



GoTriangle
 Board of Trustees
 January 22, 2020
 12:00 pm-2:30 pm Eastern Time

I. Call to Order and Adoption of Agenda

(1 minute Michael Parker)

ACTION REQUESTED: Adopt agenda with any changes requested.

II. Recognition

- A. Introduction of New Hires
(1 minute Shelley Blake Curran)
- B. Announcement of Promotions
(1 minute Shelley Blake Curran)
- C. Presentation of Service Awards
(2 minutes Shelley Blake Curran)

III. Public Comment

(Michael Parker)

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

IV. Consent Agenda

(1 minute Michael Parker)

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

ACTION REQUESTED: Approve consent agenda.

- A. Minutes - December 18, 2019

V. Presentations

- A. **Audit Report**
(10 minutes Scott Duda, Cherry Bekaert)
- B. **Durham County Transit Plan Update**
(30 minutes Katharine Eggleston, Pat Young, Aaron Cain)
- C. **Wake Transit Vision Plan Update**
(10 minutes Bret Martin, CAMPO)
- D. **Transit Advisory Committee CY19 Report**
(10 minutes Jerome Brown, TAC Chairman)
- E. **Fare Free System**
(45 minutes Sandra Freeman, Precious Rogers)

VI. General Business Agenda

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

A. Items Removed from the Consent Agenda

(1 minute Michael Parker)

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

B. President and CEO Search Committee Report

(5 minutes Will Allen III)

VII. Other Business

A. Authorization to Contract for Design of 40 GoDurham Bus Stops

ACTION REQUESTED: Authorize the interim President/CEO to execute a task order for bus stop design services with Ramey Kemp and Associates for On-Call Architectural and Engineering Consultant Services for an amount not to exceed \$407,542.

B. President & CEO's Report

(5 minutes Shelley Blake Curran)

Contracts

Parental Leave Highlights

Capital Projects Status Report

C. Chair's Report

(5 minutes Michael Parker)

D. Board Member Reports

1. CAMPO Executive Board Representative

(5 minutes Will Allen III)

2. DCHC MPO Board Representative

(5 minutes Ellen Reckhow)

3. Regional Transportation Alliance (RTA) Rep.

(5 minutes Will Allen III)

4. NC Transportation Summit Report

(5 minutes Will Allen III)

VIII. Adjournment

(Michael Parker)

**GoTriangle Board of Trustees
Meeting Minutes
December 18, 2019**

Board Room, The Plaza, 4600 Emperor Blvd., Suite 100
Durham, NC

Board Members Present:

Will Allen III
Corey Branch
Sig Hutchinson
Wendy Jacobs (arr. 12:30 p.m.)

Vivian Jones
Valerie Jordan
Mark Marcoplos
Ellen Reckhow

Board Members Absent:

Michael Fox (excused)
Michael Parker, Chair (excused)
Jennifer Robinson (excused)

Steve Schewel (excused)
Nina Szlosberg-Landis (excused)

Vice Chair Sig Hutchinson officially called the meeting to order at 12:09 p.m.

II. Recognition

C. Oath of Office – Corey Branch

Wake Forest Mayor and Board member Vivian Jones administered the oath of office to Corey Branch, representative of the City of Raleigh.

I. Adoption of Agenda

Action: On motion by Allen and second by Reckhow the agenda was adopted. The motion was carried unanimously.

II. Recognition

A. Introduction of New Hires

President and CEO Curran announced the hiring of: Sharon Chavis, Program Coordinator and James Bordeaux, Talent & Development Manager.

B. Announcement of Promotions

Curran announced employee promotions:

- Miguel Benitez - Bus Operator II to Bus Operator III
- Felecia Martin - Bus Operator II to Bus Operator III

III. Public Hearing

Vice Chair Hutchinson opened the public hearing on the FY19 Section 5307 Program of Projects and Schedule at 12:13 p.m. There being no comments, the hearing was closed.

IV. Public Comment

No comments.

V. Consent Agenda

Action: On motion by Jones and second by Allen the consent agenda was approved. The motion was carried unanimously.

The following consent agenda items were approved:

- November 20, 2019 – Regular Session Minutes;
- By-laws amendment;
- Unsealing closed session minutes;
- Adoption of Resolution 2019 0004 *Resolution of the GoTriangle Board of Trustees Approving Final Section 5307 Program of Projects for FY 2019* ; and
- Adoption of Resolution 2019 0005 *Resolution of the GoTriangle Board of Trustees Authorizing the Filing of Applications with the USDOT and the NCDOT for Grants Authorized by 49 USC Chapter 53, US Code of the Federal Transit Act, As Amended (2010-06-21/R-) and Article 2B of Chapter 136 of the North Carolina General Statutes.*

VI. Presentations**A. Orange County Transit Plan Update**

Travis Myren's presentation is attached and hereby made a part of these minutes.

B. DBE – MBE – WBE Update

Sylvester Goodwin's presentation is attached and hereby made a part of these minutes.

Jacobs arrived.

The Board discussed its desire to see a higher goal for DBE and that staff begin tracking MBE and WBE participation.

VII. General Business Agenda**A. Items Removed from Consent Agenda**

None.

B. Operations & Finance Committee Report

Sig Hutchinson reported that staff presented the Comprehensive Annual Financial Report (CAFR) and GoTriangle's auditor will present to the full Board in January.

1. Transit Vehicle Purchase Authorization

Action: On motion by Allen and second by Reckhow the Board authorized the interim president and CEO to execute a contract for the purchase of six (6) low floor diesel Gillig buses from Gillig Corporation for fixed route service with a maximum dollar amount of \$3,283,236. The motion was carried unanimously.

C. Amendment to the HR&A Contract (RUS Bus)

President/CEO Curran requested an amendment to the HR&A contract so they can continue to help negotiate development agreements with Hoffman and Associates for RUS Bus.

Action: On motion by Reckhow and second by Marcoplos the Board voted to authorize an amendment to the HR&A contract to increase the project budget up to an additional \$135,000. The motion was carried unanimously.

D. President and CEO Search Committee Report

Will Allen reported on behalf of the Committee that our search firm, KL2, reports over 30 resumes were received for the position, with 12 meeting all or substantially all of the qualifications. KL2 is in the process of screening the applicants. The Committee will meet January 2nd to select a finalists for interviews, which will be scheduled for January 28-29th.

VIII. 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.

Curran highlighted the following items:

- The Finance team is preparing for a presentation on going fare free.
- Staff is developing a maternity/paternity policy.
- Staff is seeking a consultant to help develop a strategic engagement plan that can be tailored to specific projects.
- Conversations have begun with Hoffman & Associates on the development agreements for RUS Bus.

1. Capital Projects Status Report

Katharine Eggleston's presentation and status report and are attached and hereby made a part of these minutes.

2. Wake Transit Update

Steven Schlossberg reported that the City of Raleigh has issued a RFQ to advance New Bern Avenue BRT. Raleigh and Cary are coordinating their studies on the Western Boulevard Corridor Study and the downtown multi-

modal transit facility, respectively, to deliver a joint LPA recommendation for Western Boulevard BRT in March. Raleigh hopes to kick off in early 2020 the South BRT corridor study. Schlossberg stated that the regional technology integration study currently is winding down. CAMPO staff will be presenting the Wake Transit Vision Plan next month.

3. Communications Update

Mike Charbonneau informed Board members of a media event to unveil the new electric buses on January 7th at Raleigh Union Station. He stated that in 2020 staff will be revamping the GoPass program make it more consistent, developing an employer toolkit for TDM and continuing the “Your Better Way to Go” ridership campaign. He added that there will be marketing and educational efforts aimed towards mobile ticketing.

B. General Counsel’s Report

General Counsel Tom Henry noted the following items:

- Legal is involved in negotiations for the RUS Bus development.
- GoTriangle is awaiting a response from the Board Chair’s letter requesting additional time to pay back the Federal interest on several properties in Durham and Wake counties.
- Legal is helping craft a multi-partner MOU for the commuter rail project.
- Legal responded to a request from Norfolk Southern about GoTriangle’s legal authority to enter into agreements. NS has now asked us to provide a formal legal opinion regarding our indemnity ability.
- Participated with other Plaza Building staff in a shadowing experience of staff at the BOMF.

C. Vice Chair’s Report

No report.

D. Board Member Reports

1. CAMPO Executive Board Representative

No report.

2. DCHC MPO Board Representative

Reckhow reported that the board received an update from TJCOG on the TDM plan and delayed adoption for additional work on it. She also stated that staff presented financials for Orange and Durham County transit projects.

3. Regional Transportation Alliance (RTA) Representative

No report.

IX. Adjournment

Action: On motion by Branch the meeting was adjourned at 2:16 p.m.

Michael Parker, Chair

Attest:

