



GoTriangle  
Operations & Finance Committee  
November 02, 2023  
8:30 am-10:00 am Eastern Time

*The GoTriangle Operations & Finance Committee meets remotely.*

*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: 602 240 539#*

#### **I. Call to Order and Adoption of Agenda**

*(1 minute Michael Parker)*

ACTION REQUESTED: Adopt agenda with any changes requested.

#### **II. Approval of Minutes**

*(1 minute Michelle Dawson)*

ACTION REQUESTED: Approve minutes.

Regular Session | October 5, 2023

Closed Session A | October 5, 2023

Closed Session B | October 5, 2023

Closed Session C | October 5, 2023

#### **III. Interlocal Agreement for Regional On-Board Origin and Destination Survey**

*(5 minutes Paul Black)*

ACTION REQUESTED: Recommend the Board authorize the President/CEO to execute the agreement.

Interlocal Agreement draft

#### **IV. FY2024 Q2 Transit Plan Amendments**

*(15 minutes Steve Schlossberg)*

ACTION REQUESTED: Recommend board approval of the FY2024 Q2 Wake, Durham and Orange County Transit Plan amendments and budget ordinance amendments.

##### **A. Wake County Transit**

O 2023 0025 Wake Operating Fund Budget Amendment

O 2023 0026 Wake Capital Fund Budget Amendment

Wake Budget Change Impact

Wake Detailed Project Amendment Request

**B. Durham County Transit**

O 2023 0027 Durham Operating Fund Budget Amendment

O 2023 0028 Durham Capital Fund Budget Amendment

Durham Budget Change Impact

Durham Detailed Project Amendment Request

**C. Orange County Transit**

O 2023 0029 Orange Operating Fund Budget Amendment

O 2023 0030 Orange Capital Fund Budget Amendment

Orange Budget Change Impact

Orange Detailed Project Amendment Request

**V. Fare Restoration Status Update**

*(15 minutes Austin Stanion)*

**VI. Short Range Transit Plan Update**

*(20 minutes Jay Heikes)*

**VII. Adjournment**

*(Michael Parker)*



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

4600 Emperor Boulevard  
Suite 100  
Durham, NC 27703

Thursday, October 5, 2023

8:30 a.m.

Remote | Microsoft Teams

**Board members present** | Corey Branch [arr. 8:33 a.m., left 9:35 a.m.], Brenda Howerton, Sig Hutchinson, Michael Parker, Jennifer Robinson [arr. 8:31 a.m.]

**Board members absent** | Valerie Jordan

Michael Parker called the meeting to order at 8:30 a.m. A quorum was present.

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

**Action:** A motion was made by Hutchinson and seconded by Howerton to adopt the agenda and approve the minutes of September 7, 2023. Upon vote by roll call, the motion was carried unanimously.

**III. Contract for Durham Bus Stop Improvements**

Richard Major reported that the bus stop improvement program has been very successful with 93% DBE participation over the past three years.

Robinson and Branch arrived.

Major explained that first solicitation bids exceeded engineering estimates by 60% and more. The second solicitation resulted in only one bid which was reviewed and determined to be responsible and responsive. He requested the committee recommend an award to Browe Construction for improvements at seven Durham bus stops. Funding for the work is included in the Durham Transit Plan.

Branch asked if the bid includes the shelter. Major replied no; GoTriangle purchased shelters in bulk at a price of \$12,985 per shelter, including solar lighting. He added that benches [\$1,000-\$2,000 each] or seats [\$700-\$800 per unit] may also be installed at the stops and are provided for the contractor. Branch then asked about purchase of right-of-way. Major stated yes, in some cases, and the budget includes \$4,000-\$5,000 per stop for this.

**Action:** A motion was made by Howerton and seconded by Branch to recommend the board authorize the President/CEO to award and execute a contract with Browe Construction Company for construction, installation of amenities and other improvements at seven Durham bus stop locations in the amount of \$758,535 with an additional \$75,853 [10%] project contingency, for a total contract budget of \$834,388. Upon vote by roll call, the motion was carried unanimously.

#### IV. Short Range Transit Plan Update

Jay Heikes' presentation, which is attached and hereby made a part of these minutes, follows up the presentation from last month. A travel demand assessment was conducted using a regional market analysis, service gaps analysis and post-pandemic ridership analysis. The strongest demand for transit is in areas with high population and job density and emerging travel patterns are not centered around peak. Additionally, there is strong potential for trips by GoTriangle connecting to local service.

Heike reviewed the goals for the short range transit plan:

- ensure reliable service
- respond to ridership trends
  - increase all-day service frequency in higher demand corridors
  - add weekend service
  - increase evening service
- broaden trips purposes served by GoTriangle
  - convert peak-only regional service to consistent all-day service
  - Reorient and strengthen peak-only express routes

Parker asked if the goals are quantified as in number of new riders. Heikes responded yes and said he would share those in a future presentation. Parker then asked about goals around transit equity and better service for the transit dependent. Heikes responded those goals are embedded in the county transit plans but also are considered with each service change.

Heikes then shared specific changes recommended in the plan. The second round of engagement will run from late October to mid-November. The final plan will be presented to the board for consideration in January.

#### V. Board Member Orientation

Scott Thomas and Matthew Clark presented a draft outline for a new board member orientation, which is attached and hereby made a part of these minutes, to include opportunities for interaction with staff, facility and project site tours and riding the bus.

Parker suggested an emphasis on what it means to be good board member including interactions with staff and other board members and fiduciary responsibilities as representatives of other jurisdictions.

#### VI. Closed Sessions

**Action:** A motion was made by Howerton and seconded by Hutchinson to enter into closed session at 9:34 a.m. pursuant to the General Statutes and purposes listed below. Upon vote the motion was carried unanimously.

##### A. Disposition of Property to the Town of Cary

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.

**B. Response to Bret Martin Letter**

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.

**C. Financial Review RFP**

NCGS §143 318.11.(a) (1) To prevent the disclosure of information that is privileged or confidential pursuant to the law of this State:

01 NCAC 05B .0103 CONFIDENTIALITY

(a) All information and documentation whether Electronic, Written, or verbal relative to the development of a Solicitation for a proposed or pending Procurement shall be confidential, except as deemed necessary by the Purchaser to develop a complete contractual document. Such material shall remain confidential until the award of contract or action has been taken by the Purchasing Agency to cancel the Procurement.

(b) All information and documentation relative to the development of a Specification shall be confidential until a contract is entered into by the Purchasing Agency and the Vendor in accordance with G.S. 143-52(a).

**Action:** The committee returned to open session at 10:03 a.m.

**Action:** A motion was made by Hutchinson and seconded by Howerton to recommend the board authorize staff to negotiate and execute a contract for the sale of approximately 1.57 acres generally located at 228 and 232 N. Harrison Avenue in Cary to the Town of Cary. Upon vote by roll call, the motion was carried unanimously.

**VII. Adjournment**

**Action:** Chair Parker adjourned the meeting at 10:03 a.m.

Prepared by:

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

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## AGENDA ACTION ITEM

*Connecting all points of the Triangle*

Submitted by: Paul Black, AICP, Capital Development-Planning

Meeting date: November 2, 2023

### **SUBJECT: Interlocal Agreement with City of Raleigh to fund On Board Origin-Destination Survey**

#### **Strategic Objective or Initiative Supported**

3.2 Strengthen community and institutional partnerships

#### **Staff Recommendation**

Staff requests that the Committee recommend that the Board authorize the President/CEO to execute the agreement.

#### **Item Summary**

The three respective county transit plans in the regions authorized and approved funding for a regional on-board origin-destination study of riders to be used for assessment of existing services and planning future improvements. The survey will include all transit providers in the region except Duke Transit which declined participation.

To streamline billing and payment, GoTriangle will handle the project finances for Durham and Orange Counties. The City of Raleigh (GoRaleigh) is managing the overall project and will handle the Wake County portion. The City of Raleigh will send GoTriangle invoices during the course of the project to be charged to the Durham and Orange funding set aside for this purpose in their workplans as items 21GOTCO1 (Durham) and 21GOT\_CO1 (Orange). Both were included in the FY 2024 budget adopted on June 28, 2023 by the GoTriangle Board.

#### **Financial Impact**

Funding for this project is authorized through the two respective county workplans and are pass-through funds. There is no financial impact to GoTriangle other than staff time to administer the project.

#### **Attachments**

- Triangle Regional Transit Survey Funding Agreement

NORTH CAROLINA

**Triangle Region Transit Survey; FUNDING  
AGREEMENT**

CITY OF RALEIGH

AND

RESEARCH TRIANGLE REGIONAL PUBLIC TRANSPORTATION AUTHORITY DBA GOTRIANGLE

DATE:

Total Funds for the Triangle Region Transit Survey

\$998,500

[City of RALEIGH Participation] \$423,400

[GOTRIANGLE Participation] \$575,100

**THIS AGREEMENT**, is made and entered into on the last date executed below by and between the City of Raleigh and Research Triangle Regional Public Transportation DBA GoTriangle.

These organizations are collectively referred to herein as the "Parties."

**WITNESSETH:**

**WHEREAS**, the Parties have agreed to partner financially to fund and develop the Triangle Region Transit Survey (the "Survey");

**WHEREAS**, the Parties have agreed that City of Raleigh shall solicit and employ a professional consultant(s) (the "Consultant") to perform the Survey; and,

**WHEREAS**, the Parties will jointly participate in setting the work program, priorities and a performance evaluation of the consultant in completing the Survey and have agreed to share in the cost of employing said consultant.

**NOW, THEREFORE**, in consideration of the foregoing recitals, mutual agreements set forth below, and other good and valuable consideration, the Parties agree as follows:

1. City of Raleigh shall solicit and engage a professional consultant(s) who, in cooperation with the Parties, will research, draft, develop, and complete the Survey. Parties will have the opportunity to provide final input prior to completion of the Survey.

2. The total cost for the Survey elements associated with this agreement will not exceed \$998,500. The term of this **AGREEMENT** shall commence upon full execution by all Parties and will end February 28, 2026.

- a. The City of Raleigh shall pay the Wake County Budgeted Cost for the Survey. Such sums shall not, however, exceed a total of FOUR HUNDRED TWENTY-THREE THOUSAND AND FOUR HUNDRED DOLLARS (\$423,400).

Triangle Region Transit Survey  
City of Raleigh and GoTriangle  
August 2023 – FY 24 & FY 25

- b. GoTriangle shall pay the Durham and Orange County Budgeted Cost for the Survey. Such sums shall not, however, exceed a total of FIVE HUNDRED SEVENTY-FIVE THOUSAND AND ONE HUNDRED DOLLARS (\$575,100).
3. All funding required to be provided to City of Raleigh per this Agreement shall be directed to Raleigh, as the Parties acknowledge that the City of Raleigh is lead planning agency, and therefore fiscal agent, for the Survey.
4. The Parties agree that no Party shall have financial or other liability to any other Party under this **AGREEMENT**, other than payment of their respective shares of the costs of the Survey.
5. The scope of services to be included in the Survey, including its development and completion, shall be mutually agreed upon in writing by the Parties.
6. Upon its completion, the Survey shall be distributed to the Parties in both hard copy and electronic versions, or as otherwise agreed to by the Parties.
7. In the solicitation and engagement of a consultant, and in the performance of work on the Survey, it is agreed as follows:
  - A. City of Raleigh shall ensure that a qualified firm is obtained through an equitable selection process, and that prescribed work is properly accomplished in a timely manner and at a just and reasonable cost.
  - B. When procuring professional services, City of Raleigh shall adhere to Title 2 Code of Federal Regulations Part 200; Title 23 of the Code of Federal Regulations, Part 172; Title 40 United States Code, Chapter 11, Section 1101-1104 and Federal Transit Administration's Policies and Procedures for Major Professional or Specialized Services Contracts, and all other applicable laws and regulations.
8. City of Raleigh is solely responsible for the administration of all agreements, contracts, and work orders entered into or issued for this project. GoTriangle shall not be held liable by City of Raleigh for any expenses or obligations incurred for the project except those specifically eligible for reimbursement as approved under the terms of this **AGREEMENT**.
9. Reimbursement to City of Raleigh shall be subject to the policies and procedures contained in Federal-Aid Policy Guide Part 140, Subpart G, and Federal-Aid Policy Guide Part 172, which is being incorporated into this **AGREEMENT** by reference. Said reimbursement shall be made as follows:
  - A. City of Raleigh shall pay when due all consultant's invoices until completion of the Survey. City of Raleigh shall provide GoTriangle reimbursement billings/invoices, apportioned according to its respective funding percentage. Such billings/invoices shall itemize eligible project costs and be sent to the address below. Proper supporting documentation shall accompany each invoice. Billing will occur quarterly for the duration of the project until February 28, 2026.  
  
Billing Address:  
  
4600 Emperor Blvd. Suite 100, Durham, NC 27703
  - B. GoTriangle shall pay City of Raleigh (according to its respective funding commitment) within 30 days following receipt of the reimbursement billings under A, above. In the event GoTriangle finds any part of an invoice not to be acceptable, it shall identify to City of Raleigh the part or parts which are not acceptable and shall pay the part or parts of the invoice which are acceptable.

C. City of Raleigh agrees that it shall bear all costs of any item for which it is unable to substantiate actual reimbursable costs or any costs that have been deemed ineligible due to actions of City of Raleigh.

10. In the performance of all services and undertakings arising under this Agreement, City of Raleigh, its officers, employees, contractors, consultants, and agents, shall strictly adhere to the “Final Guidance - Uniform Administrative Requirements, Cost Principles, and Audit Requirements”, commonly known as the “Supercircular”, codified as Part 200 of Title 2, C.F.R., published by the U.S. Office of Management and Budget (OMB), and made effective as to all federal grants and agreements dated on or after December 26, 2014 (the Audit Requirements of the Supercircular being effective for all grant and agreement awards for fiscal years beginning on or after December 26, 2014). The above referenced procedures and requirements shall, without limitation, apply to selection of and securing professional services, administrative and reporting requirements, invoicing and reimbursement standards (2 CFR 200 Subpart C and D), cost principles (2 CFR 200 Subpart E and Appendix VII); and the requirement for performance of an independent, “Single Audit” (2 CFR 200 Subpart F).

Particular attention is called to the provisions of 2 C.F.R Part 1201, noting OMB-approved exceptions to Supercircular requirements applicable to FTA and DOT grant-funded projects and agreements relating thereto.

With respect to third parties, both public and private, performing duties or services contemplated under the above referenced grants and agreements, City of Raleigh will take all reasonable steps to ensure that such contracting parties adhere to the administrative and reporting requirements, invoicing and reimbursement standards, cost principles, audit requirements, and other standards and requirements of applicable State and Federal laws, including without limitation the incorporation of these provisions into the terms of all contracts and agreements with such third parties.

11. Failure on the part of any Party to comply with the provisions of this **AGREEMENT** will be grounds for termination.

12. City of Raleigh and its agents shall maintain all books, documents, papers, accounting records, and such other evidence as may be appropriate to substantiate costs incurred under this **AGREEMENT**. Further, City of Raleigh shall make such materials available at its office and shall require its agent to make such materials available at its office at all reasonable times during the contract period, and for three (3) years from the date of payment of the final voucher by the Federal Transit Administration under this **AGREEMENT**, for inspection and audit by the parties herein, the Federal Transit Administration, or any authorized representatives of the Federal Government.

13. City of Raleigh is prohibited from contracting with or making sub-awards under transactions covered by this **AGREEMENT** to entities, with respect to which professional certifications, designations, licenses, or other legal pre-conditions to perform work on the Survey have been revoked, allowed to lapse, or are otherwise not in effect (“suspended or disbarred entities”). Covered transactions include procurement contracts for goods or services equal to or in excess of \$25,000 and all non-procurement transactions (e.g., subawards to subrecipients).

Contractors receiving individual awards for \$25,000 or more, and all sub-recipients, must certify that the contracting entity and its principals are not suspended or debarred entities. City of Raleigh may rely upon the certification unless it knows that the certification is erroneous. City of Raleigh agrees that it is not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency.

14. All Parties hereby respectively confirm that the individuals executing the **AGREEMENT** are authorized to execute this **AGREEMENT** and to bind the respective entities to the terms contained herein.

15. This **AGREEMENT** shall be interpreted under the laws of the State of North Carolina, resolving any ambiguities and questions of the validity of specific provisions so as to give maximum effect to the values and purposes sought to be set forth herein.

16. By Executive Order 24, issued by Governor Perdue, and NCGS § 133-32, it is unlawful for any vendor or contractor (i.e., architect, bidder, contractor, construction manager, design professional, engineer, landlord, offeror, seller, subcontractor, supplier, or vendor), to make gifts or to give favors to any State employee of the Governor's Cabinet Agencies (i.e., Administration, Commerce, Correction, Crime Control and Public Safety, Cultural Resources, Environment and Natural Resources, Health and Human Services, Juvenile Justice and Delinquency Prevention, Revenue, Transportation, and the Office of the Governor).

17. E – Verify. The parties herein have complied with E-Verify, the federal E-Verify program operated by the United States Department of Homeland Security and other federal agencies, or any successor or equivalent program used to verify the work authorization of newly hired employees pursuant to federal law and as in accordance with N.C.G.S. §64-25 et seq. In addition, City of Raleigh agrees that it shall require the Consultant and any subcontractor employed by Consultant to comply with the requirements of E-Verify and N.C.G.S. §64-25 et seq.

18. All matters relating to this **AGREEMENT** shall be governed by the laws of the State of North Carolina, without regard to its choice of law provisions, and venue for any action relating to this Contract shall be Wake County Civil Superior Court or the United States District Court for the Eastern District of North Carolina, Western Division.

19. This **AGREEMENT** represents the entire and integrated agreement of the Parties and supersedes all prior negotiations, representations, or agreements. This **AGREEMENT** may be amended only by written agreement of the parties executed by their authorized representatives.

20. Companies Boycotting Israel Divestment Act Certification: The Parties herein certify that it has not been designated by the North Carolina State Treasurer as a company engaged in the boycott of Israel pursuant to N.C.G.S. 147-86.81.

21. Iran Divestment Act Certification: All parties, any permitted subcontractors, shall comply with Article 2, Chapter 64, of the North Carolina General Statutes. The Parties hereby certify that they, and all permitted subcontractors, if any, are not on the Iran Final Divestment List created by the North Carolina State Treasurer pursuant to N.C.G.S.147-86.58.

22. Nothing in this **AGREEMENT** shall be construed to mandate purchase of insurance by GoTriangle or Raleigh pursuant to N.C.G.S. 160A-485 or to in any way waive GoTriangle's or the City of Raleigh's defense of governmental immunity from any cause of action alleged or brought against any Party for any reason if otherwise available as a matter of law. No officer, agent or employee of GoTriangle or the City of Raleigh shall be subject to any personal liability by reason of the execution of this **AGREEMENT** or any other documents related to the transactions contemplated hereby. Such officers, agents, or employees shall be deemed to execute this **AGREEMENT** in their official capacities only, and not in their individual capacities. This section shall not relieve any such officer, agent or employee from the performance of any official duty provided by law.

23. To the extent permitted by North Carolina law, the Parties for themselves, their agents, officials, directors, officers, members, representatives, employees, and contractors agree not to discriminate in any manner or in any form based on actual or perceived age, mental or physical disability, sex, religion, creed, race, color, sexual orientation, gender identity or expression, familial or marital status, economic status, veteran status or national origin in connection with this Agreement or its performance. The Parties

agree to conform with the provisions and intent of Raleigh City Code §4-1004 in all matters related to this Agreement.

This provision is incorporated into the Agreement for the benefit of the City of Raleigh and its residents and may be enforced by an action for specific performance, injunctive relief, or any other remedy available at law or equity. This section shall be binding on the successors and assigns of all parties with reference to the subject matter of the Agreement.

24. **Electronic Version of Agreement.** GoTriangle and the City of Raleigh may convert a signed original of the **AGREEMENT** to an electronic record pursuant to a North Carolina Department of Natural and Cultural Resources approved procedure and process for converting paper records to electronic records for record retention purposes. Such electronic record of the **AGREEMENT** shall be deemed for all purposes to be an original signed Agreement.

25. There are no third-party beneficiaries to **AGREEMENT**.

26. **Electronic Signatures.** All Parties acknowledge and agree that the electronic signature application DocuSign may be used to execute this **AGREEMENT** and any associated documents. By selecting "I Agree," "I Accept," or other similar item, button, or icon via use of a keypad, mouse, or other device, as part of the DocuSign application, the Parties consent to be legally bound by the terms and conditions of this **AGREEMENT** and that such act constitutes their signature as if actually signed by them in writing. The Parties also agree that no certification authority or other third-party verification is necessary to validate their electronic signature and that the lack of such certification or third-party verification will not in any way affect the enforceability of their electronic signature. The Parties acknowledge and agree that delivery of a copy of this **AGREEMENT** or any other document contemplated hereby, through the DocuSign application, will have the same effect as physical delivery of the paper document bearing an original written signature.

27. Payment of compensation specified in this agreement, its continuation, or any renewal thereof, is dependent upon and subject to the allocation or appropriation of funds to the Parties for the purpose set forth in this agreement.

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CITY OF RALEIGH

By: Marshall Adams-David  
Marshall Adams-David, City Manager

9/22/23  
Date

ATTEST

By: Deborah A. DaLosa  
Assistant City Clerk (or designee)

9/23/23  
Date



**GoTriangle**

By: \_\_\_\_\_  
Date

**ATTEST By:** \_\_\_\_\_  
Date

This instrument has been preaudited in the manner required by Local Government Budget and Fiscal Control Act.

\_\_\_\_\_  
Deputy Finance Officer Date

## AGENDA ACTION ITEM

Submitted by: Steven Schlossberg, Finance & Administrative Services

Meeting date: November 2, 2023

### **SUBJECT: Wake Transit FY 2024 Q2 Wake Transit Work Plan/Budget Amendment**

#### **Strategic Objective or Initiative Supported**

Implement the Wake Transit Plan with Transit Planning Advisory Committee

#### **Staff Recommendation**

Recommend board approval of the FY2024 Q2 Wake Transit Work Plan amendments.

#### **Item Summary**

Five (5) major amendments and One (1) minor amendment have been submitted for approval:

##### Operating Amendments

1. **Contract Safety & Security Services** (Major Amendment): *City of Raleigh* is requesting funds to provide additional safety and security personnel at GoRaleigh transfer stations. Personnel would also be available to assist with non-destination riders on buses and non-transit related use of bus shelters and amenities.
2. **1.0 FTE: Director of Safety & Security** (Major Amendment): *City of Raleigh* is requesting funds to obtain a Director level Safety/Security position to provide oversight of the GoRaleigh transit services.

##### Capital Amendments

3. **Participation in NCDOT/RTA FAST Study** (Major Amendment): *Wake County* and *GoTriangle* are requesting funds to participate in the NCDOT/ Regional Transportation Alliance (RTA) Freeway And Street-based Transit (FAST) Study.
4. **New Downtown Cary Multimodal Transit Facility** (Major Amendment): *Town of Cary* currently has a project budget of \$17,508,861 for feasibility study, design and land acquisition. The Town received appraisals for 21 parcels that make up the project area for the Downtown Multimodal Center. The approved appraisal amount with 30% contingency totals \$27,390,480.00. In addition to the purchase of the property, the Uniform Act requires relocation assistance and moving expense reimbursement. The cost depends on whether it is a residential or commercial property. This is currently estimated at \$3,280,000, for a total estimate of \$30,670,480.00 for land acquisition, although this may increase if condemnation is filed on any of the properties. The Town is also increasing the estimate for master planning and design work to \$6,329,520. This increase brings the total project estimate to \$37,508,861. The Town of Cary is contributing \$10,000,000 to the project and requesting a Wake Transit amendment of \$10,000,000 to cover the additional budget needs.
5. **Raleigh Union Station Bus Facility/RUS Bus** (Major Amendment): *GoTriangle* is requesting advance funding to support Phase II construction of the RUS Bus project that is scheduled to begin in fall 2023. Phase II construction of the private overbuild is delayed due to financial market challenges. Proceeding with the publicly funded component of the project is critical due to the sunset date

of the project's federal Better Utilizing Investments to Leverage Development (BUILD) grant funds in September 2025. There are elements of the private overbuild to the construction of the transit project that will need to start at the same time as the transit facility construction begins. Funds will be reimbursed upon the developer's receipt of financing and commencement of the Overbuild.

