

WAKE COUNTY TRANSIT PLAN

Transit Planning Advisory Committee

TPAC Regular Meeting via WebEx • October 12, 2022

Minutes

I. Welcome and Introductions

Gaby Lawlor welcomed TPAC members and guests to the October TPAC meeting.

10/12/2022 TPAC Attendance		PM= Primary Member, VA= Voting Alternate, OA= Other Alternate, MG= Meeting Guest									
Agency/Org	Name	PM	VA	OA	MG	Agency/Org	Name	PM	VA	OA	MG
TPAC Chair/Garner	Gaby Lawlor	x				GoTriangle	Eric Curry				x
TPAC Vice-Chair/Raleigh	David Eatman	x				GoTriangle	Paul Kingman				x
Apex	Katie Schwing	x				GoTriangle	Meg Scully				x
CAMPO	Shelby Powell	x				GoTriangle	James Carter				x
CAMPO	Anna Stokes		x			GoTriangle	Jessica Perkins				x
CAMPO	Stephanie Plancich			x		Holly Springs	Daniel Spruill	x			
CAMPO	Evan Koff				x	Knightdale	Andrew Spiliotis	x			
CAMPO	Bonnie Parker				x	Morrisville	Caleb Allred		x		
CAMPO	Crystal Odum				x	NC State University	Andrea Neri	x			
Cary	Kelly Blazey	x				Raleigh	David Walker		x		
Cary	Christine Sondej		x	x		Raleigh	Ryan Boivin				
Cary	Kevin Wyrauch			x		Raleigh	Shavon Tucker			x	
Cary	Mark MacDougall			x		Raleigh	Andrea Epstein			x	
Fuquay-Varina	Allyssa Holman	x				Raleigh	Mathew Van Hoeck				x
GoTriangle	Michelle Peele	x				Raleigh	Melanie Rausch				x
GoTriangle	Saundra Freeman	x				Raleigh	Cara Russel				x
GoTriangle	Chuck Lattuca				x	Raleigh	Beth Hales Smith				x
GoTriangle	Scott Thomas				x	RTF	Travis Crayton	x			
GoTriangle	Steven Schlossberg			x		Wake County	Akul Nishawala	x			
GoTriangle	Jenny Green				x	Wake County	Tim Gardiner	x			
GoTriangle	Curtis Hayes				x	Wake County	Amber Scott				x
GoTriangle	Liz Raskopf			x		Wake Forest	Brad West		x		
GoTriangle	David Jerrido				x	WakeUp Wake Co.	Nathan Spencer				x
GoTriangle	Kim Johnson				x	Wendell	Mathew Burns				x
GoTriangle	Rocio Antelis				x	HDR	Bill Gilmore				x
GoTriangle	Paul Black				x						

II. Adjustments to the Agenda

Stephanie noted a change to Item IV: TPAC Meeting Minutes. As the draft minutes were not posted a full seven days in advance of the meeting as is required for action items, this item will instead be an informational in October with an anticipated vote to adopt at the next TPAC meeting. No members were opposed to making this change.

III. General Public or Agency Comment

Comment #1– Nathan Spencer, Wake Up Wake County

Mr. Spencer's comment included three items. First, he shared his opinion that the four performance measures being used for Wake Transit evaluation are outdated and that better data and tools now exist to judge the effectiveness our transit system. In particular, he thinks that the passenger boarding and farebox recovery should be removed from the measurements used and be replaced with metrics that better look at transit usage and need.

Secondly, he requested that the TPAC consider adopting a standard within the Wake Transit Plan that requires agencies who utilize Wake Transit funding to improve or construct new facilities include connectivity improvements to better connect the facility to the overall transportation network in their project scopes. Ideas included rezonings, reduced vehicular speeds, and amenities for bicyclists and pedestrians. It was also noted that the new bipartisan infrastructure law provides funding for these types of improvements which Wake County could take advantage of.

Lastly, Mr. Spencer noted that he believes it is critical that the TPAC think regionally and not limit ourselves by municipal and county boarders as transit riders do not think about these things. Wake Up Wake County will be launching a position on how to do this and fund more regional efforts as well.

