



**ORANGE COUNTY GOVERNMENT
TRANSPORTATION SERVICES DEPARTMENT**



**Orange County Staff Work Group
January 21, 2026
10:00 am - 12:00 pm
Whitted Building
300 W Tryon St. Hillsborough, NC 27278**

1. Call to Order/Roll Call Chapel Hill, Chair

2. Adjustments to the Agenda Chapel Hill, Chair

3. Public Comment Chapel Hill, Chair

4. Administrative SWG, Administrator
 - a. Administration
 - I. October Special Meeting Minutes
Action: Recommend Approval
 - II. December Meeting Minutes
Action: Recommend Approval
 - III. FY26 Q2 Amendments
Action: Status Update
 - IV. FY27 Annual Work Program
Action: Review administrative corrections

5. Project Sponsor Updates Chapel Hill, Chair
 - a. Chapel Hill
 - b. Mebane
 - c. Hillsborough
 - d. Carrboro
 - e. Go Triangle
 - f. Triangle West
 - g. Tax District
 - h. Orange County
 - i. SWG Administrator

6. Next Meeting – February 6, 2026, in Hillsborough, NC

7. Adjournment

MINUTES
ORANGE STAFF WORKING GROUP SPECIAL MEETING
WEDNESDAY, OCTOBER 31, 2025

1 The Orange Staff Working Group (OSWG) met on Wednesday, October 31, 2025, at 10:00 am via
2 Teams. The following members and guests were in attendance:

| | | |
|----|--|-------------------|
| 3 | | |
| 4 | Josh Mayo (Chair, Voting Member) | Chapel Hill |
| 5 | Ashley Ownbey (Co-Chair, Voting Member) | Mebane |
| 6 | Sarah Williamson-Baker (Voting Member) | Orange County |
| 7 | Jamael Wiley (Voting Member) | Orange County |
| 8 | Caroline Dwyer (Voting Member) | Chapel Hill |
| 9 | Stephanie Trueblood (Voting Member) | Hillsborough |
| 10 | Jay Heikes (Voting Member) | GoTriangle |
| 11 | Logan DiGiacomo (Voting Member) | GoTriangle |
| 12 | Christina Moon (Voting Member) | Town of Carrboro |
| 13 | Doug Plachcinski (Voting Member) | Triangle West TPO |
| 14 | Madeline Galliano (Voting Member) | Triangle West TPO |
| 15 | Paul Black | GoTriangle |

16
17 1. **Call to Order/Roll Call:** J. Mayo called the meeting to order at 10:02 and confirmed the meeting
18 was being recorded.

19
20 2. **Adjustments to Agenda:** None received to address.

21
22 3. **Public Comments:** None received to address.

23
24 4. **Administrative:**

25
26 **a. FY26 Q2 Amendments**

27
28 **i. Q2 Amendments:**

29 The Chair paused to allow a member to make a motion to begin discussion. The group
30 confirmed that no public comments had been received. Chapel Hill Transit made a motion
31 to advance the full package of amendments to the BOCC and GoTriangle Board. Orange
32 County suggested reviewing the amendments on a project-by-project basis. It was noted
33 that individual project discussion could occur, followed by a single vote on the full
34 amendment package. The Chair clarified that projects would be discussed individually but
35 not voted on separately. The Carrboro representative recommended that each project
36 sponsor briefly describe their project and note any changes since the prior meeting. The
37 group also requested confirmation of the voting members representing GoTriangle.

- 38 • **BRT- North South** - Chapel Hill Transit requested a reallocation of transit tax funding
39 from operations (Routes CW, HS, NS, and Route D) to the Chapel Hill North-South
40 BRT capital project to address a funding gap identified during summer cost updates.
41 The CW and HS routes have been programmed in the AWP since 2022; however,
42 Chapel Hill Transit has been unable to implement the planned service improvements
43 due to operator shortages. As a result, those funds have been redirected to other
44 purposes, including staffing. The proposed reallocation would apply only to FY26-
45 FY29. Chapel Hill Transit noted that the reallocation is required to demonstrate that
46 100% of the project funding is committed in order to submit a federal grant

47 application in December 2025 and keep the project on schedule. The financial model
48 reflects a shift of funding from operations to capital. Orange County raised concerns
49 about moving transit tax funds from operations to capital to cover a funding gap,
50 stating that transit tax revenues are intended to support operations and should not
51 be used to fill capital shortfalls for which the agency does not otherwise have funding.
52 Chapel Hill Transit responded that the operational funds cannot currently be used for
53 service delivery due to staffing constraints and noted that Orange County has also
54 recently reduced service. Chapel Hill characterized the request as a one-time use of
55 funding for a regionally significant capital project and stated that failure to approve
56 the amendment would prevent submission of the December 2025 grant application.
57 Triangle West TPO asked what had changed over the summer to affect project costs.
58 Chapel Hill Transit explained that, as part of the capital project process, updated
59 cost estimates are required as milestones are reached. The project advanced from
60 30% to 60% design, resulting in a more refined estimate. While some construction
61 costs decreased, the overall estimate increased due to inflation and higher right-of-
62 way and property acquisition costs. The previous estimate dated back to 2021–2022.
63 Chapel Hill Transit stated that the largest increase occurred in property acquisition
64 costs. They do not anticipate further significant changes if the project remains on
65 schedule. The difference between 60% and 90% design is expected to reflect
66 construction documentation rather than major design changes. The total change
67 discussed was approximately \$2 million in capital adjustments, with overall right-of-
68 way and acquisition costs increasing by approximately \$10 million. Members
69 requested additional information, including a detailed cost stack and clarification of
70 funding ratios, noting that they did not appear to align with an 80/20 split. Chapel Hill
71 Transit stated that the delta between the 30% and 60% estimates for right-of-way was
72 approximately \$20 million but that reductions in other categories resulted in a less
73 significant net change. The increase was attributed to more refined design
74 assumptions, conservative right-of-way estimates, multiple contingencies,
75 escalation factors, and assumptions that properties may require condemnation.
76 Chapel Hill Transit indicated that appraised values include a 20% premium and that
77 a 30% contingency is applied to the overall budget. The Town of Chapel Hill is
78 contributing an additional \$2 million to support the BRT project. Chapel Hill Transit
79 offered to provide contractor documentation to support the cost changes. Concerns
80 were raised regarding future staffing, specifically how an enhanced BRT corridor
81 would be operated if Chapel Hill Transit has been unable to hire operators for
82 planned service expansions. Chapel Hill Transit responded that the NSBRT will
83 replace existing North–South service and that routes along the corridor will be
84 repositioned to reduce duplication. These service changes are being evaluated
85 through the short-range transit plan. GoTriangle noted that reallocating funding from
86 operations to capital has occurred previously and emphasized that the NSBRT is a
87 central project in the Orange County Transit Plan, dating back to the 2012
88 referendum. As technical staff, the group’s role is to balance priorities, capacity, and
89 available resources to advance adopted plan goals. Triangle West TPO cautioned
90 that programming operational funds without delivering the associated service is

91 problematic and should not be treated as a reserve. Programming funds creates
92 public expectations, and failure to deliver undermines credibility. GoTriangle agreed
93 that AWP commitments should be delivered as programmed and stated that the
94 proposed reallocation reflects an acknowledgment that operations cannot be
95 delivered in the near term, allowing funds to be redirected to a project with the
96 capacity to proceed.
97

- 98 • **Route NSBRT Vehicles** - Requesting to amend two previous capital projects,
99 26CHTVP5 and 25CHTVP15, and combine them into one project for FY26 AWP. The
100 funding was from the NS route. Requesting to use the funds for NSBRT Vehicles and
101 a name and scope change. The financial model is moving funding from operations to
102 capital. Chapel Hill doesn't see using the funding for operators for the next three
103 years.
104
- 105 • **Route 800 Improvements** - GoTriangle requested additional resources to sustain a
106 one-time performance improvement while maintaining frequency and span
107 consistent with the Orange County Transit Plan. The request includes five additional
108 revenue hours and one additional vehicle to provide sufficient cycle time, including
109 run time, schedule recovery, and layover, to address increasingly variable and
110 congested travel conditions. A related parent project request was submitted in
111 Durham County; however, the Q2 amendment did not advance. Durham County
112 recommended resubmitting the request as a Q3 amendment. GoTriangle noted that
113 the transit plan completed in 2020/2021 did not allocate sufficient resources to
114 operate the route as planned in 2025. In 2021, four buses were assumed to be
115 adequate; based on real-world operating experience in 2025, an additional bus is
116 needed, with five buses required during certain periods of the day. Members asked
117 about current on-time performance under the four-bus configuration and whether
118 service changes had already been implemented. GoTriangle responded that no
119 service changes have been made to address on-time performance to date.
120 Questions were raised regarding the outcome if Durham County does not approve
121 the amendment. GoTriangle stated that Durham suggested resubmitting the request
122 in Q3 and indicated a willingness to consider half-year funding if service changes are
123 implemented. GoTriangle also confirmed that a prior FY25 reimbursement error on
124 Route 800 had been resolved with the Durham County SWG Administrator, clearing
125 the way for the Q3 amendment discussion. Members asked how long service could
126 be maintained without Durham funding and whether delays would create
127 downstream impacts or tradeoffs later in the year. GoTriangle explained that Route
128 800 is funded 60% by GoTriangle and 20% each by Durham and Orange counties.
129 Transit plan funding establishes a baseline service level dating back to FY14, the first
130 full year of transit tax collection. Any service above that baseline is considered a
131 transit-funded expansion, a practice that has been consistently applied across all
132 three operating agencies. Alternative funding sources, including Section 5307 funds,
133 were discussed. GoTriangle noted that if Orange County approves the amendment
134 and Durham does not, service changes would proceed at the next available service

135 change date. GoTriangle would submit reimbursement requests to Durham and seek
136 approval for half-year funding.

137 If Durham ultimately does not approve the service change, GoTriangle outlined the
138 following contingencies:

- 139 • At year-end, request budget transfers among Wake, Durham, and Orange
140 ordinances, if allowable.
- 141 • Identify other operating projects with lower expenditures as a first offset
142 source.
- 143 • Request the maximum amount available under the transit plan and cover
144 remaining costs with GoTriangle funding.
- 145 • Reduce project scope by decreasing service levels, headways, or frequency
146 to fit within available funding.
- 147 • Members asked how funding would be addressed in the following year if Orange
148 approved funding but Durham did not. GoTriangle stated that the route has
149 historically been funded on a 50/50 basis between Durham and Orange counties. If
150 agreement cannot be reached between the two counties regarding service levels,
151 GoTriangle would not move forward with the request in Orange alone and would
152 instead drop the request to maintain funding parity.
- 153 • **Service Planning Staff-0.34.FTE.** GoTriangle requested support to fund planning
154 staff needed to develop and coordinate transit services through engagement with
155 transit plan partners, stakeholders, and the public as part of the Annual Work
156 Program (AWP). The request is to fund two planning positions, fully funded in FY26
157 and continued into FY27. GoTriangle proposed allocating the cost of the two
158 positions across counties as follows: Wake County (1.0), Durham County (0.66), and
159 Orange County (0.34). Durham County did not advance the Q2 amendment;
160 GoTriangle plans to resubmit the request as a Q3 amendment. If not approved in Q3,
161 the request may be included in Durham’s FY27 AWP. The request represents an
162 allocation of an existing cost-based staffing need rather than a new scope of work. A
163 staffing study conducted in Wake County informed the request; however, the study
164 did not include Orange County
- 165 • Transit Service Software- Name change
- 166 • Hillsborough Circulator Operations- Name change
- 167 • Increase Cost of Existing Services- Name change
- 168 • Continuation of Transit Services, Demand Response, and Paratransit- Name change
- 169 • Mobility on Demand- Name change

170
171 Carolyn Dwyer made the motion to move the full package of amendments forward.
172 Doug Plachcinski is open for discussion, and Tina Moon seconded the motion.

173
174 Jameal Wiley made the motion to have the full package moved forward, with
175 conditions that a discussion of the Route 800 improvements be added.

176 Approved 8-3
177

178 The chair asked for a vote on the route 800 funding to include some evaluations of
179 on-time performance and evaluate if the Durham Transit Plan does not fund a similar
180 share of the service improvement.

181 Approved unanimously.

182

183 5. **Next Meeting:** November 19th, 2025

184

185 6. **Adjournment:** J. Mayo thanked the group and adjourned the meeting.

186

187 Prepared by: Darlene Weaver

188

MINUTES
ORANGE STAFF WORKING GROUP
WEDNESDAY, DECEMBER 10, 2025

1 The Orange Staff Working Group (OSWG) met on Wednesday, December 10, 2025, at 10:00
2 am. The following members and guests were in attendance:

3
4 Josh Mayo (Chair, Voting Member) Chapel Hill
5 Ashley Ownbey (Co-Chair, Voting Member) Mebane
6 Sarah Williamson-Baker (Voting Member) Orange County
7 Jamael Wiley (Voting Member) Orange County
8 Caroline Dwyer (Voting Member) Chapel Hill
9 Stephanie Trueblood (Voting Member) Hillsborough
10 Jay Heikes (Voting Member) GoTriangle
11 Jason Hardin (Voting Member) GoTriangle
12 Logan DiGiacomo (Voting Member) GoTriangle
13 Christina Moon (Voting Member) Town of Carrboro
14 Becca Eversole (Voting Member) Town of Carrboro
15 Madeline Galliano (Voting Member) Triangle West TPO
16 Doug Plachcinski (Voting Member) Triangle West TPO
17 Darlene Weaver SWG Administrator
18 Brandon Carey TDA, Administrator
19 Steven Schlossberg TDA, Administrator
20 Paul Kingman TDA, Administrator
21 Kelley Smith Paralegal, GoTriangle
22 Paul Black Project Planner, GoTriangle
23 Matthew Clark Sr. Manager, Strategic Partnerships,
24 GoTriangle
25 Holly Stott Assoc. General Counsel, GoTriangle
26 Nick Pittman Chapel Hill

27
28
29 1. **Call to Order/Roll Call:** J. Mayo called the meeting to order at 10:02 and confirmed the
30 meeting was being recorded.

31
32 2. **Adjustments to Agenda:** Orange County suggested removing the FY26 Q3 Amendments
33 from consideration based on an email received on December 10, 2025, from the Orange
34 County Board of County Commissioners following a closed session the prior evening.
35 Orange County stated that Commissioners voted to request a pause on all amendment
36 work until annual agreements are in place and financial policies and procedures are
37 revised, citing that global operating and capital agreements have not yet been finalized.
38 A motion was made to postpone the item. The Town of Carrboro asked whether a
39 summary from the parties' present could be provided to offer insight and clarity. The
40 Town of Chapel Hill requested specifics on what Orange County was requesting to be
41 postponed. The Chair asked Orange County whether the request was to postpone until
42 January or to a specific date. Orange County responded that there was no specific date
43 identified. Chapel Hill asked whether the request applied only to Orange County or to the
44 entire amendment item. Orange County stated that it applied to all amendments.
45 GoTriangle acknowledged receipt of the December 10 email and stated that they had not
46 received direction from their leadership to postpone the work of the Staff Working Group.
47 GoTriangle indicated that, absent such direction, staff would continue to carry out the
48 adopted procedures pursuant to the Interlocal Agreement (ILA), bylaws, and other
49 applicable policies.

50 An Orange County representative asked whether the Staff Working Group serves as an
51 advisory board to the Orange County Board of County Commissioners. It was confirmed
52 that the bylaws state the Staff Working Group serves in a structured advisory role. Chapel
53 Hill clarified that the Board of County Commissioners is one of several bodies that
54 approve recommendations from the Staff Working Group and stated that Orange County
55 does not have special authority over the Staff Working Group beyond that of the other
56 participating jurisdictions. Carrboro stated that the only entity authorized to receive and
57 distribute transit tax funds is the GoTriangle Tax District, and without that authority, the
58 Staff Working Group would have no purpose. Carrboro further noted that administration
59 has shifted from a neutral party under the MPO to the County, and while the County plays
60 an important role, it cannot act unilaterally; the GoTriangle Executive Board must
61 approve the distribution of funds. Carrboro emphasized the need for a clearer
62 understanding of what transpired, noting that several amendments have been pending
63 and that local governments will need to explain the situation to elected officials and the
64 public. The Chair explained their understanding that the Staff Working Group could
65 continue moving amendments forward and make recommendations, even if the Orange
66 County Board of County Commissioners has indicated it would not take action at this
67 time. The Chair noted that recommendations could proceed, even if they do not result in
68 immediate action or budget approval. Triangle West suggested directing questions to the
69 author of the December 10 email and noted that the Orange County Manager or the
70 Board of County Commissioners could provide additional details. Carrboro stated that
71 many members have served on the Staff Working Group for years and that this situation
72 was unprecedented. Carrboro expressed concern about the lack of transparency
73 surrounding the closed session and emphasized the urgency of understanding whether
74 future project funding could be impacted. Orange County reiterated that the pause
75 request stemmed from the inability to finalize global operating and capital agreements,
76 and that this information was conveyed directly from the Commissioners' closed
77 session. Orange County stated they could attempt to provide additional information at
78 the January meeting. Chapel Hill Transit stated that Orange County staff appeared to
79 have been advised to comply with the Commissioners' request, but expressed concern
80 that such direction would not apply to GoTriangle or other participating entities. Chapel
81 Hill Transit questioned the relationship between the global agreements—which govern
82 reimbursement eligibility—and the Q3 amendments, asking why one would prevent the
83 other from proceeding. Chapel Hill Transit noted that their agreements are signed and
84 executed and questioned why unresolved agreements between other parties should
85 impact them. Chapel Hill Transit also expressed concern that conflict resolution
86 provisions in the agreements may not be being followed. Orange County summarized
87 their understanding that annual agreements are required for reimbursement, and that
88 the Commissioners' request was to pause approval of new projects. Chapel Hill Transit
89 reiterated that they did not understand why this would affect projects that are not being
90 amended or are already approved. GoTriangle stated they were unaware of any
91 mechanism allowing one governing body to direct the actions of appointees from other
92 jurisdictions and requested clarification on how non-Orange County staff would be
93 bound by the directive. The Chair recommended keeping the amendments on the
94 agenda for public comment in order to avoid delaying the overall approval timeline, while
95 holding off on any formal recommendation until the Board of County Commissioners
96 resolves the outstanding issues. The Chair expressed hope that the conflict would be
97 resolved before the January meeting. Chapel Hill Transit requested that the Q2
98 amendments be resolved, noting that changes were made to the Staff Working Group's
99 recommendations before submission to the Board of County Commissioners, which
100 they believed did not align with adopted policies. Chapel Hill Transit stated that the
101 Board should either adopt or reject amendments and return them to the Staff Working
102 Group if necessary, noting that there is no mechanism allowing staff to alter the Staff
103 Working Group's recommended package prior to Board action. GoTriangle asked
104 whether the FY27 Annual Work Program should also be removed from the agenda if Q3
105 amendments were postponed. The Chair explained that FY27 project sheets are
106 informational only and do not require action. Carrboro recommended keeping the FY27
107 project sheets on the agenda, noting that jurisdictions are beginning budget

108 development and need funding projections to inform CIP and budget decisions. The
109 Chair clarified that the original motion was to remove the FY26 Q3 amendments, made
110 by Sarah and seconded by Doug, for discussion. Hillsborough stated their understanding
111 was that the intent was to postpone to a date certain, not remove the item entirely, and
112 suggested a 30-day postponement would be reasonable.
113 Following the discussion, Orange County proposed a friendly amendment to postpone
114 the item until the January regularly scheduled meeting, which was accepted by the
115 maker of the motion. The Chair confirmed that the final motion before the group was to
116 postpone the FY26 Q3 Amendments until the January meeting.

