



GoTriangle
Board of Trustees
Wed, September 26, 2018 12:00 pm-2:30 pm

I. Call to Order and Adoption of Agenda

ACTION REQUESTED: Adopt agenda with any changes requested.
(1 minute Jennifer Robinson)

II. Recognition

A. Introduction of New Hires
(1 minute Jeff Mann)

B. Announcement of Promotions
(1 minute Jeff Mann)

III. Public Comment

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.

(5 minutes Jennifer Robinson)

IV. Consent Agenda

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.
(1 minute Jennifer Robinson)

A. Minutes

ACTION REQUESTED: Approve draft minutes of last month's Board meeting.

1. August 22, 2018 - Regular Session Minutes

V. 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

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

(1 minute Jennifer Robinson)

B. Nominating Committee Report
(5 minutes Jennifer Robinson)

1. Election of Officers for 2018-19

ACTION REQUESTED: Approve slate of officers recommended by Nominating

Committee.

(3 minutes Jennifer Robinson)

C. Operations & Finance Committee Report
(15 minutes Michael Parker)

1. Professional Services Contract Amendment – GEC Phase 3B

ACTION REQUESTED: Authorize the President and CEO to execute Phase 3B of the Professional Services Contract with HDR Engineering Inc. (HDR) for General Engineering Consultant (GEC) Services for the Durham-Orange (D-O) Light Rail Transit (LRT) Project for a term of 22 months in an amount not to exceed \$18,700,000.

HDR Project Team Members

GEC Phase 3B Scope of Work

2. Transit Operations Vehicle Purchase Authorization

ACTION REQUESTED: Authorize the President/CEO to execute a contract for the purchase of five (5) Low floor diesel Gillig Buses for fixed route service, with a maximum dollar amount of \$2,488,21.

3. LTV Purchase

ACTION REQUESTED: Authorize the President/CEO to approve the purchase of four (4) light transit vehicles (LTVs) from Creative Bus Sales per the City of Fayetteville Joint Procurement Solicitation at a maximum price of \$263,648.

D. Planning & Legislative Committee
(15 minutes Will Allen III)

1. Modification of the Erwin Road Alignment

ACTION REQUESTED: Approve the proposed change to the Erwin Road alignment.

Erwin Map - Baseline

Erwin Map - Refinement

VI. Other Business

A. General Manager's Report
(5 minutes Jeff Mann)

Contracts

1. Transit Operations Report

(5 minutes Patrick Stephens)

2. D-O LRT Project Update

(5 minutes John Tallmadge)

3. Wake Transit Update

(5 minutes John Tallmadge, Patrick McDonough)

4. Communications Update

(5 minutes Mike Charbonneau)

B. General Counsel's Report
(5 minutes Shelley Blake)

C. Chair's Report
(5 minutes Jennifer Robinson)

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)

VII. Adjournment
(Jennifer Robinson)

GoTriangle Board of Trustees

Meeting Minutes

August 22, 2018

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

Board Members Present:

Will Allen III

Sig Hutchinson (arr. 12:43 p.m.)

Wendy Jacobs

Mark Marcoplos

Michael Parker

Ellen Reckhow (left 1:30 p.m.)

Jennifer Robinson, Chair

Steve Schewel

Russ Stephenson

Nina Szlosberg-Landis

Board Members Absent:

Vivian Jones (excused)

Valerie Jordan (excused)

Andy Perkins

Chair Jennifer Robinson officially called the meeting to order at 12:02 p.m.

I. Adoption of Agenda

Chair Robinson stated that has been a request for two changes to the agenda:

- Remove Modification of the Erwin Road Alignment.
- Add Policy for Public Service Announcements on Buses.

Action: On motion by Parker and second by Allen the agenda was adopted with the two changes noted above. The motion was carried unanimously.

II. Recognition

A. Introduction of New Hires

President and CEO Mann announced the hiring of Linda Cash and Staci Kenner, Paratransit Operators; Kayin Hubbard, Kostas Karistinos and Joseph Mercer, Bus Operators; and Samone Oates-Bullock, Public Involvement Specialist.

B. Announcement of Promotions

Mann then announced the following promotions: Juan Miranda, Mechanic II from Mechanic I and Andrea Neri, Dispatcher/Operator from Bus Operator.

Mann also announced that Danny Rogers will be leaving September 7 to pursue other professional opportunities.

III. Public Comment

No comments.

IV. Consent Agenda

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

The following consent agenda items were approved:

- July 26, 2018 – Regular Session Minutes;
- July 26, 2018 – Closed Session Minutes; and
- Approved unsealing of closed session minutes of the Personnel Committee - December 13, 2017 and the Board of Trustees - June 27, 2018.

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

None.

B. Operations & Finance Committee Report**1. Wake Transit FY 2019 Q1 Proposed Amendment**

Committee Chair Michael Parker reported that the Committee voted unanimously to recommend Board approval for an additional \$2.26 million for the Raleigh Union Station Bus Facility in FY 2020. He said this would demonstrate the local funding match requirements for the Federal BUILD grant application.

2. Award of GoDurham Fixed Route Management Contract

Parker also stated that the Committee unanimously recommends that the Board authorize the President/CEO to sign a contract with First Transit for management of the GoDurham Fixed Route contract. The contract is 3 years, with two one-year options for a total of \$165,574.35. First Transit is the current provider.

Action: On motion by Stephenson and second by Jones the Board voted to approve the two items from the Operations & Finance Committee: increase the amount programmed for the Raleigh Union Station Bus Facility in FY20 by \$2.26 million and authorize the President/CEO to award and enter into a contact for the management of the GoDurham fixed route service with First Transit for three (3) years with two (2) one year extension options for \$165,574.35. The motion was carried unanimously.

C. Planning & Legislative Committee Report**1. Modification of the Martin Luther King Jr. Parkway Station Park-and-Ride**

Committee Chair Will Allen III explained the request to modify the MLK Jr. Parkway Park-and-Ride due to improvements to the shopping center since the original design. The modifications will reduce the number of parking spaces

by 250; however, 350 spaces will be added to the South Square Station. The change is a reduction of \$8-10 million.

Action: On motion by Parker and second by Jacobs the Board approved the proposed change to the MLK Jr. Parkway D-O LRT Station park-and-ride lot. The motion was carried unanimously.

2. Modification of the Erwin Road Alignment

Removed from the agenda.

VI. Other Business

A. General Manager's Report

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

Mann highlighted the following items:

- An interim management plan for the D-O LRT project will be developed tomorrow and the project director position filled.
- We continue to track Federal funding. Congress continues to demonstrate its support of the CIG program and we have received support from our Senators and Congressman Price.
- FTA has given us notification about the properties we own from the previous project. The deadline is December 2019 to enter Project Development for those properties associated with the commuter rail project in Wake and Durham, including the RUS Bus property, Cary and along Ellis Road. We have been instructed to develop a plan for disposition of the corridor from Raleigh to Wake Forest. Mann stated that the GoTriangle could buy out the Federal share at 55.7%, and if a Raleigh to Wake Forest commuter rail project moves forward, that investment would be counted as the local match.

1. Transit Operations Report

Patrick Stephens reported that staff is in the process of evaluating the data received from the MCI demonstration project. He stated that July ridership was up about 7.5% from the prior year and productivity also increased.

