



GoTriangle
Board of Trustees
March 22, 2023
12:00 pm-2:30 pm Eastern Time

The GoTriangle Board of Trustees has resumed in-person meetings. The public is encouraged to use the remote option.

Microsoft Teams meeting | Join on your computer or mobile app

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*Or call in (audio only) +1 252-210-4099
Phone Conference ID: # 630 947 572#*

I. Call to Order and Adoption of Agenda

(1 minute Sig Hutchinson)

ACTION REQUESTED: Adopt agenda with any changes requested.

II. Public Comment

(Sig Hutchinson)

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

III. Consent Agenda

(1 minute Sig Hutchinson)

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

ACTION REQUESTED: Approve consent agenda.

A. Special Session Minutes | February 1, 2023

B. Regular Session Minutes | February 22, 2023

C. Closed Session A Minutes | February 22, 2023

D. Closed Session B Minutes | February 22, 2023

E. Route 310 Service Change

O&F RECOMMENDATION: Approve Route 310 service change realignment proposal.

IV. General Business Agenda

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

A. Items Removed from the Consent Agenda

(1 minute Sig Hutchinson)

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

B. Operations & Finance Committee Report

(5 minutes Michael Parker)

C. New Business

V. Other Business

A. President & CEO's Report

(5 minutes Charles Lattuca)

Contracts

New Hires & Promotions

1. Operations & Safety Updates

(15 minutes Vinson Hines, Jimmy Price)

2. Capital Projects Status Report

(5 minutes Katharine Eggleston)

B. General Counsel's Report

(5 minutes Byron Smith)

C. Chair's Report

(5 minutes Sig Hutchinson)

D. Board Member Reports

1. CAMPO Executive Board Representative

(5 minutes Sig Hutchinson)

2. Regional Transportation Alliance (RTA) Rep.

(5 minutes Sig Hutchinson)

3. DCHC MPO Board Representative

(5 minutes Michael Parker)

VI. Closed Sessions

ACTION REQUESTED: Enter into closed session for the purposes listed and pursuant to NCGS §143-318.11.(3) to consult with an attorney employed or retained by the public body in order to preserve the attorney client privilege between the attorney and the public body, which privilege is hereby acknowledged.

A. Wake County Transit Governance Interlocal Agreement

B. RUS Bus

VII. Adjournment
(Sig Hutchinson)



**BOARD OF TRUSTEES
SPECIAL SESSION
MEETING MINUTES**

4600 Emperor Boulevard
Suite 100
Durham, NC 27703

Wednesday, February 1, 2023

3:00 p.m.

GoTriangle Board Room

Board members present | Corey Branch, Brenda Howerton [arr. 3:20 p.m.], Sig Hutchinson, Vivian Jones, Elaine O'Neal [arr. 4 p.m.], Michael Parker, Sally Greene, Jennifer Robinson [arr. 3:14 p.m.], Stelfanie Williams [arr. 3:13 p.m.]

Board members attending remotely | Mary-Ann Baldwin [left 4:40 p.m.]

Board members absent | Valerie Jordan [excused], Michael Fox

Chair Sig Hutchinson officially called the meeting to order at 3:05 p.m. A quorum was present.

I. Adoption of Agenda

Action: A motion was made by Parker and second by Jones the agenda was adopted. Upon vote, the motion was carried unanimously.

II. Financial Overview

Sandra Freeman introduced Jill Jaworski, GoTriangle's financial consultant, and Mary Nash, bond counsel. The presentation is attached and hereby made a part of these minutes.

Freeman explained the four sources of revenue for GoTriangle:

- Half cent sales tax – Article 43
- \$7 county vehicle registration tax
- \$3 regional vehicle registration tax
- 5% vehicle rental tax [currently half shared with county transit plans]

She also shared FY2022 revenue totals:

	Wake Transit	Durham Transit	Orange Transit
\$7 county vehicle registration tax	6,576,318	1,678,614	786,254
Half cent sales tax	121,441,978	40,301,373	9,576,160
5% vehicle rental tax	4,561,440	1,442,219	704,340
\$3 regional vehicle registration tax	2,814,693	719,391	336,975
	135,394,429	44,141,597	11,403,729

Jaworski stated that debt is anticipated for all three transit plans for a total of approximately \$1.3 billion. All three counties have high credit ratings and have expressed concern that adding this debt would risk a downgrade.

Mary Nash explained the legal requirements of the Article 43 sales tax:

- Levied by GoTriangle for the tax district of Durham, Orange and Wake counties.
- Referendum approved by majority of voters in all three counties.
- Net proceeds spent in accordance with financial plan, only for financing, constructing, operating and maintaining public transportation systems.
- Financial plan must provide for the “equitable use of the net proceeds within or to benefit the special tax district.”
- Separate Interlocal Agreements [ILAs] with the counties.
- The ILAs define “equitable use of net proceeds,” generally that the revenues collected in a county be spent for the benefit of that county.

Debt Financing Options in North Carolina:

- General obligation [GO] bonds - no property tax to pledge; voter approval required to pledge sales tax; authorization in Local Government Bond Act; recommendation: not viable
- Revenue bonds - security is the pledge of net revenues received in connection with operation of the “system,” farebox revenues are a weak credit; sales tax receipts not considered operating revenues; pledge could include payments to GoTriangle under agreements with the counties; voter approval not required; 25 year term; authorization in Local Government Bond Act; recommendation: not preferred
- Special obligation [SO] bonds – security is the pledge of designated revenues; cannot pledge GoTriangle levied sales tax without voter approval; designated revenues could include payments to GoTriangle under agreements with the counties; 25 year term; transit projects would need to be authorized by state legislation; authorization under Chapter 159, Article 7A; recommendation: not preferred
- Installment financing contract/limited obligation [LO] bonds – security is appropriated payments for debt service each year; secured by lien on financed property; voter approval not required; master indenture for cross-collateralization; 10-20 year term; express authorization in NCGS 160A-20; recommendation: best option

GoTriangle is responsible for issuing the debt to implement the county transit plans. North Carolina law allows the issuance of limited obligation bonds and has been used for transit by the City of Charlotte. Any source of income, including sales tax receipts, could be used to pay the debt service; however, GoTriangle cannot pledge them. Staff would agree to include debt service in its annual operating budget. The board is not obligated to appropriate the funds in the budget.

One challenge with this option is the pledge of assets. GoTriangle may not have ownership interest in sufficient assets to pledge the minimum asset value required. There is a preference for real property over assets such as a rail line. The assets would have to be owned or leased by GoTriangle. Bondholders could pursue foreclosure in the event of a default, which would be detrimental to GoTriangle’s credit and ability to borrow going forward.

Another challenge is a higher borrowing cost compared to GO and SO bonds which are secured by high quality taxes. Physical assets as security are less liquid and there is a risk of non-appropriation of the debt service each year.

The Interlocal agreements also pose a challenge to LO bonds in that Wake County restricts the use of Wake County-generated revenues and Wake County assets as security for projects in the Wake County Transit Plan. Durham and Orange County allow revenues to be used for projects that benefit the County if approved; the projects do not have to be located within the County. Assets financed by Durham or Orange transit plan funds can be pledged only for projects in that county's annual work program unless approved by the Board of County Commissioners. Segregating projects county-by-county complicates cross-county projects such as commuter rail.

The counties or cities could issue the debt. Voter approval would be required for general obligation bonds. GoTriangle controls the revenues in the revenue bond scenario. Special obligation bonds would require legislation to add transportation as a permitted project. This option would allow the pledge of sales tax as security, allow local funds to support local projects and benefit from the strong credit ratings of known borrowing entities. If the counties or cities did installment financing contracts or limited obligation bonds, it again would keep local revenues for local projects and the transfer of sales tax receipts and other local revenues from GoTriangle could be used to repay the debt. It would allow for cross-collateralization of assets within the county or municipality. Installment financing or LO bonds could be a good option for local projects or local portions of a project like BRT stations.

There are drawbacks to local issuance of debt such as the timing of debt issuance, coordination of project construction, ownership by multiple entities of parts of the transit system, management of segregated funds and assets, inability to present the project as an integrated system, precludes future system-wide financing because sales tax receipts are siphoned off for local projects and likely eliminates RRIF funding from USDOT.

The simplest regional solution is limited obligation bonds issued by GoTriangle using a "master" structure. This method is the simplest alternative to execute but at a higher cost. This would require a change in the language in the ILAs to allow sales taxes to be used to support regional projects. Additionally the Railroad Rehabilitation and Improvement Financing [RRIF] program through the US Department of Transportation's Build America Bureau provides direct loans for heavy rail projects. The interest rate is for 30 years at the 30-year treasury rate - the lowest rate accessible. Compared to the bond options, these funds are a drawdown with interest paid only on the drawdown. Additionally, no payments are required until five years after completion of the project. You can lock in the interest rate before a drawdown is needed.

Freeman discussed next steps on which option to pursue for debt issuance:

- Possible legislative changes to authorize transit/transportation projects in the special obligation bond statute for GoTriangle and the counties.
- Discussions with the counties regarding the mechanisms for regional debt solutions.
- Conversations with the Build America Bureau and the Local Government Commission about the RRIF program.

VII. Adjournment

Action: Chair Hutchinson adjourned the meeting at 5: p.m.

Sig Hutchinson, Chair

Attest:

Michelle C. Dawson, CMC
Clerk to the Board



BOARD OF TRUSTEES MEETING MINUTES

4600 Emperor Boulevard
Suite 100
Durham, NC 27703

Wednesday, February 22, 2023

12:00 p.m.

GoTriangle Board Room

Board members present | Brenda Howerton [arr. 1:23 p.m.], Sig Hutchinson, Vivian Jones, Elaine O'Neal, Michael Parker, Sally Greene, Stelfanie Williams

Board members attending remotely | Corey Branch [arr. 12:20 p.m.], Valerie Jordan [left 12:32 p.m.], Jennifer Robinson

Board members absent | Mary-Ann Baldwin [excused], Michael Fox

Chair Sig Hutchinson officially called the meeting to order at 12:08 p.m. A quorum was present.

I. Adoption of Agenda

Action: On motion by Jones and second by Parker the agenda was adopted, removing the February 1, 2023, special session minutes. Upon vote by roll call, the motion was carried unanimously.

II. Public Comment

No comments.

III. Consent Agenda

Action: A motion was made by Parker and seconded by Greene to approve the consent agenda. Upon vote by roll call, the motion was carried unanimously.

The following consent agenda items were approved:

- January 25, 2025 | Regular Session Minutes.
- Approved the unsealing of the following closed session minutes:
 - March 27, 2019 | Board of Trustees
 - October 23, 2019 | Board of Trustees
 - April 24, 2019 | Board of Trustees Closed Session B
 - May 27, 2020 | Board of Trustees
 - June 24, 2020 | Board of Trustees
- Approved the FY2023 Q3 amendments to the Durham Transit Work Plan and adopted budget ordinance amendment 2023 0001.

The budget ordinance is attached and hereby made a part of these minutes.

IV. General Business Agenda

A. Items Removed from Consent Agenda

None.

B. Updated Orange Transit Plan and Governance Interlocal Agreement

General Counsel Byron Smith reported that this revised ILA has been approved by the Orange County Board of Commissioners as well as the updated Orange Transit Plan. He said staff recommends approval.

Action: A motion was made by Greene and seconded by Jones to approve the Orange Transit Plan, to include the revised financial summary, which incorporates additional funding for the Chapel Hill Transit N-S BRT project, and the Transit Governance Interlocal Agreement between Orange County, DCHC MPO and GoTriangle.

Parker asked if the Orange and Durham Interlocal agreements align. Smith stated the last Durham draft reviewed did align. Eggleston added that the Durham Board of Commissioners is expected to consider updated language to the ILA later this month and should come to the GoTriangle board for approval in March.

Action: Upon vote, the motion was carried unanimously.

C. Title VI Overview

The presentation given Byron Smith, Sylvester Goodwin and Jennifer Green is attached and hereby made a part of these minutes. Title VI of the Civil Rights Acts of 1964, and as revised, provides a regulatory framework that recipients of federal financial assistance must comply. It protects people from discrimination based on race, color and national origin in programs and activities receiving federal financial assistance.

Branch arrived.

FTA provides guidance and instructions to recipients on compliance. GoTriangle is required to submit a Title VI program update to FTA once every three years [triennially] demonstrating how it complies with Title VI requirements and reports on analyses conducted in the prior three-year period. The Title VI Program is approved by the board and after review, FTA will issue a "concur letter."

A fare equity analysis is a required assessment whenever there is a fare change. The purpose is to determine whether an increase or decrease in fare will have an impact on Title VI protected populations [disparate treatment] or a disproportionate burden on low-income populations. The analysis also looks at mitigations against any impacts. Agencies set their own policies for thresholds used when conducting the analysis and also define "major service change."

