

**Link Transit System
Public Transit Advisory Commission (PTAC)
Tuesday, January 14, 2025 @ 5:00 P.M.**

Meeting to be Held in Person or Virtually on Zoom Platform

425 S. Lexington Ave, Burlington, NC 27215 @ Municipal Conference Room (Lower Level)

OR <https://us02web.zoom.us/j/2010625189> OR (646) 558-8656

Meeting ID: 201 062 5189

AGENDA

- 1) **Call to Order & Quorum** **Chairman**
 - Changes to Agenda / Add On Items
 - Speakers from the Floor – three (3) minutes per speaker
 - PTAC Roles and responsibilities – John Andoh

- 2) **PTAC Roles and Responsibilities** **Pages 2-10** **John Andoh**

- 3) **Approval of the November 2024 Meeting Minutes** **Provided at Meeting** **John Andoh**

- 4) **Link Transit System Update** **John Andoh**
 - Update on Transit Development Plan & Transit Facility Study **Pages 19-24**
 - Update on Status of Transit System Activities **Pages 25-28**
 - Passenger Amenities Update
 - NCDOT Unified Grant Program Update
 - Schedule Adjustments and Route Modifications
 - Transit System Request For Proposals **Pages 29-55**
 - Safe Place Implementation **Pages 56-57**
 - Vehicles **Pages 58-59**
 - Transit Operations Report

- 8) **Link Transit Operations Report** **John Andoh**
 - Fixed Route & Paratransit Ridership Update through December 2024 **Pages 60-62**

- 9) **Other Business** **Chairman**
 - Other Items of Interest and Upcoming Events
 - Reports & Questions from PTAC Members
 - Agenda Topics for Next Meeting

Next Meeting Scheduled for: Tuesday, March 11, 2025.

**ACCESS TO INFORMATION: ALL DOCUMENTS AND DATA CAN BE PROVIDED IN
ALTERNATIVE FORMAT UPON REQUEST**

It is the policy of the Link Transit System to ensure that no person shall, on the ground of race, color, sex, age, national origin, or disability, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and any other related non-discrimination Civil Rights laws and authorities.

PUBLIC TRANSIT ADVISORY COMMISSION

ROLES & RESPONSIBILITIES

Link • TRANSIT

Authority

- **The Public Transit Advisory Commission (PTAC) was established by ordinance on October 7, 2014, amended December 1, 2015 - Ordinance #15-22.**
- **Chapter 2, Division 4 - PUBLIC TRANSIT ADVISORY COMMISSION – starting with Section 2-131.**
- **Within the City of Burlington Code of Ordinances.**
- **Article V, Division 1. "Provisions Applicable to All Boards and Commissions applies to this Commission.**

Commissioners

Moses Corbett - Secretary	Burlington	<i>(Expires 2027)</i>
Vacant	Burlington	<i>(Expires 2025)</i>
Austin Dorval	Burlington	<i>(Expires 2027)</i>
Roger Meisenbach	Burlington	<i>(Expires 2026)</i>
Bonita Brown - Vice Chair	Burlington	<i>(Expires 2027)</i>
Joyce Harris	Gibsonville	<i>(Expires 2025)</i>
Steve Carter	Alamance County	<i>(Expires 2024)</i>
Blake Slaughter	Burlington Alternate	<i>(Expires 2026)</i>
Vacant	Gibsonville Alternate	<i>(Expires 2023)</i>
Vacant	Alamance County Alternate	<i>(Expires 2025)</i>
Ralph Harwood - Chair	Elon	<i>(Expires 2026)</i>
Melissa McBane	Elon Alternate	<i>(Expires 2026)</i>
Sean Ewing	Mebane	<i>(Expires 2027)</i>
Montrena Hadley	Mebane Alternate	<i>(Expires 2027)</i>
Brian Doward	Alamance Community College (ACC)	<i>(Expires 2026)</i>
Chief James Armstrong	ACC Alternate	<i>(Expires 2026)</i>

Membership

- The PTAC consist of ten members, five appointed by the Burlington City Council, one appointed by the Gibsonville Town Council, one appointed by the Elon Town Council, one appointed by Alamance Community College, one appointed by Mebane City Council and one appointed by the Alamance County Board of Commissioners.
- An alternate from each governing body will also be selected.
- Details at: <https://linktransit.org/About/Public-Transit-Advisory-Commission>
- All members of the Commission must reside within the jurisdiction of the participating governmental entity by which they were appointed.
- Members may not serve dual appointments with other appointed City of Burlington board or commission.

PTAC Role & Responsibility

- **Advise Burlington City Council and staff on:**
 - Routes, ridership, fares, customer service, general operating policy, short/long term goals;
 - Public participation, rider safety and convenience, service areas, route changes, coordinate with existing transit services and private partners to enhance service options;
 - Recommend service enhancements, annual budget review, branding & advertising campaigns, public education.

PTAC Meeting Items

- **Operations Report**
 - **Ridership counts / Stop adjustments**
 - **Customer Service items**
 - **Service Provider updates**
 - **Financial reports**
 - **Public input/comment**
 - **Marketing / promotional campaigns**

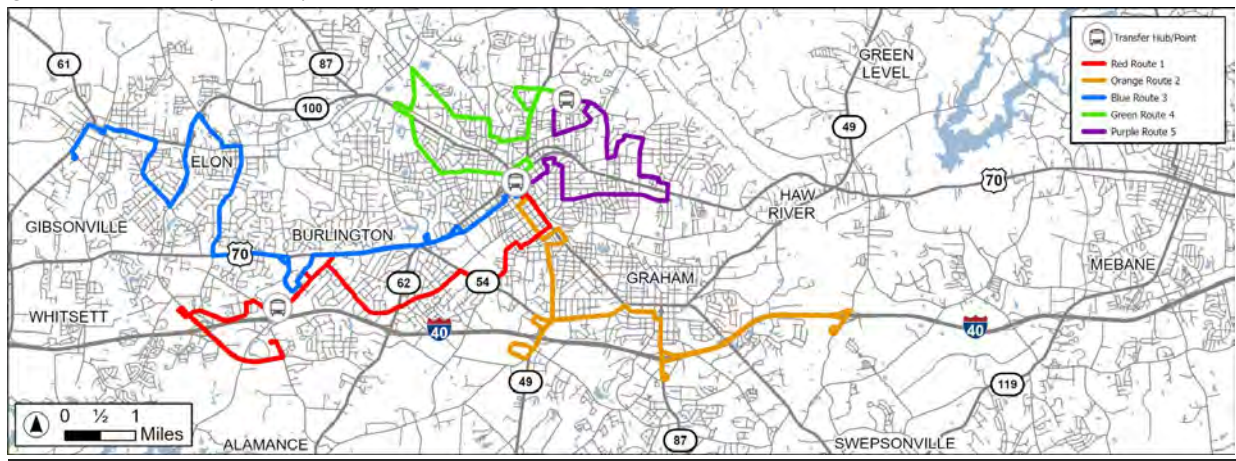
PTAC Meeting Items

- **Elect Officers (annually in July)**
 - **Chair**
 - **Vice Chair**
 - **Secretary (staff provide support)**

- **Meeting on the 2nd Tuesday of every other month (January, March, May, July, September and November at 5:00 p.m. @ Burlington Municipal Building or via Zoom.**

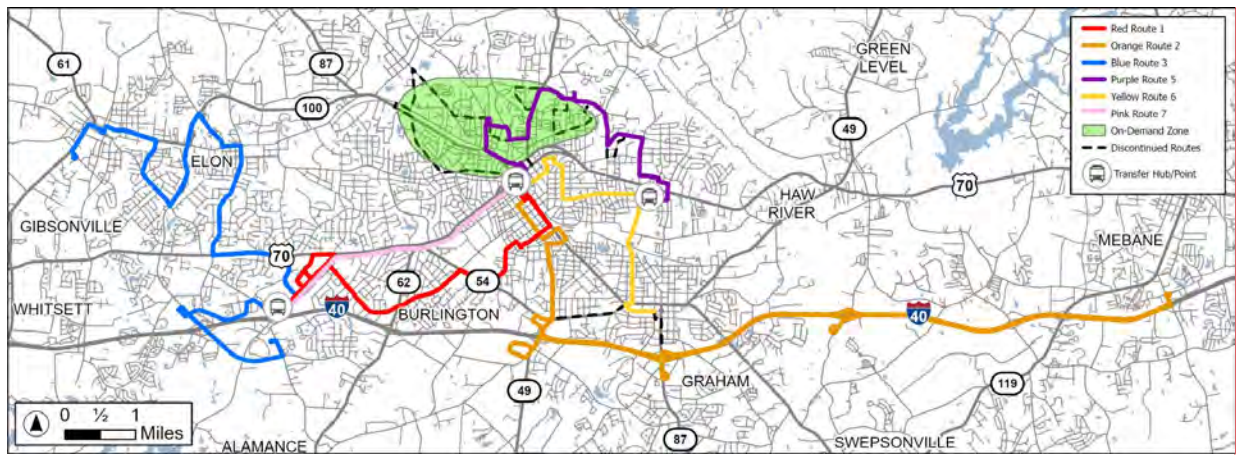
RECOMMENDATIONS SUMMARY

Figure 1: Current Link System Map



Commented [JA1]: Include Bus logo at all locations where two or more routes meet - Holly Hill Mall, North Park Library. Include Bus Logo in the key - call it Transfer Hub/Transfer Point

Figure 2: Recommended Link System Map¹



Commented [JA2]: See above. Add discontinued route between Graham and I-40 for discontinued Orange Route 2.

¹ Yellow Route 6 includes an alternative option with service to Haw River, depending on available funding.

