

FISCAL YEAR 2020

# ANNUAL REPORT

**OVERCOMING** ADVERSITY  
THROUGH **INNOVATION**

GO  Triangle

## OVERCOMING ADVERSITY THROUGH INNOVATION

When fiscal year 2020 began in July 2019, GoTriangle was celebrating our latest successes in our mission to make exceptional public transportation the foundation of the region's community, prosperity and mobility.

But then the COVID-19 pandemic hit.

As GoTriangle quickly adapted, we also got a new reminder of the absolutely essential service we provide to our community every day.

We continued carrying medical personnel and other first-responders and front-line workers to their critical jobs. As many businesses closed down or sent their employees to work from home during stay-at-home orders, we made sure our vulnerable neighbors got to grocery stores or medical appointments.

And, when challenges arose, we got creative.

In this report, you'll find details of our prepandemic successes as well as some of the ways our employees and partners exemplified their commitment to our mission with innovative solutions during the time of COVID.



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As a partner of the Durham County Emergency Management, GoTriangle mobilized in April 2020 to transport people sheltering at Urban Ministries of Durham to an area hotel to help with social-distancing efforts in the wake of the COVID-19 pandemic.

"We're more than a bus company," says Pat Stephens, GoTriangle's director of Transit Operations. "We're there when the community needs us as well during emergencies. During times like this of crisis, we work with local emergency management agencies to provide support where we need to. Just like in hurricanes, natural disasters, we're there to help."

**“We’re more than a bus company.”**

MESSAGE FROM OUR  
**CHAIR**

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We persevered.

## MESSAGE FROM OUR CHAIR



FY20 turned out to be a year like no other. When it started, none of us could have foreseen that by March 2020 we'd be locked down by the COVID-19 global pandemic and that transit systems around the country – GoTriangle included – would be operating at a fraction of their capacity amid concerns about facilitating the spread of the disease.

But we persevered. Our leadership and staff adjusted and took on the responsibility of serving our community during an incredibly difficult time. We reduced service and individual bus capacity consistent with far lower demand. We suspended fares, implemented rear-door boarding, installed shields for our drivers and sanitizer and mask dispensers for our passengers and implemented rigorous sanitizing protocols. We implemented these measures all in the interest of keeping our passengers and drivers as safe and as healthy as possible while maintaining service for those in our community who depend on us to get to their jobs and to continue to support their families.

In the succeeding months, as conditions stabilized and some community members returned to their places of employment and education, we resumed some service while continuing to do everything we could to maintain the highest standards of safety. For all of this, we are incredibly grateful to all of our employees but particularly to our drivers who put their own safety and health at risk to serve our community. Thank you.

GoTriangle did not allow COVID-19 to keep us from making progress on other fronts. In April, we welcomed our new president and CEO, Charles Lattuca, from the Maryland Department of Transportation. Charles is a seasoned transportation leader, and he stepped into an unprecedented situation at GoTriangle and provided steady leadership from Day One. We are also grateful to Shelley Read Curran for serving as our interim CEO. Under Shelley's leadership, GoTriangle did not miss a beat and kept moving forward with several key initiatives, including the Raleigh Union Bus facility project, better known as RUS Bus, in downtown Raleigh. Shelley resumed her previous position as general counsel with the added responsibilities of vice president for Strategic Partnerships.

During the past year, GoTriangle also continued planning for the Triangle commuter rail project that will run from Garner (and possibly Clayton) to West Durham. This project could serve as a vital regional spine in the Triangle's evolving regional transit system. We expect the results of the current phase of study by the end of calendar year 2021. We also put into service two electric buses during the year, the first such buses in regional service in the entire Triangle. If the buses work as well as we hope they will, GoTriangle will move forward with growing its electric fleet.

FY20 was an incredibly challenging but also productive year. On behalf of the entire Board of Trustees, I again want to extend my sincere and profound thanks to every one of our amazing and dedicated employees. We owe you a great debt.

A handwritten signature in black ink that reads "Michael G. Parker".

**Michael G. Parker**

MESSAGE FROM OUR  
**CEO & PRESIDENT**

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We pivoted.

## MESSAGE FROM OUR CEO & PRESIDENT



GoTriangle faced many challenges during FY20, and I am proud to say that our team met these challenges head on, working creatively under adverse conditions and continuing to provide the communities in our region with vitally needed transportation services.

The COVID-19 pandemic that started last winter has been an unprecedented challenge in our lifetime, affecting just about every part of our daily existence, both at home and at work. GoTriangle responded by taking immediate action to protect our employees and passengers. We curtailed bus operations, implemented cleaning protocols, suspended fares to reduce exposure to employees, distributed masks for passengers and installed driver shields on our buses and paratransit vehicles. These efforts, coupled with social distancing requirements, allowed GoTriangle to resume a modified full-service schedule at the end of June 2020. This could not have happened without a team of dedicated transit professionals, especially our frontline employees in Operations, committed to serving the community. Our frontline heroes have borne the heaviest burden of all, and we applaud their service.

### **Before the pandemic hit, GoTriangle had many FY20 accomplishments:**

- New routes and increased frequency of service.
- A new program for riders 65 and older to ride free.
- Our GoPass program extended to Wake Technical Community College.
- Numerous better bus stops.
- Progress on the new downtown Raleigh Union Station Bus (RUS Bus) Facility.
- Successful completion of one part of the Greater Triangle Commuter Rail Study.

Starting in March, employees quickly pivoted to find new ways to keep working on projects while staying safe. They partnered with Durham County Emergency Management to help with social distancing efforts. They forged a new partnership with the Food Bank of Central and Eastern North Carolina that yielded public comments on transit projects while providing meals for the hungry.

Although the pandemic posed financial and service-planning challenges, GoTriangle met budgetary tests and continued planning for important transit investments such as commuter rail. Providing new multimodal transit services in the Triangle will ensure the region's economic future and maintain our standing as one of the top places in the country to work and raise a family. In FY20, GoTriangle was one of only three agencies to achieve the highest scores on the Transportation Security Administration's Baseline Assessment for Security Enhancement review that evaluates security and emergency preparedness action items identified as fundamentals for a sound transit security program.

As I write in December 2020, I'm thankful that promising vaccines may allow us to return to some form of normalcy over the next several months. On a personal note, I want to extend my thanks to our Board of Trustees and staff at GoTriangle for welcoming me into the organization. Since coming to GoTriangle in April 2020, I have been delighted to find myself working with a great team of professionals, stakeholders and elected officials who are incredibly enthusiastic about growing and improving transit.

I look forward to all of the possibilities for GoTriangle as we strive to fulfill our mission of providing safe and reliable transit service for a growing region.

A handwritten signature in black ink, appearing to read "Charles E. Lattuca". The signature is stylized and cursive.

**Charles E. Lattuca**  
President and CEO



# ABOUT US

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We remained committed.



GoTriangle is committed to improving our region's quality of life by connecting people and places with safe, reliable and easy-to-use travel choices. With the Triangle region growing by more than 70 people a day, now more than ever, supplying reliable, public transit is vital. As the regional transportation agency, we embrace our role in leading the effort for bus and rail improvements. Our Strategic Plan continues to guide the agency to:

- Improve mobility in the region.
- Assure high-quality customer service.
- Encourage sound growth patterns.

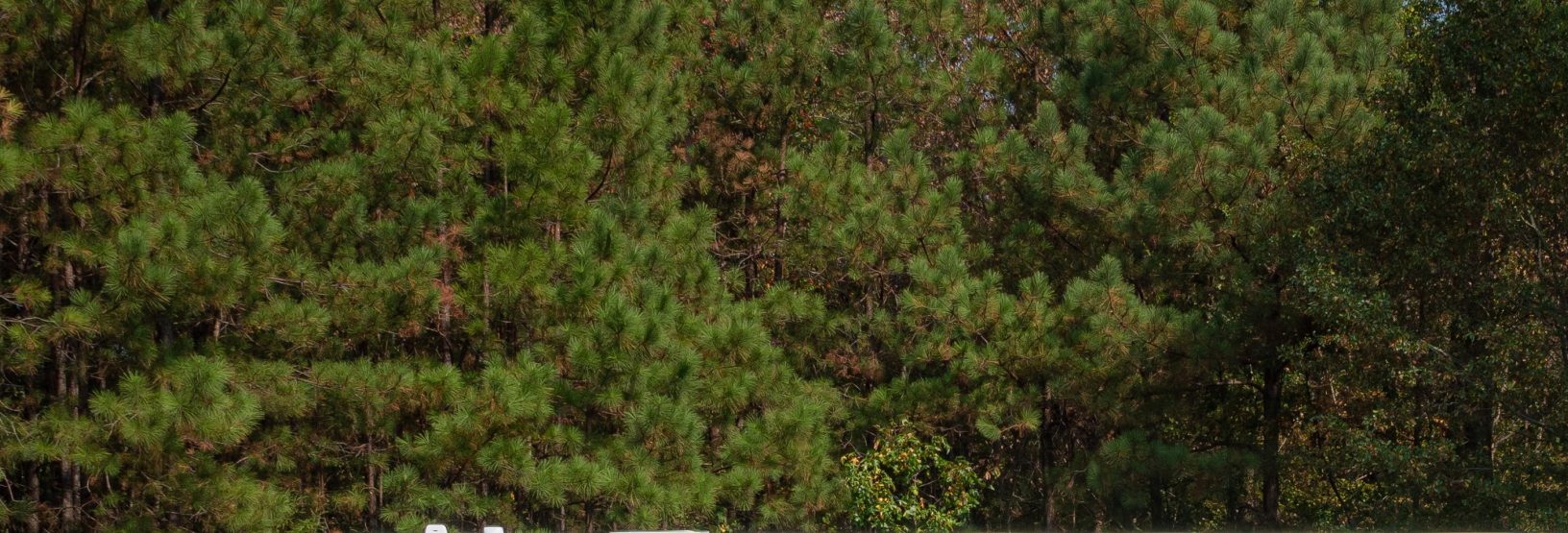
Since the North Carolina General Assembly established our agency – then called Research Triangle Regional Public Transportation Authority – in 1989 to serve Durham, Orange and Wake counties, we have worked to connect the region. As the tax district administrator for Durham, Wake and Orange counties, GoTriangle oversees the administration of funds in the county transit plans and works with county partners to implement their transit projects. These projects include building a state-of-the-art bus transfer facility in downtown Raleigh, developing bus rapid transit corridors and studying the feasibility of a commuter rail line between Garner and West Durham, all designed to connect the region.