Szlosberg-Landis suggested that GoTriangle think about how to incorporate motorized scooters and bikes for the first and last mile. Tallmadge stated that there has been some discussion about locating bikes at our terminal.

2. Durham-Orange Light Rail Transit Program Update

President/CEO Mann stated that the project team continues to work with Duke University to alleviate their concerns as well as working with the City of

Durham on impacts to downtown. Lease agreement negotiations are ongoing with NCRR and Norfolk Southern.

3. Wake Transit Update

John Tallmadge reported that over 700 Youth GoPasses have been distributed and 431 individuals have used passes, with over 10,000 boardings (800 on GoTriangle) since August 6. The City of Durham now has adopted the same GoPass program.

There also is outreach ongoing for the Wake Transit Bus Plan and specific recommendations for first five years. The Board was provided a copy of the Wake Transit Summer Outreach, which is attached and hereby made a part of these minutes.

Hutchinson arrived.

The Communications Team announced it had received four national awards from APTA, with the Ride the Bus wrap video winning grand prize.

Patrick McDonough provided an update on the Wake Transit MIS.

B. Policy for Public Service Announcements on Buses

President/CEO Mann distributed a memorandum, which is attached and hereby made a part of these minutes, requesting the placement of public service announcements within buses.

Action: On motion by Parker and second by Allen the Board authorized the placement of public service announcements within GoTriangle buses at the discretion of the President and CEO. The motion was carried unanimously.

C. General Counsel's Report

General Counsel Shelley Blake noted the following items:

- All FY19 Wake County Transit Plan agreements have been sent out.
- The D-O LRT project legal team is working on the critical agreements, negotiating with universities and utilities.
- All approvals have been received for GoTransit Partners and donations can be accepted. Lenovo has contributed \$1,500 for the GoPerks program.

D. Chair's Report

Chair Robinson stated that the Nominating Committee met and will provide a report next month.

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

Will Allen III stated number items related to transit. Public hearing on the FY20 Locally Administered Project Program (LAPP). One change requires agencies to disclose if Wake Transit funds also will be used for a project submitted for the LAPP. Additionally, the Target Model Investment Mix was approved at 68% roadway (up 4% from FY19), 24% bike/ped and 8% transit (down 4% from FY19). Allen noted that for FY18 transit was at 15%. The change was attributed to the additional funds available for transit from the Wake County Transit Plan. CAMPO approved the Triangle Regional Freight Plan as well as the Wake Transit Work Plan Q1 amendment approved here today.

2. DCHC MPO Board Representative

Ellen Reckhow reported the group received a quarterly update on the D-O LRT project and provided input on the design changes for Erwin Road.

3. Regional Transportation Alliance (RTA) Representative

Will Allen III reported on the 2018 RTA Transportation Breakfast and the trip to Richmond. He shared a comparison of the Richmond BRT corridor and proposed BRT corridors in the Triangle, which is attached and hereby made a part of these minutes.

4. Chatham/Orange Joint Planning Task Force Representative

Michael Parker stated that this group received an update on Chatham Park, a mega development in Pittsboro. He said it is important to think about the traffic implications and of this development and the opportunity and necessity for public transit.

VII. Adjournment

Action: Chair Robinson adjourned the meeting at 1:49 p.m.

Jennifer Robinson, Chair

Attest:

Michelle C. Dawson, CMC
Clerk to the Board

**GoTriangle Board of Trustees
Nominating Committee Meeting Minutes
August 22, 2018**

Conference Room 140, The Plaza, 4600 Emperor Blvd., Suite 100
Durham, NC

Committee Members Present:

Wendy Jacobs

Jennifer Robinson

Mark Marcoplos

Chair Robinson called the meeting to order at 11:32 a.m.

Robinson recommended that the current officers move up and that Vivian Jones be asked to serve as Treasurer.

Action: By consensus the Committee recommended the following slate of officers for 2018-2019.

Office	Board Member
Chair	Ellen Reckhow (Durham City/County)
Vice Chair	Will Allen III (Raleigh)
Secretary	Michael Parker (Chapel Hill)
Treasurer	Vivian Jones (Wake County)

In the event that Jones declines, it was agreed that Sig Hutchinson would be asked to serve.

Action: The meeting was adjourned at 11:40 p.m.

Prepared by:

Michelle C. Dawson, CMC
Clerk to the Board

MEMORANDUM

TO: Go Triangle Board of Trustees Operations & Finance Committee

FROM: Capital Development, D-O LRT Project Team

DATE: September 20, 2018

SUBJECT: Professional Services Contract Amendment – GEC Phase 3B

Strategic Objective or Initiative Supported

This item supports Strategic Objective 1.1: Increase number of customers served with Sustainable Transportation Services.

Action Requested

Staff requests that the Operations & Finance Committee recommend that the Board of Trustees authorize the President and CEO to execute Phase 3B of the Professional Services Contract with HDR Engineering Inc. (HDR) for General Engineering Consultant (GEC) Services for the Durham-Orange (D-O) Light Rail Transit (LRT) Project for a term of 22 months in an amount not to exceed \$18,700,000.

Background and Purpose

On July 28, 2017, the Federal Transit Administration (FTA) admitted the D-O LRT Project into the Engineering Phase of the FTA New Starts Program. The FTA has since acknowledged GoTriangle's intent to pursue a Full Funding Grant Agreement (FFGA) for the project in September 2019.

On July 27, 2016, the Board of Trustees authorized the General Manager to execute Phase 1 of a Professional Services Contract with HDR for GEC Services for the D-O LRT Project. The term for Phase 1, Design Feasibility Studies and Financial Planning, was up to three (3) months, in an amount not to exceed \$500,000.

On December 14, 2016, the Board of Trustees authorized the General Manager to execute Phase 2, which included a continuation of the Phase I Scope as well as additional tasks determined to be necessary to further the design baseline prior to advancing the Final Design. The term for Phase 2, Design Feasibility Studies, Supplemental Engineering, and Advanced Permitting, was up to five (5) months, in an amount not to exceed \$6,000,000.

On May 24, 2017, the Board of Trustees authorized the General Manager to execute Phase 3, which encompasses those components of the Final Design of the project identified in the Phase 3 Scope. The term for Phase 3 runs through June 30, 2020 is funded at an amount not to exceed \$75,000,000. As of June 30, 2018, the Phase 3 unspent balance is approximately \$37,000,000.

This memorandum describes the proposed Phase 3B, Additional Final Design Services.

The Additional Final Design Services identified to date and included in this Contract Amendment include those changes to the scope of design services required to accommodate significant changes in the design and engineering of the D-O LRT Project that have been identified since the beginning of Phase 3, Final Design. The majority of changes are the result of productive coordination with critical third-party partners, pursuit of construction cost reductions, and efforts to enhance the value of the project to the community.

A summary of the efforts included in the Additional Final Design Services scope of work is included below.

