



GoTriangle
Board of Trustees
March 24, 2021
12:00 pm-2:30 pm Eastern Time

Based on NC Safer At Home executive orders in response to COVID-19, the GoTriangle Board of Trustees will meet remotely on Wednesday, March 24, 2021, at 12:00 p.m.

*Click here to: Join Webex Meeting
Or dial: +1 415-655-0003
Access code: 171 485 3127*

I. Call to Order and Adoption of Agenda

(1 minute Michael Parker)

ACTION REQUESTED: Adopt agenda with any changes requested.

II. Recognition

A. Employee Service Awards

(5 minutes Charles Lattuca)

III. Public Comment

(Michael Parker)

The public comment period is held to give citizens an opportunity to speak on any item. The session is no more than thirty minutes long and speakers are limited to no more than three minutes each. Speakers are required to sign up in advance with the Clerk to the Board.

IV. Consent Agenda

(1 minute Michael Parker)

Items listed on the consent agenda are considered as a single motion. At the request of any Board member, or member of the public, items may be removed from the consent agenda and acted on by a separate motion. Items pulled from the consent agenda will be placed at the beginning of the general business agenda for discussion and action. Any Board member wishing to remove an item from the consent agenda should advise staff in advance.

ACTION REQUESTED: Approve consent agenda.

A. Minutes - February 25, 2021

V. General Business Agenda

Items listed on the general business agenda are for discussion and possible action. Such designation means that the Board intends to discuss the general subject area of that agenda item before making any motion concerning that item.

A. Items Removed from the Consent Agenda*(1 minute Michael Parker)*

ACTION REQUESTED: Discuss and take action on any items removed from the consent agenda.

B. Operations & Finance Committee Report*(5 minutes Vivian Jones)***C. Planning & Legislative Committee Report***(5 minutes Will Allen III)***D. Contract Amendment with Ward and Smith Business Consulting***(5 minutes Shelley Curran)*

ACTION REQUESTED: Authorize an amendment to the contract with Ward and Smith Business Consulting, LLC to increase the budget up to an additional \$200,000 and extend it to March 30, 2022.

VI. Other Business**A. President & CEO's Report***(5 minutes Charles Lattuca)*

Contracts

New Hires & Promotions

1. Operations Update*(5 minutes Patrick Stephens)***2. Capital Projects Status Report**

Presentation

*(5 minutes Katharine Eggleston)***B. Chair's Report***(5 minutes Michael Parker)***C. Board Member Reports****1. CAMPO Executive Board Representative***(5 minutes Will Allen III)***2. DCHC MPO Board Representative***(5 minutes Michael Parker)***3. Regional Transportation Alliance (RTA) Rep.***(5 minutes Will Allen III)***VII. Closed Session - RUS Bus Negotiations***(30 minutes)*

ACTION REQUESTED: Enter into Closed Session pursuant to NCGS §143-318.11.(3) to consult with an attorney employed or retained by the public body in order to preserve the attorney-client privilege between the attorney and the public body, which privilege is hereby acknowledged; and
NCGS §143-318.11.(5) to establish, or to instruct the public body's staff or negotiating agents concerning the position to be taken by or on behalf of the public body in negotiating (i) the price and other material terms of a contract or proposed contract for the acquisition of real property by purchase, option, exchange, or lease.

VIII. Adjournment
(Michael Parker)

GoTriangle Board of Trustees
Meeting Minutes
February 24, 2021
Held Remotely via WebEx

Board Members Present Remotely:

Will Allen III

Michael Fox (arr. 12:03 p.m., left 1:00 p.m.)

Brenda Howerton

Sig Hutchinson

Vivian Jones

Valerie Jordan

Michael Parker, Chair

Renée Price

Jennifer Robinson

Steve Schewel (left 1:12 p.m.)

Board Members Absent:

Corey Branch

Stelfanie Williams

Chair Michael Parker officially called the meeting to order at 12:00 p.m.

I. Adoption of Agenda

Action: On motion by Allen and second by Price the agenda was adopted. Upon vote by roll call, the motion was carried unanimously.

Mike Fox arrived.

II. Recognition

A. Service of Wendy Jacobs

Chair Parker recognized Wendy Jacobs, former Durham County representative. To commemorate her service, she will receive an engraved crystal vase. Board members offered words of appreciation.

III. Public Comment

None.

IV. Consent Agenda

Action: On motion by Howerton second by Allen the consent agenda was approved. Upon vote by roll call, the motion was carried unanimously.

The following consent agenda items were approved:

- January 20, 2021 – Special Session minutes;
- January 27, 2021 – Regular Session minutes;
- January 27, 2021 – Closed Session minutes; and

- Approved the suspension of the 311 and NRX and designated the President/CEO the authority to determine when routes would resume normal service.

V. Presentations

A. Update on Wake Transit Plan

Bret Martin's presentation is attached and hereby made a part of these minutes.

Highlights:

- Service hours within Wake County increased over 15% from 2017 to 2019; ridership grew over 13%.
- This update will extend the horizon by three years to 2030 using updated assumptions for major capital investments and syncing the plan with the metropolitan transportation plan.
- BRT project schedules are elongated compared to previous assumptions but still completely deliverable by 2030.
- BRT and CRT project costs have increased from the original plan as well as schedules.
- New projects include BRT extensions to RTP and Clayton, funded by newly assumed state revenue.
- Additional three years of tax collections are needed to support already committed expenditures.
- Very low chance of capacity for new investment in additional three years of planning horizon.
- Some committed expenditures will be delayed, and cuts to overall expenditures may be needed.

Public engagement results of tradeoffs:

- Ridership/productivity over coverage/geographic access
- Speed/directness/fewer stops over greater access/more stops
- Between cities/towns over within cities/towns
- Service over infrastructure

VI. General Business Agenda

A. Items Removed from Consent Agenda

None.

B. Operations & Finance Committee Report

Committee Chair Vivian Jones stated the Committee's only action item was on the consent agenda. She invited other Board members to the next Committee meeting to hear a presentation on financing options.

C. Planning & Legislative Committee Report

Committee Chair Will Allen III reported the Committee received an update on the bus stop improvement program and will be presenting a recommendation on the RTC Feasibility Study and Relocation Strategy at a future Board meeting.

D. Addendum to Predevelopment Agreement with Hoffman & Associates (RUS Bus)

General Counsel Shelley Curran requested approval of an addendum to the predevelopment agreement with Hoffman & Associates to negotiate the development agreements for the RUS Bus project. She stated this will carry through the interim design process and begin the Administrative Site Review permitting process with the City of Raleigh.

Action: On motion by Allen and second by Hutchinson the Board authorized an addendum to the Predevelopment Agreement with Hoffman & Associates to allow up to \$1 million in interim/ASR design phase work. Upon vote by roll call, the motion was carried unanimously.

VII. Other Business

A. President and CEO's Report

A list of contracts approved by the President/CEO is attached and hereby made a part of these minutes.

1. Operations Update

Patrick Stephens' monthly performance report is attached and hereby made a part of these minutes. He stated that ridership is about 52-53% of the pre-COVID levels. Patrick Stephens said GoTriangle is prepared to assist with transportation to COVID vaccination sites if requested; however, GoTriangle did not receive any of the \$2.5 million in funding from NCDOT for that purpose. He added that there have been some folks transported for vaccinations through our paratransit service.

Patrick Stephens highlighted that GoTriangle has not missed a trip nor had to cancel service since the beginning of the Pandemic. He praised the dedication of GoTriangle's front line employees.

Robinson suggested at the appropriate time that GoTriangle recognize and thank its front line workers

2. Capital Projects Status Report

The monthly report is attached and hereby made a part of these minutes.

Jay Heikes shared information on bus stop improvements in Durham and the new bus stop improvements program maps for GoTriangle and GoDurham,

which is attached and hereby made a part of these minutes. Rick Major shared details on the progress of bus stop improvements and said a contractor expo is planned for the disadvantaged business enterprise community to share information about all upcoming GoTriangle projects.

Heikes also gave an update on the Greater Triangle Commuter Rail Study schedule. Lattuca stated that GoTriangle sent a letter to NCRR agreeing to their threshold requirements for insurance, indemnity and liability for the commuter rail project. The NCRR board will be meeting and the NCRR President has informed Norfolk Southern by letter that GoTriangle meets NCRR requirements and asked NS to begin the rail traffic capacity study work by March 1st. Lattuca stated that an agreement with NS is required for this work.

Scott Thomas stated that the commuter rail survey has been presented to about 25 groups to date. He said focus groups have begun in an effort to close the demographic gaps we saw in the survey. He said an executive report will be available upon completion. The second round of engagement for the commuter rail study will begin late April to early May.

3. HR Update – Diversity Training and Assessment

Carolyn Lyons reported on work with Diversity HR Solutions, beginning with employee listening sessions and leadership training last year. Employees received an anonymous survey this week to provide feedback on the culture at GoTriangle. The survey will be followed by voluntary focus groups. Additional leadership training sessions are scheduled. A report will be issued later in the spring.

B. General Counsel's Report

General Counsel Shelley Curran stated the department is working on a number of contracts. The development agreement for RUS Bus is being negotiated and work also is happening with commuter rail. A settlement agreement between NCDOT and the Southern Environmental Law Center regarding the Triangle Expressway included GoTriangle. GoTriangle will receive \$10,000 from NCDOT.

C. Chair's Report

Chair Parker reminded the Board of the joint public hearing with CAMPO on March 17th which is required as part of Wake County Transit Plan approval process. He stated that a quorum is required.

D. Board Member Reports

1. CAMPO Executive Board Representative

Will Allen III reported in addition to the upcoming joint public hearing, CAMPO approved the LPA for the downtown Cary Transit Center and an amendment to the FY21 UPWP.

2. DCHC MPO Board Representative

Michael Parker reported that MPO staff recommended adopting targets for safety performance measures developed by the state. The MPO board discussed whether the targets reflect what is trying to be achieved in the service area and if there are consequences of not meeting the targets.

3. Regional Transportation Alliance (RTA) Representative

No report.

VIII. Adjournment

Action: Chair Parker adjourned the meeting at 1:30 p.m.

Michael Parker, Chair

Attest:

Michelle C. Dawson, CMC
Clerk to the Board

GoTriangle Board of Trustees
Operations & Finance Committee Meeting Minutes
March 4, 2021
Held Remotely via WebEx

Committee Members Present:

Corey Branch	Jennifer Robinson
Vivian Jones, Committee Chair (arr. 8:37 a.m.)	Steve Schewel
Michael Parker	Stelfanie Williams

Committee Members Absent:

Valerie Jordan

Other Board Members Present:

Will Allen III	Sig Hutchinson
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The meeting was called to order at 8:35 a.m. A quorum was present.

I. Adoption of Agenda**II. Approval of Minutes**

Action: A motion was made by Parker and seconded by Branch to approve the minutes of the February 4, 2021, meeting. Upon vote by roll call, the motion was carried unanimously.

III. GoTriangle Financing Options

Saundra Freeman introduced Jill Jaworski, PFM Financial Consultants, and Rebecca Joyner, bond counsel with Parker Poe. The presentation is attached and hereby made a part of these minutes.

Freeman provided an overview of GoTriangle's responsibilities as tax district administrator, noting that GoTriangle is responsible for issuing debt for projects associated with the transit plans. She said GoTriangle has limitations on what it can and cannot pledge as collateral and available financing options, both which could create challenges.

Freeman reminded the Committee of GoTriangle's local revenue sources:

- ½ cent sales tax
- \$7 county vehicle registration tax
- \$3 regional vehicle registration tax
- 5% vehicle rental tax

She said with respect to the vehicle rental tax, GoTriangle is completely responsible for billing, collections and audits.