An equity analysis for a service change is required for agencies operating more than 50 vehicles during peak service. GoTriangle was running 64 vehicles at full service in 2019 and therefore conducts equity analyses for service changes.

Definitions

- Major service change
 - The addition or elimination of a route,
 - A change in at least 25% of an existing route's pattern, measured in route-miles,
 - The expansion or reduction in the span of service or frequency of service on any route by at least 25%, measured in revenue vehicle hours, or
 - The expansion or reduction in regular days of service on any route.
- Minority – an individual identifying as American Indian and Alaskan Native, Asian, Black or African American, Hispanic or Latino and Native Hawaiian or Other Pacific Islander.
- Low income – persons with household incomes below 150% of the federal poverty level for a regionally average household size.
- Disparate impact – a threshold of 10% shall be used to determine if the effects of a fare change or proposed major service change are borne disproportionately by minority populations.
- Disproportionate burden – a threshold of 10% shall be used to determine if the effects of fare change or proposed major service change are borne disproportionately by low-income populations.

Parker asked how effects are defined for a fare change. Green stated that a variety of methods can be used such as average fare per person and comparing that for low-income and non-low-income individuals. Katharine Eggleston further explained that staff is developing an estimate of the system-wide average fare paid considering discount and GoPasses based on pre-pandemic survey data. The system-wide average fare paid is compared to the average fare paid by minority customers, non-minority customers, low-income customers and non-low-income customers to determine whether the difference meets the thresholds in the policy. Parker requested additional information looking at the relative cost of transit considering the income category of passengers.

Hutchinson asked if GoTriangle is in discussion with the other transit agencies in the region. Eggleston replied that GoRaleigh is in the process of considering the reinstatement of fares for FY2024, but has not made a decision at this time. She said no other agency is considering a return to fares for FY2024, although the decision has not been made in Durham or Cary.

D. Operations & Finance Committee Report

Michael Parker reported that the committee recommended for approval the Durham Transit work plan Q3 amendment on today's consent agenda. The committee also received an update on the Route 310 service change evaluation and a presentation on cybersecurity.

E. Planning & Legislative Committee Report

Vivian Jones shared that the committee received an update on the Regional Fleet and Facilities Study, Durham bus stop optimization study and Wake Bus Plan. There was no action.

F. New Business

None.

V. Other Business**A. President and CEO's Report**

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

Lattuca reported on the following items:

- Participated in a corridor tour by train from Raleigh Union Station to Greensboro, hosted by NCRR onboard an Amtrak observation car. Spoke with folks from Charlotte about the projects in their plan and how they are funding them.
- Provided on update on commuter rail to Representative Ross.
- Will be attending the APTA Legislative Conference in March and meeting with some of our legislators as well as FRA and FTA staff.
- Spoke at the RTA Annual meeting.
- Have a meeting scheduled with the airport about their future transit needs.
- Held a second meeting with Wake County staff about amending the transit governance ILA.

Parker asked if negotiations about the vehicle rental tax are concluded, when GoTriangle would begin retaining those funds. Lattuca responded FY2024. Freeman added that GoTriangle agreed to a three month notification to Durham and Orange County. Parker asked the total of the additional funds for GoTriangle. Freeman responded \$7-8 million total for the three counties.

1. Operations Update

The monthly report is attached and hereby made a part of these minutes. Vinson Hines offered the following update:

- The transition to the new computer aided dispatch/automatic vehicle location system [CAD/AVL] continues and ridership numbers are not accurate.
- GoTriangle has received 82 bus operator applications in February to date for a total of 300 since the new salary structure was announced in September. GoTriangle now has 60 full time operators with ten in the current class and another ten to start training next month. The next class of service attendants will put GoTriangle fully staffed at that position for the first time in three years. There is a need for one 1 mechanic intern and one diesel mechanic.
- The CRX and DRX routes are on track to be restored to service in March.
- There have been zero incidents where police have been called this year. There were eight in February 2021.
- Attended the North Carolina Transit Workers Association career day event at Mary E. Phillips High school to talk about the career opportunities in transit.

2. Capital Projects Status Report

Katharine Eggleston reported that a cost and schedule projection update for RUS Bus is expected soon. Staff continues to keep FTA updated on the project's progress. The developer has received approval from Raleigh's Appearance Commission for all the design-related requests.

The summary of public outreach for the Greater Triangle Commuter Rail project study will be available next month and the board will receive more details on the project at the special work session on March 29th. The consultant will present information in response to questions raised at the December meeting.

B. General Counsel's Report

Byron Smith stated he would be attending the APTA Legislative Conference in March and the APTA Legal Affairs Conference in April.

C. Chair's Report

Chair Hutchinson asked that the April 19th budget work session have an in-person option. He said there are a number of members unable to attend the April 26th board meeting and it will be rescheduled. He said that travel requests for FY2024 would be postponed until after the budget work session.

D. Board Member Reports

Reports were offered for the CAMPO Executive Board, Regional Transportation Alliance and DCHC MPO Board.

VI. Closed Sessions

Action: A motion was made by Parker and seconded by Jones to enter into closed session at 1:15 p.m. pursuant to NCGS §143-318.11(a)(5) to establish, or to instruct the public body's staff or negotiating agents concerning the position to be taken by or on behalf of the public body in negotiating (i) the price and other material terms of a contract or proposed contract for the acquisition of real property by purchase, option, exchange, or lease and NCGS §143-318.11(a)(3) to consult with an attorney employed or retained by the public body in order to preserve the attorney-client privilege between the attorney and the public body, which privilege is hereby acknowledged. A motion based on subdivision (a)(3) of this section shall identify the parties in each existing lawsuit concerning which the public body expects to receive advice during the closed session. Upon vote, the motion was carried unanimously.

A. Disposition of Real Property

B. Garvey v. Durham Access et al, 22 CVS 4562 Durham County

Howerton arrived at the start of the closed session.

Action: The Board returned to open session at 2:14 p.m.

Action: A motion was made by Parker and seconded by Jones to authorize the President/CEO to enter into a contract for the sale of approximately .99 acres located at 324 West Lane Street, Raleigh. Upon vote, the motion was carried unanimously.

VII. Adjournment

Action: Chair Hutchinson adjourned the meeting at 1:42 p.m.

Sig Hutchinson, Chair

Attest:

Michelle C. Dawson, CMC
Clerk to the Board

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MEMORANDUM

TO: GoTriangle Board of Trustees
FROM: Service Planning
DATE: March 8, 2023
SUBJECT: **Route 310 Service Change**

Strategic Objective or Initiative Supported

- 1.2 Pursue service improvements and expansion opportunities
- 2.2 Deliver reliable service

Action Requested

The Operations & Finance Committee recommends approval of the Route 310 Service Change proposal.

Background and Purpose

Staff is evaluating a minor alignment change to Route 310 (Regional Transit Center-Wake Tech RTP-Cary) to improve on-time performance. The route serves the Regional Transit Center, Perimeter Park, the Town of Morrisville, Park West Village, and Cary Depot. The route currently operates once an hour on weekdays.

GoTriangle has an on-time performance target of 85% and regularly evaluates on-time performance of routes to identify deficiencies and identify opportunities for improvement. Staff has identified that Route 310 is suffering from ongoing on-time performance issues. As an example, in October 2022, just 69% of departures from timepoints were on time, compared to the 85% target.

To address this issue with existing resources (without adding operators to the route), staff has evaluated making the route more direct, shortening the current route alignment by 2 miles. This will reduce one-way travel time and increase on-time performance at Cary Depot and the RTC. In addition, the proposed alignment will expand access to more residents and jobs with new bus stops to be located at the Perimeter Park Apartments, Marketplace Shopping Center, Duke Health, and UNC Health.

While the proposed change would eliminate stops on Paramount Pkwy, these stops are lightly used with 4 daily boarding's and alighting's (October 2022). Riders can utilize existing stops on Watkins Rd and Carrington Mills Rd, stops are within one-half mile from the removed stops.

The service change has a proposed effective date of March 26, 2023. The change will be accompanied by a minor schedule change to route(s) 305 and 700. Also, the reinstatement of the CRX and DRX Express. Changes to the route(s) 305, 700, CRX, and DRX do not require O&F and/or Board approval to be implemented into service.

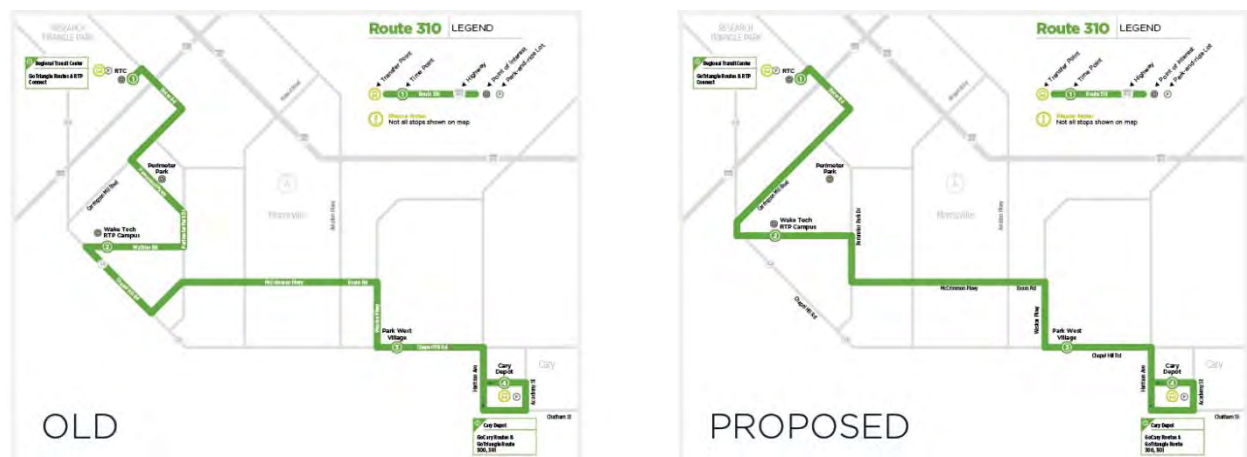
Stakeholder and Public Engagement

GoTriangle staff met with the Town of Morrisville planning staff to discuss the proposal. No concerns were raised as there are sidewalks that connect the proposed eliminated stops to alternate stops.

The comment period for the route 310 change began January 25th, 2023, and ended February 5th, 2023. Comments were collected utilizing the service change webpage and Service Planning voicemail. There were a total of three comments collected, all of which were in support of the change. Service Planning has analyzed the comments received and resulted in no change to the proposed alignment.

Map

The images below show the current routing on the left and the proposed routing on the right.



Financial Impact

The route change does not affect the GoTriangle FY23 budget.

Attachments

- None

Staff Contacts

- James Carter, Transit Service Planner II, 919-485-7592, jcarter@gotriangle.org
- Austin Stanion, Int. Transit Svc. Planning Supv., 919-485-7451 astanion@gotriangle.org
- Meg Scully, Planning Manager, 919-485-7455, mscully@gotriangle.org
- Katharine Eggleston, Chief Devt. Officer, 919-485-7564, keggleston@gotriangle.org



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

4600 Emperor Boulevard
Suite 100
Durham, NC 27703

Thursday, March 2, 2023

8:30 a.m.

Remote | Microsoft Teams

Committee members present | Corey Branch, Brenda Howerton, Sig Hutchinson [arr. 8:43], Michael Parker, Jennifer Robinson, Stelfanie Williams

Committee members absent | Valerie Jordan

Michael Parker called the meeting to order at 8:32 a.m. A quorum was present.

I. Adoption of Agenda

II. Approval of Minutes

Action: A motion was made by Howerton and seconded by Branch to adopt the agenda and approve the minutes of February 2, 2023. Upon vote by roll call, the motion was carried unanimously.

III. Route 310 Service Change Recommendation

James Carter's presentation is attached and hereby made a part of these minutes. He explained the proposed alignment change to Route 310, which connects the Regional Transit Center to Morrisville and Cary Depot, will shorten the route by two miles and improve arrival times at bus hubs improve on-time performance. He said the realignment will add more amenities and an opportunity to service more passengers.

Staff proposes eliminating four stops on Paramount Parkway, two at Lenovo and two at Perimeter Park. There are existing stops within a half-mile walk from these eliminated stops.

Public comment received is in support of the alignment change and Town of Morrisville also is in support of the proposed change.

