendation to GoTriangle and the Implementing Party.

- (3) Where advance payments are requested, GoTriangle, after due consideration of the request, will remit funds via payment instructions on file.
- (4) All disbursements from GoTriangle shall be in accordance with North Carolina General Statute 159 Article 3, known as the North Carolina Budget and Fiscal Control Act, and the Wake Transit Financial Policies and Guidelines, adopted by GoTriangle on June 28, 2017, and CAMPO on June 21, 2017, and subsequently amended and adopted by GoTriangle on June 23, 2021 and CAMPO on June 16, 2021.

C. Responsibilities of CAMPO

- (1) CAMPO shall work with the Implementing Party to have the Project considered for inclusion in the CAMPO Transportation Improvement Program.

4. Progress Reporting:

Unless otherwise agreed in writing between Parties, the Implementing Party agrees to provide quarterly and annual reporting per the Master Participation Agreement for the Reported Deliverables as identified in Exhibit A using a Reporting Template agreed to by the Parties. The Implementing Party shall include in its quarterly reports any details of issues that may impact delivery of the Projects identified in Exhibit A. If the Implementing Party is allocating local funds towards Projects identified in Exhibit A, those expenditures shall be disclosed as part of its quarterly and annual reports.

The Annual Wake Transit Report prepared by GoTriangle shall provide information regarding how strategic public transit objectives have been met and shall include the progress achieved, the strategies being followed, and performance targets and key milestones for capital projects and operating services.

Quarterly Status Reports prepared by GoTriangle shall provide information regarding progress toward strategic objectives outlined in the Wake Transit Work Plan and include the performance achieved, the strategies being followed, and performance targets and key milestones for Capital Projects and operating services identified in the Wake Transit Work Plan. GoTriangle shall include in its Quarterly Status Reports any details of issues that may impact delivery of funding for the Projects identified in Exhibit A.

The Parties agree to share supporting documentation, if requested, in addition to their quarterly and annual reporting, in a timely manner.

5. Further Agreements:

The Parties agree that they will, from time to time, execute, acknowledge and deliver, or cause to be executed, acknowledged and delivered, such supplements hereto and such further instruments as may reasonably be required for carrying out the intention of this Agreement. The Parties agree to work together in good faith and with all due diligence to provide for and carry out the purpose of this Agreement.

6. Amendment:

Any extension of the term of this Agreement and/or change to the content of this Agreement shall be by written amendment signed by all Parties.

7. Breach; Termination:

In the event that (1) the Implementing Party is not able or fails to provide a Project(s) as required by the Agreement; or (2) GoTriangle is not able or fails to provide funding for a Project(s) as required by the Agreement; or (3) GoTriangle fails to fulfill its responsibilities and duties as set out in the Governance ILA; or (4) any Party fails to fulfill a responsibility or duty of this Agreement; or (5) any Party withdraws from the Master Participation Agreement (separately each a “breach”), any Party to this Agreement shall notify the Clerk to the TPAC Committee and the other Parties to this Agreement. The Non-breaching Party may place the item on a TPAC agenda for discussion and a non-binding recommendation to the Parties.

The Non-breaching Party may provide the Breaching Party with a period of time to

cure the breach to the reasonable satisfaction of the Non-breaching Party. If the breach is not timely cured, or cannot be cured, the Non-breaching Party may (1) elect to terminate this Agreement in full; or (2) elect to terminate this Agreement only as to one or more Projects listed in Exhibit A. In the event of breach of this Agreement, the Parties shall be entitled to such legal or equitable remedy as may be available, including specific performance.

In the event the Agreement is terminated for any reason other than by the end of the term of the Agreement:

- (a) The Implementing Party shall not be required to continue implementing the Projects, but may elect to continue implementing the Projects using funds from sources other than the Wake Transit Tax.
- (b) GoTriangle shall reimburse the Implementing Party for any expenses for the Projects that have been approved in the annual work plan and made in reliance on this Agreement, whether or not a Reimbursement Request has been made by Implementing Party at the time of termination. The Implementing Party shall have sixty (60) days after the date of termination to submit all Reimbursement Requests.
- (c) The Implementing Party shall report the final status for its deliverable and GoTriangle shall do a final quarterly report and shall issue the annual report required by this Agreement.

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All parties must adhere to record retention guidelines as set forth in North Carolina General Statutes or federal guidelines as appropriate.

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If to GoTriangle:
GoTriangle
Attn: President and CEO
4600 Emperor Blvd
Durham, NC 27703

And with a copy to:
GoTriangle
Attn: General Counsel
4600 Emperor Blvd

Durham, NC 27703

If to CAMPO:
CAMPO
Attn: Executive Director
One Fenton Main Street, Suite 201
Cary, NC 27511

<Implementing Party Information>

10. Representations and Warranties:

The Parties each represent, covenant and warrant for the other's benefit as follows:

A. Each Party has all necessary power and authority to enter into this Agreement and to carry out the transactions contemplated by this Agreement, and the individuals signing this Agreement have the right and power to do so. This Agreement is a valid and binding obligation of each Party.

B. To the knowledge of each Party, neither the execution and delivery of this Agreement, nor the fulfillment of or compliance with its terms and conditions, nor the consummation of the transactions contemplated by this Agreement, results in a breach of the terms, conditions and provisions of any agreement or instrument to which a Party is bound, or constitutes a default under any of the foregoing.

C. To the knowledge of each Party, there is no litigation or other court or administrative proceeding pending or threatened against such party (or against any other person) affecting such Party's rights to execute or deliver this Agreement or to comply with its obligations under this Agreement. Neither such Party's execution and delivery of this Agreement, nor its compliance with its obligations under this Agreement, requires the approval of any regulatory body or any other entity the approval of which has not been obtained.

D. Parties agree to work together in good faith and with all due diligence to provide for and carry out the purpose of this Capital Funding Agreement.

11. Merger and Precedence:

The provisions of this Agreement, including all Exhibits and attachments, constitute the entire agreement by and between the Parties hereto and shall supersede all previous communications, representations or agreements, either oral or written between the Parties hereto with respect to the subject matter hereof.

Notwithstanding the foregoing, in the event of any inconsistency or conflict between this Agreement and the Participation Agreement or the Governance ILA, the terms of the Participation Agreement and Governance ILA have precedence.

12. Dispute Resolution:

In the event of conflict or default that might arise for matters associated with this Agreement, the Parties agree to informally communicate to resolve the conflict. If any such dispute cannot be informally resolved, then such dispute, or any other matter arising under this Agreement, shall be subject to resolution in a court of competent jurisdiction. Such disputes, or any other claims, disputes or other controversies arising out of, and between the Parties shall be subject to and decided exclusively by the appropriate general court of justice of Wake County, North Carolina.

13. No Waiver of Non-Compliance with Agreement:

No provision of this Agreement shall be deemed to have been waived by any Party hereto unless such waiver shall be in writing and executed by the same formality as this Agreement. The failure of any Party hereto at any time to require strict performance by the other Party of any provision hereof shall in no way affect the right of the other Party to thereafter enforce the same. In addition, no waiver or acquiescence by a Party hereto of any breach of any provision hereof by another Party shall be taken to be a waiver of any succeeding breach of such provision or as a waiver of the provision itself.

14. Governing Law:

All matters relating to this Agreement shall be governed by the laws of the State of North Carolina, without regard to its choice of law provisions, and venue for any action relating to this Agreement shall be Wake County Civil Superior Court or the United States District Court for the Eastern District of North Carolina, Western Division.

15. Assignment:

No Party may sell or assign any interest in or obligation under this Agreement without the prior express written consent of the other Parties. Notwithstanding the foregoing, all Parties understand and agree that Implementing Party currently uses an independent contractor to operate its transit system and that such mode of operation is specifically permitted under this Agreement.

16. Independence of the Parties:

Nothing herein shall be construed to modify, abridge, or deny the authority or discretion of any Party to independently develop, administer, or control transportation projects pursuant to enumerated authority or funding sources separate from those in this Agreement.

17. Execution in Counterparts/Electronic Version of Agreement:

This Agreement may be executed in any number of counterparts, each of which shall be an original and all of which shall constitute but one and the same instrument. Any Party may convert a signed original of the Agreement to an electronic record pursuant to a North Carolina Department of Natural and Cultural Resources approved procedure and process for converting paper records to electronic records for record retention purposes. Such electronic record of the Agreement shall be deemed for all purposes to be an original signed Agreement.

18. No Waiver of Sovereign Immunity:

Nothing in this Agreement shall be construed to mandate purchase of insurance by any municipality pursuant to N.C.G.S. 160A-485; or to in any other way waive any Party's defense of sovereign or governmental immunity from any cause of action alleged or brought against any Party for any reason if otherwise available as a matter of law.

19. No Waiver of Qualified Immunity:

No officer, agent or employee of any Party shall be subject to any personal liability by reason of the execution of this Agreement or any other documents related to the transactions contemplated hereby. Such officers, agents, or employees shall be deemed to execute this Agreement in their official capacities only, and not in their individual capacities. This section shall not relieve any such officer, agent or employee from the performance of any official duty provided by law.

20. Verification of Work Authorization; Iran Divestment Act:

All Parties, and any permitted subcontractors, shall comply with Article 2, Chapter 64, of the North Carolina General Statutes. The Parties hereby certify that they, and all permitted subcontractors, if any, are not on the Iran Final Divestment List created by the North Carolina State Treasurer pursuant to N.C.G.S. 147-86.58.

21. No Third-Party Beneficiaries:

There are no third-party beneficiaries to this Agreement.

22. E – Verify:

Parties shall comply with *E-Verify*, the federal E-Verify program operated by the United States Department of Homeland Security and other federal agencies, or any successor or equivalent program used to verify the work authorization of newly hired employees pursuant to federal law and as in accordance with N.C.G.S. §64-25 *et seq.* In addition, to the best of the Parties' knowledge, any subcontractor employed by the Parties as a part of this Agreement shall be in compliance with the requirements of E-Verify and N.C.G.S. §64-25 *et seq.* In cases of conflict between this Agreement and any of the above incorporated attachments or references, the terms of this Agreement shall prevail.

23. Companies Boycotting Israel Divestment Act Certification:

Parties certify that it has not been designated by the North Carolina State Treasurer as a company engaged in the boycott of Israel pursuant to N.C.G.S. 147-86.81.

24. Electronic Signatures:

Parties acknowledge and agree that the electronic signature application Adobe Sign may be used to execute this Agreement and any associated documents. By selecting "I Agree," "I Accept," or other similar item, button, or icon via use of a keypad, mouse, or other device, as part of the Adobe Sign application, Parties consent to be legally bound by the terms and conditions of this Agreement and that such act constitutes Parties' signatures as if signed by Parties in writing. Parties also agree that no certification authority or other third-party verification is necessary to validate the electronic signature and that the lack of such certification or third-party verification will not in any way affect the enforceability of the electronic signature. Parties acknowledge and agree that delivery of a copy of this Agreement or any other document contemplated hereby, through the Adobe Sign application, will have the same effect as physical delivery of the paper document bearing an original written signature.

SIGNATURE PAGES FOLLOW

<p>RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY (d/b/a GoTriangle)</p> <p>By: _____ Brian C. Smith, President and CEO</p> <p>This, the ___ day of _____, 2026.</p>	<p>This instrument has been preaudited in the manner required by The Local Government Budget and Fiscal Control Act.</p> <p>_____</p> <p>Michelle Jeng, Chief Financial Officer for GoTriangle</p> <p>This, the ___ day of _____, 2026.</p>
	<p>Reviewed and Approved as to legal form.</p> <p>_____</p> <p>T. Byron Smith, General Counsel</p>

<Implementing Party signature page>

NC CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION “CAMPO”

By: _____
Chris Lukasina, Executive Director

ATTEST:

By: _____
Ben Howell, Wake Transit Program Manager

GENERAL OPERATING AGREEMENT
FOR BUS OPERATIONS – COMMUNITY FUNDING AREA PROGRAM

WAKE TRANSIT FY 2027

This Operating Agreement ("Agreement") is made by and between Research Triangle Regional Public Transportation Authority, d/b/a GoTriangle ("GoTriangle") and _____ ("Implementing Party") and the Capital Area Metropolitan Planning Organization ("CAMPO"). The foregoing may collectively be referred to as "Parties."

WHEREAS, the Parties to Agreement, who have or may have specific roles in the implementation of public transit and the support of public transit infrastructure in the Wake County area, have determined that it is in their best interest and the best interest of the constituents they represent to coordinate future public transit planning, funding, expansion and construction; and

WHEREAS, an extensive community driven process was used to develop a strategic transit vision document that set forth an enhanced public transit plan for Wake County, referred to as the "Wake County Transit Plan" ("Wake Transit Plan"), and this plan was unveiled on or about December 8, 2015, and adopted by the GoTriangle Board of Trustees on May 25, 2016, the Capital Area Metropolitan Planning Organization's ("CAMPO") Executive Board on May 18, 2016, and the Wake County Board of Commissioners on June 6, 2016; and was subsequently updated and adopted by the CAMPO Executive Board on April 21, 2021, and the GoTriangle Board of Trustees on April 28, 2021; and

WHEREAS, in conjunction with the Wake Transit Plan, GoTriangle, Wake County, and CAMPO (collectively, "the Governance ILA Parties") adopted the Wake Transit Governance Interlocal Agreement ("Governance ILA") that creates a governance structure for the implementation of the Wake Transit Plan by and through the annual Wake Transit Work Plan; and

WHEREAS, pursuant to Section 3.02c of the Governance ILA, CAMPO has been designated as the lead agency for administering the Community Funding Area Program and has the authority to enter into this Agreement and enforce the provisions thereof and is a necessary Party to this Agreement; and

WHEREAS, the Governance ILA specifically created the Transit Planning Advisory Committee ("TPAC") and charged the TPAC with coordinating and recommending the planning and implementation aspects of the Wake Transit Work Plan; and

WHEREAS, the Governance ILA Parties, together with the Implementing Party, numerous Wake County municipalities, and other entities, entered into a Master Participation Agreement (“Participation Agreement”), which, among other purposes, established standards that govern the Participation Agreement Parties’ eligibility for inclusion of sponsored Implementation Elements in the Wake Transit Work Plan, receipt of funding allocations from Wake County Transit Tax Revenue, and confirmed the Participation Agreement Parties’ roles in carrying out TPAC responsibilities; and

WHEREAS, the **FY 2027** Wake Transit Work Plan was developed and recommended by the TPAC, presented for public comment, and adopted, as required, by the Boards of CAMPO and GoTriangle; and

WHEREAS, the **FY 2027** Triangle Tax District Wake Operating Ordinance was adopted by the GoTriangle Board of Trustees on _____ (date); and

WHEREAS, the Parties desire to implement the components of the **FY 2027** Wake Transit Work Plan as adopted by GoTriangle and CAMPO; and

WHEREAS, as stated in the Participation Agreement, all Implementation Elements contained in the Wake Transit Work Plan, whether partially or fully funded with Wake County Transit Tax Revenues, will not move forward until Implementation Agreements, which shall include a Capital Funding Agreement and an Operating Agreement, are executed by and between the Implementing Party; GoTriangle, as administrator of the Special District, and CAMPO, if the Implementing Agreement involves federal or state funding that is otherwise under the distribution and program management responsibility of CAMPO or, regardless of funding source, constitutes a regionally significant project as defined in 23 CFR § 450.104; and

WHEREAS, no Implementation Elements awarded funding through the Community Funding Area Program will move forward until an Implementation Agreement, which shall include Capital Funding Agreements or Operating Agreements, is executed by and between the Implementing Party; GoTriangle, as administrator of the Special District; and CAMPO.

WHEREAS, the Parties are authorized to enter into this Agreement pursuant to, inter alia, N.C.G.S. §§ 160A-20.1; 160A-312; 160A-313; 160A-610; 153A-275; 153A-276; and 153A-449.

NOW, THEREFORE, in consideration of the above recitals and the mutual covenants herein contained, the Parties hereto agree as follows:

1. **Term:**

The Agreement shall become effective upon execution by all Parties (“Effective Date”). The term of this Agreement shall be from the Effective Date until **December 31, 2027**. The Parties may extend the term of this Agreement or may otherwise amend this Agreement as set forth in Section 7.

2. **Purpose:**

The purpose of this Agreement is to outline the details of how the Project(s) listed in Exhibit A attached hereto and incorporated herein by reference, being an approved Project(s) in the Wake County Transit Annual Work Plan, shall be implemented, in accordance with the requirements of the Participation Agreement.

3. **Responsibilities:**

A. **Responsibilities of the Implementing Party.**

- (1) The Implementing Party shall provide the Projects listed in Exhibit A and fund the cost of the Projects on an up-front basis, except as provided herein. The Implementing Party is responsible for ensuring funds are available to pay for the Projects prior to requesting reimbursement from GoTriangle.
- (2) The Wake Transit Work Plan Reimbursement Request and Financial Report Template (“Reimbursement Request Template”) must be submitted by the Implementing Party at least quarterly but may be as often as is efficient and effective for the Implementing Party. The reimbursement request shall be emailed to waketransitreimbursement@gotriangle.org with a copy to CAMPO, specifically Ben.Howell@campo-nc.us.

All Reimbursement Requests must be made using the Wake Transit Work Plan Reimbursement Request and Financial Report template agreed to by the Parties and must include a signed statement by the Implementing Party’s Finance Officer or designee stating that funds were spent in accordance with the Wake Transit Work Plan and with all applicable laws, rules, and regulations, and that the Reimbursement Request includes items due and payable. All Reimbursement Requests shall be based on actual expenses incurred as recorded in the financial system.

- (3) In special circumstances where an advance payment may be required, Reimbursement Requests must be submitted using the Reimbursement Request Template and with a justification for the advance payment request. Advance payments received by the Implementing Party must be disbursed within 72 hours of receipt from GoTriangle.

- (4) Any performance on which an Implementing Party receives reimbursement must be performed by June 30 of that fiscal year.
- (5) Reimbursement Requests for expenses incurred as of June 30 shall be submitted by August 10 for the fiscal year in which the work was done.
- (6) Further, the Implementing Party shall:
 - (a) Ensure that Wake Transit funds provided by GoTriangle are not misappropriated or misdirected to any other account, need, project, or line item, other than as listed in Exhibit A. The Implementing Party shall have an obligation to return any reimbursed or advanced payments that were misappropriated or expended outside the approved Project(s) listed in Exhibit A.
 - (b) Ensure that a minimum of 50 percent of the total costs associated with the project, as described in Exhibit A, are expended from the Implementing Party's funds that were demonstrated through its application to the Community Funding Area Program to be provided as the required matching funds for the program. All Reimbursement Requests submitted by the Implementing Party shall detail total costs expended for the project along with the reimbursable amount. The total Reimbursement Requests for reimbursable costs shall not exceed the amount allocated to the project as described in Exhibit A.
 - (c) Monitor award activities, to include sub-awards, to provide reasonable assurance that funds are spent in compliance with applicable requirements. Responsibilities include accounting for receipts and expenditures, cash management, maintaining adequate financial records, and refunding disallowed expenditures.
 - (d) Maintain a financial management system adequate for monitoring the accumulation of costs.
 - (e) Meet with staff from CAMPO within sixty (60) days of the execution of this agreement to discuss the scope of work, timeline, reporting requirements, public engagement activities, reimbursement requirements for the project, as well as to discuss a schedule for any subsequent project oversight meetings.
- (7) The Implementing Party shall coordinate with CAMPO to ensure the Project is considered for inclusion in the CAMPO Transportation Improvement Program.

B. Responsibilities of GoTriangle.

- (1) GoTriangle, as administrator of the Triangle Tax District, shall have the responsibilities and duties as set forth in the Governance ILA, including appropriating funds from the **FY 2027** Triangle Tax District Wake Operating Ordinance in accordance with the Governance ILA. The specific appropriation and approved project budgets are further detailed in Exhibit A and in the **FY 2027** Wake Transit Work Plan.
- (2) GoTriangle, upon receipt of a Reimbursement Request, shall verify within five business days whether the Reimbursement Request is complete; is within the approved budget; is within the annual work plan; and is in accordance with the Wake Transit Billing, Payment, and Reimbursement Policy and Guidelines, adopted by GoTriangle on June 28, 2017 and CAMPO on June 21, 2017 and subsequently amended and adopted by GoTriangle on June 23, 2021 and CAMPO on June 16, 2021. Payment will be remitted within thirty (30) days of verification to the Implementing Party according to the payment instructions on file.

If GoTriangle is unable to verify the Reimbursement Request, GoTriangle shall, within two (2) business days, notify the Implementing Party in writing of the deficiencies in the Reimbursement Request. The Implementing Party may thereafter submit a revised Reimbursement Request (“Revised Reimbursement Request”), which shall be verified within five business days of receipt. If the Revised Reimbursement Request is denied, CAMPO or the Implementing Party may place the item on the next TPAC agenda for discussion and a recommendation to GoTriangle, CAMPO, and the Implementing Party.

- (3) Where advance payments are requested, GoTriangle, after due consideration of the request, will remit funds via payment instructions on file.
- (4) All disbursements from GoTriangle shall be in accordance with North Carolina General Statute 159 Article 3, known as the North Carolina Budget and Fiscal Control Act, and the Wake Transit Financial Policies and Guidelines, adopted by GoTriangle on June 28, 2017, and CAMPO on June 21, 2017, and subsequently amended and adopted by GoTriangle on June 23, 2021, and CAMPO on June 16, 2021.

C. Responsibilities of CAMPO

- (1) CAMPO shall work with the Implementing Party to have the Project considered for inclusion in the CAMPO Transportation Improvement

Program.

- (2) Within five (5) business days of receiving a Reimbursement Request from the Implementing Party, CAMPO shall verify that the Reimbursement Request is complete, is within the approved budget, and is consistent with the scope of the project as reflected in Exhibit A and any other applicable scope-related attachments or exhibits to this Agreement.
- (3) Meet with staff from the Implementing Party within sixty (60) days of the execution of this agreement to discuss scope of work, timeline, reporting requirements, public engagement activities, reimbursement requirements for the project, as well as to discuss a schedule for any subsequent project oversight meetings.

4. Minimum Service Standards:

For the Projects listed in Exhibit A, the Implementing Party agrees to provide for:

- A. Maintenance of all vehicles and facilities in accordance with a preventative maintenance program.
- B. Maintenance of all vehicles and facilities in a safe and dependable condition and cleaning of all vehicles and facilities regularly.
- C. Monitoring of services and responding to incidents in a timely and professional manner.
- D. Regular reviews of service including: safety, on-time performance, customer satisfaction, accessibility, cleanliness, security, and customer service training.
- E. Public engagement activities in accordance with state and federal guidelines and agency and municipal policies and procedures, if applicable.

5. Performance Reporting:

Unless otherwise agreed in writing between Parties, the Implementing Party shall report operating statistics and ridership to the National Transit Database and to the North Carolina Department of Transportation Public Transportation Division, as applicable.

The Implementing Party also agrees to provide quarterly and annual reporting per the Master Participation Agreement for the Reported Deliverables as identified in Exhibit A using a Reporting Template agreed to by the Parties. The Implementing Party shall include in its quarterly reports any details of issues that may impact delivery of the Projects identified in Exhibit A.

The Annual Wake Transit Report prepared by GoTriangle shall provide information

regarding how strategic public transit objectives have been met and shall include the performance achieved, the strategies being followed, and performance targets and key milestones for capital projects and operating services.

Quarterly Status Reports prepared by GoTriangle and/or CAMPO shall provide information regarding progress toward strategic objectives outlined in the Wake Transit Work Plan and include the performance achieved, the strategies being followed, and performance targets and key milestones for Capital Projects and operating services identified in the Wake Transit Work Plan. GoTriangle shall include in its Quarterly Status Reports any details of issues that may impact delivery of funding for the Projects identified in Exhibit A.

The Parties agree to share supporting documentation, if requested, in addition to their quarterly and annual reporting, in a timely manner.

6. Further Agreements:

The Parties agree that they will, from time to time, execute, acknowledge and deliver, or cause to be executed, acknowledged and delivered, such supplements hereto and such further instruments as may reasonably be required for carrying out the intention of this Agreement. The Parties agree to work together in good faith and with all due diligence to provide for and carry out the purpose of this Agreement.

7. Amendment:

Any extension of the term of this Agreement and/or change to the content of this Agreement shall be by written amendment signed by all Parties.

8. Breach; Termination:

In the event that (1) the Implementing Party is not able or fails to provide a Project(s) as required by the Agreement; or (2) GoTriangle is not able or fails to provide funding for a Project(s) as required by the Agreement; or (3) GoTriangle fails to fulfill its responsibilities and duties as set out in the Governance ILA; or (4) any Party fails to fulfill a responsibility or duty of this Agreement; or (5) any Party withdraws from the Master Participation Agreement (separately each a “breach”), any Party to this Agreement shall notify the Clerk to the TPAC Committee and the other Parties to this Agreement. The Non-breaching party may place the item on a TPAC agenda for discussion and a non-binding recommendation to the Parties. The Non-breaching Party may provide the Breaching Party with a period of time to cure the breach to the reasonable satisfaction of the Non-breaching Party. If the breach is not timely cured, or cannot be cured, the Non-breaching Party may (1) elect to terminate this Agreement in full; or (2) elect to terminate this Agreement

only as to one or more Projects listed in Exhibit A. In the event of breach of this Agreement, the Parties shall be entitled to such legal or equitable remedy as may be available, including specific performance.

In the event the Agreement is terminated for any reason other than by the end of the Term of the Agreement:

- (a) The Implementing Party shall not be required to continue implementing the Projects, but may elect to continue implementing the Projects using funds from sources other than the Wake Transit Tax.
- (b) GoTriangle shall reimburse the Implementing Party for any expenses for the Projects that have been approved in the annual work plan and made in reliance on this Agreement, whether or not a Reimbursement Request has been made by Implementing Party at the time of termination. The Implementing Party shall have sixty (60) days after the date of termination to submit all Reimbursement Requests.
- (c) The Implementing Party shall report the final status for its deliverable and GoTriangle shall do a final quarterly report and shall issue the annual report required by this Agreement.

9. ADA and Paratransit Requirements:

The Implementing Party shall provide paratransit service as required by law within the ADA-required radius of the all-day fixed-route bus services implemented as Projects pursuant to this Agreement.

10. Record Retention:

All parties must adhere to record retention guidelines as set forth in North Carolina General Statutes or federal guidelines as appropriate.

11. Notices:

Any notice given pursuant to this Agreement shall be deemed given if delivered by hand or if deposited in the United States Mail, postage paid, certified mail, return receipt requested and addressed as follows:

If to GoTriangle:
GoTriangle
Attn: President and CEO
4600 Emperor Blvd
Durham, NC 27703

And with a copy to:

GoTriangle
Attn: General Counsel GoTriangle
4600 Emperor Blvd
Durham, NC 27703

If to CAMPO:
CAMPO
Attn: Executive Director
One Fenton Main Street, Suite 201
Cary, NC 27511

<Implementing Party Information>

12. Representations and Warranties:

The Parties each represent, covenant and warrant for the other's benefit as follows:

- a. Each Party has all necessary power and authority to enter into this Agreement and to carry out the transactions contemplated by this Agreement, and the individuals signing this Agreement have the right and power to do so. This Agreement is a valid and binding obligation of each Party.
- b. To the knowledge of each Party, neither the execution and delivery of this Agreement, nor the fulfillment of or compliance with its terms and conditions, nor the consummation of the transactions contemplated by this Agreement, results in a breach of the terms, conditions and provisions of any agreement or instrument to which a Party is bound, or constitutes a default under any of the foregoing.
- c. To the knowledge of each Party, there is no litigation or other court or administrative proceeding pending or threatened against such party (or against any other person) affecting such Party's rights to execute or deliver this Agreement or to comply with its obligations under this Agreement. Neither such Party's execution and delivery of this Agreement, nor its compliance with its obligations under this Agreement, requires the approval of any regulatory body or any other entity the approval of which has not been obtained.
- d. The Parties agree to work together in good faith and with all due diligence to provide for and carry out the purpose of this Operating Agreement.

13. Merger and Precedence:

The provisions of this Agreement, including all Exhibits and attachments, constitute the entire agreement by and between the Parties hereto and shall supersede all

previous communications, representations or agreements, either oral or written between the Parties hereto with respect to the subject matter hereof.

Notwithstanding the foregoing, in the event of any inconsistency or conflict between this Agreement and the Participation Agreement or the Governance ILA, the terms of the Participation Agreement and Governance ILA have precedence.

14. Dispute Resolution:

In the event of conflict or default that might arise for matters associated with this Agreement, the Parties agree to informally communicate to resolve the conflict. If any such dispute cannot be informally resolved, then such dispute, or any other matter arising under this Agreement, shall be subject to resolution in a court of competent jurisdiction. Such disputes, or any other claims, disputes or other controversies arising out of, and between the Parties shall be subject to and decided exclusively by the appropriate general court of justice of Wake County, North Carolina.

15. No Waiver of Non-Compliance with Agreement:

No provision of this Agreement shall be deemed to have been waived by any Party hereto unless such waiver shall be in writing and executed by the same formality as this Agreement. The failure of any Party hereto at any time to require strict performance by the other of any provision hereof shall in no way affect the right of the other Party to thereafter enforce the same. In addition, no waiver or acquiescence by a Party hereto of any breach of any provision hereof by another Party shall be taken to be a waiver of any succeeding breach of such provision or as a waiver of the provision itself.

16. Governing Law:

All matters relating to this Agreement shall be governed by the laws of the State of North Carolina, without regard to its choice of law provisions, and venue for any action relating to this Agreement shall be Wake County Civil Superior Court or the United States District Court for the Eastern District of North Carolina, Western Division.

17. Assignment:

No Party may sell or assign any interest in or obligation under this Agreement without the prior express written consent of the other Parties.

18. Independence of the Parties:

Nothing herein shall be construed to modify, abridge, or deny the authority or

discretion of any Party to independently develop, administer, or control transportation projects pursuant to enumerated authority or funding sources separate from those in this Agreement.

19. Execution in Counterparts/Electronic Version of Agreement:

This Agreement may be executed in any number of counterparts, each of which shall be an original and all of which shall constitute but one and the same instrument. Any Party may convert a signed original of the Agreement to an electronic record pursuant to a North Carolina Department of Natural and Cultural Resources approved procedure and process for converting paper records to electronic records for record retention purposes. Such electronic record of the Agreement shall be deemed for all purposes to be an original signed Agreement.

20. No Waiver of Sovereign Immunity:

Nothing in this Agreement shall be construed to mandate purchase of insurance by any municipality pursuant to N.C.G.S. 160A-485; or to in any other way waive any Party's defense of sovereign or governmental immunity from any cause of action alleged or brought against any Party for any reason if otherwise available as a matter of law.

21. No Waiver of Qualified Immunity:

No officer, agent or employee of any Party shall be subject to any personal liability by reason of the execution of this Agreement or any other documents related to the transactions contemplated hereby. Such officers, agents, or employees shall be deemed to execute this Agreement in their official capacities only, and not in their individual capacities. This section shall not relieve any such officer, agent or employee from the performance of any official duty provided by law.

