

Transit Governance ILA Responsibility (Section 3.03)	Recommended Lead Agency	Review Agencies/Parties	Notes	Rationale: Proposed Updates to Recommended Lead Additional Notes
<p>a. Wake County Transit Work Plan, including all of its separate elements defined in Section 2.38:</p>	<p>CAMPO to compile and maintain</p>	<p>GoTriangle Wake County</p>	<p>CAMPO will pull together, compile and distribute the separate components of the Wake County Transit Work Plan and prepare the full package for review by TPAC, GoTriangle Board and CAMPO Board.</p> <p>CAMPO will be the lead agency responsible for pulling together the separate components of annual Wake County Transit Work Plans and for preparing the full package by the TPAC, the GoTriangle Board of Trustees and the CAMPO Executive Board. Processing of consideration for any amendments to annual work plans shall also be the responsibility of CAMPO in accordance with the most recently adopted Wake Transit Work Plan Amendment policy and process</p>	<p>Currently, GoTriangle and Wake County are reviewing and confirming the work plan details.</p>
<p><u>Annual Operating Budget Ordinance</u>. This shall be supplied for the Wake Transit major operating fund which will appropriate funds for the operation and administration of transit projects as well as for any other agencies involved in producing products for TPAC review</p>	<p>GoTriangle (as Tax District Administrator) to compile and maintain</p>	<p>Wake County TPAC Budget and Finance Subcommittee</p>	<p>Must spell out level of flexibility for moving funds between elements, budgets and/or projects. The ordinance document is adopted as final action by the GoTriangle Board of Trustees. GoTriangle staff is responsible for producing the annual operating budget ordinance, and the TPAC Budget and Finance (for financial elements) and Planning and Prioritization (for project scope elements) Subcommittees shall review and develop a recommendation on the budget and associated ordinance before consideration by the TPAC.</p> <p>Budget materials prepared as part of the Work Plan will be prepared by the tax district, verified by Wake County as its financial role in the ILA, and then presented to the Budget and Finance Subcommittee.</p>	<p>Town of Cary is ok with leaving GoTriangle as the sole agency responsible for producing and maintaining the annual budgets, their associated ordinances, and annual updates to financial model assumptions as long as it is institutionalized in the adoption of these lead agency assignments by the governing boards that the financial components that GoTriangle produces are reviewed and recommended by the TPAC Budget and Finance Subcommittee before moving forward for TPAC consideration.</p> <p>Currently, the “budget office function” is being performed by staff in CAMPO, GoTriangle, and Wake County, and then presented to the Budget and Finance Committee for review prior to presentation to TPAC. An alternative is to have permanent chair of Budget and Finance Committee be filled by Wake County to which the Tax District would coordinate materials through.</p>
<p><u>Annual Tax District</u> administration budget for the Wake Transit major operating or capital fund</p>	<p>GoTriangle (as Tax District Administrator) to compile and maintain</p>	<p>Wake County</p>	<p>Including staffing/admin costs as noted in staffing development plan. This item is included within the Annual Operating Budget Ordinance. See notes for annual operating budget ordinance for applicable review requirements</p>	<p>Currently, the “budget office function” is being performed by staff in CAMPO, GoTriangle, and Wake County, and then presented to the Budget and Finance Committee for review prior to presentation to TPAC. It is recommended that budget materials prepared as part of the Work Plan continue to be prepared by the tax district, verified by Wake County as its financial role in the Governance ILA, and then presented to the Budget and Finance Subcommittee prior to presentation to TPAC. An alternative is to have permanent chair of Budget and Finance Committee be filled by Wake County to which the Tax District would coordinate materials through.</p>

