



GoTriangle
Operations & Finance Committee
May 05, 2022
8:30 am-10:00 am Eastern Time

The GoTriangle Operations & Finance Committee will meet remotely on Thursday, May 5, 2022, at 8:30 am.

Microsoft Teams meeting | Join on your computer or mobile app

Click here to join the meeting

*Or call in (audio only) +1 252-210-4099
Phone Conference ID: 114 494 609#*

I. Call to Order and Adoption of Agenda

(1 minute Renée Price)

ACTION REQUESTED: Adopt agenda with any changes requested.

II. Draft Minutes | April 7, 2022

(1 minute Michelle Dawson)

ACTION REQUESTED: Approve minutes.

III. Wake Transit FY2022 Q4 Proposed Wake Work Plan and Budget Amendment

(10 minutes Steven Schlossberg)

ACTION REQUESTED: Recommend the Board approve the FY2022 Q4 Wake Transit Work Plan and budget amendments.

Presentation

FY2022 Q4 Budget Change Impact

Ordinance 2022 0007 | Wake Capital Fund Budget Ordinance Amendment

Detailed Individual Project Amendment Requests

IV. Contract for GoDurham Bus Stop Improvements

(10 minutes Willie Reid)

ACTION REQUESTED: Recommend the Board authorize the President/CEO to award and execute a contract with Whitley Contracting Inc. for construction, installation of bus stop amenities, and other related bus stop improvements at 11 GoDurham bus stop locations in the amount of \$368,573.50, plus an additional \$36,426.50 for project contingency.

V. Bus Service Update

(20 minutes Jennifer Green)

VI. FY2022 Q3 Financial Results

(10 minutes Jennifer Hayden)

VII. FY2023 Budget Update
(15 minutes Sandra Freeman)

VIII. Adjournment
(Renée Price)



**BOARD OF TRUSTEES
OPERATIONS & FINANCE COMMITTEE
MEETING MINUTES**

4600 Emperor Boulevard
Suite 100
Durham, NC 27703

Thursday, April 7, 2022

8:30 a.m.

Remote | Microsoft Teams

Committee members present | Corey Branch [arr. 8:35 a.m.], Renée Price, Jennifer Robinson

Committee members absent | Sig Hutchinson, Valerie Jordan, Stelfanie Williams

In the absence of a quorum, Committee Chair Renée Price asked to start with the FY2023 budget overview at 8:32 a.m.

IV. FY2023 Budget Overview

Saundra Freeman provided an overview of the budget process. The package is attached and hereby made a part of these minutes. She said staff will continue development of the final recommended budget.

Corey Branch joined. 8:35 a.m. A quorum is now present.

Current FY2023 budget assumptions

- Total revenues \$59 million, down from current year budget \$77.8 million
 - CARES Act funds \$0, down from current year budget \$15.8 million
 - SMAP funding \$2.8 million, no change from current year budget
 - Vehicle rental tax \$5.6 million, up from current year budget \$4.1 million
 - \$5 vehicle registration tax \$6.8 million, up from current year budget \$6.3 million
 - Fares and consignments remain suspended
- Plaza building lease income \$0, expenses \$395,000
- Headcount 287 full time equivalents, up from current year budget 281
- Average merit 3%, no change from current year budget
- COLA \$0
- Employee-only healthcare increase 5% with continued \$500 per employee annual contribution
- Bus operations revenue hours 142,961, up from current year budget 141,118
- Cost per service hour \$128 [likely to increase], down from current year budget \$129
- Contracted service hours 11,757, up from current year budget 11,665
- Total expenditures \$68 million, down from current year budget of \$72.5 million
 - Capital expenditures \$31.7 million [under review]
- Budget deficit \$9 million

Freeman noted the CARES Act funding of \$15.8 million in the current year provided a cushion for the budget. She said it is challenging to create a budget without a deficit in the absence of that funding. Freeman committed to reducing the deficit in the final proposed FY2023 budget.

Freeman explained the vehicle rental tax is authorized for GoTriangle, and collected, reviewed and audited, if necessary, by GoTriangle. She said during the D-O LRT project the decision was made to share half of the revenue with the county transit plans, but the Board has considered discontinuing that practice so GoTriangle retains 100% of the funds. She proposed a date of January 1, 2023, for this transition.

Freeman noted that \$17 million of the proposed capital expenditures are for projects where GoTriangle is the recipient of the grant funds. The funds are transferred to the project sponsor, but all revenues and expenses are included in GoTriangle's proposed budget.

FY2023 Durham Transit Plan budget assumptions

- Total revenues \$39.1 million, up from current year budget \$34.5 million
 - Half-cent sales tax \$35.5 million, up from current budget \$31.2 million
 - Vehicle rental tax \$1.2 million, up from current year budget \$900,000
**reviewing possible transition to GoTriangle*
 - \$3 vehicle registration tax \$700,000, no change from current year budget
 - \$7 vehicle registration tax \$1.7 million, no change from current year budget
- Total expenditures \$24.6 million
 - Operating expenses \$12.3 million
 - Capital expenses \$12.3 million

FY2023 Orange Transit Plan budget assumptions

- Total revenues \$10.6 million, up from current year budget \$8.9 million
 - Half-cent sales tax \$8.8 million, up from current budget \$7.4 million
 - Vehicle rental tax \$600,000, up from current year budget \$400,000
**reviewing possible transition to GoTriangle*
 - \$3 vehicle registration tax \$400,000, up from current year budget \$300,000
 - \$7 vehicle registration tax \$800,000, no change from current year budget
- Total expenditures \$7.8 million
 - Operating expenses \$5.2 million
 - Capital expenses \$2.6 million

FY2023 Wake Transit Plan budget assumptions

- Total revenues \$118.1 million, up from current year budget \$110.8 million
 - Half-cent sales tax \$104 million, up from current budget \$98 million
 - Vehicle rental tax \$3.2 million, up from current year budget \$2.8 million
**reviewing possible transition to GoTriangle*
 - \$3 vehicle registration tax \$3 million, up from current year budget \$2.9 million
 - \$7 vehicle registration tax \$6.9 million, up from current year \$6.7 million
 - Other revenue \$1 million, up from current year 400,000
- Total expenditures \$76.4 million
 - Operating expenses \$29.8 million
 - Capital expenses \$46.6 million

Branch asked if the counties have received communications regarding the vehicle rental tax revenues and GoTriangle's desire to pull the money back. Freeman responded that they are aware of the ongoing conversation. She said finance staff is working with county staffs and modeling the impact it will have on their transit plans.

Freeman then shared a breakdown of position requests by department, noting that some of the requests are under review. She stated that GoTriangle also has some vacant positions. She said staff will determine the expected timing for each of the hires and reduce the proposed budget accordingly, which will decrease the current deficit.

Freeman reminded the committee of the Board's budget workshop at the end of the month. She said staff will continue review revenues and expenditures and make adjustments up until the adoption of the budget in June. The committee will receive another presentation at its May meeting and the Board will hold two public hearings in May and June on the proposed budget.

Freeman stated that the Board should anticipate a budget deficit and stressed the need for an additional revenue source. She said keeping the vehicle rental tax at GoTriangle will help, but another sustainable source is necessary.

Price stated that the Orange County Board of Commissioners has not discussed the vehicle rental tax revenues and requested a presentation for them. She asked how the funds would be used if retained by GoTriangle. Freeman responded that the funds would support operating and capital expenses for GoTriangle and help offset the deficit. She stated that the impact to Orange County for a full year would be \$600,000 and for FY2023, \$300,000. Allen commented that GoTriangle voluntarily contributed a portion of this tax to the counties.

I. Adoption of Agenda

II. Approval of Minutes

Action: A motion was made by Robinson and seconded by Branch to adopt the agenda and approve the minutes of March 3, 2022. Upon vote by roll call, the motion was carried unanimously.

III. Contract for Durham Bus Stop Optimization Study

Erin Convery provided an overview of the bus stop improvements program in Durham and the proposed bus stop optimization study which will address bus speed, reliability and access issues through bus stop spacing.

She stated that GoTriangle completed a field inventory of all GoTriangle and GoDurham stops in the summer of 2020. The inventory was used to identify where there are needs for accessibility and amenities improvements. A prioritization process was developed to determine the programming of bus stop improvements based on ridership; environmental justice and BIPOC communities; access to destinations that serve seniors, youth and persons with disabilities; roadway safety issues and community input. Since funding for improvements began in FY2018, improvements have been completed at 57 stops, with an additional 29 in construction and over others moving through the planning and design pipeline.

The Durham Transit Plan outreach process has identified that people want to get to destinations faster with fewer stops. Additionally, funding has increased to allow for improvements for to 75 bus stops per year, up from 50. These factors points to the need for a closer evaluation of where stops are located in order to optimize system stop spacing. Optimization will evaluate current bus stop locations to improve the placement of bus stops, resulting in stop patterns and spacing that are more efficient and effective for bus riders and operations. The result may be a consolidation of bus stops with low ridership spaced closely together or in an unsafe location. Consolidating ridership at stops will allow for a higher level of amenities and help the bus run more smoothly with fewer stops. The study will provide a bus stop placement plan to inform future bus stop improvements in Durham.

The study is fully funded by the Durham Transit Plan and will be managed by GoTriangle through the contract with the City to manage GoDurham transit planning. A competitive request for proposals was issued and selection the committee of GoTriangle and City of Durham staff evaluated the proposals and selected the Kimley-Horne team as the most advantageous proposal based on qualifications and price. The M/WBE goal for the solicitation was 12% and Kimley-Horne exceeded that with 16% participation: 12% minority-owned business [Aidilisms] and 4% women-owned business [Three Oaks Engineering].

Action: A motion was made by Robinson and seconded by Price to recommend that the Board of Trustees authorize the President/CEO to award and execute a contract with Kimley-Horn and Associates, Inc., for a Durham Bus Stop Optimization Study not to exceed \$330,000. Upon vote by roll call, the motion was carried unanimously.

IV. Amendment to Contract for Legal Services [Kaplan Kirsch & Rockwell]

Tom Henry explained that Kaplan Kirsch & Rockwell [KKR] has been assisting legal staff with issues surrounding commuter rail since September 2020. The initial contract was for a two year term and funding up to \$200,000. Henry stated that more recently KKR has been assisting with RUS Bus negotiations. Additional funding of \$150,000 is needed to support RUS Bus and an additional \$200,000 for commuter rail efforts. He also requested that the term be extended until June 2023. Henry added that the funding has been authorized in the transit plans and budgets.

Action: A motion was made by Robinson and seconded by Price to recommend that the Board of Trustees authorize the President/CEO to enter into a contract amendment with Kaplan Kirsch & Rockwell LLP, extending the contact term to June 30, 2023, and increasing funding by \$150,000 to support RUS Bus and commuter rail. Upon vote by roll call, the motion was carried unanimously.

V. FY2023 Budget Overview

Previously covered.

VI. FY2023 Board Travel Requests

Renée Price presented the requests for travel for FY2023 received by Board members. Robinson stated that in the past GoTriangle has funded only one trip per person. She also noted that

some members had not made a request. Robinson and Allen stated their opinions that these trips are worthwhile and allow for great networking and learning. Robinson suggested presenting this list to the Board and allowing members to sign up for another month at which time the list will be finalized.

Action: A motion was made by Robinson and seconded by Branch to present the FY2023 travel requests to the Board for consideration and amendment. Upon vote by roll call, the motion was carried unanimously.

VI. Adjournment

Action: On motion by the meeting was adjourned at 9:29 a.m.

Prepared by:

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



Connecting all points of the Triangle

MEMORANDUM

TO: Operations and Finance Committee
FROM: Finance & Administrative Services
DATE: May 5, 2022
SUBJECT: Wake Transit FY 2022 Q4 Proposed Wake Work Plan/Budget Amendment

Strategic Objective or Initiative Supported

Implement the Wake Transit Plan with Transit Planning Advisory Committee

Action Requested

Staff requests that the GoTriangle Operations & Finance Committee recommend to the GoTriangle Board of Trustees the approval of the FY 2022 Q4 Wake Transit Work Plan amendments.

Background and Purpose

Two major amendments and one minor amendment that includes 42 separate project agreement period of performance extension and re-encumbrance of balance of funds for previously adopted projects are Included in this attachment for approval:

1. Two (2) Major Amendments.
 - a. *GoTriangle: Farebox Upgrades and Mobile Ticket Technology.*
 - b. *City of Raleigh: Farebox Collection Technology Upgrades.*
2. One (1) Minor Amendment
 - a. Extension of multiple project agreement period of performance and re-encumbrance of funds.

As a part of the packet presented with this memorandum, the committee will find:

- Detailed Individual Project Amendment Requests
- TPAC subcommittee Financial Disposition
- Public Comments

At the time of the GoTriangle Operations and Finance Committee receiving this item, TPAC will have already reviewed and recommended the listed amendments to both the CAMPO Executive Board and the GoTriangle Board of Trustees. The CAMPO Executive Board will be presented the FY 2022 Q4 Wake Transit Amendments during May 18th Executive Board Meeting.



Financial Impact

The proposed amendments, if recommended by this committee and approved by the Board of Trustees, will decrease the Wake Transit Work Plan by \$2,028,121

Staff Contact(s)

- Steven Schlossberg, Budget and Finance Manager, sschlossberg@gotriangle.org, (919) 485-7590
- Sandra Freeman, CFO/Director of Finance and Administrative Services, sfreeman@gotriangle.org, (919) 485-7415





FY 2022 Wake Transit Work Plan Q4 Amendments

GoTriangle Operations and Finance Committee
May 5, 2022

FY22 – Q4 Wake Transit Work Plan Amendment

- FY22 Q4 Wake Transit Work Plan Amendment cycle includes a total of 3 amendments that have been submitted for approval
- Two (2) Major Amendments (GoTriangle / City of Raleigh)

Ordinance Tag	Agency	Description	Wake Transit Adopted Funding Balance	Wake Transit Proposed Amended Budget	Revised Adopted Wake Transit Plan Funding
Bus Infrastructure	GoTriangle	Farebox Upgrades and Mobile Ticket Technology TC002-AB	\$1,258,947	(\$750,000)	\$508,947
Bus Infrastructure	City of Raleigh	Farebox Collection Technology Upgrades TC002-AA	\$1,278,121	(1,278,121)	-
Wake Transit Capital Expenditures Savings				(\$2,028,121)	

Total Financial Impact – Decrease to the Wake Transit Plan
\$2,028,121

FY22 – Q4 Wake Transit Work Plan Amendment

- One (1) Minor Amendment (Period of Performance Extensions)
 - 42 Wake Transit Projects
 - City of Raleigh (16)
 - GoTriangle (17)
 - Town of Cary (8)
 - Town of Holly Springs (1)

Period of Performance Extension - Background

ARTICLE VIII of the Transit Governance Interlocal Agreement (ILA) details the capital project funding and operating agreements.

Section 8.01 specifies that for each Capital Project or a group of projects appropriated in the annual Capital Project Ordinance, a Capital Project Funding Agreement is required.

Section 8.02 specifies that for each Implementation Element of the Wake County Work Plan funded in the Annual Operating Budget, an Operating Agreement is required.

Operating and Capital agreements from GoTriangle, City of Raleigh and Town of Cary are included in the requested performance extensions.

FY22 – Q4 Wake Transit Work Plan Amendment

Public Comment:

Public Comment Period – March 29 – April 27, 2022



236 Views



6 Participants



7 Comments

FY22 – Q4 Wake Transit Work Plan Amendment

Capital Ordinance Technical Correction

FY22-Q2 Amendment for The New Bern Corridor of Bus Rapid Transit – Approved 2/23/22

The proposed change in budget to add \$13,650,000 to Project TC005-A1 (New Bern Corridor Bus Rapid Transit Facility) to satisfy additional Federal Transit Administration (FTA) budget contingency requirements is appropriate for the continued implementation of the Wake BRT program of projects and for the continued implementation of the Wake County Transit Plan.

The FY22 City of Raleigh Bus Rapid Transit Capital budget will increase \$13,650,000

Prior Year Reserve Commuter Rail Transit Capital budget will decrease \$13,650,000

Impact to Transit Plan is zero due to re-allocating funds approved in previous workplans.

Approved Ordinance revenue identified Prior Year Reserve as \$13.365M not \$13.650M

Revised Ordinance includes the updated \$13.650M amount

FY22 – Q4 Wake Transit Work Plan Amendment

2022 0004

GOTRIANGLE FISCAL YEAR 2022

TRIANGLE TAX DISTRICT - WAKE CAPITAL FUND BUDGET ORDINANCE AMENDMENT

BE IT ORDAINED by the Research Triangle Regional Public Transportation Authority Board of Trustees, that pursuant to section 13.2 of Chapter 159 of the General Statutes of North Carolina, the following project ordinance is hereby adopted:

Section 1. It is estimated that the following revenues will be available in the **Triangle Tax District - Wake Capital Fund** for the fiscal year beginning July 1, 2021, and ending June 30, 2022:

	Original	Revised
Article 43 ½ Cent Local Option Sales Tax	\$ 83,620,577	\$ 86,731,064
Allocation from Wake Capital Fund Balance	44,739,770	55,743,159
Reallocation of Reserves	0	0
<i>Prior Year Commuter Rail Transit Reserve</i>	0	(13,365,000)
<i>Bus Rapid Transit Reserve</i>	0	13,365,000
Bus Rapid Transit Reserve (Allocation: City of Raleigh)	0	13,365,000
Total	\$ 128,360,347	\$155,839,223

Approved

GOTRIANGLE FISCAL YEAR 2022

TRIANGLE TAX DISTRICT -- WAKE CAPITAL FUND ORDINANCE

BE IT ORDAINED by the Research Triangle Regional Public Transportation Authority Board of Trustees that pursuant to section 13.2 of Chapter 159 of the General Statutes of North Carolina, the following project ordinance is hereby adopted:

Section 1. It is estimated that the following revenues will be available in the **Triangle Tax District Wake Capital Fund** for the fiscal year beginning July 1, 2021 and ending June 30, 2022:

	Original	Amended
Article 43 ½ Cent Local Option Sales Tax	\$83,620,577	\$86,731,063
Allocation from Wake Capital Fund Balance	44,739,769	55,743,159
Reallocation of Reserves	0	0
<i>Prior Year Commuter Rail Transit Reserve</i>	0	(13,650,000)
<i>Bus Rapid Transit Reserve</i>	0	13,650,000
Bus Rapid Transit Reserve (Allocation: City of	0	13,650,000
Total	\$128,360,346	\$156,124,222

Revised

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

FY22 – Q4 Wake Transit Work Plan Amendment

FY22 Q4 Amendment Timeline –

TPAC recommended the listed amendments to the Wake Transit Governing Boards – 4/20/22

CAMPO Executive Board – 5/18/22

GoTriangle Board of Trustees – 5/25/22

Action Requested:

Staff requests that the GoTriangle Operations & Finance Committee recommend to the GoTriangle Board of Trustees the approval of the FY 2022 Q4 Wake Transit Work Plan amendments. The total financial impact is a decrease of \$2,028,121.