22. Verification of Work Authorization; Iran Divestment Act:

All Parties, and any permitted subcontractors, shall comply with Article 2, Chapter 64, of the North Carolina General Statutes. The Parties hereby certify that they, and all permitted subcontractors, if any, are not on the Iran Final Divestment List created by the North Carolina State Treasurer pursuant to N.C.G.S. 147-86.59.

23. No third-Party Beneficiaries:

There are no third-party beneficiaries to this Agreement.

24. E – Verify:

Parties shall comply with *E-Verify*, the federal E-Verify program operated by the United States Department of Homeland Security and other federal agencies, or any successor or equivalent program used to verify the work authorization of newly hired employees pursuant to federal law and as in accordance with N.C.G.S. §64-25 *et seq.* In addition, to the best of the Parties' knowledge, any subcontractor employed by the Parties as a part of this Agreement shall be in compliance with the requirements of E-Verify and N.C.G.S. §64-25 *et seq.* In cases of conflict between this Agreement and any of the above incorporated attachments or references, the terms of this Agreement shall prevail.

25. Companies Boycotting Israel Divestment Act Certification:

Each party certifies that it has not been designated by the North Carolina State Treasurer as a company engaged in the boycott of Israel pursuant to N.C.G.S. 147-86.81.

26. Electronic Signatures:

Parties acknowledge and agree that the electronic signature application Adobe Sign may be used to execute this Agreement and any associated documents. By selecting "I Agree," "I Accept," or other similar item, button, or icon via use of a keypad, mouse, or other device, as part of the Adobe Sign application, Parties consent to be legally bound by the terms and conditions of this Agreement and that such act constitutes Parties' signatures as if signed by Parties in writing. Parties also agree that no certification authority or other third-party verification is necessary to validate the electronic signature and that the lack of such certification or third-party verification will not in any way affect the enforceability of the electronic signature. Parties acknowledge and agree that delivery of a copy of this Agreement or any other document contemplated hereby, through the Adobe Sign application, will have the same effect as physical delivery of the paper document bearing an original written signature.

SIGNATURE PAGES FOLLOW

<p>RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY (d/b/a GoTriangle)</p> <p>By: _____ Brian C. Smith, President and CEO</p> <p>This, the ____ day of _____ 2026.</p>	<p>This instrument has been preaudited in the manner required by The Local Government Budget and Fiscal Control Act.</p> <p>_____</p> <p>Michelle Jeng, Chief Financial Officer for GoTriangle</p> <p>This, the ____ day of _____ 2026.</p>
	<p>Reviewed and Approved as to legal form.</p> <p>_____</p> <p>T. Byron Smith, General Counsel</p>

NC CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION "CAMPO"

By: _____
Chris Lukasina, Executive Director

Attest:

By: _____
Ben Howell, Wake Transit Program Manager

<Implementing Party signature page>

GENERAL OPERATING AGREEMENT
FOR BUS OPERATIONS

WAKE TRANSIT FY 2027

This Operating Agreement ("Agreement") is made by and between Research Triangle Regional Public Transportation Authority, d/b/a GoTriangle ("GoTriangle") and _____ ("Implementing Party"). The foregoing may collectively be referred to as "Parties."

WHEREAS, the Parties to Agreement, who have or may have specific roles in the implementation of public transit and the support of public transit infrastructure in the Wake County area, have determined that it is in their best interest and the best interest of the constituents they represent to coordinate future public transit planning, funding, expansion and construction; and

WHEREAS, an extensive community driven process was used to develop a strategic transit vision document that set forth an enhanced public transit plan for Wake County, referred to as the "Wake County Transit Plan" ("Wake Transit Plan"), and this plan was unveiled on or about December 8, 2015, and adopted by the GoTriangle Board of Trustees on May 25, 2016, the Capital Area Metropolitan Planning Organization's ("CAMPO") Executive Board on May 18, 2016, and the Wake County Board of Commissioners on June 6, 2016; and was subsequently updated and adopted by the CAMPO Executive Board on April 21, 2021, and the GoTriangle Board of Trustees on April 28, 2021; and

WHEREAS, in conjunction with the Wake Transit Plan, GoTriangle, Wake County, and CAMPO (collectively, "the Governance ILA Parties") adopted the Wake Transit Governance Interlocal Agreement ("Governance ILA") that creates a governance structure for the implementation of the Wake Transit Plan by and through the annual Wake Transit Work Plan; and

WHEREAS, based on Section 5.02 of the Governance ILA, CAMPO has the authority to enter into this Agreement and enforce the provisions thereof and is a necessary Party to this Agreement;

WHEREAS, the Governance ILA specifically created the Transit Planning Advisory Committee ("TPAC") and charged the TPAC with coordinating and recommending the planning and implementation aspects of the Wake Transit Work Plan; and

WHEREAS, the Governance ILA Parties, together with the Implementing Party, numerous Wake County municipalities, and other entities, entered into a Master Participation Agreement ("Participation Agreement"), which, among other

purposes, established standards that govern the Participation Agreement Parties' eligibility for inclusion of sponsored Implementation Elements in the Wake Transit Work Plan, receipt of funding allocations from Wake County Transit Tax Revenue, and confirmed the Participation Agreement Parties' roles in carrying out TPAC responsibilities; and

WHEREAS, the **FY 2027** Wake Transit Work Plan was developed and recommended by the TPAC, presented for public comment, and adopted, as required, by the Boards of CAMPO and GoTriangle; and

WHEREAS, the **FY 2027** Triangle Tax District Wake Operating Ordinance was adopted by the GoTriangle Board of Trustees on _____; and

WHEREAS, the Parties desire to implement the components of the **FY 2027** Wake Transit Work Plan as adopted by GoTriangle and CAMPO; and

WHEREAS, as stated in the Participation Agreement, all Implementation Elements contained in the Wake Transit Work Plan, whether partially or fully funded with Wake County Transit Tax Revenues, will not move forward until Implementation Agreements, which shall include a Capital Funding Agreement and an Operating Agreement, are executed by and between the Implementing Party; GoTriangle, as administrator of the Special District, and CAMPO, if the Implementing Agreement involves federal or state funding that is otherwise under the distribution and program management responsibility of CAMPO or, regardless of funding source, constitutes a regionally significant project as defined in 23 CFR § 450.104; and

WHEREAS, the Parties are authorized to enter into this Agreement pursuant to, inter alia, N.C.G.S. §§ 160A-20.1; 160A-312; 160A-313; 160A-610; 153A-275; 153A-276; and 153A-449.

NOW, THEREFORE, in consideration of the above recitals and the mutual covenants herein contained, the Parties hereto agree as follows:

1. **Term:**

The Agreement shall become effective upon execution by all Parties ("Effective Date"). The term of this Agreement shall be from the Effective Date until **December 31, 2027**. The Parties may extend the term of this Agreement or may otherwise amend this Agreement as set forth in Section 7.

2. **Purpose:**

The purpose of this Agreement is to outline the details of how the Project(s) listed in Exhibit A attached hereto and incorporated herein by reference, being an

approved Project(s) in the Wake County Transit Annual Work Plan, shall be implemented, in accordance with the requirements of the Participation Agreement.

3. **Responsibilities:**

A. Responsibilities of the Implementing Party.

- (1) The Implementing Party shall provide the Projects listed in Exhibit A and fund the cost of the Projects on an up-front basis, except as provided herein. The Implementing Party is responsible for ensuring funds are available to pay for the Projects prior to requesting reimbursement from GoTriangle.
- (2) The Wake Transit Work Plan Reimbursement Request and Financial Report Template ("Reimbursement Request Template") must be submitted by the Implementing Party at least quarterly but may be as often as is efficient and effective for the Implementing Party. The reimbursement request shall be emailed to waketransitreimbursement@gotriangle.org.

All Reimbursement Requests must be made using the Wake Transit Work Plan Reimbursement Request and Financial Report template agreed to by the Parties and must include a signed statement by the Implementing Party's Finance Officer or designee stating that funds were spent in accordance with the Wake Transit Work Plan and with all applicable laws, rules, and regulations, and that the Reimbursement Request includes items due and payable. All Reimbursement Requests shall be based on actual expenses incurred as recorded in the financial system.

- (3) In special circumstances where an advance payment may be required, Reimbursement Requests must be submitted using the Reimbursement Request Template and with a justification for the advance payment request. Advance payments received by the Implementing Party must be disbursed within 72 hours of receipt from GoTriangle.
- (4) Any performance on which an Implementing Party receives reimbursement must be performed by June 30 of that fiscal year.
- (5) Reimbursement Requests for expenses incurred as of June 30 shall be submitted by August 10 for the fiscal year in which the work was done.
- (6) Further, the Implementing Party shall:
 - (a) Ensure that Wake Transit funds provided by GoTriangle are not misappropriated or misdirected to any other account, need, project, or line

- item, other than as listed in Exhibit A.
- (b) Monitor award activities, to include sub-awards, to provide reasonable assurance that funds are spent in compliance with applicable requirements. Responsibilities include accounting for receipts and expenditures, cash management, maintaining adequate financial records, and refunding disallowed expenditures.
 - (c) Maintain a financial management system adequate for monitoring the accumulation of costs.
- (7) The Implementing Party shall coordinate with CAMPO to ensure the Project is considered for inclusion in the CAMPO Transportation Improvement Program.
- (8) The implementing party agrees to coordinate with the municipality as it relates to transit service that enters the local municipal area. These coordination efforts should include discussions as it relates to, but are not limited to, route planning and development, schedule development, passenger amenities, maintenance and upkeep of passenger amenities, public engagement and advertisement in relation to the new services, etc. These coordination efforts shall occur prior to the execution of the transit services.

B. Responsibilities of GoTriangle.

- (1) GoTriangle, as administrator of the Triangle Tax District, shall have the responsibilities and duties as set forth in the Governance ILA, including appropriating funds from the **FY 2027** Triangle Tax District Wake Operating Ordinance in accordance with the Governance ILA. The specific appropriation and approved project budgets are further detailed in Exhibit A and in the **FY 2027** Wake Transit Work Plan.
- (2) GoTriangle, upon receipt of a Reimbursement Request, shall verify within five business days whether the Reimbursement Request is complete; is within the approved budget; is within the annual work plan; and is in accordance with the Wake Transit Billing, Payment, and Reimbursement Policy and Guidelines, adopted by GoTriangle on June 28, 2017 and CAMPO on June 21, 2017 and subsequently amended and adopted by GoTriangle on June 23, 2021 and CAMPO on June 16, 2021. Payment will be remitted within thirty (30) days of verification to the Implementing Party according to the payment instructions on file.

If GoTriangle is unable to verify the Reimbursement Request, GoTriangle shall, within two (2) business days, notify the Implementing Party in writing of the deficiencies in the Reimbursement Request. The Implementing Party

may thereafter submit a revised Reimbursement Request (“Revised Reimbursement Request”), which shall be verified within five business days of receipt. If the Revised Reimbursement Request is denied, the Implementing Party may place the item on the next TPAC agenda for discussion and a recommendation to GoTriangle and the Implementing Party.

- (3) Where advance payments are requested, GoTriangle, after due consideration of the request, will remit funds via payment instructions on file.
- (4) All disbursements from GoTriangle shall be in accordance with North Carolina General Statute 159 Article 3, known as the North Carolina Budget and Fiscal Control Act, and the Wake Transit Financial Policies and Guidelines, adopted by GoTriangle on June 28, 2017, and CAMPO on June 21, 2017, and subsequently amended and adopted by GoTriangle on June 23, 2021, and CAMPO on June 16, 2021.

C. Responsibilities of CAMPO

- (1) CAMPO shall work with the Implementing Party to have the Project considered for inclusion in the CAMPO Transportation Improvement Program.

4. **Minimum Service Standards:**

For the Projects listed in Exhibit A, the Implementing Party agrees to:

- A. Maintain all vehicles and facilities in accordance with a preventative maintenance program.
- B. Maintain all vehicles and facilities in a safe and dependable condition and clean all vehicles and facilities regularly.
- C. Monitor services and respond to incidents in a timely and professional manner.
- D. Conduct regular reviews of service including: safety, on-time performance, customer satisfaction, accessibility, cleanliness, security, and customer service training.
- E. Conduct public engagement activities in accordance with state and federal guidelines and agency and municipal policies and procedures, if applicable.

5. **Performance Reporting:**

Unless otherwise agreed in writing between Parties, the Implementing Party shall report operating statistics and ridership to the National Transit Database and to the North Carolina Department of Transportation Public Transportation Division.

The Implementing Party also agrees to provide quarterly and annual reporting per the Master Participation Agreement for the Reported Deliverables as identified in Exhibit A using a Reporting Template agreed to by the Parties. The Implementing Party shall include in its quarterly reports any details of issues that may impact delivery of the Projects identified in Exhibit A.

The Annual Wake Transit Report prepared by GoTriangle shall provide information regarding how strategic public transit objectives have been met and shall include the performance achieved, the strategies being followed, and performance targets and key milestones for capital projects and operating services.

Quarterly Status Reports prepared by GoTriangle and/or CAMPO shall provide information regarding progress toward strategic objectives outlined in the Wake Transit Work Plan and include the performance achieved, the strategies being followed, and performance targets and key milestones for Capital Projects and operating services identified in the Wake Transit Work Plan. GoTriangle shall include in its Quarterly Status Reports any details of issues that may impact delivery of funding for the Projects identified in Exhibit A.

The Parties agree to share supporting documentation, if requested, in addition to their quarterly and annual reporting, in a timely manner.

6. **Further Agreements:**

The Parties agree that they will, from time to time, execute, acknowledge and deliver, or cause to be executed, acknowledged and delivered, such supplements hereto and such further instruments as may reasonably be required for carrying out the intention of this Agreement. The Parties agree to work together in good faith and with all due diligence to provide for and carry out the purpose of this Agreement.

7. **Amendment:**

Any extension of the term of this Agreement and/or change to the content of this Agreement shall be by written amendment signed by all Parties.

8. **Breach; Termination:**

In the event that (1) the Implementing Party is not able or fails to provide a Project(s) as required by the Agreement; or (2) GoTriangle is not able or fails to provide funding for a Project(s) as required by the Agreement; or (3) GoTriangle fails to fulfill its responsibilities and duties as set out in the Governance ILA; or (4) any Party fails to fulfill a responsibility or duty of this Agreement; or (5) any Party

withdraws from the Master Participation Agreement (separately each a “breach”), any Party to this Agreement shall notify the Clerk to the TPAC Committee and the other Parties to this Agreement. The Non-breaching party may place the item on a TPAC agenda for discussion and a non-binding recommendation to the Parties.

The Non-breaching Party may provide the Breaching Party with a period of time to cure the breach to the reasonable satisfaction of the Non-breaching Party. If the breach is not timely cured, or cannot be cured, the Non-breaching Party may (1) elect to terminate this Agreement in full; or (2) elect to terminate this Agreement only as to one or more Projects listed in Exhibit A. In the event of breach of this Agreement, the Parties shall be entitled to such legal or equitable remedy as may be available, including specific performance.

In the event the Agreement is terminated for any reason other than by the end of the Term of the Agreement:

- (a) The Implementing Party shall not be required to continue implementing the Projects, but may elect to continue implementing the Projects using funds from sources other than the Wake Transit Tax.
- (b) GoTriangle shall reimburse the Implementing Party for any expenses for the Projects that have been approved in the annual work plan and made in reliance on this Agreement, whether or not a Reimbursement Request has been made by Implementing Party at the time of termination. The Implementing Party shall have sixty (60) days after the date of termination to submit all Reimbursement Requests.
- (c) The Implementing Party shall report the final status for its deliverable and GoTriangle shall do a final quarterly report and shall issue the annual report required by this Agreement.

9. **ADA and Paratransit Requirements:**

The Implementing Party shall provide paratransit service as required by law within the ADA-required radius of the all-day fixed-route bus services implemented as Projects pursuant to this Agreement.

10. **Record Retention:**

All parties must adhere to record retention guidelines as set forth in North Carolina General Statutes or federal guidelines as appropriate

11. **Notices:**

Any notice given pursuant to this Agreement shall be deemed given if delivered by hand or if deposited in the United States Mail, postage paid, certified mail,

return receipt requested and addressed as follows:

If to GoTriangle:
GoTriangle
Attn: President and CEO
4600 Emperor Blvd
Durham, NC 27703

And with a copy to:
GoTriangle
Attn: General Counsel
4600 Emperor Blvd
Durham, NC 27703

If to CAMPO:
CAMPO
Attn: Executive Director
One Fenton Main Street, Suite 201
Cary, NC 27511

<Implementing Party Information>

12. **Representations and Warranties:**

The Parties each represent, covenant and warrant for the other's benefit as follows:

- A. Each Party has all necessary power and authority to enter into this Agreement and to carry out the transactions contemplated by this Agreement, and the individuals signing this Agreement have the right and power to do so. This Agreement is a valid and binding obligation of each Party.
- B. To the knowledge of each Party, neither the execution and delivery of this Agreement, nor the fulfillment of or compliance with its terms and conditions, nor the consummation of the transactions contemplated by this Agreement, results in a breach of the terms, conditions and provisions of any agreement or instrument to which a Party is bound, or constitutes a default under any of the foregoing.
- C. To the knowledge of each Party, there is no litigation or other court or administrative proceeding pending or threatened against such party (or against any other person) affecting such Party's rights to execute or deliver this Agreement or to comply with its obligations under this Agreement. Neither such Party's execution and delivery of this Agreement, nor its

compliance with its obligations under this Agreement, requires the approval of any regulatory body or any other entity the approval of which has not been obtained.

D. The Parties agree to work together in good faith and with all due diligence to provide for and carry out the purpose of this Operating Agreement.

13. **Merger and Precedence:**

The provisions of this Agreement, including all Exhibits and attachments, constitute the entire agreement by and between the Parties hereto and shall supersede all previous communications, representations or agreements, either oral or written between the Parties hereto with respect to the subject matter hereof.

Notwithstanding the foregoing, in the event of any inconsistency or conflict between this Agreement and the Participation Agreement or the Governance ILA, the terms of the Participation Agreement and Governance ILA have precedence.

14. **Dispute Resolution:**

In the event of conflict or default that might arise for matters associated with this Agreement, the Parties agree to informally communicate to resolve the conflict. If any such dispute cannot be informally resolved, then such dispute, or any other matter arising under this Agreement, shall be subject to resolution in a court of competent jurisdiction. Such disputes, or any other claims, disputes or other controversies arising out of, and between the Parties shall be subject to and decided exclusively by the appropriate general court of justice of Wake County, North Carolina.

15. **No Waiver of Non-Compliance with Agreement:**

No provision of this Agreement shall be deemed to have been waived by any Party hereto unless such waiver shall be in writing and executed by the same formality as this Agreement. The failure of any Party hereto at any time to require strict performance by the other of any provision hereof shall in no way affect the right of the other Party to thereafter enforce the same. In addition, no waiver or acquiescence by a Party hereto of any breach of any provision hereof by another Party shall be taken to be a waiver of any succeeding breach of such provision or as a waiver of the provision itself.

16. **Governing Law:**

All matters relating to this Agreement shall be governed by the laws of the State of North Carolina, without regard to its choice of law provisions, and venue for any action relating to this Agreement shall be Wake County Civil Superior Court or the United States District Court for the Eastern District of North Carolina, Western

Division.

17. **Assignment:**

No Party may sell or assign any interest in or obligation under this Agreement without the prior express written consent of the other Parties.

18. **Independence of the Parties:**

Nothing herein shall be construed to modify, abridge, or deny the authority or discretion of any Party to independently develop, administer, or control transportation projects pursuant to enumerated authority or funding sources separate from those in this Agreement.

19. **Execution in Counterparts/Electronic Version of Agreement:**

This Agreement may be executed in any number of counterparts, each of which shall be an original and all of which shall constitute but one and the same instrument. Any Party may convert a signed original of the Agreement to an electronic record pursuant to a North Carolina Department of Natural and Cultural Resources approved procedure and process for converting paper records to electronic records for record retention purposes. Such electronic record of the Agreement shall be deemed for all purposes to be an original signed Agreement.

20. **No Waiver of Sovereign Immunity:**

Nothing in this Agreement shall be construed to mandate purchase of insurance by any municipality pursuant to N.C.G.S. 160A-485; or to in any other way waive any Party's defense of sovereign or governmental immunity from any cause of action alleged or brought against any Party for any reason if otherwise available as a matter of law.

21. **No Waiver of Qualified Immunity:**

No officer, agent or employee of any Party shall be subject to any personal liability by reason of the execution of this Agreement or any other documents related to the transactions contemplated hereby. Such officers, agents, or employees shall be deemed to execute this Agreement in their official capacities only, and not in their individual capacities. This section shall not relieve any such officer, agent or employee from the performance of any official duty provided by law.

22. **Verification of Work Authorization; Iran Divestment Act:**

All Parties, and any permitted subcontractors, shall comply with Article 2, Chapter

64, of the North Carolina General Statutes. The Parties hereby certify that they, and all permitted subcontractors, if any, are not on the Iran Final Divestment List created by the North Carolina State Treasurer pursuant to N.C.G.S. 147-86.59.

23. **No third-Party Beneficiaries:**

There are no third-party beneficiaries to this Agreement.

24. **E – Verify:**

Parties shall comply with *E-Verify*, the federal E-Verify program operated by the United States Department of Homeland Security and other federal agencies, or any successor or equivalent program used to verify the work authorization of newly hired employees pursuant to federal law and as in accordance with N.C.G.S. §64-25 *et seq.* In addition, to the best of the Parties' knowledge, any subcontractor employed by the Parties as a part of this Agreement shall be in compliance with the requirements of E-Verify and N.C.G.S. §64-25 *et seq.* In cases of conflict between this Agreement and any of the above incorporated attachments or references, the terms of this Agreement shall prevail.

25. **Companies Boycotting Israel Divestment Act Certification:**

The parties certifies that it has not been designated by the North Carolina State Treasurer as a company engaged in the boycott of Israel pursuant to N.C.G.S. 147-86.81.

26. **Electronic Signatures:**

Parties acknowledge and agree that the electronic signature application Adobe Sign may be used to execute this Agreement and any associated documents. By selecting "I Agree," "I Accept," or other similar item, button, or icon via use of a keypad, mouse, or other device, as part of the Adobe Sign application, Parties consent to be legally bound by the terms and conditions of this Agreement and that such act constitutes Parties' signatures as if signed by Parties in writing. Parties also agree that no certification authority or other third-party verification is necessary to validate the electronic signature and that the lack of such certification or third-party verification will not in any way affect the enforceability of the electronic signature. Parties acknowledge and agree that delivery of a copy of this Agreement or any other document contemplated hereby, through the Adobe Sign application, will have the same effect as physical delivery of the paper document bearing an original written signature.

SIGNATURE PAGES FOLLOW

<p>RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY (d/b/a GoTriangle)</p> <p>By: _____ Brian C. Smith, President and CEO</p> <p>This, the ____ day of _____ 2026.</p>	<p>This instrument has been preaudited in the manner required by The Local Government Budget and Fiscal Control Act.</p> <p>_____</p> <p>Michelle Jeng, Chief Financial Officer for GoTriangle</p> <p>This, the ____ day of _____ 2026.</p>
	<p>Reviewed and Approved as to legal form.</p> <p>_____</p> <p>T. Byron Smith, General Counsel</p>

NC CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION “CAMPO”

By: _____
Chris Lukasina, Executive Director

Attest:

By: _____
Ben Howell, Wake Transit Program Manager

<Implementing Party signature page>

GENERAL OPERATING AGREEMENT
FOR TRANSIT PLAN ADMINISTRATION

WAKE TRANSIT FY 2027

This Operating Agreement ("Agreement") is made by and between Research Triangle Regional Public Transportation Authority, d/b/a GoTriangle ("GoTriangle") and _____ ("Implementing Party"). The foregoing may collectively be referred to as "Parties."

WHEREAS, the Parties to Agreement, who have or may have specific roles in the implementation of public transit and the support of public transit infrastructure in the Wake County area, have determined that it is in their best interest and the best interest of the constituents they represent to coordinate future public transit planning, funding, expansion and construction; and

WHEREAS, an extensive community driven process was used to develop a strategic transit vision document that set forth an enhanced public transit plan for Wake County, referred to as the "Wake County Transit Plan" ("Wake Transit Plan"), and this plan was unveiled on or about December 8, 2015, and adopted by the GoTriangle Board of Trustees on May 25, 2016, the Capital Area Metropolitan Planning Organization's ("CAMPO") Executive Board on May 18, 2016, and the Wake County Board of Commissioners on June 6, 2016; and was subsequently updated and adopted by the CAMPO Executive Board on April 21, 2021, and the GoTriangle Board of Trustees on April 28, 2021; and

WHEREAS, in conjunction with the Wake Transit Plan, GoTriangle, Wake County, and CAMPO (collectively, "the Governance ILA Parties") adopted the Wake Transit Governance Interlocal Agreement ("Governance ILA") that creates a governance structure for the implementation of the Wake Transit Plan by and through the annual Wake Transit Work Plan; and

WHEREAS, the Governance ILA specifically created the Transit Planning Advisory Committee ("TPAC") and charged the TPAC with coordinating and recommending the planning and implementation aspects of the Wake Transit Work Plan; and

WHEREAS, the Governance ILA Parties, together with the Implementing Party, numerous Wake County municipalities, and other entities, entered into a Master Participation Agreement ("Participation Agreement"), which, among other purposes, established standards that govern the Participation Agreement Parties' eligibility for inclusion of sponsored Implementation Elements in the Wake Transit Work Plan, receipt of funding allocations from Wake County Transit Tax Revenue,

and confirmed the Participation Agreement Parties' roles in carrying out TPAC responsibilities; and

WHEREAS, the **FY 2027** Wake Transit Work Plan was developed and recommended by the TPAC, presented for public comment, and adopted, as required, by the Boards of CAMPO and GoTriangle; and

WHEREAS, the **FY 2027** Triangle Tax District Wake Operating Ordinance was adopted by the GoTriangle Board of Trustees on _____ (date); and

WHEREAS, the Parties desire to implement the components of the **FY 2027** Wake Transit Work Plan as adopted by GoTriangle and CAMPO; and

WHEREAS, as stated in the Participation Agreement, all Implementation Elements contained in the Wake Transit Work Plan, whether partially or fully funded with Wake County Transit Tax Revenues, will not move forward until Implementation Agreements, which shall include a Capital Funding Agreement and an Operating Agreement, are executed by and between the Implementing Party; GoTriangle, as administrator of the Special District, and CAMPO, if the Implementing Agreement involves federal or state funding that is otherwise under the distribution and program management responsibility of CAMPO or, regardless of funding source, constitutes a regionally significant project as defined in 23 CFR § 450.104; and

WHEREAS, the Parties are authorized to enter into this Agreement pursuant to, inter alia, N.C.G.S. §§ 160A-20.1; 160A-312; 160A-313; 160A-610; 153A-275; 153A-276; and 153A-449.

NOW, THEREFORE, in consideration of the above recitals and the mutual covenants herein contained, the Parties hereto agree as follows:

1. Term:

The Agreement shall become effective upon execution by all Parties ("Effective Date"). The term of this Agreement shall be from the Effective Date until **December 31, 2027**. The Parties may extend the term of this Agreement or may otherwise amend this Agreement as set forth in Section 6.

2. Purpose:

The purpose of this Agreement is to outline the details of how the Project(s) listed in Exhibit A attached hereto and incorporated herein by reference, being an approved Project(s) in the Wake County Transit Annual Work Plan, shall be

implemented, in accordance with the requirements of the Participation Agreement.

3. Responsibilities:

A. Responsibilities of the Implementing Party.

- (1) The Implementing Party shall provide the Projects listed in Exhibit A and fund the cost of the Projects on an up-front basis, except as provided herein. The Implementing Party is responsible for ensuring funds are available to pay for the Projects prior to requesting reimbursement from GoTriangle.
- (2) The Wake Transit Work Plan Reimbursement Request and Financial Report Template (“Reimbursement Request Template”) must be submitted by the Implementing Party at least quarterly but may be as often as is efficient and effective for the Implementing Party. The reimbursement request shall be emailed to waketransitreimbursement@gotriangle.org.

All Reimbursement Requests must be made using the Wake Transit Work Plan Reimbursement Request and Financial Report template agreed to by the Parties and must include a signed statement by the Implementing Party’s Finance Officer or designee stating that funds were spent in accordance with the Wake Transit Work Plan and with all applicable laws, rules, and regulations, and that the Reimbursement Request includes items due and payable. All Reimbursement Requests shall be based on actual expenses incurred as recorded in the financial system.

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- (4) Any performance on which an Implementing Party receives reimbursement must be performed by June 30 of that fiscal year.
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- (6) Further, the Implementing Party shall:
 - (a) Ensure that Wake Transit funds provided by GoTriangle are not misappropriated or misdirected to any other account, need, project, or line item, other than as listed in Exhibit A.

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(4) All disbursements from GoTriangle shall be in accordance with North Carolina General Statute 159 Article 3, known as the North Carolina Budget and Fiscal Control Act, and the Wake Transit Financial Policies and Guidelines, adopted by GoTriangle on June 28, 2017, and CAMPO on June 21, 2017, and subsequently amended and adopted by GoTriangle on June 23, 2021 and CAMPO on June 16, 2021.

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The Parties agree to share supporting documentation, if requested, in addition to their quarterly and annual reporting, in a timely manner.

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The Parties agree that they will, from time to time, execute, acknowledge and deliver, or cause to be executed, acknowledged and delivered, such supplements

hereto and such further instruments as may reasonably be required for carrying out the intention of this Agreement. The Parties agree to work together in good faith and with all due diligence to provide for and carry out the purpose of this Agreement.

6. Amendment:

Any extension of the term of this Agreement and/or change to the content of this Agreement shall be by written amendment signed by all Parties.

7. Breach; Termination:

In the event that (1) the Implementing Party is not able or fails to provide a Project(s) as required by the Agreement; or (2) GoTriangle is not able or fails to provide funding for a Project(s) as required by the Agreement; or (3) GoTriangle fails to fulfill its responsibilities and duties as set out in the Governance ILA; or (4) any Party fails to fulfill a responsibility or duty of this Agreement; or (5) any Party withdraws from the Master Participation Agreement (separately each a “breach”), any Party to this Agreement shall notify the Clerk to the TPAC Committee and the other Parties to this Agreement. The Non-breaching party may place the item on a TPAC agenda for discussion and a non-binding recommendation to the Parties.

The Non-breaching Party may provide the Breaching Party with a period of time to cure the breach to the reasonable satisfaction of the Non-breaching Party. If the breach is not timely cured, or cannot be cured, the Non-breaching Party may (1) elect to terminate this Agreement in full; or (2) elect to terminate this Agreement only as to one or more Projects listed in Exhibit A. In the event of breach of this Agreement, the Parties shall be entitled to such legal or equitable remedy as may be available, including specific performance.

