



# WAKE COUNTY TRANSIT PLAN

## Transit Planning Advisory Committee

TPAC Regular Monthly Meeting • April 24, 2025 • 9:00am-12:00pm

### MEETING MINUTES

#### 1. Welcome and Introductions (Kelly Blazey, TPAC Chair)

TPAC Attendance & Voting Record		PM= Primary Member, VA= Voting Alternate, OA= Other Alternate, MG= Meeting Guest									
Agency/Org	Name	PM	VA	OA	MG	Agency/Org	Name	PM	VA	OA	MG
Chair/Cary	Kelly Blazey	1				Holly Springs	Chris Garcia	1			
Vice Chair/Apex	Katie Schwing	1				Morrisville	Caleb Allred	1			
CAMPO	Shelby Powell	1				NC State Univ.	Andrea Neri	1			
CAMPO	Ben Howell	1				Raleigh	David Walker	1			
CAMPO	Stephanie Plancich				1	Raleigh	David Eatman	1			
CAMPO	Steven Mott				1	RTF	Anne Calef		1		
CAMPO	Suvir Venkatesh				1	Wake County	Tim Gardiner	1			
Cary	Mark MacDougall		1			Wake County	Akul Nishawala		1		
Fuquay-Varina	Rachel Mann				1	Wake Forest	Emma Linn	1			
Garner	Erin Joseph	1				Wendell	Ryan Burch	1			
GoTriangle	Paul Black	1				Zebulon	Cate Farrell	1			
GoTriangle	R. Curtis Hayes	1				Other guests attended online or were in the gallery.					

#### 2. Adjustments to the Agenda – None

#### 3. General Public or Agency Comment - None

### TPAC ADMINISTRATIVE ITEMS

#### 4. TPAC Meeting Minutes

(Action Item: Stephanie Plancich, TPAC administrator, 5 minutes) **Attachment A & B**

Due to unforeseen storage limitations, the March TPAC meeting did not record as planned. Attachment B is a summary of the March meeting discussion rather than a more complete set of minutes. The TPAC is asked to adopt them, and the February minutes.

**Motion** to adopt the February TPAC meeting minutes and March meeting summary made by Paul Black. Second by Caleb Allred. No Comments. Passed.

## PLANNING AND PROGRAMMING ITEMS

## 5. FY 2025 4<sup>th</sup> Quarter Wake Transit Work Plan Amendment Requests

(Action item: Steven Mott, CAMPO, 15 minutes) **Attachment C**

Two (2) Wake Transit Work Plan amendment requests were submitted for consideration in the FY25/Q4 amendment request cycle, both being major amendment requests. Both requests are for additional funds for the Low-Income Fare Pass projects for GoRaleigh and GoTriangle, also known as the Transit Assistance Program (TAP), or TAP Pass, which is in its inaugural year of operation coinciding with the return to fares.

At their March meeting the TPAC Program Development (PD) Subcommittee considered the FY25/Q4 Wake Transit Work Plan amendment requests. The subcommittee considered the appropriateness of requested changes in scope, the scope of new projects and any financial choices and tradeoffs associated with proposed amendments. The subcommittee recommended the attached scope and financial disposition that is up for consideration.

### PLANNING AND PROGRAMMING ITEM

## FY2025 Q4 Amendment Request Calendar

ACTION	DATE
Submission Deadline	February 21, 2025
Released for Public Comment	March 7, 2025
PD Subcommittee Review	March 25, 2025
Public Comment Period Ends	April 4, 2025
TPAC Considers Amendment Requests	April 24, 2025
TCC Considers Amendment Requests	May 1, 2025
CAMPO Board Considers Approval of Amendment Requests	May 21, 2025
GoTriangle Board Considers Approval of Amendment Requests	May 28, 2025