Figure 3: Current Link Paratransit Service Area (within ¼ mile of Existing Routes)

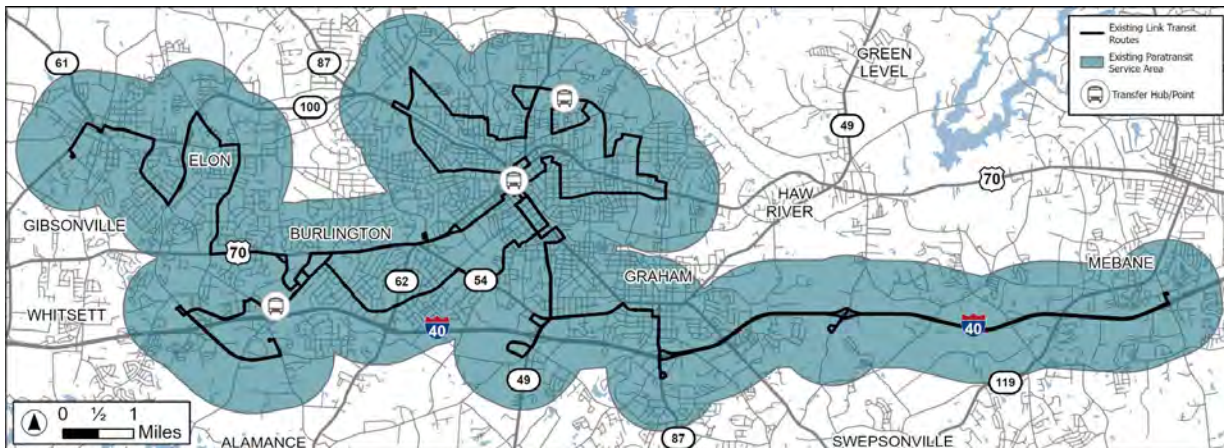
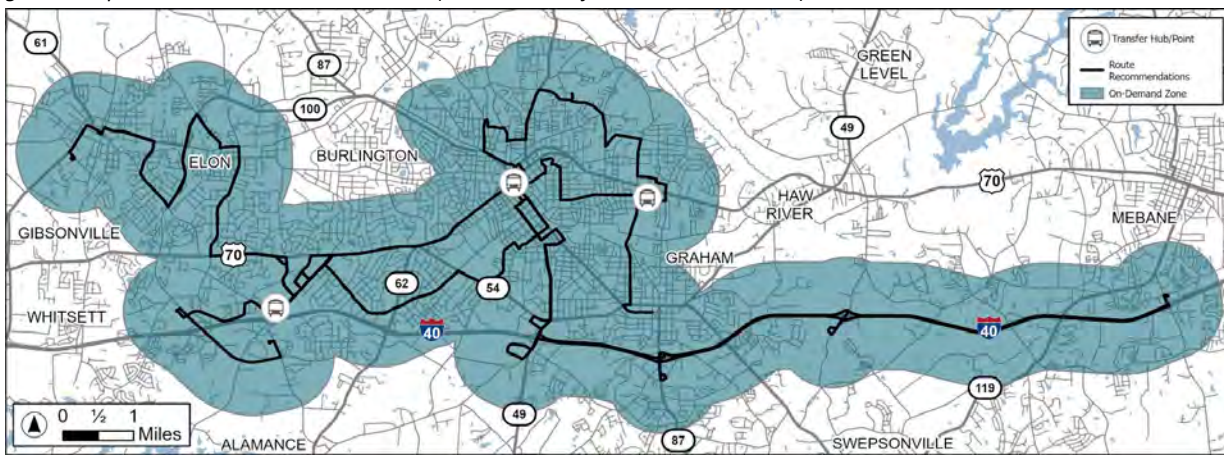


Figure 4: Proposed Link Paratransit Service Area (within ¼ mile of Recommended Routes)



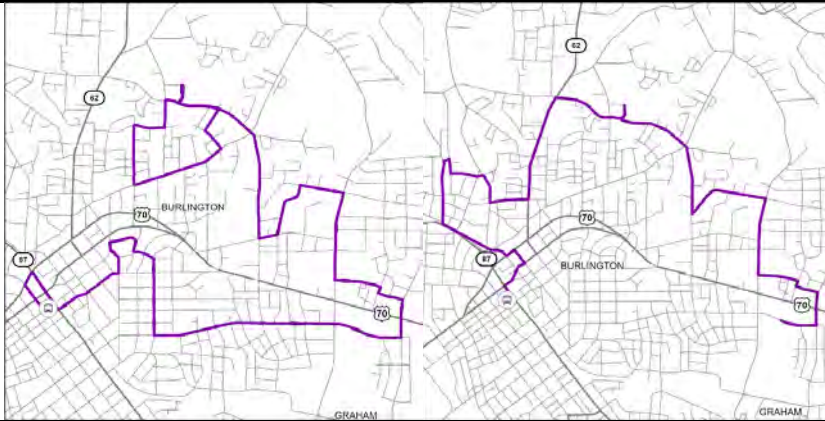

Commented [JA3]: See above


Commented [JA4R3]: Show street level mapping like below.

Table 1: Recommendations by Route

ROUTE	PROPOSED CHANGES	ROUTE (EXISTING VS PROPOSED)	
<p>Red Route 1</p>	<ul style="list-style-type: none"> The route would operate between Downtown Burlington and would terminate at the Garden Road Walmart where riders could transfer to the Pink Route 7 or Blue Route 3 to connect to Cone Health Alamance Regional. The route will operate every 60minutes instead of 90 minutes. 		
<p>Orange Route 2</p>	<ul style="list-style-type: none"> No changes are proposed at this time and buses would continue to come every 90 minutes. The route may no longer serve Alamance County Office Building and Alamance County Courthouse. These locations would be served by Yellow Route 6, if this route does not serve Haw River. 		

<p>Blue Route 3</p>	<ul style="list-style-type: none"> • The route would operate between Cone Health Alamance Regional and Gibsonville via Elon with connections to Elon University and the Garden Road Walmart for timed transfers to Red Route 1 and Pink Route 7 for travel to Downtown Burlington • The route will operate every 60minutes instead of 90 minutes. 	
<p>Green Route 4</p>	<ul style="list-style-type: none"> • This route would be replaced with an on-demand van service, operated as a 1-year pilot program called Link +. Passengers would book rides when needed on an app or by phone. • Link + would operate in northwest Burlington where the Green Route 4 currently operates. 	

<p>Purple Route 5</p>	<ul style="list-style-type: none"> • The route will operate between Downtown Burlington and the Mebane Street Walmart, with service to the Lakeside Apartments and North Park Library. • The route will operate every 60minutes instead of 90 minutes. 	
<p>Yellow Route 6</p>	<ul style="list-style-type: none"> • Option 1: The route would operate to Alamance County Office Building and Alamance County Courthouse and remove these destinations from Orange Route 2. • Option 2 (not pictured): In the future, create a new route with service between Downtown Burlington and Haw River (depending on funding) with connections to the Purple Route 5 at the Mebane Street Walmart. 	<p style="text-align: center;">No existing Yellow Route 6</p> 

	<ul style="list-style-type: none"> This route would operate every 60minutes and be interlined with the Pink Route 7. 		
<p>Pink Route 7</p>	<ul style="list-style-type: none"> This new route would operate via Church Street and Sellers Mills Road between Downtown Burlington and Garden Road Walmart with timed connections to the Red Route 1 and Blue Route 3. The route would operate every 60minutes and be interlined with the Yellow Route 6. 	<p><i>No existing Pink Route 7.</i></p>	
<p>Link +</p>	<ul style="list-style-type: none"> New on-demand van service. (See Green Route 4) operating Monday-Saturday. Based on available funding, consider on-demand van service on Sundays within the City limits of Burlington from 8 a.m. to 4 p.m. You can book rides by calling a phone number or through an app. 		

Other Modifications	<ul style="list-style-type: none">• On holidays, operate a Saturday schedule on Dr. Martin Luther King Jr. Day, Presidents Day, Juneteenth Day, Columbus Day, Veterans Day, day after Thanksgiving, Christmas Eve and New Years Eve.• Routes with lower performance would end service by 6:30 p.m. or 8:30 p.m. Only Red Route 1, Purple Route 5 and Pink Route 7 would continue until 9:30 p.m.
----------------------------	---

DO YOU TAKE PUBLIC TRANSIT?

TAKE THE SURVEY TODAY

WE WANT TO HEAR YOUR FEEDBACK!

HELP IMPROVE PUBLIC TRANSPORTATION

We're investing in Link Transit to make your transit experience better. We have some new ideas and want your feedback!

Take the survey and tell us what you think!



WHAT ARE THE CHANGES?

These changes involve better frequency, route adjustments, new on demand microtransit service, and better connections.



TELL US HOW YOU FEEL ABOUT THE CHANGES

Take the survey to share your thoughts on the changes to Link Transit.



SCAN THE QR CODE TO TAKE THE SURVEY

Or visit the URL below:

<https://www.surveymonkey.com/r/LinkTransit-Survey2>

**We're investing in Link Transit to make your transit experience better.
We have some new ideas and want your feedback!**

Service Recommendations

Link transit is currently developing a Transit Plan. The plan is looking at the entire system to see how service could be improved. The project team looked at where buses go, how many people use each stop, and how we could make service more convenient and reliable.

Question 1: Do you use Link Transit?

