

Wake Transit Update



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Purpose for Today's Presentation

- Receive Update on Commuter Rail
 - The BOC will be asked to provide feedback for next steps, including whether to consider approval of a Memorandum of Understanding

Wake Transit Plan: Four Big Moves

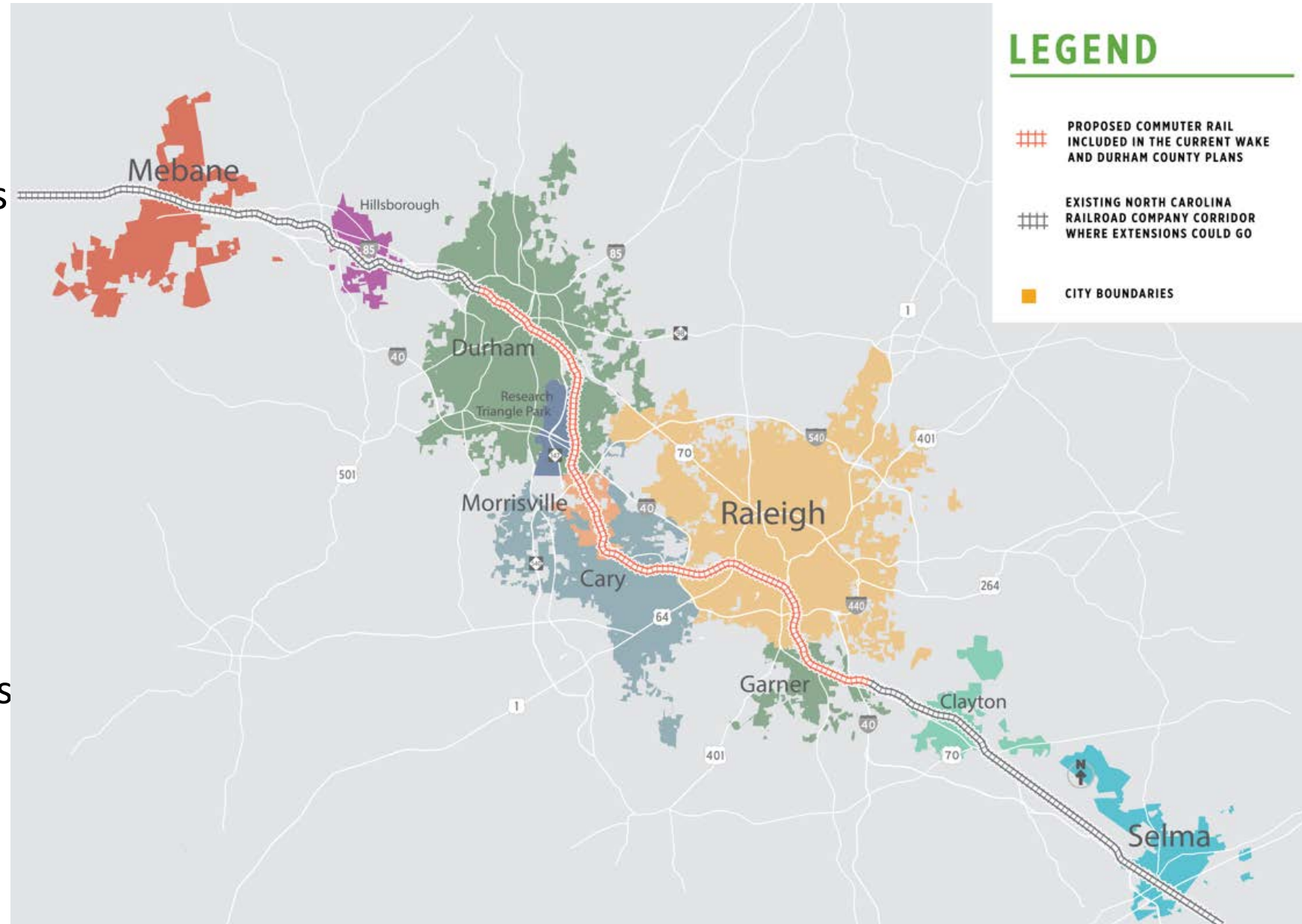
In November 2016, Wake County voters approved a transit-dedicated half-cent sales tax investment.



