

Greater Triangle Commuter Rail Feasibility Study Results

JULY/AUGUST 2022

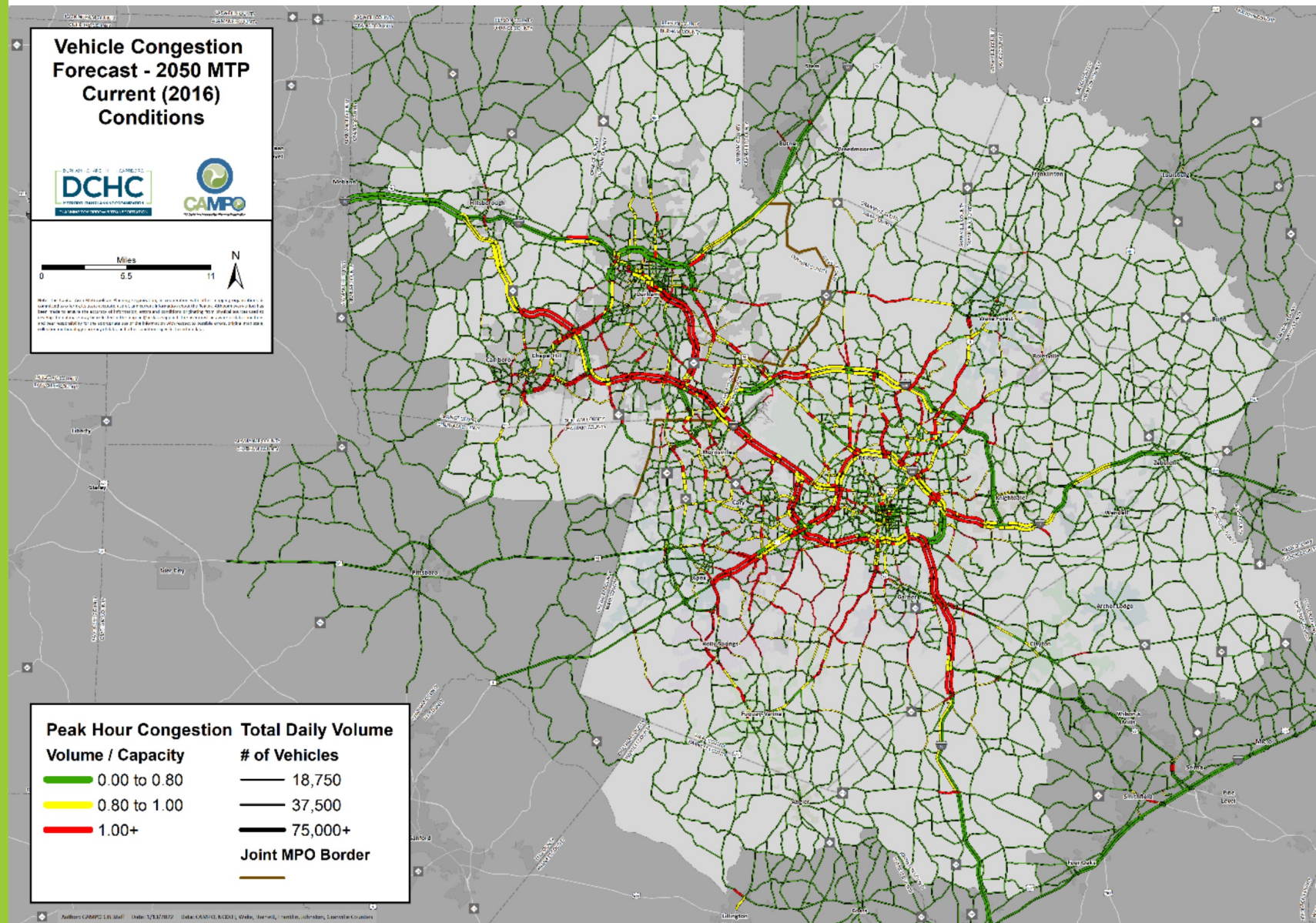
Study Partners



As of 2020, the Triangle region had a population of around 2 million people.

The region's current population owns around 1.3 million vehicles.