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<p><u>Multi-Year Capital Improvement Plan (CIP)</u> supplied for the Wake Transit major capital fund that clearly identifies specific projects, project sponsors responsible for undertaking those projects, project funding sources, and project expenditures. (NOTE: The Multi-year CIP shall be updated annually to coincide with the annual capital budget always being the first year of appropriation of funding for capital projects identified in the CIP. The Multi-year CIP shall be coordinated with the Metropolitan Transportation Plan, Transportation Improvement Program, and annual program of projects developed and maintained by the Raleigh Urbanized Area designated recipient of federal formula transit grants so as to be consistent with submittal deadlines for the final horizon year of the Metropolitan Transportation Plan.)</p>	<p>CAMPO to compile and maintain</p>	<p>GoTriangle Wake County TPAC (B&F and P&P)</p>	<p>Policy for project prioritization to be led by CAMPO, via established core technical teams for the Multi-Year Bus Service Implementation Plan and the Fixed Guideway Corridors Major Investment Study. The CIP will lay out a program of capital investments for 10 years, with revenues and expenditures tied to the financial model. The CIP should also reflect any local (non-Wake Transit Tax revenues) funding for capital expenditures over a 10-year period. The first five (5) years of the CIP are considered committed with the remaining five (5) years considered developmental, similar to the Statewide Transportation Improvement Program (STIP). The TPAC Planning and Prioritization Subcommittee shall review and develop a recommendation on the CIP before consideration by the TPAC. Fiscal impacts of projects within the CIP should be incorporated into the financial model, which is in the process of being transitioned from Wake County to the Tax District. The model informs the multi-year financial plan and CIP. Per Wake Transit Financial policies, changes to financial policies must be recommended by the TPAC and approved by the governing boards. The Financial Assumptions in the model are reviewed with the Budget & Finance Subcommittee before going to TPAC.</p> <p>Policy for project prioritization to be led by CAMPO, guided by the planning subcommittee and the results of the Bus Plan and MIS. The CIP will be presented in the Work Plan document. CIP for 5years, tied to the financial model will reflect Wake Tax Revenue and Wake Plan Revenue distributed through the Tax District. This will help locals identify future local funding needs and potential LAPP applications. Overall, the CIP should be a ten year plan with first five as programmed and next five as supplemental (like the STIP).</p> <p>CAMPO staff will need to be tied into the financial model process since the financial model is being proposed to be transitioned to the tax district with the County verifying. The model informs the multi-year financial plan and CIP. Per Wake Transit Financial policies, changes to financial policies must be recommended by the TPAC and approved by the governing boards. The Financial Assumptions in the model are reviewed with B&F before going to TPAC.</p>	<p>Currently, the “budget office function” is being performed by staff in CAMPO, GoTriangle, and Wake County, and then presented to the Budget and Finance Committee for review prior to presentation to TPAC.</p>
<p><u>Annual Capital Budget Ordinance</u> supplied for the Wake Transit major capital fund that allocates financial resources to specific project sponsors for specific projects, and represents the first year of appropriation of funding for capital projects identified in the Multi-Year CIP</p>	<p>GoTriangle (as Tax District Administrator) to compile and maintain</p>	<p>Wake County</p>	<p>Must spell out level of flexibility for moving funds between elements, budgets and/or projects. The ordinance document is adopted as final action by the GoTriangle Board of Trustees. GoTriangle staff is responsible for producing the annual capital budget ordinance and the TPAC Budget and Finance (for financial elements) and Planning and Prioritization (for project scope elements) Subcommittees shall review and develop a recommendation on the budget and associated ordinance before consideration by the TPAC. This gets adopted as final action by GoTriangle.</p> <p>Budget materials prepared as part of the Work Plan will be prepared by the tax district, verified by Wake County as its financial role in the ILA, and then presented to the Budget and Finance Subcommittee.</p>	<p>Currently, the “budget office function” is being performed by staff in CAMPO, GoTriangle, and Wake County, and then presented to the Budget and Finance Committee for review prior to presentation to TPAC. It is recommended that budget materials prepared as part of the Work Plan continue to be prepared by the tax district, verified by Wake County as its financial role in the Governance ILA, and then presented to the Budget and Finance Subcommittee.</p>