Rebecca Joyner explained the primary financing options available in North Carolina and what is available to GoTriangle:

- General Obligation bonds – not viable, no property tax to pledge
- Revenue bonds – fare box revenues and vehicle registration tax weak/not significant enough, no precedent for sales tax as revenue
- Special Obligation bonds – not authorized for GoTriangle as the levier of the tax, transit projects also currently not authorized
- Installment Financing/ Limited Obligation bonds – available option

Parker asked the typical cost for issuing debt. Joyner responded that privately placed installment financing is usually lower due to fewer parties being involved. She estimated under \$20,000. She said larger transactions have higher issuing costs, even up to \$200,000, due to more parties being involved. Jill Jaworski replied that \$20,000 would be on the low end and not for a first debt issuance. She said the first time could be a minimum of \$30-40,000. She added that larger transactions could be as much as \$500,000 to \$1 million, as underwriter fees are based on the size of the transaction.

Jaworski then discussed the challenges associated with limited obligation bonds:

- Generally highest cost for borrowing
- Requires physical assets as security – lenders prefer access to funds, preference for real property versus a rail line, can only pledge assets owned by GoTriangle and some projects could have limited assets
- Can use local revenues to pay debt service, but cannot pledge them; cannot use sales tax
- Requires annual appropriation for bondholder payments

Lattuca asked if an unbuilt asset can be pledged. Joyner stated yes, under NC law, you are pledging the land and all improvements to be built on top of it. She stated that the issue is ownership and because of the interaction with the railroads GoTriangle may not own the assets. Parker asked about pledging rolling stock. Joyner stated yes. Allen stated the maintenance facility could be pledged.

Parker asked if the counties could pledge assets to secure GoTriangle debt. Joyner replied there is some precedent with counties doing the financing for schools because schools do not have independent borrowing authority in NC. She stated this would require an amendment to the ILA and a willingness on the part of the local governments.

Parker asked the borrowing plan for the D-O LRT project. Joyner stated limited obligation bonds, but there also were challenges with the security. She said a limitation now that did not exist for the D-O LRT project is in the ILAs and related to cross-collateralization of assets. She said the Wake County ILA restricts its taxes, revenues and assets to be used only for Wake County projects and securing of Wake County debt. These restrictions would complicate borrowing, requiring separate borrowings for cross-county projects and preventing a “master” cross-collateralized structure that could improve credit quality for GoTriangle.

Parker asked what is involved in changing the ILA. Joyner stated it would be re-negotiated by GoTriangle and the local governments.

Schewel asked about collateralization for the D-O LRT project. Freeman responded that it had not been confirmed, but primarily the maintenance facility along with the rail cars and real property. Jaworski added that typically the asset has to be only 50% of the bond amount, which gives some flexibility. She said bondholders have a preference for real assets that would be saleable.

Lattuca asked about a Public Private Partnership. Joyner stated the ILA limitations still apply, it has not been used for transit in NC and the process can take a long time.

Jaworski then offering potential solutions:

- Counties issue LOBs – makes cross-collateralization within counties possible, possibly lowers borrowing cost
- Counties issue SOBs – lower borrowing cost, would require legislative change to make transit projects eligible as SOB project
- GoTriangle issues LOBs – using “master” structure with cross-collateralization of assets, would require a renegotiation of the county ILAs
- GoTriangle issues SOBs – lower borrowing cost, would require legislative changes to the authorizing statute and to make transit projects eligible as SOB project, likely re-vote of each county’s sales tax questions and possible renegotiation of the county ILAs

Parker asked if the individual counties’ debt capacity would be impacted if the counties did the borrowing. Jaworski responded yes. Joyner added that part of why borrowing authority ended up with GoTriangle was so the counties’ debt capacity would not be reduced and potentially lower their credit ratings. She pointed out that is only an issue with county-issued LOBs. If the counties issued SOBs, the transit sales tax would be pledged toward the debt.

Parker commented that option requires a change in legislation and would be easier if other counties or jurisdictions also were interested in the change.

Jaworski stated that clients all around the country are feeling the pressure of fewer federal and state resources available to help fund large projects.

Lattuca stated that today's discussion was for background and would be followed up in the next few months with a discussion about innovative financing options. Freeman said she wanted the board to be aware of the challenges GoTriangle faces and also beginning the process of renegotiating the ILAs. Parker said that process also must include educating county commissioners.

Robinson left.

Lattuca stated he would like to see an inventory of GoTriangle's assets along with values.

IV. FY22 Budget

Sandra Freeman's presentation is attached and hereby made a part of these minutes.

She reviewed the current assumptions for the FY22 budget:

- Total revenue \$30 million, down from \$51 million in FY21 budget (does not include grant revenue)
- Total expenditures \$36 million, down from \$53 million in FY21 budget
- CARES Act funds \$5 million, down from \$7.9 million in FY21
- SMAP funding \$0
- Vehicle rental tax \$4.2 million, down from \$5.2 million in FY21 budget (allocation to Durham, Orange and Wake transit plans currently under review)
- \$5 vehicle registration tax \$6.3 million, down from \$6.5 million in FY21 budget
- Fares and consignments \$273,000 and \$381,000, respectively
- Rental income \$0, Plaza building expenses \$ 572,000
- Headcount 280 FTEs, up from 272 in FY21 budget (including county transit plan positions)
- Average merit 3%
- 3% increase in employment healthcare (employee contribution for employee only coverage \$500)
- Service revenue hours 141,118, up from 134,568 in FY21 budget
- Contracted service hours 11,665 down from 11,744 in FY21 budget
- Capital expenditures \$0 (requests totaling \$5 million currently under review)

Freeman also reviewed the assumptions for the three county transit plan budgets.

Durham Transit Plan Assumptions

- Total revenue \$34.4 million, up from \$32 million in FY21 budget
 - ½ cent transit tax \$31.2 million, up from \$28.5 million in FY21 budget
 - Vehicle rental tax \$900,000, down from \$1.1 million in FY21 budget
 - \$3 vehicle registration tax \$700,000, flat to FY21 budget
 - \$7 vehicle registration tax \$1.7 million, up from \$1.6 million in FY21 budget
- Total expenses \$21.9 million
 - Operating expenses \$9.9 million
 - Capital expenses \$12 million

Orange Transit Plan Assumptions

- Total revenue \$8.9 million, up from \$8.8 million in FY21 budget
 - ½ cent transit tax \$7.4 million, up from \$7.1 million in FY21 budget
 - Vehicle rental tax \$400,000, down from \$600,000 million in FY21 budget
 - \$3 vehicle registration tax \$300,000, flat to FY21 budget
 - \$7 vehicle registration tax \$800,000, flat to FY21 budget
- Total expenses \$7.9 million
 - Operating expenses \$4.5 million
 - Capital expenses \$3 million

Wake Transit Plan Assumptions

- Total revenue \$175.4 million, up from \$110.8 million in FY21 budget
 - ½ cent transit tax \$97 million, up from \$29.8 million in FY21 budget
 - Vehicle rental tax \$2.8 million, down from \$3.5 million in FY21 budget
 - \$3 vehicle registration tax \$2.8 million, down from \$3 million in FY21 budget
 - \$7 vehicle registration tax \$6.8 million, down from \$7.1 million in FY21 budget
 - Other revenue \$66 million, down from \$67.4 million in FY21 budget
- Total expenses \$128.2 million
 - Operating expenses \$27.4 million
 - Capital expenses \$100.8 million

Freeman said that the headcount increases are under review and the Committee would receive another update at its April meeting in advance of the Board's budget workshop on April 21st.

VIII. Adjournment

Action: The meeting was adjourned at 10:14 a.m.

Vivian Jones, Committee Chair

Attest:

Michelle C. Dawson, CMC
Clerk to the Board of Trustees

Draft

GoTriangle Board of Trustees
Planning & Legislative Committee Meeting Minutes
February 24, 2021
Held Remotely via Webex

Committee Members Present:

Will Allen III, Chair
Brenda Howerton

Sig Hutchinson
Renée Price (left 3:30 p.m.)

Committee Members Absent:

Michael Fox

Committee Chair Will Allen III called the meeting to order at 1:40 p.m.

I. Adoption of Agenda

Action: On motion by Howerton and second by Price the agenda was adopted. Upon vote by roll call, the motion was carried unanimously.

II. Approval of Minutes

Action: On motion by Howerton and second by Price the minutes of the January 27, 2021, meeting were approved. Upon vote by roll call, the motion was carried unanimously.

III. 2027 World University Games

Lattuca introduced Hill Carrow, chairman and chief executive of the North Carolina Bid Committee for the 2027 Summer World University Games. Lattuca explained that Carrow had contacted him about assisting with the transportation needs for the event which is expected to bring in 10,000 athletes and 600,000 spectators over the ten day event.

Carrow shared background on the event and its scope as well as the transit implications for moving athletes and others to and from housing locations at UNC and NCSU to practice and training sites, event venues, opening and closing ceremonies, and planned educational and cultural activities. He added that should the region be named host, it presents an opportunity to expedite projects such as the completion of RDU terminal 2 and I-40 beyond Chapel Hill and the installation of the first fiber optic grid in the region in advance of the 1987 US Olympic festival held here. Carrow said a designation of National Special Security Event (NSSE) could provide federal grants to implement staging for the games.

Board members shared their support and excitement for this opportunity.

IV. Wake BRT Program Update

Mila Vega's presentation is attached and hereby made a part of these minutes.

She provided updates on the four corridors:

- New Bern Avenue
 - 60% design complete
 - Final design expected Fall/Winter 2021
- Western corridor
 - Locally Preferred Alternative endorsed Summer 2020
 - Accepted into Project Development December 2020
 - Preliminary design has begun (20 months)
- Southern corridor
 - Locally Preferred Alternative selection targeted for Spring/Summer 2021
 - 30% designed expected to be complete Fall 2022
- Northern corridor
 - Pre-planning complete

She also shared information on public engagement, branding and station design:

- Brand should have regional personality/geographical reference
- Opportunity to integrate with existing "Go" brand
- Station design should have modern form, shape and style; be functional, yet unique and reflective of the area
- Stations should incorporate natural materials

Allen asked how the corridors will connect with the RUS Bus facility. Vega responded that as the BRT program advances, staff is thinking about direct connections to RUS Bus and currently at least one corridor, Northern BRT, will serve RUS Bus and ideally Western as well.

Hutchinson commented that West Street should be BRT-ready to serve the RUS Bus facility. He added that BRT should be a "gold standard" service and art should be included at stations.

Vega responded that a new program, Artist-in-Residence, was initiated. Dare Coulter is working with the design team to identify locations of blank canvases along the corridor. She also is working with the New Bern Avenue community to identify themes and the types of art to incorporate.

Vega added that the BRT team is coordinating with the RUS Bus team to coordinate schedules and design considerations.

V. Equitable Development around Transit: Planning & Implementation in Raleigh

Jason Hardin's presentation is attached and hereby made a part of these minutes.

Hardin said with a current population of 1.1 million, Wake County is projected to add another 600,000 people by 2040 and Raleigh will grow from 500,000 to almost 700,000. As commutes grow longer, demand for walkable places rises.

Equitable development around transit process goals:

- Grow around transit
- Enhance affordability and minimize displacement with focus on deeper affordability
- Guarantee pedestrian safety
- Preserve existing businesses
- Generate job opportunities
- Ongoing input, measuring results

Growth will be directed into downtown and growth centers, with transit overlay districts. An equity fund derived from a percentage of new tax revenue generated within each of the BRT corridors and in downtown Raleigh will support affordable housing and other projects providing a community benefit.

Station area plans will be developed for each BRT with additional transit oriented development. The TOD overlay districts will be applied along the corridors and property for affordable housing will be acquired along the corridors.

