



BOARD OF TRUSTEES

Wednesday, August 28, 2024 at 12:00 PM

4600 Emperor Boulevard, Suite 100 Board Room
Durham, NC 27703

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Phone Conference ID: # 636 348 697#

Page

1. Call to Order and Adoption of Agenda

Brenda Howerton | 1 minute

RECOMMENDED ACTION: Adopt agenda with any changes requested.

2. Public Comment

Brenda Howerton

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

3. Consent Agenda

Brenda Howerton | 1 minute






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

RECOMMENDED ACTION: Approve consent agenda.

3.1 Special session minutes | [June 12, 2024](#)





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3.2 Closed session minutes | June 12, 2024

3.3	Special session minutes June 17, 2024 	6 - 12
3.4	Closed session minutes June 17, 2024	
3.5	Special session minutes August 7, 2024 	13 - 15
3.6	Wake FY24 Period of Performance Extensions A&F COMMITTEE RECOMMENDATION: Approve the FY24 Wake Transit Work Plan period of performance amendments. MEMO  Wake Requested POP Amendments  Wake Project Amendment Request Forms 	16 - 36

4. General Business Agenda

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

4.1	Items Removed from the Consent Agenda Brenda Howerton 1 minute RECOMMENDED ACTION: Discuss and take action on any items removed from the consent agenda.	
4.2	Audit & Finance Committee Report Susan Evans 2 minutes A&F minutes August 7 AF 	37
4.3	Updated Memorandum of Understanding (MOU) for the US 1 Council of Planning Paul Black 5 minutes Memo  Draft MOU  RECOMMENDED ACTION: Authorize the board chair to execute the updated MOU.	38 - 43
4.4	DBE Enterprise Triennial Goal FFY2025-27 Jamila Ormond 10 minutes Memo 	44 - 52

[DBE Triennial Goal FFY25-27 Report](#) 

RECOMMENDED ACTION: Adopt the triennial DBE goal of 12% for FFY2025-2027.

4.5 Appointment of Nominating Committee

Brenda Howerton | 5 minutes

RECOMMENDED ACTION: Appoint three members to serve on the Nominating Committee pursuant to the bylaws.

5. Other Business

5.1 President & CEO's Report

Charles Lattuca | 5 minutes

HR Report

[Contracts](#)  - Jennifer Hayden | 2 minutes

Deloitte Report - Scott Thomas | 20 minutes

Return to Fares & TAP Pass Progress Report - Austin Stanion & Matthew Clark | 15 minutes

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5.2 Capital Projects Status Report

Katharine Eggleston | 10 minutes

5.3 Operations Update

Christal DeCastro | 3 minutes

[Monthly Board Report-Jun 2024.pdf](#) 

[Monthly Board Report-Jul 2024.pdf](#) 

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5.4 Safety Update

Jimmy Price | 20 minutes

5.5 General Counsel's Report

Byron Smith | 5 minutes

5.6 Chair's Report

Brenda Howerton | 2 minutes

5.7 CAMPO Executive Board Representative

Patrick Hannah | 2 minutes

5.8 DCHC MPO Board Representative

Michael Parker | 2 minutes

5.9 Regional Transportation Alliance Representative
Brenda Howerton | 2 minutes

6. Closed Sessions

1. 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.
2. NCGS §143 318.11.(a) (6) to consider the performance of an employee(s).

6.1 Settlement Negotiation Strategy for Real Property Transfer

6.2 Performance Evaluations

7. Adjournment

Brenda Howerton

Wednesday, June 12, 2024

12:00 p.m.

GoTriangle Board Room

Board members present | Mary-Ann Baldwin [arr. 12:15 p.m.], Corey Branch, Susan Evans, Sally Greene, Brenda Howerton, Vivian Jones, Michael Parker, Jennifer Robinson [arr. 1:17 p.m.]

Board members attending remotely | Leo Williams

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

Chair Brenda Howerton officially called the meeting to order at 12:10 p.m. A quorum was present.

Action: A motion was made by Branch and seconded by Parker to enter into closed session at 12:10 p.m. pursuant to NCGS §143-318.11.(a) (6) to consider the performance of an employee(s): President/CEO, General Counsel and Clerk to the Board. Upon vote the motion was carried unanimously.

The board returned to regular session at 2:54 p.m.

Action: A motion was made by Parker and seconded by Branch to award 3% merit to the General Counsel and 4% to the Clerk to the Board. Upon vote the motion was carried unanimously.

FY2025 work plans were not approved.

Action: On motion by Branch, and second by Parker, the meeting was adjourned at 2:56 p.m.

Prepared by:

Michelle C. Dawson, CMC
Clerk to the Board

Monday, June 17, 2024

12:00 p.m.

GoTriangle Board Room

Board members present | Mary-Ann Baldwin [arr. 12:32 p.m.], Patrick Hannah [arr. 12:30 p.m.], Brenda Howerton, Vivian Jones [left 1:34 p.m.], Sally Greene, Leo Williams [arr. 12:38 p.m.]

Board members attending remotely | Mary-Ann Baldwin [12:07-12:32 p.m.], Corey Branch, Susan Evans [left 1:37 p.m.], Jennifer Robinson [left 2:24 p.m.]

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

Chair Brenda Howerton officially called the meeting to order at 12:02 p.m. A quorum was present.

I. Adoption of Agenda

Action: On motion by Jones and second by Greene the agenda was adopted. Upon vote the motion was carried unanimously.

II. Public Hearing | FY2025 Proposed Budget

Board chair Brenda Howerton opened the public hearing on the FY2025 proposed budget at 12:03 p.m. There being no comments, the hearing was closed.

III. Public Comment

No comments.

IV. Consent Agenda

Action: A motion was made by Jones and seconded by Greene to approve the consent agenda. Upon vote the motion was carried unanimously. *These documents are attached and hereby made a part of these minutes.

The following consent agenda items were approved:

- May 22, 2024 | Regular Session Minutes.
- May 22, 2024 | Closed Session Minutes.
- Updated Memorandum of Understanding Capital Area Metropolitan Planning Organization*.
- Task orders to design bus stops in Durham County to:
 - A. Morton Thomas & Associates up to \$1,068,786 for up to 73 bus stops.
 - Kittelson up to \$1,325,207.83 for up to 107 bus stops.
 - McAdams up to \$1,439,944.10 for up to 100 bus stops.
- Task orders to design bus stops in Wake County to Davenport up to \$403,914 for up to 30 bus stops.
- FY2024 budget ordinance amendments:
 - Ordinance 2024 0016 GoTriangle*
 - Ordinance 2024 0017 Major Transit Investment Fund*
 - Ordinance 2024 0018 Major Capital Project Fund*

V. General Business Agenda

A. Items Removed from Consent Agenda

None.

B. FY2025 GoTriangle Budget Ordinances

Jennifer Hayden's presentation is attached and hereby made a part of these minutes.

Action: A motion was made by Jones and seconded by Greene to adopt the FY2025 budget ordinances. Upon vote the motion was carried unanimously. (Susan Evans' abstention was counted as an affirmative vote pursuant to the bylaws.) *This action was reconsidered and rescinded later in the meeting.*

C. Orange County FY2025 Transit Work Program and Budget

D. Durham County FY2025 Transit Work Program and Budget

Steven Schlossberg's presentation is attached and hereby made a part of these minutes. He stated that the board has been receiving presentations on the work programs since March.

Orange FY25 Work Program

- \$12.7 million projected revenue
- \$9 million in projects adopted in previous work programs
- \$1 million allocation to fund balance

Durham FY25 Work Program

- \$45.6 million projected revenue
- \$33 million in projects adopted in previous work programs
- \$7.5 million allocation to fund balance

Action: A motion was made by Greene and seconded by Branch to adopt the FY2025 Orange and Durham Transit work programs, the FY2025 budget ordinances listed below and the Orange and Durham Global Agreement Groupings. Upon vote by roll call the motion was carried unanimously. The work programs, global agreement groupings and budget ordinances are attached and hereby made a part of these minutes.

- Ordinance 2024 0022 Triangle Tax District Orange Operating Fund
- Ordinance 2024 0023 Triangle Tax District Orange Capital Fund
- Ordinance 2024 0024 Orange Special Tax District Fund
- Ordinance 2024 0025 Triangle Tax District Orange Capital Fund Reauthorization
- Ordinance 2024 0026 Triangle Tax District Durham Operating Fund
- Ordinance 2024 0027 Triangle Tax District Durham Capital Fund
- Ordinance 2024 0028 Durham Special Tax District Fund
- Ordinance 2024 0029 Triangle Tax District Durham Capital Fund Reauthorization

E. Wake County FY25 Transit Work Plan and Budget

Steven Schlossberg's presentation is attached and hereby made a part of these minutes.

Wake FY25 Work Plan – *including vehicle rental tax (VRT)*

- \$252,155,000 projected revenue
- \$334 million in projects adopted in previous work programs
- \$10,285,086 million allocation from fund balance (\$15.3 million with no VRT)

Schlossberg noted that Wake’s Transit Plan Advisory Committee recommends a scenario that includes the vehicle rental tax and the CAMPO Executive Board adopted the budget including the vehicle rental tax. The GoTriangle budget approved earlier today includes the full vehicle rental tax. If the Wake County FY25 transit work plan and budget is not approved with the vehicle rental tax as recommended, it would go back to CAMPO. Hayden stated that state statute does not allow revenue to be budgeted twice. Lattuca requested a no vote on the Wake FY25 budget and return to CAMPO reconsideration.

Hannah and Baldwin arrived.

Evans commented that if GoTriangle rejects the Wake County work plan as presented, it would trigger a significant concern in the ILA and lead to another conference committee process and interim budget until resolved.

Action: Evans made a motion, which was seconded by Baldwin, to approve the Wake County FY25 transit work plan and budget as presented.

Howerton asked the General Counsel for advice regarding the double budgeting of the vehicle rental tax. Smith stated that it is prohibited by NCGS §159-28.

Williams arrived.

Baldwin stated that had she heard this conversation first she would have voted against GoTriangle’s budget. She stated that she would like to change her vote.

Smith added that the Wake Transit ILA addresses when a conference committee process is not complete before the fiscal year end and calls for a sixty day operating budget ordinance to allow operations to continue at current funding levels.

Evans added that she thinks reconsidering the GoTriangle budget is warranted and thinks it should have been considered last on the agenda.

Action: Evans withdrew her motion to approve the Wake County FY25 transit work plan and budget.

Action: A motion was made by Jones and seconded by Greene to reconsider the FY2025 GoTriangle budget ordinances. Upon vote by roll call the motion was carried 8-1, with Howerton voting no. (Patrick Hannah’s abstention was counted as an affirmative vote pursuant to the bylaws.)

Smith reminded the board of the option for an interim budget to give the conference committee opportunity to find a compromise. NCGS §159-16 states the interim budget would cover salaries, debt service payments and usual ordinary expenses.

Action: A motion was made by Greene and seconded by Baldwin to rescind adoption of the FY2025 GoTriangle budget ordinances. Upon vote by roll call, the motion was carried 8-1, with Jones voting no. (Patrick Hannah's abstention was counted as an affirmative vote pursuant to the bylaws.)

Action: A motion was made by Greene and seconded by Baldwin to adopt an interim FY2025 budget ordinance. Upon vote by roll call, the motion was carried 8-1, with Robinson voting no.

Action: Williams made a motion, which was seconded by Greene, to refer the FY25 Wake Transit work plan back to CAMPO for the adoption of an interim budget consistent with GoTriangle's interim budget while the Conference Committee completes its work.

Williams added that the motion is offered as an invitation to continue the conversation and not a dictation of action. He indicated his desire for a solution and not cause for an adversarial environment.

Action: Upon vote by roll call, the motion was carried 8-1 with Robinson voting no.

Jones and Evans left.

F. Administration & Governance Committee Report

1. Armed and Unarmed Security Guard Services Contract

Mary-Ann Baldwin stated that the committee asked that the guard for the Plaza Building be reconsidered as a GoTriangle employee. Lattuca responded that the procurement office indicated this would require a new procurement. The vendor has agreed that it can provide a non-uniformed, unarmed guard for the Plaza lobby area. He added that staff will provide an update in the fall.

Action: A motion was made by Baldwin and seconded by Greene to authorize the President/CEO to execute a contract with New Age Protection, Incorporated for armed and unarmed security guard services for FY2025-2029 in an amount not to exceed \$2,228,680. Upon vote by roll call the motion was carried unanimously.

G. Audit & Finance Committee Report

No report.

H. Operations Committee Report

1. August 2024 Service Change

Katharine Eggleston introduced Tyler Huggins to present the August service changes. She said that staff will need time to digest the impact of the interim budget and the

wake transit vote on GoTriangle's ability to move forward with the implementation of these changes. She requested that the board consider action on the proposed service changes today, pending budget and operator availability.

Huggins stated that there has been a change due to the lower forecast of operator availability since this item was presented to the Operations Committee.

Recommended changes – August 2024

- Route 305 (Holly Springs - Apex - Raleigh) - Extend to Rex Hospital Holly Springs and the Shoppes at Holly Springs. Peak period service will operate in both directions between Holly Springs and Apex. Hourly midday and evening weekday service will be added between Raleigh and Apex. Weekend service every 60 minutes between Raleigh and Apex will be added when as operator availability allows.
- Route DRX (Durham - Raleigh Express) - Add hourly midday service with peak period frequency being reduced to every 30 minutes.

Huggins added that peak service every 30 minutes will be restored on Route CRX and, once operator availability allows, also on Route 310. These service restorations do not require Board approval.

Action: A motion was made by Branch and seconded by Baldwin to approve the August 2024 service changes as described pending available funding. Upon vote by roll call, the motion was carried unanimously.

2. Deloitte Report

Scott Thomas introduced Jackie Norell and the Deloitte team: Eric Boyette, Clinton Pfister and Joe Dipierro. Norell presented the analysis approach, findings and key recommendations by focus area of their review of GoTriangle's financial operations and systems. Norell said her team has developed over 60 tools and resources to guide these recommendations, which will strengthen GoTriangle's budget and finance department.

- Systems & Data
 - Enhance MS Dynamics & integrate with related systems.
 - Replace and consolidate HR and payroll systems.
 - Build internal IT capacity in finance and other departments.
- Reporting & Forecasting
 - Enhance published reports and develop dashboards.
 - Clearly define GoTriangle from Transit Plans in reports.
 - Adopt more robust cash management and forecasting practices.
- Operating Environment
 - Create delineation of the tax district administration function.
 - Pursue opportunities to increase GoTriangle revenue sources.
 - Develop and implement change management communications.

- Workforce & Organization
 - Implement budget and finance organizational structure changes.
 - Conduct workforce planning activities.
 - Establish transformation team.
- Functions, Policies & Processes
 - Enhance budget formulation and execution processes.
 - Establish formalized grants management function.
 - Implement new vehicle rental tax transfer process controls.
- Vehicle Rental Tax
 - Implement vehicle rental tax controls process to ensure accounting entries are made properly and transfers happening as required, with proper checks and balances, and oversight.
 - Implement requirements and controls around how cash is managed and transferred to ensure a single employee cannot delay or bypass required transfers.
 - Develop communications and engage with county transit partners to discuss the vehicle rental tax transfer process and ensure they receive transfers as anticipated each quarter.

VI. Other Business

A. President and CEO's Report

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

1. Return to Fare Update

Eric Curry reported that riders and board members are encouraged to download the Umo mobile application. Staff will be on-site at the regional transit center to provide technical assistance to riders. To date, over 8,000 folks have installed the Umo app, over 770 accounts created and over 500 July promotional codes redeemed. Agreements are being renewed with former GoPass partners.

2. Operations Update

The monthly report and operations statistics are attached and hereby made a part of these minutes.

3. Capital Projects Status Report

Katharine Eggleston reported that the RUS Bus public is progressing under construction on schedule and on budget. A "topping out" ceremony was held to celebrate that the structure of the bus facility is in place now. Staff is working on the designer RFQ for the bus operations and maintenance facility project to be followed by the construction manager at risk. The relocation of the Regional Transit Center to the Triangle Mobility Hub in RTP is continuing to progress in schematic design.

B. General Counsel's Report

No report.

C. Chair's Report

No report.

D. Board Member Reports**1. CAMPO Executive Board Representative**

Corey Branch offered the report. He stated that the Wake Transit work plan and budget was the bulk of the meeting.

VII. Closed Session | RUS Bus Lease Negotiations

Action: A motion was made by Baldwin and seconded by Hannah to enter into closed session at 2:28 p.m. pursuant to NCGS §143-318.11.(a) (5) to establish, or to instruct the public body's staff or negotiating agents concerning the position to be taken by or on behalf of the public body in negotiating (i) the price and other material terms of a contract or proposed contract for the acquisition of real property by purchase, option, exchange, or lease. Upon vote the motion was carried unanimously.

Robinson left during the closed session.

The board returned to regular session at 2:44 p.m.

VII. Adjournment

Action: Chair Howerton adjourned the meeting.

Prepared by:

Michelle C. Dawson, CMC
Clerk to the Board

Wednesday, August 7, 2024

1:30 p.m.

Remote | Microsoft Teams

Board members present | Mary-Ann Baldwin, Corey Branch, Susan Evans, Sally Greene, Patrick Hannah, Brenda Howerton, Vivian Jones, Michael Parker, Leo Williams [arr. 1:36 p.m.]

Board members absent | Michael Fox, Valerie Jordan, Jennifer Robinson

Chair Brenda Howerton officially called the meeting to order at 1:32 p.m. A quorum was present.

I. Adoption of Agenda

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

II. Wake County FY25 Transit Work Plan and Budget

Steve Schlossberg's presentation is attached and hereby made a part of these minutes. Schlossberg reminded the board that Wake's TPAC originally received two different versions of the FY25 work plan – one including \$5.1 million in vehicle rental tax revenues and one with no vehicle rental tax revenues. TPAC voted to recommend the option which included vehicle rental tax revenues, acknowledging that any decision from the conference committee will append the plan to match the outcome. That plan was approved by the CAMPO executive board but the GoTriangle board declined to approve and sent it back to CAMPO for the adoption of an interim budget consistent with GoTriangle's budget while the Conference Committee completed its work.

The conference committee met in July and agreed that GoTriangle would \$2.528 million of the vehicle rental tax to the FY25 Wake Transit Work Plan and to select a mediator to resolve significant concerns by April 2025. Wake's TPAC was presented a revised work plan with \$2.528 million in vehicle rental tax revenues and an additional \$50,000 in project expenses to be shared by CAMPO and GoTriangle to fund the mediation process. GoTriangle expressed concern over the language in TPAC's recommended plan regarding the vehicle rental tax. The Technical Coordinating Committee [TCC] discussed alternate language that has been recommended to the CAMPO executive board. Schlossberg recommended board adoption of this TCC version of the FY25 Wake Transit Work Plan.

Action: On motion by Baldwin and second by Branch the board adopted the FY25 recommended Wake County Transit Plan Work Plan, FY25 Wake Transit budget ordinances [#0036 – 0040] and FY25 Wake Agreements and Deliverable Groupings. Upon vote by roll call, the motion was carried unanimously. These documents are attached and hereby made a part of these minutes.

- Ordinance 2024 0036 Triangle Tax District - Wake Operating Fund
- Ordinance 2024 0037 Triangle Tax District - Wake Capital Fund
- Ordinance 2024 0038 Wake Special Tax District Fund

- Ordinance 2024 0039 Triangle Tax District - Wake Operating Fund
- Ordinance 2024 0040 Triangle Tax District - Wake Capital Fund

III. FY2025 GoTriangle Budget Ordinances

Jennifer Hayden's presentation is attached and hereby made a part of these minutes.

- Total operating revenue \$45,474,811
 - Vehicle rental tax \$14,870,715
 - Reimbursements \$10,774,465 [Transit Plan contributions, payments for services]
 - DMV \$6,897,938 [vehicle registration fees]
 - Grants \$5,827,858
 - Fares \$2,447,946 [including GoPass]
- Total operating expenses \$46,619,457
 - Operations \$29,609,639
 - Contributions to others \$3,717,647 [share of vehicle rental tax to the Transit Plans]
- Total capital revenue \$ 68,229,194
- Total capital expenditures \$70,171,786
- Fund balance appropriation \$3,087,238

Hayden explained that the contributions to the Durham and Orange Transit Plans are consistent with the Wake Transit contribution and amendments for their budgets will come back to the board. She stated that GoTriangle's fund balance is expected to be around \$42 million at the end of FY25.

Action: On motion by Baldwin and second by Williams the board adopted the FY2025 GoTriangle budget ordinances [#0041 – 0043] listed below, which includes \$3,087,238 appropriated from fund balance. Upon vote by roll call, the motion was carried unanimously. The ordinances are attached and hereby made a part of these minutes.

- Ordinance 2024 0041 GoTriangle
- Ordinance 2024 0042 Regional Bus Capital Project Fund
- Ordinance 2024 0043 Advanced Technology Project Fund

IV. Disposition of Real Property

Gary Tober requested authorization to negotiate and enter into a contract or contracts for the sale of three parcels in Raleigh: 324 West Lane Street, 406 West Lane Street and 301 North Harrington Street. These properties have been reappraised and approved by the FTA. NCDOT's rail division has confirmed that these parcels will not be impacted by the S-line project.

Baldwin asked that the listing clarify that the property would not be impacted by the S-line project.