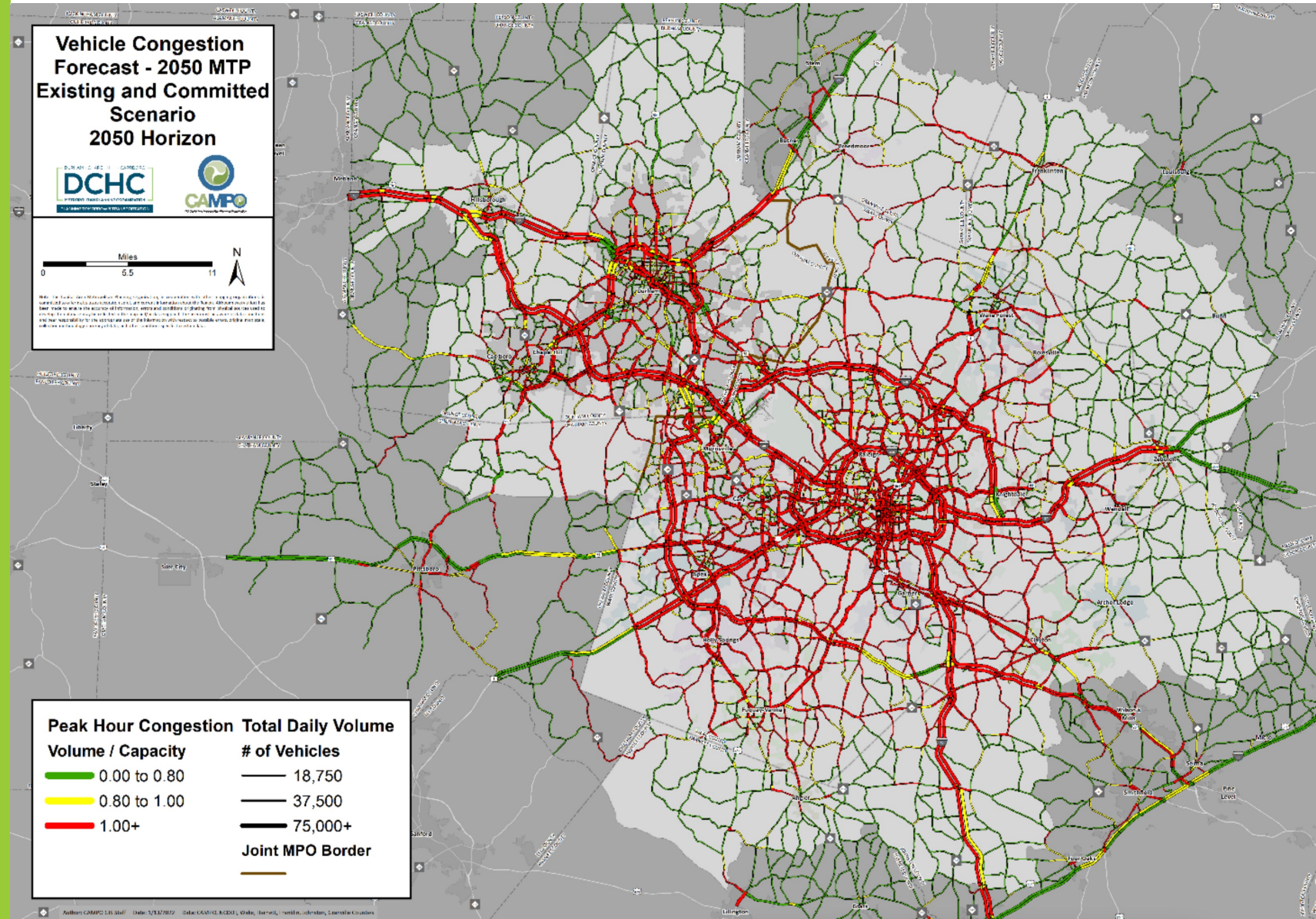
Source: Triangle Regional Model (ITRE)



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

That growth will add about a million vehicles to our already congested roads and highways.

