



## Memo: GoTriangle Staff Answers to CAMPO GTCR Subcommittee Questions Posed at the First Meeting

March 23, 2023

1. When GoTriangle refers to the project completion date, are they referring to the start of CRT service?

Yes.

2. When GoTriangle refers to the project delivery timelines for the proposed project segments, are those cumulative timelines or additive timelines (i.e. is phase one done in 8 years, then phase two is done 10 years after that (i.e. 18 years)? Or is phase one done in 8 years and phase two is done 2 years after that (so 10 years starting from year 0).

Project delivery timelines for initial implementation options are not necessarily additive or cumulative. They are estimates of the time it would take to deliver the initial implementation option as it is defined. Other assumptions could be made to produce alternative initial implementation options with different implications for transit plan revenues. The cumulative timeline for delivery of an initial implementation option and a second phase of implementation depends on funding availability and other assumptions.

As an example, previously considered financial modeling for the central portion as an initial implementation option assumed project delivery of initial service in 10 years with a second phase of service starting five years after the initial one. Previously considered financial modeling for the eastern portion as an initial implementation option assumed project delivery in 8 years with a second phase of service starting five years after the initial one.

3. Can we have cost information as divided by station-to-station segment for the entire corridor?

Cost estimation for the project is completed according to cost categories and is not available on a strictly incremental basis. Cost estimation for initial phases of implementation requires assumptions about the eastern and western termini for the initial service. It is important to understand that cost estimates, ridership estimates, and project delivery timeline estimates are preliminary. They will change as the project moves through development and design. Cost estimates assume a base year of 2022.

4. Is it possible to extend the western segment to Angier Ave for minimal additional cost? And what would that cost and ridership be?

A station near the intersection of Glover Rd and Angier Ave is feasible at an estimated additional cost of \$50-70 million over and above cost estimation for an initial phase of implementation that assumes Ellis Rd as the western terminus. Precise ridership estimation for this scenario would require additional ridership modeling.

5. Is it possible to extend the central section to downtown Garner for minimal cost? And what would that cost and ridership be?

Any extension beyond Raleigh Union Station would come at a substantial cost. The year of expenditure cost estimate for initial implementation between the RTP and Auburn (East Garner) stations is roughly \$1.7 billion. An hourly service scenario with these termini assumptions is estimated to produce an average of roughly 8,000 weekday boardings by 2040.

6. Would it be possible for a financing briefing from GoTriangle's financial consultants be provided at a future Committee meeting? If this is something the GoTriangle team can do, CAMPO staff can specify a date once we have one solidified.

Yes.