
GoTriangle
Board of Trustees
November 16, 2022
12:00 pm-2:30 pm Eastern Time

The GoTriangle Board of Trustees has resumed in-person meetings. The public is encouraged to use the remote option.

Microsoft Teams meeting | Join on your computer or mobile app

Click here to join the meeting

*Or call in (audio only) +1 252-210-4099
Phone Conference ID: # 546 659 726#*

I. Call to Order and Adoption of Agenda

(1 minute Sig Hutchinson)

ACTION REQUESTED: Adopt agenda with any changes requested.

II. Public Comment

(Sig Hutchinson)

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 at mdawson@gotriangle.org.

III. Consent Agenda

(1 minute Sig Hutchinson)

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. Regular Session Minutes | October 26, 2022

B. Updated Wake Transit Community Engagement Policy

P&L RECOMMENDATION: Ratify adoption of the 2022 Wake Transit Community Engagement Policy.

Wake Transit Community Engagement Policy Update

C. GoTriangle Budget Amendment #1

O&F RECOMMENDATION: Adopt budget amendments 2022 0031 and 2022 0032.

Budget impact

Ordinance 2022 0031 GoTriangle

Ordinance 2022 0032 Major Transit Investment Fund

D. FY2023 Transit Work Plans Q2 Amendments

O&F RECOMMENDATION: Approve the FY2023 Q2 amendments to the Durham, Orange and Wake Transit Work Plans and adopt associated budget ordinance amendments.

FY23 Q2 Budget Change Impact | Durham

Ordinance 2022 0033 Triangle Tax District - Durham Operating Fund

Ordinance 2022 0034 Triangle Tax District - Durham Capital Fund

FY23 Q2 Budget Change Impact | Orange

Ordinance 2022 0035 Triangle Tax District - Orange Operating Fund

Ordinance 2022 0036 Triangle Tax District - Orange Capital Fund

FY23 Q2 Budget Change Impact | Wake

Ordinance 2022 0037 Triangle Tax District - Wake Operating Fund

Ordinance 2022 0038 Triangle Tax District - Wake Capital Fund

IV. Presentations

A. Durham County Transit Plan Update

(30 minutes Meg Scully)

Ellen Beckmann, Durham County Transportation Manager

Memo from Durham County

Presentation

Executive Summary

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

(1 minute Sig Hutchinson)

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

B. Disposition of Real Property

(10 minutes Gary Tober)

ACTION REQUESTED: Authorize the President/CEO to negotiate and enter into a contract for the sale of approximately .99 acres at 324 West Lane Street, Raleigh.

Site map

C. Contract to Purchase Bus Stop Amenities

(10 minutes Bong Vang)

ACTION REQUESTED: This item will be updated prior to the meeting.

D. Improving Service Reliability and Safety

(10 minutes Vinson Hines, Katharine Eggleston)

ACTION REQUESTED: Approve a temporary suspension of the Chapel Hill-Raleigh Express (CRX) and Durham-Raleigh Express (DRX) and designate the President/CEO authority to determine when the routes would resume normal service.

E. Operations & Finance Committee Report

(5 minutes Renee Price)

F. Planning & Legislative Committee Report

(5 minutes Vivian Jones)

G. New Business

VI. Other Business

A. President & CEO's Report

(5 minutes Charles Lattuca)

Contracts

New Hires & Promotions

1. Operations Update

(5 minutes Vinson Hines, Jr.)

2. Capital Projects Status Report

Presentation - Major Projects Update

(10 minutes Katharine Eggleston)

B. General Counsel's Report

(5 minutes Byron Smith)

C. Chair's Report

(5 minutes Sig Hutchinson)

D. Board Member Reports

1. CAMPO Executive Board Representative

(5 minutes Will Allen III)

2. **Regional Transportation Alliance (RTA) Rep.**
(5 minutes Will Allen III)
3. **DCHC MPO Board Representative**
(5 minutes Michael Parker)
4. **Rail~Volution Conference Reports**
(10 minutes Elaine O'Neal and Brenda Howerton)
Report from Elaine O'Neal

VII. Adjournment
(Sig Hutchinson)



**BOARD OF TRUSTEES
MEETING MINUTES**

4600 Emperor Boulevard
Suite 100
Durham, NC 27703

Wednesday, October 26, 2022

12:00 p.m.

GoTriangle Board Room

Board members present | Will Allen III, Brenda Howerton [arr. 12:19 p.m., left 1:31 p.m.], Sig Hutchinson, Vivian Jones [left 1:16 p.m.], Renée Price, Jennifer Robinson, Stelfanie Williams

Board members attending remotely | Elaine O'Neal

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

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

I. Adoption of Agenda

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

II. Public Comment

No comments.

III. Consent Agenda

Action: A motion was made by Allen and seconded by Robinson to approve the consent agenda. Upon vote the motion was carried unanimously.

The following consent agenda items were approved:

- September 28, 2022 | Regular Session Minutes.
- 2023 meeting calendar.*
- Interlocal agreement with City of Durham and Town of Chapel Hill for procurement of buses, bus equipment and parts.
- Amended Board Communications Policy.*
- Amendment to the Bylaws, Article IV, Committees.*
- 2023 health, dental and vision benefits: BCBS of NC 5% increase, Delta Dental 9.5% increase and VSP Vision 2.98% increase with plan enhancement.*

*These documents are attached and hereby made a part of these minutes.

IV. General Business Agenda

A. Items Removed from Consent Agenda

None.

B. Operations & Finance Committee Report

Renée Price stated that several items from the committee were approved on the consent agenda. She said a bus service performance report was received and reported that ridership is increasing.

C. Planning & Legislative Committee Report

Vivian Jones stated that the committee received presentations and voted to recommend adoption of the 2022 Wake County Transit Community Engagement Policy.

Action: A motion was made by Jones and seconded by Allen to approve the 2002 Wake County Transit Community Engagement Policy. Upon vote the motion was carried unanimously.

D. New Business

None.

V. Other Business**A. President and CEO's Report**

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

Lattuca reported on the following items:

- Discussions with the City of Durham regarding the bus operations contract are progressing. Staff is reviewing a letter for mutual termination of the contract as of September 30, 2023. The city plans to issue the RFP for the next operator of the GoDurham system.
- I visited Chatham County and met with the developer of the VinFast project and discussed transit needs related to over 10,000 new jobs that are projected to be added in the county. The board will receive a presentation in early 2023 from Chatham leaders.
- I have been talking with Senator Woodward about legislation to increase the vehicle registration fee in the region for GoTriangle and also to have it adjusted to inflation in the way DMV fees are adjusted. We also are discussing updates to the enabling legislation.

Howerton arrived.

- NCDOT and NC GO! are hosting the fourth annual NC Transportation Summit in January.
- Conversation has begun with the MPOs and counties about the rental vehicle tax and the current sharing arrangement and possible other ways to increase GoTriangle's financial basis. He stated that Sandra Freeman will give a presentation at the November Operations & Finance Committee meeting on GoTriangle's 10-year financial forecast.

Robinson asked why GoTriangle cannot keep the vehicle rental tax and why an alternate source of funds is needed. Lattuca responded the vehicle rental tax has been programmed by the counties. Allen stated that he is uncomfortable substituting a different revenue source. Lattuca stated that it would not be a permanent substitution but temporary until full restoration could happen in the next few years.

Howerton asked how the counties would replace those funds. Freeman stated that each county would determine that, but noted the half cent sales tax is significantly outperforming projections in all three counties. She reminded the board that without a change, next year's budget also would draw down on reserves. She said there is not sufficient revenue to cover operating expenses.

Robinson noted that the counties have options for raising additional revenue or increasing taxes for transit but GoTriangle only has the registration fee and vehicle rental tax. She said budgeting from reserves ever year is not sustainable.

Lattuca stated that the Interlocal agreement with Wake County would need to be amended. General Counsel Smith added that after GoTriangle decided to share half of the vehicle rental tax proceeds with the counties, Wake County codified this into its Interlocal agreement with GoTriangle. He stated that GoTriangle was granted sole authority by the legislature for those funds. He said Durham and Orange counties are trying to contractually obligate GoTriangle to share those funds in new 17-year agreements. He emphasized that the dollars are discretionary and GoTriangle is not required to share them. Smith added that he has told Durham and Orange counties that he would not recommend that the GoTriangle board approve the ILA unless language is included that recognizes the discretionary nature of the vehicle rental tax.

Robinson stated that every month the board delays taking action the next budget season gets closer. She recommended taking action directing staff to restore the vehicle rental tax to GoTriangle and amend the ILA with Wake County.

Hutchinson spoke as the chair of the CAMPO Executive Board and Wake County Board of Commissioners chair that current staff discussions are congenial and with the level of reserves GoTriangle has the matter is not urgent for today.

Freeman reminded the board that the forecast she is working on does not include capital projects or bus purchases; operating expenses alone will require a drawdown of reserves. The forecast also assumes that fares will be reinstated.

Allen agreed that the board should take action to set a time limit prior to budget season and that agree that new agreements with Durham and Orange will not constrain GoTriangle's discretion regarding the vehicle rental tax.

Action: A motion was made by Jones and seconded by Allen to eliminate the drawdown of reserves for the purpose of balancing the FY2024 budget unless there are extenuating circumstances.

Hutchinson stated he could not vote against Wake County and CAMPO as the chair of both boards. He said again that conversations are congenial and he feels this action could set up a confrontation with GoTriangle's partners. He said he did not feel it necessary to take action today.

Lattuca stated that more information would be available before the end of the year. Robinson stated that the board gave direction to staff in the spring during the budget discussion regarding the funds.

Action: Upon vote, the motion was carried 7 to 1 with Hutchinson voting in the negative.

1. Operations Update

The September monthly report is attached and hereby made a part of these minutes.

Vinson Hines highlighted several items:

- GoTriangle continues to experience missed trips and route cancellations, despite implementing service reductions, due to the operator shortage.
- Ridership continues to recover in a positive direction, with 6,044 average weekday boardings in September – the first month with an average over 6,000 since the pandemic started. Saturday ridership exceeds pre-pandemic averages by 54.1%. Sunday ridership continues its strong growth.

Jones left.

- Positions are being backfilled for operators, mechanics, service attendants and paratransit staff. Since the board approved a new compensation structure, 89 applications for operator have been received, compared to 25 in September. A training class will begin in November for 16, 12 of whom have a commercial driver's license and three are rehires. There will be three in the paratransit class and six in maintenance with five of those being rehires. Another class will start in December and efforts are underway to accelerate and streamline the training classes, with the addition of the mentoring program using more behind-the-wheel training.
- There have been 50 incidents where police were called year-to-date, compared to 35 in the same period last year and 42 for the calendar year 2021. The safety team continues to work with community and transit partners on supporting the homeless population.
- Based on an operator concern, operations and service planning are working to increase the number of comfort break locations along specific routes for operators.

2. Capital Projects Status Report

RUS Bus

Katharine Eggleston's update on RUS Bus is attached and hereby made a part of these minutes. She said an updated cost estimate is being reviewed. The team is working with the developer to resubmit the amended site plan through the city of Raleigh and coordinating with the developer on the timing for their financing for the private overbuild in order to make sure it lines up with the grant schedule. Hoffman is preparing to market the private overbuild and will be announcing a name soon.

Howerton left.

Greater Triangle Commuter Rail

Katharine Eggleston's update on the Greater Triangle Commuter Rail project is attached and hereby made a part of these minutes.

Current Estimates

- Updated cost estimate is \$2.8-\$3.2 billion in year of expenditure.
- Annual operation and maintenance costs estimated at \$42 million.
- Daily ridership estimated at 12,000 by 2040.
- Service estimated to begin 2033-2035.

Phased Implementation Options

Start in the . . .	Capital Cost	2040 Daily Ridership	Complexity	Likely Timeframe
West between W Durham and RTP	\$1.4 - \$1.6B 50% of total project cost	~3,000 25% of total trips	Highest risk	~12 years
Middle Raleigh to RTP or Ellis Rd	\$800M - \$1B 25-30% of total project cost	~4,000 33% of total trips	Medium risk	~10 years
East RUS to Auburn	\$600 - \$700M 20% of total project cost	~4,000 33 % of total trips	Lowest risk	~8 years

Eggleston stated that a phased implementation offers multiple potential paths forward, but federal and state funding availability and timeline are uncertain. There could be federal participation of 50% for phase 1 and subsequent extensions and standalone projects could receive 100% state and federal funding with a local contribution for operation and maintenance. The worst case scenario would be local funding only for phase 1 and extensions, with limited state and federal funding for standalone projects.

Eggleston stated that population density and ridership data are holding back New Starts ratings. She said continued growth in the regional and an increased commitment to adopting transit-supportive land use plans and ordinances could make Phase 1 and/or extensions more competitive. Additionally, an all-day service plan could improve the ridership outlook. However, the impact of new criteria for the New Starts program could be positive or negative on the project's rating, currently at medium-low.

Eggleston reminded the board of other state and federal opportunities that could offset some project costs:

- Safety projects for grade crossing eliminations at up to 80% federal funding and possible state funding that could be used as local match.

- Capacity projects for double-tracking projects, also eligible for up to 80% federal funding if they have benefits for intercity passenger rail and freight.
- Amtrak station improvements in Durham, Cary and Raleigh.

Eggleston shared a financial scenario starting with the central portion, which meets the current financial policy of a positive fund balance, minimum 3.0x gross debt ratio and minimum 1.25x debt service ratio:

- Statistics: Ellis Road in Durham to Raleigh Union Station - 20 miles, 7 stations,
- First year of operation FY2033
- Capital cost \$878M
- Funding: 82.5% Wake Transit Plan, 17.5% Durham Transit Plan [for illustrative purposes only], federal loan up to 80%
- The Wake Transit Plan has full capacity to maintain current committed projects with some additional capacity for other transit projects.
- The Durham Transit Plan could accommodate the project as well as all the other committed projects with limited additional capacity for other projects.

The western extension to west Durham would not be affordable with revenues currently available in the Durham Transit Plan. The estimated cost exceeds \$1.5B, depending on the timing and scope.

The eastern extension to Auburn Station in Garner would add ten miles and three stations at a capital cost of \$1.39B and could open for operations in FY2037, with a New Starts grant of 50% and federal loan of 30%. Without a New Starts grant the loan would increase to 80% and delay the opening until FY2040. Both scenarios are financially feasible under the current financial policy. There is capacity for additional transit projects utilizing financial strategies.

Allen asked about a definite date on a decision about moving forward. Eggleston estimated mid-2023. Allen also asked about the MOU with NCR which was extended for six months in March. General Counsel Smith stated that a one-year extension has been drafted and is being circulated for review. Eggleston stated that no comments or concerns about the process have been received from the parties to the agreement.

B. General Counsel's Report

Byron Smith echoed Lattuca's comments that discussions with the City of Durham regarding the bus operations contract has been very positive. He said interviews are being conducted for an associate General Counsel.

C. Chair's Report

Chair Hutchinson reminded the Board about the upcoming retreat on November 30 at NCBiotech. The facilitator, George Alwon, will be reaching out to all board members to discuss goals and expectations for retreat.

D. Board Member Reports

1. CAMPO Executive Board Representative

Will Allen III reported that CAMPO also received a presentation on the 2022 Wake Transit Community Engagement Policy and held a public hearing. CAMPO will take action in November. He noted that a project to adding a lane to both sides of a 14-mile stretch on I-40 from I-440 to NC 42. He said the cost has ballooned to \$432M for an additional lane of roadway, yet we argue over \$3B for commuter rail.

2. Regional Transportation Alliance (RTA) Representative

Will Allen III noted that GoTriangle had good representation at the Regional Transit Awareness Day. He noted a stark contrast of the quick train trip from Raleigh to Cary and the congested traffic the bus had to navigate from Cary to Durham. He said he also attended the I-40 regional partnership meeting talking about managed lanes.

3. DCHC MPO Board Representative

Chair Hutchinson read a report from Michael Parker. The DCHC MPO Board received the latest draft of the Orange Transit Plan. A public hearing will be held in November with approval planned by yearend. A presentation was given on the updated Durham Transit Plan as well.

VI. Adjournment

Action: Chair Hutchinson adjourned the meeting at 2:00 p.m.

Sig Hutchinson, Chair

Attest:

Michelle C. Dawson, CMC
Clerk to the Board

MEMORANDUM

TO: GoTriangle Board of Trustees Planning & Legislative Committee
FROM: Communications & Public Affairs
DATE: October 12, 2022
SUBJECT: Updated Wake Transit Community Engagement Policy

Strategic Objective or Initiative Supported

Action Requested

Staff requests that the Committee recommend Board adoption of the 2022 Wake Transit Community Engagement Policy.

Background and Purpose

The 2022 updated Wake Transit Community Engagement Policy has been drafted and was released for public review from August 15th to September 29th. This is a fully revised document that is intended to replace the 2018 Public Engagement Policy. GoTriangle is leading the update effort with CAMPO and TPAC member support. Major edits to the policy include:

- A change from “Public” to the term “Community.”
- Updated purpose statement and refined guiding principles.
- A new reference table outlines the core components of policy compliance, it is a quick guide for lead agency staff and project sponsors who are tasked with the planning and execution of engagement activities for Wake Transit-funded project and planning efforts.
- A robust glossary was developed to clarify policy requirements.
- Performance evaluation has become a prioritized part of the engagement process.

In October, the TPAC reviewed the final draft policy and engagement summary and recommended the 2022 policy draft to the governing boards for adoption. A public hearing on the draft was held during the October 19 CAMPO Executive Board meeting.

Financial Impact

None.

Attachments

- Draft 2022 Wake Transit Community Engagement Policy

Staff Contact

- Robert Curtis Hayes, 919-485-7558, rhayes@gotriangle.org

GO FORWARD

A COMMUNITY INVESTMENT IN TRANSIT

WAKE TRANSIT COMMUNITY ENGAGEMENT POLICY UPDATE 2022 (Draft)

Adoption Schedule

Comment Period | 45-days

August 15 to September 29, 2022

COMMITTEE	ACTION	DATE
TPAC Community Engagement Subcommittee	Recommended for TPAC	September 22, 2022
Technical Coordinating Committee (TCC) (CAMPO)	Received Information	October 6, 2022
Transit Planning Advisory Committee (TPAC)	Recommended Consideration by Governing Boards	October 12, 2022
CAMPO Executive Board	Public Hearing and Received Information	October 19, 2022
Planning & Legislative Committee (GoTriangle)	Received Information and recommended for GoTriangle Consideration	October 26, 2022
Technical Coordinating Committee (TCC)	Request for Recommended CAMPO Consideration	November 3, 2022
CAMPO Executive Board	Considers Adoption	November 16, 2022
GoTriangle Board of Trustees	Considers Adoption (Ratification)	November 16, 2022

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Wake Transit Engagement Contact:

Curtis Hayes, Wake Transit Strategic Communications Coordinator
 GoTriangle, Communications & Public Relations Department
 4600 Emperor Blvd., Suite 100
 Durham, NC 27703
info@goforwardnc.org

1.0 Purpose & Context

- 1.1 On November 8, 2016, Wake County voters approved a transit-dedicated, half-cent sales tax investment to expand and better connect the public transportation network throughout Wake County. This policy acknowledges the fact that community input is a crucial element in planning for effective transit, as well as the prioritization and implementation of public transportation services that meet the needs of residents and the community.
- 1.2 The Wake Transit Master Participation Agreement established designated partnership roles for implementing specific programs and projects in order to serve the best interests and the greater good of all community members. That agreement indicates that Implementation Elements, Implementation Agreements, and Operating Agreements tied to capital investment shall at a minimum include public involvement and engagement expectations (WT MPA, Article II).
- 1.3 The purpose of the Wake Transit Community Engagement Policy is to build upon, develop, and maintain a thoughtful set of guiding principles to apply to the development of community engagement strategies designed to maximize communications with the public and other stakeholders related to the investments funded through the Wake Transit program. This policy applies to project sponsors to serve as a guide for engagement practices when delivering program-level and/or project-level services in the area.
- 1.4 This policy seeks to improve Wake Transit's engagement processes and outcomes by encouraging a consistent, transparent approach, and continual learning through evaluation and expanding the range of engagement methods.
- 1.5 Project sponsors are committed to engaging the community in planning and decision-making through the use of appropriate, effective, and inclusive practices.
- 1.6 This Community Engagement Policy document does not supersede federal, state, or local regulations or guidance governing agencies or organizations responsible for the planning or management of any Wake Transit-funded investment. These regulations, among others, are referenced in Appendix 1.

2.0 What is Community Engagement?

- 2.1 Community engagement is a strategic process that involves working with the public on decisions affecting the well-being and quality of life of their communities.
- 2.2 Community engagement focuses on gaining meaningful public input and feedback to inform the development of a Wake Transit-funded investment including any associated outreach, promotion, marketing, advertising, public relations, relationship building, or communications activities.
- 2.3 The goal of engagement is to consult with and acquire feedback from all sectors of the community in order to identify the transit needs and priorities that ensure transportation plans are fair across all levels of society. Public input helps planning staff increase their awareness of potential adverse effects and implement efforts to mitigate the costs in favor of benefits that serve the greater good.
- 2.4 Community engagement provides a strong foundation for understanding and working with our community to establish a system of shared responsibility for decisions and develop trust in the decision-making process.
- 2.5 Engagement delivers opportunities for our community to participate in Wake Transit's decision-making process, ensuring outcomes that benefit the greater good of the community by reflecting the opinions expressed through the gathering of meaningful input.

3.0 Why is Community Engagement Important?

- 3.1 Community input remains as vital as ever to the mission of improving the quality of life of residents by connecting people and places through safe, reliable, and easy-to-use travel choices.
- 3.2 Input from the communities impacted by transit plans and activities allows Wake Transit to serve their needs and plan effectively for the future.
- 3.3 Community engagement allows Wake Transit to create transit solutions by drawing upon and implementing local knowledge provided by diverse groups, thereby creating solutions that are inclusive, practical, and effective.

4.0 Guiding Principles

- 4.1 **Accountability:** Wake Transit community engagement efforts include advising the Transit Planning Advisory Committee (TPAC) members of planned engagement efforts, requesting support, and providing updates on efforts; explaining how community input influenced the decision-making process; sharing outcomes of engagement and planning activities with the community; and, conducting performance assessments to ensure future engagement efforts meet objectives.
- 4.2 **Inclusivity:** Wake Transit community engagement efforts will identify affected and interested community members and provide equitable access and opportunities to contribute meaningful input into the decision-making process.
- 4.3 **Transparency:** Wake Transit community engagement efforts will build trust and prove integrity through authentic interactions; the distribution of timely information that provides clarity of purpose, intent, and relevance of the engagement effort; clarity on the community's role in the decision-making process; and, keeping TPAC members informed of past, current, and future engagement efforts and results.

5.0 Policy Statement

- 5.1 Wake Transit partners are committed to ensuring all Wake County community members have meaningful opportunities to participate in the decision-making process for Wake Transit investments through continuous, cooperative, transparent, inclusive, and comprehensive engagement.
- 5.2 The community can expect Wake Transit partners to evaluate and select the most appropriate engagement methods to meet their specific needs, based on project requirements, audience factors, and proposed impacts.
- 5.3 An effective engagement strategy will establish timelines and strategic plans for proactive outreach to impacted Wake County communities regarding Wake Transit program investments and goals.
- 5.4 Plans will facilitate the development of efforts that realize the meaningful implementation of community input in the Wake Transit decision-making process
- 5.5 Engagement strategies will develop specific opportunities for community members to provide input and share ideas with governing boards and planning staff.
- 5.6 Resources are available, upon request, to assist Wake Transit partners responsible for engagement activities in support of implementation elements, programs, projects, and planning efforts.

- 5.7** Engagement strategies will focus on the identified community and the creation of a situational evaluation, which includes the strategic analysis of audiences, engagement methods and tools, key messaging, and analytics designed to measure the effectiveness of efforts.
- 5.8** This policy encourages meaningful collaboration among Wake Transit partners on community engagement implementation activities to incorporate the concerns of the community and apply a thoughtful prioritization of programs, projects, and planning efforts.
- 5.9** Wake Transit partners are encouraged to support the community engagement activities of each other by representing a unified and consistent approach when possible and appropriate. This may include the sharing of engagement strategies and materials and/or co-developing, promoting, and attending the events of partners.

6.0 Community Engagement Framework

- 6.1** When developing community engagement work plans, project sponsors should consult all available references and resources. The approved Wake Transit Community Engagement Strategy and Wake Transit Community Engagement Summary Report templates are available as part of the Wake Transit Communications Plan. These documents are examples of appropriate sources that contain valuable resources that can guide project sponsors as they develop engagement frameworks. Project sponsors should also consult with lead agency personnel for additional insights and resources. Project sponsors should then develop clear engagement frameworks that include objectives, priorities, action steps, timelines, strategies, recommended activities, and communications tools.
- 6.2** Community engagement frameworks match the investment with its impact on the audience through a customized approach. Targeted community engagement tools, strategies, and materials educate audiences about the Wake Transit program by presenting accurate information in a narrative form designed to optimize engagement.
- 6.3** Each engagement effort should include measurable goals. Relevant analytical feedback should be gathered and included as part of the Wake Transit Community Engagement Summary report. Evaluating and reviewing engagement activities allows project sponsors to optimize their efforts. The Wake Transit Communications Plan includes information related to measuring objectives.