In the event the Agreement is terminated for any reason other than by the end of the Term of the Agreement:

- (a) The Implementing Party shall not be required to continue implementing the Projects, but may elect to continue implementing the Projects using funds from sources other than the Wake Transit Tax.
- (b) GoTriangle shall reimburse the Implementing Party for any expenses for the Projects that have been approved in the annual work plan and made in reliance on this Agreement, whether or not a Reimbursement Request has been made by Implementing Party at the time of termination. The Implementing Party shall have sixty (60) days after the date of termination to submit all Reimbursement Requests.

(c) The Implementing Party shall report the final status for its deliverable and GoTriangle shall do a final quarterly report and shall issue the annual report required by this Agreement.

8. Record Retention:

All parties must adhere to record retention guidelines as set forth in North Carolina General Statutes or federal guidelines as appropriate

9. Notices:

Any notice given pursuant to this Agreement shall be deemed given if delivered by hand or if deposited in the United States Mail, postage paid, certified mail, return receipt requested and addressed as follows:

If to GoTriangle:
GoTriangle
Attn: President and CEO
4600 Emperor Blvd, Suite 100
Durham, NC 27703

And with a copy to:
GoTriangle
Attn: General Counsel
4600 Emperor Blvd, Suite 100
Durham, NC 27703

If to CAMPO:
CAMPO
Attn: Executive Director
One Fenton Main Street, Suite 201
Cary, NC 27511

<Implementing Party Information>

10. Representations and Warranties:

The Parties each represent, covenant and warrant for the other's benefit as follows:

A. Each Party has all necessary power and authority to enter into this Agreement and to carry out the transactions contemplated by this Agreement, and the individuals signing this Agreement have the right and

power to do so. This Agreement is a valid and binding obligation of each Party.

- B. To the knowledge of each Party, neither the execution and delivery of this Agreement, nor the fulfillment of or compliance with its terms and conditions, nor the consummation of the transactions contemplated by this Agreement, results in a breach of the terms, conditions and provisions of any agreement or instrument to which a Party is bound, or constitutes a default under any of the foregoing.
- C. To the knowledge of each Party, there is no litigation or other court or administrative proceeding pending or threatened against such party (or against any other person) affecting such Party's rights to execute or deliver this Agreement or to comply with its obligations under this Agreement. Neither such Party's execution and delivery of this Agreement, nor its compliance with its obligations under this Agreement, requires the approval of any regulatory body or any other entity the approval of which has not been obtained.
- D. The Parties agree to work together in good faith and with all due diligence to provide for and carry out the purpose of this Operating Agreement.

11. Merger and Precedence:

The provisions of this Agreement, including all Exhibits and attachments, constitute the entire agreement by and between the Parties hereto and shall supersede all previous communications, representations or agreements, either oral or written between the Parties hereto with respect to the subject matter hereof. Notwithstanding the foregoing, in the event of any inconsistency or conflict between this Agreement and the Participation Agreement or the Governance ILA, the terms of the Participation Agreement and Governance ILA have precedence.

12. Dispute Resolution:

In the event of conflict or default that might arise for matters associated with this Agreement, the Parties agree to informally communicate to resolve the conflict. If any such dispute cannot be informally resolved, then such dispute, or any other matter arising under this Agreement, shall be subject to resolution in a court of competent jurisdiction. Such disputes, or any other claims, disputes or other controversies arising out of, and between the Parties shall be subject to and decided exclusively by the appropriate general court of justice of Wake County, North Carolina.

13. No Waiver of Non-Compliance with Agreement:

No provision of this Agreement shall be deemed to have been waived by any Party hereto unless such waiver shall be in writing and executed by the same formality as this Agreement. The failure of any Party hereto at any time to require strict performance by the other of any provision hereof shall in no way affect the right of the other Party to thereafter enforce the same. In addition, no waiver or acquiescence by a Party hereto of any breach of any provision hereof by another Party shall be taken to be a waiver of any succeeding breach of such provision or as a waiver of the provision itself.

14. Governing Law:

All matters relating to this Agreement shall be governed by the laws of the State of North Carolina, without regard to its choice of law provisions, and venue for any action relating to this Agreement shall be Wake County Civil Superior Court or the United States District Court for the Eastern District of North Carolina, Western Division.

15. Assignment:

No Party may sell or assign any interest in or obligation under this Agreement without the prior express written consent of the other Parties.

16. Independence of the Parties:

Nothing herein shall be construed to modify, abridge, or deny the authority or discretion of any Party to independently develop, administer, or control transportation projects pursuant to enumerated authority or funding sources separate from those in this Agreement.

17. Execution in Counterparts/Electronic Version of Agreement:

This Agreement may be executed in any number of counterparts, each of which shall be an original and all of which shall constitute but one and the same instrument. Any Party may convert a signed original of the Agreement to an electronic record pursuant to a North Carolina Department of Natural and Cultural Resources approved procedure and process for converting paper records to electronic records for record retention purposes. Such electronic record of the Agreement shall be deemed for all purposes to be an original signed Agreement.

18. No Waiver of Sovereign Immunity:

Nothing in this Agreement shall be construed to mandate purchase of insurance by any municipality pursuant to N.C.G.S. 160A-485; or to in any other way waive

any Party's defense of sovereign or governmental immunity from any cause of action alleged or brought against any Party for any reason if otherwise available as a matter of law.

19. No Waiver of Qualified Immunity:

No officer, agent or employee of any Party shall be subject to any personal liability by reason of the execution of this Agreement or any other documents related to the transactions contemplated hereby. Such officers, agents, or employees shall be deemed to execute this Agreement in their official capacities only, and not in their individual capacities. This section shall not relieve any such officer, agent or employee from the performance of any official duty provided by law.

20. Verification of Work Authorization; Iran Divestment Act:

All Parties, and any permitted subcontractors, shall comply with Article 2, Chapter 64, of the North Carolina General Statutes. The Parties hereby certify that they, and all permitted subcontractors, if any, are not on the Iran Final Divestment List created by the North Carolina State Treasurer pursuant to N.C.G.S. 147-86.59.

21. No third-Party Beneficiaries:

There are no third-party beneficiaries to this Agreement.

22. E – Verify:

Parties shall comply with *E-Verify*, the federal E-Verify program operated by the United States Department of Homeland Security and other federal agencies, or any successor or equivalent program used to verify the work authorization of newly hired employees pursuant to federal law and as in accordance with N.C.G.S. §64-25 *et seq.* In addition, to the best of the Parties' knowledge, any subcontractor employed by the Parties as a part of this agreement shall be in compliance with the requirements of E-Verify and N.C.G.S. §64-25 *et seq.* In cases of conflict between this Agreement and any of the above incorporated attachments or references, the terms of this Agreement shall prevail.

23. Companies Boycotting Israel Divestment Act Certification:

Parties certify that it has not been designated by the North Carolina State Treasurer as a company engaged in the boycott of Israel pursuant to N.C.G.S. 147-86.81.

24. Electronic Signatures:

Parties acknowledge and agree that the electronic signature application Adobe Sign may be used to execute this Agreement and any associated documents. By selecting "I Agree," "I Accept," or other similar item, button, or icon via use of a keypad, mouse, or other device, as part of the Adobe Sign application, Parties consent to be legally bound by the terms and conditions of this Agreement and that such act constitutes Parties' signatures as if signed by Parties in writing. Parties also agree that no certification authority or other third-party verification is necessary to validate the electronic signature and that the lack of such certification or third-party verification will not in any way affect the enforceability of the electronic signature. Parties acknowledge and agree that delivery of a copy of this Agreement or any other document contemplated hereby, through the Adobe Sign application, will have the same effect as physical delivery of the paper document bearing an original written signature.

SIGNATURE PAGES FOLLOW

<p>RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY (d/b/a GoTriangle)</p> <p>By: _____ Brian C. Smith, President and CEO</p> <p>This, the ____ day of _____ 2026.</p>	<p>This instrument has been preaudited in the manner required by The Local Government Budget and Fiscal Control Act.</p> <p>_____</p> <p>Michelle Jeng, Chief Financial Officer for GoTriangle</p> <p>This, the ____ day of _____ 2026.</p>
	<p>Reviewed and Approved as to legal form.</p> <p>_____</p> <p>T. Byron Smith, General Counsel</p>

<Implementing Party signature page>



NC Capital Area Metropolitan Planning Organization

1 Fenton Main St.
Suite 201
Cary NC 27511

Staff Report

Agenda Date: 6/4/2026
To: Technical Coordinating Committee

Agenda Item: 5.3

Triangle Bikeway East Design Project Alternatives Analysis

Cara Russell, MPO Staff

The Triangle West TPO & Capital Area MPO Boards jointly adopted a Triangle Bikeway Feasibility Study in the Spring of 2022 that concluded with a recommended route for a major bikeway facility connection from Chapel Hill to Raleigh. The Preliminary Design for the eastern portion of the project (connecting Research Triangle Park to Raleigh) is currently underway. This portion consists of 14 miles between Research Triangle Park/TW Alexander Drive to the NC Museum of Art greenway bridge at 1-440/Wade Avenue.

Wake County and the Research Triangle Foundation have partnered to fund the design of the eastern portion of the recommended larger facility and CAMPO was requested to manage the design phase of the project. This effort is a partnership between Wake County, Research Triangle Foundation, CAMPO, NCDOT and municipal area partners. The goal of the project is to position the bikeway for future construction funding opportunities and advance design further to evaluate implementation. McAdams was awarded the contract for the design project in late 2024 and Kimley Horn was awarded a contract for General Engineering Services in Spring of 2025 to assist CAMPO in the management of the project.

The design project is reaching the first of many regional decision milestones in the completion of the alternatives analysis.

Concept Plans for alternative alignments were developed in 3 key areas: RTP, Lake Crabtree area, and Wade Avenue Area. Stakeholder Input was conducted from December 2025 - January 2025 which included stakeholders such as State Parks, NC Art Museum, RDU, Centennial Authority and Transit Agencies. Public Engagement on considerations and priorities on these alignment alternatives was conducted January 2025 - February 2026. The full engagement report is posted on the project website. www.publicinput.com/tribikeeast <<http://www.publicinput.com/tribikeeast>>

Following this period of input, a technical recommendation memo for the alignment routing was developed and is included in the attachments. The technical recommendation was developed in coordination with technical staff from partner organizations (Wake County, Research Triangle Park (RTP), Durham County, City of Durham, Cary, Morrisville, Raleigh, TWTP, NCDOT) and considered the stakeholder input and public engagement report above to maximize connections to destinations, consider user experience, and provide access to the larger regional transportation network.

Once endorsed, the alignment will be further refined to complete preliminary design (30% plans).

Next Steps

The Technical and Leadership Committees are continuing to meet on a regular schedule to agree upon decision frameworks and options for the project in the months ahead after preliminary design is anticipated to be complete (Early 2027).

Requested Action: Endorse the technical recommendation alignment for the Triangle Bikeway East Design Project to carry forward to 30% design completion



Preferred Alternative Technical Recommendation

APRIL 9, 2026

Table of Contents

Overview	2
Public and Stakeholder Feedback for Triangle Bikeway - East	2
Alternatives Analysis Methodology	4
NC-54 Alternatives Alignment Area	5
Public and Stakeholder Feedback.....	7
Alternatives Analysis	9
Scoring Summary / Preferred Alternative Recommendation	13
RTP Alternatives Alignment Area.....	14
Public and Stakeholder Feedback.....	15
Alternatives Analysis	19
Scoring Summary / Preferred Alternative Recommendation	27
Lake Crabtree Alternatives Alignment Area	28
Public and Stakeholder Feedback.....	30
Alternatives Analysis	32
Scoring Summary / Preferred Alternative Recommendation	36
Wade Avenue Alternatives Alignment Area	37
Public and Stakeholder Feedback.....	39
Alternatives Analysis	41
Scoring Summary / Preferred Alternative Recommendation	46

Overview

At the completion of the Triangle Bikeway Feasibility study in 2022, four areas between Durham and Raleigh - Wade Avenue Corridor, crossing of I-40 at Lake Crabtree, RTP, and the NC-54 Corridor— required additional analysis and stakeholder engagement to determine the final alignment. This memorandum summarizes the alternatives development and evaluation process for these areas during the early design phase of the Triangle Bikeway - East project, including technical recommendations for the Preferred Alternative in each segment, to inform the decision-making process.

Public and Stakeholder Feedback for Triangle Bikeway - East

Throughout the development of the Triangle Bikeway project, stakeholders and the public have been meaningfully engaged to help shape the project. Overall, the project has received public and stakeholder support and enthusiasm.

TRIANGLE BIKEWAY FEASIBILITY AND IMPLEMENTATION STUDY (2020-2022)

The following five themes reflect the most consistent priorities, concerns, and opportunities, as it relates to alternative selection and evaluation, were identified by stakeholders and the public during the Triangle Bikeway Feasibility and Implementation Study, completed in 2022.

1. Access and Community Connectivity

- Prioritize equitable access and ensure the corridor serves underserved communities and job centers.
- Ensure the facility accommodates all ages and abilities, not just experienced cyclists.
- Strengthen connections to major community destinations, parks, neighborhoods, and employment hubs.

2. Regional Mobility and Network Integration

- Strong desire for seamless connections to existing greenways, local trail systems, the RTP trail network, and park-and-ride lots.
- Emphasis on multimodal integration with transit routes, bus rapid transit, commuter rail, and the Regional Transit Center.
- Broad support for using or paralleling the I-40 corridor to create a direct, efficient commuter route.
- Openness to a hybrid alignment (I-40 + parallel roads) if it ensures overall route directness.

3. User Experience, Facility Design, and Amenities

- Clear preference for separated, protected, bicycle and pedestrian facilities.
- Preference for walking accommodations along the entire corridor and for physical separation between pedestrians and bicyclists.
- Desire to reduce conflicts between trail users and motorists and concerns about bicycle and pedestrian safety at major intersections.
- Interest in establishing the bikeway as a regional greenway spine that integrates multiple local systems.

4. Environmental Considerations

- Need to account for environmental constraints and planned highway improvements along the I-40 corridor.

- Concerns about impacts to Umstead State Park, the New Hope River Waterfowl Impoundment, and other sensitive natural areas.

5. Cost, Funding, and Implementation

- Interest in selecting an alternative with the shortest feasible construction timeline.
- Questions about funding sources, long-term maintenance, and overall project costs.
- Concern about financial impacts on residents and communities.

EARLY DESIGN PROCESS (2024-2026) FOR TRIANGLE BIKEWAY – EAST

The following summarizes the main themes identified in the design phase of Triangle Bikeway East Project identified by stakeholders and the public from December 2025 to February 2026. For more detailed information on the Public Engagement Results and Alignment Alternatives Survey, please see "Engagement Summary Report Phase 2: Triangle Bikeway East Design Project"

Public input for Triangle Bikeway - East in January and February 2026 continued to emphasize a strong desire for a wide, comfortable, and separated facility that provides a safe, low-stress travel experience, with clear preferences for physical separation between bicyclists and pedestrians, good visibility, and minimal delay at roadway crossings. Feedback consistently highlighted the importance of strong regional connectivity - particularly to transit, the airport, major employment centers, and the region's existing greenway network - and underscored the need for thoughtful design. Participants also called for a bikeway that functions as a true regional mobility corridor, supporting both commuting and recreation, while providing intuitive links to nearby destinations such as parks, commercial areas, and community amenities.

Alternatives Analysis Methodology

Utilizing feedback received from stakeholders and the public alongside technical analysis of each of the alignments under consideration, each alternative is evaluated for eight key factors. Each factor is assigned a weight based on its relevance to conditions within the overall Bikeway corridor, and each alternative is scored for its impact on a five-point scale based upon overall favorability, as follows:

- 5 – Alternative is highly favorable
- 4 – Alternative is favorable
- 3 – Alternative is neutral
- 2 – Alternative is unfavorable
- 1 – Alternative is highly unfavorable

The following is a brief description of the key factors and supporting information for how their weights were assigned. These factors are grouped into Major Factors, Moderate Factors, and Minor Factors based upon their relative weights.

MAJOR FACTORS

- **Connectivity / Route Efficiency / Destinations Served:** Evaluates connections to local destinations and other transportation facilities. Alternatives are scored relative to each other to highlight differences between the alternatives in the segment under consideration. This factor is weighted at **30 percent**.
- **Construction Cost** evaluates the relative construction cost of the alternatives and is weighted at **20 percent**.

MODERATE FACTORS

- **Typical Section:** Evaluates is how much of the alternative contains the desired 16-foot Separated Use Path. An alternative must contain 50 percent or more of this width to gain a neutral score (3) with values diverging as the percentages move toward the extremes. This factor is weighted at **10 percent**.
- **Conflict Points / Crossing Safety:** Evaluates at-grade crossings and potential safety risks based upon interactions between Bikeway users and motorists. This factor is weighted at **15 percent**.
- **Constructability Considerations:** Evaluates maintenance of traffic on adjacent facilities as well as ease of construction and construction access. A highly favorable score (5) would have no impact on traffic operations. Shoulder closures on non-interstate facilities are deemed favorable (4), single lane closures on multi-lane facilities are deemed neutral (3), interstate shoulder closures and road closures on surface streets are deem unfavorable (2), and interstate impacts greater than shoulder closures are deemed highly unfavorable (1). This factor is weighted at **10 percent**.

MINOR FACTORS

- **Structure Maintenance:** Evaluates the long-term maintenance needs of structures, based on linear feet (LF) of boardwalks, to differentiate the more desirable alternative outside of cost and constructability considerations. While bridges and retaining walls are anticipated to be used in Triangle Bikeway, they require minimal maintenance when compared to boardwalk facilities and thus are not heavily considered for scoring. In cases where there is a significant discrepancy (>5x) in bridge lengths or anticipated retaining wall use, this factor may be considered in scoring. In most cases, an alternative must have 1,000 feet or less

of boardwalk to earn a neutral score (3); no boardwalk structures to earn a highly favorable score (5), and over 2,000 feet of boardwalk to earn a highly unfavorable score (1). This factor is weighted at **5 percent**.

- **Real Estate Considerations:** Evaluates both the temporary and permanent impacts on private property. This factor is weighted at **5 percent**.
- **Environmental / Permitting Considerations:** Evaluates the human and natural environmental impacts and is intended to differentiate alternatives with lower schedule impacts and/or mitigation costs. This factor is weighted at **5 percent**.

The following factors evaluate the alternatives solely against one another: **Construction Cost, Real Estate Considerations, Connectivity / Route Efficiency / Destinations Served, Conflict Points / Crossing Safety, and Environmental / Permitting Considerations**. In general, a neutral score (3) is achieved if there is little to no difference (less than 20 percent) between the Alternatives, a 1.5x difference results in a 4/2 score, and a 2x difference results in a 5/1 score.

NC-54 Alternatives Alignment Area

Triangle Bikeway – East consists of two alternatives between TW Alexander Drive and Park Offices Drive:

- **Alternative 1** begins at the existing sidepath on TW Alexander Drive (south of the bridge over I-40) and continues south as a shared use path along the east side of TW Alexander Drive (generally following the alignment of the existing sidepath) to NC-54. The route then turns east along the north side of NC-54, crosses over the Triangle Expressway on the existing roadway bridge, and continues to the existing traffic signal at Park Offices Drive. The route then crosses to the south side of NC-54 at the existing traffic signal and continues east over Burdens Creek before ending at the southwest corner of the Rodbell Street/NC-54 intersection.
- **Alternative 2** begins at the existing sidepath on TW Alexander Drive (south of the bridge over I-40), continues south as a shared use path along the east side of TW Alexander Drive (generally following the alignment of the existing sidepath) and crosses NC-54 at the existing traffic signal, The route then turns east along the south side of NC-54 and crosses over the Triangle Expressway on the existing roadway bridge. The route continues east along the south side of NC-54 and crosses over Burdens Creek before ending at the southwest corner of the Rodbell Street/NC-54 intersection.

A map of these alternatives can be found on the following page.



Public and Stakeholder Feedback

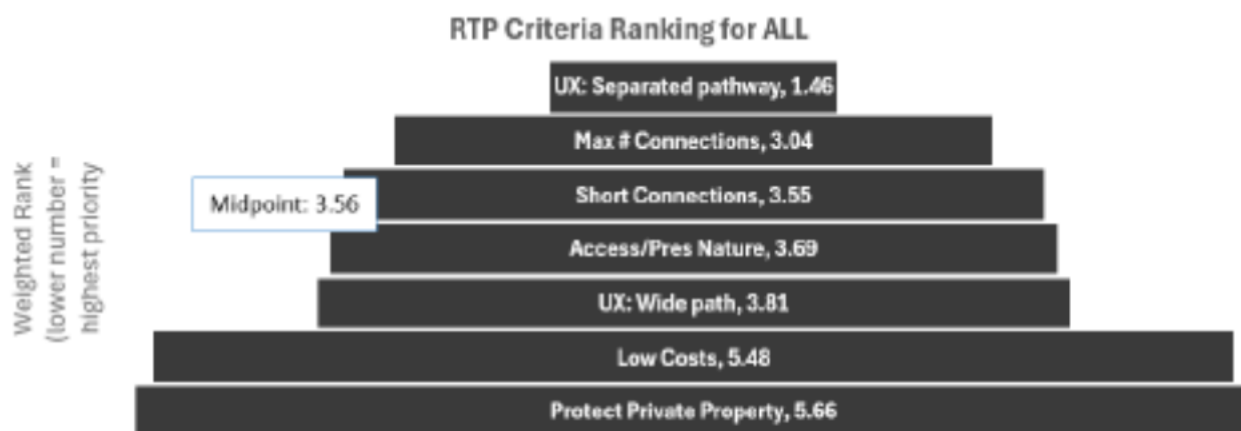
PUBLIC INPUT DURING TRIANGLE BIKEWAY STUDY (2020-2022)

During the development of the Triangle Bikeway Study, completed in 2022, feedback from the **City of Durham** emphasized the following:

- Preference for routing the bikeway along NC-54, which is prioritized for bicycle and pedestrian facility enhancements.
- Shared use paths along both sides of NC-54 would minimize unsafe intersections and crossings.
- Providing access to the bikeway on both sides of I-40 and NC-54 interchange is critical.
- Consider multi-modal connections between the Triangle Bikeway, GoDurham transit routes, and the proposed GoTriangle commuter rail line.
- Consider connections between the Triangle Bikeway corridor and the City’s greenway network.

PUBLIC INPUT DURING EARLY DESIGN PROCESS (2024-2026)

Public survey respondents were asked to rank a set of criteria to help identify top priorities for selecting a preferred alternative in the RTP Area, as shown in the chart below. The lower the rank score, the higher the priority.



The following summarizes other input and comments from the public for the NC-54 area:

- Many comments favored routing closer to NC-54, neighborhoods, or existing greenways rather than directly paralleling the interstate.
- Desired connections are clustered around the RTP campus and mixed-use areas along NC-54.
- Several commenters asked to minimize at-grade delay and highlighted long signal cycles and safety risks.
- Emphasis on smooth pavement, gentle grades, and avoidance of narrow boardwalk sections along constrained segments.

STAKEHOLDER INPUT DURING EARLY DESIGN PROCESS (2024-2026)

On November 4, 2024, the design team facilitated a site visit with stakeholders including Research Triangle Foundation, City of Raleigh, NCDOT, Wake County, and CAMPO to confirm the alternatives under consideration and obtain early feedback to inform alternative development. Subsequently, the project team met with stakeholders

including City of Durham, Durham County, Wake County, Central Pines Regional Council, RTF, GoTriangle, and TWTPo on January 16, 2026 to share conceptual alignment alternatives and results of initial alternatives evaluation and collect input (including through a post-meeting survey). A summary of the feedback received is provided below:

Alternative 1

- **NC-54 Crossings:** Concerns were raised about the location and safety of crossing NC-54, with a question of why a new crossing at Park Office Drive is proposed instead of using the existing HAWK crossing further west. TWTPo suggested incorporating countermeasures to slow vehicles.
- **Retaining Wall:** Comment that NCDOT does not allow retaining walls in the public right-of-way for private development, and that a public wall would require municipal maintenance. The wall must meet a 2:1 requirement for height and distance from the roadway.

Alternative 2

- **Traffic Storage:** A question was raised regarding whether 200 feet of vehicle storage at NC-54 would be sufficient.
- **Design:** A request was made to review the proposed boardwalk section in more detail, noting that the current NCDOT district engineer has not yet reviewed this portion of the design.
- **Guardrail Separation:** Comment from NCDOT that widening the MUP over the culvert places the path within the deflection zone of the guardrail.
- **Environmental Impacts:** Desire to limit impact to Burdens Creek and other natural areas through construction and future land use.
- Two survey respondents (NCDOT and Go Triangle) prefer this alternative for implementation

Both Alternatives

- **NC-54 Crossing:** Desire for adequate signal timing at the existing crossing for students to cross.
- **Physical Separation on Bridge:** Desire for greater separation between the bikeway and travel lanes on the bridge. Suggested using a concrete barrier instead of a guardrail.
- **Separation from Curb:** Need to include retaining walls and maintain a 4 ft utility strip between the path and back of curb.

Evaluation Factor Preference

- GoTriangle prioritizes at-grade crossing considerations, structures, and cost considerations
- NCDOT prioritizes traffic considerations, at grade crossing considerations, and connectivity/destinations served
- TWTPo prioritizes connectivity/destinations served, environmental considerations, and constructability considerations

Alternatives Analysis

The following describes how each alternative scored for each of the eight key factors and supporting information for how their scores were assigned. Please refer to **Alternatives Analysis Methodology** in the Overview section for details on the methodology.

TYPICAL SECTION

Alternative 1	Alternative 2
14-foot Shared Use Path	14-foot Shared Use Path 14-foot Clear Width Boardwalk
Score: 1 - Highly Unfavorable	Score: 1 - Highly Unfavorable

- Neither Alternative as currently presented in this section utilizes the desired 16-foot separated use path and thus both are scored as highly unfavorable. This factor is not a differentiator in this segment.
- Should the wider 16-foot separated use path be desired, neither alternative has a clear advantage/disadvantage over the other.

STRUCTURE MAINTENANCE

Alternative 1	Alternative 2
Widen existing 6-foot-wide sidewalk on NC-54 bridge over Triangle Expressway to 16-foot-wide SUP (requires removal of center turn lane, maintains widths of existing travel lanes) +/- 250 LF Retaining Wall (Max Height = 10 feet)	Widen existing 6-foot-wide sidewalk on NC-54 bridge over Triangle Expressway to 16-foot-wide SUP (requires removal of center turn lane, maintains widths of existing travel lanes) +/- 140 LF Boardwalk over Tributary to Burdens Creek
Score: 5 – Highly Favorable	Score: 4 - Favorable

- Alternative 1 scores as highly favorable because it possesses no boardwalk structures.
- Alternative 2 scores as favorable because while it does have one boardwalk, the short length of this structure is still desirable.

REAL ESTATE CONSIDERATIONS

Alternative 1	Alternative 2
The bikeway remains within the existing right-of-way for 90% of the Alternative 1 alignment. 1 parcel requires permanent easement / right-of-way <ul style="list-style-type: none"> • Grifols Therapeutics Inc 7 parcels require temporary construction easements <ul style="list-style-type: none"> • Grifols Therapeutics Inc • Boxyard RTP LLC • Frontier Hub LLC 	The bikeway remains within the existing right-of-way for 90% of the Alternative 2 alignment. 1 parcel requires permanent easements / right-of-way <ul style="list-style-type: none"> • Grifols Therapeutics Inc 6 parcels require temporary construction easements <ul style="list-style-type: none"> • Grifols Therapeutics Inc • Raptorium LLC

Alternative 1	Alternative 2
<ul style="list-style-type: none"> University Of North Carolina Health Care System Wilmington Trust Company 	<ul style="list-style-type: none"> University Of North Carolina Health Care System Wilmington Trust Company
Score: 3 - Neutral	Score: 3 - Neutral

- Both Alternatives are anticipated to have similar right of way considerations; this factor is not a differentiator.

CONNECTIVITY / ROUTE EFFICIENCY / DESTINATIONS SERVED

Alternative 1	Alternative 2
<p>Length = 1.15 miles</p> <p>Direct connections made include:</p> <ul style="list-style-type: none"> Existing sidepath on TW Alexander Drive bridge over I-40 Boxyard RTP/Frontier RTP Bus stop/shelter at Boxyard RTP <p>Additional nearby destinations served include:</p> <ul style="list-style-type: none"> Research Triangle High School (via existing signalized mid-block crossing) HUB RTP (via existing signalized crossing at Rodbell Street) 	<p>Length = 1.15 miles</p> <p>Direct connections made include:</p> <ul style="list-style-type: none"> - Existing sidepath on TW Alexander Drive bridge over I-40 - Research Triangle High School - Bus stop/shelter at Research Triangle High School <p>Additional nearby destinations served include:</p> <ul style="list-style-type: none"> - Boxyard RTP/Frontier RTP (via existing signalized mid-block crossing) - HUB RTP (via existing signalized crossing at Rodbell Street)
Score: 3 - Neutral	Score: 3 - Neutral

- Both Alternatives are anticipated to have similar connectivity within this segment. While Alternative 2 does not provide a direct connection to Boxyard RTP, the existing HAWK signal is available to make that connection.

CONFLICT POINTS / CROSSING SAFETY

Alternative 1	Alternative 2
<p>1 Total Driveway</p> <ul style="list-style-type: none"> 1 Driveway on TW Alexander Drive 0 Driveways on NC-54 <p>2 Total Street Crossings</p> <ul style="list-style-type: none"> Park Offices Drive West (Unsignalized - 3 lanes) NC-54 at Park Offices Drive East (Signalized - 5 lanes) 	<p>4 Total Driveways</p> <ul style="list-style-type: none"> 1 Driveway on TW Alexander Drive 3 Driveways on NC-54 <p>1 Total Street Crossing</p> <ul style="list-style-type: none"> NC-54 at TW Alexander Drive (Signalized - 5 lanes) <p>Utilizing the existing width of the NC-54 bridge over Triangle Expressway requires lane modifications</p>

Alternative 1	Alternative 2
<p>Utilizing the existing width of the NC-54 bridge over Triangle Expressway requires lane modifications (specifically removal of the center turn lane) to accommodate the bikeway. Based on a traffic analysis, 200 feet of left turn lane storage will be provided at TW Alexander Drive signalized intersection.</p> <p>A 450-foot lane taper is utilized to on either end of the bridge to transition back to existing lane configurations. When comparing No-Build (2055) to Build (2055) traffic conditions, delays are expected to be equivalent, indicating that the geometric modification to the intersection is not expected to adversely affect operations of this intersection.</p> <p>Requires addition of pedestrian signal upgrades to existing traffic signal at Park Offices Drive to cross NC-54, no additional traffic signals required.</p>	<p>(specifically removal of the center turn lane) to accommodate the bikeway. Based on a traffic analysis, 200 feet of left turn lane storage will be provided at TW Alexander Drive signalized intersection.</p> <p>A 450-foot lane taper is utilized to on either end of the bridge to transition back to existing lane configurations. When comparing No-Build (2055) to Build (2055) traffic conditions, delays are expected to be equivalent, indicating that the geometric modification to the intersection is not expected to adversely affect operations of this intersection.</p> <p>Utilizes existing pedestrian signal at TW Alexander Drive traffic signal to cross NC-54, no additional traffic signals required.</p>
<p>Score: 2 - Unfavorable</p>	<p>Score: 3 - Neutral</p>

- Both Alternatives are anticipated to have similar impacts for this factor.
- Alternative 1 impacts fewer overall crossings, however it includes the unsignalized crossing of the 3-lane section at Park Offices Drive West.