VI. 15-501 Corridor Transit Enhancement Opportunities

Jay Heikes' presentation is attached and hereby made a part of these minutes.

Heikes stated that the discontinuation of D-O LRT project left 15-501 without a plan for high capacity transit. He said this corridor is anchored at both ends by very high density, walkable employment destinations that are supportive of transit and drive transit demand. Prior to COVID, the trip time between Chapel Hill and Durham on 15-501 was increasing by 1 minute each year.

He shared a list of elements that can make a regular capacity corridor into a high capacity corridor and said they can be implemented incrementally and lead to better transit service.

Priority lanes

- Dedicated lane
- RED/shared lane
- Bus on shoulder

Intersection treatments

- Queue jump
- Transit signal priority
- Pedestrian crossing

Stop enhancements

- Level boarding
- Amenities
- Off board fare collection

Planning & Legislative Committee
Meeting Minutes
February 24, 2021

Price left.

Heikes said a number of transit routes in the region use this corridor and could benefit from dedicated lanes, use of shoulder, transit signal priority, enhanced bus stops and sidewalk/crosswalk improvements. There are several plans, studies and projects ongoing now, including two NCDOT projects that will widen/modernize the corridor from NC 86 to I-40 and grade separate SW Durham Drive. Currently improvements are being made to bus stops at Patterson Place, stops will be added at the new Wegmans and GoTriangle will offer 15 minute peak service in the corridor.

VII. Adjournment

Action: Chair Allen adjourned the meeting at 3:39 p.m.

Will Allen III, Committee Chair

Attest:

Michelle C. Dawson, CMC
Clerk to the Board of Trustees



Connecting all points of the Triangle

MEMORANDUM

TO: GoTriangle Board of Trustees
FROM: Shelley Read Curran, General Counsel and VP of Strategic Partnerships
DATE: March 10, 2021
SUBJECT: **Contract Amendment with Ward and Smith Business Consulting**

Strategic Objective or Initiative Supported

Action Requested

Staff requests that the GoTriangle Board of Trustees authorize an amendment to the contract with Ward and Smith Business Consulting, LLC to increase the budget up to an additional \$200,000 and extend it to March 30, 2022.

Background and Purpose

Ward and Smith Business Consulting, LLC is a consultant assisting GoTriangle with the RUS Bus project. He is assisting with all aspects of the RUS Bus project including work on the federal grant, the joint development application and negotiations with the preferred developer and will provide support to GoTriangle through this process.

Financial Impact

Up to \$200,000.

Attachments

- None

Staff Contact(s)

- Shelley Read Curran, 919-485-7561, scurran@gotriangle.org



PO Box 13787
Research Triangle Park, NC 27709
P: 919.485.7510 | F: 919.485.7547

www.gotriangle.org

Contract Work Orders – February 2021 (< \$100K)

Contract #	Contractor (or subject if no contractor listed)	Contract Amount	Subject	Comments	General Counsel (Shelley Curran) Date Executed	President & CEO (Charles Lattuca) Date Executed
21-009	NCDOT	\$0	Encroachment	Right of Way Encroachment Agreement for Wake County Sites 617, 618, 619, 620, 621, 622. This is a NO COST contract.	02/03/2021	02/03/2021
21-010	NCDOT	\$0	Encroachment	Right of Way Encroachment Agreement for Wake County Sites 613, 614. This is a NO COST contract.	02/04/2021	02/04/2021
21-012	NCDOT	\$0	Encroachment	Durham County is preparing to begin construction on the lot leased from GoTriangle requiring permits and agreements. GoTriangle must sign an NCDOT street and driveway access application for both Duke Street and Chapel Hill Street and an encroachment agreement for pavement widening, curb and gutter, and storm drainage.	02/08/2021	02/09/2021
20-097	City of Raleigh Town of Knightdale	\$0	Wake Transit Local Area Roles and Responsibilities Agreement	Wake Transit Local Area Roles and Responsibilities Agreement	02/03/2021	02/09/2021
19-028	Delerrok Inc.	\$12,791	Change Order	This Change Order is to purchase 7 additional electronic validators.	02/09/2021	02/09/2021
21-011	Triangle J Council of Governments	\$139,000	Planning and GIS Services Agreement	GIS services to support long-range transit planning. The Contract is a billable rate contract not to exceed \$139,000. The term of this agreement is 7/01/2019-06/30/2020.	02/09/2021	02/10/2021
20-010	BlueCross BlueShield	\$2,854,988	Group Contract	Rate based contract, effective for 12 months beginning 01/01/2021 and automatically renews for one year, unless terminated.	02/10/2021	02/10/2021
21-013	Research Triangle Foundation	\$0	Research Triangle Park Connect Program	Expansion of the RTP Connect Program to include the Boxyard RTP location. RTF agrees to pay 50% of the cost to GoTriangle of all Connect Program trips. The term of this agreement is for 12 months and automatically renews for 12 months unless terminated.	02/18/2021	02/18/2021
18-018	City of Raleigh	\$0	Amendment One Regional Call Center Agreement	Additional funds from the City of Raleigh – \$32,781.47 – for the underestimated amount for FY20. All other terms remain in full force and effect.	02/19/2021	02/22/2021
19-023	Remix Software, Inc.	\$14,167	Amendment One Remix, Additional Licensing for City of Durham	For additional licensing for the City of Durham with Remix. FY21 prorated amount of \$4,167 and FY22 \$10,000. This agreement is through 6/30/2022.	02/25/2021	02/25/2021

Contract Work Orders – February 2021 (< \$100K)

Contract #	Contractor (or subject if no contractor listed)	Contract Amount	Subject	Comments	General Counsel (Shelley Curran) Date Executed	President & CEO (Charles Lattuca) Date Executed
20-014	City of Burlington	\$0	Grant Agreement	This Agreement will allow the reimbursement of planning funds expended by GoTriangle authorized by the BGMPO TAC for the purpose of conducting the Mebane Park and Ride Relocation Study. GoTriangle applied for \$50,000 in federal planning funds that require a 20% local match to conduct the Mebane Park and Ride Relocation Study.	02/24/2021	02/26/2021

Sole Source Purchases – February 2021 (Purchase Order Authorizations > \$30K)

470-1	Diversity & HR Solutions	\$37,400	HR Diversity Solutions Services	Requesting authorization for the PO for Gracie Johnson-Lopez for HR Diversity Solutions Services, not to exceed \$37,400. Organizational Inclusion Assessment – 2-day Executive Program (virtual).	02/03/2021	02/03/2021
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HR Board Report – March 2021

NEW HIRES

Natarsha Perry – Bus Operator I
Dawit Niguse – Bus Operator I
Maxine Randall – Bus Operator I
Katie Urban – Senior Financial Analyst

PROMOTIONS

None

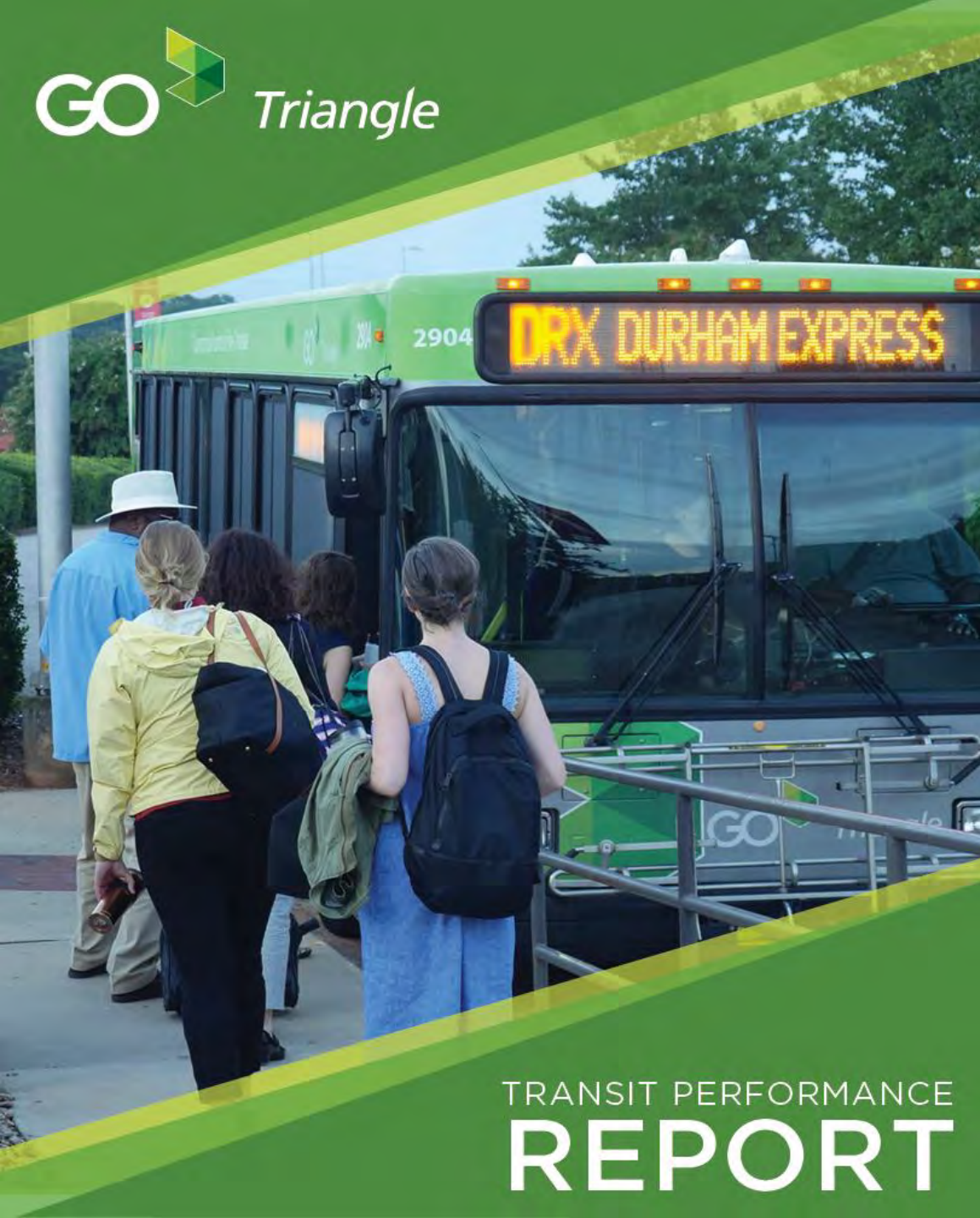
SERVICE AWARDS

20 Years of Service
Abraham Gebremariam, Bus Operator III

10 Years of Service
Isaiah Ewing, Bus Operator III
Dawit Noza, Bus Operator III
Frank Doria, Bus Operator III
Nathaniel Williams, Bus Operator III

RECRUITING

Bus Operator I
Chief of Staff
Electronics Technician II – Transit Vehicle
Paratransit Operator I
Public Engagement Specialist – Bilingual
Service Attendant