Michelle C. Dawson, CMC
Clerk to the Board

Draft

GoTriangle

Presentation by

Scott Duda, CPA
Partner

Cherry Bekaert LLP



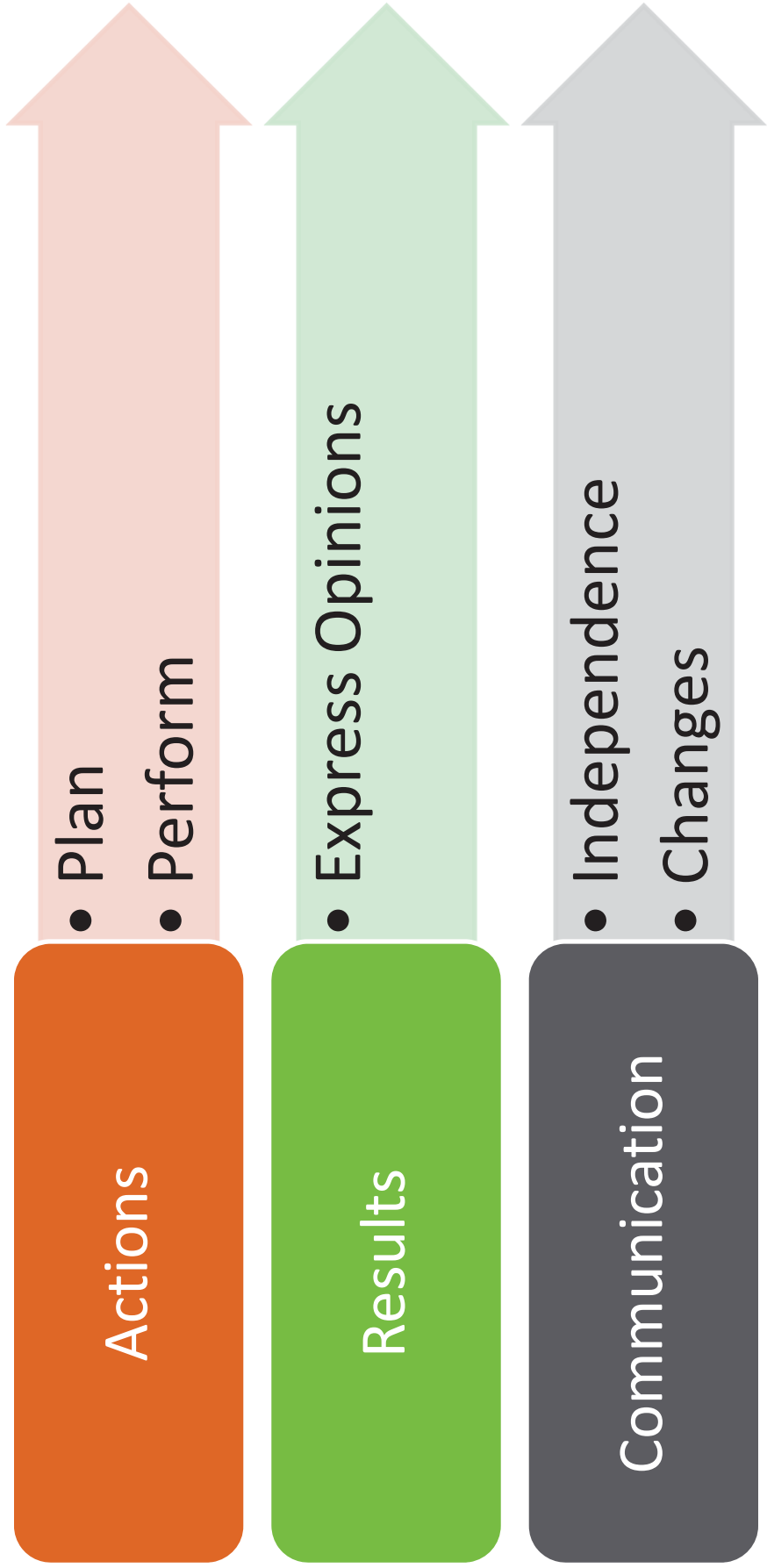
Agenda

Role of the
External
Auditor

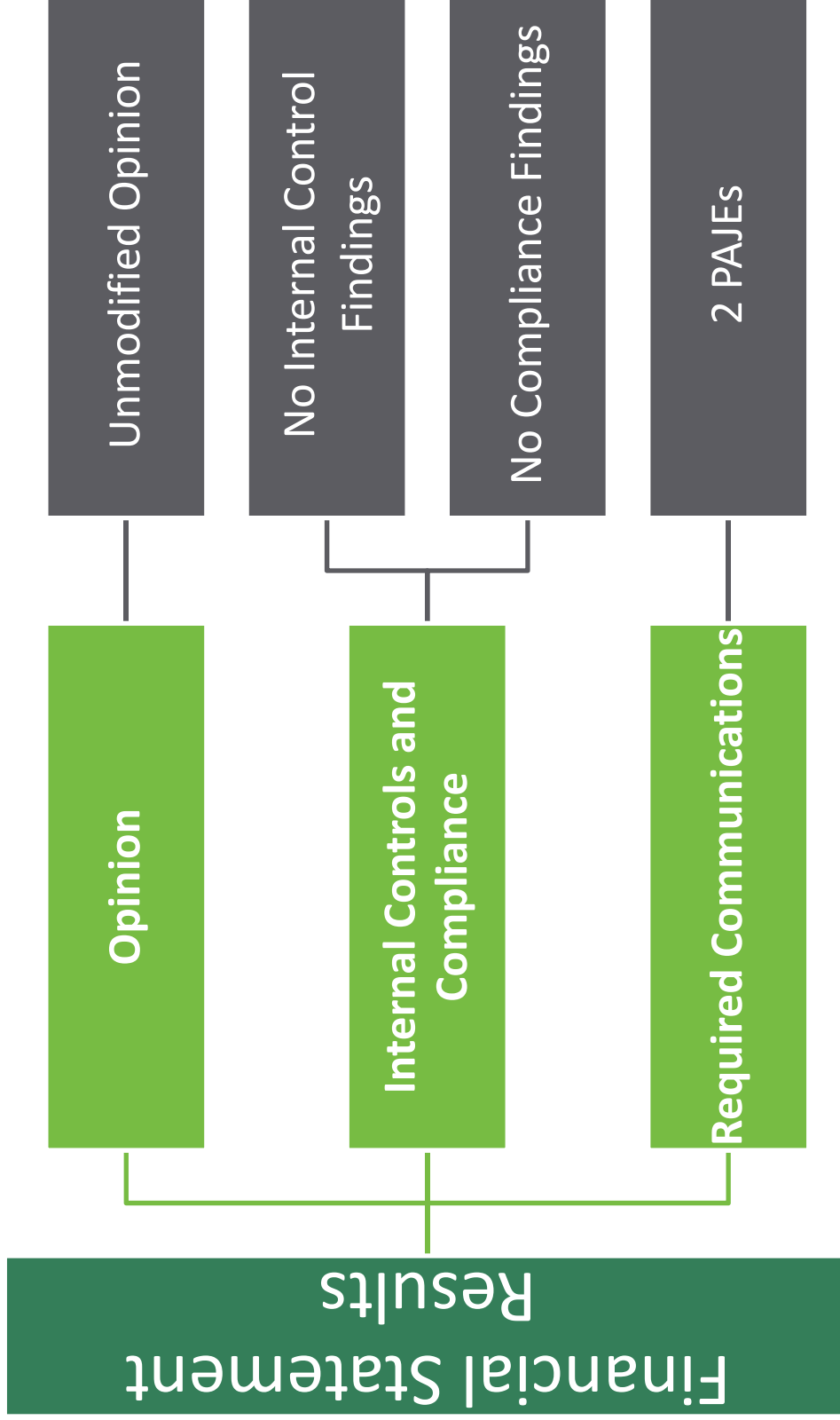
Key
Highlights

Summary

Role of the External Auditor



Key Highlights



Key Highlights

Internal Controls and Compliance – Single Audit

Federal Major Programs

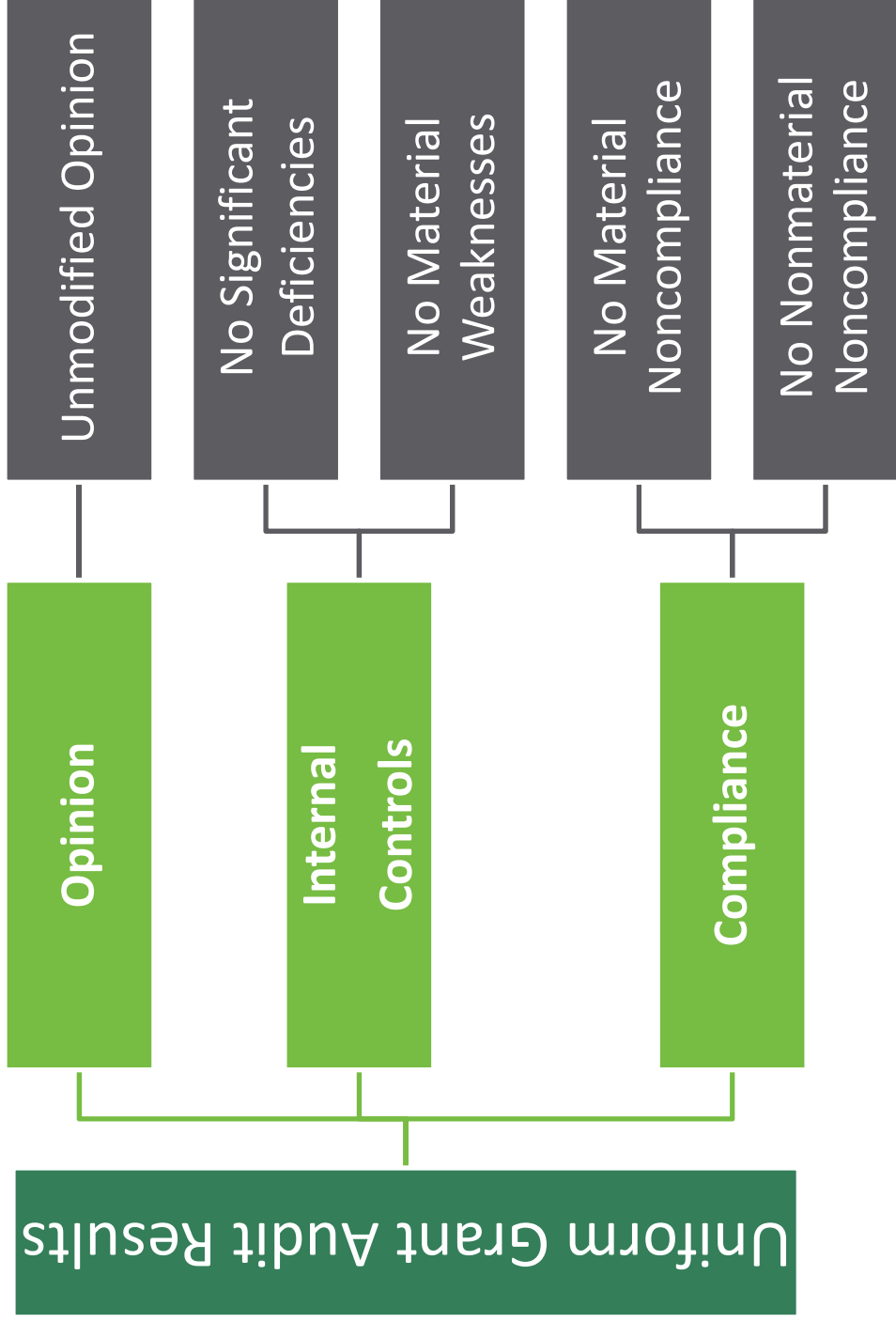
- **Federal Transit Cluster**

State Major Programs

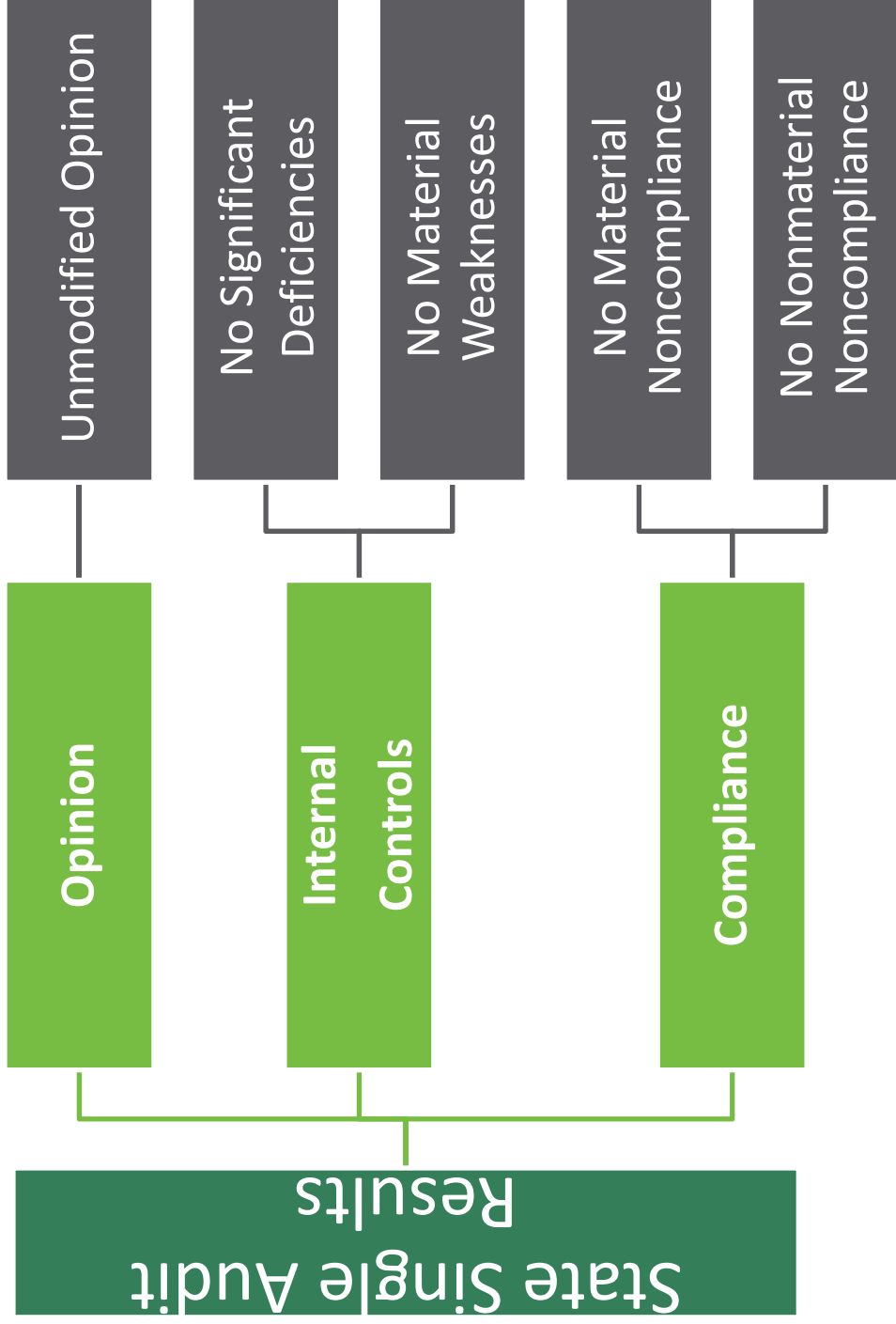
- **State Maintenance Assistance Program**
- **Transit Development Program**

Administrative Controls
Monitoring Reports
Compliance Matrix
Compliance Testing

Key Highlights



Key Highlights



Key Highlights

Significant Audit Areas

Assets

- Cash & Investments
- Accounts Receivable & Revenue
- Capital Assets

Liabilities

- Payroll & Compensated Absences
- OPEB

Other Areas

- Single Audit
- Net Position
- Legal
- Related Parties
- Estimates
- Compliance

Findings and Adjustment Details

Passed Adjustments

Entry to correct allocation of OPEB expense between Ridesharing and Bus fund.

Entry to correct overstatement of revenue recognition in prior year for revenue related to current year.

Reporting

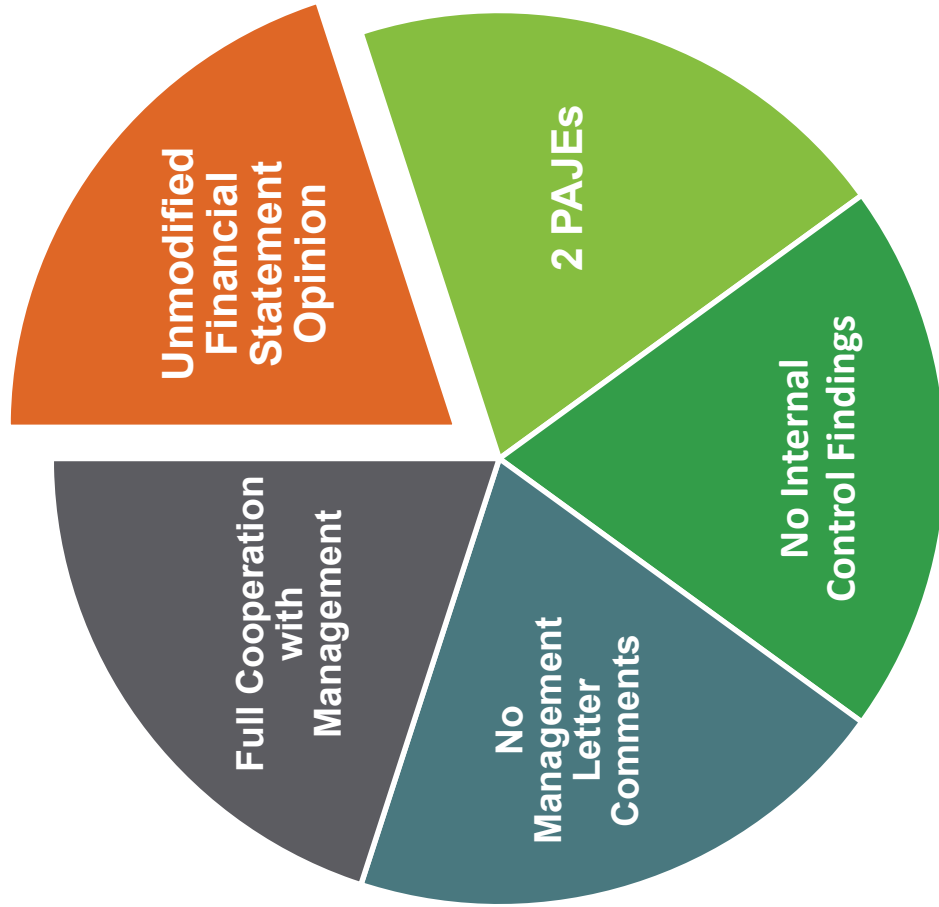
LGC Submission Date

- 10/30/2019

GFOA Certification

- Received for 24 consecutive years

Summary



Thank You

Scott Duda | Partner

sduda@cbh.com | 919.782.1040 | cbh.com

Cherry Bekaert LLP

MEMORANDUM

TO: GoTriangle Board of Trustees
FROM: Capital Development
DATE: January 12, 2020
SUBJECT: Durham County Transit Plan Update

Strategic Objective or Initiative Supported

1.2 Pursue service improvements and expansion opportunities

Action Requested

None

Background and Purpose

The Durham Transit Team is the staff working group advancing the update to the Durham County Transit Plan. This team includes staff from GoTriangle, Durham County, DCHC-MPO, City of Durham, and TJCOG.

