

## 6 Financial Plan

This FY2009-2013 Financial Plan provides an overview of Triangle Transit's ability to conduct and carry forward the financial requirements related to public transit operation. The goal of the financial plan is to ensure that the recommended service enhancements and capital improvement projects are financially supported throughout the FY2009-2013 planning period.

The highlights of the Five-Year Financial Plan show the ability to expand service by approximately 50% above the FY2008 levels. A significant increase in vehicle acquisitions and amenities installation will be needed to provide the service improvements and expansions described in the plan. The Five-Year Financial Plan is presented in Table 6-1 (expenses) and Table 6-2 (revenues). Details and assumptions of the Financial Plan for both the operating and capital components of the plan are described below in Sections 6-1 and 6-2.

### *6.1 Operating and Maintenance Budget Projections*

#### *Operating Expenses*

The financial plan shows expenses broken into several categories. On the operating side, there are expenses associated with continuing operation of existing levels of service, expansion of service into new markets, improvements to existing routes (e.g. adding recovery time to routes to improve on-time performance, adding trips to meet capacity needs, coordination with local routes), and support services (service planning, marketing, and contract management) over the five years of the SRTP. This financial plan assumes that all current (except Route 420) and future services would be operated directly by Triangle Transit. The plan assumes that the operating and maintenance costs will increase at 3% per year. A sensitivity analysis with different inflation rates resulted in a difference of \$630,000 in expenses for each 1% difference in inflation rate.

It is important to note that the agency will be considering contracting for many or all of the new services, either with private providers, or with other public transit providers in the region. There appears to be a significant opportunity to operate these services at a lower cost through contracting. For example, the express service proposed between Wake Forest and downtown Raleigh can be operated by the City of Raleigh at a cost of \$75 per hour compared with Triangle Transit's budgeted level of approximately \$98 per hour. See Section 5.1 for further discussion of contracting of services.

Over the five-year period, total operational expenses associated with the plan would grow from \$11.4 million in FY2009 to \$18.3 million in FY2013.

#### *Operating Revenues*

Operating and maintenance expenses are assumed to be funded through a combination of fare revenues, local vehicle registration fees and vehicle rental taxes, state and federal grants, and financial partnerships with local governments or employers.

The financial plan includes the following assumptions about revenue availability for operations and maintenance:

## Triangle Transit Short-Range Transit Plan

- State and federal formula grant revenues (State Maintenance Assistance Program (SMAP) and Section 5309) will increase at a rate of 3% per year.
- Job Access Reverse Commute grants disbursed by the MPOs through a competitive selection process will cover 50% of the operating costs (up to \$125,000) for the initial year of operation for each new regional express route. Daily commuting services connecting small towns to the employment centers were among the high priority needs identified through the Coordinated Public Transportation - Human Services Transportation Plan in each MPO.
- New Freedom grants disbursed by the MPOs through a competitive selection process will cover 50% of the operating costs (up to \$125,000) for the initial year of operation for each new local circulator route.
- Local government or private partners will contribute one-third of the operating costs for new services within the 3-county area, and two-thirds of the operating costs for new services originating outside of the 3-county area. Also, local governments will pay 100% of the costs of local circulator services contracted through Triangle Transit.
- The fare recovery for bus service will grow from 12% to 13.5%.
- The fare recovery for vanpool service will be maintained at 90%.
- The fare recovery for paratransit service will decline from 24% to 20%.

Given the spending and revenue assumptions for operations and maintenance of the services in the plan, the amount of revenue that would need to be drawn from the two local Triangle Transit revenue sources would increase from \$5.7 million in FY2009 to \$9.0 million in FY2013.

## ***6.2 Capital Improvement Program***

### ***Overview of Capital Expenditures***

The most significant capital expenses in the plan are associated with the acquisition of vehicles for the bus, vanpool, and paratransit programs. We are planning for growth in each of the three services, requiring expansion of the fleets (see Section 6.2.1). Additionally, the plan calls for continued investments in stop amenities and investments in a real-time arrival information system and other technology upgrades.