CONSTRUCTABILITY CONSIDERATIONS

Alternative 1	Alternative 2
<p>Construction access from existing roadways (outside lane closures required)</p> <p>Utilities present include:</p> <ul style="list-style-type: none"> • Aerial power distribution lines (+/- 4 anticipated pole relocations) • Underground fiber optic/telecom lines • Gas line • Water line (+/- 1 anticipated hydrant relocation) • Storm sewer (+/- 3 anticipated catch basin relocations) • Sanitary sewer 	<p>Construction access from existing roadways (outside lane closures required)</p> <p>Utilities present include:</p> <ul style="list-style-type: none"> • Aerial power distribution lines (+/- 1 anticipated pole relocation) • Underground fiber optic/telecom lines • Gas line • Water line (+/- 2 anticipated hydrant relocations) • Storm sewer (+/- 5 anticipated catch basin relocations) • Sanitary sewer
<p>Score: 3 – Neutral</p>	<p>Score: 4 - Favorable</p>

- Both Alternatives in this section require similar lane shifts on NC-54 to accommodate construction near TW Alexander Drive and relatively similar utility considerations.
- Alternative 2 scores as favorable due to the more advantageous cross slopes on the existing I-885 bridge for widening the existing sidewalks relative to Alternative 1.

ENVIRONMENTAL / PERMITTING CONSIDERATIONS

Alternative 1	Alternative 2
<p>Jurisdictional features to be crossed include:</p> <ul style="list-style-type: none"> • Burdens Creek <p>Minimal tree clearing is anticipated</p> <p>Anticipated coordination/permitting needs include:</p> <ul style="list-style-type: none"> • NCDOT Encroachment Agreement • NCDOT / City of Durham Traffic Signal Divisions Coordination • NC Turnpike Authority Coordination • Erosion Control Permit • Floodplain Development Permit • 401/404 Permit • Private Utility Coordination • Adjacent Landowners/Businesses Coordination • GoTriangle Coordination • Owner / Maintainer of Existing Sidepath Coordination 	<p>Jurisdictional features to be crossed include:</p> <ul style="list-style-type: none"> • Tributary to Burdens Creek • Burdens Creek <p>Minimal tree clearing is anticipated</p> <p>Anticipated coordination/permitting needs include:</p> <ul style="list-style-type: none"> • NCDOT Encroachment Agreement • NCDOT / City of Durham Traffic Signal Divisions Coordination • NC Turnpike Authority Coordination • Erosion Control Permit • Floodplain Development Permit • 401/404 Permit • Private Utility Coordination • Adjacent Landowners/Businesses Coordination • GoTriangle Coordination • Owner / Maintainer of Existing Sidepath Coordination
Score: 3 - Neutral	Score: 3 - Neutral

- Both Alternatives are anticipated to have similar impacts within this segment with respect to this factor and are scored as neutral.

CONSTRUCTION COST

Alternative 1	Alternative 2
\$4,993,000	\$4,727,000
Score: 3 - Neutral	Score: 3 - Neutral

- Although costs are anticipated to be approximately 5 percent higher in Alternative 1, they are still within the range to be scored as neutral.
- This factor is not a differentiator within this segment.

Scoring Summary / Preferred Alternative Recommendation

Alternative 2 scores slightly higher (2.95) than Alternative 1 (2.75) as shown in the following summary table:

Evaluation Factor	Weight	Alternative 1	Alternative 2
Typical Section	10%	1	1
Structure Maintenance	5%	5	4
Real Estate Considerations	5%	3	3
Connectivity / Route Efficiency / Destinations Served	30%	3	3
Conflict Points / Crossing Safety	15%	2	3
Constructability Considerations	10%	3	4
Environmental / Permitting Considerations	5%	3	3
Construction Cost	20%	3	3
Total	100%	2.75	2.95

While both alternatives have very similar characteristics within this corridor, it is recommended that **Alternative 2** be selected as the preferred alternative for the NC-54 Corridor for the following reasons:

- Provides a more convenient typical section for widening the existing sidewalk over I-885.
- Upgrades an existing route that serves as a more direct, safe route to Research Triangle High School.
- Routing Bikeway along the south side of NC-54 will provide for a better user experience and comfort due to existing tree cover.

RTP Alternatives Alignment Area

Three alternatives were analyzed between Rodbell Street and Slater Road based upon information collected during the Triangle Bikeway Study as well as subsequent stakeholder and public engagement. A summary of those alignments is as follows:

- Alternative 1** begins at Rodbell Street and continues east as a shared use path along the south side of NC-54. The route then crosses over Davis Drive via a pedestrian bridge and continues east on the south side of NC-54 to the future site of the Triangle Mobility Hub. Utilizing a proposed traffic signal at the Triangle Mobility Hub it crosses to the north side of NC-54, passes under the railroad bridge, and continues east across South Miami Boulevard to Slater Road. The route continues east along the north side of Slater Road, crossing Page Road before crossing to the south side of Slater Road near the intersection with Emperor Boulevard. The bikeway then continues along the south side of Emperor Boulevard to the existing traffic signal at Slater Road. The route crosses Emperor Boulevard at the intersection and ends on the north side of Slater Road.
- Alternative 2** begins at Rodbell Street and continues east as a shared use path along the south side of NC-54. The route then crosses over Davis Drive via a pedestrian bridge and continues east on the south side of NC-54 to the future site of the Triangle Mobility Hub. It then turns south along the railroad line in a power transmission easement to Corbett Street. The bikeway continues south along the east side of Corbett Street as a two-way cycle track for bicyclists and utilizes the existing sidewalk for pedestrians until the intersection with Lafferty Street. The route then continues as a shared use path to Hopson Street, where it turns east along the north side of Hopson Street, utilizing the existing shared use path under the railroad bridge, and continuing to the intersection with South Miami Boulevard/Page Road. The route then heads south along the west side of South Miami Boulevard to the existing traffic signal at Emperor Boulevard. The bikeway then turns east along the south side of Emperor Boulevard and continues to the existing traffic signal at Slater Road. The route crosses Slater Road at the intersection and ends on the north side of Slater Road.
- Alternative 3** begins at Rodbell Street and continues east as a shared use path along the south side of NC-54. The route then turns south and continues along the west side Davis Drive (following the alignment of an existing sidepath), before crossing to the east side at the existing traffic signal at Select Drive. The route continues east on the south side of Select Drive, passes along the south side of the future site of the Triangle Mobility Hub in a power transmission easement to Corbett Street. The bikeway continues south along the east side of Corbett Street as a two-way cycle track for bicyclists and utilizes the existing sidewalk for pedestrians until the intersection with Lafferty Street. The route then continues as a shared use path to Hopson Street, where it turns east along the north side of Hopson Street, utilizing the existing shared use path under the railroad bridge, and continuing to the intersection with South Miami Boulevard/Page Road. The route continues east along the north side of Page Road to the existing traffic signal at Slater Road. The bikeway crosses Page Road and continues along the south side of Slater Road to Emperor Boulevard. The bikeway then continues along the south side of Emperor Boulevard to the existing traffic signal at Slater Road. The route crosses Emperor Boulevard at the intersection and ends on the north side of Slater Road.

Alternative 3 was removed from further consideration due to private property acquisition challenges, and on March 20, 2026, representatives from CAMPO, TWTP, RTF, Wake County, City of Durham, Durham County, and NCDOT identified a fourth alternative (Alternative 4), which is comprised of segments of Alternatives 2 and 3.

- **Alternative 4** begins at Rodbell Street and continues east as a shared use path along the south side of NC-54. The route then crosses over Davis Drive via a pedestrian bridge and continues east on the south side of NC-54 to the future site of the Triangle Mobility Hub. It then turns south along the railroad line in a power transmission easement to Corbett Street. The bikeway continues south along the east side of Corbett Street as a two-way cycle track for bicyclists and utilizes the existing sidewalk for pedestrians until the intersection with Lafferty Street. The route then continues as a shared use path to Hopson Street, where it turns east along the north side of Hopson Street, utilizing the existing shared use path under the railroad bridge, and continuing to the intersection with South Miami Boulevard/Page Road. The route continues east along the north side of Page Road to the existing traffic signal at Slater Road. The bikeway crosses Page Road and continues along the south side of Slater Road to Emperor Boulevard. The bikeway then continues along the south side of Emperor Boulevard to the existing traffic signal at Slater Road. The route crosses Emperor Boulevard at the intersection and ends on the north side of Slater Road.

A map of these alternatives can be found on the following page.

Public and Stakeholder Feedback

PUBLIC INPUT DURING TRIANGLE BIKEWAY STUDY (2020-2022)

During the development of the Triangle Bikeway Study, completed in 2022, feedback from the **City of Durham** emphasized the following:

- Preference for routing the bikeway along NC-54, which is prioritized for bicycle and pedestrian facility enhancements.
- Shared use paths along both sides of NC-54 would minimize unsafe intersections and crossings.
- Providing access to the bikeway on both sides of I-40 and NC-54 interchange is critical.
- Consider multi-modal connections between the Triangle Bikeway, GoDurham transit routes, and the proposed GoTriangle commuter rail line.
- Consider connections between the Triangle Bikeway corridor and the City's greenway network.

PUBLIC INPUT DURING EARLY DESIGN PROCESS (2024-2026)

Public survey respondents were asked to rank a set of criteria to help identify top priorities for selecting a preferred alternative in the RTP Area, as shown in the chart following the map. The lower the rank score, the higher the priority.





- The following summarizes other input and comments from the public for the RTP area:
- Many commenters stressed the importance of minimizing delay and stops through RTP, noting that frequent signals, driveway conflicts, or indirect routing would undermine the corridor’s effectiveness as a transportation facility.
- Several comments emphasized that the RTP corridor should provide a clear, legible alignment, avoiding unnecessary meanders that increase distance and reduce the corridor’s usefulness for commuting.
- Commenters desired connections are around the planned RTP Mobility Hub, existing transit stops, and existing greenways and regional trails.

STAKEHOLDER INPUT DURING EARLY DESIGN PROCESS (2024-2026)

On November 4, 2024, the design team facilitated a site visit with stakeholders including Research Triangle Foundation, City of Raleigh, NCDOT, Wake County, and CAMPO to confirm the alternatives under consideration and obtain early feedback to inform alternative development. Subsequently, the project team met with stakeholders including City of Durham, Durham County, Wake County, Central Pines Regional Council, RTF, GoTriangle, and TWTPo on January 16, 2026 to share conceptual alignment alternatives and results of initial alternatives evaluation and collect input (including through a post-meeting survey). A summary of the feedback received is provided below:

Alternative 1

- **Crossings:** Question about if a traffic control device is anticipated at the mid-block crossing west of the rail bridge.
- **Safety / Visibility:** Concern was raised that visibility for traffic on Emperor Boulevard is already limited due to roadway curvature. Shifting the stop bar back could further reduce sight lines and worsen operational and safety conditions.

Alternative 2

- **New Right Turn Lane:** There is a project to install a southbound right turn lane from Miami Blvd onto Hopson Road.
- **Connectivity:** Question about whether there will be direct access between the southwest corner of Davis Drive and the proposed boardwalk/bridge, or if an alternative route would be required to cross Davis Drive.

- **Crossings:** Questions were raised about anticipated bridge usage and whether it warrants a grade-separated crossing.
- **Duke Energy Easement:** A question was asked about coordinating with Duke Energy about an easement for Bikeway.
- **Trail Purpose:** A question was asked about whether the Bikeway is a greenway or meant to facilitate transportation.
- **Length:** Some concern was raised about the additional length of Alternative 2 for cyclists traveling through the RTP area compared to Alternative 1.
- One survey respondent (GoTriangle) prefers this alternative for implementation.

Alternative 3

- **Length:** Some concern was raised about the additional length of Alternative 3 for cyclists traveling through the RTP area compared to Alternative 1.

Evaluation Factor Preference

- GoTriangle prioritizes at-grade crossing considerations, structures, and cost considerations
- NCDOT prioritizes traffic considerations, at grade crossing considerations, and connectivity/destinations served
- TWTPD prioritizes connectivity/destinations served, environmental considerations, and constructability considerations

Additional Fidelity Feedback

Due to Alternative 3's impact on the Fidelity Parcel, a separate meeting was held with representatives from Fidelity, RTF, CAMPO, and the design team to discuss the three alternatives under consideration in this segment. This meeting was held January 26, 2026. The following information was collected in that meeting:

- Fidelity is supportive of Triangle Bikeway and is supportive of the concepts shown in Alternatives 1 and 2.
- Due to concerns with campus safety, parking, and future plans for their parcel, Fidelity is not supportive of Alternative 3.

Alternatives Analysis

The following describes how each alternative scored for each of the eight key factors and supporting information for how their scores were assigned. **Alternative 3 has been replaced with Alternative 4 (a hybrid of Alternatives 2 and 3) for scoring consideration.** Please refer to **Alternatives Analysis Methodology** in the Overview section for details on the methodology.

TYPICAL SECTION

Alternative 1	Alternative 2	Alternative 4
14-foot Shared Use Path	14-foot Shared Use Path	14-ft Shared Use Path
14-foot Clear Width Shared Use Boardwalk	14-foot Clear Width Shared Use Boardwalk	14-ft Clear Width Shared Use Boardwalk
14-foot Clear Width Shared Use Pedestrian Bridge	14-foot Clear Width Shared Use Pedestrian Bridge	14-ft Clear Width Shared Use Pedestrian Bridge
	10-foot Two-Way Cycle Track w/ Separated 5-foot Exist. Sidewalk	10-ft Two-Way Cycle Track w/ Separated 5-ft Exist. Sidewalk
	10-foot Exist. Shared Use Path	10-ft Exist. Shared Use Path
Score: 1 - Highly Unfavorable	Score: 1 - Highly Unfavorable	Score: 1 - Highly Unfavorable

- Neither of the three alternatives possess the desired 16' separated use path in this segment. For this reason, all three alternatives are scored as highly unfavorable for this factor.
- Alternatives 2 and 4 include a roughly 0.3-mile-long section of 15' separated use path along Corbett Street.

STRUCTURE MAINTENANCE

Alternative 1	Alternative 2	Alternative 4
+/- 160 LF Shared Use Pedestrian Bridge over Davis Drive (14-foot Clear Width, Single Span)	+/- 160 LF Shared Use Pedestrian Bridge over Davis Drive (14-foot Clear Width, Single Span)	+/- 160 LF Shared Use Pedestrian Bridge over Davis Drive (14' Clear Width, Single Span)
2 Boardwalks (+/- 210 LF) for bridge approaches	2 Boardwalks (+/- 210 LF) for bridge approaches	2 Boardwalks (+/- 210 LF) for bridge approaches
+/- 1,650 LF Retaining Wall (Max Height = 10 feet)	+/- 1,005 LF Retaining Wall (Max Height = 8 feet)	+/- 1,541 LF Retaining Wall (Max Height = 10')
Score: 4 - Favorable	Score: 4 - Favorable	Score: 4 - Favorable

- All three alternatives possess the same number of boardwalk structures and all structures are associated with the grade separated crossing of Davis Drive.
- Retaining wall needs are fairly equivalent across alternatives and maintenance of those structures is not considered to be a differentiator within this segment.

- The anticipated length of boardwalk for the grade separated crossing is relatively short, and for that reason all three alternatives are scored as favorable for this factor.
- As design progresses, an at-grade crossing of Davis Drive with Triangle Bikeway is being studied. Should the design progress in that direction, it will not affect the scoring of this factor as it is not a differentiator between alternatives.

REAL ESTATE CONSIDERATIONS

Alternative 1	Alternative 2	Alternative 4
<p>The bikeway remains within the existing right-of-way for 75% of the alternative 1 alignment.</p> <p>10 parcels require permanent easement / right-of-way</p> <ul style="list-style-type: none"> • Wilmington Trust Company • FMR RTP LLC • Highwoods Realty Limited Partnership • Coastal Federal Credit Union • GG Candour House LP • Prepi Bright Horizons IC LLC • Imperial Center Building Owner LLC • Bliss Hospitality LLC/Sherd Group LLC <p>14 parcels require temporary construction easements</p> <ul style="list-style-type: none"> • Wilmington Trust Company • FMR RTP LLC • Research Triangle Foundation of North Carolina • MM Fowler INC • Highwoods Realty Limited Partnership • Coastal Federal Credit Union • GG Candour House LP • Prepi Bright Horizons IC LLC 	<p>The bikeway remains within the existing right-of-way for 50% of the alternative 2 alignment.</p> <p>21 parcels require permanent easement / right-of-way</p> <ul style="list-style-type: none"> • Wilmington Trust Company • FMR RTP LLC • Research Triangle Foundation of North Carolina • Davis Park Townhomes Homeowners Association Inc • Alta Davis Park Owner LLC • New Communications of the Carolinas Inc • Svasti Holdings LLC • TS Creekstone LLC • Spirit Master Funding VII LLC • Duke Energy Corporation • Alidade Bradford LLC • Durham Royal LLC • Liberty Property Limited Partnership • SCG 4400 Emperor Boulevard Owner LP • LC Industries for the Blind Inc • Research Triangle Regional Public Transportation Authority • Bliss Hospitality LLC/Sherd Group LLC 	<p>The bikeway remains within the existing right-of-way for 50% of the Alternative 4 alignment.</p> <p>20 parcels require permanent easements / right-of-way</p> <ul style="list-style-type: none"> • Wilmington Trust Company • FMR RTP LLC • Research Triangle Foundation of North Carolina • Davis Park Townhomes Homeowners Association INC • Alta Davis Park Owner LLC • New Communications of the Carolinas INC • Svasti Holdings LLC • TS Creekstone LLC • Archland Property LLC • Petula Prolix Development CO • Imperial Point III LLC • Crown Danbury Associates LLC • Imperial Center Building Owner LLC • Bliss Hospitality LLC/Sherd Group LLC <p>23 parcels require temporary construction easements</p> <ul style="list-style-type: none"> • Wilmington Trust Company • FMR RTP LLC

Alternative 1	Alternative 2	Alternative 4
<ul style="list-style-type: none"> Imperial Center Building Owner LLC Bliss Hospitality LLC/Sherd Group LLC 	<p>23 parcels require temporary construction easements</p> <ul style="list-style-type: none"> Wilmington Trust Company FMR RTP LLC Research Triangle Foundation of North Carolina Davis Park Townhomes Homeowners Association INC Alta Davis Park Owner LLC New Communications Of The Carolinas INC Svasti Holdings LLC TS Creekstone LLC Spirit Master Funding VII LLC Duke Energy Corporation Alidade Bradford LLC Durham Royal LLC Liberty Property Limited Partnership SCG 4400 Emperor Boulevard owner LP LC Industries for the Blind INC Research Triangle Regional Public Transportation Authority Bliss Hospitality LLC/Sherd Group LLC 	<ul style="list-style-type: none"> Research Triangle Foundation of North Carolina Davis Park Townhomes Homeowners Association Inc Alta Davis Park Owner LLC New Communications of the Carolinas Inc Svasti Holdings LLC TS Creekstone LLC Archland Property LLC Petula Prolix Development Co Imperial Point III LLC Crown Danbury Associates LLC Prepi Brighton Hall IC LLC Imperial Center Building Owner LLC Bliss Hospitality LLC/Sherd Group LLC
<p>Score: 4 - Favorable</p>	<p>Score: 2 – Unfavorable</p>	<p>Score: 2 – Unfavorable</p>

- Alternative 1 requires the fewest number of permanent and temporary easements of the three alternatives under consideration in this segment. For that reason, it is scored as favorable for this factor.
- Alternatives 2 and 4 have very similar needs with respect to temporary and permanent easements. Both Alternatives have approximately twice the needed easements as Alternative 1. For that reason, those alternatives as scored as unfavorable for this factor.

CONNECTIVITY / ROUTE EFFICIENCY / DESTINATIONS SERVED

Alternative 1	Alternative 2	Alternative 4
<p>Length = 2.00 miles</p> <p>Direct connections made include:</p> <ul style="list-style-type: none"> • Bus stop/shelter at Rodbell Street • Bus stop/shelter at New Millenium Way • Future Triangle Mobility Hub • Candour House Apartments • Various business/employers along Slater Road • Bus stop/shelter at Candour House Apartments • Sheraton Imperial Hotel <p>Additional nearby destinations served include:</p> <ul style="list-style-type: none"> • Various businesses/restaurants on Page Rd (via existing signalized crossing at Page Road/Slater Road intersection) 	<p>Length = 2.84 miles</p> <p>Direct connections made include:</p> <ul style="list-style-type: none"> • Bus stop/shelter at Rodbell Street • Bus stop/shelter at New Millenium Way • Future Triangle Mobility Hub • Davis Park Townhomes / Alta Davis Apartments • Various business/employers along Hopson Road • Various business/employers along South Miami Boulevard • Various business/employers along Emperor Boulevard • GoTriangle Regional Transit Center Building • Sheraton Imperial Hotel <p>Additional nearby destinations served include:</p> <ul style="list-style-type: none"> • Various businesses/restaurants on Page Rd (via existing signalized crossing at Page Road/Slater Road intersection) 	<p>Length = 2.57 Miles</p> <p>Direct connections made include:</p> <ul style="list-style-type: none"> • Bus stop/shelter at Rodbell Street • Existing sidepath on Davis Drive • Future Triangle Mobility Hub • Davis Park Townhomes / Alta Davis Apartments • Various business/employers along Hopson Road • Various business/restaurants along Page Road • Various business/employers along Slater Road • Bus stop/shelter on Slater Road • Sheraton Imperial Hotel <p>Additional nearby destinations served include:</p> <ul style="list-style-type: none"> • Candour House Apartments (via existing signalized crossing at Page Road/Slater Road intersection)
Score: 4 - Favorable	Score: 2 - Unfavorable	Score: 3 - Neutral

- All Alternatives presented provide equal connectivity to the planned Triangle Mobility Hub Site.
- Alternative 1 is the shortest and most direct of the three routes under consideration. This route also makes numerous connections to the more heavily developed Slater Road corridor. For these reasons, this alternative is scored as favorable.
- Alternative 2 is the longest route of the Alternatives under consideration. This route makes a connection to the Davis Park/Alta Davis residential community that Alternative 1 does not, but makes fewer direct connections to Imperial Center and the surrounding area by following Emperor Boulevard. For this reason, this alternative is scored as unfavorable.

- Alternative 4 is roughly 30 percent longer than Alternative 1 and is the middle of the three in terms of length. While unfavorable for length, this route is balanced by making the most connections of the three. By connecting to the Davis Park/Alta Davis residential community similar to Alternative 2 and by making direct connections to Imperial Center and the surrounding areas by following Page Road and Slater Road, this alternative is scored as neutral for this factor.

CONFLICT POINTS / CROSSING SAFETY

Alternative 1	Alternative 2	Alternative 4
<p>7 Total Driveways</p> <ul style="list-style-type: none"> 3 Driveways on NC-54 4 Driveways on Slater Road 0 Driveways on Emperor Boulevard <p>10 Total Street Crossings</p> <ul style="list-style-type: none"> Rodbell Street (Signalized - 3 lanes) New Millenium Way (Unsignalized - 3 lanes) Select Drive (Unsignalized - 3 lanes) NC-54 (Signalized - 5 lanes) South Miami Boulevard (Signalized - 6 lanes) Creekstone Drive (Unsignalized - 2 lanes) Terrace Pine Drive (Unsignalized - 2 lanes) Page Road (Signalized - 5 lanes) Slater Road (Unsignalized w/ proposed RRFB - 2 lanes) Emperor Boulevard (Signalized - 4 lanes) <p>Utilizes proposed signalized intersection at future Triangle Mobility Hub to cross NC-54.</p> <p>Requires addition of pedestrian signal upgrades to existing traffic signals at South Miami Boulevard/NC-54/Slater Road</p>	<p>20 Total Driveways</p> <ul style="list-style-type: none"> 3 Driveways on NC-54 2 Driveways on Corbett Street 6 Driveways on Hopson Road 2 Driveways on South Miami Boulevard 7 Driveways on Emperor Boulevard <p>6 Total Street Crossings</p> <ul style="list-style-type: none"> Rodbell Street (Signalized - 3 lanes) New Millenium Way (Unsignalized - 3 lanes) Select Drive (Unsignalized - 3 lanes) Hopson Road (Signalized - 5 lanes) South Miami Boulevard (Signalized - 5 lanes) Slater Road (Signalized - 3 lanes) <p>Requires removal of pocket right turn lane on South Miami Boulevard. Anticipate additional traffic analysis may be required from NCDOT.</p> <p>Requires addition of pedestrian signal upgrades to existing traffic signals at South Miami Boulevard/Emperor Boulevard intersection and Emperor Boulevard/Slater Road intersection.</p>	<p>18 Total Driveways</p> <ul style="list-style-type: none"> 3 Driveways on NC-54 2 Driveways on Corbett Street 6 Driveways on Hopson Road 3 Driveways on Page Road 4 Driveways on Slater Road 0 Driveways on Emperor Boulevard <p>6 Total Street Crossings</p> <ul style="list-style-type: none"> Rodbell Street (Signalized - 3 lanes) New Millenium Way (Unsignalized - 3 lanes) Select Drive (Unsignalized - 3 lanes) South Miami Boulevard (Signalized - 5 lanes) Page Road (Signalized - 5 lanes) Emperor Boulevard (Signalized - 4 lanes) <p>Requires addition of pedestrian signal upgrades to existing traffic signal at Emperor Boulevard/Slater Road intersection.</p>

Alternative 1	Alternative 2	Alternative 4
intersection and Emperor Boulevard/Slater Road intersection.		
Score: 2 - Unfavorable	Score: 3 - Neutral	Score: 3 - Neutral

- All three alternatives will require pedestrian signal upgrades within this segment. Those impacts are viewed as similar and thus are not a differentiator for the alternatives within this segment.
- While Alternative 1 interacts with 60 -70 percent fewer driveways when compared to Alternative 2 and Alternative 4, it interacts with roughly 60 percent more travel lanes than both alternatives when considering street crossings. This includes the only crossing of NC-54 of the three alternatives in front of the Mobility Hub site as well as the only six-lane crossing of all three alternatives at S. Miami Boulevard. For these reasons, this alternative is scored as unfavorable for this factor.
- Alternatives 2 and 4 have very similar characteristics when looking at the total number of crossings. Alternative 4 has two fewer driveway crossings than Alternative 4 but does include the four-lane crossing of Emperor Boulevard that Alternative 2 does not. These factors are viewed as nearly equivalent, but the total number of crossings remains relatively high. For these reasons, both these alternatives are scored as neutral for this factor.

CONSTRUCTABILITY CONSIDERATIONS

Alternative 1	Alternative 2	Alternative 4
Construction access from existing roadways (outside lane closures required)	Construction access from existing roadways (outside lane closures required)	Construction access from existing roadways (outside lane closures required)
Construction of pedestrian bridge over Davis Drive requires night operations / road closure to set beams	Construction of pedestrian bridge over Davis Drive requires night operations / road closure to set beams.	Construction of pedestrian bridge over Davis Drive requires night operations / road closure to set beams.
Abutment modification under railroad bridge requires coordination with railroad, anticipate required flagging operations	Utilities present include: <ul style="list-style-type: none"> • Aerial power distribution lines/light poles (+/- 7 anticipated pole relocations) • Underground power distribution lines • Underground fiber optic/telecom lines • Gas line- Water line (+/- 1 anticipated hydrant relocation) 	Utilities present include: <ul style="list-style-type: none"> • Aerial power distribution lines/light poles (+/- 12 anticipated pole relocation) • Underground power distribution lines • Underground fiber optic/telecom lines • Gas line • Water line (+/- 8 anticipated hydrant relocations)
Lane closures required for reconfiguration of median and curb line on eastern leg of Slater Road/Page Road intersection.		
Utilities present include:		

Alternative 1	Alternative 2	Alternative 4
<ul style="list-style-type: none"> • Aerial power distribution lines/light poles (+/- 6 anticipated pole relocations) • Underground power distribution lines • Aerial power transmission lines • Underground fiber optic/telecom lines • Gas line- Water line (+/- 3 anticipated hydrant relocations) • Storm sewer (+/- 17 anticipated catch basin relocations) • Sanitary sewer 	<ul style="list-style-type: none"> • Storm sewer (+/- 13 anticipated catch basin relocations) • Sanitary sewer 	<ul style="list-style-type: none"> • Storm sewer (+/- 5 anticipated catch basin relocations) • Sanitary sewer
Score: 2 - Unfavorable	Score: 4 - Favorable	Score: 4 - Favorable

- All three alternatives have similar construction methods with respect to impacts on existing traffic (outside lane closures required).
- Further analysis will be performed to determine if an at-grade crossing of Davis Drive is achievable in subsequent phases of the project. This crossing is similar across all alternatives, and thus the traffic impacts of that construction are not viewed as a differentiator for this selection.
- While the specific utility impacts across the three alternatives vary, the total number of impacts are viewed as similar and thus utility impacts are not viewed as a differentiator for this segment.
- The primary differentiator in this segment is viewed to be the construction required for Bikeway to pass beneath the railroad bridge that crosses NC-54 in Alternative 1. Alternatives 2 and 4 utilize the existing multi-use path beneath the railroad along Hopson Road to make this crossing and do not require this coordination/construction. For this reason, Alternative 1 is scored as unfavorable for this factor, while Alternatives 2 and 4 are scored as favorable.