Action: On motion by Baldwin and second by Greene the board authorized staff to negotiate and enter into contract(s) for the sale of three parcels located in Raleigh. Upon vote by roll call, the motion was carried unanimously.

V. Adjournment

Action: Chair Howerton adjourned the meeting at 2:37 p.m.

Prepared by:

Michelle C. Dawson, CMC
Clerk to the Board

Submitted by: Steven Schlossberg, Tax District Administration

Meeting date: August 7, 2024

SUBJECT: Wake Transit FY2024 Work Plan Amendments – Period of Performance Extensions

Strategic Objective or Initiative Supported

Implement the Wake Transit Plan with the Transit Planning Advisory Committee

Staff Recommendation

Staff requests that the GoTriangle Audit & Finance Committee recommend to the GoTriangle Board of Trustees the approval of the FY2024 Wake Transit Work Plan Period of Performance amendments.

Item Summary

There are 30 separate project agreement period of performance extensions included in the attachment for approval. These extensions involve extending the period of performance and re-encumbrance of the balance of funds for previously adopted projects. The current agreements are set to expire during FY2024. The extensions will allow for the continuance of funding for either one or two years, depending on the project status. These extensions will be considered as minor budget amendments according to the Wake Transit Work Plan Amendment Policy.

At the time the GoTriangle Audit and Finance Committee receives 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 Wake Transit Work Plan Period of Performance amendments during the August 21, 2024 Executive Board Meeting.

Financial Impact

The proposed amendments, if recommended by this committee and approved by the Board of Trustees will have no financial impact on the Wake Transit Work Plan.

Attachments

- Requested Period of Performance Amendments
- Project Amendment Request Forms

FY2024, Period of Performance Requested Wake Transit Work Plan Amendments

Capital Budget Period of Performance Amendment Requests							
Agency	Contract Number	Project ID	Project Title	Original Funding Allocation	Expiration Date	Recommended Extension	Reason for Major/Minor Amendment Status
GoCary	21-072	TC002-E	Regional Bus Operations & Maintenance Facility Design & Construction	\$35,000,000	12/31/2024	12/31/2026	Design is at 100% and we are finalizing QA/QC, expecting to bid for construction late summer/early fall.
GoCary	21-072	TC002-F	Downtown Multimodal Center Design & Land Acquisition	\$15,000,000	12/31/2024	12/31/2026	Project currently in land acquisition phase with master planning/design to begin later this fiscal year.
GoCary	21-072	TC002-F	Downtown Multimodal Center Design & Land Acquisition	\$10,000,000	12/31/2024	12/31/2026	Project currently in land acquisition phase with master planning/design to begin later this fiscal year.
GoCary	18-076	TC002-R	Bus Stop Improvements for New & Existing Routes (combines TC002-R and the old TC002-C)	\$896,000	12/31/2024	12/31/2026	Phase 3 design almost complete, expecting to bid for construction in early fall.
GoCary	19-044	TC002-R	Bus Stop Improvements for New & Existing Routes (combines TC002-R and the old TC002-C)	\$399,110	12/31/2024	12/31/2026	Phase 3 design almost complete, expecting to bid for construction in early fall.
GoCary	21-063	TC002-R	Bus Stop Improvements for New & Existing Routes (combines TC002-R and the old TC002-C)	\$776,000	9/30/2024	12/31/2026	Phase 3 design almost complete, expecting to bid for construction in early fall.
GoRaleigh	17-044	TC002-G	Construction of park and ride on Poole Road Amend #2	\$1,140,000	12/31/2024	12/31/2025	Project currently in final stages; anticipate will be complete by December 2024.
GoRaleigh	18-084	TC002-T	East Raleigh Transit Center Amend #1	\$350,000	12/31/2024	12/31/2026	Currently in design phase. Contract also includes contract management once construction begins, so will need to retain funding.
GoRaleigh	19-051	TC002-T	East Raleigh Transit Center - Amend #1	\$2,000,000	12/31/2024	12/31/2026	Extend project, construction will soon be underway.
GoRaleigh	19-047	TC001-F	Bus Replacement (40 foot CNG/electric buses) - Amend #2	\$6,531,846	12/31/2024	12/31/2025	Securing a purchase order is currently underway. Delivery may not be made before 2025
GoRaleigh	19-052	TC005-A1, TC005-A2, TC005-A3, TC005-A4	BRT Refinement & Proj Development New Bern, Southern, Western, Northern Corridors - Amend #1	\$21,000,000	12/31/2024	12/31/2026	The current encumbrances are supporting preliminary design and NEPA activities for Southern and Western Corridors. Additionally the remaining funds are needed for completing planning study and advancing design for Northern Corridors.
GoRaleigh	19-051	TC002-AC	Midtown Transit Center - Amend #1	\$364,000	12/31/2024	12/31/2026	Extend, still working with developer on land easement.

GoRaleigh	21-020	TC001-J	Paratransit Replacement Vehicles Amend #1	\$380,000	12/31/2024	12/31/2026	Securing a purchase order is currently underway. Delivery may not be made before 2025
GoRaleigh	20-053	TC005-A1	New Bern BRT Art Q4 Amendment - Amend #3	\$500,000	12/31/2025	12/31/2026	The current encumbrances and available budget are being used to manufacture/furnish railing, concrete and glass art pieces and will be installed as part of the construction activities for the project.
GoRaleigh	21-074	TC005-A3	Western Corridor Bus Rapid Transit Facility - Amend #1	\$12,000,000	9/30/2024	12/31/2026	The current encumbrances and remaining budget will be utilized for the final design of Western BRT corridor. Final design phase has begun with initial task work order. Additional encumbrances for final design are anticipated Fall 2024.
GoRaleigh	21-065	TC002-AL	Crabtree Valley Mall Transit Center Updates	\$323,904	9/30/2024	12/31/2026	Have not been able to target any improvements at this location due to staffing issues. Hope to start project later this summer.
GoRaleigh	21-065	TC002-AM	Triangle Town Center Transit Center Updates	\$323,904	9/30/2024	12/31/2025	Have not been able to target any improvements at this location due to staffing issues. Hope to start project later this summer.
GoRaleigh	21-065	TC002-BG	GoRaleigh Systemwide Transfer Point Improvements	\$544,800	9/30/2024	12/31/2025	Project underway. Anticipate will be able to close out over next several months with current work being performed.
GoRaleigh	21-067	TC001-J	Paratransit Replacement Vehicles	\$395,200	9/30/2024	12/31/2025	Securing a purchase order is currently underway. Delivery may not be made before 2025
GoRaleigh	21-074	TC005-A3	Western Corridor BRT Art (FY2 Q3 amendment) - Amend #1	\$30,000	9/30/2024	12/31/2025	The current encumbrance is for Western Corridor Artist-in-Residence retention. An artist has been selected and has begun public engagement process to develop themes for art inclusion in the Western Corridor.
GoRaleigh		TC002-BQ	NEW Bus Stop Improvements for New and Existing Routes			12/31/2025	Contract expires summer 2025, so work will not be completed before 2025. The project is partly delayed due to not receiving enough bids when advertised and having to be rebid.
GoTrike	17-045	TC001-A	Bus Purchases (FY18)	\$4,000,000	12/31/2024	12/31/2025	Extend, Combined with Project ID
GoTrike	18-080	TC001-C	Bus Purchases (FY19)	\$2,500,000	12/31/2024	12/31/2025	TC001-D; Gillig Buses expected delivery
GoTrike	18-080	TC001-D	Bus Purchases (FY19 & FY23)	\$2,500,000	12/31/2024	12/31/2025	Date Spring 2025

GoTriangle	21-064	TC002-A	Raleigh Union Station Bus Facility	\$30,000	9/30/2024	9/30/2026	Extend, Art Funding \$280,000 for
GoTriangle	22-062	TC002-A	Raleigh Union Station Bus Facility	\$250,000	12/31/2025	9/30/2026	Raleigh Union Station
GoTriangle	19-055	TC002-AB	Mobile Ticketing Technology	\$1,400,000	12/31/2024	12/31/2025	Extend, funding expected to be spent in Q1 & Q2 FY25
GoTriangle	21-064	TC002-AI	District Drive Park-and-Ride	\$2,220,000	9/30/2024	9/30/2026	** Project Name Changed from Hillsborough I-440 Park and Ride, Extend construction beginning in FY24-Q2 and funding will be needed
GoTriangle	21-064	TC002-AK	Downtown Apex Transfer Point	\$166,500	9/30/2024	9/30/2026	Extend
GoTriangle	21-064	TC002-N	Triangle Mobility Hub	\$6,000,000	9/30/2024	9/30/2026	Extend
GoTriangle	20-021	TC004-A1	CRT - Garner to Wester Durham	\$5,666,667	9/30/2024	9/30/2026	Extend

Wake Transit Project ID #
Various - Attached

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
- 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	
			Base Year	\$ -
Various - Attached	Town of Cary	Kelly Blazey, Transit Director	Recurring	\$ -
		kelly.blazey@carync.gov		
Estimated Start Date	Estimated Completion	Notes	Estimated Capital Cost	
N/A	N/A		Base Year	\$ -
			Cumulative	\$ -
Project Description	Enter below a summary of the project amendment and impact on approved plan.			
This amendment is to request to extend the Period of Performance as outlined in the funding agreements for the attached projects. A reason for each requested extension is included in the attached materials.				
1. Enter Wake Transit Project ID(s) to Increase				

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

2. Wake Transit Project ID(s) to Reduce					
Project ID	Project	Appropriation Category	Amount	Recurring Amount	Notes
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 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?

N/A

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

N/A

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)	N/A
b)	N/A
c)	N/A

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.

Included in attached materials.

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.

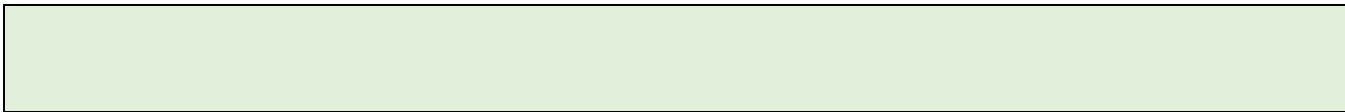
Cost Break Down of Project Request							
OPERATING COSTS	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Growth Factors		2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Salary & Fringes			-	-	-	-	-
Contracts			-	-	-	-	-
Bus Operations:							
Estimated Hours			-	-	-	-	-
Cost per Hour			-	-	-	-	-
Estimated Operating Cost	-	-	-	-	-	-	-
Bus Leases			-	-	-	-	-
Park & Ride Lease			-	-	-	-	-
Other			-	-	-	-	-
Other			-	-	-	-	-
Subtotal: Bus Operations	-	-	-	-	-	-	-
Other: Administrative							
Other: Database Hosting			-	-	-	-	-
Other: Supplies and Materials			-	-	-	-	-
TOTAL OPERATING COSTS	-	-	-	-	-	-	-

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.



FY24 Wake Transit Period of Performance Extensions

Contract Type	Allocation Year	Project Description	WTP Project ID	Allocation Amount	Town Contract #	GoTriangle Contract #	Expiration Date	Executed ?	Reason for Extension
Capital	FY22	Regional Bus Operations & Maintenance Facility Design & Construction	TC002-E	\$35,000,000	EN22-071-02	21-072	12/31/2024	Yes	Design is at 100% and we are finalizing QA/QC, expecting to bid for construction late summer/early fall.
Capital	FY22	Downtown Multimodal Center Design & Land Acquisition	TC002-F	\$15,000,000	EN22-071-02	21-072	12/31/2024	Yes	Project currently in land acquisition phase with master planning/design to begin later this fiscal year.
Capital	FY24	Downtown Multimodal Center Design & Land Acquisition	TC002-F	\$10,000,000	EN22-071-02	21-072	12/31/2024	Yes	Project currently in land acquisition phase with master planning/design to begin later this fiscal year.
Capital	FY19	Bus Stop Improvements for New & Existing Routes	TC002-R	\$ 896,000	EN19-024-02	18-076	12/31/2024	Yes	Phase 3 design almost complete, expecting to bid for construction in early fall.
Capital	FY20	Bus Stop Improvements for New & Existing Routes	TC002-R	\$ 399,110	EN20-023-01	19-044	12/31/2024	Yes	Phase 3 design almost complete, expecting to bid for construction in early fall.
Capital	FY22	Bus Stop Improvements for New & Existing Routes	TC002-R	\$ 776,000	EN22-070-00	21-063	9/30/2024	Yes	Phase 3 design almost complete, expecting to bid for construction in early fall.

The funds have been fully expended and the agreements do not need to be extended.

Capital	FY18	Regional Bus Operations & Maintenance Facility Design & Construction	TC002-E	\$ 991,139	EN18-076-05	18-023	12/31/2024	Yes	No need to extend, funds have all been spent.
Capital	FY18	Downtown Multimodal Center Feasibility	TC002-F	\$ 300,000	EN18-076-05	18-023	12/31/2024	Yes	No need to extend, funds have all been spent.
Capital	FY18	Bus Stop Improvements for New & Existing Routes	TC002-R	\$ 495,000	EN18-075-03	17-043	12/31/2024	Yes	No need to extend, funds have all been spent.
Capital	FY18	Bus Stop Sign Replacements	TC002-D	\$ 43,000	EN18-075-03	17-043	12/31/2024	Yes	No need to extend, funds have all been spent.
Capital	FY19	Downtown Multimodal Center Feasibility	TC002-F	\$ 208,861	EN18-076-05	18-023	12/31/2024	Yes	No need to extend, funds have all been spent.
Capital	FY19	Downtown Multimodal Center Design & Land	TC002-F	\$ 2,000,000	EN19-025-02	18-083	12/31/2024	Yes	No need to extend, funds have all been spent.
Capital	FY19	Passenger Information Materials	TC002-Q	\$ 100,000	EN19-024-02	18-076	12/31/2024	Yes	No need to extend, funds have all been spent.
Capital	FY20	Regional Bus Operations & Maintenance Facility Design & Construction	TC002-E	\$ 1,500,000	EN20-057-01	19-050	12/31/2024	Yes	No need to extend, funds have all been spent.
Capital	FY20	Farebox Technology Upgrade to Smart Card System	TC003-F	\$ 200,000	EN20-055-00	19-055	9/30/2022	No	We never received an executed extension for this project, but it can be closed.

Wake Transit Project ID #
Various - Attached

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;
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- 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;
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New/Amended Project Name	Requesting Agency	Project Contact	Estimated Operating Cost	
Various - Attached	City of Raleigh	Shavon Tucker	Base Year	\$ -
		shavon.tucker@raleighnc.gov	Recurring	\$ -
Estimated Start Date	Estimated Completion	Notes	Estimated Capital Cost	
n/a	n/a		Base Year	\$ -
			Cumulative	\$ -
Project Description	Enter below a summary of the project amendment and impact on approved plan.			
The amendment is to request to extend the Period of Performance as outlined in the funding agreements for the attached projects. A reason for each requested extension is included in attached materials.				
1. Enter Wake Transit Project ID(s) to Increase				

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

2. Wake Transit Project ID(s) to Reduce					
Project ID	Project	Appropriation Category	Amount	Recurring Amount	Notes
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 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?

n/a

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

n/a

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:

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a)	n/a
b)	n/a
c)	n/a

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

9. List any other relevant information not addressed.

Included in attached materials

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			-	-	-	-	-
TOTAL OPERATING COSTS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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
Planning	-	-	-	-	-	-	-
Design	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-
Right of Way / Land Acquisition	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-
TOTAL CAPITAL COSTS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

CAPITAL CONTRIBUTIONS	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Grant Contribution	-	-	-	-	-	-	-
Project Sponsor Contribution	-	-	-	-	-	-	-
Wake Transit Requested	-	-	-	-	-	-	-

TOTAL	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
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Assumptions for Costs and Revenues Above:

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

n/a

FY24 Wake Transit Period of Performance Extensions

Contract Type	Allocation Year	Project Description	WTP Project ID	Allocation Amount	Administrative Transfer	City Contract #	GoTriangle Contract #	Expiration Date	Executed ?	PS ID	REASON FOR EXTENSION
Capital	FY18	Construction of park and ride on Poole Road Amend #2	TC002-G	1,140,000		2666	17-044	12/31/24	Y	85510554	Project currently in final stages; anticipate will be complete by December 2024.
Capital	FY19	Bus Shelters / Amenities Amend #1	TC002-S	1,205,000	(1,205,000)	2668	18-078	12/31/24	Y	85510261	
Capital	FY19	East Raleigh Transit Center Amend #1	TC002-T	350,000		2671	18-084	12/31/24	Y	85510262	includes contract management once construction begins, so will need to retain FY24 CLOSE; do not extend, \$0 remaining
Capital	FY19	ADA Facility (Feasibility & Design) Amend #1	TC002-V	350,000		2671	18-084	12/31/24	Y	85510277	
Capital	FY20	East Raleigh Transit Center - Amend #1	TC002-T	2,000,000		3191	19-051	12/31/24	Y	85510262	Extend project, construction will soon be underway.
Capital	FY20	ADA Facility (Land acquisition) - Amend #1	TC002-V	2,750,000		3191	19-051	12/31/24	Y	85510277	
Capital	FY20	Bus Replacement (40 foot CNG/electric buses) - Amend #2	TC001-F	6,531,846		3189	19-047	12/31/24	Y	85510920	FY24 CLOSE; do not extend; \$0 remaining
Capital	FY20	BRT Refinement & Proj Development New Bern, Southern, Western, Northern Corridors - Amend #1	TC005-A1, TC005-A2, TC005-A3, TC005-A4	21,000,000		3192	19-052	12/31/24	Y		Securing a purchase order is currently underway. Delivery may not be made before 2025
Capital	FY20	Midtown Transit Center - Amend #1	TC002-AC	364,000		3191	19-051	12/31/24	Y	85510563	preliminary design and NEPA activities for Southern and Western Corridors. Additionally the remaining funds are needed for completing planning study and
Capital	FY20	Cross Link / Rock Quarry Transfer Point	TC002-AD	62,623	(62,623)	3190	19-046	12/31/24	Y	85510559	Extend, still working with developer on
Capital	FY20	Hillsborough / Gorman Transfer Point Improvements	TC002-AE	62,624	(62,624)	3190	19-046	12/31/24	Y	85510559	
Capital	FY20	MLK / Rock Quarry Transfer Point Improvements	TC002-AG	308,624	(308,624)	3190	19-046	12/31/24	Y	85510559	
Capital	FY20	Hillsborough / Jones Franklin Transfer Point	TC002-AH	62,624	(62,624)	3190	19-046	12/31/24	Y	85510559	
Capital	FY21	Construction of Cross Link / Rock Quarry Transfer Point Improvements Amend #1	TC002-AD	246,000	(246,000)	1553	21-019	12/31/24	Y	85510559	
Capital	FY21	Hillsborough / Gorman Street Transfer Point Improvements Amend #1	TC002-AE	246,000	(246,000)	1553	21-019	12/31/24	Y	85510559	
Capital	FY21	Hillsborough / Jones Franklin Transfer Point Improvements Amend #1	TC002-AH	246,000	(246,000)	1553	21-019	12/31/24	Y	85510559	
Capital	FY21	Capital / Millbrook Transfer Point Improvements Amend #1	TC002-AN	152,421	(152,421)	1553	21-019	12/31/24	Y	85510559	
Capital	FY21	WakeMed North Transfer Point Improvements Amend #1	TC002-AO	152,421	(152,421)	1553	21-019	12/31/24	Y	85510559	
Capital	FY21	Pleasant Valley Shopping Center Transfer Point Improvements Amend #1	TC002-AQ	152,421	(152,421)	1553	21-019	12/31/24	Y	85510559	
Capital	FY21	Paratransit Replacement Vehicles Amend #1	TC001-J	380,000		1554	21-020	12/31/24	Y	74470002	underway. Delivery may not be made before 2025
Capital	FY21	New Bern BRT Art Q4 Amendment - Amend #3	TC005-A1	500,000		1053	20-053	12/31/25	Y	85510283	budget are being used to manufacture/furnish railing, concrete and glass art pieces and will be installed as

Capital	FY22	Western Corridor Bus Rapid Transit Facility - Amend #1	TC005-A3	12,000,000		2119 21-074	09/30/24	Y	74580101	budget will be utilized for the final design of Western BRT corridor. Final design phase has begun with initial task work order. Additional encumbrances for final improvements at this location due to staffing issues. Hope to start project later Have not been able to target any improvements at this location due to staffing issues. Hope to start project later this summer.
Capital	FY22	Crabtree Valley Mall Transit Center Updates	TC002-AL	323,904		2125 21-065	09/30/24	Y	74540101	
Capital	FY22	Triangle Town Center Transit Center Updates	TC002-AM	323,904		2125 21-065	09/30/24	Y	74560101	
Capital	FY22	GoRaleigh Systemwide Transfer Point Improvements	TC002-BG	544,800	1,691,758	2125 21-065	09/30/24	Y	85510559	Project underway. Anticipate will be able to close out over next several months with current work being performed.
Capital	FY22	Purchase 40-Foot Diesel (CNG or Electric Buses)	TC001-E	3,304,219		2124 21-067	09/30/24	Y	74550101	FY24 CLOSE; do not extend, \$0 remaining
Capital	FY22	Purchase 40-Foot Diesel (CNG or Electric Buses)	TC001-F	9,073,893		2124 21-067	09/30/24	Y	74550101	FY24 CLOSE; do not extend, \$0 remaining
Capital	FY22	Paratransit Replacement Vehicles	TC001-J	395,200		2124 21-067	09/30/24	Y	74570101	underway. Delivery may not be made before 2025
Capital	FY22	Systemwide Bus Stop Improvements	TC002-I	1,761,600	(1,761,600)	2125 21-065	09/30/24	Y	74530101	
Capital	FY22	Bus Stop Improvements for New Stop Locations	TC002-S	237,952	(237,952)	2125 21-065	09/30/24	Y	74530101	
Capital	FY22	GoRaleigh / GoWake Access Paratransit Maintenance and Operations Facility	TC002-V	4,000,000		2120 21-071	09/30/24	Y	85510277	FY24 CLOSE; do not extend; \$0 remaining budget
Capital	FY22	Western Corridor BRT Art (FY2 Q3 amendment) - Amend #1	TC005-A3	30,000		2119 21-074	09/30/24	Y	85510284	The current encumbrance is for Western Corridor Artist-in-Residence retention. An artist has been selected and has begun public engagement process to develop themes for art inclusion in the Western Corridor.
		NEW Bus Stop Improvements for New and Existing Routes	TC002-BQ		3,204,552					Contract expires summer 2025, so work will not be completed before 2025. The project is partly delayed due to not receiving enough bids when advertised and having to be rebid.