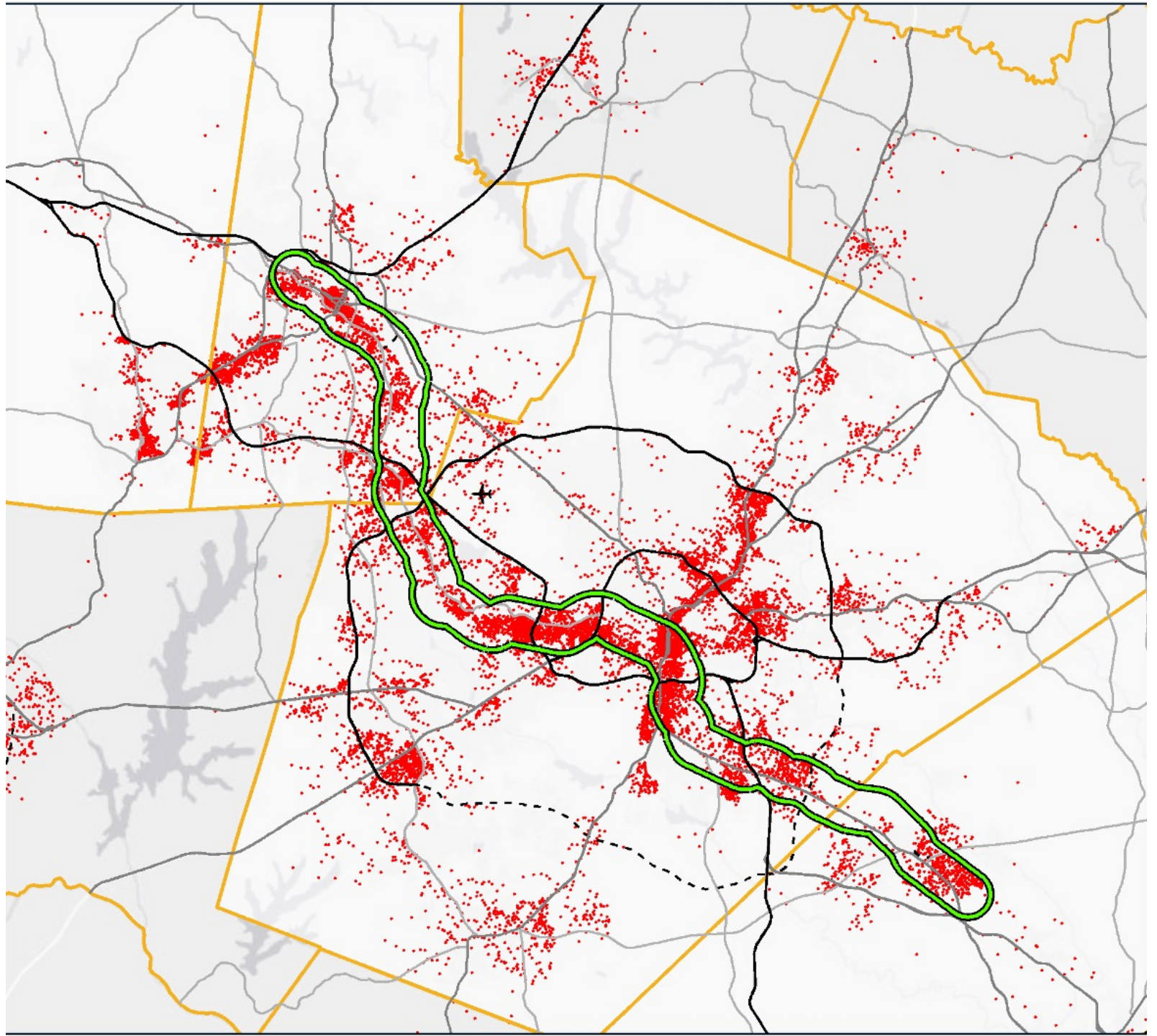
Source: Triangle Regional Model (ITRE)



The region is projected to add more than 800,000 new jobs by 2050. 350,000 of those jobs will be near rail, and the largest cluster of growth will occur in downtown Raleigh.