ENVIRONMENTAL / PERMITTING CONSIDERATIONS

Alternative 1	Alternative 2	Alternative 4
Jurisdictional features to be crossed include: <ul style="list-style-type: none"> • Tributary to Burdens Creek Tree clearing is anticipated in areas where the bikeway departs from existing roadway right-of-way	Jurisdictional features to be crossed include: <ul style="list-style-type: none"> • Tributary to Burdens Creek Tree clearing is anticipated in areas where the bikeway departs from existing roadway right-of-way	Jurisdictional features to be crossed include: <ul style="list-style-type: none"> • Tributary to Burdens Creek Tree clearing is anticipated in areas where the bikeway departs from existing roadway right-of-way

Alternative 1	Alternative 2	Alternative 4
<p>Anticipated coordination/permitting needs include:</p> <ul style="list-style-type: none"> • NCDOT Encroachment Agreement • NCDOT / City of Durham Traffic Signal Divisions Coordination • Railroad Encroachment Agreement • Erosion Control Permit • 401/404 Permit • Private Utility Coordination • Duke Energy Encroachment Agreement • Adjacent Landowners/Businesses Coordination • Future Triangle Mobility Hub Site Design Coordination • GoTriangle Coordination • Owner / Maintainer of Existing Sidepath Coordination 	<p>Anticipated coordination/permitting needs include:</p> <ul style="list-style-type: none"> • NCDOT Encroachment Agreement • NCDOT / City of Durham Traffic Signal Divisions Coordination • Railroad Coordination (Encroachment Agreement not anticipated if utilizing existing SUP within railroad right-of-way as shown) • Erosion Control Permit • 401/404 Permit • Private Utility Coordination • Duke Energy Encroachment Agreement • Adjacent Landowners/Businesses Coordination • Future Triangle Mobility Hub Site Design Coordination • GoTriangle Coordination • Owner / Maintainer of Existing Sidepath Coordination 	<p>Anticipated coordination/permitting needs include:</p> <ul style="list-style-type: none"> • NCDOT Encroachment Agreement • NCDOT / City of Durham Traffic Signal Divisions Coordination • Railroad Coordination (Encroachment Agreement not anticipated if utilizing existing SUP within railroad right-of-way as shown) • Erosion Control Permit • 401/404 Permit • Private Utility Coordination • Duke Energy Encroachment Agreement • Adjacent Landowners/Businesses Coordination • Future Triangle Mobility Hub Site Design Coordination • GoTriangle Coordination • Owner / Maintainer of Existing Sidepath Coordination
Score: 1 – Highly Unfavorable	Score: 5 – Highly Favorable	Score: 5 – Highly Favorable

- The primary difference between these alternatives is the railroad coordination and railroad permitting. That coordination is anticipated to add more than six months of time to Alternative 1 when compared to Alternatives 2 and 4. For that reason, Alternative 1 is scored as highly unfavorable for this factor while Alternatives 2 and 4 are scored as highly favorable.

CONSTRUCTION COST

Alternative 1	Alternative 2	Alternative 4
\$14,492,000	\$16,249,000	\$16,063,000
Score: 3 - Neutral	Score: 3 - Neutral	Score: 3 - Neutral

- The cost of all three alternatives are within 20 percent of the lowest cost alternative (Alternative 1).
- While a difference exists between the alternatives, it is not viewed as a differentiator in this segment and thus all alternatives score as neutral for this factor.

Scoring Summary / Preferred Alternative Recommendation

Alternative 4 scores slightly higher (3.00) than Alternative 1 (2.85) and higher than Alternative 2 (2.70) as shown in the following summary table:

Evaluation Factor	Weight	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Typical Section	10%	1	1		1
Structure Maintenance	5%	4	4		4
Real Estate Considerations	5%	4	2		2
Connectivity / Route Efficiency / Destinations Served	30%	4	2		3
Conflict Points / Crossing Safety	15%	2	3		3
Constructability Considerations	10%	2	4		4
Environmental / Permitting Considerations	5%	1	5		5
Construction Cost	20%	3	3		3
Total	100%	2.85	2.70		3.00

Alternative 4 is recommended for selections as the preferred alternative for the RTP Alternatives Alignment Area for the following reasons:

- Utilizes the existing multi-use path beneath the railroad along Hopson Road for a key constructability and permitting advantage compared to the next highest scoring alternative
- Provides the most connectivity for users when compared to Alternatives 1 and 2.
- Creates a safe and enjoyable user experience that maximizes connections to Triangle Mobility Hub, a mix of residential and commercial areas, and existing bicycle and pedestrian connections while maintaining a relatively direct path.

Lake Crabtree Alternatives Alignment Area

Triangle Bikeway – East consists of two alternatives between Lake Crabtree County Park and Old Reedy Creek Road:

- **Alternative 1** begins at the eastern edge of the Aviation Parkway right-of-way and continues east as a separated use path along the south side of the I-40 right-of-way. The route then crosses over I-40 via a proposed pedestrian bridge. The route continues east along the north side of the I-40 right-of-way, crosses Haleys Branch via an elevated boardwalk, and climbs to Old Reedy Creek Road. The route ends with a mid-block crossing just north of the Old Reedy Creek bridge over I-40.
- **Alternative 2** begins at the eastern edge of the Aviation Parkway right-of-way and continues east as a separated use path along the south side of the I-40 right-of-way. The route crosses Lake Crabtree via an elevated boardwalk and climbs to Old Reedy Creek Road. The route reconfigures the existing Old Reedy Creek Road bridge over I-40 and ends with a mid-block crossing just north of said bridge.

A map of these alternatives can be found on the following page.



Public and Stakeholder Feedback

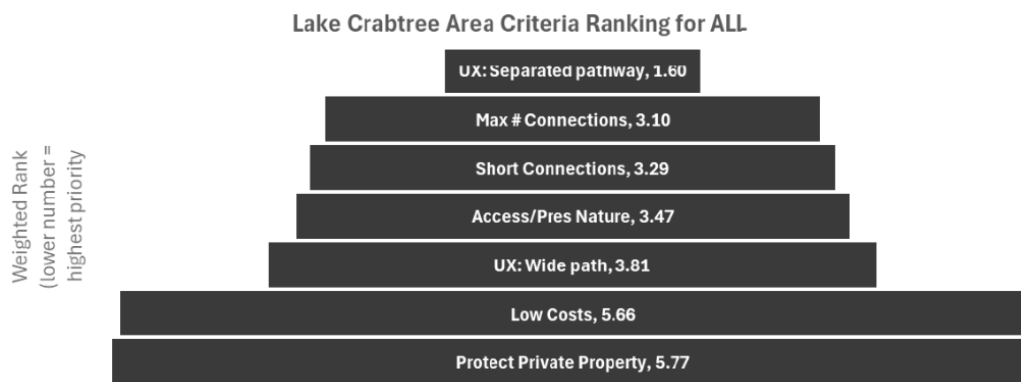
PUBLIC INPUT DURING TRIANGLE BIKEWAY STUDY (2020-2022)

During the development of the Triangle Bikeway Study, completed in 2022, feedback from the **Town of Cary** emphasized the following:

- Consider connections between the Triangle Bikeway corridor and the Town’s greenway network.
- Consider multi-modal connections between the Triangle Bikeway and GoCary routes along Weston Parkway.
- Consider routing opportunities within new developments. Parcels along Aviation Pkwy and Airport Blvd are slated for redevelopment.
- Old Reedy Creek Rd bridge replacement may provide an opportunity for crossing I-40.
- Consider public safety concerns of routing the bikeway near the Water Treatment Plant along I-40.

PUBLIC INPUT DURING EARLY DESIGN PROCESS (2024-2026)

Public survey respondents were asked to rank a set of criteria to help identify top priorities for selecting a preferred alternative in the Lake Crabtree Area, as shown in the chart below. The lower the rank score, the higher the priority.



The following summarizes other input and comments from the public for the Lake Crabtree area:

- Respondents prioritized a physically separated and full width facility and desire to maximize connectivity and avoid at-grade crossings.
- Desired connections include direct links to Lake Crabtree County Park, Umstead State Park and the Old Reedy Creek trailhead, Black Creek Greenway, Cary’s greenway system, and RDU Airport (with secure bike parking)
- There is strong support to keep the bikeway away from I-40 where feasible due to noise, air quality, and user experience; a preference for greener, shaded alignments through/near parks and existing greenways.
- Many respondents would like to preserve and enhance existing park resources, including maintaining mountain bike/gravel trail access, protecting natural areas around Lake Crabtree and Umstead State Park, and integrating the Bikeway with existing trails rather than displacing them.

STAKEHOLDER INPUT DURING EARLY DESIGN PROCESS (2024-2026)

Alternative 1

- **Cost:** Concerns about the high construction cost of the alternative.
- **User Experience:** concern about relatively steep grades for bicyclists in a corridor with vehicle exhaust

Alternative 2

- **Coordination with STIP Project:** If NCDOT replaces the bridge as part of STIP Project I-5966, there may be a betterment calculation to determine the local share of construction costs associated with placing Bikeway on the replacement structure. NCDOT noted that the approach fills and end bent locations will need to stay outside of the I-5966 widening footprint.
- **Connectivity:** Number of potential access points to RDU's new recreation and wellness district are both beneficial and something that will require monitoring as development progresses.
- **Bridge Access:** Concerns about whether larger vehicles, especially Wake Stone construction vehicles, would be able to cross the bridge easily, especially during construction.
- **Safety:** Concerns and desire to separate vehicular traffic and Bikeway users along the Old Reedy Creek Road Bridge
- **Real Estate Considerations:** Stakeholders noted that any work involving RDU Airport Authority property will require RDU's approval. NC Parks advocates for no impacts to Umstead Park land, even for temporary construction easements

Evaluation Factor Preference

- Go Triangle prioritizes constructability considerations, cost, and connectivity/destinations served.
- NC State Parks prioritizes environmental considerations, connectivity/destinations served, and at-grade crossing considerations
- NCDOT prioritizes structures, traffic considerations, and utility considerations
- Town of Cary prioritizes connectivity/destinations served, const considerations, and constructability considerations.

Alternatives Analysis

The following describes how each alternative scored for each of the eight key factors and supporting information for how their scores were assigned. Please refer to **Alternatives Analysis Methodology** in the Overview section for details on the methodology.

TYPICAL SECTION

Alternative 1	Alternative 2
16-foot Separated Use Path 16-foot Clear Width Separated Use Boardwalk 16-foot Clear Width Separated Use Bridge	16-foot Separated Use Path 16-foot Clear Width Separated Use Boardwalk 7-foot Pedestrian Zone + Sharrows on Old Reedy Creek Bridge over I-40
Score: 5 – Highly Favorable	Score: 5 – Highly Favorable

- Both Alternatives 1 and 2 use the desired 16-foot separated use path along 90 percent or more of their lengths, and therefore are both scored as highly favorable.

STRUCTURE MAINTENANCE

Alternative 1	Alternative 2
+/- 240 LF Separated Use Pedestrian Bridge over I-40 (16-foot Clear Width, 2-Span) Accommodates future NCDOT projects that will widen I-40 4 Boardwalks (+/- 2,630 LF) over various tributaries, Haleys Branch, and steep topography; approximately 350 LF is expected to require the use of driven steel pipe piles due to unsupported lengths +/- 185 LF Retaining Wall (Max Height = 3 feet)	Reconfigure shoulder widths on existing Old Reedy Creek Road bridge over I-40 to accommodate a 7-foot pedestrian zone and retain 10-foot shared lanes for bicyclists. If future NCDOT projects replace existing bridge, additional width could be added to provide dedicated space for bicyclists. 4 Boardwalks (+/- 2,060 LF) over various tributaries, Lake Crabtree, and steep topography
Score: 1 – Highly Unfavorable	Score: 2 – Unfavorable

- Alternative 1 has approximately 25 percent more boardwalk length than Alternative 2 and requires the use of driven steel pipe piles due to higher unsupported lengths resulting in a score of highly unfavorable.
- All of Alternative 2's boardwalk is supported on driven timber piles and is generally closer to the ground surface than the boardwalks present in Alternative 1, however due to the length of boardwalk required, this alternative is scored unfavorable.

REAL ESTATE CONSIDERATIONS

Alternative 1	Alternative 2
The bikeway remains within the existing right-of-way for 100% of the Alternative 1 alignment	The bikeway remains within the existing right-of-way for 100% of the Alternative 2 alignment
0 parcel requires permanent easement / right-of-way	0 parcel requires permanent easement / right-of-way
2 parcels require temporary construction easements <ul style="list-style-type: none"> Raleigh Durham International Airport 	3 parcels require temporary construction easements <ul style="list-style-type: none"> Raleigh Durham International Airport Wake County Town Of Cary
Score: 5 – Highly Favorable	Score: 5 – Highly Favorable

- Neither Alternative 1 nor Alternative 2 require permanent easements, resulting in scores of highly favorable for both alternatives.

CONNECTIVITY / ROUTE EFFICIENCY / DESTINATIONS SERVED

Alternative 1	Alternative 2
Length = 1.19 miles	Length = 1.23 miles
Direct connections made include: <ul style="list-style-type: none"> Lake Crabtree County Park (requires coordination with proposed RDU development project) 	Direct connections made include: <ul style="list-style-type: none"> Lake Crabtree County Park (requires coordination with proposed RDU development project) Black Creek Greenway (requires coordination with Town of Cary)
Additional nearby destinations served include: <ul style="list-style-type: none"> Umstead State Park Black Creek Greenway (via existing Old Reedy Creek Bridge) 	Additional nearby destinations served include: <ul style="list-style-type: none"> Umstead State Park
Score: 2 – Unfavorable	Score: 4 – Favorable

- Alternative 1’s connectivity to Lake Crabtree County Park is not as desirable as Alternative 2’s, resulting in a score of unfavorable for Alternative 1 and favorable for Alternative 2.

CONFLICT POINTS / CROSSING SAFETY

Alternative 1	Alternative 2
0 Total Driveways	0 Total Driveways
1 Total Street Crossing <ul style="list-style-type: none"> Old Reedy Creek Road (Mid-Block, Unsignalized - 2 lanes) 	1 Total Street Crossing <ul style="list-style-type: none"> Old Reedy Creek Road (Mid-Block, Unsignalized - 2 lanes)
	No significant traffic impacts anticipated

Alternative 1	Alternative 2
<p>Requires adjustment of I-40 typical section to accommodate center bent of proposed pedestrian bridge in median</p> <ul style="list-style-type: none"> No additional traffic signals or traffic signal modifications required 	<ul style="list-style-type: none"> No additional traffic signals or traffic signal modifications required
Score: 5 – Highly Favorable	Score: 4 – Favorable

- Old Reedy Creek Road is the only at-grade crossing in the Lake Crabtree area and is not unique to either alternative.
- Alternative 2 has a lower score (favorable) than Alternative 1 due to potential safety concerns for the shared road concept proposed at the Old Reedy Creek Road Bridge crossing.

CONSTRUCTABILITY CONSIDERATIONS

Alternative 1	Alternative 2
<p>Construction access from existing roadways; Construction of pedestrian bridge over I-40 requires night operations, lane closures to construct center bent and temporary closures of I-40 to set the beams/panels</p> <p>Utilities present include:</p> <ul style="list-style-type: none"> Aerial power distribution lines (+/- 7 anticipated guy wire relocations) Underground fiber optic/telecom lines Petroleum pipeline 	<p>Construction access from existing roadways</p> <p>Utilities present include:</p> <ul style="list-style-type: none"> Aerial power distribution lines (+/- 7 anticipated guy wire relocations) Underground fiber optic/telecom lines Petroleum pipeline
Score: 2 – Unfavorable	Score: 5 – Highly Favorable

- Alternative 1 is scored as unfavorable due to anticipated shoulder closures on I-40 associated with the construction of the median bent for the new pedestrian bridge.
- Alternative 2 is scored as highly favorable for this factor as no traffic impacts are anticipated during construction.

ENVIRONMENTAL / PERMITTING CONSIDERATIONS

Alternative 1	Alternative 2
<p>Jurisdictional features to be crossed include:</p> <ul style="list-style-type: none"> Haleys Branch Tributaries to Lake Crabtree <p>*Significant tree clearing is required for the length of the bikeway in this section.</p> <p>Anticipated coordination/permitting needs include:</p>	<p>Jurisdictional features to be crossed include:</p> <ul style="list-style-type: none"> Haleys Branch Tributaries to Lake Crabtree <p>*Significant tree clearing is required for the length of the bikeway in this section.</p> <p>Anticipated coordination/permitting needs include:</p>

Alternative 1	Alternative 2
<ul style="list-style-type: none"> • NCDOT Encroachment Agreement • NCDOT Future Widening Projects Coordination • Erosion Control Permit • Floodplain Development Permit • 401/404 Permit • NRCS / NC Dam Safety Coordination • Private Utility Coordination • Adjacent Landowners Coordination • RDU Coordination (including development project coordination) • Town of Cary Coordination 	<ul style="list-style-type: none"> • NCDOT Encroachment Agreement • NCDOT Future Widening Projects Coordination • Erosion Control Permit • Floodplain Development Permit • 401/404 Permit • NRCS / NC Dam Safety Coordination • Private Utility Coordination • Adjacent Landowners Coordination • RDU Coordination (including development project coordination) • Town of Cary Coordination
Score: 3 – Neutral	Score: 3 – Neutral

- Alternatives 1 and 2 have similar impacts and therefore both are scored as neutral.

CONSTRUCTION COST

Alternative 1	Alternative 2
\$13,859,000	\$8,226,000
Score: 2 – Unfavorable	Score: 4 – Favorable

- Alternative 1 is approximately 70 percent more costly than Alternative 2. This cost differential is driven by the new bridge construction required for Alternative 1.

Scoring Summary / Preferred Alternative Recommendation

Alternative 2 scores significantly higher (4.1) than Alternative 1 (2.9). A summary table of the factors is below:

Evaluation Factor	Weight	Alternative 1	Alternative 2
Typical Section	10%	5	5
Structure Maintenance	5%	1	2
Real Estate Considerations	5%	5	5
Connectivity / Route Efficiency / Destinations Served	30%	2	4
At-Grade Crossings / Safety	15%	5	4
Constructability Considerations	10%	2	5
Environmental / Permitting Considerations	5%	3	3
Construction Cost	20%	2	4
Total	100%	2.9	4.10

Alternative 2 is recommended to be selected as the preferred alternative for the Lake Crabtree Area for the following reasons:

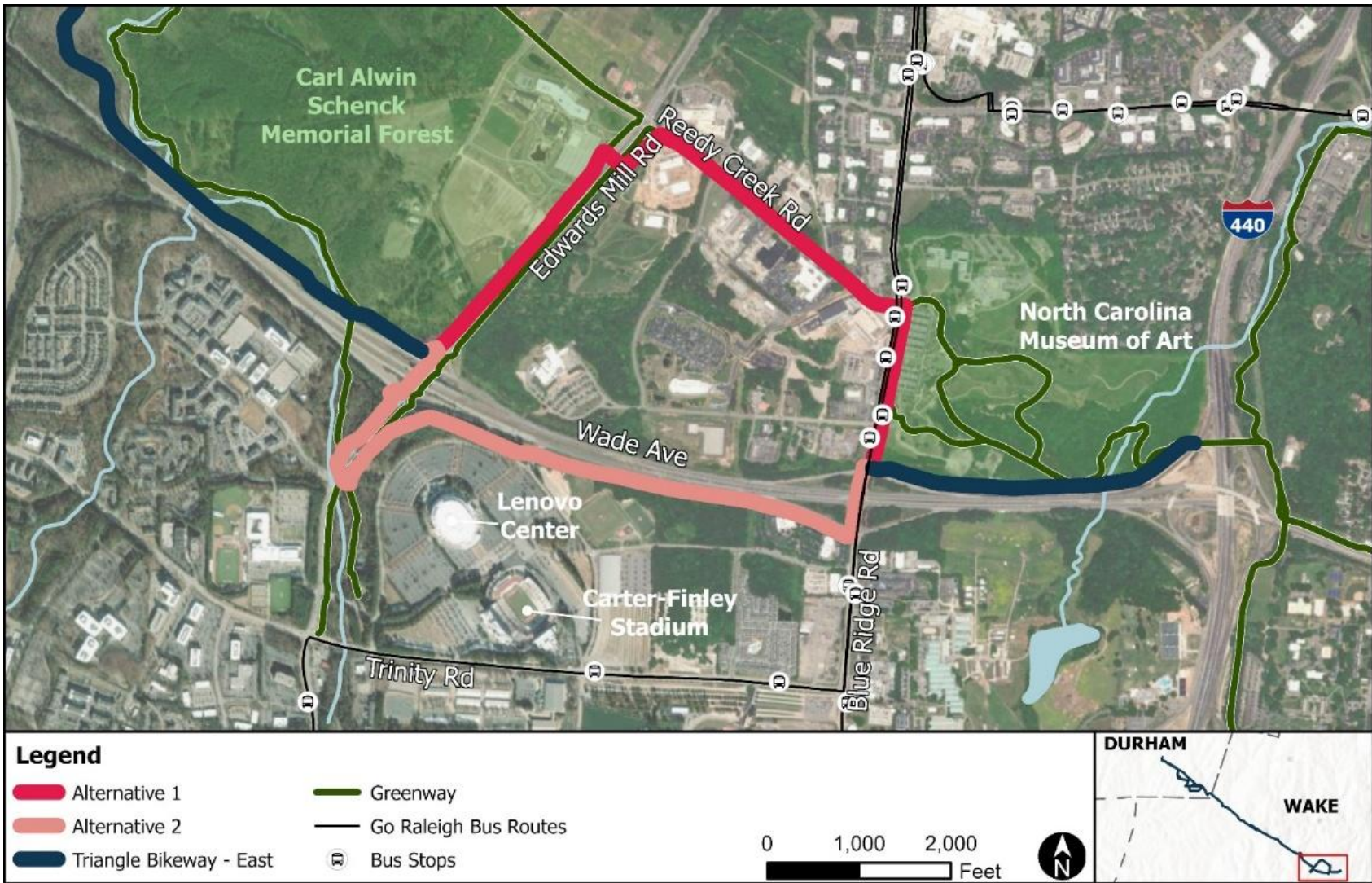
- More favorable connection to the new RDU recreation and wellness district.
- More direct connection to Black Creek Greenway (including trailhead with parking and restrooms).
- Unique placemaking opportunities on boardwalk overlooking Lake Crabtree.
- Less costly maintenance of boardwalks.
- Lower construction costs and provides opportunity for crossing of I-40 to be partially funded by STIP project I-5966.

Wade Avenue Alternatives Alignment Area

Triangle Bikeway – East consists of two alternatives between Edwards Mill Road and Blue Ridge Road as follows:

- **Alternative 1** begins at the northwest quadrant of the Wade Avenue / Edwards Mill Road interchange and heads north as a shared use path along the west side of Edwards Mill Road. The route then turns east and passes below Edwards Mill Road via the existing Reedy Creek Trail pedestrian tunnel, continuing north to Reedy Creek Road. The bikeway continues east along the south side of Reedy Creek Road to the intersection with Blue Ridge Road. After crossing Blue Ridge Road at the existing signalized intersection, the route turns south along the east side of Blue Ridge Road adjacent to the NC Museum of Art before ending at the northeast quadrant of the Wade Avenue / Blue Ridge Road interchange.
- **Alternative 2** begins at the northwest quadrant of the Wade Avenue / Edwards Mill Road interchange and heads south as a shared use path along the west side of Edwards Mill Road. The route then turns east and passes below Edwards Mill Road via the existing Richland Creek Trail pedestrian tunnel, before turning north along the east side of Edwards Mill Road. The bikeway then routes east along the south side of Wade Avenue to the Blue Ridge Road interchange. Utilizing the sidepath and pedestrian bridge currently under construction, the bikeway crosses to the north side of Wade Avenue before crossing Blue Ridge Road and ending at the northeast quadrant of the Wade Avenue / Blue Ridge Road interchange.

A map of these alternatives can be found on the following page.



Public and Stakeholder Feedback

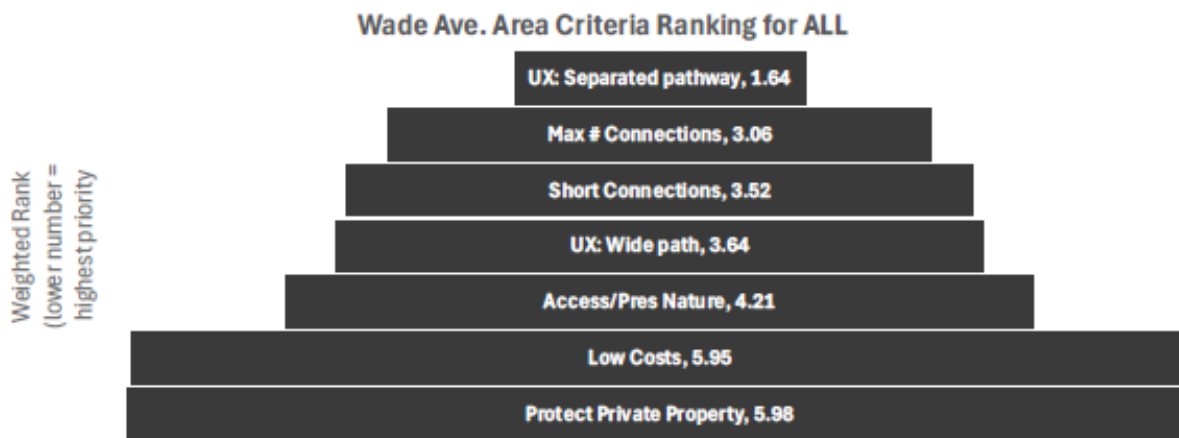
PUBLIC INPUT DURING TRIANGLE BIKEWAY STUDY (2020-2022)

During the development of the Triangle Bikeway Study, completed in 2022, feedback from the **City of Raleigh** emphasized the following:

- Importance of highlighting the bikeway as a commuter route.
- Preference for routing the bikeway along I-40 and Wade Ave.
- Consideration of connections between the Triangle Bikeway corridor and the City’s greenway network.
- Consideration of bikeway corridor width to accommodate high multimodal traffic volumes and various non-motorized travel modes.
- Consideration of multi-modal connections between the Triangle Bikeway, GoRaleigh transit routes, and the proposed GoTriangle commuter rail line.

PUBLIC INPUT DURING EARLY DESIGN PROCESS (2024-2026)

Public survey respondents were asked to rank a set of criteria to help identify top priorities for selecting a preferred alternative in the Wade Avenue Area, as shown in the chart below. The lower the rank score, the higher the priority.



The following summarizes other input and comments from the public about the Wade Avenue Corridor:

- Respondents prioritized a physically separated and full width facility and desire to maximize connectivity.
- Desired connections are clustered around the NC State Centennial Campus, the NC Museum of Art, State Fairgrounds, Carter-Finley Stadium, and Lenovo Center/ Raleigh Sports and Entertainment District.
- Several commenters asked to minimize at-grade delay and highlighted long signal cycles and safety risks at Blue Ridge Rd and Edwards Mill Rd crossings near Wade Avenue; there is interest in grade-separated solutions where feasible.
- Some respondents recommended avoiding Reedy Creek Rd given traffic associated with the new DHHS complex.

STAKEHOLDER INPUT DURING EARLY DESIGN PROCESS (2024-2026)

On November 18, 2024, the design team facilitated a site visit with stakeholders including City of Raleigh, NCDOT, Wake County, and CAMPO to confirm the alternatives under consideration and obtain early feedback to inform alternative development. Subsequently, the project team met with stakeholders including City of Raleigh, Town of

Cary, NCSU, DNCR and NC Parks on January 13, 2026, to share the alignment alternatives, initial evaluation results, and collect input (including through a post-meeting survey). A summary of the feedback received is provided below:

Alternative 1

- **Typical Section:** Concern that the section along Edwards Mill Road will feel too close to the road; desire to maintain separation between bicyclists and pedestrians near NCMA; concern that the bikeway is narrower.
- **Right-of-Way and Infrastructure:** Challenges to extend curb and gutter and sidewalk down Edwards Mill Road and work within the right of way along Reedy Creek Road by the National Guard fence.
- **Connectivity:** Concerns about shifting the bus shelter and demolition of the bike lane near NCMA.
- **Streetscape:** Desire to see streetscape along Blue Ridge Road retained.
- Two respondents (NCDOT) prefer this alternative for implementation.

Alternative 2

- **Traffic Considerations:** Concerns of major traffic issues/congestion/signal phasing impacts near Edwards Mill Road and Wade Avenue due to lane reductions and new pedestrian signals; Traffic Impact Analysis needed to secure approval from NCDOT.
- **Connectivity:** Need to coordinate with Raleigh Sports and Entertainment District development, which could make the project more complicated by also providing access to a new mixed-use district.
- One survey respondent (City of Raleigh) prefers this alternative for implementation.

Evaluation Factor Preference

- City of Raleigh prioritizes connectivity/destinations served, at-grade crossing considerations, environmental considerations, and cost considerations.
- NCDOT prioritizes traffic considerations, at-grade crossing considerations, structures, utility considerations, and connectivity/destinations served.

Additional North Carolina Museum of Art (NCMA) Feedback

Following this meeting, NCMA emailed the project team on March 11, 2025, with the following feedback on Alternative 1:

- NCMA does not want combined bike and pedestrian use on one sidewalk along Blue Ridge Road.
- NCMA will not grant permission to make changes to the existing 10-foot concrete sidewalk.
- NCMA will not grant permission to relocate utilities on their property.
- Expanding the existing 10-foot sidewalk would impact the tree plantings along both sides of the alignment, and the Museum does not accept any disturbance or the removal of these trees.
- Per the Urban Forestry City Tree Manual, page 20. “Any person desiring to undertake a tree disturbing activity on a City tree or any land disturbance within 15 feet of a City tree on City owned or controlled property must have a Tree Impact Permit.” The Museum requests to be included on any correspondence with the City of Raleigh regarding impacts to the trees within the ROW.

Alternatives Analysis

The following describes how each alternative scored for each of the eight key factors and supporting information for how their scores were assigned. Please refer to Alternatives Analysis Methodology in the Overview section for details on the methodology.

TYPICAL SECTION

Alternative 1	Alternative 2
14-foot Shared Use Path	14-foot Shared Use Path
10-foot Clear Width Pedestrian Tunnel (Existing)	15-foot Clear Width Pedestrian Tunnel (Existing)
12-foot Shared Use Path	16-foot Separated Use Path
	10-foot Shared Use Path (by Others)
	10-foot Clear Width Shared Use Bridge (by Others)
Score: 1 - Highly Unfavorable	Score: 3 - Neutral

- The two alternatives are significantly different with respect to their approach to typical section.
- Alternative 1 uses a reduced width section (12 feet wide) along Reedy Creek Road and has none of the desired 16-foot Separated Use Path within this segment.
- Alternative 2 utilizes the 16-foot separated use path along nearly 60 percent of its length.
- Both alternatives are reduced to 10-foot wide to make use of existing facilities within the Reedy Creek Trail Pedestrian Tunnel (Alternative 1) and over the newly constructed Pedestrian Bridge over Wade Avenue (Alternative 2).

STRUCTURE MAINTENANCE

Alternative 1	Alternative 2
+/- 180 LF Pedestrian Tunnel Under Edwards Mill Rd (Existing)	+/- 150 LF Pedestrian Tunnel Under Edwards Mill Rd (Existing)
+/- 300 LF Retaining Wall (Max Height = 7 feet)	+/- 3,380 LF Retaining Wall (Max Height = 10 feet)
Score: 5 – Highly Favorable	Score: 3 – Neutral

- The primary difference between the two alternatives is the volume of retaining walls. These structures are viewed as minimal maintenance items and do not significantly affect the score within this segment. However, given the order of magnitude difference in retaining wall quantity within this segment, Alternative 1 is scored as highly favorable and Alternative 2 is scored as neutral.

