



Wake County Transit Planning Advisory Committee (TPAC)

March 20, 2025 • 9:00am

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

1. Welcome and Introductions

TPAC Chair: Kelly Blazey, Town of Cary

Vice Chair: Katie Schwing, Town of Apex

2. Adjustments to the Agenda

Kelly Blazey, TPAC Chair

3. General Public or Agency Comment

Kelly Blazey, TPAC Chair

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

New agenda development information added to the end of each TPAC and subcommittee meeting agenda

Adjourn

The next TPAC meeting is scheduled to be held IN-PERSON at CAMPO on Thursday, April 24, 2025 (9:00am-12:00pm)

TPAC Agenda Development Schedule:

4/4 Email notice that you plan to present an item, stephanie.plancich@campo-nc.us

4/14 Agenda summary sheets (<https://forms.office.com/g/ZxTP4QQ5ZR>) and all attachments due

4/17 TPAC Agenda packet is posted online

4/21 All meeting slides are due (Widescreen, PPT)



4. Update to Meeting Template and New Agenda Item Summary Sheet

Stephanie Plancich, TPAC Administrator

Attachment A

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Computer Mobile

Wake Transit - TPAC Meetings Agenda Item Summary Sheet

This information will be used to develop agendas for the TPAC and its subcommittees.

The due date for this sheet is typically 8 business days before a schedule meeting. If you need assistance or have questions about the submission process or schedule, please email the

Start now

Section 1: Meeting Information

Microsoft Forms - Wake Transit - TPAC Meetings Agenda Item Summary Sheet (Preview) (Page 1 of 3)

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3 Questions

Wake Transit - TPAC Meetings Agenda Item Summary Sheet

* Required

Meeting Information

1. This form is being completed by: *

Enter your answer


2. What meeting does this form apply to? *

TPAC Meeting

PD Subcommittee

CE Subcommittee

3. What is the date of the meeting you want to present at? *

Please input date (M/d/yyyy) 

Section 2: Agenda Item Summary

Microsoft Forms - Wake Transit - TPAC Meetings Agenda Item Summary Sheet (Preview) (Page 2 of 3)

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3 Questions

Agenda Item Summary

4. What is the item/topic being discussed? *

Enter your answer

5. What type of item is it? *

Informational Item

Action/Voting Item

Other Business Item

6. If an action item, please write in the action to be considered. *For example, Review the draft plan and vote to recommend Wake Transit governing board adoption.*

Enter your answer

7. Write in the item blurb: Please provide a detailed summary of what the meeting attendees will hear about this item. Include who, what, where, when and why details. *For example, what has changed, why is this important, how does it tie to Wake Transit policies or guidance, what do you need members to know, what feedback are you seeking, how can they get involved or follow your progress, etc.* *

Section 3: Presenter Information

6 Questions

Microsoft Forms - Wake Transit - TPAC Meetings Agenda Item Summary Sheet (Preview) (Page 3 of 3)

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Presenter Information

8. Enter the name, organization and email address for each presenter. *Example: Tom Jones, GoRideNC, tom@goride.org* *

Enter your answer

9. How much time do you need for the item? *

- 5 minutes
- 10 minutes
- 15 minutes
- 20 minutes
- 25 minutes
- 30 minutes or more

10. How many attachments will you have with this item? *

0

Section 3: Presenter Information

Microsoft Forms - Wake Transit - TPAC Meetings Agenda Item Summary Sheet (Preview) (Page 3 of 3)

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11. Acknowledgment for Attachments -
Attachments are due the same day as this agenda item summary sheet. Email them to the TPAC Administrator at stephanie.plancich@campo-nc.us. If you have questions or need accommodation, contact her directly. *

Yes - I understand that my attachments are due with my agenda items summary sheet unless other arrangements have been made with the TPAC Administrator

12. Acknowledgment for Presentation Slides - The TPAC Administrator compiles the master slide deck for each TPAC meeting and collects and saves each subcommittee presentation. Slides should be submitted via email to stephanie.plancich@campo-nc.us as the original PowerPoint file in widescreen format.
For the TPAC, slides are due the Monday before the Thursday meeting. For the subcommittees, slides are due the day before each meeting.
If you have questions or need accommodation, contact Stephanie directly. *

Yes - I will submit my PPT/widescreen slide deck by the due date, unless other arrangements have been made with the TPAC Administrator.

13. Do you have any questions or comments for the TPAC Administrator and/or the Chair?

Enter your answer

4. Update to Meeting Template and New Agenda Item Summary Sheet

Requested Action:

Receive as information

5. 2035 Wake Transit Plan Update: Phase 2 Summary Report and Phase 3 Strategy overview

Ben Howell and Stephanie Plancich, CAMPO

Attachment B



Progress Update to TPAC

March 20, 2025

2035 Wake Transit Plan Development Update

- 1 Phase 2 Engagement Summary
- 2 Phase 3 Engagement Strategy & Schedule
- 3 Revenue Assumptions
- 4 Proposed Investment Strategy



Phase 2 Engagement Summary



1

WTP Update – Engagement Approach

Phase 1 (Spring 2024)

Transit Priorities, Choices and Tradeoffs

- Online survey that let people “Design Your Own Transit System”
- Budget that could spent on different transit projects and programs

Phase 2 (Winter 2024/2025)

Investment Priorities

1. Confirm that we are postponing Commuter Rail to invest in Regional Rail, at least for the time being.
2. Develop BRT between Raleigh and Durham to meet regional needs
3. Serve more people or serve more places

*Both phases provided insights into **preferences and priorities***

Phase 2 Engagement Goals

- Collect feedback on three key 2035 Plan decision points
 - Proposal for rail investment
 - BRT between Raleigh and Durham
 - What to do first: invest in service or infrastructure
- Understand values/preferences by type of respondents
- Remind people about ongoing projects and investments

You told us you would like rail service in Wake County.

Here's what's happening.

- Amtrak is and will continue to operate passenger rail service in Wake County. These trains provide regional connections with stops in Durham, Cary, and Raleigh.
- There are a lot of rail projects planned in Wake County, including plans to purchase and/or upgrade tracks between:
 - Raleigh and Wake Forest.
 - Raleigh, Cary and RTP.
- The Wake Transit Plan could help improve the existing services or help new projects happen sooner by:
 - Providing funding for additional trains in Wake County.
 - Improving train infrastructure (tracks, stations, etc.).

What do you think? Is this a good way of building rail service in Wake County?

You told us you want fast, reliable connections between Raleigh and Durham.

Here's what we can do.

- The region could build Bus Rapid Transit (BRT) along I-40 to provide fast, frequent, reliable connections between Raleigh and Durham. This service could include:
 - Buses every 15 minutes all day, every day.
 - Widening and improving highway shoulders so buses can travel faster for the full way between Raleigh and Durham.
 - Making it easier and faster for buses to get on and off I-40.
 - Building new transfer points, including an Airport transit hub close to the on/off ramp.

Time to build/started	Estimated travel time (Average per hour through corridor)	Service	Vehicle
Express Bus Service	Express starting in 2023 and 2027	15-20 minutes	15-20 min bus
BRT on I-40	5-10 years	15-20 minutes	30-40 min bus

How often do you travel between Raleigh and Durham?

Frequency	Good	Not Good	Very Good	Very Not Good
Every day				
Once a week or less				
Once a month or less				
Only on special occasions				
Never				

Do you think BRT will be a good way to connect Raleigh and Durham?

Response	Good	Not Good	Very Good	Very Not Good
Yes				
No				

Here's what we can do. Different Ways of Building a Transit Network

What should we do first?

OPTION 1
Expand bus services in Cary and Raleigh, so buses come more often and are available for longer hours and more days.
This option would serve more people.

OPTION 2
Create new bus routes and build new projects like mobility hubs to connect Wake County towns with Cary, Raleigh and other regional destinations.
This option would serve more places.

Phase 2 Strategy: December 9 – January 31



What	✓ Online	✓ In person	✓ Focus Groups	✓ Presentations
Approach	<ul style="list-style-type: none"> • Social media and email distribution lists • Banners on trip planning apps • Posters, flyers, etc. 	<ul style="list-style-type: none"> • Six “core” pop-ups (see table) • Up to 24 more scheduled with partners 	<ul style="list-style-type: none"> • Schedule six with target audiences 	<ul style="list-style-type: none"> • Work with partners to schedule and support
Purpose	<ul style="list-style-type: none"> • Reach as wide an audience as possible • Encourage people to fill out survey • Opportunity to learn more 	<ul style="list-style-type: none"> • Talk to as many people as possible • Increase awareness • Encourage people to fill out the survey 	<ul style="list-style-type: none"> • Focused, detailed conversations with targeted audiences 	<ul style="list-style-type: none"> • Status update to interested partners • Focused conversations with opportunities for questions • Share survey link

Phase 2 Activities

- 24 Pop-up Outreach Events
- 5 Local Partner Presentations
- **Advertisements:**
 - Social Media
 - Qué Pasa Media
 - Rider App Push
- **5 Focus Groups Meetings:**
 - High School Youth
 - Mobility and Human Service Providers
 - ADA/Disability Riders
 - Educational Institutions
 - Transit Riders
- **Stakeholder input and support of community engagement efforts**



Phase 2 Results

- **4,365 Website Views**
- **1,140 Survey Responses**
- **Profile of Responses:**
 - 51% male
 - 53% rarely or never use transit
 - 13% represent minority race
 - 6% are Hispanic
 - 5% receive benefits such as Medicaid, TANF, SNAP, etc.
 - 10% aged 65+
 - 10 % aged 18–24
 - 4% identified as a person with a disability

Geography of Responses:

75% Wake County

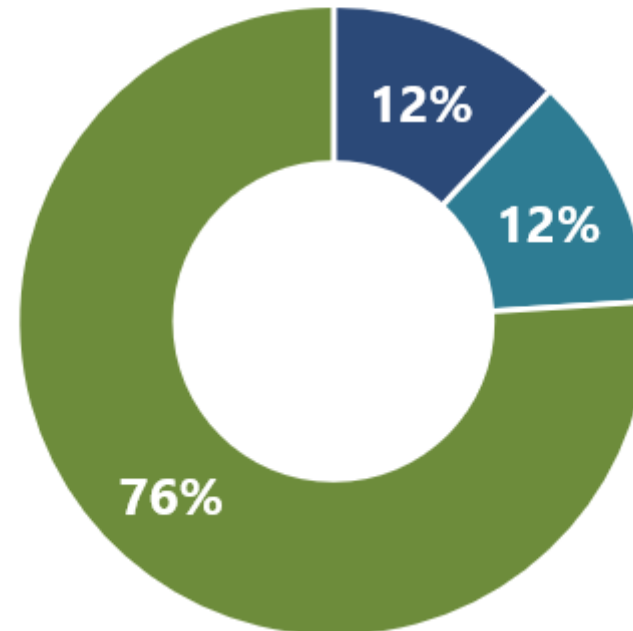
- 37% Raleigh
- 12% Cary
- 10% Apex
- 5% Fuquay Varina
- 2% Holly Springs
- 2% Morrisville
- 2% Wake Forest
- 2% Wendell
- 1% Garner
- 1% Knightdale
- 6% Other

Feedback on Rail Service

- Supported investing in existing and planned rail service
- Typically understood the funding constraints of building new rail
- Excited to learn about the S-Line
- Supportive of enhancing existing service but concerned about access and reliability
- Many shared experiences using rail in places like Denver, New York, and California

Question 1: Expanding Our Existing Rail Service is a Good Way of Investing in Rail in Wake County?

■ Disagree ■ Unsure ■ Agree

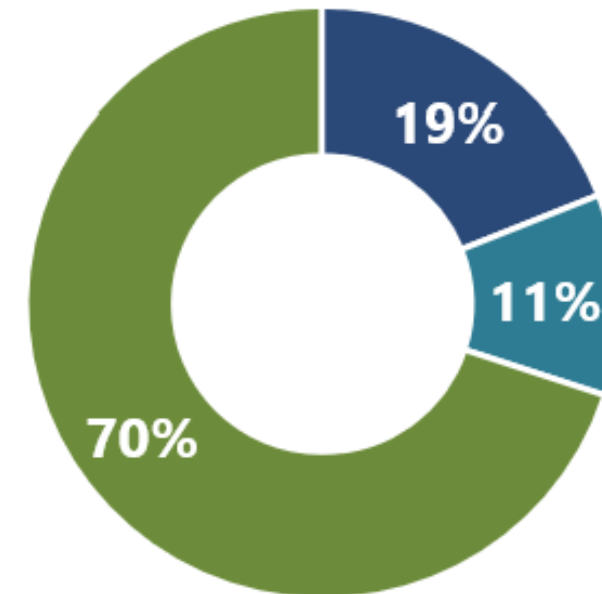


Feedback on BRT (Raleigh/Durham)

- General support for BRT but more education needed - What is it? How will it impact vehicular traffic? Where will it be?
- At in-person events, Raleigh to Durham was not a priority
- Interest in connecting the smaller towns in Wake County without having to go to Raleigh
- Skeptical that taking a bus in Wake County will ever be faster than driving a car

Question 2: BRT Will be a Good Way to Connect Raleigh and Durham

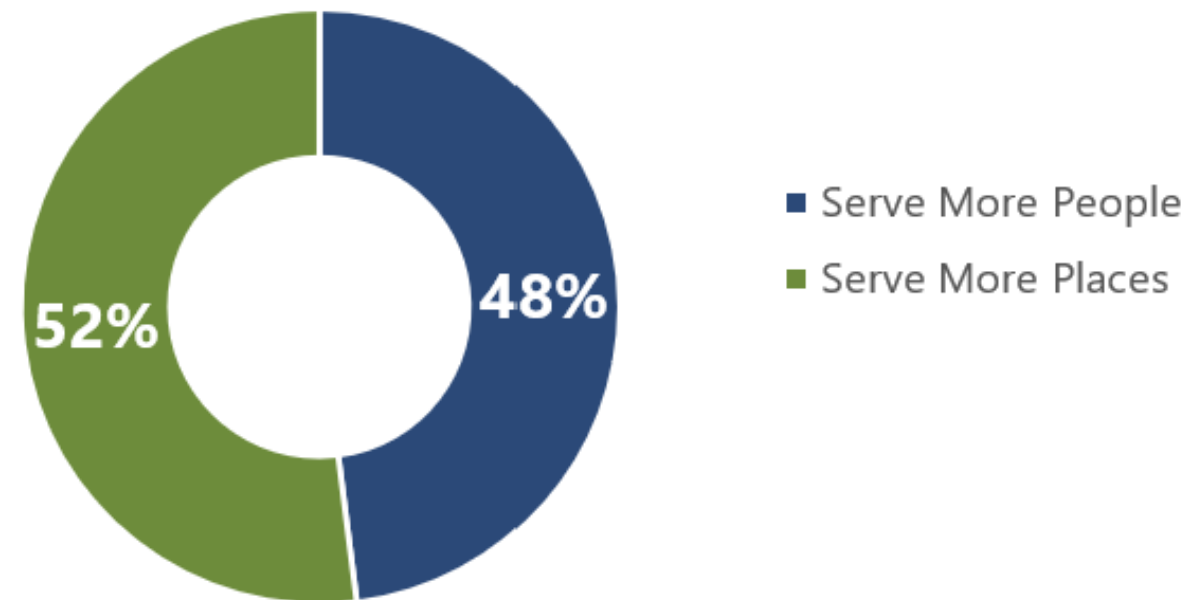
■ Disagree ■ Unsure ■ Agree



Feedback on Service for People vs Places

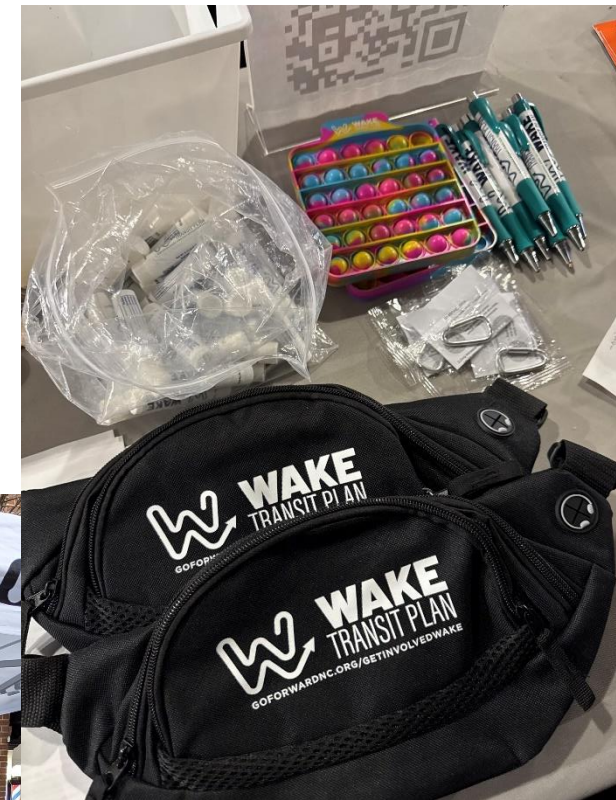
- Support investments that serve more people **and** more places
- Difficult question to answer and generated a lot of questions, thoughts, and shared experiences
- Responses by transit use:
 - Non-Transit Users: 37% People vs **58% Places**
 - Transit Users: **55% People** vs 42% Places

Question 3: Which Approach Do You Think We Should Do First, Serve More People or More Places?