Commuter Rail Background

The Commuter Rail Transit project, as originally included in the Wake and Durham county transit plans, would run 37 miles from **Garner** to downtown **Raleigh, N.C. State, Cary, Morrisville** and the **Research Triangle Park** continuing to downtown **Durham**.

The current plan calls for:
Evaluating up to eight trips in each direction during peak hours with up to two trips each way during midday and evening hours, for a total of **twenty weekday round trips**.





Existing Rail Corridor

Freight Rail – Heavy Rail

- Freight operation constitutes the movement of goods and cargo in freight rolling stock (e.g., boxcars, flatcars), which are typically hauled by diesel-powered locomotives.
- The North Carolina Railroad Company (NCRR) owns the 317-mile corridor and Class I freight rail provider Norfolk Southern operates and maintains the railroad through a long-term lease with NCRR



Intercity Rail – Heavy Rail, Shared Track

- Intercity transit mode services covering longer distances than commuter or regional trains
- The main provider of intercity passenger rail service in the U.S. is Amtrak
- Four intercity passenger service routes run on the North Carolina Railroad including the Carolinian and the Piedmont which are sponsored by NCDOT



The North Carolina Railroad is built for the service it currently offers

Added capacity, including commuter rail, would require additional infrastructure, including added tracks

Prior Updates to BOC

- October 2017:
 - BOC approved cost share agreement for CRT portion of Major Investment Study
- January 2019:
 - BOC approved amended cost share agreement to do additional study for CRT
- August 2019:
 - Growth and Sustainability Committee Reviewed Results of Major Investment Study for CRT
 - Discussed Current Study to Better Prepare the Project for Entry into Project Development
- February 2020
 - Board of Commissioners Work Session Reviewed Results of Greater Triangle Commuter Rail Study

Greater Triangle Area Commuter Rail Study Purpose

- Give elected officials the data needed to decide whether to take the project to the next phase of development
- Examine scenarios adding Johnston County/Selma and Orange County/Mebane
- Refresh and update ridership estimates, infrastructure assumptions, and cost estimates that were included in prior high-level planning studies
 - Understand if updated estimates and assumptions would potentially qualify for FTA funding
- Identify additional activities necessary before initiating project design and implementation

Finding: Additional Track Needed

All Scenarios Necessitate Another Track; Impacts Capital Estimates


- Existing/Planned Traffic
 - 27 freight and intercity passenger trains per day
- Scenario 1: Three round trips in the peak periods
 - +14 commuter trains per day (7 round trips)
- Scenario 2: Five round trips in the peak periods
 - +24 commuter trains per day (12 round trips)
- Scenario 3: Eight round trips in the peak periods
 - +40 commuter trains per day (20 round trips)



North Carolina Railroad at Carpenter Rd. in Morrisville, 2019

Findings Ridership and Cost:

- Ridership Modeled with FTA Methodology Consistent with Prior Results
- Cost Ranges on High End Significantly Exceed Prior Estimates