7.0 Standards and Requirements

- 7.1 Operating and capital projects that create forward progress on transit opportunities by meeting the goals outlined in the Wake Transit Plan receive funding through the annual Wake Transit Work Plan.
- 7.2 Programs, projects, plans, and policies are implemented by Wake Transit lead agencies and partners, also known as Project Sponsors, as either program-level investments, which apply to the Wake Transit program as a whole, or as project-level investments, which apply to individual projects carried out by municipal, institutional, and agency TPAC members.
- 7.3 Each level of investment involves different requirements to meet Wake Transit Community Engagement Policy standards. The tables included in this policy document outline the requirements for both program and project-level investments. They are located in the Wake Transit Public Engagement Development Guide on the following page.

DRAFT

Wake Transit Community Engagement Development Guide

	Wake Transit Plan Update	Wake Bus Plan Update	Annual Wake Transit Work Plan
Description	The Wake Transit Plan is the multi-year vision for public transportation investments in Wake County. It spans a 10-year planning period. The overarching goals of the plan are referred to as the "Four Big Moves."	The Wake Bus Plan provides a year-by-year listing of planned infrastructure and service investments by type and provider. It defines the order in which service expansion will occur to meet the goals of the Wake Transit Plan.	The Work Plan details the specific operating and capital investments scheduled to receive funding in the upcoming fiscal year. It also outlines anticipated investments in the remaining years of the 10-year Wake Transit planning period.
Document Span	10 fiscal years (July to June)	10 fiscal years (July to June)	1 fiscal year (July to June)
Update Cycle	Updated every 4 years	Updated every 4 years	Developed each year
Adoption Authority	Governing Boards	Governing Boards	Governing Boards
Adoption Date	Adopted in April 2021	Adopted in February 2019	Adopted in June annually
Project Lead	CAMPO	GoTriangle	CAMPO
Engagement Lead	CAMPO	GoTriangle	GoTriangle
Required Strategy	Project specific engagement strategy	Project specific engagement strategy	Project specific engagement strategy
CE Subcommittee Role	Review & recommend the draft strategy to TPAC; support engagement and communications activities; participate in after-action review process	Review & recommend the draft strategy to TPAC; support engagement and communications activities; participate in after-action review process	Review & recommend the draft strategy to TPAC; support engagement and communications activities; participate in after-action review process
TPAC Role	Receive engagement strategy as information; release draft plan for public review; receive engagement report as information; incorporate feedback in the recommended plan; recommend Governing Board adoption	Receive engagement strategy as information; release draft plan for public review; receive engagement report as information; incorporate feedback into the recommended plan; recommend Governing Board adoption	Receive engagement strategy as information; release draft plan for public review; receive engagement report as information; incorporate feedback, release recommended plan for public review; receive second engagement report; recommend Governing Board adoption
CAMPO Role	Lead development; advertise, and attend public hearing and review period; TCC reviews draft and recommends final plan; Executive Board reviews and adopts the final plan	Advertise and attend public hearing; advertise public review period; TCC reviews draft and recommends final plan; Executive Board reviews and adopts the final plan	Lead development; advertise and attend public hearing and review period; TCC reviews draft and recommends plan; Executive Board reviews and adopts the final plan
GoTriangle Role	Advertise and attend public hearing; implement draft public review period; Board of Trustees reviews and adopts the final plan	Lead development and advertise public hearing & review period; incorporate feedback; Board of Trustees reviews and adopts the final plan	Advertise and attend public hearing; implement draft review period; Board of Trustees review and adoption of the final Work Plan
Partner Role	Support dissemination efforts for planned engagement activities	Support dissemination efforts for planned engagement activities	Support dissemination efforts for planned engagement activities
Public Hearing	Joint: CAMPO and GoTriangle (14-day notice)	CAMPO (14-day notice)	CAMPO (14-day notice)
Public Review Period*	30-days for the recommended plan update	30-days for recommended plan update	30-days for draft, 14-days for recommended
Reporting	Engagement Lead provides engagement report to CE and TPAC as information and Governing Boards prior to consideration of adoption	Engagement Lead provides engagement report to CE and TPAC as information and Governing Boards prior to consideration of adoption	Engagement Lead provides engagement report to CE and TPAC as information and Governing Boards prior to consideration of adoption
After-Action Review	Annual after-action performance review	Annual after-action performance review	Annual after-action performance review
If you have questions about the Wake Transit Public Engagement Development Guide, or how it applies to an agency, please contact Wake Transit Communications Coordinator info@goforwardnc.org			

Wake Transit Community Engagement Development Guide

	Community Engagement Policy	Other Program-Level Plans, Policies, and Deliverables	Project-Level Plans, Policies, and Deliverables
Description	The CE Policy is a framework for meeting community engagement requirements for applicable Wake Transit planning, programming, and project development efforts. It is a resource for all partner agencies.	Plans, policies, guidelines, and processes that apply to the Wake Transit program as a whole or components thereof AND must be adopted by the TPAC or Wake Transit governing boards require a public review and engagement.	Wake Transit planning and project efforts being led by partner agencies that require engagement, as identified in the project presentation schedule, are subject to the guidance provided in this policy. Engagement strategies will be unique and scoped for each individual project.
Document Span	Continuous until updated	Varies by project size, scope & type	Varies by project size, scope & type
Draft Cycle	Updated as needed	As needed	As needed
Adoption Authority	Governing Boards	TPAC and/or Governing Boards	Varies by project, may not require adoption
Adoption Date	Adopted as needed	Adopted as needed	Adopted as needed
Project Lead	GoTriangle	CAMPO/GoTriangle/Other Designee	Project sponsor
Engagement Lead	GoTriangle	GoTriangle	Project sponsor or designee
Required Strategy	Project specific engagement strategy	Project specific engagement strategy	Project specific engagement strategy
CE Subcommittee Role	Review & recommend the draft strategy to TPAC; support engagement and communications activities; participate in after-action review process	Review draft strategy as applicable; support engagement and communication activities	Receive presentation of engagement strategy as information; support engagement and communication activities
TPAC Role	Receive engagement strategy as information; release draft policy for public review; receive engagement report as information; incorporate feedback into the recommended plan; recommend Governing Board adoption	Review all program-level deliverables, and take appropriate action	Varies by project
CAMPO Role	Advertise public hearing and review period; TCC reviews draft and recommends policy; Executive Board reviews and adopts the final policy	Review and adopt applicable plans, policies, and materials	Varies by project
GoTriangle Role	Lead development; advertise public hearing & review period; incorporate feedback; Executive Board reviews and adopts the final policy	Review and adopt applicable plans, policies, and materials	Varies by project
Partner Role	Support dissemination efforts for planned engagement activities	Support dissemination efforts for planned engagement activities	Support engagement efforts, as appropriate
Public Hearing	CAMPO (14-day notice)	Determined during project development	Determined during project development
Public Review Period*	30-days for recommended policy	14-day or 30-day public review period determined during project development phase	Varies by project
Reporting	Engagement Lead provides engagement report to CE and TPAC as information and Governing Boards prior to consideration of adoption	Determined during project development (engagement summary report recommended)	Determined during project development (engagement summary report recommended)
After-Action Review	Annual after-action performance review	Optional to include in annual or separate after-action review	After-action review recommended, led by project sponsor

If you have questions about the Wake Transit Public Engagement Development Guide, or how it applies to an agency, please contact the Wake Transit Communications Coordinator at info@goforwardnc.org

Appendix 1: Regulations

Minimum requirements for public participation are based on a number of federal and state laws and regulations that speak to the inclusion of all individuals. The following federal and state rules guide public participation for all projects receiving Wake Transit funding.

Law/Regulation/Rule	Description
Section 508 of the Rehabilitation Act	Establishes requirements for electronic and information technology to be accessible to people with disabilities, including employees and members of the public.
Title VI of the Civil Rights Act of 1964	Prohibits discrimination based on race, color, or national origin
Civil Rights Restoration Act of 1987	Broadened the scope of Title VI to include programs whether federally assisted or not
Age Discrimination Act of 1975	Prohibits discrimination based on age
Rehabilitation Act of 1973, Section 504	Prohibits discrimination based on physical or mental handicap
Americans with Disabilities Act of 1990	Prohibits discrimination against people with disabilities
1973 Federal-aid Highway Act	Prohibits discrimination on the basis of sex
Executive Order 13166	Provides guidance on access for services for Limited English Proficiency persons
Executive Order 12898	Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations
49 CFR Part 21	US DOT regulation on implementing Title VI of the Civil Rights Act of 1964
49 CFR Part 27	US DOT regulation on implementing Section 504 of the Rehabilitation Act of 1973
23 USC §128	Requires public meetings to be held at convenient and accessible locations and times
N.C. Gen Stat. §143-318.10(b)	North Carolina Open Meetings Law

Appendix 2: Glossary of Terms

- **Community:** A defined group of individuals, businesses, and organizations potentially affected by a planned Wake Transit investment as identified by geographic boundaries, special interests, specific characteristics, or other situations.
- **Community Engagement:** A strategic process that involves working collaboratively with and through identified groups of people connected by geographic proximity, special interest, or other affiliation to discuss issues affecting their well-being and quality of life.
- **Community Engagement Policy:** The Wake Transit community engagement policy provides overarching guidance for how partners will communicate, involve, and include community members in the Wake Transit decision-making process.
- **Community Engagement/Public Participation Plan:** Each partner agency's participation plan that provides details about how Wake Transit, state, federal, and local engagement requirements will be met.
- **Community Engagement Strategy:** An engagement strategy identifies the project manager, specific tactics, measures, methods, timeline, budget, and additional deliverables and activities needed to accomplish the goals of a planned engagement effort.
- **Implementation Agreements:** Shall mean regular and annual agreements that outline the details of how projects in the Wake County Transit Annual Work Plan shall be implemented. These agreements shall be designated as Operating Agreements or Capital Funding Agreements and will clearly outline implementation standards. The expected amount of funds associated with each Implementation Agreement will be clearly defined in the Wake Transit Work Plan.
- **Implementation Element:** Shall mean a discrete project, operation or study, or a discrete logical grouping of projects, operations, or studies tracked separately by the Wake County Transit Work Plan.
- **The Four Big Moves:** The adopted goals of the Wake Transit Plan are the "Four Big Moves," which are as follows: 1) Connect the region; 2) Connect all Wake County communities; 3) Provide frequent, reliable urban mobility; and, 4) Enhance access to transit.
- **Master Participation Agreement:** An agreement between the Wake Transit Governance Interlocal Agreement (ILA) parties (Capital Area MPO, GoTriangle and Wake County) and the other eligible partner agencies.
- **Material Concern:** A concern raised about core components of a project or plan's draft engagement strategy, scope, budget, potential for conflict of interest, missing partners from the process, performance targets, a need for additional approvals, and other possible concerns.

- **Meaningful Input:** Feedback from all sectors of the community that helps to identify transit needs and priorities so that transportation plans are fair across all levels of society. Meaningful input helps planning staff become aware of the potential adverse effects of a project and balance the benefits of a project against its potential adverse effects.
- **Partner Agency:** Agencies and organizations that are eligible to receive Wake Transit funds include Apex, Capital Area Metropolitan Planning Organization, Cary, Fuquay-Varina, Garner, GoTriangle, Holly Springs, Knightdale, Morrisville, North Carolina State University, Raleigh, Research Triangle Park Foundation, Rolesville, Wake County, Wake Forest, and Zebulon. Partner agencies responsible for carrying out a specific project are designated as a “Project Sponsor” in relevant Wake Transit documents.
- **Program-Level Investments:** Program-level investments apply to more than one project, require approval by the TPAC and/or Governing Boards, and are most often the responsibility of a lead agency, CAMPO or GoTriangle, to execute.
- **Project-Level Investments:** Project-level investments apply only to one project, do not necessarily require approval by the Governing Boards, and are most often the responsibility of a Project Sponsor to execute.
- **Public Review Period:** The lead agency, project manager or other staff responsible for developing the engagement strategy for the deliverable must determine whether a 14-day or 30-day comment period will be required based on a set of criteria. In general, deliverables subject to the 30-day comment period requirement are major planning efforts including those that could directly impact community members. Deliverables that are subject to the 14-day comment period requirement are those that are more administrative in nature, act as guidance for staff and partners managing and/or participating in Wake Transit Plan implementation, and do not establish or change set requirements for communicating or engaging with the public.
- **Community Engagement (CE) Subcommittee:** A designated subcommittee of the TPAC tasked with oversight and support of Wake Transit program-level engagement and communication activities, as well as providing promotional support for Wake Transit project-level engagement efforts.
- **Significant Change:** Wake Transit Partners and staff collect community comments on draft Wake Transit planning documents. Following the review and consideration of comments, if there have been no significant changes to the draft, then a recommended version is released for consideration of approval or adoption.

Unless specifically outlined in an engagement strategy, a second public review and comment period is not required for a recommended plan that is materially the same as the draft previously presented for community review. However, if significant changes are made between the draft and recommended versions of a plan, policy or project document, the revised draft will be made available for an additional 7-day minimum public review and comment period to allow interested

community members the opportunity to review and comment on the changes made prior to a vote for adoption.

Significant changes to a draft are those in which the scope of a plan is adjusted, funding sources are changed, funding amounts are adjusted for more than minor modifications or calculation corrections, the addition or deletion of project(s) or other plan elements, and other edits that would qualify as major amendments to an existing document. Minor changes include a shift in allocation year, rewording plan components for clarity or for correctness, the division of a project funding amounts into phases, and other adjustments deemed minor in the approved Wake Transit amendment policy. Minor changes between a draft and recommended planning document do not require an additional public comment period.

- **Wake County Transit Planning Advisory Committee (TPAC):** The TPAC is a staff-level advisory committee comprised of representatives from agencies and local governments with jurisdiction in Wake County charged with coordinating planning and implementation aspects of the Wake Transit Plan. The TPAC serves in a structured advisory role to the CAMPO Executive Board and the GoTriangle Board of Trustees.

DRAFT

Appendix 3: Community Engagement Summary Report

Wake Transit

Community Engagement Summary Report

Project Name: *Wake Transit Community Engagement Policy Update 2022*

Project ID: *TO002-D*

Project Sponsor: *GoTriangle*

Project Start Date: *8/15/2022*

Prepared by: GoTriangle

Date: 10/25/2022

DRAFT

Executive Summary

Community Engagement in the summer of 2022 sought input on the draft update to the Wake Transit Community Engagement Policy. The 45-day public comment period took place from August 15, 2022 to September 29, 2022.

The Wake Transit Community Engagement Policy guides the execution of public involvement activities related to Wake Transit investments. The policy sets standards for engagement and lets the community know what to expect from Wake Transit project sponsors and lead agencies. The first Wake Transit Community Engagement Policy (formerly known as the Wake Transit Public Engagement Policy) was adopted by the Governing Boards in 2018. This policy is reviewed annually and updated as needed, with revisions requiring a public comment period prior to consideration for adoption.

The purpose of the public review period for the Wake Transit Community Engagement Policy is to raise awareness of the policy among community members and provide an opportunity to submit feedback as to whether the policy meets expectations regarding engagement and communication activities.

Community Engagement for the Wake Transit Community Engagement Policy Draft Update was strategic. It included a targeted digital communications approach with an email campaign, a social media campaign, an online survey, and a web presence on the GoForward website at <https://www.goforwardnc.org/wake-county/get-involved/>. In addition, the strategy included three tabling activities that provided face-to-face engagement between GoTriangle staff professionals and members of the public.

A review of the analytics reveals that the communication and engagement strategy resulted in a measurable level of awareness of the Community Engagement Policy Draft Update. Future efforts will benefit from the analytics gathered during this effort, as they provide a baseline measurement to which future efforts can be measured and evaluated. In addition, future campaigns will benefit from an increase in collaboration among Wake Transit partners.

Comments received were low. However, it is noted that the expectations for public comments on a policy related to engagement may not be a highly controversial topic, and therefore, a high level of comments may not be the anticipated result from the public engagement period. Overall, the engagement strategy was effective in being transparent and making the public aware of the draft policy update.

Engagement Purpose

The purpose of engagement for this policy was to raise awareness of the policy throughout the community and provide members of the public with the opportunity to review and comment on the Wake Transit Community Engagement Policy Update. Public input allows Wake Transit to create transit solutions by drawing upon and implementing local knowledge provided by diverse groups, thereby creating solutions that are inclusive, practical, and effective.

Methods

Promotion of the public comment period was achieved through strategic digital and non-digital communication and engagement activities.

Materials

Communication materials used to educate community members about the project and promote the engagement effort included the following items:

- Community Engagement Strategy
- Demographics
- Email #1 (Listserve Included Media)
- Email #2
- Email #3
- Face-to-Face Engagement Tabling
- Social Media Briefs (#1-#9, 2 Geo-Targeted)
- Social Media Graphics (FB & Twitter, Instagram)
- Specific Survey Questions
- Talking Points
- Website Content



Events and Activities

The following tabling events provided face-to-face engagement and awareness of the Wake Transit Community Engagement Policy and its public comment period:

- September 15, 2022 – Cary Depot, 2:30 p.m. to 4:30 p.m.
- September 19, 2022 – GoRaleigh Station, 8:30 a.m. to 10:30 a.m.
- September 20, 2022 – RTC, 1 p.m. to 3 p.m.

Engagement Results

Participant Demographics

Key audiences for the Community Engagement Policy Update included the Wake County community, including individuals, organizations, businesses, interest groups, and other parties affected or interested in the Wake Transit decision-making process, including targeted outreach to traditionally underserved populations.

The 1 commenter from the public self-identified as a white, male, non-Hispanic, English speaker, between the ages of 56-63, earning more than \$100,000 annually. The three stakeholder commenters did not provide demographic data.

Comment Themes

The one public comment received was in response to the question, “How can the government best keep the public aware of bus and public transportation opportunities in Wake County and your community?” The respondent answered, “By amplifying CAMPO, GoTriangle, and other organizations’ social media educational campaigns.” The three stakeholder comments pointed out technical corrections in the document related to grammar. In addition, one stakeholder comment recommended adding additional references to Limited English Proficiency (LEP).

The public commenter’s input was reviewed and considered covered by point 5.9 in the Wake Transit Community Engagement Policy Update, which states, “Wake Transit partners are encouraged to support the community engagement activities of each other by representing a unified and consistent approach when possible and appropriate. This may include the sharing of engagement strategies and materials and/or co-developing, promoting, and attending the events of partners.” Two of the stakeholder comments were updated in the document as technical corrections of grammar. The third stakeholder comment was received after the previous two comments and referred to a grammatical correction that had already been made. In addition, it was concluded that the stakeholder recommendation to include additional references to Limited English Proficiency (LEP) was already covered in the document, which includes a reference to Limited English Proficiency as part of Appendix 1. In addition, points 1.5, 2.3, 3.3, 4.2, and 5.2 all include references to terms like “inclusive, all sectors, diverse” and similar terminology. In addition, point 1.6 refers specifically to Appendix 1 when it states, “This Community Engagement Policy document does not supersede federal, state, or local regulations or guidance governing agencies or organizations responsible for the planning or management of any Wake Transit funded investment. These regulations, among others, are referenced in Appendix 1.”

Analytics

The public input survey based on the GoForward > Wake website resulted in 26 views, 1 participant, 13 survey responses, and 1 comment. Email, website, and social media data revealed measurable awareness levels, as revealed below:

Email Campaign (4 emails)

- 252 Opens
- 80 Clicks

Website Views

- Page Views - 102
- Unique Views - 29
- Engagement Average - 0:16s

Wake Transit Community Engagement Policy		Impressions	Engagement	Link Clicks
GoTriangle Twitter				
	15-Aug	2,243	21	4
	18-Aug	315	5	3
	23-Aug	399	10	3
	31-Aug	707	7	0
	7-Sep	447	11	3
	14-Sep	250	4	1
	21-Sep	286	7	2
	28-Sep	256	1	0
GoTriangle Facebook				
	15-Aug	200	10	3
	18-Aug	100	5	1
	23-Aug	162	8	1
	31-Aug	139	8	1
	7-Sep	248	8	0
	14-Sep	80	1	0
	21-Sep	91	0	0
	28-Sep	172	11	2
GoTriangle Instagram				
	31-Aug	118	2	0
Wake Transit				
	16-Aug	317	5	0
	18-Aug	115	0	0
	23-Aug	111	0	0
	31-Aug	97	1	1
	7-Sep	88	0	0
	14-Sep	189	3	2
	21-Sep	274	8	1
	28-Sep	130	2	0

Next Steps

The Wake Transit Community Engagement Policy Update (draft) has successfully progressed through the stages of the adoption process. The process has included a collaborative effort among working groups, lead agencies, partners, stakeholders, and community members.

Adoption Schedule

Public Comment Period | 45 days | August 15 to September 29, 2022

COMMITTEE	ACTION	DATE
TPAC Community Engagement Subcommittee	Recommended for TPAC	September 22, 2022
Technical Coordinating Committee (TCC) (CAMPO)	Received Information	October 6, 2022
Transit Planning Advisory Committee (TPAC)	Recommended Consideration by Governing Boards	October 12, 2022
CAMPO Executive Board	Public Hearing and Received Information	October 19, 2022
Planning & Legislative Committee (GoTriangle)	Received Information and recommended for <u>GoTriangle Consideration</u>	October 26, 2022
Technical Coordinating Committee (TCC)	Request for Recommended CAMPO Consideration	November 3, 2022
CAMPO Executive Board	Considers Adoption	November 16, 2022
<u>GoTriangle</u> Board of Trustees	Considers Adoption (Ratification)	November 16, 2022

MEMORANDUM

TO: GoTriangle Board of Trustees Operations & Finance Committee
FROM: Finance & Administrative Services
DATE: November 4, 2022
SUBJECT: **FY2023 GoTriangle Budget Amendment #1**

Strategic Objective or Initiative Supported

Action Requested

The Operations & Finance Committee considered budget amendments and recommends Board approval.

Background and Purpose

The Board of Trustees approved the FY23 budgets for GoTriangle on June 22, 2022. Since then there have been various changes and staff finds it necessary to amend the budget to propose amendments. The impact of these changes on the budget and the requested amendments to the FY23 GoTriangle budget ordinances are included with this package.

Financial Impact

The requested amendments reclassify the transit plan allocations of \$718,350 as revenue rather than expense credits and reduce the FY23 revenue and expense budgets for Johnston County by approximately \$50,000. Since both amendment are mostly offsetting entries, the net result is an increase in expense of only \$51.

Attachments

- Budget amendment impact
- Budget ordinances

Staff Contacts

- Sandra Freeman, sfreeman@gotriangle.org, 919-485-7415
- Harriet Lyons, hlyons@gotriangle.org, 919-485-7466



FY23 Budget GoTriangle Budget Amendment Impact #1

	<u>Revenue</u>	<u>Expenditures</u>	<u>Reserve/Cash Impact</u>	<u>Comments</u>
<i>FY23 Adopted Budget</i>	\$57,410,563	\$61,437,852	(\$4,027,289)	
Transit Plan Allocations	718,350	718,350	-	Reclassifying as revenue rather than an expense credit.
Expense Reduction	(50,426)	(50,375)	(51)	Reduction in budget for Johnston County
<i>Revised FY23 Budget</i>	\$58,078,487	\$62,105,827	(\$4,027,340)	
<i>Change</i>	\$667,924	\$667,975	(\$51)	

2022 0031

**GOTRIANGLE
FISCAL YEAR 2023
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, 2022, and ending June 30, 2023:

	Original	Revised
Undesignated Fund Balance Appropriated	\$ 2,186,954	\$ 2,246,711
Operating Transfer from Major Transit Investment Fund	7,759,569	7,699,863
Vehicle Registration Tax	6,776,000	6,776,000
Investment Earnings	400,000	400,000
Prior Year Carryforward	3,025,966	3,025,966
Federal Grant Revenues	121,040	121,040
Reimbursements from other local authorities	1,595,987	1,595,987
Reimbursements from other local authorities – Johnston County	141,100	90,674
Durham Allocation	0	305,750
Orange Allocation	0	115,800
Wake Allocation	0	226,393
Indirect Cost Credits	<u>1,458,912</u>	<u>1,458,912</u>
Total	\$ 23,465,528	\$ 24,063,096

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, 2022, and ending June 30, 2023:

	Original	Revised
Board of Trustees	\$ 192,326	\$ 205,726
Executive Office	958,348	958,348
Communications & Public Affairs	1,038,504	1,084,628
Administration	497,235	498,835
Human Resources	835,599	921,099
Finance	2,007,193	2,318,341
EEO/DBE	171,929	193,229
Legal	953,178	975,082
Johnston County	141,049	90,674
Real Estate	336,300	341,600
Capital Development	273,635	348,802
Unemployment Claims	77,000	77,000
GoDurham	1,595,987	1,595,987
Plaza	332,100	398,600
Operating Transfer to Bus Fund	10,835,924	10,835,924
Operating Transfer to Rideshare Fund	619,895	619,895
Operating Transfer to Bus Capital Fund	1,400,281	1,400,281
Operating Transfer to Advanced Technology Fund	<u>1,199,045</u>	<u>1,199,045</u>
Total	\$ 23,465,528	\$ 24,063,096

Section 3. It is estimated that the following revenues will be available in the **Ridesharing Fund** for the fiscal year beginning July 1, 2022, and ending June 30, 2023:

	Original	Revised
Regional TDM grant	\$ 706,362	\$ 706,362
Reimbursements from other local authorities	966,479	966,479
Durham Allocation	0	31,600
Orange Allocation	0	31,600
Wake Allocation	0	7,207
Transfer from General Fund	<u>619,896</u>	<u>619,896</u>
Total	\$ 2,292,737	\$ 2,363,144

Section 4. The following amounts hereby are appropriated in the **Ridesharing Fund** for the fiscal year beginning July 1, 2022, and ending June 30, 2023:

	Original	Revised
Regional Services	\$ 164,936	\$ 164,936
Regional Services - Planning	304,548	374,955
Sustainable Travel Services	760,352	760,352
Regional Call Center	<u>1,062,901</u>	<u>1,062,901</u>
Total	\$ 2,292,737	\$ 2,363,144

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, 2022, and ending June 30, 2023:

	Original	Revised
NCDOT Grant Revenue	\$ 2,800,000	\$ 2,800,000
Federal Grant Revenue	1,600,000	1,600,000
Transit Service Revenue	7,115,768	7,115,768
Transit Service Revenue – Paratransit	544,881	544,881
Bus accident reimbursement	40,000	40,000
Paratransit Service Revenue	405,000	405,000
Operating Transfer from General Fund	<u>10,835,924</u>	<u>10,835,924</u>
Total	\$ 23,341,573	\$ 23,341,573

Section 6. The following amounts hereby are appropriated in the **Regional Bus Service Fund** for the fiscal year beginning July 1, 2022, and ending June 30, 2023:

	Original	Revised
Bus supervision	\$ 2,737,101	\$ 2,737,101
Bus operations	11,317,706	11,317,706
Bus maintenance	5,650,612	5,650,612
Vanpool	257,490	257,490
Paratransit services	<u>3,378,664</u>	<u>3,378,664</u>
Total	\$ 23,341,573	\$ 23,341,573

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 THE 16TH DAY OF NOVEMBER 2022.