Wake Transit Project ID #
Various - Attached

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;
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- e. Changes in scope for implementation elements programmed in future fiscal years;
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- 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
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New/Amended Project Name	Requesting Agency	Project Contact	Estimated Operating Cost	
Various - Attached	GoTriangle	Steve Schlossberg	Base Year	\$ -
		ssschlossberg@gotriangle.org	Recurring	\$ -
Estimated Start Date	Estimated Completion	Notes	Estimated Capital Cost	
n/a	n/a		Base Year	\$ -
			Cumulative	\$ -
Project Description	Enter below a summary of the project amendment and impact on approved plan.			
The amendment is to request to extend the Period of Performance as outlined in the funding agreements for the attached projects. A reason for each requested extension is included in attached materials.				
1. Enter Wake Transit Project ID(s) to Increase				

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

2. Wake Transit Project ID(s) to Reduce					
Project ID	Project	Appropriation Category	Amount	Recurring Amount	Notes
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 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?

n/a

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

n/a

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)	n/a
b)	n/a
c)	n/a

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.

Included in attached materials

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			-	-	-	-	-
TOTAL OPERATING COSTS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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
Planning	-	-	-	-	-	-	-
Design	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-
Right of Way / Land Acquisition	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-
TOTAL CAPITAL COSTS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

CAPITAL CONTRIBUTIONS	FY24	FY25	FY26	FY27	FY28	FY29	FY30
Grant Contribution	-	-	-	-	-	-	-
Project Sponsor Contribution	-	-	-	-	-	-	-
Wake Transit Requested	-	-	-	-	-	-	-

TOTAL	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
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Assumptions for Costs and Revenues Above:

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

n/a

Period of Performance - Wake Transit Plan Capital Projects

<u>Project Sponsor</u>	<u>Project ID</u>	<u>Project</u>	<u>Original Allocation</u>	<u>Re-Encumber Amount</u>	<u>Appropriation Category</u>	<u>Expiration / Recommended Extension</u>	<u>Contract Number</u>	<u>Adopted Ordinance</u>	
GoTriangle	TC001-A	Bus Purchases (FY18)	\$ 4,000,000	\$ 590,536	Bus Acquisition	Expiration 12/31/24	17-045	FY18 - 2017 0002	Extend, Combined with Project ID TC001-D; Gillig Buses expected delivery Date Spring 2025
GoTriangle	TC001-C	Bus Purchases (FY19)	\$ 2,500,000	\$ 174,523	Bus Acquisition	Expiration 12/31/24	18-080	FY19 - 2019 0002	
GoTriangle	TC001-D	Bus Purchases (FY19 & FY23)	\$ 2,500,000	\$ 1,687,947	Bus Acquisition	Expiration 12/31/24	18-080	FY19 - 2019 0002	
GoTriangle	TC002-A	Raleigh Union Station Bus Facility	\$ 7,260,000	\$ 1,636,500	Bus Infrastructure	Expiration 12/31/24	19-045	FY20 - 2020 0011	Funding on this Contract will be spent by 12/31/24
GoTriangle	TC002-A	Raleigh Union Station Bus Facility	\$ 30,000	\$ 30,000	Bus Infrastructure	Expiration 9/30/24	21-064	FY22 - 2021 0033	Extend, Art Funding \$280,000 for Raleigh Union Station
GoTriangle	TC002-A	Raleigh Union Station Bus Facility	\$ 250,000	\$ 250,000	Bus Infrastructure	Expiration: 12/31/25	22-062	FY23 - 2022 0028	
GoTriangle	TC002-AB	Mobile Ticketing Technology	\$ 1,400,000	\$ 508,947	Bus Infrastructure	Expiration 12/31/24	19-055	FY20 - 2020 0011	Extend, funding expected to be spent in Q1 & Q2 FY25
GoTriangle	TC002-AI	District Drive Park-and-Ride	\$ 2,220,000	\$ 2,185,960	Bus Infrastructure	Expiration 9/30/24	21-064	FY22 - 2021 0033	** Project Name Changed from Hillsborough I-440 Park and Ride, Extend construction beginning in FY24-Q2 and funding will be needed
GoTriangle	TC002-AK	Downtown Apex Transfer Point	\$ 166,500	\$ 165,300	Bus Infrastructure	Expiration 9/30/24	21-064	FY22 - 2021 0033	Extend
GoTriangle	TC002-B	Regional Bus Operation & Maint Facility	\$ 200,000	\$ -	Bus Infrastructure	Expiration 12/31/24	19-088	FY18 - 2017 0002	\$0.00 remaining on this contract
GoTriangle	TC002-M	Bus Stop Improvements	\$ 425,000	\$ -	Bus Infrastructure	Expiration 12/31/24	18-077	FY19 - 2019 0002	\$0.00 remaining on this contract
GoTriangle	TC002-M	Bus Stop Improvements	\$ 494,000	\$ 428,507	Bus Infrastructure	Expiration 12/31/24	19-045	FY20 - 2020 0011	Do not Extend, funding expect to be spent by 12/31/24
GoTriangle	TC002-N	Triangle Mobility Hub	\$ 312,500	\$ -	Bus Infrastructure	Expiration 12/31/24	18-087	FY19 - 2019 0002	\$0.00 remaining on this contract
GoTriangle	TC002-N	Triangle Mobility Hub	\$ 6,000,000	\$ 5,918,251	Bus Infrastructure	Expiration 9/30/24	21-064	FY22 - 2021 0033	Extend
GoTriangle	TC002-Y	Bus Stop Improvements	\$ 250,000	\$ 77,164	Bus Infrastructure	Expiration 12/31/24	19-045	FY20 - 2020 0011	Do not Extend, funding expect to be spent by 12/31/24
GoTriangle	TC003-D	ERP System	\$ 458,333	\$ -	Capital Planning	Expiration 12/31/24	18-088	FY19 - 2019 0002	Do not Extend, Funding expected to be spent by 12/31/24
GoTriangle	TC003-D	ERP System	\$ 458,333	\$ -	Capital Planning	Expiration 12/31/24	19-053	FY20 - 2020 0011	
GoTriangle	TC003-D	ERP System	\$ 458,333	\$ 49,745	Capital Planning	Expiration 12/31/24	20-054	FY21 - 2020 0025	
GoTriangle	TC004-A1	CRT - Garner to Wester Durham	\$ 5,666,667	\$ 1,147,595	Commuter Rail	Expiration 9/30/24	20-021	FY20 - 2020 0011	Extend

GoTriangle	TC004-A2	CRT - Land Acquisition	\$ 1,100,000	\$ 760,508	Commuter Rail	Expiration: 6/30/24	20-088	FY21 - 2020 0025	Do not Extend, Funding expected to be spent by 6/30/24



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

4600 Emperor Boulevard
Suite 100
Durham, NC 27703

Wednesday, August 7, 2024

1:00 p.m.

Remote | Microsoft Teams

Members present | Corey Branch, Susan Evans, Patrick Hannah, Brenda Howerton, Vivian Jones, Michael Parker

Members absent | Mike Fox

Chair Evans called the meeting to order at 1:00 p.m. A quorum was present.

I. Adoption of Agenda

Action: The agenda was adopted by consensus.

II. Approval of Minutes

Action: A motion was made by Parker and seconded by Jones to adopt the agenda and approve the minutes of June 5, 2024. Upon vote by roll call, the motion was carried unanimously.

III. Wake FY24 Period of Performance Extensions

Steve Schlossberg's presentation is attached and hereby made a part of these minutes. He explained that every year project agreements for each transit project in the Wake Transit Plan are reviewed and any that are scheduled to expire that need to be renewed are extended. This year there are 30 total projects from the City of Raleigh, the Town of Cary and GoTriangle for which extensions are needed. This list is attached and hereby made a part of these minutes. Schlossberg said extensions are either one or two years.

Michael Parker asked if this is a pro forma request or an opportunity for project review. Schlossberg responded that projects are evaluated with the GoTriangle legal team and projects sponsors. Steven Mott, Senior Wake Transit Planner with CAMPO, added that the TPAC evaluate all projects annually regarding schedule and expenditures.

Action: A motion was made by Parker and seconded by Branch to recommend the board approve the FY2024 Wake Transit Work Plan period of performance amendments as presented. Upon vote by roll call, the motion was carried unanimously.

IV. Adjournment

Action: Chair Evans adjourned the meeting at 1:14 p.m.

Prepared by:

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

AGENDA ACTION ITEM

Submitted by: Paul Black, Capital Development

Meeting date: August 28, 2024

SUBJECT: Updated Memorandum of Understanding (MOU) for the US 1 Council of Planning

Strategic Objective or Initiative Supported

3.1 Encourage/promote transit-oriented development

Staff Recommendation

Recommend the board authorize the Chair to sign the updated MOU.

Item Summary

The US 1 Council of Planning is a workgroup dedicated to maintaining the implementation of the US 1 Corridor Study. The interactive mapping tool illustrates the recommendations for improvements in the US 1 Corridor. Members include Wake County, Franklin County, City of Raleigh, Town of Wake Forest, Town of Youngsville, Town of Franklinton, CAMPO, GoTriangle, GoRaleigh, KARTS, and the North Carolina Department of Transportation (NCDOT) Division 5 - Districts 1 and 3.

The attached US 1 Council of Planning MOU was updated to incorporate the Southeast High Speed Rail project to the Council's scope of work due to the changes associated with the S-Line within the US 1 Corridor.

The new language: "Southeast High Speed Rail Incorporation: In the Summer of 2023, the US 1 COP requested the NC Capital Area MPO explore, with NCDOT Rail Division, the inclusion of the SEHSR project into the Council's scope of work. In December 2023 the SEHSR was awarded a \$1.09 billion federal grant for design and construction. A workshop on this collaboration was held Feb. 9, 2024 with the relevant stakeholders. The US 1 COP directed the NC Capital Area MPO to update the MOU and Bylaws to capture the expansion of duties."

No other changes were made.

Financial Impact

There is no financial impact.

Attachments

- Draft MOU for signature

Capital Area Metropolitan Planning Organization US 1 Corridor Council of Planning

Memorandum of Understanding Between

the Counties of Franklin, and Wake; the City of Raleigh; the Towns of Wake Forest, Franklinton, and Youngsville; the GoRaleigh; the Kerr Area Rural Transit System; the GoTriangle; the Capital Area Metropolitan Planning Organization, and the North Carolina Department of Transportation

THIS MEMORANDUM OF UNDERSTANDING is made and entered into on the date herein below last written, by and between the **Counties of Franklin and Wake, the City of Raleigh and the Towns of Wake Forest, Franklinton, and Youngsville; the GoRaleigh; the Kerr Area Rural Transit System; GoTriangle; the Capital Area Metropolitan Planning Organization, and the North Carolina Department of Transportation** for land use and transportation planning purposes along Highway U.S. 1 and the Southeast High Speed Rail Line referred to hereinafter as the Corridor.

Background

Between November 2005 and September 2006, a project to study the US 1 Corridor between Interstate Highway 540 in Wake County and Park Avenue/US 1A in Franklin County was funded by the North Carolina Capital Area Metropolitan Planning Organization (NC Capital Area MPO), the City of Raleigh, Town of Wake Forest, the North Carolina Department of Transportation (NCDOT), and Triangle Transit (now GoTriangle). This is referred to as the US 1 Corridor Study Phase I. Subsequently, between December 2011 and September 2012, a project to study the US 1 Corridor from Park Avenue/US 1A to the Vance County line in Franklin County was conducted. This is referred to as the US 1 Corridor Study Phase II. In 2024 the Council, in agreement with NCDOT Rail Division, expanded its scope of duties to include corridor preservation for the Southeast High Speed Rail (SEHSR) project that runs roughly parallel to the US 1 Highway.

[The term “Corridor” in this Memorandum refers the area lying roughly within one thousand feet in either direction of the centerline of the US 1 right of way and proposed alignment for the SEHSR between the Corridor’s crossing at Interstate 540 in Wake County, and to the Vance County line in Franklin County.]

Increased development pressures along the US 1 corridor, and the resulting vehicular burdens, have stressed the roadway’s capability to serve as a reliable transportation facility for its many users. Moreover, all parties recognized four key factors: 1) considerable physical improvement will be required to address corridor issues; 2) current and foreseeable future land uses along the corridor need to be evaluated before making any capital investment in improving the roadway itself, 3) the need to preserve future right-of-way and ensure connections to existing and new developments must be addressed, and 4) transportation planning must seek to include balanced, multi-modal improvements.

US 1 Corridor Study Phase I: Beginning with this broad consensus, the NC Capital Area MPO, the City of Raleigh, the Town of Wake Forest, NCDOT and Triangle Transit hired the consulting firm of RS&H to perform the US 1 Corridor Study Phase I. The contract for these planning services was executed in November 2005; and the consultant’s analysis began shortly thereafter.

Public Information Workshops were held in the Town of Wake Forest on March 14, 2006 and July 27, 2006. The consultant’s work has been guided by a steering committee comprised of representatives of all municipalities and counties having land use planning jurisdiction over property along the Corridor. Also included in this steering committee were representatives of economic development, the Wake County Public School System, private sector and neighboring planning organizations affected by the

US 1's capacity, NCDOT, and the four transit organizations that have or can provide service to the area. In particular, corresponding to various Corridor segments show the existing and proposed land uses for each segment. These segment maps also display the recommended improvements to the US-1 roadway and to roads and streets connected to US 1 within the Corridor.

US 1 Corridor Study Phase II: The NC Capital Area MPO hired the consulting firm of Parsons Brinckerhoff, Inc. to perform the Corridor Study Phase II. The contract for these planning services was executed in December 2011; and the consultant's analysis began shortly thereafter.

Public Information Workshops were held in the Town of Franklinton on March 6, 2012 and July 19, 2012. The consultant's work has been guided by a steering committee comprised of representatives of all municipalities and counties having land use planning and transportation planning jurisdiction over property along the Corridor. Also included in this steering committee were representatives of economic development, private sector and neighboring planning organizations affected by the US 1's capacity, NCDOT, and two transit organizations that have or can provide service to the area. In particular, corresponding to various Corridor segments show the existing and proposed land uses for each segment. These segment maps also display the recommended improvements to the US 1 roadway and to roads and streets connected to US 1 as well as Southeast High Speed Rail within the Corridor.

Southeast High Speed Rail Incorporation: In the Summer of 2023, the US 1 COP requested the NC Capital Area MPO explore, with NCDOT Rail Division, the inclusion of the SEHSR project into the Council's scope of work. In December 2023 the SEHSR was awarded a \$1.09 billion federal grant for design and construction. A workshop on this collaboration was held Feb. 9, 2024 with the relevant stakeholders. The US 1 COP directed the NC Capital Area MPO to update the MOU and Bylaws to capture the expansion of duties.

Understanding

1. **Parties to this Understanding:** The Parties are:
 - A. The municipalities and the counties having direct jurisdiction over 1) land use ordinances and determinations of whether land uses within the US 1 Corridor Study Area are in compliance with such ordinances; or 2) public investments along the corridor.
 - B. The inter-governmental planning organizations having administrative duties for transportation planning along the US 1 Corridor.
 - C. The North Carolina Department of Transportation (NCDOT) Divisions that 1) oversee project management of roadway and rail projects (i.e. U-5307 or the SEHSR) along the Corridor 2) review local development traffic impact analysis and 3) issuing body for driveway permitting and road construction.
2. **Corridor Study Recommendations:** Each Party commits to accept the recommendations as compiled within the US 1 Corridor Study Report (RS&H, 2006), the US 1 Corridor Study Phase II Report (Parsons Brinckerhoff, 2012) and the Southeast High Speed Rail Record of Decision (ROD, 2017) and to ensure that consistent and compatible land use decisions are made within the Party's jurisdiction as well as extraterritorial jurisdiction along the corridor.

Furthermore, as U-5307A-D and SEHSR advance through design to construction and more detail on final impacts are refined, each Party recognizes the need to consider the approved federal environmental documents and designs in their recommendations. The Council can also consider updated project design plans in their recommendations.

3. **Transportation Management:** Each Party recognizes the current limitations to the transportation infrastructure, and therefore commits to a multi-jurisdictional approach to address transportation improvements. The transportation improvements include and are not limited to:
 - A. access management and cross-sectional expansions,
 - B. multi-modal improvements (bicycle-pedestrian, transit, etc),
 - C. site planning standards for the corridor and its frontage/backage road system, and
 - D. creating a local connectivity plan for local road access as a complement to improvements along US 1.

4. **Inducements to Other Parties:** Each Party understands that a commitment to its respective component of the US 1 Corridor Plan and SEHSR has induced other Parties to make like commitments for its respective segments of the Corridor insofar as that Party has jurisdiction over the land uses within its US 1 Corridor Plan and SEHSR segment.

5. **Future Collaboration Among Parties:** The US 1 Corridor Plan designates that certain areas along the Corridor require collaboration where their land use jurisdiction boundaries of parties abut. In such cases, each Party commits its best efforts to undertake that collaborative planning, including providing direction to its planning staff and/ or consultants involved in such planning purposes.

6. **Council of Planning:** This Council shall be chosen from but not limited to the members of the Capital Area MPO, and shall be comprised of at least one representative from each Party, knowledgeable in regional planning issues. The Parties agree that, over time, periodic reviews of the land uses and public investment along the Corridor will be required. Mindful of future growth and planned transportation improvements, in the spirit of effective collaboration and prudent long-range planning, and in light of the inclusion of Franklin County with the US 1 Corridor Study Phase II completion, the Parties agree to include the Town of Franklinton to the established Council of Planning for the Corridor. The Council will serve as an advisory group, and will meet periodically to:
 - A. Review all land use developments and transportation projects of regional significance, working in tandem with the NCDOT District Engineers. [The term “regional significance” in this Memorandum of Understanding refers to land-use and highway projects that will have a major impact on congestion and travel movements (i.e. interchange construction, “big box” retail, single-family subdivisions of or above one-hundred lots, etc)].
 - B. Review any changes to the US 1 Corridor Plan, and will coordinate community involvement activities when necessary to ensure the integrity of the Plan.
 - C. Coordinate, monitor, and provide recommendations for land use planning activities within the study corridor.

Members listed in this document shall incorporate the Council of Planning advisory role into their development review process.

7. **Future Actions Affecting Land Uses Along the Corridor:** All parties recognize that future governmental entities may not be contractually bound by the adoption of this Memorandum of Understanding. In recognition of this limitation, the Parties commit to periodically review the status

of land use and public investment decisions along the Corridor. The Parties, in good faith, further commit to:

- A. review the recommendations of the Council of Planning; and
 - B. meet periodically with other Parties regarding emerging issues along the Corridor. The intent of these periodic meetings is to promote discussions of municipal and/or county goals, plans and strategies for maintaining effective development patterns, public investment and transportation flow along the Corridor.
8. **MPO:** The NC Capital Area Metropolitan Planning Organization commits to considering Transportation Plan amendments as necessary to incorporate US 1 and SEHSR Corridor elements; and working for inclusion of these Corridor projects on the State Transportation Improvement Program as appropriate.
9. **NCDOT:** NCDOT recognizes the importance of and appreciates the long-range land use planning envisioned by the Plan. All Parties agree that NCDOT's only responsibility under this MOU is to share information relating to transportation planning within the area and promptly inform about changes to the plan that may impact the corridor's full implementation and local development. It is understood by all Parties that NCDOT does not have the authority to approve or dictate land use plans. To that end, NCDOT will consider the Plan and incorporate elements of it, as appropriate, in future long range transportation plans and the Driveway Permitting process. NCDOT will consider individual projects along the US 1 Corridor and the SEHSR for inclusion in the State Transportation Improvement Program as deemed appropriate by NCDOT and in accordance with all state and federal laws and regulations.

IN WITNESS WHEREOF, the Parties as listed, but not limited to, through their duly authorized representatives, have executed this Memorandum of Understanding and have attached maps relating to their respective jurisdictions, effective this _____ day of _____, 20.