- Yes
- No (skip to question 4)

The following questions are only for those who answered "Yes" to question 1:

Question 2: What Route(s) do you use? Select all that apply

- Red Route 1
- Orange Route 2
- Blue Route 3
- Green Route 4
- Purple Route 5
- Link Paratransit

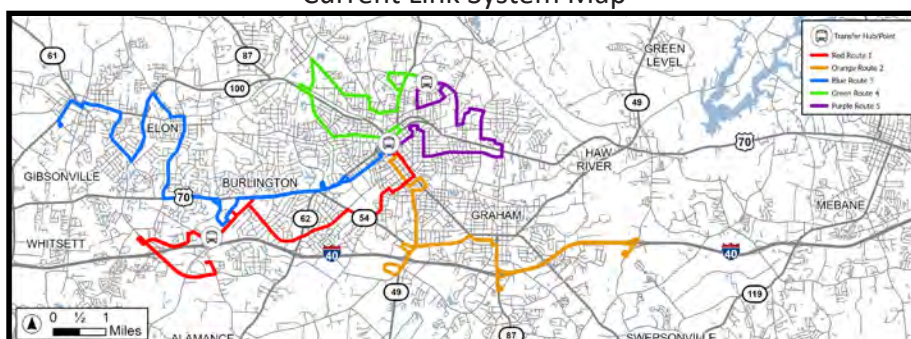
Question 3: How often do you use Link Transit?

- Every day
- Multiple times a week
- Once a week
- A couple times a month
- A few times a year

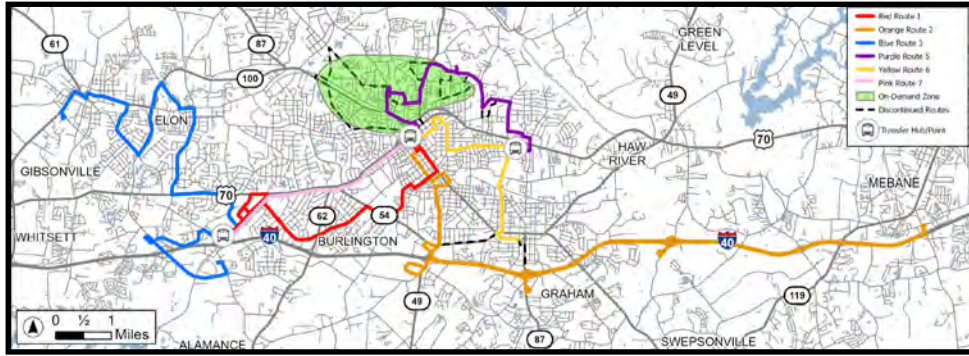
We are proposing some route adjustments, new routes, and service frequency changes to improve our system.

Please reference the board and the recommendations handouts for specifics on each of the route changes and feel free to ask us any questions that you have!

Current Link System Map



Recommended Link System Map



Red Route 1

Question 4: How would the proposed service changes to Red Route 1 affect you and your ability to get around using Link Transit?

- I would use Red Route 1 more often
- I would use Red Route 1 the same as I do now
- I would use Red Route 1 less often
- I do not currently use Red Route 1
- I am not sure
- Other:

Question 5: What, if anything, would make the Red Route 1 concept better? [Open Ended]

Orange Route 2

Question 6: Do you have any comments on Orange Route 2? [Open Ended]

Blue Route 3

Question 7: How would the proposed service changes to Blue Route 3 affect you and your ability to get around using Link Transit?

- I would use Blue Route 3 more often
- I would use Blue Route 3 the same as I do now
- I would use Blue Route 3 less often
- I do not currently use Blue Route 3
- I am not sure
- Other:

Question 8: What, if anything, would make the Blue Route 3 concept better? [Open Ended]



Green Route 4

Question 9: How would the proposed service changes to Green Route 4 affect you and your ability to get around using Link Transit?

- I would use Link Transit more often
- I would use Link Transit less often
- I do not currently use Green Route 4
- I am not sure
- Other:

Question 10: What, if anything, would make the on demand microtransit concept better? [Open Ended]

Question 11: Would you use a Sunday Service if available? If so, what times? [Select all that apply]

- Yes, in the morning
- Yes, midday
- Yes, in the afternoon/evening
- No

Purple Route 5

Question 12: How would the proposed service changes to Purple Route 5 affect you and your ability to get around using Link Transit?

- I would use Purple Route 5 more often
- I would use Purple Route 5 less often
- I do not currently use Purple Route 5
- I am not sure
- Other:

Question 13: Which alternative service would you prefer?

- Service to Lakeside Apartments (if not served by Purple Route 5, the Lakeside Apartments would be served with the proposed microtransit service)
- Service to Downtown Graham via Purple Route 5

Question 14: What, if anything, would make the Purple Route 5 concept better? [Open Ended]



Yellow Route 6

Question 14: How would the proposed service changes to the NEW Yellow Route 6 affect you and your ability to get around using Link Transit?

- I would use Link Transit more often
- I would use Link Transit the same as I do now
- I would use Link Transit less often
- I am not sure
- Other:

Question 15: What, if anything, would make the NEW Yellow Route 6 concept better? [Open Ended]

Pink Route 7

Question 16: How would the proposed service changes to the NEW Pink Route 7 affect you and your ability to get around using Link Transit?

- I would use Link Transit more often
- I would use Link Transit the same as I do now
- I would use Link Transit less often
- I am not sure
- Other:

Question 17: What, if anything, would make the NEW Pink Route 7 concept better? [Open Ended]

Destinations

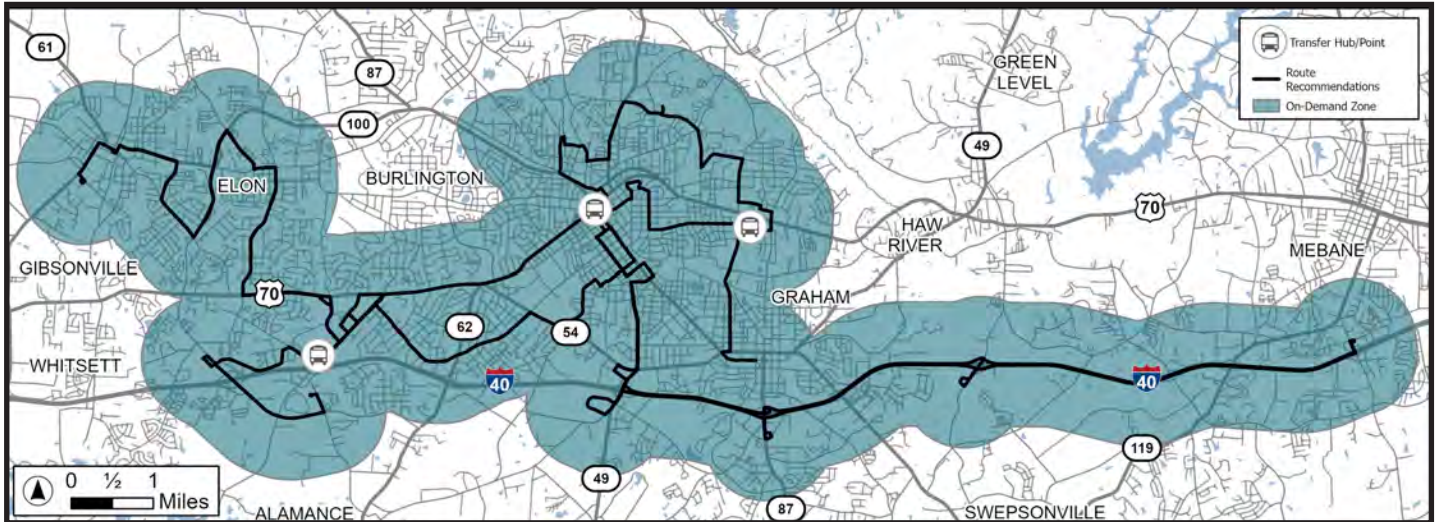
Question 18: Would you use service to the Amazon packaging center in Mebane? If so, what times?

- Yes, in the morning
- Yes, midday
- Yes, in the afternoon/evening
- Yes, at night
- No

Link Paratransit

Those unable to navigate the fixed route system may qualify for the paratransit system door-to-door service. The paratransit zone is located within 3/4 miles of all fixed routes.

Proposed Paratransit Map



Question 19: Do you use Link Paratransit?

- Yes (skip to Question 21)
- No

The following question is only for those who answered “No” to question 19:

Question 20: Why do you not use Link Paratransit? Select all that apply

- I am unfamiliar
- It is complicated
- I do not qualify
- I prefer other modes of transportation like a car
- I do not live within 3/4 miles of the fixed routes
- Other:

Question 21: What, if anything, would make the Link Paratransit concept better? [Open Ended]



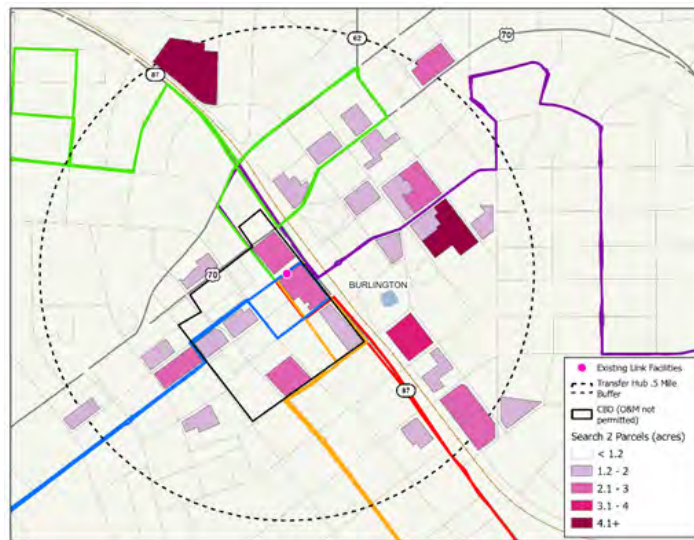
Facility Recommendations

In addition to service changes, a study is being conducted to find potential new locations for a Link Transit transfer hub and operations and maintenance facility. Currently, the downtown Burlington transfer center operates curbside with few passenger amenities and the operations and the maintenance facility is in a temporary leased facility. With the transit system continue to grow, new facilities are needed to meet the needs of the future.

