

LOCAL PERMITTING

The proposed site is zoned as Office/Institutional under the Durham Unified Development Ordinance, and the site use is governed by covenants imposed by Research Triangle Park requiring that uses support RTP's mission. As part of the RTP 3.0 initiative led by RTF, the site will be rezoned to the new mixed-use district intended for TOD.

Durham County Review

Durham County will require a Level 4 Site Plan review, which may require review of project design from Public Works, Fire, Solid Waste, Building Inspections, Urban Forestry, Planning, Water Management, Police, Parks and Recreation, and Water Management – Cross Connection Control. At the construction drawing stage, this project will also be subject to additional review from Durham County departments such as Transportation, Stormwater, and Engineering.

Research Triangle Foundation Review

The proposed site is owned by Research Triangle Foundation and is located within the Research Triangle Park. The project is subject to a review by the RTP Foundation Board of Design. This review takes place near the completion of 100% design. The Board's focus is on proposed building elevations. RTF will review and approve all related design and architectural drawings for this project.

NCDOT

This project is subject to NCDOT review for any new driveways to be constructed within the NCDOT right-of-way, including two-party and three-party encroachment agreements for construction, grading, utility connections and sidewalks. Coordination with NCDOT will also include intersection signals, transit signal priority and the pedestrian crossing of NC 54.

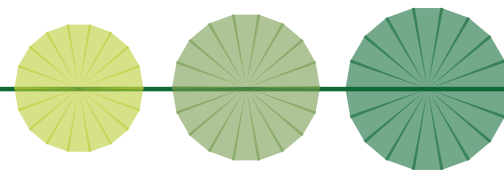
NEPA STATUS

The project is on track to complete environmental permitting within 6 months of preliminary engineering. Early coordination with FTA Region 4 is underway; the most recent briefing was held in February 2024. NEPA review will include a checklist to determine the required level of environmental review, and will include a traffic study, Phase 1 Hazardous Materials Assessment, and Right of Way acquisition needs. Based on the scope, scale, and complexity of this project, C-list Categorical Exclusion is anticipated. This will be determined by FTA Region 4. Checklist preparation, review, and determination of environmental impact is expected to complete by mid-2025.

Public Engagement

Robust public engagement in the creation of the Wake, Durham, and Orange County Transit Plans identified this project as a high community priority. The Triangle Mobility Hub and SPOKE network of service improvements are identified as priorities in recent updates to all three plans.

As part of the feasibility study, a digital survey of riders collected more than 3,100 comments on existing system constraints and future needs. In this survey, 82% of riders indicated that bus travel times are of highest importance, and 56% of riders surveyed had missed a transfer due to congestion on the roads leading to the existing facility.



Project Readiness

Ongoing engagement with riders, the general public, neighboring property owners and the governing bodies for Research Triangle Park will continue throughout design, engineering and construction.

STATE AND LOCAL APPROVALS

Legislative Support

There is broad legislative support at the local, state, and national level.

State and Local Planning Support

The project is included in the Wake, Durham, and Orange County Transit Plans. It is also included in the 2050 Metropolitan Transportation Plan adopted by the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) and the Capital Area Metropolitan Planning Organization (CAMPO) and in the Metropolitan Transportation Program (TIP) and State Transportation Improvement Program (STIP). Letters of Support are included in this application.

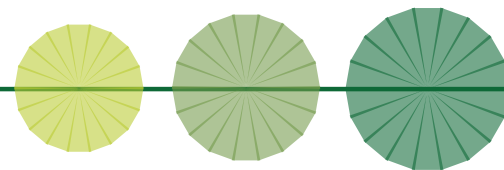
This project is partially funded using Wake County Transit funds and requires completion of the concurrence process among the responsible jurisdictions and agencies within the county. GoTriangle and CAMPO will lead this coordination.

Federal Transportation Requirements Affecting State & Local Planning

Federal requirements dictate that a transportation project using federal funds must receive NEPA clearance from FTA, as outlined above. The project is included in current TIP and STIP plans, as is also required (Attachment 3: TIP/STIP).