Source: 2050 MTP / TJCOG Opportunity Analysis

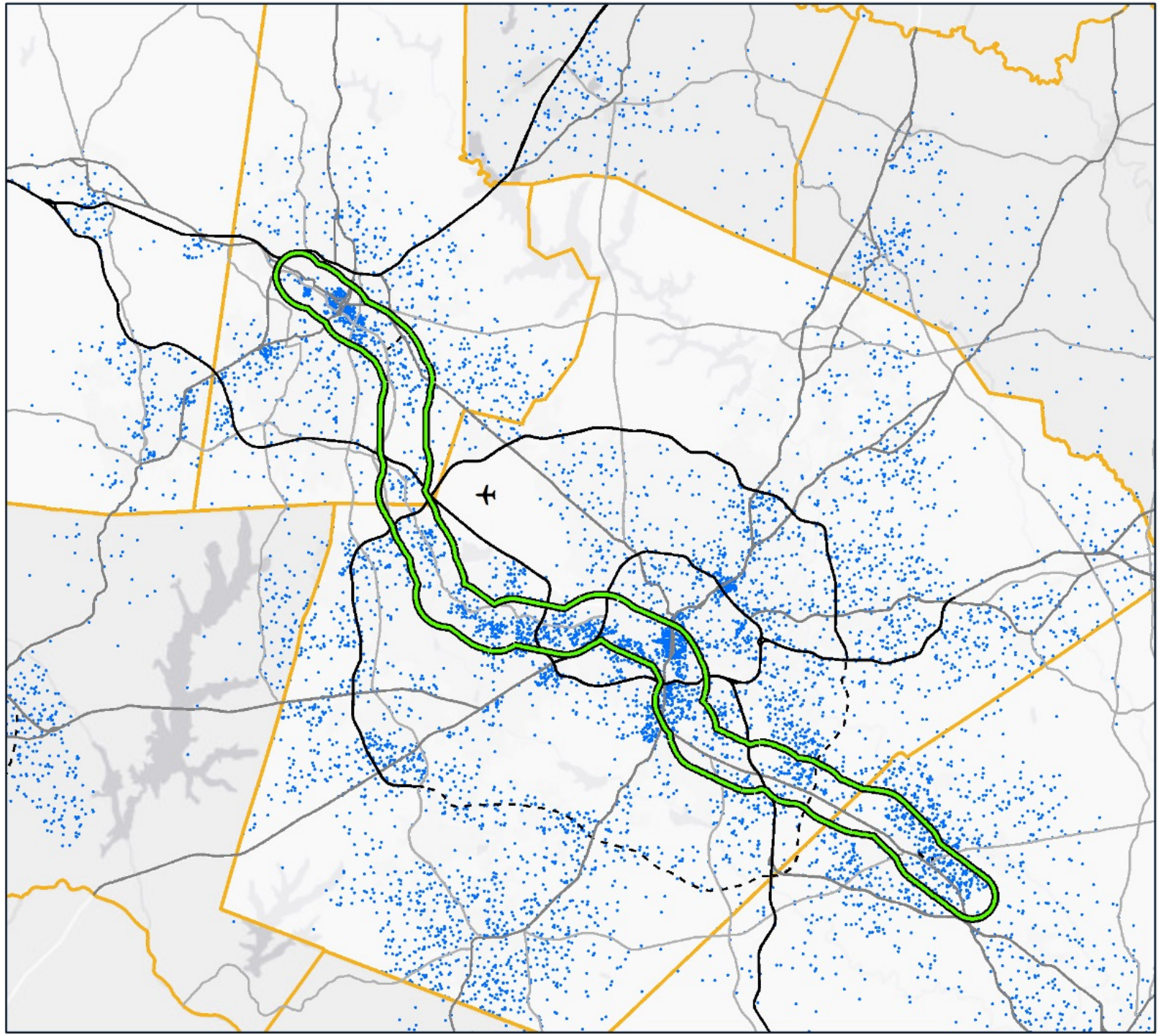
1 Dot = 50 Jobs.



Much of the region's growth is projected to occur in eastern Wake County and Johnston County.

Source: 2050 MTP / TJCOG Opportunity Analysis

1 Dot = 50 households.



Feasibility Study Phases 1 & 2

PHASE 1

VARIOUS SCENARIOS

| Service Area | Service Plan – Number of Frequencies | Daily Trains |
|------------------------|--|--------------|
| Mebane - Selma | "8-2-8-2" = 8 Morning Peak Round Trips 2 Midday Round Trips 8 Afternoon Peak Round Trips 2 Evening Round Trips | 40 |
| Mebane - Selma | "5-1-5-1" = 5 Morning Peak Round Trips 1 Midday Round-Trip 5 Afternoon Peak Round Trips 1 Evening Round Trip | 24 |
| Mebane - Selma | "3-1-3" = 3 Morning-Peak Round Trips 1 Midday Round Trip 3 Afternoon Peak Round Trips 0 Evening Round Trips | 14 |
| West Durham - Auburn | 8-2-8-2 | 40 |
| West Durham - Auburn | 5-1-5-1 | 24 |
| West Durham - Auburn | 3-1-3 | 14 |
| Hillsborough - Clayton | 8-2-8-2 | 40 |
| West Durham - Clayton | 8-2-8-2 | 40 |

PHASE 2

IMPLEMENTATION OPTIONS

Option One: Implement commuter rail service from West Durham to Garner or Clayton as one project.

OR

Option Two: Begin implementation of commuter rail with a starter service between Raleigh Union Station in downtown Raleigh and the Auburn Station in Garner.