IV. TPAC Meeting Minutes

(Information Item: Gaby Lawlor, TPAC Chair, 5 minutes) **Attachment A**

This item was received as information and will be brought back at the next TPAC meeting as action item. Gaby noted that the motion and notes from the Baseline Funding/FY21 & FY22 reimbursement request discussion are on page 3-7 of the draft minutes.

V. FY2023, 2nd Quarter Work Plan Amendment Requests

(Action Item: Anna Stokes, CAMPO, 15 minutes) **Attachment B**

Anna Stokes presented the two major amendment requests that were submitted for consideration during the FY23, 2nd quarter, Wake Transit Work Plan amendment cycle. A vote was held at the September 27th Joint Subcommittee meeting which recommended that the amendments and financial disposition be brought to the TPAC. Both amendments received were classified as major amendments as they involve a financial impact requiring a change in fund balance or to budgeted reserves.

The first was a Major Operating Budget Amendment request of \$89,667 submitted by CAMPO for Wake Transit Staff costs. The increase in funding is necessary to cover additional indirect expenses related to office space rent, particularly with CAMPO's move to a new location in Cary. It would also cover increases in labor expenses for which the 2.5% annual cost escalation assumed with Wake Transit multi-year operations programming has not kept pace. Next Ms. Stokes presented the Major Capital Budget Amendment Request of \$16,610,000 submitted by the City of Raleigh for the Wake BRT: Southern Corridor. This request expands the project budget to account for the updated project cost and requirement that a 100% local match is programmed and obligated for the Federal Transit Administration (FTA) Capital Investment Grant (CIG).

During her presentation Ms. Stokes also gave an overview of the results of the 30-day public comment period, which was held from September 1st - 30th, and noted that although all comments were considered none resulted in changes to the amendments as they were submitted. Steve Schlossberg then gave an overview of the financial disposition and noted that the FY23 Wake Transit Work Plan will increase by \$16,699,667.

MOTION to recommend the FY2023, 2nd Quarter Work Plan Amendment Requests for governing board approval was made by Shelby Powell. Second by David Eatman. No comments. Passed.

VI. Updated Wake Transit Community Engagement Policy
 (Action Item: R Curtis Hayes, GoTriangle, 15 minutes) **Attachment C & D**

Curtis Hayes presented the 2022 updated Wake Transit Community Engagement Policy. This policy is a fully revised document that is intended to replace the 2018 Public Engagement Policy. GoTriangle is leading the update effort with CAMPO and TPAC member support. Mr. Hayes went over the major edits to the policy which include the simplification of goals and objectives; the addition of enhanced guidance for lead agency staff and project sponsors; changing the policy’s name from “Public Engagement” to “Community Engagement”; and the prioritization of regular performance evaluations.

During his presentation, Mr. Hayes went over the results of the 45-day public review period which was held from August 15th - September 29th. Three public comments were received, and minor grammatical adjustments were made. A brief overview of the social media and website analytics was also given. Additionally, he shared the full adoption schedule and noted that a public hearing on the draft will be held at the October 19th CAMPO Executive Board meeting starting at 4:00pm.

MOTION to recommend the 2022 Wake Transit Community Engagement Policy for governing board adoption was made by Shelby Powell. Second by Akul Nishawala. No comments. Passed.

VII. Continue Discussion of FY21 and FY22 Reimbursement Request Approval
 (Action Item: Steve Schlossberg, GoTriangle, 30 minutes) **Attachment E**

Steven Schlossberg presented this item. He began by summarizing what happened at the September TPAC meeting when members discussed a proposed action to approve a reprieve for the revenue hour baseline/maintenance of effort requirement to allow CAMPO to approve GoTriangle’s FY21 reimbursement request balance of \$416,971, and their FY22 request for \$2,114,649. Members had good discussion on the request but didn’t feel there was enough information to take action. They ultimately ask GoTriangle to come back with additional information and voted to postpone the action item until the October TPAC meeting .

In the time period between the September and October meetings members were invited to ask questions, and Mr. Schlossberg noted that one comment was submitted by Wake County. Mr. Schlossberg listed the four questions included in it. First, it was asked what GoTriangle funded routes were suspended and what Wake Transit funded routes had continued. The second question asked for each of the impacted routes, what funding was supposed to have been provided by GoTriangle and Wake Transit. The third question asked for each of the impacted routes, what was the breakdown of the services that were run, i.e. how many trips and at what times of day. Lastly, the fourth question asked what the reimbursement amounts were that are being discussed.