6. **Extension of Planning Horizon for Wake Transit Vision Plan & Community Funding Area Program Management Plan Update** (Minor Amendment): CAMPO initially requested an increase in funds in FY2024 but have since shifted the additional \$130,000 requested to be programmed in FY2025. The increase in funds would be allocated to the total future year programmed amount from \$300,000 to \$430,000. CAMPO has adjusted the FY2024 amendment request to update the adopted project scope with zero financial impact in the current fiscal year. This amendment request also includes incorporating the scope and costs of updating the Community Funding Area Program Management Plan.

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 2024 Q2 Wake Transit Amendments during November 15th Executive Board Meeting.

### **Financial Impact**

The proposed amendments will increase the FY2024 Wake Transit Work Plan by \$21,471,360.

### **Attachments**

- Detailed Project Amendment Request



**2023 0025**

**GoTRIANGLE FY2024 BUDGET ORDINANCE AMENDMENT  
TRIANGLE TAX DISTRICT – WAKE OPERATING FUND**

**BE IT ORDAINED** by the Research Triangle Regional Public Transportation Authority Board of Trustees:

**Section 1.** It is estimated that the following revenues will be available in the **Triangle Tax District - Wake Operating Fund** for the fiscal year beginning July 1, 2023, and ending June 30, 2024:

	Original	Revised
Article 43 ½ Cent Local Option Sales Tax	\$ 26,519,260	\$ 26,855,620
Vehicle Rental Tax	275,704	275,704
\$7 Vehicle Registration Tax	6,850,000	6,850,000
\$3 Vehicle Registration Tax (Transfer from Wake Tax District)	2,925,000	2,925,000
Other/Miscellaneous	<u>1,088,574</u>	<u>1,088,574</u>
<b>Total</b>	<b>\$ 37,658,538</b>	<b>\$ 37,994,898</b>

**Section 2.** The following amounts hereby are appropriated in the **Triangle Tax District - Wake Operating Fund** for the fiscal year beginning July 1, 2023, and ending June 30, 2024:

	Original	Revised
Tax District Administration - GoTriangle	\$ 635,733	\$ 635,733
Transit Plan Administration		
GoTriangle	2,745,107	2,745,107
Capital Area Metropolitan Planning Organization (CAMPO)	824,909	824,909
City of Raleigh	1,885,167	1,960,167
Town of Cary	884,348	884,348
Community Funding Areas		
Town of Wake Forest	415,457	415,457
Town of Apex	440,607	440,607
Town of Morrisville	375,012	375,012
Reserve	837,785	837,785
Bus Operations		
GoTriangle	4,052,469	4,052,469
City of Raleigh	20,742,251	21,003,611
Town of Cary	2,557,187	2,557,187
Wake County	1,125,361	1,125,361
Town of Wendell	4,752	4,752
Town of Zebulon	6,397	6,397
Reserve	<u>125,996</u>	<u>125,996</u>
<b>Total</b>	<b>\$ 37,658,538</b>	<b>\$ 37,994,898</b>

**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 Operating Funds encumbered as of June 30, 2023, by GoTriangle as the Tax District Administrator are hereby appropriated to this budget.

**Section 5.** 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.

**ATTEST:**

**ADOPTED THIS THE 15<sup>TH</sup> DAY OF NOVEMBER 2023.**

\_\_\_\_\_  
Michelle C. Dawson, Clerk to the Board

\_\_\_\_\_  
Brenda Howerton, Board of Trustees Chair

**2023 0026**

**GO TRIANGLE FY2024 BUDGET ORDINANCE AMENDMENT**  
**TRIANGLE TAX DISTRICT - WAKE CAPITAL FUND**

**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, 2023, and ending June 30, 2024:

	Original	Revised
Article 43 ½ Cent Local Option Sales Tax	\$ 98,480,740	\$ 98,144,380
Community Funding Area Fund Balance	661,935	661,935
Allocation from Wake Capital Fund Balance	<u>14,232,843</u>	<u>35,704,203</u>
<b>Total</b>	<b>\$ 113,375,518</b>	<b>\$ 134,510,518</b>

**Section 2.** The following amounts hereby are appropriated in the **Triangle Tax District - Wake Capital Fund** for the fiscal year beginning July 1, 2023, and ending June 30, 2024:

	Original	Revised
Capital Planning		
Capital Area Metropolitan Planning Organization [CAMPO]	\$ 250,000	\$ 250,000
Wake County		135,000
Community Funding Area		
Town of Apex	429,275	429,275
Town of Knightdate	232,660	232,660
Bus Infrastructure		
GoTriangle	2,875,375	13,875,375
City of Raleigh	21,169,859	21,169,859
Town of Cary	26,471,404	36,471,404
Reserve	1,124,864	1,124,864
Vehicle Acquisition		
City of Raleigh		
	1,456,096	1,456,096
GoTriangle	2,113,500	2,113,500
Bus Rapid Transit		
GoRaleigh	<u>57,252,485</u>	<u>57,252,485</u>
<b>Total</b>	<b>\$ 113,375,518</b>	<b>\$ 134,510,518</b>

**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.** Small Starts Funding from the FTA in support of the southern Corridor Bus Rapid Transit 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.** 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.

**ATTEST:**

**ADOPTED THIS THE 15<sup>TH</sup> DAY OF NOVEMBER 2023.**

\_\_\_\_\_  
Michelle C. Dawson, Clerk to the Board

\_\_\_\_\_  
Brenda Howerton, Board of Trustees Chair

## FY24 Budget Change Impact - Wake Transit Plan

	<u>Revenue</u>	<u>Expenditures</u>	<u>Reserve/Cash Impact</u>	<u>Fund Affected</u>	<u>Comments</u>
<b>FY24 Approved Budget</b>	<b>\$ 455,191,074</b>	<b>\$ 469,423,920</b>	<b>\$ (14,232,846)</b>		
City of Raleigh (Raleigh - Operating)		75,000	(75,000)	43	Increase in Raleigh <i>Transit Plan Administration</i> for a new Raleigh project for a Director of Safety & Security : 1.0 new FTE
City of Raleigh (Raleigh - Operating)		261,360	(261,360)	43	Increase in Raleigh <i>Bus Operations</i> for a new Raleigh project to provide Security Contractors in the Downtown Raleigh area
Wake County (Wake County - Capital)		135,000	(135,000)	43	<i>New Wake County Project for RTA FAST Study</i> - The funds are needed to participate in the NCDOT Freeway And Street-based Transit Study
GoTriangle (GoTriangle - Capital)		11,000,000	(11,000,000)	43	<i>Raleigh Union Station Bus Facility</i> - The funds are needed to support Phase II construction, Funds will be reimbursed to the Wake Transit Plan by FY28
Town of Cary (Cary - Capital)		10,000,000	(10,000,000)	43	<i>Downtown Cary Multimodal</i> - The funds are needed for the increased cost of purchasing land for the project
<b>Amended FY24 Budget (Nov 2023)</b>	<b>\$ 455,191,074</b>	<b>\$ 490,895,280</b>	<b>\$ (35,704,206)</b>		
<b>Changes from Amendments</b>	<b>\$ -</b>	<b>\$ 21,471,360</b>	<b>\$ (21,471,360)</b>		

\* - Reserve/Cash impact to be funded by Allocation from Fund Balance



## Wake County Transit Planning Advisory Committee *TPAC Approved Revision*

### Financial Disposition: October 18, 2023

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#### Discussion:

The Budget Amendment process requires the review and provision of a financial disposition of all Major/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 (CAMPO) Executive Board and GoTriangle Board of Trustees.

#### Requested Items Recommended from Wake County Transit Planning Advisory Committee:

##### **Major Amendment** – Five (5) Amendments

- 1) **Contract Safety & Security Services** – City of Raleigh is requesting recurring funding to provide additional safety and security personnel at GoRaleigh transfer stations. Personnel would also be available to assist with non-destination riders on buses and non-transit related use of bus shelters and amenities.
- 2) **1.0 FTE: Director of Safety & Security** – City of Raleigh is requesting a Director level Safety/Security position to provide oversight of the GoRaleigh transit services. This position will provide oversight of off duty officers working at GoRaleigh station. The Director will be responsible for recruiting/scheduling off-duty officers with jurisdictional authority in the GoRaleigh service area.
- 3) **Participation in NCDOT/RTA FAST Study**– Wake County and GoTriangle are requesting funds to participate in in the NCDOT/ Regional Transportation Alliance (RTA) Freeway And Street-based Transit (FAST) Study. The Goals of the FAST Study are: 1) Make our freeways and regional boulevards “transit ready”, 2) Elevate and identify one or more BRT corridors that directly link with RDU Airport, 3) Advance SMART (Systematic Management of Adaptable Roadways through Technology) freeway corridors.
- 4) **New Downtown Cary Multimodal Transit Facility**– Town of Cary currently has a project budget of \$17,508,861 for feasibility study, design and land acquisition. The Town received appraisals for 21 parcels that make up the project area for the Downtown Multimodal Center. The approved appraisal amount with 30% contingency totals \$27,390,480.00. In addition to the purchase of the property, the Uniform Act requires relocation assistance and moving expense reimbursement. The cost depends on whether it is a residential or commercial property. This is currently estimated at \$3,280,000, for a total estimate of \$30,670,480.00 for land acquisition, although this may increase if condemnation is filed on any of the properties. The Town is also increasing the estimate for

master planning and design work to \$6,329,520. This increase brings the total project estimate to \$37,508,861. The Town of Cary is contributing \$10,000,000 to the project and requesting a Wake Transit amendment of \$10,000,000 to cover the additional budget needs.

- 5) **New Raleigh Union Station Bus Facility (RUS Bus)**– GoTriangle is requesting advance funding to support Phase II construction of the RUS Bus project that is scheduled to begin in fall 2023. Phase II construction of the private overbuild is delayed due to financial market challenges. Proceeding with the publicly funded component of the project is critical due to the sunset date of the project's federal Better Utilizing Investments to Leverage Development (BUILD) grant funds in September 2025. There are elements of the private overbuild to the construction of the transit project that will need to start at the same time as the transit facility construction begins. The associated cost is approximately \$10.8 million. This request is to prefund those activities with Wake Transit dollars to maintain the schedule for the public project. Funds will be reimbursed upon the developer's receipt of financing and commencement of the Overbuild. If the current developer is ultimately unable to secure financing, GoTriangle would seek to recoup these dollars from a future developer and reimburse the Wake Transit Plan at that time.

**Minor Amendment** – One (1) Amendment

- 1) **Extension of Planning Horizon for Wake Transit Vision Plan & Community Funding Area Program Management Plan Update**– CAMPO initially requested an increase in funds in FY2024 but have since shifted the additional \$130,000 requested to be programmed in FY2025. The increase in funds would be allocated to the total future year programmed amount from \$300,000 to \$430,000. CAMPO has adjusted the FY2024 amendment request to update the adopted project scope with zero financial impact in the current fiscal year. This amendment request also includes incorporating the scope and costs of updating the Community Funding Area Program Management Plan.

**Financial Impact of Proposed Amendments:**

The FY24 City of Raleigh Bus Operations budget will increase \$261,360  
 The FY24 City of Raleigh Transit Plan Administration budget will increase \$75,000  
 The FY24 Wake County Capital Planning budget will increase \$135,000  
 The FY24 Town of Cary Bus Infrastructure budget will increase \$10,000,000  
 The FY24 GoTriangle Bus Infrastructure budget will increase \$11,000,000  
 The FY24 CAMPO Capital Planning budget will have zero impact.

Net Impact to FY24 Wake Transit Plan = Increase of \$21,471,360

Revised - TPAC Recommneded

**FY24-Q2 Amendment Financial Impact**  
*(as submitted)*

Operating Budget Amendment Requests						
Ordinance Tag	Agency	Description	FY24 Wake Transit Adopted Funding	Wake Transit Proposed Amended Budget	Revised FY24 Wake Transit Plan Funding	Total FY24-FY30 Adopted Wake Transit Plan Funding
Bus Operations	City of Raleigh	Contract Safety & Security Services	\$0	\$261,360	\$261,360	\$4,824,657
Transit Plan Administration	City of Raleigh	1.0 FTE: Director of Safety & Security	\$0	\$75,000	\$75,000	\$1,057,115
<b>Wake Transit Operating Expenditures</b>			<b>\$0</b>	<b>\$336,360</b>	<b>\$336,360</b>	<b>\$5,881,772</b>

Capital Budget Amendment Requests						
Ordinance Tag	Agency	Description	Wake Transit Project Funding since Inception	Wake Transit Proposed Amended Budget	Revised Wake Transit Plan Funding <sup>1</sup>	Total Project Adopted Wake Transit Plan Funding <sup>1</sup>
Capital Planning	Wake County	Participation in NCDOT/RTA FAST Study	\$0	\$135,000	\$135,000	\$135,000
Bus Infrastructure	Town of Cary	New Downtown Cary Multimodal Transit Facility	\$17,508,861	\$10,000,000	\$27,508,861	\$92,508,861
Bus Infrastructure	GoTriangle	Raleigh Union Station Bus Facility (RUS Bus) <sup>3</sup>	\$19,800,000	\$11,000,000	\$30,800,000	\$10,940,000
Capital Planning	CAMPO	Extension of Planning Horizon for Wake Transit Vision Plan & CFA Program Management Plan Update <sup>2</sup>	\$170,000	\$0	\$170,000	\$600,000
<b>Wake Transit Capital Expenditures</b>			<b>\$37,478,861</b>	<b>\$21,135,000</b>	<b>\$58,613,861</b>	<b>\$104,183,861</b>
<b>Total Financial Impact - FY24 Wake Transit Work Plan</b>				<b>\$21,471,360</b>		

<sup>1</sup> Includes Funding Programmed in the FY24 Adopted Plan CIP

<sup>2</sup> Does not include funding from previous version of project (Adopted 4/2021)

<sup>3</sup> Financial Model to show return of \$11.0M by FY28; additionally \$8.86M STIP Funding returned in FY25-FY28

Revised - TPAC Recommneded

**FY24-Q2 Amendment Financial Impact**

*(adjusted without RUS Bus Reimbursement)*

Operating Budget Amendment Requests						
Ordinance Tag	Agency	Description	FY24 Wake Transit Adopted Funding	Wake Transit Proposed Amended Budget	Revised FY24 Wake Transit Plan Funding	Total FY24-FY30 Adopted Wake Transit Plan Funding
Bus Operations	City of Raleigh	Contract Safety & Security Services	\$0	\$261,360	\$261,360	\$4,824,657
Transit Plan Administration	City of Raleigh	1.0 FTE: Director of Safety & Security	\$0	\$75,000	\$75,000	\$1,057,115
<b>Wake Transit Operating Expenditures</b>			<b>\$0</b>	<b>\$336,360</b>	<b>\$336,360</b>	<b>\$5,881,772</b>

Capital Budget Amendment Requests						
Ordinance Tag	Agency	Description	Wake Transit Project Funding since Inception	Wake Transit Proposed Amended Budget	Revised Wake Transit Plan Funding <sup>1</sup>	Total Project Adopted Wake Transit Plan Funding <sup>1</sup>
Capital Planning	Wake County	Participation in NCDOT/RTA FAST Study	\$0	\$135,000	\$135,000	\$135,000
Bus Infrastructure	Town of Cary	New Downtown Cary Multimodal Transit Facility	\$17,508,861	\$10,000,000	\$27,508,861	\$92,508,861
Bus Infrastructure	GoTriangle	Raleigh Union Station Bus Facility (RUS Bus)	\$19,800,000	\$11,000,000	\$30,800,000	\$21,940,000
Capital Planning	CAMPO	Extension of Planning Horizon for Wake Transit Vision Plan & CFA Program Management Plan Update <sup>2</sup>	\$170,000	\$0	\$170,000	\$600,000
<b>Wake Transit Capital Expenditures</b>			<b>\$37,478,861</b>	<b>\$21,135,000</b>	<b>\$58,613,861</b>	<b>\$115,183,861</b>
<b>Total Financial Impact - FY24 Wake Transit Work Plan</b>				<b>\$21,471,360</b>		

<sup>1</sup> Includes Funding Programmed in the FY24 Adopted Plan CIP

<sup>2</sup> Does not include funding from previous version of project (Adopted 4/2021)

**ATTACHMENT B****WAKE COUNTY TRANSIT PLAN: IMPLEMENTATION**

**From:** Evan Koff, Wake Transit Senior Planner, Capital Area MPO

**To:** Wake County Transit Planning Advisory Committee (TPAC)

**Date:** 10/18/2023

**Re:** Summary of Requested FY 2024, 2<sup>nd</sup> Quarter Work Plan Amendments

A total of seven (7) amendments to the fiscal year (FY) 2024 or a prior year Wake Transit Work Plan have been requested by various project sponsors, including City of Raleigh, GoTriangle, Town of Cary, Wake County, and CAMPO for consideration by the TPAC in the 2<sup>nd</sup> quarter of FY 2024. The amendment requests were reviewed by CAMPO staff to determine the appropriate amendment type classifications (major versus minor) as outlined in the Wake Transit Work Plan Amendment Policy. All amendment requests were categorized as 'Major Amendments' for at least one of the following reasons:

- 1) Amendment request involves a significant change in scope;
- 2) Amendment request involves a financial impact requiring a change in fund balance; or
- 3) Amendment request involves a project requested to be removed from a Work Plan.

The amendment requests were released for public comment between September 1, 2023, and September 30, 2023. Thirty-two (32) public comments were received in response to the amendment requests.

Attached to this memorandum are the following:

- Proposed FY 2024 Q2 Amendment List (released for public comment) and Financial Disposition
- Completed Amendment Request Forms for Amendment Requests (released for public comment)
- Program Development Subcommittee Disposition Memo and Voting Record
- Engagement Summary for FY2024 Q2 Amendments

A scope and financial disposition for the amendment requests was developed by the Program Development Subcommittee and unanimously recommended to the TPAC at its meeting held on September 26<sup>th</sup>, with the following findings:

- The proposed contract safety and security services are appropriate for the continued implementation of services through the GoRaleigh Transit Center;
- The proposed creation of a Safety and Security Director is appropriate to manage the hiring, retention, and oversight of safety and security services throughout the GoRaleigh services, including but not limited to the GoRaleigh Transit station;
- After presenting GoTriangle's request for an additional 0.5 FTE for their Transit Plan Administration, TO002-BD, a motion was not brought forward to vote on whether to recommend this request to TPAC;
- The proposed inclusion of funds requested by Wake County and GoTriangle is appropriate to support the participation of several regional partners in the development of NCDOT's Freeway And Street-based Transit (FAST) Study. This was unanimously determined with the stipulation that a presentation of the scope of the FAST Study be presented to the TPAC at their October 2023 meeting;

**ATTACHMENT B****WAKE COUNTY TRANSIT PLAN: IMPLEMENTATION**

- The proposed change in budget to add \$10,000,000 in Wake Transit funding is appropriate to allow for the purchasing of the required parcels, relocation of the current tenants, and part of the master planning for the Town of Cary's new downtown multimodal transit facility;
- The proposed change in budget to add \$130,000 to the FY24 Work Plan and program an additional \$150,000 in the FY25 Work Plan for the Wake Transit Vision Plan Update is appropriate, based on a refined scope and incorporating TC003-T (Community Funding Area Program Management Plan Update) into the Wake Transit Vision Plan Update;
- The proposed change in budget for the RUS Bus Project to add \$11,000,000 to allow for the project's Phase II construction of the private overbuild of the publicly funded component to remain on schedule according to the requirements of GoTriangle's federal BUILD grant is appropriate if that funding is returned to the Wake Transit Program by GoTriangle's current or future private development partner.

## FY 2024, Quarter 2, Requested Wake Transit Work Plan Amendments

## REQUESTED MAJOR/MINOR AMENDMENTS

Project ID #	Agency	Project Title	FY 23 Original Funding Allocation	FY 24 Original Funding Allocation	FY 24 Requested Funding Allocation	FY 24 Funding Impact	Reason for Major/Minor Amendment Status
Operating Budget Amendment Requests							
TBD	City of Raleigh	Contract Safety & Security Services	\$ -	\$ -	\$ 261,360	\$ 261,360	<b>Major Amendment:</b> New implementation element to fund the contracting two shifts of two additional safety and security personnel at the GoRaleigh transfer station, and to assist with non destination riders on buses and non transit related use of bus shelters and amenities. The requested FY25 impact is \$714,384.
TBD	City of Raleigh	1.0 FTE: Director of Safety & Security	\$ -	\$ -	\$ 75,000	\$ 75,000	<b>Major Amendment:</b> New implementation element to fund a one (1) director level FTE specializing in safety and security. This position's duties will focus on providing oversight of off duty officers working at GoRaleigh station, recruiting/scheduling off-duty officers with jurisdictional authority in the GoRaleigh service area, and coordinate closely with local authorities in Raleigh. The requested FY25 impact is \$153,750.
TO002-BD	GoTriangle	Transit Plan Administration Staffing	\$ 1,873,530	\$ 2,190,000	\$ 2,227,500	\$ 37,500	<b>Major Amendment:</b> This is a request to increase the allocation of the Transit Plan Administration Staffing implementation element by 0.5 FTE. The increased funding is meant to provide support for majority project level work including: planning efforts, funding optimization for Wake Transit projects, construction and inspection of bus stop improvements in Wake County, efforts to re-instate fares, pass program implementation, and other service planning needs. The requested FY25 impact is \$76,875; out of the total requested FY25 funding allocation of \$2,321,625.
Total Operating Funding Impact						\$ 373,860	
Capital Budget Amendment Requests							
Project ID #	Agency	Project Title	Original Funding Allocation		Requested Funding Allocation	Funding Impact	Reason for Major/Minor Amendment Status
TBD	Wake County	Wake County and GoTriangle Participation in NCDOT/RTA FAST Study	\$ -	\$ -	\$ 135,000	\$ 135,000	<b>Major Amendment:</b> This amendment request accounts for the local contribution to the Freeway And Street-based Transit (FAST) Study managed by RTA and NCDOT. The goals of this study are to 1) Make our freeways and regional boulevards "transit ready", 2) Elevate and identify one or more BRT corridors that directly link with RDU Airport, 3) Advance SMART (Systematic Management of Adaptable Roadways through Technology) freeway corridors. There are currently no plans for impact to FY25.
TC002-F	Town of Cary	New Downtown Cary Multimodal Transit Facility	\$ 17,508,861	\$ 17,508,861	\$ 27,508,861	\$ 10,000,000	<b>Major Amendment:</b> To account for: the cost of purchasing the required 21 parcels in downtown Cary plus a 30% contingency (Total = 27,390,480); the Uniform Act requirement of relocation assistance and moving expenses (Total = \$3,280,000); and an increase to the cost of master planning and design work (Total = \$6,329,520); the Town of Cary is requesting an additional \$10,000,000 from the Wake Transit Program to support the Town's contribution of \$10,000,000 to the project. There is no requested impact to the FY25 programmed allocation.
TC003-F / TC003-T	CAMPO	Extension of Planning Horizon for Wake Transit Vision Plan & Community Funding Area Program Management Plan Update	\$ 170,000	\$ 170,000	\$ 300,000	\$ 130,000	<b>Major Amendment:</b> This is a request to address increasing costs based on refinement of the scoping deliverables as defined in the Work Plan's project description. This amendment request also includes incorporating the scope and costs of updating the Community Funding Area Program Management Plan. The requested FY25 impact is \$150,000.
TC002-A	GoTriangle	New Raleigh Union Station Bus Facility (RUS Bus)	\$ 19,800,000	\$ 19,800,000	\$ 30,800,000	\$ 11,000,000	<b>Major Amendment:</b> In prior fiscal years the Wake Transit Program has provided \$19.8M in funding for Design, Artist Retention, Art Installation, and Construction. \$12.49M was provided for construction, of which \$8.86M will be returned to the Wake Transit Program upon distribution of funds to GoTriangle by the NCDOT STIP unit from FY25 through FY28.  The RUS Bus is a Public-Private Partnership. The publicly funded portion of Phase II of construction, which includes the ground floor transit center, is scheduled to begin in fall 2023. According to GoTriangle staff, there are \$10.8M worth of improvements in Phase II's private overbuild that are also integral to the delivery of the transit center. These improvements must be completed by September 2025, the sunset date of the project's federal BUILD grant. Phase II construction of the private overbuild is delayed due to financial market challenges. As a result, GoTriangle staff are requesting that the Wake Transit Program pre-fund the improvements in question to maintain project schedule integrity. GoTriangle has pledged to return the pre-funded amount to the Wake Transit program upon securing private financing.
Total Capital Funding Impact						\$ 21,265,000	

Distributed for Public Comment on 09/01/2023

Public Comments Accepted Through 09/30/2023

Submit all comments to Evan Koff, Senior Wake Transit Planner - evan.koff@campo-nc.us

Wake Transit Project ID #
NEW

**FY 2024**  
**Wake Transit Work Plan**  
**Project Amendment Request Form**  
**Operating and/or Capital**

<b>FY START DATE</b>
7/1/2023

Type of Amendment      Minor ☐      Major ☒

**Minor Amendments:**

- a. An amendment that requires a transfer between budget ordinance appropriations but requires less than a 20% change to a project appropriation for projects equal to or less than \$500,000;
- b. Changes to any adopted financial assumptions supporting the applicable Work Plan;
- c. Changes to periods of performance for project funding agreements tying to capital project funding allocations for implementation elements in the applicable Work Plan;
- d. Changes in reporting requirements for performance on implementation elements authorized in the applicable Work Plan;
- e. Changes in scope for implementation elements programmed in future fiscal years;
- f. Changes in funding amounts for implementation elements programmed in future fiscal years;
- g. Any amendment that requires a transfer of funds between or among implementation elements in separate funding subcategories (i.e., bus stop improvements, maintenance facility improvements, park-and-ride improvements, and transit center/transfer point improvements) within the bus infrastructure funding category in the applicable Work Plan; and
- h. Any other change that does not meet any of the criteria of a Major Amendment.