The site search started with a review of existing conditions including functional, environmental, and geographic constraints. The study considered a few major factors:

- Land use surrounding the potential site
- Size of the site
- Estimated cost
- Environmental concerns
- How long it would take a Link Transit bus to get to and from the new site

The site search identified parcels for consideration for both facility types (see figure below). Parcels greater than 1.2-acres were considered for a transfer hub and parcels greater than 3-acres were considered for an operations and maintenance facility.



Question 22: What type of things should the ideal transfer hub facility consider? [Select Three]

- Estimated cost
- Environmental constraints on and around the parcel
- Potential for expansion on parcel
- Traffic impacts around the parcel
- Existing land uses surrounding the parcel
- Communities near the parcel (low-income, racial and ethnic minorities, etc.)
- Other (please specify)



Question 23: What passenger amenities are most important to you for a new potential transfer hub?

[Select three]

- Restrooms
- Customer service window
- Indoor waiting space
- Outdoor shelters
- Live passenger information (Schedules, route arrival time, etc.)
- Vending machines
- Bicycle storage

Question 24: What types of things should the ideal operations and maintenance facility consider?

[Select three]

- Ease of acquisition and cost
- Distance from current transfer hub
- Potential for expansion on parcel
- Traffic impacts around the parcel
- Existing land uses surrounding the parcel
- Communities near the parcel (low-income, racial and ethnic minorities, etc.)
- Space for passenger amenities (restrooms, customer service window, etc.)
- Other (please specify)

Question 25: Do you have any comments about a potential new transfer hub and/or operations and maintenance facility? [Open Ended]



Demographics Questions (optional)

Question 26: What is your race/ethnicity? Choose all that apply.

- Black or African American
- Asian or Asian American
- Hispanic or Latino
- White or European
- American Indian or Alaska Native
- Middle Eastern or North African
- Self-identifying
- Prefer not to say

Question 27: What is your household's total annual income?

- Under \$15,000
- \$15,001 - \$30,000
- \$30,001 - \$45,000
- \$45,001 - \$60,000
- \$60,001 - \$75,000
- Over \$75,000
- Prefer not to say

Question 28: Is English the primary language spoken in your home?

- Yes
- No

Question 29: What is your zip code?

Question 30: Is there anything that you would like to say or other comments that you have not had the opportunity to add? [Open Ended]



621 Hillsborough Street
Suite 500
Raleigh, NC 27603
919.361.5000

Project: Link Transit Passenger Amenities Program
Meeting: Monthly Project Meeting
Date: December 9th, 2024

Meeting Minutes:

ATTENDEES

- | John Andoh – Link Transit Manager, City of Burlington
- | Brian Tennent - Transportation Engineering and Operations Manager, City of Burlington
- | Scott Sallade – Project Manager, McAdams
- | Alex Kitching – Design Engineer, McAdams

ACTION ITEMS

- | City of Burlington to provide McAdams notice to proceed on discussed improvements.
- | McAdams to share survey limits for 9 locations for confirmation before requesting survey.
- | McAdams to share preliminary map for Ross Street/Sharpe Road intersection improvements.

GENERAL NOTES & SCHEDULE UPDATES

- | Currently, 24 bus stops have been assigned for design of 29 originally projected in contract.
 - 23 of the 24 bus stop assignments have been field reviewed. The only exception is Stop 243 – Harper Senior Center which McAdams was instructed to put on hold during the kick-off meeting.
 - Stop 170 was instructed to be placed on hold per Mike’s email on 11/20/2024. This meeting revised the directive to continue with survey, but deprioritize the design so as to not impact overall schedule.
 - 3 additional “designs” have also been allocated in the contract. This include the Ross Street/Sharpe Road intersection, Main Street/Ireland Street intersection and Apple Street crosswalks. As the project progresses, McAdams and City staff will coordinate the appropriate allocations for these assignments.
- | A new stop (Kirkpatrick Drive (OB) at Grand Oaks Boulevard was requested after last month’s meeting. A field review has been conducted and was reviewed during this meeting.
- | An additional design plan for the curb ramps and crosswalks at Ross Street/Sharpe Road intersection has been requested; preliminary drawing to be sent week of 12/09/2024.
 - No survey or easement acquisition is allocated for this improvement.
- | An additional plan and recommendations for the Apple Street Crosswalks has been requested from the last meeting; a field review for this stretch of road was completed again based on the discussion during the previous meeting.
 - No survey or easement acquisition is allocated for these improvements.
- | Traffic signal or RRFB designs have been allocated for the following sites:
 - Stop 126+Stop 128 (Traffic Signal x1)
 - Stop 188 (RRFB x1)
 - Stop 206 (Traffic Signal x1)
 - Stop 385 (RRFB x1)
 - Church Street (EB+WB)/O’Neal Street (Traffic Signal x1)



- Church Street (EB)/Fieldstone Drive (Traffic Signal x1) **(to be confirmed for assignment)**
- N. Main Street/Ireland Street (RRFB x1) **(to be confirmed for assignment)**

I Individual scopes and fee allocations are to be developed for sidewalk and intersection improvements that are beyond the typical scope of an individual bus stop. This will be in aim to understand and coordinate the requests and requirements for those more extensive surveys and design lengths. Current requests that would require additional scope verbiage include:

- Tucker Street Sidewalk to from Avon Avenue to Center Court
- Ross Street/Sharpe Road Intersection Pedestrian Improvements
- Apple Street Crosswalks from Rauhut Street to Chandler Avenue

BUS STOP IMPROVEMENTS

I Stop 107 – Webb Avenue (IB) at Lakeview Drive

- **Action: McAdams is to provide survey limits for confirmation before requesting survey.**
- McAdams presented options for the limits of proposed sidewalk.
- John and Brian were receptive to providing curb & gutter from the Hardee’s driveway to Lakeview Drive.
- Scott noted that if this warrants addition of a new catch basin due to spread, the limits of proposed curb & gutter could be reduced to only the bus stop area.
- McAdams will not request survey across the street or design improvements for the associated outbound stop (118).

I Stop 137 - Sellars Mill Road (SB) at Church Street (Additional Pedestrian Improvements)

- **Action: McAdams is to provide survey limits and improvements schematic exhibit for confirmation before requesting survey.**
- Improvements associated with Stops 160 + 137 that are in active construction per McAdams field review on 12/5/2024.
- The team confirmed that curbs ramps at the Sellars Mill Road/Church Street intersection are requested, including a traffic signal modification for the added crosswalk.
- There is a LAPP project adding sidewalk in the vicinity (EB-5879). The team discussed how the improvements would be coordinated with that project – the goal would be to provide the curb ramps and traffic signal modification for EB-5879 to tie to in the future.

I Stop 170 – Apple Street (EB) at Ross Street

- **Action: To be surveyed.**
- Brian and John confirmed that the main point of Mike’s original email was to not place an emphasis on this improvement at the expense of other stops progressing. Scott clarified that the survey request would be in bulk with other site locations and would be better scheduled while others are being performed in the area. McAdams will make the design a lower priority when surveys are completed.

I Stop 188 – North Mebane Street (WB) at Walmart

- **Action: To be surveyed and account for range of bus stop locations.**
- McAdams presented that any crosswalk provided should be on the west side of the intersection considering configuration and sight distance for westbound vehicles. John and Brian agreed with this for either bus stop location scenario.
- Scott presented the reasoning for providing a bus stop on the west side of the proposed crosswalk, citing sight distance and vehicle maneuvers around the bus.
- Brian noted Mike’s original email regarding location relative to the ABC Store and expressed preference for the stop to remain closer to the existing location, but to still provide the crosswalk on the west side of the intersection. A sidewalk connecting the new crosswalk to the bus stop would extend across the gravel lot driveways.
- Scott explained that the survey limits will cover either design scenario and that additional discussion could follow.
- Brian mentioned there could be some development of the gravel lot in the future, making it a more “permanent” location for a market center. No active plans are known to be in development.

I Stop 206 – Webb Avenue (IB) at Gilmer Street

- **Action: McAdams is to provide survey limits for confirmation before requesting survey.**
- Scott noted the far side has a very wide outside lane (~24’) that would serve as a de facto bus bay.
- Scott noted that any far side improvements should be kept outside the rail right-of-way claim (confirmed after meeting to be Norfolk Southern).
- Brian expressed a preference for the near side option.
- McAdams’ survey limits will cover both near side and far side potential locations.

I Stop 385 – Durham Street (IB) at James Street

- **Action: McAdams is to provide survey limits for confirmation before requesting survey.**
- McAdams presented near side and far side options.
- The near side location likely requires more extensive grading, and the far side likely has additional drainage complexity due to being downstream of a driveway pipe that would need to be extended past the proposed improvements.
- McAdams’ survey limits will cover both near side and far side potential locations.

I New Stop – Church Street (EB) at Fieldstone Drive

- **Action: McAdams is to provide survey limits for confirmation before requesting survey. City staff to confirm if signal design is requested for this stop improvements.**
- McAdams performed field review on 12/5/2024.
- Alex mentioned that providing a near side stop would result in a stop very close to the intersection due to existing culverts and guardrail. John advised that far side stops are typically preferred by Link.
- Alex noted that the far side is generally more feasible for improvements but could require some substantial grading. The team stated a preference for focusing on the far side. The near side will still be captured in survey.
- Scott mentioned that providing a crosswalk on the south side of the intersection could require additional signal upgrades to meet current MUTCD/NCDOT standards.
 - Scott followed up with Tim Popelka (McAdams Traffic Signal Engineer) and Tim believed that adding a crosswalk + ped signal may require addition of flashing red upgrades and moving ped heads on to pedestals for uniformity. Adding new flashing yellow lights would not appear to be required in this scenario.
 - City staff to confirm if signal design is requested for this stop improvements.

