



FY 2027 Wake Transit Work Plan Overview

The FY 2027 Wake Transit Work Plan proposes to allocate approximately \$170.7 million in transit investments across Wake County between July 1, 2026, and June 30, 2027. This budget allocates \$78.5 million for new and expanded operations and \$92.2 million for capital investments including support for rail ready projects and infrastructure improvement projects.

Wake Transit Plan implementation is led by the Wake County Transit Planning Advisory Committee (TPAC). There are 17 Wake Transit program partners. All municipal partners and North Carolina State University have received program funds in previous fiscal years and/or are proposed to receive program funds to improve and expand Wake County's transit network in the FY 2027 Wake Transit Work Plan. Our partners include:

- Capital Area MPO
- GoTriangle
- Wake County
- City of Raleigh
- Town of Apex
- Town of Cary
- Town of Fuquay-Varina
- Town of Garner
- Town of Holly Springs
- Town of Knightdale
- Town of Morrisville
- Town of Rolesville
- Town of Wake Forest
- Town of Wendell
- Town of Zebulon
- North Carolina State University
- Research Triangle Park Foundation

Adoption & Implementation Timeline

The FY 2027 Work Plan serves as the budget for the Wake Transit program spanning from July 1, 2026, through June 30, 2027. Service improvements and capital projects are scheduled throughout the fiscal year based on operational readiness, procurement timelines, and coordination across agencies.

Major service changes typically occur quarterly (July, October, January, April) to align with agency service change processes. Capital projects proceed according to individual project schedules based on design, procurement, and construction timelines.

The Recommended FY 2027 Work Plan is being released for public review in May 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, with three amendment opportunities provided for quarters 2, 3, and 4.

Funding Sources

The FY 2027 Work Plan is funded through:

- Half-cent sales tax revenue (\$147.5 million projected across operating and capital funds)
- Vehicle registration fees: \$7 fee and \$3 fee (approximately \$10.4 million combined)
- Capital fund balance allocation (\$12.8 million)
- Vehicle rental tax revenue (not included in FY 2027)

Vehicle Rental Tax revenue is not included in FY 2027. The Wake Transit Conference Committee reconvened in February 2026 and recommended that VRT revenue continue to be excluded for FY27. The Committee anticipates additional meetings to evaluate potential VRT impacts in future years.

All allocated funding comes from existing, dedicated revenue sources.

Budget Overview

Operating Budget: \$78.5 Million

- Bus Service & Operations: \$71.1 million (91%)
- Planning & Administration: \$6.7 million (9%)
- Financial Oversight: \$0.7 million (1%)

Capital Budget: \$92.2 Million

- Bus Stops & Transit Centers: \$33.1 million (36%)
- Regional Rail Investments: \$23.8 million (28%)
- Vehicle Acquisition: \$14.3 million (15%)
- Bus Rapid Transit: \$14.2 million (17%)
- Capital Planning: \$1.3 million (1%)

Service Expansion

FY 2027 includes funding for seven new or significantly improved fixed routes. These improvements increase service frequency, extend operating hours, and/or expand geographic coverage.

GoRaleigh Routes:

Route 10: Longview includes alignment changes to serve WakeMed Hospital directly, along with frequency improvements to 30-minute daytime service, including weekends. Service span is expanded from 9:15pm to 11:15pm on weekdays and Saturdays and 10:15pm on Sundays.

Route 70L: Brier Creek will provide 30-minute all-day service, up from 60-minute all day service, on outer Glenwood Avenue north of Duraleigh Road, terminating in Brier Creek. The service will also increase in span, running an additional hour in the evenings, ending at 11:30pm weekdays and Saturdays and 10:30pm Sundays.

Route 25L: Durant and Route 32L: Lynn Spring Forest are two routes emerging from the restructuring of Route 25L Triangle Town Link that serves North Raleigh. Route 25L Durant will connect Triangle Town Center via Durant Road to the North Ridge Shopping Center with deviation to Northern Wake Tech. Route 32L Lynn Spring Forest serves Pleasant Valley Promenade via Spring Forest Road and Lynn Road. Both routes operate at 30-minute peak/60-minute off-peak frequencies with extended service hours.

GoTriangle Routes:

Route 100 will receive frequency and span improvements with all trips serving RDU Airport. The route will operate at a 15-minute frequency during weekday daytime hours and a 30-minute frequency on weekends. This service will replace the separate RDU Airport shuttle which will be discontinued.