### PLANNING AND PROGRAMMING ITEM

## Operating Amendment Requests

**FY 2025, Quarter 4, Requested Wake Transit Work Plan Amendments**

**REQUESTED MAJOR/MINOR AMENDMENTS**

Project ID #	Agency	Project Title	FY 24 Original Funding Allocation	FY 25 Original Funding Allocation	FY 25 Requested Funding Allocation	FY 25 Funding Impact	Reason for Major/Minor Amendment Status
<b>Operating Budget Amendment Requests</b>							
TO005-CJ	City of Raleigh	Low Income Fare Pass	\$ -	\$ 1,200,000	\$ 2,179,000	\$ 979,000	Major Amendment: The Transit Assistance Program (TAP) provides free fares to low-income riders across the GoRaleigh (fixed route and Access) and GoTriangle systems after the introduction of fares in FY25. This amendment requests an additional \$979,000 to cover costs in FY25.
TO005-Cl	GoTriangle	Low Income Fare Pass	\$ -	\$ 275,439	\$ 375,439	\$ 36,000	Major Amendment: The Transit Assistance Program (TAP) provides free fares to low-income riders across the GoTriangle and GoRaleigh systems after the introduction of fares in FY25. This amendment for GoTriangle requests an additional allocation of \$100,000 to this project. \$42,000 of this amount would come from a budget transfer from the Youth GoPass project (TO005-L1), and \$22,000 would come from a budget transfer from the Maintenance of Mobile Ticketing Software project (TO005-V), totaling \$64,000 in budget transfers. The remaining sum of \$36,000 would come from a fund balance transfer.
<b>Total Operating Funding Impact:</b>						<b>\$ 1,015,000</b>	

## Financial Impact of Amendment Requests:

**Net Impact to FY25 Wake Transit Plan = (\$1,015,000)**

- The FY25 City of Raleigh Low Income Fare Pass budget will **increase** \$979,000.
- The FY25 GoTriangle Low Income Fare Pass budget will **increase** \$100,000.
- The FY25 GoTriangle Youth GoPass budget will **decrease** \$42,000.
- The FY25 GoTriangle Maintenance of Mobile Ticketing budget will **decrease** \$22,000.

## Community Engagement

- Comment period from March 7, 2025 – April 4, 2025.
- The notice was posted and advertised on CAMPO website with relevant social media posts.
- 17 comments received.
- Comments available for viewing in the request packet on page 12.
- All comments were reviewed by staff and input was considered.
- No changes to amendment requests resulted from the comments received.

### Discussion:

Tim Gardiner asked for clarification on what these additional funds will cover. Steven confirmed that these funds will cover cost overruns already realized in FY25 and ensure there is adequate funding through the end of the fiscal year, June 30, 2025. The FY26 budget requests are being increased to cover these higher cost estimates.

David Eatman explained that Wake Transit funds to the TAP program are reducing net deficit/hourly cost charged back to Wake Transit. So, the program pays on one end or the other. What needs to continue to be evaluated is what routes are attributable to Wake Transit and which are pre-existing services. In Raleigh, they are nearing a 50/50 split. We should keep this in mind as we are calculating the amount covered by the program.

Austin Stanion (GoTriangle) and David Eatman (Raleigh) both confirmed that their funding requests for TAP in the FY26 Work Plan have been right sized to reflect the update financial assumptions for the program.

**Motion #1** to recommend approval of the FY 2025 4<sup>th</sup> Quarter Amendment Requests to the Wake Transit Governing Boards made by Andrea Neri. Second by Chris Garcia. No additional comments. Passed.

