



Joint CAMPO & DCHC Commuter Rail Subcommittee Meeting

March 23, 2023

2:00 – 4:00 PM

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Meeting Agenda

1. Welcome & Introductions
2. Public Comment
3. Greater Triangle Commuter Rail Presentation – GoTriangle Staff
4. Open Discussion – Subcommittee Members
5. Joint DCHC MPO / CAMPO Board Meeting Agenda Review
6. Next Steps



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1. Welcome & Introductions

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2. Public Comment

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3 . Greater Triangle Commuter Rail Presentation

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Greater Triangle Commuter Rail Feasibility Study Results

GOTRIANGLE

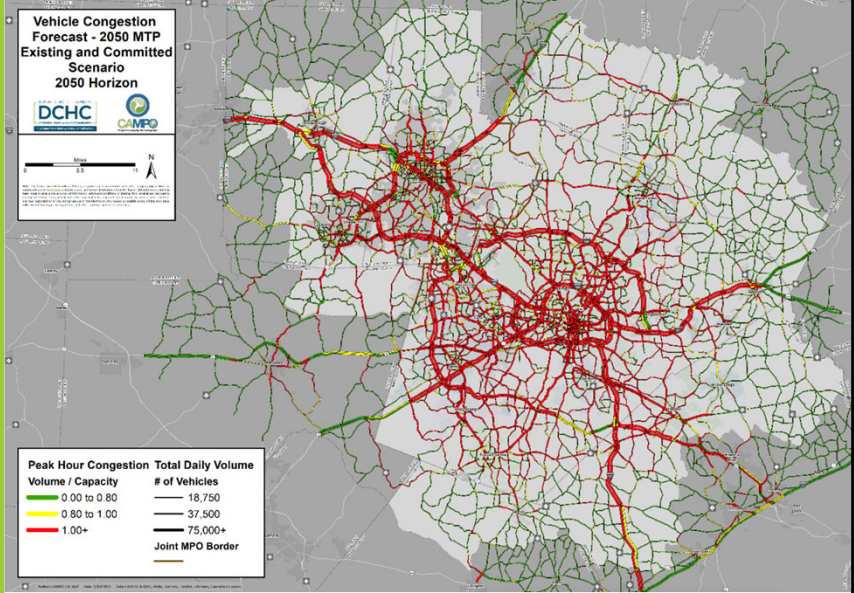
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2050 Population, Vehicle Ownership, and Congestion

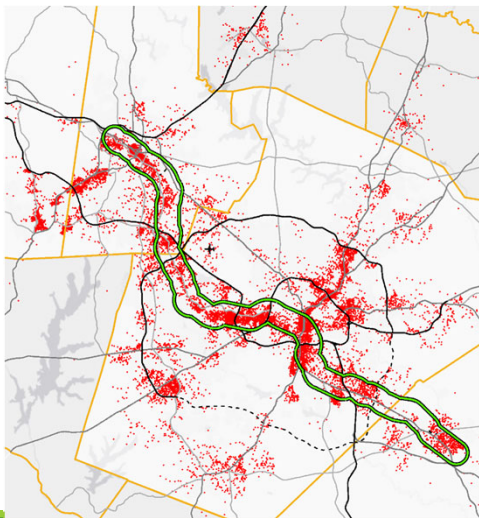
The region's population is projected to grow to over 3 million people by 2050.

The region's population is projected to own around 2.3 million vehicles by 2050.

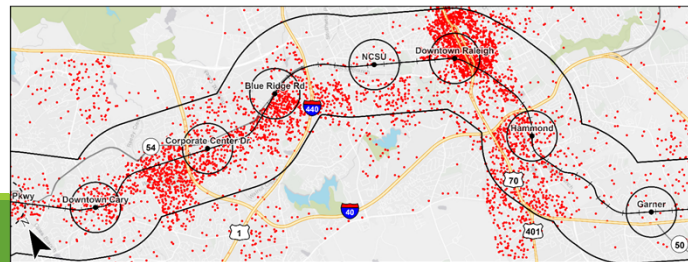
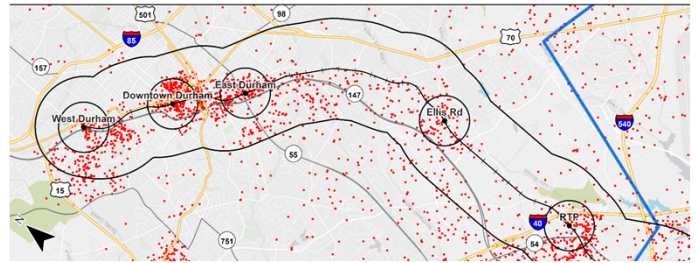
Source: Triangle Regional Model (ITRE)