Sig Hutchinson, Board of Trustees Chair

ATTEST:

Michelle C. Dawson, Clerk to the Board

2022 0032

**GOTRIANGLE
FISCAL YEAR 2023
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, 2022, and ending June 30, 2023:

	Original	Revised
Vehicle Rental Tax	\$ 5,588,235	\$ 5,588,235
Investment Earnings	745,000	745,000
Undesignated Fund Balance Appropriated	<u>1,840,334</u>	<u>1,785,128</u>
Total	\$ 8,173,569	\$ 8,118,363

Section 2. The following amounts hereby are appropriated in the **Major Transit Investment Fund** for the fiscal year beginning July 1, 2022, and ending June 30, 2023:

	Original	Revised
Operating Transfer to General Fund	\$ 7,759,569	\$ 7,704,363
Operating Transfer to Major Capital Project Fund	<u>414,000</u>	<u>414,000</u>
Total	\$ 8,173,569	\$ 8,118,363

Section 3. 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 THE 16TH DAY OF NOVEMBER 2022.

Sig Hutchinson, Board of Trustees Chair

ATTEST:

Michelle C. Dawson, Clerk to the Board

FY23 Budget Change Impact - Durham Transit Plan

<u>Project ID</u>	<u>Account Code</u>	<u>Revenue</u>	<u>Expenditures</u>	<u>Reserve/Cash Impact</u>	<u>Fund Affected</u>	<u>Comments</u>
FY23 Approved Budget		\$ 69,334,289	\$ 52,154,367	\$ 17,179,922		
Amended FY23 Budget (Sep 2022)		\$ 69,334,289	\$ 52,754,367	\$ 16,579,922		
Durham / GoDurham	23DCITS1 DO.TPA.GOD.23DCITS01		35,598	(35,598)	41	Transit Construction Project Manager - These positions will solely focus on the delivery of transit funded projects.
Durham / GoDurham	23DCITS3 DO.TPA.GOD.23DCITS03		48,149	(48,149)	41	Transit Construction Team Leader - These positions will solely focus on the delivery of transit funded projects.
Durham / GoDurham	23DCITS2 DO.TPA.GOD.23DCITS02		33,800	(33,800)	41	Transit Plan Planner/Engineer - These positions will solely focus on the delivery of transit funded projects.
Amended FY23 Budget (Nov 2022)		\$ 69,334,289	\$ 52,871,914	\$ 16,462,375		
Changes from Amendments			\$ 117,547	\$ (117,547)		

2022 0033

**GOTRIANGLE
FISCAL YEAR 2023
TRIANGLE TAX DISTRICT – DURHAM OPERATING 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 **Triangle Tax District Durham Operating Fund** for the fiscal year beginning July 1, 2022, and ending June 30, 2023:

	Original	Revised
Article 43 ½ Cent Sales Tax	\$ 8,226,711	\$ 8,344,258
Vehicle Rental Tax	1,201,500	1,201,500
\$7 County Vehicle Registration Tax	1,737,085	1,737,085
\$3 Vehicle Registr Transfer from Dur/Orange Special Tax District	<u>744,444</u>	<u>744,444</u>
Total	\$ 11,909,740	\$ 12,027,287

Section 2. The following amounts hereby are appropriated in the **Triangle Tax District Durham Operating Fund** for the fiscal year beginning July 1, 2022, and ending June 30, 2023:

	Original	Revised
Tax District Administration - GoTriangle	\$ 423,675	\$ 423,675
Transit Plan Administration	0	0
DCHC MPO	59,600	59,600
GoTriangle	1,508,695	1,508,695
Durham County	211,100	211,100
Bus Operations	0	0
Durham County Access	201,100	201,100
GoDurham	7,523,523	7,641,070
GoTriangle	<u>1,982,047</u>	<u>1,982,047</u>
Total	\$11,909,740	\$12,027,287

Section 3. The FY23 Durham Transit Work Program reflects ongoing projects that remain vital to providing service to current transit customers and new projects that address immediate needs during a transition year to a new Transit Plan with updated priorities. 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. DCHC MPO, GoTriangle and Durham County will consider amendments to the FY23 Durham Transit Work Program as priorities are identified in the new Transit Plan.

Section 4. 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 THE 16TH DAY OF NOVEMBER 2022.

Sig Hutchinson, Board of Trustees Chair

ATTEST:

Michelle C. Dawson, Clerk to the Board

2022 0034

**GOTRIANGLE
FISCAL YEAR 2023
TRIANGLE TAX DISTRICT – DURHAM CAPITAL 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 **Triangle Tax District – Durham Capital Fund** for the fiscal year beginning July 1, 2022, and ending June 30, 2023:

	Original	Revised
Article 43 ½ Cent Local Option Sales Tax	\$27,273,289	\$27,155,742
Total	\$ 27,273,289	\$ 27,155,742

Section 2. The following amounts hereby are appropriated in the **Triangle Tax District – Durham Capital Fund** for the fiscal year beginning July 1, 2022, and ending June 30, 2023:

	Original	Revised
Transit Infrastructure	\$ 0	\$ 0
GoTriangle	7,150,000	7,150,000
Durham County / ACCESS	150,000	150,000
City of Durham/GoDurham	2,436,600	2,436,600
Commuter Rail Transit	0	0
GoTriangle	0	600,000
Vehicle Purchase	0	0
GoTriangle	356,767	356,767
Allocation to Durham Capital Fund Balance	<u>17,179,922</u>	<u>16,462,375</u>
Total	\$ 27,273,289	\$ 27,155,742

Section 3. The FY23 Durham Transit Work Program reflects ongoing projects that remain vital to providing service to current transit customers and new projects that address immediate needs during a transition year to a new Transit Plan with updated priorities. 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. DCHC MPO, GoTriangle and Durham County will consider amendments to the FY23 Durham Transit Work Program as priorities are identified in the new Transit Plan.

Section 4. Triangle Tax District – Durham Capital Funds are appropriated pursuant to section 13.2 of Chapter 159 of the North Carolina General Statutes; therefore, appropriations do not lapse at the end of the fiscal year and are available for the duration of the project unless subsequently approved for reallocation by the GoTriangle Board of Trustees.

Section 5. 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 THE 16TH DAY OF NOVEMBER 2022.

Sig Hutchinson, Board of Trustees Chair

ATTEST:

Michelle C. Dawson, Clerk to the Board

FY23 Budget Change Impact - Orange Transit Plan

	<u>Project ID</u>	<u>Account Code</u>	<u>Revenue</u>	<u>Expenditures</u>	<u>Reserve/Cash Impact</u>	<u>Fund Affected</u>	<u>Comments</u>
FY23 Approved Budget			\$ 23,445,118	\$ 20,833,950	\$ 2,611,168		
Orange County Public Transit	19OPTTS1	OO.TOP.OPT.19OPTTS01		88,363	(88,363)	42	Administrative adjustment of ICES to from \$61 to \$83.50, based on the FY22 Ops Stats & Projections. The FY23 budget will increase from \$310,600 to \$398,963.
Orange County Public Transit	20OPTTS4	OO.TOP.OPT.20OPTTS04		9,015	(9,015)	42	Administrative adjustment of ICES to from \$61 to \$83.50, based on the FY22 Ops Stats & Projections. The FY23 budget will increase from \$31,900 to \$40,915.
Orange County Public Transit	20OPTTS5	OO.TOP.OPT.20OPTTS05		66,986	(66,986)	42	Administrative adjustment of ICES to from \$61 to \$83.50, based on the FY22 Ops Stats & Projections. The FY23 budget will increase from \$235,200 to \$302,186.
Orange County Public Transit	20OPTTS6	OO.TOP.OPT.20OPTTS06		38,480	(38,480)	42	Administrative adjustment of ICES to from \$61 to \$83.50, based on the FY22 Ops Stats & Projections. The FY23 budget will increase from \$135,200 to \$173,680.
Amended FY23 Budget (Nov 2022)			\$ 23,445,118	\$ 21,036,794	\$ 2,408,324		
Changes from Amendments			\$ -	\$ 202,844	\$ (202,844)		

2022 0035

**GOTRIANGLE
FISCAL YEAR 2023
TRIANGLE TAX DISTRICT – ORANGE OPERATING 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 **Triangle Tax District Orange Operating Fund** for the fiscal year beginning July 1, 2022, and ending June 30, 2023:

	Original	Revised
Article 43 ½ Cent Sales Tax	\$ 3,862,332	\$ 3,768,175
Vehicle Rental Tax	865,600	865,600
\$7 County Vehicle Registration Tax	616,6D8	616,6D8
\$3 Vehicle Registr Transfer from / urO range Special Tax / istrict	<u>380,D86</u>	<u>380,D86</u>
Total	\$ 5,338,985	\$ 5,541,829

Section 2. The following amounts hereby are appropriated in the **Triangle Tax District Orange Operating Fund** for the fiscal year beginning July 1, 2022, and ending June 30, 2023:

	Original	Revised
Tax / istrict Administration GHoTriangle	\$ 275,680	\$ 275,680
Transit Administration	0	0
/ CMC 9 P-	8D,500	8D,500
HoTriangle	466,D73	466,D73
Transit - perations	0	0
Chapel Mill Transit	2,530,326	2,530,326
- range County Public Transit	776,357	D61,211
HoTriangle	<u>1,104,657</u>	<u>1,104,657</u>
Total	\$ 5,338,985	\$ 5,541,829

Section 3. The FY23 - range Transit Work Program reflects ongoing projects that remain vital to providing service to current transit customers and new projects that address immediate needs during a transition year to a new Transit Plan with updated priorities. 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. / CMC 9 P- , HoTriangle and - range County will consider amendments to the FY23 - range Transit Work Program as priorities are identified in the new Transit Plan.

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

ADOPTED THIS THE 16TH DAY OF NOVEMBER 2022.

Sig Mutchinson, Board of Trustees Chair

ATTEST:

Michelle C. Lawson, Clerk to the Board

2022 0036

**GOTRIANGLE
FISCAL YEAR 2023
TRIANGLE TAX DISTRICT – ORANGE CAPITAL 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 **Triangle Tax District – Orange Capital Fund** for the fiscal year beginning July 1, 2022, and ending June 30, 2023:

	Original	Revised
Article 43 ½ Cent Local Option Sales Tax	\$ <u>5,217,668</u>	\$ <u>5,014,824</u>
Total	\$ 5,217,668	\$ 5,014,824

Section 2. The following amounts hereby are appropriated in the **Triangle Tax District – Orange Capital Fund** for the fiscal year beginning July 1, 2022, and ending June 30, 2023:

	Original	Revised
Transit Infrastructure	\$ 0	\$ 0
GoTriangle	240,000	240,000
Town of Hillsborough	350,000	350,000
Vehicle Purchase	0	0
GoTriangle	204,000	204,000
BRT	0	0
Chapel Hill Transit – NS-BRT	1,812,500	1,812,500
Allocation to Orange Capital Fund Balance	<u>2,611,168</u>	<u>2,408,324</u>
Total	\$ 5,217,668	\$ 5,014,824

Section 3. The FY23 Orange Transit Work Program reflects ongoing projects that remain vital to providing service to current transit customers and new projects that address immediate needs during a transition year to a new Transit Plan with updated priorities. 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. DCHC MPO, GoTriangle and Orange County will consider amendments to the FY23 Orange Transit Work Program as priorities are identified in the new Transit Plan.

Section 4. Triangle Tax District – Orange Capital Funds are appropriated pursuant to section 13.2 of Chapter 159 of the North Carolina General Statutes; therefore, appropriations do not lapse at the end of the fiscal year and are available for the duration of the project unless subsequently approved for reallocation by the GoTriangle Board of Trustees.

Section 5. 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 THE 16TH DAY OF NOVEMBER 2022.

Sig Hutchinson, Board of Trustees Chair

ATTEST:

Michelle C. Dawson, Clerk to the Board

FY23 Budget Change Impact - Wake Transit Plan

	<u>Revenue</u>	<u>Expenditures</u>	<u>Reserve/Cash Impact</u>	<u>Fund Affected</u>	<u>Comments</u>
FY23 Approved Budget	\$ 316,846,580	\$ 271,973,220	\$ 44,873,360		
CAMPO (Campo - Operating)		89,667	(89,667)	43	Increase in CAMPO <i>Transit Plan Administration</i> based on increased indirect costs and labor expenses.
City of Raleigh (GoRaleigh - Capital)		16,610,000	(16,610,000)	43	<i>Bus Rapid Transit</i> Southern Corridor - The funds are needed on behalf of the Small Starts Ratings application for the project and to ensure 100% of the local match for the FTA Capital Investment Grant is programmed and obligated.
Amended FY23 Budget (Nov 2022)	\$ 316,846,580	\$ 288,672,887	\$ 28,173,693		
Changes from Amendments	\$ -	\$ 16,699,667	\$ (16,699,667)		

2022 0037

**GOTRIANGLE
FISCAL YEAR 2023
TRIANGLE TAX DISTRICT -- WAKE OPERATING 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 **Triangle Tax District - Wake Operating Fund** for the fiscal year beginning July 1, 2022, and ending June 30, 2023:

	Original	Revised
Article 43 ½ Cent Local Option Sales Tax	\$ 15,590,485	\$ 15,680,152
Vehicle Rental Tax	3,800,000	3,800,000
\$7 Vehicle Registration Tax	6,940,000	6,940,000
\$3 Vehicle Registration Tax (Transfer from Wake Tax District)	2,970,000	2,970,000
Other/Miscellaneous	<u>497,000</u>	<u>497,000</u>
Total	\$ 29,797,485	\$ 29,887,152

Section 2. The following amounts hereby are appropriated in the **Triangle Tax District - Wake Operating Fund** for the fiscal year beginning July 1, 2022, and ending June 30, 2023:

	Original	Revised
Tax District Administration - GoTriangle	\$ 551,371	\$ 551,371
Transit Plan Administration	0	0
GoTriangle	2,432,842	2,432,842
Capital Area Metropolitan Planning Organization (CAMPO)	623,366	713,033
City of Raleigh	1,560,406	1,560,406
Town of Cary	862,779	862,779
Community Funding Areas	0	0
Town of Wake Forest	375,235	375,235
Town of Apex	408,534	408,534
Town of Morrisville	347,270	347,270
Reserve	902,963	902,963
Bus Operations	0	0
GoTriangle	4,916,826	4,916,826
City of Raleigh	13,734,165	13,734,165
Town of Cary	2,426,426	2,426,426
Wake County	644,425	644,425
Town of Wendell	4,636	4,636
Town of Zebulon	<u>6,241</u>	<u>6,241</u>
Total	\$ 29,797,485	\$ 29,887,152

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, 2022, by GoTriangle as the Tax District Administrator are hereby appropriated to this budget.

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 also shall be furnished to representatives of the Agencies under Section 2. The Budget Ordinance shall be entered into the Board minutes.

ADOPTED THIS THE 16TH DAY OF NOVEMBER 2022.

Sig Hutchinson, Board of Trustees Chair

ATTEST:

Michelle C. Dawson, Clerk to the Board

2022 0037

**GOTRIANGLE
FISCAL YEAR 2023
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, 2022, and ending June 30, 2023:

	Original	Revised
Article 43 ½ Cent Local Option Sales Tax	\$ 91,909,514	\$ 91,819,847
Total	\$ 91,909,418	\$ 91,719,785

Section 2. The following amounts hereby are appropriated in the **Triangle Tax District - Wake Capital Fund** for the fiscal year beginning July 1, 2022, and ending June 30, 2023:

	Original	Revised
Community Funding Area		
Town of Fuquay-Varina	\$ 50,000	\$ 50,000
Bus Infrastructure	0	0
GoTriangle	17,141,109	17,141,109
City of Raleigh	16,480,604	16,480,604
Town of Cary	1,000,000	1,000,000
Reserve	1,081,600	1,081,600
Vehicle Acquisition	0	0
City of Raleigh	2,652,840	2,652,840
GoTriangle	1,000,000	1,000,000
Bus Rapid Transit	0	0
City of Raleigh	7,630,000	24,240,000
Allocation to Wake Capital Fund Balance	<u>44,873,361</u>	<u>28,173,694</u>
Total	\$ 91,909,418	\$ 91,719,785

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 8: 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 4: 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 H. 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 also shall be furnished to representatives of the Agencies under Section 2. The Budget Ordinance shall be entered into the Board minutes.

ADOPTED THIS 16TH DAY OF NOVEMBER 2022.

Sig Hutchinson, Board of Trustees Chair

ATTEST:

Michelle C. Dawson, Clerk to the Board

MEMORANDUM

TO: GoTriangle Board of Trustees
FROM: Planning and Capital Development
DATE: November 2, 2022
SUBJECT: Durham County Transit Plan Update

Strategic Objective or Initiative Supported

1.2 Pursue service improvements and expansion opportunities

Action Requested

None.

Background and Purpose

GoTriangle is participating with DCHC MPO and Durham County in development of updates to the Durham County Transit Plan. The project manager for the Durham county plan will provide an update of current plan development status and upcoming activities to the committee.

Financial Impact

None.

Attachments

- Durham Plan
 - Memo
 - Presentation
 - Executive Summary

Staff Contacts

- Katharine Eggleston, keggleston@gotriangle.org, 919-485-7564
- Meg Scully, mscully@gotriangle.org, 919-485-7455





Transportation

To: Durham County Board of Commissioners, Durham City Council, DCHC MPO Board, and GoTriangle Board of Trustees
From: Ellen Beckmann, Durham County Transportation Manager
Aaron Cain, DCHC MPO Planning Manager
Date: November 1, 2022
Subject: Recommended Durham County Transit Plan

Background

The Durham County Transit Plan is required by state legislation that enabled the local option half-cent sales tax for public transit improvements. The plan must be adopted by the Board of County Commissioners, the GoTriangle Board of Trustees, and the DCHC MPO Board. The sales tax is the primary funding source, but the plan also incorporates funding from vehicle registration fees and the rental car tax that are managed together in a Triangle Tax District. Durham County funding sources generate approximately \$40 million annually. The plan was first adopted in 2011, with an update in 2017, and was centered around the Durham-Orange Light Rail Transit project. In 2019, GoTriangle discontinued the light rail project, and there is now a need for a new Durham County Transit Plan.

The plan update is being managed by Ellen Beckmann, Durham County Transportation Manager, and Aaron Cain, Planning Manager at the DCHC MPO. There is a multi-agency Durham Transit Team guiding the plan development. In 2020, the MPO contracted with Kimley-Horn and Associates to provide consultant support for the transit plan. Kimley-Horn is using several subconsultants on the plan, including community partners for public engagement services.

Issues & Analysis

The public engagement process has followed the City of Durham's Equitable Engagement Blueprint. The first phase of outreach for the plan was initiated in coordination with the Durham Comprehensive Plan from October 2019 to February 2020 through the Listening and Learning sessions. This first phase focused on identifying high-level goals and objectives and seeking feedback on the universe of projects and services that residents would like to see included in the plan.

Two over-arching core principles were identified for the plan:

- Equity
- Community Trust

And four high-level goals were identified:

- Accessibility
- Connectivity
- Convenience
- Sustainability

The Durham Transit Team directly used the results of the Phase 1 outreach and technical analysis to develop three representative transit options for how the funding could be used through 2040, making sure to address the needs identified by current transit riders, low-income residents, and People of Color. This second phase of outreach occurred in summer 2021. The results of the Phase 2 outreach were presented to boards in fall of 2021. The key takeaways from the Phase 2 outreach were:

- Regular Transit Riders and People of Color consistently identified later/weekend bus service, more bus frequency, and more reliable bus service as their highest priorities.
- All respondents supported getting more improvements more quickly.
- All respondents supported bus rapid transit or the elements of bus rapid transit such as 15-minute service, bus-only lanes, and traffic signal priority.
- The commuter rail project has support, but it is not the highest priority for any group. The commuter rail project has less support from People of Color and Daily Transit Riders.

The results of the Phase 2 outreach and technical analysis provided the basis for a preferred scenario that was brought to the public for review in summer 2022. The Phase 3 outreach results generally were supportive of the preferred scenario, indicating that it should be used as the basis for the final recommended plan. Upon the completion of that outreach and analysis of

the feedback, the preferred scenario has been refined and tested against projected revenues to ensure compliance with the financial model requirements agreed to by GoTriangle and Durham County. This final preferred scenario will be reflected in the final recommended plan that is to be brought to the three governing boards over the next three months for adoption. Staff will provide a presentation of the final recommended plan.

Durham County, and the entire Triangle region, has many more transit needs than available funds can provide. A key purpose of the draft Durham County Transit Plan is to identify and prioritize those needs within fiscal constraints. The preferred scenario in the final recommended plan balances community needs for improvement to the existing local and regional bus systems and planning and building for future travel needs as the Triangle grows.

When available, the final plan report will be posted on the plan's Engage Durham website:

<https://engagedurham.com/101/Durham-Transit-Plan>

The preferred scenario focuses on four key themes for improvements:

- Improve the Current System
- More Projects Sooner
- Connect the Region with Quick and Reliable Service
- Better Experience at Stops and Stations

Project highlights include:

- All services currently being provided through the Durham County Transit Plan will continue
- Increased midday service on the GoTriangle 400/405 and 700 routes
- New GoDurham crosstown routes in north and east Durham
- Additional frequency on GoDurham Routes 3, 4, and 9/9A/9B
- Extend Sunday GoDurham service to midnight on all routes
- Improvements at all bus stops in Durham County
- Construction of bus stop and access improvements on five high-frequency Bus Transit Corridors
 - Route 5 (Fayetteville Street)
 - Route 3 (Holloway Street)
 - Route 10 (Morehead Avenue/Chapel Hill Road/University Drive)
 - Route 9 (Avondale Drive/Club Boulevard/Dearborn Drive)
 - Route 4 (Roxboro Road)
- Construction of new transit centers
 - The Village

- North Duke Crossing
- Construction of improvements at Durham Station
- Construction of a new Regional Transit Center in RTP
- Construction of a new paratransit maintenance facility
- Construction of improvements to the GoTriangle and GoDurham Bus Operations and Maintenance Facilities
- Study to determine needed improvements for GoDurham and GoTriangle ACCESS and funding for implementation
- GoDurham Connect (microtransit) zones in north and east Durham
- Subsidized vanpools to Durham County employment sites
- Transit Signal Priority to improve bus speed and reliability on congested corridors.
- Bus speed and reliability improvements on downtown streets near Durham Station, including bus only lanes, signal upgrades, routing changes, and other infrastructure improvements.
- Study for potential Bus Rapid Transit or other bus speed and reliability improvements and funding towards the construction of those improvements.
- Durham County's financial contribution towards the construction and operation of commuter rail service between Durham and Wake counties or other fast, reliable, regional service initiatives

The improvements listed above do not address all of the transit needs that Durham will have over the next 20 years. The Durham County Transit Plan will acknowledge the unmet transit needs and explore the further development of and identification of funding for a greater vision for transit in Durham County that is consistent with the DCHC MPO Metropolitan Transportation Plan (MTP).

Furthermore, consistent with the plan's focus on community trust, the final recommended plan includes implementation metrics that will be used to monitor and report on project delivery and outcomes. Additional staff administration resources are also programmed to facilitate project delivery, report on progress, and improve equitable contracting and transit-oriented development efforts.

The release for public comment of the final recommended Durham County Transit Plan is the first step in the formal adoption process. Per state law, the Durham County Transit Plan must be approved by three governing bodies: the DCHC MPO Board, the Durham Board of County Commissioners (BOCC), and the GoTriangle Board of Trustees. Below is the anticipated schedule for the plan's adoption.

