



GoTriangle
Planning & Legislative Committee
October 28, 2020
2:30 pm-3:45 pm Eastern Time

Based on NC Executive Order No. 121 Stay at Home Order in response to COVID-19, the GoTriangle Planning & Legislative Committee will meet remotely on Wednesday, September 23, 2020, immediately following the Board of Trustees' meeting.

Click here to: [Join Webex Meeting](#)
Meeting Number / Access code: 171 485 3127 #
Password: 1234
Or dial: +1 415-655-0003

I. Call to Order and Adoption of Agenda

(1 minute Will Allen III)

ACTION REQUESTED: Adopt agenda.

II. Draft Minutes - January 22, 2020

(1 minute Michelle Dawson)

ACTION REQUESTED: Approve minutes.

III. Regional Transit Center (RTC) Feasibility Study Update

(60 minutes Katharine Eggleston, Jay Heikes)

Presentation

IV. Adjournment

(Will Allen III)

GoTriangle Board of Trustees
Planning & Legislative Committee Meeting Minutes
January 22, 2020
Board Room, The Plaza, 4600 Emperor Blvd., Suite 100
Durham, NC

Committee Members Present:

Will Allen III, Chair
Sig Hutchinson

Wendy Jacobs
Mark Marcoplos

Committee Members Absent:

Michael Fox (excused)

Nina Szlosberg-Landis (excused)

Other Board Members Present:

Valerie Jordan (left 3:00 pm)
Michael Parker

Ellen Reckhow

Committee Chair Will Allen III called the meeting to order at 2:56 p.m.

I. Adoption of Agenda

Action: On motion by Marcoplos and second by Jacobs the agenda was adopted. The motion was carried unanimously.

II. Approval of Minutes

Action: On motion by Marcoplos and second by Jacobs the minutes of the May 22, 2019, meeting were approved. The motion was carried unanimously.

III. Commuter Rail Risk Assessment

Katharine Eggleston introduced Monica Barrow, with STV the project manager for the current phase of the GTCR study. Exhibit 1: Key Risks and the presentation are attached and hereby made a part of these minutes.

Jordan left.

Barrow shared FTA's definition of risk assessment: consideration of the potential inability to achieve project objectives with defined cost, schedule, institutional and technical constraints. She stated that FTA requires risk assessment before the engineering phase; however, it is encouraged to inform project development. The GTCR study included a risk workshop with the project management committee, along with discussions Eggleston held with many of the stakeholders, to compile a list of risks and inform the cost estimates. Barrow said the list includes over 50 items, categorized into four groups:

- Railroad coordination and buy-in.
- Impact of project definition on project cost and schedule.
- Federal funding eligibility (Federal participation will be required and the project needs to be scoped to score well).
- Funding commitments (regional partnerships).

The attached exhibit discusses these risks in more detail and matches them to activities being prioritized for early project development.

Tom Henry explained the process of developing the agreements with the railroad, first on the network modeling then more big ticket items such as the operating plan, insurance requirements, ROW access payments and liability requirements. He said advice from other railroad legal experts recommends starting with a term sheet or broad MOU with the railroad and moving towards more specific terms and conditions.

Parker asked what process staff is establishing to assure that the risk discussion is elevated beyond the project management team but to senior management and, where appropriate, the Board. Eggleston responded that the president and CEO is part of the project management team and the General Counsel has been involved. She added that this meeting is intended to be kickoff of a series of discussions with the Board going forward throughout the project's life. Board members encouraged that a written process be put in place.

Jacobs urged strong stakeholder engagement.

Allen suggested a full day Board workshop on this topic.

Eggleston stated that the approval of the MOU would be brought to the Board and the other partners in March.

IV. Adjournment

Action: On motion by Hutchinson the meeting was adjourned at 3:59 p.m.

Will Allen III, Committee Chair

Attest:

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

MEMORANDUM

TO: Planning & Legislative Committee
FROM: Capital Development
DATE: October 21, 2020
SUBJECT: **Regional Transit Center (RTC) Feasibility Study Update**

Strategic Objective or Initiative Supported

1.2 Pursue service improvements and expansion opportunities

Action Requested

Receive as information and provide feedback to staff.

Background and Purpose

The GoTriangle Strategic Plan and the county transit plans for Wake, Durham, and Orange counties identify the need for the relocation of the Regional Transit Center to improve route efficiency and improve passenger amenities. The Regional Transit Center serves as a hub and park-and-ride for ten bus routes that serve Raleigh, Durham, Research Triangle Park, Chapel Hill, Cary, Apex, Morrisville, and RDU Airport. Nearly 1,000 passengers board a bus at the Regional Transit Center each weekday. At its October 23, 2019, meeting, the GoTriangle Board of Trustees authorized consulting services to complete a feasibility study to identify and evaluate potential sites and produce conceptual site plans for a relocated facility.

To date, the consultant and GoTriangle staff have completed an existing conditions assessment, identified site operational and location criteria, conducted public and stakeholder engagement, performed a site search, and evaluated six final candidate sites. Two sites, HUB RTP, located at the northwest corner of Davis Drive and NC 54, and Park Point, located at the northwest corner of the existing railroad tracks and NC 54 scored the highest among final candidates. The sites were scored based on improved access to the freeway network, proximity to planned bus rapid transit and commuter rail, access to employment, ease of site acquisition and construction, and the potential for transit-oriented development as well as access to existing retail and services.

Both of the top-scoring sites represent a partnership opportunity with the landowner as a part of larger planned transit-supportive redevelopment. Such a partnership could present several advantages to GoTriangle in terms of schedule, project delivery, and maximizing the number of potential transit riders nearby. Further coordination, as part of this study, is warranted with both property owners to assess their viability with respect to the details of potential timing, real-estate

needs, legal agreements, site access, and cost. Staff intends to complete this coordination and identify a preferred approach to move forward with implementation in the coming months.

The Regional Transit Center opened on Slater Road in December of 2008, adjacent to the Plaza office building GoTriangle had recently purchased. It has always been envisioned as a temporary facility until a permanent transit center could be located and constructed. As GoTriangle has increased service and ridership over the intervening years, the increased usage of the Regional Transit Center has highlighted its limitations. Onsite, buses mix with other traffic, creating conflict points with other buses, vehicles picking up or dropping off passengers, drivers accessing the park-and-ride and adjacent properties, and pedestrians. Overhead electrical lines prevent the installation of improved amenities such as more substantial shelters for riders.

The distance of the Regional transit Center from I-40 and NC-147 necessitates the overlap of several bus routes along I-40 and Slater Road, resulting in duplicative routing and added time and operating cost to travel to and from I-40. As the area around the Regional Transit Center continues to grow and traffic increases, the time and operating cost of serving the current facility will also continue to increase. Finally, the current location of the Regional Transit Center is not proximate to planned investments in bus rapid transit along NC 54 or commuter rail.

Financial Impact

None

Attachments

- Presentation

Staff Contact(s)

- Jay Heikes, Senior Transportation Planner, 919-314-8741, jheikes@gotriangle.org
- Katharine Eggleston, CDO, 919-485-7564, keggleston@gotriangle.org



RTC Relocation Study Planning and Legislative Committee

October 28, 2020



Agenda

- ▶ Background
- ▶ Engagement
- ▶ Site Search and Evaluation
- ▶ Final Site Candidates
- ▶ Discussion
- ▶ Next Steps



