Joint Meeting of the CAMPO Executive Board and the DCHC MPO Board

March 29, 2023

Call to Order & Welcome

Vivian Jones, CAMPO Executive Board Chair

Jenn Weaver, DCHC MPO Board Chair

Comments from the Public

Limit three minutes per speaker

Introduction & Meeting Purpose

Chris Lukasina, CAMPO Executive Director

Doug Plachcinski, DCHC MPO Executive Director

2024-2033 TIP and 2050 MTP Amendment Process

Matt Day, TJCOG Transportation Director
Alex Rickard, CAMPO Deputy Director
Kelly Fomenko, DCHC MPO Transportation Planner

Quick Refresher on TIP, MTP & Conformity

TRIANGLE J COUNCIL OF GOVERNMENTS

- **Transportation Improvement Program (TIP) –** Document listing transportation project funding over the next 10 years. Adopted by MPOs. Must be updated (major update) at least every 4 years (typically every 2). Minor amendments happen more frequently (typically several times each year). Must match Statewide Transportation Improvement Program (STIP) adopted by NCDOT. Must also match MTP (see below).
- **Metropolitan Transportation Plan (MTP) –** Document showing planned future projects over the next 20-30 years. Adopted by MPOs. Must be updated (major update) every 4 years. Minor amendments happen occasionally as needed. The current 2050 MTP was adopted in February 2022.
- **Air Quality Conformity –** The Triangle region was designated as "non-attainment" with regard to national ozone pollution standards from 2004-2007, when the region regained "attainment" – however, we still fall within a 20-year "maintenance" period requiring that we show our region's TIP and MTP "conform" with state plans pertaining to air quality improvement.

Overview of Schedule

TRIANGLE J COUNCIL OF GOVERNMENTS

Working Backward from the End Goal:

- A new TIP/STIP must be approved by FHWA by September 30, 2023 – 4 year max since last TIP/STIP approval – **This is a critical deadline!**
- Because the Triangle region is a "maintenance area" for ozone pollution under the 1997 ozone standards, we must go through an air quality conformity process for both the TIP and the MTP
- Because the new TIP will move some projects between horizon years within the existing 2050 MTP document, this will also require an amendment of the MTP – this can also be an opportunity to make other MTP revisions as needed
- To allow time for conformity document approval, CAMPO & DCHC MPO boards need to **approve** 2024-2033 TIP & 2050 MTP Amendment at their **August 2023** meetings
- To allow time for required public comment periods, CAMPO & DCHC MPO boards need to **release draft** documents for public comment at their **June 2023** meetings

Overview of Schedule

TRIANGLE J COUNCIL OF GOVERNMENTS

Draft Document Development	Releasing Draft TIP, MTP, Conformity Docs	TIP, MTP, Conformity Doc Adoption	Finalization of Documents
Draft Project Lists – April 14	BGMPO – May 16	**DCHC MPO – August 9**	Final Document submittal – ASAP after Aug 16
Initial Agency Review Period	**DCHC MPO – June 14**	BGMPO – August 15	Final Federal Review
Draft Conformity Document – May 9	**CAMPO – June 21**	**CAMPO – August 16**	Federal approval – by September 30
	Public Comment Period & Agency Review		

Project Pool



Projects to be reprioritized in P7.0

CAMPO
NC Capital Area Metropolitan Planning Organization

Schedule & Next Steps	
Joint MPO Meeting	March 2023
Draft TIP, AQ CDR, & MTP Amendment	May/June 2023
Public Review & Comment	June – Aug 2023
TIP, AQ CDR, & MTP Amendment	Aug 2023
2020-2029 TIP/STIP Expires	Sept 2023

CAMPO
NC Capital Area Metropolitan Planning Organization

2020 Urbanized Area Boundaries & MPO Planning Area Boundaries

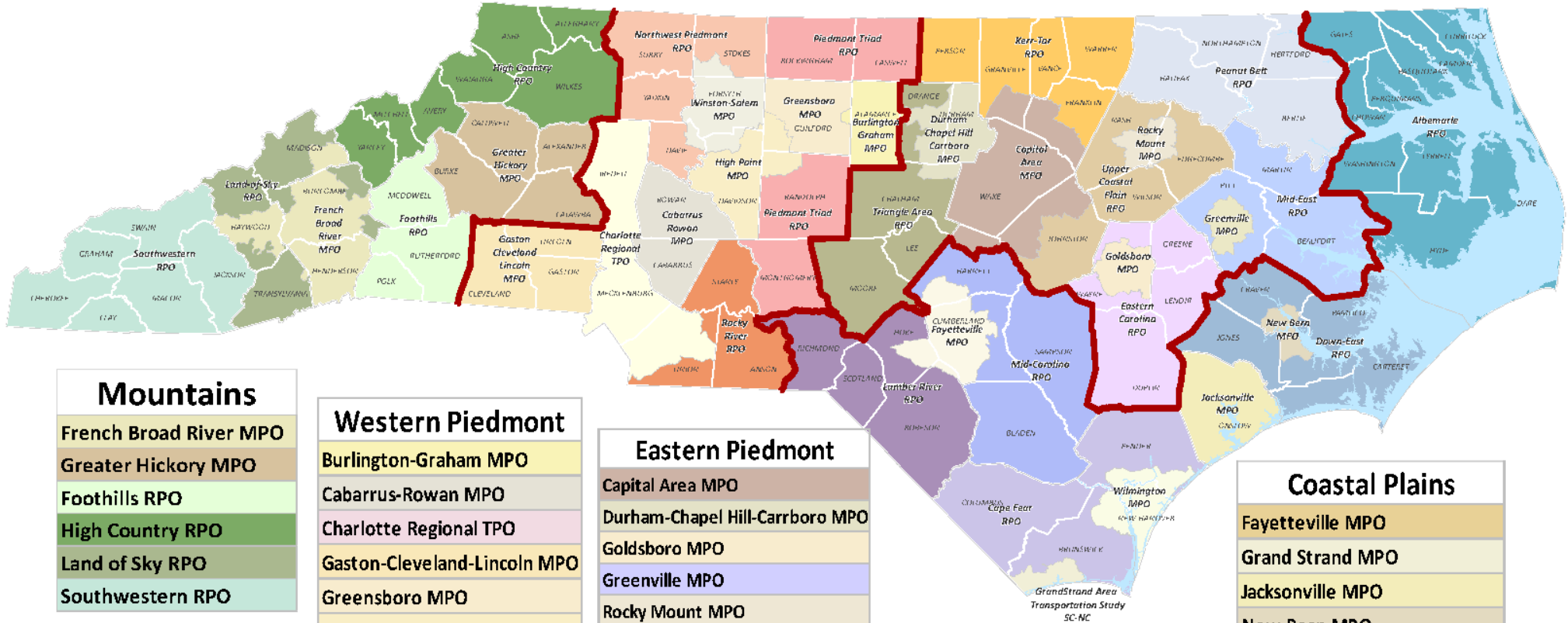
Chris Lukasina, CAMPO Executive Director

Doug Plachcinski, DCHC MPO Executive Director

2020 Urban Areas & CAMPO Boundary Discussion

Metropolitan Planning Organizations, Rural Planning Organizations, and TPD Planning Groups

In N.C.:
19 MPOs
&
19 RPOs



Mountains
French Broad River MPO
Greater Hickory MPO
Foothills RPO
High Country RPO
Land of Sky RPO
Southwestern RPO

Western Piedmont
Burlington-Graham MPO
Cabarrus-Rowan MPO
Charlotte Regional TPO
Gaston-Cleveland-Lincoln MPO
Greensboro MPO
High Point MPO
Winston-Salem MPO
Northwest Piedmont RPO
Piedmont Triad RPO
Rocky River RPO

Eastern Piedmont
Capital Area MPO
Durham-Chapel Hill-Carrboro MPO
Goldsboro MPO
Greenville MPO
Rocky Mount MPO
Eastern Carolina RPO
Kerr-Tar RPO
Mid East RPO
Peanut Belt RPO
Triangle RPO
Upper Coastal Plain RPO

Coastal Plains
Fayetteville MPO
Grand Strand MPO
Jacksonville MPO
New Bern MPO
Wilmington MPO
Albemarle RPO
Cape Fear RPO
Down East RPO
Lumber River RPO
Mid-Carolina RPO

N

0 20 40 80 Miles

Map Created By
NCDOT Transportation Planning Division
August 2021

2020 Urbanized Area Update

The Decennial Census has released new definitions for classifying Urbanized Areas. They are used to establish North Carolina's MPO boundaries - last updated in 2012.

With the release of the new Urban Areas, MPO's have begun to review their current MPO boundaries against the new guidelines.

An MPO boundary includes the urbanized area(s) and areas anticipated to be urbanized within 20 years.

An MPO's boundary determines what area within a region are available for MPO planning services. Currently the Capital Area MPO boundary contains approximately 1603.53 square miles and has a population of 1.4 million.

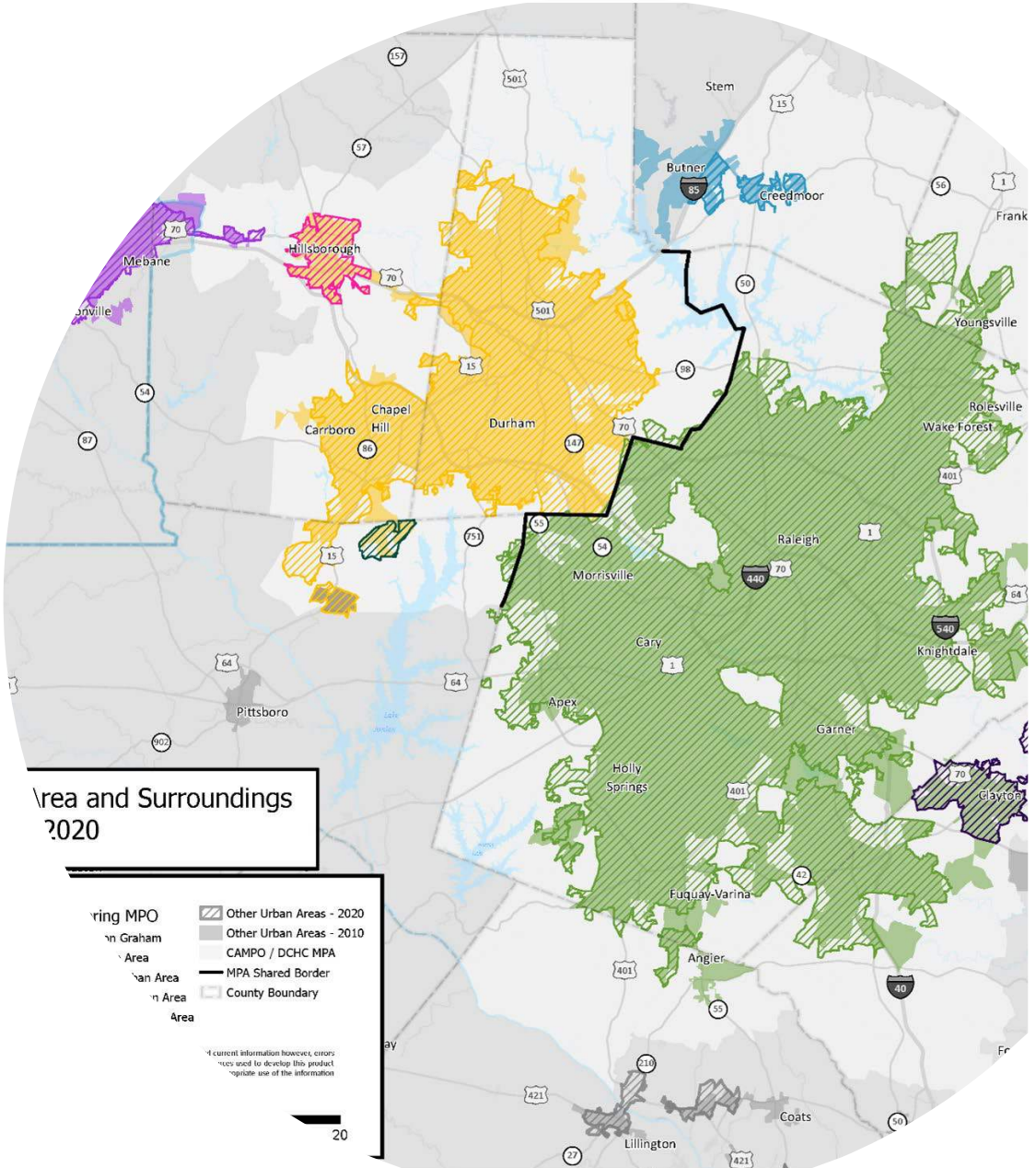
New Urbanized Area mapping is available via the Census website:
https://tigerweb.geo.census.gov/tigerweb/

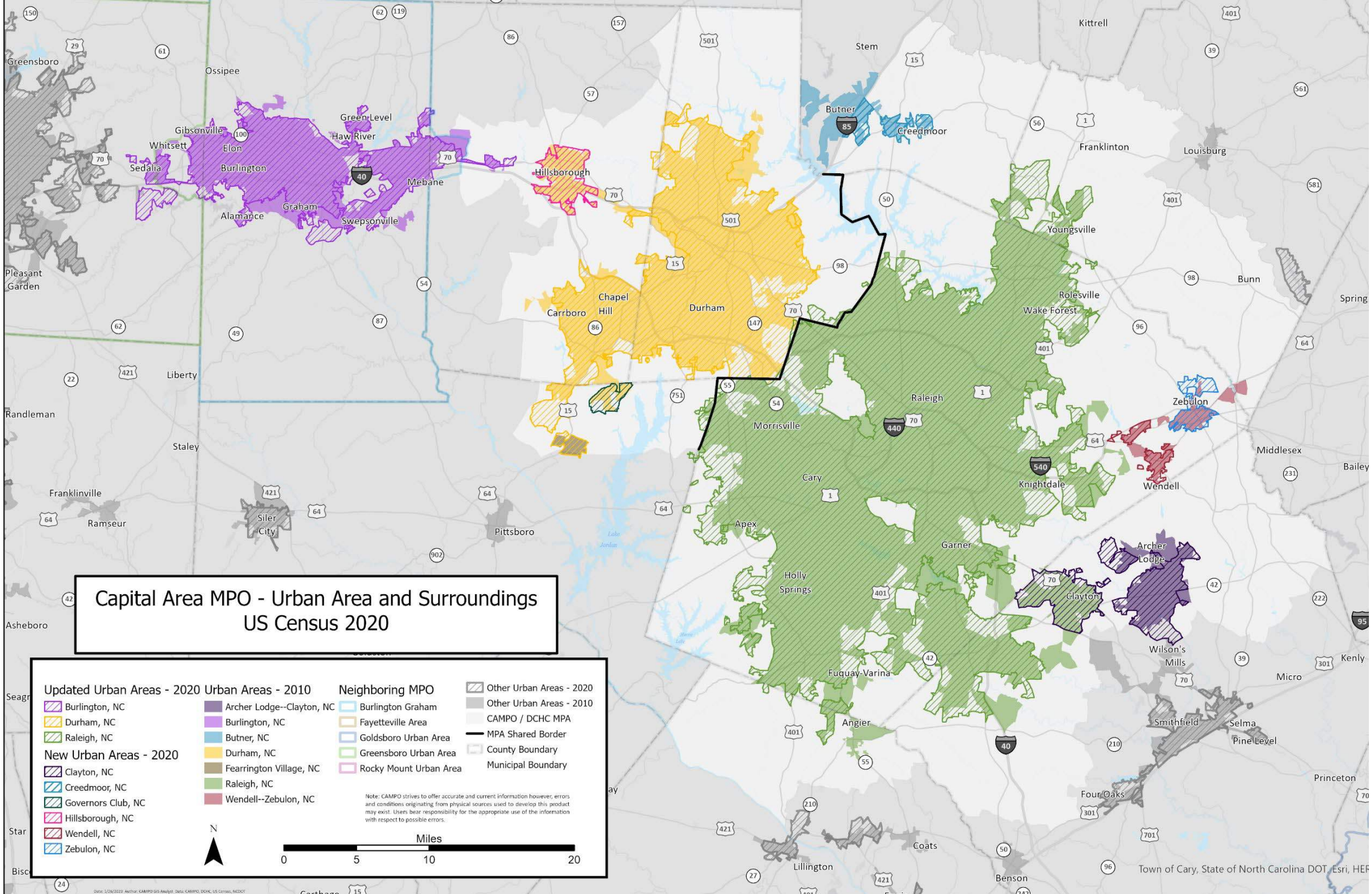
How are the MPO boundaries determined?

- Federal regulation
- Boundaries are reviewed every 10 years based on census
- Existing urbanized area plus 20-year forecast
- Requires changes to MPO governing documents

CFR 23. Section 450.312

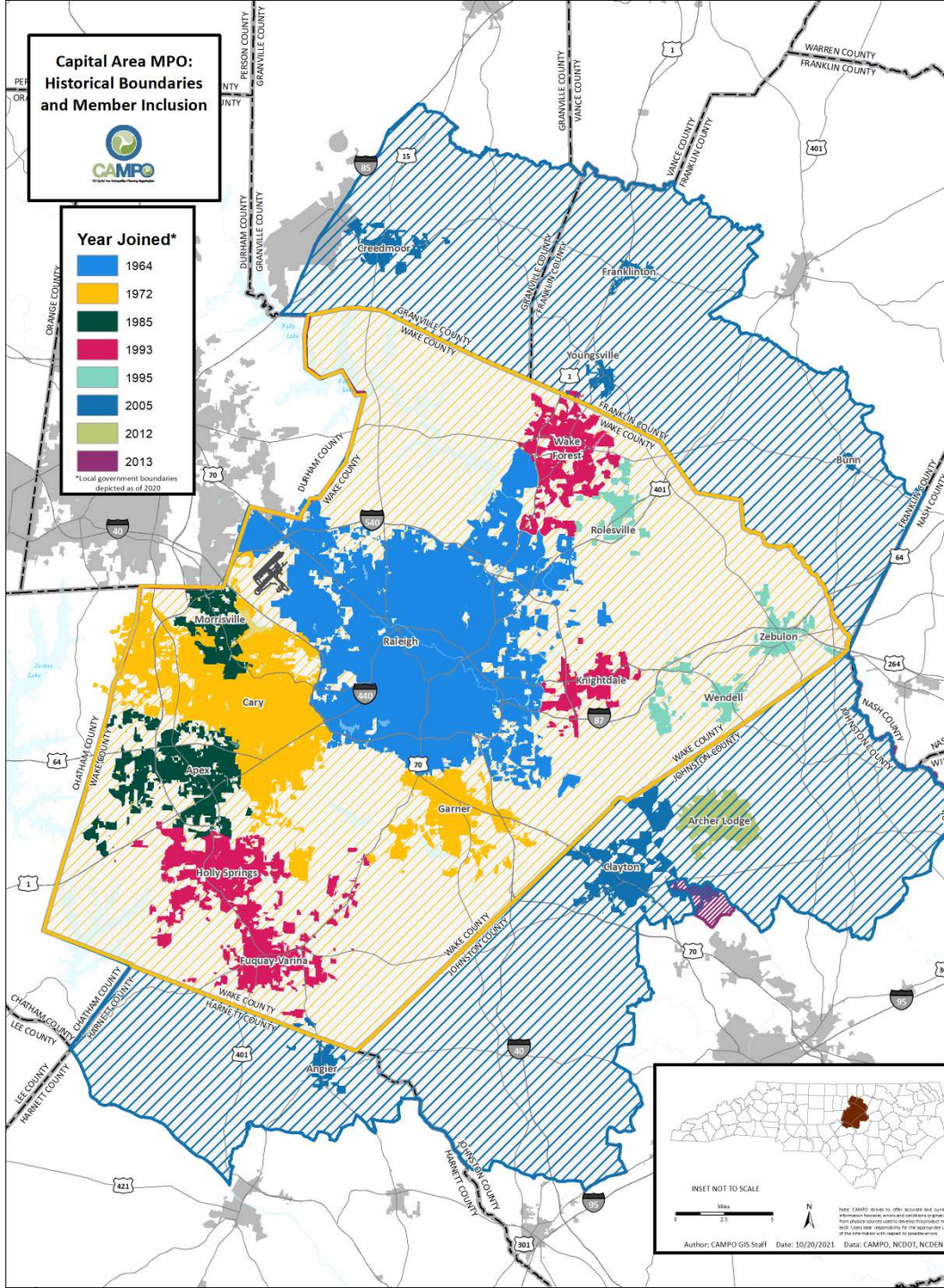
1. *At a minimum, the MPA boundaries shall encompass the entire existing urbanized area (as defined by the Bureau of the Census) plus the contiguous area expected to become urbanized within a 20-year forecast period for the metropolitan transportation plan.*
2. *The MPA boundaries may be further expanded to encompass the entire metropolitan statistical area or combined statistical area, as defined by the Office of Management and Budget.*




Capital Area MPO - Urban Area and Surroundings
US Census 2020
Updated Urban Areas - 2020
Burlington, NC
Durham, NC
Raleigh, NC
New Urban Areas - 2020
Clayton, NC
Creedmoor, NC
Governors Club, NC
Hillsborough, NC
Wendell, NC
Zebulon, NC
Urban Areas - 2010
Archer Lodge--Clayton, NC
Burlington, NC
Butner, NC
Durham, NC
Fearrington Village, NC
Raleigh, NC
Wendell--Zebulon, NC
Neighboring MPO
Burlington Graham
Fayetteville Area
Goldsboro Urban Area
Greensboro Urban Area
Rocky Mount Urban Area
Other Urban Areas - 2020
Other Urban Areas - 2010
CAMPO / DCHC MPA
MPA Shared Border
County Boundary
Municipal Boundary
Note: CAMPO strives to offer accurate and current information however, errors and conditions originating from physical sources used to develop this product may exist. Users bear responsibility for the appropriate use of the information with respect to possible errors.
N
Miles
0
5
10
20
Greensboro
Ossipee
Gibsonville
Whitsett
Elon
Green Level
Haw River
Sedalia
Burlington
Graham
Alamance
Swepsonville
Mebane
Hillsborough
Pleasant Garden
Carrboro
Chapel Hill
Durham
Stem
Butner
Creedmoor
Kittrell
Franklinton
Louisburg
Youngsville
Wake Forest
Rolesville
Bunn
Spring
Zebulon
Wendell
Middlesex
Bailey
Raleigh
Morrisville
Cary
Knightdale
Apex
Garner
Holly Springs
Fuquay-Varina
Angier
Clayton
Archer Lodge
Wilson's Mills
Micro
Kenly
Smithfield
Selma
Pine Level
Four Oaks
Princeton
Coats
Lillington
Benson
Liberty
Randleman
Staley
Franklinville
Ramseur
Siler City
Pittsboro
Asheboro
Seagr
Star
Bisc
Town of Cary, State of North Carolina DOT, Esri, HER

CAMPO Boundary Changes over Time

- Elected officials and staff representing 5 counties and 19 municipal jurisdictions
- All of Wake and parts of Franklin, Granville, Harnett, & Johnston Counties
- Combined 2021 population of ~1.4 million (~12 percent of NC)



2020 Urbanized Area Update

Possible impacts to the Capital Area MPO boundary include:

- Southeastern CAMPO boundary in Johnston County
  - New urban area for Clayton/Archer Lodge
- Western CAMPO boundary in Chatham County
  - Cary/Apex growth into Chatham County
- Southern CAMPO boundary in Harnett County
  - New growth in NW Harnett, Angier, and Lillington

Discussions have begun with each of these areas. MPO staff will provide recommendations for updates to boundary in the coming months.