**Major Amendments are required when:**

- a. A project requested to be added to the Work Plan
- b. A project requested to be removed from the Work Plan
- c. Significant changes in scope of funded project
- d. 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
- e. 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

These definitions are based on the Wake Transit Work Plan Amendment Policy Update (Draft 2023), which gives more clarity to the definitions without changing their meaning. The Amendment Policy Update has been approved by the TPAC and will go to the Wake Transit Governing Boards in the Fall of Calendar Year 2023.

New/Amended Project Name	Requesting Agency	Project Contact	Estimated Operating Cost	
Contract Safety Security service	City of Raleigh	David Walker	Base Year	\$ 261,360
		<a href="mailto:david.walker@raleighnc.gov">david.walker@raleighnc.gov</a>	Recurring	\$ 4,563,297
Estimated Start Date	Estimated Completion	Notes	Estimated Capital Cost	
March 2024	Recurring		Base Year	\$ -
			Cumulative	\$ -
<b>Project Description</b>	<b>Enter below a summary of the project amendment and impact on approved plan.</b>			
The City of Raleigh/GoRaleigh is requesting recurring funding to provide additional safety and security personnel at our GoRaleigh transfer station. These personnel would also be available to assist with non destination riders on buses and non transit related use of bus shelters and amenities. Funding request is to support officers with jurisdictional authority in Raleigh.				
<b>1. Enter Wake Transit Project ID(s) to Increase</b>				

Project ID	Project	Appropriation Category	Amount	Recurring Amount	Notes
NA					
<b>TOTAL</b>			\$ -	\$ -	

2. Wake Transit Project ID(s) to Reduce					
Project ID	Project	Appropriation Category	Amount	Recurring Amount	Notes
NA					
<b>TOTAL</b>			\$ -	\$ -	

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?

Approval is needed by FY24 Q3 in order to be operational in or before Q4. Future funding will be recurring full year requests.
--

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

These security and safety personnel will provide a safe environment for our customers and bus operators. Budget is set to support 2 shifts with 2 officers per shift 7 days a week. Without adding security staff GoRaleigh will continue to experience non destination riders and persons hanging out in GoRaleigh station. This creates an uninviting environment for our riders that are there to actually use the system.

**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)	Staffing report with hours provided
b)	Will provide quarterly updates on security and safety improvements
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.**

The Covid - 19 pandemic changed the environment in and around our transit system and facilities. In order to provide our current and future customers a secure and safe environment, this service will become a needed recurring operating cost.

**10. Please enter estimated appropriations below that will support expenses identified above. Enter FY 2024 and the estimated annualized cost in FY 2025 using the 2.5% growth factor, if applicable. The spreadsheet will calculate 2025 and beyond by 2.5%. If your project is not expected to have recurring costs in FY 2025 and/or beyond, delete the calculation(s) in columns E-I.**

Cost Break Down of Project Request							
OPERATING COSTS	FY24	FY25	FY26	FY27	FY28	FY29	FY30
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	261,360	714,384	732,244	750,550	769,313	788,546	808,260
Other			-	-	-	-	-
Subtotal: Bus Operations	261,360	714,384	732,244	750,550	769,313	788,546	808,260
Other: Administrative							
Other: Database Hosting			-	-	-	-	-
Other: Supplies and Materials			-	-	-	-	-
<b>TOTAL OPERATING COSTS</b>	<b>261,360</b>	<b>714,384</b>	<b>732,244</b>	<b>750,550</b>	<b>769,313</b>	<b>788,546</b>	<b>808,260</b>

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

CAPITAL COSTS	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Design/NEPA	\$ -	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-
Land - Right of Way	-	-	-	-	-	-	-
<b>TOTAL CAPITAL COSTS</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**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 #
NEW

**FY 2024**  
**Wake Transit Work Plan**  
**Project Amendment Request Form**  
**Operating and/or Capital**

FY START DATE
7/1/2023

Type of Amendment      Minor ☐      Major ☒

**Minor Amendments:**

- a. An amendment that requires a transfer between budget ordinance appropriations but requires less than a 20% change to a project appropriation for projects equal to or less than \$500,000;
- b. Changes to any adopted financial assumptions supporting the applicable Work Plan;
- c. Changes to periods of performance for project funding agreements tying to capital project funding allocations for implementation elements in the applicable Work Plan;
- d. Changes in reporting requirements for performance on implementation elements authorized in the applicable Work Plan;
- e. Changes in scope for implementation elements programmed in future fiscal years;
- f. Changes in funding amounts for implementation elements programmed in future fiscal years;
- g. Any amendment that requires a transfer of funds between or among implementation elements in separate funding subcategories (i.e., bus stop improvements, maintenance facility improvements, park-and-ride improvements, and transit center/transfer point improvements) within the bus infrastructure funding category in the applicable Work Plan; and
- h. Any other change that does not meet any of the criteria of a Major Amendment.

**Major Amendments are required when:**

- a. A project requested to be added to the Work Plan
- b. A project requested to be removed from the Work Plan
- c. Significant changes in scope of funded project
- d. 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
- e. 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

These definitions are based on the Wake Transit Work Plan Amendment Policy Update (Draft 2023), which gives more clarity to the definitions without changing their meaning. The Amendment Policy Update has been approved by the TPAC and will go to the Wake Transit Governing Boards in the Fall of Calendar Year 2023.

New/Amended Project Name	Requesting Agency	Project Contact	Estimated Operating Cost	
Safety and Security Director	City of Raleigh	David Walker <a href="mailto:david.walker@raleighnc.gov">david.walker@raleighnc.gov</a>	Base Year	\$ 75,000
			Recurring	\$ 982,115
Estimated Start Date	Estimated Completion	Notes	Estimated Capital Cost	
January 1, 2024	Recurring		Base Year	\$ -
			Cumulative	\$ -
Project Description	Enter below a summary of the project amendment and impact on approved plan.			
The City of Raleigh/GoRaleigh will hire a Director level Safety/Security position to provide oversight of the GoRaleigh transit services. This position will provide oversight of off duty officers working at GoRaleigh station. They will be responsible for recruiting/scheduling off-duty officers with jurisdictional authority in the GoRaleigh service area. This staff person will coordinate closely with local authorities in Raleigh to work towards a safe, comfortable and efficient transportation system.				
<b>1. Enter Wake Transit Project ID(s) to Increase</b>				

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

2. Wake Transit Project ID(s) to Reduce					
Project ID	Project	Appropriation Category	Amount	Recurring Amount	Notes
NA					
TOTAL			\$ -	\$ -	

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?

This will be for 6 months in FY24 and then as a recurring full year request moving forward.

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

This professional security staff position will work to provide a safe environment for our employees and everyday riders.

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)	Status of Hire
b)	Quarterly staff highlights
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 2024 and the estimated annualized cost in FY 2025 using the 2.5% growth factor, if applicable. The spreadsheet will calculate 2025 and beyond by 2.5%. If your project is not expected to have recurring costs in FY 2025 and/or beyond, delete the calculation(s) in columns E-I.

Cost Break Down of Project Request							
OPERATING COSTS	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Growth Factors		2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Salary & Fringes	75,000	153,750	157,594	161,534	165,572	169,711	173,954
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			-	-	-	-	-
<b>TOTAL OPERATING COSTS</b>	<b>75,000</b>	<b>153,750</b>	<b>157,594</b>	<b>161,534</b>	<b>165,572</b>	<b>169,711</b>	<b>173,954</b>

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

CAPITAL COSTS	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Design/NEPA	\$ -	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-
Land - Right of Way	-	-	-	-	-	-	-
<b>TOTAL CAPITAL COSTS</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

*Assumptions for Costs and Revenues Above:*

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

<b>Wake Transit Project ID #</b>
TO002-BD

**FY 2024**  
**Wake Transit Work Plan**  
**Project Amendment Request Form**  
**Operating and/or Capital**

<b>FY START DATE</b>
7/1/2023

**Type of Amendment**Minor ☐Major ☒**Minor Amendments:**

- a. An amendment that requires a transfer between budget ordinance appropriations but requires less than a 20% change to a project appropriation for projects equal to or less than \$500,000;
- b. Changes to any adopted financial assumptions supporting the applicable Work Plan;
- c. Changes to periods of performance for project funding agreements tying to capital project funding allocations for implementation elements in the applicable Work Plan;
- d. Changes in reporting requirements for performance on implementation elements authorized in the applicable Work Plan;
- e. Changes in scope for implementation elements programmed in future fiscal years;
- f. Changes in funding amounts for implementation elements programmed in future fiscal years;
- g. Any amendment that requires a transfer of funds between or among implementation elements in separate funding subcategories (i.e., bus stop improvements, maintenance facility improvements, park-and-ride improvements, and transit center/transfer point improvements) within the bus infrastructure funding category in the applicable Work Plan; and
- h. Any other change that does not meet any of the criteria of a Major Amendment.

**Major Amendments are required when:**

- a. A project requested to be added to the Work Plan
- b. A project requested to be removed from the Work Plan
- c. Significant changes in scope of funded project
- d. 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
- e. 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

These definitions are based on the Wake Transit Work Plan Amendment Policy Update (Draft 2023), which gives more clarity to the definitions without changing their meaning. The Amendment Policy Update has been approved by the TPAC and will go to the Wake Transit Governing Boards in the Fall of Calendar Year 2023.

New/Amended Project Name	Requesting Agency	Project Contact	Estimated Operating Cost	
Transit Plan Administration	GoTriangle	Katharine Eggleston	Base Year	\$ 2,227,500
			Recurring	\$ 14,829,929
Estimated Start Date	Estimated Completion	Notes	Estimated Capital Cost	
1/1/2024		The amendment request is for an incremental increase of \$37.5K.	Base Year	\$ -
			Cumulative	\$ -
<b>Project Description</b>		<b>Enter below a summary of the project amendment and impact on approved plan.</b>		

This amendment request will add an additional 0.5 FTE to transit plan administration. The 0.5 FTE will fall under transit project and program administration. GoTriangle will employ additional staff time to direct and implement activities for Wake Transit program and project activities and ensure all tasks are completed in accordance to Wake Transit policies and procedures. This additional staff will participate in planning and project delivery within the following key areas: grant strategy and seeking for Wake Transit projects, planning, construction and inspections of bus stop improvements in the County, service planning support focusing on reinstatement of fares, route restoration rider pass program implementation, and impacts of operator shortage planning (program support to assist with persistent issues of changing labor availability). The FY24 work includes TO002-BD, allocating \$2,190,000 for transit plan administration. This amendment request would increase the total by \$37,500 for a total of \$2,265,000.

**1. Enter Wake Transit Project ID(s) to Increase**

Project ID	Project	Appropriation Category	Amount	Recurring Amount	Notes
TO002-BD	Transit Plan Administration		\$ 37,500	FY25-\$153,750/2 (increasing 2.5% per year after)	The amount showing is the incremental amount for FY24.
<b>TOTAL</b>			<b>\$ 37,500</b>	<b>\$ -</b>	

**2. Wake Transit Project ID(s) to Reduce**

Project ID	Project	Appropriation Category	Amount	Recurring Amount	Notes
<b>TOTAL</b>			<b>\$ -</b>	<b>\$ -</b>	

**3. Impact on Transit Plan Project Costs**

From above, indicate whether amounts impact operating or capital budgets in Wake Transit Plan.	<b>Estimated Operating Cost</b>	Current Year	\$ 37,500
		Recurring	\$ = 153750/2 + 2.5%
	<b>Estimated Capital Cost</b>	Base Year	\$ -
		Cumulative	\$ -

**Project Justification / Business Case** Provide responses to EACH 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?

Requesting partial years fund to start January 2024.

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

If the request is not funded, progress on Wake Transit could be slowed due to lack of available staff.

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)	Status of hire
b)	Quarterly staff highlights (functions, deliverables, or accomplishments – may be provided as single report by project sponsor for all staff
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 2024 and the estimated annualized cost in FY 2025 using the 2.5% growth factor, if applicable. The spreadsheet will calculate 2025 and beyond by 2.5%. If your project is not expected to have recurring costs in FY 2025 and/or beyond, delete the calculation(s) in columns E-I.

Cost Break Down of Project Request							
OPERATING COSTS	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Growth Factors		2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Salary & Fringes	\$ 2,227,500	2,321,625	2,379,666	2,439,157	2,500,136	2,562,640	2,626,706
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	2,227,500	2,321,625	2,379,666	2,439,157	2,500,136	2,562,640	2,626,706

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

CAPITAL COSTS	FY24	FY25	FY26	FY27	FY28	FY29	FY30
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.

Anticipated start date of 1/1/24. The request is for an incremental \$37.5K for FY24 with a full year FY25 incremental impact of \$153,750/2 growing at 2.5% per annum. GoTriangle will review the cost and make adjustments upon hiring and project review. The total amount of the project increased from an Adopted \$2,190,000 to a recommended \$2,227,500

<b>Wake Transit Project ID #</b>
New

**FY 2024**  
**Wake Transit Work Plan**  
**Project Amendment Request Form**  
**Operating and/or Capital**

<b>FY START DATE</b>
7/1/2023

Type of Amendment      Minor ☐      Major ☒

**Minor Amendments:**

- a. An amendment that requires a transfer between budget ordinance appropriations but requires less than a 20% change to a project appropriation for projects equal to or less than \$500,000;
- b. Changes to any adopted financial assumptions supporting the applicable Work Plan;
- c. Changes to periods of performance for project funding agreements tying to capital project funding allocations for implementation elements in the applicable Work Plan;
- d. Changes in reporting requirements for performance on implementation elements authorized in the applicable Work Plan;
- e. Changes in scope for implementation elements programmed in future fiscal years;
- f. Changes in funding amounts for implementation elements programmed in future fiscal years;
- g. Any amendment that requires a transfer of funds between or among implementation elements in separate funding subcategories (i.e., bus stop improvements, maintenance facility improvements, park-and-ride improvements, and transit center/transfer point improvements) within the bus infrastructure funding category in the applicable Work Plan; and
- h. Any other change that does not meet any of the criteria of a Major Amendment.

**Major Amendments are required when:**

- a. A project requested to be added to the Work Plan
- b. A project requested to be removed from the Work Plan
- c. Significant changes in scope of funded project
- d. 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
- e. 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

These definitions are based on the Wake Transit Work Plan Amendment Policy Update (Draft 2023), which gives more clarity to the definitions without changing their meaning. The Amendment Policy Update has been approved by the TPAC and will go to the Wake Transit Governing Boards in the Fall of Calendar Year 2023.

New/Amended Project Name	Requesting Agency	Project Contact	Estimated Operating Cost	
Wake County / GoTriangle Participation in Fast Study	Wake County	Tim Gardiner, tim.gardiner@wake.gov	Base Year	\$ -
			Recurring	\$ -
Estimated Start Date	Estimated Completion	Notes	Estimated Capital Cost	
October 2024	June 2024	Funding should be allocated to a single agency, Wake County, to allow payment to NCDOT	Base Year	\$ 135,000
			Cumulative	\$ -
Project Description	Enter below a summary of the project amendment and impact on approved plan.			

Several regional partners are planning to participate in and provide funding for the NCDOT/ Regional Transportation Alliance (RTA) Freeway And Street-based Transit (FAST) Study. Wake County and GoTriangle are requesting Wake Transit funds to meet the funding match due to demands on other resources. The Goals of the FAST Study are: 1) Make our freeways and regional boulevards "transit ready", 2) Elevate and identify one or more BRT corridors that directly link with RDU Airport, 3) Advance SMART (Systematic Management of Adaptable Roadways through Technology) freeway corridors

**1. Enter Wake Transit Project ID(s) to Increase**

Project ID	Project	Appropriation Category	Amount	Recurring Amount	Notes
<b>TOTAL</b>			\$ -	\$ -	

**2. Wake Transit Project ID(s) to Reduce**

Project ID	Project	Appropriation Category	Amount	Recurring Amount	Notes
<b>TOTAL</b>			\$ -	\$ -	

**3. Impact on Transit Plan Project Costs**

From above, indicate whether amounts impact operating or capital budgets in Wake Transit Plan.	<b>Estimated Operating Cost</b>	Current Year	\$ -
		Recurring	\$ -
	<b>Estimated Capital Cost</b>	Base Year	\$ 135,000
		Cumulative	\$ -

**Project Justification / Business Case**      Provide responses to EACH 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?

This request is anticipating the full \$135,000 in FY24 for budgeting purposes. The actual spending amount and spending timeframe wil depend on NCDOT invoices. It is anticipated that NCDOT will fund the costs of the project and then request reimbursement from the partner agencies. NCDOT and RTA have already developed a scope for this work and NCDOT has assigned one of its on-call consultants to complete the work.

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

Key outcomes of this study from a Wake Transit perspective are: 1) Coordinated work with key partners to better understand the potential scope and cost of freeway and street based transit infrastructure, 2) An expanded list of projects that can be considered during the Wake Transit Vision Update in FY25, 3) A regional assessment of potential transit supporting infrastructure that is not specifically tied to funding. 4) Buy-in from key partners on where transit infrastructure could be useful and what the modifications would likely cost. If this request is not funded the FAST study might continue with fewer resources and a lesser scope. This scope may not provide Wake Transit with as much new information for use in the Wake Transit Vision Update. If this request is not funded and the partners decide not to continue the FAST study without it, it is likely that Wake Transit will need to complete many of the tasks contemplated by the FAST study at full Wake Transit expense as part of the Wake Transit Vision Update.

**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)	Details and costs of specific freeway and street based transit solutions
b)	Strategies to rank or prioritize projects within the study
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 2024 and the estimated annualized cost in FY 2025 using the 2.5% growth factor, if applicable. The spreadsheet will calculate 2025 and beyond by 2.5%. If your project is not expected to have recurring costs in FY 2025 and/or beyond, delete the calculation(s) in columns E-I.**

Cost Break Down of Project Request							
OPERATING COSTS	FY24	FY25	FY26	FY27	FY28	FY29	FY30
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			-	-	-	-	-
<b>TOTAL OPERATING COSTS</b>	-	-	-	-	-	-	-

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

CAPITAL COSTS	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Design/NEPA	\$ 135,000	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-
Land - Right of Way	-	-	-	-	-	-	-
<b>TOTAL CAPITAL COSTS</b>	<b>135,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**Assumptions for Costs and Revenues Above:**

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

NCDOT and RTA determined the needed matches from each agencies. Wake County was asked to contribute \$100,000. GoTriangle was asked to contribute \$50,000. The \$35,000 requested represents an approximately 70% share of the total. It is expected that Durham and Orange County will fund the remaining \$15,000.

<b>Wake Transit Project ID #</b>
TC002-F

**FY 2024**  
**Wake Transit Work Plan**  
**Project Amendment Request Form**  
**Operating and/or Capital**

<b>FY START DATE</b>
7/1/2023

**Type of Amendment**Minor ☐Major ☒**Minor Amendments:**

- a. An amendment that requires a transfer between budget ordinance appropriations but requires less than a 20% change to a project appropriation for projects equal to or less than \$500,000;
- b. Changes to any adopted financial assumptions supporting the applicable Work Plan;
- c. Changes to periods of performance for project funding agreements tying to capital project funding allocations for implementation elements in the applicable Work Plan;
- d. Changes in reporting requirements for performance on implementation elements authorized in the applicable Work Plan;
- e. Changes in scope for implementation elements programmed in future fiscal years;
- f. Changes in funding amounts for implementation elements programmed in future fiscal years;
- g. Any amendment that requires a transfer of funds between or among implementation elements in separate funding subcategories (i.e., bus stop improvements, maintenance facility improvements, park-and-ride improvements, and transit center/transfer point improvements) within the bus infrastructure funding category in the applicable Work Plan; and
- h. Any other change that does not meet any of the criteria of a Major Amendment.

**Major Amendments are required when:**

- a. A project requested to be added to the Work Plan
- b. A project requested to be removed from the Work Plan
- c. Significant changes in scope of funded project
- d. 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
- e. 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

*These definitions are based on the Wake Transit Work Plan Amendment Policy Update (Draft 2022), which gives more clarity to the definitions without changing their meaning. The Amendment Policy Update has been approved by the TPAC and will go to the Wake Transit Governing Boards in the Fall of Calendar Year 2022.*

New/Amended Project Name	Requesting Agency	Project Contact	Estimated Operating Cost	
Downtown Multimodal Center Design & Land Acquisition	Town of Cary	Kelly Blazey, Transit Director	Base Year	\$ -
		<a href="mailto:kelly.blazey@carync.gov">kelly.blazey@carync.gov</a>	Recurring	\$ -
Estimated Start Date	Estimated Completion	Notes	Estimated Capital Cost	
7/1/23	6/30/24		Base Year	\$ 17,508,861
			Cumulative	\$ 37,508,861
<b>Project Description</b>	<b>Enter below a summary of the project amendment and impact on approved plan.</b>			
<p>The Town of Cary currently has a project budget of \$17,508,861 for feasibility study, design and land acquisition for this project. We have received appraisals for the 21 parcels that make up the project area for the Downtown Multimodal Center. The approved appraisal amount with 30% contingency is \$27,390,480.00. In addition to the purchase of the property, the Uniform Act requires relocation assistance and moving expense reimbursement. This cost depends on whether it is a residential or commercial property. This is currently estimated at \$3,280,000, for a total estimate of \$30,670,480.00 for land acquisition, although this may increase if condemnation is filed on any of the properties. We are also increasing our estimate for master planning and design work to \$6,329,520. This brings the total project estimate to \$37,508,861. The Town of Cary is contributing \$10,000,000 to this project and we are asking for an amendment of \$10,000,000 to cover the additional budget needed.</p> <p>Feasibility Study: \$ 508,861 (100% Wake Transit, completed)  Land Acquisition: \$30,670,480 (\$10M Town of Cary, \$20,670,480 Wake Transit)  Master Planning &amp; Design: \$ 6,329,520 (100% Wake Transit)</p> <p>Total: \$37,508,861 (\$10M Town of Cary, \$27,508,861 Wake Transit)</p>				
<b>1. Enter Wake Transit Project ID(s) to Increase</b>				

Project ID	Project	Appropriation Category	Amount	Recurring Amount	Notes
TC002-F	Downtown Multimodal Center Design & Land Acquisition	Bus Infrastructure (Capital)	\$ 10,000,000		
<b>TOTAL</b>			<b>\$ 10,000,000</b>	<b>\$ -</b>	

<b>2. Wake Transit Project ID(s) to Reduce</b>					
Project ID	Project	Appropriation Category	Amount	Recurring Amount	Notes
<b>TOTAL</b>			<b>\$ -</b>	<b>\$ -</b>	

<b>3. Impact on Transit Plan Project Costs</b>				
From above, indicate whether amounts impact operating or capital budgets in Wake Transit Plan.		Estimated Operating Cost	Current Year	\$ -
			Recurring	\$ -
Capital		Estimated Capital Cost	Base Year	\$ 17,508,861
			Cumulative	\$ 37,508,861

<b>Project Justification / Business Case</b>	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?