I New Stop – Church Street (EB) at Huffman Mill Road (Dunkin')

- **Action: McAdams is to provide survey limits for confirmation before requesting survey.**
- McAdams performed field review on 12/5/2024.
- This improvement is the vicinity of U-6011; U-6011's improvements terminate at the concrete island driveway adjacent to the Dunkin' lot.
- Alex confirmed that the area in front of the Dunkin' lot would be feasible for adding bus stop improvements and sidewalk improvements. Moving west of the driveway would overlap with U-6011 plans and has substantial grading issues. The team agreed with advancing in front of the Dunkin' lot.

I New Stop – Kirkpatrick Drive (OB) at Grand Oaks Boulevard

- **Action: McAdams is to provide survey limits for confirmation before requesting survey.**
- John emailed this request to McAdams on 11/7/2024. The email chain references a citizen request for a crosswalk across Kirkpatrick Road.
- McAdams performed field review of the site on 12/5/2024.
- Alex noted that curb and gutter is recommended to be provide for much of the stretch of sidewalk, but a couple sections may be able to retain the ditch with sidewalk on the back side.

I New Stop – Church Street (OB) at Meadowbrook Drive

- **Action: McAdams is to provide survey limits for confirmation before requesting survey.**
- Alex noted that the proposed stop could be located anywhere between Meadowbrook Drive and Fieldstone Drive, with pedestrian connectivity to one of the intersections, noting Fieldstone Drive has existing signalized pedestrian crossings. Survey limits will cover both locations.
- The full length of the block includes crepe myrtle trees spaced ~30' on center and ~8' from back of curb. Any potential tree impacts will be assessed during design.

I New Stop – Maple Avenue at Harden Street (Food Lion)

- **Action: McAdams is to provide survey limits for confirmation before requesting survey.**
- Alex presented the range of locations to be surveyed, noting that the far side of the KFC driveway may be too close to the Harden Street intersection.
- A TIP project (U-6131) is slated to improve the Maple Avenue/Harden Street intersection; McAdams' scope of improvements at this location will include standard pedestrian accessibility and will not propose any crosswalks.



Link · TRANSIT

Transit Operations &
Maintenance
Request for Proposals
December 2024



About:

- ▶ Link Transit is a service of the City of Burlington Department of Transportation and funded in partnership between the cities of Burlington, Mebane, Towns of Elon, Gibsonville, Alamance Community College and Alamance County.
- ▶ Service started June 6, 2016.
- ▶ Services include 5 fixed routes and a complementary ADA paratransit service.
- ▶ Governance by Burlington City Council with support from Public Transit Advisory Commission.
- ▶ Oversight by Link Transit Manager.



Link Transit Service:

- ▶ Fixed Route Service
 - 5 routes using 5 peak buses
 - Buses every 90 minutes
- ▶ ADA Paratransit Service
 - 2–3 peak buses
 - Door to Door advanced reservation service
 - For those whom have disability that can't ride buses or get to a bus stop
- ▶ Bus Amenities
 - Bike racks, security cameras, wheelchair ramps, wi-fi, heating and air conditioning, USB ports, radio,
- ▶ System Hours
 - Operates: 5:35 a.m. – 9:30 p.m. Weekdays;
 - 9:30 a.m. – 6:30 p.m. Saturdays; No Sunday services
- ▶ Annual System Miles – 312,841
- ▶ Annual System Hours – 22,003

Link Fares

Page 31

Effective December 18, 2023

General Fare

<u>ONE WAY</u>	<u>DAY PASS</u>	<u>31-DAY</u>
\$1.00	\$4.00	\$20.00

All passengers not eligible for a discount.

Discount Fare

<u>ONE WAY</u>	<u>DAY PASS</u>	<u>31-DAY</u>
\$.50	\$2.00	\$10.00

Seniors: 60+ with proper ID.

Persons with Disability: with Link Transit Reduced Fare Card, an a reduced fare ID card issued from another transit agency or ADA certified.

Veterans: with US Dept. of Defense and Veterans Affairs retired ID card, county issued Veteran ID card, or NCDL with "Veteran" label.

Medicare: with valid Medicare Card.

Student: Ages 6 - 18 with Student ID, or college/university ID.

Free

NC By Train transfer, Children 5 & under, Link employees, transfer to another route within 60 minutes.

Paratransit

ADA Certified: Passenger eligible to ride Paratransit.

<u>ONE WAY</u>	<u>10-RIDE PASS</u>
\$1.00	\$10.00

LINK TRANSIT

ride • enjoy • connect



MAP KEY:

- Transfer Point
- Bus Stop identified on schedule
- Bus Stop
- Connects with PART Route 4
- PART Connections
- Connects with GoTriangle ODX route
- Connects with Orange County Public Transit

Ride transit with just your phone.

Use the Link Transit app to scan your QR code to get on the bus and pay your fare.

BUS HOURS OF OPERATION
MONDAY - FRIDAY | 5:30 AM - 9:30 PM
SATURDAY | 9:25 AM - 6:30 PM
 No bus service on holidays. Holidays include New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day. Limited service Christmas Eve and New Year's Eve. Call us or visit the website for details.

MORE INFORMATION
 For information about riding the bus call or visit linktransit.org. 336.222.LINK (5465)
MONDAY - SATURDAY | 8 AM - 5 PM
SUNDAY | 1 PM - 4 PM

LINK TRANSIT APP
 This free app displays real time bus arrival/departures for iOS, Android and desktop users. Look for the Transit or Moovit app in the App Store or Google Play, or go online to linktransit.org.

LINK TRANSIT IS ADA ACCESSIBLE
 All Link Transit vehicles are equipped to accommodate wheelchairs and other mobility devices. Priority seating is available for persons with disabilities as well as senior citizens.
 Those unable to navigate the fixed route system may qualify for the Paratransit System door-to-door service. Call 336.417.5338.

ALTERNATE TRANSPORTATION
 For additional transportation in Alamance County, please call ACTA at 336.222.8965 or visit acta-nc.com.
 For transportation to Elon University, contact Elon Express at elon.edu/ufc/transportation.
 For transportation within Mebane, please contact Orange County Public Transit at (919) 243-2003 or visit orangecountync.gov/3117/Public-Transit.
 TDD/TTY: This printed material will be provided in an alternative format or languages upon request.



Link TRANSIT

The RFP:

- The City is Requesting Proposals for:
 - Fixed Route Service
 - ADA Paratransit Service
 - Customer Service
 - Fleet Cleaning
 - Fleet Maintenance
 - Provision of Maintenance Facility
 - Management of Technology
 - ADA Paratransit Assessment
 - Insurance/Performance Bond



Funding:

- ▶ This project is funded by federal financial assistance from the Federal Transit Administration (FTA) and North Carolina Department of Transportation (NCDOT).
- ▶ The City's obligation is contingent upon the availability of funds from which payment for the Contract purposes can be made. No legal liability on the part of the City for any payment shall arise until funds are made available for this Contract. Any award of Contract will be conditioned upon said continued availability of funds for the Contract.
- ▶ The City also reserves the right to cancel the procurement for any reason whatsoever, at any time, before the Contract is fully executed.

Best Value:

- ▶ “Best Value describes a competitive procurement process in which the recipient reserves the right to select the most advantageous offer by evaluating and comparing factors in addition to cost or price such that recipient may acquire technical superiority even if it must pay a premium price.”
- ▶ “A premium price is the difference between the price of the lowest priced proposal and the one that the City believes offers the best value.”
- ▶ “Best value means the expected outcome of an acquisition that, in the City’s estimation, provides the greatest overall benefit in response to its material requirements and the elements that are most important to the City.”



Partnership:

- The City is seeking a third-party contractor that is interested in a spirit of partnership and cooperation to operate the Link Transit system on a turn-key basis.
- The City seeks a strong management team that is proactive, supportive of technology, transparent and committed to ensuring the passengers are getting the best services possible.



Term:

- Base Three Years
 - July 1, 2025– June 30, 2028
- Optional 2, 1 Year Extensions
- July 1, 2028 – June 30, 2029
- July 1, 2029 – June 30, 2030



Timeline:

- *Subject to change*

DATE	EVENT
December 3, 2024	The City issues this RFP.
December 10, 2024	Submission of Written Questions. Firms may submit to the city written questions for purposes of clarifying this RFP. All questions must be sent to John Andoh, Transit Manager at the email address listed below and must include the name of the professional firm contact person to receive the City's answers. Send to John Andoh, Transit Manager - jandoh@burlingtonnc.gov
December 10, 2024	Voluntary Pre-Proposal Meeting to be held via Zoom at 12 p.m. EST. Please use this link to register for this Pre-Proposal Meeting: https://us02web.zoom.us/meeting/register/tZwrc-6pqz4jE9NI9xSPqte6Y2PPc1_g0mpF or in person at 234 East Summit Avenue, Burlington, CA 27215
December 12, 2024	City's Response to Written Questions. The City will submit a written response to all questions submitted in writing by the submission deadline. The City's written response to all questions will be distributed by the date listed via email.
January 17, 2025	Proposal Submission. <i>Proposals are due by 2:00 p.m., EST on Friday, January 17, 2025, at the City's Purchasing Division as described in the cover letter. All Proposals will be time-stamped upon receipt and held in a secure place until this date.</i>
February 2025	Interviews & Presentations
March 2025	Presentation to PTAC and Anticipated City Council Award Date
July 1, 2024	Contract Begins

General Terms:

- All correspondence, communication and/or contact regarding any aspect of this solicitation shall be with the Transit Manager and Purchasing Manager only.
- Offeror Representatives shall not make any contact with or communicate with any members of the City of Burlington other than the Transit Manager or Purchasing Manager.
- Offeror may email the Transit Manager and Purchasing Manager for:
 - A request for a clarification or interpretation of any aspect
 - Change to any requirement of the RFP
 - May include suggested substitutes for specified services or cost cutting measures.