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2020-2050 Job Growth; 1 Dot = 50 Jobs



Job Growth 2020 - 2050

The region will grow by more than 800,000 new jobs by 2050.

350,000 of those jobs will be near the commuter rail corridor.

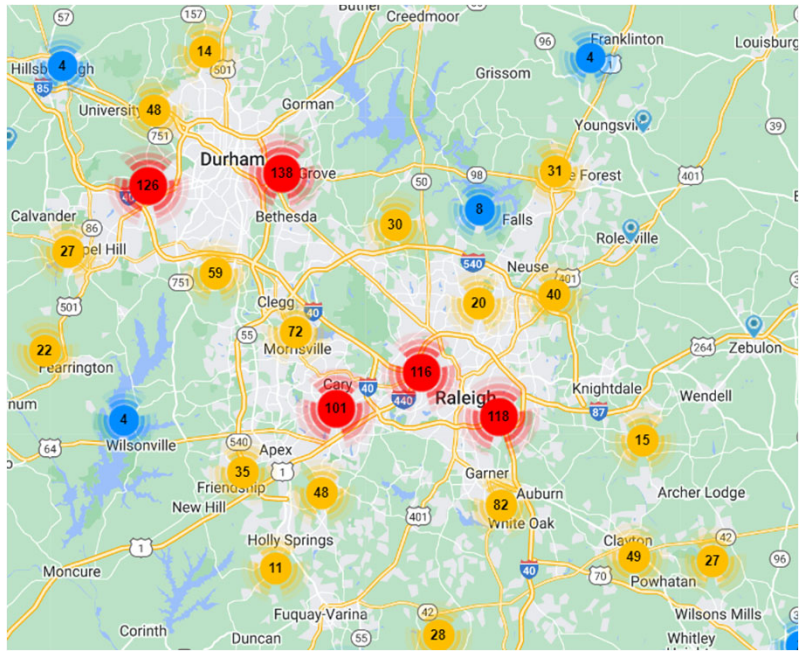
The largest cluster of growth will occur in downtown Raleigh.

Source: 2050 MTP / TJCOG Opportunity Analysis

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Public Engagement Round I: September 2020

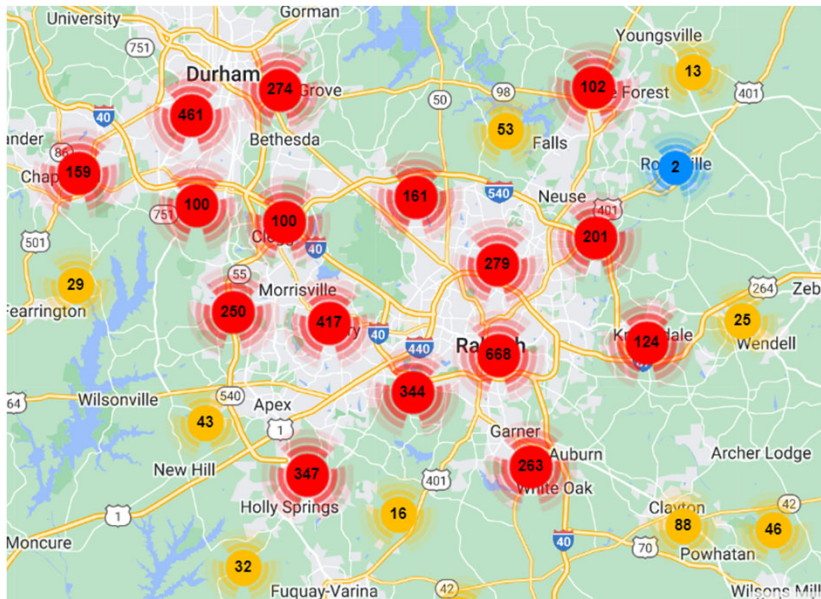
2,706 Survey Participants



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Public Engagement Round II: January 2023

