

GOTRIANGLE FISCAL YEAR 2023
ANNUAL REPORT



Driving Toward the **FUTURE**



Thank you

to our Operations and Maintenance staff, our frontline employees,
who keep GoTriangle moving even during difficult times.





CONTENT

- 03.** MESSAGE FROM OUR CHAIR
- 05.** MESSAGE FROM OUR CEO & PRESIDENT
- 06.** ABOUT US
- 07.** OUR FAMILY
- 08.** OPERATIONS
- 10.** TRACKING RIDERSHIP
- 11.** OUR TRANSIT PARTNERS
- 12.** GODURHAM TRANSIT MANAGEMENT
- 13.** BUILDING A REGIONAL NETWORK
- 15.** SUSTAINABLE TRAVEL SERVICES FOR UNIVERSITIES AND BUSINESSES
- 16.** COMMUNITY OUTREACH
- 16.** GROWING DISADVANTAGED BUSINESS ENTERPRISES
- 17.** GOTRIANGLE SYSTEMWIDE FINANCIALS
- 19.** DURHAM COUNTY TRANSIT
- 25.** ORANGE COUNTY TRANSIT
- 31.** WAKE COUNTY TRANSIT
- 41.** FY2023 BOARD OF TRUSTEES



LETTER

FROM OUR CHAIR

SERVING WITH INNOVATIVE SOLUTIONS

At GoTriangle, we provide safe, secure and cost-effective transit options to places people want to go. Given the travel pattern shifts since the pandemic, GoTriangle has adjusted schedules, routes and services to meet the significant changing needs of our customers. This has led to a rise in ridership of 7.2% this past year as we work to restore ridership to our pre-COVID levels.

Recognizing a national shortage for transit operators and essential transit workers, we launched a proactive effort to recruit new talent. We are working with area high schools and colleges showcasing career opportunities in transit and specifically at GoTriangle. We have also increased salaries and offered a variety of in-house training courses and certification classes.

We are making moves to improve employee quality of life and support the well-being of our transit operators, dispatchers, mechanics and service attendants. GoTriangle's project to modernize and expand its maintenance and operations facility moved on to the design phase. In addition to expanding capacity, updating vehicle access and movement, and improving workspaces, the project emphasizes upgrading employee spaces – such as locker rooms, break spaces and training facilities – and creating fitness facilities.

GoTriangle will continue to collaborate with local, state and national transportation partners as well as the business community to provide an integrated regional transit system. This effort includes interconnected systems of local bus service that connect to bus rapid transit networks and then to future passenger rail systems. Final last-mile connections will be achieved by connecting to bicycle and pedestrian networks and the greenway system. Plans are also underway to provide new access to destinations such as Research Triangle Park and the Raleigh Durham International Airport.

Regional transit projects continue to evolve including the downtown Raleigh Union Station Bus Facility located adjacent to Raleigh's Union Station. The mixed-use development will include affordable and market rate apartments, commercial and retail space and a new ground floor transit hub with train station access. This project represents the type of innovation and creative thinking that we strive for at GoTriangle.

A huge thanks to U.S. Rep. Deborah Ross and former U.S. Rep. David Price for continuing to secure millions of dollars in federal funding for not only the Raleigh Union Station Bus Facility, but also investments in bus stop safety and accessibility, acquiring electric zero emission replacement buses and much more. All these new and exciting investments throughout the region would not be possible without support from our congressional leaders.

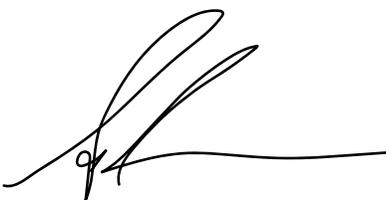
GoTriangle suspended fares in response to the pandemic in March of 2020. We plan to restore fares in 2025 while remaining sensitive to the needs of our low-income residents who rely on transit to get to jobs, healthcare, education and destinations of daily living. To this end, we are working with our regional partners to develop subsidized fares for riders who meet specific income levels and individuals who need extra financial assistance.

The safety and security of our customers and staff remain a top priority. During the pandemic, this meant extra cleaning and other efforts to keep our operators safe. In FY2023, we have also worked to assist our unsheltered populations by developing an ambassador program with our outreach and community services partners to connect vulnerable populations to services and housing opportunities.

Transit and transportation investments remain a critical part of our region's long-term success as we plan for the next 50 years of growth. At GoTriangle, we will work with our regional partners to plan and invest in our region so as we grow bigger, we also grow better. This means healthier, happier residents who are thriving throughout our communities as mobility becomes an opportunity rather than a barrier to their success.

Sig Hutchinson

Chair, GoTriangle Board of Trustees





LETTER

FROM PRESIDENT & CEO

CONNECTING PEOPLE TO LIFE'S OPPORTUNITIES NOW AND IN THE FUTURE

At GoTriangle, we understand that transit is an essential service that connects people in the Triangle to places that matter to them. Transit takes them to work, medical appointments, school, entertainment and to see friends and loved ones. This is a job we take very seriously, knowing that our passengers are relying on us to get them to their destinations on time and safely.

Fiscal year 2023 – which spans July 1, 2022, to June 30, 2023 – was a pivotal year for GoTriangle. The COVID-19 pandemic was easing, and our ridership numbers began to approach our 2019 levels; weekend ridership had surpassed pre-pandemic levels. GoTriangle is working hard to improve and expand our service for our passengers, now and in the future. First, our team worked to restore bus routes that were cut back during the pandemic. During FY2023, we restored Routes 100, 400, 700, 800, 805 and the Durham-Raleigh Express, also known as the DRX.

To put back service, we needed to restore our workforce during a time when it was very difficult to recruit and train new employees. We began building back our operations team by restructuring salaries to be more competitive within the industry, a feat that could not have occurred without the strong support of our Board of Trustees.

Driving toward the future

Second, we believe that restoring service is not enough. The Triangle's population is growing, and we have to expand our services to meet the new demand. To that end, in FY2023, GoTriangle:

- Wrapped up the Greater Triangle Commuter Rail Feasibility Study, which demonstrated the transportation and economic potential of building regional passenger rail service.
- Signed agreements with a private developer, Hoffman & Associates, to build a new transit complex in downtown Raleigh, next to the Amtrak Station. Engineering plans and site work will allow us to break ground on the project that includes an eight-bay bus transfer station and about 385 apartments, including 39 affordable housing units. This development demonstrates how transit improvements can be used to leverage residential and commercial investment in our urban areas.
- Took steps to replace older buses and expand our electric fleet.
- Participated with North Carolina State University in a research project to develop fast-charging stations for electric buses.
- Partnered with the Research Triangle Park Foundation to plan for relocating our Regional Transit Center to Research Triangle Park to give our buses better access to the highway network and to create even more transit-oriented development opportunities in this rapidly growing employment and residential area.

Last, I would like to express my gratitude and support for our dedicated workforce who keep us moving forward despite daily challenges. I am proud of what the GoTriangle team accomplished in FY2023, and I am excited about how we are going to better serve the region in the future.

Charles Lattuca
President and CEO, GoTriangle





ABOUT US

OUR REGIONAL ROOTS

Since the North Carolina General Assembly established our agency as Research Triangle Regional Public Transportation Authority in 1989 to serve Durham, Orange and Wake counties, we have worked to connect the region. We embrace our role as the regional transportation agency by leading the effort for bus and rail improvements. Our mission—to improve our region’s quality of life by connecting people and places through safe, reliable and easy-to-use travel choices—continues to guide the agency to:

- **Improve mobility in the region.**
- **Assure high-quality customer service.**
- **Encourage sound growth patterns.**

HELPING COUNTY PARTNERS ACHIEVE THEIR TRANSIT PRIORITIES

As the tax district administrator for Durham, Wake and Orange counties, GoTriangle oversees the administration of funds in the county transit plans and works with partners within the tax district to implement the region’s transit priorities. Large capital projects funded by the county transit plans include building a new state-of-the-art bus transfer facility in downtown Raleigh, developing bus rapid transit corridors and studying the feasibility of a commuter rail service that would connect West Durham to Garner or Clayton, all designed to create a seamless regional transit network.

In addition to planning, design and construction, GoTriangle provides bus and paratransit services, ride-matching, vanpools, commuter resources, trip planning and an emergency ride home program for the region, including Apex, Cary, Chapel Hill, Durham, Fuquay-Varina, Hillsborough, Mebane, Raleigh-Durham International Airport, Raleigh, Research Triangle Park, Wendell, Wake Forest and Zebulon. GoTriangle also provides transit information for all providers in the region through the Regional Transit Information Center in Durham, gotriangle.org and real-time bus arrival information.

GOVERNANCE

GoTriangle is governed by a 13-member Board of Trustees, which by law is authorized to make decisions and enact policy for the agency. The region’s principal municipalities and counties appoint 10 voting members to staggered four-year terms. The North Carolina Secretary of Transportation appoints three ex-officio nonvoting members. Each year, voting members elect a chair, vice-chair, secretary and treasurer. Board members stay informed of issues. Members discuss and make recommendations on agenda items to the full board through committees. During the 2023 fiscal year, the board voted to amend its bylaws related to standing committees. The current three committees will be expanded into four committees with several new areas of responsibility added effective Jan. 1, 2024. Those four committees are designated as Planning, Operations, Audit and Finance, and Administration and Governance.

FUNDING

Primary sources of funding for GoTriangle in FY2023 came from vehicle registration fees, a 5% rental vehicle tax, a half-cent sales tax dedicated for transit in Durham, Orange and Wake counties and federal and state resources. Like other local transit agencies, GoTriangle suspended fares in March 2020 due to the COVID-19 pandemic, seeking to ease financial burdens for the frontline workers and community members who were relying on transit to get to critical jobs or to obtain food or health care. The fare suspension was also designed to avoid interaction at the fare box to help protect operators from the disease during the pandemic. The fare suspension continued through FY2024.



OUR FAMILY

GoTriangle has only about 270 employees, but our work with our partners to better connect the region extends far, moving people to life's opportunities. Our team collaborates with partners in Wake, Durham and Orange counties on transit planning and service, joint projects, communications, safety, customer service and more, building new partnerships as needs arise in the Triangle.

GoTriangle is an equal opportunity employer, and our statistics support that commitment. As of March 31, 2023 - the latest quarter for which we have statistics - minorities made up 62.5% of our managers, of which, 53.1% were female.

SERVING OUR EMPLOYEES WITH LOW PREMIUMS AND EXCELLENT BENEFITS

Although GoTriangle experienced an increase in insurance premiums this year, Human Resources successfully negotiated a benefits renewal within the agency's budget, resulting in no increase in premiums for employees. We added a vision light

care benefit - which provides a frame allowance for non-prescription eyewear for sunglasses and blue light filters - and increased the medical Flexible Spending Account contribution limit.

In collaboration with the Communications and Public Affairs team, Human Resources focused on building employee education by providing opportunities to learn more about benefits through promotion campaigns and monthly wellness online learning sessions. These sessions ranged from promoting healthy eating to fostering financial well-being.

We added an additional holiday to recognize Juneteenth and updated our birthday and floating leave policy so that employees no longer had a waiting period of six months. Human Resources believes in ensuring market competitiveness for employee compensation, so our staff played an integral role in developing and rolling out a revamped operations staff pay plan, resulting in less employee turnover and increased applicant flow.



OPERATIONS

In fiscal year 2023, GoTriangle passengers took 1,581,474 trips on bus service and 36,318 trips on ACCESS, our regional paratransit service. GoTriangle operates seven days a week with 77 buses, 11 regional routes, five weekday express routes and a public demand-response system serving Research Triangle Park and surrounding areas. The regional paratransit program has 22 vehicles, and the vanpool service is provided through a contract with Enterprise.

During fiscal year 2023, GoTriangle operated:

- **Regional Routes 100, 300, 305, 310, 400, 405, 420, 700, 800, 805 and an RDU Shuttle to the Raleigh-Durham International Airport.**
- **Express Routes CRX, DRX, ODX, WRX, ZWX.**

Four regional routes (105, 301, 311, 800S) and one express route (NRX) remain suspended.

NEW BUS PURCHASES

In May 2023, GoTriangle's Board of Trustees approved the purchase of five electric-battery, low-floor plus buses with associated maintenance equipment from GILLIG Corporation for fixed-route service for up to \$5,913,175. The new buses will replace GoTriangle buses that have exceeded their recommended useful life of 500,000 miles/12 years, per Federal Transit Administration replacement guidelines. The electric buses are

due to arrive in calendar year 2025. GoTriangle is in the process of retiring seven older buses.

BUS INFRASTRUCTURE

GoTriangle completed construction-related tasks for its Plaza Building paratransit office renovation and redesign project in Durham, allowing paratransit staff and paratransit vehicles to be relocated there from the Bus Operations and Maintenance Facility in Morrisville. The BOMF, as it is known, could no longer adequately accommodate them. Dedicated paratransit areas at the BOMF did not provide sufficient room for dispatch personnel, and there were no dedicated spaces for paratransit operators. The decision to permanently relocate up to 40 paratransit staff, equipment and vehicles to the Plaza building required careful coordination among several departments. The result was that construction and renovations at the Plaza building did not interfere with facility operations.

The construction, renovations and upfit of 8,550 square feet of interior, vacant space on the first floor allowed for new spaces for bus, radio and dispatch staff, "quiet" rooms for the paratransit operators to rest between shifts, supervisor spaces, a breakroom, showers and space for reservations staff. Exterior work included restriping of the parking lot to accommodate up to 27 paratransit vehicles, lighting upgrades and the installation of fencing and security cameras.

Additional project work that was completed included expansion of offices and renovation of the Finance and Administration suite.

The total project budget of \$1,431,000 included \$1,001,000 for construction and \$139,628 for professional design services, along with funding for equipment and technology and project contingency. Close collaboration and teamwork between the general contractor and project team allowed the project to be completed within budget, despite a schedule slippage of six months due to construction industry hurdles associated with the COVID-19 pandemic. These obstacles included supply chain issues, unprecedented inflation rates and escalation of equipment and material costs.

MAINTAINING A SAFE AND HEALTHY WORKPLACE FOR EMPLOYEES AND PASSENGERS

GoTriangle continued its work to ensure the safety and health of all of our customers and employees. With that goal, in FY2023, GoTriangle and Durham-based, nonprofit Triangle Family Services began to share resources seeking to help homeless people after noticing a rise in the number of people riding transit and staying at transit shelters and stations because they had no permanent place to call home. Since GoTriangle suspended fares in March 2020, the agency – like other transit agencies across the nation – had seen a rise in security incidents related to non-destination riders. GoTriangle security incidents jumped from 17 in calendar year 2020 to 42 in 2021 and 55 in 2022. This uptick led to bus operators’ having to place more calls for assistance to dispatchers requesting law enforcement and to operator job attrition.