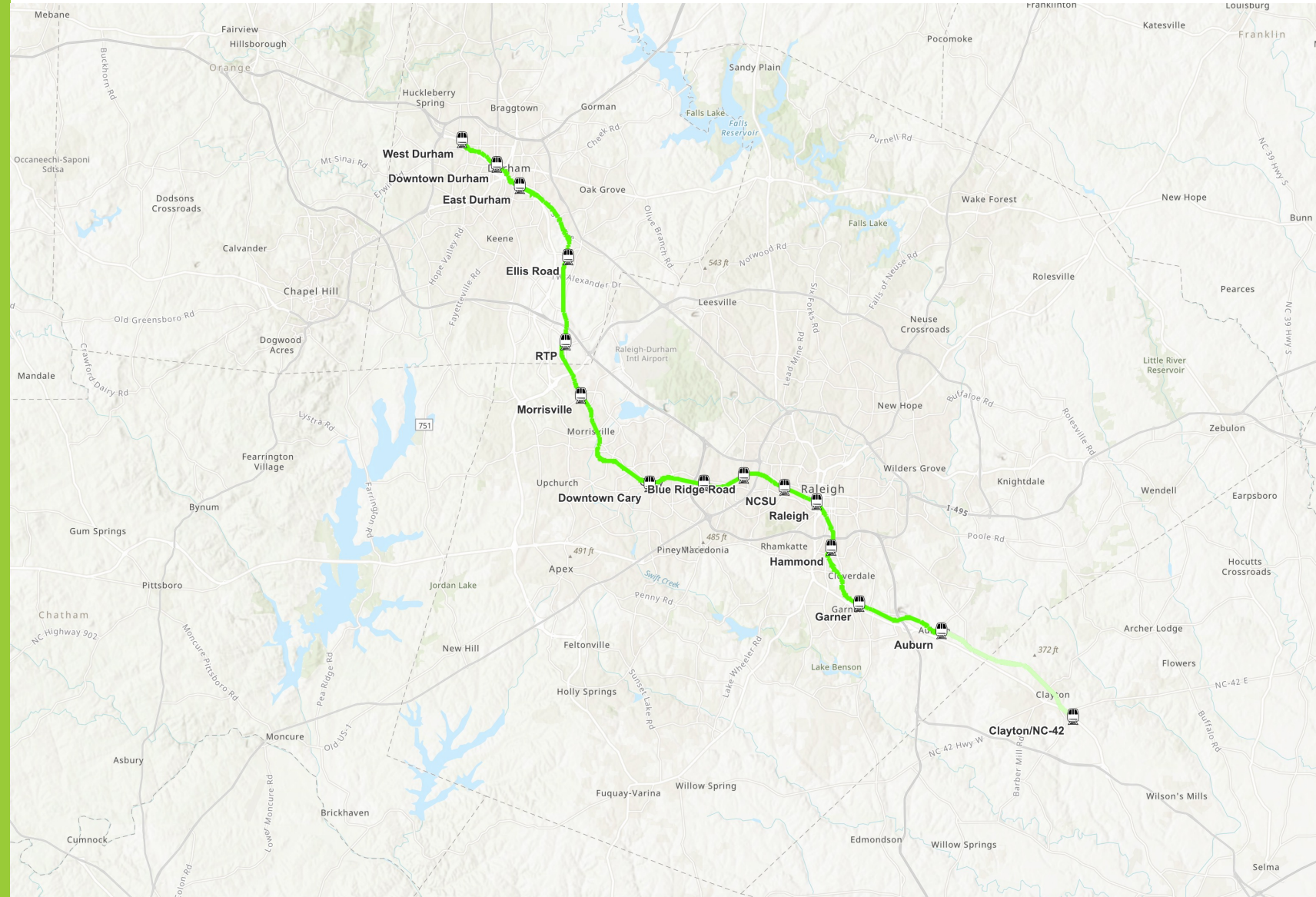
Option One

\$2.8 - \$3.2 billion in year of expenditure.

\$42 million per year to operate & maintain.

12,000 to 18,000 boardings per day by 2040.

Start of service between 2033 and 2035.