- Erwin Road Bridge – includes design of an additional mile-long bridge requiring specialty design and construction due to its location in constrained right-of-way, heavy traffic, and proximity to significant emergency medical facilities. The negotiated cost for this effort is approximately \$9.3 million.
- Value Engineering Redesigns – significant construction cost savings totaling approximately \$70 million were identified through value engineering studies required by FTA and other cost savings analyses. The negotiated cost for incorporating these design changes is approximately \$3 million.
- Supplemental Environmental Assessment – at the direction of FTA, GoTriangle was required to prepare a Supplemental Environmental Assessment in order to incorporate changes to the project identified during Final Design. The negotiated cost for this effort is approximately \$2 million.
- Other Services – includes several other design changes and additional services necessary to advance the project, such as incorporation of additional bicycle and pedestrian infrastructure into the design; redesigning several station areas as a result of recommendations related to supporting Transit Oriented Development; providing more robust public involvement support; pursuing LEED and Envision sustainability certifications; performing a robust operations analysis to support design of various systems elements; cost estimating; and additional analysis and design of shared railroad grade crossings in the North Carolina Railroad Company (NCR) Corridor resulting from coordination with NCR, Norfolk Southern Railway, the North Carolina Department of Transportation, and the Federal Railroad Administration. The negotiated cost for these efforts totals approximately \$3.4 million.

In addition, please note the following:

- A. The DBE goal for this work is 14%, consistent with the DBE goal for the overall contract.
- B. HDR is the prime consultant with which GoTriangle will execute this Phase 3B of the General Engineering Consulting work for the D-O LRT Project. Based on the Phase 3B Scope, the work will be performed by HDR and their Subcontractors which are listed in the accompanying document: HDR Project Team Members proposed for Phase 3B.



- C. The Contract Term will commence on the Effective Date for Phase 3B, and will continue to be in effect for a term of 22 months for the Phase 3B (Additional Final Design Services) effort.

Following completion of Phase 3 and Phase 3B, with Board of Trustees' approval, the Contract Term may be increased for the duration of Construction for Phase 4 (Design Services During Construction).

- D. The negotiated costs for the services described above total to \$17.7 million. GoTriangle staff and HDR have negotiated a \$1 million credit against the existing Phase 3 budget, which brings the total amendment requested to fund the services described above to \$16.7 million.
- E. In addition to negotiated costs for the services described above, staff is also requesting Board authorization to grant signature authority to the President and CEO for a design contingency allowance of \$2 million for additional work to accommodate other ancillary changes including a potential change to the design in downtown Durham. GoTriangle is coordinating with NCDOT, NCRR, and Norfolk Southern to confirm the design in this area. Coordination to date suggests there is a possibility for a need to design and construct a grade-separated pedestrian crossing of the light rail and railroad tracks in downtown Durham. This would constitute Additional Work for the GEC. If these elements are determined to be needed, the cost for the Additional Work would be negotiated by staff at that time, with a not-to-exceed limit of \$2 million without further authorization from the Board.

Financial Impact

Funding for the first year of this Contract Amendment is available in the approved FY 19 Budget which includes approximately \$62 million for professional services related to the D-O LRT Project, therefore no budget amendment is required. Funding for subsequent years of the Contract Amendment is included in the overall budget for the D-O LRT Project. The funding source is the Western Triangle Tax District.

Attachments

1. HDR Project Team Members proposed for Phase 3B
2. Scope of Work for Phase 3B

Staff Contact

- John Tallmadge, 919-485-7430 jtallmadge@gotriangle.org
- Sandra Freeman, 919-485-7415, sfreeman@gotriangle.org



Subconsultant	Disciplines
CALYX	civil engineering structures
Davenport (DBE)	civil engineering park-n-ride signing & pavement sediment & erosion
ECS	civil engineering geotechnical
Gilmore Consultants	estimating
Jacobs	track civil engineering structures management systems
LTK	operations modeling right of way survey
McKim & Creed	subsurface utility engineering
Mid-Atlantic (DBE)	geotechnical borings
New South Associates (DBE)	environmental compliance
Susan Hatchell (DBE)	landscape design
TCSS	safety services
Westridge	estimating
Wetherill Engineering (DBE)	maintenance of traffic

**GoTriangle Contract 15-052A
Phase 3B –
Additional Final Design Services
Scope of Work**

Durham-Orange Light Rail Transit Project



September 2018



**Phase 3B –
Additional Final Design Services**

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Phase 3B – Additional Final Design Services

List of Acronyms and Abbreviations

CMC	Construction Management Consultant
CR	Change Request (contract)
D-O LRT	Durham-Orange Light Rail Transit
FFGA	Final Funding Grant Agreement
FTA	Federal Transit Administration
GEC	General Engineering Contractor
LEED	Leadership in Energy and Environmental Design
LRV	Light Rail Vehicle
MOT	Maintenance of Traffic
NCDOT	North Carolina Department of Transportation
OCS	Overhead Catenary System
PMC	Program Management Consultant
RFC	Request for Change (design)
ROMF	Rail Operations and Maintenance Facility
ROW	Right-of-Way
SOW	Scope of Work
TPSS	Traction Power Substation



Phase 3B – Additional Final Design Services

1 Overview

The Durham-Orange Light Rail Project General Engineering Consultant (GEC) contract currently includes three phases:

1. Phase 1 – Design Feasibility and Financial Planning Support (completed)
2. Phase 2 – Preliminary Design and 30% VECR incorporation (completed – see Change Request 11)
3. Phase 3 – Final Design (in-progress)

This supplement identifies Additional Final Design Services beyond those identified in the Phase 3 scope of work (SOW) dated June 12, 2017. The GEC has identified 26 changes to the Phase 3 SOW and is submitting 17 of these as Additional Work in accordance with the Design Contract Change Procedure CMCCP-3. These 17 change requests comprise the scope of work for Phase 3B, Additional Final Design Services. Scope summaries for these change requests are provided in Section 3 of this Supplemental Scope of Work and are based on negotiated scope details agreed upon by GoTriangle and HDR. These changes are packaged together as Phase 3B, Additional Final Design Services.

No-cost refinements and clarifications to the base scope for Phase 3, Final Design Services, are included in a separate document, *Supplemental Scope of Work for Phase 3, Final Design Services*.

2 Current Phase 3 Progress Summary

Notice to proceed for Phase 3, Final Design Services, was received by the GEC on June 30, 2017. The GEC has progressed the design since then and is currently in post-50% design. The 50% contract submittals were completed during February and March of 2018. These submittals were packaged based on the project delivery system specified in Section 1.4 of the original SOW and included the following:

- Separate submittals for Line Sections 1, 2, and 3
- Rail Systems
- Rail Operations and Maintenance Facility (ROMF)
- Corridor-Wide Standard Drawings and Specifications
- Finley Golf Course

Continued design, stakeholder coordination, improvement of the target Full Funding Grant Agreement (FFGA) date from federal fiscal year 2020 to federal fiscal year 2019, and Construction Management Consultant (CMC) refinement of the construction cost estimate has led to some overriding concerns including:

- Project funding is a critical item with the need to limit construction cost to the identified funding level tied to the FTA funding grant
- There are outstanding stakeholder issues to be resolved

These concerns have led to a shift in the focus of project execution, specifically:

- Resolving items critical to the 2018 year-end FFGA-readiness submittal and ultimate approval (FFGA items)
- Making project cost saving changes to meet the project budget of \$2.5 billion
- Resolving outstanding stakeholder issues
- Completing final design to meet projected construction funding and revenue operation schedule

The majority of the changes included in Phase 3B are the result of productive coordination with critical third-party partners, pursuit of construction cost reductions, and efforts to enhance the value of the project to the community. The changes include the addition of the Erwin Road bridge, value engineering redesign, preparation of a supplemental environmental assessment, and several other design changes and services necessary to advance the project.