Carter mentioned the other changes that are part of the service change package for March 26. He said the other changes do not require board approval:

Route 305	minor schedule change
Route 700	minor schedule change and alignment
Route 400	minor alignment change
Route 405	minor alignment change
CRX	reinstatement of service
DRX	reinstatement of service

Action: A motion was made by Branch and seconded by Robinson to recommend the board approve the proposed alignment change to Route 310. Upon vote by roll call, the motion was carried unanimously.

Hutchinson arrived.

IV. FY2024 Budget Preview

Sandra Freeman provided an overview of the budget process. The package is attached and hereby made a part of these minutes.

Current FY2024 budget assumptions

- Total revenues \$58 million, up from current year budget \$57 million
 - SMAP funding \$2.8 million, no change from current year budget
 - Vehicle rental tax \$7 million, up from current year budget \$5.6 million; \$7 divided among the county transit plans
 - \$5 vehicle registration tax \$6.8 million, no change from current year budget
 - Fares and consignments under review
- Total expenditures \$65 million, up from current year budget of \$62 million
 - Capital expenditures \$24 million
- Budget deficit \$7 million [\$5 million operating, \$2 million capital]
- Plaza building lease income \$0, expenses \$512,000
- Headcount 285 full time equivalents, down from current year budget 288
- Average merit 3.5%, up from current year budget 3% due to transit operations compensation
- Employee-only healthcare increase 5% with continued \$500 per employee annual contribution
- Bus operations revenue hours 131,307, up from current year budget 123,960
- Cost per service hour \$171, up from current year budget \$148
- Contracted service hours 7,474, down from current year budget 11,757

Freeman stated a goal to establish a capital reserve account to help fund major capital needs.

Hutchinson asked for an update from the legislature about increasing the vehicle registration fee. Lattuca responded that he continues to meet with legislators to discuss the request.

Parker asked about the potential for leasing part of the Plaza space. Lattuca responded that GoTriangle will begin advertising again.

Hutchinson asked the potential additional revenue if fares are reinstated. Lattuca responded \$2 million for the full fiscal year. Freeman added that there would be some expenses associated with reinstating fares such as operator training and new fareboxes.

Robinson asked the status of the conversation with Wake County regarding the vehicle rental tax. Lattuca responded that it appears GoTriangle has the ability to retain the rental tax without having to revise the ILA. He added that none of the projects in the Wake Transit Plan would be impacted by the loss of those funds.

Freeman noted that anticipated fuel costs are increasing by \$1 million for the year, which is driving up the cost per service hour along with the new compensation structure for operations staff.

Parker asked about cooperative fuel purchases. Freeman stated that it has been considered in the past but she would have the procurement staff revisit it.

Freeman shared a list of needs and opportunities not included in the current budget. Parker commented that even if GoTriangle is able to retain the full vehicle rental tax, the legislature allows an increase to the vehicle registration fee and GoTriangle reinstates fares, those funds are limited. He said GoTriangle needs to work on new revenue sources. Freeman noted that 68% of GoTriangle's service in Wake County is funded by its own sources with only 32% of GoTriangle service in Wake County funded by the Transit Plan. She said 70% of GoTriangle's service in Durham is funded by GoTriangle's own revenue sources and 30% through the Durham Transit Plan.

Freeman then provided information on the three transit plans.

FY2024 Durham Transit Plan budget assumptions

- Total revenues \$44 million, up from current year budget \$39.2 million
 - Half-cent sales tax \$40 million, up from current budget \$35.5 million
 - Vehicle rental tax \$1.5 million, up from current year budget \$1.2 million
 - \$3 vehicle registration tax \$700,000, no change from current year budget
 - \$7 vehicle registration tax \$1.8 million, no change from current year budget
- Total expenditures \$27.6 million
 - Operating expenses \$13.7 million
 - Capital expenses \$13.9 million
- Prior year excess liquidity \$96 million [funds carried forward from prior year]

FY2024 Orange Transit Plan budget assumptions

- Total revenues \$11.4 million, up from current year budget \$10.6 million
 - Half-cent sales tax \$9.5 million, up from current budget \$8.8 million
 - Vehicle rental tax \$700,000, up from current year budget \$600,000
 - \$3 vehicle registration tax \$400,000, no change from current year budget
 - \$7 vehicle registration tax \$800,000, no change from current year budget
- Total expenditures \$11.4 million
 - Operating expenses \$6.1 million
 - Capital expenses \$5.3 million
- Prior year excess liquidity \$6.8 million [funds carried forward from prior year]

FY2024 Wake Transit Plan budget assumptions

- Total revenues \$242.8 million, up from current year budget \$121.7 million
 - Half-cent sales tax \$120 million, up from current budget \$107.5 million
 - Vehicle rental tax \$4.8 million, up from current year budget \$3.8 million
 - \$3 vehicle registration tax \$2.9 million, up from current year budget \$3 million

- \$7 vehicle registration tax \$6.9 million, no change from current year
 - Other revenue \$108.2 million, up from current year 500,000
- Total expenditures \$242.8 million
 - Operating expenses \$39 million
 - Capital expenses \$203.8 million
- Prior year excess liquidity \$119.2 million [funds carried forward from prior year]

V. Fare Reinstatement Evaluation Update

Scott Thomas introduced Philip Johnson and Austin Station. The pretention is attached and hereby made a part of these minutes.

Johnston reported that the disparate impact analysis determined that the fare change proposal would result in minority riders paying 8% more than non-minority riders. The disproportionate burden analysis revealed that low-income riders would pay 7% more than non-low-income riders. For GoTriangle, the adopted threshold is 10% for a Title VI finding.

He offered several mitigations for consideration:

- Create a low-income GoPass program through partnerships with Health & Human Services, housing authorities and/or job access programs
- Expand the GoPass program to include employers and institutions with higher proportions of minority and low-income employees
- Ease back into fares with a tiered approach to restoration

Station stated the summary of public engagement results will be presented in April.

VI. Adjournment

Action: Chair Parker adjourned the meeting at 10:05 a.m.

Prepared by:

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



February 2023

CEO's Monthly Executed Contracts

The CEO shall have the power and authority without Board approval but within budgetary and other limitations established by the Authority, to enter into and execute contracts for and on behalf of the Authority for construction, alterations, supplies, equipment, repairs, maintenance, and services; and for the purchase, sale, or lease of any property. The CEO shall report monthly to the Board the actions taken pursuant to this authority.

GoTriangle Purchasing Threshold Matrix/Approval Levels

Construction/Repair Projects					Professional And Non-Professional Services (Incl. Oper. Leases & IT)				Purchase and Lease/Purchase Apparatus, Supplies, Materials and Equipment			
<u>Cost Threshold</u>	<\$10,000	\$10,000 - <\$50,000	\$50,000 - <\$500,000	\$500,000 and above	<\$10,000	\$10,000 - <\$50,000	\$50,000 - <\$250,000	\$250,000 and above	<\$10,000	\$10,000 - <\$90,000	\$90,000 - <\$250,000	\$250,000 and above
<u>BID AND SOLICITATION PROVISIONS:</u>												
<u>Bid/Proposal Type</u>	N/A	Informal Bid	Formal Bid	Formal Bid	N/A	Informal Quotes/RFP	Formal RFP	Formal RFP	N/A	Informal Bid	Formal Bid	Formal Bid
<u>Number of Bids Required</u>	One or more	Attempt To Get 3 or more bids	Attempt To Get 3 or more bids	3 required on 1st ad, if 2nd ad--no specific requirement	One or more	Attempt To Get 3 or more quotes	Attempt To Get 3 or more proposals	Attempt To Get 3 or more proposals	One or more	Attempt To Get 3 or more bids	Attempt To Get 3 or more bids	Attempt To Get 3 or more bids
<u>Advertisement on Website</u>	No	\$30K and over	\$30K and over	Required 7-full days prior to bid opening	No *** (see NOTES below)	\$30K and over, 14- days prior to due date	14-days prior to due date	14-days prior to due date	No	Yes	Required 7-full days prior to bid opening	Required 7-full days prior to bid opening
<u>CONTRACT HANDLING AND APPROVAL PROVISIONS:</u>												
<u>Contract and Routing Required?</u>	>\$3,500 PO Required	Yes	Yes	Yes	>\$3,500 PO Required	Yes	Yes	Yes	>\$3,500 PO Required	Usually PO	Usually PO	Usually PO
<u>Approval By</u>	Dept / Manager	Dept / Director CEO	Dept / Director CEO	Board	Dept / Manager	Dept / Director CEO	Dept / Director CEO	Board	Dept / Manager	Dept / Director CEO	Dept / Director CEO	Board
<u>Executed By</u>	Dept / Manager	CEO	CEO	CEO	Dept / Manager	CEO	CEO	CEO	Dept / Manager	CEO	CEO	CEO

FUNDING SOURCES

All Federal Funding Procurements Shall Go Through the Procurement Department Regardless Of Dollar Amount

NOTES:

MWBE/DBE GOOD FAITH EFFORTS ARE REQUIRED FOR ALL OF THE ABOVE.

*** ALL PROFESSIONAL DESIGN SERVICES (architectural, engineering, design, surveying, & construction management at risk) ARE REQUIRED TO BE ANNOUNCED (ADVERTISED AT ANY DOLLAR LEVEL) – Non- Professional Services do not need to be advertised at this dollar amount. (However, for projects where the professional service fee is less than \$50,000, GoTriangle can exempt itself in writing with approval by the CEO for locally funded projects. Submit requests to Procurement Department.)

<i>Gasoline, Diesel Fuel, Alcohol Fuel Motor Oil or Fuel Oil</i>	No \$ Limits	Attempt To Get 3 or more quotes	Approval CFO
<i>GS 143-129 Gas, Fuel and Oil- Purchases of Gasoline, Diesel Fuel, Alcohol Fuel, Motor Oil, Fuel Oil or Natural Gas are not subject to the formal bidding requirements. These purchases are subject to the informal procedures of GS 143-131. Informal threshold is \$30,000-\$90,000</i>			

February 2023-Monthly Executed Contracts Report (<250K)

