WAKE TRANSIT PLAN

Wake County Transit Planning Advisory Committee (TPAC)

June 26, 2024 • 9:30am

The livestream will begin once the TPAC Chair has brought the meeting to order.

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

1. Welcome and Introductions

TPAC Chair: David Eatman, City of Raleigh

Vice Chair: Kelly Blazey, Town of Cary

2. Adjustments to the Agenda

David Eatman, TPAC Chair

3. General Public or Agency Comment

David Eatman, TPAC Chair

Commenters are allotted three (3) minutes. Comments send in via email in advance of the meeting, prior to 9:00am, will be summarized by staff and attached to the final meeting minutes.

4. Adoption of TPAC Meeting Minutes

David Eatman, TPAC Chair

Attachment A

Requested Action:

Adopt the May 2024 TPAC meeting minutes

5. TPAC Meeting Schedule Modification for FY2025

Stephanie Plancich, TPAC Administrator

Attachment B

Zero comments received on changing the meeting day.

TPAC Chairs would like to adjust the venue assumption to being in-person at CAMPO with the option of making the meetings virtual.

Recommended FY25 TPAC Meeting Schedule	
FY2025	**3rd Thursday**
July	18th/TBD
Aug	*29th
Sep	19th
Oct	17th
Nov	21st/TBD
Dec	*12th
Jan	*23rd
Feb	20th
Mar	20th
Apr	17th
May	15th
June	19th

5. TPAC Meeting Schedule Modification for FY2025

Stephanie Plancich, TPAC Administrator

Attachment B

Requested Action:

Vote to approve changing the recurring meeting schedule, beginning in July 2024, from 2nd Wednesday to 3rd Thursday, and to change to venue assumption to in-person unless noted otherwise.

PLANNING AND PROGRAMMING ITEM

6. FY 2025 Work Plan Adoption Progress Update

Ben Howell, CAMPO

Requested Action:

Receive as information.

WAKE TRANSIT PLAN

PLANNING AND PROGRAMMING ITEM

7. Period of Performance Extension Amendment Requests

Steven Mott, CAMPO

Attachments C

WAKE TRANSIT PLAN

FY2024 Wake Transit Work Plan Amendment Schedule

Cycle	Amendment Type	Submission Deadline	Public Review Period	PD Subcommitee Review	TPAC Recommends Work Plan Amendment(s) to Governing Boards	CAMPO TCC Recommendation of TIP* & Work Plan Amendment(s)	CAMPO Executive Board Approves TIP* & Work Plan Amendment(s)	GoTriangle Board of Trustees Approves Work Plan Amendment(s)
2nd Qtr	Major	August. 25, 2023	Sept 1-30, 2023	September 26, 2023	October 11, 2023	November 3, 2023	November 16, 2023	November 16, 2023
	Minor		Sept 1-15, 2023					
3rd Qtr	Major	December 1, 2023	Dec 8-Jan 5, 2024	December 19, 2023	Janaury 18, 2024	February 2, 2024	February 15, 2024	February 22, 2024
	Minor		Dec 8-Dec 22, 2023					
4th Qtr	Major	February 23, 2024	Mar 8-Apr 5, 2024	March 26, 2023	April 17, 2024	May 2, 2024	May 15, 2024	May 22, 2024
	Minor		Mar 8 - Mar 22, 2024					
POP	Special POP Cycle **	May 24, 2024	No public or subcommittee review for special POP amendment cycle		June 12, 2024	August 1, 2024	August 21, 2024	August 28, 2024

* Some Wake Transit Work Plan amendments will also require a CAMPO Transportation Improvement Program (TIP) amendment. In the event that the TIP amendment schedule does not align with the Work Plan amendment dates, or other factors, such as required air conformity determinations, will delay TIP amendment considerations, the CAMPO TCC and Executive Board will consider those amendments for approval at the soonest opportunity.

** The special amendment request cycle for Period of Performance (POP) extension requests was approved as part of the Wake Transit Work Plan Amendment Policy update in 2022. This 4th scheduled amendment cycle ONLY allows POP extension requests for projects with agreements set to expire in the upcoming fiscal year. These requests are not subject to the public or subcommittee review processes prior to TPAC consideration.

WAKE TRANSIT PLAN

GoRaleigh POP Extension Requests

Contract Number	Project ID	Project Title	Expiration	Recommended Extension
17-044	TC002-G	Construction of park and ride on Poole Road Amend #2	12/31/2024	12/31/2025
18-084	TC002-T	East Raleigh Transit Center Amend #1	12/31/2024	12/31/2026
19-051	TC002-T	East Raleigh Transit Center - Amend #1	12/31/2024	12/31/2026
19-047	TC001-F	Bus Replacement (40 foot CNG/electric buses) - Amend #2	12/31/2024	12/31/2025
19-052	TC005-A1, TC005-A2, TC005-A3, TC005-A4	BRT Refinement & Proj Development New Bern, Southern, Western, Northern Corridors - Amend #1	12/31/2024	12/31/2026
19-051	TC002-AC	Midtown Transit Center - Amend #1	12/31/2024	12/31/2026
21-020	TC001-J	Paratransit Replacement Vehicles Amend #1	12/31/2024	12/31/2026
21-074	TC005-A3	Western Corridor Bus Rapid Transit Facility - Amend #1	9/30/2024	12/31/2026
21-065	TC002-AL	Crabtree Valley Mall Transit Center Updates	9/30/2024	12/31/2026
21-065	TC002-AM	Triangle Town Center Transit Center Updates	9/30/2024	12/31/2026
21-065	TC002-BG	GoRaleigh Systemwide Transfer Point Improvements	9/30/2024	12/31/2025
21-067	TC001-J	Paratransit Replacement Vehicles	9/30/2024	12/31/2025
21-074	TC005-A3	Western Corridor BRT Art (FY2 Q3 amendment) - Amend #1	9/30/2024	12/31/2025
	TC002-BR	NEW Bus Stop Improvements for New and Existing Routes		12/31/2025

GoTriangle POP Extension Requests

Contract Number	Project ID	Project Title	Expiration	Recommended Extension
17-045	TC001-A	Bus Purchases (FY18)	12/31/2024	12/31/2025
18-080	TC001-C	Bus Purchases (FY19)	12/31/2024	12/31/2025
18-080	TC001-D	Bus Purchases (FY19 & FY23)	12/31/2024	12/31/2025
21-064	TC002-A	Raleigh Union Station Bus Facility	9/30/2024	12/31/2026
22-062	TC002-A	Raleigh Union Station Bus Facility	12/31/2025	12/31/2026
19-055	TC002-AB	Mobile Ticketing Technology	12/31/2024	12/31/2025
21-064	TC002-AI	District Drive Park-and-Ride	9/30/2024	12/31/2026
21-064	TC002-AK	Downtown Apex Transfer Point	9/30/2024	12/31/2026
21-064	TC002-N	Triangle Mobility Hub	9/30/2024	12/31/2026
20-021	TC004-A1	CRT - Garner to Wester Durham	9/30/2024	12/31/2026

PLANNING AND PROGRAMMING ITEM

7. Period of Performance Extension Amendment Requests

Steven Mott, CAMPO

Attachments C

<u>Requested Action</u>:

Send a recommendation of approval of the 24 requested period of performance extensions to the governing boards

WAKE TRANSIT PLAN

PLANNING AND PROGRAMMING ITEM

8. Community Funding Area Program Management Plan Update – Draft

Cambridge Systematics & Planning Communities Team

Attachments D & E

WAKE TRANSIT PLAN

WAKE TRANSIT PLAN UPDATE

Community Funding Area Program

Management Plan Update

25 June 2024

Agenda

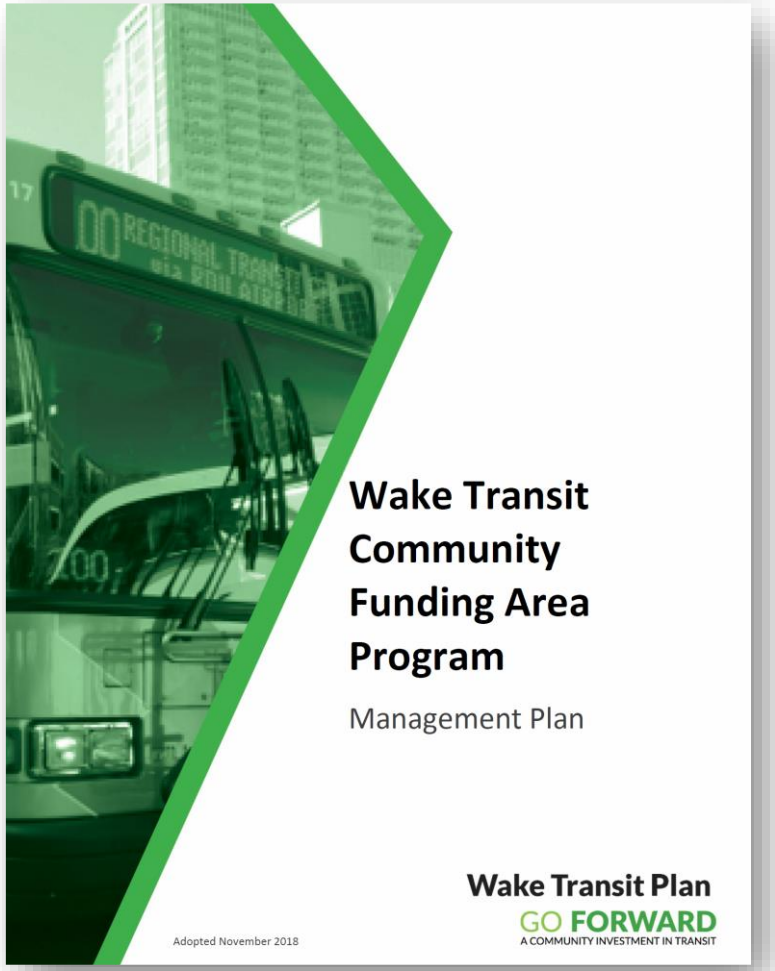
1. Overview
2. Stakeholder Engagement
3. Funding
4. Eligibility
5. Application Process
6. Scoring Criteria
7. Performance Management