DURHAM · CHAPEL HILL · CARRBORO

DCHC

METROPOLITAN PLANNING ORGANIZATION

PLANNING TOMORROW'S TRANSPORTATION

Update on 2020 Urban Area

Urban Area Changes in NC - 2010 to 2020

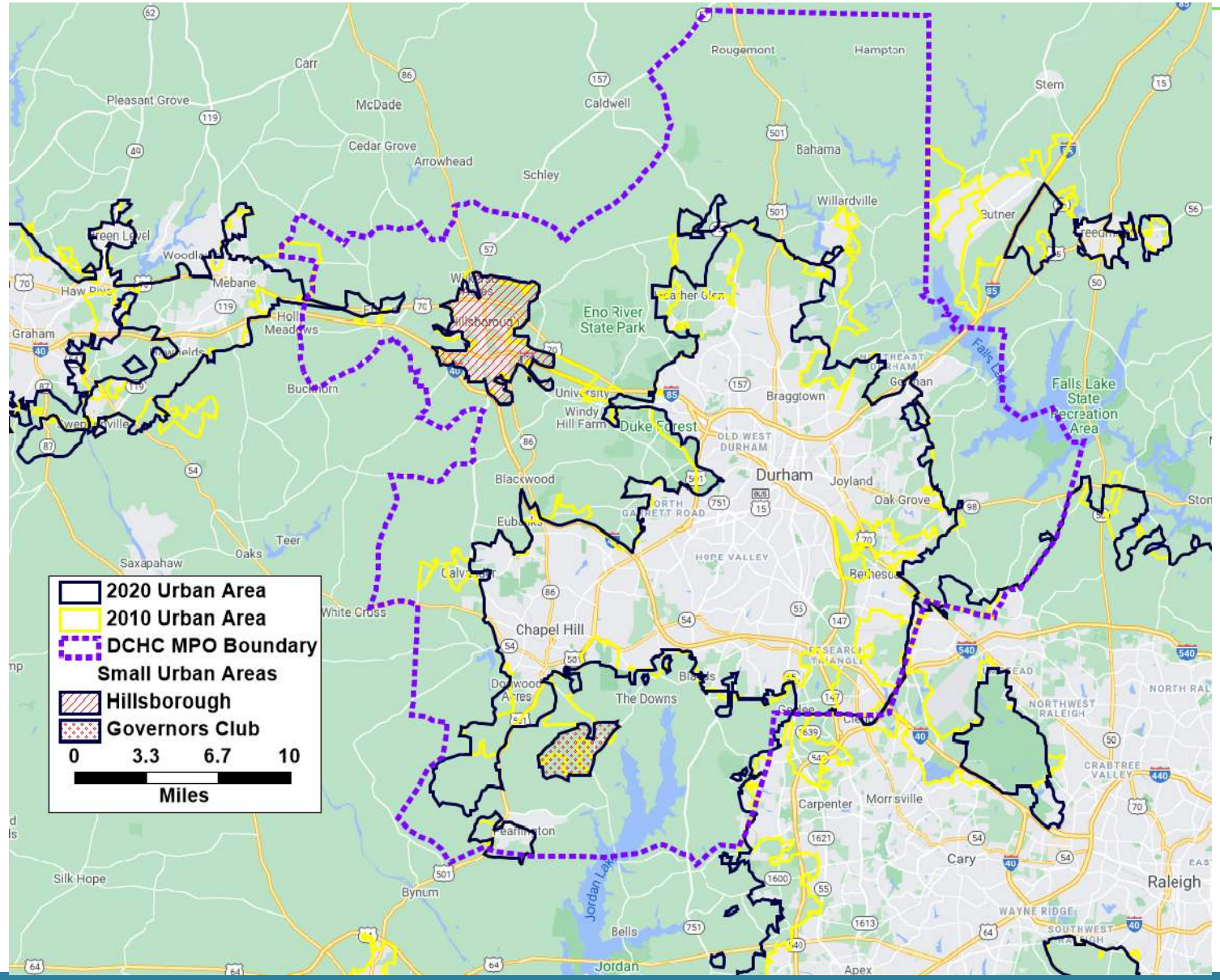
DURHAM · CHAPEL HILL · CARRBORO
DCHC
METROPOLITAN PLANNING ORGANIZATION
PLANNING TOMORROW'S TRANSPORTATION

Urban Area Name	2020 Census Data				2010 Census Data			Growth Rate 2010-2020
	Ranking	Population	POP Share (%)	POP Density	Ranking	Population	POP Share (%)	
Charlotte, NC--SC	1	1,359,439	19.5%	2,117	1	1,249,442	19.8%	0.9%
Raleigh, NC	2	1,106,646	15.9%	1,995	2	884,891	14.0%	2.5%
Winston-Salem, NC	3	420,924	6.0%	1,354	3	391,024	6.2%	0.8%
Durham, NC	**4**	**396,118**	5.7%	**2,160**	**4**	**347,602**	5.5%	**1.4%**
Greensboro, NC	5	338,928	4.9%	2,002	5	311,810	4.9%	0.9%
Fayetteville, NC	6	325,008	4.7%	1,659	6	310,282	4.9%	0.5%
Asheville, NC	7	285,776	4.1%	1,150	7	280,648	4.5%	0.2%
Concord, NC	8	278,612	4.0%	1,393	9	214,881	3.4%	3.0%
Wilmington, NC	9	255,329	3.7%	1,795	8	219,957	3.5%	1.6%
Hickory, NC	10	201,511	2.9%	910	10	212,195	3.4%	-0.5%
All NC Urban Areas	N/A	6,964,727	N/A			6,301,756	N/A	1.1%

- ✓ Ranking by Population: 4
- ✓ Population share to All NC urban Areas: 5.7% (from 5.5% in 2010)
- ✓ POP density: Highest in NC, 2,160 per Sq. Miles
- ✓ POP growth 2010-2020: 1.4%

DCHC Urban Area Changes - 2010 to 2020

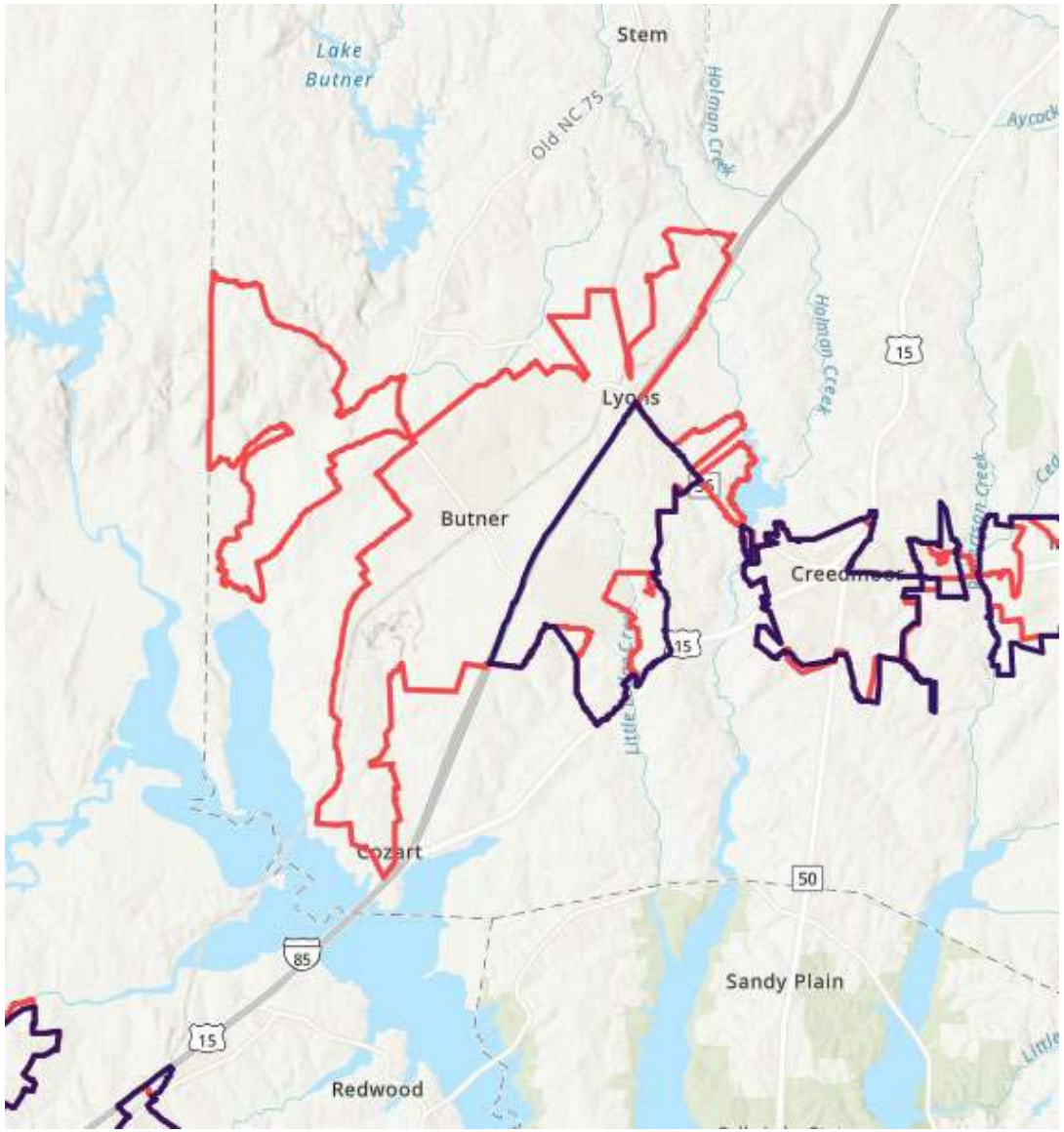
DURHAM · CHAPEL HILL · CARRBORO
DCHC
METROPOLITAN PLANNING ORGANIZATION
PLANNING TOMORROW'S TRANSPORTATION



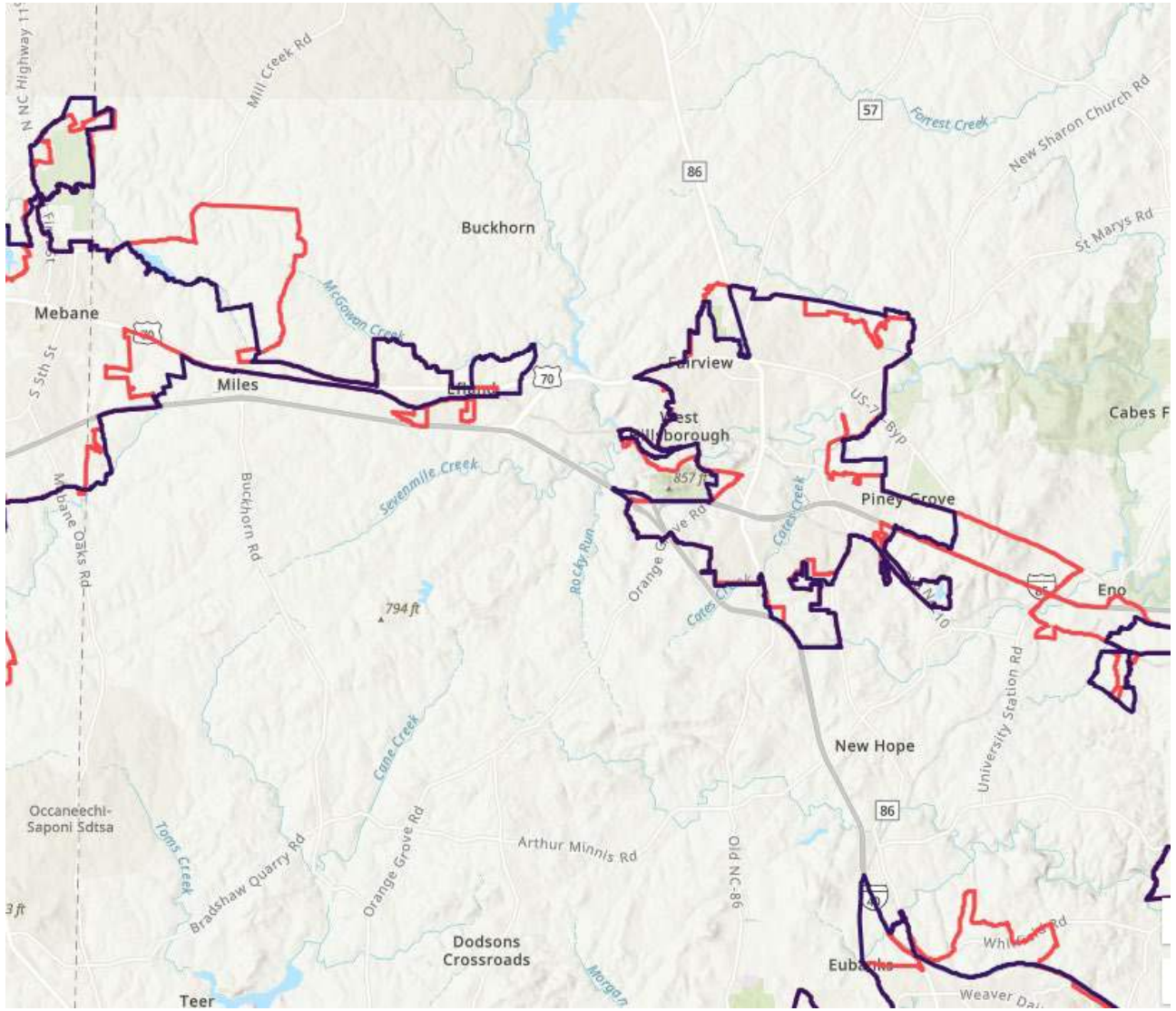
	Population	Area (Sq. Miles)
2010	347,602	181.7
2020	396,118	183.4

- ✓ Inside DCHC MPO, Urban Area(s) has no considerable changes/expansions
  - Expansions in SE Durham and North Chatham
  - Hillsborough & Governor Club become individual urban areas
- ✓ Chance to connect outside urban areas to DCHC MPO is very low from technical aspects. Butner and Pittsboro.
- ✓ Link to online map w/ details

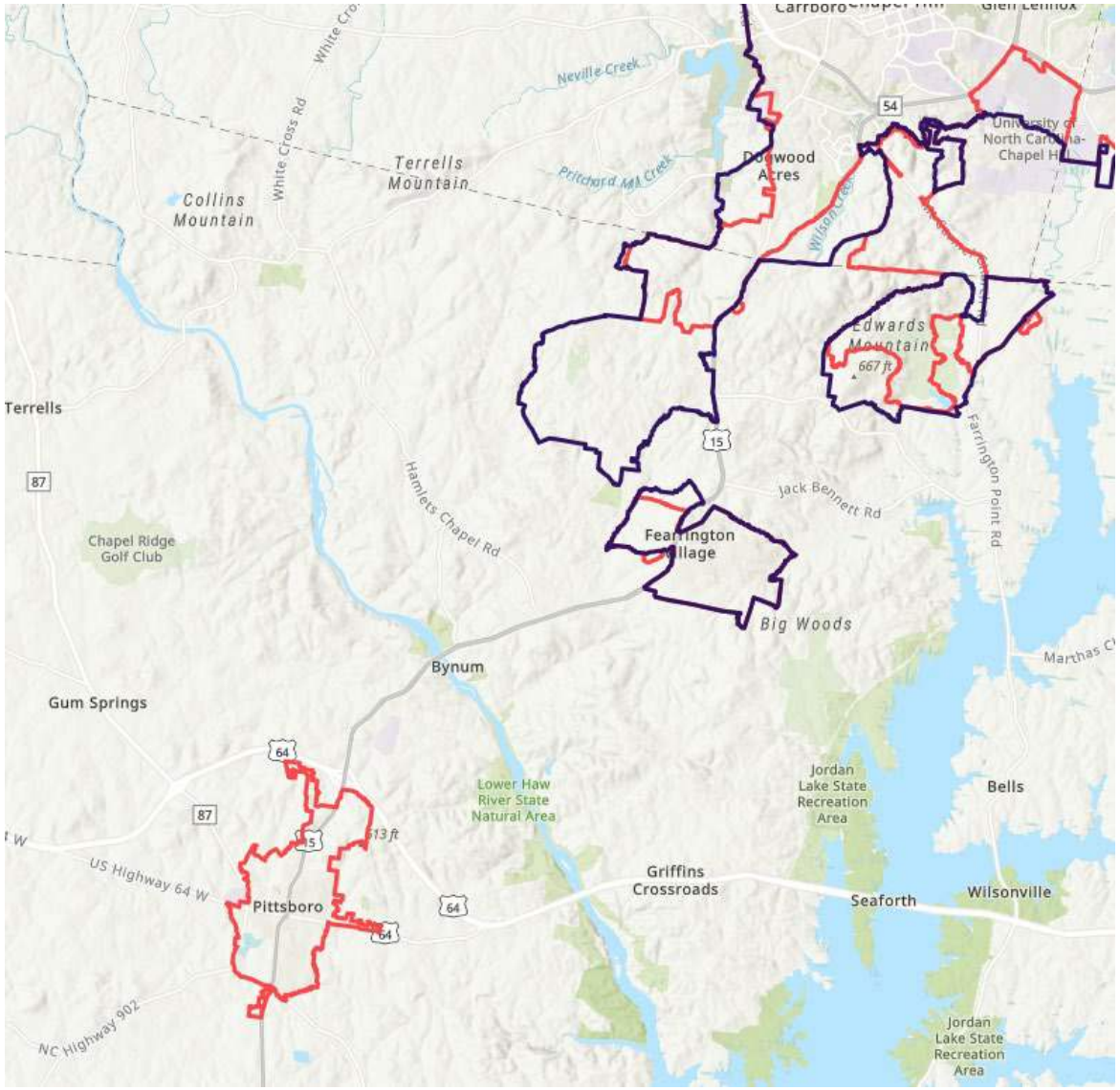
Granville County – Butner + Creedmoor



Orange County - Mebane



Chatham County - Pittsboro



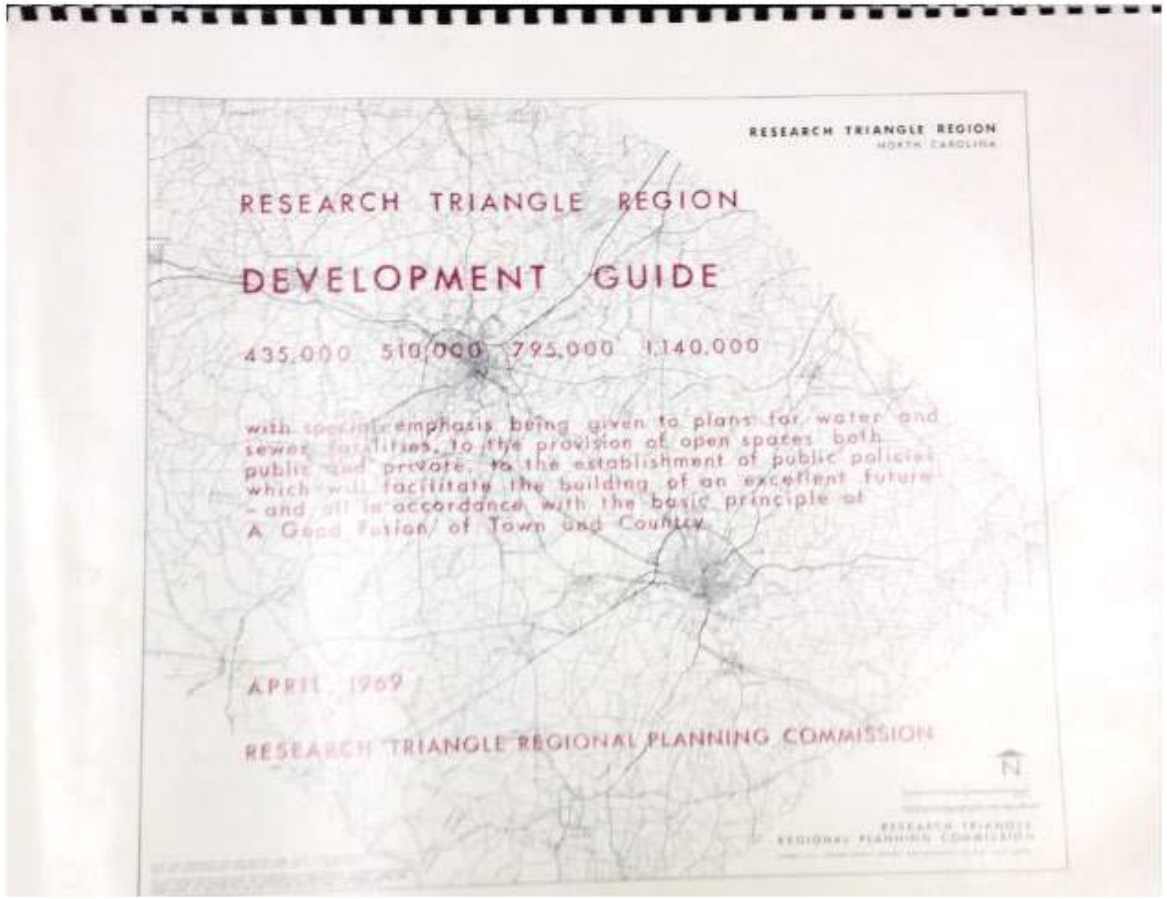
Regionwide Visioning Exercise Discussion

Lee Worsley, TJCOG Executive Director

Connected Region

Connected Region…A Regional Vision and Strategy Document

1969 – Region produced its first – and to date its only – truly regional development plan: The Research Triangle Region Development Guide. Called for “a good fusion of town and country” and was designed to prepare the then three county region of 420,000 people for a time when the region would reach 1 million people



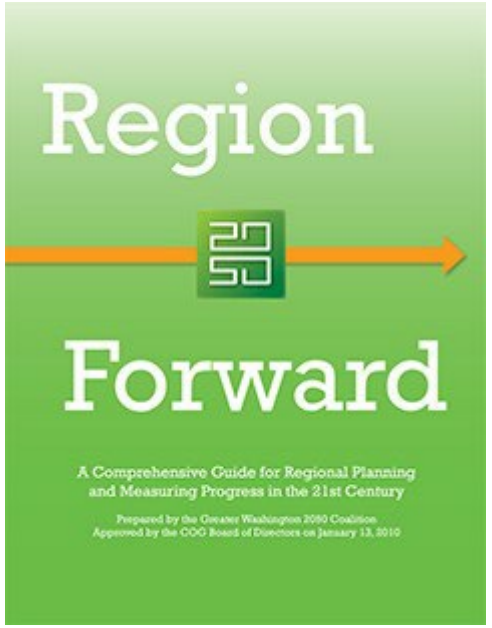
Connected Region…A Regional Vision and Strategy Document

Region has changed dramatically since then – with no updated regional plan.