Questions?

FY22 Budget Change Impact - Wake Transit Plan

	<u>Revenue</u>	<u>Expenditures</u>	<u>Reserve/Cash Impact</u>	<u>Fund Affected</u>	<u>Comments</u>
FY22 Approved Budget	\$ 286,733,899	\$ 239,597,494	\$ 47,136,405		
<i>Amended FY22 Budget (Nov 2021)</i>	\$ 286,341,026	\$ 239,204,621	\$ 47,136,405		
<i>Amended FY22 Budget (February 2022)</i>	\$ 297,587,289	\$ 250,450,884	\$ 47,136,405		
Prior Year Carry Forward Revenue	(2,028,121)		(2,028,121)	43	Eliminate Prior Year Revenue associated with Amendments
City of Raleigh (GoRaleigh Capital)	-	(1,278,121)	1,278,121	43	Release of Funds attributable to Farebox Collection Technology Upgrades.
GoTriangle Capital	-	(750,000)	750,000	43	Release of Funds attributable to Farebox Collection Technology Upgrades.
Amended FY22 Budget (May 2022)	\$ 295,559,168	\$ 248,422,763	\$ 47,136,405		
Changes from Amendments	\$ (2,028,121)	\$ (2,028,121)	\$ -		

2022 0007

**GOTRIANGLE
FISCAL YEAR 2022**

TRIANGLE TAX DISTRICT - WAKE CAPITAL FUND BUDGET ORDINANCE AMENDMENT

BE IT ORDAINED by the Research Triangle Regional Public Transportation Authority Board of Trustees, that pursuant to section 13.2 of Chapter 159 of the General Statutes of North Carolina, the following project ordinance is hereby adopted:

Section 1. It is estimated that the following revenues will be available in the **Triangle Tax District - Wake Capital Fund** for the fiscal year beginning July 1, 2021, and ending June 30, 2022:

	Original	Revised
Article 43 ½ Cent Local Option Sales Tax	\$ 83,620,577	\$ 86,731,064
Allocation from Wake Capital Fund Balance	44,739,770	55,743,159
Reallocation of Reserves	0	0
<i>Prior Year Commuter Rail Transit Reserve</i>	0	(13,650,000)
<i>Bus Rapid Transit Reserve</i>	0	13,650,000
Bus Rapid Transit Reserve (Allocation: City of Raleigh)	0	13,650,000
Total	\$ 128,360,347	\$156,124,223

Section 2. The following amounts hereby are appropriated in the **Triangle Tax District - Wake Capital Fund** for the fiscal year beginning July 1, 2021, and ending June 30, 2022:

	Original	Revised
Capital Planning		
GoTriangle	\$ 650,000	\$ 650,000
Community Funding Area		0
Town of Knightdale	50,000	50,000
Research Triangle Foundation	263,463	263,463
Bus Infrastructure		0
GoTriangle	8,439,000	8,251,500
City of Raleigh	7,192,160	6,883,536
Town of Cary	35,776,000	50,356,000
Reserve	4,080,000	4,080,000
Bus Acquisition		0
City of Raleigh	12,773,312	12,773,312
Bus Rapid Transit		0
City of Raleigh	12,000,000	25,680,000
Allocation to Wake Capital Fund Balance	<u>47,136,412</u>	<u>47,136,412</u>
Total	\$ 128,360,347	\$156,124,223

Section 3. The GoTriangle President/CEO, or his or her designee, is hereby authorized to transfer funds within appropriations under the following conditions:

- A) No transfer may be made that changes the adopted allocations to fund balance.

- B) All budget transfers will be reported to the Transit Planning Advisory Committee.
- C) All increases to an appropriation, and all transfers between appropriations, must be reviewed by the Transit Planning Advisory Committee and approved by the CAMPO and GoTriangle governing boards.

Section 4: Triangle Tax District – Wake Capital Funds are appropriated pursuant to section 13.2 of Chapter 159 of the General Statutes of North Carolina; therefore, appropriations do not lapse at the end of the fiscal year and are available for duration of the project unless subsequently recommended for reallocation by the Transit Planning Advisory Committee and approved by the CAMPO and GoTriangle governing boards, or as specified in Section 5.

Section 5: GoTriangle Finance Department has authority to close projects and/or programs and reduce appropriations upon notification of project completion by the project sponsor. When actual revenues are available in projects to be closed or which are substantially complete, GoTriangle Finance may transfer savings to Triangle Tax District Wake Capital fund balance. These funds will be then available for future appropriations which require recommendation by the Transit Planning Advisory Committee and approval by the CAMPO and GoTriangle governing boards. This section applies to current and prior year appropriations. A list of project closeouts shall be provided quarterly to the Transit Planning Advisory Committee.

Section 6. If received, Small Starts Funding from the FTA in support of the New Bern Avenue project will be awarded directly to the City of Raleigh. Expenditures funded by these federal funds will be budgeted by the City of Raleigh in their respective Transit Grant Fund. Dollars budgeted above are the local funds budgeted by the tax district and allocated to the City of Raleigh in support of this project.

Section 7. Capital funds included under the commuter rail reserve allocation in Ordinance 2020 0011 of the adopted Fiscal Year 2020 Wake Transit Work Plan have been transferred to the Bus Rapid Transit reserve and then appropriated to the City of Raleigh to fund the FY2022 quarter 2 amendment for project TC005-A1.

Section 8. Copies of the Budget Ordinance shall be furnished to the Clerk, to the Board of Trustees, to the Finance Officer, and to the Budget Officer of this Authority to be kept on file for their direction in the disbursement of funds. Copies also shall be furnished to representatives of the Agencies under Section 2. The Budget Ordinance shall be entered into the Board minutes.

ADOPTED THIS THE 23RD DAY OF FEBRUARY 2022.

Sig Hutchinson, Board of Trustees Chair

ATTEST:

Michelle C. Dawson, Clerk to the Board

FY2022, Quarter 4, Requested Wake Transit Work Plan Amendments							
REQUESTED MAJOR/MINOR AMENDMENTS							
Agency	Project ID	Project Title	FY 21 Original Funding Allocation	FY 22 Original Funding Allocation	FY 22 Requested Funding Allocation	FY 22 Funding Impact	Reason for Major/Minor Amendment Status
Operating Budget Amendment Requests - None							
Total Operating Funding Impact						\$ -	
Capital Budget Amendment Requests							
Agency	Project ID	Project Title	Original Funding	Funds Remaining to Re-	Recommend Extension	Funding/Scope Impact	Reason for Major/Minor Amendment Status
GoTriangle	TC002-AB	Farebox Upgrades and Mobile Ticket Technology	\$1,400,000	\$508,947	2 years (12/31/2024)	(\$750,000)	Major Amendment: Project is requesting to unencumber roughly 50% of the project allocation to return to Capital Fund balance. Also, extension of project period of performance and re-encumbrance of balance of funds.
City of Raleigh	TC002-AA	Farebox Collection Technology Upgrades	\$ 1,600,000	\$ -	N/A	(\$1,278,121)	Major Amendment: Project is requested to be closed and remaining funds unencumbered and returned to Capital Fund Balance.
Agency	Project ID	Project Title	Original Funding Allocation	Funds Remaining to Re-Encumber	Recommend Extension	Funding/Scope Impact	Reason for Major/Minor Amendment Status
City of Raleigh	TC002-AD	Cross Link/Rock Quarry Transfer Point Improvements	\$62,623.00	\$62,623.00	2 years (12/31/2024)	None	MINOR AMENDMENT: Extension of project agreement period of performance and re-encumbrance of funds
City of Raleigh	TC002-AE	Hillsborough/Gorman Transfer Point Improvements	\$62,624.00	\$62,624.00	2 years (12/31/2024)	None	MINOR AMENDMENT: Extension of project agreement period of performance and re-encumbrance of funds
City of Raleigh	TC002-AG	MLK/Rock Quarry Transfer Point Improvements	\$308,624.00	\$295,913.00	2 years (12/31/2024)	None	MINOR AMENDMENT: Extension of project agreement period of performance and re-encumbrance of funds
City of Raleigh	TC002-AH	Hillsborough/Jones Franklin Transfer Point Improvements	\$62,624.00	\$62,624.00	2 years (12/31/2024)	None	MINOR AMENDMENT: Extension of project agreement period of performance and re-encumbrance of funds
City of Raleigh	TC001-F	Support Acquisition Vehicles (13 Buses)	\$6,531,846.00	\$736,801.00	2 years (12/31/2024)	None	MINOR AMENDMENT: Extension of project agreement period of performance and re-encumbrance of funds
City of Raleigh	TC005-A1	New Bern Corridor BRT Project Development & Final Design	\$6,781,924.00	\$2,639,388.00	2 years (12/31/2024)	None	MINOR AMENDMENT: Extension of project agreement period of performance and re-encumbrance of funds
City of Raleigh	TC005-A2	BRT Refinement & Project Development Southern Corridor	\$5,180,040.00	\$4,197,056.00	2 years (12/31/2024)	None	MINOR AMENDMENT: Extension of project agreement period of performance and re-encumbrance of funds
City of Raleigh	TC005-A3	BRT Refinement & Project Development:Western Corridor	\$6,930,040.00	\$3,428,427.00	2 years (12/31/2024)	None	MINOR AMENDMENT: Extension of project agreement period of performance and re-encumbrance of funds
City of Raleigh	TC005-A4	BRT Refinement & Project Development Northern Corridor	\$2,107,996.00	\$1,891,071.00	2 years (12/31/2024)	None	MINOR AMENDMENT: Extension of project agreement period of performance and re-encumbrance of funds

City of Raleigh	TC002-V	Coordinated ADA Facility	\$2,750,000.00	\$2,750,000.00	2 years (12/31/2024)	None	MINOR AMENDMENT: Extension of project agreement period of performance and re-encumbrance of funds
City of Raleigh	TC002-AC	Midtown Transit Center	\$364,000.00	\$364,000.00	2 years (12/31/2024)	None	MINOR AMENDMENT: Extension of project agreement period of performance and re-encumbrance of funds
City of Raleigh	TC002-T	East Raleigh Community Transit Center	\$2,000,000.00	\$2,000,000.00	2 years (12/31/2024)	None	MINOR AMENDMENT: Extension of project agreement period of performance and re-encumbrance of funds
City of Raleigh	TC002-S	Bus Shelters/Amenities (Design, Land Acquisition, Construction)	\$1,205,000	\$634,490	2 years (12/31/2024)	None	MINOR AMENDMENT: Extension of project agreement period of performance and re-encumbrance of funds
City of Raleigh	TC002-T	East Raleigh Transit Center (Planning & Design)	\$350,000	\$329,031	2 years (12/31/2024)	None	MINOR AMENDMENT: Extension of project agreement period of performance and re-encumbrance of funds
City of Raleigh	TC002-V	GoRaleigh/GoWake Access Paratransit Maintenance and Operations Facility (Feasibility & Design)	\$350,000	\$334,880.24	2 years (12/31/2024)	None	MINOR AMENDMENT: Extension of project agreement period of performance and re-encumbrance of funds
City of Raleigh	TC002-G	Construction of Poole Road Park-and-Ride Facility	\$1,140,000	\$798,791.58	2 years (12/31/2024)	None	MINOR AMENDMENT: Extension of project agreement period of performance and re-encumbrance of funds
GoTriangle	TC002-A	Raleigh Union Station Bus Facility	\$7,260,000	\$6,990,218	2 years (12/31/2024)	None	MINOR AMENDMENT: Extension of project agreement period of performance and re-encumbrance of funds
GoTriangle	TC002-Y	Systemwide Bus Stop Improvement	\$250,000	\$195,582	2 years (12/31/2024)	None	MINOR AMENDMENT: Extension of project agreement period of performance and re-encumbrance of funds
GoTriangle	TC002-M	Bus Stop Improvements for New Routes	\$494,000	\$494,000	2 years (12/31/2024)	None	MINOR AMENDMENT: Extension of project agreement period of performance and re-encumbrance of funds
GoTriangle	TC002-K	Existing Park-and-Ride Lot Improvements	\$333,000	\$270,301	2 years (12/31/2024)	None	MINOR AMENDMENT: Extension of project agreement period of performance and re-encumbrance of funds
GoTriangle	TC003-D	ERP System	\$458,333	\$458,333	2 years (12/31/2024)	None	MINOR AMENDMENT: Extension of project agreement period of performance and re-encumbrance of funds
GoTriangle	TC002-K	Short-Term Park-and-Ride Lot Improvements	\$75,000	\$75,000	2 years (12/31/2024)	None	MINOR AMENDMENT: Extension of project agreement period of performance and re-encumbrance of funds
GoTriangle	TC002-M	Bus Stop Improvements for New Service	\$425,000	\$268,316	2 years (12/31/2024)	None	MINOR AMENDMENT: Extension of project agreement period of performance and re-encumbrance of funds
GoTriangle	TC002-U	Initial Up-fit for Passenger Amenity Storage & Fabrication Facility	\$150,000	\$67,700	2 years (12/31/2024)	None	MINOR AMENDMENT: Extension of project agreement period of performance and re-encumbrance of funds
GoTriangle	TC002-O	Long-Term Park-and-Ride Feasibility Study	\$500,000	\$378,802	2 years (12/31/2024)	None	MINOR AMENDMENT: Extension of project agreement period of performance and re-encumbrance of funds
GoTriangle	TC001-C	Bus Purchase (Expansion / New)	\$2,500,000	\$2,500,000	2 years (12/31/2024)	None	MINOR AMENDMENT: Extension of project agreement period of performance and re-encumbrance of funds
GoTriangle	TC001-D	Bus Purchase (Expansion / New)	\$2,500,000	\$60,493	2 years (12/31/2024)	None	MINOR AMENDMENT: Extension of project agreement period of performance and re-encumbrance of funds
GoTriangle	TC002-J	Paratransit Office Space Upfit	\$568,124	\$517,904	2 years (12/31/2024)	None	MINOR AMENDMENT: Extension of project agreement period of performance and re-encumbrance of funds

GoTriangle	TC002-N	New Regional Transit Center Facility Feasibility Study	\$312,500	\$55,845	2 years (12/31/2024)	None	MINOR AMENDMENT: Extension of project agreement period of performance and re-encumbrance of funds
GoTriangle	TC003-D	Enterprise Resource Planning (ERP) System	\$458,333	\$188,551	2 years (12/31/2024)	None	MINOR AMENDMENT: Extension of project agreement period of performance and re-encumbrance of funds
GoTriangle	TC002-A	Design of Raleigh Union Station Bus Facility	\$700,000	\$700,000	2 years (12/31/2024)	None	MINOR AMENDMENT: Extension of project agreement period of performance and re-encumbrance of funds
GoTriangle	TC002-A	Design of Raleigh Union Station Bus Facility	\$2,700,000	\$639,798	2 years (12/31/2024)	None	MINOR AMENDMENT: Extension of project agreement period of performance and re-encumbrance of funds
GoTriangle	TC002-B	Design of GoTriangle Bus Operations Maintenance Facility	\$200,000	\$95,480	2 years (12/31/2024)	None	MINOR AMENDMENT: Extension of project agreement period of performance and re-encumbrance of funds
Town of Cary	TC002-C	Systemwide Bus Stop Improvements/ADA Enhancements	\$399,110	\$399,110	2 years (12/31/2024)	None	MINOR AMENDMENT: Extension of project agreement period of performance and re-encumbrance of funds
Town of Cary	TC002-C	Systemwide Bus Stop Improvements/ADA Enhancements	\$495,000	\$261,176	2 years (12/31/2024)	None	MINOR AMENDMENT: Extension of project agreement period of performance and re-encumbrance of funds
Town of Cary	TC002-E	Bus Operations Maintenance Facility	\$991,139	\$701,819	2 years (12/31/2024)	None	MINOR AMENDMENT: Extension of project agreement period of performance and re-encumbrance of funds
Town of Cary	TC002-Z	Fare Collection Technology Upgrade	\$200,000	\$116,293	2 years (12/31/2024)	None	MINOR AMENDMENT: Extension of project agreement period of performance and re-encumbrance of funds
Town of Cary	TC002-Q	Passenger Information Materials	\$100,000	\$34,406	2 years (12/31/2024)	None	MINOR AMENDMENT: Extension of project agreement period of performance and re-encumbrance of funds
Town of Cary	TC002-R	Bus Infrastructure Improvements/New Weston Parkway Route	\$1,016,000	\$442,949	2 years (12/31/2024)	None	MINOR AMENDMENT: Extension of project agreement period of performance and re-encumbrance of funds
Town of Cary	TC002-F	Downtown Cary Multimodal Transit Center (Feasibility/Design/Land Acquisition)	\$2,200,000	\$1,691,139	2 years (12/31/2024)	None	MINOR AMENDMENT: Extension of project agreement period of performance and re-encumbrance of funds
Town of Cary	TC002-E	Design of GoCary Regional Operations & Maintenance Facility	\$1,500,000.00	\$1,500,000.00	2 years (12/31/2024)	None	MINOR AMENDMENT: Extension of project agreement period of performance and re-encumbrance of funds
Town of Holly Springs	TC002-W	Holly Springs Park-and-Ride Improvements	\$55,000.00	\$22,564.93	2 years (12/31/2024)	None	MINOR AMENDMENT: Extension of project agreement period of performance and re-encumbrance of funds