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<p><u>Multi-year Operating Program</u> -the annual document describing the development of local bus, express bus, Bus Rapid Transit, and commuter rail services to be funded by the Tax District. It will describe service changes planned for the year and preliminary service proposals and financial projection for the subsequent years. A detailed report on the status of each bus and rail route shall also be included, along with performance objectives for the coming year. The document shall also describe administrative, planning, marketing, or other functions that are not directly accounted for in specific infrastructure project delivery or allocated to service delivery, but which are essential to the implementation of the Transit Plan.</p>	<p>CAMPO to compile and maintain</p>	<p>Wake County Individual Transit Agencies</p>	<p>Annually, GoTriangle shall convene the multi-agency process reviewing the multi-year service implementation plan to determine if changes from prior year are warranted. This will outline services to be deployed and their costs, and should be reported in conjunction with CIP. Marketing/admin/tax district administration should show as 'overhead' in this document. Planning & Prioritization Subcommittee will make proposal for review by Budget & Finance Subcommittee and TPAC. CAMPO will compile project sheets with service descriptions. This should be done simultaneously with the CIP.</p> <p>This will outline services being deployed, and should be reported in conjunction with CIP. Policy for project prioritization to be led by CAMPO, via established core technical teams for the Multi-Year Bus Service Implementation Plan and the Fixed Guideway Corridors Major Investment Study. The multi-year operating program will lay out a program of service and other operating expenses for 10 years, with revenues and expenditures tied to the financial model. The multi-year operating program should also reflect any local (non-Wake Transit Tax revenues) funding for service and other operating expenditures over a 10-year period. The first five (5) years of the multi-year operating program are considered committed, with the remaining five (5) years considered developmental, similar to the Statewide Transportation Improvement Program (STIP). The TPAC Planning and Prioritization subcommittee shall review and develop a recommendation on the multi-year operating program before consideration by the TPAC. Marketing/admin/tax district administration should show as "overhead" in this doc. This should be done simultaneously with CIP. This will inform the Work Plan Document.</p> <p>A more detailed multi year operating program, supplementing the Work Plan Document, can be developed to inform operating agreements.</p> <p>CAMPO staff will need to be tied into the financial model process since the financial model is being proposed to be transitioned to the tax district with the County verifying, and the model informs the multi-year financial plan and CIP .</p>	<p>Currently, CAMPO is consolidating materials prepared for the work plan. GoTriangle is leading the effort on the bus plan. It is recommended that multi year programming materials prepared as part of the Work Plan continue to be prepared by CAMPO, verified by Go Triangle and Wake County and then presented to the Budget and Finance Subcommittee. Planning and Prioritization will inform the prioritization of the multi year documents.</p>
<p><u>Update of the Wake Transit Financial Plan and financial model assumptions</u> and corresponding update of the planning horizon of Wake Transit Work Plan future projects not included in the current Multi-year CIP. The parties shall use good faith efforts to align planning horizon year with the horizon year of the current CAMPO MTP. The Financial Model shall contain agreed upon financial assumptions of the TPAC for Wake Transit Work Plan revenues involving federal, state and local sources and multi-year capital and operating costs including liquidity targets and debt ratios relevant to rating agency metrics.</p>	<p>GoTriangle (as Tax District Administrator) to compile and maintain</p>	<p>CAMPO Wake County</p>	<p>TPAC will review assumptions contained in model, and will approve changes before they are changed within the model. GoTriangle staff is responsible for producing the annual model assumption updates, and the TPAC Budget and Finance Subcommittee shall review and develop a recommendation on the assumption updates and associated before consideration by the TPAC. Need to also account for how local / non-supplantation funds will be accounted for and shown in Budget Book.</p>	<p>Currently the financial model is being transitioned to the tax district with the County verifying per its role in the Governance ILA, CAMPO Staff will need to be continually tied into this effort to efficiently complete assigned duties.</p>