February
2021

TRANSIT PERFORMANCE
REPORT



Fixed Route

Consists of vehicles operating
along a defined route on a
consistent schedule

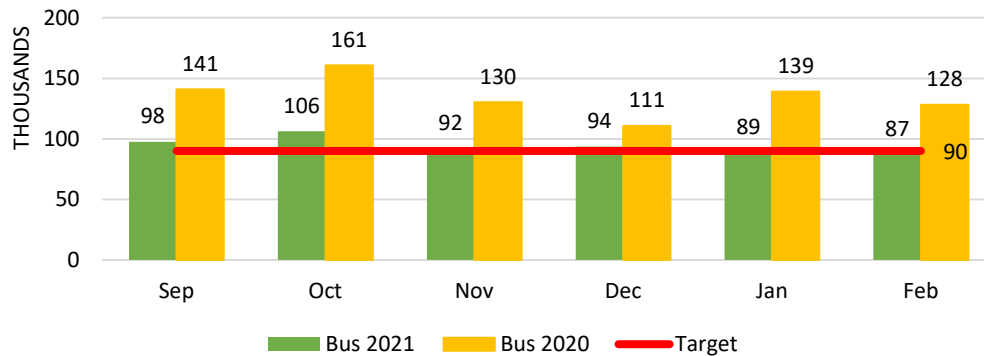
Fixed Route Year-to-Year Summary

	YTD 2021	YTD 2020	Feb 2021	Feb 2020
Passenger Boardings	751,649	1,095,139	87,121	128,154
Passengers/Revenue Hour	8.6	11.3	8.3	11.3
On-Time Performance	92.3%	78.5%	91.9%	78.5%
Total Mechanical Failures	44	48	5	4
Mean Distance Between Failures	48,051	51,003	47,871	76,557
Bus Total Miles	2,114,262	2,224,137	239,356	306,229
Collisions per 100,000 Revenue Miles	0.8	0.9	0.5	1.9
Verified Complaints per 100,000 Passengers	1.7	5.0	2.3	8.6

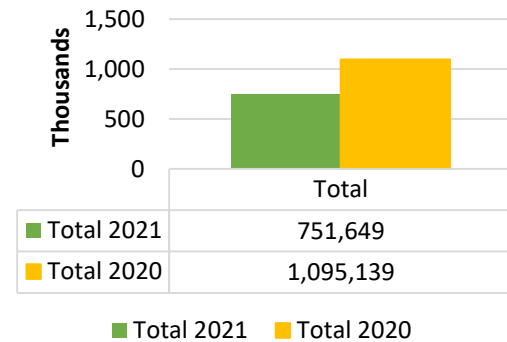
Passenger Boardings

- ▶ Defined as the number of times passengers board public transportation vehicles
- ▶ All years shown are fiscal years

Monthly Passenger Boardings



Total

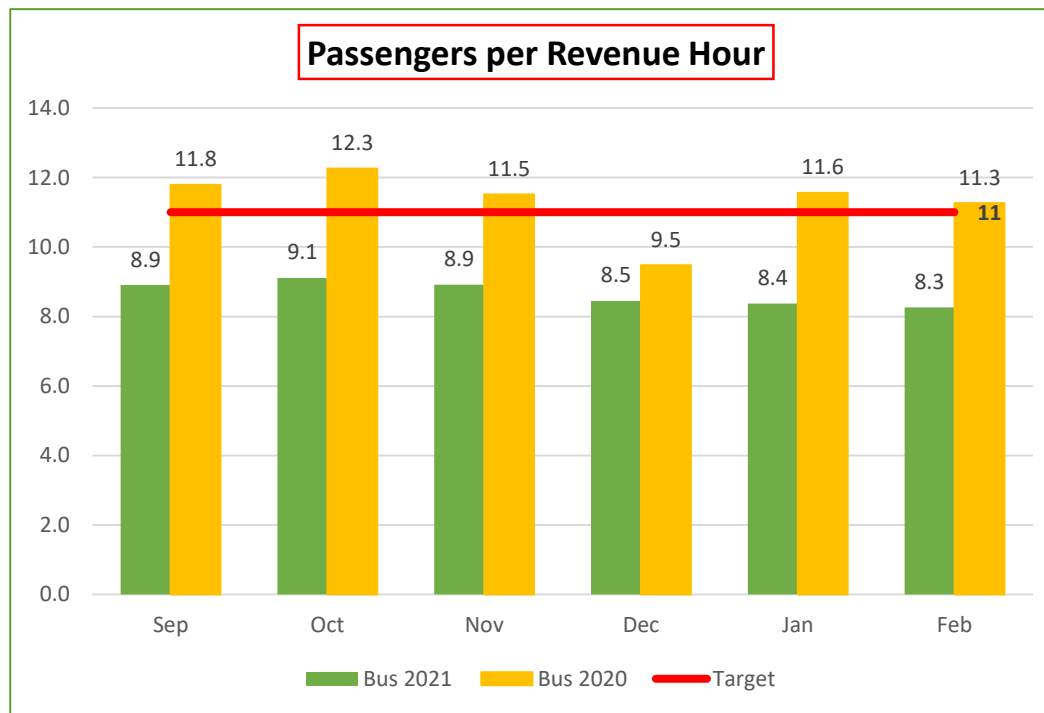


Average Weekday Passenger Trips



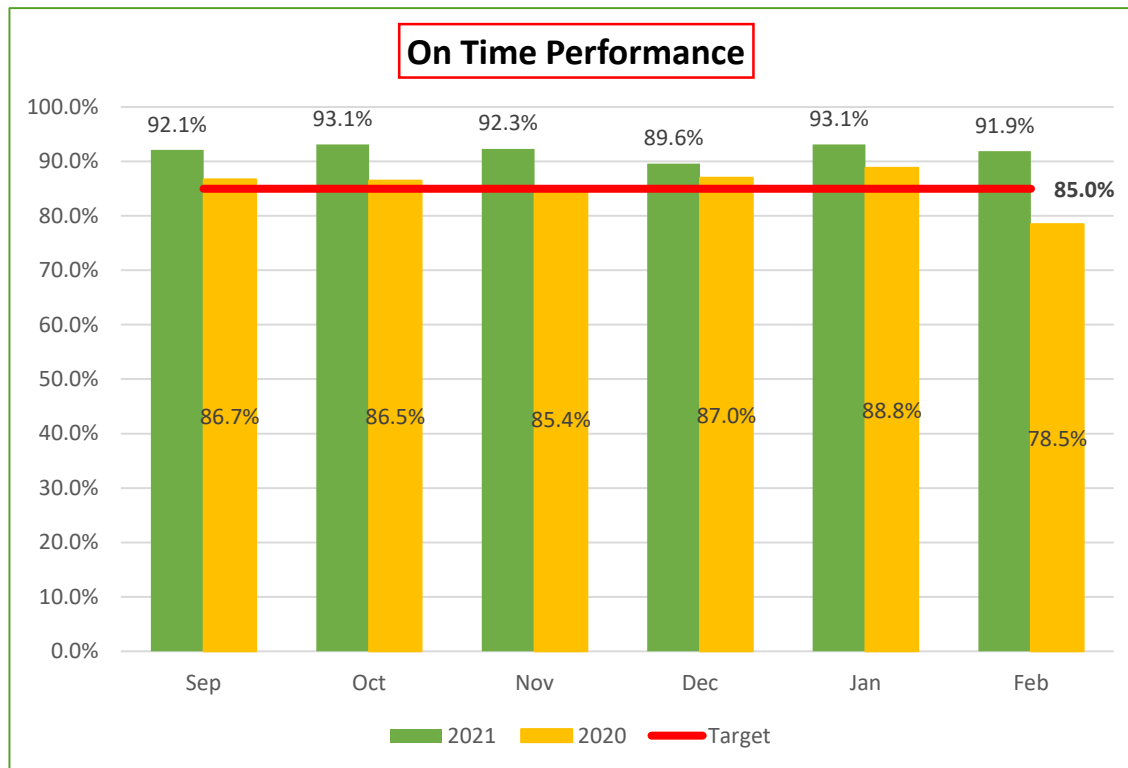
Passengers per Revenue Hour

Measures total fixed route bus ridership, divided by total fixed route bus revenue service hours



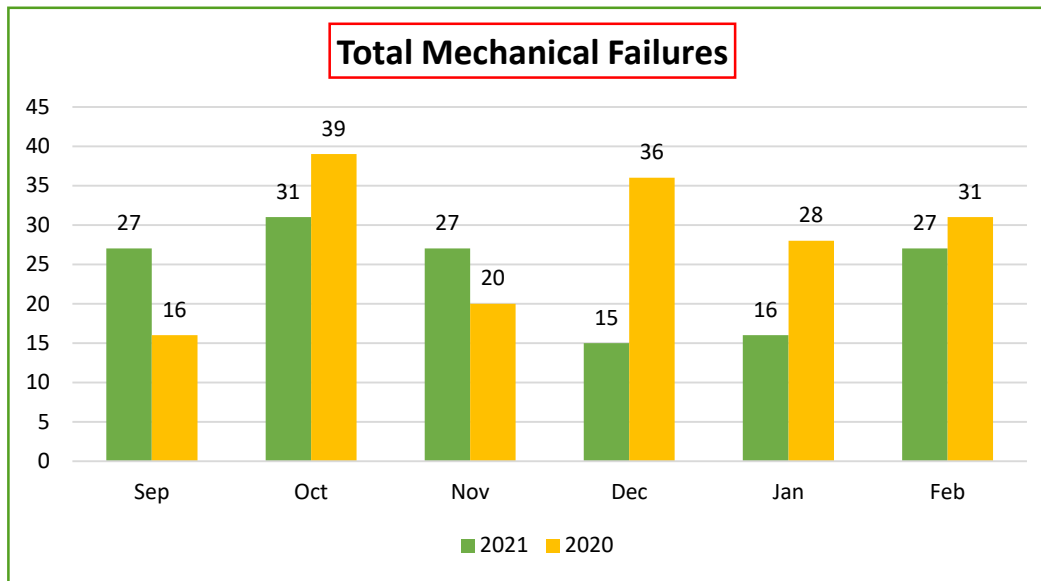
On-Time Performance

Measures on-time performance of fixed route bus service. On-time is defined as bus arrival at the stop between one minute early and five minutes late.



Mechanical Failures

Measures the total number of mechanical failures, major and other, of the bus fleet.

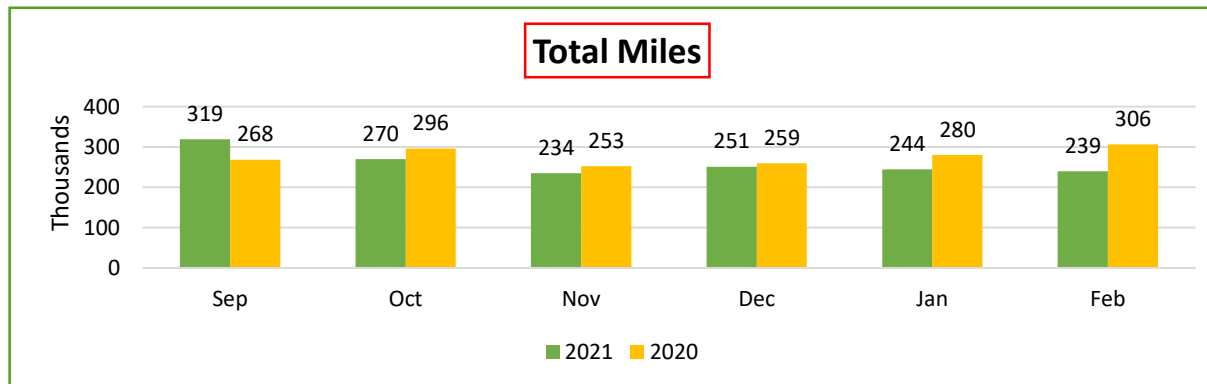
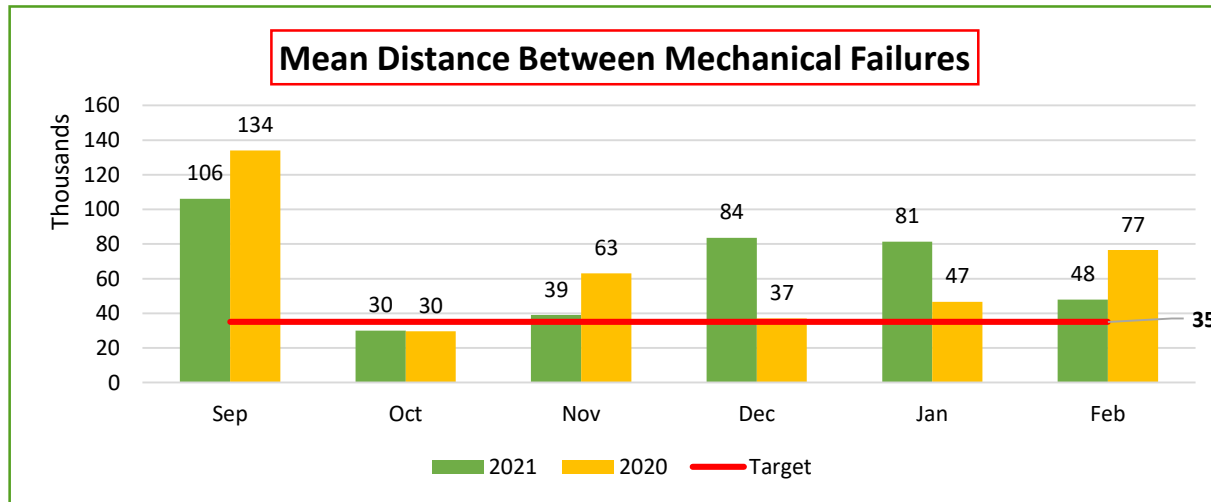