Phase 2 Lessons Learned

- Prioritize social media advertisements earlier in the process
- Video reels well received and generated good discussion
- Qué Pasa Media is effective at reaching Hispanic populations, and they prefer to do their own translations
- Engagement during winter months is challenging
- Pop-up events successful at increasing awareness; Need to prioritize one core question/ask
- Interactive activity + swag items helped engage with people



Phase 3 Draft Strategy



2

Phase 3 Engagement Purpose

- Collect feedback on draft 2035 WTP Update recommendations and supporting documentation + the FY 2026 WT Work Plan
 - Key Message:
 - There are two Wake Transit public input opportunities launching in May
 - The 2035 WTP identifies the transit investments we intend to make over the next ten years
 - The FY2026 WT Work Plan outlines specific operating and capital projects to be funded next year
 - Organized around the Four Big Moves
- Provide review opportunity for administrative documents developed in support of the 2035 WTP update: Prioritization policy, CFAP Management Plan, Microtransit Guidelines, etc.
- Increase community awareness of the entire Wake Transit program
- Remind people about completed and ongoing projects and investments

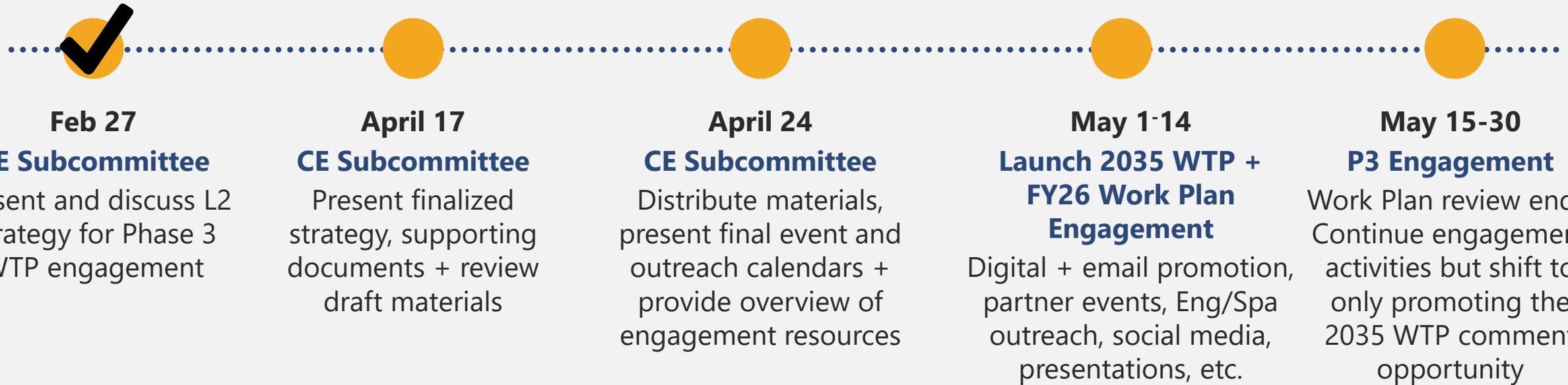
Phase 3 Draft Strategy



What	✓ Online	✓ In person
Approach	<ul style="list-style-type: none"> • Website update + partner toolkit • Social media ads + video reels • Email distribution lists • Digital screens on buses + trip planning apps • Feedback form 	<ul style="list-style-type: none"> • Six “core” events and additional events possible based on local partner feedback • Event format: <ul style="list-style-type: none"> • Pop-ups, Council or Board presentations, focus groups, etc. • Work with partners to schedule and support
Purpose	<ul style="list-style-type: none"> • Reach as wide an audience as possible • Encourage people to fill out the feedback form • Opportunity to learn more 	<ul style="list-style-type: none"> • Increase awareness • Encourage people to fill out the feedback form • Status update to interested partners and elected officials • Focused conversations with opportunities for questions

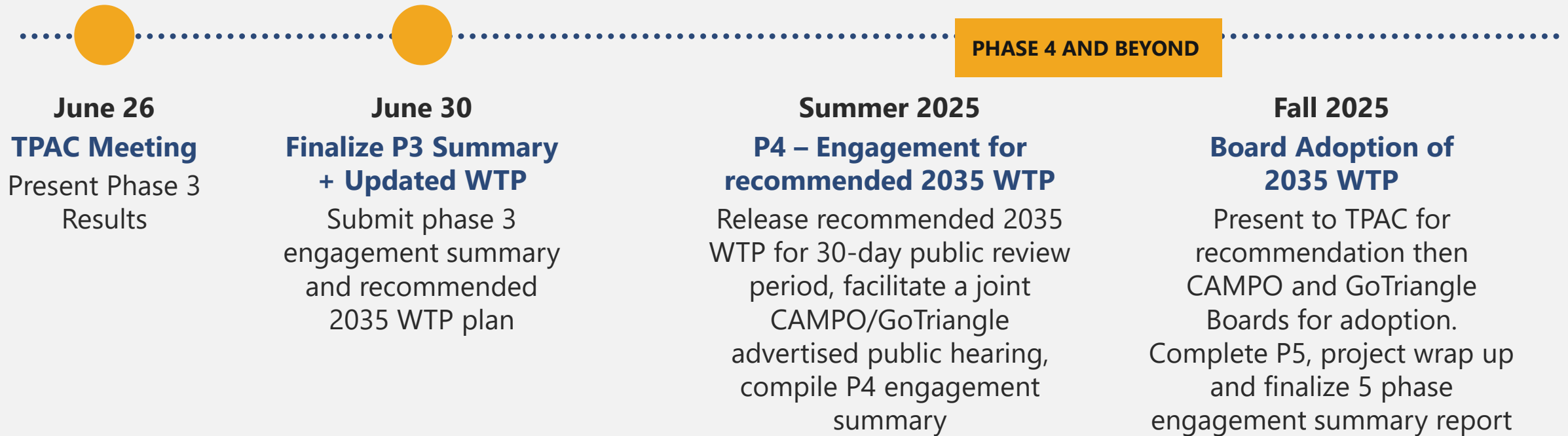
Schedule

FEBRUARY–MAY



Schedule

JUNE-NOVEMBER



March Progress Update

TPAC partners are submitting dates and locations for May presentations/events

Messaging and materials are being developed, coordinating the two outreach efforts where feasible

April 14th – draft materials available for review and comment

April 17th – CE meeting to review and discuss the draft materials and address any P3 strategy needs

April 18th – Comments on materials are due

April 24th – In-person Partner Preparedness Workshop, receive P3 presentation, view all online collateral, view and get access to final materials including print items, social media posts, and video reels, then pick up Wake Transit swag items

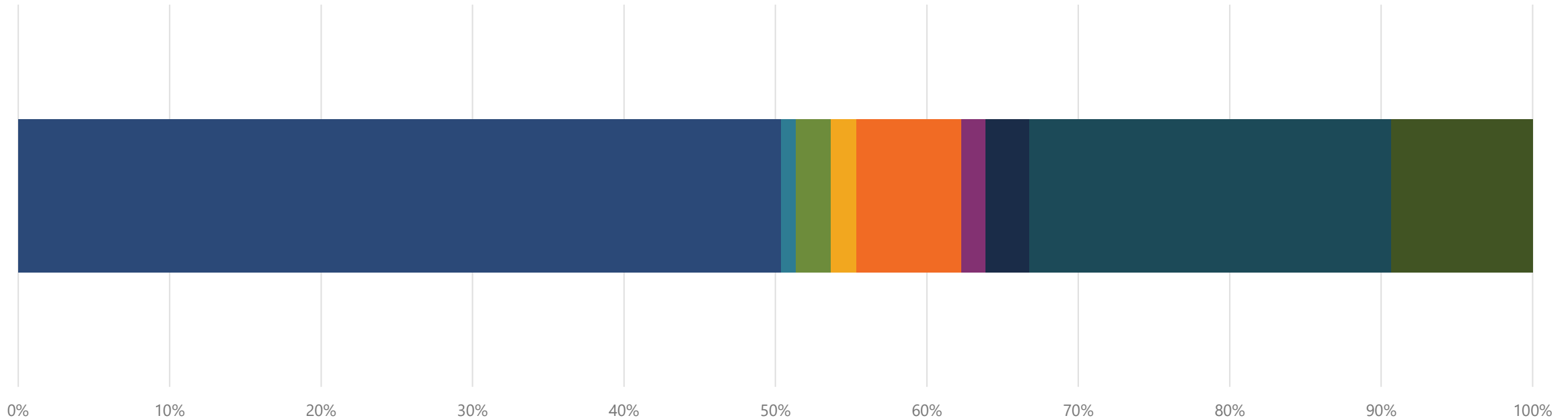


Revenue Assumptions

3

All numbers in this presentation are draft.

Projected Revenue FY26 - FY35 = \$3.3 billion



■ **1/2 ¢ Sales Tax**

■ \$7 Wake Care Registration

■ Federal Funds

■ State Funds

■ **Baseline Funding (multiple sources)**

■ \$3 Increase Regional Car Registration

■ Rental Car Tax

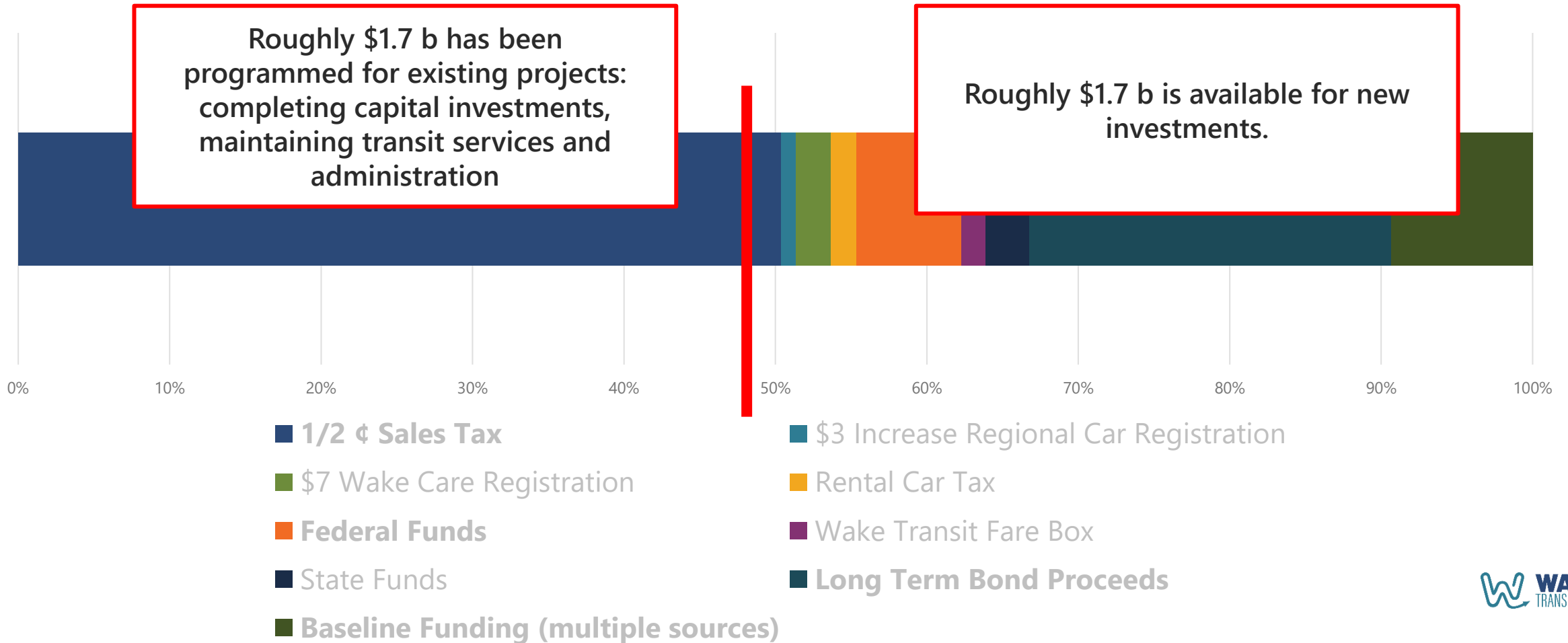
■ Wake Transit Fare Box

■ **Long Term Bond Proceeds**

10-Year Revenue – Overview

- **FY26–FY35 Revenue estimated at \$3.3b**
- **90% of funds are from four sources:**
 1. **Sales Tax - 50%**
 2. **Long Term Bond Proceeds - 24%**
 3. **Baseline funding (multiple sources) - 9%**
 4. **Federal funds (multiple sources) - 7%**
- **Remaining 10% of funding equals \$330m (still a lot of funding)**
- **Potential challenges with funding assumptions ~ \$112m**
 - **Vehicle Rental Tax revenue = \$58m**
 - **Wake Transit Fare Box revenue = \$54m**

Roughly half of estimated revenue has been programmed.



Proposed Investment Strategy



4

Developing the Investment Strategy

- 1. Identify Transit Priorities** (community, stakeholders, Wake Transit Plan team)
- 2. Use Priorities to Select Projects, Programs and Services**
- 3. Estimate Costs and Confirm Revenues**
 - Proposed Investment Strategy = \$3.3b (Revenues = \$3.3b)
- 4. Draft 2035 Investment Strategy**
 - Share projects, programs and services (lists and maps)
 - Investment strategy type of investment (spending breakdown)
- 5. Outcomes and Expected Results**

All numbers in presentation are draft.

Wake Transit Plan Investment Strategy

- **Proposed Investment strategy = \$3.275 billion**
- **Estimated revenues = \$3.266 billion (with VRT and Fares)**

All numbers in this presentation are draft.

Wake Transit Plan Priorities



Four Big Moves

1. **Connect the Region**
2. **Connect All Wake County Communities**
3. **Create Frequent, Reliable Urban Mobility**
4. **Enhance Access to Transit**



Community and Stakeholder Priorities

1. **Regional Connections**
2. **Comfortable Bus Stops**
3. **Crosswalks and Sidewalks**
4. **Frequent Bus Service**
5. **Night and Weekend service**



FY26–FY35 Investment Priorities

Invest in the Regional Network

- Build core BRT network, including I-40
- Strengthen connections to Raleigh or Cary
- Support regional rail network
- Allocate funding for bus stops, crosswalks and sidewalks
- Invest in Community Funding Area

Serve More People

- Operate more frequent bus routes
- Increase service levels on successful bus routes
- Operate more bus service

Serve More Places

- Regional transit infrastructure (some BRT, regional rail)
- Strengthen connections to Raleigh or Cary
- Invest in Community Funding Area
- Build Community Transportation Facilities

Invest in the Regional Network



Rail Ready Projects

\$250m over 10 years

- **Regional Rail Implementation Plan will be completed in June 2025**
- **Potential investments may include**
 - Stations
 - Track Improvements
 - Increased Rail Service
 - *Additional study may be needed*



Implement and Expand BRT Network

\$1.3b in capital and operating

- **Core Network** (New Bern, Western, Southern and Northern with 2 endpoints)
- **BRT Extensions** (Cary to RTP and Garner to Clayton)
- **BRT Development** (I-40 Raleigh to TMH and Harrison Corridor)
- **BRT Next Gen** (study 5 to 6 corridors)

Serve More People



Expand Frequent Bus Service

- Increase hours and days of operation for existing bus services
 - 14 Frequent Routes
 - 16 Local Routes
- Add 13 New Frequent Routes
 - Bus routes operating with 30-minute service will become frequent (15 minute) routes



Support Bus Service Investments

- **5% Contingency for Unanticipated projects**
- **15% for ADA**
- **Replacement Vehicles**
- **Expansion Vehicles**
- **Bus Stops, Sidewalks and Crosswalks**
- **Connection Points where frequent routes intersect**

Serve More Places



More Community Connections

- Increase hours/days of existing regional bus routes (all day, every day)
- Add 6 New Regional Routes
 1. Apex to RTP/TMH via Davis Drive
 2. Apex to Raleigh Express
 3. Triangle Town Center to Durham via Briar Creek and TMH
 4. Fuquay-Varina, Holly Springs, Apex to RTP/TMH
 5. Southern Connector: Tryon Road
 6. Knightdale to Crabtree
- **New Town-to-Town Route**
 - Rolesville to Wake Forest
- **New Commuter Route to Amazon Facility in Garner**