This is a one-time request for a full year of funds. It is not recurring.

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

If this request is funded we will be able to continue acquiring the properties needed for the Downtown Multimodal Center project without any delay to the project. If the request is not funded it will significantly impact the timeline for the project.

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.

A Real Property Justification form was previously submitted as part of the Q3 Amendment process in FY22. I am including an update to that justification with this request.

10. Please enter estimated appropriations below that will support expenses identified above. Enter FY 2023 and the estimated annualized cost in FY 2024 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	FY23	FY24	FY25	FY26	FY27	FY28	FY29
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			-	-	-	-	-
<b>TOTAL OPERATING COSTS</b>	-	-	-	-	-	-	-

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

CAPITAL COSTS	FY23	FY24	FY25	FY26	FY27	FY28	FY29
Design/NEPA	\$ 508,861	6,329,520	-	-	-	-	-
Equipment	-	-	-	-	-	-	-
Land - Right of Way	-	30,670,480	-	-	-	-	-
<b>TOTAL CAPITAL COSTS</b>	<b>508,861</b>	<b>37,000,000</b>	-	-	-	-	-

*Assumptions for Costs and Revenues Above:*

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

The capital expenses is based on actual appraisals for the 21 properties in the project area, along with estimated costs for relocation and moving expenses. These were provided by Carolina Land Acquisitions, the consultant that is assisting us with this process. We included \$6,329,520 for master planning and design work.

**Town of Cary****Q2 Amendment Request for TC002-F, Downtown Multi-Modal Center Design & Land Acquisition  
Originally submitted with Q3 Amendment Request in FY22, Updated 08.24.23**

**Any project sponsor proposing the use of Wake Transit Tax Revenue for the acquisition of real property applicable to this policy framework shall submit information to sufficiently answer the following questions in or with the applicable Wake Transit Work Plan project funding request form or amendment request form:**

**1) Necessity:****a. Why is acquiring title to the property(ies) a better alternative than leasing or other arrangements?**

There are 21 parcels in the Multi-Modal Center project area. It is a mix of residential and commercial, as well as owner-occupied and leased. The nature of this project is not suitable for leasing or other arrangements.

**b. Can the project proposed to make use of the property(ies) still move forward without acquiring title?**

No

**c. What is the useful life of the project that is proposed to make use of the subject property(ies)?**

40 Years+

**2) Location and Size:****a. If available, what is the location (address or other descriptive information to understand the general location of the property) and size of the subject property?**

See Next Page

#	Parcel PIN	Address	Deed Acres	Total Assessed Value (1/14/21)	Total Approved Appraisal (2023)
1	0764410876	203 N Harrison Ave	0.96	\$2,381,550.00	\$4,282,100.00
2	0764319920	213 Hillsboro St	0.17	151,654.00	435,000.00
3	0764329104	214 Hillsboro St	0.6	1,089,586.00	1,835,275.00
4	0764317890	215 Hillsboro St	0.85	492,452.00	1,249,600.00
5	0764318940	217 Hillsboro St	0.22	160,774.00	340,000.00
6	0764317961	219 Hillsboro St	0.12	98,376.00	340,000.00
7	0764317911	221 Hillsboro St	0.12	95,560.00	340,000.00
8	0764316961	223 Hillsboro St	0.12	89,161.00	305,000.00
9	0764315876	227 Hillsboro St	0.63	367,024.00	910,450.00
10	0764327116	222 Hillsboro St	0.58	332,161.00	867,100.00
11	0764326146	226 Hillsboro St	0.46	265,193.00	687,700.00
12	0764324121	304 N West St	0.15	485,000.00	555,000.00
13	0764325157	230 Hillsboro St	0.63	357,224.00	941,850.00
14	0764421008	301 N Harrison Ave	1.01	2,091,934.00	4,117,725.00
15	0764328102	220 Hillsboro St	0.52	294,463.00	735,800.00
16	0764323337	316 N West St	0.28	210,193.00	400,000.00
17	0764324333	314 N West St	0.34	248,117.00	435,000.00
18	0764324243	312 N West St	0.36	225,913.00	396,000.00
19	0764323197	310 N West St	0.26	214,723.00	371,000.00
20	0764324036	300 N West St	0.2	485,000.00	550,000.00
21	0764314876	212 N West St	0.65	372,547.00	975,000.00
			9.23		
				<b>\$10,508,605.00</b>	<b>\$21,069,600.00</b>
			<b>Contingency</b>	<b>30%</b>	<b>30%</b>
			<b>Contingency amount</b>	<b>\$3,152,581.50</b>	<b>\$6,320,880.00</b>
			<b>Estimated total cost</b>	<b>\$13,661,186.50</b>	<b>\$27,390,480.00</b>

**b. If a single property has not been selected, what feasible locations, described in general terms, have been identified as options/finalists?**

N/A

**3) Property Value(s):**

**a. What is the appraised value of the subject property(ies) or of those properties identified as options/finalists (per applicable county tax assessor)? A range of value may be provided.**

See 2a for appraised values of each property.

**b. If a more recent appraisal than that of the applicable county tax assessor has been performed by the project sponsor, what is the appraised value according to the most recent appraisal?**

\$21,069,600.00

**4) Funding Source(s):**

**a. Will any share of the cost for the subject property(ies) to be acquired come from funding sources other than Wake Transit Tax Revenue?**

Yes

**b. If so, disclose any other revenue sources and the projected respective shares of each.**

The Town of Cary is contributing \$10,000,000.00.

**5) Title Issues:**

**If applicable and known, what other interests in title to the subject real property(ies) are there or will there be that are relevant to the TPAC's consideration of funding acquisition of the property (e.g., liens, significant easement interests, etc.)?**

N/A

**6) Environmental Issues:**

**a. If applicable and known, what environmental issues exist on the subject property(ies)?**

A gas station located at 301 N. Harrison will likely need environmental remediation.

**b. Does acquisition of the property involve environmental remediation, significant grading, or demolition of pre-existing structures?**

	Residential	Commercial	Vacant	Total
Total Properties	16	4	1	21
Total Units	17	23		40
Owner Occupied	7	1		8
Tenant Occupied	8	19		27
Vacant	2	3		5

Environmental remediation will likely be needed on 301 N. Harrison. Demolition will be required on all properties.

#### 7) Displacements:

##### a. How many parcels are affected by the acquisition?

21

##### b. If applicable and known, would residents of businesses be displaced and need to be relocated from the subject property or any of the properties identified as options/finalists?

Yes

#### 8) Incidental Uses:

##### a. What other potential uses are there for the subject property beyond the most immediate intended use?

Transit Oriented Development

##### b. Would acquisition of the subject property help meet other goals of Wake County Transit Plan implementation that are unrelated to the specific immediate intended use?

The properties to be acquired will support the Downtown Multi-Modal Center, Bus Rapid Transit, Rapid Bus Expansion, Commuter Rail, and the expansion of local and regional bus transit routes. This location will also support high-speed commuter rail proposed by NCDOT for the CSX S-Line.

<b>Wake Transit Project ID #</b>
TC003-F and TC003-T

**FY 2024**  
**Wake Transit Work Plan**  
**Project Amendment Request Form**  
**Operating and/or Capital**

<b>FY START DATE</b>
7/1/2023

**Type of Amendment**Minor ☐Major ☒**Minor Amendments:**

- a. An amendment that requires a transfer between budget ordinance appropriations but requires less than a 20% change to a project appropriation for projects equal to or less than \$500,000;  
b. Changes to any adopted financial assumptions supporting the applicable Work Plan;  
c. Changes to periods of performance for project funding agreements tying to capital project funding allocations for implementation elements in the applicable Work Plan;  
d. Changes in reporting requirements for performance on implementation elements authorized in the applicable Work Plan;  
e. Changes in scope for implementation elements programmed in future fiscal years;  
f. Changes in funding amounts for implementation elements programmed in future fiscal years;  
g. Any amendment that requires a transfer of funds between or among implementation elements in separate funding subcategories (i.e., bus stop improvements, maintenance facility improvements, park-and-ride improvements, and transit center/transfer point improvements) within the bus infrastructure funding category in the applicable Work Plan; and  
h. Any other change that does not meet any of the criteria of a Major Amendment.

**Major Amendments are required when:**

- a. A project requested to be added to the Work Plan  
b. A project requested to be removed from the Work Plan  
c. Significant changes in scope of funded project  
d. 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  
e. 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  
f. Any change that requires a change in budgeted reserves or fund balance

These definitions are based on the Wake Transit Work Plan Amendment Policy Update (Draft 2023), which gives more clarity to the definitions without changing their meaning. The Amendment Policy Update has been approved by the TPAC and will go to the Wake Transit Governing Boards in the Fall of Calendar Year 2023.

New/Amended Project Name	Requesting Agency	Project Contact	Estimated Operating Cost	
Extension of Planning Horizon for Wake Transit Vision Plan	CAMPO	Ben Howell - Wake Transit Program Manager	Base Year	\$ -
			Recurring	\$ -
Estimated Start Date	Estimated Completion	Notes	Estimated Capital Cost	
11/1/2023	11/1/2025		Base Year	\$ 300,000
			Cumulative	\$ 600,000
Project Description	Enter below a summary of the project amendment and impact on approved plan.			
Increase the Vision Plan Budget to account for increased costs and inclusion of CFAP Management Plan Update into Vision Plan contract. Project will begin in mid-FY24 and is expected to be completed by early FY26. While the overall scope has not changed from that included in the FY24 Work Plan, CAMPO has been in discussions with the consultant to further define the scope. The draft scope provided by the consultant includes significant public and stakeholder engagement (similar to the effort from the original Wake Transit Vision Plan), updating the Wake Transit branding and creating a Wake Transit Dictionary, creating a State of the Wake Transit Plan Analysis, updating the market analysis and inventorying the transit needs and opportunities for future transit investment in Wake County, updating the goals and priorities of the Vision Plan, updating the Community Funding Area Program Management Plan, development Guidelines for establishing future Microtransit service, and preparing 3-5 transit investment scenarios that will be vetted with the Core Technical Team, Stakeholders and the Public. As previously submitted, the project cost will be split over two fiscal years - FY24 and FY25.				
1. Enter Wake Transit Project ID(s) to Increase				

Project ID	Project	Appropriation Category	Amount	Recurring Amount	Notes
TC003-F	Extension of Planning Horizon for Wake Transit Vision Plan	Other Capital	\$ 300,000	\$ -	Increased cost based on consultant scope and inclusion of CFAP Management Plan Update into Vision Plan contract
<b>TOTAL</b>			<b>\$ 300,000</b>	<b>\$ -</b>	

<b>2. Wake Transit Project ID(s) to Reduce</b>					
Project ID	Project	Appropriation Category	Amount	Recurring Amount	Notes
TC003-T	Community Funding Area Program Management Plan Update	Other Capital	\$ (20,000)	\$ -	Move project funds into TC003-F to include as part of the Vision Plan Update.
<b>TOTAL</b>			<b>\$ (20,000)</b>	<b>\$ -</b>	

<b>3. Impact on Transit Plan Project Costs</b>			
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	\$ 300,000
		Cumulative	\$ 600,000

<b>Project Justification / Business Case</b>	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?

The project is expected to kick off in November 2023, and be completed by late FY25 or early FY26.

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

The Vision Plan Update will extend the Wake Transit Vision Plan horizon from 2030 to 2035, and will incorporate the further investments that have been identified as needs. If the amendment request is not funded, the full envisioned scope for the Vision Plan may not be able to be completed, potentially leaving important tasks and projects out of the Vision Plan Update process.

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 2024 and the estimated annualized cost in FY 2025 using the 2.5% growth factor, if applicable. The spreadsheet will calculate 2025 and beyond by 2.5%. If your project is not expected to have recurring costs in FY 2025 and/or beyond, delete the calculation(s) in columns E-I.

Cost Break Down of Project Request							
OPERATING COSTS	FY24	FY25	FY26	FY27	FY28	FY29	FY30
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			-	-	-	-	-
<b>TOTAL OPERATING COSTS</b>	-	-	-	-	-	-	-

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

CAPITAL COSTS	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Design/NEPA	\$ -	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-
Land - Right of Way	-	-	-	-	-	-	-
<b>TOTAL CAPITAL COSTS</b>	300,000	300,000	-	-	-	-	-

**Assumptions for Costs and Revenues Above:**

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

Total cost based on initial scope and budget from selected consultant for the Vision Plan Update.

<b>Wake Transit Project ID #</b>
TC002A-2

**FY 2024**  
**Wake Transit Work Plan**  
**Project Amendment Request Form**  
**Operating and/or Capital**

<b>FY START DATE</b>
7/1/2023

Type of Amendment      Minor ☐      Major ☒

**Minor Amendments:**

- a. An amendment that requires a transfer between budget ordinance appropriations but requires less than a 20% change to a project appropriation for projects equal to or less than \$500,000;
- b. Changes to any adopted financial assumptions supporting the applicable Work Plan;
- c. Changes to periods of performance for project funding agreements tying to capital project funding allocations for implementation elements in the applicable Work Plan;
- d. Changes in reporting requirements for performance on implementation elements authorized in the applicable Work Plan;
- e. Changes in scope for implementation elements programmed in future fiscal years;
- f. Changes in funding amounts for implementation elements programmed in future fiscal years;
- g. Any amendment that requires a transfer of funds between or among implementation elements in separate funding subcategories (i.e., bus stop improvements, maintenance facility improvements, park-and-ride improvements, and transit center/transfer point improvements) within the bus infrastructure funding category in the applicable Work Plan; and
- h. Any other change that does not meet any of the criteria of a Major Amendment.

**Major Amendments are required when:**

- a. A project requested to be added to the Work Plan
- b. A project requested to be removed from the Work Plan
- c. Significant changes in scope of funded project
- d. 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
- e. 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

These definitions are based on the Wake Transit Work Plan Amendment Policy Update (Draft 2023), which gives more clarity to the definitions without changing their meaning. The Amendment Policy Update has been approved by the TPAC and will go to the Wake Transit Governing Boards in the Fall of Calendar Year 2023.

New/Amended Project Name	Requesting Agency	Project Contact	Estimated Operating Cost	
RUS Bus: Prefunding of early private overbuild activities	GoTriangle	Katharine Eggleston	Base Year	\$ -
			Recurring	\$ -
Estimated Start Date	Estimated Completion	Notes	Estimated Capital Cost	
12/23/2023	6/30/2029	This request is zero impact on the Wake Transit Plan	Base Year	\$ -
			Cumulative	\$ -
Project Description	Enter below a summary of the project amendment and impact on approved plan.			
Phase II construction of the RUS Bus project is scheduled to begin in fall 2023. Phase II construction of the private overbuild is delayed due to financial market challenges. Proceeding with the publicly funded component of the project (the ground-floor bus facility) is critical due to the sunset date of the project's federal BUILD grant funds in September 2025. There are elements of the private overbuild that are integral to the construction of the transit project that will need to start at the same time as the transit facility construction begins (grading, foundations including piles and pile caps and the parking garage ramp). The associated cost for these limited integral elements is approximately \$10.8 million. This request is to prefund those activities with Wake Transit dollars to maintain the schedule for the public project. These funds will be reimbursed upon the developer's receipt of financing and commencement of the overbuild. If the current developer is ultimately unable to secure financing, GoTriangle would seek to recoup these dollars from a future developer and reimburse the Wake Transit Plan at that time.				
1. Enter Wake Transit Project ID(s) to Increase				

Project ID	Project	Appropriation Category	Amount	Recurring Amount	Notes
<b>TOTAL</b>			\$ -	\$ -	

<b>2. Wake Transit Project ID(s) to Reduce</b>					
Project ID	Project	Appropriation Category	Amount	Recurring Amount	Notes
<b>TOTAL</b>			\$ -	\$ -	

<b>3. Impact on Transit Plan Project Costs</b>			
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	\$ 11,000,000
		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.
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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?

Request is for all funds to be committed in FY24

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

Funding this request will result in the RUS Bus project being able to proceed with Phase II construction as scheduled this fall. Failure to fund this request would jeopardize the project's \$20M federal grant and delivery of the project.

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)	Date reimbursement agreement executed between GoTriangle and Developer
b)	Date of completion of construction of early private overbuild activities
c)	Date of reimbursement

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 2024 and the estimated annualized cost in FY 2025 using the 2.5% growth factor, if applicable. The spreadsheet will calculate 2025 and beyond by 2.5%. If your project is not expected to have recurring costs in FY 2025 and/or beyond, delete the calculation(s) in columns E-I.

Cost Break Down of Project Request							
OPERATING COSTS	FY24	FY25	FY26	FY27	FY28	FY29	FY30
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			-	-	-	-	-
<b>TOTAL OPERATING COSTS</b>	-	-	-	-	-	-	-

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

CAPITAL COSTS	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Design/NEPA	\$ -	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-
Land - Right of Way	-	-	-	-	-	-	-
Construction	11,000,000						
<b>TOTAL CAPITAL COSTS</b>	-	-	-	-	-	-	-

**Assumptions for Costs and Revenues Above:**

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

Funding request based on developer/contractor estimate



## Wake County Transit Planning Advisory Committee TPAC Program Development

### Financial Disposition: September 26, 2023

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#### Discussion:

The Budget Amendment process requires the review and provision of a financial disposition of all Major/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 (CAMPO) Executive Board and GoTriangle Board of Trustees.

#### Requested Items for Committee Disposition:

##### **Major Amendment** – Seven (7) Amendments

- 1) **Contract Safety & Security Services** – City of Raleigh is requesting recurring funding to provide additional safety and security personnel at GoRaleigh transfer stations. Personnel would also be available to assist with non-destination riders on buses and non-transit related use of bus shelters and amenities.
- 2) **1.0 FTE: Director of Safety & Security** – City of Raleigh is requesting a Director level Safety/Security position to provide oversight of the GoRaleigh transit services. This position will provide oversight of off duty officers working at GoRaleigh station. The Director will be responsible for recruiting/scheduling off-duty officers with jurisdictional authority in the GoRaleigh service area.
- 3) **Transit Plan Administration Staffing** – GoTriangle is requesting an additional 0.5 FTE that will fall under transit project and program administration. The additional staff time will be used to direct and implement activities for Wake Transit program and project activities and ensure all tasks are completed in accordance to Wake Transit policies and procedures. This additional staff will participate in planning and project delivery within the following key areas: grant strategy and seeking for Wake Transit projects, planning, construction and inspections of bus stop improvements in the County, service planning support focusing on reinstatement of fares, route restoration rider pass program implementation, and impacts of operator shortage planning.
- 4) **Participation in NCDOT/RTA FAST Study**– Wake County and GoTriangle are requesting funds to participate in in the NCDOT/ Regional Transportation Alliance (RTA) Freeway And Street-based Transit (FAST) Study. The Goals of the FAST Study are: 1) Make our freeways and regional boulevards “transit ready”, 2) Elevate and identify one or more BRT corridors that directly link with RDU Airport, 3) Advance SMART (Systematic Management of Adaptable Roadways through Technology) freeway corridors.

- 5) **New Downtown Cary Multimodal Transit Facility**– Town of Cary currently has a project budget of \$17,508,861 for feasibility study, design and land acquisition. The Town received appraisals for 21 parcels that make up the project area for the Downtown Multimodal Center. The approved appraisal amount with 30% contingency totals \$27,390,480.00. In addition to the purchase of the property, the Uniform Act requires relocation assistance and moving expense reimbursement. The cost depends on whether it is a residential or commercial property. This is currently estimated at \$3,280,000, for a total estimate of \$30,670,480.00 for land acquisition, although this may increase if condemnation is filed on any of the properties. The Town is also increasing the estimate for master planning and design work to \$6,329,520. This increase brings the total project estimate to \$37,508,861. The Town of Cary is contributing \$10,000,000 to the project and requesting a Wake Transit amendment of \$10,000,000 to cover the additional budget needs.
  
- 6) **Extension of Planning Horizon for Wake Transit Vision Plan & Community Funding Area Program Management Plan Update**– CAMPO is requesting additional funding to address increasing costs based on refinement of the scoping deliverables as defined in the Work Plan's project description. This amendment request also includes incorporating the scope and costs of updating the Community Funding Area Program Management Plan.
  
- 7) **New Raleigh Union Station Bus Facility (RUS Bus)**– GoTriangle is requesting advance funding to support Phase II construction of the RUS Bus project that is scheduled to begin in fall 2023. Phase II construction of the private overbuild is delayed due to financial market challenges. Proceeding with the publicly funded component of the project is critical due to the sunset date of the project's federal Better Utilizing Investments to Leverage Development (BUILD) grant funds in September 2025. There are elements of the private overbuild to the construction of the transit project that will need to start at the same time as the transit facility construction begins. The associated cost is approximately \$10.8 million. This request is to prefund those activities with Wake Transit dollars to maintain the schedule for the public project. Funds will be reimbursed upon the developer's receipt of financing and commencement of the Overbuild. If the current developer is ultimately unable to secure financing, GoTriangle would seek to recoup these dollars from a future developer and reimburse the Wake Transit Plan at that time.