The conversations between GoTriangle and Triangle Family Services in early FY2023 resulted in the two agencies hosting an event

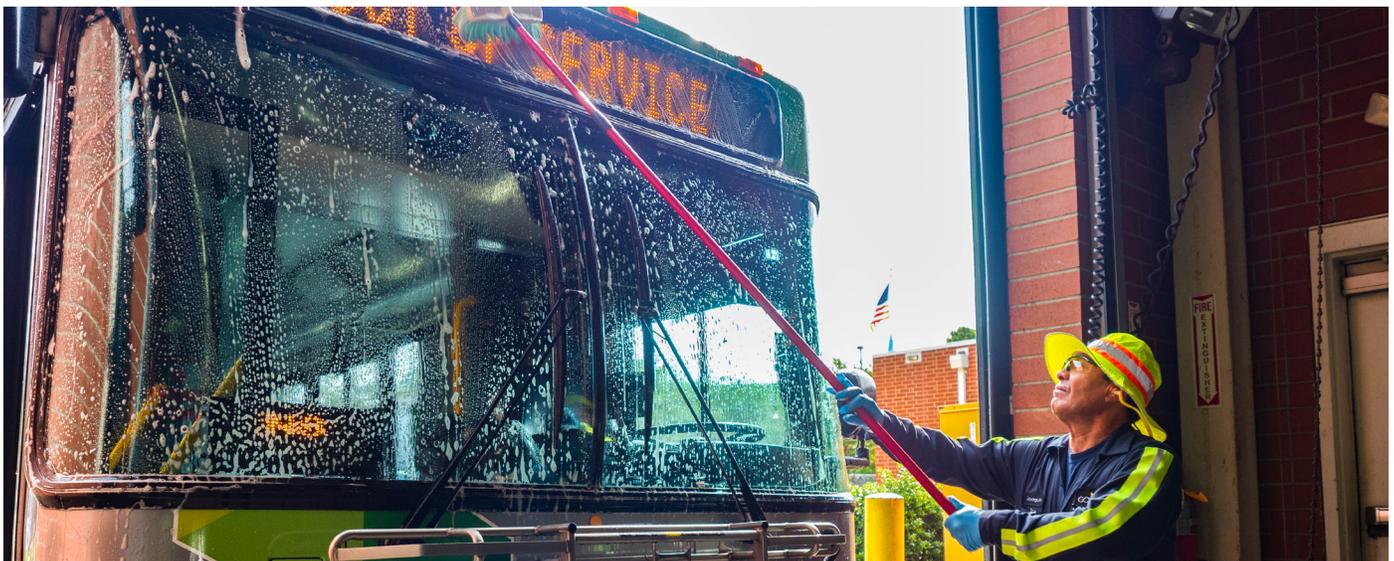
in March at GoTriangle. It brought together representatives of city and county agencies and Triangle-area social services and regional transit agencies to collaborate on finding creative ways to help people without permanent shelter and in need of community services. This “Springing into Action: An Issues-Oriented Conversation” event led to sharing of ideas and resources, including best practices for training bus operators on conflict resolution and de-escalation skills, mental health awareness and responding to homeless riders’ needs. By the close of FY2023, GoTriangle planned to launch a transit ambassador program in FY2024 to provide an ambassador to ride our transit system. That person will:

- **Provide visible customer service.**
- **Act as eyes and ears to address safety and security incidents.**
- **Promote measures to provide safe, reliable services to GoTriangle riders.**

REGIONAL CUSTOMER SERVICE FOR ALL TRANSIT

The Regional Transit Information Center provides a single source of information about public transit options throughout the Triangle by allowing customers to make one call to 919-485-RIDE (7433). GoTriangle staffs the center through a cooperative agreement with its partners GoRaleigh, GoDurham, GoCary and the Town of Chapel Hill. In FY2023, GoApex – operated by GoCary – was added to the public transit options the center serves.

Although all partners do not share the same fiscal year reporting periods, GoTriangle estimates the Regional Transit Information Center created about 274,000 customer tickets and received more than 785,000 calls during fiscal year 2023.



TRACKING RIDERSHIP

GoTriangle’s ridership in FY2023 was 1,575,684 boardings, up 7.2% from 1,469,929 boardings in FY2022. GoTriangle offers three route types: All-Day, Peak Overlay and Peak-Hour Only.

All-day routes operate continuously, serving Raleigh, Durham, Chapel Hill, Cary and Research Triangle Park seven days a week. They run every 30 minutes on weekdays until 6:30 p.m., then hourly on evenings and weekends. These routes—100, 300, 400, 700 and 800— made up 79% of GoTriangle’s ridership.

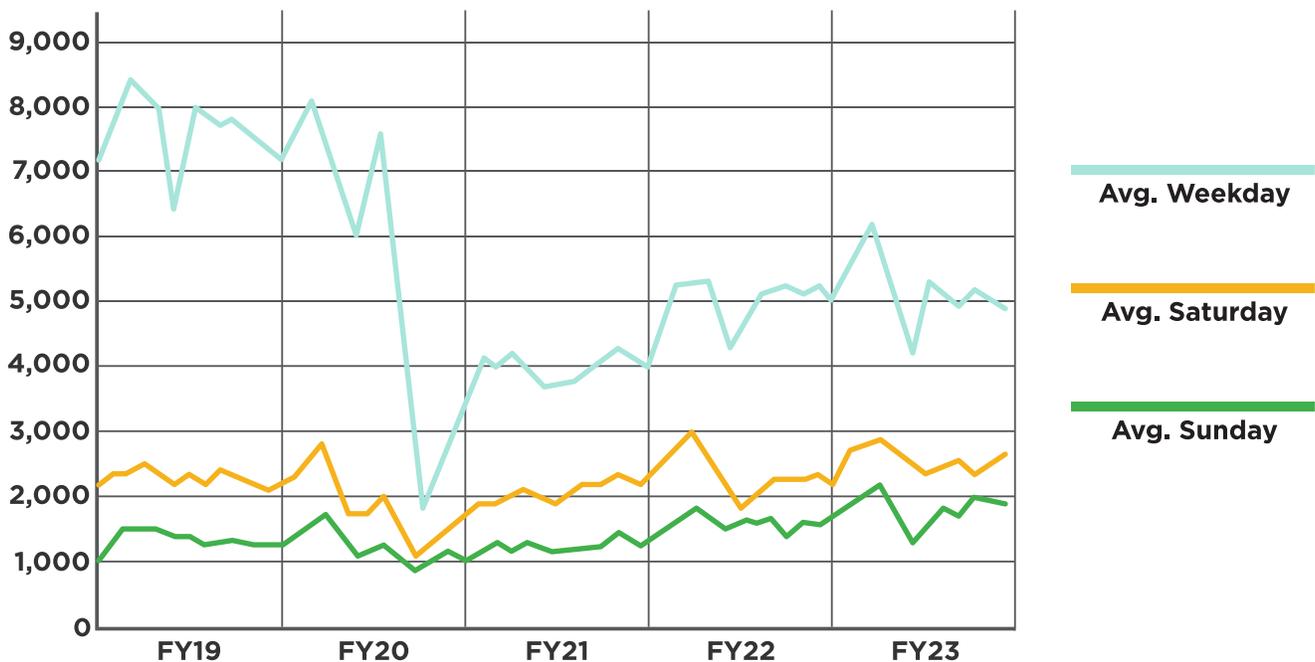
Peak Overlay routes play a vital role, offering 30-minute service during morning and evening peaks. Peaks are the times during the day when most people tend to commute and traffic congestion and transportation demand are at their highest. The morning peak is from 6 to 9 a.m., and the evening peak is from 3 to 5 p.m. These routes include the 405 (Durham-Chapel Hill), CRX (Chapel Hill-Raleigh Express) and DRX (Durham-Raleigh Express). Together, they contributed 12% to annual ridership. However, Peak Overlay ridership dropped 3% in FY2023, due to the temporary suspension of CRX and DRX services from December 2022 to March 2023, stemming from a nationwide operator shortage.

Peak Hour Only service operates Monday to Friday providing hourly service from 6 a.m. to 9 a.m. and from 3 to 7 p.m. Routes provide additional service during the peak to serve

additional transit demand. These routes—805, 420, 305, ODX (Efland-Durham), WRX (Wake Forest-Raleigh) and ZWX (Zebulon-Wendell-Raleigh) — made up 9% of GoTriangle Ridership.

The average weekday ridership in FY2023 was 5,310 riders, surpassing FY2022’s weekday ridership of 4,929. Weekend ridership grew impressively by 8% in FY2023, indicative of post-pandemic recovery. These trends offer insights for GoTriangle to enhance future services. Our fare-free service instituted during the pandemic and continued through FY2023 - likely contributed to the increased weekday ridership. The RDU shuttle service to the Raleigh-Durham International Airport operates Monday to Friday, providing 30-minute service until 6:30 p.m., after which, Route 100 offers hourly service. The shuttle produced more than 33,361 passenger trips in FY2023, down from FY2022’s figure of 34,843.

In conclusion, GoTriangle’s ridership landscape is defined by its diverse route categories. While All-Day routes continued to be the backbone, the temporary decrease in Peak Overlay ridership due to service suspensions highlights the challenges posed by the operator shortage. However, with ridership rebounding and services being gradually restored as GoTriangle is able to hire operators, the agency is committed to delivering more efficient and reliable transportation options for its passengers, ensuring a smoother journey for all.



Chapel Hill transit



OUR TRANSIT PARTNERS

GoTriangle plans the future of transit in our region with our city and town government partners and local governments in Durham, Orange, Wake and surrounding counties and with Metropolitan Planning Organizations, Research Triangle Foundation, universities,

Raleigh-Durham International Airport and the state. We also contract with local transit agencies GoRaleigh and Chapel Hill Transit to operate routes on our behalf.



GODURHAM TRANSIT MANAGEMENT

GoTriangle provided operations oversight, daily management and planning for GoDurham in fiscal year 2023. The final approval of all major service changes, operating budget and major policy decisions rests with Durham City Council.

In fiscal year 2023, more than 17,000 residents relied daily on GoDurham and its paratransit program, GoDurham ACCESS, to transport them safely to work, medical appointments, shopping, education and more. Throughout the COVID-19 pandemic, GoDurham and GoDurham ACCESS kept Durham moving and provided more than 5.5 million trips in fiscal year 2023. GoDurham ACCESS transports clients to any

location within the City of Durham, and in fiscal year 2023, the paratransit service provided more than 130,000 trips.

The City of Durham continues to plan the design of improvements to Durham Station that will add bus bays, increase overhead shelter and enhance passenger experience.

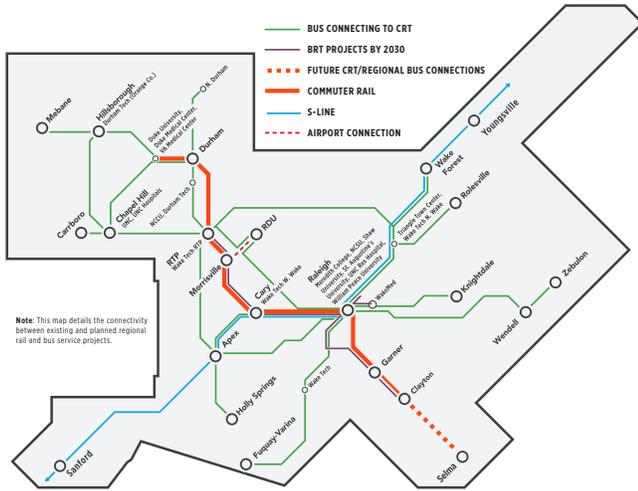
The City of Durham has opted to reclaim service oversight, management and service planning of all GoDurham routes, and GoTriangle's agreement for these services ended with Durham on June 30, 2023. Going into FY2024, GoTriangle will continue to provide Capital Development support for the construction of bus stop improvements in Durham funded by the Durham Transit Plan.



BUILDING A REGIONAL NETWORK



GoTriangle and partners are working to connect the region through transit projects that advance equity and opportunity, ease congestion and promote clean air.



COMMUTER RAIL

GoTriangle is the sponsor of a feasibility study evaluating the potential for new commuter rail service in the North Carolina Railroad Company corridor in Durham, Wake and Johnston counties. The new commuter rail project could connect riders with key destinations such as downtown Durham, downtown Raleigh, N.C. State University, Cary, Morrisville, Research Triangle Park and the Raleigh-Durham International Airport.

In FY2023, GoTriangle completed the technical work for Phase 2 of the Greater Triangle Commuter Rail Feasibility Study. The Feasibility Study Summary Report included a detailed analysis of the feasibility of hourly or better rail service in the corridor, especially through the downtowns of Raleigh, Cary and Durham. The report's technical appendices also covered ridership modeling and rail network modeling. And it included a wide range of analyses on topics that ranged from affordable housing along the passenger rail corridor to the proposed rail's impact on regional economic impact, land use and the travel market. The feasibility study results and technical appendices are available on our website at [readyforrailnc.org](https://www.readyforrailnc.org).

Public engagement regarding the feasibility study results was completed in the first calendar quarter of 2023 and included thousands of surveyed participants from across the region. Despite the challenges described in the feasibility study summary report, over 80%

of survey respondents expressed support for continued planning of commuter rail. The Capital Area Metropolitan Planning Organization and the Durham Chapel Hill Carrboro Metropolitan Planning Organization have established subcommittees to develop a recommendation for whether or how to move forward with regional passenger rail in the Triangle, and GoTriangle is working actively and constructively with the MPOs to support this decision-making process.

RALEIGH UNION STATION BUS FACILITY

The Raleigh Union Station Bus Facility, known as RUS Bus, will be part of a vibrant, integrated joint development in the Warehouse District of downtown Raleigh.

RUS Bus will weave together a street-level bus facility with bike- and pedestrian-friendly spaces. Private development will include multifamily residential, including affordable housing, and retail in one central and vibrant hub. The multimodal facility will provide seamless connections between intercity rail; local, regional and express bus services; proposed commuter rail; and future Bus Rapid Transit.

Construction began on the 1.76-acre site in spring 2022 with remediation and demolition of three former warehouse buildings. A portion of the warehouse facade was preserved to incorporate into the new development. The project was preparing for the next phase of construction anticipated to begin in late 2023. Upcoming construction activities will include site work, utility installation, roadway improvements, building construction and site restoration. RUS Bus is slated to open mid-2025. RUS Bus began in 2018 after GoTriangle won a \$20 million federal United States Department of Transportation BUILD grant. State and local funds also support the project.



BUS RAPID TRANSIT

A key infrastructure development in Wake County's Transit Plan is developing four Bus Rapid Transit corridors. Typical BRT features include dedicated lanes, frequent service, traffic signal priority, specialized (larger-capacity)



vehicles, off-board fare collection, elevated platforms and enhanced stations. Adding BRT to Wake County's existing public transportation network will allow it to better meet transit demands, take more cars off the road and get riders where they need to go faster. Learn more in the Wake County Transit Plan section of this report.