**US 1 Corridor Council of Planning
Memorandum of Understanding
Approved by CAMPO Transportation Advisory Committee – November 15, 2006
Updated -- November 29, 2013
Updated -- May 6, 2024**

Seal

GOTRIANGLE

Clerk

By _____
Chair

AGENDA ACTION ITEM

Submitted by: Jamila Ormond, Director of Equal Opportunity, Diversity and Inclusion

Meeting date: August 28, 2024

SUBJECT: Disadvantaged Business Enterprise Triennial Goal Fiscal Years 2025-2027

Strategic Objective or Initiative Supported

Strengthen community and institutional partnerships

Staff Recommendation

Adopt the triennial goal of 12% for Federal Fiscal Years 2025-2027.

Item Summary

As a recipient of Federal Transit Administration (FTA) funding, GoTriangle is required to establish and submit a triennial Disadvantage Business Enterprise (DBE) overall goal for its FTA-assisted projects pursuant to the U.S. Department of Transportation (USDOT) rules and regulations provided in Title 49 Code of Federal Regulations (CFR) Part 26 (DBE Regulations).

GoTriangle staff calculated the DBE Program Goal using a statistical methodology approved by the Federal Transit Administration (FTA) and in consultation with FTA documentation, "Tips for Goal Setting in the Disadvantage Business Enterprise (DBE) Program." As a result of the analysis, GoTriangle's proposed DBE Goal is 12%.

Historical DBE participation attainments provide demonstrable evidence of DBE availability and capacity to perform on GoTriangle projects. The projects anticipated to be awarded during the triennial period are similar to those awarded in the recent past. GoTriangle calculated past DBE participation attainments for recent years. The table below reflects the demonstrated capacity of DBEs (measured by actual historical DBE participation attainments) on FTA-assisted contracts awarded by GoTriangle.

FFY	FTA DBE Goal%	FTA DBE Awards
2020	6%	3%
2021	6%	13.2%
2022	6%	8.5%
2023	13.6%	16.8%
Median DBE Awards		12%

In accordance with 49 CFR §26.45(g), the proposed overall DBE goal requires publication and public consultation to provide an opportunity to review the goal analysis and provide input that may result in an adjustment to the final goal. GoTriangle held a comment period for the proposed DBE goal from July 1 to July 31, 2024, to gather feedback. Public notice was issued on the GoTriangle website. Notice of the comment period also was posted in the Durham Herald and News & Observer for circulation. Information on the proposed goal and comment period also was circulated to the local business community, including DBE directories and local minority chambers of commerce. GoTriangle did not receive any comments during the public notice period.

The goal will be reviewed annually to ensure applicability. Any warranted changes will be reviewed with the Board.

Financial Impact

None

Attachments

- Disadvantaged Business Enterprise Triennial Goal Fiscal Years 2025-2027 Report



Disadvantaged Business Enterprise
Triennial Goal
Fiscal Years 2025-2027



GoTriangle
DBE Triennial Goal and Methodology for FFY 2025-2027

FFY 2025- 2027 DBE Goal - GoTriangle

Summary

As a recipient of Federal Transit Administration (FTA) funding, GoTriangle is required to establish and submit a triennial DBE overall goal for its FTA-assisted projects pursuant to the U.S. Department of Transportation (USDOT) rules and regulations provided in Title 49 Code of Federal Regulations (CFR) Part 26 (DBE Regulations). DBE regulations require USDOT recipients to set an overall goal based on demonstrable evidence of the availability of ready, willing, and able DBEs relative to all businesses ready, willing, and able to participate on federally assisted contracts. The goal must reflect GoTriangle’s determination on the level of DBE participation expected absent the effects of discrimination.

GoTriangle, in accordance with FTA Guidelines and in consultation with FTA documentation “Tips for Goal Setting in the Disadvantage Business Enterprise (DBE) Program” has established a DBE Triennial Participation Goal for FFY 2025-2027. GoTriangle’s DBE Goal is 11.86% (rounded to 12%).

Table 1 represents GoTriangle’s FTA-assisted projects that are anticipated to be awarded during the triennial period and which are considered in preparing this goal methodology. The projects have viable subcontracting possibilities and corresponding availability of DBEs, a required criterion for overall goal consideration.

Table 1- FTA-Assisted Projects

Project Name	Estimated FTA Funding for FFY 2025-2027	Estimated Completion Date
Route Enhancements/Stop Improvements – System wide	\$5,904,633	FY27
Park and Ride Enhancements/Improvements	\$60,000	FY27
Future Improvement Needs Planning Study	\$87,472	FY26
Safety and Security	\$244,024	FY25
Fleet Upgrade Program - Equipment	\$330,000	FY25
Transit Facility Construction – RTC relocation & RUS Bus	\$16,878,390	FY28
Transit Operations Bus Wash Rehabilitation	\$80,000	FY26
Zero Emissions Vehicle Charging Equipment and Facility Rehabilitations	\$1,672,000	FY27
Total	\$25,256,519	

GoTriangle reviewed each project anticipated to be awarded in the triennial period and determined the applicable categories of work applicable for each project using North American Industry Classification System (NAICS) codes. The corresponding dollar values for each NAICS code for each project are summarized below for purposes of weighting the categories of work

GoTriangle
DBE Triennial Goal and Methodology for FFY 2025-2027

based on the staff estimates. Table 2 provides a summary of the categories of project with estimated dollars for each.

Table 2 – Categories of Projects

NAICS Code	Description	Estimated FTA Share	Estimated Percentage FTA Share
236220	Commercial and institutional building construction	\$ 18,833,381.00	74.57%
238210	Electrical contractors and other wiring installation contractors	\$ 80,000.00	0.32%
335999	All other miscellaneous electrical equipment and component manufacturing	\$ 250,000.00	0.99%
531320	Offices of real estate appraisers	\$ 216,110.00	0.86%
541310	Architectural services	\$ 291,579.00	1.15%
541330	Engineering services	\$ 5,265,977.00	20.85%
541370	Surveying and mapping (except geophysical) services	\$ 152,000.00	0.60%
541690	Other scientific and technical consulting services	\$ 87,472.00	0.35%
811192	Car washes	\$ 80,000.00	0.32%

Goal Methodology

Step One: Base Figure Determination

GoTriangle established the Base Figure of the relative availability of DBEs to all comparable firms (DBE and Non-DBE) available to bid or propose on GoTriangle FTA-assisted contracting opportunities projected to be solicited during the triennial goal period, GoTriangle followed the prescribed federal methodology to determine relative availability. This was accomplished by assessing the North Carolina Department of Transportation (NCDOT) Directory of Firms and the 2021 U.S. Census Bureau County Business Patterns Database within the GoTriangle market area for each of the categories of work defined in Table 2. The market area includes Orange, Durham and Wake Counties.

$$\text{Base Figure} = \sum \frac{(\text{Number of Ready, Willing and Able DBEs})}{(\text{Number of All Ready, Willing and Able Firms})} \times \text{Estimated NAICS \%}$$

- For the numerator: NCDOT DBE Database of Certified Firms
- For the denominator: 2021 U.S. Census Bureau’s Business Patterns Database

GoTriangle
DBE Triennial Goal and Methodology for FFY 2025-2027

The relative availability of DBEs is calculated in Table 3.

Table 3 - Relative Availability of DBEs

NAICS Code	Description	NCDOT Directory of Firms-Number of Available DBEs*	U.S. Census-Number of Firms Available (including DBEs)**	Relative Availability
236220	Commercial and institutional building construction	24	193	12%
238210	Electrical contractors and other wiring installation contractors	38	251	15%
335999	All other miscellaneous electrical equipment and component manufacturing	1	7	14%
531320	Offices of real estate appraisers	6	100	6%
541310	Architectural services	23	122	19%
541330	Engineering services	44	492	9%
541370	Surveying and mapping (except geophysical) services	19	54	35%
541690	Other scientific and technical consulting services	17	171	10%
811192	Car washes	5	94	5%
Total		177	1,484	12%

* NCDOT Directory of Firms/N.C. Unified Certification Program

** US Census County Business Patterns 2021

The relative availability of DBEs from Table 4 is 12%. However, to make the Base Figure more accurate, weighting was used to take into account the amount of work that is available for each category of work (NAICS).

**GoTriangle
DBE Triennial Goal and Methodology for FFY 2025-2027**

The weighted relative availability of DBEs is calculated in Table 4.

Table 4 - weighted Relative Availability

NAICS Code	Description	Weight	Availability	Weighted Base Figure
236220	Commercial and institutional building construction	74.57%	12.44%	9.27%
238210	Electrical contractors and other wiring installation contractors	0.32%	15.14%	0.05%
335999	All other miscellaneous electrical equipment and component manufacturing	0.99%	14.29%	0.14%
531320	Offices of real estate appraisers	0.86%	6.00%	0.05%
541310	Architectural services	1.15%	18.85%	0.22%
541330	Engineering services	20.85%	8.94%	1.86%
541370	Surveying and mapping (except geophysical) services	0.60%	35.19%	0.21%
541690	Other scientific and technical consulting services	0.35%	9.94%	0.03%
811192	Car washes	0.32%	5.32%	0.02%
			Total	11.86%

Step 2: Adjusting the Base Figure

As specified in the federal regulations codified in 49 CFR Part 26:45, once the relative availability of ready, willing and able DBEs in our marketplace has been determined, it is necessary to examine additional evidence.

Past DBE Goal Award Attainments

Historical DBE participation attainments provide demonstrable evidence of DBE availability and capacity to perform on GoTriangle projects. The projects anticipated to be awarded during the triennial period are similar to those awarded in the recent past. GoTriangle calculated past DBE participation attainments for recent years. The table below reflects the demonstrated capacity of DBEs (measured by actual historical DBE participation attainments) on FTA-assisted contracts awarded by GoTriangle.

**GoTriangle
DBE Triennial Goal and Methodology for FFY 2025-2027**

FFY	FTA DBE Goal%	FTA DBE Awards
2020	6%	3%
2021	6%	13.2%
2022	6%	8.5%
2023	13.6%	16.8%
Median DBE Awards		12%

The median DBE award goal is in line with the proposed DBE goal. No adjustment is needed based on the availability of DBE firms in the specific work types, project location of ready, willing and able DBEs.

Based on the available evidence of past DBE participation, availability of DBE firms in specific work types; project location and estimated race-neutral and race-conscious participation there is no documented evidence that warrants an adjustment to the base figure. We will review annually and adjust if needed.

Therefore, based on the available evidence, GoTriangle is proposing a FFY 2025-2027 FTA DBE Goal of 11.86 % (rounded to 12%).

Public Comment

In accordance with 49 CFR §26.45(g), the proposed overall DBE goal requires the publication and public consultation with minority businesses, women businesses, local business chambers, government entities and community organizations within the geographic area to provide an opportunity to review the DBE goal analysis and provide input that may result in an adjustment to the final overall DBE goal.

GoTriangle held a comment period for the proposed DBE goal from July 1, 2024 to July 31, 2024 to gather feedback. Public notice was issued on the GoTriangle website.

PUBLIC NOTICE

In accordance with regulations of the U.S. Department of Transportation (DOT), 49 CFR Part 26, GoTriangle has established a Disadvantaged Business Enterprise Program (DBE). The goal of this program is to offer certified DBEs equal opportunity to compete in contracts that receive federal assistance.

Disadvantage Business Enterprise (DBE) Goals for Federal Fiscal Years 2025, 2026, 2027.

Notice is hereby given that GoTriangle has set its Disadvantage Business Enterprise goal for programs utilizing Federal Transit Administration funds for federal fiscal year 2025-2027 (October 1, 2025 through September 30, 2027). The DBE goal is 11.86%. The goal was developed in accordance with the process described in US DOT's CFR 49 Part 26. A description of how the goal was developed is available [here](#)

Public comments regarding GoTriangle's DBE goal will be accepted for thirty (30) days from the date of this notice (July 31, 2024). Comments can be submitted below or by mail to, *Jamila Ormond, Director of Equal Opportunity Diversity and Inclusion*
GoTriangle, 4600 Emperor Blvd. Durham, NC 27703

GoTriangle
DBE Triennial Goal and Methodology for FFY 2025-2027

Notice of the comment period was also posted in the two largest newspaper circulars in the GoTriangle service area. Public notice was included in the Durham Herald and News and Observer for circulation. Information on the proposed goal and comment period was also circulated to the local business community, including DBE directories and local minority chambers of commerce. GoTriangle did not receive any comments during the public notice period.

Public Notice

GoTriangle has prepared its draft proposed overall Disadvantaged Business Enterprise (DBE) goal in accordance with 49 CFR Part 26.45(g) for the triennial period of September 1, 2024, through September 30, 2027. The DBE overall goal of 11.86% represents the percentage of work anticipated to be performed by certified DBE firms on GoTriangle Federal Transit Administration assisted projects during the triennial period.

The methodologies for these goals are available for public review from July 1, 2024 to July 31, 2024 on the GoTriangle website (<https://gotriangle.org/dbe>) and in-person at GoTriangle located at 4600 Emperor Blvd. Durham, NC 27703, Monday through Friday from 9:00am – 5:00pm. Send all comments to Jamila Ormond, Director of Equal Opportunity, Diversity and Inclusion, via email jormond@gotriangle.org.
IPL0181972

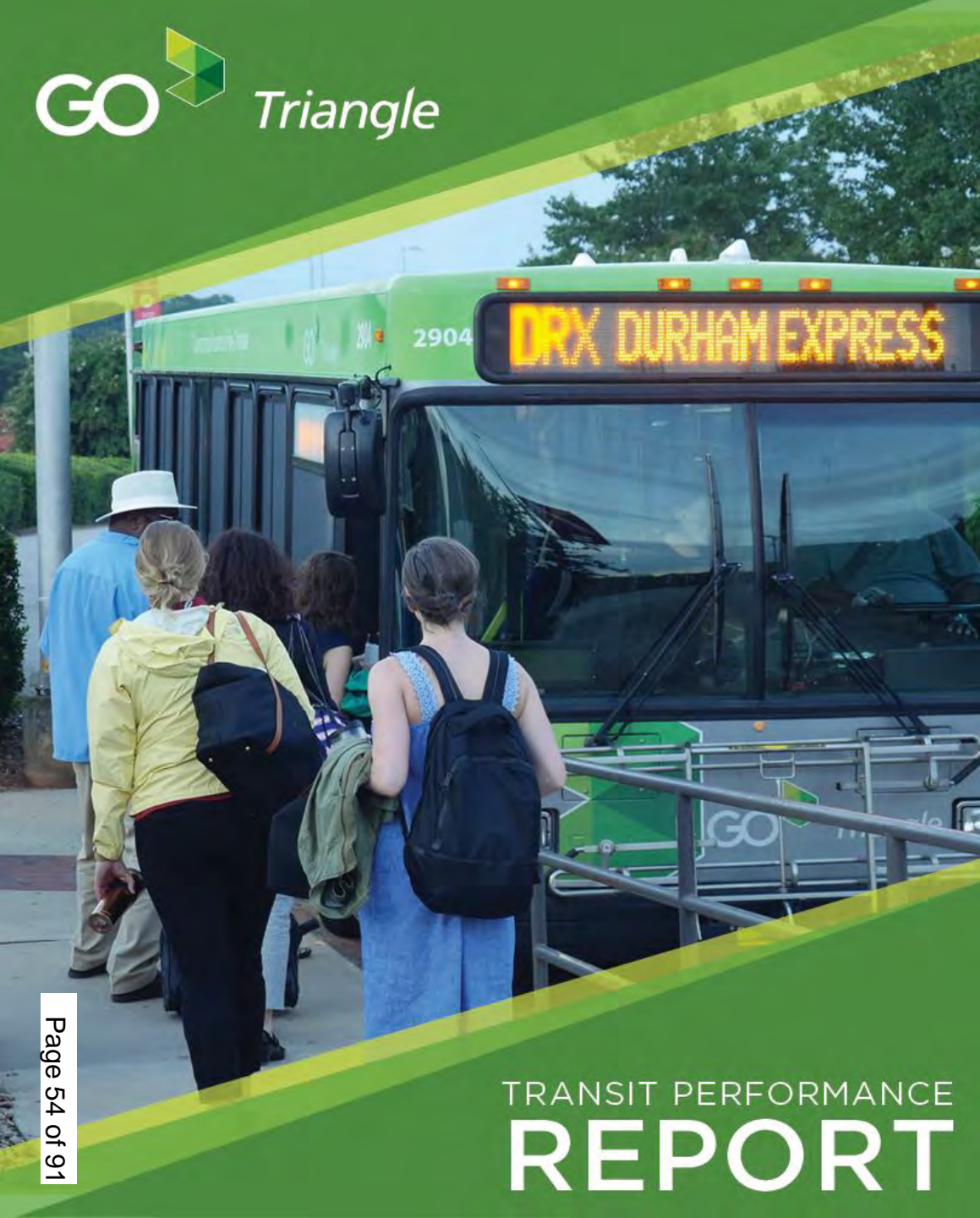


Contract #	Contractor	Location	Contract Amount	Subject	DBE/MWBE FTA DBE GOAL	COMMENTS	Date Executed
PO 1564	Voyager Fleet Systems	Saint Louis, MO	\$20,413.70		N/A	Paratransit Fuel	06/18/2024
PO 1570	Delerrok, Inc	Vista, CA	\$12,500.00		N/A	Printing Services	06/23/2024
PO 1571	Ty Hope Homes, LLC	Fuquary Varina, NC	\$25,000.00		N/A	Demolition Services	06/25/2025
PO 1573	The John McAdams Co., Inc.	Charlotte, NC	\$1,439,944.10		N/A	On-Call Consultant Svc.	06/27/2024
PO 1574	A. Morton Thomas & Assoc	Rockville, MD	\$1,068,786.00		N/A	On Call Consultant Svc.	06/27/2024
PO 1584	Remix Software	Palatine, IL	\$18,650.00		N/A	Transit Planning Software	07/11/2024
PO 1586	NCSU	Raleigh, NC	\$170,533.00		N/A	Task Order #6	07/15/2024
PO 1588	DRMP NC, Inc	Orlando, FL	\$33,150.00		N/A	Go Durham Project	07/15/2024
PO 1589	MBP Carolinas, Inc	Fairfax, VA	\$99,914.00		N/A	Professional Svc.	07/15/2024
PO 1592	Diligent Corporation	Washington, DC	\$15,775.00		N/A	IT Maintenance Agree.	07/16/2024
PO 1617	Tolar Manufacturing	Corona, CA	\$28,850.00		N/A	Go Durham Project	08/5/2024
PO 1631	Progressive Business Solutions	RALEIGH, NC	\$25,560.00		N/A	Printing Services	08/15/2024
PO 1632	Voyager Fleet Systems	Saint Louis, MO	\$80,000.00		N/A	Paratransit Fuel	08/19/2024
		Total	\$ 3,039,075.80				

Dollar Amount by State: North Carolina: \$ 1,661,037.10
Maryland: \$ 1,068,786.00
Missouri: \$ 100,413.00
California: \$ 41,350.00
Florida: \$ 33,150.00
Illinois: \$ 18,650.00
Virginia: \$ 99,914.00
Washington, DC: \$ 15,775.00

Grand Total: \$ 3,039,075.80

Jun 2024



TRANSIT PERFORMANCE
REPORT



Fixed Route

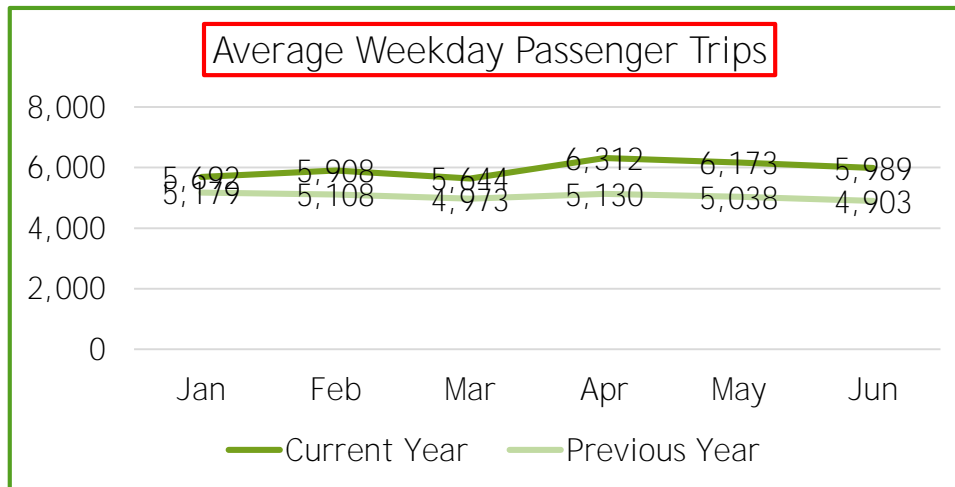
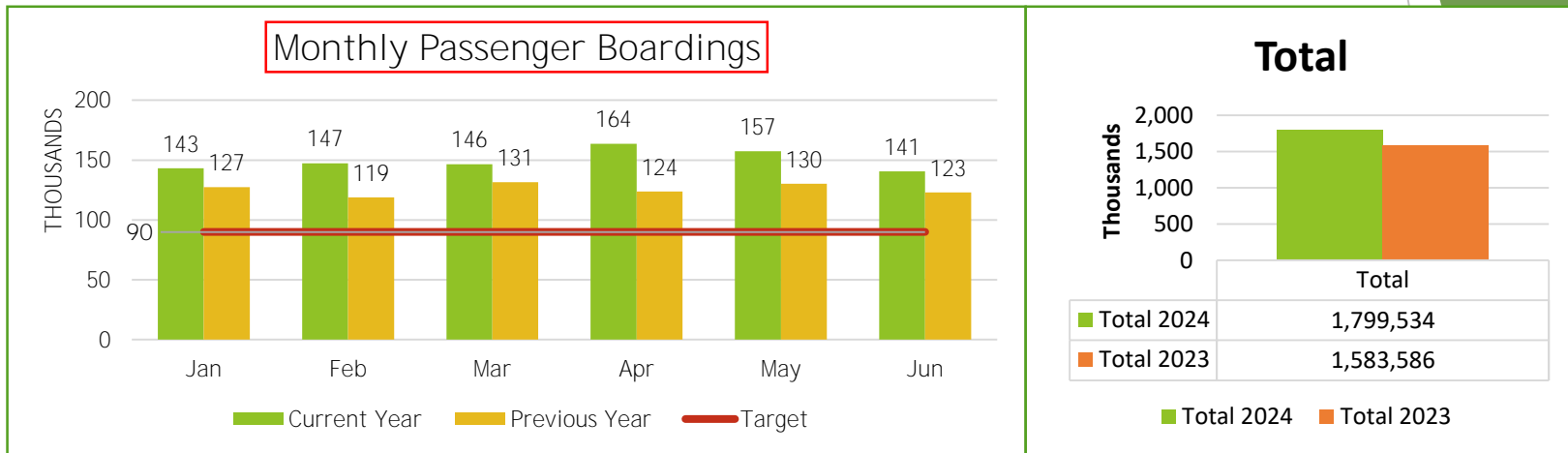
Consists of vehicles operating along a defined route on a consistent schedule