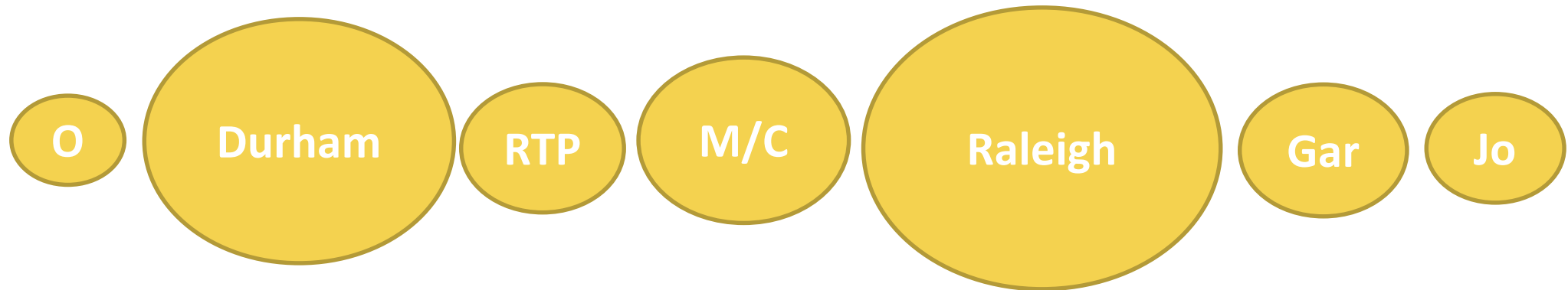
End Points	Weekday Round Trips	Service Pattern	Range of Cap. Cost* [YOE\$]	O&M Cost [2019\$]	Range of Ridership**
Durham-Garner	20	8-2-8-2	\$1.4B – \$1.8B	\$29M	7.5K – 10K
Durham-Garner	12	5-1-5-1	\$1.4B – \$1.8B	\$20M	5K – 7.5K
Durham-Garner	7	3-1-3	\$1.4B – \$1.7B	\$13M	4.5K – 6K
Mebane-Selma	20	8-2-8-2	\$2.5B – \$3.2B	\$57M	8K – 11.5K
Mebane-Selma	12	5-1-5-1	\$2.5B – \$3.2B	\$40M	6K – 9K
Mebane-Selma	7	3-1-3	\$2.3B – \$3.1B	\$26M	5K – 7.5K
Hillsb.-Clayton	20	8-2-8-2	\$1.8B – \$2.4B	\$44M (+\$15M)	8K – 11.5K
Durham-Clayton	20	8-2-8-2	\$1.6B – \$2.1B	\$37M (+\$8M)	7.5K – 10K

Current Wake Transit Plan assumes \$1.33B capital cost for Durham-Garner 8-2-8-2

*Cost: Year-of-Expenditure Dollars (YOE\$)

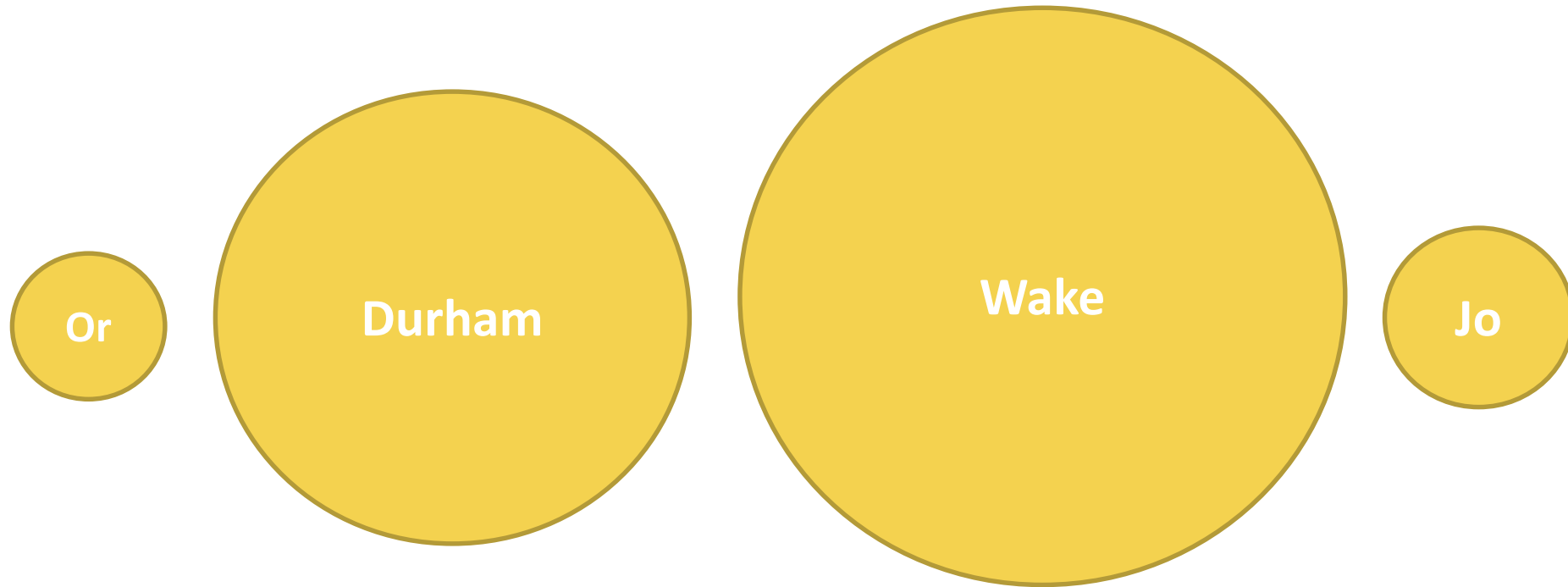
**Daily Ridership: Average of Current Year and Horizon Year Forecast