FY21 and FY22 Transit Services

What GoTriangle funded routes were suspended and what Wake Transit funded routes continued?

Impacted Routes and Trips (suspended/reduced service)

GoTriangle	Wake Transit Funded	GoTriangle and Wake Transit Funded
105 – Suspended in Oct 2020 due to low travel demand to RDU Airport caused by COVID-19 pandemic. Some GoTriangle-funded hours were shifted to the RDU Airport Shuttle.	310 – Reduced service to hourly in June 2021 as part of the agency service reductions caused by the operator shortage.	NRX – Suspended in March 2020 low travel demand to RTP caused by COVID-19 pandemic (GoTriangle 8.25 daily hours/Wake Transit 1.25 daily hours)
311 – Suspended in March 2020 low travel demand to RTP caused by COVID-19 pandemic.		CRX – Low ridership trips were suspended in June 2021 (6 out of 28 trips) as part of the agency service reductions caused by the operator shortage.
301 – This low ridership route was suspended in June 2021 as part of the agency service reductions caused by the operator shortage. Alternate service provided on other routes.		DRX – Low ridership trips were suspended in June 2021 (6 out of 37 trips) as part of the agency service reductions caused by the operator shortage.

Continued Routes and Trips (no impacts)

GoTriangle	Wake Transit Funded	GoTriangle and Wake Transit Funded
301 (most of FY21), WRX, ZWX	FRX	100, 300, 305, RDU Shuttle

Mr. Schlossberg introduced David Jerrido, a GoTriangle Transit Planner, to answer these questions and others. Mr. Jerrido began by saying that all decisions made were based on actual ridership numbers and travel demand. Most notably, ridership declined significantly at GoTriangle bus stops at the RDU Airport. Mr. Jerrido went on to answer the first question, noting which GoTriangle routes were

suspended and which had continued.

Mr. Jerrido went on to discuss when reimbursement was requested stating that in 2021 GoTriangle provided 40,618 hours of baseline services and 20,877 hours of Wake Transit Funded hours. He showed several graphs depicting the breakdown of baseline service hours and Wake Transit Funded service hours by route. Steven Schlossberg then took back over the presentation and spoke to the fourth question which asked what the reimbursement amounts were that are being discussed (see Figure 2).

Next, Mr. Schlossberg moved on to discuss the work being done within the Baseline Work Group. He noted that the Baseline Work Group had met once since the September TPAC meeting and planned to meet several more times before the end of the calendar year. He noted that the work group will not make any actual decisions themselves, but will instead bring a set of recommendations to the TPAC and work to ensure any decision made is enveloped into an official policy.

FY21 and FY22 Transit Services

Wake Transit Directed Transit Operations

	GoCary	GoRaleigh	GoTriangle
FY21			
Adopted Budget	\$ 1,941,795	\$ 12,092,011	\$ 3,672,989
Submitted	\$ 1,401,278	\$ 8,746,326	\$ 2,254,413
Reimbursed	\$ (1,401,278)	\$ (8,746,326)	\$ (1,837,442)
Outstanding	\$ -	\$ -	\$ 416,971
FY22			
Adopted Budget	\$ 2,135,974	\$ 11,247,589	\$ 3,936,702
Submitted	\$ 2,077,641	\$ 10,005,446	\$ 2,114,649
Reimbursed	\$ (2,077,641)	\$ (10,005,446)	\$ -
Outstanding	\$ -	\$ -	\$ 2,114,649

Reimbursements Still Pending

- GoTriangle – FY21-Q4
- GoTriangle – Full Year FY22*

* - CAMPO has not authorized any FY22 GoTriangle transit operations.