Fixed Route Year-to-Year Summary

	YTD 2024	YTD 2023	Jun 2024	Jun 2023
Passenger Boardings	1,799,534	1,583,586	140,641	122,974
Passengers/Revenue Hour	15.8	15.7	15.9	14.0
On-Time Performance	79.7%	83.6%	0.0%	86.8%
Total Mechanical Failures	311	196	27	16
Mean Distance Between Failures	70,443	115,438	33,193	49,335
Bus Total Miles	2,676,818	2,158,389	199,156	197,338
Collisions per 100,000 Revenue Miles	0.79	0.74	1.79	1.22
Verified Complaints per 100,000 Passengers	3.2	3.6	5.0	4.1

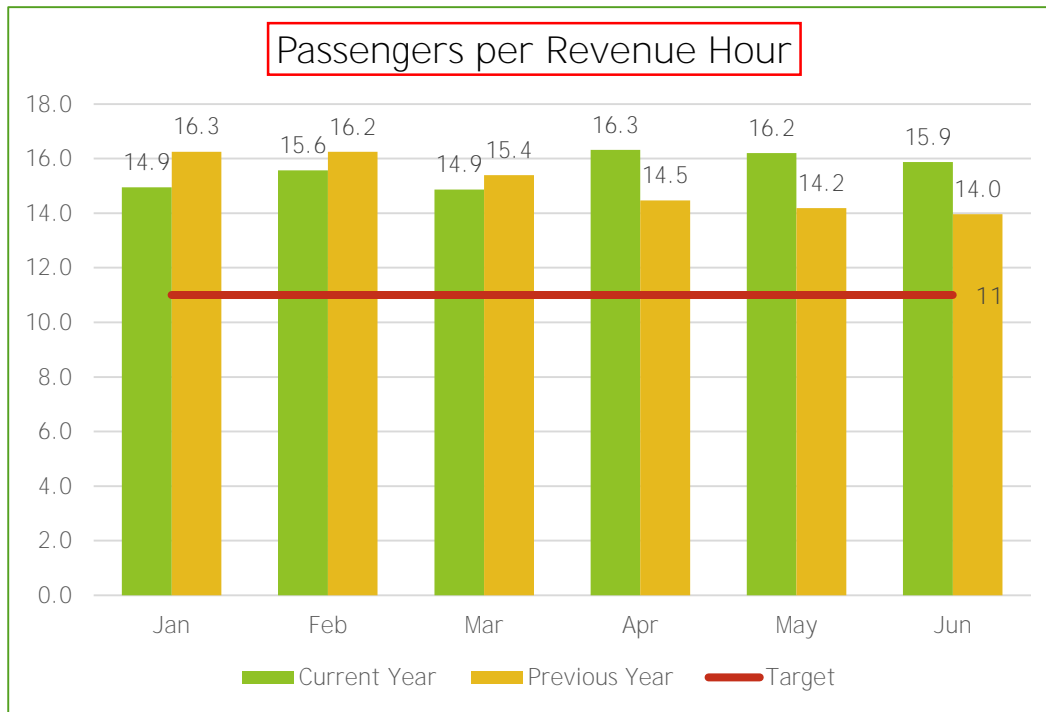
Passenger Boardings

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



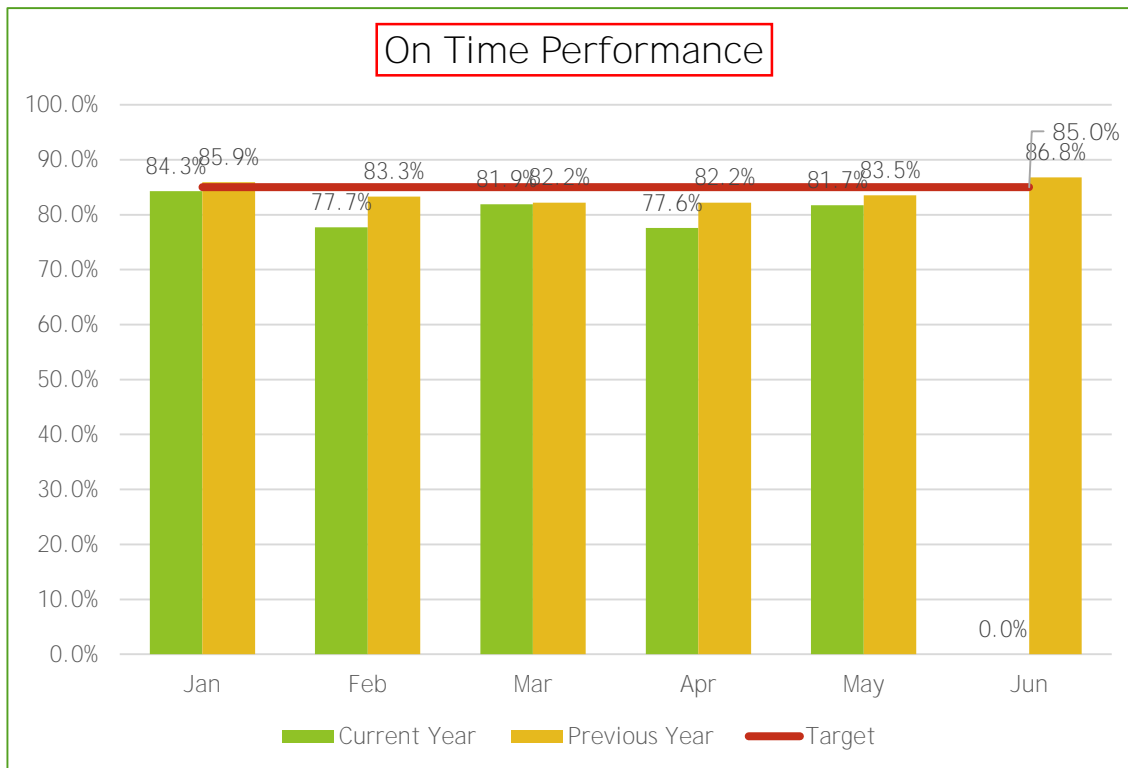
Passengers per Revenue Hour

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



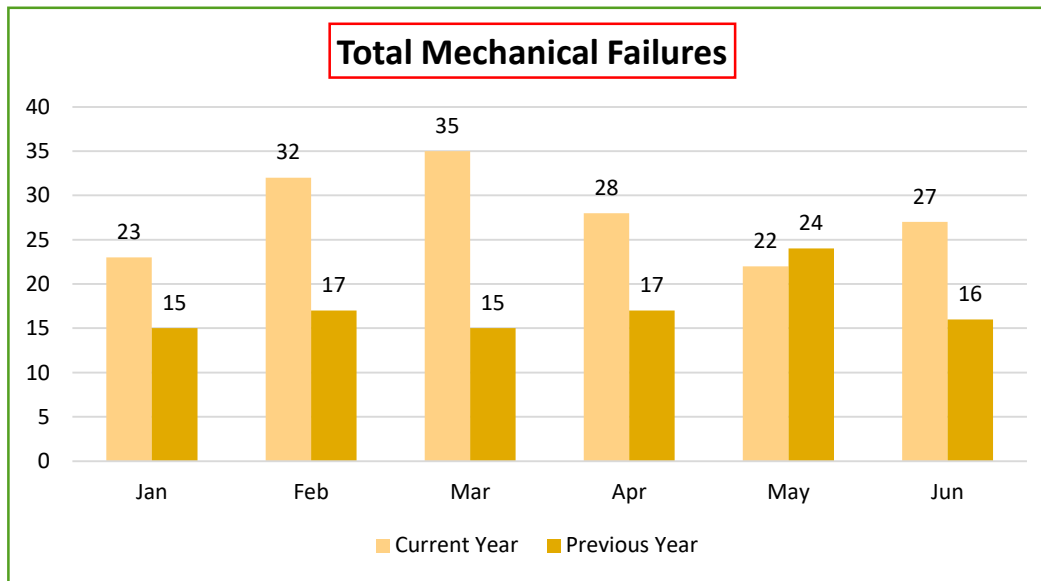
On-Time Performance

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



Mechanical Failures

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

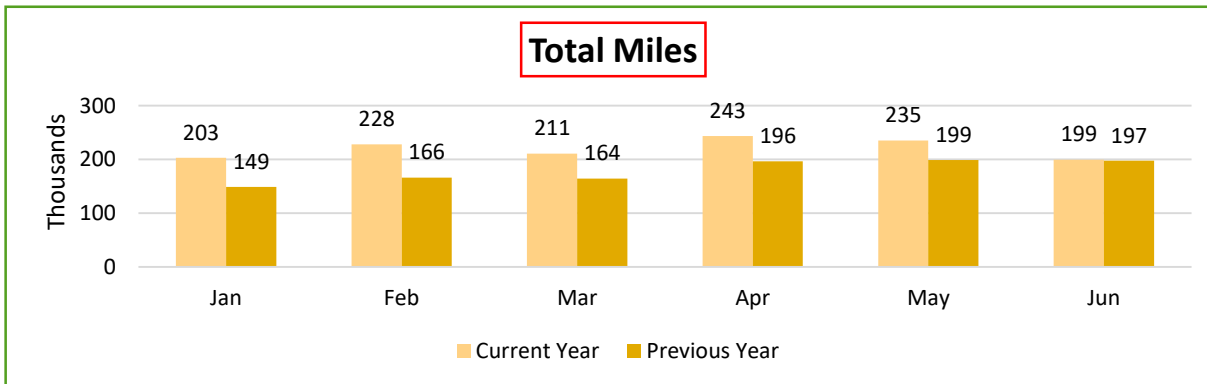
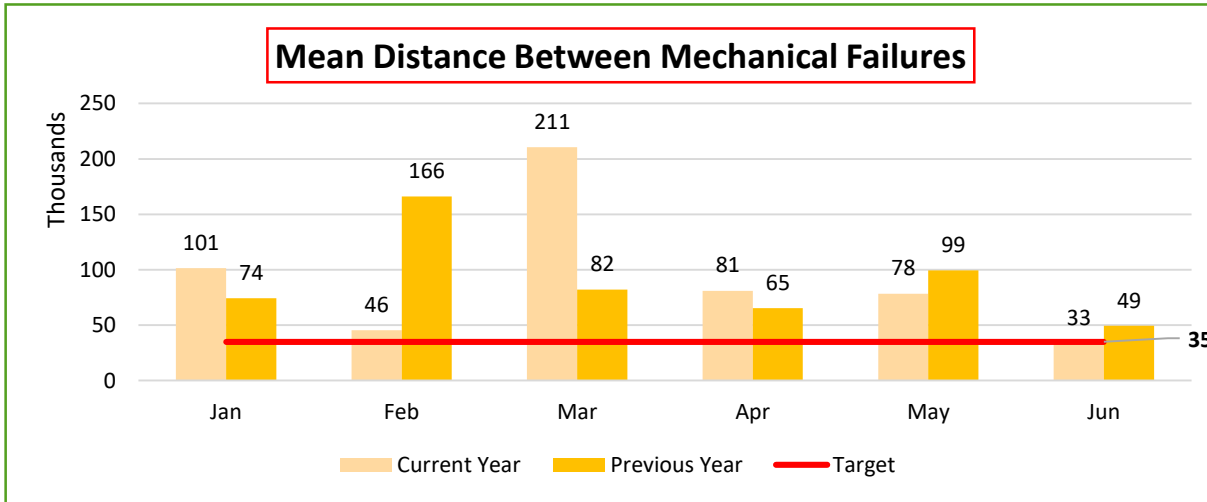


Current Year						
	Jan	Feb	Mar	Apr	May	Jun
Major	2	5	1	3	3	6
Other	21	27	34	25	19	21
Total	23	32	35	28	22	27

Previous Year						
	Jan	Feb	Mar	Apr	May	Jun
Major	2	1	2	3	3	4
Other	13	16	13	14	14	12
Total	15	17	15	17	17	16

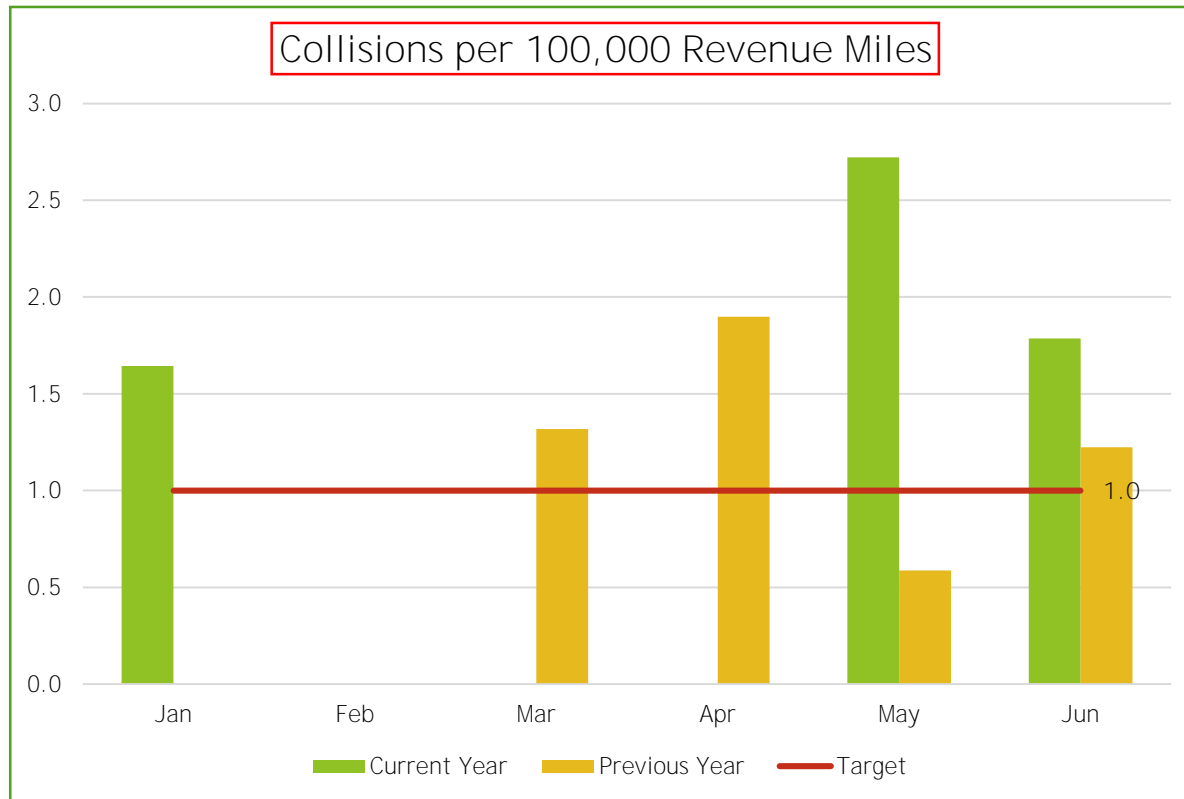
Mean Distance Between Failures

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



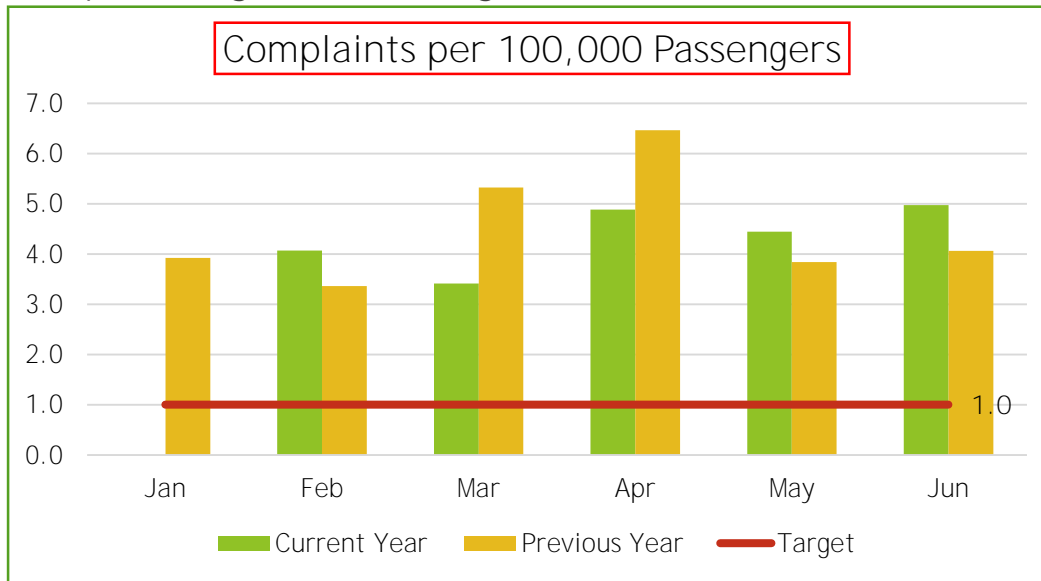
Collisions per 100,000 Revenue Miles

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



Customer Satisfaction

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





Paratransit

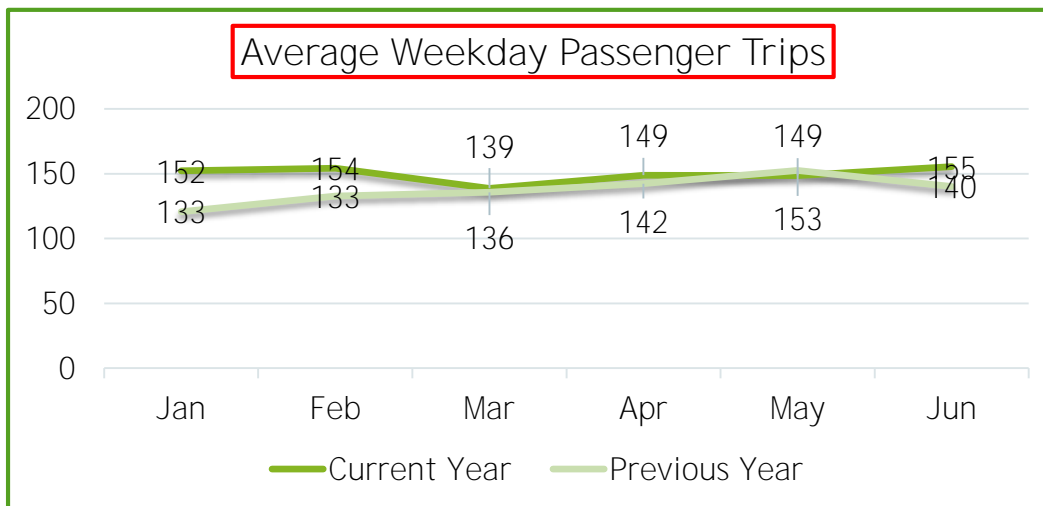
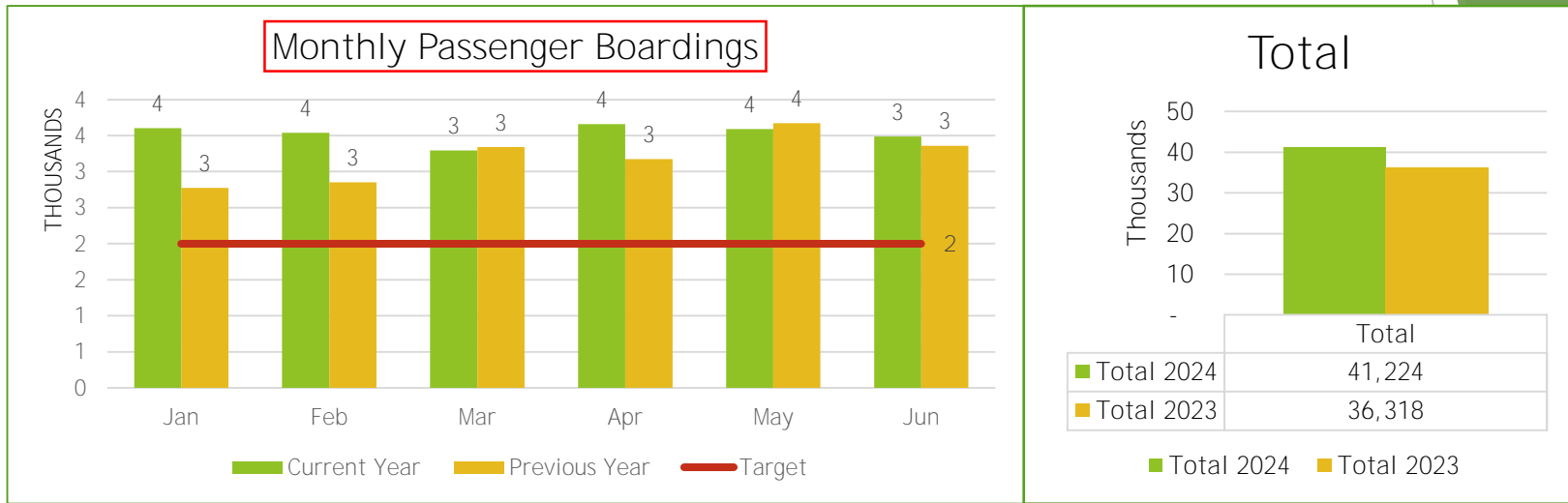
ADA service where passengers request trips and vehicles respond to the request.