Overview

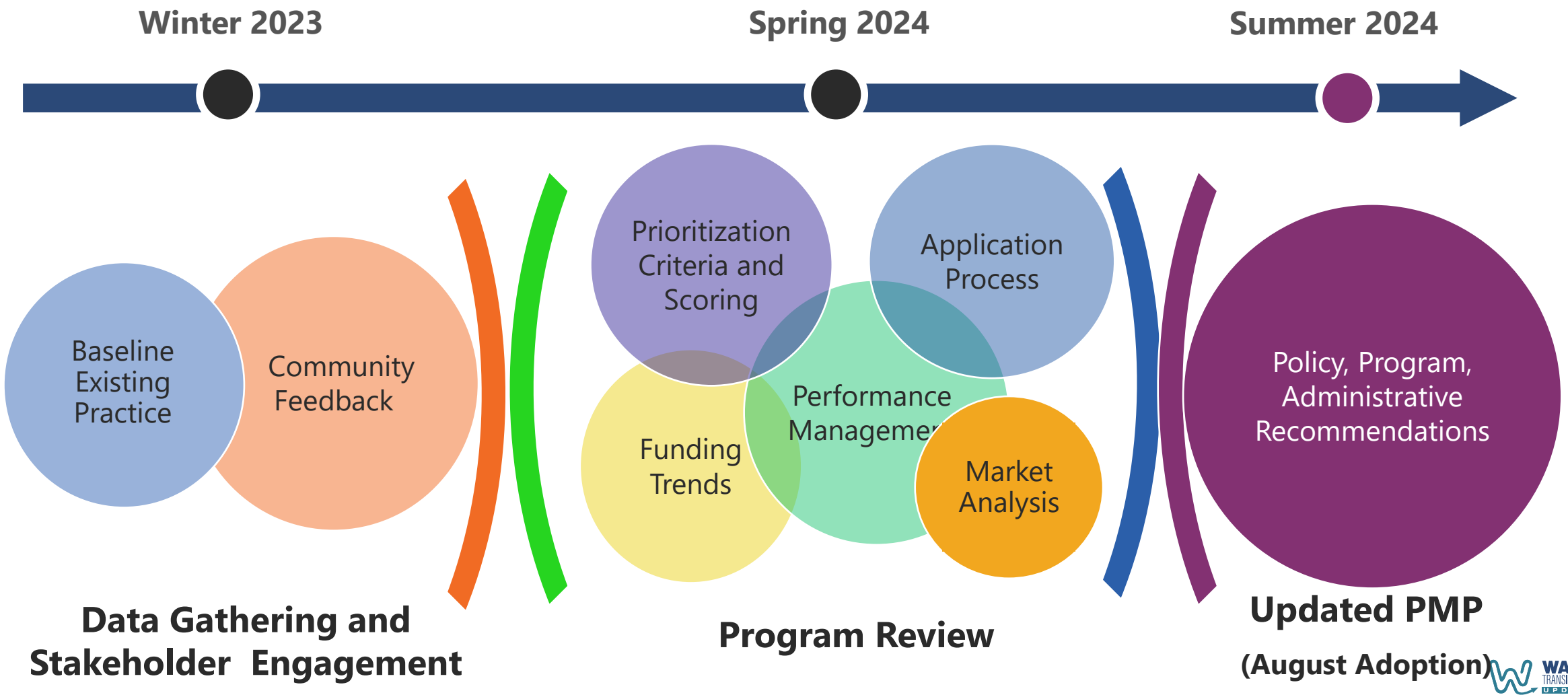
1

Community Funding Area Program Management Plan

- Update Program Management Plan (PMP) for Wake Transit's Community Funding Area (CFA)
  - Last updated in 2020
- Coordinate with Wake Transit Plan (WTP) Vision Update
- Align with WTP policies where appropriate – ex. Local Administered Projects Program (LAPP)
- Complete prior to next call for projects - October 2024

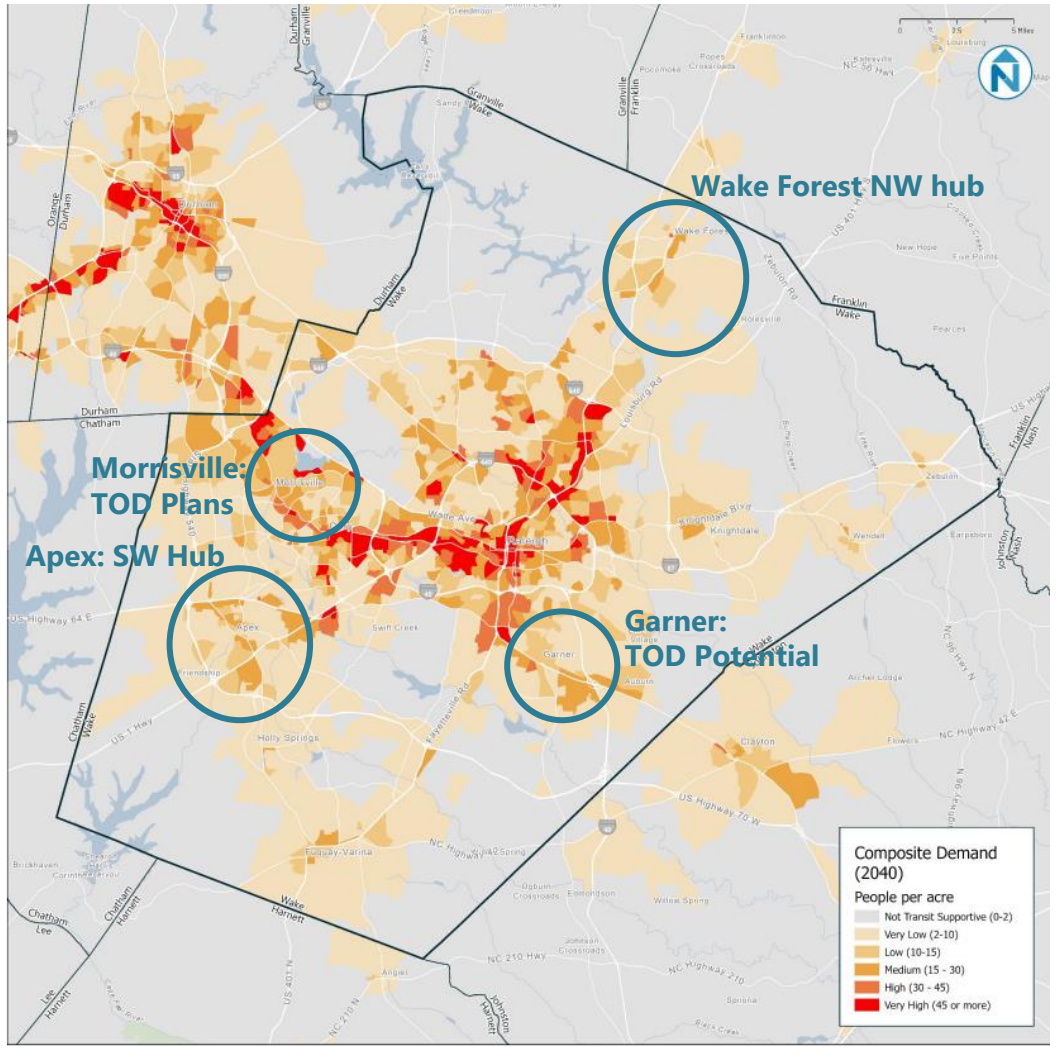


PMP Update Process



Market Analysis: Key Findings

- Suburban growth rate of 30-50% suggests rapid change
- Most new developments are not transit-compatible: outside downtown centers and often near highways
  - Transit options for this type of development typically more expensive, less frequent
- Sub-regional solutions could help mitigate land use issues
  - Apex as a mini-transit hub for SW Wake to connect to regional destinations with fast and frequent service
  - Wake-Forest could function as a NW Wake County hub, connected by on-demand service
  - Planned BRT in Garner may allow for more transit-supportive development
- Town of Morrisville's TOD and Zoning plan could support higher-density development



Key Policy Items – For Discussion

Funding	• Recommend funding through FY2035 – Three Scenarios to Discuss
Eligibility	• 50% matching funds requirement • Include unincorporated Wake County in eligible communities • Expand Project Types (i.e. Micromobility; TDM)
Application	• Joint applications with Cary, Raleigh, unincorporated Wake • Streamline application process for small adjustments to existing projects • Recommendation to increase CFAP staff to a full 1.0 FTE
Scoring	• Project Allocation – use "modal mix" versus set-asides; remove $50k cap on planning studies • Prioritize capital and operating projects with existing plans • Scoring changes for geographic balance, project readiness, and operating cost/boarding
Performance	• Targets: No change yet, but extension process added for projects not yet meeting targets • Process for projects to "graduate" from CFAP to WTP

Stakeholder Engagement

2

Stakeholder Engagement

- Survey of Eligible Communities and Research Triangle Foundation
  - 19 questions, 21 responses received
  - Communities' experience with the CFA Program
  - Ease of understanding the application and submitting relevant materials
  - Thoughts on the scoring rubric, performance standards, and eligibility criteria
  - Anticipated growth and changes to population and density in each district

- Follow up group interview with tailored questions
  - Funding
  - Eligibility
  - Performance Metrics
  - Meeting Community Mobility Needs

What We Heard - Overview of Survey Results

- **CAMPO staff supportive and responsive**; eligibility requirements are clear
- **More examples of successful grants** and updated guidance on CAMPO's website; develop **recorded content/training for grant applications**
- **Increasing CFA Program funding** to meet more fixed route service and inter-city connections; concerns over population growth and adequate transit services
- Increasing critical community needs to **service more connections within and between communities**, job centers and transportation centers/hubs
- Increasing **need for a range of services**: commuter service, vouchers for rides, and demand response services for vulnerable populations

Funding

3

20 Projects Have Been Funded

Transit Service

- Wake Forest Reverse Circulator
- GoApex Route 1

Microtransit Service

- Morrisville Smart Shuttle
- GoWake Smartride NE

Pedestrian Improvements

- RTP Mobility Hub
- Apex Saunders/ Hinton St
- Knightdale Blvd Corridor

Bus Stop Improvements

- GoApex Route 1
- Morrisville Node-Based Smart Shuttle
- Apex Bus Stop Enhancements
- Apex Bus Stop Improvements

Planning/ Feasibility Studies

- Technical Assistance Funding for Apex and Morrisville
- Garner Transit Planning Study
- Rolesville Comp Comm Transpo Study
- FV Microtransit Feasibility Study
- Knightdale Transit Element Scope Enhancement
- FV Transit Feasibility Study
- Apex Future Transit Prioritization Study
- Morrisville Transit Feasibility Study

Allocation by Area

- $5.8mm allocated to 17 projects through FY2024
  - 8 Planning/Technical Assistance
  - 3 Operating Projects
  - 6 Capital Projects
- 3 additional projects planned for FY25
  - 1 Planning/Technical Assistance
  - 1 Operating Projects
  - 1 Capital Projects
- $3.3mm expended through Q2 of FY24