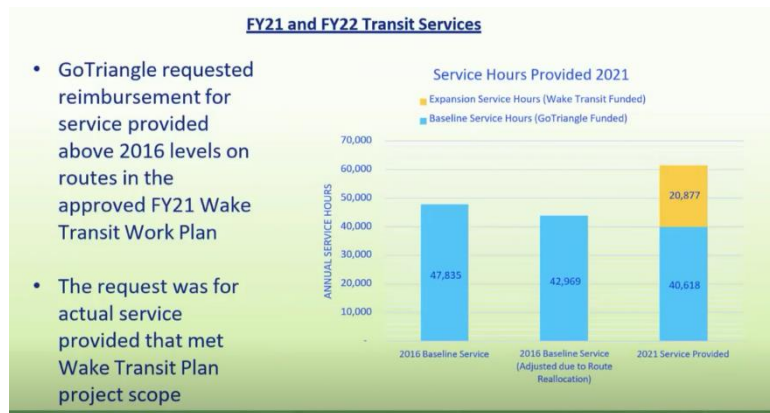
Mr. Gardiner asked CAMPO and GoTriangle to verify what the amounts being requested represent. It was clarified that the \$416,971 is the reimbursement request submitted for one quarter, FY21/Q4. The \$2,114,649 is the entire year of expenditure requested from FY22. CAMPO had stated that until the baseline requirement question was resolved or the TPAC approves reimbursement before then, they would not be able to approve reimbursement of those service related funds. Mrs. Stokes clarified that the totals shown was not the total requested in the 4th quarter or for FY22. CAMPO had approved the requested reimbursement amounts for non-service activities. The \$400K and \$2 Million figures only represent the service expenditures that have been in question since FY21.

Mr. Gardiner also asked GoTriangle to provide more clarity on why they believe that Wake Transit should be responsible for covering expenditures under the baseline amount and noted that discussing who is first in and first out can be further fleshed out in the workgroup discussions.

Mr. Schlossberg also noted that the Baseline Funding Workgroup is continuing to meet to resolve the questions and once a recommendation is developed it will be brought before the TPAC for further review and discussion.

Ms. Powell stated that the crux of the issue that CAMPO has is displayed best on the 3 bar chart slide. →

In 2016, GoTriangle’s initial baseline service hour requirement started at 47,835, but was reduced through further analysis to 42,969. That is the baseline that CAMPO looks at when it reviews GoTriangle’s reimbursement requests. It is the base amount of service that



GoTriangle is responsible for providing. Wake Transit is then responsible for expenditures above and beyond that baseline amount since Wake Transit is designed to pay for expanded transit service. On the chart it

shows that GoTriangle did not meet its service hour baseline requirement with preexisting funds, but it did meet the baseline, in fact was well over the baseline for the total service hours provided. Separating the service in this way and requesting all of the yellow reimbursement when the blue chunk has not been met goes against the intent of the program and CAMPO did not feel it could independently waive the baseline requirement and approve reimbursement of the ~ 2000 hours difference between the baseline requirement they are responsible for and what was being requested from Wake Transit. CAMPO staff won't wave a set policy without TPAC guidance, so they asked GoTriangle to bring the issue to the TPAC for discussion and direction.

Referring to the Baseline Workgroup, Shelby acknowledged that there are several issues to be discussed and worked through including: how do we account for microtransit, how do we handle the reallocation of services, what is the baseline requirement for each agency moving forward, will there be any flexibility with the baseline, etc.

Mr. Gardiner agreed with Ms. Powell's comments and CAMPO's position. Referring to the same slide, he acknowledged that the numbers here are clear, but that there are a lot of nuances behind the scenes that can't be fully represented on a chart. He agreed that the Baseline Workgroup will be working through several questions and will be developing a recommendation for TPAC consideration in the coming months.

Mr. Koff pointed out on the slide that GoTriangle provided a total of 62,495 service hours in FY2021 which is over 18,000 hours above their baseline. 2351 service hours is what the difference is between what is being requested and what the baseline is. So what we are trying to work through is "who is responsible for that 2351 service hours" not the total shown of 20, 877. It would also be helpful in the next baseline funding discussion to understand how federal Cares Act, CRISSA and other protection and recovery funds have been distributed to cover these types of foreseen loses. Wake Transit level of responsibility when federal relief funds are also provided may be an element that should be included in the recommendation from the Baseline Workgroup.

Mr. Schlossberg reiterated that the recommendations coming from the Workgroup will apply to all partners. He stated that a white board has been created for ideas, questions, concerns, comments, etc. to be discussed with that group. Mrs. Peele noted that it became clear that there was not a shared definition of what a baseline in 2022 should look like or be. The ultimate goal of the Workgroup is to get shared understanding and consensus for how we will move forward when and if these situations arise in the future.