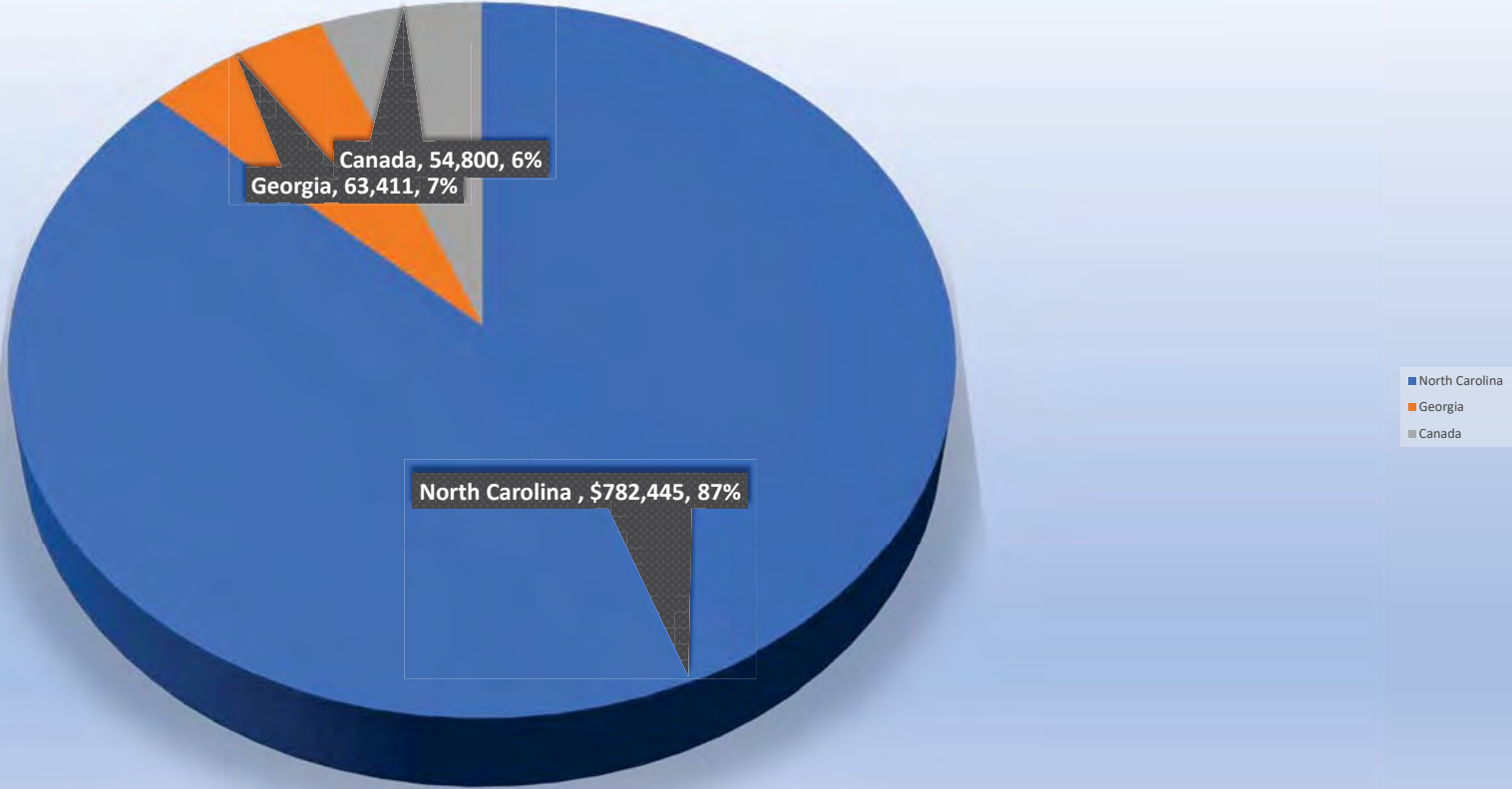


Contract #	Contractor (or subject if no contract listed)	Location	Contract Amount	Subject	DBE/MWBE/Hub Business	COMMENTS	CEO Executed Date
1059	e-Builder	PO Box 935949 Atlanta, GA 31193-5949	\$45,449.49	Annual Renewal	N/A	Project Software	2/1/2023
1060	Interstate Transportation Sales	1321 West Fairfield Rd Suite 109 High Point, NC 27263 USA	\$476,200.00	Vehicle Purchase	N/A	4- Light Transit Vehicles	2/1/2023
1068	Rideshark	2031 Merivale Road Ottawa, ON K2G 1G7 CAN	\$54,800.00	Annual Software Agreement	N/A	Ridematch Software	2/7/2023
1073	Terracon	2401 Brentwood Road, Suite 107 Raleigh, NC 27604 USA	\$25,000.00	Change Order	N/A	Change Order	2/13/2023
1074	Wake County Finance Department	PO Box 550 Raleigh, NC 27602-0550 USA	\$12,375.32	Quarterly Agreement	N/A	Radio Network System	2/13/2023
1081	Carolina Parks and Play, LLC	PO Box 1246 Cary, NC 27512 USA	\$82,864.57	Bus Stop Amenities	N/A	Bus Stop Improvements	2/20/2023
1082	Diesel Equipment Company	PO Box 538213 Atlanta, GA 30353-8213 USA	\$17,961.76	Bus Parts	N/A	Maintenance	2/22/2023
23-005	NCRR	2809 Highwoods Blvd Raleigh, NC 27604 USA	\$150,000.00	Reimbursement Agreement	N/A	Reimbursement Agreement	2/24/2023
1084	JL Service Group Inc	204 Callandale Ln Durham, NC 27703	\$36,005.00	HVAC Services	DBE/MBE	Emergency Services	2/27/2023

Total

\$900,656.14

February 2023 Contract Awards by State





Connecting all points of the Triangle

HUMAN RESOURCES BOARD REPORT – MARCH 2023

NEW HIRES

MIGUEL GARCIA, TRANSIT OPERATOR

CHRISTY WILSON, TRANSIT OPERATOR

COURTNEY SPIVEY PENDER, TRANSIT OPERATOR

SERVICE AWARDS

BRIAN MCLEAN, MAINTENANCE MANAGER, 15 YEARS

PROMOTIONS

ODILE FREDERICKS, SENIOR COMMUNICATIONS SPECIALIST

RECRUITING

ACCOUNTANT INTERN

ADMINISTRATIVE ASSISTANT

DIESEL MECHANIC

DIRECTOR OF REGIONAL PARTNERSHIP

MECHANIC INTERN

PARATRANSIT OPERATOR I

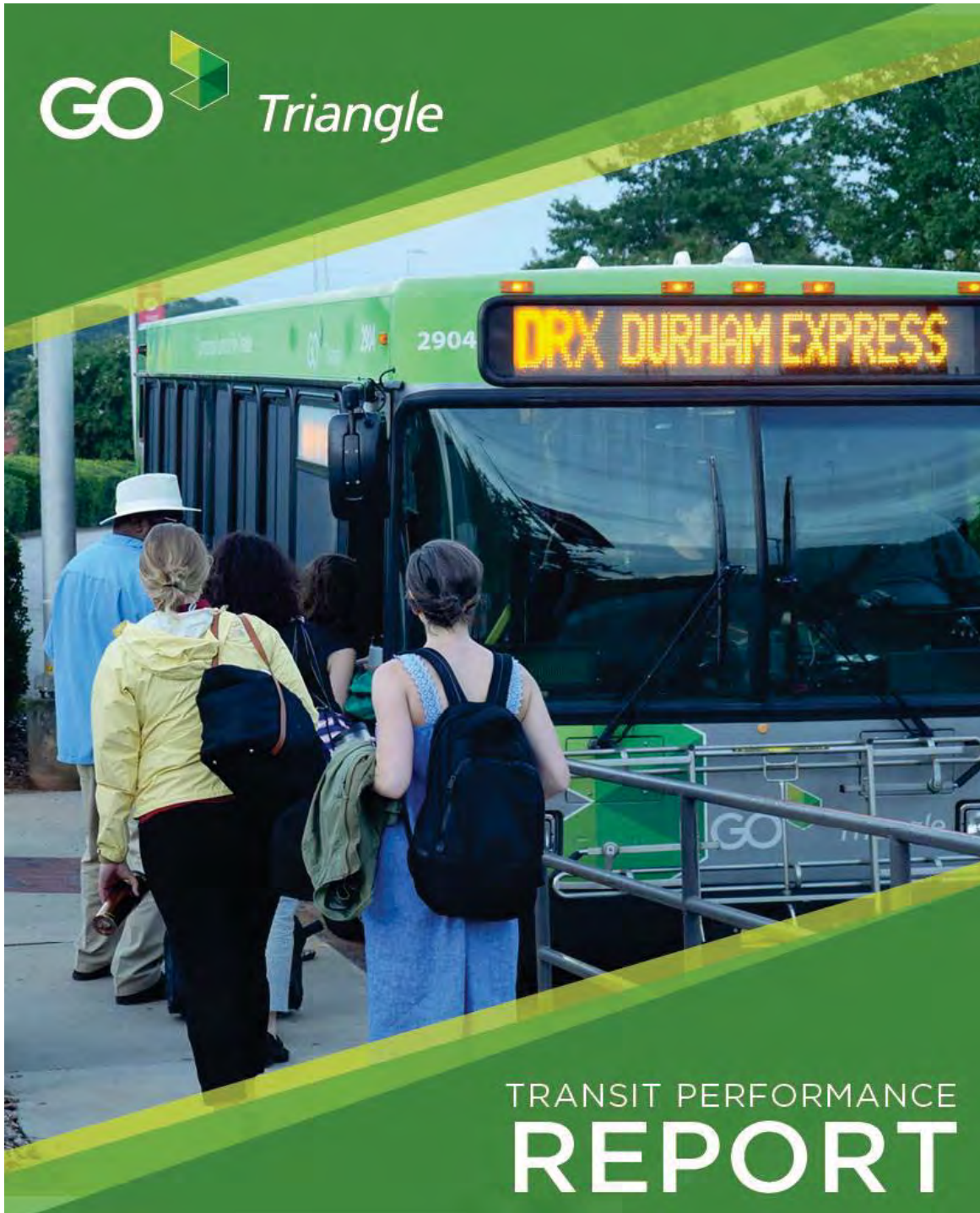
SAFETY& COMPLIANCE COORDINATOR

SENIOR ACCOUNTANT

TRANSIT OPERATOR

TRAVEL SERVICES ASSOCIATE – BILINGUAL SPANISH





TRANSIT PERFORMANCE
REPORT

February
2023

Note: Due to the ongoing technology project of transitioning from Clever Devices to TripSpark, we are experiencing some technical glitches so our ridership numbers are incomplete for February 2023.

We are working with TripSpark and UTA to resolve this issue as quickly as possible.



Fixed Route

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

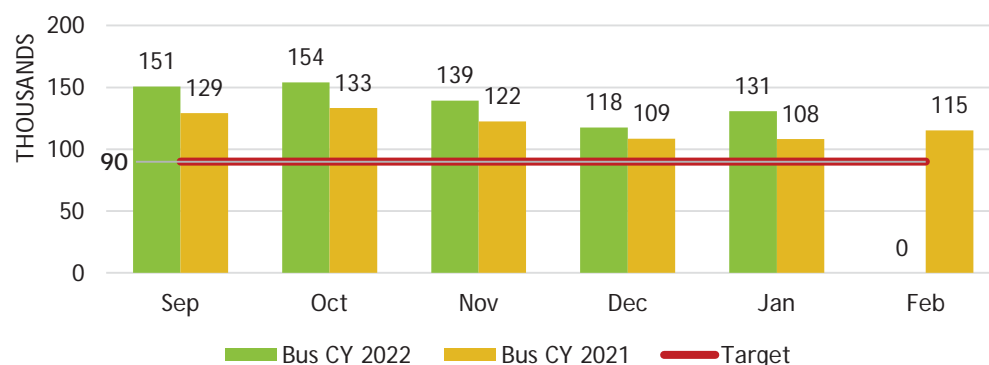
Fixed Route Year-to-Year Summary

	YTD 2023	YTD 2022	Feb 2023	Feb 2022
Passenger Boardings	975,776	943,852	75,637	115,221
Passengers/Revenue Hour	16.5	10.7	11.4	13.8
On-Time Performance	84.1%	86.2%	0.0%	86.0%
Total Mechanical Failures	107	118	0	15
Mean Distance Between Failures	155,733	53,648	No failures	99,521
Bus Total Miles	1,401,598	1,555,707	166,213	199,041
Collisions per 100,000 Revenue Miles	0.56	0.00	0.00	0.65
Verified Complaints per 100,000 Passengers	2.8	0.0	0.0	2.6