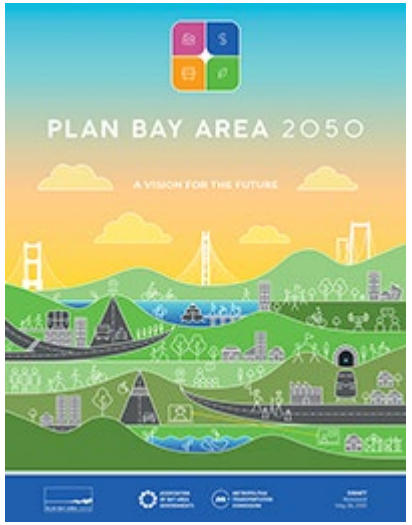
- Major development occurring within core counties and now outside core counties
- Projects are now for the region to reach 3.6 million residents in the next generation.
- Multiple local governments, state government and anchor institutions call the region home and are all working to plan for the future, without a foundational regional vision and strategy.

Connected Region...A Regional Vision and Strategy Document

Other regions have used a regional vision to discuss how land use, housing, transportation, water/sewer infrastructure, equity and other important issues work together.

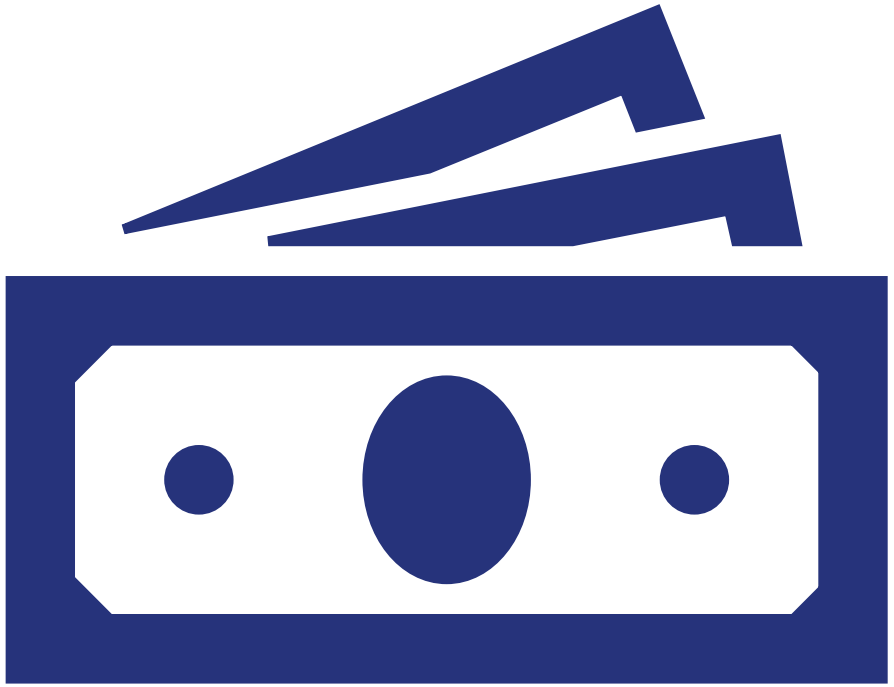






Connected Region Guide Outcomes

- **The Plan.....**
- Committed Regional Partnership during Connected Region Process
- Common Foundation for Action
- Four-Pronged Equitable Engagement Strategy
- Connected Region Vision
- Connected Region Goals, Strategies and Targets
- Connected Region Compact.



Budget

- **Current Budget is $1.5 million for the plan.**

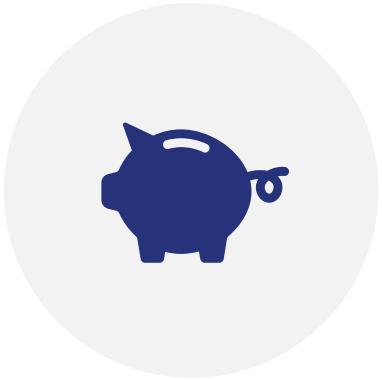
Discussion



OVERALL THOUGHTS?



WHAT IS MISSING?



THOUGHTS ON FUNDING?

Commuter Rail Planning & Next Steps in the Triangle Region

Eric Curry, GoTriangle Chief Communications Officer
Liz Raskopf, GoTriangle Public Engagement Manager
Anna Stokes, CAMPO Wake Transit Program Manager
Doug Plachcinski, DCHC MPO Executive Director

Greater Triangle Commuter Rail Project: Public Engagement Report

LIZ RASKOPF, PUBLIC ENGAGEMENT MANAGER, GOTRIANGLE

Public Engagement Overview

- January 5 – February 19, 2023
  - 45 days
  - 20 in-person events
  - 6,034 survey participants
- Feasibility Study results released to the public
- Feedback sought on results and whether or how to move the project forward

Outreach

IN PERSON, PRINT, AND ONLINE

Educational Materials

- Website
- Presentation
- Flyer
- Bookmark
- Letter Campaign
- Interactive Online Presentation
- News Release
- Brochure
- Email Campaign



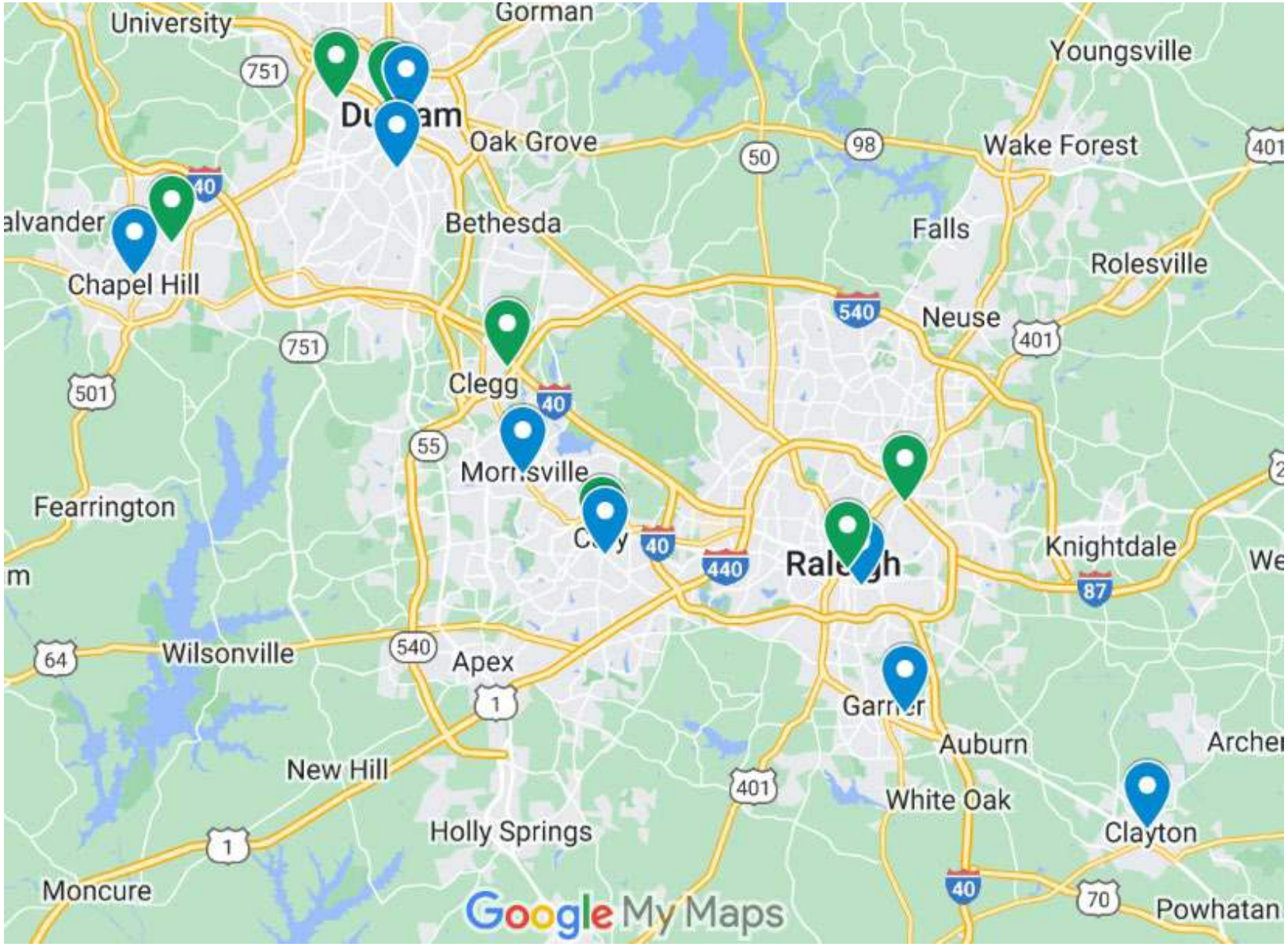


Outreach to African-American & Hispanic Communities

- Letter writing campaign to minority-serving places of worship
- Advertising and article in Que Pasa
- Social media campaigns using census data mapping
- Presentation to Durham Committee on the Affairs of Black People
- Presentation to the Interdenominational Ministerial Alliance of Durham
- Tabling at Durham Station

20

in-person opportunities to participate



Tabling Locations

Open House Locations

Organization	Constituents	Action
CAMPO	Franklin, Granville, Harnett, Johnston and Wake Counties	Shared survey info on website & email
City of Raleigh	GoRaleigh transit riders	Posted survey info on social media & website
Dorcas Ministries	Low-income & Spanish-speaking residents	Distributed survey to listserv
Interdenominational Ministry Alliance of Durham and Vicinity	African-American pastors & congregations	Received presentation; distributed survey
Live Well Wake	Wake County residents receiving social services support	Distributed survey to listserv
North Carolina Central University	Historical Black College/University	Distributed survey to faculty & staff
St. Joseph's AME Church	African-American congregation	Distributed info in church bulletin

Online Engagement

WEBSITE, SOCIAL MEDIA, EMAIL & ADVERTISING

ReadyforRailNC.com

28,884

Total Webpage Views

12,361

Unique Views

Top 5 Referral Sources

Direct | 6,069

Facebook | 1,735

Google | 1,318

LinkedIn | 894

Twitter | 420

Que Pasa Ads | 99

Social Media

Platform	#Posts	Impressions	Engagements	Likes
Facebook/Instagram	12	109,482	420	208
Twitter	10	24,049	804	90
LinkedIn	3	3,805	125	117

Email Campaign

11,000+
recipients

40.1% - 61.4%
open rate

Commuter Rail Feasibility Report Released

Public invited to comment on study results and options for moving the region forward



- Non-profit and community leaders
- Transportation Demand Management partners
- Prior survey participants
- Elected officials, municipal and county staff
- Individuals subscribed to commuter rail insider campaign for project updates
- Individuals subscribed to Durham, Orange and Wake Transit Plan updates

Advertising Campaigns – Minority Focus

Que Pasa Digital & Interview

- Digital: 79,865 impressions were delivered
- Social: 89,859 impressions
- 99 referrals to readyforrailnc.com/feasibility webpage

IHeart Media Radio (95.3) & Digital

- On-Air Radio 95.3: 157,400 impressions
- Digital: 78 total spots; 171,301 impressions were delivered
- Mobile: 119,416 (70%) | Desktop: 51,885 (30%)

Nextdoor Digital

- Digital: 11,178 impressions; 36 Ad Clicks

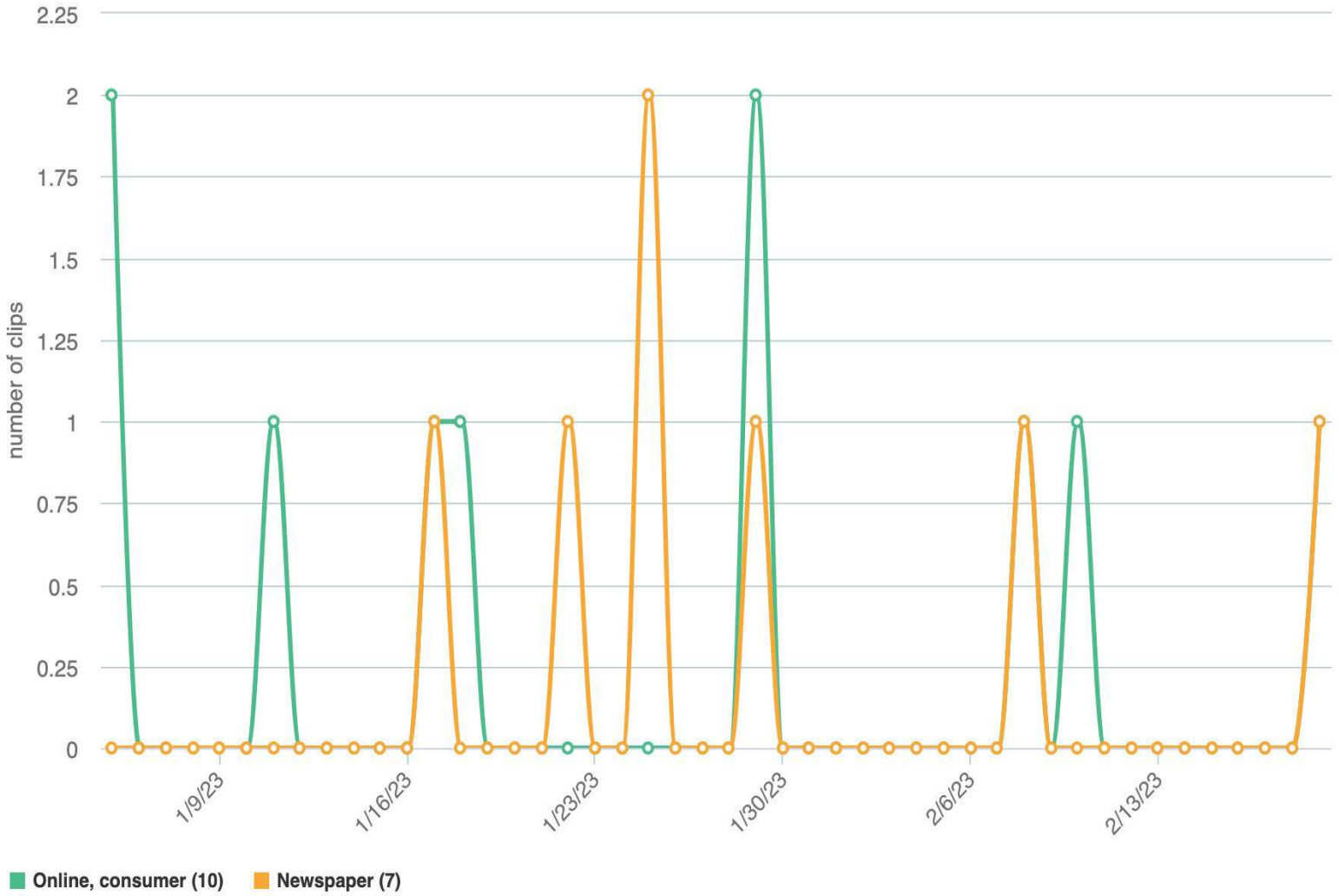
Media Coverage

LOCAL, STATE AND NATIONAL

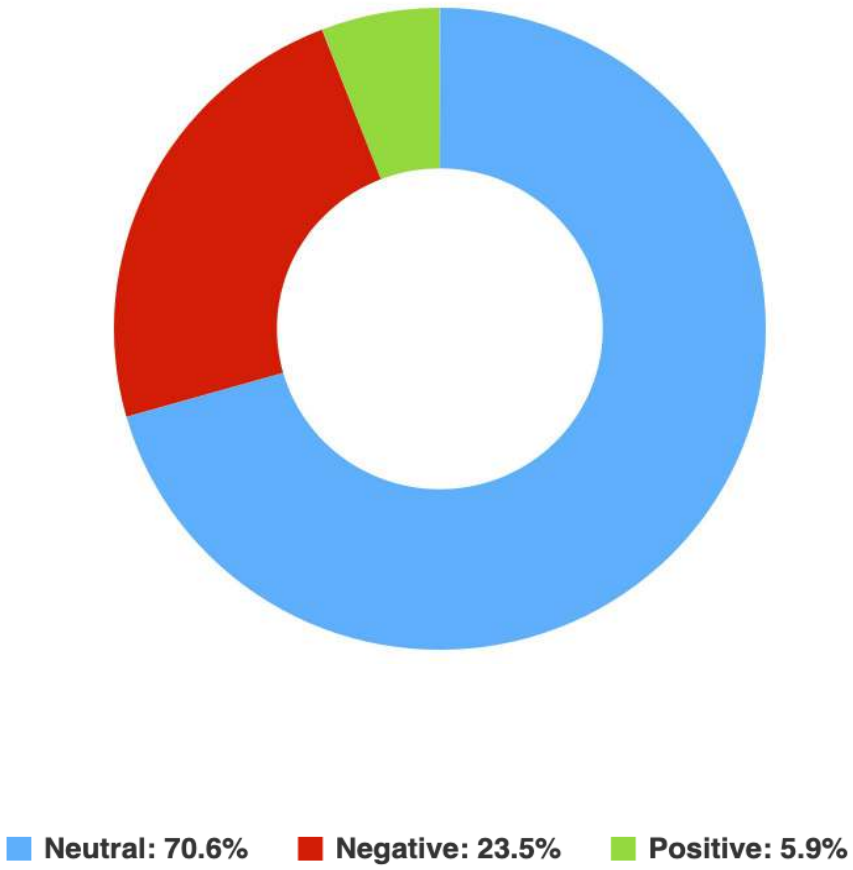
News Coverage

Outlet	Clips	Reach	Publicity Value
News & Observer	5	322,445	$73,587.50
News & Observer Online	4	4,410,984	$3,550.84
WRAL-TV Online	2	2,322,214	$1,068.22
Spectrum News Online	2	1,057,864	$486.62
News & Record	2	80,146	$12,790.73
Herald-Sun Online	1	45,468	$20.92
Que Pasa	1	500	$0.12

Trend of Coverage by Media Type



Sentiment of News Coverage



The News&Observer

Part of the McClatchy Media Network

If the Triangle commuter rail is built in stages, which section should come first?