In addition to planning, GoTriangle provides bus and paratransit services, ride-matching, vanpools, commuter resources, trip planning and an emergency ride home program for the region including Apex, Cary, Chapel Hill, Durham, Efland, Fuquay-Varina, Garner, Hillsborough, Mebane, Knightdale, Raleigh-Durham International Airport, Raleigh, Research Triangle Park, Wake Forest, Wendell and Zebulon. For the Research Triangle Park and surrounding areas, GoTriangle operates the RTP Connect microtransit system in partnership with Uber and Lyft. GoTriangle also provides transit information for all providers in the region through the Regional Transit Information Center, [gotriangle.org](http://gotriangle.org) and real-time bus arrival information.

# OUR FAMILY

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We served our community.



1904

GO Triangle

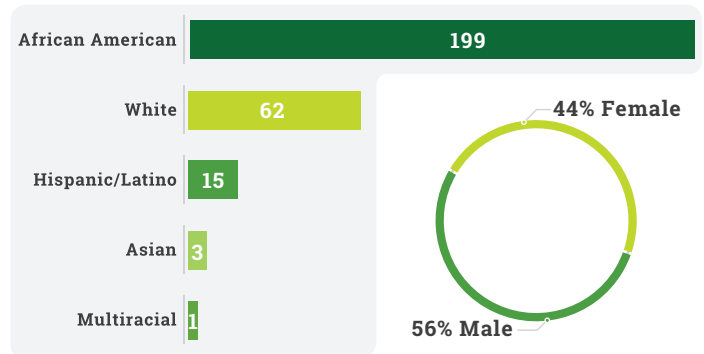
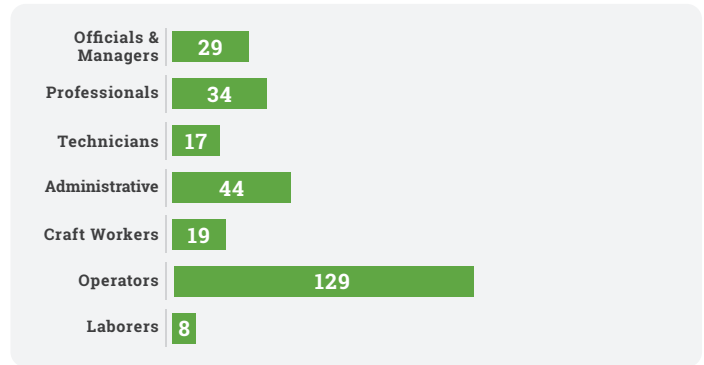
Connecting all points of the Triangle



The GoTriangle family of employees is as diverse as the people we serve. We are an equal opportunity employer, offering opportunities for all. Full-time employees enjoy medical, dental, vision and life insurance among other benefits. GoTriangle contributes to employees' retirement through a 401(a) plan and offers tuition assistance and continuing education training. Learn more at [gotriangle.org](http://gotriangle.org).

As a transit authority for the Triangle region, GoTriangle listens and acts on decisions made by our governing Board of Trustees. Board members chosen from city, town and county governments in Durham, Orange and Wake counties and the North Carolina Department of Transportation meet monthly in public sessions to ensure that the best transit options for the counties they represent and the region as a whole come to fruition. The public can sign up to speak on issues of interest at meetings.

## COMPOSITION OF OUR WORKFORCE



\*Composition of our workforce April-June 2020.



Within GoTriangle, employees got creative, finding ways to help others. Procurement Manager David Moore bought his first sewing machine and began making masks for U.S. Postal Service workers and GoTriangle employees. He gave them away free in packages that included a note that said, "Made with Love, Stay Safe."

"I wanted to be able to give back somehow, and I saw a lot of people were making these masks, and I said, 'I can probably make a mask, too.' But I had never touched a sewing machine in my entire life," he recalls, chuckling as he remembers his wife's reaction when she saw the sewing machine. "She said, 'Oh, you'd better hold the receipt for that because that is going back.' She thought that I was off on one of my adventures again!"

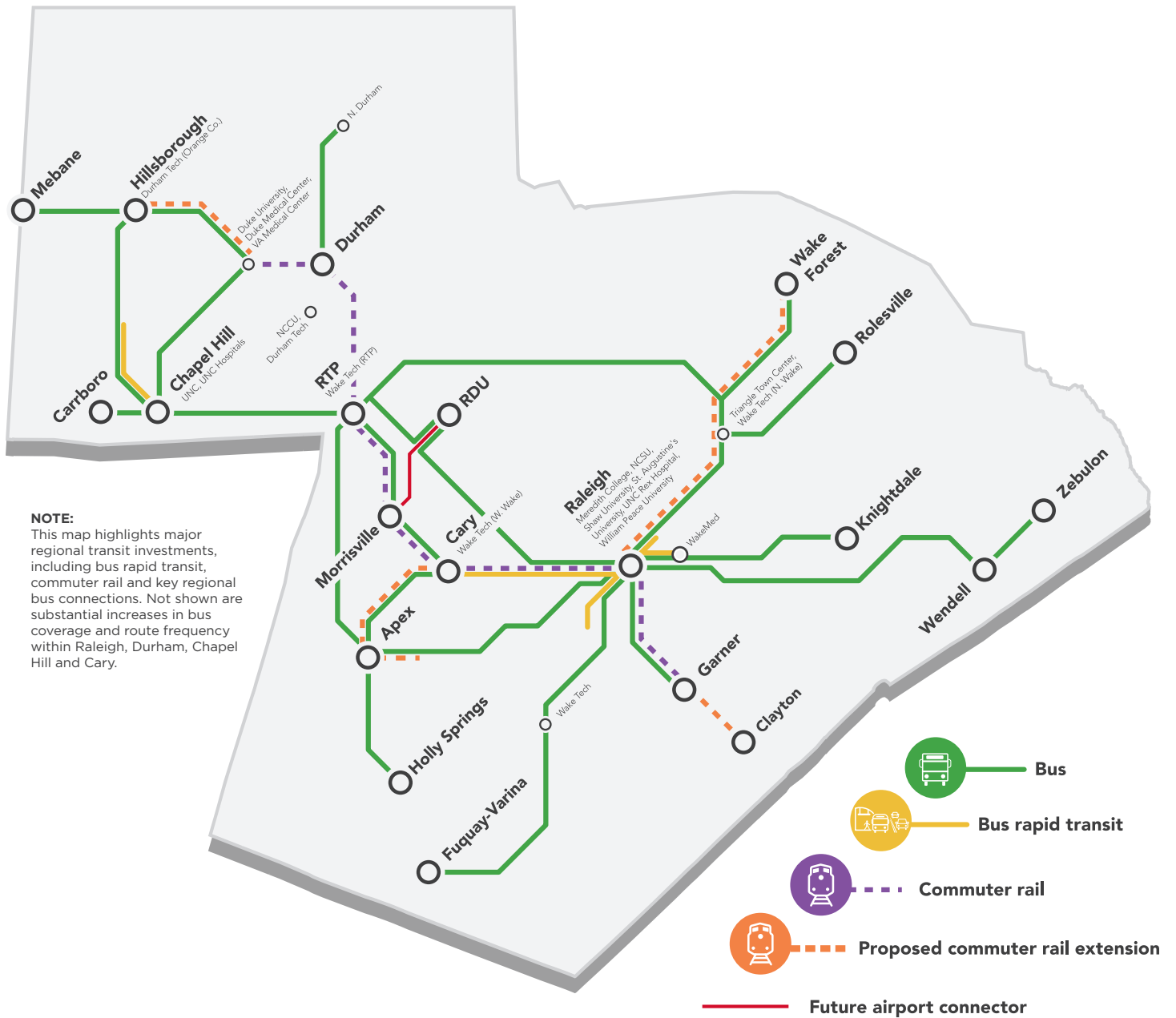
**“ I wanted to be able to give back... ”**

# REGIONAL TRANSIT MAP

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We made progress.

REGIONAL TRANSIT MAP





# OUR TRANSIT PARTNERS

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We built connections.

## OUR TRANSIT PARTNERS

GoTriangle plans the future of transit in our region with our city and town government partners and local governments in Durham, Orange, Wake and surrounding counties and with Metropolitan Planning Organizations, Research Triangle Foundation, universities, Raleigh-Durham International Airport and the state.

We also contract with local transit agencies GoRaleigh, GoCary and Chapel Hill Transit to operate routes on our behalf. Through an agreement with the City of Durham, GoTriangle provides operations oversight, daily management, planning and marketing for GoDurham. The final approval of all major service changes, operating budget and major policy decisions rests with the Durham City Council. In FY20, GoDurham's bus and paratransit services connected 5.6 million passengers to jobs, education and health care.

GoDurham is among the most productive transit systems in North Carolina with an average of 30 passenger boardings an hour. In FY20, GoDurham implemented service changes to address on-time performance issues, simplify routes, improve frequency of service and provide more direct service to popular destinations. GoDurham's paratransit program, ACCESS, transports clients to any location within the City of Durham. In FY20, ACCESS provided 127,000 paratransit trips. Due to the COVID-19 pandemic, GoDurham's fixed-route ridership was down 15% from FY19 and GoDurham ACCESS trips were down 14% from FY19. GoDurham reduced service levels on its fixed routes in March and May to Sunday service due to lower ridership levels and a reduced workforce.