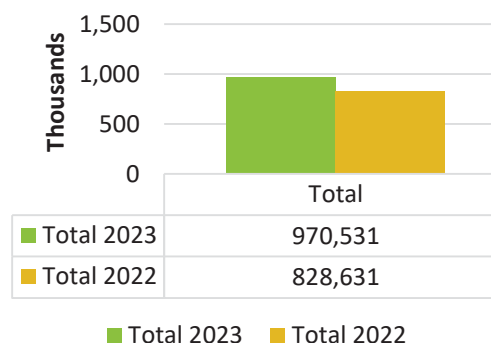
Passenger Boardings

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

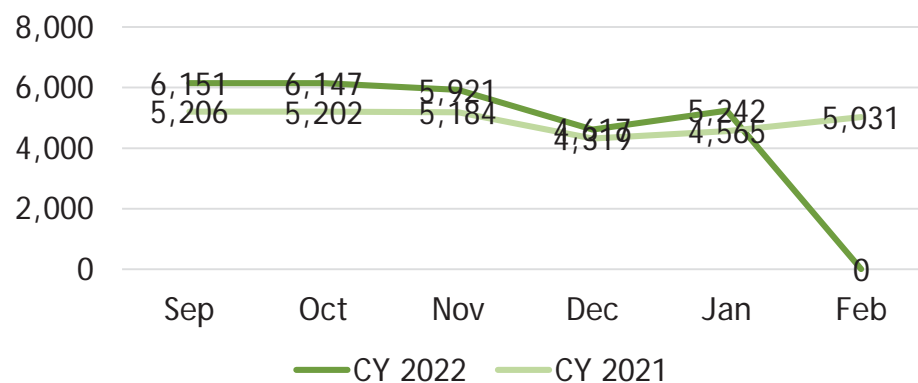
Monthly Passenger Boardings



Total

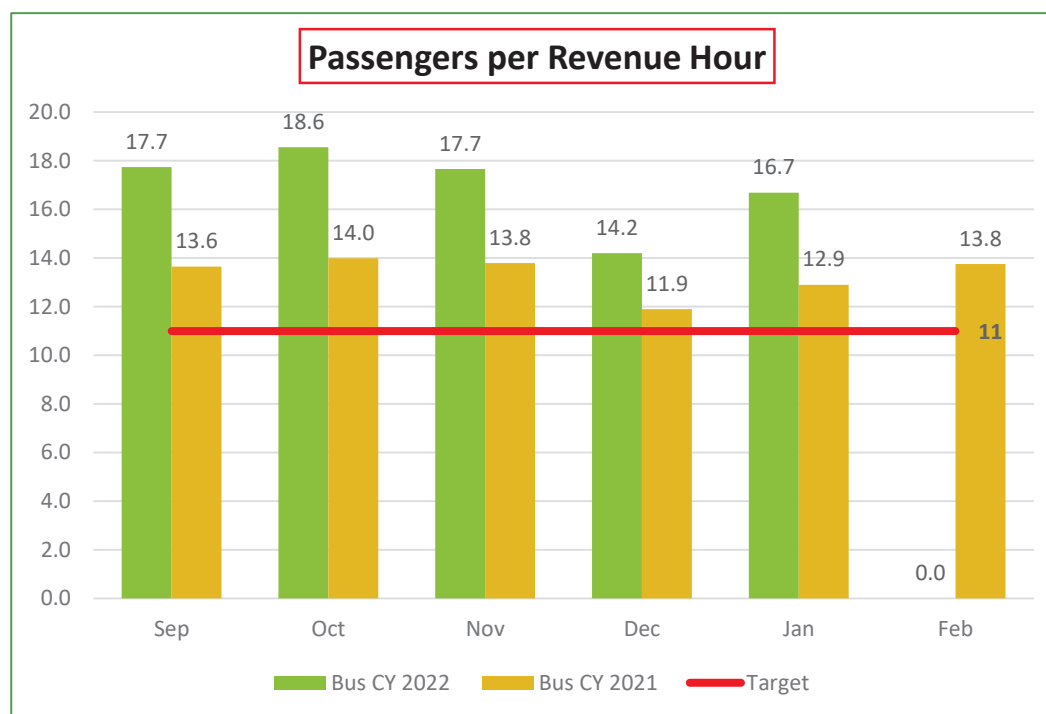


Average Weekday Passenger Trips



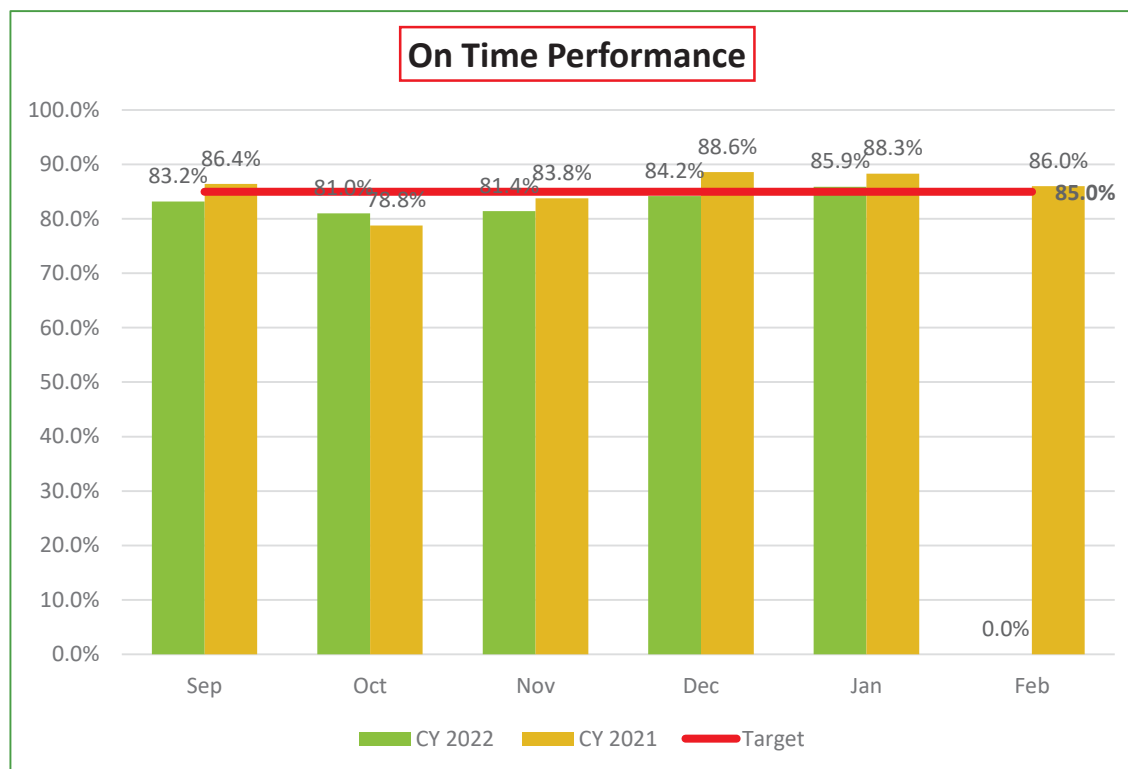
Passengers per Revenue Hour

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



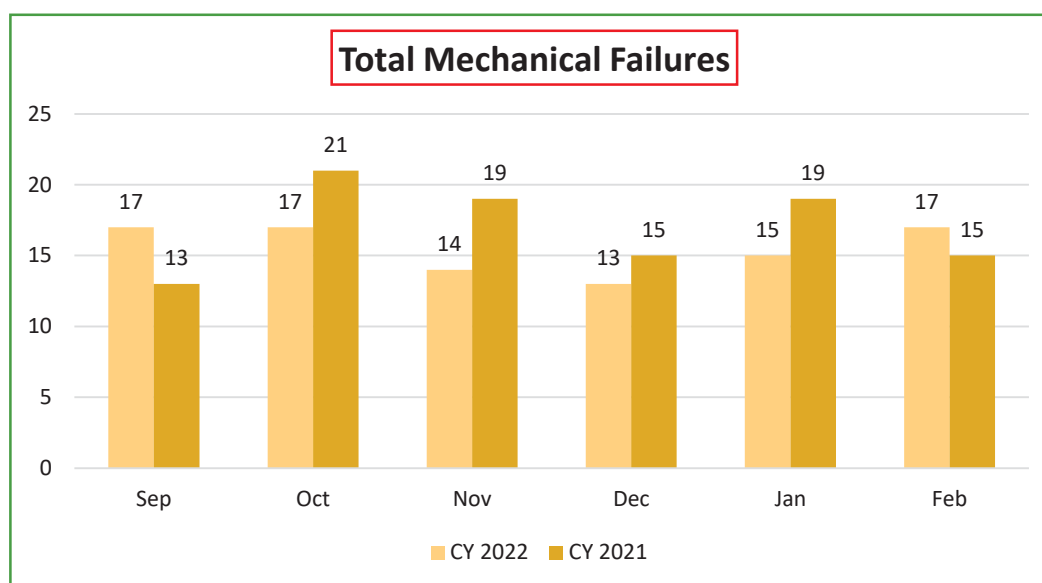
On-Time Performance

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



Mechanical Failures

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

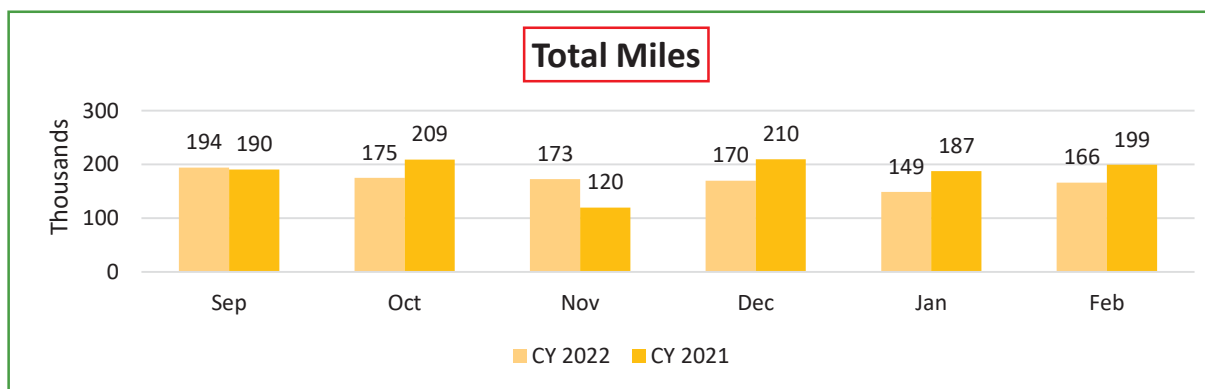
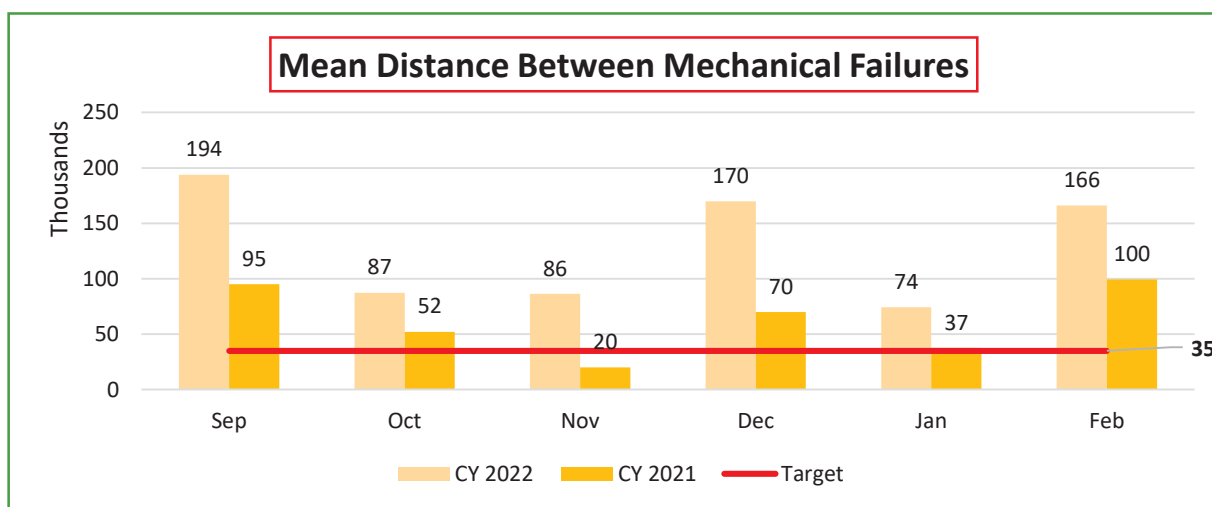


CY 2022						
	Sep	Oct	Nov	Dec	Jan	Feb
Major	1	2	2	1	2	1
Other	16	15	12	12	13	16
Total	17	17	14	13	15	17

CY 2021						
	Sep	Oct	Nov	Dec	Jan	Feb
Major	2	4	6	3	5	2
Other	11	17	13	12	14	13
Total	13	21	19	15	19	1