### 6. Recommended FY 2026 Wake Transit Work Plan: Review and Release

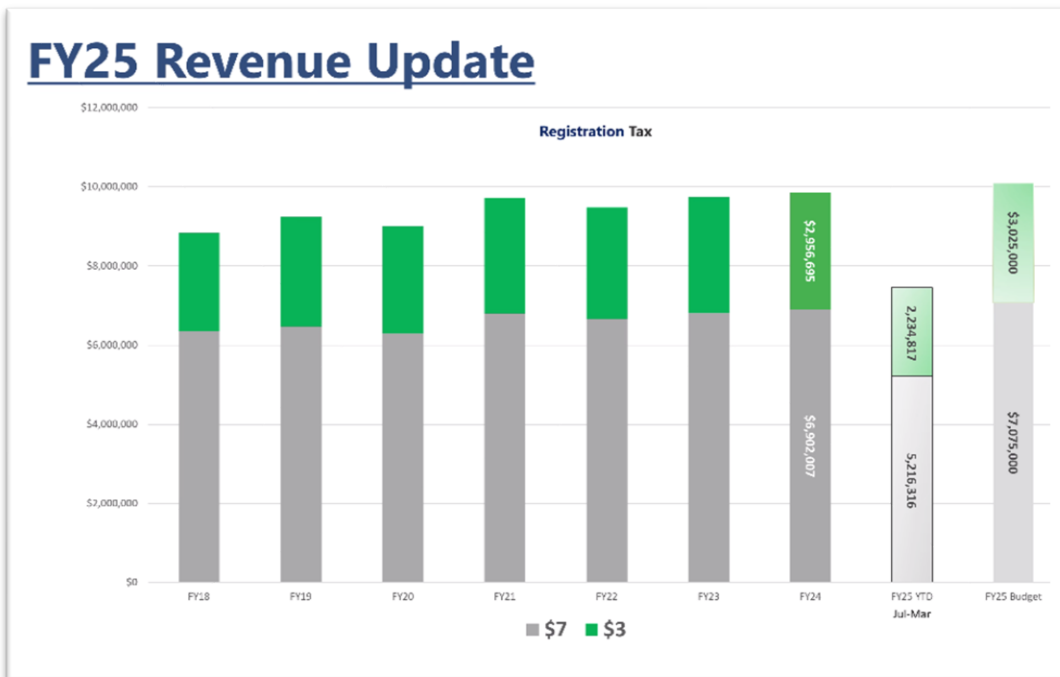
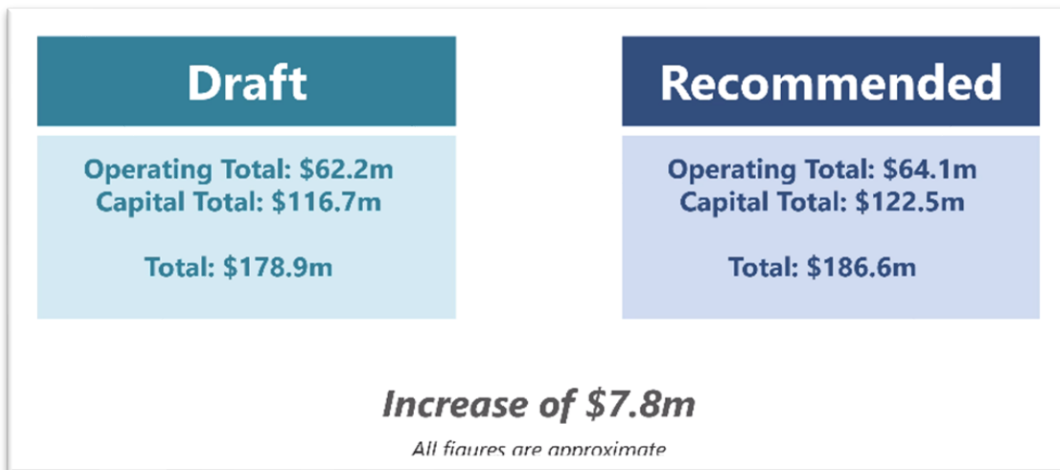
(Action item: Steven Mott & Ben Howell, CAMPO & Steve Schlossberg, GoTriangle, 30 minutes)

#### Attachment D & E

CAMPO and GoTriangle staff will provide an overview of the recommended FY 2026 Wake Transit Work Plan (Attachment D), with emphasis on changes made between the draft and recommended versions from the

submission of new or revised funding requests (Attachment E), considerations of public comments, and an update on discussions regarding the future of the Vehicle Rental Tax Allocation.

The Draft FY 2026 Wake Transit Work Plan was released by the TPAC on March 4th for a 30-day public comment period which ran through April 2nd. In early April public comments that were received during the comment period were reviewed and considered by project sponsors and CAMPO Wake Transit Program staff. On March 25th, the Program Development Subcommittee held a meeting to review revenue and expenditure assumptions, discuss any changes to project assumptions, and to recommend updated and new projects for inclusion in the Recommended FY 2026 Wake Transit Work Plan. The subcommittee agreed that the scope details and assumed expenditures associated with the projects included in the attached draft of the Recommended FY 2026 Wake Transit Work Plan were appropriate to move forward for investment.