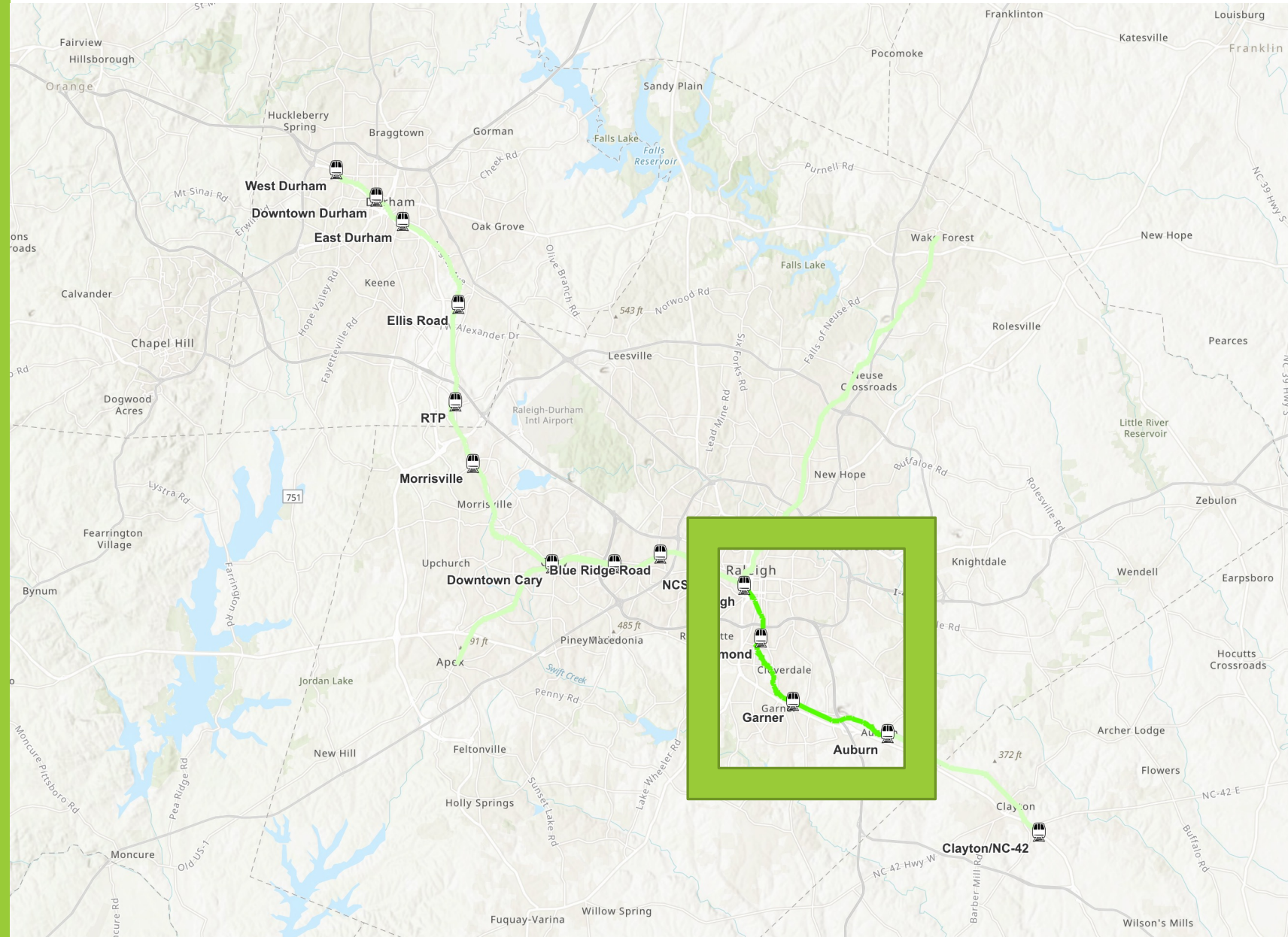
Option Two

\$600 to \$700 million in year of expenditure.