More Community Facilities

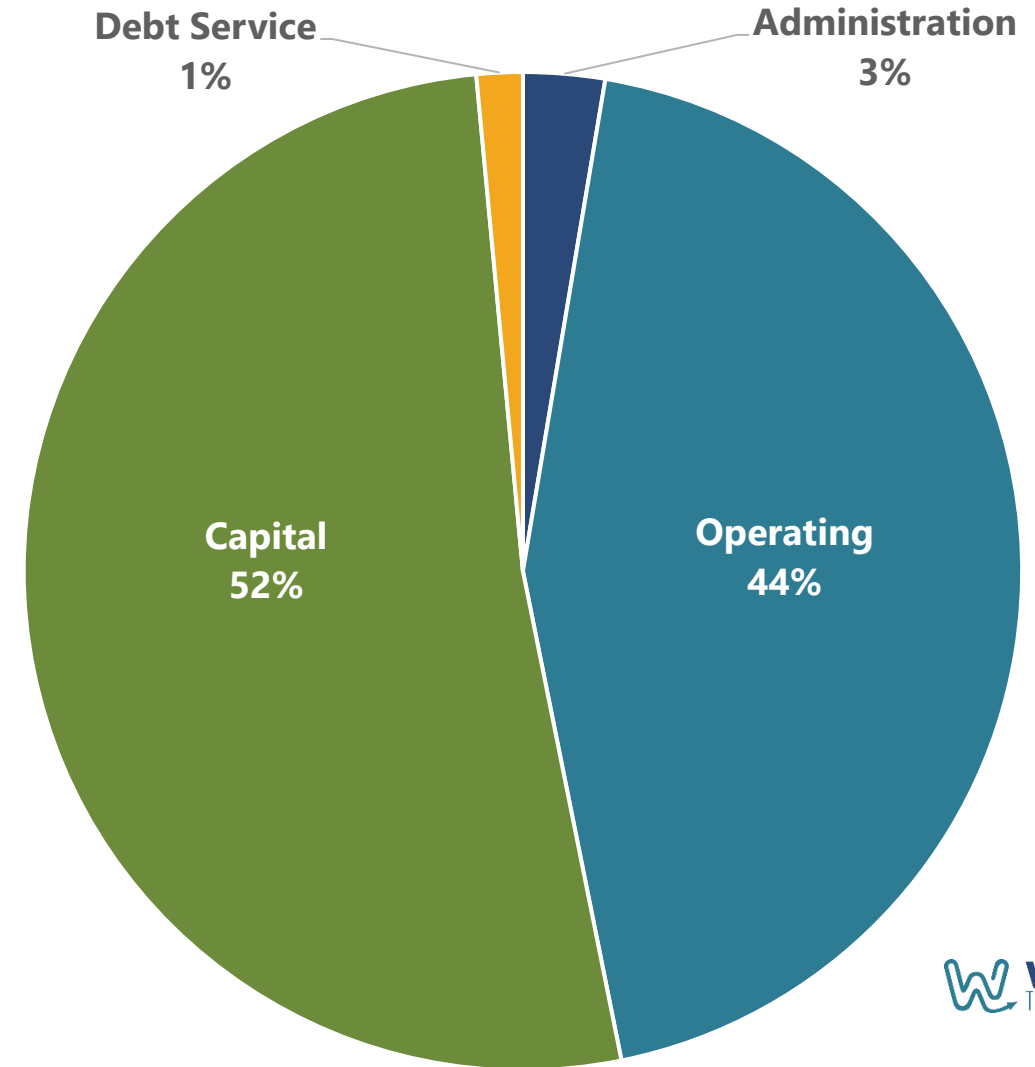
- **Invest in Community Transportation Facilities/Hubs**
- **Increased Investment in Community Funding Area Program**
- **Potential Airport Interchange Facility off I-40**

Breakdown of Spending by Type

PROPOSED INVESTMENTS FY26–FY35

FY26-FY35	
Capital	\$1.691b
Operating	\$1.447b
Administration	\$87m
Debt Service	\$49m

All numbers in presentation are draft.

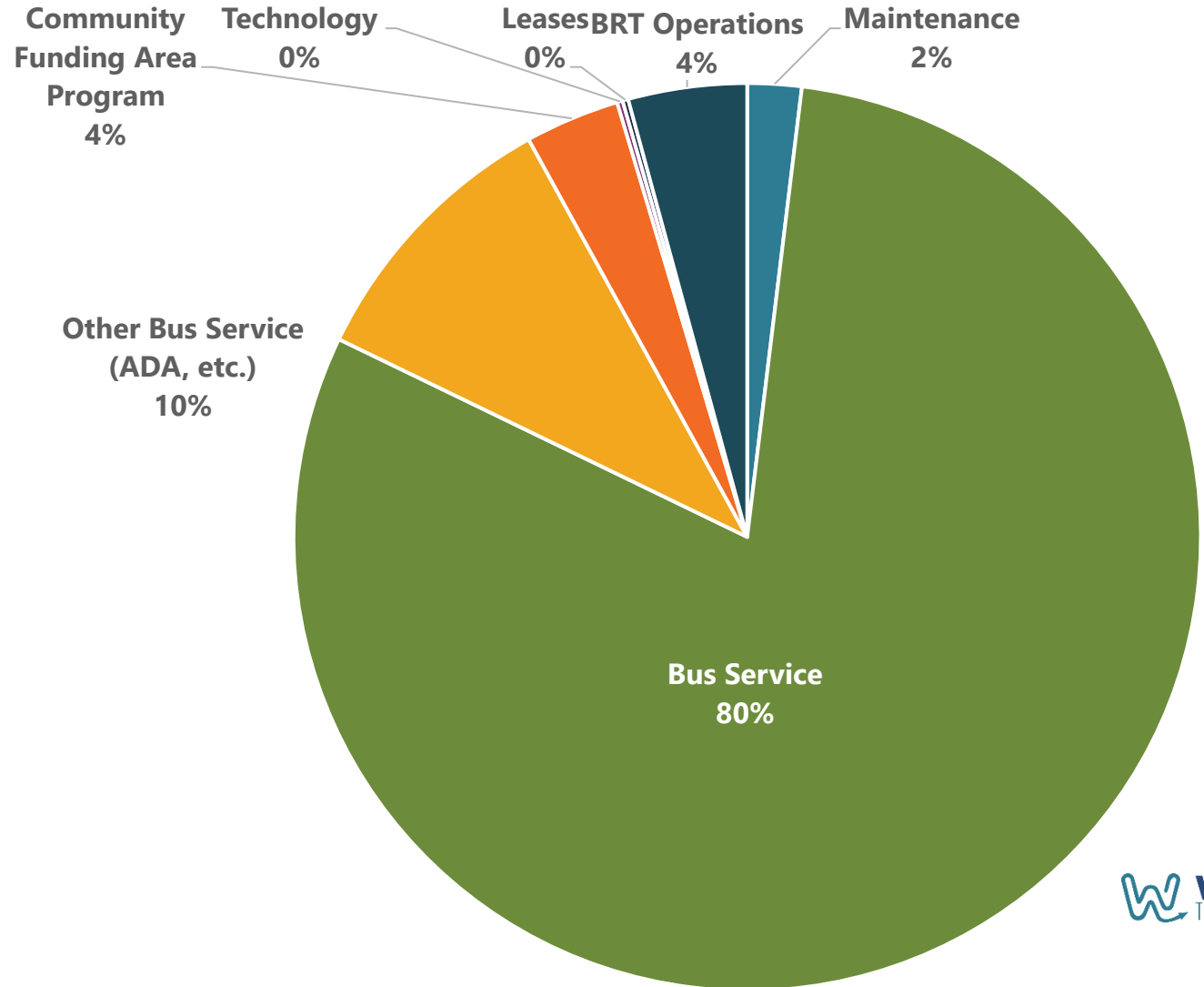


Breakdown of Operating Spending

PROPOSED INVESTMENTS FY26–FY35

FY26-FY35	
Bus Operations	\$1.161b
Other Bus Service (ADA, etc.)	\$142m
BRT Operations	\$61m
Community Funding Area (includes reserves)	\$49m
Facility Maintenance (O&M)	\$28m
Technology	\$3m
Leases	\$3m

All numbers are draft.

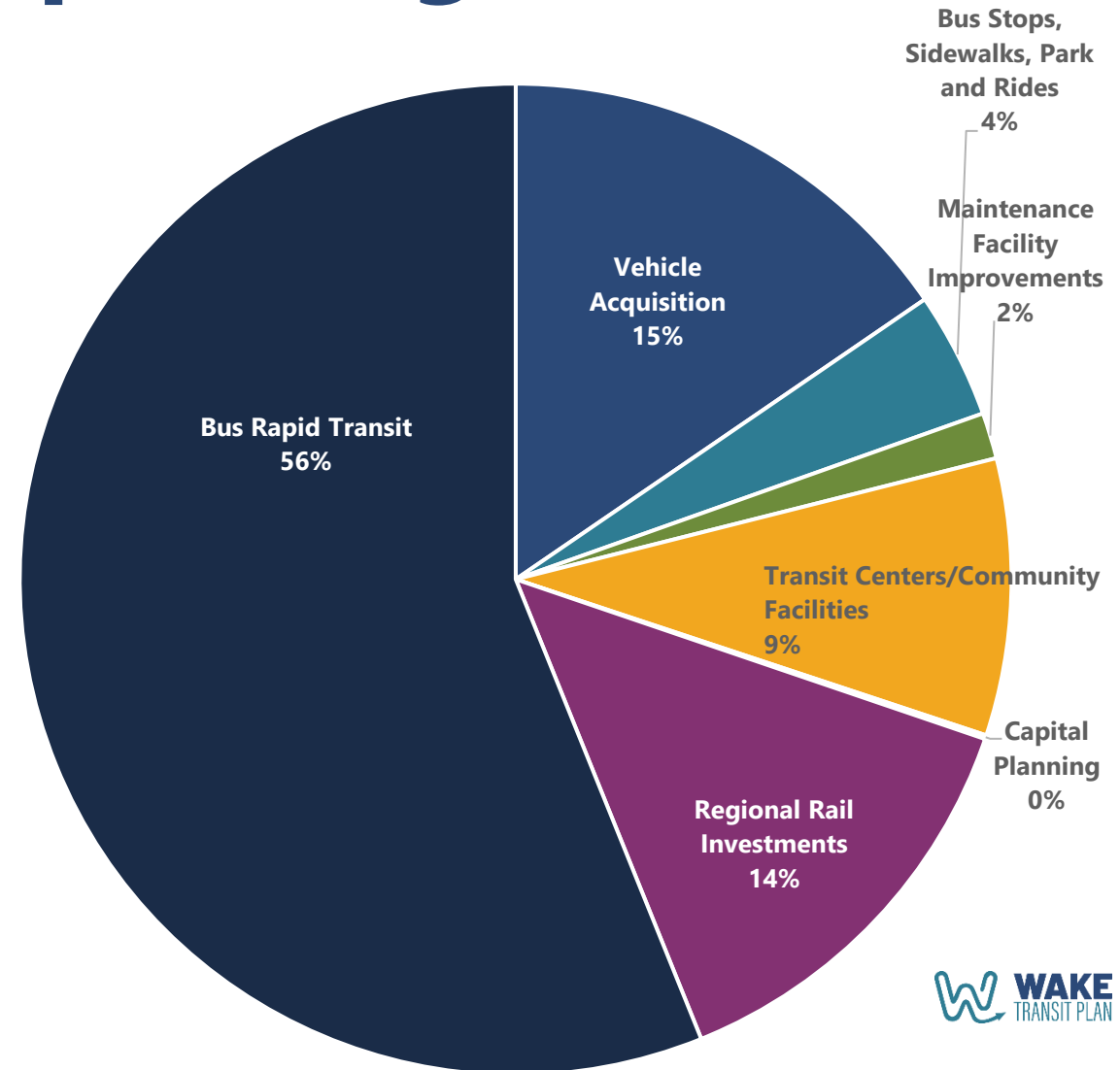


Breakdown of Capital Spending

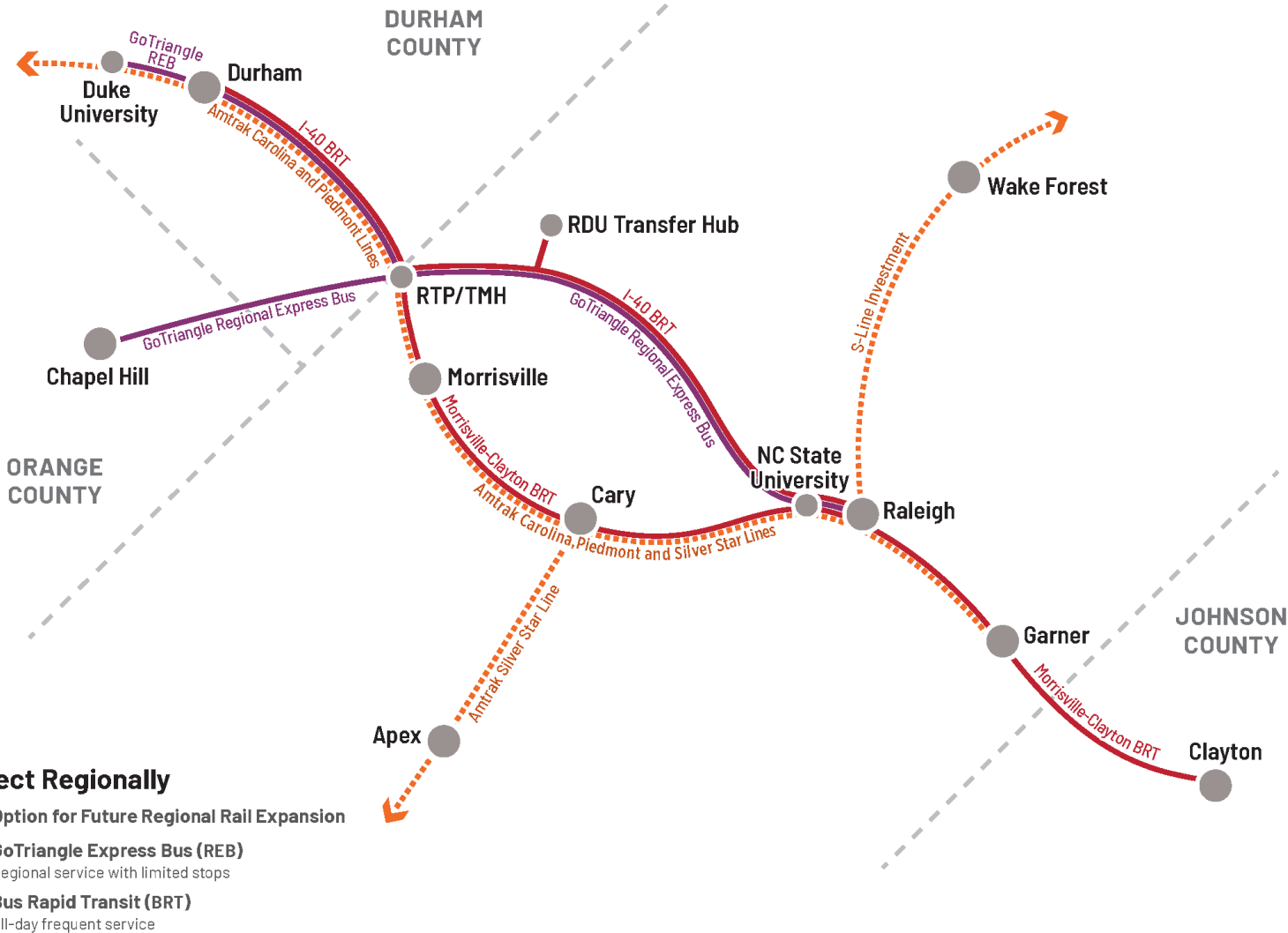
PROPOSED INVESTMENTS FY26–FY35

FY26-FY35	
Regional Rail Investments	\$250m
Bus Rapid Transit	\$1.19b
Vehicle Purchases	\$261m
Bus Stops, Sidewalks, & Park and Rides	\$70m
Transit Centers / Community Facilities	\$153m
Maintenance Facilities	\$25m
Capital Planning	\$2m

All numbers are draft.



Connect Regionally



Maps are draft.

Wake Transit Plan will continue to invest in projects and services that make it easy to travel regionally.