REGIONAL TRANSIT CENTER RELOCATION STUDY

Relocation of the Regional Transit Center will better serve the needs of transit riders and address the onsite and offsite limitations of the current facility. The relocated Regional Transit Center will improve transit speed and reliability, address passenger amenity and operational needs, and provide new multi-modal connections. As a result, the new facility will increase equitable and sustainable access to destinations within Research Triangle Park and across the region as whole. Specifically, the new facility will include additional covered boarding bays with electric bus-charging infrastructure, covered drop-off spaces for paratransit, microtransit and rideshare vehicles, and a signalized bus-only driveway, ensuring comfortable and reliable transfers for riders taking regional trips or making last mile connections.

After completing the Regional Transit Center Relocation study to identify the preferred location at NC 54 and Miami Boulevard adjacent to the rail line, GoTriangle prepared initial environmental documentation, continued coordination with regional partners and submitted applications to secure federal funding to match committed local funds. Next steps in FY2024 include completing environmental

review, continuing to submit applications to relevant federal grant programs and undertaking design and permitting. Construction is expected to follow in subsequent years.

REGIONAL FLEET AND FACILITIES STUDY

In FY2023, the Federal Transit Administration awarded GoTriangle a \$1,672,000 grant through the Low or No Emission Grant Program to support the installation of charging infrastructure at the Nelson Road Bus Operations and Maintenance Facility in Morrisville, and the under-construction Raleigh Union Station Bus facility in downtown Raleigh. These projects were identified as early action items through the Regional Fleet and Facilities Study.

In FY2023, GoTriangle continued to advance the multifaceted study to identify fleet maintenance facility needs, establish low- or no-emissions fleet composition goals - including charging or fueling infrastructure - and evaluate opportunities for regional cooperation. The study has produced designs and cost estimates for expanding and renovating the GoTriangle Nelson Road Bus Operations and Maintenance Facility and GoDurham Fay Street Bus Operations and Maintenance Facility. The study will produce an inventory of capital projects and cost estimates that will be programmed into the transit plans future year budgets to ensure that adequate facilities are in place to support the existing and planned service expansions funded by the county transit plans.



SUSTAINABLE TRAVEL SERVICES DESIGNED FOR UNIVERSITIES AND BUSINESSES

GoTriangle's Sustainable Travel Services Department works directly with employers, universities and commuters to help them access transportation that lowers their carbon footprint, cuts air pollution and improves their quality of life. When bus service is not available, the department works to connect residents to carpools and vanpools and promotes biking, walking, and teleworking as well as hybrid work policies. The department's work is primarily funded through a grant administered by the Central Pines Regional Council (formerly Triangle J Council of Governments). In fiscal year 2023, Sustainable Travel Services was awarded a Triangle Transportation Choices Grant to improve air quality and reduce congestion as well as a N.C. Department of Transportation Advanced Technology grant to manage the statewide carpool-matching software, Share the Ride NC.

The department promotes its services at community events with partners and provides the free Emergency Ride Home program. This grant-funded work is carried out through collaboration with municipalities, universities and public transportation agencies.



SHARE THE RIDE NC: AN ONLINE COMMUNITY TOOL

GoTriangle administers the statewide Share the Ride NC online tool ([STRNC.org](https://www.sharetheride.org)) that helps employees and students find carpools and vanpools that match their schedules and preferences. In FY2023, the site grew statewide registrations by 8% with 3,252 new registrations.

Triangle users represented 85% of that growth with 2,700 new Triangle registrants. GoTriangle manages a vanpool program, and at the start of the pandemic in spring 2020, most vans were parked as employees began teleworking. The vanpool program resumed service in FY2021, grew through FY2022 and closed FY2023 with 96 riders in 15 vehicles, growing by more than 11% over the prior year.

ONLINE EDUCATION

Our team continued to find creative ways to assist employers, employees and students as the region transitioned from the pandemic by continuing the Mission Impossible webinar series to offer guidance for those looking to carpool or bike on shared roads. The live webinars provide 60-minute discussions with experts on a wide range of topics. Recordings of all webinars and information on upcoming sessions are at gotriangle.org/mi.

GoTriangle staff manages coordination and administration of regional and statewide programming with these partners.

- City of Durham
- City of Raleigh
- Towns of Chapel Hill and Carrboro
- Research Triangle Park Foundation
- Central Pines Regional Council (formerly Triangle J Council of Governments)
- Duke University
- North Carolina Central University
- North Carolina State University
- University of North Carolina at Chapel Hill
- Wake Technical Community College
- Piedmont Authority for Regional Transportation
- City of Charlotte
- City of Wilmington
- Land of Sky Regional Council

COMMUNITY OUTREACH

Throughout FY2023, GoTriangle public engagement staff met with community members, transit riders and non-profit organizations across the Triangle. Raising awareness of transit services and encouraging new riders to use the bus, staff informed residents of services changes, collected feedback on proposed long-term transit plans

and provided educational opportunities both in person and online. From July 1, 2022, through June 30, 2023, the public had nearly 100 opportunities to interact with transit staff and over 6,900 Triangle residents provided public comments on surveys covering topics from commuter rail to microtransit.



GROWING DISADVANTAGED BUSINESS ENTERPRISES

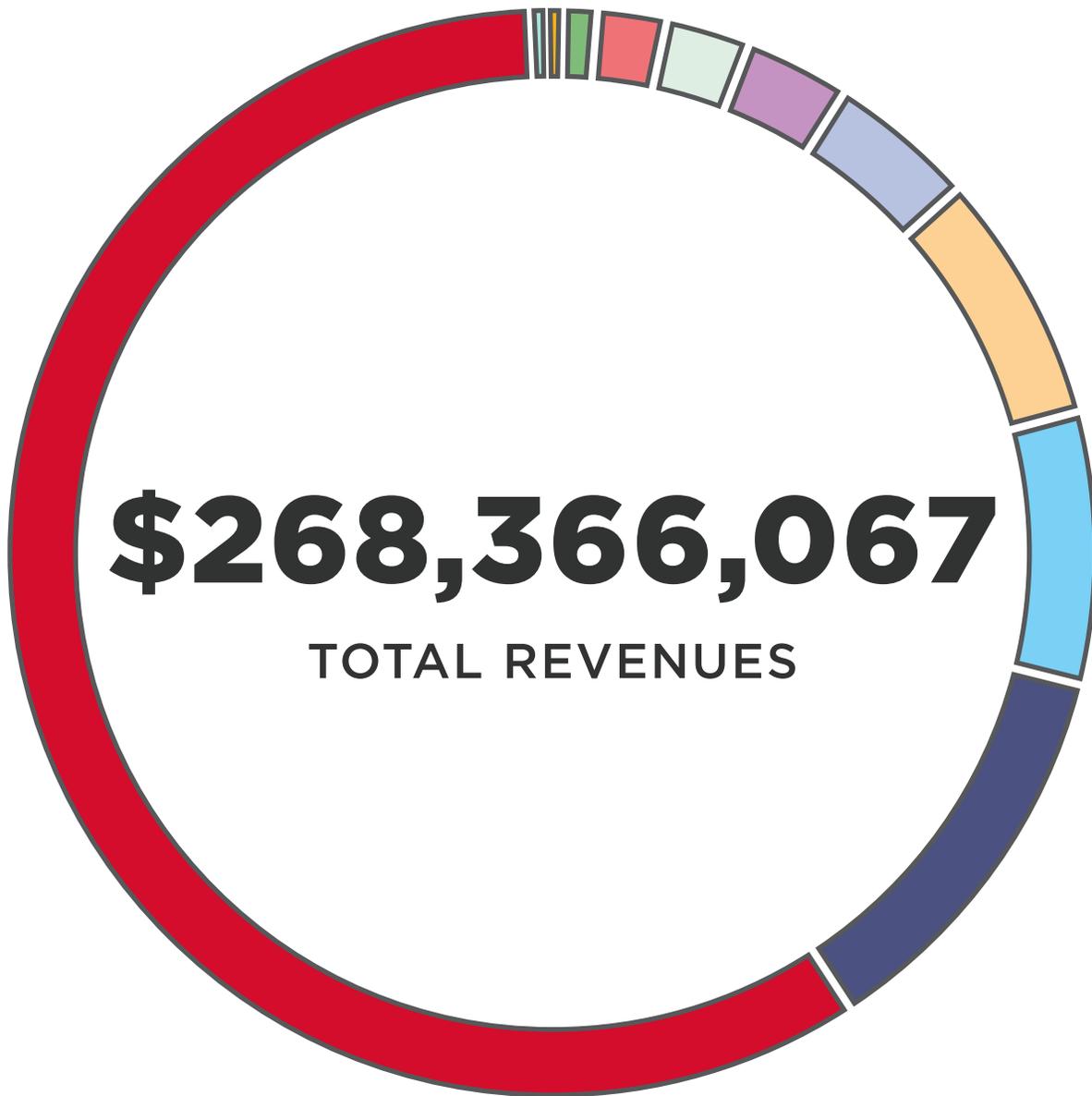
GoTriangle has focused on building relationships with disadvantaged and minority-owned business local contractors for mutual benefit. Created by the U.S. Department of Transportation, the DBE program is designed to create a level playing field by providing small businesses owned and controlled by socially and economically disadvantaged individuals an opportunity to compete for local, state or federal funding in DOT-assisted contracts.

As an agency receiving federal transportation funds, GoTriangle is required to contract with Disadvantaged Business Enterprises and set goals each year for the percentage of its spending that goes to DBEs. For fiscal year 2023, GoTriangle was on track to exceed its goal of 13.6%. That percentage will be reported to the Federal Transit Administration on or before Dec. 1, 2023. To help nurture and grow the pool of DBE-certified businesses, GoTriangle continually reaches out to educate and inform business owners who want to become DBE

certified, connecting them with resources. In June 2023, GoTriangle held an in-person event for those wanting to grow their DBE-certified businesses, and the agency regularly reaches out to contract with DBEs as agency projects arise. For its Raleigh Union Station Bus Facility Phase I project, GoTriangle had achieved a total DBE percentage of 33% participation in construction activities through the end of FY2023.

GOTRIANGLE DBE GOALS

FFY	GOAL%	ACHIEVED	RESULT
2019	6.0%	3.0%	-3.0 BELOW
2020	6.0%	13.2%	+7.2 EXCEEDED
2021	6.0%	8.5%	+2.5 EXCEEDED
2022	13.6%	16.8%	+3.2 EXCEEDED
2023	13.6%	TBD	
2024	13.6%	TBD	



\$496,475
LOCAL GRANTS

\$676,599
UNREALIZED GAIN/(LOSS)
INVESTMENTS

\$2,838,041
NC DOT GRANTS
AND SUBSIDIES

\$4,009,866
VEHICLE REGISTRATION
TAX \$3

\$5,047,379
FTA GRANTS

\$6,679,765
VEHICLE REGISTRATION
TAX \$5

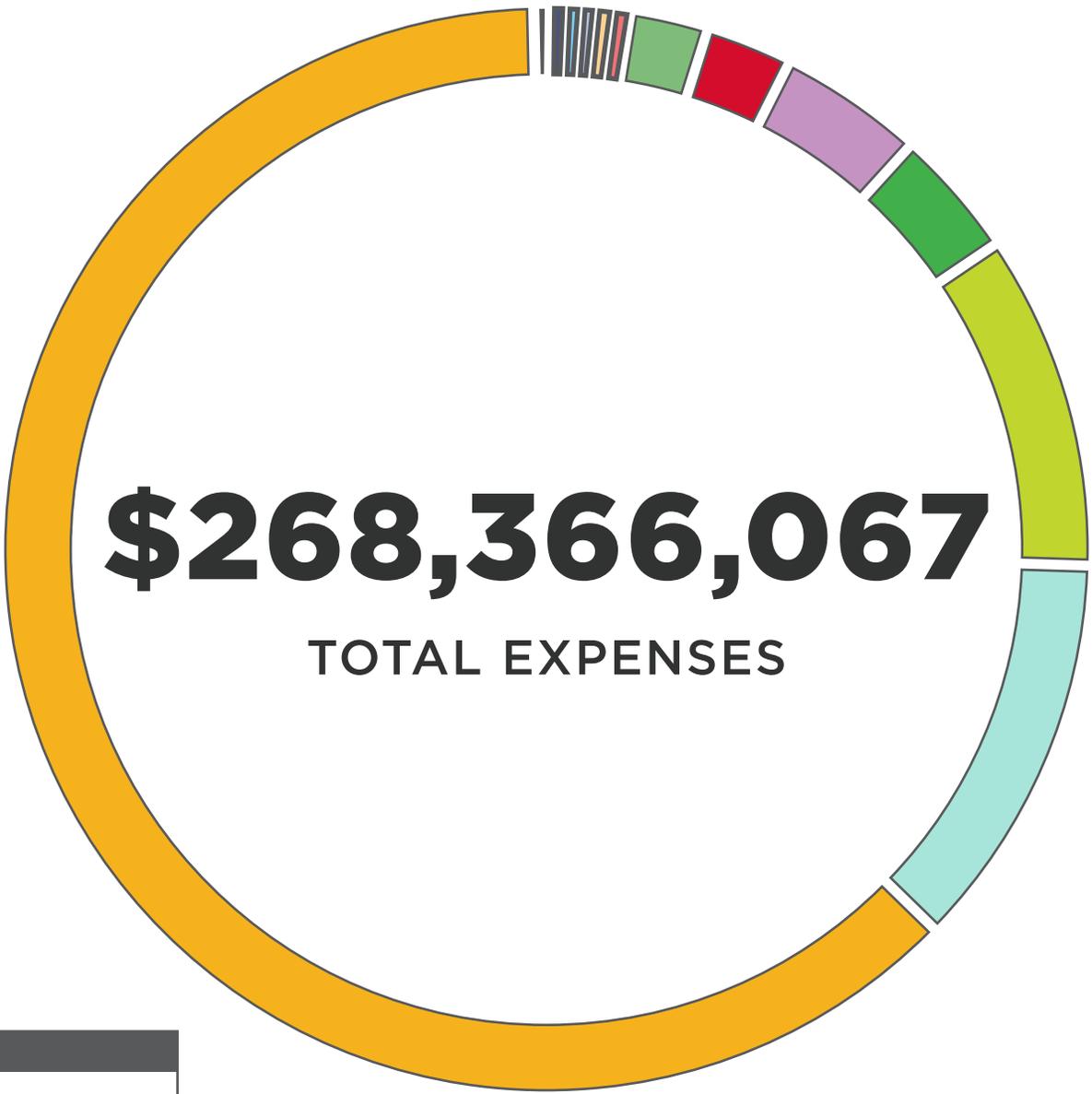
\$9,358,938
VEHICLE REGISTRATION
TAX \$7

\$14,871,008
VEHICLE RENTAL TAX

\$15,025,134
OTHER REVENUE

\$23,154,631
INVESTMENT INCOME

\$186,208,231
HALF-CENT SALES TAX



-\$1,575,337
OPERATING RESERVES

\$551,630
VEHICLE ACQUISITION

\$763,791
COMMUTER RAIL TRANSIT

\$945,429
TAX DISTRICT ADMINISTRATION

\$1,492,275
CAPITAL PLANNING

\$1,518,311
COMMUNITY FUNDING AREA

\$6,180,821
TRANSIT PLAN ADMINISTRATION

\$8,204,708
CAPITAL

\$10,670,464
BUS INFRASTRUCTURE

\$11,393,149
BUS RAPID TRANSIT

\$27,739,717
TRANSIT SERVICES

\$31,981,369
OPERATING

\$168,499,740
ALLOCATION TO FUND BALANCE



DURHAM COUNTY TRANSIT PLAN

In FY2023, the governing boards of Durham County, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization and GoTriangle adopted a new Durham County Transit Plan that identifies priorities for transit plan investments through the year 2040. The plan was developed in coordination with GoTriangle, the City of Durham, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization and the Triangle J Council of Governments and included extensive stakeholder coordination and public engagement.