Ms. Schwing asked about timing of the workgroup process and that Wake Transit planning is always moving forward. For instance, if we do approve a temporary reprieve of the baseline to allow CAMPO to process GoTriangle's reimbursements from FY21 and FY22 what does that mean for FY23? Will you get through the Baseline Funding discussion to set a clear policy soon, or will we have to go through the reprieve request process again in the coming months? She also asked if the new policy would have to go to the boards for final approval or is this a TPAC decision? To answer first question, each provider must submit a quarterly reimbursement form noting their expenditures, but they are not required to actually request repayment until the end of the year. While we are in this decision making process, they can choose to ask for payment or wait until the end of the year or until the new policy is approved. On who needs to adopt, it will depend on the policy recommendations that the Workgroup puts together. For example, if the policy will require an amendment to the Wake Transit Financial Policy, that will need to be approved by the governing boards.

Tim made a motion intentionally silent on the baseline funding questions and focused solely on approving GoTriangle’s funding requests for FY21/Q4 and FY22 and permitting CAMPO to process them.

Secondarily, he directed the Baseline Workgroup to include a review of where Cares Act and other relief funds distributed to the providers has been spent as part of its scope. And to report that information back to the TPAC so everyone has clarity on how those funds were spent in support of the challenges faced throughout the pandemic, driver shortage, etc.

Mrs. Freeman asked that the motion on the baseline not be specific to GoTriangle since the policy will apply to all providers. Tim reiterated that his motion is silent on the baseline issue, but noted that he will take her comment as a friendly reminder for any statements that were made.

MOTION to permit CAMPO to process GoTriangle’s funding requests for FY21/Q4 and FY22 was made by Tim Gardiner. Second by David Eatman. No further discussion, Passed.

-- Voting record attached at end of minutes --

VIII. 2022 Wake Transit Bus Service Performance Review
(Information Item: Evan Koff, CAMPO, 20 minutes) **Attachment F**

In August 2019, the TPAC endorsed a process for the Planning & Prioritization Subcommittee to annually review the performance of Wake Transit-funded bus services against established targets set for each service type in the Wake Bus Plan Service Guidelines and Performance Measures document. The review occurs between June and August and is based upon the quarterly performance metrics reported by project sponsors through the third quarter of the preceding fiscal year. At the October TPAC meeting, CAMPO staff will present the 2022 performance review results, Attachment F, and discuss any findings from the Planning & Prioritization Subcommittee’s review.

Evan Koff opened the presentation giving thanks to each of the providers for their time and participation in the review process. Next he explained that there were 26 routes, 9 of which are in their 18-month developmental phase, that were evaluated as part of the bus service performance review. The review process began in June and spans from FY21/Q2 through FY22/Q3. Throughout the pandemic we have experienced notable shifts in rider behavior and system modifications. For example, we have not collected fares since early 2020, so that performance measure is not included in this review. We have also seen a large shift in ridership where evening and weekends routes are busier than traditional worker commuter routes. The traditional commuter period numbers have been increasing but they are not yet close to pre-pandemic totals. The operator shortage was also a consideration in this review, since it directly impacts the amount of service a provider is able to provide.

He explained the policy requirements for the annual service review, walked through the evaluation criteria and then spent time sharing the presumed “phased performance standards” developed when the policy was drafted in relation to COVID and other impacts the providers are continuing to experience.

Phased Performance Standards & COVID

Operating cost per passenger boarding is expected to decrease as service improves and ridership increases. For that reason, the phased schedule is the inverse for this performance standard and should be evaluated according to the following schedule:

- **Fiscal Years 2017-2021 – 120% of target**
- **Fiscal Years 2022-2026 – 110% of target**
- **Fiscal Year 2027 and beyond – 100% of target**

Measure	Frequent	Local	Community	Demand Response
Boardings per hour	20.0 → 22.5	16.0 → 18.0	8.0 → 9.0	1.20 → 1.35
Cost per boarding	\$7.20 → \$6.60	\$7.20 → \$6.60	\$12.00 → \$11.00	\$36.00 → \$33.00

Measure	Core Regional	Express
Boardings per trip	16.0 → 18.0	8.0 → 9.0
Cost per boarding	\$7.20 → \$6.60	\$12.00 → \$11.00

The P&P subcommittee, elected to base the performance of this review on the criteria set for FY2017-18 due to all of the impacts being experienced. The modification in process only applies to this year's review. It is not a policy change meant for permanent adjustment. In fact, the policy may see significant revision after the Bus Plan update is completed. Evan shared some highlights of the review for each provider but encouraged members to review the attached performance review memo for more detailed information for each route. The memo provides a list of actions taken after the FY21 review and actions proposed to routes based in this year's findings.