Proposed Investments

- BRT on I-40 to connect Raleigh with RTP and RDU
- Regional express connect regional hubs with bus service every 30-minutes every day
- Ongoing investment in regional rail

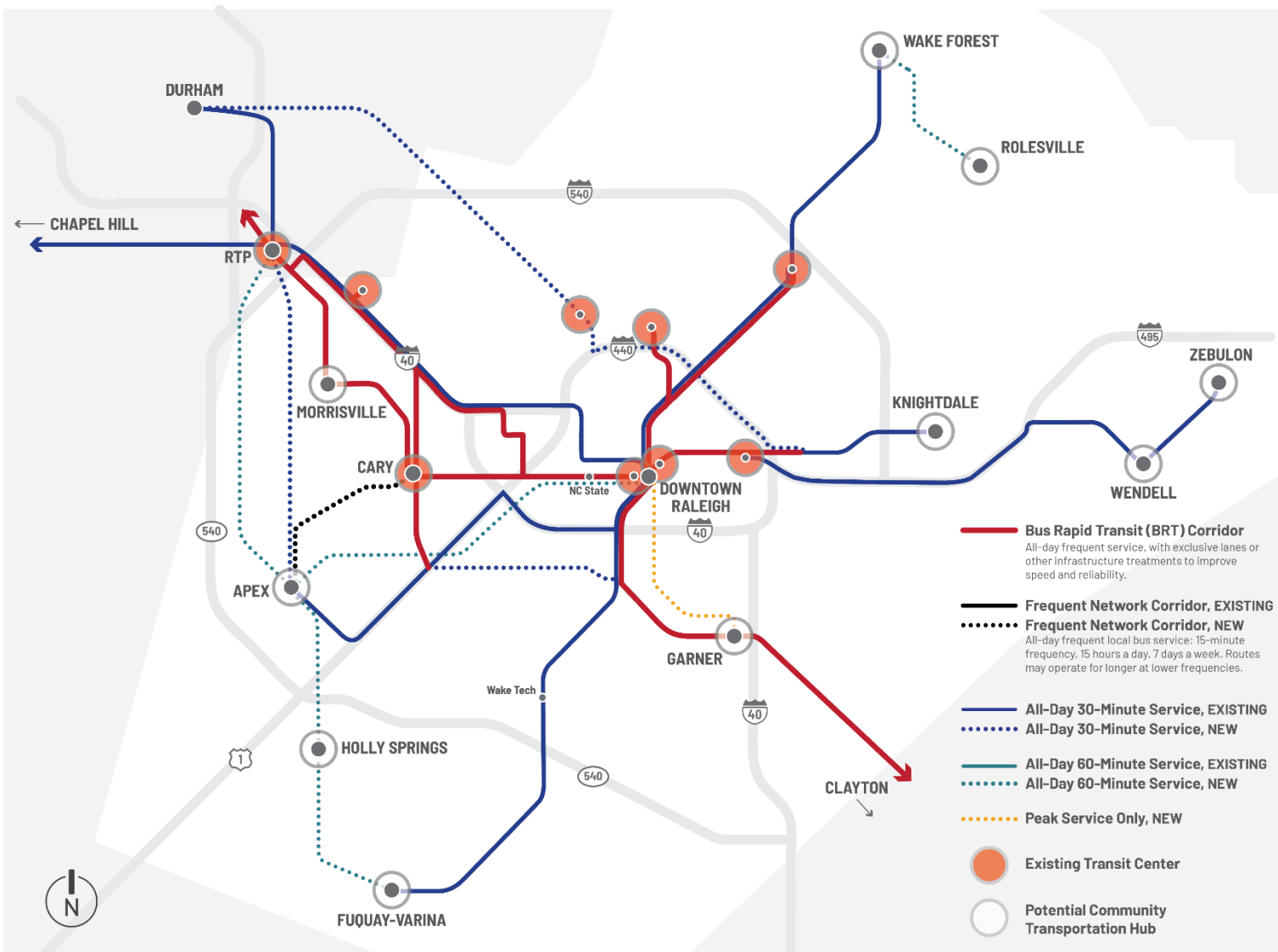
Transit Plan Updates

- Operate BRT extensions (Garner to Clayton and Cary to RTP) by 2035
- Full network of regional transit hubs is available

Key Benefits

- BRT and Express Bus will connect regional destinations with service all day everyday
- BRT creates benefits faster than commuter rail.
- Continued investment in rail projects

Connect All Wake County Communities

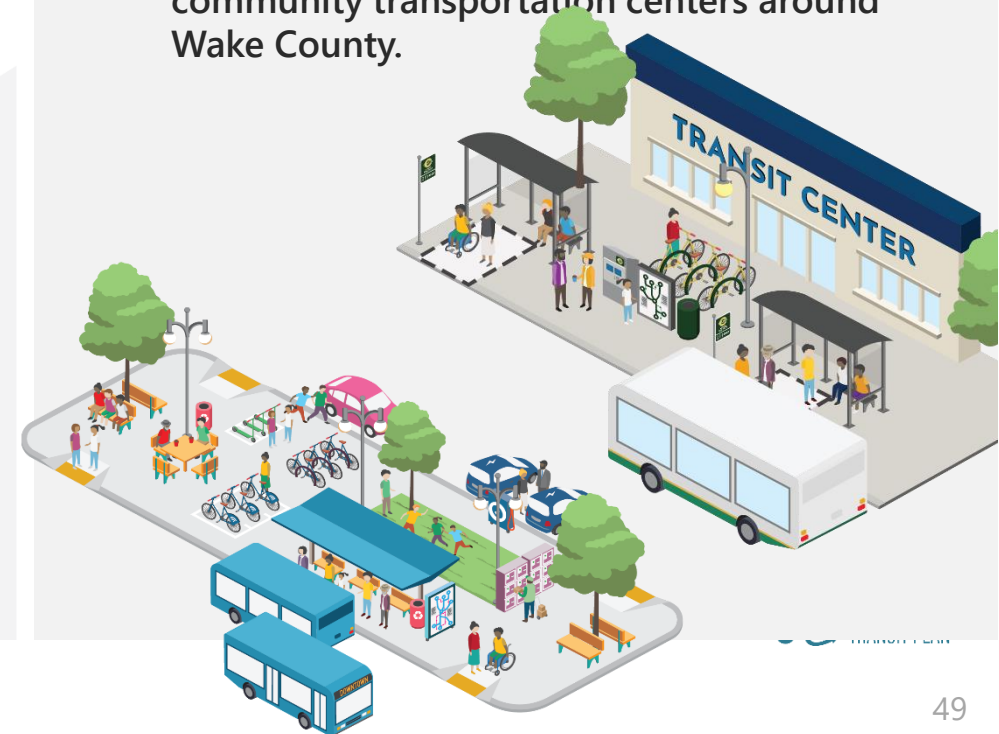


More Community Connections

- Faster, more reliable, more available connections between more places, including to Cary and Raleigh and between towns.

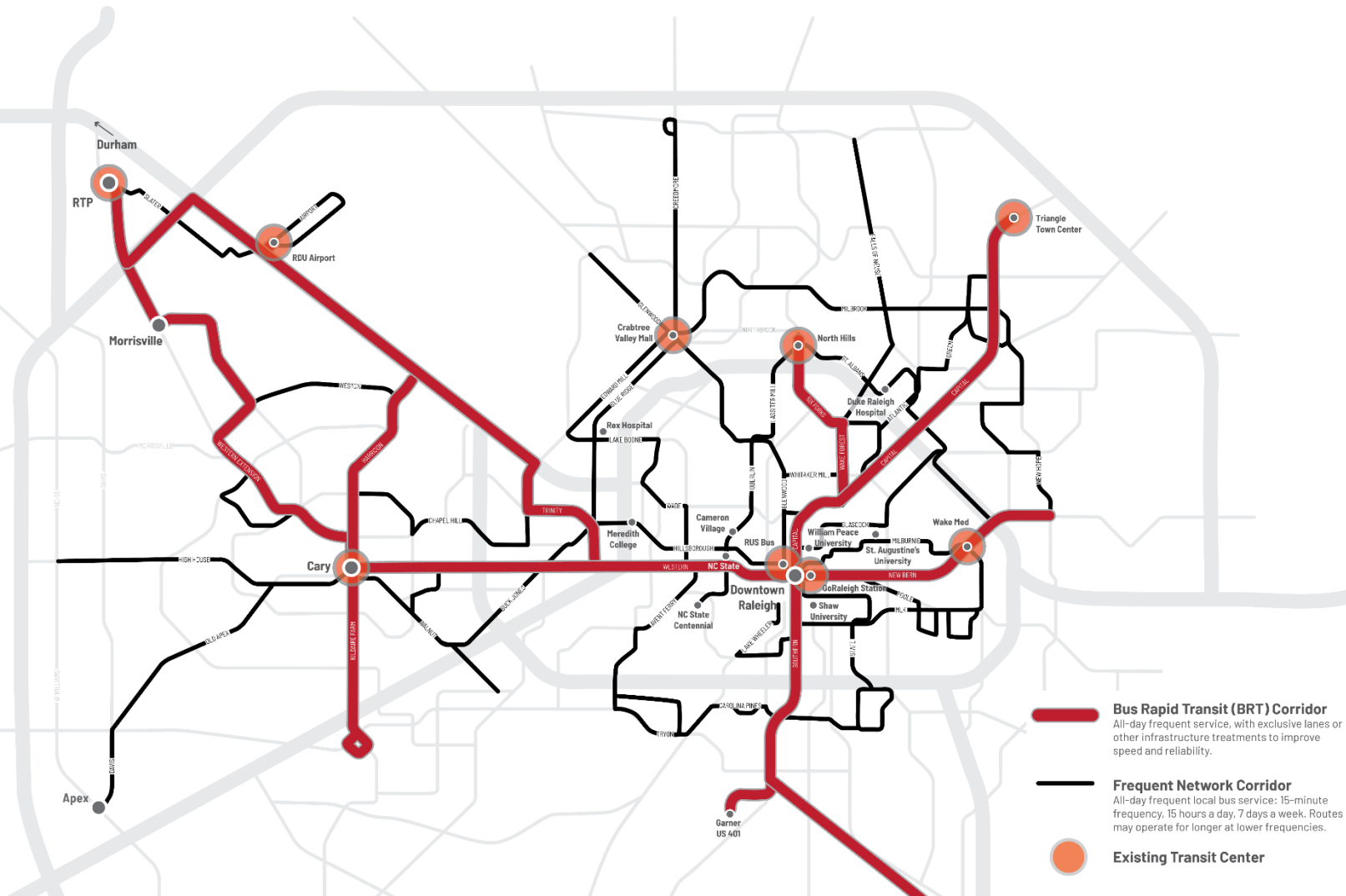
More Community Transit Facilities

- Wake Transit Plan will invest in multiple community transportation centers around Wake County.



Maps are draft.

Frequent Reliable Urban Network



Maps are draft.

Proposed Investments

- Invest in existing frequent bus network so there are more hours and days (weekends) of frequent bus service.
- Expand frequent network from 12 to 31 routes.
- Increase miles of frequent bus route to 330.7 (up from 101).

Transit Plan Updates

- Frequent bus network will expand by 19 routes, making it more convenient and easier to travel more places.
- Capital investments include new transfer / connection points where bus routes meet.

Key Benefits

- Faster, more reliable bus service
- Increase ridership
- Support increased development and more dense development.
- [Wake Transit Plan Update](#)



Thank you!

5. 2035 Wake Transit Plan Update: Phase 2 Summary Report and Phase 3 Strategy overview

Requested Action:

Receive as information

6. Community Funding Area Program: FY26 Project Selection Results

Suvir Venkatesh, CAMPO

Attachment C



GO Apex



WAKE
TRANSIT PLAN
UPDATE

FY26 Community Funding Area Program Project Selection Process

20 March 2025

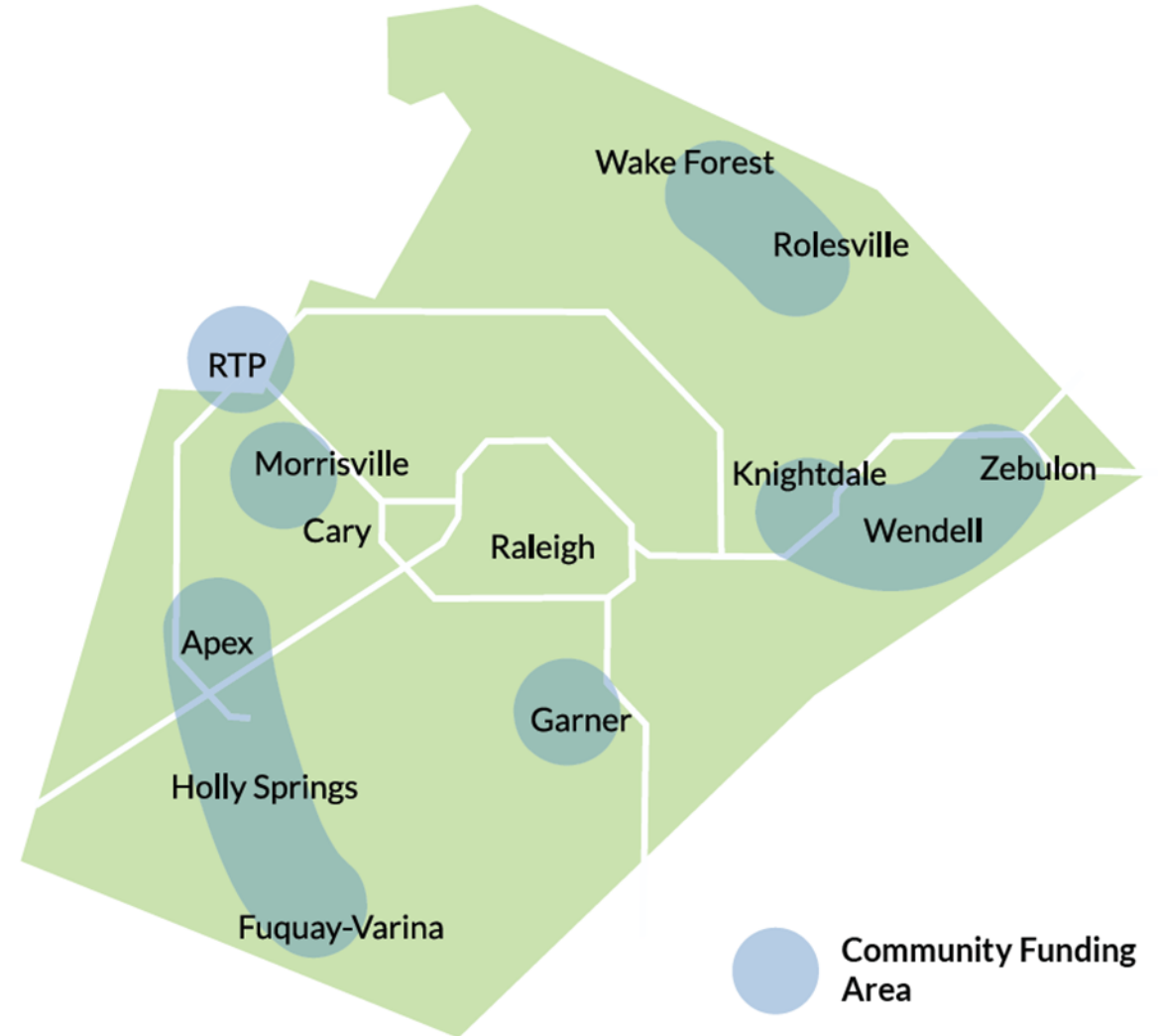
Program Goals and History



1

Program Overview

- Envisioned as part of the Wake Transit Plan - Big Move #4: Enhanced Access to Transit
- A competitive program providing an opportunity to receive match funding for planning, capital, operating, or combined capital /operating transit projects



Previously Funded Projects

Planning

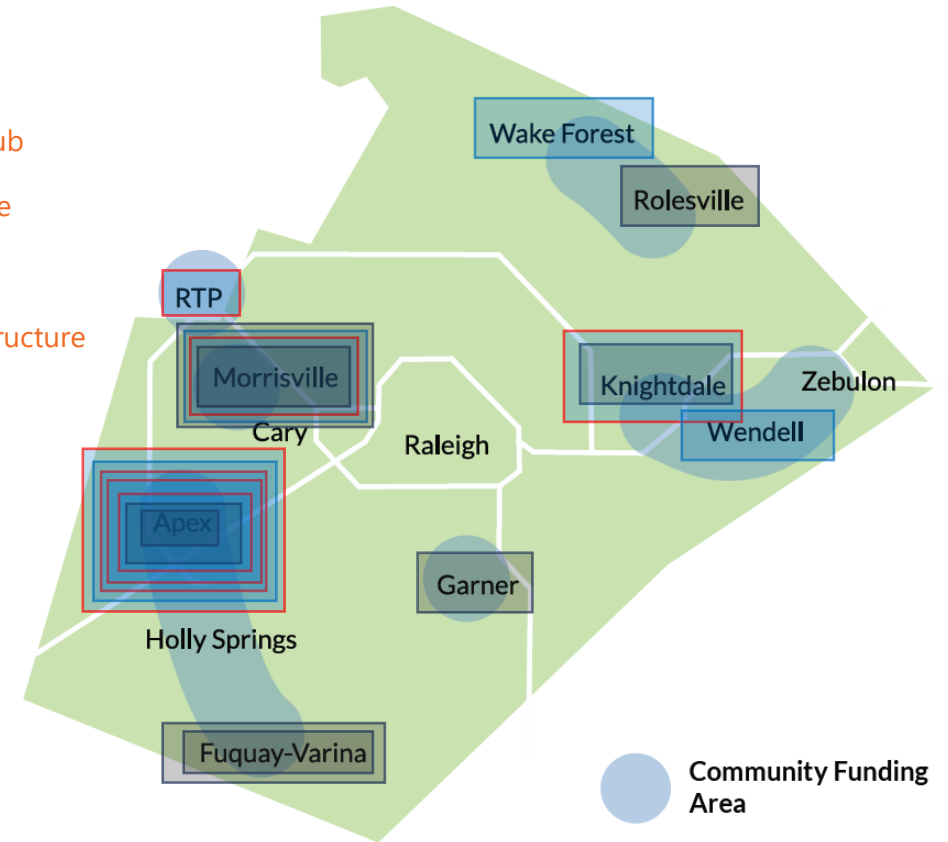
- Town of Apex (FY19) – Circulator Study
- Town of Morrisville (FY19) – Transit Study
- Town of Garner (FY20) – Transit Feasibility Study
- Town of Fuquay-Varina (FY20) – Microtransit Study
- Town of Rolesville (FY20) - Transit Feasibility Study
- Town of Knightdale (FY22) – Transit element of CTP
- Town of Fuquay-Varina (FY23) - Transit Feasibility Study
- Town of Apex (FY24) - Transit Prioritization Study
- **Town of Morrisville (FY25) - Transit Feasibility Study**