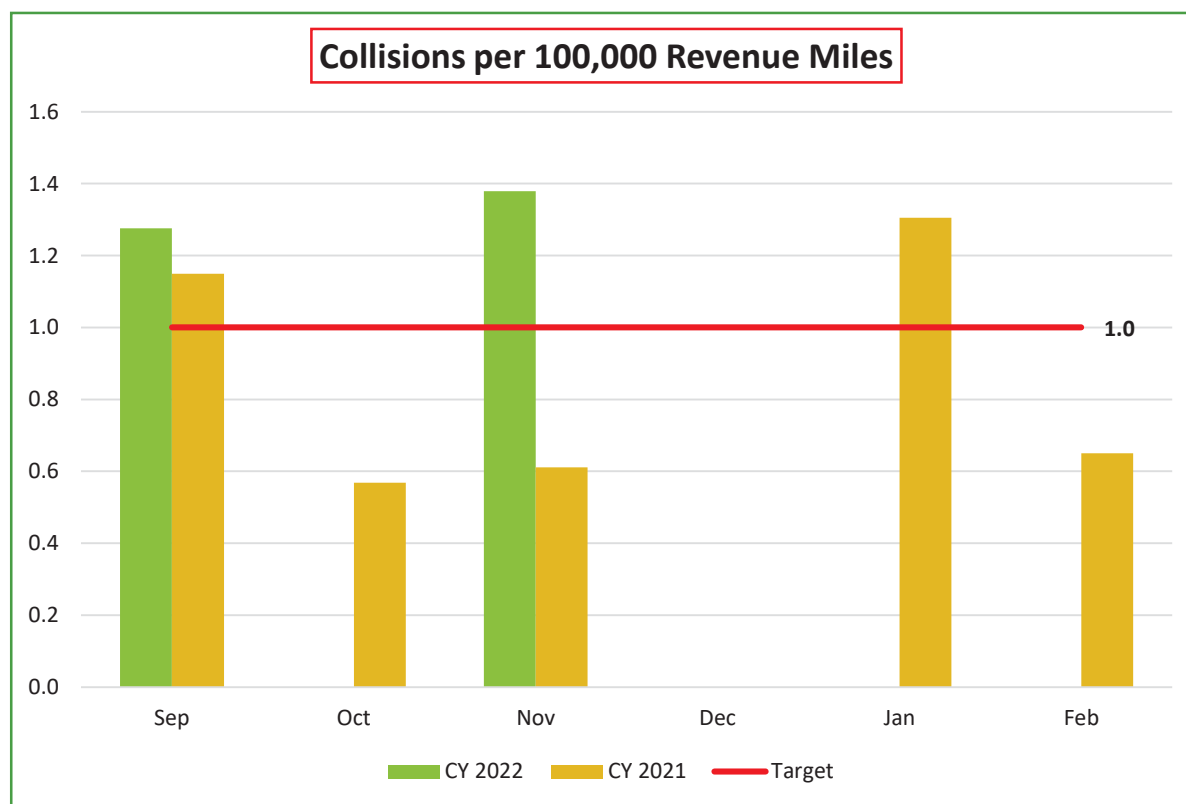
Mean Distance Between Failures

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



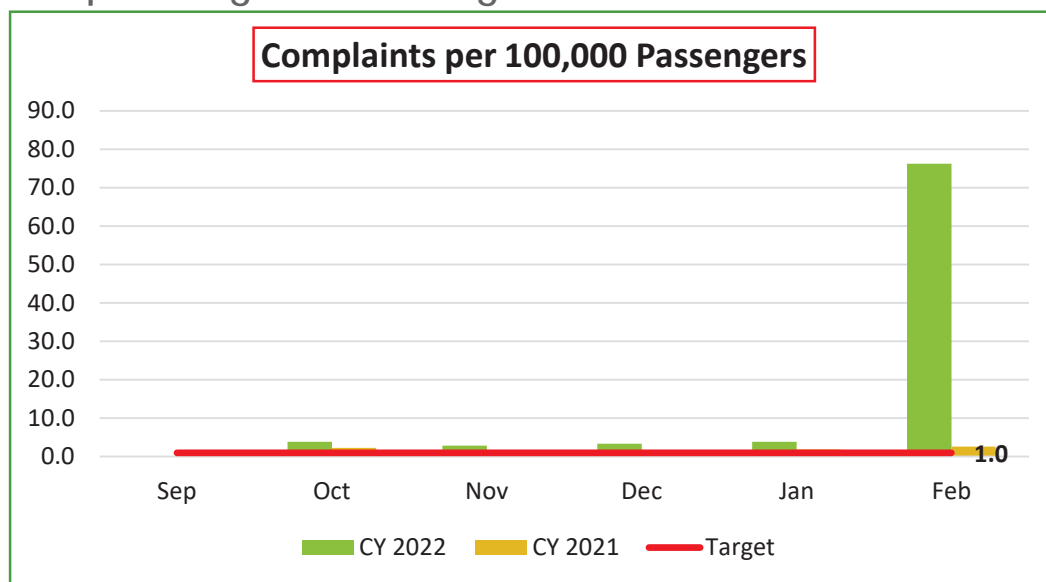
Collisions per 100,000 Revenue Miles

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



Customer Satisfaction

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





Paratransit

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

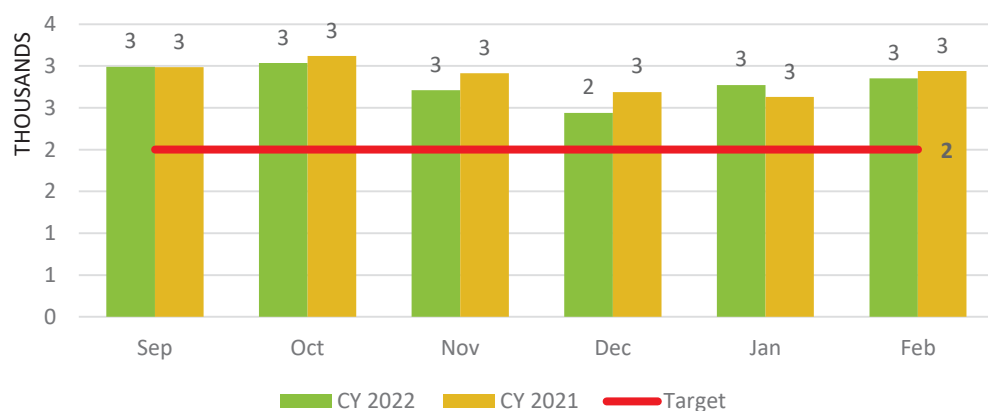
Paratransit Year-to-Year Summary

	Feb 2023	Feb 2022	YTD 2022	YTD 2021
Passenger Boardings	2,853	2,938	22,778	22,490
Passengers/Revenue Hour	1.9	2.0	1.9	2.1
On-Time Performance	96.1%	89.8%	80.6%	88.6%
Total Mechanical Failures	0	0	3	0
Mean Distance Between Failures	No failures	No failures	No failures	No failures
ACCESS Total Miles	67,171	54,237	481,309	382,584
Collisions per 10,000 Revenue Miles	0.0	0.3	0.0	0.00
Verified Complaints per 10,000 Passengers	0.0	0.0	0.1	0.06

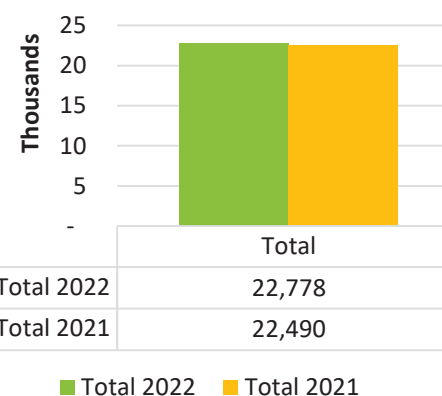
Passenger Boardings

Defined as the number of times passengers board public transportation vehicles

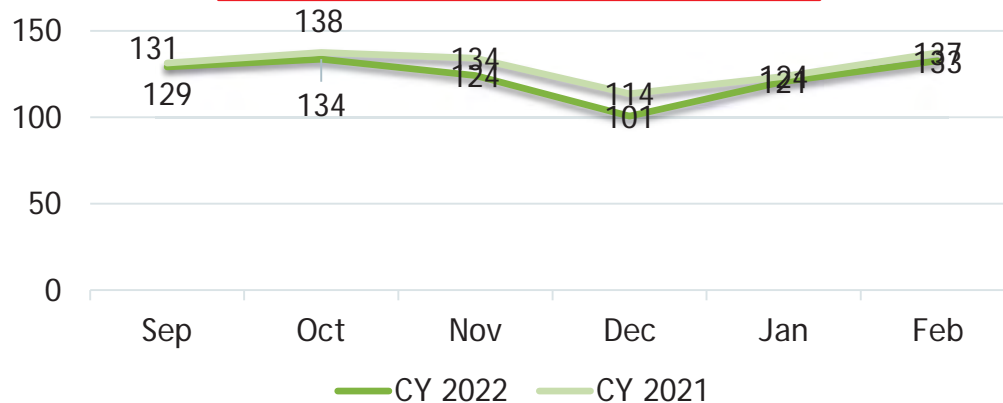
Monthly Passenger Boardings



Total

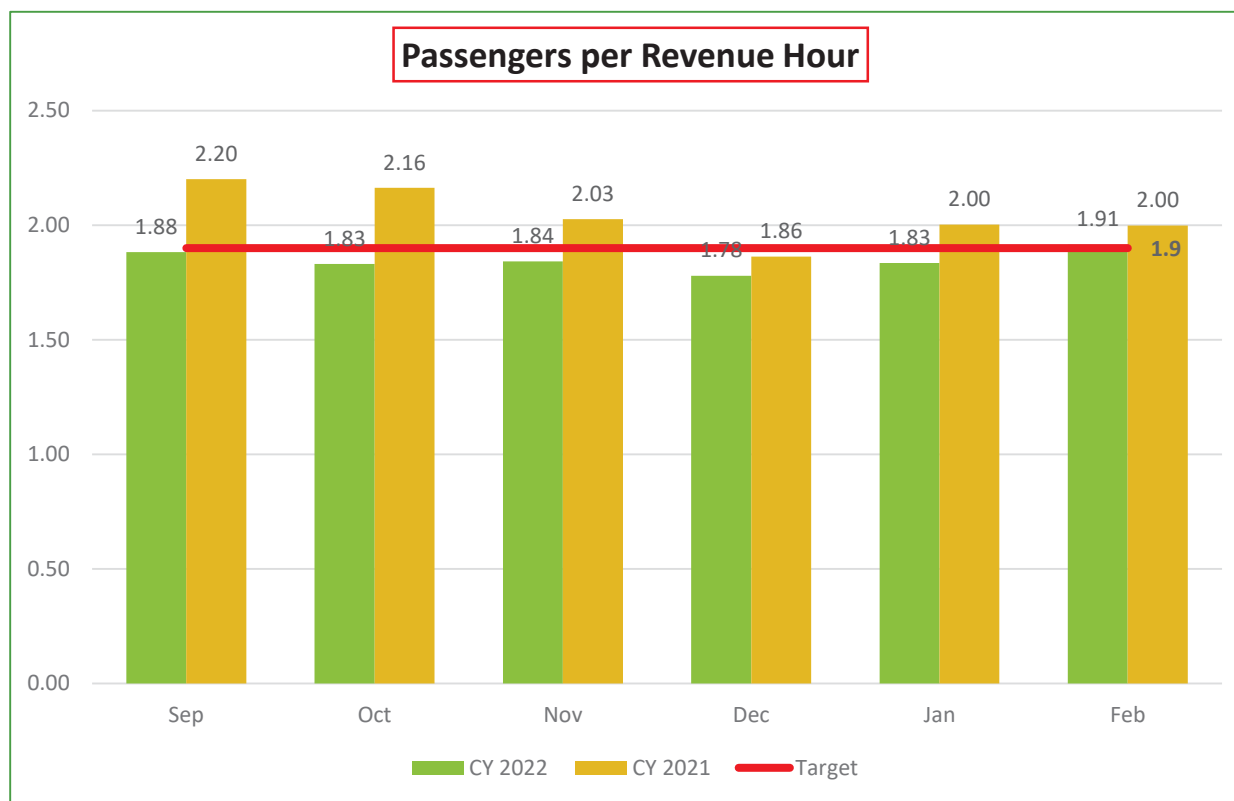


Average Weekday Passenger Trips



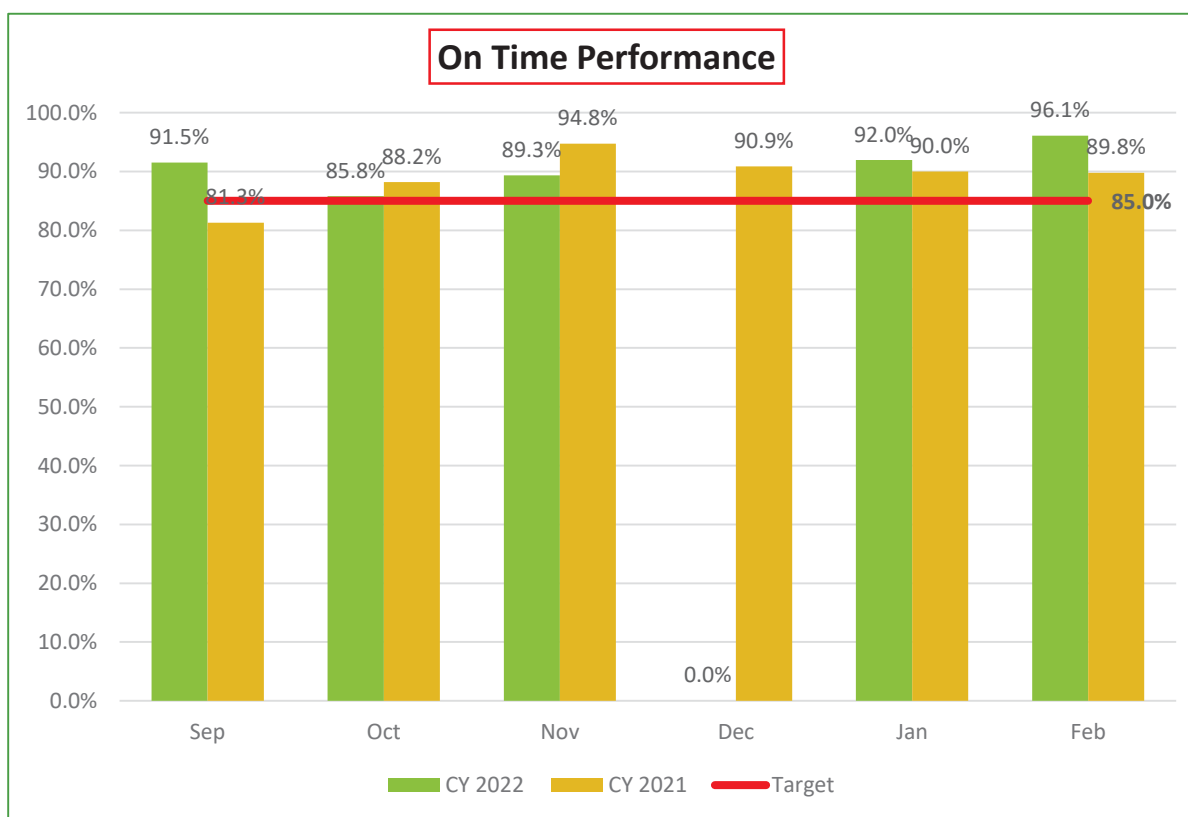
Passengers per Revenue Hour

Measures total ridership, divided by total service hours.