<p><u>Capital Funding Agreements or Master Agreements</u> - an agreement between an agency and other agencies to provide an Implementation Element or a project plan if the implementation element is to be provided by the Agency. The agreement or project plan shall state the details of the capital improvements to be provided and detail expectations on funding, responsibilities, schedule and performance and shall adhere to minimum standards outlined in Section 7.01 of [the Governance ILA]. Master agreements mean an Operating or Capital Funding agreement that directs a discrete logical grouping of projects, operations or studies.</p>	<p>GoTriangle (as tax district administrator)</p>	<p>CAMPO Parties to Agreement TPAC (regarding deliverables to report, conditions in agreements)</p>	<p>The tax district will continue to evolve agreement templates and language. Process subcommittee will develop template for agreements. While agreement content will be initiated by GoTriangle, all signatories to each agreement will be involved in scope and terms development. For projects of regional significance or those that involve federal or state funding that is otherwise under CAMPO's distribution and program management responsibility, CAMPO will be party to agreement as well (per ILA). The TPAC will approve agreement templates and will assign Wake Transit Plan implementation elements or specific projects to specific agencies. GoTriangle will work with specific agencies/project sponsors to develop agreement scope & terms. As part of annual work plans, the GoTriangle & CAMPO Boards are approving the content of the items covered by agreements. Any dispute between GoTriangle (as tax district administrator) and a project sponsor on the scope, language and terms of agreements in advance of execution shall be referred to the TPAC for a final action on agreement scope, terms and language.</p>	<p>GoTriangle developed agreement language for FY 18. CAMPO, Parties to the Agreement, and Discussion via other stakeholders should continue to work with GoTriangle to evolve the documents to meet needs.</p>

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<p><u>Operating Agreements or Master Agreements</u>- an agreement between an agency tasked to provide an Implementation Element, the Tax District and other agencies as needed, or an operating plan if the Implementation Element is to be provided by the Agency. The agreement shall state the details of the service to be provided and detail expectations on funding, responsibilities, schedule and performance. The agreement shall adhere to minimum standards outlined in Section 8.02 of [the Transit Governance ILA]. Master agreements mean an Operating or Capital Funding agreement that directs a discrete logical grouping of projects, operations or studies.</p>	<p>GoTriangle (as tax district administrator)</p>	<p>CAMPO Parties to Agreement TPAC (regarding deliverables to report, conditions in agreements)</p>	<p>The tax district will continue to evolve agreement templates and language. Process Subcommittee will develop template for agreements. While agreement content will be initiated by GoTriangle, all signatories to each agreement will be involved in scope and terms development. For projects of regional significance or those that involve federal or state funding that is otherwise under CAMPO's distribution and program management responsibility, CAMPO will be party to agreement as well (per ILA). The TPAC will approve agreement templates and will assign Wake Transit Plan implementation elements or specific projects to specific agencies. GoTriangle will work with specific agencies/project sponsors to develop agreement scope & terms. As part of annual work plans, the GoTriangle & CAMPO Boards are approving the content of the items covered by agreements. Any dispute between GoTriangle (as tax district administrator) and project sponsor on the scope, language and terms of agreements in advance of execution shall be referred to the TPAC for a final action on agreement scope, terms and language.</p>	<p>GoTriangle developed agreement language for FY 18. CAMPO and the Individual Transit Agencies should continue to work with GoTriangle to evolve the documents to meet needs.</p>
<p>b. Detailed elements of a Multi-Year Service Implementation Plan</p>	<p>GoTriangle and CAMPO to lead development and any updates thereto, via individual transit agencies</p>	<p>Core Technical Team</p>	<p>CAMPO is responsible for leading the development and ongoing administration of the project prioritization policy, project-level decision-making structures (concurrence check process) and locally coordinated human services transportation plan elements of the Multi-Year Bus Service Implementation Plan.</p> <p>GoTriangle is responsible for leading the development of all other elements of the plan.</p> <p>The development of the plan and any updates thereto is to be coordinated with a core technical team assigned by the TPAC.</p> <p>It is expected that the plan will be updated every four (4) years to account for expanding and ever-changing based on internal and exogenous factors that are endemic to the efficacy of transit services in Wake County and to extend the horizon year of the plan. Expectation is there would be a steering committee of technical staff, plus a larger stakeholder committee of TPAC members/others to guide development of the plan. Public engagement will need to be figured out as part of consultant task scope.</p>	<p>This task was assigned to a Core Technical Team as part of the Bus Plan</p>