# FY26 Total Work Plan

## FY26 Triangle Transit Tax District: Wake Transit Plan

<i>Recommended</i>	<i>Triangle Tax District:</i>
<b>Revenues</b>	
<b>Tax District Revenues</b>	
Article 43 1/2 Cent Local Option Sales Tax	\$ 145,000,000
Vehicle Rental Tax (GoTriangle Article 50 NC G.S. 105-550 funding)	TBD
\$7.00 Vehicle Registration Tax	\$ 7,190,000
\$3.00 Vehicle Registration Tax (Transfer from Wake Tax District)	\$ 3,076,000
Other Tax District Revenues	\$ 779,076
Allocation From Fund Balance	\$ 30,534,621
<b>Total Revenues</b>	<b>\$ 186,579,697</b>
<b>Expenditures</b>	
<b>Tax District Administration</b>	\$ 662,602
<b>Transit Plan Administration</b>	\$ 7,176,640
<b>Transit Operations</b>	\$ 53,315,249
<b>Community Funding Area Program (Operating)</b>	\$ 2,974,548
<b>Total Operating Allocation</b>	<b>\$ 64,129,039</b>
<b>Capital Planning</b>	\$ 981,580
<b>Community Funding Area Program (Capital)</b>	\$ 110,000
<b>Bus Rapid Transit (BRT)</b>	\$ 55,784,192
<b>Transit Infrastructure</b>	\$ 39,588,134
<b>Vehicle Acquisition</b>	\$ 25,986,752
<b>Total Capital Allocation</b>	<b>\$ 122,450,658</b>
<b>Total Workplan Programmed Expenditure*</b>	<b>\$ 186,579,697</b>
<b>Revenues over Expenditures</b>	<b>\$ -</b>

\* NOTE: Prior Year carryover to be calculated in May 2025

## Next Steps

ACTION	DATE
<b>TPAC Reviews Engagement &amp; Considers Recommending Work Plan for Adoption</b>	<b>April 17</b>
14-day public review and comment period for the recommended Work Plan	May 1 – May 14
TCC Review of Recommended Work Plan	May 1
<b>Public Hearing at CAMPO Executive Board</b>	<b>May 21</b>
GoTriangle Board of Trustees Meeting	May 28
<b>CAMPO and GoTriangle Boards Consider Work Plan Adoption</b>	<b>June</b>

As of March 31, 2025, there is just over \$737million in the Wake Transit bank account. \$238million of that excess liquidity remains unencumbered. It is from that portion of the funds that we pull from fund balance to cover projects proposed for funding in the FY26 Work Plan.

## Vehicle Rental Tax Revenue

- Lead Agencies/Conference Committee have not provided guidance
- Draft Work Plan and Recommended Work Plan for this meeting had "TBD"
- Staff is requesting TPAC to make a formal recommendation for amount of VRT Revenue that will be included in Recommended Work Plan that is released for public comment and sent to Governing Boards
  - VRT Options – would ultimately reduce amount of Capital Fund Balance Allocation:
    - Full Wake County share of regional Vehicle Rental Tax – approximately \$5.182M for FY26
    - Same proportion of regional Vehicle Rental Tax revenue as FY25 – approx. \$2.591M
    - No Vehicle Rental Tax revenue
    - Other option?
- Work Plan document will be updated as necessary following TPAC meeting prior to release for public comment



Kelly asked what the next steps and timeline is to get formal guidance on the inclusion of VRT issue.

Paul Black confirmed that GoTriangle's board will not vote to adopt a Work Plan that includes any amount of VRT revenue. He noted that he is instructed to keep it TBD.

Shelby Powell responded that the executives of the three lead agencies have met. The discussion resulted in CAMPO and Wake County agreeing to carry the same percentage included in the FY25 Work Plan into the new FY26 Work Plan and future years will still need to be discussed. That is what staff are expecting to take to the CAMPO and GoTriangle board for approval. CAMPO will not vote for no amount included. TBD is not a number and does not belong in a budget. Paul responded that he has been instructed that any number other than zero will not be supported by GoTriangle at this time.

TBD was not approved last year. The lack of decision on a number triggered the continuing budget situation. Steve Schlossberg added that we need to do what it takes to avoid going into that situation again. It was a large administrative burden.

Ben Howell contributed that a compromise maybe to include a number in the revenue projections but we could choose to maintain TBD in the assumptions, since they are just assumptions where the revenue line in the budget is needed to allocate funds.

Tim Gardiner added that the conference committee tried to resolve the issue. GoTriangle didn't want to continue participating, so requested that the discussion be pulled back to the three lead agency executives instead. They have met. His understanding, similar to Shelby's, is that the Plan is not willing to release all revenue from the model, but the percentage has not yet been solidified. GoTriangle is meeting to discuss it.

Katie Schwing asked for clarification from last year when there were two budgets generated. Ben responded that the two budgets were prepared for the Draft Work Plan, but for the recommended the TPAC included the full VRT allocation since no direction from the conference committee had come in. That's why CAMPO approved the Plan and GoTriangle did not, which triggered the continuing budget situation last year. Katie followed up that it appears we are in the exact same place as we were this time last year. Ben replied, "Correct" but acknowledged that GoTriangle was continuing to work on Deloitte recommendations and hire new staff which both may play a role in this process.

