

TPAC Attachment C1

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Last Revised: February 5, 2020

Responses to 1/15 TPAC Requests

NOTE: GoTriangle staff will be available for questions at 8:30am at the CAMPO office ahead of the 2/12 TPAC meeting. Room TBD

1) Summary of CAMPO, DCHC ,and County Board feedback from the preliminary results presentations:

A. CAMPO Board 1/15:

- i) Interests in improvements to the bus network to serve / feed CRT stations, timeline for Johnston County to identify funding, and whether or not CRT could be accommodated using existing track infrastructure.
- ii) Questions on basis for future year ridership projections and on progress of MOU.

B. DCHC Board 1/15:

- i) Interests in understanding: the number of Durham residents projected to use CRT, the number riders from zero and one car households in Durham, the “opportunity cost” of CRT with respect to other potential transit investments, and in how the proposed next phase of study would address identified risks.
- ii) Concern that there has not been recent community engagement in Durham and that residents do not understand the CRT project.

C. GoTriangle Board 1/22:

- i) Concern that there has not been recent public engagement in Durham and that residents do not understand the project, concern that there has been limited municipal engagement, concern that CRT will not address equity needs in Durham. Request from Board to schedule an informational meeting for Durham residents:

Durham Community Information Meeting scheduled 2/22 9-11am at

Durham County Human Services, 414 E Main St, Durham NC

***All public meeting content available here: <https://gotriangle.org/commuter-rail> ***

- ii) Interests in community outreach to inform residents about CRT project, in connecting Durham residents to RTP jobs, in understanding the number of Durham residents riding CRT, in the percentage of riders from zero and one car households, and in better understanding how the next phase of study addresses risks identified to date
- iii) Additional interests in improving public, municipal, and stakeholder engagement
- iv) Questions on cost share for the next phase of study, and the project as a whole
- v) Mayor Schewel (Durham): Supportive of project, hopes that GoDurham needs can be addressed alongside a CRT project

D. Joint MPO Boards 1/30:

- i) Significant amount of discussion, particularly surrounding Council Member Reece’s (Durham) comments and questions regarding the APTA report and actions taken by GoTriangle Board and staff to address that report’s findings
- ii) General comments in support of the project from representatives of Garner, Morrisville, Wake Forest, Raleigh, Wake County, Johnston County, City of Durham and Durham County
- iii) Interest in improvements to the bus network to connect to CRT, particularly for outlying communities, in support and identification of best practices for station area development to support CRT scores / federal funding eligibility, in better communication from GoTriangle regarding board actions and progress on major projects
- iv) Question on the timeline for Johnston County to establish a revenue source for CRT

E. Durham Board of County Commissioners 2/3:

- i) Interest in understanding how the next phase of the study will help in making prioritization decisions for CRT relative to other possible investments and in showing station locations on CRT materials.

- ii) Comment on the interest from the GoTriangle Board in using the next phase of study to further evaluate and address project risks
- iii) Questions on the format of the CRT informational meeting and related outreach, on the timeline for Q3 Amendments to the Durham County Transit Plan, on the cost of the next phase of study.
- iv) Notes / comments on the Joint MPO meeting, on Mayor Schewel's and Council Member Reece's support for the project and their interest in addressing the project risks affecting Durham.
- v) Note on the purpose of the next phase of study being aimed at further evaluating and addressing risks and obtaining additional information to help prepare decision makers for a future decision on whether or not to proceed with the actual design and implementation of a CRT.

F. Wake Board of County Commissioners 2/10 TBD

2) What activities have been completed to date?

- A. Previous Study: Major Investment Study – completed May 2019.
- B. Current study: Greater Triangle Commuter Rail Study *Alternatives Analysis Update and Further Study* (GTCR)
 - i) \$850,000 Total cost, \$569,000 programmed Wake Share, actual Wake share will be less as Orange and Johnston Counties, in addition to NCRR, provided funding to help cover the expanded study area
 - ii) Wake share is wholly comprised of funds left over from the Major Investment Study (MIS), following an amendment to the cost sharing memorandum for the MIS between Durham County, Wake County, DCHC, CAMPO, and GoTriangle Boards)
 - iii) An estimated \$200,000 is anticipated to be left over from the original MIS allocation. Following the final consultant invoices, this left over amount will be returned to Wake Transit fund balance
- C. The Current / GTCR study entailed the following activities:
 - i) Creation of timetables to understand train traffic on the corridor (high level assumptions using a “train performance calculator” spreadsheet)
 - ii) Refresh of planning-level infrastructure assumptions from the previous 2011 Alternatives Analysis for the Durham – Wake corridor to meet the needs of the train traffic identified above
 - iii) Refresh of both capital and operating cost estimates from those planning-level assumptions
 - iv) Refresh of high-level ridership projections from earlier studies, using both FTA's Simplified Trips on Project Software (STOPS) and the Triangle Regional Model (TRM)
 - v) High-level scoring against published FTA criteria based on ridership, changes in VMT, cost, existing land use, and economic development potential, based on the FTA's rubric
 - vi) The study additionally explored the possibility of commuter rail service beyond the 37 mile Garner to West Durham line that is currently in the county transit plans
 - vii) Preparation of a Memorandum of Understanding (MOU) to reach agreement on roles and responsibilities of the project management partners, including the railroads, for the potential next phase of study
 - viii) Preliminary results have been shared in presentation format. Final report forthcoming later this year

3) What is the estimated cost of the next phase of study?

- A. The total budgeted for the study is proposed to be an amount to not to exceed \$9,000,000.00
- B. The Wake Transit share is proposed to be an amount not to exceed \$6,000,000.00
- C. Additional potential cost share from Johnston County and NCRR has the potential to reduce the Wake share

4) How are Wake Transit funds are being used for the next phase of study?