ACCESSIBILITY



CONNECTIVITY



CONVENIENCE



SUSTAINABILITY

ONGOING PROGRAMS

In FY2023, GoTriangle and GoDurham continued to use funding from the Durham County Transit Plan to provide bus and demand-response transit trips to employment, education, health care and recreational destinations for residents and visitors to the county.

In FY2023, the City of Durham with support from GoTriangle continued work on transit emphasis corridors, bus speed and reliability projects, access to transit improvements and the development of the Village Transit Center. The design for improvements to Durham Station to enhance the passenger experience advanced.

GoTriangle continued to manage the improvement of all bus stops in Durham County with the goal of all stops meeting the Americans with Disabilities Act accessibility requirements and featuring amenities when warranted. To support this effort,

GoTriangle initiated a Bus Stop Optimization Study to assess the placement of all unimproved bus stops to ensure a balance among access to bus stops, proximity to destinations and safe street crossings, constructability and efficient bus stop spacing to support reliable bus travel times.



LONG-RANGE GOALS

- Connect more residents with jobs and post-secondary or vocational educational opportunities.
- Expand bus capacity on corridors with high bus ridership.
- Provide better regional connections to other cities and the Raleigh-Durham International Airport.

ACCOMPLISHMENTS

SERVICE IMPROVEMENTS

Funding from the Durham County Transit Plan in FY2023 continued to provide for previously implemented service improvements throughout the GoTriangle and GoDurham systems.

GOTRIANGLE

- For GoTriangle, FY2023 funding helped sustain weekday and weekend span and frequency improvements to Routes 400, 700 and 800. Funding supported the provision of the ODX service connecting Orange and Durham counties and supported additional service on Routes 405 and DRX. Due to local operator shortages, some of these services were reduced during the course of FY2023, but as the operator capacity is increased, services will be restored.

GODURHAM

- The GoDurham system as a whole increased Sunday and New Year's Eve spans of service. Funding was provided to sustain recently created Routes 5 and 12/12B and expanded evening and weekend service on Routes 1, 2, 4, 6, 7, 8, 9, 10 and 11/11B. Due to local operator shortages, some of these services were reduced during the course of FY2023.
- New alternative transportation services also were expanded with FY2023 funding. The GoDurham Senior Shuttle was doubled in service to provide food access for five more senior living complexes in Durham. The Senior Shuttle added additional stops and served over 3,400 trips to seniors in low-income housing communities to shopping destinations. The program saw a 20% increase in trips compared with trips in FY2022.
- FY2023 funding provided an expansion of the Durham Connect Pilot, which provides on-demand transportation for the residents of North Durham and East Durham communities.

PLANNING PROJECTS

- Received approval by governing bodies of the Durham County Transit Plan.
- Continued work on the Regional Fleet and Facilities Study.
- Continued development of the GoTriangle Short-Range Transit Plan.
- Completed the Greater Triangle Commuter Rail Feasibility Study.

Note: Transit plan funds also are used to continue earlier improvements and to pay a portion of the increased cost of transit services provided by GoDurham that existed before the Durham County Transit Plan was implemented.

BUS INFRASTRUCTURE

- **Bus Stop Improvement Program**
GoTriangle continued to improve bus stops in Durham with the goal of all stops meeting the Americans with Disabilities Act accessibility requirements and featuring amenities when warranted. As of June 2023, improvements at 11 bus stops were completed and two-seat benches were installed at an additional 10 locations in FY2023, with 14 additional bus stop improvements under construction and an additional 13 ready for bid. There were 78 stops in the design-, permitting- or right-of-way-acquisition phase. And 106 stops have been prioritized for design to begin in FY2024. Following completion of the Durham County Bus Stop Optimization Study, additional stops will be entered into the improvement pipeline at a rate of 50 or more a year. The Bus Stop Optimization Study is assessing the placement of all unimproved bus stops to ensure a balance among access to bus stops, proximity to destinations and safe street crossings, constructability and efficient bus stop spacing to support reliable bus travel times.
- **Regional Transit Center Relocation Study**
Relocation of the Regional Transit Center will better serve the needs of transit riders and address the on-site and off-site limitations of the current facility. The relocated Regional Transit Center will improve transit speed and reliability, address passenger amenity and operational needs, and provide new multimodal connections. As a result, the new facility will increase equitable and sustainable access to destinations within Research Triangle Park and across the region as whole. Specifically, the new facility will include additional covered boarding bays with electric bus-charging infrastructure, covered drop-off spaces for paratransit, microtransit and rideshare vehicles, and a signalized bus-only driveway, ensuring

comfortable and reliable transfers for riders taking regional trips or making last-mile connections. After completing the Regional Transit Center Relocation study to identify the preferred location at NC 54 and Miami Boulevard adjacent to the rail line, GoTriangle prepared initial environmental documentation, continued coordination with regional partners and submitted applications to secure federal funding to match committed local funds. Next steps in FY2024 include completing environmental review, continuing to submit applications to relevant federal grant programs, acquiring land, and undertaking design and permitting. Construction is expected to follow in subsequent years.

- **Regional Fleet and Facilities Study**

In FY2023, the Federal Transit Administration awarded GoTriangle a \$1,672,000 grant through the Low or No Emission Grant Program to support the installation of charging infrastructure at its Nelson Road Bus Operations and Maintenance Facility in Morrisville, and the under-construction Raleigh Union Station Bus facility in downtown Raleigh. These projects were identified as early action items through the Regional Fleet and Facilities Study.

- In FY2023, GoTriangle continued to advance the multifaceted study to identify fleet maintenance facility needs, establish low- or no-emissions fleet composition goals – including charging or fueling infrastructure – and evaluate opportunities for regional cooperation. The study has produced designs and cost estimates for expanding and renovating the GoTriangle Nelson Road Bus Operations and Maintenance Facility and GoDurham Fay Street Bus Operations and Maintenance Facility. The study will produce an inventory of capital projects and cost estimates that will be programmed into the transit plan’s future year budgets to ensure that adequate facilities are in place to support the existing and planned service expansions funded by the transit plan.

WITH DURHAM COUNTY TRANSIT PLAN FUNDING, THE CITY OF DURHAM LED THE FOLLOWING IMPROVEMENTS IN FY2023:

- GoDurham completed the installation and went live with a new computer-aided dispatch/automated vehicle location system, including a new passenger information system available online and through IOS and Android app (Avail MyStop).
- Consultants submitted final planning recommendations and draft conceptual designs for the Fayetteville Street and Holloway Street Transit Emphasis Corridors.
- Completed a draft Request for Proposals for design for the Fayetteville Street and Holloway Street Transit Emphasis Corridors. The city plans to issue the RFP and select a consultant by early FY2024.
- Advanced the Raynor Street Sidewalk Project – which will improve access to the Village Transit Center – into the right-of-way acquisition phase. Transit plan funds are providing the local match for this federally funded project.
- Included an Alternatives Analysis report for three locations for the Village Transit Center in the final Better Bus Project Report; additional analysis and public engagement for a location are needed.
- Completed a Traffic Signal Priority study with recommendations, building on the Bus Speed and Reliability study, which conceptualized locations that could be built quickly to speed up buses throughout the transit system. Consultants provided potential scenarios to address bus speeds around Durham Station, including downtown locations for transit-priority lanes.
- Finalized the Access to Transit Plan with recommendations on locations to make streets and sidewalks safer for transit throughout the GoDurham system. Consultants are drafting designs for portions of the Horton Road Sidewalk project. Junction Road sidewalk will be included for design work concurrently with the Holloway Transit Emphasis Corridor design effort.



NEXT STEPS

SERVICE IMPROVEMENTS

GOTRIANGLE

- Continue support for span and frequency improvements to Routes 400, 700 and 800 and for additional frequency on Routes 405, DRX and ODX.
- Restore service that was suspended in earlier years due to the operator shortage.

GODURHAM

- Expand fixed-route service with a new North Durham Crosstown route from Duke/VA hospitals to Duke Regional Hospital via Hillandale Road, new 30-minute evening and Sunday service to Bragtown (Dearborn Drive and Old Oxford Road) on Routes 9A and 9B, and more frequency on Route 3 to the Village, as operator staffing levels allow.
- Continue support for span and frequency improvements on GoDurham routes, Durham Connect in eastern and northern Durham and GoDurham Senior Shuttle.
- Restore service that was suspended in earlier years due to the operator shortage.

PLANNING PROJECTS

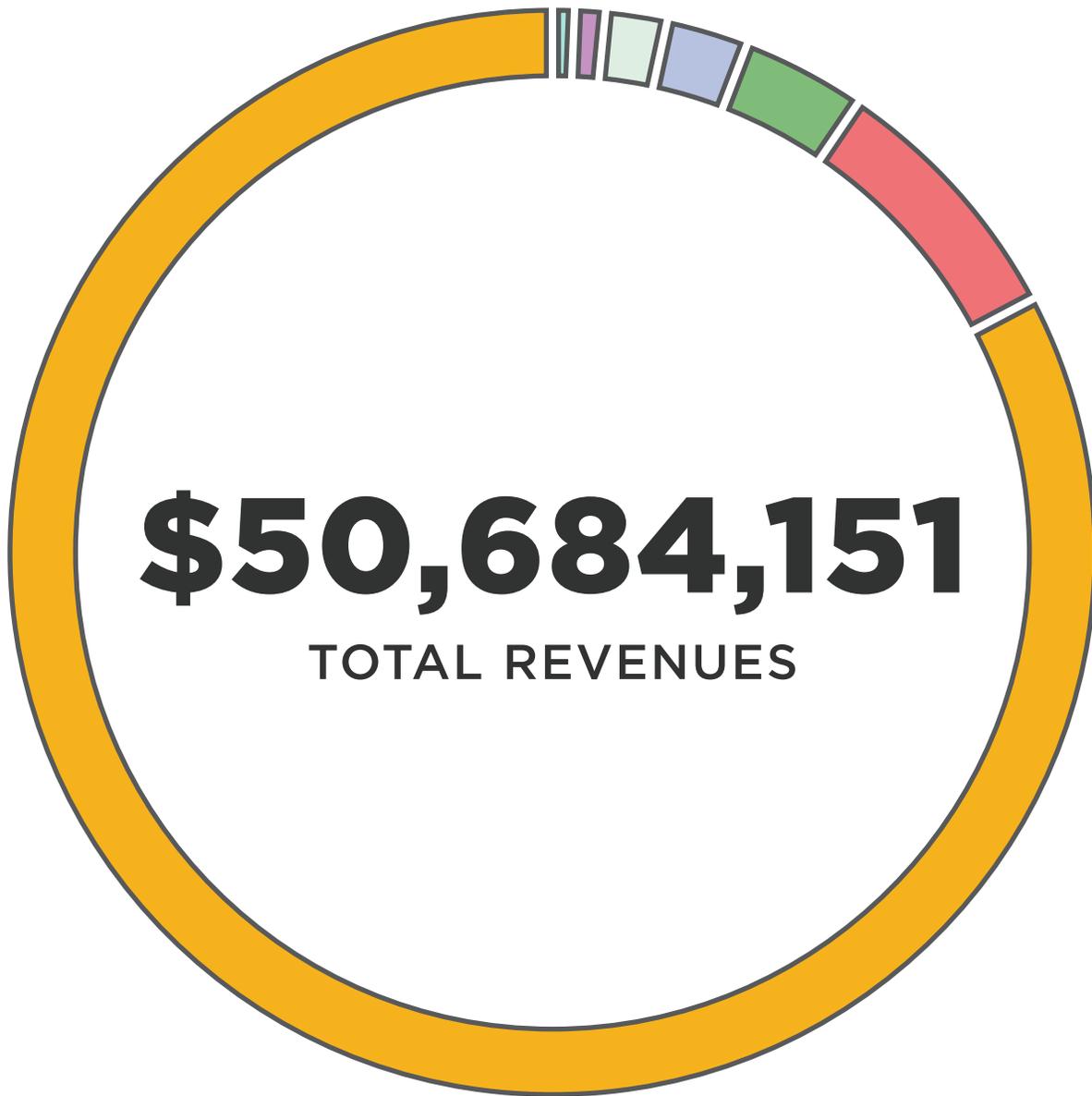
- Finalize work on the Regional Fleet and Facilities Study. The study will produce an inventory of capital projects and cost estimates that will be programmed into the transit plan's future year budgets to ensure that adequate facilities are in place to support the existing and planned service expansions funded by all three county transit plans.
- Continue work on the Durham Bus Plan following approval of the Durham County Transit Plan. This work includes the Short-Range Transit Plan for GoDurham.
- Complete the GoTriangle Short-Range Transit Plan.
- Continue planning and design work on the Holloway Street and Fayetteville Street transit emphasis corridors, improvements to The Village Transfer Center, improvements to bus speed and reliability and improvements to access as a part of the GoDurham Better Bus Stop Project.

CAPITAL PROJECTS

GOTRIANGLE

- Next steps in FY2024 for the new Regional Transit Center include completing environmental review, continuing to submit applications to relevant federal grant programs, acquiring land and undertaking design and permitting. Construction is expected to follow in subsequent years.
- Finalize the Bus Stop Optimization Study and continue designing and constructing bus stop improvements in Durham County.
- Continue design and construction for priority transit safety and access improvements in Durham County.