BY RICHARD STRADLING

UPDATED JANUARY 17, 2023 10:09 PM

CBS17.COM
LOCAL NEWS THAT MATTERS

WAKE COUNTY NEWS

Thousands respond to Triangle commuter rail survey, there's still time to make your voice heard

by: Lillian Donahue
Posted: Jan 18, 2023 / 11:17 PM EST
Updated: Jan 18, 2023 / 11:35 PM EST

GoTriangle releases study on Durham-Clayton commuter rail line

North Carolina Public Radio | By Bradley George
Published January 5, 2023 at 1:06 PM EST

'So much traffic': Commuter is ready for rails

SPECTRUM NEWS 1

BY RACHEL BOYD | RALEIGH
UPDATED 3:00 PM ET JAN. 17, 2023 | PUBLISHED 1:40 PM ET JAN. 17, 2023

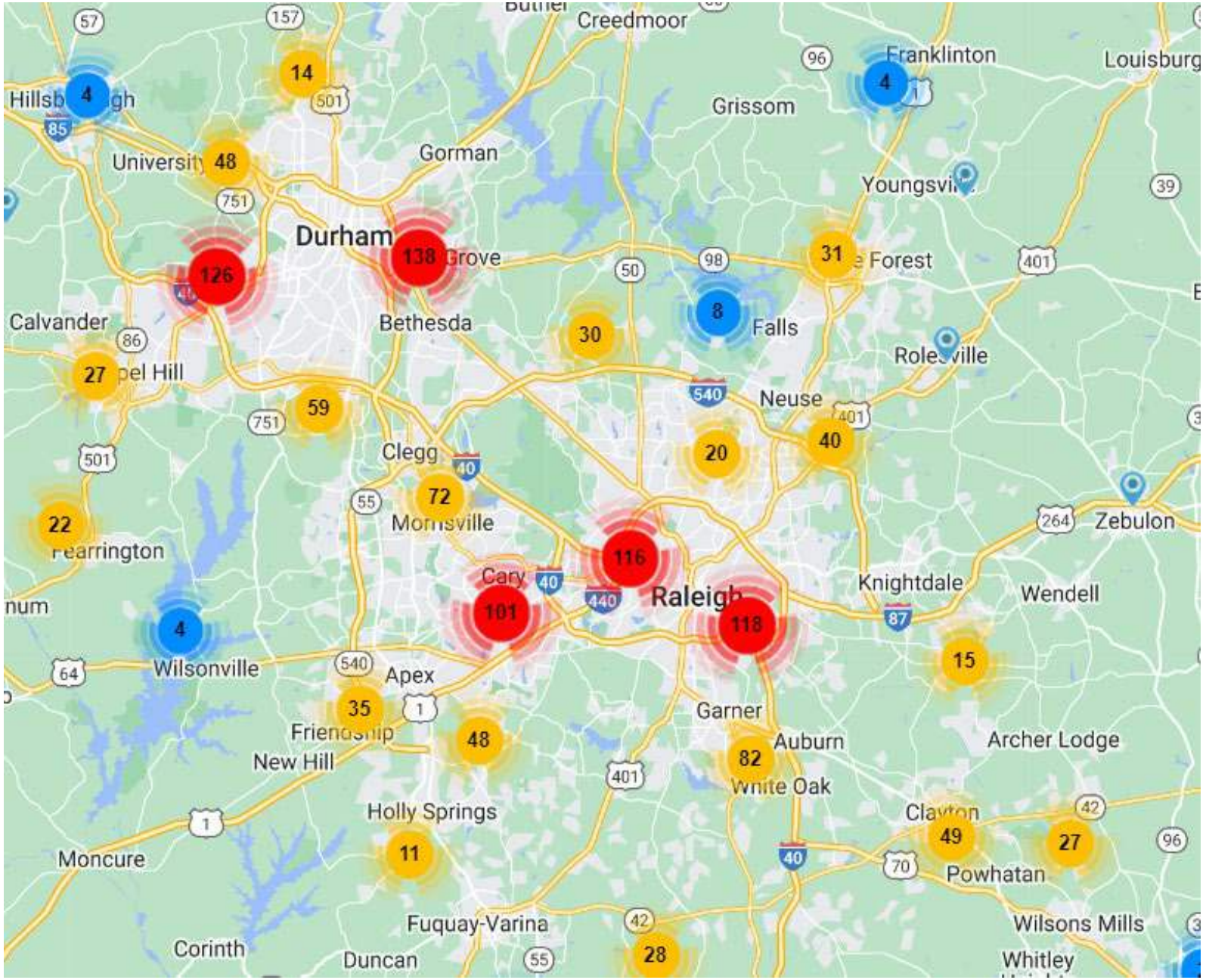
RALEIGH, N.C. — According to GoTriangle, the greater Raleigh-Durham area is expected to grow in the next 30 years by more than one million people, bringing more than one million cars with them. Greater Triangle Commuter Rail is North Carolina's primary solution for the congestion anticipated to follow.