# TRACKING RIDERSHIP

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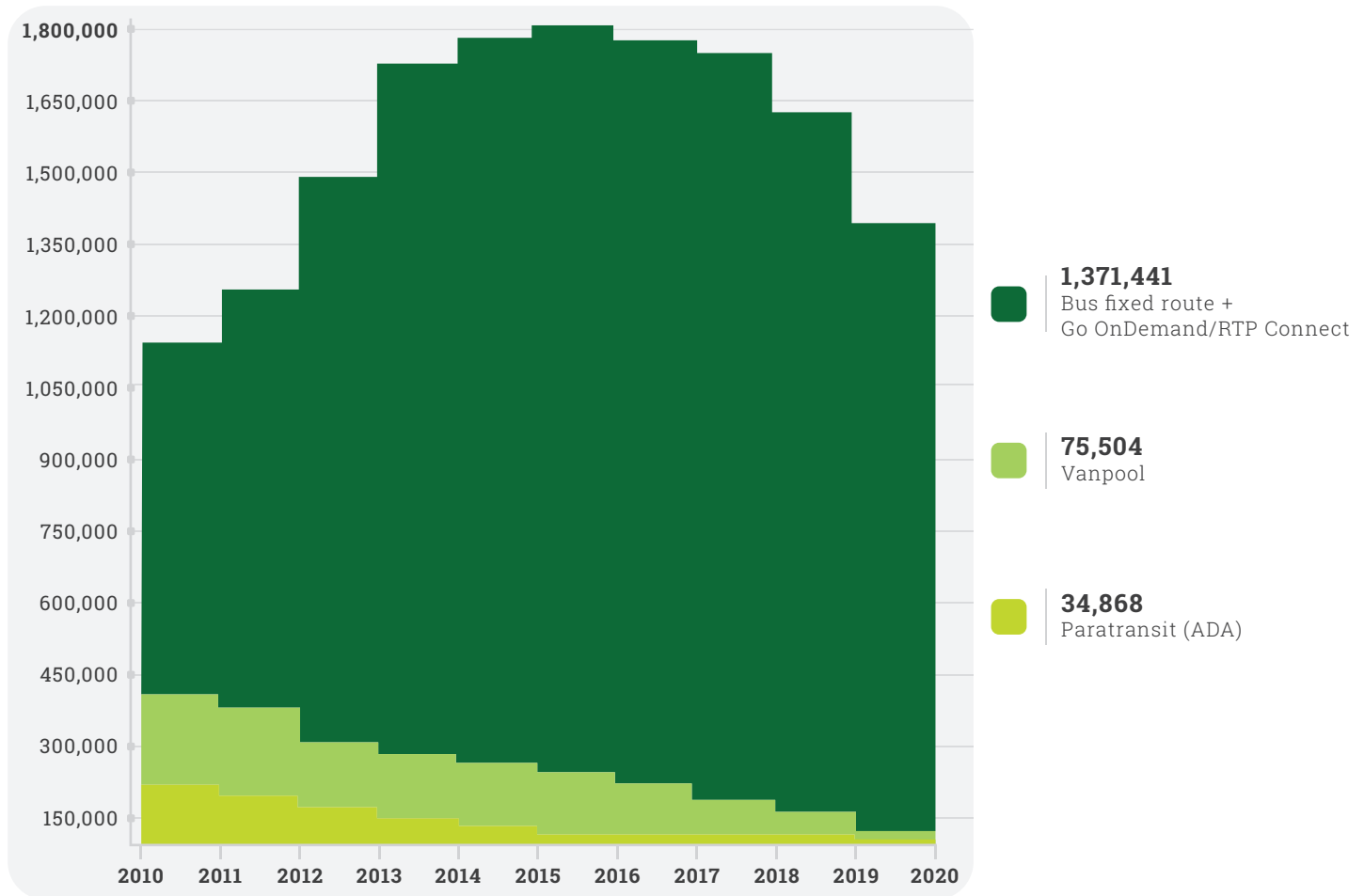
We adapted.

## TRACKING RIDERSHIP

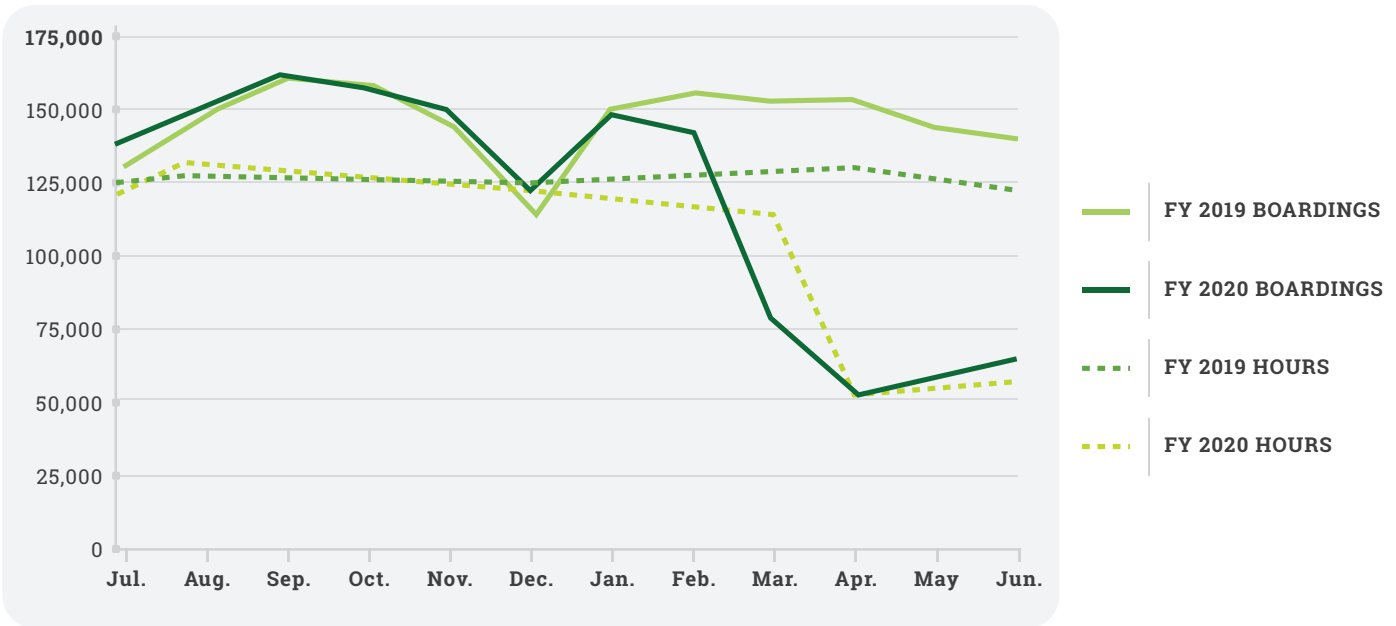
The COVID-19 pandemic outbreak beginning in March led to an overall ridership loss for GoTriangle's commuter/express routes connecting to major employment centers. The pandemic brought a statewide stay-at-home order, which led GoTriangle to reduce service to comply with health protocols and safety measures.

FY20 ridership was on track to match FY19's ridership until fears connected with the pandemic started to affect the transit market. GoTriangle's timely reaction to reduce service levels accordingly allowed it to maintain productivity levels.

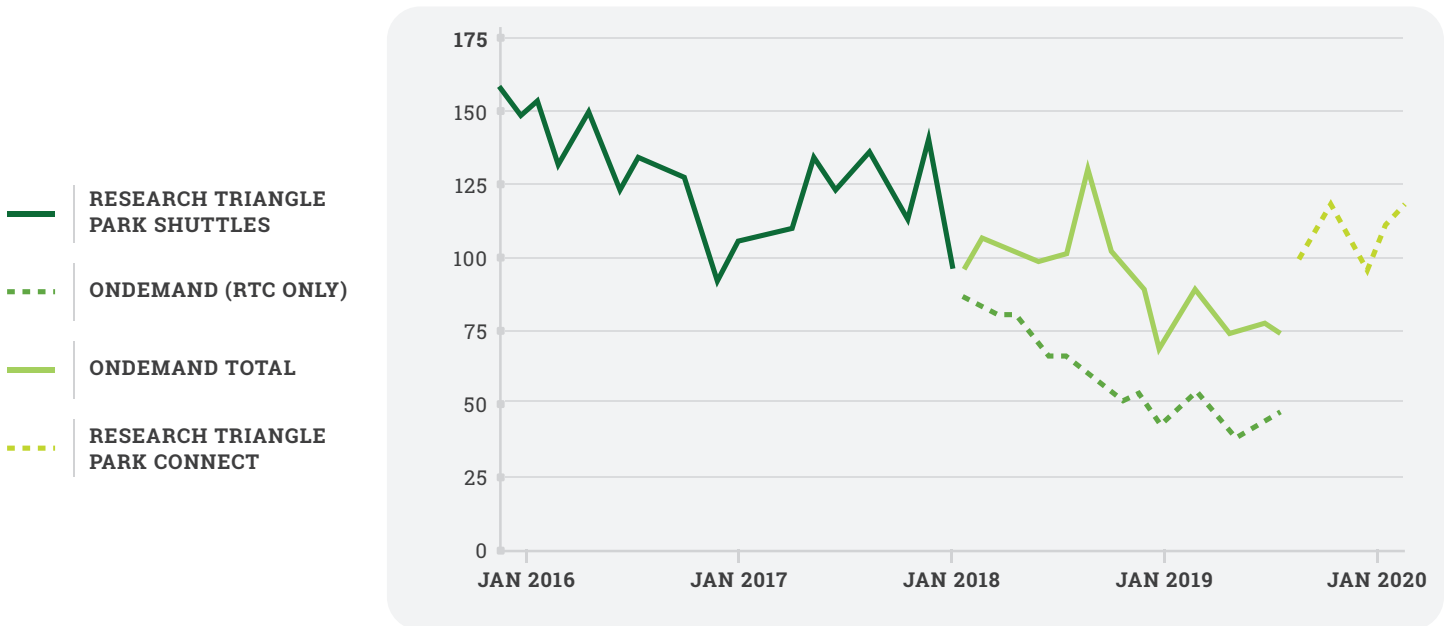
In August 2019, GoTriangle replaced its Go OnDemand microtransit program with the RTP Connect program operated in partnership with Uber and Lyft. GoTriangle replaced Go OnDemand – operated in-house with ACCESS vehicles – because it did not meet ridership and productivity goals. The service change did increase ridership (up 13 percent to 106 daily boardings on average), but, more notably, it decreased the cost per boarding. RTP Connect averaged 7.6 boardings an hour compared with only 4.3 for OnDemand, a 77 percent improvement. Customer satisfaction appeared to have improved as well. Additionally, the service held strong during the pandemic and maintained its productivity along with the core routes in the final quarter.



## BOARDINGS AND HOURS



## WEEKDAY BOARDINGS AND RTP SERVICE





With no experience in design, Maintenance Supervisor Darrick Harris created a shield to help protect passengers and operators in GoTriangle paratransit vans. The shields were deployed in record time – the first week in April – with help and suggestions from a team of Transit Operations staff ranging from operators and mechanics to managers.

"We all had to come together to get this going, not just in the installation but in the development as well," Harris says. "We put our heads together to see what works, where we can get this part from, how we can do this, and that's what I'm very grateful for. Everybody got together, and we made this happen."

**“ We all had to  
come together.”**

RESPONDING TO THE  
**COVID-19 PANDEMIC**

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We collaborated on safety.

## RESPONDING TO THE COVID-19 PANDEMIC

The health and safety of GoTriangle's employees and customers are always our top priority. In response to the global coronavirus pandemic, GoTriangle followed the guidance of federal, state and local agencies to develop and implement plans aimed at preventing the spread of COVID-19. Those measures have included increasing the cleaning of buses and facilities, mandating wearing masks, installing barriers between drivers and passengers, blocking off certain seating to promote social distancing, instituting back-door boarding and implementing a facility access screening protocol.

GoTriangle and our partner agencies worked closely together during the peak of the COVID-19 outbreak to reduce exposure for employees and passengers by:

- Holding weekly regional partner calls from March to June.
- Going fare-free starting March 23 and implementing rear-door boarding.
- Reducing service levels.
- Reducing the number of riders permitted on vehicles and roping off the front of the bus.
- Sharing COVID-19-related signage for a consistent message.

Transit systems are a vital public resource, ensuring that essential personnel – such as medical staff, police and fire personnel, key business personnel and other first responders – have transportation and that members of the community can get to food and medical care. As an important part of the community infrastructure, GoTriangle also provides evacuation support during emergencies. Our Operations team participates in daily calls with the Durham County Emergency Management Agency and our other transit partners to keep abreast of changing conditions. GoTriangle dispatches buses to areas to support local government agencies in evacuating residents and transporting goods.