VENDOR APPLICATION: Prior to the award of a Contract, the successful Offeror shall register with the City's Purchasing Division if not previously registered. Registration can be completed at: <http://www.burlingtonnc.gov/2017/Vendor-Registration>



General Terms:

- The City is subject to the North Carolina Public Records Act. However, any information considered proprietary or confidential in nature such as actual salary information which is clearly marked as confidential can be considered exempt from public disclosure.
- Proposals must be received no later than Friday, January 17, 2025 by 2:00 p.m. Eastern.
- Proposals and subsequent offers shall be valid for a period of 90 business days.
- The City reserves the right to reject any or all Proposals, to waive any irregularities or informalities not affected by law, and to evaluate the Proposals submitted and to award the Contract according to the Proposal which best serves the interests of the City.
- All proposals are due to the City of Burlington Purchasing Division, 237 West Maple Avenue Burlington, NC 27215, no later than Friday, January 17, 2025 at 2:00 p.m. Eastern Standard Time (EST). One (1) hard copies and one (1) digital (flash drive) with unlocked files and Microsoft Excel Price Proposal pages, including one (1) with original signatures, of your proposal should be submitted in a sealed box or opaque envelope plainly marked with the following information:
 - Service Provider for the Link Transit Fixed Route & Paratransit System
 - Attention: City of Burlington/Sonjia Cross, Purchasing Manager, CLGPO
 - Name of the Service Provider Submitting Proposal
- The budget shall be submitted as an Excel sheet.

General Terms:

All proposals shall be 8 1/2" x 11" format with all standard text no smaller than 11 points. All submissions should be using double-sided copying and be bound in a three ring or spiral binder with tab dividers corresponding to the content requirements specified below, with a maximum of 100 pages total.

- o Proposals shall have
 - a. Cover Letter;
 - b. Service Provider Portfolio and/or Annual Report;
 - c. Affidavit;
 - d. Executive Summary;
 - e. Background, Experience and Project Approach (reference the Proposing Offeror's Background and Experience section);
 - f. Financial Information (reference the Proposing Offeror's Background and Experience section);
 - g. The "RFP Acknowledgement Form" (reference Required Forms);
 - h. The "Addenda Receipt Confirmation Form" (reference Required Forms);
 - i. The "Proposal Submission Form" (reference Required Forms);
 - j. The "Insurance Agent Statement" (reference Required Forms);
 - k. The "Project Functional Requirements Form" (reference Required Forms);
 - l. The "Cost Proposal Forms" (reference Required Forms) for each time of defined service;
 - m. Exhibit Forms and Federal Required Forms; and
 - n. Exceptions proposed to the remainder of the RFP
 - o. Supplemental Documents

The Process:

1. Opening of Proposals & Confidentiality
2. Evaluation Committee
3. Proposal Selection Process
4. Determination of Responsiveness
5. Determination of Responsible Proposers
6. Proposal Evaluation Criteria (Points)
7. Award Process

Scores:



Qualifications	Overall quality of Proposal, including responsiveness and comprehensiveness. Adequacy and appropriateness of proposed staffing plan. Experience and ability of corporate support in supporting City's fixed route and paratransit system. Overall technical capability, including administration, fixed route, and paratransit operations, scheduling and dispatching (including experience with computerized paratransit and maintenance software), safety, risk management, and training.	20
Key Personnel Qualifications	Experience of Service Provider's on-site management personnel with projects of comparable size and scope as well as a thorough understanding of the services to be provided to City, and the background, safety and customer service philosophy and programs, commitment to providing quality transit services. Service Provider's level of management, dispatch, road supervision, and maintenance support staffing adequate for effective operation of City's program of services, including ability to develop a well-established working relationship with City.	30
DBE Participation	Use of DBEs to deliver portions of the requirements established in the RFP. Any proposal indicating less than the required twenty percent (20%) participation will be awarded "0" points. All Offerors demonstrating 20% or more will be evaluated from highest to lowest.	20
Innovation	Use of innovation and technology to reduce operational costs, improve quality control, and provide the best customer experience possible to City.	10
Pricing	Cost ability to provide high quality services at a competitive price and the financial stability of the Service Provider. The cost evaluation is completed by dividing the total points awarded to each proposal by its proposed cost. In this method, a value is presented in the form of a cost per point. The proposal with the lowest cost per point represents the best value to the City and would receive the award.	20
Total		100

Statistics:

ServiceType	# ofVehicles	Peak
Local/Circulator	7	5
ADA Paratransit	3	2-3
Total	10	7-8

FY 2023-2024 Data		
Population	66,223	
Ridership	140,000	
Bus Stops	180	
Transfer Points (On Street)	3	Downtown Holly Hill Mall North Park Library
Charging Stations	2	

Other Items of Interest:

- ▶ 2 Battery Electric (BEB) Buses on property with 2 Chargers
- ▶ 2 Battery Electric Vans coming with 2 Chargers
- ▶ Liquidated Damages
- ▶ Third Party DMV Testing
- ▶ ADA Eligibility Certification

Current Staffing:

Minimum Wage Requirements:

\$21.00 per hour – Driver

\$23.00 per hour – Dispatcher

3 Management

1 Mechanic

3 Operations Supervisors

1 Road Supervisor

16 Full Time Operators

2 Part Time Operators



Contractor Provided Items:

- ▶ Lytx* forward facing cameras
- ▶ Mobile-Eye* pedestrian intrusion detection
- ▶ Customer Relations Management (CRM) system
- ▶ Vehicle maintenance systems and software
- ▶ Diagnostic equipment not already provided
- ▶ Maintenance Facility + Vehicle Maintenance Equipment
- ▶ Optional Spare Buses – Pass thru
- ▶ Maintenance Truck
- ▶ Telephones/Lines/Office Equipment
- ▶ Security Cameras at Facility
- ▶ Maintenance Parts

**Or equivalent*

City Provided Items:

- ▶ Buses
- ▶ Road Supervisor Vehicle
- ▶ APC Computer
- ▶ GMV Integrated Operations/Dispatch System
- ▶ Fuel
- ▶ Paratransit Scheduling Software/Tablets
- ▶ Fareboxes
- ▶ Electric Chargers + Diagnostic System
- ▶ BYD Diagnostic Software
- ▶ Portable Bus Wash
- ▶ Main telephone number to forward to Contractor provided phone lines

Civil Rights:

- ▶ EEO Plan not required
- ▶ DBE Goal – 0.11%
 - Required DBE Forms
- ▶ Good Faith Effort Documentation
- ▶ NCDOT DBE Directory:
<https://connect.ncdot.gov/business/SmallBusiness/Pages/UCP%20Certification%20Process%20for%20DBE%20firms.aspx>
- Current DBE's
 - Fleet Cleaning

Projected Revenue Hours – Fixed Route

Estimated Revenue Vehicle Service Hours for the Contract (Base Years)					
	Peak Vehicles	Start of Service	Estimated Annual Revenue Vehicle Hours		
			Year One	Year Two	Year Three
Link Transit	5	January 1, 2025	Weekday	Weekday	Weekday
			20,000	20,000	20,000
			Saturday	Saturday	Saturday
			2,400	2,400	2,400
Spares	2		As Needed	As Needed	As Needed
Total	7		24,000	24,000	24,000

Estimated Revenue Vehicle Service Hours for the Contract (Option Years)					
	Peak Vehicles	Start of Service	Estimated Annual Revenue Vehicle Hours		
			Year Four	Year Five	Year Three
Link Transit	5	January 1, 2025	Weekday	Weekday	Weekday
			20,000	20,000	17,810
			Saturday	Saturday	Saturday
			2,400	2,400	2,730
Spares	2		As Needed	As Needed	As Needed
Total	7		24,000	24,000	20,540

Estimated Revenue Vehicle Service Hours for Increasing the Fixed Route Service (Base Years)					
	Peak Vehicles	Start of Service	Estimated Annual Revenue Vehicle Hours		
			Year One	Year Two	Year Three
Link Transit	5 provided by the City, 5 provided by Service Provider	TBD	Weekday	Weekday	Weekday
			40,000	40,000	40,000
			Saturday	Saturday	Saturday
			2,400	2,400	2,400
Spares	2 provided by the City		As Needed	As Needed	As Needed
Total	12 Needed		42,400	42,400	42,400

Estimated Revenue Vehicle Service Hours for the Contract (Option Years)					
	Peak Vehicles	Start of Service	Estimated Annual Revenue Vehicle Hours		
			Year Four	Year Five	Year Three
Link Transit	10 provided by the City	TBD	Weekday	Weekday	Weekday
			40,000	40,000	17,810
			Saturday	Saturday	Saturday
			2,400	2,400	2,730
Spares	2 provided by the City		As Needed	As Needed	As Needed
Total	12 Needed		42,400	42,400	20,540

Projected Revenue Hours - Paratransit:

Estimated for the Contract					
	Peak Vehicles	Vehicles Available	Estimated Annual Revenue Vehicle Hours		
			Base Year One	Base Year Two	Base Year Three
Link Paratransit	3-4	3 provided by City, 2 provided by City by end of 2025	Weekday* 6,000 Saturday 500	Weekday* 6,000 Saturday 500	Weekday* 6,000 Saturday 500
Total			6,500	6,500	6,500
			Estimated 5% increase each year.		