Wake Transit Project ID #
TC002-AB

FY 2022
Wake Transit Work Plan
Project Amendment Request Form
Operating and/or Capital

FY START DATE
7/1/2021

Type of Amendment Minor ☐ Major ☒

Minor amendment – Required when there is:

A transfer of funds between budget ordinance appropriations but requires less than a 20% change to a project appropriation for projects equal to or greater than \$500,000

A transfer of funds between budget ordinance appropriations but requires less than a \$100,000 change to a project appropriation for projects less than \$500,000

Any change that does not meet the criteria for a major amendment

Major amendment - Required when there is:

A project requested to be added to the Work Plan

A project requested to be removed from the Work Plan

Significant changes in scope of funded project

A transfer between budget ordinance appropriations that requires equal to or greater than a 20% change to a project appropriation for projects greater than \$500,000

A transfer between budget ordinance appropriations that requires equal to or greater than a \$100,000 change to a project appropriation for projects less than \$500,000

Any change that requires a change in budgeted reserves or fund balance

New/Amended Project Name	Requesting Agency	Project Contact	Estimated Operating Cost	
Farebox Upgrades and Mobile Ticketing Tech	GoTriangle	Steven Schlossberg	Base Year	\$ -
			Recurring	\$ -
Estimated Start Date	Estimated Completion	Notes	Estimated Capital Cost	
	TBD	Reduction in previously approved funding	Base Year	\$ (750,000)
			Cumulative	\$ -
Project Description				
Enter below a summary of the project amendment and impact on approved plan.				
GoTriangle is unallocating \$750K of the allotted funding for this project. The transit provider will continue to monitor financial needs as this project progresses with the expectation of lowering the funding in the future.				
1. Enter Wake Transit Project ID(s) to Increase				

Project ID	Project	Appropriation Category	Amount	Recurring Amount	Notes
TOTAL			\$ -	\$ -	

2. Wake Transit Project ID(s) to Reduce					
Project ID	Project	Appropriation Category	Amount	Recurring Amount	Notes
TC002-AB	Farebox Upgrades and Mobile Ticketing Tech	Bus Infrastructure	\$ 750,000		This is a reduction in previously approved funding
TOTAL			\$ 750,000	\$ -	

3. Impact on Transit Plan Project Costs				
From above, indicate whether amounts impact operating or capital budgets in Wake Transit Plan.		Estimated Operating Cost	Current Year	\$ -
			Recurring	\$ -
		Estimated Capital Cost	Base Year	\$ -
			Cumulative	\$ -

Project Justification / Business Case	Provide responses to <u>EACH</u> of the questions below. Answer the questions as thoroughly as possible. Enter Non-Applicable (N/A) as appropriate.
---------------------------------------	---

4. Is this New/Amended project Operating, Capital or Both? Operating ☐ Capital ☒ Both ☐

5. What is the timeframe for the request? Are you requesting a full year of funds or a partial year to be annualized in future fiscal years?

--

6. What is the expected outcome(s) if this request is funded? What is the alternative if the request is not funded?

GoTriangle is releasing these funds.

7. In the spring of 2019, the TPAC endorsed a set of reporting deliverables for various categories of Wake Transit Work Plan projects. A listing of these reporting deliverables by category is available here:

[Wake Transit Work Plan Project Reporting Deliverables](#)

If reporting deliverables are not already established for the category of the amended/requested project, or if there is a need to deviate from the TPAC-endorsed reporting deliverables, please list the reporting deliverables that should be considered for this project below:

- a)
- b)
- c)

8. Does the amendment request involve new acquisition of real property or a change to the scope or funding amount for a prior approved funding allocation for real property acquisition? If so, please refer to the adopted Policy Framework for Use of Wake Transit Funds to Acquire Real Property (available below) and submit the requested information outlined in Part III of the policy in a separate document if the subject real property acquisition meets the applicability thresholds outlined in Part II of the policy.

[Policy Framework for Use of Wake Transit Funds to Acquire Real Property](#)

9. List any other relevant information not addressed.

10. Please enter estimated appropriations below that will support expenses identified above. Enter FY 2022 and the estimated annualized cost in FY 2023 using the 2.5% growth factor, if applicable. The spreadsheet will calculate 2024 and beyond by 2.5%. If your project is not expected to have recurring costs in FY 2024 and/or beyond, delete the calculation(s) in columns E-I.

Cost Break Down of Project Request							
OPERATING COSTS	FY22	FY23	FY24	FY25	FY26	FY27	FY28
Growth Factors		2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Salary & Fringes			-	-	-	-	-
Contracts			-	-	-	-	-
Bus Operations:							
Estimated Hours			-	-	-	-	-
Cost per Hour			-	-	-	-	-
Estimated Operating Cost	-	-	-	-	-	-	-
Bus Leases			-	-	-	-	-
Park & Ride Lease			-	-	-	-	-
Other			-	-	-	-	-
Other			-	-	-	-	-
Subtotal: Bus Operations	-	-	-	-	-	-	-
Other: Administrative							
Other: Database Hosting			-	-	-	-	-
Other: Supplies and Materials			-	-	-	-	-
TOTAL OPERATING COSTS	-	-	-	-	-	-	-

11. Please enter estimated appropriations to support contractual commitments and other expenses related to proposed capital projects identified above.

CAPITAL COSTS	FY21	FY22	FY23	FY24	FY25	FY26	FY27
Design/NEPA	\$ -	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-
Land - Right of Way	-	-	-	-	-	-	-
TOTAL CAPITAL COSTS	-	-	-	-	-	-	-

Assumptions for Costs and Revenues Above:

12. Please state any assumption(s) used to calculate the capital and operating dollars and revenues shown above.

Wake Transit Project ID #
TC002-AA

FY 2022
Wake Transit Work Plan
Project Amendment Request Form
Operating and/or Capital

FY START DATE
7/1/2021

Type of Amendment Minor ☐ Major ☒

Minor amendment – Required when there is:

A transfer of funds between budget ordinance appropriations but requires less than a 20% change to a project appropriation for projects equal to or greater than \$500,000

A transfer of funds between budget ordinance appropriations but requires less than a \$100,000 change to a project appropriation for projects less than \$500,000

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Major amendment - Required when there is:

A project requested to be added to the Work Plan

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A transfer between budget ordinance appropriations that requires equal to or greater than a \$100,000 change to a project appropriation for projects less than \$500,000

Any change that requires a change in budgeted reserves or fund balance

New/Amended Project Name	Requesting Agency	Project Contact	Estimated Operating Cost	
Fare Collection Technology Upgrade	City of Raleigh	David Walker	Base Year	\$ -
		David.Walker@raleighnc.gov	Recurring	\$ -
Estimated Start Date	Estimated Completion	Notes	Estimated Capital Cost	
	Q4 FY22		Base Year	\$ -
			Cumulative	\$ -
Project Description	Enter below a summary of the project amendment and impact on approved plan.			
The City of Raleigh is unallocating this funding as it is not needed for any future use.				
1. Enter Wake Transit Project ID(s) to Increase				

Project ID	Project	Appropriation Category	Amount	Recurring Amount	Notes
TOTAL			\$ -	\$ -	

2. Wake Transit Project ID(s) to Reduce					
Project ID	Project	Appropriation Category	Amount	Recurring Amount	Notes
TC002-AA	Fare Collection Technology Upgrade	Bus Infrastructure	\$ 1,278,121		This funding will not be needed for any additional fare collection technology. This project may be closed.
TOTAL			\$ 1,278,121	\$ -	

3. Impact on Transit Plan Project Costs				
From above, indicate whether amounts impact operating or capital budgets in Wake Transit Plan.		Estimated Operating Cost	Current Year	\$ -
			Recurring	\$ -
		Estimated Capital Cost	Base Year	\$ -
			Cumulative	\$ -

Project Justification / Business Case	Provide responses to <u>EACH</u> of the questions below. Answer the questions as thoroughly as possible. Enter Non-Applicable (N/A) as appropriate.
---------------------------------------	---

4. Is this New/Amended project Operating, Capital or Both? Operating ☐ Capital ☒ Both ☐

5. What is the timeframe for the request? Are you requesting a full year of funds or a partial year to be annualized in future fiscal years?

--

6. What is the expected outcome(s) if this request is funded? What is the alternative if the request is not funded?

The City is releasing these funds.

7. In the spring of 2019, the TPAC endorsed a set of reporting deliverables for various categories of Wake Transit Work Plan projects. A listing of these reporting deliverables by category is available here:

[Wake Transit Work Plan Project Reporting Deliverables](#)

If reporting deliverables are not already established for the category of the amended/requested project, or if there is a need to deviate from the TPAC-endorsed reporting deliverables, please list the reporting deliverables that should be considered for this project below:

- a)
b)
c)

8. Does the amendment request involve new acquisition of real property or a change to the scope or funding amount for a prior approved funding allocation for real property acquisition? If so, please refer to the adopted Policy Framework for Use of Wake Transit Funds to Acquire Real Property (available below) and submit the requested information outlined in Part III of the policy in a separate document if the subject real property acquisition meets the applicability thresholds outlined in Part II of the policy.

[Policy Framework for Use of Wake Transit Funds to Acquire Real Property](#)

9. List any other relevant information not addressed.

10. Please enter estimated appropriations below that will support expenses identified above. Enter FY 2022 and the estimated annualized cost in FY 2023 using the 2.5% growth factor, if applicable. The spreadsheet will calculate 2024 and beyond by 2.5%. If your project is not expected to have recurring costs in FY 2024 and/or beyond, delete the calculation(s) in columns E-I.

Cost Break Down of Project Request							
OPERATING COSTS	FY22	FY23	FY24	FY25	FY26	FY27	FY28
Growth Factors		2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Salary & Fringes			-	-	-	-	-
Contracts			-	-	-	-	-
Bus Operations:							
Estimated Hours			-	-	-	-	-
Cost per Hour			-	-	-	-	-
Estimated Operating Cost	-	-	-	-	-	-	-
Bus Leases			-	-	-	-	-
Park & Ride Lease			-	-	-	-	-
Other			-	-	-	-	-
Other			-	-	-	-	-
Subtotal: Bus Operations	-	-	-	-	-	-	-
Other: Administrative							
Other: Database Hosting			-	-	-	-	-
Other: Supplies and Materials			-	-	-	-	-
TOTAL OPERATING COSTS	-	-	-	-	-	-	-

11. Please enter estimated appropriations to support contractual commitments and other expenses related to proposed capital projects identified above.

CAPITAL COSTS	FY21	FY22	FY23	FY24	FY25	FY26	FY27
Design/NEPA	\$ -	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-
Land - Right of Way	-	-	-	-	-	-	-
TOTAL CAPITAL COSTS	-	-	-	-	-	-	-

Assumptions for Costs and Revenues Above:

12. Please state any assumption(s) used to calculate the capital and operating dollars and revenues shown above.



Wake County Transit Planning Advisory Committee TPAC Budget and Finance

Financial Disposition: March 29, 2022

Discussion:

The Budget Amendment process requires the review and provision of a financial disposition of all major and minor amendments that are submitted by the Transit Planning Advisory Committee (TPAC) Budget and Finance Subcommittee.

All minor and major budget amendments must be approved by the Capital Area Metropolitan Planning Organization (AMP) Executive Board and the Triangle Board of Trustees.

Requested Items for Committee Disposition:

Major Amendment Two (2) Amendments

- 1) **Farebox Upgrades and Mobile Ticket Technology** Major Amendment submission from the Triangle to reduce a portion of previously adopted funding for the Farebox Upgrades and Mobile Ticketing Technology project based on updated needs.
- 2) **Farebox Collection Technology Upgrades** Major Amendment submission from the City of Raleigh to reduce previously adopted funding for the Farebox Upgrades and Mobile Ticketing Technology based on project status.

Minor Amendment Two (2) project extension agreements period of performance Amendments

- 1) **Extension of project agreement period of performance and re-encumbrance of funds** Several project funding agreements that tie to project funding allocations authorized in previous Wake Transit Work Plans expire on December 31, 2022 and September 30, 2022 respectively. Per the Wake Transit Governance Interlocal Agreement, the project funding agreements that tie to project funding allocations in Wake Transit Work Plans are a component of the Work Plan that the AMP Executive Board and the Triangle Board of Trustees must approve/adopt each year.

Financial Impact of Proposed Amendments:

Net Impact to Wake Transit Plan: Decrease of \$2,212,121

FY22-Q4 Amendment Financial Impact

			Wake Transit Adopted Funding Balance	Wake Transit Proposed Amended Budget	Revised Adopted Wake Transit Plan Funding
Ordinance Tag	Agency	Description			
us nrastructure	o riange	arebox pgrades and obie ic et ec no ogy	1 2 4	(\$750,000)	0 4
us nrastructure	ity of a eig	arebox o ection ec no ogy pgrades	1 2 121	(1,278,121)	-
Wake Transit Capital Expenditures				(\$2,028,121)	
Total Financial Impact - Wake Transit Work Plan				(\$2,028,121)	

Name	Email	Phone	Zip	Date	City	County	Source	Comments: Please submit comments on the FY22 4th Quarter Wake Transit Work Plan Amendment Requests. [#146470]
Monica Sanders	monicasanders503@gmail.com	+19199024091	27519	03/29/22			Web	West Cary needs a bus route and bus stops also.
			30080	03/29/22			Web	There is already a shortage of drivers, buses do not come on time, some hours are skipped and buses do not come at all. You might want to provide some incentive first to attract new drivers so you guys can work on getting it together first before starting new projects. Thank you for your service.
CH	fggfis@gmail.com		27613	03/30/22			Web	There are lots of people that live in Brier Creek and basically only two ways out. Get a frequent bus schedule in and out of Brier Creek to reduce traffic. Have some of this bussing go to RTP. Have shuttles that go to different sections of RTP so people who arrived by bus don't have to walk long distances in the sun (since you guys cut down all the trees).
Carter	carterrwoliver@gmail.com			04/04/22			Web	Please do not get rid of mobile payment and if Apple Pay was in the works please do not get rid of that either.
				4/21/22			Web	Implement incentives to get more drivers - the operator shortage is impacting routes a lot. Another suggestion is to improve technologies that report the real time arrivals for buses- the schedule is off and bc of the shortage of drivers a lot of timings are missed
Cathleen Turner	turner.cathleen@gmail.com	401-479-9019		03/29/22			Web (Part 1)	Keep buses free forever. Reasons - you will not need to request additional funding for payment infrastructure. cost spared - it is the only reason why some people take the bus; you can't beat free when fuel costs are high - it makes it more accessible to members of the community - encourages spontaneous ridership - helps businesses by providing their customers easier access to them - No city the size of Raleigh provides free public transportation. Will help fuels Raleigh's growth and image of a city of the future We need more routes that are not planned to shuffle people from suburban areas to the city center. Doing this makes it difficult for people to travel to different parts of the city, and makes the bus less attractive. Hire better planners. Someone I quote below said that they requested sidewalks in their neighborhood, but Raleigh said that it was not possible because that is where the bus went. " When I first moved to my current neighborhood I saw online that you could ask the city to build sidewalks in neighborhoods that don't have them, so I did, because it is not great to walk on the roads in my neighborhood which are used as shortcuts by people who frequently speed. They said my neighborhood couldn't have sidewalks because we have a bus line running through the neighborhood. Amusing, no? Same people want a whole lot of folks to walk on the same sidewalk-less streets to get to the magical BRT, too." That is not acceptable. Pedestrian access to bus stops and routes are essential. If your planners do not have this understanding, please fire them and hire people who can actually do their job. This is city planning 101.;