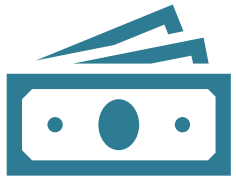
Area	Allocation through FY24	Project Name	Year	Initial Award	Ongoing Costs (FY24)
Town of Apex	**$2,046,365**	Technical Assistance*	FY19	$25,179	
		Operating: Go Apex Route 1	FY21	$115,000	$1,228,911
		Capital: Go Apex Route 1 Bus Stops	FY21	$248,000	
		Planning: Transit Priorities	FY24	$24,475	
		Capital: Sidewalk and Crosswalk	FY24	$294,800	
		Capital: Bus Stop Enhancements	FY24	$110,000	
		Capital: Bus Stop Improvements	FY25	TBD	
Town of Morrisville	**$1,351,082**	Technical Assistance*	FY19	$50,000	
		Operating: Morrisville Smart Shuttle	FY21	$33,000	$1,061,082
		Capital: Bus Stops for Smart Shuttle	FY21	$207,000	
		Planning: Transit Feasibility Study	FY25	TBD	
Town of Garner	**$50,000**	Planning: Transit Planning Study	FY20	$50,000	
Town of Rolesville	**$16,500**	Planning: Comp. Community Transp. Study	FY20	$16,500	
Town of Fuqua-Varina	**$63,750**	Planning: Microtransit Feasibility Study	FY20	$13,750	
		Planning Study: Transit Feasibility Study	FY23	$50,000	
Town of Wake Forest	**$1,727,986**	Operating: Wake Forest Reverse Circulator	FY20	$214,057	$1,513,929
Research Triangle Fdn	**$263,463**	Capital: RTP Mobility Hub Pedestrian Imp.	FY22	$263,463	
Town of Knightdale	**$282,660**	Planning: Transit Element Scope Enh.	FY22	$50,000	
		Capital: Knightdale Sidewalk/Crosswalk	FY24	$232,660	
Town of Wendell*	**$0**	Operating: GoWake Smartride NE	FY25	TBD	
*In partnership with Knightdale, Zebulon & Wake County					
Town of Zebulon	**$0**				
Town of Holly Springs	**$0**				
GRAND TOTAL	**$5,801,806**				

CFAP Allocation FY19-27

- New project awards total almost $2 million across the 6 years (FY19-24)
- Three (3) funded operating services require ongoing commitments of ~$1.3 million annually
- Approximately **$1.3 million** (total) remains to be programmed for new projects in FY25-27, based on existing work plans

	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27
Original WTP Recommendation	$200,000	$184,000	$377,000	$580,000	$793,000	$1,020,000	$1,250,000	$1,490,000	$1,750,000
Original Programmed	$100,000	$310,000	$1,150,000	$1,499,897	$1,312,792	$1,520,484	$1,644,075	$1,685,577	$1,728,291
Original with Adds/Deducts	**$75,179**	**$294,307**	**$960,154**	**$1,398,116**	**$1,665,361**	**$1,520,484**	**$1,644,075**	**$1,685,577**	**$1,728,291**
Total Annual Allocated	**$75,179**	**$294,307**	**$960,154**	**$1,398,116**	**$1,181,039**	**$1,893,011**	**TBD**	**TBD**	**TBD**
New Project Awards	$75,179	$294,307	$603,000	$313,463	$50,000	$661,935	TBD	TBD	TBD
Operating Needs Ongoing			$357,154	$1,084,653	$1,131,039	$1,231,076	$1,261,189	$1,294,889	$1,313,690
Carryover/Available					**$484,322**	**$111,795**	**$494,681**	**$885,369**	**$1,299,969**

Considerations for Program Growth



Project Allocation Mix:

- Fund ongoing operating costs

- Include funds for new projects: planning, operating and capital

Not in PMP:

- Consider new project types

Resources Available:

- Local economy impacts sales tax revenue

- Inflation reduces purchasing power over time.

- Need to consider appropriate split between WTP and CFAP

Population Growth:

- Increased demand for services

- Potential growth in local resources to support projects

Funding Scenarios Overview

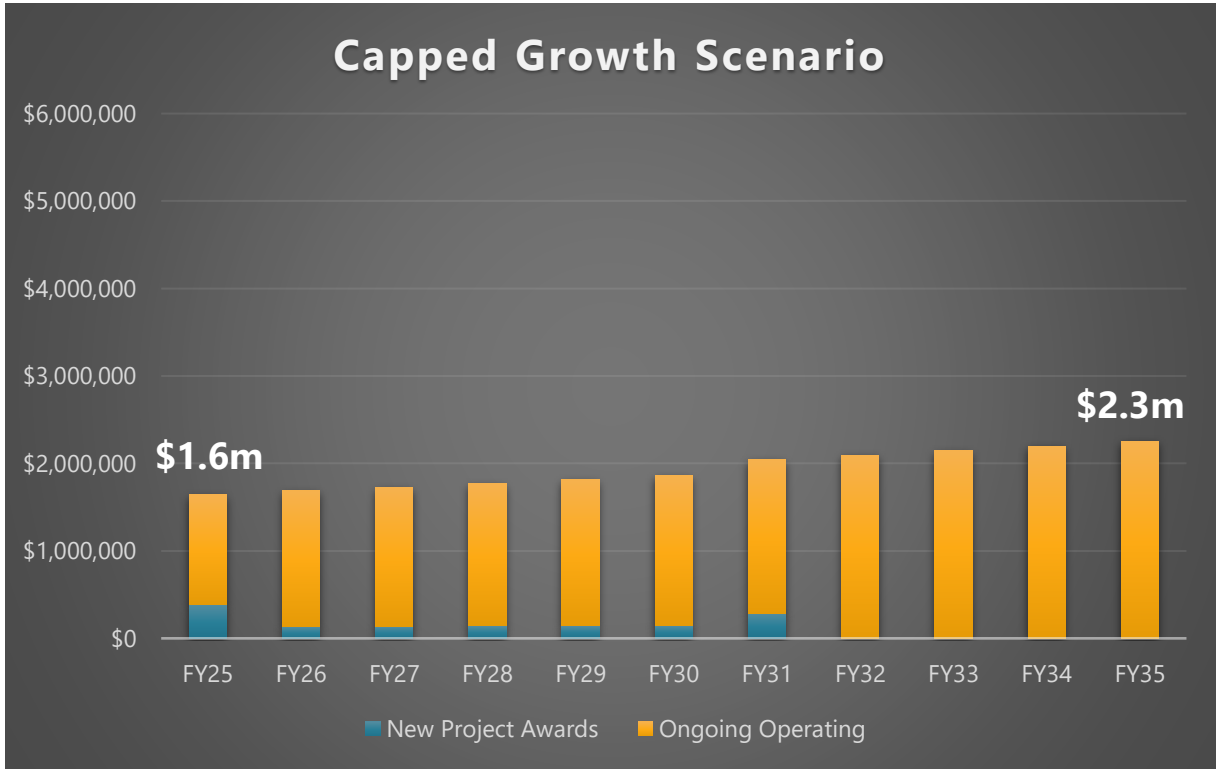
CAPPED GROWTH, GROW & MAINTAIN, AND AUGMENTED

	Capped Growth (millions)	Percent Change	Grow & Maintain (millions)	Percent Change	Augmented (millions)	Percent Change
FY19	$0.08		$0.08		$0.08	
FY20	$0.29	291.5%	$0.29	291.5%	$0.29	291.5%
FY21	$0.96	226.2%	$0.96	226.2%	$0.96	226.2%
FY22	$1.40	45.6%	$1.40	45.6%	$1.40	45.6%
FY23	$1.67	19.1%	$1.67	19.1%	$1.67	19.1%
FY24	$1.52	-8.7%	$1.52	-8.7%	$1.52	-8.7%
FY25	$1.64	8.1%	$1.61	6.0%	$1.86	22.4%
FY26	$1.69	2.5%	$1.91	**18.4%**	$2.36	**27.0%**
FY27	$1.73	2.5%	$1.96	2.5%	$2.47	4.5%
FY28	$1.77	2.5%	$2.00	2.5%	$2.58	4.5%
FY29	$1.81	2.5%	$2.33	**16.3%**	$3.17	**23.0%**
FY30	$1.86	2.5%	$2.39	2.5%	$3.32	4.5%
FY31	$2.04	**9.8%**	$2.45	2.5%	$3.47	4.5%
FY32	$2.09	2.5%	$2.81	**14.6%**	$4.17	**20.2%**
FY33	$2.15	2.5%	$2.88	2.5%	$4.35	4.5%
FY34	$2.20	2.5%	$2.95	2.5%	$4.55	4.5%
FY35	$2.25	2.5%	$3.34	**13.4%**	$5.38	**18.2%**
	$27.15		**$32.53**		**$43.59**	

- Funding Scenarios developed for discussion purposes only – to inform final recommendation
- **Capped Growth** assumes straight 2.5% growth from FY26 forward (except FY31)
- **Grow & Maintain** and **Augmented** factor in new projects + ongoing operating needs
- **Grow & Maintain** and **Augmented** assume new operating projects funded every 3 years in the cycle (and costs carried forward)
- But… **Augmented** assumes larger starting costs for new projects ($600k versus $350k)
- And… **Augmented** assumes more inflation impact than Modest (4.5%)

Capped Growth Scenario

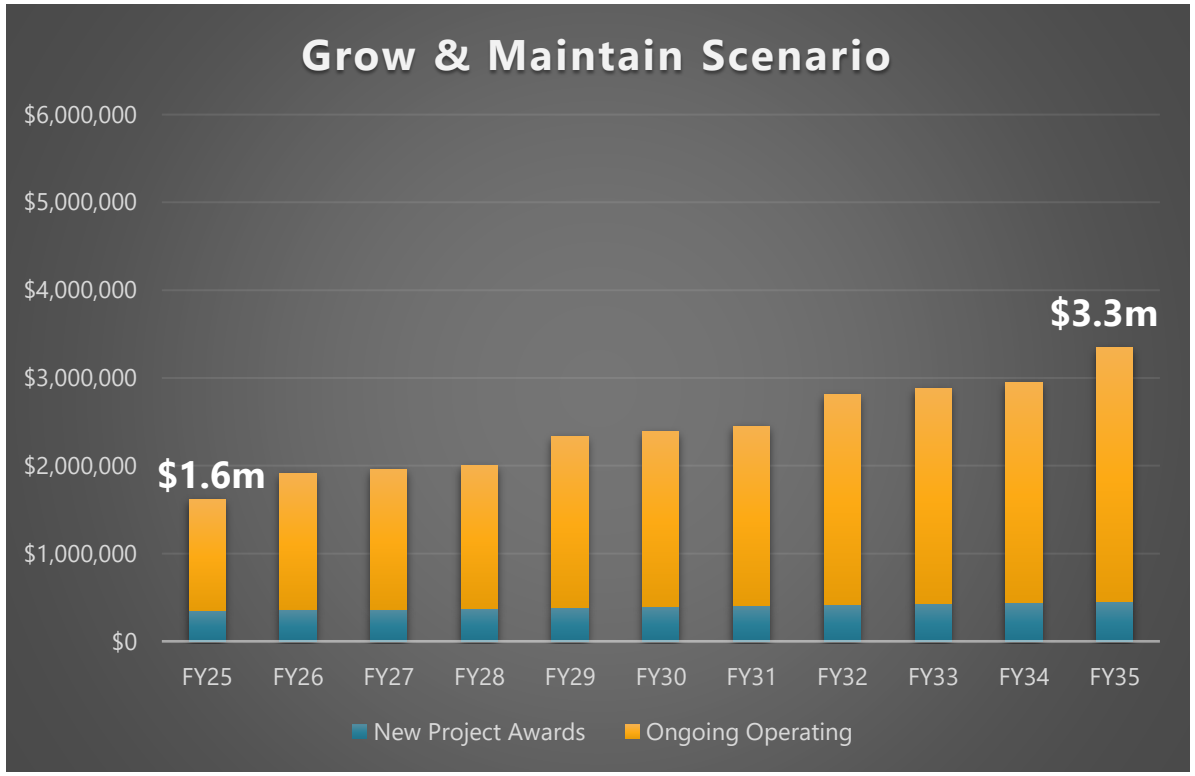
- Assumes straight 2.5% growth from FY26 forward (except FY31)
- Only two (2) new operating projects funded in FY25 and FY31
- Ongoing operating costs consume all the growth after FY31
- Extra bump needed in FY31 to cover costs for second new operating project (9.8%)
- Costs then grow at 2.5% from FY32 on but no new projects can be funded