Estimated for the Contract					
	Peak Vehicles	Vehicles Available	Estimated Annual Revenue Vehicle Hours		
			Option Year Four	Option Year Five	Year Three
Link Paratransit	4	5	Weekday* 6,000 Saturday 500	Weekday* 6,000 Saturday 500	Weekday* 6,000 Saturday 500
Total			6,500	6,500	6,500
			Estimated 5% increase each year.		

Buses:



Buses Provided:

Vehicle #	Year	Vehicle
8008	2023	BYD K7M (electric)
8009	2023	BYD K7M (electric)
8010	2024	Gillig LF
8011	2024	Gillig LF
8012	2024	Gillig LF
8013	2024	Gillig LF
8014	2024	Gillig LF
7004	2024	New England Wheels Frontrunner
7005	2024	New England Wheels Frontrunner
7006	2024	New England Wheels Frontrunner
7007	2025	Ram Promaster (electric)
7008	2025	Ram Promaster (electric)

Contact Me:



John C. Andoh, CPM, CCTM
Link Transit Manager

**City of Burlington Department of
Transportation
Link Transit Division
234 East Summit Avenue
Burlington, NC 27215
336-524-3024 Mobile
jandoh@burlingtonnc.gov Email**

Questions ?



Link • TRANSIT



Safe Place

Fact Sheet

What is Safe Place?

- ❖ Safe Place is a national outreach and prevention program for youth in crisis. More than 20,000 locations across the U.S. display the yellow and black Safe Place sign, the universal symbol of help and safety for all young people. Partnering youth-friendly businesses and community organizations, such as fast food restaurants, convenience stores, fire stations, schools, public transportation vehicles and libraries, connect youth in crisis with the local licensed Safe Place agency. Most licensed Safe Place agencies serve youth between the ages of 12 to 17 years old, although some agencies serve younger and older youth.

History

- ❖ Safe Place began as an outreach program of the YMCA Shelter House in Louisville, Kentucky in 1983. Access to emergency counseling and shelter for youth was identified as a community need and the YMCA Shelter House found a way to address this issue with the creation of the Safe Place program.

How Safe Place Works

- ❖ A young person enters a Safe Place location and asks for help.
- ❖ The site employee finds a comfortable place for the youth to wait while they call the local Safe Place licensed agency.
- ❖ Within 20-30 minutes or less, a Safe Place representative will arrive to talk with the youth and, if necessary, provide transportation to the shelter for counseling, support, a place to stay or other resources.
- ❖ Once at the Safe Place agency, counselors meet with the youth and provide support. Family Agency staff makes sure the youth and their families receive the help and professional services they need.

What is TXT 4 HELP?

- ❖ TXT 4 HELP is a 24-hour, text-for-support service which provides access immediate help and safety for teens. Youth can text the word "SAFE" and their current location (address/city/state) to 69866 and receive a message with the name and address of the closest Safe Place location, as well as the number for the local youth shelter agency. Users also have the option to text interactively with a mental health professional for more help. The service is free, but regular text messaging rates will apply to the user's phone bill.

National Safe Place Network / 2429 Crittenden Drive / Louisville, KY 40217 / 502.635.3660
communications@nspnetwork.org / www.nspnetwork.org / www.nationalsafeplace.org

Safe Place is a program of:



National Safe Place Program Data

- ❖ [National Safe Place By the Numbers: 1983 – Present](#)

About National Safe Place Network

- ❖ National Safe Place Network (NSPN) provides quality training and technical support for youth and family service organizations across the country. As a membership organization, NSPN offers an array of services tailored to meet agency needs in the most cost-effective manner. These services include individual site visits, conferences, online training curricula, grant reviews, and more. NSPN also operates nationally recognized programs including Safe Place, HTR³, and the Family and Youth Services Bureau’s Runaway and Homeless Youth Training and Technical Assistance Center (RHYTTAC). To learn more, please visit www.nspnetwork.org.

National Safe Place Network Mission

- ❖ Ensuring an effective system of response for youth in crisis through public and private partnerships at a local, state and national level.

National Safe Place Network Vision

- ❖ National Safe Place Network envisions a world where all youth are safe.

National Safe Place Network / 2429 Crittenden Drive / Louisville, KY 40217 / 502.635.3660
communications@nspnetwork.org / www.nspnetwork.org / www.nationalsafeplace.org

Safe Place is a program of:



LOW FLOOR - FULLY ELECTRIC MINIBUS

FULLY ELECTRIC FEATURES :

- 75 kW Battery - 400 Volts
- Standard J1772 / 48 amp Level 2 Charging - 6 - 7 hours
- CCS1 Combo Charging: DC Fast Charging
 - 30 minutes or less using 200kwh
- Regenerative Braking
- Liquid Cooling Battery and Motor
- 120-150 mile range



With RO Bus Sales, you can be sure you're always getting the best purchase prices, low maintenance costs, and lower fuel/operational expenses. Take advantage of incentives for electric vehicles in states that are eligible, and drive with the peace of mind knowing you are reducing your carbon footprint. Options and features may vary based on configuration.



DIMENSIONS: GROUND TO FIRST STEP: 11.75"
ENTRANCE HEIGHT: 76" FLOOR TO ROOF / ENTRANCE WIDTH: 48"



PASSENGER ELECTRIC DUAL SLIDING DOOR ENTRANCE 



GET YOURS TODAY
702.798.0029
www.ROBusSales.com
Sales@ROBusSales.com

LOW FLOOR - FULLY ELECTRIC MINIBUS



RO Bus Sales Electric RP Minibus: Drives like a van, works like a bus. Sunset Vans is proud to release the world's first Class 2, low floor electric minibus. Our electric RP Minibus is a nimble urban navigator that has no trouble stepping up to your transit needs.

Whether as a micro-transit vehicle, last mile solution, or as an assisted living shuttle, the electric RP Minibus provides maximum comfort through its ease of entry and spacious passenger capacity with room for 8 passengers and 3 wheelchairs. Where the RP Minibus shines is in its ease of accessibility and multitude of safety features. The 159" WB Extended RP Minibus comes with rapid open/close electric dual-sliding plug doors that are designed to last through heavy-duty usage with a 150,000-mile transit lifecycle. This double-leaf plug style door provides passengers with the widest and tallest entrance of any vehicle in its class. Passengers entering the vehicle will also appreciate the lower first step height, pressure sensitive edge doors, manual or optional power ramp, and entrance assist handles that make passenger loading considerably safer. These features provide superb ambulatory access for passengers, creating the best in class transit solution.

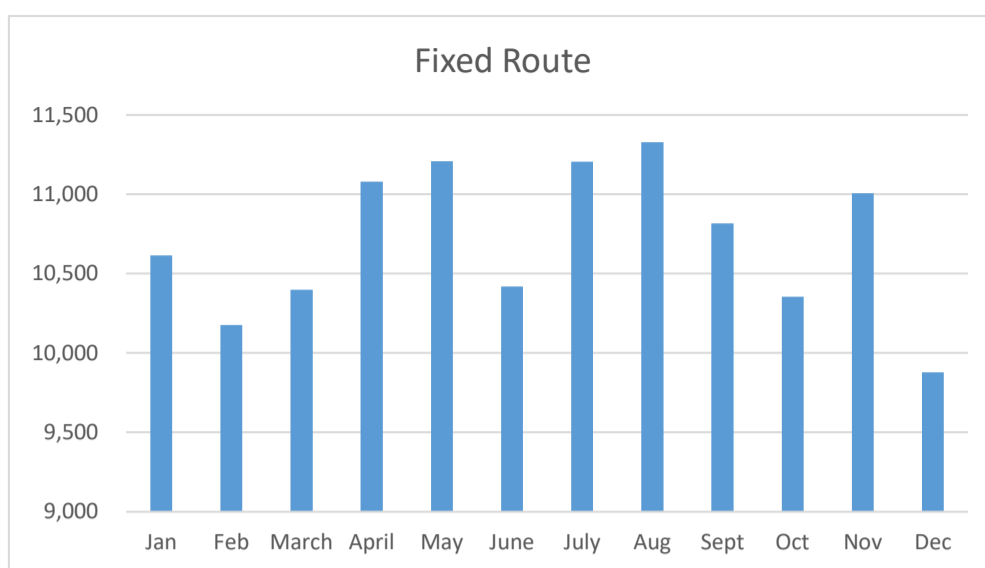
The fully electric RP Minibus has a motor that puts out 300 HP and 226 lb-ft of torque. The electric RP Minibus retains much of its generous payload capacity; the electric motor can move the vehicle with plenty of power when loaded with passengers. The RP Minibus has a variety of range options. With different battery sizes the range varies from 120-150 miles on a full charge, depending on driving conditions. The 400V battery requires approximately 6 - 7 hours to charge with a standard J1772 Level 2 charger. With alternative charging ports and connector options, the vehicle is capable of DC fast charging with a CCS1 in 30 minutes or less. Both the motor and battery of the vehicle are liquid cooled to keep the car running at optimum operating temperatures. The battery itself features active heating and cooling technology to maximize range and to keep the battery at optimum temperatures while in operation and while charging. The electric RP Minibus range is further boosted with regenerative braking technology. While competitors in the market average roughly .8 to 1.2 miles per kilowatt-hour, we've found that our RP Minibus more than doubles this range in repeated driving tests across several road and climate conditions.