FY 2021						
	Sep	Oct	Nov	Dec	Jan	Feb
Major	3	9	6	3	3	5
Other	24	22	21	12	13	22
Total	27	31	27	15	16	27

FY 2020						
	Sep	Oct	Nov	Dec	Jan	Feb
Major	2	10	4	7	6	4
Other	14	29	16	29	22	27
Total	16	39	20	36	28	31

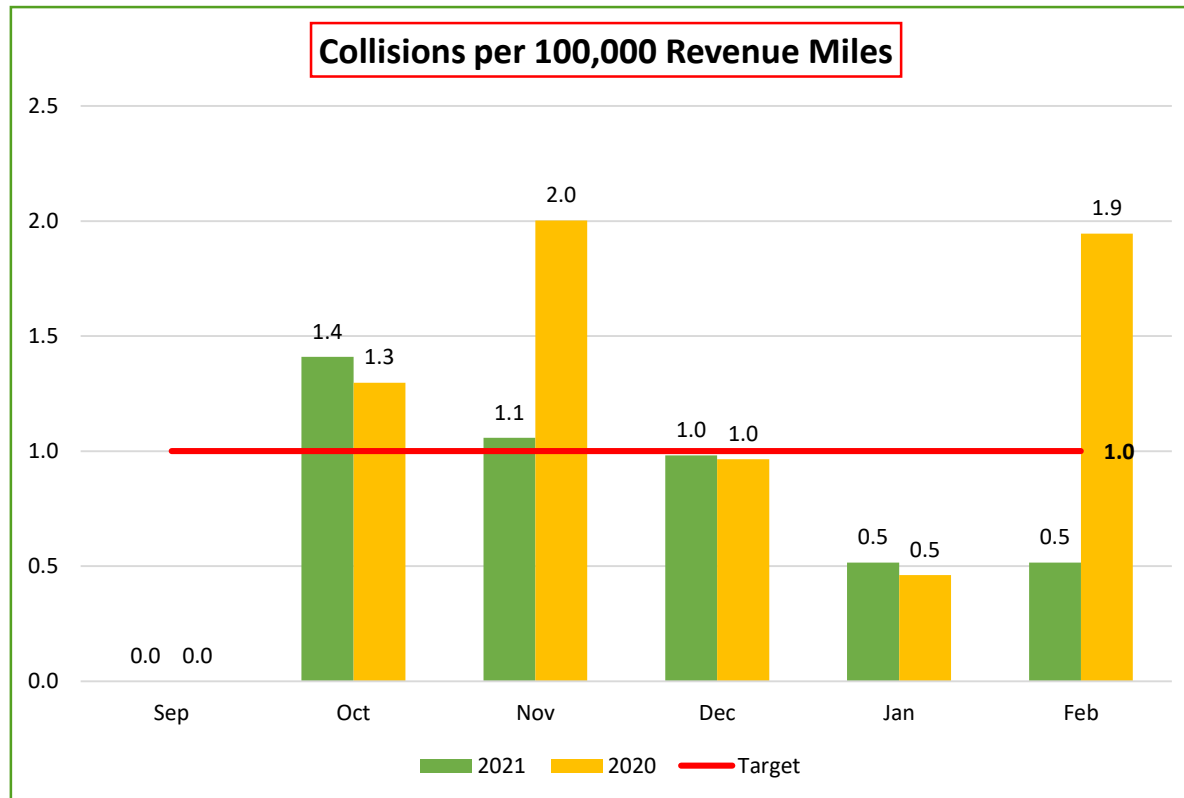
Mean Distance Between Failures

Measures the miles between major mechanical failures on the fixed route fleet (Note: Higher Bus Mean Distance Between Failures is better.)



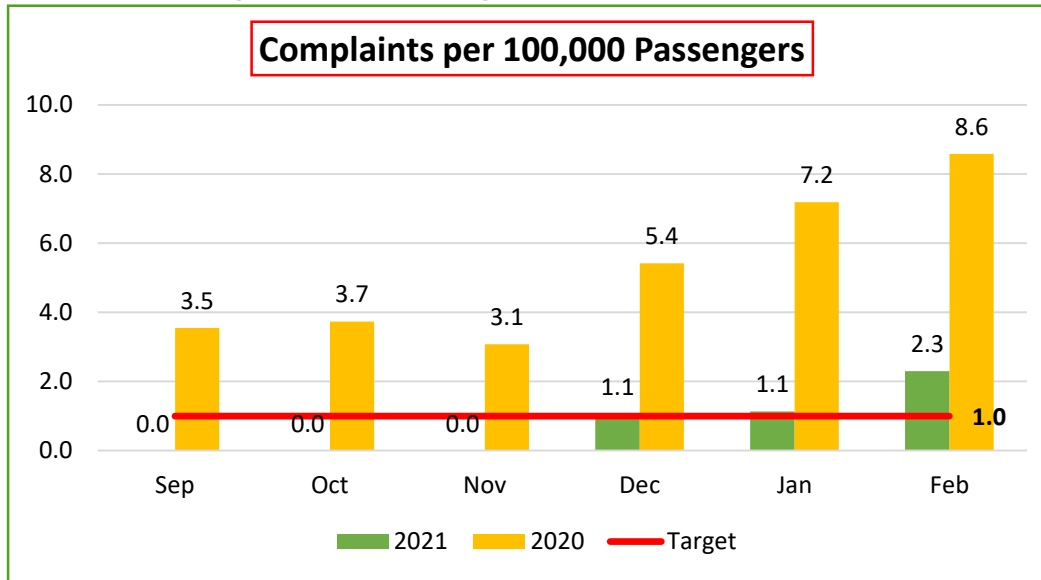
Collisions per 100,000 Revenue Miles

Measures the number of preventable collisions involving bus service per 100,000 miles.



Customer Satisfaction

Measures verified customer complaints about bus service per 100,000 bus passenger boardings.





Paratransit

ADA service where passengers request trips and vehicles respond to the request.

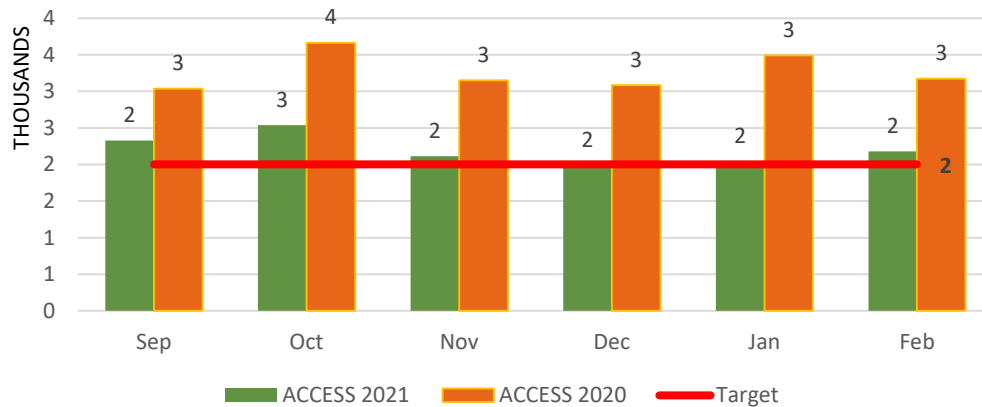
Paratransit Year-to-Year Summary

	Feb 2021	Feb 2020	YTD 2021	YTD 2020
Passenger Boardings	2,180	3,173	17,427	26,484
Passengers/Revenue Hour	2.18	1.94	2.17	1.81
On-Time Performance	88.7%	78.4%	93.8%	86.4%
Total Mechanical Failures	0	0	0	2
Mean Distance Between Failures	No failures	No failures	No failures	1,122,069
ACCESS Total Miles	35,319	49,175	350,718	446,799
Collisions per 10,000 Revenue Miles	0.0	0.0	0.1	0.4
Verified Complaints per 100,000 Passengers	0.0	1.9	0.1	5.6