Busiest Stations in Raleigh and Durham



Note: circle sizes are relative to the number of boardings at stations within each jurisdiction

Busiest Stations in Wake and Durham Counties



Note: circle sizes are relative to the number of boardings at stations within each county.

Finding: CRT May Potentially Qualify for Federal Funds

- Two Scenarios Potentially Score Well Enough to Qualify for Federal Funds
- Lower Service and Higher Cost Scenarios Do Not Score Well

End Points	Weekday Round Trips	Service Level	Expected Score	“Upside” Score	“Downside” Score
Mebane-Selma	20	8-2-8-2	Medium-Low	Medium	Medium-Low
Mebane-Selma	12	5-1-5-1	Medium-Low	Weak Medium	Medium-Low
Mebane-Selma	7	3-1-3	Medium-Low	Weak Medium	Medium-Low
→ Durham-Garner	20	8-2-8-2	Medium	Medium	Medium-Low
Durham-Garner	12	5-1-5-1	Weak Medium	Weak Medium	Medium-Low
Durham-Garner	7	3-1-3	Weak Medium	Weak Medium	Medium-Low
Hillsb.-Clayton	20	8-2-8-2	Weak Medium	Medium	Medium-Low
→ Durham-Clayton	20	8-2-8-2	Medium	Medium	Medium-Low

To be eligible for federal funding, project must score Medium

Note: Scenarios rated as “Weak Medium” are projected to score at the low end of the Medium range, meaning that if any single component of the score is reduced, the overall score would fall below the eligibility requirements

Finding: More Work Needed before Entry in Federal Pipeline

- **This Study has shown that there is more work to do before we are ready to apply to enter FTA Project Development**
 - Proactive and comprehensive community engagement to share information and get feedback from the public needed to update transit plans in all three counties.
 - Evaluation of what railroad infrastructure improvements and construction would be needed.
 - Further evaluation of potential risks to the project and their potential solutions.



Next Steps Outlined in MOU Activities

Build consensus on project responsibilities, cost share and other characteristics of a feasible commuter rail system through coordination among:

- GoTriangle
- Counties
- Railroads
- Municipalities
- Metropolitan planning organizations
- North Carolina Department of Transportation
- Institutions
- Community



NEXT PHASE OF STUDY: KEY FOCUS AREAS

Local Engagement: Build a foundation for sustained regional cooperation

Further Refine Project Concept: Define infrastructure and frequency of trains

Metrics: Provide monetary costs, non-monetary costs, and benefits

Railroad Buy-in: Rail network modeling, determine necessary requirements

Capacity Building: Develop management plan and procure consultant support

FTA Funding Eligibility: Ridership modeling and economic development potential

Cost Share: Obtain commitment of 100% of non FTA funds and how county transit funds are allocated



MOU

Memorandum of Understanding for next phase (early project development activities):

- NCRR, NCDOT, GoTriangle, Counties, MPOs

Public board meetings with County boards and MPOs for local decision-making on next steps and funding for additional preliminary effort:

- Wake: \$6,000,000
- Durham: \$2,700,000
- Johnston: \$250,000
- NCRR: \$250,000 (share RTC modeling)

BOC Action Requested

- **That the Board of Commissioners approves the attached Memorandum of Understanding with GoTriangle, CAMPO, Durham County, DCHC, NCDOT, North Carolina Railroad Company, and potentially Johnston County in Support of Continued Development of the Greater Triangle Commuter Rail Project.**