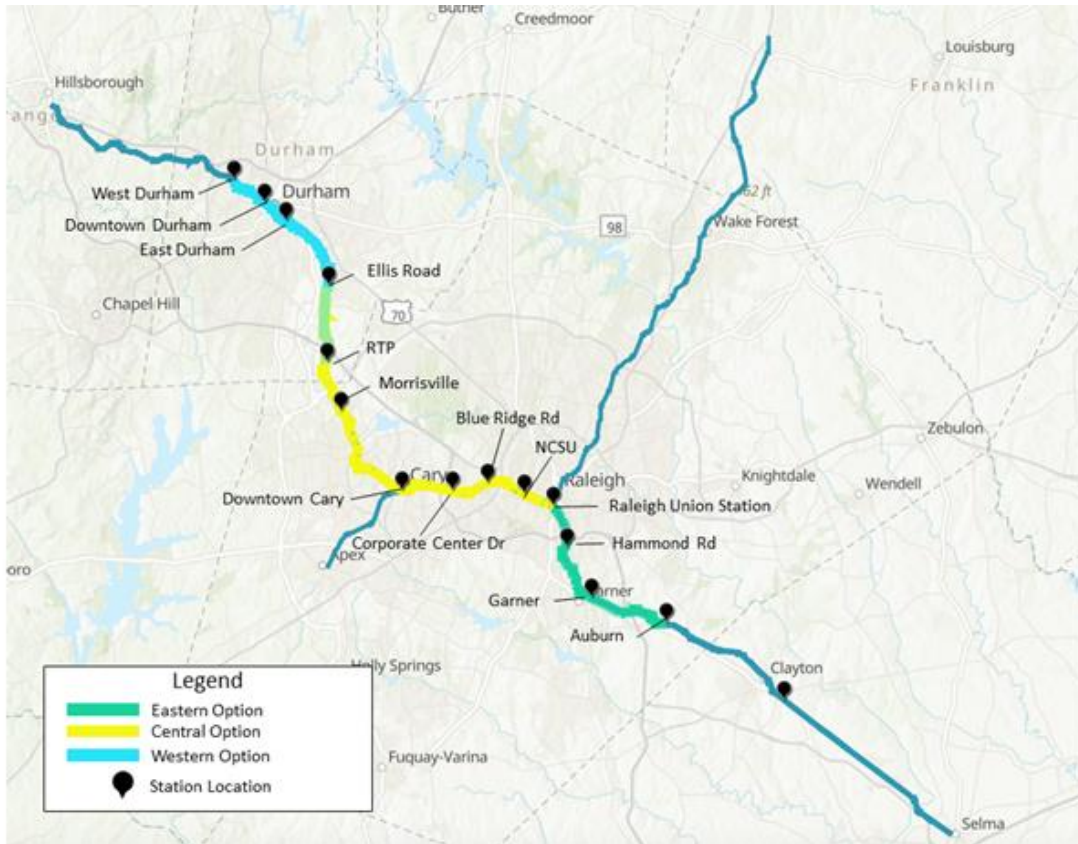


## Greater Triangle Commuter Rail Feasibility Study Summary

- The Greater Triangle Commuter Rail feasibility study is the culmination of over two years of technical analysis and regional coordination. The study was funded primarily through Triangle transit tax district revenues in Wake and Durham Counties and a contribution from Johnston County.
- In addition to the funding partners, study partners included the North Carolina Railroad Company (NCRR), NCDOT, the City of Durham, the Town of Morrisville, the Town of Cary, the City of Raleigh, the Town of Garner, the Town of Clayton, North Carolina State University, North Carolina Central University, Duke University, the Research Triangle Foundation, the Durham Chapel Hill Carrboro Metropolitan Planning Organization, the Capital Area Metropolitan Planning Organization, and the Triangle J Council of Governments.
- Today, intercity passenger rail service provides 4 round trips per day between Durham and Raleigh with a stop in Cary. A fifth round trip is planned to be added in 2023. Regional passenger rail service would add a minimum of 18 new round trips per day between Durham and Garner or Clayton with new stops in Durham, RTP, Morrisville, Cary, Raleigh, and Garner. Scenarios with as few as 7 new round trips per day were studied.
- The results of the Greater Triangle Commuter Rail feasibility study identify challenges and opportunities for implementation of regional passenger rail service in the Triangle.
- Updated schedules and estimates indicate that regional passenger rail service implemented between West Durham and Garner or Clayton could have a start date between 2033 and 2035, could provide 12,000 to 18,000 trips per day by 2040, and would cost between \$2.8 and \$3.2 billion in year of expenditure.
- Previous planning and financial analysis assumed that the project would cost less than \$2 billion in year of expenditure and that funding for up to half of the project cost would come from a federal grant through the Federal Transit Administration's Capital Investment Grants (CIG) program. Updated technical analysis indicates that the project may not be eligible for funding through the CIG program.
- The updated cost of the project exceeds the financial capacity of the Wake and Durham Transit Plans, which allocate Triangle tax district revenues to transit projects. The cost of the project is driven primarily by the need for additional track and track-related infrastructure in the NCRR Corridor.
- In addition to financial challenges, the feasibility study identified coordination and design challenges to the west of Raleigh Union Station, especially west of the Ellis Road Station throughout central Durham.
- As a response to these findings, the study identified options for initial implementation of regional passenger rail service in portions of the full corridor. Initial implementation would allow service to begin sooner, while challenges are addressed. Initial implementation options are summarized on the back of this page.
- Public engagement regarding the study results is planned for the first calendar quarter of 2023. GoTriangle will facilitate a decision-making process in the second calendar quarter of 2023.
- As part of the decision-making process, GoTriangle board members and county commissioners who serve on the boards of the region's metropolitan planning organizations will negotiate a cost-sharing and implementation proposal to be considered by GoTriangle's board. If GoTriangle's board approves the proposal, GoTriangle will present the proposal for consideration by funding partner boards. If funding partner boards approve the proposal, GoTriangle will seek resolutions of support from all affected municipalities and organizations, including NCDOT and NCRR. GoTriangle will also facilitate any needed updates to the Wake and Durham Transit Plans and will follow all established policies and procedures required by Transit Plan governance.
- For more information, visit our website: <https://readyforrailnc.com>.



Commuter Rail Portion		Capital Cost (YOE)	Operating & Maintenance (O&M) Cost	Daily Boardings (2040)	Risk of Cost or Time Frame Increases	Likely Time Frame for Service to Begin
Western*	West Durham to RTP	~ \$1.6B	\$16.3M	~ 3,000	Highest Risk	~ 12 years
Central (Options)	Ellis Rd to Raleigh Union	\$1.0B	\$16.8M	~ 4,000	Medium Risk	~ 10 years
	RTP to Raleigh Union	\$800M	\$16.1M	~ 4,000	Medium Risk	~ 10 years
Eastern	Raleigh Union to Auburn	\$600 - \$700M	\$14.9M	~ 4,000	Lowest Risk	~ 8 years

*\*The cost of the western option exceeds the financial capacity of the Durham Transit Plan.*