Cathleen Turner	turner.cathleen@gmail.com	4014799019	03/29/22	Web (Part 2)	<p>Please read all the comments on problems with our cities bus transportation here: https://www.reddit.com/r/raleigh/comments/tqmvlp/reasons_why_its_nice_to_take_a_bus_instead_of/</p> <p>Ask yourself, do any of these comments mention better payment infrastructure? No. They talk about mainly</p> <ul style="list-style-type: none"> - lack of pedestrain accessibility to bus stops - lack of assessibility to park and rides to use bus for work commute - the fact that it takes hours to go to one location on bus while minutes in a car <p>Please evaluate your plan, and see if it fixes the pain points mentioned by the people in this thread. I post comments here for your convenience:</p> <p>"Unfortunately, our spoke-based routing system means it would turn my 15 minute drive into a 2+ hour commute."</p> <p>"I would love to take the bus downtown. But it takes me 5 minutes to drive there, and it's about an hour by bus."</p> <p>"I'd love to take the bus, but it takes 3x as long as driving anywhere and if you miss your bus, you need to wait at least 30 minutes for the next one. It's just not worth it!"</p> <p>"I took the bus and/or light rail 5 days a week for years when I lived in Pittsburgh. I am a huge supporter of public transit.</p> <p>But here? I have to jay walk across streets with no sidewalks where people speed just to get to my nearest bus stop. In the dark that could be deadly.</p> <p>Then it would take me 1.5 hours to get somewhere I could go in 12 minutes by car.</p> <p>Make it easy and sensible to use public transit and ridership will go up. It's not rocket science."</p> <p>"Part of the reason is the bus system here sucks. It'll take you 6 hours to get across town."</p> <p>"I took the bus from the suburbs to Raleigh 2-3 days a week for a few months, several years ago. I enjoyed having time to read a book and not deal with traffic, and I had a bus stop just outside my neighborhood so I could walk to it. Another stop was about 1.5 miles away with plenty of parking. However a couple things made it unworkable for me (although some of these may have changed): our spoke/hub system sucks, I had to wait to transfer busses downtown rather than find a route directly from my home neighborhood to work neighborhood like I always could in Maryland. The busses to my area only ran during rush hour and I had a school age child. I will say, and did say at the time, that even with rush hour only I would take the bus daily if I worked right downtown. Yes it would take longer than driving but I would be reading, and I wouldn't have to park etc. Also less impulse drive-thru snacking on the way home."</p> <p>"We live in Fuquay. My wife doesn't drive, is stay at home and would absolutely love to take our kid into downtown for the day - between Marbles, Read with me bookstore, the squares, coffee and ice cream shops there's plenty to do. We also live under 2 miles from an FRX stop and it's a relatively easy walk.</p> <p>The only problem is a major one - the last bus into downtown is at 7:35am. That's a complete joke. I get that they are trying to attract commuters and my family isn't typical. But shit, that just sucks. Even one bus at lunchtime for people working half days would be amazing.</p> <p>(As a side note, this also shows another huge failure of the bus system - Holly Springs and Fuquay have 100,000 people between them now. There's two bus routes, both go express to downtown Raleigh during rush hour only. What a fucking joke for a major part of the county.)"</p> <p>"The problem is that gas still isn't expensive enough and traffic isn't bad enough. This means people choose to live far away from their jobs or drive across the city for groceries.</p> <p>I used the bus quite a bit before, but got frustrated that the #6 15 minute frequency never happened yet. It was supposed to happen last year. Now I bike. I'll still use the bus when it's rainy or cold."</p> <p>"Its really nice if you can afford to spend the time on it. I live in Garner and was doing errands when I realized I needed to get something from Downtown Raleigh. I didn't have much gas and didn't really feel like driving down there anyways. I parked my car in a parking lot, waited like a few minutes for the bus show up (I got lucky, that thing only shows up once an hour), went downtown, quickly got the thing i was after and was able to take the same bus back to Garner.</p> <p>That was a real nice experience, it was free, I didn't have to drive, and didn't have to worry about gas or parking or anything. That's awesome!</p> <p>But I also got really lucky. Lucky that there was a route from where I was to where I needed to go. Lucky that I only had to wait a few minutes for it to pick me up (from Garner and from Moore Square.) Lucky that there was a parking lot for me to park in that no one would care I was in (also, I needed to drive to reach that bus stop, kind of negates the purpose of public transportation.) Most importantly, Lucky I could turn my 40 minute errand into a 100 minute errand without issue."</p>
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Connecting all points of the Triangle

MEMORANDUM

TO: GoTriangle Board of Trustees Operations & Finance Committee
FROM: Planning and Capital Development
DATE: April 26, 2022
SUBJECT: Contract for GoDurham Bus Stops Improvements

Strategic Objective or Initiative Supported

2.4 Ensure an attractive and accessible transit environment

Action Requested

Staff requests that the Committee recommend that the Board of Trustees authorize the President/CEO to award and execute a contract with Whitley Contracting Inc. for construction, installation of bus stop amenities, and other related bus stop improvements at 11 GoDurham bus stop locations in the amount of \$368,573.50. Staff also requests authorization of a total contract budget in the amount of \$405,000 in order to include \$36,426.50 for project contingency.

Background and Purpose

The adopted Durham County FY2020 and FY2021 work plans include funding for GoTriangle to contract for construction of bus stop improvements on the GoDurham system. The first group of 16 GoDurham bus stop improvements were completed in April 2021. A second group of 17 bus GoDurham bus stop improvements were completed in November 2021. The third group of 12 started April 2022.

This contract is for construction of a fourth group of GoDurham bus stop improvements at 11 bus stop locations.

The Invitation for Bids (IFB), released on March 23, 2022, included construction opportunity notifications transmitted to over 40 certified DBE contractors. The IFB closed on April 19, 2022, and GoTriangle received three responsive and responsible bids as listed below:

1. Whitley Contracting Inc. (DBE)	\$368,573.50
2. Lanier Construction Co. Inc. (DBE)	\$ 382,487.00
3. Browe Construction Co. (WBE)	\$ 543,150.00

Financial Impact

The adopted FY2021 Durham County Transit work plan includes \$2,500,000 for design, construction, real estate, and purchase of amenities for GoDurham bus stop projects over a multi-year period.

GoTriangle staff budgets \$50,000 on average for each stop improvement including design, real estate, construction, and management expenses. Recent rising costs put this group slightly over that average (about \$53,000 per stop); however, other recent groups have been completed under budget and the program remains on track overall. GoTriangle staff is closely tracking costs and bid averages for this program, and will reassess the overall program budget regularly.

Attachments

None

Staff Contacts

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- Katharine Eggleston, (919) 485-7564, keggleston@gotriangle.org





Connecting all points of the Triangle

MEMORANDUM

TO: GoTriangle Operations and Finance Committee
FROM: Planning and Capital Development Department
DATE: April 25, 2022
SUBJECT: Bus Service Update

Strategic Objective or Initiative Supported

1.2 Pursue service improvements and expansion opportunities

Action Requested

None.

Background and Purpose

Since July 2021, GoTriangle has been leading a collaborative planning effort – called Bus Plans and Short Range Transit Plans – with transit providers in the Triangle area (GoTriangle, GoRaleigh, GoCary, GoWake ACCESS, and GoDurham) and county transit plan partners in Wake, Durham and Orange counties. The study builds on the goals defined in the county transit plans and will provide detailed implementation plans for service and capital projects for the next five years. The joint planning study is considering existing and expansion bus operating and capital projects funded by the county transit plans and other local, state, and federal funding sources.

Although GoTriangle has lead-agency responsibilities for the entire planning study, GoTriangle also participates as a service provider. As such, the focus of today's presentation will be on the GoTriangle regional bus services. The study will produce a GoTriangle Short Range Transit Plan, which will define GoTriangle bus operating and capital projects for fiscal years 2024 to 2027. The study will also identify GoTriangle operating and capital projects for FY 2028 to FY 2030 that will be funded through the Wake, Durham and Orange transit plans. The plans will be fiscally constrained.

During this presentation, staff will provide an overview of study and work completed since July 2021. Staff will provide a summary of the regional market assessment and the COVID-19 impact assessment, as well as an update on the current GoTriangle service levels. Since GoTriangle is currently providing a reduced service schedule due to the operator shortage, the plan will define how the agency will restore service, restructure service to better meet the mobility needs of Triangle residents, and prepare for service expansion.

Along with Wake Bus Plan partners, GoTriangle will conduct public engagement from April 29th to May 29th. The public will be able to review new service concepts and provide comments. We intend to ask participants about how their travel patterns have changed due to the pandemic, and their interest in an emerging service model called microtransit. The public engagement effort is led by the consulting team, Nelson\Nygaard, and the GoTriangle Public Engagement team.

Financial Impact

None

Attachments

None

Staff Contact

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- Katharine Eggleston, 919-485-7564, keggleston@gotriangle.org





GoTriangle Month End Close Book Fiscal Year 2022



for Period Ending March 2022

**GoTriangle
Financial Statements
FY2022 Q3
(July 2021 - March 2022)**



FINANCIAL OVERVIEW FOR PERIOD ENDING MARCH 31, 2022

Revenue

FY22 actual revenues through March 2022 are \$18.9M, which is 24.6% of the \$76.8M total FY22 budget, and \$11.5M less than the FY21 year to date (YTD) revenue actuals that totaled \$30.4M

- FY22 YTD Transit Service Revenue - Bus is \$2.5M, which is 35.5% of budget and \$2.8M less than transit services revenues incurred by the end of FY21 Q3. Quarter to date transit service revenue hasn't been finalized yet
- FY22 YTD Transit Service Revenue - Paratransit is \$54K compared to \$29K in FY21 Q3
- FY22 YTD \$5 Vehicle Registration taxes are \$4.9M compared to \$5.0M in FY21 Q3
- FY22 YTD Vehicle Rental taxes are \$4.3M, which exceeds the full year's budget of \$4.1M and is \$1.6M more than the total received by FY21 Q3 indicating recovery from COVID-19 restrictions
- FY22 YTD total Federal, State and Local grant funds received are \$3.2M compared to \$4.5M in FY21 Q3
- FY22 Reimbursements from Others totals \$1.3M (\$485K for operating reimbursements and \$778K for capital reimbursements)

Expenses

FY22 actual expenses through March 2022 are \$24.2M, which is 33.5% of the full year budget of \$72.5M and \$3.1M less than the FY21 Q3 actual expenses that totaled \$27.4M

- FY22 YTD Transit Operations expenses total \$17.9M compared to FY21 Q3 actuals totaling \$29.3M
- FY22 YTD Administration expenses total \$3.5M compared to FY21 Q3 actuals totaling \$5.8M
- FY22 YTD Capital expenditures total \$2.9M compared to FY21 Q3 actuals totaling \$37.4M

Cash Balances

Cash balances for GoTriangle and the counties are being monitored for trends, but there are no concerns at this point and are trending appropriately

Tax Districts

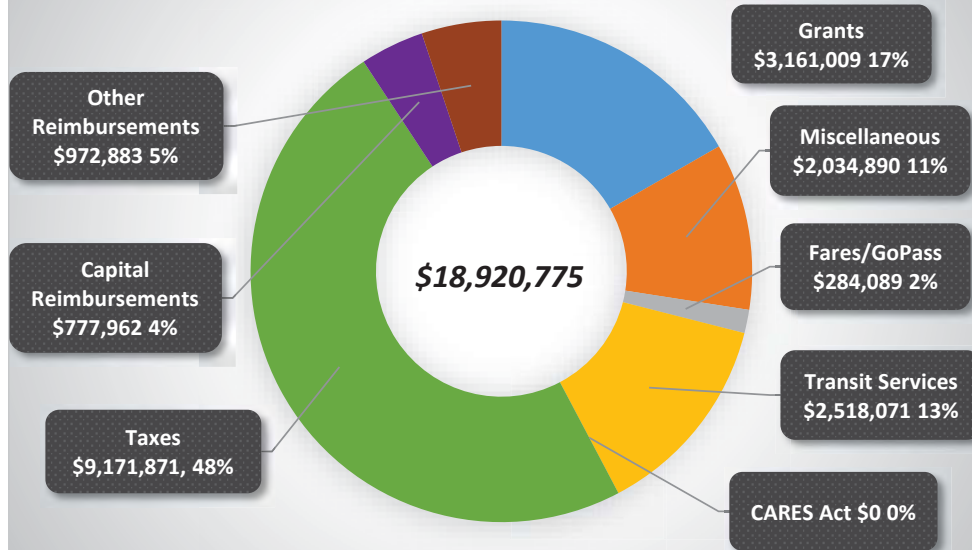
Profit & Loss statements (P&L) are attached, and trends are being monitored; no concerns versus budget at this time

Outlook

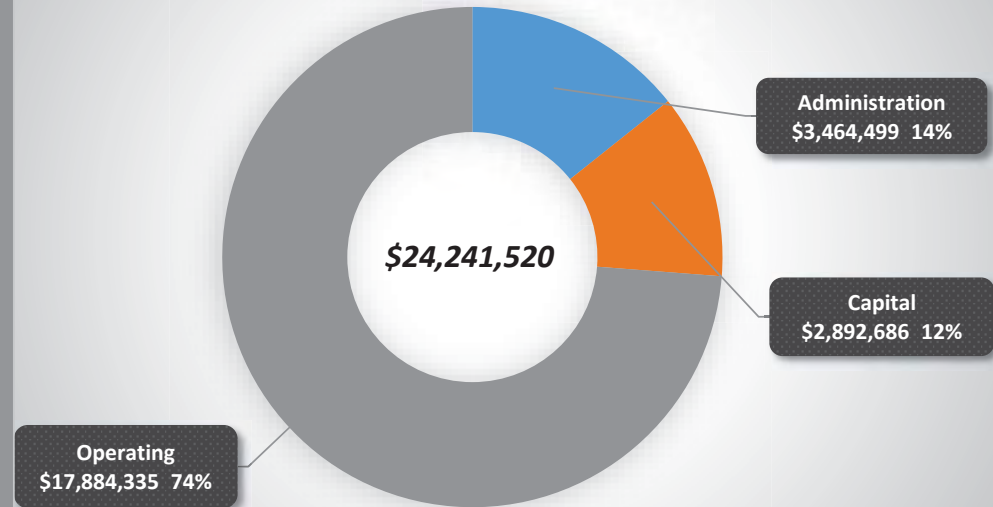
With 25% of fiscal year 2022 remaining, net revenue (revenues less expenses) is currently -\$5.3M. However, \$17.3M Federal grant revenue and \$15.8M CARES Act reimbursement (43% of the revenue budget) are still expected. YTD vehicle rental taxes are at 104.9% of budget; and actual DMV registration taxes, rental income, indirect costs and investment earnings are averaging 70% of budget. The remaining revenue sources are generally earned in direct relation to expenses, so because current YTD spending is less than the same period last year, the revenue is expected to trend the same way.

The Finance team closely monitors and reviews revenue, expenses and cash balances, and it expects to submit some budget amendments by June 2022 to ensure the budget remains balanced at year end.

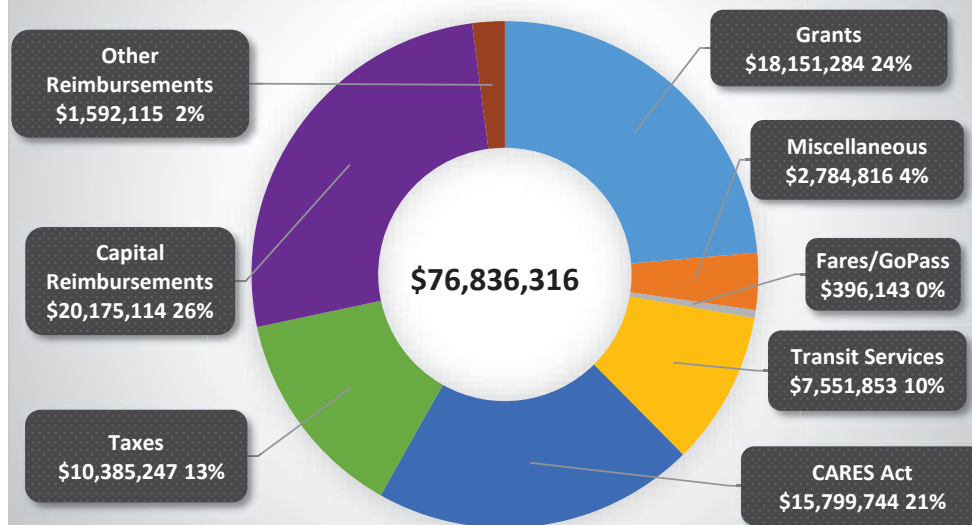
GoTriangle Revenue for Period Ending March 31, 2022



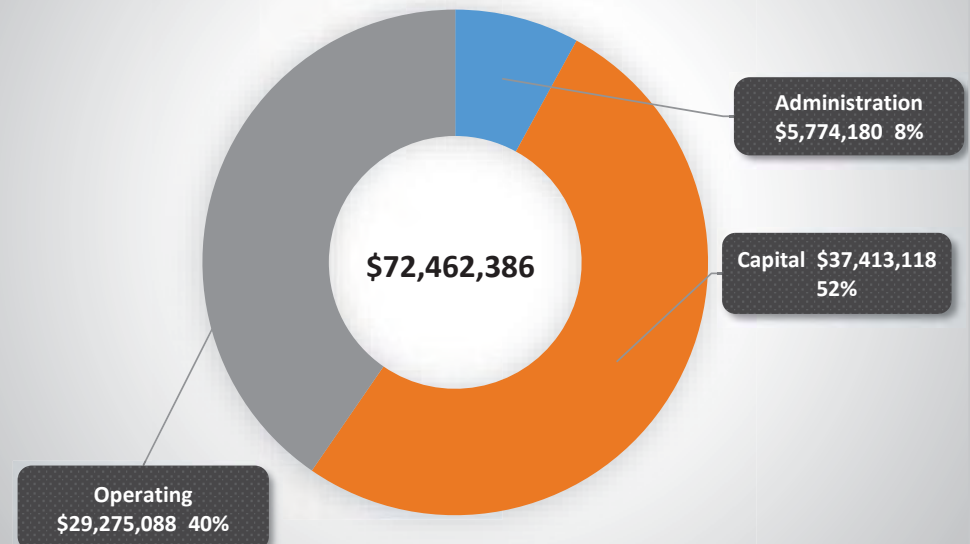
GoTriangle Expenses for Period Ending March 31, 2022