\$20,836
FTA GRANTS

\$338,949
UNREALIZED GAIN/(LOSS)
INVESTMENTS

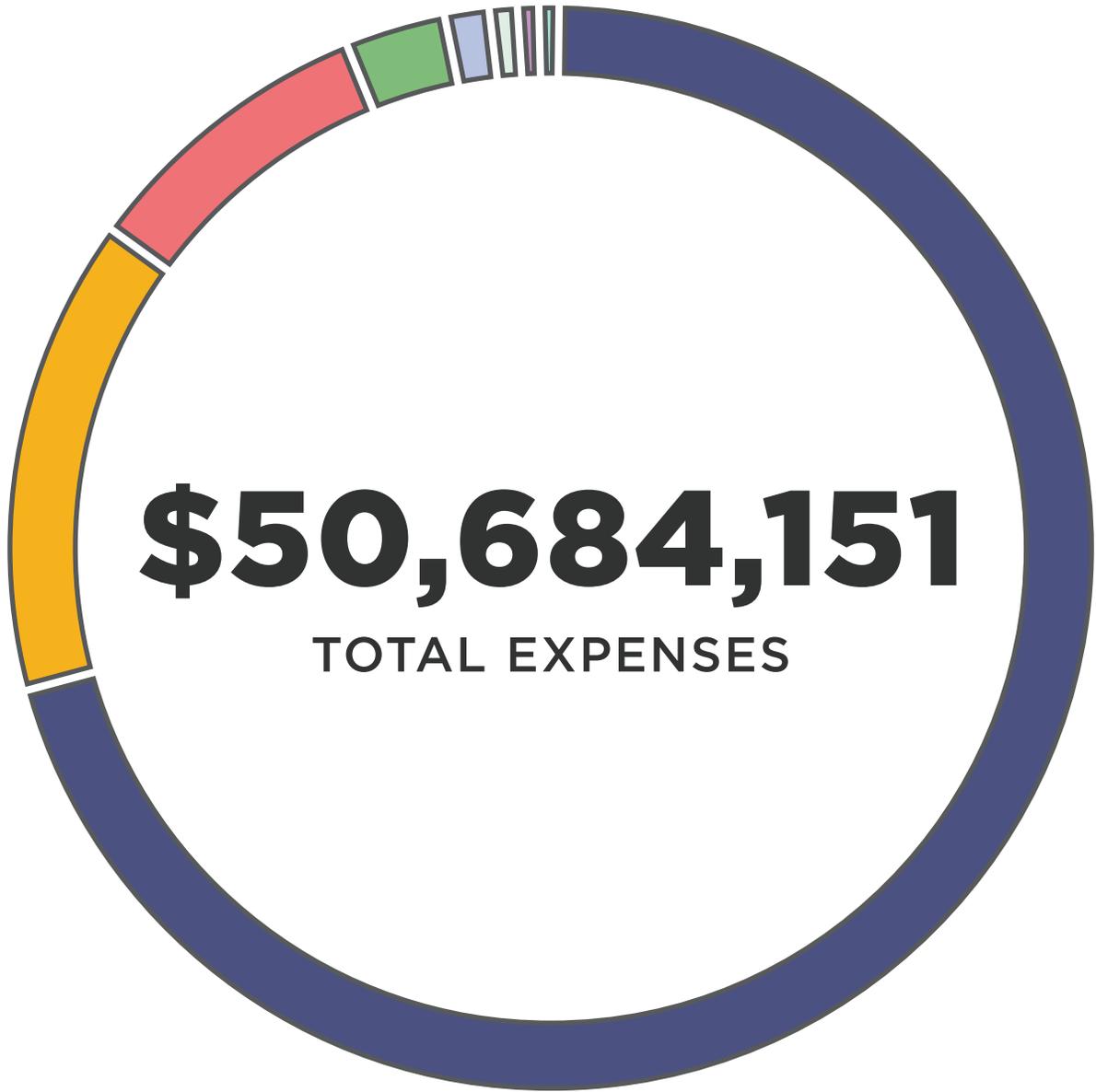
\$739,041
VEHICLE REGISTRATION
TAX \$3

\$1,598,602
VEHICLE RENTAL TAX

\$1,724,430
VEHICLE REGISTRATION
TAX \$7

\$4,000,559
INVESTMENT INCOME

\$42,261,734
HALF-CENT SALES TAX



\$15,012
VEHICLE ACQUISITION

\$230,295
COMMUTER RAIL TRANSIT

\$283,036
TAX DISTRICT ADMINISTRATION

\$734,206
CAPITAL PLANNING

\$1,285,373
TRANSIT PLAN ADMINISTRATION

\$4,670,808
BUS INFRASTRUCTURE

\$7,198,071
TRANSIT SERVICES

\$36,267,350
ALLOCATION TO FUND BALANCE



ORANGE COUNTY TRANSIT PLAN

In FY2023, the governing boards of Orange County, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization and GoTriangle adopted a new Orange County Transit Plan that identifies priorities for transit plan investments through the year 2040. The plan was developed in coordination with GoTriangle, Chapel Hill Transit, municipalities within Orange County, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization and the Triangle J Council of Governments, and included stakeholder coordination and public engagement.



IMPROVE MOBILITY



PROVIDE GEOGRAPHIC EQUITY



SUPPORT CAPITAL IMPROVEMENTS



SUPPORT TRANSIT-ORIENTED LAND USE



IMPACT POSITIVE AIR QUALITY

ONGOING PROGRAMS

GoTriangle, Chapel Hill Transit and Orange County Public Transportation continued to provide bus and on-demand service funded by the county transit plans. In addition, several studies and capital projects moved ahead throughout the year including the Chapel Hill North-South Bus Rapid Transit Project, the Regional Fleet and Facilities Study, the Regional Transit Center Relocation Study, the GoTriangle Short-Range Transit Plan, the Hillsborough Train Station Project and bus stop improvements throughout the county.



LONG-RANGE GOALS

- Improve overall mobility and transportation options in the region.
- Provide geographic equity.
- Support improved capital facilities.
- Support transit-oriented land use.
- Provide positive impact on air quality.

ACCOMPLISHMENTS

SERVICE IMPROVEMENTS

CHAPEL HILL TRANSIT

- In FY2023, Chapel Hill Transit continued to operate services funded by the Orange County Transit Plan including additional midday frequency, additional evening service, and weekend service.

ORANGE COUNTY TRANSPORTATION SERVICES

- On May 1, 2023, Orange County Transportation Services Mobility-on-Demand was expanded to six days a week from 8 a.m. to 5 p.m. Customers can make same-day reservations for transit service through the TransLoc app. Initially, the service was only Fridays from 5 p.m. to 9 p.m. and Saturdays from 9 a.m. to 5 p.m. Now it is available Mondays through Thursdays from 8 a.m. to 5 p.m., Fridays from 8 a.m. to 9 p.m. and Saturdays from 9 a.m. to 5 p.m. OCTS continues to hire more drivers to cover this high-demand service.
- Service hours on the Hillsborough Circulator were extended to 7 a.m. to 5 p.m., and a reverse circulator will be implemented when the department receives a new vehicle.
- Orange County Transportation Services in coordination with Link Transit in Burlington and the Town of Mebane are working on providing the city two circulator routes to improve transit connections between the Triangle and the Piedmont. Orange County and Hillsborough are working together to improve transit access through potential projects like Ridgewalk Greenway and the Regional Transit Center by the train station.

GOTRIANGLE

- FY2023 funding from the Orange County Transit Plan maintained existing service improvements on multiple GoTriangle routes. Routes 400 and 800 weekend span and frequency improvements were maintained. Funding supported the provision of the ODX service connecting Orange and Durham counties and supported additional service on Routes 405 and CRX. Due to local operator shortages, some of these services were reduced during the course of FY2023.

PLANNING PROJECTS

- Gained approval of the Orange County Transit Plan.
- Continued work on the Regional Fleet and Facilities Study and the Regional Transit Center Relocation Study.
- Initiated development of the GoTriangle Short-Range Transit Plan for Orange County services.

Note: Transit plan funds also are used to continue earlier improvements and to pay a portion of the increased cost of transit services provided by Chapel Hill Transit and Orange County Transportation Services that existed before the Orange County Transit Plan was implemented.

BUS INFRASTRUCTURE

GOTRIANGLE

- **Regional Transit Center Relocation Study** | Relocation of the Regional Transit Center will better serve the needs of transit riders and address the on-site and off-site limitations of the current facility. The relocated Regional Transit Center will improve transit speed and reliability, address passenger amenity and operational needs, and provide new multimodal connections. As a result, the new facility will increase equitable and sustainable access to destinations within Research Triangle Park and across the region as a whole. Specifically, the new facility will include additional covered boarding bays with electric bus-charging infrastructure, covered drop-off spaces for paratransit, microtransit and rideshare vehicles, and a signalized bus-only driveway, ensuring comfortable and reliable transfers for riders taking regional trips or making last-mile connections.

After completing the Regional Transit Center Relocation study to identify the preferred location at NC Miami Boulevard adjacent to the rail line, GoTriangle prepared initial environmental documentation, continued coordination with regional partners and submitted applications to secure federal funding to match committed local funds. Next steps in FY2024 include completing environmental review, continuing to submit applications to relevant federal grant programs, acquiring land, and undertaking design and permitting. Construction is expected to follow in subsequent years.

- **Regional Fleet and Facilities Study** | In FY2023, the Federal Transit Administration awarded GoTriangle a \$1,672,000 grant through the Low or No Emission Grant Program to support the installation of charging infrastructure at its Nelson Road Bus Operations and Maintenance Facility in Morrisville, and the under-construction Raleigh Union Station Bus facility in downtown Raleigh. These projects were identified as early action items through the Regional Fleet and Facilities Study.

In FY2023, GoTriangle continued to advance the multifaceted study to identify fleet maintenance facility needs, establish low- or no-emissions fleet composition goals - including charging or fueling infrastructure - and evaluate opportunities for regional cooperation. The study has produced designs and cost estimates for expanding and renovating the GoTriangle Nelson Road Bus Operations and Maintenance Facility. The study will produce an inventory of capital projects and cost estimates that will be programmed into the transit plan's future year budgets to ensure that adequate facilities are in place to support the existing and planned service expansions funded by the transit plan.

NEXT STEPS

SERVICE IMPROVEMENTS

CHAPEL HILL TRANSIT

- Chapel Hill Transit continued to assess service levels in FY2023, restoring service reduced due to the COVID-19 pandemic and integrating service expansions supported by the transit plan.

GOTRIANGLE

- Continue support for Routes 400, 405, 800, CRX and ODX.
- Restore service that was suspended in earlier years due to the operator shortage.

ORANGE COUNTY TRANSPORTATION SERVICES

- Continue working with the North Carolina Department of Transportation and Federal Transit Administration on updating the fleet with new electric and gas-efficient vehicles.
- Develop operational staff necessary to improve Mobility-on-Demand paratransit service to six days a week per the Orange County Transit Plan update.

PLANNING PROJECTS

- Finalize work on the Regional Fleet and Facilities Study. The study will produce an inventory of capital projects and cost estimates that will be programmed into the transit plan's future year budgets to ensure that adequate facilities are in place to support the existing and planned service expansions funded by all three county transit plans.
- Complete the GoTriangle Short-Range Transit Plan.

CAPITAL PROJECTS

- Continue design for priority transit safety and access improvements in Orange County including on U.S. 15-501 at Eastowne Office Park.
- Next steps in FY2024 for the new Regional Transit Center include completing environmental review, continuing to submit applications to relevant federal grant programs, acquiring land and undertaking design and permitting. Construction is expected to follow in subsequent years.
- Finalize work on the Regional Fleet and Facilities Study. The study will produce an inventory of capital projects and cost estimates that will be programmed into the transit plan's future year budgets to ensure that adequate facilities are in place to support the existing and planned service expansions funded by the transit plan.

CHAPEL HILL NORTH-SOUTH BUS RAPID TRANSIT PROJECT UPDATE

- The North-South Bus Rapid Transit Project - an 8.2-mile project extending from the Town of Chapel Hill's Eubanks Road Park & Ride lot to the town's Park & Ride lot at Southern Village - is progressing towards 60% design, expected to be complete in early calendar year 2024. In spring 2024, 90% design is expected to commence, with completion anticipated by the end of FY2024. National Environmental Policy Act review was completed in March 2023, with the project earning a Categorical Exclusion based on a low likelihood of significant environmental impacts. Chapel Hill Transit submitted a request to Federal Transit Administration for an updated Project Rating in August 2023 and expects to request a Small Starts Grant Agreement in early calendar year 2024.

HILLSBOROUGH TRAIN STATION UPDATE

- Design of the Hillsborough Train Station – a joint venture between the N.C. Department of Transportation Rail Division, GoTriangle and the Town of Hillsborough – began in summer 2022 and is ongoing. The scope of work includes comprehensive design of the station building and platform, parking lot, site improvements for improved access, and stormwater and utility improvements to the site from Orange Grove Extension, a local road to which the station access will connect. As part of this effort, the town-owned 20-acre property has been annexed and rezoned and will be subdivided into a separate 6.5-acre parcel.

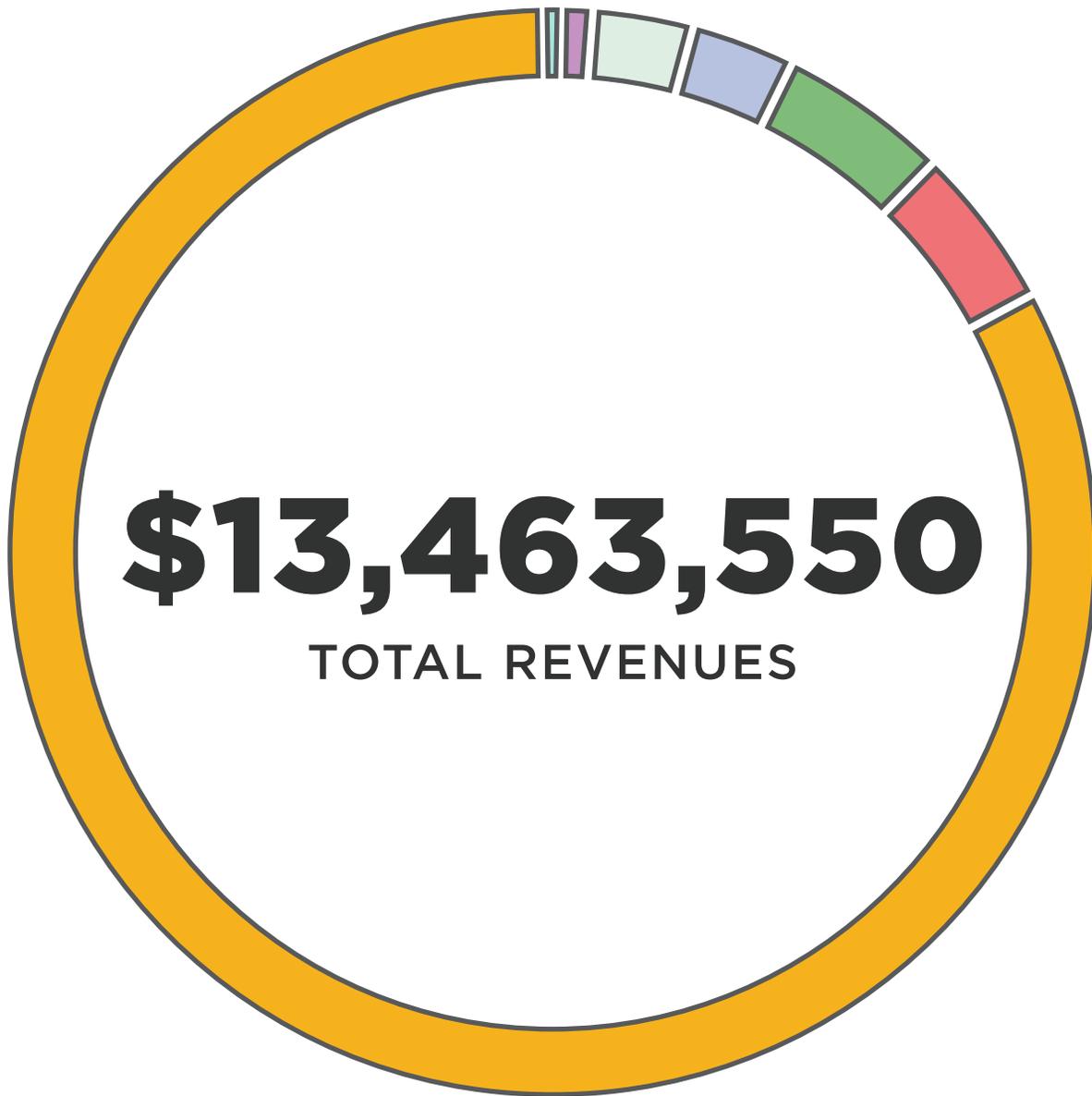
The project will focus on sustainability through site and building design that incorporates efficient and renewable energy systems, daylighting (using skylights and other fixtures to increase natural light), stormwater management and green roof technologies. Facilities are provided for both passenger rail and Town of Hillsborough operations, including a new board meeting room, public gathering space and offices.