Survey Participants

WHO WE HEARD FROM

Round I: September 2020

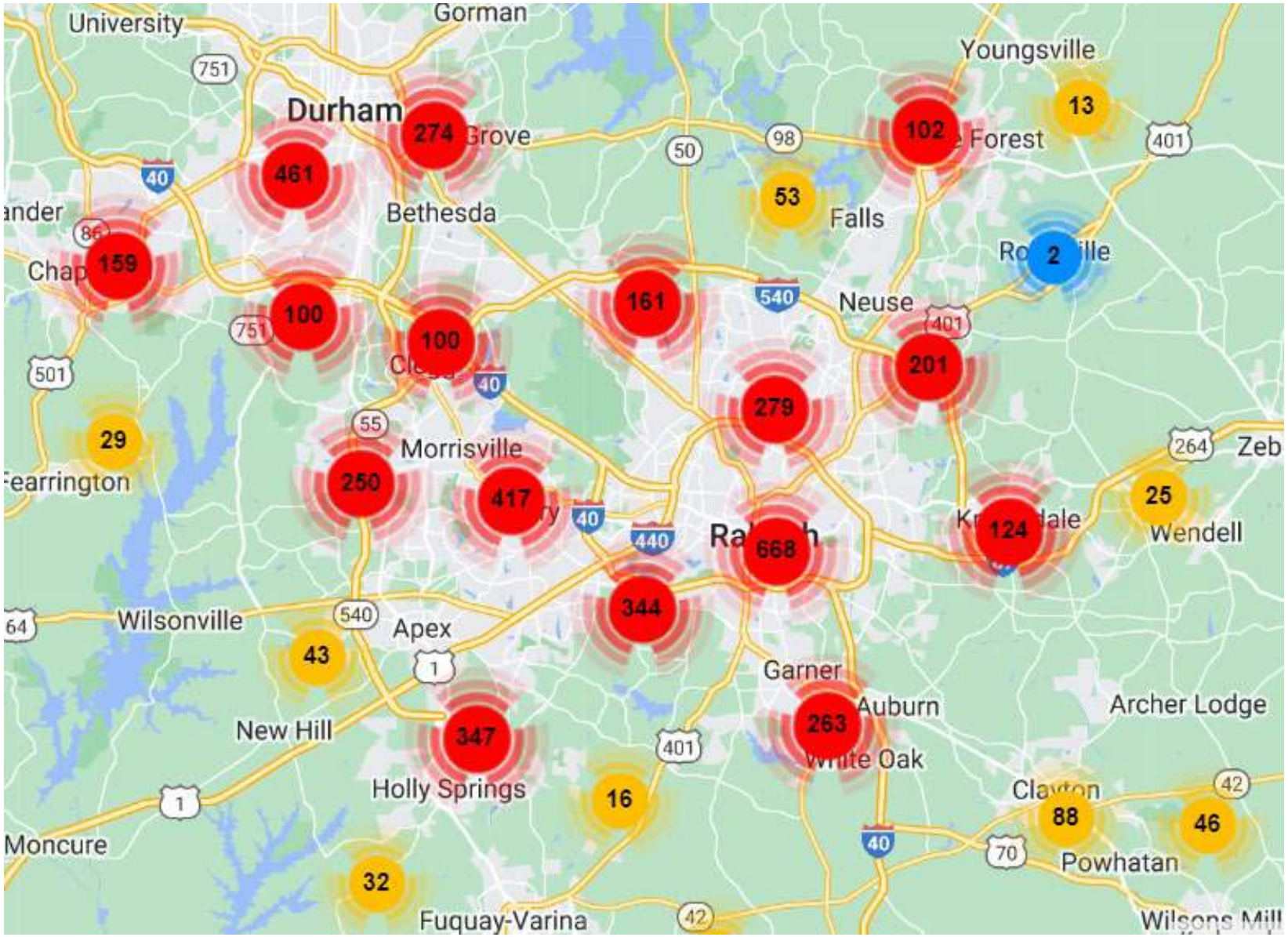
2,706 Survey Participants



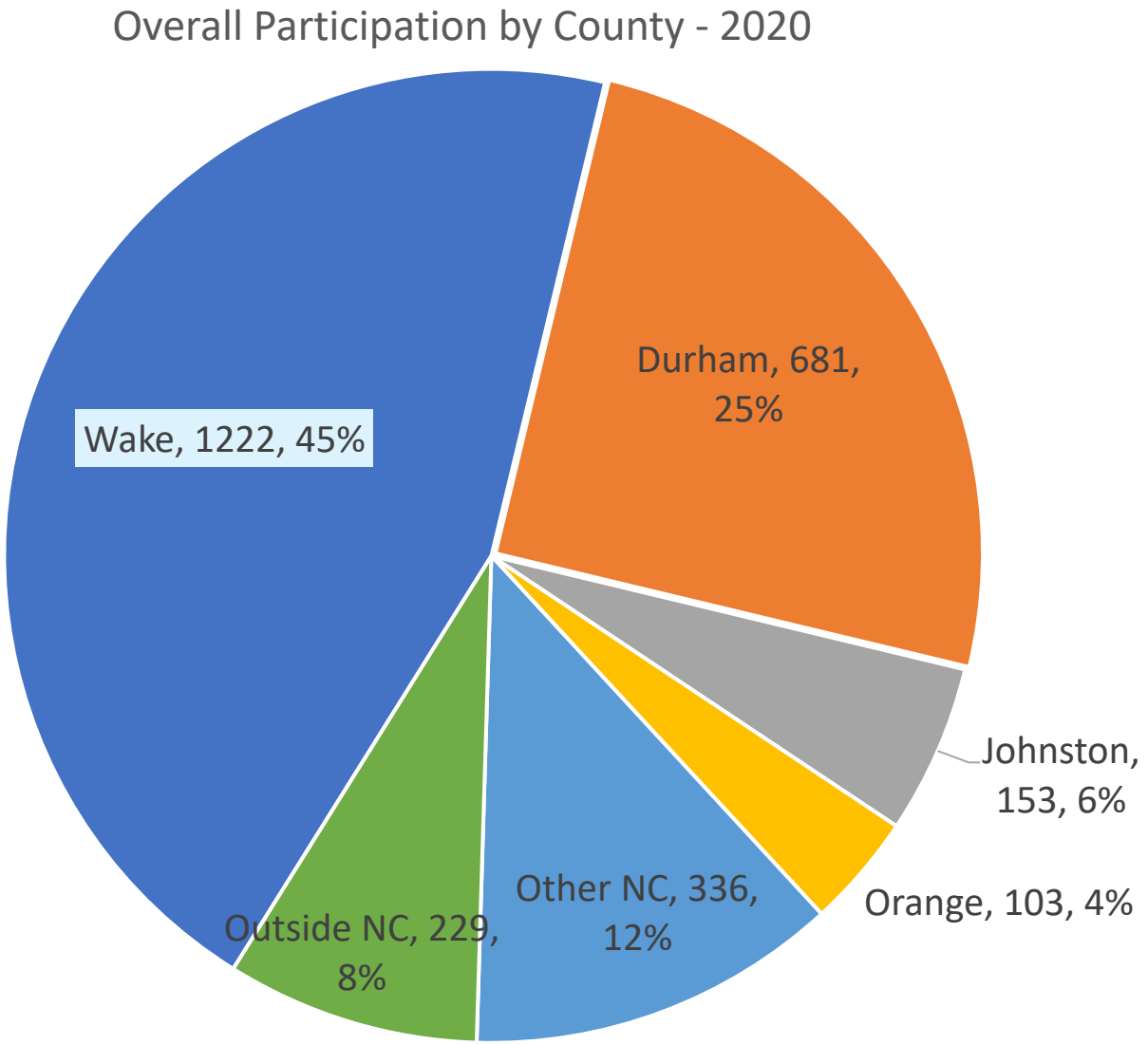
Round II: January 2023

6,034

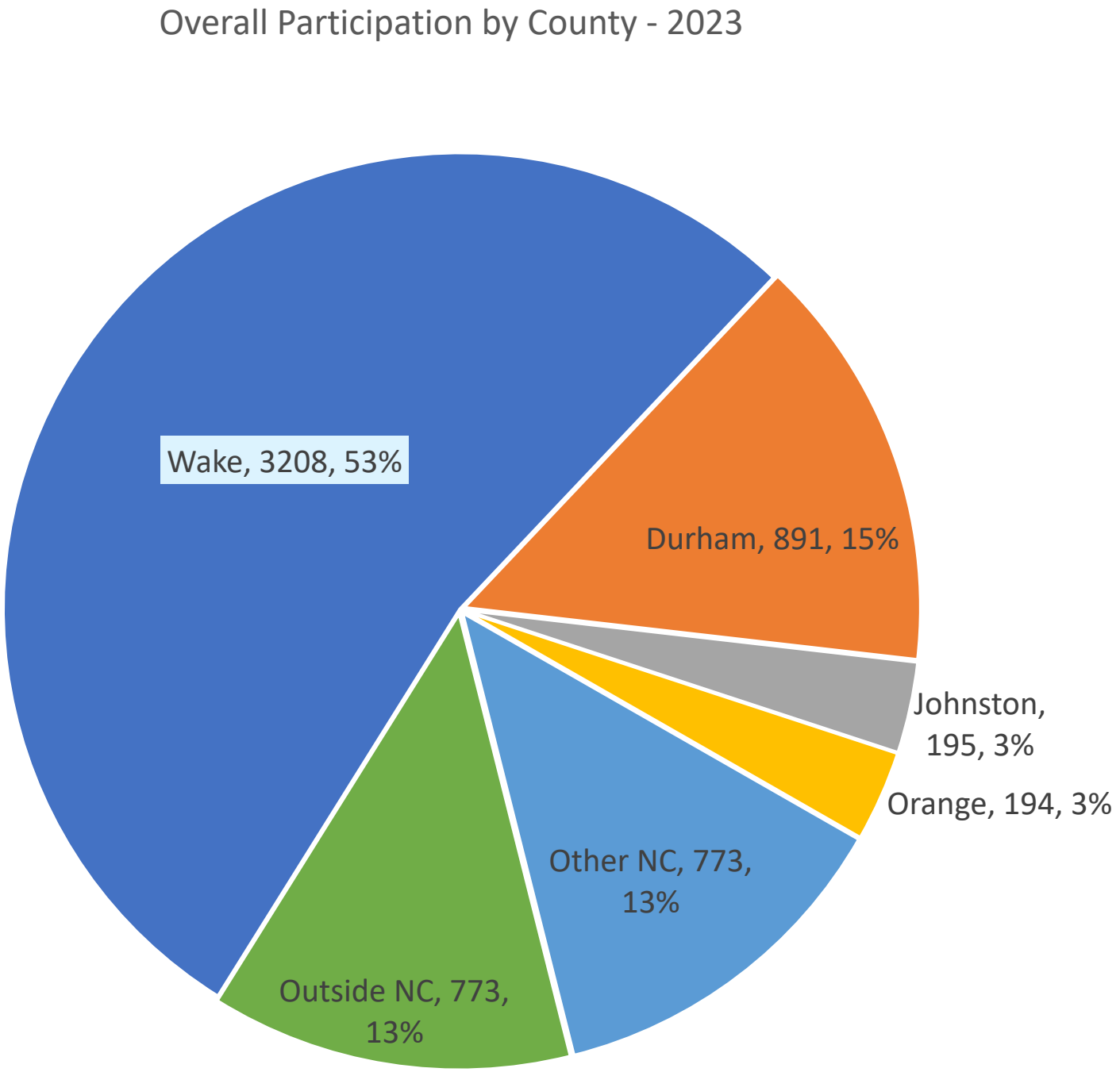
Survey Participants

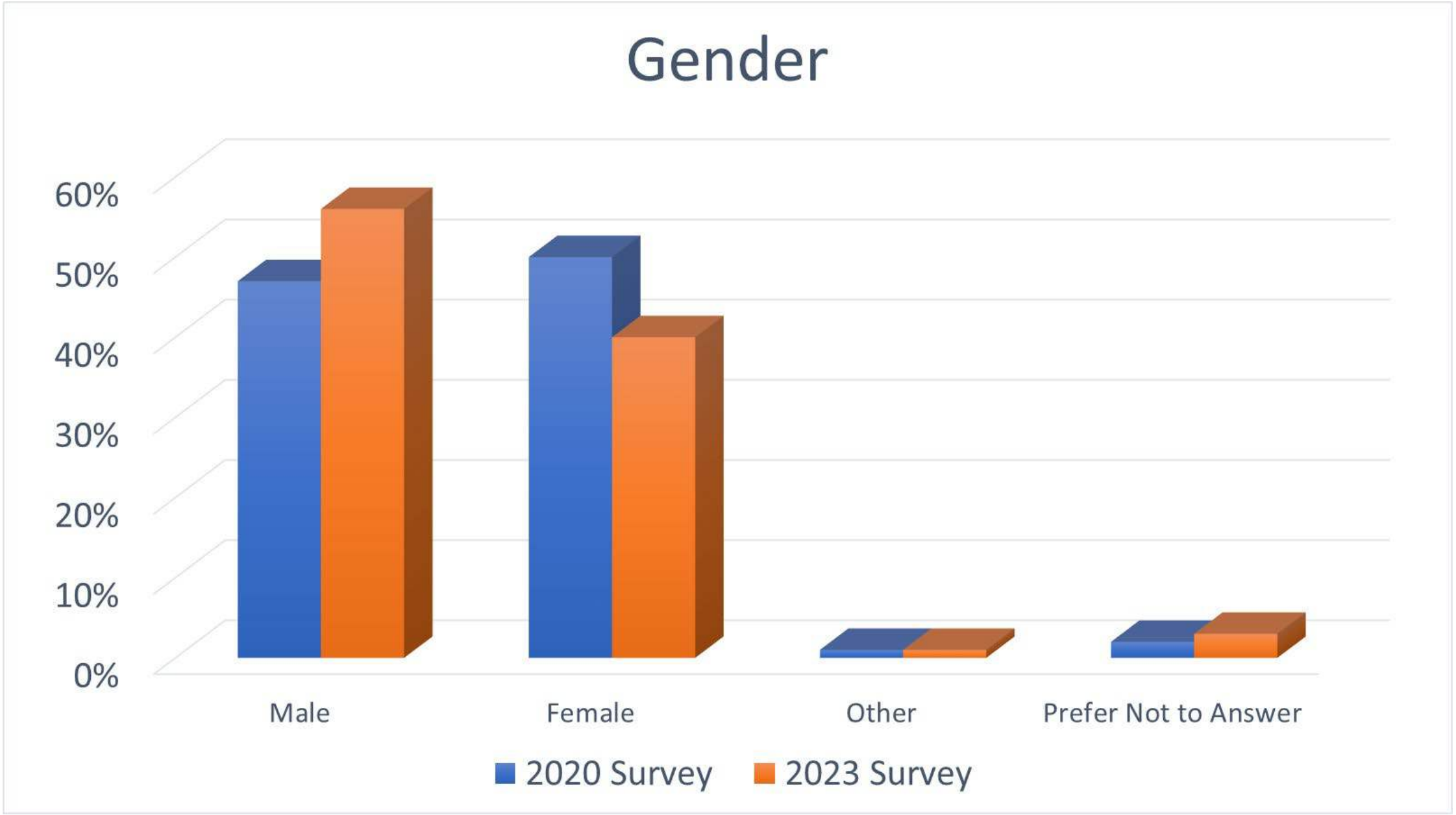


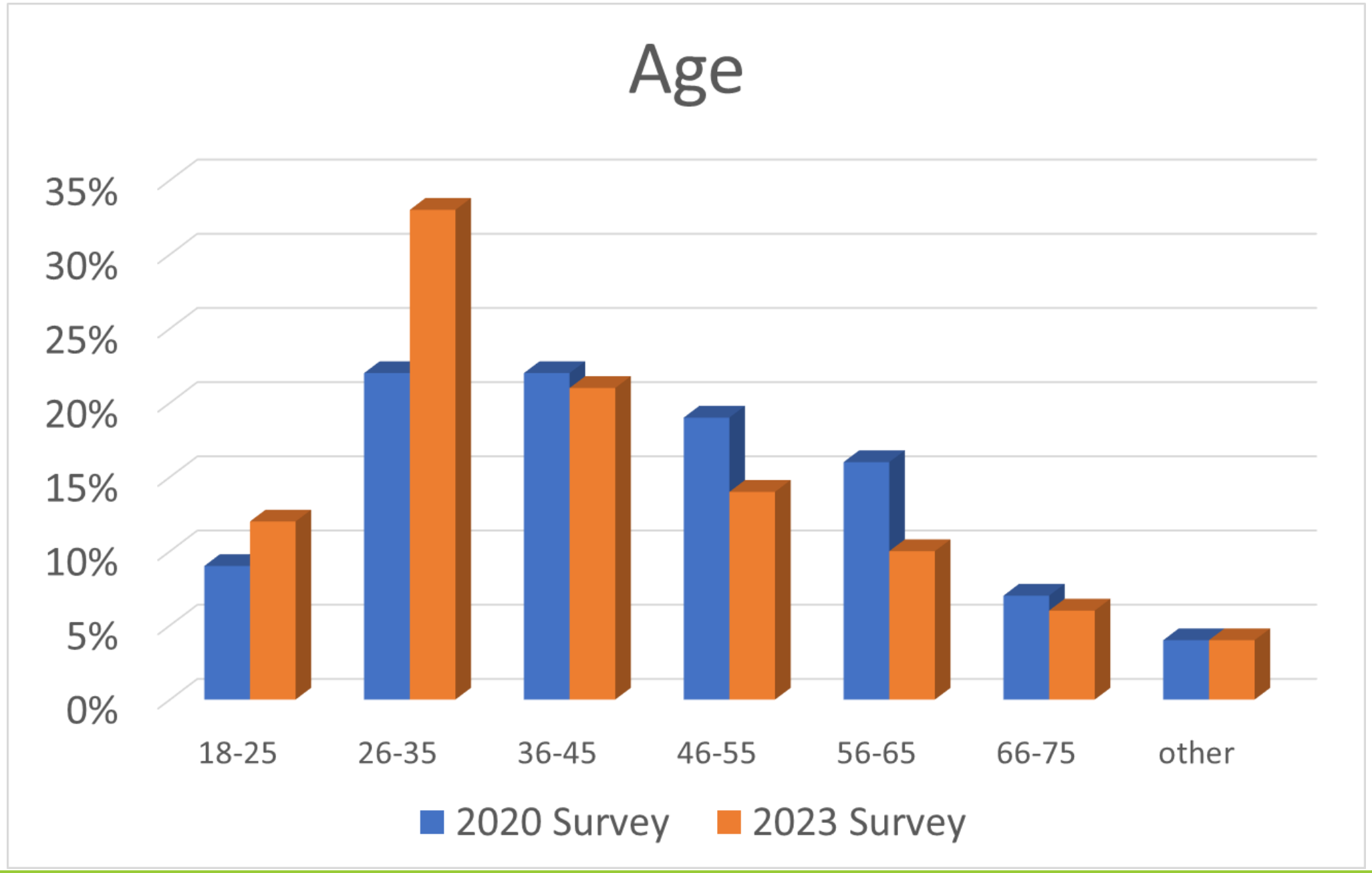
Round I Participation by County

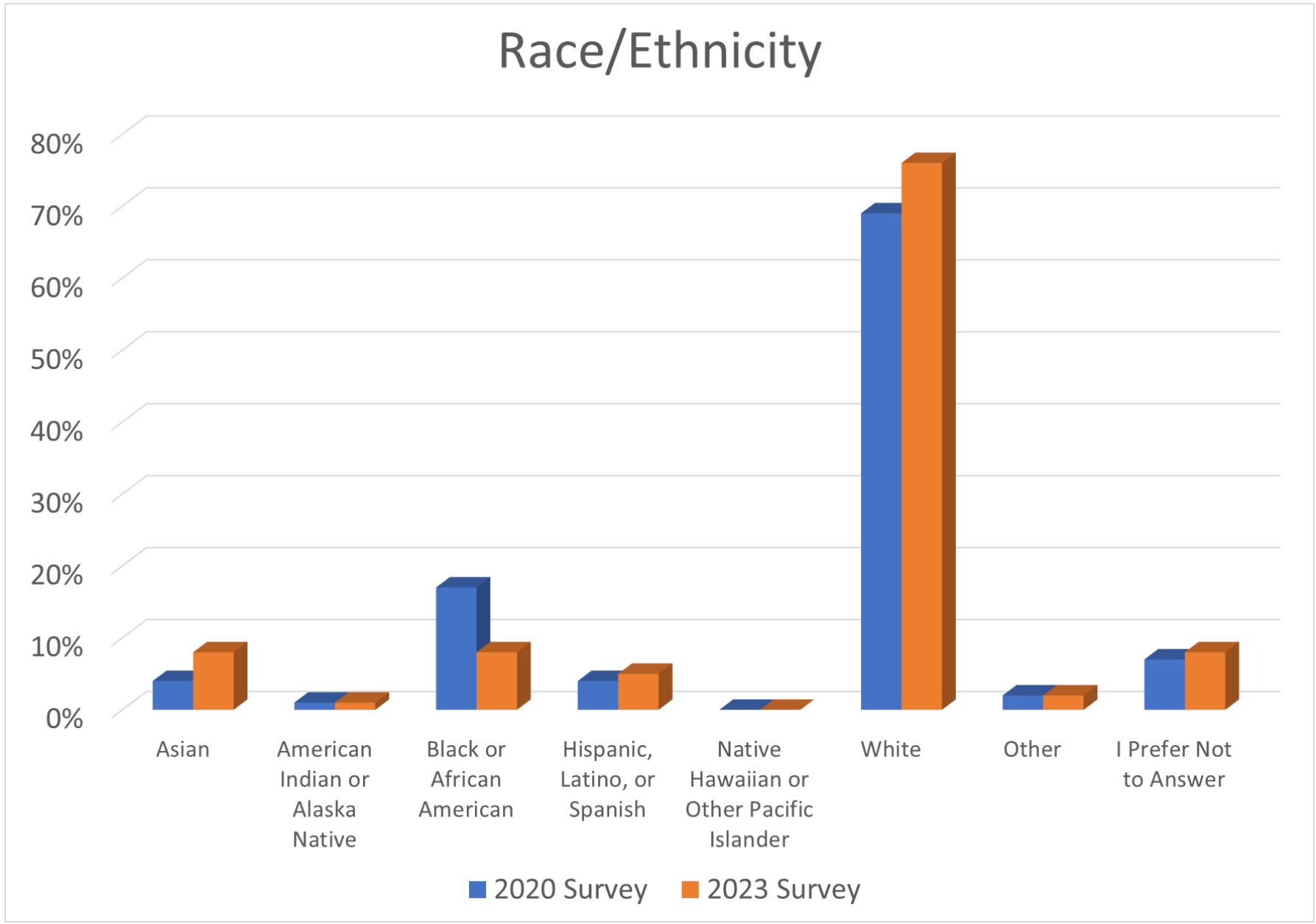


Round II Participation by County

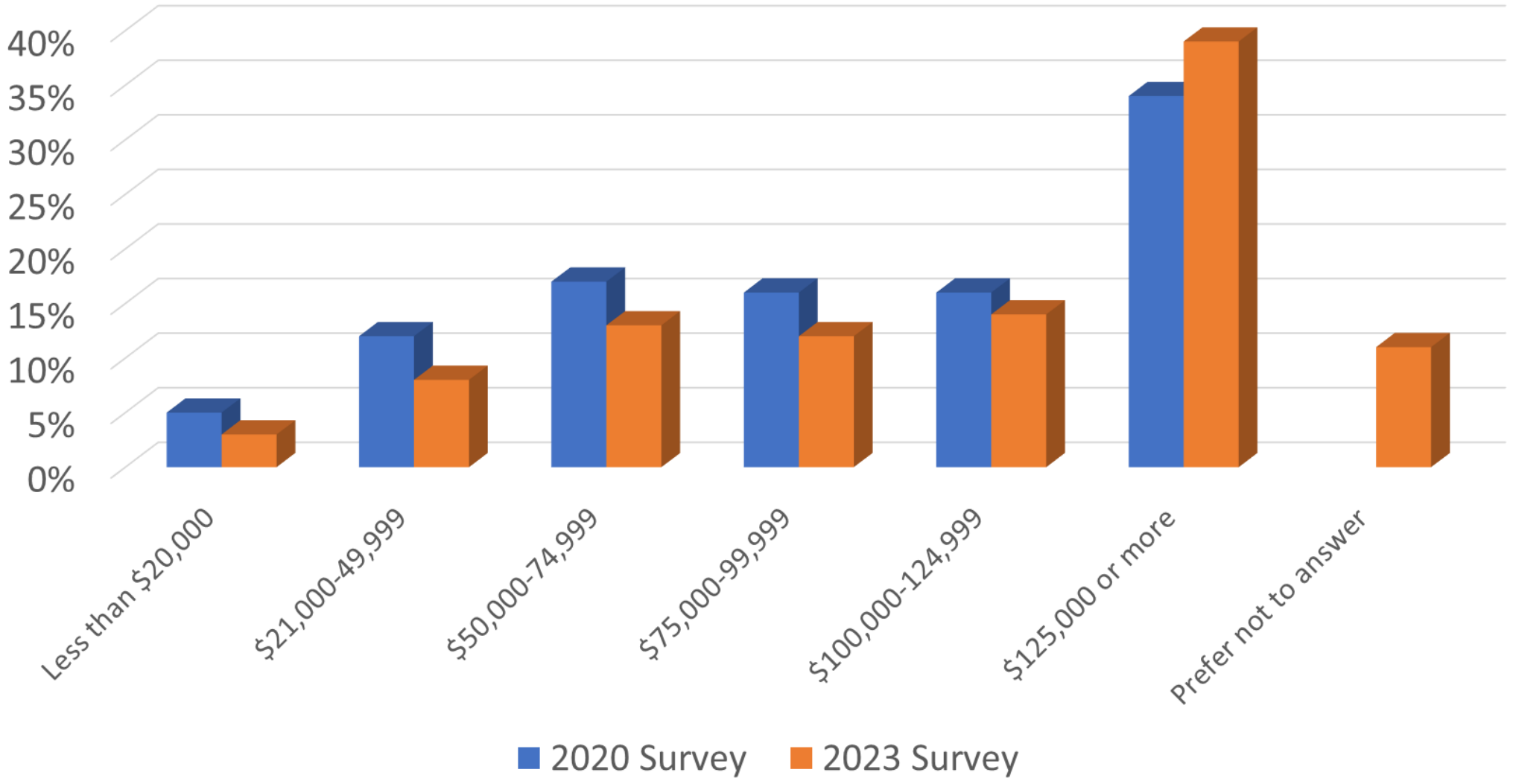



Gender
60%
50%
40%
30%
20%
10%
0%
Male
Female
Other
Prefer Not to Answer
2020 Survey
2023 Survey


Age
35%
30%
25%
20%
15%
10%
5%
0%
18-25
26-35
36-45
46-55
56-65
66-75
other
2020 Survey
2023 Survey


Race/Ethnicity
80%
70%
60%
50%
40%
30%
20%
10%
0%
Asian
American Indian or Alaska Native
Black or African American
Hispanic, Latino, or Spanish
Native Hawaiian or Other Pacific Islander
White
Other
I Prefer Not to Answer
2020 Survey
2023 Survey

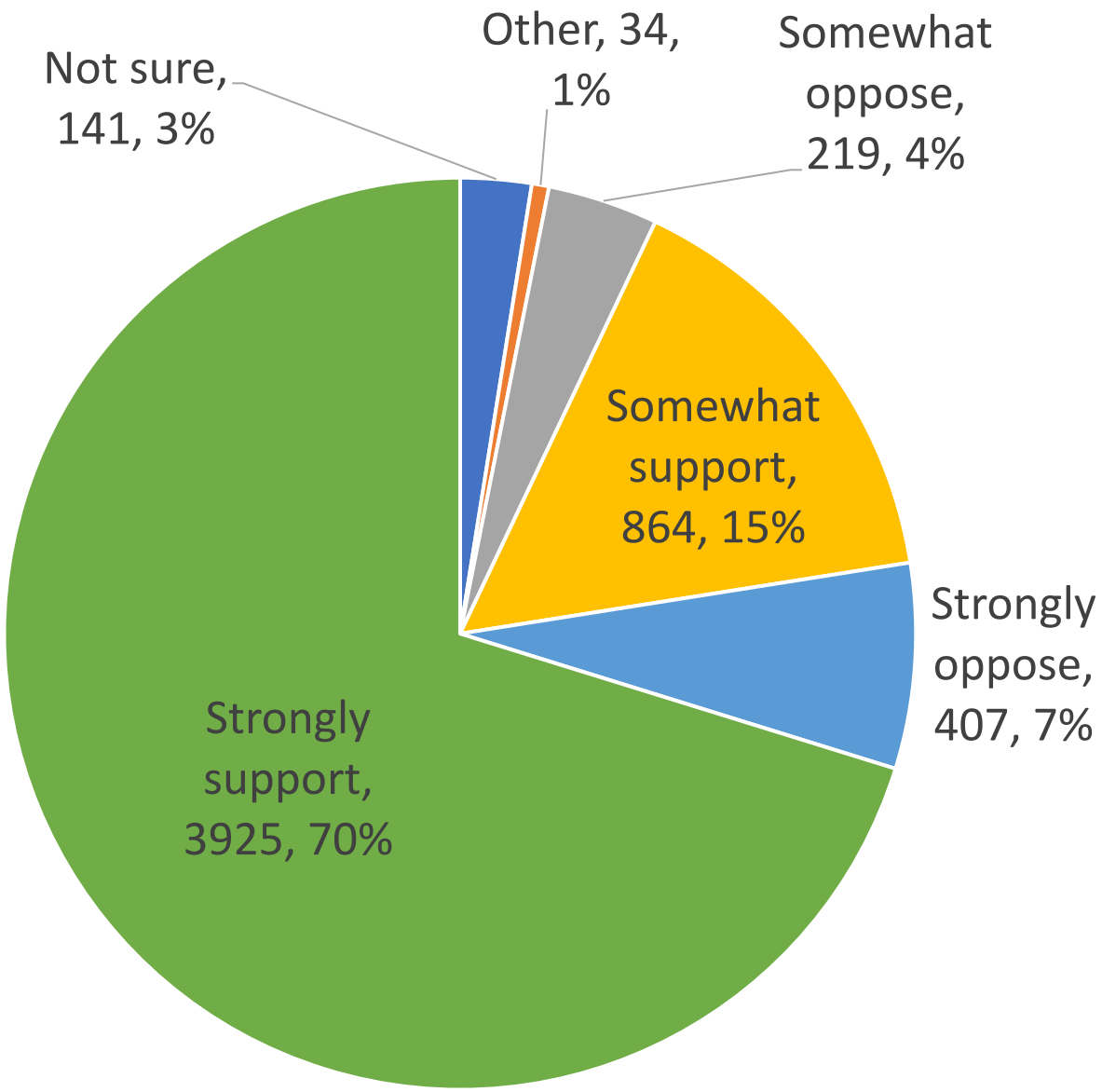
Annual Household Income



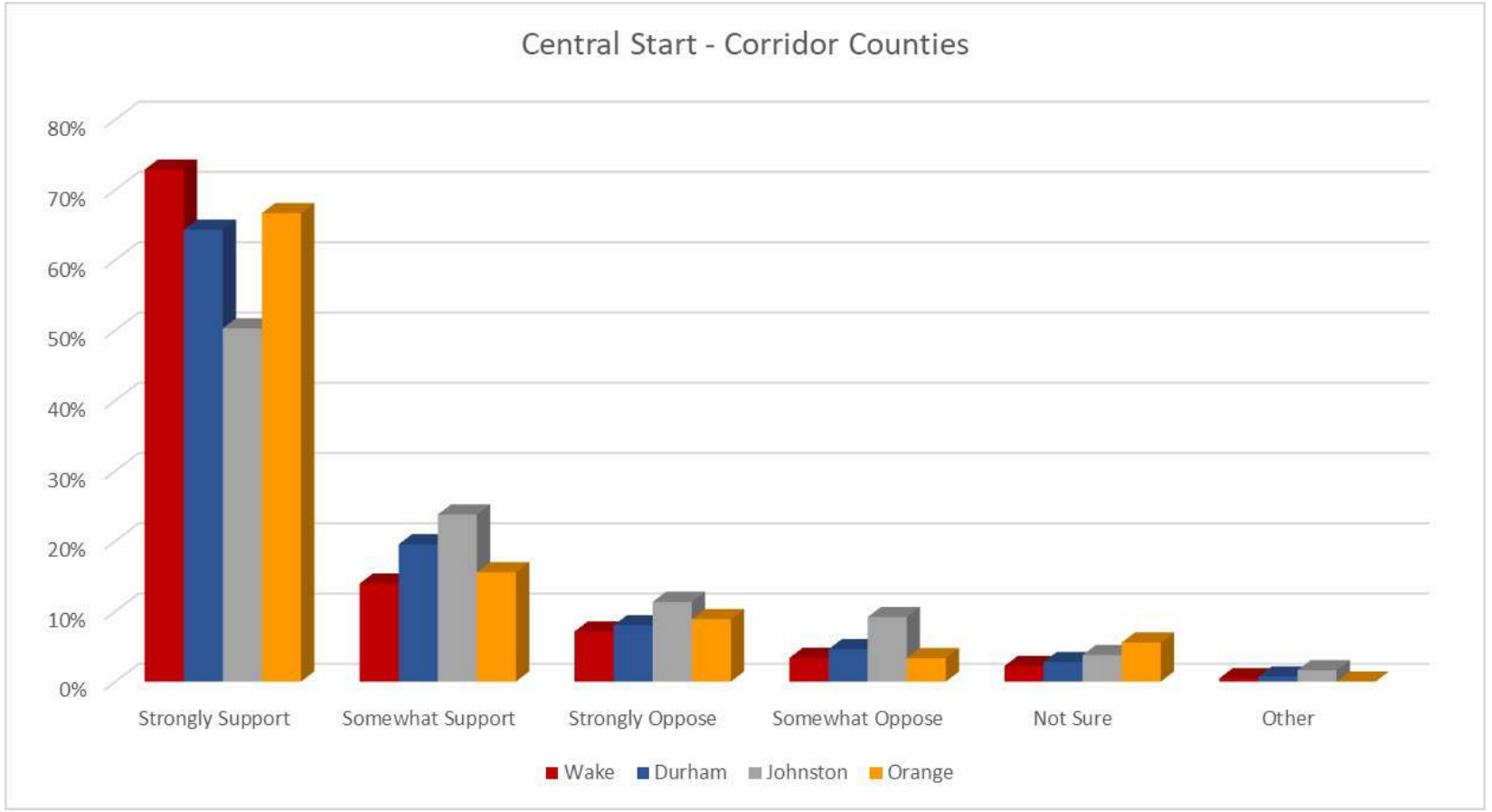
Public Feedback

WHAT WE HEARD

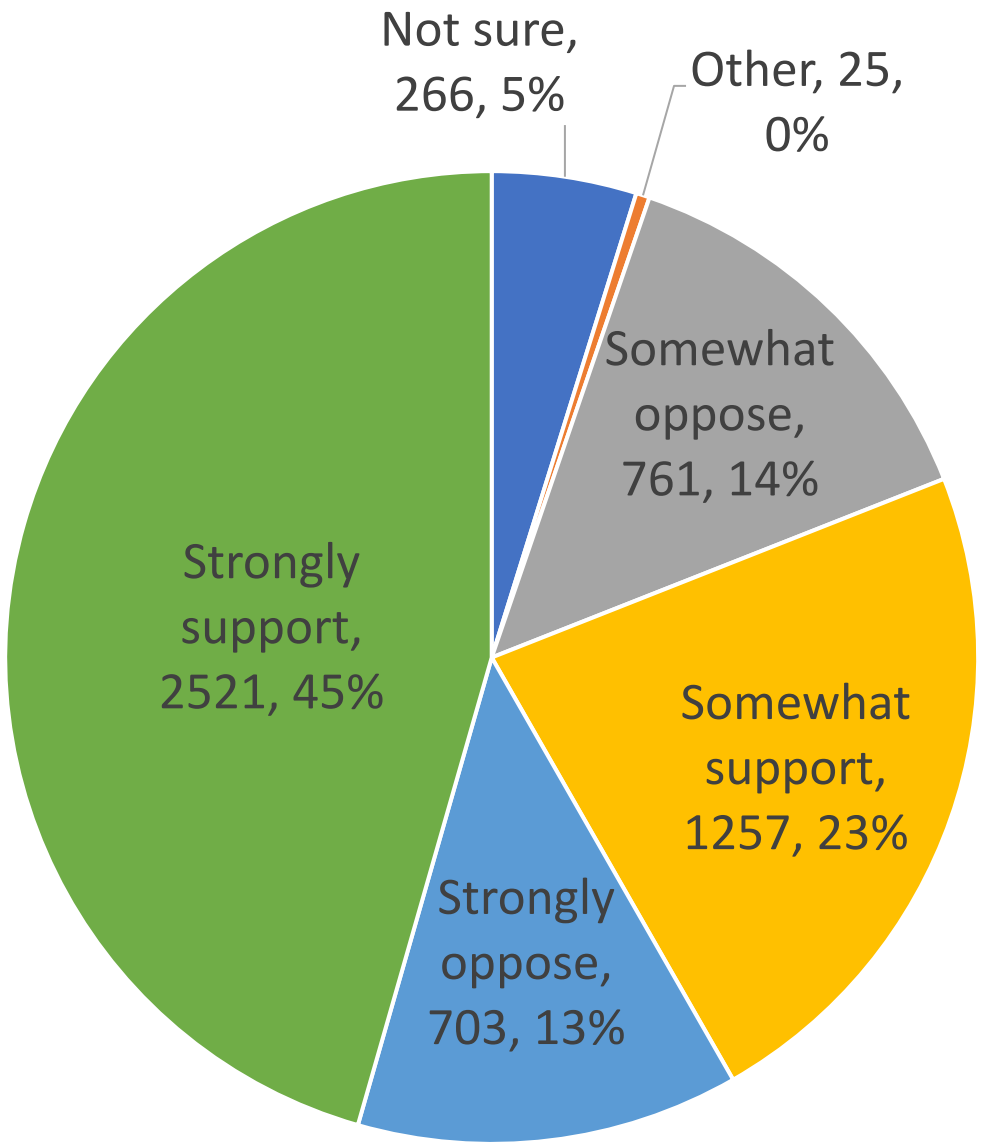
1. Do you support or oppose the first phase of construction beginning with the Central portion of the corridor?