OUR UNIVERSITY AND BUSINESS  
**ALLIANCES**

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We led on teleworking.

## TRACKING THE BENEFITS OF OUR UNIVERSITY AND BUSINESS ALLIANCES

Less traffic congestion, cleaner air and time savings for commuters are all in a day's work for GoTriangle's team that promotes the Employer Services Transportation Demand Management program. They encourage universities and other employers to help their staff and students choose commute options other than driving alone. At institutions with access to convenient bus service, TDM staff assist in launching the GoPass program – so employees can ride free – or provide information on other transit subsidies. When transit options are not available for employees or students, the team helps businesses and schools form vanpools and carpools, telework programs and bicycle and pedestrian campaigns. Their work is funded through grants and carried out by a partnership of municipalities, universities and public transportation agencies.

GoTriangle also administers the statewide Share the Ride NC online tool that helps employees and students find carpools and vanpools that match their schedules and preferences. The site has 6,444 registrants, with 42% of users in the Triangle. In January 2020, GoTriangle launched a mobile app and other new features that improved the user's experience.

"I love that there's an app for it! It was hard to remember to track my bus rides and telework days when I had to enter into a webpage, but the app is convenient and easy to use," says Anya G. at the Town of Chapel Hill.

On STRNC.org, commuters who track their trips when they bike, walk, carpool, vanpool, telework or take transit to work are eligible for monthly prize drawings through the GoPerks incentive program. GoTriangle uses sponsorship donations to buy the prizes from local small businesses. In FY20, GoPerks participants and others who tracked trips in STRNC reduced carbon dioxide emissions by more than 10,000 pounds and avoided 1,166,550 vehicle miles traveled on Triangle roadways.

## PIVOTING DURING THE PANDEMIC AS TELEWORKING GREW

In March as the COVID-19 pandemic began to keep people at home, the TDM team ramped up efforts to offer education on teleworking programs, quickly assisting employers, students and employees as they transitioned to telework options. Telework trips tracked in STRNC increased by 2,840% in FY20 compared with the prior year.

In FY20, GoTriangle also contracted with Commute with Enterprise to manage our vanpool program. At the end of February, GoTriangle had 42 vanpools providing a smart commute option to more than 300 employees and reducing vehicle miles traveled by vanpoolers by 348,000 miles in a single month across Wake, Durham and Orange counties.



I love that there's  
an app for it!"

YOUTH & SENIORS RIDE FREE

# GROWING OUR FAN BASE

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We brought freedom.

## GROWING OUR FAN BASE: YOUTH AND SENIORS RIDE FREE



In August 2019, GoTriangle welcomed all customers 65 and older to ride free on all GoTriangle routes, simply by showing a photo ID with birthdate. The change means that members of that age group can ride free on all transit agencies in the Triangle, although each agency has its own rules for boarding. The free fare policy will help many more people as time goes on because North Carolina's population of residents 65 and older is expected to grow. In 2016, those 65 or older made up about 15 percent of North Carolina's total population. That number is expected to increase 67 percent to about 21 percent of the total population by 2036, or to more than 2.6 million people.

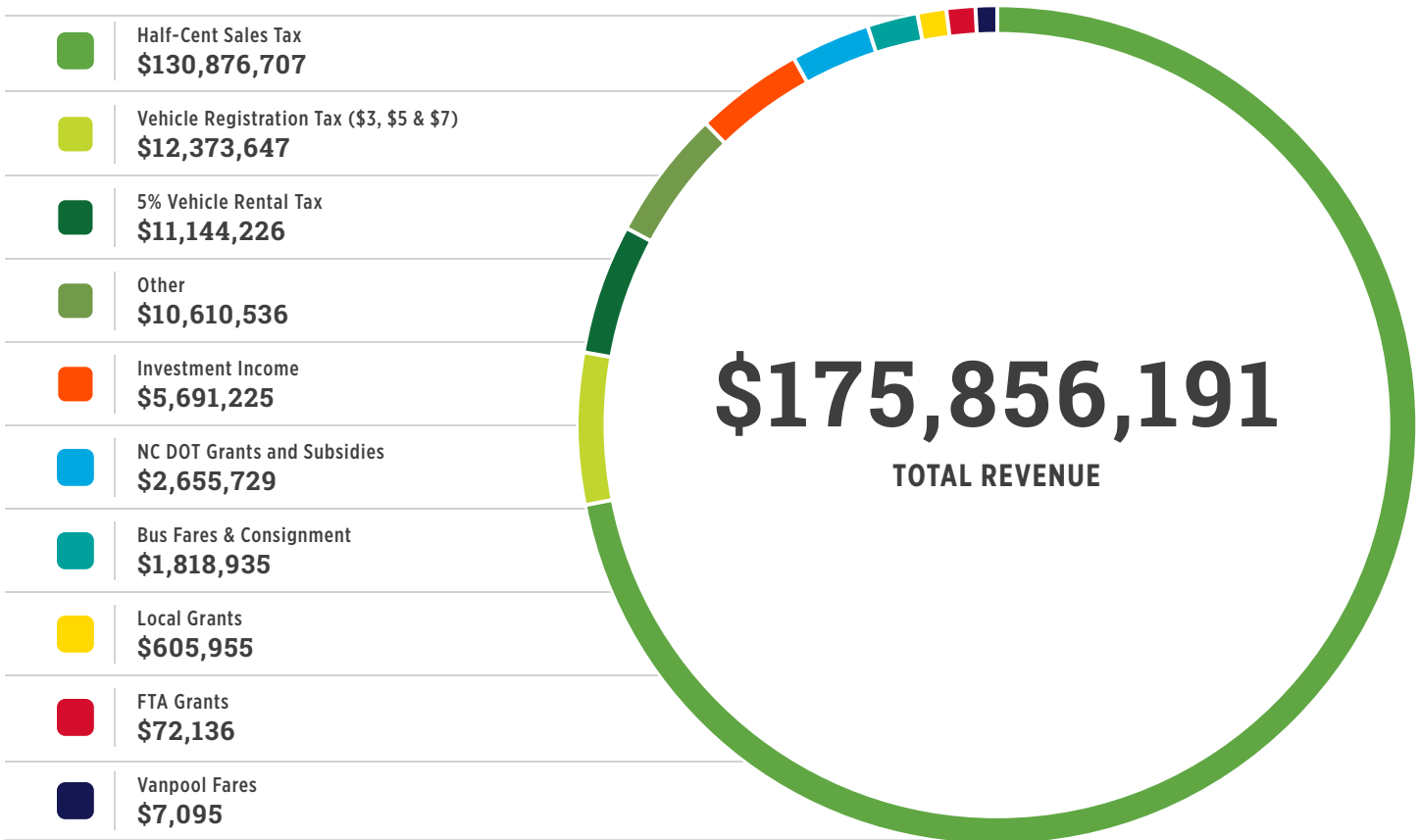
Since the launch of the Youth GoPass program in fiscal year 2019, youths ages 13 to 18 have taken to public transit in droves. In FY20 before transit became fare free due to COVID-19 precautions, an additional 3,488 teens requested passes for a total of 6,426 Youth GoPasses across the Triangle. They swiped their GoPasses to the tune of 389,329 boardings on GoTriangle, GoRaleigh, GoCary and GoDurham routes. Dedicated transit funds in three counties allowed the agencies to create the program that brought teenagers new freedoms to explore the Triangle. Going forward, agency officials are hoping the wave of youths choosing transit will keep rising with a growing awareness of the environmental benefits and ease of traveling together.

In March 2020, GoTriangle and Wake Technical Community College also signed an agreement to offer a GoPass to all Wake Tech students and employees, allowing them to ride free on any public transit route in the Triangle.

GOTRIANGLE SYSTEMWIDE  
**FINANCIAL REPORTS**

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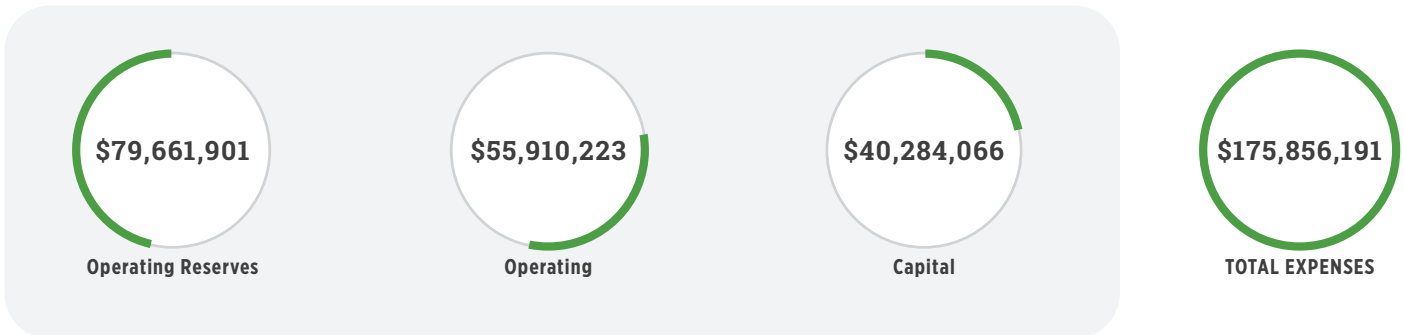
We carried on.



**Note:** Durham County tax revenues\* \$33,679,911  
**Note:** Orange County tax revenues\* \$8,886,738  
**Note:** Wake County tax revenues\* \$106,057,032

**Note:** Other includes Transit Services, Robertson Scholars, transit subsidies and indirect cost credits.

\*The tax revenues are made up of half-cent sales tax, vehicle registration tax and vehicle rental tax collected by county. \$11,957,463 of the tax revenue is retained by GoTriangle.



DURHAM COUNTY TRANSIT  
**PROGRESS REPORT**

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July 1, 2019 - June 30, 2020

## DURHAM COUNTY TRANSIT PLAN

In FY20, Durham County initiated an update to its county transit plan to identify new priorities for transit investments through the year 2040. The plan is being developed in coordination with GoTriangle, the City of Durham, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization and the Triangle-J Council of Governments. Updates to the plan will continue throughout FY21 and will include extensive community engagement efforts.

## ONGOING PROGRAMS IN DURHAM COUNTY

In FY20, GoDurham provided more than 5.6 million trips to employment, education, health care and recreational destinations. In FY20, GoDurham ACCESS provided more than 7,000 transit-tax funded trips.

To improve transit service in the City of Durham, GoDurham implemented two new frequent routes with service every 15 minutes, new 30-minute night and Sunday service on five routes and systemwide improvements that increased on-time performance.

GoTriangle, on behalf of GoDurham, completed 20 GoDurham bus stop improvements, completed design on the Glenn View Station bus stop and advanced design for 50 additional GoDurham bus stop improvements.

## LONG-RANGE GOALS

- Connect more residents with jobs, post-secondary and vocational educational opportunities.
- Expand bus capacity on corridors with high current bus ridership.
- Provide better regional connections to other cities and the Raleigh-Durham International Airport.





## ACCOMPLISHMENTS

### SERVICE IMPROVEMENTS IMPLEMENTED

#### GOTRIANGLE

- Altered Route 800 so that it uses I-40 at all times to provide a faster connection between The Streets at Southpoint mall and the Regional Transit Center. GoDurham added a new Route 12B to provide daytime service along NC 54 in place of Route 800.
- Added peak-period trips on Route DRX (Durham-Raleigh Express) to bring frequency to every 15 to 30 minutes during the highest-use portions of the day.

#### GODURHAM

- Increased service to every 15 minutes on Routes 2 and 12 on East Main Street to Alston Avenue and Routes 11 and 11B on West Main Street, Broad Street, Hillsborough Road, Fulton Street and Erwin Road to LaSalle Street.
- Increased service to every 30 minutes on night and Sundays on Routes 2, 3, 3B, 5, 10, 11 and 11B.
- Instituted systemwide improvements that increased on-time performance.

### PLANNING PROJECTS INITIATED

- Continued work to plan, coordinate and study the feasibility of improving or relocating the Regional Transit Center, which is currently in Durham.
- Began Phase 2 of the Greater Triangle Commuter Rail Feasibility Study to further define the project concept, build consensus among stakeholders and engage the community.

**Note:** Transit plan funds also are used to continue earlier improvements and to pay a portion of the increased cost of transit services provided by GoDurham that existed before the Durham County Transit Plan was implemented.

### BUS INFRASTRUCTURE

- Completed improvements on 20 GoDurham bus stops.
- Finished designing an additional 50 bus stop improvements, to be constructed in FY21.
- Coordinated the design and construction of a bus-only lane and stop improvements along Renaissance Parkway to serve the Southpoint park-and-ride lot.
- Procured seven buses for GoTriangle and GoDurham, including two electric buses.

Gate  
**M**

35.RIDE (7433)

1000 988 988 988

10 10A  
10B

Gate  
**L**

10A SOUTH SQUARE  
11 NEW HOPE COMMONS

1007

GO Durham

8 DURHAM TECH

1002

GO Durham

apothecary

## NEXT STEPS

### OPERATING SERVICE IMPROVEMENTS

#### GODURHAM

- Increase service to every 15 minutes on Route 5 between Martin Luther King Jr. Parkway and The Streets at Southpoint mall.
- Increase service at night and on Sundays to every 30 minutes on Routes 1, 2 and 4.
- Increase service on Saturdays to every 30 minutes on Route 8.

### PLANNING PROJECTS

- Continue updating the Durham County Transit Plan.
- Initiate the Regional Fleet and Facilities Study to evaluate whether to expand or relocate maintenance facilities, to ascertain what charging facilities GoTriangle and GoDurham need for electric buses and to identify opportunities for more coordination among transit service providers.
- Initiate a feasibility study and conceptual design of improvements to the passenger experience at the Durham Station Transportation Center.

### CAPITAL PROJECTS

#### GOTRIANGLE

- Implement improvements to 50 GoDurham bus stops.
- Complete design and construction of bus stop improvements in Durham County.
- Begin preliminary engineering for the revised Regional Transit Center as funding becomes available.

#### CITY OF DURHAM

- Initiate design for the Fayetteville and Holloway Street Transit Emphasis Corridors.
- Initiate design and construction of road infrastructure projects to improve bus speed and reliability.
- Initiate design of transit improvements at bus stops at The Village shopping center in East Durham.

Half-Cent Sales Tax  
**\$30,229,156**

\$7 Vehicle Registration Tax  
**\$1,606,864**

Other Revenue\*  
**\$1,240,805**

Vehicle Rental Tax  
**\$1,155,265**

\$3 Vehicle Registration Tax  
**\$688,626**

**\$34,920,716**

TOTAL REVENUE

\*Other revenue includes investment income | \*\*Revenue does not include federal and state grants

**\$78,063**

Capital Planning

**\$316,217**

Commuter-Rail Transit

**\$515,513**

Vehicle Acquisition

**\$758,859**

Light-Rail Closeout

**\$ 1,170,855**

Bus Infrastructure

**\$1,652,412**

Transit Administration+

**\$4,831,574**

Transit Services++

**\$25,597,223**

Allocation to Durham  
 Transit Tax Fund Balance

**\$34,920,716**

TOTAL EXPENSES

+Includes DCHC MPO and GoTriangle staff and support infrastructure | ++Includes DO SWG and Auditor Prior Year Restatement of Transit Services

ORANGE COUNTY TRANSIT  
**PROGRESS REPORT**

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July 1, 2019 - June 30, 2020

## ORANGE COUNTY TRANSIT PLAN

In FY20, Orange County initiated an update to its county transit plan to identify new priorities for investments through the year 2040. The plan is being developed in coordination with transit providers, including GoTriangle, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization, the Triangle-J Council of Governments and municipalities. Updates to the plan will continue throughout FY21 and will include extensive community engagement efforts.

## ONGOING PROGRAMS IN ORANGE COUNTY

In FY20, Chapel Hill Transit completed and adopted its Short-Range Transit Plan and bought five replacement vehicles with funds from the Orange County Transit Plan. The agency also added 530 hours of new service funded by the Orange County Transit Plan.

Orange County Public Transportation was awarded two grants in FY20 to help electrify its fleet. The 2019 Clean Fuel Advanced Technology grant led to the delivery of a solar charging station that will be used to power the agency's new public "Mobility on Demand service." OCPT plans to launch that service, which will have plug-in hybrids in its fleet, in FY21. The Federal Transit Administration's Bus and Bus Facilities Grant 5339 (b) will provide \$1.1 million toward the purchase of electric buses and a direct current fast-charging station.

GoTriangle is working with Orange County to complete the design of improvements to four bus stops and a new Northern Hillsborough Park-and-Ride lot.

## LONG-RANGE GOALS

- Improve overall mobility and transportation options in the region.
- Provide geographic equity.
- Support improved capital facilities.
- Support transit-oriented land use.
- Provide positive impact on air quality.



## ACCOMPLISHMENTS

### SERVICE IMPROVEMENTS IMPLEMENTED

#### GOTRIANGLE

- Altered service on Route CRX (Chapel Hill-Raleigh Express) to improve reliability.
- Improved Route 800 to use I-40 at all times to provide a faster connection between Chapel Hill and the Regional Transit Center.

#### CHAPEL HILL TRANSIT

- Added 530 hours of new service funded by the Orange County Transit Plan.

### PLANNING PROJECTS INITIATED

- Continued work on plan to study the feasibility of improving or relocating the Regional Transit Center.
- Initiated an update to the Orange County Transit Plan.

**Note:** Transit plan funds also are used to continue earlier improvements and to pay a portion of the increased cost of transit services provided by Chapel Hill Transit and Orange County Public Transportation that existed before the Orange County Transit Plan was implemented.

### BUS INFRASTRUCTURE

#### GOTRIANGLE

- Completed design and obtained NCDOT approval for four Orange County Public Transit bus stops including three in Hillsborough and one in Chapel Hill.
- Began design of five shared GoTriangle and Chapel Hill Transit bus stops in Chapel Hill.
- Continued to advance the Hillsborough park-and-ride lot through the approval process including coordination with Orange County, NCDOT, utilities and surrounding property owners.
- Procured seven buses, including two electric buses.

#### CHAPEL HILL TRANSIT

- Bought five replacement vehicles with funds from the Orange County Transit Plan.

2835

100 RALEIGH  
via RDU AIRPORT





## NEXT STEPS

### OPERATING SERVICE IMPROVEMENTS

#### CHAPEL HILL TRANSIT

- Implemented services from its Short-Range Transit Plan in August 2020 that brought new high-frequency service along major corridors throughout the service area. With funding from the Orange County Transit Plan, weekend service was expanded and new Sunday service was offered for the first time in over 40 years.

#### ORANGE COUNTY PUBLIC TRANSPORTATION

These two projects are expected to allow OCPT to increase its service hours by 7,020 during FY21:

- Implement the “Mobility on Demand” microtransit service.
- Add a second Hillsborough Circulator route that decreases headways significantly.

### PLANNING PROJECTS

- Continue updating the Orange County Transit Plan.
- Initiate the Regional Fleet and Facilities Study to evaluate whether to expand or relocate maintenance facilities, to ascertain what charging facilities GoTriangle and GoDurham need for electric buses and to identify opportunities for more coordination among transit service providers.

### CAPITAL PROJECTS

- Build four bus stops for Orange County Public Transit.
- Complete design and construction of five bus stops in Chapel Hill.
- Obtain final approval for the Hillsborough Park-and-Ride lot site plan design. Orange County will manage construction of this park-and-ride lot.
- Initiate preliminary engineering for the revised Regional Transit Center as funding becomes available.

### CHAPEL HILL NORTH-SOUTH BUS RAPID TRANSIT PROJECT UPDATE

In June 2020, the Town of Chapel Hill selected a final Locally Preferred Alternative for its North-South Bus Rapid Transit project, allowing it to complete 30 percent design and move into environmental evaluation. The project is an 8.2-mile BRT line along one of the town’s busiest thoroughfares stretching from Eubanks Road in the north to the popular Southern Village in the south, connecting downtown Chapel Hill, the University of North Carolina at Chapel Hill and UNC Hospital. The project will also create connections with other regional transit systems.

### HILLSBOROUGH TRAIN STATION UPDATE

All three funding partners – GoTriangle, Town of Hillsborough and NCDOT – have approved the funding agreement for the future rail station. However, NCDOT cannot sign new contracts until budget issues are resolved. The rail station project is on hold until further notice by the NCDOT.

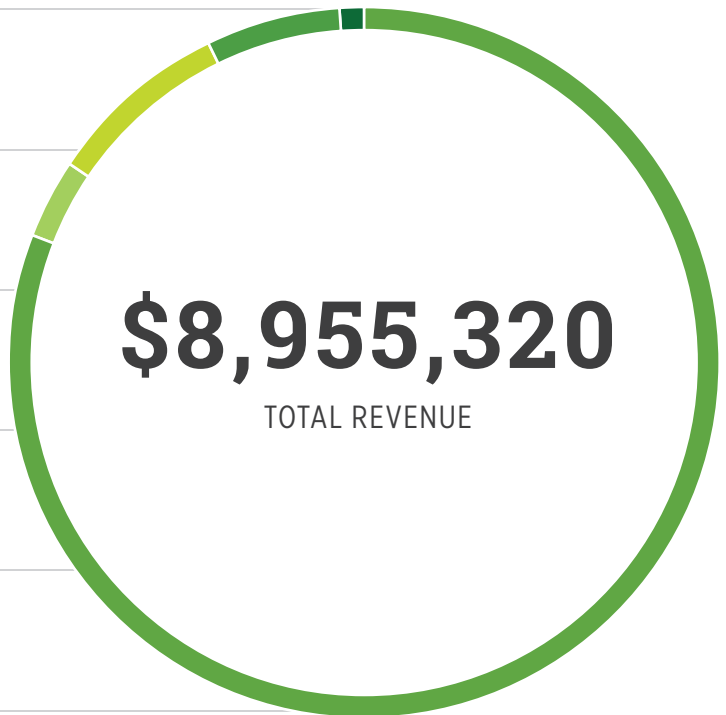
Half-Cent Sales Tax  
**\$7,243,711**

\$7 Vehicle Registration Tax  
**\$755,181**

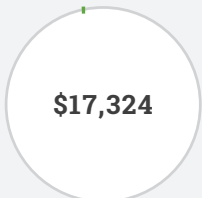
Vehicle Rental Tax  
**\$564,199**

\$3 Vehicle Registration Tax  
**\$323,646**

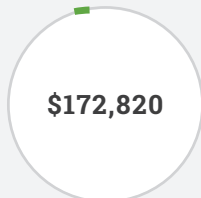
Other Revenue\*  
**\$68,583**



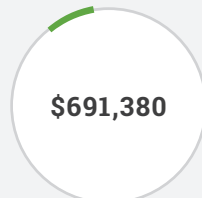
\* Other revenue includes investment income | \*\*Revenue does not include federal and state grants



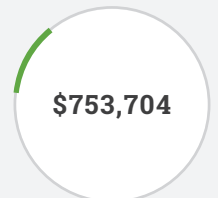
Capital Planning



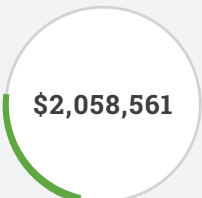
Light-Rail Closeout



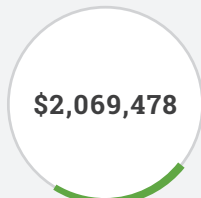
Transit Administration+



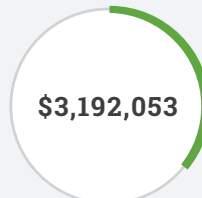
Bus Infrastructure



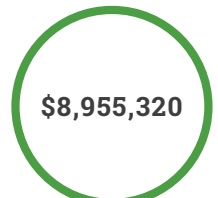
Allocation to Orange  
 Transit Tax Fund Balance



Vehicle Acquisition



Transit Services++



TOTAL EXPENSES

+Includes DCHC MPO and GoTriangle staff and support infrastructure | ++Includes DO SWG and Auditor Prior Year Restatement of Transit Services

WAKE COUNTY TRANSIT  
**PROGRESS REPORT**

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July 1, 2019 - June 30, 2020

## WAKE COUNTY TRANSIT PLAN

In November 2016, Wake County voters approved a half-cent transit-designated sales tax to invest in a long-term transit plan to enhance the county's transit network and its connections to other regional transportation systems.

Extensive countywide public engagement was a key component of drafting the initial 10-year Wake Transit Plan and remains an important part of all transit planning, including finalizing an annual work plan each year. Those work plans outline new investments for the coming fiscal year and are guided by the program's overarching goals, known as the four big moves.

In fiscal year 2020, the investments expanded bus service to include all-day service between Knightdale and Raleigh, all-day service throughout Garner and between Garner and Raleigh, peak service between Rolesville and Raleigh, more service frequency on the Wake Forest Loop, express service from northern Raleigh to Research Triangle Park and all-day shuttle service from the Regional Transit Center to the Wake Technical Community College Research Triangle Park campus in Morrisville.

GoRaleigh, GoCary and GoTriangle designed or improved bus stops systemwide. Additionally, feasibility studies or design continued for several transit facilities, including the downtown Cary multimodal transit facility, GoCary Bus Operations and Maintenance Facility, Raleigh Union Station bus facility, park-and-ride lots and transit centers. The three transit agencies continued work on implementing mobile ticketing technology, strengthening the Youth GoPass program and creating consistent fares throughout the agencies.

The paratransit service GoWake Access continued increasing its number of revenue hours, which were up 58% in FY20 over the previous year.

The county's four bus rapid transit projects progressed in FY20, and the locally preferred alternative was selected and preliminary engineering completed for the New Bern Avenue corridor. Further alternatives analyses and refinement continued for the Western and Southern BRT corridors. These corridors, including a Northern corridor, will feature dedicated bus lanes on local or regional roads, priority treatment at traffic signals, off-board fare payment and raised boarding platforms for riders.

Alternatives analyses and feasibility studies continued for a Triangle commuter rail project that would run between West Durham and either Garner or Clayton in Johnston County, with stops at downtown Raleigh, NC State University, Cary, Morrisville and Research Triangle Park. One study found two viable alternatives, one to Garner and one to Clayton, that would be competitive for federal funding and that provide significant mobility benefits for the region.

During FY20, Morrisville, Apex, Fuquay-Varina, Garner and Rolesville in partnership with Wake Forest took advantage of the Community Funding Area Program's matching grant to develop plans for expanding access to local transit. With additional funding from the CFAP, Apex and Morrisville moved into project development and are expected to begin operating services by summer 2021. These services, like Wake Forest's Reverse Loop, are funded by the CFAP at 50 percent each year through at least FY27.

View the current (FY2018-2027) Wake Transit Plan at [goforwardnc.org/county/wake-county/the-plan/](https://goforwardnc.org/county/wake-county/the-plan/).

## THE FOUR BIG MOVES

- Connect the region.
- Connect all Wake County communities.
- Create frequent, reliable urban mobility.
- Enhance access to transit.

# ACCOMPLISHMENTS

## SERVICE IMPROVEMENTS IMPLEMENTED

### GOCARY

- Continued to expand midday service on Routes 3, 4, 5 and 6 and Sunday service on all routes (1, 2, 3, 4, 5, 6). Ridership was up almost 7% over the previous year before the COVID-19 pandemic began in March.

### GORALEIGH

- Added Garner Route 20, formerly GoTriangle Route 102, to provide local, all-day service from Garner to downtown Raleigh.
- Added Knightdale Route 33, formerly GoTriangle Route KRX (Knightdale-Raleigh Express), to provide local, all-day service from Knightdale to New Hope Commons shopping center, with an additional transfer to downtown Raleigh.
- Added Rolesville Route 401X to provide new weekday service connecting Rolesville to Triangle Town Center and Wake Tech Northern Campus, with additional transfers to Raleigh and Research Triangle Park.



**NOTE:** GoRaleigh won the North Carolina Public Transportation Association's Transit System of the Year Award and the Safety Award. The Transit System of the Year Award is given to a transit system that best represents the public transportation industry for the state; promoting mobility, removing barriers and promoting economic growth while providing safe, efficient and reliable services.

### GOTRIANGLE

- Implemented Route NRX (North Raleigh Express) connecting the Regional Transit Center in Durham with park-and-ride lots on Falls of Neuse Road and at Triangle Town Center in Raleigh.
- Implemented Route 310W connecting the new Wake Tech RTP Campus with the Regional Transit Center in Durham.
- Added peak-period trips on Route DRX (Durham-Raleigh Express) to bring frequency to every 15 to 30 minutes.
- Altered service on Route CRX (Chapel Hill-Raleigh Express) to improve reliability.



**NOTE:** The Transportation Security Administration recognized GoTriangle with its Gold Standard Award, the top recognition for security the TSA bestows on a transit agency. Covering fiscal year 2020, the award means GoTriangle achieved the highest scores on its Baseline Assessment for Security Enhancement review that evaluates security and emergency preparedness action items identified as fundamentals for a sound transit security program.

### GOWAKE ACCESS

- Reduced the average time customers held on the phone from 3 minutes to 1.6 minutes.
- Decreased total calls that customers dropped by 76.3%.
- Improved service level from 71% to 93.8% throughout the year. Service level refers to agents answering more calls in less time.
- Increased participation in the transportation program by providing additional services for dialysis and chemo treatments to senior riders.

## CAPITAL PROJECTS IMPLEMENTED

### GOCARY

- Completed Phase 1 design work and initiated construction of 57 bus stops. Began Phase 2 design work to improve 54 existing bus stops.
- Continued preliminary design for GoCary's Bus Operations and Maintenance Facility.
- Continued feasibility study for downtown multimodal transit facility with work related to site selection and the federal National Environmental Policy Act process.

## **GORALEIGH**

- Completed safety and Americans with Disabilities Act accessibility improvements at 29 bus stops.
- Completed 18 bus stops for new Wake Transit Plan-funded routes.
- Ordered 10 compressed natural gas buses to replace the aging diesel fleet.
- Completed construction of a compressed natural gas fueling station.

## **GOTRIANGLE**

- Began the design phase for 23 bus stop improvements.
- Continued the Wake park-and-ride feasibility study including planning, scoping and conceptual design for seven existing lots and two new lots.
- Completed a space and efficiency study to determine whether the Bus Operations and Maintenance Facility in Morrisville remains viable financially and operationally.
- Continued development of the Raleigh Union Station bus facility including securing a rezoning from the Raleigh City Council, selecting a developer and initiating design of the transit facility.
- Procured seven buses, including two electric buses.

## **TOWN OF APEX**

- Completed two bus stops to serve future Route ACX (Apex-Cary Express).
- Completed a bus stop to serve the extension of GoTriangle Route 305.

## **PLANNING PROJECTS INITIATED**

### **GORALEIGH**

#### **Projects in the planning stage:**

- Hillsborough Street/Jones Franklin Road transfer point
- East Raleigh Transit Center
- Midtown Raleigh Transit Center

#### **Projects in the design phase:**

- Martin Luther King Boulevard/Rock Quarry Road transfer point
- Hillsborough Street/Gorman Street transfer point
- Cross Link Road/Rock Quarry Road transfer point

#### **GoRaleigh also:**

- Conducted site feasibility analyses for an ADA/Paratransit Operations and Maintenance Facility for GoRaleigh and GoWake Access.
- Completed Poole Road park-and-ride lot design.
- Completed Rolesville park-and-ride lot design.
- Awarded a contract to acquire five all-electric 40-foot buses to replace the aging diesel fleet.

## BRT PROJECTS

### General Activity

- Created a BRT Stakeholder Committee, which meets quarterly, to garner feedback during the development of the BRT projects.
- Created a public engagement portal to help the community access the latest survey results and other helpful information to stay involved.
- Planned quarterly BRT workshops to provide project updates beginning in fall 2020.

### For New Bern Avenue Corridor

- Selected Locally Preferred Alternative in summer 2019.
- Submitted FTA Small Starts application in fall 2019.
- Completed 30% design in spring 2020 and initiated final design in summer 2020.
- Received an FTA Transit Oriented Development grant through the City of Raleigh to fund development along the corridor.

### For Western Corridor

- Selected Locally Preferred Alternative in summer 2020.
- Initiated preparation for project development in summer 2020. The project development phase was expected to begin in fall 2020.

### For Southern Corridor

- Began planning and study efforts to identify Locally Preferred Alternative.
- Held kick-off public meeting in winter 2019.
- Completed survey asking the public about BRT features and priorities in spring 2020.

## GOTRIANGLE

- Developed a plan to coordinate and study the feasibility of improving or relocating the Regional Transit Center.
- Initiated Phase 2 of the Greater Triangle Commuter Rail Feasibility Study to further define the project concept, build consensus among stakeholders and engage the community.

## TOWN OF APEX

- Substantially completed design and drafted the federal National Environmental Policy Act documentation for 41 new bus stops that will support future GoApex Route 1.
- Completed the Town of Apex Transit Circulator Study, an implementation study with detailed service recommendations for GoApex Route 1.

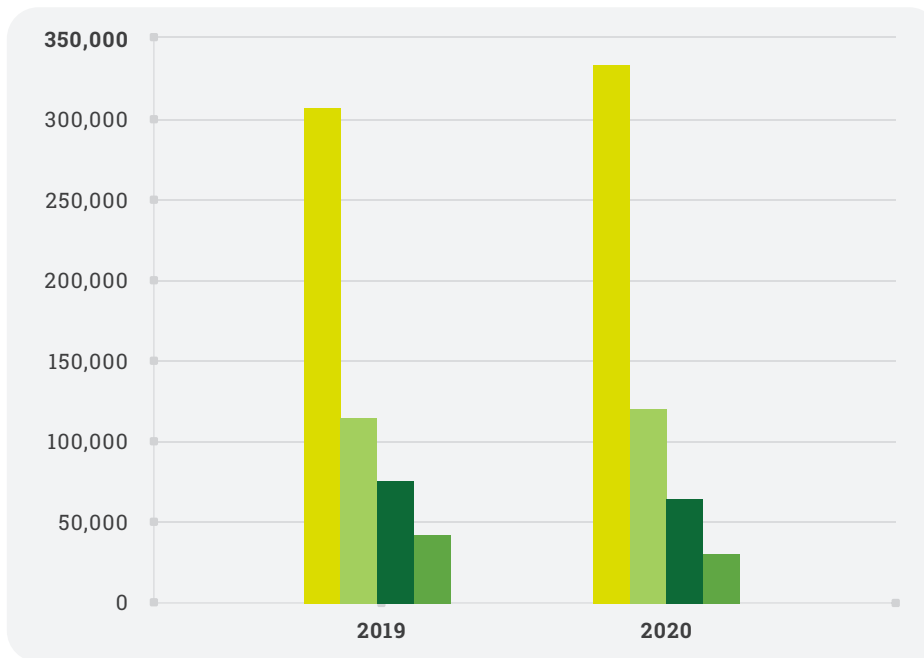
## CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

- Began updating the Wake Transit Plan, considering the original cost and schedule assumptions made for major capital projects, to extend the plan's horizon from 2027 to 2030.
- Began developing the Wake Transit Performance Tracker, an online resource that tracks and reports on our investment in Wake County's transit network. The tracker has two parts: an interactive project map and a program-level performance dashboard.

## WAKE COUNTY

- Received FTA Integrated Mobility Innovation Program funding to study microtransit options in northeast Wake County. Wake County's goal is to launch microtransit services that provide a "first five-mile, last five-mile" approach to connect rural residents with more distant services.

## REVENUE HOURS



**GoRaleigh**  
FY20 revenue hours were 332,653, increasing 9% compared with FY19 revenue hours of 304,771.

**GoWake Access**  
FY20 revenue hours were 116,258, increasing 1.7% compared with FY19 revenue hours of 114,331.

**GoTriangle**  
FY20 revenue hours on Wake County routes were 64,774, decreasing 12% compared with FY19 revenue hours of 73,936.

**GoCary**  
FY20 revenue hours were 38,004, decreasing 5% from 40,008 in FY19.

**NOTE:** 2020 totals include the period from March to June when transit demand nationwide was reduced significantly due to the COVID pandemic.

## RIDERSHIP

**GoRaleigh**  
FY20 ridership was 4,822,884, decreasing about 11% compared with FY19 ridership of 5,364,031.

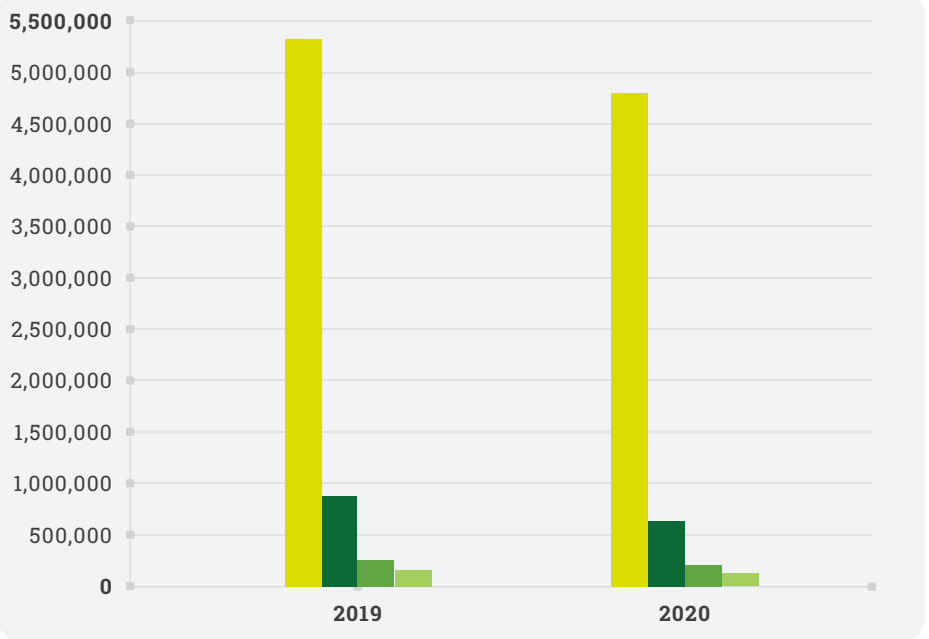
**GoTriangle**  
FY20 ridership on Wake County routes was 629,223, decreasing 18% compared with FY19 ridership of 765,650.

**GoCary**  
FY20 ridership was 204,500, decreasing about 9% compared with FY19 ridership of 225,000.

**GoWake Access**  
FY20 ridership was 180,137, decreasing 8% compared with FY19 ridership of 196,041.

**NOTE:** 2020 totals include the period from March to June when transit demand nationwide was reduced significantly due to the COVID pandemic.

**NOTE:** Ridership data includes all routes within Wake County, not just those funded through the Wake Transit Plan described in this report.





## NEXT STEPS

### SERVICE IMPROVEMENTS

#### GOCARY

- Implement systemwide changes, including a new Route 7 along Weston Parkway and Route ACX (Apex-Cary Express).
- Launch GoApex Route 1, the first local transit service in Apex.
- Finalize planning and launch the Morrisville Smart Shuttle service.

#### GORALEIGH

- Increase frequency to 30 minutes on Garner Route 20 by adding a second bus and offering a bi-directional service.
- Increase frequency on Caraleigh Route 21 to 30 minutes all day on weekdays and through 7 p.m. on weekends.

#### GOTRIANGLE

- Extend Route 305 to Holly Springs and add service between Apex and Raleigh as funding becomes available.
- Extend Route 310 to connect the Regional Transit Center, Wake Tech RTP Campus and Morrisville to Cary Depot with service every 30 minutes at peak hours and hourly service in the middle of the day and evenings.
- Continue to work with partners to develop and launch a regional mobile ticketing program.

#### TOWN OF APEX

- Partner with GoCary and GoWake Access to offer the first local bus route in Apex with complementary paratransit service.

### CAPITAL PROJECTS

#### GOCARY

- Build and upgrade at least 60 bus stops.
- Begin design of the GoCary Bus Operations and Maintenance Facility.
- Complete final site selection and begin land acquisition for the downtown Cary multimodal center.

#### GORALEIGH

- Build Poole Road park-and-ride facility.
- Build the four transfer points that were in planning/design during FY20.
- Design and build enhanced transfer points at WakeMed North, Pleasant Valley Shopping Mall and Capital Boulevard/Millbrook Road.
- Begin design of ADA/Paratransit Operations and Maintenance Facility, a joint project of GoRaleigh Access and GoWake Access.
- Begin design of East Raleigh and Midtown Transit Centers.
- Build and install charging infrastructure for five electric buses.

**NOTE:** Other service improvements are pending and depend on how Wake Transit Plan projects are reprioritized in late 2020.

**GOTRIANGLE**

- Procure six buses.
- Advance design of the Raleigh Union Station bus facility.
- Initiate preliminary engineering for the Regional Transit Center and new Wake park-and-ride lots.

**TOWN OF APEX**

- Continue building the 41 planned bus stops to serve GoApex Route 1.

**PLANNING PROJECTS**

**GORALEIGH**

- Begin the preliminary design phase for the Western BRT corridor and the Southern BRT corridor.
- Continue to advance final design phase for the Wake BRT New Bern Avenue Corridor.
- Continue providing project updates with additional public engagement and outreach through the use of virtual BRT open houses.

**GOTRIANGLE**

- Continue Phase 2 of the Greater Triangle Commuter Rail Feasibility Study to further define the project concept, build consensus among stakeholders and engage the community.
- Initiate the Regional Fleet and Facilities Study to evaluate fleet, maintenance facility expansion or relocation, and electric vehicle-charging needs for GoTriangle's fleet as well as opportunities for coordination among transit service providers.

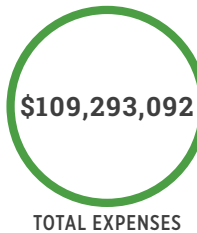
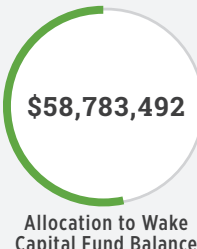
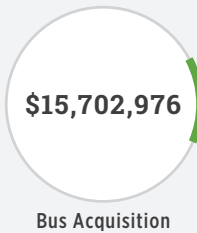
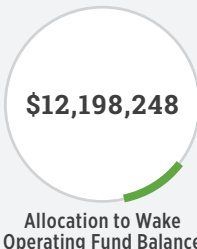
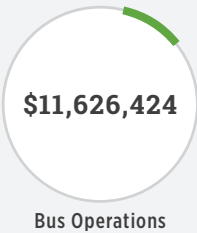
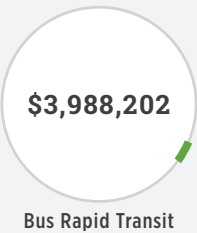
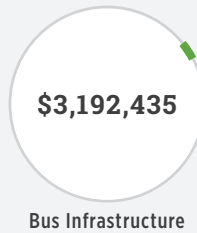
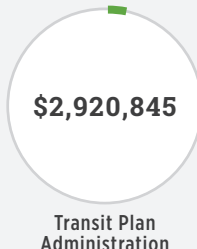
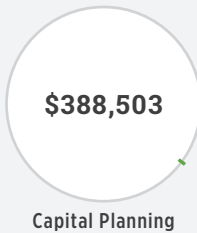
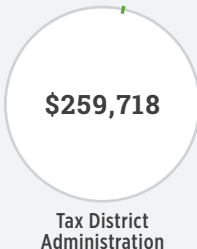
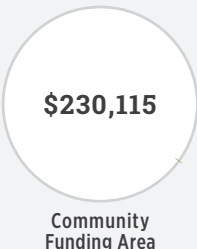
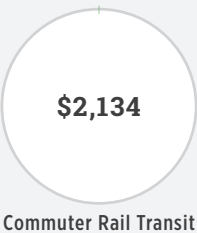
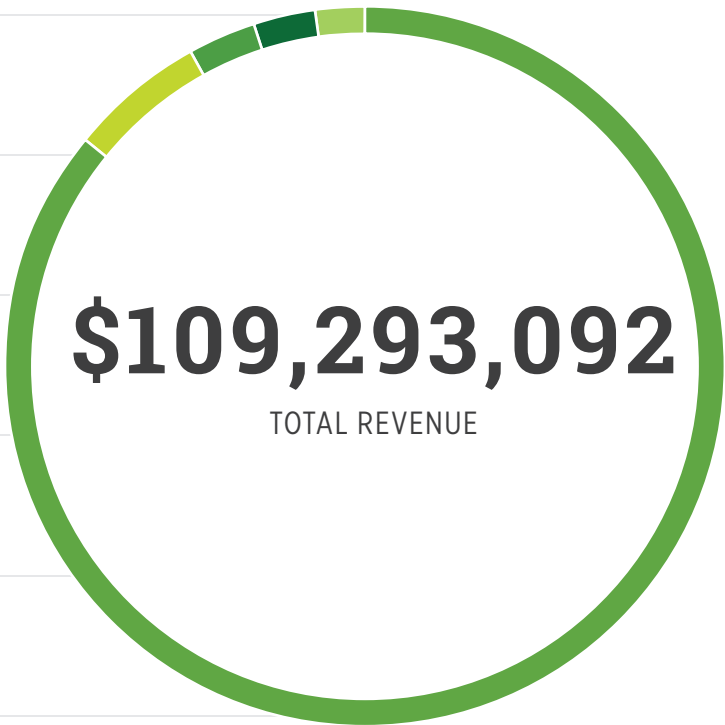
Half-Cent Sales Tax  
**\$93,403,840**

\$7 Vehicle Registration Tax  
**\$6,300,203**

Vehicle Rental Tax  
**\$3,653,862**

Other Revenue  
**\$3,236,060**

\$3 Vehicle Registration Tax  
**\$2,699,127**





1907

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2014  
GO TriMet  
000104

reportworks

GO TriMet

# COMMUTER RAIL

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We dreamed.

## COMMUTER RAIL

As the Triangle's population continues to grow by leaps and bounds, many residents, local leaders and others are looking to transit to provide a quick and reliable commute, no matter how bad the traffic on the roads.

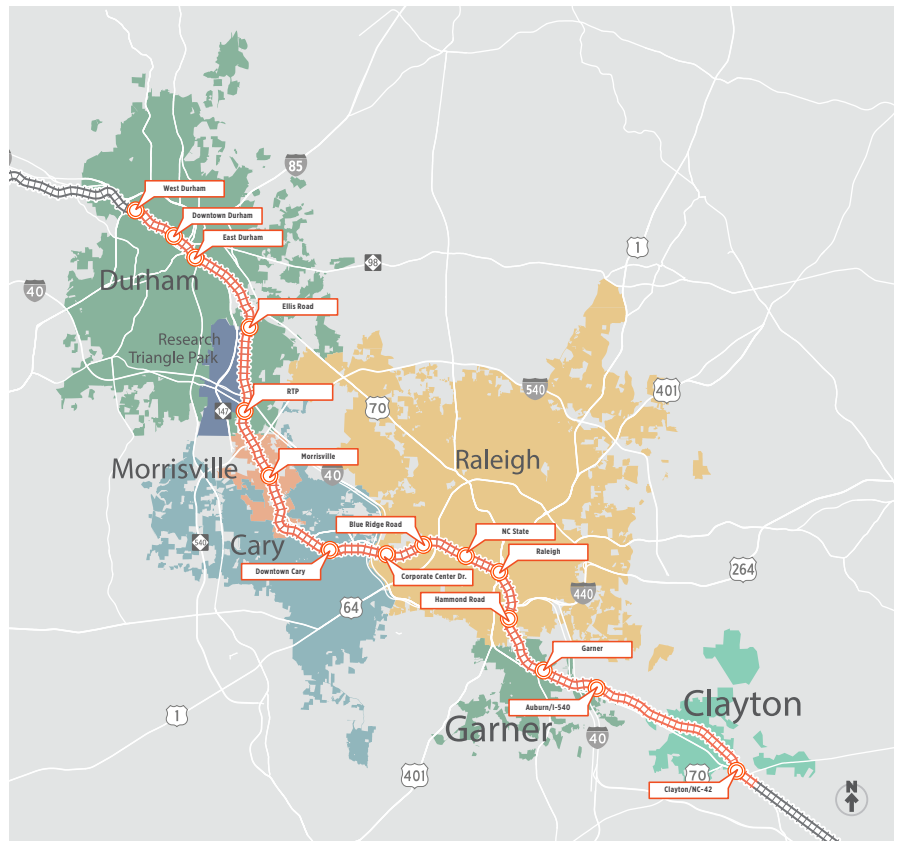
Transit plans in Wake and Durham counties call for a 37-mile commuter rail line to be built along the North Carolina Railroad Company Corridor between Garner and West Durham, stopping at downtown Raleigh, North Carolina State University, Cary, Morrisville and Research Triangle Park along the way.

"The Triangle routinely lands on 'Best Places to Live' lists, and Wake, Durham and Johnston counties collectively add more than 32,000 residents a year as a result," says GoTriangle President and CEO Charles E. Lattuca. "More people mean more crowded roads and increasingly untenable commute times. The Triangle commuter rail line would give us a chance to manage that growth and create a truly regional transit network, which is essential to maintain the quality of life we enjoy."

An exploratory study of the 37-mile corridor was completed in FY19. GoTriangle was designated project sponsor for a follow-up Greater Triangle Commuter Rail study initiated in early FY20 to analyze the need for infrastructure, such as additional train tracks, to support the potential commuter rail service in the corridor and to develop ridership projections and cost estimates. The latter two are key criteria in assessing the project's potential eligibility for federal funding.

Based on federal transit planning criteria, the first phase of this study showed that of the six initial scenarios, a route running 40 times a day between Garner and West Durham would be most likely to qualify for federal funding through the Federal Transit Administration's New Starts grant program. Those criteria include ridership, access and cost. After viewing these preliminary results from the first phase of Greater Triangle Commuter Rail study, major parties voted to proceed with a second phase of study. The parties include representatives from the North Carolina Railroad, North Carolina Department of Transportation, Capital Area Metropolitan Planning Organization, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization and Wake, Durham and Johnston counties.

During the final quarter of FY20, the GoTriangle Board of Trustees authorized consulting services for the second phase of study, and early activities began. This second phase will evaluate future station locations and other components critical to the success of the project, identify challenges for the project and assess solutions, and analyze economic and land-use benefits of commuter rail.



# COMMUNITY OUTREACH

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We forged new partnerships.

## COMMUNITY OUTREACH

GoTriangle's Public Engagement team directly reached more than 6,000 Triangle residents in FY20 with transit news and updates. At more than 200 community events, residents learned about new bus routes, free fares for seniors, the Youth GoPass program and projects such as bus rapid transit and the Triangle commuter rail line.

Using a broad range of tools, team members tailored outreach strategies to reach transit users and the general public. They built on ongoing relationships with nonprofits and local service providers and reached out to populations protected by Title VI to ensure that residents had an opportunity to provide opinions on the future of the region regardless of where they lived or their life experiences.

Outreach in the beginning of the fiscal year took place in person at festivals, transit centers, community events and public meetings, but the COVID-19 pandemic made it necessary to turn to virtual events in the last months of the fiscal year. The team adapted to social distancing practices by concentrating on making transit information accessible online, disseminating information to more than 5,000 subscribers to GoTriangle's regional listservs and creating a video series and corresponding materials, called Zooming into Transit, that featured a guest expert and a Public Engagement team member discussing seven proposed transit projects. Each video was translated and available in Spanish. The Public Engagement team also oversaw the annual customer survey effort carried out by consultants, ensuring that timelines and objectives were met.

One partnership that was forged after the pandemic hit was with the Food Bank of Central and Eastern North Carolina. GoTriangle gathered comments on proposed transit improvements, with an agreement that our agency would provide 50 meals for each comment received from the public. That partnership yielded 13,250 meals for residents impacted by COVID-19.

The team has continued to work with the regional Transit Advisory Committee and GoCrew, a volunteer ambassador program. These meetings have moved to virtual formats, but participants remain dedicated to advancing transit across the region.







PISECONCUIDADO

PISECONCUIDADO

GO Triangle

WATCH YOUR STEP

SPROUTS  
ORGANIC  
**BLACK**  
BEANS

Great Value  
Mixed  
vegetable  
Medley

BIONDI  
Cannellini  
WHITE  
KIDNEY  
BEANS

Great Value  
Sweet Peas

HARRIS TEETER  
Organics  
Garbanzo Beans  
No Salt Added

Great Value  
Golden Sweet  
Whole Kernel  
Corn



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**Valerie Jordan**  
NC Board of Transportation



**Mark Marcoplos**  
Orange County



**Andrew M. Perkins Jr.**  
NC Board of Transportation



**Ellen Reckhow**  
Durham City/County



**Jennifer Robinson**  
Town of Cary



**Russ Stephenson**  
City of Raleigh



**Nina Szlosberg-Landis**  
NC Board of Transportation

\*Russ Stephenson served through November 2019.  
\*Andrew M. Perkins Jr. served through August 2019.  
\*Corey Branch was appointed December 2019.  
\*Michael Fox was appointed August 2019.

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