Design and engineering have been completed through the Schematic Design level, including architectural drawings and preliminary code analysis with civil, landscape, structural, mechanical, plumbing, electrical and fire protection narratives and/or drawings. As part of the design effort, the design team has generated and studied multiple three-dimensional forms and site strategies, worked with consultants to perform building energy modeling and systems selection, solicited and incorporated stakeholder feedback, and presented to the Town of Hillsborough's Board.

The town issued a request for qualifications for design/engineering in August 2021 and signed a contract with a design team in May 2022. The funding agreement allows seven years for project completion, with design and permitting expected to be completed in late 2024.

Orange County Transportation Services is working with Hillsborough to make the new train station a multimodal hub for regional transit services. It is submitted for the State's Strategic Prioritization of Transportation P.7 process as an Orange County Transportation Priority and part of the consolidation of GoTriangle's ODX route. This facility is also submitted as part of the North Carolina Department of Transportation Integrated Mobility Division Transit Facility Needs Survey as the state develops funding programs around transit facilities and mobility hubs and as part of its zero-emission fleet transition plans. Orange County Transportation Service seeks to make this center the county's new transportation hub for all local and regional transit agencies in an effort to connect the Piedmont to the Triangle. This includes providing connections to Piedmont Authority on Regional Transportation, known as PART, Chapel Hill Transit, GoDurham, GoTriangle and Amtrak.





\$6,341
FTA GRANTS

\$54,140
INVESTMENT INCOME

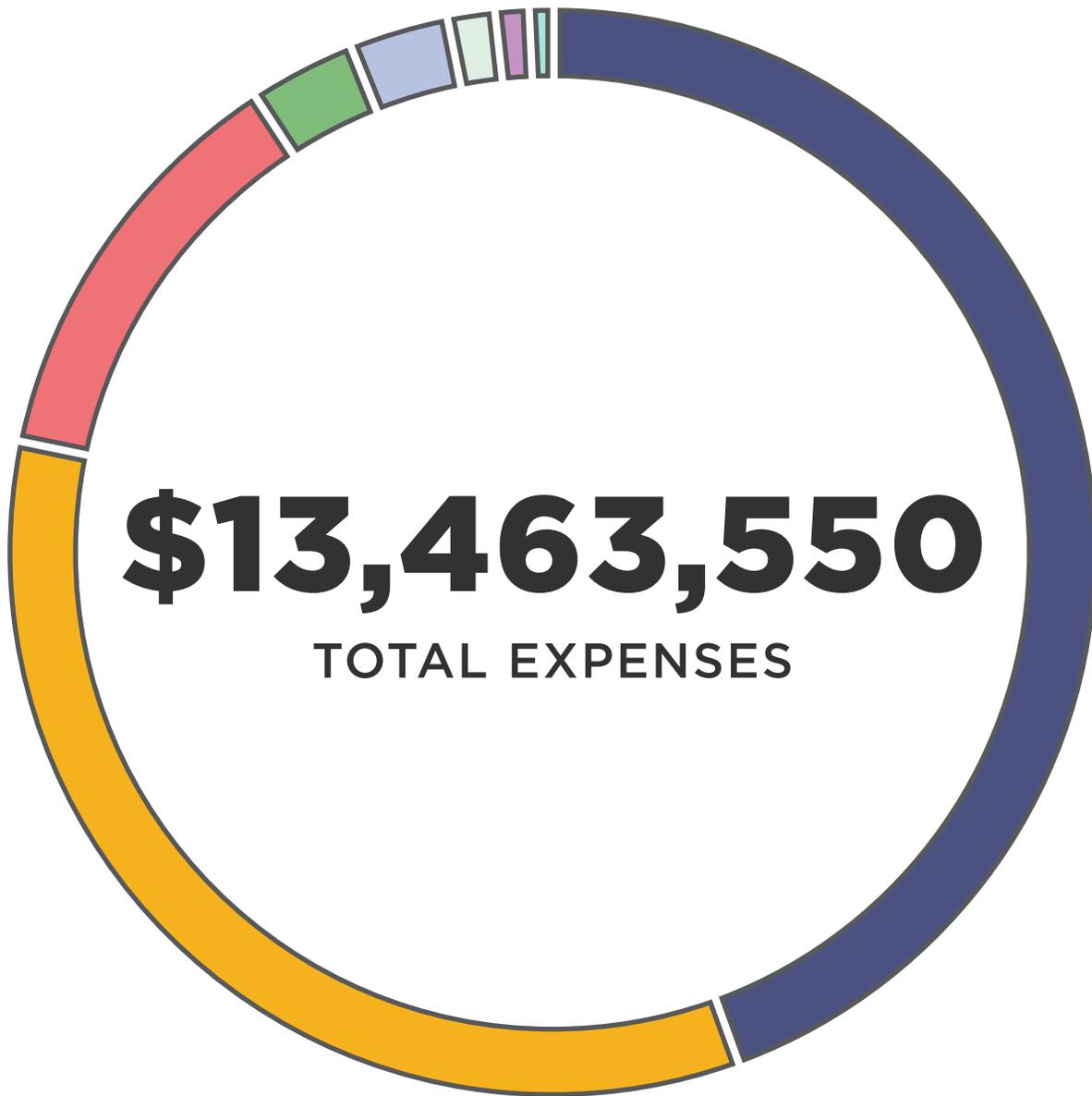
\$318,488
UNREALIZED GAIN/(LOSS)
INVESTMENTS

\$349,332
VEHICLE REGISTRATION
TAX \$3

\$780,712
VEHICLE RENTAL TAX

\$815,108
VEHICLE REGISTRATION
TAX \$7

\$11,139,429
HALF-CENT SALES TAX



\$8,006
VEHICLE ACQUISITION

\$97,425
CAPITAL PLANNING

\$161,211
TAX DISTRICT
ADMINISTRATION

\$349,160
TRANSIT PLAN
ADMINISTRATION

\$354,823
BUS INFRASTRUCTURE

\$1,812,500
BUS RAPID TRANSIT

\$4,571,967
TRANSIT SERVICES

\$6,108,458
ALLOCATION TO
FUND BALANCE



WAKE COUNTY TRANSIT PLAN

Progress continued during FY2023 toward achieving the goals outlined in the Wake County Transit Plan. This planning document is collaboratively developed and provides a vision for improving the overall mobility of Wake County residents by improving and expanding the county’s public transportation network. The vision includes increasing and diversifying travel choices so as to improve access to jobs, education, community services, shopping, entertainment and other activities. The goals of the Wake Transit Plan – known as the Four Big Moves – are to connect the region; create frequent, reliable urban mobility; connect all Wake County communities; and enhance access to transit.



**CONNECT
THE REGION**



**CONNECT ALL WAKE
COUNTY COMMUNITIES**



**CREATE FREQUENT,
RELIABLE URBAN MOBILITY**



**ENHANCE ACCESS
TO TRANSIT**

HIGHLIGHTS

In FY2023, the technical work for Phase 2 of the **Greater Triangle Commuter Rail Feasibility Study** was completed. The feasibility study results and technical appendices are available at readyforrailinc.org. Public engagement to share and gather input on the results was completed in early 2023 and included thousands of survey responses from participants across the region. Despite the challenges described in the feasibility study summary report, more than 80% of survey respondents expressed support for continued planning of commuter rail. The Capital Area Metropolitan Planning Organization, known as CAMPO, and the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization created subcommittees to facilitate the ongoing decision-making process regarding whether or how to move forward with commuter rail project development in the Triangle. Construction began

on the 1.76-acre site for the **Raleigh Union Station Bus Facility**, known as RUS Bus. This facility will be part of a vibrant, integrated, joint development in the Warehouse District of downtown Raleigh. RUS Bus will weave together a street-level bus facility with bike- and pedestrian-friendly spaces. Private development will include 420 multifamily residential units, including 10% dedicated for affordable housing opportunities, as well as retail space, in one central hub.



The Town of Cary progressed design for the **Regional Bus Operations and Maintenance Facility**. This new facility will accommodate GoCary's current fixed-route and Door to Door service, allow room for expansion and afford the opportunity to share resources with other regional transit providers. GoTriangle continued to advance the multifaceted study to identify fleet maintenance facility needs to support existing and planned service expansions funded by the Wake Transit Plan. The study has produced conceptual designs and cost estimates for expanding and renovating the GoTriangle Nelson Road Bus Operations and Maintenance Facility.

Bus Rapid Transit (BRT) planning continued to progress throughout the year in these four corridors:

Wake BRT: New Bern Avenue Corridor – The City of Raleigh received a full funding agreement with the Federal Transit Administration for a Small Starts Capital Investment Grant for the New Bern Avenue Corridor project. Final design for the project was completed and preparations for construction began. Construction of the New Bern BRT Corridor is expected to be completed in FY2025.

Wake BRT: Northern Corridor – In 2021, the Wake Transit Plan Update identified two potential extensions of the Northern BRT corridor: to serve North Hills and Triangle Town Center. In FY2023, a Major Investment Study was launched to further evaluate the Northern Corridor options. The study is scheduled to be completed, including preferred route alternative(s), in winter 2023/2024.

Wake BRT: Southern Corridor – Preliminary design and National Environmental Policy Act work continued through the year. The project received Federal Transit Administration-Capital Investment Grant “Medium High” Rating with a full funding recommendation in President Joe Biden's FY2024 Budget Proposal. Final design is anticipated to be completed by summer 2025.

Wake BRT: Western Corridor – Preliminary design and National Environmental Policy Act work continued through the year. Application submittal for a Federal Transit Administration-Capital Investment Grant is anticipated to occur summer 2024.

CAMPO conducted a Major Investment Study through FY2023 to evaluate and identify preferred rapid bus service extensions for the Western and Southern BRT Corridors. The Western extension would continue service from downtown Cary to Research Triangle Park. The Southern extension would continue service from Garner to Powhatan, just south of Clayton. The final results of the study are expected to be released in early FY2024. The Community Funding Area Program sets aside

a portion of Wake Transit revenue for community-based transit services in areas with limited access to fixed-route services. During FY2023, the **Town of Morrisville** continued operating its node-based **Smart Shuttle** service and the **Town of Fuquay-Varina** received funding to study the feasibility of local and regional fixed-route transit opportunities to serve their community. In July 2022, the **Town of Apex** launched **GoApex Route 1**, its first fixed-route circulator; **GoApex Door to Door**, its companion paratransit service; and built 38 new stops and made improvements to others.



Wake Transit partners collaborated on developing the **Recommended FY2025-2030 Wake Bus Plan**, a fiscally constrained, year-by-year, implementation plan for transit service expansion and related capital projects. By FY2030, implementation of the plan would increase bus service in Wake County by 30% above current levels and will exceed goals set in the Wake County Transit Plan for job and population proximity to transit services.

GoRaleigh, GoTriangle and GoCary continued to provide new and enhanced bus operations despite the agencies' experiencing a driver shortage, service adjustments and the continued suspension of fare collection. GoWake Access introduced weekend service hours and added a fourth vehicle to its fleet to support the **SmartRide NE Microtransit Program**.

In response to interest expressed from Wake County residents, transit providers are implementing strategies to reduce vehicle emissions. In FY2023, GoRaleigh added 28 compressed natural gas buses, and GoTriangle added six electric buses to their fleets.

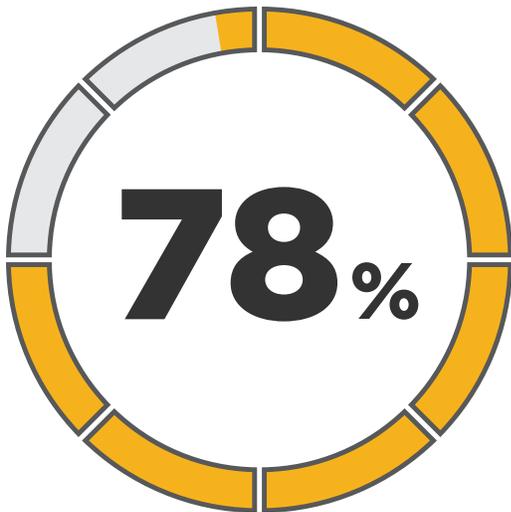
In June 2023, the two Wake Transit governing boards – the CAMPO Executive Board and GoTriangle Board of Trustees – adopted the **FY2024 Wake Transit Work Plan**. The plan includes the scope descriptions and financial details of transit investment-allocated funds in FY2024 and those programmed to receive funding through FY2030.

WAKE TRANSIT PROGRESS

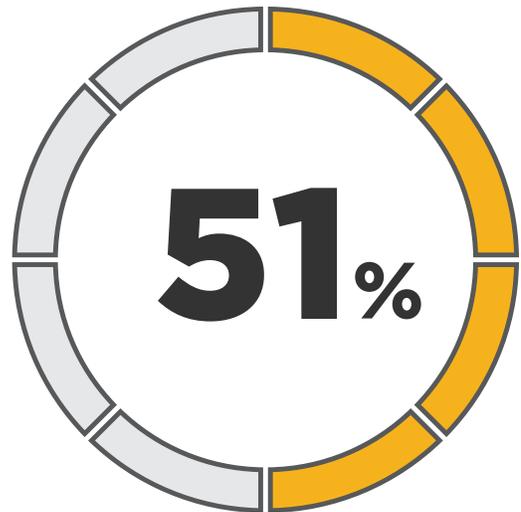
Tracking Wake Transit Progress: Wake Transit Plan implementation and progress toward meeting program goals is reported in two places. This annual progress report is published in December/January to provide a snapshot of the work accomplished in the previous fiscal year, July 1-June 30, as well as to note some activities planned to be undertaken in the upcoming fiscal year.