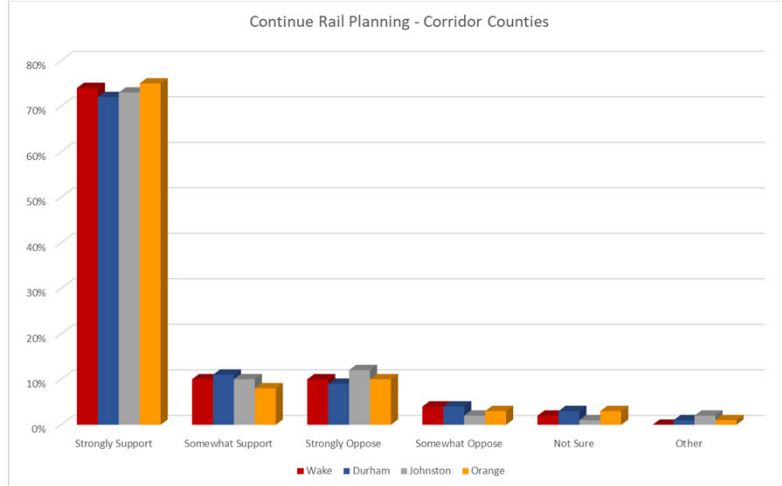
6,034 Survey Participants



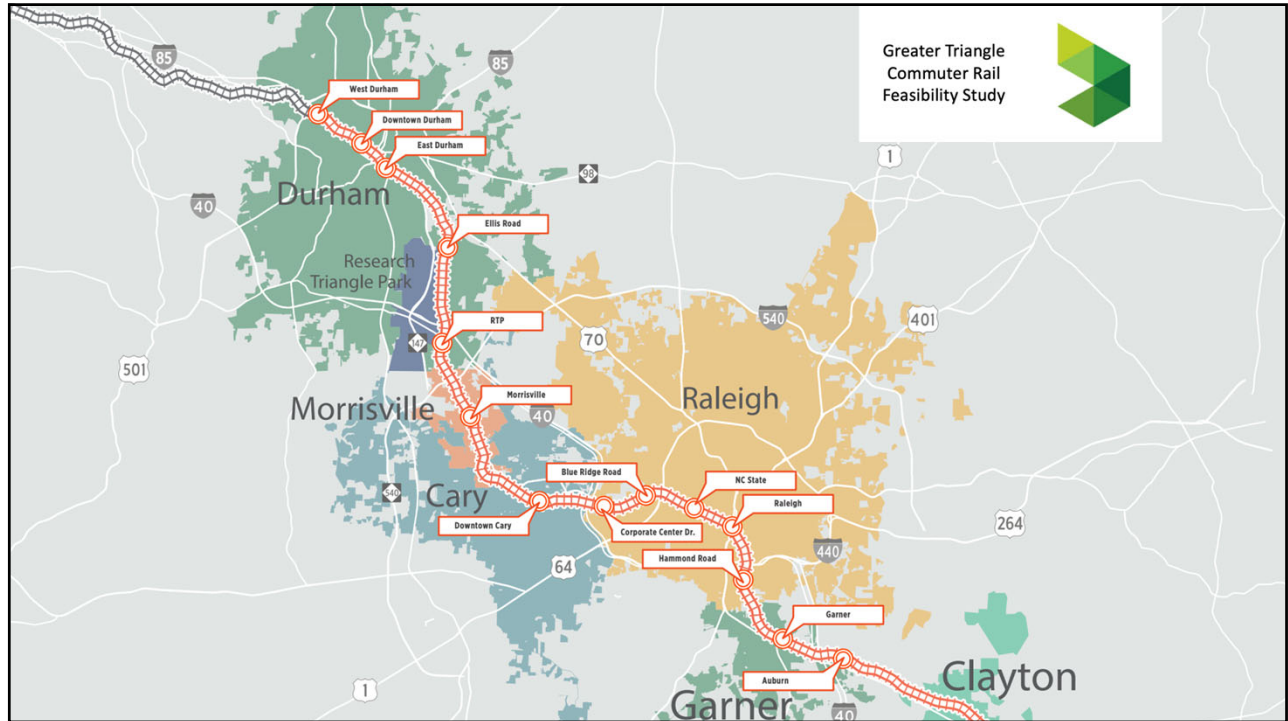
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Building the entire 40-mile commuter rail corridor at once, from Garner to West Durham, includes high costs and many technical challenges. Due to those challenges, the project cannot be implemented as a single project as originally planned.