3 Change Requests

GoTriangle and the GEC have been tracking and identifying changes to the Phase 3 scope of work as the design has progressed. Many of these changes were initiated by GoTriangle to provide assistance in addressing new issues, minimize stakeholder impacts, or to provide construction costs savings. Table 4 lists the change requests that the GEC is submitting for contract changes. Note that change request numbers that appear to be missing were initially tracked but ultimately either abandoned or able to be completed within the existing contract for Phase 3.

Table 4: Contract Change Requests (CR) Since Initiation of Phase 3 Design

Change Request No.	Description
2	Bike/Pedestrian Batch 2 Evaluations
3	Gateway Station Area TOD Alignment Study
4	Additional Strategic Communications and Public Involvement Support
5	Sustainability and LEED/Envision Certification
7	Elevated Erwin Road Alignment Feasibility Study
11	Shift of Selected Phase 2 SOW & Fee to Phase 3
14	Operational Analysis
15	Farrington-Popes Alignment I-40 Shift
16	Elevated Erwin Road Alignment Final Design
19	Construction Cost Estimating
20	Pettigrew Street Grade Crossing Analysis
21	Supplemental Environmental Analysis
22	Shannon Road Underpass
23	Leigh Village Additional Grade Crossings
24	Revision of UNC Hospital Station
25	ROMF Value Engineering
26	New Hope Creek Bridge Single Tracking

3.1.1 CR 2 - Bike/Pedestrian Batch 2 Evaluations (RFC 041)

At the request of GoTriangle, the GEC added the study and design of pedestrian and bicycle connectivity improvements at an additional 10 station locations. These station locations were identified for improvement of the first and last mile access to surrounding neighborhoods. This is Additional Work for the Roadway, Pedestrian, and Bicycle Infrastructure Design described in Section 2.3.1 of the original Phase 3 SOW.

Major tasks included in this change request include:

- Task management and coordination
- Feasibility analysis
- Conceptual design
- Final design

3.1.2 CR 3 - Gateway Station Area TOD Alignment Study (RFC 027)

At the request of GoTriangle resulting from the TOD grant study, the GEC added a study for shifting the location and alignment of the Gateway station and park and ride lot configuration shown in the 30% plans to maximize



Phase 3B – Additional Final Design Services

opportunities for future economic development in the vicinity. This is Additional Work for several disciplines of the original Phase 3 SOW (e.g., Guideway and Track; Roadway, Bicycle, Pedestrian; Stations).

Major tasks included in this change request include:

- Survey verification and right of way assessment
- Geotechnical assessment
- Environmental impacts assessment
- Utility impact assessment
- Conceptual track, roadway, station platform layout and design
- Conceptual station area site plan
- Construction cost approximation

3.1.3 CR 4 - Strategic Communications and Public Involvement Support

The original Phase 3 SOW includes public involvement support for the project. At the request of GoTriangle, the GEC added the implementation of strategic communications and a more robust public involvement program related to the design phase of the project, including additional work required to support community engagement activities related to the design changes described elsewhere in this document. This is Additional Work for the Agencies and Public Participation described in Section 2.13 of the original Phase 3 SOW.

Major task included in this change request include:

- Task management and coordination
- Branding
- Website development and maintenance
- Develop videos
- Extended public and stakeholder engagement
- Comment management and tracking

3.1.4 CR 5 - Sustainability and LEED/Envision Certification

The original Phase 3 SOW included a study of sustainability rating systems for the project, which resulted in a recommendation of two sustainability rating systems for the project, which GoTriangle staff presented to the GoTriangle Board of Trustees for consideration. In September 2017, the GoTriangle Board of Trustees adopted the Third-Party Sustainability Rating Systems for the D-O LRT Project including Leadership in Energy and Environmental Design (LEED) for Building Design and Construction for the Rail Operations and Maintenance Facility and Envision Version 2 for the alignment, stations, park and ride facilities and other project elements. Implementation of the decision to pursue LEED Silver and Envision Certification requires Additional Work for Section 2.5.1, “Architectural Design”, Section 2.3.3, “Park and Ride Facilities”, and Section 2.6, “Rail Operations and Maintenance Facility”, and Section 2.11.2.2, “Sustainable design Requirements” of the original Phase 3 SOW.

Major task included in this change request include:

- LEED Certification Services – Work with GoTriangle to apply the LEED rating system to the ROMF, to both integrate sustainability in the project design and specifications and pursue LEED Silver certification from the U.S. Green Building Council.
- Envision verification Services – Work with GoTriangle to apply the Envision rating system to the D-O LRT Project, to both integrate sustainability in the project design and specifications and pursue Envision verification from Institute for Sustainable Infrastructure.
- Commissioning Services (Ph3 Design) – Prepare a draft Commissioning Plan, develop and incorporate commissioning requirements into construction documents, and other items to prepare for construction.

3.1.5 CR 7 - Elevated Erwin Road Alignment Feasibility Study (RFC 021)

At the request of GoTriangle, the GEC added a study of alternative alignments along Erwin Road to minimize impacts to existing facilities such as the buried 44 kV power line, Duke Medical Center, and Veterans Administration Hospital. The base design at that time was at-grade and in the median of Erwin Road. One option included is elevating the median alignment to an aerial structure. This is Additional Work for several disciplines of the original Phase 3 SOW (e.g., Guideway and Track, Structures).

Major tasks included in this change request include:

- Develop several track alignment alternatives
- Utility clash detection for alignment alternatives
- Conceptual level design for alternatives including track, roadway, structures, stations, maintenance of traffic
- Aerial guideway type selection study and report
- Conceptual level cost approximations for alternatives
- Constructability assessment of alternatives including phasing, maintenance of traffic (MOT), and construction schedule
- ROW assessment
- Renderings/Visualization
- Assess environmental impacts

3.1.6 CR 11 – Phase 2 Scope And Deliverables Carryover to Phase 3

On November 6, 2017, the GEC requested that remaining uncompleted Phase 2 field work tasks be shifted to the Phase 3 effort. This change was requested to close out the Phase 2 work effort.

This change reallocates the remaining budget capacity for Geotechnical Field Investigation and Surveying from Phase 2 to be reallocated to Phase 3. Property access delayed some of the work, therefore pushing this work into the Phase 3 contract period.

Major tasks included in this change request include:

- Reallocate unfinished Geotechnical Investigation and Survey work from Phase 2 to Phase 3 scope.

3.1.7 CR 14 - Operational Analysis

At the request of GoTriangle, the GEC has added operational planning and analysis to assess impacts of intersection signalization, selected vehicle performance, optimize emergency crossover locations, determine the need for pocket tracks, and assess the feasibility of potential single track locations. This work has been added to refine designs for cost-effectiveness and to identify the system operational impacts of single-track options for cost reducing changes. This is Additional Work for Section 2.7, “Systems” of the original Phase 3 SOW.