Kelly Blazey commented that the TPAC recommendation to include the full amount was based on the adopted policies and plans and agreements, since none of those things have changed yet. She suggested that the TPAC recommend full share since guidance has yet to be given. Shelby concurred that this is an option but suggested we considered recommending the half and the half allocated last year, since we know GoTriangle will not approved a budget that allocated all funds to the Plan and there is precedent for the 50% portion. We will have to amend when/if conference committee guidance comes forth. In other words, we can follow the precedent set from the beginning of the program or follow the present set last year.

**Motion #2** to include the “half of the half” proportion of VRT in the FY26 Work Plan as was included in the FY25 Work Plan, totaling ~\$2.591M, made by Shelby Powel. Second by Andrea Neri. GoTriangle voted Nay, Paul Black and Curtis Hayes. No additional comments. Passed.

CAMPO will update the Work Plan document accordingly to prepare it for public review.

**Motion #3** to release the FY26 Wake Transit Work Plan for 14-day comment period made by Chris Garcia. Second by Caleb Allred. No additional comments. Passed.

## 7. FY 2026 Wake Transit Work Plan Agreement Groupings and Reporting Deliverables (Information item: Steve Schlossberg, GoTriangle/TDA, 10 minutes) **Attachment F**

Tax District Administration (TDA) staff will provide a presentation on the Agreement Groupings and Reporting Deliverables related to the projects included in the FY 2026 Wake Transit Work Plan. Additionally, staff will submit draft operating and capital agreements for review by the Transit Plan Advisory Committee. Questions and comments should be emailed to Paul Kingman ([Pkingman@gotriangle.org](mailto:Pkingman@gotriangle.org)) and Kelley Smith ([Ksmith@gotriangle.org](mailto:Ksmith@gotriangle.org)). This item is presented as information in April and will be brought back for TPAC recommendation in May.

Work between CAMPO and GoTriangle includes the consideration of “global” agreements which are used with the Orange and Durham transit plans. If that is determined to work for Wake Transit it could be included in next year’s process.

Work over the past couple of years has resulted in reporting deliverables that are consistent across projects and partners. It has streamlined the reporting process.

FY26 Work Plan Project Agreement Groupings and Reporting Deliverables			
FY2026 Wake Transit Work Plan Agreement Groupings and Project Reporting Deliverables			
Groupings:			Amount:
General Operating - Bus Operation	<a href="#">General Operating-Bus Operation</a>		\$ 55,010,218
General Operating - Transit Plan Administration	<a href="#">General Operating-Transit Plan Administration</a>		\$ 6,696,918
General Operating - Tax District Administration	<a href="#">General Operating-Tax District Administration</a>		\$ 662,602
General Capital - Capital Planning - CAMPO	<a href="#">General Capital-CAMPO</a>		\$ 981,580
Special Capital - Bus Rapid Transit - Raleigh	<a href="#">Special Capital-Raleigh BRT</a>		\$ 55,784,192
General Capital - Bus Infrastructure	<a href="#">General Capital-Bus Infrastructure</a>		\$ 14,730,440
Special Capital - Bus Infrastructure - GoTriangle Triangle Mobility Hub	<a href="#">Special Capital-GoTriangle Triangle Mobility Hub</a>		\$ 4,900,000
Special Capital - Bus Infrastructure - Raleigh BOMF	<a href="#">Special Capital-Raleigh BOMF</a>		\$ 20,067,694
General Capital - Bus Acquisition - Raleigh	<a href="#">General Capital-Bus Acquisition-Raleigh</a>		\$ 18,784,500
General Capital - Bus Acquisition - GoTriangle	<a href="#">General Capital-Bus Acquisition-GoTriangle</a>		\$ 5,678,000
General Capital - Bus Acquisition - Wake County	<a href="#">General Capital-Bus Acquisition-Wake County</a>		\$ 1,080,000
<b>Total</b>			<b>\$ 184,376,143</b>
Reserve : Unallocated Paratransit Vehicle Acquisition (Capital)	N/A		\$ 444,252
Reserve : Hold Harmless (Operating)	N/A		\$ 132,375
Reserve : Unallocated Bus Maintenance (Operating)	N/A		\$ 816,084
Reserve : Outreach/Marketing/Communications (Operating)	N/A		\$ 161,534
Reserve : 2.0 FTE: Public Engagement Team (Operating)	N/A		\$ 188,330
Reserve : 1.0 FTE: Communications Coordinator (Operating)	N/A		\$ 129,859
Reserve : Community Funding Area Program Reserve (Operating)	N/A		\$ 331,135
<b>Total including Reserve</b>			<b>\$ 186,579,711</b>

David Eatman pointed out that for some projects, like BRT, funds must be shown in order to progress in the planning process but the expectation to spend them down is in the future. So some funds being shown in

the budget for a specific year will/must roll. If there is a different way to be more clear about how encumbered funds are being reserved for projects, the City would be willing to make the change in their reporting process.