Presentation of Preferred Scenario:

- BOCC – November 7
- DCHC MPO Board – November 9
- GoTriangle Board of Trustees – November 16
- Durham City Council – December 8

The DCHC MPO Public Involvement Policy requires that the plan be released for a minimum 21-day public comment period. Residents and stakeholder groups have requested that there be one consolidated public hearing to better enable them to efficiently participate in the adoption process. Staff recommend that this public hearing occur at a Board of Commissioners meeting since it is in the evening and has more visibility than the DCHC MPO or GoTriangle Boards. The DCHC MPO Board will be asked to authorize staff to release the plan by November 30 and to schedule a public hearing at the December 12 Board of Commissioners meeting to comply with their policy.

- Release final recommended Durham County Transit Plan for minimum 21-day public comment period – November 30
- Public hearing for Durham County Transit Plan (at BOCC) – December 12

All three boards will be encouraged to attend or watch the public hearing. A compilation of public comments will be shared with all three boards.

Proposed adoption schedule for the Durham County Transit Plan:

- BOCC – January 9
- DCHC MPO Board – January 11
- GoTriangle Board of Trustees – January 25



Durham Transit Plan



Durham County Transit Plan Summary

October 2022

Adopting Agencies



Partnering Agencies



What is the Durham County Transit Plan?

The Durham County Transit Plan is an investment plan for the public transportation (transit) system in the County. The plan will decide how we invest, spend, expand, and prioritize our public transit system using sales tax and fee revenues raised in Durham County.

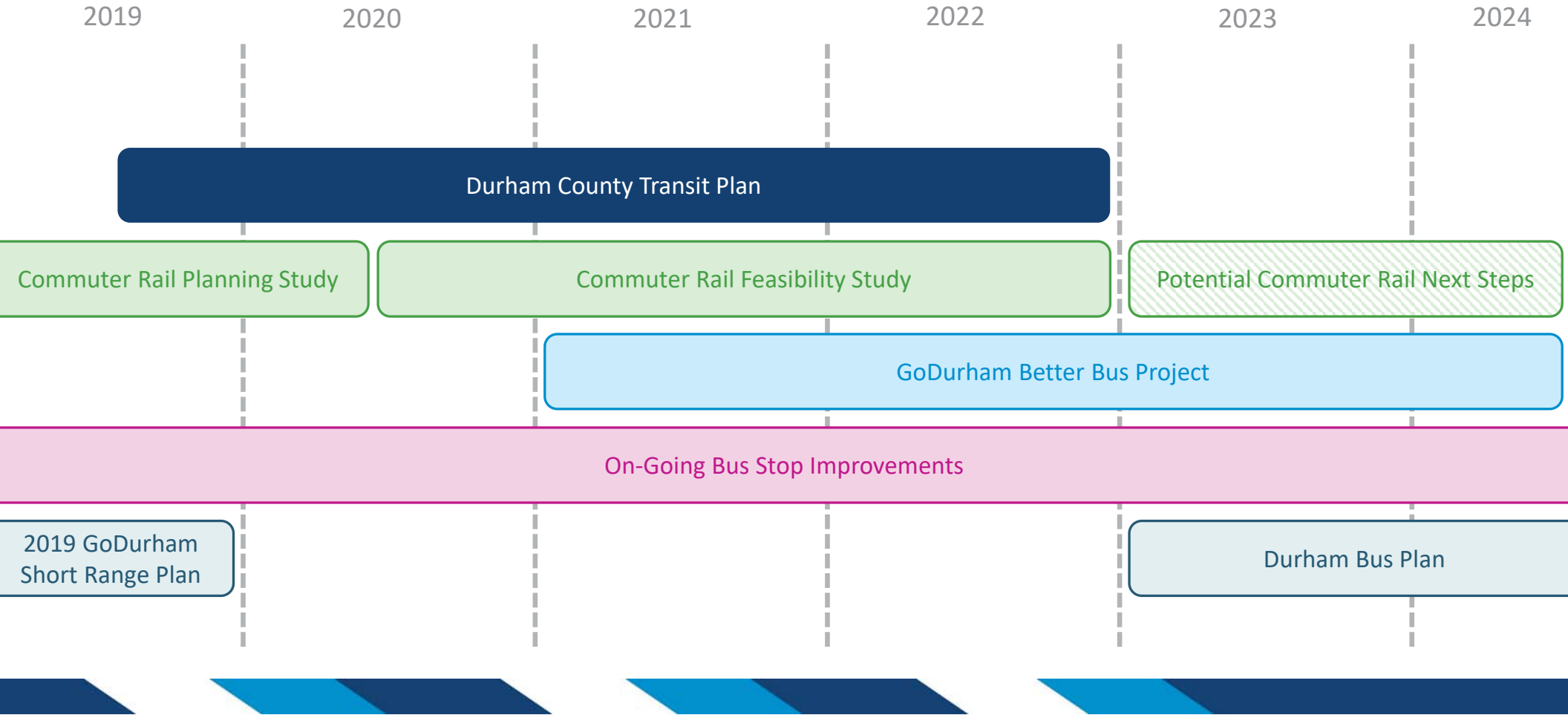
In 2011, Durham County voters approved a half-cent sales tax to fund public transit improvements in Durham. This Transit Plan update is required by State law to determine how to use the transit sales tax funds for transit expansion over the next 20 years, through 2040. This plan does not include all transit or transportation revenues in Durham.



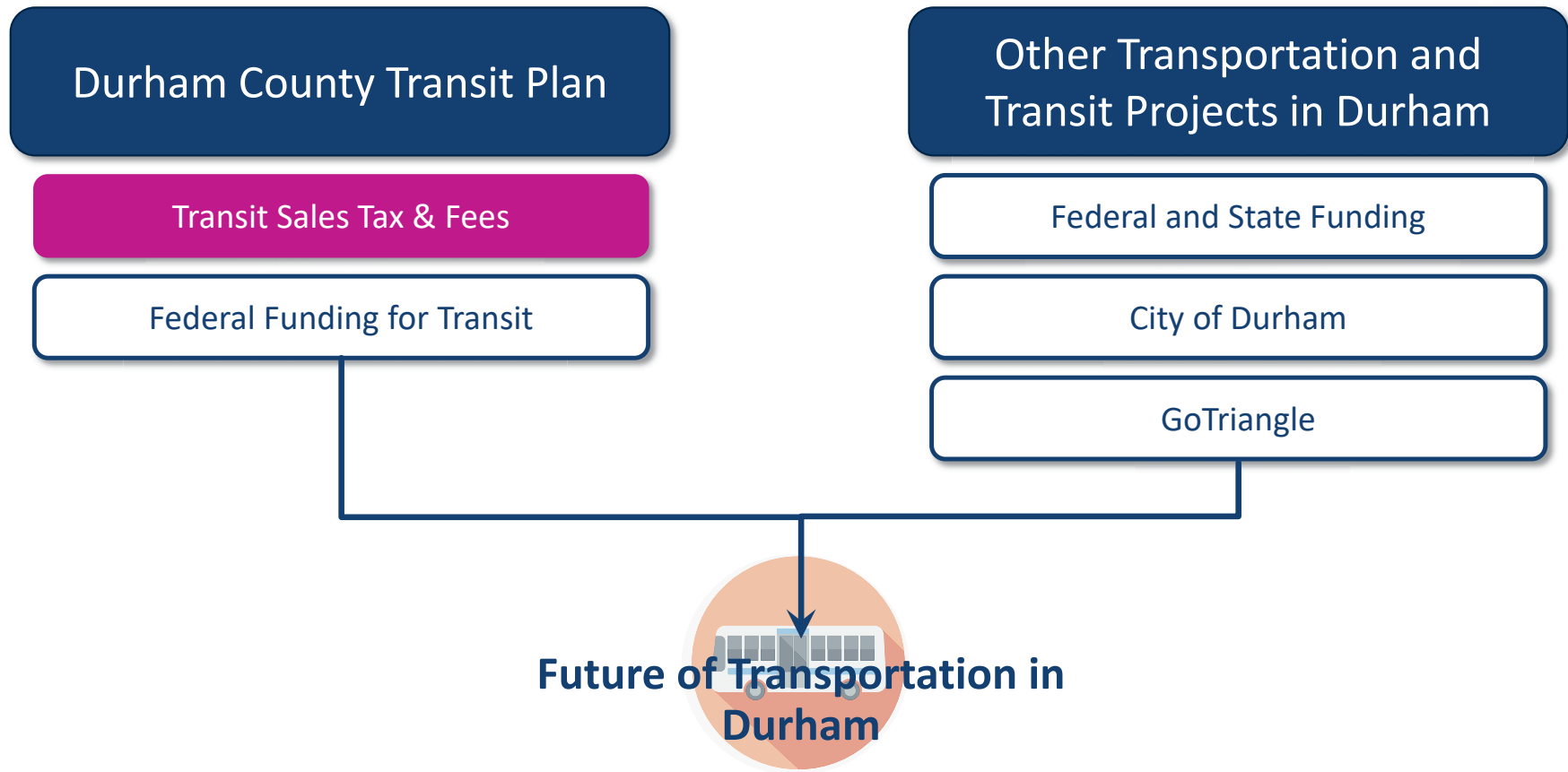
The Durham County Transit Plan Process



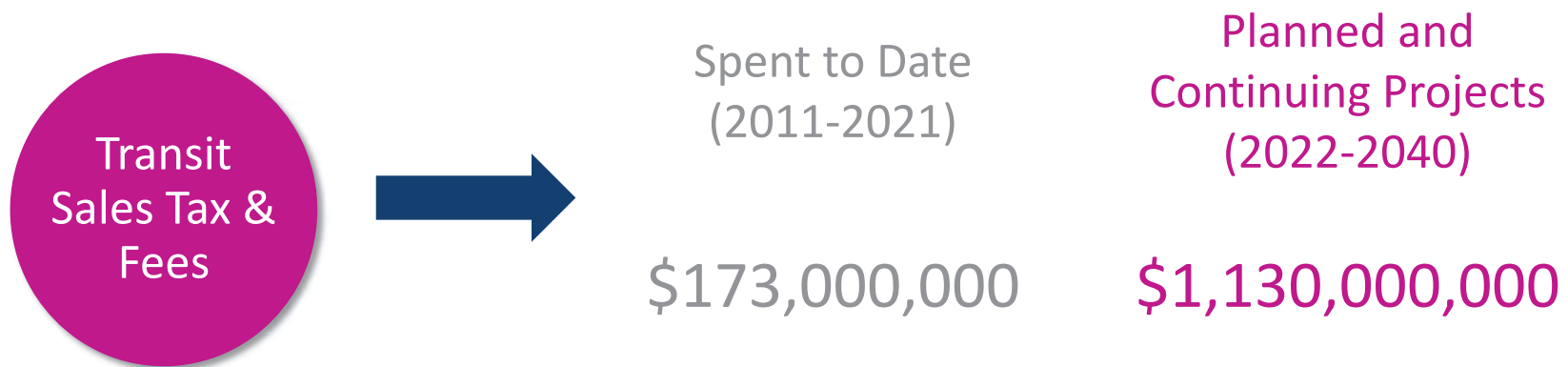
Concurrent Planning Processes



There are Multiple Funding Sources for Transit in Durham



Financial Breakdown of the Durham County Transit Plan Revenues



Notes:
Totals include only the Durham share of project costs
Total Spent to Date includes **Durham's share** of Durham-Orange Light Rail (DOLRT) cost was \$126M
Total DOLRT project cost including Orange County share was \$157M
DOLRT is discontinued and not associated with Commuter Rail

Recommended Final Durham County Transit Plan



Recommended Transit Plan – Key Themes

Improve the Current System	More Projects Sooner	Connect the Region with Quick and Reliable Service	Better Experience at Stops and Stations
More 15-minute bus service	Bus stop improvements	Next steps for commuter rail connecting Durham and Wake counties	Bus stop improvements
Evening/weekend service	GoDurham and GoTriangle Paratransit (ACCESS) study and improvements	Better on-time performance of buses	Safer access to bus stops
More crosstown routes	GoDurham Connect (Microtransit) zones	Transit signal priority for buses	Improve Transit Centers



Recommended Transit Plan

Enhance and Extend Bus Service

An illustration of a green and white bus with 'DOWNTOWN' written on its side, positioned next to a large analog clock showing approximately 1:50.

Improves all GoDurham routes to come every 30 minutes or sooner (some routes coming every 15 minutes), extends service to run later at night during the week and weekends, and certain GoTriangle routes come more often and run later at night.

Commuter Rail

An illustration of a green and white commuter train with a yellow star on its side, moving along tracks.

Includes Durham County's financial contribution to build and begin running the commuter rail between Durham County and Wake County or provide other regional, fast, and reliable service improvements.

Bus Stop Improvements & Transit Centers

An illustration of a modern transit center building with a sign that says 'TRANSIT CENTER', surrounded by trees and people walking.

Enhances existing bus stops and transit centers with accessible landing pads at all stops, and benches, shelters, signage, lighting, and sidewalks at certain bus stops.

More Routes Going More Places

An illustration of a bus route map showing a blue line connecting various locations, including a bus, a house, a school, and a shopping center.

Adds new crosstown routes to go more places, sponsors vanpools, and adds GoDurham Connect (microtransit) zones.

Faster, More Reliable Bus Service

An illustration of a bus stopped at a bus stop with a person waiting, set against a background of trees and a clear sky.

Includes projects to help buses stay on schedule such, as traffic signal improvements, bus-only lanes, and a study for potential bus rapid transit (BRT).

Paratransit Improvements

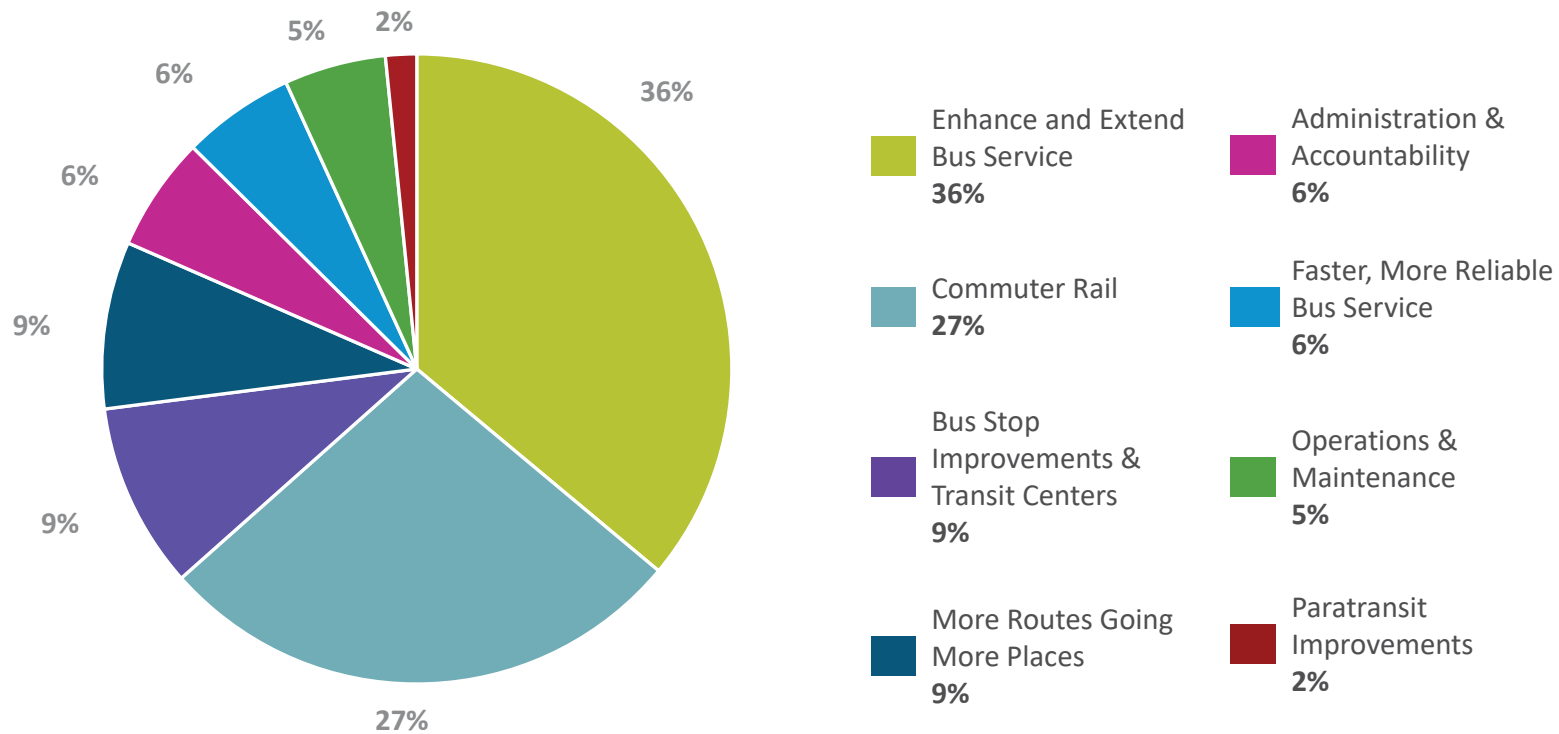
An illustration of a white paratransit van with a ramp extended, and a person in a wheelchair being assisted by a staff member.

Includes GoTriangle and GoDurham paratransit (ACCESS) service improvement study, further improvements/expansion, and food access for seniors shuttle.

What is Included in the Recommended Transit Plan

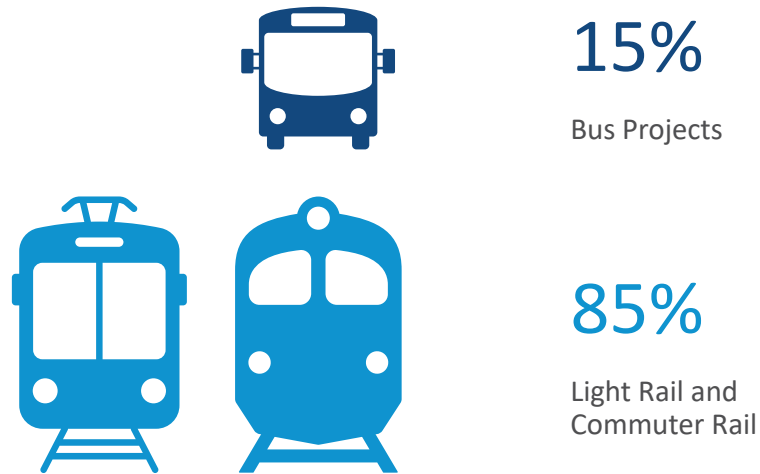
Projects were grouped into buckets based on the public priorities from the first and second phases of outreach.

The following slides show—in more detail—what is included in each bucket.

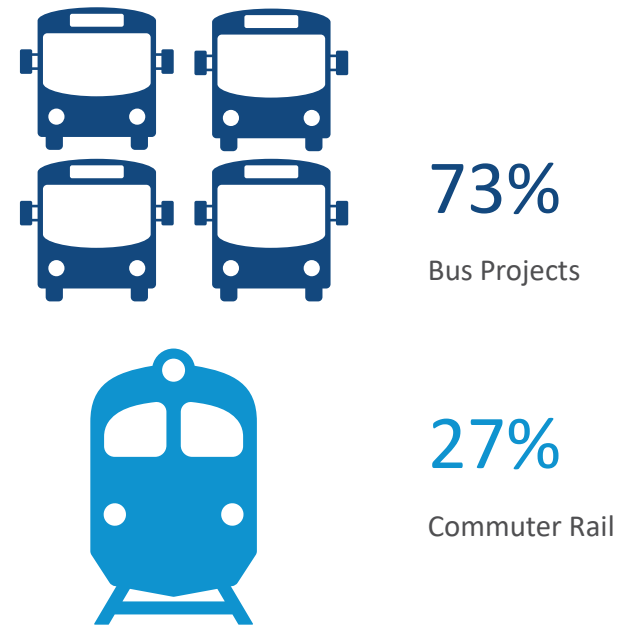


What is Included in the Recommended Transit Plan

2017 Durham Transit Plan




2022 Durham Transit Plan



Enhance and Extend Bus Service

ROUTE 4, 9, and 700

BUS EVERY **15 mins**



- Improve all GoDurham routes to come every 30 minutes or sooner
- Enhance service for Route 400 and Route 405 to and from Chapel Hill
- Enhance Route 4 and Route 9 to run every 15 minutes to and from North Durham
- Extend Route 9A/9B service to midnight on weekdays with 30-min service to Bragtown
- Enhance Route 700 to run every 15 minutes during mid-day to and from the Regional Transit Center
- Additional frequency on Route 3
- Additional frequency and later service on Route 9
- Extend weekday and weekend service to midnight

Enhance and Extend Bus Service

36%



Note:
Route 9 service to increase to 30 minutes in 2023 and to 15 minutes in 2026

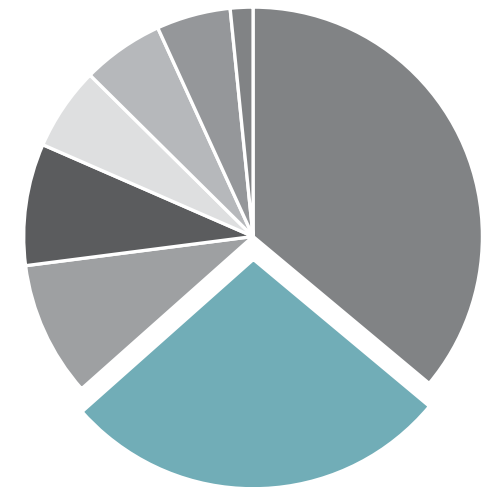
Commuter Rail

Durham Station



- The funding in this bucket is primarily intended to support fast, reliable regional service through a commuter rail or other improvements.
- The Recommended Transit Plan includes a Durham County financial contribution to build and begin running commuter rail connecting to Durham to Wake County.
- The project details, overall funding plan, and schedule for implementation are not yet determined.
- The Greater Triangle Commuter Rail Planning Study is evaluating the potential for this project and is underway. When the study is complete, local partners in Durham, Wake, and Johnston Counties will decide whether and how to proceed with project implementation.