	FY19-24	Average Annual	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35
Capped Growth													
New Project Awards	$1,998,000	$333,000	$382,886	$136,208	$139,613	$143,103	$146,681	$150,348	$289,923	**$0**	**$0**	**$0**	**$0**
Ongoing Operating			$1,261,189	$1,548,969	$1,587,693	$1,627,386	$1,668,070	$1,709,772	$1,752,516	$2,093,501	$2,145,838	$2,199,484	$2,254,471
Growth Rate			8.1%	2.5%	2.5%	2.5%	2.5%	2.5%	**9.8%**	2.5%	2.5%	2.5%	2.5%
Total			$1,644,075	$1,685,177	$1,727,306	$1,770,489	$1,814,751	$1,860,120	$2,042,440	$2,093,501	$2,145,838	$2,199,484	**$2,254,471**

Grow & Maintain Scenario

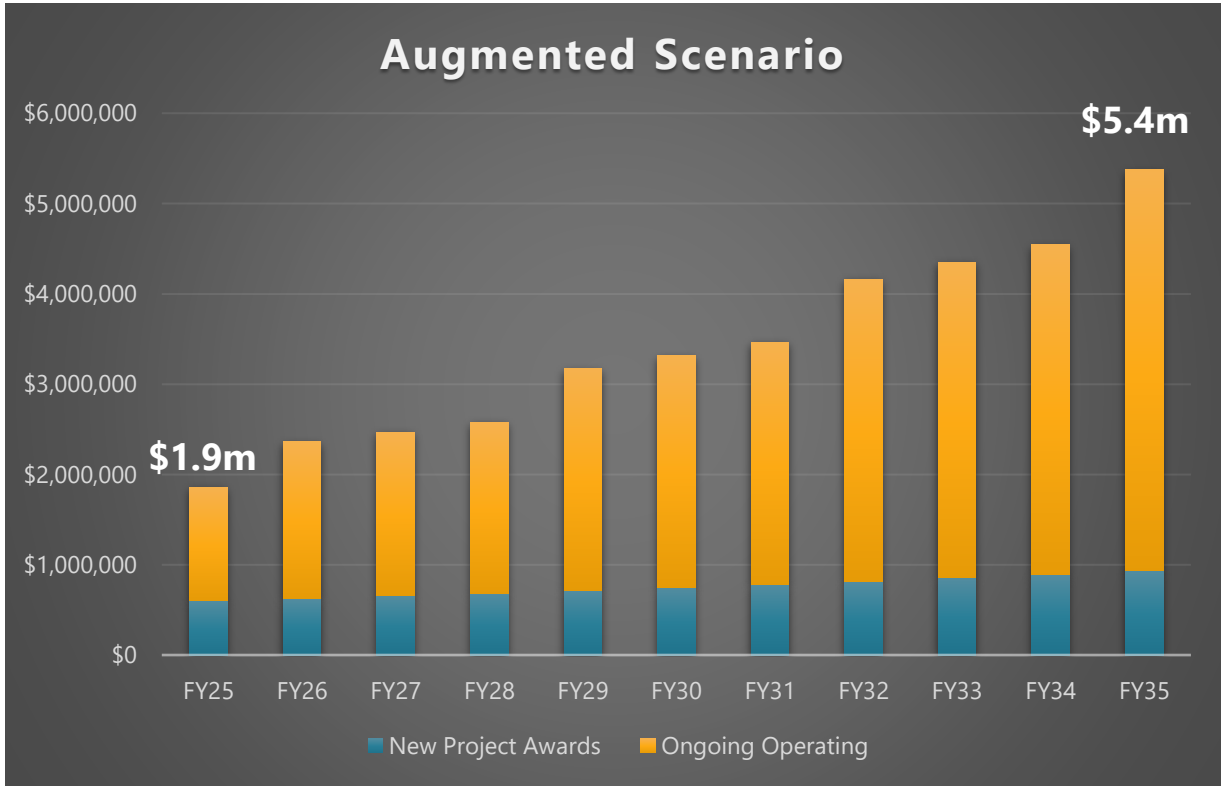
- Assumes steady level of new project funding starting at $350k
  - Inflated annually at 2.5%
- New operating projects funded in FY25, FY28, FY31 and FY34
- Ongoing Operating costs grow with each New Operating project award
- "Bumps" to Ongoing Operating in years following new allocation
- Background inflation of 2.5%



	FY19-24	Average Annual	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35
Grow & Maintain													
New Project Awards	$1,998,000	$333,000	$350,000	$358,750	$367,719	$376,912	$386,335	$395,993	$405,893	$416,040	$426,441	$437,102	$448,030
Ongoing Operating			$1,261,189	$1,548,969	$1,587,693	$1,627,386	$1,944,024	$1,992,624	$2,042,440	$2,390,672	$2,450,439	$2,511,700	$2,894,514
Growth Rate			6.0%	18.4%	2.5%	2.5%	16.3%	2.5%	2.5%	14.6%	2.5%	2.5%	13.4%
Modest Growth Total			$1,611,189	$1,907,719	$1,955,412	$2,004,297	$2,330,358	$2,388,617	$2,448,333	$2,806,712	$2,876,880	$2,948,802	**$3,342,543**

Augmented Scenario

- Assumes steady level of new project funding starting at $600k
  - Inflated annually at 4.5%
- New operating projects funded in FY25, FY28, FY31 and FY34
- Ongoing Operating costs grow with each New Operating project award
- "Bumps" to Ongoing Operating in years following new allocation
- Background inflation of 4.5%



	FY19-24	Average Annual	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35
Augmented													
New Project Awards	$1,998,000	$333,000	$600,000	$627,000	$655,215	$684,700	$715,511	$747,709	$781,356	$816,517	$853,260	$891,657	$931,782
Ongoing Operating			$1,261,189	$1,735,943	$1,814,060	$1,895,693	$2,458,007	$2,568,617	$2,684,205	$3,349,339	$3,500,059	$3,657,562	$4,443,340
Overall Growth Rate			22.4%	27.0%	4.5%	4.5%	23.0%	4.5%	4.5%	20.2%	4.5%	4.5%	18.2%
Higher Growth Total			$1,861,189	$2,362,943	$2,469,275	$2,580,393	$3,173,518	$3,316,326	$3,465,561	$4,165,856	$4,353,319	$4,549,219	**$5,375,121**

Summary of Key Updates

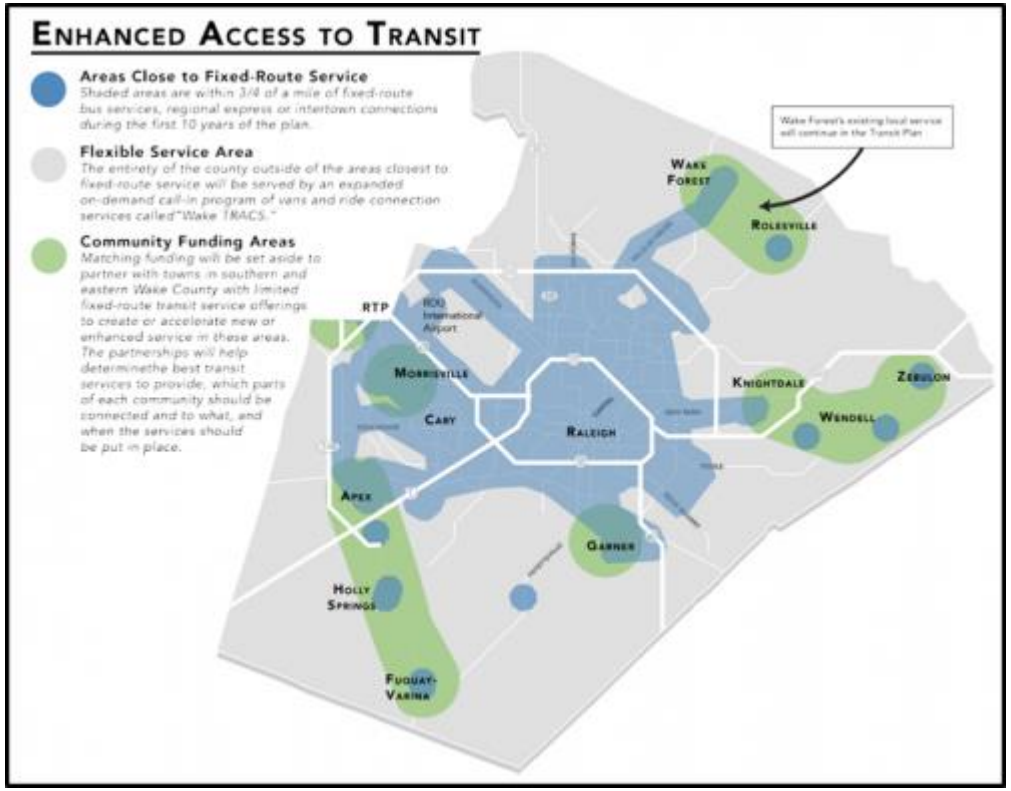
Update	Original	Update Description	Project Category	Update Type	Key Goal
1. Reflects investments since FY19	Included WTP amounts and CFAP Core Technical Team recs for FY2019-FY2027	Updated to include funding allocation, expenditures to date, and remaining balance since FY2019.	Planning/Technical Assistance; Capital and Operating	New Information	Understanding Budget Allocation and Spending
2. Includes funded projects and descriptions	No information about projects as the program was still new.	Grouped funded projects into five distinct categories and included a brief project description.	Planning/Technical Assistance; Capital and Operating	New Information	Program Transparency
2. Includes preliminary forecasts through FY35	Included forecast through FY2027	Includes preliminary forecast through FY2035; to be finalized when Wake Transit Plan is approved.	Planning/Technical Assistance; Capital and Operating	New Information	Budget Planning
4. Impact of inflation on project spending	Does not include info about impact of inflation.	The memo includes a section about rising cost due to inflation and funding forecast in PMP accounts for modest (2.5%) rise in inflation.	Planning/Technical Assistance; Capital and Operating	Advisory	Budget Planning