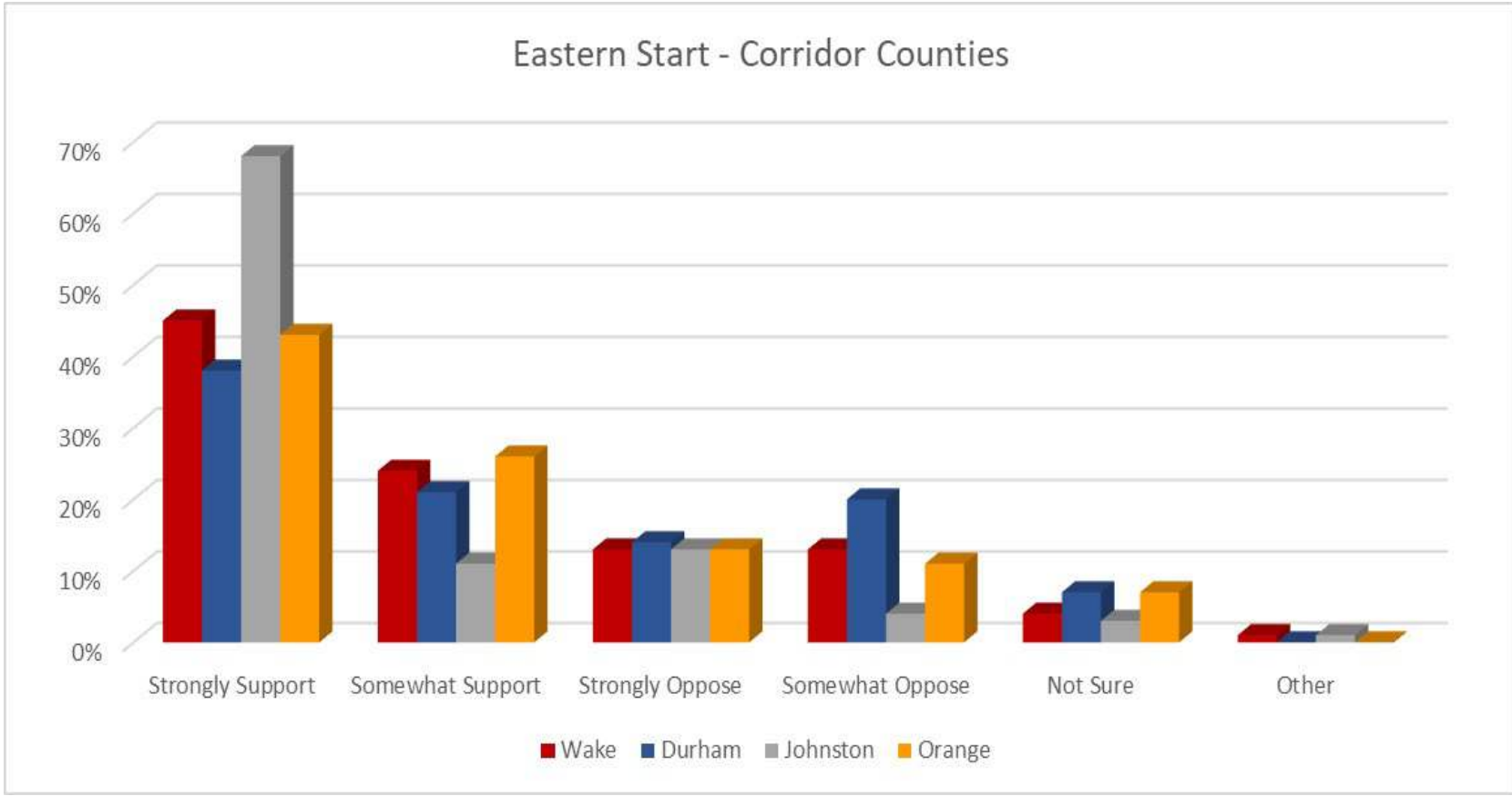
1. Do you support or oppose the first phase of construction beginning with the Central portion of the corridor?



2. Do you support or oppose the first phase of construction beginning with the Eastern scenario?

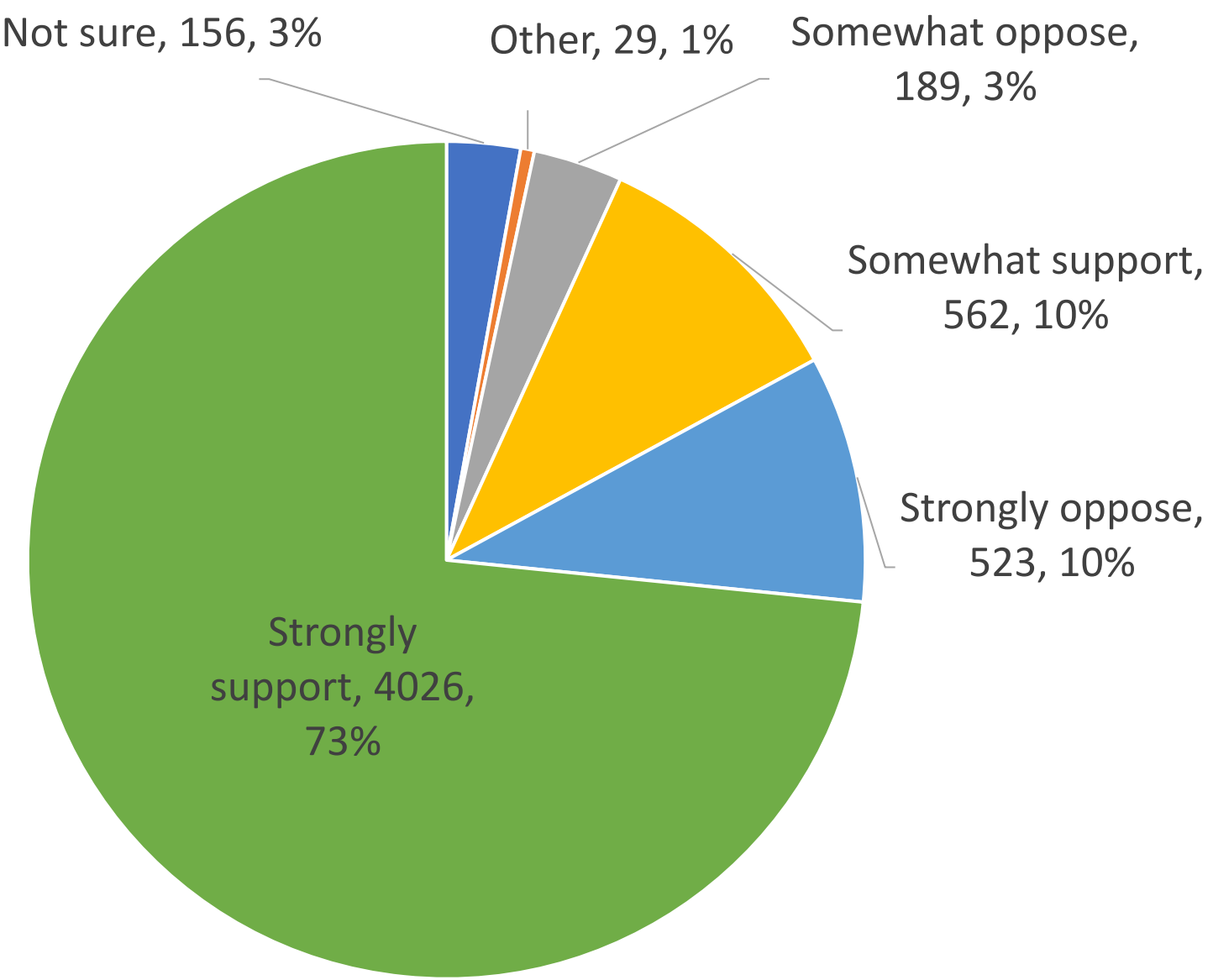


2. Do you support or oppose the first phase of construction beginning with the Eastern scenario?



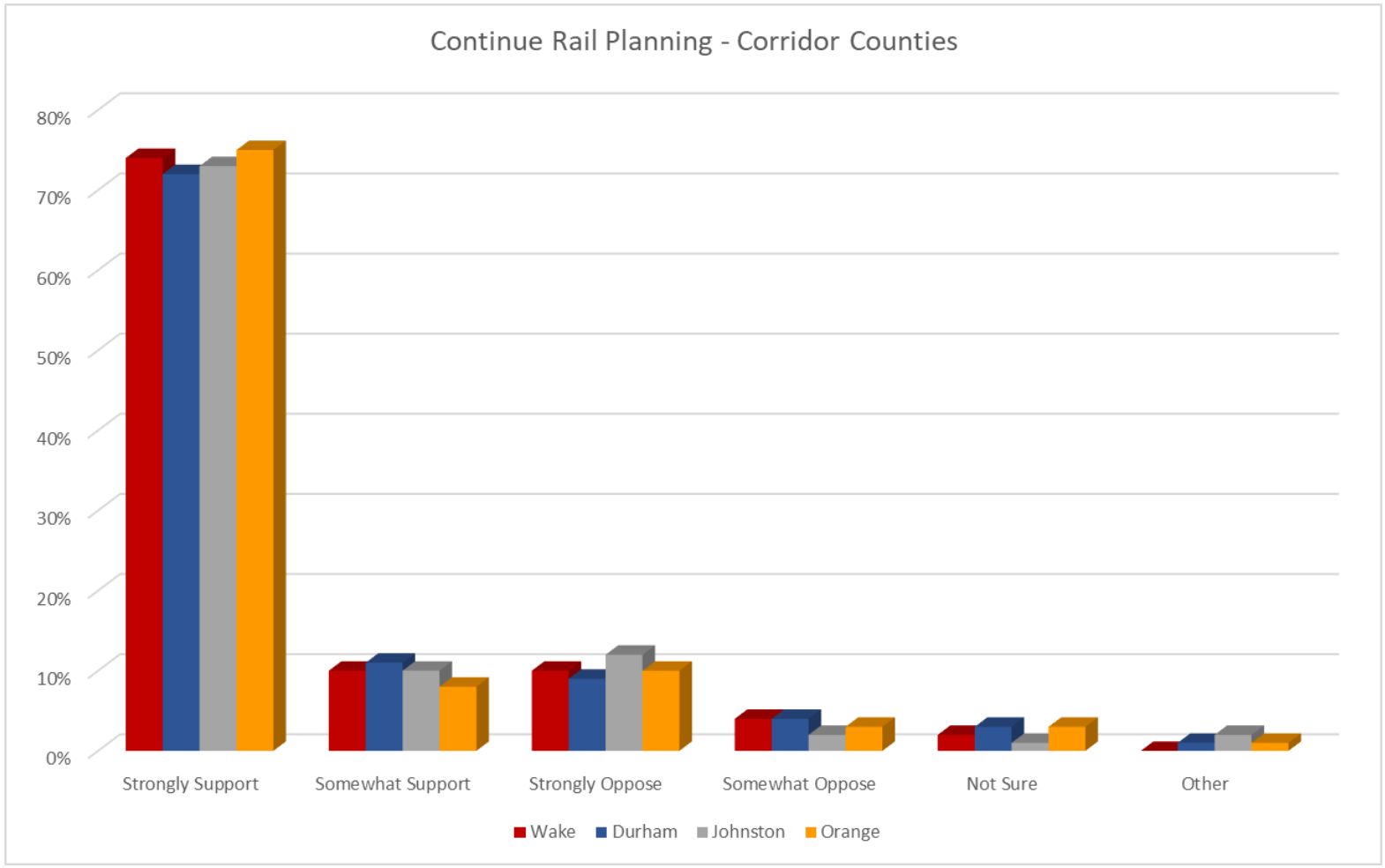
Building the entire 40-mile commuter rail corridor at once, from Garner to West Durham, includes high costs and many technical challenges. Due to those challenges, the project cannot be implemented as a single project as originally planned.

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



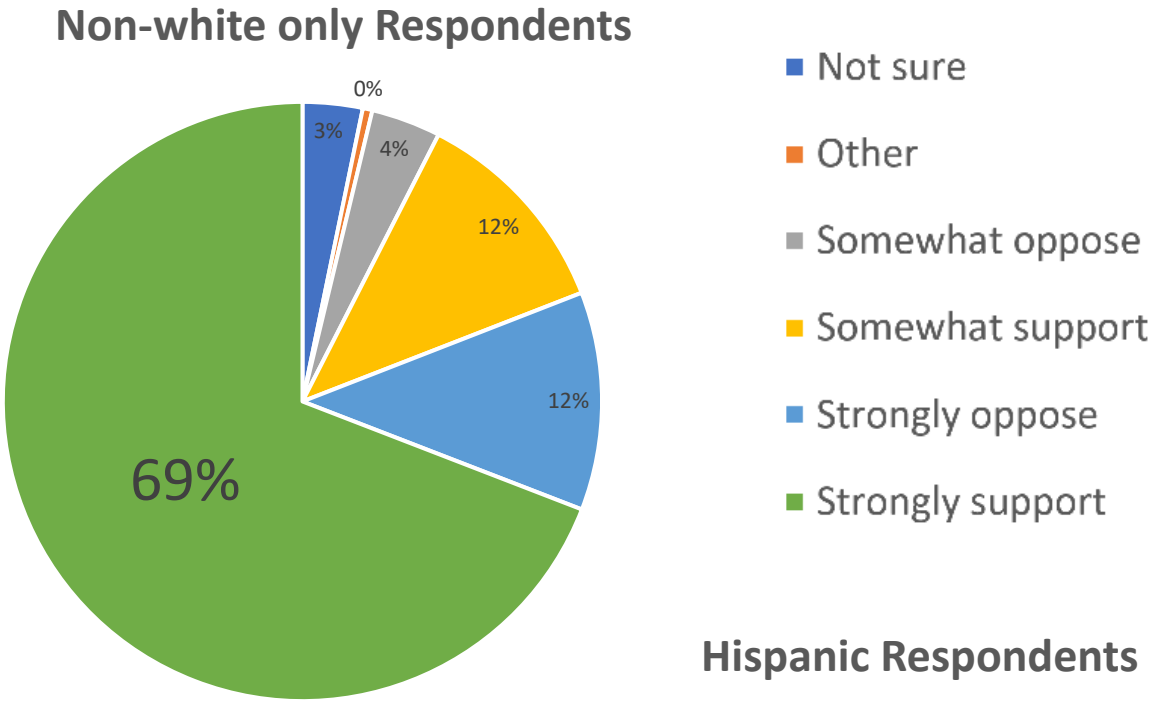
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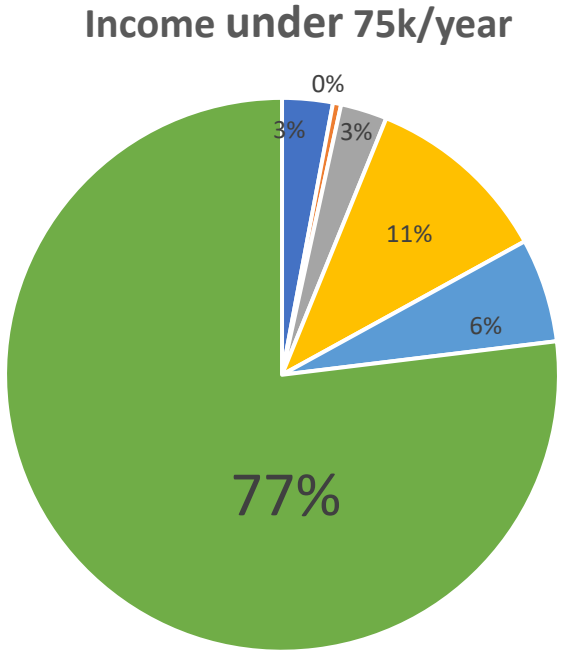
3. Do you support or oppose the continued planning of commuter rail?

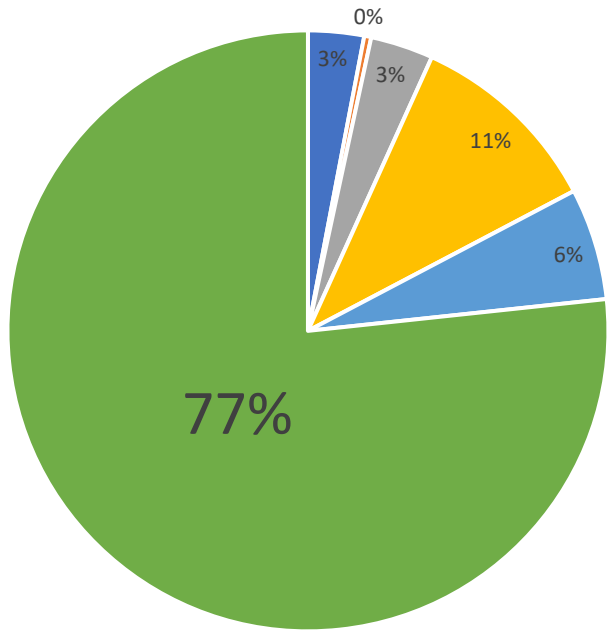


Building the entire 40-mile commuter rail corridor at once, from Garner to West Durham, includes high costs and many technical challenges.
Due to those challenges, the project cannot be implemented as a single project as originally planned.

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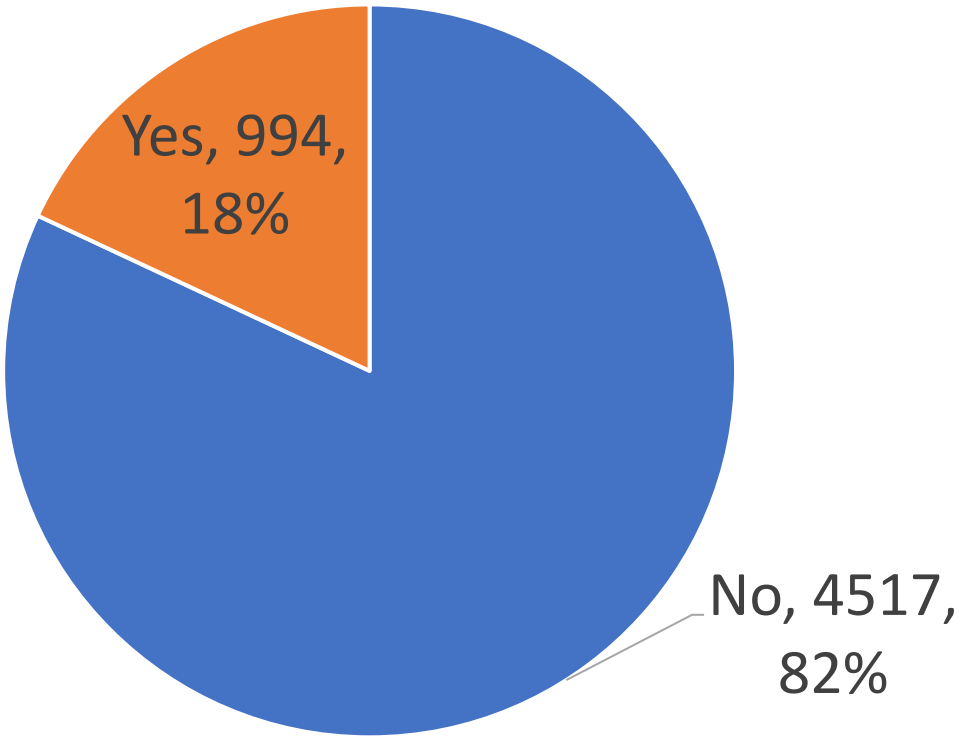




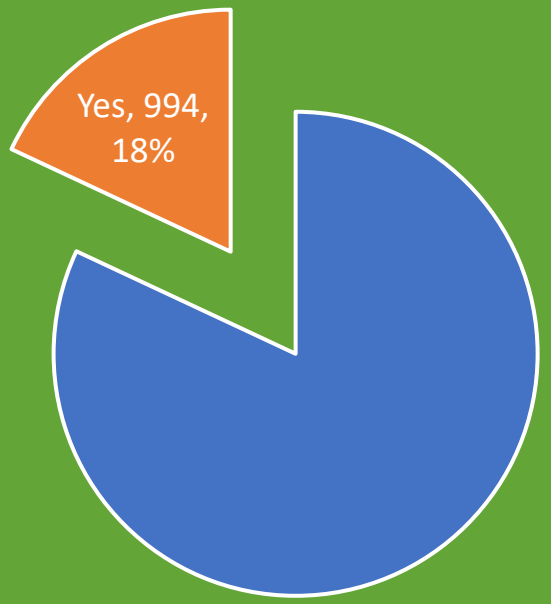


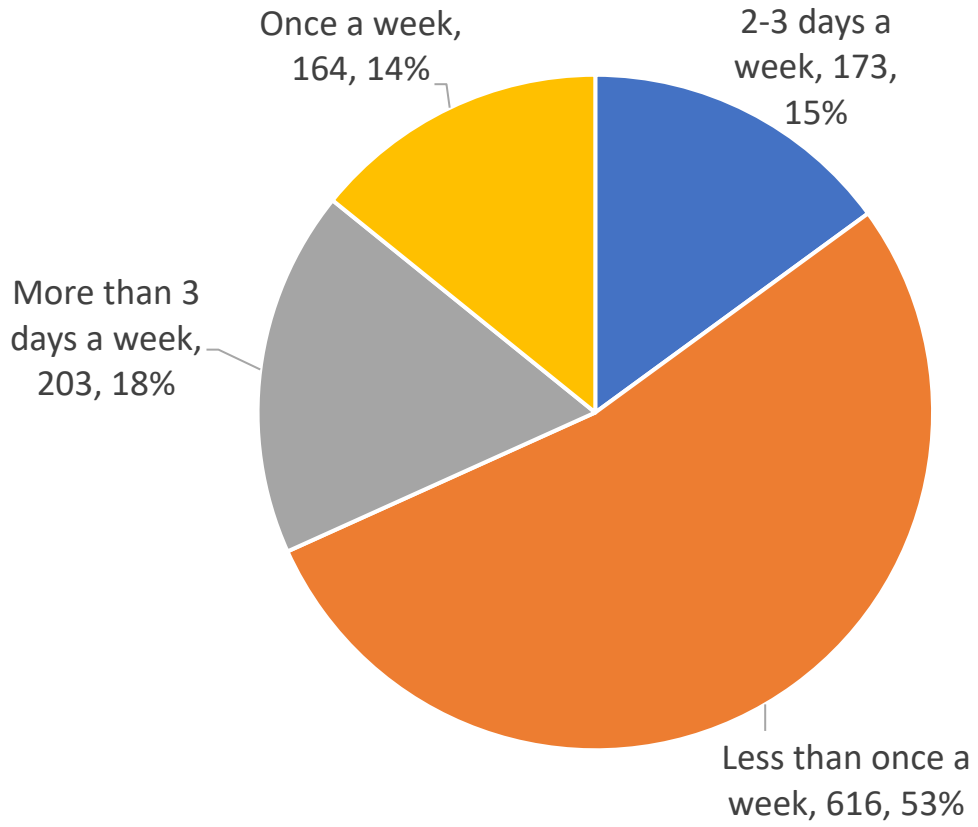
Currently, there are bus routes that provide service to some of the destinations that would be serviced by the proposed Commuter Rail, such as downtown Durham, RTP, Morrisville, Cary, NCSU, downtown Raleigh, and Garner.