Route 311 will reinstate service between Downtown Apex and Research Triangle Park via NC 55. The route will operate hourly on weekdays from 6:00 AM to 9:00 PM. This service was previously suspended and is being restored in FY 2027.

Route 305 extends all-day service to Holly Springs. Previously, only peak-period trips served Holly Springs, with midday service terminating in Apex. All trips now operate between Downtown Raleigh, Apex, and Holly Springs throughout the service day.

High-Frequency Network:

With Route 100 increasing to 15-minute frequency, nine routes across Wake County will operate at 15-minute frequency or better during daytime hours on weekdays, meeting the standards for frequent routes as defined in the Wake Transit Service Standards and Performance Guidelines.

Capital Investments

Bus Infrastructure: \$33.1 Million

Investments in bus stops, shelters, transit centers, and park-and-ride facilities include:

- Enhanced bus stop amenities (shelters, benches, lighting)
- Real-time arrival information systems
- Transit center facility improvements
- Park-and-ride facility expansion and maintenance
- Americans with Disabilities Act (ADA) accessibility upgrades

Vehicle Acquisition: \$14.3 Million

Funding supports acquisition, updating and retrofitting of buses and paratransit vehicles to:

- Support service expansion on new and improved routes
- Replace vehicles reaching the end of their useful life
- Maintain and grow agency fleets

Regional Rail Investments: \$23.8 Million

"Rail-Ready" investments are a new budget item in FY27. In the 2025 adopted Wake Transit Plan, Commuter Rail funding was replaced by a more flexible rail investment option that allows our community to support current rail services and prepare our infrastructure and corridors for future rail service.

These investments may include corridor preservation, right-of-way protection, station area planning, and infrastructure improvements that support both current bus operations and future rail implementation. Rail-Ready projects position the region to implement regional rail connecting Wake County with Durham and Orange counties and beyond, making the Triangle region more eligible for federal funding support.

In FY27, \$23.8M is reserved for rail ready investments, including \$22.4 million in local matching funds to support NCDOT's Raleigh-to-Richmond (S-Line) project. This project will extend final design and construction northward from Wake Forest to an interim terminus in Franklinton. The total estimated project cost is \$600 million, with Wake Transit providing approximately \$125 million in local matching funds from FY 2027 through FY 2033. 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 FY 2027.

Bus Rapid Transit Development: \$14.2 Million

Funding allocated to BRT reserves for future corridor development, design work, and implementation activities.

Capital Planning: \$1.3 Million

Capital planning funds support long-range transit planning, transit-oriented development studies, corridor studies, and technical analysis to inform future work plan development. This includes \$1 million for a Major Investment Study to evaluate Bus Rapid Transit corridors along I-40 and connections to Cary, which will assess

alignments, station locations, service levels, ridership projections, and implementation costs.

Community Funding Area Program

The Community Funding Area (CFA) Program receives \$6 million in annual funding, tripling the program's previous \$2 million allocation. This program provides financial support for transit services in Wake County municipalities outside of Raleigh and Cary.

The required local match for CFA projects has been reduced from 50% to 35%, minimizing the financial barrier for municipal participation. Eight communities currently receive service supported with CFA Program funding.

- Town of Apex (GoApex fixed-route service, **bus stop improvements***, and **Mobility Solutions Study***)
- Town of Holly Springs (Holly Springs Hopper microtransit service)
- Town of Knightdale (**Old Knight Road sidewalk project***)
- Town of Morrisville (Node-based Smart Shuttle)
- Town of Wake Forest (GoWake Forest microtransit service)
- Towns of Wendell, Knightdale, Zebulon and parts of eastern Wake County (**GoWake SmartRide microtransit service***)

CFA services include fixed-route service, microtransit/on-demand service, and other locally responsive transit models as well as capital funding to plan and study local transit options and improve access to transit.

***New and updated projects included in the FY 2027 Work Plan through the CFA Selection Committee process.**

Administration, Planning, & Financial Management

Transit Plan Administration: \$6.7 Million

Funds support staff, planning activities, public engagement and communications support, consultant services, and program implementation across all participating agencies.

Tax District Administration: \$0.7 Million

Wake County administrative costs for financial management, budgeting, auditing, and compliance oversight of the Wake Transit tax district.

Project Contact:

Steven Mott, Wake Transit Sr Planner, steven.mott@campo-nc.us