Eligibility

4

Eligibility Overview

- Continues to fund eligible projects in 10 municipalities and Research Triangle Park
- Three project types still eligible:
  - Planning/technical assistance
  - Operating projects
  - Capital projects
- Must fund service that did not exist prior to the Wake Transit Plan's implementation
- Policy discussion: 50% match requirement unchanged



New Content

- New policy considerations **not in PMP:**

  - Expand eligibility to new service types
    - Micromobility (shared bikes, scooters, etc.)
    - Ride vouchers, commuter services, FMLM connections

  - Expand eligibility to unincorporated Wake County

- Other Adds:
  - New language clarifies 2017 legislation (0.5-cent sales and use tax) requirement: "*new funds should supplement and not supplant existing funds and other resources for public transportation systems*."
  - Wake Transit Community Engagement Policy requirements highlighted

Clarifications

- Operating Service Types Grouped Into Three Categories:

Fixed Route Service: Specific route according to a consistent schedule

  - Examples: traditional bus route or shuttle

Demand-Response Service: No fixed route and requires advanced scheduling

  - Examples: Dial-a-ride or paratransit

Flex-Route (or Microtransit): Combines fixed-route and demand-response elements.

  - Examples: On-demand shuttle service with specific stops; fixed schedule service that deviates from route for specific destinations.

- Engagement & Marketing Expenses: Must be related to funded capital/operating project.
- Internal staffing costs: only eligible for directly operating new transit service or technical support on a specific planning effort.

Summary of Key Updates in PMP

Update	Original	Update Description	Project Category	Update Type	Key Goal
1. Clarifies the transit service types	Less clarity; Included "subscription service" as a separate service category.	Three service "buckets": fixed route, demand-response and flex route (microtransit); removes subscription service category.	Operating	Clarification	Create clear eligibility guidelines.
2. Adds language for requirements from the 0.5-cent sales and use tax.	PMP silent on legislation.	Adds language clarifying that "new funds should supplement and not supplant existing funds and other resources for public transportation systems."	Operating	New language	Create clear eligibility guidelines.
3. Clarifies marketing expense eligibility	Marketing language less specific	Clarifies that marketing expenses must be related to a funded project.	Operating/Capital	Clarification	Create clear eligibility guidelines.
4. Clarifies eligibility of internal staff	Staff cost eligibility less specific	Clarifies that internal staff costs must be directly associated with provision of services.	Operating	Clarification	Create clear eligibility guidelines.
5. Adds engagement plan requirement in new call out box	Engagement plans not discussed in this section	Adds reference to engagement plans required by Wake Transit Community Engagement Policy (also in Section 5 under Work Plans)	Operating/Capital	New information	Create a tie to external requirements from Wake Transit Plan

Summary of Key Updates not in PMP

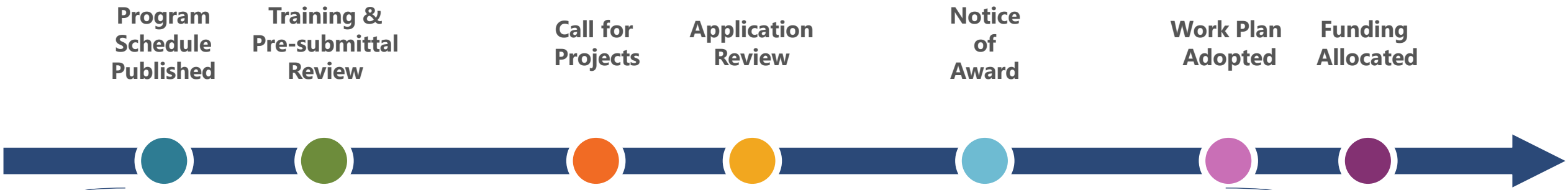
Update	Original	Update Description	Project Category	Update Type	Key Goal
6. NOT IN PMP: Consider expanding eligibility to new service types	Currently limited to the items above in transit service types.	Additional service types could include things like micromobility, ride vouchers, commuter services, FMLM connections.	Operating	Policy change	Allow for project types that support transit use and connections
7. NOT IN PMP: Consider expanding eligibility to unincorporated Wake County	Currently limited to 10 towns and RTP	Would allow for funding/projects in unincorporated Wake County	All	Policy change	Provide funding opportunity for area that pays into tax revenue

Application Process

5

Application Process Update: Project Cycle

- Annual Flexibility
- 9 Month Project Selection Cycle



Application Process Updates

CAMPO to Update the Application Portal

- Consider an application template
  - ✓ Create consistent content
  - ✓ Streamline application and review
  - ✓ Directly export any data into database for
- Integrate with WTP SharePoint folder

New Policy Concepts

- **Joint Applications** with Cary, Raleigh or unincorporated Wake (not in PMP)
- **Streamline application** process for existing projects with minor updates (not in PMP)
- **Increase CFAP staffing** to a full FTE align with program size (not in PMP)

Summary of Key Updates

Update	Original	Update Description	Project Category	Update Type	Key Goal
1. Removes timing detail for application schedule	PMP included timing for first cycle.	Process will follow similar phases each year. Schedule will be published in September.	ALL	Process	Adds flexibility; responds to stakeholder feedback.
2. Scope of Work: Address Engagement Plans	Applicants described outreach process and shared materials used.	Public engagement documentation and process to follow WTP Community Engagement Policy	ALL	New Project Application Requirement	Formal policy tied to WTP
3. Scope of Work: Clarifies Staffing Eligibility	Planning studies can identify future staffing needs	Clarifies that this is optional and staffing needs must be related to directly operating a new transit service.	Planning/Operating	Clarification	Clarifies eligibility of internal staffing costs
4. Scope of Work: Requires Detail on Process for Estimating Metrics	No mention	Requires Operating project applicants to detail process for estimating Operating Cost per Passenger & Passengers per Revenue Vehicle	Operating	New Project Application Requirement	Transparent and consistent estimates

Recommendations Not Addressed in PMP

Update	Original	Update Description	Project Category	Update Type	Key Goal
1. Application portal update	ArcGIS123, Survey 123 Portal	CAMPO will update the application portal from ArcGIS123 to templates and connect with WTP Sharepoint	All	Improved workflow	Ease of use for applicants and CAMPO staff
2. Joint Applications with Cary, Raleigh and Wake County	Only CFAP eligible applicants can complete Joint Applications	CFAP applicants can team with Raleigh, Cary or Wake County for projects	All	Potential update to Joint Application rules	Support WTP Four Big Moves
3. CAMPO Staffing Support	0.5 FTE for program administration and resource allocation. Reviewed after more than five projects active.	To aid CFAP communities need for planning support (beyond program admin), CAMPO could add another planning staff member	N/A	Increased staffing	Support CFAP communities planning needs
4. Streamline Small Adjustments (not in PMP)	No separate process – full application required	Creating a secondary shorter application process for existing projects that need extra funding to adjust.	Capital/Operating Projects	New Application Process	Streamlining Improvements/ Enhancements

Prioritization and Awards

6

Scoring Criteria Overview

Planning/Technical Assistance
50 pts

- Geographic Balance - 20 pts
- Project Readiness - 30 pts

Capital/Operating
100 pts

- Geographic Balance - 20 pts
- Local/Regional Benefit - 20 pts
- Transit Need - 20 pts
- Cost Effectiveness - 10 pts
- Project Readiness - 30Pts

Scoring Criteria Key Details - Capital/Operating

Transit Need Category (20 pts)

Population with Transit Need (10 pts)

- Residents in Poverty
- Residents 65 and older
- Zero Vehicle Households
- Residents with Disabilities

Within ½-mile of project location

Activity Generators (10 pts)

- Medical Facilities
- Senior Centers
- Community Centers
- Retail Centers
- Major Employers (100+ employees)
- Educational Institutions
- Government Institutions

Within ½-mile of project location

Local/Regional Benefit (20 pts)

WTP Investments Supported (4 pts)

Number of fixed-route bus/rail connections within 1/2 mile of project area.

Population Density (8 pts)

People per square mile within 1/2 mile of project area.

Employment Density (8 pts)

Jobs per square mile within 1/2 mile of project area.

Scoring Rubric Updates: Operating/Capital Projects

Prior CFAP Funding >= $200 per capita - 0 pts
< $200 per capita - 2 pts
< $150 per capita - 6 pts
< $100 per capita - 10 pts
< $50 per capita - 15 pts
$0 per capita - 20 pts

1

Geographic Balance: more gradual scoring gradient based upon per capita spending with CFA communities over 5-year period

Operating and Capital Cost per Boarding	Operating and capital cost per boarding opening year.	< 20$/trip - 10 pts
		$20 to $35 - 5 pts
		> $35 - 0 pts

2

Operating and Capital Cost per Boarding: increased trip costs

Scoring Rubric Updates: Planning/Technical Assistance Projects

Prior CFAP Funding >= $200 per capita - 0 pts
< $200 per capita - 2 pts
< $150 per capita - 6 pts
< $100 per capita - 10 pts
< $50 per capita - 15 pts
$0 per capita - 20 pts

Checklist for Scope	Points
Research Statement	2
Proposed Approach	3
Transit Needs Met	3
Timeline	2
Detailed, Clear and Coherent Plan that meets expectations of grant	5

1. Geographic Balance: more gradual scoring gradient based upon per capita spending with CFA communities over 5-year period

2. Clear and Compelling Scope of Work: added required sections and points with a gradual scoring gradient

New Policy Recommendations Target Project Mix

Target Project Mix

Projected Funding CFA PMP Splits – For Discussion

	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35
Planning/TA	13%	4%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Capital/ Operating	87%	96%	97%	97%	97%	97%	97%	97%	97%	97%	97%

Process adopted from LAPP:

- TPAC to set annual Target Mix
- TPAC to approve annual funding adjustment
- $50k limit on Planning projects removed (will depend on available funds)

Prioritize Capital/Operating Projects with CFAP-funded Plans (not in PMP)