Regarding the buses needed for service expansion, staff will evaluate whether purchasing, leasing, including the provision for buses in a contract for operation of the services, or some combination is the best fit for the agency's needs.

The financial plan shows the costs to Triangle Transit of purchasing buses, with delivery taken (and expenses shown) in the fiscal year of planned start of service. Using this assumption, the capital costs over the five-year period are \$31.5 million.

Triangle Transit Short-Range Transit Plan

Table 6-1. Five-Year Financial Plan: Expenses

			FY2009	FY2010	FY2011	FY2012	FY2013	
Direct Operation Cost per Revenue Hour (3% annual increase)			\$ 98.30	\$ 101.25	\$ 104.29	\$ 107.42	\$ 110.64	
Assumed Revenue Hours			98,220	107,496	113,054	117,133	122,990	
<b>Costs for Current Services (adjusted for inflation)</b>	<b>Peak Buses</b>							
92,640 hours (with 3% annual increase after FY2009)	51		\$ 9,106,938	\$ 9,380,146	\$ 9,661,551	\$ 9,951,397	\$ 10,249,939	
Paratransit (15% annual increase in costs)			\$ 711,882	\$ 818,664	\$ 941,464	\$ 1,082,684	\$ 1,245,086	
Vanpool (5% annual increase in costs)			\$ 742,897	\$ 780,042	\$ 819,044	\$ 859,996	\$ 902,996	
<i>SubTotal (with 3% annual increase for fixed route bus)</i>			\$ 10,561,717	\$ 10,978,852	\$ 11,422,059	\$ 11,894,077	\$ 12,398,021	
<b>Operating Costs for New Services</b>	<b>Peak Buses</b>	<b>Start Year</b>						
Wake Forest - Raleigh <sup>1</sup>	2/4	FY09	\$ 250,000	\$ 508,294	\$ 732,960	\$ 754,948	\$ 777,597	
Zebulon - Wendell - Knightdale - Raleigh	2/4	FY10		\$ 355,806	\$ 366,480	\$ 593,174	\$ 610,969	
Fuquay-Varina - Raleigh (to Wake Tech until FY13)	0/2	FY10		\$ 130,391	\$ 140,303	\$ 150,512	\$ 355,426	
Pittsboro - UNC	2	FY11			\$ 340,303	\$ 350,512	\$ 361,027	
Clayton - Garner - Raleigh	0/1	FY11			\$ 183,240	\$ 188,737	\$ 388,798	
North Raleigh - RTP	2	FY11			\$ 366,480	\$ 377,474	\$ 388,798	
Person/Durham County Line - Duke/Durham	2	FY12				\$ 377,474	\$ 388,798	
Burlington - Mebane - Hillsborough - Duke/Durham	2	FY12				\$ 377,474	\$ 388,798	
Holly Springs - Raleigh (Extension of Route 305)	1	FY13					\$ 194,399	
Raleigh - RDU Direct	1	FY13					\$ 707,007	
Local Circulator Services	1-3		\$ 185,000	\$ 185,400	\$ 381,924	\$ 393,382	\$ 607,775	
Park-and-Ride Leases				\$ 66,000	\$ 90,000	\$ 120,000	\$ 120,000	
<i>SubTotal</i>	<i>15/24</i>		\$ 435,000	\$ 1,245,890	\$ 2,601,688	\$ 3,683,687	\$ 5,289,394	
<b>Operating Costs of Service Improvements</b>								
0.5% increase in hours annually to address on-time performance			560	491	537	565	586	
Cost for service improvements compared to FY08			\$ 55,051	\$ 106,428	\$ 165,675	\$ 231,367	\$ 303,107	
Extension of Saturday service levels to Sunday and 2 holidays	0	FY11			\$ 551,910	\$ 568,467	\$ 585,521	
Increase frequency on Raleigh - Durham Express	2	FY10		\$ 203,318	\$ 209,417	\$ 215,700	\$ 222,171	
<i>SubTotal</i>			\$ 55,051	\$ 106,428	\$ 165,675	\$ 231,367	\$ 303,107	
<b>SUBTOTAL BUS OPERATING COSTS</b>			<b>\$ 11,051,768</b>	<b>\$ 12,331,171</b>	<b>\$ 14,189,422</b>	<b>\$ 15,809,131</b>	<b>\$ 17,990,522</b>	
<b>Support Costs</b>								
Service Planning			\$ 263,625	\$ 238,233	\$ 247,980	\$ 217,870	\$ 242,906	
Marketing (Route brochures and Direct Marketing)			\$ 86,000	\$ 140,080	\$ 91,237	\$ 148,611	\$ 96,794	
Contract Management <sup>2</sup>								
<i>SUBTOTAL SUPPORT COSTS</i>			\$ 349,625	\$ 378,313	\$ 339,218	\$ 366,481	\$ 339,699	
<b>SUBTOTAL OPERATING COSTS</b>			<b>\$ 11,401,392</b>	<b>\$ 12,709,484</b>	<b>\$ 14,528,640</b>	<b>\$ 16,175,611</b>	<b>\$ 18,330,221</b>	
<b>Capital Costs</b>								
Replacement Buses (28 40-ft, 3 35-ft, and 10 OTR coaches)			\$ 4,080,000	\$ 4,900,000	\$ 2,885,648	\$ 1,486,109		
Expansion Buses (assumes 19 OTR and 4 40-foot coaches)			\$ -	\$ 0	\$ 6,417,106	\$ 3,119,046	\$ 1,805,028	
Replacement Paratransit Vehicles			\$ 70,000		\$ 114,736	\$ 78,786		
Expansion Paratransit Vehicles			\$ 39,000	\$ 40,170	\$ 41,375			
Replacement Vanpool Vehicles			\$ 262,395	\$ 382,985		\$ 427,693	\$ 198,236	
Expansion Vanpool Vehicles			\$ 121,105	\$ 141,100	\$ 124,571	\$ 128,308	\$ 132,157	
Replacement of communication/radio system			\$ 175,000	\$ 175,000				
New vehicle licenses, tags, and fees			\$ 40,264	\$ 41,446	\$ 30,693	\$ 49,981	\$ 19,932	
Amenities			\$ 190,000	\$ 190,000	\$ 150,000	\$ 150,000	\$ 150,000	
Construction of Regional Transit Center			\$ 927,686					
Miscellaneous other			\$ 72,942	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	
Advanced Technology Projects			\$ 24,000	\$ 694,720	\$ 20,000	\$ 220,000		
Contribution to Raleigh BOMF				\$ 1,000,000				
<i>SUBTOTAL CAPITAL COSTS</i>			\$ 6,002,392	\$ 7,615,421	\$ 9,834,129	\$ 5,709,923	\$ 2,355,353	\$ 31,517,218
<i>SUBTOTAL CAPITAL COSTS w/o Expansion Buses</i>			\$ 6,002,392	\$ 1,198,315	\$ 6,715,083	\$ 3,904,895	\$ 550,325	\$ 18,371,010
<b>GRAND TOTAL</b>			<b>\$ 17,403,784</b>	<b>\$ 20,324,905</b>	<b>\$ 24,362,769</b>	<b>\$ 21,885,534</b>	<b>\$ 20,685,574</b>	<b>\$ 104,662,566</b>

<sup>1</sup> The assumed costs for this service are \$375,000 in FY2009. However, the proposed arrangement is for the City of Raleigh to operate the route in the first year. They would bill us for their costs, less fare revenue (\$25,000) and \$100,000 which is their

<sup>2</sup> Triangle Transit will have contract management costs, likely including an additional staff person, if we choose to contract these new services with one or more other providers. The assumption is that these costs would be offset by a lower operating cos

Triangle Transit Short-Range Transit Plan

Table 6-2. Five-Year Financial Plan: Revenues

O&M REVENUES	FY2009	FY2010	FY2011	FY2012	FY2013	Assumptions
SMAP	\$2,095,799	\$2,158,673	\$2,223,433	\$2,290,136	\$2,358,840	Grows by 3% annually
Sec. 5307	\$723,284	\$744,983	\$767,332	\$790,352	\$897,910	Grows by 3% annually
JARC	\$125,000	\$125,000	\$216,620	\$125,000	\$222,200	50% of each new service for 1 year (up to \$125k)
New Freedom	\$79,000	\$75,000	\$175,000	\$125,000	\$75,000	\$75k per new service for 1 year
Local Grant Revenues	\$63,215	\$65,111	\$67,065	\$69,077	\$71,149	TDM grant toward vanpool administration
Local Gov't Transit Payments	\$106,000	\$286,566	\$664,651	\$966,242	\$1,744,893	100% of local circulators; 33% or 67% of new services
Bus Fares and consignment	\$1,199,250	\$1,479,740	\$1,773,678	\$2,055,187	\$2,428,720	Recovery rate increases from 12% to 13.5%
Vanpool Fares and subsidies	\$637,060	\$668,607	\$702,038	\$737,140	\$773,997	Recovery rate is 90%
Paratransit fares and reimbursements	\$168,000	\$188,293	\$207,122	\$227,364	\$249,017	Recovery rate drops from 24% to 20%
Miscellaneous Revenue	\$6,000	\$6,000	\$6,000	\$6,000	\$6,000	
Gain/Loss on van disposals	\$50,000	\$57,000	\$0	\$60,000	\$24,000	\$3000 per retiring van
Bus accident reimbursement	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	
Investment income	\$102,500	\$102,500	\$102,500	\$102,500	\$102,500	
Local Triangle Transit contributions	\$5,661,660	\$6,338,697	\$7,248,984	\$8,220,133	\$9,001,297	
<b>Total Revenues</b>	<b>\$11,051,768</b>	<b>\$12,331,171</b>	<b>\$14,189,422</b>	<b>\$15,809,131</b>	<b>\$17,990,522</b>	
<b>CAPITAL REVENUES</b>	<b>FY2009</b>	<b>FY2010</b>	<b>FY2011</b>	<b>FY2012</b>	<b>FY2013</b>	
Sec. 5307	\$414,569	\$427,006	\$439,816	\$453,011	\$382,754	Grows 3% annually plus \$.40 per revenue mile for new services (2 year lag)
State Match - Sec. 5307	\$17,424	\$17,947	\$18,485	\$19,040	\$16,087	4.2% match to federal dollars
Sec. 5309	\$3,264,000	\$3,136,000	\$4,067,841	\$2,436,505	\$722,011	80% of replacement needs + 40% of expansion needs
State Match - Sec. 5309	\$408,000	\$490,000	\$288,565	\$148,611	\$0	10% state match to replacement needs
JARC	0	\$784,000	\$807,520	\$0	\$831,746	State funds for Expansion buses to communities outside of urbanized areas (Zebulon, Wendell, Clayton, Pittsboro)
STP-DA	\$0	\$200,000	\$200,000	\$200,000	\$0	MPO competitive application processes
Other Contributions	\$224,000	\$40,000	\$0	\$0	\$0	
Advanced Technology	\$21,600	\$584,748	\$6,874	\$288,000	\$0	State competitive grant process covering 90%
Local Triangle Transit contributions	\$1,652,799	\$1,890,720	\$3,992,666	\$2,264,756	\$402,755	\$10,203,696
<b>Total Revenues</b>	<b>\$6,002,392</b>	<b>\$7,570,421</b>	<b>\$9,821,767</b>	<b>\$5,809,923</b>	<b>\$2,355,353</b>	
<b>Total Local Triangle Transit contributions</b>	<b>\$7,314,459</b>	<b>\$8,229,417</b>	<b>\$11,241,650</b>	<b>\$10,484,890</b>	<b>\$9,404,052</b>	

## **Overview of Capital Revenues**

On the capital side, there are four sources of federal grant funds potentially available, with state matching funds available for some sources. The financial plan makes the following assumptions about these revenue sources:

- The amount of Section 5307 formula funds applied to large capital purchases will grow 3% annually plus \$0.40 for every additional revenue mile operated. This would primarily be applied to the purchase of paratransit and vanpool vehicles. The plan also assumes an average 4.2% match by NCDOT to these federal funds.
- Section 5309 Discretionary Bus and Bus Facility funds will cover 80% of the costs for all replacement buses and half of the expansion buses. The plan also assumes that NCDOT will provide a 10% match to the federal dollars for replacement buses.
- Statewide rural Job Access Reverse Commute grants will cover 80% of the capital costs for the six vehicles serving non-urbanized communities (Zebulon, Wendell, Pittsboro, and Clayton).
- Surface Transportation Project - Direct Allocation funds available to the MPOs will be available to cover up to \$200,000 in vehicle procurements for three of the five years.

Additionally, Triangle Transit has had success in securing NCDOT Advanced Technology grant funds for a variety of projects. The financial plan assumes that these funds will cover 90% of the costs of implementing a real-time arrival information system, automated telephone information functionality, and other smaller technology enhancements.

Given the spending and revenue assumptions for capital procurements necessary to implement the plan, the amount of revenue that would need to be drawn from Triangle Transit's two local revenue sources for these purposes would \$10.2 million over the five years.

### **6.2.1 Vehicle Replacement and Expansion**

Peak vehicle requirement will increase from 49 buses today to 77 buses in FY2013 (from 63 to 86 including spare vehicles). There is uncertainty regarding how many of these buses the agency will buy or lease versus contract. Table 6-3 shows the transit bus fleet expansion by vehicle type from the current year (FY2008) through the Short-Range Transit Plan horizon year (FY2013). Staff anticipates the use of over-the-road (OTR) coaches on our longer-distance express services, with an expected fleet of 30 OTR transit buses by FY2013. The proportion of 40-foot transit buses will decrease in FY2010 when several buses are retired and replaced with OTR coaches for our existing express services, and will increase slightly over the remaining three years. The number of 35-foot transit buses will remain static, and we anticipate retiring our eight 30-foot transit buses and replacing them with a smaller fleet of five 25-foot buses. The overall bus fleet will remain at 63 vehicles through FY2010, increasing to 86 vehicles (including spares) by FY2013.

Triangle Transit Short-Range Transit Plan

**Table 6-3. Transit Bus Fleet Expansion FY2008-2013**

	FY08	FY09	FY10	FY11	FY12	FY13
OTR Transit Bus	0	0	10	22	28	30
Transit Bus (40ft)	32	35	25	26	26	28
Transit Bus (35ft)	23	23	23	23	23	23
Transit Bus (30ft)	8	0	0	0	0	0
Transit Bus (25ft)		5	5	5	5	5
<b>Total Transit Bus Fleet</b>	<b>63</b>	<b>63</b>	<b>63</b>	<b>76</b>	<b>82</b>	<b>86</b>
Contingency Fleet	5	5	5	5	5	5

Note: Contingency Fleet refers to vehicles available for special events and expedited implementation of new or expanded services

Table 6-4 shows the expansion of vanpool and paratransit fleets over the five years of the Short-Range Transit Plan. The paratransit fleet will increase from six to eight vehicles, while the vanpool fleet will increase from 86 vehicles today to 117 vehicles by FY2013. The relative proportions of each vanpool vehicle size change over the planning horizon, with a shift away from 15-passenger vans (from 95% to 18% percent of the total fleet) toward 12- and 7-passenger vans (from 0 to 70% and from 5% to 12%, respectively).

**Table 6-4. Vanpool and Paratransit Fleet Expansion FY2008-2013**

	FY08	FY09	FY10	FY11	FY12	FY13
Vanpool (15-passenger)	82	69	50	50	30	21
Vanpool (12-passenger)	0	17	41	45	69	82
Vanpool (7-passenger)	4	6	8	10	12	14
<b>Total Vanpool Fleet</b>	<b>86</b>	<b>92</b>	<b>99</b>	<b>105</b>	<b>111</b>	<b>117</b>
<b>Total Paratransit Fleet</b>	<b>6</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>8</b>	<b>8</b>

## 6.2.2 Passenger Amenities

Triangle Transit’s Strategic Investment Plan for Bus, Vanpool, and Paratransit helped staff to understand the types of passenger amenities that are important to our customers. The Short-Range Transit Plan addresses these preferences with a five-year plan for improvements to passenger amenities. The amenities plan covers several types of improvements. Staff prioritized individual bus stop improvements based on the average number of passenger boardings that occur at each stop. Staff identified all bus stops with an average of ten or more boardings per day as well as the amenities that already exist at each stop, and made recommendations for additional amenities based on number of boardings (stops with 25 or more boardings/day justify shelter installation).

Of the more than 600 bus stops that Triangle Transit serves, approximately one-third are shared with other agencies. In most cases, the agency with which the stop is shared controls the bus stop. For amenities improvements that have been identified for any of these shared bus stops, staff will work with the other agency to determine the type of improvements to be installed (e.g., type of shelter, size of concrete pad, etc.). If the stop is located within

Durham, Cary, or Raleigh city street right-of-way, staff will work with the other agency (DATA, C-Tran, or CAT, respectively) to obtain permission to install amenities improvements.

Implementation of improvements to bus stops located in other municipalities' rights-of-way, state right-of-way, or on private property will be influenced by the agreeability of the landowner, state, or municipality to grant easements or enter into encroachment agreements with Triangle Transit.

As stated in the policy recommendations (Section 4.1), staff recommends formalizing bus stop amenities standards using the Regional Amenities Standard that is slated for development during FY2009 by the region's transit agencies as a guide for developing agency-specific standards. Staff may re-evaluate the amenities improvements scheduled in this plan after agency and regional standards have been adopted.

In addition to the recommendations for bus stop amenities, staff also included park-and-ride lot acquisition, sign replacement projects, and wireless internet for vehicles serving long-haul trips in the passenger amenities plan for each year of the SRTP. Table 6-5, Table 6-6, and Table 6-7 list passenger amenities projects in FY2009, FY2010, and FY2011-2013, respectively.

### **6.2.3 Advanced Technologies**

The customer outreach activities that Triangle Transit conducted in 2007 identified several needs that could be well met by investments in advanced transit technologies. Specifically, there is substantial customer interest in wi-fi access on board Triangle Transit buses, and in real-time arrival information available through multiple channels. Both are recommended for implementation in the plan, with a wi-fi demonstration project budgeted in FY2009, and procurement of a real-time arrival information system in FY2010. In conjunction with the installation of a real-time arrival information system, there will be an opportunity to integrate the information with our call center and the state's 511 (Travel Information) system.

Additionally, it has become standard practice for buses to come equipped with automatic voice annunciation systems that audibly announce major stop locations and other important information both inside the bus and outside the bus at stops. Triangle Transit has also begun investment in Automatic Passenger Counters (APCs), which provide rich data for evaluating service productivity and on-time performance. This plan recommends that the agency continue to equip 20% of its fleet with these counters.

Finally, there are system upgrades programmed for the trip planning system and the online ridematching system. The transit agencies in the region are also interested in evaluating several technology upgrades: an interactive voice response telephone system that could improve the service quality and reduce some of the operating inefficiencies of paratransit services; the upgrade of electronic fareboxes to accept smartcards; and the application of bus priority to the traffic signal system in key corridors. Some of these projects are directly budgeted in the financial plan, while others will have to be considered as more information is learned about their value to our system and the region.

Triangle Transit Short-Range Transit Plan

Table 6-5. Passenger Amenities Plan for FY2009

Amenity Project or Bus Stop Name	City or County	Amenities
1 park-and-ride lot for Wake Forest service	Wake Forest	Shelter, bench, trash can, bike rack, concrete pad, information
1 park-and-ride lot for Wake Tech service	Raleigh	Shelter, bench, trash can, bike rack, concrete pad, information
Park-and-ride contract for current services	N/A	N/A
New Logo Sign Purchase and Installation	N/A	N/A
Park-and-Ride Wayfinding Sign Project	N/A	N/A
Highway signs (100)	N/A	N/A
GoTriangle decals for bus exteriors	N/A	N/A
Active Communities Grant Project	Raleigh	Shelter, bench, trash can, bike rack, concrete pad, pedestrian path
NC 54 at NC 55 (Crown Gas Station)	Durham	Shelter, bench, trash can, information
Wilmington St at Martin St	Raleigh	Shelter
E Franklin St at Coffee Shop	Chapel Hill	Information
Hillsborough St at Gardner St (across NCSU Lib)	Raleigh	Bike rack
Edenton at Salisbury	Raleigh	Shelter, bench, trash can, information
S Columbia St at Health Sciences Library	Chapel Hill	Information
E Franklin St at Varsity Theater	Chapel Hill	Information

Triangle Transit Short-Range Transit Plan

Table 6-6. Passenger Amenities Plan for FY2010

Amenity Project or Bus Stop Name	City or County	Amenities
FY10 Active Communities Grant Project(s)	Cary	Shelter, bench, trash can, bike rack, concrete pad, information
Erwin Rd at VA Hospital	Durham	Bench, trash can
New Hope Commons	Durham	Shelter, bench, trash can, light, information
Eubanks Rd Park-Ride Lot	Chapel Hill	Information
S Columbia St at Carrington Hall	Chapel Hill	Information
Erwin Rd at LaSalle St (southbound)	Durham	Information
Pettigrew St at American Tobacco Parking Deck	Durham	Bench, trash can, bike rack, information
NC 54 at Waterford Valley Dr (eastbound)	Durham	Concrete pad, bench, trash can, information
Kilmayne Dr at Big Lots	Cary	Bench, trash can, bike rack, information
N Columbia St at W Franklin St	Chapel Hill	Information
Hillsborough St at Gardner St	Raleigh	Bike rack
N Columbia St at Rosemary St	Chapel Hill	Information
E Franklin St at Eastgate Shopping Ctr	Chapel Hill	Lighting, information
Willard St at Chapel Hill St (M&F Bank)	Durham	Bench, trash can, information
E Franklin St at Estes Dr	Chapel Hill	Information
Trent Dr at Erwin Rd	Durham	Concrete pad
3 park-and-ride lots for Eastern Wake service	Wake Co	Shelter, bench, trash can, bike rack, concrete pad, information
WiFi on 22 buses	N/A	Wireless Internet
Bicycle racks for three new locations	N/A	Bike racks (3)

Triangle Transit Short-Range Transit Plan

Table 6-7. Passenger Amenities Plan for FY2011-2013

Year	Amenity Project or Bus Stop Name	City or County	Amenities
FY 2011	2 park-and-ride lots for I-540 Express service	Wake Co	Shelter, bench, trash can, bike rack, concrete pad, information, wayfinding
	2 park-and-ride lots for Clayton service	Wake/Johnston Co	Shelter, bench, trash can, bike rack, concrete pad, information, wayfinding
	2 park-and-ride lots for Pittsboro service	Chatham Co	Shelter, bench, trash can, bike rack, concrete pad, information, wayfinding
	WiFi on 28 buses	N/A	Wireless Internet
	Improvements to 2 new stops	N/A	Various amenities
FY 2012	2 park-and-ride lots for Burlington service	Alamance/Orange Co	Shelter, bench, trash can, bike rack, concrete pad, information, wayfinding
	2 park-and-ride lots for Person County service	Person/Durham Co	Shelter, bench, trash can, bike rack, concrete pad, information, wayfinding
	WiFi on 35 buses	N/A	Wireless Internet
	Improvements to 2 new stops	N/A	Various amenities
FY 2013	2 park-and-ride lots for Fuquay-Varina service	Wake Co	Shelter, bench, trash can, bike rack, concrete pad, information, wayfinding
	2 park-and-ride lots for Holly Springs service	Wake Co	Shelter, bench, trash can, bike rack, concrete pad, information, wayfinding
	1 park-and-ride lot for Raleigh-RDU service	Wake Co	Shelter, bench, trash can, bike rack, concrete pad, information, wayfinding
	WiFi on 38 buses	N/A	Wireless Internet
	Improvements to 2 new stops	N/A	Various amenities