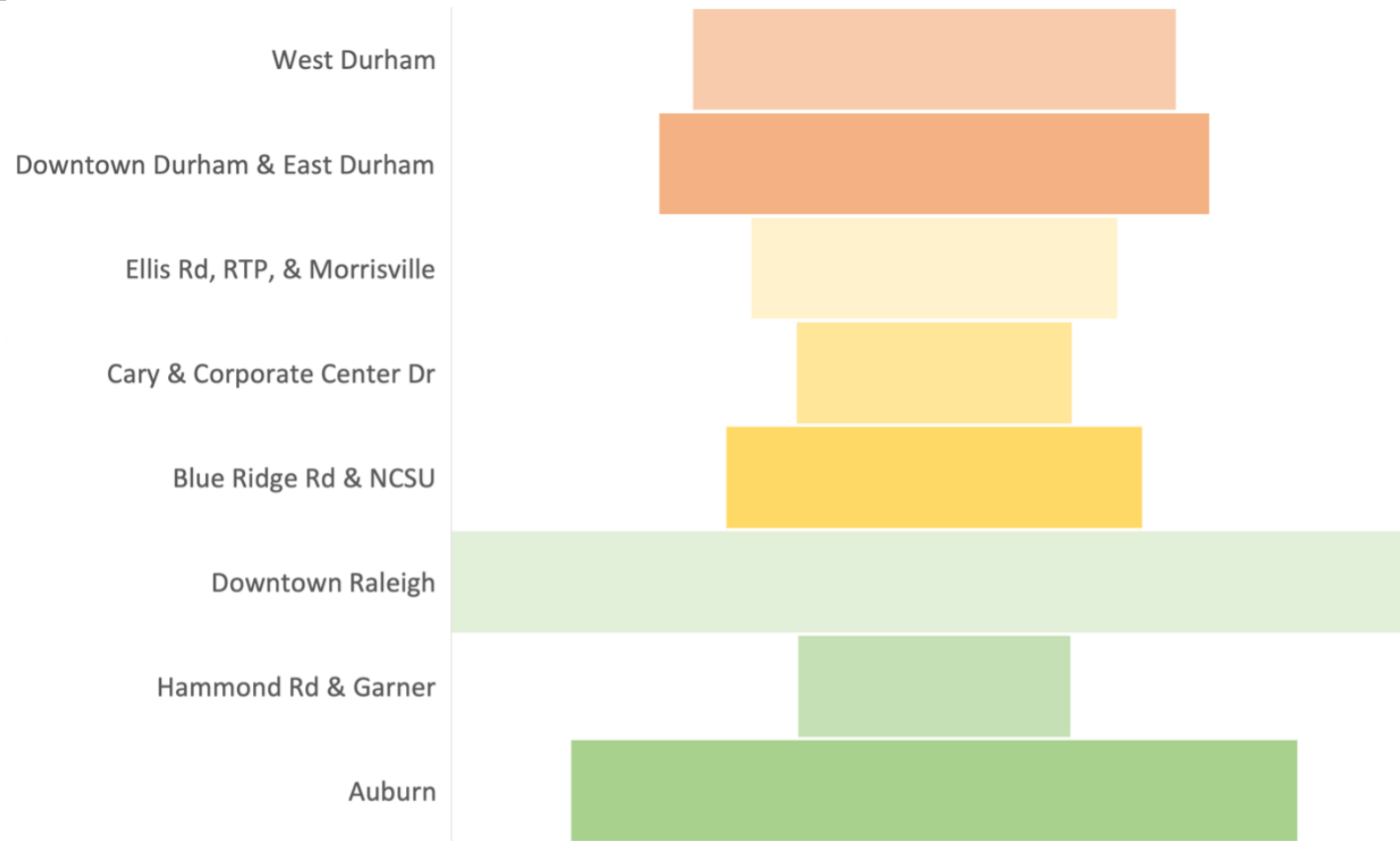
\$15 million per year to operate & maintain.

4,000 to 6,000 boardings per day by 2040.

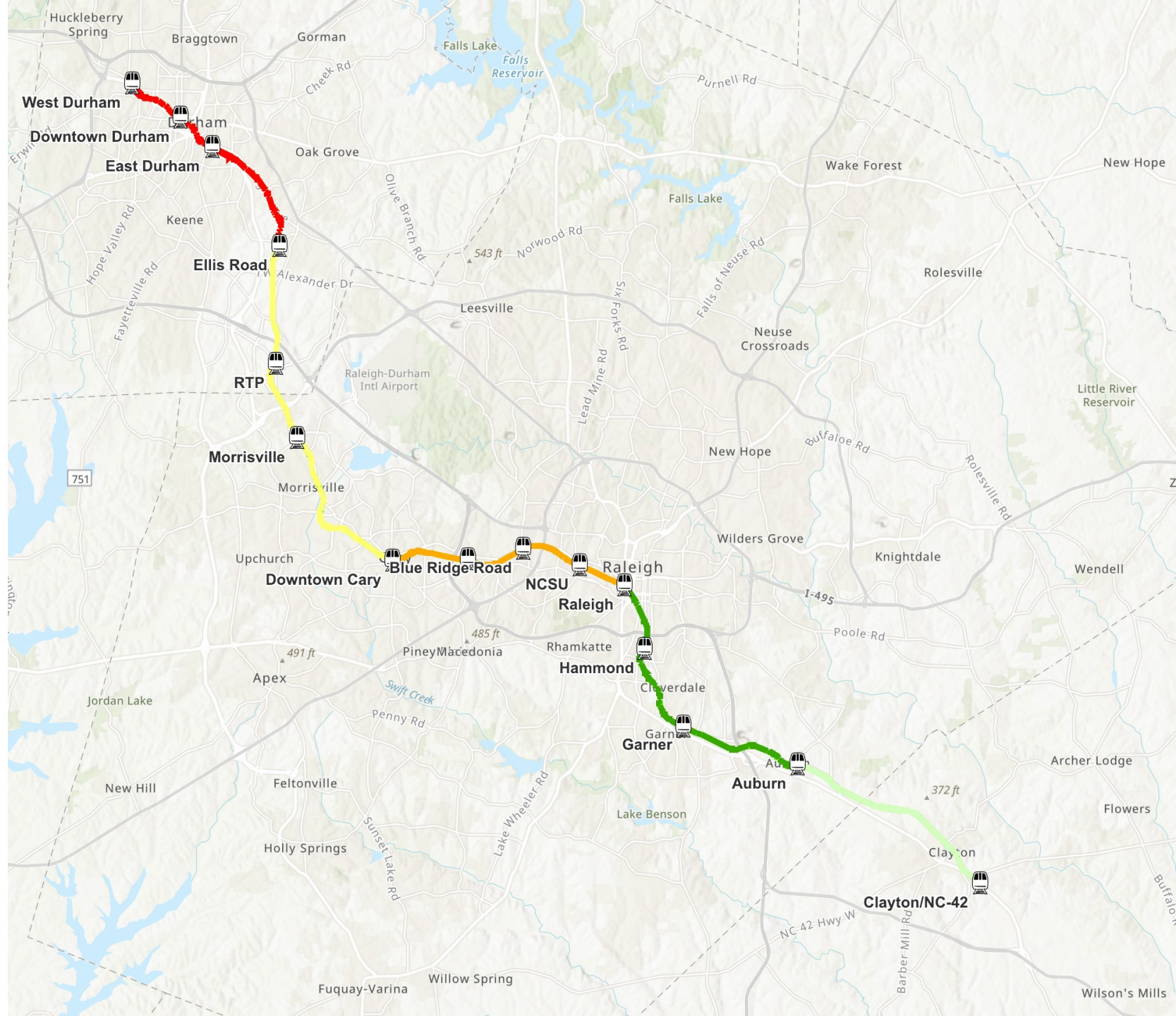
Start of service between 2031 and 2033.