Do you support or oppose the continued planning of commuter rail?



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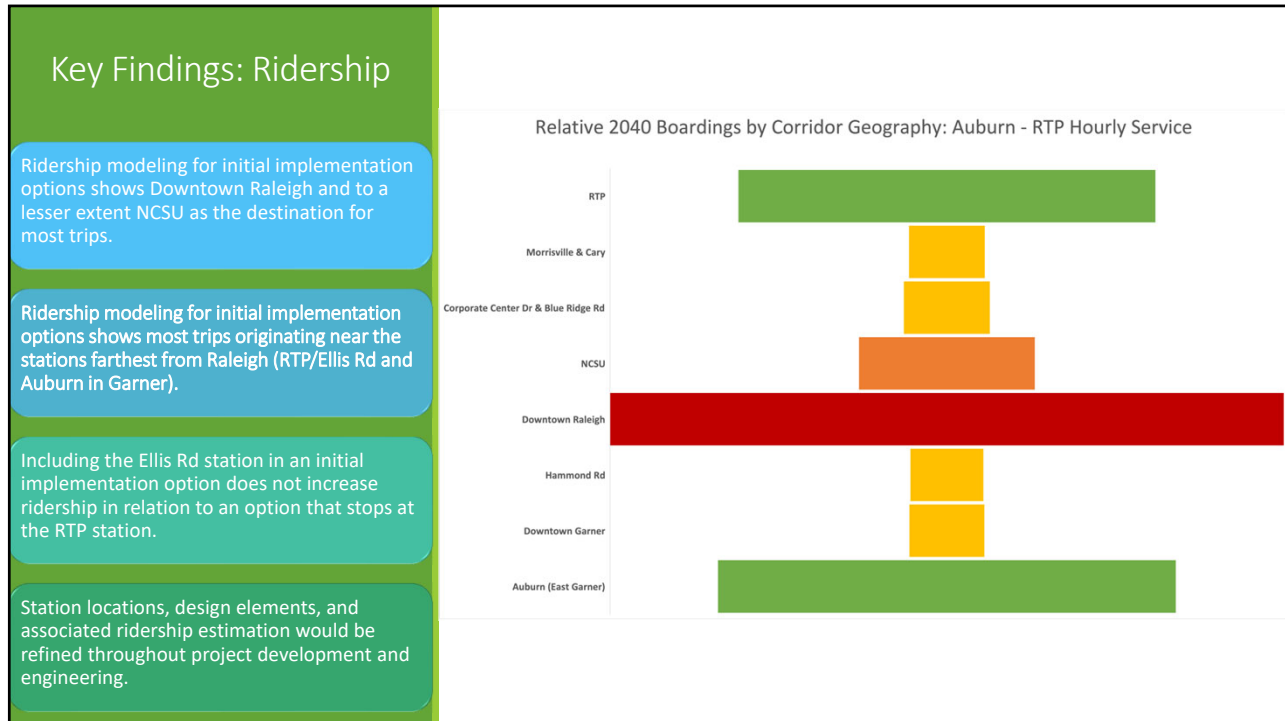
	Auburn to West Durham (Base Case Scenario)	Auburn to Raleigh Union	Raleigh Union to Ellis Rd	Auburn to RTP
*Precise values in this table are provided for illustrative purposes, should be taken in context, and are subject to change.				
Easternmost Station:	Auburn (East Garner)	Auburn (East Garner)	Raleigh Union	Auburn (East Garner)
Westernmost Station:	West Durham (Duke Hospital)	Raleigh Union	Ellis Road (Northern RTP)	RTP (Regional Transit Center)
YOE Capital Cost:	\$3.059 billion	\$596 million	\$878 million	\$1.697 billion
O&M Cost:	\$42 million	\$14.9 million	\$16.8 million	\$28.7 million
Service Scenario:	8-2-8-2 (30-minute peak frequency)	Hourly	Hourly	Hourly
2040 Ridership:	~12,000 Weekday Boardings	~4,000 Weekday Boardings	~4,000 Weekday Boardings	~8,000 Weekday Boardings
Revenue Service Year:	2035 (12 years from start of development)	2031 (8 years from start of development)	2033 (10 years from start of development)	2033 (10 years from start of development)
Length:	37.6 miles	9.6 miles	20.2 miles	26.5 miles
Miles in Wake County:	25.0 miles	9.6 miles	15.4 miles	25.0 miles
Miles in Durham County:	12.6 miles	0 miles	4.8 miles	1.5 miles
Mileage Split:	66.5% Wake 33.5% Durham	100% Wake 0% Durham	76.2% Wake 23.8% Durham	94.3% Wake 5.7% Durham