Steve responded that CAMPO is responsible for determining, with the TPAC and TDA, the policy for encumbering funds in each Work Plan. They can follow up at a later time if a change is needed.

Tim Gardiner noted that the groping are intended to be flexible and allow funds to move at the pace appropriate for each situation.

Received as information.

## 8. Lead Agency Assignments Update

(Information item: Ben Howell, CAMPO, 20 minutes) **Attachment G**

Staff from the Lead Agencies have been meeting since January to prepare an update of Lead Agency assignments, including preparing for a transition of the communications/outreach/engagement Lead Agency assignment. Attachment G is the adopted Lead Agency Assignments matrix that was adopted by the Governing Boards in 2018. Staff will present the proposed changes to the adopted Lead Agency Matrix and will present an overview of communications/outreach/engagement responsibilities that are proposed to be undertaken with the transition to a new Lead Agency. Staff will ask the TPAC to review and provide comments on the proposed changes to the Lead Agency Matrix and the proposed communication/outreach/engagement responsibilities and recommend a Lead Agency to take over the communications/outreach/engagement responsibilities as outlined in the meeting. Staff will bring back the final Lead Agency Matrix for recommendation by the TPAC in May before going to the Governing Boards in June.

### LEAD AGENCY RESPONSIBILITIES

## Lead Agency Review

- Lead Agency Group Reviewed All Lead Agency Assignments
  - All Governance ILA Derived Tasks (Required)
  - All Related Tasks (Can be modified as needed to get expected outcomes)
- Lead Agency Group Identified Three Areas of Concern: Bus Plan, Financial Model, Communications and Engagement
- Small Group met in January and March
  - Requesting TPAC endorse:
    - Changes to Lead Agency Matrix
    - New Lead Agency responsibilities for Communications/Engagement
  - Recommend changing Lead Agency assignment for Communications/Engagement Responsibilities

Ben spent a lot of time walking through the proposed path forward “roadmap” in his slides. It details the priorities for public engagement and communications (PE&C) in FY26 and possibly beyond. The work of the new lead agency will be focused through the transition year.

## Communications/Engagement Approach

- Focus work of lead agency on Coordination, Planning, and Strategy
- Focus engagement on the Wake Transit Program Core Products
- Embed communications/engagement work into Major Plans/Studies' Scopes

Kelly asked if these changes will require an update to the ILA. Ben responded that no update would be needed at this time.

Tim Gardiner noted that he and the County are participants in the lead agency assessment process and feel comfortable with the proposed roadmap to focus PE&C efforts in next fiscal year. They are also comfortable assigning the lead agency role to CAMPO to allow CAMPO to start discussing what this new responsibility will look like as part of the CAMPO Wake Transit team.

David Eatman asked if there are options for who would be the new lead agency assigned. Ben explained that CAMPO was identified as the best agency to take on the role after getting feedback from PD. David was not at PD, so this is the first time he is receiving the information and feels a little uncomfortable voting on a lead agency change without some time to process the information.

Steve Schlossberg had a problem with the way that the information was presented regarding the financial model. Very frustrated that there was an issue with how the financial model was being managed and he is just hearing about it today. He is not concerned about the result of the review but disappointed with the lack of communication to TDA about it. Tim Gardiner, Paul Black and Ben Howell explained that all lead agency tasks were reviewed.

Of the 16 or so tasks, 4 were flagged as having possible issues. The financial concerns may end up being moot after the Deloitte Audit recommendations are put in place at GoTriangle, so it was determined that no further discussion about them was needed at this time. The two tasks that do need immediate review are the assignment of the Bus Plan and PE&C lead agency responsibilities.

Tim next noted that part of the discussion for recommending CAMPO as the new PE&C lead is to streamline engagement by keeping it housed with the agency responsible for the plan development supported by the engagement. CAMPO leads the Work Plan, the 10-year Plan, now the Bus Plan, etc. It makes sense for the Planning agency to also managed the engagement required to support the process.