Major tasks included in this change request include:

- Using TrainOps software, determine end-to-end travel time variability Using updated track alignment data and probable intersection delay time
- Complete operational analysis for 7.5 and 10 minute headways for double track system
- Identify up to 4 aerial guideway candidates for single tracking
- Perform conceptual track layout/design to accommodate single tracking
- Repeat operational analysis for 7.5 and 10 minute headways for single track layout alternatives
- Locate emergency crossover alternatives and repeat operation analysis using selected track closures and emergency crossovers

- Identify optimal locations for emergency crossovers
- Identify optimal pocket track locations (with and without single track sections)

3.1.8 CR 15 - Farrington-Pope Road Alignment I-40 Shift (RFC 002)

At the request of GoTriangle, the GEC has shifted the track alignment and additional 12 feet west of I-40 between the Farrington Road Bridge and Old Chapel Hill Road Bridge. This alignment shift was requested by the North Carolina Department of Transportation (NCDOT) to accommodate potential future additional widening on I-40. This requires rework to revise the 50% light rail design layout and is Additional Work for several disciplines of the original Phase 3 SOW (e.g., Guideway and Track, Structures).

Major tasks included in this change request include:

- Revision of 50% track design
- Revision of 50% drainage design
- Revision of 50% retaining wall design
- Revision of 50% system design

3.1.9 CR 16 - Elevated Erwin Road Alignment Final Design (RFC 028)

At the request of GoTriangle, the GEC has added the final design of an elevated alignment along the median of Erwin Road through Durham. This alignment was chosen as the selected alternative in the Elevated Erwin Road Alignment Feasibility Study, which was completed as part of Change Request 7. This change request includes the development of 30% drawings and advancing the design through issue for bid. This is Additional Work for several disciplines of the original Phase 3 SOW (e.g., Guideway and Track, Structures, Stations).

Major tasks included in this change request include:

- Survey
- 3D modeling/visualization
- Geotechnical investigation and design
- Aerial guideway design (Erwin Road elevated guideway)
- Revision of the Sandy Creek bridge layout
- Retaining wall layout and design
- Drainage design
- Track design
- Rail system design
- Road design and ROW plans
- Station and site design
- Construction/traffic phasing assessment
- Utility coordination and SUE
- Environmental impact assessment
- Constructability review
- Construction cost estimate for 30% design

3.1.10 CR 19 - Construction Cost Estimating

At the request of GoTriangle, the GEC added construction cost estimating support to the scope of work. This includes cost estimating of alternative design options for decision-making support, and development of preliminary estimates for the 50% design of the ROMF and 30% design of LS3A, Erwin Road. This is Additional work for Section 2.8, "Quantity Take-offs", of the original Phase 3 SOW.

Major tasks included in this change request include:

- Preliminary ROMF construction cost estimate
- Line Section 3A construction cost estimate at 30% design
- LS 3A maintenance of traffic analysis for construction staging as input to the LS3A construction cost estimate

3.1.11 CR 20 - Pettigrew Street Grade Crossing Analysis (RFC 001, 042, 052)

At the request of GoTriangle, the GEC is performing additional evaluation of grade crossings along Pettigrew Street in downtown Durham. This evaluation was added to get a clear understanding of options for location of and operation of crossing gates and their link to the existing railroad gate arms. In addition, the feasibility of accommodating future railroad tracks in the design was assessed. Pettigrew Street is in the original scope, but the level of effort has increased due to coordination with the railroads and NCDOT. This is Additional Work for several disciplines of the original Phase 3 SOW (e.g., Guideway and Track; Roadway, Bicycle, and Pedestrian). Work in this change request carries through final design and issue for bid.

Major tasks included in this change request include:

- Evaluation of gate arm location and operation options at 6 grade crossings
- Evaluation of changing a portion of Pettigrew Street to 2 way traffic
- Bus and rail operations studies
- Signal timing on cross streets
- Develop track alternative alignments
- Investigate closing cross streets

Note: As of August 2018, GoTriangle is coordinating with NCDOT, NCRR, and NSR to confirm the design in this area. Coordination to date suggests there is a possibility for a need to design and construct a grade-separated pedestrian crossing of the light rail and railroad tracks near Blackwell Street. This would constitute Additional Work for several disciplines of the original Phase 3 SOW (e.g., Structures; Roadway, Bicycle and Pedestrian). If this design element needs to be incorporated, the cost for the Additional Work will be negotiated at that time.

3.1.12 CR 21 - Supplemental Environmental Analysis

At the request of GoTriangle, the GEC has refined the scope of work to include development of a Supplemental Environmental Assessment, required by FTA. Section 2.11.2 of the original Phase 3 SOW includes technical analysis and documentation for supplemental NEPA clearance. Preparation of a Supplemental Environmental Assessment is Additional Work for Section 2.11.2, “Environmental Compliance of Design Plans and Construction Requirements”, of the original Phase 3 SOW.

Major tasks included in this change request include:

- Task management and coordination
- Supplemental EA/FONSI/amended ROD preparation
- Preparation of Administrative Record
- Technical memoranda and reports
- Draft Section 4(f) evaluation
- Comment management
- Agency coordination

3.1.13 CR 22 - Shannon Road Underpass (RFC 044)

At the request of GoTriangle, the GEC added the study and design of a change in the Shannon/University intersection grade crossing to an undercrossing. This change carries the light rail alignment below the intersection, lowers the South Square station to an at-grade configuration, and adds an at-grade crossing of Auto Drive. The change was proposed as a potential cost savings measure but also improves operations by removing a grade crossing through a busy intersection. This change request requires rework to revise the 50% layout and is Additional Work for several subsections of Section 2.0, “GEC Scope of Work” in the original Phase 3 SOW (e.g., Guideway and Track; Structures).

Major tasks included in this change request include:

- Feasibility study for the undercrossing
- Additional preliminary plan submittal for CMC construction cost estimating
- Revision of 50% plan submittal details
- Additional top-down retaining walls along the lowered section
- Additional bridge carrying the intersection over the LRT tracks
- Additional bridge carrying an access road to the University Marketplace property
- Revision of the aerial guideway over Durham/Chapel Hill Boulevard
- Additional geotechnical borings and analysis
- Revision of station platform design
- Revision of roadway and track design
- Revision of site layout at station including park and ride
- Addition of an at-grade crossing at Auto Drive
- Construction phasing assessment
- Assessment of environmental impacts
- Supplemental survey

3.1.14 CR 23 - Leigh Village Additional Grade Crossings (RFC 014)

At the request of GoTriangle, the GEC has added this change request to modify the 50% design plans in the Leigh Village area to widen the track spacing to provide a pocket track east of the station and make provisions for four (4) future grade crossings through the Leigh Village area at the request of the City of Durham. This change request adds rework to revise the 50% layout and is Additional Work for several subsections of Section 2.0, “GEC Scope of Work” in the original Phase 3 SOW (e.g., Guideway and Track; Roadway, Bicycle, and Pedestrian; Systems).

Major tasks included in this change request include:

- Track layout and re-design
- Re-layout and design of station
- Roadway/traffic design
- Drainage design
- Pedestrian underpass design
- System re-design

3.1.15 CR 24 - Revision of UNC Hospital Station (RFC 030, 043)

At the request of GoTriangle, the station configuration and track spacing/alignment at the UNC Hospital station has been reconfigured to improve interaction with surrounding roads and facilities and to achieve construction cost savings. The station platform has changed from a center platform to side platforms, allowing the track center spacing to be reduced to 14 feet. This change request requires rework to revise the 50% layout and is Additional

Phase 3B – Additional Final Design Services

Work for several subsections of Section 2.0, “GEC Scope of Work” in the original Phase 3 SOW (e.g., Guideway and Track; Structures; Systems).