Capital

- Town of Apex (FY21) – GoApex Route 1 Bus Stops
- Town of Morrisville (FY21) – Smart Shuttle Nodes
- Research Triangle Foundation (FY22) – Mobility Hub
- Town of Apex (FY24) – Transit Access Infrastructure
- Town of Apex (FY24) - Bus Stop Improvements
- Town of Knightdale (FY24) – Transit Access Infrastructure
- **Town of Apex (FY25) - Bus Stop Improvements**

Operating

- Town of Wake Forest (FY20) – Reverse Circulator
- Town of Apex (FY21) – GoApex Route 1
- Town of Morrisville (FY21) – Smart Shuttle
- **Town of Wendell (FY25) - GoWake SmartRide Microtransit**



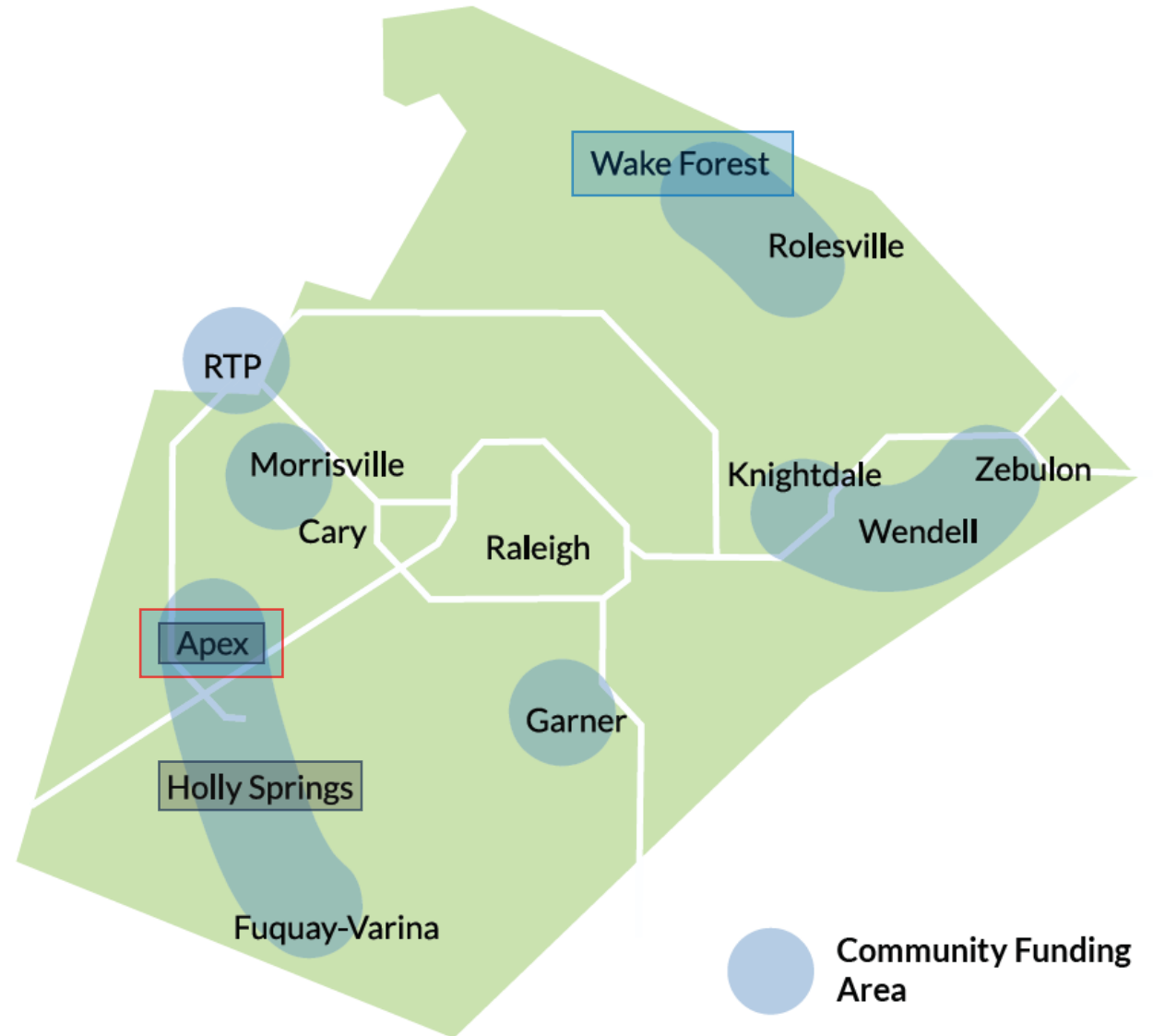
Submitted Applications

Capital

- **Town of Apex**
Bus Stop Improvements

Operating

- **Town of Wake Forest**
Go Wake Forest Microtransit Service
- **Town of Apex**
Frequency Improvements for GoApex Route 1
- **Town of Holly Springs**
Holly Springs Microtransit Service



FY 2026 CFA Program: Implementation Schedule

ACTION	DATE
Project Incubation Meetings (By Request)	October 1 – October 21st, 2024
Applicant Training (Required)	October 23, 2024
Pre-Application Window	October 28, 2024- November 22, 2024
Pre-Submittal Review Meetings (Required)	December 2 – December 18, 2024
Call for Projects Opens	January 6, 2025
Call for Projects Closes (Applications Due)	January 31, 2025
CAMPO Staff Scores Submissions	February 1 – February 14, 2025
Selection Committee Review	February 21, March 4, 2025
Committee Recommendations Presented to TPAC	March 20, 2025
FY26 Work Plan Adoption	By June 30, 2025
FY26 Project Kickoff Meetings	July – August 2025
Annual Review for FY26 Projects	Summer 2026

Review of Submitted Applications



3



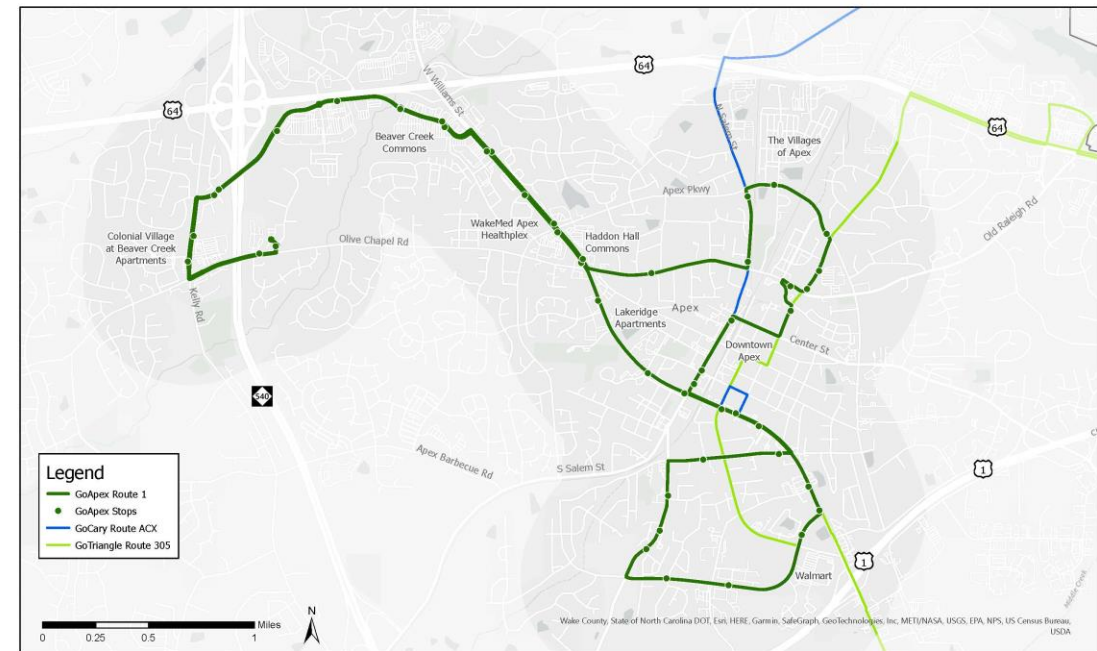
GoApex Bus Stop Improvements

Project Description:

- This project would provide bus stop improvements at GoApex bus stops
- This project builds off the three previous bus stop improvement projects (TC002-BE, BK, and BO)
- Previous projects focused on stops with available space and using leftover funds to begin Right-of-Way acquisition
- Scope of this project will focus more on stops requiring ROW acquisition to place amenities.



GoApex Bus Stop Improvements Project Area





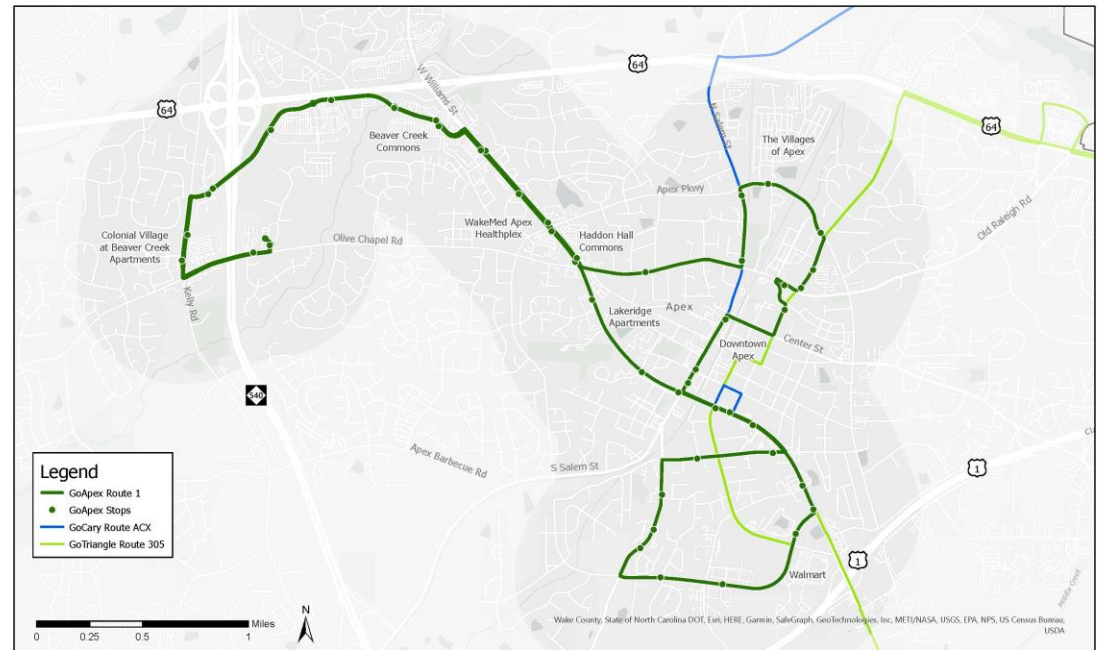
GoApex Route 1 Frequency Improvements

Project Description:

- This project would increase frequency of the current GoApex Route 1 from 60 minutes to 30 minutes. No changes to route alignment or bus stops.
- Would be implemented by Q4 of FY26 (~ April 2026)
- Model would mirror GoCary's service model of 30-minute service from 6:00 AM to 7:00 PM, and hourly service from 7:00 PM to 10:00 PM.
- Response to results of onboard survey conducted in May 2024



GoApex Bus Stop Improvements Project Area

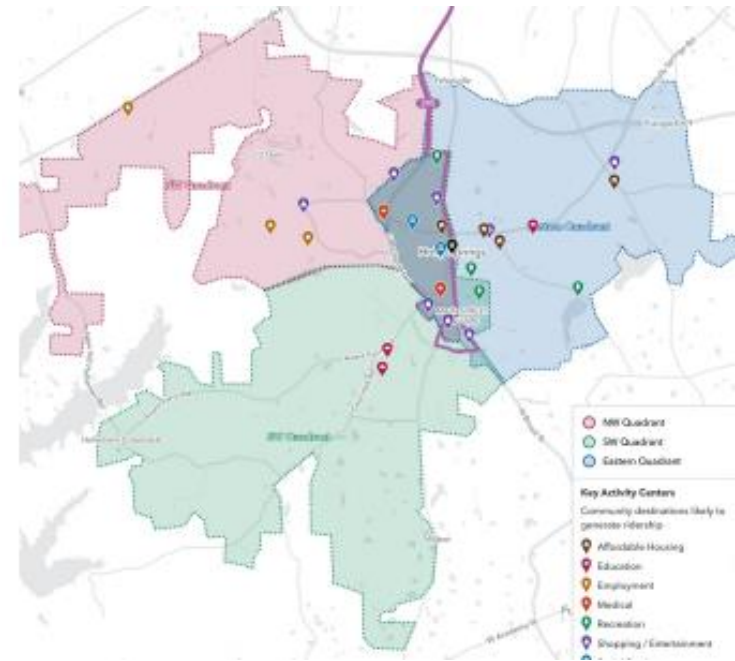




Holly Springs Microtransit Service

Project Description:

- This project would launch an on-demand, corner-to-corner microtransit service in the Town of Holly Springs
- Would be the first all day transit service for the town (Currently served by GoTriangle peak hour route 305)
- Concept was explored in the Town's Comprehensive plan and has received support from the Town Council.
- Projected ridership of 35,000 in first year, operating three vans in total
- Service Span: Mon – Fri 7:00 AM to 8:00 PM, potential fare collection
- Town plans to contract with Via to provide vehicles and operate service



Scoring Criteria/Rubric

4

Operating/Capital Rubric

Category	Criterion	Description	Points Awarded	Justification	
Geographic Balance	Last Time Applicant Awarded CFAP Funds for Capital/Operating	Last time applicant was awarded CFAP funds for capital/operating projects.	20 None within last 10 years	Prioritizes first-time capital/operating applicants and favors at least a five-year gap between funded operating/capital grants.	
			10 Within last 5 to 10 years		
			0 Within last 5 years		
Local/Regional Benefits	Fixed-route Wake Transit Plan investments supported	Number of fixed-route bus/rail connections within ½ mile of project area.	4 4+ connections	Prioritizes projects that support multiple WTP investments.	
			3 3 connections		
			2 2 connections		
			1 1 connection		
	Population density within service area	Population density (in people per square mile) within 1/2 mile of project area.	8 2000+ people/sq. mi.	Prioritizes projects in high density areas that will serve more residents.	
			4 1000-1999 people/sq. mi.		
			0 less than 1000 people/sq. mi.		
	Employment density within service area	Employment density (in jobs per square mile) within 1/2 mile of project area.	8 1000+ jobs/sq. mi.	Prioritizes projects in high density areas that will serve more jobs.	
			4 500-999 jobs/sq. mi.		
			0 less than 500 jobs/sq. mi.		
	Transit Need	Population with Transit Need	Percent of population with high propensity to use transit (including residents living below the poverty line, older adults age 65 and above, total households with zero vehicles, individuals with disabilities) within ½ mile of project area.	10 12% or higher	Prioritizes project applicants that will serve an area with larger shares of population who have a high propensity to use transit.
				6 8% - 12%	
3 4% - 8%					
0 less than 4%					
Activity Generators and Community Connections		Number of activity generators and community connections within ½ mile of project area. Activity generators and community connections include medical facilities, senior centers/community centers, retail centers, major employers (100+ employees), schools, and government centers.		10 6 or more	Prioritizes applicants with larger shares of population who have a greater propensity for transit use.
				6 3 to 5	
				3 1 to 2	
				0 none	