Kelly Blazey asked if other agencies could be a lead agency. Ben noted that CAMPO, GoTriangle and Wake County are the lead agencies identified in the ILA. But if another wanted to be added as a lead agency to take on some of these assigned responsibilities the ILA does not prohibit it. David Eatman stated that Raliegh is not offering to be the PE&C lead but procedurally, he prefers the TPAC get notice of changes like these, that are significant, at one meeting, have time to discuss and review the proposals and then take action at the next meeting.

Paul Black stated that the expectations of Wake Transit partners and the resources available did not match up. CAMPO has been stuck as a middleman in the process for years. With 67 days left in the year, GoTriangle is ready to be done with the task. They agree with Wake County that CAMPO is best suited to take over.

Katie Schwing asked if it is the expectation that 3 FTE's associated with WT engagement would be assigned to the new lead agency/CAMPO in the final FY26 Work Plan. Ben replied that it is the hope to get these changes incorporated into the Work Plan at adoption in June so we have funding and guidance to keep the program moving forward July 1<sup>st</sup>. Otherwise, we would need to wait until Q2 amendment cycle to assign the task and start the staffing process. Tim also responded that it is not expected that all 3 FTEs would be hired right away. At least 1 would be needed for FY26 to start the program at CAMPO. Additional FTE needs would be identified by the new lead agency.

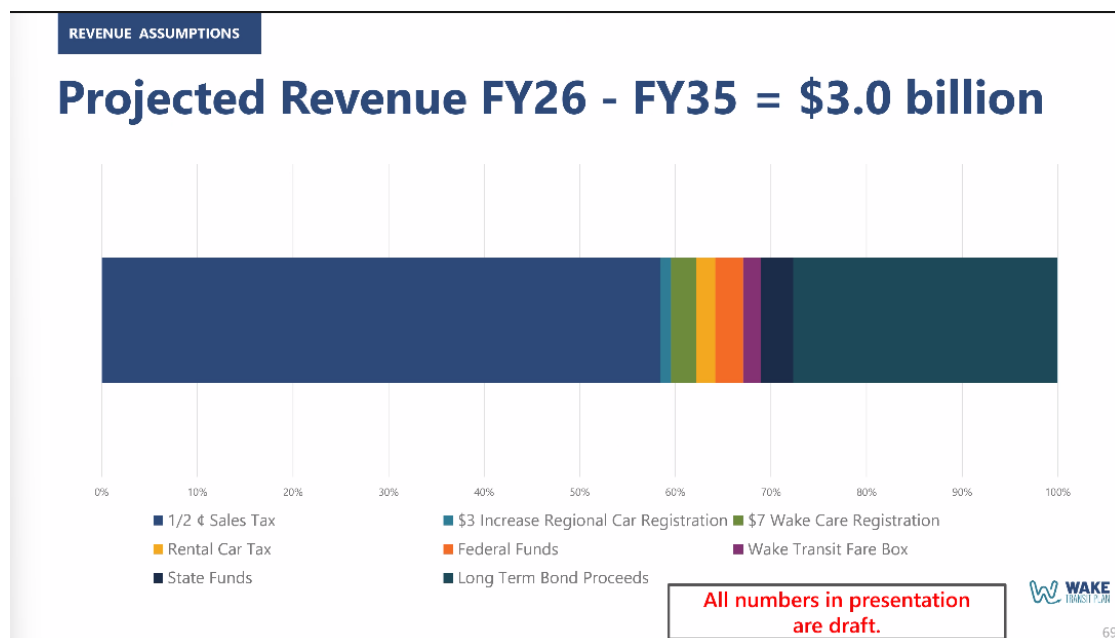
Action Items:

- The TPAC approves the proposed “focused” path forward for conducting FY26 PE&C activities.
- The TPAC also supports the change in lead agency to CAMPO for the Wake Bus Plan update.
- CAMPO is asked to talk with TDA staff about their concerns over the lead agency task review prior to the May vote.

**Motion** to assign PE&C lead agency responsibilities outlined in the “focused” path forward presented today to CAMPO was made by Paul Black. Friendly amendment to motion adds a request that CAMPO come to the May TPAC meeting with the updated lead agency assignment matrix and a recommendation on what FTE's are needed in FY26 to complete those duties. Second by Ryan Burch. Passed.