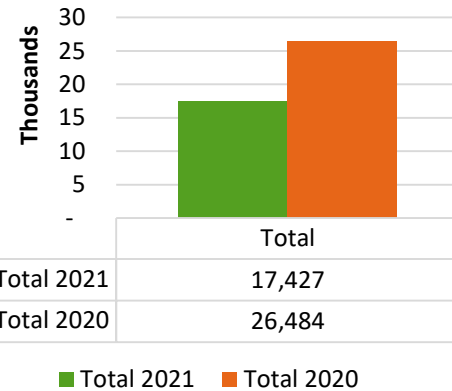
Passenger Boardings

Defined as the number of times passengers board public transportation vehicles

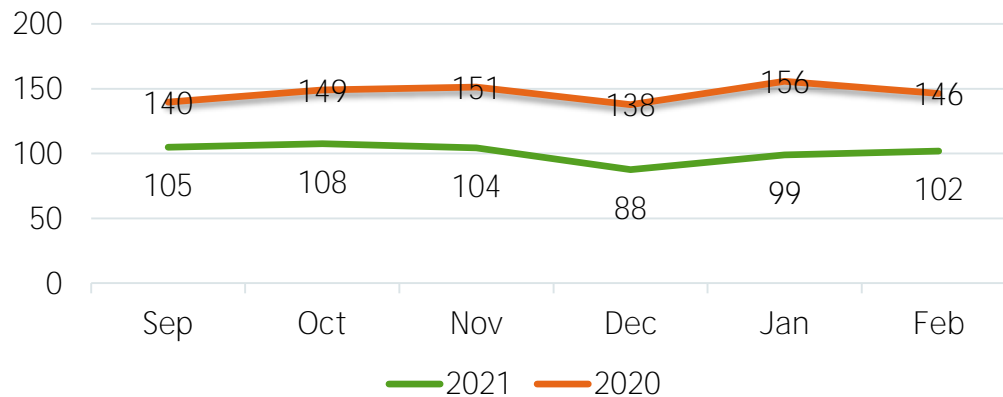
Monthly Passenger Boardings



Total

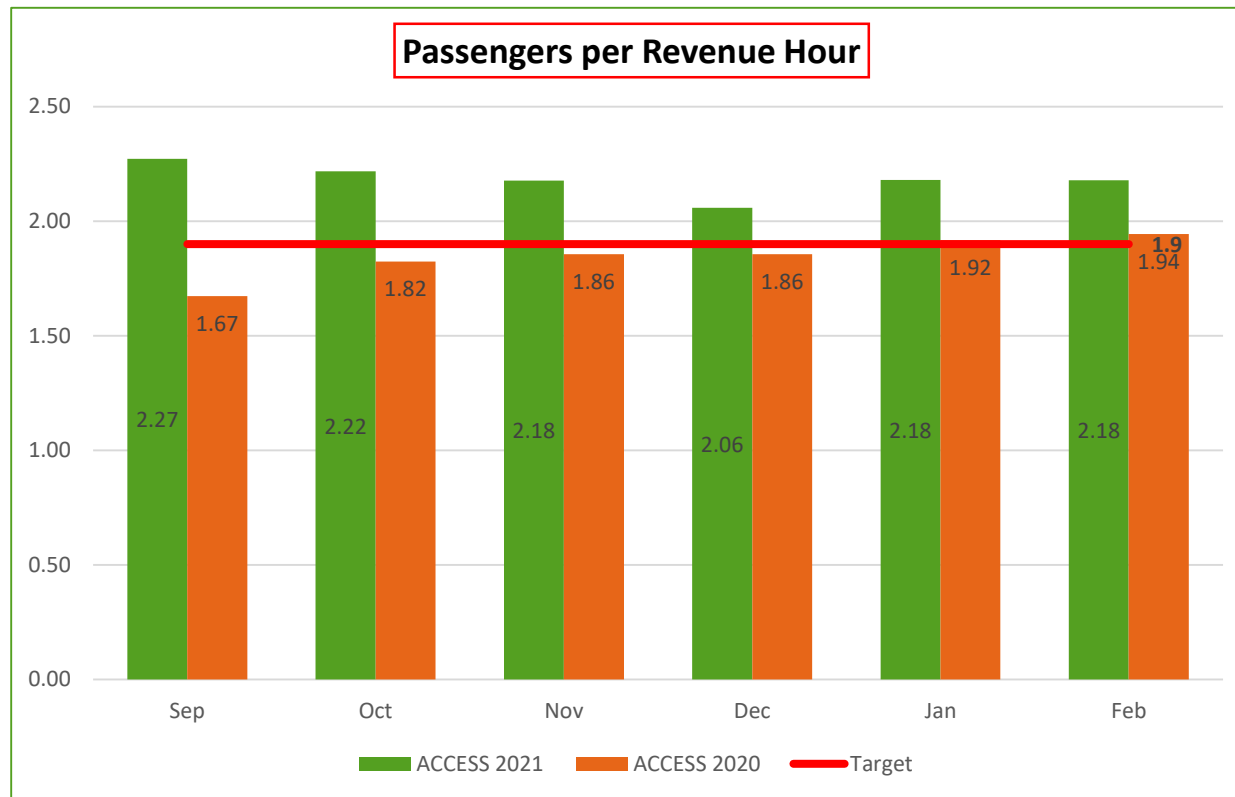


Average Weekday Passenger Trips



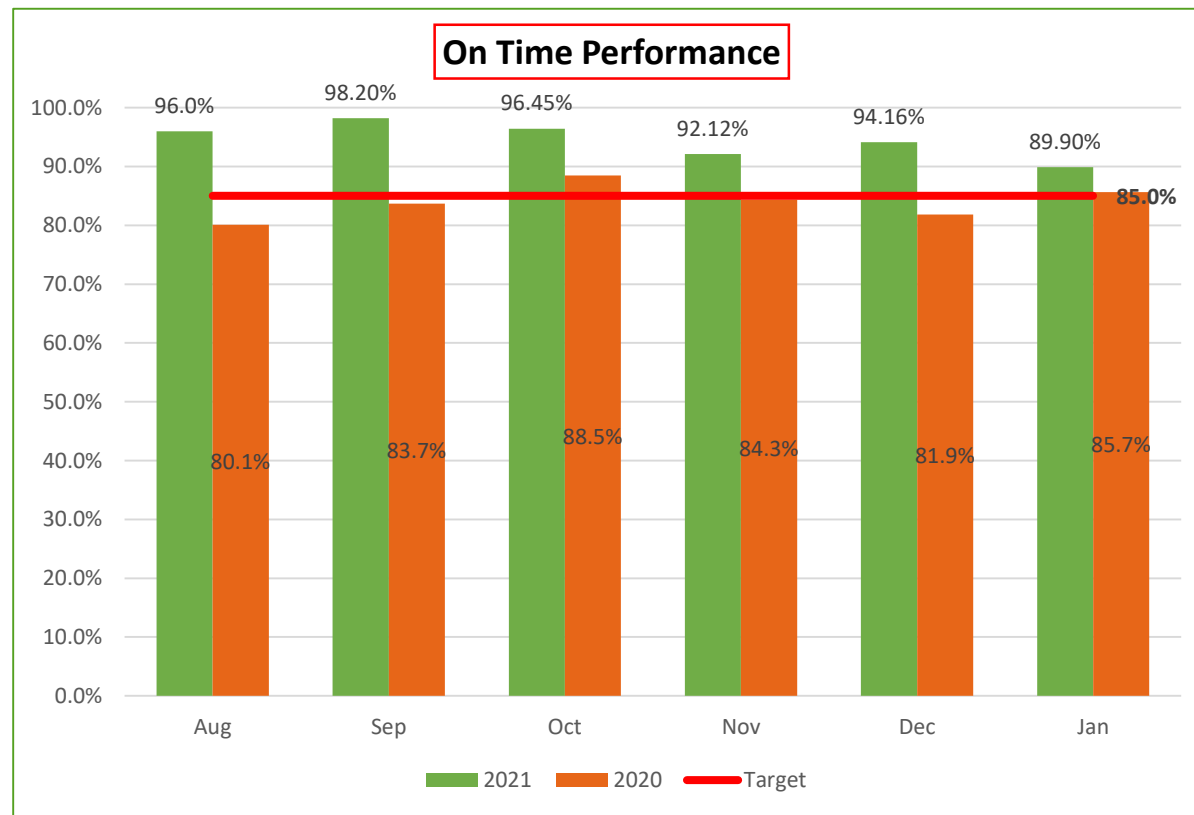
Passengers per Revenue Hour

Measures total ridership, divided by total service hours.



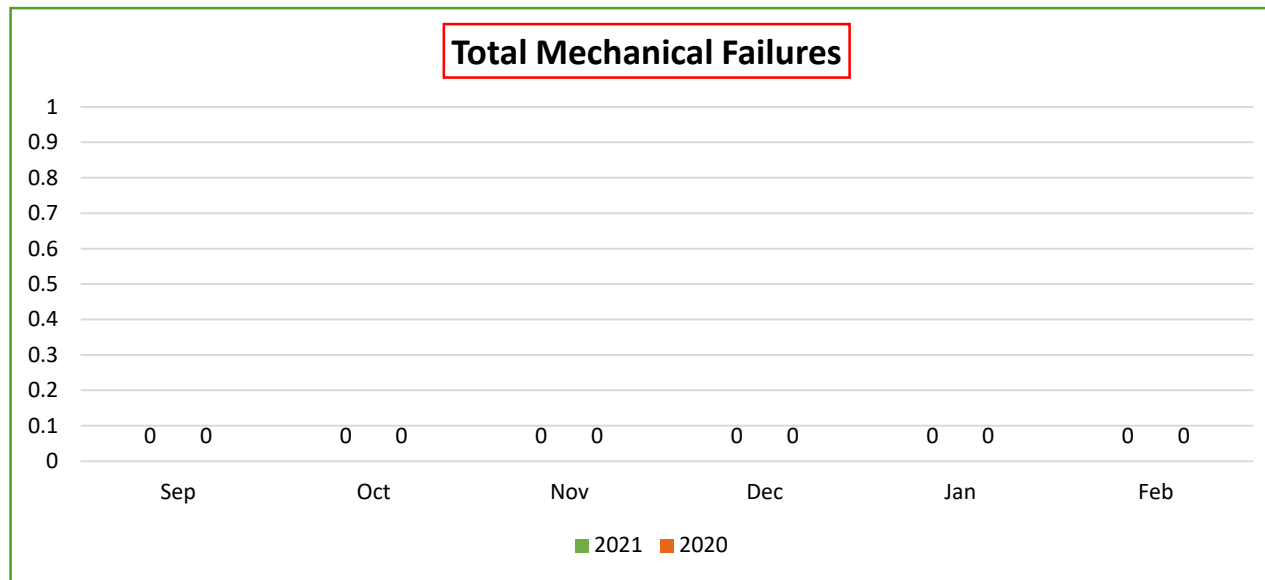
On-Time Performance

Define as being picked up within 30 minutes of requested pickup time.



Mechanical Failures

Measures the total number of mechanical failures, major and other, of the paratransit fleet.

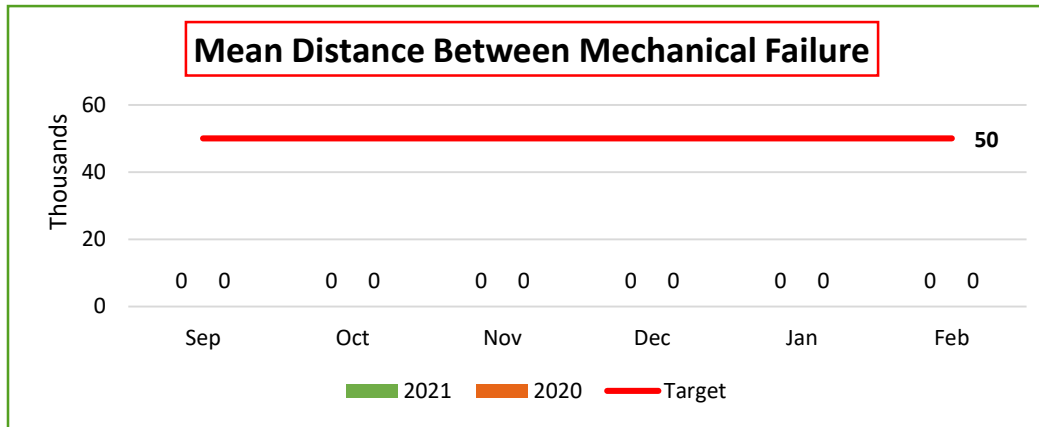


FY 2021						
	Sep	Oct	Nov	Dec	Jan	Feb
Major	0	0	0	0	0	0
Other	0	0	0	0	0	0
Total	0	0	0	0	0	0

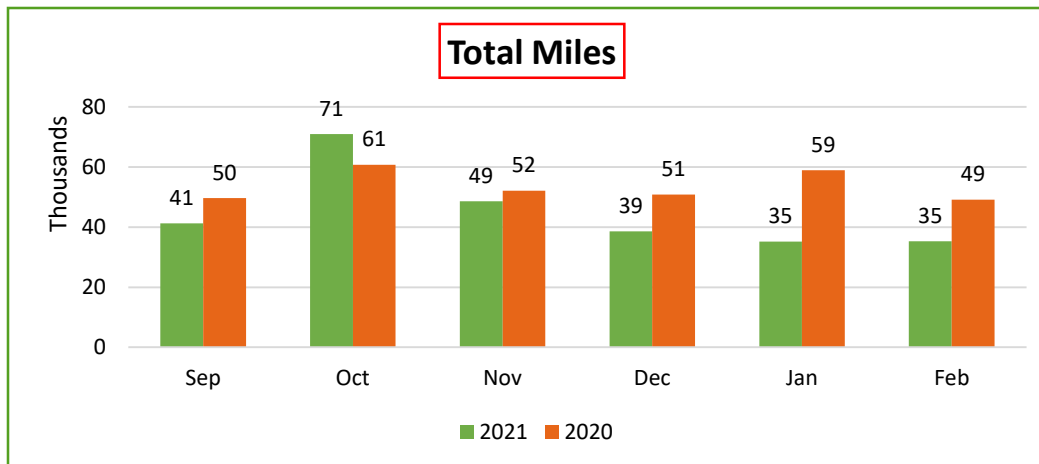
FY 2020						
	Sep	Oct	Nov	Dec	Jan	Feb
Major	0	0	0	0	0	0
Other	0	0	0	0	0	0
Total	0	0	0	0	0	0

Mean Distance Between Failures

Measures the miles between major mechanical failures on the Paratransit fleet. (Note: Higher Mean Distance Between Failures is better.)