Ms. Schwing asked if the operating cost per boarding metric was originally designed to be less farebox totals. Evan clarified that farebox has historically not been incorporated in the cost per hour calculation. We have tracked them separately.

Received as information.

IX. Wake Bus Plan Project Prioritization Policy
(Information Item: Anna Stokes, CAMPO, 20 minutes) **Attachment G**

In 2020, the overarching Wake Transit Project Prioritization Guidance was adopted as part of the Wake County Transit Plan update process. Using it as a guide, CAMPO is now tasked with updating the Bus Plan Project Prioritization Policy (PPP) as part of the Wake Bus Plan update process led by GoTriangle. The overarching guidance establishes a set of 8 funding tiers that are used to allocate Wake Transit revenues to specific future transit investments. Tier 7 provides funds for bus stop improvements and Tier 8 provides funds for bus service investments and the capital projects needed to support them. The Bus Plan PPP supports the prioritization of investments programmed under these two tiers. The PPP is a critical tool needed by the Bus Plan Update team to establish each transit provider's short-range transit investment plans. CAMPO staff will present the draft policy for TPAC discussion on October 12th.

Anna Stokes presented a progress update on the development of an updated Wake Bus Plan project prioritization policy (PPP). She explained that the PPP was adopted in 2018 with the original Bus Plan. She shared a brief explanation of the difference between Prioritization and Programming and pointed out the Wake Transit set of governing and guiding documents. In particular, she noted that the 2021 Wake Transit Plan update process include the reevaluation of program priorities which resulted in updated guidance.

The Wake Bus Plan PPP being reviewed today applies to bus service expansion projects which is the last tier on the list.

OVERVIEW

Overall Wake Transit Prioritization Context

The adopted Wake Transit Plan Update Final Project Prioritization and Reprogramming Guidance supersedes the Wake Bus Plan Project Prioritization Policy. This Policy we are updating applies only to bus service expansion projects, which is the last of eight tiers in the adopted Transit Plan Guidance:

1. Continued Funding for Community Funding Area Program as Currently Programmed and Funding Programmed for Rural Elderly/Disabled and General Public Demand-Response Trips (GoWake Access Allocations)
2. Capital Projects with Design or Land Acquisition Phases Already Initiated, for Which Later Phases Should Be Funded to Keep Their Momentum
3. Facilities/Infrastructure/Resources Needed to Support Future Expansion or General State of Good Repair and Operations
4. Projects That Involve Time-Sensitive External Grant Sources as Part of Their Overall Funding Mechanism (such as LAPP or other federal sources)
5. Wake Bus Rapid Transit Program of Projects
6. Commuter Rail Project Design, Right-of-Way/Land Acquisition, Construction, Vehicle Procurement, and Operations
7. Systemwide Bus Stop Improvements for Already Served Corridors/Stop Locations
8. Fixed-Route Bus Service Improvements and Corresponding Infrastructure that Ties to Bus Service Improvements/Expansion

The PPP is driven by the four big moves. It provides a decision-making framework for selection of bus service projects and associated capital projects for inclusion in an annual Wake Transit Work Plan. The draft was pulled together by CAMPO over several months and with active participation of TPAC member agencies.

2022 Programming Guidance

- **Step 1: Draft Programming of Operating Projects**
- **Step 2: Draft Programming of Capital Projects**
- **Step 3: Proposals for Changes**
- **Step 4: Iterate and Adjust**
- **Step 5: Wake Transit Plan Goals**
- **Step 6: Finalize** – Continue to iterate and edit programming as needed to meet goals and work within available funding to finalize program.

There are very detailed graphics include in the attached PPP memo that detail the changes made to each of the three steps in the prioritization process. The graphics show the original 2018 policy language, new language added and what has been deleted. She explained that after all of the projects have been scored using the prioritization criteria, they next go through the 6 step programming process

The PPP is expected to go out for a 14-day public review in November and will be considered for board adoption in December/January.

Received as information.