4. Do you currently take the bus in any of these areas?

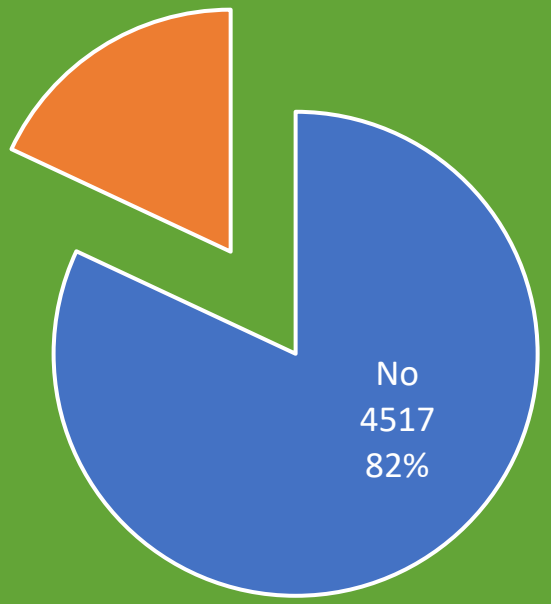


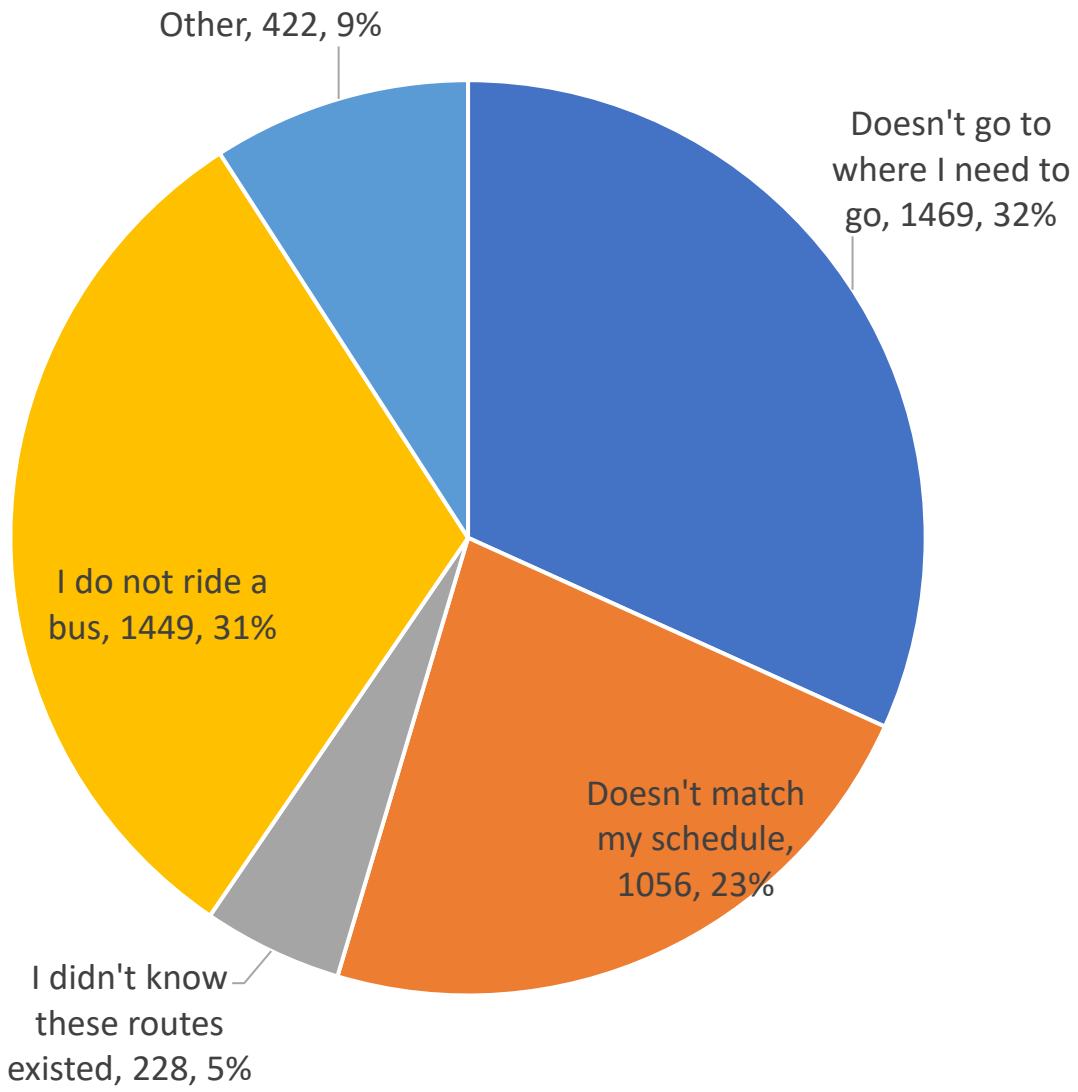
5. If you answered yes, how often?



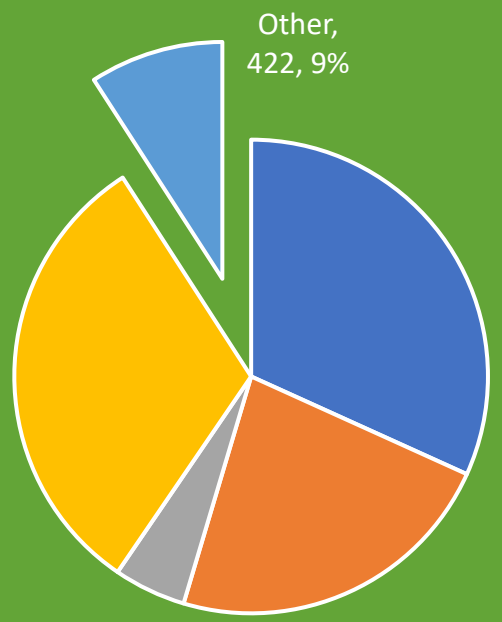


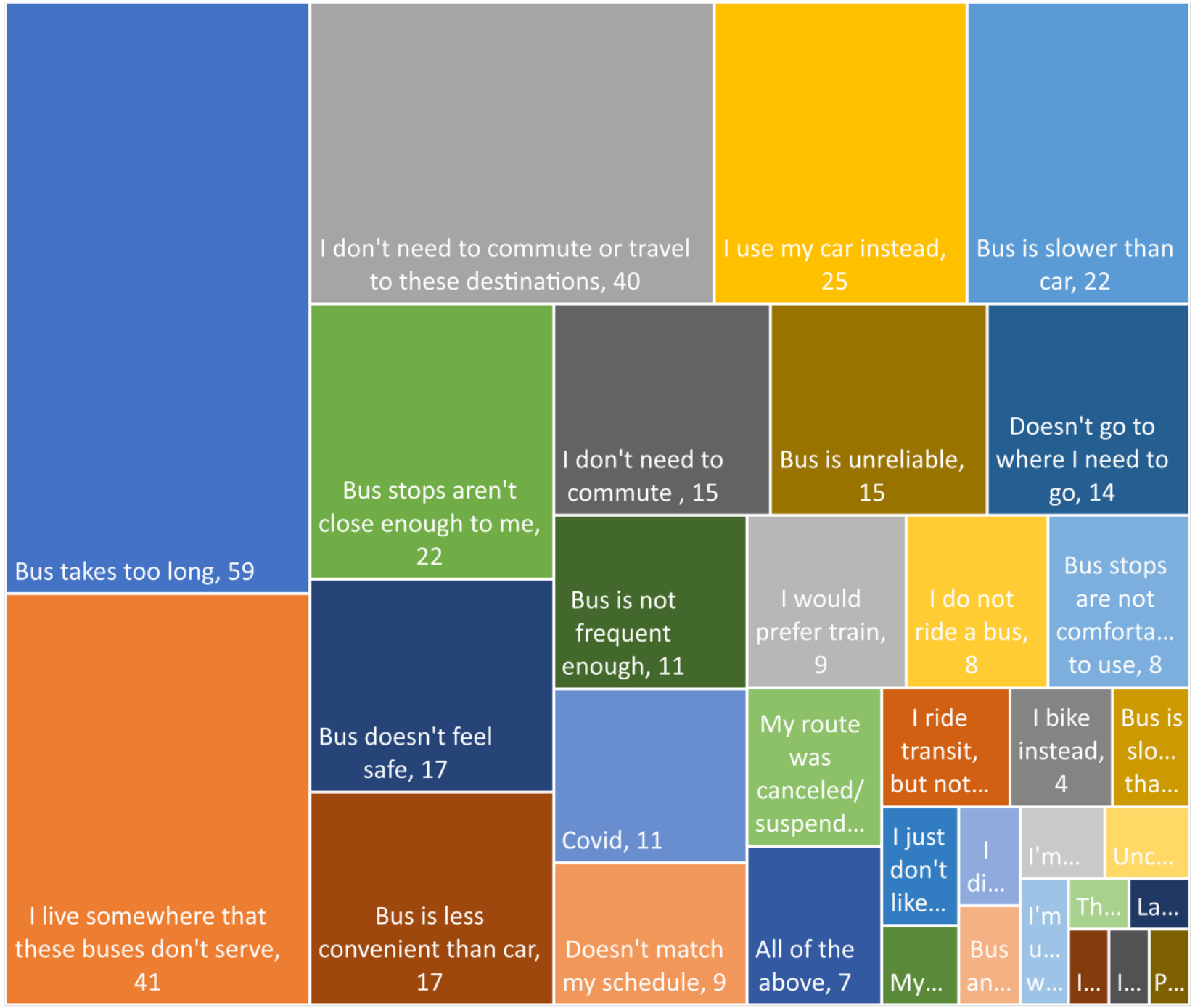
5. If you answered no, why not?





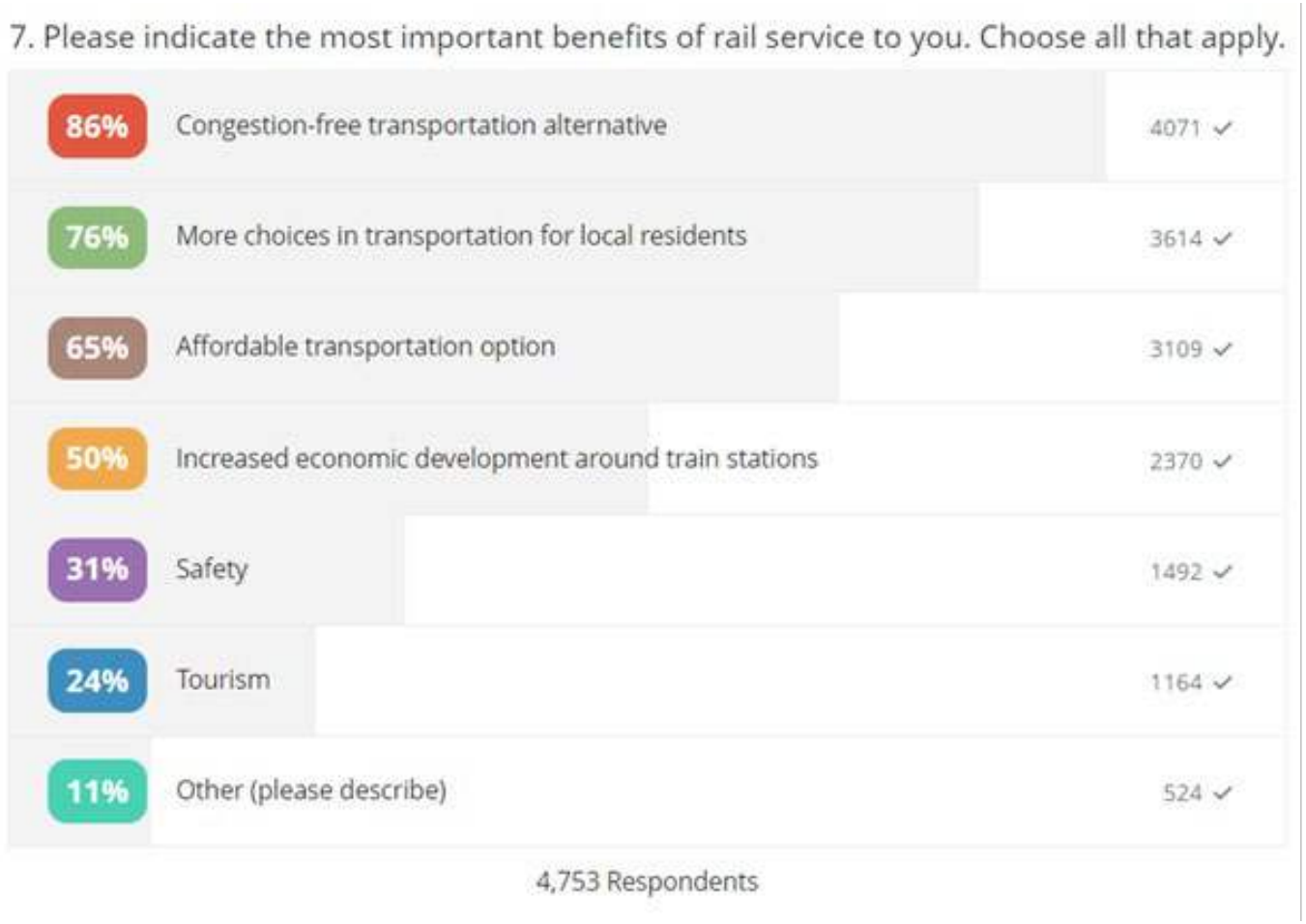
5. If you answered no, why not? (Other)





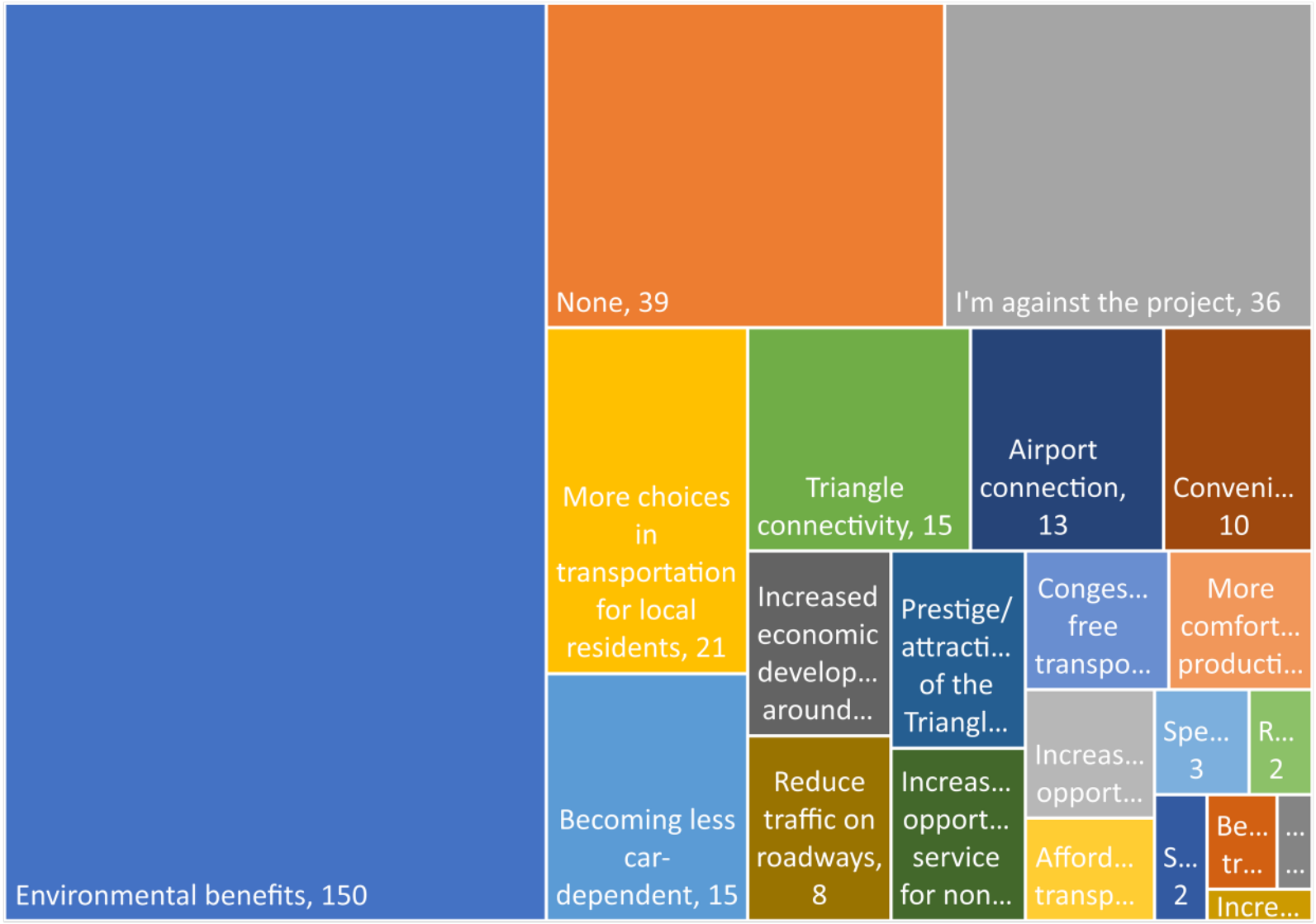
7. Please indicate the most important benefits of rail service to you.

Choose all that apply.

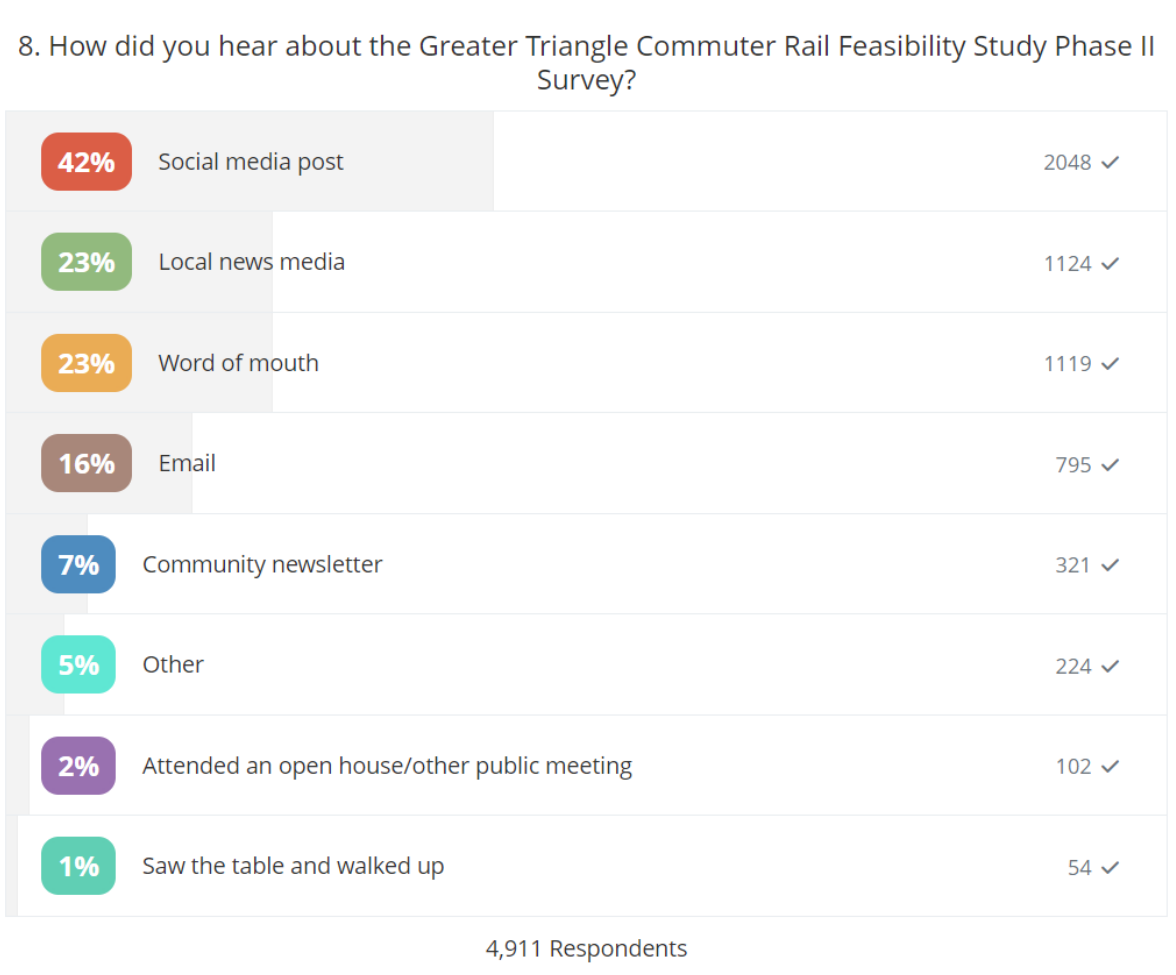


7. Please indicate the most important benefits of rail service to you.

(Other)



8. How did you hear about the Greater Triangle Commuter Rail Feasibility Study Phase II Survey?



Round I Survey Questions

1. What would you like in a commuter rail train that connects Durham and Wake counties?
2. What do you see the commuter rail train doing for your community?
3. At the end of this study, local leaders will decide whether to move forward with the proposed commuter rail train. What else should they be considering to make that decision?

How did feedback compare to 2020?