- Supports utilizing existing investment
- Helps ensure project readiness

Summary of Key PMP Updates

Update	Update Description	Project Category	Update Type	Key Goal	Current PMP
1. Target Project Mix	Set funding targets between project categories prior to grant cycle and adjust based post-submittal to enable flexibility around CFA applicant's needs.	All	Policy	Funding flexibility + matching CFA Community needs	Minimal flexibility to flex funds between Planning/TA and Capital/Operating
2. Geographic Balance	Incremental scoring based upon per capita funding over five-year period, rather than 0 points for funding within 5 years.	All	Scoring Style	More gradual scoring gradient	<=5 years – 0 pts 6-10 year – 10 pts >10 years – 20 pts
3. Cost per Boarding	Updated the cost per boarding to reflect more realistic costs based upon CAMPO recommendation	Capital/Operating Projects	Scoring Detail	More realistic costs	>$20 – 0 pts =$10.01-$20 – 5 pts <$10 – 10pts
4. Project Scope of Work Checklist	Updated to give points per section rather than 15 pts for 'clear and compelling scope of work' or 0 points	Planning/Technical Assistance Projects	Scoring Style	More gradual scoring gradient	Clear and compelling scope of work – 15 pts

Recommendations Not Addressed in PMP

Recommendation	Description	Project Category	Update Type	Key Goal
1. Prioritize Projects with Existing Plans	Score bumps for submittals that are based upon recently completely CFA-funded planning/technical assistance project recommendations.	Capital/Operating Projects	New Scoring Category	Plans address implementable projects
2. Standardize Ridership Estimation Process	Ensuring all CFA communities are estimating costs and ridership with the same process.	Capital/Operating Projects	Scoring Detail	Standardization

Performance Management

7

Operating Projects: Performance Metrics

New Ridership Metric for information only

Transit Service Type	CFAP Minimum Standard
Demand Response and Flex Route	Compare against original estimate
Fixed Route	Compare against original estimate

New Metric for Context

Passengers per Revenue Vehicle Hour

Transit Service Type	CFAP Minimum Standard	Wake Transit Plan
Demand Response and Flex Route	1.5 Pax / RVH	2 Pax / RVH
Fixed Route	6 Pax / RVH	8 Pax / RVH

Operating Cost per Passenger

Transit Service Type	CFAP Minimum Standard	Wake Transit Plan
Demand Response and Flex Route	$30.00	$30.00
Fixed Route	$17.00	$10.00

Metrics Evaluated for Information-Only

Two metrics are recommended to be tracked but not used for formal pilot evaluation

- Customer Service Metric – benchmark is 90% satisfaction rate
  - Information-only tracking while developing a process to gather survey data for CFAP projects
  - Continue to explore coordination with Wake Transit survey, added an option for a less formal online survey or for CAMPO-coordinated on-board survey for CFAP services. Will explore further with CAMPO.
- On-Time Service
  - Wake Transit recommends tracking this for information but not to evaluate projects.
  - Additional technical support may be needed for tracking this metric: contractual language, support for analysis or support for flex route approach.

Transit Service Type	CFAP Standard
Demand Response	+/- 20 minutes (pick-up and drop-off)
Fixed Route	-1/+5 minutes

Performance Metric Target Growth

Phase	Ridership Compared to Forecast	Passenger/ Revenue Hour	Cost/ Passenger
Pilot Phase (Years 1-2)	Information only	Reporting Only	Reporting Only
Service Development Phase (Years 3-4)	Information only	50% in Year 3 75% in Year 4	150% in Year 3 125% in Year 4
Full Implementation (Years 5)	Information only	100%	100%

Projects that are not meeting their targets by Year 5 can be considered for an extension:

- Projects may need more time given pandemic impact
- Projects can be considered for extension or target modification based on serving transit dependent population, community of concern or filling a critical network gap
- Consistent with Wake Transit process

Policy Changes

- Meeting Frequency (in the PMP):
  - CAMPO may waive annual meetings for projects in good standing without technical needs
  - Builds flexibility into the PMP as project list grows
  - At CAMPO's discretion – can always require meetings as needed

- "Graduation" from CFAP (not in PMP):
  - Consider whether new CFAP services should be funded in perpetuity
  - Projects that meet WTP metric thresholds could "graduate" from CFAP

Summary of Key Updates

Update.	Original	Update Description	Project Category	Update Type	Key Goal
1. New Ridership Metric	Ridership data not explicitly required in PMP.	Adds a new metric to track in quarterly reports: total monthly ridership.	Operating	New Metric	Provide context and evaluate forecast accuracy. Not used for project evaluation.
2. New Process for Extension to Target Deadline	PMP silent on extensions.	CAMPO can extend deadline for projects to meet targets or can revisit targets. Based on equity, network gap or extenuating circumstances.	Operating	Target Deadline	Realistic target attainment and addressing ongoing impact of pandemic.
3. Track On Time Performance and Customer Service Metrics for Information-Only	PMP includes targets for on-time performance and customer service as part of evaluation.	No changes to targets. Metrics will be tracked for information, but not for pilot continuation purposes.	Operating	Performance Monitoring	Aligns with Wake Bus Plan SG & PM and allows for additional technical support with both metrics.
4. Annual meeting optional for Compliant Projects	PMP requires mandatory annual meeting.	Recommends that annual meeting be optional for compliant projects, based on CAMPO determination.	All	Policy/Process	Ensure process matches need and aligns with oversight resources.
5. Pathway for projects to "graduate" from CFAP (not in PMP)	PMP silent on this topic.	Projects that meet WTP targets could graduate from CFAP.	Operating	Policy	Clarify longer-term approach for supporting operating projects.

WAKE TRANSIT PLAN UPDATE

Thank You

Marina Budimir

mbudimir@camsys.com

Leah Mooney

lmooney@camsys.com

Gray Johnston

gjohnston@planningcommunities.com

PLANNING AND PROGRAMMING ITEM

8. Community Funding Area Program Management Plan Update – Draft

Cambridge Systematics & Planning Communities Team

Attachments D & E

Requested Action:

Receive as information. Submit comments to Suvir.Venkatesh@campo-nc.us by Thursday, July 11.

WAKE TRANSIT PLAN

PLANNING AND PROGRAMMING ITEM

9. Technology Integration Plan Update – Draft Scope and Schedule

Austin Stanion, GoTriangle

Attachments F &G

WAKE TRANSIT PLAN

PLANNING AND PROGRAMMING ITEM

9. Technology Integration Plan Update – Draft Scope and Schedule

Austin Stanion, GoTriangle

Attachments F &G

Requested Action:

Receive as information. Submit comments to astanion@gotriangle.org by Wednesday, July 3rd. .

WAKE TRANSIT PLAN

ADMINISTRATIVE ITEM

10. Marketing & Communications Update-Return to Fare

Wendy Mallon & Liz Raskopf, GoTriangle

Andrew Miller & Andrea Epstein, Raleigh

WAKE TRANSIT PLAN

Transportation-Transit

GoRaleigh Return to Fares Communications Plan

TPAC Meeting

June 26, 2024

Raleigh

GoRaleigh Communications Plan: Return to Fares Agenda

- Targets
- Messaging
- Owned Media
- Paid Media
- Community Engagement Events

Targets

Audience: Transit riders & Non-profit or social service organizations

Secondary audiences: General Public

Goals:

1. Boost awareness of return to fares
2. Mitigate confusion over return to fares, new options, assistance programs, etc.

Critical Date: July 1, 2024

Messaging

First 90 Days – Beginning July 1

- July – Education Month (find your fare)
- August – Start collecting fares and for those that do not have a fare we will provide a fare medium for them to use for the month to get accustomed to using the fare box, etc.
- September – Implementation of Fares (passengers start purchasing fares)

Owned Media

- Newsletters (multiple)
- Social media (Facebook, Instagram, X – began June 17)
- Video Creation (fare options & how to pay)
- Signage (GoRaleigh Station, digital signs on the buses, IKE kiosk – Downtown, ticket vending machines)
- Press Release (June 13, 2024)
- Big Idea Raleigh Podcast

Paid Media

- Radio Ads (Mix 101.5, Foxy 107.1, La Ley)
- Social Media (Facebook & Instagram)
- RalToday (digital)
- The Carolinian (digital)
- La Noticia (digital)
- Que Pasa (digital & print)
- Viamedia (gas stations)

Community Engagement Events

Meeting People Where They Are (first 30 days)

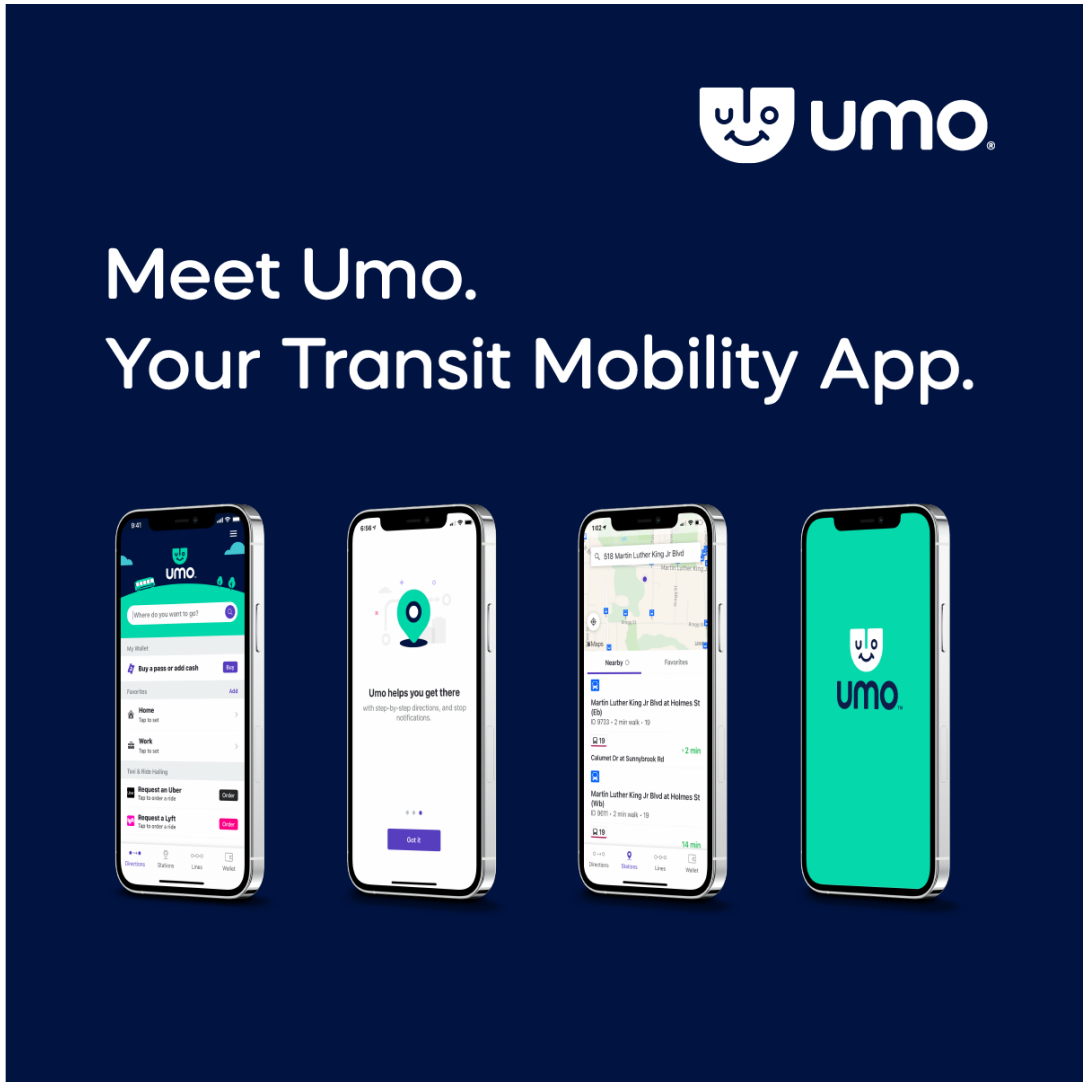
- Meet Us at The Square 2024 – June 13
- Small Business EXPO – June 14
- Downtown Rundown – June 25
- City Connect Series: Raleigh Tomorrow – June 29
- Ashton Square Shopping Center – July 6
- Black Farmer's Market – July 14