### **Financial Impact of Proposed Amendments:**

The FY24 City of Raleigh Bus Operations budget will increase \$261,360  
 The FY24 City of Raleigh Transit Plan Administration budget will increase \$75,000  
 The FY24 GoTriangle Transit Plan Administration budget will increase \$37,500  
 The FY24 Wake County Capital Planning budget will increase \$135,000  
 The FY24 Town of Cary Bus Infrastructure budget will increase \$10,000,000  
 The FY24 CAMPO Capital Planning budget will increase \$130,000  
 The FY24 GoTriangle Bus Infrastructure budget will increase \$11,000,000

Net Impact to FY24 Wake Transit Plan = Increase of \$21,638,860

FY24-Q2 Amendment Financial Impact  
(as submitted)

Operating Budget Amendment Requests						
Ordinance Tag	Agency	Description	FY24 Wake Transit Adopted Funding	Wake Transit Proposed Amended Budget	Revised FY24 Wake Transit Plan Funding	Total FY24-FY30 Adopted Wake Transit Plan Funding
Bus Operations	City of Raleigh	Contract Safety & Security Services	\$0	\$261,360	\$261,360	\$4,824,657
Transit Plan Administration	City of Raleigh	1.0 FTE: Director of Safety & Security	\$0	\$75,000	\$75,000	\$1,057,115
Transit Plan Administration	GoTriangle	Transit Plan Administration Staffing	\$2,190,000	\$37,500	\$2,227,500	\$17,057,430
Wake Transit Operating Expenditures			\$2,190,000	\$373,860	\$2,563,860	\$22,939,202

Capital Budget Amendment Requests						
Ordinance Tag	Agency	Description	Wake Transit Project Funding since Inception	Wake Transit Proposed Amended Budget	Revised Wake Transit Plan Funding <sup>1</sup>	Total Project Adopted Wake Transit Plan Funding <sup>1</sup>
Capital Planning	Wake County	Participation in NCDOT/RTA FAST Study	\$0	\$135,000	\$135,000	\$135,000
Bus Infrastructure	Town of Cary	New Downtown Cary Multimodal Transit Facility	\$17,508,861	\$10,000,000	\$27,508,861	\$92,508,861
Capital Planning	CAMPO	Extension of Planning Horizon for Wake Transit Vision Plan & CFA Program Management Plan Update <sup>2</sup>	\$170,000	\$130,000	\$300,000	\$600,000
Bus Infrastructure	GoTriangle	Raleigh Union Station Bus Facility (RUS Bus) <sup>3</sup>	\$19,800,000	\$11,000,000	\$30,800,000	\$10,940,000
Wake Transit Capital Expenditures			\$37,478,861	\$21,265,000	\$58,743,861	\$104,183,861
Total Financial Impact - FY24 Wake Transit Work Plan				\$21,638,860		

<sup>1</sup> Includes Funding Programmed in the FY24 Adopted Plan CIP

<sup>2</sup> Does not include funding from previous version of project (Adopted 4/2021)

<sup>3</sup> Financial Model to show return of \$11.0M by FY28; additionally \$8.86M STIP Funding returned in FY25-FY28

FY24-Q2 Amendment Financial Impact

(adjusted without RUS Bus Reimbursement)

Operating Budget Amendment Requests						
Ordinance Tag	Agency	Description	FY24 Wake Transit Adopted Funding	Wake Transit Proposed Amended Budget	Revised FY24 Wake Transit Plan Funding	Total FY24-FY30 Adopted Wake Transit Plan Funding
Bus Operations	City of Raleigh	Contract Safety & Security Services	\$0	\$261,360	\$261,360	\$4,824,657
Transit Plan Administration	City of Raleigh	1.0 FTE: Director of Safety & Security	\$0	\$75,000	\$75,000	\$1,057,115
Transit Plan Administration	GoTriangle	Transit Plan Administration Staffing	\$2,190,000	\$37,500	\$2,227,500	\$17,057,430
Wake Transit Operating Expenditures			\$2,190,000	\$373,860	\$2,563,860	\$22,939,202
Capital Budget Amendment Requests						
Ordinance Tag	Agency	Description	Wake Transit Project Funding since Inception	Wake Transit Proposed Amended Budget	Revised Wake Transit Plan Funding <sup>1</sup>	Total Project Adopted Wake Transit Plan Funding <sup>1</sup>
Capital Planning	Wake County	Participation in NCDOT/RTA FAST Study	\$0	\$135,000	\$135,000	\$135,000
Bus Infrastructure	Town of Cary	New Downtown Cary Multimodal Transit Facility	\$17,508,861	\$10,000,000	\$27,508,861	\$92,508,861
Capital Planning	CAMPO	Extension of Planning Horizon for Wake Transit Vision Plan & CFA Program Management Plan Update <sup>2</sup>	\$170,000	\$130,000	\$300,000	\$600,000
Bus Infrastructure	GoTriangle	Raleigh Union Station Bus Facility (RUS Bus)	\$19,800,000	\$11,000,000	\$30,800,000	\$21,940,000
Wake Transit Capital Expenditures			\$37,478,861	\$21,265,000	\$58,743,861	\$115,183,861
Total Financial Impact - FY24 Wake Transit Work Plan				\$21,638,860		

<sup>1</sup> Includes Funding Programmed in the FY24 Adopted Plan CIP

<sup>2</sup> Does not include funding from previous version of project (Adopted 4/2021)

## **FY 2024 Quarter 2 Amendment Request Package**

# WAKE COUNTY TRANSIT PLAN

### **Engagement Summary Report**

In accordance with the Wake Transit Amendment Policy and Community Engagement Policy, CAMPO and GoTriangle staff posted the seven (7) requested FY2024 Quarter 2 amendment requests for public review from September 1<sup>st</sup>-30<sup>th</sup>, 2023. As part of this process, it was ensured that TPAC members, stakeholders and community members were aware of the opportunity to review and provide comment on the requested amendments by posting the engagement notices on the CAMPO Website, the GoForwardNC webpage dedicated to Wake Transit involvement activities, and all associated social media accounts. Copies of the web posts are included as Appendix A and the engagement report is included in Appendix B.

Those who engaged with the online materials and wanted to provide a comment were given the opportunity to provide input on each of the amendment requests received. There were two (2) amendment requests from the City of Raleigh, two (2) amendment requests from GoTriangle, one (1) amendment request from Wake County, one (1) amendment request from the Town of Cary, and one (1) amendment request from the Capital Area MPO (CAMPO). A total of thirty-three (33) direct comments were received, with some comments directed at two or more projects. Five (5) direct comments addressed the City of Raleigh Amendment Requests, two (2) comments addressed the GoTriangle Amendment Requests, five (5) comments addressed the Town of Cary Amendment Request, one (1) comment addressed the CAMPO Amendment Request, two (2) comments addressed the Wake County Amendment Request, and two (2) comments addressed the amendment requests as an overall package. Lastly, twenty (20) comments addressed issues unrelated to the specific nature of these amendment requests.

All comments were reviewed by CAMPO staff and input was considered in relation to the FY2024 Quarter 2 amendment requests. After consideration of all the comments received, it was decided that no changes were to be made to the amendments. A table including all raw comments can be seen in Appendix C.

## CAMPO Public Review of Comment Period Advertisement.

Wake Transit Annual Work Plans

**NOTICE: Public Review of Comment Period**  
**September 1st - 30th, 2023**  
**Wake Transit Work Plan**  
**FY2024 2nd Quarter Amendment Requests**

Seven (7) Wake Transit Work Plan amendment requests were submitted for consideration in the FY2024 2<sup>nd</sup> quarter amendment cycle. Per the Wake Transit Amendment Policy, all are "Major" amendments having an impact on the Wake Transit financial model and/or requiring a project scope modification. Three (3) are Operating budget requests. The remaining four (4) are for Capital budget requests. Wake Transit partners, members of the community, transit stakeholders, and other interested parties are encouraged to review the [FY2024 2<sup>nd</sup> Quarter Wake Transit Amendment Request Review Packet](#), which includes detailed information about each request. The public review and comment period runs from September 1<sup>st</sup> to 30<sup>th</sup>.

[CLICK HERE](#) to view the FY2024 2<sup>nd</sup> Quarter Amendment Request Review Packet

[CLICK HERE](#) to submit a question or comment to the planning team

**Wake Transit Links**

Wake Transit Plan Implementation

- [Annual Work Plans](#)
- [Community Funding Area Program](#)
- [Wake Transit Concurrence Process](#)

TPAG (Transit Planning Advisory Committee)

- [Meetings](#)
- [Meeting Archives](#)
- [Subcommittees](#)
- [Document Library](#)

**CAMPO Transit Programs & Studies**

- [Locally Coordinated Human Services Transportation Plan](#)
- [Section 5310 Transit Funding](#)

## GoTriangle Public Comment Period Advertisement:

10/2/23, 11:19 AM

Wake Transit FY24 Q2 Amendments Public Comment – GoForwardNC



Menu



### NOTICE: Public Review of Comment Period September 1st - 30th, 2023 Wake Transit Work Plan FY2024 2nd Quarter Amendment Requests

Seven (7) Wake Transit Work Plan amendment requests were submitted for consideration in the FY2024 2<sup>nd</sup> quarter amendment cycle. Per the Wake Transit Amendment Policy, all are "Major" amendments having an impact on the Wake Transit financial model and/or requiring a project scope modification. Three (3) are Operating budget requests. The remaining four (4) are for Capital budget requests. Wake Transit partners, members of the community, transit stakeholders, and other interested parties are encouraged to review the **FY2024 2<sup>nd</sup> Quarter Wake Transit Amendment Request Review Packet**, which includes detailed information about each request. The public review and comment period runs from **September 1<sup>st</sup> to 30<sup>th</sup>**.

[View the FY2024 2nd Quarter Amendment Request Review Packet](#)

#### We need your feedback!

Please leave your comments regarding the FY2024 Q2 Wake Transit Work Plan Amendment Requests

Comment

Branding

<https://www.goforwardnc.org/wake-archive/24q2/>

1/2

# FY2024 Q2 Wake Transit Work Plan Amendment Requests Community Engagement Analytics



<i><b>Total Comments</b></i>	<b>Total Web Views</b>	<b>Total Emails Open</b>	<b>Total Social Media Impressions</b>
<u>32 comments</u>	<u>1355</u>	<u>995</u>	<u>4212</u>

<i><b>GoForward Totals</b></i>	<b>Views</b>	<b>Entrances</b>	<b>Total Users</b>	<b>Average Duration</b>
<u>9/1 – 9/30</u>	<u>1355</u>	<u>525</u>	<u>100</u>	<u>2m35s</u>

<i><b>Email GoTriangle Sent Date</b></i>	<b># Sent</b>	<b># Opened</b>	<b># Clicked</b>
Sept. 1	1355	525	100
Sept. 28	1346	470	56
<u>TOTALS</u>	<u>2701</u>	<u>995</u>	<u>156</u>



<i>X</i> <i>@WakeTransit</i> <i>Totals</i>	Total Impressions	Total Engagements	Total Link Clicks
<u>1724 followers</u>	<u>1279</u>	<u>51</u>	<u>18</u>

<i>X</i> <i>@WakeTransit</i> <i>Post Date</i>	Content	Impressions	Engagements	Link Clicks
September 1	We want to hear from you...	480	21	6
September 6	Your opinion matters...	263	6	2
September 13	We need your input...	316	12	6
September 20	Only 10 days left...	132	11	4
September 29	September 30 is the last...	88	1	0



<b>X @GoTriangle Totals</b>	<b>Total Impressions</b>	<b>Total Engagements</b>	<b>Total Link Clicks</b>
<u>5439 followers</u>	<u>1438</u>	<u>30</u>	<u>15</u>

<b>X @GoTriangle Post Date</b>	<b>Content</b>	<b>Impressions</b>	<b>Engagements</b>	<b>Link Clicks</b>
September 1	We want to hear from you...	246	7	5
September 6	Your opinion matters...	159	3	1
September 13	We need your input...	474	6	4
September 20	Only 10 days left...	232	7	1
September 29	September 30 is the last...	327	7	4

<i>Facebook GoTriangle</i>	Total Users	Total Impressions	Total Engagements	Total Link Clicks
<u>TOTALS</u>	<u>3,900</u>	<u>804</u>	<u>47</u>	<u>24</u>

<i>Facebook GoTriangle Post Date</i>	Content	Impressions	Engagements	Link Clicks
September 1	We want to hear from you...	212	15	8
September 6	Your opinion matters...	197	9	6
September 13	We need your input...	76	4	1
September 20	Only 10 days left...	149	11	5
September 29	September 30 is the last...	170	8	4

<i>Instagram GoTriangle</i>	Total Followers	Total Impressions	Total Engagements	Total Profile Visits
<u>TOTALS</u>	<u>2,836</u>	<u>691</u>	<u>40</u>	<u>7</u>
<i>Instagram GoTriangle Post Date</i>	Content	Impressions	Engagements	Profile Visits
September 1	We want to hear from you...	184	11	5
September 6	Your opinion matters...	168	15	2
September 13	We need your input...	135	9	0
September 20	Only 10 days left...	104	3	0
September 29	September 30 is the last...	100	2	0

### Public Comments in Support of the Work Plan Amendments

Comment	Date & Time	Relevant Partner
quit wasting money. More cops are good, scheduling them competently is good. The other bureaucratic stuff like more money because of covid is not needed. Accomplishments can be done by using current funds.	9/1/2023 11:26	City of Raleigh
Quit wasting money.		
Raleigh's amendments for security enhancements are very welcome. As a regular state employee commuter on the FRX line and occasional 40X rider, I have noticed an uptick in nondestination riders as well as criminal activity (including openly smoking pot) where our downtown bus picks up and drops off riders. Given recent events of physical violence at the corner where Taz's is plus in the bus terminal, I would feel much safer riding the bus and walking to my job. My husband has asked me not to ride the 40X bus until there is more security at the terminal. Likewise, at the Salisbury and Morgan stop, we have been accosted by homeless individuals who are either mentally ill or under the influence of alcohol or other substances. I rely on my bus to help with avoiding traffic and my personal budget. I should feel safe and comfortable on GoRaleigh and GoTriangle vehicles and when waiting or departing. Thank you for this proposal to enhance my and other riders' safety and security.	9/1/2023 16:21	City of Raleigh
This looks fine. Would still love consideration in future planning for a connector between Lynn Road at Creedmoor and the stops at the Grove Barton shopping center (connector traveling down Lynn Road).	9/4/2023 15:36	All Partners
I support RUS Bus Phase 2! I also the Cary Intermodal Center!	9/5/2023 10:19	GoTriangle; Town of Cary
Security help for transit is needed. As well as administration assistance. Art areas could possibly be done on smaller budget. Service level should be of great importance over art being by a high end name.	9/5/2023 16:26	City of Raleigh
great but what about the other issues in moores square ..	9/28/2023 10:27	City of Raleigh

I support the amendments here. Investment in transit is the only hope for the triangle to continue to scale, and on a larger scale the most important thing we can do as a city for our planet.	9/28/2023 11:09	All Partners
A new bus station is a great idea as our current one needs a major makeover and a layout that's safer and more welcoming	9/29/2023 19:43	Town of Cary

### Public Comments Against the Work Plan Amendments

Comment	Date & Time	Relevant Partner
Why is such a large area of land needed in Cary for transit? Home owners/renters in that area will not be able to find housing on equal size of land and convenience to services for the proposed amounts that are to be offered at the current prices that land and apartments are being sold in Cary. Other areas of the county are in need of transit funds to get to the level that places such as Cary already have.	9/5/2023 16:22	Town of Cary
A new bus station in downtown Cary now estimated to cost taxpayers \$100M !! What about a partnership with Epic Games on the torn down Mall property? maybe more bus routes out to western Cary, around Maynard or Cary pkwy... at the Raleigh city council meeting Baldwin and Branch said they have excess money in the police budget, why are transit funds being used, use the money already allocated for police... and an expensive study by a MPO that will eventually get thrown in the trash, seems ridiculous ... more bus routes and more frequency on the current bus routes are needed, not pet projects by city/town council members	9/7/2023 17:27	Town of Cary; City of Raleigh; CAMPO

<p>Two comments:</p> <p>1) The request for increase for transit plan administration related to 'reinstatement of fares' is inappropriate. Fares are a policy decision set by the elected body, not an operational decision to be made by GoRaleigh or GoTriangle. Therefore, it is not justified to request budgetary amendment increases related to a particular policy outcome since it would imply that GoRaleigh has their thumb on the scale of a decision that is not theirs to make. Please adjust the request to reflect reduced costs related to this fact.</p> <p>2) What is the justification to participate in yet ANOTHER planning study? This time related to FAST, which, as far as I know, has not received official support from local elected bodies. Instead of spending over \$100,000 to contribute to consulting firms yet again, why aren't these funds being used to focus on restoring service and actually implementing the Wake Transit Plan that was endorsed by voters 7 years ago? The public deserves what was promised and it is incredibly disappointing to see more delay in the service expansions that were promised. Do not contribute funds to the FAST study until all service has been restored and the frequent bus network has been implemented.</p>	<p>9/12/2023 17:31</p>	<p>GoTriangle; Wake County</p>
<p>It is completely non-sensical to me why you would spend \$135,000 on the FAST study rather than improving existing service to RDU. We had a convenient and fast route from downtown Raleigh and NCSU directly to RDU and you removed it, doubling the transit time to the airport. Please restore this service and begin to rebuild ridership (with a real marketing plan so that people know it is a viable option versus driving and expensive parking). Until you build incremental transit service you the major investments in BRT will not be successful.</p>	<p>9/22/2023 9:07</p>	<p>Wake County</p>
<p>How will the multimodal stations between Raleigh and Cary serve all of Wake county?</p> <p>South and Northeast has more population density than Cary and I think south Raleigh residents might not have resources or time to be bused around to get to their jobs in a timely manner. Could there be smaller multimodal stations so that the service would be available to more passengers. Also, isn't the property in Cary much more expensive for building large facility?</p>	<p>9/28/2023 16:47</p>	<p>Town of Cary</p>

### Public Comments Not Related To Current Work Plan Amendments

Comment	Date & Time	Relevant Partner
We need to build a train system rather than just continuing to build more roads. The train system needs to include a stop at the airport	9/1/2023 8:17	Rail
Where is the funding dedicated for commuter rail going?  Also, GoTriangle should be disbanded. They have failed at every single project they have attempted. Hundreds upon hundreds of millions of tax dollars have been wasted. Funds should just go to the operators in the county where the funds are generated and the GoTriangle organization should be eliminated.	9/1/2023 8:42	Rail; GoTriangle
Perhaps it may be better to shift some of the \$10 million art budget to the \$10 million build-out overruns, to meet the deadline of 2025 build-out, and create community-based art (from kids / schools / art schools/ art contests) instead of paid artists; then the Bus system can pledge to pay back the Art budget to integrate some really great artists work at a later date. This way, the program can borrow from its own budget rather than taxpayers...	9/1/2023 9:58	GoTriangle
I (and everyone else I know) find it astonishing that Wake County refuses to consider a light-train solution as the primary (and arguably, the only) viable solution to the county's transit challenges.  A light-train line that'll connect downtown Raleigh to the airport (with several potential different routes through commercial hubs such as North Hills, the Crabtree Valley Mall, Crossroads Plaza... and several potential "feeder" lines that could be added over the years, e.g., from Wake Forest, Garner, Fuquay-Varina...) would present an incredibly efficient and compelling solution to: our transportation needs, quality-of-life, environment / pollution, safety... let alone offer major budget savings (eliminating or substantially reducing the need for hugely expensive expansions of roads, airport parking...)	9/1/2023 10:45	Rail

<p>I'm a mathematical statistician with many potential tasks and jobs all over the Triangle and, so, moved to Boylan Heights because of plans for a light rail system serving the Triangle. I'm now retiring without ever fulfilling that role. The I-40 commute is too variable and wearing.</p> <p>In Raleigh's development plan was reconstruction of the Martin St. bridge from the west end of Martin St. over the rails to the south end of the Boylan bridge for pedestrians and bicyclists. It could now connect to the train station. What happened to this plan?</p>	9/1/2023 11:00	Rail
<p>As somebody who commutes into Wake County from Orange County, strong support for the CRX route is of primary importance to me. Pre-pandemic, the ridership was strong (full buses). Declining financial support for this route (bus frequency was halved) has meant that it is no longer a viable commuting option for many people who used to ride it. In addition, making sure that there is enough funding to maintain happy bus drivers, bus tracking, and bus maintenance are all key to reliability. Without out reliability (which has also been lacking), it is difficult to trust the buses will be there when we need them. This also contributes to loss of ridership.</p>	9/1/2023 14:17	GoTriangle
<p>We need better, and more comprehensive public transport. Raleigh is growing and it can't create more streets out of thin air.</p>	9/1/2023 16:06	No Specific Partner
<p>find a way to engage the airport, who is afraid of any connection hurting their parking lot income</p>	9/1/2023 20:40	No Specific Partner
<p>No comment</p>	9/3/2023 11:41	No Specific Partner

<p>I would like to see Wake Transit Bus Route not just have a Pick-up at Wake Technical College but also at the Food Lion Shopping Center, Corner of HillTop/Needmore and Hwy 401. With the current building ordinances and an approximate 500 Homes being built in the area, it seems only logical to have this Feature added to the Raleigh/Fuquay Route. Please re-consider this Feature that was removed a couple of years ago and Wake Tech was chosen. I believe by adding the Food Lion Shopping Center back would be very beneficial to the Wake Transit Plan. I have a friend who once used the Bus as transportation to and from work in Raleigh, as well as Fuquay. He is a single Dad/parent and with no transportation of his own, the Transit Bus was an important option for him. However; when the decision to move from the Food Lion Shopping Center to Wake Technical College, his options lessened and he was forced to find another way into Raleigh. It was very difficult for him. Since then, I've learned that by doing that has put a lot of others in a most difficult situation. Please, reconsider your decision and ADD the Food Lion Shopping Center back onto the Daily Route for the Transit Bus / Pick-up and Drop-off destination. Thank you, Jeannette Ferrell 919-614-4569 JFerrell.4569@gmail.com</p>	9/3/2023 16:23	City of Raleigh
<p>This looks fine. Would still love consideration in future planning for a connector between Lynn Road at Creedmoor and the stops at the Grove Barton shopping center (connector traveling down Lynn Road).</p>	9/4/2023 15:36	City of Raleigh
<p>Bus rapid transit (or an express bus) to the airport from Downtown Raleigh is a must! It's disgraceful it takes two buses to get to Raleigh. A BRT extension to Brier Creek is must as well. There's no way to get to downtown outside rush hour, and impossible to get to the nearby airport by transit.</p>	9/13/2023 14:06	No Specific Partner
<p>The driver is terrible! Please change. Bus 1707 friday 5.36pm</p>	9/15/2023 17:36	City of Raleigh

I'm seriously worried that the CRX bus is once again experiencing frequent under-staffing, and bus trips get cancelled when we were relying on them to get us to/from work in time to meet our commitments. The GoTriangle management needs to do a better job of both recruiting and retaining bus drivers, or else it's just too hard for daily commuters to rely on the bus to get to work.	9/20/2023 12:55	GoTriangle
For the GoTriangle CRX bus route, please have the bus route end in downtown Chapel Hill instead of currently at Eubanks Park and Ride Lot. You can have the bus while on Columbia turn on Franklin St and do a loop around the town, then head south towards South Rd.	9/23/2023 16:45	GoTriangle
add light rail	9/28/2023 10:36	Rail
<p>I am extremely disappointed that Raleigh/Triangle has not gotten the support for commuter rail. I was living in Charlotte at the time that their project got under way.</p> <p>I know it is very expensive. The state Politicians in power at the time were totally against it. But the progressive local movers and shakers like Hugh McColl and others got it movingâ€”and look what Charlotte has today and more. Look at their success.</p> <p>But I see that the state politicians that have now gained the majority power have squashed transit progress in the Triangle. As I told McCrory in Charlotte at the time, the concrete, asphalt, and auto industries lobbyist would like to pave the whole state with 8 lane highways.</p> <p>I think that any of these short term measures proposed are just that and donâ€™t do anything for the state or our community for the long hall.</p> <p>As a senior living in the suburbs of Raleigh I would love to be able to catch a commuter ride in Cary to downtown Raleigh, have dinner and backâ€”no car.</p>	9/28/2023 10:45	Rail
Hello, please have a train stop on Wake Forest area close to Main Street or 98 on Wake Forest. Thanks!	9/28/2023 11:50	Rail
no comment	9/28/2023 16:42	No Specific Partner

When will the regional rail system and the recommendations of the consultant we paid be implemented?	9/30/2023 18:37	Rail
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## FY 2024 Quarter 2 Amendment Request Package

# WAKE COUNTY TRANSIT PLAN: IMPLEMENTATION

### Attachment B: Program Development Subcommittee Disposition Memo and Voting Record

**Relevant Meeting:** The meeting of the Program Development Subcommittee took place on September 26, 2023

**Subcommittees' Disposition:** The Program Development Subcommittee rendered the following findings for amendment requests:

- 1) The proposed contract safety and security services are appropriate for the continued implementation of services through the GoRaleigh Transit Center;
- 2) The proposed creation of a Safety and Security Director is appropriate to manage the hiring, retention, and oversight of safety and security services throughout the GoRaleigh services, including but not limited to the GoRaleigh Transit station;
- 3) After presenting GoTriangle's request for an additional 0.5 FTE for their Transit Plan Administration, TO002-BD, no motion was brought forward to recommend this request to TPAC;
- 4) The proposed inclusion of funds requested by Wake County and GoTriangle is appropriate to support the participation of several regional partners in the development of NCDOT's Freeway And Street-based Transit (FAST) Study. This was unanimously determined with the stipulation that a presentation of the scope of the FAST Study be presented to the TPAC at their October 2023 meeting;
- 5) The proposed change in budget to add \$10,000,000 in Wake Transit funding is appropriate to allow for the purchasing of the required parcels, relocation of the current tenants, and part of the master planning for the Town of Cary's new downtown multimodal transit facility;
- 6) The proposed change in budget to add \$130,000 to the FY24 Work Plan and program an additional \$150,000 in the FY25 Work Plan for the Wake Transit Vision Plan Update is appropriate, based on a refined scope and incorporating TC003-T (Community Funding Area Program Management Plan Update) into the Wake Transit Vision Plan Update;
- 7) The proposed change in budget for the RUS Bus Project to add \$11,000,000 to allow for the project's Phase II construction of the private overbuild of the publicly funded component to remain on schedule according to the requirements of GoTriangle's federal BUILD grant is appropriate if that funding is returned to the Wake Transit Program by GoTriangle's current or future private development partner.