Paratransit Year-to-Year Summary

	Jun 2024	Jun 2023	YTD 2024	YTD 2023
Passenger Boardings	3,487	3,357	41,224	36,318
Passengers/Revenue Hour	1.8	1.6	1.8	1.8
On-Time Performance	86.4%	93.7%	89.6%	90.7%
Total Mechanical Failures	1	0	10	4
Mean Distance Between Failures	No failures	No failures	339,254	No failures
ACCESS Total Miles	54,825	64,856	678,508	748,006
Collisions per 10,000 Revenue Miles	0.0	0.0	0.1	0.00
Verified Complaints per 1000 Passengers	0.0	0.3	0.1	0.11

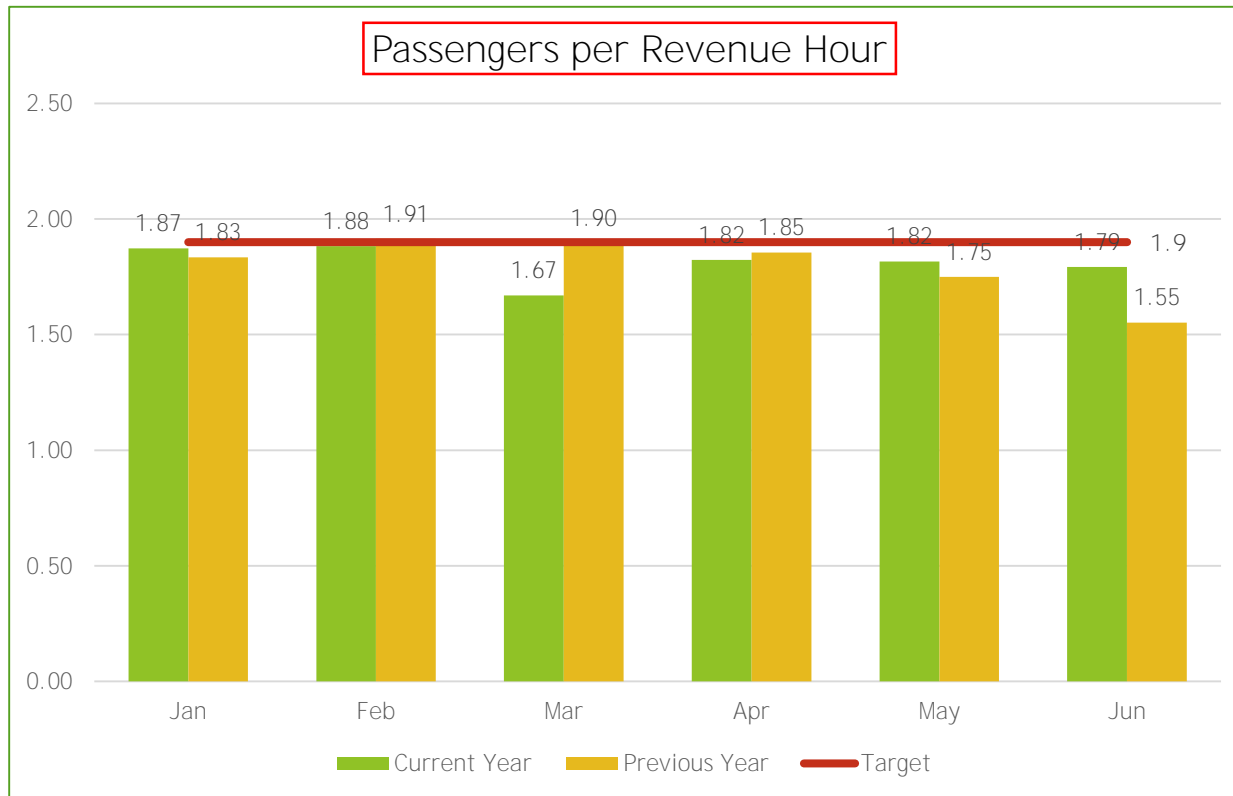
Passenger Boardings

Defined as the number of times passengers board public transportation vehicles



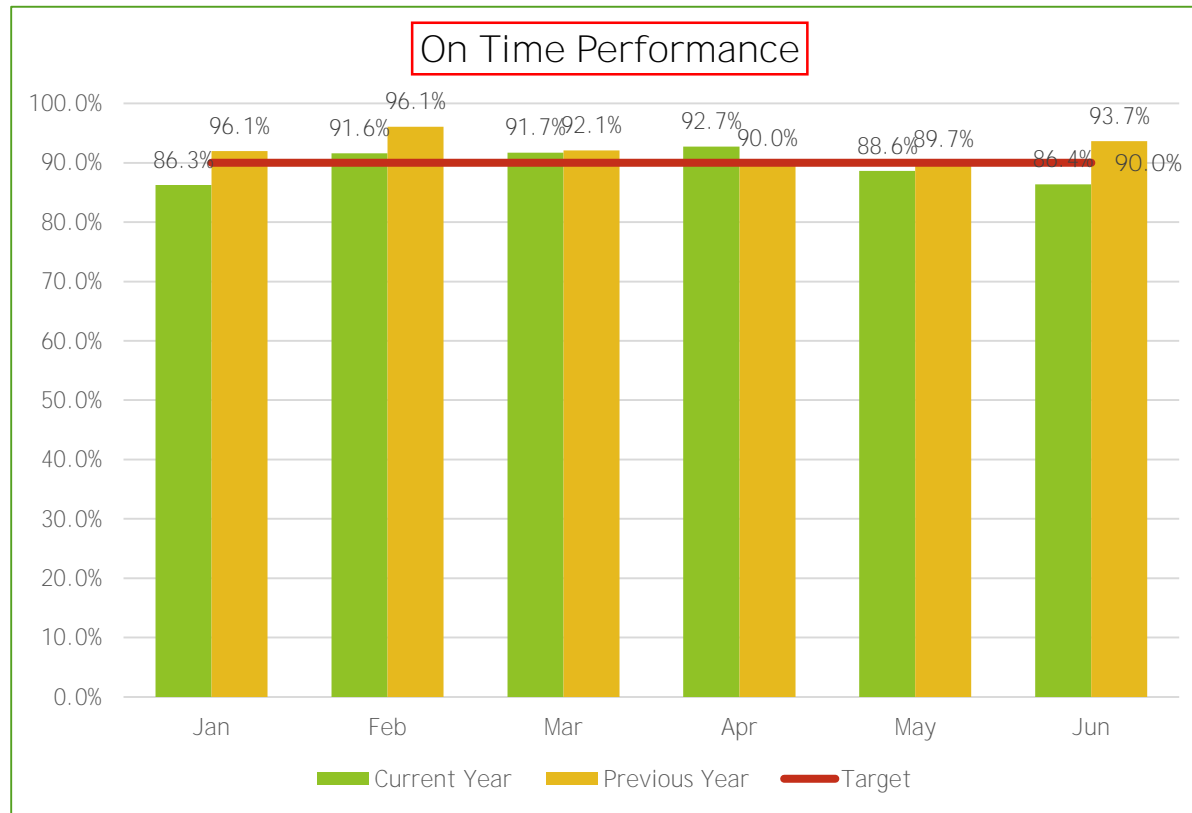
Passengers per Revenue Hour

Measures total ridership, divided by total service hours.



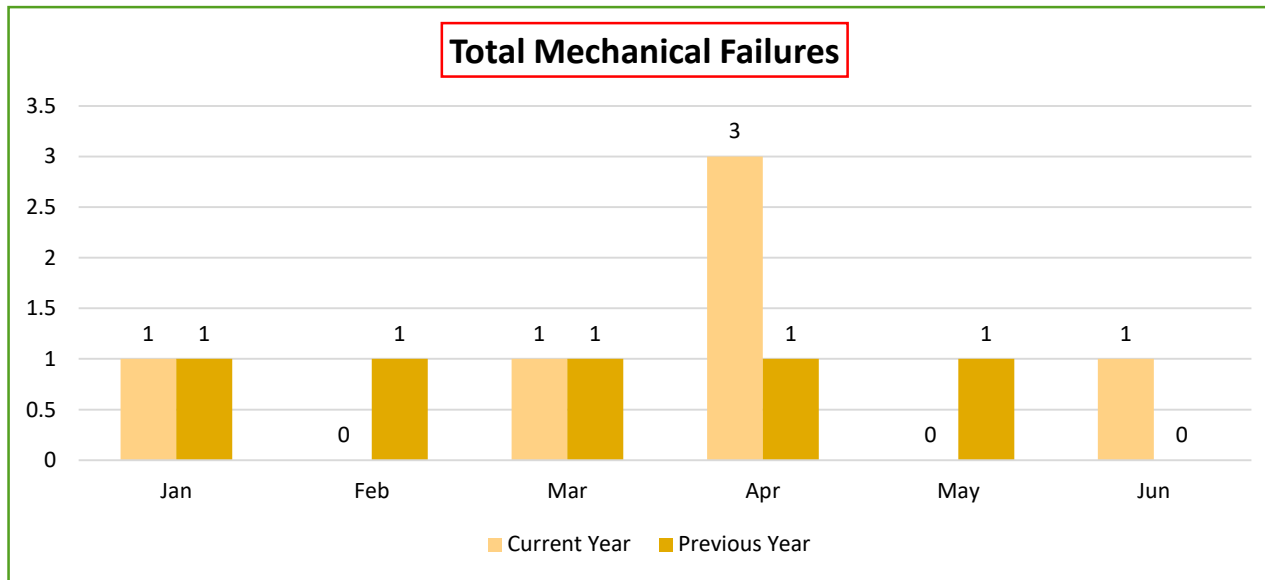
On-Time Performance

Define as being picked up between 15 minutes before and 15 minutes after requested pickup time.



Mechanical Failures

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

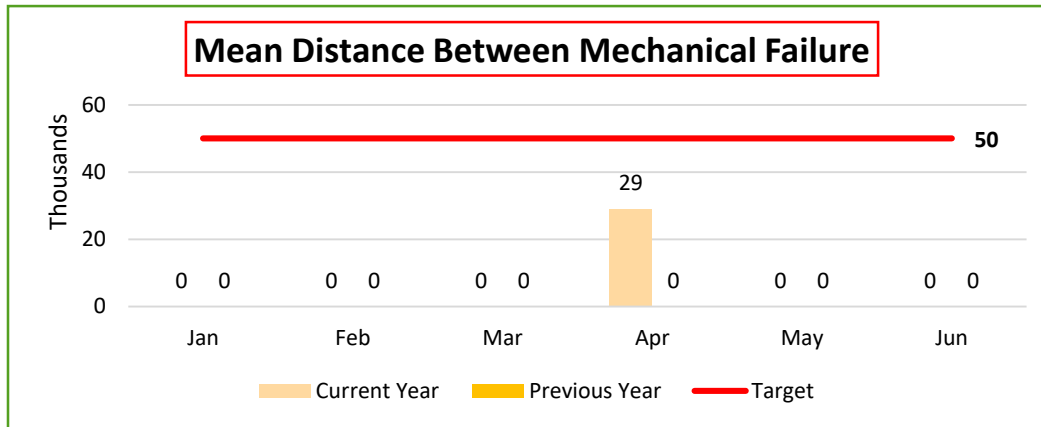


Current Year						
	Jan	Feb	Mar	Apr	May	Jun
Major	0	0	0	2	0	0
Other	1	0	1	1	0	1
Total	1	0	1	3	0	1

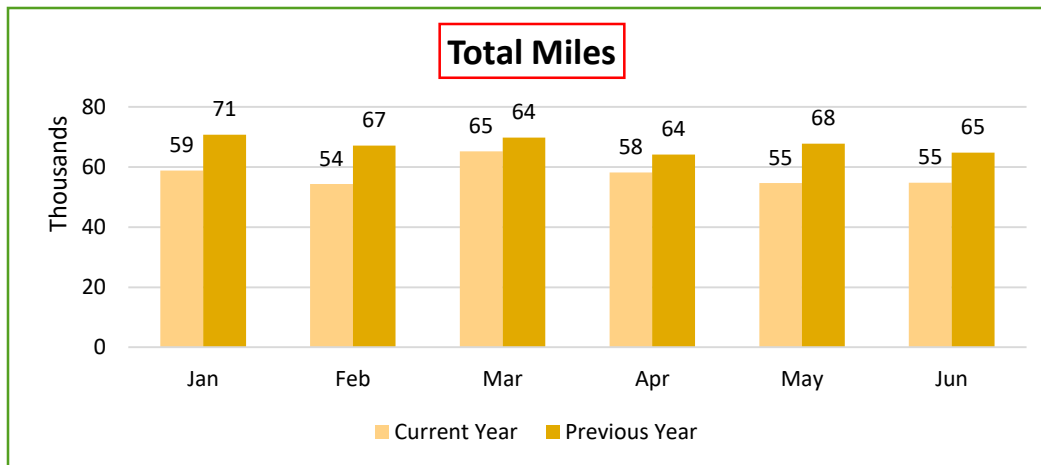
Previous Year						
	Jan	Feb	Mar	Apr	May	Jun
Major	0	0	0	0	0	0
Other	1	1	1	1	1	0
Total	1	1	1	1	1	0

Mean Distance Between Failures

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

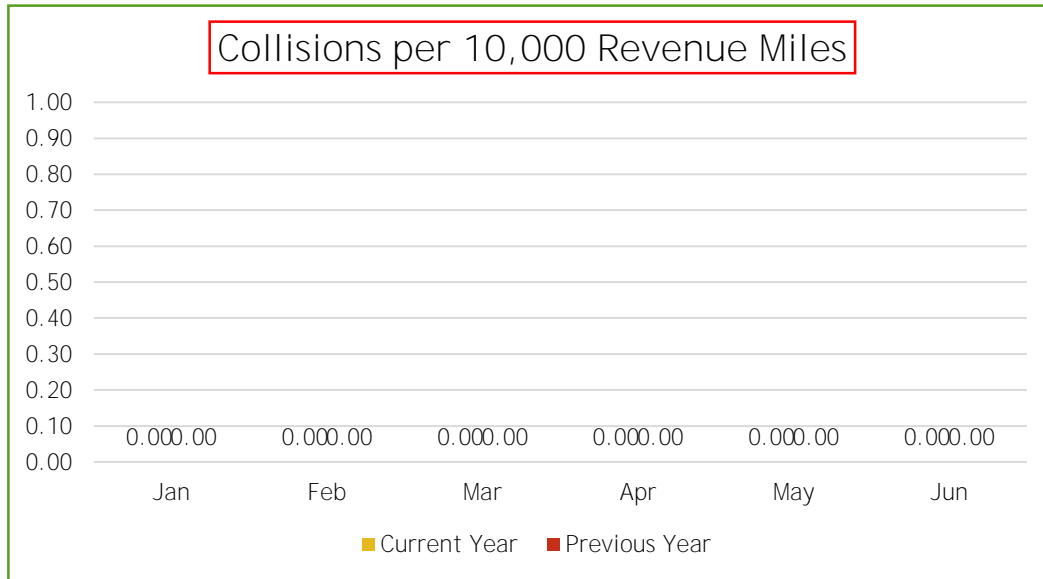


(0 indicates no mechanical failures for the month. There were no failures for July.)