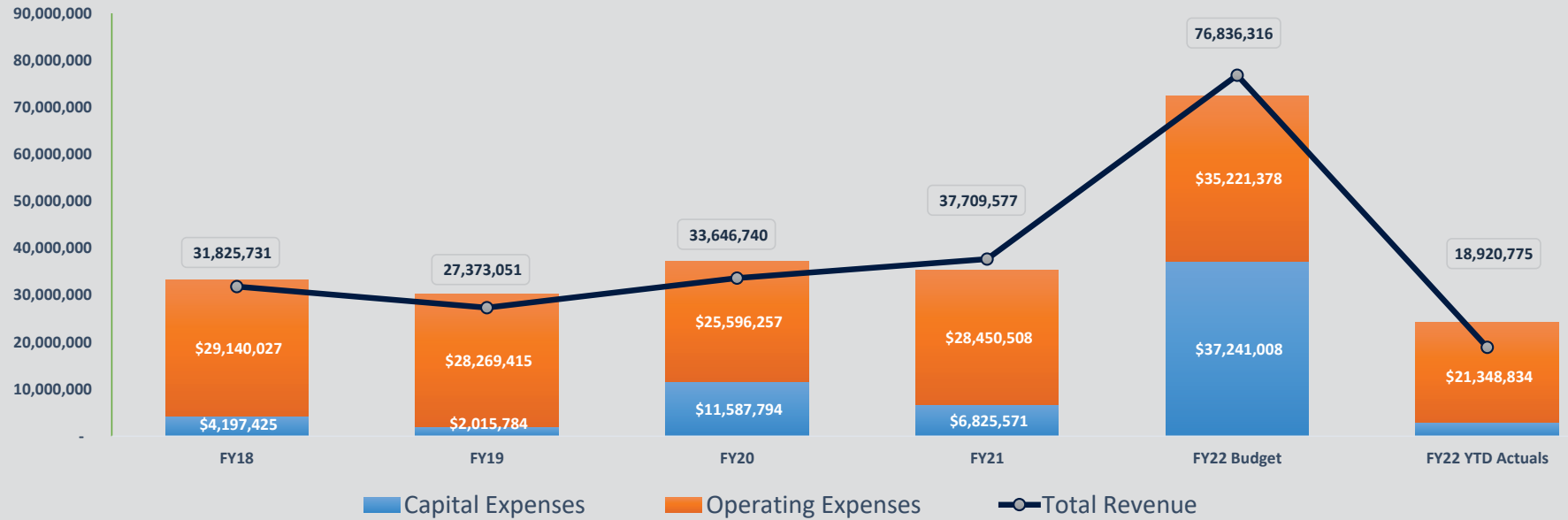
GoTriangle FY22 Budget Revenue



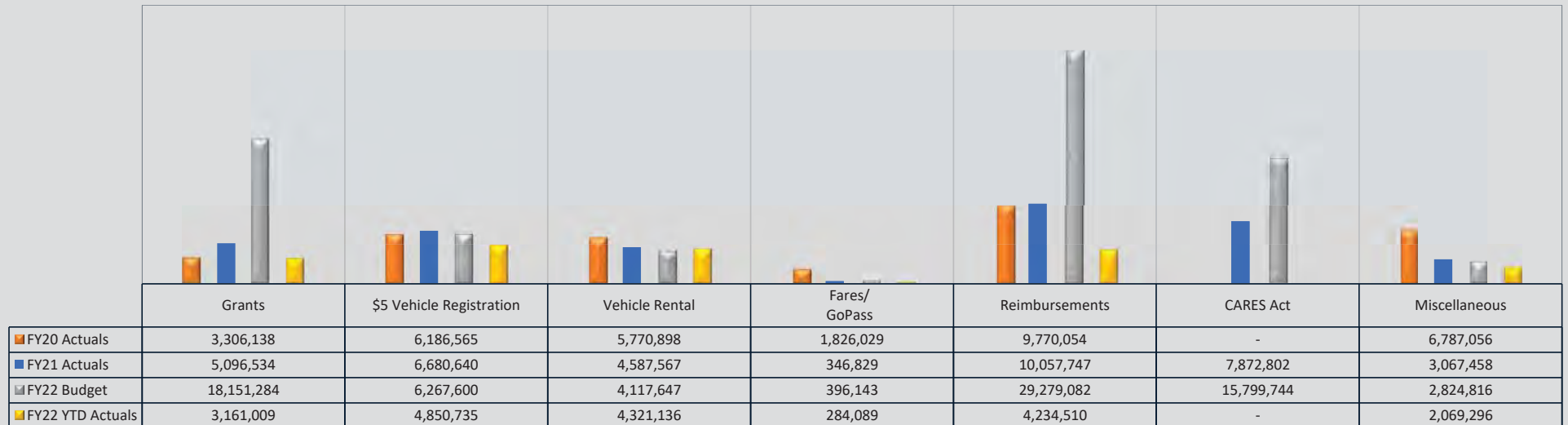
GoTriangle FY22 Budget Expenses



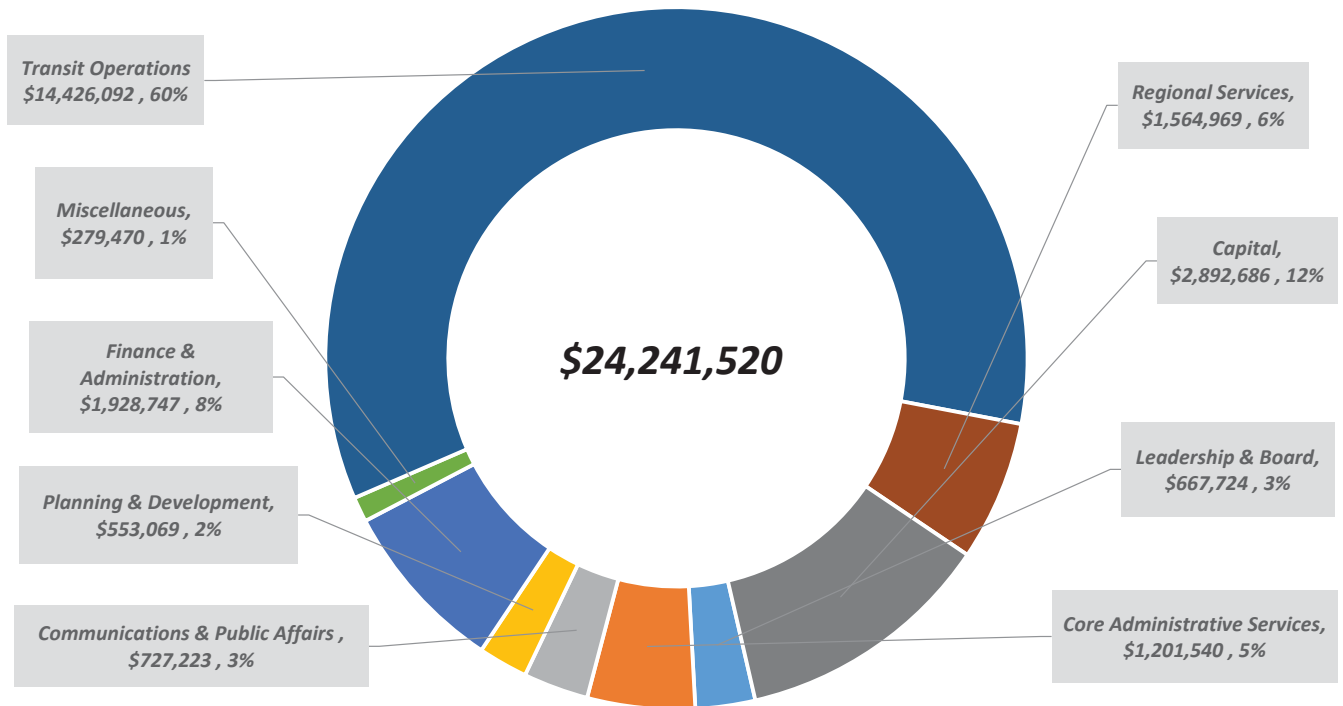
GoTriangle Total Revenue vs Expense Trends



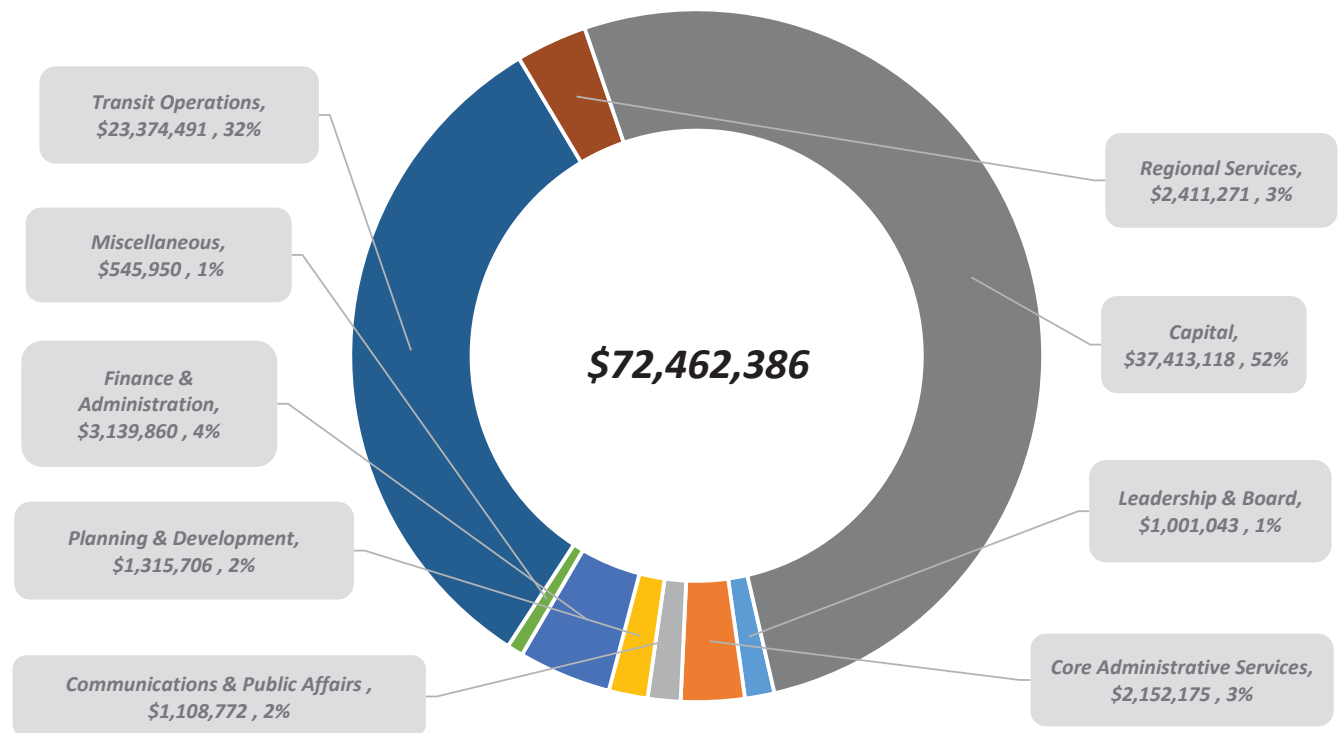
GoTriangle Revenue by Category



GoTriangle FY22 Expense Actuals by Function



GoTriangle FY22 Expense Budget by Function



NOTE:

Finance Administration - Finance, Administration, IT, DBE/EEO

Core Administrative Services - HR, Legal, Real Estate

Planning & Development - Capital Development, Regional Services - Planning

Transit Operations - Bus Supervision, Bus Operations, Bus Maintenance, Paratransit, Vanpool

FY22 FINANCIAL RESULTS - P&L
GoTRIANGLE
For Period Ending March 31, 2022

	(a) FY2021 GoTriangle Actuals	(b) FY2022 Full Year GoTriangle Amended Budget	(c) FY2022 YTD GoTriangle Actuals	(c) - (b) FY2022 Budget vs YTD Actuals	(c) / (b) 2022 YTD % of Budget Achieved	(d) FY2021 Period to Date	(c) - (d) FY2022 YTD vs FY2021 YTD
REVENUES				Favorable/ (Unfavorable)			Over/ (Under)
Inter-governmental revenue:							
Federal Grant Revenues	\$4,514,212	\$17,395,570	\$85,910	(\$17,309,660)	0.5%	\$4,133,132	(\$4,047,222)
State Grant Revenues	50,794	43,840	2,822,173	2,778,333	6437.4%	50,794	2,771,379
Local Grant Revenues (includes TDM)	531,527	711,874 ¹	252,926	(458,948)	35.5%	279,059	(26,133)
CARES Act Reimbursement	7,872,802	15,799,744	-	(15,799,744)	0.0%	7,872,802	(7,872,802)
Indirect Cost Credits	1,529,356	1,539,816	1,232,607	(307,209)	80.0%	1,136,875	95,732
Misc. Revenue	63,031	-	25,544	25,544	0.0%	57,329	(31,785)
Bus Accident Damage Reimbursement	292,083	40,000	34,406	(5,594)	86.0%	284,622	(250,216)
Bus Fares	-	- ²	360	360	0.0%	-	360
Transit Service Revenue - Bus	6,117,745	6,934,713	2,464,416	(4,470,297)	35.5%	5,286,679	(2,822,263)
Transit Service Revenue - Paratransit	39,150	617,140	53,655	(563,485)	8.7%	28,681	24,974
Vanpool Fares	388,281	-	-	-	0.0%	-	-
Paratransit Services Revenue	-	396,143 ²	278,414	(117,729)	70.3%	240,026	38,387
Consignment	10,408	- ²	5,315	5,315	0.0%	8,620	(3,305)
Vanpool Subsidies	(51,861)	-	-	-	0.0%	(51,861)	51,861
Reimbursement from Others	2,772,124	20,175,114 ³	1,262,677	(18,912,437)	6.3%	1,487,095	(224,418)
\$5 DMV Registration Taxes	6,680,640	6,267,600	4,850,735	(1,416,865)	77.4%	4,995,615	(144,880)
Vehicle Rental Taxes	4,587,567	4,117,647	4,321,136	203,489	104.9%	2,767,469	1,553,667
Rental Income	95,328	100,000	73,580	(26,420)	73.6%	73,580	1
GoDurham Reimbursement	1,128,728	1,552,115	453,762	(1,098,353)	29.2%	934,523	(480,761)
Investment Earnings	1,087,661	1,145,000	703,159	(441,841)	61.4%	817,819	(114,659)
Total Revenues	37,709,577	76,836,316	18,920,775	(57,915,541)	24.6%	30,402,858	(11,482,083)
EXPENDITURES				Favorable/ (Unfavorable)			Over/ (Under)
Department Expenses	28,450,508	35,221,378	21,471,351	13,750,027	61.0%	22,174,786	(703,435)
Capital Outlay	6,825,571	37,241,008	2,770,169	34,470,839	7.4%	5,187,035	(2,416,866)
Total Expenditures	35,276,080	72,462,386	24,241,520	48,220,866	33.5%	27,361,821	(3,120,301)
Revenues over Expenditures	2,433,497	4,373,930	(5,320,745)			3,041,037	

¹ Includes TDM revenue and expenses

² Fare collections in FY22 continue to be suspended

³ Reimbursement from Others includes quarterly reimbursements from transit partners for Call Center services and tax district contributions for GoTriangle capital purchases such as buses

**Triangle Tax Districts
Durham, Orange & Wake
Financial Statements**

TAX DISTRICTS

FINANCIAL OVERVIEW FOR PERIOD ENDING MARCH 31, 2022

Durham

FY22 actual revenues through March 2022 are \$31.4M, which is 91.1% of the \$34.4M total FY22 budget, and \$4.4M more than the FY21 Q3 revenue actuals that totaled \$27.0M

- FY22 YTD 1/2 Cent Sales Tax actuals total \$28.3M compared to FY21 Q3 totaling \$24.1M
- FY22 YTD \$3 and \$7 DMV Registration Tax actuals total \$1.8M compared to FY21 Q3 totaling \$1.8M
- FY22 YTD Vehicle Rental Tax actuals total \$929K compared to FY21 Q3 totaling \$595K

FY22 actual expenses through March 2022 are \$5.7M, which is 13.0% of the \$43.7M full year budget and \$5.9M less than the FY21 Q3 actual expenses that totaled \$11.6M

Orange

FY22 actual revenues through March 2022 are \$7.9M, which is 88.6% of the \$9.0M total FY22 budget, and the same as the FY21 Q3 revenue actuals

- FY22 YTD 1/2 Cent Sales Tax actuals total \$6.6M compared to FY21 Q3 totaling \$6.7M
- FY22 YTD \$3 and \$7 DMV Registration Tax actuals total \$848K compared to FY21 Q3 totaling \$881K
- FY22 YTD Vehicle Rental Tax actuals total \$454K compared to FY21 Q3 totaling \$291K

FY22 actual expenses through March 2022 are \$4.1M, which is 30.7% of the \$13.5M full year budget and \$272K less than the FY21 Q3 actual expenses that totaled \$3.9M

Wake

FY22 actual revenues through March 2022 are \$95.1M, which is 85.9% of the \$110.7M total FY22 budget and \$9.8M more than the FY21 Q3 revenue actuals that totaled \$85.4M

- FY22 YTD 1/2 Cent Sales Tax actuals total \$85.2M compared to FY21 Q3 totaling \$75.8M
- FY22 YTD \$3 and \$7 DMV Registration Tax actuals total \$7.0M compared to FY21 Q3 totaling \$7.3M
- FY22 YTD Vehicle Rental Tax actuals total \$2.9M compared to FY21 Q3 totaling \$1.9M

FY22 actual expenses through March 2022 are \$20.3M, which is 7.7% of the \$264.7M full year budget and \$1.0M less than the FY21 Q3 actual expenses that totaled \$21.3M