The Wake Transit Performance Tracker is an online resource for ongoing program progress information. Details of operating and capital projects are included on the interactive project map. Progress toward reaching goals and objectives of the Wake Transit program are graphically displayed with historical data on the performance dashboard. The Tracker is updated at least three times a year: in summer, after the adoption of the new Wake Transit Work Plan; in December, to update annual revenue and expenditure totals; and in the spring, to reflect approved Work Plan amendments and commuter rail and bus rapid transit project progress information.

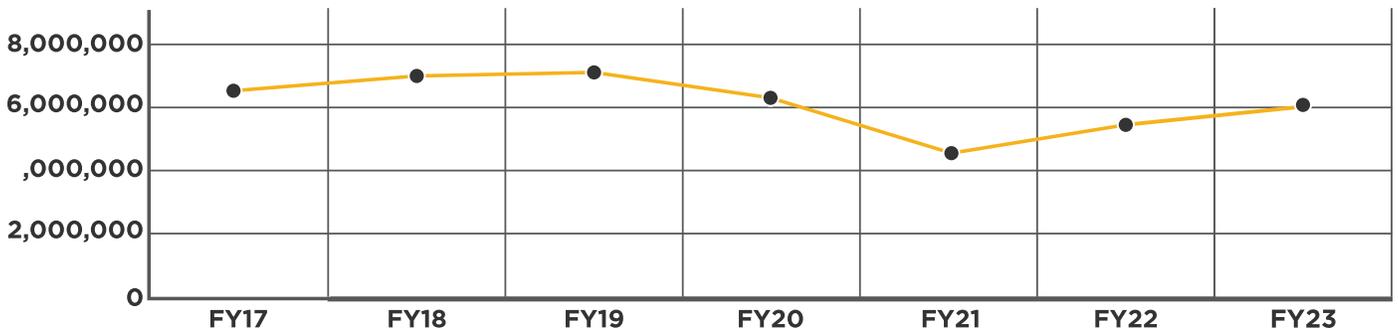
Below is a summary of FY2023 statistics that can be found on waketranstracker.com



Jobs located near fixed-routes operating 17+ hours on weekdays and 14+ hours on weekends



Population near fixed-routes operating 17+ hours on weekdays and 14+ hours on weekends



Fixed-route and demand response trips



FOR MORE INFORMATION VISIT:
WakeTransitTracker.com



SIGN UP TO STAY UP TO DATE:
GoForwardNC.org

NOTE: The following pages identify specific transit agency accomplishments and plans for future investments as they relate to the Wake Transit Plan. Each item is classified by which of the Four Big Moves it helps achieve.

CONNECT THE REGION 🔄 | CONNECT ALL WAKE COUNTY COMMUNITIES 🔄 | CREATE FREQUENT, RELIABLE URBAN MOBILITY 🟢 | ENHANCE ACCESS TO TRANSIT 🔄

ACCOMPLISHMENTS

SERVICE IMPROVEMENTS

GOTRIANGLE

- Increased annual ridership by 8% from FY2022. 🔄
- Reinstated the CRX and DRX routes after a short suspension of service due to the driver shortage. 🔄
- Realigned Route 310 to be more efficient route and to improve safety. 🔄 🔄

CITY OF RALEIGH

- Increased ridership by 17.8% from FY2022. 🟢 🔄
- NOTE:** Due to the operator shortage, planned service improvements for FY2023 remained on hold. Once GoRaleigh has the necessary staff, improvements will be implemented.

WAKE COUNTY

- Added weekend hours for GoWake SmartRide NE. 🔄
- Added a fourth service vehicle to microtransit fleet. 🔄

TOWN OF APEX

- Launched service on July 30, 2022, for GoApex Route 1, the town's first free, local circulator, as well as for GoApex Door to Door, the free complementary ADA paratransit service to GoApex Route 1. 🔄

TOWN OF CARY

- Collaborated with Apex on launching GoApex Route 1. GoCary serves as operator of the fixed-route service. 🔄

TOWN OF MORRISVILLE

- Continued successful service of the Morrisville Smart Shuttle. 🔄

CAPITAL PROJECTS

GOTRIANGLE

- Completed the technical work for Phase II of the Greater Triangle Commuter Rail Feasibility Study. Completed public engagement regarding the feasibility study results, which included surveying thousands of participants from across the region. 🔄
- Began construction on the 1.76-acre site for Raleigh Union Station Bus Facility with remediation and demolition of three former warehouse buildings. 🔄 🔄
- Purchased six electric buses. 🔄 🔄
- Executed contract for design for 56 existing bus stops in Wake County, including Americans with Disabilities Act improvements and amenities to enhance passenger safety and comfort. 🔄 🔄

CITY OF RALEIGH

- Improved 15 bus stops with shelters and installed 21 ADA-compliant landing pads to comply with the Americans with Disabilities Act and to improve safety. A further 127 bus stop improvements are in design. 🔄
- Completed the design for seven enhanced transfer point sites. An additional four enhanced transfer point sites are near final design. 🔄
- Began construction on the Poole Road Park-and-Ride facility. The facility will provide more than 200 parking spaces (12 will have electric vehicle chargers) and bus stop amenities. 🟢 🔄
- Completed the federal Title VI Equity Analysis for site selection and identified a preferred site for the GoRaleigh/GoWake ACCESS Paratransit Operations & Maintenance Facility. The National Environmental Policy Act process was completed for this site, which received a Documented Categorical Exclusion. City staff completed the Title VI and NEPA in-house - a significant cost savings to the Wake Transit Plan. The city's Real Estate Division has submitted an offer for the property and anticipates acquisition in the second quarter of FY2024. City staff applied for a 2023 RAISE grant to help offset rising costs in the construction industry and \$9.9 million was awarded toward construction of the ADA facility. 🔄
- Began design work on the East Raleigh Park-and-Ride and future transit facility. The preferred site was purchased in FY2023. 🟢 🔄

TOWN OF CARY

- Began design work for Phase 3 of the GoCary Bus Stop Improvement Project, which will build new stops for upcoming Routes 11 and 12 as well as bring many existing stops in the system up to ADA compliance. ✓ ➡
- Continued to move the Bus Operations and Maintenance Facility project forward with review of 60% design, initiation of 90% design and conclusion of NEPA process. ✓
- The Town of Cary issued an RFQ for the development of town-owned land in downtown Cary, including master planning of the Multimodal Center site. The Town of Cary continued to acquire land for the Multimodal site. ➡

TOWN OF APEX

- Completed installing 38 bus stops for GoApex Route 1, along with installing benches at 12 stops, trash receptacles at four stops and bike racks at two stops. ➡

TOWN OF MORRISVILLE

- The Town of Morrisville installed a bus shelter at the Morrisville-Carpenter Road node in May 2023. ➡

PLANNING PROJECTS

GOTRIANGLE

- Completed the Regional Transit Center Relocation Study to better serve the needs of transit riders by improving transit speed and reliability; addressing passenger amenity and operational needs; and providing more multimodal connections. 🔄 ➡ ➡
- Continued to advance the Fleet and Facilities study to identify fleet maintenance facility needs, to establish low- or no-emissions fleet composition goals - including charging or fueling infrastructure - and to evaluate opportunities for regional cooperation. 🔄 ➡

CITY OF RALEIGH

- GoRaleigh completed construction on its Set 6 Bus Stop Improvements. Set 6 brought improvements to 16 bus stops within the GoRaleigh system. ➡
- Completed community outreach efforts to notify riders of the upcoming changes associated with the Biltmore Hills Route Package. Flyers were placed at every shelter location along all routes within the impacted zone, and staff set up informational tables at multiple community events within the service area to educate the community of the coming changes. ✓ ➡

CITY OF RALEIGH-BRT PROJECTS

- NEW BERN AVENUE CORRIDOR - Received Federal Transit Administration-Capital Investment Full Funding Grant Agreement in Preparation for Construction. Additionally, final design was further refined to prepare for 100% design review and a construction management firm was selected to provide administrative support and inspection services during construction. ✓
- WESTERN CORRIDOR - Continued preliminary design, National Environmental Policy Act work and coordination with capital projects. ✓
- SOUTHERN CORRIDOR - Continued to advance preliminary design and National Environmental Policy Act work. Received Federal Transit Administration-Capital investment Grant "Medium High" Rating with full funding recommendation in President Joe Biden's FY2024 Budget Proposal (\$85.9 million) in March. Additionally, a consultant was selected to advance the corridor to final design. ✓
- NORTHERN CORRIDOR - Continued to advance a Major Investment Study through fatal flaw analysis and preliminary screening of alignment alternatives. ✓

WAKE COUNTY

- Completed the pilot stage of the GoWake Smartride NE microtransit program through survey and ridership data collection. The data will help the towns in northeast Wake County plan for future service improvements to the program in the coming years. ➡

TOWN OF FUQUAY-VARINA

- Completed the Community Funding Area Program and town-funded transit study. ➡

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

- Completed the Wake BRT Rapid Bus Extension Major Investment Study. The study evaluated the feasibility of implementing rapid bus service from Research Triangle Park to Clayton as extensions to the Wake BRT Western and Southern corridors, respectively, as envisioned in the Wake Transit Plan and the CAMPO Metropolitan Transportation Plan. The MIS was intended to develop a locally preferred alternative for the extensions to the core BRT projects, but the evaluation concluded that additional operational analysis is necessary before a final Locally Preferred Alternative and project sponsor can be determined. 🔄 ✓

NEXT STEPS

SERVICE IMPROVEMENTS

GOTRIANGLE

- Finalize planning to add mid-day service for the Route 305. 🟡
- Continue to plan for route restorations. 🟡🟡

CITY OF RALEIGH

- Implement the Route 5: Biltmore Hills high-frequency route package in FY2024. This package will see the elimination of GoRaleigh's Routes 13 and 22, while realigning Route 5 to include some areas previously covered by the eliminated routes. The new Route 5 will operate at 15-minute frequencies and Route 20 will be expanded to include weekend service. ✔️
- Implement Rolesville Microtransit in FY2024 as an alternative to the under-performing 401X route. 🟡
- Finalize route path for the Hillsborough high-frequency route package and implement service. Due to the ongoing operator shortage, the service is planned to go online in FY2024. This route will connect downtown Raleigh with Meredith College, North Carolina State University and Plaza West shopping center. ✔️

WAKE COUNTY

- Implement new scheduling software, Ecolane. 🟡
- Onboard new operations vendor, RATP-Dev. 🟡
- Roll out SmartRide service enhancements to include weekends. 🟡

TOWN OF CARY

- In FY2025, GoCary plans to begin service on Routes 11 and 12. Route 11 will serve East Cary and connect GoCary to the NC State campus for the first time. Route 12 is an expansion of the current Apex-Cary Express providing all-day, local service between the two municipalities. 🟡✔️

TOWN OF MORRISVILLE

- No future service improvements to report at this time.

CAPITAL PROJECTS

GOTRIANGLE

- Continue construction for the RUS Bus facility in anticipation of opening in 2025. 🟡🟡✔️
- Begin construction on 56 bus stop improvements in Wake County. 🟡

CITY OF RALEIGH

- Begin construction of Set 7 bus stop improvements. 🟡
- Complete construction of Poole Road Park-and-Ride facility. 🟡
- Complete design and begin construction of enhanced Transfer Points at WakeMed North Hospital, Pleasant Valley Shopping center and Hillsborough/Gorman streets. Continue designing eight more sites. 🟡
- Complete design and start construction of the East Raleigh Park-and-Ride. Purchase property and begin design work on GoRaleigh/GoWake Access ADA/Paratransit Operations & Maintenance Facility. 🟡
- Acquire four replacement vehicles for the GoRaleigh Access paratransit program, seven vehicles for the GoRaleigh shuttle and maintenance fleet (four replacement, three expansion) and three new low no-emission buses for GoRaleigh's fixed-route operations (two replacement, one expansion). 🟡

TOWN OF CARY

- Complete design and start construction of Phase 3 of the GoCary Bus Stop Improvement Project, which includes bus stops for upcoming Route 11, Route 12, Route 1 realignment, as well as improving existing bus stops in the system up to ADA compliance. 🟡
- Complete final design of the Bus Operations and Maintenance Facility project and begin the bidding process for construction. 🟡
- Review responses from the RFQ issued for developing town-owned land in downtown Cary, including master planning of the Multimodal Center site. The Town of Cary continues with land acquisition for the Multimodal Center site. 🟡

TOWN OF APEX

- Begin planning for bus stop improvements including amenities and accessibility improvements. 🟡
- Begin planning for Saunders and Hinton Street sidewalk improvements. 🟡

TOWN OF MORRISVILLE

- Install benches at six nodes and bike racks at five nodes. 🔄
- Relocate the node on Town Hall Drive to accommodate future roadway construction. 🔄

PLANNING PROJECTS

GOTRIANGLE

- Complete environmental review for the Regional Transit Center Relocation Study. 🔄🔄🔄🔄
- Continue supporting regional partners in decision-making for the Greater Triangle Commuter Rail project. 🔄

CITY OF RALEIGH-BRT PROJECTS

- NEW BERN AVENUE CORRIDOR – Start construction of New Bern Avenue Corridor. ✔️🔄
- WESTERN CORRIDOR – Continue to advance design, National Environmental Policy Act work and prepare for Federal Transit Administration-Capital Investment Grant Ratings Application. ✔️
- SOUTHERN CORRIDOR – Continue National Environmental Policy Act work and advance corridor to final design. ✔️
- NORTHERN CORRIDOR – Continue to advance MIS to prepare for engagement, selection of Locally Preferred Alternatives and implementation plan. ✔️

WAKE COUNTY

- Propose school shuttle for dual enrollment students attending Wake Tech 4.0 in FY2025. The program would take students attending Knightdale and East Wake High Schools to their classes on the new Wake Tech campus located in Wendell. 🔄
- Procure an electric vehicle and charging infrastructure for the microtransit shuttle. 🔄
- After FY2024, GoWake will collaborate with the towns to improve the NE SmartRide service. 🔄
- GoWake Access will work to collaborate with nearby rural counties to establish Transfer Stations and develop a Rural Mobility Network. 🔄
- GoWake aims to convert existing vehicles into more environmentally friendly electric or alternative fuel vehicles in the next five years. 🔄

TOWN OF APEX

- Kick off Planning Study in FY2024, identifying Apex's next transit priorities. 🔄

TOWN OF MORRISVILLE

- No future projects to report at this time.