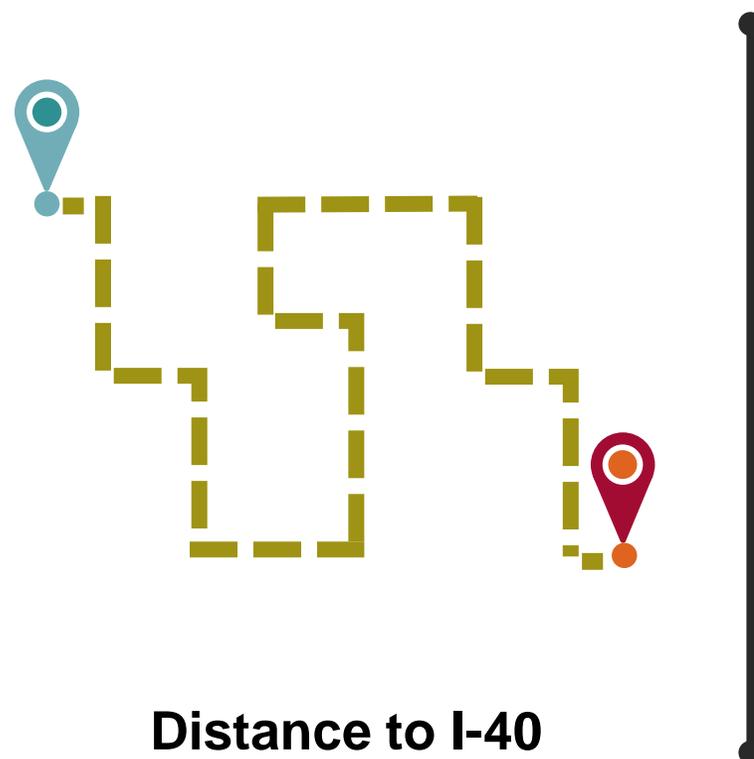
Background



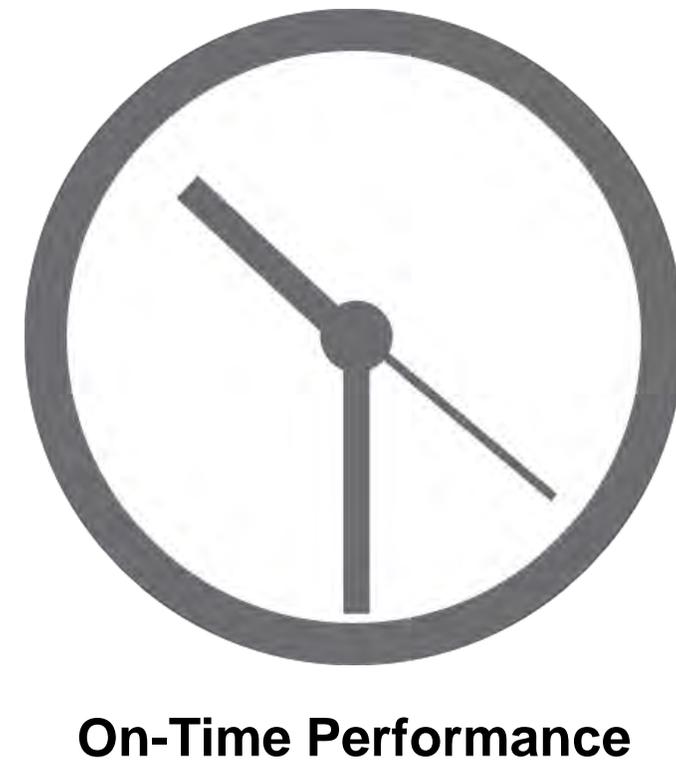
Study Background/Purpose



Safety & Convenience



Distance to I-40



On-Time Performance

RTC Existing Site



- ▶ 12 acres
- ▶ 3 boarding platforms and 11 boarding zones
- ▶ 1,000 daily boardings
- ▶ 326 Parking Spaces
- ▶ Duke Energy easement
- ▶ Shared driveway
- ▶ Unsignalized
- ▶ 7-10 minutes to I-40 at rush hour, on average

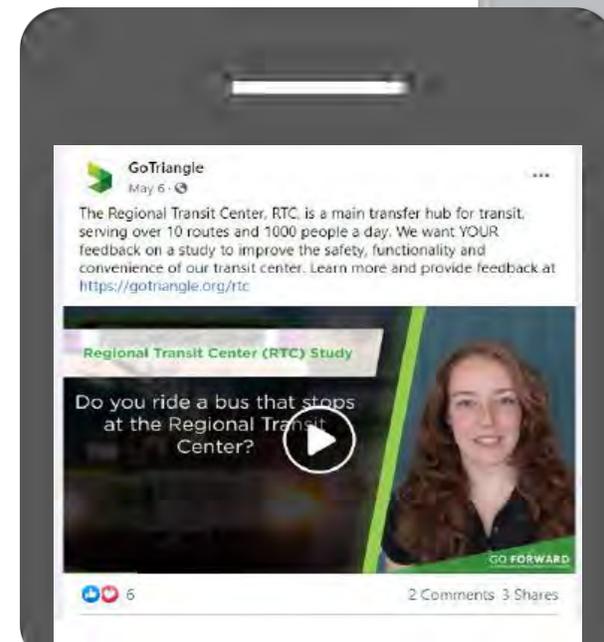
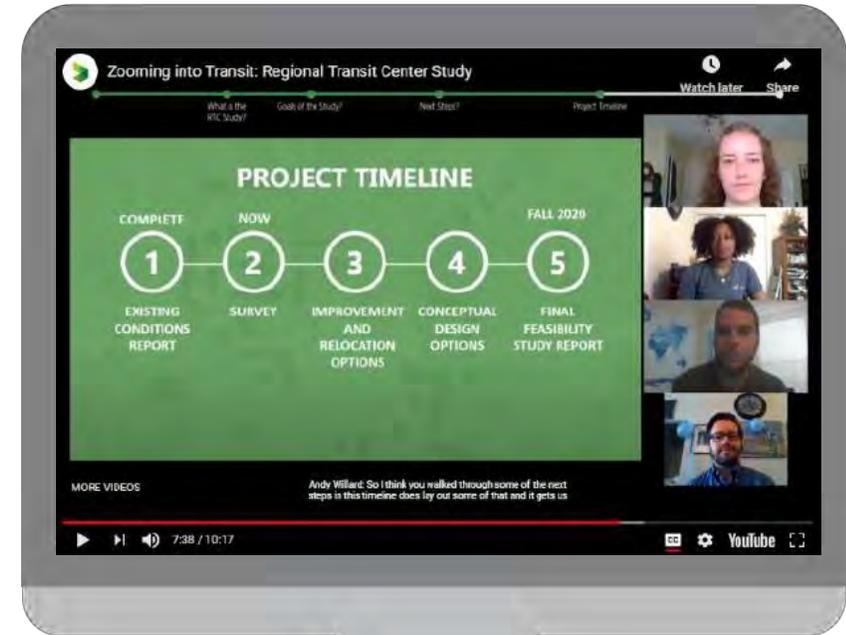
Engagement



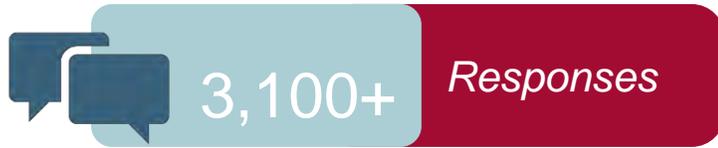
Public Outreach

Virtual Engagement:

- ▶ Informational PowerPoint
- ▶ Video presentation discussing project
- ▶ Social media posts and graphics
- ▶ Translated materials
- ▶ Website updates
- ▶ Email blast
- ▶ Press release
- ▶ Targeted outreach (social media)
- ▶ Printed fliers
- ▶ Survey