Source	Amount	Fiscal Year	Notes
Funds appropriated to GoTriangle for Rail Traffic Controller (RTC) modeling	\$ 333,333.00	2019	These funds were previously appropriated to GoTriangle specifically for rail network capacity modeling using a RTC model.
Use existing allocation from previous CRT Reserve encumbrance	\$2,303,038.00	2018	This amount was never “pulled down” from the CRT reserve and allocation is being requested as a part of the Q3 Amendment
New allocation from CRT Reserve encumbrance	\$3,363,269.00	2020	This is the new request as part of the Q3 amendment from the 2020 CRT reserve encumbrance of \$42.7M
Total Wake Budgeted Amount	\$6,000,000.00		

5) What is the goal of the next phase of study?

- A. The goal of the next phase of study is four-fold:
 - i) Facilitate proactive and comprehensive community and stakeholder engagement to share information and obtain feedback and buy-in
 - ii) Determine what railroad infrastructure improvements and construction would be needed
 - iii) Evaluate critical risks to the project
 - iv) Develop and sign agreements with the counties, metropolitan planning organizations, municipalities railroads, and other key stakeholders. At a minimum, GoTriangle would seek resolutions of support of the project concept / project definition from the boards of each of these entities.
- B. The intent of the next phase of study is to provide decision makers with sufficient information to make a decision on whether or not to proceed with the actual design and implementation of a CRT project. This decision point would be at the conclusion of the next phase of study.

6) What is the timeline of the next phase of study?

- A. Following approval of the MOU and the Amendment, a Capital Agreement between CAMPO and GoTriangle would be required to pull down any approved funds
- B. Following approval of the MOU and the Amendment GoTriangle will administer the procurement process, including negotiating the consultant scope of the next phase of study
- C. The next phase of study has a target timeline of about one year. The MOU includes a two year time limit.
- D. As the study reaches completion, GoTriangle and the project management partners will develop and execute further agreements and/or resolutions supporting the CRT project concept
- E. Following the completion of the next phase of study, in about one year, elected officials will have a decision point on whether or not to proceed with project design and implementation

7) What are the detailed tasks to be completed in the next phase of study?

- A. A summary is provided here, more details can be found in the attached MOU summary.
- B. The tasks of the next phase of study include the following:
 - i) Community and stakeholder engagement planning and initiating community engagement;
 - ii) Coordination with municipal jurisdictions, including the creation and implementation of a concurrence process;
 - iii) Coordination with impacted and nearby institutions;
 - iv) Development of a project management plan;
 - v) Further evaluation of potential risks to the project and their potential solutions;
 - vi) Preliminary engineering and environmental study for key high-risk areas along the corridor (e.g. Downtown Cary grade crossings);

- vii) Land surveys, encroachment identification, and utility investigations to identify and address site-specific risks
 - viii) Further evaluation of needed railroad infrastructure improvements as revealed through rail network capacity modeling (using the Rail Traffic Controller (RTC) model), this information is a pre-requisite to the railroads' engagement in any agreements;
 - ix) Identification of station, maintenance facility and park-and-ride sites, in coordination with municipalities;
 - x) Railroad coordination;
 - xi) Additional assessment of project feasibility against Federal Transit Administration (FTA) Capital Investment Grant program criteria;
 - xii) Development and authorization of agreements with project management partners, railroads, municipalities, and institutions to govern the roles and responsibilities of parties during the project design phase
- C. These activities are considered to be pre-requisites that are necessary in order to provide decision makers with sufficient information to make a decision, on whether or not to proceed with the actual design and implementation of a CRT project. Should these items not be completed, it would be GoTriangle's and the project management partners' recommendation to pause and assess next steps.

8) What are the contents of the MOU?

- A. See attached DRAFT MOU Summary
- B. This MOU is only for the next phase of study. It is intended to govern the roles, responsibilities, and cost share of the project management partners for the next phase of study
- C. Separate agreements would be necessary for any future phases of the project
- D. GoTriangle recommends, based on FTA best practices, that additional agreements and/or resolutions of support be executed prior to a future decision, following the completion of the next phase of study, to move forward with the actual design and implementation of a CRT project.

9) What is the timeline for the development and execution of the MOU? What is TPAC's role on the MOU?

- A. This MOU has been in the development phase from December 2019 until now. A final version is anticipated in the next few weeks
- B. Boards are currently being briefed on the high-level contents of the MOU and how the MOU is intended to govern the next phase of study in general and the evaluation and addressing of project risks in particular
- C. The final version of the MOU will be available in time for the 2/26 DCHC TCC and the 3/5 CAMPO TCC in addition to the Boards of both MPOs, Durham, Wake, and Johnston counties, and the GoTriangle Board for their consideration and potential action in March.
- D. Per the Wake Governance Agreements, the TPAC is not a recommending body on the MOU itself. The TCC is instead the recommending body to the CAMPO Board for the MOU. The TPAC is requested to consider the amendment to appropriate \$6,000,000.00 the next phase of study. The tasks included in this study, funded by the amendment, would be subject to the MOU. To this end, the summary of the MOU has been provided as context for the amendment request.

10) How will GoTriangle keep TPAC and municipalities informed in the next phase of study?

- A. Quarterly written updates to TPAC, TCC, CAMPO Board, and municipalities
- B. Presentations at project milestones or as new information is available
- C. Public engagement in coordination with municipalities and Wake Transit Plan efforts
- D. Individual meetings with municipalities regarding project elements within their jurisdiction such as new tracks, structures, stations, park and ride lots, and so on.
- E. Coordination with municipalities as agreements and/or resolutions of support of the project concept are identified, agreed upon, and executed.