Commuter Rail 27%

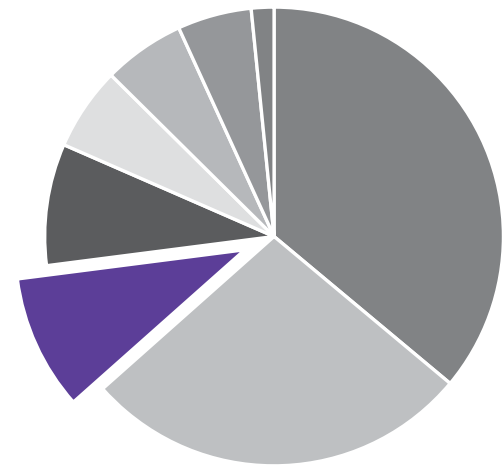


Bus Stop Improvements & Transit Centers



- Durham Station Improvements
- Countywide Bus Stop Improvements
- Village Transit Center
- North Duke Crossing Transit Center
- Regional Transit Center (RTC) Relocation
- Route 3 (Holloway) and Route 5 (Fayetteville) Bus Transit Corridors
- Route 4 (Roxboro), Route 9 (Avondale/Club/Dearborn), and Route 10 (Morehead/Chapel Hill Rd./University) Bus Transit Corridors

Bus Stop Improvements & Transit Centers 9%

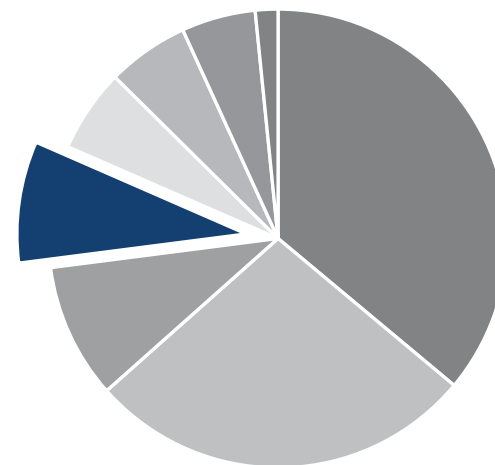


More Routes Going More Places



- Chapel Hill Route D (Durham Share) connecting Patterson Place to Chapel Hill
- GoDurham Connect (Microtransit) East and North Zones
- Vanpools or transit options to North Durham employers
- Crosstown Route from North Durham to Duke/VA Hospital
- Crosstown East Durham/The Village to NCCU

More Routes Going More Places 9%

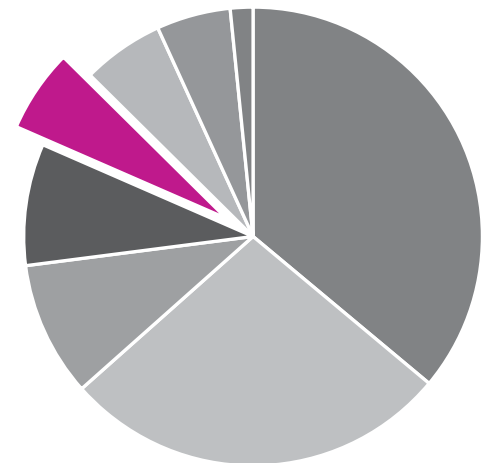


Administration & Accountability



- Staff Working Group Administrator
- Tax District Administrator – Financial Oversight Staff
- Transit Plan Administration – Program Management Staff and Project Implementation Staff
- Durham County Transportation Manager
- Governance Study Recommendations
- Equitable contracting and transit-oriented development efforts

Administration & Accountability 6%

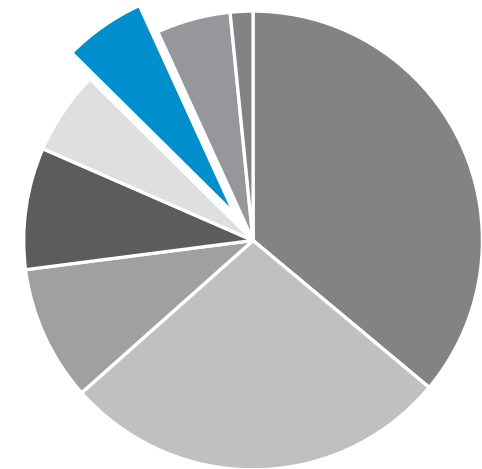


Faster, More Reliable Bus Service

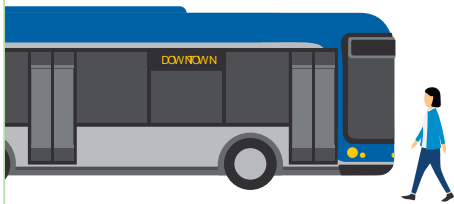


- Study for potential bus rapid transit (BRT) or bus speed and reliability infrastructure
- Bus Speed and Reliability Infrastructure (projects to help buses stay on schedule, such as traffic signal improvements, bus-only lanes, and adjusting bus stop spacing).
- Durham Station Transit Emphasis Zone

Faster, More Reliable Bus Service 6%

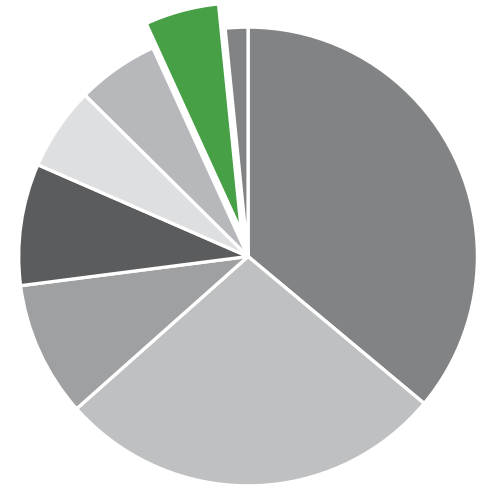


Operations & Maintenance



- Bus and Paratransit (ACCESS) Maintenance Facilities
- Bus Purchases and Replacements
- New Electric Buses

Operations & Maintenance 5%



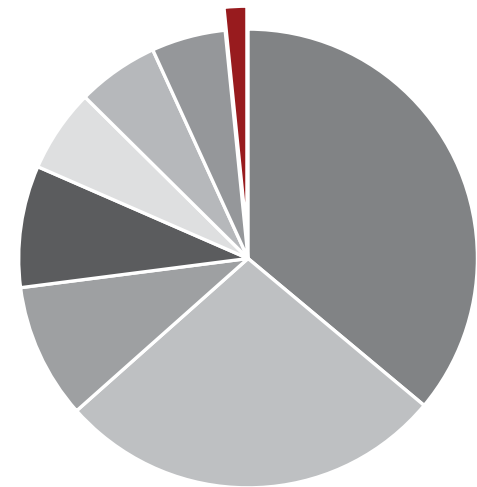
Paratransit Improvements

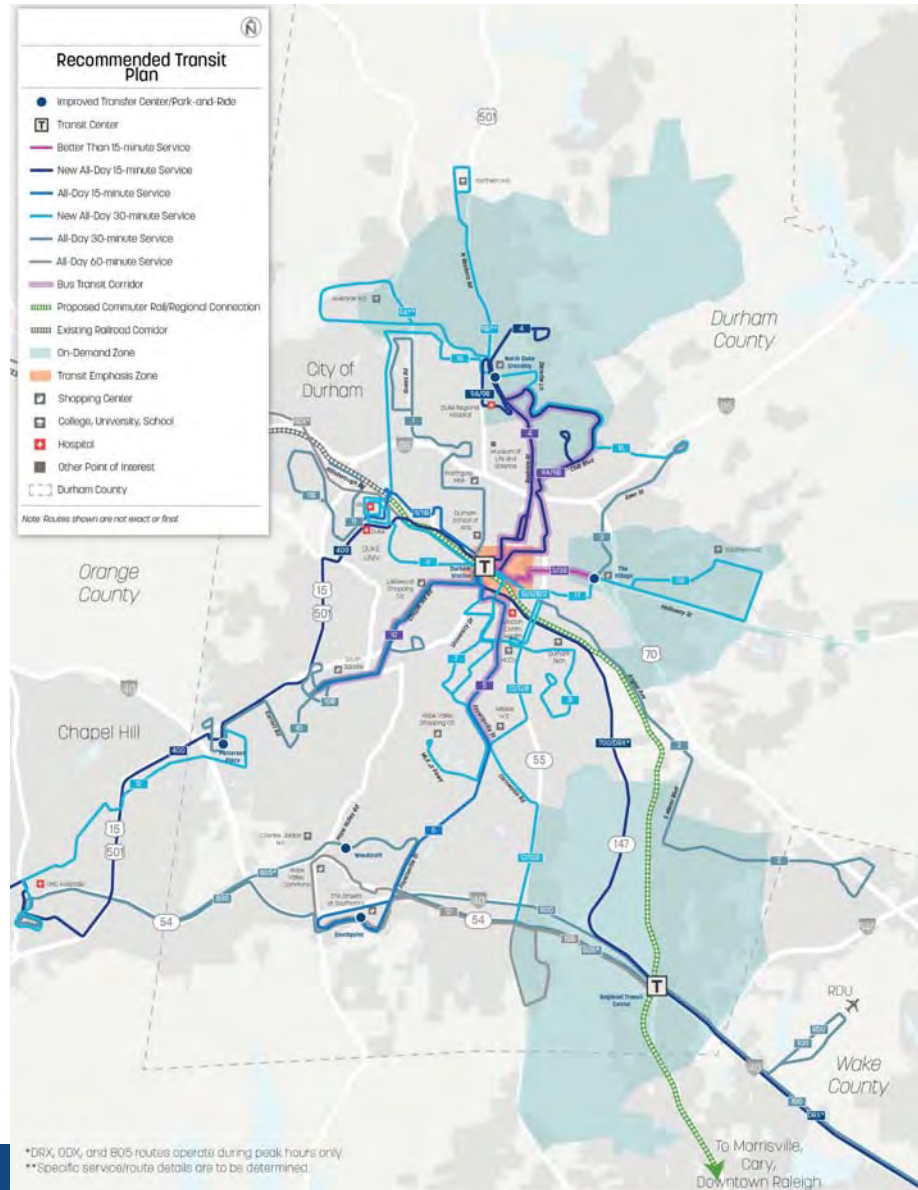


- GoTriangle and GoDurham Paratransit Service Expansion (ACCESS)
- Food Access for Seniors Shuttle
- GoTriangle and GoDurham ACCESS Improvement Study

Paratransit Improvements


2%





Near-Term Projects

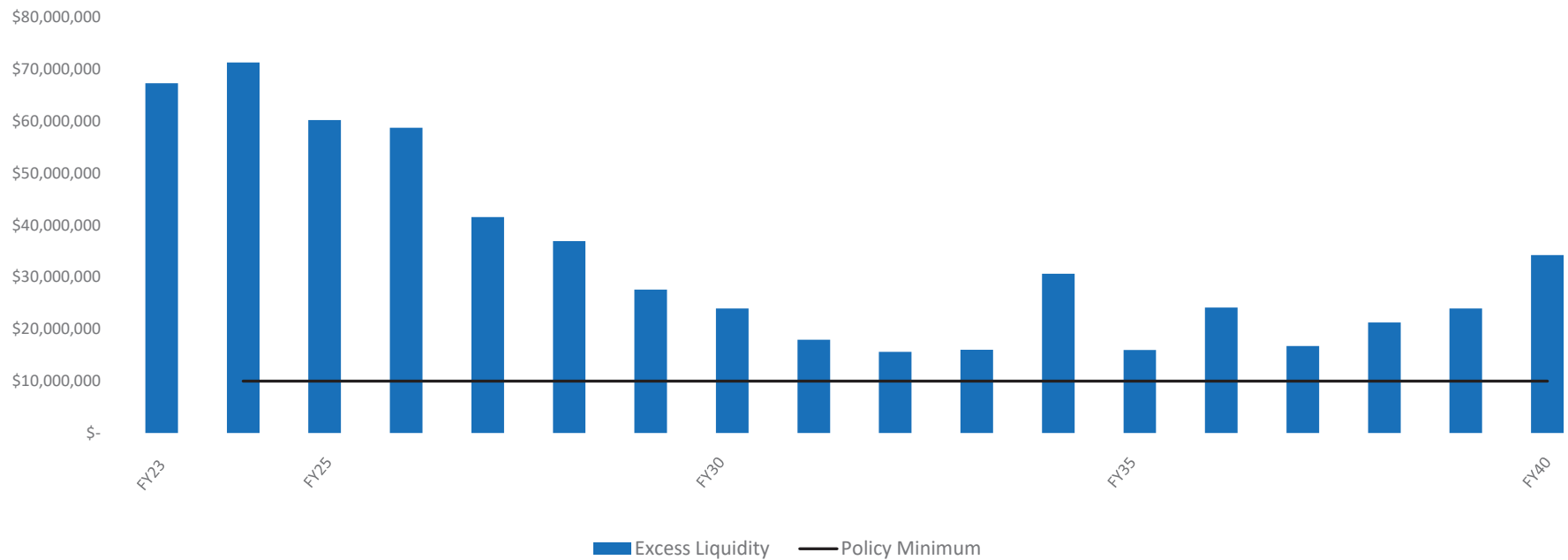
Over \$100 million planned to be spent on improvements and new projects in Durham County by 2027

- New East Durham/The Village to NCCU Crosstown Route
 - Extend Sunday service to midnight
 - 30-minute service on all GoDurham routes in the evenings and Sundays
 - Improve Route 4 to run every 15-minutes and extend to Danube/Hebron
 - Improve Route 9 to run every 15-minutes
 - Additional midday service on Route 405
 - North Duke Crossing Transit Center
 - GoTriangle ACCESS and GoDurham ACCESS Improvement Study
 - Construction of Durham Station Improvements
 - Construction of Route 3 (Holloway) and Route 5 (Fayetteville) Bus Transit Corridors
 - Bus Rapid Transit and Bus Speed and Reliability Infrastructure Study
- 


Financial Plan

Financial model meets requirements agreed to by GoTriangle and Durham County


EXCESS CAPITAL LIQUIDITY




Implementation Metrics

- The Durham Transit Plan includes plan implementation metrics that will be collected and reported to the public and the governing boards.
 - Examples of these metrics include:
 - Routes with extended evening service
 - Routes with additional 15-minute frequent service
 - Progress on a BRT Study and implementation
 - Progress on a GoDurham/GoTriangle ACCESS Study and implementation
 - Number of bus stops improvements
 - Miles of sidewalk constructed
 - Reporting will occur regularly through bi-annual updates and potentially through a website application
- 

What is Next

- Adopt the Transit Plan Governance Study Implementation Agreement – November/December
 - Present the final Durham County Transit Plan – November/December
 - Release for public comment – end of November through December
 - Public hearing at BOCC - December 12, 2022
 - Adopt the Durham County Transit Plan - January
 - Durham County Board of Commissioners
 - DCHC MPO Board
 - GoTriangle Board of Trustees
- 

Plan Documentation

- Chapter 1 – Executive Summary
 - Chapter 2 – Existing Conditions
 - Chapter 3 – Public Outreach
 - Chapter 4 – Scenario Development
 - Chapter 5 – Plan and Implementation
 - Chapter 6 – Financial Assumptions
- 



01

EXECUTIVE SUMMARY

- PARTNERS
- INTRODUCTION
- CORE PRINCIPLES
- PLAN GOALS
- SUMMARY OF PLANNING PROCESS
- PUBLIC ENGAGEMENT
- FINAL RECOMMENDED PLAN
- IMPLEMENTATION PLAN

Questions?





01

EXECUTIVE SUMMARY

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- FINAL RECOMMENDED PLAN
- IMPLEMENTATION PLAN

PARTNERS

The co-signatories of this Plan are the Durham-Chapel Hill-Carrboro (DCHC) Metropolitan Planning Organization (MPO), Durham County, and GoTriangle. The governing board of the DCHC MPO includes local, elected officials from the City of Durham, Town of Chapel Hill, Town of Hillsborough, Town of Carrboro, Durham County, Orange County, and Chatham County, as well as representatives from GoTriangle and the State Board of Transportation. The GoTriangle Board consists of appointed representatives from Durham, Orange, and Wake Counties, and the State Board of Transportation.



INTRODUCTION

The Durham County Transit Plan, also referred to as “this Plan,” “the updated Plan,” the “2022 Plan,” and/ or “this Plan update,” contains a program of transit services and projects to be funded by the dedicated local revenues for transit in Durham County through 2040. There are four dedicated revenue streams used toward funding the local share of projects and services in this Plan, referred to throughout the Plan as Tax District Revenues. These four dedicated Tax District Revenue streams are as follows:

- Article 43: Half-Cent Sales and Use Tax
- Article 50: Five-Percent Vehicle Rental Tax (portion allocated to Durham County by GoTriangle Board of Trustees)
- Article 51: Three-Dollar increase to GoTriangle Regional Vehicle Registration Fee
- Article 52: Seven-Dollar County Vehicle Registration Fee

According to the 2013 Interlocal Implementation Agreement, a Staff Working Group was created that included representatives from Durham County, GoTriangle, and DCHC MPO to review the Plan and prepare updates as needed, or at least every four years. These Staff Working Group representatives, and representatives from the City of Durham and City-County Planning Department, worked collaboratively as the Project Team in developing this plan update. The last updated Durham County Transit Plan was in 2017 and included funding for the Durham-Orange Light Rail Transit (DOLRT) project, which was discontinued in 2019. The funds previously allocated for the DOLRT project are reallocated as part of this updated Plan.

This Plan will provide over \$1 billion of local transit dedicated dollars to spend on transit improvements in Durham through 2040. About half of the funding in this Plan will be used to continue the bus service improvements that were approved in the 2017 transit plan; no service improvements will be stopped because of the adoption of this Plan (GoDurham Route 20 was suspended in 2020 and permanently discontinued in 2022 due to low ridership). The other half of the funds will support new transit initiatives and projects throughout the county, as identified through the public involvement process.

CORE PRINCIPLES

The Project Team recognizes that certain groups of people have historically been underserved or disproportionately burdened by transportation decision-making outcomes. In an effort to intentionally center underserved communities developing this Plan, two core principles to guide planning efforts were crafted based on the Listening and Learning sessions in winter 2019: Equity and Community Trust.

EQUITY

Investing in underserved and transit-dependent communities.

Prioritize transit access and investment for Environmental Justice (EJ) communities, including, but not limited to, minority race and ethnic populations (i.e., Black, Indigenous, Hispanic/Latinx, all racial and ethnic minorities), elderly populations, low-income households, Limited English Proficiency (LEP) communities, and zero-car households.

Provide transit options and access to affordable housing developments.

Improve access for people with mobility challenges.

COMMUNITY TRUST

Providing transparency throughout the planning and decision-making processes.

Be transparent about how community feedback affects transit decisions.

Account for how transit funds are spent and the cost of different types of service.

Address what happened to recently discontinued or reduced services.

Actively engage residents and empower them to influence decisions.

Provide real opportunities for residents to impact service design.

PLAN GOALS

As the core principles guide the development of this Plan with overarching commitments to Durham County residents, the Plan's goals and objectives provide further direction for the Plan's development and final recommendations for transit improvements. The objectives and goals were based on community comments and were vetted by the Plan's Technical and Outreach Committees. Below are a list of the Plan's goals and objectives:

ACCESSIBILITY

Providing opportunities for all users to access transit.

CONNECTIVITY

Providing a well-connected, multimodal transportation network.

CONVENIENCE

Creating reliable transit options and providing dependable information to riders.

SUSTAINABILITY

Creating resilient infrastructure to meet the needs of existing and future populations.

SUMMARY OF PLANNING PROCESS

This high-level overview of the planning process describes the major milestones of the Plan's development in five sequential stages. The holistic planning process is the culmination of meaningful community engagement, analysis by passionate and experienced transit professionals, and dedicated community leadership. At each major milestone in developing the Plan, public feedback was synthesized and incorporated into subsequent milestones.



GOALS AND OBJECTIVES 2019

The planning process started by establishing the Plan's goals and objectives. These were created using transit-related input gathered from annual on-board transit riders survey, the Comprehensive Plan update Listening and Learning sessions, Phase I of the City of Durham Participatory Budgeting Process, and resident focus groups from the City of Durham's 2019 Annual Resident Survey.



EXISTING CONDITIONS 2020

The next step was gaining an understanding of the transit needs and gaps in Durham by performing in-depth data analysis.



TRANSIT OPTION PLANNING 2021

The third step involved developing three different illustrative transit options (or scenarios) that each addressed identified transit needs. Each transit option contained varying levels of investment and different types of projects to demonstrate benefits and tradeoffs associated with each. These options were presented to the public for feedback.



RECOMMENDED TRANSIT PLAN 2022

The fourth step involved building a single, cost-constrained, preferred transit plan with the projects that were chosen as the highest priority, based on public feedback on the options. This draft preferred option was then presented again to the public for final feedback prior to finalizing.



FINAL PLAN AND APPROVAL 2023

The final step of the Durham County Transit Plan was documenting the entire planning process and final recommendations, and presenting the final report to the approving bodies. The participating agencies will continue to work together implementing the recommended service improvements and projects identified in the Plan.

PUBLIC ENGAGEMENT

This Plan's development is centered on intentional, equitable, and representative public input. An Outreach Committee made up of staff from DCHC, City of Durham, Durham County, GoTriangle, and consultant team members led the planning and execution of three phases of outreach. All three phases were conducted in partnership with the Durham Engagement Ambassadors, helping to ensure a diverse and representative response from communities across Durham whose feedback was needed the most. The Engagement Ambassadors are a group of residents connected to parts of our community that staff may not be able to fully engage. The efforts of these Ambassadors was the most successful component of outreach.

PHASE I

Phase I of public outreach focused on the existing system and confirming transit service improvement priorities previously expressed by Durham residents.



PHASE II

Phase II of public outreach presented three transit options to illustrate how funds could be invested differently. The public was presented the potential benefits of each transit options and asked to prioritize the capital and operating projects and varying levels of transit service.



PHASE III

Phase III of public outreach shared the draft preferred transit scenario containing the final recommended capital and operating transit improvements with the public and asked for feedback.



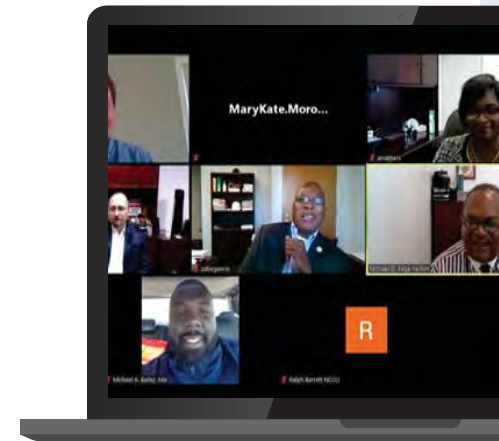
Before, during, and after the height of the COVID-19 pandemic, a mix of virtual and in-person (when safe and appropriate) outreach events were conducted, with an emphasis on transparency of the process. Community leaders, key stakeholders, and elected officials were also consulted throughout each major milestone of the outreach process.

Challenges associated with COVID-19 made conducting outreach through traditional methods difficult. To collect representative, meaningful feedback, it was imperative that the public engagement strategy be flexible and intentional. The three phases of outreach combined various in-person events with virtual meetings to provide a variety of options for residents. All surveys published online were available in print, in English and Spanish, and links to the survey were posted on board buses and at Durham Station to encourage the participation of transit riders.



"As I read the plan it looks as if the planners really listened to the underserved neighborhoods."

- Durham Transit Plan Public Comment



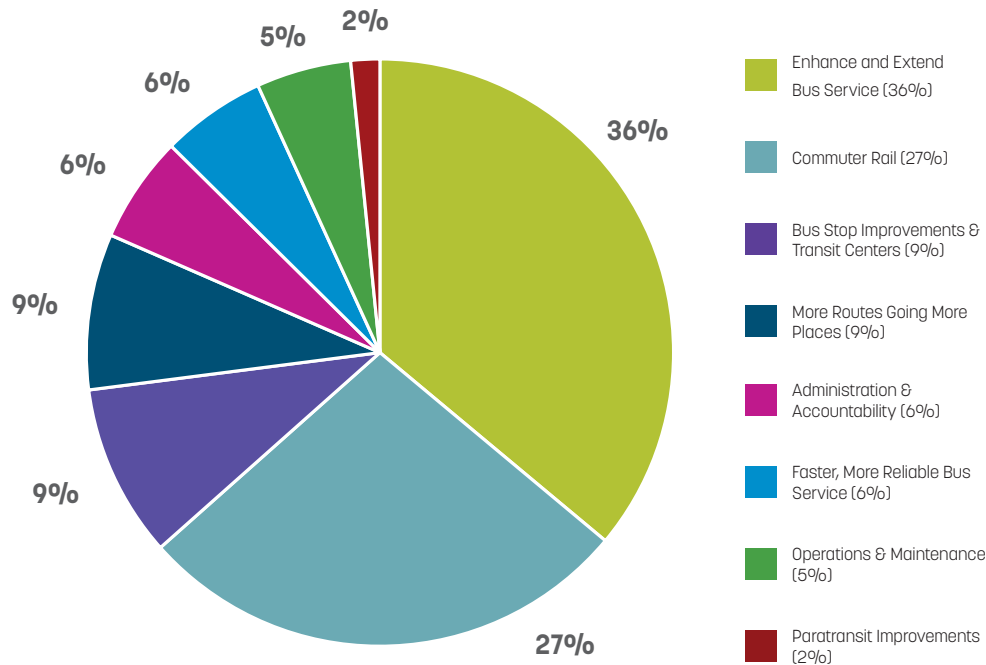
FINAL RECOMMENDED PLAN

The final Durham County Transit Plan contains additional capital and operating projects that address the needs identified through detailed analysis and the priorities of the public. These priorities were gathered during intentional and in-depth stakeholder and public outreach. The needs and priorities were translated into key improvement themes used in the development of the final transit recommendations.

KEY IMPROVEMENT THEMES

- Improve the current bus system
- More transit projects sooner
- Connecting the region with quick and reliable service
- Better experience at stops and stations

The following graphic breaks down the funding allocation for each improvement type:



PROJECT TYPES



ENHANCE AND EXTEND SERVICE

All GoDurham routes will come every 30 minutes or better and will run later at night and on the weekends, including Sundays.



COMMUTER RAIL

Durham County will contribute financially to build and run the commuter rail between Durham County and Wake County or provide other regional, fast, and reliable service improvements.



BUS STOP IMPROVEMENTS & TRANSIT CENTERS

Enhancements at existing bus stops and transit centers will include ADA landing pads, benches, shelters, signage, and/or lighting.



MORE ROUTES GOING MORE PLACES

New crosstown routes to go more places in Durham and new GoDurham Connect (Microtransit) zones.



ADMINISTRATION & ACCOUNTABILITY

Dedicated staff positions to administer the Transit Plan, equitable contracting, and transit-oriented development efforts.



FASTER, MORE RELIABLE SERVICE

Study for potential bus rapid transit (BRT) and infrastructure projects to help buses stay on schedule, such as traffic signal improvements, bus-only lanes, and adjusting bus stop spacing.



OPERATIONS & MAINTENANCE

Bus maintenance facility improvements and expansions, additional bus purchases and replacements, new electric buses, bus fuel and operating costs.



PARATRANSIT IMPROVEMENTS

GoTriangle and GoDurham paratransit (ACCESS) service expansions, Food Access for Seniors Shuttle, and a GoDurham Access Improvement Study.

IMPLEMENTATION PLAN

The implementation of projects identified in the final Durham County Transit Plan will happen over the course of the Plan's 20-year lifespan. Operating and capital projects will begin in an order that meets the highest needs and priorities and can be funded with dollars available in that year. Consideration will be given to projects that must be implemented at the same time for the projects to provide intended benefits. Projects that were identified as a high priority through the public input process were designated for early implementation when funding and delivery schedules allowed.

Over \$150 million are planned to be spent on new projects in Durham County by 2027.

This Plan includes funding for the following projects to be delivered in the next five years (by 2027):

- New East Durham/The Village to NCCU Crosstown Route
- Extend Sunday service to midnight
- 30-minute service on all GoDurham routes in the evenings and Sundays
- Improve Route 4 to run every 15-minutes and extend to Danube/Hebron
- Improve Route 9 to run every 15-minutes
- Provide 15-minute all day service on the 15-501 corridor from Durham to Chapel Hill with Routes 400/405
- The Village and North Duke Crossing Transit Center
- GoTriangle ACCESS and GoDurham ACCESS Improvement Study
- Construction of Durham Station Improvements
- Construction of Route 3 (Holloway) and Route 5 (Fayetteville) Bus Transit Corridors
- Bus Rapid Transit and Bus Speed and Reliability Infrastructure Study

2022 DURHAM COUNTY TRANSIT PLAN

This Plan includes much more funding for bus service than the 2017 Durham County Transit Plan. More than 70% of the Durham County Transit Plan funds will be used for bus projects.