**9. 2035 Wake Transit Plan Update Draft Investment Strategy and Phase 3 Public Engagement Overview**  
(Information item: Ben Howell, CAMPO, 40 minutes) **Attachments H, I J**

CAMPO staff will present the Draft Investment Strategy for the Wake Transit Plan Update to the TPAC, as well as the technical materials that will be released for public engagement in May – the Community Funding Area PMP Update (*Attachment H*), the Microtransit Guidelines (*Attachment I*) and the Prioritization Policy (*Attachment J*) – *note that these documents are still being reviewed, and will be updated prior to release for public comment*. Staff will also provide an overview of the upcoming Phase 3 Engagement strategy, materials and activities. The materials will also be presented and distributed at the Partner Outreach event.



Members asked about planned debt service. Ben noted that debt was previously assumed to be associated with the commuter rail project. Debt is now being evaluated for other major capital projects like BRT corridors. The earliest debt service may be activated in FY27-28.

Comment from Paul Black is to rename scenarios from Pessimistic and Optimistic to something less black and white. GoTriangle doesn't consider keeping the VET revenue as pessimistic/negative. Even though for the Plan perspective it may be.

Bret Martin asked if the 2035 Plan update still calculates the federal grant apportionments based upon miles. Steve Schlossberg confirmed that we are still incorporating a net amount of federal apportionment the same way, but the current audit team, assessing FY24 financial report, are recommending a clearer delineation of those funds as revenue in the model. Is it only assumed for WT funded routes operated by Cary, Raleigh and GoTriangle or is it being applied to CFA program funded routes? Steve is not sure how that is being applied for CFA services, so there is some clarity needed about the smaller revenue sources contributing to the model. *\*Bret followed up this comment with an email to TDA and CAMPO staff after the meeting. It will be discussed at the May 28<sup>th</sup> Financial Policies Workgroup meeting.*

Kelly noted that the Baseline, Fares and Financial Policies workgroups may need to look at these things together so that all are moving forward together in a consistent and cohesive way.

Received as information to support engagement set to begin on May 1, 2025.

## 10. TPAC Subcommittee Update

Subcommittee	Program Development	Community Engagement
Chair	Caleb Allred, Town of Morrisville	Tim Gardiner, Wake County
Vice Chair	Tracy Chandler, City of Raleigh	Andrew Miller, City of Raleigh
Next Meeting	Tues. 5/27, 1:30-3:30pm	Thurs. 4/30, 9:00-10:15am

## 11. Workgroup Updates – \*Reminder that new ID forms are due to Stephanie.

- Technology Workgroup ([astanion@gotriangle.org](mailto:astanion@gotriangle.org))
  - Next meeting is May 15<sup>th</sup> at 1pm. Will be presenting progress update to TPAC at 9am.
- Fare Workgroup ([sschlossberg@gotriangle.org](mailto:sschlossberg@gotriangle.org))
  - Will meet next in late summer/early fall to review actual collection data.
- Financial Policies Workgroup ([pkingman@gotriangle.org](mailto:pkingman@gotriangle.org))
  - Will be setting a May meeting to continue discussing carry over questions and the CFA Attributable funds brought up by Bret.
- Baseline Funding Workgroup ([ben.howell@campo-nc.us](mailto:ben.howell@campo-nc.us))
  - No updates – working through few tasks before pull workgroup back together.
- Safety & Security Workgroup ([steven.mott@campo-nc.us](mailto:steven.mott@campo-nc.us))
  - Meeting on 4/29 to review updated draft policy document.

## 12. Lead Agency Updates and Other Business

- All TPAC members are encouraged to attend the Wake Transit 101 event on April 30<sup>th</sup>. Registration and agenda information is posted at [bit.ly/WakeTransit101](https://bit.ly/WakeTransit101).
- The New Bern BRT bidding process has again been modified. City staff have broken the project into 3 pieces now and have sent it back out to bid. Still having trouble securing firms but hope this will help garner interest. So far, our BRT project is too small for national companies but too big for the locals. Contact Het Patel or David Eatman for more information.
- If you need any Wake Transit swag or print materials, please contact Ben to pick them up.

### **13. Adjourn**

The next TPAC meeting is scheduled to be held IN-PERSON at CAMPO on Wednesday, May 15, 2025.

#### TPAC Agenda Development Schedule:

- 4/28 TPAC Agenda Request email sent out to partners
- 5/2 Agenda summary sheets (<https://forms.office.com/g/ZxTP4QQ5ZR>) and all attachments due
- 5/5 Agenda packet review by Chairs
- 5/8 TPAC agenda packet is posted online
- 5/12 All meeting slides are due (Widescreen, PPT)
- 5/15 TPAC slide deck is posted online