**Discussion:** There was a vibrant subcommittee discussion on the amendment requests as follows:.

- 1) The funding for contracted safety and security services, while appropriate for this amendment cycle, may generate a need for a broader discussion among the TPAC and a potential Policy for use of Wake Transit funds on safety and security services.
- 2) The Safety and Security Director position has been proven as a need by the Raleigh staff, and is appropriate for funding through this amendment cycle. There was discussion about whether the position can be filled quickly, and Raleigh staff responded that the plan is for the position to be an employee of their operations contractor, with the costs passed directly to Raleigh, allowing the position to be filled quicker than making the position a City of Raleigh position.
- 3) GoTriangle did not provide enough details on the need of the 0.5 FTE for the PD Subcommittee. The Subcommittee also questioned how many existing FTE's funded by Wake Transit are vacant, and whether some of the duties envisioned for this 0.5 FTE may be able to be completed with existing FTE's.
- 4) The PD Subcommittee had little discussion about the requested funding for the FAST Study, but agreed that a presentation to the TPAC before the amendment was approved would be appropriate.
- 5) The PD Subcommittee asked about the status of the work on the Downtown Multimodal Center, including whether the project may need additional funding for the land acquisition and design phase. Cary staff stated that land acquisition was already underway based on previous funding, and they were comfortable, based on appraisals, relocation estimates and design cost

**FY 2024 Quarter 2 Amendment Request Package****WAKE COUNTY TRANSIT PLAN: IMPLEMENTATION**

estimates, that the additional \$10,000,000 in Wake Transit funds would allow them to complete these phases.

- 6) The PD Subcommittee had little discussion about the requested additional funding for the Wake Transit Vision Plan Update based on CAMPO responses to the Committee questions that were sent out in advance of the meeting. CAMPO staff stated that the additional funding was needed based on a refined scope of the Vision Plan Update, including additional engagement and scenario modeling, and rolling the CFA PMP Update into the Vision Plan Update.
- 7) The PD Subcommittee discussed concerns about repayment of the funds to Wake Transit as referenced in the amendment request, but were satisfied with GoTriangle's response that there would be language in both the Wake Transit agreement and GoTriangle's agreement with the private developer requiring repayment of the Wake Transit funds for the private overbuild portion of the RUS Bus project.

**Vote:** The subcommittee voted unanimously to forward the disposition, as described above, to the TPAC for the requested amendments.

**Voting Organizations:**

CAMPO  
GoTriangle  
Wake County  
Raleigh  
Cary  
NCSU  
Apex  
Fuquay-Varina  
Holly Springs  
Morrisville  
Knightdale

## AGENDA ACTION ITEM

Connecting all points of the Triangle

Submitted by: Steven Schlossberg, Finance & Administrative Services

Meeting date: November 2, 2023

### **SUBJECT: Q2 Durham County FY24 Transit Work Program and Budget Amendment**

#### **Strategic Objective or Initiative Supported**

Implement the Durham Transit Plan with Staff Working Group

#### **Staff Recommendation**

Recommend board approval of the FY2024 Q2 Durham Transit Work Program amendments.

#### **Item Summary**

Two (2) amendments

1. *Durham County: FAST 2 Study* – Durham County is requesting funds as project lead on behalf of the County, City of Durham and GoTriangle to support the NCDOT Freeway, Arterial, Street & Tactical (FAST) Transit Priority Infrastructure Study [Fast 2 Study]. This study will be a coordinated effort among regional partners. It is the follow up initiative to the original FAST Study conducted in 2020-2021. One of the primary objectives of this study is to make our freeways and regional boulevards "transit ready."
2. *GoTriangle: Mobile Ticketing Technology* – GoTriangle is requesting funds for hardware to enable Open Payment technology for fare collection. Funds will also be used to upgrade the hardware to incorporate technology advancements that have occurred over the past few years while fares have been suspended.

The Durham Staff Working Group voted unanimously to recommend approval of these items at their October 18, 2023 meeting. Staff anticipates they will be considered for approval by the Durham BOCC at their November 13, 2023 meeting.

#### **Financial Impact**

The proposed amendments will increase the FY2024 Durham Transit Work Program by \$139,550.

#### **Attachments**

- Detailed Project Amendment Request

**2023 0027**

**GO TRIANGLE FY2024 BUDGET ORDINANCE AMENDMENT  
TRIANGLE TAX DISTRICT - DURHAM OPERATING FUND**

**BE IT ORDAINED** by the Research Triangle Regional Public Transportation Authority Board of Trustees:

**Section 1.** It is estimated that the following revenues will be available in the **Triangle Tax District Durham Operating Fund** for the fiscal year beginning July 1, 2023, and ending June 30, 2024:

	Original	Revised
Article 43 ½ Cent Sales Tax	\$ 11,126,910	\$ 11,080,909
Vehicle Rental Tax	87,171	87,171
\$7 County Vehicle Registration Tax	1,763,141	1,763,141
\$3 Vehicle Registr. Tax Transfer from Durham Special Tax District	<u>755,611</u>	<u>755,611</u>
<b>Total</b>	<b>\$ 13,732,833</b>	<b>\$ 13,686,832</b>

**Section 2.** The following amounts hereby are appropriated in the **Triangle Tax District Durham Operating Fund** for the fiscal year beginning July 1, 2023, and ending June 30, 2024:

	Original	Revised
Tax District Administration - GoTriangle	\$ 490,967	\$ 490,967
Transit Plan Administration		
DCHC MPO	39,806	39,806
Durham County Access	392,578	392,578
GoDurham	143,772	143,772
GoTriangle	1,776,200	1,776,200
Transit Operations		
Durham County Access	280,203	280,203
GoDurham	8,025,648	8,025,648
GoTriangle	<u>2,583,659</u>	<u>2,537,658</u>
<b>Total</b>	<b>\$ 13,732,833</b>	<b>\$ 13,686,832</b>

**Section 3.** The FY23 Durham Transit Work Program reflects ongoing projects that remain vital to providing service to current transit customers and new projects that address immediate needs during a transition year to a new Transit Plan with updated priorities. The current project budgets identified are those that are deemed time-sensitive ongoing efforts or involve time-sensitive external grant sources as part of their overall funding mechanism. DCHC MPO, GoTriangle and Durham County will consider amendments to the FY23 Durham Transit Work Program as priorities are identified in the new Transit Plan.

**Section 4.** Copies of this Budget Ordinance shall be furnished to the Clerk to the Board of Trustees and to the Budget Officer of this Authority to be kept on file for their direction in the disbursement of funds.

**ATTEST:**

**ADOPTED THIS THE 15<sup>TH</sup> DAY OF NOVEMBER 2023.**

\_\_\_\_\_  
Michelle C. Dawson, Clerk to the Board

\_\_\_\_\_  
Brenda Howerton, Board of Trustees Chair

**2023 0028**

**GO TRIANGLE FY2024 BUDGET ORDINANCE AMENDMENT  
TRIANGLE TAX DISTRICT – DURHAM CAPITAL FUND**

**BE IT ORDAINED** by the Research Triangle Regional Public Transportation Authority Board of Trustees:

**Section 1.** It is estimated that the following revenues will be available in the **Triangle Tax District – Durham Capital Fund** for the fiscal year beginning July 1, 2023, and ending June 30, 2024:

	Original	Revised
Article 43 ½ Cent Local Option Sales Tax	\$ <u>28,873,091</u>	\$ <u>28,919,091</u>
<b>Total</b>	<b>\$ <u>28,873,091</u></b>	<b>\$ <u>28,919,091</u></b>

**Section 2.** The following amounts hereby are appropriated in the **Triangle Tax District – Durham Capital Fund** for the fiscal year beginning July 1, 2023, and ending June 30, 2024:

	Original	Revised
Capital Planning		
Durham County		\$ 110,000
DCHC MPO	\$ 1,081,600	1,081,600
GoDurham	100,000	100,000
Transit Infrastructure		
GoDurham	7,338,121	7,338,121
GoTriangle	4,896,300	4,971,850
Vehicle Purchase		
GoTriangle	369,096	369,096
Allocation to Durham Capital Fund Balance	<u>15,087,974</u>	<u>14,948,424</u>
<b>Total</b>	<b>\$ <u>28,873,091</u></b>	<b>\$ <u>28,919,091</u></b>

**Section 3.** Triangle Tax District – Durham Capital Funds are appropriated pursuant to section 13.2 of Chapter 159 of the North Carolina General Statutes; therefore, appropriations do not lapse at the end of the fiscal year and are available for the duration of the project unless subsequently approved for reallocation by the GoTriangle Board of Trustees.

**Section 4.** Copies of this Budget Ordinance shall be furnished to the Clerk to the Board of Trustees and to the Budget Officer of this Authority to be kept on file for their direction in the disbursement of funds.

**ATTEST:**

**ADOPTED THIS THE 15<sup>TH</sup> DAY OF NOVEMBER 2023.**

\_\_\_\_\_  
Michelle C. Dawson, Clerk to the Board

\_\_\_\_\_  
Brenda Howerton, Board of Trustees Chair

## FY24 Budget Change Impact - Durham Transit Work Program

	<u>Revenue</u>	<u>Expenditures</u>	<u>Reserve/Cash Impact</u>	<u>Fund Affected</u>	<u>Comments</u>
<b>FY24 Approved Budget</b>	<b>\$ 78,227,663</b>	<b>\$ 63,139,689</b>	<b>\$ 15,087,974</b>		
GoTriangle (Transit Operations)		(24,000)	24,000	41	<b>Decrease in Youth GoPass</b> -Project funds allocated to Mobile Ticket Validators - Durham share
GoTriangle (Transit Operations)		(22,000)	22,000	41	<b>Decrease in Fare Collection</b> - Project funds allocated to Mobile Ticket Validators - Durham share
					<b>Increase in Mobile Ticket Validators - Durham share</b> - Funds allocated from Youth GoPass and Fare Collection to upgrade the hardware incorporate techonology advancements that have occurred over the past few years as fares were suspended
GoTriangle (Transit Infrastructure)		75,500	(75,500)	41	
Durham County Access (Capital Planning)		110,000	(110,000)	41	<b>New Project</b> - This study will be a coordinated effort among regional partners. Primary objectives of this study is to make our freeways and regional boulevards "transit ready".
<b>Amended FY24 Budget (Nov 2023)</b>	<b>\$ 78,227,663</b>	<b>\$ 63,279,189</b>	<b>\$ 14,948,474</b>		
<b>Changes from Amendments</b>		<b>\$ 139,500</b>	<b>\$ (139,500)</b>		

## FY 2024, Quarter 2, Requested Durham Transit Work Plan Amendments

### REQUESTED MAJOR/MINOR AMENDMENTS

Project ID	Agency	Project Title	FY 24 Original Funding Allocation	FY 24 Requested Funding Allocation	FY 24 Funding Impact	Justification for Major/Minor Amendment
Operating Budget Amendment Requests						
24DCOAD06	Durham County	FAST 2 Study	\$ -	\$ 110,000.00	\$ 110,000.00	<b>Major Amendment:</b> Fund Durham County's financial commitment to the NCDOT Fast 2 Study. This study will be a coordinated effort among regional partners. It is the follow up initiative to the original FAST Study conducted in 2020-2021. One of the primary objectives of this study is to make our freeways and regional boulevards "transit ready".
20GOTCD4	GoTriangle	Mobile Ticketing Technology	\$ -	\$ 75,550.00	\$ 29,550.00	<b>Major Amendment:</b> The purpose of this project is to improve the existing mobile ticketing system by increasing connectivity, reliability, and data accuracy for fare collection, as well as enable open payment technologies. These upgrades are coordinated with GoTriangle's instructions to prepare to return to fares on July 1, 2024. This amendment is proposing to decrease funding by a total of \$46,000 in two other projects (Fare Collection - Project ID # 21GOTOO2, Youth GoPass - Project ID # 21GOTOO1), which results in a net overall impact of \$29,550 to the budget.
Total Operating Funding Impact					\$ 139,550.00	

Public Comment Period will Open on 09/21/2023

Public Comments will be Accepted Through 10/12/2023

Submit all comments to Brandi Minor, Senior Administrative Officer, [TransitPlan@dconc.gov](mailto:TransitPlan@dconc.gov)



## Transportation

**Date:** September 20, 2023  
**To:** Durham Staff Working Group  
**From:** Ellen Beckmann, Transportation Director, Durham County  
**Subject:** FY24 Work Plan Amendment for FAST 2 Study

### **Purpose**

Durham County is requesting a FY24 Work Plan amendment to fund its financial commitment to the NCDOT FAST 2 study. Our financial commitment will be \$110,000.

### **Background**

NCDOT's Integrated Mobility Division will manage the study in conjunction with regional partners. Contributions to the FAST 2 Study will be a coordinated effort among regional partners including Durham County, Orange County, Wake County, Chatham County, Johnston County, Town of Cary, Town of Chapel Hill, City of Durham, City of Raleigh, DCHC MPO, CAMPO, GoTriangle, RDU Airport, RTA (Regional Transportation Alliance) and NCDOT. Durham County is proposing to provide a \$50,000 share representing Durham County, a \$50,000 share representing the City of Durham, and a \$10,000 share representing GoTriangle (20% of \$50,000).

The regional Freeway, Arterial, Street and Tactical (FAST) transit study is a follow up initiative to the original FAST study conducted in 2020-21. FAST is a scalable approach for quickly integrating “transit advantage” infrastructure along the roadway system to support enhanced transit service. The FAST approach prioritizes transit efficiency and reliability while improving mobility for all users.

The objectives of the FAST 2 transit study are to:

- Make our freeways and regional boulevards “transit ready”.
- Elevate and identify one or more BRT corridors that directly link with RDU Airport
- Advance SMART (Systematic Management of Adaptable Roadways through Technology) freeway corridors

Additional refinement of the project scope with the selected consultant and project partners is anticipated. This study is focused on infrastructure. Land use, affordable housing, economic development, transit propensity, and service are also critical elements of designing bus rapid transit or speed and reliability improvements. While the FAST 2 study is consistent with the Fast and Reliable Regional Connections goal of the Durham County Transit Plan, it does not replace the need or the funding that has been approved for the DCHC MPO BRT Study. Close coordination between the two efforts will be needed.

### **Budget Impact**

Allocate \$110,000 to Durham County FAST 2 Study Commitment (Project ID 24DCO\_AD06)

**Requested Action**

1. Recommend the Durham Staff Working Group to approve the amendment as stated above; and
2. Recommend the Durham County Board of County Commissioners to adopt this amendment to the FY24 Durham County Annual Work Program as proposed.

<b>REQUEST #</b>	<b>FY 2024</b>	<b>FY START DATE</b>
24DCOAD06	<b>Durham Transit Work Plan</b>	Jul 2023
	<b>Request Form</b>	<b>Total Project Cost</b>
	<b>Operating and/or Capital</b>	\$ 110,000

Project Name	Requesting Agency	Project Contact	Durham Transit Estimated Operating Cost	
FAST 2 Study	Durham County	Ellen Beckmann	FY 2024 / Base Year*	\$ 110,000
			FY 2025	\$ -
			Cumulative	\$ 110,000
Estimated Start Date	Estimated Completion	Notes	Durham Transit Estimated Capital Cost	
Jul-23	N/A		FY 2024 / Base Year*	\$ 110,000
			Cumulative	\$ 110,000
<b>Project Description/Scope</b>	Enter below a summary of the project that may later be used as the project description in the FY 2024 Work Plan.			
Durham County financial commitment to the NCDOT FAST 2 study				
<b>Project Justification / Business Case</b>	Provide responses to <u>EACH</u> of the questions below. Answer the questions as fully as possible. Enter Not Applicable (N/A) as appropriate.			

1. Is this a New Project, Scope Change or Financial Change?

See Instructions for definitions

New ☒ Scope ☐ Financial ☐

1a. If Scope Change or Financial Change - Indicate previous project ID

2. Is this project Operating, Capital or Both?

Operating ☒ Capital ☐ Both ☐

3. Is this a one-time request?

Yes ☒ No ☐

4. What is the timeframe for the request? Are you requesting a full year of funds in FY24 or a partial year to be annualized in future fiscal years?

Full year of funding in FY24. Durham County expects to enter into a municipal agreement with NCDOT and use the funds for a portion of the project costs. The timing is dependent on the NCDOT process and invoices.

5. Where is this project located, who will this project serve and how will it improve service or overall implementation of the Durham Transit Plan?

This project will improve transit operations and services to the residents of Durham County. The study will include analysis that is supportive of the Fast and Reliable Regional Service goal of the Durham County Transit Plan and the funding in the plan to study Bus Rapid Transit and Bus Speed and Reliability in the County.

6. Is this project programmed in the adopted Transit Plan FYs 2024-2030 Multi-Year Operating Program or CIP?

Yes ☐ No ☒

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

☐ ☐

This study will accelerate the implementation of FAST transit priority infrastructure on freeways and other major roadways across our region.

10. For bus operating projects, please provide:

a) Target Start Date				
b) Assets Used (Vehicles, etc.)				
c) Geographic Termini				
d) Major Destinations Served				
e) Annualized Revenue Hours				
f) Span of Service		Weekday	Saturday	Sunday
g) Frequency	<u>TIME PERIOD</u>	Weekday	Saturday	Sunday
	AM Peak			
	Midday			
	PM Peak			
	Evening			

11. If this is a bus operating project, which organization will operate the service?

12. If applicable, describe proposed responsibilities and duties for new staffing requests. Provide each major intended function, and the percentage of time devoted to each function.

13. List any other relevant information not addressed.

14. Please enter estimated revenues below. If there are other revenues besides Durham County Tax Revenue to support this request, please enter the anticipated revenue amounts next to the appropriate funding source for each fiscal year shown below.

Revenue							
Tax Revenue	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Durham County Transit Tax Revenue	110,000	-	-	-	-	-	-
Other Revenue							
Federal	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-
<b>Subtotal Other</b>	-	-	-	-	-	-	-
<b>TOTAL REVENUE</b>	<b>110,000</b>	-	-	-	-	-	-

16. Please enter estimated appropriations to support expenses. Enter FY 2024 and the estimated annualized cost in FY 2025 using the 2.5% growth factor, if applicable. The spreadsheet will calculate 2026 and beyond by 2.5%. If your project is not expected to have recurring costs in FY 2026 and/or beyond, delete the calculation(s) in columns E-H.

Cost Break Down of Project Request							
OPERATING COSTS (If Applicable)	FY24	FY25	FY26	FY27	FY28	FY29	FY30
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 (Describe)			-	-	-	-	-
Other (Describe)			-	-	-	-	-
Other (Describe)			-	-	-	-	-
<b>TOTAL OPERATING COSTS</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

17. Please enter Operating category that best represents the project above (This will be reviewed during Work Plan development)

Bus Operations ☐ Transit Plan Administration ☐ Tax District Administration ☐

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

CAPITAL COSTS	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Design	110,000						
Construction							
Equipment							
Land - Right of Way							
Other	-						
<b>TOTAL CAPITAL COSTS</b>	<b>110,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

20. Please enter Capital category that best represents the project above (This will be reviewed during workplan development)

Transit Infrastructure ☐ Vehicle Acquisition ☐ BRT ☐ CRT ☐ Other ☐

Assumptions for Costs and Revenues Above:

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

Durham County's contribution to this study represents \$50,000 from Durham County, \$50,000 from the City of Durham, and \$10,000 from GoTriangle (20% of \$50,000).

## Background/Scope info provided to consultants

### Introduction

The North Carolina Department of Transportation (NCDOT), the regional business community, area public transit, and regional transportation planning agencies recognize that an increasingly effective, equitable, and exceptional regional transit system will be transformational for the metropolitan Research Triangle region and our state. An enhanced transit system will expand accessibility, increase opportunity, and improve economic mobility and sustainability.

Given the expanding size, dispersion, and growth of the Research Triangle extended metropolitan area, which increasingly includes nearby portions of central, southern, and eastern North Carolina, the urgency for enhanced transit infrastructure is clear. The partners recognize that the most time- and cost-effective method of quickly creating an interconnected, enhanced transit network will be to leverage the existing and proposed freeway and regional boulevard network.

This project/study will focus on ways to quickly leverage, expand, and link major transit investments – including the region’s proposed BRT corridors – in a meaningful, actionable, and scalable manner. A component of this effort is accelerating the implementation of Freeway, Arterial, Street, and Tactical (FAST) transit priority infrastructure on freeways and other major roadways across our region. In other words, to make our freeways and regional boulevards “transit ready”.

It is also important to advance the complementary activation of SMART (Systematic Management of Adaptable Roadways through Technology) freeway corridors in our area to improve travel for all users in a cost-effective, impact-minimizing fashion.

The FAST 2.0 Study will build upon the efforts of the Phase 1 study, completed in 2021. Additional details on the Phase 1 study can be found on the project webpage:

- <https://www.ncdot.gov/divisions/integrated-mobility/multimodal-planning/Pages/fast-study.aspx>

### Scope of work requirements

The primary objectives of this study include creating a vision and brand for multimodal transportation in the Triangle Region and developing an actionable plan, including specific funding/project recommendations for the accelerated implementation of FAST transit priority infrastructure along existing roadways and/or in ongoing, upcoming, or potential roadway projects. The study also has the complementary objective of an actionable plan for SMART freeway corridor activation in concert with targeted roadway improvements that would benefit all users, including transit.

While this study has a primary objective of prioritizing and enhancing transit, it also focuses on ways to improve roadways for all users including operational and targeted congestion relief, reducing barriers to access and improving safety for bicyclists and pedestrians, with transit as an important but not exclusive beneficiary of those efforts.

Geographic area – The primary focus of this study is Durham, Wake, eastern Orange, western Johnston, and eastern Chatham counties. However, for the purposes of this study, North Carolina counties that are

within 40 miles of RDU Airport are part of the study area, and the project team can make recommendations for freeways and regional boulevards in those counties.

The scope of work for this study will include evaluating and recommending actions for the region and priority corridors related to the below focus areas and strategies:

- Developing a vision and brand for multimodal transportation in the region.
- Dynamic transit priority shoulders adjacent to freeway medians, including potential toll opportunities – includes evaluation along multiple freeways and highways/boulevards in the region and evaluation of existing bus on shoulder deployment
- Express lanes with transit priority.
- Identification of one or more direct BRT linkages to RDU International airport, which will link multiple downtowns (i.e., Raleigh, Durham, Cary, Chapel Hill) to the interconnected transit priority network of dynamic transit priority shoulders and/or express lanes.
- BRT or FAST transit priority linkages between freeways and proposed BRT corridors.
- BRT or FAST transit linkage between I-40 and the proposed relocated regional transit center in Research Triangle Park.
- On-ramp signals and freeway connector ramp signals for area freeways, with transit priority measures.
- Variable speed limits along area freeways.
- Enhancements to Bus On Shoulder System (BOSS) installations, so that buses traveling on outside shoulders are not required to ride along rumble strips.
- Transit signal priority standardization.
- Example bus stop/station designs or layouts for various transit priority shoulder or lane options.
- Example bicycle and pedestrian access improvements to complement bus stop/station designs.
- Mobility-as-a-service and single digital ticketing solutions.
- Mobility Hubs, complete streets, and micromobility solutions as a part of a robust regional multimodal transportation network.

Many of the focus strategies listed above are described in the Triangle *FAST Network Implementation Playbook* ([PDF](#)). Selected strategies shall be evaluated along and/or in connection with the proposed FAST corridors that are displayed in the *FAST Network Study* ([PDF](#)).

