



GoTriangle
Planning & Legislative Committee
November 16, 2022
11:00 am-11:45 am Eastern Time

***GoTriangle's Board of Trustees has resumed in-person meetings.
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- I. **Call to Order and Adoption of Agenda**
(1 minute Vivian Jones)
ACTION REQUESTED: Adopt agenda.
- II. **Draft Minutes | October 26, 2022**
(1 minute Michelle Dawson)
ACTION REQUESTED: Approve minutes.
- III. **GoTriangle Short Range Transit Plan**
(45 minutes Jenny Green)
- IV. **Adjournment**
(Vivian Jones)



**BOARD OF TRUSTEES
PLANNING & LEGISLATIVE COMMITTEE
MEETING MINUTES**

4600 Emperor Boulevard
Suite 100
Durham, NC 27703

Wednesday, October 26, 2022

11:00 a.m.

GoTriangle Board Room

Committee members present | Will Allen, Brenda Howerton, Vivian Jones

Committee members attending remotely | Elaine O'Neal

Committee members absent | Michael Fox, Michael Parker [excused]

Committee Chair Vivian Jones officially called the meeting to order at 10:35 a.m. A quorum was present.

I. Adoption of Agenda

Action: A motion was made by O'Neal and seconded by Allen to adopt the agenda. The motion was carried unanimously.

II. Approval of Minutes

Action: A motion was made by Allen and seconded by O'Neal to approve the minutes of September 28, 2022. The motion was carried unanimously.

III. Updated Wake Transit Commuter Engagement Policy

Curtis Hayes' presentation is attached and hereby made a part of these minutes.

He explained the updates recommended to the 2018 policy, which underwent a 45-day public comment period. CAMPO held a public hearing on October 19. The major changes include:

- Simplified and clarified goals and objectives
- Added guidance for lead agency staff project sponsors
- Changed policy name from "public" to "community" engagement
- Prioritized regular performance evaluations

Action: A motion was made by Allen and seconded by O'Neal to recommend Board adoption of the 2022 Wake Transit Community Engagement Policy. The motion was carried unanimously.

IV. Wake Bus Plan Project Prioritization Policy

Jenny Green explained that GoTriangle is leading the development of the Wake Bus Plan and this Project Prioritization Policy applies to Wake Transit only which has been helpful in determining what routes will get funding and when. CAMPO led the development of the policy and has been through intensive review by GoTriangle staff. Green added that the committee will receive an update in December and be asked to make a recommendation at that time. She introduced Anna Stokes, Wake Transit Program Manager, whose presentation is attached and hereby made a part of these minutes.

Stokes stated that the update of this policy, originally developed in 2018, was collaborative among the municipalities in Wake County and the transit providers, as well as CAMPO, GoTriangle, NCDOT, NC State, Research Triangle Park and Wake County. This update sought to address a number of challenges with the original policy and applies only to fixed-route bus service improvements/expansion.

The purpose of the policy is unchanged from 2018. It is a decision-making framework intended to provide:

- Transparent and easily understanding process for making choices between competing investment needs associated with implementation of the Wake Transit Plan.
- Guidance on the development of the 10-year bus service and capital investment plan prepared through the Wake Bus Plan.
- An optional process that may be used by the TPAC to adjust bus service and the capital investment program outlined by the multi-year bus service implementation plan to reflect changes in available funds, new or substantially modified project requests, or other needs in the region.

Stokes explained that prioritization is guided by the policy, with projects ranked and routes considered individually. Prioritization does not consider available funds or timing. Programming, however, is constrained by available funding and timing and provides a schedule of projects by fiscal year with routes considered in packages.

Projects that go through prioritization include new projects, major changes to existing projects and related capital projects, including those previously programmed but not implemented by FY2024. Proposals for minor changes to existing routes/projects are not required to go through prioritization.

The process for prioritizing projects begins by assigning one of three typologies:

- Frequent network routes
- Intra-county and regional express routes
- Investment to local services

The second step in the prioritization process is project scoring on six metrics, relative to other projects within the same typology:

- People and job density
- Minority and low income populations served
- Number of key destinations served
- New people and jobs with access to improved transit
- Projected passengers per revenue hour
- Project operating cost per passenger hour

The final step scores converts the scores from step two to a score of one to four based on quartiles in each typology and ranks the projects. These prioritized projects then go through programming guidance:

- Operating projects are programmed based on available funding

- Capital projects are programmed based on the related operating project
- Proposals for changes to advance or defer programming are submitted by project sponsors based on the Wake Transit Work Plan Amendment Policy
- Draft programming is edited based on discussion and partner input
- Draft programming compared to Wake Transit Plan goals and targets
- Program finalized

Stokes stated that comments are being accepted on the changes to the policy through November 23. CAMPO and the GoTriangle boards will be asked to adopt the final recommended policy in January.

V. GoTriangle-Managed Microtransit Services Update

David Jerrido's presentation is attached and hereby made a part of these minutes. He explained that RTP Connect is a zone-based, dial-a-ride, curb-to-node service operated by Uber and Lyft. Within the defined zone, there are two fixed nodes: the Boxyard RTP and the Regional Transit Center [RTC]. Riders using the service must begin or end their trip at one of the nodes but otherwise can travel anywhere within the boundary. Since inception of service in July 2019, over 30,000 trips have been completed. The service is offered weekdays from 6:30 a.m. until 10 p.m. with trips subsidized up to \$10. The service is jointly funded by GoTriangle and the Research Triangle Foundation.

Jerrido also shared information on other microtransit services in the region: Morrisville Smart Shuttle, Orange County Mobility on Demand and GoWake Smart Ride Northeast.

Through contract with the City of Durham, GoTriangle plans, contracts and manages GoDurham Connect. This is a zone-based, dial-a-ride, curb-to-curb service operated by Lyft, currently in the pilot phase.

Riders of this service can go anywhere in the zones with no restrictions or nodes for the beginning or end of trips. Current service is provided in eastern Durham with an expansion to northern Durham in November. Since inception in March there have been 470 trips through August; however, ridership tripled from August to September and October ridership is set to beat that. Service is provided Monday through Saturday, 7 a.m. until 8 p.m. and Sunday from 8 a.m. to until 7 p.m. The subsidy for this service is \$25 and is funded by the Durham Transit Plan.

GoDurham Connect zone has NC98 as its spine extending west to The Village and includes several apartment complexes, the Durham County Library several schools and Ravenstone Commons near the eastern edge of the zone. The northern Durham expansion zone was created based on community engagement and is focused on Duke Regional Hospital. The zone also includes several schools; Durham Tech – Northern Durham Center; Cross Creek, Riverside and Oxford Commons shopping centers and Treyburn Corporate Park.

VI. Adjournment

Action: Chair Jones adjourned the meeting at 11:08 a.m.

Prepared by:

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

MEMORANDUM

TO: GoTriangle Board of Trustees Planning & Legislative Committee
FROM: Planning Department
DATE: November 2, 2022
SUBJECT: GoTriangle Short Range Transit Plan FY 2025-FY 2027 - Concepts

Strategic Objective or Initiative Supported

1.2 Pursue service improvements and expansion opportunities

Action Requested

None

Background and Purpose

The GoTriangle short range transit plan will define bus service adjustments for fiscal years 2025 through 2027. It will recommend service adjustments and expansions to respond to the latest travel demands. The goals of the Short Range Transit Plan are to provide:

- More frequent service for more hours a day and days of the week every 15-30 minutes
- More all-day service every 30-60 minutes

The short range transit plan is being developed along with other transit providers in Wake and Durham counties. The county transit plans provide funding for expansion service. During this presentation, staff will discuss service concepts identified in the GoTriangle short range transit plan.

Public engagement on the initial service concepts was conducted in May 2022. GoTriangle will bring the draft GoTriangle short range transit plan out for public feedback in February-March 2023.

Financial Impact

None

Attachments

None

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