Public Survey Results



69% arrive by bus to RTC

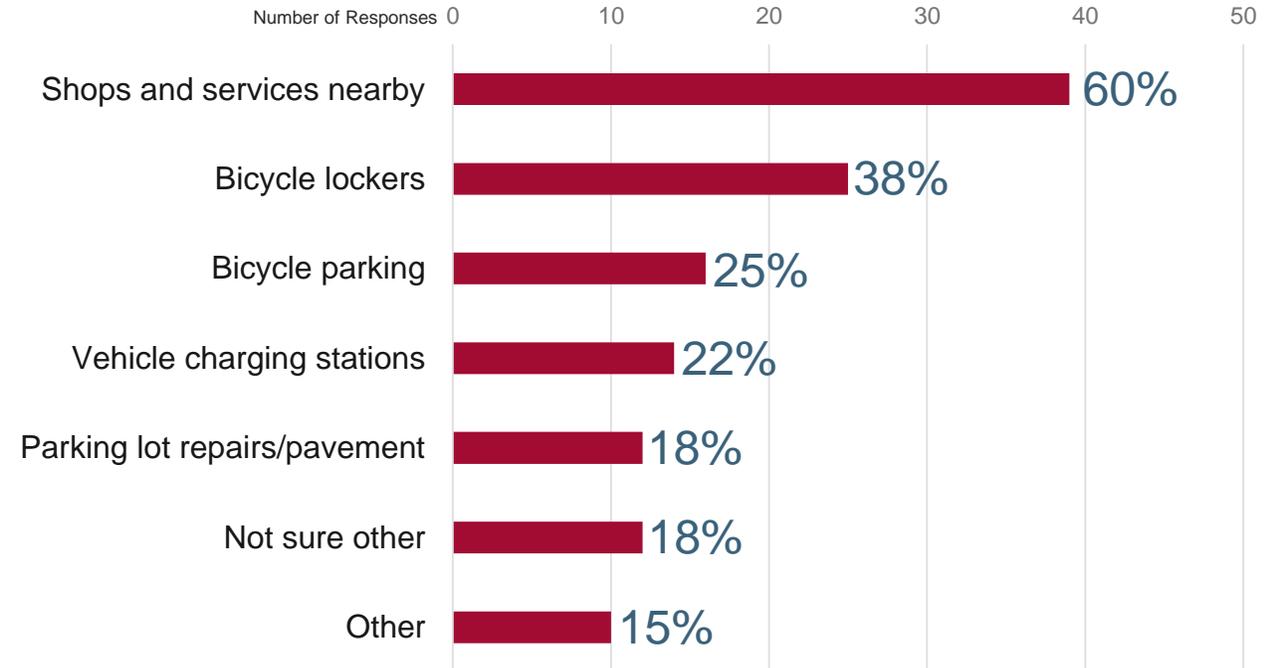


82% rate pedestrian access as poor or fair



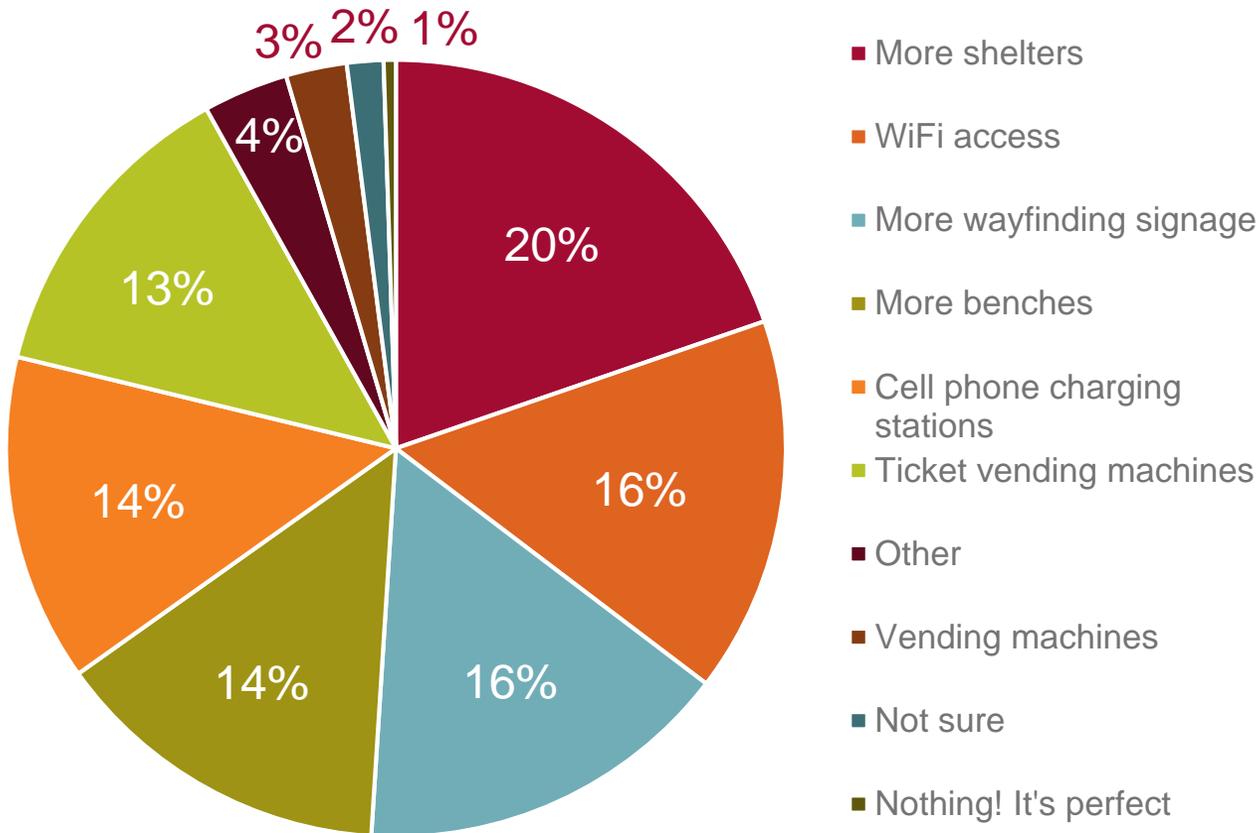
56% miss their transfer due to delays

What would improve the experience at the RTC?

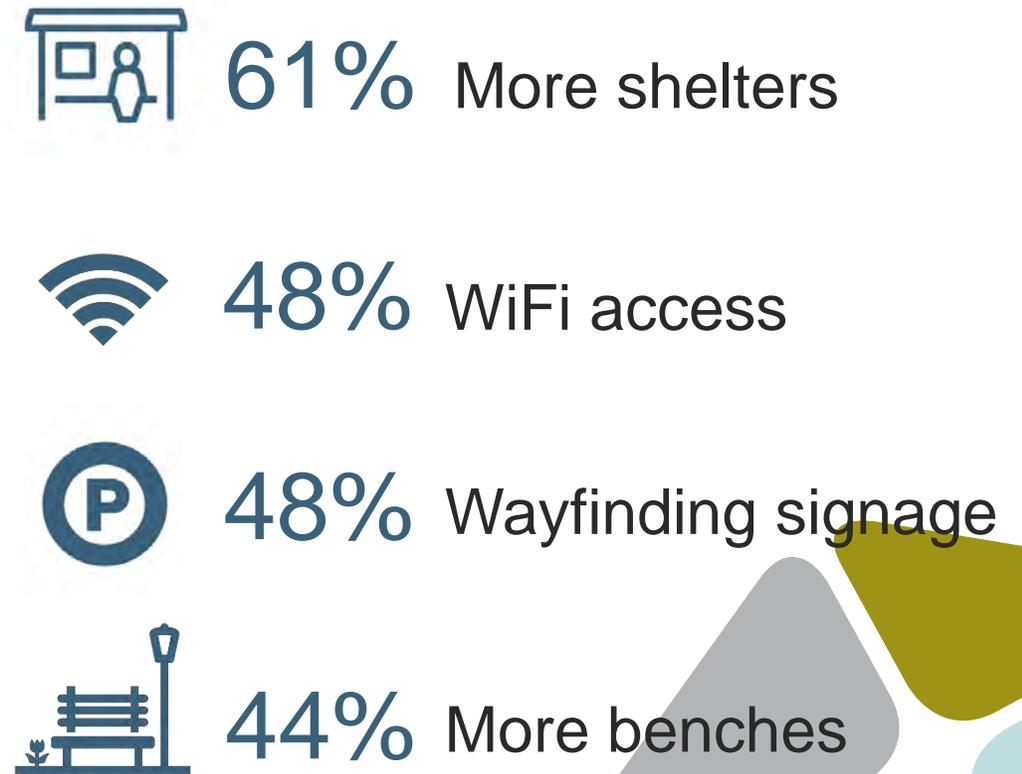


Public Survey Results

What would improve the passenger waiting area inside the ticket sales building? (Choose all that apply)



What would improve the experience outside on the bus platforms? (Choose all that apply)



Stakeholder Feedback

Stakeholder Priority	Resolution
Influence of future BRT	Distance to planned BRT and commuter rail included in evaluation criteria
Economic/Social Equity	Proximity to potential/planned TOD, and access to employment opportunities and goods and services are included in evaluation criteria. Census data was not available at this granular of a level
Balance between reducing delays and TOD	Both driving distance from site and TOD potential included in evaluation criteria
Dedicated site access	Dedicated busway access for all sites being examined
Scalable solution for future admin headquarter relocation and growth	Site acreage and potential for admin headquarters relocation included in evaluation criteria