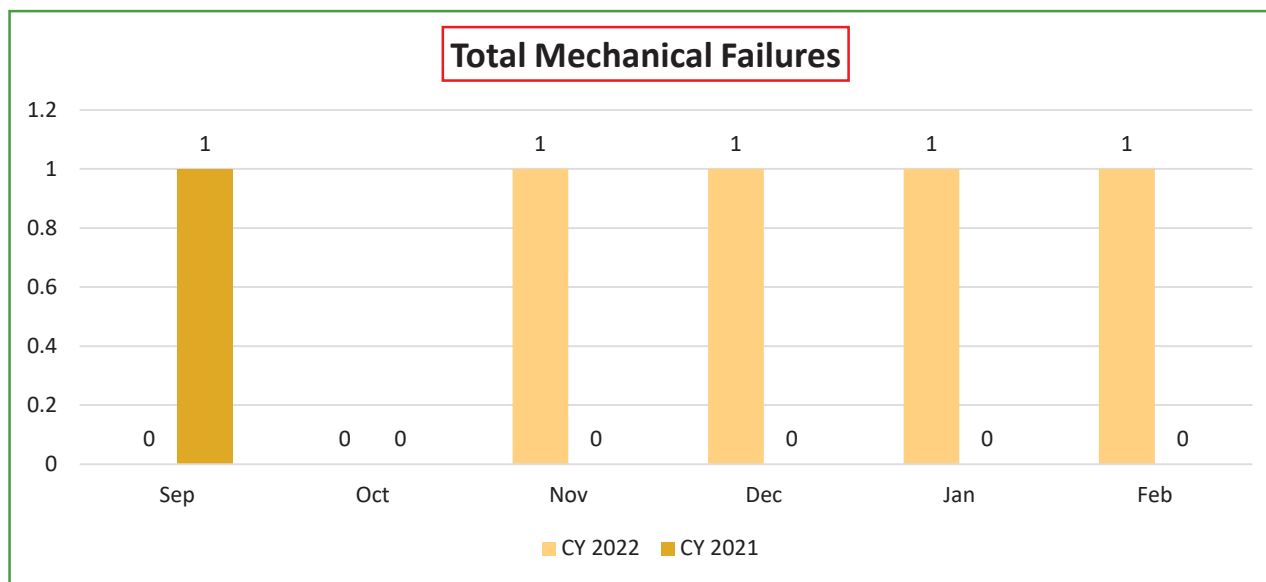
On-Time Performance

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



Mechanical Failures

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

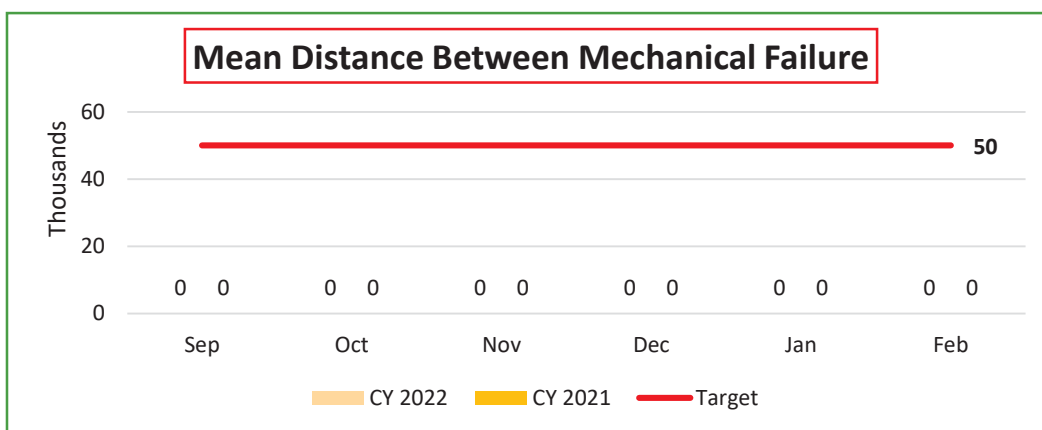


CY 2022						
	Sep	Oct	Nov	Dec	Jan	Feb
Major	0	0	0	0	0	0
Other	0	0	1	1	1	1
Total	0	0	1	1	1	1

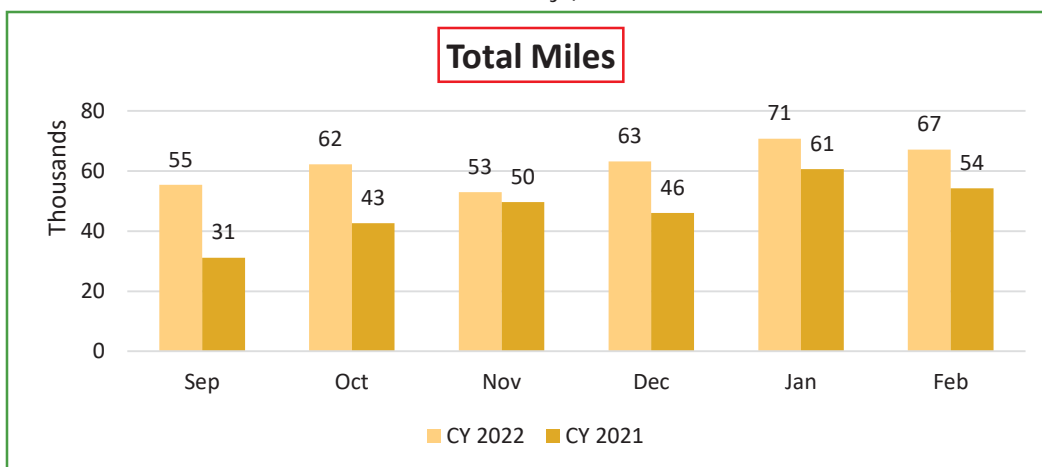
CY 2021						
	Sep	Oct	Nov	Dec	Jan	Feb
Major	0	0	0	0	0	0
Other	1	0	0	0	0	0
Total	0	0	0	0	0	0

Mean Distance Between Failures

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

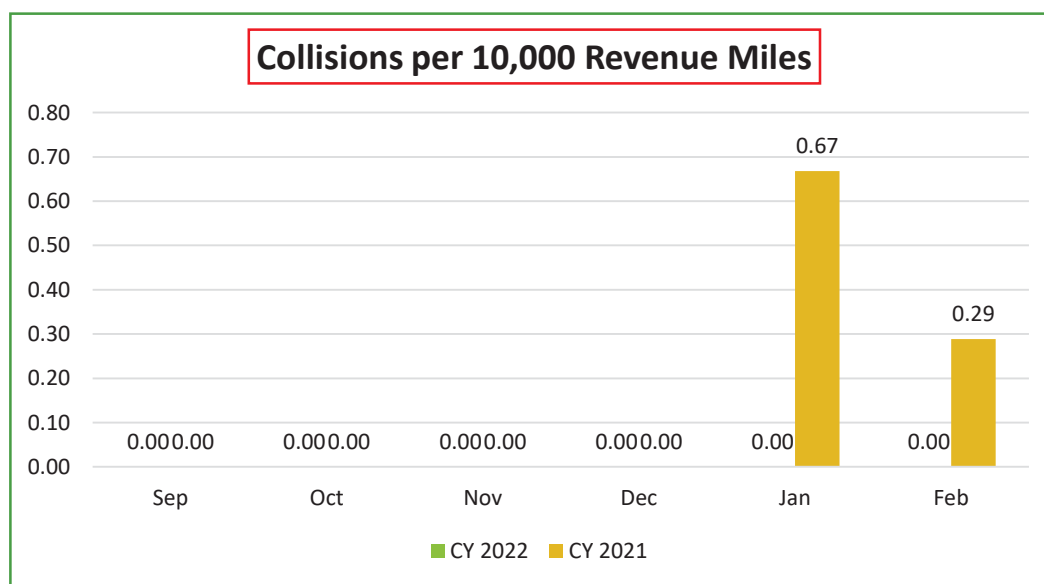


(0 indicates no mechanical failures for the month. There were no failures for January.)



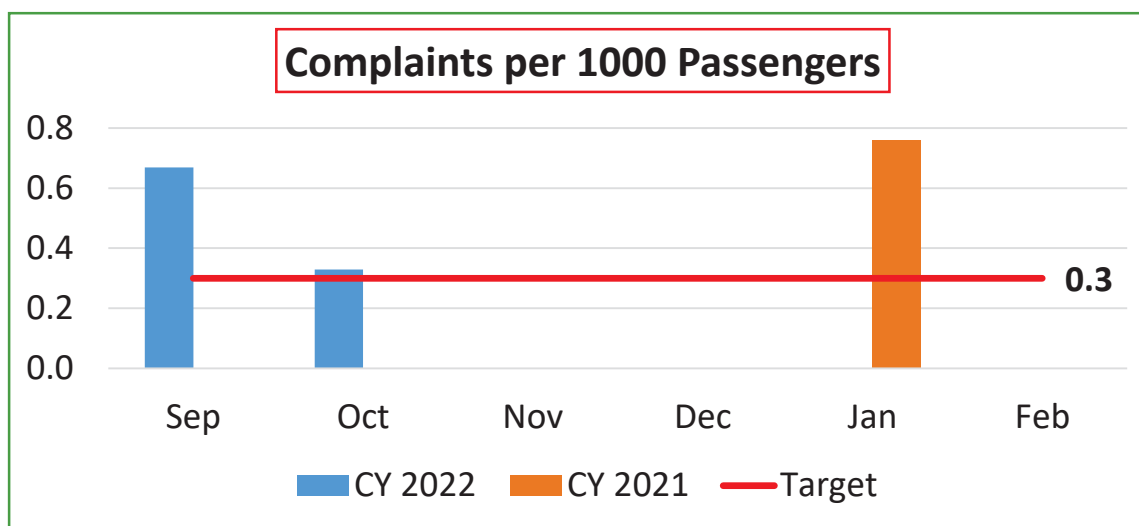
Collisions per 10,000 Revenue Miles

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



Customer Satisfaction

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





Connecting all points of the Triangle

MEMORANDUM

TO: GoTriangle Board of Trustees
FROM: Planning and Capital Development
DATE: March 9, 2023
SUBJECT: Capital Projects Status Report

Strategic Objective or Initiative Supported

2.4 Ensure an attractive and accessible transit environment

Action Requested

None

Background and Purpose

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

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

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

Financial Impact

None

Attachments

- None

Staff Contact

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



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Research Triangle Park, NC 27709
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www.gotriangle.org

Bus Passenger Facilities

Projects Under Construction

Bus Stop Improvements in Durham County (various)

Description – This project includes site selection, design, and construction of passenger amenities at GoDurham and GoTriangle bus stops in Durham County. The current pipeline of funding provides for construction of 50-75 stops per year.

Status – Since the start of FY20, GoTriangle has completed construction of improvements at 93 stops, with an additional 13 under construction, and is proceeding with design, permitting, and preparation for construction of an additional 115. Feasibility analysis for prioritization is underway for a further 8 candidate locations, with candidate locations being evaluated on a rolling basis. Working with ITRE and NCDOT to develop a study analyzing when bus bay installation is warranted.

Upcoming Activities – Prioritization, design, plan approval, right-of-way acquisition, and construction activities will continue. Staff is evaluating opportunities for further process streamlining to accelerate delivery. Staff is also coordinating with City of Durham and the Braggtown Community Association to review opportunities for additional short-term amenities upgrades for stops on Routes 4 and 9.

Bus Stop Improvements In Wake County (various)

Description – The Wake Transit Plan includes funding for improvements at existing and new GoTriangle bus stops throughout Wake County. GoTriangle has also secured supplemental federal funding through CAMPO's Locally Administered Projects Program for this project.

Status – In Wake County, since the start of FY20, GoTriangle has completed construction of improvements at 16 stops, and is proceeding with design, permitting, and preparation for construction of an additional 11. Feasibility analysis and environmental review is underway for a further 37 candidate locations.