117
118 **Motion:** Sarah Williamson made a friendly amendment to postpone Q3 amendments to
119 the regular meeting in January

120 **Seconded:** Doug Plachcinski

121 **Passes: 6-5**

122

123 3. **Public Comments:** None received to address.

124

125 4. **Administrative:**

126

127 **a. SWG Administration**

128

129 **i. Approval of October Minutes**

130 Motion: Doug Plachcinski made a motion to approve the minutes. Tina Moon has to
131 make a few small adjustments to the Carrboro updates.

132 Second: Jameal Wiley

133 Vote: Unanimously 10-0 to approve the minutes.

134

135 **ii. Approval of November Minutes**

136 Motion: Doug Plachcinski made a motion to approve the minutes.

137 Second: Jameal Wiley

138 Vote: Unanimously 10-0 to approve the minutes.

139

140 **iii. FY26 Q3 AWP Amendments**

141 There was a discussion on the adjustment to the agenda and a friendly amendment
142 to postpone the Q3 amendments to the regular meeting in January.

143 Motion: Sarah Williamson

144 Second: Doug Plachcinski

145 Passes: 6-5

146

147 **iv. FY27 Project Sheets**

148 The Chair noted that the draft FY27 project sheets were due in early December,
149 with final project sheets due by December 17, 2025. Chapel Hill Transit asked
150 when GoTriangle would provide the calculations for the continuation of existing
151 projects that do not exceed a 2.5% increase so jurisdictions could review them for
152 accuracy. Orange County Administration proposed holding a special Staff Working
153 Group meeting on January 9, 2026, to focus on the FY27 Annual Work Program,
154 including reviewing project sheets, making final adjustments, and allowing the
155 Staff Working Group Administrator to distribute the FY27 draft by the end of

156 December. The goal is to have the County draft completed by January 21, 2026,
157 with the public comment period beginning January 30, 2026. The Chair confirmed
158 that the January 9 meeting date had already been included in the FY27 schedule
159 and asked if it worked for all members, and the group agreed to proceed. Orange
160 County Administration and the Tax District Administrator (TDA) clarified that the
161 TDA is not responsible for reviewing project sheets; instead, the TDA will provide
162 the Orange Sheets for the FY27 AWP and updated MYOP/CIP, while the Staff
163 Working Group Administrator will provide the TDA Summary and carryover funding
164 information, prepare the FY27 Annual Work Program draft, and coordinate with all
165 parties to ensure accuracy, after which the TDA will evaluate whether the Orange
166 County Transit Plan meets financial policy requirements and remains financially
167 feasible.

168

169 v. Financial Policies and Procedures Subcommittee

170 Orange County explained that this item was originally discussed at the October
171 2025 meeting, where the group requested it be brought back as a charter or scope
172 document with a clear purpose statement, goals, deliverables, and limited
173 information on membership. That discussion contemplated a subcommittee with
174 five voting members, likely including three representatives from ILA organizations
175 and two representatives from the Staff Working Group, with the understanding that
176 voting members would bring technical experts from their respective finance and
177 budget teams. The goal of the subcommittee would be to develop a clear list of
178 tasks, focus on three to four key deliverables per meeting, work over an estimated
179 four- to six-month period, report out to the full group, and develop a draft for review
180 with feedback from each entity's finance staff. The Chair stated an intent to have
181 six members total, consisting of five voting members and one non-voting member.
182 Chapel Hill Transit asked who would select the subcommittee members, and it
183 was noted that under the bylaws, the Chair has authority to convene meetings,
184 appoint members, and add a non-voting member. GoTriangle asked for
185 clarification on what the subcommittee is intended to accomplish, noting that
186 under the existing work process, all Staff Working Group members had
187 opportunities to provide ideas, suggestions, and comments, and that no
188 comments had been received by the SWG or Orange County. Orange County
189 responded that a prior email discussion was not well-received and discouraged
190 participation. Orange County stated that the purpose of the subcommittee is to
191 address inconsistencies in reimbursement documentation requirements,
192 including what documentation must be submitted, the level of receipts required,
193 what performance verification is needed, and applicable procurement standards.
194 Orange County noted that while organizations operate under different structures
195 and requirements, all are reimbursed for work through the tax district, and there
196 needs to be consistency in how receipts and supporting materials are provided and
197 verified. GoTriangle reminded the group that two years ago, governing boards
198 followed a multiyear, collaborative process involving ILA parties, future SWG

199 members, and municipal legal and financial staff to revise the ILA and adopt
200 governance policies, financial policies, and procedures. GoTriangle stated that the
201 financial policies and procedures adopted through that process are largely
202 consistent across the three counties, that reimbursement details continue to be
203 discussed through the Transit Plan Liaison Group, and that the boards adopted
204 these policies two years ago without receiving comments from the SWG.
205 GoTriangle suggested an alternative approach of directing questions or concerns
206 to their CFO, Michelle Jiang, noting her open-door policy and willingness to work
207 toward resolution. Orange County explained that during review of fourth-quarter
208 reimbursement requests from the prior year, there was reluctance from GoTriangle
209 to provide documentation meeting County standards, including pre-audit
210 statements, which created challenges in authorizing reimbursement and
211 highlighted the need for greater consistency. TWTPo added that all agencies are
212 accountable to local governments, commissioners, and finance offices, and that
213 establishing a checklist would improve efficiency, structure, and alignment in
214 invoicing, particularly as staff and elected officials change. Carrboro requested to
215 see Orange County's pre-audit materials and stated that it typically submits the
216 same documentation required by NCDOT for reimbursement, which Orange
217 County confirmed is the standard it expects and had difficulty receiving from
218 GoTriangle. Orange County stated that it intends to revise the financial policies and
219 procedures to clearly document required levels of detail, as the current policy
220 broadly requires documentation without specifying what that documentation must
221 include, resulting in inconsistent submissions. The goal, Orange County
222 emphasized, is to proactively define documentation requirements and ensure
223 uniformity among partners. Chapel Hill Transit questioned whether the discussion
224 was focused on implementing existing policies rather than changing them and
225 asked how this work connects to the annual global agreements. Orange County
226 clarified that financial policies and procedures are part of the ILA and are separate
227 from the annual global agreements. The Tax District Administrator (TDA) explained
228 that work is underway to develop a unified checklist across Durham, Orange, and
229 Wake counties. TWTPo added that reimbursement should require a clear
230 explanation of how funds were used, supporting invoices, mapping where
231 applicable, and quarterly status reporting to ensure reimbursement amounts are
232 understood and verified. TDA described Durham's existing process, which
233 includes a form requiring explanation of fund use, invoices, and quarterly status
234 reports, noting that reimbursement cannot occur without the required information
235 and that the checklist would function similarly to a progress report. GoTriangle
236 stated that direct subject matter expert involvement from financial staff is required
237 and that it is not comfortable being represented by anyone other than the TDA.
238 Orange County clarified that the proposed subcommittee structure anticipates
239 voting members bringing financial experts from their organizations into discussions
240 as needed to ensure understanding and alignment, without requiring financial staff
241 to attend all meetings unnecessarily. GoTriangle expressed concern that the
242 structure appeared to require a majority vote to involve financial staff and

243 questioned the efficiency of layered representation. Orange County responded
244 that each Staff Working Group representative would rely on advice and consent
245 from their respective finance teams, bring that input to the subcommittee, and
246 collectively determine appropriate standards for all members. The Chair asked
247 whether amending the documents to allow non-members or financial staff to
248 attend all meetings would address GoTriangle’s concerns, but GoTriangle stated it
249 was not prepared to make a motion. TDA added that members represent their
250 organizations and have a responsibility to prepare for discussions with support
251 from their internal teams. Carrboro suggested an alternative approach in which
252 Orange County would provide a concrete example of preferred reimbursement
253 documentation for review with financial experts, but Orange County stated that
254 this was the initial approach and was not well-received, which led to the current
255 process. Chapel Hill Transit asked what specifically had not been complied with,
256 whether the issue related to operating costs or the reimbursement request form,
257 and whether there was particular items Orange County expected but did not
258 receive. Orange County responded that the original intent was to streamline
259 financial policies and procedures by creating an attachment and standard
260 reimbursement form and stated that submissions were missing pre-audit
261 statements, receipts, and supporting documentation. Carrboro and Orange
262 County agreed on the importance of pre-audit statements and receipts. Chapel
263 Hill Transit asked what documentation is required for operating projects, and
264 Orange County responded that monthly performance verification should be
265 included, such as screenshots demonstrating service operation, particularly for
266 cost-per-hour reimbursements, noting that such reports can be generated from
267 scheduling and dispatch systems. Chapel Hill Transit asked whether the reports
268 would come from performance, budget, or bookkeeping systems, and Orange
269 County clarified that they would come from scheduling and dispatch systems.
270 Chapel Hill Transit noted that this aligns with monthly NTD reporting and stated
271 that providing performance reports, pre-audit statements, and receipts is a
272 reasonable request. TWTPO reminded members that a reimbursement was
273 previously requested to be approved without pre-audit statements, receipts, or
274 proof of performance, which prompted the current discussion, and asked whether
275 the issue should be addressed through a subcommittee or at the full table.
276 GoTriangle stated that the word “reimbursement” had not been clearly identified in
277 earlier discussions and suggested that greater clarity earlier might have avoided
278 the issue, again recommending direct engagement with CFO Michelle Jiang.
279 Carrboro asked whether GoTriangle would be comfortable submitting screenshots
280 and pre-audit statements through SharePoint as part of reimbursement requests,
281 and GoTriangle responded that while the approach sounds reasonable, their
282 financial staff would need to be involved, and they are not the final decision-
283 makers. Sarah Williamson made a motion to hold a small-group meeting,
284 potentially structured as a one- or two-phase process. The Chair asked whether
285 this could be aligned with the document provided by Orange County, and Orange
286 County stated that a more condensed version of the document had been prepared

287 based on the discussion. The Chair observed that there appeared to be consensus
288 on which parties need to meet, what topics need to be addressed, and who needs
289 to be present, even if that does not fully align with the original document. Chapel
290 Hill Transit stated that a focused discussion on cost-per-hour methodology is
291 needed. Orange County suggested tabling the item and convening operators,
292 including Carrboro, at the January meeting to work through documentation
293 requirements with participation from the Tax District. TWTPD stated it would like to
294 provide specific guidance on what is required for reimbursement requests,
295 including a signature from the responsible CFO. Orange County concluded that a
296 subcommittee is needed because attachments to the financial policies and
297 procedures will be developed, including examples of required reimbursement
298 documentation.

299
300

301 Sarah Williams: Motion for the Chair to appoint a subcommittee formally for the
302 financial policy and procedures

303 Carolina Dwyer: second.

304

305 The Chair made modifications to the committee to strike the part where non-
306 members may be passed by both of the members to join all of the specific
307 meetings.

308 Second: Jamael Wiley

309 Vote: Unanimously 10-0 to approve the minutes.

310

311 The Chair made a full motion to adopt or to recommend this Charter for a SWG
312 subcommittee.

313 Vote: Unanimously 10-0 to approve the minutes.

314

315

316 vi. Add non-voting members

317 The Chair brought forward a proposal to add non-voting members. He noted that
318 this item was previously shared with staff via email in late October. Based on the
319 notes and proposed changes to non-voting membership, he reported a
320 recommendation that non-voting members be formally recognized within the Staff
321 Working Group structure, subject to a majority vote. He stated that adding non-
322 voting members would be helpful for discussion and clarity, particularly given past
323 confusion regarding the Interlocal Agreement (ILA) and who is considered a formal
324 member. He also raised concerns about inconsistencies around who can and
325 cannot speak at Durham Staff Working Group meetings and suggested that these
326 issues be addressed now and incorporated into the bylaws for clearer
327 administration.

328

329 **5. Project Sponsor Updates:**

330 a. **Chapel Hill** – no updates

- 331 b. **Hillsborough** – no updates
- 332 c. **Carrboro** – no updates
- 333 d. **Go Triangle** – no updates
- 334 e. **Tax District** – no updates
- 335 f. **Triangle West** – A regional staffing study requested by Durham County and Orange
- 336 County to assess staffing needs for entities implementing the transit plan and
- 337 administering transit tax funds.
- 338 g. **Orange County** – Approval of a one-year pilot for fare-free fixed-route service,
- 339 beginning January 1. Approval of a software upgrade that will add onboard Wi-Fi and
- 340 Automatic Passenger Counters (APCs) to fixed-route vehicles.
- 341 h. **Staff Administrator** – no updates

342

343 6. **Next Meeting:** January 9th, 2026

344

345 7. **Adjournment:** J. Mayo thanked the group and adjourned the meeting.

346

347 Prepared by: Darlene Weaver

348



DATE: December 18, 2025
TO: Orange County Staff Working Group
FROM: Caroline Dwyer, Chapel Hill Transit
RE: FY26 Annual Work Plan, 2nd Quarter Amendments: Status Update Request

MEMO

Chapel Hill Transit is requesting a detailed update on the FY26 Annual Work Plan 2nd Quarter amendments that the Staff Working Group (SWG) recommended for consideration at the October 31, 2025, special meeting.

Several requested amendments were missing from the amendment package sent to the Orange County Board of County Commissioners (BOCC) for consideration at their 11/18/2025 meeting. However, the SWG did not consider or recommend any changes to the amendment package prior to these changes. Additionally, the recommended amendment package was split into two sets of projects, prior to the Board's consideration. One set, reflecting only amendments submitted by Orange County, were included on the BOCC's *consent* agent. The other set, submitted by non-Orange County project sponsors, were included on the BOCC's *discussion* agenda.

The adopted Interlocal Governance Agreement (ILA) requires that Orange County staff facilitate the BOCC's consideration of the SWG's recommendations and only the BOCC and the GoTriangle Board are authorized to reject amendments or other SWG recommendations. If they exercise this authority, they must return written comments to the SWG explaining their decision and providing opportunities to remedy concerns. There are no other bodies or parties with this authority. To protect the amendments' validity in the event of questions arising from non-compliant actions, Chapel Hill Transit requested the removal of our SWG-recommended amendments from the BOCC's 11/18 agenda. This included a critical and time sensitive funding reallocation for the North-South Bus Rapid Transit (NSBRT), a project of regional significance.

At this time, the FY26 AWP Q2 amendments have not returned to the SWG, we do not know why certain projects were removed from the recommended amendment package without the SWG's consent, we do not know why the amendments were split into two agenda items, and we have not been told when the complete package of recommended amendments will return to the BOCC for consideration, as required by the ILA. These open questions constitute a concerning deviance from the governance policies and requirements of the ILA, the Comprehensive Participation Agreement (CPA), and the SWG Bylaws. As a voting member of the SWG, and a project sponsor with open amendment requests, we would like a detailed explanation for these actions including a description of any steps taken to ensure compliance with the adopted ILA, CPA, and SWG Bylaws.

GO FORWARD

A COMMUNITY INVESTMENT IN TRANSIT

ORANGECOUNTY FY27 TRANSIT WORK PROGRAM



TRIANGLE WEST
Transportation Planning Organization



SUMMARY

The Orange County FY27 Annual Work Program (AWP) emphasizes fiscal responsibility while continuing key transit priorities throughout Orange County and its partner jurisdictions. This program reflects a transition from earlier implementation efforts toward sustaining existing services, managing cost pressures, and advancing selected initiatives aligned with the Orange County Transit Plan.

Planning and development for the Chapel Hill Transit North-South Bus Rapid Transit (N-S BRT) project is currently underway as a regional priority. The work program also includes enhancements to GoTriangle routes 400, 405, and 800, as well as preliminary planning for the launch of Orange County's transit service in Mebane in 2026.

Capital investments, including replacement bus purchases and vehicle acquisition, focus on maintaining a state of good repair and supporting long-term system reliability. These investments reinforce the Work Program's commitment to preserving service quality while maintaining a balanced and fiscally responsible financial framework.