<p>c. Staffing model and staffing expectations plan, including requested consideration of any costs associated with additional staff required to administer the Wake County Work Plan;</p>	<p>CAMPO to lead development and any updates thereto</p>	<p>Core Technical Team</p>	<p>Each of these bodies may have administrative needs pertaining to the Wake Transit Plan, financial model and tax district administration. City of Raleigh and Town of Cary have additional staffing needs as well. The development of the staffing plan and any updates thereto is to be coordinated with a core technical team assigned by the TPAC. We need to look at the costs of expanding staff and achieve efficiencies so as not to duplicate staff responsibilities across agencies. Multi-year implementation plan and capital planning needs to include other related admin costs. Annual work Program should include the costs outlined in the implementation and capital plans. The creation of staffing model and expectations plan will be performed by consultant in on-call program. The Staffing Plan will be used as a guiding document for annual budget requests.</p>	<p>This task was assigned to a Core Technical Team specifically developed for this task</p>
<p>d. Program management policy and plan for the community funding areas identified in Wake County Transit Plan</p>	<p>CAMPO to lead development and any updates thereto</p>	<p>Core Technical Team</p>	<p>The development of a community funding area program management plan and any updates thereto is to be coordinated with a core technical team assigned by the TPAC. Process Committee recommends itself as steering committee for development of this program, including prioritization of projects, applicable policies, etc. Will be done through on-call program</p>	<p>This task was assigned to a Core Technical Team specifically developed for this task</p>

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e. Templates containing minimum standards for project and financial reports for the major funds of the separate component unit(s) and others to follow (first version by October 1, 2016);	GoTriangle	Wake County TPAC Budget and Finance Subcommittee	GoTriangle staff shall develop these templates and coordinate review with the Budget and Finance (for financial reporting) and Planning and Prioritization (for project progress reporting) Subcommittees before they are put to use. Per the ILA, the GoTriangle Annual Financial Statement is reviewed prior to issuance. Process committee should develop template standards for Project Reports and forward to Planning Committee. Templates should accommodate reporting of federal, state, Wake Transit Tax new funds, and existing local funds.	Budget and Finance is reviewing quarterly reporting templates distributed to TPAC and annual financial statements.
f. Project prioritization policy that guides the development of the CIP and longer term operating program and annual budgets	CAMPO	Core Technical Team	Policy will be developed with consultant assistance as part of the Multi-Year Bus Service Implementaiton Plan, with a target for FY 19 20 use in Multi Year Operating Program and CIP development. CAMPO will be responsible for ongoing administration of the project prioritization policy's application to work plan development, should that be a feature of the policy or the TPAC's direction for use of the policy. Policy should include geographic equity component, address betterment costs that are local responsibility, demographic equity (Title VI, EJ), ridership v coverage service deployment (70/30 % target). This should be done as first step in CIP task order in on-call program.	The products anticipated by this task are being developed as part of the Bus Plan and the MIS which are verified by to separate Core Technical Teams
g. Designation of project sponsors (agencies responsible for each respective capital and operating project), including agencies responsible for each Implementation Element	CAMPO via individual transit agencies	TPAC GoTriangle	This is a component of the both the Multi-Year Bus Service Implementation Plan and Fixed Guideway Corridors Major Investment Study. This is part of (b) Multi Year Implementation Plan element for operating; part of CIP (a) for capital. P planning process for these should identify lead agencies for major projects to move forward.	Currently, CAMPO staff and the Planning and Prioritization Subcommittee are working with the individual transit agencies to ensure that they are comfortable with project assignments. Decision making should be recommended and then approved by the Governing bodies, while CAMPO has final legal authority for project sponsors.