Questions on GoRaleigh Return to Fares Communications Plan

Raleigh

Return to Fares

Marketing & Communications



GoTriangle Returns to Fares July 1, 2024
Launches Umo Mobility App & Card
Features Fare-Capping, Trip Tracking and
Special Fare Options Including

- Seniors
- Youth
- Disability
- *Transit Assistance Program NEW

FIXED-ROUTE FARE OPTIONS

Fare Type	Fare	Daily Cap	Weekly Cap	Monthly Cap
Full Fare	$2.50	$5.00	$20.00	$80.00
Discount	$1.25	$2.50	$10.00	$40.00
Child (0-12)	N/A	N/A	N/A	N/A
Youth (13-18)	QUALIFY FOR FREE FARE			
(TAP) Income Qualified	QUALIFY FOR FREE FARE			
Senior (65+)	QUALIFY FOR FREE FARE			

LEARN MORE AT
GOTRIANGLE.ORG/FARES-PASSES
919-485-7433

Download UMO and set up an account.
Enter Code **GOT-Q7H3-W7BK** and ride the month of July for free!

Transit Assistance Program (TAP)

Purpose: Enhance mobility & ensure equitable access to transit services by fully subsidizing fixed route and/or paratransit trips for adults with low or no income

Process: Beginning July 15th applicants will use a portal on website at https://gotriangle.org/discount-fare-qualifications to answer a series of questions to determine eligibility. Questions that ask age, income and or current usage of certain programs. If approved applicant will receive a Benefit Code on the screen to enter into their account to access the special TAP Fare.

NEXT STEPS

Monitoring: During pilot ongoing monitoring will take place. Consultant (Anne Phillips) working on a monitoring plan that will be shared in the next few months.

Reimbursements: Fare Workgroup to meet in September to continue discussions.

GO Triangle

Marketing & Communication Channels

July – Ride free for month with download of Umo app/card and set up account and enter July Benefit Code.

August – Begin paying fare or utilizing Benefit Codes from one of the special fares available.

- On-bus announcements
- Rider Alerts
- Flyers at major stops
- Radio
- Bus placards on bus
- Video/The Ride
- Print piece/Brochure
- GoTriangle webpage
- Events/Outreach
- UMO app notifications
- Social Media platforms
- Brochure on bus
- Window clings

Important Links

Website: https://gotriangle.org/fares-passes

Umo info: https://gotriangle.org/umo

Discount/Free Fare Portal: https://gotriangle.org/discount-fare-qualifications

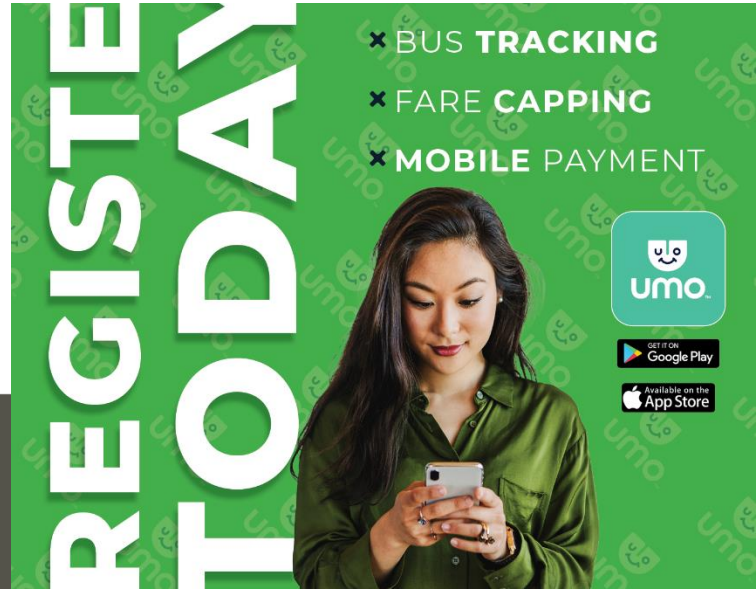
Return to Fare Promotion Materials: https://drive.google.com/drive/folders/1jPWg6n4oQyDdyLOiHUFr08hMttm4rsLW?usp=sharing

TER TODAY!
REAL TIME ALERTS
TRIP PLANNING
BUS TRACKING
FARE CAPPING
MOBILE PAYMENT
Available on the App Store

REGISTER TO
REAL TI
TRIP PL
BUS TRA
FARE CA
MOBILE
umo
GET IT ON Google Play

FREE FARE
JULY
1 DOWN
PURCH
2 REGIST
REDEE
3 GOT-
TO CLA
umo
gotriangl

GOTRIANGLE RESUME
FARE COLLECTION JULY 1,
DOWNLOAD UMO AND SE
YOUR ACCOUNT TODAY
REAL TIME ALERTS
TRIP PLANNING
BUS TRACKING
FARE CAPPING
MOBILE PAYMENT
gotriangle.org/fares-p


REGISTE
TODAY
BUS TRACKING
FARE CAPPING
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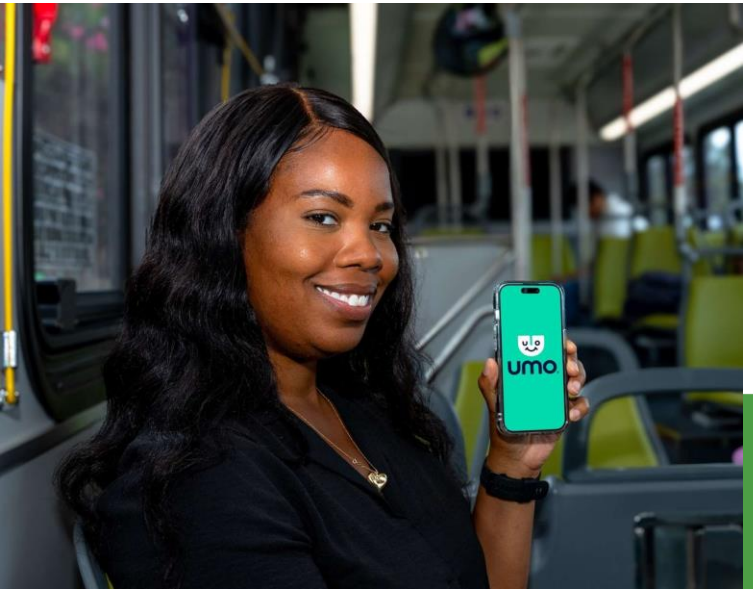
GET IT ON Google Play
Available on the App Store

2203
HAVE A NICE DAY
GO Triangle
umo

GO Triangle
umo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GO Triangle
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TAP BELOW
umo

RECARO

GO Triangle

Return to Fares:

Public Engagement Update

In-Person Outreach To Date

53 GoTriangle stops canvassed

1,347 direct interactions with passengers

Stops chosen for:
High ridership
To interact with every route in the system
To reach all jurisdictions in the Triangle

Materials Distribution

Organizations*

American Underground
Bike Durham
Briggs Avenue Community Garden Group
Cary Library
Cybrary Public Library
Downtown Durham Inc
Durham Arts Council
Durham Cares
Durham Literacy Center
Durham Literacy Council
Durham Partners Against Crime
Durham Senior Center
Durham Station
Family Connects Durham
Fuquay-Varina Grower's Market
Meals on Wheels Durham
Museum of Durham
Ninth Street Bakery
Oak Street Health
Orange County Rape Crisis Center
Restorative Transitions
Self Help
Snow Approach
Step Up Durham
Sterling Town Center
The Cottages At Knightdale Station
The Piedmont Raleigh
Transfer Co. Food Hall
United Way
Urban Ministries
Welcome Baby
West End Community
YMCA - Rock Quarry

Events

Durham Businesses Against Crime Neighborhood Meeting
Durham Senior Center Health Fair
Durham Senior Center
Fuquay-Varina Grower's Market
Habitat for Humanity Fair
Holly Springs Community Library
Knightdale Spring Fling
Morrisville SpringFest
Resource Fair at Durham Library
Rolesville Juneteenth Celebration
TDM Partners Meeting
West End Community Meeting

**paper flyers available @ front desks / bulletin boards or PDF emailed to their listservs*

GO Triangle

Feedback

- Many passengers are already aware of return to fares
- Some passengers already have the Umo app
- Multiple passengers already have the July code entered
- Unsatisfied with return to fares until fare capping explained; helps with impact
- At college and university stops, some passengers are familiar with previous GoPass, interested in opportunity for similar program

July 1 Launch Preparation

Through 7/1

Continue canvassing multiple stops

6/25 & 7/1

GoTriangle staff at 7 GoTriangle stops throughout the day

Media invited to attend

ADMINISTRATIVE ITEM

10. Marketing & Communications Update-Return to Fare

Wendy Mallon & Liz Raskopf, GoTriangle

Andrew Miller & Andrea Epstein, Raleigh

Requested Action:

Receive as information.