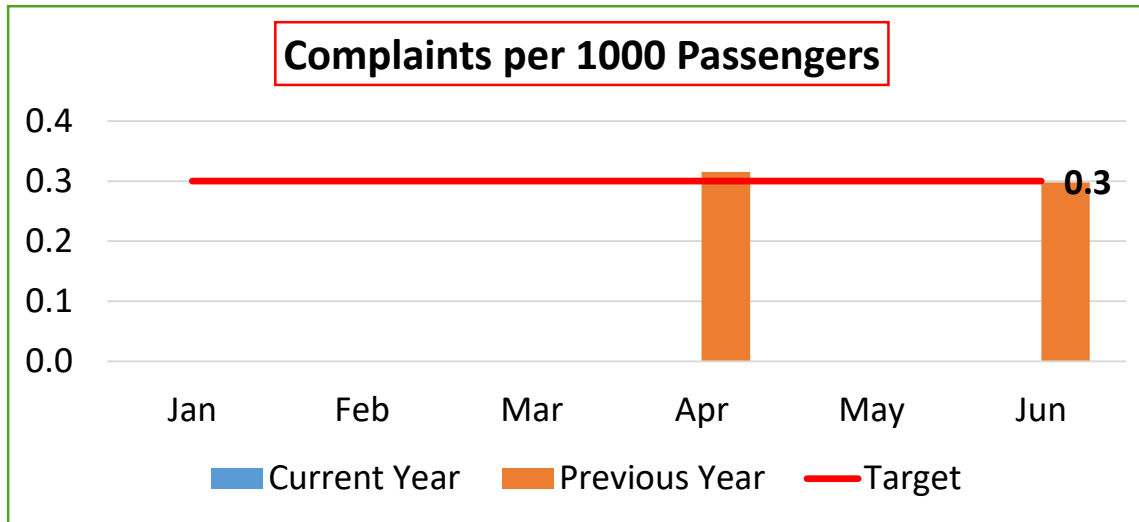
Collisions per 10,000 Revenue Miles

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

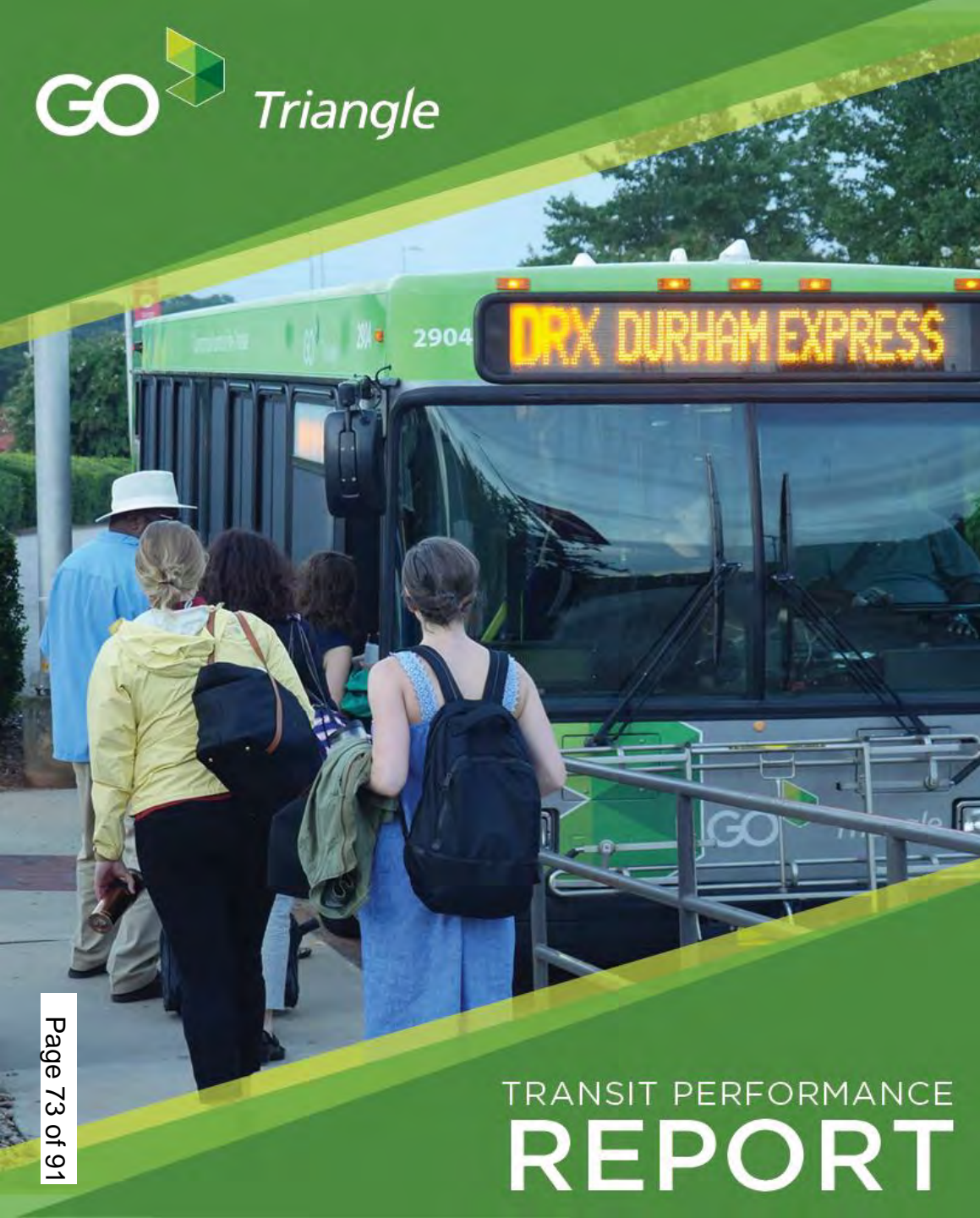


Customer Satisfaction

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



Jul 2024



TRANSIT PERFORMANCE
REPORT



Fixed Route

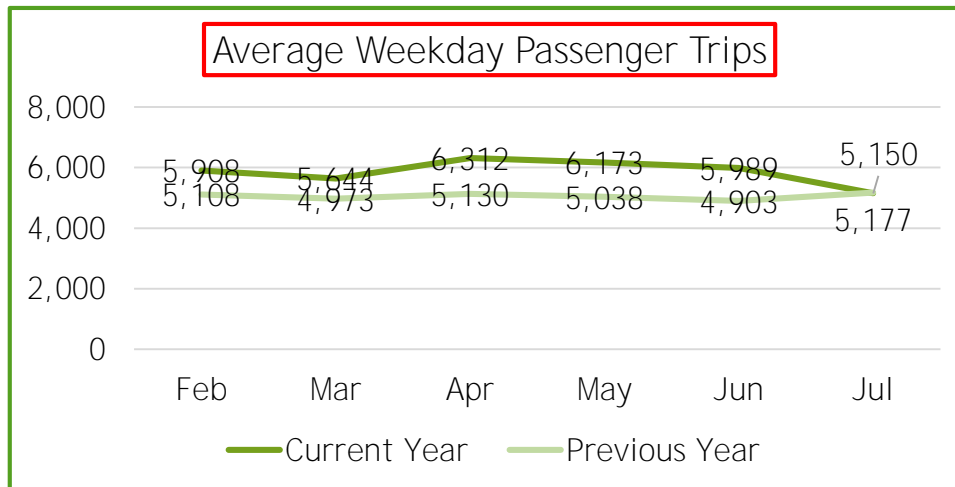
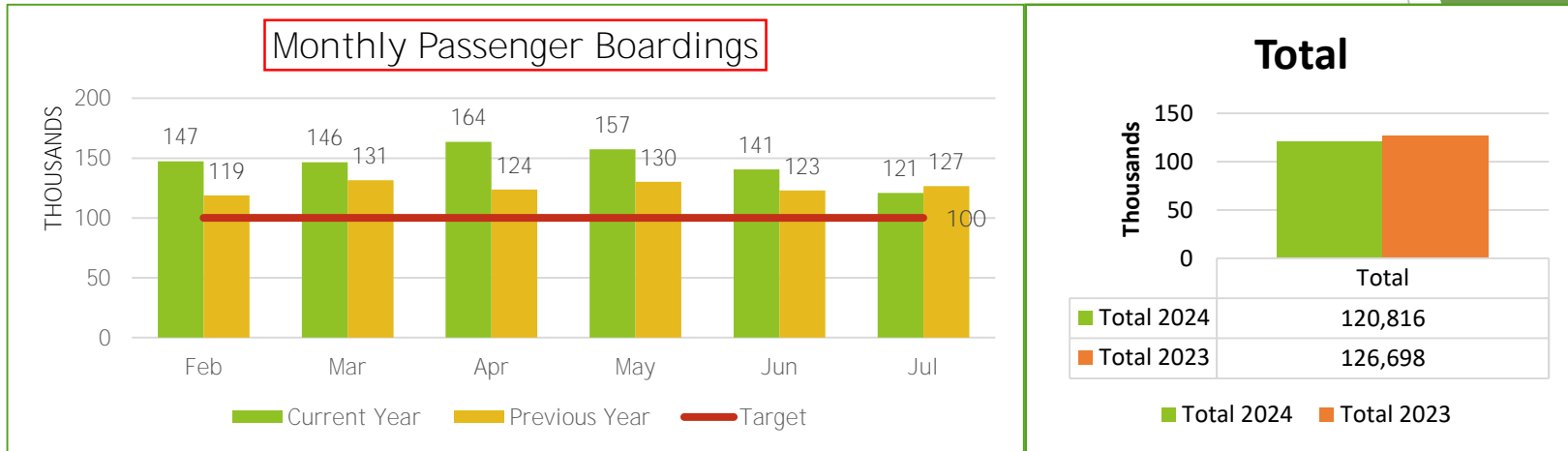
Consists of vehicles operating along a defined route on a consistent schedule

Fixed Route Year-to-Year Summary

	YTD 2025	YTD 2024	Jul 2024	Jul 2023
Passenger Boardings	120,816	126,698	120,816	126,698
Passengers/Revenue Hour	12.9	14.7	12.9	14.7
On-Time Performance	84.2%	87.1%	84.2%	87.1%
Total Mechanical Failures	23	18	23	18
Mean Distance Between Failures	82,989	62,764	82,989	62,764
Bus Total Miles	248,968	188,291	248,968	188,291
Collisions per 100,000 Revenue Miles	0.00	0.78	0.00	1.25
Verified Complaints per 100,000 Passengers	9.9	3.2	9.9	3.2

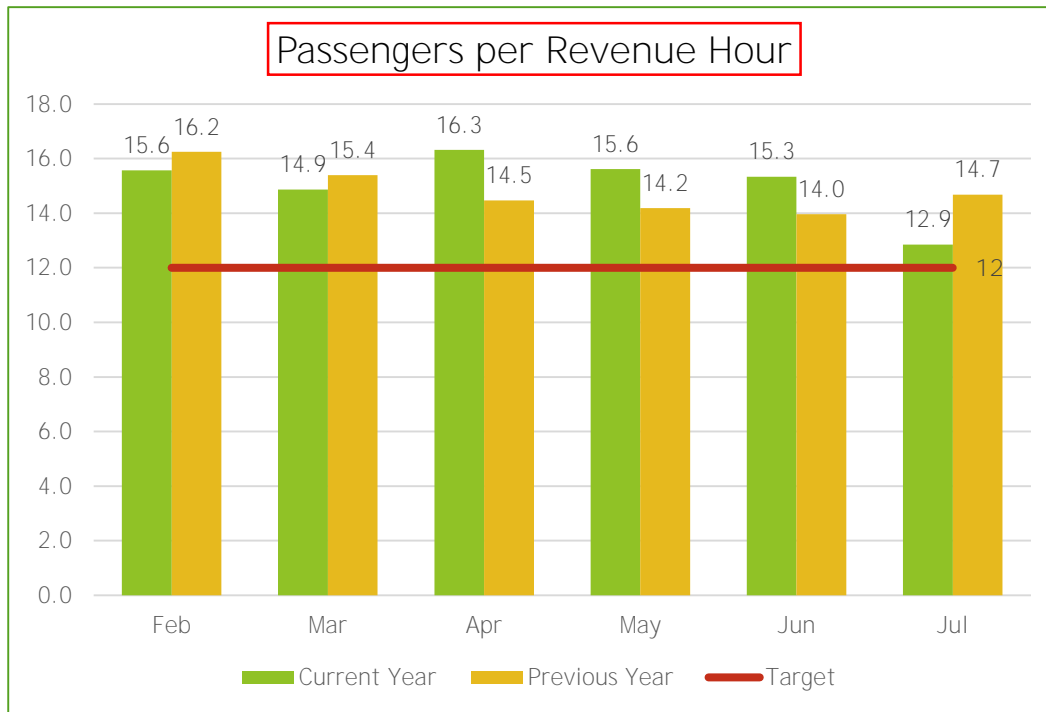
Passenger Boardings

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



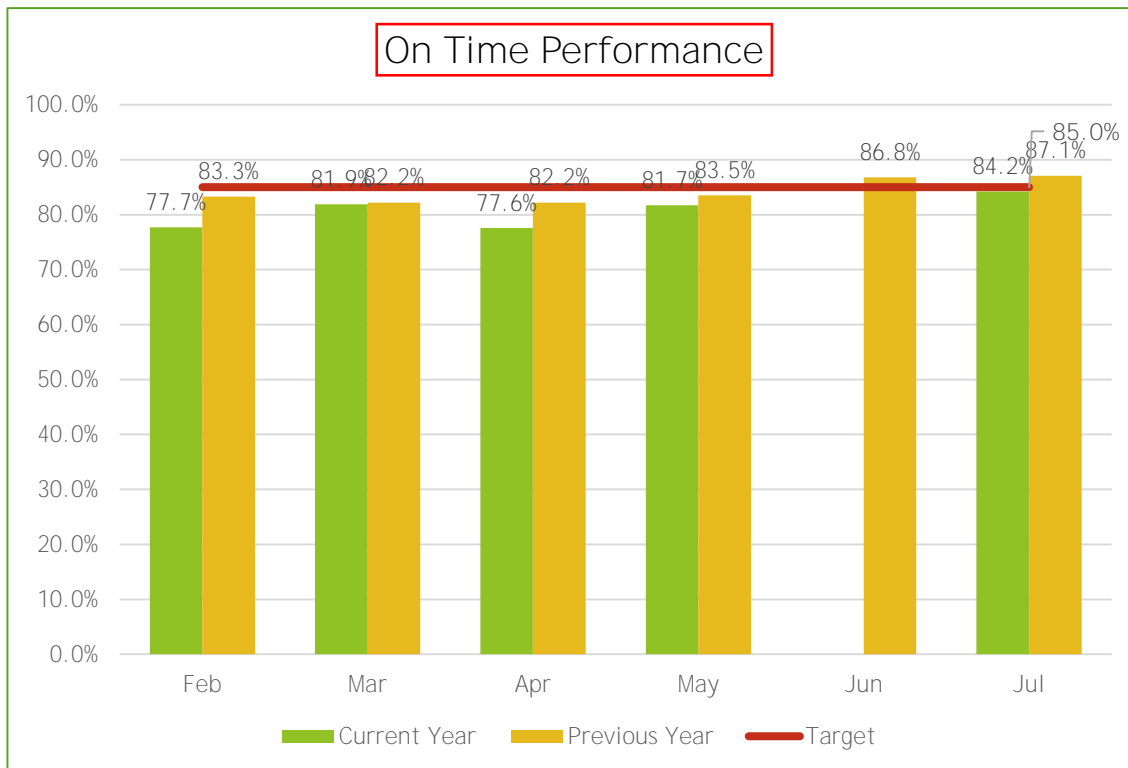
Passengers per Revenue Hour

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



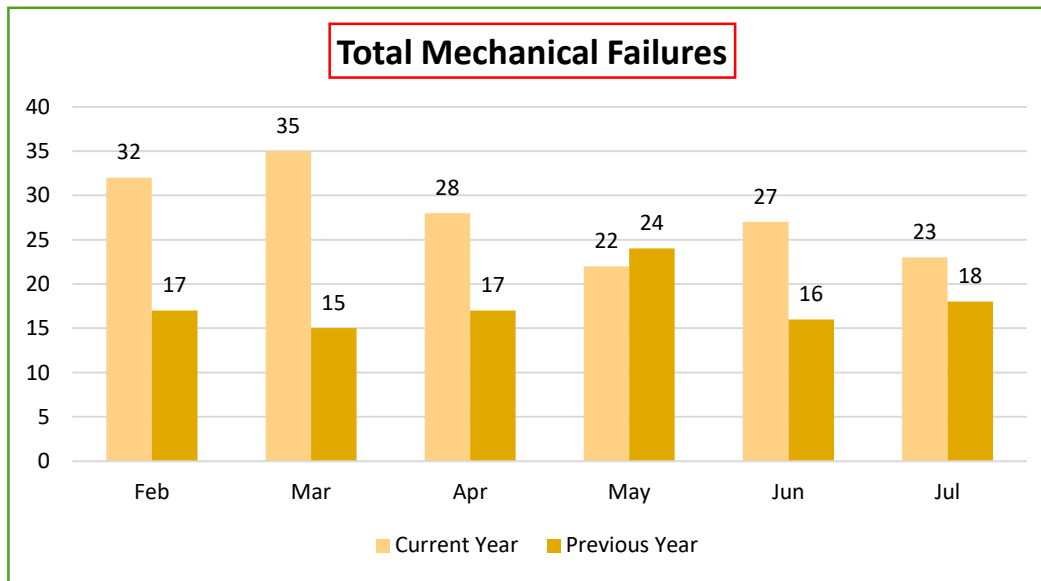
On-Time Performance

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



Mechanical Failures

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

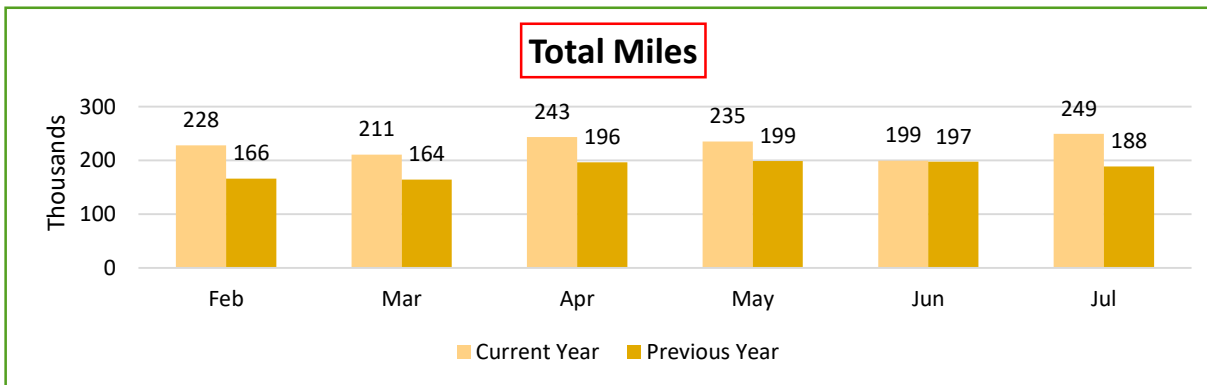
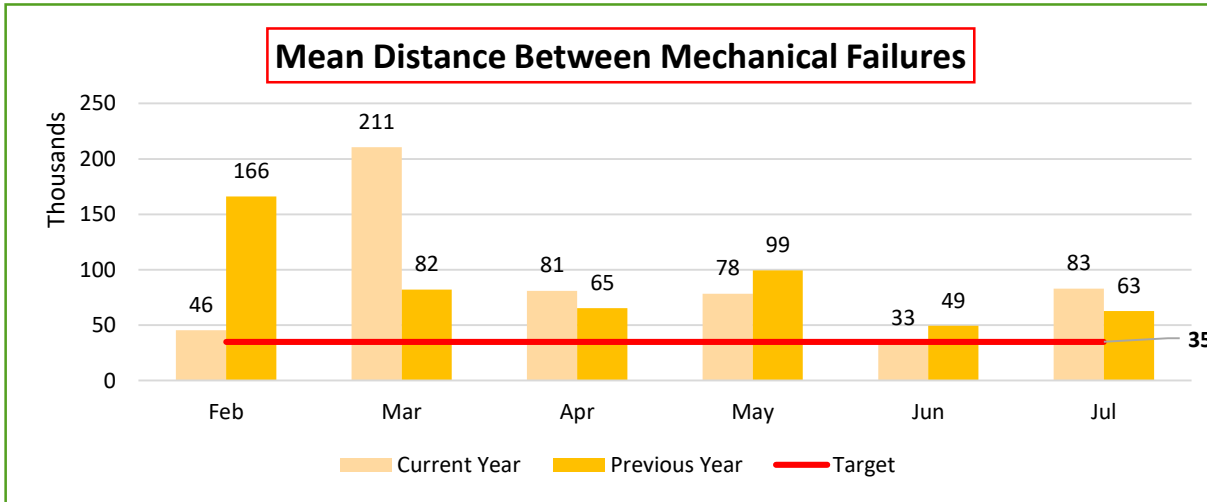


Current Year						
	Feb	Mar	Apr	May	Jun	Jul
Major	5	1	3	3	6	3
Other	27	34	25	19	21	20
Total	32	35	28	22	27	23

Previous Year						
	Feb	Mar	Apr	May	Jun	Jul
Major	1	2	3	3	4	3
Other	16	13	14	14	12	15
Total	17	15	17	17	16	18

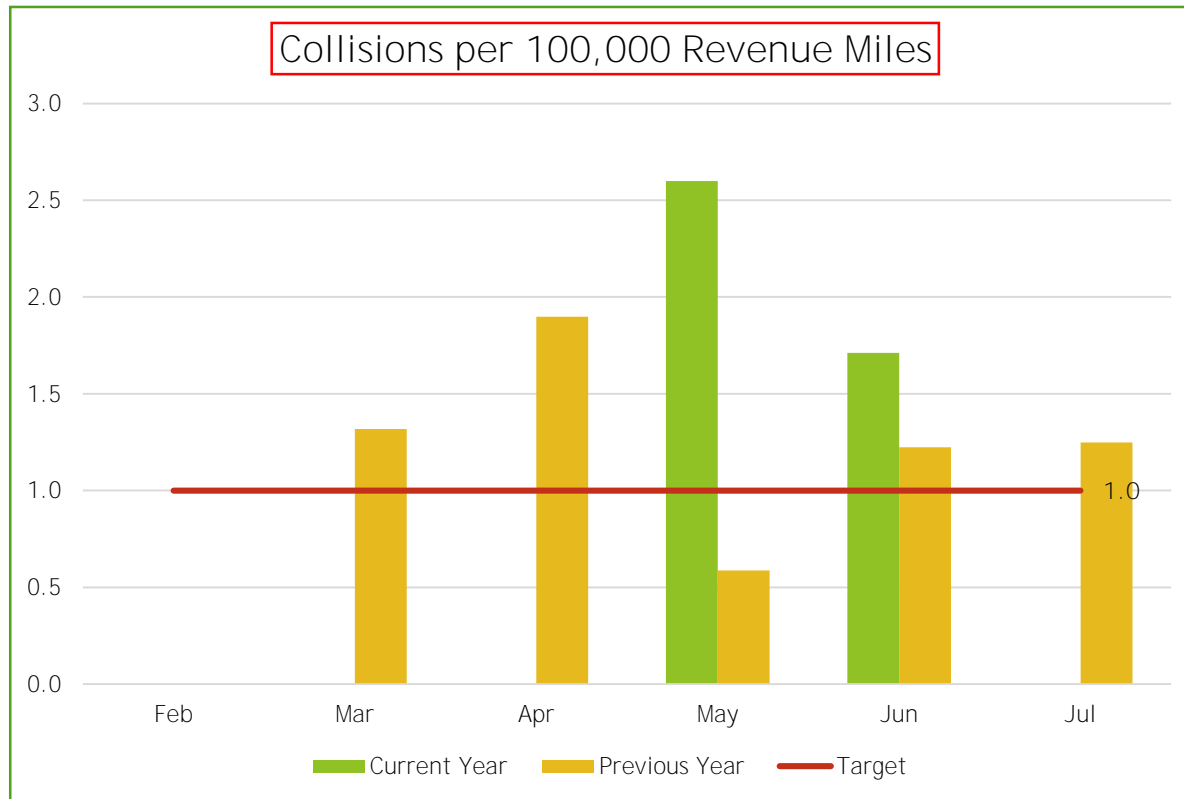
Mean Distance Between Failures

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



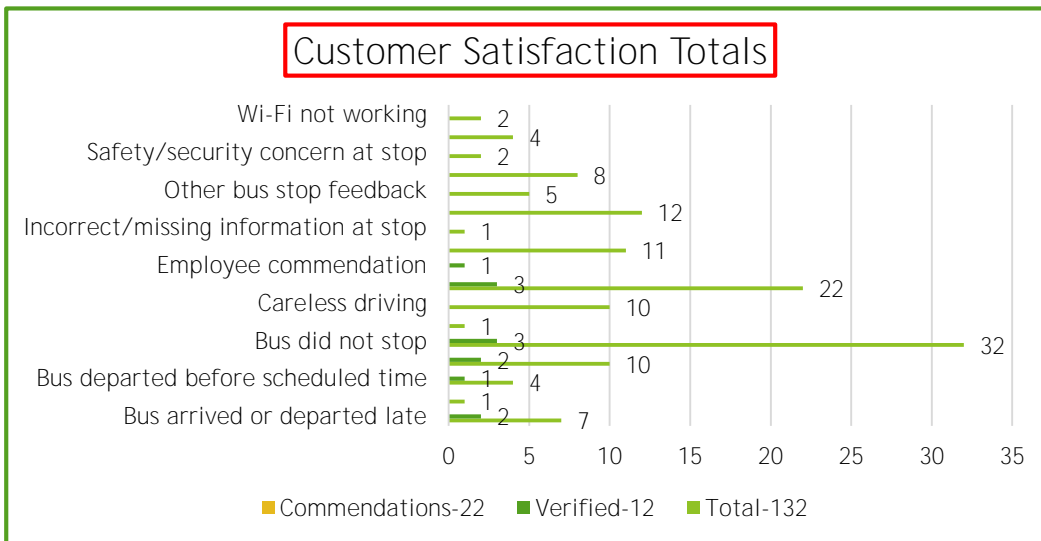
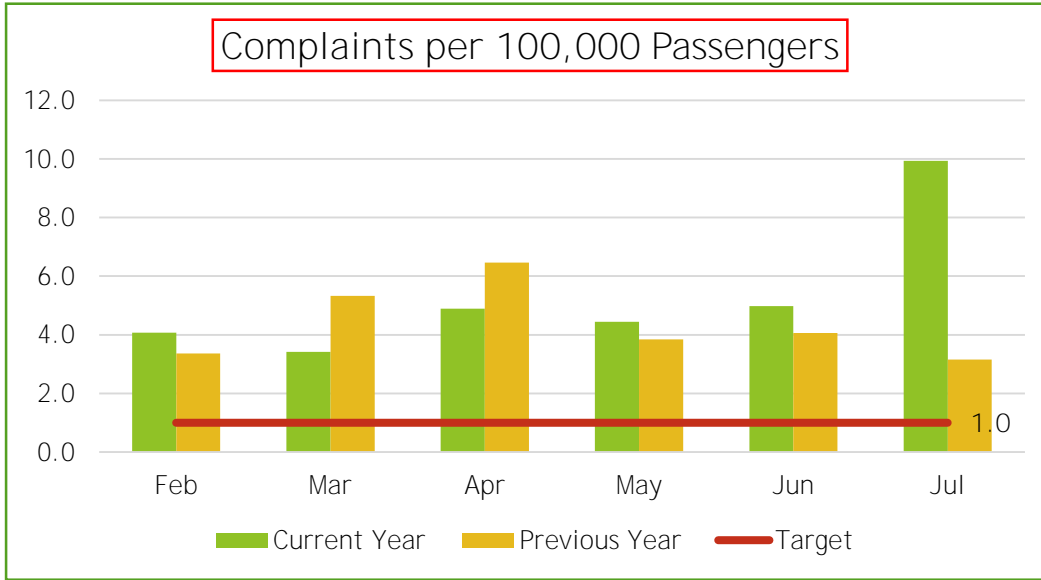
Collisions per 100,000 Revenue Miles