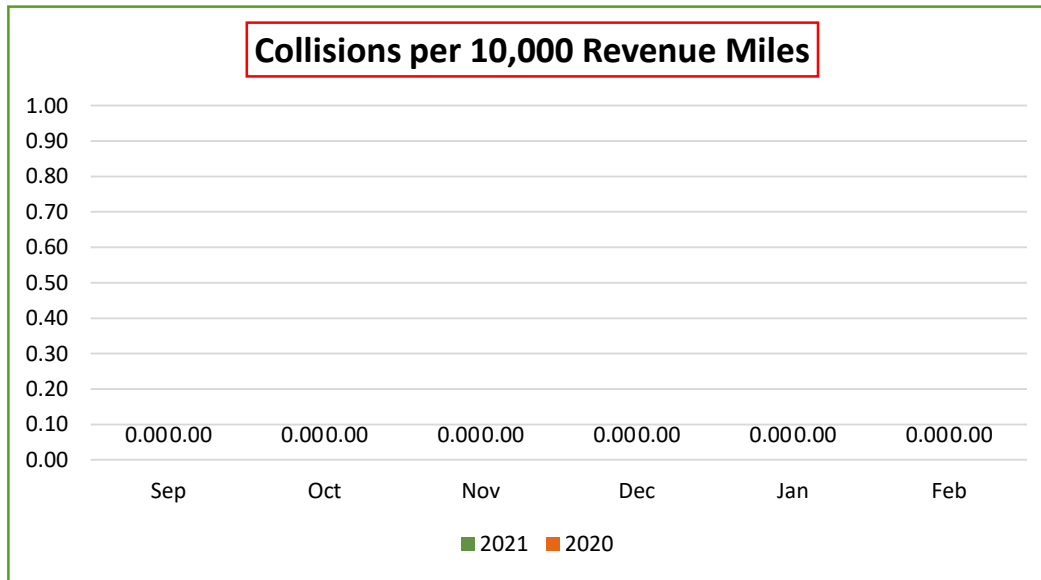


(0 indicates no mechanical failures for the month. There were no failures for February.)



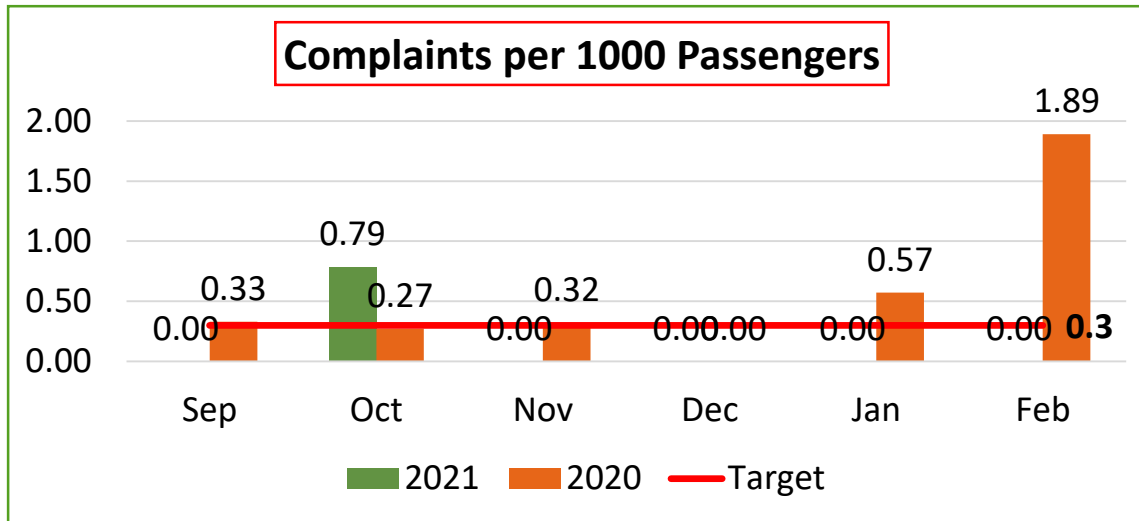
Collisions per 10,000 Revenue Miles

Measures the number of preventable collisions involving paratransit service per 10,000 miles.



Customer Satisfaction

Measures verified customer complaints about paratransit service per 1,000 passenger boardings.



MEMORANDUM

TO: GoTriangle Board of Trustees
FROM: Planning and Capital Development
DATE: March 11, 2021
SUBJECT: Capital Projects Status Report

Strategic Objective or Initiative Supported

2.4 Ensure an attractive and accessible transit environment

Action Requested

None

Background and Purpose

The Wake, Durham, and Orange transit plans and the GoTriangle Capital Improvement Program include funds to support planning, development, and delivery of transit capital infrastructure projects ranging from bus stop amenities to commuter rail infrastructure. This report includes a brief snapshot of the status, upcoming activities, and notable risks to on-time/on-budget delivery for active capital projects. The report is organized into the following sections:

- Bus Passenger Facilities
- Bus Operations and Maintenance Facilities
- Rail Transit Infrastructure Development

This report is updated monthly. New/updated information from the previous month's report is shown in underlined green text.

Financial Impact

None

Attachments

- None

Staff Contact(s)

- Sharon Chavis, 919-482-3884, schavis@gotriangle.org
- Katharine Eggleston, 919-485-7564, keggleston@gotriangle.org



PO Box 13787
Research Triangle Park, NC 27709
P: 919.485.7510 | F: 919.485.7547

Bus Passenger Facilities

Projects Under Construction

GoDurham Bus Stop Improvements FY19 (18DCI CD4)

Description – This project includes site selection, design, and construction of passenger amenities at 21 bus stops in the GoDurham system.

Status – Construction at 20 stops is substantially complete. The new Glenview Station bus stop went into service on September 7, and a ribbon-cutting ceremony took place on September 8.

Upcoming Activities – Punch list items at Glenview Station bus stop, including landscaping and street pavement painting, are scheduled for completion as weather permits. Also, construction procurement for the remaining bus stop improvement is scheduled to be completed in the coming months.

GoDurham Bus Stop Improvements FY20 (20GOT CD2)

Description – This project includes site selection, design, and construction of passenger amenities at 50 bus stops in the GoDurham system for which design began in FY20.

Status – The City of Durham has approved construction drawings for 35 stops, with an additional 14 stops under review. GoTriangle received delivery of 39 bus shelters and benches in late December 2020 and early January 2021, along with 60 trash receptacles. Construction of the first group of 16 bus stop improvements is nearly completed with only 2 stops remaining. The Contractor is on pace to finish early.

GoTriangle received Board approval in February to award a contract for construction of a new group of 17 GoDurham bus stop improvements; and GoTriangle has begun real estate acquisition activities for a subsequent group of stops.

Upcoming Activities – Completion of design, plan, approval, right-of-way acquisition, and construction procurement for the remaining groups of stops is planned to continue through the remainder of the fiscal year.

Projects in Design

Patterson Place Improvements (18GOT CD4)

Description – Nearly 200 riders per day board buses at the existing transfer point and park-and-ride at Patterson Place, which is served by GoTriangle route 400 and GoDurham routes 10 and 10A. This project includes new/additional concrete shelter pads and shelters on Witherspoon Blvd and McFarland Dr in Patterson Place, landscaping improvements, and a curb-radius improvement to allow buses to turn right from southbound Witherspoon Blvd onto westbound McFarland Dr to reduce bus travel time and serve additional future park-and-ride spaces.

Status – Owner reviewed and provided feedback on the pocket park concept plan. Construction drawings are in review with the City for approval.

Upcoming Activities – Pending construction drawing approval, GoTriangle will schedule necessary right-of-way acquisition activities.

Hillsborough Park-and-Ride (18GOT CD8)

Description – This project includes site selection, real estate acquisition, design, and construction of a permanent park-and-ride for GoTriangle route ODX in Hillsborough. Park-and-ride utilization at the current leased lot in Hillsborough is approximately 15 spaces per day. The original plan for the new lot included 35-50 spaces across two parcels of land; right-of-way for the full facility was acquired; however, due to increased construction cost estimates, the scope was reduced to 31 spaces to allow for some growth in utilization while deferring full build-out to a future phase.

Status – The design is currently advancing through the plan approval process with Orange County. The design consultant is coordinating resolution of utility conflicts and real estate resolutions. Staff and outside counsel have identified the need for additional real estate agreements related to use of property



previously been identified as an existing undeveloped right-of-way within the site, and are currently coordinating with Orange County staff to evaluate the procedural steps and time required to resolve.

Upcoming Activities – Plan approval is expected within 60 days following resolution of the real estate issue. Orange County will schedule a Neighborhood Information Meeting when final plans are available, to inform neighbors of the upcoming construction project.

Schedule Risks – As noted above, a need for additional real estate agreements was identified during site plan review. Coordination with Orange County and NCDOT staff to resolve this is ongoing. The schedule for plan approval and turnover of the project to Orange County for construction is dependent on resolution of the real estate issue.

GoTriangle Bus Stop Improvements in Orange County (18GOT CD12)

Description – This project includes site selection, design, and construction of passenger amenities at up to 10 bus stops in the GoTriangle system within Orange County.

Status – Designs for four stops is complete and have been turned over to Orange County for permitting and construction; NCDOT approval for those stops is complete. [Design of an additional six stops has been submitted to the Town of Chapel Hill and UNC for review.](#)

Upcoming Activities – [Orange County is initiating construction on the initial group of four.](#) GoTriangle expects to complete design for the additional six stops in the coming months.

GoTriangle Bus Stop Improvements In Wake County (TC002-L/M/Y)

Description – The Wake Transit Plan includes funding for improvements at existing and new GoTriangle bus stops throughout Wake County.

Status – A task order for design of 23 stops was issued in early May, and design is nearly complete. [Eight NCDOT encroachment agreements have been signed.](#)

Upcoming Activities – An Invitation-for-Bids (IFB) to construct an initial group of 12 or more bus stop improvements that do not require Right-of-Way acquisition [will be opened in March 2021.](#)

GoTriangle Bus Stop Improvements in Durham County (18GOT CD7)

Description – This project includes site selection, design, and construction of passenger amenities at up to 10 bus stops in the GoTriangle system within Durham County.

Status – Removal and replacement of the two existing bus shelters along the eastbound side of NC 54 opposite the Boxyard project is complete; coordination with RTP regarding stop improvements at the future HUB site is underway. RTP has constructed the west bound stop and installed two shelters, RTP is also planning to add bus stop art to their shelters. Planning activities for additional GoTriangle bus stop improvements in Durham County are complete, including coordination with the Durham VA Medical Center and Duke University regarding stops on Erwin Road and on campus. [Survey is complete and first draft of designs are being coordinated with Duke, Duke Health, and the Durham VA.](#)

Upcoming Activities – GoTriangle will continue to coordinate with RTP regarding the westbound stop at the Boxyard and stops at HUB RTP, and will initiate design of additional stops in the coming months. Coordination will continue with Duke, Duke Health, and the Durham VA.