Operating/Capital Rubric- Continued

Category	Criterion	Description	Points Awarded	Justification
Cost Effectiveness	Operating and Capital Cost per Boarding	Operating and capital cost per boarding opening year.	10 <\$10.00	Prioritizes cost-effective transit solutions.
			5 \$10.01 - \$20.00	
			0 >20.00	
Project Readiness	Project Readiness	<p>A score is assigned based on the number of the following project readiness indicators that have been completed by the time the project application is submitted:</p> <p>1) Project needed: Has a need for the proposed project been documented in other relevant planning documents?</p> <p>2) Project study completed: Has a planning study for the proposed project been completed and deemed feasible and is the proposed project aligned with the study recommendation?</p> <p>3) Title VI analysis / ADA assessment complete: Has a Title VI/ADA assessment been completed?</p> <p>4) Realistic Cost and Timeframe: Does the project reflect a realistic cost and implementation timeframe (see Appendix F for definition of realistic cost and implementation timeframe)?</p>	10 4 indicators completed	Rewards well-conceived projects that suggest a likelihood of project success.
			8 3 indicators completed	
			6 2 indicators completed	
			4 1 indicator completed	
	Estimated Opening Year	Estimated opening year of project (for capital projects, how long until project is expected to be completed; for operations projects, how long until operation begins?)	10 Within 1 year of receipt of funds	Prioritizes projects that can be implemented sooner.
			8 Within 2 years	
			6 Within 3 years	
			4 Within 4 years	
	Best Practices	Does project follow published best practices from elsewhere within the country or region? Applicant must cite best practice research.	5 if meets best practice	Rewards applicants who incorporate best practices and lessons learned.
	Local Match	Amount of total project cost paid for with local funds	5 >75%	Prioritizes projects that are funded with a higher than minimum 50% local match.
3 51-75%				
0 50%				

Summary of Scores for Capital/Operating Projects

	Geographic Balance	Local / Regional Benefits	Transit Need	Cost Effectiveness	Project Readiness	Total Score
FY20 Wake Forest Reverse Circulator (Reference)	20	5	20	5	14	64
FY21 GoApex Route 1 (Reference)	20	15	20	0	28	83
FY21 Morrisville Smart Shuttle (Reference)	20	16	20	0	25	81
FY24 Apex – Bus Stop Improvements (Reference)	0	19	20	5	23	67
FY25 GoWake SmartRide	20	2	20	0*	25	67
FY25 Apex- Bus Stop Improvements	0	19	20	5	23	67
FY26 Apex – Bus Stop Improvements	0	19	20	5	25	69
FY26 GoApex Route 1 Frequency Improvements	0	19	20	0	25	64
Holly Springs Microtransit Service	20	5	16	5	18	64
Go Wake Forest Microtransit Service	10	10	20	5	25	70

Project Selection and Funding



4

Program Funds: Additional Cost Considerations

10%

The CFA Program Management Plan allows the potential of up to a 10% overage on project costs, with additional match dollars from the project sponsor. Without the consent of the TPAC, this 10% cannot go above any other program caps, such as the \$50,000 planning maximum or 30% cap

30%

For FY21, the Budget & Finance and Planning & Prioritization Subcommittees made the following recommendation: No project can use more than 30% of total annual CFA program budget on **operating** expenses without TPAC approval

CFA Funding Requests for FY 2026 and Available Funding

Total Funds in CFA Program	\$3,911,176	
CFA Reserve Amount (includes Remainder from FY25 Reserve, FY24 Operating Projects, FY25 Amendments)	\$2,960,018	
Committed Funding for 6 Capital Projects from Previous Years	(\$1,090,542)	
Total Available Funds for New Projects in FY26	\$1,879,487	
<i>Geographic Balance Cap (30% of funds in the CFA Program)</i>	<i>\$1,173,334.80</i>	
	Funding Request	10% Contingency
Apex Bus Stop Improvements (Capital)	\$100,000	\$110,000
GoApex Route 1 Frequency Improvements	\$61,143	\$67,257.30
Holly Springs Microtransit Service	\$257,000	\$282,700
Go Wake Forest Microtransit Service	\$989,449.76	\$1,088,395
TOTAL FUNDS REMAINING IN TO005-Z (Reserve)	\$471,894.24	\$331,135
<i>Total Funds in FY26 Requested by Apex</i>	<i>\$161,143</i>	<i>\$177,257.30</i>
<i>Total Funds in FY26 Requested by Holly Springs</i>	<i>\$257,000</i>	<i>\$282,700</i>
<i>Total Funds in FY26 Requested by Wake Forest</i>	<i>\$989,449.76</i>	<i>\$1,088,395</i>

Selection Committee Review

- Total of two selection committee reviews
 - First was on February 21st, second was on March 4th
- Committee consisted of representatives from various agencies in Wake County:
 - CAMPO
 - City of Raleigh
 - Central Pines Regional Council
 - Wake County
 - Non-Applicant CFA Municipality
- Committee Members were selected to avoid conflicts of interest with any of the applications

Funding Recommendations- FY26 CFAP Selection Committee

Applicant	Project	Fully Fund Request?	With 10% Contingency
Apex	Bus Stop Improvements	YES	YES
Apex	Frequency improvements	YES	YES
Holly Springs	Holly Springs Microtransit Service	YES	YES
Wake Forest	Go Wake Forest Microtransit Service	YES	YES

CFA Funding Requests for FY2026: FY 2027 Funding Implications

	Current FY27 Allocation (FY26 Draft Work Plan)	Fund All Projects with 10% Overage
Amount in Reserve (TO005-Z)	\$588,924	\$992,546
Total FY27 Allocation	\$1,771,442	\$3,753,622
FY27 Project Funding Cap (30%)	\$531,432.60	\$1,126,086

Summary of CFAP FY26 Requests

Request	FY26 Cost	Total Cost	Result	Context
Apex-Capital	\$110,000	\$110,000	12 stops identified for potential improvements	Town has 45 bus stops, potential improvements identified by town staff
Apex- Operating	\$67,257.30	\$550,024	All-day 30-minute service for GoApex Route 1	Apex is the 3 rd largest municipality in Wake County
Wake Forest	\$1,088,395	\$1,088,395	Continuation and Expansion of all-day microtransit service	Replaced the underperforming WF loop, circulator had a cost/rider of \$74/boarding and 1.5 Pax/Revenue Hour. Current Service operating at \$19/boarding and over 11 Pax/Revenue Hour. CFA cost of circulator in FY25 was \$425,180
Holly Springs	\$282,700	\$282,700	Implementation of all-day microtransit service	First all-day service for Holly Springs, 6 th largest municipality in Wake County

Funding Recommendations:

There will be a Project ID # with a corresponding line item and project sheet for each funded implementation element in the Recommended FY 2026 Wake Transit Work Plan.

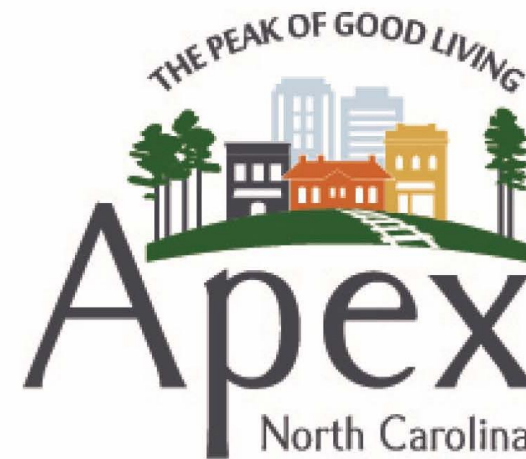
TC002 Bus Infrastructure

<u>Agency</u>	<u>Project ID</u>	<u>Project</u>	<u>Prior Years Allocated</u>	<u>FY 2026</u>	<u>FY 2027 Programmed</u>
		Subcategory Total		\$110,000	
		Agency Subtotal		\$110,000	
Town of Apex					
	TC002-BR	GoApex Route 1: Bus Stop Enhancements		\$110,000	

T0005 Bus Operations

<u>Agency</u>	<u>Project ID</u>	<u>Project</u>	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY 2026 Programmed</u>
		Agency Subtotal		\$282,750	\$289,819
Town of Holly Springs					
	T0005-CQ	Holly Springs Microtransit		\$282,750	\$289,819
		Agency Subtotal	\$467,774	\$569,003	\$783,318
Town of Apex					
	T0005-BF	GoApex Route 1: Fixed-Route Circulator	\$467,774	\$569,003	\$783,318
		Agency Subtotal	\$1,088,395	\$1,115,605	
Town of Wake Forest					
	T0005-CP	Go Wake Forest Microtransit		\$1,088,395	\$1,115,605

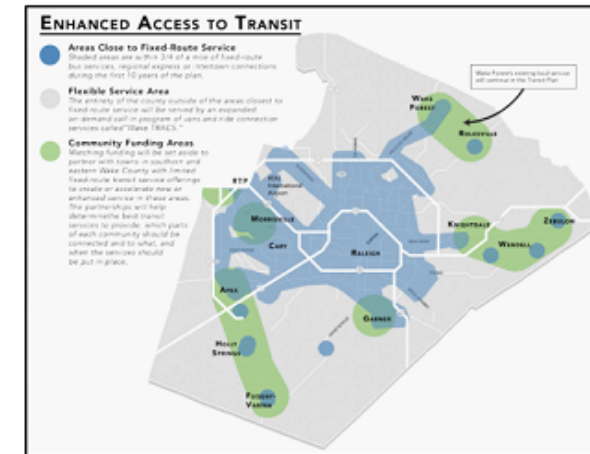
<u>Project ID</u>	TC002-BE	<u>Project Category</u>	Bus Infrastructure	<u>Project Subcategory</u>	Bus Stop Improvements
Project Description:					
As part of the Community Funding Area Program, the Town of Apex will design and construct up to 40 bus stops throughout the community to support the Town's GoApex Route 1 fixed-route circulator. The improvements will be supported by a mixture of funding sources, including Wake Transit funds, CAMPO LAPP funds, and local funds.					
Project at a Glance					
<u>Project Title</u>		Bus Stop Improvements for GoApex Route 1			
<u>Agency</u>		Town of Apex			
<u>FY 2021 Costs</u>		\$207,000			
<u>Funding Source</u>		Wake Transit Tax Proceeds, Local Match, and Federal Funds (LAPP)			
<u>Start Date</u>		July 2020			



Funding Recommendations:

The TO005-Z (Community Funding Area Program Reserve) balance for FY 2026 will be adjusted to reflect the newly funded implementation elements

Project ID	Project Category	Bus Operations	Project Subcategory	Other Bus Service
TO005-Z	Community Funding Area Program Reserve			
Project Description:				
<p>Community Funding Area Program (CFAP) funding will be used to support community-based public transportation projects through planning, capital, or operating projects. Eligible municipalities or organizations function as project sponsors under the program and will determine the best investments for their communities, entering their projects for scoring consideration via a CFAP application as described in the CFAP Management Plan.</p> <p>This project places in reserve the designated CFAP funding for FY 2026, which are allocated to selected project sponsors through the CFAP call-for-projects and the Annual Wake Transit Work Plan development cycle. The FY 2026 allocation also includes previously allocated but recently unencumbered funding from CFAP projects in previous fiscal years through FY 2024.</p>				
Project at a Glance				
Project Title	Community Funding Area Program Reserve			
Agency	Capital Area MPO			
FY 2026 Costs	\$331,135			
FY 2027 Programmed Cost	\$588,924			
Funding Source	Wake Transit Tax Proceeds			
Start Date	July 2021			



Other Bus Service	Subcategory Total	\$3,431,449	\$5,424,347	\$5,875,340
Capital Area MPO	Agency Subtotal	\$0	\$331,135	\$588,924
TO005-Z	Community Funding Area Program Reserve	\$0	\$331,135	\$588,924



Thank You

Suvir Venkatesh

suvir.venkatesh@campo-nc.us | (984)-542-3608

6. Community Funding Area Program: FY26 Project Selection Results

Requested Action:

Receive as information

7. Community Funding Area Program: Management Plan Update

Suvir Venkatesh, CAMPO

Attachment D



***Community Funding Area Program
Management Plan Update***

20 March 2025

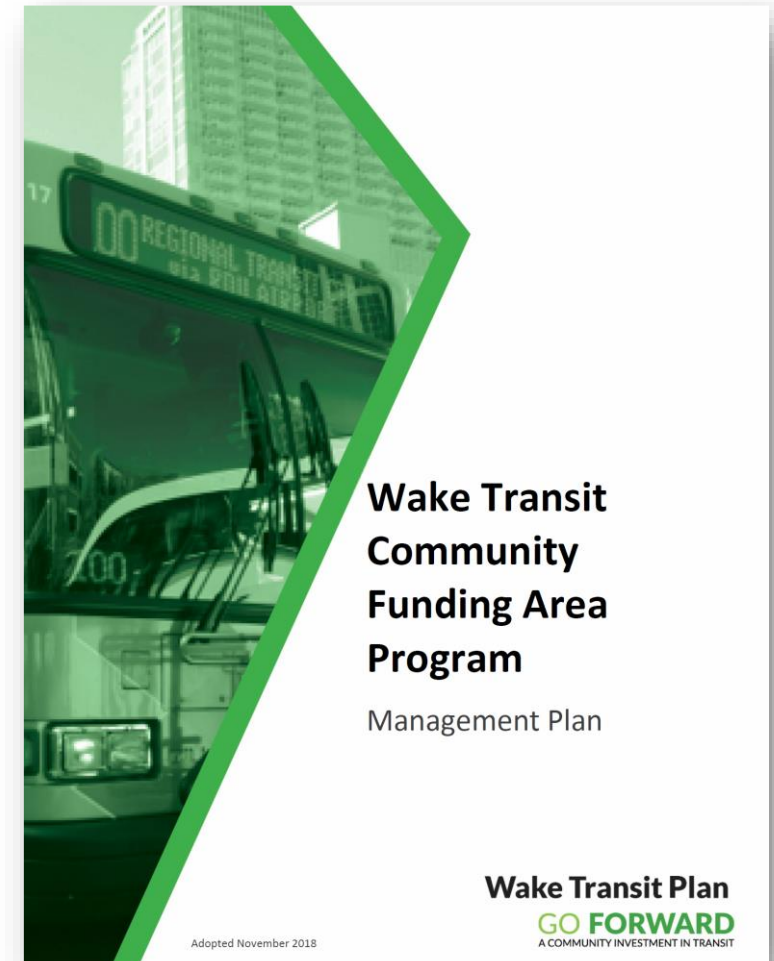
Overview



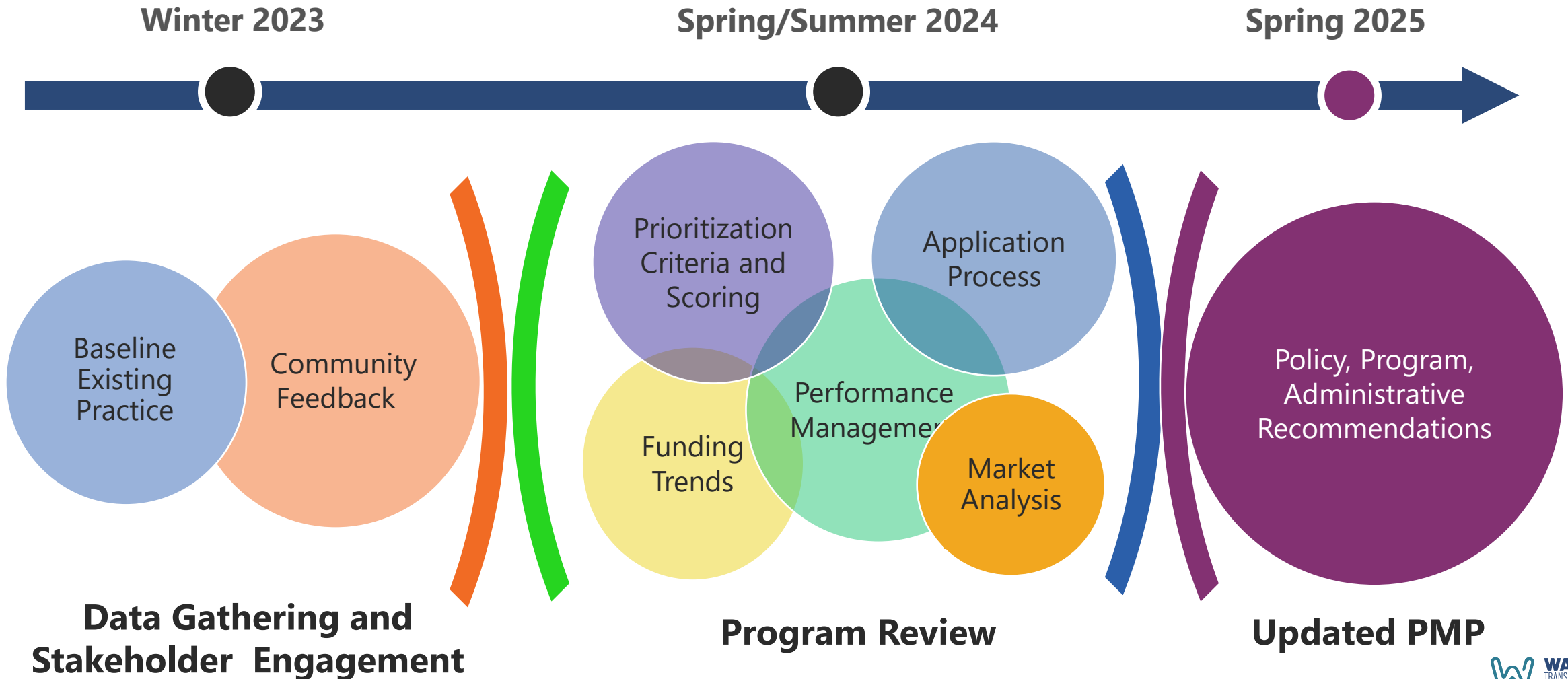
1

Community Funding Area Program Management Plan

- Update Program Management Plan (PMP) for Wake Transit's Community Funding Area Program (CFAP)
 - Last updated in 2020
- Coordinate with 2035 Wake Transit Plan (WTP) Update
- Align with WTP or other policies/programs where appropriate – ex. Local Administered Projects Program (LAPP)
- To be updated before FY27 Application Cycle