h. Multiyear vision plan	CAMPO	Core Technical Team	The Metropolitan Transportation Plan update MTP is done by CAMPO every 4 years, which should be used to guide vision plan updates and an extension of the horizon year for the Wake County Transit Plan. when actual Wake Transit Plan needs to be updated, TPAC can decide if County will oversee again, or if CAMPO will take lead. This will include placeholder for things beyond current 10 year plan.	It is anticipated that a Core Technical Team will be developed when this effort is initiated.
i. An articulated strategy for each Implementation Element or agreement, which shall include scope, geography, purpose and goals, processes for allowing amendments, and processes for addressing Significant Concerns. Very detailed strategies shall be developed for capital/infrastructure projects exceeding \$1,000,000	CAMPO	Core Technical Team	This is the merger type project level decision making structures (concurrence check process). This strategy will be developed as a master policy to be deployed by each project sponsor for implementation of each applicable project, with CAMPO functioning as an ongoing centralized administrator of the process in accordance with the direction of the established policy developed as part of the Multi-Year Bus Service Implementation Plan and the Fixed Guideway Corridors Major Investment Study. It will become an element of the Capital or Project Funding Agreements. Need to review examples of other agreements (hotel tax, Alameda Co, Sound Transit). The tax district funds will provide a certain dollar amount for a service or capital project through an agreement and this will outline standards to be met for those services or capital projects to be funded via tax district administered revenues. This process will outline what agency is assigned to various project phases and responsibilities of that agency to engage TPAC or other agencies. A consultant will develop this via a TPAC steering committee.	The products anticipated by this task are being developed as part of the Bus Plan and the MIS which are verified by to separate Core Technical Teams
j. An articulated strategy for incorporating or accounting for public outreach, involvement, and communication with the deliverables set forth in a, b, d, f, g, and h	CAMPO and GoTriangle via Public Engagement Policy Core Technical Team	Core Technical Team	Need to identify expectation sof outreach on all recurring items, and outline in project agreement what the expectations of documentation and outreach will be standard for each type of project/service/planning document. Lead agency for each project/service will provide documentation of public outreach standard minimums being met. GoTriangle will be responsible for leading the development of a public engagement plan for the Multi-Year Bus Implementation Plan and the Fixed Guideway Corridors Major Investment Study and managing the execution of the plan. GoTriangle will also be responsible for the execution of the public engagement policy for annual work plans. Need to include Title VI, EJ. Need to develop a baseline of what outreach is expected and who will perform it. CAMPO/Wake Co/GoTriangle to meet with Communications Group to work on this task.	This task was assigned to a Core Technical Team specifically developed to handle this effort.