WAKE TRANSIT PLAN

ADMINISTRATIVE ITEM

11. Wake BRT: New Bern Ave Construction Bud Update

Het Patel, Raleigh

WAKE TRANSIT PLAN

Wake Bus Rapid Transit New Bern Avenue

Transit Planning Advisory Committee (TPAC)

June 26, 2024

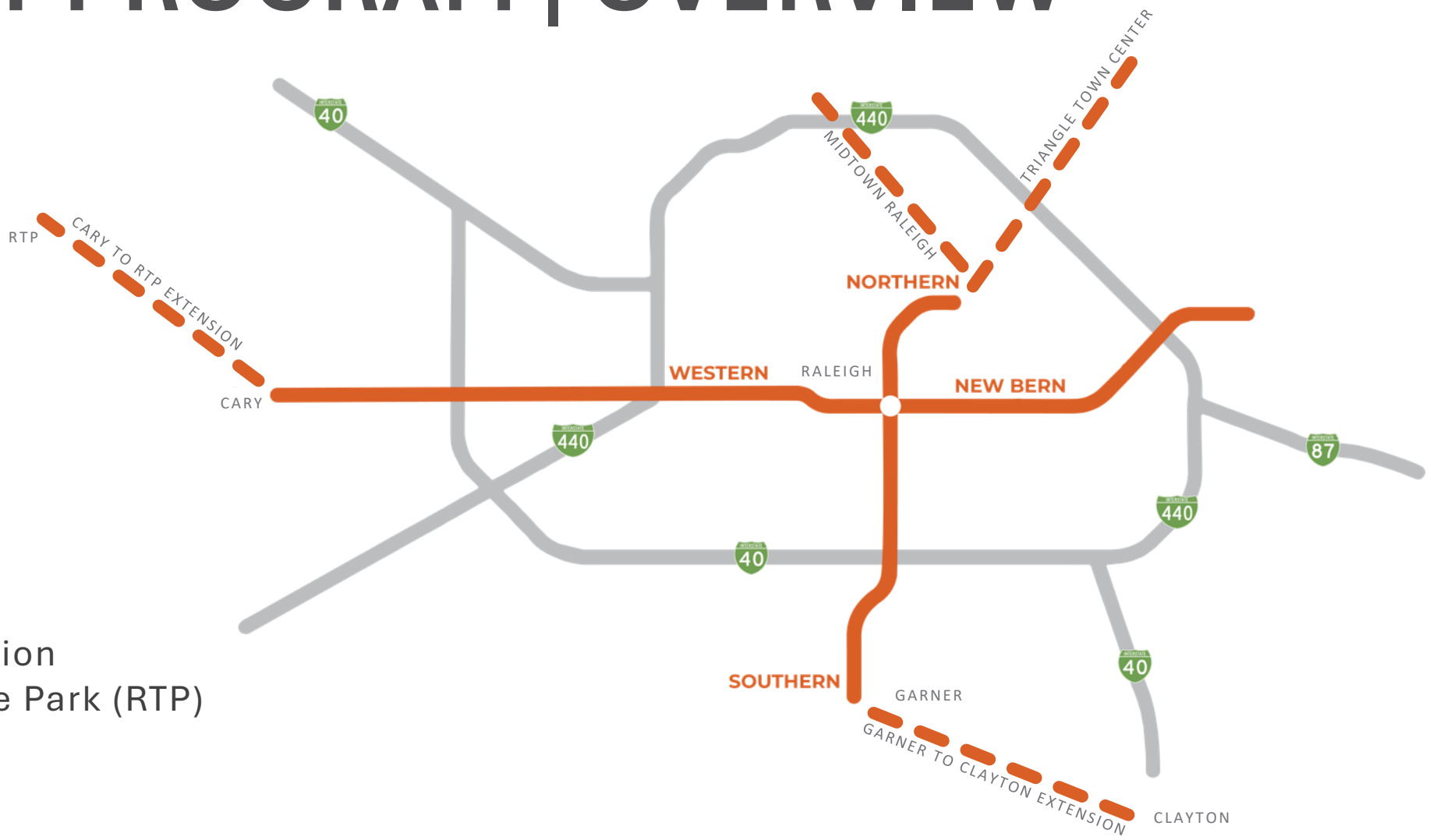
WAKE BRT PROGRAM | OVERVIEW

CONSTRUCTION
- New Bern Avenue

FINAL DESIGN
- Southern Corridor

PRELIMINARY DESIGN
- Western Corridor

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



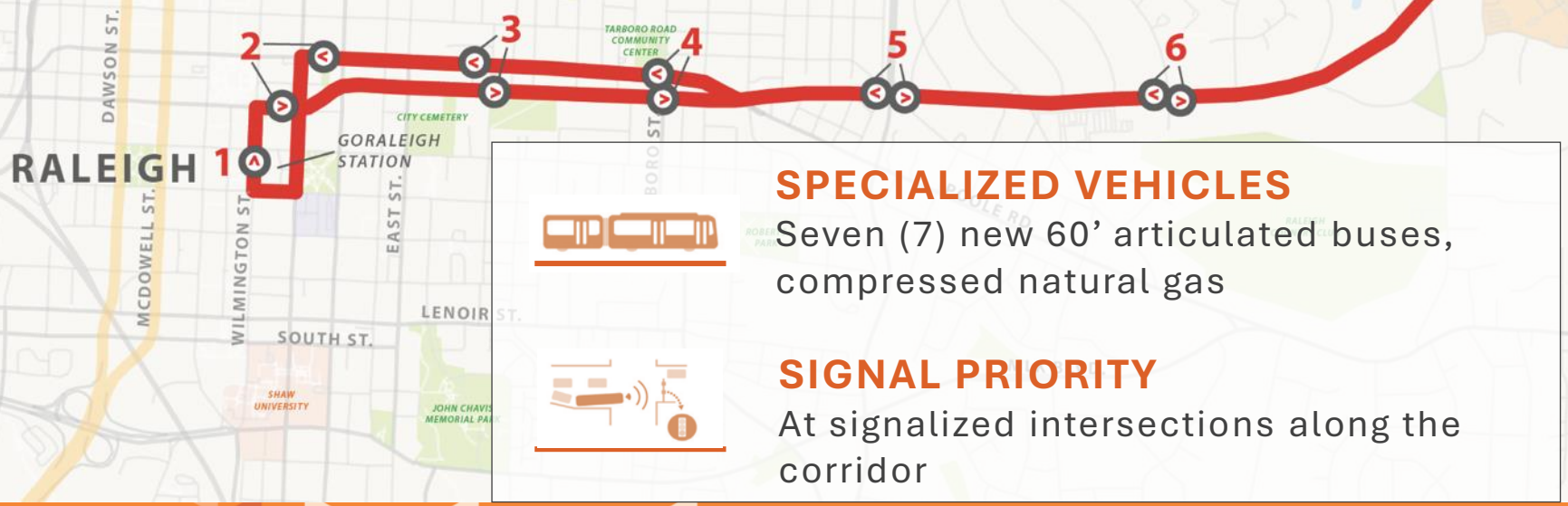
NEW BERN AVENUE

DEDICATED RUNNINGWAY

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

ENHANCED STATIONS

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



SPECIALIZED VEHICLES

Seven (7) new 60’ articulated buses, compressed natural gas

SIGNAL PRIORITY

At signalized intersections along the corridor

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

GO+

PROJECT STATUS UPDATE

- Construction bids advertised March 2024
  - Bid opening was May 2024
  - No bids were received
- May-June Engineering Services and Transportation received feedback from interested contractors
  - Developing plans for re-advertisement of construction of project
- Anticipate splitting construction bids into linear and vertical components with incentives for early completion

CONSTRUCTION INCENTIVE

- Initial construction scheduled – 2 year
- Updated base construction schedule for linear project – 3.5 years
  - Include incentive for early completion for up to 365 days (2.5 years)
- Updated base construction schedule for vertical project – 2.5 years
  - Hold additional industry-day event prior to re-advertisement
- Incentives not to exceed $2M from project contingency
  - Inflation for additional one-year on construction schedule for the project at 3.5% would be $2.72M

WAKE BRT PROGRAM | NEXT STEPS

New Bern

- Continue coordination with NCDOT and FTA and re-advertise construction bids in 2024

Southern Corridor

- Continue coordination with Garner, NCDOT and FTA and advance design

Western Corridor

- Submit Small Starts Ratings August 2024
- Continue coordination with Cary, NCDOT and FTA and transition to final design early 2025

Northern Corridor MIS

- Refinement and detailed screening of alternatives
- Public engagement on detailed screening of alternatives in Fall 2024

THANK YOU!

FOR MORE INFORMATION: RALEIGHNC.GOV/BRT

JUNE 26, 2024

ADMINISTRATIVE ITEM

11. Wake BRT: New Bern Ave Construction Bud Update

Het Patel, Raleigh

Requested Action:

Receive as information.

WAKE TRANSIT PLAN

12. TPAC Subcommittee Update

Attachment S

Program Development

Caleb Allred, Chair

Town of Morrisville

Shavon Tucket, Vice Chair

City of Raleigh

Next Meeting:

Tuesday 7/23

1:30-3:30pm-Regular Business

Community Engagement

R. Curtis Hayes, Chair

GoTriangle

Andrea Epstein, Vice Chair

City of Raleigh

Next Meeting:

Thursday 7/25

1:30-3:00pm-After-Action Review

3:00-4:00 – Regular Business

13. Workgroup Updates

Fare Workgroup

- **Coordinator**: Steve Schlossberg
- **Next Meeting**: TBD

Technology Workgroup

- **Coordinator**: Austin Stanion
- **Next Meeting**: July 11th @10am

Financial Policies Workgroup

- **Coordinator**: Paul Kingman
- **Next Meeting**: TBD

Baseline Funding Workgroup

- **Coordinator**: Ben Howell
- **Next Meeting**: TBD

Safety & Security Workgroup

- **Coordinator**: Ben Howell
- **Next Meeting**: TBD

14. Other Business

- Phase 1 engagement for the 2035 Wake Transit Plan Update has been extended to July 21st. The Project Management Team did not feel that enough survey participation (885 at time of discussion) was an adequate representation of the needs and priorities of Wake County. It will be critical for TPAC members and area stakeholders to help encourage survey taking for the next month.

- The TPAC Master Calendar development process is underway. **Attachment H** is a copy of the FY25 Work Plan Amendment Schedule. The TPAC will have the opportunity to review the draft in August and will receive the final in September.

14. Other Business

- CAMPO staff, with the PD Subcommittee, are conducting the annual Project Progress and Expenditures Review as well as the Bus Service Performance Review. The TPAC can expect to receive the results at its September meeting. Contact steven.mott@campo-nc.us with any questions.

- Any other news or business items?

WAKE TRANSIT PLAN

15. Adjourn

Upcoming TPAC meetings:

- July TPAC meeting has been **CANCELLED**
- August TPAC meeting to be shifted to 29th.

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT