

*Connecting all points of the Triangle*

## MEMORANDUM

**To** GoTriangle Board of Trustees Planning and Legislative Committee  
**FROM:** Capital Development: D-O LRT Project Team  
**DATE:** June 13, 2018  
**SUBJECT:** **D-O LRT Project Request for Design Change Approval:  
Modification of the Martin Luther King Jr. Parkway Station Park-and-Ride**

### Strategic Objective or Initiative Supported

This item supports Strategic Objective 1.1: Increase number of customers served with Sustainable Transportation Services.

### Action Requested

Staff requests that the Planning and Legislative Committee recommend the proposed change to the Martin Luther King Jr. Parkway D-O LRT Station park-and-ride lot to the GoTriangle Board of Trustees for approval at their July meeting.

### Background and Purpose

At the July 26, 2017 meeting, the Board of Trustees approved the Design Change Approval Policy (Policy) for the D-O LRT Project. The Policy established three Categories of changes:

- Category 1, includes changes which would require approval by each signatory board of the Transit Plans: the Durham Board of County Commissioners, the Orange Board of County Commissioners, the DCHC-MPO Policy Board, and the GoTriangle Board of Trustees.
- Category 2, includes changes which would require approval by the GoTriangle Board of Trustees. For changes in this category, GoTriangle staff will provide the Durham and Orange Boards of County Commissioners and the DCHC-MPO Policy Board with the opportunity to review and provide input on the change prior to bringing the change to the GoTriangle Board of Trustees for final approval.
- Category 3, generally includes all other proposed design changes and establishes that the D-O LRT Project Director has approval authority for design changes within this Category. However, the D-O LRT Project Director and/or Executive Oversight Team may choose to recommend that design changes in Category 3 should be elevated to the GoTriangle Board of Trustees for approval.



### **Request to Modify the Martin Luther King Jr. Parkway D-O LRT Station Park-and-Ride.**

In the baseline scope of the D-O LRT Project as defined in the Record of Decision (ROD) and Amended ROD issued by the Federal Transit Administration (FTA) in February 2016 and December 2016, respectively, the Martin Luther King Jr. Parkway D-O LRT Station park-and-ride site requires acquisition of a portion of the Parkway Plaza development including the At Home store. The proposed change would rework the layout of the park-and-ride facility to avoid acquisition of the store.

Because this design change entails modification of right-of-way it falls within Category 2 which requires approval by the GoTriangle Board of Trustees. As part of the Board review and approval process, GoTriangle staff will solicit input regarding the modification from the Durham County Board of Commissioners, the Orange County Board of Commissioners, and the DCHC MPO Policy Board.

Following are some of the key issues related to this proposed change.

#### Why is staff recommending this change?

- When this site was initially selected, the commercial development on the site was vacant.
- With the recent up-fit (including the At Home store) and adjacent active retail businesses, the cost of acquiring the real estate required for the original park-and-ride site is significantly more than the real estate cost for other park-and-ride sites.
- It was determined that a reconfiguration of the park-and-ride site would result in significant real estate cost savings.

The proposed changes to the park-and-ride site would convert several smaller parcels near the station area into parking spaces. One parcel would need to be acquired from the NCDOT, one parcel that includes the SunTrust bank and previously a partial acquisition would need to be fully acquired, and a third parcel that is unoccupied would need to be fully acquired. Currently, the conceptual change results in an approximate loss of 250 spaces from the original design. The park and ride lot at the South Square Station is being refined to increase by approximately 350 spaces.

If the Board approves this refinement, GoTriangle staff will submit an environmental re-evaluation to the FTA to compare the environmental effects of the proposed refinement to the effects previously disclosed in the Draft Environmental Impact Statement (DEIS) and determine if the commitments outlined in the Amended Record of Decision mitigate the effects. FTA will then determine if additional environmental documentation is needed (e.g., NCCU Supplemental Environmental Assessment) or if the existing environmental documentation is sufficient.



### Financial Impact

The cost estimate for the proposed change is approximately \$8-\$10 million less than the original design.

- As part of FTA-required cost management practices, changes to the base cost estimate (both savings and increases) associated with changes in the project design are tracked throughout Engineering (final design) and considered together. Although the overall project budget is set at entry into Engineering at \$2.476 billion, it is typical to shift expenditures between FTA cost categories to meet the needs of the project.

In other words, savings in one area can cover for additional expenditures in another area. This allows the agency and the project team to use the final design process to better align spending with goals and values.

### Attachments

- Map showing the existing park-and-ride site

### Staff Contact

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