Raleigh Union Station Bus Facility (TC002-A)

Description – This project includes publicly-funded design and construction of an eight-bay off-street bus facility and related transit access improvements adjacent to Raleigh Union Station in downtown Raleigh, in conjunction with a privately-funded mixed-use air rights development above the bus facility. The project was awarded a \$20 million BUILD grant from the US Department of Transportation (USDOT).

Status – [The Schematic Design phase is complete and the project is moving into the next phase of design. The consultant team is preparing to begin the Administrative Site Review \(ASR\) process with the City of Raleigh. An initial pricing estimate is continuing to be developed and evaluated. The Joint Development Agreement \(JDA\) is progressing and is anticipated to be completed this year.](#) Coordination with FTA, City of Raleigh, SHPO, NCDOT and other stakeholders is ongoing to confirm third-party requirements affecting the project definition. It is anticipated that the project will complete the Section 106 process

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P: 919.485.7510 | F: 919.485.7547

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this month, with no MOU required and concurrence with SHPO. Monthly federal oversight meetings are continuing with the PMOC assigned to the project.

Upcoming Activities – Completion of the JDA, [Interim Design Phase \(beginning of Design Development phases\)](#), coordination activities, management meetings, and agreement negotiations will continue on the project. [The project schedule and cost estimates continue to be evaluated and updated. Design review consultants are being evaluated as part of an RFQ for the project to ensure overall design quality.](#)

Schedule Risks – The structure of the delivery approach for the project is complex, and will require coordination and partnership with FTA region IV and headquarters staff to ensure grant requirements are appropriately met and documented as the contracting process with the development partner progresses. Development and execution of the Joint Development Agreement is critical.

Cost Risks – Continued design advancement is critical to begin advancing design to obtain a more detailed basis to refine cost estimates and obtain a clear cost risk profile for the project. Key cost risk areas include unknown geotechnical conditions, JDA project structure and negotiations, final rezoning commitments, and design details.

I-540 Bus On Shoulder (TC002-BC)

Description – This project will design, purchase, and install signage along the northwest leg of I-540 to facilitate Bus on Shoulder implementation. GoTriangle's NRX route would benefit by the ability to use the shoulder during times of heavy traffic.

Status – NCDOT has completed sign designs, cost estimates, and plans. [GoTriangle and NCDOT met in February to agree on an approach for project completion. The formal agreement with NCDOT is anticipated to be complete by April 2021.](#)

Upcoming Activities – GoTriangle staff is preparing for procurement of sign fabrication and installation.

Durham Station Improvements Preliminary Design (21GOT CD03)

Description – This project will develop a preliminary design package for improvements to the passenger experience and functional operations of Durham Station. Upon completion of the preliminary design, the project will be handed off to the City of Durham for design development and construction.

Status – A review core team has been established, including GoTriangle staff, GoDurham staff, and City of Durham representatives, to meet regularly with the consultant team. Initial phases of data collection and validation as well as programming for the improvements are complete. The consultant team is moving forward with conceptual design work.

Upcoming Activities – In the coming month, the team will coordinate work with the upcoming Downtown Durham Transit Emphasis Zone project, and work to establish concepts that address the programming and operational needs of the project.

Projects in the Planning Phase

Park-and-Ride Improvements in Wake County (Short-Term) (TC002-K)

Description – The Wake Transit Plan includes funding for short-term improvements to existing park-and-ride locations, in anticipation of more substantive investments that may be identified through the park-and-ride feasibility study. One such improvement is currently in the planning phase; this project includes signs, markings, and passenger amenities at a new/replacement leased park-and-ride for GoTriangle route WRX at a new location to be determined.

Status – GoTriangle signed a lease agreement with the Town of Wake Forest to lease the SunTrust lot until June 30, 2021. A bus stop has been added at this location.

Schedule Risks – Ongoing coordination with GoRaleigh and Wake County to identify a new location off US 1 halted because of COVID 19.



Regional Transit Center Feasibility Study (TC002-N)

Description – The Regional Transit Center (RTC) is the primary hub for GoTriangle regional bus services connecting Wake, Durham, and Orange Counties. The current location of the RTC on Slater Road in Durham creates overlapping routes leading to inefficiency. This feasibility study is evaluating location options that improve route efficiency and improve passenger amenities.

Status – Initial public engagement, including web and social media presence and a survey was completed in June as a part of GoTriangle’s virtual engagement initiative. Identification of site operational requirements is complete. The consulting team has identified and screened initial alternative sites that meet those criteria and prepared preliminary evaluation criteria for each of those sites in coordination with GoTriangle. Four virtual workshops with stakeholder groups have been conducted to date. The site selection evaluation is complete, yielding two final alternative partnership-based relocation sites and stakeholder engagement is ongoing. A third site will be carried forward for continued consideration resulting from stakeholder engagement. Site visits and virtual design coordination workshops were completed with property owners in December. Due diligence and further evaluation of the three final sites as well as development of a conceptual program “test-fit” site layouts were prepared in January. Refinements to the conceptual program and stakeholder coordination are ongoing in February. In January 2021, the GoTriangle Planning and Legislative Committee reviewed preliminary study results and recommended a relocation strategy which will be forwarded to the Board at its April, 2021 meeting.

Upcoming Activities – Remaining tasks include recommendation of a relocation strategy, consisting of a final preferred site, conceptual layout, and implementation approach to the GoTriangle Board in April. Once this study is complete, and a relocation strategy adopted by the GoTriangle Board, additional planning, design, and land acquisition efforts may proceed.

Schedule Risks – The primary risk to continued progress is potential postponement of community/rider and stakeholder engagement related to COVID-19.

Wake Transit Long-Term Park-and-Ride Feasibility Study (TC002-O)

Description – This feasibility study will assess potential locations for park-and-ride facilities throughout Wake County. Many municipalities within the county have expressed a desire for a park and ride facility to meet the long-term needs of residents. While many communities currently lease space in existing lots, mainly within commercial developments, their locations lack amenities and proximity to major thoroughfares. This study will determine the best location for park-and-ride lots in the county.

Status – Initial public engagement, including web and social media presence and a survey was completed in June as a part of GoTriangle’s virtual engagement initiative. Search criteria for new park and rides in Northern Wake and West Raleigh, identified in the Wake Bus Plan, have been finalized. The consulting team has identified and screened initial alternative sites for the two new park and rides that meet those criteria and prepared preliminary evaluation criteria for each of those sites in coordination with GoTriangle. Review of the site selection evaluation is complete and stakeholder engagement is ongoing. A single viable site was identified for the West Raleigh Park and Ride and an initial design concept has been produced and is being reviewed by GoTriangle staff. Recommendations for improvements, and in some cases relocation/expansion of, existing park and ride lots have been produced and will support the design and construction of FY22 and future year improvements to existing park and ride lots.

Upcoming Activities – Remaining tasks for a new park and ride lot in Northern Wake, selection of a preferred site, and development of a conceptual design for the site. The need for additional coordination with Wake County and NCDOT regarding land use regulation and site access prior to selecting a preferred site has been identified. Projected budget at completion of this study is less than originally budgeted; remaining funds will be used to conduct feasibility, site selection, and conceptual design for two additional park and ride lots included in the Wake Transit Plan – Gorman St and Wake Forest.

Schedule Risks – The primary risk to continued progress is potential postponement of community/rider engagement related to COVID-19.

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Bus Operations and Maintenance Facilities

Projects in the Design Phase

Paratransit Office Space Upfit (TC002-J)

Description – This project will upfit office space and the parking lot at the Plaza building to facilitate moving Paratransit operations from the Nelson Road Facility.

Status – The consultant continues to develop and resolve project related issues, including furniture and IT issues, and is working with GoTriangle to complete construction documentation and prepare for permitting and contractor procurement.

Upcoming Activities – [The project schedule and budget are being updated with the consultant team.](#)

GoTriangle and the consultant will finalize construction documentation and obtain construction permits and site plan approvals. In early calendar 2021, GoTriangle will prepare for procurement of a contractor to perform the construction. Grant funding reporting is ongoing for the project.

Projects in the Planning Phase

Regional Fleet and Facilities Study (CD-21-19 A)

Description – This study includes three components: (1) assessing fleet and maintenance facility needs for GoDurham and developing a conceptual design for these needs, (2) assessing fleet and maintenance facility needs for GoTriangle and developing a conceptual design for these needs, and (3) planning for potential regional electric bus charging infrastructure and other potential shared operations and maintenance resources for GoTriangle and partners in the region. The scope of services includes planning, conceptual design, and cost estimating to assess needs for expansion of existing maintenance facility sites and evaluate up to four alternative sites for new facilities for GoDurham and GoTriangle. The Study will identify potential expansions and alternatives to current utilization of existing facilities that will improve cost-efficiency and provide responsive services.

Status – At its November meeting, the GoTriangle Board of Trustees authorized GoTriangle to enter into negotiations with the selected consultant. GoTriangle staff is finalizing scope, schedule, and cost and negotiating the contract with the selected consultant targeting contract award in March of 2021.

Upcoming Activities – Kickoff activities are scheduled for early 2021.



Rail Transit Infrastructure Development

Greater Triangle Commuter Rail Study (19GOT CO2/20GOT CD1/TC004-A)

Description – The current phase of study is evaluating the potential for new commuter rail service in the North Carolina Railroad Company (NCRR) corridor in Durham, Wake, and Johnston counties, and will refine the project definition; engage community members, municipalities, and institutional stakeholders; and better understand critical project success factors. In coordination with project partners, GoTriangle will conduct preliminary engineering analysis in areas of concern along the corridor, model rail traffic on the corridor with the inclusion of commuter rail to better define infrastructure needs, and better refine cost and ridership estimates.

Status and Upcoming Activities – As of April 6, 2020, all parties to the Memorandum of Understanding in Support of Continued Development of the GTCR Project, including Johnston county, had voted to proceed with further study. Authorizations for additional consultant support were approved by the GoTriangle Board in May 2021. Study activities across a range of tasks were initiated in June and were ongoing through the summer. Priority early activities in this phase of work are as follows:

- Railroad Coordination – [GoTriangle and NCRR resolved initial discussions regarding liability, indemnification, and insurance. NCRR has requested that Norfolk Southern complete capacity modeling no later than December 1, 2021. GoTriangle and NCRR will continue to attempt to work with Norfolk Southern to initiate and advance the capacity modeling effort.](#)
- Engagement with “resource partners” including local governments, institutions, and other regional partners – GoTriangle is continuing meetings with municipalities individually and as a group with institutional partners on a monthly basis as needed.
- Community Engagement – GoTriangle [completed interviews with focus groups composed of a variety of community members, organizations and businesses as a follow-up on to the first phase of engagement, and is planning for a second phase of engagement in late spring 2021.](#)
- Schedule Management – The initial baseline schedule is complete; GoTriangle and the consultant are meeting monthly to formally assess progress and manage interfaces between dependent tasks.

Schedule Risks – To date, it appears that primary risks to timely completion of the next steps are related to coordination with entities that are not party to the MOU (e.g. railroads, municipalities, affected major institutions), identification and resolution of competing/conflicting stakeholder goals, and satisfactory engagement with the public under COVID restrictions. These are key priorities with the next steps defined in the MOU. Without mitigation, continued delay in initiating the railroad capacity modeling will result in delay to study completion.

Cost Risks – To date, it appears that primary risks to setting a budget within the range of \$1.4B to \$1.8B identified during the earlier phase of study for the Durham-Garner project concept are related to the infrastructure requirements resulting from rail network modeling and related negotiation, design for engineering solutions to engineering constraints in downtown Durham and downtown Cary, and quantification of necessary levels of contingency required to address FTA risk management guidelines. These are key priorities with the next steps defined in the MOU.



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