PMP Update Process



Progress

- Contracted with consultants (Cambridge Systematics & Planning Communities)
- Produced Draft document in August 2024.
- CAMPO staff conducted 2 meetings with CFA communities
 - One in February, one in August
 - Concerns over the draft document
 - Many concerns highlighted were not ultimately addressed, e.g., Matching requirements.
 - Many concerns were contingent on decisions made in WTP update process, e.g., graduation of projects
- This would have required additional update in FY27
- Decided to push adoption of document to later date
- CAMPO staff will incorporate feedback into PMP in upcoming weeks

Prior Revisions/Clarifications

- **Clarification on Marketing as an eligible expense**
 - Engagement/Marketing is an eligible expense as part of an operating project (new or continuing)
- **Added definition of Mobility Hub and clarified eligibility**
 - Mobility hubs are generally defined as locations where people can access multiple types of transportation modes in a central location (ex. bike share, public transit, micro mobility devices).
 - Mobility hubs are an eligible capital expense
- **Eligibility of internal staff**
 - May be an eligible expense if directly associated with operating transit services
- **Updated Scoring Rubric**

Key Concerns

- Matching requirements were not addressed
 - Initially left match at 50%
- No indication about eligibility of Wake County
- No language on graduation
 - Waiting on decision from WTP update process

New Revisions

2

Revisions/Clarifications

- Increased funding levels
 - \$40 million over next 10 years
 - \$4 million each year
- Wake County will be an eligible applicant
 - Applicable only for NEW projects
- Revised match requirement
 - New 35% match requirement for Capital and Operating Projects
 - 50% match remains for planning studies
- Graduation into Wake Transit
 - Not moving forward with graduation process
 - Hold off on conversation until projects demonstrate need to graduate

Next Steps

- CAMPO staff will update the draft PMP document in the upcoming weeks
 - Revisions and new policies will be finalized and added to the document
- Updated PMP will be available for TPAC review by the April meeting
- We will be releasing this document for public comment along with the Updated Wake Transit Plan
 - May 1st to May 31st



Thank You

Suvir Venkatesh

suvir.venkatesh@campo-nc.us | (984)-542-3608

7. Community Funding Area Program: Management Plan Update

Requested Action:

Receive as information

8. Concurrency Plan for the Triangle Mobility Hub

Stephanie Plancich, CAMPO (Introduction)

Catherine Miller, GoTriangle

Attachment E & F

The Wake Transit concurrence process applies to major capital projects funded through the Wake County Transit Plan that are complex, regionally significant, typically involve multiple jurisdictions, involve significant investment, and their planning, design, and construction phases are expected to span several years.



**CAMPO TPAC
Concurrence Points 1-3
Triangle Mobility Hub &
SPOKE Project**

March 20, 2025
9:00-11:00 a.m.

The background consists of several overlapping geometric shapes. A large green triangle is in the top-left. A yellow triangle is in the bottom-left. A grey triangle is in the top-right. A smaller, semi-transparent green triangle is on the left side, overlapping the yellow and grey areas.

Welcome/Introductions

Agenda

I. Welcome/Introductions

II. Concurrence Process

- Agency Roles
- Cooperating vs. Participating Agencies

III. Project Background

IV. Concurrence Point 1: Project Purpose & Need

VI. Concurrence Point 2: Identification of Study Alternatives

VII. Concurrence Point 3: Screening of Alternatives

VIII. Next Steps





II. CAMPO Concurrency Process

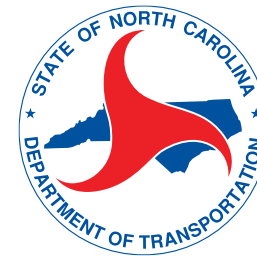
Concurrence Process

- Concurrence signifies that an agency does not object to a project action or implementation approach
- Not legally binding
- Concurrence Team is not a project level steering committee or working group



Cooperating Agencies

- Federal, state or local agencies with legal jurisdiction over aspects of project implementation with respect to resources the project is anticipated to impact
- Provide information or analyses related to proposed actions' compliance to regulations, policies or laws under their jurisdiction
- Can vote on Concurrence at key project milestones



Participating Agencies

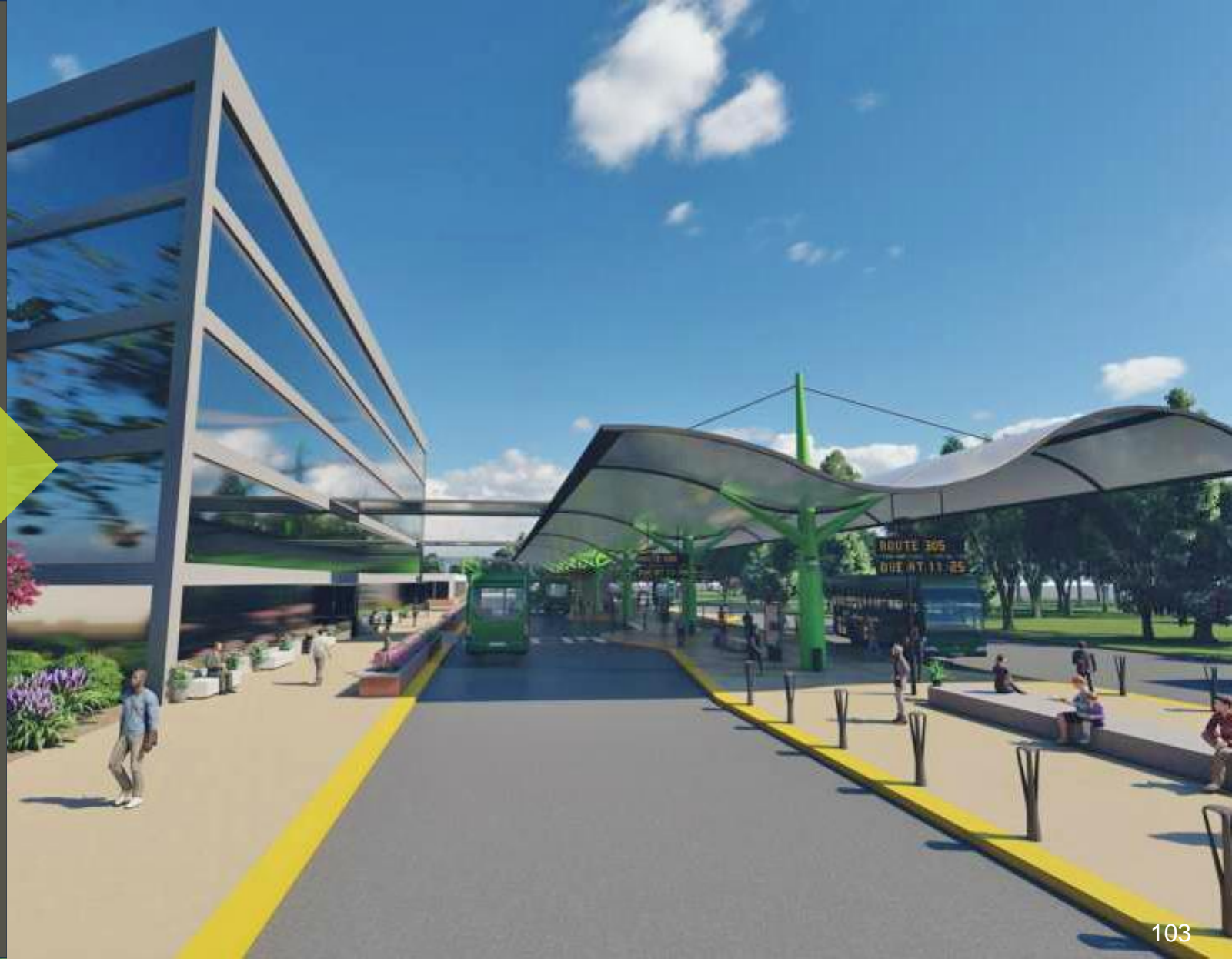
- Invited to Concurrence Meetings to provide input throughout the process
- Do not have legal jurisdiction over aspects of project implementation or resources the project can be anticipated to impact
- Cannot vote on Concurrence or Non-Concurrence at key project milestones



III. Project Background

Triangle Mobility Hub

New multimodal
transportation hub
that serves as the
anchor for regional
connectivity in the
Triangle



Project Funding

Source	Detail	Funding Amount	Rounded %
RAISE	USDOT RAISE grant funding	\$25,000,000	43%
Triangle West TPO	Regional Flexible Funding Program	\$5,500,000	9.5%
County Transit Plans	Durham	\$3,920,000	6.5%
	Orange	\$1,960,000	3.5%
	Wake	\$21,820,000	37.5%
Total – includes Facility and Vehicles		\$58,200,000	100%



**IV. Concurrence Point 1:
Purpose & Need**

RTC Relocation Study (2020)

Current Regional Transit Center (RTC) opened in 2008 as a temporary leased facility

Permanent relocation goals (2020 study):

- Improve **safety & accessibility** for all users and vehicles
- Increase **transit access** to regional destinations and **multi-modal connections**
- Provide a better experience for riders and increase **operational efficiency**

Safety & Accessibility



Access & Connectivity

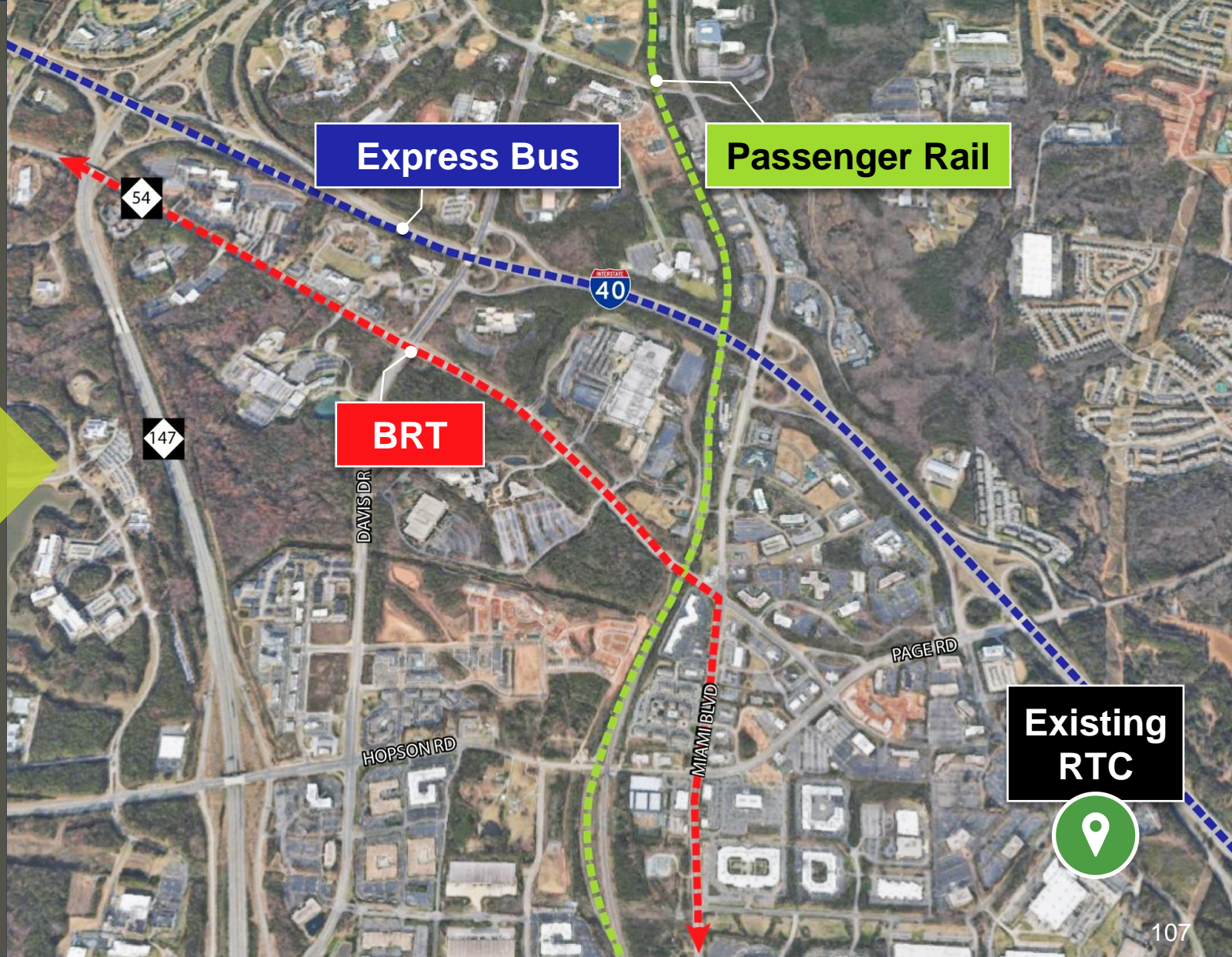


Speed & Reliability



Project Purpose

Enhance regional connectivity & mobility, including access to major highways & future BRT & rail service



Project Need

Support transit plan-funded expansion of service

Address operational & access limitations of current RTC



Public Outreach

Spring 2020



3,100

Question responses



102

Participants



60

Free response comments

“The location should be more accessible from the highway for cars and buses. Make it as accessible as the Durham or GoRaleigh Stations.”

“Better lighting and real-time bus information would help”

“Not just more shelters, but shelters with roofs that protect riders from the sun and the rain”

Rider Experience

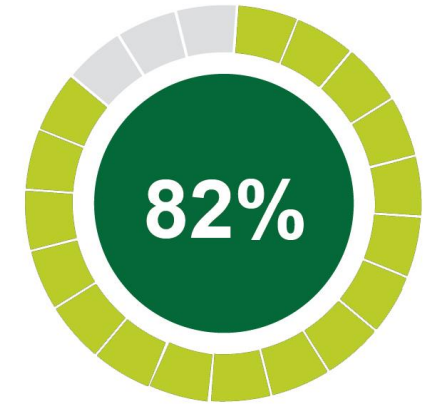
Spring 2020



Missed a connection due to a bus delay



Would like to have shops & services near the RTC



Indicated bus speed is "important" or "very important"



61%

More shelters



48%

WiFi access



48%

Wayfinding signage




44%

More benches

Purpose & Need

The purpose of the TMH is to enhance regional connectivity and mobility. By creating a hub for local & regional bus service, on-demand microtransit & bus rapid transit & passenger rail service, passengers can connect more easily to jobs, education, healthcare, shopping & recreation.