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



Customer Satisfaction

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





Paratransit

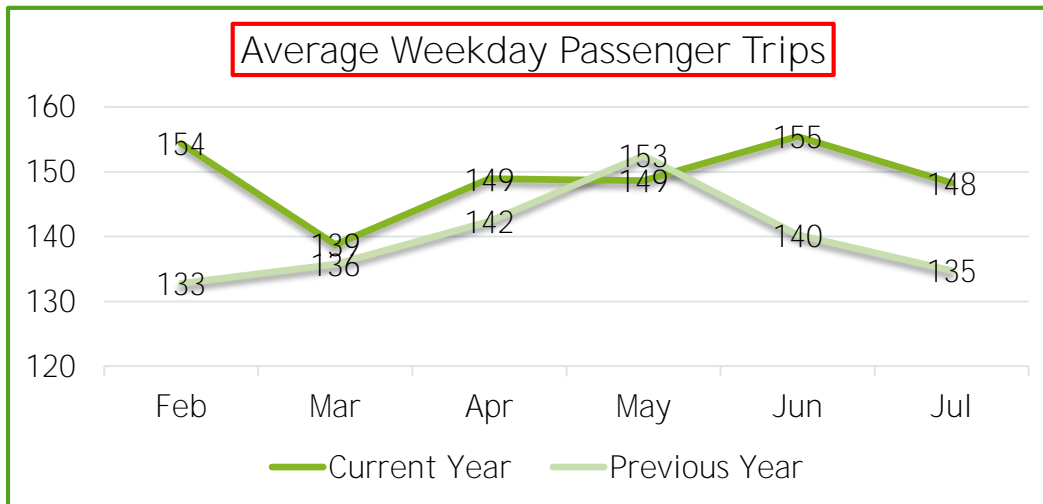
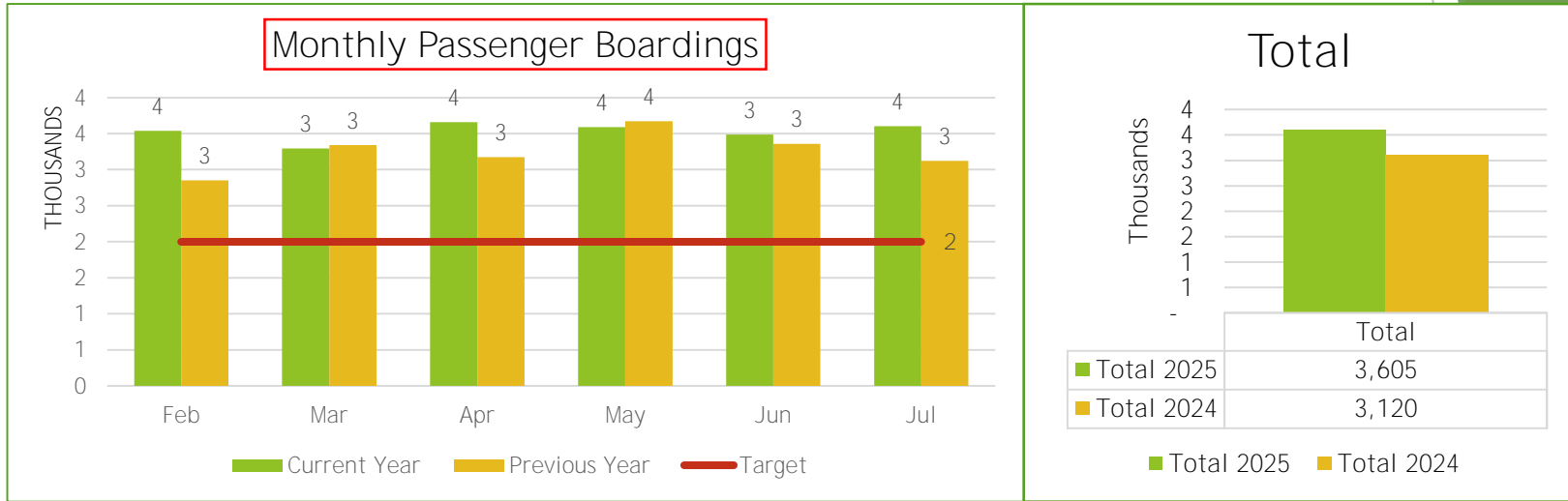
ADA service where passengers request trips and vehicles respond to the request.

Paratransit Year-to-Year Summary

	Jul 2024	Jul 2023	YTD 2025	YTD 2024
Passenger Boardings	3,605	3,120	3,605	3,120
Passengers/Revenue Hour	2.0	1.6	2.0	1.6
On-Time Performance	87.8%	91.3%	87.8%	91.3%
Total Mechanical Failures	1	2	1	2
Mean Distance Between Failures	No failures	No failures	No failures	No failures
ACCESS Total Miles	52,019	56,248	52,019	56,248
Collisions per 10,000 Revenue Miles	0.0	0.0	0.0	0.0
Verified Complaints per 1000 Passengers	0.0	0.6	0.0	0.6

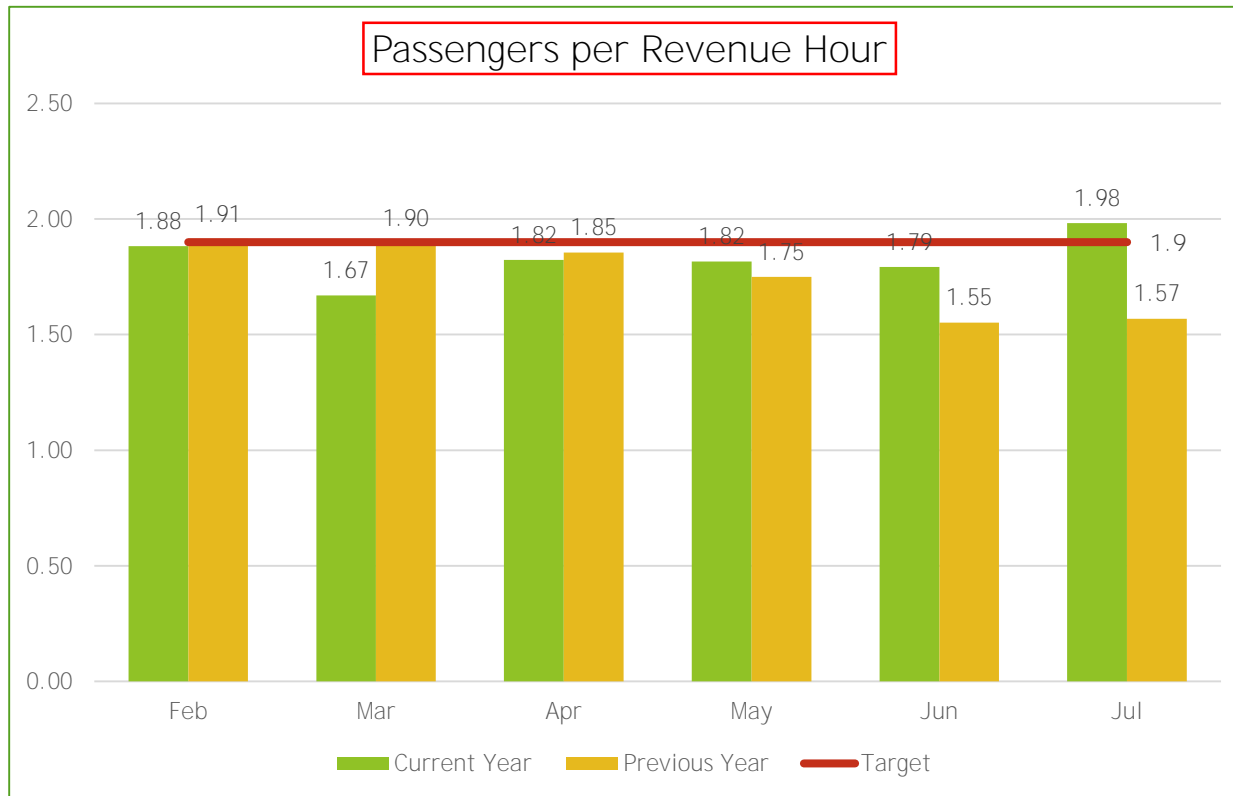
Passenger Boardings

Defined as the number of times passengers board public transportation vehicles



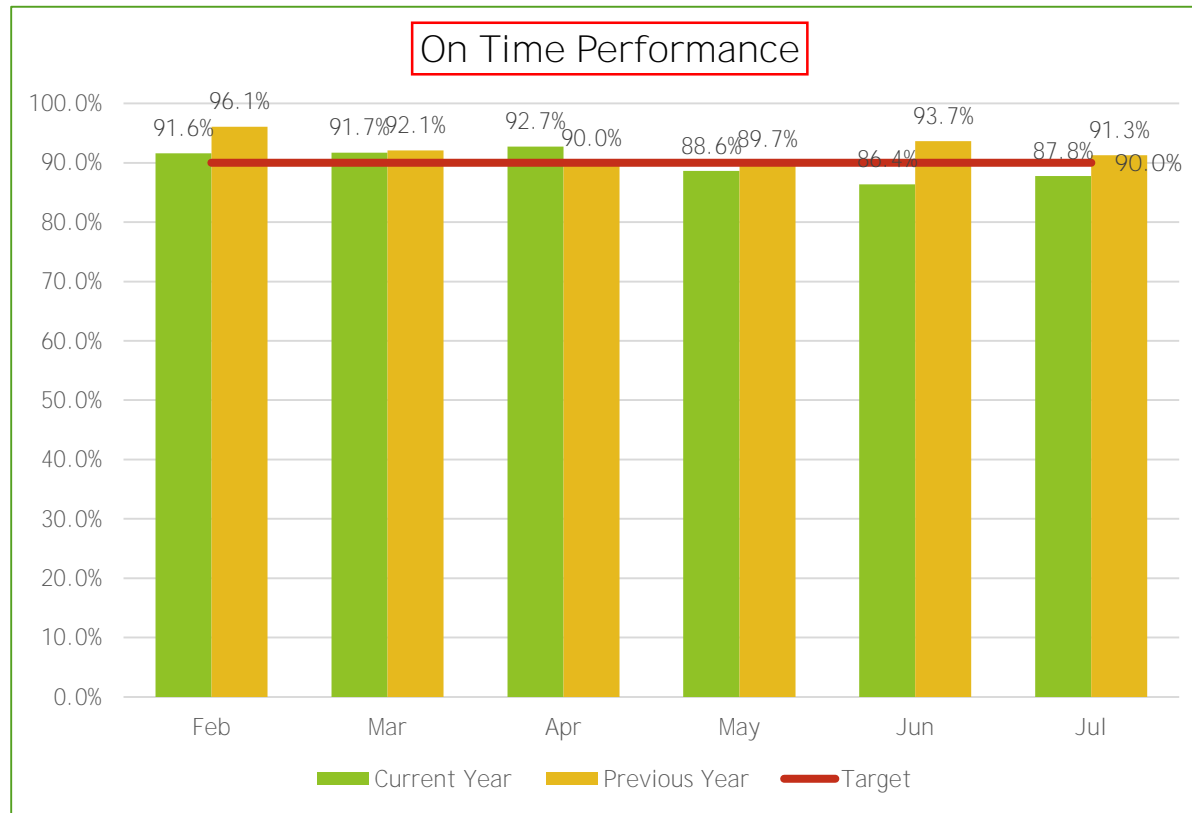
Passengers per Revenue Hour

Measures total ridership, divided by total service hours.



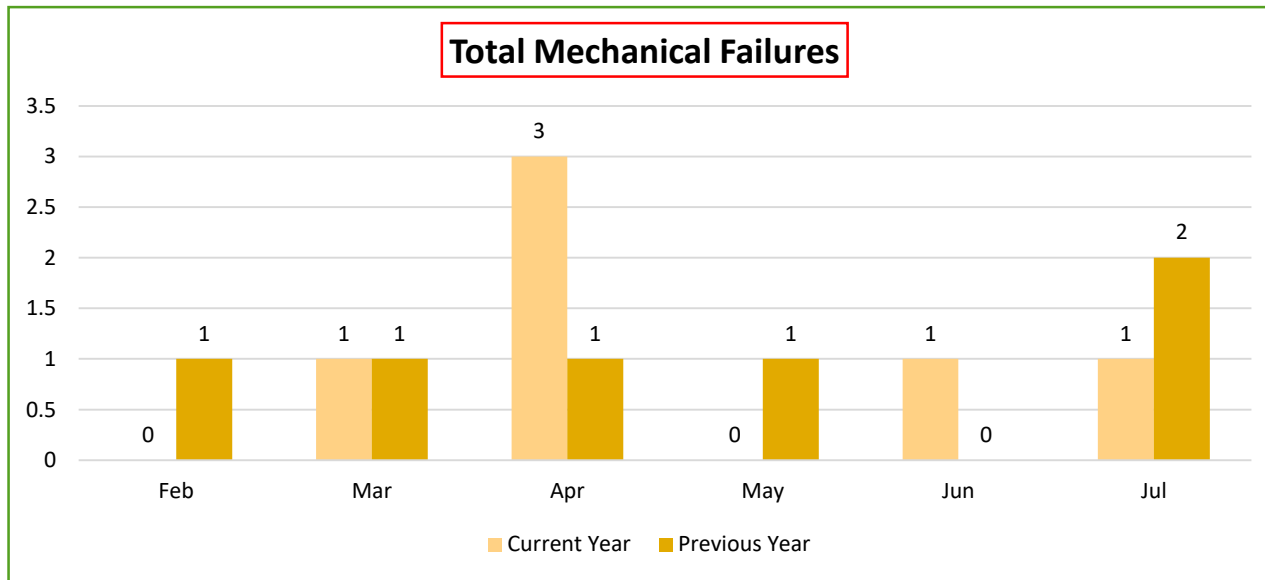
On-Time Performance

Define as being picked up between 15 minutes before and 15 minutes after requested pickup time.



Mechanical Failures

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

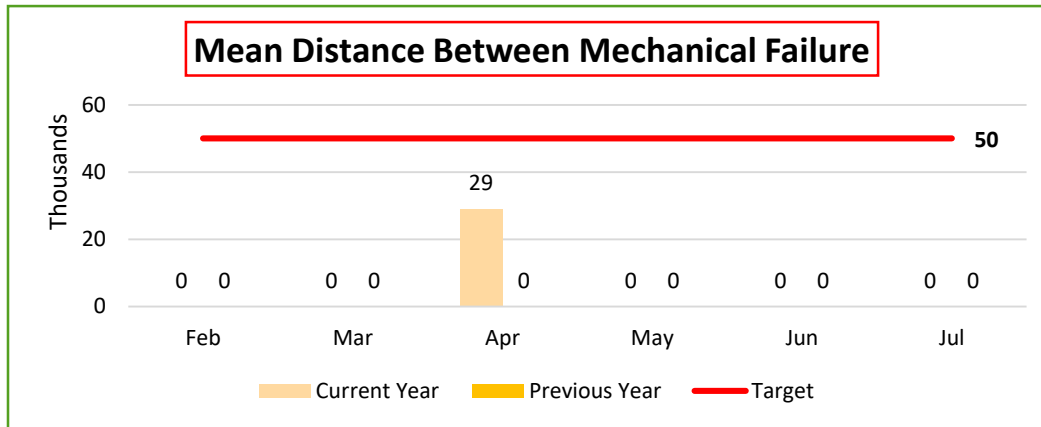


Current Year						
	Feb	Mar	Apr	May	Jun	Jul
Major	0	0	2	0	0	0
Other	0	1	1	0	1	1
Total	0	1	3	0	1	1

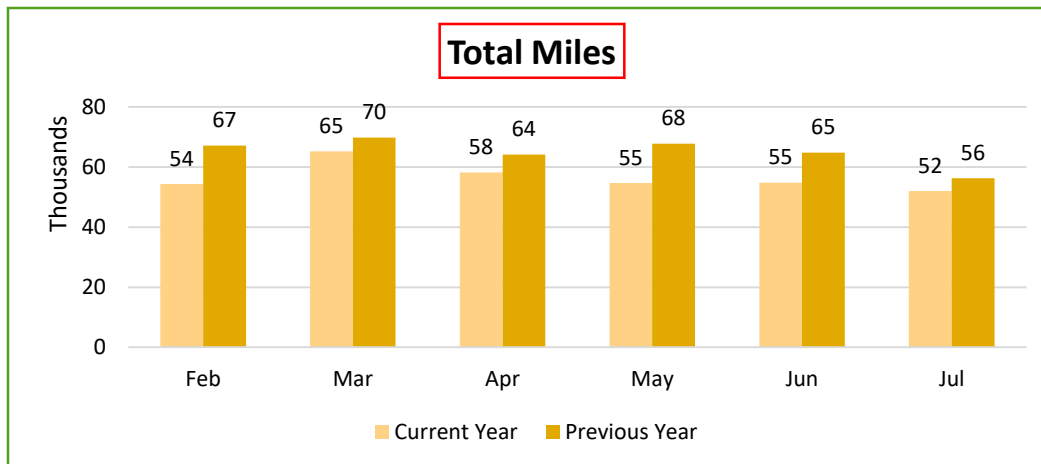
Previous Year						
	Feb	Mar	Apr	May	Jun	Jul
Major	0	0	0	0	0	0
Other	1	1	1	1	0	2
Total	1	1	1	1	0	2

Mean Distance Between Failures

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

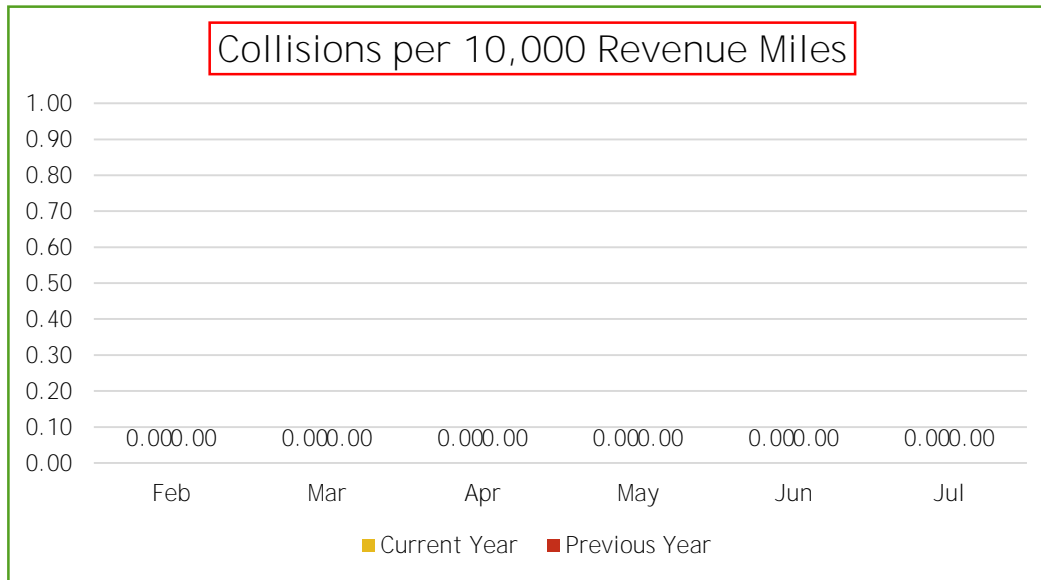


(0 indicates no mechanical failures for the month. There were no failures for July.)



Collisions per 10,000 Revenue Miles

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



Customer Satisfaction

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