73%
Bus Projects



27%
Commuter Rail

PLAN OVERSIGHT

Consistent with the principle to focus on community trust, the partner agencies—Durham County, DCHC MPO, and GoTriangle—are committed to tracking and reporting plan implementation in a way that is easily accessible to the public. The partners will develop a performance monitoring program to track progress on project implementation and Transit Plan goals. This Plan, along with the annual Transit Work Programs, will serve as the foundation documents for tracking the implementation of the proposed projects.

The annual Transit Work Program outlines the specific transit services, programs, and infrastructure projects that will be funded in the upcoming fiscal year (July to June). It also includes the multi-year investment strategy, which lists the service and infrastructure investments planned to be funded in future years covered by the Durham County Transit Plan. The partner agencies will review and update the progress of project implementation at least twice per year. The first scheduled update will occur in July/August at the start of the fiscal year. This update cycle will ensure that the elements of the Transit Work Program, adopted in June, are accurately represented. The second cycle will occur in January/February to capture any needed mid-year updates. Implementation metrics for tracking the progress of this Plan are described in the Implementation Plan chapter.



MEMORANDUM

TO: GoTriangle Board of Trustees
FROM: Director of Real Estate and Facilities
DATE: November 2, 2022
SUBJECT: Disposition of Real Property

Strategic Objective or Initiative Supported

Strengthen partnerships and maintain cost effectiveness

Action Requested

GoTriangle staff requests the board authorize the President/CEO to negotiate and enter into a contract for the sale of approximately .99 acres located at 324 West Lane Street, Raleigh (PIN# 1704505651). The agreed upon sale price shall not be less than the fair market value of \$10,130,000.

Background and Purpose

324 West Lane Street

324 West Lane Street is currently approved by the FTA for use as transit amenity storage by GoTriangle and GoRaleigh. The operation has been successful and both agencies are utilizing the warehouse in order to facilitate bus stop improvement projects throughout Wake County and the Triangle. That said, GoTriangle is interested in selling 324 West Lane Street as warehouse storage is not the highest and best use in the current real estate market. In order to establish the fair market value, GoTriangle had the property appraised and submitted the appraisal to FTA for concurrence. The fair market value of the properties as determined by an appraisal and appraisal review is \$10,130,000. GoTriangle will competitively list the property for sale. The FTA will be reimbursed 55.7% of the proceeds after closing.

301 North Harrington Street and 406 West Lane Street

301 North Harrington Street and 406 West Lane Street are located across the street from the warehouse. The .32 acre lot is being utilized for parking to support the warehouse operation. The combined value of these parcels is \$3,140,000. Once GoTriangle sells the warehouse property at 324 West Lane Street, it will no longer need the lot for parking. NCDOT has indicated that retaining these parcels is critical for the S Line operation due to their proximity to the railroad corridor. They have asked GoTriangle to retain the properties and not list them for sale. GoTriangle and NCDOT

will work together in order to reimburse the 55.7% federal interest in 301 North Harrington Street and 406 West Lane Street from the proceeds of the sale of 324 West Lane Street.

Financial Impact

GoTriangle will sell the property in an open market transaction for an amount no less than the fair market value of \$10,130,000. The FTA and NCDOT both contributed to the acquisition of the property. GoTriangle will return 55.7% of the proceeds to the FTA as required by FTA C 5010.1E and continue to work with NCDOT in order to retain 301 North Harrington Street and 406 West Lane Street for future transportation projects.

Attachments

- Site map

Staff Contacts

- Gary Tober, gtober@gotriangle.org, 919-485-7577



Attachment A





Connecting all points of the Triangle

MEMORANDUM

TO: GoTriangle Board of Trustees
FROM: Transit Operations and Planning
DATE: November 9, 2022
SUBJECT: Improving Service Reliability and Safety for Employees and Passengers

Strategic Objective or Initiative Supported

- 2.2 Deliver reliable service
- 2.1 Promote a culture of safety

Action Requested

Staff requests that the Board of Trustees approve the temporary suspension of the Chapel Hill-Raleigh Express (CRX) and Durham-Raleigh Express (DRX) and to designate the President and CEO the authority to determine when the routes would resume normal service.

Background and Purpose

Prior to the COVID-19 pandemic, GoTriangle had not missed any scheduled service. In the last 3 months in particular, the operator shortage has caused GoTriangle to miss a significant number of trips despite implementing many programs to address recruiting and retention, and relying heavily on overtime from operators and supervisors to cover open work assignments. This results in unreliable service for our customers and an unsafe work and travel environment for fatigued employees and passengers.

In order to be fully staffed for the current scheduled fixed route bus service, GoTriangle needs 70 full time operators, but over time operator levels have continued to decline to a current low of 47 full time personnel. Thus, any open work assignments are covered by supervisors and overtime, or the service is missed which negatively affects customers as well as staff.

Bus Operations’ monthly overtime goal is to not exceed 7% or 200 hours per pay cycle. Currently the department has averaged over 10.5% in August, September, and October.

Table 1: Missed service hours in August-October 2022

Missed Service Hours			Percent of Service Missed		
Aug	Sep	Oct	Aug	Sep	Oct
341.81	319.51	620.40	4%	4%	8%



Continued missed trips and related rider communications challenges have resulted in a significant level of customer complaints including calls, emails, and social media posts. GoTriangle informs customers about the upcoming missed service on the GoTriangle website, rider alerts via email, GoLive announcements via TransLoc, and through the Regional Information Center. However, this information is not able to be provided until the morning when operators call out due to illness or other reasons and due to the staffing shortage there are not extra operators available to cover the open work assignments.

Table 2: Operator staffing levels and need for currently scheduled service

	GoTriangle
Current service staffing need (FTE)	70
Current staffing (FTE)	47
Percent of current service staffing levels	67%

Action Plan to Fill Open Positions

In an effort to fill bus operator vacancies, while improving our recruitment efforts, the GoTriangle Board recently approved a new salary increase and pay structure for our operators. The investment increases salaries for operators and establishes new salary tiers for existing operators to keep GoTriangle competitive with other transit agencies. The new salary structure has already shown a positive impact on recruitment, receiving 100 applicants since the salary structure was announced in September.

Additionally, GoTriangle is hosting hiring events and accelerating and streamlining the hiring onboarding process for upcoming training classes and revamping the non-CDL training program to cycle new trainees through the program faster. The projected training and release timelines are as follows:

- The Bus training class is scheduled to begin on November 7, 2022
 - Class of 11 (7 CDL candidates & 4 non-CDL candidates) [3 rehires]
 - 4 non-CDL candidates – first week in December 2022
 - 3 CDL Rehires – the middle of November 2022
 - 4 CDL candidates – first week in January 2023
- Next Bus Training Class on December 14, 2022
 - Tentative class of 8 CDL operator candidates
 - Released second week of February 2023
- Work on January Training Class in December 2022
 - Goal is to start a non-CDL training class every 90-days

Current Service Level

The Route 311 and NRX have been suspended since March 2020 when they were suspended due to the dramatic reductions transit demand to RTP during the initial months of the pandemic.



In 2021, GoTriangle implemented two temporary service suspensions that are also still in effect. These were implemented solely due to the operator shortage. GoTriangle is operating 75% of the pre-pandemic service (1,913 hours per week compared to 2,565 hours per week).

- June 2021: Suspended 301 and 800S, reduced schedule of 300, 305, 805, CRX, and DRX
- Nov 2021: Reduced schedule on DRX and Saturday service on 100, 300, 400, 700, and 800

The current (directly-operated) service level is as such:

- Weekday service is provided on the core routes (100, 300, 400, 700, 800) every 30 minutes.
- Overlay service is being provided by the Route 405, CRX and DRX, such that they provide limited stop, express service in the same corridors as the core routes between Raleigh, Durham, and Chapel Hill.
- Coverage level service is being provided on weekday routes ODX, 305, 310, RDU, and routes that operate after 7pm. Coverage level service is defined as the only route operating within the area and at hourly headways.
- Saturday service has been reduced to hourly instead of every 30 minutes.

Analysis of Service Reduction Options

Staff looked into identifying service that could be reduced or suspended to a level that can be supported by the operational staffing levels. By better aligning service levels with the staffing levels, GoTriangle will be able to more reliably provide the scheduled service and promote a safe working environment for employees.

As staff began to investigate the service that could potentially be suspended, the intention was to maintain service coverage and to impact the least number of customers. Staff analyzed the September and October 2022 ridership to identify trends in ridership and crowding. The highest ridership and passenger loads is on weekday and Saturday service on trips on the following routes: 800, 100, 805, 405, 400, and 700.

As a result, the following routes were considered for suspension or reduction.

- Suspend Route 310
- Suspend Route ODX
- Reduce CRX and DRX to hourly
- Suspend CRX and DRX

The Route 310 and ODX are coverage routes because they operate once an hour and are the only route serving that area. In addition, these routes are operated by non-CDL operators. Therefore, suspending these routes would have the result of reducing coverage and would not have the effect of stabilizing reliability for the remainder of the system requiring CDL operators. Therefore, staff is not recommending suspending these routes at this time.



Staff Recommendation

In order to provide reliable service on all GoTriangle routes and to better support our operators and supervisors, staff recommends temporarily suspending the Chapel Hill-Raleigh Express (CRX) and Durham-Raleigh Express (DRX).

These routes were selected because they provide a meaningful reduction in the number of operators required to reliably run the remaining system, and there are alternative routes and stops that can be used by customers. This option avoids eliminating coverage level service and allows the non-CDL program to continue.

Customer Impacts

Negative – the proposed temporary suspension of the CRX and DRX will affect 524 daily boardings (9% of total ridership). These customers can use alternate GoTriangle routes and park-and-ride locations to get to their destination. Staff recognizes that express riders, particularly those who use the park-and-rides may choose to drive all the way to their destination instead of using the alternative routes. There is a possibility that the suspension of the CRX and DRX will result in a loss in ridership as these customers choose to drive instead. The vanpool program is also an option, and staff is evaluating ways to streamline vanpool enrollment and temporarily waive fees to support affected riders.

Positive – 91% of GoTriangle ridership (directly operated service) will see improved service reliability and fewer missed trips.

Table 3: Number of impacted customers each day

Route	Average Daily Ridership	Percent of total ridership
All other routes	5267	91%
CRX	213	9%
DRX	311	

As CRX and DRX customers shift to use Routes 100, 700, and 800 instead, those routes may experience crowded conditions and some customers may need to stand for a brief amount of time. GoTriangle will continue to monitor customer loads and identify ways to avoid overcrowding.



Alternative Routes for Express Riders

There are alternative routes and park-and-rides in the same corridors as the CRX and DRX.

For CRX riders:

- Routes 100 and 800 operate in the same corridor as the CRX between Chapel Hill and Raleigh and can serve as an alternative for riders travelling between UNC/Chapel Hill and NCSU/Raleigh.
- CRX users who normally use **Eubanks Rd park-and-ride** may park at the Regional Transit Center and use route 100 to NCSU/Raleigh. Users may also use the park-and-rides at Streets at Southpoint (in front of Crate and Barrel) or Renaissance Village and take the route 800 to the Regional Transit Center and then the route 100 to NCSU/Raleigh.
- CRX users who normally use **District Drive park-and-ride** may use the Regional Transit Center park-and-ride and use route 800 to get to Chapel Hill. There are additional park-and-rides available that are served by the route 800 at Streets at Southpoint (in front of Crate and Barrel) and at Renaissance Village.

For DRX riders:

- Routes 100 and 700 operate in the same corridor as the DRX between Durham and Raleigh and can serve as an alternative for riders travelling between Durham and NCSU/Raleigh.
- DRX users who normally use **Carter-Finley park-and-ride** may park at the Regional Transit Center and use route 700 to get to Durham. Any rider who is continuing to Duke/VA Hospitals can use the Route 405 to get to Trent Dr and Erwin Rd. For the 6:30am to 8:30am departures from the RTC, riders may stay on the Route 700 vehicle (no need to transfer) because the bus continues to Duke/VA as the Route 405. Any rider who is traveling to Chapel Dr or Flowers Dr may board the GoDurham Route 6 that departs Durham Station at the top of each hour (ex: 7am, 8am, 9am).
- DRX users can continue to use the **American Tobacco Park-and-Ride** and take routes 700 to the Regional Transit Center and route 100 to NCSU/Raleigh. As an alternative, these riders may park at the Regional Transit Center and use the route 100 to get to NCSU/Raleigh.

Next Steps

If approved, staff will proceed with implementation of the temporary suspension in early December. In the next few weeks, GoTriangle will communicate alternatives with stakeholders and customers.

Staff will continue to monitor the on-boarding process for new hires with a goal of restoring Routes CRX and DRX to current levels as soon as possible once operator staffing levels can reliably support the service.



Financial Impact

No additional funding is needed to implement this temporary suspension. Suspension may result in a small cost savings compared to maintaining the status quo due to reduced overtime. Costs to implement a temporary vanpool fee waiver can be covered with savings in other areas.

Attachments

- None

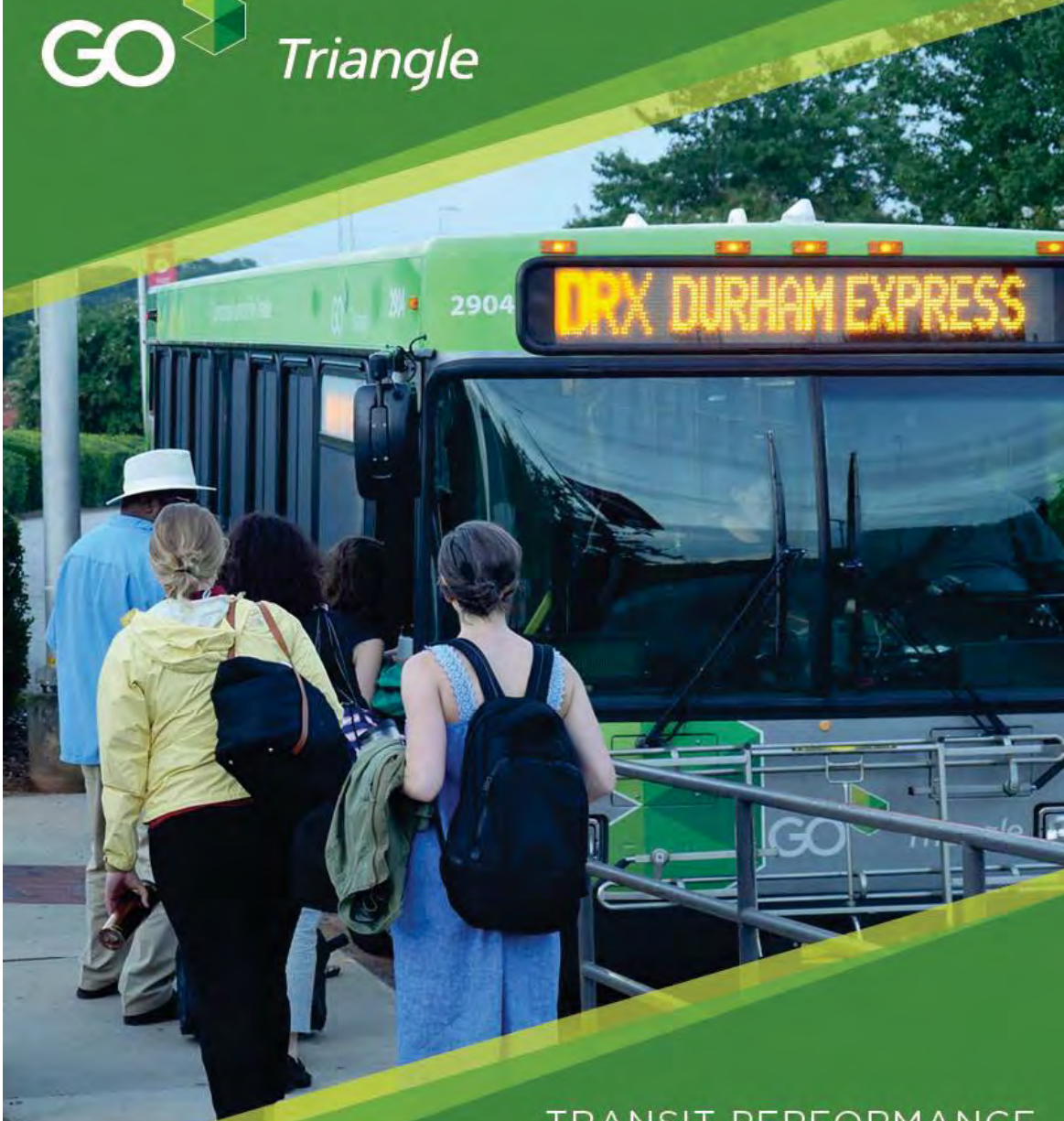
Staff Contacts

- Vinson Hines, Jr., 919-485-7460, vhines@gotriangle.org
- Katharine Eggleston, 919-485-7564, keggleston@gotriangle.org



Contract Work Orders – October 2022 (< \$250K)

Contract #	Contractor (or subject if no contractor listed)	Contract Amount	Subject	Comments	Pres/CEO Date Executed
18-041F	RKA	\$46,800.00	Bus Stop Improvements	GoDurham Bus Stop Improvements	10/10/2022
976	Swiftly	\$79,380.00	License Renewal	License Agreement	10/12/2022
978	Gillig	\$80,000.00	Bus Parts	Blanket PO	10/13/2022
16-031	Clever Devices	\$28,849.00	License Renewal	Software Maintenance and Hosting Services	10/14/2022
979	JL Service Group Inc	\$33,337.03	Services	HVAC Services	10/17/2022
981	Adobe Sign	\$9,765.00	License Renewal	Signature Software	10/20/2022
977	Community Transportation Association of America	\$9,180.00	Annual Software Agreement	Software License	10/20/2022
983	NelsonNygaard	\$93,137.00	On-Call Services	Task Order 1 Limited Notice-to-Proceed for Durham Surveying Services	10/21/2022
22-068	Spectrum	\$47,800.00	Motorola Network	License Agreement	10/26/2022
985	Telics	\$2,835.00	On-Call Real Estate Services-	Appraisal Services	10/31/2022



October
2022

TRANSIT PERFORMANCE
REPORT



Fixed Route

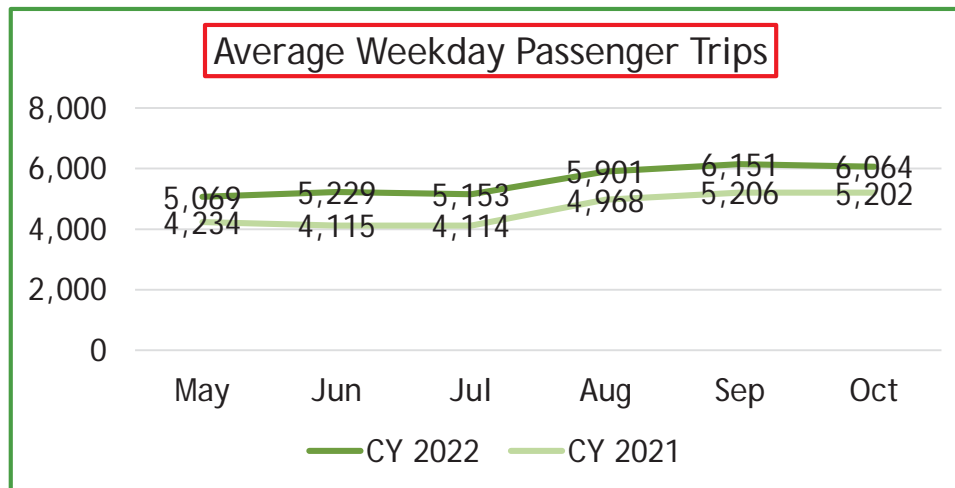
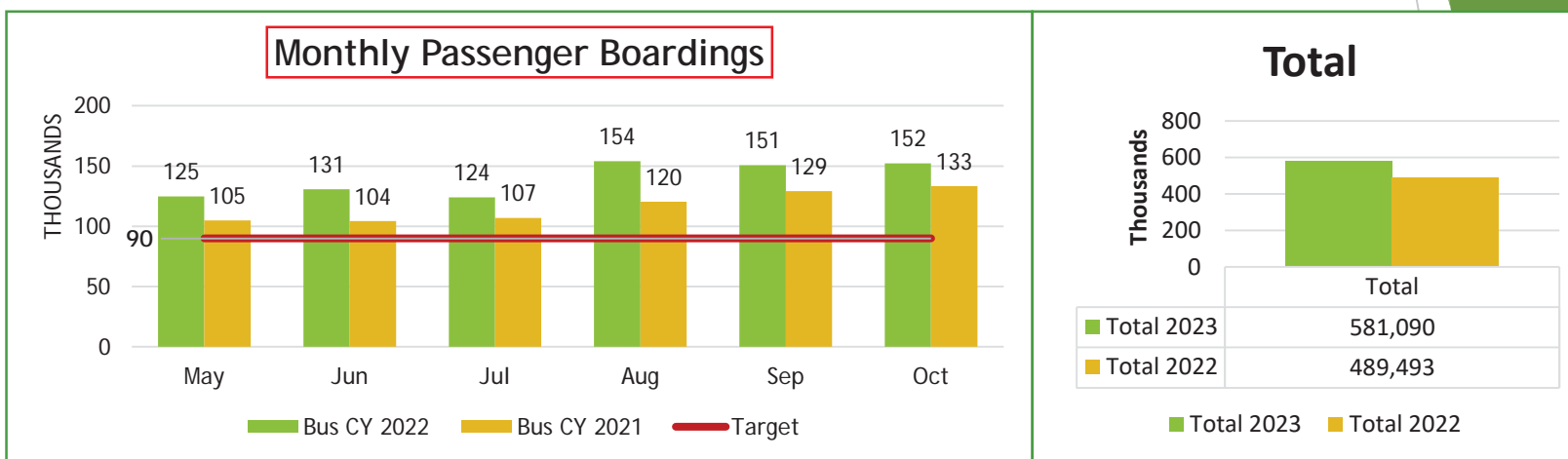
Consists of vehicles operating along a defined route on a consistent schedule

Fixed Route Year-to-Year Summary

	YTD 2023	YTD 2022	Oct 2022	Oct 2021
Passenger Boardings	581,090	489,493	152,370	133,268
Passengers/Revenue Hour	16.9	10.7	18.3	14.0
On-Time Performance	84.3%	85.8%	81.0%	78.8%
Total Mechanical Failures	48	44	0	21
Mean Distance Between Failures	372,191	53,648	No failures	52,156
Bus Total Miles	744,381	839,861	174,639	208,625
Collisions per 100,000 Revenue Miles	0.63	0.00	0.00	0.57
Verified Complaints per 100,000 Passengers	0.9	0.0	0.0	2.3