Major tasks included in this change request include:

- Feasibility study to assess design alternatives
- Track layout and re-design
- Re-layout and design of station
- Roadway/traffic design
- Drainage design
- Aerial guideway re-design for narrower track center spacing
- System re-design

3.1.16 CR 25 - ROMF Value Engineering (RFC 050)

At the request of GoTriangle, the GEC has added the incorporation of Value Engineering (VE) recommendations resulting from a VE Workshop held in spring 2018 for the Rail Operations and Maintenance Facility (ROMF). These VE recommendations seek to reduce construction cost, improve layout and design, and improve how the facility operates. This is Additional Work for Section 2.6, “Rail Operations and Maintenance facility” of the original Phase 3 SOW.

The major task included in this change request include revising layout and design of the ROMF building and yard to incorporate VE recommendations.

3.1.17 CR 26 - New Hope Creek Bridge Single Tracking (RFC 047)

At the request of GoTriangle, the GEC has added an investigation and design of changing the New Hope Creek Aerial Guideway from a double track to a single track structure. In addition, the top-down construction across the New Hope Creek and Sandy Creek floodplains was eliminated and changed to standard hammerhead bent construction. This change request was initiated to achieve construction cost savings. This change request requires rework to revise the 50% layout and is Additional Work for several subsections of Section 2.0, “GEC Scope of Work” in the original Phase 3 SOW (e.g., Guideway and Track; Structures).

Major tasks included in this change request include:

- Abbreviated feasibility study
- Interpretation of operational analysis for headway impacts and turnout locations
- Revision of 50% track design
- Revision of 50% bridge design
- Revision of 50% retaining wall design
- Additional geotechnical testing and design
- Redesign/analysis for hydraulics
- Rail systems redesign
- Reassessment of environmental impacts

MEMORANDUM

TO: GoTriangle Operations & Finance Committee
FROM: Bus Operations
DATE: September 17, 2018
SUBJECT: **Transit Operations Vehicle Purchase Authorization**

Strategic Objective or Initiative Supported

Action Requested

Staff requests that the Operations & Finance Committee recommend that the Board authorize the CEO to execute a contract for the purchase of five (5) Low floor diesel Gillig Buses from Gillig Corporation for fixed route service with a maximum dollar amount of \$2,488,215.

Background & Purchase

Transit Operations is seeking approval to purchase five (5) buses total. Board authorization will result in GoTriangle receiving the buses fourteen (14) months from placing the order. Five (5) of these buses are for replacement due to the recommended useful life of 500,000 miles/12 years, per Federal Transit Administration guidelines for replacement. In addition to the recommended FTA guidelines, the Transit Division has experienced an increase in repair costs in maintaining these buses.

Financial Impact

The total cost to purchase five (5) buses and associated maintenance equipment is \$2,488,215 with federal grant contributions of \$1,194,343, Wake Transit Plan contribution of \$995,286, state grant contributions of \$149,293, and GoTriangle contribution of \$149,293. Buses will be purchased from the City of Durham IFB# 16-009 with funds that are approved in the Bus Capital Project Budget. The funding for the local match is GoTriangle's General Fund and the Wake Tax Districts.

Staff Contacts

- Brian McLean, 919-485-7472, bmclean@gotriangle.org
- David Moore, 919-485-7559, dmoore@gotriangle.org



MEMORANDUM

TO: GoTriangle Operations & Finance Committee
FROM: Bus Operations
DATE: September 17, 2018
SUBJECT: Light Transit Vehicle (LTV) Purchase

Strategic Objective or Initiative Supported

Action Requested

Staff requests that the Operations & Finance Committee recommend that the Board authorize the President/CEO to approve the purchase of four (4) light transit vehicles (LTVs) from Creative Bus Sales per the City of Fayetteville Joint Procurement Solicitation at a maximum price of \$263,648.

Background and Purpose

The Paratransit Division needs to replace four (4) LTVs that have exceeded the recommended useful life of 100,000 miles/4 years, per Federal Transit Administration guidelines for replacement.

All four (4) vehicles have been maintained and repaired to extend the useful life of the vehicles; however, we have reached the point where they are no longer dependable. The Paratransit Division has experienced an increase in breakdowns, repair costs, and operational issues related to safety and vehicle availability. Due to the multiple issues associated with the current vehicles, it is more cost effective to purchase new vehicles.

The Paratransit Division intends to purchase four (4) 22-Foot LTVs with the following features: wheelchair accessible/ADA compliant, back-up camera, seating capacity of 12 ambulatory passengers and 2 wheelchair passengers with a gas engine.

Financial Impact

The total contract amount is \$263,648 for the purchase of the light transit vehicles with federal grant contributions of \$210,918, state grant contribution of \$26,365, and GoTriangle will contribute \$26,365 as the local match.

Staff Contact

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MEMORANDUM

TO: GoTriangle Board of Trustees
FROM: Capital Development: D-O LRT Project Team
DATE: September 20, 2018
SUBJECT: D-O LRT Project Design Change: Modification of the Erwin Road Alignment

Strategic Objective or Initiative Supported

This item supports Strategic Objective 1.1: Increase number of customers served with Sustainable Transportation Services.

Action Requested

Staff requests that the GoTriangle Board of Trustees approve the proposed change to the Erwin Road alignment.

Background and Purpose

The Design Change Approval Policy (Policy) for the D-O LRT Project was approved by the Board of Trustees on July 26, 2017. The Policy established three Categories of changes:

- Category 1 includes changes which would require approval by each signatory board of the Transit Plans: the Durham Board of County Commissioners, the Orange Board of County Commissioners, the DCHC-MPO Policy Board, and the GoTriangle Board of Trustees.
- Category 2, includes changes which would require approval by the GoTriangle Board of Trustees. For changes in this category, GoTriangle staff will provide the Durham and Orange Boards of County Commissioners and the DCHC-MPO Policy Board with the opportunity to review and provide input on the change prior to bringing the change to the GoTriangle Board of Trustees for final approval.
- Category 3, generally includes all other proposed design changes and establishes that the D-O LRT Project Director has approval authority for design changes within this Category. However, the D-O LRT Project Director and/or Executive Oversight Team may choose to recommend that design changes in Category 3 should be elevated to the GoTriangle Board of Trustees for approval.



Request to Modify the Erwin Road Alignment

In the baseline scope of the D-O LRT Project as defined in the Record of Decision (ROD) and Amended ROD issued by the Federal Transit Administration (FTA) in February 2016 and December 2016, respectively, the light rail alignment is median-running at-grade in Erwin Road. The proposed change would shift the alignment to side-running at-grade between Cameron Boulevard and LaSalle Street, and a mix of side-running and median-running aerial alignment between LaSalle Street and NC 147.

Because this design change is substantial, GoTriangle staff recommends that the change be elevated from Category 3 to Category 2 which requires approval by the GoTriangle Board of Trustees. As part of the Board review and approval process, GoTriangle staff has solicited input regarding the modification from the Durham County Board of Commissioners, the Orange County Board of Commissioners, and the DCHC MPO Policy Board. GoTriangle presented this proposed design change to the MPO Policy Board on August 8, 2018.

Following are some of the key issues related to this proposed change.