FY2022 Transit Plan Local Tax Revenue

July 2021 - March 2022

<u>Durham County</u>	Q1	Q2	January	February	March	Q3	YTD Total	Budget	% Received
Half-Cent Sales Tax ¹	9,610,020	10,262,207	3,126,000	2,448,000	2,809,000	8,383,000	28,255,228	31,181,400	91%
DMV Registration Tax	663,102	562,967	176,959	166,207	244,000	587,166	1,813,235	2,364,000	77%
Vehicle Rental Tax	323,196	335,395	111,884	76,583	81,987	270,454	929,044	885,300	105%
Total Local Revenue	10,596,318	11,160,569	3,414,843	2,690,790	3,134,987	9,240,620	30,997,507	34,430,700	90%

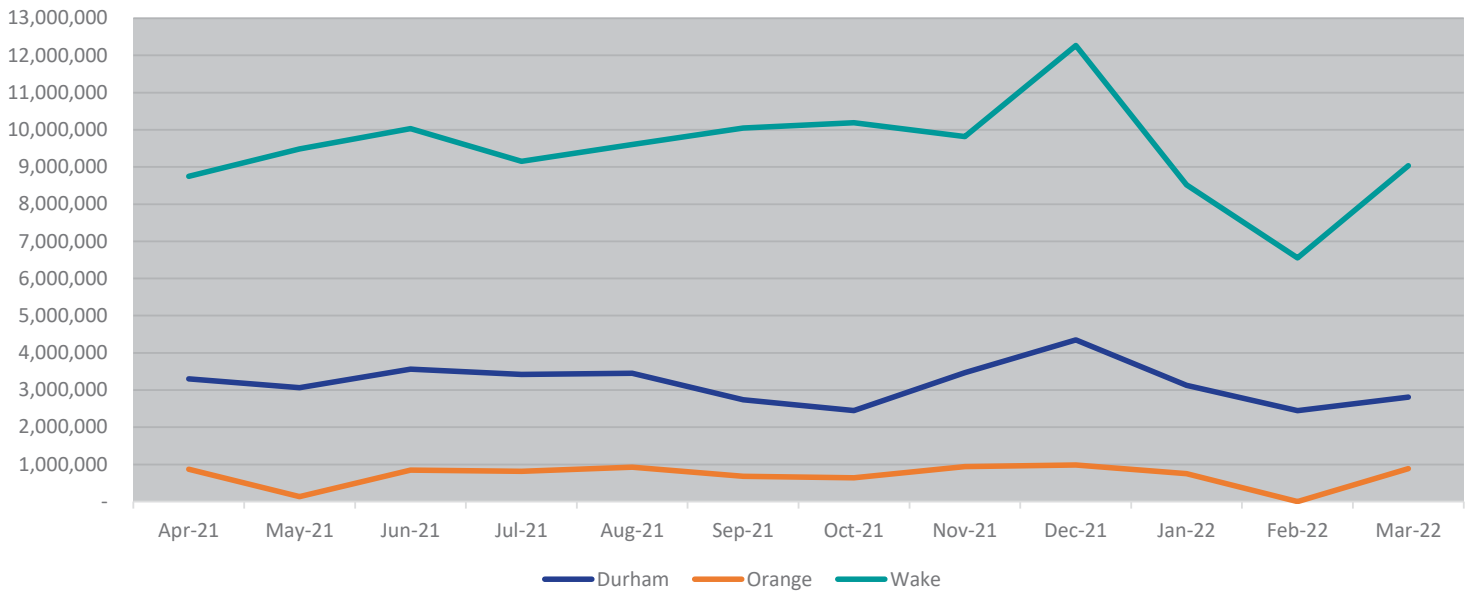
<u>Orange County</u>	Q1	Q2	January	February	March	Q3	YTD Total	Budget	% Received
Half-Cent Sales Tax ^{1,2}	2,417,253	2,571,191	753,000	100	883,000	1,636,100	6,624,544	7,402,100	89%
DMV Registration Tax	319,820	259,913	81,143	80,160	107,000	268,303	848,036	1,123,600	75%
Vehicle Rental Tax	157,840	163,798	54,641	37,401	40,040	132,082	453,719	432,400	105%
Total Local Revenue	2,894,912	2,994,902	888,784	117,661	1,030,040	2,036,485	7,926,299	8,958,100	88%

<u>Wake County</u>	Q1	Q2	January	February	March	Q3	YTD Total	Budget	% Received
Half-Cent Sales Tax ¹	28,800,266	32,280,427	8,516,000	6,554,000	9,034,000	24,104,000	85,184,693	98,000,000	87%
DMV Registration Tax	2,545,823	2,169,673	715,224	676,779	916,000	2,308,003	7,023,499	9,530,000	74%
Vehicle Rental Tax	1,022,200	1,060,784	353,867	242,215	259,307	855,388	2,938,373	2,800,000	105%
Total Local Revenue	32,368,289	35,510,884	9,585,091	7,472,994	10,209,307	27,267,391	95,146,565	110,330,000	86%

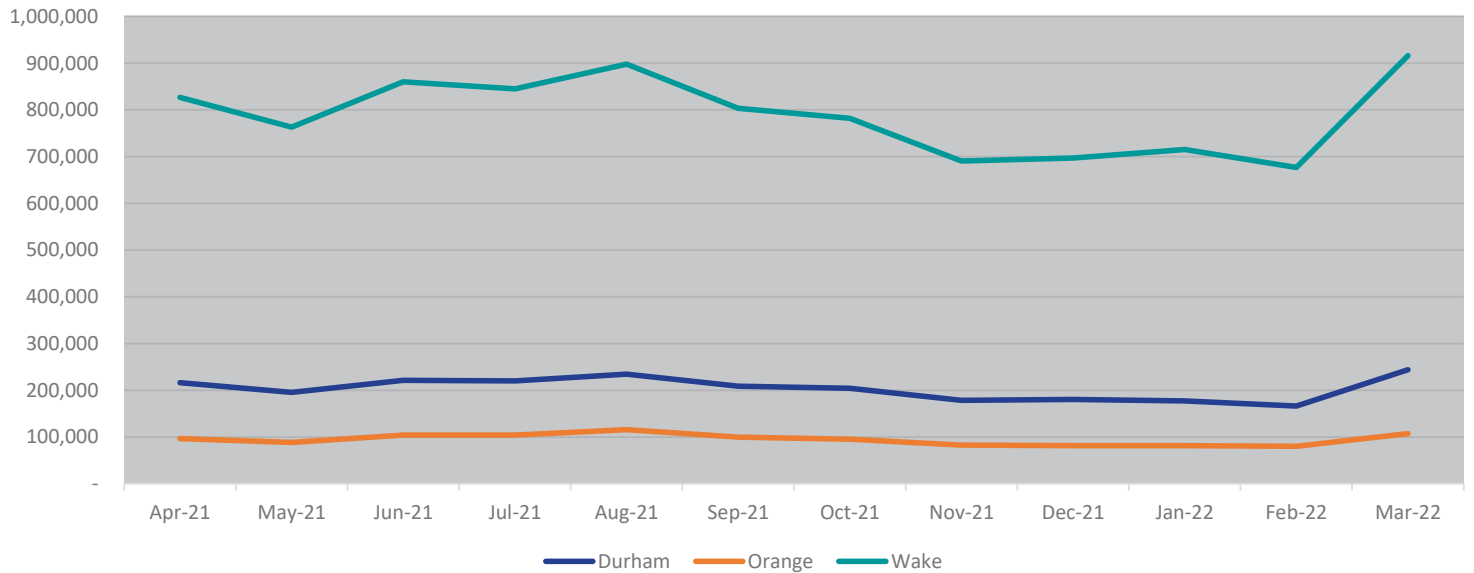
¹ January 2022 - March 2022 Half Cent Sales Taxes shown above are estimates, since the actuals have not been received yet due to state agency processing time. When the actual taxes are received by GoTriangle, the estimate will be changed to actuals.

² Historically, one month out of every year, Orange County issues tax refunds to other agencies. During that month, GoTriangle generally doesn't receive any Half Cent Sales tax revenue. In anticipation of that, the \$100 estimate for February 2022 is acting as a placeholder.

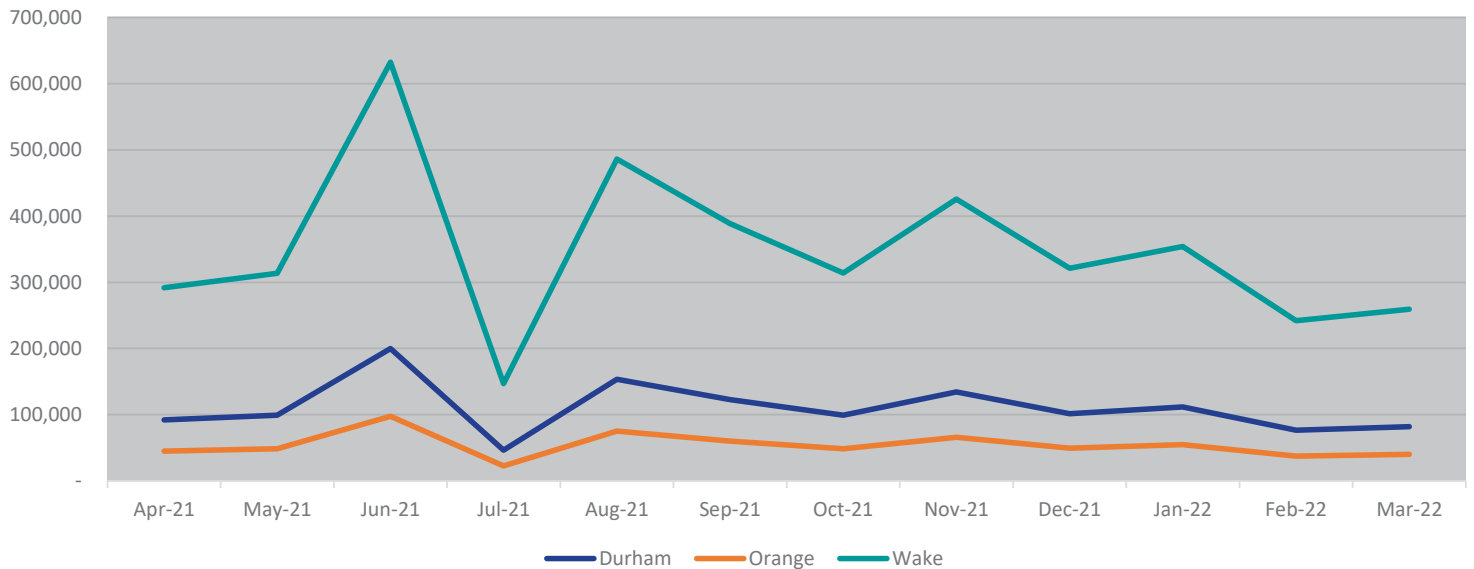
Trailing 12 months - Half-Cent Sales Tax



Trailing 12 months - DMV Registration Tax



Trailing 12 months - Vehicle Rental Tax



**FY21 FINANCIAL RESULTS P&L
DURHAM TAX DISTRICT
For Period Ending March 31, 2022**

	(a) FY2021 Durham Actuals	(b) FY2022 Full Year Durham Amended Budget	(c) FY2022 YTD Durham Actuals	(c) - (b) FY2022 Budget vs YTD Actuals	(c) / (b) 2022 YTD % of Budget Achieved	(d) FY2021 Period to Date	(c) - (d) FY2022 YTD vs FY2021 YTD
REVENUES				Favorable/ (Unfavorable)			Over/ (Under)
Inter-governmental revenue:							
Federal Grant Revenues	\$557,460	\$0	\$0	\$0	0.0%	\$0	\$0
State Grant Revenues	-	-	-	-	0.0%	-	-
Misc. Revenue	-	-	6,001	6,001	0.0%	-	6,001
\$7 Vehicle Registration Taxes	1,737,085	1,654,500	1,268,468	(386,032)	76.7%	1,294,195	(25,727)
\$3 Vehicle Registration Taxes	744,444	709,500	544,767	(164,733)	76.8%	554,643	(9,876)
1/2 Cent Sales Tax	34,066,667	31,181,400	28,255,228	(2,926,172)	90.6%	24,143,900	4,111,328
Vehicle Rental Taxes	986,327	885,300	929,044	43,744	104.9%	595,006	334,038
Investment Earnings	541,712	-	367,388	367,388	0.0%	402,166	(34,778)
Total Revenues	38,633,696	34,430,700	31,370,896	(3,059,804)	91.1%	26,989,910	4,380,986
EXPENDITURES				Favorable/ (Unfavorable)			Over/ (Under)
Department Expenses	1,312,459	2,348,400	731,513	1,616,887	31.1%	621,528	109,985
Capital Outlay	7,901,547	16,884,439	2,024,862	14,859,577	12.0%	5,818,688	(3,793,826)
Transit Service Partners	6,663,624	24,422,955	2,934,225	21,488,730	12.0%	5,184,812	(2,250,587)
Total Expenditures	15,877,630	43,655,793	5,690,600	37,965,193	13.0%	11,625,028	(5,934,428)
Revenues over Expenditures	22,756,065	(9,225,093)	25,680,296			15,364,882	
Other Financing Source							
Prior Year Carryforward		24,129,008					
Revenue and Other Financing Sources	22,756,065	14,903,915	25,680,296			15,364,882	
Favorable/(Unfavorable) Expenditures							

FY21 FINANCIAL RESULTS P&L
ORANGE TAX DISTRICT
For Period Ending March 31, 2022

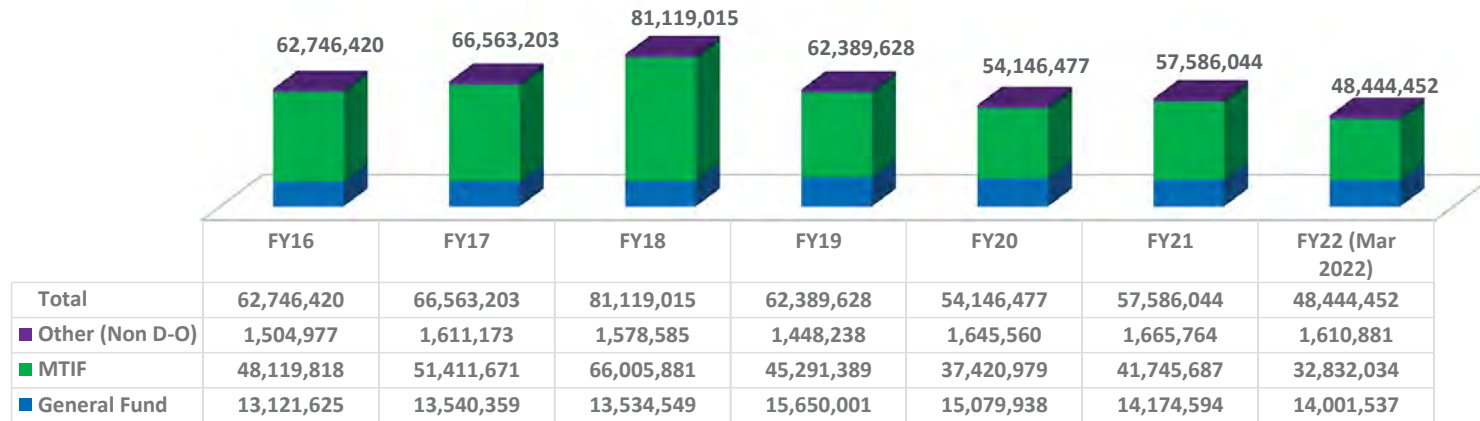
	(a) FY2021 Orange Actuals	(b) FY2022 Full Year Orange Amended Budget	(c) FY2022 YTD Orange Actuals	(c) - (b) FY2022 Budget vs YTD Actuals	(c) / (b) 2022 YTD % of Budget Achieved	(d) FY2021 Period to Date	(c) - (d) FY2022 YTD vs FY2021 YTD
REVENUES				Favorable/ (Unfavorable)			Over/ (Under)
Inter-governmental revenue:							
Federal Grant Revenues	\$126,540	\$0	\$0	\$0	0.0%	\$0	\$0
State Grant Revenues	-	-	-	-	0.0%	-	-
Misc. Revenue	46	-	1,787	1,787	0.0%	46	1,741
\$7 Vehicle Registration Taxes	818,895	786,600	593,717	(192,883)	75.5%	616,574	(22,857)
\$3 Vehicle Registration Taxes	350,958	337,000	254,319	(82,681)	75.5%	264,249	(9,930)
1/2 Cent Sales Tax	8,532,844	7,402,100	6,624,544	(777,556)	89.5%	6,682,427	(57,883)
Vehicle Rental Taxes	481,695	432,400	453,719	21,319	104.9%	290,584	163,135
Investment Earnings	8,027	-	7,170	7,170	0.0%	5,362	1,808
Total Revenues	10,319,004	8,958,100	7,935,256	(1,022,844)	88.6%	7,859,242	76,014
EXPENDITURES				Favorable/ (Unfavorable)			Over/ (Under)
Department Expenses	486,007	766,700	218,848	547,852	28.5%	219,609	(761)
Capital Outlay	1,625,293	3,187,393	1,890,687	1,296,706	59.3%	774,446	1,116,241
Transit Service Partners	3,768,411	9,551,877	2,030,625	7,521,252	21.3%	2,873,654	(843,029)
Total Expenditures	5,879,711	13,505,971	4,140,160	9,365,811	30.7%	3,867,709	272,451
Revenues over Expenditures	4,439,294	(4,547,871)	3,795,096			3,991,533	
Other Financing Source							
Prior Year Carryforward		5,253,171					
Revenue and Other Financing Sources	4,439,294	705,300	3,795,096			3,991,533	
Favorable/(Unfavorable) Expenditures							