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Key Findings: Cost

- New railroad tracks and track-related infrastructure drive the cost of the project. Adding stations and associated track to an initial implementation option will add substantial cost.**
- Cost estimates for initial options cannot be added together to create larger options. More analysis would be required to evaluate the cost of different combinations of end points.**
- Initial implementation options have different estimated time horizons for revenue operations and different assumptions for the capital cost of trains and train maintenance, relative to the full project.**
- The current base year for cost estimation is 2022. Current year of expenditure cost estimates will likely increase as the base year is updated and the timeline of development evolves. Fluctuation in cost estimation should also be expected as the project is designed.**
- Station locations, design elements, and associated ridership estimation would be refined throughout project development and engineering.**

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Funding

Initially, transit plans assumed that up to 50% of the project's cost would come from a federal grant through the Federal Transit Administration's Capital Investment Grants program.

Due to changes in ridership and cost estimation, it is not clear that the project would be eligible for federal funding through the Capital Investment Grants program. FTA plans to update the guidance that determines project eligibility.

Planning for job and population density in station areas may make the project or future phases of the project more competitive.

Before proceeding, plans should be made to provide adequate local financial commitment for the full cost of initial implementation.

Project delivery timelines for phased implementation depend on the availability of funding. If more funding is allocated to a second phase of the project sooner, it may be delivered sooner, however, this could constrain funding for other projects.

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Critical Success Factors

Significant coordination challenges exist to the west of Raleigh Union Station.

Between Raleigh and Cary, the corridor is shared by, Norfolk Southern freight trains, CSX freight trains, long-distance intercity passenger trains operated by Amtrak (Carolinian and Silver Star service), and state-sponsored intercity passenger trains operated by Amtrak (Piedmont service).

Significant design challenges exist in Durham, especially to the west of the Glover Rd rail crossing near Angier Ave.

Coordination challenges create schedule risk.

If project implementation takes longer than is anticipated, the cost of the project would increase.

Additional rail network modeling would be needed during development and design.

Legal agreements would be needed to operate commuter rail service in the studied corridor.

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Decision & Delivery

Should the project move forward?

What is the definition of the project that will be implemented initially?

What funding sources will provide a local financial commitment for the full cost of initial implementation?

How will the funding partners share the cost of the project?

What are the immediate next steps to take once these decisions are made?

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Discussion

FOR MORE INFORMATION ON THE GREATER TRIANGLE COMMUTER RAIL PROJECT, VISIT WWW.READYFORRAILNC.COM.

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4. Open Discussion – Subcommittee Members

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5. Joint DCHC MPO / CAMPO Board Meeting Agenda Review

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Joint DCHC MPO / CAMPO Agenda Review

The Joint Board meeting will take place at 9am on Wednesday, 3/29. GTCR relevant agenda items include:

Topic	Assigned Speaker(s)	Allocated Time
Commuter Rail – Public Outreach Results & Next Steps	Eric Curry & Elisabeth Raskopf	15 minutes
Commuter Rail Planning at MPOs	Anna Stokes & Doug Plachcinski	15 minutes (about 7-8 minutes each if divided up)
Commuter Rail Discussion	Open Discussion	15 minutes



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6. Next Steps?