The FY27 Annual Work Program designates funding to five (6) agencies: Orange County/OPT, Carrboro, Chapel Hill/CHT, Hillsborough, GoTriangle, and Triangle West Transportation Planning Organization (TWT TPO). Programmed expenditures by agency are summarized in the sections that follow:

| Capital Summary | | | Operations and Administration Summary | |
|------------------------|----------------------|-----------------------|---------------------------------------|-----------------------|
| Agency | Prior Year Carryover | FY27 Funding Requests | Agency | FY27 Funding Requests |
| Carrboro | \$ 1,932,339 | \$ 1,465,228 | Chapel Hill | \$ 4,248,516 |
| Chapel Hill | \$ 7,315,272 | \$ 272,132 | GoTriangle | \$ 4,068,273 |
| GoTriangle | \$ 4,740,335 | \$ 5,174,000 | Orange County | \$ 2,332,110 |
| Hillsborough | \$ 1,126,433 | \$ 1,000,000 | Triangle West TPO | \$ 117,562 |
| Orange County | \$ 275,320 | \$ 522,132 | Total | \$ 10,766,461 |
| Total | \$ 15,389,699 | \$ 8,433,492 | | |
| Category | Prior Year Carryover | FY27 Funding Requests | Category | FY27 Funding Requests |
| Bus Acquisition | \$ 3,235,907 | \$ 608,264 | Tax District Administration | \$ 374,841 |
| Bus Rapid Transit | \$ 4,679,857 | \$ - | Transit Plan Administration | \$ 1,299,533 |
| Capital Planning | \$ 363,706 | \$ 340,000 | Transit Operations | \$ 9,092,087 |
| Transit Infrastructure | \$ 7,110,229 | \$ 7,485,228 | | |
| Total | \$ 15,389,699 | \$ 8,433,492 | Total | \$ 10,766,461 |

Capital Funding Categories:

(Long-term investments in vehicles, facilities, and infrastructure)

Bus Acquisition:

Purchasing new buses or replacing old ones to enable transit agencies to maintain reliable service.

Examples:

- Purchasing new fixed-route buses.
- Replacing aging buses that have reached the end of their useful life.
- Buying buses that are more accessible for riders with disabilities.

Bus Rapid Transit (BRT):

Purchasing buses and equipment specifically for BRT service, which operates more like rail, faster, more frequent, and more reliable.

Examples:

- High-capacity buses designed for frequent service.
- Buses with multiple doors for quicker boarding.
- Vehicles used on BRT routes with dedicated lanes or priority signals.

Capital Planning:

Planning and technical work are needed before major transit investments can move forward.

Examples:

- Transit corridor studies.
- Engineering and design for future transit facilities.
- Environmental reviews and feasibility studies.
- Long-range or systemwide transit planning efforts.

Transit Infrastructure:

Building or improving the physical infrastructure that supports transit service.

Examples:

- Bus stops and shelters.

- Park-and-ride lots.
- Transit stations or hubs.
- Maintenance and operations facilities.
- Sidewalks, lighting, and accessibility improvements near transit stops.

Operations & Administration Categories:

(Day-to-day service and program management)

Tax District Administration:

Managing the voter-approved transit tax program and ensuring funds are collected, tracked, and distributed correctly.

Examples:

- Financial management and audits.
- Processing reimbursements.
- Compliance and reporting requirements.
- Administrative oversight of transit tax funds.

Transit Plan Administration:

Managing and updating the transit plan that guides how transit tax funds are spent.

Examples:

- Updating the Orange County Transit Plan.
- Public engagement and outreach related to transit planning.
- Financial modeling and analysis
- Coordinating with municipalities, MPOs, and transit agencies.

Transit Operations: The cost of running buses and providing transit service.

Examples:

- Driver wages and benefits.
- Fuel or electricity
- Vehicle maintenance.
- Daily route operations.
- Service frequency and span of service.

BACKGROUND

The Orange County transit program is guided by a regional governance framework established following voter approval of the Orange County transit sales tax in 2012. That same year, the governing boards of GoTriangle, the Triangle West Transportation Planning Organization (TWTPO), and Orange County adopted the first Bus and Rail Investment Plan. In 2013, the three parties entered into an Interlocal Agreement (ILA) to guide the use of transit tax revenues and the development of an expanded regional transit network.

The Interlocal Agreement (ILA) was updated in 2023 to strengthen coordination, transparency, and accountability in transit planning and implementation. As part of this update, the Staff Working Group (SWG) was expanded to include representatives from Chapel Hill, Carrboro, Hillsborough, and Mebane, ensuring broader regional participation. The SWG serves as the administrative and advisory body responsible for developing a recommended Annual Work Program (AWP) for consideration by the governing boards.

Also in 2023, a Comprehensive Participation Agreement (CPA) was approved by all project sponsors to further define participation and implementation roles. Together, the ILA and CPA establish requirements for project planning, reporting, and oversight, including the use of multi-year agreements and regular project updates to support transparency and accountability. Together, the ILA and CPA define the governance framework and implementation roles for the transit program, including coordination responsibilities of the Staff Working Group (SWG).

Orange County serves as the SWG Administrator, overseeing coordination, reporting, and accountability. The Annual Work Program, which includes operating and capital funding recommendations and associated financial assumptions, must be adopted by both the Orange County Board of Commissioners and the GoTriangle Board of Trustees. The FY27 Annual Work Program operates within the framework of the adopted Orange County Transit Plan.

ANNUAL WORK PROGRAM SCHEDULE

January 21, 2026 – SWG approves release of Draft Work Program for Public Comment



Public Comment Period Opens on January 30, 2026, and closes on February 28, 2026



March 2026 – SWG Finalizes and Recommends FY27 Work Program



April 2026 – FY27 Work Program Receives Approval from Orange County BOCC



June 2026 – FY27 Work Program Receives Approval by GoTriangle Board of Trustees

FY 2027 ORANGE TRANSIT WORK PROGRAM

FY 2027 Revenues

The FY27 Work Program anticipates **\$19,199,954 in total revenues** available to support transit operations, capital investments, and administration within the Triangle Regional Transit Tax District. Revenues are derived from the following sources authorized under North Carolina law:

- Article 43 Half-Cent Sales and Use Tax: **\$11,845,000**
- Article 51 \$3 Regional Vehicle Registration Tax: **\$369,050**
- Article 52 \$7 County Vehicle Registration Tax: **\$856,301**
- Allocation from Fund Balance: **\$6,129,603**

FY 2027 Revenues include funding available for programming to new or amended projects after accounting for ongoing operations, existing commitments, and planned capital investments. This available funding reflects timing differences between revenue collection and project delivery, as well as projects completed under budget or deferred. Identifying the amount of available funding supports transparency and informed decision-making as the Staff Working Group considers future transit priorities within the adopted Work Program.

The allocation from fund balance specifically reflects previously collected transit tax revenues carried forward from prior years. These funds are used to support current and future transit investments, help maintain service, advance planned projects, and manage timing differences between when revenues are collected and when projects are implemented. The decision to use fund balance was made through the annual budgeting process based on projected revenues, existing commitments, and project readiness, allowing the program to move forward without increasing taxes or reducing service.

FY 2027 Expenditures

FY27 expenditures are organized into administration, operations, and capital planning, reflecting a balanced approach to maintain existing services and advancing priority projects.

Operating and Administrative Expenditures

Operating and administrative allocations amount to **\$10,766,462**. These funds support the administration, oversight, and service delivery of transit plans across participating agencies, which include Orange County, Chapel Hill Transit, GoTriangle, and the Triangle West Transportation Planning Organization (TWTPO). The allocations are essential for maintaining current service levels and facilitating ongoing coordination, planning, and auditing functions.

Capital Planning and Investments

Capital investments of **\$8,433,492** focus on system reliability and infrastructure improvements, including vehicle acquisition and ongoing projects, including the Estes Drive Bike- Ped Improvements Project.

Program Balance

Total expenditures match revenues at **\$19,199,954**, ensuring a balanced FY27 Work Program with no projected surplus or deficit.

Financial Stewardship

The FY27 Work Program is developed using conservative financial assumptions and prioritizes aligning expenditures with available revenues. This approach supports operational continuity, targeted capital investment, and transparent financial administration while preserving flexibility to respond to changing economic conditions.

FY27 Triangle Regional Transit Tax District: Orange Transit Plan

| Revenues | |
|---|----------------------|
| Tax District Revenues | |
| Article 43 Half-Cent Sales and Use Tax | \$ 11,845,000 |
| Article 51 Three-Dollar Regional Vehicle Registration Tax | \$ 369,050 |
| Article 52 Seven-Dollar County Vehicle Registration Tax | \$ 856,301 |
| Allocation From Fund Balance | \$ 6,129,603 |
| Total Revenues | \$ 19,199,954 |
| Expenditures | |
| Tax District Administration | |
| Staff Costs | \$ 318,988 |
| Audit Services | \$ 55,853 |
| Transit Plan Administration | |
| Chapel Hill | \$ 390,000 |
| GoTriangle | \$ 621,174 |
| Orange County | \$ 170,798 |
| Triangle West MPO | \$ 117,562 |
| Transit Operations | |
| Chapel Hill | \$ 3,858,516 |
| GoTriangle | \$ 3,072,259 |
| Orange County | \$ 2,161,312 |
| Total Operating Allocation | \$ 10,766,462 |
| Capital Planning | |
| Orange County | \$ 340,000 |
| Transit Infrastructure | |
| Carrboro | \$ 1,465,228 |
| Chapel Hill | \$ 150,000 |
| GoTriangle | \$ 4,810,000 |
| Hillsborough | \$ 1,000,000 |
| Orange County | \$ 60,000 |
| Vehicle Acquisition | |
| Chapel Hill | \$ 122,132 |
| GoTriangle | \$ 364,000 |
| Orange County | \$ 122,132 |
| Total Capital Allocation | \$ 8,433,492 |
| Total Programmed Expenditures* | \$ 19,199,954 |

FY27 SUMMARY

| Project Sponsor | Project Category | Project ID | Operating Projects | FY26 | FY27 |
|------------------------------|-----------------------------|------------|---|---------------------|-------------------------|
| GoTriangle | Tax District Administration | 21GOTAD01 | 1.0 FTE: Financial Staff | \$ 311,208 | \$ 318,988 |
| GoTriangle | Tax District Administration | 21GOTAD22 | Financial Services & Audit Services | \$ 54,493 | \$ 55,853 |
| GoTriangle | Transit Plan Administration | 19GOTO002 | Customer Surveys | \$ 12,492 | \$ 12,804 |
| GoTriangle | Transit Plan Administration | 26GOTAD07 | 0.34 FTE Service Planning Staff | | \$ 38,856 |
| GoTriangle | Transit Plan Administration | 21GOTAD02 | Program Management Staff | \$ 26,922 | \$ 27,595 |
| GoTriangle | Transit Plan Administration | 21GOTAD03 | Project Implementation Staff | \$ 182,318 | \$ 186,876 |
| GoTriangle | Transit Plan Administration | 21GOTAD04 | Legal and Real Estate | \$ 126,807 | \$ 129,977 |
| GoTriangle | Transit Plan Administration | 21GOTAD05 | Marketing Support Staff | \$ 56,214 | \$ 57,619 |
| GoTriangle | Transit Plan Administration | 21GOTAD06 | Regional Technology Support Staff | \$ 82,274 | \$ 84,331 |
| GoTriangle | Transit Plan Administration | 21GOTAD12 | Marketing Support Services | \$ 34,030 | \$ 34,881 |
| GoTriangle | Transit Plan Administration | 21GOTAD13 | Transit Planning Support Services | \$ 47,057 | \$ 48,233 |
| GoTriangle | Transit Operations | 19GOTTS08 | Paratransit Services | \$ 25,178 | \$ 25,827 |
| GoTriangle | Transit Operations | 20GOTTS02 | Route 800: UNC Hospitals-RTC | \$ 642,031 | \$ 874,959 |
| GoTriangle | Transit Operations | 20GOTTS03 | Route 400: UNC Hospitals-Durham | \$ 1,560,547 | \$ 1,639,550 |
| GoTriangle | Transit Operations | 20GOTTS05 | ODX: Efland-Durham Express | \$ 231,439 | \$ 273,782 |
| GoTriangle | Transit Operations | 20GOTTS06 | CRX: Chapel Hill-Raleigh Express | \$ 79,676 | \$ 81,668 |
| GoTriangle | Transit Operations | 21GOTO001 | Youth GoPass | \$ 19,061 | \$ 19,537 |
| GoTriangle | Transit Operations | 21GOTO002 | Fare Collection Technology | \$ 20,461 | \$ 20,972 |
| GoTriangle | Transit Operations | 25GOTTS21 | Income-qualified GoPasses (TAP) | \$ 82,500 | \$ 117,000 |
| GoTriangle | Transit Operations | 26GOTTS31 | Bus Stop & Property O&M | \$ 18,500 | \$ 18,963 |
| TWIPO | Transit Plan Administration | 27MPOAD02 | Program Implementation Staff | | \$ 74,695 |
| TWIPO | Transit Plan Administration | 24MPOAD01 | Staff Working Group Participation | \$ 41,821 | \$ 42,867 |
| Chapel Hill | Transit Plan Administration | 24CHTTS13 | 1.0 FTE: Transit Planner I | \$ 90,000 | \$ 90,000 |
| Chapel Hill | Transit Plan Administration | 24CHTTS14 | 1.0 FTE: Bus Stop Amenities Technician | \$ 60,000 | \$ 60,000 |
| Chapel Hill | Transit Plan Administration | 26CHTTS16 | 1.0 FTE: QA/QC Technician Staff | \$ 90,000 | \$ 90,000 |
| Chapel Hill | Transit Operations | 19CHTTS02 | CHT Increased Cost of Existing Services | \$ 802,481 | \$ 822,543 |
| Chapel Hill | Transit Operations | 22CHTTS01 | Chapel Hill Transit Expansion | \$ 1,827,414 | \$ 1,873,099 |
| Chapel Hill | Transit Operations | 23CHTTS01 | Route CW: Improve Midday Service | \$ 102,750 | \$ 210,443 |
| Chapel Hill | Transit Operations | 24CHTTS01 | Route HS: Weekend Service | \$ 86,150 | \$ 176,600 |
| Chapel Hill | Transit Operations | 26CHTTS13 | Route NS: Eubanks-Southern Village | | \$ 322,679 |
| Chapel Hill | Transit Operations | 26CHTTS14 | Route D: UNC-Patterson Place | | \$ 453,153 |
| Chapel Hill | Transit Plan Administration | 27CHTAD17 | Transit Data Monitoring, Analysis, and Reporting Platform | | \$ 150,000 |
| Orange County | Transit Plan Administration | 24OPTTS1 | Transit Plan Administration | \$ 64,193 | \$ 70,798 |
| Orange County | Transit Plan Administration | 27OPTAD11 | Transit Planner I | | \$ 80,000 |
| Orange County | Transit Plan Administration | 27CHTCD33 | Marketing & Public Engagement | | \$ 20,000 |
| Orange County | Transit Operations | 19OPTTS1 | Continuation of Transit Services Fixed Route | \$ 182,000 | \$ 186,000 |
| Orange County | Transit Operations | 25OPTTS12 | Continuation of Transit Services Rural Route | \$ 455,000.00 | \$ 802,900 |
| Orange County | Transit Operations | 19OPTTS2 | Increase Cost of Existing Services (ICES) | \$ 41,165 | \$ 145,362 |
| Orange County | Transit Operations | 20OPTTS4 | Hillsborough Circulator 2.0 (Combined) | \$ 379,496 | \$ 516,750 |
| Orange County | Transit Operations | 20OPTTS6 | OPT Mobility on Demand | \$ 455,000 | \$ 510,300 |
| Total Operating Costs | | | | \$ 8,290,678 | \$ 10,766,460.84 |

 = Revised request - (Highlight in Blue)
 = New request - (Highlight in Yellow)

| Project Sponsor | Project Category | Project ID | Capital Projects | FY26 | FY27 |
|----------------------------|------------------------|------------|--|---------------------|-----------------------|
| Go Triangle | Transit Infrastructure | 23GOTCD02 | Bus Operation & Maintenance Facility | \$ 600,000 | \$ 2,100,000 |
| Go Triangle | Transit Infrastructure | 23GOTCD04 | Triangle Mobility Hub | \$ 140,000 | \$ 210,000 |
| Go Triangle | Transit Infrastructure | 27GOTCD15 | Fordham Blvd Access Improvement | \$ 500,000 | \$ 2,500,000 |
| Go Triangle | Bus Acquisition | 23GOTVP1 | Bus Purchases | \$ 350,000 | \$ 364,000 |
| TWTPO | Capital Planning | 26MPOCP01 | Staff Study | | \$ 200,758 |
| Town of Carrboro | Transit Infrastructure | 18TOCCD1 | Estes Drive Bike-Ped Improvements | \$ 253,044 | \$ 500,000 |
| Town of Carrboro | Transit Infrastructure | 18TOCCD4 | Morgan Creek Greenway | \$ 254,608 | \$ 551,928 |
| Town of Carrboro | Transit Infrastructure | 18TOCCD5 | South Greensboro Street Sidewalk | \$ 180,112 | \$ 150,000 |
| Town of Carrboro | Transit Infrastructure | 26TOCD1 | 203 Connector Sidewalk | \$ 120,283 | \$ 122,689 |
| Town of Carrboro | Transit Infrastructure | 26TOCD2 | West Main Street Sidewalk | \$ 110,919 | \$ 140,611 |
| Orange County | Capital Planning | 20OPTAD2 | Transit Plan Update | | \$ 300,000 |
| Orange County | Bus Acquisition | 27OPTVP04 | Reserve Fleet | | \$ 1,122,132 |
| Orange County | Capital Planning | 27OPTCP07 | Transit Dashboard | | \$ 40,000 |
| Orange County | Transit Infrastructure | 26OPTCP08 | Operational Improvements | | \$ 60,000 |
| Town of Hillsborough | Transit Infrastructure | 27TOHCD24 | Ridgewalk Greenway | | \$ 1,000,000 |
| Chapel Hill | Bus Acquisition | 30CHTVP15 | Bus Purchases Expansion-Renewals | | \$ 122,132 |
| Chapel Hill | Transit Infrastructure | 27CHTCD33 | Transit Technology Lifecycle & Continuity Plan | | 150,000 |
| Chapel Hill | Vehicle Acquisition | 25CHTCD15 | Repower for Vehicles | | |
| Total Capital Costs | | | | \$ 2,508,966 | \$9,634,250.40 |

 = Revised request - (Highlight in Blue)
 = New request - (Highlight in Yellow)

Revised Request (Blue Highlight)

These are projects that already existed in prior Work Programs but have been changed. The blue highlight shows that something was adjusted—such as cost, scope, service hours, service level, or timing—compared to what was previously approved.