ROUND I: SEPTEMBER 2020

Perceived benefits of the commuter rail project include:

- Reducing congestion
- Environmental benefits
- Decreasing commute times
- Bringing the Triangle up to modern metropolitan standards
- Sense of connectivity throughout the Triangle

Concerns voiced about the commuter rail project included the following:

- Project cost and funding allocation
- Whether it would be effective
- Would it serve the community equitably?
  - Examples: Concerns that it serves only commuters, Would it serve those most in need? Concern that some geographic areas left out

ROUND II: JANUARY 2023

Top three most important benefits of rail service:

- Congestion-free transportation alternative
- More choices in transportation for local residents
- Affordable transportation option

Concerns:

- Connection to the airport
- Accessibility
- Project cost and timeline

FOR MORE INFORMATION, PLEASE CONTACT:

LIZ RASKOPF, PUBLIC ENGAGEMENT MANAGER, GOTRIANGLE

ERASKOPF@GOTRIANGLE.ORG

C: 919-939-0679

NC Capital Area **Metropolitan Planning Organization**

CAMPO Executive Board
Commuter Rail Subcommittee Update

NC Capital Area **Metropolitan Planning Organization**

Wake Transit Program Overview



Wake County Transit Plan Update

Wake County's Transit Investment Strategy (2021-2030)

Adopted by the CAMPO Executive Board - April 21, 2021
Adopted by the GoTriangle Board of Trustees - April 28, 2021

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

Wake Transit Plan: Four Big Moves

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

1. **CONNECT** the region

Building a commuter rail system, regional routes, and inter-county BRT connections



2. **CONNECT** all Wake County communities

Expanding Bus Service to all Wake communities



3. **PROVIDE** frequent, reliable urban mobility

Implementing Bus Rapid Transit and increasing frequent network



4. **ENHANCE** access to transit

Community Funding Area & Increased Rural On Demand Trips



Wake Transit Plan: Four Big Moves

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

1

CONNECT the region

Building a commuter rail system, regional routes, and inter-county BRT connections



2

CONNECT all Wake County communities

Expanding Bus Service to all Wake communities



3

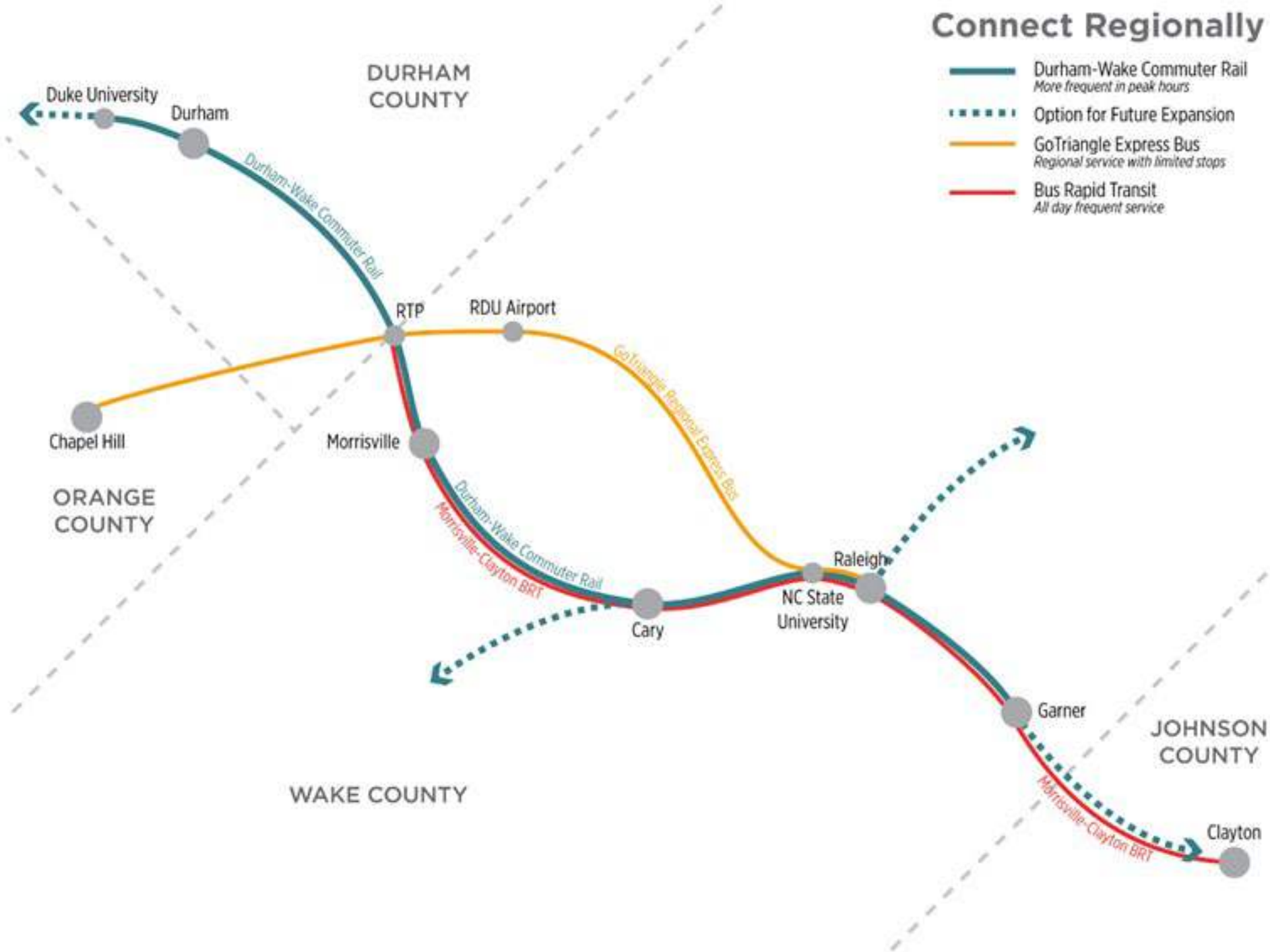
PROVIDE frequent, reliable urban mobility

Implementing Bus Rapid Transit and increasing frequent network

4

ENHANCE access to transit

Community Funding Area & Increased Rural On Demand Trips


Connect Regionally
Durham-Wake Commuter Rail
More frequent in peak hours
Option for Future Expansion
GoTriangle Express Bus
Regional service with limited stops
Bus Rapid Transit
All day frequent service
DURHAM COUNTY
ORANGE COUNTY
WAKE COUNTY
JOHNSON COUNTY
Duke University
Durham
Durham-Wake Commuter Rail
RTP
RDU Airport
GoTriangle Regional Express Bus
Chapel Hill
Morrisville
Durham-Wake Commuter Rail
Morrisville-Clayton BRT
Raleigh
NC State University
Cary
Garner
Morrisville-Clayton BRT
Clayton

Greater Triangle Commuter Rail (GTCR)

GTCR Project in Wake Transit Over Time:

1. Original Wake Transit Plan (2017):
   - Mileage: ~38 miles | Start Date: FY27
2. Wake Transit Plan Update (2021):
   - Mileage: ~38 miles | Start Date: FY29
3. Adopted FY23 Wake Transit Work Plan:
   - Mileage: ~38 miles | Start Date: FY30
4. Recommended FY24 Wake Transit Work Plan “Placeholder”:
   - Mileage: ~30 miles | Start Date: FY33 (Phase 1), FY37 (Phase 2)

FY24 Recommended Wake Transit Work Plan: GTCR Placeholder Scenario

Greater Triangle Commuter Rail Process and Assumptions: As of the publication of the Draft FY 2024 Wake Transit Work Plan, the technical analysis for the Greater Triangle Commuter Rail (GTCR) Phase 2 Feasibility Study had concluded. This study reported significantly higher costs and larger technical challenges associated with completing the full commuter rail corridor than anticipated and programmed in the FY 2023 Adopted Wake Transit Work Plan. The Study also noted challenges, based on expected costs and anticipated ridership, with the 50% federal match assumption in the FY 2023 Work Plan. While the Study recommended that no matching federal grants be programed for the initial stages of the commuter rail project, there is potential for federal funding in subsequent phases of the project. To reflect that no decision has been made on if or how the project should move forward, and that decision-makers wished to explore potential options for implementation, the FY 2024 Wake Transit Work Plan includes capital and operating "place-holder scenarios" for commuter rail funding.

The Greater Triangle Commuter Rail (GTCR) Phase 2 Feasibility Study introduced the potential need for a phased approach for implementing the full ~38 miles from West Durham to Garner. The Study presented the following potential segments with the following track length and costs:

- Western (End Points: West Durham to RTP | Miles: ~12 | Capital Cost: $1.6B);
- Central (End Points: Ellis Road or RTP to Raleigh Union Station | Miles: ~20 | Capital Cost: $800M - $1B); and
- Eastern (End Points: Raleigh Union Station to Auburn Station in Garner | Miles: ~10 | Capital Cost: $600 - $700M)

The FY 2024 Wake Transit Work Plan capital commuter rail "place-holder scenario" allocates funding for two segments, anticipating a build out of approximately 80% of the corridor by 2037 at a total cost of $2.1B, $1.4B of which is assumed to be the Wake County Share of the project. The operating commuter rail "place-holder scenario" allocates $16.1 million for the Wake County share of the first full year of annual operations in FY 2033. The FY23 work plan assumed $28.0 million for the Wake County share of the first full year of annual operations in FY 2031. Both scenarios assume a 20% farebox recovery. It is expected that the capital and operating "place-holder scenarios" will be updated in the Wake Transit Financial Model after key decisions are made.

GTCR PROJECT ASSUMPTIONS: Adopted FY 2023 vs. Draft FY 2024 Work Plans

	Adopted FY 2023 **Wake Transit Work Plan**	Draft FY 2024 **Wake Transit Work Plan "place-holder scenario"**
Total Project Mileage	~38 miles (from West Durham to Garner)	30 miles*
Total Wake Transit Project Cost	$1.3B	$2.1B*
Wake County Share	$0.7B	$1.4B*
Federal Participation Share	$0.7B	$0.7B*
Projected Debt	$0.6B	$0.9B*
Projected Debt Term & Pay-Off Date	30-year term, final payment FY 2059	35-year term, final payment FY 2072
Assumed Federal Support	FFGA Match	RRIF Loan (Both Phases), FFGA Match (Phase 2)
Projected Completion Date	FY 2030	FY 2033 (Phase 1), FY 2037 (Phase 2)

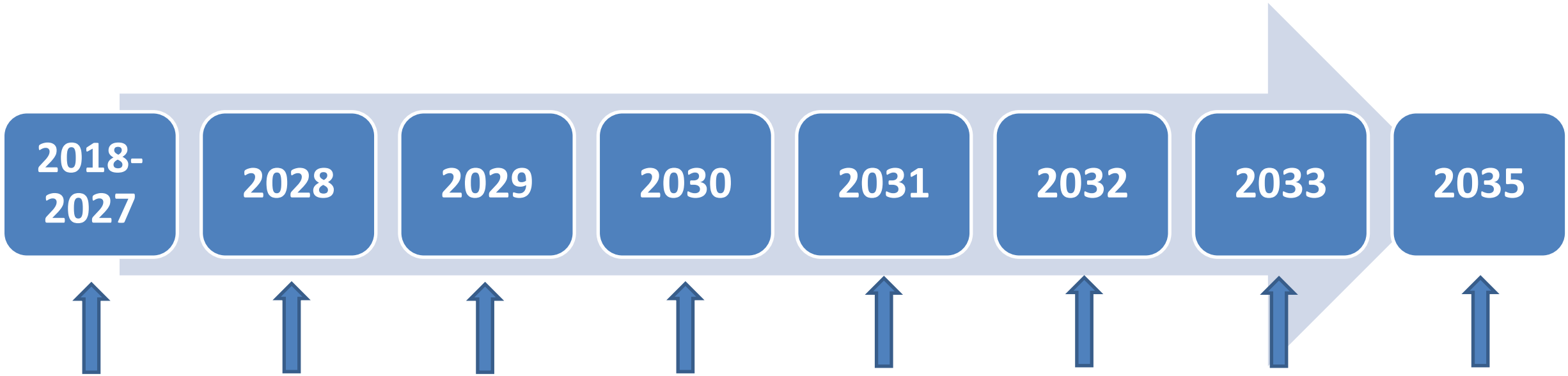
* Assumed in the FY 24 WTWP is the completion of two of the three segments, but which two remains undetermined. Exact mileage and cost will depend upon which segments are selected to move forward.
Amounts rounded to the nearest billion.

<u>FY24 Wake Transit Work Plan:</u>

"To reflect that no decision has been made on if or how the project should move forward, and that decision-makers wished to explore potential options for implementation, the FY 2024 Wake Transit Work Plan includes capital and operating 'place-holder scenarios' for commuter rail funding."

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

Wake Transit Plan Horizon



Original Plan

Extension of the Horizon for the 2021 Updated Plan

Extension of the Horizon for the Updated Plan (anticipated to be adopted in 2025)

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

NC Capital Area **Metropolitan Planning Organization**

Commuter Rail Subcommittee Update

CAMPO Executive Board Commuter Rail Subcommittee

Members:

- Vivian Jones, CAMPO Chair
- Butch Lawtor, CAMPO Vice-Chair
- Corey Branch, City of Raleigh
- Harold Weinbrecht, Town of Cary
- Ken Marshburn, Town of Garner
- Sig Hutchinson, GoTriangle Board of Trustees
- Susan Evans, Wake County
- TJ Cawley, Town of Morrisville

Past Meetings:

- Tuesday, February 28th – Subcommittee Kick-Off Meeting
- Thursday, March 23rd – Joint Subcommittee Meeting with the DCHC MPO

CAMPO Executive Board Commuter Rail Subcommittee

Key Findings / Discussions:

- Project updates and presentations from GoTriangle
- Discussion on potential “Central +” scenarios
- Subcommittee questions shared & answers provided by GoTriangle

Next Steps:

- GoTriangle Special Board Meeting on GTCR today at 12pm
- GoTriangle financial consultants to give a project finance briefing
- GoTriangle to meet with DCHC MPO and other Durham representatives to discuss Western End
- Potential “Central +” Scenario(s) may be proposed by the Subcommittees and then analyzed by the GoTriangle technical team

CAMPO

NC Capital Area **Metropolitan Planning Organization**

Thank you!

DURHAM · CHAPEL HILL · CARRBORO

DCHC

METROPOLITAN PLANNING ORGANIZATION

PLANNING TOMORROW'S TRANSPORTATION

REGIONAL RAIL UPDATE – Durham Transit Plan

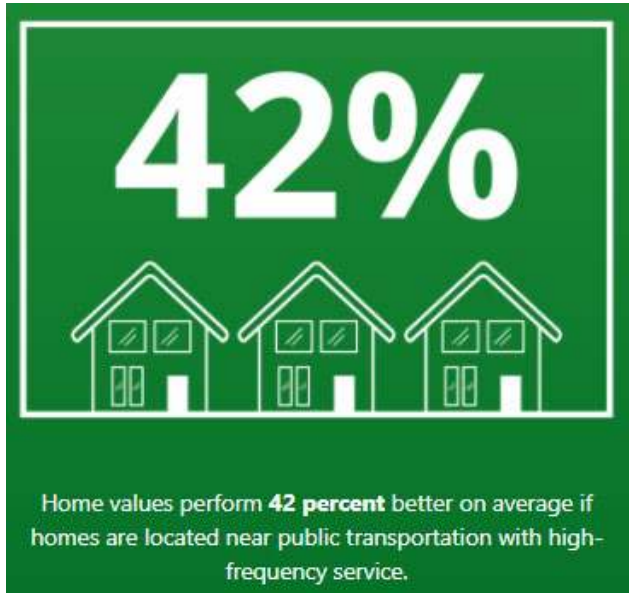
Doug Plachcinski, AICP, CFM

Executive Director

Public Transportation Planning in Durham

DURHAM · CHAPEL HILL · CARRBORO
DCHC
METROPOLITAN PLANNING ORGANIZATION
PLANNING TOMORROW'S TRANSPORTATION



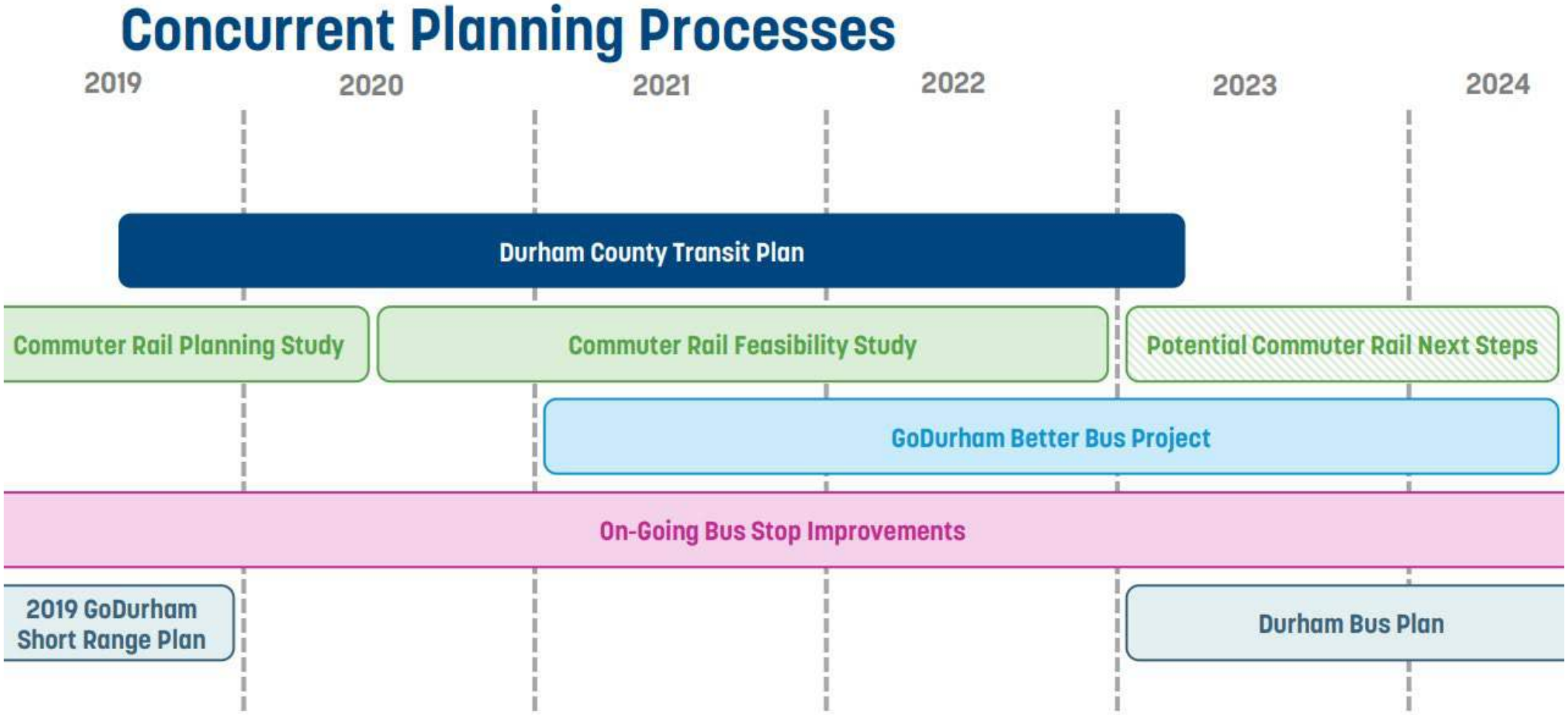






Durham Transit Plan Overview

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PLANNING TOMORROW'S TRANSPORTATION



Phase III Durham Transit Plan Outreach

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METROPOLITAN PLANNING ORGANIZATION
PLANNING TOMORROW'S TRANSPORTATION

Consistent with Phases I and II, the feedback gathered from Phase III of outreach reaffirmed the following priorities of the community:

- All respondents identified enhanced and extended bus service as the highest priority of the preferred transit plan
- Passenger train service has support, but it is not the highest priority for any group. The passenger train has less support from people of color, daily transit riders, and daily and weekly transit riders than from all respondents as a whole
- More routes going more places, faster more reliable bus service, and bus stop improvements all also had support from the general public and focus groups. All respondents stated that if more funding became available in the future, adding even more frequent service on existing bus routes is the top priority.
- All respondents stated that a secondary priority is to create new local bus servicesover other public transportation improvements

Regional Connections in Durham Transit Plan

DURHAM · CHAPEL HILL · CARRBORO
DCHC
METROPOLITAN PLANNING ORGANIZATION
PLANNING TOMORROW'S TRANSPORTATION

$98,113,681 OPERATING $194,862,299 CAPITAL



QUICK AND RELIABLE REGIONAL TRANSPORTATION CONNECTIONS

Includes Durham County's financial contribution to build and begin running the commuter rail between Durham County and Wake County or provide other regional, fast, and reliable service improvements.

COMMUTER RAIL

Commuter rail is included as a capital and operating project in this Plan. Throughout the Plan's development, the Durham Transit Team used the cost estimate from the Phase I Commuter Rail Study performed by GoTriangle.

TABLE 26: PHASE I STUDY - INPUT ASSUMPTIONS FOR COMMUTER RAIL

Input	Assumption
Capital Cost	$1.8 billion - $2.2 billion
Operating Cost	$42 million
Project Development and Construction Period	FY24 - FY30

During the Plan's development, GoTriangle conducted a Phase II Commuter Rail Study and developed an updated cost estimate that is significantly higher than cost estimates developed in the Phase I Study and adjusted the year of implementation to 2036. Phase II study has concluded that the 50% federal funding assumption is not viable at this time (through Capital Investment Grant (CIG) funding) and new funding strategies are being developed.

TABLE 27: PHASE II STUDY - UPDATED ESTIMATES FOR COMMUTER RAIL

Input	Assumption
Capital Cost	$2.8 billion - $3.2 billion
Operating Cost	$55 million
Project Development and Construction Period	FY24 - FY36

Several phasing, segmentation, and financing options have been proposed for the commuter rail project that would have different cost implications for the Durham County Transit Plan. At the time of this Plan's publication, the regional partners had not yet decided how (or whether) to proceed with the commuter rail project. As a result, the financial model for this Plan includes commuter rail capital and operating cost estimates from the Phase I Commuter Rail Study, which assumed 50% federal funding and an implementation year of 2030. The Durham County contribution was calculated based on a 20% share of the 50% non-federal funding for capital and operating costs. These funding assumptions should be considered representative of Durham's financial capacity to support a fast, reliable, and regional service initiative such as commuter rail. However, if commuter rail does not prove to be a feasible option, then regional partners are committed to finding another fast, reliable, and regional transit service to meet the needs and desires of the community and this Plan will be amended to reflect that change.

Commuter Rail Discussion

Discussion among board members

Adjournment

Thank you for attending!