REAL ESTATE CONSIDERATIONS

Alternative 1	Alternative 2
<p>The bikeway remains within the existing right-of-way for 65% of the alignment.</p> <p>4 parcels require permanent easement / right-of-way</p> <ul style="list-style-type: none"> • State of North Carolina • Bandwidth, Inc • USEF Edwards Miller Owner LLC • NCMA <p>4 parcels require temporary construction easements</p> <ul style="list-style-type: none"> • State of North Carolina • Bandwidth, Inc • USEF Edwards Miller Owner LLC • NCMA 	<p>The bikeway remains within the existing right-of-way for 100% of the alignment.</p> <ul style="list-style-type: none"> • 0 parcels require permanent easements / right-of-way <p>4 parcels require temporary construction easements</p> <ul style="list-style-type: none"> • State of North Carolina • F7 West LLC
Score: 2 - Unfavorable	Score: 4 - Favorable

- Alternative 1 requires permanent easements/right of way for four properties, whereas Alternative 2 is completely within the public right of way. This is the primary driver for the difference between the scoring on these alternatives.
- The Blue Ridge Corridor is nearly built out within the limits of the existing right-of-way. Easement acquisition on the NCMA property may not be achievable and therefore a reduced width, or alternative section for Bikeway along that parcel is likely needed.

CONNECTIVITY / ROUTE EFFICIENCY / DESTINATIONS SERVED

Alternative 1	Alternative 2
<p>Length = 1.68 miles</p> <p>Direct connections include:</p> <ul style="list-style-type: none"> • Bandwidth Corporate Office • Reedy Creek Trail • NC DEQ Office • Claude T. Bowers Military Center (NC National Guard) • NC DHHS Office • NC Museum of Art • Bus stop/shelter on Blue Ridge Road <p>Additional nearby destinations served include:</p> <ul style="list-style-type: none"> • Carl Alwin Schenck Memorial Forest (via Reedy Creek Road sidepath) • Umstead State Park (via Reedy Creek Trail) 	<p>Length = 1.72 miles</p> <p>Direct connections include:</p> <ul style="list-style-type: none"> • Richland Creek Trail • Raleigh Sports and Entertainment District <p>Additional nearby destinations served include:</p> <ul style="list-style-type: none"> • Carter Finley Stadium • Bandwidth Corporate Office (via Edwards Mill sidewalk and Reedy Creek Trail) • Reedy Creek Trail (via Blue Ridge SUP/Edwards Mill sidewalks) • NC DEQ Office (via Blue Ridge sidewalk) • Claude T. Bowers Military Center (NC National Guard, via Blue Ridge sidewalk) • NC DHHS Office (via Blue Ridge sidewalk)

Alternative 1	Alternative 2
<ul style="list-style-type: none"> Raleigh Sports and Entertainment District (via Blue Ridge Road SUP and Westchase Boulevard sidewalk) 	<ul style="list-style-type: none"> NC Museum of Art (via Blue Ridge MUP) Bus stop/shelter on Blue Ridge Road (via Blue Ridge sidewalk)
Score: 2 - Unfavorable	Score: 4 - Favorable

- Except for Alternative 2’s direct connection to the Raleigh Sports and Entertainment District, both alternatives serve the same destinations either directly or indirectly via the existing bicycle and pedestrian network.
- The Raleigh Sports and Entertainment District was consistently identified as a desirable connection during public surveys and Centennial Authority has expressed great interest in Alternative 2.
- For these reasons, Alternative 2 is viewed as favorable and Alternative 1 is viewed as unfavorable for this factor.

CONFLICT POINTS / CROSSING SAFETY

Alternative 1	Alternative 2
<p>9 Total Driveway Crossings</p> <p>4 Total Street Crossing</p> <ul style="list-style-type: none"> Mission First Trail (Signalized – 3 Lanes) Gold Star Drive (Unsignalized – 2 Lanes) Blue Ridge Road (Signalized – 5 Lanes) NC Museum of Art Entrance (Signalized – 3 Lanes) <p>Utilizes existing pedestrian signals at road crossings. No additional traffic signals or traffic signal modifications required.</p>	<p>1 Driveway Crossing</p> <p>7 Total Street Crossings</p> <ul style="list-style-type: none"> SB Edwards Mill Road On-Ramp (proposed RRFB – 1 Lane) NB Edwards Mill Road On-Ramp (Signalized – 2 Lanes anticipated) EB Wade Avenue Off-Ramp to Northbound Edwards Mill (Signalized – 1 Lane) EB Wade Avenue Off-Ramp to Southbound Edwards Mill (Proposed RRFB – 1 Lane) EB Wade Avenue Off-Ramp to Blue Ridge Road (Signalized – 3 Lanes) WB Wade Avenue On-Ramp from Blue Ridge Road (Signalized – 1 Lane) Blue Ridge Road (Signalized – 4 Lanes) <p>Requires addition of pedestrian signals at two existing traffic signals in the Edwards Mill Road / Wade Avenue interchange. Proposes installing RRFB crossings at the EB Wade Avenue off-ramp to SB Edwards Mill Road and the SB Edwards Mill Road on-ramp to WB Wade Avenue. Supplemental RRFB signs could be incorporated upstream of the crossings to provide advance warning to roadway users when crossings are activated.</p> <p>This Alternative proposes converting the combination thru/right turn lane on SB Edwards Mill Road to a thru-lane. This conversion provides increased safety/operational benefits by:</p> <ul style="list-style-type: none"> Reducing the lanes crossed at the on-ramp to a single lane

Alternative 1	Alternative 2
	<ul style="list-style-type: none"> • Removing the existing conflict point between users of the existing southbound bicycle lane and the turning movement from the existing thru/right-turn lane. • Preventing queueing of traffic from the on-ramp back into the thru/right turn lane when crossing is activated. <p>Coordination with NCDOT Congestion Management Section/FHWA required for the proposed improvements at the Edwards Mill Road / Wade Avenue interchange. A traffic analysis study will be required, and an Interchange Access Report may be required, to gain approval of this concept.</p> <p>Utilizes pedestrian signal upgrades currently under construction to make crossings at the Blue Ridge Road / Wade Avenue interchange.</p>
Score: 4 - Favorable	Score: 1 - Highly Unfavorable

- Alternative 1 scores as favorable due to the low number of un-signalized crossings and relatively low number of potential interactions across the driveway/streets.
- Alternative 2 crosses a significant number of high-volume traffic lanes within the Edwards Mill / Wade Avenue Interchange. Two of these crossings have proposed RRFB signals and the remaining are signalized. Due to the potential safety concerns at these crossings, and uncertainty surrounding the future configuration of this interchange, this alternative is scored highly unfavorable.

CONSTRUCTABILITY CONSIDERATIONS

Alternative 1	Alternative 2
<p>Construction access from existing roadways</p> <p>Outside lane closures required on multilane facility</p> <p>Potential flagging operations or temporary pavement anticipated on Reedy Creek Road</p> <p>Utilities present include:</p> <ul style="list-style-type: none"> • Aerial power distribution lines (+/- 8 anticipated guy wire relocations) • Aerial power transmission lines • Underground fiber optic/telecom lines • Gas line • Water line (+/- 3 anticipated hydrant relocations) • Storm sewer (+/- 3 anticipated catch basin relocations) 	<p>Construction access from existing roadways</p> <p>Outside lane/shoulder closures required on multilane facility</p> <p>Traffic control operations will need to be coordinated with major-event traffic associated with Lenovo Center and Carter Finley Stadium.</p> <p>Depending on project timing, construction on the Raleigh Sports and Entertainment District may occur simultaneously and require coordination.</p> <p>Utilities present include:</p> <ul style="list-style-type: none"> • Aerial power distribution lines • Aerial power transmission lines • Underground fiber optic/telecom lines • Gas line

Alternative 1	Alternative 2
<ul style="list-style-type: none"> Sanitary sewer 	<ul style="list-style-type: none"> Water line Storm sewer (+/- 3 anticipated catch basin relocations) Sanitary sewer
Score: 2 - Unfavorable	Score: 3 - Neutral

- Alternative 1 scores as unfavorable because it has the potential to cause significant impacts to Reedy Creek Road during construction and possesses an increased number of utility conflicts when compared to Alternative 2.
- Alternative 2 scores as neutral for constructability primarily due to expected high traffic volumes near the Raleigh Sports and Entertainment District and anticipated limitations on lane closures due to those volumes. This can be mitigated if Bikeway construction is coordinated with the anticipated site development and intersection improvements.

ENVIRONMENTAL / PERMITTING CONSIDERATIONS

Alternative 1	Alternative 2
<p>Jurisdictional features to be crossed include:</p> <ul style="list-style-type: none"> Armory Tributary <p>Removal/relocation/replacement of street trees is anticipated on Reedy Creek Road and Blue Ridge Road</p> <p>Anticipated coordination/permitting needs include:</p> <ul style="list-style-type: none"> NCDOT Encroachment Agreement NCDOT Traffic Signal Divisions Coordination (Reedy Creek Road / Blue Ridge Road Intersection Improvements STIP project) Erosion Control Permit Floodplain Development Permit 401/404 Permit Private Utility Coordination Adjacent Landowners/Businesses Coordination NC Museum of Art Coordination GoRaleigh Coordination City of Raleigh Coordination 	<p>Jurisdictional features to be crossed include:</p> <ul style="list-style-type: none"> Richland Creek (no crossing per se, floodplain/floodway encroachment at existing pedestrian tunnel under Edwards Mill Road) <p>Tree clearing is anticipated along the majority of the route</p> <p>Anticipated coordination/permitting needs include:</p> <ul style="list-style-type: none"> NCDOT Encroachment Agreement NCDOT Traffic Signal Divisions / Congestion Management Section Coordination - possible Interchange Access Report (IAR) if determined applicable by NCDOT Erosion Control Permit Floodplain Development Permit 401/404 Permit Private Utility Coordination Adjacent Landowners/Businesses Coordination Raleigh Sports + Entertainment District Development Project Coordination City of Raleigh Coordination
Score: 3 - Neutral	Score: 3 - Neutral

- Alternatives 1 and 2 score as neutral; challenges for each are consistent with one another and are not a differentiator.
- Of note but not affecting the assigned score, coordination efforts are anticipated to be higher for Alternative 2 given the pending alterations to the Edwards Mill/Wade Avenue interchange and the site modifications at the Raleigh Sports and Entertainment District.

CONSTRUCTION COST

Alternative 1 - Highly Favorable	Alternative 2
\$5,947,000	\$11,452,000
Score: 4 – Favorable	Score: 2 - Unfavorable

- Alternative 2 is more than one and a half times the cost of Alternative 1. This cost differential is driven in large part by a significantly wider typical section along roughly 60 percent of length of Alternative 2.

Scoring Summary / Preferred Alternative Recommendation

Alternative 2 scores slightly higher (2.85) than Alternative 1 (2.80) as shown in the following summary table:

Evaluation Factor	Weight	Alternative 1	Alternative 2
Typical Section	10%	1	3
Structure Maintenance	5%	5	3
Real Estate Considerations	5%	2	4
Connectivity / Route Efficiency / Destinations Served	30%	2	4
Conflict Points / Crossing Safety	15%	4	1
Constructability Considerations	10%	2	3
Environmental / Permitting Considerations	5%	3	3
Construction Cost	20%	4	2
Total	100%	2.80	2.85

Alternative 2 is recommended to be selected as the preferred alternative for the Wade Avenue Corridor for the following reasons:

- Makes a direct connection to the Raleigh Sports and Entertainment District
- Offers a significantly better user experience in terms of its typical section when compared to Alternative 1.
- Offers enhanced user experience with more tree cover while maximizing connections to recently improved bicycle and pedestrian infrastructure.



NC Capital Area Metropolitan Planning Organization

1 Fenton Main St.
Suite 201
Cary NC 27511

Staff Report

Agenda Date: 6/4/2026
To: Technical Coordinating Committee

Agenda Item: 5.4

Locally Administered Projects Program (LAPP) FFY2028 Target Modal Mix
Victoria Samayoa, MPO Staff

The LAPP Steering Committee has recommended the Target Modal Investment mix for federal fiscal year 2028. CAMPO staff and the LAPP Steering Committee are not proposing any changes to the Locally Administered Projects Program for FFY28. The Target Modal Investment mix will be posted for public review and comment from July 20 - August 18, 2026. A public hearing is scheduled for August 19th where the CAMPO Executive Board will consider adopting the FFY28 modal investment mix and opening CAMPO's One-Call-for-All call for projects.

Requested Action: Receive as information

Memorandum

To: Capital Area MPO Technical Coordinating Committee

From: MPO Staff

Date: May 22, 2026

Re: FFY 2028 LAPP Program

The next round of LAPP applications will open in August 2026 for the FFY 2028 project cycle. Prior to a new project cycle, staff discuss any issues brought up during previous project cycles to discuss during the LAPP Committee Meeting and review the Target Modal Investment Mix.

Issues addressed in this memo:

- **LAPP Guidebook Improvements**
- **Influences on LAPP Scoring**
- **Rolling stock as eligible projects**
- **Target Modal Investment Mix and total programming allowance increase**

Issue: LAPP Guidebook Improvements

While the LAPP Guidebook is put forth on an annual basis, committee recommends clarification on scoring criteria details and how interpreted for project applications. Specifically, requested were, more formal criteria and guidance for Design-Build projects, terminology for defining “Obstacle Explanation”, “Local Match Cost” details for scoring, and updates to clarify specifics around defining bodies of water.

Staff Recommendation: CAMPO staff and the LAPP committee recommend updates to the FFY 28 cycle guidebook to remedy concerns and provide clarifications. Design-Build pilot in FFY 27 will be examined to inform best practices and ways to improve the Design-Build project framework. Staff will continue to monitor submitted projects, more robustly use Pre-Submittal meetings to evaluate applications, and evaluate projects that maintain highly effective solutions to projects awarded.

Issue: Influences on LAPP Scoring

With the completion of the Blueprint for Safety, recommendations suggested to include and integrate Blueprint results into future LAPP project scoring. Incorporation of Blueprint findings is a long-range goal of CAMPO staff and is encouraged with continued investigation for best practice for integration.

Given not all members have uniformly developed local high injury network data sets robust enough to be widely considered across the region, current LAPP guidelines will continue to be the standard for application submissions. Current standards are as follows:

- Highway Effectiveness applicants are required to submit current volume/capacity on projects, FHWA crash reduction factors associated, and EPDO scores from TEAAS Report.
- Bike/Ped Effectiveness applicants are required to submit the major obstacle, safety concern history, and proposed commuter pattern improvement related to existing facility design deficiency.
- Transit Effectiveness applicants are required to submit the safety or security concern or policy.

Committee and staff also discussed considerations of the local match criteria on LAPP scoring. Concern for fairness across projects was examined based on the amount local match has in project scoring. Historically, LAPP scoring is a tiered scoring process where scores may be higher in one area than another to ensure emphasis on all aspects of a project are considered to best address total investment benefit/cost, severity, and then, effectiveness of proposed project solution.

Staff Recommendation: Given the newness of the Blueprint findings, it was determined that understanding the long-range impact of this request was crucial to cost/benefit effectiveness. CAMPO staff to explore consistent framework to guide the application of evaluating and incorporating safety findings in scoring (beyond the regional high injury network and TEAAS reported data) uniformly.

It was, also, encouraged that the local community, itself, prioritize project selection consideration to target more high injury network considerations for LAPP submission. CAMPO staff will continue endeavor to create a reliable matrix to directly integrate the Blueprint for future LAPP projects.

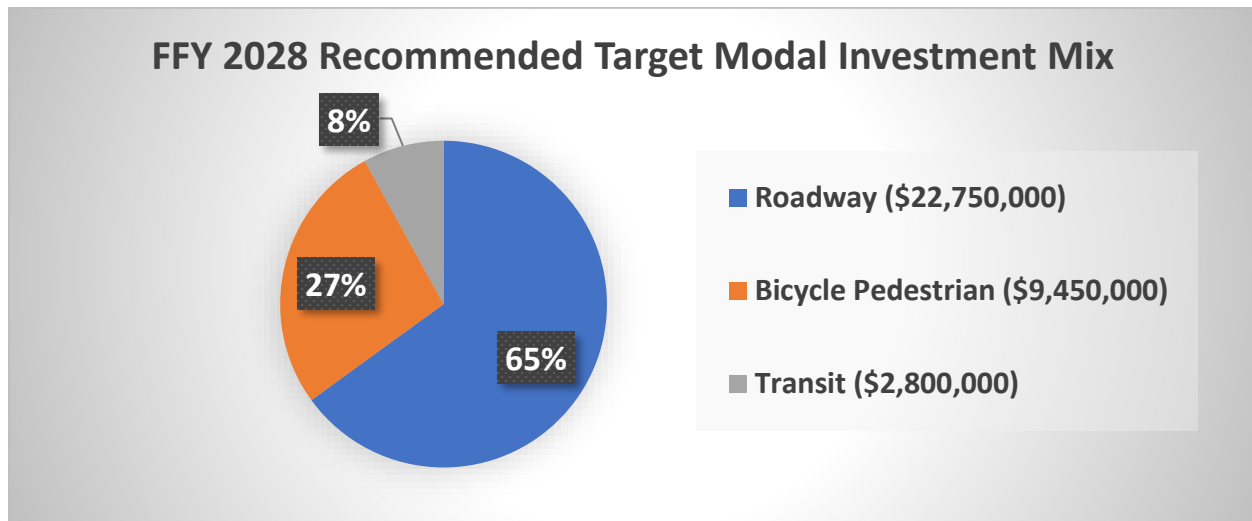
Consensus, also, to more thoroughly advise applicants of scoring processes during Pre-Submittal meetings.

Issue: Rolling stock as eligible projects

A request was, again, made to reconsider allowing transit agencies to submit projects for rolling stock. It was suggested that allowing rolling stock requests would help protect funds from recession because rolling stock projects could be obligated immediately. Historically the LAPP program does not allow applicants to submit projects for public transit vehicles. However, the LAPP program does allow for any unobligated funds to be flexed over to public transit agencies as a last resort to protect those funds from recession. When this decision has been made in the past it does allow for those funds to be used to purchase vehicles.

Staff Recommendation: CAMPO staff and the LAPP committee recommend no changes to the LAPP program related to rolling stock for FFY28.

Issue: Target Modal Investment Mix and total programming allowance increase



The Target Modal Investment Mix for the FFY 2027 round of LAPP was 65% Roadway, 27% Bike/Ped, and 8% Transit and the total programming allowance was \$25 million.

CAMPO Staff and committee recommend the increase of total programming allowance from current \$25 million to \$35 million for LAPP FFY28 investments with the Total Target Modal Investment Mix to remain at 65% Roadway, 27% Bike/Ped, and 8% Transit.

There was discussion about the transit funding increase amount and the frequency of transit project submissions. Shared concerns for other members that may want to apply for future funding as well as the overall amount that transit projects can submit for was discussed. CAMPO staff and committee agreed that amounts can be monitored and revisited as need arises.

Discussion on the possibility of bolstering Design-Build projects was proposed, however, it was deemed that more evaluation and information is needed on projects received and project performance over time before this can be explored.

Staff Recommendation: Following the discussion, the Committee decided to keep the modal split the same as previous years, 65% Roadway, 27% Bicycle/Pedestrian, and 8% Transit with the additional total programming allowances to adjust within those parameters. CAMPO staff directed to further investigate impact and cost-effectiveness for integrating findings of the Blueprint for Safety with future LAPP programming.



NC Capital Area Metropolitan Planning Organization

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Staff Report

Agenda Date: 6/4/2026
To: Technical Coordinating Committee

Agenda Item: 5.5

Amendment #4 to FY 2026-2035 Transportation Improvement Program (TIP)

Alex Rickard, MPO Staff

NCDOT's STIP Unit has notified the MPO that amendments have been made to the 2026-2035 STIP. Additional amendments to the 2026-2035 TIP are also necessary to accommodate new projects, changes to project schedules, and funding changes.

Amendment #4 will be posted for a public comment period from July 20, 2026, to August 18, 2026. A public hearing is scheduled for August 19, 2026, at the Executive Board meeting. Approval of Amendment #4 will be requested at the conclusion of the public hearing.

Requested Action: Receive as information



NC Capital Area Metropolitan Planning Organization

1 Fenton Main St.
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Staff Report

Agenda Date: 6/4/2026
To: Technical Coordinating Committee

Agenda Item: 5.6

SPOT 8 Update - Statewide Programming & Regional Impact Target Modal Mixes

Daniel Spruill, MPO Staff

In late Spring 2026, the NC Department of Transportation released technical scores for all SPOT 8 projects along with the draft list of programmed Statewide Mobility projects. Statewide Mobility projects that are not programmed are eligible for consideration of programming with Regional Impact funds, a process referred to as “cascading”. Staff will provide a review of the technical scores and draft Statewide Mobility programming results.

A target modal mix recommendation will be presented to the Executive Board for their consideration. The target modal mix is a component of the MPO’s adopted prioritization methodology that guides staff in the development of a draft point assignment.

During June, the MPO will assign 2500 local input points to Regional Impact and cascaded Statewide Mobility projects. A draft point assignment for the 2500 local input points for all transportation modes based on the adopted prioritization methodology will be posted to the MPO’s website in June. The point assignment will be posted for public review and comment through August 18, 2026, on the CAMPO website. The TCC and Executive Board will be asked to recommend and approve the final point assignment for the Regional Impact category at their respective August meetings.

Please visit the CAMPO SPOT 8 Webpage linked below for all up-to-date information and data:

<https://www.campo-nc.us/funding/spot/prioritization-8>

Requested Action: Recommend Executive Board approval of Regional Impact target modal mix



NC Capital Area Metropolitan Planning Organization

1 Fenton Main St.
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Cary NC 27511

Staff Report

Agenda Date: 6/4/2026
To: Technical Coordinating Committee

Agenda Item: 6.1

Operating Budget, FY2026 Brenda Landes, MPO Staff

The operating budget is \$10,471,321. As of 3/31/2026 we spent \$4,965,853. Please see attached for more details.

Requested Action: Receive as information

Account Description	Description	FY 26 Projected Budget including Wake Transit and 5310	FY26 Projected Budg (less Wake Transit and 5310, NCDOT funded)	YTD Expenditures	Amount Remaining	Percentage
Salaries/Permanent	Salaries - FT	\$ 2,873,223	\$ 2,395,112	\$ 1,924,207	\$ 949,016	33%
Taxes/FICA	Taxes/FICA & Medicare	\$ 197,860	\$ 164,183	\$ 137,499	\$ 60,361	31%
Employee Health Insurance	Health Insurance	\$ 399,907	\$ 315,898	\$ 242,713	\$ 157,194	39%
Employee Ins./Retiree Ben.	Retiree Health Insurance	\$ -	\$ -	\$ -	\$ -	0%
Retirement/NC Retirement	Retirement NC Retirement	\$ 382,948	\$ 318,607	\$ 267,877	\$ 115,071	30%
Retirement/Deferred Comp 401K	Retirement /Deferred COMP 401K	\$ 135,420	\$ 112,389	\$ 92,392	\$ 43,027	32%
Op. & Maint. /Supplies	Office Supplies	\$ 28,500	\$ 23,500	\$ 4,298	\$ 24,202	85%
Op. & Maint. /Printing	Print Copy	\$ 2,000	\$ 1,000	\$ 1,506	\$ 494	25%
Op & Maint./ Bldg & Equip	Rent Real Property	\$ 594,500	\$ 491,109	\$ 578,180	\$ 16,320	3%
Travel & Training	Registration & Travel	\$ 100,431	\$ 81,502	\$ 34,911	\$ 65,520	65%
Op. & Maint. /Postage Rental & Permitt	Postage	\$ 2,600	\$ 2,600	\$ -	\$ 2,600	100%
Op. & Maint./Advertising	Advertising	\$ 21,000	\$ 17,000	\$ 11,401	\$ 9,599	46%
Dues & Memberships	Licen. Dues. & Publica.	\$ 23,700	\$ 20,000	\$ 18,195	\$ 7,505	32%
Op & Maint./Telephone & Comm.	Telephone/Comm	\$ -3,784	\$ 3,420	\$ -1,320	\$ 2,463	65%
Maintenance & Repair	Repairs - Other Equip	\$ 2,100	\$ 2,100	\$ 1,834	\$ 266	13%
Op & Maint./Computer Software	Annual Maint. Agree.	\$ 65,712	\$ 65,391	\$ 59,225	\$ 6,487	10%
Supplies/Small Equip. & Furn.	Office Furn. & Equip.	\$ 10,000	\$ 6,000	\$ -	\$ 10,000	100%
Op. & Maint./Contracted Services	Contractual Svcs-Other *	\$ 5,627,637	\$ 4,466,758.41	\$ 1,592,295	\$ 4,035,342	72%
	* Subject to approval by MPO and are Subject to Change			\$ -	\$ -	
	YEAR			\$ -	\$ -	
				\$ -	\$ -	
				\$ -	\$ -	
				\$ -	\$ -	
	B-4 Travel Survey	\$ 80,000	\$ 80,000	\$ -	\$ 80,000	100%
	B-3 TRM Service Bureau at ITRE (MPO 25%)	\$ 170,534	\$ 170,534	\$ -	\$ 170,534	100%
	B-3 ITRE Modeling (new task code)	\$ 50,000	\$ 50,000	\$ -	\$ 50,000	100%
				\$ -	\$ -	
				\$ -	\$ -	
	D-3 Special Studies	\$ -	\$ -	\$ -	\$ -	0%
	A - MPO Core Function Studies	\$ -	\$ -	\$ -	\$ -	0%
	1) - Regional Transit Planning	\$ 1,000	\$ 1,000	\$ -	\$ 1,000	100%
	a) Wake Bus Plan Update	\$ 334,860	\$ -	\$ 12,826	\$ 322,034	96%
	b)WT Staff analysis	\$ 250,000	\$ -	\$ 225,019	\$ 24,981	10%
	c)BRT Concept of Operations Study	\$ 350,000	\$ -	\$ 308,966	\$ 41,034	12%
		\$ -	\$ -	\$ -	\$ -	0%
	2) US1 ConnectivityStudy	\$ -	\$ -	\$ -	\$ -	0%
	3) Pleasant Park Connectivity	\$ 75,000	\$ 75,000	\$ -	\$ 75,000	100%
	4) Community Viz	\$ -	\$ -	\$ -	\$ -	0%
	5) Advanced Air Mobility	\$ 20,000	\$ 20,000	\$ 20,000	\$ -	0%
	6) Eastern Wake ITS	\$ 50,000	\$ 50,000	\$ -	\$ 50,000	100%
	7)CommunityViz Suitability Testing	\$ -	\$ -	\$ -	\$ -	0%
	8)Northwest Area Study	\$ 250,969	\$ 250,969	\$ 119,173	\$ 131,796	53%
	9) West Chatham Wildlife Crossing Study	\$ 7,000	\$ 7,000	\$ -	\$ 7,000	100%
	10) Apex Rail Yard Relocation Study	\$ 47,000	\$ 47,000	\$ 10,910	\$ 36,090	77%
	B - MPO Non-Core Function Studies	\$ -	\$ -	\$ -	\$ -	
	1) Triangle Bikeway NEPA design	\$ 2,589,000	\$ 2,589,000	\$ 496,813	\$ 2,092,187	81%
	2) Triangle Bikeway General Engineering Services	\$ 265,867	\$ 265,867	\$ 131,237	\$ 134,630	51%
	3) TBD	\$ -	\$ -	\$ -	\$ -	0%
	4) TBD	\$ -	\$ -	\$ -	\$ -	0%
	D-4 Regional and Statewide Planning/AQ Conformity			\$ -	\$ -	
	a) Regional Land use-trans-AQ collaboration	\$ 234,156	\$ 234,156	\$ 85,361	\$ 148,795	64%
	b) Sustainable Communities (TJCOG)	\$ -	\$ -	\$ -	\$ -	0%
	c) Community Viz 2.0	\$ -	\$ -	\$ -	\$ -	0%
	E - Management and Operations	\$ -	\$ -	\$ -	\$ -	0%
	a) Risk Mgmt Services	\$ 20,000	\$ 20,000	\$ 19,019	\$ 981	5%
	b) Misc Contracts	\$ 40,881	\$ 2,595	\$ 2,304	\$ 38,577	94%
	c) Employee recogn	\$ 10,000	\$ 10,000	\$ -	\$ 10,000	100%
	d) Interpreter services for the deaf	\$ 1,000	\$ 1,000	\$ -	\$ 1,000	100%
	e) legal services	\$ 21,505	\$ 16,505	\$ 6,658	\$ 14,848	69%
	f) Documents to other languages/Title 6 audit	\$ 21,000	\$ 21,000	\$ -	\$ 21,000	100%
	g) Operational Contingency	\$ 562,865	\$ 410,567	\$ 22,760	\$ 540,105	96%
	h) Cary Hosting Fees	\$ 175,000	\$ 144,565	\$ 131,250	\$ 43,750	25%
	i) Eco Counter	\$ -	\$ -	\$ -	\$ -	0%
	j) Volume Data ITRE Counter NCSU	\$ -	\$ -	\$ -	\$ -	0%
	TOTALS	\$ 10,471,321	\$ 8,486,569	\$ 4,965,853	\$ 5,505,468	53%
	INTERLOCAL AGREEMENTS			\$ -	\$ -	
	FHWA PL FUNDING (80% Federal)			\$ -	\$ -	
	<i>CAMPO Allocation</i>			\$ -	\$ -	
Federal	<i>FHWA - Unobligated Funds**</i>	\$ 1,254,800	\$ 1,254,800	\$ 1,207,091	\$ 47,709	4%
	OTHER FHWA ALLOCATIONS (80% FEDERAL PART)					
	STP-DA FUNDING	\$ 3,370,000	\$ 3,370,000	\$ 1,438,316	\$ 1,931,684	57%
	SPR FUNDING - NCDOT	\$ -	\$ -	\$ -	\$ -	
	5310 FUNDING-GO RALEIGH	\$ 142,102	\$ -	\$ 69,429	\$ 72,673	51%
	TOTAL FEDERAL FUNDING	\$ 4,766,902	\$ 4,624,800	\$ 2,714,837	\$ 2,052,065	43%
	Pro Rata Share of Non-Federal Funding MEMBERS	\$ 1,182,326	\$ 1,146,800.00	\$ 692,069	\$ 490,257	41%
	Additional Non-Federal Funding-Special Studies MPO MEMBERS and Partners	\$ 2,913,719	\$ 2,714,969.00	\$ 696,531	\$ 2,217,188	76%
Member/Other Mem Dues	Subtotal Non-Federal Funding MPO MEMBERS	\$ 4,096,045	\$ 3,861,769	\$ 1,388,600	\$ 2,707,444	66%
Wake County Transit Tax	Wake Transit Tax Dist	\$ 1,608,375	\$ -	\$ 862,417	\$ 745,958	46%
General Govt NCDOT		\$ -	\$ -	\$ -	\$ -	0%
	Additional Funding -Member Dues Balance:					
	TOTAL NON-FEDERAL FUNDING	\$ 5,704,420	\$ 3,861,769	\$ 2,251,017	\$ 3,453,403	61%
	TOTAL REVENUES	\$ 10,471,322	\$ 8,486,569	\$ 4,965,854	\$ 5,505,468	53%
	Member Share per capita					
	Contractual Svcs-Other	\$ 5,627,637	\$ 4,466,758	\$ 1,592,295	\$ 4,035,342	72%
	All Other Accounts	\$ 4,843,684	\$ 4,019,810	\$ 3,373,559	\$ 1,470,125	30%
	TOTAL REVENUES	\$ 10,471,321	\$ 8,486,569	\$ 4,965,853	\$ 5,505,468	53%



NC Capital Area Metropolitan Planning Organization

1 Fenton Main St.
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Staff Report

Agenda Date: 6/4/2026
To: Technical Coordinating Committee

Agenda Item: 6.2

Member's Shares, FY2026 Brenda Landes, MPO Staff

The attached shows Member's Shares for FY2026. The total Member's Shares match is \$1,241,207. As of 3/31/2026 we spent \$692,069.