New Request (Yellow Highlight)

These are brand-new projects or staffing requests that did not exist in prior Work Programs. The yellow highlight indicates a new funding request being introduced for the first time in FY26 or FY27 and requiring new consideration.

Existing / No Change (White Rows)

These projects were approved in prior years and remain unchanged. There are no updates to scope, cost, or structure; they are continuing as previously approved and represent carry-forward items.

FY27 OPERATING PROJECTS

| | | |
|------------------|---|---------------------------|
| REQUEST # | FY2027 | FYSTART DATE |
| 21GOTAD1 | Orange Transit Work Plan Request Form Operating and/or Capital | Jul 2026 |
| | | Total Project Cost |
| | | \$ 206,763 |

| Project Name | Requesting Agency | Project Contact | Orange Transit Estimated Operating Cost | |
|---|---|--|---|--------------|
| Financial Staff-Support Services (O) | GoTriangle- Tax District Administration Team | Steven Schlossberg sschlossberg@gotriangle.org | Base Year | \$ 206,763 |
| | | | FY 2028 | \$ 211,932 |
| | | | Cumulative | \$ 1,560,529 |
| Estimated Start Date | Estimated Completion | Notes | Orange Transit Estimated Capital Cost | |
| July 1, 2025 | Ongoing | | Base Year | |
| | | | Cumulative | |
| Project Description/Scope | Enter below a summary of the project that may later be used as the project description in the FY 2027 Work Plan. | | | |
| <p>GoTriangle will employ staff to manage various financial and administrative tasks, including producing annual budgets, updating the Transit financial plan, coordinating funding agreements, generating reports, and monitoring spending. Staff will also review reimbursement submissions, track projects, and manage local revenue. Costs will cover salaries, benefits, professional development, supplies, and administrative expenses.</p> <p>The team will focus on improving financial policies, providing analysis for Transit plans, and leading the year-end financial audit. Additionally, staff will oversee transit plan accounting, audit processes, fund investments, revenue collection, and provide financial support services. The total Full Time Equivalent (FTE) staff across the three transit plans will be 7.2 FTEs, broken down as follows: Wake Transit Plan 3.0, Durham Transit Plan 2.3, and Orange Transit Plan 1.9.</p> <p>The allocation breakdown is listed in box 18.</p> | | | | |

| | | |
|------------------|---|---------------------------|
| REQUEST # | FY2027 | FYSTART DATE |
| 21GOTAD11 | Orange Transit Work Plan Request Form Operating and/or Capital | Jul 2026 |
| | | Total Project Cost |
| | | \$ 83,338 |

| Project Name | Requesting Agency | Project Contact | Orange Transit Estimated Operating Cost | |
|---|---|--|---|------------|
| Financial Staff-Support Services (O) | GoTriangle- Tax District Administration | Steven Schlossberg sschlossberg@gotriangle.org | Base Year | \$ 83,338 |
| | | | FY 2028 | \$ 85,421 |
| | | | Cumulative | \$ 628,988 |
| Estimated Start Date | Estimated Completion | Notes | Orange Transit Estimated Capital Cost | |
| July 1, 2018 | N/A | | Base Year | |
| | | | Cumulative | |
| Project Description/Scope | Enter below a summary of the project that may later be used as the project description in the FY 2027 Work Plan. | | | |
| <p>NOTE: The project request splits 21GOT_AD11 into more specific detail. This project incorporates the equivalent of 0.6FTE's from the finance and administration support staff functions. These functions include transit plan accounting, audit/ACFR process and supervision, fund investments, revenue and recollection, project sponsor payments and receivables and other additional miscellaneous financial support services to the Orange Transit Plan.</p> | | | | |

| REQUEST # |
|-----------|
| 21GOTAD22 |

FY2027

**Orange Transit Work Plan
Request Form**

Operating and/or Capital

| FYSTART DATE | |
|--------------------|--------|
| Jul | 2026 |
| Total Project Cost | |
| \$ | 55,853 |

| Project Name | Requesting Agency | Project Contact | Orange Transit Estimated Operating Cost | |
|---|---|--|---|------------|
| Financial Consulting and Overhead Administrative Costs | GoTriangle- Tax District Administration | Steven Schlossberg sschlossberg@gotriangle.org | Base Year | \$ 55,853 |
| | | | FY 2028 | \$ 57,249 |
| | | | Cumulative | \$ 421,547 |
| Estimated Start Date | Estimated Completion | Notes | Orange Transit Estimated Capital Cost | |
| July 1, 2018 | N/A | | Base Year | |
| | | | Cumulative | |
| Project Description/Scope | Enter below a summary of the project that may later be used as the project description in the FY 2027 Work Plan. | | | |
| <p>The project request is a continuation of ongoing operations and reflects the consolidation of 21GOTAD21 and 21GOTAD22. The Tax District will continue to utilize financial consultants in support of the Orange Transit Plan to address fiduciary responsibilities and other related needs required to carry out the responsibilities of the Tax District. The project will also provide advisory services and costs related to potential debt issuance for projects in the Orange Transit Plan. In addition, project funds may be used to cover Orange Transit bank and service fees charged to the Tax District, as well as audits or other financial reviews that are determined to be necessary or appropriate by the Tax District administrator. Funds may also support any other financial, administrative or advisory services deemed necessary to effectively manage Orange Transit financial obligations.</p> | | | | |

| REQUEST # |
|-----------|
| 20GOTAD02 |

FY2027
Orange Transit Work Plan
Request Form
Operating and/or Capital

| FY START DATE | |
|--------------------|--------|
| Jul | 2026 |
| Total Project Cost | |
| \$ | 27,595 |

| Project Name | Requesting Agency | Project Contact | Orange Transit Estimated Operating Cost | |
|--|---|---|---|------------|
| Transit Plan Administration - Program Management Staff | GoTriangle | Katharine Eggleston keggleston@gotriangle.org | Base Year | \$ 27,595 |
| | | | FY 2028 | \$ 28,285 |
| | | | Cumulative | \$ 208,271 |
| Estimated Start Date | Estimated Completion | Notes | Orange Transit Estimated Capital Cost | |
| July 1, 2020 | Ongoing | | Base Year | |
| | | | Cumulative | |
| Project Description/Scope | Enter below a summary of the project that may later be used as the project description in the FY 2027 Work Plan. | | | |
| <p>NOTE: The project request is a continuation of ongoing operating: Specifically, consolidation of Program Management functions from 20GOT_AD2 support services submissions approved in the FY20 Workplan. GoTriangle will continue to allocate 0.1 FTE of GoTriangle program management staff to the Orange Transit Plan. In FY25, this staffing will provide oversight and program management support for GoTriangle's bus facilities and bus stop amenities planning and development programs, and oversight and program management support for GoTriangle's efforts in support of the Orange Transit Plan update. Specific tasks include oversight of project planning; oversight of project scope, schedule, and budget development and monitoring; oversight of quarterly reporting; and supervision of GoTriangle's planning and project delivery teams.</p> | | | | |

| | | |
|------------------|--|---------------------------|
| REQUEST # | FY2027 | FYSTART DATE |
| 20GOTAD03 | Orange Transit Work Plan Request Form | Jul 2026 |
| | Operating and/or Capital | Total Project Cost |
| | | \$ 186,876 |

| Project Name | Requesting Agency | Project Contact | Orange Transit Estimated Operating Cost | |
|--|---|---|---|--------------|
| Transit Plan Administration - Program Implementation Staff | GoTriangle | Katharine Eggleston keggleston@gotriangle.org | Base Year | \$ 186,876 |
| | | | FY 2028 | \$ 191,548 |
| | | | Cumulative | \$ 1,410,434 |
| Estimated Start Date | Estimated Completion | Notes | Orange Transit Estimated Capital Cost | |
| July 1, 2020 | Ongoing | | Base Year | |
| | | | Cumulative | |
| Project Description/Scope | Enter below a summary of the project that may later be used as the project description in the FY 2027 Work Plan. | | | |

NOTE: The project request is a continuation of ongoing operating: Specifically, consolidation Project Implementation functions from 20GOT_AD2 support services submissions approved in the FY20 Workplan. GoTriangle will continue to allocate 0.8 FTE for project implementation activities for the Orange Transit Plan. In FY25, this team will manage and execute planning, design, and construction management activities for GoTriangle's bus facilities and bus stop amenities programs and participate in capital planning, coordination, and support activities for the Orange Transit Plan update. Specific tasks include but are not limited to project scope, schedule, and budget development and monitoring; quarterly reporting; and management of consultants and contractors. Planning tasks: planning/prioritization for bus stop and park-and-ride improvements; management and technical consultant oversight; environmental planning and coordination with regulatory agencies for federally funded projects; and coordination to support CHT's N-S BRT project. Design/Engineering/Architecture tasks: field investigations, feasibility analysis, consultant oversight, and technical support for bus stop and park-and-ride improvements; design management, project coordination, and technical support for major facilities projects; and feasibility analysis and implementation oversight for BOSS. Construction Management tasks: project management, contractor oversight, and construction inspection. Project Coordination tasks: managing coordination with GoTriangle's partners; facilitating productive partnering; promoting schedule and budget adherence and fostering timely conflict resolution. Project Controls Support tasks: eBuilder administration; document management; contract administration; project controls support including budget and schedule monitoring, risk management support, and reporting."

| REQUEST # |
|-----------|
| 21GOTAD13 |

FY2027

**Orange Transit Work Plan
Request Form**

Operating and/or Capital

| FYSTART DATE | |
|--------------------|--------|
| Jul | 2026 |
| Total Project Cost | |
| \$ | 48,233 |

| Project Name | Requesting Agency | Project Contact | Orange Transit Estimated Operating Cost | |
|--|---|--|---|------------|
| TPA- Transit Planning Support-Support Services | GoTriangle | Meg Scully mscully@gotriangle.org | Base Year | \$ 48,233 |
| | | | FY 2028 | \$ 49,439 |
| | | | Cumulative | \$ 364,035 |
| Estimated Start Date | Estimated Completion | Notes | Orange Transit Estimated Capital Cost | |
| July 1, 2018 | Ongoing | | Base Year | |
| | | | Cumulative | |
| Project Description/Scope | Enter below a summary of the project that may later be used as the project description in the FY 2027 Work Plan. | | | |

NOTE: The project request is a continuation of on-going operating: Consolidation regional transit planning functions from 20GOT_AD3 (support consultants) submissions approved in FY20 Workplan. GoTriangle is requesting reimbursement for ongoing support costs (including indirect costs) that benefit the Orange County Tax District. The Support Consultant cost are split 50% Durham and 50% Orange, which include regional contracts.

FY25 Update: GoTriangle is requesting reimbursement for on-going support costs (including indirect costs) that benefit the Wake County Tax District. This includes the Orange County share of the \$31,775 (base year of FY25) of the Triangle Regional Model Service Bureau contract. The revised split for this contract is split as follows: 70-20-10 Wake - Durham - Orange. This split reflects the ratio of population and employment that benefits from this support service among the counties.

| REQUEST # |
|-----------|
| 21GOTAD04 |

FY2027
Orange Transit Work Plan
Request Form
Operating and/or Capital

| FYSTART DATE | |
|--------------------|---------|
| Jul | 2026 |
| Total Project Cost | |
| \$ | 129,977 |

| Project Name | Requesting Agency | Project Contact | Orange Transit Estimated Operating Cost | |
|---|---|---|---|------------|
| TPA-Legal and Real Estate-Support Staff | GoTriangle | Katharine Eggleston keggleston@gotriangle.org | Base Year | \$ 129,977 |
| | | | FY 2028 | \$ 133,226 |
| | | | Cumulative | \$ 980,992 |
| Estimated Start Date | Estimated Completion | Notes | Orange Transit Estimated Capital Cost | |
| July 1, 2018 | Ongoing | | Base Year | |
| | | | Cumulative | |
| Project Description/Scope | Enter below a summary of the project that may later be used as the project description in the FY 2027 Work Plan. | | | |
| <p>The project request is a continuation of ongoing operations and reflects the consolidation of 21GOTAD21 and 21GOTAD22. The Tax District will continue to utilize financial consultants in support of the Orange Transit Plan to address fiduciary responsibilities and other related needs required to carry out the responsibilities of the Tax District. The project will also provide advisory services and costs related to potential debt issuance for projects in the Orange Transit Plan. In addition, project funds may be used to cover Orange Transit bank and service fees charged to the Tax District, as well as audits or other financial reviews that are determined to be necessary or appropriate by the Tax District administrator. Funds may also support any other financial, administrative or advisory services deemed necessary to effectively manage Orange Transit financial obligations.</p> | | | | |

| | | |
|------------------|--|---------------------------|
| REQUEST # | FY2027 | FYSTART DATE |
| 21GOTAD05 | Orange Transit Work Plan Request Form | Jul 2026 |
| | Operating and/or Capital | Total Project Cost |
| | | \$ 57,619 |

| Project Name | Requesting Agency | Project Contact | Orange Transit Estimated Operating Cost | |
|--|---|--|---|------------|
| TPA- Marketing, Communication, and PE -Support Staff | GoTriangle | Meg Scully mscully@gotriangle.org | Base Year | \$ 57,619 |
| | | | FY 2028 | \$ 59,059 |
| | | | Cumulative | \$ 434,875 |
| Estimated Start Date | Estimated Completion | Notes | Orange Transit Estimated Capital Cost | |
| July 1, 2018 | Ongoing | | Base Year | |
| | | | Cumulative | |
| Project Description/Scope | Enter below a summary of the project that may later be used as the project description in the FY 2027 Work Plan. | | | |
| <p>NOTE: The project request is a continuation of ongoing operating: Specifically, consolidation of Marketing, Communication, and Public Engagement functions from 20GOT_AD2 support services submissions approved in the FY20 Workplan. GoTriangle is requesting funding for .5 FTEs that will be dedicated to public engagement. The Public Engagement Specialist will work under the Community Engagement Manager, in the Communications & Public Affairs department at GoTriangle, directly collaborating with project teams to plan and execute public involvement activities related to the development and implementation of the Orange County Transit Plan. They will support the establishment and maintenance of relationships with community stakeholders that include public officials, strategic partners, community groups, property owners, and businesses.</p> | | | | |

| | | |
|------------------|---------------------------------|---------------------------|
| REQUEST # | FY2027 | FYSTART DATE |
| 21GOTAD12 | Orange Transit Work Plan | Jul 2026 |
| | Request Form | Total Project Cost |
| | Operating and/or Capital | \$ 34,881 |

| Project Name | Requesting Agency | Project Contact | Orange Transit Estimated Operating Cost | |
|---|---|--|---|------------|
| TPA - Marketing, Communication and PE -Support Services | GoTriangle | Meg Scully mscully@gotriangle.org | Base Year | \$ 34,881 |
| | | | FY 2028 | \$ 35,753 |
| | | | Cumulative | \$ 263,262 |
| Estimated Start Date | Estimated Completion | Notes | Orange Transit Estimated Capital Cost | |
| July 1, 2018 | Ongoing | | Base Year | |
| | | | Cumulative | |
| Project Description/Scope | Enter below a summary of the project that may later be used as the project description in the FY 2027 Work Plan. | | | |
| <p>NOTE: The project request is a continuation of on-going operating: Specifically, consolidation Marketing, Communication and Public Engagement functions from 20GOT_AD2 support services submissions approved in the FY20 Workplan. GoTriangle is requesting funding for support services that will be dedicated to engaging equitably with the community. This project will support ongoing community engagement efforts, marketing, and communications activities related to the Orange Transit Plan. Funding will also support our capacity to utilize creative consultant services, or expand the scope of service through current consultants, to support materials for community outreach, public meetings, marketing campaigns, information kits, web elements, translation and interpretation, etc.</p> | | | | |

| | | |
|------------------|---|---------------------------|
| REQUEST # | FY2027 | FYSTART DATE |
| 21GOTAD06 | Orange Transit Work Plan Request Form Operating and/or Capital | Jul 2026 |
| | | Total Project Cost |
| | | \$ 84,331 |

| Project Name | Requesting Agency | Project Contact | Orange Transit Estimated Operating Cost | |
|--|---|--|---|------------|
| TPA - Regional Technology and Administration - Support Staff | GoTriangle | Meg Scully mscully@gotriangle.org | Base Year | \$ 84,331 |
| | | | FY 2028 | \$ 85,414 |
| | | | Cumulative | \$ 628,935 |
| Estimated Start Date | Estimated Completion | Notes | Orange Transit Estimated Capital Cost | |
| July 1, 2018 | Ongoing | | Base Year | |
| | | | Cumulative | |
| Project Description/Scope | Enter below a summary of the project that may later be used as the project description in the FY 2027 Work Plan. | | | |

NOTE: The project request is a continuation of ongoing operating: Specifically, consolidation of technology and contract administration functions from 20GOT_AD2 support services submissions approved in the FY20 Workplan.

GoTriangle will continue to allocate 0.2 FTE of Regional Technology and Administration - support staff to the Orange Transit Plan. Staffing includes budgeted time for the Regional Technology Manager, Contract and Grants Coordinator, and Contract Administrator. In FY25, the Technology and Administration functions will continue :

- Proposed continuation of the outcomes of the Regional Technology study that assess existing technology within all participating transit agencies, in order to design a coordinated technology integration plan. One such outcome is the mobile-ticketing transition that will be in the process of implementation.
- Assist with the strategic capital improvement of the regional park and ride program, proposed RTC relocation, and other infrastructure projects

| | | |
|------------------|---|---------------------------|
| REQUEST # | FY2027 | FYSTART DATE |
| 19GOTO02 | Orange Transit Work Plan Request Form Operating and/or Capital | Jul 2025 |
| | | Total Project Cost |
| | | \$ 12,804 |

| Project Name | Requesting Agency | Project Contact | Orange Transit Estimated Operating Cost | |
|---|---|--|---|-----------|
| Customer Surveys | GoTriangle | Meg Scully mscully@gotriangle.org | Base Year | \$ 12,804 |
| | | | FY 2028 | \$ 13,124 |
| | | | Cumulative | \$ 96,637 |
| Estimated Start Date | Estimated Completion | Notes | Orange Transit Estimated Capital Cost | |
| July 1, 2018 | Ongoing | | Base Year | |
| | | | Cumulative | |
| Project Description/Scope | Enter below a summary of the project that may later be used as the project description in the FY 2027 Work Plan. | | | |
| GoTriangle will use these funds to continue the development and implementation of annual transit customer surveys that help to continually evaluate user experiences as additional services are implemented. Routes surveyed include the 400, 405, 800, 805, CRX, and the ODX, all of which provide service to Orange County. | | | | |

| REQUEST # |
|------------|
| 26OGOTAD07 |

FY2027
Orange Transit Work Plan
Request Form
Operating and/or Capital

| FY START DATE | |
|--------------------|--------|
| Jul | 2026 |
| Total Project Cost | |
| \$ | 38,856 |

| Project Name | Requesting Agency | Project Contact | Orange Transit Estimated Operating Cost | |
|--|---|--|---|------------|
| ServicePlanningStaff-034 FTE | GoTriangle | Jason Hardin jhardin@gotriangle.org | Base Year | \$ 38,856 |
| | | | FY 2028 | \$ 39,827 |
| | | | Cumulative | \$ 293,263 |
| Estimated Start Date | Estimated Completion | Notes | Orange Transit Estimated Capital Cost | |
| Continuation of 2025 Q2 amendment | Ongoing | | Base Year | |
| | | | Cumulative | |
| Project Description/Scope | Enter below a summary of the project that may later be used as the project description in the FY 2027 Work Plan. | | | |
| <p>Service planning in order to implement transit service funded by the Durham Transit Plan. Work includes developing and planning these services through external coordination with transit plan partners, stakeholders, riders, and the public through transit plan updates, short range service plans, annual work programs. It includes preparing and implementing new expansion services including realignments, stop changes, span and frequency changes, and timing changes. This work is complex and involves following established coordination and engagement practices among transit plan partners, stakeholders, riders, and the public. It also includes required service analysis, preparing materials for review by governing bodies, final alignments, route schedules, vehicle schedules, and operator schedules. A service planning team member will monitor the performance of the service to make adjustments to schedules and patterns to optimize the efficiency and effectiveness of the service to ensure that the service is delivered in a satisfactory manner. The Service Planning Team also conducts data analysis and prepares budgets and reports for these services.</p> | | | | |

| REQUEST # |
|-----------|
| 20GOTTS2 |

FY2027
Orange Transit Work Plan
Request Form
Operating and/or Capital

| FYSTART DATE | |
|--------------------|---------|
| Jul | 2026 |
| Total Project Cost | |
| \$ | 874,959 |

| Project Name | Requesting Agency | Project Contact | Orange Transit Estimated Operating Cost | |
|---|---|--|---|--------------|
| Route 800 Improvements-UNC Hospitals-RTC | GoTriangle | Jay Heikes jheikes@gotraingle.org | Base Year | \$ 874,959 |
| | | | FY 2028 | \$ 896,833 |
| | | | Cumulative | \$ 6,603,696 |
| Estimated Start Date | Estimated Completion | Notes | Orange Transit Estimated Capital Cost | |
| August 19, 2013 | Ongoing | | Base Year | |
| | | | Cumulative | |
| Project Description/Scope | Enter below a summary of the project that may later be used as the project description in the FY 2027 Work Plan. | | | |
| <p>This request is for a full year of funding in FY27 to maintain on-time performance on Route 800 while still delivering frequency and span consistent with the Orange Transit Plan. This is a continuation of the FY26 Q2 amendment recommended by the Orange Staff Work Group for five additional revenue hours during weekdays on Route 800 to provide sufficient cycle time, inclusive of run-time, schedule recovery, and layover time to account for increasingly variable and congested travel times.</p> <p>Route 800 provides all-day/every-day regional connections along NC-54 and I-40 between UNC Hospitals and the Regional Transit Center and serves people traveling between Chapel Hill, Southpoint, RTP, and Raleigh at off-peak times. Substantial growth continues to occur along the corridor, driving demand for Orange County residents, employees, and visitors to travel along this corridor. This project includes all off-peak span and frequency improvements to GoTriangle Route 800 (Chapel Hill - Southpoint - RTC) since the Tax District began providing funding for it. Orange County Transit Plan funding will continue to support the following improvements to Route 800:</p> <ul style="list-style-type: none"> - Weekday midday frequency was increased from 60 to 30 minutes. - Saturday daytime frequency was increased from 60 to 30 minutes. - Saturday evening service was extended from 7:15 PM to 11:20 PM. - Sunday service was added from 6:45 AM to 10 PM. - Costs are allocated 50% to Durham County and 50% to Orange. | | | | |
| Bus Operations | FY27 | FY28 | | |
| Estimated Hours | 5,501 | 5,501 | | |
| Cost Per Hour | 173 | 178 | | |

| | | |
|------------------|---|---------------------------|
| REQUEST # | FY2027 | FYSTART DATE |
| 20GOTTS6 | Orange Transit Work Plan Request Form Operating and/or Capital | Jul 2026 |
| | | Total Project Cost |
| | | \$ 1,639,550 |

| Project Name | Requesting Agency | Project Contact | Orange Transit Estimated Operating Cost | |
|---|---|--|---|--------------|
| Route 400 Improvements- UNC Hospitals-Durham | GoTriangle | Jay Heikes jheikes@gotraingle.org | Base Year | \$ 1,639,550 |
| | | | FY 2028 | \$ 1,680,539 |
| | | | Cumulative | \$12,374,389 |
| Estimated Start Date | Estimated Completion | Notes | Orange Transit Estimated Capital Cost | |
| August 16, 2014 | Ongoing | | Base Year | |
| | | | Cumulative | |
| Project Description/Scope | Enter below a summary of the project that may later be used as the project description in the FY 2027 Work Plan. | | | |
| <p>UPDATE 231213: This sheet includes FY26 and future year costs for Orange Transit Plan Route 400/405 improvements. This project consolidates all off-peak span and frequency improvements to GoTriangle Route 400 (Durham - Chapel Hill) since the Tax District began providing funding for it. On Route 400:</p> <ul style="list-style-type: none"> - Weekday midday frequency was increased from 60 to 30 minutes. - Saturday daytime frequency was increased from 60 to 30 minutes. - Saturday evening service was extended from 6:55 PM to 10:55 PM. - Sunday service was added from 7:00 AM to 6:55 PM. It also includes former 19GOT_TS1 extending service to 8:55 PM (the 400 component). <p>Costs are allocated 50% to Durham County and 50% to Orange.</p> | | | | |
| Bus Operations | FY27 | FY28 | | |
| Estimated Hours | 9,238 | 9,238 | | |
| Cost Per Hour | 169 | 173 | | |

| REQUEST # |
|-----------|
| 20GOTT5 |

FY2027

**Orange Transit Work Plan
Request Form
Operating and/or Capital**

| FYSTART DATE | |
|--------------------|---------|
| Jul | 2026 |
| Total Project Cost | |
| \$ | 237,318 |

| Project Name | Requesting Agency | Project Contact | Orange Transit Estimated Operating Cost | | | | | | | | | | |
|---|--|--|---|--------------|----------------|------|------|-----------------|-------|-------|---------------|-----|-----|
| Route ODX-Efland-Durham Express | GoTriangle | Jay Heikes jheikes@gotriangle.org | Base Year | \$ 237,318 | | | | | | | | | |
| | | | FY 2028 | \$ 280,627 | | | | | | | | | |
| | | | Cumulative | \$ 1,791,141 | | | | | | | | | |
| Estimated Start Date | Estimated Completion | Notes | Orange Transit Estimated Capital Cost | | | | | | | | | | |
| August 16, 2014 | Ongoing | | Base Year | | | | | | | | | | |
| | | | Cumulative | | | | | | | | | | |
| Project Description/Scope | Enter below a summary of the project that may later be used as the project description in the FY 2027 Work Plan. | | | | | | | | | | | | |
| <p>UPDATE 231213: Updated to reflect future year service to transit-plan funded new Hillsborough Park and Ride lot (FY27). A new Orange-Durham Express route was implemented, linking Mebane, Efland, and Hillsborough in Orange County to the Duke & VA Medical Centers and downtown Durham during weekday peak hours. Costs are allocated 50% to Durham County and 50% to Orange.</p> <p>Weekday frequency</p> <table border="1"> <tr> <td>Bus Operations</td> <td>FY27</td> <td>FY28</td> </tr> <tr> <td>Estimated Hours</td> <td>1,370</td> <td>1,581</td> </tr> <tr> <td>Cost Per Hour</td> <td>169</td> <td>173</td> </tr> </table> | | | | | Bus Operations | FY27 | FY28 | Estimated Hours | 1,370 | 1,581 | Cost Per Hour | 169 | 173 |
| Bus Operations | FY27 | FY28 | | | | | | | | | | | |
| Estimated Hours | 1,370 | 1,581 | | | | | | | | | | | |
| Cost Per Hour | 169 | 173 | | | | | | | | | | | |

| REQUEST # |
|-----------|
| 20GOTTS6 |

FY2027

**Orange Transit Work Plan
Request Form**

Operating and/or Capital

| FY START DATE | |
|--------------------|--------|
| Jul | 2026 |
| Total Project Cost | |
| \$ | 81,762 |

| Project Name | Requesting Agency | Project Contact | Orange Transit Estimated Operating Cost | | | | | | | | | | |
|---|---|--|---|------------|----------------|------|------|-----------------|-----|-----|---------------|-----|-----|
| Route CRX Improvements Chapel Hill-Raleigh Express | GoTriangle | Jay Heikes jheikes@gotriangle.org | Base Year | \$ 81,762 | | | | | | | | | |
| | | | FY 2028 | \$ 83,806 | | | | | | | | | |
| | | | Cumulative | \$ 617,093 | | | | | | | | | |
| Estimated Start Date | Estimated Completion | Notes | Orange Transit Estimated Capital Cost | | | | | | | | | | |
| August 16, 2015 | Ongoing | | Base Year | | | | | | | | | | |
| | | | Cumulative | | | | | | | | | | |
| Project Description/Scope | Enter below a summary of the project that may later be used as the project description in the FY 2027 Work Plan. | | | | | | | | | | | | |
| <p>Due to high demand for express service between Chapel Hill and Raleigh, additional trips were added to Route CRX (Chapel Hill - Raleigh Express). This project was originally charged 100% to Orange County, but proportionate additional investment from Wake County started in Wake's FY 2019 work plan.</p> <p>Weekday frequency: 20-45 minutes</p> <table border="1" style="width: 100%;"> <tr> <td>Bus Operations</td> <td>FY27</td> <td>FY28</td> </tr> <tr> <td>Estimated Hours</td> <td>472</td> <td>472</td> </tr> <tr> <td>Cost Per Hour</td> <td>169</td> <td>173</td> </tr> </table> | | | | | Bus Operations | FY27 | FY28 | Estimated Hours | 472 | 472 | Cost Per Hour | 169 | 173 |
| Bus Operations | FY27 | FY28 | | | | | | | | | | | |
| Estimated Hours | 472 | 472 | | | | | | | | | | | |
| Cost Per Hour | 169 | 173 | | | | | | | | | | | |

| REQUEST # |
|-----------|
| 19GOTTS8 |

FY2027

**Orange Transit Work Plan
Request Form
Operating and/or Capital**

| FYSTART DATE | |
|--------------------|--------|
| Jul | 2026 |
| Total Project Cost | |
| \$ | 25,827 |

| Project Name | Requesting Agency | Project Contact | Orange Transit Estimated Operating Cost | |
|---|---|--|---|------------|
| Paratransit Expansion | GoTriangle | Jay Heikes jheikes@gotriangle.org | Base Year | \$ 25,827 |
| | | | FY 2028 | \$ 26,473 |
| | | | Cumulative | \$ 194,927 |
| Estimated Start Date | Estimated Completion | Notes | Orange Transit Estimated Capital Cost | |
| August 16, 2014 | Ongoing | | Base Year | |
| | | | Cumulative | |
| Project Description/Scope | Enter below a summary of the project that may later be used as the project description in the FY 2027 Work Plan. | | | |
| Due to span increases on Saturdays, Sundays, and holidays for Routes 400, 700, and 800, there are additional ADA paratransit costs incurred. These costs are split 64% to Durham County and 36% to Orange County. | | | | |
| Bus Operations | FY27 | FY28 | | |
| Estimated Hours | 162 | 162 | | |
| Cost Per Hour | 155 | 159 | | |

| | | |
|------------------|---|---------------------------|
| REQUEST # | FY2027 | FY START DATE |
| 21GOTO01 | Orange Transit Work Plan Request Form Operating and/or Capital | Jul 2026 |
| | | Total Project Cost |
| | | \$ 19,538 |

| Project Name | Requesting Agency | Project Contact | Orange Transit Estimated Operating Cost | |
|--|---|--|---|------------|
| Youth GoPass | GoTriangle | Austin Stanion astanion@gotriangle.org | Base Year | \$ 19,538 |
| | | | FY 2028 | \$ 20,026 |
| | | | Cumulative | \$ 147,462 |
| Estimated Start Date | Estimated Completion | Notes | Orange Transit Estimated Capital Cost | |
| July 1, 2020 | N/A | | Base Year | |
| | | | Cumulative | |
| Project Description/Scope | Enter below a summary of the project that may later be used as the project description in the FY 2027 Work Plan. | | | |
| <p>For youth ages 13-18, transit agencies across Orange, Wake, and Durham County will continue to offer a 'Youth GoPass' program. These fare passes are issued by GoTriangle, GoDurham, GoRaleigh, or GoCary with valid K-12 School ID Cards or with transit agency-issued identification cards. GoTriangle, GoDurham, GoRaleigh, GoCary, and, in partnership with the respective counties, will continue to work with schools along Triangle County's bus network to issue the passes. Passes will also continue to be available to those with a valid ID at GoDurham Station, GoRaleigh Station, the Town of Cary Finance Department, the GoTriangle Regional Transportation Center, public libraries, and regional centers. This project covers the cost of offsetting fares that would have been collected by GoTriangle in the county share of routes, in addition to purchasing the supplies needed for this program. The estimated cost is the allocation of GoTriangle- Orange share of Youth GoPass boardings in Orange County.</p> | | | | |

| | | |
|------------------|---|---------------------------|
| REQUEST # | FY2027 | FY START DATE |
| 21GOT002 | Orange Transit Work Plan Request Form Operating and/or Capital | Jul 2026 |
| | | Total Project Cost |
| | | \$ 20,972 |

| Project Name | Requesting Agency | Project Contact | Orange Transit Estimated Operating Cost | |
|--|---|--|---|------------|
| Fare Collection Improvements | GoTriangle | Jay Heikes jheikes@gotraingle.org | Base Year | \$ 20,972 |
| | | | FY 2028 | \$ 21,497 |
| | | | Cumulative | \$ 158,285 |
| Estimated Start Date | Estimated Completion | Notes | Orange Transit Estimated Capital Cost | |
| July 1, 2020 | N/A | | Base Year | |
| | | | Cumulative | |
| Project Description/Scope | Enter below a summary of the project that may later be used as the project description in the FY 2027 Work Plan. | | | |
| <p>This project will cover the annual costs associated with updated mobile ticketing technology for GoTriangle buses. Share of cost based on FY19 boardings reported in Orange County. This project request also allocates a portion of hold harmless against any reduction of fare revenue as a result of implementing this uniform fare strategy. The regional fare-working groups priorities include (1) Improving Pass Distribution and Sales; (2) Balance Revenue and Ridership Goals; (3) Improve the Passenger Experience; (4) Improve Regional Coordination; (5) Make Transit an Affordable Option; and (6) Explore New Fare Technologies. These earmarked funds will be estimated and will be dependent on the final methodology developed by a Fare Working Group.</p> | | | | |

| | | |
|------------------|---|---------------------------|
| REQUEST # | FY2027 | FY START DATE |
| 25GOTTS21 | Orange Transit Work Plan Request Form Operating and/or Capital | Jul 2026 |
| | | Total Project Cost |
| | | \$ 117,000 |

| Project Name | Requesting Agency | Project Contact | Orange Transit Estimated Operating Cost | |
|---------------------------------|---|--|---|------------|
| Income-qualified GoPasses (TAP) | GoTriangle | Austin Stanion astanion@gotriangle.org | Base Year | \$ 117,000 |
| | | | FY 2028 | \$ 119,925 |
| | | | Cumulative | \$ 883,049 |
| Estimated Start Date | Estimated Completion | Notes | Orange Transit Estimated Capital Cost | |
| July 1, 2024 | Ongoing | | Base Year | |
| | | | Cumulative | |
| Project Description/Scope | Enter below a summary of the project that may later be used as the project description in the FY 2027 Work Plan. | | | |

The Transit Assistance Program (TAP) expands mobility and ensures equitable access to public transit by funding fully subsidized fixed-route and paratransit trips for adults with low or no income. TAP supports the goals of the Orange County Transit Plan while advancing regional priorities such as climate sustainability and transportation demand management. GoTriangle is seeking to increase its FY27 budget for TAP in Orange County from the currently programmed \$84,563 to \$117,000. The previous budget was based on FY25 Q1 & Q2 actuals. Since that time, TAP ridership in Orange County has grown, particularly on routes 800/805 and 400/405. GoTriangle invested in significant improvements in service on these routes, and we have seen ridership increase proportionally. The FY27 budget of \$117,000 was estimated by taking FY25 actuals, increased by 5% to account for 2 years of growth.

In FY25, TAP riders took over 400,000 trips on GoTriangle routes. The 2025 TAP Evaluation (attached) found that the most common trip purposes for TAP rides were: Work (77%), Running Errands (79%), Visiting Family (73%), Medical Appointments (74%), and School (34%). Over 50% of TAP riders said that without the program, they would not be able to continue riding at the same level as they currently do. Without the TAP Program, thousands of riders across Orange County would lose access to affordable transit and ultimately connect less with their communities. Program objectives include: - Maximizing program use among eligible individuals. - Minimizing administrative costs relative to the overall program. - Gathering data to continually improve service for low-income riders.

| REQUEST # |
|-----------|
| 26OTTS31 |

FY2027
Orange Transit Work Plan
Request Form
Operating and/or Capital

| FYSTART DATE | |
|--------------------|--------|
| Jul | 2026 |
| Total Project Cost | |
| \$ | 18,963 |

| Project Name | Requesting Agency | Project Contact | Orange Transit Estimated Operating Cost | |
|---|---|--|---|-------------|
| GoTriangle Bus Stop and Property operations and maintenance | GoTriangle | Jay Heikes jheikes@gotriangle.org | Base Year | \$ 18,963 |
| | | | FY 2028 | \$ 19,437 |
| | | | Cumulative | \$ 1,43,122 |
| Estimated Start Date | Estimated Completion | Notes | Orange Transit Estimated Capital Cost | |
| FY25Q2 | Ongoing | This project is a continuation of a FY25 Q2 Amendment Request | Base Year | \$ - |
| | | | Cumulative | \$ - |
| Project Description/Scope | Enter below a summary of the project that may later be used as the project description in the FY 2027 Work Plan. | | | |
| Upkeep, cleaning, operations and maintenance, replacement, and miscellaneous costs for transit plan-funded, GoTriangle-served bus stops, park and rides, and properties. This project is a companion to an existing Wake County project and a requested FY26 Durham County project. | | | | |

| | | |
|------------------|---|---------------------------|
| REQUEST # | FY2027 | FY START DATE |
| 24MPOAD1 | Orange Transit Work Plan Request Form Operating and/or Capital | Jul 2026 |
| | | Total Project Cost |
| | | \$ 42,867 |

| Project Name | Requesting Agency | Project Contact | Orange Transit Estimated Operating Cost | |
|--|---|--|---|------------|
| Orange County Staff Working Group Participation | Triangle West Transportation Planning Organization(TWTPO) | Doug Plachcinski doug.plachcinski@twtpo.org | Base Year | \$ 42,867 |
| | | | FY 2028 | \$ 43,939 |
| | | | Cumulative | \$ 323,536 |
| Estimated Start Date | Estimated Completion | Notes | Orange Transit Estimated Capital Cost | |
| July 1, 2025 | Ongoing | | Base Year | |
| | | | Cumulative | |
| Project Description/Scope | Enter below a summary of the project that may later be used as the project description in the FY 2027 Work Plan. | | | |
| The Staff Working Group Participation request provides resources for MPO participation on the body, including meeting preparation, attendance, and follow-up. MPO staff will also complete necessary research, support, and reporting for full engagement with SWG activities. | | | | |

| REQUEST # |
|-----------|
| 27MPOAD02 |

FY2027

**Orange Transit Work Plan
Request Form**

Operating and/or Capital

| FYSTART DATE | |
|--------------------|--------|
| Jul | 2026 |
| Total Project Cost | |
| \$ | 74,696 |

| Project Name | Requesting Agency | Project Contact | Orange Transit Estimated Operating Cost | |
|---|---|--|---|------------|
| Program Implementation Staff | Triangle West Transportation Planning Organization(TWTPO) | Doug Plachcinski doug.plachcinski@twtpo.org | Base Year | \$ 74,696 |
| | | | FY 2028 | \$ 76,562 |
| | | | Cumulative | \$ 563,755 |
| Estimated Start Date | Estimated Completion | Notes | Orange Transit Estimated Capital Cost | |
| July 1, 2026 | N/A | | Base Year | |
| | | | Cumulative | |
| Project Description/Scope | Enter below a summary of the project that may later be used as the project description in the FY 2027 Work Plan. | | | |
| The request funds MPO participation on the Staff Working Group, including meeting preparation, attendance, and follow-up for SWG Representatives (Executive Director and Planner). MPO staff will also complete necessary research, support, and reporting for full engagement with SWG activities. | | | | |

| REQUEST # |
|-----------|
| 24OPTTS1 |

FY2027
Orange Transit Work Plan
Request Form
Operating and/or Capital

| FYSTART DATE | |
|--------------------|--------|
| Jul | 2026 |
| Total Project Cost | |
| \$ | 70,798 |

| Project Name | Requesting Agency | Project Contact | Orange Transit Estimated Operating Cost | |
|---|---|--|---|------------|
| Transit Plan Administrator | Orange County Transportation Services | Darlene Weaver dweaver@orangecountync.gov | Base Year | \$ 70,798 |
| | | | FY 2028 | \$ 72,558 |
| | | | Cumulative | \$ 547,626 |
| Estimated Start Date | Estimated Completion | Notes | Orange Transit Estimated Capital Cost | |
| July 1, 2024 | Ongoing | | Base Year | |
| | | | Cumulative | |
| Project Description/Scope | Enter below a summary of the project that may later be used as the project description in the FY 2027 Work Plan. | | | |
| <p>The Staff Working Group Administrator supports the Staff Working Group, which is made up of Orange County, GoTriangle, Local Parties, and the TWTPO. Meeting responsibilities include planning, coordination, and record keeping. Additional responsibilities include fulfilling mutually agreed-upon Staff Working Group demands, such as website maintenance and information archiving. Add \$5,000 for advertising for public comment on the AWP and amendment to support the following specific tasks and services:</p> <ol style="list-style-type: none"> 1. Preparation and placement of paid Newspaper and digital public notices 2. Paid radio advertising, including script development and airtime purchases 3. Design and production of outreach materials 4. Printing and distribution of physical outreach materials 5. Translation of language access services 6. Documentation and reporting of outreach activities 7. Mail-Based Outreach | | | | |

| REQUEST # |
|-----------|
| 27OPTAD12 |

FY2027
Orange Transit Work Plan
Request Form
Operating and/or Capital

| FY START DATE | |
|--------------------|--------|
| Jul | 2026 |
| Total Project Cost | |
| \$ | 20,000 |

| Project Name | Requesting Agency | Project Contact | Orange Transit Estimated Operating Cost | |
|--|--|--|---|------------|
| Marketing Public Engagement | Orange County Transportation Services | Sarah Williamson swilliamson-baker@orangecountync.gov | Base Year | \$ 20,000 |
| | | | FY 2028 | \$ 20,500 |
| | | | Cumulative | \$ 150,949 |
| Estimated Start Date | Estimated Completion | Notes | Orange Transit Estimated Capital Cost | |
| July 1, 2026 | N/A | | Base Year | |
| | | | Cumulative | |
| Project Description/Scope | Enter below summary of the project that may later be used as the project description in the FY 2027 Work Plan. | | | |
| <p>For advertising, marketing, and public engagement related to service improvements funding by the Transit Plan. Examples of this work in FY 26 include route map displays being added at county and partner facilities, brochures and other publicity for orange and blue routes, promotional items for community events, and advertising for changes related to new software.</p> | | | | |

| REQUEST # |
|-----------|
| 27OPTAD11 |

FY2027
Orange Transit Work Plan
Request Form
Operating and/or Capital

| FY START DATE | |
|--------------------|--------|
| Jul | 2026 |
| Total Project Cost | |
| \$ | 80,000 |

| Project Name | Requesting Agency | Project Contact | Orange Transit Estimated Operating Cost | |
|---|---|--|---|------------|
| 1.0 FTE Transit Planner I | Orange County Transportation Services | Sarah Williamson swilliamsonbaker@orangecountync.gov | Base Year | \$ 80,000 |
| | | | FY 2028 | \$ 82,000 |
| | | | Cumulative | \$ 603,794 |
| Estimated Start Date | Estimated Completion | Notes | Orange Transit Estimated Capital Cost | |
| July 1, 2026 | N/A | | Base Year | |
| | | | Cumulative | |
| Project Description/Scope | Enter below a summary of the project that may later be used as the project description in the FY 2027 Work Plan. | | | |
| The Transit Planner supports implementation of the Orange County Transit Plan by providing technical analysis, project coordination, and planning support for transit services, capital projects, and system improvements. The position ensures that transit investments are aligned with community needs, partner agency requirements, and regional plans. | | | | |

| REQUEST # |
|-----------|
| 19OPTTS1 |

FY2027
Orange Transit Work Plan
Request Form
Operating and/or Capital

| FYSTART DATE | |
|--------------------|---------|
| Jul | 2026 |
| Total Project Cost | |
| \$ | 186,000 |

| Project Name | Requesting Agency | Project Contact | Orange Transit Estimated Operating Cost | |
|--|---|--|---|-------------|
| Continuation of Transit Services Fixed Route | Orange County Transportation Services | Jamael Wiley jwiley@orangecountync.gov | Base Year | \$186,000 |
| | | | FY 2028 | \$186,000 |
| | | | Cumulative | \$1,378,000 |
| Estimated Start Date | Estimated Completion | Notes | Orange Transit Estimated Capital Cost | |
| July 1, 2018 | Ongoing | | Base Year | \$ |
| | | | Cumulative | \$ |
| Project Description/Scope | Enter below a summary of the project that may later be used as the project description in the FY 2027 Work Plan. | | | |
| <p>This project advances "Continuation of Transit Services" (19OPTS1) as previously approved in each annual work program and in accordance with the new 2022 Orange County Transit Plan. The Orange County Transit service area boundary was updated two times prior to its most recent expansion on January 16, 2024. FY25 Fixed Routes funded by this Increased Cost of Existing Services (ICES) include,</p> <ul style="list-style-type: none"> * Orange- Alamance Connector, and * Orange - Chapel Hill connector (AKA: Hill-to-Hill). <p>Weekday frequency: 7:00 am – 5:30 pm</p> | | | | |
| Bus Operations | FY27 | FY28 | | |
| Estimated Hours | 2000 | 2000 | | |
| Cost Per Hour | 93 | 96 | | |

| | | |
|------------------|---|---------------------------|
| REQUEST # | FY2027 | FY START DATE |
| 25OPTTS12 | Orange Transit Work Plan Request Form Operating and/or Capital | Jul 2026 |
| | | Total Project Cost |
| | | \$ 802,900 |

| Project Name | Requesting Agency | Project Contact | Orange Transit Estimated Operating Cost | | | | | | | | | | |
|--|---|--|---|--------------|----------------|------|------|-----------------|------|------|---------------|-----|-----|
| Continuation of Transit Services Demand Response and Paratransit | Orange County Transportation Services | Jamael Wiley jwiley@orangecountync.gov | Base Year | \$ 802,900 | | | | | | | | | |
| | | | FY 2027 | \$ 822,950 | | | | | | | | | |
| | | | Cumulative | \$ 6,060,850 | | | | | | | | | |
| Estimated Start Date | Estimated Completion | Notes | Orange Transit Estimated Capital Cost | | | | | | | | | | |
| July 1, 2023 | Ongoing | | Base Year | \$ | | | | | | | | | |
| | | | Cumulative | \$ | | | | | | | | | |
| Project Description/Scope | Enter below a summary of the project that may later be used as the project description in the FY 2027 Work Plan. | | | | | | | | | | | | |
| <p>Rural Transit Services and ADA Paratransit Improvements: All rural transit services, including ADA Paratransit and Demand Response, will continue in alignment with the 2015 Paratransit Plan. These services are part of a broader initiative to improve transportation options in rural areas, following the approval of the transit tax in 2013.</p> <p>The plan and related services were further advanced in 2022 with the release of the updated Orange County ADA Paratransit Plan and Demand Response Service Improvements. This includes collaboration with other county departments such as the Department of Aging, Social Services, Library, and the Criminal Justice Resource Department to enhance accessibility and service delivery. Expanded operations to accompany vehicles provided by Orange County Commissioners for expanding Demand Response Services</p> <p>This project furthers the objectives of the "Continuation of Transit Services" (19OPTS1), as previously approved in annual work programs, and is fully in accordance with the goals of the new 2022 Orange County Transit Plan. It aligns closely with BOCC Strategic Plan, Transportation performance measure #1, "Increase ridership by 5% each year on fixed route, demand response, and mobility on demand transportation services." Orange County has purchased vehicles for this program, and is seeking authorization from the Transit Plan to hire operators and expand this much needed service in early FY26.</p> <p>Weekday frequency: 7:00 am – 5:30 pm</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">Bus Operations</td> <td style="width: 35%;">FY27</td> <td style="width: 35%;">FY28</td> </tr> <tr> <td>Estimated Hours</td> <td>5000</td> <td>5000</td> </tr> <tr> <td>Cost Per Hour</td> <td>165</td> <td>169</td> </tr> </table> | | | | | Bus Operations | FY27 | FY28 | Estimated Hours | 5000 | 5000 | Cost Per Hour | 165 | 169 |
| Bus Operations | FY27 | FY28 | | | | | | | | | | | |
| Estimated Hours | 5000 | 5000 | | | | | | | | | | | |
| Cost Per Hour | 165 | 169 | | | | | | | | | | | |

| REQUEST # |
|-----------|
| 19OPTTS2 |

FY2027

**Orange Transit Work Plan
Request Form**

Operating and/or Capital

| FYSTART DATE | |
|--------------------|---------|
| Jul | 2026 |
| Total Project Cost | |
| \$ | 145,362 |

| Project Name | Requesting Agency | Project Contact | Orange Transit Estimated Operating Cost | |
|---|---|--|---|------------|
| Increase Cost of Existing Services (ICES) | Orange Public Transit/Orange County | Sarah Williamson swilliamson-baker@orangecountync.gov | Base Year | \$145,362 |
| | | | FY 2028 | \$ 148,996 |
| | | | Cumulative | |
| Estimated Start Date | Estimated Completion | Notes | Orange Transit Estimated Capital Cost | |
| July 1, 2026 | N/A | | Base Year | |
| | | | Cumulative | |
| Project Description/Scope | Enter below a summary of the project that may later be used as the project description in the FY 2027 Work Plan. | | | |

The Increased Cost of Existing Services (ICES) program helps offset the rising costs associated with maintaining and operating existing transit services. By providing financial relief, ICES ensures that these services remain sustainable and accessible to the community, despite the challenges posed by increasing operational costs.

| REQUEST # |
|-----------|
| 20OPTTS4 |

FY2027
Orange Transit Work Plan
Request Form
Operating and/or Capital

| FY START DATE | |
|--------------------|---------|
| Jul | 2026 |
| Total Project Cost | |
| \$ | 516,750 |

| Project Name | Requesting Agency | Project Contact | Orange Transit Estimated Operating Cost | | | | | | | | | | |
|--|---|--|---|--------------|----------------|------|------|-----------------|------|------|---------------|-----|-----|
| Hillsborough Circulator 2.0 | Orange County Transportation Services | Jamael Wiley jwiley@orangecountync.gov | Base Year | \$ 516,750 | | | | | | | | | |
| | | | FY 2028 | \$ 525,000 | | | | | | | | | |
| | | | Cumulative | \$ 3,881,750 | | | | | | | | | |
| Estimated Start Date | Estimated Completion | Notes | Orange Transit Estimated Capital Cost | | | | | | | | | | |
| September 20, 2017 | Ongoing | | Base Year | | | | | | | | | | |
| | | | Cumulative | | | | | | | | | | |
| Project Description/Scope | Enter below a summary of the project that may later be used as the project description in the FY 2027 Work Plan. | | | | | | | | | | | | |
| <p>In June 2025, bus services in Hillsborough were enhanced to offer a second route. This reduced headways and added service to the Health Department. Previous improvements have included extending service hours to 8 a.m. to 5 p.m. M-F. Work to evaluate the effectiveness of these enhancements and future additional enhancements to provide more flexible service options and better accommodate the needs of passengers will continue. OCPT will study opportunities in the second half of FY26 and seeks funding to enhance service in Hillsborough in FY27. This project represents the consolidation of three previously approved projects: Hillsborough Circulator, Hillsborough Expansion, and Hillsborough Circulator II. The service expansion is through FY27. This consolidation aims to improve service coverage, reduce waiting times, and enhance overall efficiency for the Hillsborough area.</p> <p>Weekday frequency: 6:30 am – 6:00 pm</p> <table border="1"> <tr> <td>Bus Operations</td> <td>FY27</td> <td>FY28</td> </tr> <tr> <td>Estimated Hours</td> <td>5000</td> <td>5000</td> </tr> <tr> <td>Cost Per Hour</td> <td>103</td> <td>105</td> </tr> </table> | | | | | Bus Operations | FY27 | FY28 | Estimated Hours | 5000 | 5000 | Cost Per Hour | 103 | 105 |
| Bus Operations | FY27 | FY28 | | | | | | | | | | | |
| Estimated Hours | 5000 | 5000 | | | | | | | | | | | |
| Cost Per Hour | 103 | 105 | | | | | | | | | | | |

| REQUEST # |
|-----------|
| 20OPTTS6 |

FY2027

**Orange Transit Work Plan
Request Form
Operating and/or Capital**

| FYSTART DATE | |
|--------------------|---------|
| Jul | 2026 |
| Total Project Cost | |
| \$ | 455,000 |

| Project Name | Requesting Agency | Project Contact | Orange Transit Estimated Operating Cost | |
|--|---|--|---|--------------|
| Mobility on Demand | Orange County Transportation Services | Jamael Wiley jwiley@orangecountync.gov | Base Year | \$ 510,300 |
| | | | FY 2028 | \$ 523,050 |
| | | | Cumulative | \$ 3,850,350 |
| Estimated Start Date | Estimated Completion | Notes | Orange Transit Estimated Capital Cost | |
| July 1, 2019 | Ongoing | | Base Year | |
| | | | Cumulative | |
| Project Description/Scope | Enter below a summary of the project that may later be used as the project description in the FY 2027 Work Plan. | | | |
| Demand for Mobility-on-Demand (MOD), OCPT's micro-transit service offering same-day reservations and utilizes ADA-accessible vehicles to serve both rural and urban areas, currently exceeds demand. | | | | |
| Weekday frequency 9:00 am – 5:00 pm. | | | | |
| Bus Operations | FY27 | FY28 | | |
| Estimated Hours | 5000 | 5000 | | |
| Cost Per Hour | 105 | 107 | | |

| | | |
|------------------|--|---------------------------|
| REQUEST # | FY2027 | FY START DATE |
| 24CHTTS13 | Orange Transit Work Plan Request Form | Jul 2026 |
| | Operating and/or Capital | Total Project Cost |
| | | \$ 90,000 |

| Project Name | Requesting Agency | Project Contact | Orange Transit Estimated Operating Cost | |
|---|---|---|---|------------|
| Transit Planner I | Chapel Hill Transit | Caroline Dwyer cdwyer@townofchapelhill.org | Base Year | \$ 90,000 |
| | | | FY 2028 | \$ 90,000 |
| | | | Cumulative | \$ 360,000 |
| Estimated Start Date | Estimated Completion | Notes | Orange Transit Estimated Capital Cost | |
| July 1, 2025 | Ongoing | Amending the existing project to add additional funding reallocated from projects not ready for implementation. | Base Year | |
| | | | Cumulative | |
| Project Description/Scope | Enter below a summary of the project that may later be used as the project description in the FY 2027 Work Plan. | | | |
| Staff member supporting the implementation of OCTP projects. This person will primarily focus on CHT's SRTP update project and day-to-day operating and service planning. | | | | |

| | | |
|------------------|--|---------------------------|
| REQUEST # | FY2027 | FY START DATE |
| 24CHTTS14 | Orange Transit Work Plan Request Form | Jul 2026 |
| | Operating and/or Capital | Total Project Cost |
| | | \$ 60,000 |

| Project Name | Requesting Agency | Project Contact | Orange Transit Estimated Operating Cost | |
|-------------------------------|---|---|---|------------|
| Bus Stop Amenities Technician | Chapel Hill Transit | Caroline Dwyer cdwyer@townofchapelhill.org | Base Year | \$ 60,000 |
| | | | FY 2028 | \$ 60,000 |
| | | | Cumulative | \$ 240,000 |
| Estimated Start Date | Estimated Completion | Notes | Orange Transit Estimated Capital Cost | |
| July 1, 2025 | Ongoing | Amending existing project to add additional funding reallocated from projects not ready for implementation. | Base Year | |
| | | | Cumulative | |
| Project Description/Scope | Enter below a summary of the project that may later be used as the project description in the FY 2027 Work Plan. | | | |

The Bus Stop Amenities Technician directly supports our maintenance team, enhancing CHT's ability to clean, maintain, and repair our 535+ transit stops and amenities. Well-maintained stop amenities also extend the life of transit plan investments in bus stops, reducing future funding needs. This request amends project 24CHTTS14, adding four additional years of funding for this important position.

| REQUEST # |
|-----------|
| 26CHTTS16 |

FY2027

**Orange Transit Work Plan
Request Form**

Operating and/or Capital

| FYSTART DATE | |
|--------------------|--------|
| Jul | 2026 |
| Total Project Cost | |
| \$ | 90,000 |

| Project Name | Requesting Agency | Project Contact | Orange Transit Estimated Operating Cost | |
|---|---|--|---|------------|
| Onboard Technology QA/QC Technician (Project Implementation Staff) | Chapel Hill Transit | Caroline Dwyer cdwyer@townofchapelhill.org | Base Year | \$ 90,000 |
| | | | FY 2028 | \$ 90,000 |
| | | | Cumulative | \$ 360,000 |
| Estimated Start Date | Estimated Completion | Notes | Orange Transit Estimated Capital Cost | |
| July 1, 2025 | N/A | Project uses funding reallocated from projects not ready for implementation | Base Year | |
| | | | Cumulative | |
| Project Description/Scope | Enter below a summary of the project that may later be used as the project description in the FY 2027 Work Plan. | | | |
| The Onboard Technology QA/QC Technician provides critical support to Chapel Hill Transit and enhances customer experience by ensuring proper maintenance and operations of real-time tracking equipment and software. | | | | |

| REQUEST # |
|-----------|
| 22CHTTS01 |

FY2027
Orange Transit Work Plan
Request Form
Operating and/or Capital

| FYSTART DATE | |
|--------------------|-----------|
| Jul | 2026 |
| Total Project Cost | |
| \$ | 1,873,099 |

| Project Name | Requesting Agency | Project Contact | Orange Transit Estimated Operating Cost | |
|--|---|--|---|---------------|
| Chapel Hill Transit Services Expansion FY13-21 | Chapel Hill Transit | Caroline Dwyer cdwyer@townofchapelhill.org | Base Year | \$ 1,873,099 |
| | | | FY 2028 | \$ 1,919,927 |
| | | | Cumulative | \$ 14,137,084 |
| Estimated Start Date | Estimated Completion | Notes | Orange Transit Estimated Capital Cost | |
| July 1, 2025 | Ongoing | | Base Year | |
| | | | Cumulative | |
| Project Description/Scope | Enter below a summary of the project that may later be used as the project description in the FY 2027 Work Plan. | | | |
| <p>This project culminates in service improvements to Chapel Hill Transit operations using Orange Transit Tax funds from its inception in 2013. These funds provide additional hours of operation at times that were most demanded by the public: evenings and weekends. This project funds evening and weekend service on the following routes: A, CM, CW, D, F, HS, J, and NS. This project allowed Chapel Hill Transit to operate Sunday service for the first time. In addition, this project funds the expansion of the on-demand EZ Rider service.</p> | | | | |
| Bus Operations | FY27 | FY28 | | |
| Estimated Hours | 14,166 | 14,166 | | |
| Cost Per Hour | 132 | 135 | | |

| REQUEST # |
|-----------|
| 23CHTTS1 |

FY2027
Orange Transit Work Plan
Request Form
Operating and/or Capital

| FYSTART DATE | |
|--------------------|---------|
| Jul | 2026 |
| Total Project Cost | |
| \$ | 210,400 |

| Project Name | Requesting Agency | Project Contact | Orange Transit Estimated Operating Cost | |
|---|--|--|---|--------------|
| CW Route- Improve Mid-Day Service | Chapel Hill Transit | Caroline Dwyer cdwyer@townofchapelhill.org | Base Year | \$ 210,650 |
| | | | FY 2028 | \$ 215,916 |
| | | | Cumulative | \$ 1,589,866 |
| Estimated Start Date | Estimated Completion | Notes | Orange Transit Estimated Capital Cost | |
| August 1, 2021 | Ongoing | | Base Year | |
| | | | Cumulative | |
| Project Description/Scope | Enter below a summary of the project that may later be used as the project description in the FY 2027 Work Plan. | | | |
| This project improves the CW route, based on customer feedback. | | | | |
| Bus Operations | FY27 | FY28 | | |
| Estimated Hours | 1500 | 1500 | | |
| Cost Per Hour | 140 | 144 | | |

| REQUEST # |
|-----------|
| 24CHTTS1 |

FY2027
Orange Transit Work Plan
Request Form
Operating and/or Capital

| FYSTART DATE | |
|--------------------|---------|
| Jul | 2026 |
| Total Project Cost | |
| \$ | 176,600 |

| Project Name | Requesting Agency | Project Contact | Orange Transit Estimated Operating Cost | |
|--|---|--|---|--------------|
| HS- Weekend Service | Chapel Hill Transit | Caroline Dwyer cdwyer@townofchapelhill.org | Base Year | \$ 176,600 |
| | | | FY 2028 | \$181,015 |
| | | | Cumulative | \$ 1,332,876 |
| Estimated Start Date | Estimated Completion | Notes | Orange Transit Estimated Capital Cost | |
| July 1, 2025 | Ongoing | | Base Year | |
| | | | Cumulative | |
| Project Description/Scope | Enter below a summary of the project that may later be used as the project description in the FY 2027 Work Plan. | | | |
| Improvements to the HS route add weekend transit services, provide connections to higher-density neighborhoods and multifamily housing, and improve transit access to key destinations along Martin Luther King Jr. Boulevard. The service improvement benefits lower-income communities and fulfills a stated public need for weekend service in transit reliant neighborhoods. | | | | |
| Bus Operations | FY27 | FY28 | | |
| Estimated Hours | 1390 | 1390 | | |
| Cost Per Hour | 127 | 130 | | |

| | | |
|------------------|--|---------------------------|
| REQUEST # | FY2027 | FYSTART DATE |
| 19CHTTS2 | Orange Transit Work Plan Request Form | Jul 2026 |
| | Operating and/or Capital | Total Project Cost |
| | | \$ 814,587 |

| Project Name | Requesting Agency | Project Contact | Orange Transit Estimated Operating Cost | |
|--|---|--|---|--------------|
| Increased Cost of Existing Services | Chapel Hill Transit | Caroline Dwyer cdwyer@townofchapelhill.org | Base Year | \$ 814,587 |
| | | | FY 2028 | \$ 834,952 |
| | | | Cumulative | \$ 6,148,038 |
| Estimated Start Date | Estimated Completion | Notes | Orange Transit Estimated Capital Cost | |
| July 1, 2023 | N/A | | Base Year | |
| | | | Cumulative | |
| Project Description/Scope | Enter below a summary of the project that may later be used as the project description in the FY 2027 Work Plan. | | | |
| The original Orange County Bus and Rail Investment Plan based operating cost on \$103 per hour. Since then, operating costs have risen to \$137. Chapel Hill Transit utilizes funds from the Orange County Transit Plan to offset these costs. | | | | |

| | | |
|------------------|--|---------------------------|
| REQUEST # | FY2027 | FYSTART DATE |
| 27CHTAD17 | Orange Transit Work Plan Request Form | Jul 2026 |
| | Operating and/or Capital | Total Project Cost |
| | | \$ 150,000 |

| Project Name | Requesting Agency | Project Contact | Orange Transit Estimated Operating Cost | |
|--|---|--|---|------------|
| Transit Data Monitoring, Analysis, and Reporting Platform | Chapel Hill Transit | Caroline Dwyer cdwyer@townofchapelhill.org | Base Year | \$ 150,000 |
| | | | FY 2028 | \$ 100,000 |
| | | | Cumulative | \$ 795,000 |
| Estimated Start Date | Estimated Completion | Notes | Orange Transit Estimated Capital Cost | |
| July 1, 2023 | N/A | | Base Year | |
| | | | Cumulative | |
| Project Description/Scope | Enter below a summary of the project that may later be used as the project description in the FY 2027 Work Plan. | | | |
| Chapel Hill Transit is requesting annual funding to update and improve our platform for transit system data collection, monitoring, reporting and analysis functions. The first year of funding includes required start up and installation fees. The annual cost is inclusive of subscription and service fees. | | | | |

| REQUEST # |
|-----------|
| 26CHTTS13 |

FY2027

**Orange Transit Work Plan
Request Form
Operating and/or Capital**

| FYSTART DATE | |
|--------------------|---------|
| Jul | 2026 |
| Total Project Cost | |
| \$ | 322,600 |

| Project Name | Requesting Agency | Project Contact | Orange Transit Estimated Operating Cost | |
|--|---|--|---|--------------|
| NS Route - frequency and span improvements (Eubanks-Southern Village) | Chapel Hill Transit | Caroline Dwyer cdwyer@townofchapelhill.org | Base Year | \$ 322,600 |
| | | | FY 2028 | \$ 330,600 |
| | | | Cumulative(FY26-32) | \$ 2,434,801 |
| Estimated Start Date | Estimated Completion | Notes | Orange Transit Estimated Capital Cost | |
| July 1, 2026 | N/A | Amending project to move FY26 funding to implementation-ready projects | Base Year | |
| | | | Cumulative | |
| Project Description/Scope | Enter below a summary of the project that may later be used as the project description in the FY 2027 Work Plan. | | | |
| Increases NS Route morning peak frequency to every 6 minutes; extends Saturday service until 11 PM; and extends Sunday service until 9 PM. | | | | |

FY27 CAPITAL PROJECTS

| | | |
|------------------|--|---------------------------|
| REQUEST # | FY2027 | FYSTART DATE |
| 23GOTCD4 | Orange Transit Work Plan Request Form | Jul 2026 |
| | Operating and/or Capital | Total Project Cost |
| | | \$ 210,000 |

| Project Name | Requesting Agency | Project Contact | Orange Transit Estimated Operating Cost | |
|---|---|--|---|------------|
| Triangle Mobility Hub (Orange County share) | GoTriangle | Catherine Miller cmiller@gotriangle.org | Base Year | |
| | | | FY 2028 | |
| | | | Cumulative | |
| Estimated Start Date | Estimated Completion | Notes | Orange Transit Estimated Capital Cost | |
| FY20 | FY29 | | Base Year | \$ 210,000 |
| | | | Cumulative | \$ 840,001 |
| Project Description/Scope | Enter below a summary of the project that may later be used as the project description in the FY 2027 Work Plan. | | | |
| <p>Phase II of the new Regional Transit Center (RTC), known as the Triangle Mobility Hub, will continue in FY 2027. The scope of Phase II includes design (e.g., architectural & engineering services), right-of-way acquisition and permitting, construction (e.g., site development, corridor improvements, facility construction, and construction administration), and project management.</p> <p>The completed feasibility study for the relocation of the RTC included an evaluation of the current facility and identification of necessary passenger amenities and infrastructure improvements, and a feasibility study to evaluate the potential new locations for the RTC, taking into consideration current and future planned routes, land use, supply, and price. The current location of the RTC on Slater Road in Durham creates overlapping routes leading to inefficiency and is not proximate to I-40, which causes delays and reduced reliability during peak commuting times. The feasibility study evaluated location options that improve operating efficiency and reliability, connections to planned BRT and rail, as well as potential for transit-oriented development. The study concluded that the preferred location of the relocated RTC is the SW quadrant of the intersection of NC 54 and Miami Blvd. The feasibility study was funded by county transit plans in Wake, Durham, and Orange counties.</p> <p>The GoTriangle Regional Transit Center (RTC) is the primary hub for GoTriangle regional bus services connecting Wake, Durham, and Orange Counties. The project will improve operating efficiency and reliability, connections to planned BRT and future passenger rail, as well as potential for transit-oriented development.</p> | | | | |

| | | |
|------------------|---|---------------------------|
| REQUEST # | FY2027 | FYSTART DATE |
| 23GOTVP1 | Orange Transit Work Plan Request Form Operating and/or Capital | Jul 2026 |
| | | Total Project Cost |
| | | \$ 364,000 |

| Project Name | Requesting Agency | Project Contact | Orange Transit Estimated Operating Cost | |
|---|---|--|---|--------------|
| Vehicle acquisition and replacement | GoTriangle | Jay Heikes jheikes@gotraingle.org | Base Year | \$ - |
| | | | FY 2028 | \$ - |
| | | | Cumulative | \$ - |
| Estimated Start Date | Estimated Completion | Notes | Orange Transit Estimated Capital Cost | |
| FY23 | Ongoing | | Base Year | \$ 364,000 |
| | | | Cumulative | \$ 2,839,049 |
| Project Description/Scope | Enter below a summary of the project that may later be used as the project description in the FY 2027 Work Plan. | | | |
| Orange Transit's share of the GoTriangle level buying bus strategy. FY27 update: Adjust vehicle purchases to match services funded by transit plans. GoTriangle will serve as the project sponsor as these new buses will replace existing buses that have reached its useful life. There has been an increase in maintenance cost due to maintaining high mileage vehicles and a reduction in reliability. Vehicle purchase requests correspond to the fleet replacement plan. | | | | |

| REQUEST # |
|-----------|
| 23GOTCD2 |

FY2027

**Orange Transit Work Plan
Request Form
Operating and/or Capital**

| FYSTART DATE | |
|--------------------|-----------|
| Jul | 2026 |
| Total Project Cost | |
| \$ | 2,100,000 |

| Project Name | Requesting Agency | Project Contact | Orange Transit Estimated Operating Cost | |
|---------------------------|---|-----------------|---|--------------|
| | | | Regional Bus Operation and Maintenance Facility | GoTriangle |
| | | | FY 2028 | \$ - |
| | | | Cumulative | \$ - |
| Estimated Start Date | Estimated Completion | Notes | Orange Transit Estimated Capital Cost | |
| FY20 | FY29 | | Base Year | \$ 2,100,000 |
| | | | Cumulative | \$ 5,850,000 |
| Project Description/Scope | Enter below a summary of the project that may later be used as the project description in the FY 2027 Work Plan. | | | |

The project sheet requests funding for phases of design and construction required to operate services identified in the Transit Plan. FY26 Update - revised cost estimate and cost curve in progress, estimates provided for submittal, to be updated when cost estimate update is completed.

The fleet and facilities study evaluated constraints and needs for maintenance, storage, fueling and servicing capacity as well as work-flow efficiency at the GoTriangle Nelson Road bus operations and maintenance facility. The outcome of this study will include site selection, schematic design, and cost estimates for a new and/or expanded facility. The study included a regional coordination element to identify opportunities for shared facilities for vehicle storage, servicing and/or repairs. The study has identified onsite expansion and renovation of the current Nelson Road facility as the most cost effective option to address current needs and provide an opportunity to address future fleet needs over the course of the useful life of the renovated facility: 40+ years. The completed study will include phases and associated costs of handling the fleet required to operate the services identified in the Bus Plan

| REQUEST # |
|-----------|
| 26GOTCD15 |

FY2027
Orange Transit Work Plan
Request Form
Operating and/or Capital

| FYSTART DATE | |
|--------------------|-----------|
| Jul | 2026 |
| Total Project Cost | |
| \$ | 2,500,000 |

| Project Name | Requesting Agency | Project Contact | Orange Transit Estimated Operating Cost | |
|---|---|--|---|--------------|
| Fordham Blvd. Transit Access Improvements | GoTriangle | Paul Black pblack@gotriangle.org | Base Year | |
| | | | FY 2028 | |
| | | | Cumulative | |
| Estimated Start Date | Estimated Completion | Notes | Orange Transit Estimated Capital Cost | |
| FY26 | FY29 | This project is also known as 400 D/F Connections in Orange Transit Plan | Base Year | \$ 2,500,000 |
| | | | Cumulative | \$ 5,500,000 |
| Project Description/Scope | Enter below a summary of the project that may later be used as the project description in the FY 2027 Work Plan. | | | |
| Crossing, stop, and shelter improvements near the intersection of Ephesus Church Road and US 15-501/ Fordham Blvd and at other locations along Fordham Blvd to support the Adopted Orange Transit Plan realignment of 400/405 service to Fordham Blvd. in FY29. GoTriangle proposes to combine this project with the Adopted OTP project in Fordham/US 15-501 at Manning project (27GOTCD16) to create a single project for bus stop, transit access, and transit speed and reliability improvements along Fordham Blvd between E. Franklin St and Manning Drive. | | | | |

| REQUEST # |
|-----------|
| 26OPTCP07 |

FY2027

**Orange Transit Work Plan
Request Form
Operating and/or Capital**

| FYSTART DATE | |
|--------------------|---------|
| Jul | 2026 |
| Total Project Cost | |
| \$ | 300,000 |

| Project Name | Requesting Agency | Project Contact | Orange Transit Estimated Operating Cost | |
|--|---|--|---|------------|
| Transit Plan Update | Orange County Transportation Services | Sarah Williamson swilliamson-baker@orangecountymc.gov | Base Year | |
| | | | FY 2028 | |
| | | | Cumulative | |
| Estimated Start Date | Estimated Completion | Notes | Orange Transit Estimated Capital Cost | |
| July 1, 2026 | N/A | | Base Year | \$ 300,000 |
| | | | Cumulative | \$ 300,000 |
| Project Description/Scope | Enter below a summary of the project that may later be used as the project description in the FY 2027 Work Plan. | | | |
| Capital Item every four years, to be scoped by a subcommittee that includes the ILA partners and at least two other voting members of SWG. All non-voting members will also be invited to the subcommittee. This is a request from County Commissioners and a placeholder to ensure funding. Further work to be led by the future OC Transportation Director | | | | |

| REQUEST # |
|-----------|
| 27OPTVP04 |

FY2027
Orange Transit Work Plan
Request Form
Operating and/or Capital

| FYSTART DATE | |
|--------------------|-----------|
| Jul | 2026 |
| Total Project Cost | |
| \$ | 1,222,132 |

| Project Name | Requesting Agency | Project Contact | Orange Transit Estimated Operating Cost | |
|---|---|--|---|--------------|
| Reserve Fleet | Orange County Transportation Services | Jamael Wiley jwiley@orangecountync.gov | Base Year | |
| | | | FY 2028 | |
| | | | Cumulative | |
| Estimated Start Date | Estimated Completion | Notes | Orange Transit Estimated Capital Cost | |
| July 1, 2023 | N/A | | Base Year | \$ 1,122,132 |
| | | | Cumulative | \$ 1,122,132 |
| Project Description/Scope | Enter below a summary of the project that may later be used as the project description in the FY 2027 Work Plan. | | | |
| The Federal Transit Administration (FTA) authorizes and expects public transit agencies to carry a reserve fleet of vehicles to maintain operations. OCTS does not currently have a reserve fleet and is authorized by FTA to carry a reserve fleet of up to four vehicles. This request is for two vehicles. | | | | |

| REQUEST # |
|-----------|
| 26MPOCP01 |

FY2027
Orange Transit Work Plan
Request Form
Operating and/or Capital

| FYSTART DATE | |
|--------------------|---------|
| Jul | 2026 |
| Total Project Cost | |
| \$ | 200,758 |

| Project Name | Requesting Agency | Project Contact | Orange Transit Estimated Operating Cost | |
|---|---|--|---|------------|
| Staff Study | Triangle West Transportation Planning Organization(TWTPO) | Doug Plachcinski doug.plachcinski@twtpo.org | Base Year | |
| | | | FY 2028 | |
| | | | Cumulative | |
| Estimated Start Date | Estimated Completion | Notes | Orange Transit Estimated Capital Cost | |
| July 1, 2026 | July 1, 2027 | On behalf of Orange County | Base Year | \$ 200,758 |
| | | | Cumulative | \$ |
| Project Description/Scope | Enter below a summary of the project that may later be used as the project description in the FY 2027 Work Plan. | | | |
| The Staffing Analysis will consist of three parts: (1) an analysis of existing positions funded (wholly or partially) with Orange Transit funds among all agencies, (2) an analysis of future staffing needs, and (3) a recommendation for Performance Metrics that can be used to evaluate new staffing requests and ongoing staffing levels. The analysis is expected to take 6-8 months to complete. | | | | |

| REQUEST # |
|-----------|
| 27POTCP07 |

FY2027
Orange Transit Work Plan
Request Form
Operating and/or Capital

| FY START DATE | |
|--------------------|--------|
| Jul | 2026 |
| Total Project Cost | |
| \$ | 40,000 |

| Project Name | Requesting Agency | Project Contact | Orange Transit Estimated Operating Cost | |
|---|--|--|---|-----------|
| Transit Dashboard | Orange County Transportation Services | Sarah Williamson swilliamson-baker@orangecountync.gov | Base Year | |
| | | | FY 2028 | |
| | | | Cumulative | |
| Estimated Start Date | Estimated Completion | Notes | Orange Transit Estimated Capital Cost | |
| July 1, 2026 | N/A | | Base Year | \$ 40,000 |
| | | | Cumulative | \$ 40,000 |
| Project Description/Scope | Enter below a summary of the project that may later be used as the project description in the FY 2027 Work Plan. | | | |
| This project will replace the existing Transit Dashboard - to meet Commissioner expectations - with one that can be linked to SWG project sheets, and can be updated and managed by staff. The new product will also connect to the new software that the Transit Tax is paying for in real time. | | | | |

| REQUEST # |
|-----------|
| 27OPTCD03 |

FY2027
Orange Transit Work Plan
Request Form
Operating and/or Capital

| FYSTART DATE | |
|--------------------|--------|
| Jul | 2026 |
| Total Project Cost | |
| \$ | 60,000 |

| Project Name | Requesting Agency | Project Contact | Orange Transit Estimated Operating Cost | |
|---|---|--|---|-----------|
| Operational Improvements | Orange County Transportation Services | Jamael Wiley jwiley@orangeccountync.gov | Base Year | |
| | | | FY 2028 | |
| | | | Cumulative | |
| Estimated Start Date | Estimated Completion | Notes | Orange Transit Estimated Capital Cost | |
| July 1, 2025 | July 1, 2028 | | Base Year | \$ 60,000 |
| | | | Cumulative | \$ 60,000 |
| Project Description/Scope | Enter below a summary of the project that may later be used as the project description in the FY 2027 Work Plan. | | | |
| For annual operational improvements to support transit plan work. In FY27, this will include upgrades to the bus lot to accommodate additional vehicles, support an onboard survey, and provide the local match for stop improvements such as benches, as well as branding and QR codes linking to timetables at all stops. | | | | |

| REQUEST # |
|-----------|
| 27CHTAD17 |

FY2027

**Orange Transit Work Plan
Request Form**

Operating and/or Capital

| FYSTART DATE | |
|--------------------|---------|
| Jul | 2026 |
| Total Project Cost | |
| \$ | 150,000 |

| Project Name | Requesting Agency | Project Contact | Orange Transit Estimated Operating Cost | |
|--|---|--|---|------------|
| Transit Technology Lifecycle & Continuity Plan | Chapel Hill Transit | Caroline Dwyer cdwyer@townofchapelhill.org | Base Year | |
| | | | FY 2028 | |
| | | | Cumulative | |
| Estimated Start Date | Estimated Completion | Notes | Orange Transit Estimated Capital Cost | |
| September 1, 2026 | June 1, 2027 | | Base Year | \$ 150,000 |
| | | | Cumulative | \$ 150,000 |
| Project Description/Scope | Enter below a summary of the project that may later be used as the project description in the FY 2027 Work Plan. | | | |
| Chapel Hill Transit is requesting funding to conduct a comprehensive inventory and lifecycle assessment of all information technology assets (soft- and hardware) for the purpose of developing a sustainable replacement and upgrade plan for equipment, service and maintenance, and software/cloud-based platforms, including funding sources, annual budget, and recommended contingency budget. This plan will also create a blueprint for protecting critical IT systems and services from disruptions (i.e, cyberattack, hardware failure, or natural disaster), and for maintaining and restoring services if/when these events occur. | | | | |

| REQUEST # |
|-----------|
| 30CHTVP15 |

FY2027

**Orange Transit Work Plan
Request Form**

Operating and/or Capital

| FYSTART DATE | |
|--------------------|---------|
| Jan | 2027 |
| Total Project Cost | |
| \$ | 122,132 |

| Project Name | Requesting Agency | Project Contact | Orange Transit Estimated Operating Cost | |
|---|--|--|---|------------|
| Bus Purchases Expansion-Renewals | Town of Chapel Hill | Caroline Dwyer cdwyer@townofchapelhill.org | Base Year | |
| | | | FY 2028 | |
| | | | Cumulative | |
| Estimated Start Date | Estimated Completion | Notes | Orange Transit Estimated Capital Cost | |
| January 1, 2027 | June 1, 2027 | | Base Year | \$ 122,132 |
| | | | Cumulative | \$ 122,132 |
| Project Description/Scope | Enter below a summary of the project that may later be used as the project description in the FY 2027 Work Plan. | | | |
| Vehicle acquisitions, repowers, and replacements for services funded by Orange County Transit Tax revenues. | | | | |

| REQUEST # |
|-----------|
| 18TOCCD04 |

FY2027

**Orange Transit Work Plan
Request Form
Operating and/or Capital**

| FYSTART DATE | |
|--------------------|-----------|
| Mar | 2025 |
| Total Project Cost | |
| \$ | 2,888,636 |

| Project Name | Requesting Agency | Project Contact | Orange Transit Estimated Operating Cost | |
|--|---|---|---|--------------|
| Morgan Creek Greenway | Town of Carrboro | Tina Moon cmoon@carrboronc.gov | Base Year | |
| | | | FY 2028 | |
| | | | Cumulative | |
| Estimated Start Date | Estimated Completion | Notes | Orange Transit Estimated Capital Cost | |
| March 1, 2026 | December 1, 2026 | | Base Year | \$ 551,928 |
| | | | Cumulative | \$ 1,181,373 |
| Project Description/Scope | Enter below a summary of the project that may later be used as the project description in the FY 2027 Work Plan. | | | |
| <p>This is the first phase of a greenway system that will ultimately connect Smith Level Road to University Lake with a potential spur to Carrboro High School. Phase 1 begins at the Smith Level Road bridge and extends west along the north side of Morgan Creek, with a spur to Abbey Road, to a pedestrian bridge crossing Morgan Creek to the south side of the creek and on to a terminus point near an existing informal pedestrian network in the woods; a total of approximately 1850 linear feet.</p> | | | | |

| REQUEST # |
|-----------|
| 18TOCCD1 |

FY2027

**Orange Transit Work Plan
Request Form**

Operating and/or Capital

| FYSTART DATE | |
|--------------------|------------|
| Mar | 2026 |
| Total Project Cost | |
| \$ | 14,150,000 |

| Project Name | Requesting Agency | Project Contact | Orange Transit Estimated Operating Cost | |
|--|---|---|---|--------------|
| Estes Drive Corridor Study & Bike-Ped Improvements | Town of Carrboro | Tina Moon cmoon@carrboronc.gov | Base Year | |
| | | | FY 2028 | |
| | | | Cumulative | |
| Estimated Start Date | Estimated Completion | Notes | Orange Transit Estimated Capital Cost | |
| Anticipated Q1-FY25 | December 1, 2030 | | Base Year | \$ 500,000 |
| | | | Cumulative | \$ 1,111,713 |
| Project Description/Scope | Enter below a summary of the project that may later be used as the project description in the FY 2027 Work Plan. | | | |
| Bike-ped improvements along the Carrboro portion of Estes Drive, from intersection with North Greensboro Street (roundabout) to the boundary line with the Town of Chapel Hill. (TIP # EB-5886) Anticipated improvements include a side path along the east side and a sidewalk along the west side. | | | | |

| REQUEST # |
|-----------|
| 18TOCCD5 |

FY2027

**Orange Transit Work Plan
Request Form**

Operating and/or Capital

| FYSTART DATE | |
|--------------------|-----------|
| Mar | 2026 |
| Total Project Cost | |
| \$ | 3,850,345 |

| Project Name | Requesting Agency | Project Contact | Orange Transit Estimated Operating Cost | |
|--|---|---|---|------------|
| South Greensboro Street Sidewalk | Town of Carrboro | Tina Moon cmoon@carrboronc.gov | Base Year | |
| | | | FY 2028 | |
| | | | Cumulative | |
| Estimated Start Date | Estimated Completion | Notes | Orange Transit Estimated Capital Cost | |
| July 1, 2020 | December 1, 2029 | | Base Year | \$ 150,000 |
| | | | Cumulative | \$ 842,452 |
| Project Description/Scope | Enter below a summary of the project that may later be used as the project description in the FY 2027 Work Plan. | | | |
| Design and installation of sidewalk along one side of South Greensboro Street from north end of Old Pittsboro Road to Public Works Drive, approximately 0.9 miles. (TIP #C-5650). The project includes replacing an existing 6-inch waterline, resurfacing South Greensboro Street from Main Street to Smith Level Road bridge, and lane narrowing to add bike lanes along the southern segment of the corridor. Transit access and transit stops along the corridor will be improved (3 along corridor and 5 in close proximity). | | | | |

| REQUEST # |
|-----------|
| 26TOCCD1 |

FY2027
Orange Transit Work Plan
Request Form
Operating and/or Capital

| FY START DATE | |
|--------------------|---------|
| Jul | 2025 |
| Total Project Cost | |
| \$ | 280,925 |

| Project Name | Requesting Agency | Project Contact | Orange Transit Estimated Operating Cost | |
|--|---|---|---|------------|
| 203 Connector Sidewalk | Town of Carrboro | Tina Moon cmoon@carrboronc.gov | Base Year | |
| | | | FY 2028 | |
| | | | Cumulative | |
| Estimated Start Date | Estimated Completion | Notes | Orange Transit Estimated Capital Cost | |
| July 1, 2025 | December 1, 2026 | | Base Year | \$ 122,123 |
| | | | Cumulative | \$ 306,442 |
| Project Description/Scope | Enter below a summary of the project that may later be used as the project description in the FY 2027 Work Plan. | | | |
| Design and construct a 6-foot wide meandering sidewalk to connect the new Drakeford Library Complex (203 South Green/Roberson St) to East Main St, and construct a new bus shelter pad at East Main as part of the installation of new enhanced bus shelters for Chapel Hill Transit and GoTriangle (405 to Durham). | | | | |

| REQUEST # |
|-----------|
| 26TOCCD2 |

FY2027

**Orange Transit Work Plan
Request Form
Operating and/or Capital**

| FYSTART DATE | |
|--------------------|---------|
| Jun | 2026 |
| Total Project Cost | |
| \$ | 110,919 |

| Project Name | Requesting Agency | Project Contact | Orange Transit Estimated Operating Cost | |
|---|---|---|---|------------|
| West Main Street Sidewalk | Town of Carrboro | Tina Moon cmoon@carrboronc.gov | Base Year | |
| | | | FY 2028 | |
| | | | Cumulative | |
| Estimated Start Date | Estimated Completion | Notes | Orange Transit Estimated Capital Cost | |
| October 1, 2025 | December 1, 2028 | | Base Year | \$ 140,611 |
| | | | Cumulative | \$ 414,011 |
| Project Description/Scope | Enter below a summary of the project that may later be used as the project description in the FY 2027 Work Plan. | | | |
| Design and construct 10-foot wide sidewalk on the south side of West Main St from Fidelity St to West Poplar Ave. | | | | |

| REQUEST # |
|-----------|
| 20TOHCD2 |

FY2027

**Orange Transit Work Plan
Request Form
Operating and/or Capital**

| FYSTART DATE | |
|--------------------|-----------|
| Jul | 2026 |
| Total Project Cost | |
| \$ | 1,000,000 |

| Project Name | Requesting Agency | Project Contact | Orange Transit Estimated Operating Cost | |
|--|---|------------------------------------|---|--------------|
| Ridgewalk Greenway | Hillsborough | Stephanie Trueblood | Base Year | \$ - |
| | | | FY 2028 | \$ - |
| | | | Cumulative | \$ - |
| Estimated Start Date | Estimated Completion | Notes | Orange Transit Estimated Capital Cost | |
| July 2027 | July 1, 2028 | Part of Hillsborough Train Station | Base Year | \$ 1,000,000 |
| | | | Cumulative | \$ 1,000,000 |
| Project Description/Scope | Enter below a summary of the project that may later be used as the project description in the FY 2026 Work Plan. | | | |
| Provides pedestrian connection to the Hillsborough Train Station and downtown Hillsborough, connecting two of the town's major destinations. Together with the Train Station, it is part of the Regional Multimodal Hub. | | | | |