Optional Considerations - Responsive firms may also choose to include some, all, or none of the following in their scope of work:

- Through/regional lane separation options for existing freeways.
- Selected tactical transit opportunities for freeways and arterials, e.g., short busway segments or linkages.
- Additional BRT corridors, extensions, or linkages, e.g., to major athletic or community facilities.
- Selected operational or other low-cost improvements that may improve travel for transit and/or all users.
- Concept of operations for example FAST transit corridors.
- Concept of operations for example SMART freeway and SMART arterial deployment.
- How to institutionalize the prioritization of transit within the highway project planning and design process.

- Methods to institutionalize the prioritization of transit within operations and maintenance activities, e.g., improved cycle time for cleaning outside or inside shoulders and potential funding partnerships.

Deliverables - This study envisions two groups of deliverables, for complementary audiences and purposes, informed by appropriate and sufficient analysis and levels of design for all recommendations. For both technical analysis and deliverables, the responsive firm will strike an effective balance between quick, believable, and realistic implementation and an attractive, viable vision.

- Deliverables shall include developing a regional vision, goals, and brand for multimodal mobility in the metropolitan Triangle.
- Deliverable group 1: Actionable materials for planners and other transit and transportation professionals.
- Deliverable group 2: Accessible marketing materials for the public to gain understanding and support for a regional multimodal vision and FAST transit network, particularly along SMART freeway and arterial corridors.
- Deliverables should include completing feasibility analyses and high-level design concepts on some specific project ideas.

Partner and public outreach - The partners recognize that this study is multipronged and multifaceted. The project team shall propose a partner and public outreach framework that complements ongoing and upcoming communications by the various study partners.

- Purposeful outreach to key governmental partners is the highest engagement priority.
- Project teams can propose targeted outreach for specific elements, a more comprehensive approach, or a combination.
- Much of the initial analysis may be performed without significant public engagement. However, the study teams are encouraged to propose specific public outreach recommendations to facilitate understanding, improvement, and ultimate acceptance of study findings including both specific project recommendations and regional vision and branding.

### Contributing Partners

The following list of stakeholders have indicated interest in providing a financial contribution to this study:

- NCDOT
- Regional Transportation Alliance (RTA)
- CAMPO
- DCHC MPO
- GoTriangle
- City of Durham
- City of Raleigh
- Town of Cary
- Town of Chapel Hill
- Durham County
- Orange County
- Wake County

- Research Triangle Foundation

## Questions from initial consultant solicitation (July 19 to August 7)

1. What experience does your firm have with developing regional transit implementation studies?
2. What is your organization's experience in working with regional transportation/transit initiatives in the Triangle region?
3. What do you expect are the primary project phases that will allow you to successfully meet the stated deliverable requirements?
4. What is your approach for developing a regional vision, goals, and brand for multimodal mobility in the Triangle region?
5. What is your proposed timeline for this project to be completed?
6. Please provide an approximate estimation of what you believe this project will cost overall.

## Questions for consultant interviews (September 19 and September 22)

For your presentation, you are free to present any information that you feel is relevant. We do, however, ask that you address the below questions as part of your presentation.

1. What is your process/outline for the study overall? Feel free to expand on the information you provided in the initial survey.
2. What approach(s) will your firm take to define a regional vision and brand for multimodal mobility in the Triangle?
3. Please demonstrate your firm's understanding and experience with evaluating and recommending some of the suggested focus areas/strategies listed in the supporting document (attached) and the *FAST Network Implementation Playbook* ([PDF](#)).
4. Through the study process, we hope for the region to be another step closer towards deployment of some of the identified strategies. Please provide some input around potential effective implementation strategies and tools that may be provided as project deliverables.
5. How does your firm approach project management recognizing there are many state, regional and local stakeholders involved in this study? Feel free to highlight key points which may differentiate your team.



To: Durham - SWG  
From: GoTriangle  
Subject: Durham County FY24 Workplan Amendment

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## 1. Background

GoTriangle manages the Mobile Ticketing Technology project (20GOTCD4). GoTriangle is planning to improve our existing mobile ticketing system to increase connectivity/reliability and data accuracy for fare collection, as well as enable open payment technologies (riders could tap on to the bus with a credit card / debit card, or credit card stored on their smart phone). These upgrades are coordinated with GoTriangle's instructions to prepare to return to fare on July 1, 2024. If hardware is not upgraded, riders will not be able to use credit cards to tap on, and the system may face connectivity/accuracy issues for mobile payments data.

This request would result in a net increase of \$29,550 for the FY24 budget, including a \$46,000 decrease across two projects which are not currently active as GoTriangle is not currently collecting fare, and a \$75,550 increase for mobile ticketing.

**Note:** This request was originally submitted as a \$69,000 increase to Mobile Ticketing Technology, but has been changed to \$75,550 due to an error in the original vendor quote. The net budget impact is \$6,550 above the original request (Previously \$23,000. Now \$29,550)

## Summary of Project Requests

Project ID: 20GOTCD4 – Mobile Ticketing Technology - Increase original FY24 budget by \$75,550.

Project ID: 21GOTO02 – Fare Collection - Decrease original FY23 budget by \$22,000.

Project ID: 21GOTO01 – Youth GoPass - Decrease original FY23 budget by \$24,000.

**Durham County FY24 Workplan budget impact = \$29,550**

<b>REQUEST #</b>	<b>FY 2024</b>	<b>FY START DATE</b>
20GOTCD4	<b>Durham Transit Work Plan</b> <b>Project Amendment Request Form</b> <b>Operating and/or Capital</b>	Nov 2023

Type of Amendment      Minor ☐      Major ☒

**Minor Amendments:**

- a. An amendment that requires a transfer between budget ordinance appropriations but requires less than a 20% change to a project appropriation for projects equal to or less than \$250,000;
- b. Changes to any adopted financial assumptions supporting the applicable Work Program that does not have a significant impact on the overall revenue or expenditure forecast, which is defined to be no more than a one percent (1%) over the life of the plan;
- c. Changes in reporting requirements for performance on implementation elements authorized in the applicable Work Program;
- d. Changes in funding amounts less than \$250,000 for implementation elements programmed in future fiscal years;
- e. Any other change that does not meet any of the criteria of a Minor Amendment is a Major Amendment.

**Major Amendments are required when:**

- a. A project requested to be added to the Work Plan
- b. A project requested to be removed from the Work Plan
- c. Changes to any adopted financial assumptions supporting the applicable Work Program that does have a significant impact on the overall revenue or expenditure forecast, which is defined to be over one percent (1%) over the life of the plan;
- d. Changes in scope for implementation elements programmed in current and future fiscal years;
- e. Any amendment that requires a transfer of funds between capital or operating funding categories
- f. Any change that requires a change in budgeted reserves or fund balance.

These definitions are based on the Durham County Transit Work Plan Amendment Policy Update, which gives more clarity to the definitions without changing their meaning.

New/Amended Project Name	Requesting Agency	Project Contact	Durham Transit Estimated Operating Cost		
Mobile Ticketing Technology	GoTriangle	Austin Stanion astanion@gotriangle.org	Base Year	\$ (46,000)	
			FY 2025	\$ -	
			Cumulative		
Estimated Start Date	Estimated Completion	Notes	Durham Transit Estimated Capital Cost		
In Progress		Majority of project will be funded using previously adopted funds to be transferred to this project. We are requesting an additional \$27,000 to fund these upgrades	Base Year	\$ 75,550	
				\$ -	
			Cumulative		
Project Description/Scope	Enter below a summary of the project amendment and impact on approved plan.				
Additional funds requested for hardware to enable Open Payment technology for fare collection. The request is to subtract \$46,000 of unused funds from existing projects (Fare Collection and Youth GoPass) to be transferred to Mobile Ticketing Technology, as well as request an additional \$27,000 to Mobile Ticketing Technology, for a total of \$75,550 in funding for Mobile Ticketing Technology. The net impact is \$29,550 beyond the currently adopted plan.					
1. Enter Durham Transit Project ID(s) to Increase					

**1. Enter Durham Transit Project ID(s) to Increase**

Project ID	Project	Appropriation Category	Amount	Recurring Amount	Notes
20GOTCD4	Mobile Ticketing Technology		75,550	0	Adding \$69,000 to existing project
<b>TOTAL</b>			<b>\$ 75,550</b>	<b>\$ -</b>	

**2. Durham Transit Project ID(s) to Reduce**

Project ID	Project	Appropriation Category	Amount	Recurring Amount	Notes
21GOTO02 21GOTO01			\$ (46,000)		Subtracting \$46,000 from existing projects.
			<b>\$ (46,000)</b>	<b>\$ -</b>	

**3. Impact on Transit Plan Project Costs**

From above, indicate whether amounts impact operating or capital budgets in Durham Transit Plan.	<b>Estimated Operating Cost</b>	Current Year	\$ (46,000)
		Recurring	\$ -
	<b>Estimated Capital Cost</b>	Base Year	\$ 75,550
		Cumulative	\$ -

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?

Goal: to be completed in FY 24

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

This hardware upgrade would increase connectivity/reliability and data accuracy for fare collection, as well as enable open payment technologies (riders could tap on to the bus with a credit card / debit card). If hardware is not upgraded, riders will not be able to use credit cards to tap on, and the system may face connectivity/accuracy issues for mobile payments data.

7. List any other relevant information not addressed.

N/A

8. Please enter estimated appropriations to support expenses. Enter FY 2024 and the estimated annualized cost in FY 2025 using the 2.5% growth factor, if applicable. The spreadsheet will calculate 2026 and beyond by 2.5%. If your project is not expected to have recurring costs in FY 2026 and/or beyond, delete the calculation(s) in columns E-H.

Cost Break Down of Project Request							
OPERATING COSTS (If Applicable)	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Growth Factors		2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Administration			-	-	-	-	-
Bus Operations:							
Estimated Hours			-	-	-	-	-
Cost per Hour			-	-	-	-	-
Estimated Operating Cost	-	-	-	-	-	-	-
Bus Leases			-	-	-	-	-
Park & Ride Lease			-	-	-	-	-
Maintenance			-	-	-	-	-
Other			-	-	-	-	-
Subtotal: Bus Operations	-	-	-	-	-	-	-
Operating Fare Collection	(22,000)						
Operating Youth GoPass	(24,000)		-	-	-	-	-
<b>TOTAL OPERATING COSTS</b>	<b>(46,000)</b>	-	-	-	-	-	-

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

CAPITAL COSTS	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Planning							
Design							
Construction							
Equipment	75,550						
Land - Right of Way							
Other							
<b>TOTAL CAPITAL COSTS</b>	<b>75,550</b>	-	-	-	-	-	-

**Assumptions for Costs and Revenues Above:**

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

This request is part of a larger \$425,443.85 mobile payments hardware upgrade bundle. The bundle includes:  
 \$209,593.85 for modems/routers (Connects on-vehicle hardware to mobile internet. Necessary to prevent loss of connectivity and data loss for mobile ticketing. Will increase reliability of mobile ticketing system and other on-board technology)  
 \$20,910.00 for switch / Power over ethernet (Necessary upgrade for Umo Validators)  
 \$33,065.00 for Antenna connecting Routers to mobile networks  
 \$8,075.00 for Cables (Power AC)  
 \$114,800.00 for Umo Open Payment-Enabled Validators (Umo Reader upgrade/replacement to accept credit card payments (open payments))  
 \$39,000.00 for Umo Mobile Devices for Paratransit (For Mobile Payments on Paratransit Vehicles)

August 31, 2023

To: Durham - SWG  
From: GoTriangle  
Subject: Durham County FY24 Workplan Amendment

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## 1. Background

GoTriangle manages the Mobile Ticketing Technology project (20GOTCD4). GoTriangle is planning to improve our existing mobile ticketing system to increase connectivity/reliability and data accuracy for fare collection, as well as enable open payment technologies (riders could tap on to the bus with a credit card / debit card, or credit card stored on their smart phone). These upgrades are coordinated with GoTriangle's instructions to prepare to return to fare on July 1, 2024. If hardware is not upgraded, riders will not be able to use credit cards to tap on, and the system may face connectivity/accuracy issues for mobile payments data.

This request would result in a net increase of \$23,000 for the FY24 budget, including a \$46,000 decrease of existing projects (Fare Collection and Youth GoPass) to be transferred to Mobile Ticketing Technology, and a \$69,000 increase for mobile ticketing.

## Summary of Project Requests

Project ID: 20GOTCD4 – Mobile Ticketing Technology - Increase original FY24 budget by \$69,000.

Project ID: 21GOTOO2 – Fare Collection - Decrease original FY23 budget by \$22,000.

Project ID: 21GOTOO1 – Youth GoPass - Decrease original FY23 budget by \$24,000.

**Durham County FY24 Workplan budget impact = \$23,000**

<b>REQUEST #</b>	<b>FY 2024</b>	<b>FY START DATE</b>
20GOTCD4	<b>Durham Transit Work Plan</b> <b>Project Amendment Request Form</b> <b>Operating and/or Capital</b>	Nov 2023

Type of Amendment      Minor ☐      Major ☒

**Minor Amendments:**

- a. An amendment that requires a transfer between budget ordinance appropriations but requires less than a 20% change to a project appropriation for projects equal to or less than \$250,000;
- b. Changes to any adopted financial assumptions supporting the applicable Work Program that does not have a significant impact on the overall revenue or expenditure forecast, which is defined to be no more than a one percent (1%) over the life of the plan;
- c. Changes in reporting requirements for performance on implementation elements authorized in the applicable Work Program;
- d. Changes in funding amounts less than \$250,000 for implementation elements programmed in future fiscal years;
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- a. A project requested to be added to the Work Plan
- b. A project requested to be removed from the Work Plan
- c. Changes to any adopted financial assumptions supporting the applicable Work Program that does have a significant impact on the overall revenue or expenditure forecast, which is defined to be over one percent (1%) over the life of the plan;
- d. Changes in scope for implementation elements programmed in current and future fiscal years;
- e. Any amendment that requires a transfer of funds between capital or operating funding categories
- f. Any change that requires a change in budgeted reserves or fund balance.

These definitions are based on the Durham County Transit Work Plan Amendment Policy Update, which gives more clarity to the definitions without changing their meaning.

New/Amended Project Name	Requesting Agency	Project Contact	Durham Transit Estimated Operating Cost	
Mobile Ticketing Technology	GoTriangle	Austin Stanion astanion@gotriangle.org	Base Year	\$ (46,000)
			FY 2025	\$ -
			Cumulative	
Estimated Start Date	Estimated Completion	Notes	Durham Transit Estimated Capital Cost	
In Progress		Majority of project will be funded using previously adopted funds to be transferred to this project. We are requesting an additional \$23,000 to fund these upgrades	Base Year	\$ 69,000
				\$ -
			Cumulative	
<b>Project Description/Scope</b>	<b>Enter below a summary of the project amendment and impact on approved plan.</b>			
Additional funds requested for hardware to enable Open Payment technology for fare collection. The request is to subtract \$46,00 of unused funds from existing projects (Fare Collection and Youth GoPass) to be transferred to Mobile Ticketing Technology, as well as request an additional \$23,000 to Mobile Ticketing Technology, for a total of \$69,000 in funding for Mobile Ticketing Technology. The net impact is \$23,000 beyond the currently adopted plan.				

1. Enter Durham Transit Project ID(s) to Increase					
Project ID	Project	Appropriation Category	Amount	Recurring Amount	Notes
20GOTCD4	Mobile Ticketing Technology	Transit Infrastructure	69,000.00	0	Adding \$69,000 to existing project
<b>TOTAL</b>			<b>\$ 69,000</b>	<b>\$ -</b>	

2. Durham Transit Project ID(s) to Reduce					
Project ID	Project	Appropriation Category	Amount	Recurring Amount	Notes
21GOTO02	Fare Collection Improvements (D)	Transit Operations	\$ (22,000)		Subtracting \$22,000 from existing project
21GOTO01	Youth GoPass	Transit Operations	\$ (24,000)		Subtracting \$24,000 from existing project
			<b>\$ (46,000)</b>	<b>\$ -</b>	

3. Impact on Transit Plan Project Costs			
From above, indicate whether amounts impact operating or capital budgets in Durham Transit Plan.	Estimated Operating Cost	Current Year	\$ (46,000)
		Recurring	\$ -
	Estimated Capital Cost	Base Year	\$ 69,000
		Cumulative	\$ -

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?

Goal: to be completed in FY24

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

This hardware upgrade would increase connectivity/reliability and data accuracy for fare collection, as well as enable open payment technologies (riders could tap on to the bus with a credit card / debit card). If hardware is not upgraded, riders will not be able to use credit cards to tap on, and the system may face connectivity/accuracy issues for mobile payments data.

7. List any other relevant information not addressed.

N/A

8. Please enter estimated appropriations to support expenses. Enter FY 2024 and the estimated annualized cost in FY 2025 using the 2.5% growth factor, if applicable. The spreadsheet will calculate 2026 and beyond by 2.5%. If your project is not expected to have recurring costs in FY 2026 and/or beyond, delete the calculation(s) in columns E-H.

Cost Break Down of Project Request							
OPERATING COSTS (If Applicable)	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Growth Factors		2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Administration			-	-	-	-	-
Bus Operations:							
Estimated Hours			-	-	-	-	-
Cost per Hour			-	-	-	-	-
Estimated Operating Cost	-	-	-	-	-	-	-
Bus Leases			-	-	-	-	-
Park & Ride Lease			-	-	-	-	-
Maintenance			-	-	-	-	-
Other			-	-	-	-	-
Subtotal: Bus Operations	-	-	-	-	-	-	-
Operating Fare Collection	(22,000)						
Operating Youth GoPass	(24,000)		-	-	-	-	-
<b>TOTAL OPERATING COSTS</b>	<b>(46,000)</b>	-	-	-	-	-	-

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

CAPITAL COSTS	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Planning							
Design							
Construction							
Equipment	69,000						
Land - Right of Way							
Other							
<b>TOTAL CAPITAL COSTS</b>	<b>69,000</b>	-	-	-	-	-	-

*Assumptions for Costs and Revenues Above:*

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

This request is part of a larger \$392,140 mobile payments hardware upgrade bundle. The bundle includes:  
 \$178,415.00 for modems/routers (Connects on-vehicle hardware to mobile internet. Necessary to prevent loss of connectivity and data loss for mobile ticketing. Will increase reliability of mobile ticketing system and other on-board technology)  
 \$20,910.00 for switch / Power over ethernet (Necessary upgrade for Umo Validators)  
 \$27,965.00 for Antenna connecting Routers to mobile networks  
 \$11,050.00 for Cables (Power AC)  
 \$114,800.00 for Umo Open Payment-Enabled Validators (Umo Reader upgrade/replacement to accept credit card payments (open payments))  
 \$39,000.00 for Umo Mobile Devices for Paratransit (For Mobile Payments on Paratransit Vehicles. Could potentially run paratransit software. Waiting for test device from Umo)

## AGENDA ACTION ITEM

Connecting all points of the Triangle

Submitted by: Steven Schlossberg, Finance & Administrative Services

Meeting date: November 2, 2023

### **SUBJECT: Q2 Orange County FY24 Transit Work Program and Budget Amendment**

#### **Strategic Objective or Initiative Supported**

Implement the Orange Transit Plan with Staff Working Group

#### **Staff Recommendation**

Recommend board approval of the FY2024 Q2 Orange Transit Work Program amendments.

#### **Item Summary**

Two (2) amendments

1. Orange County: FAST 2 Study - Orange County is requesting a reallocation of funds as project lead on behalf of the County, Chapel Hill Transit and GoTriangle to support the NCDOT Freeway, Arterial, Street & Tactical (FAST) Transit Priority Infrastructure Study [FAST 2 Study]. This study will be a coordinated effort among regional partners. It is the follow up initiative to the original FAST Study conducted in 2020-2021. One of the primary objectives of this study is to make our freeways and regional boulevards "transit ready."
2. GoTriangle: Mobile Ticketing Technology – GoTriangle is requesting a reallocation of previously adopted project funds for hardware to enable Open Payment technology for fare collection. Funds will also be used to upgrade the hardware to incorporate technology advancements that have occurred over the past few years while fares have been suspended.

The Orange Staff Working Group voted unanimously to recommend approval of these items at their September 20, 2023 meeting. Staff anticipates they will be considered for approval by the Orange BOCC at their November 14, 2023 meeting.

#### **Financial Impact**

The proposed amendments will have zero financial impact due to the reallocation of previously adopted funds to the Orange County Transit Plan.

#### **Attachments**

- Detailed Project Amendment Request

**2023 0029**

**GO TRIANGLE FY2024 BUDGET ORDINANCE AMENDMENT  
TRIANGLE TAX DISTRICT – ORANGE OPERATING FUND**

**BE IT ORDAINED** by the Research Triangle Regional Public Transportation Authority Board of Trustees:

**Section 1.** It is estimated that the following revenues will be available in the **Triangle Tax District Orange Operating Fund** for the fiscal year beginning July 1, 2023, and ending June 30, 2024:

	Original	Revised
Article 43 ½ Cent Sales Tax	\$ 4,921,744	\$ 4,795,744
Vehicle Rental Tax	42,572	42,572
\$7 County Vehicle Registration Tax	831,178	831,178
\$3 Vehicle Registr Transfer from Orange Special Tax District	<u>358,222</u>	<u>358,222</u>
<b>Total</b>	<b>\$ 6,153,716</b>	<b>\$ 6,027,716</b>

**Section 2.** The following amounts hereby are appropriated in the **Triangle Tax District Orange Operating Fund** for the fiscal year beginning July 1, 2023, and ending June 30, 2024:

	Original	Revised
Tax District Administration – GoTriangle	\$ 321,253	\$ 321,253
Transit Administration		
DCHC MPO	39,806	39,806
GoTriangle	528,339	528,339
Orange County Public Transportation	61,100	61,100
Transit Operations		
Chapel Hill Transit	2,847,385	2,797,385
GoTriangle	1,154,730	1,128,730
Orange County Public Transit	<u>1,201,103</u>	<u>1,151,103</u>
<b>Total</b>	<b>\$ 6,153,716</b>	<b>\$ 6,027,716</b>

**Section 3.** The FY24 Orange Transit Work Program reflects ongoing projects that remain vital to providing service to current transit customers and new projects that address immediate needs during a transition year to a new Transit Plan with updated priorities. The current project budgets identified are those that are deemed time-sensitive ongoing efforts or involve time-sensitive external grant sources as part of their overall funding mechanism. DCHC MPO, GoTriangle and Orange County will consider amendments to the FY24 Orange Transit Work Program as priorities are identified in the new Transit Plan.

**Section 4.** Copies of this Budget Ordinance shall be furnished to the Clerk to the Board of Trustees and to the Budget Officer of this Authority to be kept on file for their direction in the disbursement of funds.

**ATTEST:**

**ADOPTED THIS THE 15<sup>TH</sup> DAY OF NOVEMBER 2023.**

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Michelle C. Dawson, Clerk to the Board

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Brenda Howerton, Board of Trustees Chair

**2023 0030**

**GO TRIANGLE FY2024 BUDGET ORDINANCE AMENDMENT  
TRIANGLE TAX DISTRICT – ORANGE CAPITAL FUND**

**BE IT ORDAINED** by the Research Triangle Regional Public Transportation Authority Board of Trustees:

**Section 1.** It is estimated that the following revenues will be available in the **Triangle Tax District – Orange Capital Fund** for the fiscal year beginning July 1, 2023, and ending June 30, 2024:

	Original	Revised
Article 43 ½ Cent Local Option Sales Tax	\$ 4,578,256	\$ 4,704,256
Allocation from Orange Capital Fund Balance	469,904	469,904
Reallocation of Reserves	0	0
Prior Year Origin Destination Survey Reserve	0	-5,000
FAST 2 Study	0	5,000
FAST 2 Study (Allocation: Orange County Public Transportation)	0	5,000
<b>Total</b>	<b>\$ 5,048,160</b>	<b>\$ 5,179,160</b>

**Section 2.** The following amounts hereby are appropriated in the **Triangle Tax District – Orange Capital Fund** for the fiscal year beginning July 1, 2023, and ending June 30, 2024:

	Original	Revised
BRT		
Chapel Hill Transit – NS-BRT	\$ 4,000,000	\$ 4,000,000
Capital Planning		
Orange Public Transportation		105,000
Transit Infrastructure		
GoTriangle	550,000	576,000
Town of Hillsboro	286,000	286,000
Vehicle Purchase		
GoTriangle	212,160	212,160
<b>Total</b>	<b>\$ 5,048,160</b>	<b>\$ 5,179,160</b>

**Section 3.** Triangle Tax District – Orange Capital Funds are appropriated pursuant to section 13.2 of Chapter 159 of the North Carolina General Statutes; therefore, appropriations do not lapse at the end of the fiscal year and are available for the duration of the project unless subsequently approved for reallocation by the GoTriangle Board of Trustees.