KEY FEATURES :

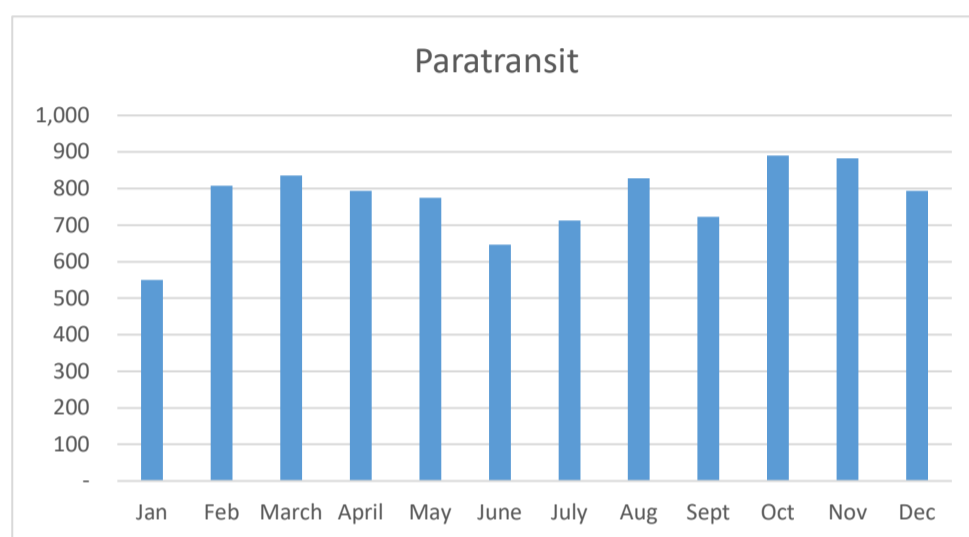
- 8 Passenger and 3 Wheelchair Occupants
- Rapid Electric Dual-Sliding Bus Door
- Dual-Sensing Electronic and Pressure Sensitive Plug Doors for Passenger Entry
- Manual Bi-folding Aluminum Ramp with Swing-Away Access
- Power Bi-folding Aluminum Ramp w/ Swing-Away Access (Optional)
- On Door Passenger Push-Button for Driver Assistance Notification
- Interior and Exterior Emergency Bus Door Release
- Emergency Egress Window Driver Side



FR 2024	TOTAL
Jan	10,616
Feb	10,177
March	10,400
April	11,080
May	11,208
June	10,420
July	11,206
Aug	11,329
Sept	10,817
Oct	10,354
Nov	11,008
Dec	9,878
TOTAL	128,493



PARA 2024	TOTAL
Jan	550
Feb	808
March	835
April	794
May	775
June	647
July	713
Aug	828
Sept	723
Oct	890
Nov	883
Dec	794
TOTAL	9,240



FY	Value	LINK TRANSIT FIXED ROUTE	2016	2017	2018	2019	2020	2021	2022	2023	2024
FY 16	9,377										
FY 17	79,498	January		6,643	5,992	8,285	7,027	4,243	6,807	14,896	10,616
FY 18	85,703	February		6,410	7,067	8,011	6,609	3,449	7,761	13,499	10,177
FY 19	104,551	March		6,528	6,343	7,809	6,315	4,605	9,792	13,641	10,400
FY 20	88,052	April		6,065	6,440	10,223	3,273	3,880	9,615	12,268	11,080
FY 21	50,093	May		6,734	7,105	12,476	5,150	4,669	10,153	13,334	11,208
FY 22	125,437	June	9,377	8,461	7,790	9,964	3,967	3,818	11,924	12,450	10,420
FY 23	164,846	July	5,145	6,833	7,869	9,484	3,958	4,660	12,587	12,290	11,206
FY 24	148,600	August	7,779	7,746	8,122	10,831	3,957	7,394	14,439	13,943	11,329
FY 25	43,706	September	5,961	7,854	7,352	7,678	5,033	7,294	14,269	13,651	10,817
		October	6,743	8,107	9,809	10,178	4,071	8,983	14,868	16,283	10,354
		November	6,479	7,661	8,523	8,891	4,021	8,563	14,394	15,579	11,008
		December	6,550	6,765	6,108	8,649	4,389	8,455	14,201	12,953	9,129
		TOTAL	48,034	85,807	88,520	112,479	57,770	70,013	140,810	164,787	127,744

FY	Value	LINK PARATRANSIT	2016	2017	2018	2019	2020	2021	2022	2023	2024
FY 16	66										
FY 17	2,403	January		200	285	485	498	368	400	596	550
FY 18	4,366	February		185	393	382	521	384	459	431	808
FY 19	4,649	March		246	414	425	439	492	528	692	835
FY 20	4,443	April		209	385	423	239	453	471	578	794
FY 21	4,741	May		235	464	438	237	414	534	619	775
FY 22	5,935	June	66	228	428	394	329	505	547	606	647
FY 23	7,077	July	110	255	379	422	277	440	460	584	713
FY 24	8,782	August	147	281	432	461	328	467	501	853	828
FY 25	4,763	September	183	410	381	440	480	497	625	746	723
		October	204	483	497	546	461	498	593	745	890
		November	229	407	519	496	366	513	640	747	883
		December	172	322	336	458	418	450	612	698	726
		TOTAL	1,111	3,461	4,913	5,370	4,593	5,481	6,370	7,895	9,172

Systemwide Total	2016	2017	2018	2019	2020	2021	2022	2023	2024
	49,145	89,268	93,433	117,849	62,363	75,494	147,180	172,682	136,916

2023 Annual Agency Profile - City of Burlington (NTD ID 40252)

Mailing Address: 425 S LEXINGTON AVE
BURLINGTON, NC

Website: www.linktransit.org

Geographic Coverage

Primary Urbanized/Rural Area Burlington, NC
Service Area Population 66,223
Service Area Sq. Miles 35
Other Areas Served:

Assets

Revenue Vehicles 11
Service Vehicles 1
Facilities 1

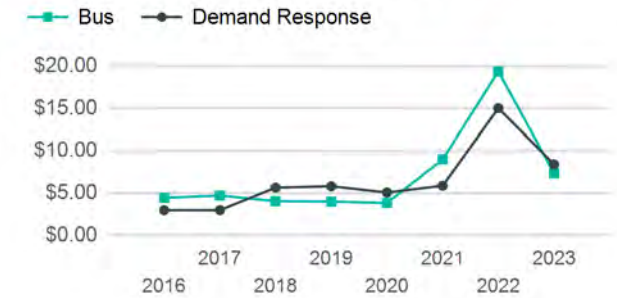
Service Consumed

Annual Unlinked Trips (UPT) 171,799

Service Supplied

Annual Vehicle Revenue Miles (VRM) 316,174
Annual Vehicle Revenue Hours (VRH) 24,711
Vehicles Operated in Maximum Service (VOMS) 7

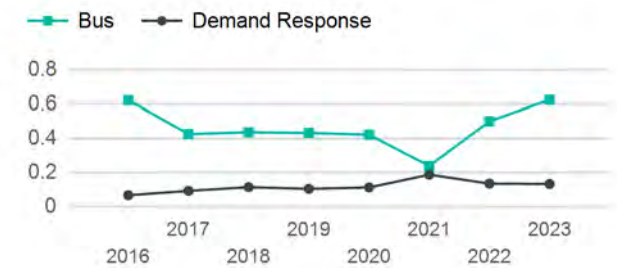
Operating Expenses per Vehicle Revenue Mile



Modal Characteristics

Mode	Annual Unlinked Passenger Trips	Directly Operated VOMS	Purchased Transportation VOMS	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours
Bus	164,846	0	5	263,681	20,395
Demand Response	6,953	0	2	52,493	4,316
Total	171,799	0	7	316,174	24,711

Unlinked Passenger Trip per Vehicle Revenue Mile



Metrics

Service Efficiency

Service Effectiveness

Mode	OE per VRM	OE per VRH	UPT per VRM	UPT per VRH	OE per UPT
Bus	\$7.34	\$94.89	0.6	8.1	\$11.74
Demand Response	\$8.40	\$102.12	0.1	1.6	\$63.39
Total	\$7.52	\$96.16	0.5	7.0	\$13.83

Summary of Operating Expenses (OE)

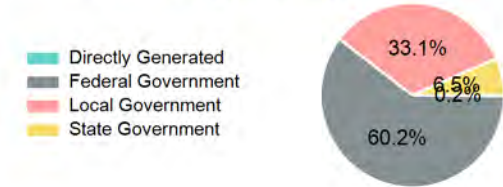
Mode	Operating Expenses	Fare Revenues
Bus	\$1,935,350	\$0
Demand Response	\$440,744	\$0
Total	\$2,376,094	\$0

2023 Funding Breakdown

Sources of Operating Funds Expended

Directly Generated	\$3,890
Federal Government	\$1,489,272
Local Government	\$817,136
State Government	\$161,832
Total Operating Funds Expended	\$2,472,130

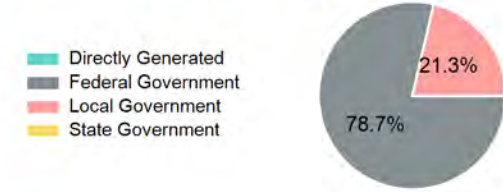
Operating Funding Sources



Sources of Capital Funds Expended

Directly Generated	\$0
Federal Government	\$155,080
Local Government	\$42,016
State Government	\$0
Total Capital Funds Expended	\$197,096

Capital Funding Sources



Transit Asset Management (TAM) Tier

Tier II

2023 Asset Management

TAM Sponsor NTD ID

4R06

Metrics

Mode	Average Fleet Age in Years
Bus	7.8
Demand Response	7.0