In November, the Durham Transit Team presented existing conditions and pipeline project data to provide background context for future phases of the Durham County Transit Plan.

This January update provides information on upcoming planning decisions that will affect the development and priorities of the Durham County Transit Plan. Considerations of amendments to the FY20 Transit Work Plan, SPOT 6.0 process and the next steps for the Greater Triangle Commuter Rail study are upcoming decision points that will affect the progression of the new Durham County Transit Plan.

The Transit Work Plan is adopted annually as part of the GoTriangle budget process because GoTriangle, by state statute, has budget authority over the funding for the Durham Transit Tax District. The Staff Working Group (SWG), made up of staff from GoTriangle, the DCHC MPO, and Durham County, review and recommend the Annual Transit Work Plan to the GoTriangle Board of Trustees. The GoTriangle Board of Trustees approved the FY20 Annual Transit Work Plan as part of their budget adoption in June 2020. During the fiscal year agencies that receive funding may request an amendment to the Annual Transit Work Plan. An upcoming set of amendments to the FY20 Annual Transit Work Plan will be submitted in January 2020, reviewed by the SWG in early February 2020, and sent to the GoTriangle Board of Trustees for its consideration on February 26, 2020.

The Strategic Prioritization of Transportation (SPOT) process is used to systematically evaluate six modes of transportation (highway, ferry, rail, public transportation, bicycle & pedestrian, and aviation) use a data-driven approach for ranking projects in an area. SPOT is based on an analysis of existing and future conditions, the benefits the project is expected to provide, and how the project fits in with local priorities. SPOT serves as input to the Draft State Transportation Improvement Program (STIP). In the fall 2017, the DCHC MPO submitted 24 new Highway projects, 23 new Bicycle and Pedestrian Projects, 21 new Public Transit projects, and 11 new Rail projects for evaluation for SPOT 5.0. Recently, the DCHC MPO board held a public hearing on the draft FY20-29 TIP on December 11, 2019. A final list for SPOT 6.0 projects will go to the MPO Board for approval in April 2020.

The Greater Triangle Commuter Rail Study is underway to analyze the impact and feasibility of commuter rail transit in Durham, Wake and Orange and Johnston Counties. This is a preliminary study which will help inform the affected jurisdictions on whether they will pursue and invest in more detailed analyses. The results of this study will be presented to the local jurisdictions in the coming months, with intent to receive feedback on whether or not to pursue further study.

Financial Impact

None

Attachments

- None

Staff Contact

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Wake County Transit Plan Update

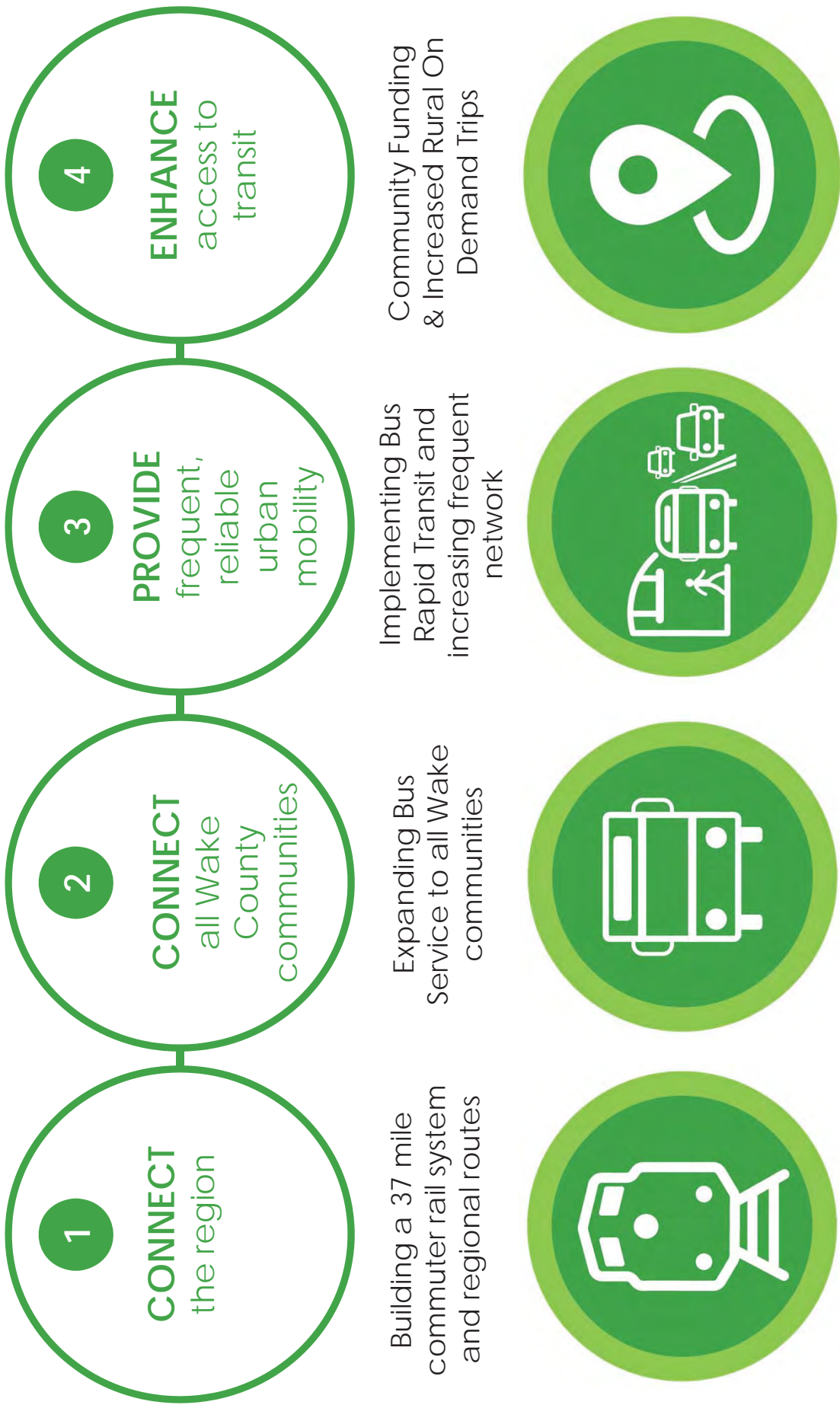
GOTRIANGLE BOARD OF TRUSTEES

January 22, 2020

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

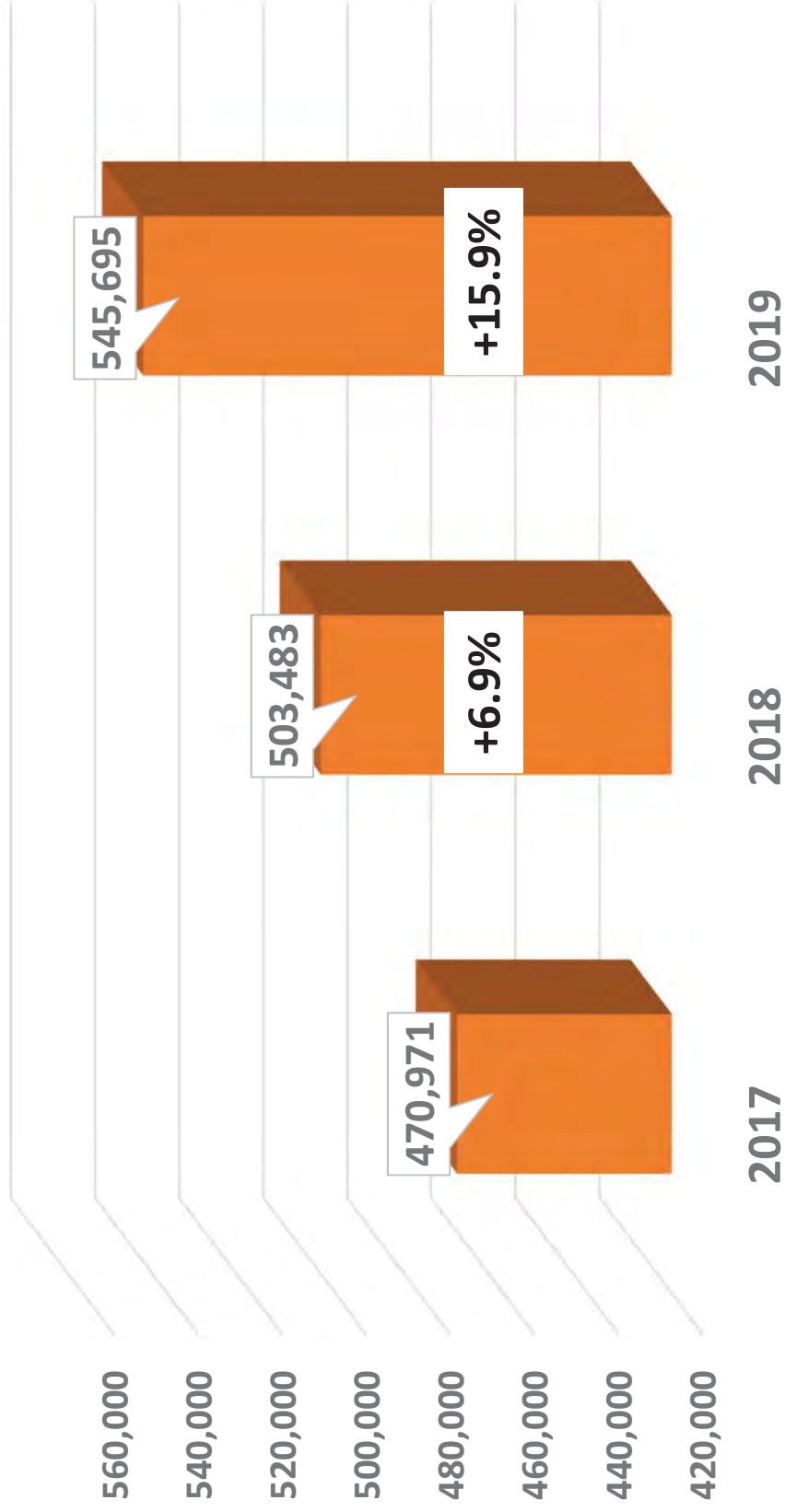
Wake Transit Plan: Four Big Moves

In November 2016, Wake County voters approved a transit-dedicated half-cent sales tax investment.



2017-2019 Service Expansion

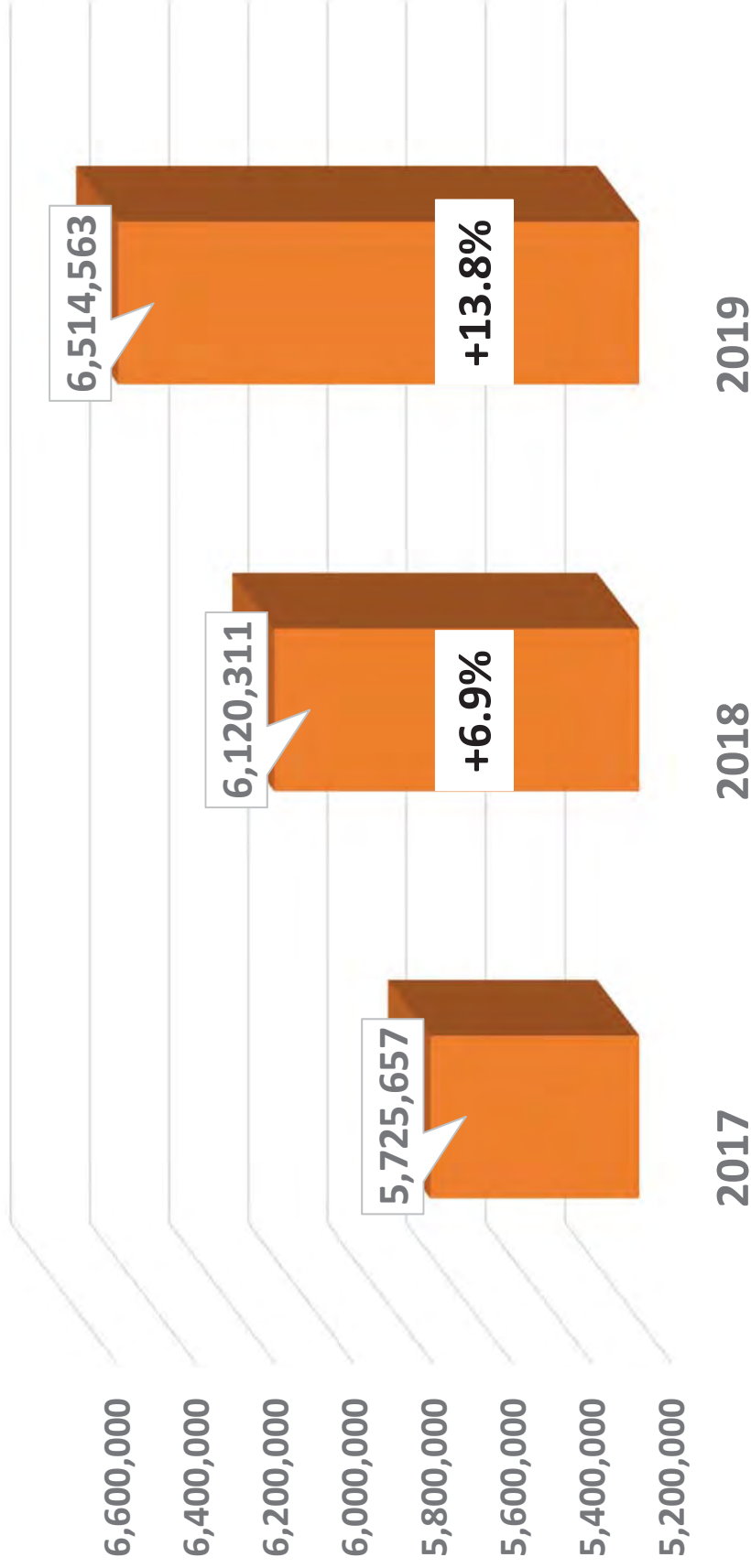
Wake Service Hours (Cumulative - All Systems)



GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

2017-2019 Ridership Growth

Wake Ridership Growth (Cumulative - All Systems)



GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

Icons: Train, Bus, Light Rail

Why Update Now?