Requested Action: Receive as information.

Member Dues Projection FY 2026

Unincorporated Portion of County	Municipalities in County	Population within MPO	Percentage of total MPO population	FY26 1st Qtr Expended Pro Rata	FY26 2nd Qtr Expended Pro Rata	FY26 3rd Qtr Expended Pro Rata	Total Expenditures	Population Share of MPO Non Federal Budget FY26
Chatham		7,021	0.4707%	\$ 1,051.40	\$ 1,139.71	\$ 1,066.42	\$ 3,257.53	5,842
Franklin		43,167	2.8940%	\$ 6,464.34	\$ 7,007.30	\$ 6,556.67	\$ 20,028.31	35,920
	Bunn	356	0.0239%	\$ 53.31	\$ 57.79	\$ 54.07	\$ 165.17	296
	Franklinton	2,908	0.1950%	\$ 435.47	\$ 472.05	\$ 441.69	\$ 1,349.22	2,420
	Youngsville	2,940	0.1971%	\$ 440.27	\$ 477.25	\$ 446.56	\$ 1,364.07	2,446
Granville		18,099	1.2134%	\$ 2,710.38	\$ 2,938.03	\$ 2,749.10	\$ 8,397.51	15,061
	Creedmoor	5,105	0.3422%	\$ 764.48	\$ 828.69	\$ 775.40	\$ 2,368.56	4,248
Harnett		39,687	2.6606%	\$ 5,943.08	\$ 6,442.26	\$ 6,027.97	\$ 18,413.31	33,024
	Angier	7,058	0.4732%	\$ 1,056.94	\$ 1,145.71	\$ 1,072.04	\$ 3,274.69	5,873
	Coats	2,224	0.1491%	\$ 333.05	\$ 361.02	\$ 337.80	\$ 1,031.87	1,851
	Lillington	4,774	0.3201%	\$ 714.94	\$ 774.98	\$ 725.15	\$ 2,215.07	3,973
Johnston		122,019	8.1803%	\$ 18,272.46	\$ 19,807.21	\$ 18,533.46	\$ 56,613.12	101,534
	Archer Lodge	5,322	0.3568%	\$ 796.97	\$ 863.91	\$ 808.36	\$ 2,469.24	4,429
	Clayton	30,151	2.0213%	\$ 4,515.13	\$ 4,894.36	\$ 4,579.62	\$ 13,989.11	25,089
							\$ -	0
Wake		193,213	12.9531%	\$ 28,933.74	\$ 31,363.96	\$ 29,347.02	\$ 89,644.72	160,775
	Apex	71,992	4.8264%	\$ 10,780.84	\$ 11,686.35	\$ 10,934.83	\$ 33,402.01	59,906
	Cary	181,488	12.1671%	\$ 27,177.92	\$ 29,460.66	\$ 27,566.12	\$ 84,204.69	151,019
	Fuquay-Varina	41,010	2.7493%	\$ 6,141.27	\$ 6,657.09	\$ 6,228.99	\$ 19,027.34	34,125
	Garner	38,211	2.5617%	\$ 5,722.12	\$ 6,202.73	\$ 5,803.85	\$ 17,728.70	31,796
	Holly Springs	46,052	3.0874%	\$ 6,896.31	\$ 7,475.55	\$ 6,994.81	\$ 21,366.67	38,321
	Knightdale	20,957	1.4050%	\$ 3,138.32	\$ 3,401.92	\$ 3,183.15	\$ 9,723.39	17,439
	Morrisville	32,210	2.1594%	\$ 4,823.46	\$ 5,228.60	\$ 4,892.36	\$ 14,944.42	26,802
	Raleigh	488,279	32.7346%	\$ 73,120.02	\$ 79,261.56	\$ 74,164.44	\$ 226,546.01	406,304
	Rolesville	11,268	0.7554%	\$ 1,687.39	\$ 1,829.12	\$ 1,711.49	\$ 5,228.00	9,376
	Wake Forest	54,242	3.6364%	\$ 8,122.77	\$ 8,805.02	\$ 8,238.79	\$ 25,166.57	45,136
	Wendell	13,550	0.9084%	\$ 2,029.12	\$ 2,199.55	\$ 2,058.10	\$ 6,286.77	11,275
	Zebulon	8,326	0.5582%	\$ 1,246.82	\$ 1,351.55	\$ 1,264.63	\$ 3,863.00	6,928
Total		1,491,630	100%	\$ 223,372.29	\$ 242,133.92	\$ 226,562.86	\$ 692,069.07	1,241,207



NC Capital Area Metropolitan Planning Organization

1 Fenton Main St.
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Staff Report

Agenda Date: 6/4/2026
To: Technical Coordinating Committee

Agenda Item: 7.1

Project Updates

Requested Action: Receive as information



INFORMATIONAL ITEM: PROJECT UPDATES

June 2026

CONTENTS

Studies	2
Advanced Air Mobility Study.....	2
Apex Rail Study.....	2
North Falls Lake Area Study (NFLAS).....	2
Cape Fear River Basin Wildlife Crossing Study	2
Apex Pleasant Park Access Study	3
Eastern Wake Traffic Signal System Integration Study	3
Committees	3
Wake Transit/Wake County Transit Planning Advisory Committee (TPAC)	3
FY 2027 Wake Transit Work Plan Development Update	3
Wake Bus Plan 2035	4
Bus Rapid Transit (BRT) Extensions Concept of Operations Study.....	4
Programs	4
FY 2027 Community Funding Area Program Update	4
Blueprint for Safety Program	5
Congestion Management Process (CMP).....	5
Triangle Transportation Choices – Transportation Demand Management (TDM) Program	5
Unified Planning Work Program FY 2027 – Administrative Modification #1	6
Projects.....	6
Triangle Bikeway East Design Project Update	6
CSCE Status Update.....	6

Studies

Advanced Air Mobility Study

CAMPO was awarded an Advanced Air Mobility Grant from the NCDOT Division of Aviation for FY 2026 to examine the current condition of Air Mobility and explore what this mode of transportation could mean for the region. This study will be managed by NCDOT Division of Aviation alongside CAMPO to develop a high-level regional framework for AAM implementation and coordination between member jurisdictions. CAMPO has held a kick-off meeting with the consultant team from Stantec and has begun to contact stakeholders to create the Technical Steering Committee.

(Staff contact: Daniel Spruill)

Apex Rail Study

CAMPO has partnered with the Town of Apex to look at the Rail Yard in Downtown Apex and the rail spur to Durham. This study has pivoted several times and has led to Apex entering an agreement with CSX Rail Operator/Owner to review the outputs of this study for CSX support. AMT has developed draft recommendations for the rail corridor and are working to incorporate comments from CAMPO, Apex, and CSX.

(Staff contact: Daniel Spruill)

North Falls Lake Area Study (NFLAS)

This is the first area study conducted in the northwest portion of CAMPOs jurisdiction. The study area includes roughly the southern half of Granville County and extends into portions of Franklin County and Wake County, as well as the municipalities of Creedmoor, Butner, Stem and Oxford. The goal of the study is ultimately to lay out a long-term vision for development patterns within the framework of water resource and land management considerations, and for a multi-modal transportation network in the study area, with a detailed implementation strategy that includes short-term and mid-term recommendations to aid with the implementation of the long-term vision. The study will evaluate water supply watershed (WSWS) capacity and other environmental regulatory considerations, as related to residential development; the safety and mobility in the transportation network, including planned and existing roads, transit service and bicycle/pedestrian facilities.

The Public Open House associated with the North Falls Lake Area Study was held on Tuesday, May 19, 2026 at the Creedmoor Community Center. The open house was an event that was heavily attended by the public to see and comment upon future land use and transportation proposals for Granville County. The comments provided by the public will be presented to the CTT, Elected Officials, and Stakeholders during their final meeting in June. To access the website, please go to <https://publicinput.com/nfallslake>.

(Staff contact: Kenneth Withrow)

Cape Fear River Basin Wildlife Crossing Study

The draft Wildlife Crossing Study has been provided to stakeholders for review and comment as of early May. In addition to requesting feedback, CAMPO hosted a virtual stakeholder meeting on May 26 to discuss the report, any feedback the stakeholders wish to discuss, and to begin coordinating local Board/Council presentations for endorsement. Local Board/Council presentations are anticipated for June and July, with final Executive Board endorsement anticipated in August.

(Staff contact: Caleb Allred)

Apex Pleasant Park Access Study

Pleasant Park provides multi-purpose athletic fields and courts, playground equipment, shelters, and meeting rooms for the Town of Apex. The increasing number of visitors to the park has placed a strain on its single entry and exit point and limits access in the case of emergencies. To better serve the community, the Pleasant Park Access Study will evaluate up to five potential new multimodal access points to the park, culminating in a recommended alternative and next steps for getting the access constructed.

The study has hosted its first virtual meeting of Core Technical Team (CTT) on Tuesday, May 12. Upcoming meetings include a neighborhood meeting at Pleasant Park on Tuesday, June 2 and CTT site tour scheduled for the morning of July 8, hosted by the Town of Apex.

(Staff contact: Caleb Allred)

Eastern Wake Traffic Signal System Integration Study

CAMPO, in partnership with the City of Raleigh, NCDOT, and eastern Wake County jurisdictions (the towns of Garner, Knightdale, Wake Forest, and Rolesville), has completed the contracting phase of the RFP process with its preferred consult for the Eastern Wake Traffic Signal System Integration Study. Work has begun on the initial deliverables including: Peer Review of National Best Practices; the Detailed Integration Guidebook; and data collection for the Infrastructure Evaluation and Mapping. CAMPO will be hosting the official kickoff event of the project on the morning of June 5th at the CAMPO offices.

This study will serve as a follow up to the 2020 Triangle Region ITS Strategic Deployment Plan Update, the 2022 Western Wake Signal System Integration Study, and the 2025 ITS Deployment Roadmap. The purpose of this study is to evaluate feasibility, provide technical guidance, and outline implementation steps for integrating traffic signal systems across jurisdictional boundaries while aligning with Raleigh's Advanced Traffic Management System (ATMS) standards. This study will be managed by CAMPO staff alongside a technical steering committee from the relevant jurisdictions.

(Staff contact: Evan Koff)

Committees

Wake Transit/Wake County Transit Planning Advisory Committee (TPAC)

FY 2027 Wake Transit Work Plan Development Update

Following the review of funding requests for the FY27 Work Plan, Wake Transit CAMPO Staff, with budgeting and financial model information provided by the GoTriangle Tax District Administration, assembled the draft FY27 Work Plan and released the document to the TPAC in late January for their review. The TPAC voted to release the document for a 30-day public comment period from February 26 – March 27, 2026, at their February meeting.

The Program Development Subcommittee reviewed updated, modified, and new funding requests at their March 31, 2026, meeting to consider those projects for inclusion in the Work Plan. The TPAC, at their April 30, 2026, meeting, reviewed the updated FY27 Work plan along with the public comments received on the draft FY27 Work Plan, recommending it for approval to the Wake Transit governing boards.

The Recommended FY 2027 Wake Transit Work Plan was released for a 14-day public comment period from May 6 through May 20, 2026, and a public hearing was held at the CAMPO Executive Board meeting

on May 20, 2026. The governing boards will consider the FY27 Work Plan for adoption at their respective June 2026 meetings.

(Staff contact: Steven Mott)

Wake Bus Plan 2035

The Wake Bus Plan 2035 is underway. Kickoff meetings with the project management team, core technical team, and individual transit agencies for work on the Short-Range Transit Plans took place in March 2026. Work is currently being done to analyze existing conditions of the transit and related infrastructure networks in Wake County and on identifying necessary updates to the Bus Service Prioritization Policy, ADA Funding Policy, and Service Standards in preparation for prioritization of proposed projects coming from the Wake Transit Plan update. The core technical team will meet again twice over the coming months, with the next meeting scheduled for May 28, 2026, to review progress on these efforts leading up to phase 1 of public engagement, planned for July 2026, where the project team will invite transit riders and the public to share input on the future of the bus networks, location of community transportation hubs, and access to transit throughout Wake County. The project timeline runs through June 2027.

(Staff contact: Steven Mott)

Bus Rapid Transit (BRT) Extensions Concept of Operations Study

The BRT Extensions Concept of Operations (ConOps) Study is a follow-up study to the BRT Extensions Major Investment Study completed in 2023, funded by Wake Transit and 6 local agency partners – Research Triangle Foundation, Regional Transportation Alliance, Town of Morrisville, Town of Cary, Town of Clayton and City of Raleigh. The Study has recommended that Raleigh be the project sponsor for both BRT Extensions, with the Western Extension (Cary to RTP) utilizing the planned 60-foot long BRT buses and the Eastern Extension (Garner to Clayton) utilizing 40-foot buses, requiring a transfer between the Southern BRT buses and the Extension buses. The Study will be completed by the end of June, with the goal of presenting a LPA (Locally Preferred Alternative) for both Extensions to the CAMPO Executive Board in August.

(Staff contact: Ben Howell)

Programs

FY 2027 Community Funding Area Program Update

CAMPO staff worked with our consultants to complete the update to the CFA Program Management Plan as part of the larger Wake Transit Plan Update. The PMP was presented to the GoTriangle Audit and Finance Committee and CAMPO TCC in November and was adopted by the Governing Boards on November 19, 2025.

For FY27, a total of seven (7) pre-applications were received this year- four (4) from the Town of Apex, two (2) from the Town of Knightdale, and one (1) from the Town of Wendell. The call-for-projects opened on January 5, 2026, and closed on January 31, 2026. The selection committee met on February 19, 2026, to discuss and recommend projects for selection in the upcoming Work Plan. The committee decided to recommend 6 out of the 7 applications, with Knightdale’s Second Avenue Sidewalk project, not recommended for funding this year. The Town of Apex’s Mobility hub Final Design was included in the FY27 Draft Work Plan and will also not be funded through the CFA Program and fully funded through the Work Plan development process. These recommendations were presented to the TPAC in March and will be included in the recommended Work Plan. More information about the program can be found on [CAMPO’s CFAP website](#).

(Staff contact: Suvir Venkatesh)

Blueprint for Safety Program

Staff members associated with the Safety Programs for both the Capital Area MPO and Triangle West TPO are jointly preparing for a regional transportation safety summit that will be held this fall. The half-day event will be hosted by the Capital Area MPO at a venue to be determined. Details concerning the regional summit will be forthcoming throughout the remainder of this year leading to the event. Also, the Blueprint for Safety's Policy and Culture Task Force as well as Project's Task Force met on Tuesday, May 19 and Tuesday, May 26 respectively. The May 19 Policy and Culture Task Force meeting addresses crash data collection, an update on Safety Related Traffic Impact Analysis (TIA) Ordinance language, and an update on Safety Related Development Ordinance language. The May 26 Projects Task Force meeting addressed the topics "How is Safety Incorporated into Project Design in STIP Projects", an overview of NCDOT's Safety Evaluation Group, and an overview of regional CIP safety projects.

(Staff contact: Kenneth Withrow)

Congestion Management Process (CMP)

Following the publication of the CMP's FY 2025 *Status of the System* Report, which evaluates the performance of CAMPO's transportation network using the framework established in the latest CMP Update, staff have compiled bottleneck reports for FY 2026 Q1, Q2, & Q3. These reports are accessible on the CAMPO CMP [website](#). In parallel, with the February 2026 adoption of *Destination 2055*, CAMPO's updated Metropolitan Transportation Plan (MTP), staff has been working on an update to the CMP to align the document with the policies, findings, and recommendations of the MTP and other recently adopted and relevant CAMPO plans and policies. A draft methodology memo outlining the development of this updated Congestion Management Process has been developed for distribution to the CAMPO governing boards.

(Staff contact: Evan Koff)

Triangle Transportation Choices – Transportation Demand Management (TDM) Program

The Triangle Transportation Choices Program provides funding for Transportation Demand Management (TDM) initiatives across the Triangle region. Grant recipients use a variety of strategies—including marketing campaigns, digital outreach, in-person engagement, and promotional events—to encourage residents and workers to choose carpooling, vanpooling, transit, biking, walking, teleworking, flexible work schedules, and compressed workweeks instead of driving alone.

Since its launch in 2007, the program—jointly funded by Triangle West TPO (TWTPPO), Capital Area MPO (CAMPO), and the NCDOT Integrated Mobility Division (IMD), and managed by Central Pines Regional Council (CPRC)—has played a vital role in reducing congestion and making better use of existing transportation infrastructure.

The FY 2027 RFP application window closed out earlier this winter. The program received a request totaling \$2.34 million from both our traditional and community partners. After meeting on March 13, 2026, for the first round of deliberation, recommendations from that meeting were distributed to the funding partners for further clarification and refinement. Said refinements were completed as requested and the program's Oversight Committee met on May 11, 2026, to review the refinements and provide its final recommendations for the FY 2027 budget.

Lastly, representatives from CPRC, NCDOT IMD, CAMPO, and TWTPPO, decided upon a preferred consultant through NCDOT's procurement process, and have been the process of scope negotiation to begin work at the onset of the new fiscal year.

(Staff contact: Evan Koff)

Unified Planning Work Program FY 2027 – Administrative Modification #1

Following federal guidance on the discontinuation of funding for Environmental Justice activities using federal funds, the FY 2027 UPWP has been updated. Section III-C-2, previously Environmental Justice, has been changed to Traditionally Underserved Populations. The work related to public engagement for traditionally underserved populations remains categorized in this section. This administrative modification takes effect once the modification has been reported to the board.

(Staff contact: Shelby Powell)

Projects

Triangle Bikeway East Design Project Update

The Technical and Leadership Committees are continuing to meet on a regular schedule to agree upon decision frameworks and options for the project in the months ahead after preliminary design is anticipated to be complete (Early 2027). A full project update will be provided to the TCC and Executive Board at their June meetings.

To stay up to date on the progress of the project, and sign up for the newsletter, please visit www.publicinput.com/TriBikeEast.

(Staff contact: Cara Russell)

CSCE Status Update

NCDOT has created a new milestone in Project Delivery for all Projects selected through the STI prioritization (SPOT) process. The purpose of the milestone is to ensure agreement on the project scope and create confidence in the cost estimate. The overall goal is to improve STIP/TIP programming reliability and reduce delays to projects created by cost overruns by ensuring each project has an approved confident scope and cost estimate prior to programming in the first five years of the STIP/TIP.

NCDOT Goals and Expected Outcomes:

- Fewer/smaller cost increases
- Fewer project delays due to funding availability
- More stability within the STIP
- Allowing projects to be implemented on schedule
- More accurately plan/budget for future projects in the STIP

All projects schedule for delivery (first 5 years of STIP) should achieve their CSCE by September 30, 2027, or they may be subject to re-evaluation in P9.

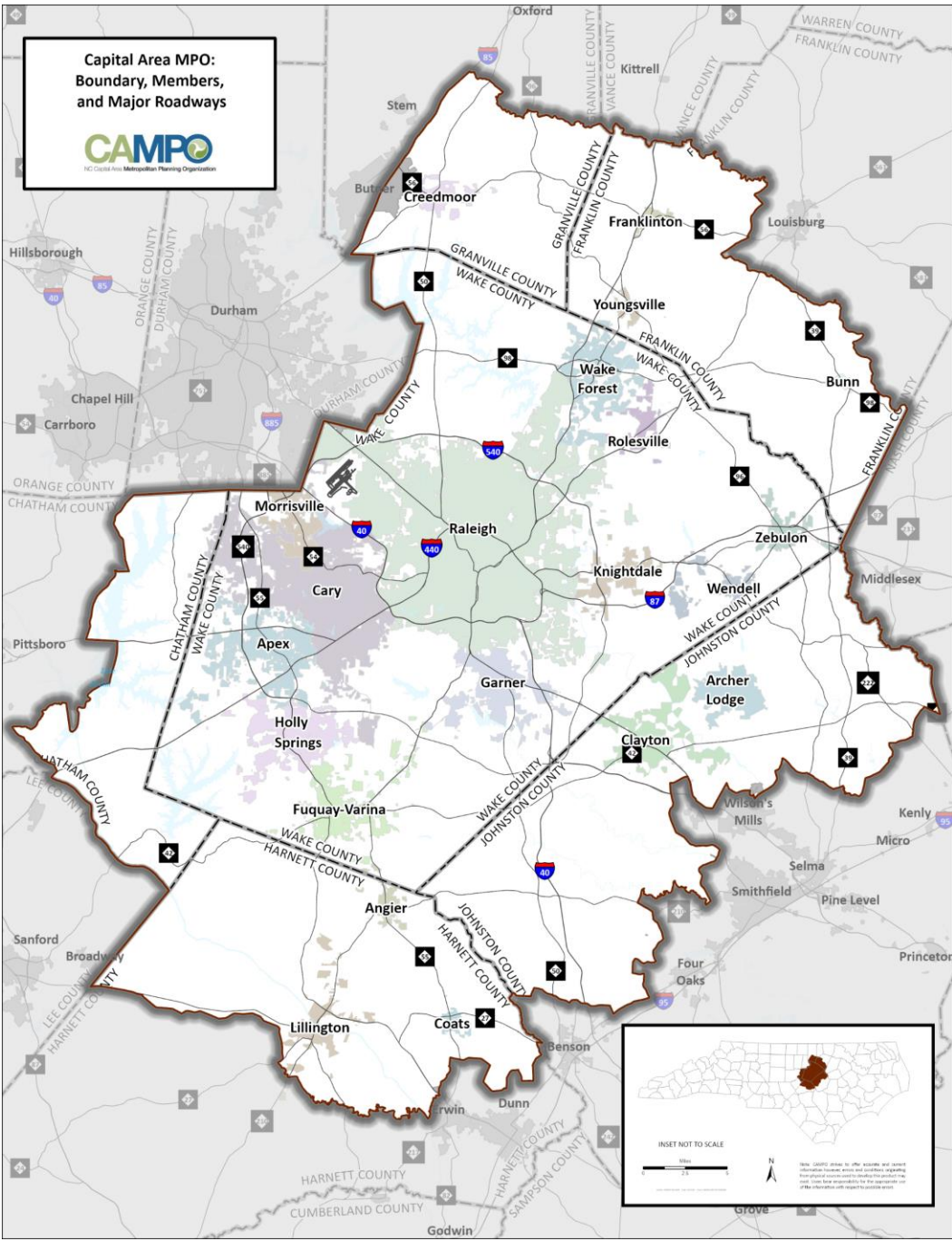
The April 28, 2026, NCDOT project status report for CSCE starts on the following page.

(Staff contact: Alex Rickard)

Project ID	Div	MPO/RPO	County	Description	Design Rec. Plan Set (25% Plans) Complete	Confident Scope Achieved	Funding Program Description	ROW Acquisition Begins	Letting Type	Let Date	STIP Status	ROW Estimate	ROW Estimate Date	UTIL Estimate	UTIL Estimate Date	CON Estimate	CON Estimate Date	OTHER Estimate	OTHER Estimate Date
EB-6016	4	Capital Area MPO	JOHNSTON	EAST CLAYTON CONNECTOR GREENWAY	Not Yet	Not Yet	BIKE & PED - STI (PRIORITIZATION)	1/22/2029	NON - DOT LET (LAP)	1/28/2031	Delivery	\$720,000	3/7/2025	\$1,200,000	2/5/2025	\$3,800,000	2/5/2025		
EB-6017	4	Capital Area MPO	JOHNSTON	MOUNTAINS TO SEA TRAIL FROM FOX RIDGE ROAD TO NEUSE RIVER BRIDGE. CONSTRUCT GREENWAY.	Not Yet	Not Yet	BIKE & PED - STI (PRIORITIZATION)	9/27/2030	NON - DOT LET (LAP)	1/27/2032	Delivery	\$1,500,000	5/8/2025			\$2,100,000	6/19/2025		
R-3410	4	Capital Area MPO	JOHNSTON	NC 36 / SR 3908 (VETERANS PARKWAY) FROM NC 50 TO US 70 (CLAYTON BOULEVARD) WIDEN TO MULTI-LANES.	Not Yet	Not Yet	HIGHWAY - STI (PRIORITIZATION)	1/15/2027	Division Design Raleigh Let (DDRL)	1/21/2031	Delivery	\$55,900,000	6/27/2024	\$10,500,000	3/5/2024	\$156,900,000	3/5/2024		
U-5998	4	Capital Area MPO, Upper Coastal Plain RPO	JOHNSTON	NC 42, FROM SR 1003 (BUFFALO ROAD) TO WILSON COUNTY LINE. MODERNIZE ROADWAY.	Yes	Yes	HIGHWAY - STI (PRIORITIZATION)	8/11/2025	Division Design Raleigh Let (DDRL)	8/17/2027	Delivery	\$3,300,000	8/27/2024	\$2,100,000	5/16/2024	\$26,900,000	10/7/2024		
U-6203	4	Capital Area MPO	JOHNSTON	NC 210 FROM NC 50 TO SR 1330 (RALEIGH ROAD). UPGRADE TO REDUCE CONFLICT INTERSECTIONS.	Yes	Yes	HIGHWAY - STI (PRIORITIZATION)	10/19/2026	Division Design Raleigh Let (DDRL)	10/16/2029	Delivery	\$12,800,000	9/25/2024	\$4,000,000	7/24/2024	\$71,600,000	7/24/2024		
U-6208	4	Capital Area MPO	JOHNSTON	NEW ROUTE FROM SR 1010 (CLEVELAND ROAD) TO NC 42. CONSTRUCT ROADWAY ON NEW LOCATION.	Not Yet	Not Yet	HIGHWAY - STI (PRIORITIZATION)	10/15/2029	Raleigh Letting (LET)	9/20/2033	Delivery	\$19,500,000	8/26/2024	\$3,900,000	8/26/2024	\$33,100,000	8/26/2024		
U-6216	4	Capital Area MPO	JOHNSTON	SR 1010 (CLEVELAND ROAD) FROM NORTH OF SR 2231 (SOUTHFORT DRIVE) TO SR 1555 (BARBER MILL ROAD). WIDEN TO MULTI-LANES.	Not Yet	Not Yet	HIGHWAY - STI (PRIORITIZATION)	10/15/2029	Division Design Raleigh Let (DDRL)	9/18/2035	Delivery	\$36,600,000	10/8/2024	\$6,300,000	11/20/2024	\$100,900,000	10/21/2024		
AV-5819	5	Capital Area MPO	FRANKLIN	TRIANGLE N. EXE. AIRPORT (LHZ), CONSTRUCT RUNWAY EXTENSION TO INCLUDE RELOCATION OF UTILITIES, NAVAID, AND ROADWAYS.	Yes	Yes	AVIATION - STI (PRIORITIZATION)	6/19/2026	NON - DOT LET (Aviation)	6/18/2031	Delivery	\$3,500,000	9/23/2024			\$26,000,000	9/24/2024		
EB-5718	5	Capital Area MPO	WAKE	SR 1012 (WESTERN BOULEVARD) CONSTRUCT BICYCLE/PEDESTRIAN TUNNEL IMMEDIATELY WEST OF SR 1321 (AVENT FERRY ROAD) IN RALEIGH.	Not Yet	Not Yet	BIKE & PED - STI (PRIORITIZATION)	12/18/2027	Division Design Raleigh Let (DDRL)	12/18/2029	Delivery	\$6,200,000	11/21/2024	\$310,000	10/17/2024	\$5,600,000	9/5/2024		
EB-5838	5	Capital Area MPO	WAKE	SR 1637 (CHURCH STREET) FROM SR 3014 (MORRISVILLE-CARPENTER ROAD) TO DURHAM COUNTY LINE IN MORRISVILLE. CONSTRUCT SIDEWALKS TO FILL IN GAPS.	Not Yet	Not Yet	BIKE & PED - STI (PRIORITIZATION)	3/1/2026	NON - DOT LET (LAP)	9/30/2026	Delivery	\$1,400,000	2/23/2026			\$2,400,000	2/23/2026		
HP-0008	5	Capital Area MPO	WAKE	HOLLY SPRINGS, INSTALL FIBER TO CONNECT EXISTING TOWN FIBER TO INTERSECTIONS, UPGRADE EXISTING INFRASTRUCTURE INCLUDING CABINETS, CONTROLLERS, AND SOFTWARE.	Not Yet	Not Yet	HIGHWAY - STI (PRIORITIZATION)		Raleigh Letting (LET)	3/21/2028	Delivery					\$3,085,000	6/17/2025		
I-5701	5	Capital Area MPO	WAKE	I-40/US 64; FROM I-440/US 1/US 64 TO SR 1009 (LAKE WHEELER ROAD) IN RALEIGH WIDEN FROM SIX TO EIGHT LANES. (COMB W/I-5703).	Yes	Yes	HIGHWAY - STI (PRIORITIZATION)	12/15/2026	Design Build Let (DBL)	12/15/2026	Delivery			\$2,300,000	10/28/2025	\$163,100,000	2/11/2026		
I-5703	5	Capital Area MPO	WAKE	I-40 AND I-440/US 1/US 64 INTERSECTION RECONSTRUCT INTERCHANGE. (COMB W/I-5701).	Yes	Yes	HIGHWAY - STI (PRIORITIZATION)	12/15/2026	Design Build Let (DBL)	12/15/2026	Delivery	\$40,800,000	10/21/2025	\$2,800,000	10/28/2025	\$330,900,000	2/11/2026		
I-5708	5	Capital Area MPO	WAKE	I-440/US 1 AT SR 2000 (WAKE FOREST ROAD) IN RALEIGH. INTERCHANGE IMPROVEMENTS.	Not Yet	Not Yet	HIGHWAY - STI (PRIORITIZATION)	5/30/2019	Raleigh Letting (LET)	5/15/2029	Delivery	\$15,455,000	10/14/2020	\$2,000,000	9/12/2023	\$23,000,000	6/28/2024		
I-5966	5	Capital Area MPO	WAKE	I-40 FROM SR 1002 (AVIATION PARKWAY) TO SR 1652 (HARRISON AVENUE) IN CARY. CONSTRUCT AUXILIARY LANES IN BOTH DIRECTIONS.	Not Yet	Not Yet	HIGHWAY - STI (PRIORITIZATION)	10/15/2028	Division Design Raleigh Let (DDRL)	11/18/2031	Delivery	\$1,700,000	12/29/2025	\$510,000	7/25/2025	\$90,800,000	12/30/2025		
I-5968	5	Capital Area MPO	WAKE	I-540 FROM US 70 TO SR 1829 (LEESVILLE ROAD) IN RALEIGH CONSTRUCT EASTBOUND AUXILIARY LANE	Not Yet	Not Yet	HIGHWAY - STI (PRIORITIZATION)	10/15/2027	Division Design Raleigh Let (DDRL)	10/15/2030	Delivery	\$4,700,000	7/15/2024	\$20,000	5/17/2024	\$35,700,000	10/2/2024		
P-5707	5	Capital Area MPO	WAKE	CSX S LINE. CONSTRUCT GRADE SEPARATION AT SR 2052 (ROGERS ROAD EXTENSION) CROSSING (633905Y) IN WAKE FOREST.	Yes	Yes	RAIL - STI (PRIORITIZATION)	6/5/2018	Raleigh Letting (LET)	10/20/2026	Delivery	\$1,890,000	11/17/2017			\$39,800,000	1/17/2025		
P-5718	5	Capital Area MPO	WAKE	CSX CROSSING 643351A AT SR 1415 (NORTHEAST MAYNARD ROAD) IN CARY. CONSTRUCT GRADE SEPARATION.	Not Yet	Not Yet	RAIL - STI (PRIORITIZATION)	8/1/2027	Raleigh Letting (LET)	8/20/2030	Delivery	\$37,300,000	9/25/2023	\$4,500,000	10/8/2024	\$42,000,000	10/8/2024		
P-5734	5	Capital Area MPO	WAKE	NS MAIN LINE WAKE COUNTY AT SR 1655 (TRINITY ROAD) IN CARY. CONSTRUCT GRADE SEPARATION AND CLOSE CROSSING 630657S.	Yes	Yes	RAIL - STI (PRIORITIZATION)	7/30/2027	Raleigh Letting (LET)	8/20/2030	Delivery	\$23,400,000	10/27/2023	\$960,000	2/12/2025	\$29,600,000	3/7/2024		
P-5736	5	Capital Area MPO	WAKE	NCR/NS H LINE/CSX S LINE WAKE COUNTY AT BERYL ROAD CROSSING IN RALEIGH. EXTEND BERYL ROAD TO ROYAL AVENUE, AND CLOSE CROSSING 630647L.	Not Yet	Yes	RAIL - STI (PRIORITIZATION)	7/30/2029	Raleigh Letting (LET)	7/20/2032	Delivery	\$3,700,000	4/21/2025	\$1,700,000		\$5,400,000	4/2/2025		
P-5737	5	Capital Area MPO	WAKE	CSX S LINE AT SR 2108 (MILLBROOK ROAD) IN RALEIGH. CONSTRUCT GRADE SEPARATION AND CLOSE CROSSING 630605A.	Yes	Yes	RAIL - STI (PRIORITIZATION)	8/9/2021	Raleigh Letting (LET)	7/20/2027	Delivery	\$6,111,000	5/3/2021	\$1,228,000	10/14/2021	\$29,200,000	12/11/2025		