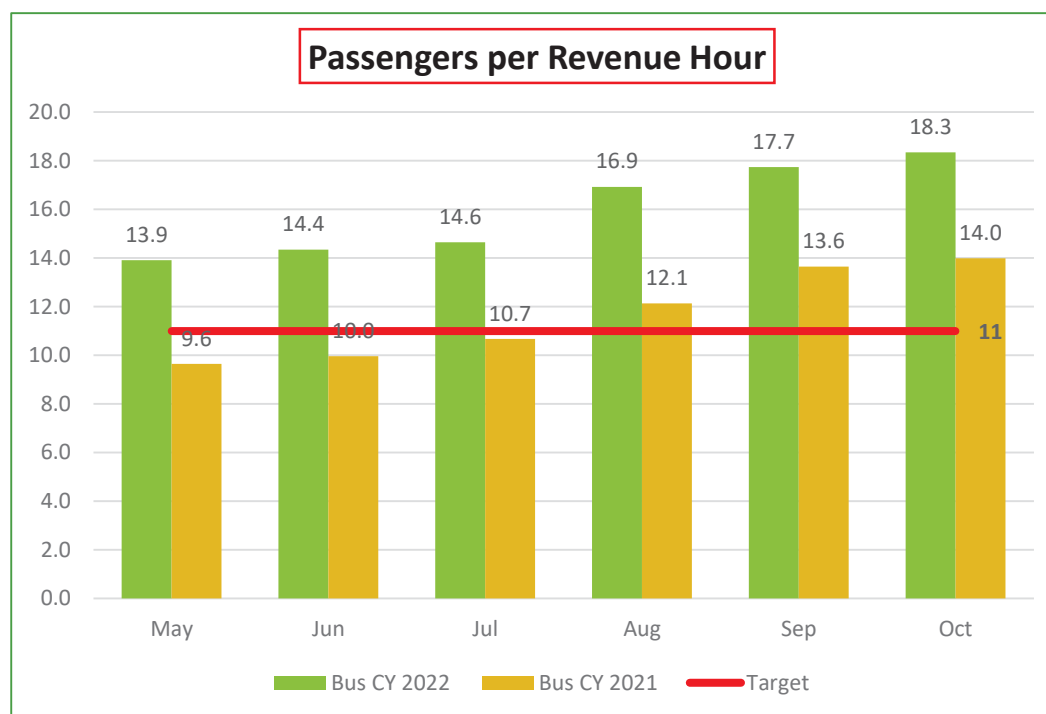
Passenger Boardings

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



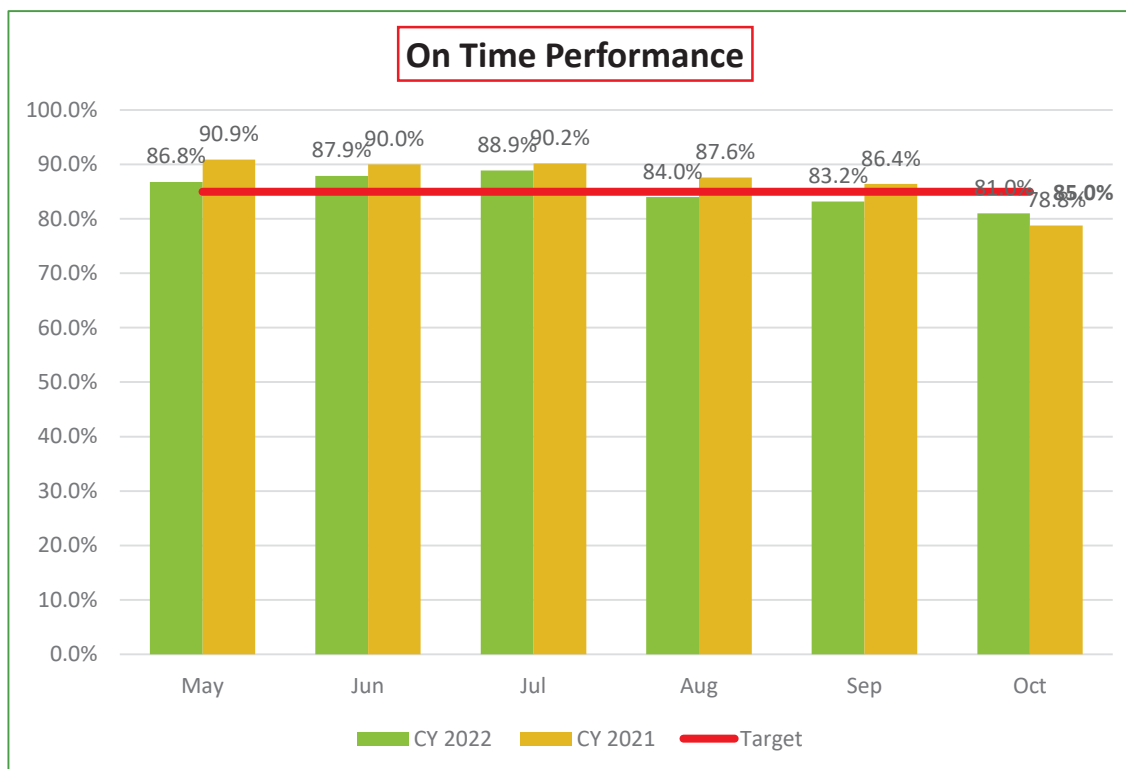
Passengers per Revenue Hour

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



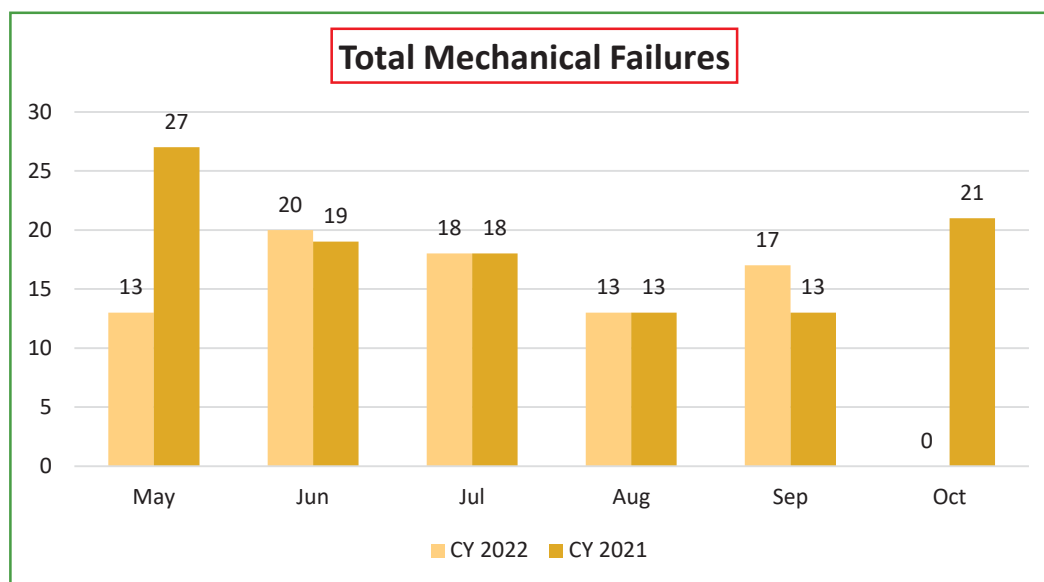
On-Time Performance

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



Mechanical Failures

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

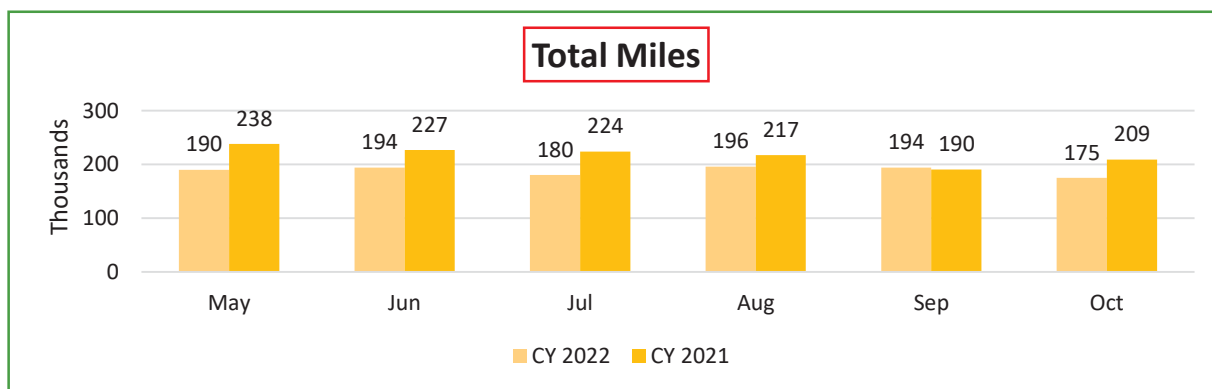
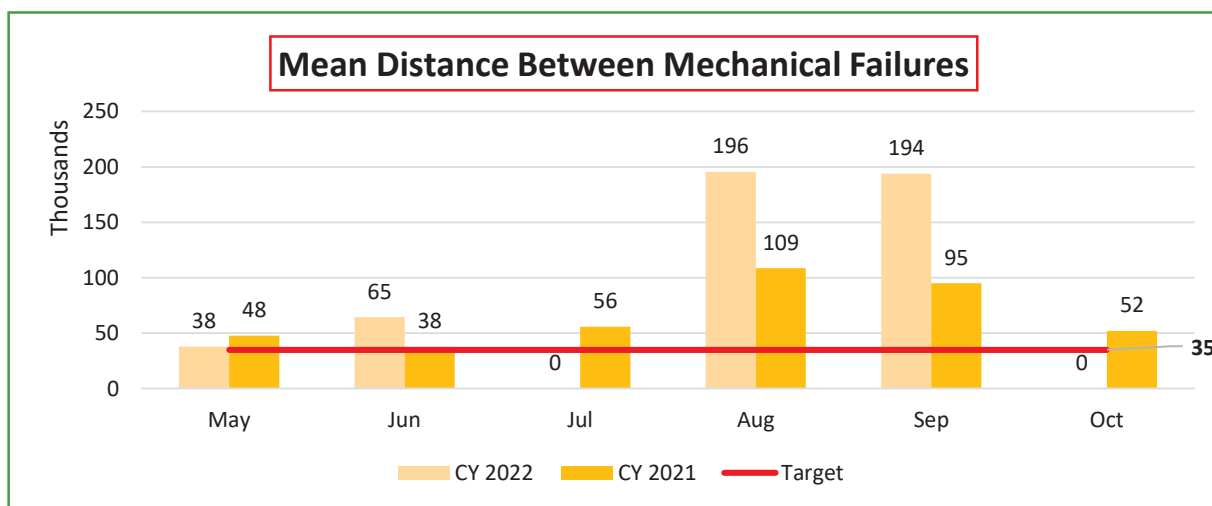


CY 2022						
	May	Jun	Jul	Aug	Sep	Oct
Major	5	3	0	1	1	
Other	8	17	18	12	16	
Total	13	20	18	13	17	

CY 2021						
	May	Jun	Jul	Aug	Sep	Oct
Major	5	6	4	2	2	4
Other	22	13	14	11	11	17
Total	27	19	18	13	13	21

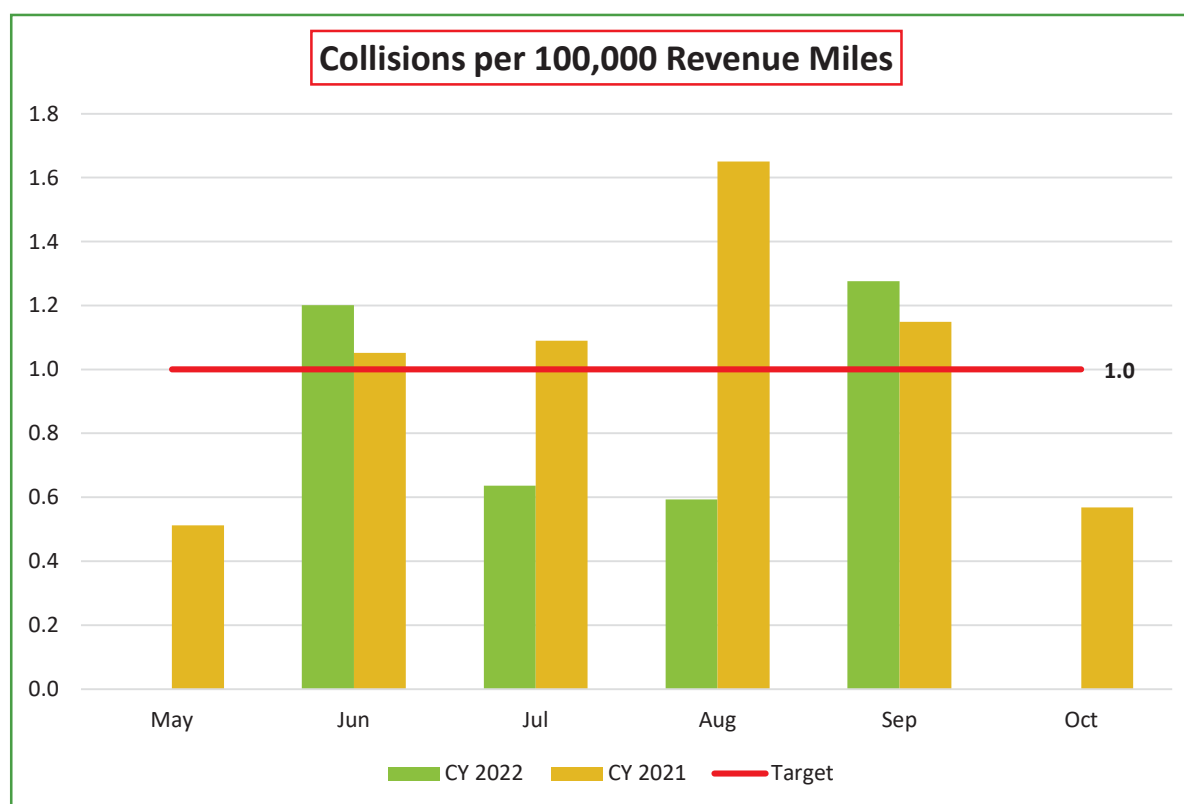
Mean Distance Between Failures

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



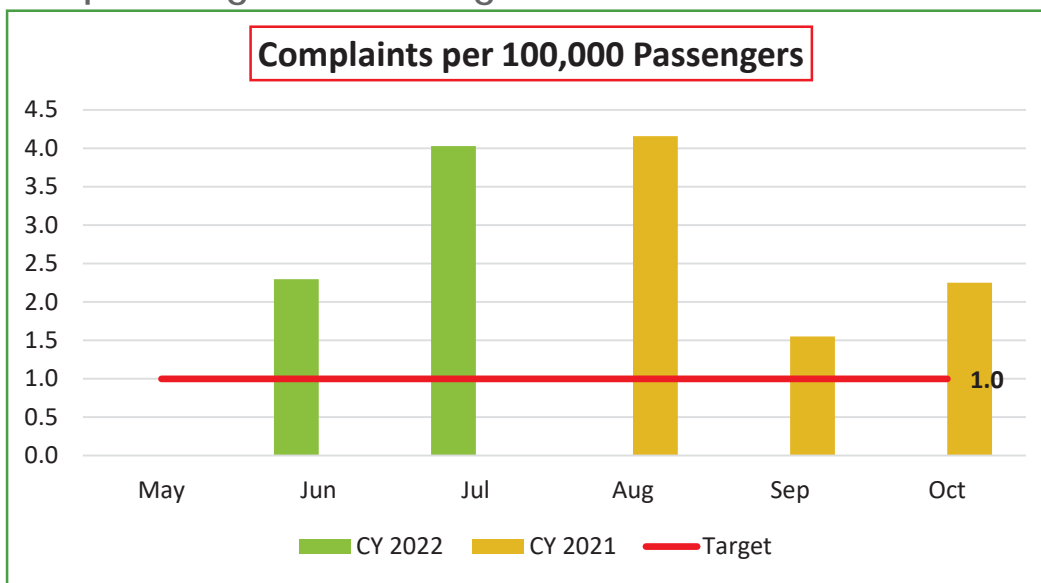
Collisions per 100,000 Revenue Miles

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



Customer Satisfaction

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





Paratransit

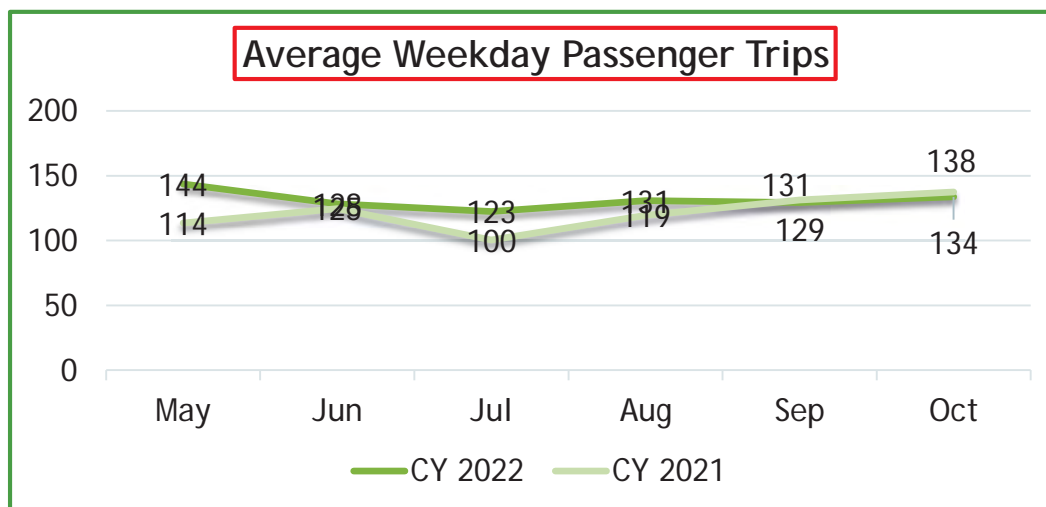
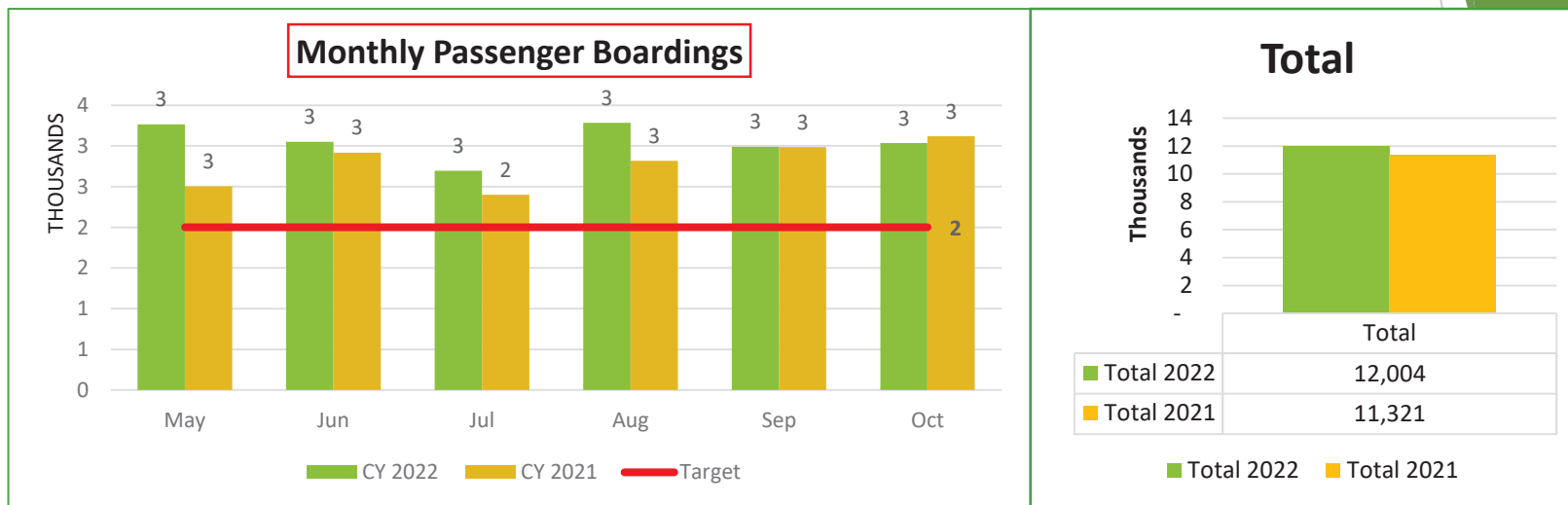
ADA service where passengers request trips and vehicles respond to the request.

Paratransit Year-to-Year Summary

	Oct 2022	Oct 2021	YTD 2022	YTD 2021
Passenger Boardings	3,034	3,119	12,004	11,321
Passengers/Revenue Hour	1.8	2.2	1.9	2.1
On-Time Performance	85.8%	88.2%	88.8%	86.4%
Total Mechanical Failures	0	0	0	0
Mean Distance Between Failures	No failures	No failures	No failures	No failures
ACCESS Total Miles	62,255	42,635	227,148	171,978
Collisions per 10,000 Revenue Miles	0.0	0.0	0.0	0.00
Verified Complaints per 10,000 Passengers	0.0	0.0	0.0	0.06

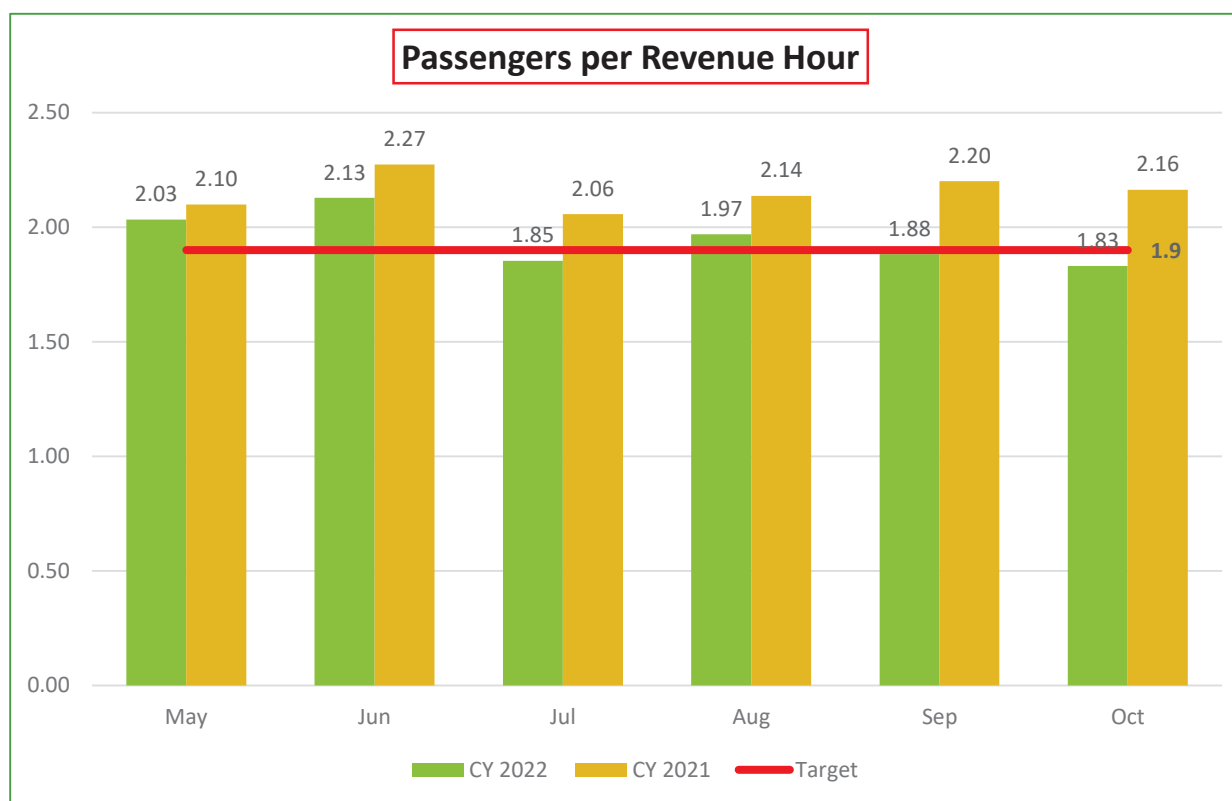
Passenger Boardings

Defined as the number of times passengers board public transportation vehicles



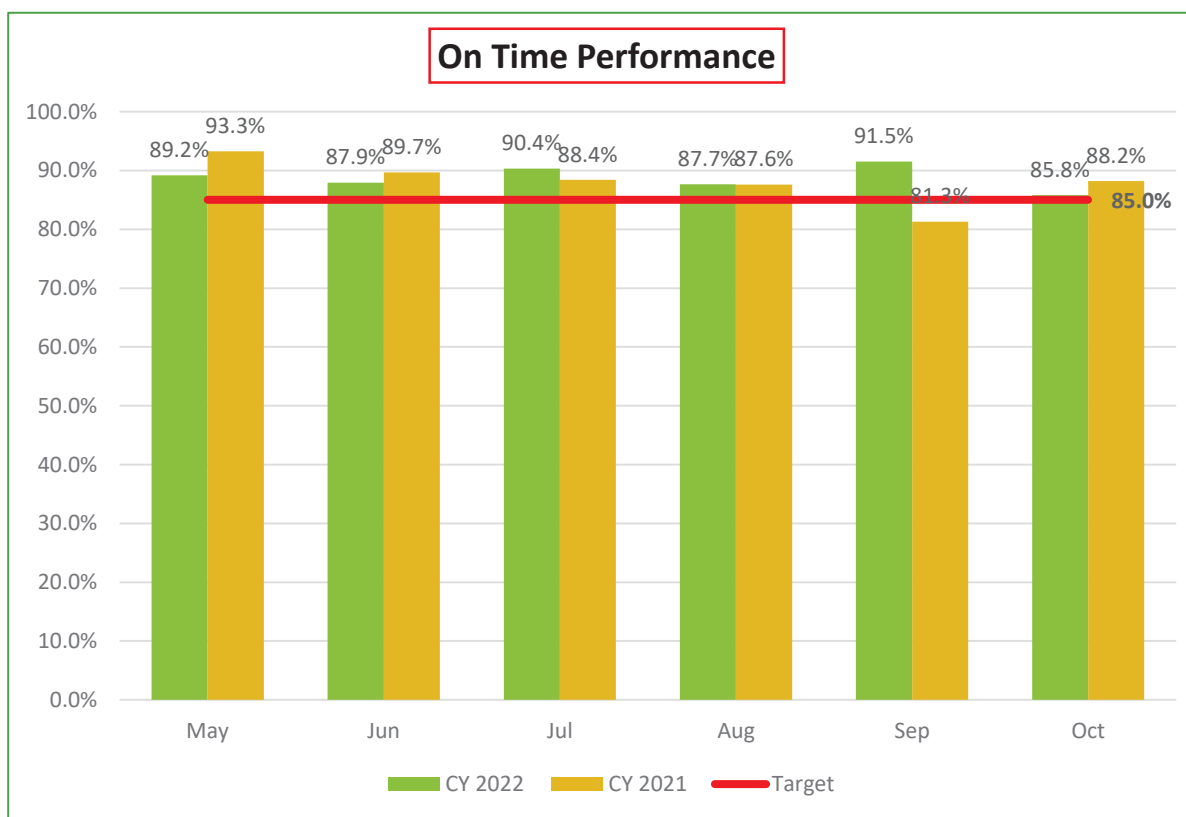
Passengers per Revenue Hour

Measures total ridership, divided by total service hours.