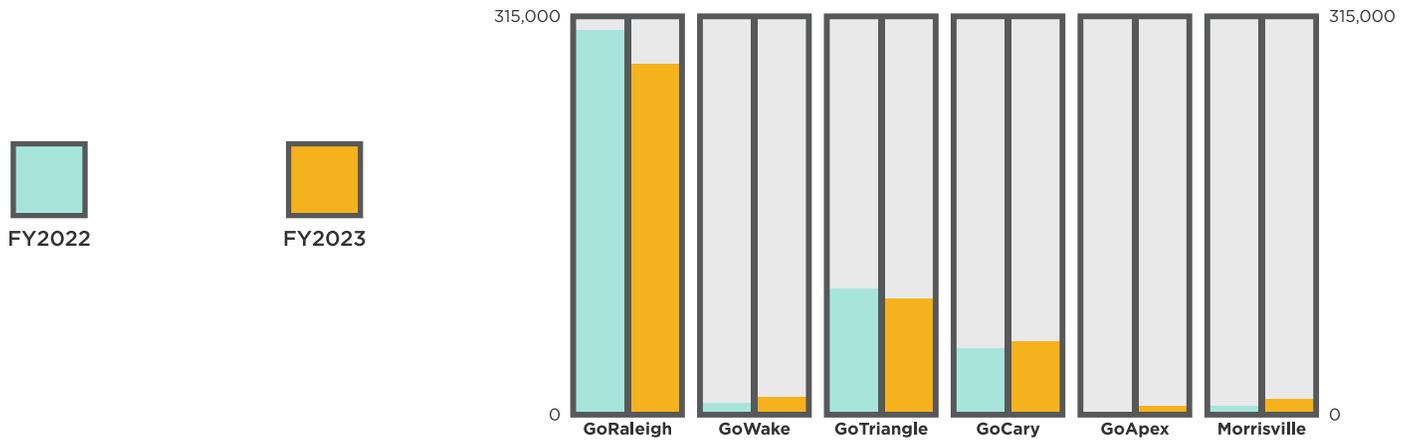
TOWN OF FUQUAY-VARINA

- Town Board to discuss Transit Study results. 🔄

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

- CAMPO will begin the update to the Wake Transit Plan in FY2024. The study effort is expected to take 18 to 24 months and will include evaluation of existing and planned projects, robust public engagement and extensive scenario work to determine the evolution of the plan as the time horizon is extended to 2035. 🔄🔄🔄🔄

REVENUE HOURS



GORALEIGH FY2023 revenue hours were **285,713, decreasing 8.2%** compared with FY2022 revenue hours of 311,235.

GOWAKE ACCESS FY2023 revenue hours were **11,567, increasing 44.8%** compared with FY2022 revenue hours of 7,991.

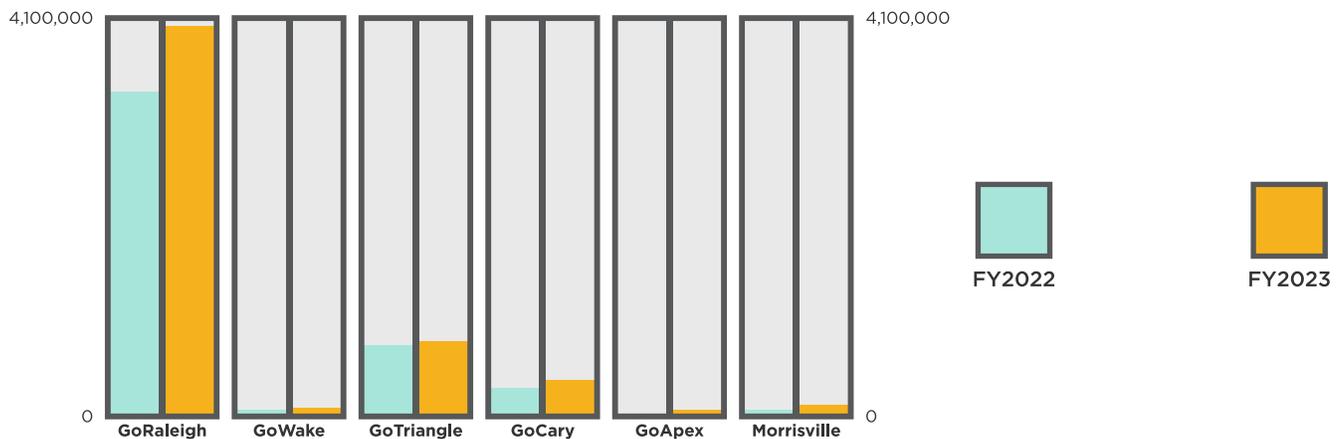
GOTRIANGLE FY2023 revenue hours were **100,780 decreasing 8.6%** compared with FY2022 revenue hours of 110,236.

GOCARY FY2023 revenue hours were **50,384.27, increasing 5.9%** compared with FY2022 revenue hours of 47,567.71.

GOAPEX FY2023 fixed-route revenue hours were **4,482.** (GoApex was established in FY2023.)

TOWN OF MORRISVILLE Morrisville Smart Shuttle FY2023 revenue hours were **6,521, increasing 46%** compared with FY2022 revenue hours of 4,477. Please note that this service began Oct.w 2, 2021.

RIDERSHIP



GORALEIGH FY2023 ridership was **4,043,384, increasing about 17.8%** compared with FY2022 ridership of 3,432,544.

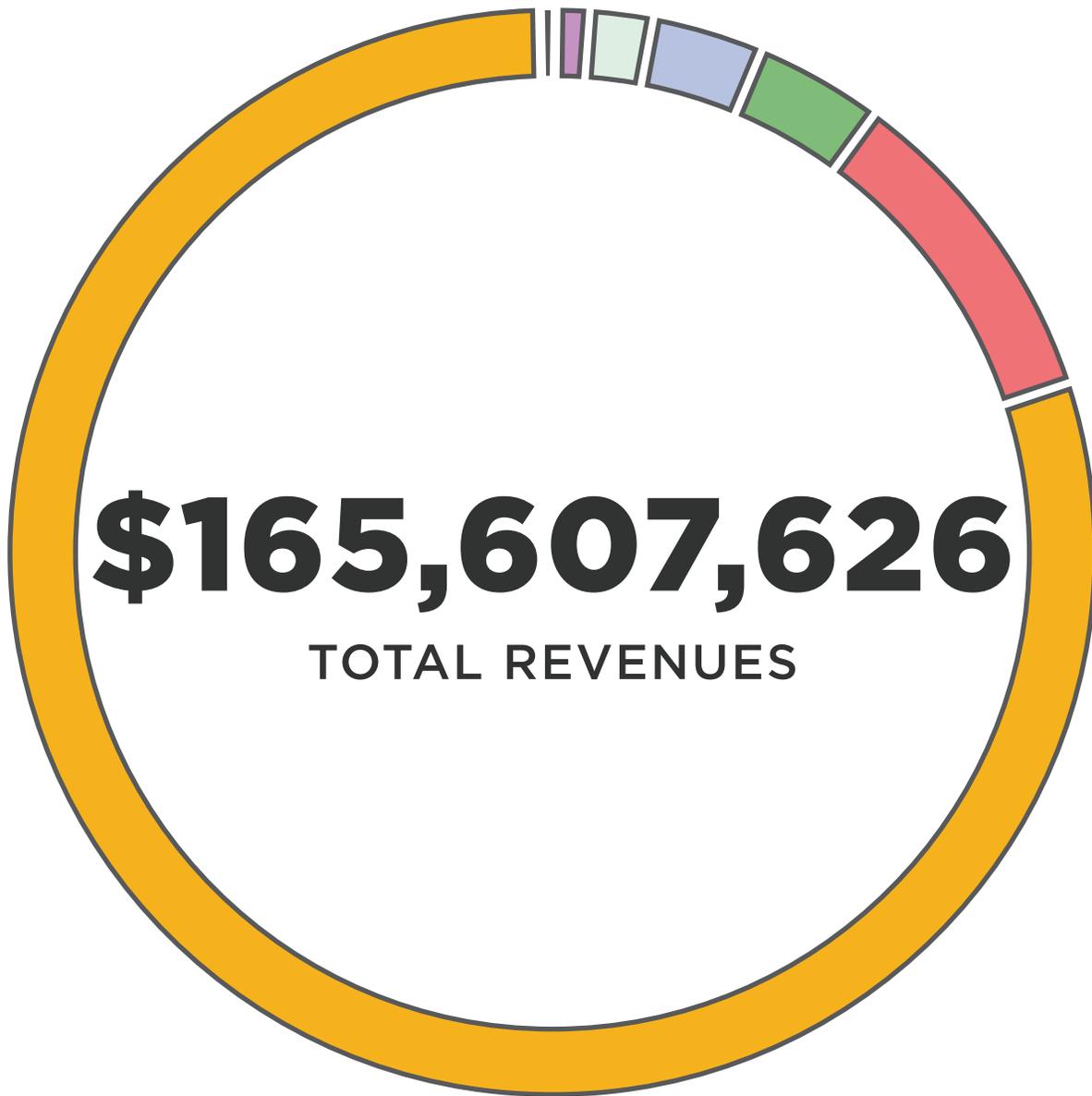
GOWAKE ACCESS FY2023 ridership was **16,133, increasing about 26.7%** compared with FY2022 ridership of 12,730.

GOTRIANGLE WAKE COUNTY FY2023 ridership was **687,187 increasing about 8.2%** compared with FY2022 ridership of 635,106.

GOCARY FY2023 ridership was **348,590, increasing 40.3%** compared with FY2022 ridership of 248,381.

GOAPEX FY2023 fixed-route ridership was **12,075.** (GoApex was established in FY2023.)

TOWN OF MORRISVILLE Morrisville Smart Shuttle FY2023 ridership was **21,445, increasing about 91%** compared with FY2022 ridership of 11,226. Please note that this service began Oct. 2, 2021.



-\$229,536
UNREALIZED GAIN/(LOSS)
INVESTMENTS

\$795,699
OTHER REVENUE

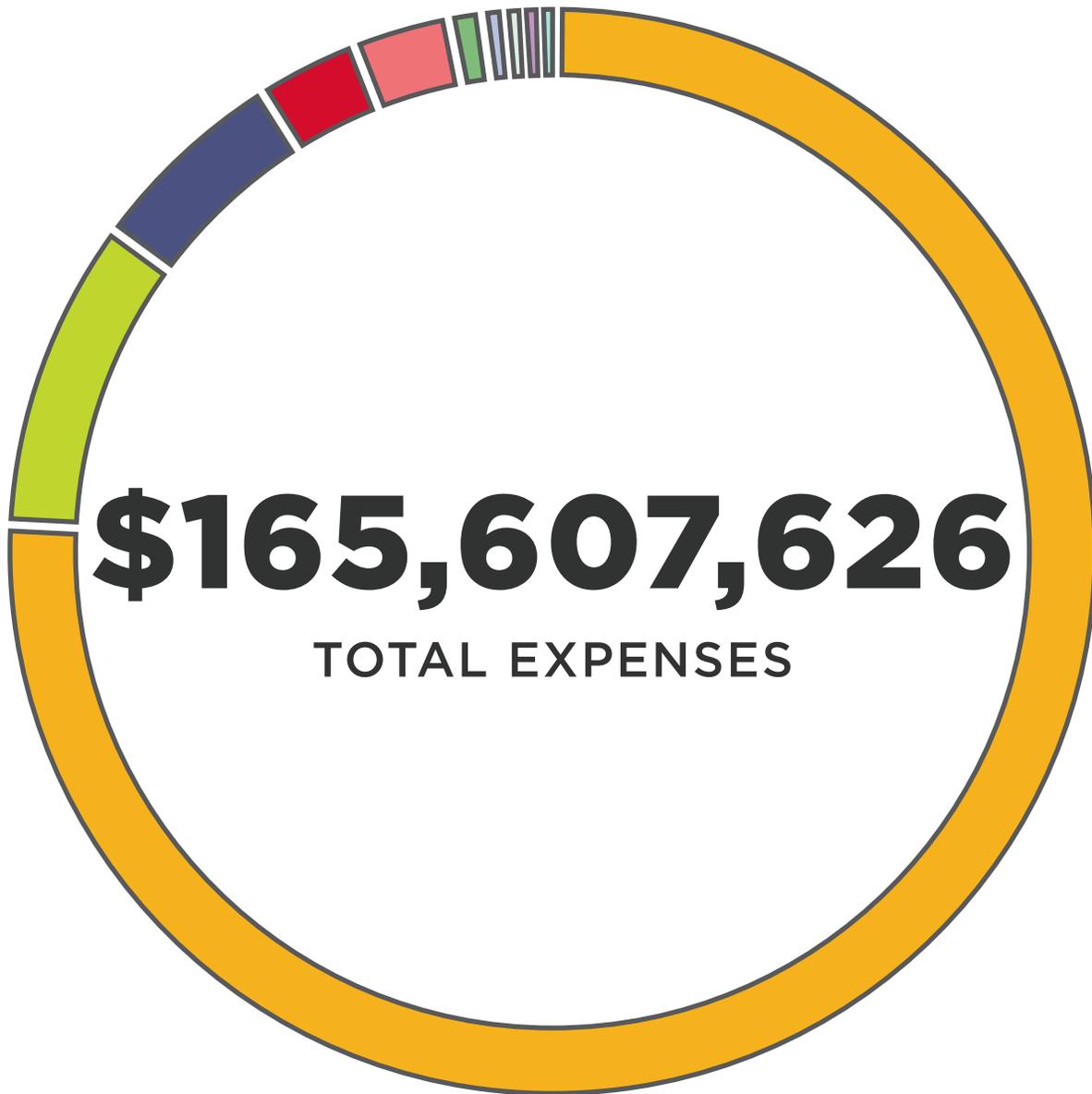
\$2,921,493
VEHICLE REGISTRATION
TAX \$3

\$5,056,042
VEHICLE RENTAL TAX

\$6,819,400
VEHICLE REGISTRATION
TAX \$7

\$17,437,460
INVESTMENT INCOME

\$132,807,068
HALF-CENT SALES TAX



\$501,182
TAX DISTRICT
ADMINISTRATION

\$528,612
VEHICLE ACQUISITION

\$533,496
COMMUTER
RAIL TRANSIT

\$660,644
CAPITAL PLANNING

\$1,518,311
COMMUNITY
FUNDING AREA

\$4,546,288
TRANSIT PLAN
ADMINISTRATION

\$5,644,833
BUS INFRASTRUCTURE

\$9,580,649
BUS RAPID TRANSIT

\$15,969,679
TRANSIT SERVICES

\$126,123,932
ALLOCATION TO
FUND BALANCE

FY2023 BOARD OF TRUSTEES

CHAIR



Sig Hutchinson
Wake County

VICE CHAIR



Brenda Howerton
Durham County

SECRETARY



Vivian A. Jones
Wake County

TREASURER



Michael Parker
Town of Chapel Hill



Mary-Ann Baldwin
City of Raleigh



Corey Branch
City of Raleigh



Michael Fox
NCBOT



Sally Greene
Orange County



Valerie Jordan
NCBOT



Elaine O'Neal
City of Durham



Jennifer Robinson
Town of Cary



Stelfanie Williams
Durham City/County



William A. Allen III
City of Raleigh



Renée Price
Orange County

Other board members serving in FY2023 were:

- William A. Allen III, who represented the City of Raleigh through Nov. 30, 2022.
- Renée Price, who represented Orange County through Dec. 31, 2022.

Note: During FY2023, an ex officio, nonvoting Board of Transportation seat remained open.

COPYRIGHT © 2023, GOTRIANGLE

4600 Emperor Blvd., Suite 100, Durham, NC 27703

      GOTRIANGLE.ORG