Site Selection Goals & Objectives



Access

- Access to Employment Opportunities

Mobility

- Reduce Travel Time to and from I-40 and Surrounding Freeways

Viability

- Ease of Acquisition and Constructability

Multimodal

- Provide Connections to Commuter Rail and BRT

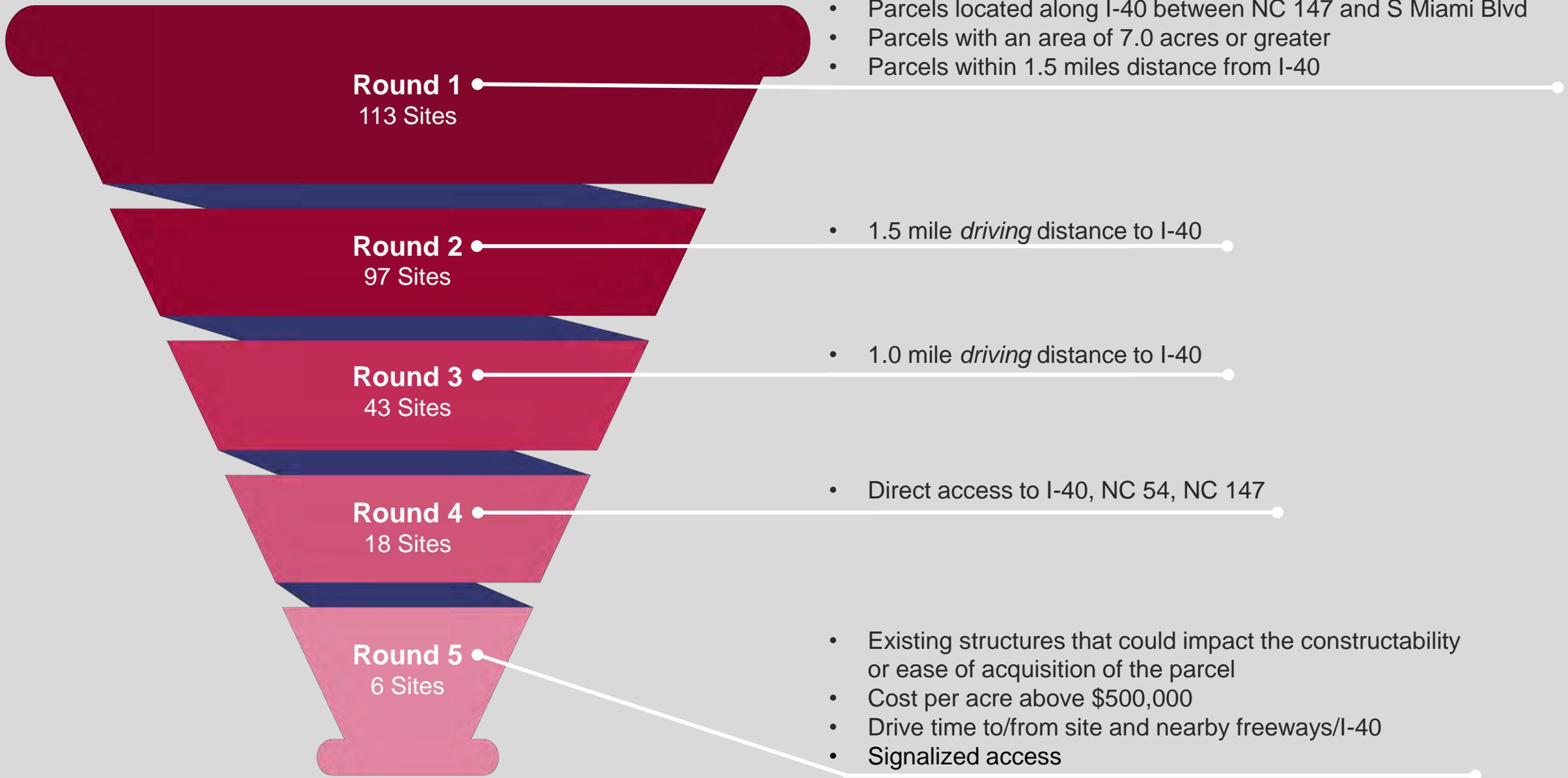
Community

- Improved Access to Goods, Services, and Potential Development

Site Search and Evaluation



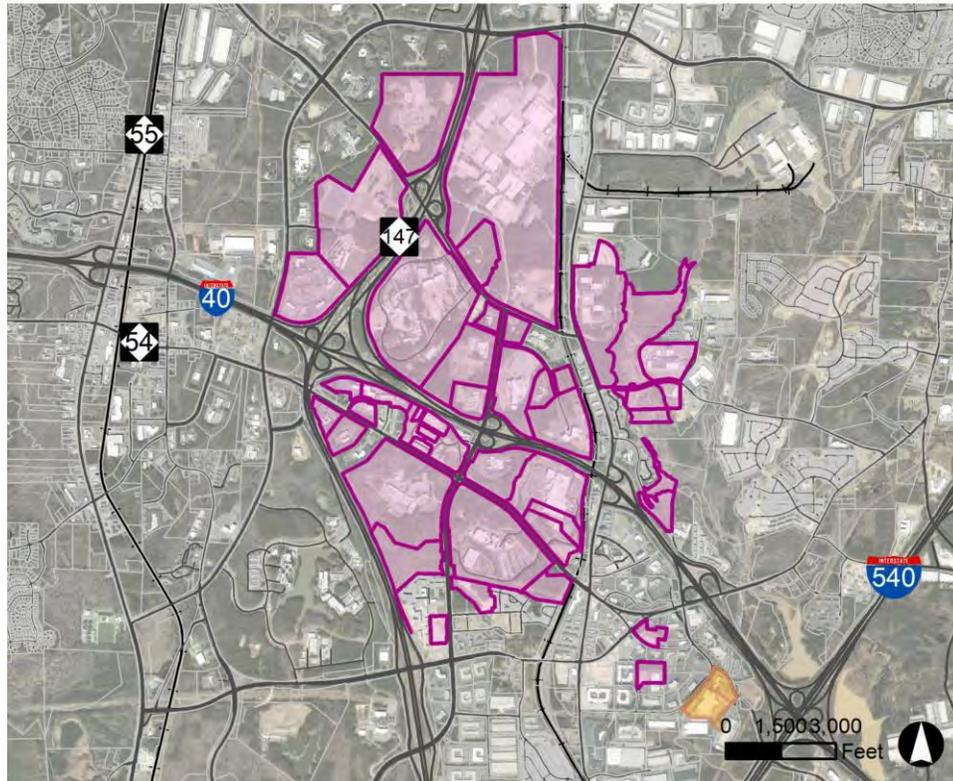
Parcel Search Process



Parcel Search Process – Rounds

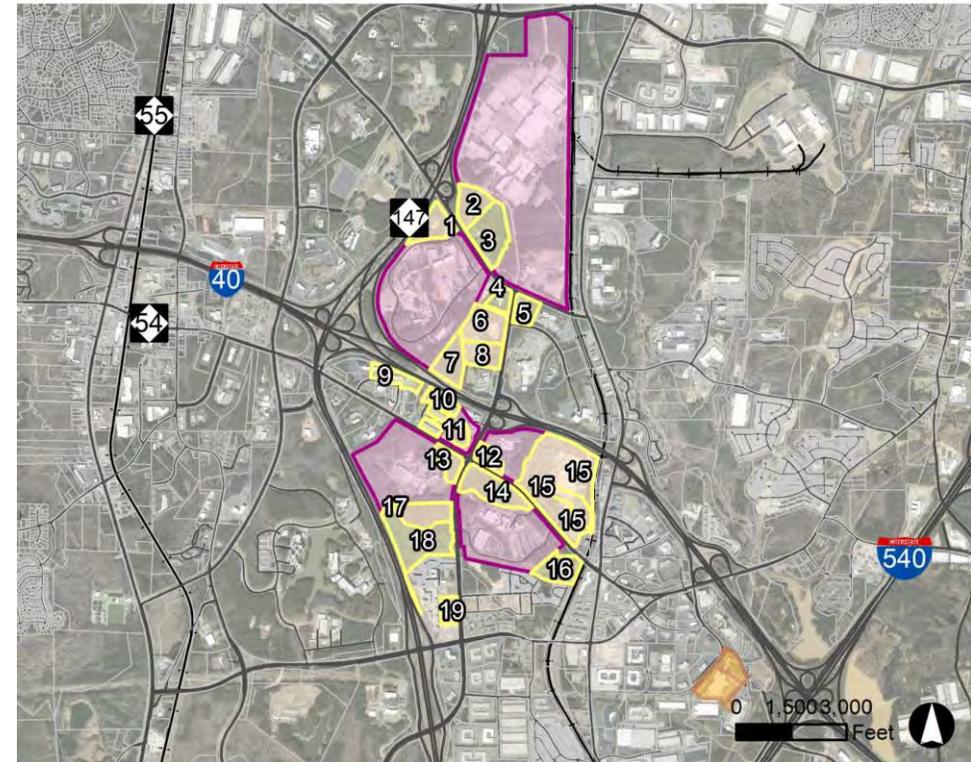
Regional Transit Center Relocation Study
Round 3

- Regional Transit Center
- Identified Parcel
- Parcel
- Rail



Regional Transit Center Relocation Study
Round 4

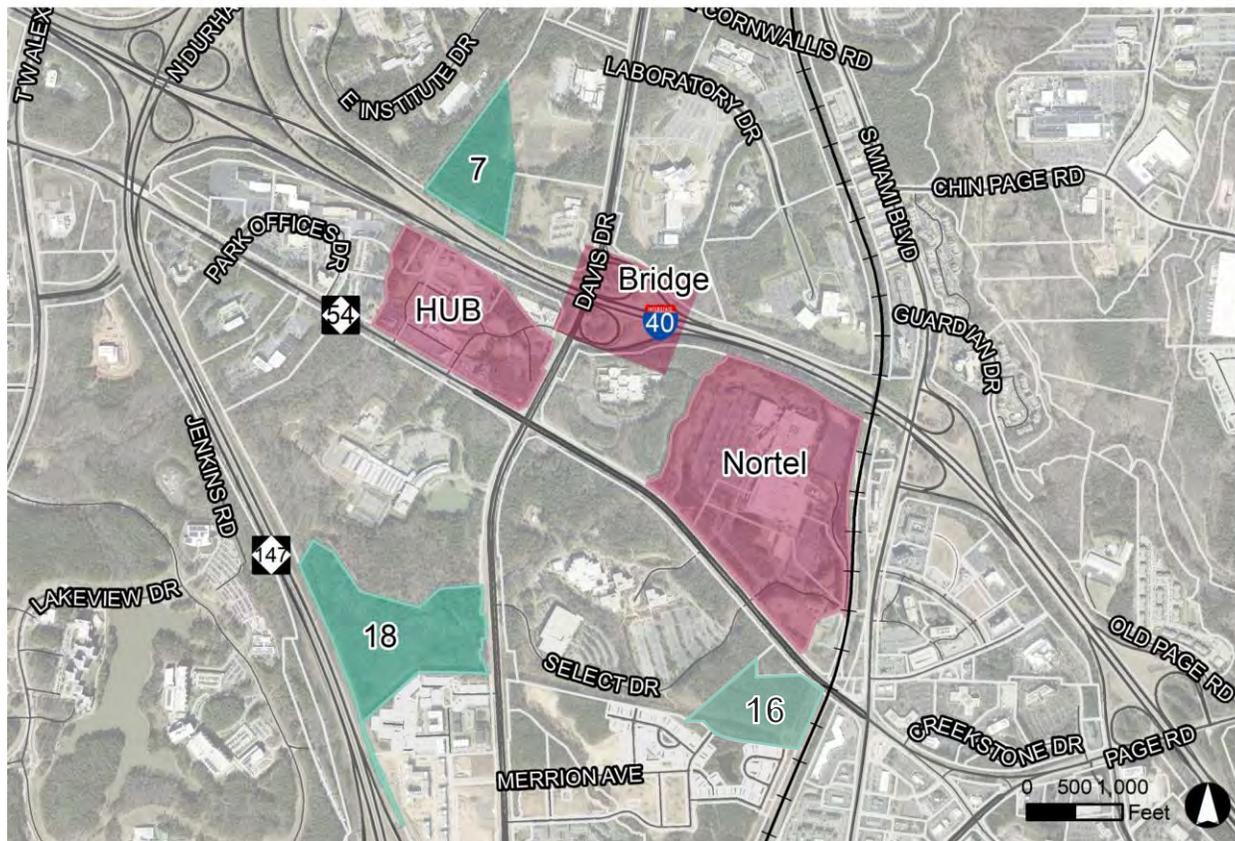
- Regional Transit Center
- Identified Parcel
- Parcels to be Subdivided
- Parcel
- Rail



Parcel Search Process – Results

Regional Transit Center Relocation Study
Context Map

Potential Site
 Opportunity Site
 Parcel
 Rail



- ▶ Parcel search process yielded 6 potential sites
- ▶ 3 sites are GoTriangle identified Opportunity Sites
 - ▶ HUB
 - ▶ Nortel
 - ▶ The Bridge

Site Objectives and Metrics

Evaluation Criteria

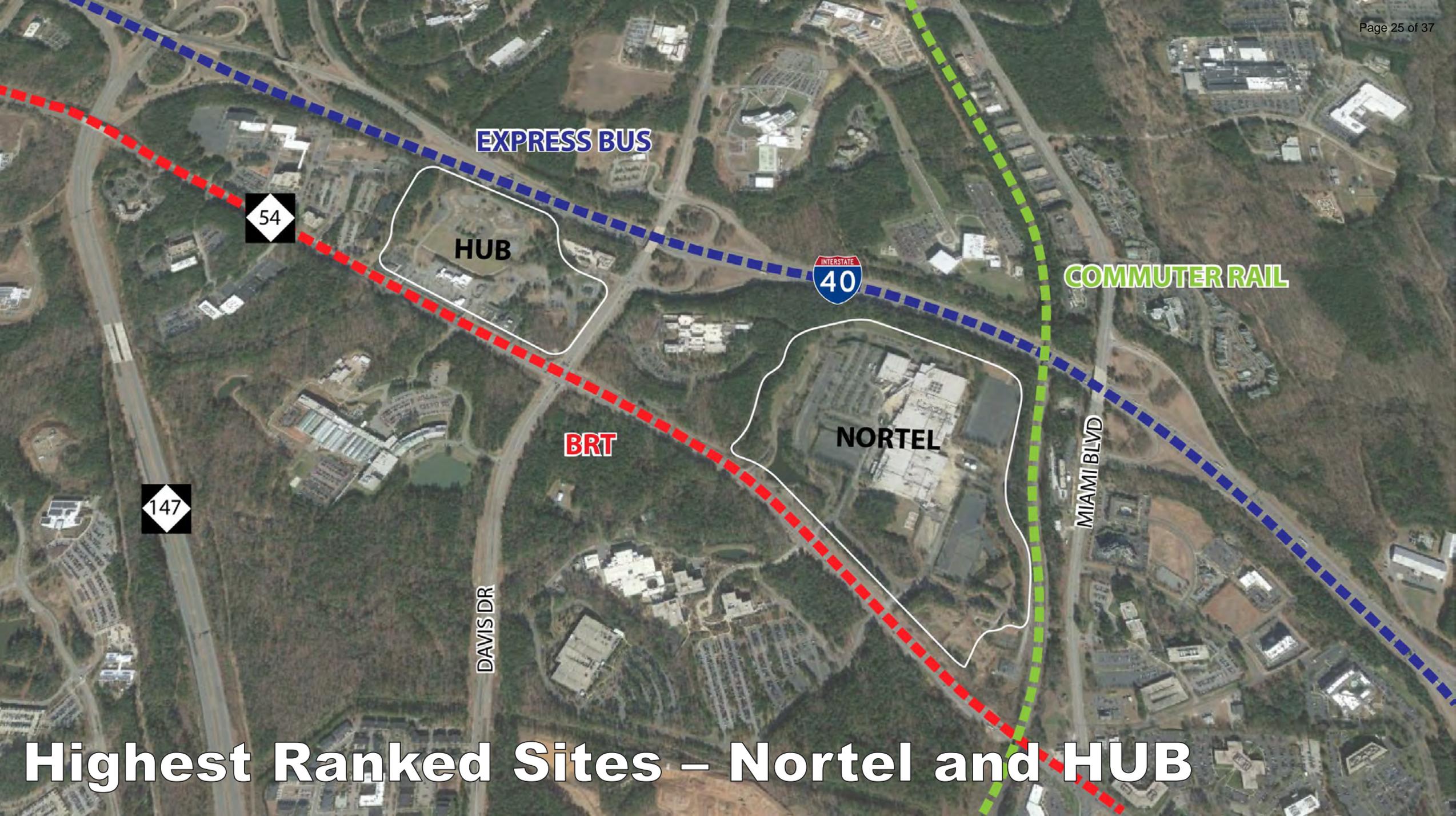
Goal		Indicator	Scale Value				
			5	4	3	2	1
Mobility	Reduce travel time to and from I-40	Time to I-40	2 minutes	-	3 minutes	-	4 minutes
		Potential Exclusive Busway Access to I-40 or NC-147	<.25 miles	-	0.25 - 1 mile	>1 mile	No Access
Community	Improved Access to Goods, Services, and Potential Development	Proximity to planned/potential TOD	Currently Planned	-	Potential for TOD	-	No plan/low potential
		Number of Businesses/ Establishments	>55	40-55	25-40	10-25	0-10
Viability	Ease of Acquisition and Constructability	Listed for Sale	YES	-	-	-	NO
		Owned by Partner Company	YES	-	-	-	NO
		Planned for Redevelopment	YES	-	-	-	NO
		Estimated Value	<\$3,000,000	\$3,000,000-4,999,999	\$5,000,000-6,999,999	\$7,000,000-10,000,000	>\$10,000,00
Accessibility	Employment	Access to employment	11,000+	9,000-11,000	6,000-9,000	3,000-6,000	<3,000
Multimodal	Provide Connections to Commuter Rail and BRT	Distance to rail corridor	0.0-0.24	0.25-0.49	0.50-0.74	0.75-0.99	1.00+
		Distance to BRT	0.0-0.24	0.25-0.49	0.50-0.74	0.75-0.99	1.00+