Assessment of Project Risks and Mitigation Strategies

GoTriangle has carefully considered risks associated with the project. The substantial amount of planning, stakeholder coordination and conceptual design work accomplished to date reduce the project risks. The Triangle Mobility Hub will be straightforward as RTF already owns the proposed property and is a partner to GoTriangle in this process. Capital, operations and maintenance costs and revenues have been developed with appropriate cost escalations and conservative assumptions to assure minimal risk. GoTriangle is the local Tax District Administrator for the Transit Tax funds that are part of local match. The Triangle Mobility Hub is already recommended as the highest-scoring project in the DCHC MPO funding plan, and funding commitment is expected in 2024. Should any unexpected issues arise, GoTriangle has skilled and dedicated teams with experience in construction, maintenance, operations, accounting, financing, and financial oversight. This experience, coupled with other state and local partners with extensive infrastructure project experience, will facilitate effective resolution of challenges during the project.



Technical Capacity Assessment

Federal Funding Technical, Legal Capacity and Experience

TECHNICAL AND LEGAL CAPACITY

There are no anticipated technical, legal, or financial barriers to the successful implementation of the project. GoTriangle is a designated recipient of FTA funding and has consistently demonstrated the capacity to deliver projects funded through FTA grants. GoTriangle staff includes planning, design, construction, and operations professionals experienced in delivering high-quality transit improvements within scope, schedule, and budget. GoTriangle also has administrative, legal, procurement and contracts, finance, and real estate professionals experienced in federal contracting and compliance. GoTriangle manages on-call pools of capable consultant teams available to support agency staff.

DEMONSTRATED STEWARDSHIP OF PAST FEDERAL FUNDING

GoTriangle has proven technical capacity and capability to implement locally and federally funded facilities projects in support of GoTriangle's Capital Program. To date, GoTriangle has received federal grant funding from the FHWA, USDOT, and FTA through grant programs including:

- ▶ FHWA Congestion Mitigation and Air Quality Improvement Program (CMAQ): FY2023; \$1,000,000
- ▶ FHWA STBGDA: FY2023; \$1,500,000
- ▶ USDOT 2018 BUILD: FY2018; \$20,000,000
- ▶ FTA Low-No Emission Grant: FY2018; \$943,000
- ▶ FTA Low-No Emission Grant: FY2023; \$1,672,000
- ▶ FTA 5307 Urbanized Area Formula Grant: FY2023; \$2,900,000

FEDERAL REGULATIONS

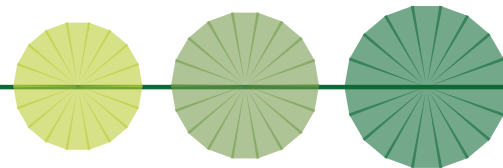
GoTriangle is experienced with developing procurements and monitoring projects to ensure compliance with federal requirements, including Buy America, Americans with Disabilities Act, Uniform Relocation Assistance and Real Property Acquisition Act, Davis Bacon, Title VI, NEPA, and other requirements.

PROJECT PLANNING

As the regional tax administrator, GoTriangle works closely with the MPOs spanning the service area to plan and program projects. GoTriangle serves on transportation technical and advisory committees to support development of long-range plans. GoTriangle has demonstrated experience programming projects in the TIP/STIP, including amending projects for federal awards.

FINANCIAL CAPACITY

Local funding is identified and commitments are underway. GoTriangle is the state-designated Tax District Administrator of the County Transit Plans for Wake, Durham, and Orange counties. The GoTriangle Board is charged with adopting budgets for each of the plans, among other financial responsibilities associated with the transit plans. The adopted FY25 budgets include the local match described in the Funding Commitments chapter.



Project Delivery

GoTriangle has experience successfully delivering projects of similar size, scope, and complexity. GoTriangle meets regularly with FTA Region 4 to provide project updates. GoTriangle collaborates regularly with local, regional, and statewide organizations, resource agencies, and other stakeholders during delivery of projects.

Currently, GoTriangle is managing construction of the \$40.4 million Raleigh Union Station Bus (RUS Bus)—funded in part by the \$20 million-dollar USDOT 2018 BUILD award. RUS Bus is a joint development developed partnership with Hoffman & Associates. RUS Bus is under construction now and expected to open for revenue service in 2025, on time, on budget and ahead of the sunset date for grant funds.