**FY21 FINANCIAL RESULTS P&L
WAKE TAX DISTRICT
For Period Ending March 31, 2022**

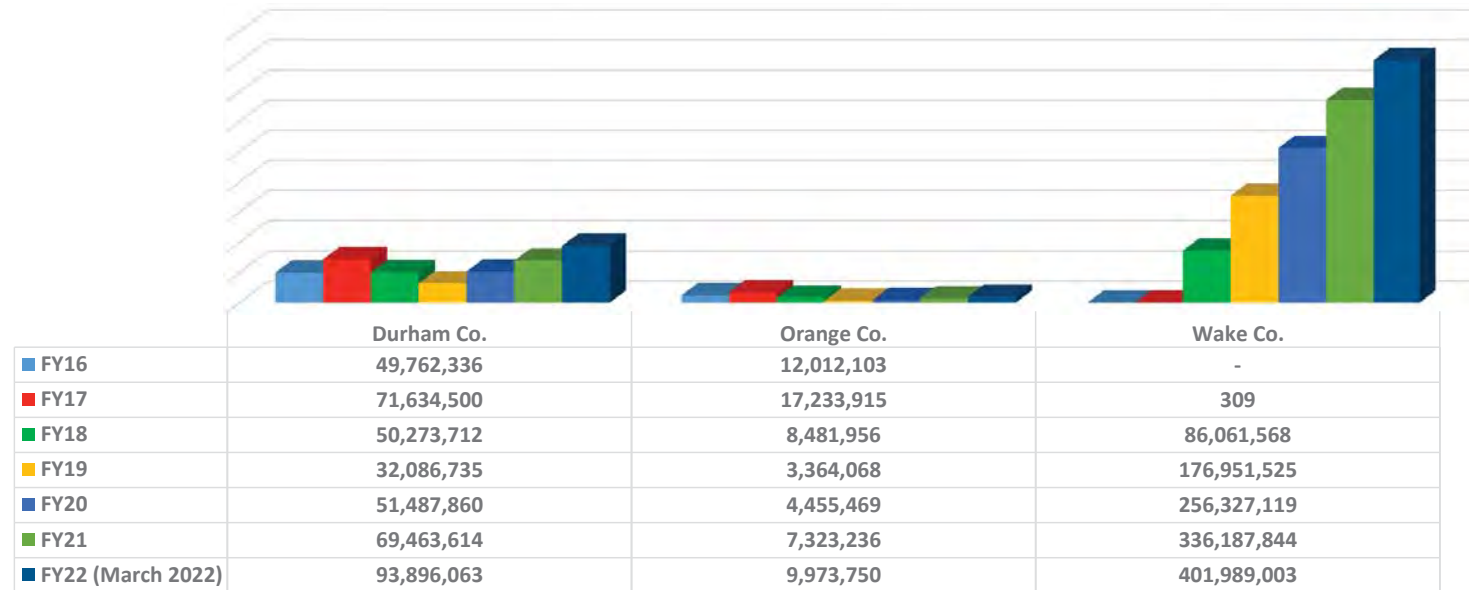
	(a) FY2021 Wake Actuals	(b) FY2022 Full Year Wake Adopted Budget	(c) FY2022 YTD Wake Actuals	(c) - (b) FY2022 Budget vs YTD Actuals	(c) / (b) 2022 YTD % of Budget Achieved	(d) FY2021 Period to Date	(c) - (d) FY2022 YTD vs FY2021 YTD
REVENUES				Favorable/ (Unfavorable)			Over/ (Under)
Inter-governmental revenue:							
Federal Grant Revenues	\$204,858	\$0	\$0	\$0	0.0%	169,346.00	(\$169,346)
Misc. Revenue	43,305	370,000	-	(370,000)	0.0%	43,305	(43,305)
\$7 Vehicle Registration Taxes	6,803,069	6,670,000	4,916,757	(1,753,243)	73.7%	5,087,803	(171,046)
\$3 Vehicle Registration Taxes	2,914,392	2,860,000	2,106,742	(753,258)	73.7%	2,179,602	(72,860)
1/2 Cent Sales Tax	104,047,069	98,000,000	85,184,693	(12,815,307)	86.9%	75,785,372	9,399,321
Vehicle Rental Taxes	3,119,546	2,800,000	2,938,373	138,373	104.9%	1,881,879	1,056,494
Investment Earnings	787,859	-	-	-	0.0%	225,207	(225,207)
Total Revenues	117,920,098	\$110,700,000	95,146,565	(15,553,435)	85.9%	85,372,514	9,774,051
EXPENDITURES				Favorable/ (Unfavorable)			Over/ (Under)
Department Expenses	1,666,972	3,153,680	1,181,277	1,972,403	37.5%	1,089,224	92,053
Capital Outlay	18,364,071	36,327,741	11,938,958	24,388,783	32.9%	10,289,353	1,649,605
Transit Service Partners	14,703,320	225,169,460	7,160,210	218,009,250	3.2%	9,864,149	(2,703,939)
Total Expenditures	34,734,362	264,650,881	20,280,445	244,370,436	7.7%	21,242,726	(962,281)
Revenues over Expenditures	83,185,736	(153,950,881)	74,866,120			64,129,788	
Other Financing Source							
Contribution from Reserves - Tax District		44,739,769					
Prior Year Carryforward		131,294,130					
Revenue and Other Financing Sources	83,185,736	22,083,018	74,866,120			64,129,788	
Favorable/(Unfavorable) Expenditures							

Cash and Investments

GoTriangle Cash and Investments



Triangle Tax Districts Durham, Orange, and Wake Counties Cash and Investments



Capital Improvement Projects

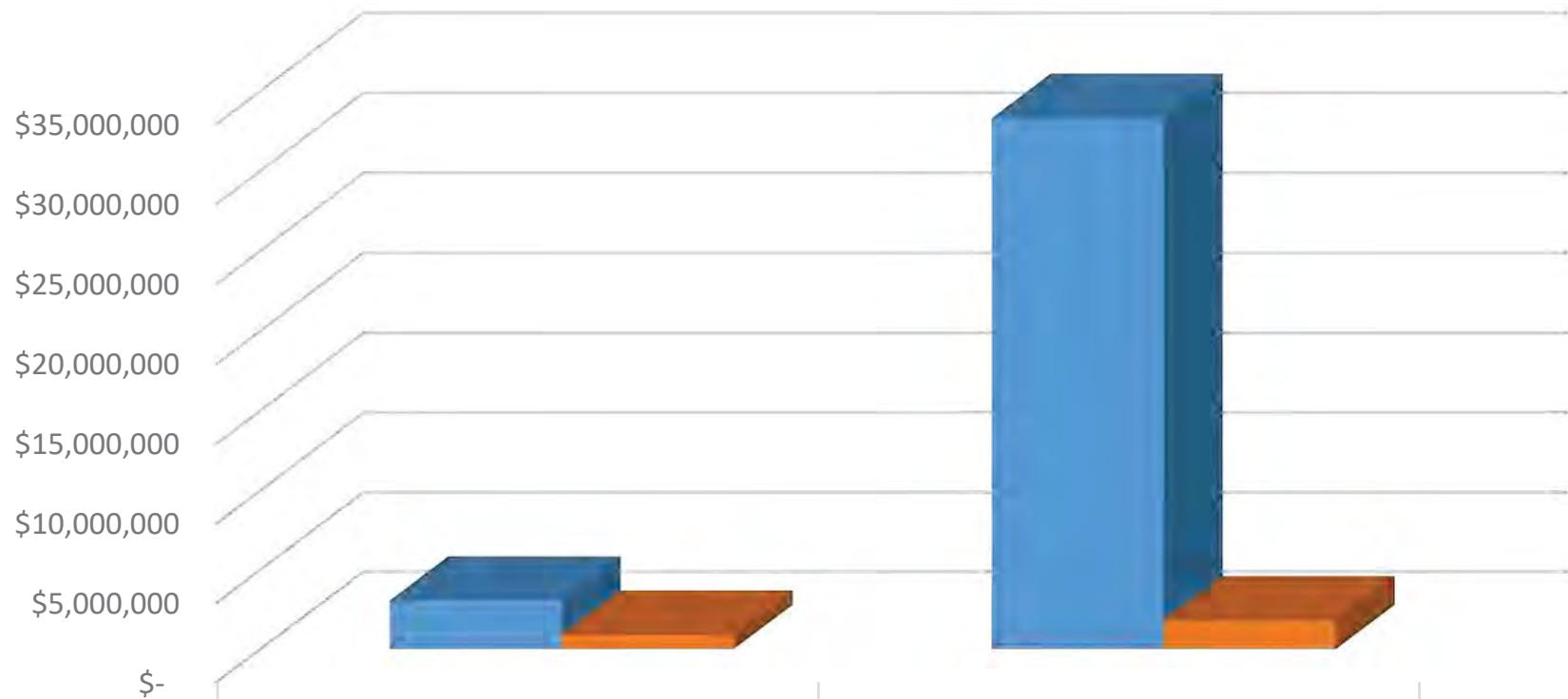
FY22 GoTriangle Capital Projects

FY 22 Advanced Technology Capital Projects				
Project	Budget	Actual	Remaining Budget	% Spent
Enterprise Resource Planning (ERP)/E-Builder*	\$ 3,000,000	\$ 898,445	\$ 2,101,555	30%
Share the Ride NC*	54,470	-	54,470	0%
TOTAL	\$ 3,054,470	\$ 898,445	\$ 2,156,025	29%

FY 22 Bus Capital Projects				
Project	Budget	Actual	Remaining Budget	% Spent
I-540 Bus on Shoulders Improvements*	\$ 156,000	\$ 20,435	\$ 135,565	13%
Board Live Streaming Upfit	100,000	31,326	68,674	31%
Transit Facilities Study*	1,425,650	9,916	1,415,734	1%
Regional Transit Center	6,000,000		6,000,000	0%
Raleigh Union Station Phase II - RUS BUS	13,191,884	522,994	12,668,890	4%
Paratransit Relocation & Upfit*	1,431,807	161,111	1,270,696	11%
Repower 14 Gilligs (\$155,638 ea)	2,178,932	521,941	1,656,991	24%
Repower 3 Gilligs (\$155,638 ea)*	466,914	197,928	268,986	42%
Mebane Park & Ride	50,630	39,113	11,518	77%
Bus Stop Signage Rebranding	74,000		74,000	0%
Downtown Apex Transfer Point Improvements	333,000		333,000	0%
Bus Stop Improvements Wake*	1,576,710	588	1,576,122	0%
BOMF Fuel Line System Replacement	225,000		225,000	0%
Asphalt Resurfacing/Scissor Lift*	48,200	13,128	35,072	27%
Roof Renovations*	8,500		8,500	0%
Facility Repairs and Operational Improvements	220,000	60,144	159,856	27%
Updating Vehicle & Dispatch Radio Comm. Sys	1,400,000		1,400,000	0%
Retrofitting Farebox System Infrastructure	0		0	0%
Purchase (1) Support Vehicle	40,000		40,000	0%
Safety & Security (required 1%)	28,811	28,191	620	98%
Purchase (6) Fixed Route Buses for Replacement	3,480,000		3,480,000	0%
Purchase (4) Paratransit LTV's	352,000	3,295	348,705	1%
Priority Transit Access Improvements	100,000		100,000	0%
RTC Park and Ride Paving Project	150,000		150,000	0%
Plaza 2nd Floor Renovation	250,000	196,334	53,666	79%
TOTAL	\$ 33,288,038	\$ 1,806,443	\$ 31,481,595	5%

*Carryforward from FY21

FY22 Capital Projects Progress



■ Budget

■ Actual

Advanced Technology

\$3,054,470

\$898,445

Bus Capital

\$33,288,038

\$1,806,443

FREQUENTLY ASKED QUESTIONS

FY22 For Period Ending March 31, 2022

Q1. When is GoTriangle's fiscal year (FY)?

A1. GoTriangle's fiscal year begins July 1 and ends June 30.

Q2. What is included in the budget for GoTriangle's Reimbursement from Others revenue?

A2. GoTriangle performs services or makes purchases that benefit other transit agencies within the Triangle, and those agencies reimburse GoTriangle for their share of the cost. During FY22, a total of \$20,175,114 was budgeted for reimbursements related to capital expenditures. Specifically, \$190K is expected from Johnston County for commuter rail and \$851K is expected for RideShare expenses. Other capital reimbursements include \$17.6M for regional bus capital projects and \$1.5M for advanced technology capital projects.

Q3. What revenues are considered Other Reimbursements?

A3. Other reimbursements include bus accident damages payments and GoDurham expenses.

Q4. What types of expenses make up GoTriangle's Capital Outlay expense budget?

A4. During FY22, GoTriangle anticipates spending \$33.3M for regional projects and \$3.1M for advanced technology projects. As noted in A2, \$20.2M of these capital outlay expenses will be reimbursed by other transit agencies within the Triangle, so GoTriangle's share should be \$13.1M.

Q5. What is the difference between Transit Service Revenue - Paratransit and Paratransit Services Revenue?

A5. Paratransit Services Revenue is for paratransit services GoTriangle provides to Durham County Access and Accessible Raleigh Transportation. Transit Services Revenue - Paratransit reflects the cost of non-contracted paratransit services provided by GoTriangle.

Q6. Since GoTriangle is still operating fare free, why are there Consignment revenues?

A6. Some of GoTriangle's customers continue to buy GoPass cards for clients.

Q7. Why are GoTriangle actual YTD revenues averaging less than 25% of the budget even though it is 75% through the fiscal year?

A7. 43% of GoTriangle's FY22 revenue budget is for Federal grants (\$17.4M) and CARES Act reimbursements (\$15.8M). These budget lines were conservatively estimated and will be trued up at the end of the fiscal year after actual expenses are tallied. At that time, these revenues will be posted.

As mentioned in A2, Reimbursement from Others is dependent upon multi-funded capital expenditures paid in full by GoTriangle then reimbursed by the partners. Although \$20.2M was budgeted, the revenue is a direct reflection of expenses. By the end of March 2022, \$1.3M of the \$2.8M in GoTriangle's year to date (YTD) Capital Outlay has been reimbursed by partners.

FREQUENTLY ASKED QUESTIONS

FY22 For Period Ending March 31, 2022

Q8. Why are GoTriangle actual YTD expenses averaging 33.5% of the budget even though it is 75% through the fiscal year?

A8. The Capital Outlay expense budget is slightly more than 50% of the FY22 budget, and to date, only 7.5% of expenses have been processed bringing down the total average. Although capital projects and purchases are in progress, it is common for large capital project expenses to be billed later than the month in which they were incurred but are submitted in full by the end of the fiscal year.

Q9. Why are actual YTD expenses for the Durham, Orange and Wake tax districts averaging 31% or less of the budget even though it is 75% through the fiscal year?

A9. Tax District expenses appear lower since Transit Partners generally submit reimbursements to the Transit Tax District on a quarterly basis. Due dates for the quarterly reimbursement requests are pre-established, so it is common for them to be processed two months after the quarter end. However, by the end of the fiscal year, all actual expenses will be processed. Additionally, the budgets for Capital Outlay and Transit Service Partners are quite high to accommodate expenses that *may* be incurred during the year for previously approved capital projects that are ongoing.



Connecting all points of the Triangle

May 5, 2022

To: GoTriangle Board of Trustees

From: Finance Staff

Subject: **FY23 Budget Overview**

Attached is the FY23 budget overview. This is an update to the budget information presented at the April Operations and Finance Committee meeting. The attached information includes all revenues and expenses that we have knowledge of at this point. All information is still under review for approval. We will have these and any subsequent items in more of a finalized state prior to the Board Budget Workshop on May 11, 2022.

Please let us know if there are questions or concerns.