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<p>Receiving, reviewing and providing feedback on a quarterly and annual financial and project status reports relating to the Wake County Transit Work Plan</p>	<p>CAMPO</p>	<p>GoTriangle Wake County Project Sponsors</p>	<p>Reporting expectations should be included in project agreements. GoTriangle would prepare financial reports & send to CAMPO for inclusion in TPAC agenda. The Planning and Prioritization Subcommittee is doing project status report template. The Budget and (may want to look at DCHC template for STPDA reporting from local govs). Finance Subcommittee will develop financial report templates, to include non-tax (purely local) funds to give full picture of Transit Plan implementation efforts. Specific Planning Committee should develop performance metrics (hrs of service provided, # riders, \$ investment in frequency v coverage, # bus shelters built, etc.); to be reported will be developed by the Multi-Year Bus Service Implementation Plan for bus projects. Additional performance metrics may be developed and recommended for inclusion in agreements by the Planning and Prioritization Subcommittee. CAMPO will collect performance metric data and report out to TPAC. GoTriangle will collect financial and project status reports for new and existing money and report out to TPAC. Should look at some real-time dashboard reports on website.</p>	<p>CAMPO is charged with receiving and reviewing reports. Verifying agencies should review for issues and assist in evolving reporting to meet needs.</p>
<p>Identification of one or more parties to the ILA to serve as lead agencies for responsibilities in 3.03</p>	<p>Process Subcommittee</p>	<p>TPAC</p>		<p>This is a unique duty that can not be delegated to staff in the current setup. Moving forward the process committee must develop specific procedures for individual TPAC members and the TPAC overall to identify and direct changes to Lead Agency assignment. It is important that Lead Agency involve an understanding of generation of work product, coordination of review, and then eventual presentation to TPAC and Governing Boards.</p>
<p>Identification of and request to partner agency of staff resources to meet administrative needs of TPAC</p>	<p>CAMPO</p>	<p>Core Technical Team</p>	<p>This includes providing staff resources for coordination of the TPAC's decision making processes and the TPAC's appointed sub-committees, working groups and steering committees. Items, documents, etc. related to Wake Transit Plan implementation policy development under the jurisdiction of the TPAC that are not otherwise covered by lead agency assignments should be produced and maintained by CAMPO.</p>	<p>This task was assigned to a Core Technical Team developed to handle the staffing plan.</p>
<p>Others - New</p>				
<p>Oversee and Implement Community Funding Area Program</p>	<p>CAMPO</p>	<p>Core Technical Team</p>	<p>CAMPO is currently managing the development of the Community Funding Area Program Management Plan. Once the CFA PMP is complete, the program will be able to be implemented. An oversight agency is required to administer the program - including receiving project requests, facilitating a selection process, and prioritizing and programming projects. This work will need to be coordinated with the development of the annual Wake Transit Work Plan, and possibly with the TIP depending on the project or service.</p>	<p>It is anticipated that a group similar to the LAPP annual review group will be formed to adjust this effort as needed.</p>
<p>Oversee and implement Project-Level Concurrence Check Process</p>	<p>CAMPO</p>	<p>proposed: TBD - Wait for projects</p>	<p>The development of this process is listed as item i, above. This process is being developed through a consultant contract as part of the Multi-Year Bus Service Implementation Plan and Fixed Guideway Corridors Major Investment Study. As Wake Transit projects move into project development, this concurrence process will be enacted. Should the process policy identify the need for a centralized role and a single agency to should be appointed to serve as the convener of the multiple agencies anticipated to be involved in the process, and to ensure that all projects step through the concurrence process policy in a consistent fashion, CAMPO will serve as the designated agency to administer the process.</p>	<p>The lead agencies and reviewing / verifying agencies may vary based on the projects selected.</p>

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Technical Assistance for Community Funding Areas	proposed: TBD - Wait for final CFA PMP	proposed: TBD - Wait for final CFA PMP	The Community Funding Area Program Management Plan is currently under development. It is anticipated that Community Funding Areas (CFA) will require some level of technical assistance to perform short-range transit planning, route-specific planning, and similar activities in order to successfully implement new transit service in those areas. As the CFA Program Management Plan is still under development, we should hold off on making a recommendation for this item just yet. If, as is currently being discussed, the existing transit providers are contemplated to provide the CFA services, those transit providers would be the likely source for this planning work since the new services would need to be integrated into existing services and operations. If, however, it is determined that the CFA localities will be able to use CFA Program funds to hire consultants for these services, that model will look different. Suggest holding off on recommendation until Program Management Plan provides further direction.	The lead agencies and reviewing / verifying agencies may vary on how the program is set up.
Public Engagement/Involvement	GoTriangle		With the finalization of the Public Engagement Policy, and associated Multi-Year Bus Service Implementation Plan and Fixed Guideway Major Investment Study public engagement plans, GoTriangle shall serve as the lead and primary agency to implement outreach activities around these major initiatives, as well as annual work plans. GoTriangle shall coordinate with project sponsors and Wake Transit Partners for assistance and coordination in any and all outreach activities	