Upcoming Activities – Prioritization, design, plan approval, right-of-way acquisition, and construction activities will continue. Staff is evaluating opportunities for further process streamlining to accelerate delivery.

Projects in Design

Patterson Place Improvements (18GOT CD4)

Description – Nearly 200 riders per day board buses at the existing transfer point and park-and-ride served by GoTriangle route 400 and GoDurham routes 10 and 10A. This project includes new and additional concrete shelter pads and shelters at Witherspoon Boulevard and McFarland Drive. Improvements include: landscaping, curb-radius improvement to allow buses to turn right from southbound Witherspoon Boulevard onto westbound McFarland Drive to reduce bus travel time and serve additional future park-and-ride spaces.

Status – Signed plans have been obtained from the City of Durham. Real estate acquisition activities are underway. Staff is preparing the construction bid package.

Upcoming Activities – GoTriangle will complete necessary right-of-way acquisition activities and schedule the project for construction. [Planning staff will initiate a FY23 Q4 transit plan amendment to secure full local funding for construction.](#)

Cost Risk – Scope modification and rising construction costs are pushing the cost estimate over budget. Staff is working to redirect prior year federal funds to supplement the available local funds, and is considering structuring the bid package to include an alternate that can be removed if necessary to conform the project cost to available budget in the event that bids are high on the base scope.

Hillsborough Park-and-Ride (18GOT CD8)

Description – This project includes site selection, real estate acquisition, design, and construction of a permanent park-and-ride for GoTriangle route ODX in Hillsborough. Park-and-ride utilization at the current leased lot for the ODX in Hillsborough is approximately 15 spaces per day. The original plan for

the new lot included 35-50 spaces across two parcels of land; right-of-way for the full facility was acquired, however due to increased construction cost estimates, the scope was reduced to 31 spaces to allow for some growth in utilization while deferring full build-out to a future phase.

Status – Staff and outside counsel have identified the need for additional real estate agreements related to use of property that had previously been identified as an existing undeveloped right-of-way within the site. Orange County staff has concurred with GoTriangle’s procedural steps to resolve. The design is currently awaiting to advance through the plan approval process with Orange County once the property issue resolution is complete. The Real Estate consultant is engaged in acquisition of necessary easements and resolution of property issues with the undeveloped right-of-way.

Upcoming Activities – Following final resolution of real estate issues, staff will proceed with obtaining plan approval.

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

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

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

Status – Designs for four stops are complete and have been turned over to Orange County for construction, which is now underway with three locations complete. Design of additional stops is under review by Town of Chapel Hill, UNC and NCDOT. GoTriangle awarded construction of three additional locations.

Upcoming Activities – Orange County will complete construction on the remaining stop of the initial group of four. GoTriangle will complete design on the remainder later this year.

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

Description – The Wake Transit Plan includes funding for short-term improvements to existing park-and-ride locations, in anticipation of more substantive investments that may be identified through the park-and-ride feasibility study.

Status – [Project is on hold pending prioritization of additional sites for improvements.](#)

Upcoming Activities – N/A

Raleigh Union Station Bus Facility (TC002-A)

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

Status – Joint development agreements are in place and the project is underway. Activities completed this month:

Design

- * [Developer received comments from GoTriangle on 60% Design Development set](#)
- * [Coordination on RFQ/P bid packages.](#)
- * [GoTriangle met with City of Raleigh’s Mayor’s Committee for Disabled Persons](#)

Permitting

- * [Developer awaiting final completion of Administrative Site Review \(ASR\)](#)

Construction

- * [Grading subcontractor completing erosion control measures](#)
- * [Project CMT firm assisting with backfill oversight](#)
- * [Demobilization of demo subcontractor complete](#)

Cost Estimates

* Responses to Phase 2 contractor RFQ/P are under review

Project Schedule

* Developer working on major schedule update

Upcoming Activities –

* Ongoing negotiation with CSX for 60% DD review comments, including bridge and foundation plans

* Developer recommendation of Phase 2 construction contractor

* Developer to deliver response to GoTriangle comments to 60% Design documents

Schedule Risks – The sunset date for federal BUILD funds is September 30, 2025; continued progress on critical path activities is necessary to ensure eligible costs are incurred and reimbursed by FTA before that date.

Cost Risks – Continued design advancement is critical to obtain a more detailed basis to refine cost estimates and obtain a clear cost risk profile for the project. Key cost risk areas are primarily materials and labor price fluctuations. Additionally, requested BUILD Grant scope modifications must be approved by USDOT.

Priority Bus Stop Safety Improvements in Durham (21GOT CD02)

Description – This project provides funding for design and construction of improvements to GoTriangle bus stops serving a high volume of passengers located on high-speed NCDOT roadways. Improvements could include, but are not limited to, construction of bus stop ADA pads, shelters, benches, bus pullouts and appropriate tapers, sidewalk, curb and gutter, curb ramps, crosswalks, pedestrian median refuge islands, appropriate safety signage, pedestrian signal heads and complimentary traffic signal modifications, and other complimentary or supporting roadway modifications. An initial pilot location has been identified on NC 54 west of the I-40 interchange.

Status – Traffic analysis necessary to support design is underway by the consultant.

Upcoming Activities – Consultant will continue to coordinate with NCDOT and GoTriangle and advance design.

Projects in the Planning Phase**Downtown Apex Transfer Point Improvements (TC002-AK)**

Description – This enhanced transfer point in downtown Apex will facilitate regional connections and will serve multiple routes and agencies (GoTriangle 305, GoTriangle 311, and GoApex Route 1). It will also provide amenities such as large shelters, passenger information systems, benches, trash cans, and bike racks. The proposed location for the transfer point will be near the intersection of N Mason Street and Old Mill Village Drive, in downtown Apex. The project includes pedestrian access improvements in the vicinity of the transfer point by completing sidewalk gaps on the east side of Mason Street between Center Street and Old Raleigh Road. In addition, a pedestrian study will be completed and crossing improvements will be made if warranted and not already completed by the Town.

Status – Scope coordination with Town of Apex is complete.

Upcoming Activities – GoTriangle staff will be undertaking a NEPA evaluation and coordinating with FTA and a task order for design. GoTriangle staff will schedule a meeting with the Town of Apex to determine a timeline for design and construction.

Priority Transit Access Improvement, US 15-501 at Eastowne (22GOTCD01)

Description – This project aims to provide transit access improvements at the intersection of US 15-501 & Eastowne Drive in Chapel Hill, Orange County. This location will serve three developments, a new Wegman's grocery which will soon be open to the public; UNC Healthcare facilities under construction; and the newly renovated State Employees Credit Union (SECU) building (formerly the Blue Cross Blue Shield building). Together, these destinations will employ over 2,500 people along a core GoTriangle regional route (400), which provides all day, every day transit connections to Durham, Patterson

Place/New Hope Commons, and Downtown Chapel Hill/UNC. This location will also be served by route 405, which provides direct connections to Durham and Carrboro during peak periods.

Status – Staff developed a draft NEPA checklist.

Upcoming Activities – Initiate design procurement. Submit FY23Q4 Orange Transit Work Program amendment to program previously approved FY23 local match. [Coordinate NEPA submission to FTA.](#)

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

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

Status – GoTriangle is reviewing the project cost estimate.

Upcoming Activities – Consultant will finalize cost estimate and report.

Schedule Risks – The nature of short-term leased/licensed park-and-rides and associated property owner coordination contributes to obstacles for scoping and delivering improvements. Efficient and timely development of high-quality facilities for short-term use requires strong partnerships with host property owners.

Regional Transit Center Feasibility Study (TC002-N)

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

Status – [Coordination with Research Triangle Foundation \(RTF\) on next steps for Triangle Metro Center \(TMC\) site is underway. GoTriangle’s consultant progressed revised feasibility study report and draft NEPA checklist.](#)

Upcoming Activities – [GoTriangle to develop a scope for additional environmental due diligence and design of a facility on the new location, in coordination with TMC site study, led by RTF.](#)

Schedule Risks – The primary risk to continued progress is securing funding to implement the project.

GoDurham Tactical Bus Stop Amenities (21GOT_DC03)

Description – Purchase and installation of seating, solar lighting, and real-time arrival signs at locations identified through customer requests and staff analysis of bus stops with existing conditions suitable for quick implementation.

Status – [Internal discussions are ongoing about optimizing use of available Tactical Transit Funds for procurement of additional seating, solar powered bus stop lights, and to enhance access.](#)

Upcoming Activities – [Obtain quotes for purchase and delivery of 20 solar powered lights and 25 two-seat benches.](#)

Cost Risks – Budget is approximately \$100,000 per fiscal year. Unit costs are assumed to be around \$15,000 to \$20,000 per real time sign location, which would either limit the number of installation or require additional funding.



Bus Operations and Maintenance Facilities

Projects in the Design Phase

Paratransit Office Space Upfit (TC002-J)

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

Status – Final walkthrough is complete. Move-in is complete. [Field Training for the installation of the valve-control box held onsite. Circuit installation for the new Motorola workstations within the bus and radio rooms were installed and tested.](#)

Upcoming Activities – [IT and Facilities review of valve control box functions to incorporate with other facility upgrade needs. Training classes for the Motorola work-station computer operation software to be scheduled within the operations team.](#)

Projects in the Planning Phase

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

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

Status – [GoTriangle staff provided update to P&L committee on schematic design and budget, and a plan to initiate design for the Nelson Road Expansion and Modernization project. GoTriangle directed its real estate consultant to reach out to 4th and 5th highest scoring paratransit sites for rights of entry given continued challenges with obtaining rights of entry for top scoring sites.](#)

Upcoming Activities – Delivery and review of draft Nelson Road BOMF renovation and expansion schedule. Delivery and review of draft Fay Street BOMF renovation and expansion schedule and cost estimate. Continue GoTriangle fleet composition analysis. Continue GoDurham fleet composition analysis. Following approved rights of entry, consultant to complete site visits at three potential GoDurham Paratransit Sites and one expansion parcel for Fay Street and complete Tier 2 site evaluation for Paratransit. Following completion of fleet analysis tasks, consultant to complete regional electric charging analysis.



Rail Transit Infrastructure Development

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

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

Status – Phase II of the GTCR Feasibility Study continues to progress through coordination with project partners. GoTriangle continues discussions of implementation challenges and opportunities for addressing risks to implementation with the PMC and Project Partners. [GoTriangle completed a 45-day public comment period for the feasibility study results.](#) Technical work for the original phase 2 scope of the feasibility study is now complete, however supplementary work to evaluate and document options for phased implementation continues.

Upcoming Activities – Presentations to elected boards and associated engagement is anticipated to continue throughout 2023. A decision-making process regarding whether or how to move forward with regional passenger rail service is planned for the second quarter of 2023. Presentations will emphasize that an initial phase of implementation between Raleigh and Ellis Rd carries significantly more risk to project delivery than does an initial phase of implementation between Raleigh and the Auburn Station in Garner, due to the kind and level of coordination needed to deliver commuter rail service between Raleigh and Cary in particular. Stakeholders within the roughly 8-mile segment between Raleigh and Cary include Norfolk Southern, CSX, Amtrak, and NCDOT, which funds and plans the Piedmont service between Raleigh and Charlotte.

Schedule Risks – Schedule risk related to the finalization of the remaining feasibility study deliverables is now largely mitigated, as the technical work for the original phase 2 scope has been completed and parties are engaged in extending the MOU for early project development by one year. However, interest in various implementation strategies has generated significant supplementary work, which may lead to another phase of study prior to a decision on implementation.

Cost Risks – Updated cost estimates are in excess of the \$1.4-\$1.8B range identified during Phase 1 of the feasibility due to rapid construction cost escalation in the past two years, additional infrastructure requirements resulting from rail network modeling and related negotiation, design for engineering solutions to engineering constraints identified in the feasibility study. Additional cost risks include quantification of necessary levels of contingency required to address FTA risk management guidelines, and emerging interest in evaluation of additional off-peak service and level boarding. There are no cost risks regarding this phase of study. An additional phase of study would require an additional funding commitment.

Project Delivery Options – Consistent with the original intent of the study to support regional decision-making on whether and how to move forward with commuter rail, and in response to rising cost estimates, other challenges identified in the feasibility study, and emerging stakeholder interest, the feasibility study summary report will include an assessment of impediments to project delivery, opportunities for accelerated implementation, and a discussion of options to proceed with development of a starter service while continuing to plan for future service in other parts of the corridor. Based on stakeholder input to date, the options for an initial phase of service that are being evaluated include: (1) West Durham to RTP, (2) Ellis Road or RTP to Raleigh Union Station, and (3) Raleigh Union Station to Auburn.