Sandra Freeman
CFO/Director of Administrative Services



P.O. Box 13787
Durham, NC 27703
919-485-7415 | Fax: 919-485-7491

www.gotriangle.org



FY23 Budget Overview

GoTriangle Operations and Finance Committee

May 5, 2022



FY23 Budget Process Overview

Complete:

- Staff Budget Kickoff
- Meeting with Department Primes
- Establishment of Revenue and Expenditure Assumptions
 - Finance/IT overlay of appropriate allocations (insurance, IT needs, etc.)
 - Review of CIP submissions
 - Review of Funding Sources



FY23 Draft GoTriangle Budget Assumptions

Total Draft GoTriangle Revenue and Expenses

Total Revenue - \$57M (FY22 Budget - \$77.8M)

Total Expenditures - \$61M (FY22 Budget - \$72.5M)

Net deficit - \$4M

FY23 - No CARES Act/ARP Funds - FY22 (\$15.8M)

SMAP Funding - FY23 (Estimate) - \$2.8M (FY22 \$2.8M)

Total Vehicle Rental Tax -

Vehicle Rental Tax: FY23 - \$5.6M (FY22 Budget - \$4.1)

(Half of the vehicle rental tax is allocated to Durham, Orange and Wake Plans)*

**Reviewing transitioning and timing of rental tax from transit plans to GoTriangle*

Total \$5 Vehicle Registration Tax: \$6.8M (FY22 Budget - \$6.3M)

Fares and Consignment: FY23 suspended

Rental Income: \$0 Lease Income and \$395K Plaza building expenses

Headcount - FY23 FTE's - 288 (FY22 Budget- 281) - Includes Durham, Orange and Wake Transit Plans

Average Merit - 3% (FY22 Budget - 3%) - No COLA

5% increase in FY22 budget for employee healthcare; employee only coverage - \$500/employee contribution

Bus operations revenue hours of 142,961 (directly operated) (FY22 Budget 141,118)

Cost per hour - \$128 (FY22 - \$129)

Contracted Services Hours :

FY23 - 11,757 (FY22 - 11,665)

FY23 requested capital expenditures total \$25.7M and are currently under review

\$17M in capital requests are for projects where GoTriangle is managing the federal grant portion only

FY23 Budget GoTriangle Budget Change Impact

	<u>Revenue</u>	<u>Expenditures</u>	<u>Reserve/Cash Impact</u>	<u>Comments</u>
<i>FY23 Draft Budget - April 7, 2022 (Ops and Fin Mtg.)</i>	\$ 58,926,751	\$ 67,923,172	(\$8,996,421)	
Reduction in revenue and expenses	(3,939,320)	(5,923,998)	1,984,678	Expected capital projects
Reduction in revenue and expenses	(117,012)	(299,196)	182,184	Vacant positions (indirect cost, salary, benefits) hire date adjustments
Reduction in revenue and expenses	(614,000)	(718,350)	104,350	Allocation adjustments
Transit service allocation	2,962,902		2,962,902	Transit service allocation to fixed route and paratransit
Increase in expenses		123,750	(123,750)	Adjustment to Vanpool - subsidies paid to Enterprise
Other	8,857	166,196	(157,339)	Various adjustments to department expenses and revenue
<i>Revised Proposed Budget - May 5, 2022 (Ops and Fin Mtg.)</i>	\$ 57,228,178	\$ 61,271,574	(4,043,395)	
<i>Change</i>	\$ (1,698,573)	\$ (6,651,598)	4,953,026	

FY23 HEADCOUNT SUMMARY - DRAFT

	TOTAL FY23	TOTAL FY22	Variance
Board	0	0	0
C&PA	14	15	(1)
Chief Operations Office	0	1	(1)
Executive Office	4	3	1
Human Resources	5	5	0
Capital Development	15	13	2
Legal	6	4	2
Real Estate	4	4	0
EEO	2	2	0
Finance	22	20	2
Administration	6	5	1
Bus Supervision	26	26	0
Bus Operations	95	95	0
Bus Maintenance	34	34	0
Paratransit	31	31	0
Vanpool	1	1	0
Regional Services	5	4	1
Regional Services - Planning	4	4	0
Call Center	9	9	0
Sustainable Travel	5	5	0
Total	288	281	7

FY23 Proposed Headcount Increases

Executive Office

Executive Vice President (new position added in FY22)

Regional Services

Director of Transit Partnerships (no impact - realignment of d

Legal

Deputy General Counsel

Administrative Assistant

Capital Development

Project Engineer (94% transit plan funded)

Administrative Assistant (omitted in FY22)

Finance

Accountant

Business Analyst (100% funded by Transit Plans)

Administration

Procurement Administrator (100% GoDurham funded)

TAX DISTRICT ADMINISTRATION (TDA) SUMMARY

	FY23 Proposed				FY22 Budget				Requested Increase			
	Durham	Orange	Wake	Total*	Durham	Orange	Wake	Total*	Durham	Orange	Wake	Total*
FTE - Equivalent	2.50	1.60	3.00	7.10	2.25	1.35	2.50	6.10	0.25	0.25	0.50	1.00

Requested Position - Business Analyst

What we do

- Transit Annual Plan Budget Process
 - Annual Work Plan Coordination
- Invoice reconciliation and payment of Transit Partner invoices
 - Revenue Collection and Reconciliation
 - Portfolio Management and Investments
- Transit Plan Financial Documents and Strategy
 - Budget Ordinance creation and compliance
- Annual Comprehensive Financial Results (Transit Plan Audit)
 - Financial Reporting and Reimbursement Process
- Validate deliverables and financials on agreements
 - Capital project phase tracking
- Federal Transit Administration finance coordination
 - Financial Modeling for Transit Plan viability
- Coordination with Financial Consultant on all aspects of debt issuance
 - Manage financial aspects of agreements for the expansion projects.
- Transit Plan Amendment Process Coordination and Board Presentation
 - Financial Modeling for various Transit Plan initiatives and studies
 - Financial Compliance to the Adopted Policy and Guidelines
- Coordinate with the TPAC/SWG and its sub-committees on financial aspects of transit plan implementation.
- Ongoing coordination and engagement with project sponsor on misc. activities

Key Tasks:

\$~200M Annually in Revenues Collected, Invested, Reported and Managed

\$~1B in Debt Funded Capital Expenditures (GoTriangle is responsible for all Transit Plan related debt issuance)

\$1B+ Federal Funded Capital Projects with direct involvement

\$ Billions in Operating and Capital Financial modeling and viability

Year End Transit Plan Audit - Certificate of Achievement for Excellence in Financial Reporting since inception of Transit Plans

* - Includes direct and support finance FTE resources

TRANSIT PLAN ADMINISTRATION (TPA) PLANNING AND DEVELOPMENT

	FY23 Proposed				FY22 Budget				Requested Increase			
	<u>Durham</u>	<u>Orange</u>	<u>Wake</u>	<u>Total</u>	<u>Durham</u>	<u>Orange</u>	<u>Wake</u>	<u>Total</u>	<u>Durham</u>	<u>Orange</u>	<u>Wake</u>	<u>Total</u>
FTE - Equivalent	2.87	0.89	7.56	11.32	2.87	0.89	6.56	10.32	0.00	0.00	1.00	1.00

Requested Position - Project Engineer

What we do

- Capital Project Management (oversight, document, regulatory, etc.)
- Capital Project Implementation (Architecture, Design, Engineering, etc.)
 - Technical support for bus stop and park-and-ride improvements
- Feasibility analysis and implementation oversight on Capital Projects
- Bus Operations Management (Planning, Liaison, coordination, etc.)
- Coordinate with MPO's on updates to the multi-year operating program Wake Bus Plan Update
 - Program Manager for Transit Plan Bus Updates
 - Concurrence Policy compliance
 - FTA / Government policy and guidelines compliance
 - Planning and Technical project management team support
- Coordinates with FTA, NCDOT, and local agencies on policy and technical matters related to transit corridor implementation.
 - Service planning and Implementation
- Coordination on the development of transit service proposals and plans
 - Coordinate with Municipalities on various transit related impacts

Key Tasks:

Lead group on all GoTriangle Capital Infrastructure, Commuter Rail and Mega Projects
 Prime on all GoTriangle transit plan bus routes
 Project sponsor of Regional Bus Plan
 Spearhead millions in Project Grant Submissions

TRANSIT PLAN ADMINISTRATION (TPA) COMMUNICATIONS & ENGAGEMENT

	FY23 Proposed				FY22 Budget				Requested Increase			
	<u>Durham</u>	<u>Orange</u>	<u>Wake</u>	<u>Total</u>	<u>Durham</u>	<u>Orange</u>	<u>Wake</u>	<u>Total</u>	<u>Durham</u>	<u>Orange</u>	<u>Wake</u>	<u>Total</u>
FTE - Equivalent	1.50	0.50	4.50	6.50	1.50	0.50	4.50	6.50	0.00	0.00	0.00	0.00
<i>Requested Position - None</i>												

What we do

- Annual Transit Work Plan Involvement
 - Transit Plan Update stakeholder
- Technical and advisory committee representation for transit projects
 - Year-End Annual Report Creation
- Public Engagement and Communication Lead Agency responsibilities
 - Public Engagement summary for Governing Boards
 - Public Engagement / Communication and Marketing lead
 - Create and coordinate various Transit Communications
- Oversees maintenance and updating of project websites and social media
 - Develop and update Transit Plan communications strategy
 - Primary liaison for Transit Plan communications
 - Maintain the Transit Contact Database for engagement and outreach
- Review and revise the Public Engagement (PE) Plan and outreach schedule
- Coordinate with transit partners on Transit engagement needs and assistance
 - Lead, collect and share public input with project sponsors on various studies and initiatives
- Create and update checklists, templates and other key resources made available to project sponsors.
 - Assist in the creation of information required for various outreach
 - Coordination with partners and Municipalities on Transit public Events
- Creation of press release and news articles for various Transit Plan items
 - Manages media relations for the Transit Plans
 - Miscellaneous media campaign creation to benefit Transit Plans
- Review and provide public engagement plan recommendations for discussion with subcommittees
 - Transit Plan Public Engagement Policy compliance
 - Compile and evaluate data for Transit Engagement Calendar
 - Public involvement tasks
- Ensures relevant inquiries or concerns are responded to in a timely manner
- Brand Marketing and development of a consistent look and feel for Transit Plans
 - Program management of community and customer survey's

Key Tasks:

Public Engagement: Lead Agency
 Year End Annual Report Creation
 Transit Plan Communication Strategy
 Social Media, Websites and Customer Surveys

TRANSIT PLAN ADMINISTRATION (TPA) LEGAL AND REAL ESTATE / TECHNOLOGY AND DATA ANALYSIS

FTE - Equivalent	FY23 Proposed				FY22 Budget				Desired Increase			
	<u>Durham</u>	<u>Orange</u>	<u>Wake</u>	<u>Total</u>	<u>Durham</u>	<u>Orange</u>	<u>Wake</u>	<u>Total</u>	<u>Durham</u>	<u>Orange</u>	<u>Wake</u>	<u>Total</u>
	1.29	0.52	2.46	4.26	1.77	0.55	2.05	4.36	-0.48	-0.03	0.41	-0.10
<i>Requested Position - None</i>												

What we do

- Project level legal services
- Project level real estate services
- Manage Real Estate Property for Transit Plans
 - Draft and provide Required Agreements
- Draft language for any proposed and agreed upon Agreements
- Provide fully executed agreements to partners when required
- Period of performance tracking and agreement adjustments
 - Advise on Real Estate Policies
 - Appraisals and Maintenance
 - Draft and track deliverables
- Project Groupings for Transit Work Plan Agreements
 - Miscellaneous Legal and Real Estate Services
 - Federal Funding guidance and assistance
- Manage, track, monitor service quality metrics and standards
 - Complete and Analyze Bus service standards
- Development of reports from Business Intelligence System and Project Management software
 - Data analytics and reports
 - Youth GoPass and Mobile Ticketing Statistics
- Manage the Regional technology initiatives across multiple transit agencies

Key Tasks:

Lead Agency and Project: Legal / Real Estate guidance and services
 Youth GoPass Administration and Data analytics
 Manage regional technology initiatives and integration of technology across regional partners



FY23 Recommended Durham Transit Plan Budget Assumptions

Total Durham Transit Recommended Revenue and Expenses

Total Revenue - \$39.1M (FY22 Budget - \$34.5M)

Total Durham Transit Recommended Half-Cent Tax: \$35.5M (FY22 Budget - \$31.2M)

Total Durham Transit Recommended Vehicle Rental Tax: \$1.2M (FY22 Budget - \$0.9M)

Reviewing transitioning and timing of rental tax from transit plans to GoTriangle

Total Durham Transit Recommended \$3 Vehicle Registration Tax: \$0.7M (FY22 Budget - \$0.7M)

Total Durham Transit Recommended \$7 Vehicle Registration Tax: \$1.7M (FY22 Budget - \$1.7M)

\$12.2M - Operating Expenses

Operating Expense

Tax District Administration -\$0.4M

Transit Plan Administration - \$2.0M

Transit Operations - \$9.8M

\$14.1M Capital Expenses

Capital Expense

Transit Infrastructure \$13.7M

Vehicle Acquisitions - \$0.4M

Total Durham Transit Plan Expenses - \$26.3M

FY22 - Carryforward amounts will be included once calculated.

Next Step - Durham SWG Recommended Work Plan for public comment

Note: variations due to rounding

FY23 Durham Transit Plan Budget Change Impact

Reserve/Cash

	<u>Revenue</u>	<u>Expenditures</u>	<u>Impact</u>	<u>Ordinance Category</u>	<u>Comments</u>
<i>FY23 Draft Budget - April 7, 2022 (Ops and Fin Mtg.)</i>	\$ 39,183,029	\$ 24,614,966	\$ 14,568,063		
Decrease in Administration Expenses		(138,805)	138,805	Transit Plan Administration	Legal and Real Estate savings
Increase in Bus Operating Expenses		72,100	(72,100)	Bus Operations	Add Durham Transportation Alternatives Project to the FY23 Recommended Plan
Increase in Bus Infrastructure		1,800,000	(1,800,000)	Bus Infrastructure	Add Durham Station Improvements to FY23 Recommended Plan
<i>Revised Proposed Budget - May 5, 2022 (Ops and Fin Mtg.)</i>	\$ 39,183,029	\$ 26,348,261	\$ 12,834,768		
<i>Change</i>	\$ -	\$ 1,733,295	\$ (1,733,295)		



FY23 Recommended Orange Transit Plan Budget Assumptions

Total Orange Transit Recommended Revenue and Expenses

Total Revenue - \$10.6M (FY22 Budget - \$8.9M)

Total Orange Transit Recommended Half-Cent Tax: \$8.8M (FY22 Budget - \$7.4M)

Total Orange Transit Recommended Vehicle Rental Tax: \$0.6M (FY22 Budget - \$0.4M)

Reviewing transitioning and timing of rental tax from transit plans to GoTriangle

Total Orange Transit Recommended \$3 Vehicle Registration Tax: \$0.4M (FY22 Budget - \$0.3M)

Total Orange Transit Recommended \$7 Vehicle Registration Tax: \$0.8M (FY22 Budget - \$0.8M)

\$5.2M - Operating Expenses

Operating Expense

Tax District Administration -\$0.3M

Transit Plan Administration - \$0.5M

Transit Operations - \$4.4M

\$2.6M Capital Expenses

Capital Expense

Transit Infrastructure \$0.6M

Vehicle Acquisitions - \$0.2M

Bus Rapid Transit (BRT) - \$1.8M

Total Orange Transit Plan Expenses - \$7.8M

FY22 - Carryforward amounts will be included once calculated.

Next Step - Orange SWG recommend Recommended Work Plan for public comment

FY23 Orange Transit Plan Budget Change Impact

Reserve/Cash

	<u>Revenue</u>	<u>Expenditures</u>	<u>Impact</u>	<u>Ordinance Category</u>	<u>Comments</u>
<i>FY23 Draft Budget - April 7, 2022 (Ops and Fin Mtg.)</i>	\$ 10,556,653	\$ 7,831,043	\$ 2,725,610		
Decrease in Administration Expenses		(3,253)	3,253	Transit Plan Administration	Legal and Real Estate savings
<i>Revised Proposed Budget - April 27, 2022 (Budget Workshop)</i>	\$ 10,556,653	\$ 7,827,790	\$ 2,728,863		
<i>Change</i>	\$ -	\$ (3,253)	\$ 3,253		



FY23 Recommended Wake Transit Plan Budget Assumptions

Total Wake Transit Recommended Revenue and Expenses

Total Revenue - \$121.7M (FY22 Budget - \$110.8M)

Total Wake Transit Recommended Half-Cent Tax: \$107.5M (FY22 Budget - \$98.0M)

Total Wake Transit Recommended Vehicle Rental Tax: \$3.8M (FY22 Budget - \$2.8M)

Reviewing transitioning and timing of rental tax from transit plans to GoTriangle

Total Wake Transit Recommended \$3 Vehicle Registration Tax: \$3.0M (FY22 Budget - \$2.9M)

Total Wake Transit Recommended \$7 Vehicle Registration Tax: \$6.9M (FY22 Budget - \$6.7M)

Total Wake Transit Recommended Other Revenue*: \$0.5M (FY22 Budget - \$0.4M)

\$29.8M - Operating Expenses

Operating Expense

Tax District Administration -\$0.6M

Transit Plan Administration - \$5.5M

Transit Operations - \$21.7M

Community Funding Area - \$2.0M

\$47.0M Capital Expenses

Capital Expense

Bus Rapid Transit (BRT) - \$7.6M

Bus Infrastructure \$35.7M

Bus Acquisitions - \$3.7M

Community Funding Area - \$0.1M

Total Wake Transit Plan Expenses - \$76.8M

**Other Revenue includes - federal, state, fares, prior year funds, debt proceeds*

FY22 - Carryforward amounts will be included once calculated.

FY23 Recommended Wake Transit Work Plan is currently available for public comment

FY23 Wake Transit Plan Budget Change Impact

Reserve/Cash

	<u>Revenue</u>	<u>Expenditures</u>	<u>Impact</u>	<u>Ordinance Category</u>	<u>Comments</u>
<i>FY23 Draft Budget - April 7, 2022 (Ops and Fin Mtg.)</i>	\$ 118,127,000	\$ 76,423,913	\$ 41,703,087		
Increase in local Revenue	4,100,000		4,100,000	N/A	Increase in Half-Cent Sales Tax and Vehicle Rental Estimate
Decrease in other revenue	(520,000)		(520,000)	N/A	Decrease in farebox due to fare suspension
Increase in Administration Expenses		307,630	(307,630)	Transit Plan Administration	1.0 CAMPO FTE / 0.4 FTE GoTriangle Real Estate FTE / Increase in Town of Cary staff costs
Increase in Administration Expenses		37,500	(37,500)	Transit Plan Administration	0.5 FTE Tax District Administration
Decrease in Bus Operating Expenses		(285,404)	285,404	Bus Operations	Slight increases in GoTriangle Cost Per Hour expenses offset by farebox suspension savings
Increase in Bus Infrastructure		350,000	(350,000)	Bus Infrastructure	GoTriangle - Bus Operations Maintenance Facility Design
<i>Revised Proposed Budget - May 5, 2022 (Ops and Fin Mtg.)</i>	\$ 121,707,000	\$ 76,833,639	\$ 44,873,361		
<i>Change</i>	\$ 3,580,000	\$ 409,726	\$ 3,170,274		



Next Steps

- Identify additional areas of opportunity and make appropriate adjustments in departmental and capital spending
 - Rental Tax
 - CPI Adjustment for \$5 registration tax
- Board Budget Workshop (May 11, 2022)
- 1st Reading - May Board Meeting (May 25, 2022)
- Operations and Finance Committee Meeting (June 2, 2022)
- 2nd Reading/Ordinance Adoption - June Board Meeting (June 22, 2022)