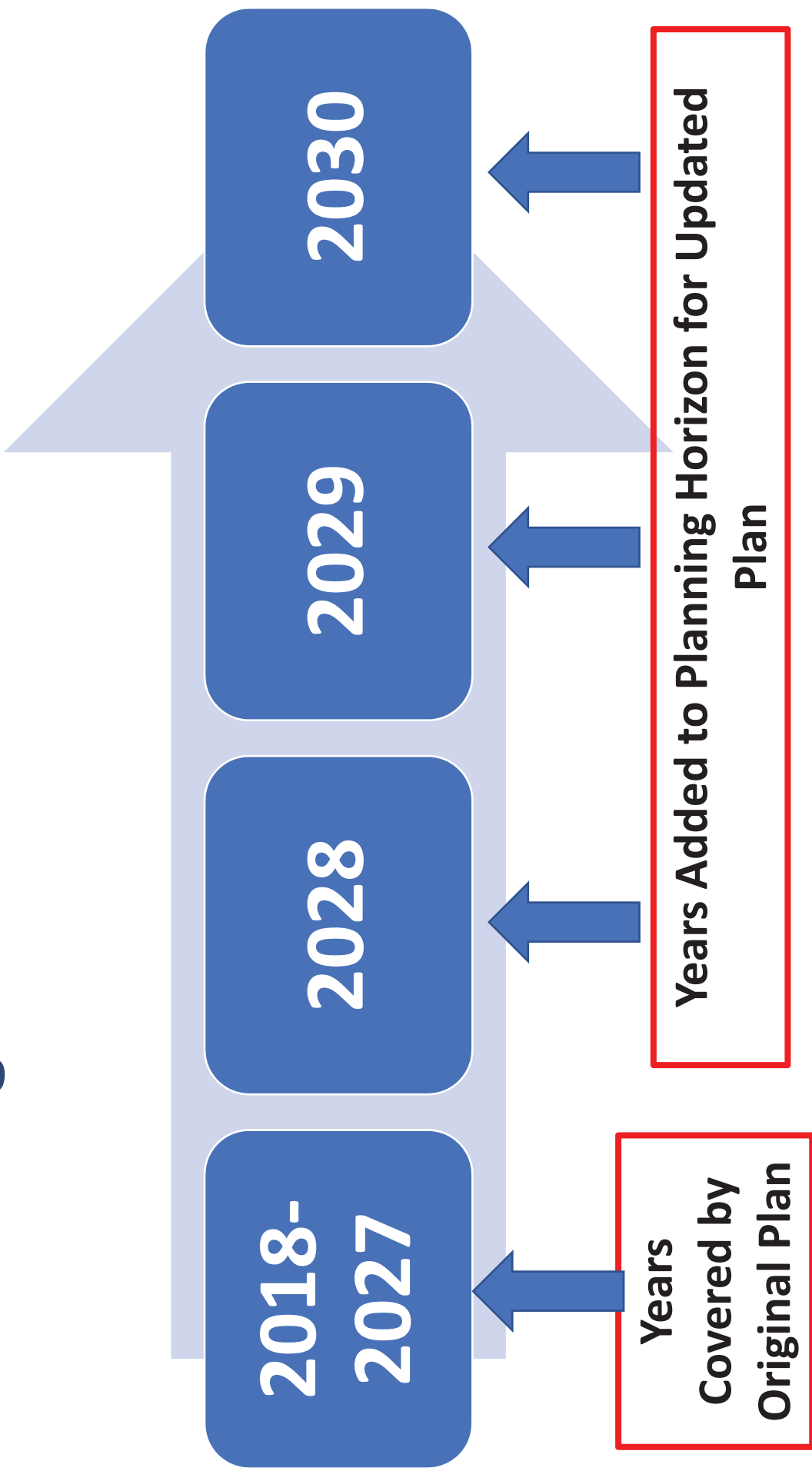
- **Better Information on Major Capital Investments**
- **10-Year Plan Requires More Frequent Extension of Planning Horizon**
- **Better Sync Transit Plan with Regional Multimodal Metropolitan Transportation Planning Process**
- **Discuss Community Priorities to Extend Investment Focus for 2027-2030**



WAKE COUNTY

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

Extending the Wake Transit Plan Horizon

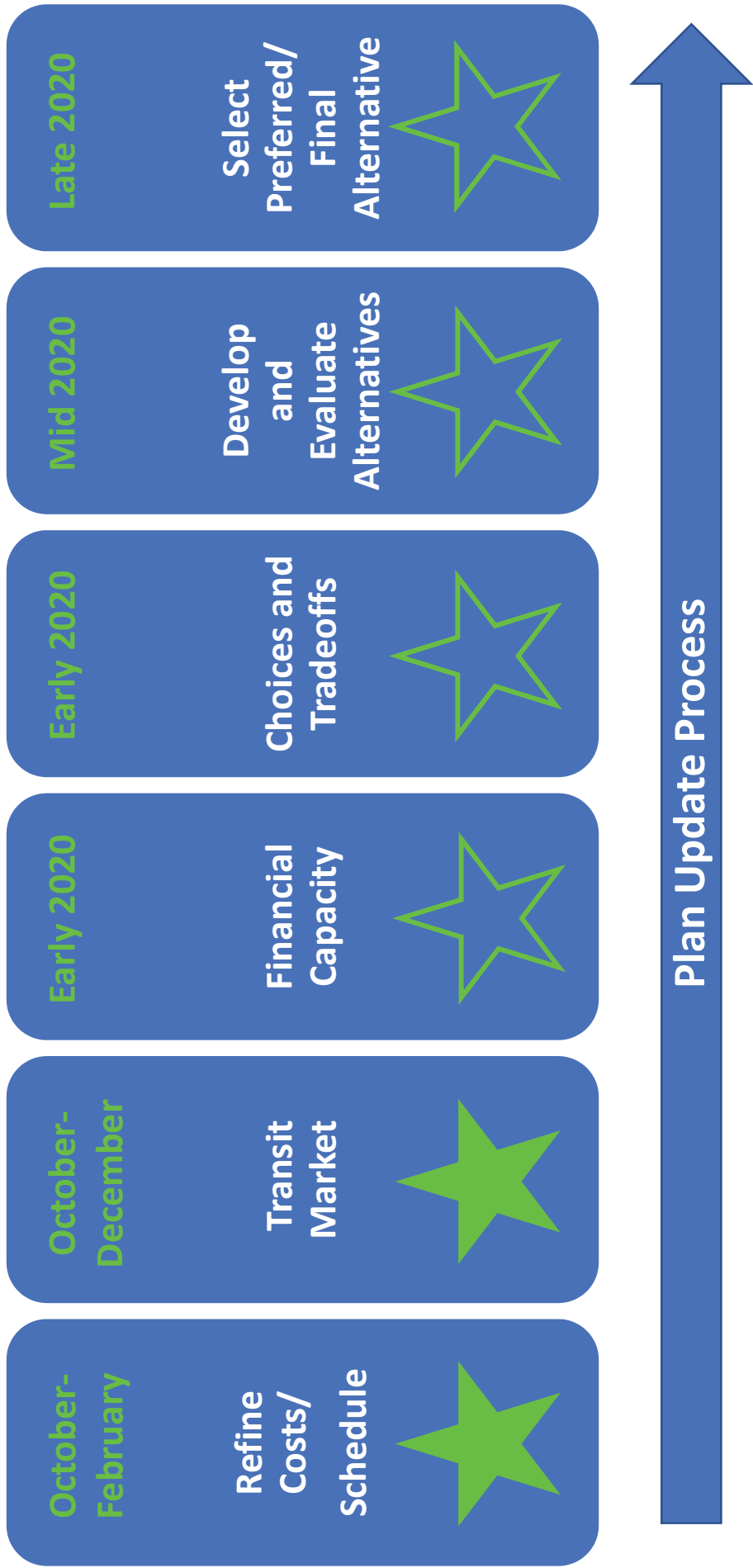


Three More Years of Investment

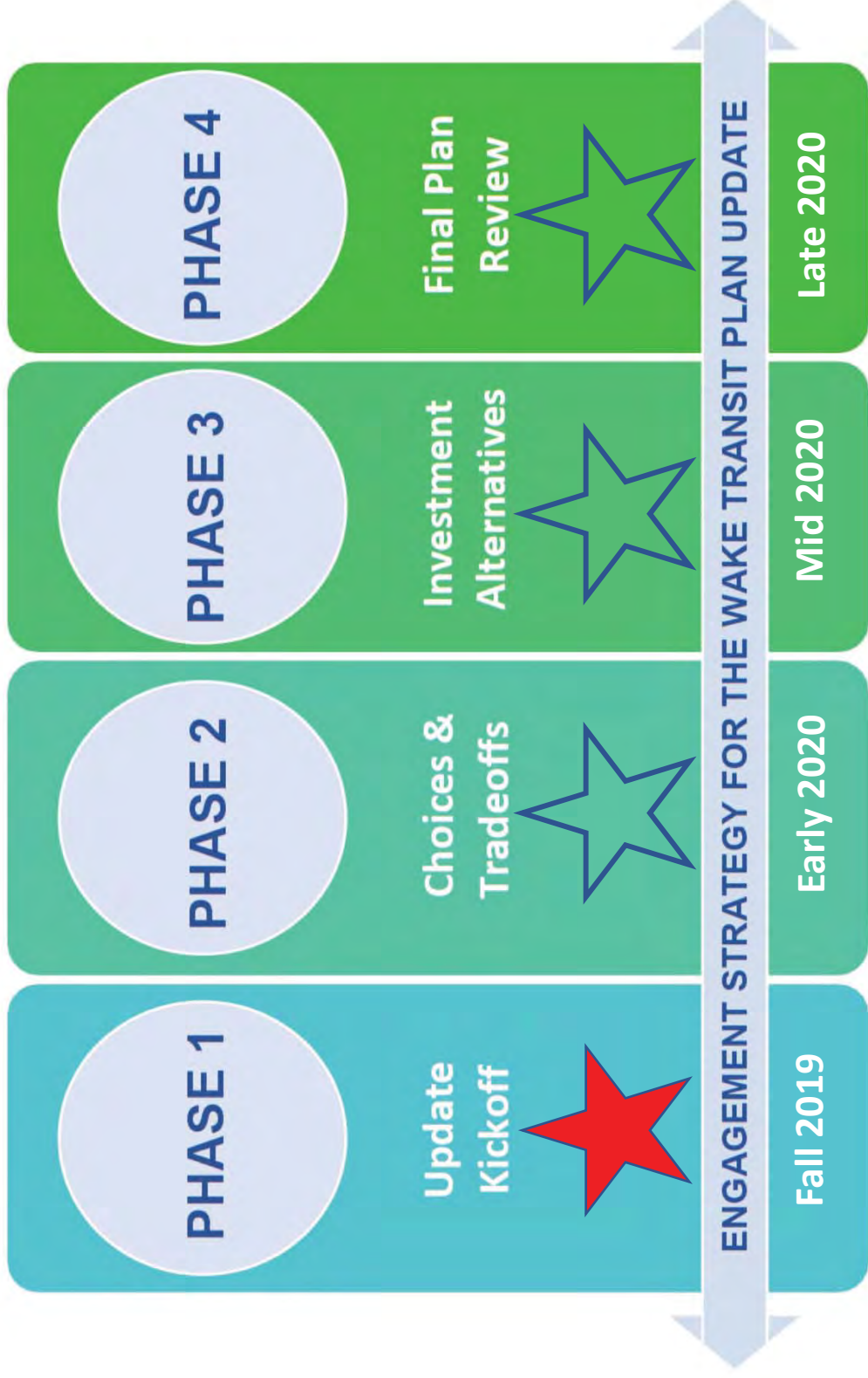


GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

How We Get There



How We Get There With Engagement



Major Capital Cost/Schedule Feasibility Findings

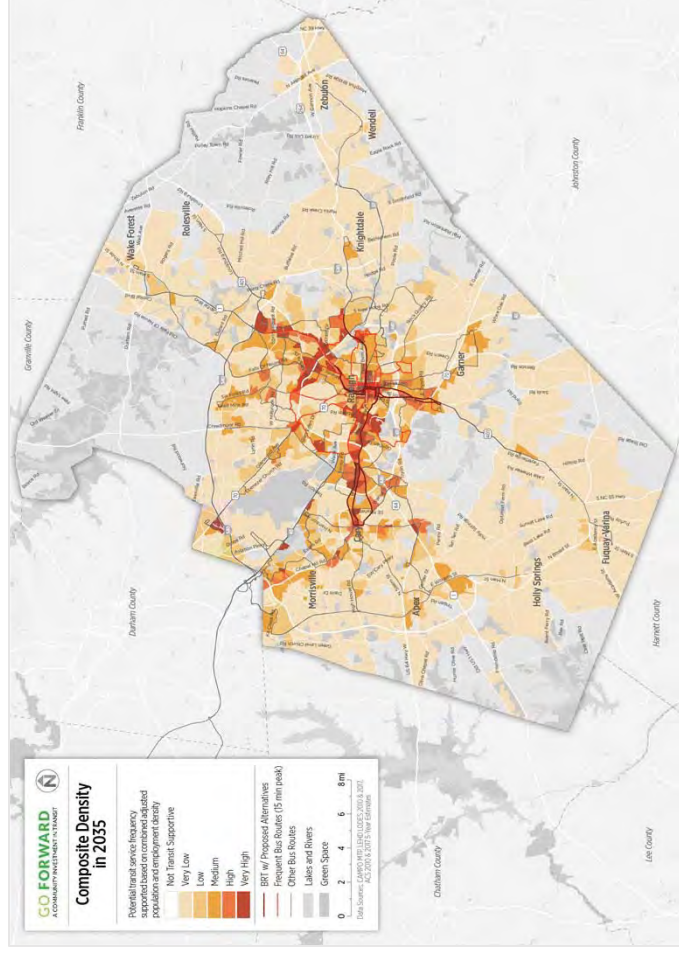


- **BRT Project Schedules Slightly Elongated Compared to Previous Assumptions But Still Deliverable By 2027**
- **BRT Cost Assumptions Changed from Original Plan But Can Still Currently be Accommodated by Financial Model**
- **Delivery of CRT Project Assumed to Conclude in FY 29 – Moved from FY 27**
- **Wake Share of Assumed CRT Cost Updated (Still Currently in Review)**

Market Reassessment Findings

Areas Projected to Be Ripe for Consideration of Higher Capacity Transit Investment:

- North Raleigh and Along I-440
- Along U.S. Route 1 Between Raleigh and Apex
- Along I-40 Between Raleigh and RTP
- North of RDU/Brier Creek



WAKE COUNTY

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

Questions?



TRANSIT ADVISORY COMMITTEE
2019 END OF YEAR BOARD REPORT

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INTRODUCTION

On February 19, 2016, a group of concerned citizens from Southeast Raleigh met at Richard B. Harrison Library to discuss the pending Transit Referendum. The group, which became the United Wake Transit Committee, was comprised of collaborating citizens, representing eight community organizations and activists concerned about the Wake Transit Plan and its potential impact on Wake County and the surrounding region.

During the ensuing months, the United Wake Transit Committee held a Town Hall Listening and Validation Community Meeting. In addition to the Town Hall, Chairperson Jerome Brown spoke at a Joint CAMPO and Go Triangle Public Hearing. In June 2016, the Wake County Board of Commissioners held a public hearing. Chairman Brown also presented at that hearing. During the preceding months, the United Wake Transit Committee had presented to the Wake County Commissioners in June 2016. The following issues were presented during that meeting:

1. Creation of a mechanism that will provide a path for citizens' review of the Transportation Planning Advisory Committee (TPAC)
2. Representation on decision-making boards
 - a. Inclusion is important
 - b. A diverse representation with grassroots input
 - c. Transparency and open communication for successful process
3. Citizen involvement in project planning and implementation
 - a. Formal engagement of the public
 - b. Development of a citizen-based steering committee to provide input in a timely manner so as not to delay projects
4. The issue of governance and access to County Commissioners
 - a. Needed to be better explained
 - b. Needed a "real" people approach with those familiar with and who have relatable life experiences, i.e. riding on buses, etc.
 - c. Needed open communication to help in problem-solving process

Following meetings with the Wake County Manager, representatives from his staff, GO Triangle representatives, and CAMPO representatives, the committee chairperson, Jerome Brown, presented five (5) vital interest areas for consideration. The initial 5 points of interest for Southeast Raleigh included the following:

1. Economic development commitment
2. Housing commitment
3. Representation on decision-making boards
4. Displacement issues commitment
5. Quality of life issues commitment

The United Wake Transit Committee realized that the initial organizational structure proposed by GO Triangle did not have a citizen-empowered link that would allow ongoing input into the Transit Planning discussion and implementation. Continued support of the Wake Transit Plan relied on this area being addressed.

The efforts taken on by the United Wake Transit Committee led to the adoption of Operating and Protocol Guidelines for the Transit Advisory Committee. They were adopted on October 30, 2017, and amended on March 28, 2018. On October 13, 2018, the TAC members elected Jerome Brown, Wake County, chairperson; Nick Norboge, Durham County, vice-chairperson; and Gabe Talton, Wake County, secretary. The TAC officially began meeting on January 10, 2019, at the Regional Transit Center, 901 Slater Road, Durham, NC. Subsequent meetings were held on February 20, March 20, April 17, June 19, June 26, September 25, November 13, and December 11, 2019.

The TAC has been able to develop three (3) subcommittees based on interest areas:

1. Bus Rapid Transit (BRT)
2. Advancing Equity Through Transit
3. Systems Integration and Information Coordination

Each subcommittee coordinator has been able to arrange meetings as the focus for each sharpens and researches each subject area. A fourth subcommittee on Operations has not yet been able to meet. Three subcommittee summaries are included in this end-of-year report.

Following the conclusion of the first year of the Transit Advisory Committee, the first year-end report is being submitted to the GO Triangle Board of Trustees. This report will show the progress made since the TAC began meeting in January 2019 through December 2019. The TAC has been evolving over the past year and is positioned to move forward as 2020 approaches.

We are grateful to all of the TAC members for their contributions this year and for their steady focus on the TAC as together, we forge ahead in 2020. We want to express our thanks to the GO Triangle staff for their support during this initial year. We also want to thank the GO Triangle Board of Trustees for making the Transit Advisory Committee a reality.

Respectfully submitted,

Jerome Brown, *Chairman (Wake County)*

Nick Norboge, *Vice Chairman (Durham County)*

SUBCOMMITTEE REPORTS

BUS RAPID TRANSIT SUBCOMMITTEE

The Bus Rapid Transit Subcommittee has identified the following issues for study and possible recommendations:

- Thinking regionally about BRTs
- BRT development and the environment: effects and opportunities
- Prioritizing buses over cars in BRT corridors: how and to what extent
- Development around BRT stops and corridors

The subcommittee has begun by focusing on how BRTs can be used regionally. We decided to try to learn from other regions that have put BRTs in place. We have gathered information about the Washington, D.C.; area, the Bay Area in California; the Minneapolis-St. Paul area; and, the Hartford, CT, area. In our initial examination of the information, we have gathered about these cases, we have begun to address the following questions and issues:

- What makes transit regional, as opposed to local?
- How can BRTs provide important linkages in a regional transit system?
- How can research before BRT design begins shed light on key questions and guide design? For example, in the corridor under examination, what most slows buses down?
- What regional BRT options should be considered? How do they differ in cost and disruption?
- How is coordinated regional BRT development best achieved?

We will continue to investigate our first concern with using BRTs to connect the region, and we hope to formulate useful recommendations. Then we will turn to the other issues identified above. area being addressed.

SYSTEMS INTEGRATION AND INFORMATION COORDINATION SUBCOMMITTEE

Possible topics to research, discuss and/or ask staff to present on include the following as a starting point:

INFORMATION SHARING

- How to put systems in place whereby Wake County shares its BRT experiences more broadly with the rest of the Triangle or where Durham shares its affordable housing initiatives around transit. (These being two areas that were identified where particular jurisdictions may be fairly far advanced).

SYSTEMS INTEGRATION

- How Go Triangle might use Google, Uber and/or Lyft (more than it already does) to fill systems gaps (and risks in doing so)
- Getting an understanding of what customer-facing systems currently exist that aren't used GoTriangle wide.

ADVANCING EQUITY THROUGH TRANSIT SUBCOMMITTEE

INFORMATION SHARING

The focus of this committee is to consider the ways that transit affects equity and the ways that Go Triangle's services can more effectively serve to advance equity and serve all people. We are considering many dimensions of equity, including low-income status, race, gender, disability, and language barriers.

ACTIONS TAKEN THUS FAR:

Subcommittee members, based on their experience and preliminary research, have met to discuss possible recommendations to Go Triangle. An initial brainstorming list of recommendations has been created. Some of the suggestions on the list included actions that could be undertaken solely by GoTriangle and other actions that would require coordinating with outside stakeholders.

PENDING RECOMMENDATIONS:

- Late-night on-demand service for third- shift workers
- Conduct a study of access to frequent transit users by race and income
- Fund improvements to bike-ped connections to transit stops by charging for parking
- Provide all transit employees and contractors a living wage
- Diversify the Go Triangle Board of Trustees so that it is representative of its ridership. In addition, require the attendance at racial equity and implicit bias training
- Hold community engagement events in places where low-income and People of Color already go (in Orange County- Hargraves and RENA Community Centers), at bus stops, and churches
- Fund simple fixes like street and bus shelters lighting, trash cans, and fixing potholes to make riders feel safer. Suggestion to consider solar powered lighting
- Create a stream of funding that is controlled by community members

- Prioritize bus shelter placement in transit dependent neighborhoods
- Expand the GoCrew program and pay them
- Hire locally
- Implement low/reduced/no- cost tickets or fare capping for low income riders

GOTRIANGLE TRANSIT ADVISORY COMMITTEE

The GoTriangle Board of Trustees appointed 30 people to the Transit Advisory Committee, with 14 from Wake County, nine from Durham and seven from Orange. Keeping a regional focus, members will keep the board informed of community issues so that our high-quality transit network better serves the needs of our entire region. Committee members will:

- Provide advice and feed back to the board during planning for public transportation systems,
- Offer views of constituent groups,
- Suggest how transit can assist with equity issues, such as homelessness, affordable housing, economic opportunity and living with disabilities,
- Provide information regarding the customer experience of transit riders, communicate stakeholder opinions, attitudes and needs to the board, identify areas of concern and recommend changes.

The committee will meet four times a year. Members will serve two two-year terms. This was voted on by the GoTriangle Board of Trustees on October 30, 2017 and amended March 28, 2018.



Fare Free Study

Presentation Overview

- Purpose
- Aspects of Fare Free Systems
- Benefits and Challenges
- Fare Free Impacts on GoTriangle
- Funding Considerations
- Questions

Purpose

- ❑ Understand the Benefits of a Fare Free System
- ❑ Assess the Requirements and Impact of GoTriangle Fare Free Implementation

Aspects of Fare Free Systems

Fare Free Aspects of Urban Bus Services

- ❑ Specific populations: Seniors, youth, etc.
- ❑ Economic development initiatives: Downtown circulators (R-Line in Raleigh), airport services (Silver Line in Boston), etc.
- ❑ Fare-free zones: All boardings are free within certain zones, usually within a downtown

Emerging Urban Fare Free Bus Systems

Kansas City

- Suburbs not Included
- In process for 2020

Olympia, WA

5-year pilot began
January 2020

Columbia, SC

Currently studying whether
to do fare-free pilot

Source: "Fare Free Public Transport - Cities ." Fare Free Public Transport, freepublictransport.info/city/.

GoTriangle Rider Affordability Initiatives

- GoPass for universities and employers
- Youth GoPass
- Children 12 & under Fare Free
- Seniors 65+ Fare Free
- Half fare for customers with disabilities
- Discount tickets/passes through social service agencies
- Mobile Ticketing
- Fare Capping
- Smart Cards



Benefits and Challenges

Benefits of GoTriangle Fare Elimination

- Increases ridership
- Increases transit accessibility to lower-income residents
 - Expands employment opportunities within the region
 - Rides to work & school
- Streamlines boarding
- Lowers carbon emissions from individual vehicles
- Reduces vehicle miles traveled thus less road congestion
- Decreases amount of fuel used for individual vehicles
- Reduces need for parking facilities
- Removes costs associated with collecting fares
- Improves community image



Challenges of GoTriangle Fare Elimination

Impact on Current Operations

- ❑ Ability to maintain organizational financial sustainability for current operations
 - General Fund bus subsidy increases resulting in accelerated draw down on reserves
 - Limited revenue sources & grant dollars
 - Limited ability to acquire additional revenue sources
 - Limited ability to maintain current costs

- ❑ Limits ability to enhance existing programs and services
- ❑ Impacts current financial agreements with existing partners
- ❑ Impact on the NEW Mobile Ticketing and Fare Capping programs
- ❑ Impact on the GoPass Program
- ❑ Increased O&M expenses
- ❑ Adequate O&M facilities
- ❑ Vehicle acquisition requirements
- ❑ Alignment of bus routes
- ❑ Increased route frequency

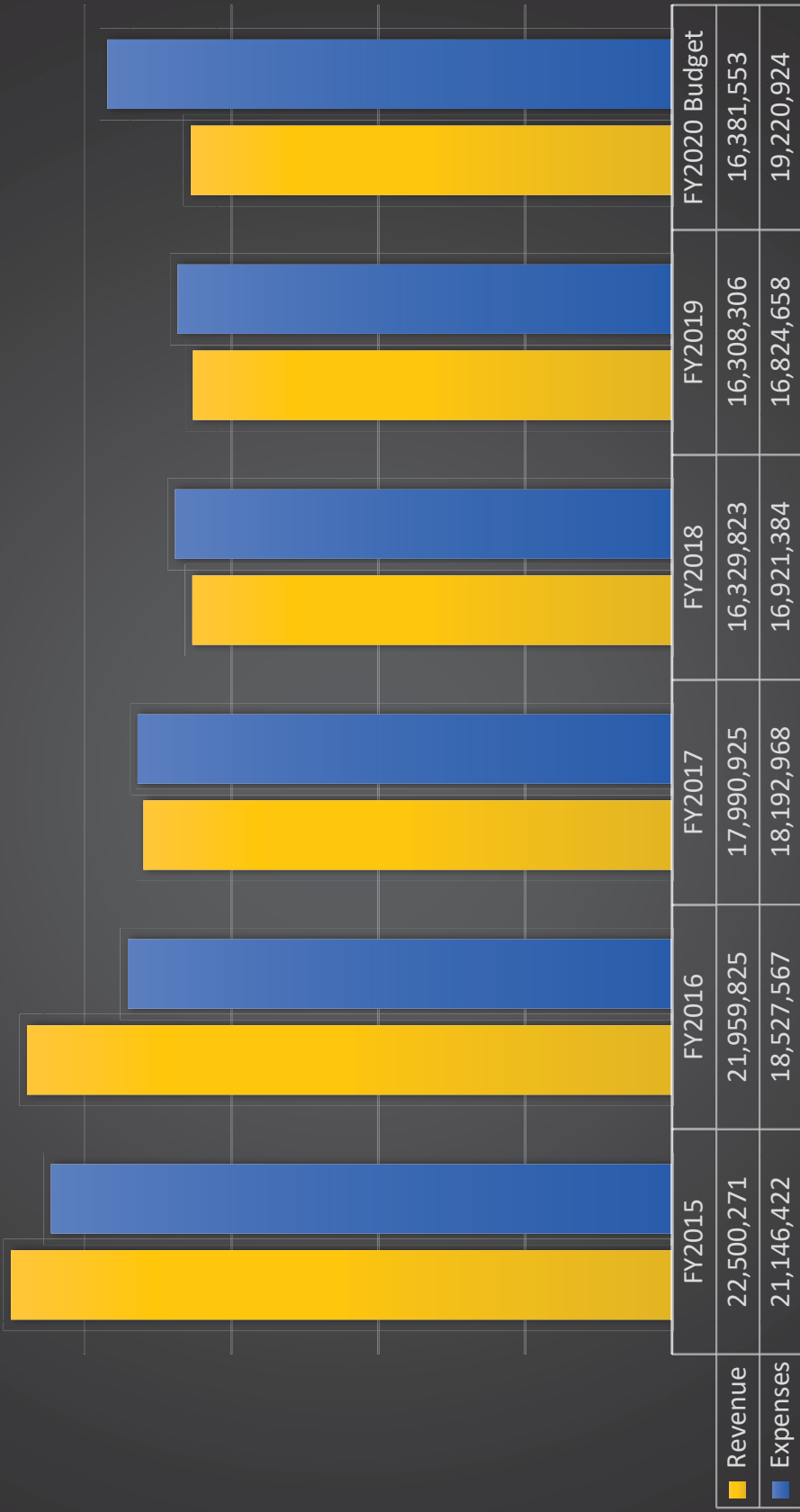


Other Challenges of GoTriangle Fare Elimination

- ❑ Sets a precedent that is difficult to reverse in the future
- ❑ Impact of an economic recession on ridership, revenues, and costs
- ❑ Passenger safety & security

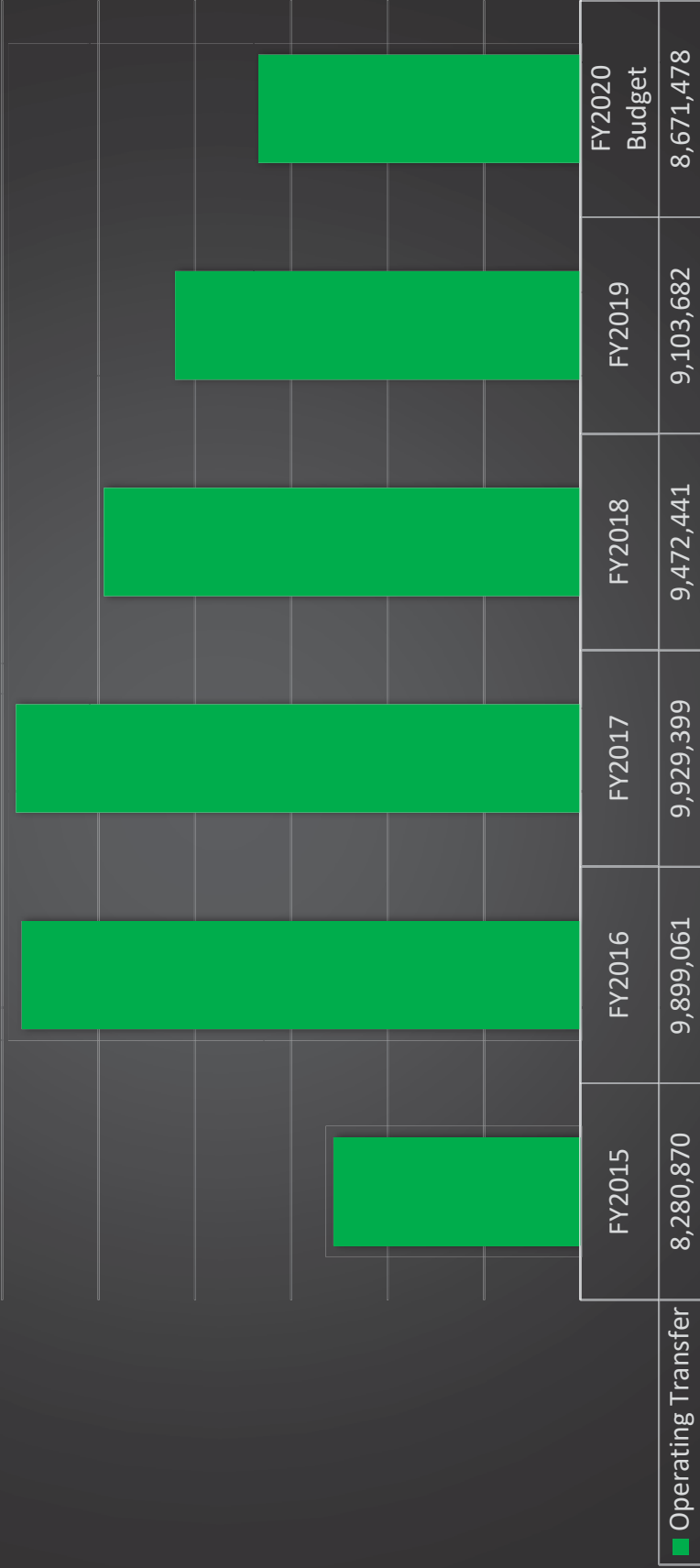


General Fund /MTIF - Revenue and Expenses FY2015 - FY2020



- Includes all Operating Transfers and Subsidies
- Additional funding is needed to maintain organizational financial stability

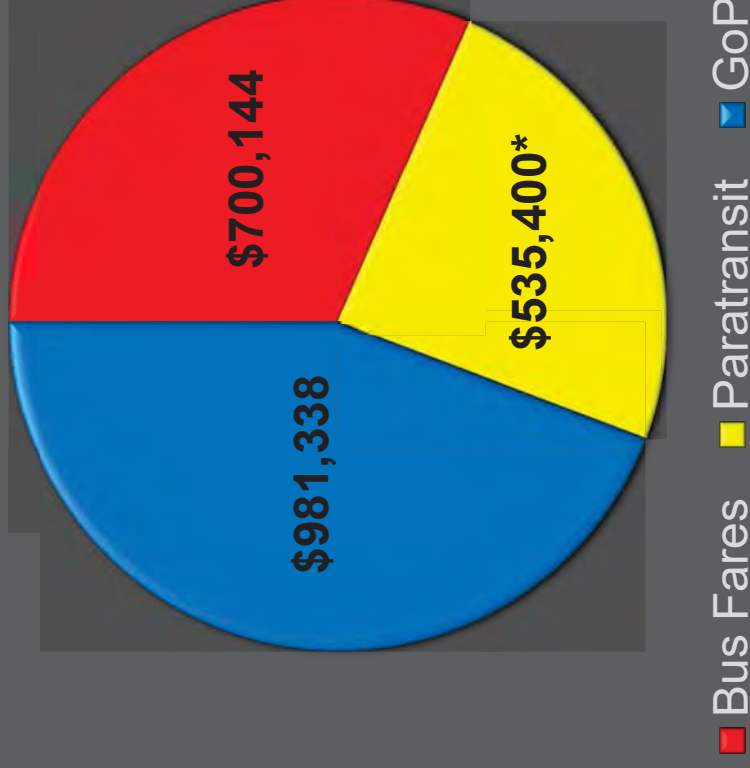
Bus Fund Subsidy/Operating Transfer from General Fund



GoTriangle Fare Free Impacts

GoTriangle Revenue Impact (Year 1)

FY19 Fare Revenues



** Approximately \$200,000 of annual paratransit revenues would continue from Partner agencies reimbursing costs incurred by GoTriangle for Partner support*

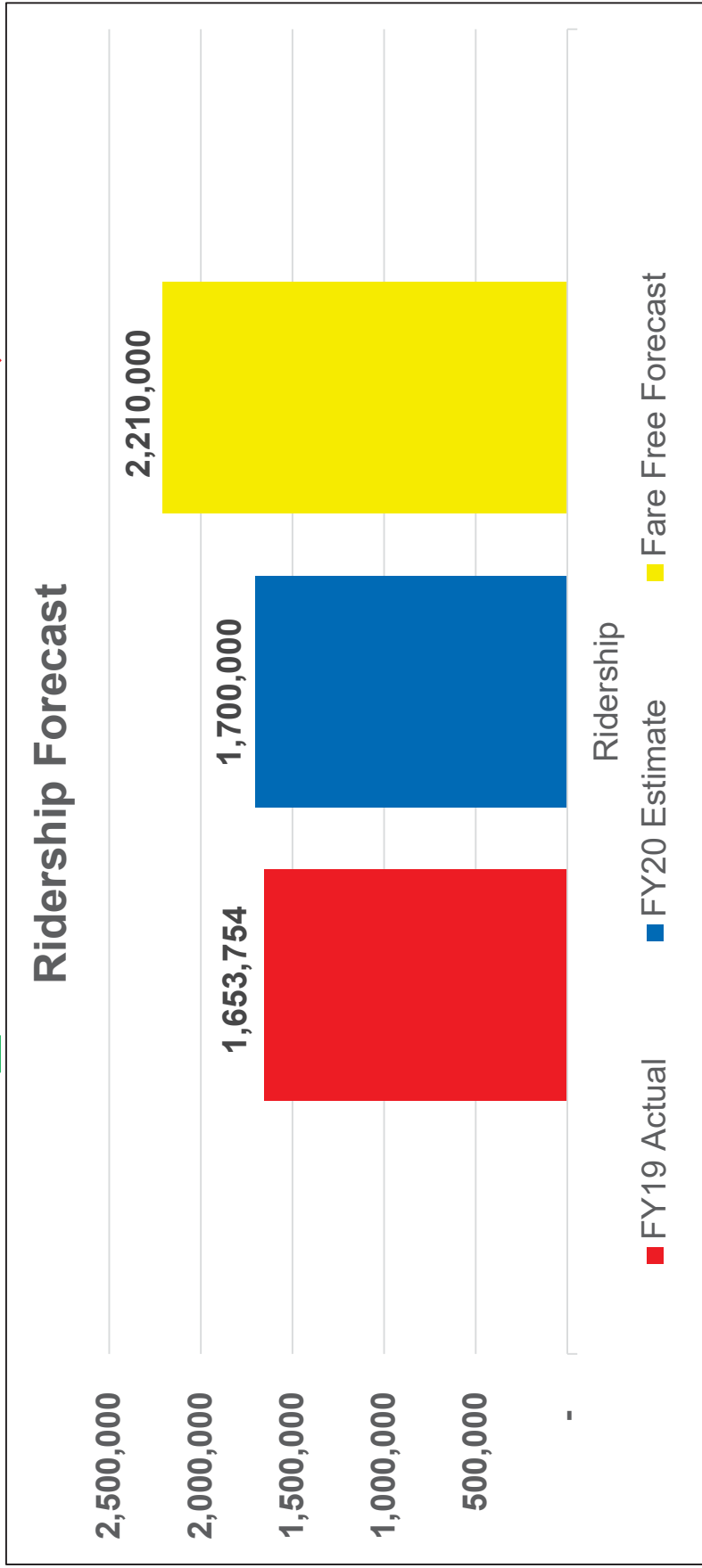
GoTriangle Revenue Impact (Year 1)

- ❑ FY19 fare revenues collected from fixed route bus service, paratransit and GoPass totaled \$2.2 million* (the equivalent of funding 15 FTEs)
- ❑ Fare Free service would result in an annual fare revenue loss of \$2.2 million beginning in **Year 1**

** Approximately \$200,000 of annual paratransit revenues would continue from Partner agencies reimbursing costs incurred by GoTriangle for Partner support*

GoTriangle Fixed Route Ridership Impact (Year 1)

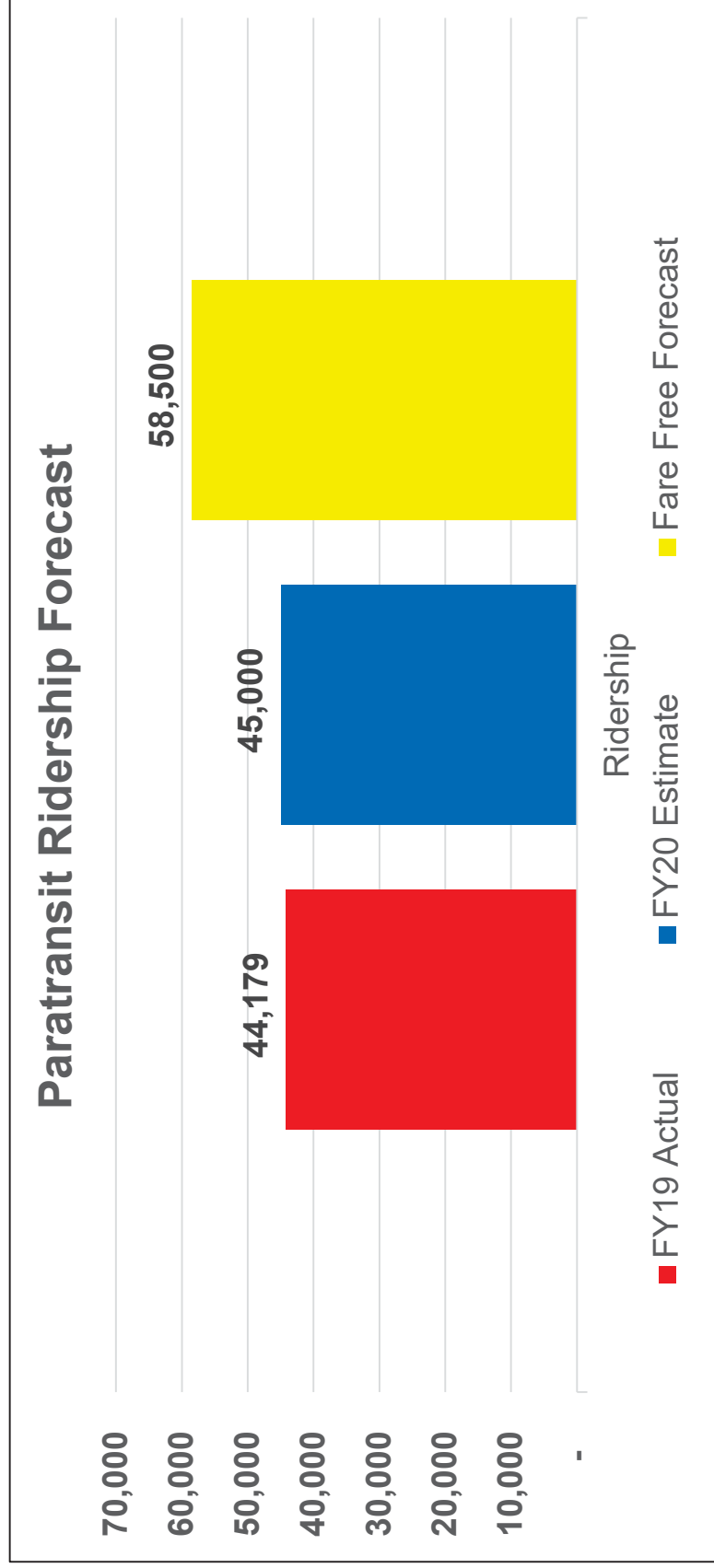
Simpson-Curtin Rule - Free fares could result in an estimated 30% ↑ in ridership with 100% ↓ in fares.



*Based on information from the Transit Cooperative Research Program report on the "Implementation and Outcomes of Fare-Free Transit Systems"

GoTriangle Paratransit Ridership Impact (Year 1)

The *minimum* projected ridership growth for fare-free paratransit ridership is 30%.



*Based on information/estimate provided by Paratransit

GoTriangle Fare Free Fixed Route Estimated Impacts

A 30% increase in ridership would lead to a significant increase in expenses to support the **demand** and continue with a **superior level of customer service**.

- ❑ Ridership increase is estimated from 1,700,000 to 2,210,000
- ❑ Current fleet is estimated to absorb 484,000 riders
- ❑ 26,000 riders are estimated to exceed capacity requiring the following cost impacts:
 - ❑ Operational Impacts
 - Add 10-12 FTEs
 - Increased vehicle insurance expense
 - Other Operations & Maintenance (O&M) expenses (e.g., fuel)
 - ❑ Capital Impacts
 - Add 8 Buses at \$550,000 each (diesel)
 - New Park & Rides
 - Additional bus facility



Total Incremental Fixed Route Impact - \$5,216,000*

* (Excludes Park and Rides and new Bus facility)

GoTriangle Fare Free Paratransit Estimated Impacts

A 30% increase in paratransit ridership would lead to a significant increase in expenses to support the **demand** and continue with a **superior level of customer service**.

- ❑ Ridership increase is estimated from 45,000 to 58,500 resulting in the following cost impacts:
 - ❑ Operational Impacts
 - Add 10 FTEs (6 Operators, 1 Reservationist, 1 Mechanic, 2 Supervisors)
 - Increased vehicle insurance expense
 - Other Operations & Maintenance (O&M) expenses (e.g., fuel)
 - ❑ Capital Impacts
 - Add 7 Vehicles at \$88,000 each
 - Add 1 Support vehicle at \$35,000



Total Incremental Paratransit Impact - \$1,006,000

GoTriangle Incremental Impact of Fare Free Implementation

- ❑ Baseline revenue loss - \$2,200,000
- ❑ Operations - \$1,171,000*
- ❑ Capital - \$5,051,000*



TOTAL INCREMENTAL IMPACT - \$8,422,000
(Excludes Park and Rides and new Bus facility)

*Increased ridership will warrant route re-evaluation of overall system routes

Funding Sources for GoTriangle Fare Free Implementation

- ❑ Current GoTriangle funding sources include:
 - 50% of 5% vehicle rental tax*
 - \$5 vehicle registration tax*
 - Grants
 - Variable award amounts
 - Not guaranteed
 - Partnering with local counties, municipalities, employers, and educational institutions for financial commitments



GoTriangle needs revenue increases to support current operations prior to implementing fare free

** Changes to tax options would require General Assembly and Board/County approval*

Questions?

MEMORANDUM

TO: GoTriangle Board of Trustees Operations & Finance Committee
FROM: Capital Development
DATE: January 12, 2020
SUBJECT: Authorization to Contract for Design of 40 GoDurham Bus Stops

Strategic Objective or Initiative Supported

2.4 Ensure an attractive and accessible transit environment

Action Requested

Staff requests that the Board of Trustees authorize the interim CEO and President to execute a task order for bus stop design services under GoTriangle Contract #18-041F, Master Agreement between Ramey Kemp and Associates and GoTriangle for On-Call Architectural and Engineering Consultant Services for an amount not to exceed \$407,542.

Background and Purpose

The Durham County Transit Plan Update, presented to the GoTriangle Board of Trustees during the November 2019 meeting, confirmed assignment of \$500,000 to GoTriangle to design improvements at 50 GoDurham bus stops in FY20. Accordingly, GoTriangle partnered with the City of Durham to prioritize a group of 50 locations. Design for the first 10 locations are already underway through a Task Order issued in November 2019, for \$92,458, and scheduled for completion in spring 2020. This new Task Order would allow design to proceed for the remaining 40 stops prioritized for this fiscal year, and for construction to be scheduled in FY21.

Financial Impact

The FY20 workplan for the Durham County Transit Plan includes \$500,000 for this project.

Attachments

- None

Staff Contact(s)

- Katharine Eggleston, (919) 485-7564, keggleston@gotriangle.org
- Richard Major, (919) 485-7483, rmajor@gotriangle.org



CONTRACT WORK ORDERS – December 2019 (< \$100K)

Contract #	Contractor (or subject if no contractor listed)	Contract Amount	Subject	Comments	President & CEO (Shelley Blake) Date Executed	General Counsel (Thomas Henry) Date Executed
19-100	Wake Technical Community College GoPass Agreement	\$15,000	GoPass Agreement	This contract provides for a GoPass Agreement with Wake Technical Community College. Wake Tech shall be responsible for paying 55% of all boardings on the express and regional routes. The initial Term for this agreement is from 1/1/2020 through 12/31/2020 not to exceed \$15,000	12/20/2019	12/20/2019
12-054	Scott Insurance	\$0	Insurance Services Addendum	This contract is a No-Cost Addendum to extend period of performance for the current Insurance Consultant. Contract end date changed to June 30, 2020	12/15/2019	12/15/2019

PAID PARENTAL LEAVE – FULL TIME - PROPOSED

Determination of eligibility is based on the following criteria:

- One year of continuous employment with the Agency as of the qualifying event date.
- Full-time as defined by policy.
- Must be eligible for Family Medical Leave (FMLA).
- Eligible employee, spouse, or committed partner has experienced one of the following the following life events:
 - The birth of a child.
 - Newly and legally adopted a child.
- Provide advance notification within a minimum of thirty (30) days for all foreseeable leave. In all other circumstances, the employee shall provide necessary notification within two (2) business days.

If Paid Leave is approved, the following criteria apply:

- Agency shall provide the following Parental Leave:
 - Eight (8) weeks of paid leave for an employee who has given birth **or**
 - Four (4) weeks of paid leave for an employee who has experienced another designated qualifying event.
- Each week of leave will be compensated at 100% of the employee's regular weekly pay.
- Approved paid leave may be taken at any time during the six (6) month period immediately following the date of the qualifying event. Leave must be taken in one continuous period of leave.
- In no case will an employee receive more than 1 occurrence of Parental Leave in a rolling twelve (12) month period.
- Parental Leave also qualifies as leave pursuant to the Family Medical Leave Act (FMLA) and counts toward the 12 weeks of leave allowed under FMLA.
- Leave is available on the first day of the qualifying event; there is no requirement to first use sick or vacation leave before Parental Leave is granted.

MEMORANDUM

TO: GoTriangle Board of Trustees
FROM: Capital Development
DATE: January 15, 2020
SUBJECT: Capital Projects Status Report

Strategic Objective or Initiative Supported

2.4 Ensure an attractive and accessible transit environment

Action Requested

None

Background and Purpose

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

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

Financial Impact

None

Attachments

- None

Staff Contact(s)

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

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

Bus Passenger Facilities

Projects Under Construction

GoDurham Bus Stop Improvements (18DCI_CD4)

Description – This project includes site selection, design, and construction of passenger amenities at [22](#) bus stops in the GoDurham system.

Status – Site selection and design are complete. Construction is divided into five packages. Construction of the first package of eight stops, second package of five stops, [and third package of six stops](#) is complete. [The right-of-way agreement for the Glenview Station Walmart in Northern Durham \(the third-busiest stop in the GoDurham system\) executed by Walmart in January. Right-of-way acquisition activities for the remaining stops are underway by the City of Durham.](#)

Upcoming Activities – [Right-of-way acquisition and preparation for construction procurement for the remaining stops are scheduled to be completed prior to the spring construction season.](#)

Schedule Risks – The project is programmed to be completed this fiscal year, and is currently expected to be complete by Spring 2020. The primary risk to completion in the Spring is further procedural delay related to obtaining necessary right-of-way.

Cost Risks – The project is currently under budget. The total project budget is approximately \$1.5 million, and the current estimate-at-completion is \$1.31 million. The primary risk to completion on budget is construction market volatility. Bids for the most recent package of six stops (third package) were higher than expected, and other local government partners are reporting similar higher-than-expected costs, primarily due to significant shortages in the local and regional construction labor market. The current estimate-at-completion includes upward adjustments to estimated construction costs for the fourth and fifth packages to account for this.

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

Description – The Wake Transit Plan includes funding for short-term improvements to existing park-and-ride locations, in anticipation of more substantive investments that may be identified through the park-and-ride feasibility study. One such improvement is currently in construction; this project includes relocating the existing park-and-ride at the Hilltop Shopping Center in Fuquay-Varina to Wake Tech’s campus. This will allow FRX passengers to access Wake Tech directly. This project is budgeted in the Wake Transit Plan for FY20.

Status – Wake Tech is completing the construction of the new parking lot, and GoTriangle is coordinating with Wake Tech to develop an agreement for the park-and-ride and confirm bus stop amenities to be installed.

Upcoming Activities – As Wake Tech’s construction of the parking lot is completed, GoTriangle will install amenities per agreement with Wake Tech, and will begin communicating with riders about the upcoming change to park-and-ride location.

Projects in Design

Southpoint Transit Center (18GOT_CD2)

Description and Status – On a typical weekday, nearly 375 riders board the bus at the existing transfer point and park-and-ride at Southpoint, which is served by GoTriangle routes 800 and 800S and GoDurham routes 5 and 14. The Durham County Transit Plan includes funding for increased passenger amenities at this location. Southpoint has recently submitted a site plan to the City of Durham to move the stop from the current on-site location out to an on-street location by building a two-bay bus stop on the westbound side of Renaissance Parkway and shifting the park-and-ride spaces to be adjacent to the new location. For an on-street transfer center to function safely and efficiently, the westbound bay would need to accommodate three buses (not two, as proposed by the developer). If appropriate on-street facilities are built, service on the GoDurham Route 5 could be doubled from 30 minutes to 15 minutes all day as proposed in the GoDurham Short Range Service Plan without adding new buses, due



to the savings of eliminating the time-consuming routing within the mall property. [As of November 30, Southpoint had begun constructing a bus stop on Renaissance Parkway for two buses, which is not adequate for the service at this location. The City of Durham has proposed conversion of the westbound lane of Renaissance Parkway to a bus-only lane to provide for safe and adequate bus operations and avoid the additional cost of modifying the bus bay under construction by Southpoint.](#)

[Upcoming Activities – Southpoint expects to complete construction in early 2020 and City of Durham is proceeding with design of the bus-only lane conversion.](#)

[Schedule Risks – The delivery schedule for this project will be determined by City of Durham, it is currently anticipated that this effort is on track for delivery in FY20.](#)

Patterson Place Improvements (18GOT_CD4)

[Description](#) – Nearly 200 riders per day board buses at the existing transfer point and park-and-ride at Patterson Place, which is served by GoTriangle route 400 and GoDurham routes 10 and 10A. This project includes new/additional concrete shelter pads and shelters on Witherspoon Boulevard and McFarland Drive in Patterson Place, landscaping improvements, and a curb-radius improvement to allow buses to turn right from southbound Witherspoon Boulevard onto westbound McFarland Drive to reduce bus travel time and serve additional future park-and-ride spaces.

[Status](#) – Design is underway. GoTriangle staff met with the property owner in late November to discuss the design of the passenger waiting amenities and associated property needs, [and is current proceeding with conceptual design to support further coordination with the property owner.](#)

[Upcoming Activities](#) – Design completion and plan approval is expected in early 2020. Construction is scheduled for mid-2020.

[Schedule Risks](#) – Engagement with the property owner to agree on a design for the passenger waiting amenities may take longer than anticipated and could affect the delivery schedule. GoTriangle staff is taking a proactive and accommodating approach to coordinate with the affected owner.

Hillsborough Park-and-Ride (18GOT_CD8)

[Description](#) – This project includes site selection, real estate acquisition, design, and construction of a permanent park-and-ride for GoTriangle route ODX in Hillsborough. Park-and-ride utilization at the current leased lot for the ODX in Hillsborough is approximately 15 spaces per day. The original plan for the new lot included 35-50 spaces across two parcels of land; right-of-way for the full facility was acquired, however due to increased construction cost estimates, the scope was reduced to 31 spaces to allow for some growth in utilization while deferring full build-out to a future phase.

[Status](#) – The design is currently advancing through the plan approval process with Orange County. Staff and outside counsel [have identified the need for](#) additional real estate agreements related to use of property that had previously been identified as an existing undeveloped right-of-way within the site, [and are currently coordinating with Orange county staff to evaluate the procedural steps and time required to resolve.](#)

[Upcoming Activities](#) – Plan approval is expected within 60 days following resolution of the real estate [issue.](#) Orange County will schedule a Neighborhood Information Meeting [when final plans are available,](#) to inform neighbors of the upcoming construction project.

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

GoTriangle Bus Stop Improvements in Orange County (18GOT_CD12)

[Description](#) – This project includes site selection, design, and construction of passenger amenities at 10 bus stops in the GoTriangle system within Orange County.

[Status](#) – Design is underway.

[Upcoming Activities](#) – Design completion and plan approval is expected by early 2020.

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GoDurham Bus Stop Improvements (20GOT_CD2)

Description – This project includes site selection, design, and construction of passenger amenities at 50 bus stops in the GoDurham system.

Status – Initial site selection is complete. Staff [has completed](#) field investigations at each location to confirm the scope and feasibility of improvements. Design for an initial group of 10 stops is underway, [and the design task order for the remaining 40 will be considered for approval by the GoTriangle board at its January meeting.](#)

Upcoming Activities – [GoTriangle and City of Durham staff are coordinating to streamline the plan review and approval process for these stops. GoTriangle staff has proposed an amendment to the FY20 annual transit workplan for Durham to bring forward funding for construction of the first group of 10 stops and for long-lead amenities purchase for all 50 stops. If approved, procurement would be scheduled to begin this spring.](#)

GoTriangle Bus Stop Improvements In Wake County [Existing Stops] (TC002-Y)

Description – The Wake Transit Plan includes funding for improvements at existing GoTriangle bus stops throughout Wake County. Planning and scoping is underway for improvements at a set of six stops, including three in Raleigh on or adjacent to the campus of North Carolina State University, two in Morrisville, and one in Cary, with additional potential stops under evaluation.

Status – [Design is underway.](#)

Upcoming Activities – [Design completion and initiation of plan review are scheduled for early 2020.](#)

GoTriangle Bus Stop Improvements In Wake County [New Connections] (TC002-M)

Description – The Wake Transit Plan includes funding for improvements at bus stops along new and realigned routes throughout Wake County.

Status – [Designs for two stops in Morrisville are under review by NCDOT.](#)

Upcoming Activities – Additional stop prioritization is ongoing.

Projects in the Planning Phase**Raleigh Union Station Bus Facility (TC002-A)**

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

Status – [Coordination with the preferred developer is underway. GoTriangle and FTA Region IV staff are coordinating grant paperwork. Coordination with City of Raleigh and NCDOT is underway to confirm third-party requirements affecting the project definition.](#)

Upcoming Activities – [Due diligence activities and early negotiations will continue in early 2020.](#)

Schedule Risks – The next major milestone for delivery of the project is obtaining an executed grant agreement with FTA by summer 2020, to meet the obligation deadline for federal BUILD grant funds. Key activities that must be completed prior to that milestone include engaging a development partner and negotiating the grant agreement with FTA and USDOT. The structure of the delivery approach for the project is complex, and will require coordination and partnership with FTA region and headquarters staff to ensure grant requirements are appropriately met and documented as the contracting process with the development partner progresses. As such, a detailed schedule with realistic durations for each task will be developed and actively managed going forward.

Cost Risks – Engagement with a development partner is critical to begin advancing design to obtain a more detailed basis to refine cost estimates and obtain a clear cost risk profile for the project. Key cost risk areas include unknown geotechnical conditions, uncertain historic preservation requirements, final rezoning commitments, and design details.



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

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

Status – GoTriangle and the Town of Wake Forest have identified a new preferred site option.

Upcoming Activities – GoTriangle and Town of Wake Forest will engage with the property owner to pursue necessary agreements, and identify a preferred concept for improvements/amenities.

New Regional Transit Center Feasibility Study (TC002-N)

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

Status – The existing conditions assessment was completed in December.

Upcoming Activities – Staff and the consulting team will confirm operational requirements and site evaluation criteria, and develop community engagement plan.

Wake Transit Long-Term Park-and-Ride Feasibility Study (TC002-O)

Description – This feasibility study will assess potential locations for park-and-ride facilities throughout Wake County. Many municipalities within the county have expressed a desire for a park and ride facility to meet the long-term needs of residents. While many communities currently lease space in existing lots, mainly within commercial developments, their locations lack amenities and proximity to major thoroughfares. This study will determine the best location for park-and-ride lots in the county.

Status – The Existing Park-and-Ride Current Conditions and Needs Assessment Report is complete.

Upcoming Activities – The consultant and GoTriangle staff will begin developing criteria for park-and-ride lots, which the consultant will use to screen potential new park –and-ride parcels. GoTriangle staff is developing a schedule for completing rider surveys in early 2020 to inform the criteria.



Bus Operations and Maintenance Facilities

Projects Under Construction

Electric Bus Charging Infrastructure

Description – GoTriangle is purchasing two electric buses from Proterra, which [have been delivered](#). This project will install electric bus charging infrastructure at the BOMF to accommodate these buses.

Status – [Electric bus charging station commissioning activities are complete. The charging stations are now in use by GoTriangle.](#)

Upcoming Activities – [Project closeout activities are underway including final acceptance of landscaping; and Substantial Completion Inspection Certification signoffs and final payment. Designated bus operations and maintenance staff are scheduled to receive formal training from Proterra in late January.](#)

Projects in Design

Lane Street Building Renovations

Description – GoTriangle’s building at 324 W. Lane Street is being used for storage and fabrication of bus passenger amenities. This project will add electrical service and remove a defunct office space within the building to increase its usefulness for on-site fabrication activities.

Status – Staff has confirmed the scope of improvements and is finalizing design plans to prepare for construction procurement. GoTriangle is negotiating a proposed license and fee agreement with City of Raleigh.

Upcoming Activities – Upon completion of the proposed license and fee agreement, construction is expected in early 2020.

Projects in the Planning Phase

BOMF Expansion Feasibility Study (TC002-B)

Description – The Nelson Road BOMF was originally constructed in 1998. In 2006, the facility was updated to add space for administrative functions. GoTriangle maintains a fleet of 97 fixed-route buses, which exceeds the capacity of the current site. The site does not have sufficient maintenance bays and administrative space and is unable to accommodate GoTriangle’s service vans fleet (66 vehicles). This feasibility study is evaluating options to expand the current facility to extend its useful service life.

Status – The consultant submitted an initial report in August. Staff is evaluating the recommendations.

Upcoming Activities – Staff will develop a plan for next steps aligned with the FY21 budget process.



Rail Transit Infrastructure Development

Greater Triangle Commuter Rail Study (19GOT_CO2/20GOT_CD1/TC004-A)

Description – This study is evaluating operational requirements, infrastructure needs, capital and operating cost estimates, and ridership modeling for potential commuter rail service between Mebane and Selma within the existing North Carolina Railroad Company corridor. This study is intended to result in infrastructure recommendations for evaluation and validation by Norfolk Southern Railway (NSR) and CSX, to define a commuter rail infrastructure project that is viable and competitive for federal funding.

Status – The study is [nearing completion; preliminary results are now available and briefings for funding partner boards are underway.](#)

Upcoming Activities – [The PMC team is developing a draft Memorandum of Understanding documenting roles, responsibilities, and next steps. The team is targeting preparing for briefings for elected boards and votes to confirm next steps in the coming months.](#)

Schedule Risks – There are limited risks to on-time completion of the technical analysis being performed for this study. However, it is unlikely that the overall project will continue to progress toward preliminary engineering and environmental review within this fiscal year as currently scheduled in the Wake Transit FY20 work plan. The team has identified three primary risks to timely project progression beyond 2019:

1. Railroad coordination and buy-in—as with any project within an existing railroad corridor, buy-in from the owner and operating railroads is critical and complex. GoTriangle has initiated monthly joint sessions with North Carolina Railroad Company including board members and staff from each organization to jointly develop and advance a framework for obtaining necessary agreements to advance and ultimately implement the project. NCCR, NSR, CSX, and NCDOT Rail Division staff are continuing to participate in regular project meetings. In October, GoTriangle met with North Carolina Railroad Company, NSR, and Wake County staff, and separately with CSX staff, to discuss the timeline and prerequisite submittals to initiate RTC modeling to confirm the proposed project infrastructure. Staff recommends planning for a one-year minimum duration for RTC modeling based on these meetings. Further, staff recommends preparing documentation of GoTriangle’s legal authority and financial capacity to undertake the project for submittal to North Carolina Railroad Company and NSR, and is working with local government partners to do so. [GoTriangle submitted a letter documenting GoTriangle’s legal authority to NSR in December; NSR has verbally requested additional information. GoTriangle and NCCR will coordinate in January on next steps to bring this item to resolution.](#)
2. Funding—although the Wake Transit Plan and current Durham County Transit Plan include funding for project implementation, the timelines for those funds are not in alignment, and to date local funding for implementation of an expanded project into Orange and/or Johnston counties has not been identified. In addition, [preliminary results of the study indicate](#) that the project cost will likely exceed the amount assumed in the current transit plans; [therefore additional funds will need to be identified. Further coordination is needed among the parties to confirm a schedule for consideration of additional funding for “early project development activities” and potential cost-share negotiations for project delivery. This is proposed for discussion at the joint meeting of the DCHC MPO and CAMPO boards scheduled for January 30.](#)
3. Project Definition—the current study is evaluating a 70-mile corridor from Mebane to Selma. To begin project implementation, we must have a clear definition of the physical project agreed upon by the funding partners, whether that is West Durham to Garner, Mebane to Selma, or some other set of limits. GoTriangle and MPO staff [are engaging partners to obtain feedback based on preliminary study results.](#)

Cost Risks – [The current study is on track for completion within budget. Budget for the next phase of study will be refined in early 2020. As noted above, the current study indicates that the total cost of the](#)



project will likely exceed the amount assumed in the current transit plans; therefore additional funds will need to be identified. Project cost estimates would be further refined during “early project development.”





Triangle Board Member Conference Report

Board members are required to prepare a written conference report for each event attended on behalf of GoTriangle. Board members may complete the Board Member Conference Report form or prepare a narrative report covering all the areas on the form. The report shall be included in the agenda for the next regular meeting of the Board of Trustees. Attachments (such as the conference agenda, handouts or other materials you feel are valuable, and photographs) to this form or your written report are encouraged.

Board Member:	William A. Allen III
Conference Attended:	NCDOT/NCGO! N.C. Transportation Summit 2020
Dates:	January 8-9, 2020
Location:	Raleigh, NC
Conference Theme:	What's coming down the pike in transportation

Reason you chose to attend this conference and was your objective met?

This was the 2nd annual NCDOT/NCGO! Transportation Summit (2020NC) and attracted some 400+ folks from across the region and the state. The conference offered glimpses into the future of transportation, making the substantive sessions quite useful, but it also created a great opportunity to network with a wide range of local, regional, and statewide decision-makers, transportation players, and mobility stakeholders.

Yes, my objectives, both substantively and process-wise (networking), were well met.

General Summary of the Conference:

Morning and afternoon general sessions both days focused on the future of transportation and the challenges of deciding optimal strategies for meeting the future as well as how to fund both present and future road-building needs. The familiar concern of the ever-growing gas tax funding gap was highlighted and quantified and, to the extent possible, placed in the context of future needs.

General sessions topics:

- Keynote - Tony Seba, noted futurist, on the disruptions coming to transportation
- NC First Commission: Reflections on Creating Change
- Data in the Autonomous & Connected World
- Impact of Autonomous & Connected Vehicles on Logistics
- Reflections From North Carolina Policymakers

The general sessions sandwiched 11 breakout sessions:

- Planning Beyond Boundaries
- Bringing Smart Mobility Into Smart Communities
- Reducing Vehicle Miles Traveled

- 3-D Printing
- Training & Educating the Workforce of Tomorrow
- Urban/Rural Connections
- Impact of Drones on Medicine
- Building For Resiliency
- Future Technology of Personal Mobility
- Change is Coming—But Have You Thought About...?

Most Valuable Breakout Session and Summary:

Tony Seba, futurist, keynote speaker in the Opening Session, spoke convincingly at length and in depth, citing statistics and facts, about the coming disruption caused by the convergence of four elements: automated vehicles, electric vehicles, on-demand transportation like Uber & Lyft, using vehicles owned by fleets. Seba calls that convergence **TaaS**, which stands for Transportation as a Service.

Seba predicted TaaS impacts to include:

- 2020 will be peak oil, after which oil will increasingly become a “stranded asset”
- by 2025 every new vehicle will be an EV
- by 2030 end of internal combustion vehicles
- by 2030 end of individually owned vehicles
- by 2030 drivers licenses will be taken away as AVs are mandated
- road to free transportation for all
- 90% decrease in CO2 emissions
- 80% freed parking has huge land use implications

After attending this conference, I'd like to learn more about:

- How soon NC lawmakers will act to replace or augment the gas tax with VMT or a VMT analog.
- How TaaS will impact transit networks - disruption?

Here's something I learned that I think GoTriangle should pursue or implement:

There is no doubt that a convergence of AVs, EVs, and fleet-managed on-demand vehicles is coming (TaaS). But that won't by itself eliminate congestion and the need to maintain and build more roadway capacity. Will TaaS be a first mile/last mile means to get to and from transit networks? I'd like to see at least a cursory study to understand how transit networks (all modes) optimally mesh with the 2030 TaaS world Tony Seba described.

Other information I'd like to share:

Kudos to Valerie, Nina, Mike, and Vivian for their roles in 2020NC! Great job, all!

As noted in my conference report, futurist Tony Seba was the keynote speaker kicking off the NC Transportation Summit organized by NCDOT January 8-9, and what he had to say was compelling, to say the least.

However, Mr. Seba's remarks and presentation said nothing specific concerning the impact of his transport disruption theses on public transit.

Looking for that information, I ordered his book from Amazon after the conference:

Rethinking Transportation 2020-2030: The Disruption of Transportation and the Collapse of the Internal-Combustion Vehicle and Oil Industries (RethinkX Sector Disruption) (Volume 1)

https://www.amazon.com/gp/product/0999401602/ref=dbs_a_def_rwt_bibl_vppi_i0

My first impression upon receiving the book was that it looked too thin and simplistic to be of much value.

However, I was wrong. The book is short, but Mr. Seba's concise use of language is refreshing. He doesn't pad anything with fluff.

Here is what I was able to discern from his book regarding the impact of the coming transportation disruption on public transit:

- Seba says private & public transportation will "begin to merge." (p.3)
- He goes on to state "The role of public transportation will change dramatically from owning and managing transportation assets to managing TaaS (Transport as a Service) providers to ensure equitable, universal access to low-cost transportation." (p.7)
- "TaaS Pool will be cheaper and more convenient than most forms of public transportation." (p.31)
- "The new TaaS-based road passenger transport system will ... significantly enhance mobility and significantly reduce social inequality due to lack of access to transportation." (p.89)
- "[The social equity TaaS impact] will be particularly significant in the U.S. due to urban sprawl and the low density of public transport infrastructure. ... TaaS will have the benefits of better connectivity and reduced travel time compared to public transport. ... In the U.S., where the average proximity of residents to the nearest public transport stop is lower than in Europe, TaaS will likely reduce travel times even more." (p.94)
- I could find no specific references to TaaS impacts on stranding the sunk costs of large public transit infrastructure projects. However, the inherent very high efficiency of rail transit (LRT, CRT, subway) compared to rubber-tired transit leads me to think that mass transit rail networks already in place by 2030 will remain

competitive, and will integrate well, with Seba's TaaS and TaaS Pool networks to enhance mobility. Around the tipping point of 2030 posited by Seba, I think new investments in rail transit infrastructure may lag a few decades, compared to rail transit networks already in place at the time, while TaaS-generated gains in roadway capacity are absorbed and eventually saturated.

I would be interested in attending this conference again.

I would recommend that other GoTriangle Board members attend this conference.