Why is staff recommending this change?

- Unique utilities beneath Erwin Road present challenges for the median at-grade design. In particular, coordination with key 3rd party stakeholders has revealed underground 44kv power cables that must be avoided due to their strategic importance to Duke University Hospital. An aerial guideway would significantly minimize the impacts to this critical power source.
- Emergency access to Duke University Hospital is a top priority. An aerial guideway would help ensure that access to Duke's Level 1 Trauma Center remains unimpeded during and after construction.
- Coordination with Duke University, Duke University Health System, and the Durham VA Medical Center revealed concerns regarding impacts related to the magnitude of the road-widening required by an at-grade median alignment along Erwin Road. For instance, with the median at-grade alignment Duke University's John Hope Franklin Building would have to be relocated – that is no longer needed due to the proposed alignment change. An aerial guideway would reduce impacts related to road-widening.
- Coordination with key 3rd party stakeholders exhibited concerns with traffic impacts due to an at-grade median alignment along Erwin Road. Elevating the light rail alignment in the median decreases the impacts to traffic. One of the traffic mitigation measures in the initial design included a roundabout at the Elba Street interchange off of NC 147. Due to the aerial structure alignment that mitigation is no longer needed as part of the D-O LRT Project.



- Duke University Health System expressed significant concerns with the impacts to the Global Health Research Building on the south side of Erwin Road due to the magnitude of the road-widening caused by an at-grade median alignment along Erwin Road. This facility is part of Duke University's collaboration with the National Institutes of Health, and is under strict grant requirements. Changing to an aerial structure in the median decreases the required widening of the roadway, minimizing the impacts to this important research facility.

GoTriangle staff has submitted an environmental re-evaluation to the FTA to compare the environmental effects of the proposed refinement to the effects previously disclosed in the Draft Environmental Impact Statement (DEIS) and determine if the commitments outlined in the Amended Record of Decision mitigate the effects. FTA directed GoTriangle to prepare a Supplemental EA including this and other proposed project refinements for public review.

GoTriangle staff is continuing to work with Duke University and other stakeholders regarding the final design details of the alignment change. Duke University officials have recently expressed a renewed interest in GoTriangle evaluating further changes to the alignment. GoTriangle staff will process any further changes in accordance with the design change policy referenced above.

Financial Impact

The construction cost estimate for the proposed change is approximately \$90,000,000 more than the baseline design. The design cost impacts are reflected in the pending GEC contract amendment.

As part of FTA-required cost management practices, changes to the base cost estimate (both savings and increases) associated with changes in the project design are tracked throughout Engineering (final design) and considered together. Although the overall project budget is set at entry into Engineering at \$2.476 billion, it is typical to shift expenditures between FTA cost categories to meet the needs of the project. In other words, savings in one area can cover for additional expenditures in another area. This allows the agency and the project team to use the final design process to better align spending with goals and values.