P-5753AH	5	Capital Area MPO	WAKE	CXS S LINE AT SR 2013 (GRESHAM LAKE ROAD) AND SR 2044 (LIGON MILL ROAD) GRADE SEPARATIONS. SR 2046 (SEAWELL DRIVE) AND FRIENDSHIP CHAPEL ROAD, ROADWAY IMPROVEMENTS.	Not Yet	Not Yet	RAIL - STI (PRIORITIZATION)	6/30/2027	Raleigh Letting (LET)	6/18/2030	Delivery								
TD-5307	5	Capital Area MPO	WAKE	VARIOUS, TRIANGLE TOWN CENTER. CONSTRUCT TRANSIT CENTER ANDPARK-AND-RIDE FACILITY.	Not Yet	Not Yet	TRANSIT - STI (PRIORITIZATION)	6/18/2027	NON - DOT LET (LAP)	6/20/2028	Delivery	\$1,500,000	6/20/2025			\$6,658,000	6/20/2025		
U-2901B	5	Capital Area MPO	WAKE	NC 55 (WILLIAMS STREET) FROM US 1 TO NORTH OF SR 1160 (OLIVE CHAPEL ROAD). CONVERT EXISTING MULTILANES TO MEDIAN DIVIDED SECTION AND WIDEN REMAINING 2-LANE SECTIONS TO MULTILANES.	Not Yet	Not Yet	HIGHWAY - STI (PRIORITIZATION)	7/1/2027	Division Design Raleigh Let (DDRL)	7/16/2030	Delivery	\$12,900,000	4/30/2024	\$1,700,000	4/9/2024	\$40,300,000	8/1/2024		
U-2901BA	5	Capital Area MPO	WAKE	NC 55 (WILLIAMS STREET), CSX RAILROAD BRIDGE OVER NC 55. REPLACE RAILROAD BRIDGE.	Not Yet	Not Yet	HIGHWAY - STI (PRIORITIZATION)	7/1/2026	Division Design Raleigh Let (DDRL)	7/18/2028	Delivery	\$830,000	4/11/2024	\$140,000	4/3/2024	\$30,600,000	8/1/2024		
U-5301	5	Capital Area MPO	WAKE	APEX/CARY - US 64 FROM WEST OF SR 1306 (LAURA DUNCAN ROAD) TO US 1	Not Yet	Not Yet	HIGHWAY - STI (PRIORITIZATION)	5/18/2026	Raleigh Letting (LET)	4/15/2031	Delivery	\$93,000,000	11/5/2025	\$4,400,000	10/29/2024	\$207,100,000	10/29/2024		
U-5301A	5	Capital Area MPO	WAKE	APEX/CARY - US 64 AT SR 1306 (LAURA DUNCAN ROAD)	Yes	Yes	HIGHWAY - STI (PRIORITIZATION)	10/15/2026	Raleigh Letting (LET)	10/17/2028	Delivery	\$5,600,000	10/29/2024	\$110,000	10/29/2024	\$32,300,000	10/29/2024		
U-5302	5	Capital Area MPO	WAKE	US 401 FROM SOUTH OF SR 1006 (OLD STAGE ROAD) TO SOUTH OF SR 2538 (MECHANICAL BOULEVARD/GARNER STATION BOULEVARD) IN GARNER. CONVERT TO REDUCED CONFLICT INTERSECTIONS.	Yes	Yes	HIGHWAY - STI (PRIORITIZATION)	12/5/2018	Division Design Raleigh Let (DDRL)	3/17/2026	Delivery	\$6,627,500	2/1/2021			\$27,500,000	1/26/2026		
U-5307A	5	Capital Area MPO	WAKE	US 1 FROM I-540 TO NORTH OF SR 2006 (DURANT ROAD) IN RALEIGH. UPGRADE ROADWAY TO CONTROLLED ACCESS FACILITY.	Not Yet	Yes	HIGHWAY - STI (PRIORITIZATION)	3/6/2026	Raleigh Letting (LET)	6/17/2031	Delivery	\$128,500,000	2/28/2024	\$13,400,000	1/12/2024	\$295,600,000	4/22/2024		
U-5307B	5	Capital Area MPO	WAKE	US 1 FROM NORTH OF SR 2006 (DURANT ROAD) IN RALEIGH TO NORTH OF SR 2045 (BURLINGTON MILLS ROAD) IN WAKE FOREST. UPGRADE ROADWAY TO CONTROLLED ACCESS FACILITY.	Not Yet	Not Yet	HIGHWAY - STI (PRIORITIZATION)	3/6/2026	Raleigh Letting (LET)	6/17/2031	Delivery	\$119,500,000	2/28/2024	\$8,200,000	2/7/2024	\$177,400,000	9/1/2025		
U-5307C	5	Capital Area MPO	WAKE	US 1 FROM NORTH OF SR 2045 (BURLINGTON MILLS ROAD) TO SOUTH OF NC 98 BUSINESS IN WAKE FOREST. UPGRADE ROADWAY TO CONTROLLED ACCESS FACILITY.	Not Yet	Not Yet	HIGHWAY - STI (PRIORITIZATION)	11/16/2027	Raleigh Letting (LET)	6/21/2033	Delivery	\$37,700,000	2/28/2024	\$6,400,000	2/7/2024	\$152,900,000	9/1/2025		
U-5307D	5	Capital Area MPO	WAKE	US 1 FROM SOUTH OF NC 98 BUSINESS TO SR 1909 (PURNELL ROAD)/ SR 1931 (HARRIS ROAD) IN WAKE FOREST. UPGRADE ROADWAY TO CONTROLLED ACCESS FACILITY.	Not Yet	Not Yet	HIGHWAY - STI (PRIORITIZATION)	11/16/2027	Raleigh Letting (LET)	6/21/2033	Delivery	\$72,000,000	2/28/2024	\$10,100,000	2/7/2024	\$160,500,000	5/15/2024		
U-5518	5	Capital Area MPO, Triangle West TPO	WAKE	US 70 (GLENWOOD AVENUE) FROM WEST OF SR 3067 (T. W. ALEXANDER DRIVE) TO I-540 IN RALEIGH. UPGRADE ROADWAY AND INTERCHANGES TO IMPROVE CAPACITY, SAFETY AND TRAFFIC OPERATIONS.	Not Yet	Not Yet	HIGHWAY - STI (PRIORITIZATION)	4/16/2030	Design Build Let (DBL)	4/16/2030	Delivery	\$148,600,000	2/20/2026	\$21,000,000	2/13/2026	\$302,400,000	2/20/2026		
U-5747A	5	Capital Area MPO	WAKE	SR 1635 (MCCRIMMON PARKWAY) FROM WEST OF SR 1613 (DAVIS DRIVE) TO NORTH OF SR 1637 (CHURCH STREET) IN MORRISVILLE. WIDEN TO 4-LANE DIVIDED FACILITY. (COMB W/U-5747B & U-5750).	Yes	Yes	HIGHWAY - STI (PRIORITIZATION)	2/8/2021	Division Design Raleigh Let (DDRL)	7/20/2027	Delivery	\$6,256,000	4/13/2021	\$550,000	7/26/2022	\$26,000,000	11/26/2024		
U-5747B	5	Capital Area MPO	WAKE	SR 1635 AT NC 54 - CONVERT AT-GRADE INTERSECTION TO GRADE SEPARATION, INCLUDING GRADE SEPARATION OF NORTH CAROLINA RAILROAD. (COMB W/U-5747A & U-5750).	Yes	Yes	HIGHWAY - STI (PRIORITIZATION)	8/14/2019	Division Design Raleigh Let (DDRL)	7/20/2027	Delivery	\$10,070,000	3/18/2021	\$620,000	7/26/2022	\$38,200,000	11/26/2024		
U-5750	5	Capital Area MPO	WAKE	NC 54 FROM NC 540 TO PERIMETER PARK DRIVE IN MORRISVILLE. CONSTRUCT ADDITIONAL LANES. (COMB W/U-5747A & U-5747B).	Yes	Yes	HIGHWAY - STI (PRIORITIZATION)	1/22/2021	Division Design Raleigh Let (DDRL)	7/20/2027	Delivery	\$6,967,000	6/16/2021	\$1,700,000	4/1/2022	\$30,100,000	1/10/2025		
U-5751	5	Capital Area MPO	WAKE	NC 55/NC 42 IN FUQUAY-VARINA, IMPROVE US 401 INTERSECTION WITH NC 55/NC 42. PROJECT WILL INCLUDE IMPROVEMENTS TO NC 55 WITH NC 42, AND CONSTRUCTION OF CONNECTOR FROM NC 55 TO JUDD PARKWAY.	Yes	Yes	HIGHWAY - STI (PRIORITIZATION)	7/21/2027	Raleigh Letting (LET)	1/21/2031	Delivery	\$59,900,000	3/22/2024	\$3,300,000	4/7/2025	\$113,300,000	5/17/2024		
U-5811	5	Capital Area MPO	WAKE	SR 1002 (AVIATION PARKWAY) FROM NC 54 TO I-40 IN MORRISVILLE. WIDEN TO MULTI-LANES.	Yes	Not Yet	HIGHWAY - STI (PRIORITIZATION)	4/20/2026	Raleigh Letting (LET)	7/17/2029	Delivery	\$13,000,000	3/4/2024	\$2,100,000	3/13/2024	\$42,200,000	3/13/2024		
U-5825B	5	Capital Area MPO	WAKE	US 1 AT SR 1010 (TEN TEN ROAD) INTERCHANGE. RECONSTRUCT INTERCHANGE.	Not Yet	Not Yet	HIGHWAY - STI (PRIORITIZATION)	5/21/2027	Division Design Raleigh Let (DDRL)	1/15/2030	Delivery	\$30,300,000	12/5/2024	\$2,300,000	11/19/2024	\$66,900,000	3/5/2025		

U-5889	5	Capital Area MPO	WAKE	SR 1115 (AVENT FERRY ROAD) FROM SR 1116 (CASS HOLT ROAD) TONC 55 BYPASS IN HOLLY SPRINGS. WIDEN TO MULTI-LANES, WITH INTERSECTION IMPROVEMENTS AT SR 1116 (CASS HOLT ROAD), SR 1101 (PINEY GROVE-WILBON ROAD) AND NC 55 BYPASS.	Not Yet	Not Yet	HIGHWAY - STI (PRIORITIZATION)	7/1/2026	NON - DOT LET (LAP)	7/3/2028	Delivery	\$1,400,000	4/30/2024	\$490,000	5/20/2024	\$15,500,000	5/20/2024		
U-5891	5	Capital Area MPO	WAKE	NC 50 (CREEDMOOR ROAD) FROM I-540 TO NORTH OF NC 98. WIDEN TO MULTILANE DIVIDED ROADWAY	Not Yet	Not Yet	HIGHWAY - STI (PRIORITIZATION)	5/17/2030	Raleigh Letting (LET)	6/20/2034	Delivery	\$143,200,000	8/1/2024	\$2,200,000	9/20/2023	\$104,200,000	12/13/2023		
U-5967	5	Capital Area MPO	WAKE	TOWN OF MORRISVILLE CONSTRUCT TOWNWIDE ITS / SIGNAL SYSTEM	Not Yet	Yes	HIGHWAY - STI (PRIORITIZATION)		Raleigh Letting (LET)	3/21/2028	Delivery					\$560,000	4/22/2025		
U-6117	5	Capital Area MPO	WAKE	APEX TOWNWIDE SIGNAL SYSTEM	Not Yet	Yes	HIGHWAY - STI (PRIORITIZATION)	4/19/2027	Raleigh Letting (LET)	10/19/2027	Delivery			\$360,000	2/11/2026	\$8,500,000	2/11/2026		
U-6119	5	Capital Area MPO	WAKE	RALEIGH CITYWIDE SIGNAL SYSTEM	Not Yet	Not Yet	HIGHWAY - STI (PRIORITIZATION)		Raleigh Letting (LET)	1/15/2030	Delivery					\$5,400,000	2/11/2026		
U-6194	5	Capital Area MPO	WAKE	VARIOUS, GARNER CITYWIDE SIGNAL SYSTEM	Not Yet	Not Yet	HIGHWAY - STI (PRIORITIZATION)		Raleigh Letting (LET)	1/21/2031	Delivery			\$480,000	2/11/2026	\$9,300,000	2/11/2026		
P-5719C	7	Capital Area MPO, High Point Urban Area MPO, Burlington-Graham MPO, Cabarrus-Rowan MPO, Charlotte Regional TPO, Greensboro Urban Area MPO, Triangle West TPO	ALAMANCE	NCRR PURCHASE AND REFURBISHMENT OF 8 PASSENGER RAIL CARS.	Yes	Yes	RAIL - STI (PRIORITIZATION)		NON - DOT LET (Rail)	12/31/2025	Delivery					\$212,528,000	10/3/2023		
R-5887	8	Capital Area MPO	CHATHAM	US 64 CHATHAM & WAKE COUNTIES AT NC 751. CONVERT AT-GRADE INTERSECTION TO INTERCHANGE.	Not Yet	Not Yet	HIGHWAY - STI (PRIORITIZATION)	11/20/2027	Division Design Raleigh Let (DDRL)	5/18/2032	Delivery	\$6,400,000	9/14/2023	\$3,000,000	1/8/2024	\$62,300,000	6/24/2024		



NC Capital Area Metropolitan Planning Organization



NCDOT Division 6 Harnett County Project Report June 2026



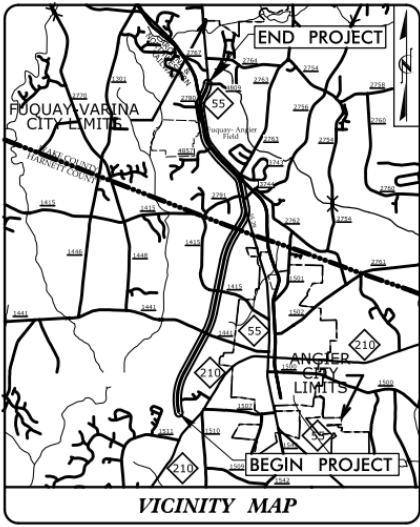
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

HARNETT & WAKE COUNTIES

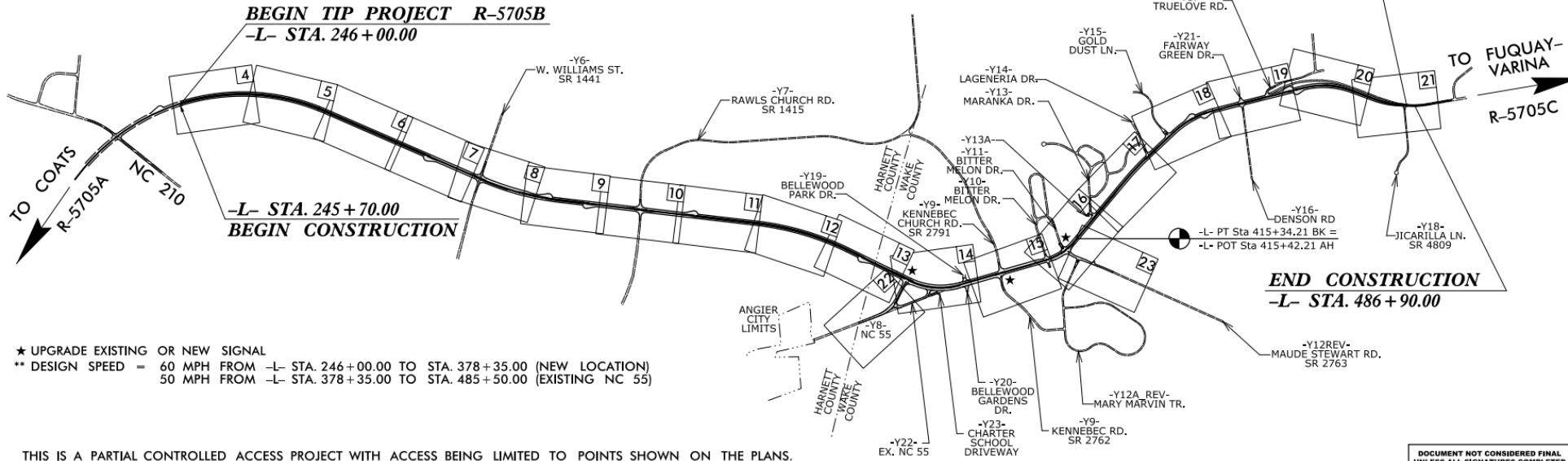
LOCATION: NC 55 FROM NC 210 TO SR 4809 (JICARILLA LANE)

TYPE OF WORK: PAVING, GRADING, DRAINAGE, SIGNALS & CULVERT

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	R-5705B	1	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
46377.1.3		PE	
46377.2.2		ROW	
46377.2.6		UTILITIES	
46377.3.2		CONST.	



END TIP PROJECT R-5705B
-L- STA. 485 + 57.00

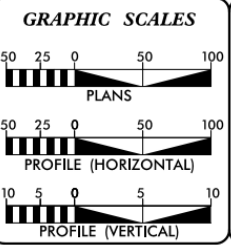


* UPGRADE EXISTING OR NEW SIGNAL
** DESIGN SPEED = 60 MPH FROM -L- STA. 246+00.00 TO STA. 378+35.00 (NEW LOCATION)
50 MPH FROM -L- STA. 378+35.00 TO STA. 485+50.00 (EXISTING NC 55)

THIS IS A PARTIAL CONTROLLED ACCESS PROJECT WITH ACCESS BEING LIMITED TO POINTS SHOWN ON THE PLANS.

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

CONTRACT: C204745 TIP PROJECT: R-5705B



DESIGN DATA

ADT 2022 =	30,200
ADT 2045 =	44,200
K =	9 %
D =	60 %
T =	4 %
**V =	50 & 60 MPH
* TTST =	1% DUAL 3%
FUNC CLASS =	MINOR ARTERIAL
REGIONAL TIER	

PROJECT LENGTH

LENGTH ROADWAY PROJECT R-5705B	= 4.536 MILES
TOTAL LENGTH PROJECT	= 4.536 MILES

Prepared For:
DIVISION OF HIGHWAYS
1000 Birch Ridge Dr., Raleigh, NC, 27610

By:
TGS ENGINEERS
706 HILLSBOROUGH ST SUITE 200 RALEIGH, NC 27603
PH (919) 773-8887 CORP. LICENSE NO.: C-0275

2018 STANDARD SPECIFICATIONS
RIGHT OF WAY DATE:
MARCH 3, 2021

LETTING DATE:
OCTOBER 18, 2022

TOMMY REGISTER, P.E.
PROJECT ENGINEER

KIM L. GILLESPIE, PE
NCDOT CONTACT

HYDRAULICS ENGINEER

Developed by:
Randy Prueger
SIGNATURE: 9/13/2022 | 8:56 AM EST

ROADWAY DESIGN ENGINEER

Developed by:
Tommy Register
SIGNATURE: 9/13/2022 | 8:56 AM EST



Project Details:

Work Begin: 03/2023
Est. Completion: 05/2027
Rev. Completion: 10/2027
Contractor: Highland Paving
NCDOT Contact: Donavon Hunt
Contract: \$61,497,777

Project Comments:

Harnett County portion of project is located on new alignment.

Ongoing work:

- Drainage infrastructure
- Grading

CONSTRUCTION PROGRESS

52%

04/30/2026

NCDOT, Division 6 - Active Projects

Contract	Project	Contractor	Let	Completion	Progress	Cost	County
DF00493	Concrete installations.	Eastern Earthscapes & Construction LLC	09/2024	10/2026	53% 02/22/2026	\$688,923	Bladen, Columbus, Cumberland, Harnett & Robeson
DF00515	Resurfacing, widening, milling, & pavement markings (Various routes; includes (S.10th St.) & SR 1542 within CAMPO Boundary	Johnson Brothers	04/2025	11/2026	0% 05/18/2026	\$2,581,068	Harnett
DF00533	Widening, resurfacing, milling, & pavement markings (NC 27, SR 1700 (Cane Mill Road), & SR 1705 (Fairground Road) in CAMPO Boundary	Johnson Brothers	11/2025	06/2027	0% 05/18/2026	\$1,873,101	Harnett

NCDOT, Division 6 - Future Projects (details subject to change)

TIP	Project	R/W	Let	Est. Cost	County
EB-6020	Sidewalk extensions in Angier (LAAPP) along: <ul style="list-style-type: none"> N . Willow Street, b/w E. Julia Street and SR 1500 (Junny Road) SR 1500 (Junny Road), b/w N. Willow Street and Glen Meadow Drive W. Lillington Street, b/w S. Park Street and NC 210 	10/2024	09/2025*	\$1,782,000	Harnett
BL-0090	SR 1500 (E. McIver Street), b/w Angier Elementary School and S. Wilma Street (ss) & S. Wilma Street, b/w SR 1500 and approx. 700' south of SR 1500 (ws) - Sidewalk	08/2025	09/2026	\$1,148,000	Harnett
R-5890	US 401 (North Main Street) from Parker Lane to McKinney Parkway – construct median and traffic signal	2029	TBD	\$16,200,000	Harnett



Philip Hart
 Division 6 Planning Engineer
 Phone: 910-364-0622
 Email: pjhart@ncdot.gov



NC Capital Area Metropolitan Planning Organization

1 Fenton Main St.
Suite 201
Cary NC 27511

Staff Report

Agenda Date: 6/4/2026
To: Technical Coordinating Committee

Agenda Item: 7.2

Public Engagement Updates Bonnie Parker, MPO Staff

The report shares an update on the public engagement planning, outreach, and engagement activities of MPO staff.

Requested Action: Receive as information



Public Engagement Updates

June 2026

Public Notices & Comment Periods (CAMPO)

Item	Req'd # of days	Public Comment Period & Public Hearing
Executive Board Action in June		
Recommended FY 2027 Wake Transit Work Program – EB considers adoption	14	Public Comment May 6-May 20 Public Hearing June 17
Triangle Mobility Hub – Locally Preferred Alternative (LPA)	30	Public Comment May 18 to June 16 Public Hearing June 17

Executive Board Action in August

SPOT 8 Prioritization of Projects Methodology and Assignment of Regional Impact Points (for FY 2028-2037 TIP development)	30	Public Comment July 20 to Aug. 18 Public Hearing Aug. 19
FY 2026-2035 Transportation Improvement Program (TIP) Amendment #4	30	Public Comment July 20 to Aug. 18 Public Hearing Aug. 19
Congestion Management Process (CMP) Update	30	Public Comment July 20 to Aug. 18 Public Hearing Aug. 19
FFY 2028 Locally Administered Projects Program (LAPP) Target Modal Mix	-	Public Comment July 20 to Aug. 18 Public Hearing Aug. 19

CAMPO Projects – Public Engagement Updates

Apex Pleasant Park Access Study

<https://publicinput.com/n58787>

While working to evaluate and make recommendations for increasing vehicular and multimodal access to Pleasant Park, two public engagement phases are anticipated. An Engagement Plan for the study is currently under final review and the project website has just been published. In addition to popups at the Park, the two rounds of engagement that will both include a public open house style meeting, are anticipated to be centered on the following milestones:

- Round 1: Review of existing conditions, visioning, and establishing performance measures (Anticipated to occur in June 2026)
- Round 2: Presentation of up to five (5) access improvement concepts and prioritization

Following endorsement of the recommendations, CAMPO and Apex staff will ensure that a closeout and next steps email is sent to all participants in the study.

North Falls Lake Area Study

<https://publicinput.com/nfallslake>

This area study includes parts of Granville, Wake, and Franklin Counties. The project is scoped for two major public engagement phases. The first phase, which occurred in the Fall of 2025, focused on visioning and community preferences for both land use and transportation in the area. An engagement summary was presented to the Study's Core Technical Team (CTT) in December and with Public Officials and Community Stakeholders Team (EO/SOT) in January/February 2026. The second phase of public engagement ended on May 26th and included an online presentation of the draft land use and transportation recommendations for feedback as well as a public open house in Creedmoor on May 19th. CTT/EO/SOT members did a *fantastic job* spreading the word about the engagement opportunities, which resulted in a busy open house! A synthesis of the community feedback is being developed in order to refine and deliver the final recommendations. Before endorsement by the Executive Board, presentations will be offered to all local municipalities.

Triangle Bikeway East Design

<https://www.publicinput.com/TriBikeEast>

The next phase of Triangle Bikeway design work– from Research Triangle Park to the Museum of Art Bridge over I-440 in Raleigh, began in 2025. While this part of the design process is mostly technical, following the last feasibility study which had substantial public engagement, there are a few targeted locations where engagement was still needed. Engagement on design options at four specific locations (in three areas – RTP has two) ended on February 25th. An engagement summary has been shared with Technical and Stakeholder groups and posted on the project website. A technical recommendation for the alignment routing has been developed and will be considered by the Executive Board for endorsement this summer. This project will complete preliminary design (30%), which will likely be shared with the community and stakeholders in early 2027.

Wake Transit & Regional Partner Projects – Public Engagement Updates

Wake Bus Rapid Transit Projects

<https://raleighnc.gov/bus-rapid-transit>

New Bern – Engagement is focused on sharing information - traffic impacts and detours

Western – Engagement is anticipated to occur once 30% design plans have been completed, likely in late summer of 2026.

Southern – Engagement is focused on sharing information.

Northern – Once the current major investment study (MIS) is completed, a Locally Preferred Alternative for the Northern BRT route will require endorsement by the CAMPO Executive Board. This is likely to occur in summer 2026.

Southern Extension – A recommendation for the Locally Preferred Alternative for Wake BRT from Cary to RTP will be presented to the Executive Board in summer 2026
<https://www.waketransit.org/t86646>

Western Extension – A recommendation for the Locally Preferred Alternative for Wake BRT from Garner to Clayton will be presented to the Executive Board in summer 2026
<https://www.waketransit.org/t86646>

Wake Bus Plan 2035

<https://WakeTransit.org>

While the broader **Wake Transit Plan** sets the overall vision and a \$3 billion budget, the specific **Wake Bus Plan** is the technical, year-by-year implementation program that schedules route expansions and capital projects like bus stops and transit centers. Kickoff meetings began in March and data collection is underway. Multiple phases of engagement are anticipated, with the first beginning in June with the webpage launch and an info push regarding the project. The project team will invite transit riders and the public to share input on the future of the bus networks, location of community transportation hubs, and access to transit throughout Wake County. In July/August, actual in-person and interactive engagement will begin, focusing on transit priorities, supporting policies, and more. Details will be shared as they become available.

Other Studies/Projects:

CAMPO staff are actively engaged with public and stakeholder engagement planning for the following projects/studies. This is in addition to typical technical analysis, reviews, and engagement as key stakeholders for member organization projects (i.e. SPOT 8.0 process, STIP/TIP project development, local Comprehensive Transportation Plans, LAPP investments, and transportation studies).

- Mobility Management Program Implementation
- Safety Program Planning (includes Task Force Coordination, Safe Routes to Schools & Road Safety Audits)
- Additional projects from CAMPO's FY 2026 UPWP
- Apex Pleasant Park Access Study
- Cape Fear River Basin Wildlife Crossings Study
- Triangle Mobility Hub


General Communications

CAMPO continues to be active on Facebook, Twitter, Instagram, and LinkedIn. In addition, the MPO maintains a general email distribution list, as well as segmented lists based on areas, and specific projects.

iap²
International Association
for Public Participation

IAP2 Spectrum of Public Participation

IAP2's Spectrum of Public Participation was designed to assist with the selection of the level of participation that defines the public's role in any public participation process. The Spectrum is used internationally, and it is found in public participation plans around the world.

INCREASING IMPACT ON THE DECISION 

	INFORM	CONSULT	INVOLVE	COLLABORATE	EMPOWER
PUBLIC PARTICIPATION GOAL	To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.	To obtain public feedback on analysis, alternatives and/or decisions.	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place final decision making in the hands of the public.
PROMISE TO THE PUBLIC	We will keep you informed.	We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision.	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.	We will look to you for advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide.

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