Scoring

Matrix Framework		Existing RTC	Site 7	Site 16/TMC	Site 18	Nortel	HUB	The Bridge	
Goal	Indicator	Scale Score							
Mobility	Reduce travel time to and from I-40	Time to I-40	2.60	5.00	3.00	3.00	3.80	5.00	5.00
		Potential Exclusive Busway Access to I-40 or NC-147							
Community	Improved Access to Goods, Services, and Potential Development	Proximity to planned/potential TOD	1.25	2.00	3.00	1.00	4.50	4.25	1.50
		Number of Businesses/ Establishments							
Viability	Ease of Acquisition and Constructability	Listed for Sale	2.4	2.20	3.80	3.40	3.40	3.40	0.20
		Owned by Partner Company							
		Planned for Redevelopment							
		Estimated Value							
Accessibility	Employment	Access to employment	1.00	4.00	4.00	2.00	3.00	2.00	2.00
Multimodal	Provide Connections to Commuter Rail and BRT	Distance to rail corridor	1.35	3.35	5.00	2.95	5.00	3.95	3.65
		Distance to BRT							
		TOTAL							
		1.88	3.41	3.66	2.57	4.02	4.02	2.77	

Final Site Candidates





EXPRESS BUS

54

HUB

INTERSTATE
40

COMMUTER RAIL

BRT

NORTEL

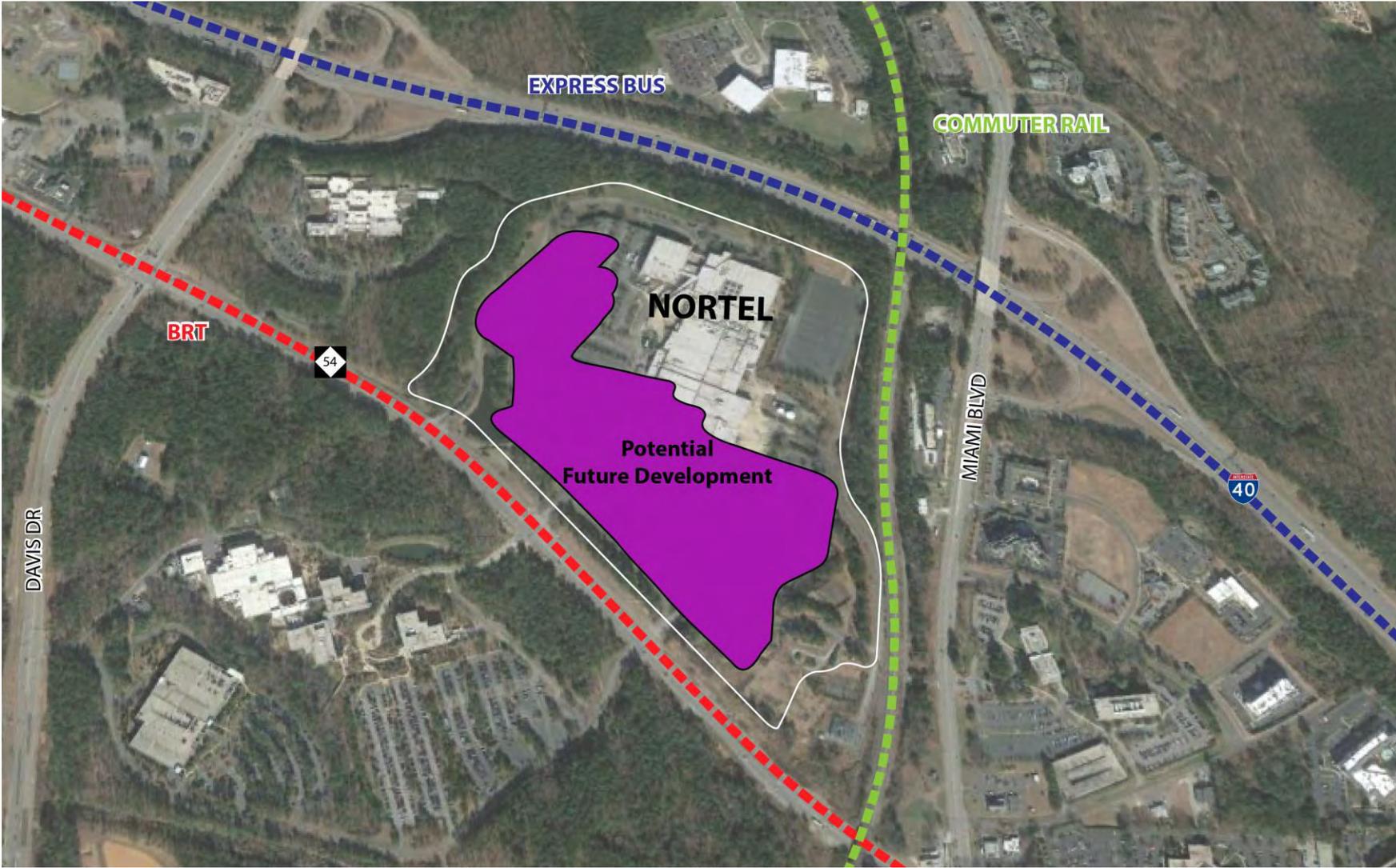
MIAMI BLVD

147

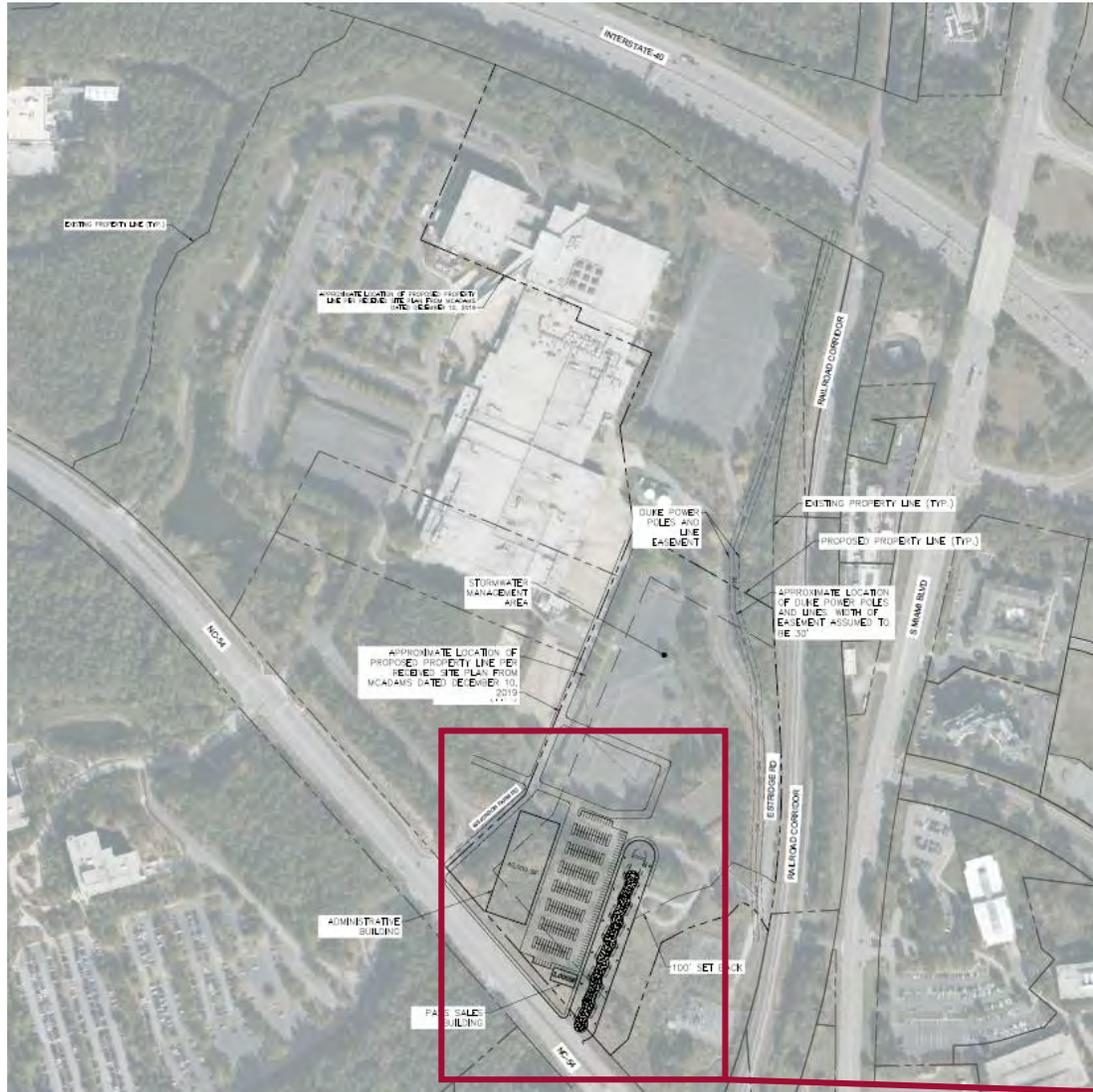
DAVIS DR

Highest Ranked Sites – Nortel and HUB

Potential Future Development – Nortel



Concept Design – Nortel



Developer Rendering - HUB RTP



Concept Design - HUB RTP



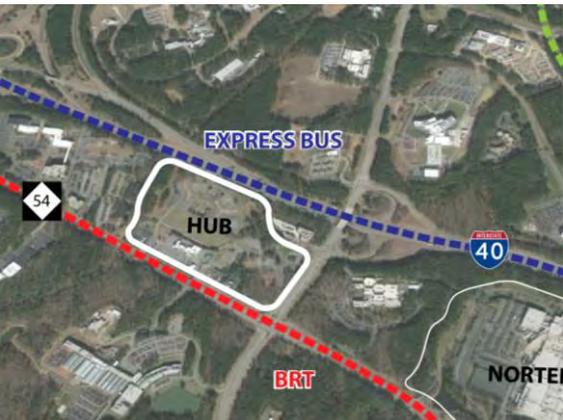
Stakeholder feedback: What are the benefits of Nortel?



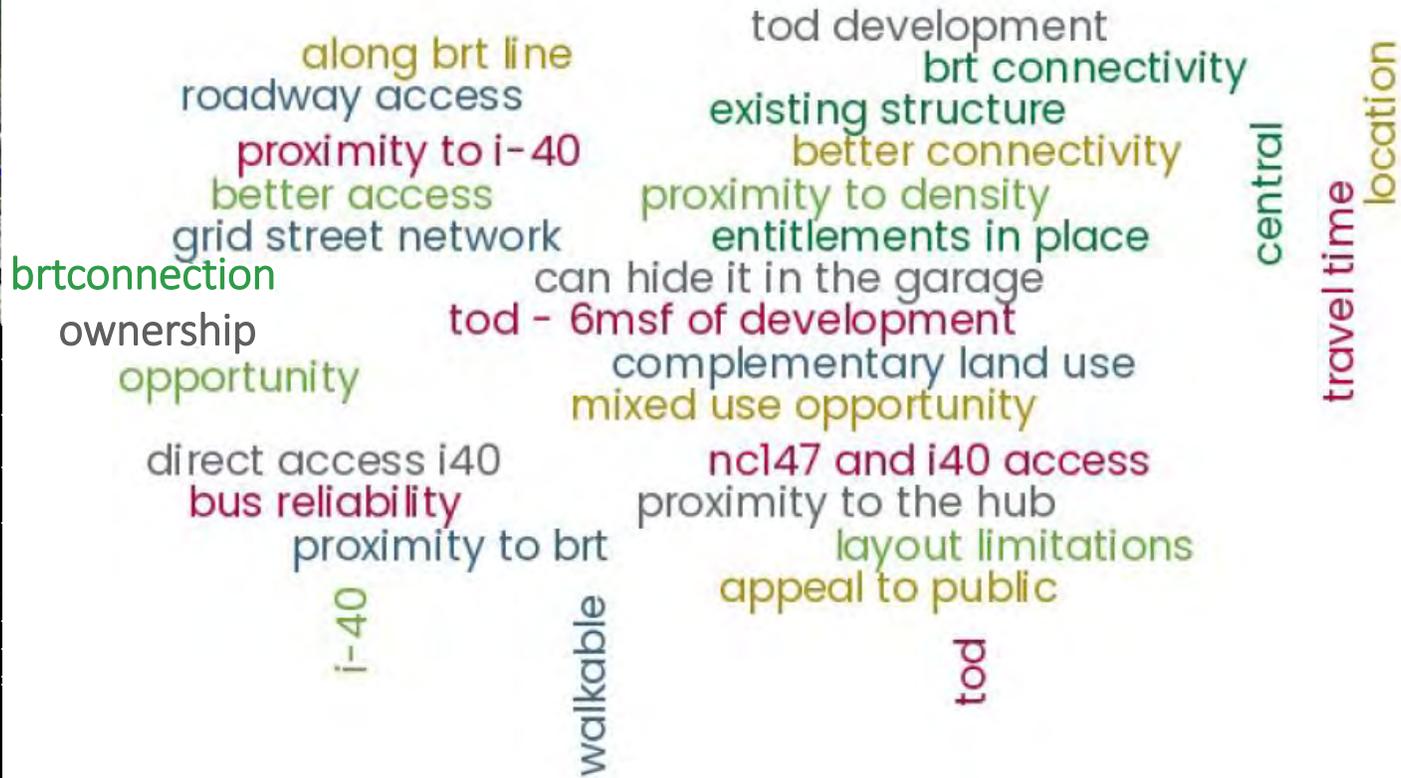
	Goal	Scale Score
Mobility	Reduce travel time to and from I-40	3.80
Community	Improved Access to Goods, Services, and Potential Development	4.50
Viability	Ease of Acquisition and Constructability	3.40
Accessibility	Employment	3.00
Multimodal	Provide Connections to Commuter Rail and BRT	5.00
TOTAL		4.02



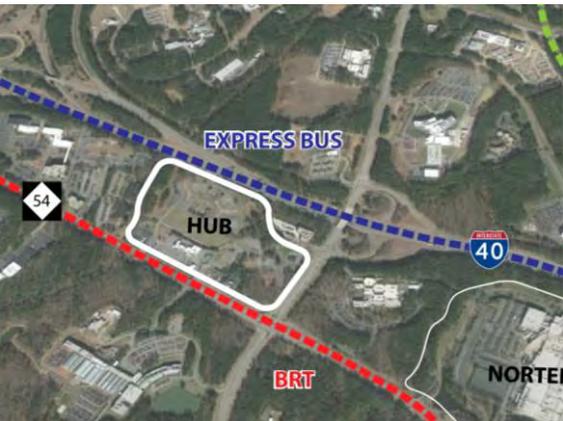
Stakeholder feedback: What are the benefits of the HUB?