- X. **Subcommittee Report:**
 Subcommittee meeting agendas and materials are posted online at least 3 days in advance of scheduled meetings at <https://www.campo-nc.us/about-us/committees/wake-county-transit-planning-advisory-committee-tpac/subcommittee>.

Subcommittee	Joint Planning & Prioritization and Budget & Finance	Community Engagement
Chair(s)	David Walker, City of Raleigh and Steven Schlossberg, GoTriangle	Andrea Epstein, City of Raleigh
Vice Chair(s)	Kevin Wyrauch, Town of Cary and Shavon Tucker, City of Raleigh	Bonnie Parker, CAMPO
Next Meeting	10/25 – 1:30-3:30pm	10/27 – 1:30-3:00pm

XI. **Other Business**

Wake Transit Work Plan Amendment Policy: It was previously suggested that additional language be added to the Amendment Policy to provide guidance to project sponsors when submitting an amendment request to return funds to Wake Transit fund balance or budgeted reserve once the project has been awarded outside funds to supplement all or part of the Wake Transit contribution. This suggestion was discussed at the September Joint Planning & Prioritization and Budget & Finance Subcommittee meeting, where the members discussed options for a path forward. The plan is to bring the discussion item back to the Joint Subcommittee over the next couple of months to determine what the new language should be and how it should be incorporated into new or existing policies for Wake Transit. The recommendation of the members will then be brought before the TPAC for review and discussion. That being said, the version of the Amendment Policy that was presented and discussed at the September TPAC meeting will be moving forward as is.

CAMPO Agency Update: The CAMPO board elected to move the CAMPO office from Downtown Raleigh to The Fenton complex just off of I-40 on Cary Towne Blvd last spring. We anticipate making the physical move in November/December. Independent of the physical move, the CAMPO Executive Board also voted in August for CAMPO to change its host agency from the City of Raleigh to the Town of Cary. That transition is also underway and is anticipated to go into effect in December with complete transit by January 2023. CAMPO staff emails will remain the same, but as we change systems, computers and networks we may run into some glitches. Stephanie will reach out for partner support as needed.

RTA Transit Awareness Day Wake Transit Staff from CAMPO, GoTriangle team members, elected officials, and other transit advocates and partners attended the first Regional Transportation Alliance (RTA) local transit awareness day on September 29th. It was an educational and eye-opening “field trip” to learn about the regions

transit system now and plans for the future. Want to thank Joe Milazzo, his team and all partners that helped to put on the event.

Evan encouraged TPAC members, especially from CFAP eligible communities, to attend the upcoming CFAP program training event even if they don't plan to apply this year.

Gaby reminded the TPAC that FY24 Work Plan funding requests are due on Friday.

XII. Adjourn

The next TPAC meeting is scheduled to be held virtually on November 9th, 2022.

10/12/22 TPAC Voting Record		Action 1	Action 2	Action 3
Agency/Org	Action Item	FY23/Q2 Amendment Requests	2022 Community Engagement Policy	Baseline Funding/ FY21 & FY22 Reimbursements
-	Motion -> Second ->	Shelby Powell David Eatman	Shelby Powell Akul Nishawala	Tim Gardiner David Eatman
Apex	Katie Schwing	Y	Y	Y
CAMPO	Shelby Powell	Y	Y	Y
CAMPO	Anna Stokes	Y	Y	Y
Cary	Kelly Blazey	Y	Y	Y
Cary	Christine Sondej	Y	Y	Y
Fuquay-Varina	Allyssa Holman	Y	Y	Y
Garner	Gaby Lawlor	Y	Y	Y
GoTriangle	Saundra Freeman	Y	Y	Y
GoTriangle	Michelle Peele	Y	Y	Y
Holly Springs	Daniel Spruill	Y	Y	Y
Knightdale	Andrew Spiliotis	Y	Y	Y
Morrisville	Caleb Allred	Y	Y	Y
NCSU	Andrea Neri	Y	Y	Y
Raleigh	David Eatman	Y	Y	Y
Raleigh	David Walker	Y	Y	Y
RTF	Travis Crayton	Y	Y	Y
Wake County	Akul Nishawala	Y	Y	Y
Wake County	Tim Gardiner	Y	Y	Y
Wake Forest	Brad West	Y	Y	Y
Rolesville	Absent			
Wendell	Absent			
Zebulon	Absent			