Relative 2040 Boardings by Corridor Geography (West Durham – Auburn 8-2-8-2)



The feasibility study found that implementation challenges are not distributed equally across the corridor.



Downtown Cary



Downtown Durham



[ADVANCED APPROPRIATIONS]

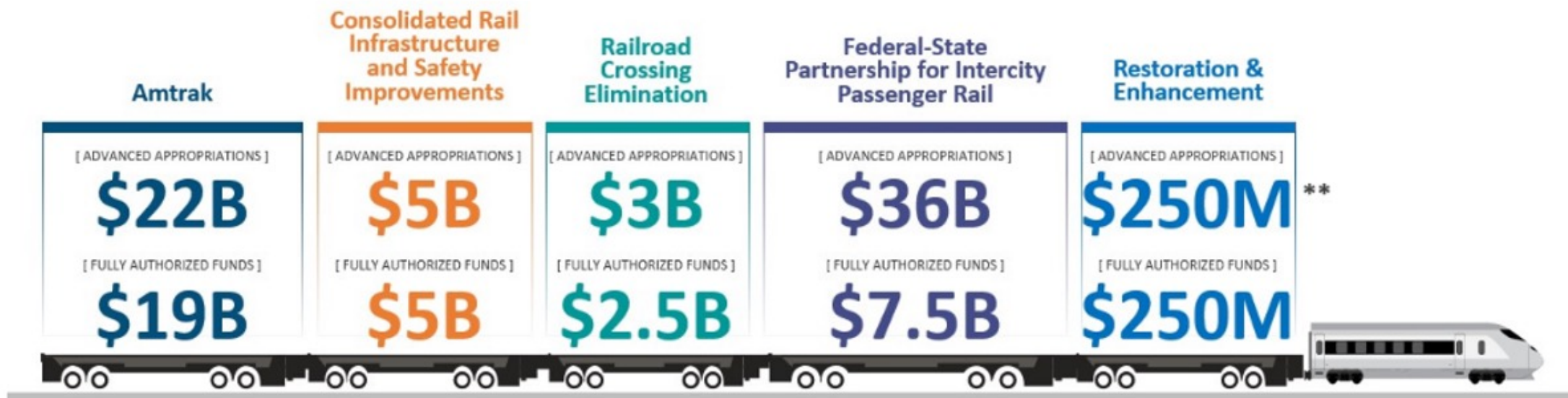
From FY22-FY26

\$66B in total
funding

[FULLY AUTHORIZED FUNDS]

From FY22-FY26

\$36B * in total
funding



* \$34.5 billion for grant programs; additional \$1.5 billion is authorized for FRA operations and R&D – not included in this graphic.

** Grants for Restoration & Enhancement (advanced appropriations portion) are funded through “takedowns” from Amtrak NN account; not included in totals to avoid double-counting.

Next Steps

Obtain stakeholder input.

Refine financial plan and grant strategy.

Decide whether or how to go forward.

Discussion

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