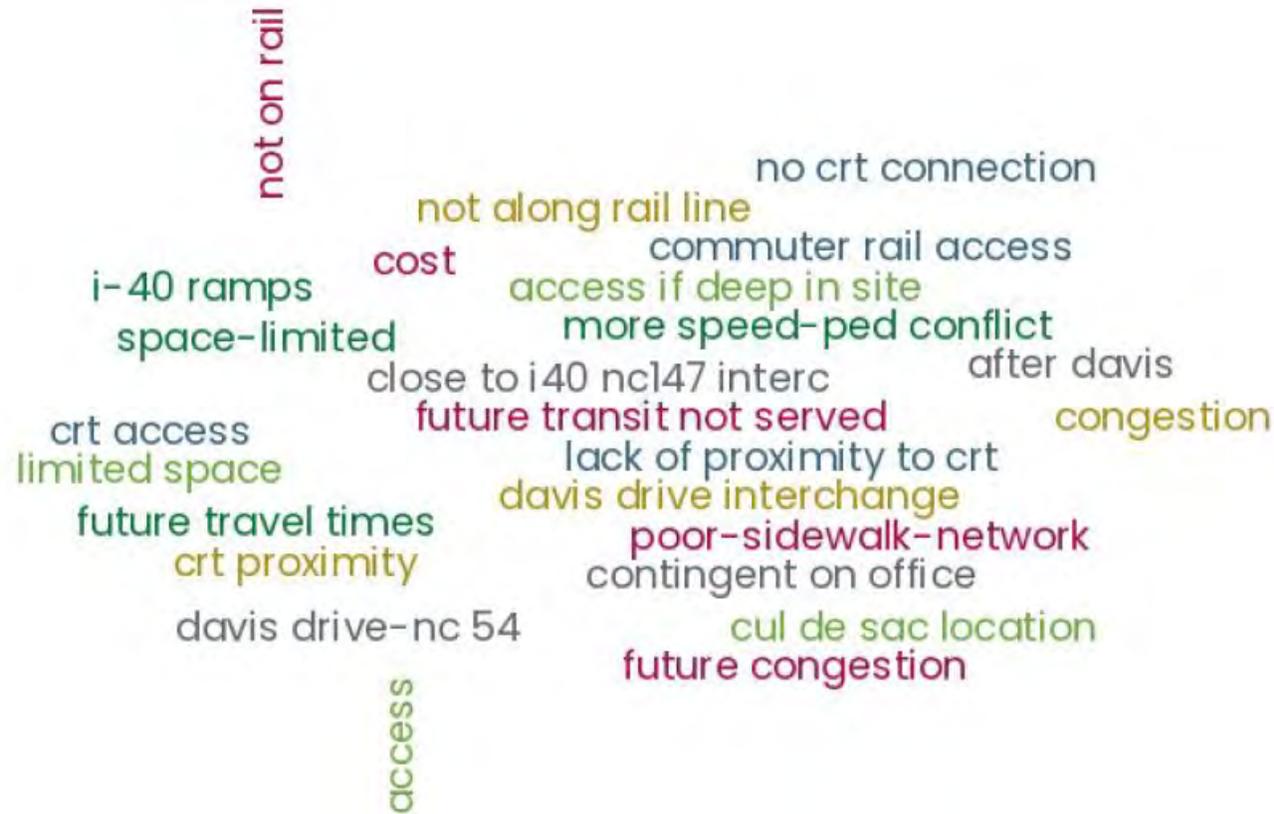
	Goal	Scale Score
Mobility	Reduce travel time to and from I-40	5.00
Community	Improved Access to Goods, Services, and Potential Development	4.25
Viability	Ease of Acquisition and Constructability	3.40
Accessibility	Employment	2.00
Multimodal	Provide Connections to Commuter Rail and BRT	3.95
TOTAL		4.02



Stakeholder feedback: What are the constraints of the HUB?



	Goal	Scale Score
Mobility	Reduce travel time to and from I-40	5.00
Community	Improved Access to Goods, Services, and Potential Development	4.25
Viability	Ease of Acquisition and Constructability	3.40
Accessibility	Employment	2.00
Multimodal	Provide Connections to Commuter Rail and BRT	3.95
TOTAL		4.02



Stakeholder feedback: Any other thoughts?

Access to greenway/multi-use paths should be considered when selecting the site

Access/accommodations for articulated buses for BRT

Difficult for a bus to exit at Davis coming from NC 147 (Durham). Would routing change?

future growth in number of vehicles/routes utilizing center - including potential non-GoTriangle vehicles

Will need Last Mile solution for either site

Optimally balance need for speed of vehicles to get in and out quickly with abundant pedestrian access and circulation

Coordination into current development and construction

would help to see how finalists would work with current routes and with routes if CRT is funded, to measure and visualize results

If this site is meant to tie together future transit networks, connection to major investments is vital - CRT and BRT.

How will need for RTC be balanced with timing on CRT and BRT. Needs will likely change over time.

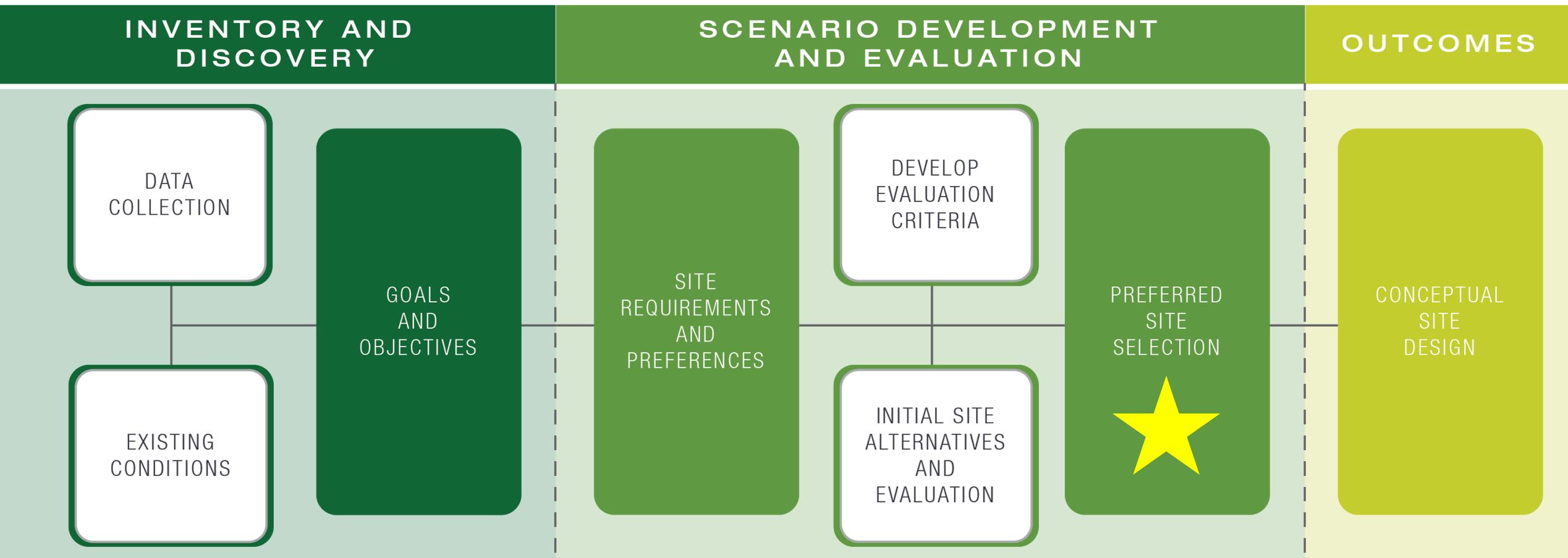
Discussion



	Goal	HUB	Nortel
Mobility (30%)	Reduce travel time to and from I-40	5.00	3.80
Community (20%)	Improved access to goods, services, and potential development	4.25	4.50
Viability (20%)	Ease of acquisition and constructability	3.40	3.40
Accessibility (10%)	Employment	2.00	3.00
Multimodal (20%)	Provide connections to commuter rail and BRT	3.95	5.00
	Total	4.02	4.02

Next Steps

- Continue investigating viability of two final sites, including conceptual designs
- Select preferred site
- Proceed with design, following conclusion of this study





Thank
you!