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



**V. Concurrency Point 2:
Identification of Alternatives**

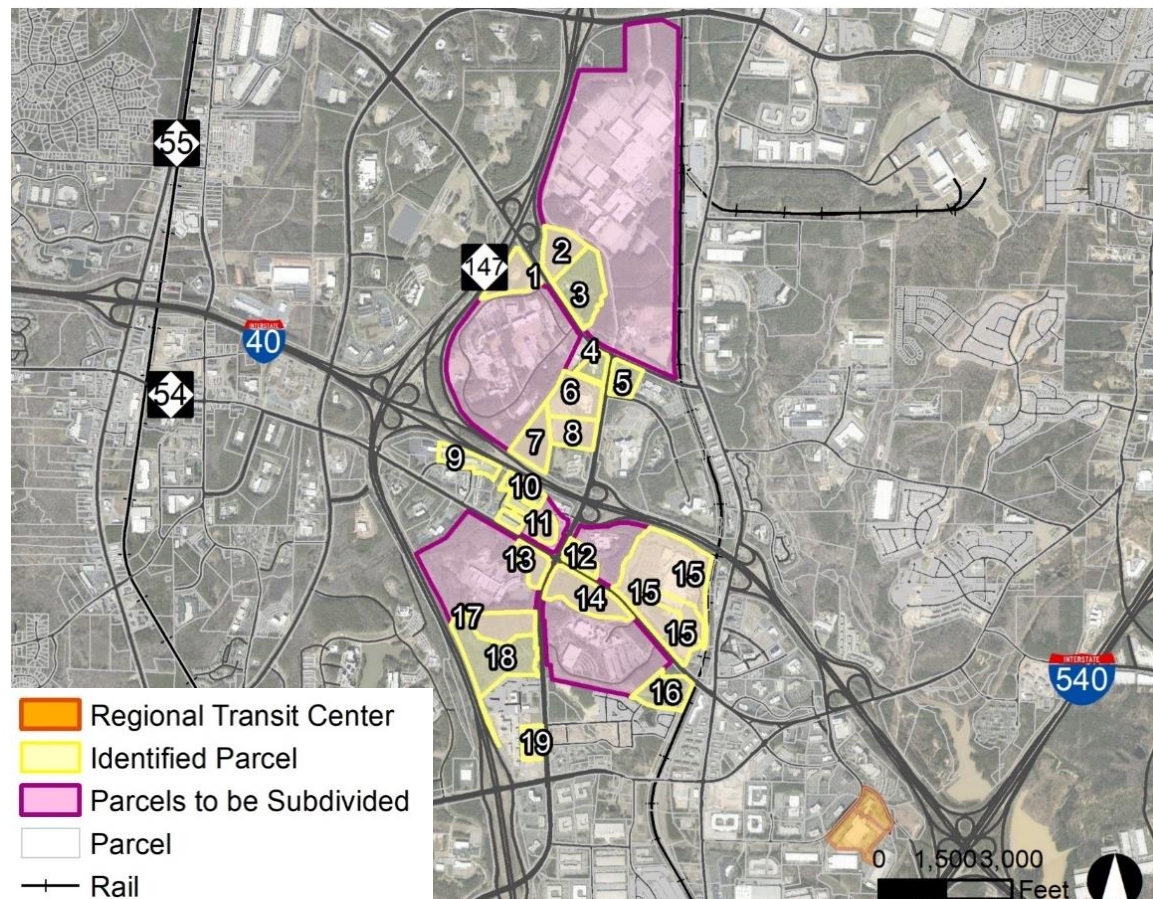
Site Evaluation

Initial site search criteria:

- Along I-40 between NC 147 & NC 54
- 7+ acres
- 1.0-mile driving distance to I-40, NC 54 & NC 147
- No major factors that could impact constructability or ease of acquisition
- <\$500,000 cost per acre

113 sites initially identified; whittled down over 5 rounds of screening

Regional Transit Center Relocation Study, Round 4



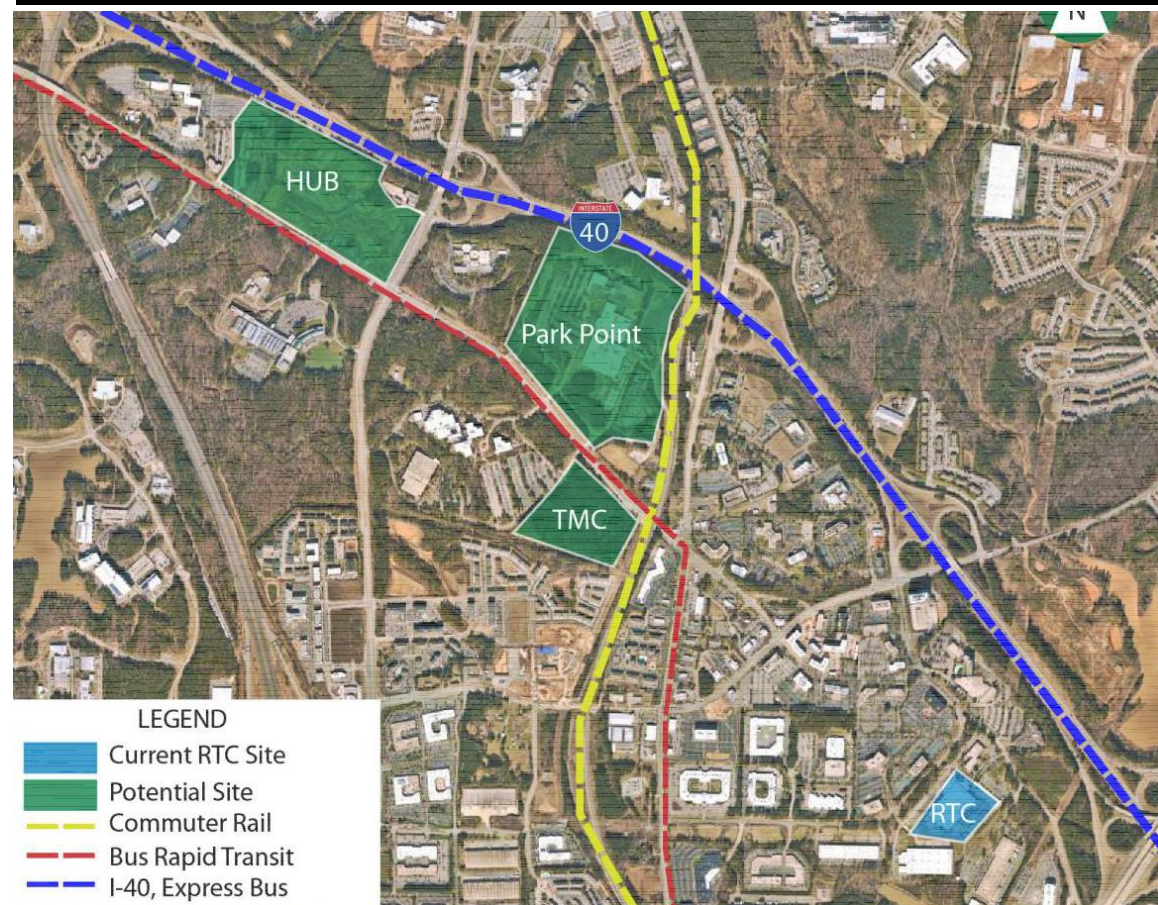
Site Evaluation

Iterative assessment based on:

- Access to the freeway network
- Proximity to planned BRT & rail
- Access to employment centers
- Ease of site acquisition & construction
- Potential for transit-oriented development and access to existing retail & services

Three parcels identified for final screening

Final Three Potential Sites

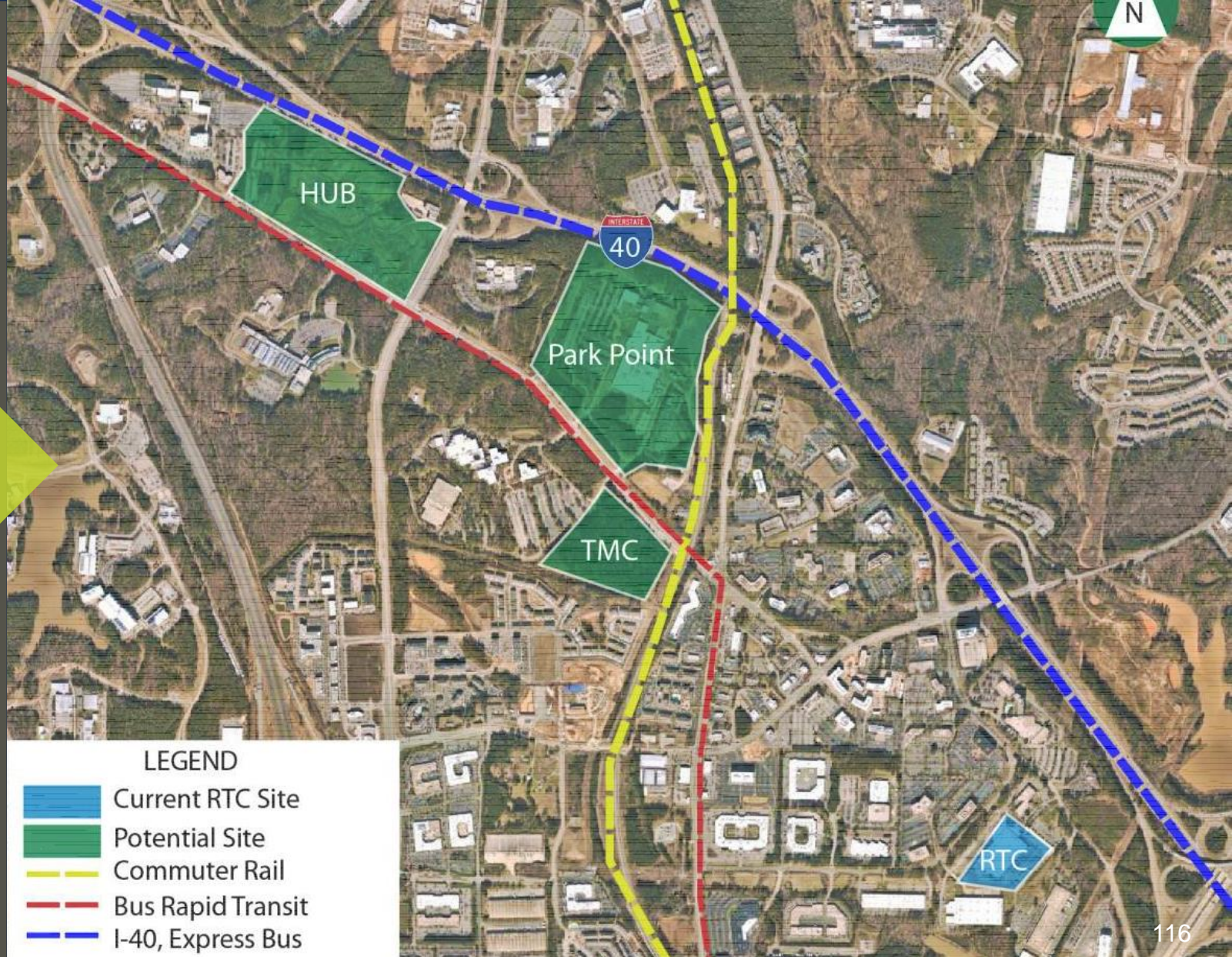




**VI. Concurrence Point 3:
Screening of Alternatives**

Site Screening

Three potential sites



Site Screening

Scorecard Results

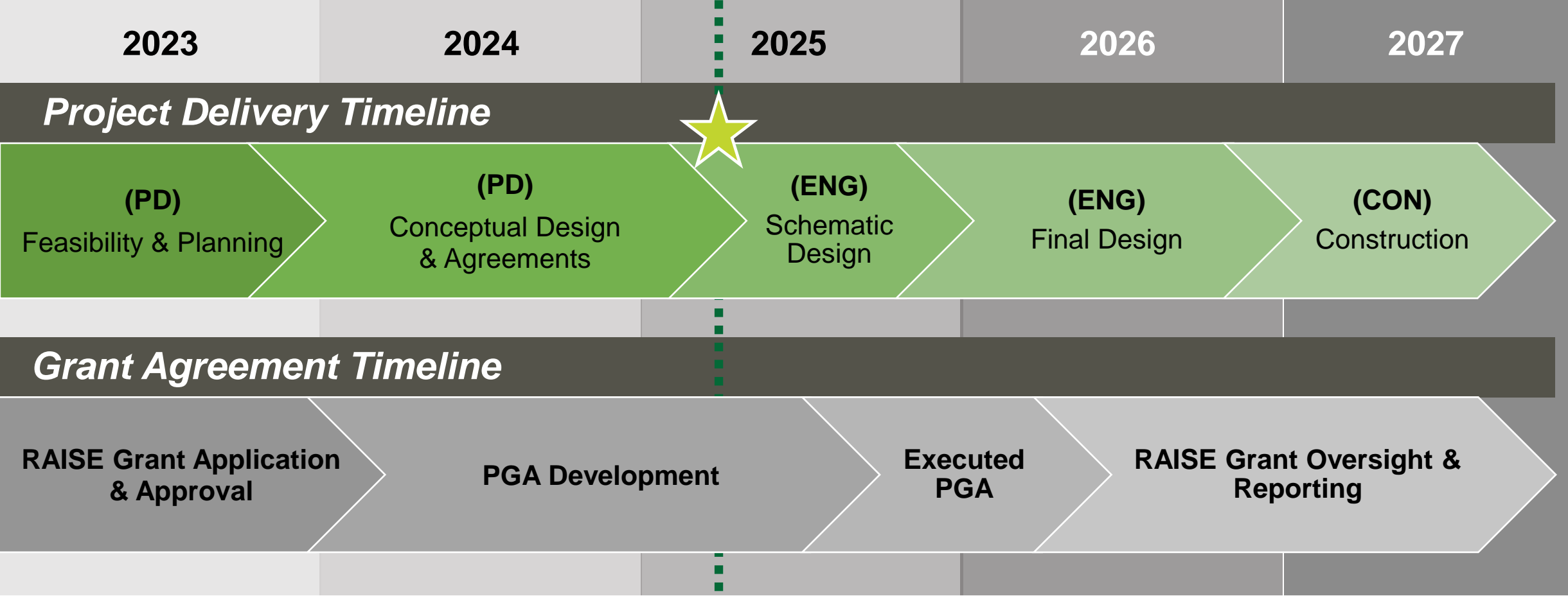
Goal	HUB	Park Point	TMC	Existing
Mobility Increase bus speed and reliability				
Community Locate near shops, services, and opportunities for walkable redevelopment				
Viability Support cost effective delivery of the project				
Accessibility Promote access to existing nearby jobs				
Multimodal Provide connections between planned investments in BRT and rail				
Average	4.10	3.22	4.16	1.64

VII. Next Steps

Next Steps

Action	Date
First Concurrence Meeting with Concurrence on Points 1-3	Apr. 1-11, 2025
Second Concurrence Meeting with Concurrence on Point 4 – Selection of LPA	Jul. 23 - Aug. 1, 2025
Recommended LPA review & release for public comment period by GoTriangle Board	By week of Aug. 25, 2025
30-Day Public Comment Period on LPA	Closes by week of Sep. 22, 2025
TCCs, CAMPO & Triangle TPO receive Engagement Summary & approve LPA selection	Sept./Oct.
Information presentation to TPAC on project progress	Oct. 22, 2025
LEDPA consideration of adoption by GoTriangle subcommittees & Board of Trustees	Nov. 2025
LEDPA recommendation from TCCs, approval by Triangle West TPO & CAMPO Boards	Nov. 2025

Project Overview





Thank you!

Catherine Miller
TOD Program Director

cmiller@gotriangle.org
(919) 485-7425

8. Concurrency Plan for the Triangle Mobility Hub

Requested Action:

Receive as information

9. TPAC Subcommittee Update

Program Development

Caleb Allred, Chair

Town of Morrisville

Tracy Chandler, Vice Chair

City of Raleigh

Next Meeting:

In Person: Tues. 3/25 1:30-3:30pm

Community Engagement

Tim Gardiner, Chair

Wake County

Andrew Miller, Vice Chair

City of Raleigh

Next Meeting:

Special: Thurs. 4/17 9:30am-12:00pm

Regular: Thurs. 4/24 1:30-3:30pm

10. Workgroup Updates



Technology Workgroup

- **Coordinator:**
Austin Stanion
- **Next Meeting:**
3/20 @ 1pm

Fare Workgroup

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

Financial Policies Workgroup

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

Baseline Funding Workgroup

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

Safety & Security Workgroup

- **Coordinator:**
Steven Mott
- **Next Meeting:**
3/26/25
3:00pm

11. Other Business

- Two Wake Transit engagement efforts are underway.
 - Review period for the draft FY26 Wake Transit Work Plan ends April 2nd
 - Review period for FY25/4th quarter Work Plan amendment requests ends April 4th.
- Wake Transit Conference Committee progress update.
- **Notice for Wake Transit 101: State of the Plan event.**
 - **Wednesday, April 30th, 12:30pm sign in, 1:30-4:30pm presentation, 4:30-5:00pm Q&A session.**
 - **Target audience: TPAC members, lead agency program staff and leadership, CAMPO and GoTriangle Board members, other Wake Transit Partner board and council members.**
Registration is now open at <https://www.campo-nc.us/programs-studies/transit/wake-transit-plan/wake-transit-101-state-of-the-plan>

Any other news or business to share?



WAKE
TRANSIT PLAN

12. Adjourn

Upcoming TPAC meeting:

Thursday, April 24, 2025

Agenda Development Schedule:

- 4/4 Email notice that you plan to present an agenda item
- 4/14 Agenda summary sheets and all attachments are due
- 4/17 TPAC agenda packet is posted online
- 4/21 All meeting slides are due (Widescreen, PPT)

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT