



GoTriangle
Board of Trustees
June 24, 2020
12:00 pm-2:30 pm Eastern Time

Based on NC Executive Order No. 121 Stay at Home Order in response to COVID-19, the GoTriangle Board of Trustees will meet remotely on Wednesday, June 24, 2020, at 12:00 pm. We encourage interested members of the public to listen or view via WebEx. Instructions can be found at this link: <https://gotriangle.org/board-of-trustees>.

I. Call to Order and Adoption of Agenda

(1 minute Michael Parker)

ACTION REQUESTED: Adopt agenda with any changes requested.

II. Recognition of Ellen Reckhow

(20 minutes Michael Parker)

III. Public Hearing

(Michael Parker)

A. Fiscal Year 2021 Proposed Budget (includes County Transit Plans)

The GoTriangle Board of Trustees will receive public hearing comments by e-mail at this address: mdawson@gotriangle.org. Comments will be accepted until 12 noon on Thursday, June 25, 2020.

IV. 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.

For the June 24th meeting, the GoTriangle Board of Trustees will receive public comment by e-mail at this address: mdawson@gotriangle.org. Comments related to the agenda should be submitted no later than 11 am on Wednesday, June 24, 2020.

V. 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 - May 27, 2020 regular session

B. Minutes - May 27, 2020 closed session

C. Final Wake Transit FY 2020 Capital Ordinance

ACTION REQUESTED: Adopt revised budget ordinance amendment.

O 2020 0011R

D. FY21 Work Plan - General Counsel & VP of Strategic Partnerships

ACTION REQUESTED: Approve work plan.

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 consider any items removed from the consent agenda.

B. FY20 Budget Ordinance Amendment

(10 minutes Sandra Freeman)

ACTION REQUESTED: Adopt FY 2020 budget ordinance amendment.

FY20 Budget Amendment Impact

Ordinance 2020 0012

C. FY21 Proposed Budget

(15 minutes Sandra Freeman)

ACTION REQUESTED: Adopt FY 2021 budget ordinances and approve the work plans for the County Transit Plans, contingent on no comments being received in the next 24 hours.

D. Renewal of TRMSB Contract with NCSU ITRE

(5 minutes Katharine Eggleston)

ACTION REQUESTED: Authorize the president and CEO to sign a contract with the NCSU Institute for Transportation Research and Education (ITRE) to provide continued model development services of the Triangle Regional Model for FY21 for an amount not to exceed \$213,828.

Project Scope of Work

E. Recommended Service Changes for October 2020

(15 minutes Jennifer Green)

ACTION REQUESTED: Approve the recommended service changes.

Presentation

Attachment A - October 2020 Service Change Details

Attachment B - Title VI Service Equity Analysis

Attachment C - Public Engagement Summary

F. Employee Health & Ancillary Insurance Brokerage Services

(10 minutes Christy Winstead)

ACTION REQUESTED: Authorize the president and CEO to execute a contract with Gallagher Benefit Services, Inc. for employee insurance benefits brokerage and consulting services for three years beginning FY21, with a maximum dollar amount of \$87,807 per year based upon 235 full time employees at a rate of \$31.14 per employee per month enrolled in the GoTriangle Medical Plan.

G. Purchase of GoDurham Bus Stop Amenities

(5 minutes Richard Major)

ACTION REQUESTED: Authorize the president and CEO to execute a contract with bus shelter manufacturer Brasco International for the purchase and delivery of bus stop equipment that will be installed at GoDurham bus stops for an amount not to exceed \$255,925.

Attachment A - Bus Shelters

H. FY21 Work Plan - President & CEO

(15 minutes Charles Lattuca)

ACTION REQUESTED: Approve work plan.

VII. Other Business

A. President & CEO's Report

(15 minutes Charles Lattuca)

Contracts

New Hires & Promotions

1. COVID-19 Update

(5 minutes Eric Bergstraesser)

2. Capital Projects Status Report

(10 minutes)

CRT Update

B. General Counsel's Report

(5 minutes Shelley Read Curran)

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)

VIII. Closed Sessions

(40 minutes Michael Parker)

A. Litigation Settlement

Research Triangle Regional Public Transportation Authority v. Patterson's Mill, LLC

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

Exhibit (confidential)

B. **Employee Evaluation**

ACTION REQUESTED: Enter into closed session pursuant to NCGS §143-318.11.(a)(6) to consider the performance of an individual employee.

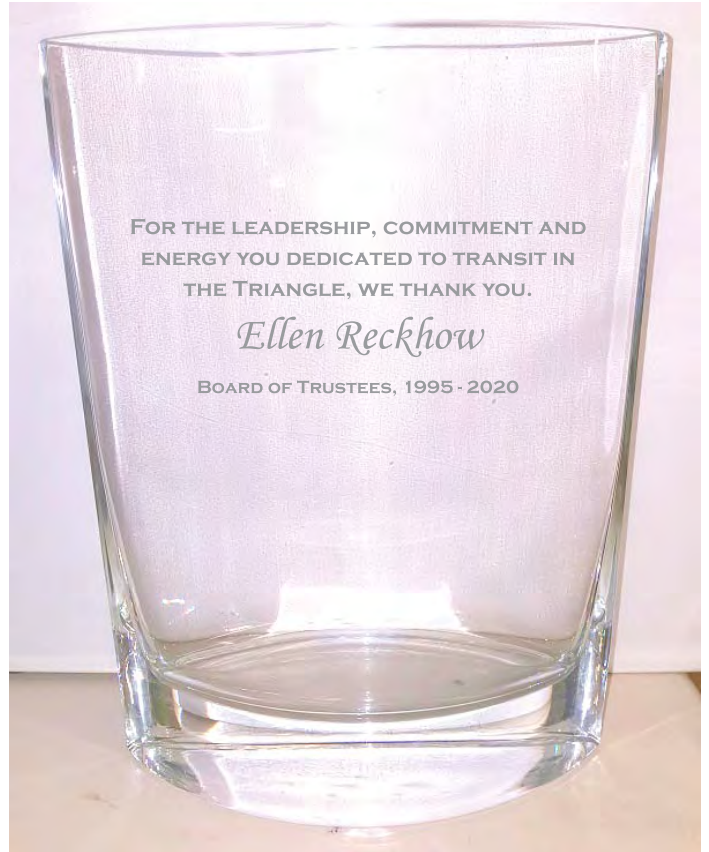
Evaluation Process

Evaluation Form

FY21 Proposed Work Plan

IX. **Adjournment**

(Michael Parker)



FOR THE LEADERSHIP, COMMITMENT AND
ENERGY YOU DEDICATED TO TRANSIT IN
THE TRIANGLE, WE THANK YOU.
Ellen Reckhow
BOARD OF TRUSTEES, 1995 - 2020

GoTriangle Board of Trustees
Meeting Minutes
May 27, 2020
Held Remotely via WebEx

Board Members Present Remotely:

Will Allen III
Corey Branch

Sig Hutchinson (left 1:45 pm)

Wendy Jacobs

Vivian Jones

Valerie Jordan

Mark Marcoplos

Michael Parker, Chair

Ellen Reckhow

Jennifer Robinson

Board Members Absent:

Michael Fox (excused)

Steve Schewel (excused)

Nina Szlosberg-Landis (excused)

Chair Michael Parker officially called the meeting to order at 12:03 p.m.

I. Adoption of Agenda

Action: On motion by Allen and second by Hutchinson the agenda was adopted. Upon roll call, the motion was carried unanimously.

II. Public Hearing

Action: Chair Parker opened the public hearing on the FY21 proposed budget at 12:07 p.m. There being no comments, the hearing was closed.

III. Public Comment

No comments.

IV. Consent Agenda

Action: On motion by Reckhow and second by Hutchinson the consent agenda was approved. Upon roll call, the motion was carried unanimously.

The following consent agenda items were approved:

- April 22, 2020 – Regular Session Minutes;
- April 22, 2020 – Closed Session Minutes; and
- May 1, 2020 – Special Session Minutes.

V. Presentations

A. FY21 Proposed Budget Update and 1st Reading

Sandra Freeman presented changes to the proposed FY21 budget since the last meeting. This information is attached and hereby made a part of these minutes.

Hutchinson stated that merit for executive staff is only \$33,000 and suggested that the Board consider reinstating it. The Board discussed what jurisdictions in the region are proposing merit this year, the conditions around it and those who will not be offering merit. After further discussion, including the possibility of delaying merit for one quarter, it was the consensus of the Board to allow merit for executive staff in the proposed FY21 budget.

Reckhow noted that she still has questions about how the funding of the Enterprise Resource Program (ERP) is split. Lattuca suggested that GoTriangle staff meet with Durham staff to discuss this. Parker asked for a report back to the Board. Lattuca stated that Wake and Orange staff also would be invited.

VI. General Business Agenda

A. Items Removed from Consent Agenda

None.

B. Contract Amendment with STV Engineers – Update of Alternatives Analysis & Further Study for GTCR

C. ILA with TJCOG for Land Use and Economic Development Analysis for GTCR

Katharine Eggleston's combined presentation is attached and hereby made a part of these minutes.

Reckhow asked if the study would include recommendations for proposed grade separations. Eggleston responded that this phase of study will develop the project concept, including roadway network interfaces - where at-grade crossings exist today and locations where we think at-grade crossings will not work in the future. There will be a screening of the whole corridor to identify locations that need to be looked at in more detail, particularly downtown Durham and Cary. GoTriangle will work with municipal partners and NCDOT to identify areas where a change would be a sensitive issue so it can be examined early during the next phase.

Jacobs asked if the assessment of environmental benefits would be a part of this contract. Eggleston responded that environmental benefits is one of the FTA's criteria and is calculated in-house.

Parker asked if racial and economic equity are considered in project evaluation. Eggleston replied that overall impacts and benefits will be stratified geographically and by socioeconomic and racial characteristics.

Action: On motion by Allen and second by Robinson the Board authorized the president and CEO to execute a 1) contract amendment to the Update of Alternatives Analysis & Further Study for Greater Triangle Commuter Rail with STV Engineers, Inc. to increase the funding authorization by an amount not to exceed

\$6,750,000 and 2) Interlocal Agreement with Triangle J Council of Government (TJCOG) for land use and economic development analysis for the Greater Triangle Commuter Rail in an amount not to exceed \$170,000. Upon roll call, the motion was carried unanimously. The Scope of Services – Additional Phase II Tasks with STV and Exhibit A - Scope of Services with TJCOG are attached and hereby made a part of these minutes.

Jacobs asked about public engagement for the project, especially related to COVID-19. Eggleston stated that staff currently is working on an engagement plan and planning for three public engagement periods: late summer/early fall; midway through the study to share preliminary deliverables and toward the end with more mature deliverables in advance of a Board decision. She stated that the first public engagement period would serve to educate on what the project is and where it would be located as well as getting input for the upcoming phase, particularly with respect to project evaluation of benefits and non-monetary costs.

D. Contract Amendment with Ward and Smith Business Consulting, LLC

General Counsel Curran informed the Board that Jeff Bandini with Ward and Smith has helping with the RUS Bus project and requested an extension of his contract through the end of year for an additional \$100,000.

Branch asked what his work involves. Curran responded that he did the joint development application to FTA and has helped coordinate all the different pieces, including negotiations with the developer.

Lattuca noted that there is a time constraint to complete negotiations in order to begin accessing the Federal grant.

Action: On motion by Allen and second by Reckhow the Board authorized a contract amendment with Ward and Smith Business Consulting, LLC to increase the budget up to an additional \$100,000 and extend it to December 31, 2020. Upon roll call, the motion was carried unanimously.

E. Wake Transit Q4 Amendment

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

Action: On motion by Reckhow and second by Hutchinson the Board adopted *Ordinance 2020 0011 GoTriangle Fiscal Year 2020 Triangle Tax District – Wake Capital Fund Budget Ordinance Amendment* and the Q4 amendment to reallocate funding of \$55,000 currently allocated to the Town of Cary in the FY20 Wake Transit Adopted Plan to the Town of Holly Springs to develop a park-and-ride lot in Holly

Springs. Upon roll call, the motion was carried unanimously. The budget amendment is attached and hereby made a part of these minutes.

VII. Other Business

A. FTA Real Property Update & Discussion

General Counsel Curran reminded the Board of a letter received from FTA last year stating that the Federal share in the properties acquired in 2003-2004 for the regional rail project with New Starts money must be repaid. The Board responded with a request for more time because the properties were part of the planned commuter rail project. FTA responded to that request that GoTriangle needs to move forward in repaying the Federal share and requested an immediate timeline. She added that all the properties are located along the Greater Triangle Commuter Rail project corridor.

Gary Tober's presentation is attached and hereby made a part of these minutes.

Hutchinson asked about the interest of NCDOT in the CSX S-line corridor. Curran stated that NCDOT is not in a financial position to buy out the Federal share.

Tober stated that if listed for sale, GoTriangle would not have to accept less than fair market value for the properties. He said there is the potential for partitioning the property where there are development opportunities.

Hutchinson left.

Tober explained GoTriangle's options:

- 1) Pay back the Federal interest, approximately \$4.3M, in order to secure the properties for commuter rail.
- 2) Sell the properties on the open market and return the Federal share. In the event the commuter rail project moves forward, GoTriangle would have to reacquire the properties, paying the fair market value at that time.

Jacobs stated that Durham County is funding architectural and design work on one of the parcels for staff parking during the construction of a parking deck. Tober stated that he is working with Nancy Mitchell and this temporary use would bridge the time between needing the property for construction of commuter rail transit. He said the plan would be to lease this property to the County.

Jacobs asked if GoTriangle had budgeted for repaying the Federal interest. Tober stated that \$2.3 million is in the proposed County plan to reimburse the Federal interest in the Durham properties.

Branch asked if the timeline for commuter rail would accommodate selling and repurchasing the properties. Eggleston stated that from the standpoint of commuter rail not only would the schedule be jeopardized but also the cost would go up significantly because anyone purchasing the property now likely would want to develop it.

Parker stated that it seems the Board consensus is to buy out the Federal interest in the properties needed for commuter rail in order to retain them, with the CSX property potentially listed for sale.

B. 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.

The Capital Projects status report is attached and hereby made a part of these minutes.

Lattuca highlighted the following items:

- Have met with a number of folks, with more scheduled over the coming weeks. Would like to have individual telephone conversations with Board members.
- Have been discussing Board governance, structure and recommendations from the APTA report, and will get this effort kicked off with a consultant. Will include a couple interested Board members.
- Visited the BOMF last week. The space is crowded and the footprint limits growth opportunities. Would like to talk to our regional partners about their needs for bus maintenance facilities.
- Meeting with NCRR on Friday about commuter rail.
- Will be working with Shelley and our consultant on the developer agreements for RUS Bus.

1. COVID-19 Update

Eric Bergstraesser reported on efforts and activities:

- No work assignments have been missed since COVID-19 began. He noted the dedication and commitment of GoTriangle's front line operators for the service they provide.
- GoTriangle has about seven months' supply of masks and gloves and ample hand sanitizer and disinfectant for buses.
- Employees and vendors are screened before entering the BOMF.
- Barrier installation on all paratransit vehicles has been completed.

GoTriangle Board of Trustees
Meeting Minutes
May 27, 2020

- Have ordered the driver barriers for our fixed route buses from Gillig. That order is expected in 3-4 weeks. Staff is working on alternate plans until then.
- Ridership is still down about 80% from last year, with a slight uptick in boardings. Paratransit ridership is down about 50%. Weekly calls continue with our regional transit partners, with some returning or planning returns to full service. GoTriangle anticipates a late June date to return to full service. We are developing a marketing plan to encourage face coverings and the efforts GoTriangle is taking to clean buses. There will be a separate discussion about ending rear door boarding and resuming fare collection.

Jacobs asked how social distancing would be practiced and if there had been discussion about providing face coverings to passengers. Bergstraesser responded that GoTriangle would continue to follow CDC recommendations for six feet of distance between people, which reduces bus capacity to 12-15 riders depending on handicapped seats. Barriers, once installed, will keep the drivers at a safe distance. He added that there has been no decision about providing face coverings due to the issues around safe distribution of them.

Jacobs asked if there is guidance about ventilation or keeping windows open on the buses. Bergstraesser replied that filters are being changed more frequently, on a bi-weekly basis, following CDC recommendations.

Parker commented that riding a bus will never be as safe as riding solo in your own car. He suggested dispensers for mask distribution on buses.

Marcoplos agreed that GoTriangle should look into dispensers for masks.

Lattuca added that an executive group is beginning to plan for the reopening of offices, including who might continue to work from home, our current telework policies and what changes to the physical environment of the office might need to be made.

Parker encouraged GoTriangle to maximize teleworking and minimize the number of people who have to be in the office.

Lattuca agreed and stated that this is just beginning the preparations for reopening whenever that time is.

C. General Counsel's Report

No update.

D. Chair's Report

Chair Parker thanked staff, particularly bus operators, for the hard work and putting themselves and their families at risk during this time.

He stated that typically evaluations for Board reports are done in June, but new the president and CEO will have a six months review later this year and the General Counsel's new contract states she is not eligible for a merit increase until FY21. He said with today's changes to the proposed FY21 budget, the Clerk to the Board would be eligible for merit, so her evaluation will be done at the June meeting.

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

Will Allen III met last week and also approved the Q4 amendment for Wake Transit. TPAC has developed these criteria for funding projects in FY21: recurring operating projects from prior years; time sensitive projects, especially those involving grants; Community Funding Area Projects based on readiness; and an unbudgeted reserve queue that will be revisited in Q2. He added that adjustments will be made based on how much money is received during the year.

2. DCHC MPO Board Representative

No report

3. Regional Transportation Alliance (RTA) Representative

Will Allen III reported that over 100 people attended the Tri-MAP forum featuring Congressman David Price. Price listed his key regional transportation initiatives as: commuter rail, BRT (three locations in the region), the S-line right-of-way and the new RDU runway.

VIII. Closed Session – Litigation Settlement**Research Triangle Regional Public Transportation Authority v. Patterson's Mill, LLC**

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 and 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.

Action: On motion by Allen and second by Reckhow the Board entered into closed session at 2:36 p.m. for the purpose and pursuant to the General Statute listed above. Upon roll call, the motion was carried unanimously.

The Board returned to open session at 2:55 p.m.

Action: On motion by Allen and second by Jacobs the Board voted to proceed with negotiations as outlined in the closed session. Upon roll call, the motion was carried unanimously.

IX. Adjournment

Action: Chair Parker adjourned the meeting at 2:55 p.m.

Prepared by:

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

Draft

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2020 0011
Revised

GOTRIANGLE
FISCAL YEAR 2020
TRIANGLE TAX DISTRICT - WAKE CAPITAL FUND BUDGET ORDINANCE AMENDMENT

BE IT ORDAINED by the Research Triangle Regional Public Transportation Authority Board of Trustees, that pursuant to section 13.2 of Chapter 159 of the General Statutes of North Carolina, the following project ordinance is hereby adopted:

Section 1. It is estimated that the following revenues will be available in the **Triangle Tax District - Wake Capital Fund** for the fiscal year beginning July 1, 2019, and ending June 30, 2020:

	Original	Amended
Allocation from Wake Capital Fund Balance	\$30,757,331	\$ 31,168,531
Transfer from Wake Operating	<u>82,114,525</u>	<u>82,114,525</u>
Total	\$ 112,871,856	\$ 113,283,056

Section 2. The following amounts hereby are appropriated in the **Triangle Tax District - Wake Capital Fund** for the fiscal year beginning July 1, 2019, and ending June 30, 2020:

	Original	Amended
Capital Planning		
GoTriangle	\$ 458,333	\$ 458,333
CAMPO	340,000	340,000
Community Funding Area	0	0
Garner	50,000	50,000
Fuquay-Varina	13,750	13,750
Rolesville	16,500	16,500
Commuter Rail Transit	0	0
GoTriangle	0	3,363,629
Reserve	42,724,000	39,360,371
Bus Rapid Transit	0	0
City of Raleigh	21,000,000	21,000,000
Bus Infrastructure	0	0
GoTriangle	9,737,000	9,768,200
City of Raleigh	7,828,119	7,828,119
Town of Cary	2,454,110	2,399,110
Town of Holly Springs		55,000
Bus Acquisition	0	0
City of Raleigh	8,364,808	8,744,808
Allocation to Wake Capital Fund Balance	<u>19,885,236</u>	<u>19,885,236</u>
Total	\$ 112,871,856	\$ 113,283,056

Section 3. The GoTriangle President/CEO, or his or her designee, is hereby authorized to transfer funds within appropriations under the following conditions:

- A) No transfer may be made that changes the adopted allocations to fund balance.
- B) All budget transfers will be reported to the Transit Planning Advisory Committee.
- C) All increases to an appropriation, and all transfers between appropriations, must be reviewed by the Transit Planning Advisory Committee and approved by the CAMPO and GoTriangle governing boards.

Section 4: Triangle Tax District – Wake Capital Funds are appropriated pursuant to section 13.2 of Chapter 159 of the General Statutes of North Carolina; therefore, appropriations do not lapse at the end of the fiscal year and are available for duration of the project unless subsequently recommended for reallocation by the Transit Planning Advisory Committee and approved by the CAMPO and GoTriangle governing boards, or as specified in Section 5.

Section 5: GoTriangle Finance Department has authority to close projects and/or programs and reduce appropriations upon notification of project completion by the project sponsor. When actual revenues are available in projects to be closed or which are substantially complete, GoTriangle Finance may transfer savings to Triangle Tax District Wake Capital fund balance. These funds will be then available for future appropriations which require recommendation by the Transit Planning Advisory Committee and approval by the CAMPO and GoTriangle governing boards. This section applies to current and prior year appropriations. A list of project closeouts shall be provided quarterly to the Transit Planning Advisory Committee.

Section 6. Copies of the Budget Ordinance shall be furnished to the Clerk, to the Board of Trustees, to the Finance Officer, and to the Budget Officer of this Authority to be kept on file for their direction in the disbursement of funds. Copies shall also be furnished to representatives of the Agencies under Section 2. The Budget Ordinance shall be entered into the Board minutes.

ADOPTED THIS 24TH DAY OF JUNE 2020.

Michael Parker, Board of Trustees Chair

ATTEST:

Michelle C. Dawson, Clerk to the Board

GoTriangle Employee Work Plan (June 2020- May 2021)Employee Name: Shelley Curran, General Counsel and VP of Strategic Partnerships Period: 6/1/2020 – 6/1/2021

Activity	Associated Task	Planned to Start	Planned to Complete	Comments	Status
Management, support and training of department staff	Support and work with the legal staff and real estate staff. Work with paralegal to prepare Agreements for all of the projects in the FY21 Wake Transit Plan.	June 2020	May 2021		
Wake Transit Plan	Continue to work with staff and partners to carry out the terms of the Interlocal agreement. Execute operating and capital agreements, including Exhibits, for all Projects in the Wake County Transit Plan that will receive funds for FY21. Continue to assist with making the lead agency communications for TPAC more effective.	June 2020	May 2021	Participate in TPAC and subcommittee meetings as necessary	
Durham/Orange Specific	Assist with finalizing condemnation actions. Assist with the revision of the transit plans as needed. D-O specific – work with partners to create any agreements that are necessary to execute the revised transit plans.	June 2020	May 2021		
Contract development support	Help manage support to GoTriangle departments in negotiation, drafting and finalizing contracts and Interlocal agreements.	June 2020	May 2021	The legal department is managing the GoPass Agreements. We will also assist with developing a database of standard contract templates.	

Commuter Rail	Continue to support the commuter rail process.			Oversee outside counsel to help with specific agreements needed as the commuter rail progresses. Legal will continue to serve on the commuter rail working groups.	
RUS Bus	Lead the negotiation for the development agreements with Hoffman and Associates. Work with the team to continue to move the project forward and oversee the Joint Development agreement. Manage the consultant and outside counsel assisting with this project.	June 2020	May 2021		
Employment	Provide legal advice surrounding HR issues and manage any lawsuits. Assist with updating GoTriangle policies.	June 2020	May 2021		
Real estate development and facilities	Oversee and provide support for the acquisition of property, assist with property purchases, sales and leasing. Facilities are now under real estate. Establish a database of bus stop locations and monitor the sites as closely as possible. Provide maintenance to any properties owned by GoTriangle.	June 2020	May 2021	We are currently working with FTA and the GoTriangle Board on the repayment of the federal funds for a number of the properties that we own.	
Communications and Government Support	Attend functions with the Chambers of Commerce, community groups and other leaders. Meet with legislators and local officials. Serve on the Board of Leadership North Carolina for the next year.	June 2020	May 2021	I will continue to try to build and maintain relationships in our region and state as a whole.	
Ethics/Training	Advise GoTriangle Board and staff on ethical issues and opinions. Will provide feedback and support on other workplace employee issues that may arise. Will work with HR to schedule additional trainings.	June 2020	May 2021		

Support CEO	Assist and support the president and CEO.	June 2020	May 2021	Work closely with the CEO on strategy and legal issues.	
Support Board of Trustees	Assist and support Board of Trustees for Board meetings, committees and legal issues as they arise.	June 2020	May 2021	Respond to Board inquiries in a timely manner with as much information as possible.	
Manage outside counsel	Identify issues that require outside counsel. We currently manage outside counsel for condemnation, RUSBUS and any HR lawsuits. Manage quality of work and expenses.	June 2020	May 2021	We currently have outside counsel retained for the condemnation actions in Durham and are planning to retain for assistance with commuter rail.	
Strategic Partnerships	Establish a stakeholder engagement plan, list of stakeholders for the agency and specific to individual projects. Assist and advise the president and CEO on key partnership issues. Develop and maintain relationships with elected officials, advocacy organizations, community partners, etc.	June 2020	May 2021		

I have reviewed the GoTriangle Mission, Objectives and Goals and current departmental goals.

Employee Signature _____ Title General Counsel and VP Date: _____

Supervisor Signature _____ Title Chair, Board of Trustees Date: _____



Connecting all points of the Triangle

MEMORANDUM

TO: GoTriangle Board of Trustees
FROM: Finance Department
DATE: June 24, 2020
SUBJECT: FY20 Budget Ordinance Amendment

Action Requested

Staff requests Board approval of the attached amended Budget Ordinances for Fiscal Year 2020.

Background and Purpose

The original FY20 GoTriangle Operating and Capital Budget was approved by the Board of Trustees on June 26, 2019. After a careful review of the expenses and revenues at year end, we have determined that there are some adjustments that are necessary to the appropriate operating fund.

Financial Impact

General Fund

The requested budget amendments increases the budgets for several General Fund departments by \$565K. The increases are primarily due to the reduction in the allocations received from the Durham and Orange Transit Plans. These amendments can be funded with savings from various departments within the General Fund and therefore the net impact is zero.

Rideshare Fund

The requested budget amendment increases the budget for the Call Center by \$30K. The increase is due to an under estimation of expected part-time salaries. This increase can be funded with savings from another department within the Ridehshare Fund resulting in a net impact of zero.

Attachments

- FY20 Budget Amendment Impact (1)
- FY20 Budget Ordinances (1)

Staff Contact(s)

- Sandra Freeman, CFO/Director, Administrative Services, sfreeman@gotriangle.org
- Harriet Lyons, Budget and Financial Reporting Supervisor, hlyons@gotriangle.org

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www.gotriangle.org



FY20 Budget Amendment Impact - GoTriangle

	<u>Revenue</u>	<u>Expenditures</u>	<u>Reserve/Cash Impact</u>	<u>Fund Affected</u>	<u>Comments</u>
FY20 Approved Budget (7/2019)	\$ 40,990,773	\$ 43,669,445	\$ (2,678,672)		
Repayment of property escrow to FTA		6,006,985	(6,006,985)		
FY 20 Amended Budget (10/2019)	\$ 40,990,773	\$ 49,676,430	(\$8,685,657)		
Budget Amendment		150,000	(150,000)	General Fund	Executive Office - Relocation, Other Professional Services and Temporary Services expenses
Budget Amendment		120,000	(120,000)	General Fund	Administration - Reduction in allocations from Durham and Orange Transit Plans
Budget Amendment		5,000	(5,000)	General Fund	EEO - Reduction in allocations from Durham and Orange Transit Plans
Budget Amendment		30,000	(30,000)	Rideshare Fund	Call Center - underestimated part-time salaries
Budget Amendment		260,000	(260,000)	General Fund	Capital Development - Reduction in allocations from and Durham and Orange Transit Plans
Budget Amendment		(565,000)	565,000	General Fund/Rideshare Fund	Various Departments
FY20 Amended EOY Budget (6/2019)	\$ 40,990,773	\$ 49,676,430	\$ (8,685,657)		
Changes from Amendments	\$ -	\$ -	\$ -		

2020 0012

**GOTRIANGLE
FISCAL YEAR 2020
BUDGET ORDINANCE AMENDMENT**

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

Section 1. It is estimated that the following revenues will be available in the **General Fund** for the fiscal year beginning July 1, 2019, and ending June 30, 2020:

	Original	Revised
Undesignated Fund Balance Appropriated	\$ 1,817,443	\$ 1,817,443
Operating Transfer from Major Transit Investment Fund	7,126,343	7,126,343
Vehicle Registration Tax	6,579,946	6,579,946
Investment Earnings	400,554	400,554
State Grant Revenues	29,188	29,188
Local Grant Revenues	173,452	173,452
Rental Income	494,427	494,427
Reimbursements from other local authorities – GoDurham	1,053,649	1,053,649
Indirect Cost Credits	<u>1,553,072</u>	<u>1,553,072</u>
Total	\$ 19,228,074	\$ 19,228,074

Section 2. The following amounts hereby are appropriated in the **General Fund** for the management of the Authority and its activities for the fiscal year beginning July 1, 2019, and ending June 30, 2020:

	Original	Revised
Board of Trustees	\$ 129,399	\$ 69,399
General Manager	730,045	880,045
Communications & Public Affairs	990,880	950,880
Administration	373,311	493,311
Human Resources	690,659	560,659
Finance	1,567,153	1,447,153
EEO/DBE	125,452	130,452
Legal	930,040	715,040
Capital Development	133,240	393,240
Unemployment Claims	77,600	77,600
GoDurham	1,053,649	1,053,649
Plaza	440,507	440,507
Operating Transfer to Bus Fund	8,671,478	8,671,478
Operating Transfer to Rideshare Fund	772,705	802,705
Operating Transfer to Bus Capital Fund	2,224,789	2,224,789
Operating Transfer to Advanced Technology Fund	<u>317,167</u>	<u>317,167</u>
Total	\$ 19,228,074	\$ 19,228,074

Section 3. It is estimated that the following revenues will be available in the **Ridesharing Fund** for the fiscal year beginning July 1, 2019, and ending June 30, 2020:

	Original	Revised
Federal Grant Revenue	\$ 100,000	\$ 100,000
Regional TDM grant	633,075	633,075
State Grant Revenue	25,000	25,000
Reimbursements from other local authorities	889,503	889,503
Transfer from General Fund	<u>772,705</u>	<u>772,705</u>
Total	\$ 2,420,283	\$ 2,420,283

Section 4. The following amounts hereby are appropriated in the **Ridesharing Fund** for the fiscal year beginning July 1, 2019, and ending June 30, 2020:

	Original	Revised
Regional Services	\$ 694,250	\$ 694,250
Sustainable Travel Services	797,458	767,458
Regional Call Center	<u>928,575</u>	<u>958,575</u>
Total	\$ 2,420,283	\$ 2,450,283

Section 5. It is estimated that the following revenues will be available in the **Regional Bus Service Fund** for the fiscal year beginning July 1, 2019, and ending June 30, 2020:

	Original	Revised
NC Department of Transportation Grant Revenue	\$ 1,000,000	\$ 1,000,000
Federal Grant Revenue	3,846,028	3,846,028
Local Grant Revenue	102,494	102,494
Consignment	1,297,612	1,297,612
Bus fares	870,314	870,314
Vanpool fares	15,458	15,458
Subsidies	14,610	14,610
Miscellaneous Revenue	314,500	314,500
Bus accident reimbursement	40,000	40,000
Paratransit Service Revenue	647,620	647,620
Operating Transfer from D-O Transit Plan	2,444,808	2,444,808
Operating Transit from Wake Transit Plan	2,575,739	2,575,739
Operating Transfer from General Fund	<u>8,671,478</u>	<u>8,671,478</u>
Total	\$ 21,840,661	\$ 21,840,661

Section 6. The following amounts hereby are appropriated in the **Regional Bus Service Fund** for the fiscal year beginning July 1, 2019, and ending June 30, 2020:

	Original	Revised
Bus supervision	\$ 1,906,435	\$ 1,906,435
Bus operations	11,172,996	11,172,996
Bus maintenance	5,376,021	5,376,021
Vanpool	459,640	459,640
Paratransit services	<u>2,925,569</u>	<u>2,925,569</u>
Total	\$ 21,840,661	\$ 21,840,661

Section 7. Copies of this Budget Ordinance shall be furnished to the Clerk to the Board of Trustees and to the Budget Officer of this Authority to be kept on file for their direction in the disbursement of funds.

ADOPTED THIS 24TH DAY OF JUNE 2020.

Michael Parker, Board of Trustees Chair

ATTEST:

Michelle C. Dawson, Clerk to the Board

*Connecting all points of the Triangle*

June 24, 2020

To: GoTriangle Board of Trustees

From: Finance Staff

Subject: **FY21 Budget Overview**

Attached for your review and discussion is the proposed FY21 Budget reflecting changes made from the May 27, 2020 budget review. These changes will be discussed during the June Board meeting.

The COVID-19 virus impact on our budget continues to present challenges. We are currently awaiting information on potential changes in funding related to TDM (Transportation Demand Management) budgeted for \$816K and SMAP (State Maintenance Assistance Program) budgeted for \$2M. The current proposed budget assumes funding for both programs.

During the May budget review, staff included adjustments for all tax revenues due to the impact of COVID-19. These remain unchanged at this time.

At the direction of our GoTriangle Board, staff worked with representatives from the three counties to discuss an ERP reallocation. As a result, GoTriangle agreed to take on an additional \$150K in ERP expenditures, decreasing Durham's expenditures by the same amount.

After discussions with Orange County and the realization that cash balances could not cover all items in the requested FY21 Workplan, all new capital projects were moved into an unbudgeted reserve. As we get more information on revenues, we will assess the potential for funding of these new projects. The same approach has been taken in the Durham and Wake Transit Workplans.

We continue to track the COVID-19 impact on GoTriangle's revenues and expenses. The CARES Act Funding totaling \$7.8M (DCHC MPO \$4.7M, CAMPO \$3.1M) will be used to help offset this impact.



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www.gotriangle.org



Connecting all points of the Triangle

The revised draft FY21 budget shows a \$5.4M surplus, including carryover, an addition to our current reserves. Based on the revisions made since the Budget Workshop, the cost/hour for Operations has decreased from \$137/hour to \$132/hour.

We will, of course, continue to review opportunities for expense reductions, as well adjust revenue forecasts.

We are requesting Board action to approve two (2) items.

1. FY21 material changes to the Durham County Transit Plan (detail and background attached)

During the development of the FY21 Work Plan, several new items were proposed by transit providers in Durham County that will substantially increase the budget for both on-going and newly recommended projects beyond what was anticipated when the Transit Plan was adopted in 2017. Funding is available for these projects because of the discontinuation of Durham-Orange Light Rail Transit (D-O LRT) in March 2019. Per the interlocal agreement (ILA) that governs the Transit Plan, expenditure increases of more than \$500,000 on bus services are considered “material changes” and must be approved by all three governing boards of the ILA.

The Durham County Board of Commissioners and the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) Board approved these changes at their May 11 and May 13, 2020, meetings, respectively. Further details are provided in the material changes memo attached.

2. FY21 Budgets, Ordinances and Workplans

FY21 Proposed GoTriangle Budget and Ordinances (including Durham, Orange and Wake)

FY21 Proposed Durham Transit Workplan

FY21 Proposed Orange Transit Workplan

FY21 Proposed Wake Transit Workplan

Attachments:

FY21 Proposed Budget Impact Overview

FY21 Proposed Budget Ordinances

FY21 Durham County material change memo

FY21 Proposed Wake Transit Workplan

FY21 Proposed Durham Transit Workplan

FY21 Proposed Orange Transit Workplan

Sandra Freeman
CFO/Director of Administrative Services

P.O. Box 13787
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FY21 Budget GoTriangle Change Impact

	<u>Revenue</u>	<u>Expenditures</u>	<u>Reserve/Cash Impact</u>	<u>Fund Affected</u>	<u>Comments</u>
Budget Changes (5-27-2020)	\$ 57,759,347	\$ 52,568,383	\$5,190,964		
Merit Freeze for Executive Staff		33,302	(33,302)	General Fund	Board Clerk, General Counsel, CFO, CCO, VP - Strategic Relationships, CEO, COO, CDO, CTO - (\$33,302 removed from consideration)
Grant Revenue	20,800		20,800	General Fund	Recalculation of grant revenue
Fares/Consignment	(348)		(348)	Bus Fund	Slight miscalculation of Fares
Additional department reductions		(207,199)	207,199	General Fund	Omitted in previous changes
Prior year CIP Projects	87,000	87,000	-	Capital Fund	Carryover for Roof Renovation and Asphalt Resurfacing
ERP	(63,600)	(222,000)	158,400	Capital Fund/General Fund	ERP expense included in both capital and operating budget
ERP Adjustment		151,075	(151,075)	Capital Fund/General Fund	ERP reallocation between GoTriangle, Durham and Orange
Revised Proposed Budget	\$ 57,803,199	\$ 52,410,561	\$ 5,392,638		
Change	\$ 43,852	\$ (157,822)	\$ 201,674		
FY20 Budget (Amended)	\$ 41,000,717	\$ 49,676,430	\$ (8,675,713)		

FY21 Budget Change Impact (Durham Transit Plan)

	<u>Revenue</u>	<u>Expenditures</u>	<u>Reserve/Cash Impact</u>	<u>Fund Affected</u>	<u>Comments</u>
Budget Changes (5-27-2020)	\$ 31,982,500	\$ 29,615,100	\$ 2,367,400		
Carry Forward Capital	11,194,407	11,194,407	-	Durham Funds	Encumbered amounts from FY20
ERP Carryover Budget Adjustment		(151,075)	151,075	Durham Funds	ERP reallocation between GoTriangle, Durham and Orange*
Revised Proposed Budget	\$ 43,176,907	\$ 40,658,432	\$ 2,518,475		
Change	\$ 11,194,407	\$ 11,043,332	\$ 151,075		
FY20 Budget (Amended)	\$ 38,788,381	\$ 21,068,265	\$ 17,720,116		

*Due to timing of the ERP agreed adjustments after the last SWG for the current fiscal year, Durham Transit workplan will be updated in FY21-Q1 as an amendment to match the adopted budget

FY21 Budget Change Impact (Orange Transit Plan)

	<u>Revenue</u>	<u>Expenditures</u>	<u>Reserve/Cash Impact</u>	<u>Fund Affected</u>	<u>Comments</u>
Budget Changes (5-27-2020)	\$ 9,554,330	\$ 8,820,530	\$ 733,800		
Carry Forward Capital	6,655,910	6,655,910	-	Orange Funds	Encumbered amounts from FY20
Less budget workshop Carry Forward estimate	(799,030)	(799,030)	-	Orange Funds	Reduce double count above line
GoTriangle - Vehicle Acquisition		(903,000)	903,000	Orange Funds	Deferred Programming - GoTriangle Vehicle Acquisition- FY21 Allocated Reserve
GoTriangle - Origin - Destination Survey		(250,000)	250,000	Orange Funds	Deferred Programming - GoTriangle Origin-Destination Survey- FY21 Allocated Reserve
GoTriangle - Short Range Transit Plan		(31,250)	31,250	Orange Funds	Deferred Programming - GoTriangle Short Range Transit Plan FY21 Allocated Reserve
Town of Hillsborough Train Station and Bus stop improvement		(434,900)	434,900	Orange Funds	Deferred Programming - Town of Hillsborough-Carryover Allocated to Reserve
Chapel Hill Transit North South -BRT FY21 Programming		(2,062,500)	2,062,500	Orange Funds	Deferred Programming - CHT NS-BRT to FY21 Allocated Reserve
Revised Proposed Budget	\$ 15,411,210	\$ 10,995,760	\$ 4,415,450		
Change	\$ 5,856,880	\$ 2,175,230	\$ 3,681,650		
FY20 Budget (Amended)	\$ 15,244,639	\$ 13,976,018	\$ 1,268,621		

FY21 Budget Change Impact (Wake Transit Plan) - Operating Fund

	<u>Revenue</u>	<u>Expenditures</u>	<u>Reserve/Cash Impact</u>	<u>Fund Affected</u>	<u>Comments</u>
<i>Budget Changes (5-27-2020)</i>	\$ 110,980,050	\$ 91,124,605	\$19,855,445		
Vehicle Rental Taxes Decrease	(995,200)		(995,200)	Wake Funds	
1/2 Cent Sales Tax	848,569		848,569	Wake Funds	
City of Raleigh Route Savings		(146,631)	146,631	Wake Funds	Route 21 - Savings from original project submission.
<i>Revised Proposed Budget</i>	\$ 110,833,419	\$ 90,977,974	\$ 19,855,445		
<i>Change</i>	\$ (146,631)	\$ (146,631)	\$ -		
FY20 Budget (Amended)	\$ 154,223,495	\$ 162,519,854	\$ (8,296,359)		

FY21 Budget Change Impact (Wake Transit Plan) - Capital Fund

	<u>Revenue</u>	<u>Expenditures</u>	<u>Reserve/Cash Impact</u>	<u>Fund Affected</u>	<u>Comments</u>
Budget Changes (5-27-2020)	\$ 110,833,419	\$ 90,977,974	\$19,855,445		
Carry Forward Operating	618,712	618,712	-	Wake Funds	Encumbured amounts from FY20
Carry Forward Capital	116,642,983	116,642,983	-	Wake Funds	Encumbured amounts from Prior Years
Revised Proposed Budget	\$ 228,095,113	\$ 208,239,668	\$ 19,855,445		
Change due to Carryforward	\$ 117,261,694	\$ 117,261,694	\$ -		
FY20 Budget (Amended)	\$ 154,223,495	\$ 162,519,854	\$ (8,296,359)		

Vehicle Rental Tax
FY21 - Proposed Budget

Vehicle Rental	FY21 Proposed Budget	FY21 Draft Budget	FY20 Adopted Budget	FY19 Actual	% Decrease		
					FY21 Proposed Budget vs FY21 Draft Budget	FY21 Draft Budget vs FY20 Budget	FY21 Proposed Budget vs FY19 Actual
Wake	\$3,524,800	\$4,520,000	\$4,406,000	\$4,258,283	-22.0%	-20.0%	-17.2%
Durham	\$1,114,500	\$1,429,100	\$1,393,148	\$1,346,369	-22.0%	-20.0%	-17.2%
Orange	\$544,300	\$697,900	\$680,347	\$657,529	-22.0%	-20.0%	-17.2%
Total Transit Plans	\$5,183,600	\$6,647,000	\$6,479,495	\$6,262,181	-22.0%	-20.0%	-17.2%
GoTriangle	FY21 Proposed Budget	FY21 Draft Budget	FY20 Adopted Budget	FY19 Actual	% Decrease		
					FY21 Proposed Budget vs FY21 Draft Budget	FY21 Draft Budget vs FY20 Budget	FY21 Proposed Budget vs FY19 Actual
Vehicle Rental Tax	\$5,183,600	\$6,647,000	\$6,479,495	\$6,262,180	-22%	-20%	-17%
Total Vehicle Rental Tax	\$10,367,200	\$13,294,000	\$12,958,990	\$12,524,361	-22%	-20%	-17%

**GOTRIANGLE
FISCAL YEAR 2021
BUDGET ORDINANCE**

BE IT ORDAINED by the Board of Trustees of GoTriangle:

Section 1. It is estimated that the following revenues will be available in the **General Fund** for the fiscal year beginning July 1, 2020, and ending June 30, 2021:

Undesignated Fund Balance Appropriated	\$2,255,120
Operating Transf From Major Transit Investment Fund	3,124,526
Vehicle Registration Tax	6,562,935
Investment Earnings	400,554
Federal Grant Revenues	300,000
Rental Income	494,427
COVID-19	7,872,802
Reimbursements from other local authorities- Go Durham	1,110,393
Indirect Cost Credits	1,540,837
Total	\$23,661,594

Section 2. The following amounts are hereby appropriated in the **General Fund** for the management of the Authority and its activities for the fiscal year beginning July 1, 2020, and ending June 30, 2021:

Board	\$136,505
Executive Office	343,462
Chief Operations Office	383,711
Communications & Public Affairs	1,000,963
Administration	506,050
Human Resources	767,480
Finance	1,715,852
EEO/DBE	133,056
Legal	615,378
Real Estate	408,236
Capital Development	234,651
Unemployment Claims	77,602
GoDurham	1,110,393
Plaza	442,700
Operating Transfer To Bus Fund	11,374,382
Operating Transfer To Rideshare Fund	855,929
Operating Transfer To Bus Cap Fund	2,199,186
Operating Transfer To Advanced Tech Fund	1,356,057
Total	\$23,661,594

Section 3. It is estimated that the following revenues will be available in the **Ridesharing Fund** for the fiscal year beginning July 1, 2020, and ending June 30, 2021:

Federal Grant Revenue	\$80,000
Regional TDM grant	815,810
State Grant Revenue	20,000
Reimbursements from other local authorities	858,524
Transfer from General Fund	855,929
Total	\$2,630,263

**GOTRIANGLE
FISCAL YEAR 2021
BUDGET ORDINANCE**

Section 4. The following amounts are hereby appropriated in the **Ridesharing Fund** for the fiscal year beginning July 1, 2020 and ending June 30, 2021:

Regional Services	\$342,153
Regional Services - Planning	\$406,319
Sustainable Travel Services	867,994
Regional Call Center	1,013,797
Total	\$2,630,263

Section 5. It is estimated that the following revenues will be available in the **Regional Bus Service Fund** for the fiscal year beginning July 1, 2020, and ending June 30, 2021:

NCDOT Grant Revenue	\$2,000,000
Federal Grant Revenue	1,600,000
Consignment	865,000
Bus fares	580,000
Transit Service Revenue	5,661,896
Bus accident reimbursement	40,000
Paratransit Service Revenue	654,993
Operating Transfer from General Fund	11,374,382
Total	\$22,776,271

Section 6. The following amounts are hereby appropriated in the **Regional Bus Service Fund** for the fiscal year beginning July 1, 2020, and ending June 30, 2021:

Bus supervision	\$2,154,094
Bus operations	11,307,067
Bus maintenance	5,712,938
Vanpool	511,797
Paratransit services	3,090,375
Total	\$22,776,271

Section 7. Copies of this Budget Ordinance shall be furnished to Clerk of the Board of Trustees and to the Budget Officer of this Authority to be kept on file for their direction in the disbursement of funds.

ADOPTED THIS 25th DAY OF JUNE 2020.

Michael Parker, Board of Trustees Chair

ATTEST:

Michelle C. Dawson, Clerk to the Board

**GOTRIANGLE
FISCAL YEAR 2021
MAJOR CAPITAL PROJECT ORDINANCE - Amendment**

BE IT ORDAINED by the Board of Trustees of GoTriangle:

Section 1. It is estimated that the following revenues will be available in the **Major Capital Fund** for the fiscal year beginning July 1, 2020 and ending June 30, 2021:

Rental Income	\$ 160,000
Operating Transfer From Major Transit Investment Fund	1,050,740
Total	\$1,210,740

Section 2. The following amounts are hereby appropriated in the **Major Capital Fund** for the fiscal year beginning July 1, 2020 and ending June 30, 2021:

Other Capital Expenses	\$ 1,210,740
Total	\$ 1,210,740

Section 3. Copies of this Budget Ordinance shall be furnished to the Clerk of the Board of Trustees and to the Budget Officer of this Authority to be kept on file for their direction in the disbursement of funds.

ADOPTED THIS 25th DAY OF JUNE 2020.

Michael Parker, Board of Trustees Chair

ATTEST:

Michelle C. Dawson, Clerk to the Board

**GOTRIANGLE
FISCAL YEAR 2021
REGIONAL BUS CAPITAL PROJECT ORDINANCE**

BE IT ORDAINED by the Board of Trustees of the GoTriangle:

Section 1. It is estimated that the following revenues will be available in the **Regional Bus Capital Project Fund** for the fiscal year beginning July 1, 2020 and ending June 30, 2021:

Federal Transit Administration	2,879,289
Reimbursements from Others	9,632,897
Operating transfer from General Fund	2,199,186
Total	\$14,711,372

Section 2. The following amounts are hereby appropriated in the **Regional Bus Capital Project Fund** for the fiscal year beginning July 1, 2020 and ending June 30, 2021.

Capital Outlay	\$14,711,372
Total	\$14,711,372

Section 3. Copies of this Budget Ordinance shall be furnished to the Clerk of the Board of Trustees and to the Budget Officer of this Authority to be kept on file for their direction in the disbursement of funds.

ADOPTED THIS 25th DAY OF JUNE 2020.

Michael Parker, Board of Trustees Chair

ATTEST:

Michelle C. Dawson, Clerk to the Board

**GOTRIANGLE
FISCAL YEAR 2021
ADVANCED TECHNOLOGY PROJECT FUND ORDINANCE**

BE IT ORDAINED by the Board of Trustees of GoTriangle :

Section 1. It is estimated that the following revenues will be available in the **Advanced Technology Project Fund** for the fiscal year beginning July 1, 2020 and ending June 30, 2021:

NC Department of Transportation	\$49,818
Reimbursements from Others	1,648,925
Operating transfer from General Fund	1,356,057
Total	\$3,054,800

Section 2. The following amounts are hereby appropriated in the **Advanced Technology Project Fund** for the fiscal year beginning July 1, 2020 and ending June 30, 2021:

Capital outlay	\$3,054,800
Total	\$3,054,800

Section 3. Copies of this Budget Ordinance shall be furnished to the Clerk of the Board of Trustees and to the Budget Officer of this Authority to be kept on file for their direction in the disbursement of funds.

ADOPTED THIS 25th DAY OF JUNE 2020.

Michael Parker, Board of Trustees Chair

ATTEST:

Michelle C. Dawson, Clerk to the Board

**GOTRIANGLE
FISCAL YEAR 2021
MAJOR TRANSIT INVESTMENT FUND
BUDGET ORDINANCE AMENDMENT**

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

Section 1. It is estimated that the following revenues will be available in the Major Transit Investment Fund for the fiscal year beginning July 1, 2020 and ending June 30, 2021:

Vehicle Rental Tax	\$ 5,183,600
Investment Earnings	671,419
Total	\$5,855,019

Section 2. The following amounts are hereby appropriated in the **Major Transit Investment Fund** for the fiscal year beginning July 1, 2020 and ending June 30, 2021:

Operating Transfer To General Fund	\$3,124,526
Operating Transfer To MTIF Capital Proj. Fund	1,050,740
Fund Balance Appropriated	1,679,753
Total	\$5,855,019

Section 3. Copies of this Budget Ordinance shall be furnished to the Clerk of the Board of Trustees and to the Budget Officer of this Authority to be kept on file for their direction in the disbursement of funds.

ADOPTED THIS 25th DAY OF JUNE 2020.

Michael Parker, Board of Trustees Chair

ATTEST:

Michelle C. Dawson, Clerk to the Board

**GOTRIANGLE
FISCAL YEAR 2021
TRIANGLE TAX DISTRICT - DURHAM OPERATING FUND
BUDGET ORDINANCE**

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

Section 1. It is estimated that the following revenues will be available in the **Triangle Tax District - Durham Operating Fund** for the fiscal year beginning July 1, 2020 and ending June 30, 2021:

Article 43 ½ Cent Sales Tax	\$ 28,539,000
Vehicle Rental Tax	1,114,500
\$7 Vehicle Registration Tax	1,630,000
\$3 Vehicle Registration Tax Transfer from Durham/Orange Special Tax District	699,000
Total	\$ 31,982,500

Section 2. The following amounts are hereby appropriated in the **Triangle Tax District - Durham Operating Fund** for the fiscal year beginning July 1, 2020 and ending June 30, 2021:

Tax District Administration	\$ 405,700
Transit Plan Administration	
DCHC MPO	\$ 56,750
GoTriangle	1,616,000
Durham County	200,900
Bus Operations	
Durham County Access	\$ 190,500
GoDurham	5,715,100
GoTriangle	1,598,400
Transfer to Triangle Tax District - Durham Capital Fund	\$ 21,568,250
Allocation to Durham Operating Fund Balance	630,900
Total	\$ 31,982,500

Section 3. The FY21 Durham Transit Work Plan reflects an amendment of new projects or areas of investment to address uncertainty on revenue due to anticipated economic impact of the Coronavirus Disease 2019 (COVID-19) health crises.

DCHC MPO, GoTriangle and Durham County will monitor the actual data for sales tax collections for the period between March and July 2020 and will continue analyze the opportunity to minimize the draw down of unallocated reserves in FY 2021. The current project budgets identified are those that are deemed time-sensitive ongoing efforts or involve time-sensitive external grant sources as part of their overall funding mechanism. The FY21 Durham Transit Work Plan also identifies a list of projects that were assigned to an unbudgeted reserve cache that will be reevaluated for potential investment in the second quarter of FY 2021 (October – December 2020) when revenue data for the period of March – July of 2020 will have been collected.

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

ADOPTED THIS 25TH DAY OF JUNE 2020.

Michael Parker, Board of Trustees Chair

ATTEST:

Michelle C. Dawson, Clerk to the Board

**GOTRIANGLE
FISCAL YEAR 2021
TRIANGLE TAX DISTRICT - DURHAM CAPITAL FUND
BUDGET ORDINANCE**

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

Section 1. It is estimated that the following revenues will be available in the **Triangle Tax District Durham Capital Fund** for the fiscal year beginning July 1, 2020, and ending June 30, 2021:

Transfer from Triangle Tax District - Durham Operating Fund	21,568,250
Total	\$ 21,568,250

Section 2. The following amounts are hereby appropriated in the **Triangle Tax District - Durham Capital Fund** for the fiscal year beginning July 1, 2020, and ending June 30, 2021:

Transit Infrastructure	
GoTriangle	\$ 5,900,000
City of Durham / GoDurham	8,863,750
Vehicle Purchase	
GoTriangle	\$ 1,445,000
City of Durham / GoDurham	2,148,000
Capital - Planning	
GoTriangle	\$ 1,475,000
Allocation to Durham Capital Fund Balance	1,736,500
Total	\$ 21,568,250

Section 3. The FY21 Durham Transit Work Plan reflects an amendment of new projects or areas of investment to address uncertainty on revenue due to anticipated economic impact of the Coronavirus Disease 2019 (COVID-19) health crises.

DCHC MPO, GoTriangle and Durham County will monitor the actual data for sales tax collections for the period between March and July 2020 and will continue analyze the opportunity to minimize the draw down of unallocated reserves in FY 2021. The current project budgets identified are those that are deemed time-sensitive ongoing efforts or involve time-sensitive external grant sources as part of their overall funding mechanism. The FY21 Durham Transit Work Plan also identifies a list of projects that were assigned to an unbudgeted reserve cache, that will be reevaluated for potential investment in the second quarter of FY 2021 (October – December 2020) when revenue data for the period of March – July of 2020 will have been collected.

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

ADOPTED THIS 25th DAY OF JUNE 2020.

Michael Parker, Board of Trustees Chair

ATTEST:

Michelle C. Dawson, Clerk to the Board

**GOTRIANGLE
FISCAL YEAR 2021
DURHAM/ORANGE SPECIAL TAX DISTRICT FUND ORDINANCE
[DURHAM COUNTY]**

BE IT ORDAINED by the GoTriangle Board of Trustees:

Section 1. It is estimated that the following revenues will be available in the **Durham/Orange Special Tax District Fund** for the fiscal year beginning July 1, 2020 and ending June 30, 2021:

\$3 Vehicle Registration Tax	\$699,000
Total	\$699,000

Section 2. The following amounts are hereby appropriated in the **Durham/Orange Special Tax District Fund** for the fiscal year beginning July 1, 2020 and ending June 30, 2021:

Transfer to Triangle Tax District - Durham Operating Fund	\$699,000
Total	\$699,000

Section 3. Copies of this Budget Ordinance shall be furnished to Clerk of the Board of Trustees and to the Budget Officer of this Authority to be kept on file for their direction in the disbursement of funds.

ADOPTED THIS 25th DAY OF JUNE 2020.

Michael Parker, Board of Trustees Chair

ATTEST:

Michelle C. Dawson, Clerk to the Board

**GOTRIANGLE
FISCAL YEAR 2021
TRIANGLE TAX DISTRICT - ORANGE OPERATING FUND
BUDGET ORDINANCE**

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

Section 1. It is estimated that the following revenues will be available in the **Triangle Tax District Orange Operating Fund** for the fiscal year beginning July 1, 2020 and ending June 30, 2021:

Article 43 ½ Cent Sales Tax	\$ 7,104,000
Vehicle Rental Tax	544,300
\$7 Vehicle Registration Tax	775,000
\$3 Vehicle Registration Tax Transfer from Durham/Orange Special Tax District	332,000
Total	\$ 8,755,300

Section 2. The following amounts are hereby appropriated in the **Triangle Tax District Orange Operating Fund** for the fiscal year beginning July 1, 2020 and ending June 30, 2021:

Tax District Administration	\$ 245,700
Transit Administration	
DCHC MPO	\$ 56,750
GoTriangle	502,300
Bus Operations	
Chapel Hill Transit	\$ 2,198,700
Orange County Public Transit	743,800
GoTriangle	990,000
Transfer to Triangle Tax District - Orange Capital Fund	3,284,250
Allocation to Orange Operating Fund Balance	733,800
Total	\$ 8,755,300

Section 3. The FY21 Orange Transit Work Plan reflects an amendment of new projects or areas of investment to address uncertainty on revenue due to anticipated economic impact of the Coronavirus Disease 2019 (COVID-19) health crises.

DCHC MPO, GoTriangle and Orange County will monitor the actual data for sales tax collections for the period between March and July 2020 and will continue analyze the opportunity to minimize the draw down of unallocated reserves in FY 2021. The current project budgets identified are those that are deemed time-sensitive ongoing efforts or involve time-sensitive external grant sources as part of their overall funding mechanism. The FY21 Orange Transit Work Plan also identifies a list of projects that were assigned to an unbudgeted reserve cache that will be reevaluated for potential investment in the second quarter of FY 2021 (October – December 2020) when revenue data for the period of March – July of 2020 will have been collected.

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

ADOPTED THIS 25th DAY OF JUNE 2020.

ATTEST:

Michael Parker, Board of Trustees Chair

Michelle C. Dawson, Clerk to the Board

**GOTRIANGLE
FISCAL YEAR 2021
TRIANGLE TAX DISTRICT - ORANGE CAPITAL FUND
BUDGET ORDINANCE**

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

Section 1. It is estimated that the following revenues will be available in the **Triangle Tax District - Orange Capital Fund** for the fiscal year beginning July 1, 2020 and ending June 30, 2021:

Transfer from Triangle Tax District - Orange Operating Fund	\$ 3,284,250
Total	\$ 3,284,250

Section 2. The following amounts are hereby appropriated in the **Triangle Tax District - Orange Capital Fund** for the fiscal year beginning July 1, 2020, and ending June 30, 2021:

Capital - Planning	
GoTriangle	37,500
Allocation to Orange Capital Fund Balance	3,246,750
Total	\$ 3,284,250

Section 3. The FY21 Orange Transit Work Plan reflects an amendment of new projects or areas of investment to address uncertainty on revenue due to anticipated economic impact of the Coronavirus Disease 2019 (COVID-19) health crises.

DCHC MPO, GoTriangle and Orange County will monitor the actual data for sales tax collections for the period between March and July 2020 and will continue analyze the opportunity to minimize the draw down of unallocated reserves in FY 2021. The current project budgets identified are those that are deemed time-sensitive ongoing efforts or involve time-sensitive external grant sources as part of their overall funding mechanism. The FY21 Orange Transit Work Plan also identifies a list of projects that were assigned to an unbudgeted reserve cache that will be reevaluated for potential investment in the second quarter of FY 2021 (October – December 2020) when revenue data for the period of March – July of 2020 will have been collected.

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

ADOPTED THIS 25th DAY OF JUNE 2020.

Michael Parker, Board of Trustees Chair

ATTEST:

Michelle C. Dawson, Clerk to the Board

**GOTRIANGLE
FISCAL YEAR 2021
DURHAM/ORANGE SPECIAL TAX DISTRICT FUND ORDINANCE
[ORANGE COUNTY]**

BE IT ORDAINED by the GoTriangle Board of Trustees:

Section 1. It is estimated that the following revenues will be available in the **Durham/Orange Special Tax District Fund** for the fiscal year beginning July 1, 2020 and ending June 30, 2021:

\$3 Vehicle Registration Tax	\$332,000
Total	\$332,000

Section 2. The following amounts are hereby appropriated in the **Durham/Orange Special Tax District Fund** for the fiscal year beginning July 1, 2020 and ending June 30, 2021:

Transfer to Triangle Tax District - Orange Operating Fund	\$332,000
Total	\$332,000

Section 3. Copies of this Budget Ordinance shall be furnished to Clerk of the Board of Trustees and to the Budget Officer of this Authority to be kept on file for their direction in the disbursement of funds.

ADOPTED THIS 25th DAY OF JUNE 2020.

Michael Parker, Board of Trustees Chair

ATTEST:

Michelle C. Dawson, Clerk to the Board

**GOTRIANGLE
FISCAL YEAR 2021
TRIANGLE TAX DISTRICT -- WAKE OPERATING FUND ORDINANCE**

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

Section 1. It is estimated that the following revenues will be available in the **Triangle Tax District Wake** Operating Fund for the fiscal year beginning July 1, 2020 and ending June 30, 2021:

Article 43 ½ Cent Local Option Sales Tax	\$29,786,770
Vehicle Rental Tax	3,524,800
\$7 Vehicle Registration Tax	7,088,000
\$3 Vehicle Registration Tax (Transfer from Wake Special Tax District)	3,037,000
Farebox	161,480
Other/Miscellaneous	246,000
Total	\$43,844,050

Section 2. The following amounts hereby are appropriated in the **Triangle Tax District Wake** Operating Fund for the fiscal year beginning July 1, 2020 and ending June 30, 2021:

Tax District Administration (GoTriangle)	\$489,110
Transit Plan Administration	
GoTriangle	1,848,137
Capital Area Metropolitan Planning Organization (CAMPO)	409,999
City of Raleigh	1,102,625
Town of Cary	556,714
Community Funding Areas	
Town of Wake Forest	337,888
Town of Apex	115,000
Reserve	282,626
Bus Operations	
GoTriangle	3,225,480
City of Raleigh	11,970,871
Town of Cary	1,983,341
Wake County	374,495
Town of Wendell	4,413
Town of Zebulon	5,940
Reserve	117,000
Allocation to Wake Operating Fund Balance	-
Transfer to Triangle Tax District -- Wake Capital	21,020,410
Total	\$43,844,050

Section 3. The GoTriangle President/CEO, or his or her designee, is hereby authorized to transfer funds within appropriations under the following conditions:

- A) No transfer may be made that changes the adopted allocations to fund balance.
- B) All budget transfers will be reported to the Transit Planning Advisory Committee.
- C) All increases to an appropriation, and all transfers between appropriations, must be reviewed by the Transit Planning Advisory Committee and approved by the CAMPO and GoTriangle governing boards.

Section 4. Triangle Tax District Wake Operating funds encumbered as of June 30, 2019 by GoTriangle as the

Section 5. Copies of the Budget Ordinance shall be furnished to the Clerk, to the Board of Trustees, to the Finance Officer, and to the Budget Officer of this Authority to be kept on file for their direction in the disbursement of funds. Copies shall also be furnished to representatives of the Agencies under Section 2. The Budget

ADOPTED THIS 25th DAY OF JUNE 2020.

Michael Parker, Board of Trustees Chair

ATTEST:

Michelle C. Dawson, Clerk to the Board

**GOTRIANGLE
FISCAL YEAR 2021
TRIANGLE TAX DISTRICT -- WAKE CAPITAL FUND ORDINANCE**

BE IT ORDAINED by the Research Triangle Regional Public Transportation Authority Board of Trustees that pursuant to section 13.2 of Chapter 159 of the General Statutes of North Carolina, the following project ordinance is hereby adopted:

Section 1. It is estimated that the following revenues will be available in the **Triangle Tax District** Wake Capital Fund for the fiscal year beginning July 1, 2020 and ending June 30, 2021:

Allocation from Wake Capital Fund Balance	\$28,073,369
Transfer from Wake Operating	21,020,410
Total	\$49,093,779

Section 2. The following amounts hereby are appropriated in the **Triangle Tax District - Wake** Capital Fund for the fiscal year beginning July 1, 2020 and ending June 30, 2021:

Capital Planning	
GoTriangle	\$458,333
City of Raleigh	75,000
Wake County	30,000
Community Funding Area	
Town of Apex	207,000
Town of Morrisville	248,000
Bus Rapid Transit	
City of Raleigh	28,220,000
Allocation to Wake Capital Fund Balance	19,855,446
Total	\$49,093,779

Section 3. The GoTriangle President/CEO or his or her designee, is hereby authorized to transfer funds within appropriations under the following conditions:

- A) No transfer may be made that changes the adopted allocations to fund balance.
- B) All budget transfers will be reported to the Transit Planning Advisory Committee.
- C) All increases to an appropriation, and all transfers between appropriations, must be reviewed by the Transit Planning Advisory Committee and approved by the CAMPO and GoTriangle governing boards.

Section 4. Triangle Tax District - Wake Capital Funds are appropriated pursuant to section 13.2 of Chapter 159 of the General Statutes of North Carolina; therefore, appropriations do not lapse at the end of the fiscal year and are available for duration of the project unless subsequently recommended for reallocation by the Transit Planning Advisory Committee and approved by the CAMPO and GoTriangle governing boards, or as specified in Section 5.

Section 5. GoTriangle Finance Department has authority to close projects and/or programs and reduce appropriations upon notification of project completion by the project sponsor. When actual revenues are available in projects to be closed or which are substantially complete, GoTriangle Finance may transfer savings to Triangle Tax District Wake Capital fund balance. These funds will be then available for future appropriations which require recommendation by the Transit Planning Advisory Committee and approval by the CAMPO and GoTriangle governing boards. This section applies to current and prior year appropriations. A list of project closeouts shall be provided quarterly to the Transit Planning Advisory Committee.

Section 6. If received, Small Starts Funding from the FTA in support of the New Bern Avenue project will be awarded directly to the City of Raleigh. Expenditures funded by these federal funds will be budgeted by the City of Raleigh in their respective Transit Grant Fund. Dollars budgeted above are the local funds budgeted by the tax district and allocated to the City of Raleigh in support of this project.

Section 7. Copies of the Budget Ordinance shall be furnished to the Clerk, to the Board of Trustees, to the Finance Officer, and to the Budget Officer of this Authority to be kept on file for their direction in the disbursement of funds. Copies shall also be furnished to representatives of the Agencies under Section 2. The Budget Ordinance shall be entered into the Board minutes.

ADOPTED THIS 25th DAY OF JUNE 2020.

Michael Parker, Board of Trustees Chair

ATTEST:

Michelle C. Dawson, Clerk to the Board

**GOTRIANGLE
FISCAL YEAR 2021
WAKE SPECIAL TAX DISTRICT FUND ORDINANCE**

BE IT ORDAINED by the GoTriangle Board of Trustees:

Section 1. It is estimated that the following revenues will be available in the **Wake Special Tax** District Fund for the fiscal year beginning July 1, 2020 and ending June 30, 2021:

\$3 Vehicle Registration Tax	\$3,037,000
Total	<u>\$3,037,000</u>

Section 2. The following amounts hereby are appropriated in the **Wake Special Tax District** Fund for the fiscal year beginning July 1, 2020 and ending June 30, 2021:

Transfer to Triangle Tax District – Wake Operating Fund	\$3,037,000
Total	<u>\$3,037,000</u>

Section 3. Copies of this Budget Ordinance shall be furnished to the Clerk of the Board of Trustees and to the Budget Officer of this Authority to be kept on file for their direction in the disbursement of funds.

ADOPTED THIS 25th DAY OF JUNE 2020.

ATTEST:

Michael Parker, Board of Trustees Chair

Michelle C. Dawson, Clerk to the Board



Durham Chapel-Hill Carrboro Metropolitan Planning Organization

Member Organizations: Town of Carrboro, Town of Chapel Hill, Chatham County, City of Durham, Durham County, Town of Hillsborough, NC Department of Transportation, Orange County, GoTriangle

June 24, 2020

To: GoTriangle Board of Trustees

From: Aaron Cain, Planning Manager, Durham-Chapel Hill-Carrboro MPO

Re: Material Changes to the Durham County Transit Plan

Summary. During the development of the FY21 Work Plan, several items were proposed by transit providers in Durham County that will substantially increase the budgets of those projects, or that are new projects, than was envisaged when the Transit Plan was adopted in 2017. Funding is available for these projects because of the discontinuation of Durham-Orange Light Rail Transit (D-O LRT) in March 2019. Per the interlocal agreement (ILA) that governs the Transit Plan, expenditure increases of more than \$500,000 on bus services are considered “material changes” and must be approved by all three governing boards of the ILA.

The projects that are deemed to be material changes are:

- Fayetteville Street Transit Emphasis Corridor – scope and budget enlarged
- Bus Stop Access Improvements – new project
- Bus Speed and Reliability – new project
- Electric Vehicle Acquisition – new project
- GoDurham CAD/AVL – new project

The Durham County Board of Commissioners and the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) Board approved these changes at their May 11 and May 13, 2020, meetings, respectively.

Background. In 2013, the Durham County Board of Commissioners, the DCHC MPO, and GoTriangle adopted an ILA to govern procedures for amending the Bus and Rail Investment Plan, which was originally adopted in 2011. In 2017, a new Durham County Transit Plan was adopted, and the ILA procedures extended to the new Transit Plan. The ILA stipulates that a change of more than \$500,000 to bus services is considered a material change, and therefore must be approved by all three parties to the ILA.

Several items are considered material changes because of the amount of funding increase that is requested in the FY21 Work Plan. All of these funding requests have been deemed to be within budget in FY21. The FY21 Work Plan was approved by the Durham Staff Working Group (SWG) on June 9, 2020. A short description of each project is given below, and the project sheet for each project is attached.

Fayetteville Street Transit Emphasis Corridor – a Transit Emphasis Corridor (TEC) is a set of infrastructure improvements to provide additional amenities to transit riders, upgrade pedestrian and/or bicycle facilities to improve access to transit, and roadway construction to improve the reliability of transit vehicles. The 2017 Plan only budgeted \$2.6M for TECs. However, in order to fully realize the benefits that TECs can provide to transit users and providers, as well as address increasing costs of pedestrian infrastructure, the amount requested by the City of Durham is significant. The City of Durham proposed to expand the scope of the Fayetteville Street

TEC to encompass the length of the street from Lakewood Avenue to Riddle Road. The budget will increase to a total of \$10.78M, \$2M of which will be budgeted in FY21.

Bus Stop Access Improvements – this project is complementary to the bus stop improvements being managed by GoTriangle. This project will enhance the pedestrian infrastructure around the improved stops to increase access, such as filling in sidewalk gaps, crosswalks, signals, and signage. \$125,000 was approved in FY20 for design, \$1,125,000 is requested in FY21 for construction.

Bus Speed and Reliability – this project will identify locations where buses experience delays, slow travel speeds, safety concerns, conflicts with other vehicles or infrastructure, and construct treatments to improve bus speed and reliability. In FY20, \$500,000 was provided to conduct reviews and design improvements. In FY21, \$1.5M is requested to implement the improvements, such as signage, pavement markings, flexible delineator posts, or equipment needed for vehicles, traffic signals, or other infrastructure to enable improved bus performance. Efforts will be coordinated with other projects such as transit emphasis corridor planning, roadway resurfacing, transit center improvements, access to transit for pedestrians and other users, and other vehicle and roadway projects related to bus service in Durham and for related project management and administration expenses.

Electric Vehicle Acquisition - in anticipation of the update to the Durham County Transit Plan, additional expansion vehicles will be needed to provide new peak service. Purchase of electric buses is the preferred option because the City of Durham adopted a resolution endorsing the development of a fundable action plan toward a road map to carbon neutrality in City operations by 2040. The proposed vehicles will be deployed to new service to address crowded trips on the GoDurham system that reduce comfort, speed, and reliability of the system. Ordering in FY21 will ensure vehicles are delivered and additional charging infrastructure is in place upon implementation of expanded service. The 2017 Plan only proposed the purchase of one vehicle for GoDurham since buses were to be redeployed and complementary to light rail service. However, with the discontinuation of D-O LRT in the immediate future local bus service will be the primary form of transit. This is a multi-year project requesting \$6,444,000 over two years, split evenly between FY21 and FY22.

GoDurham CAD/AVL – this project will cover the one-time cost associated with the purchase and installation of Computer-Aided Dispatch/Automated Vehicle Location (CAD/AVL) technology for GoDurham buses. The project request aligns with the recommendations of the Regional Technology Plan, which was developed by the regional partners to ensure that they would optimize future technology investments. GoDurham has requested \$1.5M for this project.

Issues. These projects would add approximately \$21.3M in spending over the next several years on bus services and capital from the Durham Transit Tax Fund. This amount could affect the availability of funding for other major capital investments in the next 2-4 years. No particular project, if any, has been identified. Any major capital projects will come from the development of a new Transit Plan.

Development of the new Transit Plan has begun. Initial community engagement for the new Transit Plan has shown a desire for improved bus service in Durham; further engagement is required to receive more specific input.

Alternatives. The GoTriangle Board of Trustees could choose not to approve the material change for any or all of the projects discussed in this memo. Per the ILA, all three bodies must approve any material change for it to go into effect.

Contact. Aaron Cain, Planning Manager, DCHC MPO, aaron.cain@durhamnc.gov



NC Capital Area Metropolitan Planning Organization

Staff Report

One City Plaza
421 Fayetteville Street
Suite 203
Raleigh, NC 27601

Agenda Date: 6/17/2020

Agenda Item: 5.3

To: Executive B

FY 2021 Recommended Wake Transit Work Plan

Bret Martin, MPO Staff

At its April 22, 2020, regular meeting, the Wake County Transit Planning Advisory Committee (TPAC) recommended a fiscal year (FY) 2021 Wake Transit Work Plan to CAMPO and the GoTriangle Board of Trustees for their consideration of approval in June. In preparation for a June consideration of approval, CAMPO staff provided as information an overview of the FY 2021 Recommended Wake Transit Work Plan to the Executive Board at its May 20th regular meeting. The Executive Board also held a public hearing on the FY 21 Work Plan at its May meeting. No public comments were received at the public hearing. A copy of the TPAC-recommended FY 2021 Wake Transit Work Plan is included as **Attachment A**. The FY 2021 Recommended Wake Transit Work Plan was released for a 30-day public comment period on May 15th that will run through June 14th.

Annual Wake Transit Work Plans contain a number of elements that work to authorize and institutionalize Wake County Transit Plan implementation investment decisions, including:

- 1) Annual operating and capital budgets and corresponding ordinances;
- 2) Annual updates to a 10-year multi-year operating program for future operating expenditures;
- 3) Annual updates to a 10-year capital improvement plan (CIP) for future capital expenditures;
- 4) Annual updates to the transit plan's supporting financial plan and model assumptions; and
- 5) Capital and operating funding agreements that support and are supported by the annual budgets.

For the TPAC-recommended FY 2021 Wake Transit Work Plan, all of the aforementioned elements are included in **Attachment A** with the exception of the annual capital and operating funding agreements. The TPAC-recommended project agreement structure, including groupings of projects for each agreement and required reporting deliverables for each project type, is provided as **Attachment B**.

In transitioning from the FY 2021 Draft Wake Transit Work Plan released by the TPAC for public comment in January to the most recent TPAC-recommended version, an unfortunate but important reality to note is the FY 2021 Recommended Wake Transit Work Plan's response to uncertainty regarding public transportation sales tax collections during and recovering from the Coronavirus Disease 2019 (COVID-19) pandemic. With social distancing and 'stay-at-home' measures to control the spread of COVID-19, economic activity in the county has slowed immediately and in dramatic fashion. Out of an abundance of caution, the FY 2021 Recommended Wake Transit Work Plan only reflects immediate investment in a small portion of the new projects or areas of investment reflected in the FY 2021 Draft Wake Transit Work Plan. The remaining projects are assigned to an 'unbudgeted reserve' queue that will be revisited in the fall of 2020 when sales tax data for the period most immediately impacted by the COVID-19 pandemic will have been acquired to more cautiously inform investment decisions for the remainder of FY 2021 and future years.

Subsequent to the Executive Board's May meeting, at which CAMPO staff presented the TPAC-recommended FY 2021 Wake Transit Work Plan as information, GoTriangle finance staff recommended a reduction of \$995,200 to the amount of vehicle rental tax revenue originally assumed for FY 21 as part of the TPAC recommendation. This would change the assumed rental vehicle tax revenue amount to \$3,524,800. This

Agenda Date: 6/17/2020
To: Executive B

Agenda Item: 5.3

recommendation comes with a commensurate increase (\$995,200) to the FY 21 sales tax revenue assumption, which would bring the total assumed amount from sales tax to \$29,786,770.

Further, a number of comments have been received in response to the May 15th - June 14th public comment period. Because the public comment period will not end until June 14th, a final summary of comments received will be provided to the Executive Board following the distribution of this staff report and associated attachments early in the week of June 15th.

Requested Action: Consider: 1) Approval of the FY 2021 Recommended Wake Transit Work Plan and its corresponding project agreement structure, with the revenue assumption modifications recommended by GoTriangle staff; and 2) Authorize the Executive Director to execute all FY 2021 Work Plan project-level agreements to which CAMPO is a party.

FY 2021 Recommended Wake Transit Work Plan

WAKE COUNTY TRANSIT PLAN: IMPLEMENTATION

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

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WAKE COUNTY TRANSIT PLAN: IMPLEMENTATION

FY 2021 Recommended Wake Transit Work Plan

Background

The governing boards of GoTriangle, CAMPO, and the Wake County Board of Commissioners adopted the Wake County Transit Plan in 2016, including the Wake County Transit Financial Plan and the Transit Governance Interlocal Agreement, which guides the overall implementation of the expanded transit network reflected in the Plan. Included in the governance agreement is the creation of the Transit Planning Advisory Committee (TPAC), a team charged with facilitating planning activities and recommending funding for implementation elements reflected in the adopted Wake Transit Plan. The TPAC is comprised of members from all of Wake County's municipalities, plus GoTriangle, the Capital Area Metropolitan Planning Organization (CAMPO), Wake County, North Carolina State University (NCSU) and Research Triangle Park (RTP). Per the governance agreement, the TPAC is charged with producing a recommended annual Wake Transit Work Plan, comprised of annual operating and capital budgets, an update of the financial model and assumptions guiding the Transit Plan, multi-year operating and capital programs guiding future work plans, and annual operating and capital agreements. These agreements will guide project deliverables that are anticipated to be completed with the support of funds appropriated in the Wake Transit major operating and capital funds.

Impacts of Coronavirus on FY 21 Recommended Wake Transit Work Plan

An unfortunate but important reality to note for the FY 2021 Recommended Wake Transit Work Plan is its response to uncertainty regarding revenue collections during the Coronavirus Disease 2019 (COVID-19) pandemic, which was declared by the World Health Organization in March of 2020. With social distancing and 'stay-at-home' measures to control the spread of COVID-19 imposed on residents statewide, the Wake Transit Plan implementation partners are aware that economic activity in the county has slowed immediately and in dramatic fashion. The public transportation sales and use tax collections authorized under Article 43 of the North Carolina General Statutes comprise the greatest share of assumed revenues to fund investments reflected in the Wake Transit Plan. While it is known that sales tax collections to support transit investments have likely decreased by a significant margin during this time, uncertainty remains around how much and how long of a decline it will be, as well as the extent of its long-term economic impacts for assumed future-year collections.

Out of an abundance of caution, the FY 2021 Recommended Wake Transit Work Plan reflects only a small portion of the new projects or areas of investment reflected in the FY 2021 Draft Wake Transit Work Plan that was released for public comment by the TPAC in January of 2020.

The projects the TPAC has recommended to move forward in FY 2021 are those that have been deemed time sensitive or involve time-sensitive external grant sources as part of their overall funding mechanism. It is the TPAC's goal to wait until actual data for sales tax collections for the period between March and July can be acquired and analyzed to revisit the potential for investment in the remaining projects originally proposed for implementation in the Draft FY 2021 Wake Transit Work Plan. It is anticipated that these data will be available in the second quarter of FY 2021 (October – December 2020). At that time, the TPAC will also analyze any foreseen effects on future-year investments that may be impacted by protracted declines in revenue from the assumptions originally made in support of the FY 2021 Draft Wake Transit Work Plan.

Contents of FY 2021 Recommended Wake Transit Work Plan

The FY 2021 Recommended Wake Transit Work Plan balances the careful use of taxpayer dollars with thoughtful investment in transit. Enclosed are:

- The FY 2021 Recommended Wake Transit Operating and Capital Budgets and corresponding project sheets (project profiles);
- A listing of projects assigned to an unbudgeted reserve cache, including corresponding project profiles for each, that will be reevaluated for potential investment in the second quarter of FY 2021 (October – December 2020) when revenue data for the period of March – July of 2020 will have been acquired; and
- Multi-year operating and capital programs (included in the Appendix), which serve as a planning tool that details future investments that are anticipated in future Wake Transit Work Plans.

Contrasting with prior annual recommended work plans, no documentation of changes to financial model assumptions are contained within the FY 2021 Recommended Wake Transit Work Plan. When revenue data are acquired and evaluated in the second quarter of FY 2021, financial model assumptions will be updated to the furthest extent possible to reflect the TPAC's best estimate of projected revenues and other variables that will impact the ability to deliver future-year projects.

Further, with the noted uncertainty regarding current and future revenue collections and their long-term impacts on the ability to deliver future-year projects on previously conceived timelines, the multi-year operating and capital programs included in this FY 2021 Recommended Wake Transit Work Plan do not reflect any rebalancing of the assumed expenditures with newly assumed revenues based on the economic impacts of the COVID-19 pandemic. Instead, these multi-year programs serve as an illustrative and tentative projection of planned future-year investments that will be reevaluated in the second quarter of FY 2021 or later when more realistic revenue projections can be developed. Project scopes and financial details associated with the future-year projects in these programs will be refined during the annual budgeting

process associated with future-year work plans or through work plan amendments.

Specific operating and capital funding agreements will be executed upon adoption of the FY 2021 Recommended Wake Transit Work Plan that detail the expectations, roles, and responsibilities of all parties. No Wake Transit Tax Revenue shall be spent prior to execution of an operating or capital agreement.

Public Outreach on FY 2021 Recommended Wake Transit Work Plan

The FY 2021 Draft Wake Transit Work Plan was released by the TPAC for public comment in late January of 2020, with a public comment period remaining open through the end of February. The TPAC collected a number of influential comments to inform the trajectory of investment in the annual work plan during this time. Given the uncertainty surrounding revenue collections during the COVID-19 pandemic, only a small portion of the projects or areas of investment portrayed in the FY 2021 Draft Wake Transit Work Plan that was released for the public comment period can be included in the recommended work plan at this time. Public input received during the comment period was used in a limited way to determine which projects to move forward for immediate investment versus those that have been placed in the aforementioned unbudgeted reserve queue for further consideration of investment in the second quarter of FY 2021. When revenue data are acquired for the period of March – July and the remaining projects and areas of investment contained in the Draft FY 2021 Wake Transit Work Plan are revisited, the TPAC will continue to consider the valuable input received during the public comment period.

TPAC (Transit Planning Advisory Committee)



Per the Wake Transit Governance Agreement, the TPAC recommends and then the CAMPO Executive Board and GoTriangle Board of Trustees must adopt the Work Plan for it to be in put into action. The CAMPO Executive Board is anticipated to consider adoption of the FY 2021 Recommended Wake Transit Work Plan at its regular meeting on June 17, 2020, after a 30-day public comment period and public hearing. The GoTriangle Board of Trustees is anticipated to consider adoption of the FY 2021 Recommended Wake Transit Work Plan and the FY 2021 Triangle Tax District Wake Operating Fund Ordinance and Wake Capital Fund Ordinance, after a public hearing, at its regular meeting on June 24, 2020.

FY 2021 Recommended Wake Transit Work Plan

WAKE COUNTY TRANSIT PLAN: IMPLEMENTATION



FY 2021 Operating Budget

**GOTRIANGLE
FISCAL YEAR 2021
TRIANGLE TAX DISTRICT -- WAKE OPERATING FUND ORDINANCE**

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

Section 1. It is estimated that the following revenues will be available in the **Triangle Tax District Wake** Operating Fund for the fiscal year beginning July 1, 2020 and ending June 30, 2021:

Article 43 ½ Cent Local Option Sales Tax	\$28,791,570
Vehicle Rental Tax	4,520,000
\$7 Vehicle Registration Tax	7,088,000
\$3 Vehicle Registration Tax (Transfer from Wake Special Tax District)	3,037,000
Farebox	161,480
Other/Miscellaneous	246,000
Total	\$43,844,050

Section 2. The following amounts hereby are appropriated in the **Triangle Tax District Wake** Operating Fund for the fiscal year beginning July 1, 2020 and ending June 30, 2021:

Tax District Administration (GoTriangle)	\$489,110
Transit Plan Administration	
GoTriangle	1,848,137
Capital Area Metropolitan Planning Organization (CAMPO)	409,999
City of Raleigh	1,102,625
Town of Cary	556,714
Community Funding Areas	
Town of Wake Forest	337,888
Town of Apex	115,000
Reserve	282,626
Bus Operations	
GoTriangle	3,225,480
City of Raleigh	11,970,871
Town of Cary	1,983,341
Wake County	374,495
Town of Wendell	4,413
Town of Zebulon	5,940
Reserve	117,000
Allocation to Wake Operating Fund Balance	-
Transfer to Triangle Tax District -- Wake Capital	21,020,410
Total	\$43,844,050

Section 3. The GoTriangle President/CEO, or his or her designee, is hereby authorized to transfer funds within appropriations under the following conditions:

- A) No transfer may be made that changes the adopted allocations to fund balance.
- B) All budget transfers will be reported to the Transit Planning Advisory Committee.
- C) All increases to an appropriation, and all transfers between appropriations, must be reviewed by the Transit Planning Advisory Committee and approved by the CAMPO and GoTriangle governing boards.

Section 4. Triangle Tax District Wake Operating funds encumbered as of June 30, 2019 by GoTriangle as the Finance Officer, and to the Budget Officer of this Authority to be kept on file for their direction in the disbursement of funds. Copies shall also be furnished to representatives of the Agencies under Section 2. The Budget Ordinance shall be entered into the Board minutes.

ADOPTED THIS 24th DAY OF JUNE 2020.

Michael Parker, Board of Trustees Chair

ATTEST:

Michelle C. Dawson, Clerk to the Board

**GOTRIANGLE
FISCAL YEAR 2021
WAKE SPECIAL TAX DISTRICT FUND ORDINANCE**

BE IT ORDAINED by the GoTriangle Board of Trustees:

Section 1. It is estimated that the following revenues will be available in the **Wake Special Tax** District Fund for the fiscal year beginning July 1, 2020 and ending June 30, 2021:

\$3 Vehicle Registration Tax	\$3,037,000
Total	\$3,037,000

Section 2. The following amounts hereby are appropriated in the **Wake Special Tax District** Fund for the fiscal year beginning July 1, 2020 and ending June 30, 2021:

Transfer to Triangle Tax District – Wake Operating Fund	\$3,037,000
Total	\$3,037,000

Section 3. Copies of this Budget Ordinance shall be furnished to the Clerk of the Board of Trustees and to the Budget Officer of this Authority to be kept on file for their direction in the disbursement of funds.

ADOPTED THIS 24th DAY OF JUNE 2020.

ATTEST:

Michael Parker, Board of Trustees Chair

Michelle C. Dawson, Clerk to the Board

FY21 Triangle Tax District: Wake Operating

	Triangle Tax District: Wake Operating
Revenues	
Tax District Revenues	
Article 43 1/2 Cent Local Option Sales Tax	\$ 28,791,570
Vehicle Rental Tax	\$ 4,520,000
\$7.00 Vehicle Registration Tax	\$ 7,088,000
\$3.00 Vehicle Registration Tax (Transfer from Wake Tax District)	\$ 3,037,000
Farebox	\$ 161,480
Other Tax District Revenues	\$ 246,000
Total Revenues	\$ 43,844,050
Expenditures	
Tax District Administration	
Salaries and Benefits	\$ 335,210
Contracted Services	\$ 153,900
Transit Plan Administration	
GoTriangle	\$ 1,848,137
CAMPO	\$ 409,999
GoRaleigh	\$ 1,102,625
GoCary	\$ 556,714
Bus Operations	
GoTriangle	\$ 3,225,480
GoRaleigh	\$ 11,970,871
GoCary	\$ 1,983,341
GoWake Access	\$ 374,495
Reserve	\$ 117,000
Wendell	\$ 4,413
Zebulon	\$ 5,940
Community Funding Area	
Wake Forest	\$ 337,888
Apex	\$ 115,000
Reserve	\$ 282,626
Transfer to Triangle Tax District -- Wake Capital	\$ 21,020,410
Total Expenditures	\$ 43,844,050
Revenues over Expenditures	\$ -

RECOMMENDED FY 2021 WAKE TRANSIT WORK PLAN OPERATING BUDGET

FY 2021 REVENUES

As mentioned above, due to impacts from the COVID-19 pandemic, the FY 2021 Recommended Wake Transit Work Plan focuses predominantly on the appropriate funding allocation to continue operations from previously adopted work plans. A total of \$43.8 million is budgeted in the Recommended Wake Transit Work Plan for fiscal year (FY) 2021. For this fiscal year, dollars budgeted by the Wake County Tax District rely on a mixture of local and federal funding sources. The largest source of local funds is the half-cent local option sales tax. On November 8, 2016, Wake County voters approved a levy of a half-cent sales tax to fund public transportation systems. Administered by GoTriangle, the local sales tax went into effect on April 1, 2017.

The FY 2021 Draft Wake Transit Work Plan released for public comment in January of 2020 originally assumed and budgeted \$99.3 million in total sales tax collections for FY 2021, which represented the anticipated impact of the fourth full year of sales tax collections under normal conditions. Under ordinary circumstances, revenue assumptions for the ensuing fiscal year are informed by forecasting tools that are based on historical performance and the economic outlook for the immediate future. Due to the uncertainty of the COVID-19 pandemic on sales tax collections and the local economy, the FY 2021 Recommended Wake Transit Work Plan prudently assumes and budgets only the amount of local option sales tax sufficient enough to fund recurring operating projects initiated in prior years, new projects that are time-sensitive or that involve time-sensitive external grant funding, and Community Funding Area projects and to cover the amount of funds needed to meet necessary capital reserves. The FY 2021 Recommended Wake Transit Work Plan assumes a sales tax revenue contribution of \$28.8 million, which represents approximately 29 percent of the sales tax revenue originally assumed in the FY 2021 Draft Wake Transit Work Plan.

As mentioned in the introduction to the Recommended Work Plan, most projects originally included for funding in FY 2021 are recommended to be held in an unbudgeted reserve queue until sales tax collection data for the period most directly impacted by the COVID-19 pandemic (i.e., March – July of 2020) are available. The TPAC will revisit and CAMPO and GoTriangle will consider the potential for funding these projects in the second quarter of the fiscal year (i.e., October – December), when it is anticipated that sales tax collection data for this period will be available.

In addition to the revenues discussed above, the FY 2021 Recommended Wake Transit Work Plan includes four other revenue sources:

- A \$7 county vehicle registration tax to fund public transportation systems; \$7.1 million is budgeted for FY 2021.
- A \$3 Regional Public Transportation Authority vehicle registration tax; \$3.0 million is budgeted for FY 2021.

- A portion of a 5% vehicle rental tax allocated to Wake County; \$4.5 million is budgeted for FY 2021.
- Other Tax District and Farebox revenues; \$407,480 is budgeted for FY 2021.

FY 2021 EXPENDITURES

The expenditures described below are divided among three categories: expanded bus operations, dollars allocated to transit planning and overall transit plan implementation, and administration of the Tax District. Also included below is information on the amount allocated to reserves and the transfer to the Wake Transit Major Capital Fund.

I. Total Bus Operations -- \$18.4 Million

New Bus Operations: \$0.6 million

Continuation of Bus Operations Funded in previous work plans: \$17.8 million

The FY 2021 Recommended Wake Transit Work Plan includes \$18.4 million in Bus operations, of which \$17.8 million is for the continuation of funding for services implemented in prior years, and \$0.6 million is for new operations.

Bus operations contemplated in the FY 2021 Recommended Wake Transit Work Plan will continue the implementation of the Wake Bus Plan. This plan programmed the strategic phasing of bus services to an FY 2027 buildout of the bus network as envisioned in the Wake County Transit Plan. The FY 2021 Wake Transit Work Plan has postponed most planned bus route expansions, with the exception of increased frequency for Route 21: Caraleigh to meet the transportation demand of riders accessing the new Oak City Cares Facility and funds for the Town of Apex to match external grant and Town funds to implement the Community Funding Area Program GoApex Route 1. Funding is also included for the continuation of the Youth GoPass initiative that allows teens aged 13 to 18 to ride regional transit fare free.

A. Route Improvements and Expansions -- \$365,000

The FY 2021 Recommended Wake Transit Work Plan includes \$250,000 in additional funds for GoRaleigh. These funds will be used to increase frequency on Route 21: Caraleigh. Improvements to Route 21 will include 30-minute service all day on weekdays from 6am to 7pm. Funds of \$115,000 will be allocated through the Community Funding Area Program to the Town of Apex to implement the GoApex Route 1.

B. Continuation of Existing Bus Service Funded in Prior Years: \$16.8 Million

The FY 2021 Recommended Wake Transit Work Plan continues the initial investments made in the previous years of Wake Transit Plan implementation. These include new Sunday fixed-route services and midday frequency improvements. Included in the continuation of existing services are multiple new routes that were implemented

under previous Wake Transit Work Plans by the City of Raleigh, Town of Cary, Town of Wake Forest and GoTriangle. After further review of the previously funded Holly Springs Express (HSX) route, the FY 2021 Recommended plan includes a modified strategy to serve the Towns of Holly Springs and Apex with the creation of the new Apex-Cary express and slight adjustments to the GoTriangle Route 305. The full Route 305 project that was included in FY 2021 Draft Work Plan is included in the unbudgeted reserve section and will be revisited in the fall. Additional information regarding the continuation of existing services may be found in the “Project Sheets for Continuing Projects Initiated in Prior Fiscal Years” section of the appendix and previous years’ Adopted Wake Transit Work Plans.

C. Other -- \$1.2 Million

Other expenditures for FY 2021 Bus Operations include a continuation of costs associated with the Wake Transit fare strategy. An allocation of \$270,800 is included for the fare strategy initiatives associated with mobile ticketing and fare capping, and an allocation of \$287,900 is included for the continuation of the Youth GoPass Program. The FY 2021 Recommended Wake Transit Work Plan includes \$283,000 that will remain in the Community Funding Area Program fund balance. Additional information regarding the continuation of existing projects may be found in the “Project Sheets for Continuing Projects Initiated in Prior Fiscal Years” section of the appendix and the previous years’ Adopted Wake Transit Work Plans.

II. Transit Plan Administration -- \$3.9 Million

New Transit Plan Administration – \$157,000

Continuous Transit Plan Administration -- \$3.7 million

A. New Transit Plan Administration -- \$157,000

A total of \$157,000 is included for the City of Raleigh to lease office space in Downtown Raleigh located at Raleigh Union Station.

B. Continuation of Existing Transit Plan Administration -- \$3.7 Million

The FY 2021 Recommended Wake Transit Work Plan allocates \$3.7 million originally budgeted in prior years for staffing, marketing, and other administration costs. Funds for project implementation staff are included within the 11 full-time equivalents (FTEs) for GoTriangle, three (3) FTEs for CAMPO, seven (7) FTEs for GoRaleigh, and three and a half (3.5) FTEs for GoCary. Also included in this budget are dollars related to marketing, customer and community surveys, customer feedback system, contracted services, property maintenance appraisals, GoTriangle Wake County satellite office expenses, and other legal and administrative expenses. Additional information regarding these and other prior year recurring expenses may be found in the “Project Sheets for Continuing Projects Initiated in Prior Fiscal Years” section of the appendix and previous years’ Adopted Wake Transit Work Plans.

III. Total Tax District Administration -- \$489,110

New Tax District Administration -- \$0

Continuous Tax District Administration -- \$489,110

Tax District Administration provides financial and regulatory oversight of the Tax District. The FY 2021 Recommended Wake Transit Work Plan includes dollars budgeted in prior years for staffing, financial advisor services, and auditing services. Additional information regarding these prior year recurring expenses may be found in the "Project Sheets for Continuing Projects Initiated in Prior Fiscal Years" section of the appendix and previous years' Adopted Wake Transit Work Plans.

IV. Transfer to Wake Transit Major Capital Fund -- \$21.0 Million

The Wake Transit Tax District maintains a separate major capital fund to fund capital investments, including planning and design of capital projects in the Wake Transit Plan. The FY 2021 Recommended Wake Transit Work Plan includes a transfer of \$21.0 million. Of these funds, \$19.9 million will be contributed to the established capital projects fund balance. The remaining \$1.1 million will be added to prior year funds for capital projects in FY2021.

	Triangle Tax District: Wake Operating	GoTriangle	CAMPO	GoRaleigh	GoCary	GoWake Access	Apex	Wake Forest	Wendell	Zebulon	Total Wake County Transit Plan: Operating
Revenues											
Tax District Revenues											
Article 43 1/2 Cent Local Option Sales Tax	\$ 28,791,570										\$ 28,791,570
Vehicle Rental Tax	\$ 4,520,000										\$ 4,520,000
\$7.00 Vehicle Registration Tax	\$ 7,088,000										\$ 7,088,000
\$3.00 Vehicle Registration Tax (Transfer from Wake Tax District)	\$ 3,037,000										\$ 3,037,000
Other Tax District Revenues	\$ 246,000										\$ 246,000
Farebox	\$ 161,480										\$ 161,480
Allocations from Tax District Revenues to Agencies											
Transit Plan Administration		\$ 1,848,137	\$ 409,999	\$ 1,102,625	\$ 556,714	\$ -	\$ -	\$ -	\$ -	\$ -	
Bus Operations		\$ 3,225,480	\$ -	\$ 11,970,871	\$ 1,983,341	\$ 374,495	\$ -	\$ -	\$ 4,413	\$ 5,940	
Community Funding Area		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 115,000	\$ 337,888	\$ -	\$ -	
Total Revenues	\$ 43,844,050	\$ 5,073,617	\$ 409,999	\$ 13,073,496	\$ 2,540,056	\$ 374,495	\$ 115,000	\$ 337,888	\$ 4,413	\$ 5,940	\$ 43,844,050
Expenditures											
Tax District Administration											
Salaries and Benefits	\$ 335,210	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 335,210
Contracted Services	\$ 153,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 153,900
Transfer to Triangle Tax District -- Wake Capital	\$ 21,020,410	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21,020,410
Allocation to Wake Operating Fund Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transit Plan Administration											
Salaries and Benefits	\$ -	\$ 1,293,774	\$ 409,999	\$ 946,075	\$ 492,757	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,142,605
Contracted Services	\$ -	\$ 341,316	\$ -	\$ 156,550	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 497,866
Printing and Publications	\$ -	\$ 165,520	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 165,520
Technology	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Insurance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ 47,528	\$ -	\$ -	\$ 63,957	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 111,485
Bus Operations											
Increase Sunday Service	\$ -	\$ -	\$ -	\$ 1,531,436	\$ 528,177	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,059,613
Increase Midday Service	\$ -	\$ -	\$ -	\$ -	\$ 438,962	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 438,962
Route 100 Improvements	\$ -	\$ 541,893	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 541,893
Route 300 Improvements	\$ -	\$ 648,753	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 648,753
Fuquay-Varina Express Route	\$ -	\$ 285,971	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 285,971
Durham-Raleigh Express Frequency Improvements	\$ -	\$ 245,055	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 245,055
Chapel Hill-Raleigh Express Frequency Improvements	\$ -	\$ 61,424	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 61,424
Regional Information Center Operating Hours	\$ -	\$ 25,625	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,625
310 RTC to Cary	\$ -	\$ 1,147,001	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,147,001
Route 305 improvements	\$ -	\$ 175,918	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 175,918
NRX	\$ -	\$ 313,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 313,200
Route Re-allocation	\$ -	\$ (615,104)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (615,104)
Garner / Garner South Route	\$ -	\$ -	\$ -	\$ 1,679,300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,679,300
Rolesville Route	\$ -	\$ -	\$ -	\$ 119,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 119,000
Knightdale Route	\$ -	\$ -	\$ -	\$ 460,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 460,000
Rolesville/Knightdale Park and Ride	\$ -	\$ -	\$ -	\$ 31,936	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 31,936
Southeast Raleigh Route Additions	\$ -	\$ -	\$ -	\$ 2,735,060	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,735,060
Northwest Raleigh Route Additions	\$ -	\$ -	\$ -	\$ 3,190,903	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,190,903
Increase in 7 S. Saunders Route Frequencies	\$ -	\$ -	\$ -	\$ 260,518	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 260,518
Caraleigh	\$ -	\$ -	\$ -	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250,000
Weston Parkway	\$ -	\$ -	\$ -	\$ -	\$ 758,874	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 758,874
Youth Free Fare Pass	\$ -	\$ 50,056	\$ -	\$ 206,479	\$ 31,296	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 287,831
Wake Coordinated Transportation Services: Rural and Elderly and Disabled	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 338,874	\$ -	\$ -	\$ -	\$ -	\$ 338,874
Wake County Transportation Call Center Expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 35,621	\$ -	\$ -	\$ -	\$ -	\$ 35,621
Apex-Cary Express	\$ -	\$ -	\$ -	\$ -	\$ 129,114	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 129,114
Park and Ride	\$ -	\$ 108,403	\$ -	\$ 164,640	\$ -	\$ -	\$ -	\$ -	\$ 4,413	\$ 5,940	\$ 283,396
ADA Allocation	\$ -	\$ 187,285	\$ -	\$ 1,247,999	\$ 86,668	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,521,952
Hold Harmless Strategy	\$ 117,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 117,000
Fare Strategy	\$ -	\$ 50,000	\$ -	\$ 93,600	\$ 10,250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 153,850
Community Funding Area											
Wake Forest Loop (Reverse Direction service)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 337,888	\$ -	\$ -	\$ 337,888

	Triangle Tax District: Wake Operating	GoTriangle	CAMPO	GoRaleigh	GoCary	GoWake Access	Apex	Wake Forest	Wendell	Zebulon	Total Wake County Transit Plan: Operating
GoApex Route 1 Operations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 115,000	\$ -	\$ -	\$ -	\$ 115,000
Operation of Node-Based Smart Shuttle											\$ -
Pending Project Selection	\$ 282,626	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 282,626
Allocations from Tax District Revenues to Agencies	\$ -										
Transit Plan Administration	\$ 3,917,476										
Bus Operations	\$ 17,564,541										
Community Funding Area	\$ 452,888										
Total Expenditures	\$ 43,844,050	\$ 5,073,617	\$ 409,999	\$ 13,073,496	\$ 2,540,056	\$ 374,495	\$ 115,000	\$ 337,888	\$ 4,413	\$ 5,940	\$ 43,844,050
Revenues over Expenditures	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

FY 2021 Recommended Wake Transit Work Plan:
Operating Project Sheet Summary
New and Continuing Projects

TO001 Tax District Administration

Agency	Project ID	Project	FY 2020	FY 2021	FY 2022 Programmed
Contracted Services		Subcategory Total	\$100,000	\$137,500	\$140,938
<i>GoTriangle</i>		<i>Agency Subtotal</i>	<i>\$100,000</i>	<i>\$137,500</i>	<i>\$140,938</i>
	TO001-C	Financial Consulting	\$100,000	\$137,500	\$140,938
Staffing & Administrative Expenses		Subcategory Total	\$349,100	\$351,610	\$360,400
<i>GoTriangle</i>		<i>Agency Subtotal</i>	<i>\$349,100</i>	<i>\$351,610</i>	<i>\$360,400</i>
	TO001-A	1.0 FTE for Financial Oversight of Tax District	\$138,600	\$142,065	\$145,617
	TO001-B	Tax District Audits	\$16,000	\$16,400	\$16,810
	TO001-D	1.0 FTE: Budget & Financial Manager	\$149,800	\$153,545	\$157,384
	TO001-E	0.5 FTE: Tax District Administrative Assistant	\$44,700	\$39,600	\$40,590
Tax District Administration Total			\$449,100	\$489,110	\$501,338

TO002 Transit Plan Administration

Agency	Project ID	Project	FY 2020	FY 2021	FY 2022 Programmed
Administrative Expenses		Subcategory Total	\$390,618	\$617,919	\$633,366
<i>City of Raleigh</i>		<i>Agency Subtotal</i>		<i>\$156,550</i>	<i>\$160,464</i>
	TO002-AS	Transit Office Space Lease for Transit Staff		\$156,550	\$160,464
<i>GoTriangle</i>		<i>Agency Subtotal</i>	<i>\$328,221</i>	<i>\$397,412</i>	<i>\$407,346</i>
	TO002-AA	Paratransit Office Space Lease	\$95,000	\$95,000	\$97,375
	TO002-AL	Operations & Maintenance Facility for Passenger Amenity Storage	\$10,000	\$10,000	\$10,250
	TO002-B	Travel & Training	\$10,988	\$11,263	\$11,544
	TO002-D	Outreach / Marketing / Communications for Transit Plan Administration	\$99,425	\$165,520	\$169,658
	TO002-H	Utilities for Wake County Satellite Office	\$25,625	\$26,266	\$26,922
	TO002-I	Property Maintenance, Repairs, & Appraisals	\$51,308	\$52,591	\$53,905
	TO002-J	Customer Feedback Management System	\$35,875	\$36,772	\$37,691
<i>Town of Cary</i>		<i>Agency Subtotal</i>	<i>\$62,397</i>	<i>\$63,957</i>	<i>\$65,556</i>
	TO002-M	Marketing of New Bus Services	\$62,397	\$63,957	\$65,556
Contracted Services		Subcategory Total	\$153,125	\$156,953	\$160,877
<i>GoTriangle</i>		<i>Agency Subtotal</i>	<i>\$153,125</i>	<i>\$156,953</i>	<i>\$160,877</i>
	TO002-C	Outside Legal Counsel	\$25,000	\$25,625	\$26,266
	TO002-F	Transit Customer Surveys	\$128,125	\$131,328	\$134,611

Staffing		Subcategory Total	\$2,253,688	\$3,142,606	\$3,334,578
Capital Area MPO		Agency Subtotal	\$399,999	\$409,998	\$420,249
TO002-L	1.0 FTE: TPAC Administration		\$133,333	\$136,666	\$140,083
TO002-V	1.0 FTE: Program Manager		\$133,333	\$136,666	\$140,083
TO002-W	1.0 FTE: Transit Planner		\$133,333	\$136,666	\$140,083
City of Raleigh		Agency Subtotal	\$799,000	\$946,075	\$969,727
TO002-AG	1.0 FTE: Transportation Analyst		\$130,000	\$133,250	\$136,581
TO002-AH	1.0 FTE: Transit Planner		\$141,000	\$144,525	\$148,138
TO002-AI	1.0 FTE: Traffic Signal Timing Analyst		\$130,000	\$133,250	\$136,581
TO002-AJ	1.0 FTE: Senior Engineer		\$144,000	\$147,600	\$151,290
TO002-AO	1.0 FTE: Procurement Analyst		\$55,000	\$112,750	\$115,569
TO002-AP	1.0 FTE: Transportation Planning Analyst		\$69,000	\$141,450	\$144,986
TO002-P	1.0 FTE: Service Planning		\$130,000	\$133,250	\$136,581
GoTriangle		Agency Subtotal	\$573,950	\$1,293,776	\$1,439,526
TO002-A2	Salaries/Benefits for 2.5 FTEs - 1.0 FTE: Transit Service Planner			\$126,588	\$129,752
TO002-AQ	4.5 FTEs: Project Implementation Staff			\$525,013	\$538,138
TO002-AT	2.5-3.5 FTE: Public Engagement Team			\$213,303	\$332,042
TO002-R	1.0 FTE: Paralegal		\$107,000	\$109,675	\$112,417
TO002-S	0.6 FTE: Project Implementation Director		\$214,500	\$135,000	\$138,375
TO002-T	0.5 FTE: Wake Transit Program Coordinator		\$138,600	\$67,500	\$69,188
TO002-U	0.4 FTE: Performance Data Analyst		\$28,150	\$28,854	\$29,575
TO002-Y	0.6 FTE: Project Manager for Regional Technology Integration		\$85,700	\$87,843	\$90,039
Town of Cary		Agency Subtotal	\$480,739	\$492,757	\$505,076
TO002-AC	1.0 FTE: Transportation Analyst		\$128,105	\$131,308	\$134,590
TO002-AD	1.0 FTE: Transportation Program Coordinator		\$135,000	\$138,375	\$141,834
TO002-AE	.5 FTE: Position Upgrade & Reorganization - Deputy Transit Administrator		\$79,259	\$81,240	\$83,271
TO002-N	1.0 FTE: Coordination/Management of Capital Projects		\$138,375	\$141,834	\$145,380
Transit Plan Administration Total			\$2,797,431	\$3,917,478	\$4,128,821

TO005 Bus Operations

Agency	Project ID	Project	FY 2020	FY 2021	FY 2022 Programmed
Bus Infrastructure Maintenance		Subcategory Total	\$80,312	\$164,640	\$253,134
City of Raleigh		Agency Subtotal	\$80,312	\$164,640	\$253,134
TO005-V		Maintenance of Bus Stops & Park-and-Ride Facilities	\$80,312	\$164,640	\$253,134

Bus Service		Subcategory Total	\$19,834,705	\$17,475,399	\$19,195,777
City of Raleigh		Agency Subtotal	\$15,175,949	\$11,474,216	\$12,016,974
TO004-D	Increase Frequency on Route 7 (South Saunders)		\$254,164	\$260,518	\$267,031
TO004-E	Increase Sunday Service Span		\$1,817,018	\$1,531,436	\$1,828,868
TO005-AL	Improvements to Route 21 - Caraleigh			\$250,000	\$493,826
TO005-BJ	GoRaleigh Complementary ADA Services			\$1,247,999	
TO005-I	SE Raleigh Route Package (4 Routes)		\$5,656,452	\$2,735,060	\$3,075,000
TO005-J	NW Raleigh Route Package (4 Routes)		\$4,742,163	\$3,190,903	\$3,587,500
TO005-P	Route 33 / New Hope - Knightdale		\$520,414	\$460,000	\$546,760
TO005-Q	Route 401 / Rolesville		\$208,165	\$119,000	\$140,302
TO005-R	Route 20: Garner - Garner South		\$1,977,573	\$1,679,300	\$2,077,688
GoTriangle		Agency Subtotal	\$2,565,633	\$3,606,500	\$4,462,358
TO003-A	Fuquay-Varina Express Route		\$278,996	\$285,971	\$293,120
TO005-A	Route 100 Frequency and Sunday Span Improvements		\$510,512	\$541,893	
TO005-AC	Improvements to Route 305 - Apex - Raleigh			\$175,918	\$1,501,452
TO005-AS	Route NRX / North Raleigh Express			\$313,200	\$321,030
TO005-B	Route 300 Improvements		\$1,012,837	\$648,753	\$664,972
TO005-BH	GoTriangle Complementary ADA Services			\$187,285	
TO005-C	Additional Trips for Durham-Raleigh Express		\$239,078	\$245,055	\$251,181
TO005-D	Reliability Improvements for Chapel Hill-Raleigh Express		\$59,926	\$61,424	\$62,960
TO005-X	Route 310		\$464,284	\$1,147,001	\$1,367,643
Town of Apex		Agency Subtotal		\$115,000	\$379,770
TO005-BF	GoApex Route 1: Fixed-Route Circulator			\$115,000	\$379,770
Town of Cary		Agency Subtotal	\$1,879,066	\$1,941,795	\$1,990,339
TO004-A	Sunday Service - All Routes, Holiday Hours and Extended Paratransit		\$598,676	\$528,177	\$541,381
TO004-B	Increase Midday Frequencies		\$455,471	\$438,962	\$449,936
TO005-BE	Apex-Cary Express			\$129,114	\$132,342
TO005-BI	GoCary Complementary ADA Services			\$86,668	
TO005-H	Weston Parkway Route		\$824,919	\$758,874	\$866,681
Town of Wake Forest		Agency Subtotal	\$214,057	\$337,888	\$346,335
TO005-AA	Wake Forest Loop: Reverse Circulator		\$214,057	\$337,888	\$346,335

Other Bus Service		Subcategory Total	\$729,673	\$804,952	\$1,000,730
City of Raleigh		Agency Subtotal	\$201,443	\$206,479	\$211,641
TO005-L3	Youth GoPass Program		\$201,443	\$206,479	\$211,641
GoTriangle		Agency Subtotal	\$73,835	\$75,681	\$77,573
TO005-E	Extension of Regional Information Center Hours		\$25,000	\$25,625	\$26,266
TO005-L1	Youth GoPass Program		\$48,835	\$50,056	\$51,307
Reserve		Agency Subtotal	\$58,500	\$117,000	\$119,925
TO005-W	Hold Harmless Subsidy for Implementation of Countywide Fare Strategy		\$58,500	\$117,000	\$119,925
Town of Cary		Agency Subtotal	\$30,533	\$31,296	\$32,079
TO005-L2	Youth GoPass Program		\$30,533	\$31,296	\$32,079
Wake County		Agency Subtotal	\$365,362	\$374,496	\$559,512
TO005-G1	Rural General Public and Elderly and Disabled Demand Response Service Expansion		\$330,609	\$338,874	\$523,000
TO005-G2	Wake County Transportation Call Center		\$34,753	\$35,622	\$36,512
Technology		Subcategory Total	\$300,000	\$153,850	\$159,100
City of Raleigh		Agency Subtotal	\$90,000	\$93,600	\$97,344
TO005-U	Web Hosting and Maintenance of Fare Collection Technology		\$90,000	\$93,600	\$97,344
GoTriangle		Agency Subtotal	\$200,000	\$50,000	\$51,250
TO005-Y	Maintenance of Mobile Ticketing Software		\$200,000	\$50,000	\$51,250
Town of Cary		Agency Subtotal	\$10,000	\$10,250	\$10,506
TO005-O	Annual Maintenance for Fare Collection Technology		\$10,000	\$10,250	\$10,506
Vehicle / Site Leasing		Subcategory Total	\$139,138	\$150,692	\$154,461
City of Raleigh		Agency Subtotal	\$31,158	\$31,936	\$32,736
TO005-S	Rolesville Park-and-Ride Lease		\$15,579	\$15,968	\$16,368
TO005-T	Knightdale Park-and-Ride Lease		\$15,579	\$15,968	\$16,368
GoTriangle		Agency Subtotal	\$97,880	\$108,403	\$111,114
TO005-F	Short Term Park-and-Ride Leases		\$90,000	\$92,250	\$94,556
TO005-N	Holly Springs Express Park-and-Ride Lease		\$7,880	\$16,153	\$16,558
Town of Wendell		Agency Subtotal	\$4,305	\$4,413	\$4,523
TO003-G	Contribution toward Zebulon-Wendell Express Park and Ride		\$4,305	\$4,413	\$4,523
Town of Zebulon		Agency Subtotal	\$5,795	\$5,940	\$6,088
TO003-H	Contribution toward Zebulon-Wendell Express Park and Ride		\$5,795	\$5,940	\$6,088
Bus Operations Total			\$21,083,828	\$18,749,533	\$20,763,202

FY 2021 Recommended Wake Transit Work Plan:
Operating Project Sheets
New Projects

Transit Plan Administration - TO002

New FY 2021 Projects

Project ID	TO002-AT	Project Category	Transit Plan Administration	Project Subcategory	Staffing

Project Description:

GoTriangle will continue to employ 2.5 full-time equivalent (FTE) employees in FY21, with an additional 1.0 FTE in unbudgeted reserve that will be considered for funding in the 2nd quarter of FY21. This project is a consolidation of projects TO002-A1 (Public Outreach Staff) and -X (Public Engagement Specialist), which were authorized for funding and initiated in FYs 2018 and 2019.

Of the 2.5 FTEs, 1.5 FTEs will focus on public outreach and communications activities, including continuing to lead proactive community engagement and public input meetings and activities for the annual work plan, Wake Transit Plan updates, commuter rail project, and GoTriangle bus service projects and will continue to provide support as needed to municipalities through the Community Funding Area Program. The Community Engagement team will also provide outreach support for ongoing and future projects with broader regional implications, including but not limited to, fare capping, mobile ticketing, Youth GoPass and free rides for seniors.

The remaining 1.0 FTE will work to meet the required Wake Transit program-level public involvement coordination and planning tasks defined by the TPAC. This position works on introducing and/or improving strategic public engagement activities for the Wake Transit Plan and on coordination of engagement activities with other Wake Transit Plan implementation partners.

Costs associated with these FTEs include salary, benefits, professional development needs & supplies, and accessory administrative expenses related to the function of the employee's work.

Project at a Glance

Project Title	2.5 FTEs: Public Engagement Team
Agency	GoTriangle
FY 2021 Costs	\$213,303
FY 2022 Programmed Cost	\$332,042
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2020



Project ID	TO002-AQ	Project Category	Transit Plan Administration	Project Subcategory	Staffing

Project Description:

GoTriangle will employ 4.5 FTEs for overall project implementation. This project is a consolidation of projects TO002-AM, -AN, and A3 and components of projects TO002-S and -T, which were authorized for funding and initiated in prior fiscal years. This staff will work on the following tasks:

Planning tasks: planning/prioritization for bus stop and park-and-ride improvements; management and technical consultant oversight; environmental planning and coordination with regulatory agencies for federally funded projects; and consultant oversight and technical support for CRT station area planning, travel demand modeling, etc.

Design/Engineering/Architecture tasks: field investigations, feasibility analysis, consultant oversight, and technical support for bus stop and park-and-ride improvements; design management, project coordination, and technical support for major facilities projects; feasibility analysis and implementation oversight for BOSS; and design management and technical support for CRT.

Construction Management tasks: project management, contractor oversight, and construction inspection.

Project Coordination and Controls Support tasks: managing coordination with GoTriangle's partners; facilitating productive partnering; promoting schedule and budget adherence; fostering timely conflict resolution; document management; contract administration; and project controls support including budget and schedule monitoring, risk management support, and reporting.

Project at a Glance

Project Title	4.5 FTEs: Project Implementation Staff
Agency	GoTriangle
FY 2021 Costs	\$525,013
FY 2022 Programmed Cost	\$538,138
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2020



Project ID	TO002-AS	Project Category	Transit Plan Administration	Project Subcategory	Administrative Expenses

Project Description:

Raleigh's Transit division has experienced significant growth over the last two years as a result of Wake Transit capital projects and the Wake Transit Plan's aggressive schedule for increases in bus services and supporting infrastructure. To consolidate administrative functions and staff, including administrative, planning and marketing/communications functions, the Transit division intends to occupy the lower mezzanine space in Raleigh Union Station (RUS).

The space is needed until a permanent office space is available for the division within the City of Raleigh's Civic Campus. Occupancy is expected in FY20 Q4. A combination of dedicated and shared space comprised of office, conference room, and common area space will be made available to GoTriangle staff as the existing GoTriangle offices located on West Street, next to RUS, await redevelopment.

Project at a Glance

Project Title	Transit Office Space Lease for Transit Staff
Agency	City of Raleigh
FY 2021 Costs	\$156,550
FY 2022 Programmed Cost	\$160,464
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2020



Bus Operations - TO005, 004, 003

New FY 2021 Projects

Project ID	TO005-AC	Project Category	Bus Operations	Project Subcategory	Bus Service

Project Description:

Route 305 is a regional route providing weekday peak commuter service between the Lake Pine area and downtown Raleigh with three (3) to four (4) trips in each direction in the morning and afternoon on weekdays.

Beginning in August of 2020, existing Route 305 will be extended to Holly Springs during peak periods. Service will be provided at hourly frequencies. This extension is ultimately a modification to the originally planned Holly Springs Express route (Project TO005-M), which was previously budgeted and authorized to begin in FY 2020. The Route 305 extension, in conjunction with the Apex-Cary Express (Project TO005-BE), will collectively replace Project TO005-M and make use of the funding previously allocated to that project.

Later in FY 2021 or beginning in FY 2022, GoTriangle is proposing to make additional significant improvements to Route 305 by adding: 1) 30-minute service during the peak; 2) hourly service during the midday; 3) extended service in the evening; and 4) all day hourly service on Saturdays and Sundays. The extension to Holly Springs will transition to 30-minute peak frequencies.

Project at a Glance

Project Title	Route 305 Improvements: Extension of peak service to Holly Springs
Agency	GoTriangle
FY 2021 Costs	\$175,918
FY 2022 Programmed Cost	\$1,501,452
Funding Source	Wake Transit Tax Proceeds
Start Date	August 2020
Service Span	Weekdays: 6:00 AM - 10:00 AM and 4:00 PM - 7:30PM
Current Off-Peak Frequency	N/A
Proposed Off-Peak Frequency	N/A
Current Peak Frequency	4 eastbound trips; 3 westbound trips
Proposed Peak Frequency	4 eastbound trips; 3 westbound trips
Assets	GoTriangle Fleet
Major Destinations	Holly Springs, Apex, Cary Crossroads, NC State University, Downtown Raleigh
Transit Centers	Downtown Apex Enhanced Transfer Point (proposed), Compare Foods P&R



Project ID	TO005-BE	Project Category	Bus Operations	Project Subcategory	Bus Service

Project Description:

The Apex-Cary Express is expected to begin service at the beginning of FY 2021, providing Apex residents with peak-period express service to connect to transit options at Cary Depot. This route replaces the Apex-to-Cary segment of the original Holly Springs Express (HSX) originally budgeted in the FY 2020 Work Plan (Project TO002-M) and will complement the peak-period extension of GoTriangle's Route 305 to Holly Springs (Project TO005-AC). The Apex-Cary Express route will operate Monday-Friday with five (5) revenue service hours per day.

Project at a Glance

Project Title	Apex-Cary Express
Agency	Town of Cary
FY 2021 Costs	\$129,114
FY 2022 Programmed Cost	\$132,342
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2020
Service Span	6:00-8:30 AM and 4:30-7:00 PM, Monday-Friday
Current Off-Peak Frequency	N/A
Proposed Off-Peak Frequency	N/A
Current Peak Frequency	N/A
Proposed Peak Frequency	Three northbound trips; two southbound trips
Assets	GoCary Fleet
Major Destinations	Apex Compare Foods Park-and-Ride; Salem Street (Downtown Apex); Cary Depot
Transit Centers	Cary Depot



Project ID	TO005-AL	Project Category	Bus Operations	Project Subcategory	Bus Service

Project Description:

GoRaleigh will improve service on Route 21-Caraleigh by increasing midday frequencies from hourly to every 30 minutes in FY21 to alleviate current conditions of overloading. The service will operate at 30-minute frequencies all day until 7pm. The alignment will continue to operate in a clockwise loop.

Additional improvements to the route in the form of extended service span on weekdays and weekends are noted in the unbudgeted reserve section of this Work Plan and will be considered for funding in the 2nd quarter of FY 2021.

Project at a Glance

Project Title	Improvements to Route 21 - Caraleigh
Agency	City of Raleigh
FY 2021 Costs	\$250,000
FY 2022 Programmed Cost	\$493,826
Funding Source	Wake Transit Tax Proceeds
Start Date	September 2020
Service Span	Weekday: 5:30 am - 10:00 pm Saturday: 6:30 am - 10:00 pm Sunday: 6:30 am - 10:00 pm
Current Off-Peak Frequency	60 minutes
Proposed Off-Peak Frequency	30 - minutes; 60 minutes after 7:00 PM
Current Peak Frequency	30 minutes
Proposed Peak Frequency	30 minutes
Assets	GoRaleigh Fleet
Major Destinations	South Wilmington Street Center, Shaw University, State Farmer's Market, Downtown Raleigh
Transit Centers	GoRaleigh Station



Project ID	TO005-BF	Project Category	Bus Operations	Project Subcategory	Bus Service

Project Description:

As part of the the Community Funding Area Program, the Town of Apex will begin operation of its first fixed-route circulator throughout the community. The service will additionally include complementary ADA service within 3/4-mile of the route. The service will be provided at hourly frequencies and will provide access to the route at 40 bus stop locations. The scope of this project also includes expenses related to customer service, marketing and branding, and staffing to provide appropriate support for the service.

Project at a Glance	
Project Title	GoApex Route 1: Fixed-Route Circulator
Agency	Town of Apex
FY 2021 Costs	\$115,000
FY 2022 Programmed Cost	\$379,770
Funding Source	Wake Transit Tax Proceeds and Local Match
Start Date	April 2021



Project ID	TO005-BJ	Project Category	Bus Operations	Project Subcategory	Bus Service

Project Description:

GoRaleigh will provide complementary Americans with Disabilities Act (ADA)-compliant paratransit services to coincide with its Wake Transit-funded fixed-route services.

This project does not involve additional funds for GoRaleigh's complementary ADA paratransit services beyond that which has previously been authorized and allocated. Prior to FY 21, funding for GoRaleigh's complementary ADA services that tie to its Wake Transit-funded routes was disaggregated and rolled into the individual project funding allocation for each route. This project was created by reallocating to a single project the ADA funding previously allocated to each route to cover all of GoRaleigh's complementary ADA services that tie to its Wake Transit-funded fixed-route services.

Project at a Glance	
Project Title	GoRaleigh Complementary ADA Services
Agency	City of Raleigh
FY 2021 Costs	\$1,247,999
Funding Source	Wake Transit Tax Proceeds
Start Date	FY 2021



Project ID	TO005-BH	Project Category	Bus Operations	Project Subcategory	Bus Service

Project Description:

GoTriangle will provide complementary Americans with Disabilities Act (ADA)-compliant paratransit services to coincide with its Wake Transit-funded fixed-route services.

This project does not involve additional funds for GoTriangle's complementary ADA paratransit services beyond that which has previously been authorized and allocated. Prior to FY 21, funding for GoTriangle's complementary ADA services that tie to its Wake Transit-funded routes was disaggregated and rolled into the individual project funding allocation for each route. This project was created by reallocating to a single project the ADA funding previously allocated to each route to cover all of GoTriangle's complementary ADA services that tie to its Wake Transit-funded fixed-route services.

Project at a Glance	
Project Title	GoTriangle Complementary ADA Services
Agency	GoTriangle
FY 2021 Costs	\$187,285
Funding Source	Wake Transit Tax Proceeds
Start Date	FY 2021



Project ID	TO005-BI	Project Category	Bus Operations	Project Subcategory	Bus Service

Project Description:

GoCary will provide complementary Americans with Disabilities Act (ADA)-compliant paratransit services to coincide with its Wake Transit-funded fixed-route services.

This project does not involve additional funds for GoCary's complementary ADA paratransit services beyond that which has previously been authorized and allocated. Prior to FY 21, funding for GoCary's complementary ADA services that tie to its Wake Transit-funded routes was disaggregated and rolled into the individual project funding allocation for each route. This project was created by reallocating to a single project the ADA funding previously allocated to each route to cover all of GoCary's complementary ADA services that tie to its Wake Transit-funded fixed-route services.

Project at a Glance	
Project Title	GoCary Complementary ADA Services
Agency	Town of Cary
FY 2021 Costs	\$86,668
Funding Source	Wake Transit Tax Proceeds
Start Date	FY 2021



FY 2021 Recommended Wake Transit Work Plan

WAKE COUNTY TRANSIT PLAN: IMPLEMENTATION



FY 2021 Capital Budget

**GOTRIANGLE
FISCAL YEAR 2021
TRIANGLE TAX DISTRICT -- WAKE CAPITAL FUND ORDINANCE**

BE IT ORDAINED by the Research Triangle Regional Public Transportation Authority Board of Trustees that pursuant to section 13.2 of Chapter 159 of the General Statutes of North Carolina, the following project ordinance is hereby adopted:

Section 1. It is estimated that the following revenues will be available in the **Triangle Tax District** Wake Capital Fund for the fiscal year beginning July 1, 2020 and ending June 30, 2021:

Allocation from Wake Capital Fund Balance	\$28,073,369
Transfer from Wake Operating	21,020,410
Total	\$49,093,779

Section 2. The following amounts hereby are appropriated in the **Triangle Tax District - Wake** Capital Fund for the fiscal year beginning July 1, 2020 and ending June 30, 2021:

Capital Planning	
GoTriangle	\$458,333
City of Raleigh	75,000
Wake County	30,000
Community Funding Area	
Town of Apex	207,000
Town of Morrisville	248,000
Bus Rapid Transit	
City of Raleigh	28,220,000
Allocation to Wake Capital Fund Balance	19,855,446
Total	\$49,093,779

Section 3. The GoTriangle President/CEO or his or her designee, is hereby authorized to transfer funds within appropriations under the following conditions:

- A) No transfer may be made that changes the adopted allocations to fund balance.
- B) All budget transfers will be reported to the Transit Planning Advisory Committee.
- C) All increases to an appropriation, and all transfers between appropriations, must be reviewed by the Transit Planning Advisory Committee and approved by the CAMPO and GoTriangle governing boards.

Section 4. Triangle Tax District - Wake Capital Funds are appropriated pursuant to section 13.2 of Chapter 159 of the General Statutes of North Carolina; therefore, appropriations do not lapse at the end of the fiscal year and are available for duration of the project unless subsequently recommended for reallocation by the Transit Planning Advisory Committee and approved by the CAMPO and GoTriangle governing boards, or as specified in Section 5.

Section 5. GoTriangle Finance Department has authority to close projects and/or programs and reduce appropriations upon notification of project completion by the project sponsor. When actual revenues are available in projects to be closed or which are substantially complete, GoTriangle Finance may transfer savings to Triangle Tax District Wake Capital fund balance. These funds will be then available for future appropriations which require recommendation by the Transit Planning Advisory Committee and approval by the CAMPO and GoTriangle governing boards. This section applies to current and prior year appropriations. A list of project closeouts shall be provided quarterly to the Transit Planning Advisory Committee.

Section 6. If received, Small Starts Funding from the FTA in support of the New Bern Avenue project will be awarded directly to the City of Raleigh. Expenditures funded by these federal funds will be budgeted by the City of Raleigh in their respective Transit Grant Fund. Dollars budgeted above are the local funds budgeted by the tax district and allocated to the City of Raleigh in support of this project.

Section 7. Copies of the Budget Ordinance shall be furnished to the Clerk, to the Board of Trustees, to the Finance Officer, and to the Budget Officer of this Authority to be kept on file for their direction in the disbursement of funds. Copies shall also be furnished to representatives of the Agencies under Section 2. The Budget Ordinance shall be entered into the Board minutes.

ADOPTED THIS 24th DAY OF JUNE 2020.

Michael Parker, Board of Trustees Chair

ATTEST:

Michelle C. Dawson, Clerk to the Board

FY21 Triangle Tax District: Wake Capital

	Triangle Tax District: Wake Capital
Revenues	
Tax District Revenues	
Transfer from Wake Operating	\$ 21,020,410
Transit Provider Contribution	\$ 3,261,000
BRT - New Bern Federal Share	\$ 35,050,100
Other Project Funding	\$ 605,000
Allocation from Wake Capital Fund Balance	\$ 28,073,369
Total Revenues	\$ 88,009,879
Expenditures	
Capital Planning	
GoTriangle	\$ 458,333
GoRaleigh	\$ 75,000
GoWake Access	\$ 30,000
Community Funding Area	
Apex	\$ 207,000
Morrisville	\$ 248,000
Bus Rapid Transit (BRT)	
GoRaleigh	\$ 67,136,100
Allocation to Wake Capital Fund Balance	\$ 19,855,446
Total Expenditures	\$ 88,009,879
Revenues over Expenditures	\$ -

FY 2021 RECOMMENDED WAKE TRANSIT WORK PLAN CAPITAL BUDGET

The COVID-19 pandemic has added a potential financial challenge related to the FY 2021 Recommended Wake Transit Work Plan revenue assumptions. As discussed in the introduction, the majority of the capital projects will be included in the unbudgeted reserve section, which will be revisited during the fall of 2020 when the impact of the pandemic on revenues can be identified. The projects funded in the FY 2021 Recommended Wake Transit Work Plan include capital projects that are time sensitive or involve time-sensitive external grant sources as part of their overall funding mechanism. Please see the 'FY 2021 Projects in Unbudgeted Reserve' section of the work plan document to review the details of projects placed in unbudgeted reserve.

FY 2021 REVENUE

The FY 2021 Recommended Wake Transit Work Plan includes a total of \$68.1 million of capital projects and \$19.9 million of funds allocated to capital fund balance for a total FY 2021 capital budget of \$88.0 million. These projects are funded by a combination of local revenues and federal funds.

FY 2021 EXPENDITURES

I. Bus Rapid Transit -- \$67.1 Million

The City of Raleigh is allocated \$28.2 million in local funds, to be paired with \$35.6 million of anticipated federal funding and \$3.3 million of contribution from the City of Raleigh to construct the New Bern Avenue Bus Rapid Transit (BRT) project.

II. Capital Planning: \$563K

GoTriangle is allocated \$458,333, the final year of funding, to implement an Enterprise Resource Planning system that will provide the ability to produce operating reports and assist in making key business decisions. Wake Transit will provide 25 percent of the funding for this project, with the remaining funds allocated between GoTriangle local funds and Durham/Orange funding.

The FY 2021 Recommended Work Plan provides funds in the amount of \$75,000 to GoRaleigh to conduct a Transit-Origin Destination Survey. The Wake Transit contribution will be allocated to pay for the Wake Transit partners' portion of the study. The City of Raleigh will be utilizing local funds to support the remaining 75% of the survey.

Finally, in conjunction with existing Wake Transit and local funds, the FY 21 Recommended Work Plan includes \$30,000 for GoWake Access as a match to the recently awarded Federal Transit Administration (FTA) Integrated Mobility Innovation (IMI) grant awarded to Wake County. These funds will be used towards the Northeastern Wake County Micro-Transit Study to design and demonstrate micro-transportation options for

people living in the eastern part of the county, which is not readily served by fixed-route transit service. GoWake Access will use FTA IMI grant funds for the majority cost of the study.

III. Community Funding Areas -- \$455K

The Towns of Morrisville and Apex are allocated a total of \$455K to complete bus stop improvements that would complement the expansion of transit operations.

IV. Reserve for Future Projects and Debt Service -- \$19.9 Million

Future years of Wake Transit Plan implementation require extensive capital outlay for major infrastructure projects. The Wake Transit Plan was modeled after establishing a five (5) percent capital fund balance as an overall reserve and measure of financial health of the plan, in addition to reserves established in the operating fund. Funds of \$19.9 million in FY 2021 will be used to add to the capital projects fund balance.

FY21 Wake County Transit Plan: Capital

	Triangle Tax District: Wake Capital	GoTriangle	Apex	GoRaleigh	Morrisville	GoWake Access	Total Wake County Transit Plan: Capital
Revenues							
Transfer from Wake Operating	\$ 21,020,410						\$ 21,020,410
Transit Provider Contribution	\$ 3,261,000						\$ 3,261,000
BRT - New Bern Federal Share	\$ 35,050,100						\$ 35,050,100
Other Project Funding	\$ 605,000						\$ 605,000
Allocation from Wake Capital Fund Balance	\$ 28,073,369						\$ 28,073,369
Allocations from Tax District Revenues to Agencies							
Capital Planning		\$ 458,333	\$ -	\$ 75,000	\$ -	\$ 30,000	
Community Funding Area		\$ -	\$ 207,000	\$ -	\$ 248,000	\$ -	
Commuter Rail Transit (CRT)		\$ -	\$ -	\$ -	\$ -	\$ -	
Bus Rapid Transit (BRT)		\$ -	\$ -	\$ 67,136,100	\$ -	\$ -	
Bus Infrastructure		\$ -	\$ -	\$ -	\$ -	\$ -	
Bus Acquisitions		\$ -	\$ -	\$ -	\$ -	\$ -	
Total Revenues	\$ 88,009,879	\$ 458,333	\$ 207,000	\$ 67,211,100	\$ 248,000	\$ 30,000	\$ 88,009,879
Expenditures							
Allocation to Wake Capital Fund Balance	\$ 19,855,446	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,855,446
Capital Planning							
Enterprise Resource Planning (ERP) System	\$ -	\$ 458,333	\$ -	\$ -	\$ -	\$ -	\$ 458,333
Transit Origin-Destination Survey	\$ -	\$ -	\$ -	\$ 75,000	\$ -	\$ -	\$ 75,000
NorthEastern MicroTransit Planning Study	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,000	\$ 30,000
Community Funding Area							
Bus Stop Improvements for GoApex Route 1	\$ -	\$ -	\$ 207,000	\$ -	\$ -	\$ -	\$ 207,000
Bus Stop/Node Improvements for Smart Shuttle	\$ -	\$ -	\$ -	\$ -	\$ 248,000	\$ -	\$ 248,000
Bus Rapid Transit (BRT)							
Wake BRT - New Bern Corridor	\$ -	\$ -	\$ -	\$ 67,136,100	\$ -	\$ -	\$ 67,136,100
Allocations from Tax District Revenues to Agencies							
Capital Planning	\$ 563,333						
Community Funding Area	\$ 455,000						
Bus Rapid Transit (BRT)	\$ 67,136,100						
Total Expenditures	\$ 88,009,879	\$ 458,333	\$ 207,000	\$ 67,211,100	\$ 248,000	\$ 30,000	\$ 88,009,879
Revenues over Expenditures	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

FY 2021 Recommended Wake Transit Work Plan: Capital Project Sheet Summary

TC002 Bus Infrastructure

<u>Agency</u>	<u>Project ID</u>	<u>Project</u>	<u>Prior Years</u>	<u>FY 2021</u>	<u>FY 2022 Programmed</u>
Bus Stop Improvements		Subcategory Total		\$455,000	
<i>Town of Apex</i>		<i>Agency Subtotal</i>		<i>\$207,000</i>	
	TC002-BE	Bus Stop Improvements for GoApex Route 1		\$207,000	
<i>Town of Morrisville</i>		<i>Agency Subtotal</i>		<i>\$248,000</i>	
	TC002-BF	Bus Stop/Node Improvements for Smart Shuttle		\$248,000	
Bus Infrastructure Total				\$455,000	

TC003 Other Capital

<u>Agency</u>	<u>Project ID</u>	<u>Project</u>	<u>Prior Years</u>	<u>FY 2021</u>	<u>FY 2022 Programmed</u>
Capital Planning		Subcategory Total		\$105,000	
<i>City of Raleigh</i>		<i>Agency Subtotal</i>		<i>\$75,000</i>	
	TC003-O	Transit Origin-Destination Survey		\$75,000	
<i>Wake County</i>		<i>Agency Subtotal</i>		<i>\$30,000</i>	
	TC003-L	Northeastern Microtransit Planning Study		\$30,000	
Technology		Subcategory Total	\$916,666	\$458,333	
<i>GoTriangle</i>		<i>Agency Subtotal</i>	<i>\$916,666</i>	<i>\$458,333</i>	
	TC003-D	Enterprise Resource Planning System	\$916,666	\$458,333	
Other Capital Total			\$916,666	\$563,333	

TC005 Bus Rapid Transit

<u>Agency</u>	<u>Project ID</u>	<u>Project</u>	<u>Prior Years</u>	<u>FY 2021</u>	<u>FY 2022 Programmed</u>
BRT Planning / Design		Subcategory Total	\$4,947,000	\$67,136,100	
<i>City of Raleigh</i>		<i>Agency Subtotal</i>	<i>\$4,947,000</i>	<i>\$67,136,100</i>	
	TC005-A1	New Bern Corridor Bus Rapid Transit Facility	\$4,947,000	\$67,136,100	
		Project Development and Final Design	\$4,947,000	\$1,953,000	
		Right-of-Way		\$44,000	
		Construction		\$22,199,000	
		Vehicles		\$4,024,000	
		City of Raleigh Funding - All Phases		\$3,261,000	
		Federal Funding - All Phases		\$35,655,100	
Bus Rapid Transit Total			\$4,947,000	\$67,136,100	

FY 2021 Recommended Wake Transit Work Plan: Capital Project Sheets

Bus Infrastructure - TC002

New FY 2021 Projects

Project ID	TC002-BE	Project Category	Bus Infrastructure	Project Subcategory	Bus Stop Improvements

Project Description:

As part of the Community Funding Area Program, the Town of Apex will design and construct up to 40 bus stops throughout the community to support the Town's GoApex Route 1 fixed-route circulator. The improvements will be supported by a mixture of funding sources, including Wake Transit funds, CAMPO LAPP funds, and local funds.

Project at a Glance	
Project Title	Bus Stop Improvements for GoApex Route 1
Agency	Town of Apex
FY 2021 Costs	\$207,000
Funding Source	Wake Transit Tax Proceeds, Local Match, and Federal Funds (LAPP)
Start Date	July 2020



Project ID	TC002-BF	Project Category	Bus Infrastructure	Project Subcategory	Bus Stop Improvements

Project Description:

As part of the Community Funding Area Program, the Town of Morrisville will design and construct bus stop improvements at designated nodes throughout the community to support the Town's node-based smart shuttle. The improvements will be supported by a mixture of Wake Transit funds and a local match from the Town.

Project at a Glance

Project Title	Bus Stop Improvements for Node-Based Smart Shuttle
Agency	Town of Morrisville
FY 2021 Costs	\$248,000
Funding Source	Wake Transit Tax Proceeds, Local Match
Start Date	July 2020



Other Capital - TC003

New FY 2021 Projects

Project ID	TC003-L	Project Category	Other Capital	Project Subcategory	Capital Planning

Project Description:

The Northeastern Microtransit Planning Study will be used to demonstrate micro-transportation feasibility and design options for people living in the eastern part of Wake County not yet served by fixed-route public transportation. The study will design and test a geofenced service area utilizing existing and enhanced trip planning software to provide critical connections or linkages with existing non-demand-response transit services. The goal of the study is to design an efficient, fiscally sustainable, quick response Microtransit service with an intuitive interface across a variety of users, especially regarding Wake Transit rural and Elderly and disabled trips.

The majority of the cost of the study will be supported by an FTA Integrated Mobility Innovation grant.

Project at a Glance

Project Title	Northeastern Microtransit Planning Study
Agency	Wake County
FY 2021 Costs	\$30,000
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2020



Project ID	TC003-O	Project Category	Other Capital	Project Subcategory	Capital Planning

Project Description:

The Origin-Destination Survey was previously completed in 2015 to support the development of the MPO's regional model. This survey included all fixed-route transit systems within the county (GoCary, GoRaleigh, GoTriangle, and Wolfline). A new survey collection is now needed for 2020/2021. Wake Transit funding for the survey will cover GoCary's, GoTriangle's, and Wolfline's portion of the study (approximately \$75,000). The City of Raleigh will separately fund its portion of the survey.

The survey will be completed by the consultant company Planning Communities and its sub-consultant ETC. Project costs include: survey development; system coordination; survey pilot/pre-test; 3,300 completed digital surveys; data cleaning, processing, and expanding by route/time of day/direction; and preparation of summaries for all systems. The survey will be managed by City of Raleigh staff with collaboration from all requisite partners.

Project at a Glance

Project Title	Transit Origin-Destination Survey
Agency	City of Raleigh
FY 2021 Costs	\$75,000
Funding Source	Wake County Tax Proceeds
Start Date	Fall 2020
End Date	Spring 2021



Project ID	TC003-D	Project Category	Other Capital	Project Subcategory	Technology

Project Description:

GoTriangle will continue to develop an Enterprise Resource Planning (ERP) system to provide opportunities to achieve more effective and efficient business processes throughout the organization. These processes include the challenges of working across multiple public transportation agencies and jurisdictions.

GoTriangle's existing computer aided dispatch and automatic vehicle locations (CAD/AVL), radio communication hardware and software, and fare collection systems have reached end-of-life and are costly to maintain. Accordingly, GoTriangle seeks to upgrade/replace the hardware and software on agency vehicles and facilities with the most cost-effective CAD/AVL, Communication hardware, and Fare Collection systems that satisfy operational needs and requirements while protecting the agency's investment.

The project is broken up into three phases spanning three fiscal years:

Phase 1 – Financial Management System(s)
Phase 2 – Customer Relation(s) Management
Phase 3 – Project Management.

Project at a Glance

Project Title	Enterprise Resource Planning System
Agency	GoTriangle
FY 2021 Costs	\$458,333
Funding Source	Wake County Transit Tax Proceeds, Durham County Tax Proceeds, Orange County Tax Proceeds, GoTriangle
Start Date	July 2018
End Date	June 2021

Bus Rapid Transit - TC005

New FY 2021 Projects

Project ID	TC005-A1	Project Category	Bus Rapid Transit	Project Subcategory	BRT Planning / Design

Project Description:

With an appropriate environmental clearance from the Federal Transit Administration, the City of Raleigh will complete final design, right-of-way acquisition, construction, and procurement of vehicles for the New Bern Avenue/ Edenton Street Bus Rapid Transit (BRT) corridor from Downtown Raleigh to New Hope Road.

This phase of the New Bern Avenue BRT project is funded by a combination of City of Raleigh funds (\$3,261,000), Wake Transit tax proceeds (\$28,220,000), and federal grant funds (\$35,655,100). This project funding allocation for the New Bern Avenue BRT corridor is anticipated to bring the capital infrastructure components of the corridor to completion.

Project at a Glance

Project Title	New Bern Corridor Bus Rapid Transit Facility
Agency	City of Raleigh
Phase	Final Design, Right-of-Way, Construction, Vehicles
FY 2021 Costs	\$67,136,100
Funding Source	Wake Transit Tax Proceeds, Federal, City of Raleigh
Start Date	July 2020

WAKE BRT



FY 2021 Recommended Wake Transit Work Plan

WAKE COUNTY TRANSIT PLAN: IMPLEMENTATION



FY 2021 Projects in Unbudgeted Reserve

FY 2021 Operating Projects in Unbudgeted Reserve

Project Sponsor	Project Category	Project ID	Project	Additional Incremental FY 2021 Expense
Town of Cary	Transit Plan Administration	TO002-AR	1.0 FTE: Transportation Outreach and Communications Coordinator	\$135,000
GoTriangle	Transit Plan Administration	TO002-AT	Add 1.0 FTE to Public Engagement Team	\$110,640
	Transit Plan Administration	TO002-AU	1.0 FTE: Communications Coordinator	\$108,000
	Bus Operations	TO005-AC	Improvements to Route 305: Apex-Raleigh (all day and weekend service)	\$681,593
City of Raleigh	Bus Operations	TO005-AL	Remainder of Route 21: Caraleigh Span and Frequency Improvements	\$146,631
		TO005-AM	Glenwood Route Package	\$471,164
Wake County	Bus Operations	TO005-G1	Additional Rural General Public, Elderly, and Disabled Demand-Response Trips	\$98,126
Town of Morrisville	Bus Operations	TO005-BG	Operation of Node-Based Smart Shuttle	\$33,000
TOTAL				\$1,784,154

FY 2021 Recommended Wake Transit Work Plan:
Unbudgeted Reserve
Operating Project Sheets

Project ID	TO002-AR	Project Category	Transit Plan Administration	Project Subcategory	Staffing

Project Description:

In FY21, the Town of Cary proposes to employ 1.0 FTE staff position to function as its Transportation Outreach and Communications Coordinator. This project will also fund the administrative expenses incurred related to the function of the employee's work. This position will be responsible for:

- Designing and implementing outreach and education opportunities for GoCary
- Working with regional and community partners on specialized outreach and marketing campaigns
- Coordinating ridership campaigns and serving as TDM liaison
- Working with marketing team to create public information materials
- Administering website and social media updates

Project at a Glance

Project Title	1.0 FTE Transportation Outreach and Communications Coordinator
Agency	Town of Cary
FY 2021 Costs	\$135,000
FY 2022 Programmed Cost	\$138,375
Funding Source	Wake Transit Tax Proceeds
Start Date	TBD



Project ID	TO002-AT	Project Category	Transit Plan Administration	Project Subcategory	Staffing

Project Description:

GoTriangle will continue to employ 2.5 full-time equivalent (FTE) employees in FY21, with an additional 1.0 FTE in unbudgeted reserve that will be considered for funding in the 2nd quarter of FY21. The additional 1.0 FTE involves an additional incremental cost of \$110,640 on top of the FY 21 budgeted allocation of \$213,303, for a total of \$323,943. Of the total 3.5 FTEs, 2.5 of the FTEs are a consolidation of staffing that was authorized for funding and initiated in FYs 2018 and 2019.

Of the 3.5 FTEs, 1.5 FTEs will focus on public outreach and communications activities, including continuing to lead proactive community engagement and public input solicitation for the annual work plan, Wake Transit Plan updates, commuter rail project, and GoTriangle bus service projects and will continue to provide support as needed to municipalities through the Community Funding Area Program. The Community Engagement team will also provide outreach support for ongoing and future projects with broader regional implications, including but not limited to, fare capping, mobile ticketing, Youth GoPass and free rides for seniors.

The remaining 2.0 FTEs will work to meet the required Wake Transit program-level public involvement coordination and planning tasks defined by the TPAC. These positions will work on introducing and/or improving strategic public engagement activities for implementation of the Wake Transit Plan and on coordination of engagement activities with other Wake Transit Plan implementation partners. Costs associated with these FTEs include salary, benefits, professional development needs & supplies, and accessory administrative expenses related to the function of the employee's work.

Project at a Glance

Project Title	2.5-3.5 FTEs: Public Engagement Team
Agency	GoTriangle
FY 2021 Costs	\$323,943 at full implementation
FY 2022 Programmed Cost	\$332,042
Funding Source	Wake Transit Tax Proceeds
Start Date	TBD for full implementation



Project ID	TO002-AU	Project Category	Transit Plan Administration	Project Subcategory	Staffing

Project Description:

GoTriangle will employ a 1.0 full-time equivalent (FTE) staff position to function as the Communications Coordinator on the Communications, Engagement and Marketing team. The position will be responsible for the development and implementation of the Wake Transit Annual Work Plan's Public Engagement Plan; tracking and supporting public engagement and communications activities for plans, programs, and projects; leading public engagement and communications program administration; and creating, conducting, and coordinating general Wake Transit Communications.

Project at a Glance

Project Title	1.0 FTE: Communications Coordinator
Agency	GoTriangle
FY 2021 Costs	\$108,000
Funding Source	Wake Transit Tax Proceeds
Start Date	TBD



Project ID	TO005-AC	Project Category	Bus Operations	Project Subcategory	Bus Service

Project Description:

Route 305 is a pre-existing regional route providing weekday peak commuter service between the Lake Pine area of Apex and Raleigh with three (3) to four (4) trips in each direction in the morning and afternoon on weekdays.

Building upon the Route 305 extension of hourly peak service southwestward to Holly Springs, GoTriangle proposes to expand Route 305 by adding: 1) 30-minute service during the peak between Holly Springs and Raleigh; 2) hourly service during the midday between Apex and Raleigh; 3) extended service in the evening between Apex and Raleigh; and 4) all day hourly service on Saturdays and Sundays between Apex and Raleigh.

The FY 21 additional incremental cost for this improvement above the funded cost for the extension of Route 305 to Holly Springs is \$681,593.

Project at a Glance

Project Title	Improvements to Route 305 - Holly Springs - Raleigh
Agency	GoTriangle
FY 2021 Costs	\$857,511
FY 2022 Programmed Cost	\$1,501,452
Funding Source	Wake Transit Tax Proceeds
Start Date	TBD for full implementation
Service Span	Weekday: 5:30 AM - 8:30 PM Saturday: 5:30 AM - 8:30 PM Sunday: 7:00 AM - 7:00 PM
Current Off-Peak Frequency	N/A
Proposed Off-Peak Frequency	60 minutes
Current Peak Frequency	60 minutes
Proposed Peak Frequency	30 minutes
Assets	GoTriangle Fleet
Major Destinations	Holly Springs, Apex, Cary Crossroads, NC State University, Downtown Raleigh
Transit Centers	Downtown Apex Enhanced Transfer Point (proposed), Compare Foods P&R



Project ID	TO005-AL	Project Category	Bus Operations	Project Subcategory	Bus Service

Project Description:

Building upon the improvements to increase frequency for Route 21 - Caraleigh that are included in the FY 21 budget, GoRaleigh is proposing to extend service span for the route to later in the evening on weekdays and weekends. The alignment will continue to operate in a clockwise loop.

The FY 21 additional incremental cost of this improvement above the funded cost of the frequency improvements is \$146,631. The total anticipated cost of the frequency and span improvements is \$396,631.

Project at a Glance

Project Title	Improvements to Route 21 - Caraleigh
Agency	City of Raleigh
FY 2021 Costs	\$396,631 at full implementation
FY 2022 Programmed Cost	\$493,826
Funding Source	Wake Transit Tax Proceeds
Start Date	TBD for full implementation
Service Span	Weekday: 5:30 am - 12:30 am Saturday: 5:30 am - 12:30 am Sunday: 6:30 am - 11:30 pm
Current Off-Peak Frequency	60 minutes
Proposed Off-Peak Frequency	30 - minutes; 60 minutes after 7:00 PM
Current Peak Frequency	30 minutes
Proposed Peak Frequency	30 minutes
Assets	GoRaleigh Fleet
Major Destinations	South Wilmington Street Center, Shaw University, State Farmer's Market, Downtown Raleigh
Transit Centers	GoRaleigh Station



Project ID	TO005-AM	Project Category	Bus Operations	Project Subcategory	Bus Service

Project Description:

GoRaleigh will begin new service that will have a similar alignment to existing service, although there will be two routes. The Route 6 - Glenwood will serve the inner portion of Glenwood Avenue and extend the high frequency network [HFN] portion of the route from downtown Raleigh to Duraleigh Road. Route 6L - Glenwood North will be hourly service provided for the outer portion of Glenwood north of Duraleigh Road, and terminating in Brier Creek.

Project at a Glance

Project Title	Glenwood Route Package
Agency	City of Raleigh
FY 2021 Costs	\$471,164
FY 2022 Programmed Cost	\$993,427
Funding Source	Wake Transit Tax Proceeds
Start Date	TBD
Service Span	Weekday: 5:30am - 11:30pm (6L) or -12:30am (6) Sat: 5:30am-11:30pm (6L) or -12:30am (6) Sun: 6:30am - 11:30pm (6, 6L)
Current Off-Peak Frequency	
Proposed Off-Peak Frequency	Route 6: 15 - 30 minutes Route 6L: 60 minutes
Current Peak Frequency	
Proposed Peak Frequency	Route 6: 15 minutes Route 6L: 60 minutes
Assets	GoRaleigh Fleet
Major Destinations	Crabtree Valley Mall, Downtown Raleigh, Brier Creek Commons, Townridge Shopping Center
Transit Centers	Crabtree Valley Mall, GoRaleigh Station, Brier Creek Commons



Project ID	TO005-G1	Project Category	Bus Operations	Project Subcategory	Other Bus Service

Project Description:

Wake County's Health & Human Services Department, which implements the Wake Coordinated Transportation System (WCTS) service (GoWake Access) across the county, will continue to provide additional demand-response trips for Wake County residents who are eligible based on age and/or disability in areas of the County that are not served by existing fixed-route transit services. Additionally, this project will provide general public demand-response trips for Wake County residents in rural areas of the county. These demand-response trips will complement the existing fixed-route system by linking rural residents currently without access to those transportation resources.

These additional trips build upon the continuation of rural general public and countywide elderly and disabled demand-response trips funded and initiated in prior fiscal years. The base FY 21 cost of trips funded in prior fiscal years that will continue into FY 21 is \$338,874. The additional trips will involve an additional FY 21 incremental cost of \$98,126, with a full implementation cost of \$437,000.

Project at a Glance

Project Title	Rural General Public and Elderly and Disabled Demand Response Service Expansion
Agency	Wake County
FY 2021 Costs	\$437,000 at full implementation
FY 2022 Programmed Cost	\$523,000
Funding Source	Wake Transit Tax Proceeds
Start Date	TBD for full implementation



Project ID	TO005-BG	Project Category	Bus Operations	Project Subcategory	Bus Service

Project Description:

As part of the Community Funding Area Program, the Town of Morrisville will begin operation of an intra-community node-based smart shuttle. The smart shuttle operates as a shared shuttle that serves customers via designated pickup and drop-off locations, or nodes, that are served upon request rather than on a fixed schedule. Customers can request service over the telephone, on the internet, or by using a smartphone application. The service is envisioned to be operated from 6 a.m. to 9 p.m. on weekdays, Saturdays, and Sundays.

Project at a Glance

Project Title	Operation of Node-Based Smart Shuttle
Agency	Town of Morrisville
FY 2021 Cost	\$33,000
Funding Source	Wake Transit Tax Proceeds and Local Match
Start Date	TBD



FY 2021 Capital Projects in Unbudgeted Reserve

Project Sponsor	Project Category	Project ID	Project	FY 2021 Expense
CAMPO	Other Capital	TC003-N	Major Investment Study/Alternatives Analysis for BRT Extensions to RTP and Clayton	\$400,000
Town of Cary	Bus Infrastructure	TC002-C	Design/Construction of Bus Stop Improvements	\$415,075
		TC002-E	Bus Operations and Maintenance Facility Construction	\$17,600,000
GoTriangle	Bus Infrastructure	TC002-K	Existing Park-and-Ride Lot Improvements	\$343,000
		TC002-Y	Design/Construction of Bus Stop Improvements	\$314,560
		TC002-BD	Improvements to Airport Bus Stop	\$50,000
		TC002-AI	Design/Land Acquisition for I-440 Park-and-Ride	\$1,200,000
		TC002-AJ	Design/Land Acquisition for I-540 Park-and-Ride	\$1,200,000
		TC002-N	Design of New Regional Transit Facility (Wake Share)	\$1,250,000
		TC002-AK	Design of Downtown Apex Transfer Point Improvements	\$15,000
	Other Capital	TC003-K	Wake Bus Plan Update	\$100,000
City of Raleigh	Bus Infrastructure	TC002-I	Design/Construction of Bus Stop Improvements	\$1,131,200
		TC002-V	Design/Land Acquisition for Paratransit Maintenance and Operations Facility	\$2,000,000
		TC002-T	Construction of East Raleigh Transit Center	\$3,157,530
		TC002-AC	Design/Land Acquisition for Midtown Transit Center	\$2,486,000
		TC002-AD	Construction of Cross Link/Rock Quarry Transfer Point Improvements	\$246,000
		TC002-AE	Construction of Hillsborough/Gorman Transfer Point Improvements	\$246,000
		TC002-AF	Construction of Hillsborough/State Fairgrounds Transfer Point Improvements	\$246,000
		TC002-AH	Construction of Hillsborough/Jones Franklin Transfer Point Improvements	\$246,000
		TC002-AN	Design and Construction of Capital/Millbrook Transfer Point Improvements	\$152,421
		TC002-AO	Design and Construction of WakeMed North Transfer Point Improvements	\$152,421
		TC002-AQ	Design and Construction of Pleasant Valley Shopping Center Transfer Point Improvements	\$152,421
	Vehicle Acquisition	TC001-F	Fixed Route Replacement Vehicles	\$5,083,413
		TC001-L	GoRaleigh Support Vehicles	\$156,000
		TC001-J	Paratransit Replacement Vehicles	\$380,000
TBD	Other Capital	TC003-M	Unallocated Technology Improvements	\$2,000,000
TOTAL				\$40,723,041

FY 2021 Recommended Wake Transit Work Plan:
Unbudgeted Reserve
Capital Project Sheets

Project ID	TC003-N	Project Category	Other Capital	Project Subcategory	Capital Planning

Project Description:

In 2019, the CAMPO Executive Board asked the NCDOT Statewide Transportation Improvement Program (STIP) unit to program State funding for a BRT project from Morrisville to Clayton that CAMPO submitted for consideration as part of the SPOT 5 prioritization process. The State Board of Transportation programmed \$115 million for the project in the FYs 2020-2029 STIP. The project overlaps with the Western and Southern BRT corridors currently included in the Wake County Transit Plan, for which the City of Raleigh, as project sponsor, has begun project development activities.

With the inclusion of the expansion of BRT between Cary and Morrisville and between Garner and Clayton, the extra extents of these corridors are ripe for the development and study of alternatives to consider progressing for potential implementation. This study will follow a very similar scope of work as the MIS for the original Wake Transit Plan corridors, including analyzing the travel market, conducting a high-level environmental review, identifying and evaluating BRT alignment alternatives, developing operating plans, generating capital and operating cost estimates, assessing risk, and identifying a project sponsor.

Project at a Glance

Project Title	Major Investment Study/Alternatives Analysis for BRT Extensions to RTP and Clayton
Agency	Capital Area MPO
FY 2021 Costs	\$400,000
Funding Source	Wake Transit Tax Proceeds
Start Date	TBD
End Date	TBD



Project ID	TC002-C	Project Category	Bus Infrastructure	Project Subcategory	Bus Stop Improvements

Project Description:

The Town of Cary / GoCary will design and construct improvements to make a number of new and existing bus stops compliant with Americans with Disabilities Act (ADA) standards. Additional improvements going beyond compliance with ADA standards may also be included.

Improvements include:

- Signage
- Installation of concrete pads
- Benches
- Bike racks
- Access ramps
- Sidewalks, and other associated amenities

Specific site determination and prioritization will be determined through the design phase of this project and in accordance with GoCary's bus stop improvement prioritization framework.

Project at a Glance

Project Title	Systemwide Bus Stop Improvements / ADA Enhancements
Agency	Town of Cary
Phase	Design, Construction
FY 2021 Costs	\$415,075
FY 2022 Programmed Cost	\$431,678
Funding Source	Wake Transit Tax Proceeds
Start Date	TBD



Project ID	TC002-E	Project Category	Bus Infrastructure	Project Subcategory	Maintenance Facility Improvements

Project Description:

The Town of Cary/GoCary will construct a Regional Bus Operations & Maintenance Facility, which will accommodate GoCary's growth for the foreseeable future, allow future expansion of service, and reduce ongoing operational costs associated with the currently leased operations facility. It may also serve as a site for fueling, repairs, and/or vehicle storage for other regional transit system vehicles.

Project at a Glance

Project Title	Regional Bus Operations & Maintenance Facility
Agency	Town of Cary
Phase	Construction
FY 2021 Costs	\$17,600,000
Funding Source	Wake Transit Tax Proceeds
Start Date	TBD



Project ID	TC002-K	Project Category	Bus Infrastructure	Project Subcategory	Park-and-Ride Improvements

Project Description:

GoTriangle will make improvements to existing park-and-ride facilities. GoTriangle is completing a feasibility study to determine which park-and-ride facilities will need improvements based on existing conditions and ridership. Possible improvements for existing lots could include: enhanced shelter, large/small shelter, bench, lighting, trash bins, maps and cases, signage, emergency phone, security cameras, bike storage, and ADA improvements.

Project at a Glance

Project Title	Existing Park-and-Ride Lot Improvements
Agency	GoTriangle
Phase	Construction, Amenity Installation
FY 2021 Costs	\$343,000
FY 2022 Programmed Cost	\$349,000
Funding Source	Wake Transit Tax Proceeds
Start Date	TBD



Project ID	TC002-Y	Project Category	Bus Infrastructure	Project Subcategory	Bus Stop Improvements

Project Description:

In FY21, GoTriangle will make improvements to new and existing bus stop locations to enhance passenger safety and comfort. Improvements may include: Concrete pads, benches, shelters, signage, access ramps, and sidewalk improvements. These bus stop improvements are also supported by CAMPO LAPP funds.

Project at a Glance

Project Title	Systemwide Bus Stop Improvements
Agency	GoTriangle
Phase	Design, Construction
FY 2021 Costs	\$314,560
FY 2022 Programmed Cost	\$1,004,710
Funding Source	Wake Transit Tax Proceeds
Start Date	TBD



Project ID	TC002-BD	Project Category	Bus Infrastructure	Project Subcategory	Bus Stop Improvements

Project Description:

GoTriangle will upgrade the existing bus stops at Terminals 1 and 2 at the Raleigh-Durham International Airport to improve passenger safety, comfort, and wayfinding. Bus stop improvements will be designed to:

- Identify all bus stops with clear signage
- Improve passenger amenities
- Add passenger information and wayfinding at bus stops and between terminals and bus stops
- Provide real-time bus arrival information and public Wi-Fi hot spots as feasible

Project at a Glance

Project Title	Improvements to Airport Bus Stop
Agency	GoTriangle
Phase	Design, Construction
FY 2021 Costs	\$50,000
Funding Source	Wake Transit Tax Proceeds
Start Date	TBD



Project ID	TC002-AI	Project Category	Bus Infrastructure	Project Subcategory	Park-and-Ride Improvements

Project Description:

GoTriangle will build a new 100-space park-and-ride facility for GoTriangle routes operating throughout west Raleigh, providing a service amenity to those traveling to North Carolina State University, downtown Raleigh, RDU Airport, and the Regional Transit Center (RTC).

The park-and-ride facility will primarily serve riders originating in western Raleigh and could include amenities such as enhanced shelters, large/small shelters, benches, lighting, trash bins, maps and cases, signage, an emergency phone, security cameras, bike storage, and ADA improvements.

Project at a Glance

Project Title	New Hillsborough / I-440 Park-and-Ride
Agency	GoTriangle
Phase	Design, Land Acquisition
FY 2021 Costs	\$1,200,000
FY 2022 Programmed Cost	\$1,300,000
Funding Source	Wake Transit Tax Proceeds
Start Date	TBD



Project ID	TC002-AJ	Project Category	Bus Infrastructure	Project Subcategory	Park-and-Ride Improvements

Project Description:

GoTriangle will build a new, approximately 100-space park-and-ride facility for use by GoTriangle NRX-North Raleigh Express service, which will provide weekday commuter service between Triangle Town Center and the Regional Transit Center (RTC) near Research Triangle Park. The park-and-ride facility will serve commuters originating in north Raleigh neighborhoods with destinations in RTP and connections to other regional destinations. The new park-and-ride facility will be located at either Creedmoor Road and I-540 or Falls of Neuse Road and I-540.

The park-and-ride facility could include amenities such as enhanced shelters, large/small shelters, benches, lighting, trash bins, maps and cases, signage, an emergency phone, security cameras, bike storage, and ADA improvements.

Project at a Glance

Project Title	New Park-and-Ride at Creedmoor / I-540 or Falls of Neuse / I-540
Agency	GoTriangle
Phase	Design, Land Acquisition
FY 2021 Costs	\$1,200,000
FY 2022 Programmed Cost	\$1,300,000
Funding Source	Wake Transit Tax Proceeds
Start Date	TBD



Project ID	TC002-N	Project Category	Bus Infrastructure	Project Subcategory	Transit Center / Transfer Point Improvements

Project Description:

The GoTriangle Regional Transit Center (RTC) is the primary hub for GoTriangle regional bus services connecting Wake, Durham, and Orange Counties. The first phase of this project was funded in FY 2019 and will be completed by the end of FY 2020. The initial phase included an evaluation of the current facility and identification of necessary passenger amenities and infrastructure improvements. The feasibility study is evaluating the best location for the RTC, taking into consideration current and future planned routes, land use, supply, and price. The current location of the RTC on Slater Road in Durham creates the overlapping of routes leading to inefficiency. The feasibility study is evaluating location options that improve route efficiency. The second phase of work is proposed to begin in FY 2021 to design the new facility, while subsequent phases are scheduled to be funded in FY 2022. Services anticipated to use the facility by 2027 include:

- GoDurham Route 12 (non-Wake Co)
- GoTriangle 100 Raleigh-RDU-RTC
- GoTriangle 310 Cary-Morrisville-RTC
- GoTriangle 311 Apex-RTC
- 700 Durham-RTC (non-Wake Co)
- 800 Chapel Hill-RTC (non-Wake Co)
- 805 Chapel Hill - Woodcroft - RTC (non-Wake-Co)
- NRX-North Raleigh Express
- On-demand services connecting RTP employers (non-Wake Co)
- TBD: Commuter Rail

Project at a Glance

Project Title	New Regional Transit Facility (Wake County Share)
Agency	GoTriangle
Phase	Design
FY 2021 Costs	\$1,250,000
FY 2022 Programmed Cost	\$3,750,000
Funding Source	Wake Transit Tax Proceeds, Durham and Orange Transit Tax Proceeds, Federal Funds
Start Date	TBD



Project ID	TC002-AK	Project Category	Bus Infrastructure	Project Subcategory	Transit Center / Transfer Point Improvements

Project Description:

This project covers the design costs for a new enhanced transfer point in downtown Apex.

The investment will provide amenities such as:

- Larger shelters
- Lighting
- Passenger information systems
- Public Wi-Fi
- Benches
- Trash cans
- Bike racks

Project at a Glance

Project Title	Downtown Apex Transfer Point Improvements
Agency	GoTriangle
Phase	Design
FY 2021 Costs	\$15,000
FY 2022 Programmed Cost	\$293,000
Funding Source	Wake Transit Tax Proceeds
Start Date	TBD



Project ID	TC003-K	Project Category	Other Capital	Project Subcategory	Capital Planning

Project Description:

The Wake Transit Bus Plan, which strategically programmed bus services throughout the county for Fiscal Years 2019 - 2027 will be updated through the FY30 horizon year, functioning as an implementation element of the Wake Transit Vision Plan Update.

Project at a Glance

Project Title	Wake Bus Plan Update
Agency	GoTriangle
FY 2021 Costs	\$100,000; (\$550,000 in FY 2022)
Funding Source	Wake Transit Tax Proceeds
Start Date	TBD



Project ID	TC002-I	Project Category	Bus Infrastructure	Project Subcategory	Bus Stop Improvements

Project Description:

In FY21, GoRaleigh will make improvements to new and existing bus stop locations to enhance passenger safety and comfort. Improvements may include: Concrete pads, benches, shelters, signage, access ramps, and sidewalk improvements.

Project at a Glance

Project Title	Systemwide Bus Stop Improvements
Agency	City of Raleigh
Phase	Design, Land / Right of Way, Construction
FY 2021 Costs	\$1,131,200
FY 2022 Programmed Cost	\$1,925,248
Funding Source	Wake Transit Tax Proceeds
Start Date	TBD



Project ID	TC002-V	Project Category	Bus Infrastructure	Project Subcategory	Maintenance Facility Improvements

Project Description:

The City of Raleigh will purchase land and advance design for a new GoRaleigh/GoWake Access Paratransit Operations and Maintenance Facility. Site selection criteria will prioritize accommodating 100 vehicles and providing space for administrative and management functions, including dispatch and scheduling, call center operations, training facilities, and driver break rooms.

Project at a Glance

Project Title	GoRaleigh / GoWake Access Paratransit Maintenance & Operations Facility
Agency	City of Raleigh
Phase	Land / Right of Way, Design
FY 2021 Costs	\$2,000,000
FY 2022 Programmed Cost	\$15,800,000
Funding Source	Wake Transit Tax Proceeds
Start Date	TBD



Project ID	TC002-T	Project Category	Bus Infrastructure	Project Subcategory	Transit Center / Transfer Point Improvements

Project Description:

This project will construct a transit center in eastern Raleigh, replacing the existing bus stop at the Wal-Mart on New Bern Avenue. A park-and-ride will also be established for up to 100 spaces, depending on final site location. When complete, up to four (4) routes could serve this location.

The transit center will provide:

- Additional shelter
- Bathrooms
- Ticket vending machines
- Benches
- Passenger information signs
- Bike parking
- An attendant for up to 12 hours per day.

Project at a Glance

Project Title	New East Raleigh Community Transit Center
Agency	City of Raleigh
Phase	Construction
FY 2021 Costs	\$3,157,530
Funding Source	Wake Transit Tax Proceeds
Start Date	TBD



Project ID	TC002-AC	Project Category	Bus Infrastructure	Project Subcategory	Transit Center / Transfer Point Improvements

Project Description:

GoRaleigh currently serves MidTown with two (2) routes using existing easements at two (2) stops with benches and shelters. Both sites have limited access without any room for expansion. A transit center is planned for Midtown in Raleigh, near the North Hills shopping center and in proximity to I-440. The Midtown Transit Center will support transfers between transit routes and create opportunities to travel east – west without going into downtown Raleigh. The planned Transit Center will be a staffed facility. This facility will support three (3) high frequency network routes and one (1) local route with 30-minute frequencies.

A planning and feasibility study was scheduled for funding in FY20 to identify an optimal location, taking into consideration planned transit service, land use, supply, and price. The second phase of work is scheduled to begin in FY21 and will involve design and land acquisition, with final design and construction of the new facility planned for FY22.

Project at a Glance

Project Title	New Midtown Transit Center
Agency	City of Raleigh
Phase	Design, Land Acquisition
FY 2021 Costs	\$2,486,000
FY 2022 Programmed Cost	\$2,657,530
Funding Source	Wake Transit Tax Proceeds
Start Date	TBD



Project ID	TC002-AD	Project Category	Bus Infrastructure	Project Subcategory	Transit Center / Transfer Point Improvements

Project Description:

This project covers construction costs for a new enhanced transfer point at Cross Link Road and Rock Quarry Road.

When constructed, the improvement will provide amenities such as:

- Larger shelters
- Lighting
- Passenger information systems
- Public Wi-Fi
- Benches
- Trash cans
- Bike racks

Project at a Glance

Project Title	Cross Link / Rock Quarry Transfer Point Improvements
Agency	City of Raleigh
Phase	Construction
FY 2021 Costs	\$246,000
Funding Source	Wake Transit Tax Proceeds
Start Date	TBD



Project ID	TC002-AE	Project Category	Bus Infrastructure	Project Subcategory	Transit Center / Transfer Point Improvements

Project Description:

This project covers construction costs for a new enhanced transfer point at Hillsborough Street and Gorman Street.

When constructed, the improvement will provide amenities such as:

- Larger shelters
- Lighting
- Passenger information systems
- Public Wi-Fi
- Benches
- Trash cans
- Bike racks

Project at a Glance

Project Title	Hillsborough / Gorman Transfer Point Improvements
Agency	City of Raleigh
Phase	Construction
FY 2021 Costs	\$246,000
Funding Source	Wake Transit Tax Proceeds
Start Date	TBD



Project ID	TC002-AF	Project Category	Bus Infrastructure	Project Subcategory	Transit Center / Transfer Point Improvements

Project Description:

This project covers construction costs for a new enhanced transfer point on Hillsborough Street at the State Fairgrounds.

When constructed, the improvement will provide amenities such as:

- Larger shelters
- Lighting
- Passenger information systems
- Public Wi-Fi
- Benches
- Trash cans
- Bike racks

Project at a Glance

Project Title	Hillsborough / State Fairgrounds Transfer Point Improvements
Agency	City of Raleigh
Phase	Construction
FY 2021 Costs	\$246,000
Funding Source	Wake Transit Tax Proceeds
Start Date	TBD



Project ID	TC002-AH	Project Category	Bus Infrastructure	Project Subcategory	Transit Center / Transfer Point Improvements

Project Description:

This project covers construction costs for a new enhanced transfer point at Hillsborough Street and Jones Franklin Road.

The investment will provide amenities such as:

- Larger shelters
- Lighting
- Passenger information systems
- Public Wi-Fi
- Benches
- Trash cans
- Bike racks

Project at a Glance

Project Title	Hillsborough / Jones Franklin Transfer Point Improvements
Agency	City of Raleigh
Phase	Construction
FY 2021 Costs	\$246,000
Funding Source	Wake Transit Tax Proceeds
Start Date	TBD



Project ID	TC002-AN	Project Category	Bus Infrastructure	Project Subcategory	Transit Center / Transfer Point Improvements

Project Description:

This project covers design and construction costs for a new enhanced transfer point at Capital Boulevard and Millbrook Road. This project will be supported by a combination of Wake Transit funds and CAMPO LAPP funds.

The investment will provide amenities such as:

- Larger shelters
- Lighting
- Passenger information systems
- Public Wi-Fi
- Benches
- Trash cans
- Bike racks

Project at a Glance

Project Title	Capital / Millbrook Transfer Point Improvements
Agency	City of Raleigh
Phase	Design, Construction
FY 2021 Costs	\$152,421
Funding Source	Wake Transit Tax Proceeds
Start Date	TBD



Project ID	TC002-AO	Project Category	Bus Infrastructure	Project Subcategory	Transit Center / Transfer Point Improvements

Project Description:

This project covers design and construction costs for a new enhanced transfer point at WakeMed North. This project will be supported by a combination of Wake Transit funds and CAMPO LAPP funds.

The investment will provide amenities such as:

- Larger shelters
- Lighting
- Passenger information systems
- Public Wi-Fi
- Benches
- Trash cans
- Bike racks

Project at a Glance

Project Title	WakeMed North Transfer Point Improvements
Agency	City of Raleigh
Phase	Design, Construction
FY 2021 Costs	\$152,421
Funding Source	Wake Transit Tax Proceeds
Start Date	TBD



Project ID	TC002-AQ	Project Category	Bus Infrastructure	Project Subcategory	Transit Center / Transfer Point Improvements

Project Description:

This project covers design and construction costs for a new enhanced transfer point at Pleasant Valley Shopping Center. This project will be supported by a combination of Wake Transit funds and CAMPO LAPP funds. The investment will provide amenities such as:

- Larger shelter(s)
- Lighting
- Passenger information, including real-time information systems; and
- Amenities to enhance passenger comfort (public Wi-Fi, benches, trash cans, bike racks)

Project at a Glance

Project Title	Pleasant Valley Shopping Center Transfer Point Improvements
Agency	City of Raleigh
FY 2021 Costs	\$152,421
Funding Source	Wake Transit Tax Proceeds, Federal Funds
Start Date	TBD



Project ID	TC001-F	Project Category	Vehicle Acquisition	Project Subcategory	Fixed Route Replacement Vehicles

Project Description:

The City of Raleigh / GoRaleigh will replace seven (7) 40-foot diesel transit vehicles. Replacement buses will be compressed natural gas, and the City of Raleigh is contributing \$800,000 towards the cost of these replacements.

Project at a Glance

Project Title	Purchase 40-Foot Diesel, Compressed Natural Gas, or Electric Buses
Agency	City of Raleigh
FY 2021 Costs	\$5,083,413
FY 2022 Programmed Cost	\$9,073,893
Funding Source	Wake Transit Tax Proceeds
Start Date	TBD



Project ID	TC001-L	Project Category	Vehicle Acquisition	Project Subcategory	Support Vehicles

Project Description:

GoRaleigh will be expanding and replacing part of its support vehicle fleet for operations supervisors and system maintenance.

Vehicles Identified for Expansion Include:

One (1) Ford F350 Crew Cab - \$32,000

Dump body – \$25,000

Operations support shuttle:

One addition – Ford Fusion - \$19,000

Vehicles Identified for Replacement Include:

Shuttle vehicle – Ford Fusion - \$19,000.00

Supervisor vehicle – Dodge Journey AWD - \$21,000

Supervisor vehicle - Dodge Journey AWD - \$21,000

Shuttle vehicle - Ford Fusion - \$19,000.00

Project at a Glance

Project Title	GoRaleigh Support Vehicles
Agency	City of Raleigh
FY 2021 Costs	\$156,000
Funding Source	Wake Transit Tax Proceeds
Start Date	TBD
End Date	N/A

Project ID	TC001-J	Project Category	Vehicle Acquisition	Project Subcategory	Paratransit Replacement Vehicles

Project Description:

City of Raleigh/GoRaleigh Access will acquire four (4) replacement transit vehicles for its demand-response/ paratransit operations.

Project at a Glance	
Project Title	Paratransit Replacement Vehicles
Agency	City of Raleigh
FY 2021 Costs	\$380,000
Funding Source	Wake Transit Tax Proceeds
Start Date	TBD



Project ID	TC003-M	Project Category	Other Capital	Project Subcategory	Technology

Project Description:

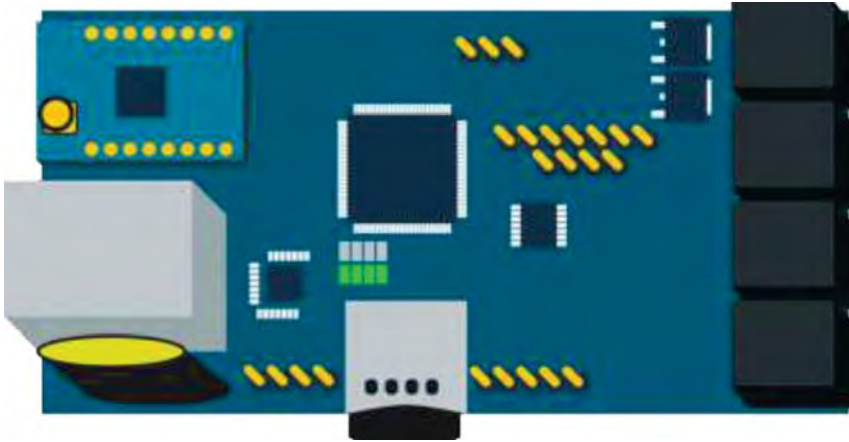
The FY 2021 Recommended Wake Transit Work Plan includes in unbudgeted reserve \$2.0 million for funding technology initiatives that support the four (4) big moves, which are identified in the voter-approved Wake Transit Plan:

- Connect Regionally
- Connect all Wake County Communities
- Frequent and Reliable Urban Mobility
- Enhanced Access to Transit

Implementation of the regional transit technology integration plan will guide how funds in reserve will be disbursed in FY 2021.

Project at a Glance

Project Title	Unallocated Technology
Agency	TBD
FY 2021 Costs	\$2,000,000
Funding Source	Wake Transit Tax Proceeds
Start Date	TBD



FY 2021 Recommended Wake Transit Work Plan

WAKE COUNTY TRANSIT PLAN: IMPLEMENTATION



FY 2021 Financial Model Assumptions Update

Financial Model Assumptions for FY 2021 Recommended Wake Transit Work Plan

The Transit Planning Advisory Committee (TPAC) has assigned GoTriangle as the lead agency to update the Wake Transit Financial Plan and the financial model. Per the Wake Transit Interlocal Governance Agreement, the financial model shall contain the agreed upon operating and capital policies and guidelines mutually agreed to by the TPAC.

Under normal conditions, the FY 2021 Work Plan would include a comprehensive review of the plan's financial model and long-term financial assumptions. However, given the aforementioned economic uncertainty surrounding the COVID-19 pandemic, the FY 2021 Recommended Work Plan only models revenues to support the continued operations of prior-year projects, projects deemed to be time-sensitive, and projects that involve time-sensitive external grant sources as part of their overall funding mechanism.

Additionally, overall inflation assumptions, availability of local sources of revenue, growth assumptions, and updated assumptions for federal revenues, in conjunction with a review of project implementation feasibility, will be revisited for the FY 2021 Wake Transit Work Plan in the 2nd quarter of the fiscal year. At that time, an update to financial model assumptions will ensure the long-term implementation of Wake Transit continues to adhere to Wake Transit financial policies, and programming for future projects will be reconsidered.

FY 2021 Recommended Wake Transit Work Plan

WAKE COUNTY TRANSIT PLAN: IMPLEMENTATION



Appendix:
FYs 2021-2027 Multi-Year Operating Program & Capital Improvement Plan

Fiscal Year (FY) 2021 Recommended Wake Transit Work Plan Appendix Table of Contents

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WAKE COUNTY TRANSIT PLAN: IMPLEMENTATION

FY 2021 Recommended Wake Transit Work Plan Appendix Multi-Year Operating Program & Capital Improvement Plan

The Wake Transit Work Plan is created on a recurring annual cycle and includes, among other components, detailed information on projects to be implemented during the upcoming fiscal year. As each project in the fiscal year is part of a broader, multi-year program of projects aligned with the goals of the Wake Transit Plan, the Transit Governance Interlocal Agreement charges the TPAC with producing a multi-year operating program and capital improvement plan for each annual Wake Transit Work Plan. These multi-year programs guide future work plans, provide a basis for tracking projects from one year to the next, allow project sponsors to appropriately plan for future implementation, and ensure that the projects undertaken each year are part of a calculated phased approach to achieving the “Four Big Moves” described in the Wake County Transit Plan. For services and projects that are included in the multi-year operating and capital programs for FY 2022 and beyond, each project will be reviewed prior to its incorporation into future annual work plans to ensure the project is still viable, the timing is still appropriate, and funding mechanisms are still in alignment.

This appendix focuses on projects initiated in fiscal years other than FY 2021, including operating projects initiated in prior fiscal years that continue into FY 2021 and subsequent years, as well as capital and operating projects anticipated for future investment. As noted in the introduction to the FY 2021 Recommended Wake Transit Work Plan, with the unfortunate circumstance of the COVID-19 pandemic, there is a great deal of uncertainty regarding current and future revenue collections and their long-term impacts on the ability to deliver future-year projects on previously conceived timelines. Consequently, the multi-year operating program and capital improvement plan included in this FY 2021 Recommended Wake Transit Work Plan do not reflect any rebalancing of the assumed expenditures with newly assumed revenues based on the economic impacts of the COVID-19 pandemic. Instead, these multi-year planning guides serve as an illustrative and tentative prognostication of planned future-year investment that will be reevaluated in the second quarter of FY 2021 or later when more realistic revenue projections can be developed based on tax collection data acquired for the period of time covered by the pandemic and hopefully its subsequent end.

Enclosed in this appendix are investment summaries and project profiles that detail the scopes of operating projects initiated in prior years that continue into FY 2021, and the recommended FYs 2021-2027 multi-year operating and capital improvement programs, which include project-level details for future investments. For future-year operating projects, project profiles are provided for projects initiated between FY 2022 and FY 2024, which align with the planning horizon of short-range transit plans produced as part of the Wake Bus Plan for each fixed-route service provider in Wake County.

FY 2021 Recommended Wake Transit Work Plan:
Operating Project Sheets
Continuing Projects Initiated in Prior Fiscal Years

Tax District Administration - TO001

Continuing Projects

Project ID	TO001-C	Project Category	Tax District Administration	Project Subcategory	Contracted Services

Project Description:

Financial consultants will be employed to update the Triangle Tax District Wake County financial model to accommodate the Wake Transit Plan. These consultants will also provide advisory services to prepare for debt issuance associated with large capital projects proposed in the Wake Transit Plan and applications for funding being sought from the Federal Transit Administration (FTA). This project will also provide the funds to cover any Wake Transit bank and service fees charged to the tax district.

Project at a Glance

Project Title	Financial Consulting
Agency	GoTriangle
FY 2021 Costs	\$137,500
FY 2022 Programmed Cost	\$140,938
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2017



Project ID	TO001-A	Project Category	Tax District Administration	Project Subcategory	Staffing & Administrative Expenses

Project Description:

GoTriangle will continue to employee one (1) full-time equivalent (FTE) staff position to provide administrative support for financial oversight of the Triangle Tax District Wake Operating Fund.

This employee is responsible for producing annual operating and capital budgets and ordinances, updating the Wake Transit financial plan/model, developing operating and capital funding agreements, and developing quarterly and annual financial reports.

Costs associated with this FTE include salary, benefits, professional development needs & supplies, and accessory administrative expenses related to the function of the employee's work.

Project at a Glance

Project Title	1.0 FTE for Financial Oversight of Tax District
Agency	GoTriangle
FY 2021 Costs	\$142,065
FY 2022 Programmed Cost	\$145,617
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2017



Project ID	TO001-B	Project Category	Tax District Administration	Project Subcategory	Staffing & Administrative Expenses

Project Description:

Audits will be conducted on the funds managed by GoTriangle as tax district administrator.

Project at a Glance

Project Title	Tax District Audits
Agency	GoTriangle
FY 2021 Costs	\$16,400
FY 2022 Programmed Cost	\$16,810
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2017



Project ID	TO001-D	Project Category	Tax District Administration	Project Subcategory	Staffing & Administrative Expenses

Project Description:

GoTriangle will continue to employ one (1) full-time equivalent (FTE) staff position to manage Wake Transit Plan budget development and financial reporting processes.

This position will be housed in the Finance Department and is tasked with coordinating integration of proposed plans into the budget and monitoring spending to ensure the budget stays balanced through quarterly reporting processes.

Costs associated with this FTE include salary, benefits, professional development needs & supplies, and accessory administrative expenses related to the function of the employee's work.

Project at a Glance

Project Title	1.0 FTE: Budget & Financial Manager
Agency	GoTriangle
FY 2021 Costs	\$153,545
FY 2022 Programmed Cost	\$157,384
Funding Source	Wake Transit Tax Proceeds
Start Date	January 2018



Project ID	TO001-E	Project Category	Tax District Administration	Project Subcategory	Staffing & Administrative Expenses

Project Description:

GoTriangle will continue to employ one-half (0.5) full-time equivalent (FTE) staff position to provide administrative support for the GoTriangle Finance Department's Wake Transit activities.

This staff position is tasked with scheduling meetings, assisting with the preparation of the budget and financial reporting calendar, and other administrative functions.

Costs associated with this FTE included salary, benefits, professional development needs & supplies, and accessory administrative expenses related to the function of the employee's work.

Project at a Glance

Project Title	0.5 FTE: Tax District Administrative Assistant
Agency	GoTriangle
FY 2021 Costs	\$39,600
FY 2022 Programmed Cost	\$40,590
Funding Source	Wake Transit Tax Proceeds
Start Date	January 2018



Transit Plan Administration - TO002

Continuing Projects

Project ID	TO002-AA	Project Category	Transit Plan Administration	Project Subcategory	Administrative Expenses

Project Description:

GoTriangle will continue to lease facility space for the purpose of housing paratransit operations, vehicles & maintenance. This lease will give GoTriangle time to develop a long-term operations facility strategy and to design and plan for paratransit operations.

Wake Transit Tax Proceeds will fund 62% of costs based on total ACCESS trips performed in Wake County.

Project at a Glance

Project Title	Paratransit Office Space Lease
Agency	GoTriangle
FY 2021 Costs	\$95,000
FY 2022 Programmed Cost	\$97,375
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2018



Project ID	TO002-AL	Project Category	Transit Plan Administration	Project Subcategory	Administrative Expenses

Project Description:

GoTriangle will continue to pay ongoing maintenance and operations costs for a facility in Raleigh (324 Lane Street), which allows space for storage and fabrication of passenger amenities associated with Wake Transit Plan Implementation.

Project at a Glance

Project Title	Operations & Maintenance Facility for Passenger Amenity Storage
Agency	GoTriangle
FY 2021 Costs	\$10,000
FY 2022 Programmed Cost	\$10,250
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2018



Project ID	TO002-B	Project Category	Transit Plan Administration	Project Subcategory	Administrative Expenses

Project Description:

GoTriangle will continue to incur administrative expenses in its role of implementing the Wake Transit Plan. These expenses include travel, training and mileage.

Project at a Glance

Project Title	Travel & Training
Agency	GoTriangle
FY 2021 Costs	\$11,263
FY 2022 Programmed Cost	\$11,544
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2017



Project ID	TO002-D	Project Category	Transit Plan Administration	Project Subcategory	Administrative Expenses

Project Description:

The GoTriangle Community & Public Engagement team continues to incur direct costs related to its ongoing community engagement, marketing, and communications activities related to all Wake Transit Plan service implementation. This implementation element will support the utilization of creative consultant services; the creation of materials for community outreach, public meetings, marketing campaigns, information kits, and web elements; and the implementation of translation and interpreter services.

This implementation element will support the creation of equitable opportunities for community engagement in the public input process including increasing access to a wider range of stakeholders, the creation of the Wake Transit Annual Report, factsheets, brochures, bus placards, signs, web graphics, website hosting, advertising, printing, special events, advanced PowerPoints, dashboard graphics, marketing campaigns and materials, website activities and responsibilities, etc.

Project at a Glance

Project Title	Outreach / Marketing / Communications for Transit Plan Administration
Agency	GoTriangle
FY 2021 Costs	\$165,520
FY 2022 Programmed Cost	\$169,658
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2017



Project ID	TO002-H	Project Category	Transit Plan Administration	Project Subcategory	Administrative Expenses

Project Description:

GoTriangle will continue to incur administrative expenses in its role of implementing the Wake Transit Plan. These expenses include utilities for a satellite office in Wake County supporting staff allocated specifically to implement and administer the Wake Transit Plan.

Project at a Glance

Project Title	Utilities for Wake County Satellite Office
Agency	GoTriangle
FY 2021 Costs	\$26,266
FY 2022 Programmed Cost	\$26,922
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2017



Project ID	TO002-I	Project Category	Transit Plan Administration	Project Subcategory	Administrative Expenses

Project Description:

GoTriangle will continue to provide ongoing maintenance and repairs to properties it owns in Wake County that are being maintained as future potential passenger-facing facilities to support services implemented as part of the Wake County Transit Plan.

GoTriangle will also conduct property appraisals for these properties.

Project at a Glance

Project Title	Property Maintenance, Repairs, & Appraisals
Agency	GoTriangle
FY 2021 Costs	\$52,591
FY 2022 Programmed Cost	\$53,905
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2017



Project ID	TO002-J	Project Category	Transit Plan Administration	Project Subcategory	Administrative Expenses

Project Description:

GoTriangle will continue the use of a web-based customer feedback management system, integrated into the existing regional call center's phone system, to continue to improve transit agency responsiveness and accountability to transit customers. The system benefits GoRaleigh and GoCary, as well as GoTriangle. The system captures customer communications that come through web forms, phone calls, emails and social media and routes them to transit agency staff best suited to responding and resolving issues. The system allows transit agencies to gain new insights into repeat issues and allot transit agency staff to better focus on what is most important to customers. The system also provides greater transparency into the results of interactions with transit customers.

Project at a Glance

Project Title	Customer Feedback Management System
Agency	GoTriangle
FY 2021 Costs	\$36,772
FY 2022 Programmed Cost	\$37,691
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2017



Project ID	TO002-M	Project Category	Transit Plan Administration	Project Subcategory	Administrative Expenses

Project Description:

The Town of Cary/GoCary will continue to market GoCary services, and will also incur public outreach expenses associated with the expansion of Wake Transit Plan services within its service area. Marketing and public outreach expenses identified by GoCary include:

- Advertising
- Printing
- Supplies
- Contracted services
- Professional development and training
- Public notices

Project at a Glance

Project Title	Marketing of New Bus Services
Agency	Town of Cary
FY 2021 Costs	\$63,957
FY 2022 Programmed Cost	\$65,556
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2017



Project ID	TO002-C	Project Category	Transit Plan Administration	Project Subcategory	Contracted Services

Project Description:

GoTriangle will continue to incur administrative expenses in its role of implementing the Wake Transit Plan. These expenses include outside legal counsel to prepare for debt issuance to support large capital projects.

Project at a Glance

Project Title	Outside Legal Counsel
Agency	GoTriangle
FY 2021 Costs	\$25,625
FY 2022 Programmed Cost	\$26,266
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2017



Project ID	TO002-F	Project Category	Transit Plan Administration	Project Subcategory	Contracted Services

Project Description:

GoTriangle & the Capital Area Metropolitan Planning Organization (CAMPO) will continue the development and implementation of ongoing transit customer surveys to continually evaluate user experiences as services are implemented.

Project at a Glance

Project Title	Transit Customer Surveys
Agency	GoTriangle
FY 2021 Costs	\$131,328
FY 2022 Programmed Cost	\$134,611
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2017



Project ID	TO002-L	Project Category	Transit Plan Administration	Project Subcategory	Staffing

Project Description:

CAMPO will continue to employ one (1) full-time equivalent (FTE) staff position to provide ongoing administrative support for the Wake County Transit Planning Advisory Committee (TPAC) and its subcommittees.

The position is responsible for coordinating the TPAC's ongoing activities and proceedings, including leading the facilitation of the TPAC's decision-making processes and information dissemination. The position is also responsible for compiling components of annual Wake Transit Work Plans, and certain initiatives associated with Wake Transit Plan implementation.

Expenses include accessory administrative expenses related to the function of the employee's work. Costs associated with this FTE included salary, benefits, professional development needs & supplies.

Project at a Glance

Project Title	1.0 FTE: TPAC Administration
Agency	Capital Area MPO
FY 2021 Costs	\$136,666
FY 2022 Programmed Cost	\$140,083
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2017



Project ID	TO002-V	Project Category	Transit Plan Administration	Project Subcategory	Staffing

Project Description:

CAMPO will continue to employ one (1) full-time equivalent (FTE) staff position to support Wake Transit Plan Implementation responsibilities. The CAMPO Wake Transit Program Manager is responsible for:

- Overseeing development, coordination and maintenance of CAMPO annual work plan components,
- Managing ongoing planning and other related tasks at the County/systemwide level and subsequent updates thereto,
- Serving as CAMPO's representative on the TPAC,
- Representing CAMPO's interests on TPAC subcommittees and study or plan-specific core technical teams,
- Manages coordination and implementation of project-level decision making structures (concurrence process),
- Managing development of the Multi-Year Vision Plan Update,
- Managing and providing ongoing maintenance of planning/professional services procurement and task development/deployment process.

Costs associated with this FTE include salary, benefits, professional development needs & supplies, and accessory administrative expenses related to the function of the employee's work.

Project at a Glance

Project Title	1.0 FTE: Program Manager
Agency	Capital Area MPO
FY 2021 Costs	\$136,666
FY 2022 Programmed Cost	\$140,083
Funding Source	Wake Transit Tax Proceeds
Start Date	January 2018



Project ID	TO002-W	Project Category	Transit Plan Administration	Project Subcategory	Staffing

Project Description:

CAMPO will continue to employ one (1) full-time equivalent (FTE) staff position to support responsibilities related to Wake Transit Plan Implementation. This particular FTE will continue to facilitate technical and administrative coordination for the Wake Transit Program Manager and the TPAC Administrator in their ongoing responsibilities.

Costs associated with this FTE include salary, benefits, professional development needs & supplies, and accessory administrative expenses related to the function of the employee's work.

Project at a Glance

Project Title	1.0 FTE: Transit Planner
Agency	Capital Area MPO
FY 2021 Costs	\$136,666
FY 2022 Programmed Cost	\$140,083
Funding Source	Wake Transit Tax Proceeds
Start Date	January 2018



Project ID	TO002-AG	Project Category	Transit Plan Administration	Project Subcategory	Staffing

Project Description:

City of Raleigh/GoRaleigh will continue to employ one (1) full-time equivalent (FTE) Transportation Analyst. This position is tasked primarily with the following duties:

- Providing planning, research and analytical support of Wake Transit Plan
- Providing customer service and support to internal and external program/function stakeholders
- Preparing and presenting recommendations for Wake Transit Plan initiatives and improvements
- Providing recommendations and input to related program policies, procedures, processes, resources and operating budgets

Costs associated with this FTE include salary, benefits, professional development needs & supplies, and accessory administrative expenses related to the function of the employee's work.

Project at a Glance

Project Title	1.0 FTE: Transportation Analyst
Agency	City of Raleigh
FY 2021 Costs	\$133,250
FY 2022 Programmed Cost	\$136,581
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2018



Project ID	TO002-AH	Project Category	Transit Plan Administration	Project Subcategory	Staffing

Project Description:

City of Raleigh/GoRaleigh will continue to employ one (1) full-time equivalent (FTE) Transit Planner. This position is tasked primarily with the following duties:

- Providing planning & analytical support related to programs, projects and planning functions of Wake Transit Plan
- Researching and gathering information related to planning efforts
- Facilitating communications and project work with internal and external stakeholders
- Preparing and reviewing technical documents and correspondence which may include request for qualification/request for proposal documents, grant applications, design schematics, graphs, charts and detailed design plan documents
- Evaluating current programs, processes and procedures
- Assisting with special project administration and coordination

Costs associated with this FTE include salary, benefits, professional development needs & supplies, and accessory administrative expenses related to the function of the employee's work.

Project at a Glance

Project Title	1.0 FTE: Transit Planner
Agency	City of Raleigh
FY 2021 Costs	\$144,525
FY 2022 Programmed Cost	\$148,138
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2018



Project ID	TO002-AI	Project Category	Transit Plan Administration	Project Subcategory	Staffing

Project Description:

City of Raleigh / GoRaleigh will continue to employ one (1) full-time equivalent (FTE) Traffic Signal Timing Analyst. This position is tasked with implementing signal priority for signals on Bus Rapid Transit (BRT) corridors, including managing the project through the design, procurement and implementation phases. After signal priority is implemented, the Traffic Engineering staff will maintain and operate this system.

This position is responsible for complete contract construction administration of firm/firms implementing signal priority at the locations along the BRT Corridors.

Costs associated with this FTE include salary, benefits, professional development needs & supplies, and accessory administrative expenses related to the function of the employee's work.

Project at a Glance

Project Title	1.0 FTE: Traffic Signal Timing Analyst
Agency	City of Raleigh
FY 2021 Costs	\$133,250
FY 2022 Programmed Cost	\$136,581
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2018



Project ID	TO002-AJ	Project Category	Transit Plan Administration	Project Subcategory	Staffing

Project Description:

The City of Raleigh will continue to employ one (1) full-time equivalent (FTE) senior project engineer. Duties for this position will include, but are not limited to:

- Providing supervision and management of engineering project and/or program work and related operational activities
- Monitoring, overseeing and providing technical support with processes related to major Wake Transit capital investment projects
- Providing consultation and serving as technical resource to staff and contractors
- Coordinating, collaborating and attending meetings with City Council, Planning Commission, various boards and committees, project/program stakeholders and the public
- Assisting in the development and implementation of policies, processes, standards and guidelines
- Providing and/or assisting with budget development, preparation and administration

Costs include salary, benefits, supplies and professional development/training, and accessory administrative expenses related to the function of the employee's work.

Project at a Glance

Project Title	1.0 FTE: Senior Engineer
Agency	City of Raleigh
FY 2021 Costs	\$147,600
FY 2022 Programmed Cost	\$151,290
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2018



Project ID	TO002-AO	Project Category	Transit Plan Administration	Project Subcategory	Staffing

Project Description:

The City of Raleigh will continue to employ a 1.0 FTE Procurement Analyst position for monitor purchasing activities, contract development, and compliance efforts. The Procurement Analyst will manage the growth in procurement activities associated with willingness to pay implementation, increased service demand, and new technology needs. This individual will provide direction on Federal and State clauses, ensuring that procurement activity, including contract terms, comply with federal, state and local requirements.

Costs associated with this FTE include salary, benefits, professional development needs & supplies, and accessory administrative expenses related to the function of the employee's work.

Project at a Glance

Project Title	1.0 FTE: Procurement Analyst
Agency	City of Raleigh
FY 2021 Costs	\$112,750
FY 2022 Programmed Cost	\$115,569
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2021



Project ID	TO002-AP	Project Category	Transit Plan Administration	Project Subcategory	Staffing

Project Description:

The City of Raleigh will continue to employ a 1.0 FTE Transportation Analyst position to provide analysis of paratransit growth and the future of mobility on demand services. This position will assist in new software implementation, perform strategic planning for the paratransit program, and provide analysis for overall program operations.

Costs associated with this FTE include salary, benefits, professional development needs & supplies, and accessory administrative expenses related to the function of the employee's work.

Project at a Glance

Project Title	1.0 FTE: Transportation Planning Analyst
Agency	City of Raleigh
FY 2021 Costs	\$141,450
FY 2022 Programmed Cost	\$144,986
Funding Source	Wake Transit Tax Proceeds
Start Date	January 2020



Project ID	TO002-P	Project Category	Transit Plan Administration	Project Subcategory	Staffing

Project Description:

The City of Raleigh/GoRaleigh will continue to employ one (1) full-time equivalent (FTE) staff position to provide additional transit service planning support for GoRaleigh's planned expansion of Wake Transit Plan services. The position is responsible for:

- Involvement / coordination with the TPAC
- Involvement in procurements for capital resources
- Wake Transit Plan budget coordination
- Coordination of operational plans with operational staff
- Coordination of project staffing for planning projects
- Coordination / management of the development of local/regional transit plans, reports, studies and environmental documents

Costs associated with this FTE include salary, benefits, professional development needs & supplies, and accessory administrative expenses related to the function of the employee's work.

Project at a Glance

Project Title	1.0 FTE: Service Planning
Agency	City of Raleigh
FY 2021 Costs	\$133,250
FY 2022 Programmed Cost	\$136,581
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2017



Project ID	TO002-A	Project Category	Transit Plan Administration	Project Subcategory	Staffing

Project Description:

GoTriangle will continue to employ 1.0 full-time equivalent (FTE) employee for transit planning services.

Associated tasks include, but are not limited to, delivering updated versions of the Wake Bus Plan; acting as project manager for other transit service plans and studies approved in annual Wake Transit work plans for which GoTriangle is identified as the Project Sponsor or lead agency; developing updates to the multi-year operating program (in coordination with CAMPO); participating on TPAC subcommittees, such as the Planning and Prioritization Committee; participating as a stakeholder on technical/ advisory committees for transit service projects led by other Wake County Project Sponsors; developing transit service projects for consideration in annual Wake Transit work plans; planning and implementing GoTriangle service improvements identified in annual work plans, including the development of routes, stops, and scheduling; and coordination with external and internal stakeholders that meet the budget and scope identified in the annual Wake Transit work plans.

Project at a Glance

Project Title	Salaries/Benefits for 2.5 FTEs - 1.0 FTE: Transit Service Planner
Agency	GoTriangle
FY 2021 Costs	\$126,588
FY 2022 Programmed Cost	\$129,752
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2017



Project ID	TO002-R	Project Category	Transit Plan Administration	Project Subcategory	Staffing

Project Description:

GoTriangle will continue to employ a paralegal to facilitate the legal aspects of the Wake Transit Plan. This position is tasked with facilitating the contract process for both Wake Transit Partners and GoTriangle's Wake-related projects.

Costs associated with this FTE include salary, benefits, professional development needs & supplies, and accessory administrative expenses related to the function of the employee's work.

Project at a Glance

Project Title	1.0 FTE: Paralegal
Agency	GoTriangle
FY 2021 Costs	\$109,675
FY 2022 Programmed Cost	\$112,417
Funding Source	Wake Transit Tax Proceeds
Start Date	January 2018



This position reallocates 60% of the costs for the GoTriangle Chief Development Officer to direct project implementation activities for the Wake Transit Plan. In FY21, this position will provide direct oversight and day-to-day management of the commuter rail program, technical and project management oversight for RUS Bus, and oversight and program management support for GoTriangle's bus facilities and bus stop amenities programs.

Costs associated with this FTE include salary, benefits, professional development needs & supplies, and accessory administrative expenses related to the function of the employee's work.

Project Title	0.6 FTE: Project Implementation Director
Agency	GoTriangle
FY 2021 Costs	\$135,000
FY 2022 Programmed Cost	\$138,375
Funding Source	Wake Transit Tax Proceeds
Start Date	January 2018



GoTriangle will employ a 0.5 FTE Wake Transit Program Coordinator. The remaining 0.5 FTE is allocated within GoTriangle's Project Implementation Staff (TO002-AQ) project.

Coordinates GoTriangle's Wake Transit program responsibilities and activities including Program planning, process development, and budget & finance activities. Serves as a liaison to CAMPO and the other Wake Transit implementation partners on GoTriangle's programmatic lead agency responsibilities, including overall Wake Transit public engagement and communications, legal services, financial/budgeting services, short-range regional planning services, etc. Specific tasks include but are not limited to scheduling, planning TPAC and Wake Transit Plan activities, developing presentations, facilitating internal and external correspondence related to the Plan implementation, oversight of project planning, support for budget development and monthly management, quarterly and annual reporting, coordination with finance staff responsible for reimbursement request submittals from GoTriangle and processing reimbursement requests received from Wake Transit Partners, coordination with communications and public affairs team members responsible for community engagement, managing the Wake Transit web presence, and program coordination associated with regional cross-functional initiatives including but not limited to fare policy/administration and regional technology strategy/implementation.

Project Title	0.5 FTE: Wake Transit Program Coordinator
Agency	GoTriangle
FY 2021 Costs	\$67,500
FY 2022 Programmed Cost	\$69,188
Funding Source	Wake Transit Tax Proceeds
Start Date	January 2018



Project ID	TO002-U	Project Category	Transit Plan Administration	Project Subcategory	Staffing

Project Description:

GoTriangle will continue to employ a Performance Data Specialist, responsible for managing, tracking and monitoring service quality metrics and standards and making recommendations that enable strategic decision-making in support of the Wake Transit Plan Implementation. This position cultivates and coordinates the development of reports from Business Intelligence Systems and Project Management Software for standard performance reports and ad hoc analyses. Additionally, this position works closely with the Marketing Team, IT and outside vendors on web enhancements and content audits as well as strategy development for web refresh products.

Costs associated with this FTE include salary, benefits, professional development needs & supplies, and accessory administrative expenses related to the function of the employee's work.

Project at a Glance

Project Title	0.4 FTE: Performance Data Analyst
Agency	GoTriangle
FY 2021 Costs	\$28,854
FY 2022 Programmed Cost	\$29,575
Funding Source	Wake Transit Tax Proceeds
Start Date	January 2018



Project ID	TO002-Y	Project Category	Transit Plan Administration	Project Subcategory	Staffing

Project Description:

GoTriangle will continue to employ one (1) full-time equivalent (FTE) employee for the purposes of managing regional technology initiatives and integration of those technologies across multiple transit operating agencies.

This position is initially tasked with managing the Regional Technology Integration Study (TC002-P). Once the study is complete, this position will manage the implementation of the coordinated technology integration plan.

Due to responsibilities of the position that go beyond Wake County, 65% of the associated cost for the FTE is allocated from Wake Transit Tax Proceeds.

Costs associated with this FTE include salary, benefits, professional development needs & supplies, and accessory administrative expenses related to the function of the employee's work.

Project at a Glance

Project Title	1.0 FTE: Project Manager for Regional Technology Integration
Agency	GoTriangle
FY 2021 Costs	\$87,843
FY 2022 Programmed Cost	\$90,039
Funding Source	Wake, Durham, and Orange Transit Tax Proceeds
Start Date	July 2018



Project ID	TO002-AC	Project Category	Transit Plan Administration	Project Subcategory	Staffing

Project Description:

The Town of Cary / GoCary will continue to employ one (1) full-time equivalent (FTE) Transportation Analyst. The Transportation Analyst will use data and performance analytics to enhance agency decision making capabilities, improve operational efficiency and effectiveness, as well as ensure compliance with regulatory and documentation requirements. Additional responsibilities for this position include National Transit Database (NTD), grant and Wake Transit reporting, budget / data / operational analysis, and aiding in the review of Wake Transit documents & agreements.

Costs associated with this FTE include salary, benefits, professional development needs & supplies, and accessory administrative expenses related to the function of the employee's work.

Project at a Glance

Project Title	1.0 FTE: Transportation Analyst
Agency	Town of Cary
FY 2021 Costs	\$131,308
FY 2022 Programmed Cost	\$134,590
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2018



Project ID	TO002-AD	Project Category	Transit Plan Administration	Project Subcategory	Staffing

Project Description:

Town of Cary/GoCary will continue to employ one (1) full-time equivalent (FTE) Transportation Program Coordinator. This position is responsible for the following, but is not limited to:

- Coordination of Civil Rights Program Updates (ADA, DBE, Title VI, LEP, Environmental Justice, EEO)
- Serving as the Title VI Coordinator
- Serving as the DBE Liaison Officer
- Serving as the ADA Program Coordinator
- Conducting paratransit contract and service monitoring and compliance
- Managing door to door eligibility, applications and policies

Costs associated with this FTE include salary, benefits, professional development needs & supplies, and accessory administrative expenses related to the function of the employee's work.

Project at a Glance

Project Title	1.0 FTE: Transportation Program Coordinator
Agency	Town of Cary
FY 2021 Costs	\$138,375
FY 2022 Programmed Cost	\$141,834
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2018



Project ID	TO002-AE	Project Category	Transit Plan Administration	Project Subcategory	Staffing

Project Description:

Due to the expansion of the GoCary system, the Town of Cary / GoCary upgraded an existing position in FY 2019. The responsibilities associated with the upgraded Deputy Transit Administrator position will continue in this fiscal year and future fiscal years. These responsibilities include:

- Long-range planning
- Grant management and reporting
- Overseeing federal compliance requirements
- Overseeing contract compliance
- Supervising the Transportation Analyst, Transportation Program Coordinator, and Transit Planner (short-range) positions
- Directing overall department operations in the absence of the Transit Administrator

Costs associated with this FTE include salary, benefits, professional development needs & supplies, and accessory administrative expenses related to the function of the employee's work.

Project at a Glance

Project Title	.5 FTE: Position Upgrade & Reorganization - Deputy Transit Administrator
Agency	Town of Cary
FY 2021 Costs	\$81,240
FY 2022 Programmed Cost	\$83,271
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2018



Project ID	TO002-N	Project Category	Transit Plan Administration	Project Subcategory	Staffing

Project Description:

The Town of Cary/GoCary will continue to employ one (1) full-time equivalent (FTE) Capital Projects Coordinator / Transit Project Manager. The position is responsible for (but not limited to):

- Capital project management
- Request for proposals and bid development
- Contract development and management
- Development review
- Coordinating capital projects with regional transit operators
- Coordinating stakeholder meetings regarding capital projects
- Developing and maintaining transit facility design guidelines

Costs associated with this FTE include salary, benefits, professional development needs & supplies, and accessory administrative expenses related to the function of the employee's work.

Project at a Glance

Project Title	1.0 FTE: Coordination/Management of Capital Projects
Agency	Town of Cary
FY 2021 Costs	\$141,834
FY 2022 Programmed Cost	\$145,380
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2017



Bus Operations - TO005, 004, 003

Continuing Projects

Project ID	TO005-V	Project Category	Bus Operations	Project Subcategory	Bus Infrastructure Maintenance

Project Description:

This project covers the annual cost of maintenance for systemwide bus stop improvements described in project TC002-I.

Project at a Glance

Project Title	Maintenance of Bus Stops & Park-and-Ride Facilities
Agency	City of Raleigh
FY 2021 Costs	\$164,640
FY 2022 Programmed Cost	\$253,134
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2019



Project ID	TO004-D	Project Category	Bus Operations	Project Subcategory	Bus Service

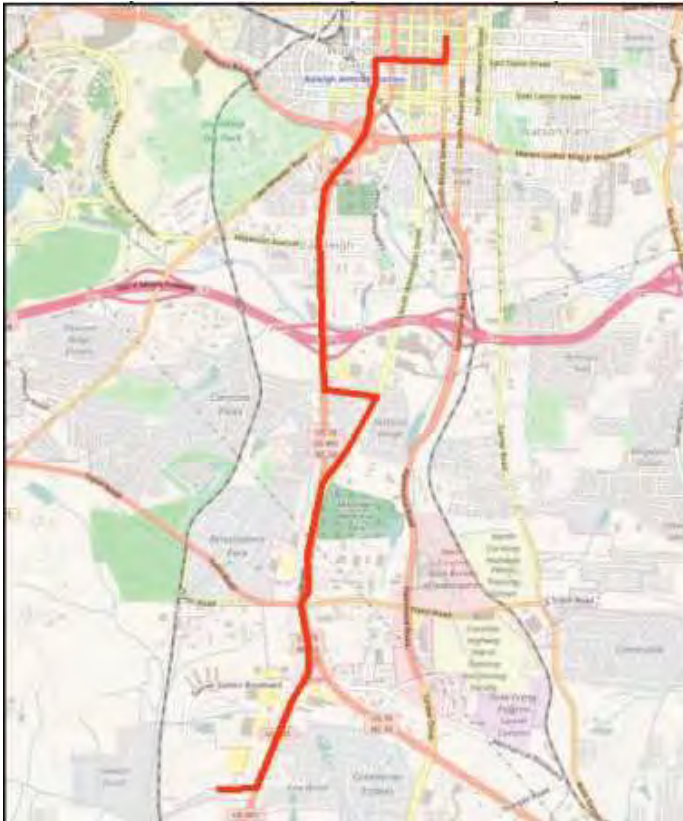
Project Description:

GoRaleigh will continue to provide increased service frequency on Route 7. Prior to FY18, the route ran from 5:45 AM to 11:27 PM (Monday through Friday) at frequencies ranging from every 15 minutes during peak periods (6:45-9:45 AM and 2:45-5:45 PM) to every 30 minutes or hourly during off-peak periods.

In this fiscal year and in future years, the route will continue to provide all day, 15-minute service from 7 AM to 7 PM, Monday through Friday, with 30-minute frequencies being provided in early morning and late evening hours.

Project at a Glance

Project Title	Increase Frequency on Route 7 (South Saunders)
Agency	City of Raleigh
FY 2021 Costs	\$260,518
FY 2022 Programmed Cost	\$267,031
Funding Source	Wake Transit Tax Proceeds
Start Date	August 2017
Service Span	Frequency Increase from 10am-3pm, Monday - Friday
Off-Peak Frequency	15 minutes
Peak Frequency	15 minutes
Assets	GoRaleigh Fleet
Major Destinations	Downtown Raleigh, Pecan/Wilmington Transfer Point, Garner Walmart
Transit Centers	GoRaleigh Station



Project ID	TO004-E	Project Category	Bus Operations	Project Subcategory	Bus Service

Project Description:

GoRaleigh will continue to operate an increased Sunday service span for all of its pre-FY2018 routes, matching Sunday service times and frequencies to those provided on Saturdays, with the exception that Sunday service will continue to end one hour earlier than Saturday services. GoRaleigh will continue to provide service on all routes between 5 AM and 10 PM at frequencies consistent with Saturday services, which range from every 30 minutes during late morning and afternoon hours to every 60 minutes during early morning and evening hours.

Prior to FY18, GoRaleigh provided hourly service on select routes from 8 AM to 8 PM on Sundays and did not provide Sunday service on all routes.

Project at a Glance

Project Title	Increase Sunday Service Span
Agency	City of Raleigh
FY 2021 Costs	\$1,531,436
FY 2022 Programmed Cost	\$1,828,868
Funding Source	Wake Transit Tax Proceeds
Start Date	August 2017
Service Span	Sunday service expanded to same level of service as Saturday, including an expansion of span, and all routes run on Saturday
Off-Peak Frequency	Various (60 minutes and 30 minutes depending on time of day)
Peak Frequency	N/A
Assets	GoRaleigh Fleet
Major Destinations	Destinations across the GoRaleigh network
Transit Centers	GoRaleigh Station



Project ID	TO005-I	Project Category	Bus Operations	Project Subcategory	Bus Service

Project Description:

The City of Raleigh will continue to provide local bus services throughout the southeastern area of Raleigh. The Southeast Raleigh Route Package includes services along the following primary corridors:

- MLK Boulevard – High Frequency Corridor
- Poole Road/Barwell Road/Rock Quarry Road
- Poole Road (Peak Only)
- Rock Quarry Road

These routes replaced and covered the Route 18 Worthdale and Route 19 Apollo Heights. Southeast Raleigh received new service along Barwell Road and Rock Quarry Road to the Shoppes at Battle Bridge. Martin Luther King Blvd and Sunnybrook became the ridership (mainline, high frequency) route with 15-minute service. Coverage areas have varying peak period service frequencies and hourly service during off-peak periods.

Project at a Glance

Project Title	SE Raleigh Route Package (4 Routes)
Agency	City of Raleigh
FY 2021 Costs	\$2,735,060
FY 2022 Programmed Cost	\$3,075,000
Funding Source	Wake Transit Tax Proceeds
Start Date	January 2019
Service Span	6am-11pm
Off-Peak Frequency	MLK Blvd – 15 & 30 minute Poole/Barwell/Rock Quarry – 60 minute Rock Quarry – 60 minute
Peak Frequency	MLK Blvd – 15 minute Poole/Barwell/Rock Quarry – 60 minute Poole Rd – 60 minute (AM) Rock Quarry – 60 minute
Assets	Multiple 40' Buses
Major Destinations	Downtown Raleigh, Barwell Road, Rock Quarry/Battle Bridge Road, Sunnybrook Road
Transit Centers	GoRaleigh Station



Project ID	TO005-J	Project Category	Bus Operations	Project Subcategory	Bus Service

Project Description:

The City of Raleigh will continue to provide local bus services throughout the northwestern area of Raleigh. The Northwest Raleigh Route Package includes services along these primary corridors:

- Blue Ridge Road
- Clark/Dixie Trail
- Edwards Mill Road
- Creedmoor Road

These routes replaced the existing Route 4 Rex. All of the existing portions of the Rex route are covered while adding service to Blue Ridge Road and Edwards Mill Road. The Blue Ridge Corridor provides service along Blue Ridge Road from Crabtree Valley Mall, Rex Hospital and down to Western Boulevard, providing access to the North Carolina Museum of Art and making regional connections with GoTriangle at Western Boulevard and Hillsborough Street.

Project at a Glance

Project Title	NW Raleigh Route Package (4 Routes)
Agency	City of Raleigh
FY 2021 Costs	\$3,190,903
FY 2022 Programmed Cost	\$3,587,500
Funding Source	Wake Transit Tax Proceeds
Start Date	January 2019
Service Span	6am-11pm
Off-Peak Frequency	Blue Ridge – 30 minutes Clark/Dixie Trl, Edwards Mill, Creedmoor – 60 minutes
Peak Frequency	30 minutes
Assets	Multiple 40' Buses
Major Destinations	Downtown Raleigh, Blue Ridge Road, Edwards Mill Road, Creedmoor Road, Crabtree Valley Mall, NC Art Museum
Transit Centers	GoRaleigh Station



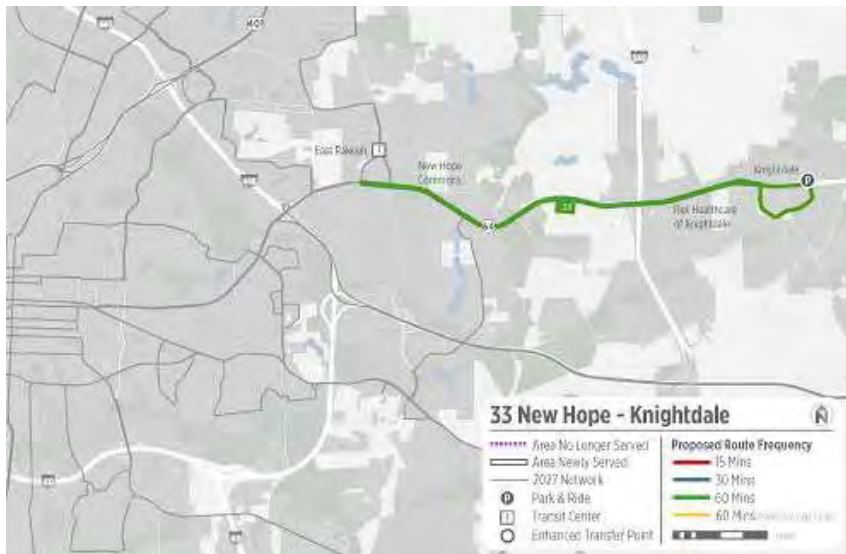
Project ID	TO005-P	Project Category	Bus Operations	Project Subcategory	Bus Service

Project Description:

GoRaleigh will continue to operate Route 33, which replaced the KRX Knightdale-Raleigh Express peak service. The route no longer serves downtown Raleigh directly, but provides all day and weekend service. Transfers will be available at East Raleigh Transit Center, when constructed, to multiple bus routes with frequent service. All day service on weekdays began in FY20, and weekend service is anticipated to be added in FY23.

Project at a Glance

Project Title	Route 33 / New Hope - Knightdale
Agency	City of Raleigh
FY 2021 Costs	\$460,000
FY 2022 Programmed Cost	\$546,760
Funding Source	Wake Transit Tax Proceeds
Start Date	Summer / Fall 2019
Service Span	6AM-9PM, Monday - Friday
Off-Peak Frequency	60 minutes
Peak Frequency	60 minutes
Assets	GoRaleigh Fleet
Major Destinations	Knightdale, Rex Hospital of Knightdale, New Hope Commons
Transit Centers	East Raleigh Transit Center



Project ID	TO005-Q	Project Category	Bus Operations	Project Subcategory	Bus Service

Project Description:

This service connects Rolesville with Triangle Town Center during peak hours only. Connections to multiple bus routes with frequent service are available at Triangle Town Center.

Project at a Glance

Project Title	Route 401 / Rolesville
Agency	City of Raleigh
FY 2021 Costs	\$119,000
FY 2022 Programmed Cost	\$140,302
Funding Source	Wake Transit Tax Proceeds
Start Date	Summer / Fall 2019
Service Span	6AM - 9AM and 4PM - 7PM, Monday - Friday
Off-Peak Frequency	N/A
Peak Frequency	60 minutes
Assets	GoRaleigh Fleet
Major Destinations	Rolesville, Wake Tech Northern Campus, Triangle Town Center
Transit Centers	Triangle Town Center



Project ID	TO005-R	Project Category	Bus Operations	Project Subcategory	Bus Service

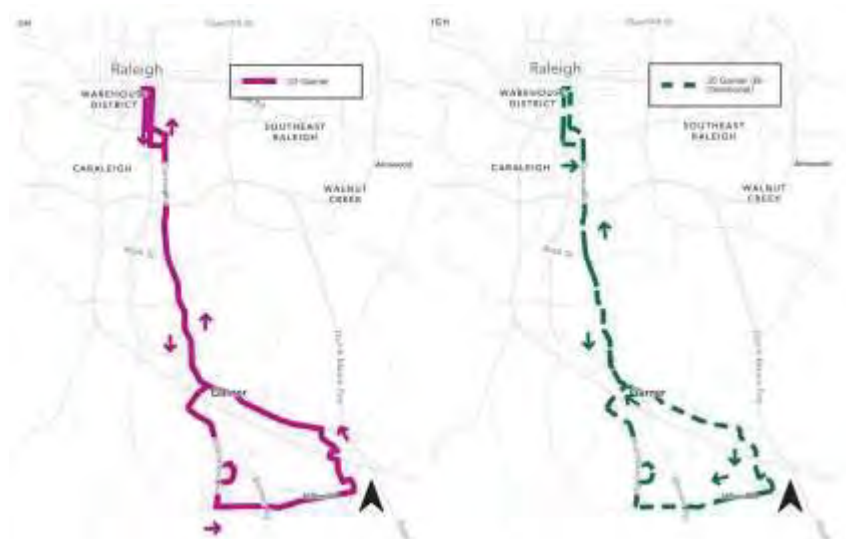
Project Description:

Route 20 serves Garner Road between downtown Raleigh and the Town of Garner, and operates as a circulator around the Town of Garner before returning to downtown Raleigh.

In September of 2020, GoRaleigh is adding bi-directional service along the loop portion of the route in Garner to add frequency and convenience to the service. This project will increase frequency to 30 minutes all-day except evenings after 7PM, when service will revert to 60-minute frequency.

Project at a Glance

Project Title	Route 20: Garner
Agency	City of Raleigh
FY 2021 Costs	\$1,679,300
FY 2022 Programmed Cost	\$2,077,688
Funding Source	Wake Transit Tax Proceeds
Start Date	Summer / Fall 2019
Service Span	5:30am-12:30am, Monday - Friday
Off-Peak Frequency	30 minutes, 60 minutes past 7:00 PM
Peak Frequency	30 minutes
Assets	GoRaleigh Fleet
Major Destinations	Forest Hills Shopping Center, Shaw University, Downtown Raleigh, White Oak Shopping Center
Transit Centers	GoRaleigh Station



Project ID	TO003-A	Project Category	Bus Operations	Project Subcategory	Bus Service

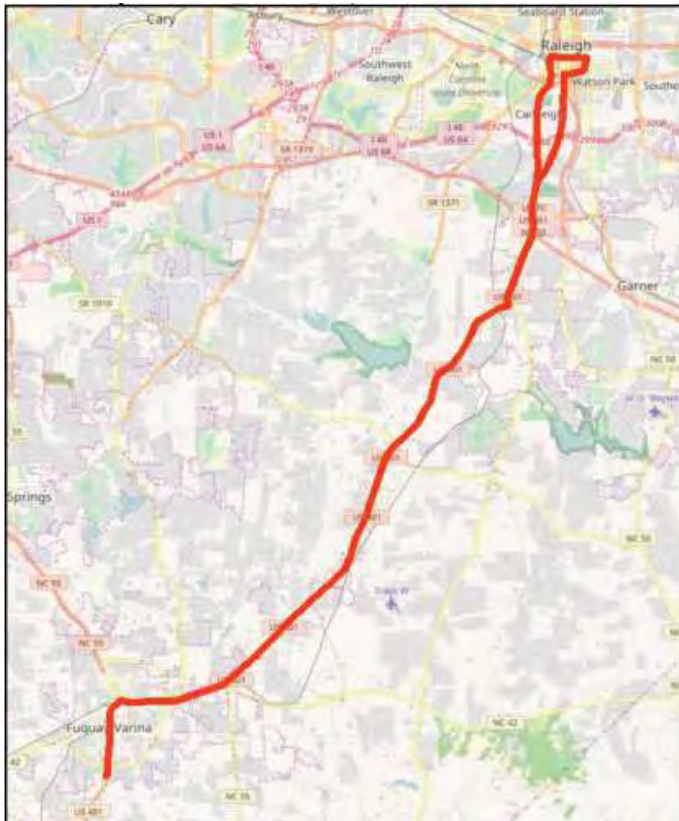
Project Description:

GoTriangle will continue to provide peak-period express service between Fuquay-Varina and Downtown Raleigh. The route started out as a provision to mitigate congestion during North Carolina Department of Transportation's Fortify construction project on I-40 and was funded by the State. As the Fortify project ended, the service was funded using Wake Transit tax proceeds.

The frequency for the service will continue at every 60 minutes during peak periods (M-F, 6-9 AM; 4-6:45 PM).

Project at a Glance

Project Title	Fuquay-Varina Express Route
Agency	GoTriangle
FY 2021 Costs	\$285,971
FY 2022 Programmed Cost	\$293,120
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2017
Service Span	6-9am, 4-6:45 pm, Monday - Friday
Off-Peak Frequency	N/A
Peak Frequency	60 minutes
Assets	GoRaleigh Fleet
Major Destinations	Downtown Raleigh, Fuquay-Varina
Transit Centers	GoRaleigh Station



Project ID	TO005-A	Project Category	Bus Operations	Project Subcategory	Bus Service

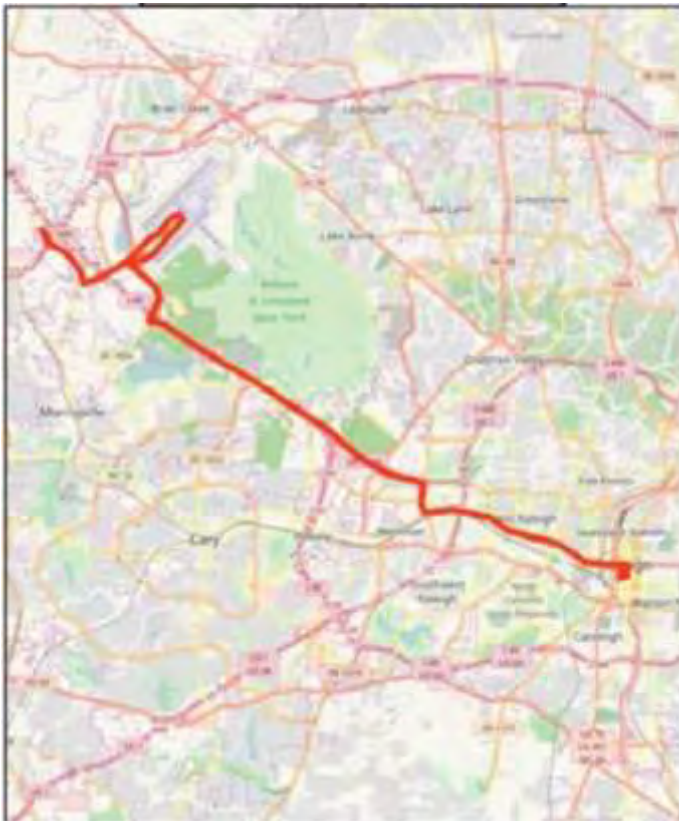
Project Description:

GoTriangle will continue to operate Route 100 every 30 minutes from 6:10 AM to 7:25 PM Monday-Friday and from 7:30 AM to 7:15 PM on Saturday. This is an improvement in frequency from the FY17 levels of service (which provided hourly service all day Saturday and from 9:45 AM to 3:30 PM Monday-Friday, as well as half-hour service during morning and afternoon peak periods) and will continue in this fiscal year and future years.

Also, GoTriangle will continue to operate Route 100 on Sundays from 6:40 AM to 9:15 PM, with hourly frequencies during this span. This represents an expansion of the FY18 Sunday service span by 2 hours.

Project at a Glance

Project Title	Route 100 Frequency and Sunday Span Improvements
Agency	GoTriangle
FY 2021 Costs	\$541,893
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2017
Service Span	6:30am - 11:10pm on Monday - Friday 7:30am - 11:15pm on Saturday 6:40am - 9:15pm on Sunday
Off-Peak Frequency	Monday - Friday: 30 minutes Saturday: 30 minutes Sunday: 60 minutes
Peak Frequency	Monday - Friday: 30 minutes
Assets	4 - 40' buses
Major Destinations	NC State University, Downtown Raleigh, RDU International Airport
Transit Centers	GoRaleigh Station, Regional Transit Center



Project ID	TO005-AS	Project Category	Bus Operations	Project Subcategory	Bus Service

Project Description:

GoTriangle will continue to operate Route NRX. Route NRX replaced existing Route 201 (North Raleigh-Regional Transit Center - RTC). The eastern portion of the route, which travels on Spring Forest Road and Millbrook Road in north Raleigh, was eliminated and instead uses I-540, beginning and ending at Triangle Town Center, which has park & ride access.

Project at a Glance

Project Title	Route NRX / North Raleigh Express
Agency	GoTriangle
FY 2021 Costs	\$313,200
FY 2022 Programmed Cost	\$321,030
Funding Source	Wake Transit Tax Proceeds
Start Date	August 2019
Service Span	6AM-9AM, 4PM-7PM, Monday - Friday
Current Off-Peak Frequency	N/A
Proposed Off-Peak Frequency	N/A
Current Peak Frequency	Route 201 - 30 Minutes - One Direction AM Peak - Toward RTC PM Peak - Outbound from RTC
Proposed Peak Frequency	30 minutes - One Direction AM Peak - Toward RTC PM Peak - Outbound from RTC
Assets	GoTriangle Fleet
Major Destinations	Triangle Town Center
Transit Centers	Regional Transit Center



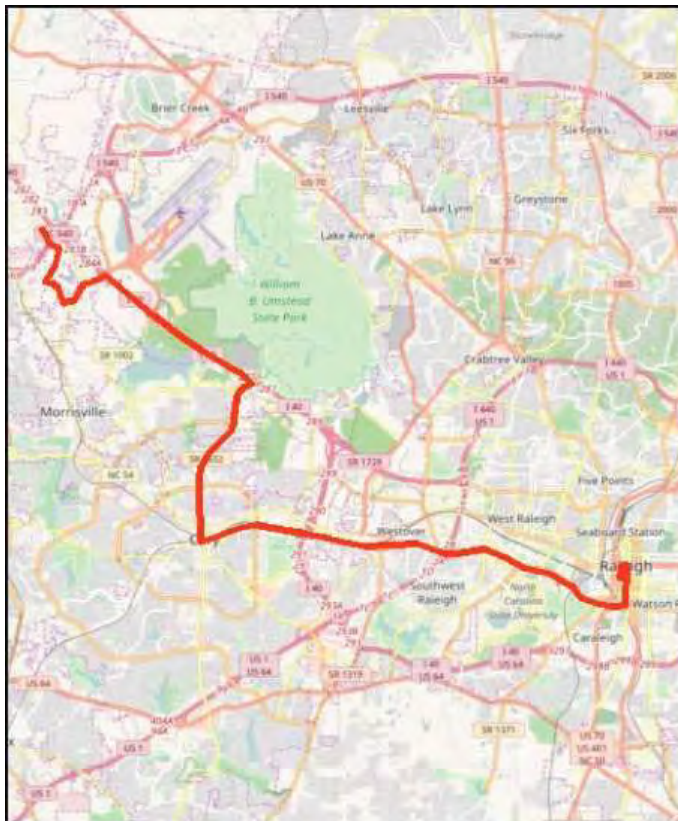
Project ID	TO005-B	Project Category	Bus Operations	Project Subcategory	Bus Service

Project Description:

GoTriangle will continue to operate Route 300 with its current span and frequency until NCDOT's McCrimmon Parkway Extension project (STIP ID U-5828) is complete in 2020. Upon completion of U-5828, GoTriangle will eliminate Route 300's service to the GoTriangle Regional Transit Center (RTC), limiting its extent to Cary Depot and Downtown Raleigh. However, in concert with the Route 300 reduction of service will be the introduction of Route 310's new alignment, which will make up for the reduced service. More information on Route 310 can be found in Wake Transit implementation element Project ID TO005-X.

Project at a Glance

Project Title	Route 300 Improvements
Agency	GoTriangle
FY 2021 Costs	\$648,753
FY 2022 Programmed Cost	\$664,972
Funding Source	Wake Transit Tax Proceeds
Start Date	August 2017
Service Span	6am - 10:25pm on Monday - Friday 7am - 9:55pm on Saturday 7am - 9pm on Sunday
Off-Peak Frequency	Monday - Friday: 30 minutes Saturday: 30 minutes Sunday: 60 minutes
Peak Frequency	Monday - Friday: 30 minutes
Assets	GoTriangle Fleet
Major Destinations	Downtown Raleigh, NCSU, Downtown Cary
Transit Centers	GoRaleigh Station, Cary Depot, Regional Transit Center



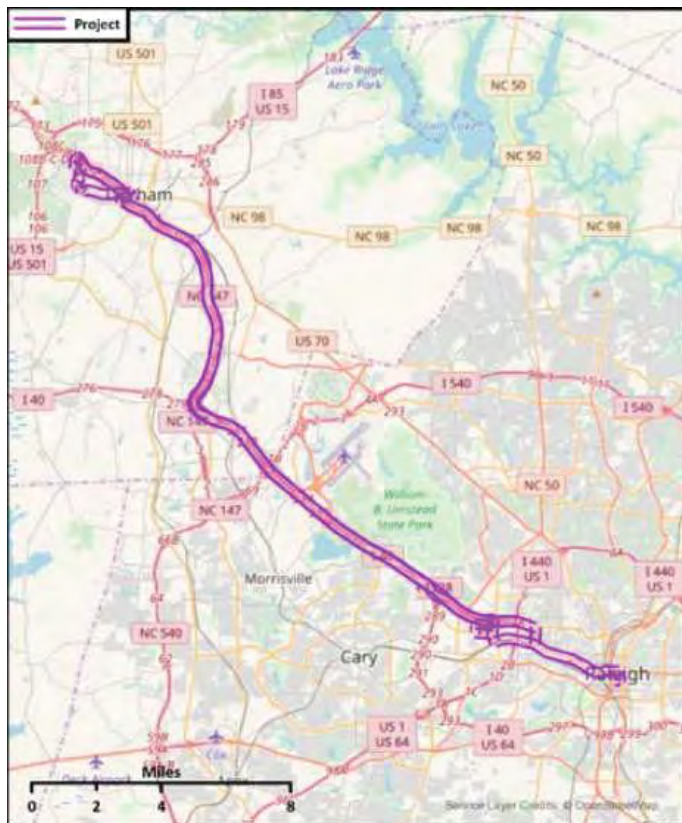
Project ID	TO005-C	Project Category	Bus Operations	Project Subcategory	Bus Service

Project Description:

GoTriangle will continue to provide additional trips on the Durham-Raleigh Express (DRX) between Downtown Durham, Duke University/VA Medical Centers and Downtown Raleigh. The funding for this project matches both a previous and continuing Durham County investment for Route DRX allowing added frequencies on the route. Before this investment, the DRX ran every 30-45 minutes, but now it runs every 15-30 minutes.

Project at a Glance

Project Title	Additional Trips for Durham-Raleigh Express
Agency	GoTriangle
FY 2021 Costs	\$245,055
FY 2022 Programmed Cost	\$251,181
Funding Source	Wake Transit Tax Proceeds
Start Date	August 2018
Service Span	5:55 - 9:45am, 2:50 - 8:00pm, Monday - Friday
Off-Peak Frequency	N/A
Peak Frequency	15 - 30 minutes
Assets	6 - 40' buses
Major Destinations	Downtown Durham, NCSU, Downtown Raleigh, Duke & VA Medical Centers
Transit Centers	GoRaleigh Station, GoDurham Station



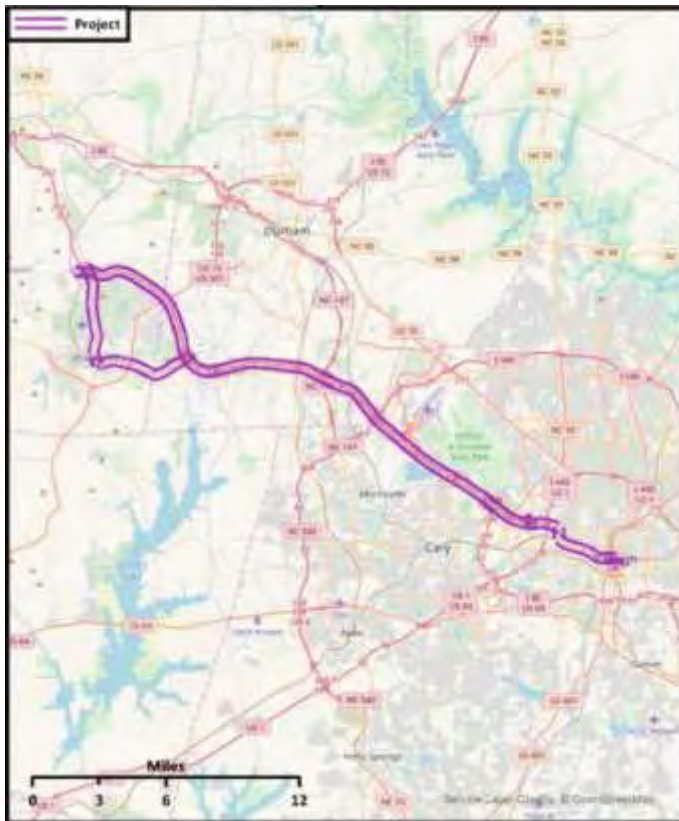
Project ID	TO005-D	Project Category	Bus Operations	Project Subcategory	Bus Service

Project Description:

GoTriangle will continue to provide improvements to the reliability of the Chapel Hill-Raleigh Express (CRX) between Downtown Chapel Hill and Downtown Raleigh. The funding for this project matches Orange County and GoTriangle's previous investment for CRX operations.

Project at a Glance

Project Title	Reliability Improvements for Chapel Hill-Raleigh Express
Agency	GoTriangle
FY 2021 Costs	\$61,424
FY 2022 Programmed Cost	\$62,960
Funding Source	Wake Transit Tax Proceeds
Start Date	August 2018
Service Span	5:50 - 9:50 am, 3:20-7:30 pm, Monday - Friday
Off-Peak Frequency	N/A
Peak Frequency	20 - 30 minutes
Assets	6 - 40' buses
Major Destinations	Downtown Chapel Hill, UNC, NCSU, Downtown Raleigh
Transit Centers	GoRaleigh Station, Downtown Chapel Hill



Project ID	TO005-X	Project Category	Bus Operations	Project Subcategory	Bus Service

Project Description:

Route 310 is the new name for the portion of Route 300 between Cary and the Regional Transit Center (RTC), which is currently served on weekdays during peak hours only. This proposal adds 30-minute shuttle service from the RTC to the Wake Tech RTP campus from 6:30am-8:30pm. In August 2020, corresponding with the completion of the McCrimmon Parkway extension, the shuttle service will be replaced with Route 310 that provides hourly midday and evening service between the RTC and the Cary Depot, serving Morrisville and the Wake Tech RTP campus, as well as extending the 30-minute peak period service. Service between the RTC and the Wake Tech RTP Campus will continue to operate every 30 minutes.

Project at a Glance

Project Title	Route 310
Agency	GoTriangle
FY 2021 Costs	\$1,147,001
FY 2022 Programmed Cost	\$1,367,643
Funding Source	Wake Transit Tax Proceeds
Start Date	August 2019
Service Span	6AM-8:30PM
Off-Peak Frequency	60 minutes
Peak Frequency	30 minutes
Assets	Existing GoTriangle Vehicles
Major Destinations	Regional Transit Center, Wake Tech, RTP, Cary Train Station
Transit Centers	Regional Transit Center, Cary Train Station



Project ID	TO004-A	Project Category	Bus Operations	Project Subcategory	Bus Service

Project Description:

GoCary will continue to provide hourly service on Sundays from 7 AM to 9 PM on all of its existing routes. GoCary did not provide Sunday service prior to the start of FY18. GoCary will also provide complementary Americans with Disabilities Act (ADA) service on Sunday within 3/4-mile of its routes.

GoCary will also continue to provide holiday service using a Sunday schedule.

Project at a Glance

Project Title	Sunday Service - All Routes, Holiday Hours and Extended Paratransit
Agency	Town of Cary
FY 2021 Costs	\$528,177
FY 2022 Programmed Cost	\$541,381
Funding Source	Wake Transit Tax Proceeds
Start Date	August 2017
Service Span	7am-9pm
Off-Peak Frequency	Sunday: 60 minutes Holidays: 60 minutes
Peak Frequency	N/A
Assets	GoCary Fleet
Major Destinations	GoCary System
Transit Centers	Cary Depot



Project ID	TO004-B	Project Category	Bus Operations	Project Subcategory	Bus Service

Project Description:

GoCary will continue to provide 30-minute service from 9 AM to 3 PM on Routes 3, 4, 5 & 6 on Monday through Saturday. GoCary provided hourly service during these times prior to the start of FY18.

This project will continue as programmed until coordination efforts between GoCary and GoRaleigh can be finalized on the realignment of GoCary's Route 6, which will become GoCary Route 9B (TO005-AG).

Project at a Glance

Project Title	Increase Midday Frequencies
Agency	Town of Cary
FY 2021 Costs	\$438,962
FY 2022 Programmed Cost	\$449,936
Funding Source	Wake Transit Tax Proceeds
Start Date	August 2017
Service Span	Frequency Increases: 9am-3pm, Monday - Saturday
Off-Peak Frequency	30 minutes
Peak Frequency	N/A
Assets	GoCary Fleet
Major Destinations	GoCary System
Transit Centers	Cary Depot



Project ID	TO005-H	Project Category	Bus Operations	Project Subcategory	Bus Service

Project Description:

GoCary will continue serving Weston Parkway and the Park West Village shopping area. As part of this service implementation, paratransit service will be implemented in accordance with Federal and Town of Cary service provision policies.

Project at a Glance

Project Title	Weston Parkway Route
Agency	Town of Cary
FY 2021 Costs	\$758,874
FY 2022 Programmed Cost	\$866,681
Funding Source	Wake Transit Tax Proceeds
Start Date	January 2019
Service Span	9:30am-9:30pm
Off-Peak Frequency	60 minutes
Peak Frequency	30 minutes
Assets	GoCary Fleet
Major Destinations	Weston Parkway, Park West Village Shopping Center, James Jackson Avenue
Transit Centers	Cary Depot



Project ID	TO005-AA	Project Category	Bus Operations	Project Subcategory	Bus Service

Project Description:

As part of the Community Funding Area Program, the Town of Wake Forest, in partnership with the City of Raleigh / GoRaleigh, will continue its reverse circulator that adds service in the opposite direction of its original circulator loop.

The listed project cost includes funds to allow up to a 10% cost overage, as defined in the Community Funding Area Program Management Plan.

Project at a Glance

Project Title	Wake Forest Loop: Reverse Circulator
Agency	Town of Wake Forest
FY 2021 Costs	\$337,888
FY 2022 Programmed Cost	\$346,335
Funding Source	Wake Transit Tax Proceeds and Local Match
Start Date	January 2020
Service Span	6am-8pm
Off-Peak Frequency	60 minutes, two way
Peak Frequency	60 minutes, two way
Assets	GoRaleigh Fleet
Major Destinations	Downtown Wake Forest, Wakefield Commons, Wake Forest Crossing, CVS Pharmacy
Transit Centers	Wake Forest Park-and-Ride



Project ID	TO005-L3	Project Category	Bus Operations	Project Subcategory	Other Bus Service

Project Description:

For youth ages 13-18, transit agencies in Wake County will continue to offer a 'Youth GoPass' program. These fare passes are issued by GoRaleigh, GoCary or GoTriangle with valid K-12 School ID Cards, or with transit agency issued identification cards.

GoRaleigh, GoCary, and GoTriangle, in partnership with Wake County, will continue to work with schools along Wake County's bus network to issue the passes. Passes will also continue to be available to those with a valid ID at GoRaleigh Station, the Town of Cary Finance Department, the GoTriangle Regional Transportation Center, public libraries in Wake County, and Wake County regional centers.

This project covers the cost of offsetting fares that would have been collected by GoRaleigh, in addition to purchasing the supplies needed for this program.

Project at a Glance

Project Title	Youth GoPass Program
Agency	City of Raleigh
FY 2021 Costs	\$206,479
FY 2022 Programmed Cost	\$211,641
Funding Source	Wake Transit Tax Proceeds (Wake County \$7 Vehicle Registration Tax)
Start Date	July 2018



Project ID	TO005-E	Project Category	Bus Operations	Project Subcategory	Other Bus Service

Project Description:

The Regional Call Center, housed at GoTriangle, serves all transit agencies and their customers for a variety of customer service needs related to regional and local transit operations throughout the Triangle Area. Due to the weekend span increases implemented in FY 2018 and FY 2019, the Regional Call Center service hours were extended, and the Regional Call Center now operates until 10:00 PM on weekends. These extended hours will continue in this fiscal year.

Project at a Glance

Project Title	Extension of Regional Information Center Hours
Agency	GoTriangle
FY 2021 Costs	\$25,625
FY 2022 Programmed Cost	\$26,266
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2018



Project ID	TO005-L1	Project Category	Bus Operations	Project Subcategory	Other Bus Service

Project Description:

For youth ages 13-18, transit agencies in Wake County will continue to offer a 'Youth GoPass' program. These fare passes are issued by GoRaleigh, GoCary or GoTriangle with valid K-12 School ID Cards, or with transit agency issued identification cards.

GoRaleigh, GoCary, and GoTriangle, in partnership with Wake County, will continue to work with schools along Wake County's bus network to issue the passes. Passes will also continue to be available to those with a valid ID at GoRaleigh Station, the Town of Cary Finance Department, the GoTriangle Regional Transportation Center, public libraries in Wake County, and Wake County regional centers.

This project covers the cost of offsetting fares that would have been collected by GoTriangle, in addition to purchasing the supplies needed for this program.

Project at a Glance

Project Title	Youth GoPass Program
Agency	GoTriangle
FY 2021 Costs	\$50,056
FY 2022 Programmed Cost	\$51,307
Funding Source	Wake Transit Tax Proceeds (Wake County \$7 Vehicle Registration Tax)
Start Date	July 2018



Project ID	TO005-W	Project Category	Bus Operations	Project Subcategory	Other Bus Service

Project Description:

In FY2019, Wake County transit providers produced an updated fare strategy. The draft recommendations of this collaborative effort include making rates uniform for trips types across agencies, and also recommended a fare capping strategy in conjunction with fare payment technology upgrades including mobile ticketing and smart cards.

It is expected that there will be financial impacts for each agency as a result of these regional changes. This project places funds in reserve to hold GoRaleigh, GoTriangle, and GoCary harmless against any reduction of fare revenue as a result of implementing this uniform fare strategy. These earmarked funds will be assigned to project sponsors through a Work Plan amendment later in the fiscal year, and will be dependent on methodology developed by a Fare Working Group.

Project at a Glance

Project Title	Hold Harmless Subsidy for Implementation of Countywide Fare Strategy
Agency	Reserve
FY 2021 Costs	\$117,000
FY 2022 Programmed Cost	\$119,925
Funding Source	Wake Transit Tax Proceeds (Wake County \$7 Vehicle Registration Tax)
Start Date	Early 2020



Project ID	TO005-L2	Project Category	Bus Operations	Project Subcategory	Other Bus Service

Project Description:

For youth ages 13-18, transit agencies in Wake County will continue to offer a 'Youth GoPass' program. These fare passes are issued by GoRaleigh, GoCary or GoTriangle with valid K-12 School ID Cards, or with transit agency issued identification cards.

GoRaleigh, GoCary, and GoTriangle, in partnership with Wake County, will continue to work with schools along Wake County's bus network to issue the passes. Passes will also continue to be available to those with a valid ID at GoRaleigh Station, the Town of Cary Finance Department, the GoTriangle Regional Transportation Center, public libraries in Wake County, and Wake County regional centers.

This project covers the cost of offsetting fares that would have been collected by GoCary, in addition to purchasing the supplies needed for this program.

Project at a Glance

Project Title	Youth GoPass Program
Agency	Town of Cary
FY 2021 Costs	\$31,296
FY 2022 Programmed Cost	\$32,079
Funding Source	Wake Transit Tax Proceeds (Wake County \$7 Vehicle Registration Tax)
Start Date	July 2018



Project ID	TO005-G1	Project Category	Bus Operations	Project Subcategory	Other Bus Service

Project Description:

Wake County's Health & Human Services Department, which implements the Wake Coordinated Transportation System (WCTS) service (GoWake Access) across the county, will continue to provide additional demand-response trips for Wake County residents who are eligible based on age and/or disability in areas of the County that are not served by existing fixed-route transit services. Additionally, this project will provide general public demand-response trips for Wake County residents in rural areas of the county. These demand-response trips will complement the existing fixed-route system by linking rural residents currently without access to those transportation resources.

Project at a Glance

Project Title	Rural General Public and Elderly and Disabled Demand Response Service Expansion
Agency	Wake County
FY 2021 Costs	\$338,874
FY 2022 Programmed Cost	\$523,000
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2018



Project ID	TO005-G2	Project Category	Bus Operations	Project Subcategory	Other Bus Service

Project Description:

Wake County's Health & Human Services Department, which implements the Wake Coordinated Transportation System (WCTS) service (GoWake Access) across the county, will continue to allocate funding to serve as a local match source to expand its call center resources. This project includes the conversion of three temporary call center representatives to four full-time, permanent call center representatives to reduce the call wait time and increase service levels for clients utilizing WCTS. Wake Transit Funds are proposed to be matched with Wake County General Funds and State Funds to support the positions.

Project at a Glance

Project Title	Wake County Transportation Call Center
Agency	Wake County
FY 2021 Costs	\$35,622
FY 2022 Programmed Cost	\$36,512
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2018



Project ID	TO005-U	Project Category	Bus Operations	Project Subcategory	Technology

Project Description:

This project will continue to cover the annual maintenance costs associated with the City of Raleigh's upgrades to farebox technology to allow options such as fare capping and mobile ticketing, including any costs associated with the ongoing maintenance of a fare management interface developed to operate these systems.

Project at a Glance

Project Title	Web Hosting and Maintenance of Fare Collection Technology
Agency	City of Raleigh
FY 2021 Costs	\$93,600
FY 2022 Programmed Cost	\$97,344
Funding Source	Wake Transit Tax Proceeds
Start Date	Early 2020



Project ID	TO005-Y	Project Category	Bus Operations	Project Subcategory	Technology

Project Description:

This project will continue to cover the annual costs associated with updated mobile ticketing technology for GoTriangle buses.

Project at a Glance

Project Title	Maintenance of Mobile Ticketing Software
Agency	GoTriangle
FY 2021 Costs	\$50,000
FY 2022 Programmed Cost	\$51,250
Funding Source	Wake Transit Tax Proceeds
Start Date	Early 2020



Project ID	TO005-O	Project Category	Bus Operations	Project Subcategory	Technology

Project Description:

This project will continue to cover the annual maintenance costs associated with the Town of Cary's upgrades to farebox technology to allow options such as fare capping and mobile ticketing.

Project at a Glance

Project Title	Annual Maintenance for Fare Collection Technology
Agency	Town of Cary
FY 2021 Costs	\$10,250
FY 2022 Programmed Cost	\$10,506
Funding Source	Wake Transit Tax Proceeds
Start Date	Early 2020



Project ID	TO005-S	Project Category	Bus Operations	Project Subcategory	Vehicle / Site Leasing

Project Description:

GoRaleigh will continue to maintain a park-and-ride lot to support the Rolesville Express Route (Route 401), which began operations in FY20.

This project will cover the lease expenses for this facility.

Project at a Glance

Project Title	Rolesville Park-and-Ride Lease
Agency	City of Raleigh
FY 2021 Costs	\$15,968
FY 2022 Programmed Cost	\$16,368
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2019



Project ID	TO005-T	Project Category	Bus Operations	Project Subcategory	Vehicle / Site Leasing

Project Description:

GoRaleigh will continue to maintain a park-and-ride lot to support the New Hope - Knightdale route (Route 33), which began operations in FY20.

This project will cover the lease expenses for this facility.

Project at a Glance

Project Title	Knightdale Park-and-Ride Lease
Agency	City of Raleigh
FY 2021 Costs	\$15,968
FY 2022 Programmed Cost	\$16,368
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2019



Project ID	TO005-F	Project Category	Bus Operations	Project Subcategory	Vehicle / Site Leasing

Project Description:

GoTriangle will continue a temporary lease of four (4) lots for a short term until the long-term park and ride study (refer to Project TC002-O in the FY2019 Work Plan for more details) is complete. This project is linked with TC002-K, which will allow for the construction of passenger amenities at these sites.

Project at a Glance

Project Title	Short Term Park-and-Ride Leases
Agency	GoTriangle
FY 2021 Costs	\$92,250
FY 2022 Programmed Cost	\$94,556
Funding Source	Wake Transit Tax Proceeds
Start Date	July 2018



Project ID	TO005-N	Project Category	Bus Operations	Project Subcategory	Vehicle / Site Leasing

Project Description:

In addition to the site amenities described in project TC002-W, there are annual lease costs associated with the park-and-ride facility in Holly Springs that will support the extension of GoTriangle Route 305 to Holly Springs.

This project covers these annual lease costs.

Project at a Glance

Project Title	Holly Springs Park-and-Ride Lease
Agency	GoTriangle
FY 2021 Costs	\$16,153
FY 2022 Programmed Cost	\$16,558
Funding Source	Wake Transit Tax Proceeds
Start Date	January 2020



Project ID	TO003-G	Project Category	Bus Operations	Project Subcategory	Vehicle / Site Leasing

Project Description:

A contribution toward a park-and-ride lease and park-and-ride maintenance costs for a park-and-ride served by the Zebulon-Wendell Express was previously provided by the Town of Wendell. Beginning July 2017, the Town of Wendell no longer provides this contribution from its operating budget, and these costs became funded from Wake Transit tax proceeds. This project will continue in this fiscal year and in future years.

Project at a Glance

Project Title	Contribution toward Zebulon-Wendell Express Park and Ride
Agency	Town of Wendell
FY 2021 Costs	\$4,413
FY 2022 Programmed Cost	\$4,523
Funding Source	Wake Transit Tax Proceeds (Wake County \$7 Vehicle Registration Tax)
Start Date	July 2017



Project ID	TO003-H	Project Category	Bus Operations	Project Subcategory	Vehicle / Site Leasing

Project Description:

A contribution toward a park-and-ride lease and park-and-ride maintenance costs for a park-and-ride served by the Zebulon-Wendell Express was previously provided by the Town of Zebulon. Beginning July 2017, the Town of Zebulon no longer provides this contribution from its operating budget, and these costs became funded from Wake Transit tax proceeds. This project will continue in this fiscal year and in future years.

Project at a Glance

Project Title	Contribution toward Zebulon-Wendell Express Park and Ride
Agency	Town of Zebulon
FY 2021 Costs	\$5,940
FY 2022 Programmed Cost	\$6,088
Funding Source	Wake Transit Tax Proceeds (Wake County \$7 Vehicle Registration Tax)
Start Date	July 2017



FYs 2021-2027 Multi-Year Operating Program

TO001 – Tax District Administration											
Staffing and Administrative Costs											
Project Sponsor	Project ID	Project Sponsor	Project	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
GoTriangle	TO001-A	GoTriangle	1.0 FTE: Financial Oversight of Tax District/Senior Financial Analyst	\$138,600	\$142,065	\$145,617	\$149,257	\$152,988	\$156,813	\$160,734	\$164,752
	TO001-B		Overhead Administrative Costs – Tax Districts Audits	\$ 16,000	\$ 16,400	\$ 16,810	\$ 17,230	\$ 17,661	\$ 18,103	\$ 18,555	\$ 19,019
	TO001-D		1.0 FTE: Budget and Financial Management	\$149,800	\$153,545	\$157,384	\$161,318	\$165,351	\$169,485	\$173,722	\$178,065
	TO001-E		0.5 FTE: Tax District Administrative Assistant	\$ 44,700	\$ 39,600	\$ 40,590	\$ 41,605	\$ 42,645	\$ 43,711	\$ 44,804	\$ 45,924
Staffing and Administrative Costs Subtotal				\$349,100	\$351,610	\$360,400	\$369,410	\$378,646	\$388,112	\$397,814	\$407,760
Contracted Services											
GoTriangle	TO001-C	GoTriangle	Financial Consulting	\$100,000	\$137,500	\$140,938	\$144,461	\$148,072	\$151,774	\$155,569	\$159,458
Contracted Services Subtotal				\$100,000	\$137,500	\$140,938	\$144,461	\$148,072	\$151,774	\$155,569	\$159,458
TAX DISTRICT ADMINISTRATION TOTAL				\$449,100	\$489,110	\$501,338	\$513,871	\$526,718	\$539,886	\$553,383	\$567,218
<u>Note:</u> Given impacts to sales tax collections associated with the COVID-19 pandemic and ongoing uncertainty, future-year expenditures reflected in this table have not been rebalanced with projected revenues that reflect likely reductions in sales tax collections. It is anticipated that the programming of expenditures reflected above will be revisited in the 2nd quarter of FY 21 when sales tax data are available for the period most immediately impacted by the COVID-19 pandemic.											

TO002 – Transit Plan Administration/Implementation*										
Staffing										
Project Sponsor	Project ID	Project	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
GoTriangle	TO002-A	3.5 FTEs: Transit/Transportation Planning Services and Public Outreach and Communications	\$ 399,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	TO002-A2	1.0 FTE: Transit Service Planner	\$ -	\$ 126,588	\$ 129,753	\$ 132,997	\$ 136,321	\$ 139,729	\$ 143,223	\$ 146,803
	TO002-R	1.0 FTE: Paralegal	\$ 107,000	\$ 109,675	\$ 112,417	\$ 115,227	\$ 118,108	\$ 121,061	\$ 124,087	\$ 127,189
	TO002-S	0.6 FTE: Project Implementation Director	\$ 214,500	\$ 135,000	\$ 138,375	\$ 141,834	\$ 145,380	\$ 149,015	\$ 152,740	\$ 156,559
	TO002-T	0.5 FTE: Wake Transit Program Coordinator	\$ 138,600	\$ 67,500	\$ 69,188	\$ 70,917	\$ 72,690	\$ 74,507	\$ 76,370	\$ 78,279
	TO002-U	0.4 FTE: Performance Data Analyst	\$ 28,150	\$ 28,854	\$ 29,575	\$ 30,314	\$ 31,072	\$ 31,849	\$ 32,645	\$ 33,462
	TO002-X	1.0 FTE: Public Engagement Specialist	\$ 71,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	TO002-AM	1.0 FTE: Commuter Rail Environmental Planner	\$ 97,067	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	TO002-AN	1.0 FTE: Commuter Rail Manager of Design	\$ 136,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	TO002-AQ	Project Implementation Staff: 4.5 FTEs	\$ -	\$ 525,013	\$ 538,138	\$ 551,592	\$ 565,382	\$ 579,516	\$ 594,004	\$ 608,854
	TO002-AT	Public Engagement Team: 2.5 FTEs	\$ -	\$ 213,303	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	TO002-AT	Public Engagement Team: 3.5 FTEs	\$ -	\$ -	\$ 332,042	\$ 340,343	\$ 348,852	\$ 357,573	\$ 366,512	\$ 375,675
	TO002-AU	1.0 FTE: Communications Coordinator	\$ -	\$ -	\$ 144,000	\$ 147,600	\$ 151,290	\$ 155,072	\$ 158,949	\$ 162,923
	TO002-Y	0.6 FTE: Project Manager for Regional Technology Integration	\$ 85,700	\$ 87,843	\$ 90,039	\$ 92,290	\$ 94,597	\$ 96,962	\$ 99,386	\$ 101,870
	GoTriangle Subtotal	\$ 1,277,717	\$ 1,293,775	\$ 1,583,526	\$ 1,623,114	\$ 1,663,692	\$ 1,705,284	\$ 1,747,916	\$ 1,791,614	
Capital Area MPO	TO002-L	1.0 FTE: TPAC Administration	\$ 133,333	\$ 136,666	\$ 140,083	\$ 143,585	\$ 147,175	\$ 150,854	\$ 154,625	\$ 158,491
	TO002-V	1.0 FTE: Wake Transit Program Manager	\$ 133,333	\$ 136,666	\$ 140,083	\$ 143,585	\$ 147,175	\$ 150,854	\$ 154,625	\$ 158,491
	TO002-W	1.0 FTE: Transit Planner	\$ 133,333	\$ 136,666	\$ 140,083	\$ 143,585	\$ 147,175	\$ 150,854	\$ 154,625	\$ 158,491
		Capital Area MPO Subtotal	\$ 399,999	\$ 409,998	\$ 420,249	\$ 430,755	\$ 441,525	\$ 452,562	\$ 463,875	\$ 475,473
Town of Cary	TO002-N	1.0 FTE: Coordination/Management of Capital Projects	\$ 138,375	\$ 141,834	\$ 145,380	\$ 149,015	\$ 152,740	\$ 156,559	\$ 160,473	\$ 164,484
	TO002-AC	1.0 FTE: Transportation Analyst	\$ 128,105	\$ 131,308	\$ 134,590	\$ 137,955	\$ 141,404	\$ 144,939	\$ 148,563	\$ 152,277
	TO002-AD	1.0 FTE: Transportation Program Coordinator	\$ 135,000	\$ 138,375	\$ 141,834	\$ 145,380	\$ 149,015	\$ 152,740	\$ 156,559	\$ 160,473
	TO002-AE	0.5 FTE: Position Upgrade & Reorganization – Deputy Transit Administrator	\$ 79,259	\$ 81,240	\$ 83,271	\$ 85,353	\$ 87,487	\$ 89,674	\$ 91,916	\$ 94,214
	TO002-AR	1.0 FTE: Transportation Outreach and Communications Coordinator	\$ -	\$ -	\$ 138,375	\$ 141,834	\$ 145,380	\$ 149,015	\$ 152,740	\$ 156,559
		Town of Cary Subtotal	\$ 480,739	\$ 492,757	\$ 643,451	\$ 659,538	\$ 676,026	\$ 692,927	\$ 710,251	\$ 728,006
City of Raleigh	TO002-P	1.0 FTE: Service Planning	\$ 130,000	\$ 133,250	\$ 136,581	\$ 139,996	\$ 143,496	\$ 147,083	\$ 150,760	\$ 154,529
	TO002-AG	1.0 FTE: Transportation Analyst	\$ 130,000	\$ 133,250	\$ 136,581	\$ 139,996	\$ 143,496	\$ 147,083	\$ 150,760	\$ 154,529
	TO002-AH	1.0 FTE: Transit Planner	\$ 141,000	\$ 144,525	\$ 148,138	\$ 151,842	\$ 155,638	\$ 159,529	\$ 163,517	\$ 167,605
	TO002-AI	1.0 FTE: Traffic Signal Timing Specialist	\$ 130,000	\$ 133,250	\$ 136,581	\$ 139,996	\$ 143,496	\$ 147,083	\$ 150,760	\$ 154,529
	TO002-AJ	1.0 FTE: Senior Engineer	\$ 144,000	\$ 147,600	\$ 151,290	\$ 155,072	\$ 158,949	\$ 162,923	\$ 166,996	\$ 171,171
	TO002-AO	1.0 FTE: Procurement Analyst	\$ 55,000	\$ 112,750	\$ 115,569	\$ 118,458	\$ 121,419	\$ 124,455	\$ 127,566	\$ 130,755
	TO002-AP	1.0 FTE: Transportation Planning Analyst	\$ 69,000	\$ 141,450	\$ 144,986	\$ 148,611	\$ 152,326	\$ 156,134	\$ 160,038	\$ 164,039
		City of Raleigh Subtotal	\$ 799,000	\$ 946,075	\$ 969,727	\$ 993,970	\$ 1,018,819	\$ 1,044,290	\$ 1,070,397	\$ 1,097,157
	Staffing Subtotal	\$ 2,957,455	\$ 3,142,605	\$ 3,616,953	\$ 3,707,377	\$ 3,800,063	\$ 3,895,063	\$ 3,992,439	\$ 4,092,251	
Administrative Expenses										
GoTriangle	TO002-B	Travel and Training	\$ 10,988	\$ 11,263	\$ 11,544	\$ 11,833	\$ 12,129	\$ 12,432	\$ 12,743	\$ 13,061
	TO002-D	Outreach/Marketing/Communications for Transit Plan Implementation	\$ 99,425	\$ 165,520	\$ 169,658	\$ 173,899	\$ 178,247	\$ 182,703	\$ 187,271	\$ 191,952
	TO002-H	Utilities for Wake County Satellite Office	\$ 25,625	\$ 26,266	\$ 26,922	\$ 27,595	\$ 28,285	\$ 28,992	\$ 29,717	\$ 30,460
	TO002-I	Property Maintenance, Repairs and Appraisals	\$ 51,308	\$ 52,591	\$ 53,905	\$ 55,253	\$ 56,634	\$ 58,050	\$ 59,502	\$ 60,989
	TO002-J	Customer Feedback Management System	\$ 35,875	\$ 36,772	\$ 37,691	\$ 38,633	\$ 39,599	\$ 40,589	\$ 41,604	\$ 42,644
	TO002-AA	Paratransit Office Space Lease	\$ 95,000	\$ 95,000	\$ 97,375	\$ 99,809	\$ 102,305	\$ 104,862	\$ 107,484	\$ 110,171

Project Sponsor	Project ID	Project	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
	TO002-AL	Operations & Maintenance of New Facility for Passenger Amenity Storage and Fabrication	\$ 10,000	\$ 10,000	\$ 10,250	\$ 10,506	\$ 10,769	\$ 11,038	\$ 11,314	\$ 11,597
		GoTriangle Subtotal	\$ 328,221	\$ 397,412	\$ 407,345	\$ 417,529	\$ 427,967	\$ 438,666	\$ 449,635	\$ 460,874
Town of Cary	TO002-M	Marketing of New Bus Services	\$ 62,397	\$ 63,957	\$ 65,556	\$ 67,195	\$ 68,874	\$ 70,596	\$ 72,361	\$ 74,170
City of Raleigh	TO002-AS	Transit Office Space Lease for Transit Staff	\$ -	\$ 156,550	\$ 160,464	\$ 164,475	\$ 168,587	\$ 172,802	\$ 177,122	\$ 181,550
		Administrative Expenses Subtotal	\$ 390,618	\$ 617,919	\$ 633,365	\$ 649,199	\$ 665,429	\$ 682,064	\$ 699,118	\$ 716,594
Contracted Services										
	TO002-C	Outside Legal Counsel	\$ 25,000	\$ 25,625	\$ 26,266	\$ 26,922	\$ 27,595	\$ 28,285	\$ 28,992	\$ 29,717
GoTriangle	TO002-F	Transit Customer Surveys	\$ 128,125	\$ 131,328	\$ 134,611	\$ 137,977	\$ 141,426	\$ 144,962	\$ 148,586	\$ 152,300
	TO002-Z	Creative Design Contractor	\$ 80,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		Contracted Services Subtotal	\$ 233,125	\$ 156,953	\$ 160,877	\$ 164,899	\$ 169,021	\$ 173,247	\$ 177,578	\$ 182,017
		TRANSIT PLAN ADMINISTRATION/IMPLEMENTATION TOTAL	\$ 3,581,198	\$ 3,917,477	\$ 4,411,194	\$ 4,521,475	\$ 4,634,512	\$ 4,750,375	\$ 4,869,135	\$ 4,990,862
*The expenses reflected in the above table will be supported by a combination of Wake Transit revenues; existing local, State, and Federal funds; and additional federal and state discretionary grants. <u>Note:</u> Given impacts to sales tax collections associated with the COVID-19 pandemic and ongoing uncertainty, future-year expenditures reflected in this table have not been rebalanced with projected revenues that reflect likely reductions in sales tax collections. It is anticipated that the programming of expenditures reflected above will be revisited in the 2nd quarter of FY 21 when sales tax data are available for the period most immediately impacted by the COVID-19 pandemic.										

TO003, TO004, TO005 - BUS OPERATIONS*											
Fixed Route Bus Service											
Project Sponsor	Project ID	Project	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	
GoTriangle	TO005-A	Route 100 Frequency and Sunday Span Improvements	\$ 510,512	\$ 541,893	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	TO005-B	Route 300 Improvements	\$ 1,012,837	\$ 648,753	\$ 664,972	\$ 681,596	\$ 698,636	\$ 716,102	\$ 734,004	\$ 752,355	
	TO003-A	Fuquay-Varina Express Route	\$ 278,996	\$ 285,971	\$ 293,120	\$ 300,448	\$ 307,959	\$ 315,658	\$ 323,550	\$ 331,639	
	TO003-F	Knightdale-Raleigh Express Contribution	\$ 10,106	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	TO005-C	Additional Trips for Durham-Raleigh Express	\$ 239,078	\$ 245,055	\$ 251,181	\$ 257,461	\$ 263,897	\$ 270,495	\$ 277,257	\$ 284,189	
	TO005-D	Reliability Improvements for Chapel Hill-Raleigh Express	\$ 59,926	\$ 61,424	\$ 62,960	\$ 64,534	\$ 66,147	\$ 67,801	\$ 69,496	\$ 71,233	
	TO005-X	Improvements to Route 310	\$ 464,284	\$ 1,147,001	\$ 1,367,643	\$ 1,401,834	\$ 1,436,880	\$ -	\$ -	\$ -	
	TO005-AC	Improvements to Route 305 – Apex-Raleigh (all day and weekend service) with peak period extension to Holly Springs	\$ -	\$ 175,918	\$ 1,501,452	\$ 1,538,988	\$ 1,577,463	\$ 1,616,900	\$ 1,657,322	\$ 1,698,755	
	TO005-AF	Route 100 Improvements (full route buildout with extended service hours)	\$ -	\$ -	\$ 1,881,105	\$ 1,928,133	\$ 1,976,336	\$ 2,025,744	\$ 2,076,388	\$ 2,128,298	
	TO005-AQ	Route 310 Improvements (all day and weekend service)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,899,367	\$ 2,971,851	\$ 3,046,147	
	TO005-AS	Route NRX Improvements (replacement of Route 201, added trips, full buildout)	\$ -	\$ 313,200	\$ 321,030	\$ 329,056	\$ 337,282	\$ 345,714	\$ 354,357	\$ 363,216	
	TO005-BH	GoTriangle Complimentary ADA Services	\$ -	\$ 187,285	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Savings from Replacement of Existing GoTriangle Service		\$ -	\$ (615,104)	\$ (615,104)	\$ (615,104)	\$ (615,104)	\$ (615,104)	\$ (615,104)	\$ (615,104)	\$ (615,104)
GoTriangle Subtotal		\$ 2,575,739	\$ 2,991,396	\$ 5,728,359	\$ 5,886,946	\$ 6,049,496	\$ 7,642,677	\$ 7,849,122	\$ 8,060,728		
Town of Cary	TO004-A	Sunday and Holiday Service on All Routes (with expanded paratransit hours)	\$ 598,676	\$ 528,177	\$ 541,381	\$ 554,916	\$ 568,789	\$ 583,009	\$ 597,584	\$ 612,523	
	TO004-B	Increase Midday Frequencies on Existing Routes	\$ 455,471	\$ 438,962	\$ 449,936	\$ 388,004	\$ 397,704	\$ 407,647	\$ 417,838	\$ 428,284	
	TO005-H	New Route – Weston Parkway	\$ 824,919	\$ 758,874	\$ 866,681	\$ 888,348	\$ 910,556	\$ 933,320	\$ 956,653	\$ 980,569	
	TO005-M	New Route - Route HSX	\$ 134,243	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	TO005-BE	Apex-Cary Express	\$ -	\$ 129,114	\$ 132,342	\$ 135,650	\$ 139,042	\$ 142,518	\$ 146,081	\$ 149,733	
	TO005-AG	Route 9B – Buck Jones Span Improvements	\$ -	\$ -	\$ -	\$ 413,345	\$ 423,679	\$ 434,271	\$ 445,128	\$ 456,256	
	TO005-AK	New Route – 9A Hillsborough-Trinity	\$ -	\$ -	\$ -	\$ -	\$ 1,171,030	\$ 1,200,306	\$ 1,230,313	\$ 1,261,071	
	TO005-AZ	New Morrisville-Cary Route	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 592,739	
	TO005-BA	New Cary-Airport Route	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,412,259	
	TO005-BI	GoCary Complimentary ADA Services	\$ -	\$ 86,668	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Town of Cary Subtotal		\$ 2,013,309	\$ 1,941,795	\$ 1,990,340	\$ 2,380,264	\$ 3,610,800	\$ 3,701,070	\$ 3,793,596	\$ 5,893,434		
City of Raleigh	TO004-D	Increase Frequency on Route 7 (South Saunders)	\$ 254,164	\$ 260,518	\$ 267,031	\$ 273,707	\$ 280,549	\$ 287,563	\$ 294,752	\$ 302,121	
	TO004-E	Increase Sunday Service Span	\$ 1,817,018	\$ 1,531,436	\$ 1,828,868	\$ 1,874,589	\$ -	\$ -	\$ -	\$ -	
	TO005-I	Southeast Raleigh Route Package (4 Routes)	\$ 5,656,452	\$ 2,735,060	\$ 3,075,000	\$ 3,151,875	\$ 3,230,672	\$ 3,311,439	\$ 3,394,225	\$ 3,479,080	
	TO005-J	Northwest Raleigh Route Package (4 Routes)	\$ 4,742,163	\$ 3,190,903	\$ 3,587,500	\$ 3,677,188	\$ 3,769,117	\$ 3,863,345	\$ 3,959,929	\$ 4,058,927	
	TO005-Q	New Route 401 – Rolesville Express	\$ 208,165	\$ 119,000	\$ 140,302	\$ 143,810	\$ 147,405	\$ 151,090	\$ 154,867	\$ 158,739	
	TO005-P	New Route 33 – New Hope-Knightdale	\$ 520,414	\$ 460,000	\$ 546,760	\$ 560,429	\$ 574,440	\$ 588,801	\$ 603,521	\$ 618,609	
	TO005-R	New Route/Route Realignment - 20/20L Garner	\$ 1,977,573	\$ 1,679,300	\$ 2,077,687	\$ 2,129,629	\$ 2,182,870	\$ 2,237,442	\$ 2,293,378	\$ 2,350,712	
	TO005-AD	New Route 9 – Hillsborough Street	\$ -	\$ -	\$ -	\$ 2,032,136	\$ 2,082,940	\$ 2,135,013	\$ 2,188,389	\$ 2,243,098	
	TO005-AO	Add Weekend Service to Route 33 – New Hope-Knightdale	\$ -	\$ -	\$ -	\$ 146,122	\$ 149,775	\$ 153,519	\$ 157,357	\$ 161,291	
	TO005-AH	New Route 34 – Wake Tech North	\$ -	\$ -	\$ -	\$ 378,668	\$ 388,135	\$ 397,838	\$ 407,784	\$ 417,979	
	TO005-AI	Falls of Neuse Route Package	\$ -	\$ -	\$ -	\$ 2,369,281	\$ 2,428,513	\$ 2,489,226	\$ 2,551,456	\$ 2,615,243	
	TO005-AJ	New Route 29 – Garner – Wake Tech	\$ -	\$ -	\$ -	\$ 100,978	\$ 103,502	\$ 106,090	\$ 108,742	\$ 111,461	
	TO005-AL	Improvements to Route 21 – Caraleigh	\$ -	\$ 250,000	\$ 493,826	\$ 512,141	\$ 530,913	\$ 550,155	\$ 569,878	\$ 584,125	
	TO005-AM	Glenwood Route Package	\$ -	\$ -	\$ 993,427	\$ 1,018,263	\$ 1,043,719	\$ 1,069,812	\$ 1,096,558	\$ 1,123,971	
	TO005-AN	Oberlin/Six Forks Route Package	\$ -	\$ -	\$ -	\$ -	\$ 2,839,713	\$ 5,821,411	\$ 5,966,946	\$ 6,116,120	
	TO005-AP	Biltmore Hills/Garner Route Package	\$ -	\$ -	\$ -	\$ -	\$ 2,088,329	\$ 2,140,537	\$ 2,194,051	\$ 2,248,902	
	TO005-AR	Route 27 – Blue Ridge (Frequency Improvements)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,266,634	\$ 1,298,300	\$ 1,330,757	
	TO005-AT	Improvements to Route 11 – Avent Ferry	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,605,384	\$ 1,645,519	
	TO005-AU	New Route 31 - Southwest	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 478,620	\$ 490,586	
	TO005-AV	Improvements to Route 12 - Method	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,937	\$ 7,110	
	TO005-AW	Improvements to Route 3 - Glascock	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,013,846	\$ 2,064,192	
	TO005-AX	New Route 10 – Raleigh Blvd	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 746,485	\$ 765,147	
	TO005-AY	New Route 23 - Millbrook	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,465,917	\$ 1,502,565	
	TO005-BB	New Route 24 – New Hope - Crabtree	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,797,162	

Project Sponsor	Project ID	Project	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
	TO005-BC	New Route 14 - Atlantic	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,481,311
	TO005-BD	New Route 28 – New Hope-Triangle	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,611,514
	TO005-BJ	GoRaleigh Complimentary ADA Services	\$ -	\$ 1,247,999	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	City of Raleigh Subtotal		\$ 15,175,949	\$ 11,474,216	\$ 13,010,401	\$ 18,368,815	\$ 21,840,593	\$ 26,569,916	\$ 33,557,322	\$ 43,286,243
Town of Apex	TO005-BF	GoApex Route 1 Fixed-Route Circulator	\$ -	\$ 115,000	\$ 379,770	\$ 389,264	\$ 398,996	\$ 408,971	\$ 419,195	\$ 429,675
Town of Morrisville	TO005-BG	Operation of Node-Based Smart Shuttle	\$ -	\$ -	\$ 338,800	\$ 347,270	\$ 355,952	\$ 364,851	\$ 373,972	\$ 383,321
Town of Wake Forest	TO005-AA	Wake Forest Loop: Reverse Circulator	\$ 214,057	\$ 337,888	\$ 346,335	\$ 354,994	\$ 363,868	\$ 372,965	\$ 382,289	\$ 391,846
Fixed Route Bus Service Subtotal			\$ 19,979,054	\$ 16,860,295	\$ 21,075,435	\$ 26,991,018	\$ 31,864,757	\$ 38,286,627	\$ 45,582,328	\$ 57,632,251
Savings from Efficiencies and Replacement of Existing Bus Services			\$ -	\$ -	\$ -	\$ (464,870)	\$ (3,345,452)	\$ (7,067,750)	\$ (5,892,350)	\$ (7,915,833)
Total Net Expenses for Fixed Route Bus Services			\$ 19,979,054	\$ 16,860,295	\$ 21,075,435	\$ 26,526,148	\$ 28,519,305	\$ 31,218,877	\$ 39,689,978	\$ 49,716,418
Other Bus Service										
GoTriangle	TO005-L1	Youth GoPass Program	\$ 48,835	\$ 50,056	\$ 51,307	\$ 52,590	\$ 53,905	\$ 55,252	\$ 56,634	\$ 58,049
	TO005-E	Extension of Regional Information Center Operating Hours	\$ 25,000	\$ 25,625	\$ 26,266	\$ 26,922	\$ 27,595	\$ 28,285	\$ 28,992	\$ 29,717
GoTriangle Subtotal			\$ 73,835	\$ 75,681	\$ 77,573	\$ 79,512	\$ 81,500	\$ 83,537	\$ 85,626	\$ 87,766
Town of Cary	TO005-L2	Youth GoPass Program	\$ 30,533	\$ 31,296	\$ 32,079	\$ 32,881	\$ 33,703	\$ 34,545	\$ 35,409	\$ 36,294
City of Raleigh	TO005-L3	Youth GoPass Program	\$ 201,443	\$ 206,479	\$ 211,641	\$ 216,932	\$ 222,355	\$ 227,914	\$ 233,612	\$ 239,452
Wake County	TO005-G1	Rural General Public and Elderly and Disabled Demand Response Service Expansion	\$ 330,609	\$ 338,874	\$ 523,000	\$ 607,000	\$ 687,000	\$ 761,000	\$ 828,000	\$ 888,000
	TO005-G2	Wake County Transportation Call Center	\$ 34,753	\$ 35,621	\$ 36,512	\$ 37,425	\$ 38,361	\$ 39,320	\$ 40,303	\$ 41,310
	Wake County Subtotal		\$ 365,362	\$ 374,495	\$ 559,512	\$ 644,425	\$ 725,361	\$ 800,320	\$ 868,303	\$ 929,310
Capital Area MPO	TO005-Z	Community Funding Area Program Reserve	\$ -	\$ 282,626	\$ 436,155	\$ 221,264	\$ 401,668	\$ 497,289	\$ 510,121	\$ 523,449
Reserve	TO005-W	Hold Harmless Subsidy for Implementation of Countywide Fare Strategy	\$ 58,500	\$ 117,000	\$ 119,925	\$ 122,923	\$ 125,996	\$ 129,146	\$ 132,375	\$ 135,684
	TO005-AE	ADA/Paratransit Operations Expansion (Not yet allocated to transit providers)	\$ -	\$ -	\$ 2,517,993	\$ 3,510,593	\$ 4,565,160	\$ 5,685,505	\$ 6,933,762	\$ 8,259,029
	Reserve Subtotal		\$ 58,500	\$ 117,000	\$ 2,637,918	\$ 3,633,516	\$ 4,691,156	\$ 5,814,651	\$ 7,066,137	\$ 8,394,713
Other Bus Service Subtotal			\$ 729,673	\$ 1,087,577	\$ 3,954,878	\$ 4,828,530	\$ 6,155,743	\$ 7,458,257	\$ 8,799,208	\$ 10,210,985
Technology										
Town of Cary	TO005-O	Annual Maintenance of Fare Collection Technology	\$ 10,000	\$ 10,250	\$ 10,506	\$ 10,769	\$ 11,038	\$ 11,314	\$ 11,597	\$ 11,887
City of Raleigh	TO005-U	Web Hosting and Maintenance of Fare Collection Technology	\$ 90,000	\$ 93,600	\$ 97,344	\$ 101,238	\$ 105,287	\$ 109,499	\$ 113,879	\$ 118,434
GoTriangle	TO005-Y	Maintenance of Mobile Ticketing Software	\$ 200,000	\$ 50,000	\$ 51,250	\$ 52,531	\$ 53,845	\$ 55,191	\$ 56,570	\$ 57,985
Technology Subtotal			\$ 300,000	\$ 153,850	\$ 159,100	\$ 164,538	\$ 170,170	\$ 176,004	\$ 182,046	\$ 188,306
Bus Infrastructure Maintenance										
City of Raleigh	TO005-V	Maintenance of Bus Stops and Park-and-Ride Facilities	\$ 80,312	\$ 164,640	\$ 253,134	\$ 345,950	\$ 443,248	\$ 545,195	\$ 558,825	\$ 572,795
TBD	TO005-AB	Unallocated Bus Infrastructure Maintenance	\$ -	\$ -	\$ 1,605,840	\$ 2,049,627	\$ 2,176,296	\$ 2,317,206	\$ 2,380,563	\$ 2,539,684
Bus Infrastructure Maintenance Subtotal			\$ 80,312	\$ 164,640	\$ 1,858,974	\$ 2,395,577	\$ 2,619,544	\$ 2,862,401	\$ 2,939,388	\$ 3,112,479
Vehicle/Site Leasing										
Town of Wendell	TO003-G	Contribution toward Zebulon-Wendell Express Park-and-Ride	\$ 4,305	\$ 4,413	\$ 4,523	\$ 4,636	\$ 4,752	\$ 4,871	\$ 4,992	\$ 5,117
Town of Zebulon	TO003-H	Contribution toward Zebulon-Wendell Express Park-and-Ride	\$ 5,795	\$ 5,940	\$ 6,088	\$ 6,241	\$ 6,397	\$ 6,557	\$ 6,720	\$ 6,888
GoTriangle	TO005-F	Short-Term Park-and-Ride Leases	\$ 90,000	\$ 92,250	\$ 94,556	\$ 96,920	\$ 99,343	\$ 101,827	\$ 104,372	\$ 106,982
	TO005-N	Holly Springs Park-and-Ride Lease	\$ 7,880	\$ 16,153	\$ 16,558	\$ 16,972	\$ 17,396	\$ 17,831	\$ 18,277	\$ 18,734
GoTriangle Subtotal			\$ 97,880	\$ 108,403	\$ 111,114	\$ 113,892	\$ 116,739	\$ 119,658	\$ 122,649	\$ 125,716
City of Raleigh	TO005-T	Knightdale Park-and-Ride Lease	\$ 15,579	\$ 15,968	\$ 16,368	\$ 16,777	\$ 17,196	\$ 17,626	\$ 18,067	\$ 18,519
	TO005-S	Rolesville Park-and-Ride Lease	\$ 15,579	\$ 15,968	\$ 16,368	\$ 16,777	\$ 17,196	\$ 17,626	\$ 18,067	\$ 18,519
City of Raleigh Subtotal			\$ 31,158	\$ 31,936	\$ 32,736	\$ 33,554	\$ 34,392	\$ 35,252	\$ 36,134	\$ 37,038
Vehicle/Site Leasing Subtotal			\$ 139,138	\$ 150,692	\$ 154,461	\$ 158,323	\$ 162,280	\$ 166,338	\$ 170,495	\$ 174,759
BUS OPERATIONS TOTAL			\$ 21,228,177	\$ 18,417,054	\$ 27,202,848	\$ 34,073,116	\$ 37,627,042	\$ 41,881,876	\$ 51,781,115	\$ 63,402,947
*The services reflected in the above table will be supported by a combination of Wake Transit revenues; existing local, State, and Federal funds; farebox revenues; and additional federal and state discretionary grants.										
<u>Note:</u> Given impacts to sales tax collections associated with the COVID-19 pandemic and ongoing uncertainty, future-year expenditures reflected in this table have not been rebalanced with projected revenues that reflect likely reductions in sales tax collections. It is anticipated that the programming of expenditures reflected above will be revisited in the 2nd quarter of FY 21 when sales tax data are available for the period most immediately impacted by the COVID-19 pandemic.										

Bus Operations - TO005, 004, 003

Future Year Projects

Project ID:	TO005-AF	Project Type:	Bus Operations
			Bus Service

Project Description:

Route 100 provides daily service between Raleigh, Raleigh-Durham International Airport, and the Regional Transit Center (RTC) near Research Triangle Park. GoTriangle will expand service span on Route 100 by starting service earlier in the morning and ending later in the evening. The frequency of service will also be improved to every 30 minutes on Sundays.



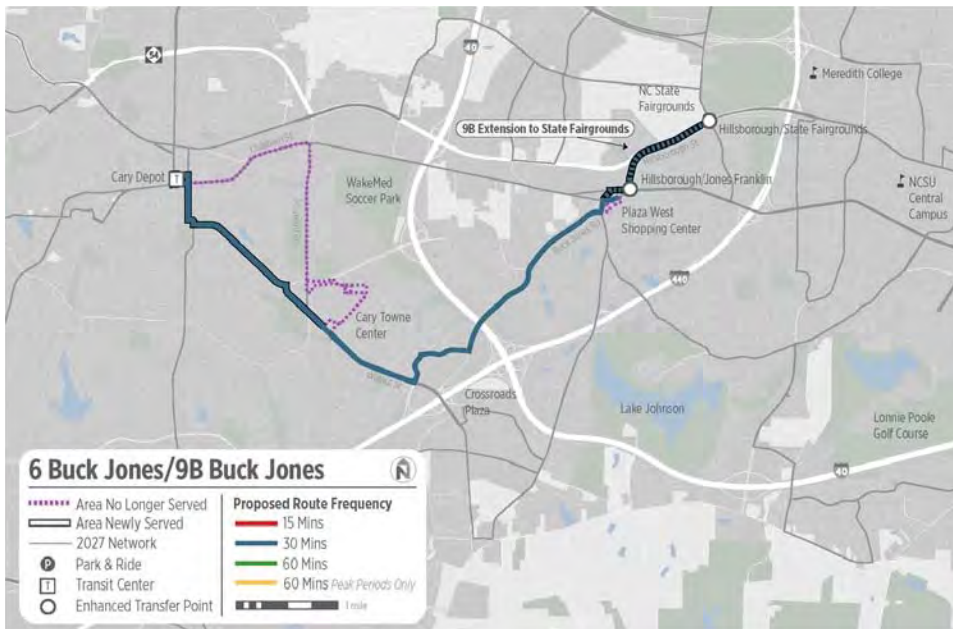
Project At A Glance

Project Description	Route 100 Improvements – Extended Service Hours
Start Date	July 2021 (FY 2022)
Agency	GoTriangle
FY 2022 Cost	\$1,881,105
Service Span (at full route buildout)	Weekday: 5:00AM-12:00AM Saturday: 5:00AM-12:00AM Sunday: 7:00AM-12:00AM
Frequency Off Peak (min)	Current: 30-60 Proposed: 30-60
Frequency Peak (min)	Current: 30 Proposed: 30
Major Destinations	Downtown Raleigh, NC State University, RDU Airport, Regional Transit Center
Connection Points	GoRaleigh Station; Hillsborough/I-440 Park-and-Ride; enhanced transfer points at Hillsborough Street and Oberlin Road, Gorman Street, and State Fairgrounds; Regional Transit Center

Project ID:	TO005-AG	Project Type:	Bus Operations/Bus Service

Project Description:

The alignment of the existing Buck Jones route will change to provide more direct service from Cary Depot to Cary Towne Center by running on Walnut Street in FY 2020, connecting with GoTriangle Routes 300 and 305 at Hillsborough and Jones Franklin. Starting in FY 2023, the route will be renamed to Route 9B and will be extended to the State Fairgrounds to connect with GoRaleigh Route 9.



Project At A Glance

Project Description	Span Improvements to Route 9B (Buck Jones)
Start Date	July 2022 (FY 2023)
Operator	Town of Cary/GoCary
FY 2023 Cost	\$413,345
Funding Source	Wake Transit Tax Proceeds
Service Span (At full route buildout)	- Weekday: 5:30 AM – 12:30 PM Saturday: 5:30 AM – 12:30 PM Sunday: 7:00 AM – 9:00 PM
Frequency Off-Peak (min)	Current: N/A Proposed: 30-60
Frequency Peak (min)	Current: N/A Proposed: 30
Major Destinations	Downtown Cary, Cary Towne Center, Plaza West Shopping Center, State Fairgrounds
Connection Points	Cary Depot, Cary Towne Center, Hillsborough Street at State Fairgrounds

Project ID:	TO005-AD	Project Type:	Bus Operations/Bus Service

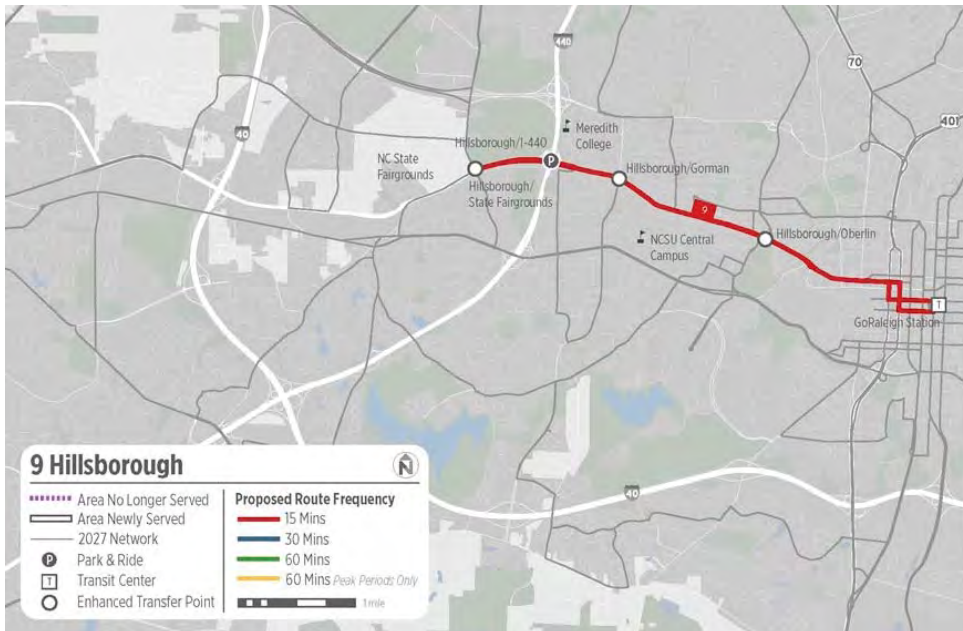
Project Description:

This route will provide frequent service on the inner part of the Hillsborough corridor, between the NC State Fairgrounds and downtown Raleigh. It is not similar to existing service, which currently covers various segments of the corridor with multiple routes.

****This project has been delayed until FY 2023 due to the NCDOT project on Hillsborough/I-440/Blue Ridge Road.****

Project At A Glance

Project Description	New Route – 9A Hillsborough-Trinity
Start Date	July 2022 (FY 2023)
Operator	City of Raleigh/GoRaleigh
FY 2023 Cost	\$2,032,136
Funding Source	Wake Transit Tax Proceeds
Service Span	Weekday: 5:30 AM – 12:30 AM Saturday: 5:30 AM – 12:30 AM Sunday: 6:30 AM – 11:30 PM
Frequency Off-Peak (min)	Current: N/A Proposed: 15-30
Frequency Peak (min)	Current: N/A Proposed: 15
Major Destinations	NCSU Central Campus, Meredith College, NC State Fairgrounds, Downtown Raleigh
Connection Points	Hillsborough/State Fairgrounds, Hillsborough/Gorman, Hillsborough/Oberlin, GoRaleigh Station



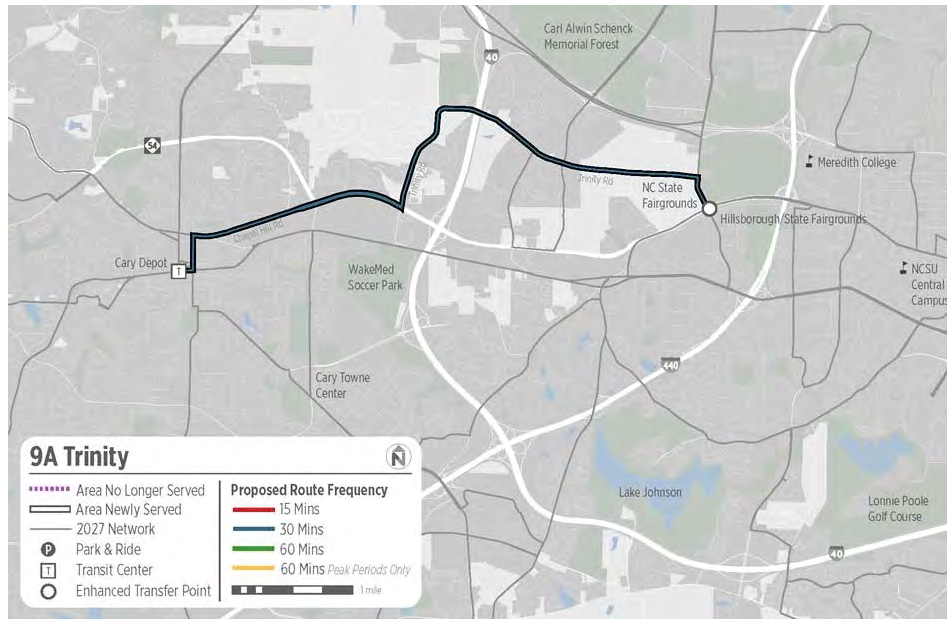
Project ID:	TO005-AK	Project Type:	Bus Operations/Bus Service

Project Description:

This new service will connect Downtown Cary with GoRaleigh Route 9 via Trinity Road and Chapel Hill Road at the state fairgrounds.

Project At A Glance

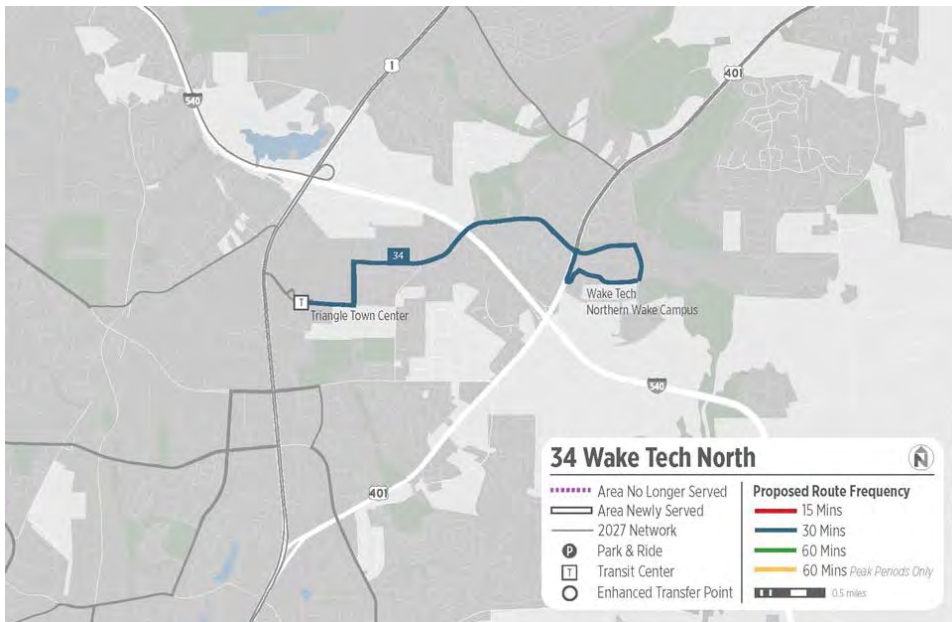
Project Description	New Route – 9A Hillsborough-Trinity
Start Date	July 2023 (FY 2024)
Operator	Town of Cary/GoCary
FY 2024 Cost	\$1,171,030
Funding Source	Wake Transit Tax Proceeds
Service Span	Weekday: 6:00 AM – 10:00 PM Saturday: 6:00 AM – 10:00 PM Sunday: 7:00 AM – 9:00 PM
Frequency Off-Peak (min)	Current: N/A Proposed: 30-60
Frequency Peak (min)	Current: N/A Proposed: 30
Major Destinations	Downtown Cary, NC State Stadiums, State Fairgrounds
Connection Points	Cary Depot, Hillsborough Street at State Fairgrounds



Project ID:	TO005-AH	Project Type:	Bus Operations/Bus Service

Project Description:

This service will operate between the Wake Tech Northern Wake Campus and Triangle Town Center, where there will be connections to multiple bus routes and frequent service. This route will operate Monday-Friday only, as the Wake Tech North campus will also be served by the new Route 25 Durant. Currently, the campus is served by Route 25L, which will be replaced by Route 25 Durant as part of the Falls of Neuse route package at the same time. However, this new Route 34 will be much shorter than 25L, and therefore is not similar to any existing service.



Project At A Glance

Project Description	New Route 34 – Wake Tech North
Start Date	July 2022 (FY 2023)
Operator	City of Raleigh/GoRaleigh
FY 2023 Cost	\$378,668
Funding Source	Wake Transit Tax Proceeds
Service Span	Weekday: 6:00 AM – 9:00 PM
Frequency Off-Peak (min)	Current: N/A Proposed: 30
Frequency Peak (min)	Current: N/A Proposed: 30
Major Destinations	Wake Tech Northern Wake Campus, Triangle Town Center
Connection Points	Triangle Town Center

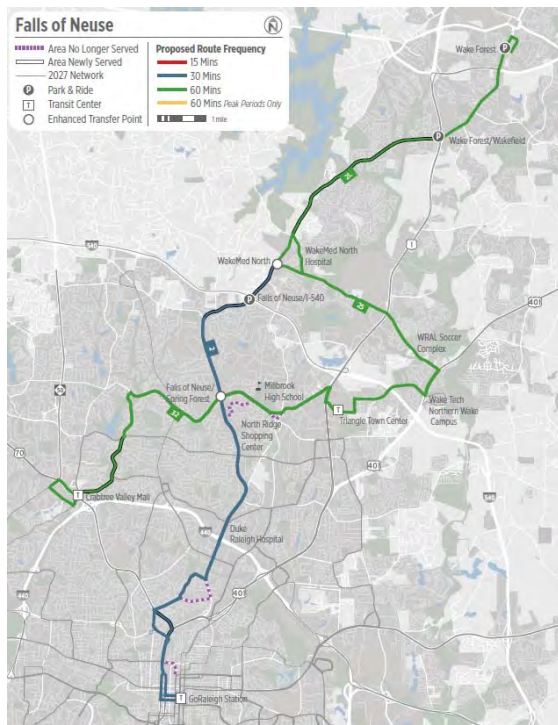
Project ID:	TO005-AI	Project Type:	Bus Operations
			Bus Service

Project Description:

GoRaleigh will implement a number of improvements and new services in the Falls of Neuse area of northern Raleigh. Route 2-Falls of Neuse will function as a trunk route that will be similar to existing service, although slightly extended to the north, and with some added weekend frequency and span of service. This route will now connect with two new route branches, New Route-Durant and Route 2L-Falls of Neuse North to extend service further north and east.

New Route 2L-Falls of Neuse North will connect with the trunk service (Route 2-Falls of Neuse) and provide a link to downtown Wake Forest. New Route 25-Durant will connect with Route 2-Falls of Neuse and provide a link to the Triangle Town Center. The span of service on all days will be extended.

New Route 32-Lynn-Spring Forest will connect Crabtree Valley Mall and Triangle Town Center, which are both sites where transfers to multiple bus routes will be available. This service is not similar to any existing route, since the new route will serve segments currently covered by multiple routes, as well as some segments that are currently unserved.



Project At A Glance

Project Description	Falls of Neuse Route Package: -Improvements to Route 2: Falls of Neuse -New Route 2L – Falls of Neuse North -New Route 25 – Durant -New Route 32 Lynn-Spring Forest
Start Date	July 2022 (FY 2023)
Agency	City of Raleigh (GoRaleigh)
FY 2023 Cost	\$2,369,281
Service Span (at full route buildout)	<u>Route 2-Falls of Neuse and Route 25-Durant:</u> Weekday: 5:30AM-12:30AM Saturday: 5:30AM-12:30AM Sunday: 6:30AM-11:30PM
	<u>Route 2L-Falls of Neuse North and Route 32-Lynn-Spring Forest</u> Weekday: 6:00AM-9:00PM Saturday: 6:00AM-9:00PM Sunday: 7:00AM-7:00PM
Frequency Off Peak (min)	<u>Route 2-Falls of Neuse:</u> 30-60 <u>Route 2L-Falls of Neuse North:</u> 60 <u>Route 25-Durant:</u> 60 <u>Route 32-Lynn-Spring Forest:</u> 60
Frequency Peak (min)	<u>Route 2-Falls of Neuse:</u> 30 <u>Route 2L-Falls of Neuse North:</u> 60 <u>Route 25-Durant:</u> 60 <u>Route 32-Lynn-Spring Forest:</u> 60
Major Destinations	WakeMed North Hospital, North Ridge Shopping Center, Duke Raleigh Hospital, Downtown Raleigh, Downtown Wake Forest, WRAL Soccer Complex, Wake Tech Northern Wake Campus, Triangle Town Center, Crabtree Valley Mall, Millbrook High School, Triangle Town Center
Connection Points	GoRaleigh Station, WakeMed North, Falls of Neuse/Spring Forest, Crabtree Valley Mall, Triangle Town Center

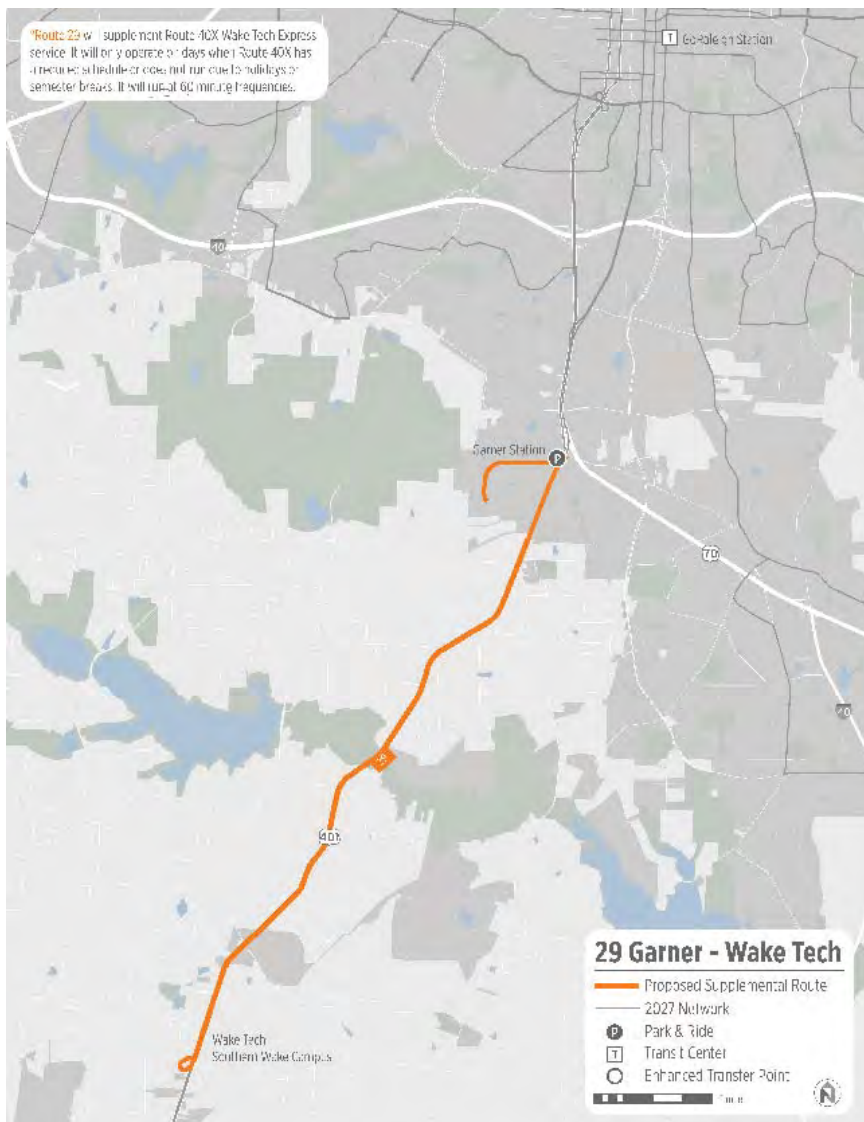
Project ID:	TO005-AJ	Project Type:	Bus Operations
			Bus Service

Project Description:

GoRaleigh will provide weekday service only between Wake Tech Southern Wake (Main) Campus, the Garner Station Park-and-Ride and an enhanced transfer point located on Garner Station Boulevard. This route will supplement Route 40X Wake Tech Express service, and will only operate on days when the Route 40X has a reduced schedule or does not operate due to holidays or semester breaks. This is a new service.

Project At A Glance

Project Description	New Route 29-Garner-Wake Tech
Start Date	July 2022 (FY 2023)
Agency	City of Raleigh (GoRaleigh)
FY 2023 Cost	\$100,978
Service Span (at full route buildout)	Weekday: 6:30AM-6:30PM
Frequency Off Peak (min)	60
Frequency Peak (min)	60
Major Destinations	Wake Tech Southern Wake (Main) Campus
Connection Points	Garner Station Boulevard

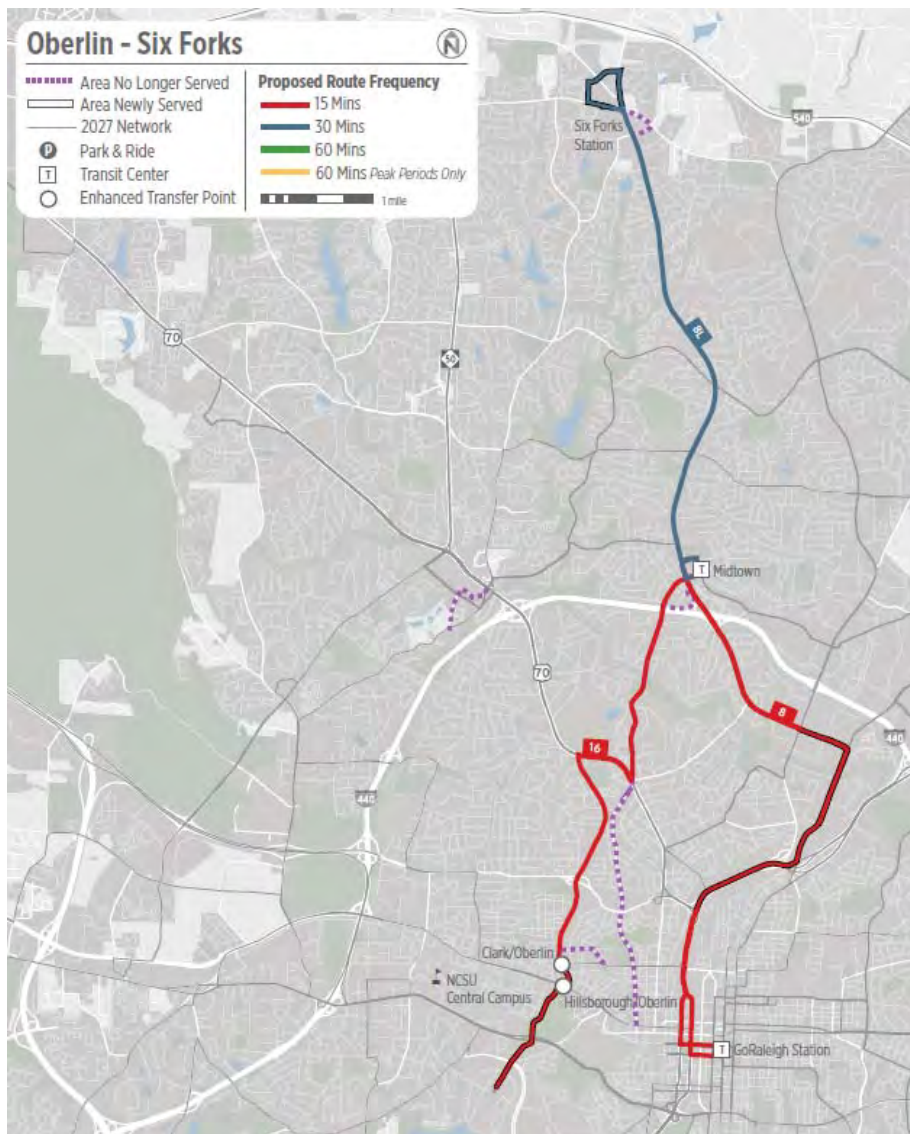


Project ID:	TO005-AN	Project Type:	Bus Operations
			Bus Service

Project Description:

GoRaleigh will implement New Route 8-Six Forks Midtown as part of the frequent network. New Route 8-Six Forks replaces the current Six Forks route and splits into New Route 8 serving the inner portion (toward downtown Raleigh), and New Route 8L serving the outer portion. This route will continue to serve downtown Raleigh.

New Route 16 will replace the Oberlin route and will no longer serve downtown Raleigh but will serve NC State University (NCSU). This route will be part of the frequent network, with transfers available to multiple other frequent routes and the Western Bus Rapid Transit line.



Project At A Glance

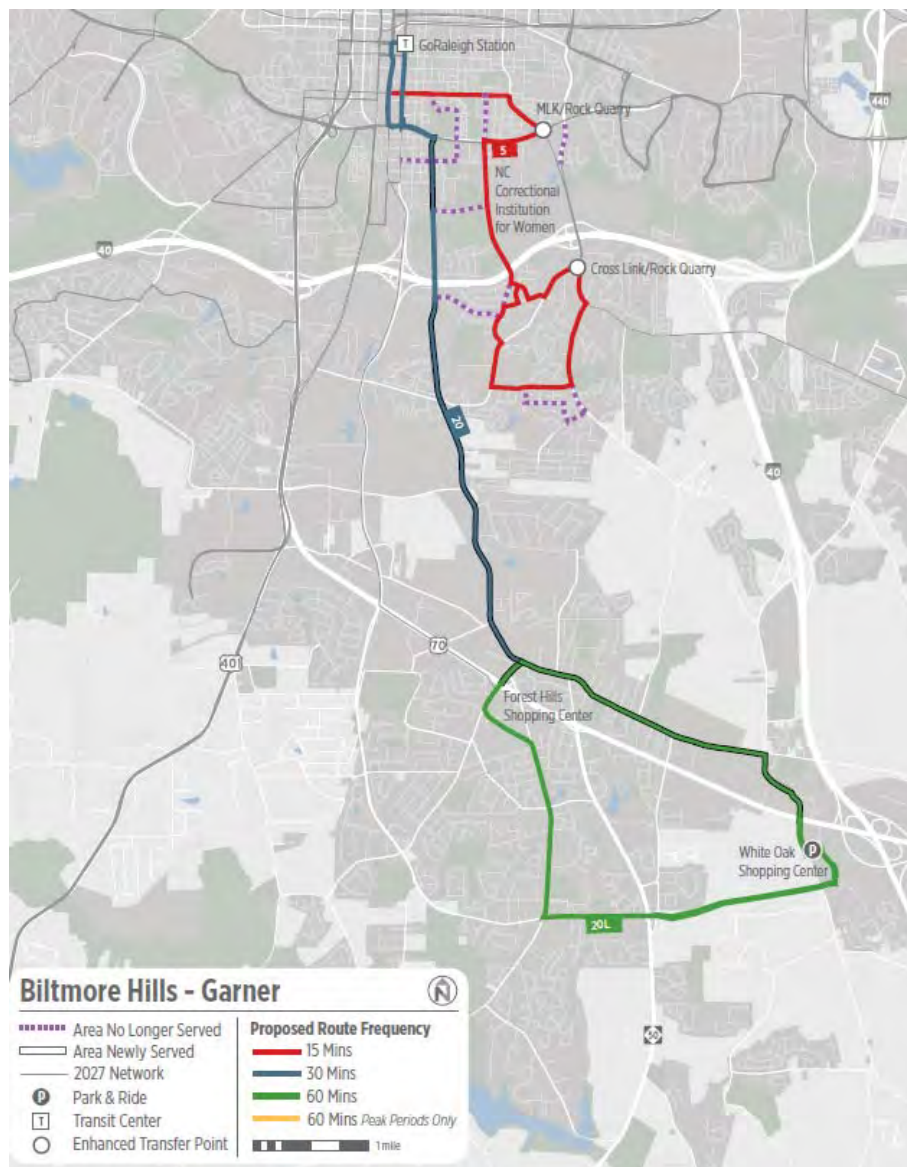
Project Description	Oberlin/Six Forks Route Package: -New Route 8-Six Forks Midtown -New Route 8L-Six Forks North -New Route 16-Centennial-Midtown
Start Date	July 2023 (FY 2024)
Agency	City of Raleigh (GoRaleigh)
FY 2023 Cost	\$2,839,713
Service Span (at full route buildout)	Weekday: 5:30AM-12:30AM Saturday: 5:30AM-12:30AM Sunday: 6:30AM-11:30PM
Frequency Off Peak (min)	<u>Route 8-Six Forks Midtown: 15-30</u> <u>Route 8L-Six Forks North: 30-60</u> <u>Route 16-Centennial-Midtown: 15-30</u>
Frequency Peak (min)	<u>Route 8-Six Forks Midtown: 15</u> <u>Route 8L-Six Forks North: 30</u> <u>Route 16-Centennial-Midtown: 15</u>
Major Destinations	Midtown, Downtown Raleigh, Six Forks Station, NCSU Central Campus
Connection Points	Midtown Transit Center, Clark/Oberlin, Hillsborough/Oberlin

Project ID:	TO005-AP	Project Type:	Bus Operations
			Bus Service

Project Description:

GoRaleigh will implement a change in route alignment for the existing Biltmore Hills route, and the new route will be part of the frequent network. The intent of the route realignment is to focus the frequent service on a shorter and more direct path. This route will continue to serve downtown Raleigh.

In August 2023, weekday frequency will increase, and weekend service will be added on Route 20-Garner and on Route 20L-Garner South.



Project At A Glance

Project Description	Biltmore Hills/Garner Route Package: -Improvements to Route 5-Biltmore Hills -Increased Frequency and Weekend Service on Routes 20 and 20L
Start Date	August 2023 (FY 2024)
Agency	City of Raleigh (GoRaleigh)
FY 2023 Cost	\$2,088,329
Service Span (at full route buildout)	Weekday: 5:30AM-12:30AM Saturday: 5:30AM-12:30AM Sunday: 6:30AM-11:30PM
Frequency Off Peak (min)	Route 5-Biltmore Hills: 15-30 Improvements to Routes 20 and 20L: 30-60
Frequency Peak (min)	Route 5-Biltmore Hills: 15 Improvements to Routes 20 and 20L: 30
Major Destinations	North Carolina Correctional Institution for Women, Downtown Raleigh, Forest Hills Shopping Center, Shaw University, Forest Hills Shopping Center, White Oak Shopping Center
Connection Points	Cross Link/Rock Quarry, MLK/Rock Quarry, GoRaleigh Station

FYs 2021-2027 Multi-Year Capital Improvement Plan

TC001 – VEHICLE ACQUISITION*										
Fixed Route Expansion Vehicles										
Project Sponsor	Project ID	Project/Phase	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
GoTriangle	TC001-C	Purchase 40-Foot Diesel, CNG, or Electric Buses	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
City of Raleigh	TC001-E	Purchase 40-Foot Diesel, CNG, or Electric Buses	\$ 7,764,325	\$ -	\$ 2,643,375	\$ 8,934,607	\$ 1,429,537	\$ 10,407,031	\$ 10,823,312	\$ -
Fixed Route Expansion Vehicles Subtotal			\$10,264,325	\$ -	\$ 2,643,375	\$ 8,934,607	\$ 1,429,537	\$ 10,407,031	\$ 10,823,312	\$ -
Fixed Route Replacement Vehicles										
GoTriangle	TC001-D	Purchase/Repower 40-Foot Diesel, CNG, or Electric Vehicles	\$ 2,500,000	\$ -	\$ -	\$ 1,700,000	\$ 2,450,000	\$ 2,700,000	\$ 2,820,000	\$ 2,600,000
City of Raleigh	TC001-F	Purchase 40-Foot Diesel, CNG or Electric Buses	\$14,242,618	\$ -	\$ 9,073,893	\$ 1,374,555	\$ -	\$ 8,920,312	\$ 6,957,843	\$ -
Reserve	TC001-G	Local Match for Vehicle Grants	\$ 1,200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Fixed Route Replacements Vehicles Subtotal			\$17,942,618	\$ -	\$ 9,073,893	\$ 3,074,555	\$ 2,450,000	\$ 11,620,312	\$ 9,777,843	\$ 2,600,000
Paratransit Expansion Vehicles										
TBD	TC001-H	Countywide Paratransit Expansion Vehicles	\$ -	\$ -	\$ 107,812	\$ 107,143	\$ 114,095	\$ 120,953	\$ 121,030	\$ 128,515
Paratransit Expansion Vehicles Subtotal			\$ -	\$ -	\$ 107,812	\$ 107,143	\$ 114,095	\$ 120,953	\$ 121,030	\$ 128,515
Paratransit Replacement Vehicles										
City of Raleigh	TC001-J	Paratransit Replacement Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
City of Raleigh	TC001-K	Paratransit Expansion Vehicles	\$ 380,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TBD	TC001-I	Countywide Paratransit Replacement Vehicles	\$ -	\$ -	\$ 1,401,556	\$ 1,500,009	\$ 1,597,325	\$ 1,935,252	\$ 1,936,476	\$ 2,056,236
Paratransit Replacement Vehicles Subtotal			\$ 380,000	\$ -	\$ 1,401,556	\$ 1,500,009	\$ 1,597,325	\$ 1,935,252	\$ 1,936,476	\$ 2,056,236
VEHICLE ACQUISITION TOTAL			\$28,586,943	\$ -	\$ 13,226,636	\$ 13,616,314	\$ 5,590,957	\$ 24,083,548	\$ 22,658,661	\$ 4,784,751
*The expenses reflected in the above table will be supported by a combination of Wake Transit revenues; existing local, State, and Federal funds; and additional Federal and State discretionary grants.										
Note: Given impacts to sales tax collections associated with the COVID-19 pandemic and ongoing uncertainty, future-year expenditures reflected in this table have not been rebalanced with projected revenues that reflect likely reductions in sales tax collections. It is anticipated that the programming of expenditures reflected above will be revisited in the 2nd quarter of FY 21 when sales tax data are available for the period most immediately impacted by the COVID-19 pandemic.										

TC002 – BUS INFRASTRUCTURE*											
Bus Stop Improvements											
Project Sponsor	Project ID	Project	Phase	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
Town of Cary	TC002-C	Systemwide Bus Stop Improvements/ADA Enhancements	Design/Construction	\$ 894,110	\$ -	\$ 431,678	\$ 448,945	\$ 466,903	\$ 485,579	\$ 505,002	\$ 525,202
	TC002-R	Bus Stop Improvements for New Routes	Design/Construction	\$ 1,016,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,078,751
Town of Apex	TC002-BE	Bus Stop Improvements for GoApex Route 1	Design/Construction	\$ -	\$ 207,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Town of Morrisville	TC002-BF	Bus Stop/Node Improvements for Smart Shuttle	Design/Construction	\$ -	\$ 248,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
City of Raleigh	TC002-I	Systemwide Bus Stop Improvements	Design/Construction	\$ 750,000	\$ -	\$ 1,925,248	\$ 2,002,258	\$ 2,082,349	\$ 1,216,653	\$ 1,265,319	\$ 1,315,932
	TC002-S	Bus Stop Improvements for New Stop Locations	Design/Construction	\$ 1,455,000					\$ -	\$ -	\$ -
GoTriangle	TC002-Y	Systemwide Bus Stop Improvements	Design/Construction	\$ 250,000	\$ -	\$ 1,004,710	\$ 836,899	\$ 870,375	\$ 304,163	\$ 316,330	\$ 328,983
	TC002-M	Bus Stop Improvements for New Stop Locations	Design/Construction	\$ 919,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	TC002-BC	I-540 Bus on Shoulder Improvements	Design/Construction	\$ 31,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	TC002-BD	Improvements to Airport Bus Stop	Design/Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bus Stop Improvements Subtotal				\$ 5,315,310	\$ 455,000	\$ 3,361,636	\$ 3,288,102	\$ 3,419,627	\$ 2,006,395	\$ 2,086,651	\$ 3,248,868
Park-and-Ride Improvements											
Town of Holly Springs	TC002-W	New Holly Springs Park-and-Ride Improvements	Construction/Install Amenities	\$ 55,000	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ -	\$ -
GoTriangle	TC002-K	Existing Park-and-Ride Lot Improvements	Construction/Install Amenities	\$ 408,000	\$ -	\$ 349,000	\$ 355,000	\$ 57,000	\$ -	\$ 57,000	\$ -
	TC002-AI	New Hillsborough/I-440 Park-and-Ride	Design/Land Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Construction	\$ -	\$ -	\$ 1,300,000	\$ -	\$ -	\$ -	\$ -	
	TC002-AJ	New Park-and-Ride at Creedmoor/I-540 or Falls of Neuse/I-540	Design/Land Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Construction	\$ -	\$ -	\$ 1,300,000	\$ -	\$ -	\$ -	\$ -	\$ -
TC002-BA	New Gorman/I-440 Park-and-Ride	Design/Construction	\$ -	\$ -	\$ -	\$ -	\$ 2,812,160	\$ -	\$ -	\$ -	
GoTriangle Subtotal				\$ 408,000	\$ -	\$ 2,949,000	\$ 355,000	\$ 2,869,160	\$ -	\$ 57,000	\$ -
City of Raleigh	TC002-X	Rolesville Park-and-Ride Improvements	Construction/Install Amenities	\$ 55,000	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ -	\$ -
Park-and-Ride Improvements Subtotal				\$ 518,000	\$ -	\$ 2,949,000	\$ 355,000	\$ 2,869,160	\$ 50,000	\$ 57,000	\$ -
Transit Center/Transfer Point Improvements											
GoTriangle	TC002-A	New Raleigh Union Station Bus Facility	Design	\$ 7,030,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Construction	\$ 3,630,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	TC002-N	New Regional Transit Facility (Wake County Share)	Planning/Feasibility	\$ 312,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Design	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	TC002-AK	Downtown Apex Transfer Point Improvements	Construction	\$ -	\$ -	\$ 3,750,000	\$ -	\$ -	\$ -	\$ -	\$ -
			Design	\$ -	\$ -	\$ 85,000	\$ -	\$ -	\$ -	\$ -	\$ -
Construction			\$ -	\$ -	\$ 208,000	\$ -	\$ -	\$ -	\$ -	\$ -	
GoTriangle Subtotal				\$ 10,972,500	\$ -	\$ 4,043,000	\$ -	\$ -	\$ -	\$ -	
Town of Cary	TC002-F	New Downtown Cary Multimodal Transit Facility	Feasibility/Planning	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Design and Land Acquisition	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Construction	\$ -	\$ -	\$ 7,349,184	\$ -	\$ -	\$ -	\$ -	\$ -
	TC002-AV	Crossroads Plaza Transfer Point Improvements	Design/ Land Acquisition/Construction	\$ -	\$ -	\$ -	\$ 346,000	\$ -	\$ -	\$ -	\$ -
	TC002-AW	Park West Village Transfer Point Improvements	Design/ Land Acquisition/Construction	\$ -	\$ -	\$ -	\$ 346,000	\$ -	\$ -	\$ -	\$ -
TC002-BB	Cary Towne Center Transfer Point Improvements	Design/ Land Acquisition/Construction	\$ -	\$ -	\$ -	\$ -	\$ 360,000	\$ -	\$ -	\$ -	
Town of Cary Subtotal				\$ 2,500,000	\$ -	\$ 7,349,184	\$ 692,000	\$ 360,000	\$ -	\$ -	\$ -

Project Sponsor	Project ID	Project	Phase	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	
City of Raleigh	TC002-T	New East Raleigh Community Transit Center	Planning/Design	\$ 850,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
			Land Acquisition	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
			Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
	TC002-AC	New Midtown Transit Center	Planning//Design	\$ 364,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
			Land Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
			Final Design and Construction	\$ -	\$ -	\$ 2,657,530	\$ -	\$ -	\$ -	\$ -		
	TC002-AL	Crabtree Valley Mall Transit Center Updates	Design/Construction/Install Amenities	\$ -	\$ -	\$ 323,904	\$ -	\$ -	\$ -	\$ -	\$ -	
	TC002-AM	Triangle Town Center Transit Center Updates	Design/Construction/Install Amenities	\$ -	\$ -	\$ 323,904	\$ -	\$ -	\$ -	\$ -	\$ -	
	TC002-AX	Relocation of Triangle Town Center Transit Center	Feasibility/Design	\$ -	\$ -	\$ -	\$ 350,000	\$ -	\$ -	\$ -	\$ -	
			Construction	\$ -	\$ -	\$ -	\$ 3,500,000	\$ -	\$ -	\$ -	\$ -	
	TC002-AD	Cross Link/Rock Quarry Transfer Point Improvements	Design/Land Acquisition	\$ 62,623	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	TC002-AE	Hillsborough/Gorman Transfer Point Improvements	Design/Land Acquisition	\$ 62,624	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	TC002-AF	Hillsborough/State Fairgrounds Transfer Point Improvements	Design/ Land Acquisition	\$ 62,624	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	TC002-AG	MLK/Rock Quarry Transfer Point Improvements	Design/ Land Acquisition/Construction	\$ 308,624	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	TC002-AH	Hillsborough/Jones Franklin Transfer Point Improvements	Design/ Land Acquisition	\$ 62,624	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	TC002-AN	Capital/Millbrook Transfer Point Improvements	Design/ Land Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	TC002-AO	WakeMed North Transfer Point Improvements	Design/ Land Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	TC002-AP	Falls of Neuse/Spring Forest Transfer Point Improvements	Design/ Land Acquisition	\$ -	\$ -	\$ 64,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Construction	\$ -	\$ -	\$ 256,000	\$ -	\$ -	\$ -	\$ -	\$ -	
	TC002-AR	Hillsborough/Oberlin Transfer Point Improvements	Design/ Land Acquisition	\$ -	\$ -	\$ 66,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Construction	\$ -	\$ -	\$ -	\$ 266,400	\$ -	\$ -	\$ -	\$ -	
	TC002-AS	Clark/Oberlin Transfer Point Improvements	Design/ Land Acquisition	\$ -	\$ -	\$ 66,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Construction	\$ -	\$ -	\$ -	\$ 266,400	\$ -	\$ -	\$ -	\$ -	
	TC002-AT	Brier Creek Commons Transfer Point Improvements	Design/ Land Acquisition	\$ -	\$ -	\$ 66,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Construction	\$ -	\$ -	\$ -	\$ 266,400	\$ -	\$ -	\$ -	\$ -	
	TC002-AU	Avent Ferry/Gorman Transfer Point Improvements	Design/ Land Acquisition	\$ -	\$ -	\$ 66,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Construction	\$ -	\$ -	\$ -	\$ 266,400	\$ -	\$ -	\$ -	\$ -	
	TC002-AY	Wilmington/Pecan Transfer Point Improvements	Design/ Land Acquisition	\$ -	\$ -	\$ -	\$ 69,200	\$ -	\$ -	\$ -	\$ -	\$ -
			Construction	\$ -	\$ -	\$ -	\$ -	\$ 276,800	\$ -	\$ -	\$ -	
	TC002-AZ	Cameron Village Transfer Point Improvements	Design/ Land Acquisition	\$ -	\$ -	\$ -	\$ 69,200	\$ -	\$ -	\$ -	\$ -	\$ -
				Construction	\$ -	\$ -	\$ -	\$ -	\$ 276,800	\$ -	\$ -	\$ -
City of Raleigh Subtotal				\$ 3,273,119	\$ -	\$ 3,891,738	\$ 1,554,000	\$ 4,053,600	\$ -	\$ -	\$ -	
Transit Center/Transfer Point Improvements Subtotal				\$ 16,745,619	\$ -	\$ 15,283,922	\$ 2,246,000	\$ 4,413,600	\$ -	\$ -	\$ -	
Technology												
Town of Cary	TC002-Z	Fare Collection Technology Upgrade	N/A	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
City of Raleigh	TC002-AA	Fare Collection Technology Upgrade	N/A	\$ 1,600,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
GoTriangle	TC002-AB	Farebox Upgrades and Mobile Ticketing Technology (Wake County Share)	N/A	\$ 1,400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Technology Subtotal				\$ 3,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	

Project Sponsor	Project ID	Project	Phase	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
Maintenance Facility Improvements											
City of Raleigh	TC002-V	New GoRaleigh/GoWake Access Paratransit Maintenance and Operations Facility	Planning/Feasibility	\$ 350,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Land Acquisition	\$ 2,750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Design	\$ -	\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -
			Construction	\$ -	\$ -	\$ 13,800,000	\$ -	\$ -	\$ -	\$ -	\$ -
	TC002-H	Expansion of Compressed Natural Gas Fueling Station at Poole Road Operations Facility	Design and Construction	\$ 1,500,000	\$ -	\$ -	\$ 5,800,000	\$ -	\$ -	\$ -	\$ -
City of Raleigh Subtotal				\$ 4,600,000	\$ -	\$ 15,800,000	\$ 5,800,000	\$ -	\$ -	\$ -	\$ -
Town of Cary	TC002-E	New Bus Operations and Maintenance Facility	Design/PreConstruction	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Construction		\$ -						
GoTriangle	TC002-B	Expansion of Bus Operations and Maintenance Facility (Wake County share)	Planning and Design	\$ 200,000	\$ -	\$ 400,000	\$ 2,280,000	\$ -	\$ -	\$ -	\$ -
			Construction	\$ -	\$ -	\$ -	\$ 13,077,696	\$ 8,718,464	\$ -	\$ -	
Maintenance Facility Improvements Subtotal				\$ 7,300,000	\$ -	\$ 16,200,000	\$ 8,080,000	\$ 13,077,696	\$ 8,718,464	\$ -	\$ -
BUS INFRASTRUCTURE TOTAL				\$ 33,378,929	\$ 455,000	\$ 37,794,558	\$ 13,969,102	\$ 23,780,083	\$ 10,774,859	\$ 2,143,651	\$ 3,248,868
*The expenses reflected in the above table will be supported by a combination of Wake Transit revenues; existing local, State, and Federal funds; and additional Federal and State discretionary grants.											
<u>Note:</u> Given impacts to sales tax collections associated with the COVID-19 pandemic and ongoing uncertainty, future-year expenditures reflected in this table have not been rebalanced with projected revenues that reflect likely reductions in sales tax collections. It is anticipated that the programming of expenditures reflected above will be revisited in the 2nd quarter of FY 21 when sales tax data are available for the period most immediately impacted by the COVID-19 pandemic.											

TC003 – OTHER CAPITAL *										
Capital Planning										
Project Sponsor	Project ID	Project/Phase	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
GoTriangle	TC003-A	Fixed Guideway Transit Corridors Major Investment Study	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	TC003-C	Bus and Rail Station Land Use & Affordable Housing Planning	\$ 181,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	TC003-K	Wake Bus Plan Update	\$ -	\$ -	\$ 550,000	\$ -	\$ -	\$ -	\$ -	\$ -
City of Raleigh	TC003-E	Western Boulevard Corridor Study	\$ 350,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	TC003-O	Transit Origin-Destination Survey	\$ -	\$ 75,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Capital Area MPO	TC003-F	Extension of Planning Horizon for Wake Transit Vision Plan	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Wake County	TC003-L	Northeastern Microtransit Planning Study	\$ -	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Capital Planning Subtotal			\$ 2,781,000	\$ 105,000	\$ 550,000	\$ -	\$ -	\$ -	\$ -	\$ -
Community Funding Area Planning										
Town of Fuquay-Varina	TC003-H	Microtransit Feasibility Study	\$ 13,750	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Town of Garner	TC003-I	Transit Planning Study	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Town of Rolesville	TC003-J	Comprehensive Community Transportation Study	\$ 16,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Community Funding Areas Subtotal			\$ 80,250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Technology										
GoTriangle	TC003-D	Enterprise Resource Planning (ERP) System (Wake County Share)	\$ 916,666	\$ 458,333	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Capital Area MPO	TC003-G	Public-Facing Online Map for Wake Transit Projects	\$ 90,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TBD	TC003-M	Unallocated Technology Reserve	\$ -	\$ -	\$ 2,080,000	\$ 2,163,200	\$ 2,249,728	\$ 675,717	\$ -	\$ -
Technology Subtotal			\$ 1,006,666	\$ 458,333	\$ 2,080,000	\$ 2,163,200	\$ 2,249,728	\$ 675,717	\$ -	\$ -
OTHER CAPITAL TOTAL			\$ 3,867,916	\$ 563,333	\$ 2,630,000	\$ 2,163,200	\$ 2,249,728	\$ 675,717	\$ -	\$ -
*The expenses reflected in the above table will be supported by a combination of Wake Transit revenues and additional Federal and State discretionary grants.										
<u>Note:</u> Given impacts to sales tax collections associated with the COVID-19 pandemic and ongoing uncertainty, future-year expenditures reflected in this table have not been rebalanced with projected revenues that reflect likely reductions in sales tax collections. It is anticipated that the programming of expenditures reflected above will be revisited in the 2nd quarter of FY 21 when sales tax data are available for the period most immediately impacted by the COVID-19 pandemic.										

TC004 – COMMUTER RAIL TRANSIT*											
Project Sponsor	Project ID	Project	Phase	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
GoTriangle	TC004-A1	Commuter Rail from Garner to Western Durham (Wake County Share)**	Early Project Development	\$ 6,000,000							
Reserve	TC004-A	Commuter Rail from Garner to Western Durham (Wake County Share)**	Project Development	\$ 39,360,371	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
COMMUTER RAIL TRANSIT TOTAL				\$ 45,360,371	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

*The expenses reflected in the above table will be supported by a combination of Wake Transit revenues and additional Federal and State discretionary grants.

**The adopted Wake County Transit Plan anticipated that costs and timing for major capital project implementation would be adjusted based on the best information available that may be refined as projects undergo further study. Assumed cost information for major capital projects included in Annual Wake Transit Work Plans is continually updated through each Work Plan development cycle to reflect findings from further project-level study, including alternatives analysis and preliminary engineering associated with the project development process. It is anticipated that costs and schedules for major capital projects will continue to be refined as better project-level information becomes available.

TC005 – BUS RAPID TRANSIT*												
Project Sponsor	Project ID	Project	Funding Source	Phase	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
City of Raleigh	TC005-A1	New Bern Corridor Bus Rapid Transit Facility**	Wake Transit Tax Proceeds	Project Development and Final Design	\$ 4,947,000	\$ 1,953,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Right-of-Way	\$ -	\$ 44,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Construction	\$ -	\$ 22,199,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Vehicles	\$ -	\$ 4,024,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			Federal	\$ -	\$ 35,655,100	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	City of Raleigh	All Phases	\$ -	\$ 3,261,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	TC005-A2	Southern Corridor Bus Rapid Transit Facility**	Wake Transit Tax Proceeds, Federal	Project Development and Final Design	\$ 6,539,515	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	TC005-A3	Western Corridor Bus Rapid Transit Facility**	Wake Transit Tax Proceeds, Federal	Project Development and Final Design	\$ 8,289,515	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	TC005-A4	Northern Corridor Bus Rapid Transit Facility**	Wake Transit Tax Proceeds, Federal	Project Development and Final Design	\$ 5,539,515	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	TC005-A	Bus Rapid Transit (Remaining Corridors)**	Wake Transit Tax Proceeds and Federal	Project Development and Final Design (Remaining Corridors)	\$ -	\$ -	\$ 4,500,000	\$ -	\$ -	\$ -	\$ -	\$ -
				Right-of-Way/ Construction/Vehicles (Remaining Corridors)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
BUS RAPID TRANSIT TOTAL					\$ 25,315,545	\$ 67,136,100	\$ 4,500,000	\$ -	\$ -	\$ -	\$ -	
*The expenses reflected in the above table will be supported by a combination of Wake Transit revenues and additional Federal and State discretionary grants.												
**The adopted Wake County Transit Plan anticipated that costs and timing for major capital project implementation would be adjusted based on the best information available that may be refined as projects undergo further study. Assumed cost information for major capital projects included in Annual Wake Transit Work Plans is continually updated through each Work Plan development cycle to reflect findings from further project-level study, including alternatives analysis and preliminary engineering associated with the project development process. It is anticipated that costs and schedules for major capital projects will continue to be refined as better project-level information becomes available.												
<u>Note:</u> Given impacts to sales tax collections associated with the COVID-19 pandemic and ongoing uncertainty, future-year expenditures reflected in this table have not been rebalanced with projected revenues that reflect likely reductions in sales tax collections. It is anticipated that the programming of expenditures reflected above will be revisited in the 2nd quarter of FY 21 when sales tax data are available for the period most immediately impacted by the COVID-19 pandemic.												

Vehicle Acquisition - TC001

Future Year Projects

Project IDs:	TC001-E	Project Type:	Vehicle Acquisition
			Fixed Route Expansion Vehicles

Project Description:

GoRaleigh will continue to purchase 40-foot fixed-route transit buses to support new bus services or service improvements anticipated to begin in various years through FY 2027. Many of the vehicles will possess the technology to be powered by alternative fuels, including compressed natural gas (CNG) and electricity. Further, many of the vehicles will be ordered in the year preceding their use, as there is typically an anticipated delivery timeframe of 12-18 months after vehicles are ordered.

Project at A Glance

Project Description	Purchase 40-foot Diesel, CNG, or Electric Buses
Start Date	Various (See CIP Project Sheet Summary)
Agency	GoRaleigh
Cost	See CIP Project Sheet Summary
Funding Source	Wake Transit Tax Proceeds, Federal Formula Funds



Project IDs:	TC001-D and TC001-F	Project Type:	Vehicle Acquisition
			Fixed Route Replacement Vehicles

Project Description:

GoTriangle and GoRaleigh will continue to purchase 40-foot fixed-route transit buses to replace vehicles that have exhausted their useful life in various years through FY 2027. Many of the vehicles will possess the technology to be powered by alternative fuels, including compressed natural gas (CNG) and electricity. Further, many of the vehicles will be ordered in the year preceding their use, as there is typically an anticipated delivery timeframe of 12-18 months after vehicles are ordered.

**Some of GoTriangle's fleet may be repowered rather than replaced.

Project at A Glance	
Project Description	Purchase 40-foot Diesel, CNG, or Electric Buses
Start Date	Various (See CIP Project Sheet Summary)
Agency	GoTriangle and GoRaleigh
Cost	See CIP Project Sheet Summary
Funding Source	Wake Transit Tax Proceeds, Federal Formula Funds



Bus Infrastructure - TC002

Future Year Projects

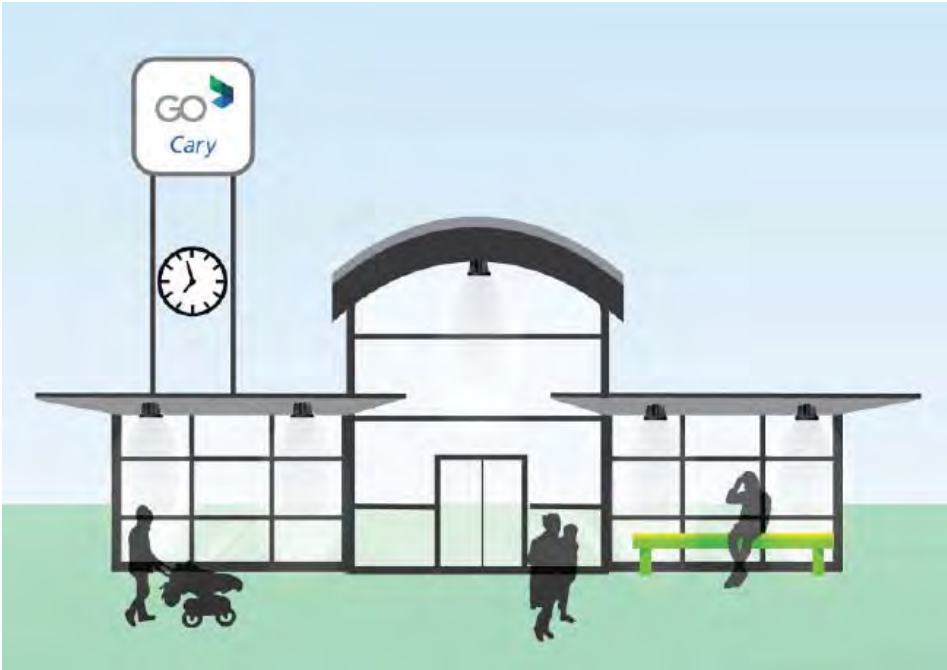
Project ID:	TC002-R	Project Type:	Bus Infrastructure
			Bus Stop Improvements

Project Description:

The Town of Cary/GoCary will design and construct a number of bus stops to support future bus services programmed to begin in FY 2027. Improvements will include the installation of concrete pads for safer and more comfortable boarding/alighting of buses, benches, bike racks, access ramps, sidewalks, and other associated amenities.

Project at A Glance

Project Description	Bus Stop Improvements for New Routes
Start Date	July 2026
Agency	Town of Cary/GoCary
FY 2027 Cost	\$1,078,751
Funding Source	Wake Transit Tax Proceeds, Federal Funds



Project ID:	TC002-BA	Project Type:	Bus Infrastructure
			Park-and-Ride Improvements

Project Description:

GoTriangle will build a new, approximately 100-space park-and-ride facility in southwestern Raleigh. The park-and-ride facility will serve riders originating in southwestern Raleigh and the Lake Wheeler area traveling to downtown and other parts of Raleigh.

Project at A Glance

Project Description	New Gorman/I-440 Park-and-Ride Facility
Start Date	FY 2024
Agency	GoTriangle
FY 2024 Cost	\$2,812,160
Funding Source	Wake Transit Tax Proceeds, Federal Funds



Project IDs:	TC002- AK, AN, AO, AP, AQ, AR, AS, AT, AU, AV, AW, AY, AZ, BB	Project Type:	Bus Infrastructure
			Transit Center/Transfer Point Improvements

Project Description:

The Multi-Year CIP programs new transit connections throughout the county that will be supported by enhanced transfer points. The transfer points will include:

- Larger shelter(s)
- Lighting
- Passenger information, including real-time information systems; and
- Amenities to enhance passenger comfort (public Wi-Fi, benches, trash cans, bike racks)

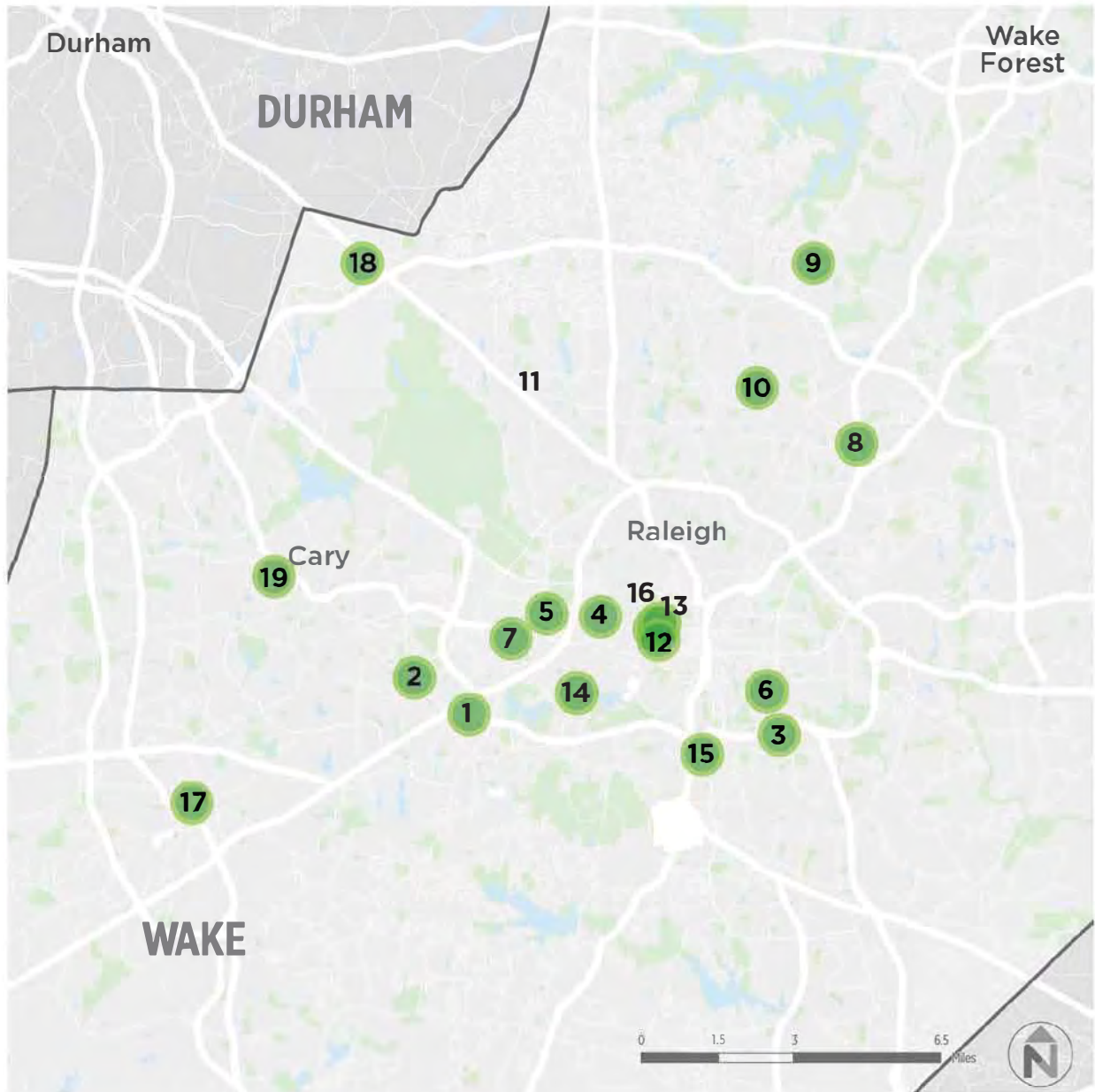
Enhanced Transfer Points are assumed to include improvements to bus stop pairs (one on either side of the street, typically) to facilitate transfers between key routes in both directions, but project elements may vary by location.

Project At A Glance

Project Description	Countywide Enhanced Transfer Point Improvements
Start Date	Various (See Schedule on Next Page)
Agency	Various (See Schedule on Next Page)
Cost	See CIP Project Sheet Summary
Funding Source	Wake Transit Tax Proceeds, Federal Funds

Map	Location	City	Year
1	Crossroads Plaza	Cary	FY23
2	Cary Towne Center	Cary	FY24
3	Cross Link/Rock Quarry	Raleigh	FY20
4	Hillsborough/Gorman	Raleigh	FY20
5	Hillsborough/State Fairgrounds	Raleigh	FY20
6	MLK/Rock Quarry	Raleigh	FY20
7	Hillsborough/Jones Franklin	Raleigh	FY20
8	Capital/Milbrook	Raleigh	FY21
9	WakeMed North	Raleigh	FY21
10	Falls of Neuse/Spring Forest	Raleigh	FY22
11	PleasantValley Shopping Center	Raleigh	FY21
12	Hillsborough/Oberlin	Raleigh	FY22
13	Clark/Oberlin	Raleigh	FY22
14	Avent Ferry/Gorman	Raleigh	FY22
15	Wilmington/Pecan	Raleigh	FY23
16	Cameron Village	Raleigh	FY23
17	Downtown Apex	Apex	FY21
18	Briar Creek Commons	Raleigh	FY22
19	Park West Village	Cary	FY23

Vicinity Map



Project ID:	TC002-F	Project Type:	Bus Infrastructure
			Transit Center/Transfer Point Improvements

Project Description:

The Town of Cary will develop a multimodal transportation hub in downtown Cary. The facility will connect a range of transportation services including intercity rail (Amtrak), planned commuter rail, bus rapid transit, and express and local bus service.

The new facility will include indoor passenger waiting areas and will provide passenger amenities in line with Wake Bus Plan standards.

Site features will be developed, and costs will be shared across site functions/users. The Wake Bus Plan assumes site development costs will be shared across modes and assigns 40% of projects costs to the Bus Infrastructure funding category.

Services anticipated to use the facility by FY 2027 include:

- GoCary 1 Crossroads
- GoCary 3 Harrison
- GoCary 4 High House
- GoCary 6/9B Buck Jones
- GoCary 7 Weston Parkway
- GoCary 9A Trinity
- HSX Holly Springs-Apex-Cary Express
- Cary-RDU Airport
- GoTriangle 310 RTC-Morrisville-Cary
- Western Bus Rapid Transit
- Commuter Rail
- Amtrak

Project at A Glance

Project Description	New Downtown Multimodal Transit Facility
Start Date	FY 2022
Agency	Town of Cary/GoCary
FY 2022 Cost	\$24,000,000 (Bus component - \$7,349,184)
Funding Source	Wake Transit Tax Proceeds, Federal Funds



Project ID:	TC002-AL	Project Type:	Bus Infrastructure
			Transit Center/Transfer Point Improvements

Project Description:

GoRaleigh will implement updates to the Transit Center at Crabtree Valley Mall in FY 2021. The Crabtree Valley Mall is a major transit hub with multiple routes converging at the transit center. The existing bus stop is adjacent to a parking deck and offers shelter from the weather. Additional investments will be needed to support bus riders transferring between routes, including additional passenger amenities and information display.

Instead, the Wake Bus Plan recommends investing in the bus stop with additional passenger amenities, information and resources.

Project at A Glance

Project Description	Crabtree Valley Mall Transit Center Updates
Start Date	FY 2022
Agency	City of Raleigh/GoRaleigh
FY 2022 Cost	\$323,904
Funding Source	Wake Transit Tax Proceeds, Federal Funds



Project IDs:	TC002-AM and TC002-AX	Project Type:	Bus Infrastructure
			Transit Center/Transfer Point Improvements

Project Description:

GoRaleigh will implement updates to the Transit Center at Triangle Town Center in FY 2021. There are currently two transit stops at Triangle Town Center. The main bus stop is located at the mall entrance. Park-and-ride spaces are located near the Orvis store along the access road. As more bus services meet at Triangle Town Center, both bus stops will need additional infrastructure to support bus riders making transfers between routes.

GoRaleigh plans to relocate the transit center to a new location on the Triangle Town Center property in FY 2024. Funding is allocated in FY 2023 to examine the feasibility of relocation needs and to begin design, with additional funds programmed for FY 2024 to relocate the transit center.

Project at A Glance

Project Description	Triangle Town Center Transit Center Updates
Start Date	FY 2022
Agency	City of Raleigh/GoRaleigh
FY 2022 Cost	Updates: \$323,904
FY 2023 Cost	Feasibility/Design: \$350,000
FY 2024 Cost	Construction: \$3,500,000
Funding Source	Wake Transit Tax Proceeds, Federal Funds



Project ID:	TC002-H	Project Type:	Bus Infrastructure
			Maintenance Facility Improvements

Project Description:

The City of Raleigh/GoRaleigh will expand its compressed natural gas (CNG)fueling station at the GoRaleigh bus operations and maintenance facility on Poole Road. This infrastructure is needed to support an expansion in GoRaleigh’s CNG-fueled fleet, which will result in cleaner vehicle emissions and lower fuel costs.

Project at A Glance	
Project Description	Expansion of Compressed Natural Gas Fueling Station at Poole Road Operations Facility
Start Date	FY 2023
Agency	City of Raleigh/GoRaleigh
FY 2023 Cost	Design/Construction: \$5,800,000
Funding Source	Wake Transit Tax Proceeds, Federal Funds



Project ID:	TC002-B	Project Type:	Bus Infrastructure
			Maintenance Facility Improvements

Project Description:

The GoTriangle Operations and Maintenance Facility 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 site. The site does not have sufficient maintenance bays and administrative space and is unable to accommodate GoTriangle’s service vans fleet (66 vehicles).

GoTriangle will plan, design and construct a new Operations and Maintenance Facility. Recommendations call for building a facility with capacity for 150 buses, large enough to accommodate GoTriangle’s fleet needs, including vehicles needed for operations in Orange and Durham Counties. Facility costs will be shared across GoTriangle’s service areas. The Wake County share of the facility costs is 40%.

Project at A Glance

Project Description	Expansion of Bus Operations and Maintenance Facility (Wake County share)
Start Date	FY 2022
Agency	GoTriangle
FY 2022 Cost	Planning and Design: \$400,000
FY 2023 Cost	Planning and Design: \$2,280,000
FY 2024 Cost	Construction: \$13,077,696
FY 2025 Cost	Construction: \$8,718,464
Funding Source	Wake Transit Tax Proceeds, Durham and Orange Transit Tax Proceeds, Federal Funds



Bus Rapid Transit - TC005

Future Year Projects

Project ID	TC005-A	Project Category	Bus Rapid Transit	Project Subcategory	BRT Planning / Design

Project Description:

In FY22, the City of Raleigh will continue to advance the Capital, Western, and Wilmington Bus Rapid Transit (BRT) corridors identified in the Wake Transit Plan through the Federal Transit Administration (FTA) Small Start Project Development (SS PD) process.

Activities included in this phase that will continue into FY 22 are:

- Selection of the Locally Preferred Alternative (LPA)
- Environmental review (NEPA)
- Design (up to final)

This funding will be used to supplement project development and final design for the northern, western, and southern BRT corridors, as needed.

Project at a Glance

Project Title	Bus Rapid Transit (Remaining Corridors)
Agency	City of Raleigh
Phase	Project Development, Final Design
FY 2022 Costs	\$4,500,000
Funding Source	Wake Transit Tax Proceeds, Federal
Start Date	July 2021

WAKE BRT



END OF FY 2021 RECOMMENDED WAKE TRANSIT WORK PLAN

WAKE COUNTY TRANSIT PLAN: IMPLEMENTATION

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

ATTACHMENT B

FY21 - Wake Transit Recommended Plan

General Operating - Bus Operation	General Opt-Bus Operation'!A1	17,575,748
General Operating - Transit Plan Admin	General Opt-Transit Plan Admin '!A1	3,917,476
General Operating - Tax District Admin	General Opt-Tax Dist Admin'!A1	489,110
Special Funding -YGP	Special Funding-Youth GoPass'!A1	287,831
Special Capital - Bus Infrastructure -BRT	Special Capt-BRT CoR'!A1	67,136,000
Special Capital - Capital Planning - GoTriangle	Special Capt-ERP GoT'!A1	458,333
Special Capital - Capital Planning - GoRaleigh	Special Capt-TOD COR'!A1	75,000
Special Capital - Capital Planning - Wake County	Special Capt-Wake County'!A1	30,000
Special Capital - Bus Infrastructure - Apex	Special Capt-Apex'!A1	207,000
Special Capital - Bus Infrastructure - Morrisville	Special Capt-Morrisville'!A1	248,000
Special Operating & Capital Technology	Technology!A1	153,850
Total		90,578,349

GoCary General Operating Funding Agreement: Bus Operations			GoTriangle General Operating Funding Agreement: Bus Operations		
1)	Midday Frequency Increase - TO004-B	\$ 438,962	1)	Route 100 Improvements - TO005-A	\$ 541,893
2)	Sunday Service All Routes, Expanded Paratransit & Holiday Hours - TO004-A	\$ 528,177	2)	Route 300 Improvements - TO005-B	\$ 648,753
3)	Apex - Cary Express Route - TO005-BE	\$ 129,114	3)	Fuquay-Varina Express Route - TO003-A	\$ 285,971
4)	Complementary ADA Services - TO005-BI	\$ 86,668	4)	Durham-Raleigh Express Frequency Improvements - TO005-C	\$ 245,055
5)	Weston Parkway - TO005-H	\$ 758,874	5)	Chapel Hill-Raleigh Express Frequency Improvements - TO005-D	\$ 61,424
Deliverables			6)	Route 310 - TO005-X	\$ 1,147,001
1. Revenue hours of service			7)	Route 305 Improvements - TO005-AC	\$ 175,918
2. Ridership			8)	NRX North Raleigh Express - TO005-AS	\$ 313,200
3. Passenger boardings per revenue hour			9)	Route - Reallocation - N/A*	\$ (615,104)
4. Operating cost per passenger boarding			10)	Complementary ADA Services - TO005-BH	\$ 187,285
5. Farebox recovery			Deliverables		
6. On-time performance			1. Revenue hours of service		
GoRaleigh General Operating Funding Agreement: Bus Operations			2. Ridership		
1)	Increase Route 7 S. South Saunders Route Frequencies - TO004-D	\$ 260,518	3. Passenger boardings per revenue hour		
2)	Sunday Service Expansion - TO004-E	\$ 1,531,436	4. Operating cost per passenger boarding		
3)	Southeast Raleigh Route Additions - TO005-I	\$ 2,735,060	5. Farebox recovery		
4)	Northwest Raleigh Route Additions - TO005-J	\$ 3,190,903	6. On-time performance		
5)	Route 33 / New Hope - Knightdale - TO005-P	\$ 460,000	8)	Regional Information Center Operating Hours - TO005-E	\$ 25,625
6)	Route 401 / Rolesville - TO005-Q	\$ 119,000	Deliverables		
7)	Route 20 & 20L / Garner - Garner South - TO005-R	\$ 1,679,300	1. Phone Call Report		
8)	Complementary ADA Services - TO005-BJ	\$ 1,247,999	2. Results of customer satisfaction survey		
9)	Caraleigh - TO005-AL	\$ 250,000	9)	Park and Ride Leases - TO005-F / TO005-N (Holly Springs)	\$ 108,403
Deliverables			Deliverables		
1. Revenue hours of service			1. Status of executed lease agreement		
2. Ridership			2. Utilization of facility (report what is known about utilization on a rolling quarterly basis); if available, measured at each site by applying drive-to access mode percentage to stop ridership based on percentages observed from rider surveys		
3. Passenger boardings per revenue hour			* - Route Reallocation will be assigned to current Wake Transit project in the Bus Operating Agreement		
4. Operating cost per passenger boarding			Wendell General Operating Funding Agreement: Bus Operations		
5. Farebox recovery			1)	ZWX Funding - TO003-G	\$ 4,413
6. On-time performance			1. Status of executed lease agreement		
8)	Rolesville Park and Ride Lease - TO005-S	\$ 15,968	2. Utilization of facility (report what is known about utilization on a rolling quarterly basis); if available, measured at each site by applying drive-to access mode percentage to stop ridership based on percentages observed from rider surveys		
9)	Knightdale Park and Ride Lease - TO005-T	\$ 15,968			
Deliverables			Zebulon General Operating Funding Agreement: Bus Operations		
1. Status of executed lease agreement			1)	ZWX Funding - TO003-H	\$ 5,940
2. Utilization of facility (report what is known about utilization on a rolling quarterly basis); if available, measured at each site by applying drive-to access mode percentage to stop ridership based on percentages observed from rider surveys			1. Status of executed lease agreement		
10)	Maintenance of Bus Stops & Park and Ride Facilities - TO005-V	\$ 164,640	2. Utilization of facility (report what is known about utilization on a rolling quarterly basis); if available, measured at each site by applying drive-to access mode percentage to stop ridership based on percentages observed from rider surveys		
Deliverables			Wake County General Operating Funding Agreement: Bus Operations		
General summary of quarterly maintenance and upkeep efforts			1)	Wake County Access Improvements (Call Center, Rural, Elderly & Disabled) - TO005-G	\$ 374,495
Wake Forest General Operating Funding Agreement: Bus Operations			Deliverables		
1)	Wake Forest (Reverse) Loop - TO005-AA	\$ 337,888	1. Revenue hours of service		
Deliverables			2. Ridership		
1. Revenue hours of service			3. Passenger boardings per revenue hour		
2. Ridership			4. Operating cost per passenger boarding		
3. Passenger boardings per revenue hour			5. Farebox recovery		
4. Operating cost per passenger boarding			6. On-time performance		
5. Farebox recovery			Apex General Operating Funding Agreement: Bus Operations		
6. On-time performance			1)	GoApex Route 1 - TO005-BF	\$ 115,000
			Deliverables		
			1. Revenue hours of service		
			2. Ridership		
			3. Passenger boardings per revenue hour		
			4. Operating cost per passenger boarding		
			5. Farebox recovery		
			6. On-time performance		

CAMPO General Operating Funding Agreement: Transit Plan Administration			GoTriangle General Operating Funding Agreement: Transit Plan Administration		
1)	3.0 FTE -Wake Transit Program Manager - TO002-V -Transit Planner - TO002-W -Transit Planning Support Staff and Admin (TPAC Administration) - TO002-L Deliverables 1. Status of hire 2. Quarterly staff highlights (functions, deliverables, or accomplishments – may be provided as single report by project sponsor for all staff)	\$ 409,999	1)	11.1 Positions FTE - (4.5 FTE) - Project Implementation Staff - TO002-AQ - Paralegal - TO002-R - (0.6FTE) Project Implementation Director - TO002-S - (0.5FTE) Wake Transit Coordinator - TO002-T - (2.5FTE) Public Engagement Team- TO002-AT - (0.4FTE) - Performance Data Analyst - TO002-U - (0.6FTE) - Project Manager for Regional Technology Integration - TO002-Y - Service Planner - TO002-A2 Deliverables 1. Status of hire 2. Quarterly staff highlights (functions, deliverables, or accomplishments – may be provided as single report by project sponsor for all staff)	\$ 1,293,774
GoCary General Operating Funding Agreement: Transit Plan Administration					
1)	3.5 FTE -Transportation Analyst - TO002-AC -Transportation Program Coordinator - TO002-AD -(0.5 FTE) Position Upgrade and Reorganization Deputy Transit Administrator - TO002-AE -Capital Projects Coordinator - TO002-N Deliverables 1. Status of hire 2. Quarterly staff highlights (functions, deliverables, or accomplishments – may be provided as single report by project sponsor for all staff)	\$ 492,757	2)	Administrative Expenses (Mileage, Travel, Training, Etc.); Outside Legal Counsel; Satellite Office - TO002-B / TO002-C / TO002-H Deliverables 1. Report on Miscellaneous Administrative Expenses 2. Report on Outside Legal Counsel 3. Report on satellite office	\$ 63,153
2)	Outreach and Marketing - TO002-M Deliverables 1. Project Report	\$ 63,957	3)	Transit Surveys - TO002-F Deliverables 1. Summary reports of completed surveys	\$ 131,328
GoRaleigh General Operating Funding Agreement: Transit Plan Administration			4)	Outreach/Marketing/Communications - TO002-D Deliverables 1. Report on outreach efforts 2. Report on miscellaneous marketing efforts	\$ 165,520
1)	7.0 FTE -Transportation Analyst - TO002-AG - Transit Planner - TO002-AH -Transit Signal Timing Analyst - TO002-AI -Service Planning - T-0002P -Senior Engineer - TO002-AJ -Procurement Analyst - TO002-AO -Transit Planning Analyst - TO002-AP Deliverables 1. Status of hire 2. Quarterly staff highlights (functions, deliverables, or accomplishments – may be provided as single report by project sponsor for all staff)	\$ 946,075	5)	Property Maintenance, Repairs, Appraisals - TO002-I Deliverables 1.Summary of maintenance efforts 2.Report on appraisal activities	\$ 52,591
2)	Transit Office Space Lease - TO002-AS Deliverables 1. Status of executed lease agreement 2. Date of office space occupation 3. General ongoing status update on space utilization	\$ 156,550	6)	Customer Feedback Management System - TO002-J Deliverables 1. Response volume 2."Themes" or common comments	\$ 36,772
			7)	Paratransit Office Space Lease - TO002-AA Deliverables 1. Date of office space occupation 2. General ongoing status update on space utilization	\$ 95,000
			8)	Operations & Maintenance Facility for Passenger Storage - TO002-AL Deliverables 1. Number of shelters, benches, and other transit-related amenities that are stored at the space 2. Cost savings realized by not having to lease or purchase additional space to store and fabricate benches and shelters	\$ 10,000

Tax District Administration General Operating Agreement		
1) 2.5 FTE	\$	335,210
- 1.0 FTE - Financial Oversight Position <i>TO001-A</i> - 1.0 FTE - Budget and Financial Manager <i>TO001-D</i> - 0.5 FTE - Tax District Administrative Assistant <i>TO001-E</i>		
<u>Deliverables</u>		
1. Status of hire		
2. Quarterly staff highlights (functions, deliverables, or accomplishments – may be provided as single report by project sponsor for all staff)		
2) Financial Consulting Work, Audits - <i>TO001-C / TO001-B</i>	\$	153,900
<u>Deliverables</u>		
1. Report on Debt Issuance		
2. Audit Progress		

Special Operating Funding Agreement: Youth GoPass

1) GoRaleigh	\$	206,479
2) GoCary	\$	31,296
3) GoTriangle	\$	50,056

Project ID(s) - TO005-L (1-2-3)

Deliverables

1. Youth Ridership (ages 13-18) - Totals & By Route
2. Number of Passes Provided by Transit Provider
3. Number of Passes Provided by Partner Agency

GoRaleigh **Special** Capital Funding Agreement: Bus Rapid Transit

1)	New Bern Corridor - TC005-A1*	\$ 67,136,000

Deliverables

1. Date of completion of final design phase for the project
2. Date of completion of right-of-way acquisition for the project
3. Date of concurrence for established concurrence points/milestones
4. Date of bid solicitation for construction of facility or for each facility component, if components are contracted separately
5. Date of construction contract execution for the facility or for each facility component, if components are contracted separately
6. General rolling quarterly update of construction progress, including estimates of percent completion of facility or individual components of facility construction
7. Date of completion of construction phase for project
8. Date BRT vehicles are ordered
9. Date BRT vehicles delivered
10. Date of overall project completion

GoTriangle Special Capital Funding Agreement: Capital Planning

1)	ERP System - <i>TC003-D</i>	\$	458,333

Deliverables

1. Date contract entered into with the ERP developer
2. Date ERP system implementation is completed

GoRaleigh Special Capital Funding Agreement: Capital Planning

1) Transit Origin-Destination Study - TC003-O	75,000

Deliverables

1. Date RFP/RFQ released for plan/study
2. Date contract awarded for plan/study
3. Estimation of percent completion of scope on quarterly basis
4. Results and/or recommendations of plan/study

Wake County Special Capital Funding Agreement: Capital Planning	
1) Northeastern MicroTransit Planning Study	\$ 30,000
<u>Deliverables</u>	
1. Date RFP/RFQ released for plan/study	
2. Date contract awarded for plan/study	
3. Estimation of percent completion of scope on quarterly basis	
4. Results and/or recommendations of plan/study	

Apex Special Capital Funding Agreement: Bus Infrastructure	
1) Bus Improvements for GoApex Route 1 - <i>TC002BE</i>	\$ 207,000
<u>Deliverables</u>	
1. Contract award date for site or program of sites	
2. Number of sites with improvements completed/constructed per quarter (on a rolling quarterly basis for multiple sites wrapped into single Work Plan project; as a proportion of total site improvement budget when alternate funding sources apply). If none completed for a quarter, report on the phase (planning, design, right-of-way, etc.) of ongoing site improvements.	

Morrisville Special Capital Funding Agreement: Bus Infrastructure	
1) Bus Stop / Node Improvements for Smart Shuttle - <i>TC002BF</i>	\$ 248,000
<u>Deliverables</u>	
1. Contract award date for site or program of sites	
2. Number of sites with improvements completed/constructed per quarter (on a rolling quarterly basis for multiple sites wrapped into single Work Plan project; as a proportion of total site improvement budget when alternate funding sources apply). If none completed for a quarter, report on the phase (planning, design, right-of-way, etc.) of ongoing site improvements.	

Special Operating Funding Agreement: Web Hosting and Maintenance of Fare Collection Technology

1) GoRaleigh - Web Hosting and Maint of Fare Collection - <i>TO005-U</i>	\$	93,600
GoCary - Maint for Fare Collection - <i>TO005-O</i>	\$	10,250
GoTriangle - Maint for Fare Collection - <i>TO005-Y</i>	\$	50,000

Deliverables

1. Percentage of total trips using mobile ticketing



FY21 DURHAM TRANSIT WORK PLAN



SWG Recommended
June 9, 2020

OVERVIEW

The Triangle Tax District, administered by GoTriangle, manages the funds received for the transit tax districts in Durham, Orange, and Wake counties. Each county's transit tax revenues are governed by a separate plan. The Durham County Transit Plan (Transit Plan) was adopted by the Durham County Board of Commissioners, the GoTriangle Board of Trustees, and the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) in 2017, and was the second installment of a transit plan for Durham County (replacing the Durham Bus and Rail Investment Plan adopted in 2011). Annually, a fiscal year Work Plan is developed to allocate funding for projects identified in the Transit Plan. Per an interlocal agreement adopted by these governing boards in 2013, a staff oversight group, called the Staff Working Group (SWG), reviews projects to be funded through transit tax and recommends a set of projects and funding amounts to the GoTriangle Board of Trustees for approval as part of its annual budget. The list of projects and funding amounts is presented here as the FY21 Durham Transit Work Plan.

The FY21 Durham Transit Work Plan was released for public comment on April 17, 2020. The public comment period ended on May 22, 2020. In addition to comments from the general public, the FY21 Durham Transit Work Plan was brought to the Durham County Board of Commissioners and the DCHC MPO Board in May 2020 for comment and input. A public engagement summary, including all comments received from the general public, is included as an appendix to this Plan.

Tax District Funds are generated from a ½ cent sales tax, two vehicle registration fees (\$7 and \$3, respectively), and a vehicle rental fee. The Tax District has collected revenues since 2013, and has allocated funding since 2014. The services and capital investments funded by the Tax District Fund include:

- Providing greater frequency and more hours on many bus routes;

- Creating new routes to serve growth;
- Making improvements to transit infrastructure such as bus stops, park-and-ride lots, and bicycle and pedestrian infrastructure to improve access to transit; and
- Planning for major transit infrastructure, such as Bus Rapid Transit (BRT) or Commuter Rail Transit (CRT).

Transit Plan funds also support the long-term health of the region's transit systems, providing money to replace an aging fleet. These investments make it easier for residents to move around Durham and the region, support equitable access to jobs and services, and connect our universities, neighborhoods, and employment centers. The investments are modern – they incorporate standards for ADA access and Complete Streets, and with Wifi capacity, buses bring information access to the system's riders.

In FY21, the Durham Transit Tax expects to receive, from all four funding sources combined, just under \$32M. This amount is a downward projection from the originally forecast \$36.5M in January 2020 due to the current public health crisis. Based on a principle of not drawing down from the Durham transit tax reserve in FY21 (the reserve cash and investment as of FY20Q2 stands at approximately \$48M, of which \$13M is committed to FY20 programmed funding), transit agencies that operate in Durham have requested just over \$29.6M in projects. This is a decrease of approximately \$4M in requests from previous draft versions of the Work Plan in order to ensure that all planned project expenditures can be accommodated even if revenues are lower than projected next fiscal year. Should revenues meet projections, about \$2.4M will be allocated to the transit tax fund reserve for Durham County. The financial summary sheet at the end of this narrative shows the specific amounts for revenue and expenditures by category and sponsor.

The Durham Work Plan is divided into two categories: operations and capital. In FY21, one-third (33 percent), approximately \$9.8M, of the funding is

dedicated to operations. This will provide continuation of route improvements for both increased frequency and length of service. GoDurham routes 1, 2, 4, and 8 will see an expansion of service in FY21, as well as full year funding for improvements to routes 5, 10, 12, and 20 that were implemented in January 2020.

Furthermore, fare collection improvements will be installed for transit agencies across the Triangle, including GoDurham and GoTriangle, as a regional procurement contract. The fiscal impacts for the Youth GoPass will be realized across all the regional transit providers that operate a fare service.

Capital improvements in FY21 will focus on developing the Transit Emphasis Corridors (TECs) originally envisioned in the 2017 Transit Plan. TECs are roads that have high transit usage, and the infrastructure improvements to be constructed will enhance the user experience for bus riders as well as provide better access for pedestrians along these corridors. Funding is being made available for the design and engineering work for the Holloway Street and Chapel Hill Road TECs. With design work funded in FY20, funding is available for construction for the Fayetteville Street TEC in FY21. In addition, funding for major improvements at The Village, the second highest bus ridership location in Durham, is included. There is also funding provided for vehicle acquisition, bus stop improvements, and planning for future facilities. Further information on each of these improvements follows.

Several capital projects are multi-year, meaning that further expenditures are expected in future years. The total cost of these projects is shown in the project sheet. The approval of these projects in the FY21 Work Plan or, if necessary, the approval of a material change to the Transit Plan, confirms that the entire budget will be approved in future years. In May 2020 the Durham County Board of Commissioners and the DCHC MPO Board approved material changes to provide multi-year funding for the Chapel Hill TEC (\$10.78M over four years) and Electric Vehicle Acquisition (\$6.4M over two years). However, the exact funding schedule may be subject to change dependent on available revenues in future Work Plans.

REVENUES

The Triangle Tax District administers funds from four different sources:

- ½ cent sales tax
- \$7 vehicle registration fee
- \$3 vehicle registration fee
- Vehicle rental tax

These revenues are used to support the transit activities of the Durham Transit Plan and subsequent Work Plans. A summary of expected revenues is shown in Table 1.

Table 1: Expected Triangle Tax District Revenues for Durham in FY21 by Funding Source

Source	Amount
½ Cent Sales Tax	\$28,539,000
Vehicle Rental Fee	\$1,114,500
\$7 Car Registration Fee	\$16,300,000
\$3 Car Registration Fee	\$699,000
TOTAL FY21 REVENUES	\$31,982,500
Estimated Capital Carryover	11,194,407
TOTAL REVENUE	\$43,176,907

An unfortunate but important reality to note for the FY21 Durham Transit Work Plan is its response to uncertainty regarding revenue collections during the Coronavirus Disease 2019 (COVID-19) health crises, which started in March of 2020. With social distancing and 'stay-at-home' measures to control the spread of COVID-19 imposed on residents statewide, the Durham Transit Work Plan implementation partners are aware that economic activity in the county has slowed immediately and in dramatic fashion. The public transportation sales and use tax collections authorized under Article 43 of the North Carolina General Statutes comprise the greatest share of assumed revenues to fund investments reflected in the Durham Transit Work Plan. While it is known that sales tax and rental

car fee collections to support transit investments have decreased and will likely continue to do so for an indefinite time, uncertainty remains around how much and how long of a decline it will be, as well as the extent of its long-term economic impacts for assumed future-year collections.

The FY21 Durham Transit Work Plan therefore reflects new projects or areas of investment to address uncertainty on revenue. The Plan strives to balance the careful use of taxpayer dollars with thoughtful investment in transit. In order to address concerns about future revenue, several projects have been assigned to an un-budgeted reserve cache (this is shown in the operating and capital budgets on page 10). These projects will be reevaluated for potential investment in the second quarter of FY21 (October – December 2020), by which time revenue data for the period of March – July of 2020 will have been collected. The GoTriangle Board of Trustees, with input from the Durham County Board of Commissioners and the DCHC MPO Board, will authorize the budgeting of each of these projects when revenue data proves that it is prudent to do so.

The reserve projects identified are those that are deemed not to be time sensitive nor involve time-sensitive external grant sources as part of their overall funding mechanism. DCHC MPO, GoTriangle and Durham County will monitor sales tax collections for the period between March and July and analyze the opportunity to minimize the draw-down of un-allocated reserves in FY21. It is anticipated that this data will be available in the second quarter of FY21.

Carryover funds from previous years (fiscal years 2018-2020) are shown in this Work Plan as a forecast of anticipated year-end expenditures. Carryover funds are assumed to be part of a project's funding for the life of the project and are therefore committed to the project when approved as part of a previous Work Plan budget, unless actively removed through an action of the governing board(s). For the sake of comparison, the FY20 adopted budget amounts for each project are shown on the project summary sheet and anticipated

FY20 carryover funds as budgeted in the FY21 Work Plan (see appendix).

Further, with the noted uncertainty regarding current and future revenue collections and their long-term impacts on the ability to deliver future-year projects on previously conceived timelines, the multi-year operating and capital programs included in this Work Plan does reflect a re-balancing of the assumed expenditures based on a high-level review of potential changes in project schedules due to the economic impacts of the COVID-19 pandemic. These multi-year programs serve as an illustrative and tentative prognostication of planned future-year investment that will be reevaluated in the second quarter of FY21 or later when more realistic revenue projections can be developed based on tax collection data acquired during the pandemic and hopefully its subsequent rebound. Project scopes and financial details associated with the future-year projects in these programs will be refined during the annual budgeting process associated with future-year work plans or through work plan amendments.

EXPENDITURES

In FY21, about one-third of expenditures will be spent on operating projects, while the other two-thirds will be spent on capital projects. While projected revenues from the four funding sources are expected to total just under \$32M, projects are budgeted at \$29.6M, leaving \$2.4M of un-allocated reserve that may be applied as a contingency, for additional needs that arise during the year, and/or savings for future major capital projects through inclusion in the reserve fund. Expenditures by agency in FY21 are shown in Table 2 (next page).

Table 2: FY21 Expenditures by Agency*
(operating and capital)

Agency	Amount
DCHC MPO	\$56,750
GoTriangle	12,440,100
Durham County/ACCESS	391,400
City of Durham/GoDurham	16,726,850
TOTAL BUDGETED	29,615,100
Reserved Projects	1,736,500
TOTAL WITH RESERVES	\$31,351,600

* This table does not include funds that were budgeted but not expended in prior years, known as carryover balances, as well as funds for reserve projects that will require additional action to be included in the budget.

Table 3 summarizes total funding spent by type of activity. This is a combination of operating and capital expenditures.

Table 3: FY21 Expenditures by Type of Activity*

Activity	Amount	Percentage
Tax District Administration	\$405,700	1%
Transit Plan Administration	1,826,450	6%
Transit Operations	7,551,200	24%
Transit Infrastructure	\$14,763,750	50%
Vehicle Acquisition	\$3,593,000	12%
Capital Planning	\$1,475,000	5%
TOTAL	\$29,615,100	100%

* This table does not include funds that were budgeted but not expended in prior years, known as carryover balances, as well as funds for reserve projects that will require additional action to be included in the budget.

OPERATING

Per state law, funds from the Triangle Transit Tax cannot be used to supplant funds to existing operations or capital projects from before the time the transit

tax was instituted, except for a portion of vehicle registration fees that can be used to offset increasing cost of existing service (ICES). Therefore, all operations projects, except ICES, are new services or expansions of previously existing services. The descriptions below are only for new operations services or funding for FY21.

ROUTE IMPROVEMENTS

GoDurham will expand service on the following routes:

- Route 1 – Provide 30-minute service on nights and Sundays
- Route 2 – Provide 30-minute service on nights and Sundays
- Route 4 - Provide 30-minute service on nights and Sundays
- Route 8 – Provide 30-minute service on Saturdays

Full-year funding is provided for improvements on routes 5 and 10 that began in FY20.

These improvements will allow for easier transfers for all of these routes, and will provide a better and more reliable service for riders.

FARE COLLECTIONS

Two major changes to fare collections are addressed in FY21. First, all bus systems throughout the Triangle are being updated to allow for mobile fare ticketing. This will allow passengers to pay fares and obtain passes on their smartphone, allowing for easier access for many riders and faster boardings, which will allow buses to run their routes faster. The amounts budgeted in the FY21 Durham Transit Work Plan funds this for GoDurham, GoDurham ACCESS, and Durham County's portion of GoTriangle services.

The Youth GoPass was first offered in 2018, and allows youth aged 13 through 18 to ride GoDurham

and GoTriangle buses for free. While this is a valuable service, the loss of fare revenues for the transit agencies has not been realized in the budget. Since this is a new service begun since 2013, it is eligible for reimbursement from the transit tax. The amounts shown in the Work Plan are to address the decrease in fare revenue from implementation of the Youth GoPass.

ADMINISTRATION

While the overall amount for administrative costs at GoTriangle and DCHC MPO are not changing significantly, the number of line items has increased to provide more transparency for what these administrative costs are being spent on. Tax district administration remains housed at GoTriangle, while SWG administration remains part of the DCHC MPO, with those administrative costs split equally between Durham and Orange counties.

TRANSPORTATION ALTERNATIVES

In 2019, service that was originally planned as fixed-route for northern Durham County was repurposed as a vanpool service due to lack of projected demand in the northern extent of Durham County. Those funds were then broadened to be able to provide service to various locations of high employment concentration in the county that do not currently have fixed route service, such as the many companies within Research Triangle Park, Treyburn Industrial Park, etc. In addition to employment locations, service will also be targeted to Durham Technical Community College, including the Northern Campus, in order to provide opportunities for job training and education. The format of this service has yet to be determined, options include vanpool, microtransit, car sharing subsidies, or other options that will fit the needs of the riders. Funding began for this service in 2020; however, the COVID-19 pandemic and the difficulties with providing these types of services and maintaining social distancing have hindered implementation.

SENIOR FOOD SHUTTLE

Thousands of seniors in Durham are at risk of food insecurity. End Hunger Durham has surveyed several low income senior housing complexes and reported that up to 44 percent of the residents skip meals for lack of adequate transportation to get to a grocery store or food pantry. This project was piloted in 2020 and would provide approximately four hours of fare-free service per day connecting selected senior housing complexes (Morning Glory, Hosier Mill, Oldham Towers, J.J. Henderson and Forest Hill Heights) to grocery stores and food pantries. The request for FY21 is to provide a full year of funding for the service.

CAPITAL

Just over two-thirds of the budget in the FY21 Work Plan is dedicated to capital projects. The bulk of FY21 new spending is for Transit Emphasis Corridors (TECs) and bus stop improvements.

TRANSIT EMPHASIS CORRIDORS

Durham has identified three TECs as part of its Transit Plan: Holloway Street, Fayetteville Street, and Chapel Hill Road. TECs are improvements to the physical street infrastructure allowing pedestrians to better access bus stops (such as sidewalks, crosswalks, signage, etc.), as well as improvements to the stops themselves (shelters, pads, lighting, etc.). This provides safer and easier access for riders and can result in fewer delays for buses and better on-time performance.

In the 2017 Durham County Transit Plan, a total of \$2.6M was set aside for all three TECs combined. However, that amount of funding will not be enough to support the design, engineering, any necessary right-of-way acquisition, and construction for all three TECs. Therefore, while the Holloway Street and Chapel Hill Road TECs are funded for design and engineering in FY21, additional phases for those projects will need approvals from all three governing boards. In May 2020, the Durham Board of County Commissioners

and the DCHC MPO Board approved a material change to the 2017 Durham County Transit Plan to fully fund the Fayetteville Street TEC through construction over multiple years, as well as expand the scope of the project so that it encompasses Fayetteville Street from Lakewood Avenue to Riddle Road. The FY21 Work Plan provides \$2M to complete design and engineering on the project and begin construction.

BUS STOP IMPROVEMENTS

Bus stops have been a major impetus of transit capital improvements since the discontinuation of light rail. Nearly \$1.8M was budgeted in FY20 for improvements to stops for GoDurham and GoTriangle. GoDurham will continue its ramp up of bus stop improvements, in which 50 were designed and ten constructed in FY20. At least an additional 50 stops will be designed in FY21, with construction funding available for construction of the remaining 40 that were designed the previous year. In addition to the regular stop improvements, \$100,000 is budgeted for Tactical Transit Amenities, which are quick installations of bus stop amenities, such as benches, for locations that do not warrant a full-scale improvement that necessitates a formal design.

In addition to the GoDurham improvements, GoTriangle plans to use \$1M to design and construct improvements to its bus stops that serve a high volume of passengers and are greater safety concerns due to being located on high-speed roadways. Improvements could include, but are not limited to, construction of bus stop ADA pads, shelters, benches, bus pullouts and appropriate tapers, sidewalk, curb and gutter, curb ramps, crosswalks, pedestrian median refuge islands, appropriate safety signage, pedestrian signal heads and complimentary traffic signal modifications, and other complimentary or supporting roadway modifications.

BUS STOP ACCESS IMPROVEMENTS

Bus stops have been a major impetus of transit capital improvements since the discontinuation of light rail. Nearly \$1.8M was budgeted in FY20 for improvements

to stops for GoDurham and GoTriangle. GoDurham will continue its ramp up of bus stop improvements. By March 2020, construction was completed at 19 GoDurham bus stop locations. Construction on 11 more stops and design of an additional 42 is scheduled to be underway by June 2020. Funding is proposed in FY21 to continue a pipeline of design and construction of GoDurham bus stop improvements at 50 locations per year.

In addition to the regular stop improvements, \$100,000 is budgeted for Tactical Transit Amenities, which are quick installations of bus stop amenities, such as benches and solar lighting, for locations that are not scheduled for full-scale improvements that necessitate a formal design.

VILLAGE TRANSIT CENTER

An additional \$268,000 is provided in the FY21 Work Plan to complete improvements around the Village Transit Center in East Durham. The Village is the second-highest GoDurham ridership location, only behind the downtown Durham Station. This project will install sidewalks that will tie in to the sidewalks being constructed on Raynor Street, with additional transit amenities such as shelters and benches. Improvements will be made along Raynor Street on both sides of Miami Boulevard.

BUS SPEED AND RELIABILITY

The most popular criticism of current bus service in Durham is the reliability of buses to be on time. This funding will be used to construct improvements to the roadway in locations where buses experience delays, are required to travel slowly, have safety concerns, conflicts with other vehicles or infrastructure. These improvements can include installation of signage, pavement markings, flexible delineator posts, or equipment needed for vehicles, traffic signals, curb changes, or other infrastructure to enable improved bus performance. Efforts will be coordinated with other projects, such as TEC planning, roadway resurfacing, transit center improvements, access to transit for

pedestrians and other users, and other vehicle and roadway projects.

VEHICLE ACQUISITION

In anticipation of the update to the Durham County Transit Plan, additional expansion vehicles will be needed to provide new peak service. Purchase of electric buses is now GoDurham's preferred option because the City of Durham adopted a resolution endorsing the development of a fundable action plan toward a road map to carbon neutrality in City operations by 2040. The vehicles will be deployed to new service to address crowded trips on the GoDurham system that reduce comfort, speed, and reliability of the system.

Ordering in FY21 will ensure vehicles are delivered and additional charging infrastructure is in place upon implementation of expanded service.

GoTriangle implemented a level buying bus acquisition strategy that will replace 1/12th of the fleet per year. The strategy includes approximately 10 vehicle re-powers annually with an ultimate goal of having an average fleet age of six years. Based on current knowledge of the GoTriangle fleet size starting in FY21, there is an urgent need to replace expansion service provided in Durham since 2013. The addition of routes has added to the wear and tear of the current fleet at an accelerated rate. This project will allow GoTriangle to maintain the current fleet size with meeting the goal of reliable transportation for the residents within the County.

GoDURHAM CAD/AVL

This project will cover the one-time cost associated with the purchase and installation of Computer-Aided Dispatch/Automated Vehicle Location (CAD/AVL) technology for GoDurham buses. This project aligns with the recommendations of the Regional Technology Plan, which was developed by the regional partners to ensure that they would optimize future technology investments. This project will:

- Integrate daily operations to efficiently schedule work;
- Automate management of vehicles to effectively coordinate preventative maintenance and repair work;
- Provide continuous real-time data output for direct input into public-facing real-time passenger information systems (including Google Maps);
- Integrate real-time passenger information signs at Durham Station and 13 high-boarding locations;
- Allow real-time communication to riders about detours and system alerts;
- Supply real-time vehicle performance data to identify issues before they occur; and
- Create and manage automated ADA-compliant announcements for passengers.

COMMUTER RAIL

In fiscal year 2020, the Durham County Board of Commissioners, the DCHC MPO Board, and the GoTriangle Board of Trustees approved the authorization of \$2.7M from the Durham Transit Tax Fund towards the continued study of a commuter rail system linking Durham to Research Triangle Park (RTP), Morrisville, Cary, Raleigh, Garner, and Clayton. Those funds will be carried over into fiscal year 2021, which is when the bulk of the work for this phase of commuter rail study will be conducted.

Previous studies had concluded that viable options for commuter rail for Durham, Wake, and Johnston counties exist, and can score well enough to receive federal funding, which is necessary for the project to be constructed. The next phase of study for commuter rail will look at operational needs and constraints, as well as develop more complete cost estimations. Included in this phase of study is modelling of rail traffic to better understand how a commuter rail system would best operate within the North Carolina Railroad (NCRR) corridor, and how it would share tracks with existing freight and Amtrak service. This phase of study

is expected to take approximately 12-18 months to complete, and results should be available no later than the end of 2021.

SURVEY AND PLANNING PROJECTS

GoTriangle plans to undertake three projects in FY21 that will prepare the region for future transit needs:

- A Transit Facilities Study to assess the existing facility space, capacity, and work-flow efficiency of the Fay Street bus garage. This study will also propose upgrades at the Fay Street site, including electric vehicle requirements, procurement strategies, asset management, and identify when a new facility may be required along with high-level cost estimates. This study will also include the feasibility and conceptual design for improvements to Durham Station to create better and more direct pedestrian access ways, increase walkway widths, waiting areas, seating adjacent to bus bays, overhead shelters, and assess electric vehicle needs. It will also include elements of a larger GoTriangle fleet and facilities plan including possible relocation and/or expansion of the Nelson Road Bus Operations and Maintenance Facility (BOMF). The goal is to conduct a coordinated regional maintenance, storage, and charging station facility study. The study will also include a regional electric bus charging infrastructure needs assessment. Finally, the study will include site selection and conceptual design for Durham park and rides as well as transfer points where future crosstown routes intersect with routes serving Durham Station.
- An On-board Origin-Destination Survey to understand transit travel behavior and produce data available for analysis about transit travel markets. This information is an essential input into regional and FTA travel models, which influences the success of GoTriangle's submissions to the FTA's Capital Improvement Grants (CIG) program and the state's SPOT process. The last on-board survey in Durham was conducted in 2014. These

surveys would also be done in Orange and Wake counties for greater efficiency.

- A Durham Bus Plan to be conducted after the development of the Durham Transit Plan. Additional work will be needed to further refine the bus service concepts and associated capital facilities required in Durham County. In addition, GoTriangle will need to put together a separate, consolidated Short Range Transit Plan that includes the service adjustments envisioned in updates to all three County plans (Durham, Orange, and Wake).

REIMBURSEMENT OF FEDERAL INTEREST FOR REAL PROPERTY

In FY21, \$2.9M is set aside to address required payments to the Federal Transit Administration (FTA) regarding real property acquired in 2004 and 2005 as part of a regional rail project that did not advance. Until recently, the Federal Transit Administration allowed GoTriangle to retain these properties for commuter rail and light rail without reimbursing the federal interest. However, the FTA is now requesting that the federal interest in the properties be returned. Of the \$2.9M, the FTA has agreed to delay the payment of \$600,000 to later in the fiscal year to accommodate lower revenue expectations.

Durham Transit Work Plan - FY20 Adopted/FY 21 Base Requests						
Durham Workplan - Operating						
Agency				FY 20 Adopted	FY 2021 Submission	Notes
DCHC MPO				\$55,364	\$56,750	
GoTriangle				\$3,439,966	\$3,620,100	
Durham County / Access				\$383,329	\$391,400	
Durham / GoDurham				\$3,206,173	\$5,715,100	
Total Operating (Agency)				\$7,084,832	\$9,783,350	
Category				FY 20 Adopted	FY 2021 Submission	
Tax District Administration				\$85,300	\$405,700	
Transit Plan Administration				\$2,068,611	\$1,826,450	
Transit Operations				\$4,930,921	\$7,551,200	
Total Operating (Appropriation Category)				\$7,084,832	\$9,783,350	
Total Operating				\$7,084,832	\$9,783,350	
Total Capital				\$13,757,114	\$19,831,750	
TOTAL Durham Workplan				\$20,841,946	\$29,615,100	
Agency	Workplan Project ID	Project	Category	FY 20 Adopted	FY 2021 Submission	Notes
DCHC MPO	19MPO_AD1	Staff Working Group Administrator	Transit Plan Administration	55,364	56,750	
GoTriangle	21GOTAD1	Tax District Administration - Financial Oversight Staff	Tax District Administration	-	125,700	Renamed
GoTriangle	21GOTAD11	Tax District Administration - Financial Oversight - Support Services (D)	Tax District Administration	-	280,000	Renamed
GoTriangle	21GOTAD2	Transit Plan Administration - Program Management Staff	Transit Plan Administration	-	131,100	Renamed
GoTriangle	21GOTAD3	Transit Plan Administration - Project Implementation Staff	Transit Plan Administration	-	465,600	Renamed
GoTriangle	21GOTAD13	TPA - Transit Planning - Support Services	Transit Plan Administration	-	30,000	Renamed
GoTriangle	21GOTAD14	TPA - Performance Data Processing and Visualization Tool	Transit Plan Administration	75,000	117,900	Renamed
GoTriangle	21GOTAD4	TPA - Legal and Real Estate - Support Staff	Transit Plan Administration	-	391,800	Renamed
GoTriangle	21GOTAD5	TPA - Marketing , Communication and PE - Support Staff	Transit Plan Administration	-	189,700	Renamed
GoTriangle	21GOTAD12	TPA - Marketing, Communication and PE - Support Services	Transit Plan Administration	-	70,000	Renamed
GoTriangle	21GOTAD6	TPA - Regional Technology and Administration - Support Staff	Transit Plan Administration	-	72,700	Renamed
GoTriangle	18GOTAD10	Customer Surveys (GoTriangle and GoDurham)	Transit Plan Administration	74,235	100,000	Renamed
GoTriangle	20GOT_TS1	Route 700 Improvements	Transit Operations	365,577	406,800	
GoTriangle	20GOT_TS2	Route 800 Improvements	Transit Operations	422,915	381,200	
GoTriangle	20GOT_TS3	Route 400 Improvements	Transit Operations	349,452	326,700	
GoTriangle	20GOT_TS5	Route ODX - Orange-Durham Express	Transit Operations	157,210	178,500	
GoTriangle	20GOT_TS7	Route DRX Improvements	Transit Operations	181,117	245,100	
GoTriangle	19GOT_TS8	Paratransit expansion	Transit Operations	27,472	39,500	
GoTriangle	20GOT_TS9	Route 405 Improvements	Transit Operations	33,675	20,600	
GoTriangle	21GOTOO2	Fare Collection Improvements (D)	Transit Operations	-	22,500	NEW
GoTriangle	21GOTOO1	Youth GoPass	Transit Operations	-	24,700	NEW
GoTriangle	19GOT_AD1 [Discontinued ID / revis	.25 FTE for Tax District Admin	Tax District Administration	22,350	-	Replaced
GoTriangle	20GOT_AD1 [Discontinued ID / revis	.5 FTE for Sr. Financial Analyst	Tax District Administration	62,950	-	Replaced
GoTriangle	20GOT_AD2 [Discontinued ID / revis	Support Services	Transit Plan Administration	1,556,762	-	Replaced
GoTriangle	20GOT_AD3 [Discontinued ID / revis	Support - Consultant	Transit Plan Administration	111,250	-	Replaced
Durham County / Access	20DCO_AD1	1 FTE - oversight / management of the Durham transit plan	Transit Plan Administration	196,000	200,900	
Durham County / Access	19DCO_TS1	Durham County Access service	Transit Operations	187,329	190,500	
Durham / GoDurham	18DCI_TS1	Route 5 Improvements	Transit Operations	680,049	1,066,000	
Durham / GoDurham	18DCI_TS2	Route 10 Improvements	Transit Operations	490,582	798,100	
Durham / GoDurham	20DCI_TS4	Route 12 Improvements	Transit Operations	324,785	528,400	
Durham / GoDurham	18DCI_TS6	Route 20 - New Commuter Service	Transit Operations	269,875	305,800	
Durham / GoDurham	18DCI_TS7	System-Wide - Later Sunday Service	Transit Operations	170,510	228,100	
Durham / GoDurham	18DCI_TS8	System-Wide - New Year's Eve Service	Transit Operations	7,480	10,000	
Durham / GoDurham	18DCI_TS9	Increased Cost of Existing Services	Transit Operations	815,217	815,200	
Durham / GoDurham	20DCI_TS10	Food access for Seniors - Pilot Route	Transit Operations	18,870	58,000	
Durham / GoDurham	20DCI_TS11	Durham Transportation Alternatives	Transit Operations	66,960	68,600	
Durham / GoDurham	20DCITS12	Route 2 Improvements	Transit Operations	140,420	924,800	NEW
Durham / GoDurham	21DCITS1	Route 1 Improvements	Transit Operations	-	248,900	NEW
Durham / GoDurham	21DCITS2	Route 4 Improvements	Transit Operations	-	248,900	NEW
Durham / GoDurham	21DCITS3	Route 8 Improvements	Transit Operations	-	75,400	NEW
Durham / GoDurham	21DCIOO1	Youth GoPass	Transit Operations	-	88,900	NEW
Durham / GoDurham	21DCIOO2	Fare Collection Improvements	Transit Operations	-	250,000	NEW
Durham / GoDurham	18DCI_TS3 - [Discontinued ID / revis	Route 3 - Tripper for Crowding Relief	Transit Operations	37,400	-	Replaced
Durham / GoDurham	18DCI_TS4 - [Discontinued ID / revis	Route 12 & 14 - Frequency Improvements	Transit Operations	-	-	Replaced
Durham / GoDurham	18DCI_TS5 - [Discontinued ID / revis	Route 15 - Span Improvements	Transit Operations	184,025	-	Replaced
Total Operating By Project			-	7,084,832	9,783,350	
				FY 20 Adopted	FY 2021 Submission	
					1,884,100	NEW

¹ Total Operating allocation includes reserve budget allocation for 21GOTAD05

Durham Transit Work Plan - FY20 Adopted/FY 21 Base Requests

Durham Workplan - Capital

<u>Agency</u>	<u>FY 20 Adopted</u>	<u>FY 20 Estimated Carryover</u>	<u>FY 2021 Submission</u>	<u>FY 2021 Reserve</u>	<u>Notes</u>
DCHC MPO	\$750,000	\$747,000	\$0	\$0	
GoTriangle	\$9,201,659	\$7,755,582	\$8,820,000	\$662,500	
Durham County / Access	\$541,333	\$25,820	\$0	\$0	
Durham / GoDurham	\$3,264,122	\$2,666,006	\$11,011,750	\$1,074,000	
Total Capital (Agency)	\$13,757,114	\$11,194,407	\$19,831,750		
<u>Category</u>	<u>FY 20 Adopted</u>	<u>FY 20 Estimated Carryover</u>	<u>FY 2021 Submission</u>	<u>FY 2021 Reserve</u>	
Transit Infrastructure	\$6,073,648	\$5,202,983	\$14,763,750	\$600,000	
Vehicle Acquisition	\$614,183	\$98,670	\$3,593,000	\$1,074,000	
BRT	\$0	\$0	\$0	\$0	
LRT	\$2,347,472	\$1,598,125	\$0	\$0	
CRT	\$3,065,373	\$2,734,322	\$0	\$0	
Capital Planning	\$906,438	\$813,307	\$1,475,000	\$62,500	
Transit Plan Development	\$750,000	\$747,000	\$0	\$0	
Total Capital (Appropriation Category)	\$13,757,114	\$11,194,407	\$19,831,750	\$1,736,500	
Total Operating	\$7,084,832		\$9,783,350		
Total Capital	\$13,757,114		\$19,831,750		
TOTAL Durham Workplan	\$20,841,946		\$29,615,100		

<u>Agency</u>	<u>Workplan Project ID</u>	<u>Project</u>	<u>Category</u>	<u>FY 20 Adopted</u>	<u>FY 20 Estimated Carryover</u>	<u>FY 2021 Submission</u>	<u>FY 2021 Reserve</u>	<u>Notes</u>
DCHC MPO	20MPO_AD1	Transit Plan Update	Transit Plan Development	750,000	747,000	-		FY20Q4 carryover
GoTriangle	19GOT_CO1	ERP System - Transit Plan	Capital Planning	906,438	813,307	-		FY20Q4 carryover
GoTriangle	19GOT_CO2	Commuter Rail Project Development	CRT	3,065,373	2,734,322	-		FY20Q4 carryover
GoTriangle	20GOT_CD1	Light Rail Transit	LRT	2,347,472	1,598,125	-		FY20Q4 carryover
GoTriangle	18GOT_CD2	Southpoint Transit Center	Transit Infrastructure	426,376	409,750	-		FY20Q4 carryover
GoTriangle	18GOT_CD4	Patterson Place Improvements	Transit Infrastructure	183,000	160,848	-		FY20Q4 carryover
GoTriangle	18GOTCD7	Bus Stop Improvements (Durham County)	Transit Infrastructure	257,000	257,000	-		FY20Q4 carryover
GoTriangle	19GOT_CD1	RTC Facility Feasibility Study - Durham	Transit Infrastructure	125,000	73,528	-		FY20Q4 carryover
GoTriangle	20GOTCD2	GoD (Better) Bus Stop Improvements	Transit Infrastructure	1,529,000	1,348,502	2,500,000		FY20Q4 carryover
GoTriangle	20GOTCD3	Tactical Transit Amenities	Transit Infrastructure	50,000	48,200	100,000		FY20Q4 carryover
GoTriangle	20GOT_CD4	Mobile Ticket Validators - Durham share	Transit Infrastructure	62,000	62,000	-		FY20 Expense
GoTriangle	20GOT_CD5	Phase1 GoDurham bus stop closeout (GoTriangle)	Transit Infrastructure	250,000	250,000	-		NEW
GoTriangle	21GOTVP1	Vehicle acquisition and replacement	Vehicle Acquisition	-	-	1,445,000		NEW
GoTriangle	21GOTCD1	Reimbursement of federal interest for real property	Transit Infrastructure	-	-	2,300,000	600,000	NEW
GoTriangle	21GOTCD2	Priority Bus Stop Safety Improvements	Transit Infrastructure	-	-	1,000,000		NEW
GoTriangle	21GOTCO1	Origin Destination Survey	Capital Planning	-	-	500,000		NEW
GoTriangle	21GOTCO2	Durham Bus Plan	Capital Planning	-	-	-	62,500	NEW
GoTriangle	21GOTCO3	Transit Facilities Study	Capital Planning	-	-	975,000		NEW
Durham County / Access	19DCO_VP1	Durham County ACCESS Vehicle Purchases	Vehicle Acquisition	191,333	-	-		FY20 Expense
Durham County / Access	20DCO_VP2	Durham County Access Vehicle Purchases	Vehicle Acquisition	350,000	25,820	-		FY20Q4 carryover
Durham / GoDurham	20DCI_VP01	GoDurham Vehicle Purchases	Vehicle Acquisition	72,850	72,850	-		FY20Q4 carryover
Durham / GoDurham	20DCI_CD03	Mobile Ticketing Validators	Transit Infrastructure	235,000	235,000	-		FY20Q4 carryover
Durham / GoDurham	18DCI_CD01	Holloway Street Transit Emphasis Corridor	Transit Infrastructure	70,000	70,000	1,660,000		FY20Q4 carryover
Durham / GoDurham	18DCI_CD02	Fayetteville Street Transit Emphasis Corridor	Transit Infrastructure	980,000	980,000	2,000,000		FY20Q4 carryover
Durham / GoDurham	18DCI_CD04	GoDurham Bus Stop Improvements	Transit Infrastructure	783,570	246,602	-		FY20Q4 carryover
Durham / GoDurham	18DCI_CD05	Village Transit Center	Transit Infrastructure	201,502	183,486	268,500		FY20Q4 carryover
Durham / GoDurham	20DCI_CD01	Chapel Hill Road Transit Emphasis Corridor	Transit Infrastructure	96,200	53,068	790,250		FY20Q4 carryover
Durham / GoDurham	20DCI_CD2	Bus Stop Access Improvements	Transit Infrastructure	125,000	125,000	1,125,000		FY20Q4 carryover
Durham / GoDurham	20DCI_CD4	Southpoint Transit Center - Increase in scope allocation	Transit Infrastructure	200,000	200,000	-		FY20Q4 carryover
Durham / GoDurham	20DCI_CD5	Bus Speed and Reliability	Transit Infrastructure	500,000	500,000	1,500,000		FY20Q4 carryover
Durham / GoDurham	21DCIVP2	Electric Vehicle Acquisition	Vehicle Acquisition	-	-	2,148,000	1,074,000	NEW
Durham / GoDurham	21DCICD1	GoDurham CAD/AVL	Transit Infrastructure	-	-	1,500,000		NEW
Durham / GoDurham	21DCICD2	Durham Station Landscaping	Transit Infrastructure	-	-	20,000		NEW
Total Capital By Project				13,757,114	11,194,407	19,831,750	1,736,500	-
				FY 20 Adopted	FY 20 Estimated Carryover	FY 2021 Submission		
				250,000	250,000	9,888,000		NEW
				-	-	-		Transfer to FY21
				13,253,781	10,882,407	9,943,750		FY20Q4 carryover
				253,333	62,000	-		FY20 Expense
				-	-	-		Discontinued
				13,757,114	11,194,407	9,943,750		Total

Triangle Transit Tax District: Durham County

FY21 Triangle Tax District:	
Revenues	
Tax District Revenues	
Article 43 Half-Cent Sales and Use Tax	\$ 28,539,000
Article 50 Five-Percent Vehicle Rental Tax	\$ 1,114,500
Article 51 Three-Dollar Increase to Regional Vehicle Registration Fee	\$ 699,000
Article 52 Seven-Dollar County Vehicle Registration Fee	\$ 1,630,000
Prior Year Capital Carryover - Estimate	\$ 11,194,407
Total Revenues	\$ 43,176,907
Expenditures	
Tax District Administration	
Staff Costs	\$ 125,700
Support Services	\$ 280,000
Transit Plan Administration	
DCHC MPO	\$ 56,750
GoTriangle	\$ 1,568,800
Durham County	\$ 200,900
Transit Operations	
GoTriangle	\$ 1,645,600
Durham County / Access	\$ 190,500
Durham / GoDurham	\$ 5,715,100
Total Operating Allocation	\$ 9,783,350
Transit Infrastructure	
GoTriangle	\$ 5,900,000
Durham / GoDurham	\$ 8,863,750
Vehicle Acquisition	
GoTriangle	\$ 1,445,000
Durham / GoDurham	\$ 2,148,000
Capital Planning	
GoTriangle	\$ 1,475,000
Total Capital Allocation	\$ 19,831,750
Prior Year Capital Carryover - Estimate	\$ 11,194,407
Total Capital Allocation (including prior year carryover)	\$ 31,026,157
Unallocated - Reserve	\$ 2,367,400
Total Expenditures*	\$ 43,176,907
Revenues over Expenditures	\$ -

* NOTE:

¹ Total Operating allocation includes reserve budget allocation for 21GOTAD05

² Total Capital allocation does not include \$1,736,500 reserve allocation

Triangle Tax District --- Durham Capital
CAPITAL EXPENDITURES, CARRYOVER ESTIMATES

DURHAM COUNTY			Durham Budget	Durham Actuals Q1	Durham Actuals Q2	Durham Actuals Q3	Durham Estimates Q4*	Durham YTD Total	Durham Budget Carryover to FY21 (Estimate June 9, 2020)
Vehicle Purchase									
GoDurham	20DCI_VP1	Vehicle Purchases	\$ 72,850	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 72,850
Durham County Access	19DCO_VP1	Vehicle Purchases	\$ 191,333	\$ -	\$ -	\$ -	\$ 193,169	\$ 193,169	\$ (1,836)
Durham County Access	20DCO_VP2	Vehicle Purchases	\$ 350,000	\$ -	\$ -	\$ 322,344	\$ -	\$ 322,344	\$ 27,656
Total Vehicle Purchase			\$ 614,183	\$ -	\$ -	\$ 322,344	\$ 193,169	\$ 515,513	\$ 98,670
Transit Infrastructure									
City of Durham/GoDurham	18DCI_CD5	Village Transit Center	\$ 201,502	\$ -	\$ 18,017	\$ -	\$ -	\$ 18,017	\$ 183,486
City of Durham	20DCI_CD1	Chapel Hill TEC	\$ 96,200	\$ 8,492	\$ 3,099	\$ 11,205	\$ 20,336	\$ 43,132	\$ 53,068
City of Durham	18DCI_CD2	Holloway St Transit Emphasis Corridor	\$ 70,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 70,000
City of Durham	18DCI_CD1	Fayetteville St Transit Emphasis Corridor	\$ 980,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 980,000
City of Durham	20DCI_CD2	GoD (Better) Bus stop access improvement	\$ 125,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 125,000
City of Durham	20DCI_CD4	Southpoint Transit Center -1 (City Share)	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000
City of Durham	20DCI_CD5	Bus Speed Reliability Improvement	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000
GoDurham	18DCI_CD4	GoD (Better) Bus Stop Improvements	\$ 783,570	\$ -	\$ -	\$ 536,968	\$ -	\$ 536,968	\$ 246,602
GoDurham	20DCI_CD2	Mobile Ticketing Validators	\$ 235,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 235,000
GoTriangle	20DCI_CD3	Southpoint Transit Center -1	\$ 426,376	\$ -	\$ 7,063	\$ 9,563	\$ -	\$ 16,626	\$ 409,750
GoTriangle	18GOT_CD2	Patterson Place Improvements - 1	\$ 183,000	\$ -	\$ -	\$ 2,500	\$ 19,652	\$ 22,152	\$ 160,848
GoTriangle	18GOT_CD4	GoT Bus Stop Improvements (Durham County)	\$ 257,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 257,000
GoTriangle	19GOT_CO2	Durham-Wake Commuter Rail	\$ 3,065,373	\$ -	\$ 113,382	\$ 161,346	\$ 56,323	\$ 331,051	\$ 2,734,322
GoTriangle	19GOT_CD1	RTC Feasibility Study	\$ 125,000	\$ -	\$ 12,113	\$ 19,986	\$ 19,373	\$ 51,472	\$ 73,528
GoTriangle (GoD)	20GOT_CD2	GoD (Better) Bus Stop Improvements	\$ 1,529,000	\$ -	\$ -	\$ 53,768	\$ 126,731	\$ 180,499	\$ 1,348,502
GoTriangle	20GOT_CD3	Tactical Transit Amenities	\$ 50,000	\$ -	\$ -	\$ -	\$ 1,800	\$ 1,800	\$ 48,200
GoTriangle	20GOT_CD4	Mobile Ticket Validators - Durham share	\$ 62,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 62,000
GoTriangle	20GOT_CD5	Phase1 GoDurham bus stop closeout (GoTriangle)	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250,000
Total Transit Infrastructure			\$ 9,139,021	\$ 8,492	\$ 153,674	\$ 795,336	\$ 244,214	\$ 1,201,716	\$ 7,937,305
Capital - Other									
GoTriangle	19GOT_CO1	ERP - Phase 1 / Phase 2 / Phase 3 implementation	\$ 906,438	\$ 9,263	\$ 12,218	\$ 52,649	\$ 19,001	\$ 93,131	\$ 813,307
DCHC MPO	20MPO_AD2	Planning for new Transit Plan	\$ 750,000	\$ -	\$ 3,000	\$ -	\$ -	\$ 3,000	\$ 747,000
Total Capital - Other			\$ 1,656,438	\$ 9,263	\$ 15,218	\$ 52,649	\$ 19,001	\$ 96,131	\$ 1,560,307
DOLRT Wind-Down									
GoTriangle	20GOT_CD1	DOLRT Wind-Down	\$ 2,347,472	\$ 163,498	\$ 94,901	\$ 396,047	\$ 94,900	\$ 749,346	\$ 1,598,125
Total DOLRT Wind-Down			\$ 2,347,472	\$ 163,498	\$ 94,901	\$ 396,047	\$ 94,900	\$ 749,346	\$ 1,598,125
Total Capital Expenditures			\$ 13,757,113	\$ 181,253	\$ 263,793	\$ 1,566,377	\$ 551,284	\$ 2,562,706	\$ 11,194,407

* FY20 Q4 Estimates will be reconciled based on actuals reimbursements at the end of the financial year. Estimates as of May 31, 2020

**DCHC MPO - Durham County
Summary of Project Requests**

OPERATING

Summary of Project Requests (Administration and Operations)		Authorized Appropriation		Requested Appropriation	
		FY20		FY21	
19MPO_AD1	Staff Working Group Administrator	\$	55,364	\$	56,750

Total Operating Requests		\$	55,364	\$	56,750

CAPITAL

Summary of Project Requests (Capital)		Authorized Appropriation		Requested Appropriation	
		FY20		FY21	
20MPO_AD1	Transit Plan Update	\$	750,000	\$	-

Total Capital Requests		\$	750,000	\$	-

Total Requested		\$	805,364	\$	56,750

= New project request - (Highlight in Blue)

Total Operating (Agency)

Tax District Administration	\$0	\$0
Transit Plan Administration	\$55,364	\$56,750
Transit Operations	\$0	\$0

FY2021 Transit Plan Allocation

LESS: Total Requested	\$55,364	\$56,750
Transit Plan Allocation Remaining (shortfall)	55,364.00	56,750.00

Total Capital (Agency)

Transit Infrastructure	\$0	\$0
Vehicle Acquisition	\$0	\$0
BRT	\$0	\$0
LRT	\$0	\$0
CRT	\$0	\$0
Capital Planning	\$0	\$0
Transit Plan Development	\$750,000	\$0

FY2021 Transit Plan Allocation

LESS: Total Requested	\$750,000	\$0
Transit Plan Allocation Remaining (shortfall)	750,000.00	-

Unique Project ID#		Triangle Tax District Durham Transit Work Plan Project Request Form Transit Services	FY START DATE	7/1/2019
19MPO_AD1			FY 2021	
Unique Request ID: [FY Project Start year]	19			
[Three letter Agency]	MPO			
[Project Type]	AD			
[Unique Number]	001			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Staff Working Group Administrator	DCHC MPO	Felix Nwoko	Current Year	\$ 56,750
Estimated Start Date	Estimated Completion	Notes		
January 1, 2018	June 30, 1945	Completion date is same as end date for current approved county transit plans.		
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
The SWG Administrator is a highly responsible position that will lead the implementation efforts of the Durham and Orange County Transit Plans through coordination of the SWGs. The current project costs estimated till FY24 (6 year period), however FTE costs are assumed to continue to the approved period for the county transit plans (2045).				

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
DCHC MPO	Durham County and Orange County	Coordination and implementation of county transit plans.

Project Monitoring Details

Finance Estimates

Revenue							
Tax Revenue	FY19	FY20	FY21	FY22	FY23	FY24	Total
Durham - Orange County Tax Revenue	26,850	55,364	56,750	58,150	59,600	61,100	317,814
Other Revenue							
Federal							-
State							-
Local	26,850	55,364	56,750	58,150	59,600	61,100	317,814
Subtotal Other	26,850	55,364	56,750	58,150	59,600	61,100	317,814
TOTAL REVENUE	53,700	110,728	113,500	116,300	119,200	122,200	635,628

Transit Operations: Estimated appropriations to support expenses.

Cost Break Down of Project Request							
OPERATING COSTS	FY19	FY20	FY21	FY22	FY23	FY24	Total
Growth Factors		2.50%	2.50%	2.50%	2.50%	2.50%	
Salary & Fringes	53,700	110,728	113,500	116,300	119,200	122,200	635,628
Contracts			-	-	-	-	-
Bus Operations:							
Estimated Hours			-	-	-	-	
Cost per Hour			-	-	-	-	
Estimated Operating Cost	-	-	-	-	-	-	-
Bus Leases			-	-	-	-	
Park & Ride Lease			-	-	-	-	
Other -Bus (Describe)			-	-	-	-	
Other -Bus (Describe)			-	-	-	-	
Subtotal: Bus Operations	-	-	-	-	-	-	-
Other (Describe)			-	-	-	-	
Other (Describe)			-	-	-	-	
Other (Describe)			-	-	-	-	
TOTAL OPERATING COSTS	53,700	110,728	113,500	116,300	119,200	122,200	635,628

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

This position was originally half-time but this request assumes the position will be increased to full-time in which .5 FTE salary will be charged to Durham and .5 FTE will be charged to Orange.

Project ID#		Triangle Tax District Durham Transit Work Plan Project Request Form Capital		FY START	7/1/2019
20MPO_AD1				FY 2021	
20					
MPO					
AD					
001					

Project Business Case

Provide responses to **EACH** of the questions below. Answer the questions as fully as possible. Enter Non-Applicable (N/A) as appropriate.

Project Name	Requesting Agency	Project Contact	TTD Estimated Capital Cost	
Transit Plan Update	DCHC MPO	Aaron Cain	Current Year	\$ -
Estimated Start Date	Estimated Completion	Notes		
July 1, 2019	December 31, 2020			

Project Description

With the discontinuation of the Light Rail Project, the partners need to update the County Transit Plans to establish a new strategy for how transit investments in projects and services will address community goals. While a specific scope and schedule for this work is yet to be defined, we have an expectation at this time that this will require a significant effort by staff of multiple organizations and consultants. There is staff agreement that this effort will require deep, meaningful, equitable community engagement and should be tightly integrated with the concurrent update to the Durham City/County Comprehensive Plan. While this will be an independent Durham County Transit Plan, it must be well coordinated with the county transit planning efforts in Orange and Wake counties. This project will include a vision plan based on community values derived from a robust and equitable engagement effort, a multi-year program of prioritized investments in new services and projects, and a detailed delivery strategy to implement the priorities on-time and on-budget.

Project Profile

Project Area	Direct or Indirect Beneficiaries	Key benefits (Transit Plan)	Transit Plan Section	Map of Area
County-wide				

Project Info

Which fund is this project being proposed for?

Was this project evaluated in the Adopted Durham or Orange Transit Plans?

Spending of transit tax revenues on an update to the Transit Plan was not anticipated in the 2017 County Transit Plan. This will require adoption by the governing Boards of Durham County, GoTriangle, and the DCHC MPO.

What is your plan if the request is not funded?

n/a

Finance Estimates

Estimated Project Revenues:

Revenue	FY 19 and Prior	FY20	Funding to Date	FY21	FY22	FY23	Total
Tax Revenue							
Durham County Tax Revenue	\$ -	\$ 750,000	\$ 750,000		-	-	750,000
Other Revenue							
Federal	\$ -	\$ -	\$ -	\$ -			-
State	\$ -	\$ -	\$ -				-
Other -	\$ -	\$ -	\$ -	\$ -			-
Subtotal Other	\$ -	\$ -	\$ -	-	-	-	-
TOTAL REVENUE	\$ -	\$ 750,000	\$ 750,000	\$ -	-	-	750,000

Cost Break Down of Project Request

CAPITAL COSTS	FY 19 and Prior	FY20	FY21	FY22	FY23	FY24	Total
Feasibility or Other Studies	\$ -	\$ 750,000					\$ 750,000
Land - Right of Way	\$ -	\$ -					\$ -
Design & Engineering	\$ -	\$ -					\$ -
Construction - Implementation	\$ -	\$ -					\$ -
Equipment	\$ -	\$ -					\$ -
Other (Describe)	\$ -	\$ -					\$ -
TOTAL CAPITAL COSTS	\$ -	\$ 750,000	\$ -	\$ -	\$ -	\$ -	\$ 750,000

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

This estimate is preliminary. A scope for the work of staff and consultants will be developed over the next two months and the budget will be revised accordingly. This estimate is based on knowledge of comparable efforts in Wake County.

**Durham County
Summary of Project Requests**

OPERATING

Summary of Project Requests (Administration and Operations)		Authorized Appropriation FY20	Requested Appropriation FY21
20DCO_AD1	1 FTE - oversight / management of the Durham transit plan	\$196,000	\$200,900
19DCO_TS1	Durham County Access service	\$187,329	\$190,500

Total Operating Requests		\$ 383,329	\$ 391,400

CAPITAL

Summary of Project Requests (Capital)		Authorized Appropriation FY20	Requested Appropriation FY21
19DCO_VP1	Durham County ACCESS Vehicle Purchases	\$191,333	
20DCO_VP2	Durham County Access Vehicle Purchases	\$350,000	

Total Capital Requests		\$ 541,333	\$ -
Total Requested		\$ 924,662	\$ 391,400

= New project request - (Highlight in Blue)

Total Operating (Agency)

Tax District Administration	\$0	\$0
Transit Plan Administration	\$196,000	\$200,900
Transit Operations	\$187,329	\$190,500

FY2021 Transit Plan Allocation

LESS: Total Requested	\$196,000	\$200,900
Transit Plan Allocation Remaining (shortfall)	196,000.00	200,900.00

Total Capital (Agency)

Transit Infrastructure	\$0	\$0
Vehicle Acquisition	\$541,333	\$0
BRT	\$0	\$0
LRT	\$0	\$0
CRT	\$0	\$0
Capital Planning	\$0	\$0

FY2021 Transit Plan Allocation

LESS: Total Requested	\$541,333	\$0
Transit Plan Allocation Remaining (shortfall)	541,333.00	-

Unique Project ID#		Triangle Tax District Durham Transit Work Plan Project Request Form Administration	FY START DATE	7/1/2019
20DCO_AD1			FY 2021	
Unique Request ID: [FY Project Start year]	20			
[Three letter Agency]	DCO			
[Project Type]	AD			
[Unique Number]	001			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Durham County	Durham County / Access		Current Year	\$ 200,900
Estimated Start Date	Estimated Completion	Notes		
July 1, 2019		(Add notes as appropriate)		
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
The project proposes to establish a new position to directly manage, oversee, evaluate, and coordinate Transit Planning efforts for Durham County in accordance with the directives issued by the Durham County Board of Commissioners as part of the adopted County's 2019-20 budget. The position will be staffed directly to Durham County, within Goal portfolio 4, and housed in the County's Admin II building. It is currently planned for the position to be a direct report to the General Manager (Deputy County Manager) for Goal 4.				

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
Durham County	The Durham Transit plan is envisioned to provide a comprehensive look and approach to implementing improved multi-modal transit operations following the near-term abandonment of the DOLRT. As such, the project will serve the full community and regional employers.	Enhanced multi-modal transit operations will improve transit availability, assist with economic development and shared economic prosperity, and better connecting people to services/employment

Project Monitoring Details

Operating Projects

For bus operating projects, please provide:

a) Target Start Date	N/A
b) Span	
c) Frequency	
d) Assets Used	
e) Geographic Termini	
f) Major Market Destinations Served	
g) Revenue Hours	

Finance Estimates

Revenue							
Tax Revenue	FY19	FY20	FY21	FY22	FY23	FY24	Total
Durham County Tax Revenue	-	196,000	200,900	205,900	211,000	216,300	1,030,100
Other Revenue							
Federal -							-
State							-
Other:							-
Subtotal Other	-	-	-	-	-	-	-
TOTAL REVENUE	-	196,000	200,900	205,900	211,000	216,300	1,030,100

Transit Operations: Estimated appropriations to support expenses.

Cost Break Down of Project Request							
OPERATING COSTS	FY19	FY20	FY21	FY22	FY23	FY24	Total
Growth Factors		2.50%	2.50%	2.50%	2.50%	2.50%	
Salary & Fringes	\$ -	\$ 196,000.00	\$ 200,900.00	\$ 205,900.00	\$ 211,000.00	\$ 216,300.00	\$ 1,030,100.00
Contracts			\$ -	\$ -	\$ -	\$ -	\$ -
Bus Operations:							
Estimated Hours			\$ -	\$ -	\$ -	\$ -	
Cost per Hour			\$ -	\$ -	\$ -	\$ -	
Estimated Operating Cost	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bus Leases			\$ -	\$ -	\$ -	\$ -	
Park & Ride Lease			\$ -	\$ -	\$ -	\$ -	
Other -Bus (Describe)			\$ -	\$ -	\$ -	\$ -	
Other -Bus (Describe)			\$ -	\$ -	\$ -	\$ -	
Subtotal: Bus Operations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Purchase of a Service			\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL OPERATING COSTS	\$ -	\$ 196,000.00	\$ 200,900.00	\$ 205,900.00	\$ 211,000.00	\$ 216,300.00	\$ 1,030,100.00

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

1. Position fringes will be in accordance with other Durham County employees.

Unique Project ID#		Triangle Tax District Durham Transit Work Plan Project Request Form Transit Services	FY START DATE	7/1/2019
19DCO_TS1			FY 2021	
Unique Request ID: (FY Project Start year)	19			
(Three letter Agency)	DCO			
(Project Type)	TS			
(Unique Number)	001			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Durham County ACCESS	Durham County / Access	Linda Thomas	Current Year	\$ 190,500
Estimated Start Date	Estimated Completion	Notes		
July 1, 2018		(Add notes as appropriate)		
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
Durham County ACCESS will provide demand response service to service the mobility needs of seniors, disabled, rural general public. Trip purpose includes transportation to medical appointments, nutritional, dialysis work and employment related activities and daily need trips such as grocery shopping, banking. BRIP funds in FY 16-17 allowed Durham County ACCESS to increase service by 41%. This request will provide the stability to continue to maintain and expand the service.				

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
Durham County	Seniors, veterans, rural general public, disabled, dialysis patients, workers	Tie to plan goals

Project Monitoring Details

Operating Projects

For bus operating projects, please provide:

a) Target Start Date	
b) Span	
c) Frequency	
d) Assets Used	
e) Geographic Termini	
f) Major Market Destinations Served	
g) Revenue Hours	

Finance Estimates

Revenue							
Tax Revenue	FY19	FY20	FY21	FY22	FY23	FY24	Total
Durham County Tax Revenue	176,234	187,329	190,500	199,500	208,700	218,100	1,180,363
Other Revenue							
Federal - 5310	\$ 100,000						100,000
State	\$ 250,000						250,000
Other:		\$ 168,303	\$ 168,300	\$ 168,300	\$ 168,300	\$ 168,300	841,503
Subtotal Other	350,000	168,303	168,300	168,300	168,300	168,300	1,191,503
TOTAL REVENUE	526,234	355,632	358,800	367,800	377,000	386,400	2,371,866

Transit Operations: Estimated appropriations to support expenses.

Cost Break Down of Project Request							
OPERATING COSTS	FY19	FY20	FY21	FY22	FY23	FY24	Total
Growth Factors		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 -Bus (Describe)				\$ -	\$ -	\$ -	
Other -Bus (Describe)				\$ -	\$ -	\$ -	
Subtotal: Bus Operations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Purchase of a Service	\$ 526,234.00	\$ 350,000.00	\$ 358,800.00	\$ 367,800.00	\$ 377,000.00	\$ 386,400.00	\$ 2,366,234.00
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL OPERATING COSTS	\$ 526,234.00	\$ 350,000.00	\$ 358,800.00	\$ 367,800.00	\$ 377,000.00	\$ 386,400.00	\$ 2,366,234.00

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

**City of Durham / GoDurham
Summary of Project Requests**

OPERATING

		Authorized Appropriation		Requested Appropriation	
Summary of Project Requests (Administration and Operations)		FY20		FY21	
18DCI_TS1	Route 5 Improvements	\$	680,049	\$	1,066,000
18DCI_TS2	Route 10 Improvements	\$	490,582	\$	798,100
20DCI_TS4	Route 12 Improvements	\$	324,785	\$	528,400
18DCI_TS6	Route 20 - New Commuter Service	\$	269,875	\$	305,800
18DCI_TS7	System-Wide - Later Sunday Service	\$	170,510	\$	228,100
18DCI_TS8	System-Wide - New Year's Eve Service	\$	7,480	\$	10,000
18DCI_TS9	Increased Cost of Existing Services	\$	815,217	\$	815,200
20DCI_TS10	Food access for Seniors - Pilot Route	\$	18,870	\$	58,000
20DCI_TS11	Durham Transportation Alternatives	\$	66,960	\$	68,600
20DCITS12	Route 2 Improvements	\$	140,420	\$	924,800
21DCITS1	Route 1 Improvements			\$	248,900
21DCITS2	Route 4 Improvements			\$	248,900
21DCITS3	Route 8 Improvements			\$	75,400
21DCIOO1	Youth GoPass			\$	88,900
21DCIOO2	Fare Collection Improvements			\$	250,000
18DCI_TS3 - [Discontinued ID / revised]	~~Route 3 - Tripper for Crowding Relief~~	\$	37,400		
18DCI_TS4 - [Discontinued ID / revised]	~~Route 12 & 14 - Frequency Improvements~~				
18DCI_TS5 - [Discontinued ID / revised]	~~Route 15 - Span Improvements~~	\$	184,025		
Total Operating Requests		\$	3,206,173	\$	5,715,100

CAPITAL

		Authorized Appropriation		Requested Appropriation	
Summary of Project Requests (Capital)		FY20		FY21	
20DCI_VP01	GoDurham Vehicle Purchases	\$	72,850		
20DCI_CD03	Mobile Ticketing Validators	\$	235,000		
18DCI_CD01	Holloway Street Transit Emphasis Corridor	\$	70,000	\$	1,660,000
18DCI_CD02	Fayetteville Street Transit Emphasis Corridor	\$	980,000		2,000,000
18DCI_CD04	GoDurham Bus Stop Improvements	\$	783,570		
18DCI_CD05	Village Transit Center	\$	201,502	\$	268,500
20DCI_CD01	Chapel Hill Road Transit Emphasis Corridor	\$	96,200	\$	790,250
20DCI_CD2	Bus Stop Access Improvements	\$	125,000	\$	1,125,000
20DCI_CD4	Southpoint Transit Center - Increase in scope allocation	\$	200,000		
20DCI_CD5	Bus Speed and Reliability	\$	500,000	\$	1,500,000
21DCIVP2	Electric Vehicle Acquisition			\$	3,222,000
21DCICD1	GoDurham CAD/AVL			\$	1,500,000
21DCICD2	Durham Station Landscaping			\$	20,000
Total Capital Requests		\$	3,264,122	\$	12,085,750
Total Requested		\$	6,470,295	\$	17,800,850

= New project request - (Highlight in Blue)

Total Operating (Agency)

Tax District Administration		\$0	\$0
Transit Plan Administration		\$0	\$0
Transit Operations		\$3,206,173	\$5,715,100

FY2021 Transit Plan Allocation

LESS: Total Requested	\$3,206,173	\$5,715,100
Transit Plan Allocation Remaining (shortfall)	3,206,173.20	5,715,100.00

Total Capital (Agency)

Transit Infrastructure	\$3,191,272	\$8,863,750
Vehicle Acquisition	\$72,850	\$3,222,000
BRT	\$0	\$0
LRT	\$0	\$0
CRT	\$0	\$0
Capital Planning	\$0	\$0

FY2021 Transit Plan Allocation

LESS: Total Requested	\$3,264,122	\$12,085,750
Transit Plan Allocation Remaining (shortfall)	3,264,122.00	12,085,750.00

Unique Project ID#		Triangle Tax District Durham Transit Work Plan Project Request Form Transit Services	FY START DATE	7/1/2019
18DCI_TS1			FY 2021	
Unique Request ID: [FY Project Start year]	18			
[Three letter Agency]	DCI			
[Project Type]	TS			
[Unique Number]	001			

Project Business Case

Provide responses to **EACH** of the questions below. Answer the questions as fully as possible. Enter Non-Applicable (N/A) as appropriate.

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Route 5 Improvements	GoDurham	Erik Landfried	Current Year	\$ 1,066,000
Estimated Start Date	Estimated Completion	Notes		
Already implemented	N/A			
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
The project includes: - A new Route 5K created in the Fayetteville St corridor, between Durham Station and Martin Luther King, Jr. Parkway. It operates from 7 AM to 6 PM, Monday through Saturday and overlaps Route 5 to create a Frequent Service Corridor on Fayetteville St. - 30 minute service on nights and Sundays (previously in a separate project sheet).				

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
Fayetteville St, north of MLK, Jr. Pkwy for frequent 5k corridor, whole route on 30 minute service at nights and Sundays	Transit riders who live or work along Fayetteville St, including NCCU students and staff. Night and Sunday riders.	More frequent service, which leads to more flexible trip times and less crowding

Project Monitoring Details

Operating Projects

For bus operating projects, please provide:

a) Target Start Date	Already implemented
b) Span	5:23 AM - 12:35 AM, Monday - Saturday; 6:28 AM - 9:35 PM, Sunday
c) Frequency	Every 15 minutes along frequent corridor Monday - Saturday; 30 otherwise
d) Assets Used	GoDurham vehicles
e) Geographic Termini	Durham Station - Renaissance Prkwy at Southpoint Mall
f) Major Market Destinations Served	NCCU, Hillside HS
g) Revenue Hours	from project: 28.13 on weekdays; 28.53 Saturday; 15.5 on Sunday

Finance Estimates

Revenue							
Tax Revenue	FY19	FY20	FY21	FY22	FY23	FY24	Total
Durham - Orange County Tax Revenue	646,328	689,416	1,066,000	1,097,000	1,125,200	1,153,300	5,777,244
Other Revenue							
Federal							-
State							-
Farebox							-
Subtotal Other	-	-	-	-	-	-	-
TOTAL REVENUE	646,328	689,416	1,066,000	1,097,000	1,125,200	1,153,300	5,777,244
Cost Break Down of Project Request							
OPERATING COSTS	FY19	FY20	FY21	FY22	FY23	FY24	Total
Growth Factors			2.50%	2.50%	2.50%	2.50%	
Salary & Fringes			\$ -	\$ -	\$ -	\$ -	\$ -
Contracts			\$ -	\$ -	\$ -	\$ -	\$ -
Bus Operations:							
Estimated Hours	6,629.00	6,629.00	9,376.38	9,376.38	9,376.38	9,376.38	
Cost per Hour	\$ 97.50	\$ 104.00	\$ 113.69	\$ 117.00	\$ 120.00	\$ 123.00	
Estimated Operating Cost	\$ 646,327.50	\$ 689,416.00	\$ 1,066,000.00	\$ 1,097,000.00	\$ 1,125,200.00	\$ 1,153,300.00	\$ 5,777,243.50
Bus Leases			\$ -	\$ -	\$ -	\$ -	
Park & Ride Lease			\$ -	\$ -	\$ -	\$ -	
Other -Bus (Describe)			\$ -	\$ -	\$ -	\$ -	
Other -Bus (Describe)			\$ -	\$ -	\$ -	\$ -	
Subtotal: Bus Operations	\$ 646,327.50	\$ 689,416.00	\$ 1,066,000.00	\$ 1,097,000.00	\$ 1,125,200.00	\$ 1,153,300.00	\$ 5,777,243.50
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL OPERATING COSTS	\$ 646,327.50	\$ 689,416.00	\$ 1,066,000.00	\$ 1,097,000.00	\$ 1,125,200.00	\$ 1,153,300.00	\$ 5,777,243.50

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

Unique Project ID#		Triangle Tax District Durham Transit Work Plan Project Request Form Transit Services	FY START DATE	7/1/2019
18DCI_TS2			FY 2021	
Unique Request ID: [FY Project Start year]	18			
[Three letter Agency]	DCI			
[Project Type]	TS			
[Unique Number]	002			

Project Business Case

Provide responses to **EACH** of the questions below. Answer the questions as fully as possible. Enter Non-Applicable (N/A) as appropriate.

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Route 10 Improvements	GoDurham	Erik Landfried	Current Year	\$ 798,100
Estimated Start Date	Estimated Completion	Notes		
Already implemented	N/A			
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			

Route 10/10B is the 3rd highest ridership route in the GoDurham system and runs every 15 minutes during the day, Monday-Saturday. This projects incorporates added trips on weekdays and Saturdays and 30 minute service on nights/Sundays (previously in a separate project sheet).

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
Morehead Ave, Chapel Hill Rd, and University Dr	Transit riders who live or work along Chapel Hill Rd or in the South Square area	More frequent service, which leads to more flexible trip times and less crowding

Project Monitoring Details

Operating Projects

For bus operating projects, please provide:

a) Target Start Date	Already implemented
b) Span	5:30 AM - 12:23 AM, Monday - Saturday; 6:11 AM - 9:23 PM, Sunday
c) Frequency	Every 15 minutes during day; 30 minutes otherwise
d) Assets Used	GoDurham vehicles
e) Geographic Termini	Durham Station - Renaissance Pkwy at Southpoint Mall
f) Major Market Destinations Served	NCCU, Hillside HS
g) Revenue Hours	From project: 18.32 on weekdays; 28.87 on Saturdays; 19 on Sundays

Finance Estimates

Revenue							
Tax Revenue	FY19	FY20	FY21	FY22	FY23	FY24	Total
Durham - Orange County Tax Revenue	441,578	471,016	798,100	821,300	842,400	863,500	4,237,894
Other Revenue							
Federal							-
State							-
Farebox							-
Subtotal Other	-	-	-	-	-	-	-
TOTAL REVENUE	441,578	471,016	798,100	821,300	842,400	863,500	4,237,894

Cost Break Down of Project Request							
OPERATING COSTS	FY19	FY20	FY21	FY22	FY23	FY24	Total
Growth Factors		2.50%	2.50%	2.50%	2.50%	2.50%	
Salary & Fringes			\$ -	\$ -	\$ -	\$ -	\$ -
Contracts			\$ -	\$ -	\$ -	\$ -	\$ -
Bus Operations:							
Estimated Hours	4,529.00	4,529.00	7,020.00	7,020.00	7,020.00	7,020.00	
Cost per Hour	\$ 97.50	\$ 104.00	\$ 113.69	\$ 117.00	\$ 120.00	\$ 123.00	
Estimated Operating Cost	\$ 441,577.50	\$ 471,016.00	\$ 798,100.00	\$ 821,300.00	\$ 842,400.00	\$ 863,500.00	\$ 4,237,893.50
Bus Leases			\$ -	\$ -	\$ -	\$ -	
Park & Ride Lease			\$ -	\$ -	\$ -	\$ -	
Other -Bus (Describe)			\$ -	\$ -	\$ -	\$ -	
Other -Bus (Describe)			\$ -	\$ -	\$ -	\$ -	
Subtotal: Bus Operations	\$ 441,577.50	\$ 471,016.00	\$ 798,100.00	\$ 821,300.00	\$ 842,400.00	\$ 863,500.00	\$ 4,237,893.50
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL OPERATING COSTS	\$ 441,577.50	\$ 471,016.00	\$ 798,100.00	\$ 821,300.00	\$ 842,400.00	\$ 863,500.00	\$ 4,237,893.50

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

Unique Project ID#		Triangle Tax District Durham Transit Work Plan Project Request Form Transit Services	FY START DATE	7/1/2019
20DCI_TS4			FY 2021	
Unique Request ID: [FY Project Start year]	20			
[Three letter Agency]	DCI			
[Project Type]	TS			
[Unique Number]	004			

Project Business Case

Provide responses to ***EACH*** of the questions below. Answer the questions as fully as possible. Enter Non-Applicable (N/A) as appropriate.

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Route 12 Improvements	GoDurham	Erik Landfried	Current Year	\$ 528,400
Estimated Start Date	Estimated Completion	Notes		
Already implemented	N/A			
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
Route 12 had additional trips added (designated as Route 12B) departing Durham Station at :30 past the hour and returning at :25 past, Monday through Saturday before 7:00 PM. This provides 30 minute frequency on NC-55, Riddle Rd, and Cornwallis Rd between NC-147 and NC-54. In FY21 the weekday Route 14 trip that was previously added as part of the project has been removed. Rev/h were revised from previous years.				

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
NC-55, Riddle Rd, Cornwallis Rd from NC-147 to NC-54	Transit riders who live or work along NC-55, including NCCU students and staff	More frequent service, which leads to more flexible trip times and less crowding

Project Monitoring Details

Operating Projects

For bus operating projects, please provide:

a) Target Start Date	Already implemented
b) Span	6:00 AM - 7:00 PM, Monday - Saturday
c) Frequency	Every 30 minutes between NC 54 and Durham Station
d) Assets Used	GoDurham vehicles
e) Geographic Termini	Durham Station - Renaissance Pkwy at Southpoint Mall and RTC
f) Major Market Destinations Served	NCCU, Hillside HS, Triangle Square
g) Revenue Hours	From project: 9.85 on weekdays and Saturdays; 3.4 on Sundays

Finance Estimates

Revenue

Tax Revenue	FY19	FY20	FY21	FY22	FY23	FY24	Total
Durham - Orange County Tax Revenue	306,833	327,288	528,400	543,800	557,800	571,700	2,835,821
Other Revenue							
Federal							-
State							-
Farebox							-
Subtotal Other	-	-	-	-	-	-	-
TOTAL REVENUE	306,833	327,288	528,400	543,800	557,800	571,700	2,835,821

Cost Break Down of Project Request

OPERATING COSTS	FY19	FY20	FY21	FY22	FY23	FY24	Total
Growth Factors		2.50%	2.50%	2.50%	2.50%	2.50%	
Salary & Fringes			\$ -	\$ -	\$ -	\$ -	\$ -
Contracts			\$ -	\$ -	\$ -	\$ -	\$ -
Bus Operations:							
Estimated Hours	3,147.00	3,147.00	4,648.00	4,648.00	4,648.00	4,648.00	
Cost per Hour	\$ 97.50	\$ 104.00	\$ 113.69	\$ 117.00	\$ 120.00	\$ 123.00	
Estimated Operating Cost	\$ 306,832.50	\$ 327,288.00	\$ 528,400.00	\$ 543,800.00	\$ 557,800.00	\$ 571,700.00	\$ 2,835,820.50
Bus Leases			\$ -	\$ -	\$ -	\$ -	
Park & Ride Lease			\$ -	\$ -	\$ -	\$ -	
Other -Bus (Describe)			\$ -	\$ -	\$ -	\$ -	
Other -Bus (Describe)			\$ -	\$ -	\$ -	\$ -	
Subtotal: Bus Operations	\$ 306,832.50	\$ 327,288.00	\$ 528,400.00	\$ 543,800.00	\$ 557,800.00	\$ 571,700.00	\$ 2,835,820.50
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL OPERATING COSTS	\$ 306,832.50	\$ 327,288.00	\$ 528,400.00	\$ 543,800.00	\$ 557,800.00	\$ 571,700.00	\$ 2,835,820.50

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

Unique Project ID#		Triangle Tax District Durham Transit Work Plan Project Request Form Transit Services	FY START DATE	7/1/2019
18DCI_TS6			FY 2021	
Unique Request ID: [FY Project Start year]	18			
[Three letter Agency]	DCI			
[Project Type]	TS			
[Unique Number]	006			

Project Business Case

Provide responses to **EACH** of the questions below. Answer the questions as fully as possible. Enter Non-Applicable (N/A) as appropriate.

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Route 20 - New Commuter Service	GoDurham	Erik Landfried	Current Year	\$ 305,800
Estimated Start Date	Estimated Completion	Notes		
Already implemented	N/A			
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			

A new Route 20 was implemented, which provides peak-hour, limited-stop service between south Durham and the Duke & VA Medical Centers. It serves two Park-and-Rides (Hope Valley Commons and Parkway Plaza), apartments and shopping centers in the South Square area, and Jordan HS. 7 trips were eliminated in January 2020 (FY20 column not updated).

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
Garrett Rd, NC-751, University Dr, Duke University Campus	People who commute from South Durham to Duke and had an indirect service before, as well as students at Jordan HS	A more direct connection between south Durham and Duke & VA Medical Centers, without having to travel downtown and transfer

Project Monitoring Details

Operating Projects

For bus operating projects, please provide:

a) Target Start Date	Already implemented
b) Span	6:20 AM - 9:50 AM and 3:00 PM - 7:10 PM, Monday - Friday
c) Frequency	Every 30 minutes
d) Assets Used	GoDurham vehicles
e) Geographic Termini	Duke & VA Medical Centers - Hope Valley Commons
f) Major Market Destinations Served	South Square, Jordan HS
g) Revenue Hours	10.55 per day (from 13.92)

Finance Estimates

Revenue							
Tax Revenue	FY19	FY20	FY21	FY22	FY23	FY24	Total
Durham - Orange County Tax Revenue	343,298	366,184	305,800	314,700	322,800	330,900	1,983,682
Other Revenue							
Federal							-
State							-
Farebox							-
Subtotal Other	-	-	-	-	-	-	-
TOTAL REVENUE	343,298	366,184	305,800	314,700	322,800	330,900	1,983,682

Cost Break Down of Project Request							
OPERATING COSTS	FY19	FY20	FY21	FY22	FY23	FY24	Total
Growth Factors		2.50%	2.50%	2.50%	2.50%	2.50%	
Salary & Fringes			\$ -	\$ -	\$ -	\$ -	\$ -
Contracts			\$ -	\$ -	\$ -	\$ -	\$ -
Bus Operations:							
Estimated Hours	3,521.00	3,521.00	2,690.00	2,690.00	2,690.00	2,690.00	
Cost per Hour	\$ 97.50	\$ 104.00	\$ 113.69	\$ 117.00	\$ 120.00	\$ 123.00	
Estimated Operating Cost	\$ 343,297.50	\$ 366,184.00	\$ 305,800.00	\$ 314,700.00	\$ 322,800.00	\$ 330,900.00	\$ 1,983,681.50
Bus Leases			\$ -	\$ -	\$ -	\$ -	
Park & Ride Lease			\$ -	\$ -	\$ -	\$ -	
Other -Bus (Describe)			\$ -	\$ -	\$ -	\$ -	
Other -Bus (Describe)			\$ -	\$ -	\$ -	\$ -	
Subtotal: Bus Operations	\$ 343,297.50	\$ 366,184.00	\$ 305,800.00	\$ 314,700.00	\$ 322,800.00	\$ 330,900.00	\$ 1,983,681.50
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL OPERATING COSTS	\$ 343,297.50	\$ 366,184.00	\$ 305,800.00	\$ 314,700.00	\$ 322,800.00	\$ 330,900.00	\$ 1,983,681.50

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

Unique Project ID#		Triangle Tax District Durham Transit Work Plan Project Request Form Transit Services	FY START DATE	7/1/2019
18DCI_TS7			FY 2021	
Unique Request ID: [FY Project Start year]	18			
[Three letter Agency]	DCI			
[Project Type]	TS			
[Unique Number]	007			

Project Business Case

Provide responses to **EACH** of the questions below. Answer the questions as fully as possible. Enter Non-Applicable (N/A) as appropriate.

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
System-Wide - Later Sunday Service	GoDurham	Erik Landfried	Current Year	\$ 228,100
Estimated Start Date	Estimated Completion	Notes		
Already implemented	N/A			
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
All routes had their Sunday span extended by two hours. Previously, the last trip departing Durham Station on Sundays was at 7:00 PM for all routes. Now it is 9:00 PM. (Routes not serving Durham Station were adjusted accordingly.)				

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
Everywhere in Durham	Everyone who rides transit on Sundays	More options for trip times, including additional access to jobs

Project Monitoring Details

Operating Projects

For bus operating projects, please provide:

a) Target Start Date	Already implemented
b) Span	6:30 AM - 9:30 PM, Sunday
c) Frequency	Every 60 minutes
d) Assets Used	GoDurham vehicles
e) Geographic Termini	Durham Station
f) Major Market Destinations Served	Everywhere
g) Revenue Hours	34.00 per day

Finance Estimates

Revenue							
Tax Revenue	FY19	FY20	FY21	FY22	FY23	FY24	Total
Durham - Orange County Tax Revenue	195,585	208,624	228,100	234,700	240,700	246,700	1,354,409
Other Revenue							
Federal							-
State							-
Farebox							-
Subtotal Other	-	-	-	-	-	-	-
TOTAL REVENUE	195,585	208,624	228,100	234,700	240,700	246,700	1,354,409
Cost Break Down of Project Request							
OPERATING COSTS	FY19	FY20	FY21	FY22	FY23	FY24	Total
Growth Factors		2.50%	2.50%	2.50%	2.50%	2.50%	
Salary & Fringes			\$ -	\$ -	\$ -	\$ -	\$ -
Contracts			\$ -	\$ -	\$ -	\$ -	\$ -
Bus Operations:							
Estimated Hours	2,006.00	2,006.00	2,006.00	2,006.00	2,006.00	2,006.00	
Cost per Hour	\$ 97.50	\$ 104.00	\$ 113.69	\$ 117.00	\$ 120.00	\$ 123.00	
Estimated Operating Cost	\$ 195,585.00	\$ 208,624.00	\$ 228,100.00	\$ 234,700.00	\$ 240,700.00	\$ 246,700.00	\$ 1,354,409.00
Bus Leases			\$ -	\$ -	\$ -	\$ -	
Park & Ride Lease			\$ -	\$ -	\$ -	\$ -	
Other -Bus (Describe)			\$ -	\$ -	\$ -	\$ -	
Other -Bus (Describe)			\$ -	\$ -	\$ -	\$ -	
Subtotal: Bus Operations	\$ 195,585.00	\$ 208,624.00	\$ 228,100.00	\$ 234,700.00	\$ 240,700.00	\$ 246,700.00	\$ 1,354,409.00
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL OPERATING COSTS	\$ 195,585.00	\$ 208,624.00	\$ 228,100.00	\$ 234,700.00	\$ 240,700.00	\$ 246,700.00	\$ 1,354,409.00

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

Unique Project ID#		Triangle Tax District Durham Transit Work Plan Project Request Form Transit Services	FY START DATE	7/1/2019
18DCI_TS8			FY 2021	
Unique Request ID: [FY Project Start year]	18			
[Three letter Agency]	DCI			
[Project Type]	TS			
[Unique Number]	008			

Project Business Case

Provide responses to **EACH** of the questions below. Answer the questions as fully as possible. Enter Non-Applicable (N/A) as appropriate.

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
System-Wide - New Year's Eve Service	GoDurham	Erik Landfried	Current Year	\$ 10,000
Estimated Start Date	Estimated Completion	Notes		
Already implemented	N/A			
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
GoDurham now operates full service on New Year's Eve instead of ending service with the 7:00 PM departures from Durham Station. Service ends at 12:00 AM, or 9:00 PM if New Year's Eve falls on a Sunday				

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
Everywhere in Durham	Everyone who rides transit on New Year's Eve	More options for trip times, including additional access to jobs

Project Monitoring Details

Operating Projects

For bus operating projects, please provide:

a) Target Start Date	Already implemented
b) Span	6:30 AM - 12:30 AM when NYE is on Mon-Sat, 6:30 AM - 9:30 PM on Sunday
c) Frequency	Variable
d) Assets Used	GoDurham vehicles
e) Geographic Termini	Durham Station
f) Major Market Destinations Served	Everywhere
g) Revenue Hours	88 when NYE is on Mon-Sat, 7 on Sunday

Finance Estimates

Revenue							
Tax Revenue	FY19	FY20	FY21	FY22	FY23	FY24	Total
Durham - Orange County Tax Revenue	8,580	9,152	10,000	10,300	10,600	10,800	59,432
Other Revenue							
Federal							-
State							-
Farebox							-
Subtotal Other	-	-	-	-	-	-	-
TOTAL REVENUE	8,580	9,152	10,000	10,300	10,600	10,800	59,432
Cost Break Down of Project Request							
OPERATING COSTS	FY19	FY20	FY21	FY22	FY23	FY24	Total
Growth Factors		2.50%	2.50%	2.50%	2.50%	2.50%	
Salary & Fringes			\$ -	\$ -	\$ -	\$ -	\$ -
Contracts			\$ -	\$ -	\$ -	\$ -	\$ -
Bus Operations:							
Estimated Hours	88.00	88.00	88.00	88.00	88.00	88.00	
Cost per Hour	\$ 97.50	\$ 104.00	\$ 113.69	\$ 117.00	\$ 120.00	\$ 123.00	
Estimated Operating Cost	\$ 8,580.00	\$ 9,152.00	\$ 10,000.00	\$ 10,300.00	\$ 10,600.00	\$ 10,800.00	\$ 59,432.00
Bus Leases			\$ -	\$ -	\$ -	\$ -	
Park & Ride Lease			\$ -	\$ -	\$ -	\$ -	
Other -Bus (Describe)			\$ -	\$ -	\$ -	\$ -	
Other -Bus (Describe)			\$ -	\$ -	\$ -	\$ -	
Subtotal: Bus Operations	\$ 8,580.00	\$ 9,152.00	\$ 10,000.00	\$ 10,300.00	\$ 10,600.00	\$ 10,800.00	\$ 59,432.00
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL OPERATING COSTS	\$ 8,580.00	\$ 9,152.00	\$ 10,000.00	\$ 10,300.00	\$ 10,600.00	\$ 10,800.00	\$ 59,432.00

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

Unique Project ID#		Triangle Tax District Durham Transit Work Plan Project Request Form Transit Services	FY START DATE	7/1/2019
18DCI_TS9			FY 2021	
Unique Request ID:	18			
(FY Project Start year)				
(Three letter Agency)	DCI			
(Project Type)	TS			
(Unique Number)	009			

Project Business Case

Provide responses to **EACH** of the questions below. Answer the questions as fully as possible. Enter Non-Applicable (N/A) as appropriate.

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Increased Cost of Existing Services	City of Durham for GoDurham services	Erik Landfried	Current Year	\$ 815,200
Estimated Start Date	Estimated Completion	Notes		
August 15, 2018	June 30, 2024	Ongoing commitment beyond 2024		

Project Description Enter below a summary of the project that may later be used for the Transit Work Plan.

The Durham County Interlocal Implementation Agreement among Durham County, GoTriangle, and the Durham-Chapel Hill-Carrboro MPO established that the City of Durham could use up to one-half of the \$7 vehicle registration fee revenues to cover the increased cost of existing services (the number of revenue hours offered in FY2013).

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location? Who will this Project serve? What are the key benefits?

This project will consider projected demand for future services as a indicator to the need for expanded services.

Project Monitoring Details

Operating Projects

For bus operating projects, please provide:

a) Target Start Date	8/15/2018
b) Span	
c) Frequency	
d) Assets Used	
e) Geographic Termini	
f) Major Market Destinations Served	
g) Revenue Hours	

Finance Estimates

Revenue							
Tax Revenue	FY19	FY20	FY21	FY22	FY23	FY24	Total
Durham - Orange County Tax Revenue	859,182	815,217	815,200	821,700	828,300	834,900	4,974,499
Other Revenue							
Federal							-
State							-
Other (Describe)							-
Subtotal Other	-	-	-	-	-	-	-
TOTAL REVENUE	859,182	815,217	815,200	821,700	828,300	834,900	4,974,499

Cost Break Down of Project Request							
OPERATING COSTS	FY19	FY20	FY21	FY22	FY23	FY24	Total
Growth Factors		2.50%	0.80%	0.80%	0.80%	0.80%	
Salary & Fringes			\$ -	\$ -	\$ -	\$ -	\$ -
Contracts			\$ -	\$ -	\$ -	\$ -	\$ -
Bus Operations:							
Estimated Hours			\$ -	\$ -	\$ -	\$ -	
Cost per Hour			\$ -	\$ -	\$ -	\$ -	
Estimated Operating Cost	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bus Leases			\$ -	\$ -	\$ -	\$ -	
Park & Ride Lease			\$ -	\$ -	\$ -	\$ -	
Other -Bus (Describe)			\$ -	\$ -	\$ -	\$ -	
Other -Bus (Describe)			\$ -	\$ -	\$ -	\$ -	
Subtotal: Bus Operations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)	859,182	815,217	815,217	\$ 821,700.00	\$ 828,300.00	\$ 834,900.00	\$ 4,974,516.00
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL OPERATING COSTS	\$ 859,182.00	\$ 815,217.00	\$ 815,200.00	\$ 821,700.00	\$ 828,300.00	\$ 834,900.00	\$ 4,974,516.00

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

N/A

Unique Project ID#		Triangle Tax District Durham Transit Work Plan Project Request Form Transit Services	FY START DATE	7/1/2019
20DCI_TS10			FY 2021	
Unique Request ID: (FY Project Start year)	20			
(Three letter Agency)	DCI			
(Project Type)	TS			
(Unique Number)	010			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Food access for Seniors - Pilot Route	City of Durham	Pierre Osei-Owusu	Current Year	\$ 58,000
Estimated Start Date	Estimated Completion	Notes		
March 2, 2020	June 30, 2021			
Project Description	Enter below a summary of the project that may later be used for the FY 2020 Durham - Orange Transit Work Plan.			
Thousands of seniors in Durham are at risk of food insecurity. End Hunger Durham have surveyed several low income senior housing complexes and reported that up to 44 percent of the residents skip meals for lack of adequate transportation to get to a grocery store of food pantry. This pilot would provide approximately 4 hours of fare-free service connecting selected senior housing complexes (Morning Glory, Hosiery Mill, Oldham Towers, J.J. Henderson and Forest Hill Heights) to grocery stores and food pantries. This request is for four months of funding in FY20, with the intent to ask for a whole year of funding in FY21. Final details of the pilot are still being developed, including the exact start date, evaluation criteria, etc.				

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
Durham, different locations	Seniors living at Morning Glory, Hosiery Mill, Oldham Towers, J.J. Henderson and Forest Hill Heights housing complexes	Fighting hunger through connectivity

Project Monitoring Details

Operating Projects

For bus operating projects, please provide:

a) Target Start Date	Mar-20
b) Span	Weekdays: ~9:30 AM - 1:30 PM
c) Frequency	Every 60 minutes
d) Assets Used	ACCESS vans
e) Geographic Termini	Within 2.5 m radius around Downtown
f) Major Market Destinations Served	Senior housing complexes SW and E of Downtown, grocery stores and food pantries
g) Revenue Hours	Weekday (average): 4hr/day

Finance Estimates

Revenue							
Tax Revenue	FY19	FY20	FY21	FY22	FY23	FY24	Total
Durham - Orange County Tax Revenue	-	18,870	58,000	-	-	-	76,870
Other Revenue							
Federal							-
State							-
Farebox/State							-
Subtotal Other	-	-	-	-	-	-	-
TOTAL REVENUE	-	18,870	58,000	-	-	-	76,870

Transit Operations: Estimated appropriations to support expenses.

Cost Break Down of Project Request							
OPERATING COSTS	FY19	FY20	FY21	FY22	FY23	FY24	Total
Growth Factors		2.50%	2.50%	2.50%	2.50%	2.50%	
Salary & Fringes			\$ -	\$ -	\$ -	\$ -	\$ -
Contracts			\$ -	\$ -	\$ -	\$ -	\$ -
Bus Operations:							
Estimated Hours		340.00	1,020.00				
Cost per Hour		\$ 55.50	\$ 56.89	\$ 58.00	\$ 59.00	\$ 60.00	
Estimated Operating Cost	\$ -	\$ 18,870.00	\$ 58,000.00	\$ -	\$ -	\$ -	\$ 76,870.00
Bus Leases			\$ -	\$ -	\$ -	\$ -	
Park & Ride Lease			\$ -	\$ -	\$ -	\$ -	
Other -Bus (Describe)			\$ -	\$ -	\$ -	\$ -	
Other -Bus (Describe)			\$ -	\$ -	\$ -	\$ -	
Subtotal: Bus Operations	\$ -	\$ 18,870.00	\$ 58,000.00	\$ -	\$ -	\$ -	\$ 76,870.00
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL OPERATING COSTS	\$ -	\$ 18,870.00	\$ 58,000.00	\$ -	\$ -	\$ -	\$ 76,870.00

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

Service is projected to operate on 87 weekdays in FY 2020. For FY21 the assumption is to operate 255 weekdays.

Unique Project ID#		Triangle Tax District Durham Transit Work Plan Project Request Form Transit Services	FY START DATE	7/1/2019
20DCI_TS11			FY 2021	
Unique Request ID: (FY Project Start year)	20			
(Three letter Agency)	DCI			
(Project Type)	TS			
(Unique Number)	011			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Durham Transportation Alternatives	City of Durham	Tom Devlin	Current Year	\$ 68,600
Estimated Start Date	Estimated Completion	Notes		
March 2, 2020				
Project Description	Enter below a summary of the project that may later be used for the FY 2020 Durham - Orange Transit Work Plan.			
In order to serve the needs of emerging employment centers in unincorporated areas of Durham County as well as employers identified for priority by the Durham County Board of County Commissioners, additional funding is requested to administer pilot programs to encourage the use of transit, carpool, vanpool and other non-single-occupant-vehicle modes referenced collectively as transportation alternatives (TA). These programs may include outreach to employers, marketing of TA, subsidies to encourage use of TA, technical assistance to identified employers and employees for commute planning, travel training, transportation demand management, and other purposes.				

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
Durham County	Durham Employers and Employees	Transportation Alternatives including vanpool services

Project Monitoring Details

Operating Projects

For bus operating projects, please provide:

a) Target Start Date	
b) Span	
c) Frequency	
d) Assets Used	
e) Geographic Termini	
f) Major Market Destinations Served	
g) Revenue Hours	

Finance Estimates

Revenue							
Tax Revenue	FY19	FY20	FY21	FY22	FY23	FY24	Total
Durham - Orange County Tax Revenue	-	66,960	68,600	70,300	72,100	73,900	351,860
Other Revenue							
Federal							-
State							-
Farebox/State							-
Subtotal Other	-	-	-	-	-	-	-
TOTAL REVENUE	-	66,960	68,600	70,300	72,100	73,900	351,860

Transit Operations: Estimated appropriations to support expenses.

Cost Break Down of Project Request							
OPERATING COSTS	FY19	FY20	FY21	FY22	FY23	FY24	Total
Growth Factors		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 -Bus (Describe)			\$ -	\$ -	\$ -	\$ -	
Other -Bus (Describe)			\$ -	\$ -	\$ -	\$ -	
Subtotal: Bus Operations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)		\$ 66,960.00	\$ 68,600.00	\$ 70,300.00	\$ 72,100.00	\$ 73,900.00	\$ 351,860.00
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL OPERATING COSTS	\$ -	\$ 66,960.00	\$ 68,600.00	\$ 70,300.00	\$ 72,100.00	\$ 73,900.00	\$ 351,860.00

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

Northern Durham Vanpool Services is a current project managed by GoTriangle. The City of Durham is requesting that this project be expanded to specifically target emerging employment centers in unincorporated Durham County and to include the promotion of transportation demand management strategies. The City of Durham is requesting an increase in funding to include the expanded scope.

Unique Project ID#		Triangle Tax District Durham Transit Work Plan Project Request Form Transit Services	FY START DATE	7/1/2020
20DCITS12			FY 2021	
Unique Request ID: [FY Project Start year]	20			
[Three letter Agency]	DCI			
[Project Type]	TS			
[Unique Number]	012			

Project Business Case

Provide responses to **EACH** of the questions below. Answer the questions as fully as possible. Enter Non-Applicable (N/A) as appropriate.

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Route 2 Improvements	GoDurham	Erik Landfried	Current Year	\$ 924,800
Estimated Start Date	Estimated Completion	Notes		
July 1, 2020	N/A			
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
In the service change that occurred on January 25, 2020, Route 2 subsumed the former Route 15. A previous operating project increased the span of service for Route 15 so that it ran hourly at all times of day and days of the week. This project builds upon that investment and others in the Transit Plan by adding 30-minute night and Sunday service to Route 2, which doubles the existing frequency at those times and makes transfers at Durham Station much more seamless.				

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
Route 2 serves a corridor between Durham Station, East Durham, and Brier Creek.	Current and future riders	Route 2 subsumes the former Route 15. Service was added to Route 15 using Transit Tax revenue to make it hourly at all times of day. This project expands that to include 30 minute service at all times of day.

Project Monitoring Details

Operating Projects

For bus operating projects, please provide:

a) Target Start Date	1-Jul-20
b) Span	Mon-Sat 5:30am-12:30am, Sun 6:30am-9:30pm
c) Frequency	30-min at all times
d) Assets Used	GoDurham vehicles
e) Geographic Termini	Durham Station - Brier Creek
f) Major Market Destinations Served	Downtown Durham, East Durham, Brier Creek
g) Revenue Hours	3814 in FY21

Finance Estimates

Revenue							
Tax Revenue	FY19	FY20	FY21	FY22	FY23	FY24	Total
Durham - Orange County Tax Revenue			924,800	951,700	976,100	1,000,500	3,853,100
Other Revenue							
Federal							-
State							-
Farebox							-
Subtotal Other	-	-	-	-	-	-	-
TOTAL REVENUE	-	-	924,800	951,700	976,100	1,000,500	3,853,100
Cost Break Down of Project Request							
OPERATING COSTS	FY19	FY20	FY21	FY22	FY23	FY24	Total
Growth Factors		2.50%	2.50%	2.50%	2.50%	2.50%	
Salary & Fringes			\$ -	\$ -	\$ -	\$ -	\$ -
Contracts			\$ -	\$ -	\$ -	\$ -	\$ -
Bus Operations:							
Estimated Hours			8,134.00	8,134.00	8,134.00	8,134.00	
Cost per Hour			\$ 113.69	\$ 117.00	\$ 120.00	\$ 123.00	
Estimated Operating Cost	\$ -	\$ -	\$ 924,800.00	\$ 951,700.00	\$ 976,100.00	\$ 1,000,500.00	\$ 3,853,100.00
Bus Leases			\$ -	\$ -	\$ -	\$ -	
Park & Ride Lease			\$ -	\$ -	\$ -	\$ -	
Other -Bus (Describe)			\$ -	\$ -	\$ -	\$ -	
Other -Bus (Describe)			\$ -	\$ -	\$ -	\$ -	
Subtotal: Bus Operations	\$ -	\$ -	\$ 924,800.00	\$ 951,700.00	\$ 976,100.00	\$ 1,000,500.00	\$ 3,853,100.00
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL OPERATING COSTS	\$ -	\$ -	\$ 924,800.00	\$ 951,700.00	\$ 976,100.00	\$ 1,000,500.00	\$ 3,853,100.00

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

255 weekdays, 51 Saturdays, and 58 Sundays in FY21

Unique Project ID#		Triangle Tax District Durham Transit Work Plan Project Request Form Transit Services	FY START DATE	7/1/2020
21DCITS1			FY 2021	
Unique Request ID: [FY Project Start year]	21			
[Three letter Agency]	DCI			
[Project Type]	TS			
[Unique Number]	001			

Project Business Case

Provide responses to **EACH** of the questions below. Answer the questions as fully as possible. Enter Non-Applicable (N/A) as appropriate.

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Route 1 Improvements	GoDurham	Erik Landfried	Current Year	\$ 248,900
Estimated Start Date	Estimated Completion	Notes		
July 1, 2020	N/A			
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
This project adds 30-minute night and Sunday service to Route 1, which doubles the existing frequency at those times and makes transfers at Durham Station much more seamless. This builds upon previous investments to increase frequency at night and on Sundays on the five frequent routes in the GoDurham network.				

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
Route 1 serves the corridor between downtown Durham, Northgate Mall, and Willowdale Shopping Center	Current and future riders	Doubling the frequency of the route at night and on Sundays makes the service much more useful to existing riders and may attract new riders to the route.

Project Monitoring Details

Operating Projects

For bus operating projects, please provide:

a) Target Start Date	1-Jul-20
b) Span	Mon-Sat 5:30am-12:30am, Sun 6:30am-9:30pm
c) Frequency	30-min at all times
d) Assets Used	GoDurham vehicles
e) Geographic Termini	Durham Station - Willowdale Shopping Center
f) Major Market Destinations Served	Downtown Durham, Northgate Mall, North Pointe, Croasdaile, Willowdale
g) Revenue Hours	2189 in FY21

Finance Estimates

Revenue

Tax Revenue	FY19	FY20	FY21	FY22	FY23	FY24	Total
Durham - Orange County Tax Revenue			248,900	256,100	262,700	269,200	1,036,900
Other Revenue							
Federal							-
State							-
Farebox							-
Subtotal Other	-	-	-	-	-	-	-
TOTAL REVENUE	-	-	248,900	256,100	262,700	269,200	1,036,900

Cost Break Down of Project Request

OPERATING COSTS	FY19	FY20	FY21	FY22	FY23	FY24	Total
Growth Factors		2.50%	2.50%	2.50%	2.50%	2.50%	
Salary & Fringes			\$ -	\$ -	\$ -	\$ -	\$ -
Contracts			\$ -	\$ -	\$ -	\$ -	\$ -
Bus Operations:							
Estimated Hours			2,189.00	2,189.00	2,189.00	2,189.00	
Cost per Hour			\$ 113.69	\$ 117.00	\$ 120.00	\$ 123.00	
Estimated Operating Cost	\$ -	\$ -	\$ 248,900.00	\$ 256,100.00	\$ 262,700.00	\$ 269,200.00	\$ 1,036,900.00
Bus Leases			\$ -	\$ -	\$ -	\$ -	
Park & Ride Lease			\$ -	\$ -	\$ -	\$ -	
Other -Bus (Describe)			\$ -	\$ -	\$ -	\$ -	
Other -Bus (Describe)			\$ -	\$ -	\$ -	\$ -	
Subtotal: Bus Operations	\$ -	\$ -	\$ 248,900.00	\$ 256,100.00	\$ 262,700.00	\$ 269,200.00	\$ 1,036,900.00
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL OPERATING COSTS	\$ -	\$ -	\$ 248,900.00	\$ 256,100.00	\$ 262,700.00	\$ 269,200.00	\$ 1,036,900.00

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

255 weekdays, 51 Saturdays, and 58 Sundays in FY21

Unique Project ID#		Triangle Tax District Durham Transit Work Plan Project Request Form Transit Services	FY START DATE	7/1/2020
21DCITS2			FY 2021	
Unique Request ID: [FY Project Start year]	21			
[Three letter Agency]	DCI			
[Project Type]	TS			
[Unique Number]	002			

Project Business Case

Provide responses to **EACH** of the questions below. Answer the questions as fully as possible. Enter Non-Applicable (N/A) as appropriate.

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Route 4 Improvements	GoDurham	Erik Landfried	Current Year	\$ 248,900
Estimated Start Date	Estimated Completion	Notes		
July 1, 2020	N/A			
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
This project adds 30-minute night and Sunday service to Route 4, which doubles the existing frequency at those times and makes transfers at Durham Station much more seamless. This builds upon previous investments to increase frequency at night and on Sundays on the five frequent routes in the GoDurham network.				

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
Route 4 serves the corridor between downtown Durham, Duke Regional Hospital and Horton Road	Current and future riders	Doubling the frequency of the route at night and on Sundays makes the service much more useful to existing riders and may attract new riders to the route.

Project Monitoring Details

Operating Projects

For bus operating projects, please provide:

a) Target Start Date	1-Jul-20
b) Span	Mon-Sat 5:30am-12:30am, Sun 6:30am-9:30pm
c) Frequency	30-min at all times
d) Assets Used	GoDurham vehicles
e) Geographic Termini	Durham Station - Horton/Roxboro
f) Major Market Destinations Served	Downtown Durham, Geer Street area, Duke Regional Hospital
g) Revenue Hours	2189 in FY21

Finance Estimates

Revenue

Tax Revenue	FY19	FY20	FY21	FY22	FY23	FY24	Total
Durham - Orange County Tax Revenue			248,900	256,100	262,700	269,200	1,036,900
Other Revenue							
Federal							-
State							-
Farebox							-
Subtotal Other	-	-	-	-	-	-	-
TOTAL REVENUE	-	-	248,900	256,100	262,700	269,200	1,036,900

Cost Break Down of Project Request

OPERATING COSTS	FY19	FY20	FY21	FY22	FY23	FY24	Total
Growth Factors		2.50%	2.50%	2.50%	2.50%	2.50%	
Salary & Fringes			\$ -	\$ -	\$ -	\$ -	\$ -
Contracts			\$ -	\$ -	\$ -	\$ -	\$ -
Bus Operations:							
Estimated Hours			2,189.00	2,189.00	2,189.00	2,189.00	
Cost per Hour			\$ 113.69	\$ 117.00	\$ 120.00	\$ 123.00	
Estimated Operating Cost	\$ -	\$ -	\$ 248,900.00	\$ 256,100.00	\$ 262,700.00	\$ 269,200.00	\$ 1,036,900.00
Bus Leases			\$ -	\$ -	\$ -	\$ -	
Park & Ride Lease			\$ -	\$ -	\$ -	\$ -	
Other -Bus (Describe)			\$ -	\$ -	\$ -	\$ -	
Other -Bus (Describe)			\$ -	\$ -	\$ -	\$ -	
Subtotal: Bus Operations	\$ -	\$ -	\$ 248,900.00	\$ 256,100.00	\$ 262,700.00	\$ 269,200.00	\$ 1,036,900.00
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL OPERATING COSTS	\$ -	\$ -	\$ 248,900.00	\$ 256,100.00	\$ 262,700.00	\$ 269,200.00	\$ 1,036,900.00

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

255 weekdays, 51 Saturdays, and 58 Sundays in FY21

Unique Project ID#		Triangle Tax District Durham Transit Work Plan Project Request Form Transit Services	FY START DATE	7/1/2020
21DCITS3			FY 2021	
Unique Request ID: [FY Project Start year]	21			
[Three letter Agency]	DCI			
[Project Type]	TS			
[Unique Number]	003			

Project Business Case

Provide responses to **EACH** of the questions below. Answer the questions as fully as possible. Enter Non-Applicable (N/A) as appropriate.

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Route 8 Improvements	GoDurham	Erik Landfried	Current Year	\$ 75,400
Estimated Start Date	Estimated Completion	Notes		
July 1, 2020	N/A			
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
Route 8 is currently the only route in the GoDurham system that runs hourly all day on Saturdays. This creates confusion for current riders and reduces the opportunity for riders to connect with other routes at Durham Station. This project would bring Route 8 to 30-minute frequency on Saturdays to match the weekday frequency of the route.				

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
Route 8 serves a corridor between downtown Durham, NCCU, McDougald Terrace, and Durham Tech.	Current and future riders	Doubling the frequency on Saturdays will make the route much more useful to current and future riders, reduce confusion, and allow for more seamless transfers at Durham Station to other routes.

Project Monitoring Details

Operating Projects

For bus operating projects, please provide:

a) Target Start Date	1-Jul-20
b) Span	Saturdays 6am-7pm
c) Frequency	30 min
d) Assets Used	GoDurham vehicles
e) Geographic Termini	Durham Station - Capps/Alston
f) Major Market Destinations Served	Downtown Durham, NCCU, McDougald Terrace, Durham Tech
g) Revenue Hours	663 in FY21

Finance Estimates

Revenue							
Tax Revenue	FY19	FY20	FY21	FY22	FY23	FY24	Total
Durham - Orange County Tax Revenue			75,400	77,600	79,600	81,500	314,100
Other Revenue							
Federal							-
State							-
Farebox							-
Subtotal Other	-	-	-	-	-	-	-
TOTAL REVENUE	-	-	75,400	77,600	79,600	81,500	314,100
Cost Break Down of Project Request							
OPERATING COSTS	FY19	FY20	FY21	FY22	FY23	FY24	Total
Growth Factors		2.50%	2.50%	2.50%	2.50%	2.50%	
Salary & Fringes			\$ -	\$ -	\$ -	\$ -	\$ -
Contracts			\$ -	\$ -	\$ -	\$ -	\$ -
Bus Operations:							
Estimated Hours			663.00	663.00	663.00	663.00	
Cost per Hour			\$ 113.69	\$ 117.00	\$ 120.00	\$ 123.00	
Estimated Operating Cost	\$ -	\$ -	\$ 75,400.00	\$ 77,600.00	\$ 79,600.00	\$ 81,500.00	\$ 314,100.00
Bus Leases			\$ -	\$ -	\$ -	\$ -	
Park & Ride Lease			\$ -	\$ -	\$ -	\$ -	
Other -Bus (Describe)			\$ -	\$ -	\$ -	\$ -	
Other -Bus (Describe)			\$ -	\$ -	\$ -	\$ -	
Subtotal: Bus Operations	\$ -	\$ -	\$ 75,400.00	\$ 77,600.00	\$ 79,600.00	\$ 81,500.00	\$ 314,100.00
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL OPERATING COSTS	\$ -	\$ -	\$ 75,400.00	\$ 77,600.00	\$ 79,600.00	\$ 81,500.00	\$ 314,100.00

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

51 Saturdays in FY21

Unique Project ID#		Triangle Tax District Durham Transit Work Plan Project Request Form Transit Services	FY START DATE	7/1/2020
21DCIO01			FY 2021	
Unique Request ID:	21			
(FY Project Start year)	DCI			
(Three letter Agency)	OO			
(Project Type)	001			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Youth GoPass	GoDurham	Pierre Owusu	Current Year	\$ 88,900
Estimated Start Date	Estimated Completion	Notes		
July 1, 2020		(Add notes as appropriate)		
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
For youth ages 13-18, transit agencies across Durham, Wake and Orange County will continue to offer a 'Youth GoPass' program. These fare passes are issued by GoTriangle, GoDurham, GoRaleigh, or GoCary with valid K-12 School ID Cards, or with transit agency issued identification cards. GoTriangle, GoDurham GoRaleigh, GoCary, and , in partnership with the respective County's, will continue to work with schools along triangle County's bus network to issue the passes. Passes will also continue to be available to those with a valid ID at GoDurham Station, GoRaleigh Station, the Town of Cary Finance Department, the GoTriangle Regional Transportation Center, public libraries, and regional centers. This project covers the cost of offsetting fares that would have been collected by GoDurham routes, in addition to purchasing the supplies needed for this program. The estimated cost is allocation of Youth GoPass boardings on GoDurham buses.				

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
GoDurham	For youth ages 13-18	Provides Transit access to the next generation of Transit riders.

Project Monitoring Details

Operating Projects

List any other relevant information not addressed.

Finance Estimates

Revenue						
Tax Revenue		FY21	FY22	FY23	FY24	Total
Durham County Tax Revenue		88,900	91,100	93,400	95,700	369,100
Other Revenue						
Federal						-
State						-
Other:						-
Subtotal Other		-	-	-	-	-
TOTAL REVENUE		88,900	91,100	93,400	95,700	369,100

Transit Operations: Estimated appropriations to support expenses.

Cost Break Down of Project Request						
OPERATING COSTS		FY21	FY22	FY23	FY24	Total
Growth Factors		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 -Bus (Describe)			\$ -	\$ -	\$ -	
Other -Bus (Describe)			\$ -	\$ -	\$ -	
Subtotal: Bus Operations		\$ -	\$ -	\$ -	\$ -	\$ -
Other Purchase of a Service			\$ -	\$ -	\$ -	\$ -
Other (Describe)		\$ 88,880.00	\$ 91,100.00	\$ 93,400.00	\$ 95,700.00	\$ 369,080.00
Other (Describe)			\$ -	\$ -	\$ -	\$ -
TOTAL OPERATING COSTS		\$ 88,900.00	\$ 91,100.00	\$ 93,400.00	\$ 95,700.00	\$ 369,080.00

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

Per Boarding	FY2019 Actual	FY2019 Cost	FY2021 Projected	FY2021 Cost
\$0.37	234,334	\$86,703.58	240,192	\$88,871.04

Unique Project ID#		Triangle Tax District Durham Transit Work Plan Project Request Form Transit Services	FY START DATE	7/1/2020
21DCIO02			FY 2021	
Unique Request ID: (FY Project Start year)	21			
(Three letter Agency)	DCI			
(Project Type)	OO			
(Unique Number)	002			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Fare Collection Improvements	GoDurham	Pierre Owusu	Current Year	\$ 250,000
Estimated Start Date	Estimated Completion	Notes		
July 1, 2020		(Add notes as appropriate)		
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			

This project will cover the annual costs associated with updated mobile ticketing technology for GoDurham buses and GoDurham City/County ACCESS vans. Cost based on FY19 boardings.

This project request also allocates a portion of hold harmless against any reduction of fare revenue as a result of implementing this uniform fare strategy. The regional fare-working groups priorities include (1) Improving Pass Distribution and Sales; (2) Balance Revenue and Ridership Goals; (3) Improve the Passenger Experience; (4) Improve Regional Coordination; (5) Make Transit an Affordable Option; and (6) Explore New Fare Technologies. These earmarked funds will be estimated and will be dependent on the final methodology developed by a Fare Working Group.

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
Durham County	Durham, Orange and Wake County	To improve the transit passengers' experience.

Project Monitoring Details

Operating Projects

List any other relevant information not addressed.

Finance Estimates

Revenue

Tax Revenue	FY21	FY22	FY23	FY24	Total
Durham County Tax Revenue	250,000	256,300	262,700	269,300	1,038,300
Other Revenue					
Federal					-
State					-
Other:					-
Subtotal Other	-	-	-	-	-
TOTAL REVENUE	250,000	256,300	262,700	269,300	1,038,300

Transit Operations: Estimated appropriations to support expenses.

Cost Break Down of Project Request

OPERATING COSTS	FY21	FY22	FY23	FY24	Total
Growth Factors	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 -Bus (Describe)		\$ -	\$ -	\$ -	
Other -Bus (Describe)		\$ -	\$ -	\$ -	
Subtotal: Bus Operations	\$ -	\$ -	\$ -	\$ -	\$ -
Other Purchase of a Service	\$ 250,000.00	\$ 256,300.00	\$ 262,700.00	\$ 269,300.00	\$ 1,038,300.00
Other (Describe)		\$ -	\$ -	\$ -	\$ -
Other (Describe)		\$ -	\$ -	\$ -	\$ -
TOTAL OPERATING COSTS	\$ 250,000.00	\$ 256,300.00	\$ 262,700.00	\$ 269,300.00	\$ 1,038,300.00

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

GoDurham boardings in FY19 was 6,562,498. City/County ACCESS revenue boardings in FY19 was 150,912. These boardings informed the estimated cost of Mobile Ticketing Transaction fees of \$150,000 and hold harmless proposed estimate for FY21 of \$100,000 and will be refined based on uniform fare policy across the region.

Unique Project ID#		Triangle Tax District Durham Transit Work Plan Project Request Form Capital	FY START DATE	7/1/2020
18DCI_CD1			FY 2021	
Unique Request ID: (FY Project Start year)	18			
(Three letter Agency)	DCI			
(Project Type)	CD			
(Unique Number)	001			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Holloway Street Transit Emphasis Corridor	City of Durham	Ellen Beckmann	Current Year	\$ 1,660,000
Estimated Start Date	Estimated Completion	Notes		
April 1, 2020	FY24			
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
Construct sidewalks and install transit amenities on Holloway Street in Northeast Central Durham.				

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
Holloway Street in Northeast Central Durham	Residents and workers in Northeast Central Durham	Improved access to transit

Project Monitoring Details

Quantitative and Qualitative Outcomes ****Please list up to 3 Quantitative metrics and 1 Qualitative**

Linear feet of sidewalk constructed	Number of shelters and other amenities installed	Increased ridership due to improved access	Qualitative	Increased satisfaction of existing GoDurham riders

List any other relevant information not addressed.

Finance Estimates

Estimated Project Revenues:

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

Revenue							
Tax Revenue	FY19 (Actuals)	FY20 (Budget)	FY21	FY22	FY23	FY24	Total
Durham County Tax Revenue	-	70,000	1,660,000	10,270,000	-	-	12,000,000
Other Revenue							
Federal							-
State							-
Other:							-
Subtotal Other	-	-	-	-	-	-	-
TOTAL REVENUE	-	70,000	1,660,000	10,270,000	-	-	12,000,000

Transit Capital Development: Estimated appropriations to support contractual commitments and other expenses related to proposed capital projects.

Cost Break Down of Project Request							
CAPITAL COSTS	FY19 (Actuals)	FY20 (Budget)	FY21	FY22	FY23	FY24	Total
Feasibility or Other Studies							\$ -
Land - Right of Way		\$ 70,000					\$ 70,000
Design & Engineering		\$ -	\$ 1,030,000	\$ 10,270,000			\$ 11,300,000
Construction - Implementation			\$ 630,000				\$ 630,000
Equipment							\$ -
Other (Describe)							\$ -
TOTAL CAPITAL COSTS	-	70,000	1,660,000	10,270,000	-	-	12,000,000

Assumptions for Costs and Revenues Above:

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

Unique Project ID#		Triangle Tax District Durham Transit Work Plan Project Request Form Capital	FY START DATE	7/1/2020
18DCI_CD5			FY 2021	
Unique Request ID: (FY Project Start year)	18			
(Three letter Agency)	DCI			
(Project Type)	CD			
(Unique Number)	005			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Village Transit Center	City of Durham	Ellen Beckmann	Current Year	\$ 268,500
Estimated Start Date	Estimated Completion	Notes		
April 1, 2020	FY23			
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
Construct sidewalks and install transit amenities such as shelters at the Village Transit Center at the Village Shopping Center in Northeast Central Durham. This project ties in to DCHC TIP project EB-5704, Raynor Street Sidewalks. The project will be constructed in two phases, a north and a south phase, with each phase on either side of Miami Boulevard along Raynor Street.				

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
The Village Shopping Center (intersection of Miami Boulevard, Holloway Street, and Raynor Street) in Northeast Central Durham	Transit riders using the Village bus stop, which is one of the highest boardings and alightings in the GoDurham system	Improved access to transit and safer and more pleasant amenities for riders

Project Monitoring Details

Quantitative and Qualitative Outcomes ****Please list up to 3 Quantitative metrics and 1 Qualitative**

Linear feet of sidewalk constructed	Number of shelters and other amenities installed	Increased ridership due to improved access	Qualitative	Increased satisfaction of existing GoDurham riders

List any other relevant information not addressed.

Finance Estimates

Estimated Project Revenues:

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

Revenue							
Tax Revenue	FY19 (Actuals)	FY20 (Budget)	FY21	FY22	FY23	FY24	Total
Durham County Tax Revenue	-	201,502	268,500	-	-	-	470,002
Other Revenue							
Federal							-
State							-
Other:							-
Subtotal Other	-	-	-	-	-	-	-
TOTAL REVENUE	-	201,502	268,500	-	-	-	470,002

Transit Capital Development: Estimated appropriations to support contractual commitments and other expenses related to proposed capital projects.

Cost Break Down of Project Request

CAPITAL COSTS	FY19 (Actuals)	FY20 (Budget)	FY21	FY22	FY23	FY24	Total
Feasibility or Other Studies							\$ -
Land - Right of Way							\$ -
Design & Engineering		\$ 201,502					\$ 201,502
Construction - Implementation			\$ 268,498				\$ 268,498
Equipment							\$ -
Other (Describe)							\$ -
TOTAL CAPITAL COSTS	-	201,502	268,500	-	-	-	470,000

Assumptions for Costs and Revenues Above:

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

Unique Project ID#		Triangle Tax District Durham Transit Work Plan Project Request Form Capital	FY START DATE	7/1/2020
18DCI_CD2			FY 2021	
Unique Request ID: (FY Project Start year)	18			
(Three letter Agency)	DCI			
(Project Type)	CD			
(Unique Number)	002			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Fayetteville Street Transit Emphasis Corridor	City of Durham	Ellen Beckmann	Current Year	\$ 2,000,000
Estimated Start Date	Estimated Completion	Notes		
April 1, 2020	FY23			
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
Construct sidewalks and install transit amenities such as shelters along Fayetteville Street from Lakewood Avenue to Cornwallis Road. Also improve the street configuration to improve average bus speed to reduce travel times.				

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
Fayetteville Street from Lakewood Avenue to Cornwallis Road	Transit riders using the GoDurham routes along Fayetteville Street, as well as residents and workers in this area, including students, workers, and visitors to North Carolina Central University.	Improved access to transit and safer and more pleasant amenities for riders

Project Monitoring Details

Quantitative and Qualitative Outcomes ****Please list up to 3 Quantitative metrics and 1 Qualitative**

Linear feet of sidewalk constructed	Number of shelters and other amenities installed	Increased ridership due to improved access	Qualitative	Increased satisfaction of existing GoDurham riders

List any other relevant information not addressed.

This project sheet proposes a significant overall budget increase for this project which constitutes a material change and must therefore be approved by the Durham BOCC, DCHC MPO Board, and GoTriangle Board of Trustees. These approvals will take place during the FY21 approval process.

Finance Estimates

Estimated Project Revenues:

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

Revenue							
Tax Revenue	FY19 (Actuals)	FY20 (Budget)	FY21	FY22	FY23	FY24	Total
Durham County Tax Revenue	-	980,000	2,000,000	7,800,000	-	-	10,780,000
Other Revenue							
Federal							-
State							-
Other:							-
Subtotal Other	-	-	-	-	-	-	-
TOTAL REVENUE	-	980,000	2,000,000	7,800,000	-	-	10,780,000

Transit Capital Development: Estimated appropriations to support contractual commitments and other expenses related to proposed capital projects.

Cost Break Down of Project Request							
CAPITAL COSTS	FY19 (Actuals)	FY20 (Budget)	FY21	FY22	FY23	FY24	Total
Feasibility or Other Studies							\$ -
Land - Right of Way							\$ -
Design & Engineering		\$ 980,000					\$ 980,000
Construction - Implementation			\$ 2,000,000	\$ 7,800,000	\$ -	\$ -	\$ 9,800,000
Equipment							\$ -
Other (Describe)							\$ -
TOTAL CAPITAL COSTS	-	980,000	2,000,000	7,800,000	-	-	10,780,000

Assumptions for Costs and Revenues Above:

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

The capital dollars for construction were split evenly over the four years of construction. The FY24 date is the assumed date of completion. If the City of Durham has up-to-date schedules for construction they should be provided.

Unique Project ID#		Triangle Tax District Durham Transit Work Plan Project Request Form Capital	FY START DATE	7/1/2020
20DCI_CD1			FY 2021	
Unique Request ID: (FY Project Start year)	20			
(Three letter Agency)	DCI			
(Project Type)	CD			
(Unique Number)	001			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Chapel Hill Road Transit Emphasis Corridor	City of Durham	Ellen Beckmann	Current Year	\$ 790,250
Estimated Start Date	Estimated Completion	Notes		
April 1, 2020	FY22			
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
Construct sidewalks and install transit amenities such as shelters along Chapel Hill Road in Southwest Central Durham from ??? Street to ??? Street. Also improve the street configuration to improve average bus speed to reduce travel times.				

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
Chapel Hill Road from ??? Street to ??? Street	Transit riders using the GoDurham routes along Chapel Hill Road, particularly residents and workers in this area	Improved access to transit and safer and more pleasant amenities for riders

Project Monitoring Details

Quantitative and Qualitative Outcomes ****Please list up to 3 Quantitative metrics and 1 Qualitative**

Linear feet of sidewalk constructed	Number of shelters and other amenities installed	Increased ridership due to improved access	Qualitative	Increased satisfaction of existing GoDurham riders

List any other relevant information not addressed.

This project sheet proposes is significant overall budget increase for this project which constitutes a material change and must therefore be approved by the Durham BOCC, DCHC MPO Board, and GoTriangle Board of Trustees. These approvals will take place during the FY21 approval process.

Finance Estimates

Estimated Project Revenues:

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

Revenue							
Tax Revenue	FY19 (Actuals)	FY20 (Budget)	FY21	FY22	FY23	FY24	Total
Durham County Tax Revenue	-	96,200	790,250	1,000,000	10,000,000	-	11,886,450
Other Revenue							
Federal							-
State							-
Other:							-
Subtotal Other	-	-	-	-	-	-	-
TOTAL REVENUE	-	96,200	790,250	1,000,000	10,000,000	-	11,886,450

Transit Capital Development: Estimated appropriations to support contractual commitments and other expenses related to proposed capital projects.

Cost Break Down of Project Request

CAPITAL COSTS	FY19 (Actuals)	FY20 (Budget)	FY21	FY22	FY23	FY24	Total
Feasibility or Other Studies							\$ -
Land - Right of Way							\$ -
Design & Engineering		\$ 96,200		\$ 1,000,000			\$ 1,096,200
Construction - Implementation			\$ 790,250		\$ 10,000,000		\$ 10,790,250
Equipment							\$ -
Other (Describe)							\$ -
TOTAL CAPITAL COSTS	-	96,200	790,250	1,000,000	10,000,000	-	11,886,450

Assumptions for Costs and Revenues Above:

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

The capital dollars for construction were split evenly over the four years of construction. The FY24 date is the assumed date of completion. If the City of Durham has up-to-date schedules for construction they should be provided.

Unique Project ID#		Triangle Tax District Durham Transit Work Plan Project Request Form Capital	FY START DATE	7/1/2020
21DCIVP2			FY 2021	
Unique Request ID: (FY Project Start year)	21			
(Three letter Agency)	DCI			
(Project Type)	VP			
(Unique Number)	002			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Electric Vehicle Acquisition	GoDurham	Pierre Owusu	Current Year	\$ 3,222,000
Estimated Start Date	Estimated Completion	Notes		
July 1, 2020		(Add notes as appropriate)		
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
Partial Project Expenditure deferred to Capital Reserve In anticipation of the update to the Durham County Transit Plan, additional expansion vehicles will be needed to provide new peak service. Purchase of electric buses is now our preferred option because the City of Durham adopted a resolution endorsing the development of a fundable action plan toward a road map to Carbon neutrality in City operations by 2040. The proposed vehicles will be deployed to new service to address crowded trips on the GoDurham system that reduce comfort, speed, and reliability of the system. Ordering in FY21 will ensure vehicles are delivered and additional charging infrastructure is in place upon implementation of expanded service.				

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
Durham County	Durham County	* A Set of capital projects to improve the transit passengers' experience and service reliability.

Project Monitoring Details

Quantitative and Qualitative Outcomes **Please list up to 3 Quantitative metrics and 1 Qualitative

Improvement of passenger experience	Service reliability		Qualitative	

List any other relevant information not addressed.

Finance Estimates

Estimated Project Revenues:

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

Revenue							
Tax Revenue	FY19 (Actuals)	FY20 (Budget)	FY21	FY22	FY23	FY24	Total
Durham County Tax Revenue	-	-	3,222,000	3,222,000	-	-	6,444,000
Other Revenue							
Federal							-
State							-
Other:							-
Subtotal Other	-	-	-	-	-	-	-
TOTAL REVENUE	-	-	3,222,000	3,222,000	-	-	6,444,000

Transit Capital Development: Estimated appropriations to support contractual commitments and other expenses related to proposed capital projects.

Cost Break Down of Project Request

CAPITAL COSTS	FY19 (Actuals)	FY20 (Budget)	FY21	FY22	FY23	FY24	Total
Feasibility or Other Studies							\$ -
Land - Right of Way							\$ -
Design & Engineering							\$ -
Construction - Implementation							\$ -
Equipment			\$ 200,350	\$ 200,350			\$ 400,700
Other (Describe)			\$ 3,021,650	\$ 3,021,650			\$ 6,043,300
TOTAL CAPITAL COSTS	-	-	3,222,000	3,222,000	-	-	6,444,000

Assumptions for Costs and Revenues Above:

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

Estimated vehicle acquisition cost, based on recent electric bus purchase by the City of Durham, including infrastructure costs. Cost per vehicle is \$1,007,213. Additional charging stations (5) and infrastructure costs are estimated at \$400,680.

Unique Project ID#		Triangle Tax District Durham Transit Work Plan Project Request Form Capital	FY START DATE	7/1/2020
21DCICD1			FY 2021	
Unique Request ID: (FY Project Start Year)	21			
(Three letter Agency)	DCI			
(Project Type)	CD			
(Unique Number)	001			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
GoDurham CAD/AVL	GoDurham	Pierre Owusu	Current Year	\$ 1,500,000
Estimated Start Date	Estimated Completion	Notes		
July 1, 2020		(Add notes as appropriate)		
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
The project will cover the one-time cost associated with the purchase and installation of Computer-Aided Dispatch/Automated Vehicle Location (CAD/AVL) technology for GoDurham buses. The project request aligns with the recommendations of the Regional Technology Plan, which was developed by the regional partners to ensure that they would optimize future technology investments. The Plan includes a roadmap to ensure that technology improvements are: - aligned with regional and agency goals and objectives - reflect best practices and industry trends - consider agency priorities and available resources, - identify synergies and opportunities to capture greater value, and - consider opportunities for early wins				

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
GoDurham	Durham City/County	1. Improve Customer Experience 2. Improve Transit Efficiency 3. Improve Bus Speed and Reliability

Project Monitoring Details

Quantitative and Qualitative Outcomes **Please list up to 3 Quantitative metrics and 1 Qualitative

Improvement of passenger experience			Qualitative	1) On Time Performance 2) Avg Maintenance Cost per Mile 3) Operational Cost per Hour

List any other relevant information not addressed.

The proposed solution includes 1) integration with daily operations to efficiently schedule work, 2) automated management of vehicles to effectively coordinate preventative maintenance and repair work, 3) continuous real-time data output for direct input into public-facing real-time passenger information systems (including Google Maps), 4) integration with real-time passenger information signs at Durham Station Transportation Center and 13 high-boarding locations, 5) real-time communication to riders about detours and system alerts, 6) real-time vehicle performance data to identify issues before they occur, and 7) creation and management of automated ADA-compliant announcements for passengers.

Finance Estimates

Estimated Project Revenues:

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

Revenue							
Tax Revenue	FY19 (Actuals)	FY20 (Budget)	FY21	FY22	FY23	FY24	Total
Durham County Tax Revenue	-	-	1,500,000	-	-	-	1,500,000
Other Revenue							
Federal							-
State							-
Other:							-
Subtotal Other	-	-	-	-	-	-	-
TOTAL REVENUE	-	-	1,500,000	-	-	-	1,500,000

Transit Capital Development: Estimated appropriations to support contractual commitments and other expenses related to proposed capital projects.

Cost Break Down of Project Request

CAPITAL COSTS	FY19 (Actuals)	FY20 (Budget)	FY21	FY22	FY23	FY24	Total
Feasibility or Other Studies							\$ -
Land - Right of Way							\$ -
Design & Engineering							\$ -
Construction - Implementation							\$ -
Equipment							\$ -
Other (Describe)			\$ 1,500,000				\$ 1,500,000
TOTAL CAPITAL COSTS	-	-	1,500,000	-	-	-	1,500,000

Assumptions for Costs and Revenues Above:

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

Estimated Cost based on independent cost estimates and recent installations of similar size and scope at peer locations.

Unique Project ID#		Triangle Tax District Durham Transit Work Plan Project Request Form Capital	FY START DATE	7/1/2020
21DCICD2			FY 2021	
Unique Request ID: [FY Project Start year]	21			
[Three letter Agency]	DCI			
[Project Type]	CD			
[Unique Number]	002			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Durham Station Landscaping	GoDurham	Pierre Owusu	Current Year	\$ 20,000
Estimated Start Date	Estimated Completion	Notes		
July 1, 2020		(Add notes as appropriate)		
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
Address muddy and unsightly areas on the Durham Station bus platform with select landscaping in advance of a larger feasibility study for longer-term improvements.				

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
Durham County	Durham County	Improve Passenger Experience

Project Monitoring Details

Quantitative and Qualitative Outcomes ****Please list up to 3 Quantitative metrics and 1 Qualitative**

Improvement of passenger experience			Qualitative	

List any other relevant information not addressed.

Finance Estimates

Estimated Project Revenues:

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

Revenue							
Tax Revenue	FY19 (Actuals)	FY20 (Budget)	FY21	FY22	FY23	FY24	Total
Durham County Tax Revenue	-	-	20,000	-	-	-	20,000
Other Revenue							
Federal							-
State							-
Other:							-
Subtotal Other	-	-	-	-	-	-	-
TOTAL REVENUE	-	-	20,000	-	-	-	20,000

Transit Capital Development: Estimated appropriations to support contractual commitments and other expenses related to proposed capital projects.

Cost Break Down of Project Request

CAPITAL COSTS	FY19 (Actuals)	FY20 (Budget)	FY21	FY22	FY23	FY24	Total
Feasibility or Other Studies							\$ -
Land - Right of Way							\$ -
Design & Engineering							\$ -
Construction - Implementation							\$ -
Equipment							\$ -
Other (Describe)			\$ 20,000				\$ 20,000
TOTAL CAPITAL COSTS	-	-	20,000	-	-	-	20,000

Assumptions for Costs and Revenues Above:

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

Cost estimate based on landscaping costs on two recent GoTriangle projects, assumes small scope of improvements.

GoTriangle - Durham
Summary of Project Requests

OPERATING

Summary of Project Requests (Administration and Operations)		Authorized Appropriation	Requested Appropriation
		FY20	FY21
21GOTAD1	Tax District Administration - Financial Oversight Staff		\$ 125,700
21GOTAD11	Tax District Administration - Financial Oversight - Support Services (D)		\$ 280,000
21GOTAD2	Transit Plan Administration - Program Management Staff		\$ 131,100
21GOTAD3	Transit Plan Administration - Project Implementation Staff		\$ 465,600
21GOTAD13	TPA - Transit Planning - Support Services		\$ 30,000
21GOTAD14	TPA - Performance Data Processing and Visualization Tool	\$ 75,000	\$ 117,900
21GOTAD4	TPA - Legal and Real Estate - Support Staff		\$ 391,800
21GOTAD5	TPA - Marketing , Communication and PE - Support Staff		\$ 189,700
21GOTAD12	TPA - Marketing, Communication and PE - Support Services		\$ 70,000
21GOTAD6	TPA - Regional Technology and Administration - Support Staff		\$ 72,700
18GOTAD10	Customer Surveys (GoTriangle and GoDurham)	\$ 74,235	\$ 100,000
20GOT_TS1	Route 700 Improvements	\$ 365,577	\$ 406,800
20GOT_TS2	Route 800 Improvements	\$ 422,915	\$ 381,200
20GOT_TS3	Route 400 Improvements	\$ 349,452	\$ 326,700
20GOT_TS5	Route ODX - Orange-Durham Express	\$ 157,210	\$ 178,500
20GOT_TS7	Route DRX Improvements	\$ 181,117	\$ 245,100
19GOT_TS8	Paratransit expansion	\$ 27,472	\$ 39,500
20GOT_TS9	Route 405 Improvements	\$ 33,675	\$ 20,600
21GOT001	Youth Gopass		\$ 24,700
21GOT002	Fare Collection Improvements (D)		\$ 22,500
19GOT_AD1 [Discontinued ID / revised by function]	.25 FTE for Tax District Admin	\$ 22,350	
20GOT_AD1 [Discontinued ID / revised by function]	.5 FTE for Sr. Financial Analyst	\$ 62,950	
20GOT_AD2 [Discontinued ID / revised by function]	Support Services	\$ 1,556,762	
20GOT_AD3 [Discontinued ID / revised by function]	Support - Consultant	\$ 111,250	
Total Operating Requests		\$ 3,439,966	\$ 3,494,400

CAPITAL

Summary of Project Requests (Capital)		Authorized Appropriation	Requested Appropriation
		FY20	FY21
19GOT_CO1	ERP System - Transit Plan	\$ 906,438	
19GOT_CO2	Commuter Rail Project Development	\$ 3,065,373	
20GOT_CD1	Light Rail Transit	\$ 2,347,472	
18GOT_CD2	Southpoint Transit Center	\$ 426,376	
18GOT_CD4	Patterson Place Improvements	\$ 183,000	
18GOTCD7	Bus Stop Improvements (Durham County)	\$ 257,000	\$ -
19GOT_CD1	RTC Facility Feasibility Study - Durham	\$ 125,000	
20GOTCD2	GoD (Better) Bus Stop Improvements	\$ 1,529,000	\$ 2,500,000
20GOTCD3	Tactical Transit Amenities	\$ 50,000	\$ 100,000
20GOT_CD4	Mobile Ticket Validators - Durham share	\$ 62,000	
20GOT_CD5	Phase1 GoDurham bus stop closeout (GoTriangle)	\$ 250,000	
21GOTVP1	Vehicle acquisition and replacement		\$ 1,445,000
21GOTCD1	Reimbursement of federal interest for real property		\$ 2,900,000
21GOTCD2	Priority Bus Stop Safety Improvements		\$ 1,000,000
21GOTCO1	Origin Destination Survey		\$ 500,000
21GOTCO2	Durham Bus Plan		\$ 62,500
21GOTCO3	Transit Facilities Study		\$ 975,000
Total Capital Requests		\$ 9,201,659	\$ 9,482,500
Total Requested		\$ 12,641,625	\$ 12,976,900

= New project request - (Highlight in Blue)

Total Operating (Agency)

Tax District Administration	\$85,300	\$405,700
Transit Plan Administration	\$1,817,247	\$1,568,800
Transit Operations	\$1,537,419	\$1,645,600

FY2021 Transit Plan Allocation

LESS: Total Requested	\$3,439,966	\$3,620,100
Transit Plan Allocation Remaining (shortfall)	3,439,965.86	3,620,100.00

Total Capital (Agency)

Transit Infrastructure	\$2,882,376	\$6,500,000
Vehicle Acquisition	\$0	\$1,445,000
BRT	\$0	\$0
LRT	\$2,347,472	\$0
CRT	\$3,065,373	\$0
Capital Planning	\$906,438	\$1,537,500

FY2021 Transit Plan Allocation

LESS: Total Requested	\$9,201,659	\$9,482,500
Transit Plan Allocation Remaining (shortfall)	9,201,659.00	9,482,500.00

Unique Project ID#		Triangle Tax District Durham Transit Work Plan Project Request Form Administration	FY START DATE	7/1/2020
21GOTAD1			FY 2021	
Unique Request ID: [FY Project Start year]	21			
[Three letter Agency]	GOT			
[Project Type]	AD			
[Unique Number]	001			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Tax District Administration - Financial Oversight Staff	GoTriangle	Saundra Freeman	Current Year	\$ 125,700
Estimated Start Date	Estimated Completion	Notes		
July 1, 2018	Ongoing	(Add notes as appropriate)		
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
NOTE: The project request is a continuation of on-going operating and consolidation of 19GOT_AD1 and 20GOT_AD1 submissions approved in FY20 Workplan GoTriangle will continue to allocate 0.75 FTE of Tax District Administration - Financial oversight staff to the Durham Transit Plan. In FY21 the roles will continue improve financial policies, provide financial analysis for the new Transit plan development including the commuter rail project, and process quarterly reimbursements and reporting. The roles include: Allocation of 1 FTE Sr. Financial Analyst position to continue financial modeling, analysis and financial oversight for the Durham and Orange Tax Districts. This FTE is budgetted 50% Durham and 50% Orange Transit Plans. Allocation of 1 FTE of Adminstrative Assistant for the GoTriangle Finance Department's Durham, Orange and Wake Transit activities. This FTE is budgetted 50% Durham,				

Project Monitoring Details

Administration: Describe proposed responsibilities and duties for new position requests.

Provide each major intended function, and the percentage of time devoted to each function.

1 FTE Sr. Financial Analyst position to continue financial modeling, analysis and financial oversight for the Durham and Orange Tax Districts.

1 FTE of Adminstrative Assistant for the GoTriangle Finance Department's Durham, Orange and Wake Transit activities.

List any other relevant information not addressed.

Finance Estimates

Revenue						
Tax Revenue		FY21	FY22	FY23	FY24	Total
Durham County Tax Revenue		125,700	128,800	132,000	135,300	521,800
Other Revenue						
Federal -						-
State						-
Other:						-
Subtotal Other		-	-	-	-	-
TOTAL REVENUE		125,700	128,800	132,000	135,300	521,800

Transit Operations: Estimated appropriations to support expenses.

Enter FY 2021 and the estimated annualized cost in FY 2022 using the 2.5% growth factor, if applicable. The spreadsheet will calculate 2022 and beyond by 2.5%. If your project is not expected to have recurring costs in FY 2022 and/or beyond, delete the calculation(s) in columns F-H.

Cost Break Down of Project Request							
OPERATING COSTS			FY21	FY22	FY23	FY24	Total
Growth Factors			2.50%	2.50%	2.50%	2.50%	
Salary & Fringes			\$ 125,700.00	\$ 128,800.00	\$ 132,000.00	\$ 135,300.00	\$ 521,800.00
Contracts				\$ -	\$ -	\$ -	\$ -
Other Purchase of a Service				\$ -	\$ -	\$ -	\$ -
Other (Describe)				\$ -	\$ -	\$ -	\$ -
Other (Describe)				\$ -	\$ -	\$ -	\$ -
TOTAL OPERATING COSTS			\$ 125,700.00	\$ 128,800.00	\$ 132,000.00	\$ 135,300.00	\$ 521,800.00

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

Includes Staffing and indirect cost allocation

Unique Project ID#		Triangle Tax District Durham Transit Work Plan Project Request Form Administration	FY START DATE	7/1/2020
21GOTAD11			FY 2021	
Unique Request ID: [FY Project Start year]	21			
[Three letter Agency]	GOT			
[Project Type]	AD			
[Unique Number]	011			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Tax District Administration - Financial Oversight - Support Services (D)	GoTriangle	Saundra Freeman	Current Year	\$ 280,000
Estimated Start Date	Estimated Completion	Notes		
July 1, 2018	Ongoing	(Add notes as appropriate)		
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			

NOTE: The project request is a continuation of on-going operating and consolidation finance and technology functions from 20GOT_AD2 and 20GOT_AD3 (financial consultants) submissions approved in FY20 Workplan

GoTriangle will continue to allocate Financial support services to the Durham Transit Plan. In FY21 the budgets includes financial oversight expenditure ongoing support from Financial consultant to provide recommendation on new Transit plan development including commuter rail, financial policies (including debt issuance) and independent auditors.

Project Monitoring Details

Administration: Describe proposed responsibilities and duties for new position requests.

Provide each major intended function, and the percentage of time devoted to each function.

Existing services that continue for the Tax District administration include: Annual Financial reporting (CAFR), LGC compliance, budget amendments - ordinances, portfolio management of funds, processing and reporting quarterly reimbursements for three transit partners in Durham County.

List any other relevant information not addressed.

Finance Estimates

Revenue						
Tax Revenue		FY21	FY22	FY23	FY24	Total
Durham County Tax Revenue		280,000	287,000	294,200	301,600	1,162,800
Other Revenue						
Federal -						-
State						-
Other:						-
Subtotal Other		-	-	-	-	-
TOTAL REVENUE		280,000	287,000	294,200	301,600	1,162,800

Transit Operations: Estimated appropriations to support expenses.

Enter FY 2021 and the estimated annualized cost in FY 2022 using the 2.5% growth factor, if applicable. The spreadsheet will calculate 2022 and beyond by 2.5%. If your project is not expected to have recurring costs in FY 2022 and/or beyond, delete the calculation(s) in columns F-H.

Cost Break Down of Project Request							
OPERATING COSTS		FY21	FY22	FY23	FY24	Total	
Growth Factors		2.50%	2.50%	2.50%	2.50%		
Salary & Fringes			\$ -	\$ -	\$ -	\$ -	
Contracts			\$ -	\$ -	\$ -	\$ -	
Other Purchase of a Service			\$ -	\$ -	\$ -	\$ -	
Other (Describe)		\$ 280,000.00	\$ 287,000.00	\$ 294,200.00	\$ 301,600.00	\$ 1,162,800.00	
Other (Describe)			\$ -	\$ -	\$ -	\$ -	
TOTAL OPERATING COSTS		\$ 280,000.00	\$ 287,000.00	\$ 294,200.00	\$ 301,600.00	\$ 1,162,800.00	

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

Unique Project ID#		Triangle Tax District Durham Transit Work Plan Project Request Form Administration	FY START DATE	7/1/2020
21GOTAD2			FY 2021	
Unique Request ID: [FY Project Start year]	21			
[Three letter Agency]	GOT			
[Project Type]	AD			
[Unique Number]	002			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Transit Plan Administration - Program Management Staff	GoTriangle	Katharine Eggleston	Current Year	\$ 131,100
Estimated Start Date	Estimated Completion	Notes		
July 1, 2020	Ongoing	(Add notes as appropriate)		
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			

NOTE: The project request is a continuation of on-going operating: Specifically consolidation Program Management functions from 20GOT_AD2 support services submissions approved in the FY20 Workplan. FY21 request is updated to reflect anticipated program management responsibilities in the county.

GoTriangle will continue to allocate 0.5 FTE of GoTriangle program management staff to the Durham Transit Plan. In FY21, this staffing will provide oversight and program management support for GoTriangle's bus facilities and bus stop amenities planning and development programs, oversight and program management support for GoTriangle's efforts in support of the Durham Transit Plan update, and direct oversight and day-to-day management of the commuter rail program. Specific tasks includes oversight of project planning; oversight of project scope, schedule, and budget development and monitoring; oversight of quarterly reporting; and supervision of GoTriangle's planning and project delivery teams and commuter rail project staff and contractors.

Project Monitoring Details

Administration: Describe proposed responsibilities and duties for new position requests.

Provide each major intended function, and the percentage of time devoted to each function.

50% - Direct oversight and day-to-day management of the commuter rail project

25% - Oversight and program management support for GoTriangle's bus facilities and bus stop amenities planning and development programs

List any other relevant information not addressed.

Finance Estimates

Revenue						
Tax Revenue		FY21	FY22	FY23	FY24	Total
Durham County Tax Revenue		131,100	134,000	137,000	140,000	542,100
Other Revenue						
Federal -						-
State						-
Other:						-
Subtotal Other		-	-	-	-	-
TOTAL REVENUE		131,100	134,000	137,000	140,000	542,100

Transit Operations: Estimated appropriations to support expenses.

Enter FY 2021 and the estimated annualized cost in FY 2022 using the 2.5% growth factor, if applicable. The spreadsheet will calculate 2022 and beyond by 2.5%. If your project is not expected to have recurring costs in FY 2022 and/or beyond, delete the calculation(s) in columns F-H.

Cost Break Down of Project Request						
OPERATING COSTS		FY21	FY22	FY23	FY24	Total
Growth Factors		2.50%	2.50%	2.50%	2.50%	
Salary & Fringes		\$ 131,100.00	\$ 134,000.00	\$ 137,000.00	\$ 140,000.00	\$ 542,100.00
Contracts			\$ -	\$ -	\$ -	\$ -
Other Purchase of a Service			\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -
TOTAL OPERATING COSTS		\$ 131,100.00	\$ 134,000.00	\$ 137,000.00	\$ 140,000.00	\$ 542,100.00

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

Includes Staffing and indirect cost allocation

Unique Project ID#		Triangle Tax District Durham Transit Work Plan Project Request Form Administration	FY START DATE	7/1/2020
21GOTAD3			FY 2021	
Unique Request ID: (FY Project Start year)	21			
(Three letter Agency)	GOT			
(Project Type)	AD			
(Unique Number)	003			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Transit Plan Administration - Project Implementation Staff	GoTriangle	Katharine Eggleston	Current Year	\$ 465,600
Estimated Start Date	Estimated Completion	Notes		
July 1, 2020	Ongoing	(Add notes as appropriate)		
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			

NOTE: The project request is a continuation of on-going operating: Specifically consolidation Project Implementation functions from 20GOT_AD2 support services submissions approved in the FY20 Workplan. FY21 request is updated to reflect anticipated project implementation responsibilities in the county.

GoTriangle will continue to allocate 2.4 FTE for project implementation activities for the Durham Transit Plan. In FY21, this team will manage and execute planning, design, and construction management activities for GoTriangle's bus facilities and bus stop amenities programs; participate in capital planning, coordination, and support activities for the Durham Transit Plan update; and support development and execution of the commuter rail study. Specific tasks include but are not limited to project scope, schedule, and budget development and monitoring; quarterly reporting; and management of consultants and contractors. Planning tasks: planning/prioritization for bus stop and park-and-ride improvements; management and technical consultant oversight; environmental planning and coordination with regulatory agencies for federally funded projects; and consultant oversight and technical support for CRT station area planning, travel demand modeling, etc. Design/Engineering/Architecture tasks: field investigations, feasibility analysis, consultant oversight, and technical support for bus stop and park-and-ride improvements; design management, project coordination, and technical support for major facilities projects; feasibility analysis and implementation oversight for BOSS; and design management and technical support for CRT. Construction Management tasks: project management, contractor oversight, and construction inspection. Project Coordination tasks: managing coordination with GoTriangle's partners; facilitating productive partnering; promoting schedule and budget adherence and fostering timely conflict resolution. Project Controls Support tasks: eBuilder administration; document management; contract administration; project controls support including budget and schedule monitoring, risk management support, and reporting.

Project Monitoring Details

Administration: Describe proposed responsibilities and duties for new position requests.

Provide each major intended function, and the percentage of time devoted to each function.

5% - reporting

45% - management and execution of technical, coordination, and support activities for the Durham Transit Plan update

50% - management and execution of planning, design, and construction management activities for GoTriangle capital projects in the Durham Transit Plan

List any other relevant information not addressed.

Finance Estimates

Revenue						
Tax Revenue		FY21	FY22	FY23	FY24	Total
Durham County Tax Revenue		465,600	477,000	489,000	501,000	1,932,600
Other Revenue						
Federal -						-
State						-
Other:						-
Subtotal Other		-	-	-	-	-
TOTAL REVENUE		465,600	477,000	489,000	501,000	1,932,600

Transit Operations: Estimated appropriations to support expenses.

Enter FY 2021 and the estimated annualized cost in FY 2022 using the 2.5% growth factor, if applicable. The spreadsheet will calculate 2022 and beyond by 2.5%. If your project is not expected to have recurring costs in FY 2022 and/or beyond, delete the calculation(s) in columns F-H.

Cost Break Down of Project Request						
OPERATING COSTS		FY21	FY22	FY23	FY24	Total
Growth Factors		2.50%	2.50%	2.50%	2.50%	
Salary & Fringes		\$ 465,600	\$ 477,000	\$ 489,000	\$ 501,000	\$ 1,932,600
Contracts			\$ -	\$ -	\$ -	\$ -
Other Purchase of a Service			\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -
TOTAL OPERATING COSTS		\$ 465,600	\$ 477,000	\$ 489,000	\$ 501,000	\$ 1,932,600

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

Includes Staffing and indirect cost allocation

Unique Project ID#		Triangle Tax District Durham Transit Work Plan Project Request Form Administration	FY START DATE	7/1/2020
21GOTAD13			FY 2021	
Unique Request ID: [FY Project Start year]	21			
[Three letter Agency]	GOT			
[Project Type]	AD			
[Unique Number]	013			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
TPA - Transit Planning - Support Services	GoTriangle	Meg Scully	Current Year	\$ 30,000
Estimated Start Date	Estimated Completion	Notes		
July 1, 2018	On-Going	(Add notes as appropriate)		
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			

NOTE: The project request is a continuation of on-going operating: Consolidation regional transit planning functions from 20GOT_AD3 (support consultants) submissions approved in FY20 Workplan

GoTriangle is requesting reimbursement for on-going support costs (including indirect costs) that benefit the Durham County Tax District. The Support Consultant costs are split 50% Durham and 50% Orange which include regional contracts - DCHC Annual Contract of \$25,625 and removal of the NCSU Transit Regional Model contracts of \$125,562.

Project Monitoring Details

Administration: Describe proposed responsibilities and duties for new position requests.
Provide each major intended function, and the percentage of time devoted to each function.

List any other relevant information not addressed.

Finance Estimates

Revenue						
Tax Revenue		FY21	FY22	FY23	FY24	Total
Durham County Tax Revenue		30,000	30,800	31,600	32,400	124,800
Other Revenue						
Federal -						-
State						-
Other:						-
Subtotal Other		-	-	-	-	-
TOTAL REVENUE		30,000	30,800	31,600	32,400	124,800

Transit Operations: Estimated appropriations to support expenses.

Enter FY 2019 and the estimated annualized cost in FY 2020 using the 2.5% growth factor, if applicable. The spreadsheet will calculate 2021 and beyond by 2.5%. If your project is not expected to have recurring costs in FY 2021 and/or beyond, delete the calculation(s) in columns F-H.

Cost Break Down of Project Request						
OPERATING COSTS		FY21	FY22	FY23	FY24	Total
Growth Factors		2.50%	2.50%	2.50%	2.50%	
Salary & Fringes			\$ -	\$ -	\$ -	\$ -
Contracts		\$ 30,000.00	\$ 30,800.00	\$ 31,600.00	\$ 32,400.00	\$ 124,800.00
Other Purchase of a Service			\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -
TOTAL OPERATING COSTS		\$ 30,000.00	\$ 30,800.00	\$ 31,600.00	\$ 32,400.00	\$ 124,800.00

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

Project cost assumes suport costs up to FY24 and is expected to continue beyond this period.

Unique Project ID#		Triangle Tax District Durham Transit Work Plan Project Request Form Administration	FY START DATE	7/1/2020
21GOTAD14			FY 2021	
Unique Request ID:	21			
[FY Project Start year]	GOT			
[Three letter Agency]	AD			
[Project Type]	014			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
TPA -Performance Data Processing and Visualization Tool	GoTriangle	Meg Scully	Current Year	\$ 117,900
Estimated Start Date	Estimated Completion	Notes		
		(Add notes as appropriate)		
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			

NOTE: The project request is a continuation of on-going operating and consolidation of 20GOT_AD4 submissions approved in FY20 Workplan with additional software

GoTriangle and GoTriangle on behalf of GoDurham proposes to purchase and implement a bus service performance data processing and visualization tool that will enable staff to efficiently and effectively understand the bus performance data listed below that will aid ongoing transit plan funded studies, work plan requests, and the transit plan update itself. This tool would enable the following types of analysis:

- Bus speeds by route segment in addition to dwell times, allowing identification and prioritization of capital projects to improve bus speed and reliability
- Bus run times by route segment and timepoint, enabling Service Planners and schedulers to more precisely schedule buses to adapt to travel conditions throughout different service windows throughout the day
- Bus on-time performance by route and trip, enabling deeper transparency into GoTriangle and GoDurham's operating performance for staff and the public

All three analysis tools would be useful for both internal staff functions in addition to public-facing engagement. All three types of analysis tools would also be useful in evaluating the operating time and cost benefits of future potential major transit projects such as Bus Rapid Transit, Access improvements to Durham Station, and the Regional Transit Center Study. All three analysis tools would also be useful in producing and visualizing data for the Durham Transit Plan update.

Project Monitoring Details

Administration: Describe proposed responsibilities and duties for new position requests.

Provide each major intended function, and the percentage of time devoted to each function.

The software will enable greater precision in developing bus schedules, enable data-driven decisions on capital infrastructure projects, allow greater transparency into transit service provider operations performance data.

List any other relevant information not addressed.

Finance Estimates

Revenue						
Tax Revenue		FY21	FY22	FY23	FY24	Total
Durham County Tax Revenue		117,900	120,800	123,800	126,900	489,400
Other Revenue						
Federal -						-
State						-
Other:						-
Subtotal Other		-	-	-	-	-
TOTAL REVENUE		117,900	120,800	123,800	126,900	489,400

Transit Operations: Estimated appropriations to support expenses.

Enter FY 2019 and the estimated annualized cost in FY 2020 using the 2.5% growth factor, if applicable. The spreadsheet will calculate 2021 and beyond by 2.5%. If your project is not expected to have recurring costs in FY 2021 and/or beyond, delete the calculation(s) in columns F-H.

Cost Break Down of Project Request						
OPERATING COSTS		FY21	FY22	FY23	FY24	Total
Growth Factors		2.50%	2.50%	2.50%	2.50%	
Salary & Fringes		\$ -	\$ -	\$ -	\$ -	\$ -
Contracts		\$ -	\$ -	\$ -	\$ -	\$ -
Other Purchase of a Service		\$ 117,900.00	\$ 120,800.00	\$ 123,800.00	\$ 126,900.00	\$ 489,400.00
Other (Describe)		\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)		\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL OPERATING COSTS		\$ 117,900.00	\$ 120,800.00	\$ 123,800.00	\$ 126,900.00	\$ 489,400.00

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

\$75,000 one-year cost assigned to 2020 for April 2020-March 2021. \$76,875 assumed cost continues to escalate at 2.5% annually. Additionally: GoTriangle and GoTriangle on Behalf of GoDurham propose to procure an additional ridership data processing and visualization tool in FY21. \$40,000 year one cost.

Unique Project ID#		Triangle Tax District Durham Transit Work Plan Project Request Form Administration	FY START DATE	7/1/2020
21GOTAD4			FY 2021	
Unique Request ID: (FY Project Start year)	21			
(Three letter Agency)	GOT			
(Project Type)	AD			
(Unique Number)	004			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
TPA - Legal and Real Estate - Support Staff	GoTriangle	Thomas Henry / Gary Tober	Current Year	\$ 391,800
Estimated Start Date	Estimated Completion	Notes		
July 1, 2018	Ongoing	(Add notes as appropriate)		
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
NOTE: The project request is a continuation of on-going operating: Specifically consolidation legal and real estate functions from 20GOT_AD2 support services submissions approved in the FY20 Workplan GoTriangle will continue to allocate 1.6 FTE of Legal and Real Estate - support staff to the Durham Transit Plan. Staffing includes budgeted time for Assistant General Counsel, Director of Real Estate and Facilities and Real Estate Administrator. In FY21 the Legal and Real Estate functions will continue : - Greater Triangle Commuter Rail project, including cost-share negotiations and agreements, early risk-management work, development of agreement and approval matrices, legal templates, and early legal work related to host and operating railroads - Interlocal Agreements related to Transit Plan administration - Real estate management and FTA compliance activities for the GoTriangle properties located along the CRT corridor (10 total parcels, 3 project sites, estimated \$4 million*) - Managing appraisals and potential disposition of properties acquired for the regional rail project and DOLRT - Addressing miscellaneous matters related to GoTriangle's property interests in Durham County, including compliance with FTA requirements where applicable - Assist with the management and strategic planning of regional park and ride program, proposed RTC relocation, and other infrastructure projects - Other issues related to property acquisition, disposition, and management				

Project Monitoring Details

Administration: Describe proposed responsibilities and duties for new position requests.

Provide each major intended function, and the percentage of time devoted to each function.

Ongoing commitments on the litigation related to DOLRT; condemnation trials, condemnations appeals and new Transit plan development
 Legal and real estate services related to the Durham Bus Stop project (an estimated 50+ stops), including, but not limited to, outreach, negotiations, and drafting and reviewing real estate agreements

List any other relevant information not addressed.

Finance Estimates

Revenue						
Tax Revenue		FY21	FY22	FY23	FY24	Total
Durham County Tax Revenue		391,800	401,600	411,600	421,900	1,626,900
Other Revenue						
Federal -						-
State						-
Other:						-
Subtotal Other		-	-	-	-	-
TOTAL REVENUE		391,800	401,600	411,600	421,900	1,626,900

Transit Operations: Estimated appropriations to support expenses.

Enter FY 2021 and the estimated annualized cost in FY 2022 using the 2.5% growth factor, if applicable. The spreadsheet will calculate 2022 and beyond by 2.5%. If your project is not expected to have recurring costs in FY 2022 and/or beyond, delete the calculation(s) in columns F-H.

Cost Break Down of Project Request						
OPERATING COSTS		FY21	FY22	FY23	FY24	Total
Growth Factors		2.50%	2.50%	2.50%	2.50%	
Salary & Fringes		\$ 391,800.00	\$ 401,600.00	\$ 411,600.00	\$ 421,900.00	\$ 1,626,900.00
Contracts			\$ -	\$ -	\$ -	\$ -
Other Purchase of a Service			\$ -	\$ -	\$ -	\$ -
Other (Describe)		\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)		\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL OPERATING COSTS		\$ 391,800.00	\$ 401,600.00	\$ 411,600.00	\$ 421,900.00	\$ 1,626,900.00

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

Includes Staffing and indirect cost allocation

Unique Project ID#		Triangle Tax District Durham Transit Work Plan Project Request Form Administration	FY START DATE	7/1/2020
21GOTAD5			FY 2021	
Unique Request ID: (FY Project Start year)	21			
(Three letter Agency)	GOT			
(Project Type)	AD			
(Unique Number)	005			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
TPA - Marketing , Communication and PE - Support Staff	GoTriangle	Juan Carlos (jerikson@gotriangle.org)	Current Year	\$ 189,700
Estimated Start Date	Estimated Completion	Notes		
July 1, 2018		(Add notes as appropriate)		
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
NOTE: The project request is a continuation of on-going operating: Specifically consolidation Marketing, Communication and Public Engagement functions from 20GOT_AD2 support services submissions approved in the FY20 Workplan. The FY21 requests a additional 1 FTE in Durham to support the new Transit Plan development in addition to ongoing functions. [ADDITIONAL FTE PLACED IN BUDGET RESERVE] GoTriangle is requesting funding for 1.5 FTEs that will be dedicated to public engagement. The Public Engagement Specialist will work under the Community Engagement Manager, in the Communications & Public Affairs department at GoTriangle, directly collaborating with project teams to plan and execute public involvement activities related to the development and implementation of the Durham County Transit Plan. They will support the establishment and maintenance of relationships with community stakeholders that include public officials, strategic partners, community groups, property owners and businesses.				

Project Monitoring Details

Administration: Describe proposed responsibilities and duties for new position requests.

Provide each major intended function, and the percentage of time devoted to each function.

The new position will be primarily responsible for the development and implementation of comprehensive and culturally competent communications and public relations strategies, spending the majority of their time developing strong and positive community relations through presentations, pop-up events, public meetings, participation in festivals, and connections with sustained relationships with community groups. Additionally, the Public Engagement Specialist will organize and support GoTriangle's Transit Advisory Committee, manage consultants in support of project objectives, track and analyze data via online engagement tools, manage GoTriangle Ambassadors program, and produce public-facing reports on their work.

List any other relevant information not addressed.

Finance Estimates

Revenue						
Tax Revenue		FY21	FY22	FY23	FY24	Total
Durham County Tax Revenue		189,700	194,500	199,400	204,400	788,000
Other Revenue						
Federal -						-
State						-
Other:						-
Subtotal Other		-	-	-	-	-
TOTAL REVENUE		189,700	194,500	199,400	204,400	788,000

Transit Operations: Estimated appropriations to support expenses.

Cost Break Down of Project Request							
OPERATING COSTS		FY21	FY22	FY23	FY24	Total	
Growth Factors		2.50%	2.50%	2.50%	2.50%		
Salary & Fringes		\$ 189,700.00	\$ 194,500.00	\$ 199,400.00	\$ 204,400.00	\$ 788,000.00	
Contracts			\$ -	\$ -	\$ -	\$ -	
Other Purchase of a Service			\$ -	\$ -	\$ -	\$ -	
Other (Describe)			\$ -	\$ -	\$ -	\$ -	
Other (Describe)			\$ -	\$ -	\$ -	\$ -	
TOTAL OPERATING COSTS		\$ 189,700.00	\$ 194,500.00	\$ 199,400.00	\$ 204,400.00	\$ 788,000.00	

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

Includes Staffing and indirect cost allocation

Unique Project ID#		Triangle Tax District Durham Transit Work Plan Project Request Form Administration	FY START DATE	7/1/2020
21GOTAD12			FY 2021	
Unique Request ID: [FY Project Start year]	21			
[Three letter Agency]	GOT			
[Project Type]	AD			
[Unique Number]	012			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
TPA - Marketing, Communication and PE - Support Services	GoTriangle	Juan Carlos (jerikson@gotriangle.org)	Current Year	\$ 70,000
Estimated Start Date	Estimated Completion	Notes		
July 1, 2018		(Add notes as appropriate)		
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			

NOTE: The project request is a continuation of on-going operating: Specifically consolidation Marketing, Communication and Public Engagement functions from 20GOT_AD2 support services submissions approved in the FY20 Workplan

GoTriangle is requesting funds for support services that will be used for marketing, communications and public engagement related to the Durham County Transit Plan. Funding will also support capacity to utilize creative consultant services, or expand the scope of service through current consultants, to support materials for community outreach, public meetings, marketing campaigns, information kits, web elements, translation and interpretation, etc.

Project Monitoring Details

Administration: Describe proposed responsibilities and duties for new position requests.

Provide each major intended function, and the percentage of time devoted to each function.

The major function of this project will be to improve the community's understanding and awareness of the Durham Transit plan and the services that it provides, such as expanded bus service, Youth GoPass, and Major Capital Investments. This funding also supports the creation of equitable opportunities for community engagement in the public input process. This includes but is not limited to the collection of feedback from a wide range of stakeholders to help shape the county's investments in new transit services, the creation of factsheets, brochures, bus placards, signs, web graphics, website hosting, advertising, printing, special events, advanced PowerPoints, dashboard graphics, marketing campaigns and materials, website activities and responsibilities, etc.

List any other relevant information not addressed.

Finance Estimates

Revenue						
Tax Revenue		FY21	FY22	FY23	FY24	Total
Durham County Tax Revenue		70,000	71,800	73,600	75,500	290,900
Other Revenue						
Federal -						-
State						-
Other:						-
Subtotal Other		-	-	-	-	-
TOTAL REVENUE		70,000	71,800	73,600	75,500	290,900

Transit Operations: Estimated appropriations to support expenses.

Cost Break Down of Project Request							
OPERATING COSTS		FY21	FY22	FY23	FY24	Total	
Growth Factors		2.50%	2.50%	2.50%	2.50%		
Salary & Fringes		\$ -	\$ -	\$ -	\$ -	\$ -	
Contracts		\$ -	\$ -	\$ -	\$ -	\$ -	
Other Purchase of a Service		\$ -	\$ -	\$ -	\$ -	\$ -	
Other (Describe)	Support Services	\$ 70,000.00	\$ 71,800.00	\$ 73,600.00	\$ 75,500.00	\$ 290,900.00	
Other (Describe)		\$ -	\$ -	\$ -	\$ -	\$ -	
TOTAL OPERATING COSTS		\$ 70,000.00	\$ 71,800.00	\$ 73,600.00	\$ 75,500.00	\$ 290,900.00	

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

Unique Project ID#		Triangle Tax District Durham Transit Work Plan Project Request Form Administration	FY START DATE	7/1/2020
21GOTAD6			FY 2021	
Unique Request ID: (FY Project Start year)	21			
(Three letter Agency)	GOT			
(Project Type)	AD			
(Unique Number)	006			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
TPA - Regional Technology and Administration - Support Staff	GoTriangle	Sandra Freeman	Current Year	\$ 72,700
Estimated Start Date	Estimated Completion	Notes		
July 1, 2018	Ongoing	(Add notes as appropriate)		
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
NOTE: The project request is a continuation of on-going operating: Specifically consolidation technology and contract administration functions from 20GOT_AD2 support services submissions approved in the FY20 Workplan GoTriangle will continue to allocate 0.4 FTE of Regional Technology and Administration - support staff to the Durham Transit Plan. Staffing includes budgeted time for the Regional Technology Manager, Contract and Grants Coordinator and Contract Administrator. In FY21 the Technology and Administration functions will continue: - Proposed continuation of the outcomes of the Regional Technology study that assess existing technology within all participating transit agencies, in order to design a coordinated technology integration plan. One such outcome is the mobile-ticketing transition that will be in the process of implementation. - Contract and Grant management services - including procurement, contract administration, grant allocations, etc - Assist with the strategic capital improvement of regional park and ride program, proposed RTC relocation, and other infrastructure projects				

Project Monitoring Details

Administration: Describe proposed responsibilities and duties for new position requests.

Provide each major intended function, and the percentage of time devoted to each function.

The Regional Technology Project Manager will manage the implementation of the coordinated technology integration plan as part of the annual workplan development process. After implementation, the Project Manager will provide on-going technical support for data updates, required system upgrades, maintenance. A portion of their time will be allocated to Durham, Orange and Wake.

List any other relevant information not addressed.

Finance Estimates

Revenue						
Tax Revenue		FY21	FY22	FY23	FY24	Total
Durham County Tax Revenue		72,700	74,500	76,400	78,300	301,900
Other Revenue						
Federal -						-
State						-
Other:						-
Subtotal Other		-	-	-	-	-
TOTAL REVENUE		72,700	74,500	76,400	78,300	301,900

Transit Operations: Estimated appropriations to support expenses.

Enter FY 2021 and the estimated annualized cost in FY 2022 using the 2.5% growth factor, if applicable. The spreadsheet will calculate 2022 and beyond by 2.5%. If your project is not expected to have recurring costs in FY 2022 and/or beyond, delete the calculation(s) in columns F-H.

Cost Break Down of Project Request						
OPERATING COSTS		FY21	FY22	FY23	FY24	Total
Growth Factors		2.50%	2.50%	2.50%	2.50%	
Salary & Fringes		\$ 72,700.00	\$ 74,500.00	\$ 76,400.00	\$ 78,300.00	\$ 301,900.00
Contracts			\$ -	\$ -	\$ -	\$ -
Other Purchase of a Service			\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -
TOTAL OPERATING COSTS		\$ 72,700.00	\$ 74,500.00	\$ 76,400.00	\$ 78,300.00	\$ 301,900.00

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

Includes Staffing and indirect cost allocation

Unique Project ID#		Triangle Tax District Durham Transit Work Plan Project Request Form Administration	FY START DATE	7/1/2020
18GOTAD10			FY 2021	
Unique Request ID: [FY Project Start year]	18			
[Three letter Agency]	GOT			
[Project Type]	AD			
[Unique Number]	010			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Customer Surveys (GoTriangle and GoDurham)	GoTriangle	Juan Carlos Erikson (jerikson@gotriangle.org)	Current Year	\$ 100,000
Estimated Start Date	Estimated Completion	Notes		
July 1, 2018		(Add notes as appropriate)		
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
GoTriangle will use these funds to continue the development and implementation of annual transit customer surveys that help to continually evaluate user experiences as additional services are implemented. For All GoDurham and applicable share of GoTriangle Regional Routes surveyed include the 700, 800, 880S, 805, DRX, and the ODX. This year the GoDurham is more in FY21 because it's their turn to have a RoutexRoute survey which is much more expensive than a normal survey.				

Project Monitoring Details

Administration: Describe proposed responsibilities and duties for new position requests.

Provide each major intended function, and the percentage of time devoted to each function.

Results from the customer surveys will be shared with partners upon completion. They will also be used as a benchmark in the coming years as additional improvements are implemented.

List any other relevant information not addressed.

Finance Estimates

Revenue						
Tax Revenue		FY21	FY22	FY23	FY24	Total
Durham County Tax Revenue		100,000	102,500	105,100	107,700	415,300
Other Revenue						
Federal -						-
State						-
Other:						-
Subtotal Other		-	-	-	-	-
TOTAL REVENUE		100,000	102,500	105,100	107,700	415,300

Transit Operations: Estimated appropriations to support expenses.

Enter FY 2021 and the estimated annualized cost in FY 2022 using the 2.5% growth factor, if applicable. The spreadsheet will calculate 2022 and beyond by 2.5%. If your project is not expected to have recurring costs in FY 2022 and/or beyond, delete the calculation(s) in columns F-H.

Cost Break Down of Project Request							
OPERATING COSTS			FY21	FY22	FY23	FY24	Total
Growth Factors			2.50%	2.50%	2.50%	2.50%	
Salary & Fringes				\$ -	\$ -	\$ -	\$ -
Contracts				\$ -	\$ -	\$ -	\$ -
Other Purchase of a Service			\$ 100,000.00	\$ 102,500.00	\$ 105,100.00	\$ 107,700.00	\$ 415,300.00
Other (Describe)				\$ -	\$ -	\$ -	\$ -
Other (Describe)				\$ -	\$ -	\$ -	\$ -
TOTAL OPERATING COSTS			\$ 100,000.00	\$ 102,500.00	\$ 105,100.00	\$ 107,700.00	\$ 415,300.00

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

Unique Project ID#		Triangle Tax District Durham Transit Work Plan Project Request Form Transit Services	FY START DATE	7/1/2020
20GOT_TS1			FY 2021	
Unique Request ID: (FY Project Start year)	20			
(Three letter Agency)	GOT			
(Project Type)	TS			
(Unique Number)	001			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Route 700 Improvements	GoTriangle	Erik Landfried	Current Year	\$ 406,800
Estimated Start Date	Estimated Completion	Notes		
Already implemented	N/A			
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
This project consolidates all off-peak span and frequency improvements to GoTriangle Route 700 (Durham - RTC) since the Tax District began providing funding for it. On Route 700: - Weekday midday frequency was increased from 60 to 30 minutes. - Saturday daytime frequency was increased from 60 to 30 minutes. - Saturday evening service was extended from 7 PM to 10:55 PM. - Sunday service was added from 7 AM to 7 PM. It also includes former 19GOT_TS1 extending service to 11 PM (the 700 component).				

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
NC-147 and I-40 between Durham Station and Regional Transit Center	People traveling between Durham, RTP, and Raleigh at off-peak times	More options for travel times

Project Monitoring Details

Operating Projects

For bus operating projects, please provide:

a) Target Start Date	Already implemented
b) Span	Weekday: 6:00 AM - 10:55 PM, Sat: 6:05 AM - 10:55 PM, Sun: 7:05 AM - 8:55 PM
c) Frequency	Every 30 or 60 minutes
d) Assets Used	GoTriangle vehicles
e) Geographic Termini	Regional Transit Center - Durham Station
f) Major Market Destinations Served	Downtown Durham
g) Revenue Hours	From project: 6.17 on Weekdays; 14.75 on Saturdays; Sun: 13.83 on Sundays

Finance Estimates

Revenue							
Tax Revenue		FY20	FY21	FY22	FY23	FY24	Total
Durham - Orange County Tax Revenue		396,790	406,800	416,900	427,400	438,000	2,085,890
Other Revenue							
Federal							-
State							-
Farebox/State							-
Subtotal Other		-	-	-	-	-	-
TOTAL REVENUE		396,790	406,800	416,900	427,400	438,000	2,085,890

Transit Operations: Estimated appropriations to support expenses.

Cost Break Down of Project Request							
OPERATING COSTS		FY20	FY21	FY22	FY23	FY24	Total
Growth Factors			2.50%	2.50%	2.50%	2.50%	
Salary & Fringes			\$ -	\$ -	\$ -	\$ -	\$ -
Contracts			\$ -	\$ -	\$ -	\$ -	\$ -
Bus Operations:							
Estimated Hours		3,124.33	3,121.57	3,121.57	3,121.57	3,121.57	
Cost per Hour		\$ 127.00	\$ 130.31	\$ 133.57	\$ 136.91	\$ 140.33	
Estimated Operating Cost		\$ 396,789.91	\$ 406,800.00	\$ 416,900.00	\$ 427,400.00	\$ 438,000.00	\$ 2,085,889.91
Bus Leases			\$ -	\$ -	\$ -	\$ -	
Park & Ride Lease			\$ -	\$ -	\$ -	\$ -	
Other -Bus (Describe)			\$ -	\$ -	\$ -	\$ -	
Other -Bus (Describe)			\$ -	\$ -	\$ -	\$ -	
Subtotal: Bus Operations		\$ 396,789.91	\$ 406,800.00	\$ 416,900.00	\$ 427,400.00	\$ 438,000.00	\$ 2,085,889.91
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL OPERATING COSTS		\$ 396,789.91	\$ 406,800.00	\$ 416,900.00	\$ 427,400.00	\$ 438,000.00	\$ 2,085,889.91

Assumptions for Costs and Revenues Above:

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

Unique Project ID#		Triangle Tax District Durham Transit Work Plan Project Request Form Transit Services	FY START DATE	7/1/2020
20GOT_TS2			FY 2021	
Unique Request ID: [FY Project Start year]	20			
[Three letter Agency]	GOT			
[Project Type]	TS			
[Unique Number]	002			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Route 800 Improvements	GoTriangle	Erik Landfried	Current Year	\$ 381,200
	Estimated Completion	Notes		
Already implemented	N/A			
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
This project consolidates all off-peak span and frequency improvements to GoTriangle Route 800 (Chapel Hill - Southpoint - RTC) since the Tax District began providing funding for it. On Route 800: - Weekday midday frequency was increased from 60 to 30 minutes. - Saturday daytime frequency was increased from 60 to 30 minutes. - Saturday evening service was extended from 7:15 PM to 11:20 PM. - Sunday service was added from 6:45 AM to 7:20 PM. - It also includes former 19GOT_TS1 extending service to 9:20 PM (the 800 component) and 18GOT_TS4 adding additional trips (800S). Costs are allocated 50% to Durham County and 50% to Orange.				

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
NC-54 and I-40 between UNC Hospitals and Regional Transit Center	People traveling between Chapel Hill, Southpoint, RTP, and Raleigh at off-peak times	More options for travel times

Project Monitoring Details

Operating Projects

For bus operating projects, please provide:

a) Target Start Date	Already implemented
b) Span	Weekday: 6:00 AM - 11:10 PM, Sat: 6:50 AM - 11:20 PM, Sun: 6:50 AM - 9:10 PM
c) Frequency	Every 15, 30 or 60 minutes
d) Assets Used	GoTriangle vehicles
e) Geographic Termini	UNC Hospitals - Regional Transit Center
f) Major Market Destinations Served	UNC Chapel Hill, The Streets at Southpoint, RTP
g) Revenue Hours	From project: 15.44 on weekdays; 16.42 on Saturdays; 18.33 on Sundays.

Finance Estimates

Revenue							
Tax Revenue		FY20	FY21	FY22	FY23	FY24	Total
Durham - Orange County Tax Revenue		437,168	381,200	390,700	400,500	410,500	2,020,068
Other Revenue							
Federal							-
State							-
Farebox/State							-
Subtotal Other		-	-	-	-	-	-
TOTAL REVENUE		437,168	381,200	390,700	400,500	410,500	2,020,068

Transit Operations: Estimated appropriations to support expenses.

Cost Break Down of Project Request							
OPERATING COSTS		FY20	FY21	FY22	FY23	FY24	Total
Growth Factors			2.50%	2.50%	2.50%	2.50%	
Salary & Fringes			\$ -	\$ -	\$ -	\$ -	\$ -
Contracts			\$ -	\$ -	\$ -	\$ -	\$ -
Bus Operations:							
Estimated Hours		3,442.27	2,925.14	2,925.14	2,925.14	2,925.14	
Cost per Hour		\$ 127.00	\$ 130.31	\$ 133.57	\$ 136.91	\$ 140.33	
Estimated Operating Cost		\$ 437,168.29	\$ 381,200.00	\$ 390,700.00	\$ 400,500.00	\$ 410,500.00	\$ 2,020,068.29
Bus Leases			\$ -	\$ -	\$ -	\$ -	
Park & Ride Lease			\$ -	\$ -	\$ -	\$ -	
Other -Bus (Describe)			\$ -	\$ -	\$ -	\$ -	
Other -Bus (Describe)			\$ -	\$ -	\$ -	\$ -	
Subtotal: Bus Operations		\$ 437,168.29	\$ 381,200.00	\$ 390,700.00	\$ 400,500.00	\$ 410,500.00	\$ 2,020,068.29
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL OPERATING COSTS		\$ 437,168.29	\$ 381,200.00	\$ 390,700.00	\$ 400,500.00	\$ 410,500.00	\$ 2,020,068.29

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

Unique Project ID#		Triangle Tax District Durham Transit Work Plan Project Request Form Transit Services	FY START DATE	7/1/2020
20GOT_TS3			FY 2021	
Unique Request ID (FY Project Start year)	20			
(Three letter Agency)	GOT			
(Project Type)	TS			
(Unique Number)	003			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Route 400 Improvements	GoTriangle	Erik Landfried	Current Year	\$ 326,700
Estimated Start Date	Estimated Completion	Notes		
Already implemented	N/A			
Project Description		Enter below a summary of the project that may later be used for the Transit Work Plan.		
This project consolidates all off-peak span and frequency improvements to GoTriangle Route 400 (Durham - Chapel Hill) since the Tax District began providing funding for it. On Route 400: - Weekday midday frequency was increased from 60 to 30 minutes. - Saturday daytime frequency was increased from 60 to 30 minutes. - Saturday evening service was extended from 6:55 PM to 10:55 PM. - Sunday service was added from 7:00 AM to 6:55 PM. - It also includes former 19GOT_TS1 extending service to 9:20 PM (the 800 component). Costs are allocated 50% to Durham County and 50% to Orange.				

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
Erwin Rd, US-15/501, and Franklin St between Durham Station and UNC Hospitals.	People traveling between Durham and Chapel Hill at off-peak times	More options for travel times

Project Monitoring Details

Operating Projects

For bus operating projects, please provide:

a) Target Start Date	Already implemented
b) Span	Weekday: 6:15 AM - 10:55 PM, Sat: 7:00 AM - 10:55 PM, Sun: 7:00 AM - 8:55 PM
c) Frequency	Every 30 or 60 minutes
d) Assets Used	GoTriangle vehicles
e) Geographic Termini	Durham Station - UNC Hospitals
f) Major Market Destinations Served	UNC Chapel Hill, Patterson Place, Duke & VA Medical Centers
g) Revenue Hours	From project: 10.03 on weekdays; 23.58 on Saturdays; 22.25 on Sundays

Finance Estimates

Revenue							
Tax Revenue		FY20	FY21	FY22	FY23	FY24	Total
Durham - Orange County Tax Revenue		343,632	326,700	334,900	343,200	351,800	1,700,232
Other Revenue							
Federal							-
State							-
Farebox/State							-
Subtotal Other		-	-	-	-	-	-
TOTAL REVENUE		343,632	326,700	334,900	343,200	351,800	1,700,232

Transit Operations: Estimated appropriations to support expenses.

Cost Break Down of Project Request

OPERATING COSTS		FY20	FY21	FY22	FY23	FY24	Total
Growth Factors			2.50%	2.50%	2.50%	2.50%	
Salary & Fringes			\$ -	\$ -	\$ -	\$ -	\$ -
Contracts			\$ -	\$ -	\$ -	\$ -	\$ -
Bus Operations:							
Estimated Hours		2,705.76	2,507.13	2,507.13	2,507.13	2,507.13	
Cost per Hour		\$ 127.00	\$ 130.31	\$ 133.57	\$ 136.91	\$ 140.33	
Estimated Operating Cost		\$ 343,631.52	\$ 326,700.00	\$ 334,900.00	\$ 343,200.00	\$ 351,800.00	\$ 1,700,231.52
Bus Leases			\$ -	\$ -	\$ -	\$ -	
Park & Ride Lease			\$ -	\$ -	\$ -	\$ -	
Other -Bus (Describe)			\$ -	\$ -	\$ -	\$ -	
Other -Bus (Describe)			\$ -	\$ -	\$ -	\$ -	
Subtotal: Bus Operations		\$ 343,631.52	\$ 326,700.00	\$ 334,900.00	\$ 343,200.00	\$ 351,800.00	\$ 1,700,231.52
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL OPERATING COSTS		\$ 343,631.52	\$ 326,700.00	\$ 334,900.00	\$ 343,200.00	\$ 351,800.00	\$ 1,700,231.52

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

Unique Project ID#		Triangle Tax District Durham Transit Work Plan Project Request Form Transit Services	FY START DATE	7/1/2020
20GOT_TSS			FY 2021	
Unique Request ID (FY Project Start year)	20			
(Three letter Agency)	GOT			
(Project Type)	TS			
(Unique Number)	005			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Route ODX - Orange-Durham Express	GoTriangle	Erik Landfried	Current Year	\$ 178,500
Estimated Start Date	Estimated Completion	Notes		
Already implemented	N/A			
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
A new Orange-Durham Express route was implemented, linking Mebane, Efland, and Hillsborough in Orange County to the Duke & VA Medical Centers and downtown Durham during weekday peak hours. Costs are allocated 50% to Durham County and 50% to Orange.				

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
I-85, I-40, US-70, and NC-147 between the Orange County line and downtown Durham	People traveling between Orange County and Durham at peak times	Ability to Park-and-Ride to major employers in Durham, plus reverse commute access for Durham residents to Orange County employers

Project Monitoring Details

Operating Projects

For bus operating projects, please provide:

a) Target Start Date	Already implemented
b) Span	Weekday: 5:45 AM - 8:55 AM and 4:00 PM - 7:10 PM
c) Frequency	Every 15 minutes
d) Assets Used	GoTriangle vehicles
e) Geographic Termini	Efland-Cheeks Community Center - Durham Station
f) Major Market Destinations Served	Mebane Cone Health P&R, Durham Tech OCC, Downtown Hillsborough, Duke & VA Medical Centers, Downtown Durham
g) Revenue Hours	Weekday: 10.83 (all from this project)

Finance Estimates

Revenue							
Tax Revenue		FY20	FY21	FY22	FY23	FY24	Total
Durham - Orange County Tax Revenue		168,688	178,500	183,000	187,600	192,300	910,088
Other Revenue							
Federal							-
State							-
Farebox/State							-
Subtotal Other		-	-	-	-	-	-
TOTAL REVENUE		168,688	178,500	183,000	187,600	192,300	910,088

Transit Operations: Estimated appropriations to support expenses.

Cost Break Down of Project Request							
OPERATING COSTS		FY20	FY21	FY22	FY23	FY24	Total
Growth Factors			2.50%	2.50%	2.50%	2.50%	
Salary & Fringes			\$ -	\$ -	\$ -	\$ -	\$ -
Contracts			\$ -	\$ -	\$ -	\$ -	\$ -
Bus Operations:							
Estimated Hours		1,328.25	1,370.00	1,370.00	1,370.00	1,370.00	
Cost per Hour		\$ 127.00	\$ 130.31	\$ 133.57	\$ 136.91	\$ 140.33	
Estimated Operating Cost		\$ 168,687.75	\$ 178,500.00	\$ 183,000.00	\$ 187,600.00	\$ 192,300.00	\$ 910,087.75
Bus Leases			\$ -	\$ -	\$ -	\$ -	
Park & Ride Lease			\$ -	\$ -	\$ -	\$ -	
Other -Bus (Describe)			\$ -	\$ -	\$ -	\$ -	
Other -Bus (Describe)			\$ -	\$ -	\$ -	\$ -	
Subtotal: Bus Operations		\$ 168,687.75	\$ 178,500.00	\$ 183,000.00	\$ 187,600.00	\$ 192,300.00	\$ 910,087.75
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL OPERATING COSTS		\$ 168,687.75	\$ 178,500.00	\$ 183,000.00	\$ 187,600.00	\$ 192,300.00	\$ 910,087.75

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

Unique Project ID#		Triangle Tax District Durham Transit Work Plan Project Request Form Transit Services	FY START DATE	7/1/2020
20GOT_TS7			FY 2021	
Unique Request ID: [FY Project Start year]	20			
(Three letter Agency)	GOT			
(Project Type)	TS			
(Unique Number)	007			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Route DRX Improvements	GoTriangle	Erik Landfried	Current Year	\$ 245,100
Estimated Start Date	Estimated Completion	Notes		
Already implemented	N/A			
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			

Due to high demand for express service between Durham and Raleigh, additional trips were added to Route DRX (Durham - Raleigh Express).

This project was originally charged 100% to Durham County, but 50% is charged to Wake County since FY 2019 work plan. It includes former project ID 19GOT_TS2 DRX-Additional Frequency.

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
NC-147 and I-40 between Duke & VA Medical Centers and downtown Raleigh	People traveling between Durham and Raleigh at peak times	More options for trip times, and less crowding

Project Monitoring Details

Operating Projects

For bus operating projects, please provide:

a) Target Start Date	Already implemented
b) Span	Weekday: 5:50 AM - 9:50 AM and 3:10 PM - 8:10 PM
c) Frequency	Every 20 minutes
d) Assets Used	GoTriangle vehicles
e) Geographic Termini	Duke & VA Medical Centers - GoRaleigh Station
f) Major Market Destinations Served	Downtown Durham, NC State University, Downtown Raleigh
g) Revenue Hours	From project: 14.15 on weekdays.

Finance Estimates

Revenue							
Tax Revenue		FY20	FY21	FY22	FY23	FY24	Total
Durham - Orange County Tax Revenue		241,490	245,100	251,200	257,500	263,900	1,259,190
Other Revenue							
Federal							-
State							-
Farebox/State							-
Subtotal Other		-	-	-	-	-	-
TOTAL REVENUE		241,490	245,100	251,200	257,500	263,900	1,259,190

Transit Operations: Estimated appropriations to support expenses.

Cost Break Down of Project Request							
OPERATING COSTS		FY20	FY21	FY22	FY23	FY24	Total
Growth Factors			2.50%	2.50%	2.50%	2.50%	
Salary & Fringes			\$ -	\$ -	\$ -	\$ -	\$ -
Contracts			\$ -	\$ -	\$ -	\$ -	\$ -
Bus Operations:							
Estimated Hours		1,901.49	1,880.55	1,880.55	1,880.55	1,880.55	
Cost per Hour		\$ 127.00	\$ 130.31	\$ 133.57	\$ 136.91	\$ 140.33	
Estimated Operating Cost		\$ 241,489.55	\$ 245,100.00	\$ 251,200.00	\$ 257,500.00	\$ 263,900.00	\$ 1,259,189.55
Bus Leases			\$ -	\$ -	\$ -	\$ -	
Park & Ride Lease			\$ -	\$ -	\$ -	\$ -	
Other -Bus (Describe)			\$ -	\$ -	\$ -	\$ -	
Other -Bus (Describe)			\$ -	\$ -	\$ -	\$ -	
Subtotal: Bus Operations		\$ 241,489.55	\$ 245,100.00	\$ 251,200.00	\$ 257,500.00	\$ 263,900.00	\$ 1,259,189.55
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL OPERATING COSTS		\$ 241,489.55	\$ 245,100.00	\$ 251,200.00	\$ 257,500.00	\$ 263,900.00	\$ 1,259,189.55

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

Unique Project ID#		Triangle Tax District Durham Transit Work Plan Project Request Form Transit Services	FY START DATE	7/1/2020
19GOT_TS8			FY 2021	
Unique Request ID: (FY Project Start Year)	19			
(Three letter Agency)	GOT			
(Project Type)	TS			
(Unique Number)	008			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Paratransit expansion	GoTriangle	Erik Landfried	Current Year	\$ 39,500
Estimated Start Date	Estimated Completion	Notes		
Already implemented, some addition starting August	N/A			
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
Due to span increases on Saturday, Sundays and holidays for Routes 400, 700, and 800, there are additional ADA paratransit costs incurred. These costs are split 64% to Durham County and 36% to Orange County.				

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
Durham and Orange Counties	ADA paratransit customers within 3/4 mile of Routes 400, 700, and 800	Federally required access for persons with disabilities

Project Monitoring Details

Operating Projects

For bus operating projects, please provide:

a) Target Start Date	Already implemented w/exception of Sunday span increase from 7-9pm and new holiday service
b) Span	Sat: 9:00PM - 11:00 PM, Sun/holiday: 7:00 AM - 9:00 PM
c) Frequency	Every 60 minutes
d) Assets Used	GoTriangle vehicles
e) Geographic Termini	3/4 mile of Routes 400, 700, 800
f) Major Market Destinations Served	Durham and Orange Counties
g) Revenue Hours	n/a

Finance Estimates

Revenue							
Tax Revenue		FY20	FY21	FY22	FY23	FY24	Total
Durham - Orange County Tax Revenue		37,417	38,500	39,500	40,500	41,600	197,517
Other Revenue							
Federal							-
State							-
Farebox/State							-
Subtotal Other		-	-	-	-	-	-
TOTAL REVENUE		37,417	38,500	39,500	40,500	41,600	197,517

Transit Operations: Estimated appropriations to support expenses.

Cost Break Down of Project Request							
OPERATING COSTS		FY20	FY21	FY22	FY23	FY24	Total
Growth Factors			2.50%	2.50%	2.50%	2.50%	
Salary & Fringes			\$ -	\$ -	\$ -	\$ -	\$ -
Contracts			\$ -	\$ -	\$ -	\$ -	\$ -
Bus Operations:							
Estimated Hours		259.84	259.84	259.84	259.84	259.84	
Cost per Hour		\$ 144.00	\$ 148.00	\$ 152.00	\$ 156.00	\$ 160.00	
Estimated Operating Cost		\$ 37,417.22	\$ 38,500.00	\$ 39,500.00	\$ 40,500.00	\$ 41,600.00	\$ 197,517.22
Bus Leases			\$ -	\$ -	\$ -	\$ -	
Park & Ride Lease			\$ -	\$ -	\$ -	\$ -	
Other -Bus (Describe)			\$ -	\$ -	\$ -	\$ -	
Other -Bus (Describe)			\$ -	\$ -	\$ -	\$ -	
Subtotal: Bus Operations		\$ 37,417.22	\$ 38,500.00	\$ 39,500.00	\$ 40,500.00	\$ 41,600.00	\$ 197,517.22
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL OPERATING COSTS		\$ 37,417.22	\$ 38,500.00	\$ 39,500.00	\$ 40,500.00	\$ 41,600.00	\$ 197,517.22

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

Estimated hours is based on budgeted paratransit hours related to span increases for FY18 budget plus an assumption of 25% of the fixed route costs to provide additional Sunday span (7 to 9pm) and new holiday service.

Unique Project ID#		Triangle Tax District Durham Transit Work Plan Project Request Form Transit Services	FY START DATE	7/1/2020
20GOT_TS9			FY 2021	
Unique Request ID: (FY Project Start year)	20			
(Three letter Agency)	GOT			
(Project Type)	TS			
(Unique Number)	009			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Route 405 Improvements	GoTriangle	Erik Landfried	Current Year	\$ 20,600
Estimated Start Date	Estimated Completion	Notes		
Already implemented	N/A			
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
Due to high demand for express service between Durham and Chapel Hill, additional trips were added to Route 405. This project is charged 50% to Durham County and 50% to Orange County.				

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
US 15-501 corridor between Durham Station/Duke University and Chapel Hill/Carrboro	People traveling between Durham and Chapel Hill at peak times	More options for trip times, and less crowding

Project Monitoring Details

Operating Projects

For bus operating projects, please provide:

a) Target Start Date	Already implemented
b) Span	Weekday: 5:45 AM - 9:50 AM and 3:10 PM - 7:20 PM
c) Frequency	Every 30 minutes
d) Assets Used	GoTriangle vehicles
e) Geographic Termini	Durham Station - Carrboro/UNC Hospitals
f) Major Market Destinations Served	Downtown Durham, Durke University, Chapel Hill, Carrboro
g) Revenue Hours	From project: 1,25 rev/h

Finance Estimates

Revenue							
Tax Revenue		FY20	FY21	FY22	FY23	FY24	Total
Durham - Orange County Tax Revenue		38,397	20,600	21,100	21,600	22,200	123,897
Other Revenue							
Federal							-
State							-
Farebox/State							-
Subtotal Other		-	-	-	-	-	-
TOTAL REVENUE		38,397	20,600	21,100	21,600	22,200	123,897

Transit Operations: Estimated appropriations to support expenses.

Cost Break Down of Project Request							
OPERATING COSTS		FY20	FY21	FY22	FY23	FY24	Total
Growth Factors			2.50%	2.50%	2.50%	2.50%	
Salary & Fringes			\$ -	\$ -	\$ -	\$ -	\$ -
Contracts			\$ -	\$ -	\$ -	\$ -	\$ -
Bus Operations:							
Estimated Hours		302.34	158.13	158.13	158.13	158.13	
Cost per Hour		\$ 127.00	\$ 130.31	\$ 133.57	\$ 136.91	\$ 140.33	
Estimated Operating Cost		\$ 38,397.18	\$ 20,600.00	\$ 21,100.00	\$ 21,600.00	\$ 22,200.00	\$ 123,897.18
Bus Leases			\$ -	\$ -	\$ -	\$ -	
Park & Ride Lease			\$ -	\$ -	\$ -	\$ -	
Other -Bus (Describe)			\$ -	\$ -	\$ -	\$ -	
Other -Bus (Describe)			\$ -	\$ -	\$ -	\$ -	
Subtotal: Bus Operations		\$ 38,397.18	\$ 20,600.00	\$ 21,100.00	\$ 21,600.00	\$ 22,200.00	\$ 123,897.18
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL OPERATING COSTS		\$ 38,397.18	\$ 20,600.00	\$ 21,100.00	\$ 21,600.00	\$ 22,200.00	\$ 123,897.18

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

The cost had not been split between counties.

Unique Project ID#		Triangle Tax District Durham Transit Work Plan Project Request Form Transit Services	FY START DATE	7/1/2020
21GOTO01			FY 2021	
Unique Request ID: (FY Project Start year)	21			
(Three letter Agency)	GOT			
(Project Type)	OO			
(Unique Number)	001			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Youth Gopass	GoTriangle	Eric Bergstraesser	Current Year	\$ 24,700
Estimated Start Date	Estimated Completion	Notes		
July 1, 2020		(Add notes as appropriate)		
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
For youth ages 13-18, transit agencies across Durham, Wake and Orange County will continue to offer a 'Youth GoPass' program. These fare passes are issued by GoTriangle, GoDurham, GoRaleigh, or GoCary with valid K-12 School ID Cards, or with transit agency issued identification cards. GoTriangle, GoDurham GoRaleigh, GoCary, and , in partnership with the respective County's, will continue to work with schools along triangle County's bus network to issue the passes. Passes will also continue to be available to those with a valid ID at GoDurham Station, GoRaleigh Station, the Town of Cary Finance Department, the GoTriangle Regional Transportation Center, public libraries, and regional centers. This project covers the cost of offsetting fares that would have been collected by GoTriangle in the county share of routes, in addition to purchasing the supplies needed for this program. The estimated cost is allocation of GoTriangle- Durham share of Youth GoPass boardings in Durham County				

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
Regional - Durham Share	For youth ages 13-18	Provides Transit access to the next generation of Transit riders.

Project Monitoring Details

Operating Projects

List any other relevant information not addressed.

Finance Estimates

Revenue						
Tax Revenue		FY21	FY22	FY23	FY24	Total
Durham County Tax Revenue		24,700	25,300	25,900	26,500	102,400
Other Revenue						
Federal						-
State						-
Other:						-
Subtotal Other		-	-	-	-	-
TOTAL REVENUE		24,700	25,300	25,900	26,500	102,400

Transit Operations: Estimated appropriations to support expenses.

Cost Break Down of Project Request						
OPERATING COSTS		FY21	FY22	FY23	FY24	Total
Growth Factors		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 -Bus (Describe)			\$ -	\$ -	\$ -	
Other -Bus (Describe)			\$ -	\$ -	\$ -	
Subtotal: Bus Operations		\$ -	\$ -	\$ -	\$ -	\$ -
Other Purchase of a Service			\$ -	\$ -	\$ -	\$ -
Other (Describe)		\$ 24,700.00	\$ 25,300.00	\$ 25,900.00	\$ 26,500.00	\$ 102,400.00
Other (Describe)			\$ -	\$ -	\$ -	\$ -
TOTAL OPERATING COSTS		\$ 24,700.00	\$ 25,300.00	\$ 25,900.00	\$ 26,500.00	\$ 102,400.00

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

Route	Per Boarding	CY2019 Actual	CY2019 Cost	FY2021 Proj.	FY2021 Cost
400	\$0.50	4,153	\$2,076.50	7,051	\$3,525.50
405	\$0.50	1,871	\$936.50	2,851	\$1,425.50
700	\$1.00	6,084	\$6,084.00	7,860	\$7,860.00
800	\$0.50	5,388	\$2,694.00	8,490	\$4,245.00
805	\$0.50	11,570	\$5,785.00	11,570	\$5,785.00
COX	\$0.625	924	\$577.50	924	\$577.50
Sub:		30,588	\$18,756.50	38,752	\$21,421.50
DRX	\$0.625	1,460	\$912.50	2,042	\$1,276.25
Total		32,048	\$19,669.00	40,794	\$24,697.75

Unique Project ID#		Triangle Tax District Durham Transit Work Plan Project Request Form Transit Services	FY START DATE	7/1/2020
21GOTO02			FY 2021	
Unique Request ID: (FY Project Start year)	21			
(Three letter Agency)	GOT			
(Project Type)	OO			
(Unique Number)	002			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Fare Collection Improvements (D)	GoTriangle	Eric Bergstraesser	Current Year	\$ 22,500
Estimated Start Date	Estimated Completion	Notes		
July 1, 2020		(Add notes as appropriate)		
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			

This project will cover the annual costs associated with updated mobile ticketing technology for GoTriangle buses. Share of cost based on FY19 boardings reported in Durham County.

This project request also allocates a portion of hold harmless against any reduction of fare revenue as a result of implementing this uniform fare strategy. The regional fare-working groups priorities include (1) Improving Pass Distribution and Sales; (2) Balance Revenue and Ridership Goals; (3) Improve the Passenger Experience; (4) Improve Regional Coordination; (5) Make Transit an Affordable Option; and (6) Explore New Fare Technologies. These earmarked funds will be estimated and will be dependent on the final methodology developed by a Fare Working Group.

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
Regional - Durham Share	Durham, Orange and Wake County	To improve the transit passengers' experience.

Project Monitoring Details

Operating Projects

List any other relevant information not addressed.

Finance Estimates

Revenue

Tax Revenue	FY21	FY22	FY23	FY24	Total
Durham County Tax Revenue	22,500	23,100	23,700	24,300	93,600
Other Revenue					
Federal					-
State					-
Other:					-
Subtotal Other	-	-	-	-	-
TOTAL REVENUE	22,500	23,100	23,700	24,300	93,600

Transit Operations: Estimated appropriations to support expenses.

Cost Break Down of Project Request

OPERATING COSTS	FY21	FY22	FY23	FY24	Total
Growth Factors	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 -Bus (Describe)	\$ -	\$ -	\$ -	\$ -	
Other -Bus (Describe)	\$ -	\$ -	\$ -	\$ -	
Subtotal: Bus Operations	\$ -	\$ -	\$ -	\$ -	\$ -
Other Purchase of a Service	\$ 22,500.00	\$ 23,100.00	\$ 23,700.00	\$ 24,300.00	\$ 93,600.00
Other (Describe)	\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL OPERATING COSTS	\$ 22,500.00	\$ 23,100.00	\$ 23,700.00	\$ 24,300.00	\$ 93,600.00

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

Durham Share of GoTriangle boardings in FY19 was 537,793 and informed the estimated share of Mobile Ticketing Transaction fee of \$15,000 and hold harmless proposed estimate for FY21 of \$7,500 and will be refined based on uniform fare policy across the region.

Unique Project ID#		Triangle Tax District Durham Transit Work Plan Project Request Form Capital	FY START DATE	7/1/2020
18GOTCD7			FY 2021	
Unique Request ID: (FY Project Start year)	18			
(Three letter Agency)	GOT			
(Project Type)	CD			
(Unique Number)	007			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Bus Stop Improvements (Durham County)	GoTriangle	Jay Heikes	Current Year	\$ -
Estimated Start Date	Estimated Completion	Notes		
July 1, 2019	June 30, 2021	(Add notes as appropriate)		
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
Builds on FY20 Project to design and construct 5 bus stops. Add 10 additional bus stops to get better rate on design and construction bid packages. Total of 15 GoTriangle stops. Will also benefit GoDurham stops as almost all GoTriangle Stops in Durham County also serve GoDurham.				

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
City and County of Durham	Durham Residents and Visitors	Improved Bus Stop Amenities

Project Monitoring Details

Quantitative and Qualitative Outcomes ****Please list up to 3 Quantitative metrics and 1 Qualitative**

Increased Ridership	Improved Mobility in Area	Increased Pedestrian Activity	Qualitative	Improved Customer Satisfaction

List any other relevant information not addressed.

Finance Estimates

Estimated Project Revenues:

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

Revenue							
Tax Revenue	FY19 and Prior	FY20 (Budget)	FY21	FY22	FY23	FY24	Total
Durham County Tax Revenue		257,000	-	-	-	-	-
Other Revenue							
Federal							-
State							-
Other: City of Durham							-
Subtotal Other	-	-	-	-	-	-	-
TOTAL REVENUE	-	257,000	-	-	-	-	-

Transit Capital Development: Estimated appropriations to support contractual commitments and other expenses related to proposed capital projects.

Cost Break Down of Project Request

CAPITAL COSTS	FY19 and prior	FY20 (Budget)	FY21	FY22	FY23	FY24	Total
Feasibility or Other Studies							\$ -
Land - Right of Way							\$ -
Design & Engineering			\$ 150,000				\$ 150,000
Construction - Implementation			\$ 600,000				\$ 600,000
Equipment							\$ -
Other (Describe)							\$ -
TOTAL CAPITAL COSTS	-	-	750,000	-	-	-	750,000

Assumptions for Costs and Revenues Above:

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

Design: \$10,000 per stop
Construction: \$40,000 per stop

Unique Project ID#		Triangle Tax District Durham Transit Work Plan Project Request Form Capital	FY START DATE	7/1/2020
20GOTCD2			FY 2021	
Unique Request ID: (FY Project Start Year)	20			
(Three letter Agency)	GOT			
(Project Type)	CD			
(Unique Number)	002			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
GoD (Better) Bus Stop Improvements	GoTriangle for GoDurham	Jay Heikes	Current Year	\$ 2,500,000
Estimated Start Date	Estimated Completion	Notes		
July 1, 2020	Ongoing	(Add notes as appropriate)		
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
Builds on FY20 Amendment to add 1,029,000 to expedite purchase of amenities and construct 10 bus stops. Construct 50 additional stop improvements in FY21 (10 funded in FY20) and every year to FY24 at \$40,000 / stop (escalated at 4% / yr). Design 50 additional stop improvements in FY21 and every year to FY24 at \$10,000 / stop (escalated at 4% / yr)				

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
City of Durham	Durham Residents and Visitors	Improved Bus Stop Amenities

Project Monitoring Details

Quantitative and Qualitative Outcomes **Please list up to 3 Quantitative metrics and 1 Qualitative

Increased Ridership	Improved Mobility in Area	Increased Pedestrian Activity	Qualitative	Improved Customer Satisfaction

List any other relevant information not addressed.

Finance Estimates

Estimated Project Revenues:

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

Revenue	FY19 and Prior	FY20 (Budget)	FY21	FY22	FY23	FY24	Total
Tax Revenue							
Durham County Tax Revenue	783,570	1,529,000	2,500,000	2,600,000	2,704,000	2,812,100	12,145,100
Other Revenue							
Federal							-
State							-
Other: City of Durham	\$ 736,328						-
Subtotal Other	736,328	-	-	-	-	-	-
TOTAL REVENUE	1,519,898	1,529,000	2,500,000	2,600,000	2,704,000	2,812,100	12,145,100

Transit Capital Development: Estimated appropriations to support contractual commitments and other expenses related to proposed capital projects.

Cost Break Down of Project Request	FY19 (Actuals)	FY20 (Budget)	FY21	FY22	FY23	FY24	Total
CAPITAL COSTS							
Feasibility or Other Studies							\$ -
Land - Right of Way							\$ -
Design & Engineering	\$ -	\$ 500,000	\$ 500,000	\$ 520,000	\$ 540,800	\$ 562,400	\$ 2,623,200
Construction - Implementation	\$ -	\$ 1,029,000	\$ 2,000,000	\$ 2,080,000	\$ 2,163,200	\$ 2,249,700	\$ 9,521,900
Equipment							\$ -
Other (Describe)							\$ -
TOTAL CAPITAL COSTS	-	1,529,000	2,500,000	2,600,000	2,704,000	2,812,100	12,145,100

Assumptions for Costs and Revenues Above:

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

Phase 1 expenses FY19 and prior not considered part of overall authorized budget as already appropriated under 18DCI_CD04.
 Design @ \$10,000 / stop
 Construction @ \$40,000 / stop
 Escalation at 4% / year. Matches Wake Transit Plan.

Unique Project ID#		Triangle Tax District Durham Transit Work Plan Project Request Form Capital	FY START DATE	7/1/2020
20GOTCD3			FY 2021	
Unique Request ID: (FY Project Start Year)	20			
(Three letter Agency)	GOT			
(Project Type)	CD			
(Unique Number)	003			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Tactical Transit Amenities	GoTriangle for GoDurham	Gary Tober	Current Year	\$ 100,000
Estimated Start Date	Estimated Completion	Notes		
July 1, 2020	June 30, 2021	(Add notes as appropriate)		
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
Purchase and Installation of Simmer Seats (\$1,200 ea.) and Solar Light Poles (\$2,300 ea.). We do not have locations identified at this time. If approved, GoTriangle will establish an inventory of amenities that can quickly be deployed as customer requests, or requests from staff or others are received. \$100,000 requested in FY21				

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
Durham City / County	City of Durham, Durham County, Citizens in Durham County, GoDurham and GoTriangle customers	* A Set of capital projects to improve the transit passengers' experience.

Project Monitoring Details

Quantitative and Qualitative Outcomes ****Please list up to 3 Quantitative metrics and 1 Qualitative**

Number of Simmie Seats / Solar Lights Installed	Number of customer requests for seating and/or lighting addressed.		Qualitative	Improve customer satisfaction by providing quick responses to requests for seating and lighting at bus stops.

List any other relevant information not addressed.

Finance Estimates

Estimated Project Revenues:

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

Revenue	FY19 (Actuals)	FY20 (Budget)	FY21	FY22	FY23	FY24	Total
Tax Revenue							
Durham County Tax Revenue	-	50,000	100,000	-	-	-	150,000
Other Revenue							
Federal							-
State							-
Other:							-
Subtotal Other	-	-	-	-	-	-	-
TOTAL REVENUE	-	50,000	100,000	-	-	-	150,000

Transit Capital Development: Estimated appropriations to support contractual commitments and other expenses related to proposed capital projects.

Cost Break Down of Project Request	FY19 (Actuals)	FY20 (Budget)	FY21	FY22	FY23	FY24	Total
CAPITAL COSTS							
Feasibility or Other Studies							\$ -
Land - Right of Way							\$ -
Design & Engineering							\$ -
Construction - Implementation		\$ 50,000	\$ 100,000				\$ 150,000
Equipment							\$ -
Other (Describe)							\$ -
TOTAL CAPITAL COSTS	-	50,000	100,000	-	-	-	150,000

Assumptions for Costs and Revenues Above:

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

Unique Project ID#		Triangle Tax District Durham Transit Work Plan Project Request Form Capital	FY START DATE	7/1/2020
21GOTVP1			FY 2021	
Unique Request ID: (FY Project Start year)	21			
(Three letter Agency)	GOT			
(Project Type)	VP			
(Unique Number)	001			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Vehicle acquisition and replacement	GoTriangle	Eric Bergstraesser	Current Year	\$ 1,445,000
Estimated Start Date	Estimated Completion	Notes		
July 1, 2020		(Add notes as appropriate)		
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
GoTriangle implemented a level buying bus acquisition strategy that will replace 1/12th of the fleet per year. The strategy includes approximately 10 vehicle re-powers (per-year) with an ultimate goal of having a fleet average age of 6 years. Previous Adopted Transit Plans have allocated \$2.3M for a combination of New and Replacement buses. Based on current knowledge of the GoTriangle fleet size starting in FY21, there is an urgent need to replace expansion service provided in the County since 2013. The addition to Transit funded routes have added to the wear and tear of the current fleet at a very accelerated rate. The proposed strategy will allow GoTriangle to maintain the current fleet size with meeting the goal of reliable transportation for the residents within the County. GoTriangle anticipates approximately \$2.8M is expected to be available entering FY21 and would utilize those funds before a new funding request to new Durham Transit Plan. Based on early estimation that request would occur in FY23. The Board Adopted Bus Plan allocated funds of ~15.8M for GoTriangle from FY21 to FY27. This strategy changes the allocation of a 100% funding for "new buses" and a smaller % for replacement buses GoTriangle created a calculation based on the breakdown of (GoTriangle) mileage by Durham and Non-Durham mileage based on the current Transit Bus Plan and the expected Route sponsors are listed below. If new routes/services (packages) are assigned in the County to GoTriangle additional Buses might be needed to be purchased and an additional project sheet might be submitted in a subsequent year. Since this allocation is based on the Adopted Multiyear Bus Plan it includes the expectation of CRT services occurring beyond FY27 which impact the FY27 mileage allocation.				

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
Regional - Durham Share	Durham, Orange and Wake County	* A Set of capital projects to improve the transit passengers' experience and service reliability.

Project Monitoring Details

Quantitative and Qualitative Outcomes ****Please list up to 3 Quantitative metrics and 1 Qualitative**

Improvement of passenger experience	Service reliability		Qualitative	

List any other relevant information not addressed.

Miles Breakout based on Durham Transit Bus Plan Expected Miles (Durham) - FY21 (32%) - Expected Miles (Non-Durham) - FY21 (68%) Expected Miles (Durham) - FY22 (33%) - Expected Miles (Non-Durham) - FY22 (68%) Expected Miles (Durham) - FY23 (30%) - Expected Miles (Non-Durham) - FY23 (70%) Expected Miles (Durham) - FY24 (30%) - Expected Miles (Non-Durham) - FY24 (70%) Expected Miles (Durham) - FY25 (30%) - Expected Miles (Non-Durham) - FY25 (70%) Expected Miles (Durham) - FY26 (30%) - Expected Miles (Non-Durham) - FY26 (70%) Expected Miles (Durham) - FY27 (30%) - Expected Miles (Non-Durham) - FY27 (70%)

Finance Estimates

Estimated Project Revenues:

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

Revenue							
Tax Revenue	FY19 (Actuals)	FY20 (Budget)	FY21	FY22	FY23	FY24	Total
Durham County Tax Revenue	-	-	1,445,000	1,445,000	-	-	2,890,000
Other Revenue							
Federal							-
State							-
Other:							-
Subtotal Other	-	-	-	-	-	-	-
TOTAL REVENUE	-	-	1,445,000	1,445,000	-	-	2,890,000

Transit Capital Development: Estimated appropriations to support contractual commitments and other expenses related to proposed capital projects.

Cost Break Down of Project Request							
CAPITAL COSTS	FY19 (Actuals)	FY20 (Budget)	FY21	FY22	FY23	FY24	Total
Feasibility or Other Studies							\$ -
Land - Right of Way							\$ -
Design & Engineering							\$ -
Construction - Implementation							\$ -
Equipment							\$ -
Other (Describe)			\$ 1,445,000	\$ 1,445,000			\$ 2,890,000
TOTAL CAPITAL COSTS	-	-	1,445,000	1,445,000	-	-	2,890,000

Assumptions for Costs and Revenues Above:

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

Estimated Vehicle acquisition share based on level buying program distributed proportionately on vehicle miles in each county. By FY21, GoTriangle would have provided an estimated 1,128,406 expansion vehicle miles in Durham County

Unique Project ID#		Triangle Tax District Durham Transit Work Plan Project Request Form Capital	FY START DATE	7/1/2020
21GOTCD1			FY 2021	
Unique Request ID: (FY Project Start year)	21			
(Three letter Agency)	GOT			
(Project Type)	CD			
(Unique Number)	001			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Reimbursement of federal interest for real property	GoTriangle	Gary Tober	Current Year	\$2,900,000
Estimated Start Date	Estimated Completion	Notes		
July 1, 2020		(Add notes as appropriate)		
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			

Partial Project Expenditure deferred to Capital Reserve

GoTriangle owns three separate sites (10 total parcels) in Durham located along the Greater Triangle Commuter Rail project corridor. These properties were acquired in 2004 and 2005 as part of a regional rail project that did not advance to a full funding grant agreement. Until recently, the Federal Transit Administration allowed GoTriangle to retain these properties for CRT and D-O LRT. However, the FTA is now requesting that the federal interest in the properties be returned. Under FTA guidelines, GoTriangle must reimburse 55.7% of either the purchase price or the appraised value, whichever is greater.

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
1) 1.83 acres located at the corner of W. Chapel Hill Street and South Duke Street 2) 2.3 acres at the corner of S. Alston Ave. and E. Pettigrew St. 3) 21.72 acres located at 2500 Ellis Road, Durham	Buying out the federal interest will secure these properties for future transit use and will serve residents and visitors Durham.	1. The property at Duke and Chapel Hill St. is adjacent to Durham Station and along the proposed CRT corridor. The site could also be utilized for potential joint development opportunities. 2. Similarly, the property at Alston and Pettigrew is located along the CRT corridor. This site could temporarily be utilized for transit amenity storage to serve GoTriangle and GoDurham. Ultimately, the property is a possible CRT station location and joint development project. 3. The property on Ellis Road is also located along the CRT corridor and potentially a station location or maintenance facility.

Project Monitoring Details

List any other relevant information not addressed.

Finance Estimates

Estimated Project Revenues:

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

Revenue							
Tax Revenue	FY19 (Actuals)	FY20 (Budget)	FY21	FY22	FY23	FY24	Total
Durham County Tax Revenue	-	-	2,900,000	-	-	-	2,900,000
Other Revenue							
Federal							-
State							-
Other:							-
Subtotal Other	-	-	-	-	-	-	-
TOTAL REVENUE	-	-	2,900,000	-	-	-	2,900,000

Transit Capital Development: Estimated appropriations to support contractual commitments and other expenses related to proposed capital projects.

Cost Break Down of Project Request							
CAPITAL COSTS	FY19 (Actuals)	FY20 (Budget)	FY21	FY22	FY23	FY24	Total
Feasibility or Other Studies							\$ -
Land - Right of Way			\$ 2,900,000				\$ 2,900,000
Design & Engineering							\$ -
Construction - Implementation							\$ -
Equipment							\$ -
Other (Describe)							\$ -
TOTAL CAPITAL COSTS	-	-	2,900,000	-	-	-	2,900,000

Assumptions for Costs and Revenues Above:

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

Unique Project ID#		Triangle Tax District Durham Transit Work Plan Project Request Form Capital	FY START DATE	7/1/2020
21GOTCD2			FY 2021	
Unique Request ID (FY Project Start year)	21			
(Three letter Agency)	GOT			
(Project Type)	CD			
(Unique Number)	002			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Priority Bus Stop Safety Improvements	GoTriangle	Jay Heikes	Current Year	\$ 1,000,000
Estimated Start Date	Estimated Completion	Notes		
July 1, 2020	June 30, 2021	(Add notes as appropriate)		
Project Description		Enter below a summary of the project that may later be used for the Transit Work Plan.		
Design and Construction of improvements to GoTriangle bus stops serving a high volume of passengers located on high-speed NCDOT roadways. Improvements could include, but are not limited to, construction of bus stop ADA pads, shelters, benches, bus pullouts and appropriate tapers, sidewalk, curb and gutter, curb ramps, crosswalks, pedestrian median refuge islands, appropriate safety signage, pedestrian signal heads and complimentary traffic signal modifications, and other complimentary or supporting roadway modifications.				

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
Durham County	Transit riders at high volume, high safety risk stops	1. Improve Passenger Safety 2. Improve Operations Safety 3. Improve Passenger Experience

Project Monitoring Details

Quantitative and Qualitative Outcomes		**Please list up to 3 Quantitative metrics and 1 Qualitative		
Reduced Rider Complaints at high safety risk stops	Improved Customer Satisfaction		Qualitative	Improve Passenger Experience

List any other relevant information not addressed.

Finance Estimates

Estimated Project Revenues:

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

Revenue							
Tax Revenue	FY19 (Actuals)	FY20 (Budget)	FY21	FY22	FY23	FY24	Total
Durham County Tax Revenue	-	-	1,000,000	-	-	-	1,000,000
Other Revenue							
Federal							-
State							-
Other:							-
Subtotal Other	-	-	-	-	-	-	-
TOTAL REVENUE	-	-	1,000,000	-	-	-	1,000,000

Transit Capital Development: Estimated appropriations to support contractual commitments and other expenses related to proposed capital projects.

Cost Break Down of Project Request							
CAPITAL COSTS	FY19 (Actuals)	FY20 (Budget)	FY21	FY22	FY23	FY24	Total
Feasibility or Other Studies			\$ 1,000,000				\$ 1,000,000
Land - Right of Way							\$ -
Design & Engineering							\$ -
Construction - Implementation							\$ -
Equipment							\$ -
Other (Describe)							\$ -
TOTAL CAPITAL COSTS	-	-	1,000,000	-	-	-	1,000,000

Assumptions for Costs and Revenues Above:

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

Unique Project ID#		Triangle Tax District Durham Transit Work Plan Project Request Form Capital	FY START DATE	7/1/2020
21GOTCO1			FY 2021	
Unique Request ID: (FY Project Start Year)	21			
(Three letter Agency)	GOT			
(Project Type)	CO			
(Unique Number)	001			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Origin Destination Survey	GoTriangle	Jay Heikes	Current Year	\$ 500,000
Estimated Start Date	Estimated Completion	Notes		
July 1, 2020	June 30, 2021	(Add notes as appropriate)		
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
Tablet Based Transit-On-Board Origin-Destination Survey to record transit travel behavior and produce data available for analysis about transit travel markets. This information is an essential input into both the Triangle Regional Model and FTA's Simplified Trips on Project Software. All projects in CIG rely on this data. All projects that receive state funding also rely on this data. This last transit-on-board survey was conducted in 2014 in Orange and Durham and in 2015 for Wake. The FY21 Wake County Transit Plan has funding to conduct surveys for all Wake County Transit agencies in Fall of 2020. FTA and industry best practice is to conduct a regional survey at a single point in time. Doing so will allow for more timely and less costly post-processing than if studies were conducted in different time windows and by different vendors. This funding is essential to create a single, up-to-date regional transit-on-board origin-destination survey.				

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
Durham County	All existing and future transit riders	1. Up-to-date Data necessary for Service and Capital Planning 2. Enable data-driven decisions on future transit plan investments

Project Monitoring Details

Quantitative and Qualitative Outcomes **Please list up to 3 Quantitative metrics and 1 Qualitative

			Qualitative	Improve data quality for decision making

List any other relevant information not addressed.

Finance Estimates

Estimated Project Revenues:

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

Revenue							
Tax Revenue	FY19 (Actuals)	FY20 (Budget)	FY21	FY22	FY23	FY24	Total
Durham County Tax Revenue	-	-	500,000	-	-	-	500,000
Other Revenue							
Federal							-
State							-
Other:							-
Subtotal Other	-	-	-	-	-	-	-
TOTAL REVENUE	-	-	500,000	-	-	-	500,000

Transit Capital Development: Estimated appropriations to support contractual commitments and other expenses related to proposed capital projects.

Cost Break Down of Project Request							
CAPITAL COSTS	FY19 (Actuals)	FY20 (Budget)	FY21	FY22	FY23	FY24	Total
Feasibility or Other Studies			\$ 500,000				\$ 500,000
Land - Right of Way							\$ -
Design & Engineering							\$ -
Construction - Implementation							\$ -
Equipment							\$ -
Other (Describe)							\$ -
TOTAL CAPITAL COSTS	-	-	500,000	-	-	-	500,000

Assumptions for Costs and Revenues Above:

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

estimate based on actual cost to complete this survey work in 2014, inclusion of Duke Transit, and cost escalation / CPI

Unique Project ID#		Triangle Tax District Durham Transit Work Plan Project Request Form Capital	FY START DATE	7/1/2020
21GOTCO2			FY 2021	
Unique Request ID: (FY Project Start Year)	21			
(Three letter Agency)	GOT			
(Project Type)	CO			
(Unique Number)	002			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Durham Bus Plan	GoTriangle	Erik Landfried	Current Year	\$ 62,500
Estimated Start Date	Estimated Completion	Notes		
July 1, 2020	January 1, 2022	(Add notes as appropriate)		
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
Project Expenditure deferred to Capital Reserve As the Durham County Transit Plan update begins to wrap up, additional work with need to take place to further refine the bus service concepts and associated capital facilities required in Durham County. In addition, GoTriangle will need to put together a separate, consolidated Short Range Transit Plan that includes the service adjustments envisioned in updates to all three County plans (Durham, Orange, and Wake).				

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
Durham County	A consolidated Durham Bus Plan will allow GoTriangle to effectively deliver the projects it sponsors on behalf of GoTriangle and GoDurham.	A Durham Bus Plan will provide more details on operating projects and associated capital projects along with an updated fleet plan for both GoDurham and GoTriangle. This is key for effectively managing our resources and will make it much easier to populate future work plans.

Project Monitoring Details

Quantitative and Qualitative Outcomes **Please list up to 3 Quantitative metrics and 1 Qualitative

Final Durham Bus Plan and associated consolidated GoTriangle Short Range Transit Plan			Qualitative	

List any other relevant information not addressed.

Finance Estimates

Estimated Project Revenues:

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

Revenue							
Tax Revenue	FY19 (Actuals)	FY20 (Budget)	FY21	FY22	FY23	FY24	Total
Durham County Tax Revenue	-	-	62,500	250,000	-	-	312,500
Other Revenue							
Federal							-
State							-
Other:							-
Subtotal Other	-	-	-	-	-	-	-
TOTAL REVENUE	-	-	62,500	250,000	-	-	312,500

Transit Capital Development: Estimated appropriations to support contractual commitments and other expenses related to proposed capital projects.

Cost Break Down of Project Request							
CAPITAL COSTS	FY19 (Actuals)	FY20 (Budget)	FY21	FY22	FY23	FY24	Total
Feasibility or Other Studies			\$ 62,500	\$ 250,000			\$ 312,500
Land - Right of Way							\$ -
Design & Engineering							\$ -
Construction - Implementation							\$ -
Equipment							\$ -
Other (Describe)							\$ -
TOTAL CAPITAL COSTS	-	-	62,500	250,000	-	-	312,500

Assumptions for Costs and Revenues Above:

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

\$250,000 is associated with the GoDurham portion of the Durham Bus Plan and is based on similar efforts done over the past 10 years plus some contingency for doing performing more detailed work on associated capital facilities. \$62,500 is assumed for the GoTriangle portion of the Durham Bus Plan - this is based on a similar \$250,000 effort across GoTriangle's three-county service area and assumes that 25% of that cost is borne by Durham County. This is the same assumption being made for similar capital project studies that include all three counties, including the Regional Transit Center relocation study.

Unique Project ID#		Triangle Tax District Durham Transit Work Plan Project Request Form Capital	FY START DATE	7/1/2020
21GOTC03			FY 2021	
Unique Request ID:	21			
(FY Project Start year)				
(Three letter Agency)	GOT			
(Project Type)	CO			
(Unique Number)	003			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Transit Facilities Study	GoTriangle	Jay Heikes	Current Year	\$ 975,000
Estimated Start Date	Estimated Completion	Notes		
July 1, 2020	June 30, 2021	(Add notes as appropriate)		
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
Included in this study would be an assessment of the existing facility space, capacity, and work-flow efficiency of the Fay Street bus garage. It would also propose upgrades at the Fay Street site, including electric vehicle requirements, procurement strategy, and asset management, and/or identify when a new facility may be required along with high-level cost estimates. This study should also include the feasibility and conceptual design for improvements to Durham Station to create better / more direct pedestrian access ways, increase walkway widths, waiting areas, and seating adjacent to bus bays, increase overhead shelter, and assess electric vehicle needs. It will also include elements of a larger GoTriangle fleet and facilities plan including possible relocation and/or expansion of the Nelson Road BOMF following on the recently completed facility assessment. The goal would be to conduct a coordinated regional maintenance, storage, and charging station facility study. The study will also include a regional electric bus charging infrastructure needs assessment. This specific study is made possible by re-directing \$50,000 of GoTriangle CIP and \$31,250 of Wake Transit Plan funds for the specific purpose of electrical vehicle charging infrastructure . Finally the study will include site selection and conceptual design for Durham park and rides as well as transfer points where future crosstown routes intersect with routes serving Durham Station.				

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
GoDurham Fay Street BOMF GoTriangle Nelson Road BOMF Durham Station	Safe and Reliable buses for all transit riders Majority of GoDurham riders who transfer or board at Durham station.	1. Improve Bus Operations Efficiency 2. Determine future capacity needs 3. Improve Passenger Experience at Durham Station 4. Support Transfers between crosstown and radial routes at transfer points

Project Monitoring Details

Quantitative and Qualitative Outcomes		**Please list up to 3 Quantitative metrics and 1 Qualitative		
Increased Capacity to store and maintain vehicles	Increased Customer Satisfaction scores in rider surveys		Qualitative	Improved and fully covered passenger experience at Durham Station

List any other relevant information not addressed.

Finance Estimates

Estimated Project Revenues:

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

Revenue							
Tax Revenue	FY19 (Actuals)	FY20 (Budget)	FY21	FY22	FY23	FY24	Total
Durham County Tax Revenue		-	975,000	-	-	-	975,000
Other Revenue							
Other: Orange			\$ 37,500				37,500
Other: FY18 GoTriangle CIP		\$ 300,000					300,000
Other: FY18 Wake		\$ 200,000					200,000
Subtotal Other	-	500,000	37,500	-	-	-	537,500
TOTAL REVENUE	-	500,000	1,012,500	-	-	-	1,512,500

Transit Capital Development: Estimated appropriations to support contractual commitments and other expenses related to proposed capital projects.

Cost Break Down of Project Request							
CAPITAL COSTS	FY19 (Actuals)	FY20 (Budget)	FY21	FY22	FY23	FY24	Total
Feasibility or Other Studies		\$ 500,000	\$ 1,012,500				\$ 1,512,500
Land - Right of Way							\$ -
Design & Engineering							\$ -
Construction - Implementation							\$ -
Equipment							\$ -
Other (Describe)							\$ -
TOTAL CAPITAL COSTS	-	500,000	1,012,500	-	-	-	1,512,500

Assumptions for Costs and Revenues Above:

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

1. GoDurham / Fay Street BOMF -- 500K (100% Durham) 2. GoTriangle / Nelson Road Regional BOMF -- 500K (50% GoTriangle, 6.25% Orange, 12.5% Durham, 31.25% Wake) (WAS: FY18: GoTriangle \$300,000; Wake 200,000) (Added Cost share to Durham and Orange - using same proportion as RTC Study - applied to the 50% not covered by GoTriangle CIP) 3. Regional Charging Infrastructure (NEW, funded primarily from left-overs from adding Durham and Orange Cost share to the Nelson Road BOMF) -- 112500 (62,500 GoTriangle, 31,250 Wake, 12,500 Durham, 6,250 Orange) 4. Durham Station --300K (%100 Durham) 5. Durham Park and Ride and transfer points: 100K (%100 Durham)

Project ID#	Durham Transit Plan- Project Request Form				FY START	7/1/2019	
20GOT_CD5	Capital				FY 2020		
Project Business Case							
Provide responses to <u>EACH</u> of the questions below. Answer the questions as fully as possible. Enter Non-Applicable (N/A) as appropriate.							
Project Name	Requesting Agency	Project Contact		TTD Estimated Capital Cost			
Phase1 GoDurham bus stop closeout (GoTriangle)	GoTriangle	Katharine Eggleston		FY 20	\$ 250,000		
Estimated Start Date	Estimated Completion	Notes					
April 1, 2020	September 30, 2020						
Project Description							
Construction of three remaining bus stop sites from original scope of 18DCI_CD4, including Glenview Station Walmart.							
Project Profile							
Project Area	Direct or Indirect Beneficiaries	Key benefits (Transit Plan)	Transit Plan Section	Map of Area			
Durham City / County	City of Durham, Durham County, Citizens in Durham County, GoDurham and GoTriangle customers	Improved bus stop amenities	4.3.3	N/A			
Project Info							
Which fund is this project being proposed for?							
Durham County - Capital							
Was this project evaluated in the Adopted Durham or Orange Transit Plans?							
Yes.							
What is your plan if the request is not funded?							
If the request is not funded, GoTriangle will not proceed with construction of these three sites.							
List below the Key Performance Indicators (deliverables) while this project is in progress. These performance measures will be reported quarterly.							
CD-Construction Completion							
Project Monitoring Details							
List any other relevant information not addressed.							
Finance Estimates							
Estimated Project Revenues:							
Revenue							
Tax Revenue	FY 19 and Prior	FY20	Funding to Date	FY21	FY22	FY23	Total
Durham County Tax Revenue	\$ -	\$ 250,000	\$ 250,000	-	-	-	250,000
Other Revenue							
Federal	\$ -	\$ -	\$ -	\$ -			-
State	\$ -	\$ -	\$ -	-			-
Other -	\$ -	\$ -	\$ -	\$ -			-
Subtotal Other	\$ -	\$ -	\$ -	-	-	-	-
TOTAL REVENUE	\$ -	\$ 250,000	\$ 250,000	-	-	-	250,000
Multi-Year Capital - Funding through FY 2020							
Revenue	Durham County Tax Revenue through FY 2020 (Funding to Date)				\$ 250,000		
Expenses	FY18 and Prior Year Reimbursements				\$ -		
Expenses	FY19 Budgeted				\$ -		
Net	Durham County Tax Revenue Available				\$ 250,000		
Project Request					\$ 250,000		
Balance					\$ -		
Cost Break Down of Project Request							
CAPITAL COSTS	FY 19 and Prior	FY20	FY21	FY22	FY23	FY24	Total
Feasibility or Other Studies	\$ -	\$ -					\$ -
Land - Right of Way	\$ -	\$ -					\$ -
Design & Engineering	\$ -	\$ -					\$ -
Construction - Implementation	\$ -	\$ 250,000					\$ 250,000
Equipment	\$ -	\$ -					\$ -
Other (Describe)	\$ -	\$ -					\$ -
TOTAL CAPITAL COSTS	\$ -	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000
Please state any assumption(s) used to calculate the capital and operating dollars and revenues shown above.							

Unique Project ID#		Triangle Tax District Durham Transit Work Plan Project Request Form Capital	FY START DATE	7/1/2020
18GOTCD4			FY 2021	
Unique Request ID: (FY Project Start year)	18			
(Three letter Agency)	GOT			
(Project Type)	CD			
(Unique Number)	004			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Patterson Place Improvements	GoTriangle	Jay Heikes	Current Year	\$ -
Estimated Start Date	Estimated Completion	Notes		
July 1, 2019	June 30, 2021	(Add notes as appropriate)		
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
Improvements at Patterson Place shopping center. This project includes additional amenities and other elements to improve the operational efficiency of the GoTriangle and GoDurham routes that serve this stop.				

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
Patterson Place, SW Durham	Durham Residents and Visitors	GoTriangle 400

Project Monitoring Details

Quantitative and Qualitative Outcomes ****Please list up to 3 Quantitative metrics and 1 Qualitative**

Increased Ridership	Improved Mobility in Area	Increased Pedestrian Activity	Qualitative	Improved Customer Satisfaction

List any other relevant information not addressed.

Finance Estimates

Estimated Project Revenues:

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

Revenue							
Tax Revenue	FY19 and Prior	FY20 (Budget)	FY21	FY22	FY23	FY24	Total
Durham County Tax Revenue		183,000	-	176,685	22,300	23,000	404,985
Other Revenue							
Federal							-
State							-
Other: City of Durham							-
Subtotal Other	-	-	-	-	-	-	-
TOTAL REVENUE	-	183,000	-	176,685	22,300	23,000	404,985

Transit Capital Development: Estimated appropriations to support contractual commitments and other expenses related to proposed capital projects.

Cost Break Down of Project Request

CAPITAL COSTS	FY19 and prior	FY20 (Budget)	FY21	FY22	FY23	FY24	Total
Feasibility or Other Studies							\$ -
Land - Right of Way							\$ -
Design & Engineering		\$ 183,000		\$ 155,085			\$ 338,085
Construction - Implementation							\$ -
Equipment							\$ -
Other (P&R Lease)				\$ 21,600	\$ 22,300	\$ 23,000	\$ 66,900
TOTAL CAPITAL COSTS	-	183,000	-	176,685	22,300	23,000	404,985

Assumptions for Costs and Revenues Above:

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

Note: This Project is combining 18GOT_CD04 Patterson Place Improvements and 18GOT_CD05 Patterson place park and ride lease as approved in the 2017 Transit Plan. Note that the Patterson place park and ride lease at a cost increase of 2.5%

FY21 Durham Transit Work Plan

Public Engagement Summary

Outreach Goals

The goals of the public comment period:

- To promote awareness of the upcoming investments: GoDurham additional night and weekend service, Transit Emphasis Corridors, vehicle purchases, bus stop improvements, etc.
- To communicate the improvements that have already been made to the transit network
- To engage a diverse audience using culturally competent materials
- To actively engage the community in the public input process virtually

Outreach Approach

With in-person interactions being limited because of the COVID-19 pandemic, engagement for the FY21 Durham Transit Work Plan was limited to online interactions and collaborative efforts with community partners to push the information out to relevant stakeholders. To accomplish the outreach goals, the following materials and content were created:

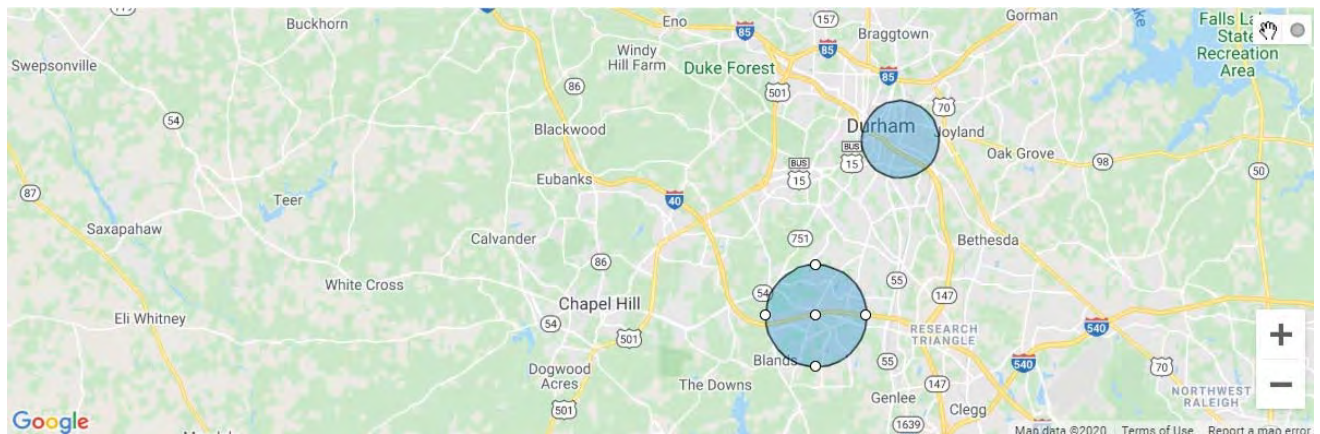
1. **Informational PowerPoints:** Information from the FY21 Work Plan was synthesized and presented in six succinct slides that were posted on the GoForward website.
2. **Video Presentations:** In lieu of in-person presentations to community groups, the GoTriangle Public Engagement team worked with Aaron Cain to develop an explanatory video (as part of a Zooming into Transit series on all the opportunities for providing input on transit projects in the Triangle) to provide an additional level of detail for stakeholders that are engaging with the FY21 Work Plan.
3. **Social Media Posts:** Tailored messaging and video content was developed for Facebook, Twitter, and Instagram posts in an effort to share information to a wider audience.
4. **Website Updates:** The Durham County Get Involved page on the GoForward website was updated to include the PowerPoint, video presentation, and a comment box for stakeholders to provide feedback.
5. **Translated Materials:** Both the PowerPoint and video presentations were translated into Spanish and shared with Spanish-speaking media outlets and community groups to ensure that the information shared reaches a diverse audience.

In a coordinated effort with partner transit agencies, county staff and community organizations, the information was shared out in the following ways:

Description	Type	Date
Press Release	Press Release	4/24/20
Materials Added to GoForward Website	Website Update	4/24/20
Email Blast: Durham Community Contacts (~275 contacts)	Mailchimp Email Blast	4/24/20
Email Blast: GoForward List (3,028 Contacts)	Mailchimp Email Blast	4/24/20
Email Blast GoTriangle Transit Advisory Committee Meeting (35 Contacts)	Mailchimp Email Blast	4/24/20
Email Blast: Durham County Elected Officials (~60 Contacts)	Mailchimp Email Blast	4/24/20

Social Media Posts: Facebook, Instagram, Twitter	Video Teasers	
Direct Email Outreach – Local Community Groups: • PAC 1 • PAC 2 (presented at May virtual meeting) • PAC 3 • PAC 4 • Reality Ministries • End Hunger Durham • Mayor’s Committee for Persons with Disabilities • Bike Durham • Durham Planning Academy	Individual Emails with Links to Share Externally	5/4/20
GoCrew Virtual Meeting (Virtual)	Virtual Presentation	5/16/20

In addition to advertisement of the work plan through organic social media, it was also promoted via paid promotion and geo-targeting efforts to the communities affected by the changes, see below:

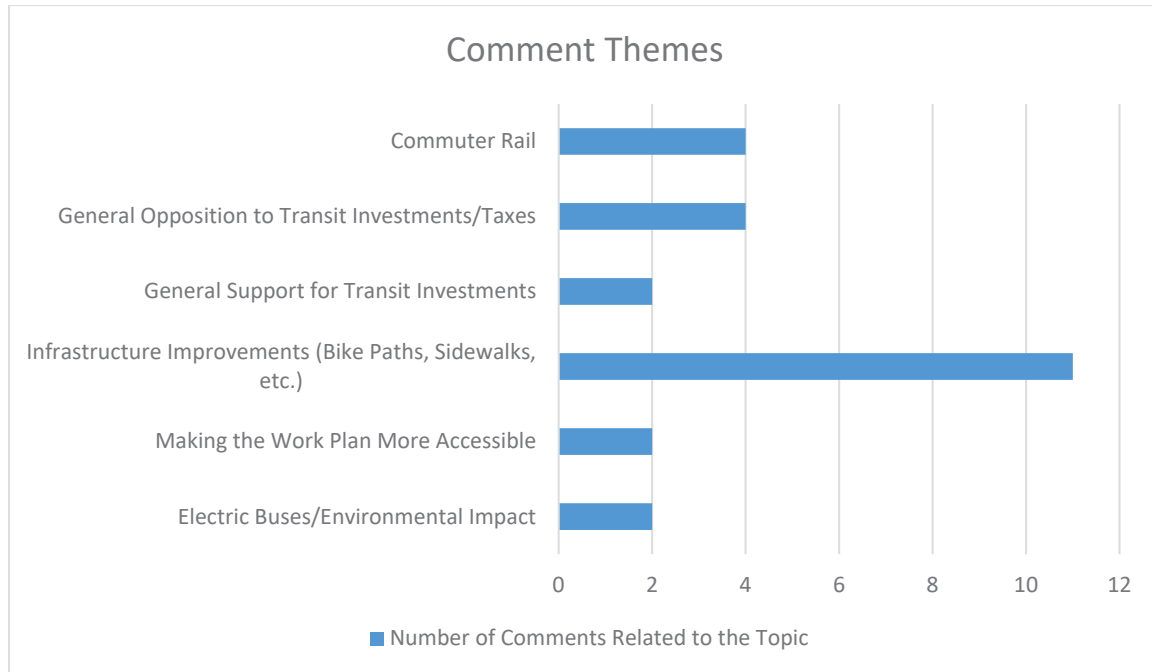


What We Heard

The public comment period was open until May 22nd, and during that time **three local organizations (End Hunger Durham, Reality Ministries, and Bike Durham)** wrote formal letters and **20 community stakeholders**¹ submitted individual comments related to the work plan. In addition, the GoForward page that hosted the information and comment form received **972 views**. The number of views indicates that the information has reached a wider audience beyond the stakeholders who engaged with the work plan by providing comments. Given the unprecedented nature of the COVID-19 pandemic, this outreach provides a benchmark for virtual efforts that can be measured against future comment periods.

End Hunger Durham wrote in support of the proposal for the Senior Shuttle Pilot Program; Reality Ministries submitted a letter about its participants’ extensive experience and recommendations for improving the ACCESS program; Bike Durham engaged extensively with the document and provided specific feedback related to several projects. See below for a breakdown of themes across the comments:

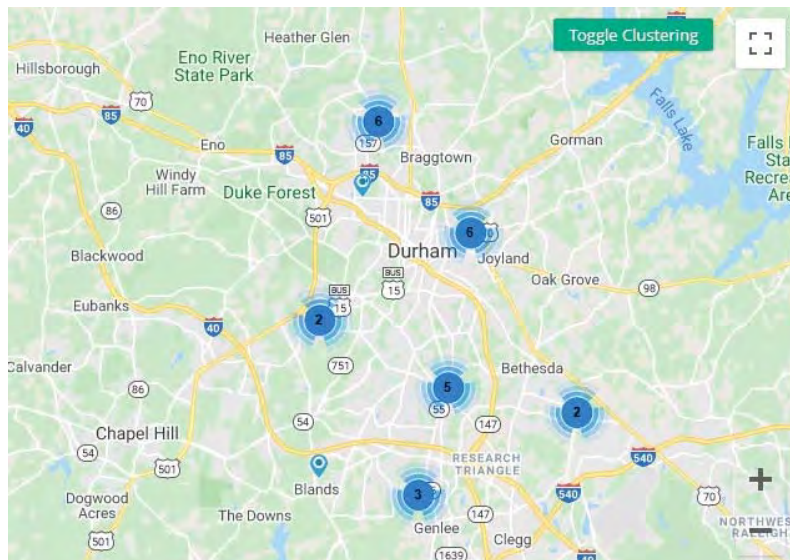
¹ The public comment period for GoDurham service changes was open concurrently and received 28 comments.



Who We Heard From

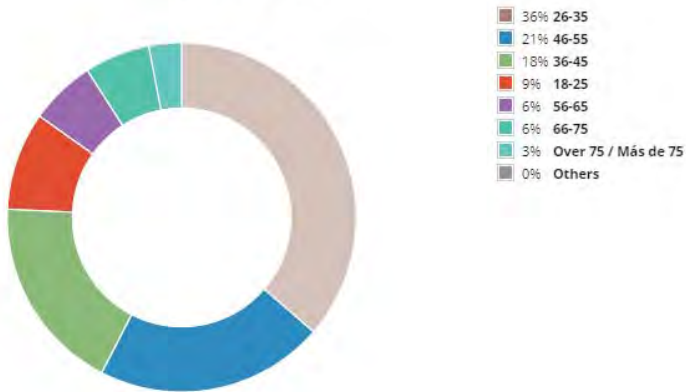
The comment box for the work plan also collected voluntary demographic information. After submitting comments online, members of the public had the option to indicate where they lived on a map. They were also asked to identify self-identify age, gender, race/ethnicity, household income, number of cars in the household, and number of licensed drivers in the household. These questions were optional and included the following language (used by EngageDurham): *The City of Durham and Durham County are working to improve engagement and ensure that EVERYONE has the opportunity to be heard during decision making regardless of their identity. Filling out the following demographic questions is OPTIONAL, but they will be extremely helpful in ensuring the FAIRNESS and EQUITY of our engagement.*

Each demographic indicator received between 22 and 33 responses:



What is your age?

¿Cuántos años tiene?



33 respondents

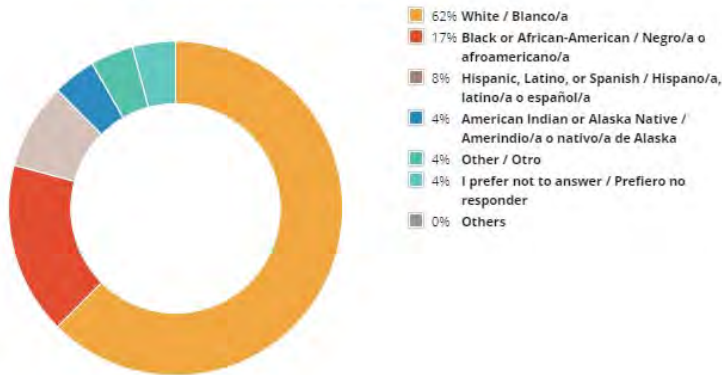
What is your gender?

¿Cuál es su género?



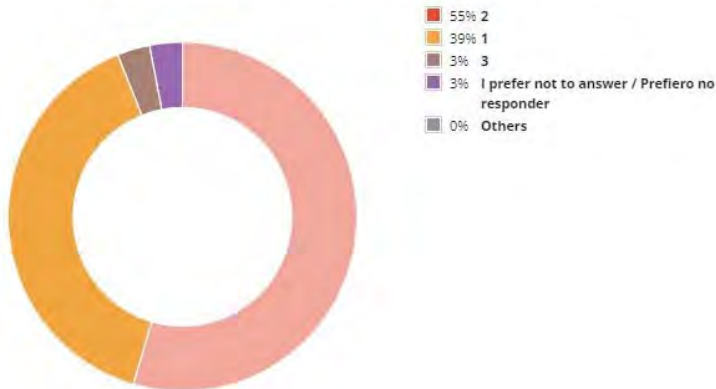
33 respondents

What is your race/ethnicity? ¿Cuál es su raza/etnia?



22 respondents

How many cars are available for drivers in your household to use? ¿Cuántos automóviles hay disponibles para que usen los conductores de su hogar?



33 respondents

How many licensed drivers are there in your household?

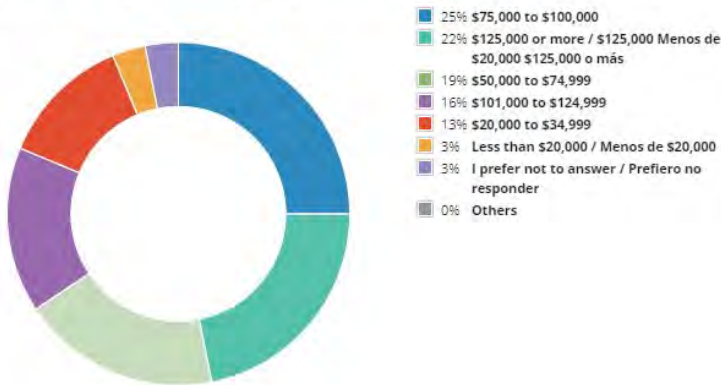
¿Cuántos conductores con licencia hay en su hogar?



33 respondents

Which of the following groups does your total annual household income fall into?

¿Cuál de los siguientes grupos representa el ingreso total anual de su hogar?



32 respondents



May 8, 2020

Dear Durham County Transit Planning Team,

My name is Susan McSwain, Executive Director, and I am writing to you on behalf of the board of Reality Ministries, Inc. as your neighbor here in Durham.

We would like to start by expressing our gratitude. We at Reality Ministries are deeply indebted to the GoDurham Access bus service. Without Access, those of our community with working parents or without reliable transportation **would not be able to participate in our programs whatsoever**. This is approximately $\frac{1}{4}$ of our participant base.

We'd also like to express some consistent and debilitating challenges we have faced with the Access system and some hopes we have for change going into FY 2021.

Here's a summary:

Challenges with the GoDurham Access System

1. Missing or arriving late to Reality programs
2. Length of time on the bus
3. The Inefficiency of the Phone Service
4. High Cost/Difficulty with Methods of Payment
5. Long Scheduling Window

Corresponding Hopes for FY 2021

1. An Adaptive Scheduling System
2. Hiring More Drivers for High-Volume Times
3. Intuitive Online Scheduling/Trip Tracker
4. Scholarships and Online Payment
5. Point-to-Point "Access Uber"

You will find each challenge and hope explained, with relevant stories and data, on the following pages.

Challenge 1: Missing or arriving late to Reality programs

- o Regularly, especially for our evening programs, folks either miss the program or arrive 45 minutes to an hour late.
- o Sometimes, the drivers arrive early to pick up people on the back end, which is sad for the participants and challenging for staff.



- o [Here's a running document](#) where we've kept a record of (1) and (2) over the past couple of months.

Hope 1: An adaptive scheduling system for Access to respond to the particular needs of the Durham community, and a way for programs like Reality Ministries to communicate those needs.

- o The long drives and unpredictable hours are *frustrating* for drivers. This contributes to the high turnover and high call-out rate in drivers at GoDurham, which then exacerbates the problem of lateness and missing events for folks at Reality Ministries.
- o Communication from Access with families when the van will be more than 15 minutes after the scheduled window is important. This currently doesn't happen, and often causes families and Reality Ministries staff undue stress.
- o **Here's the good news:** we can predict when there will be a high volume of needs!
- o Reality Ministries consistently has a program over 160 people on Tuesday nights. We have for 5 years and will continue for the foreseeable future.
- o Tuesday nights are the most consistent time that people arrive late or not at all because there are not enough drivers. We would love to talk with the folks at Access about offering incentives (like higher pay or more PTO) to hire more drivers on Tuesday nights so that everyone can get to their programs in a timely manner
- o We also have **special events** on other weeknights that draw 200+ people. We'd love to communicate with Access about these dates in advance so that they can schedule extra drivers.

Challenge 2: Length of time on the bus

- o Often, people with disabilities are on the bus for 2-3 hours, even if their house is only 15 minutes from the destination.
 1. This is because of all the other pickups, and the fact that there are so few drivers, especially in the evening.
 2. This is concerning for parents and caregivers and also quite uncomfortable for participants. It's hard to hold your bladder for 3 hours!

Hope 2: Hiring more drivers for high-volume times.

- o This issue is easily addressable. We simply need more drivers! Often, one van will pick up 10 people from Reality who live all over Durham.
- o While this is most efficient on the pick-up end and easiest on the schedulers, it results in inordinate amounts of time on the van, frustrating drivers and riders alike.
- o If we had 2 or 3 vans, the commute time would be sliced for everyone.



Challenge 3: The Inefficiency of the Phone Scheduling System

- o Often, Reality Ministries staff and group home managers are on hold for 15 minutes or more to schedule an ACCESS trip. This is challenging, especially when there are other needs to attend to.
- o There have been instances of challenging phone calls for parents/caregivers, in which the dispatchers won't share details about a client's reservations.
- o There is no way for a caregiver to view scheduled trips for a client. When different people are scheduling for the same client, it sometimes creates confusion and messed up trips.

Hope 3: Intuitive Online Scheduling/Trip Tracker

- o While the mechanics of creating the system must be complicated, the usability and cost-saving potential is *high*. Allowing caregivers to schedule and check the status trips online would eliminate the need for as many call-center schedulers and dispatchers.
- o People who schedule their own trips but have trouble remembering their schedule wouldn't need to call in as often as they currently do.
- o Plus, careful parents/caregivers would be very happy with a simple, accurate way to know the location of their loved ones. It just seems like a win (for caregivers)-win (for GoDurham)-win (for consumers).
- o This system already exists for the rest of GoDurham and Duke University's bus system (via TransLoc). I imagine it's not too hard to include Access in this system!

Challenge 4: High Cost/Difficulty with Methods of Payment

- o There are many low-income folks with disabilities in our community.
- o Paying \$2 each way adds up! \$4, three times a week, for a month is nearly 1/5th of monthly SSI. On top of rent and food costs, this is a barrier for some in our community.
- o The way of paying for booklets is only by check. And you have to go down to the Fay Street office to buy the booklets.

Hope 4: Scholarships and Online Payment

Challenge 5: Lengthy Scheduling Window

- o At GoDurham Access there's a 30-minute window for pick-up and arrival time
- o Some folks who might benefit from ACCESS don't use it because of the variability in arrival times. This is especially true for people with doctors' appointments and consistent work, for which they can't be late.



- o **An idea: A point-to-point individual service, sort of like an Uber for folks with disabilities, would encourage these folks to participate.**

Hope 5: Point-to-Point “Access Uber”

- o I can imagine a service similar to Uber, in which the drivers are *highly* vetted, all the vehicles are accessible, and each driver provides point-to-point service for one person at a time, with a guarantee of timely arrival.
- o I can think of many folks who choose not to use Access because of the tardiness potential who would use such a service for important appointments and work.
- o *Relatedly, Uber is certainly looking for ways to improve its reputation. I have some friends who work there and would love to connect GoDurham with these friends to begin conversations about such a service.*

[Reality Ministries](#) is a non-profit that seeks to form community and friendships among folks with and without disabilities. We have over 400 active participants, volunteers, and staff who participate in a variety of vibrant programs - a full service Cafe and Farm, a yearly talent show that sells out the DPAC, a Daytime program, and several houses in an intentional residential community downtown called [North Street](#).

We are a board made up of parents of children with disabilities, lawyers, business and development executives, medical professionals, and the executive director at Reality. We come with varying lenses and expertise, and a unified perspective on our gratitude for and challenges with the GoDurham Access system.

Thank you in advance for reading. We hope outlining these challenges and proposed improvements will be helpful for you as you think about how to prioritize funding and developments for the new year.

We on the board and the Reality Ministries program staff **are excited about continuing these conversations and very available for follow-ups.** My email is below. Please reach out, and I can connect you with relevant staff and board members.

Sincerely,

Susan McSwain, on behalf of the Reality Ministries Board

Executive Director
Reality Ministries, Inc.
susan@realityministries.org

FY21 DURHAM TRANSIT WORK PLAN PUBLIC COMMENTS

Bike Durham appreciates the opportunity to comment on the FY2021 Draft Durham Transit Work Plan. We fully understand the challenges of developing a work plan during the current crisis, especially without knowing how funding, ridership, and public health recommendations will change in the coming months and years. We also recognize that there is not yet an updated Transit Plan upon which to base new investments, but we are heartened to see that projects to improve the lives of those who use transit in Durham are still being moved forward.

Bike Durham supports most of the projects identified in the draft work plan. We'd like to single out a few investments we believe will particularly improve the lives of transit riders and the larger community:

Providing 30-minute night/Sunday service on more GoDurham routes is a very important improvement to the system. Bike Durham believes that all routes should have service every 30 minutes or better at all times of day.

Any investment that improves the speed and reliability of the GoDurham system, including the Transit Emphasis Corridors, is key to maintaining a system people can rely on for essential needs. This will become even more important as auto traffic begins to revert back closer to previous levels. We are eager to learn more about these projects as they are developed.

The purchase of electric buses will bring Durham one step closer to carbon neutrality and Bike Durham believes it is wise to purchase new peak buses in FY21 to support new bus operations in FY22 and beyond.

We believe improving bus stops throughout Durham needs to be one of the highest priorities for the transit system and Bike Durham supports a quick-build approach to bus stop improvements so that more can be built in a short period of time. (A Quick-Build approach can include using streetspace for "floating bus stop" platforms that can be installed in the interim while construction projects work through the pipeline.) The final work plan should summarize how bus stop improvements are determined and prioritized.

We particularly applaud the long-needed improvements at The Village, the second-highest boarding stop in the system. Current conditions at the stops in/around The Village are not acceptable and must be improved as soon as possible.

Beginning the planning for larger Transit Facilities in Durham now is wise. Many of the existing garages and stations are now over a decade old and may not have the capacity or infrastructure to support an increase in service and improving technologies.

We want to call special attention to the needs at Durham Station. We are glad to see it included in the Transit Facilities Study and it is encouraging to see a shorter-term item included for landscaping improvements, but basic, ongoing maintenance at Durham Station should not have

to wait for inclusion in annual work plans to be done. Current conditions do not treat GoDurham customers with the dignity they deserve.

While a less visible project, we strongly support and understand the importance of the purchase of a new CAD/AVL system for GoDurham.

Bike Durham encourages inclusion of more access-to-transit projects in the FY21 work plan. While some access improvements along the Transit Emphasis Corridors and some sidewalk gaps between bus stops slated for improvement and the nearest intersection are identified, it is not clear whether streets leading to these stops and major transit corridors will also have investments. We believe the updated Transit Plan should fund the development of a low-stress network connecting to transit routes in Durham. We request that \$750,000 be included in the final FY21 work plan to fund the identification of a few key gaps in access for people walking or rolling to bus stops and the use of quick-build approaches to implement these safety and access improvements. Example projects include shortening crossing distances at intersection through use of paint and bollards, creating bollard-protected lanes for people to walk or roll to bus stops where sidewalks are missing, installation of “floating bus stop platforms” to eliminate conflicts between through traffic in these lanes and curb access for buses and bus customers.

The Commuter Rail Project Development is not discussed in the document in any detail. While we understand that funds for this project were rolled over from FY20, a summary of the activities the public should expect to occur in FY21 for that project should be included in the final work plan document.

Bike Durham also has the following minor comments on the draft work plan:

On page 4, the document states that transit tax funds cannot be used to support operations that existed before the transit tax was instituted. This is not accurate and indeed a portion of vehicle registration fees is being used to support the Increased Cost of Existing Service for GoDurham. We ask that this be corrected in the final work plan.

We would like to reiterate comments Bike Durham made on the proposed August 2020 GoDurham service changes to focus any additional near-term operating funding on corridors experiencing capacity issues during the COVID-19 pandemic.

We request that GoDurham wait to purchase and install fare collection validators on GoDurham buses and GoDurham ACCESS vans until it is known whether and when fares will be reinstated.

It is mentioned on page 5 that the Chapel Hill Rd TEC will be expanded to Riddle Road, but Chapel Hill Rd does not intersect with Riddle Road. Is this referring to the Fayetteville St TEC?

Bike Durham notes that the Durham County staff position has been funded for almost a year and has yet to be filled. The budget for this position exceeds that of additional Durham County ACCESS service, so if it cannot be filled, this funding should be put towards more service.

While we are supportive of overall investments in the Fayetteville Street corridor, we ask staff to reconsider whether this is the right corridor to test reliability improvements. Bike Durham is not aware of major reliability issues on routes that serve Fayetteville Street and its characteristics do not seem to lend themselves to major improvements. We believe a corridor such as Erwin Road or the streets in/around Durham Station are better suited to infrastructure investments that improve reliability.

Finally, we would encourage the DCHC MPO to adopt the format of the Wake Transit annual work plans in future years. The draft work plan appears to be aimed more at internal staff than the public.

Bike Durham looks forward to working with all of the transit partners engaged in implementing the investments in the final FY21 Durham Transit work plan.

The Headwaters Group (representing Durham, Granville, Person and Vance counties) is one of 12 local groups of the North Carolina Chapter of the Sierra Club, which advocates across the state for a clean, healthy North Carolina and for outdoor recreational opportunities for all its residents.

First, we want to thank you for all the work to create the plan, and we generally agree with its priorities. However, we believe that the current health crisis will continue to have a huge and negative economic impact on travel, transportation, and revenue collection:

Travel is unlikely to recover quickly, so many fewer cars will be rented, affecting the \$1.4M in funds coming from rental car fees.

Sales taxes will be down far more than 10%.

Fares will be down with limits on the number of riders on a bus, more work being done from home, and residents choosing other methods to travel.

Accordingly, we would like to suggest the following priorities for allocating what funds we have:

Improvements on buses that protect the health of drivers and riders, perhaps automatic dispensers of hand sanitizers near bus exits, offering masks to those who don't have them, and isolating drivers.

Improvements at bus stops that increase the health, safety and comfort of riders.

Studies of air flow on buses so that social distancing can be optimized (see <https://www.erinbromage.com/post/the-risks-know-them-avoid-them>)

A mobile fare collection system that uses smartphones, which would be safer with respect to the coronavirus.

Route expansions of schedules (as staff becomes available) to support social distancing on buses.

Improving access to buses (bike and pedestrian facilities) which will be needed even if people aren't getting on the buses.

Finally, planning efforts, especially those that involve outside consultants, should be put on hold or slowed down since getting public comment may be complicated, the effect of health concerns on transit ridership will not be clear for a while, and it is hard to predict how much money we will have to invest in transit in future years. To the extent that studies are urgently needed, we suggest that abundant local talent be tapped, rather than out of-area consultants.

Thank you for all the effort that went into this and the opportunity to comment on the plan.

To GoDurham Planners: Before the coronavirus hit, GoTriangle was on the verge of starting a Senior Shuttle pilot project to transport low-income seniors living in apartment communities in downtown Durham to food stores. Routes had been designed, the GoTriangle staff had signed off on it, and the County Commissioners were in favor. Then in early March the project was postponed.

In the absence of that, End Hunger Durham has shifted to delivering meals to over 900 seniors living in 16 senior housing locations with the goal of helping them stay healthy and have less urgency to go out for food. Even so, the 3 meals/week we deliver are not enough to cover all their needs, though it will hopefully reduce the frequency of outings. Like all of us, they will go out to shop for essentials. But for many of them who depend on the bus system to get around, they will not only face exposure in the grocery store, where distancing is possible, they will be exposed to the broader community in the busses.

We believe that now is the time to take up the Senior Shuttle proposal again and carry it to implementation. The need for safe free transport for the many seniors who are not enrolled with the Access van is greater than ever. In this era, when older adults are more at risk of serious illness or death, we need a dedicated bus service that helps them reduce their exposure to "community spread" when they must go out to shop.

We realize that fewer seats will be available on the vans due to social distancing. However, we would expect the early adoption phase to have fewer people anyway, so this could be a good time to try it.

By providing safe targeted transportation for this population, we will help them remain independent and healthy and delay their move into nursing facilities where the risk of infection and death is so high.

Please let me know what steps we can take to re-start this pilot project. We are here to help.
Betsy Crites, Co-coordinator, End Hunger Durham, (919) 381-5969.

Need more crosswalks/sidewalks.

Pedestrian signals at crosswalks greatly favor cars. "Walk" signals in Durham are usually under 5 seconds a cycle.

Please complete sidewalks and build a crosswalk across riddle road from the east side of NC-55 at the Circle K. There is 180 new Townhomes in Southern Pointe whose sidewalk stops at the derelict office building and Circle K who could easily have access to the Riddle Road Spur and thus the ATT for bike commuting but currently there is no safe way to get there without biking on the most dangerous road in Durham, NC-55.

Has helped a lot of people get to we're they have to go.

I'd like to see investment in bus routes that go on more roads (ex. a route that goes down the entirety of MLK Blvd. Please make sure that some of these investments are environmentally conscious. I love GoDurham & GoTriangle but geez the smog can't be good for the environment. Greensboro has transitioned to electric buses, I think? Environmentally mindful technologies/transitions is what I want to see before the commuter transit system/increases in number of routes. I ride the GoDurham Route 5 and the GoTriangle CRX to Chapel Hill a lot. The Youth Pass has helped me enormously in being able to get a job/see my friends/get to school/be involved in the community. Please keep the Youth Go Pass going!!

It would be nice to explore Express Bus Routes on Congested traffic corridors that run at limited times to help reduce vehicle traffic. Also, with increased bike lanes, maybe PSA on TV to show drivers how to maneuver on intersections where there are bike lanes. Many drivers have no concept of bike lanes.

Can we worry about this stuff after teachers get paid? This is ridiculous, pay the teachers.

Terrible waste of money but that appears to be all Durham elected officials know how to do. Taxes will rise next year because of Covid 19. Prepare yourself.

Rapid transit and light rail for this area is a boondoggle, as much a waste of tax money as subsidies for "renewable energy." I live in Durham and I never see more than three or four people on any city bus. Same goes for nearby municipalities. Especially as our city and others will be forced to deal with lower tax revenue caused by the virus recession, it is obscene to even be talking about such a wasteful pie-in-the-sky project. Property taxes in Durham already are sending people out of this city. And since our local government has no history at all of pinching pennies or cutting back, we know that property owners will be the ones onto whom they will dump the responsibility for this new spending. That's the Durham way of wealth redistribution. At some point our citizens will have had enough.

Cut back on bus routes to save money since the city is in a budget shortfall.

Please include Creedmoor, NC (Granville County) in your transit route. Thanks

We'd love a sidewalk and/or speed bumps on West Murray Ave. People are always flying down our street and we walk with our baby and dog to get to the trails/museum of life and science. Additionally I have been almost rear ended turning into my driveway many times because I am so close to the main intersection at Duke St. Please consider a sidewalk or speed bumps for our safety.

A sidewalk on West Murray Avenue in between Duke Street and Broad Street, or at least speed bumps or two, would be much appreciated by the residents of that neighborhood. There is a lot of auto traffic that uses our neighborhood as a cut through to get to the North Pointe shopping center, and many of them fly down the streets disregarding that people live there. As it is now, my wife and I do not feel safe walking along the road, or comfortable walking through our neighbors' yards just to go to the store or to take our dog for a walk. Our street is currently in the process of being repaved, which is great (though I don't think it had any big issues to necessitate that but I'm not a civil engineer), but I believe a sidewalk or speed bumps would greatly improve all of our peace of minds. Thank you.

I bike to work regularly and would love better and more bike-friendly infrastructure!!

Like the ideas so far, but sad for no commuter rail. More Bike lanes that are safe would be great!

I like the improvements to bus service and infrastructure. The city needs more protected bike lanes and infrastructure, and pedestrian infrastructure.

Commuter rail to RDU and Raleigh should be a top priority.

We need vastly more sidewalks and/or protected bike and pedestrian corridors. For example, the connection between downtown and the popular Al Buehler trail is from Morehead Ave to Cranford Rd. Cranford does not have a sidewalk and is a curvy street which makes it unsafe for bikers or pedestrians.

Potential commuter rail must enhance and not divide downtown Durham. We learned from light rail that inserting transit into downtown can come with very high costs to pedestrian connectivity and good urban design. We cannot afford to make the same mistakes this time around. Good design takes time and thought and real community engagement.

This form is confusing. I submitted my contact and demographic information before I looked at the Plan. I don't know where to even start to digest a 74 page document and 10 page ppt- much less comment meaningfully on them.

Also, I appreciate that the demographic questions and instructions are in English and Spanish. But the documents (the thing that is supposed to be commented on) are only in English- from what I can see.

Excited about mobile ticketing and improvements to frequency.

Bus transit center needs to be moved. It is hard for buses to access and not pedestrian friendly. Consolidate railways CSX and NS into one corridor with a center platform. Move the transit

center toward downtown on the CSX right of way. Add a grade separation and close the other grade crossing.



FY21 ORANGE COUNTY TRANSIT WORK PLAN



SWG Recommended
6-16-20

OVERVIEW

The Triangle Tax District, administered by GoTriangle, manages the funds received for the transit tax districts in Orange, Durham, and Wake counties. Each county's transit tax revenues are governed by a separate plan. The Orange County Transit Plan (Transit Plan) was adopted by the Orange County Board of Commissioners, the GoTriangle Board of Trustees, and the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) in 2017, and was the second installment of a transit plan for Orange County (replacing the Bus and Rail Investment Plan adopted in 2012). Annually, a fiscal year Orange Transit Work Plan is developed to allocate funding for projects identified in the Transit Plan. Per an interlocal agreement adopted by these governing boards in 2013, a staff oversight group, called the Staff Working Group (SWG), reviews projects to be funded through the transit tax and recommends a set of projects and funding amounts to the GoTriangle Board of Trustees for approval as part of its annual budget. The list of projects and funding amounts is presented here as the FY21 Orange Transit Work Plan (Work Plan).

The Work Plan was released for a public comment period on April 22, 2020. The public comment period ended on May 22, 2020. In addition to comments from the general public, input was solicited from the Orange County Board of Commissioners and the DCHC MPO Board in May 2020. A public input summary, including all comments from the general public, is included as an appendix to this Plan.

Tax District Funds are generated from a ½ cent sales tax, two vehicle registration fees (\$7 and \$3, respectively), and a vehicle rental fee. The Tax District has collected revenues since 2013, and has allocated funding since 2014. The services and capital investments funded by the Tax District Fund include:

- Providing greater frequency and more hours on many bus routes;
- Creating new routes to serve growth;
- Making improvements to transit infrastructure such as bus stops, park-and-ride lots, and bicycle

and pedestrian infrastructure to improve access to transit; and

- Planning for major transit infrastructure, such as Bus Rapid Transit (BRT).

Transit Plan funds also support the long-term health of the region's transit systems, providing money to replace an aging fleet. These investments make it easier for residents to move around the county and the region, support equitable access to jobs and services, and connect our universities, neighborhoods, and employment centers. The investments are modern – they incorporate standards for ADA access and Complete Streets, and with Wifi capacity, buses bring information access to the systems riders.

In FY21, the Orange Transit Tax expects to receive, from all four funds combined, approximately \$8.7M. This amount is a downward projection from the originally forecast \$9.8M due to the current public health crisis. Based on a principle of not drawing down from the Orange transit tax reserve capital fund in FY21, transit agencies that operate in Orange County have requested \$8M in new projects. However, due to fiscal constraints and the decrease in revenue in FY20 from original projections, several of those projects, including almost all of the capital projects, are being held in reserve. The financial summary sheet at the end of this narrative shows the specific amounts for revenue and expenditures by category and sponsor.

The Orange Transit Work Plan is divided into two categories: operations and capital. In FY21, almost all of the approximately \$4.75 of spending using new funds is dedicated to operations. These operations will provide continuation of service expansions and frequency reductions provided since the implementation of the transit tax for all three agencies: Chapel Hill Transit (CHT), Orange County Public Transit (OCPT), and GoTriangle. In addition, FY21 will see implementation of the CHT Short Range Transit Plan, which was adopted by the Chapel Hill Town Council in 2020, as well as expansion of the Hillsborough Circulator by OCPT. Furthermore, fare collection improvements will be installed for transit agencies across the Triangle, including GoTriangle services in Orange County, as a regional procurement contract. The fiscal impacts for

the Youth GoPass will be realized across all the regional transit providers that run a fare service.

New capital improvements will be limited in FY21 due to the downturn in projected sales tax revenue due to the impact of the COVID-19 public health crisis. The only new capital project will be a facilities plan for GoTriangle, which is funded across all three counties. Notwithstanding, carryover funds are available to continue work on major capital projects, such as the North-South Bus Rapid Transit (N-S BRT) in Chapel Hill, though adjustments to the funding schedule were necessary in order to provide for the operations improvements and the reduction in projected revenue. Funds are set aside in reserve for N-S BRT, and for GoTriangle to acquire new vehicles and conduct an on-board rider survey. Further information on each of these improvements follows.

REVENUES

The Triangle Tax District administers funds from four different sources:

- ½ cent sales tax
- \$7 vehicle registration fee
- \$3 vehicle registration fee
- Vehicle rental tax

These revenues are used to support the transit activities of the Orange Transit Plan and subsequent Work Plans. A summary of expected revenues is shown in Table 1.

Table 1: Expected Triangle Tax District Revenues for Orange County in FY21 by Funding Source

Source	Amount
½ Cent Sales Tax	\$7,104,000
Vehicle Rental Fee	544,300
\$7 Car Registration Fee	775,000
\$3 Car Registration Fee	332,000
TOTAL FY21 REVENUES	\$8,755,300
Estimated Capital Carryover	6,317,574 ¹
TOTAL REVENUE	\$15,072,874

¹ Subtotal for carryover dollars may differ from the budget table due to rounding; difference is less than \$100.

Carryover funds from previous years are shown in this Work Plan as a forecast of anticipated year-end expenditures. Carryover funds are assumed to be part of a project's funding for the life of the project and are therefore committed to the project when approved as part of a previous Work Plan budget, unless actively removed through an action of the governing board(s). For the sake of comparison, the FY20 adopted budget amounts for each project are shown on the project summary sheet and anticipated FY20 carryover funds as budgeted in the FY21 Work Plan. Estimated carryover funds from FY20 to FY21 are detailed in the Carryover Summary sheet at the end of this narrative.

An unfortunate but important reality to note for the FY21 Work Plan is its response to uncertainty regarding revenue collections during the Coronavirus Disease 2019 (COVID-19) health crisis, which started in March of 2020. With social distancing and 'stay-at-home' measures to control the spread of COVID-19 imposed on residents statewide, the Orange Transit Plan implementation partners are aware that economic activity in the county has slowed immediately and in dramatic fashion. The public transportation sales and use tax collections authorized under Article 43 of the North Carolina General Statutes comprise the greatest share of assumed revenues to fund investments reflected in the Orange Transit Plan. While it is known that sales tax collections to support transit investments have likely decreased during this time, uncertainty remains around how much and how long of a decline it will be, as well as the extent of its long-term economic impacts for assumed future-year collections.

In light of this situation, and the significant amount of projects that will be using dollars programmed in previous years, funding for several projects is held in reserve in FY21. For some of these projects the reserve funds are only new dollars to be appropriated in FY21, for some it includes carryover funds from previous years. The projects include:

Table 2: FY21 Reserve Funding by Project

Project Name	Project Number	FY21 Reserve Funding
GoTriangle Vehicle Acquisition and Replacement	21GOT_VP1	\$903,000
Origin-Destination Survey	21GOT_CO1	250,000
GoTriangle Short Range Plan	21GOT_CO2	31,250
North-South BRT Capital	19CHT_CD1	2,602,500 ²
Hillsborough Train Station	18TOH_CD1	401,000
Hillsborough Train Station Bus Stops	20TOH_CD2	33,900
TOTAL		\$3,681,650

The full budget shown at the end of this narrative shows the funding amount for all projects programmed in FY21.

The Orange SWG will meet in August 2020 and beyond in order to monitor transit tax fund revenues. The members of the SWG, the DCHC MPO, GoTriangle, and Orange County, will continually monitor the actual data for sales tax collections and analyze the opportunity to move forward reserve projects in FY21.

EXPENDITURES

In FY21, almost all new funding is directed to operating projects. The table below details the amount of forecasted expenditures by agency and by type of funding. There are three types of funding in this Work Plan:

- New – spending from revenues expected to be collected during FY21
- Carryover – spending using revenues collected in

² Only newly programmed funding in FY21 of \$2,062,500 is held in reserve; carryover funds of \$2,076,248 remains available.

FY20 and previous

- Reserve – spending that will require additional approval from the SWG and the GoTriangle Board of Trustees as part of a budget amendment before it can be released

Table 3 displays the amount of funding by agency and by funding type in FY21. Further detail is included in the budget sheets at the end of this narrative.

Table 3: FY21 Expenditures by Agency (operating and capital)

New FY21 Expenditures	Amount
DCHC MPO	\$56,750
GoTriangle	1,775,500
Orange County/OCPT	743,800
Chapel Hill Transit	2,198,700
TOTAL (New FY21 Expenditures)	\$4,774,750
Carryover	
GoTriangle	\$1,067,536
Chapel Hill Transit	2,515,316
Orange County/OPT	1,732,358
Town of Carrboro	905,846
SUBTOTAL	\$6,221,056³
RESERVE	
GoTriangle	\$1,164,054
Chapel Hill Transit	2,062,500
Town of Hillsborough	434,900
SUBTOTAL	\$3,681,650
Unallocated Funds	\$733,800
TOTAL (Budgeted & Reserve)	\$15,411,256

The SWG and GoTriangle Tax District Administration staff will monitor revenues from all four funding sources throughout the year to determine when it is reasonable to release funding from the reserve budget.

Should revenue meet projections in FY21, approximately \$700,000 of un-allocated funds that may be applied as a

³ Subtotal for carryover dollars may differ from the budget table due to rounding; difference is less than \$100.

contingency, for additional needs that arise during the year, and/or savings for future major capital projects through inclusion in the reserve fund. Expenditures by agency in FY21 are shown in Table 3.

Table 4 summarizes total budgeted and carryover funding spent by type of activity, including both operating and capital expenditures. Reserve funds are not included.

Table 4: FY21 Expenditures by Type of Activity*

Activity	Amount	Percentage
Tax District Administration	\$245,700	3%
Transit Plan Administration	524,150	6%
Transit Operations	3,967,400	45%
Transit Infrastructure	799,030	9%
Vehicle Acquisition	903,000	10%
Chapel Hill BRT	2,062,000	23%
Capital Planning	318,750	4%
TOTAL	\$8,820,030	100%

OPERATING

Per state law, funds from the Triangle Transit Tax cannot be used to supplant funds to existing operations or capital projects from before the time the transit tax was instituted, except for a portion of vehicle registration fees that can be used to offset increasing cost of existing service (ICES). Therefore, all operations projects, except ICES, are new services or expansions of previously existing services. The descriptions below are only for new operations services or funding for FY21.

ROUTE IMPROVEMENTS

Additional funding for operations in FY21 will allow CHT to implement the preferred alternative from its Short Range Transit Plan (SRTP) in August 2020. The

additional service will create high frequency transit (15 minute or better headways) on 11 routes. Five routes will provide high frequency service (15 minute or better headways), which includes service for East Franklin Street.

In addition, new weekend service will be provided on seven routes, with changes made to other routes to accommodate the new service. A map and summary of these changes from the SRTP is shown beginning on page 7.

In addition to the improved service in Chapel Hill, service expansion will also take place on the Hillsborough Circulator. The number of service hours will be expanded; the current service from 8 am – 5 pm will increase to 7 am – 6 pm. Additionally, headways will be reduced from one hour to 30 minutes. This will be done by splitting the existing circulator into two separate routes. Each route has designated time points to allow for transfers from the northern circulator to the southern circulator, which includes transfer points to other OCPT fixed routes

FARE COLLECTIONS

Two major changes to fare collections are addressed in FY21. First, GoTriangle buses are being updated to allow for mobile fare ticketing. This will allow passengers to pay fares and obtain passes on their smartphone, allowing for easier access for many riders and faster boardings allowing buses to run their routes faster.

The Youth GoPass was first offered in 2018, and allows youth between the ages of 13 and 18 to ride GoTriangle buses for free. While this is a valuable service, the loss of fare revenues has not been realized in the budget previously. Since this is a new service begun since 2013, it is eligible for reimbursement from the transit tax. The amount shown in the Work Plan is to address the decrease in fare revenue from implementation of the Youth GoPass.

ADMINISTRATION

While the overall amount for administrative costs at GoTriangle and DCHC MPO are not changing significantly, the number of line items has increased to provide more transparency for what these administrative costs are being spent on. Tax district administration remains housed at GoTriangle, while SWG administration remains part of the DCHC MPO, with those administrative costs split equally between Durham and Orange counties.

CAPITAL

Shrinking sales tax revenue continues to be a concern going into FY21, and it is still unclear how much of an economic toll will befall Orange County, and therefore how much of a decrease in revenue from original projections just six months ago will take place. In response, the three partners of the Work Plan, Orange County, GoTriangle, and DCHC MPO, have agreed to hold almost all new capital spending in reserve. The reserve funding will be released upon agreement of the SWG that economic conditions and transit tax revenues warrant the release of funds, as well as approval of a budget amendment by the GoTriangle Board of Trustees.

NORTH-SOUTH BUS RAPID TRANSIT

Planning work continues for the N-S BRT, and unspent carryover funds amounting to \$2,076,248 is available to continue planning and engineering work on the line. An additional \$2,062,500 has been placed in the FY21 reserve budget should the funds be needed and revenues are sufficient to release the funds. As part of the resolution adopted by the governing boards in 2019, a supplemental \$8M was made available from transit tax revenues to support N-S BRT due to lack of state funding availability. Originally, \$1.5M of this supplemental funding was to be budgeted in FY21, but has been pushed back to FY22 due to the downward forecast of projected revenue and a need for more funds for operational support. CHT staff were consulted prior to the recommended delay of the

supplemental funds, as well as the placing of new FY21 funds in reserve, and staff concurred that both moves are appropriate.

ONGOING CAPITAL PROJECTS

For a variety of reasons, planned capital projects in Orange County have been delayed or cancelled, and funding intended to be spent in FY20 moved forward to FY21. These include:

- Mebane Park-and-Ride Lot Improvements
- Estes Drive Bike/Ped Study and Improvements
- Morgan Creek Greenway
- Carrboro Bus Stop Improvements
- Hillsborough Train Station
- Hillsborough Train Station Bus Stops

All carryover funds from FY20 are immediately available in FY21 except for the two projects for the Hillsborough Train Station. In light of the downturn in transit tax revenues, and the fact that the North Carolina Department of Transportation (NCDOT), which is a major partner in the Hillsborough Train Station, also has cash flow and operations issues, it is very unlikely that these projects will move forward in FY21. Therefore, delaying access to the funding for the projects in the upcoming fiscal year is prudent. Town of Hillsborough staff were consulted and concurred with the moving of funds into the reserve budget.

VEHICLE ACQUISITION

GoTriangle implemented a level buying bus acquisition strategy that will replace 1/12th of the fleet per year. The strategy includes approximately ten vehicle replacements annually with an ultimate goal of having a fleet average age of six years. The FY21 funding would allow GoTriangle to maintain the current fleet size with meeting the goal of reliable transportation for the residents within the County. However, due to the economic downturn and reduction in sales tax forecast, the funding for GoTriangle vehicle acquisition has been placed in the reserve budget for FY21.

SURVEY AND PLANNING PROJECTS

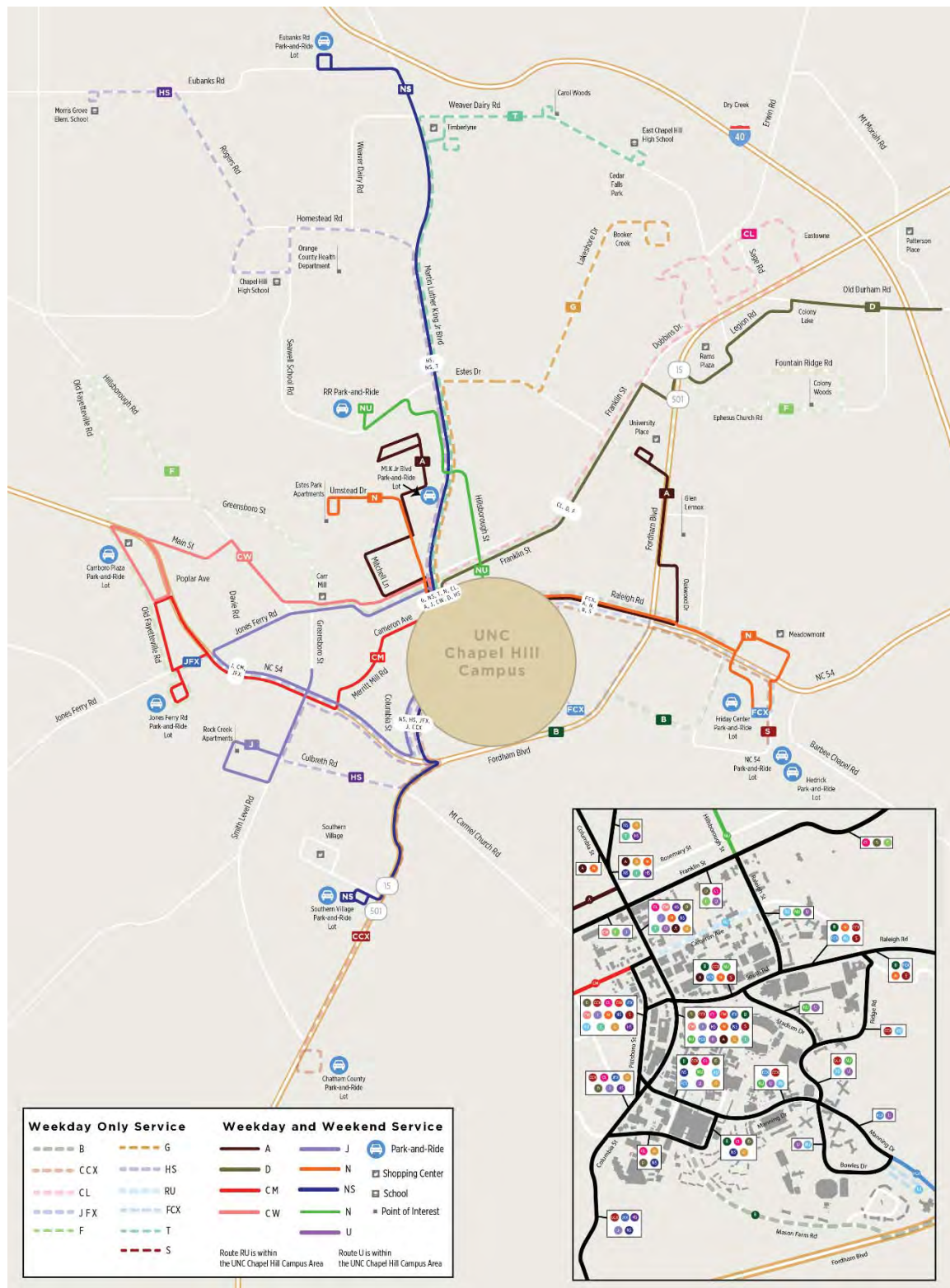
GoTriangle plans to undertake a Transit Facilities Study to assess elements of a larger fleet and facilities plan including possible relocation and/or expansion of the Nelson Road Bus Operations and Maintenance Facility (BOMF). The goal is to conduct a coordinated regional maintenance, storage, and charging station facility study. The study will also include a regional electric bus charging infrastructure needs assessment. This is the only new capital project in FY21 not to have its funds placed in the reserve budget, but rather have the \$37,500 available for immediate use in the upcoming fiscal year.

An On-board Origin-Destination Survey to record transit travel behavior and produce data available for analysis about transit travel markets is in the reserve budget. This survey information is an essential input into regional and FTA travel models, which influences the success of GoTriangle's submissions to the FTA's Capital Improvement Grants (CIG) program and the state's SPOT process. The last on-board survey in Durham was conducted in 2014. These surveys would also be done in Orange and Wake counties for greater efficiency.

SHORT-RANGE TRANSIT PLAN

Chapel Hill Transit

Figure 6-1 Preferred Alternative System Map



SHORT-RANGE TRANSIT PLAN

Chapel Hill Transit

Figure 6-2 Preferred Alternative Service Summary

Route	Summary of Changes	Frequency (minutes between buses)					Service Span	Peak Buses
		Morning Peak	Midday	Afternoon Peak	Night	Weekend		
A	Modified alignment to serve Hamilton Road and University Place.	60	60	60	60	60	6:30 AM - 8:30 PM (M-F) 8:00 AM - 7:00 PM (Sat-Sun)	1
B	Modified alignment to serve Ronald McDonald House and operate all-day.	30	30	30	-	-	7:00 AM - 6:00 PM (M-F)	1
CCX	No immediate change to this route would be recommended. If capacity issues emerge on Route NS, this route would deviate to address demand near Southern Village.	15	40	15	20	-	6:00 AM - 8:00 PM (M-F)	3
CL	The alignment of this route would be modified to provide service to Eastowne Drive, Coleridge Dr, Sage Road, and Dobbins Drive. Service would be removed from Erwin Road north of Old Oxford Road. The area south of US 15-501 that is no longer served by this route will continue to be served by Route D.	20	30	20	60	-	6:30 AM - 10:00 PM (M-F)	3
CM	This route alignment would be simplified to remove the extension on Manning Drive to the Family Medical Center to provide more frequent and direct service. Frequency would be improved, and areas no longer served by Route CM would continue to be served by Route RU.	15	30	15	30	30	6:30 AM - 6:30 PM 9:00 AM - 6:00 PM (Sat-Sun)	2
CPX	This route would be replaced by modified Routes CM and JFX.	-	-	-	-	-	-	-
CW	Simplify route by removing the portion travelling down W Poplar Avenue to the Jones Ferry Road Park-and-Ride. Instead the route will serve a loop between NC 54, Old Fayetteville Road, and W Poplar Avenue.	20	30/60	30	60	60	7:00 AM - 9:00 PM (M-F) 8:30 AM - 6:30 PM (Sat-Sun)	3
D	Simplify route by removing the southern loop operating on Culbreth Road and providing service in both directions along Legion Road, Old Chapel Hill Road, and Mt. Moriah Road. The areas removed from service will continue to be served by Routes CL, HS, and J.	20	30	20	60	60	6:30 AM - 10:00 PM (M-F) 8:00 AM - 7:00 PM (Sat-Sun)	3
F	Modify route by removing the deviation to University Place and extending service to Carrboro Plaza and Jones Ferry Park-and-Ride lots. No weekend service would be offered.	60	60	60	60	-	6:30 AM - 9:30 PM (M-F)	2
FCX	No Change to alignment or service span. Morning peak frequency is reduced to seven minutes to provide additional running time and improve on-time performance. Midday service would be added between 10:45 AM and 12:15 PM, operating every 15 minutes.	7	15	10	20	-	5:00 AM - 8:30 PM (M-F)	5
G	The alignment for this route would be altered to provide service from Lakeshore Drive to UNC-Chapel Hill campus only. No weekend service would be offered.	60	60	60	-	-	7:00 AM - 6:00 PM (M-F)	1
HS	Simplify route by removing the loop connecting Seawell School Road and Estes Drive and extending service further south on Martin Luther King Jr. Boulevard into UNC-Chapel Hill and Culbreth Road. Service would no longer operate on Hillsborough Street or Franklin Avenue.	35	35	35	35	-	6:00 AM - 8:00 PM (M-F)	2
HU	This route would be replaced by modified Route B.	-	-	-	-	-	-	-
J	Weekend service would be added.	15	20	15	40	40	6:30 AM - 12:00 AM (M-F) 8:00 AM - 9:00 PM (Sat) 8:00 AM - 7:00 PM (Sun)	6
JFX	Simplify route by removing the loop at Old Fayetteville Road and West Poplar Avenue. Service hours extended to operate all day and provide evening service to Jones Ferry Park-	15	15	15	15	-	6:30 AM - 8:00 PM (M-F)	2

SHORT-RANGE TRANSIT PLAN

Chapel Hill Transit

Route	Summary of Changes	Frequency (minutes between buses)					Service Span	Peak Buses
		Morning Peak	Midday	Afternoon Peak	Night	Weekend		
	and-Ride after 6:30pm, when Route CM stops running. The areas removed from service would continue to be served by Route CM.							
N	Weekday and weekend route alignment would be altered to provide service to Meadowmont Village. Route N would replace portions of existing Route V.	60	60	60	60	60	6:30 AM - 8:00 PM (M-F) 8:00 AM - 7:00 PM (Sat-Sun)	1
NS	Weekend service would be added.	7.5	15	10	30/40	40	5:30 AM - 11:30 PM (M-F) 8:00 AM - 9:00 PM (Sat) 8:00 AM - 7:00 PM (Sun)	10
NU	This route would be simplified to provide service in both directions on Hillsborough.	12/15	20	20	40	40	7:00 AM - 10:30 PM (M-F) 11:30 AM - 11:30 PM (Sat-Sun)	4
RU	No change.	10	15	10	15	-	7:00 AM - 8:30 PM (M-F)	3
S	Service would be removed from Manning Drive and US 15-501 to improve on-time performance.	10	20/35	10	25	-	6:30 AM - 8:00 PM (M-F)	3
T	Alignment would be shortened through UNC campus. No weekend service would be provided.	60	60	60	-	-	7:00 AM - 6:00 PM (M-F)	1
U	No change.	15	15	15	15/25	25	7:00 AM - 8:00 PM (M-F) 10:30 AM - 7:00 PM (Sat-Sun)	2
V	This route would be replaced by a modified Route N and existing service on Route NS.	-	-	-	-	-	-	-
FG	This existing Saturday-only route would be eliminated and replaced by new weekend service on Route A.	-	-	-	-	-	-	-
JN	This existing Saturday-only route would be eliminated and replaced by new weekend service on Route J and Route N.	-	-	-	-	-	-	-

Orange Transit Work Plan - FY20 Adopted/FY 21 Base Requests

Orange Workplan - Operating

<u>Agency</u>	<u>FY 20 Adopted</u>	<u>FY 2021 Submission</u>	<u>Notes</u>
DCHC MPO	\$55,365	\$56,750	
GoTriangle	\$1,732,335	\$1,738,000	
Orange County / OPT	\$710,393	\$743,800	
Chapel Hill / CHT	\$1,875,403	\$2,198,700	
TownofCarrboro	\$0	\$0	
TownofHillsborough	\$0	\$0	
Total Operating (Agency)	\$4,373,495	\$4,737,250	
Tax District Administration	\$85,300	\$245,700	
Transit Plan Administration	\$784,367	\$524,150	
Transit Operations	\$3,503,829	\$3,967,400	
Total Operating (Appropriation Category)	\$4,373,495	\$4,737,250	

Total Operating	\$4,373,495	\$4,737,250
Total Capital	\$9,529,571	\$37,500

TOTAL Orange Workplan	\$13,903,066	\$4,774,750

<u>Agency</u>	<u>Workplan Project ID</u>	<u>Project</u>	<u>Category</u>	<u>FY 20 Adopted</u>	<u>FY 2021 Submission</u>	<u>Notes</u>
DCHC MPO	19MPO_AD1	Staff Working Group Administrator	Transit Plan Administration	55,365	56,750	
GoTriangle	21GOTAD1	Tax District Administration - Financial Oversight Staff	Tax District Administration	-	125,700	Renamed
GoTriangle	21GOTAD11	Tax District Administration - Financial Oversight - Support Services (O)	Tax District Administration	-	120,000	Renamed
GoTriangle	20GOTAD2	Transit Plan Administration - Program Management Staff	Transit Plan Administration	-	23,800	Renamed
GoTriangle	21GOTAD3	Transit Plan Administration - Project Implementation Staff	Transit Plan Administration	-	161,200	Renamed
GoTriangle	20GOTAD13	TPA - Transit Planning - Support Services	Transit Plan Administration	-	30,000	Renamed
GoTriangle	21GOTAD4	TPA - Legal and Real Estate - Support Staff	Transit Plan Administration	-	89,000	Renamed
GoTriangle	21GOTAD5	TPA - Marketing , Communication and PE - Support Staff	Transit Plan Administration	-	49,700	Renamed
GoTriangle	21GOTAD12	TPA - Marketing, Communication and PE - Support Services	Transit Plan Administration	-	30,000	Renamed
GoTriangle	21GOTAD6	TPA - Regional Technology and Administration - Support Staff	Transit Plan Administration	-	72,700	Renamed
GoTriangle	18GOTAD10	Customer Surveys	Transit Plan Administration	-	11,000	
GoTriangle	20GOT_TS2	Route 800 Improvements	Transit Operations	375,985	381,200	
GoTriangle	20GOT_TS3	Route 400 Improvements	Transit Operations	310,653	326,700	
GoTriangle	20GOT_TS5	Route ODX	Transit Operations	139,777	178,500	
GoTriangle	20GOT_TS6	Route CRX Improvements	Transit Operations	49,302	61,400	
GoTriangle	20GOT_TS9	Route 405 Improvements	Transit Operations	17,890	20,600	
GoTriangle	19GOT_TS8	Paratransit expansion	Transit Operations	24,426	21,600	
GoTriangle	21GOT_OO1	Youth Gopass	Transit Operations	-	16,900	NEW
GoTriangle	21GOT_OO2	Fare Collection Improvements (D)	Transit Operations	-	18,000	NEW
GoTriangle	19GOT_AD1 [Discontinued ID / revis	.25 FTE for Tax District Admin	Tax District Administration	22,350	-	Replaced
GoTriangle	20GOT_AD1 [Discontinued ID / revis	.5 FTE for Sr. Financial Analyst	Tax District Administration	62,950	-	Replaced
GoTriangle	20GOT_AD2 [Discontinued ID / revis	Support Services	Transit Plan Administration	617,752	-	Replaced
GoTriangle	20GOT_AD3 [Discontinued ID / revis	Support - Consultant	Transit Plan Administration	111,250	-	Replaced
Orange County / OPT	19OPT_TS1	Continuation of Transit Services	Transit Operations	275,061	286,400	
Orange County / OPT	19OPT_TS2	Increased Cost of Existing Services	Transit Operations	93,364	78,700	
Orange County / OPT	20OPT_TS2	Alamance (Health) Connector	Transit Operations	120,640	-	Expansion
Orange County / OPT	20OPT_TS3	Cedar Grove - Durham Express	Transit Operations	60,320	-	
Orange County / OPT	20OPT_TS4	Hillsborough Circulator Expansion	Transit Operations	30,160	30,200	
Orange County / OPT	20OPT_TS5	Hillsborough Circulator II	Transit Operations	94,656	221,600	Expansion
Orange County / OPT	20OPT_TS6	Mobility on Demand	Transit Operations	36,192	126,900	Expansion
Chapel Hill / CHT	19CHT_TS1	Service Expansion FY21	Transit Operations	285,551	293,100	
Chapel Hill / CHT	19CHT_TS2	Increased Cost of Existing Services	Transit Operations	588,661	588,700	
Chapel Hill / CHT	19CHT_TS3	Existing Service Expansion FY13-FY20	Transit Operations	1,001,191	1,316,900	

Total Operating By Project	-	4,373,495	4,737,250
	<u>FY 20 Adopted</u>	<u>FY 2021 Submission</u>	
	251,488	34,900	NEW
		348,500	Expansion

Orange Workplan - Capital

Agency	FY 20 Adopted	FY 20 Estimated Carryover	FY 2021 Submission	FY 2021 Reserve	Notes
DCHC MPO	\$0	\$0	\$0	\$0	
GoTriangle	\$1,483,139	\$1,067,536	\$37,500	\$1,184,250	
Orange County / OPT	\$1,791,688	\$1,732,358	\$0	\$0	
Chapel Hill / CHT	\$4,793,112	\$2,515,316	\$0	\$2,062,500	
TownofCarboro	\$1,026,735	\$905,800	\$0	\$0	
TownofHillsborough	\$434,897	\$0	\$0	\$434,900	
Total Capital (Agency)	\$9,529,571	\$6,221,010	\$37,500	\$3,681,650	

Agency	FY 20 Adopted	FY 20 Estimated Carryover	FY 2021 Submission	FY 2021 Reserve	Notes
Transit Infrastructure	\$3,638,322	\$2,428,908	\$0	\$434,900	
Vehicle Acquisition	\$2,002,349	\$604,154	\$0	\$903,000	
BRT	\$2,513,215	\$2,076,248	\$0	\$2,062,500	
LRT	\$518,460	\$345,714	\$0	\$0	
CRT	\$75,000	\$0	\$0	\$0	
Capital Planning	\$282,225	\$265,986	\$37,500	\$281,250	
Transit Plan Development	\$500,000	\$500,000	\$0	\$0	
Total Capital (Appropriation Category)	\$9,529,571	\$6,221,010	\$37,500	\$3,681,650	

Total Operating	\$4,373,495	\$4,737,250
Total Capital	\$9,529,571	\$37,500

TOTAL Orange Workplan

Agency	Workplan Project ID	Project	Category	FY 20 Adopted	FY 20 Estimated Carryover	FY 2021 Submission	FY 2021 Reserve	Notes
GoTriangle	19GOT_CD1	ERP System - Transit Plan	Capital Planning	239,152	222,913	-	-	FY20Q4 carryover
GoTriangle	20GOT_CD1	Commuter Rail Project Development	CRT	75,000	-	-	-	FY20 Expense
GoTriangle	20GOT_CD2	Light Rail Transit	LRT	518,460	345,714	-	-	FY20Q4 carryover
GoTriangle	18GOT_CD8	Hillsborough Park and Ride	Transit Infrastructure	145,723	76,415	-	-	FY20Q4 carryover
GoTriangle	18GOT_CD9	Hillsborough Transfer Center	Transit Infrastructure	-	-	-	-	
GoTriangle	18GOT_CD10	Bus Stop Improvement in Carrboro	Transit Infrastructure	26,574	-	-	-	Discontinued
GoTriangle	18GOT_CD11	Mebane Bus Stop Improvement	Transit Infrastructure	10,630	10,630	-	-	Transfer to FY21
GoTriangle	18GOT_CD12	Bus Stop Improvements (Orange County)	Transit Infrastructure	331,100	301,100	-	-	FY20Q4 carryover
GoTriangle	19GOT_CD1	RTC Facility Feasibility Study - Orange	Transit Infrastructure	62,500	36,764	-	-	FY20Q4 carryover
GoTriangle	20GOT_CD3	Mobile Ticket Validators - Orange share (includes Route 420)	Transit Infrastructure	74,000	74,000	-	-	FY20Q4 carryover
GoTriangle	21GOT_VP1	Vehicle acquisition and replacement	Vehicle Acquisition	-	-	-	903,000	NEW [in Reserve]
GoTriangle	21GOT_CO1	Origin Destination Survey	Capital Planning	-	-	-	250,000	NEW [in Reserve]
GoTriangle	21GOT_CO2	GoTriangle Short Range Transit Plan	Capital Planning	-	-	-	31,250	NEW [in Reserve]
GoTriangle	21GOT_CO3	Transit Facilities Study	Capital Planning	-	-	37,500	-	NEW
Orange County / OPT	19OPT_CD1	Bus Stop Improvement (5 OPT Stops) Short Term	Transit Infrastructure	137,864	137,864	-	-	FY20Q4 carryover
Orange County / OPT	20OPT_CD1	15 OPT Bus Stop Signs	Transit Infrastructure	1,594	1,594	-	-	FY20Q4 carryover
Orange County / OPT	20OPT_CD2	Hillsborough Park-and-Ride - 3(Orange County -Construction)	Transit Infrastructure	800,000	800,000	-	-	FY20Q4 carryover
Orange County / OPT	19OPT_VP1	OPT Vehicle Purchases	Vehicle Acquisition	35,731	-	-	-	FY20 Expense
Orange County / OPT	20OPT_VP2	OPT Vehicle Purchases	Vehicle Acquisition	43,926	20,327	-	-	FY20Q4 carryover
Orange County / OPT	19OPT_AD1	AVL	Capital Planning	43,073	43,073	-	-	FY20Q4 carryover
Orange County / OPT	20OPT_AD2	Planning for new Transit Plan	Transit Plan Development	500,000	500,000	-	-	FY20Q4 carryover
Orange County / OPT	20OPT_VP3	OPT Vehicle Purchases	Vehicle Acquisition	229,500	229,500	-	-	FY20Q4 carryover
Chapel Hill / CHT	19CHT_CD1	North-South BRT	BRT	1,513,215	1,076,248	-	2,062,500	FY20Q4 carryover
Chapel Hill / CHT	20CHT_CD1	North-South BRT Supplemental	BRT	1,000,000	1,000,000	-	-	FY20Q4 carryover
Chapel Hill / CHT	20OPT_CD2	CHT CHT ADA Bus Stop Upgrades	Transit Infrastructure	448,815	-	-	-	FY20Q4 carryover
Chapel Hill / CHT	19CHT_CD3	UNC Manning Drive Bus Station	Transit Infrastructure	-	-	-	-	
Chapel Hill / CHT	20CHT_CD1	Lighting in bus shelters	Transit Infrastructure	53,148	-	-	-	FY20Q4 carryover
Chapel Hill / CHT	20CHT_CD2	Bus Stop Sign Design and Replacement	Transit Infrastructure	84,741	84,741	-	-	FY20Q4 carryover
Chapel Hill / CHT	19CHT_VP1	CHT Vehicle Purchases	Vehicle Acquisition	1,541,192	316,327	-	-	FY20Q4 carryover
Chapel Hill / CHT	20CHT_VP2	CHT Vehicle Purchases [ICES allocation]	Vehicle Acquisition	152,000	38,000	-	-	FY20 Expense
TownofCarrboro	18TOC_CD1	Estes Drive Bike-Ped Improvements	Transit Infrastructure	47,373	47,400	-	-	Transfer to FY21
TownofCarrboro	18TOC_CD2	Estes Drive Transit Access/Corridor Study	Transit Infrastructure	106,296	106,300	-	-	Transfer to FY21
TownofCarrboro	18TOC_CD3	Bus Stop Improvements	Transit Infrastructure	120,889	-	-	-	FY20Q4 carryover
TownofCarrboro	18TOC_CD4	Morgan Creek Greenway	Transit Infrastructure	199,837	199,800	-	-	Transfer to FY21
TownofCarrboro	18TOC_CD5	South Greensboro St. Sidewalk	Transit Infrastructure	552,340	552,300	-	-	FY20Q4 carryover
TownofHillsborough	18TOH_CD1	Hillsborough Train Station	Transit Infrastructure	401,000	-	-	401,000	Transfer to FY21 [in Reserve]
TownofHillsborough	20TOH_CD2	Hillsborough Train Station Bus Stop Improvements	Transit Infrastructure	33,897	-	-	33,900	Transfer to FY21 [in Reserve]
Total Capital By Project				9,529,571	6,221,010	37,500	3,681,650	

	<u>FY 20 Adopted</u>	<u>FY 20 Estimated Carryover</u>	<u>FY 2021 Submission</u>	
			37,500	NEW
	364,136	364,130	-	Transfer to FY21
	8,441,233	5,818,880	-	FY20Q4 carryover
	262,731	38,000	-	FY20 Expense
	26,574	-	-	Discontinued
	9,094,674	6,221,010	37,500	Total

Triangle Transit Tax District: Orange County

FY21 Triangle Tax District:	
Revenues	
Tax District Revenues	
Article 43 Half-Cent Sales and Use Tax	\$ 7,104,000
Article 50 Five-Percent Vehicle Rental Tax	\$ 544,300
Article 51 Three-Dollar Increase to Regional Vehicle Registration Fee	\$ 332,000
Article 52 Seven-Dollar County Vehicle Registration Fee	\$ 775,000
Prior Year Capital Carryover - Estimate ¹	\$ 6,655,910
Total Revenues	\$ 15,411,210
Expenditures	
Tax District Administration	
Staff Costs	\$ 125,700
Support Services	\$ 120,000
Transit Plan Administration	
DCHC MPO	\$ 56,750
GoTriangle	\$ 467,400
Transit Operations	
GoTriangle	\$ 1,024,900
Orange County / OPT	\$ 743,800
Chapel Hill / CHT	\$ 2,198,700
Total FY21 Operating Allocation	\$ 4,737,250
Vehicle Acquisition	
GoTriangle	\$ -
Capital Planning	
GoTriangle	\$ 37,500
BRT	
Chapel Hill / CHT	\$ -
Total FY21 Capital Allocation ²	\$ 37,500
Total FY21 Workplan Programmed Expenditure*	\$ 4,774,750
Prior Year Capital Carryover - Estimate	\$ 6,221,010
Programmed Capital to Reserve ³	\$ 3,681,650
Unassigned - Reserve	\$ 733,800
Total Programmed Expenditures*	\$ 15,411,210
Revenues over Expenditures	\$ -

* NOTE:

¹ Includes carryover for 18TOH_CD1 and 18TOH_CD2 currently in reserve

² FY21 Capital allocation does not include \$3,681,650 capital programming to reserve

³ Programmed Capital to reserve includes new FY21 capital projects, 18TOH_CD1 and 18TOH_CD2

Triangle Tax District --- Orange Capital
CAPITAL EXPENDITURES, CARRYOVER ESTIMATES

ORANGE COUNTY			Orange Budget	Orange Actuals Q1	Orange Actuals Q2	Orange Actuals Q3	Orange Estimates Q4*	Orange YTD Total	Orange Budget Carryover to FY21 (Estimate June 9, 2020)
Vehicle Purchase									
Chapel Hill Transit	19CHT_VP1	CHT-Vehicle Purchases	\$ 1,541,192	\$ 1,224,865	\$ -	\$ -		\$ 1,224,865	\$ 316,327
Chapel Hill Transit	20CHT_VP2	ICES towards VP	\$ 152,000	\$ 38,000	\$ -	\$ 76,000		\$ 114,000	\$ 38,000
Orange Public Transit	19OPT_VP1	OPT-VP	\$ 35,731	\$ -	\$ 35,731	\$ -	\$ -	\$ 35,731	\$ -
Orange Public Transit	20OPT_VP2	OPT-VP	\$ 43,926	\$ -	\$ 23,599	\$ -	\$ -	\$ 23,599	\$ 20,327
Orange Public Transit	20OPT_VP3	OPT- Mobility and on demand vehicles	\$ 229,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 229,500
Total Vehicle Purchase			\$ 2,002,349	\$ 1,262,865	\$ 59,330	\$ 76,000	\$ -	\$ 1,398,195	\$ 604,154
Transit Infrastructure									
Carrboro	18TOC_CD1	Estes Drive Bike-Ped Improvements	\$ 47,373	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 47,373
Carrboro	18TOC_CD2	Estes Drive Transit Access/Corridor Study	\$ 106,296	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 106,296
Carrboro	18TOC_CD3	Bus Stop improvements (Rogers Road)	\$ 120,889	\$ -	\$ -	\$ 114,481	\$ 6,408	\$ 120,889	\$ -
Carrboro	18TOC_CD4	Morgan Creek Greenway	\$ 199,837	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 199,837
Carrboro	19TOC_CD1	South Greensboro St. Sidewalk	\$ 552,340	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 552,340
Chapel Hill Transit	20CHT_CD1	Lighting in bus shelters	\$ 53,148	\$ -	\$ -	\$ -	\$ 53,148	\$ 53,148	\$ 0
Chapel Hill Transit	19CHT_CD2	ADA Bus Stop Upgrades	\$ 448,815	\$ -	\$ -	\$ -	\$ 448,815	\$ 448,815	\$ -
Chapel Hill Transit	20CHT_CD2	Bus Stop Sign Design and Replacement	\$ 84,741	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 84,741
Chapel Hill Transit	19CHT_CD1	CHT-NSBRT	\$ 1,513,215	\$ 286,968	\$ -	\$ -	\$ 150,000	\$ 436,968	\$ 1,076,248
Chapel Hill Transit	20CHT_CD3	CHT-NSBRT - NEW Request	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000
GoTriangle	18GOT_CD8	Hillsborough Park-and-Ride - 3	\$ 145,723	\$ -	\$ 2,086	\$ 300	\$ 66,922	\$ 69,308	\$ 76,415
GoTriangle	18GOT_CD10**	GoT Bus Stop Improvement in Carrboro	\$ 26,574	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
GoTriangle	18GOT_CD11	Mebane Bus Stop Improvement	\$ 10,630	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,630
GoTriangle	18GOT_CD12	GoT Bus Stop Improvements in Orange	\$ 331,100	\$ 6,000	\$ 24,000	\$ -	\$ -	\$ 30,000	\$ 301,100
GoTriangle	19GOT_CD1	RTC Feasibility Study	\$ 62,500	\$ -	\$ 6,057	\$ 9,993	\$ 9,686	\$ 25,736	\$ 36,764
GoTriangle	20GOT_CD3	Mobile Ticket Validators - Orange share (Includes Route 420)	\$ 74,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 74,000
Town of Hillsborough	18TOH_CD1	Hillsborough Train Station	\$ 401,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 401,000
Town of Hillsborough	20TOH_CD1	Hillsborough Train Station Bus Stop Improvements	\$ 33,897	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 33,897
Orange Public Transit	20OPT_CD1	OPT 15 OPT Bus Stop Signs	\$ 1,594	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,594
Orange Public Transit	19OPT_CD1	OPT Bus stop improvement (5 OPT stops)	\$ 137,864	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 137,864
Orange Public Transit	19OPT_AD1	OPT - AVL	\$ 43,073	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 43,073
Orange Public Transit	20OPT_CD2	Hillsborough Park-and-Ride - 3 (Orange County -Construction)	\$ 800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 800,000
Total Transit Infrastructure			\$ 6,194,609	\$ 292,968	\$ 32,143	\$ 124,774	\$ 734,980	\$ 1,184,864	\$ 4,983,171
Capital - Other									
GoTriangle	20GOT_CD1	Commuter Rail Feasibility Study	\$ 75,000	\$ 75,000	\$ -	\$ -	\$ -	\$ 75,000	\$ -
GoTriangle	19GOT_CD1	ERP - Phase 1 / Phase 2 / Phase 3 implementation	\$ 239,152	\$ 2,105	\$ 2,776	\$ 7,041	\$ 4,317	\$ 16,239	\$ 222,913
Orange County	20OPT_AD2	Planning for new Transit Plan	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000
Total Capital - Other			\$ 814,152	\$ 77,105	\$ 2,776	\$ 7,041	\$ 4,317	\$ 91,239	\$ 722,913
DOLRT Wind-Down									
GoTriangle	20GOT_CD2	DO LRT Wind Down Costs	\$ 518,460	\$ 37,135	\$ 21,593	\$ 96,518	\$ 17,500	\$ 172,746	\$ 345,714
Total DOLRT Wind-Down			\$ 518,460	\$ 37,135	\$ 21,593	\$ 96,518	\$ 17,500	\$ 172,746	\$ 345,714
Total Capital Expenditures			\$ 9,529,570	\$ 1,670,072	\$ 115,842	\$ 304,333	\$ 756,797	\$ 2,847,044	\$ 6,655,953

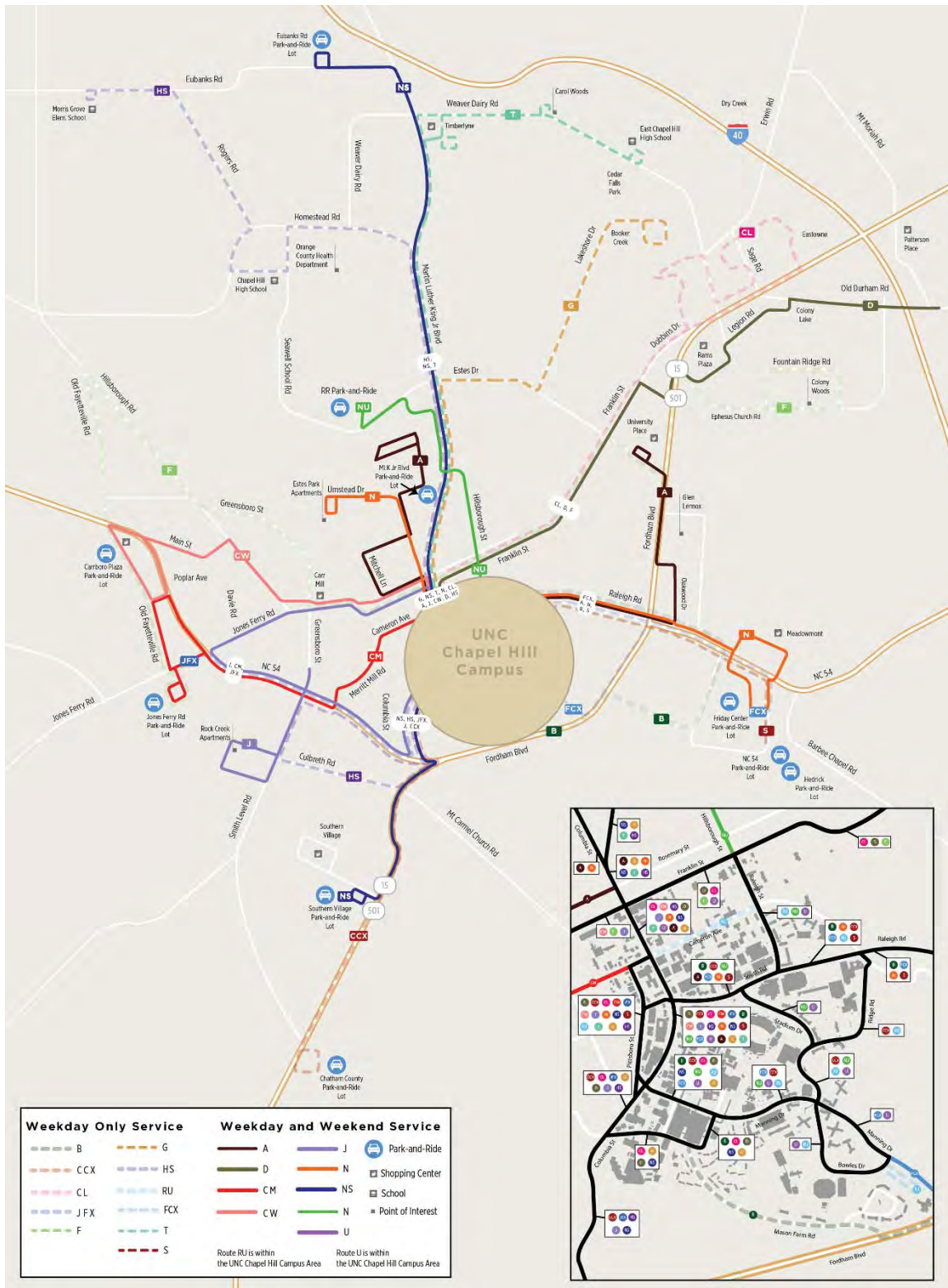
* FY20 Q4 Estimates will be reconciled based on actuals reimbursements at the end of the financial year. Estimates as of May 31, 2020

**18GOT_CD10 Discontinued - budget - allocation returned to fund reserve.

SHORT-RANGE TRANSIT PLAN

Chapel Hill Transit

Figure 6-1 Preferred Alternative System Map



SHORT-RANGE TRANSIT PLAN
Chapel Hill Transit

Figure 6-2 Preferred Alternative Service Summary

Route	Summary of Changes	Frequency (minutes between buses)					Service Span	Peak Buses
		Morning Peak	Midday	Afternoon Peak	Night	Weekend		
A	Modified alignment to serve Hamilton Road and University Place.	60	60	60	60	60	6:30 AM - 8:30 PM (M-F) 8:00 AM - 7:00 PM (Sat-Sun)	1
B	Modified alignment to serve Ronald McDonald House and operate all-day.	30	30	30	-	-	7:00 AM - 6:00 PM (M-F)	1
CCX	No immediate change to this route would be recommended. If capacity issues emerge on Route NS, this route would deviate to address demand near Southern Village.	15	40	15	20	-	6:00 AM - 8:00 PM (M-F)	3
CL	The alignment of this route would be modified to provide service to Eastowne Drive, Coleridge Dr, Sage Road, and Dobbins Drive. Service would be removed from Erwin Road north of Old Oxford Road. The area south of US 15-501 that is no longer served by this route will continue to be served by Route D.	20	30	20	60	-	6:30 AM - 10:00 PM (M-F)	3
CM	This route alignment would be simplified to remove the extension on Manning Drive to the Family Medical Center to provide more frequent and direct service. Frequency would be improved, and areas no longer served by Route CM would continue to be served by Route RU.	15	30	15	30	30	6:30 AM - 6:30 PM 9:00 AM - 6:00 PM (Sat-Sun)	2
CPX	This route would be replaced by modified Routes CM and JFX.	-	-	-	-	-	-	-
CW	Simplify route by removing the portion travelling down W Poplar Avenue to the Jones Ferry Road Park-and-Ride. Instead the route will serve a loop between NC 54, Old Fayetteville Road, and W Poplar Avenue.	20	30/60	30	60	60	7:00 AM - 9:00 PM (M-F) 8:30 AM - 6:30 PM (Sat-Sun)	3
D	Simplify route by removing the southern loop operating on Culbreth Road and providing service in both directions along Legion Road, Old Chapel Hill Road, and Mt. Moriah Road. The areas removed from service will continue to be served by Routes CL, HS, and J.	20	30	20	60	60	6:30 AM - 10:00 PM (M-F) 8:00 AM - 7:00 PM (Sat-Sun)	3
F	Modify route by removing the deviation to University Place and extending service to Carrboro Plaza and Jones Ferry Park-and-Ride lots. No weekend service would be offered.	60	60	60	60	-	6:30 AM - 9:30 PM (M-F)	2
FCX	No Change to alignment or service span. Morning peak frequency is reduced to seven minutes to provide additional running time and improve on-time performance. Midday service would be added between 10:45 AM and 12:15 PM, operating every 15 minutes.	7	15	10	20	-	5:00 AM - 8:30 PM (M-F)	5
G	The alignment for this route would be altered to provide service from Lakeshore Drive to UNC-Chapel Hill campus only. No weekend service would be offered.	60	60	60	-	-	7:00 AM - 6:00 PM (M-F)	1
HS	Simplify route by removing the loop connecting Seawell School Road and Estes Drive and extending service further south on Martin Luther King Jr. Boulevard into UNC-Chapel Hill and Culbreth Road. Service would no longer operate on Hillsborough Street or Franklin Avenue.	35	35	35	35	-	6:00 AM - 8:00 PM (M-F)	2
HU	This route would be replaced by modified Route B.	-	-	-	-	-	-	-
J	Weekend service would be added.	15	20	15	40	40	6:30 AM - 12:00 AM (M-F) 8:00 AM - 9:00 PM (Sat) 8:00 AM - 7:00 PM (Sun)	6
JFX	Simplify route by removing the loop at Old Fayetteville Road and West Poplar Avenue. Service hours extended to operate all day and provide evening service to Jones Ferry Park-	15	15	15	15	-	6:30 AM - 8:00 PM (M-F)	2

SHORT-RANGE TRANSIT PLAN
Chapel Hill Transit

Route	Summary of Changes	Frequency (minutes between buses)					Service Span	Peak Buses
		Morning Peak	Midday	Afternoon Peak	Night	Weekend		
	and-Ride after 6:30pm, when Route CM stops running. The areas removed from service would continue to be served by Route CM.							
N	Weekday and weekend route alignment would be altered to provide service to Meadowmont Village. Route N would replace portions of existing Route V.	60	60	60	60	60	6:30 AM - 8:00 PM (M-F) 8:00 AM - 7:00 PM (Sat-Sun)	1
NS	Weekend service would be added.	7.5	15	10	30/40	40	5:30 AM - 11:30 PM (M-F) 8:00 AM - 9:00 PM (Sat) 8:00 AM - 7:00 PM (Sun)	10
NU	This route would be simplified to provide service in both directions on Hillsborough.	12/15	20	20	40	40	7:00 AM - 10:30 PM (M-F) 11:30 AM - 11:30 PM (Sat-Sun)	4
RU	No change.	10	15	10	15	-	7:00 AM - 8:30 PM (M-F)	3
S	Service would be removed from Manning Drive and US 15-501 to improve on-time performance.	10	20/35	10	25	-	6:30 AM - 8:00 PM (M-F)	3
T	Alignment would be shortened through UNC campus. No weekend service would be provided.	60	60	60	-	-	7:00 AM - 6:00 PM (M-F)	1
U	No change.	15	15	15	15/25	25	7:00 AM - 8:00 PM (M-F) 10:30 AM - 7:00 PM (Sat-Sun)	2
V	This route would be replaced by a modified Route N and existing service on Route NS.	-	-	-	-	-	-	-
FG	This existing Saturday-only route would be eliminated and replaced by new weekend service on Route A.	-	-	-	-	-	-	-
JN	This existing Saturday-only route would be eliminated and replaced by new weekend service on Route J and Route N.	-	-	-	-	-	-	-

**Chapel Hill / ChapelHillTransit
Summary of Project Requests**

OPERATING

Summary of Project Requests (Administration and Operations)		Authorized Appropriation		Requested Appropriation	
		FY20		FY21	
19CHT_TS1	Service Expansion FY21	\$	285,551	\$	293,100
19CHT_TS2	Increased Cost of Existing Services	\$	588,661	\$	588,700
19CHT_TS3	Existing Service Expansion FY13-FY20	\$	1,001,191	\$	1,316,900

Total Operating Requests	\$ 1,875,403	\$ 2,198,700

CAPITAL

Summary of Project Requests (Capital)		Authorized Appropriation		Requested Appropriation	
		FY20		FY21	
19CHT_CD1	North-South BRT	\$	1,513,215	\$	2,062,500
20CHT_CD1	North-South BRT Supplemental	\$	1,000,000	\$	-
20OPT_CD2	CHT CHT ADA Bus Stop Upgrades	\$	448,815		
19CHT_CD3	UNC Manning Drive Bus Station	\$	-		
20CHT_CD1	Lighting in bus shelters	\$	53,148		
20CHT_CD2	Bus Stop Sign Design and Replacement	\$	84,741		
19CHT_VP1	CHT Vehicle Purchases	\$	1,541,192		
20CHT_VP2	CHT Vehicle Purchases [ICES allocation]	\$	152,000		

Total Capital Requests	\$ 4,793,112	\$ 2,062,500

Total Requested	\$ 6,668,515	\$ 4,261,200

 = New project request - (Highlight in Orange)

Total Operating (Agency)

Tax District Administration	\$0	\$0
Transit Plan Administration	\$0	\$0
Transit Operations	\$1,875,403	\$2,198,700

FY2021 Transit Plan Allocation

LESS: Total Requested	\$0	\$0
Transit Plan Allocation Remaining (shortfall)	-	-

Total Capital (Agency)

Transit Infrastructure	\$586,705	\$0
Vehicle Acquisition	\$1,693,192	\$0
BRT	\$2,513,215	\$2,062,500
LRT	\$0	\$0
CRT	\$0	\$0
Capital Planning	\$0	\$0
Transit Plan Development	\$0	\$0

FY2021 Transit Plan Allocation

LESS: Total Requested	\$4,793,112	\$2,062,500
Transit Plan Allocation Remaining (shortfall)	4,793,111.91	2,062,500.00

Unique Project ID#		Triangle Tax District Orange Transit Work Plan Project Request Form Transit Services	FY START DATE	7/1/2020
19CHT_TS1			FY 2021	
Unique Request ID: (FY Project Start Year)	19			
(Three letter Agency)	CHT			
(Project Type)	TS			
(Unique Number)	001			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Service Expansion FY21	Chapel Hill Transit	Nick Pittman	Current Year	\$ 293,100
Estimated Start Date	Estimated Completion	Notes		
August 15, 2020		Ongoing commitment beyond 2024		
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
The CHT Partners will receive options to expand peak hour service in response with overcrowding and also expansion of weekend/evening services. Once the Partner's have reviewed and provided input, service improvements for FY19 will not exceed 3100 hours per year. Service improvements will be discussed between November 2017 and April 2017. CHT Partners could elect to utilize FY19 funding to implement service improvements in FY20 as a result from the currently underway Short Range Transit Plan.				

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
Chapel Hill	Current and future customers of Chapel Hill Transit	Improve peak hour services in response to overcrowding and customer demand.

Project Monitoring Details

Operating Projects

For bus operating projects, please provide:

a) Target Start Date	8/15/2018
b) Span	
c) Frequency	
d) Assets Used	
e) Geographic Termini	
f) Major Market Destinations Served	
g) Revenue Hours	3100

Finance Estimates

Revenue							
Tax Revenue	FY19	FY20	FY21	FY22	FY23	FY24	Total
Durham - Orange County Tax Revenue	-	285,551	293,100	321,300	329,400	337,500	1,566,851
Other Revenue							
Federal							-
State							-
Other (Describe)							-
Subtotal Other	-	-	-	-	-	-	-
TOTAL REVENUE	-	285,551	293,100	321,300	329,400	337,500	1,566,851

Transit Operations: Estimated appropriations to support expenses.

Cost Break Down of Project Request							
OPERATING COSTS	FY19	FY20	FY21	FY22	FY23	FY24	Total
Growth Factors		2.50%	2.50%	2.50%	2.50%	2.50%	
Salary & Fringes			\$ -	\$ -	\$ -	\$ -	\$ -
Contracts			\$ -	\$ -	\$ -	\$ -	\$ -
Bus Operations:							
Estimated Hours		2,527	\$ 2,527	\$ 2,700	\$ 2,700	\$ 2,700	
Cost per Hour	113	113	\$ 116	\$ 119	\$ 122	\$ 125	
Estimated Operating Cost	\$ -	\$ 285,551	\$ 293,132	\$ 321,300	\$ 329,400	\$ 337,500	\$ 1,566,883
Bus Leases			\$ -	\$ -	\$ -	\$ -	\$ -
Park & Ride Lease			\$ -	\$ -	\$ -	\$ -	\$ -
Other -Bus (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
Other -Bus (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal: Bus Operations	\$ -	\$ 285,551	\$ 293,132	\$ 321,300	\$ 329,400	\$ 337,500	\$ 1,566,883
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL OPERATING COSTS	\$ -	\$ 285,551	\$ 293,100.00	\$ 321,300.00	\$ 329,400.00	\$ 337,500.00	\$ 1,566,883

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

FY 21 expansion assumes services beginning in August. FY22 represents a full year of service hours. Chapel Hill Transit will implement its newly adopted Short Range Transit Plan(SRTP) in August 2020. The SRTP will create high frequency transit core (15 minute or better headways) on 11 routes (CCX, CL, CM, D, FCX, JFX, J, NS, NU, RU, and U as well as improved and expanded weekend service that will include new Sunday service.

Unique Project ID#		Triangle Tax District Orange Transit Work Plan Project Request Form Transit Services	FY START DATE	7/1/2020
19CHT_TS2			FY 2021	
Unique Request ID: [FY Project Start Year]	19			
[Three letter Agency]	CHT			
[Project Type]	TS			
[Unique Number]	002			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Increased Cost of Existing Services	Chapel Hill Transit	Nick Pittman	Current Year	\$ 588,700
Estimated Start Date	Estimated Completion	Notes		
August 15, 2018		Ongoing commitment beyond 2024		
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
The original Orange County Bus and Rail Investment Plan based operating cost on \$103 per hour. Since then operating costs have risen to \$113. In order to continue to fund these services, Chapel Hill Transit utilizes funds from the Orange County Transit Plan to offset some of these cost.				

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location? Who will this Project serve? What are the key benefits?

This project will consider projected demand for future services as a indicator to the need for expanded services.

Project Monitoring Details

Operating Projects

For bus operating projects, please provide:

a) Target Start Date	8/15/2018
b) Span	
c) Frequency	
d) Assets Used	
e) Geographic Termini	
f) Major Market Destinations Served	
g) Revenue Hours	

Finance Estimates

Revenue							
Tax Revenue	FY19	FY20	FY21	FY22	FY23	FY24	Total
Durham - Orange County Tax Revenue	778,066	588,661	588,700	603,400	618,500	633,900	3,811,227
Other Revenue							
Federal							-
State							-
Other (Describe)							-
Subtotal Other	-	-	-	-	-	-	-
TOTAL REVENUE	778,066	588,661	588,700	603,400	618,500	633,900	3,811,227

Transit Operations: Estimated appropriations to support expenses.

Cost Break Down of Project Request

OPERATING COSTS	FY19	FY20	FY21	FY22	FY23	FY24	Total
Growth Factors		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 -Bus (Describe)			\$ -	\$ -	\$ -	\$ -	
Other -Bus (Describe)			\$ -	\$ -	\$ -	\$ -	
Subtotal: Bus Operations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)	778,066	588,661	588,661	\$ 603,377.53	\$ 618,461.96	\$ 633,923.51	\$ 3,811,151.00
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL OPERATING COSTS	\$ 778,066.00	\$ 588,661.00	\$ 588,700.00	\$ 603,400.00	\$ 618,500.00	\$ 633,900.00	\$ 3,811,151.00

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

N/A

Unique Project ID#		Triangle Tax District Orange Transit Work Plan Project Request Form Transit Services	FY START DATE	7/1/2020
19CHT_TS3			FY 2021	
Unique Request ID: (FY Project Start Year)	19			
(Three letter Agency)	CHT			
(Project Type)	TS			
(Unique Number)	003			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Existing Service Expansion FY13-FY20	Chapel Hill Transit	Nick Pittman	Current Year	\$ 1,316,900
Estimated Start Date	Estimated Completion	Notes		
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
Continuation of funding for expansion services from FY13-FY20.				

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
Chapel Hill	Current and future customers of Chapel Hill Transit	Improve peak hour services in response to overcrowding and customer demand.

Project Monitoring Details

Operating Projects

For bus operating projects, please provide:

a) Target Start Date	7/1/2012
b) Span	
c) Frequency	
d) Assets Used	
e) Geographic Termini	
f) Major Market Destinations Served	
g) Revenue Hours	8644

Finance Estimates

Revenue							
Tax Revenue	FY19	FY20	FY21	FY22	FY23	FY24	Total
Durham - Orange County Tax Revenue	976,772	1,001,191	1,316,900	1,350,100	1,383,300	1,416,400	7,444,663
Other Revenue							
Federal							-
State							-
Other (Describe)							-
Subtotal Other	-	-	-	-	-	-	-
TOTAL REVENUE	976,772	1,001,191	1,316,900	1,350,100	1,383,300	1,416,400	7,444,663

Transit Operations: Estimated appropriations to support expenses.

Cost Break Down of Project Request							
OPERATING COSTS	FY19	FY20	FY21	FY22	FY23	FY24	Total
Growth Factors		2.50%	2.50%	2.50%	2.50%	2.50%	
Salary & Fringes			\$ -	\$ -	\$ -	\$ -	\$ -
Contracts			\$ -	\$ -	\$ -	\$ -	\$ -
Bus Operations:							
Estimated Hours	8,644	8,644	\$ 11,066	\$ 11,066	\$ 11,066	\$ 11,066	
Cost per Hour	113	116	\$ 119	\$ 122	\$ 125	\$ 128	
Estimated Operating Cost	\$ 976,772	\$ 1,001,191	\$ 1,316,854	\$ 1,350,052	\$ 1,383,250	\$ 1,416,448	\$ 7,444,567
Bus Leases			\$ -	\$ -	\$ -	\$ -	
Park & Ride Lease			\$ -	\$ -	\$ -	\$ -	
Other -Bus (Describe)			\$ -	\$ -	\$ -	\$ -	
Other -Bus (Describe)			\$ -	\$ -	\$ -	\$ -	
Subtotal: Bus Operations	\$ 976,772	\$ 1,001,191	\$ 1,316,854	\$ 1,350,052	\$ 1,383,250	\$ 1,416,448	\$ 7,444,567
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL OPERATING COSTS	\$ 976,772	\$ 1,001,191	\$1,316,900.00	\$1,350,100.00	\$1,383,300.00	\$ 1,416,400.00	\$ 7,444,567

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

N/A

Unique Project ID#		Triangle Tax District Orange Transit Work Plan Project Request Form Capital	FY START DATE	7/1/2020
19CHT_CD1			FY 2021	
Unique Request ID: (FY Project Start year)	19			
(Three letter Agency)	CHT			
(Project Type)	CD			
(Unique Number)	001			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
North-South BRT	Chapel Hill Transit	Matt Cecil	Current Year	\$ 2,062,500
Estimated Start Date	Estimated Completion	Notes		
In progress	FY25			
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
The N-S BRT Project will provide frequent, fixed-guideway bus service along NC 86, known locally as Martin Luther King, Jr. Blvd. and So. Columbia Street, and the US Highway 15- 501 corridor in Chapel Hill.				

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
Town of Chapel Hill NC-86 Corridor	Chapel Hill, UNC, Chapel Hill visitors, students, employees	Frequent, fixed guideway service along MLK.

Project Monitoring Details

Quantitative and Qualitative Outcomes **Please list up to 3 Quantitative metrics and 1 Qualitative

Higher Bus Ridership	More Frequent Service	Shorter Travel Times for Riders	Qualitative	Entry into Small Starts

List any other relevant information not addressed.

Finance Estimates

Estimated Project Revenues:

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

Revenue							
Tax Revenue	FY19 (Actuals)	FY20 (Budget)	FY21	FY22	FY23	FY24	Total
Orange County Tax Revenue	486,785	1,513,215	2,062,500	2,062,500	-	-	6,125,000
Other Revenue							
Federal							-
State							-
Other:							-
Subtotal Other	-	-	-	-	-	-	-
TOTAL REVENUE	486,785	1,513,215	2,062,500	2,062,500	-	-	6,125,000

Transit Capital Development: Estimated appropriations to support contractual commitments and other expenses related to proposed capital projects.

Cost Break Down of Project Request							
CAPITAL COSTS	FY19 (Actuals)	FY20 (Budget)	FY21	FY22	FY23	FY24	Total
Feasibility or Other Studies							\$ -
Land - Right of Way							\$ -
Design & Engineering	\$ 486,785	\$ 1,513,215	\$ 2,062,500	\$ 2,062,500			\$ 6,125,000
Construction - Implementation							\$ -
Equipment							\$ -
Other (Describe)							\$ -
TOTAL CAPITAL COSTS	486,785	1,513,215	2,062,500	2,062,500	-	-	6,125,000

Assumptions for Costs and Revenues Above:

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

Project funding follows Orange County 2017 Transit Plan.

Unique Project ID#		Triangle Tax District Orange Transit Work Plan Project Request Form Capital	FY START DATE	7/1/2020
20CHT_CD1			FY 2021	
Unique Request ID: [FY Project Start year]	20			
[Three letter Agency]	CHT			
[Project Type]	CD			
[Unique Number]	001			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
North-South BRT Supplemental	Chapel Hill Transit	Matt Cecil	Current Year	\$ -
Estimated Start Date	Estimated Completion	Notes		
In Progress	FY25			
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
Supplemental funding for N-S BRT should state funding not be available through the SPOT process. Supplemental funding is a total of \$8M over four years.				

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
Town of Chapel Hill NC 86 Corridor	Chapel Hill, UNC, Chapel Hill visitors, students, and employees	Frequent fixed guideway service along MLK

Project Monitoring Details

Quantitative and Qualitative Outcomes **Please list up to 3 Quantitative metrics and 1 Qualitative

Higher bus ridership	More frequent service	Shorter travel times for riders	Qualitative	Entrance into Small Starts

List any other relevant information not addressed.

Finance Estimates

Estimated Project Revenues:

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

Revenue							
Tax Revenue	FY19 (Actuals)	FY20 (Budget)	FY21	FY22	FY23	FY24	Total
Orange County Tax Revenue	-	1,000,000	-	1,500,000	1,500,000	4,000,000	8,000,000
Other Revenue							
Federal							-
State							-
Other:							-
Subtotal Other	-	-	-	-	-	-	-
TOTAL REVENUE	-	1,000,000	-	1,500,000	1,500,000	4,000,000	8,000,000

Transit Capital Development: Estimated appropriations to support contractual commitments and other expenses related to proposed capital projects.

Cost Break Down of Project Request							
CAPITAL COSTS	FY19 (Actuals)	FY20 (Budget)	FY21	FY22	FY23	FY24	Total
Feasibility or Other Studies							\$ -
Land - Right of Way							\$ -
Design & Engineering							\$ -
Construction - Implementation		1,000,000		\$ 1,500,000	\$ 1,500,000	\$ 4,000,000	\$ 8,000,000
Equipment							\$ -
Other (Describe)							\$ -
TOTAL CAPITAL COSTS	-	1,000,000	-	1,500,000	1,500,000	4,000,000	8,000,000

Assumptions for Costs and Revenues Above:

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

Project funding is consistent with Transit Plan amendment adopted in August 2019.

**DCHC MPO -Orange County
Summary of Project Requests**

OPERATING

Summary of Project Requests (Administration and Operations)		Authorized Appropriation	Requested Appropriation
		FY20	FY21
19MPO_AD1	Staff Working Group Administrator	\$55,365	\$56,750

Total Operating Requests	\$	55,365	\$	56,750

CAPITAL

Summary of Project Requests (Capital)		Authorized Appropriation	Requested Appropriation
		FY20	FY21

Total Capital Requests	\$	-	\$	-

Total Requested	\$	55,365	\$	56,750

 = New project request - (Highlight in Orange)

Total Operating (Agency)

Tax District Administration	\$0	\$0
Transit Plan Administration	\$55,365	\$56,750
Transit Operations	\$0	\$0

FY2021 Transit Plan Allocation

LESS: Total Requested	\$55,365	\$56,750
Transit Plan Allocation Remaining (shortfall)	55,364.50	56,750.00

Total Capital (Agency)

Transit Infrastructure	\$0	\$0
Vehicle Acquisition	\$0	\$0
BRT	\$0	\$0
LRT	\$0	\$0
CRT	\$0	\$0
Capital Planning	\$0	\$0
Transit Plan Development	\$0	\$0

FY2021 Transit Plan Allocation

LESS: Total Requested	\$0	\$0
Transit Plan Allocation Remaining (shortfall)	-	-

Unique Project ID#		Triangle Tax District Orange Transit Work Plan Project Request Form Transit Services	FY START DATE	7/1/2019
19MPO_AD1			FY 2021	
Unique Request ID: [FY Project Start year]	19			
[Three letter Agency]	MPO			
[Project Type]	AD			
[Unique Number]	001			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Staff Working Group Administrator	DCHC MPO	Felix Nwoko	Current Year	\$ 56,750
Estimated Start Date	Estimated Completion	Notes		
January 1, 2018	June 30, 2025	Completion date is same as end date for current approved county transit plans.		
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
The SWG Administrator is a highly responsible position that will lead the implementation efforts of the Durham and Orange County Transit Plans through coordination of the SWGs. The current project costs estimated till FY24 (6 year period), however FTE costs are assumed to continue to the approved period for the county transit plans (2045).				

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
DCHC MPO	Durham County and Orange County	Coordination and implementation of county transit plans.

Project Monitoring Details

Finance Estimates

Revenue							
Tax Revenue	FY19	FY20	FY21	FY22	FY23	FY24	Total
Durham - Orange County Tax Revenue	26,850	55,365	56,750	58,150	59,600	61,100	317,815
Other Revenue							
Federal							-
State							-
Local (DCHC MPO)	26,850	55,365	56,750	58,150	59,600	61,100	317,815
Subtotal Other	26,850	55,365	56,750	58,150	59,600	61,100	317,815
TOTAL REVENUE	53,700	110,729	113,500	116,300	119,200	122,200	635,629

Transit Operations: Estimated appropriations to support expenses.

Cost Break Down of Project Request							
OPERATING COSTS	FY19	FY20	FY21	FY22	FY23	FY24	Total
Growth Factors		2.50%	2.50%	2.50%	2.50%	2.50%	
Salary & Fringes	53,700	110,729	113,500	116,300	119,200	122,200	635,629
Contracts			-	-	-	-	-
Bus Operations:							
Estimated Hours			-	-	-	-	
Cost per Hour			-	-	-	-	
Estimated Operating Cost	-	-	-	-	-	-	-
Bus Leases			-	-	-	-	
Park & Ride Lease			-	-	-	-	
Other -Bus (Describe)			-	-	-	-	
Other -Bus (Describe)			-	-	-	-	
Subtotal: Bus Operations	-	-	-	-	-	-	-
Other (Describe)			-	-	-	-	-
Other (Describe)			-	-	-	-	-
Other (Describe)			-	-	-	-	-
TOTAL OPERATING COSTS	53,700	110,729	113,500	116,300	119,200	122,200	635,629

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

This position was originally half-time but this request assumes the position will be increased to full-time in which .5 FTE salary will be charged to Durham and .5 FTE will be charged to Orange.

GoTriangle - Orange
Summary of Project Requests

OPERATING

Summary of Project Requests (Administration and Operations)		Authorized Appropriation	Requested Appropriation
		FY20	FY21
21GOTAD1	Tax District Administration - Financial Oversight Staff		\$ 125,700
21GOTAD11	Tax District Administration - Financial Oversight - Support Services (O)		\$ 120,000
20GOTAD2	Transit Plan Administration - Program Management Staff		\$ 23,800
21GOTAD3	Transit Plan Administration - Project Implementation Staff		\$ 161,200
20GOTAD13	TPA - Transit Planning - Support Services		\$ 30,000
21GOTAD4	TPA - Legal and Real Estate - Support Staff		\$ 89,000
21GOTAD5	TPA - Marketing , Communication and PE - Support Staff		\$ 49,700
21GOTAD12	TPA - Marketing, Communication and PE - Support Services		\$ 30,000
21GOTAD6	TPA - Regional Technology and Administration - Support Staff		\$ 72,700
18GOTAD10	Customer Surveys		\$ 11,000
20GOT_TS2	Route 800 Improvements	\$ 375,985	\$ 381,200
20GOT_TS3	Route 400 Improvements	\$ 310,653	\$ 326,700
20GOT_TS5	Route ODX	\$ 139,777	\$ 178,500
20GOT_TS6	Route CRX Improvements	\$ 49,302	\$ 61,400
20GOT_TS9	Route 405 Improvements	\$ 17,890	\$ 20,600
19GOT_TS8	Paratransit expansion	\$ 24,426	\$ 21,600
21GOT_OO1	Youth Gopass		\$ 16,900
21GOT_OO2	Fare Collection Improvements (D)		\$ 18,000
19GOT_AD1 [Discontinued ID / revised by function]	.25 FTE for Tax District Admin	\$ 22,350	
20GOT_AD1 [Discontinued ID / revised by function]	.5 FTE for Sr. Financial Analyst	\$ 62,950	
20GOT_AD2 [Discontinued ID / revised by function]	Support Services	\$ 617,752	
20GOT_AD3 [Discontinued ID / revised by function]	Support - Consultant	\$ 111,250	
Total Operating Requests		\$ 1,732,335	\$ 1,738,000

CAPITAL

Summary of Project Requests (Capital)		Authorized Appropriation	Requested Appropriation
		FY20	FY21
19GOT_CD1	ERP System - Transit Plan	\$ 239,152	
20GOT_CD1	Commuter Rail Project Development	\$ 75,000	
20GOT_CD2	Light Rail Transit	\$ 518,460	
18GOT_CD8	Hillsborough Park and Ride	\$ 145,723	
18GOT_CD9	Hillsborough Transfer Center		
18GOT_CD10	Bus Stop Improvement in Carrboro	\$ 26,574	
18GOT_CD11	Mebane Bus Stop Improvement	\$ 10,630	\$ 10,630
18GOT_CD12	Bus Stop Improvements (Orange County)	\$ 331,100	
19GOT_CD1	RTC Facility Feasibility Study - Orange	\$ 62,500	
20GOT_CD3	Mobile Ticket Validators - Orange share (includes Route 420)	\$ 74,000	
21GOT_VP1	Vehicle acquisition and replacement		\$ 903,000
21GOT_CO1	Origin Destination Survey		\$ 250,000
21GOT_CO2	GoTriangle Short Range Transit Plan		\$ 31,250
21GOT_CO3	Transit Facilities Study		\$ 37,500
Total Capital Requests		\$ 1,483,139	\$ 1,232,380
Total Requested		\$ 3,215,474	\$ 2,970,380

= New project request - (Highlight in Orange)

Total Operating (Agency)

Tax District Administration	\$85,300	\$245,700
Transit Plan Administration	\$729,002	\$467,400
Transit Operations	\$918,032	\$1,024,900

FY2021 Transit Plan Allocation

LESS: Total Requested	\$1,732,335	\$1,738,000
Transit Plan Allocation Remaining (shortfall)	1,732,334.63	1,738,000.00

Total Capital (Agency)

Transit Infrastructure	\$650,527	\$10,630
Vehicle Acquisition	\$0	\$903,000
BRT	\$0	\$0
LRT	\$518,460	\$0
CRT	\$75,000	\$0
Capital Planning	\$239,152	\$318,750
Transit Plan Development	\$0	\$0

FY2021 Transit Plan Allocation

LESS: Total Requested	\$1,483,139	\$1,232,380
Transit Plan Allocation Remaining (shortfall)	1,483,139.00	1,232,380.00

Unique Project ID#		Triangle Tax District Orange Transit Work Plan Project Request Form Administration	FY START DATE	7/1/2020
21GOTAD1			FY 2021	
Unique Request ID: [FY Project Start year]	21			
[Three letter Agency]	GOT			
[Project Type]	AD			
[Unique Number]	001			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Tax District Administration - Financial Oversight Staff	GoTriangle	Sandra Freeman	Current Year	\$ 125,700
Estimated Start Date	Estimated Completion	Notes		
July 1, 2018	Ongoing	(Add notes as appropriate)		
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
NOTE: The project request is a continuation of on-going operating and consolidation of 19GOT_AD1 and 20GOT_AD1 submissions approved in FY20 Workplan GoTriangle will continue to allocate 0.75 FTE of Tax District Administration - Financial oversight staff to the Orange Transit Plan. In FY21 the roles will continue improve financial policies, provide financial analysis for the new Transit plan development including the commuter rail project, and process quarterly reimbursements and reporting. The roles include: Allocation of 1 FTE Sr. Financial Analyst position to continue financial modeling, analysis and financial oversight for the Durham and Orange Tax Districts. This FTE is budgetted 50% Durham and 50% Orange Transit Plans. Allocation of 1 FTE of Administrative Assistant for the GoTriangle Finance Department's Durham, Orange and Wake Transit activities. This FTE is budgetted 50% Durham, 25%Orange and 50% Wake Transit Plans.				

Project Monitoring Details

Administration: Describe proposed responsibilities and duties for new position requests.

Provide each major intended function, and the percentage of time devoted to each function.

1 FTE Sr. Financial Analyst position to continue financial modeling, analysis and financial oversight for the Durham and Orange Tax Districts.

1 FTE of Administrative Assistant for the GoTriangle Finance Department's Durham, Orange and Wake Transit activities.

List any other relevant information not addressed.

Finance Estimates

Revenue						
Tax Revenue		FY21	FY22	FY23	FY24	Total
Orange County Tax Revenue		125,700	128,800	132,000	135,300	521,800
Other Revenue						
Federal -						-
State						-
Other:						-
Subtotal Other		-	-	-	-	-
TOTAL REVENUE		125,700	128,800	132,000	135,300	521,800

Transit Operations: Estimated appropriations to support expenses.

Enter FY 2021 and the estimated annualized cost in FY 2022 using the 2.5% growth factor, if applicable. The spreadsheet will calculate 2022 and beyond by 2.5%. If your project is not expected to have recurring costs in FY 2022 and/or beyond, delete the calculation(s) in columns F-H.

Cost Break Down of Project Request

OPERATING COSTS		FY21	FY22	FY23	FY24	Total
Growth Factors		2.50%	2.50%	2.50%	2.50%	
Salary & Fringes		\$ 125,700.00	\$ 128,800.00	\$ 132,000.00	\$ 135,300.00	\$ 521,800.00
Contracts			\$ -	\$ -	\$ -	\$ -
Other Purchase of a Service			\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -
TOTAL OPERATING COSTS		\$ 125,700.00	\$ 128,800.00	\$ 132,000.00	\$ 135,300.00	\$ 521,800.00

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

Includes Staffing and indirect cost allocation

Unique Project ID#		Triangle Tax District Orange Transit Work Plan Project Request Form Administration	FY START DATE	7/1/2020
21GOTAD11			FY 2021	
Unique Request ID: [FY Project Start year]	21			
[Three letter Agency]	GOT			
[Project Type]	AD			
[Unique Number]	011			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Tax District Administration - Financial Oversight - Support Services (O)	GoTriangle	Sandra Freeman	Current Year	\$ 120,000
Estimated Start Date	Estimated Completion	Notes		
July 1, 2018	Ongoing	(Add notes as appropriate)		

Project Description Enter below a summary of the project that may later be used for the Transit Work Plan.

NOTE: The project request is a continuation of on-going operating and consolidation finance and technology functions from 20GOT_AD2 and 20GOT_AD3 (financial consultants) submissions approved in FY20 Workplan

GoTriangle will continue to allocate Financial support services to the Orange Transit Plan. In FY21 the budgets includes financial oversight expenditure ongoing support from Financial consultant to provide recommendation on new Transit plan development, financial policies (including debt issuance) and independent auditors.

Project Monitoring Details

Administration: Describe proposed responsibilities and duties for new position requests.

Provide each major intended function, and the percentage of time devoted to each function.

Existing services that continue for the Tax District administration include: Annual Financial reporting (CAFR), LGC compliance, budget amendments - ordinances, portfolio management of funds, processing and reporting quarterly reimbursements for five transit partners in Orange County.

List any other relevant information not addressed.

Finance Estimates

Revenue						
Tax Revenue		FY21	FY22	FY23	FY24	Total
Orange County Tax Revenue		120,000	123,000	126,100	129,300	498,400
Other Revenue						
Federal -						-
State						-
Other:						-
Subtotal Other		-	-	-	-	-
TOTAL REVENUE		120,000	123,000	126,100	129,300	498,400

Transit Operations: Estimated appropriations to support expenses.

Enter FY 2021 and the estimated annualized cost in FY 2022 using the 2.5% growth factor, if applicable. The spreadsheet will calculate 2022 and beyond by 2.5%. If your project is not expected to have recurring costs in FY 2022 and/or beyond, delete the calculation(s) in columns F-H.

Cost Break Down of Project Request						
OPERATING COSTS		FY21	FY22	FY23	FY24	Total
Growth Factors		2.50%	2.50%	2.50%	2.50%	
Salary & Fringes		\$ -	\$ -	\$ -	\$ -	\$ -
Contracts		\$ -	\$ -	\$ -	\$ -	\$ -
Other Purchase of a Service		\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)		\$ 120,000.00	\$ 123,000.00	\$ 126,100.00	\$ 129,300.00	\$ 498,400.00
Other (Describe)		\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL OPERATING COSTS		\$ 120,000.00	\$ 123,000.00	\$ 126,100.00	\$ 129,300.00	\$ 498,400.00

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

Unique Project ID#		Triangle Tax District Orange Transit Work Plan Project Request Form Administration	FY START DATE	7/1/2020
20GOTAD2			FY 2021	
Unique Request ID: [FY Project Start year]	20			
[Three letter Agency]	GOT			
[Project Type]	AD			
[Unique Number]	002			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Transit Plan Administration - Program Management Staff	GoTriangle	Katharine Eggleston	Current Year	\$23,800
Estimated Start Date	Estimated Completion	Notes		
July 1, 2020	ongoing	(Add notes as appropriate)		
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			

NOTE: The project request is a continuation of on-going operating: Specifically consolidation Program Management functions from 20GOT_AD2 support services submissions approved in the FY20 Workplan. FY21 request is updated to reflect anticipated program management responsibilities in the county.

GoTriangle will continue to allocate 0.1 FTE of GoTriangle program management staff to the Orange Transit Plan. In FY21, this staffing will provide oversight and program management support for GoTriangle's bus facilities and bus stop amenities planning and development programs and oversight and program management support for GoTriangle's efforts in support of the Orange Transit Plan update. Specific tasks includes oversight of project planning; oversight of project scope, schedule, and budget development and monitoring; oversight of quarterly reporting; and supervision of GoTriangle's planning and project delivery teams.

Project Monitoring Details

Administration: Describe proposed responsibilities and duties for new position requests.

Provide each major intended function, and the percentage of time devoted to each function.

50% - Oversight and program management support for GoTriangle's bus facilities and bus stop amenities planning and development programs

40% - Oversight and program management support for GoTriangle's efforts in support of the Orange Transit Plan update

10% - Staff supervision

List any other relevant information not addressed.

Finance Estimates

Revenue						
Tax Revenue		FY21	FY22	FY23	FY24	Total
Orange County Tax Revenue		23,800	24,400	25,000	25,600	98,800
Other Revenue						
Federal -						-
State						-
Other:						-
Subtotal Other		-	-	-	-	-
TOTAL REVENUE		23,800	24,400	25,000	25,600	98,800

Transit Operations: Estimated appropriations to support expenses.

Enter FY 2021 and the estimated annualized cost in FY 2022 using the 2.5% growth factor, if applicable. The spreadsheet will calculate 2022 and beyond by 2.5%. If your project is not expected to have recurring costs in FY 2022 and/or beyond, delete the calculation(s) in columns F-H.

Cost Break Down of Project Request						
OPERATING COSTS		FY21	FY22	FY23	FY24	Total
Growth Factors		2.50%	2.50%	2.50%	2.50%	
Salary & Fringes		\$ 23,800.00	\$ 24,400.00	\$ 25,000.00	\$ 25,600.00	\$ 98,800.00
Contracts			\$ -	\$ -	\$ -	\$ -
Other Purchase of a Service			\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -
TOTAL OPERATING COSTS		\$ 23,800.00	\$ 24,400.00	\$ 25,000.00	\$ 25,600.00	\$ 98,800.00

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

Includes Staffing and indirect cost allocation

Unique Project ID#		Triangle Tax District Orange Transit Work Plan Project Request Form Administration	FY START DATE	7/1/2020
21GOTAD3			FY 2021	
Unique Request ID: (FY Project Start year)	21			
(Three letter Agency)	GOT			
(Project Type)	AD			
(Unique Number)	003			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Transit Plan Administration - Project Implementation Staff	GoTriangle	Katharine Eggleston	Current Year	\$ 161,200
Estimated Start Date	Estimated Completion	Notes		
July 1, 2020	ongoing	(Add notes as appropriate)		
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			

NOTE: The project request is a continuation of on-going operating: Specifically consolidation Project Implementation functions from 20GOT_AD2 support services submissions approved in the FY20 Workplan. FY21 request is updated to reflect anticipated project implementation responsibilities in the county.

GoTriangle will continue to allocate 0.8 FTE for project implementation activities for the Orange Transit Plan. In FY21, this team will manage and execute planning, design, and construction management activities for GoTriangle's bus facilities and bus stop amenities programs and participate in capital planning, coordination, and support activities for the Orange Transit Plan update. Specific tasks include but are not limited to project scope, schedule, and budget development and monitoring; quarterly reporting; and management of consultants and contractors. Planning tasks: planning/prioritization for bus stop and park-and-ride improvements; management and technical consultant oversight; environmental planning and coordination with regulatory agencies for federally funded projects; and coordination to support CHT's N-S BRT project. Design/Engineering/Architecture tasks: field investigations, feasibility analysis, consultant oversight, and technical support for bus stop and park-and-ride improvements; design management, project coordination, and technical support for major facilities projects; and feasibility analysis and implementation oversight for BOSS. Construction Management tasks: project management, contractor oversight, and construction inspection. Project Coordination tasks: managing coordination with GoTriangle's partners; facilitating productive partnering; promoting schedule and budget adherence and fostering timely conflict resolution. Project Controls Support tasks: eBuilder administration; document management; contract administration; project controls support including budget and schedule monitoring, risk management support, and reporting.

Project Monitoring Details

Administration: Describe proposed responsibilities and duties for new position requests.

Provide each major intended function, and the percentage of time devoted to each function.

5% - reporting

45% - management and execution of technical, coordination, and support activities for the Orange Transit Plan update

50% - management and execution of planning, design, and construction management activities for GoTriangle capital projects in the Durham Transit Plan

List any other relevant information not addressed.

Finance Estimates

Revenue						
Tax Revenue		FY21	FY22	FY23	FY24	Total
Orange County Tax Revenue		161,200	165,200	169,300	173,500	669,200
Other Revenue						
Federal -						-
State						-
Other:						-
Subtotal Other		-	-	-	-	-
TOTAL REVENUE		161,200	165,200	169,300	173,500	669,200

Transit Operations: Estimated appropriations to support expenses.

Enter FY 2021 and the estimated annualized cost in FY 2022 using the 2.5% growth factor, if applicable. The spreadsheet will calculate 2022 and beyond by 2.5%. If your project is not expected to have recurring costs in FY 2022 and/or beyond, delete the calculation(s) in columns F-H.

Cost Break Down of Project Request							
OPERATING COSTS			FY21	FY22	FY23	FY24	Total
Growth Factors			2.50%	2.50%	2.50%	2.50%	
Salary & Fringes			\$ 161,200.00	\$ 165,200.00	\$ 169,300.00	\$ 173,500.00	\$ 669,200.00
Contracts			\$ -	\$ -	\$ -	\$ -	\$ -
Other Purchase of a Service			\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL OPERATING COSTS			\$ 161,200.00	\$ 165,200.00	\$ 169,300.00	\$ 173,500.00	\$ 669,200.00

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

Includes Staffing and indirect cost allocation

Unique Project ID#		Triangle Tax District Orange Transit Work Plan Project Request Form Administration	FY START DATE	7/1/2020
20GOTAD13			FY 2021	
Unique Request ID: [FY Project Start year]	20			
[Three letter Agency]	GOT			
[Project Type]	AD			
[Unique Number]	013			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
TPA - Transit Planning - Support Services	GoTriangle	Meg Scully	Current Year	\$ 30,000
Estimated Start Date	Estimated Completion	Notes		
July 1, 2018	On-Going	(Add notes as appropriate)		
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
NOTE: The project request is a continuation of on-going operating: Consolidation regional transit planning functions from 20GOT_AD3 (support consultants) submissions approved in FY20 Workplan GoTriangle is requesting reimbursement for on-going support costs (including indirect costs) that benefit the Orange County Tax District. The Support Consultant costs are split 50% Durham and 50% Orange which include regional contracts - DCHC Annual Contract of \$25,625 and <u>removal of the</u> NCSU Transit Regional Model contracts of \$125,562.				

Project Monitoring Details

Administration: Describe proposed responsibilities and duties for new position requests.
Provide each major intended function, and the percentage of time devoted to each function.

List any other relevant information not addressed.

Finance Estimates

Revenue						
Tax Revenue		FY21	FY22	FY23	FY24	Total
Orange County Tax Revenue		30,000	30,800	31,600	32,400	124,800
Other Revenue						
Federal -						-
State						-
Other:						-
Subtotal Other		-	-	-	-	-
TOTAL REVENUE		30,000	30,800	31,600	32,400	124,800

Transit Operations: Estimated appropriations to support expenses.

Enter FY 2019 and the estimated annualized cost in FY 2020 using the 2.5% growth factor, if applicable. The spreadsheet will calculate 2021 and beyond by 2.5%. If your project is not expected to have recurring costs in FY 2021 and/or beyond, delete the calculation(s) in columns F-H.

Cost Break Down of Project Request						
OPERATING COSTS		FY21	FY22	FY23	FY24	Total
Growth Factors		2.50%	2.50%	2.50%	2.50%	
Salary & Fringes			\$ -	\$ -	\$ -	\$ -
Contracts		\$ 30,000.00	\$ 30,800.00	\$ 31,600.00	\$ 32,400.00	\$ 124,800.00
Other Purchase of a Service			\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -
TOTAL OPERATING COSTS		\$ 30,000.00	\$ 30,800.00	\$ 31,600.00	\$ 32,400.00	\$ 124,800.00

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

Project cost assumes support costs up to FY24 and is expected to continue beyond this period.

Unique Project ID#		Triangle Tax District Orange Transit Work Plan Project Request Form Administration	FY START DATE	7/1/2020
21GOTAD4			FY 2021	
Unique Request ID: [FY Project Start year]	21			
[Three letter Agency]	GOT			
[Project Type]	AD			
[Unique Number]	004			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
TPA - Legal and Real Estate - Support Staff	GoTriangle	Thomas Henry / Gary Tober	Current Year	\$ 89,000
Estimated Start Date	Estimated Completion	Notes		
July 1, 2018	Ongoing	(Add notes as appropriate)		
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
NOTE: The project request is a continuation of on-going operating: Specifically consolidation legal and real estate functions from 20GOT_AD2 support services submissions approved in the FY20 Workplan GoTriangle will continue to allocate 0.4 FTE of Legal and Real Estate - support staff to the Orange Transit Plan. Staffing includes budgeted time for Assistant General Counsel, Director of Real Estate and Facilities and Real Estate Administrator. In FY21 the Legal and Real Estate functions will continue : • Legal and Real Estate services related to Hillsborough Park-and-Ride • Interlocal Agreements related to Transit Plan administration • General counsel related to Public Records, Open Meetings, Ethics, Contracts and Procurement				

Project Monitoring Details

Administration: Describe proposed responsibilities and duties for new position requests.

Provide each major intended function, and the percentage of time devoted to each function.

Ongoing commitments on the litigation related to DOLRT; condemnation trials, condemnations appeals and new Transit plan development

List any other relevant information not addressed.

Finance Estimates

Revenue						
Tax Revenue		FY21	FY22	FY23	FY24	Total
Orange County Tax Revenue		89,000	91,200	93,500	95,800	369,500
Other Revenue						
Federal -						-
State						-
Other:						-
Subtotal Other		-	-	-	-	-
TOTAL REVENUE		89,000	91,200	93,500	95,800	369,500

Transit Operations: Estimated appropriations to support expenses.

Enter FY 2021 and the estimated annualized cost in FY 2022 using the 2.5% growth factor, if applicable. The spreadsheet will calculate 2022 and beyond by 2.5%. If your project is not expected to have recurring costs in FY 2022 and/or beyond, delete the calculation(s) in columns F-H.

Cost Break Down of Project Request							
OPERATING COSTS			FY21	FY22	FY23	FY24	Total
Growth Factors			2.50%	2.50%	2.50%	2.50%	
Salary & Fringes			\$ 89,000.00	\$ 91,200.00	\$ 93,500.00	\$ 95,800.00	\$ 369,500.00
Contracts			\$ -	\$ -	\$ -	\$ -	\$ -
Other Purchase of a Service			\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL OPERATING COSTS			\$ 89,000.00	\$ 91,200.00	\$ 93,500.00	\$ 95,800.00	\$ 369,500.00

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

Includes Staffing and indirect cost allocation

Unique Project ID#		Triangle Tax District Orange Transit Work Plan Project Request Form Administration	FY START DATE	7/1/2020
21GOTAD5			FY 2021	
Unique Request ID: [FY Project Start year]	21			
[Three letter Agency]	GOT			
[Project Type]	AD			
[Unique Number]	005			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
TPA - Marketing , Communication and PE - Support Staff	GoTriangle	Juan Carlos Erikson (jerikson@gotriangle.org)	Current Year	\$ 49,700
Estimated Start Date	Estimated Completion	Notes		
July 1, 2018				
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			

NOTE: The project request is a continuation of on-going operating: Specifically consolidation Marketing, Communication and Public Engagement functions from 20GOT_AD2 support services submissions approved in the FY20 Workplan

GoTriangle is requesting funding for .5 FTEs that will be dedicated to public engagement. The Public Engagement Specialist will work under the Community Engagement Manager, in the Communications & Public Affairs department at GoTriangle, directly collaborating with project teams to plan and execute public involvement activities related to the development and implementation of the Orange County Transit Plan. They will support the establishment and maintenance of relationships with community stakeholders that include public officials, strategic partners, community groups, property owners and businesses.

Project Monitoring Details

Administration: Describe proposed responsibilities and duties for new position requests.

Provide each major intended function, and the percentage of time devoted to each function.

The 0.5 FTE is primarily responsible for the development and implementation of comprehensive and culturally competent communications and public relations strategies, spending the majority of their time developing strong and positive community relations through presentations, pop-up events, public meetings, participation in festivals, and connections with sustained relationships with community groups. Additionally, the Public Engagement Specialist will organize and support GoTriangle's Transit Advisory Committee, manage consultants in support of project objectives, track and analyze data via online engagement tools, manage GoTriangle Ambassadors program, and produce public-facing reports on their work.

List any other relevant information not addressed.

Finance Estimates

Revenue						
Tax Revenue		FY21	FY22	FY23	FY24	Total
Orange County Tax Revenue		49,700	50,900	52,200	53,500	206,300
Other Revenue						
Federal -						-
State						-
Other:						-
Subtotal Other		-	-	-	-	-
TOTAL REVENUE		49,700	50,900	52,200	53,500	206,300

Transit Operations: Estimated appropriations to support expenses.

Cost Break Down of Project Request						
OPERATING COSTS		FY21	FY22	FY23	FY24	Total
Growth Factors		2.50%	2.50%	2.50%	2.50%	
Salary & Fringes		\$ 49,700.00	\$ 50,900.00	\$ 52,200.00	\$ 53,500.00	\$ 206,300.00
Contracts		\$ -	\$ -	\$ -	\$ -	\$ -
Other Purchase of a Service		\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)		\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)		\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL OPERATING COSTS		\$ 49,700.00	\$ 50,900.00	\$ 52,200.00	\$ 53,500.00	\$ 206,300.00

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

Includes Staffing and indirect cost allocation

Unique Project ID#		Triangle Tax District Orange Transit Work Plan Project Request Form Administration	FY START DATE	7/1/2020
21GOTAD12			FY 2021	
Unique Request ID: [FY Project Start year]	21			
[Three letter Agency]	GOT			
[Project Type]	AD			
[Unique Number]	012			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
TPA - Marketing, Communication and PE - Support Services	GoTriangle	Juan Carlos Erikson (jerikson@gotriangle.org)	Current Year	\$ 30,000
Estimated Start Date	Estimated Completion	Notes		
July 1, 2018				
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
NOTE: The project request is a continuation of on-going operating: Specifically consolidation Marketing, Communication and Public Engagement functions from 20GOT_AD2 support services submissions approved in the FY20 Workplan GoTriangle is requesting funding for support services that will be dedicated to engaging equitably with the community. This project will support ongoing community engagement efforts, marketing and communications activities related to the Orange Transit Plan. Funding will also support our capacity to utilize creative consultant services, or expand the scope of service through current consultants, to support materials for community outreach, public meetings, marketing campaigns, information kits, web elements, translation and interpretation, etc.				

Project Monitoring Details

Administration: Describe proposed responsibilities and duties for new position requests.

Provide each major intended function, and the percentage of time devoted to each function.

The activities encompassed under this project will focus on improving the community's understanding and awareness of the Orange Transit plan and services, such as expanded bus service, Youth GoPass, Major Capital Investments. This includes but is not limited to the collection of feedback from a wide range of stakeholders to

List any other relevant information not addressed.

Finance Estimates

Revenue						
Tax Revenue		FY21	FY22	FY23	FY24	Total
Orange County Tax Revenue		30,000	30,800	31,600	32,400	124,800
Other Revenue						
Federal -						-
State						-
Other:						-
Subtotal Other		-	-	-	-	-
TOTAL REVENUE		30,000	30,800	31,600	32,400	124,800

Transit Operations: Estimated appropriations to support expenses.

Enter FY 2019 and the estimated annualized cost in FY 2020 using the 2.5% growth factor, if applicable. The spreadsheet will calculate 2021 and beyond by 2.5%. If your project is not expected to have recurring costs in FY 2021 and/or beyond, delete the calculation(s) in columns F-H.

Cost Break Down of Project Request							
OPERATING COSTS			FY21	FY22	FY23	FY24	Total
Growth Factors			2.50%	2.50%	2.50%	2.50%	
Salary & Fringes				\$ -	\$ -	\$ -	\$ -
Contracts				\$ -	\$ -	\$ -	\$ -
Other Purchase of a Service				\$ -	\$ -	\$ -	\$ -
Other (Describe)	Support Services		\$ 30,000.00	\$ 30,800.00	\$ 31,600.00	\$ 32,400.00	\$ 124,800.00
Other (Describe)				\$ -	\$ -	\$ -	\$ -
TOTAL OPERATING COSTS			\$ 30,000.00	\$ 30,800.00	\$ 31,600.00	\$ 32,400.00	\$ 124,800.00

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

Unique Project ID#		Triangle Tax District Orange Transit Work Plan Project Request Form Administration	FY START DATE	7/1/2020
21GOTAD6			FY 2021	
Unique Request ID: [FY Project Start year]	21			
[Three letter Agency]	GOT			
[Project Type]	AD			
[Unique Number]	006			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
TPA - Regional Technology and Administration - Support Staff	GoTriangle	Sandra Freeman	Current Year	\$ 72,700
Estimated Start Date	Estimated Completion	Notes		
July 1, 2018	Ongoing	(Add notes as appropriate)		

Project Description Enter below a summary of the project that may later be used for the Transit Work Plan.

NOTE: The project request is a continuation of on-going operating: Specifically consolidation technology and contract administration functions from 20GOT_AD2 support services submissions approved in the FY20 Workplan

GoTriangle will continue to allocate 0.4 FTE of Regional Technology and Administration - support staff to the Orange Transit Plan. Staffing includes budgeted time for the Regional Technology Manager, Contract and Grants Coordinator and Contract Administrator. In FY21 the Technology and Administration functions will continue :

- Proposed continuation of the outcomes of the Regional Technology study that assess existing technology within all participating transit agencies, in order to design a coordinated technology integration plan. One such outcome is the mobile-ticketing transition that will be in the process of implementation.
- Contract and Grant management services - including procurement, contract administration, grant allocations, etc
- Assist with the strategic capital improvement of regional park and ride program, proposed RTC relocation, and other infrastructure projects

Project Monitoring Details

Administration: Describe proposed responsibilities and duties for new position requests.

Provide each major intended function, and the percentage of time devoted to each function.

The Regional Technology Project Manager will manage the implementation of the coordinated technology integration plan as part of the annual workplan development process. After implementation, the Project Manager will provide on-going technical support for data updates, required system upgrades, maintenance. A portion of their time will be allocated to Durham, Orange and Wake.

List any other relevant information not addressed.

Finance Estimates

Revenue						
Tax Revenue		FY21	FY22	FY23	FY24	Total
Orange County Tax Revenue		72,700	74,500	76,400	78,300	301,900
Other Revenue						
Federal -						-
State						-
Other:						-
Subtotal Other		-	-	-	-	-
TOTAL REVENUE		72,700	74,500	76,400	78,300	301,900

Transit Operations: Estimated appropriations to support expenses.

Enter FY 2021 and the estimated annualized cost in FY 2022 using the 2.5% growth factor, if applicable. The spreadsheet will calculate 2022 and beyond by 2.5%. If your project is not expected to have recurring costs in FY 2022 and/or beyond, delete the calculation(s) in columns F-H.

Cost Break Down of Project Request							
OPERATING COSTS			FY21	FY22	FY23	FY24	Total
Growth Factors			2.50%	2.50%	2.50%	2.50%	
Salary & Fringes			\$ 72,700.00	\$ 74,500.00	\$ 76,400.00	\$ 78,300.00	\$ 301,900.00
Contracts			\$ -	\$ -	\$ -	\$ -	\$ -
Other Purchase of a Service			\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL OPERATING COSTS			\$ 72,700.00	\$ 74,500.00	\$ 76,400.00	\$ 78,300.00	\$ 301,900.00

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

Includes Staffing and indirect cost allocation

Unique Project ID#		Triangle Tax District Orange Transit Work Plan Project Request Form Administration	FY START DATE	7/1/2020
18GOTAD10			FY 2021	
Unique Request ID: [FY Project Start year]	18			
[Three letter Agency]	GOT			
[Project Type]	AD			
[Unique Number]	010			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Customer Surveys	GoTriangle	Juan Carlos Erikson (jerikson@gotriangle.org)	Current Year	\$ 11,000
Estimated Start Date	Estimated Completion	Notes		
July 1, 2018		(Add notes as appropriate)		
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
GoTriangle will use these funds to continue the development and implementation of annual transit customer surveys that help to continually evaluate user experiences as additional services are implemented. Routes surveyed include the 400, 405, 800, 805, CRX, and the ODX, all of which provide service to Orange County.				

Project Monitoring Details

Administration: Describe proposed responsibilities and duties for new position requests.

Provide each major intended function, and the percentage of time devoted to each function.

Results from the customer surveys will be shared with partners upon completion. They will also be used as a benchmark in the coming years as additional improvements are implemented.

List any other relevant information not addressed.

Finance Estimates

Revenue						
Tax Revenue		FY21	FY22	FY23	FY24	Total
Orange County Tax Revenue		11,000	11,300	11,600	11,900	45,800
Other Revenue						
Federal -						-
State						-
Other:						-
Subtotal Other		-	-	-	-	-
TOTAL REVENUE		11,000	11,300	11,600	11,900	45,800

Transit Operations: Estimated appropriations to support expenses.

Enter FY 2021 and the estimated annualized cost in FY 2022 using the 2.5% growth factor, if applicable. The spreadsheet will calculate 2022 and beyond by 2.5%. If your project is not expected to have recurring costs in FY 2022 and/or beyond, delete the calculation(s) in columns F-H.

Cost Break Down of Project Request						
OPERATING COSTS		FY21	FY22	FY23	FY24	Total
Growth Factors		2.50%	2.50%	2.50%	2.50%	
Salary & Fringes			\$ -	\$ -	\$ -	\$ -
Contracts			\$ -	\$ -	\$ -	\$ -
Other Purchase of a Service		\$ 11,000.00	\$ 11,300.00	\$ 11,600.00	\$ 11,900.00	\$ 45,800.00
Other (Describe)			\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -
TOTAL OPERATING COSTS		\$ 11,000.00	\$ 11,300.00	\$ 11,600.00	\$ 11,900.00	\$ 45,800.00

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

Survey and common functions costs

Unique Project ID#		Triangle Tax District Orange Transit Work Plan Project Request Form Transit Services	FY START DATE	7/1/2020
20GOT_TS2			FY 2021	
Unique Request ID: (FY Project Start year)	20			
(Three letter Agency)	GOT			
(Project Type)	TS			
(Unique Number)	002			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Route 800 Improvements	GoTriangle	Erik Landfried	Current Year	\$ 381,200
Estimated Start Date	Estimated Completion	Notes		
Already implemented	N/A			
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
This project consolidates all off-peak span and frequency improvements to GoTriangle Route 800 (Chapel Hill - Southpoint - RTC) since the Tax District began providing funding for it. On Route 800: - Weekday midday frequency was increased from 60 to 30 minutes. - Saturday daytime frequency was increased from 60 to 30 minutes. - Saturday evening service was extended from 7:15 PM to 11:20 PM. - Sunday service was added from 6:45 AM to 7:20 PM. - It also includes former 19GOT_TS1 extending service to 9:20 PM (the 800 component) and 18GOT_TS4 adding additional trips (800S) Costs are allocated 50% to Durham County and 50% to Orange.				

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
NC-54 and I-40 between UNC Hospitals and Regional Transit Center	People traveling between Chapel Hill, Southpoint, RTP, and Raleigh at off-peak times	More options for travel times

Project Monitoring Details

Operating Projects

For bus operating projects, please provide:

a) Target Start Date	Already implemented
b) Span	Weekday: 6:00 AM - 11:10 PM, Sat: 6:50 AM - 11:20 PM, Sun: 6:50 AM - 9:10 PM
c) Frequency	Every 15, 30 or 60 minutes
d) Assets Used	GoTriangle vehicles
e) Geographic Termini	UNC Hospitals - Regional Transit Center
f) Major Market Destinations Served	UNC Chapel Hill, The Streets at Southpoint, RTP
g) Revenue Hours	From project: 15.44 on weekdays; 16.42 on Saturdays; 18.33 on Sundays.

Finance Estimates

Revenue

Tax Revenue	FY20	FY21	FY22	FY23	FY24	Total
Durham - Orange County Tax Revenue	457,598	381,200	390,700	400,500	410,500	2,040,498
Other Revenue						
Federal						-
State						-
Farebox						-
Subtotal Other	-	-	-	-	-	-
TOTAL REVENUE	457,598	381,200	390,700	400,500	410,500	2,040,498

Transit Operations: Estimated appropriations to support expenses.

Cost Break Down of Project Request

OPERATING COSTS	FY20	FY21	FY22	FY23	FY24	Total
Growth Factors		2.50%	2.50%	2.50%	2.50%	
Salary & Fringes	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contracts	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bus Operations:						
Estimated Hours	3,442.27	2,925.14	2,925.14	2,925.14	2,925.14	
Cost per Hour	\$ 127.00	\$ 130.31	\$ 133.57	\$ 136.91	\$ 140.33	
Estimated Operating Cost	\$ 457,597.51	\$ 381,200.00	\$ 390,700.00	\$ 400,500.00	\$ 410,500.00	\$ 2,040,497.51
Bus Leases	\$ -	\$ -	\$ -	\$ -	\$ -	
Park & Ride Lease	\$ -	\$ -	\$ -	\$ -	\$ -	
Other -Bus (Describe)	\$ -	\$ -	\$ -	\$ -	\$ -	
Other -Bus (Describe)	\$ -	\$ -	\$ -	\$ -	\$ -	
Subtotal: Bus Operations	\$ 457,597.51	\$ 381,200.00	\$ 390,700.00	\$ 400,500.00	\$ 410,500.00	\$ 2,040,497.51
Other (Describe)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL OPERATING COSTS	\$ 457,597.51	\$ 381,200.00	\$ 390,700.00	\$ 400,500.00	\$ 410,500.00	\$ 2,040,497.51

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

Unique Project ID#		Triangle Tax District Orange Transit Work Plan Project Request Form Transit Services	FY START DATE	7/1/2020
20GOT_TS3			FY 2021	
Unique Request ID: (FY Project Start year)	20			
(Three letter Agency)	GOT			
(Project Type)	TS			
(Unique Number)	003			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Route 400 Improvements	GoTriangle	Erik Landfried	Current Year	\$ 326,700
Estimated Start Date	Estimated Completion	Notes		
Already implemented	N/A			
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
This project consolidates all off-peak span and frequency improvements to GoTriangle Route 400 (Durham - Chapel Hill) since the Tax District began providing funding for it. On Route 400: - Weekday midday frequency was increased from 60 to 30 minutes. - Saturday daytime frequency was increased from 60 to 30 minutes. - Saturday evening service was extended from 6:55 PM to 10:55 PM. - Sunday service was added from 7:00 AM to 6:55 PM. It also includes former 19GOT_TS1 extending service to 8:55 PM (the 400 component). Costs are allocated 50% to Durham County and 50% to Orange.				

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
Erwin Rd, US-15/501, and Franklin St between Durham Station and UNC Hospitals.	People traveling between Durham and Chapel Hill at off-peak times	More options for travel times

Project Monitoring Details

Operating Projects

For bus operating projects, please provide:

a) Target Start Date	Already implemented
b) Span	Weekday: 6:15 AM - 10:55 PM, Sat: 7:00 AM - 10:55 PM, Sun: 7:00 AM - 8:55 PM
c) Frequency	Every 30 or 60 minutes
d) Assets Used	GoTriangle vehicles
e) Geographic Termini	Durham Station - UNC Hospitals
f) Major Market Destinations Served	UNC Chapel Hill, Patterson Place, Duke & VA Medical Centers
g) Revenue Hours	From project: 10.03 on weekdays; 23.58 on Saturdays; 22.25 on Sundays

Finance Estimates

Revenue							
Tax Revenue	FY20	FY21	FY22	FY23	FY24	Total	
Durham - Orange County Tax Revenue	343,632	326,700	334,900	343,200	351,800	1,700,232	total base
Other Revenue							
Federal						-	
State						-	proj
Farebox						-	days
Subtotal Other	-	-	-	-	-	-	wee
TOTAL REVENUE	343,632	326,700	334,900	343,200	351,800	1,700,232	Sat

Transit Operations: Estimated appropriations to support expenses.

Cost Break Down of Project Request

OPERATING COSTS	FY20	FY21	FY22	FY23	FY24	Total
Growth Factors		2.50%	2.50%	2.50%	2.50%	
Salary & Fringes	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contracts	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bus Operations:						
Estimated Hours	2,705.76	2,507.13	2,507.13	2,507.13	2,507.13	
Cost per Hour	\$ 127.00	\$ 130.31	\$ 133.57	\$ 136.91	\$ 140.33	
Estimated Operating Cost	\$ 343,631.52	\$ 326,700.00	\$ 334,900.00	\$ 343,200.00	\$ 351,800.00	\$ 1,700,231.52
Bus Leases	\$ -	\$ -	\$ -	\$ -	\$ -	
Park & Ride Lease	\$ -	\$ -	\$ -	\$ -	\$ -	
Other -Bus (Describe)	\$ -	\$ -	\$ -	\$ -	\$ -	
Other -Bus (Describe)	\$ -	\$ -	\$ -	\$ -	\$ -	
Subtotal: Bus Operations	\$ 343,631.52	\$ 326,700.00	\$ 334,900.00	\$ 343,200.00	\$ 351,800.00	\$ 1,700,231.52
Other (Describe)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL OPERATING COSTS	\$ 343,631.52	\$ 326,700.00	\$ 334,900.00	\$ 343,200.00	\$ 351,800.00	\$ 1,700,231.52

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

Unique Project ID#		Triangle Tax District Orange Transit Work Plan Project Request Form Transit Services	FY START DATE	7/1/2020
20GOT_TS5			FY 2021	
Unique Request ID: [FY Project Start Year]	20			
[Three letter Agency]	GOT			
[Project Type]	TS			
[Unique Number]	005			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Route ODX	GoTriangle	Erik Landfried	Current Year	\$ 178,500
Estimated Start Date	Estimated Completion	Notes		
Already implemented	N/A			
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
A new Orange-Durham Express route was implemented, linking Mebane, Efland, and Hillsborough in Orange County to the Duke & VA Medical Centers and downtown Durham during weekday peak hours. Costs are allocated 50% to Durham County and 50% to Orange.				

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
I-85, I-40, US-70, and NC-147 between the Orange County line and downtown Durham	People traveling between Orange County and Durham at peak times	Ability to Park-and-Ride to major employers in Durham, plus reverse commute access for Durham residents to Orange County employers

Project Monitoring Details

Operating Projects

For bus operating projects, please provide:

a) Target Start Date	Already implemented
b) Span	Weekday: 5:45 AM - 8:55 AM and 4:00 PM - 7:10 PM
c) Frequency	Every 15 minutes
d) Assets Used	GoTriangle vehicles
e) Geographic Termini	Efland-Cheeks Community Center - Durham Station
f) Major Market Destinations Served	Mebane Cone Health P&R, Durham Tech OCC, Downtown Hillsborough, Duke & VA Medical Centers, Downtown Durham
g) Revenue Hours	Weekday: 10.83 (all from this project)

Finance Estimates

Revenue							
Tax Revenue		FY20	FY21	FY22	FY23	FY24	Total
Durham - Orange County Tax Revenue		168,688	178,500	183,000	187,600	192,300	910,088
Other Revenue							
Federal							-
State							-
Farebox							-
Subtotal Other		-	-	-	-	-	-
TOTAL REVENUE		168,688	178,500	183,000	187,600	192,300	910,088

Transit Operations: Estimated appropriations to support expenses.

Cost Break Down of Project Request							
OPERATING COSTS		FY20	FY21	FY22	FY23	FY24	Total
Growth Factors			2.50%	2.50%	2.50%	2.50%	
Salary & Fringes		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contracts		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bus Operations:							
Estimated Hours		1,328.25	1,370.00	1,370.00	1,370.00	1,370.00	
Cost per Hour		\$ 127.00	\$ 130.31	\$ 133.57	\$ 136.91	\$ 140.33	
Estimated Operating Cost		\$ 168,687.75	\$ 178,500.00	\$ 183,000.00	\$ 187,600.00	\$ 192,300.00	\$ 910,087.75
Bus Leases		\$ -	\$ -	\$ -	\$ -	\$ -	
Park & Ride Lease		\$ -	\$ -	\$ -	\$ -	\$ -	
Other -Bus (Describe)		\$ -	\$ -	\$ -	\$ -	\$ -	
Other -Bus (Describe)		\$ -	\$ -	\$ -	\$ -	\$ -	
Subtotal: Bus Operations		\$ 168,687.75	\$ 178,500.00	\$ 183,000.00	\$ 187,600.00	\$ 192,300.00	\$ 910,087.75
Other (Describe)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL OPERATING COSTS		\$ 168,687.75	\$ 178,500.00	\$ 183,000.00	\$ 187,600.00	\$ 192,300.00	\$ 910,087.75

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

Unique Project ID#	Triangle Tax District Orange Transit Work Plan Project Request Form Transit Services	FY START DATE	7/1/2020
20GOT_TS6		FY 2021	
Unique Request ID: [FY Project Start Year]		20	
[Three letter Agency]		GOT	
[Project Type]		TS	
[Unique Number]	006		

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Route CRX Improvements	GoTriangle	Erik Landfried	Current Year	\$ 61,400
Estimated Start Date	Estimated Completion	Notes		
Already implemented	N/A			
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
Due to high demand for express service between Chapel Hill and Raleigh, additional trips were added to Route CRX (Chapel Hill - Raleigh Express). This project was originally charged 100% to Orange County, but proportionate additional investment from Wake County started in Wake's FY 2019 work plan.				

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
NC-54 and I-40 between UNC Chapel Hill and downtown Raleigh	People traveling between Chapel Hill and Raleigh at peak times	More options for trip times, and less crowding

Project Monitoring Details

Operating Projects

For bus operating projects, please provide:

a) Target Start Date	Already implemented
b) Span	Weekday: 5:45 AM - 9:55 AM and 3:00 PM - 7:40 PM
c) Frequency	Every 20-45 minutes
d) Assets Used	GoTriangle vehicles
e) Geographic Termini	Downtown Chapel Hill - GoRaleigh Station
f) Major Market Destinations Served	UNC Chapel Hill, NC State University, Downtown Raleigh
g) Revenue Hours	From project: 4.14 rev/h

Finance Estimates

Revenue							
Tax Revenue		FY20	FY21	FY22	FY23	FY24	Total
Durham - Orange County Tax Revenue		61,096	61,400	63,000	64,500	66,100	316,096
Other Revenue							
Federal							-
State							-
Farebox							-
Subtotal Other		-	-	-	-	-	-
TOTAL REVENUE		61,096	61,400	63,000	64,500	66,100	316,096

Transit Operations: Estimated appropriations to support expenses.

Cost Break Down of Project Request							
OPERATING COSTS		FY20	FY21	FY22	FY23	FY24	Total
Growth Factors			2.50%	2.50%	2.50%	2.50%	
Salary & Fringes		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contracts		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bus Operations:							
Estimated Hours		481.07	471.37	471.37	471.37	471.37	
Cost per Hour		\$ 127.00	\$ 130.31	\$ 133.57	\$ 136.91	\$ 140.33	
Estimated Operating Cost		\$ 61,095.89	\$ 61,400.00	\$ 63,000.00	\$ 64,500.00	\$ 66,100.00	\$ 316,095.89
Bus Leases		\$ -	\$ -	\$ -	\$ -	\$ -	
Park & Ride Lease		\$ -	\$ -	\$ -	\$ -	\$ -	
Other -Bus (Describe)		\$ -	\$ -	\$ -	\$ -	\$ -	
Other -Bus (Describe)		\$ -	\$ -	\$ -	\$ -	\$ -	
Subtotal: Bus Operations		\$ 61,095.89	\$ 61,400.00	\$ 63,000.00	\$ 64,500.00	\$ 66,100.00	\$ 316,095.89
Other (Describe)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL OPERATING COSTS		\$ 61,095.89	\$ 61,400.00	\$ 63,000.00	\$ 64,500.00	\$ 66,100.00	\$ 316,095.89

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

The rev/hours match Wake Transit, but it is lower than the amount of service provided.

Unique Project ID#	Triangle Tax District Orange Transit Work Plan Project Request Form Transit Services	FY START DATE	7/1/2020
20GOT_TS9		FY 2021	
Unique Request ID: [FY Project Start Year]		20	
[Three letter Agency]		GOT	
[Project Type]		TS	
[Unique Number]	009		

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Route 405 Improvements	GoTriangle	Erik Landfried	Current Year	\$ 20,600
Estimated Start Date	Estimated Completion	Notes		
Already implemented	N/A			
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
Due to high demand for express service between Durham and Chapel Hill, additional trips were added to Route 405. This project is charged 50% to Durham County and 50% to Orange County.				

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
US 15-501 corridor between Durham Station/Duke University and Chapel Hill/Carrboro	People traveling between Durham and Chapel Hill at peak times	More options for trip times, and less crowding

Project Monitoring Details

Operating Projects

For bus operating projects, please provide:

a) Target Start Date	Already implemented
b) Span	Weekday: 5:45 AM - 9:50 AM and 3:10 PM - 7:20 PM
c) Frequency	Every 30 minutes
d) Assets Used	GoTriangle vehicles
e) Geographic Termini	Durham Station - Carrboro/UNC Hospitals
f) Major Market Destinations Served	Downtown Durham, Durke University, Chapel Hill, Carrboro
g) Revenue Hours	From project: 1,25 rev/h

Finance Estimates

Revenue

Tax Revenue		FY20	FY21	FY22	FY23	FY24	Total
Durham - Orange County Tax Revenue		38,397	20,600	21,100	21,600	22,200	123,897
Other Revenue							
Federal							-
State							-
Farebox							-
Subtotal Other		-	-	-	-	-	-
TOTAL REVENUE		38,397	20,600	21,100	21,600	22,200	123,897

Transit Operations: Estimated appropriations to support expenses.

Cost Break Down of Project Request

OPERATING COSTS		FY20	FY21	FY22	FY23	FY24	Total
Growth Factors			2.50%	2.50%	2.50%	2.50%	
Salary & Fringes		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contracts		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bus Operations:							
Estimated Hours		302.34	158.13	158.13	158.13	158.13	
Cost per Hour		\$ 127.00	\$ 130.31	\$ 133.57	\$ 136.91	\$ 140.33	
Estimated Operating Cost		\$ 38,397.18	\$ 20,600.00	\$ 21,100.00	\$ 21,600.00	\$ 22,200.00	\$ 123,897.18
Bus Leases		\$ -	\$ -	\$ -	\$ -	\$ -	
Park & Ride Lease		\$ -	\$ -	\$ -	\$ -	\$ -	
Other -Bus (Describe)		\$ -	\$ -	\$ -	\$ -	\$ -	
Other -Bus (Describe)		\$ -	\$ -	\$ -	\$ -	\$ -	
Subtotal: Bus Operations		\$ 38,397.18	\$ 20,600.00	\$ 21,100.00	\$ 21,600.00	\$ 22,200.00	\$ 123,897.18
Other (Describe)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL OPERATING COSTS		\$ 38,397.18	\$ 20,600.00	\$ 21,100.00	\$ 21,600.00	\$ 22,200.00	\$ 123,897.18

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

The cost had not been split between counties.

Unique Project ID#		Triangle Tax District Orange Transit Work Plan Project Request Form Transit Services	FY START DATE	7/1/2020
19GOT_TS8			FY 2021	
Unique Request ID: [FY Project Start Year]	19			
[Three letter Agency]	GOT			
[Project Type]	TS			
[Unique Number]	008			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Paratransit expansion	GoTriangle	Erik Landfried	Current Year	\$ 21,600
Estimated Start Date	Estimated Completion	Notes		
Not implemented, some addition starting August	N/A			
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
Due to span increases on Saturday, Sundays and holidays for Routes 400, 700, and 800, there are additional ADA paratransit costs incurred. These costs are split 64% to Durham County and 36% to Orange County.				

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
Durham and Orange Counties	ADA paratransit customers within 3/4 mile of Routes 400, 700, and 800	Federally required access for persons with disabilities

Project Monitoring Details

Operating Projects

For bus operating projects, please provide:

a) Target Start Date	Already implemented w/exception of Sunday span increase from 7-9pm and new holiday service
b) Span	Sat: 9:00PM - 11:00 PM, Sun/holiday: 7:00 AM - 9:00 PM
c) Frequency	Every 60 minutes
d) Assets Used	GoTriangle vehicles
e) Geographic Termini	3/4 mile of Routes 400, 700, 800
f) Major Market Destinations Served	Durham and Orange Counties
g) Revenue Hours	n/a

Finance Estimates

Revenue							
Tax Revenue	FY19	FY20	FY21	FY22	FY23	FY24	Total
Durham - Orange County Tax Revenue	19,001	21,000	21,600	22,200	22,800	23,400	130,001
Other Revenue							
Federal							-
State							-
Farebox							-
Subtotal Other	-	-	-	-	-	-	-
TOTAL REVENUE	19,001	21,000	21,600	22,200	22,800	23,400	130,001

Transit Operations: Estimated appropriations to support expenses.

Cost Break Down of Project Request							
OPERATING COSTS	FY19	FY20	FY21	FY22	FY23	FY24	Total
Growth Factors		10.77%	2.50%	2.50%	2.50%	2.50%	
Salary & Fringes			\$ -	\$ -	\$ -	\$ -	\$ -
Contracts			\$ -	\$ -	\$ -	\$ -	\$ -
Bus Operations:							
Estimated Hours	146.16	146.16	146.16	146.16	146.16	146.16	
Cost per Hour	\$ 130.00	\$ 144.00	\$ 148.00	\$ 152.00	\$ 156.00	\$ 160.00	
Estimated Operating Cost	\$ 19,000.80	\$ 21,000.00	\$ 21,600.00	\$ 22,200.00	\$ 22,800.00	\$ 23,400.00	\$ 130,000.80
Bus Leases			\$ -	\$ -	\$ -	\$ -	
Park & Ride Lease			\$ -	\$ -	\$ -	\$ -	
Other -Bus (Describe)			\$ -	\$ -	\$ -	\$ -	
Other -Bus (Describe)			\$ -	\$ -	\$ -	\$ -	
Subtotal: Bus Operations	\$ 19,000.80	\$ 21,000.00	\$ 21,600.00	\$ 22,200.00	\$ 22,800.00	\$ 23,400.00	\$ 130,000.80
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)			\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL OPERATING COSTS	\$ 19,000.80	\$ 21,000.00	\$ 21,600.00	\$ 22,200.00	\$ 22,800.00	\$ 23,400.00	\$ 130,000.80

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

Estimated hours is based on budgeted paratransit hours related to span increases for FY18 budget plus an assumption of 25% of the fixed route costs to provide additional Sunday span (7 to 9pm) and new holiday service.

Unique Project ID#		Triangle Tax District Orange Transit Work Plan Project Request Form Transit Services	FY START DATE	7/1/2020
21GOT_001			FY 2021	
Unique Request ID: (FY Project Start year)	21			
(Three letter Agency)	GOT			
(Project Type)	OO			
(Unique Number)	001			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Youth Gopass	GoTriangle	Eric Bergstraesser	Current Year	\$ 16,900
Estimated Start Date	Estimated Completion	Notes		
July 1, 2020		(Add notes as appropriate)		
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
For youth ages 13-18, transit agencies across Orange, Wake and Durham County will continue to offer a 'Youth GoPass' program. These fare passes are issued by GoTriangle, GoDurham, GoRaleigh, or GoCary with valid K-12 School ID Cards, or with transit agency issued identification cards. GoTriangle, GoDurham GoRaleigh, GoCary, and , in partnership with the respective County's, will continue to work with schools along triangle County's bus network to issue the passes. Passes will also continue to be available to those with a valid ID at GoDurham Station, GoRaleigh Station, the Town of Cary Finance Department, the GoTriangle Regional Transportation Center, public libraries, and regional centers. This project covers the cost of offsetting fares that would have been collected by GoTriangle in the county share of routes, in addition to purchasing the supplies needed for this program. The estimated cost is allocation of GoTriangle- Orange share of Youth GoPass boardings in Orange County				

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
Regional - Orange Share	For youth ages 13-18	Provides Transit access to the next generation of Transit riders.

Project Monitoring Details

Operating Projects

List any other relevant information not addressed.

Finance Estimates

Revenue						
Tax Revenue		FY21	FY22	FY23	FY24	Total
Orange County Tax Revenue		16,900	17,300	17,700	18,100	70,000
Other Revenue						
Federal						-
State						-
Other:						-
Subtotal Other		-	-	-	-	-
TOTAL REVENUE		16,900	17,300	17,700	18,100	70,000

Transit Operations: Estimated appropriations to support expenses.

Cost Break Down of Project Request						
OPERATING COSTS		FY21	FY22	FY23	FY24	Total
Growth Factors		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 -Bus (Describe)		\$ -	\$ -	\$ -	\$ -	
Other -Bus (Describe)		\$ -	\$ -	\$ -	\$ -	
Subtotal: Bus Operations		\$ -	\$ -	\$ -	\$ -	\$ -
Other Purchase of a Service		\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)		\$ 16,900.00	\$ 17,300.00	\$ 17,700.00	\$ 18,100.00	\$ 70,000.00
Other (Describe)		\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL OPERATING COSTS		\$ 16,900.00	\$ 17,300.00	\$ 17,700.00	\$ 18,100.00	\$ 70,000.00

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

Route	Per Boarding	CY2019 Actual	CY2019 Cost	FY2021 Proj.	FY2021 Cost
400	\$0.50	4,153	\$2,076.50	7,051	\$3,525.50
405	\$0.50	1,873	\$936.50	2,851	\$1,425.50
420	\$1.00	53	\$53.00	53	\$53.00
800	\$0.50	5,388	\$2,694.00	8,490	\$4,245.00
805	\$0.50	11,576	\$5,788.00	11,576	\$5,788.00
ODX	\$0.625	924	\$577.50	924	\$577.50
Sub.		23,967	\$12,125.50	30,945	\$15,614.50
CRX	\$0.625	1,460	\$912.50	2,042	\$1,276.25
Total		25,427	\$13,038.00	32,987	\$16,890.75

Unique Project ID#		Triangle Tax District Orange Transit Work Plan Project Request Form Transit Services	FY START DATE	7/1/2020
21GOT_002			FY 2021	
Unique Request ID: (FY Project Start year)	21			
(Three letter Agency)	GOT			
(Project Type)	OO			
(Unique Number)	002			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Fare Collection Improvements (D)	GoTriangle	Eric Bergstraesser	Current Year	\$ 18,000
Estimated Start Date	Estimated Completion	Notes		
July 1, 2020		(Add notes as appropriate)		

Project Description *Enter below a summary of the project that may later be used for the Transit Work Plan.*

This project will cover the annual costs associated with updated mobile ticketing technology for GoTriangle buses. Share of cost based on FY19 boardings reported in Orange County.

This project request also allocates a portion of hold harmless against any reduction of fare revenue as a result of implementing this uniform fare strategy. The regional fare-working groups priorities include (1) Improving Pass Distribution and Sales; (2) Balance Revenue and Ridership Goals; (3) Improve the Passenger Experience; (4) Improve Regional Coordination; (5) Make Transit an Affordable Option; and (6) Explore New Fare Technologies. These earmarked funds will be estimated and will be dependent on the final methodology developed by a Fare Working Group.

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
Regional - Orange Share	Durham, Orange and Wake County	To improve the transit passengers' experience.

Project Monitoring Details

List any other relevant information not addressed.

Finance Estimates

Revenue						
Tax Revenue		FY21	FY22	FY23	FY24	Total
Orange County Tax Revenue		18,000	18,500	19,000	19,500	75,000
Other Revenue						
Federal						-
State						-
Other:						-
Subtotal Other		-	-	-	-	-
TOTAL REVENUE		18,000	18,500	19,000	19,500	75,000

Transit Operations: Estimated appropriations to support expenses.

Cost Break Down of Project Request						
OPERATING COSTS		FY21	FY22	FY23	FY24	Total
Growth Factors		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 -Bus (Describe)		\$ -	\$ -	\$ -	\$ -	
Other -Bus (Describe)		\$ -	\$ -	\$ -	\$ -	
Subtotal: Bus Operations		\$ -	\$ -	\$ -	\$ -	\$ -
Other Purchase of a Service		\$ 18,000.00	\$ 18,500.00	\$ 19,000.00	\$ 19,500.00	\$ 75,000.00
Other (Describe)		\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)		\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL OPERATING COSTS		\$ 18,000.00	\$ 18,500.00	\$ 19,000.00	\$ 19,500.00	\$ 75,000.00

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

Orange Share of GoTriangle boardings in FY19 was 429,247 and informed the estimated share of Mobile Ticketing Transaction fee of \$12,000 and hold harmless proposed estimate for FY21 of \$6,000 and will be refined based on uniform fare policy across the region.

Unique Project ID#		Triangle Tax District Orange Transit Work Plan Project Request Form Capital	FY START DATE	7/1/2020
18GOT_CD11			FY 2021	
Unique Request ID: (FY Project Start year)	18			
[Three letter Agency]	GOT			
[Project Type]	CD			
[Unique Number]	011			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Mebane Park and Ride Feasibility Study	GoTriangle	Jay Heikes	Current Year	\$ 10,000
Estimated Start Date	Estimated Completion	Notes		
October 1, 2020	June 30, 2021	(Add notes as appropriate)		
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
Establish site parameters and evaluation criteria for a 150-200 space park and ride to be shared by GoTriangle, PART, and Orange County Public Transit. Identify up to five candidate sites. Screen sites and select preferred site and an alternate site. Develop 10% conceptual design for a preferred location and a possible alternate. BGMPO TAC approved UPWP FY21 request at its January 2020 meeting. PART, Orange County, City of Mebane have all expressed written support of this funding reallocation.				

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
Mebane	City of Mebane and Western Orange County Residents. GoTriangle ODX, Part 4, and Alamance-Orange Connector riders	Increased park and ride capacity; improved stop amenities

Project Monitoring Details

Quantitative and Qualitative Outcomes	**Please list up to 3 Quantitative metrics and 1 Qualitative			
Increased Park and ride capacity by 100-150 spaces (50 existing spaces)	Increased ridership	Fewer Customer complaints	Qualitative	Improved Customer Satisfaction

List any other relevant information not addressed.

Cone Health has not been supportive of stop improvements in the current location or an increase in the number of leased spaces. Currently 50 spaces are leased, average daily park and ride use is 80 between GoTriangle and PART.

Finance Estimates

Estimated Project Revenues:

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

Revenue							
Tax Revenue	FY19 (Actuals)	FY20 (Budget)	FY21	FY22	FY23	FY24	Total
Orange County Tax Revenue	-	10,630		-	-	-	10,630
Other Revenue							
Federal - Approved BGMPO UPWP FY21			\$ 40,000				40,000
State							-
Other:							-
Subtotal Other	-	-	40,000	-	-	-	40,000
TOTAL REVENUE	-	10,630	40,000	-	-	-	50,630

Transit Capital Development: Estimated appropriations to support contractual commitments and other expenses related to proposed capital projects.

Cost Break Down of Project Request							
CAPITAL COSTS	FY19 (Actuals)	FY20 (Budget)	FY21	FY22	FY23	FY24	Total
Feasibility or Other Studies			\$ 10,630				\$ 10,630
Land - Right of Way							\$ -
Design & Engineering							\$ -
Construction - Implementation							\$ -
Equipment							\$ -
Other (Describe)							\$ -
TOTAL CAPITAL COSTS	-	-	10,630	-	-	-	10,630

Assumptions for Costs and Revenues Above:

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

Unique Project ID#		Triangle Tax District Orange Transit Work Plan Project Request Form Capital	FY START DATE	7/1/2020
21GOT_VP1			FY 2021	
Unique Request ID: (FY Project Start Year)	21			
(Three letter Agency)	GOT			
(Project Type)	VP			
(Unique Number)	001			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Vehicle acquisition and replacement	GoTriangle	Eric Bergstraesser	Current Year	\$ 903,000
Estimated Start Date	Estimated Completion	Notes		
July 1, 2020		(Add notes as appropriate)		
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
GoTriangle implemented a level buying bus acquisition strategy that will replace 1/12th of the fleet per year. The strategy includes approximately 10 vehicle re-powers (per-year) with an ultimate goal of having a fleet average age of 6 years. Previous Adopted Transit Plans have allocated \$1.9M for a combination of New and Replacement buses. Based on current knowledge of the GoTriangle fleet size starting in FY21, there is an urgent need to replace expansion service provided in the County since 2013. The addition to Transit funded routes have added to the wear and tear of the current fleet at a very accelerated rate. The proposed strategy will allow GoTriangle to maintain the current fleet size with meeting the goal of reliable transportation for the residents within the County. GoTriangle anticipates approximately \$1.8M is expected to be available entering FY21 and would utilize those funds before a new funding request to new Orange Transit Plan. Based on early estimation that request would occur in FY23. The Board Adopted Bus Plan allocated funds of ~\$15.8M for GoTriangle from FY21 to FY27. This strategy changes the allocation of a 100% funding for "new buses" and a smaller % for replacement buses GoTriangle created a calculation based on the breakdown of (GoTriangle) mileage by Orange and Non-Orange mileage based on the current Transit Bus Plan and the expected Route sponsors are listed below. If new routes/services (packages) are assigned in the County to GoTriangle additional Buses might be needed to be purchased and an additional project sheet might be submitted in a subsequent year. Since this allocation is based on the Adopted Multiyear Bus Plan it includes the expectation of CRT services occurring beyond FY27 which impact the FY27 mileage allocation.				

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
Regional - Orange Share	Durham, Orange and Wake County	* A Set of capital projects to improve the transit passengers' experience and service reliability.

Project Monitoring Details

Quantitative and Qualitative Outcomes ****Please list up to 3 Quantitative metrics and 1 Qualitative**

Improvement of passenger experience	Service reliability		Qualitative	

List any other relevant information not addressed.

Miles Breakout based on Orange Transit Bus Plan

Expected Miles (Orange) - FY21 (20%) - Expected Miles (Non-Orange) - FY21 (80%)
 Expected Miles (Orange) - FY22 (20%) - Expected Miles (Non-Orange) - FY22 (80%)
 Expected Miles (Orange) - FY23 (18%) - Expected Miles (Non-Orange) - FY23 (72%)
 Expected Miles (Orange) - FY24 (18%) - Expected Miles (Non-Orange) - FY24 (72%)
 Expected Miles (Orange) - FY25 (18%) - Expected Miles (Non-Orange) - FY25 (72%)
 Expected Miles (Orange) - FY26 (18%) - Expected Miles (Non-Orange) - FY26 (72%)
 Expected Miles (Orange) - FY27 (18%) - Expected Miles (Non-Orange) - FY27 (72%)

Finance Estimates

Estimated Project Revenues:

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

Revenue							
Tax Revenue	FY19 (Actuals)	FY20 (Budget)	FY21	FY22	FY23	FY24	Total
Orange County Tax Revenue	-	-	903,000	903,000	-	-	1,806,000
Other Revenue							
Federal							-
State							-
Other:							-
Subtotal Other	-	-	-	-	-	-	-
TOTAL REVENUE	-	-	903,000	903,000	-	-	1,806,000

Transit Capital Development: Estimated appropriations to support contractual commitments and other expenses related to proposed capital projects.

Cost Break Down of Project Request

CAPITAL COSTS	FY19 (Actuals)	FY20 (Budget)	FY21	FY22	FY23	FY24	Total
Feasibility or Other Studies							\$ -
Land - Right of Way							\$ -
Design & Engineering							\$ -
Construction - Implementation							\$ -
Equipment							\$ -
Other (Describe)			\$ 903,000	\$ 903,000			\$ 1,806,000
TOTAL CAPITAL COSTS	-	-	903,000	903,000	-	-	1,806,000

Assumptions for Costs and Revenues Above:

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

Estimated Vehicle acquisition share based on level buying program distributed proportionately on vehicle miles in each county. By FY21, GoTriangle would have provided an estimated 820,561 expansion vehicle miles in Orange County

Unique Project ID#		Triangle Tax District Orange Transit Work Plan Project Request Form Capital	FY START DATE	7/1/2020
21GOT_CO1			FY 2021	
Unique Request ID: [FY Project Start Year]	21			
[Three letter Agency]	GOT			
[Project Type]	CO			
[Unique Number]	001			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Origin Destination Survey	GoTriangle	Jay Heikes	Current Year	\$ 250,000
Estimated Start Date	Estimated Completion	Notes		
July 1, 2020	June 30, 2021	(Add notes as appropriate)		
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
Tablet Based Transit-On-Board Origin-Destination Survey to record transit travel behavior and produce data available for analysis about transit travel markets. This information is an essential input into both the Triangle Regional Model and FTA's Simplified Trips on Project Software. All projects in CIG rely on this data. All projects that receive state funding also rely on this data. This last transit-on-board survey was conducted in 2014 in Orange and Durham and in 2015 for Wake. The FY21 Wake County Transit Plan has funding to conduct surveys for all Wake County Transit agencies in Fall of 2020. FTA and industry best practice is to conduct a regional survey at a single point in time. Doing so will allow for more timely and less costly post-processing than if studies were conducted in different time windows and by different vendors. This funding is essential to create a single, up-to-date regional transit-on-board origin-destination survey.				

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
Orange County	All existing and future transit riders	1. Up-to-date Data necessary for Service and Capital Planning 2. Enable data-driven decisions on future transit plan investments

Project Monitoring Details

Quantitative and Qualitative Outcomes **Please list up to 3 Quantitative metrics and 1 Qualitative

			Qualitative	

List any other relevant information not addressed.

Finance Estimates

Estimated Project Revenues:

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

Revenue							
Tax Revenue	FY19 (Actuals)	FY20 (Budget)	FY21	FY22	FY23	FY24	Total
Orange County Tax Revenue	-	-	250,000	-	-	-	250,000
Other Revenue							
Federal							-
State							-
Other:							-
Subtotal Other	-	-	-	-	-	-	-
TOTAL REVENUE	-	-	250,000	-	-	-	250,000

Transit Capital Development: Estimated appropriations to support contractual commitments and other expenses related to proposed capital projects.

Cost Break Down of Project Request							
CAPITAL COSTS	FY19 (Actuals)	FY20 (Budget)	FY21	FY22	FY23	FY24	Total
Feasibility or Other Studies			\$ 250,000				\$ 250,000
Land - Right of Way							\$ -
Design & Engineering							\$ -
Construction - Implementation							\$ -
Equipment							\$ -
Other (Describe)							\$ -
TOTAL CAPITAL COSTS	-	-	250,000	-	-	-	250,000

Assumptions for Costs and Revenues Above:

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

estimate based on actual cost to complete this survey work in 2014, inclusion of Duke Transit, and cost escalation / CPI

Unique Project ID#	Triangle Tax District Orange Transit Work Plan Project Request Form Capital	FY START DATE	7/1/2020	
21GOT_CO2		FY 2021		
Unique Request ID: [FY Project Start Year]		21		
[Three letter Agency]		GOT		
[Project Type]		CO		
[Unique Number]	002			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
GoTriangle Short Range Transit Plan	GoTriangle	Erik Landfried	Current Year	\$ 31,250
Estimated Start Date	Estimated Completion	Notes		
January 1, 2021	January 1, 2022	(Add notes as appropriate)		
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
Upon completion of the Orange County Transit Plan update, GoTriangle will need to put together an updated Short Range Transit Plan that includes the service adjustments envisioned in updates to all three County plans (Durham, Orange, and Wake). This project represents 12.5% of the cost of that planning effort, which is the same assumption being made for similar capital project studies that include all three counties, including the Regional Transit Center relocation study.				

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
n/a	A consolidated Short Range Transit Plan will allow GoTriangle to effectively deliver the projects it sponsors.	A GoTriangle SRTP will provide more details on operating projects and associated capital projects along with an updated fleet plan. This is key for effectively managing our resources and will make it much easier to populate future work plans.

Project Monitoring Details

Quantitative and Qualitative Outcomes ****Please list up to 3 Quantitative metrics and 1 Qualitative**

Final GoTriangle Short Range Transit Plan			Qualitative	

List any other relevant information not addressed.

Finance Estimates

Estimated Project Revenues:

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

Revenue	FY19 (Actuals)	FY20 (Budget)	FY21	FY22	FY23	FY24	Total
Tax Revenue							
Orange County Tax Revenue	-	-	31,250	-	-	-	31,250
Other Revenue							
Federal							-
State							-
Other:							-
Subtotal Other	-	-	-	-	-	-	-
TOTAL REVENUE	-	-	31,250	-	-	-	31,250

Transit Capital Development: Estimated appropriations to support contractual commitments and other expenses related to proposed capital projects.

Cost Break Down of Project Request

CAPITAL COSTS	FY19 (Actuals)	FY20 (Budget)	FY21	FY22	FY23	FY24	Total
Feasibility or Other Studies			\$ 31,250				\$ 31,250
Land - Right of Way							\$ -
Design & Engineering							\$ -
Construction - Implementation							\$ -
Equipment							\$ -
Other (Describe)							\$ -
TOTAL CAPITAL COSTS	-	-	31,250	-	-	-	31,250

Assumptions for Costs and Revenues Above:

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

The GoTriangle Short Range Transit Plan is estimated to cost \$250,000. \$31,250 is 12.5% of the total cost, which is the same assumption being made for similar capital project studies that include all three counties, including the Regional Transit Center relocation study.

Unique Project ID#		Triangle Tax District Orange Transit Work Plan Project Request Form Capital	FY START DATE	7/1/2020
21GOT_C03			FY 2021	
Unique Request ID: (FY Project Start year)	21			
(Three letter Agency)	GOT			
(Project Type)	CO			
(Unique Number)	003			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Transit Facilities Study	GoTriangle	Jay Heikes	Current Year	\$ 37,500
Estimated Start Date	Estimated Completion	Notes		
July 1, 2020	June 30, 2021	(Add notes as appropriate)		
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
Included in this study would be an assessment of the existing facility space, capacity, and work-flow efficiency of the Nelson Road BOMF. It will also include elements of a larger GoTriangle fleet and facilities plan including possible relocation and/or expansion of the Nelson Road BOMF following on the recently completed facility assessment. The goal would be to conduct a coordinated regional maintenance, storage, and charging station facility study. The study will also include a regional electric bus charging infrastructure needs assessment. In FY18 cost share was split only between GoTriangle CIP and Wake Transit. The 37,500 would allow for 1) the (6.25%) Orange Share of the Nelson Road BOMF assessment and relocation / expansion feasibility study and 2) the Orange share (6.25%) for a regional electrical bus charging infrastructure needs assessment. This second study is made possible by re-directing \$50,000 of GoTriangle CIP and \$31,250 of Wake Transit Plan funds for the specific purpose of electrical vehicle charging infrastructure .				

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
GoTriangle Nelson Road BOMF	Safe and Reliable buses for all transit riders	1. Improve Bus Operations Efficiency 2. Determine future capacity needs

Project Monitoring Details

Quantitative and Qualitative Outcomes		**Please list up to 3 Quantitative metrics and 1 Qualitative	
Increased Capacity to store and maintain vehicles	Increased Customer Satisfaction scores in rider surveys		Qualitative

List any other relevant information not addressed.

Finance Estimates

Estimated Project Revenues:

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

Revenue							
Tax Revenue	FY 18 (Actuals)	FY20 (Budget)	FY21	FY22	FY23	FY24	Total
Orange County Tax Revenue		-	37,500	-	-	-	37,500
Other Revenue							
Other: Durham			\$ 975,000				975,000
Other: FY18 GoTriangle CIP		\$ 300,000					300,000
Other: FY18 Wake		\$ 200,000					200,000
Subtotal Other	-	500,000	975,000	-	-	-	1,475,000
TOTAL REVENUE	-	500,000	1,012,500	-	-	-	1,512,500

Transit Capital Development: Estimated appropriations to support contractual commitments and other expenses related to proposed capital projects.

Cost Break Down of Project Request							
CAPITAL COSTS	FY19 (Actuals)	FY20 (Budget)	FY21	FY22	FY23	FY24	Total
Feasibility or Other Studies		\$ 500,000	\$ 1,012,500				\$ 1,512,500
Land - Right of Way							\$ -
Design & Engineering							\$ -
Construction - Implementation							\$ -
Equipment							\$ -
Other (Describe)							\$ -
TOTAL CAPITAL COSTS	-	500,000	1,012,500	-	-	-	1,512,500

Assumptions for Costs and Revenues Above:

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

1. GoTriangle / Nelson Road Regional BOMF -- 500K (50% GoTriangle, 6.25% Orange, 12.5% Durham, 31.25% Wake) (WAS: FY18: GoTriangle \$300,000; Wake 200,000) (Added Cost share to Durham and Orange - using same proportion as RTC Study - applied to the 50% not covered by GoTriangle CIP)
2. Regional Charging Infrastructure (NEW, funded primarily from left-overs from adding Durham and Orange Cost share to the Nelson Road BOMF) -- 112500 (62,500 GoTriangle, 31,250 Wake, 12,500 Durham, 6,250 Orange)

**Orange County / OrangePublicTransit
Summary of Project Requests**

OPERATING

Summary of Project Requests (Administration and Operations)		Authorized Appropriation		Requested Appropriation	
		FY20		FY21	
19OPT_TS1	Continuation of Transit Services	\$	275,061	\$	286,400
19OPT_TS2	Increased Cost of Existing Services	\$	93,364	\$	78,700
20OPT_TS2	Alamance (Health) Connector	\$	120,640	\$	-
20OPT_TS3	Cedar Grove - Durham Express	\$	60,320	\$	-
20OPT_TS4	Hillsborough Circulator Expansion	\$	30,160	\$	30,200
20OPT_TS5	Hillsborough Circulator II	\$	94,656	\$	221,600
20OPT_TS6	Mobility on Demand	\$	36,192	\$	126,900

Total Operating Requests	\$	710,393	\$	743,800

CAPITAL

Summary of Project Requests (Capital)		Authorized Appropriation		Requested Appropriation	
		FY20		FY21	
19OPT_CD1	Bus Stop Improvement (5 OPT Stops) Short Term	\$	137,864	\$	Re
20OPT_CD1	15 OPT Bus Stop Signs	\$	1,594	\$	Re
20OPT_CD2	Hillsborough Park-and-Ride - 3(Orange County -Construction)	\$	800,000	\$	Re
19OPT_VP1	OPT Vehicle Purchases	\$	35,731	\$	Re
20OPT_VP2	OPT Vehicle Purchases	\$	43,926	\$	Re
19OPT_AD1	AVL	\$	43,073	\$	Re
20OPT_AD2	Planning for new Transit Plan	\$	500,000	\$	Re
20OPT_VP3	OPT Vehicle Purchases	\$	229,500	\$	Re

Total Capital Requests	\$	1,791,688	\$	-

Total Requested	\$	2,502,081	\$	743,800

 = New project request - (Highlight in Orange)

Total Operating (Agency)

Tax District Administration	\$0	\$0
Transit Plan Administration	\$0	\$0
Transit Operations	\$710,393	\$743,800

FY2021 Transit Plan Allocation

LESS: Total Requested	\$0	\$0
Transit Plan Allocation Remaining (shortfall)	-	-

Total Capital (Agency)

Transit Infrastructure	\$939,458	\$0
Vehicle Acquisition	\$309,157	\$0
BRT	\$0	\$0
LRT	\$0	\$0
CRT	\$0	\$0
Capital Planning	\$43,073	\$0
Transit Plan Development	\$500,000	\$0

FY2021 Transit Plan Allocation

LESS: Total Requested	\$1,791,688	\$0
Transit Plan Allocation Remaining (shortfall)	1,791,688	-

Unique Project ID#		Triangle Tax District Orange Transit Work Plan Project Request Form Transit Services	FY START DATE	7/1/2020
19OPT_TS1			FY 2021	
Unique Request ID: (FY Project Start year)	19			
(Three letter Agency)	OPT			
(Project Type)	TS			
(Unique Number)	001			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Continuation of Transit Services	OrangePublicTransit\OC	Theo Letman	Current Year	\$ 286,400
Estimated Start Date	Estimated Completion	Notes		
July 1, 2020				
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
Continuation of the Hillsborough Circulator: to include 8 existing hours and 1 new planned expansion hour per day. Continuation of the Orange Chapel Hill Midday Connector: Nine (9) new expansion hour per day. Twelve (12) hours operated total- 3 existing hours not charged against the plan. The budgeted cost per revenue hour of service is \$58, compared with a cost of \$49.73 per revenue hour in FY2017. In FY2017, OCPT operated 4118 revenue hour of bus service. OCPT will use these funds to cover a portion of the increased cost of the pre-existing services in FY2018. US 70 Midday fixed route service will operate five (5) hours/day 10am-3pm Mon-Fri connecting Hillsborough and Mebane serving transit dependant populations with services to medical, shopping and employment destinations. 1,250 annual hours. Three new zonal routes will operate 5 hours per day of deviated fixed route service two-days per week in each of three zones. Zonal routes will provide new flexible general public route options serving rural areas in Northeast, Northwest and Southern Orange County. 1,560 annual hours (520 hours per zone)				

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
Orange County	Orange County residents	Continuation of existing transit services and expansion of routes

Project Monitoring Details

Operating Projects

For bus operating projects, please provide:

a) Target Start Date	7/1/2018
b) Span	annually
c) Frequency	
d) Assets Used	LTV
e) Geographic Termini	Orange County
f) Major Market Destinations Served	
g) Revenue Hours	7310

List any other relevant information not addressed.

Finance Estimates

Revenue						
Tax Revenue		FY21	FY22	FY23	FY24	Total
Durham County Tax Revenue		286,400	301,000	315,700	330,300	1,233,400
Other Revenue						
Federal						-
State						-
Other:		\$ 159,500.00	\$ 159,500.00	\$ 159,500.00	\$ 159,500.00	638,000
Subtotal Other		159,500	159,500	159,500	159,500	638,000
TOTAL REVENUE		445,900	460,500	475,200	489,800	1,871,400

Transit Operations: Estimated appropriations to support expenses.

Cost Break Down of Project Request						
OPERATING COSTS		FY21	FY22	FY23	FY24	Total
Growth Factors		2.50%	2.50%	2.50%	2.50%	
Salary & Fringes		\$ -	\$ -	\$ -	\$ -	\$ -
Contracts		\$ -	\$ -	\$ -	\$ -	\$ -
Bus Operations:						
Estimated Hours		\$ 7,310.00	\$ 7,310.00	\$ 7,310.00	\$ 7,310.00	
Cost per Hour		\$ 61.00	\$ 63.00	\$ 65.00	\$ 67.00	
Estimated Operating Cost		\$ 445,900.00	\$ 460,500.00	\$ 475,200.00	\$ 489,800.00	\$ 1,871,400.00
Bus Leases		\$ -	\$ -	\$ -	\$ -	
Park & Ride Lease		\$ -	\$ -	\$ -	\$ -	
Other -Bus (Describe)		\$ -	\$ -	\$ -	\$ -	
Other -Bus (Describe)		\$ -	\$ -	\$ -	\$ -	
Subtotal: Bus Operations		\$ 445,900.00	\$ 460,500.00	\$ 475,200.00	\$ 489,800.00	\$ 1,871,400.00
Other Purchase of a Service		\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)		\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)		\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL OPERATING COSTS		\$ 445,900.00	\$ 460,500.00	\$ 475,200.00	\$ 489,800.00	\$ 1,871,400.00

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

NOTE: Other sources of revenue includes urbanized area funds that are subject to change. Current forecasts are estimates and are liable to federal fund allocation changes in future years. OCPT will update Other revenue sources each workplan year based on known allocation at the time.

Unique Project ID#		Triangle Tax District Orange Transit Work Plan Project Request Form Transit Services	FY START DATE	7/1/2020
19OPT_TS2			FY 2021	
Unique Request ID: (FY Project Start year)	19			
(Three letter Agency)	OPT			
(Project Type)	TS			
(Unique Number)	002			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Increased Cost of Existing Services	OrangePublicTransit\OC	Theo Letman	Current Year	\$ 78,700
Estimated Start Date	Estimated Completion	Notes		
July 1, 2020				
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
The original Orange County Bus and Rail Investment Plan based operating cost on \$49 per hour. Since then operating costs have risen to \$59. In order to continue to fund these services, Orange County Public Transportation utilizes funds from the Orange County Transit Plan to offset some of these cost.				

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
Orange County	Orange County residents	Continuation of existing transit services and expansion of routes

Project Monitoring Details

Operating Projects

For bus operating projects, please provide:

a) Target Start Date	7/1/2019
b) Span	
c) Frequency	
d) Assets Used	
e) Geographic Termini	
f) Major Market Destinations Served	
g) Revenue Hours	

List any other relevant information not addressed.

Finance Estimates

Revenue						
Tax Revenue		FY21	FY22	FY23	FY24	Total
Durham County Tax Revenue		78,700	80,700	82,700	84,800	326,900
Other Revenue						
Federal						-
State						-
Other:						-
Subtotal Other		-	-	-	-	-
TOTAL REVENUE		78,700	80,700	82,700	84,800	326,900

Transit Operations: Estimated appropriations to support expenses.

Cost Break Down of Project Request						
OPERATING COSTS		FY21	FY22	FY23	FY24	Total
Growth Factors		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 -Bus (Describe)		\$ -	\$ -	\$ -	\$ -	
Other -Bus (Describe)		\$ -	\$ -	\$ -	\$ -	
Subtotal: Bus Operations		\$ -	\$ -	\$ -	\$ -	\$ -
Other Purchase of a Service		\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)		\$ 78,744.00	\$ 80,712.60	\$ 82,730.42	\$ 84,798.68	\$ 326,985.69
Other (Describe)		\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL OPERATING COSTS		\$ 78,700.00	\$ 80,700.00	\$ 82,700.00	\$ 84,800.00	\$ 326,985.69

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

FY21 estmed based on GoTriangle ICES memo dated January 13, 2020

Unique Project ID#		Triangle Tax District Orange Transit Work Plan Project Request Form Transit Services	FY START DATE	7/1/2020
20OPT_TS2			FY 2021	
Unique Request ID: (FY Project Start year)	20			
(Three letter Agency)	OPT			
(Project Type)	TS			
(Unique Number)	002			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Alamance (Health) Connector	OrangePublicTransit\OC	Theo Letman	Current Year	\$ -
Estimated Start Date	Estimated Completion	Notes		
July 1, 2020				
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
Expansion Project to provide transportation service from the Alamance corridor to UNC Hillsborough, Durham Tech, Weaver St Market, and the Health Department and servicing Hwy 70 in the mid-day.				

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
Orange County, Hillsborough	Orange County residents	Better bus services and expanded service area

Project Monitoring Details

Operating Projects

For bus operating projects, please provide:

a) Target Start Date	
b) Span	
c) Frequency	
d) Assets Used	
e) Geographic Termini	
f) Major Market Destinations Served	
g) Revenue Hours	

List any other relevant information not addressed.

1. Provide connecting service to an underserved area via service to the Health Dept

Finance Estimates

Revenue						
Tax Revenue		FY21	FY22	FY23	FY24	Total
Durham County Tax Revenue		-	-	-	-	-
Other Revenue						
Federal						-
State						-
Other:						-
Subtotal Other		-	-	-	-	-
TOTAL REVENUE		-	-	-	-	-

Transit Operations: Estimated appropriations to support expenses.

Cost Break Down of Project Request						
OPERATING COSTS		FY21	FY22	FY23	FY24	Total
Growth Factors		2.50%	2.50%	2.50%	2.50%	
Salary & Fringes		\$	-	\$	-	\$ -
Contracts		\$	-	\$	-	\$ -
Bus Operations:						
Estimated Hours		\$	-	\$	-	\$ -
Cost per Hour		\$ 61.00	\$ 63.00	\$ 65.00	\$ 67.00	
Estimated Operating Cost		\$ -	\$ -	\$ -	\$ -	\$ -
Bus Leases		\$	-	\$	-	\$ -
Park & Ride Lease		\$	-	\$	-	\$ -
Other -Bus (Describe)		\$	-	\$	-	\$ -
Other -Bus (Describe)		\$	-	\$	-	\$ -
Subtotal: Bus Operations		\$ -	\$ -	\$ -	\$ -	\$ -
Other Purchase of a Service		\$	-	\$	-	\$ -
Other (Describe)		\$	-	\$	-	\$ -
Other (Describe)		\$	-	\$	-	\$ -
TOTAL OPERATING COSTS		\$ -	\$ -	\$ -	\$ -	\$ -

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

Unique Project ID#		Triangle Tax District Orange Transit Work Plan Project Request Form Transit Services	FY START DATE	7/1/2020
20OPT_TS3			FY 2021	
Unique Request ID: (FY Project Start year)	20			
(Three letter Agency)	OPT			
(Project Type)	TS			
(Unique Number)	003			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Cedar Grove - Durham Express	OrangePublicTransit\OC	Theo Letman	Current Year	\$ -
Estimated Start Date	Estimated Completion	Notes		
July 1, 2020				
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
Expansion Project to provide transportation service from the rural Cedar Grove corridor to Duke VA & Hospital, for ultimate connections to GoDurham & GoTriangle service.				

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
Orange & Durham Counties, Cedar Grove	Orange County residents	Better bus services and expanded service area

Project Monitoring Details

Operating Projects

For bus operating projects, please provide:

a) Target Start Date	
b) Span	
c) Frequency	
d) Assets Used	
e) Geographic Termini	
f) Major Market Destinations Served	Increased service connections to our regional partners
g) Revenue Hours	

List any other relevant information not addressed.

1. Provide a connecting express service, to an underserved rural area

Finance Estimates

Revenue						
Tax Revenue		FY21	FY22	FY23	FY24	Total
Durham County Tax Revenue		-	-	-	-	-
Other Revenue						
Federal						-
State						-
Other:						-
Subtotal Other		-	-	-	-	-
TOTAL REVENUE		-	-	-	-	-

Transit Operations: Estimated appropriations to support expenses.

Cost Break Down of Project Request						
OPERATING COSTS		FY21	FY22	FY23	FY24	Total
Growth Factors		2.50%	2.50%	2.50%	2.50%	
Salary & Fringes		\$	-	\$	-	\$ -
Contracts		\$	-	\$	-	\$ -
Bus Operations:						
Estimated Hours		\$	-	\$	-	\$ -
Cost per Hour		\$ 61.00	\$ 63.00	\$ 65.00	\$ 67.00	
Estimated Operating Cost		\$ -	\$ -	\$ -	\$ -	\$ -
Bus Leases		\$	-	\$	-	\$ -
Park & Ride Lease		\$	-	\$	-	\$ -
Other -Bus (Describe)		\$	-	\$	-	\$ -
Other -Bus (Describe)		\$	-	\$	-	\$ -
Subtotal: Bus Operations		\$ -	\$ -	\$ -	\$ -	\$ -
Other Purchase of a Service		\$	-	\$	-	\$ -
Other (Describe)		\$	-	\$	-	\$ -
Other (Describe)		\$	-	\$	-	\$ -
TOTAL OPERATING COSTS		\$ -	\$ -	\$ -	\$ -	\$ -

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

Unique Project ID#		Triangle Tax District Orange Transit Work Plan Project Request Form Transit Services	FY START DATE	7/1/2020
20OPT_TS4			FY 2021	
Unique Request ID: (FY Project Start year)	20			
(Three letter Agency)	OPT			
(Project Type)	TS			
(Unique Number)	004			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Hillsborough Circulator Expansion	OrangePublicTransit\OC	Theo Letman	Current Year	\$ 30,200
Estimated Start Date	Estimated Completion	Notes		
July 1, 2020				
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
Expansion Project to provide extended transportation service in Hillsborough Mon - Fri.				

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
Orange County, Hillsborough	Orange County residents	Peak service expansion

Project Monitoring Details

Operating Projects

For bus operating projects, please provide:

a) Target Start Date	
b) Span	
c) Frequency	
d) Assets Used	
e) Geographic Termini	
f) Major Market Destinations Served	
g) Revenue Hours	

List any other relevant information not addressed.

1. Providing extended service on Mon -Fri as requested by the public

Finance Estimates

Revenue						
Tax Revenue		FY21	FY22	FY23	FY24	Total
Durham County Tax Revenue		30,200	30,900	31,700	32,500	125,300
Other Revenue						
Federal						-
State						-
Other:						-
Subtotal Other		-	-	-	-	-
TOTAL REVENUE		30,200	30,900	31,700	32,500	125,300

Transit Operations: Estimated appropriations to support expenses.

Cost Break Down of Project Request						
OPERATING COSTS		FY21	FY22	FY23	FY24	Total
Growth Factors		2.50%	2.50%	2.50%	2.50%	
Salary & Fringes		\$	-	\$	-	\$ -
Contracts		\$	-	\$	-	\$ -
Bus Operations:						
Estimated Hours		\$	-	\$	-	\$ -
Cost per Hour		\$ 61.00	\$ 63.00	\$ 65.00	\$ 67.00	
Estimated Operating Cost		\$ -	\$ -	\$ -	\$ -	\$ -
Bus Leases		\$	-	\$	-	\$ -
Park & Ride Lease		\$	-	\$	-	\$ -
Other -Bus (Describe)		\$	-	\$	-	\$ -
Other -Bus (Describe)		\$	-	\$	-	\$ -
Subtotal: Bus Operations		\$ -	\$ -	\$ -	\$ -	\$ -
Other Purchase of a Service		\$	-	\$	-	\$ -
Other (Describe)		\$ 30,160.00	\$ 30,914.00	\$ 31,686.85	\$ 32,479.02	\$ 125,239.87
Other (Describe)		\$	-	\$	-	\$ -
TOTAL OPERATING COSTS		\$ 30,200.00	\$ 30,900.00	\$ 31,700.00	\$ 32,500.00	\$ 125,239.87

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

Unique Project ID#		Triangle Tax District Orange Transit Work Plan Project Request Form Transit Services	FY START DATE	7/1/2020
20OPT_TSS			FY 2021	
Unique Request ID: (FY Project Start year)	20			
(Three letter Agency)	OPT			
(Project Type)	TS			
(Unique Number)	005			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Hillsborough Circulator II	OrangePublicTransit\OC	Theo Letman	Current Year	\$ 221,600
Estimated Start Date	Estimated Completion	Notes		
July 1, 2020				
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
Expansion Project to increase frequency of transportation in Hillsborough.				

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
Orange County, Hillsborough	Orange County residents	Service expansion to increase bus frequency and shorten length of travel time

Project Monitoring Details

Operating Projects

For bus operating projects, please provide:

a) Target Start Date	
b) Span	
c) Frequency	
d) Assets Used	
e) Geographic Termini	
f) Major Market Destinations Served	
g) Revenue Hours	

List any other relevant information not addressed.

1. Providing additional service to Hillsborough residents

Finance Estimates

Revenue						
Tax Revenue		FY21	FY22	FY23	FY24	Total
Durham County Tax Revenue		221,600	228,000	234,600	241,300	925,500
Other Revenue						
Federal						-
State						-
Other:						-
Subtotal Other		-	-	-	-	-
TOTAL REVENUE		221,600	228,000	234,600	241,300	925,500

Transit Operations: Estimated appropriations to support expenses.

Cost Break Down of Project Request						
OPERATING COSTS		FY21	FY22	FY23	FY24	Total
Growth Factors		2.50%	2.50%	2.50%	2.50%	
Salary & Fringes		\$ -	\$ -	\$ -	\$ -	\$ -
Contracts		\$ -	\$ -	\$ -	\$ -	\$ -
Bus Operations:						
Estimated Hours		\$ 2,080.00	\$ 2,080.00	\$ 2,080.00	\$ 2,080.00	
Cost per Hour		\$ 61.00	\$ 63.00	\$ 65.00	\$ 67.00	
Estimated Operating Cost		\$ 126,900.00	\$ 131,000.00	\$ 135,200.00	\$ 139,400.00	\$ 532,500.00
Bus Leases		\$ -	\$ -	\$ -	\$ -	
Park & Ride Lease		\$ -	\$ -	\$ -	\$ -	
Other -Bus (Describe)		\$ -	\$ -	\$ -	\$ -	
Other -Bus (Describe)		\$ -	\$ -	\$ -	\$ -	
Subtotal: Bus Operations		\$ 126,900.00	\$ 131,000.00	\$ 135,200.00	\$ 139,400.00	\$ 532,500.00
Other Purchase of a Service		\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)		\$ 94,656.00	\$ 97,022.40	\$ 99,447.96	\$ 101,934.16	\$ 393,060.52
Other (Describe)		\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL OPERATING COSTS		\$ 221,600.00	\$ 228,000.00	\$ 234,600.00	\$ 241,300.00	\$ 925,560.52

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

Unique Project ID#		Triangle Tax District Orange Transit Work Plan Project Request Form Transit Services	FY START DATE	7/1/2020
20OPT_TS6			FY 2021	
Unique Request ID: (FY Project Start year)	20			
(Three letter Agency)	OPT			
(Project Type)	TS			
(Unique Number)	006			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Mobility on Demand	OrangePublicTransit\OC	Theo Letman	Current Year	\$ 126,900
Estimated Start Date	Estimated Completion	Notes		
July 1, 2020				
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
Mobility on Demand would be a micro-transit project that would allow for wheelchair accessible vehicles to service rural, underserved areas for access to urban areas on Friday & Saturday from 9am - 5pm.				

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
Orange County, Hillsborough & Chapel Hill & Durham	Orange County residents	Service to transport

Project Monitoring Details

Operating Projects

For bus operating projects, please provide:

a) Target Start Date	
b) Span	
c) Frequency	
d) Assets Used	
e) Geographic Termini	
f) Major Market Destinations Served	
g) Revenue Hours	7280

List any other relevant information not addressed.

1. Provide convenient service to an underserved rural area, connecting residents to urban areas

Finance Estimates

Revenue						
Tax Revenue		FY21	FY22	FY23	FY24	Total
Durham County Tax Revenue		126,900	131,000	135,200	139,400	532,500
Other Revenue						
Federal						-
State						-
Other:						-
Subtotal Other		-	-	-	-	-
TOTAL REVENUE		126,900	131,000	135,200	139,400	532,500

Transit Operations: Estimated appropriations to support expenses.

Cost Break Down of Project Request						
OPERATING COSTS		FY21	FY22	FY23	FY24	Total
Growth Factors		2.50%	2.50%	2.50%	2.50%	
Salary & Fringes		\$ -	\$ -	\$ -	\$ -	\$ -
Contracts		\$ -	\$ -	\$ -	\$ -	\$ -
Bus Operations:						
Estimated Hours		\$ 2,080.00	\$ 2,080.00	\$ 2,080.00	\$ 2,080.00	
Cost per Hour		\$ 61.00	\$ 63.00	\$ 65.00	\$ 67.00	
Estimated Operating Cost		\$ 126,900.00	\$ 131,000.00	\$ 135,200.00	\$ 139,400.00	\$ 532,500.00
Bus Leases		\$ -	\$ -	\$ -	\$ -	
Park & Ride Lease		\$ -	\$ -	\$ -	\$ -	
Other -Bus (Describe)		\$ -	\$ -	\$ -	\$ -	
Other -Bus (Describe)		\$ -	\$ -	\$ -	\$ -	
Subtotal: Bus Operations		\$ 126,900.00	\$ 131,000.00	\$ 135,200.00	\$ 139,400.00	\$ 532,500.00
Other Purchase of a Service		\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)		\$ -	\$ -	\$ -	\$ -	\$ -
Other (Describe)		\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL OPERATING COSTS		\$ 126,900.00	\$ 131,000.00	\$ 135,200.00	\$ 139,400.00	\$ 532,500.00

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

**Town of Carrboro
Summary of Project Requests**

OPERATING

Summary of Project Requests (Administration and Operations)	Authorized Appropriation FY20	Requested Appropriation FY21

Total Operating Requests	\$ -	\$ -

CAPITAL

Summary of Project Requests (Capital)	Authorized Appropriation FY20	Requested Appropriation FY21

18TOC_CD1	Estes Drive Bike-Ped Improvements	\$ ~~47,373~~	\$ 47,400
18TOC_CD2	Estes Drive Transit Access/Corridor Study	\$ ~~106,296~~	\$ 106,300
18TOC_CD3	Bus Stop Improvements	\$ 120,889	
18TOC_CD4	Morgan Creek Greenway	\$ ~~199,837~~	\$ 199,800
18TOC_CD5	South Greensboro St. Sidewalk	\$ 552,340	

Total Capital Requests	\$ 1,026,735	\$ 353,500

Total Requested	\$ 1,026,735	\$ 353,500

= New project request - (Highlight in Orange)

Total Operating (Agency)

Tax District Administration	\$0	\$0
Transit Plan Administration	\$0	\$0
Transit Operations	\$0	\$0

FY2021 Transit Plan Allocation

LESS: Total Requested	\$0	\$0
Transit Plan Allocation Remaining (shortfall)	-	-

Total Capital (Agency)

Transit Infrastructure	\$1,026,735	\$353,500
Vehicle Acquisition	\$0	\$0
BRT	\$0	\$0
LRT	\$0	\$0
CRT	\$0	\$0
Capital Planning	\$0	\$0
Transit Plan Development	\$0	\$0

FY2021 Transit Plan Allocation

LESS: Total Requested	\$1,026,735	\$353,500
Transit Plan Allocation Remaining (shortfall)	1,026,735.00	353,500.00

Unique Project ID#		Triangle Tax District Orange Transit Work Plan Project Request Form Capital	FY START DATE	7/1/2020
18TOC_CD1			FY 2021	
Unique Request ID: [FY Project Start year]	18			
[Three letter Agency]	TOC			
[Project Type]	CD			
[Unique Number]	001			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Estes Drive Bike-Ped Improvements	Town of Carrboro	Tina Moon	Current Year	\$ 205,025
Estimated Start Date	Estimated Completion	Notes		
In Progress	FY21			
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
Construct a multi-use path, sidewalks, and bicycle lanes on Estes Drive from North Greensboro Street to the Town of Carrboro town limits. Ties in to sibling project in Chapel Hill that extends to NC 86. Funds provide the local match for a federally funded bike-ped project (EB-5886A).				

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
Town of Carrboro	Carrboro residents and employees	Improved access to transit

Project Monitoring Details

Quantitative and Qualitative Outcomes ****Please list up to 3 Quantitative metrics and 1 Qualitative**

Number of linear feet of sidewalk constructed	Number of linear feet of bicycle lanes constructed		Qualitative	Greater satisfaction of Chapel Hill Transit riders

List any other relevant information not addressed.

Finance Estimates

Estimated Project Revenues:

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

Revenue							
Tax Revenue	FY19 (Actuals)	FY20 (Budget)	FY21	FY22	FY23	FY24	Total
Orange County Tax Revenue	-	47,373		205,025	-	-	252,398
Other Revenue							
Federal							-
State							-
Other:							-
Subtotal Other	-	-	-	-	-	-	-
TOTAL REVENUE	-	47,373	-	205,025	-	-	252,398

Transit Capital Development: Estimated appropriations to support contractual commitments and other expenses related to proposed capital projects.

Cost Break Down of Project Request

CAPITAL COSTS	FY19 (Actuals)	FY20 (Budget)	FY21	FY22	FY23	FY24	Total
Feasibility or Other Studies							\$ -
Land - Right of Way			\$ 9,279				\$ 9,279
Design & Engineering		\$ 47,373					\$ 47,373
Construction - Implementation				\$ 195,746			\$ 195,746
Equipment							\$ -
Other (Describe)							\$ -
TOTAL CAPITAL COSTS	-	47,373	9,279	195,746	-	-	252,398

Assumptions for Costs and Revenues Above:

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

**Town of Hillsborough
Summary of Project Requests**

OPERATING

Summary of Project Requests (Administration and Operations)		Authorized Appropriation	Requested Appropriation
		FY20	FY21

Total Operating Requests		\$ -	\$ -

CAPITAL

Summary of Project Requests (Capital)		Authorized Appropriation	Requested Appropriation
		FY20	FY21
18TOH_CD1	Hillsborough Train Station	\$ 401,000	\$ 401,000
20TOH_CD2	Hillsborough Train Station Bus Stop Improvements	\$ 33,897	\$ 33,900

Total Capital Requests		\$ 434,897	\$ 434,900
Total Requested		\$ 434,897	\$ 434,900

 = New project request - (Highlight in Orange)

Total Operating (Agency)

Tax District Administration	\$0	\$0
Transit Plan Administration	\$0	\$0
Transit Operations	\$0	\$0

FY2021 Transit Plan Allocation

LESS: Total Requested	\$0	\$0
Transit Plan Allocation Remaining (shortfall)	-	-

Total Capital (Agency)

Transit Infrastructure	\$434,897	\$434,900
Vehicle Acquisition	\$0	\$0
BRT	\$0	\$0
LRT	\$0	\$0
CRT	\$0	\$0
Capital Planning	\$0	\$0
Transit Plan Development	\$0	\$0

FY2021 Transit Plan Allocation

LESS: Total Requested	\$434,897	\$434,900
Transit Plan Allocation Remaining (shortfall)	434,897.00	434,900.00

Unique Project ID#		Triangle Tax District Orange Transit Work Plan Project Request Form Capital	FY START DATE	7/1/2020
18OTH_CD1			FY 2021	
Unique Request ID: (FY Project Start year)	18			
(Three letter Agency)	OTH			
(Project Type)	CD			
(Unique Number)	001			

Project Business Case

Project Name	Requesting Agency	Project Contact	TTD Estimated Cost	
Hillsborough Train Station	Town of Hillsborough	Margaret Hauth	Current Year	\$ -
Estimated Start Date	Estimated Completion	Notes		
In Progress	FY22	Awaiting agreements with NCRR and NS		
Project Description	Enter below a summary of the project that may later be used for the Transit Work Plan.			
Construct a station along the NCRR corridor in Hillsborough to serve Amtrak and potentially commuter rail service. Provides the local funding for TIP project P-5701.				

Project Profile

Where is this project located, who will this project serve and what are the key benefits? (Ex. Improve Transit efficiency, levels of service, etc.)

Project Location?	Who will this Project serve?	What are the key benefits?
Town of Hillsborough	Hillsborough residents, employees, and visitors	Provide access to intercity rail service through North Carolina and the Northeast Corridor

Project Monitoring Details

Quantitative and Qualitative Outcomes ****Please list up to 3 Quantitative metrics and 1 Qualitative**

Number of Orange County residents that can access passenger rail service			Qualitative	

List any other relevant information not addressed.

Finance Estimates

Estimated Project Revenues:

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

Revenue							
Tax Revenue	FY19 (Actuals)	FY20 (Budget)	FY21	FY22	FY23	FY24	Total
Orange County Tax Revenue	-	401,000	-	285,000		-	686,000
Other Revenue							
Federal							-
State							-
Other:							-
Subtotal Other	-	-	-	-	-	-	-
TOTAL REVENUE	-	401,000	-	285,000	-	-	686,000

Transit Capital Development: Estimated appropriations to support contractual commitments and other expenses related to proposed capital projects.

Cost Break Down of Project Request

CAPITAL COSTS	FY19 (Actuals)	FY20 (Budget)	FY21	FY22	FY23	FY24	Total
Feasibility or Other Studies							\$ -
Land - Right of Way							\$ -
Design & Engineering			\$ 316,000	\$ 350,000			\$ 666,000
Construction - Implementation					\$ 20,000		\$ 20,000
Equipment							\$ -
Other (Describe)							\$ -
TOTAL CAPITAL COSTS	-	-	316,000	350,000	20,000	-	686,000

Assumptions for Costs and Revenues Above:

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

All funding has been carried over from FY20. The draft funding agreement calls for Hillsborough's funds to be used first, followed by the transit tax, with state funding to be used last. This arrangement causes the transit tax to primarily be used for design and engineering. The funding agreement establishes a \$7M budget, so design will be in the \$700,000 range. The town is asking for a seven-year delivery horizon, from the signing of the funding agreement.

FY21 Orange Transit Work Plan

Public Engagement Summary

Outreach Goals

The goals of the public comment period:

- To promote awareness of the upcoming investments: the N-S Bus Rapid Transit project, the continued implementation of the Chapel Hill Transit Short Range Transit Plan, vehicle purchases, the expansion of the Hillsborough Circulator, etc.
- To provide an update on the status of the Orange County Transit Plan
- To engage a diverse audience using culturally competent materials
- To actively engage the community in the public input process virtually

Outreach Approach

With in-person interactions being limited because of the COVID-19 pandemic, engagement for the FY21 Orange Transit Work Plan was limited to online interactions and collaborative efforts with community partners to push the information out to relevant stakeholders. To accomplish the outreach goals, the following materials and content were created:

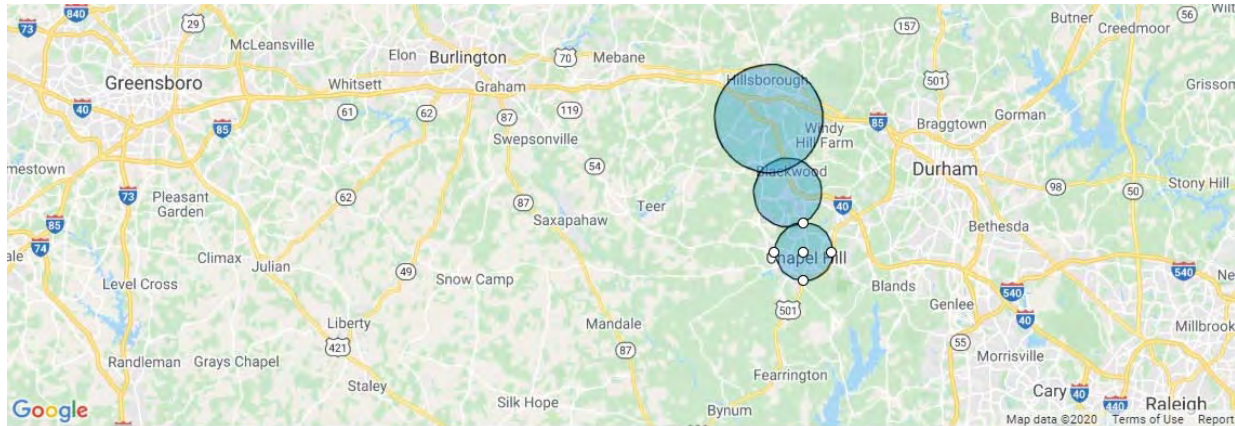
1. **Informational PowerPoints:** Information from the FY21 Work Plan was synthesized and presented in six succinct slides that were posted on the GoForward website.
2. **Video Presentations:** In lieu of in-person presentations to community groups, the GoTriangle Public Engagement team worked with Aaron Cain to develop an explanatory video (as part of a Zooming into Transit series on all the opportunities for providing input on transit projects in the Triangle) to provide an additional level of detail for stakeholders that are engaging with the FY21 Work Plan.
3. **Social Media Posts:** Tailored messaging and video content was developed for Facebook, Twitter, and Instagram posts in an effort to share information to a wider audience.
4. **Website Updates:** The Orange County Get Involved page on the GoForward website was updated to include the PowerPoint, video presentation, and a comment box for stakeholders to provide feedback.
5. **Translated Materials:** Both the PowerPoint and video presentations were translated into Spanish and shared with Spanish-speaking media outlets and community groups to ensure that the information shared reaches a diverse audience.

In a coordinated effort with partner transit agencies, county staff and community organizations, the information was shared out in the following ways:

Description	Type	Date
Press Release	Press Release	4/24/20
Materials Added to GoForward Website	Website Update	4/24/20
Email Blast: Orange Community Contacts (~200 contacts)	Mailchimp Email Blast	4/24/20
Email Blast: GoForward List (3,028 Contacts)	Mailchimp Email Blast	4/24/20
Email Blast GoTriangle Transit Advisory Committee Meeting (35 Contacts)	Mailchimp Email Blast	4/24/20
Email Blast: Orange County Elected Officials ~40)	Mailchimp Email Blast	4/24/20

Social Media Posts: Facebook, Instagram, Twitter	Video Teasers	
Direct Email Outreach – Local Community Groups: • GoTriangle Route 420 Group • UNC Planning Department	Individual Emails with Links to Share Externally	5/4/20
GoCrew Virtual Meeting (Virtual)	Virtual Presentation	5/16/20

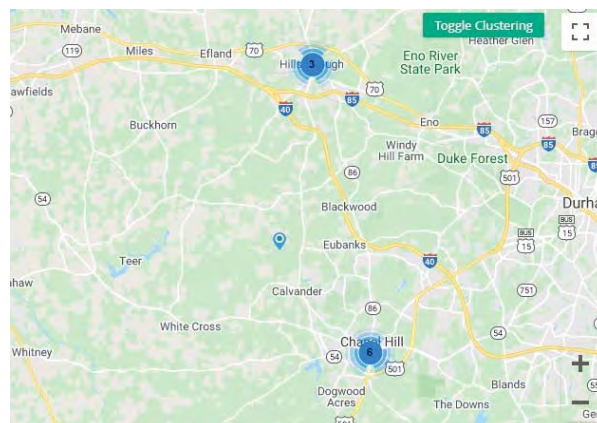
In addition to advertisement of the work plan through organic social media, it was also promoted via paid promotion and geo-targeting efforts to the communities affected by the changes, see below:



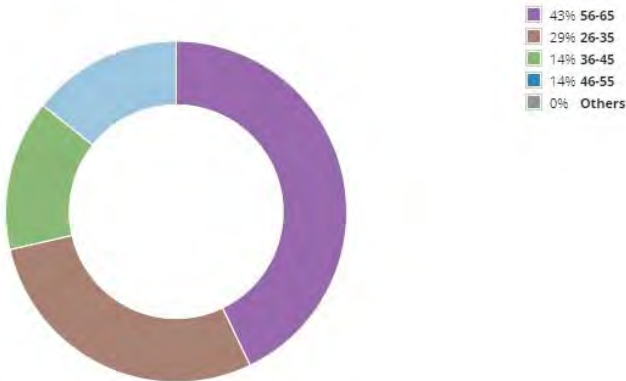
Who We Heard From

The public comment period was open until May 22nd, and during that time **six community stakeholders** submitted comments related to the work plan. In addition, the GoForward page that hosted the information and comment form received **707 views**. The number of views indicates that the information has reached a wider audience beyond stakeholders who engaged with the work plan by providing comments. Given the unprecedented nature of the COVID-19 pandemic, this outreach provides a benchmark for virtual efforts that can be measured against future efforts.

The comment box for the work plan also collected voluntary demographic information. After submitting comments online, members of the public had the option to indicate where they lived on a map. They were also asked to identify self-identify age, gender, race/ethnicity, household income, number of cars in the household, and number of licensed drivers in the household. These questions were optional, but everyone that submitted comments also provided their demographic indicators:

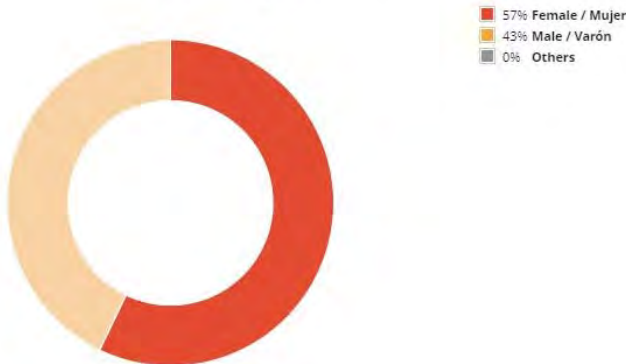


What is your age?
¿Cuántos años tiene?



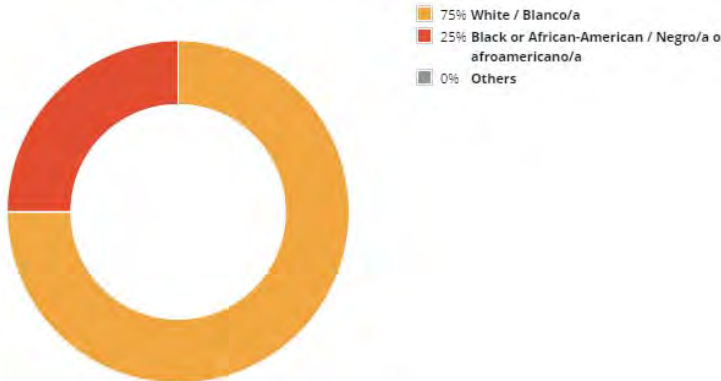
7 respondents

What is your gender?
¿Cuál es su género?



7 respondents

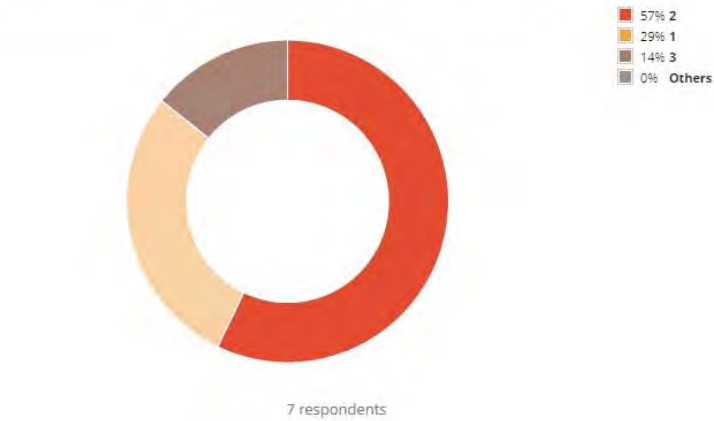
What is your race/ethnicity? ¿Cuál es su raza/etnia?



4 respondents

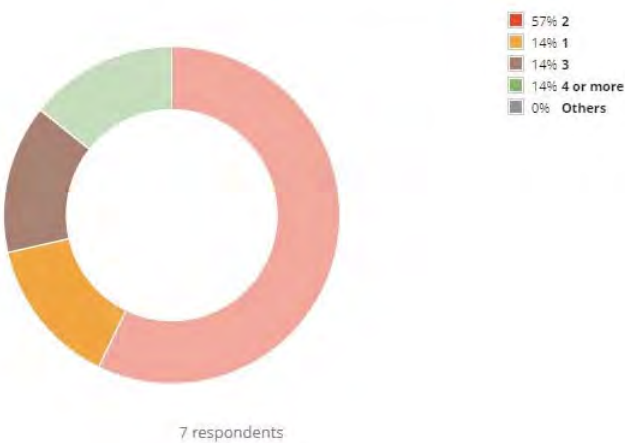
How many cars are available for drivers in your household to use?

¿Cuántos automóviles hay disponibles para que usen los conductores de su hogar?



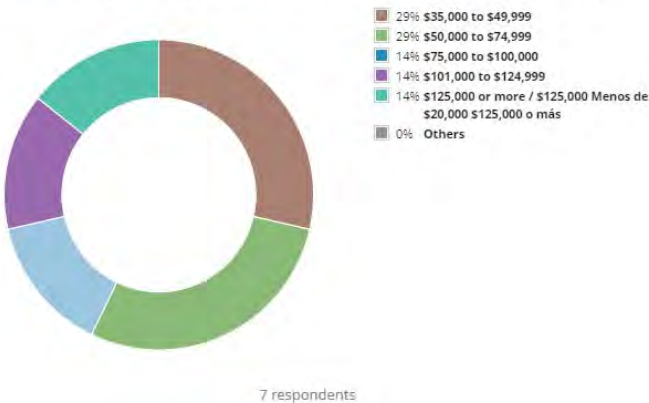
How many licensed drivers are there in your household?

¿Cuántos conductores con licencia hay en su hogar?



Which of the following groups does your total annual household income fall into?

¿Cuál de los siguientes grupos representa el ingreso total anual de su hogar?



FY21 ORANGE TRANSIT WORK PLAN PUBLIC COMMENTS

Good to see increased frequencies on so many routes. This will help make transit a more predictable and reliable alternative to the car.

I would like to have better connections from my neighborhood and grocery stores and to the GoTriangle express bus schedule to Raleigh or Durham or the RTP area.

It would be so nice if a bus could run all the way up Milk House Road. That would keep many of us older folks who live in that area from having to have a car. It's a long walk to the Eubanks park & ride.

the orange county transit programs have been exorbitantly costly with very little benefit for the general population. as orange county has the highest property and sales taxes in the state the burden on taxpayers of these wasteful programs has been unacceptable. orange county needs to get out of these regional sink holes and reduce its spending and taxing so everyday citizens can spend their money for their own purposes. otherwise, the taxpayer citizens will be leaving for less costly regions and the transit systems will be even more useless.

While I'm still disappointed that the light rail project was discontinued, I'm very supportive of any upgrade in public transit in this area. Increased frequency and accessibility can only increase use in my view, and I look forward to lighter traffic and even better efficiency with more routes in the future. I understand the difficulty in planning routes, but would like to see more regular and frequent stops in underserved, less affluent neighborhoods as well.

Please make it illegal to use a car in Orange County unless you have a disability or other special need.

*Connecting all points of the Triangle*

MEMORANDUM

TO: GoTriangle Board of Trustees

FROM: Capital Development / Regional Services Planning

DATE: June 10, 2020

SUBJECT: **Renewal of Triangle Regional Model Service Bureau (TRMSB) Contract with North Carolina State University (NCSU) Institute for Transportation Research and Education (ITRE)**

Strategic Objective or Initiative Supported

1.2 Pursue service improvements and expansion opportunities

Action Requested

Staff requests that the GoTriangle Board of Trustees authorize the president and CEO to sign a contract with North Carolina State University (NCSU) Institute for Transportation Research and Education (ITRE) to provide continued model development services of the Triangle Regional Model (TRM) for FY21 for an amount not to exceed \$213,828.

Background and Purpose

The TRM Service Bureau maintains the Triangle region's travel demand forecasting model. Its work is funded through a four-way partnership involving GoTriangle, NCDOT, DCHC-MPO, and CAMPO.

The model provides sophisticated data analysis of traffic patterns, volumes, and capacities on the Triangle road network as well as bus ridership and rail ridership forecasts for the future. The model is used by the MPOs as the foundation of their long-range transportation planning efforts included in the Metropolitan Transportation Plans (MTP). Further, the federal New Starts/Small Starts processes heavily utilize regional travel demand models like the TRM to assess which capital improvement projects to fund out of a limited pot of money at the federal level.

The model team is continually making improvements to the model to better estimate transit ridership now and in the future.

This contract is to support the TRM Service Bureau annual work plan. In FY21, GoTriangle may enter into a separate contract for up to \$50,000 for additional work to perform household travel surveys to support the model. This work is on hold at this time due to the impacts of COVID-19 on travel patterns; staff and the TRM Service Bureau will monitor this situation and schedule the surveys accordingly either later in FY21 or potentially defer until a future year.

PO Box 13787
Research Triangle Park, NC 27709
P: 919.485.7510 | F: 919.485.7547

www.gotriangle.org



Financial Impact

The negotiated amount for this contract is \$213,828 for FY 2021. The GoTriangle FY21 budget includes \$230,000 for this contract.

Attachments

- FY21 Scope of Work

Staff Contacts

- Katharine Eggleston, (919) 485-4764, keggleston@gotriangle.org
- Jay Heikes, (919) 314-8741, jheikes@gotriangle.org



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Project Scope of Work

The following scope of work is presented as the proposed work plan for the TRM Model Team including the TRM Service Bureau (TRMSB) for the budget year July 1, 2020 – June 30, 2021. The primary efforts outlined in this scope are intended to focus the efforts of the Model Team and Service Bureau on validating the TRMv6.2 model for the Triangle region, overseeing the development of TRMv7 through contracted services, supporting TRM Stakeholders through model maintenance and application support, implementing improved reporting tools to support MTP targets, providing management of TRM related data, and performing data analytics to support systems analysis in the region.

Several assumptions are made within the context of this scope.

1. Signatory agencies will commit one-half FTE per agency to the completion of the tasks outlined in this work plan, with the exception of GoTriangle who will provide in kind funding to cover a one-half FTE. The ITRE Associate Director will assume responsibility for providing adequate work to meet this obligation by specifying the task description, deliverables, and person hours required. This information will be provided at least quarterly and will be sufficient to fully incorporate the one-half FTE required of each agency.
2. All TRM staff representing the signatory agencies will, as needed, work on site at ITRE, including any third person who is providing services in the name of a signatory agency. This enables the Team to work together on issues that require the input of multiple team members and reduces the tendency for team members to be reassigned to other tasks in their home offices.
3. The ITRE Associate Director will assign tasks with associated deliverables and target dates. TRM Team members will agree to take responsibility for specific tasks and will be held accountable for completion of those tasks. The responsible team member (stakeholder and TRM Service Bureau) will be responsible for monthly reporting on progress including status, 2) changes in anticipated completion dates, 3) reasons for change, and 4) hours spent on model development work and percent of task complete for the month reported. Stakeholder team members are requested to report in a timely manner if any external resources or assistance is needed to complete tasks.
4. Each signatory agency's one-half FTE contribution may include staff time from people other than their TRM Team member, but the TRM Team member will take full responsibility for the work, and will play a key role in providing direction to agency staff. Agency staff must be adequately trained to meet the needs of the TRM Team.
5. All intermediate and final products of this work program belong to the four stakeholders (NCDOT, CAMPO, DCHC, and GoTriangle) and these will be delivered to the stakeholders in a form and via media acceptable to each stakeholder at the end of the contract year or before. The products include: model files including input files; scripts and program source code; all technical memoranda; estimation data file inputs and outputs; technical reports and user guides; and tools prepared including macro script files and user guides for their use.

Note on model version names: the following version names will be used in this scope of work.

TRMv6.2: TRMv6 model (2010 estimation year, and 2013 base year, delivered in May 2016 and used for developing the 2045 Metropolitan Transportation Plan and Air Quality Conformity Analysis, transit analysis, and Comprehensive Transportation Plan analysis) validated to a 2016 base year using 2016 highway networks, transit networks, socioeconomic (SE) data, traffic counts, and ridership data.

TRM v7: New generation best practice trip-based model to be developed through contracted services. The model is expected to include improved network management capabilities, improved reporting capabilities, university special market model, airport special market model, travel choices informed by parking cost and availability, and a nested mode choice model with capabilities of evaluating motorized and non-motorized travel and multiple modes of premium transit including express bus, bus rapid transit, light rail transit, and commuter rail. The base year of the model will be 2016 and the model will be estimated using the 2016 household travel survey and the most recent transit on-board survey.

Project Management

ITRE will provide overall project administration, including the review and monitoring of the project schedule, coordination and communication with the project stakeholders, coordination and communication with stakeholder model team members, quarterly invoices and progress reports, and the development and maintenance of project files. Currently project files and documents for team sharing are stored on a Google Drive, but this approach has proven to be less than effective. Consideration will be given to how this process can be improved, either through improved folder organization and mapping, or through another file sharing system. Monthly status reports tracking the progress towards specific tasks and any outstanding issues impacting task completion will also be provided.

Deliverable(s):

- Quarterly invoices and progress reports.
- Monthly status reports.
- Tracking and adjustments, as necessary, to scope, schedule, and budget.

Coordination and Communication

This task covers the coordination and communication necessary to keep the TRMSB program operating effectively. Executive Committee meetings will take place once per quarter and will be attended by the agency designated Executive Committee member, agency managers responsible for the TRM work program, ITRE's Associate Director responsible for TRMSB oversight, and TRM Team members as designated by their respective agencies. The focus on these meetings is high level decision making required to advance the TRM work program, the receiving of information related to technical TRM work tasks, and the discussion of important issues related to funding, staffing, and administration of the TRM work program. TJCOG is responsible for the scheduling, facilitation, and documentation of these meetings. Scope assumes four (4) meetings per year. Meetings related to any work being undertaken by sub-consultants or contractors is covered under the specific task related to that work.

TRM Monthly Team meetings will take place once per month and will be attended by TRM Model Team members. Agency managers responsible for the TRM work program are also invited to attend these meetings, though their participation is not required. The focus of these meetings is on decision making related to key work tasks in the TRM work program, monitoring and reporting of project tasks and schedule, brainstorming and problem solving related to advancing the TRM work program, and the sharing of knowledge and information. Scope assumes twelve (12) meetings per year.

TRM weekly technical team meetings will provide a formal way to build team camaraderie, share technical findings, build knowledge and understanding, transfer technology and knowledge, conduct problem solving around specific technical issues, and to generally create a space where work load and technical assistance can be discussed and administered. Scope assumes thirty-five (35) meetings per year.

Deliverable(s):

- Documentation and materials as requested by the Executive Committee.
- Monthly team meeting notes and action item tracker.
- Weekly team meeting decision tracker.

Model Development

TRMv6.2

At a workshop held April 9, 2020, the TRM Executive Committee (EC) opted to discontinue work on the TRMv6.1 model, and instead to use the TRMv6 model validated to base year 2016. This model will be called TRMv6.2. The justification behind this decision reflects concerns that the 2016 employment data has not been reviewed and endorsed by local planning agencies. There are also concerns with how certain data were processed, including the 2016 employment data and the 2016 household travel survey. With no time to go back and fully revisit these issues and move forward with model estimation and calibration, the EC decided to base the upcoming MTP on TRMv6 since that model was previously used to support MTP development. In order to use this model for the next MTP update, the base year must be updated to 2016. This task will cover that effort, including overall validation and reasonableness checking of model results as compared to 2016 validation data, and model testing and evaluation, and updates to the Model Development Report and Model Users Guide.

Deliverable(s):

- Model validation reports and statistics.
- Model testing and evaluation technical memorandum.
- TRMv6.2 fully validated and production ready.
- Updated Model Development Report (updated tables and results, only minor changes to text)
- Updated Model Users Guide (minor revisions as needed)

TRMv7

Also, at the April 9, 2020 EC workshop, a decision was made to use contracted services to develop the next generation TRM (TRMv7). This task covers the review and selection of consultant proposals, negotiation and administration of the contract, and on-going project oversight and monitoring. This task also includes the development and transfer of all data need to support the model development project, including but not limited to: highway and transit systems, socio-economic data, household travel survey data, transit on-board survey data, traffic count data, transit ridership data. This task will also cover technical coordination and monthly project meetings.

Deliverable(s):

- Process for evaluating and selecting consultant.
- Updates on project progress.

Model Maintenance and Applications

Data Development

Successful model development and application relies on key data elements that do not stay constant over time, but rather change as the community grows or as planning needs shift. The purpose of this task for FY21 is to invest time and energy into the review of highway networks, centroid connectors, transit networks, and TAZs in order to identify areas where improvements or modifications are needed. These improvements will be documented and systematically implemented into the official model. This effort will need to be closely coordinated with TRMv7 model development work, recognizing that there will be a point when additional

modifications can no longer be made. They will however be documented for future consideration and inclusion into the official model.

Recognizing the on-going need to maintain highway and transit networks, this task will also cover the development and implementation of a process to maintain these data elements. This effort will need to be coordinated with TRMv7 as it is expected that the process for managing highway and transit networks will be improved, and the process for maintaining these networks over time will need to be supportive of that new management process.

Deliverable(s):

- Documentation of recommended improvements to the highway network, centroid connectors, transit networks, and TAZs.
- Edits to the official networks and TAZs as time allows for TRMv7.
- Action plan for including any remaining edits into the official TRM at a later date.
- Process for maintaining highway and transit networks over time.

MTP Application Support

During the course of this work plan work will commence on the development of the next MTP. This task is intended to provide assistance with TRM model application to support that effort. Technical assistance will include producing visual comparisons of key SE data elements between the base and future year, coding and review of highway and transit scenarios (assumes 24 hours per highway scenario and transit scenario, each), running the model and summarizing results (assumes 32 hours per scenario). This scope assumes assistance with eight (8) scenarios. It is important to note that this task is meant to be supportive of MTP development, and not all inclusive of the model application work that will be necessary to finalize the regions MTPs. The hours estimated for this task reflect uncertainties in application needs and staff capabilities. If the estimated hours are higher than those required, support will be provided on a greater number of scenarios. This will be monitored early in task execution and the number of scenarios adjusted and communicated accordingly.

Deliverable(s):

- Visual comparison and summary results of base and future year SE data comparison.
- Highway and transit networks supporting eight (8) scenarios.
- Model output and summary results for eight (8) scenarios.

Model Enhancements

Improved Reporting Tools

Application of the TRM to support MTP development, or other transportation projects requires the reporting of several scenario performance targets. Currently the development of these targets requires post model data processing and data summaries. The purpose of this task is to develop improved reporting tools to streamline the development scenario targets, or other metrics desired by the TRM Stakeholders. Suggested metrics derived from the existing MTP report are shown below, but final reporting tools and associated metrics will be discussed with TRM Team members and TRM Executive Committee members prior to implementation. The final number of tools and metrics developed under this work program will be informed by the number of hours budgeted for the task.

- VMT per Capita
- % population whose average trip time is greater than 15 mins (all trips)
- Average TT all peak trips
- Transit mode share all trips
- %SOV trip share: work trips
- Greenhouse Gas: annual per capita emissions from transportation sector (tons)
- Cost of congestion (daily, in million \$)
- Percent of poverty HHs within ¼ mile of transit

Deliverable(s):

- Scripts and documentation to support the development of scenarios targets.
- Base year target results.

Data Management

Develop TRM Data Central Repository

The development, enhancement, and application of the TRM overtime has resulted in a vast accumulation of data. Currently this data is not centrally stored for easy access to support reporting, analysis, or decision making. The purpose of this task is to create a system/repository for storing key data sets or data elements required by the TRM in order to facilitate access to, and analysis of data over time. The creation of a TRM Data Central Repository will allow users to find data more quickly, and thus establish information and knowledge faster. The number of hours estimated for this task reflect the uncertainties in the level of data cleaning and/or processing required, and clarity on the final application(s) that will be used to warehouse and access the data. The task will be monitored and hours reallocated to other services if necessary.

This task includes a planning and design workshop with TRM team members to discuss data components, data application needs, data structure, and data storage issues. Prior to conducting the workshop, time will be spent investigating the existing data with

respect to available data, data format, existing location, and frequency of data collection. The results of the workshop will be a general understanding of the data and possible data storage methods/applications. An action plan will be developed for gathering, processing, and documenting key data elements. Following the guidelines set forth in the action plan, key data elements will be gathered, processed, and documented. Upon completion of data gathering efforts, a second workshop with TRM team members will be conducted to discuss design concepts for the TRM Data Repository. The feedback from the workshop will be drafted into a TRM Data Repository design concept. The design concept will then be implemented to create a TRM Data Repository. The repository will be tested and evaluated to clarify understanding and application.

A technical report will be prepared documenting the development process, data storage elements, maintenance protocol, and any potential future data query or applications that could be considered for development under a future work plan.

It is expected that the TRM Data Repository will include historic and current data for the following data elements: household travel survey data, transit on-board survey data, passively collected data (AirSage/ Streetlight), traffic counts, transit passenger counts, travel time, SE data (employment, households, population, etc.), Census data, active transportation data, parking data, transit fares, value of time, auto operating costs, highway network data, transit network data, and traffic analysis zones.

As a part of this task, the TRM Model team will work together to develop a Data Adoption and Adjustment Protocol that covers the methodology for Stakeholder agencies requesting changes to core data elements within the TRM based on findings from project work undertaken by the agencies or their consultants. The Protocol will address the process for identifying the need for modifications, a process for incorporating these modifications into official files, and clarification of roles and responsibilities.

It is important to note that improvements to the management of the TRM highway and transit network base and scenarios is a critical need. These improvements will not be covered under this task, but will instead be addressed as a part of the new generation TRM covered in Task 3.2. This improvement will address versioning and scenario building in such a way that network management is project driven and not date driven, overcoming the existing challenge of needing to “freeze” the True Universe each time official networks are adopted.

Deliverable(s):

- Data Repository Planning and Design Brainstorming Document
- Data Gathering Action Plan
- Data Repository Design Concept
- TRM Central Data Repository Technical Report
- Protocol for Data Adoption and Adjustment

Develop Multiyear Data Collection Plan

This task involves the development of a multiyear data collection plan that will correspond with the development cycle for future versions of the TRM and future MTP development. The document will identify specific data elements, whether the data are required or suggested, the role of the data in model development, planning elements necessary to support data collection, frequency of data collection, and roles and responsibilities. Work on the TRM Data Repository will inform this effort.

Deliverable(s):

- Multiyear Data Collection Plan

Transit On-Board Survey

This task covers participation in the 2020/2021 transit on-board survey that will be administered by GoRaleigh and the City of Raleigh. Specifically, this task includes participation in meetings, review of survey design and sampling plan, review of survey instruments, data collection monitoring, and data checking and analysis of key data metrics.

Deliverable(s):

- High level data summaries for key metrics.

Data Analytics

The purpose of this task is to use available data and tools to describe travel and travel metrics in the Triangle region in a way that provides useful insights for informing the public and elected officials, guiding future actions, or informing future decisions.

Examples include:

- Using available survey data to investigate how travel and travel behavior has changed over time. To deepen understanding, this data may be intersected with other data such as accessibility, transportation service, land use changes, etc. to tell a more informed story.
- Using data from across the years (forward and back) to tell the story of how travel metrics are changing over time, or expected to change in the future. This can be changes in elements that impact travel choice (parking cost, transit fares, value of time/wage rates, auto operating costs); or elements of travel itself (changes in trip rates, trip length, mode choice, active transportation, congestion, etc.).

This year's work program will focus on three key areas aligned with goals and objectives from the region's Metropolitan Transportation Plans (MTPs). While these data analytics are intended to reflect a given point in time, rather than results that will be published periodically, consideration will be given to ways that processes can be automated where it makes sense, especially with respect to data related to the recurring household travel surveys.

Travel Indicators and Environmental Justice

Environmental Justice (EJ) is identified as a critical planning factor for the MTPs in the Triangle Region with respect to seeking to understand how transportation plans relate to communities that have been historically underserved or disproportionately impacted by transportation investments. Data analytics related to this task are designed to explore and explain key travel indicators such as accessibility, transportation investment, and congestion as they related to EJ communities.

Specifically, this task will involve the processing of transportation network data, EJ community data (as provided by the MPOs), and MTP transportation investment data, and the analysis of this data to better understand the following:

- Accessibility measures (highway and transit) to key services, activities, and destinations.
- Transportation investments by geographic indicators such changes in travel demand or land development.
- Congestion metrics.

The data analysis will be interpreted and findings will be documented in a public facing fact sheet that can be shared with MPO Board members, community groups, or via social media.

Deliverable(s):

- Data summaries.
- Public facing fact sheet.

Travel Indicators by Key Geographic Region

Data analytics related to this task are designed to explore and explain key travel indicators by geographic region related to transportation investments, public health and healthy communities, and active transportation.

Specifically, this task will involve the processing of transportation network data, demographic data, MTP transportation investment data, public health data, non-motorized data, and land use data and the analysis of this data to better understand the following:

- How transportation dollars are invested across the region (by mode), and this investment related to key demographic factors and other metrics that support community values.
- How well transportation in the region supports public health and healthy communities such as access to health care, eliminating food deserts, and other health indicators as documented in the USDOT Transportation and Health Tool.
- Needs/gaps assessment for active transportation using activity pattern data from the TRM, the household travel survey, demographics, trip distance and land use patterns intersected with existing GIS data on sidewalks, bike lanes, and greenways to help tell the story of active transportation opportunities in the region.

The data analysis will be interpreted and findings will be documented in a public facing fact sheet that can be shared with MPO Board members, community groups, or via social media.

Deliverable(s):

- Data summaries.
- Public facing fact sheet.

Changes in Travel Over Time for Key Populations

As noted in the 2045 MTP, the population in the Triangle Region is changing in the following ways:

“The population is aging, more households will be composed of single-person and two-person households without children, the number of households without cars is increasing, and more people are interested in living in more compact neighborhoods with a mix of activities.”

What do these changes mean for changes in travel behavior. To explore this question and provide data and information that can inform future decision making, this task will investigate changes in travel behavior over time for key populations in the triangle region, including women, youth, elderly, mobility impaired (as data supports), and economically disadvantaged.

The analysis will leverage household travel survey data collected in the region since 1996. The data analysis will be interpreted and findings will be documented in a public facing fact sheet that can be shared with MPO Board members, community groups, or via social media.

Deliverable(s):

- Data summaries.
- Public facing fact sheet.

Technical Support, Training and Outreach

This task covers technical support, training, and outreach in support of the transportation planning and analysis programs of stakeholder agencies.

STOPS Support

The Triangle region is embarking on several key transit planning initiatives, including corridor studies, county transit plans, and Commuter Rail. In addition to using the TRM to provide technical support for these planning efforts, the region is also in the process of developing a Regional STOPS model. Once that model is complete, a decision will need to be made on the appropriate agency to serve as the model custodian. ITRE is being considered for this role. This task involves participation in STOPS technical meetings, as well as any other required meetings in order to build relationships with model developers, and to develop a better understanding of STOPS input needs from the TRM. This task also includes working with TRM Stakeholders to develop a protocol for housing the

Regional STOPS model at ITRE should that be the framework that the region advances. Finally, this task also includes the development and implementation of streamlined procedures for generating data to support STOPS model runs and scenarios.

Deliverable(s):

- Protocol for housing the Regional STOPS model at ITRE.
- Streamlined procedures for generating TRM data to support STOPS.

Stakeholder Planning Program Support

To better understand the region's needs for travel model development, enhancement, applications, and analytics, it is important for the TRMSB to be involved, on some level, in the planning programs for the Stakeholder agencies. The purpose of this task to breakdown the silos between the TRMSB and its work program and the TRM Stakeholders and their work program through regular and purposeful interactions with the Stakeholder's planning programs, and to provide active engagement and technical expertise as needed. This includes periodically attending MPO Technical Committee meetings and Joint MPO Technical Team meetings, and participation in key project meetings as requested by TRM Stakeholders to serve as a technical representative or to provide TRM technical expertise.

Deliverable(s):

- NA

TRM Users Forum

Under this task, the TRMSB will launch and administer a TRM Users Forum in order to create a space where model users (consultants and agency staff) can share ideas and views related to the TRM. The benefits of a TRM Users Forum include:

- Improved customer service between the TRMSB and member agencies and/or the consultants that support their work program.
- Increased trust though enhanced transparency by providing a platform where members can share constructive suggestions and praise.
- Increased TRMSB program success through knowledge sharing and identification of resolutions to common problems.
- Driving model enhancement ideation though and open discussion of big ideas, next best things, and improved model features or capabilities.
- Removing barriers between the TRMSB and end users by providing a stronger presence in the Triangle modeling community.

The format of the forum will vary from meeting to meeting, but will likely include elements such as panel discussions, lightning round presentations on modeling topics, a focused presentation around a small number of recent TRM applications along with lessons learned and suggested improvements, or a facilitated conversation around a specific question or topic.

This scope assumes meeting planning, preparation, and documentation for two (2) meetings during FY21.

Deliverable(s):

- User Forum material and documentation of meeting outcomes.

MEMORANDUM

TO: GoTriangle Board of Trustees
FROM: Capital Development Department
DATE: June 18, 2020
SUBJECT: Recommended Service Changes for October 2020

Strategic Objective Supported

The item supports the following *objectives* from the Strategic Plan:

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

Action Requested

Staff requests that the Board of Trustees approve the recommended service changes.

Background and Purpose

GoTriangle recommends service changes for October 11, 2020, that will implement service recommendations included in the Short Range Transit Plan that was adopted by the GoTriangle Board of Trustees on November 28, 2018.

The GoTriangle Short Range Transit Plan identified three goals:

- Make service faster and more time-competitive
- Provide more frequent service
- Provide more all-day service

Staff presented the preliminary service change proposals to the GoTriangle Operations and Finance Committee on February 26, 2020. Public outreach was conducted from April 17-May 17th using virtual methods due to local stay at home orders related to the novel coronavirus (COVID-19) pandemic. The public outreach period was extended until June 12th to allow more opportunities for comment. **Attachment C** provides an overview of public engagement, including a summary of the comments that were most frequently received during public outreach and the staff responses to each comment.

It is important for the service changes to proceed at this time during the time of COVID-19 pandemic because the projects are funded by Wake Transit and are supported by the municipalities they are serving. GoTriangle is delivering on commitments to the public made in the FY20 Wake Transit Work Plan for transit service. In addition, service expansions to Morrisville, Holly Springs and Cary provide connections to retail and healthcare destinations where essential workers are employed.

Staff has reviewed the public comments and recommends the following service changes. Additional details about the service change recommendations are provided in **Attachment A**.

- Expand **Route 305-Apex to Raleigh** to serve the Town of Holly Springs at bus stops in the downtown area and at the Ting Park Park-and-Ride. In Apex, additional bus stops at the Lake Pine Plaza Park-and-Ride, Compare Foods Park-and-Ride on Hughes St, and Cambridge Village would be served. In downtown Raleigh, staff recommends serving the State Government area from bus stops on Morgan St at Salisbury St to improve on time performance. Alternative bus service is provided at the eliminated stops on Wilmington St and Salisbury St by GoTriangle Route 301 and other GoRaleigh routes.
- Extend **Route 310** through Morrisville. Replaces peak period Route 300 between the Regional Transit Center (RTC) and Cary Depot. GoTriangle would provide associated paratransit service along the route.
- Operate **Route 300** between Cary to Raleigh only. In downtown Raleigh, staff recommends serving the State Government area from bus stops on Morgan St at Salisbury St to improve on time performance. Alternative bus service is provided at the eliminated stops on Wilmington St and Salisbury St by GoTriangle Route 301 and other GoRaleigh routes.
- Realign **Route 800 and 800S** to serve the Streets at Southpoint from an improved bus stop on Renaissance Pkwy instead of a bus stop on the mall property. GoTriangle and City of Durham have coordinated with Streets of Southpoint to relocate the park and ride spaces and bus stop amenities. The recommended service realignment is anticipated to begin on July 13, 2020 with a detour, but Board of Trustees approval is necessary to make the detour permanent.

Financial Impact

Funding for the additional service on Route 305 and 310 is provided by Wake Transit as included in the FY21 Recommended Wake Transit Work Plan. No additional GoTriangle funds are required for any of the recommended service changes.

Attachments

- Attachment A. October 2020 Service Change Details
- Attachment B. Title VI Service Equity Analysis
- Attachment C. Public Engagement Summary

Staff Contact(s)

- Jennifer Green, Transit Service Planner, 919-485-7529, jgreen@gotriangle.org





Recommended Service Changes for Oct 2020

Board of Trustees

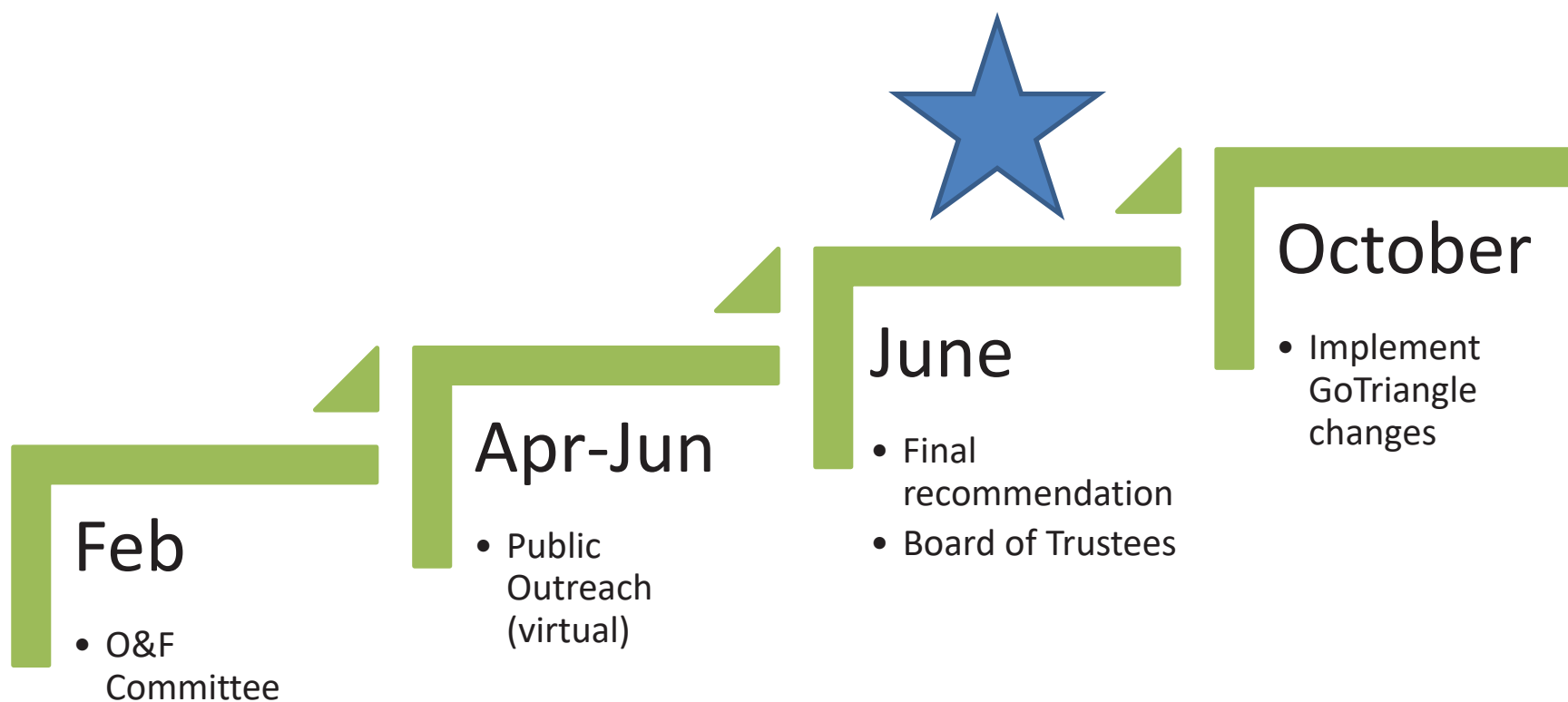
June 24, 2020

*Jennifer Green, Transit Service Planner
Capital Development Department*

Implementing the Short Range Transit Plan

- Board of Trustees approved Nov 28, 2018
- Goals of the Short Range Transit Plan
 - Make Service Faster and More Time Competitive
 - Provide More Frequent Service
 - Provide More All-day Service
- Wake Transit Plan
 - Connect all Wake County communities

Timeline



Public Engagement

With the number of cases of **COVID-19** continuing to grow, the public engagement team took steps to ensure that we engaged the community in a way that was both **safe** and **effective**, by using a comprehensive virtual engagement plan which included:

Informational PowerPoint

Video Presentation

Social Media Posts

Email Blasts

Comment Box



Translated Materials

Targeted Outreach Pushes

Promo Video

Website Updates

Press Release

Public Engagement

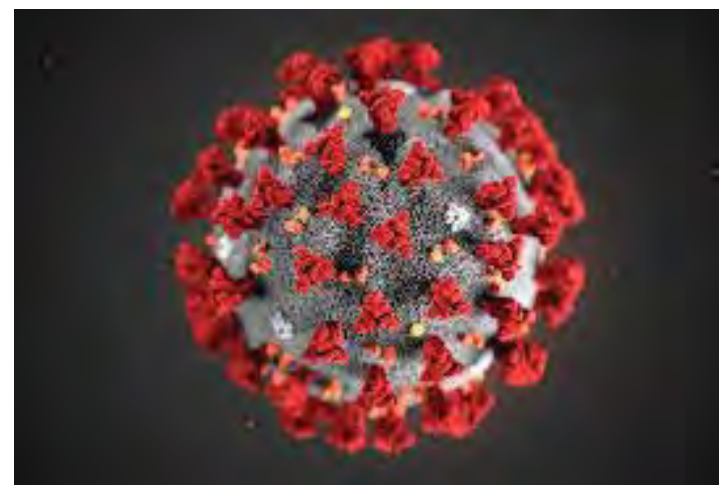
From **April 22 – June 12** there were:

51 comments on the proposed service changes
32 social media posts with 46,805 impressions and 1,029 engagements
4,092 views on the GoTriangle service change website with people spending an average time of 2 minutes and 28 seconds on the page
8 email blasts to mailchimp stakeholder lists with over 3,600 total contacts
Direct outreach to over 25 community groups in the Triangle
109 views on the “Zooming into Transit” video (English Version)
13 views on the “Zooming en Tránsito” (Spanish Version)

The service changes were also promoted via GoTriangle’s partnership with the Food Bank of Eastern & Central North Carolina. For every **one comment** collected, our partnership allowed the Food Bank to provide **50 meals** to residents impacted by COVID19!

What has changed since February?

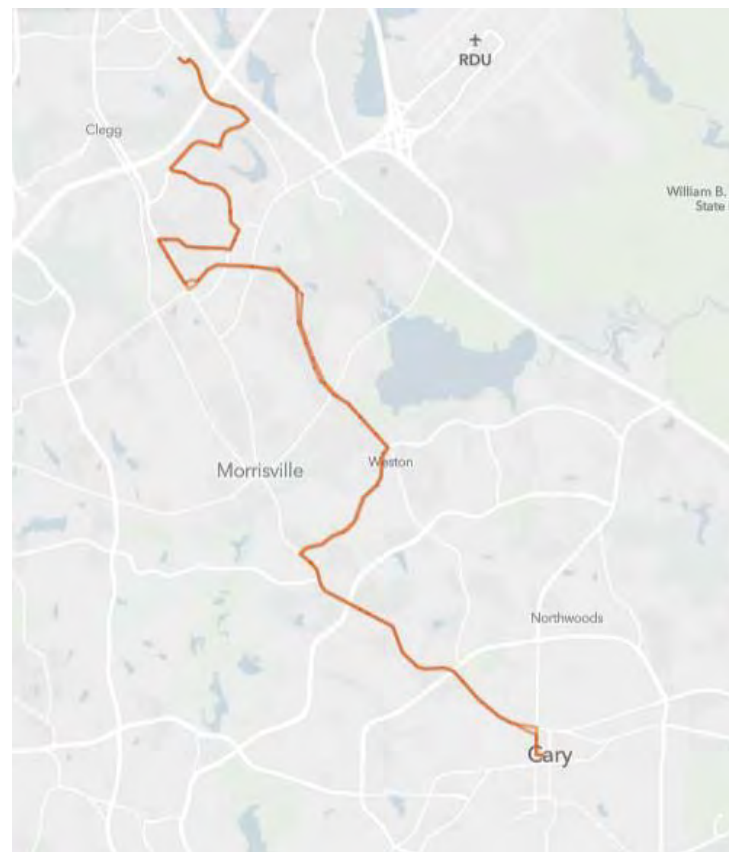
- Route 305
 - Due to anticipated revenue shortfalls, removed previously proposed new frequency and span
 - Recommendation includes new peak hour service to Holly Springs only
- Route 311
 - Staff recommends to delay service change until a later date



More All Day Service

Route 310: RTC-Wake Tech-Morrisville-Cary

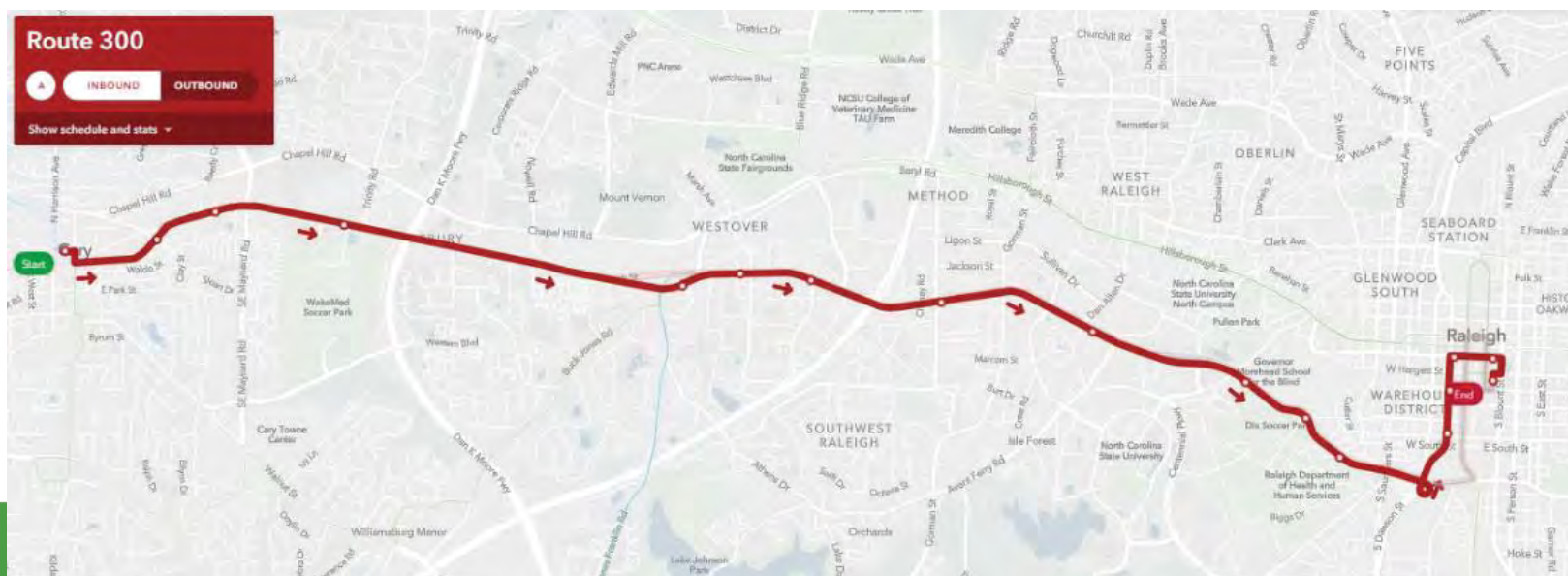
- All day weekday service from the RTC to Cary Depot
- More destinations in Morrisville:
 - Perimeter Park
 - Wake Tech RTP Campus
 - McCrimmon Pkwy
 - Evans Rd
 - Weston Pkwy
 - Park West Village
 - Chapel Hill Rd
- Every 30 minutes during peak and every 60 minutes in off peak
- Replaces Route 300 peak hour service between RTC and Cary Depot



Make Service Faster and More Reliable

Route 300: Cary to Raleigh

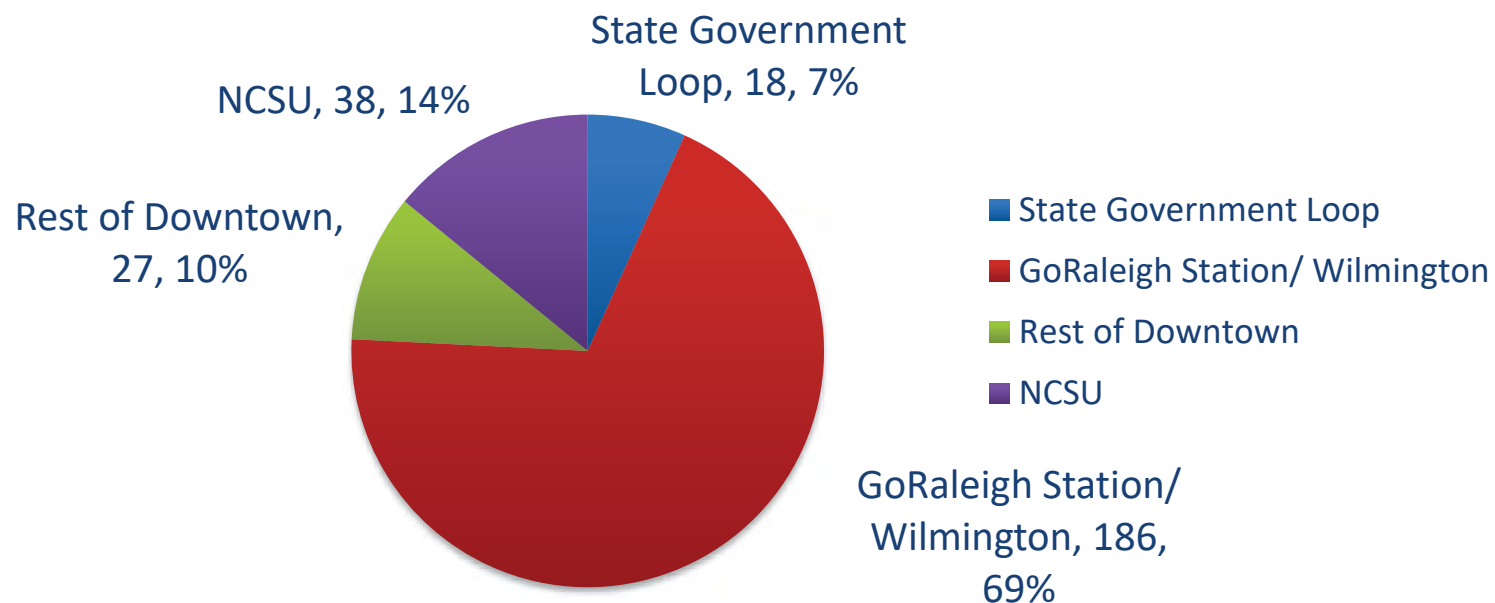
- At all times, operate between Cary Depot and GoRaleigh Station
- Realign peak service from Harrison Ave to Weston Pkwy and Chapel Hill Rd on Route 310
- Minor route change near State Government served by stops near Salisbury St and Morgan St



Make Service Faster and More Time Competitive

Downtown Raleigh Destinations

Daily Alightings on Routes 300 and 305

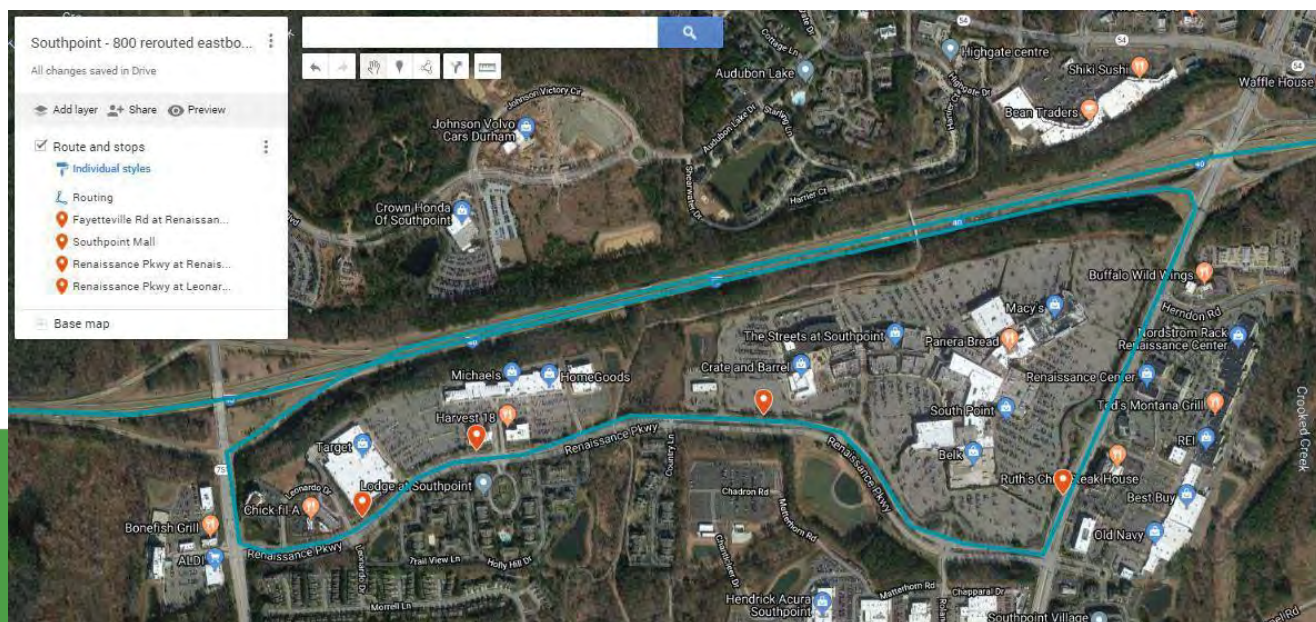


SOURCE: Automatic Passenger Counter Ridership Data

Make Service Faster and More Time Competitive

Route 800/800S: Streets at Southpoint

- New bus stop constructed by Streets at Southpoint on Renaissance Pkwy
- City of Durham has installed a bus lane
- All buses serve stop serve heading westbound
- Park and Ride spaces relocated



Questions/Discussion

Action Requested

Staff requests that the Board of Trustees approve the recommended service changes for implementation on October 11, 2020*

** or an alternate date if dictated by operational circumstances related to COVID-19*

October 2020 Service Change Details

Attachment A: October 2020 Service Change Details

Introduction

The GoTriangle Board of Trustees adopted the Short Range Transit Plan on November 28, 2018 that identified service changes in Wake, Durham and Orange counties. The plan was developed in coordination with partners in each of the counties, including GoRaleigh, GoCary, GoDurham, Orange County Public Transportation, Capital Area MPO, Durham-Chapel Hill-Carrboro MPO, Wake County, and municipal representatives on the Wake Transit - Transit Planning Advisory Committee (TPAC). The plan supports the goals of the Wake Transit Plan, Durham County Transit Plan and the Orange County Transit Plan.

The GoTriangle Short Range Transit Plan identified three goals:

- Make service faster and more time-competitive
- Provide more frequent service
- Provide more all-day service

Service Change Overview

The recommended service changes for October 11, 2020 support the goals of the short range transit plan.

Route-by-Route Details

Specific details about each of the recommended service changes for October 11, 2020 are provided in the following section. The following services are included:

- Route 305: Holly Springs to Apex and Raleigh
- Route 310: Regional Transit Center to Wake Tech RTP, Morrisville, and Cary
- Route 300: Raleigh to Cary
- Route 800/800S: Chapel Hill to Regional Transit Center via Streets at Southpoint

A service change was proposed on the Route 311, but based on public and elected official comments, staff does not recommend making this service change at this time. More details are provided in the final section of this document:

- Other Service Change Proposals

Route 305: Holly Springs to Apex and Raleigh

Area Served: Holly Springs, Apex, WakeMed Cary, NCSU, GoRaleigh Station

Recommended Action:

- Extend Route 305 during peak hours to the downtown area of the Town of Holly Springs and to a new park-and-ride at Ting Park on Sportsmanship Way in Holly Springs. Route 305 would also be extended to serve more stops in the Town of Apex, including the Hughes St at Williams St (Compare Foods Park-and-Ride) and Apex Peakway near Walmart and Cambridge Village senior housing.

- Maps:*

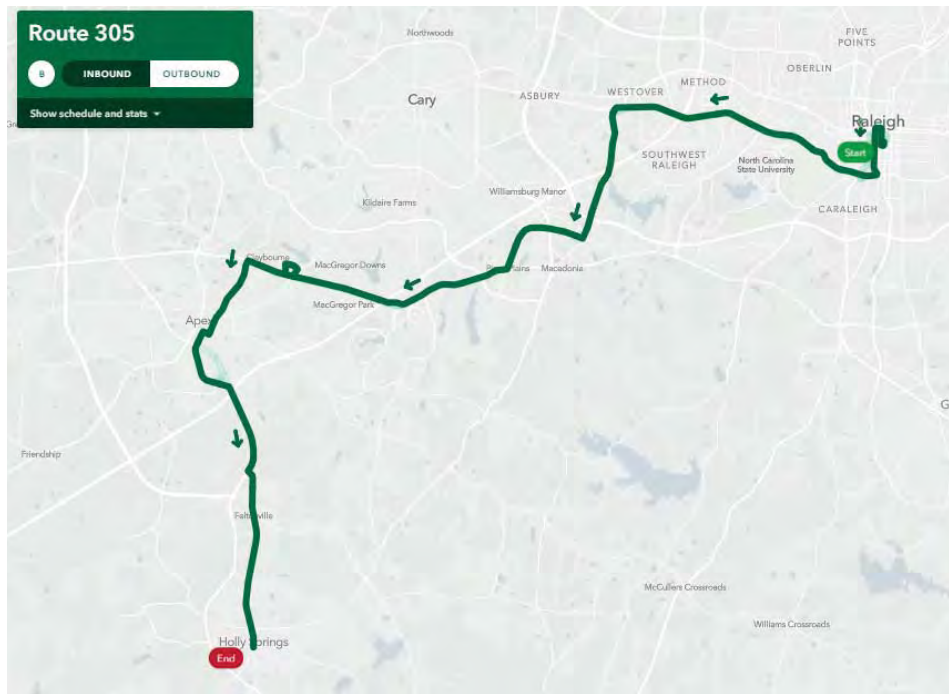
Route 305

A **INBOUND** **OUTBOUND**

Show schedule and stats

Map showing the route of Route 305, starting at Holly Springs and ending at Raleigh. The route is marked with a green line and arrows indicating the direction of travel. Key locations along the route include Cary, Asbury, Westover, Method, Oberlin, Raleigh, South West Raleigh, North Carolina State University, Caraleigh, Williamsburg Manor, MacGregor Downs, MacGregor Park, Apopka, Friendship, Feltville, and Holly Springs. The map also shows major roads and landmarks like Five Points and McCall's Crossroads.

Figure 2: Recommended Alignment for Route 305 Outbound to Apex and Holly Springs

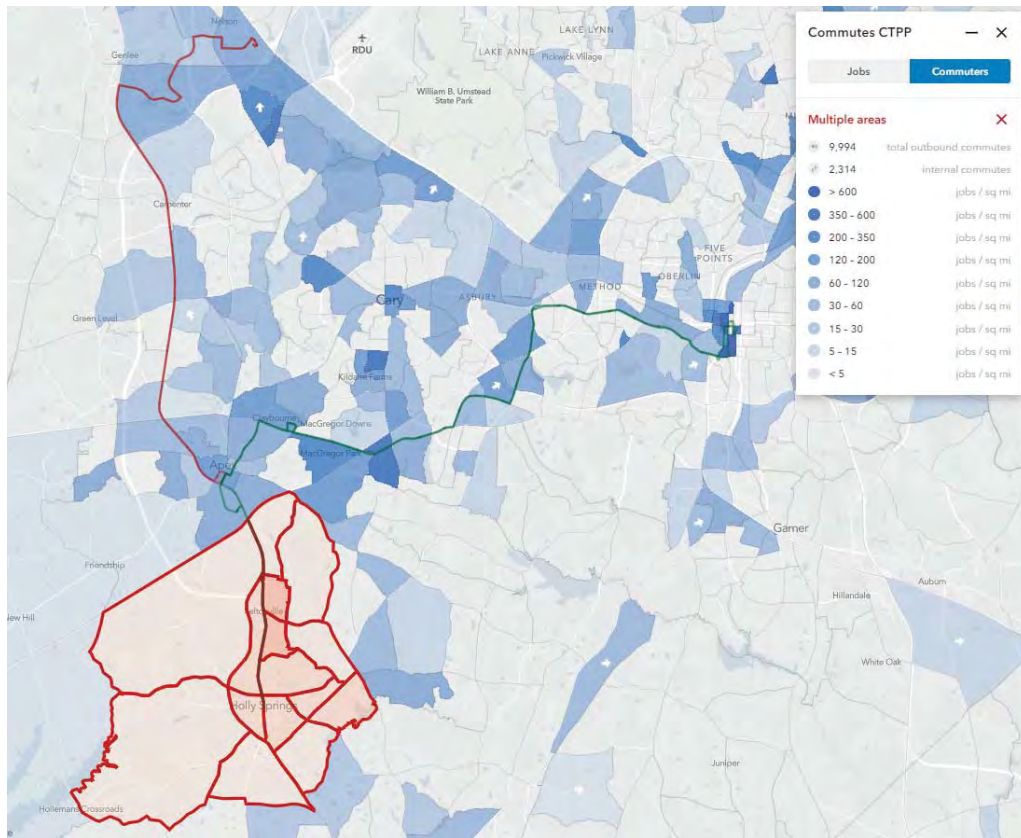


Implementation Date: October 11, 2020

Rationale: The 2016 Wake Transit Plan identified a goal to Serve All Wake county Communities. The extension of Route 305 to Holly Springs introduces transit service to the Town of Holly Springs for the first time. The Route 305 is a good fit for service to Holly Springs based on analysis of commute patterns showing that many Holly Springs residents work along the Route 305 in Cary and Raleigh. Figure 3 below shows where commuters originating in Holly Springs (highlighted in red) travel to work (shown in blue). The darker the blue, the more commuters there are. This indicates that many people from Holly Springs commute to WakeMed Cary, NCSU and downtown Raleigh.

October 2020 Service Change Details

Figure 3: Top Employment Centers (Source: American Community Survey 2016)



The Town of Holly Springs is providing park and ride spaces at the town-owned Ting Park on Sportsmanship Way and is constructing bus stop improvements at the park and ride.

Route 305 is recommended to serve the State Government complex at the same stop as the CRX and DRX near the intersection of Salisbury St and Morgan St. Ridership at the current stops at the State Government complex is low (39 boardings/alightings a day). The recommended routing will make the travel times faster for people getting on a GoRaleigh Station and travelling towards Apex. Alternate service is provided by GoRaleigh routes and GoTriangle Route 301 at the current stops at the State Government complex.

Public Input Received:

- Nine comments were received. Two respondents oppose the service change to remove the State Government stops from the route, while two respondents support the change. Two respondents requested bus service to connect Holly Springs to RTP, while the remaining comments were clarifying questions about the proposals.
- Town of Holly Springs Town Council received a presentation from GoTriangle and Town staff at their March 3, 2020 meeting and voted to endorse the service concept of an extension on Route 305.
- At the Town of Apex Town Council meeting on May 19, 2020 about the proposed route change, members voted to amend the Town's transit plan map with the recommended alignment

October 2020 Service Change Details

change on the Route 305. The Town Council had concerns with the changes to the Route 311 as described in the letter included in Attachment C.

See Attachment C for a summary of the public engagement effort and an overview of the comments received.

Impacts Likely to Occur Regarding:

- Current Customers: Existing customers would see minor schedule changes and a change to the routing in downtown Raleigh. The same number of trips will be provided. Existing customers who use the stops at the State Government complex will be able to use GoRaleigh routes or GoTriangle Route 301 to get to GoRaleigh Station to transfer to the 305, or use bus stops on Salisbury St and Morgan St.
- Target Markets: Two stops for residents of the Town of Holly Springs will be provided in the downtown area and at a new park and ride at Ting Park on Sportsmanship Way. The Town will provide 25 parking spaces for park and ride use at Ting Park, which is located at the north end of town close to NC 55 Bypass. Route 305 will also be extended to serve more residents of the Town of Apex at stops at Compare Foods park-and-ride, Cambridge Village senior housing and Walmart.
- Minority Populations: No disparate impacts to minorities were identified in the Title VI analysis. See **Attachment C**.
- Regional Service Distribution: The route operates in Wake County.
- Estimated Cost for FY 2021: \$175,918
- Funding Source: Wake Transit FY21 Recommended Work Plan

Route 310: Regional Transit Center to Wake Tech RTP, Morrisville, and Cary

Area Served: Regional Transit Center, Perimeter Park, Wake Tech RTP Campus, Morrisville, Park West Village, Cary Depot

Recommended Action: Extend Route 310 to Cary Depot to serve more destinations in Morrisville and Cary serving Park West Village and other stops along McCrimmon Pkwy, Evans Rd, Weston Pkwy and Chapel Hill Rd. Route 310 would operate every 30-minutes during peak hours and hourly during midday and evenings between RTC and Cary.

Implementation Date: October 11, 2020

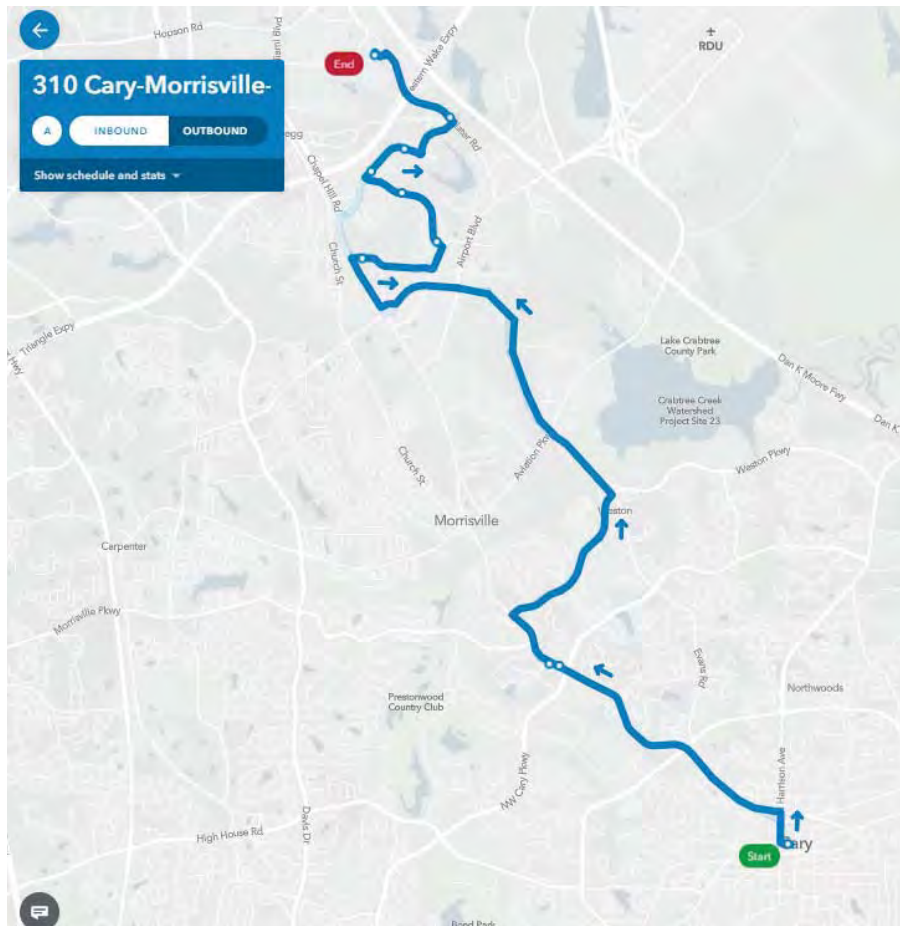
Rationale:

- The 2016 Wake Transit Plan identified a need for all-day weekday service to Morrisville.
- Provides consistent connections from Morrisville and Cary to the Regional Transit Center where connections to other regional routes can be made.
- Stops will be coordinated with the GoCary Weston Parkway route along Weston Pkwy and Chapel Hill Rd.

Map:

October 2020 Service Change Details

Figure 4: Recommended Alignment for Route 310



Public Input Received: Nine comments were received. Three respondents support the change to provide service to Morrisville. Three respondents had questions about how to travel from Perimeter Park to destinations on the existing Route 300 (Harrison Ave and NCSU), while the remaining comments were general. See Attachment C for a summary of the public engagement effort and an overview of the comments received.

Impacts Likely to Occur Regarding:

- **Current Customers:** An all-day connection between Cary and the RTC improves regional connectivity for customers travelling between Cary and points to the west - Durham and Chapel Hill. Travel times would be reduced compared to current service, in which customers need to travel through GoRaleigh Station in downtown Raleigh to make the same trip.
- **Target Markets:** Improved access for Morrisville residents. Connections will be made to the Morrisville Smart Shuttle once that service begins in 2021.
- **Minority Populations:** No disparate impacts to minorities were identified in the Title VI analysis. See **Attachment C**.
- **Regional Service Distribution:** The route operates in Wake County.
- **Estimated Cost for FY 2021:** \$ 1,147,001
- **Funding Source:** GoTriangle General Fund and Wake Transit FY21 Recommended Work Plan

October 2020 Service Change Details

Route 300: Raleigh to Cary

Area Served: Cary Depot, Downtown Raleigh, GoRaleigh Station

Recommended Action:

- Route 300 would be truncated during peak hours to operate between Cary Depot and GoRaleigh Station. This is because service between Cary Depot and the Regional Transit Center (RTC) would be provided by Route 310 at these times.
- The route would serve the State Government complex at bus stops near Salisbury St and Morgan St in downtown Raleigh.
- Same route alignment would be operated at all times

Maps

Figure 5: Recommended Alignment for Route 300 (Inbound)

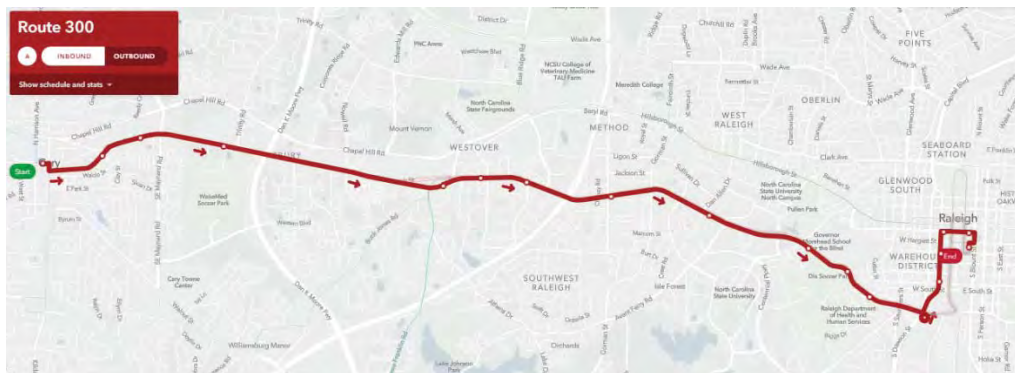
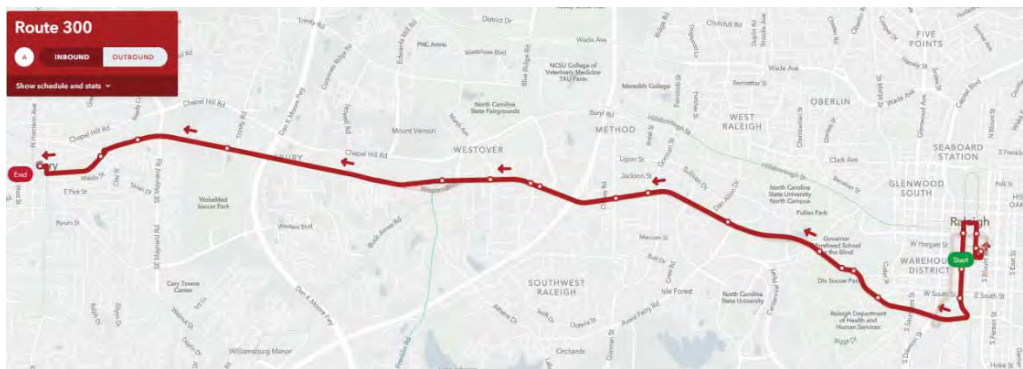


Figure 6: Recommended Alignment for Route 300 (Outbound)



Implementation Date: October 11, 2020

Rationale:

- GoCary routes operate along Harrison Ave, so truncating the Route 300 at Cary Depot further avoids duplicative services.

October 2020 Service Change Details

- Ridership to State Government complex is low. Eliminating the State Government loop makes the trip travel times faster for people travelling from GoRaleigh Station to Cary Depot.
- Timed transfers at Cary Depot would be provided with GoCary routes
- The recommended route pattern can be operated at all times, which improves system legibility for the public, in particular for customers who are new to the system.

Public Input Received: Six comments were received. Three respondents oppose the service change to remove the State Government stops from the route, while two respondents support the change. See Attachment C for a summary of the public engagement effort and an overview of the comments received.

Impacts Likely to Occur Regarding:

- Current Customers: Customers travelling to bus stops on Airport Blvd and Harrison Ave would be required to use alternate service on GoTriangle Route 105 or 100 or to take GoTriangle Route 310 to Cary Depot where they can transfer to GoCary Route 3 to get to Harrison Ave.
- Target Markets: Customers will benefit from reduced travel times from downtown Raleigh and improved reliability to make transfers at Cary Depot.
- Minority Populations: No disparate impacts to minorities were identified in the Title VI analysis. See **Attachment C**.
- Regional Service Distribution: The route operates in Wake County.
- Estimated Cost for FY 2021: No change to the current funding
- Funding Source: GoTriangle General Fund

Route 800/800S: Chapel Hill to Regional Transit Center via Streets at Southpoint

Area Served: Streets at Southpoint, Regional Transit Center, Chapel Hill

Recommended Action: Permanently implement the construction detour put into place in summer 2020 at the Streets at Southpoint. Southpoint is installing a bus stop and the City of Durham will be installing a bus lane on Renaissance Parkway to ensure safe and efficient operations at the stop. The park and ride spaces will be relocated closer to Renaissance Parkway. The Route 800 and 800S would serve the bus stop on the side of the street as the shopping center only, which requires a realignment of the bus route. The bus would travel westbound for both the trips going east towards Chapel Hill and west towards the Regional Transit Center

Maps:

October 2020 Service Change Details

Figure 7: Route 800 Eastbound Routing

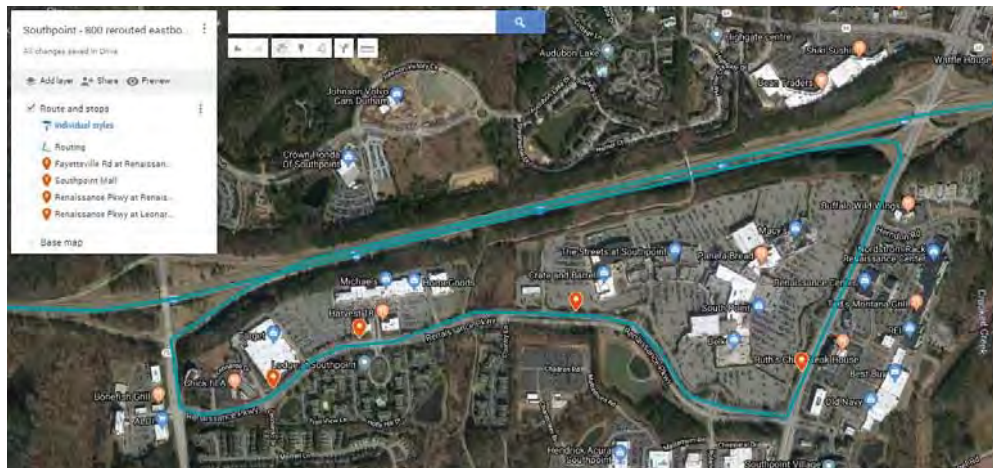


Figure 8: Route 800 Westbound Routing

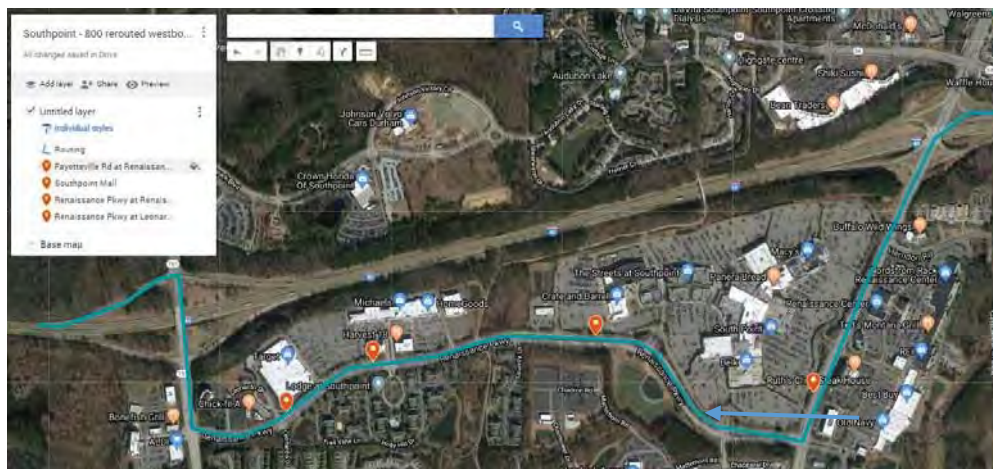
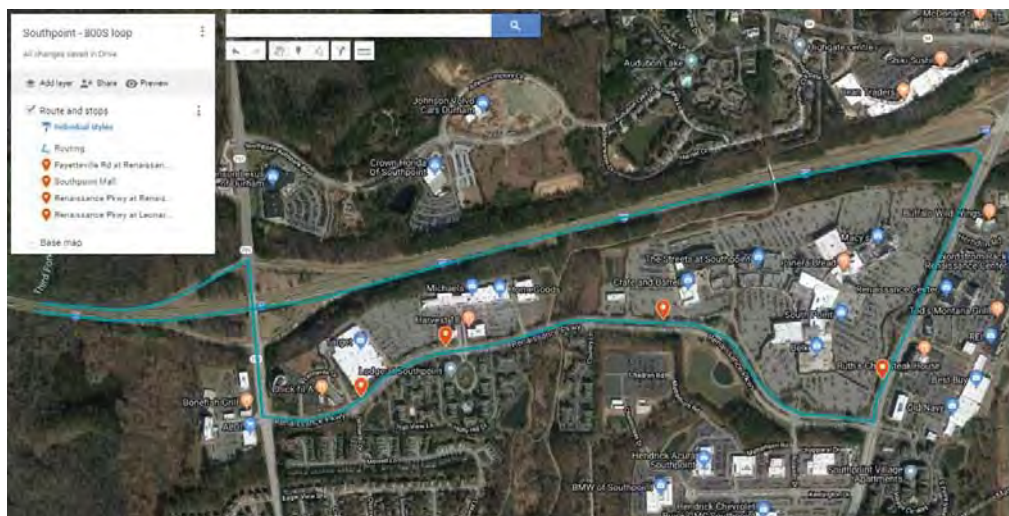


Figure 9: Route 800S Routing



October 2020 Service Change Details

Implementation Date: To be determined following completion of construction work on new bus stop #1406 – Renaissance Pkwy at Southpoint (estimated summer 2020).

Rationale: The City of Durham and GoTriangle have coordinated with the Streets at Southpoint as they construct a bus stop on Renaissance Parkway to serve the shopping center. Once the new bus stop is completed, GoTriangle and GoDurham buses will no longer have authorization to enter the mall property.

Public Input Received: 17 comments were received. Six respondents opposed the relocation of the bus stop, while other had questions and concerns about location, access and amenities at the new bus stop and park and ride spaces. See **Attachment C** for a summary of the public engagement effort and the comments received.

Impacts Likely to Occur Regarding:

- **Current Customers:** While the routing changes does not require schedule adjustments, customers travelling to the western portion of Renaissance Pkwy will have a slightly longer travel time from Chapel Hill. Service reliability may improve because the route avoids the traffic congestion that occurs on the mall property during holidays and weekends.
- **Target Markets:** The park and ride spaces will be relocated closer to Renaissance Pkwy and handicap spaces will be provided.
- **Minority Populations:** No disparate impacts to minorities were identified in the Title VI analysis. See **Attachment C**.
- **Regional Service Distribution:** The route operates in Durham and Orange counties, although the service change occurs in Durham County.
- **Estimated Cost for FY 2021:** No change to the current funding
- **Funding Source:** GoTriangle General Fund

Other Service Change Proposals

A service change proposal was presented during public engagement on **Route 311**. The proposal included bi-directional service along Kit Creek Rd as identified in the Wake Transit Plan. The proposal also included elimination of service to Lake Pine Plaza park-and-ride, since the Route 305 proposed service would duplicate the service being provided by Route 311. The Town of Apex Town Council requested at their public hearing on the proposed map change and a subsequent letter that GoTriangle consider delaying the Route 311 service change until more public comment could be collected during a time period when the Route 311 is in operation. Staff also highlights that the Wake Bus Plan identified the need to coordinate the service change to the Route 311 with the additional frequency of the Route 305, which has been put in unbudgeted reserve for the FY21 Wake Transit Work Plan. For these reasons, staff does not recommend service changes to the Route 311 at this time, but at a later date to ensure better coordination with other routes and more public engagement.



Title VI Service Equity Analysis – Routes 300, 305, 310, 800, 800S

Recommended Service Changes for October 2020

June 16, 2020

Introduction

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving Federal financial assistance. This analysis was conducted in compliance with Federal Transit Administration (FTA) Circular 4702.1B, which requires any FTA recipient serving a population of 200,000 or greater to evaluate any fare change and any major service change at the planning and programming stages to determine whether those changes have a discriminatory impact. This document is an analysis of GoTriangle's recommended service changes to routes 300, 305, 310, 800, and 800S for October 2020.

Key Findings

- Low-income riders will see a massive increase in service after all service changes are made
- Route 800S is the only route with a decrease in service, yet does not disparately impact its potential riders
- The Title VI analysis identified a disparate impact on low-income riders due to the large increase in service. There is no disparate impact on minorities
- Each route individually does not disparately impact its potential low-income and minority riders

Title VI Definitions and Policies

Definition of Minority and Low-Income Populations

Minority Population

According to FTA Circular 4702.1B, a minority person is defined as an individual identifying as:

- American Indian and Alaska Native, Asian, Black or African American, Hispanic or Latino, and Native Hawaiian or Other Pacific Islander.

Minority populations are defined by FTA as any readily identifiable group of minority persons who live in geographic proximity, or who may be geographically dispersed, but who may be similarly affected by a proposed action.

Low-Income Population

According to the FTA circular, low-income means a person whose median household income is at or below the U.S. Department of Health and Human Services poverty guidelines or within a locally developed income threshold that is at least as inclusive as these guidelines. For these policies, persons with household incomes below 150 percent of the federal poverty level for a regionally average household size are determined to be low income.

Low-income population is defined by FTA as any readily identifiable group of low-income persons who live in geographic proximity or who may be geographically dispersed, but who may be similarly affected by a proposed action.

The FTA circular on Title VI compliance states that while low-income populations are not a protected class under Title VI there is an "...inherent overlap of environmental justice principles in this area, and

because it is important to evaluate the impacts of service and fare changes on passengers who are transit-dependent, FTA requires transit providers to evaluate proposed service and fare changes to determine whether low-income populations will bear a disproportionate burden of the changes."

GoTriangle Policies

The GoTriangle Board of Trustees adopted three policies in June 2014 related to Title VI that guide this analysis:

- Major Service Change Policy
- Disparate Impact Policy, and
- Disproportionate Burden Policy.

The requirement for these policies comes from Federal Transit Administration (FTA) Circular 4702.1B, "Title VI Requirements and Guidelines for Federal Transit Administration Recipients" which became effective October 1, 2012. The Circular requires any FTA recipient that operates 50 or more fixed route vehicles in peak service and serving a population of 200,000 persons or greater to evaluate any fare change and any major service change at the planning and programming stages to determine whether those changes have a discriminatory impact.

Major Service Change Policy

A "major service change" is defined as follows:

- The addition or elimination of a route
- A change in at least 25 percent of an existing route's pattern, measured in route-miles
- The expansion or reduction in the span of service or frequency of service on any route by at least 25 percent, measured in revenue vehicle hours
- The expansion or reduction in regular days of service on any route

The following types of activities are not classified as "major service changes" and shall not require that a Service Equity Analysis be conducted:

- Service for special events
- Routing changes to address construction or road closures
- Added service operated during emergencies

Disparate Impact Policy for Major Service Changes

The FTA circular identifies disparate impacts as a "facially neutral policy or practice that disproportionately affects members of a group identified by race, color, or national origin, where the recipient's policy or practice lacks a substantial legitimate justification and where there exists one or more alternatives that would serve the same legitimate objectives but with less disproportionate effect on the basis of race, color, or national origin."

These disparate impact policies establish thresholds for determining when impacts of major service changes disproportionately affect minority populations. The thresholds apply to the difference in impacts of the proposed service change between minority populations and non-minority populations,

measured by using the service population or ridership of the affected route(s) compared with the service population or ridership of the system.

For Service Equity Analyses, a threshold of *10 percent* shall be used by GoTriangle to determine if the effects of a proposed service change are borne disproportionately by minority populations.

Disproportionate Burden Policy for Major Service Changes

Disproportionate burden addresses impacts to low-income populations. The FTA circular defines disproportionate burden as “a neutral policy or practice that disproportionately affects low-income populations more than non-low-income populations.”

These disproportionate burden policies establish thresholds for determining when impacts of major service changes disproportionately affect low-income populations. The thresholds apply to the difference in impacts of the proposed service change on low-income populations compared to the impacts on other populations, measured by using service population or ridership of the affected route(s) compared with the service population or ridership of the system.

For Service Equity Analyses, a threshold of *10 percent* shall be used by GoTriangle to determine if the effects of a proposed service change are borne disproportionately by low-income populations.

GoTriangle System Profile

GoTriangle provides service to Wake, Durham, and Orange counties. The entire area within these counties is considered the GoTriangle service area.

System Ridership

According to the GoTriangle FY 2019 Annual Bus Service Performance Report, the number of boardings has a linear relationship with the amount of service provided (by revenue hours). GoTriangle has consistently increased service since FY 1992 and has seen an increase in boardings since then as well.

Title VI Service Equity Analysis

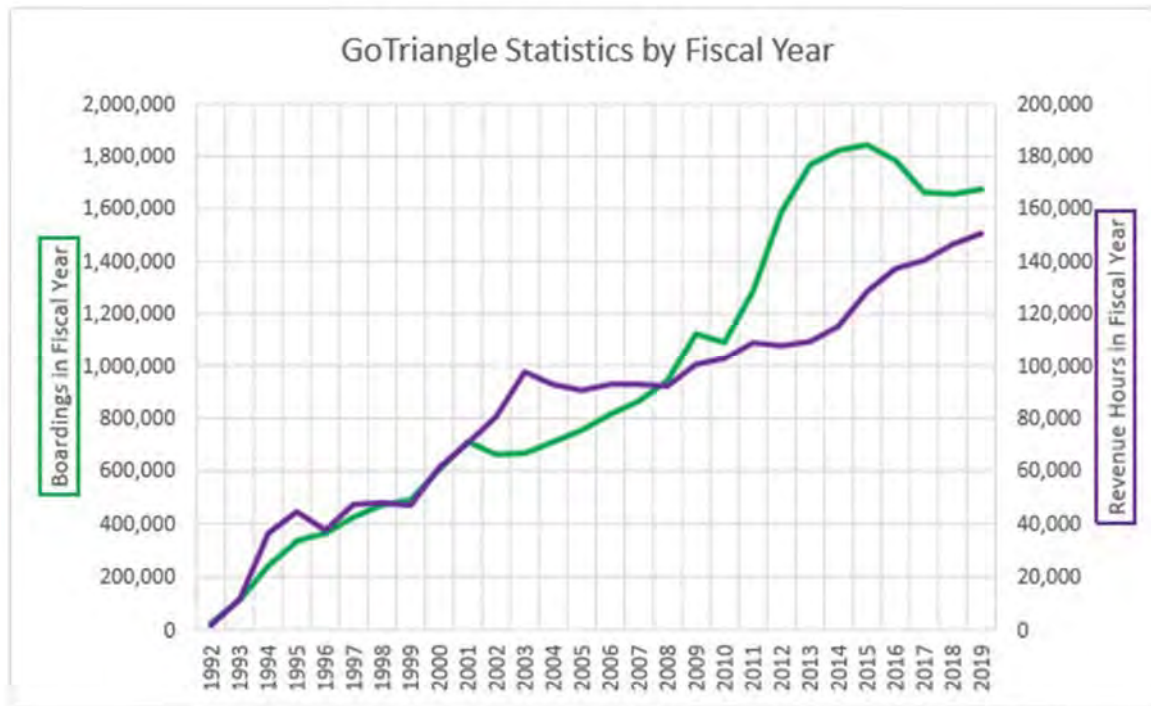


Figure 1: GoTriangle Statistics by Fiscal Year. Prepared by Matthew Frazier

Race and Ethnicity

Based on profile data provided by Remix, the population living within ¼ mile of a stop is comprised of 107,118 people. 42.7% of this population identifies as a minority.

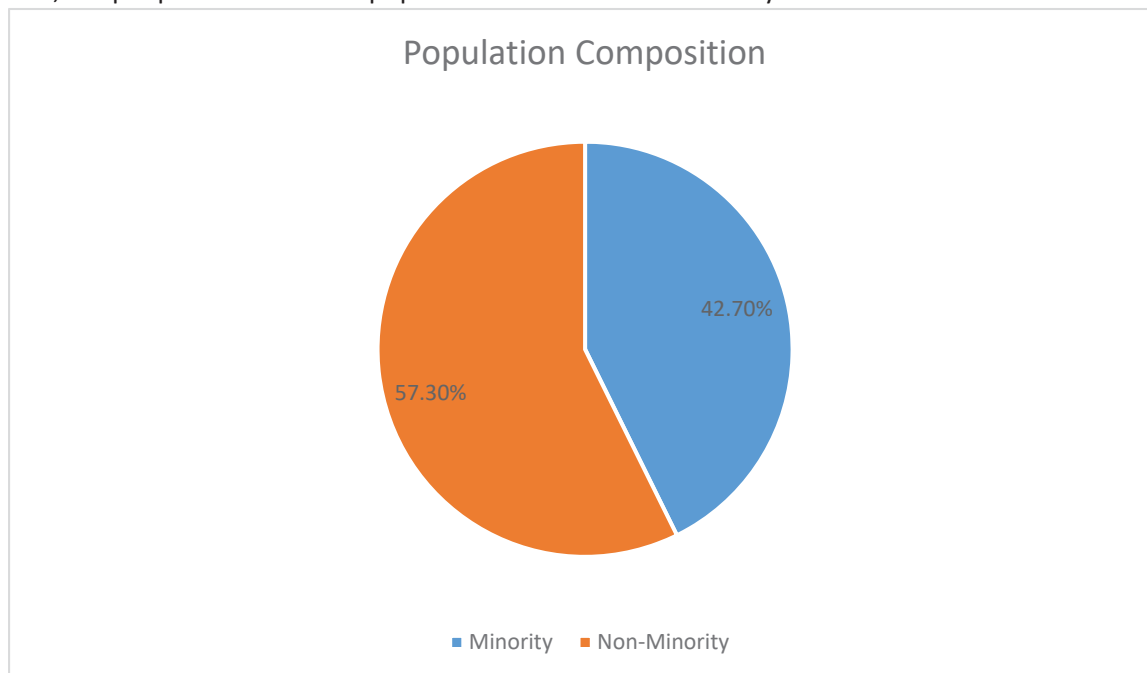


Figure 2: ¼ Mile Population Composition of Service Area. Prepared by David Jerrido

Income

Based on profile data provided by Remix, 25.7% of the population living within ¼ mile of a stop is considered low income. This is based on the definition provided in the FTA Circular 4702.1A.

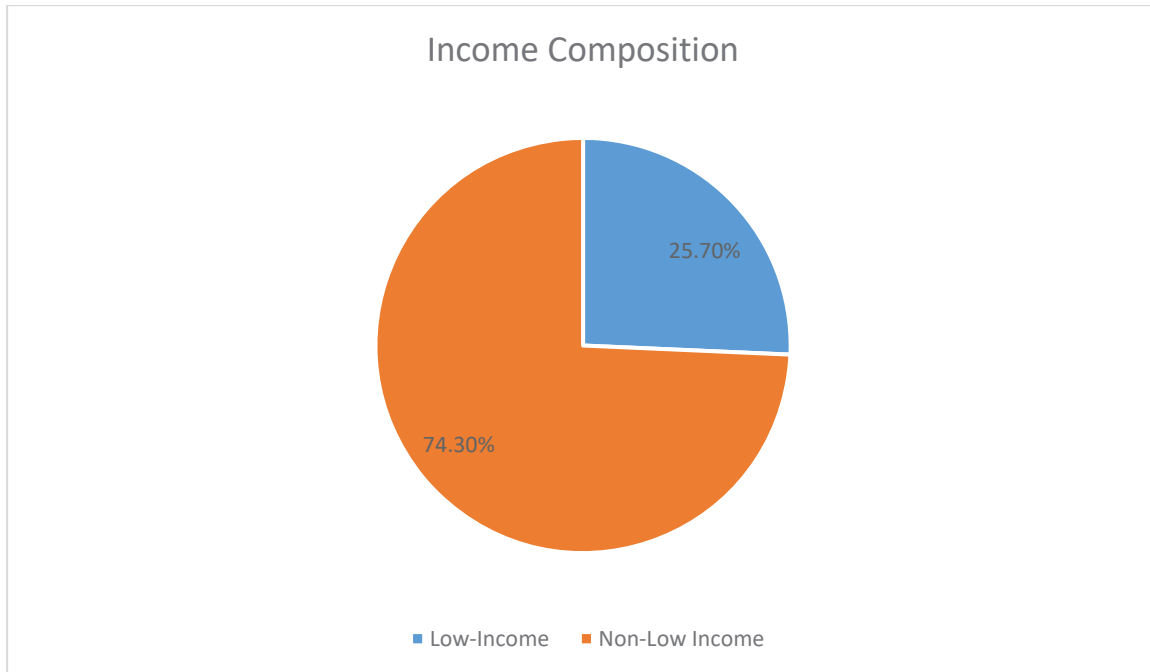


Figure 3: ¼ Mile Income Composition of Service Area. Prepared by David Jerrido

Methodology

The methodology listed below was used to assess the impacts of each service change:

1. Identify the current and proposed alignments for each route in Remix
 - The alignments for the current and proposed alignments were stored in Remix under two different projects.
2. Capture the populations surrounding each route, including the low-income and minority populations of each route.
 - Implement a ¼ mile buffer surrounding each route, as this population is most likely to use the nearby transit service.
 - For accurate calculations and assessments, the ¼ buffer is applied to all alignments for each route. A route may have multiple travel patterns that are contingently used based on time of day.
 - Remix provides the low-income and minority population percentages for the buffers surrounding each alignment both before and after the service change.
3. Use the Remix Title VI Engine to run a Title VI analysis
 - The Remix Title VI engine is capable of calculating the differences in low-income and minority populations within ¼ mile of the current and proposed alignments. Remix can

also calculate the amount of total people-trips, low-income people-trips, and minority people-trips as well as the differences of all people-trips between current and proposed alignments.

- The Remix Title VI engine generates an Excel spreadsheet with unique formulas that calculate the change borne by low-income and minority populations. This is done by dividing the difference in people-trips for each demographic category by the total number of people-trips.
4. Aggregate the total populations and low-income/minority percentages of current alignments
 - The proposed service changes to these five routes include streamlining multiple travel patterns into one.
 - The average of total populations served by each pattern and sum of total annual trips made by all patterns were taken to represent the total population and total annual trips for the route. The route's low-income and minority averages within ¼ mile were provided by Remix.
 - The aggregated statistics for the current alignments were subtracted from the statistics of the proposed alignments to calculate the differences and changes borne by each demographic group.
 5. Calculate low-income and minority people-trips and find the difference before and after service changes
 - After making the correct aggregations, the average ¼ mile population and the total number of annual trips per route were automatically calculated, the final pieces needed before calculating people trips
 - Multiply the ¼ population by the percentage of the population that is low-income, then multiply the product by number of annual trips for total annual people-trips. This calculation is made for inbound and outbound alignments, both before and after service changes.
 - Repeat above step for minorities
 - Subtract cumulative inbound low-income people-trips before the service change from cumulative inbound low-income people-trips from after the service change. Repeat same step for outbound. This step results in the difference of service level.
 - Repeat above step for minorities
 - Divide difference of inbound low-income people trips by total inbound low-income people trips. Repeat for outbound.
 - Repeat above steps for minorities
 6. Determine the Delta for each route and for the service changes overall
 - The Delta is calculated by subtracting the area average of low-income and minority populations from the 'change borne' percentage of each category. If the Delta exceeds 10%, that means there is a disparate impact.

Service Change Analysis

For proposed major service changes, the percentages of impacted minority and low-income populations is calculated and evaluated according to the disparate impact policy and disproportionate burden policy. If the percentage of impacted minority and low-income populations differs by more than 10% from the current routes versus the recommended changes, the recommended service change will be considered disparate to minority and low-income populations.

Disparate Impact and Disproportionate Burden Analysis

Remix's Title VI engine calculated the Delta between the change in people-trips borne by low-income/minority riders and the area averages for these demographics. The analysis determined that the October 2020 service changes **will NOT have a disparate impact on minorities**. Minorities represent 44.8% of the population affected by these service changes. The area average is 42.7% for minorities, putting the Delta at 2.1%, which does not exceed the 10% threshold.

For low-income riders, the analysis determined that the October 2020 service changes **will have a disproportionate burden on low-income riders**. The factor of which low-income riders bear the October 2020 service changes is 58.3%. The area average is 25.7%, putting the Delta at 32.6%, which well exceeds the 10% threshold. Despite the Delta being so large, the service changes prove themselves quite equitable due to the amount of people-trips that low-income riders will gain. Of the ~28.7 million added people-trips from the service changes, ~16.2 million of them are low-income people-trips. The large increase in people-trips is weighed heavily by the hike in service on Route 310. Low-income people-trips increase by over 57% on that route alone. This is discussed further under 'Service Level Changes.'

Impact Analysis Table	Low Income	Minority
Change Borne	58.3%	44.8%
Area Average	25.7%	42.7%
Delta	32.6%	2.1%

Service Level Changes

Service level calculations were divided up by demographic group and by inbound/outbound alignment. After calculating the amounts of people-trips per demographic group before and after service changes, it was determined that the level of annual service will increase after service changes are made. Low-income people-trips will increase by 13.21% or ~16.2 million per year. Minority people-trips will increase by 7.88% or ~12.5 million per year. Low-income and minority riders will collectively see ~29 million more people-trips after service changes are made. The tables below show the combined (inbound + outbound) amount of people-trips per route by demographic.

Title VI Service Equity Analysis

Low-income people-trips	Before changes	After changes	% Difference
Route 300	66,751,972.98	80,165,749.28	+16.73%
Route 305	17,682,567.00	20,605,990.28	+14.19%
Route 310	811,461.00	1,922,378.96	+57.79%
Route 800	12,458,559.74	12,458,559.74	+0.00%
Route 800S	9,114,041.70	7,927,565.72	-14.97%
Totals:	106,818,602.42	123,080,243.96	+13.21%

Minority people-trips	Before changes	After changes	% Difference
Route 300	89,031,527.60	90,826,088.28	+1.98%
Route 305	25,197,657.98	32,794,214.31	+23.16%
Route 310	4,847,703.00	9,326,392.95	+48.02%
Route 800	16,680,916.80	16,680,916.80	+0.00%
Route 800S	10,440,990.30	9,081,770.69	-14.97%
Totals:	146,198,795.67	158,709,383.03	+7.88%

The table below shows the combined amount of low-income and minority people-trips per route and the difference in people-trips before and after the service changes are made.

Combined people-trips	Total (Before)	Total (After)	Difference	Difference (percentage)
Route 300	155,783,500.58	170,991,837.56	15,208,336.98	+9.76%
Route 305	42,880,224.98	53,400,204.59	10,519,674.61	+24.53%
Route 310	5,659,364.00	11,248,771.91	5,589,297.91	+98.77%
Route 800	29,139,476.54	29,139,476.54	0	+0%
Route 800S	19,555,032.00	17,009,336.40	-2,545,695.60	-13.02%
Totals:	253,017,398.09	281,789,626.99	28,772,228.90	+11.37%

Conclusions

The proposed service changes were developed to improve the GoTriangle services. The service equity analysis was completed to comply with FTA guidelines using policies that were adopted by the GoTriangle Board of Trustees in June 2014.

The Title VI analysis identified a disproportionate impact on low-income riders, but no disparity amongst minority riders.

- Low-income riders will see a cumulative service increase of over 58%
- Minorities will gain slightly more service after service changes are made
- Route 310 will double service for low-income and minority riders
- Route 800S will see a marginal decrease in service that does not disparately or disproportionately impact any of its potential riders

GoTriangle October 2020 Service Changes

Public Engagement Summary

Overview

In line with the recommendations included in its Short-Range Transit Plan, GoTriangle proposed a series of service changes in order to expand service, and improve efficiency. There were proposed service changes for routes **300, 301, 305, 310, 311 and 800**, which would serve to meet the goal of reaching all Wake County Communities in the Wake Transit Plan.

GoTriangle collected feedback on proposed service changes from **April 22 – June 12, 2020**. This feedback will be incorporated into the final changes, which GoTriangle's Board of Trustees will vote on in June. If approved, these changes would be implemented on **Oct. 11, 2020**.

Outreach Goals

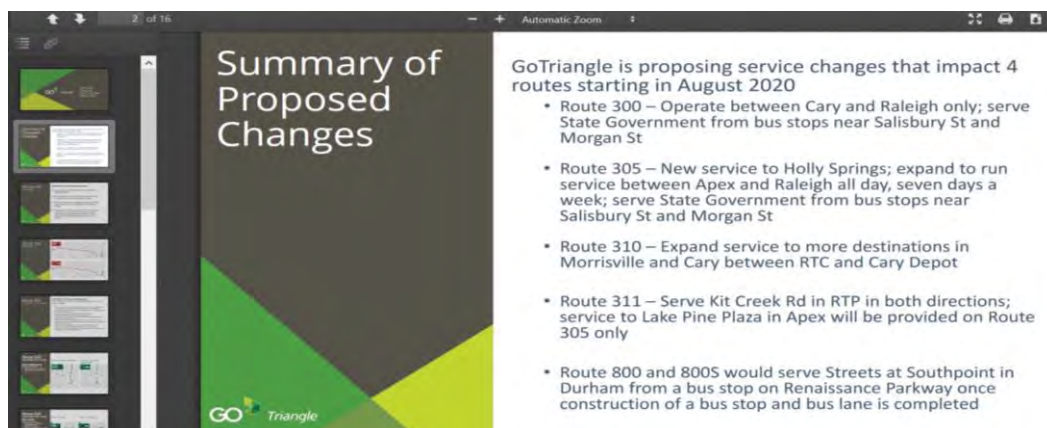
The goals of the public comment period were:

- To promote awareness of the proposed GoTriangle service changes
- To solicit customer feedback and engage the community in the public input process virtually
- To engage a diverse audience using culturally competent materials

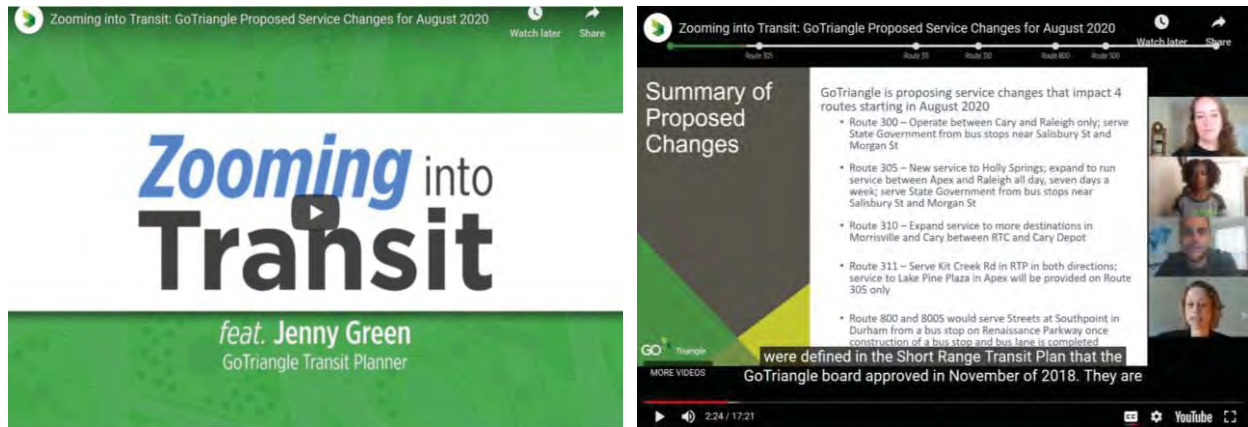
Outreach Approach

With in-person interactions being limited because of the COVID-19 pandemic, engagement for the proposed GoTriangle October 2020 Service Changes has been limited to online interactions and collaborative efforts with community partners to push the information out to relevant stakeholders. To accomplish the outreach goals, the following materials and content were created:

1. **Informational PowerPoint:** Information regarding the service changes were synthesized into 16 slides posted on the GoTriangle service change website.

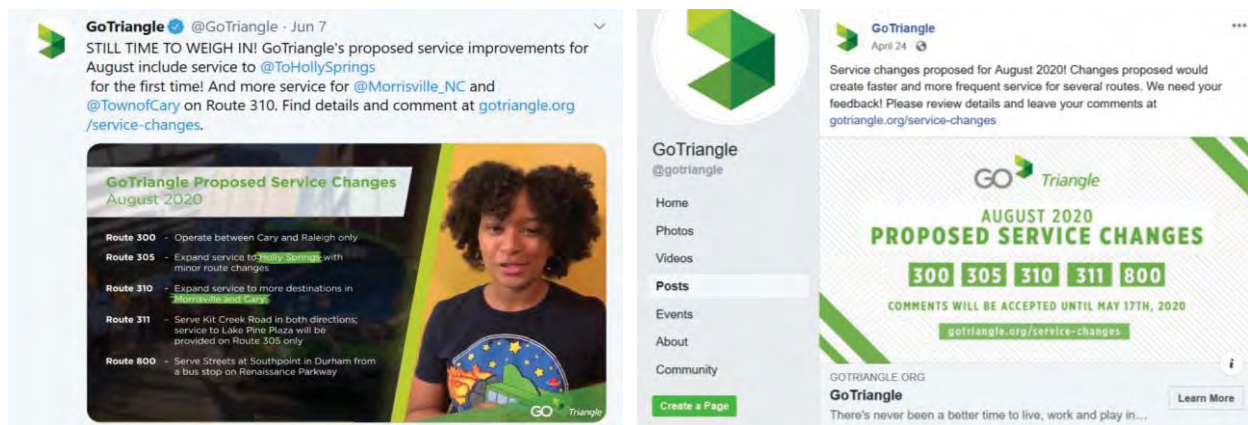


2. **Video Presentations:** In lieu of in-person presentations to community groups, the GoTriangle Public Engagement team worked with Jennifer Green to develop an explanatory video (as part of a Zooming into Transit series on all the opportunities for providing input on transit projects in the Triangle) to provide an additional level of detail for customers and stakeholders. From **April 22 – June 12**, the “Zooming into Transit” video (English Version) received **109 views**, with the “Zooming en Tránsito” (Spanish Version) receiving **13 views**.

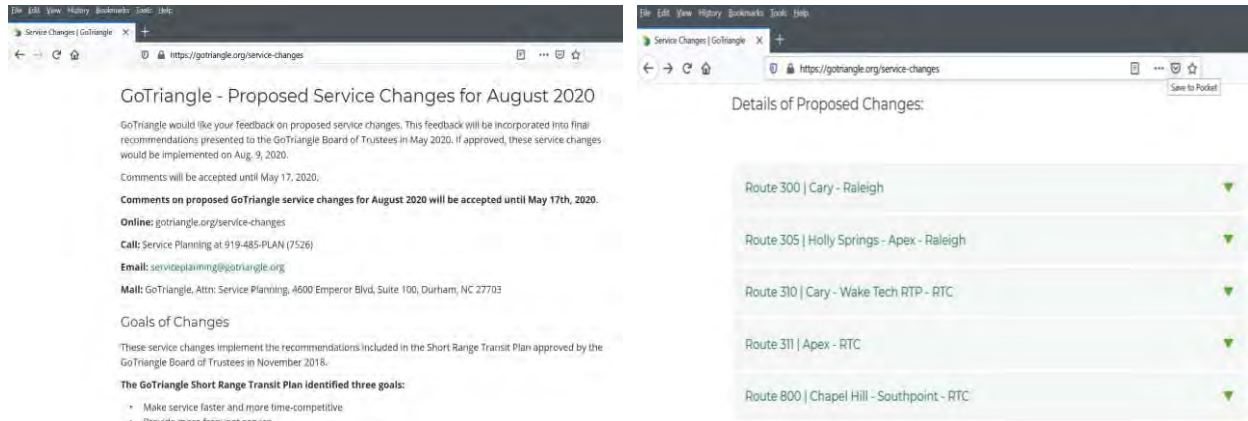


3. **Social Media Posts:** Tailored messaging and video content was developed for Facebook, Twitter, and Instagram posts in an effort to share information to a wider audience. Below is a summary of social media engagement from **April 22 – June 12**:

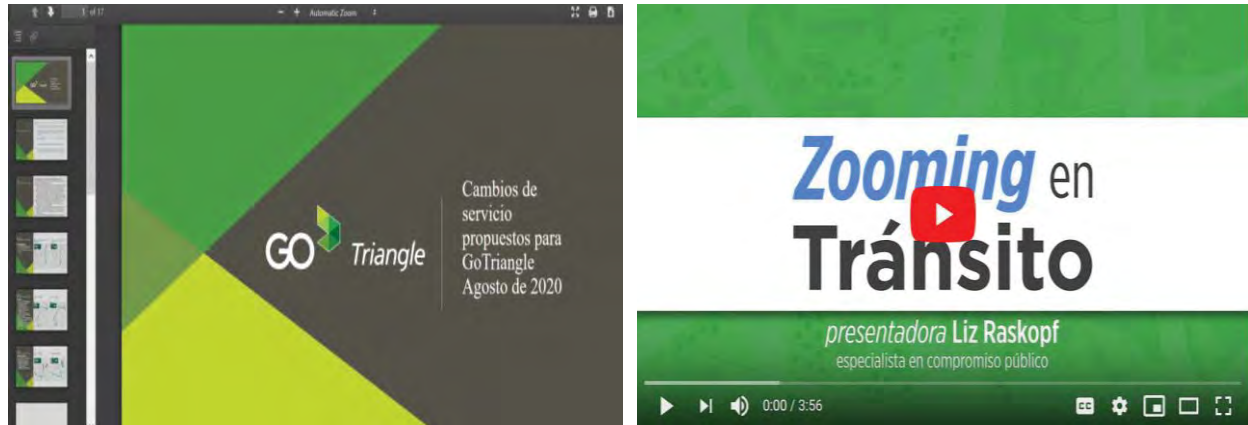
Platform	Total Posts	Engagements	Impressions
Instagram	2	52	805
Twitter (@GoTriangle)	23	567	39,200
Twitter (@WakeTransit)	3	30	800
Facebook	4	380	6,000
Total	32	1,029	46,805



4. **Website Updates:** The GoTriangle website's service changes page was updated to include the PowerPoint, video presentation, and a comment box for stakeholders to provide feedback.



5. **Translated Materials:** We translated both the PowerPoint and video presentations into Spanish, published them on GoTriangle's website and shared them with Spanish-speaking media outlets and community groups to ensure that the information shared reaches a diverse audience.

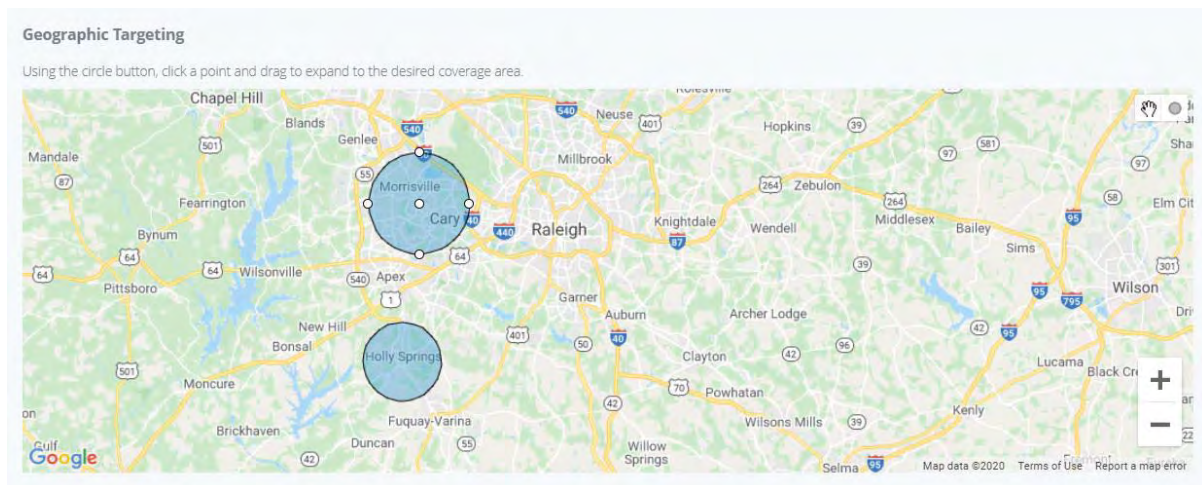


In a coordinated effort with partner transit agencies, county staff and community organizations, the information was shared in the following ways:

Description	Type	Date
Press Release	Press Release	4/24/20
Materials Added to GoTriangle Service Change Website	Website Update	4/24/20
Email Blast: Durham Community Contacts (474 contacts)	Mailchimp Email Blast	4/24/20
Email Blast: GoForward List (3,028 Contacts)	Mailchimp Email Blast	4/24/20
Email Blast GoTriangle Transit Advisory Committee Meeting (35 Contacts)	Mailchimp Email Blast	4/24/20
Email Blast: Durham County Elected Officials (102 Contacts)	Mailchimp Email Blast	4/24/20
Direct Outreach – Local Community Groups: • PAC 1 • PAC 2 • PAC 3 • PAC 4 • Southeast Raleigh Promise • StepUp Ministries • Greater Durham Black Chamber of Commerce • El Centro	Individual Emails with Links to Share Externally	4/30/20

• NC Works • Maureen Joy Charter School • East Durham Children's Initiative		
Social Media Posts: Facebook, Instagram, Twitter	Video Teasers	5/4/20
Direct Outreach – Local Community Groups: • Reality Ministries • End Hunger Durham • Mayor's Committee for Persons with Disabilities • Bike Durham • Durham Planning Academy • EngageDurham	Individual Emails with Links to Share Externally	5/4/20
Email Blast: Spanish-Speaking Community Organizations (8 contacts)	Mailchimp Email Blast (sent in Spanish)	5/6/20
GoCrew Virtual Meeting (Virtual)	Virtual Presentation	5/16/20

In addition to the dissemination of service change information via organic social media, it was also promoted via paid promotion and geo-targeting efforts to the communities affected by the changes, see below:

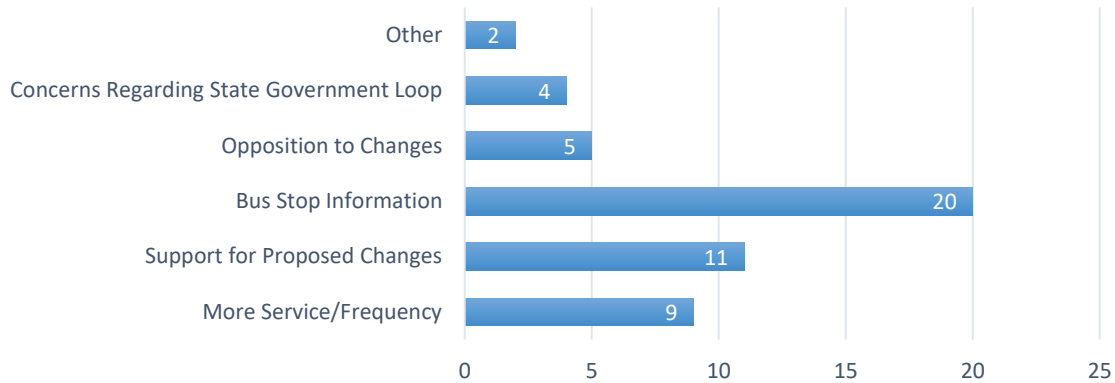


What We Heard

In total, we received **51 comments** on the proposed service changes. The GoTriangle service change page that hosted the information and comment form received **4,092 views**. The number of views indicates that the information has reached a wider audience beyond the stakeholders who engaged with the work plan by providing comments. Given the unprecedented nature of the COVID-19 pandemic, this outreach provides a benchmark for virtual efforts that can be measured against future comment periods.

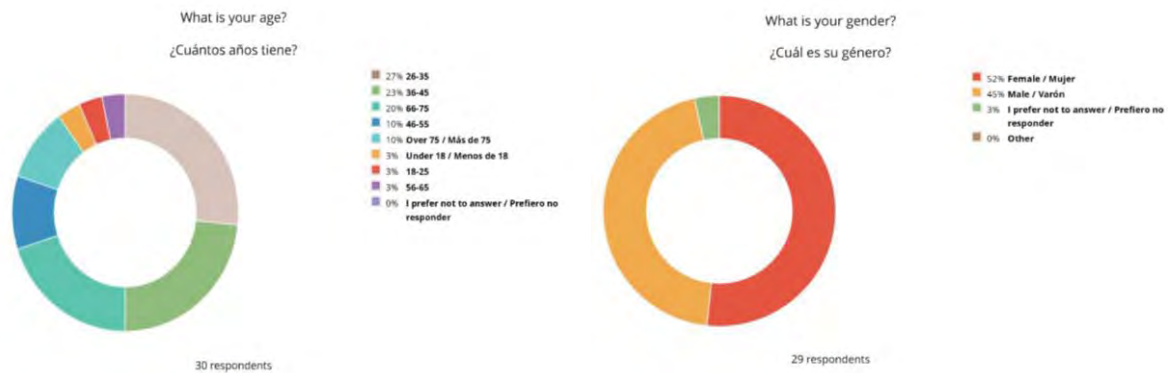
Most of the feedback was specific route-level comments, which were passed along to service planning staff for consideration, but the following general themes did emerge:

Comment Themes



Who We Heard From

The comment box for the service changes also collected voluntary demographic information. After submitting comments online, members of the public had the option to indicate where they lived on a map. They were also asked to identify self-identify age, gender, race/ethnicity, household income, number of cars in the household, and number of licensed drivers in the household. These questions were optional and included the following language: *To help ensure we are reaching all members of the community please consider answering the following optional demographic questions.*



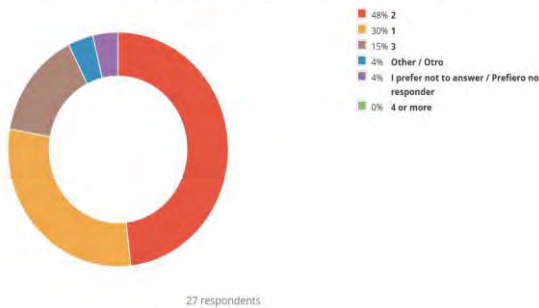
What is your race/ethnicity?

¿Cuál es su raza/etnia?



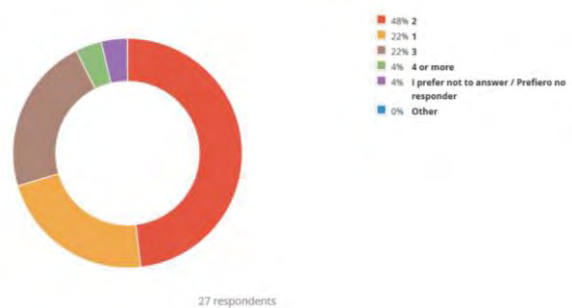
How many cars are available for drivers in your household to use?

¿Cuántos automóviles hay disponibles para que usen los conductores de su hogar?



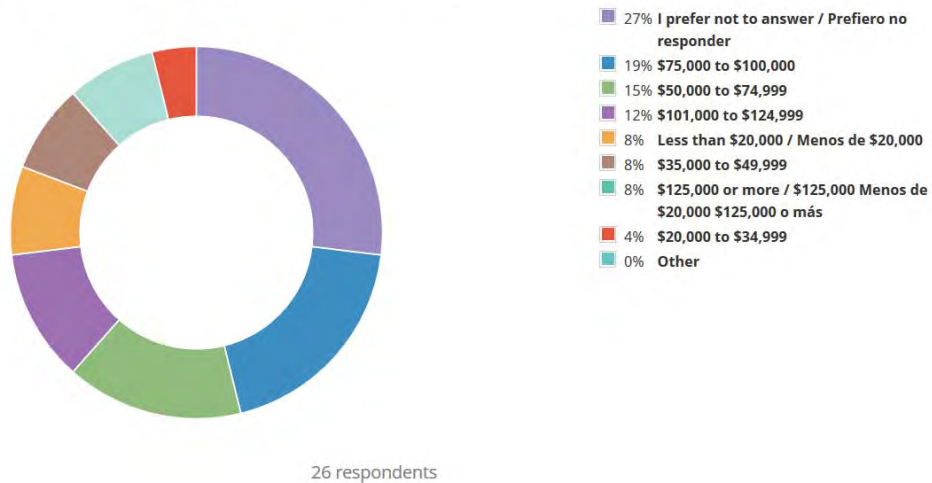
How many licensed drivers are there in your household?

¿Cuántos conductores con licencia hay en su hogar?



Which of the following groups does your total annual household income fall into?

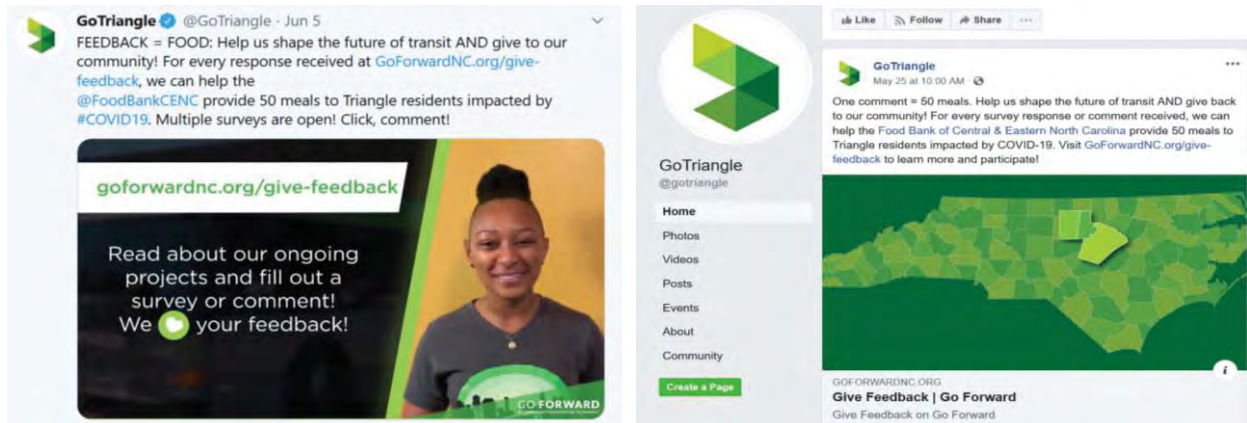
¿Cuál de los siguientes grupos representa el ingreso total anual de su hogar?



Adapting to Changing Circumstances (COVID19)

The original comment period was extended to **June 12, 2020** to allow staff additional time to communicate the changes to customers and solicit feedback.

The service changes were promoted via GoTriangle's Maximizing Public Participation initiative, which directs unused project funds for printed materials, in-person engagement, staffing costs, fees to register for festivals, venue rental fees, food and catering fees, and other project expenses to a partnership with the Food Bank of Eastern & Central North Carolina. For every one comment collected, the partnership allows the Food Bank to provide 50 meals to residents struggling with COVID19.



DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

May 29, 2020

GoTriangle Board of Trustees
4600 Emperor Blvd., Suite 100
Durham, NC 27703

Subject: Town of Apex Comment on GoTriangle's Proposed Service Changes to Route 305, Holly Springs to Raleigh, and Route 311, Apex to Research Triangle Park

Dear GoTriangle Board of Trustees,

The Town of Apex Department of Planning and Community Development would like to submit a comment to GoTriangle on behalf of the Town of Apex Town Council regarding the proposed service changes associated with GoTriangle Route 305 and GoTriangle Route 311. At their May 19, 2020 meeting, the Town Council adopted the proposed amendments to Route 305 and Route 311 on the Town of Apex Transit Plan Map; reflecting the routes as-proposed by GoTriangle.

At this public hearing, the Town Council expressed concern regarding the timing of the proposed service changes to Route 311. The Town Council is concerned that GoTriangle has not been able to adequately inform current riders about the proposed route changes at this time due to social distancing requirements and the lack of bus service along Route 311. The Town Council also expressed concern that the changes to Route 311 are planned prior to the increase in service on Route 305.

The Town Council requested that GoTriangle consider delaying the service change on Route 311 so that it can take place when the increased service is implemented on Route 305 and following appropriate notification of current riders. The Town Council also requests that GoTriangle design the schedules for Route 305 and Route 311 to facilitate efficient transfers at the Compare Foods Park and Ride.

Thank you for the opportunity to submit a comment.

Sincerely,

Jenna Shouse
Long Range Planner
jenna.shouse@apexnc.org



Connecting all points of the Triangle

MEMORANDUM

TO: GoTriangle Board of Trustees
FROM: Human Resources
DATE: June 15, 2020
SUBJECT: Employee Health & Ancillary Benefits Insurance Brokerage Services

Strategic Objective or Initiative Supported

Action Requested

Staff requests that the Board of Trustees award a contract to Gallagher Benefit Services, Inc. for employee insurance benefits brokerage and consulting services for three years beginning FY 2021, with a maximum dollar amount of \$87,807 per year based upon 235 full time employees at a rate of \$31.14 per employee per month enrolled in the GoTriangle Medical Plan and authorize the president and CEO to execute the contract consistent with those terms.

Background and Purpose

In February, GoTriangle issued an RFP for Employee Health and Ancillary Benefits Insurance Brokerage Services. Based upon responses to the proposal reviewed and interviews conducted, we are recommending a change to Gallagher Benefit Services, Inc. The capabilities presented by Gallagher best align with broader organizational and strategic HR initiatives. Gallagher is a global leader in insurance, risk management & consulting services helping clients face challenges and providing effective solutions. Areas where Gallagher can enhance HR business solutions and support include:

- Benefits strategy
- Reporting and analytics
- Health management and wellbeing resources
- Web/electronic capabilities
- Employee communications

Benefits assigned would include medical, dental, vision, flexible spending, COBRA, leave and disability administration, and life and long term disability programs. Upon the Board's approval, a contract will be submitted for review by the Legal team.

Financial Impact

The estimated annual fees for the contract are \$82,315 for FY 2021, \$84,666 for FY 2022, and \$87,807 for FY 2023. Proposed fees and commissions align with current broker arrangement. The



financial impact to GoTriangle to implement the change outlined above would essentially remain the same. This expenditure is within the previously budget amount for Brokerage Services.

Attachments

- None

Staff Contact

- Christy Winstead, (919) 485-7473, cwinstead@gotriangle.org



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Connecting all points of the Triangle

MEMORANDUM

TO: GoTriangle Board of Trustees
FROM: Katharine Eggleston, PE, Chief Development Officer
DATE: June 23, 2020
SUBJECT: Purchase of GoDurham Bus Stop Amenities

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 CEO and President to execute a contract with bus shelter manufacturer Brasco International for the purchase and delivery of bus stop equipment that will be installed at GoDurham bus stops for an amount not to exceed \$255,925.

Background and Purpose

The amended Durham County FY20 transit work plan, presented to the GoTriangle Board of Trustees during the February 2020 meeting, assigns \$1,029,000 for purchases of bus stop equipment such as shelters and benches for 50 GoDurham bus stops funded for design in FY20, and construction of an initial group of 10 of those stops. Construction funding for the remainder of the stops is included in the FY21 work plan. Staff has initiated an order of equipment for the initial 10 stops, for which construction procurement is scheduled to begin this month. This contract would purchase the remainder of the equipment necessary for construction of the remaining stops designed in FY20, which are scheduled to begin construction later in summer 2020.

The Invitation for Bids originally posted for this contract closed on June 16, and GoTriangle received no bids. GoTriangle staff immediately communicated with vendors that have previously submitted for similar opportunities, and those vendors indicated that their plants had been shut down since March, due to the ongoing COVID-19 pandemic; and that they have only recently returned to work and would submit bids right away if GoTriangle were to re-advertise.

GoTriangle staff re-advertised on June 18, with bids due five days later on June 22. Two bids were received on June 22 and a bid opening meeting was held on June 23. Analysis of the two bids determined that they were both responsive and responsible. However, Brasco International



submitted the lower of the two bids in the amount of \$255,925. Their bid promises delivery of the equipment within 120 calendar days of contract award. Accordingly, it is imperative that fabrication and delivery of the required equipment begin as soon as possible, in order to meet the planned construction schedule for the remainder of this calendar year.

Financial Impact

The FY20 work plan for the Durham County Transit Plan includes \$1,529,000 for this GoDurham bus stop project, of which \$591,800 is allocated in the project budget to this purchase.

Attachments

- Attachment A: GoDurham Bus Shelters Furnished by Brasco International

Staff Contact

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





ATTACHMENT A

GoDurham Bus Shelters Furnished by Brasco International



Angier St. at Main St.



Fayetteville Rd. at Crooked Creek



Government Center



American Dr. at Constitution Dr.



Five Points



Moorehead St. at Duke St.



Rose Garden Ln. at Farrington Rd.



Meriwether St. at Old Oxford Rd.

WORK PLAN

Charles Lattuca

Organizational Objectives

- **Board Governance** – Facilitate an action plan to improve board governance and communication. The plan would include finding a consultant to review the current board structure, conduct peer analysis with similar agencies, review the APTA findings, interview board members and stakeholders and facilitate a board retreat to discuss recommended changes to improve the board's ability to carry out its mission.

Goal: End of 2020

- **Communication** – Improve communication with the workforce through increased internal messaging, site visits and participation in employee recognition events and programs.

Goal: Ongoing Activity

- **Chief Communications Officer** – Fill the CCO vacancy.

Goal: August 2020.

- **Staffing Plan** – Produce an agency wide staffing plan for FY 21/22. Includes a review of current and vacant positions, new positions and timeframes for hiring.

Goal: 50% complete by end of September. 100% complete by the end of November.

- **Dashboard** – Create a dashboard that informs internal stakeholders about operational performance, safety, spending, capital projects and regional studies.

Goal: End of July 2020

- **Disadvantaged Business Enterprise** – Review procurement program compliance with DBE requirements. Determine if current goals can be improved upon.

Goal: Report on compliance and provide the Board with recommendations the end of September 2020.

Budget

- **FY 21 Budget** -- Implement the FY 21 budget as approved by the board. Report to the Board quarterly on budget performance.

Goal: Ongoing Activity

- **Expenditure Review Committee** -- Establish an expenditure review committee to track the FY 21 spending and budget performance. Members would be CEO, COO and CFO.

Goal: Monthly meetings beginning in July 2020.

- **Regional Project Funding & Participation** – At the request of Durham County, facilitate a discussion with the counties about how regional projects are funded and expenses shared.

Goal: August – October 2020.

County Work Plans

- **Projects & Studies** -- Continue to support and help advance county transit planning studies and projects.

Goal: Ongoing Activity

Regional Project Development and Delivery

- **Commuter Rail Study** – Obtain board approval for the consultant contract to progress the Commuter Rail Study. Kick-off Study and execute agreements with NCRR and NS for the capacity study.

Goal: Capacity study agreement by July 2020. Commuter Rail Study completed by end of 2022.

- **Raleigh Union Station Bus Transit Center Project** – Execute agreements with developer for the design and construction of the new transit center. Begin PMOC meetings with FTA consultants in July and ensure GoTriangle meets FTA reporting requirements.

Goal: Work with the developer to substantially complete 30% design plans by end of the year. Kickoff PMOC meetings in July and deliver FTA reports due in September 2020.

- **Regional Bus Facilities** – Advance discussions with regional transit partners on bus facility needs. Implement planned study for of a regional approach to bus operations and maintenance.

Goal: Tour all transit partner facilities by the end of July. Study TBD.

COVID-19

- **COVID Recovery Plans**
 - Develop and implement plans to resume full bus operations.
 - Develop a plan for the eventual return of teleworking employees to the workplace.

Goal: Complete bus service recovery plan by the end of June. Complete return to the workplace plans by July Board meeting.

Public Relations

- **Meet & Greets** -- Continue to meet with key stakeholders, business organizations and government officials.

Goal: Ongoing

- **Messaging** – Develop messaging that promotes the value that GoTriangle provides to each of the counties and how GoTriangle will help sustain the economic health of the region.

Goal: Fall 2020

CONTRACT WORK ORDERS – APRIL 2020 (< \$100K)

Contract #	Contractor (or subject if no contractor listed)	Contract Amount	Subject	Comments	Interim Pres/CEO (S Blake) Date Executed	Interim GC (T Henry) Date Executed
17-062	PublicInput (Cityzen)	Contract shall not exceed \$8500	Agency Public Engagement Cloud License	This Agreement provides for additional services to the PublicInput Contract. Service Term 12 months	4/20/20	4/20/20
16-043	D & H Maintenance	\$4,080.75 /mth	Amendment Two Janitorial Services	Transitions annual service to a month-to-month service.	4/24/20	4/24/20

Contract #	Contractor (or subject if no contractor listed)	Contract Amount	Subject	Comments	Pres/CEO (C Lattuca) Date Executed	GC (S Curran) Date Executed
20-015	CAMPO	Budgeted \$31,200	Special Capital Agreement Bus Infrastructure (BOSS)	This contract provides for a Special Capital Agreement with CAMPO for Bus Infrastructure and to coordinate future public transit planning, funding, expansion and construction in the Wake County Area.. The term of this Agreement shall be from effective date until September 30, 2023.	4/30/20	4/30/20
20-025	Canon	\$75,165.48	Lease Printers	This contract provides for the lease of seven printers. The Term of this Agreement is for 36 months.	5/5/20	5/4/20
20-026	Food Bank of NC	Contract shall not exceed \$3,500	Sponsorship	This contract provides for the Sponsorship with the Food Bank of NC. The Term of this Agreement is from the effective date through June 30, 2020.	5/5/20	5/6/20
20-028	Hopthru Inc.	\$35,000	Hopthru Ridership Analytics Platform (Pilot)	This contract provides for a Ridership Analytics Platform Pilot Program agreement. The term of this agreement is for one year, with automatic renewals thereafter, unless either party cancels within thirty (30) days.	5/6/20	5/6/20

HR Board Report - June 2020

NEW HIRES

- Bonnie Guo, Transportation Planner
- Tim Bender, Regional Data Technician
- Evan King, Capital Projects Intern
- Heyne Kim, Capital Projects Intern

PROMOTIONS

- Oshun Williams, Facilities Coordinator to Facilities Manager

ANNIVERSARIES

- None to report

RECRUITING

- Bus Operator I
- Diesel Mechanic
- Paratransit Operator I

*Connecting all points of the Triangle*

MEMORANDUM

TO: GoTriangle Board of Trustees
FROM: Capital Development
DATE: June 10, 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

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

Financial Impact

None

Attachments

- None

Staff Contact(s)

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



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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. Procurement preparation for the Glenview Station Walmart in Northern Durham (the third-busiest stop in the GoDurham system) is underway. GoTriangle staff held a field meeting with Walmart management in early April to discuss and confirm pedestrian and vehicular traffic control requirements and safety measures, and the Invitation-for-Bids was released on April 21. A pre-bid conference meeting was held on April 30. The bids [were received on May 19. Lanier Construction Company, a DBE firm, was the lowest bidder. The notice to proceed will be issued by June 15.](#) Right-of-way acquisition activities for the remaining stops are underway by the City of Durham.

Upcoming Activities – Construction is [on schedule](#) to begin at Glenview Station in June. Right-of-way acquisition and preparation for construction procurement for the remaining stops are scheduled to be completed [in the coming months.](#)

Schedule Risks – The project is programmed to be completed this fiscal year, and is currently expected to be complete by Summer 2020. The primary risk to completion in the Spring is further procedural delay related to obtaining necessary right-of-way and potential construction delay related to COVID-19.

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. The effects of COVID-19 on construction prices is not yet known, but is expected to result in more favorable pricing for the agency.

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 – GoTriangle's contractor installed the shelter in late March, and identified an issue requiring additional parts. [The additional parts arrived in May, following a delay due to supply chain issues related to COVID-19. The Contractor has installed the additional parts and is in the process of closing out the shelter installation.](#)

Upcoming Activities – GoTriangle will continue coordination with NCDOT on the adjacent roadway project, and will begin communicating with riders about the upcoming change to the park-and-ride location planned to occur with August service changes.



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 12. The Durham County Transit Plan includes funding for increased passenger amenities at this location. 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. As of [early June](#), Southpoint's construction is still underway and the City of Durham has begun work to convert 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 is proceeding with construction and City of Durham is proceeding with implementation of the bus-only lane conversion. GoTriangle is preparing for service to begin at the new stop as early as [July 1](#).

Schedule Risks – The delivery schedule for this project will be determined by City of Durham and Southpoint's construction. The primary risks to completion in the Spring are continued lack of progress by Southpoint's contractor and potential construction delay related to COVID-19.

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 the consultant has developed additional drawings necessary for further coordination with the property owner. [Staff continues to reach out to the property owner to coordinate the design, and is awaiting a response.](#)

Upcoming Activities – Design completion and plan approval is on hold pending further coordination with the property owner.

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. Coordination with the property owner may be delayed due to COVID-19.

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.

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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. Coordination with Orange County and NCDOT has been delayed due to COVID-19.

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

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

Status – Designs for four stops is complete and have been turned over to Orange County for permitting and construction; NCDOT requested changes during the permitting process and GoTriangle has resubmitted the plans to NCDOT for approval. Coordination with Orange County and Town of Chapel Hill to identify location and scope of improvements for additional stops is underway. Chapel Hill Transit and NCDOT have agreed to the location and scope of four additional stops. Staff continues to coordinate with UNC Chapel Hill on the location and scope of a fifth stop improvement on campus.

Upcoming Activities – GoTriangle will initiate design of additional stop improvements pending completion of scoping.

GoTriangle Bus Stop Improvements In Wake County (TC002-L/M/Y)

Description – The Wake Transit Plan includes funding for improvements at existing and new GoTriangle bus stops throughout Wake County.

Status – A task order for design of 23 stops was issued in early May, and design is underway.

Upcoming Activities – Design completion is expected in mid-2020.

GoTriangle Bus Stop Improvements in Durham County (18GOT CD7)

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

Status – GoTriangle is coordinating with RTP to install amenities at two bus stops on NC 54 at the Frontier. GoTriangle released a Request-for-Quotes to remove and replace two existing bus shelters with new shelters along the eastbound side of NC 54 opposite the Boxyard project. GoTriangle also reviewed design drawings for a new bus stop along the westbound side of NC 54, which is incorporated into RTP's Boxyard project construction. [Removal and replacement of the two existing bus shelters along the eastbound side of NC 54 opposite the Boxyard project is underway as of June 10.](#)

Upcoming Activities – GoTriangle will [continue to coordinate with RTP regarding the westbound stop.](#)

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 – Construction drawings for the first package of 10 stops were approved by the City of Durham in early March, review by NCDOT is [substantially complete](#). The second package of 10 stops was submitted to the City of Durham on April 22, the City provided comments on May 6, and plans were resubmitted May 11. [Design of the third package of stops was submitted to the City of Durham on June 3. Additional stops are in design.](#)

Upcoming Activities – GoTriangle and City of Durham staff are coordinating to streamline the plan review and approval process for these stops. Preparation for construction procurement for the first group of 10 is underway, and GoTriangle is mobilizing real estate acquisition resources to prepare for the subsequent packages of stops.



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 – [GoTriangle reached a major milestone on the project this month, with execution of the BUILD grant agreement completed by GoTriangle and USDOT on June 1.](#) Pre-development activities have been ongoing with the developer, and a [design kickoff meeting was held on May 18th](#) for the transit facility. Coordination with City of Raleigh, SHPO, NCDOT and other stakeholders is ongoing to confirm third-party requirements affecting the project definition.

Upcoming Activities – Due diligence activities and negotiations will continue with the development partner. The 30% design phase of the transit facility is scheduled [to continue for several months.](#)

Schedule Risks – The structure of the delivery approach for the project is complex, and will require coordination and partnership with FTA region IV 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 engaged with the Town of Wake Forest on March 5 to discuss the proposed stop location and the number of street parking spaces available for a short term solution for the park and ride.

Upcoming Activities – In coordination with GoRaleigh and Wake County, GoTriangle is evaluating an additional proposed option on Capital Blvd. [The Town of Wake Forest is coordinating an agreement for use of the Suntrust lot until June 30, 2021. Due to COVID-19, the WRX has not been in operation since the end of March, but service will begin again on July 6.](#)

I-540 Bus On Shoulder (TC002-BC)

Description – This project will design, purchase, and install signage along the northwest leg of I-540 to facilitate Bus on Shoulder implementation. GoTriangle's NRX route would benefit by the ability to use the shoulder during times of heavy traffic.

Status – NCDOT has approved the conceptual plan for implementation. GoTriangle is coordinating with NCDOT staff to initiate sign designs. [Preliminary cost estimates, sign designs, and plans prepared by NCDOT have been submitted and are undergoing internal GoTriangle review.](#)

Upcoming Activities – GoTriangle will coordinate with NCDOT to finalize a reimbursement agreement for the work.

Schedule Risks – Ongoing coordination with NCDOT has been slowed due to the impacts of COVID-19.



Regional Transit Center Feasibility Study (TC002-N)

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

Status – Initial public engagement, including a web and social media presence and a survey [was extended and will be completed as of June 14](#) as a part of GoTriangle’s virtual engagement initiative. Identification of site operational requirements is complete. The consulting team is identifying and screening initial alternative sites that meet those criteria in coordination with GoTriangle. [Three virtual workshops with stakeholder groups have been conducted to date.](#)

Upcoming Activities – Staff and the consulting team will finalize site evaluation criteria, [finalize](#) identification of alternative sites and improvements, and complete virtual workshops with stakeholders. Remaining tasks include evaluation of alternative sites, selection of a preferred site and development of conceptual site layouts for the preferred site.

Schedule Risks – The primary risk to continued progress is potential postponement of community/rider and stakeholder engagement related to COVID-19.

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 – Initial public engagement, including a web and social media presence and a survey [was extended and will be completed as of June 14](#) as a part of GoTriangle’s virtual engagement initiative. Search criteria for new park and rides in Northern Wake and West Raleigh, identified in the Wake Bus Plan, have been finalized; the consulting team is finalizing parcel search using these criteria.

Upcoming Activities – Remaining tasks for the existing GoTriangle park and ride lots include identification and screening of alternatives for potential park and ride lot expansion, relocation, and or new opportunities. Remaining tasks for the two new park and ride lots in Northern Wake and West Raleigh, include evaluation of alternative sites, selection of a preferred site, and development of a conceptual design for the preferred site.

Schedule Risks – The primary risk to continued progress is potential postponement of community/rider engagement related to COVID-19.



Bus Operations and Maintenance Facilities

Projects in Construction

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 – Office demolition is complete. The electrical upfit is underway.

Upcoming Activities – Work by the electrical contractor is complete and final inspection was performed on May 12. [Duke Energy is scheduled to complete meter installation and initiation of electrical service on June 10.](#)

Projects in the Design Phase

Paratransit Office Space Upfit (TC002-J)

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

Status – Schematic design is in progress and the proposed designs are being evaluated for budget constraints, building renovation considerations, and for successful implementation of programmatic needs. Staff and consultants have been meeting with operations and paratransit personnel and other internal stakeholders to ensure the proposed designs will meet the required needs upon completion of the project.

Upcoming Activities – GoTriangle will coordinate with the consultant to progress the design in the coming months, including updated cost estimates and tailoring the design to feedback provided through the design process. The project schedule anticipates getting a permit for construction in August of 2020, and finalizing construction by the end of December 2020.

Schedule Risks – Primary schedule risk to completion on time is due to the potential for redesign due to budget over-runs that may result from unforeseen needs for building systems upgrades within the existing Plaza building. COVID-19 could increase permit review times.



Rail Transit Infrastructure Development

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

Description – This study is evaluating feasibility of a potential commuter rail service between Mebane and Selma within the existing North Carolina Railroad Company corridor. A first phase, which is substantially complete, evaluated operational requirements, infrastructure needs, capital and operating cost estimates, and ridership modeling. The additional work, scheduled to begin next month will refine the project definition; engage community members, municipalities, and institutional stakeholders; and better understand critical project success factors. This further study will conduct preliminary engineering analysis in areas of concern along the corridor, model rail traffic on the corridor with the inclusion of commuter rail to better define infrastructure needs, and better refine cost and ridership estimates.

Status – GoTriangle staff, consultants, and project partners [have finalized](#) documentation of the initial phase of study. As of April 6, all parties to the Memorandum of Understanding in Support of Continued Development of the GTCR Project, including Johnston county, have voted to proceed with further study. Authorizations for additional consultant support [were approved](#) by the GoTriangle Board [in May](#).

Upcoming Activities – Priority early activities in the second phase of work are as follows:

- Coordination with North Carolina Railroad Company, Norfolk Southern, CSX, and NCDOT Rail Division to initiate rail network modeling by Norfolk Southern.
- Engagement with “resource partners” including local governments, institutions, and other regional partners to develop coordination plans for this phase of work.
- Preparation for an initial round of community engagement, which may be performed mostly/all online depending on the duration of distancing requirements and norms related to COVID-19.
- Development of a detailed schedule and project execution plan for this phase of work.

Schedule Risks – To date, it appears that primary risks to timely completion of the next steps are related to coordination with entities that are not party to the MOU (e.g. railroads, municipalities, affected major institutions) and identification and resolution of competing/conflicting stakeholder goals. These are key priorities with the next steps defined in the MOU.

Cost Risks – To date, it appears that primary risks to setting a budget within the range of \$1.4B to \$1.8B identified during this phase of study for the Durham-Garner project concept are related to the infrastructure requirements resulting from rail network modeling and related negotiation, design for engineering solutions to engineering constraints in downtown Durham and downtown Cary, and quantification of necessary levels of contingency required to address FTA risk management guidelines. These are key priorities with the next steps defined in the MOU.



Commuter Rail Update

- Budget Status
- Schedule & Look-Ahead
- NCRR Board Coordination

Budget Status

Existing Commitments	
Study Consultant (STV)	\$6,750,000
Project Metrics Evaluation Support (TJCOG)	\$170,000
Temporary Staffing	\$20,000
Projected Commitments	
Rail Network Modeling (NSR) – estimate	\$500,000 to \$750,000
Legal Support	\$200,000
Unallocated Budget	
Unallocated Budget	\$1,310,000
Total Budget for this Phase	\$9,200,000

Potential uses of unallocated budget may include: additional specialty consultants (e.g. financial modeling), reimbursements to agencies for review expenses, staffing, and additional work identified during early study activities

Study Schedule

- Overall target duration of 12-18 months
 - 12 months for primary activities
 - Six additional months for presentation of findings to partner boards and local decision-making on next steps
- Impact of COVID-19 on the schedule is unknown at this time
 - Significant community engagement envisioned as part of this phase

Summer 2020 Look-Ahead

- Baseline Schedule
- Resource Partner Coordination Plans
- Technical Discipline Kickoffs
 - Network Modeling
 - Project Metrics
 - Downtown Durham / Downtown Cary
 - Station Accessibility
- Public Engagement Period

NCRR Board Coordination

- June 5 recap
 - CEO transition
 - Capacity modeling
 - Next steps toward railroad term sheet
- Monthly meetings going forward