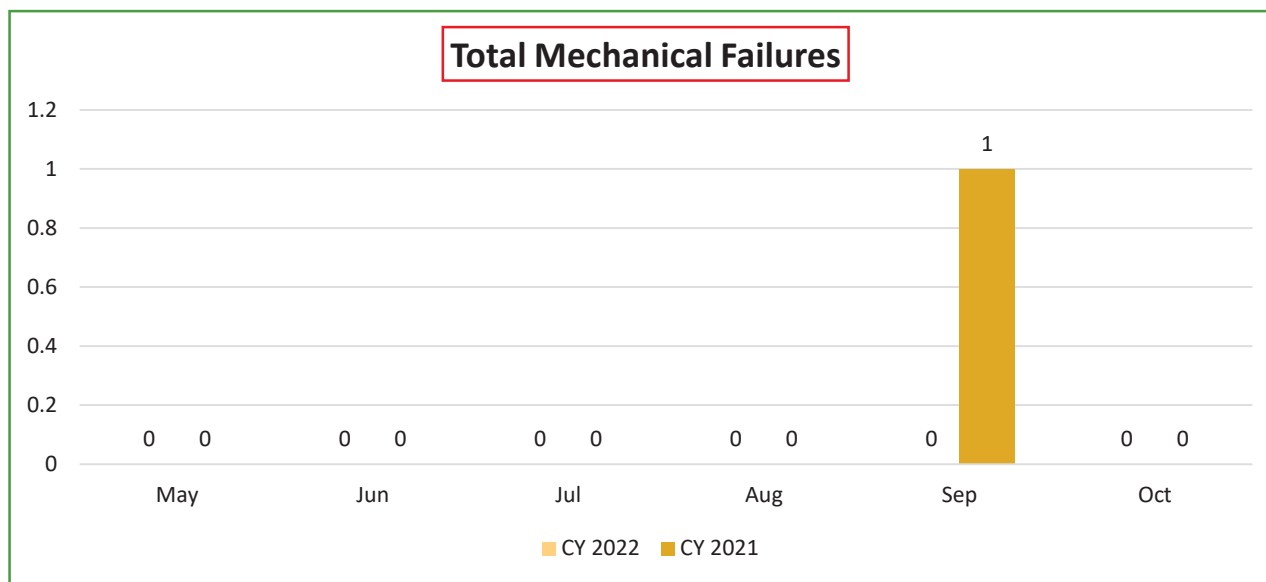
On-Time Performance

Define as being picked up within 30 minutes of requested pickup time.



Mechanical Failures

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

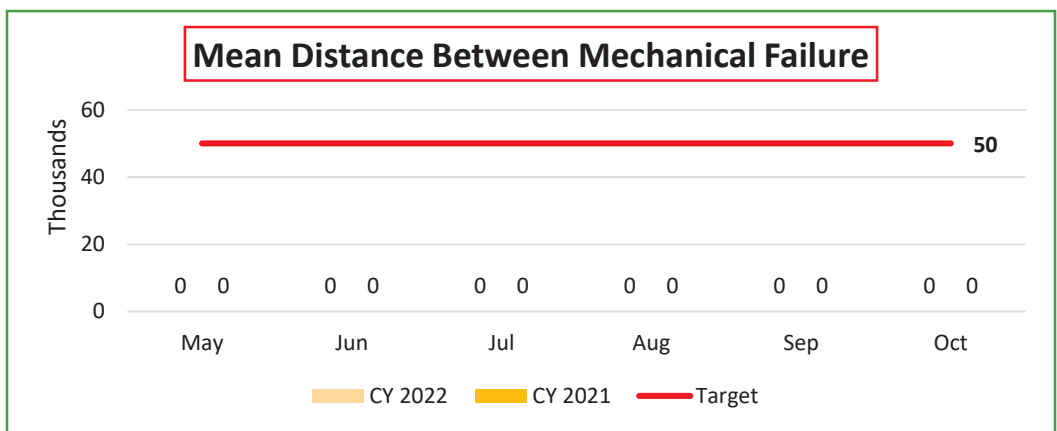


CY 2022						
	May	Jun	Jul	Aug	Sep	Oct
Major	0	0	0	0	0	0
Other	0	0	0	0	0	0
Total	0	0	0	0	0	0

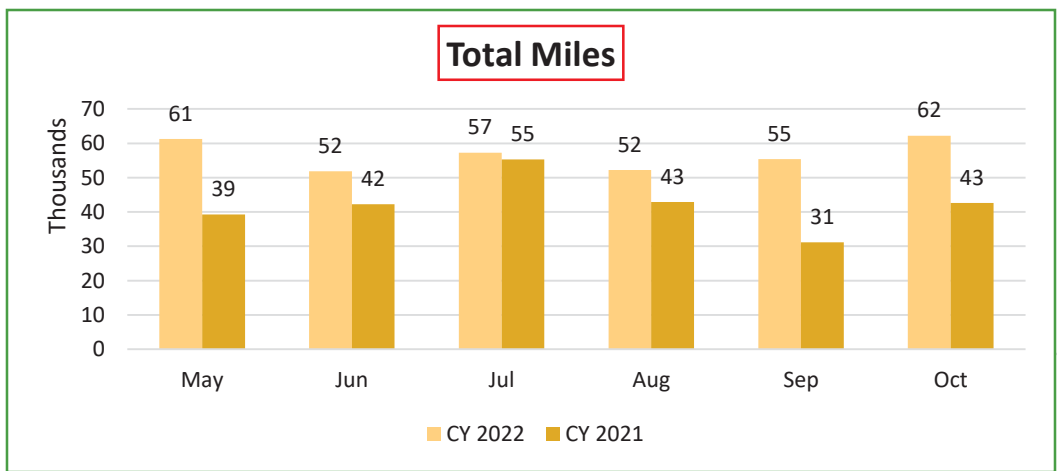
CY 2021						
	May	Jun	Jul	Aug	Sep	Oct
Major	0	0	0	0	0	0
Other	0	0	0	0	1	0
Total	0	0	0	0	0	0

Mean Distance Between Failures

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

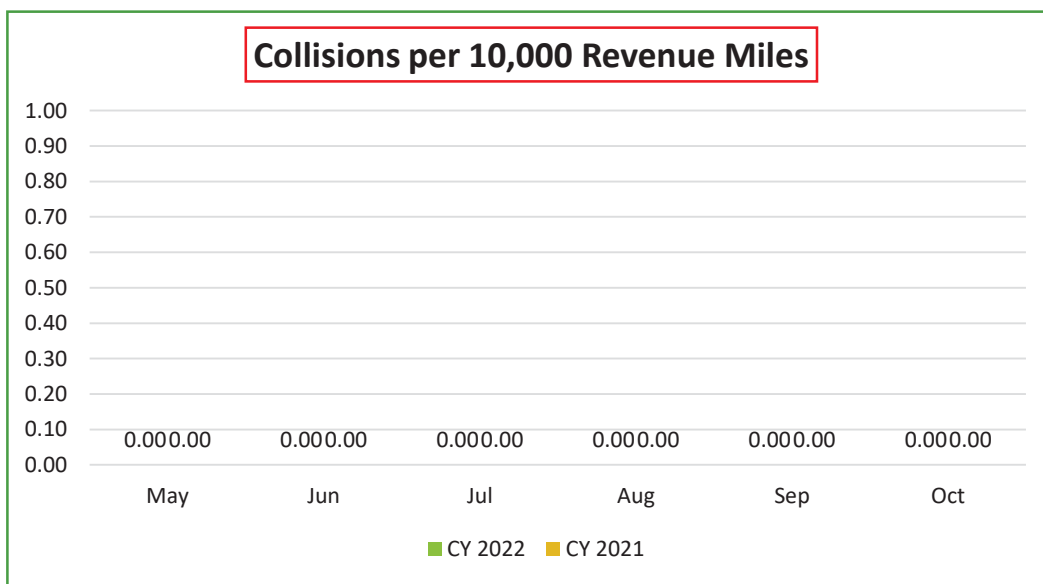


(0 indicates no mechanical failures for the month. There were no failures for November.)



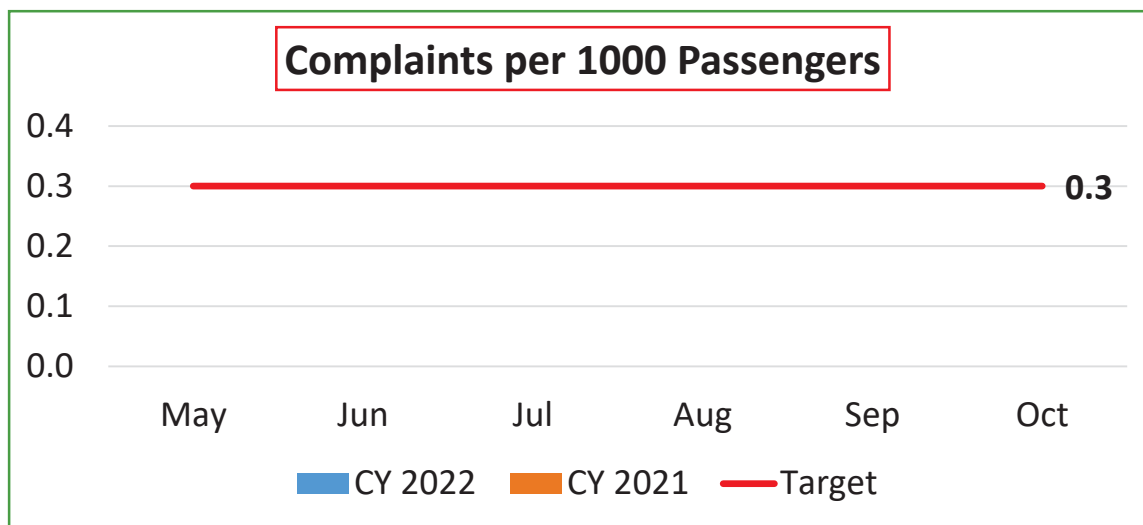
Collisions per 10,000 Revenue Miles

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



Customer Satisfaction

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



MEMORANDUM

TO: GoTriangle Board of Trustees
FROM: Planning and Capital Development
DATE: November 9, 2022
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

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



Bus Passenger Facilities

Projects Under Construction

Bus Stop Improvements in Durham County (various)

Description – This project includes site selection, design, and construction of passenger amenities at GoDurham and GoTriangle bus stops in Durham County. The current pipeline of funding provides for construction of 50-75 stops per year.

Status – Since the start of FY20, GoTriangle has completed construction of improvements at 93 stops, with an additional 13 under construction, and is proceeding with design, permitting, and preparation for construction of an additional 115. Feasibility analysis for prioritization is underway for a further 8 candidate locations, with candidate locations being evaluated on a rolling basis.

Upcoming Activities – Prioritization, design, plan approval, right-of-way acquisition, and construction activities will continue. Staff is evaluating opportunities for further process streamlining to accelerate delivery. Staff is also coordinating with City of Durham and the Bragtown Community Association to review opportunities for additional short-term amenities upgrades for stops on Routes 4 and 9.

Bus Stop Improvements In Wake County (various)

Description – The Wake Transit Plan includes funding for improvements at existing and new GoTriangle bus stops throughout Wake County. GoTriangle has also secured supplemental federal funding through CAMPO's Locally Administered Projects Program for this project.

Status – In Wake County, since the start of FY20, GoTriangle has completed construction of improvements at 16 stops, and is proceeding with design, permitting, and preparation for construction of an additional 11. Feasibility analysis and environmental review is underway for a further 37 candidate locations.

Upcoming Activities – Prioritization, design, plan approval, right-of-way acquisition, and construction activities will continue. Staff is evaluating opportunities for further process streamlining to accelerate delivery.

Projects in Design

Patterson Place Improvements (18GOT CD4)

Description – Nearly 200 riders per day board buses at the existing transfer point and park-and-ride served by GoTriangle route 400 and GoDurham routes 10 and 10A. This project includes new and additional concrete shelter pads and shelters at Witherspoon Boulevard and McFarland Drive. Improvements include: landscaping, 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 – Signed plans have been obtained from the City of Durham. Real estate acquisition activities are underway. Staff is preparing the construction bid package.

Upcoming Activities – GoTriangle will complete necessary right-of-way acquisition activities and schedule the project for construction.

Cost Risk – Scope modification and rising construction costs are pushing the cost estimate over budget. Staff is working to redirect prior year federal funds to supplement the available local funds, and is considering structuring the bid package to include an alternate that can be removed if necessary to conform the project cost to available budget in the event that bids are high on the base scope.

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 – 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. Orange county staff has concurred with GoTriangle’s procedural steps to resolve. The design is currently awaiting to advance through the plan approval process with Orange County once the property issue resolution is complete. The Real Estate consultant is engaged in acquisition of necessary easements and resolution of property issues with the undeveloped right-of-way.

Upcoming Activities – [Following final resolution of real estate issues, staff will proceed with obtaining plan approval.](#)

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

GoTriangle Bus Stop Improvements in Orange County (18GOT_CD12)

Description – This project includes site selection, design, and construction of passenger amenities at up to 10 bus stops in the GoTriangle system within Orange County.

Status – Designs for four stops are complete and have been turned over to Orange County for construction, which is now underway with three locations complete. Design of additional stops is under review by Town of Chapel Hill, UNC and NCDOT, and GoTriangle is preparing for construction of three locations.

Upcoming Activities – Orange County will complete construction on the remaining stop of the initial group of four. GoTriangle expects to contract for construction of three additional locations and complete design on the remainder later this year.

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.

Status – Permitting of the Bent Tree Plaza Park and Ride is underway including coordination with City of Raleigh. NCDEQ process is complete.

Upcoming Activities – Formal plan approval by City of Raleigh for the Bent Tree location is anticipated in the coming months; following plan approval real estate activities will commence.

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 a privately-funded mixed-use development above the bus facility. The project was awarded a \$20 million BUILD grant from the US Department of Transportation (USDOT).

Status – Joint development agreements are in place and the project is underway. Activities completed this month:

[Real Property](#)



* Developer identified the need for and process to obtain a future Temporary Construction Easement (TCE) from the City of Raleigh to allow for plaza usage for the duration of the project.

Design

* Developer continued 60% Design / Design Development phase.

* Developer held design reviews with GoTriangle on 9/7/22, 9/14, 9/21, 9/28, and 10/5.

* Developer received feedback from GoTriangle regarding battery electric planning criteria.

Permitting

* Developer continued meetings with City of Raleigh Transportation and Planning officials regarding ASR revisions.

Construction

* Contractor completed building separation efforts and received approval to commence major structural demolition.

* Contractor commenced installation of service road and railroad protection measures on the railroad side of the project.

* Contractor commenced major structural demolition on the railroad side of the project and continued wall bracing efforts

Cost Estimates

* Next major budget update reflecting design progression will be the 60% Design with draft completion 12/5/22.

Project Schedule

* Developer continued work on Phase 2 schedule update.

Third Party Coordination

* Developer continued to coordinate with CSX for demolition means and methods.

Environmental

* Legal review of draft Brownfields Agreement with NC Department of Environmental Quality is ongoing.

Upcoming Activities –

* Updated Schematic Design pricing

* Ongoing GoTriangle coordination meetings - bus electric charging requirements, operations, safety and security

* Evaluation/resolution of City Transportation alternatives

Schedule Risks – The sunset date for federal BUILD funds is September 30, 2025; continued progress on critical path activities is necessary to ensure eligible costs are incurred and reimbursed by FTA before that date.

Cost Risks – Continued design advancement is critical 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, design details, and materials and labor price fluctuations. Additionally, requested BUILD Grant scope modifications must be approved by USDOT.

Priority Bus Stop Safety Improvements in Durham (21GOT CD02)

Description – This project provides funding for 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. An initial pilot location has been identified on NC 54 west of the I-40 interchange.

Status – Consultant is performing signal warrant analysis and field survey, and coordinating with NCDOT's improvement project in the Falconbridge section.

Upcoming Activities – Consultant will continue to coordinate with NCDOT and GoTriangle and advance design.

Projects in the Planning Phase

Downtown Apex Transfer Point Improvements (TC002-AK)

Description – This enhanced transfer point in downtown Apex will facilitate regional connections and will serve multiple routes and agencies (GoTriangle 305, GoTriangle 311, and GoApex Route 1). It will also provide amenities such as large shelters, passenger information systems, benches, trash cans, and bike racks. The proposed location for the transfer point will be near the intersection of N Mason Street and Old Mill Village Drive, in downtown Apex. The project includes pedestrian access improvements in the vicinity of the transfer point by completing sidewalk gaps on the east side of Mason Street between Center Street and Old Raleigh Road. In addition, a pedestrian study will be completed and crossing improvements will be made if warranted and not already completed by the Town.

Status – [Scope coordination with Town of Apex is complete.](#)

Upcoming Activities – GoTriangle staff will be undertaking a NEPA evaluation and coordinating with FTA and a task order for design.

Priority Transit Access Improvement, US 15-501 at Eastowne (22GOTCD01)

Description – This project aims to provide transit access improvements at the intersection of US 15-501 & Eastowne Drive in Chapel Hill, Orange County. This location will serve three developments, a new Wegman's grocery which will soon be open to the public; UNC Healthcare facilities under construction; and the newly renovated State Employees Credit Union (SECU) building (formerly the Blue Cross Blue Shield building). Together, these destinations will employ over 2,500 people along a core GoTriangle regional route (400), which provides all day, every day transit connections to Durham, Patterson Place/New Hope Commons, and Downtown Chapel Hill/UNC. This location will also be served by route 405, which provides direct connections to Durham and Carrboro during peak periods.

Status – [Staff developed a draft NEPA checklist.](#)

Upcoming Activities – Scope will be finalized and project will move forward to a design task order.

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 is reviewing the project cost estimate.](#)

Upcoming Activities – [Consultant will finalize cost estimate and report.](#)

Schedule Risks – The nature of short-term leased/licensed park-and-rides and associated property owner coordination contributes to obstacles for scoping and delivering improvements. Efficient and timely development of high-quality facilities for short-term use requires strong partnerships with host property owners.



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 – [GoTriangle is engaged in property owner coordination.](#)

Upcoming Activities – GoTriangle and the consultant will continue to progress pre-design activities and identify additional future grant opportunities. GoTriangle will initiate Wake Transit concurrence process. [GoTriangle to review draft NEPA checklist; consultant to update.](#)

Schedule Risks – The primary risk to continued progress is securing funding to implement the project. Final site selection will be necessary to progress the project following securing funding.

GoDurham Tactical Bus Stop Amenities (21GOT_DC03)

Description – Purchase and installation of seating, solar lighting, and real-time arrival signs at locations identified through customer requests and staff analysis of bus stops with existing conditions suitable for quick implementation.

Status – [GoTriangle is scheduled to meet with City of Durham on November 10th to discuss City preferences for upcoming activities related to solar lights, seating, and real time signs.](#)

Upcoming Activities – To be determined.

Cost Risks – Budget is approximately \$100,000 per fiscal year. Unit costs are assumed to be around \$15,000 to \$20,000 per real time sign location, which would either limit the number of installation or require additional funding.

Bus Operations and Maintenance Facilities

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 –

* Move-in is underway.

* [Permanent doors arrived and were installed.](#)

* [Motorola furniture equipment is on track and expected to arrive mid-November. Employee training for new equipment is being scheduled with the provider to occur after install.](#)

* [Final cleaning procedures are being scheduled to occur within the next week to two weeks following the final walk-through to ensure all has been completed per the contract scope.](#)

* [Plaza building roof penetration has been completed and ready regarding the installation of Motorola's antenna which is due for install before Thanksgiving.](#)

Upcoming Activities –

* Coordination with operations, IT, and facilities is ongoing to complete occupancy process.

* [Permanent Door Painting and minor touch-up.](#)

* [Motorola Equipment Installation](#)

* [Final Cleaning procedures](#)

* [Final Walk-Through](#)



Projects in the Planning Phase

Regional Fleet and Facilities Study (CD-21-19 A)

Description – This study includes three components: (1) assessing fleet and maintenance facility needs for GoDurham and developing a conceptual design for these needs, (2) assessing fleet and maintenance facility needs for GoTriangle and developing a conceptual design for these needs, and (3) planning for potential regional electric bus charging infrastructure and other potential shared operations and maintenance resources for GoTriangle and partners in the region. The scope of services includes planning, conceptual design, and cost estimating to assess needs for expansion of existing maintenance facility sites and evaluate up to four alternative sites for new facilities for GoDurham and GoTriangle. The Study will identify potential expansions and alternatives to current utilization of existing facilities that will improve cost-efficiency and provide responsive services.

Status – [GoTriangle and consultant held pre-submittal meetings with Town of Cary for Nelson Road BOMF improvements and City of Durham for GoDurham paratransit facility.](#)

Upcoming Activities –

* [Delivery and review of draft Nelson Road BOMF renovation and expansion schedule and cost estimate](#)

* [Delivery and review of draft Fay Street BOMF renovation and expansion schedule and cost estimate](#)

* [Continue GoTriangle fleet composition analysis](#)

* [Continue GoDurham fleet composition analysis](#)

* [Site visits and preparation of Tier-2 analysis for GoDurham Paratransit site](#)

Rail Transit Infrastructure Development

Greater Triangle Commuter Rail Study (19GOT CO2/20GOT CD1/TC004-A)

Description – The current phase of study is evaluating the potential for new commuter rail service in the North Carolina Railroad Company (NCRR) corridor in Durham, Wake, and Johnston counties, and will refine the project definition; engage community members, municipalities, and institutional stakeholders; and better understand critical project success factors. In coordination with project partners, GoTriangle 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 – [Phase II of the GTCR Feasibility Study continues to progress through coordination with project partners. In September, GoTriangle continued discussions of implementation challenges and opportunities for addressing risks to implementation with the PMC and Project Partners. Technical work for the original phase 2 scope of the feasibility study is now complete, however supplementary work to evaluate and document options for phased implementation continues.](#)

Upcoming Activities – [Presentations to elected boards and associated engagement is anticipated to continue through the fall and into next year. Public engagement regarding the feasibility study results is planned for the first quarter of 2023, and a decision-making process regarding whether or how to move forward with regional passenger rail service is planned for the second quarter of 2023. Presentations will emphasize that an initial phase of implementation between Raleigh and Ellis Rd carries significantly more risk to project delivery than does an initial phase of implementation between Raleigh and the Auburn Station in Garner, due to the kind and level of coordination needed to deliver commuter rail service between Raleigh and Cary in particular. Stakeholders within the roughly 8-mile segment between Raleigh and Cary include Norfolk Southern, CSX, Amtrak, and NCDOT, which funds and plans the Piedmont](#)

service between Raleigh and Charlotte. Public engagement regarding the feasibility study results is slated to begin in the first quarter of 2023.

Schedule Risks – Schedule risk related to the finalization of the remaining feasibility study deliverables is now largely mitigated, as the technical work for the original phase 2 scope has been completed and parties are engaged in extending the MOU for early project development by one year. However, interest in various implementation strategies has generated significant supplementary work, which may lead to another phase of study prior to a decision on implementation.

Cost Risks – Updated cost estimates are in excess of the \$1.4-\$1.8B range identified during Phase 1 of the feasibility due to rapid construction cost escalation in the past two years, additional infrastructure requirements resulting from rail network modeling and related negotiation, design for engineering solutions to engineering constraints identified in the feasibility study. Additional cost risks include quantification of necessary levels of contingency required to address FTA risk management guidelines, and emerging interest in evaluation of additional off-peak service and level boarding. There are no cost risks regarding this phase of study. An additional phase of study would require an additional funding commitment.

Project Delivery Options – Consistent with the original intent of the study to support regional decision-making on whether and how to move forward with commuter rail, and in response to rising cost estimates, other challenges identified in the feasibility study, and emerging stakeholder interest, the feasibility study summary report will include an assessment of impediments to project delivery, opportunities for accelerated implementation, and a discussion of options to proceed with development of a starter service while continuing to plan for future service in other parts of the corridor. Based on stakeholder input to date, the options for an initial phase of service that are being evaluated include: (1) West Durham to RTP, (2) Ellis Road or RTP to Raleigh Union Station, and (3) Raleigh Union Station to Auburn.





Triangle Board Member Conference Report

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

Board Member:	Elaine O'Neal
Conference Attended:	Railvolution
Dates:	10/29 - 11/2
Location:	Miami, FL
Conference Theme:	Transportation - Rail

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

I chose Rail-olution (now Mpad) b/c of its interactive conferencing both mobile and standard ~~conferencing~~ ^{style} (sm. seminars)

General Summary of the Conference:

The conference allowed for participation in all aspects of transportation forums in Miami. From bike riding, rail, buses and interfacing with communities.

Most Valuable Breakout Session and Summary:

Planning Dealing w/ Homelessness + Transportation

- A panel of 3 experts gave accounts of how their cities were dealing w/ homelessness + having instability around and in their transportation corridors.

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

Homelessness + Transportation connectivity

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

Hiring a FTE to focus on homeless synergy + the interface w/ transportation.

Other information I'd like to share:

I would / would not be interested in attending this conference again.

I would / would not recommend that other Go Triangle Board members attend this conference.