**Section 4.** Capital funds included under the Origin Destination Survey adopted FY2021 Orange Transit Work Plan and reauthorized as part of Ordinance 2023 0007 have been transferred to the FAST 2 Study project (27OPTAD06). Funds have been appropriated to the Orange County Public Transportation to fund the FY2024 quarter 2 amendment.

**Section 5.** Copies of this Budget Ordinance shall be furnished to the Clerk to the Board of Trustees and to the Budget Officer of this Authority to be kept on file for their direction in the disbursement of funds.

**ATTEST:**

**ADOPTED THIS THE 15<sup>TH</sup> DAY OF NOVEMBER 2023.**

\_\_\_\_\_  
Michelle C. Dawson, Clerk to the Board

\_\_\_\_\_  
Brenda Howerton, Board of Trustees Chair

## FY24 Budget Change Impact - Orange Transit Work Program

	<u>Revenue</u>	<u>Expenditures</u>	<u>Reserve/Cash Impact</u>	<u>Fund Affected</u>	<u>Comments</u>
<b>FY24 Approved Budget</b>	<b>\$ 15,458,143</b>	<b>\$ 15,928,047</b>	<b>\$ (469,904)</b>		
Chapel Hill Transit (Transit Operations)		(50,000)	50,000	42	<b>Decrease in HS Route - Weekend service</b> - Funds allocated to Fast 2 Study
GoTriangle (Transit Operations)		(12,000)	12,000	42	<b>Decrease in Youth GoPass</b> - Funds allocated to Mobile Ticket Validators - Orange share (includes Route 420)
GoTriangle (Transit Operations)		(14,000)	14,000	42	<b>Decrease in Fare Collection</b> - Funds allocated to Mobile Ticket Validators - Orange share (includes Route 420)
Orange Public Transportation (Transit Operations)		(50,000)	50,000	42	<b>Decrease in Continuation of Transit Services</b> - Funds allocated to Fast 2 Study
GoTriangle (Capital Planning)		(5,000)	5,000	42	<b>Decrease in Origin Destination Survey</b> - Funds allocated to Fast 2 Study
GoTriangle (Transit Infrastructure)		26,000	(26,000)	42	<b>Increase in Mobile Ticket Validators - Orange share (includes Route 420)</b> - Funds allocated from Youth GoPass and Fare Collection to upgrade the hardware incorporate technology advancements that have occurred over the past few years as fares were suspended
Orange Public Transportation (Capital Planning)		105,000	(105,000)	42	<b>New Project</b> - This study will be a coordinated effort among regional partners. Primary objectives of this study is to make our freeways and regional boulevards "transit ready".
<b>Amended FY24 Budget (Nov 2023)</b>	<b>\$ 15,458,143</b>	<b>\$ 15,928,047</b>	<b>\$ (469,904)</b>		
<b>Changes from Amendments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>		

\* - Reserve/Cash impact to be funded by Allocation from Fund Balance



**ORANGE COUNTY GOVERNMENT  
TRANSPORTATION SERVICES  
DEPARTMENT**



Item 4.a.iii  
Subject: Orange County FAST 2 Study Commitment  
Attachment: Project Sheet(s)

**PURPOSE:** Consider approving a contribution to NCDOT FAST 2 study using Orange County Transit Tax District revenues.

**BACKGROUND:** The second phase of the FAST study, builds on earlier work, encouraging quick, low-cost, scalable solutions to implement local transit plans. The FAST framework supports:

- Decreasing travel time to unlock the enormous potential of transit.
- Using targeted strategies improving transit accessibility and opportunities on existing transportation corridors in Orange County .
- Providing more reliable and efficient transit service
- Addressing the most significant sources of transit delays, including street design and traffic operations.

Successfully implementing FAST 2 requires mobilizing regional resources, partnerships, and innovative implementation mechanisms to optimize transit investments and infrastructure by leveraging private sector needs and goals. FAST 2 will provide:

- Monitoring and Evaluation Criteria
- Immediate, Short Term, and Long-Term implementation projects linked to capital funding opportunities.
- Implementation guidance including recommended project sponsors and funding recommendations.

**Orange County Proposed Action**

- Reallocate \$50,000
  - From Orange County’s Continuation of Transit Services (Project ID 19OPTTS1).
- Net zero impact on County transit services or financial reimbursements

**GoTriangle Proposed Action**

- Reallocate \$5,000
  - From Regional Origin-Destination Survey (Project ID 21GOTCOO1).
- Net zero impact on County transit services or financial reimbursements

**Chapel Hill Transit**

- Reallocate \$50,000
  - From HS Route – Weekend Service (Project ID 24CHTTS1)
- Net zero fiscal impact. Implementation of HS Route- Weekend Service delayed until 3<sup>rd</sup> Quarter FY24. As CHT does not currently have enough operators to implement the service expansion, this amendment frees up that part of that project’s funding to be reallocated to more immediate needs.

**ACTION:**

Recommend approving Orange County's joint funding commitment to the NCDOT FAST 2 study, as described in this memo.

REQUEST #

FY 2024

FY START DATE

Jul2023

Orange Transit Work Plan

Project Amendment Request Form

Operating and/or Capital

Type of Amendment

Minor☒

Major☐

Minor Amendments:

a. An amendment that requires a transfer between budget ordinance appropriations but requires less than a 20% change to a project appropriation for projects equal to or less than \$250,000;

b. Changes to any adopted financial assumptions supporting the applicable Work Program that does not have a significant impact on the overall revenue or expenditure forecast, which is defined to be no more than a one percent (1%) over the life of the plan;

c. Changes in reporting requirements for performance on implementation elements authorized in the applicable Work Program;

d. Changes in funding amounts less than \$250,000 for implementation elements programmed in future fiscal years;

e. Any other change that does not meet any of the criteria of a Minor Amendment is a Major Amendment.

Major Amendments are required when:

a. A project requested to be added to the Work Plan

b. A project requested to be removed from the Work Plan

c. Changes to any adopted financial assumptions supporting the applicable Work Program that does have a significant impact on the overall revenue or expenditure forecast, which is defined to be over one percent (1%) over the life of the plan;

d. Changes in scope for implementation elements programmed in current and future fiscal years;

e. Any amendment that requires a transfer of funds between capital or operating funding categories

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

These definitions are based on the Orange County Transit Work Plan Amendment Policy Update, which gives more clarity to the definitions without changing their meaning.

New/Amended Project Name	Requesting Agency	Project Contact	Orange Transit Estimated Operating Cost	
HS Route- Weekend Service	Chapel Hill Transit	Caroline Dwyer  <a href="mailto:cdwyer@townofchapelhill.org">cdwyer@townofchapelhill.org</a>	Base Year	\$ 164,039
			FY 2025	\$ 168,100
			Cumulative	\$ 1,237,639
Estimated Start Date	Estimated Completion	Notes	Orange Transit Estimated Capital Cost	
Jan-24	N/A		Base Year	\$ -
			Cumulative	\$ -
Project Description/Scope	Enter below a summary of the project amendment and impact on approved plan.			
Improvements to the HS route add weekend transit services and provides connections to higher-density neighborhoods and multifamily housing. The HS route covers a large area of Chapel Hill and this project improves transit access to key destinations along Martin Luther King Jr. Boulevard. The service improvement benefits lower-income communities and fulfills a stated public need for weekend service in transit reliant neighborhoods.				
1. Enter Orange Transit Project ID(s) to Increase				

Project ID	Project	Appropriation Category	Amount	Recurring Amount	Notes
19OPT_TS1	Orange County Fast 2 Study Commitment	Operations - Planning	\$ 50,000		Reallocate \$50,000 From HS Route – Weekend Service (Project ID 24CHTTS1) to Orange County Fast 2 Study Commitment (Project ID 19OPT_TS1)
TOTAL			\$ 50,000	\$ -	

2. Orange Transit Project ID(s) to Reduce					
Project ID	Project	Appropriation Category	Amount	Recurring Amount	Notes
24CHT_TS1	HS Route - Weekend Service	Operations - Bus Operations	\$ 50,000		Reallocate \$50,000 From HS Route – Weekend Service (Project ID 24CHTTS1) to Orange County Fast 2 Study Commitment (Project ID 19OPT_TS1)
TOTAL			\$ 50,000	\$ -	

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

4. Is this 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?

FY24 Q2

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

Reallocation of funding from a project that can't currently be implemented to a project with more immediate funding needs.

7. List any other relevant information not addressed.

8. Please enter estimated appropriations to support expenses. Enter FY 2024 and the estimated annualized cost in FY 2025 using the 2.5% growth factor, if applicable. The spreadsheet will calculate 2026 and beyond by 2.5%. If your project is not expected to have recurring costs in FY 2026 and/or beyond, delete the calculation(s) in columns E-H.

Cost Break Down of Project Request							
OPERATING COSTS	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Growth Factors	2.50%	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 (Describe)			-	-	-	-	-
Other (Describe)			-	-	-	-	-
TOTAL OPERATING COSTS	-	-	-	-	-	-	-

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

CAPITAL COSTS	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Planning							
Design							
Construction							
Equipment							
Land - Right of Way							
Other							
TOTAL CAPITAL COSTS	-	-	-	-	-	-	-

Assumptions for Costs and Revenues Above:

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

REQUEST #

21GOTCOO1

FY 2024

Orange Transit Work Plan  
Project Amendment Request Form  
Operating and/or Capital

FY START DATE

2024

Type of Amendment

Minor☒

Major☐

Minor Amendments:

a. An amendment that requires a transfer between budget ordinance appropriations but requires less than a 20% change to a project appropriation for projects equal to or less than \$250,000;

b. Changes to any adopted financial assumptions supporting the applicable Work Program that does not have a significant impact on the overall revenue or expenditure forecast, which is defined to be no more than a one percent (1%) over the life of the plan;

c. Changes in reporting requirements for performance on implementation elements authorized in the applicable Work Program;

d. Changes in funding amounts less than \$250,000 for implementation elements programmed in future fiscal years;

e. Any other change that does not meet any of the criteria of a Minor Amendment is a Major Amendment.

Major Amendments are required when:

a. A project requested to be added to the Work Plan

b. A project requested to be removed from the Work Plan

c. Changes to any adopted financial assumptions supporting the applicable Work Program that does have a significant impact on the overall revenue or expenditure forecast, which is defined to be over one percent (1%) over the life of the plan;

d. Changes in scope for implementation elements programmed in current and future fiscal years;

e. Any amendment that requires a transfer of funds between capital or operating funding categories

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

These definitions are based on the Orange County Transit Work Plan Amendment Policy Update, which gives more clarity to the definitions without changing their meaning.

New/Amended Project Name	Requesting Agency	Project Contact	Orange Transit Estimated Operating Cost	
Origin Destination Survey	GoTriangle	Jay Heikes <a href="mailto:jheikes@gotriangle.org">jheikes@gotriangle.org</a>	Base Year	\$ -
			FY 2026	\$ -
			Cumulative	\$ -
Estimated Start Date	Estimated Completion	Notes	Orange Transit Estimated Capital Cost	
Jan 1 2023	June 30 2024		Base Year	\$ -
			Cumulative	\$ -
Project Description/Scope	Enter below a summary of the project amendment and impact on approved plan.			
Orange County share of Regional Transit On-board Origin Destination Survey for GoTriangle, Chapel Hill Transit, and OCPT. Regional Survey led by GoRaleigh.				
1. Enter Orange Transit Project ID(s) to Increase				

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

2. Orange Transit Project ID(s) to Reduce					
Project ID	Project	Appropriation Category	Amount	Recurring Amount	Notes
21GOTCOO1		Capital Other	\$ 5,000		\$5,000 to be used to support GoTriangle Share of consolidated Orange County Transit Plan FAST 2 study funding to be administered by Orange County
TOTAL			\$ 5,000	\$ -	

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

4. Is this 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?

FY24, full year.

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

Regional Transit On Board Survey to continue as planned; \$5,000 to support consolidated Orange County Transit Plan contribution to FAST 2 study.

7. List any other relevant information not addressed.

8. Please enter estimated appropriations to support expenses. Enter FY 2024 and the estimated annualized cost in FY 2025 using the 2.5% growth factor, if applicable. The spreadsheet will calculate 2026 and beyond by 2.5%. If your project is not expected to have recurring costs in FY 2026 and/or beyond, delete the calculation(s) in columns E-H.

Cost Break Down of Project Request							
OPERATING COSTS	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Growth Factors	2.50%	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 (Describe)			-	-	-	-	-
Other (Describe)			-	-	-	-	-
TOTAL OPERATING COSTS	-	-	-	-	-	-	-

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

CAPITAL COSTS	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Planning	5,000						
Design							
Construction							
Equipment							
Land - Right of Way							
Other							
TOTAL CAPITAL COSTS	5,000	-	-	-	-	-	-

Assumptions for Costs and Revenues Above:

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

REQUEST #

19OPTS1

FY 2024

Orange Transit Work Plan  
Project Amendment Request Form  
Operating and/or Capital

FY START DATE

2024

Type of Amendment

Minor

☒

Major

☐

Minor Amendments:

a. An amendment that requires a transfer between budget ordinance appropriations but requires less than a 20% change to a project appropriation for projects equal to or less than \$250,000;

b. Changes to any adopted financial assumptions supporting the applicable Work Program that does not have a significant impact on the overall revenue or expenditure forecast, which is defined to be no more than a one percent (1%) over the life of the plan;

c. Changes in reporting requirements for performance on implementation elements authorized in the applicable Work Program;

d. Changes in funding amounts less than \$250,000 for implementation elements programmed in future fiscal years;

e. Any other change that does not meet any of the criteria of a Minor Amendment is a Major Amendment.

Major Amendments are required when:

a. A project requested to be added to the Work Plan

b. A project requested to be removed from the Work Plan

c. Changes to any adopted financial assumptions supporting the applicable Work Program that does have a significant impact on the overall revenue or expenditure forecast, which is defined to be over one percent (1%) over the life of the plan;

d. Changes in scope for implementation elements programmed in current and future fiscal years;

e. Any amendment that requires a transfer of funds between capital or operating funding categories

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

These definitions are based on the Orange County Transit Work Plan Amendment Policy Update, which gives more clarity to the definitions without changing their meaning.

New/Amended Project Name	Requesting Agency	Project Contact	Orange Transit Estimated Operating Cost	
Continuation of Transit Services	Orange County	Darlene Weaver <a href="mailto:dweaver@orangecountync.org">dweaver@orangecountync.org</a>	Base Year	\$ 50,000
			FY 2026	\$ 50,000
			Cumulative	\$ -
Estimated Start Date	Estimated Completion	Notes	Orange Transit Estimated Capital Cost	
January 1, 2023	June 30, 2024		Base Year	\$ -
			Cumulative	\$ -
Project Description/Scope	Enter below a summary of the project amendment and impact on approved plan.			
Orange County financial commitment to NCDOT FAST 2 Study.				
1. Enter Orange Transit Project ID(s) to Increase				

Project ID	Project	Appropriation Category	Amount	Recurring Amount	Notes
19OPTS1	Orange County Fast 2 Study Commitment		\$50,000		Reallocate \$50,000 from Continuation of Transit Services to support NCDOT FAST 2 Study Origin Destination Survey
TOTAL			\$ 50,000	\$ -	

2. Orange Transit Project ID(s) to Reduce					
Project ID	Project	Appropriation Category	Amount	Recurring Amount	Notes
TOTAL			\$ -	\$ -	

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

4. Is this 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?

FY24, full year

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

Reallocation of funding from a project, that will have net zero impact on transit plan.

7. List any other relevant information not addressed.

8. Please enter estimated appropriations to support expenses. Enter FY 2024 and the estimated annualized cost in FY 2025 using the 2.5% growth factor, if applicable. The spreadsheet will calculate 2026 and beyond by 2.5%. If your project is not expected to have recurring costs in FY 2026 and/or beyond, delete the calculation(s) in columns E-H.

Cost Break Down of Project Request							
OPERATING COSTS	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Growth Factors	2.50%	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 (Describe)			-	-	-	-	-
Other (Describe)			-	-	-	-	-
TOTAL OPERATING COSTS	-	-	-	-	-	-	-

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

CAPITAL COSTS	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Planning							
Design							
Construction							
Equipment							
Land - Right of Way							
Other							
TOTAL CAPITAL COSTS	-	-	-	-	-	-	-

Assumptions for Costs and Revenues Above:

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



To: Orange - SWG  
From: GoTriangle  
Subject: Orange County FY24 Workplan Amendment

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## 1. Background

GoTriangle manages the Mobile Ticketing Technology project (20GOTCD3). GoTriangle is planning to improve our existing mobile ticketing system to increase connectivity/reliability and data accuracy for fare collection, as well as enable open payment technologies (riders could tap on to the bus with a credit card / debit card, or credit card stored on their smart phone). These upgrades are coordinated with GoTriangle's instructions to prepare to return to fare on July 1, 2024. If hardware is not upgraded, riders will not be able to use credit cards to tap on, and the system may face connectivity/accuracy issues for mobile payments data. This request is budget-neutral as we are requesting a \$26,000 increase for mobile ticketing, and a \$26,000 decrease across two projects which are not currently active as GoTriangle is not currently collecting fare.

**Note:** This request was originally submitted as a \$23,000 increase to Mobile Ticketing Technology, but has been changed to \$26,000 due to an error in the original vendor quote.

### Summary of Project Requests

Project ID: 20GOTCD3 – Mobile Ticketing Technology - Increase original FY24 budget by \$26,000.

Project ID: 21GOTOO2 – Fare Collection - Decrease original FY23 budget by \$14,000.

Project ID: 21GOTOO1 – Youth GoPass - Decrease original FY23 budget by \$12,000.

**Orange County FY24 Workplan budget impact = \$0**

<b>REQUEST #</b>	<b>FY 2024</b>	<b>FY START DATE</b>
20GOTCD3	<b>Orange Transit Work Plan</b> <b>Project Amendment Request Form</b> <b>Operating and/or Capital</b>	Nov 2023

Type of Amendment

Minor ☐Major ☒**Minor Amendments:**

- a. An amendment that requires a transfer between budget ordinance appropriations but requires less than a 20% change to a project appropriation for projects equal to or less than \$250,000;
- b. Changes to any adopted financial assumptions supporting the applicable Work Program that does not have a significant impact on the overall revenue or expenditure forecast, which is defined to be no more than a one percent (1%) over the life of the plan;
- c. Changes in reporting requirements for performance on implementation elements authorized in the applicable Work Program;
- d. Changes in funding amounts less than \$250,000 for implementation elements programmed in future fiscal years;
- e. Any other change that does not meet any of the criteria of a Minor Amendment is a Major Amendment.

**Major Amendments are required when:**

- a. A project requested to be added to the Work Plan
- b. A project requested to be removed from the Work Plan
- c. Changes to any adopted financial assumptions supporting the applicable Work Program that does have a significant impact on the overall revenue or expenditure forecast, which is defined to be over one percent (1%) over the life of the plan;
- d. Changes in scope for implementation elements programmed in current and future fiscal years;
- e. Any amendment that requires a transfer of funds between capital or operating funding categories
- f. Any change that requires a change in budgeted reserves or fund balance.

These definitions are based on the Orange County Transit Work Plan Amendment Policy Update, which gives more clarity to the definitions without changing their meaning.

New/Amended Project Name	Requesting Agency	Project Contact	Orange Transit Estimated Operating Cost	
Mobile Ticketing Technology	GoTriangle	Austin Stanion astanion@gotriangle.org	Base Year	\$ 26,000
			FY 2026	\$ -
			Cumulative	
Estimated Start Date	Estimated Completion	Notes	Orange Transit Estimated Capital Cost	
In Progress		Transferring funds from existing projects to offset cost of amendment	Base Year	\$ 26,000
			Cumulative	\$ -
Project Description/Scope	Enter below a summary of the project amendment and impact on approved plan.			
Additional funds requested for hardware to enable Open Payment technology for fare collection. The request is to subtract \$26,000 of unused funds from existing projects (Fare Collection and Youth GoPass) and add \$26,000 to Mobile Ticketing Technology. This amendment is cost neutral due to transfer of perviously adopted transit funds.				

**1. Enter Orange Transit Project ID(s) to Increase**

Project ID	Project	Appropriation Category	Amount	Recurring Amount	Notes
20GOTCD3	Mobile Ticketing Technology		26000		Adding \$26,000 to existing project
<b>TOTAL</b>			<b>\$ 26,000</b>	<b>\$ -</b>	

**2. Orange Transit Project ID(s) to Reduce**

Project ID	Project	Appropriation Category	Amount	Recurring Amount	Notes
21GOT002	Fare Collection		\$14,000		Subtracting \$26,000 of unused funds from from existing projects
21GOT001	Youth GoPass		\$12,000		
<b>TOTAL</b>			<b>\$ 26,000</b>	<b>\$ -</b>	

**3. Impact on Transit Plan Project Costs**

From above, indicate whether amounts impact operating or capital budgets in Orange Transit Plan.	Estimated Operating Cost	Current Year Recurring	\$ (26,000)
	Estimated Capital Cost	Base Year	\$ 26,000
		Cumulative	\$ -

4. Is this 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?

Goal: to be completed in FY 24

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

This hardware upgrade would increase connectivity/reliability and data accuracy for fare collection, as well as enable open payment technologies (riders could tap on to the bus with a credit card / debit card). If hardware is not upgraded, riders will not be able to use credit cards to tap on, and the system may face connectivity/accuracy issues for mobile payments data.

**7. List any other relevant information not addressed.**

N/A

**8. Please enter estimated appropriations to support expenses. Enter FY 2024 and the estimated annualized cost in FY 2025 using the 2.5% growth factor, if applicable. The spreadsheet will calculate 2026 and beyond by 2.5%. If your project is not expected to have recurring costs in FY 2026 and/or beyond, delete the calculation(s) in columns E-H.**

Cost Break Down of Project Request							
OPERATING COSTS	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Growth Factors	2.50%	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	-	-	-	-	-	-	-
Operating Fare Collection	(14,000)		-	-	-	-	-
Operating Youth GoPass	(12,000)		-	-	-	-	-
<b>TOTAL OPERATING COSTS</b>	<b>(26,000)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**9. Please enter estimated appropriations to support contractual commitments and other expenses related to proposed capital projects.**

CAPITAL COSTS	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Planning							
Design							
Construction							
Equipment	26,000						
Land - Right of Way							
Other							
<b>TOTAL CAPITAL COSTS</b>	<b>26,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**Assumptions for Costs and Revenues Above:****10. Please state any assumption(s) used to calculate the capital and operating dollars and revenues shown above. (include details)**

This request is part of a larger \$425,443.85 mobile payments hardware upgrade bundle. The bundle includes:

- \$209,593.85 for modems/routers (Connects on-vehicle hardware to mobile internet. Necessary to prevent loss of connectivity and data loss for mobile ticketing. Will increase reliability of mobile ticketing system and other on-board technology)
- \$20,910.00 for switch / Power over ethernet (Necessary upgrade for Umo Validadors)
- \$33,065.00 for Antenna connecting Routers to mobile networks
- \$8,075.00 for Cables (Power AC)
- \$114,800.00 for Umo Open Payment-Enabled Validators (Umo Reader upgrade/replacement to accept credit card payemnts (open payments))
- \$39,000.00 for Umo Mobile Devices for Paratransit (For Mobile Payments on Paratransit Vehicles)