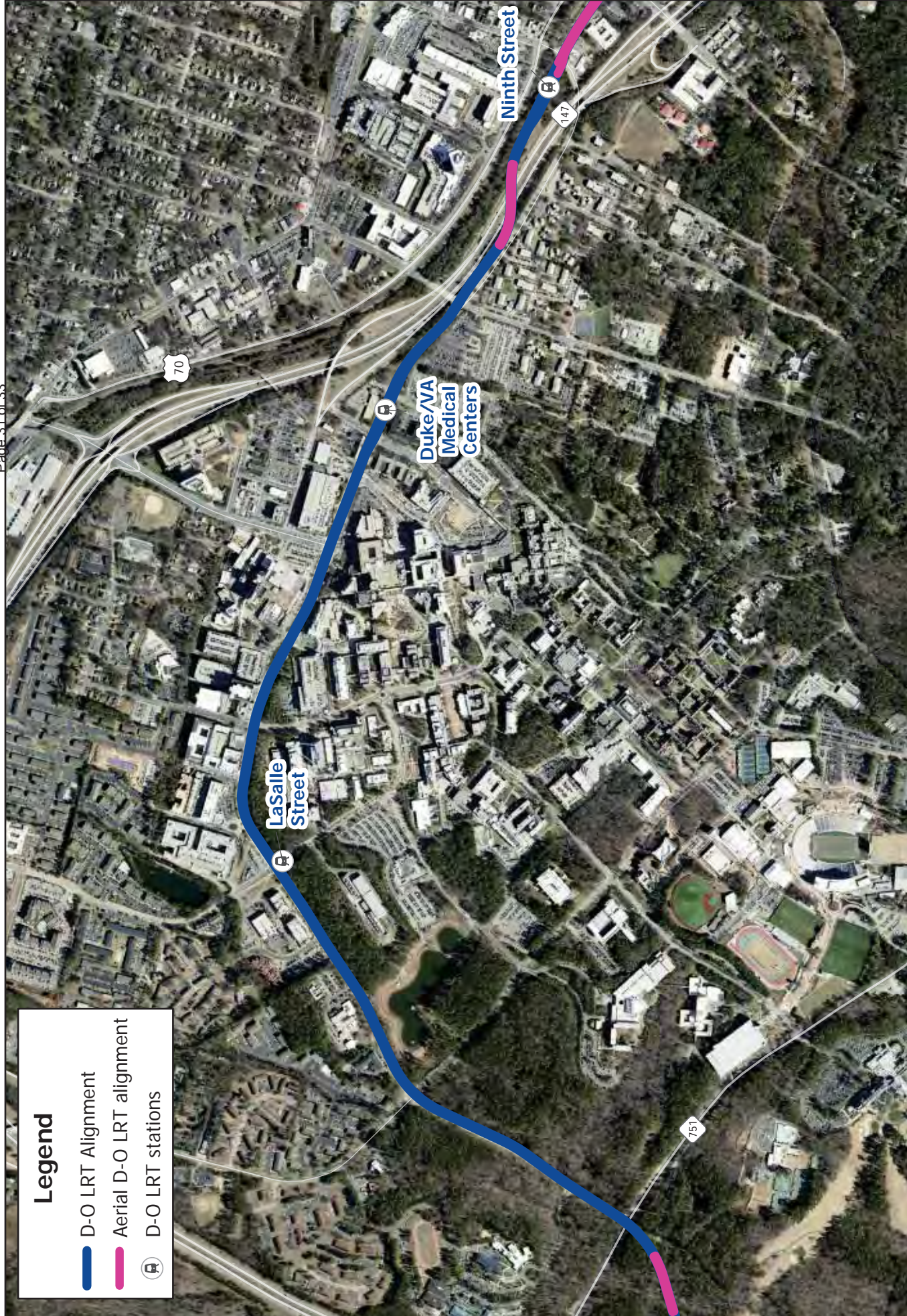
Attachments

- Map showing the Previous Design
- Map showing the Proposed Project Refinements

Staff Contact

- John Tallmadge, 919-485-7430, jtallmadge@gotriangle.org





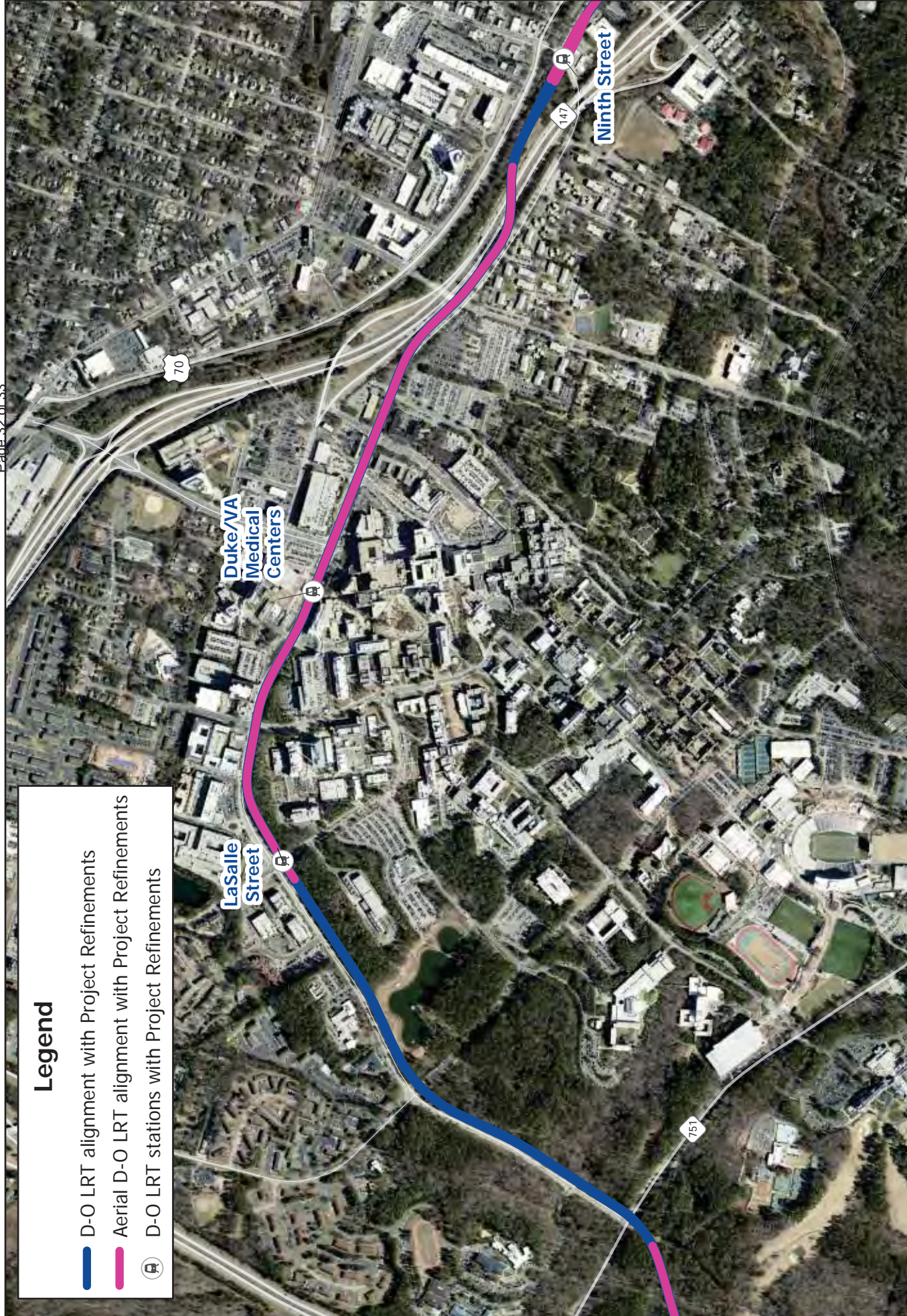
Legend

- D-O LRT Alignment
- Aerial D-O LRT alignment
- A D-O LRT stations



**D-O LRT Project baseline scope
Erwin Road segment**

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Legend

- D-O LRT alignment with Project Refinements
- Aerial D-O LRT alignment with Project Refinements
- A D-O LRT stations with Project Refinements



**D-O LRT Project with Proposed Refinements
Erwin Road segment**

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CONTRACT WORK ORDERS FOR AUGUST 2018 (not exceeding \$100K)

Contract #	Contractor (or subject if no contractor listed)	Contract Amount	Subject	Comments	JM Signed	GC Signed
18-094	Electric Vehicle Charge Station Site Host Agreement	-		Provides for Electric Vehicle Charge Station Site Host Agreement. Effective through 12/2026. Financial impact based on usage.	8/3/2018	8/3/2018
18-013	Reimbursement and Cooperative Agreement	\$75,000.00		To reimburse the Town of Chapel Hill for final design review for the Durham-Orange Light Rail Transit project.	8/3/2018	7/27/2018
18-093	Special Funding Agreement – City of Raleigh (CAMPO)	-		Wake Transit Plan agreement with GoTriangle, Wake County and CAMPO creating governance structure for implementation of Wake Transit Plan by and through annual Wake County Wake Transit Work Plan. Eff. Until 12/31/2020.	8/3/2018	8/2/2018
18-044	Operations Management Agreement	-		Joint agreement between GoTriangle, Town of Cary and MV to operate, fund and maintain public bus service operating between the Cary Amtrak station, 211 N. Academy St. and downtown Raleigh on Saturdays and Sundays (Weekend Svc).	8/7/2018	8/6/2018
17-057	Rides to Wellness Pilot Project Agreement	\$16,400		Provides for responsibilities and financial obligations of the partners in the Rides to Wellness Pilot Project. ILA provides local match obligations of each partner totaling \$16,400. Term through completion of pilot project (12/31/2018).	8/10/2018	8/13/2018
17-062	Public Engagement Software	\$69,870		Provides for a term extension for the Public Engagement Software Agreement. Term of agreement 8/16/18 to 8/15/2021.	8/21/2018	8/20/2018
17-066	Commuter Vanpool Services	-		Provides for Commuter Vanpool Services through Enterprise. A monthly subsidy shall be provided in such amounts from time-to-time by its Board of Trustees. Term of agreement 6/1/2018 to 5/31/2023.	8/21/2018	8/20/2018
16-043	Janitorial Services: One Year Option	\$41,227.08 Annually		Provides for Janitorial Services for Bus Operations, Maintenance Facility and the Regional Transit Center. GoTriangle elects to exercise one-year option and contract shall expire on 9/30/2019.	8/23/2018	8/23/2018
?	Environmental Consulting-Response to NCDEQ	\$96,000.00		Provides for the Indirect Cost Allocation Plan Services provided by Maximus Consulting Inc. Term: 8/3/2018 to 7/31/2020.	8/27/2018	8/27/2018
18-096	Durham County: GoPass	\$4,500.00		Provides for annual GoPass Agreement with Durham County. Revenue contract not to exceed amount. Term of agreement: 7/1/2018 to 6/30/2019.	8/29/2018	8/28/2018
18-097	S&P Rating Evaluation	\$35,000.00		Provides for Evaluation Services. Not to exceed contract amount.	8/29/2018	8/29/2018
18-068	General Operating Agreement	\$4,200.00	For Bus Operations with GoTriangle & the Town of Wendell	Provides continuity of Wendell's contribution for Zebulon-Wendell Express Park-and-Ride Lease. Billable rate not to exceed amount. Effective until 9/30/2019.	8/29/2018	8/27/2018
18-057	Coach Demonstration Agreement Amendment	-		Provides for test period extension through Monday 8/27/2018.	8/29/2018	8/27/2018