

COMMUTER RAIL UPDATE

February 2020

GO FORWARD

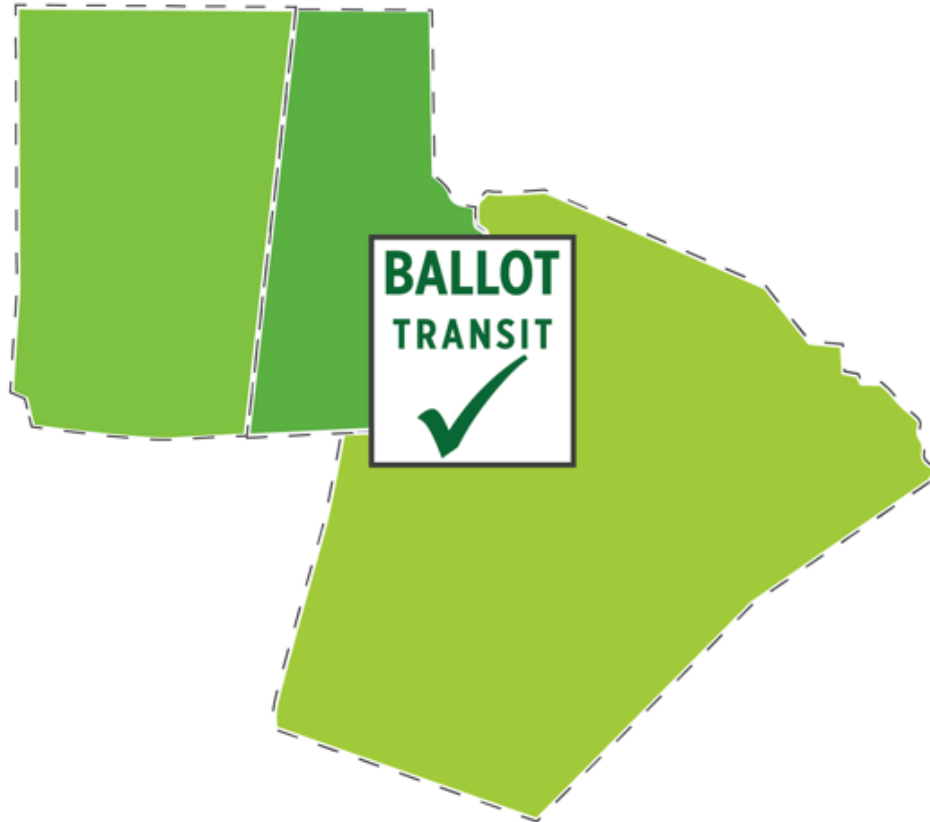
A COMMUNITY INVESTMENT IN TRANSIT

PLANNING FOR OUR REGION'S GROWTH



- The Triangle is one of the fastest-growing areas in the nation. More than 2 million people are already part of the equation, and the region grows by more than 80 people a day.
- Growth brings new jobs and new opportunities but also more traffic on already congested roadways.

COMMUNITY INVESTMENT



In 2011, 2012 & 2016, voters in Durham, Orange and Wake counties (the Triangle region) approved a half-cent sales tax to invest in enhanced transit service across all three counties.

**Other funding includes vehicle registration fees and a portion of vehicle rental taxes.*

WAKE COUNTY TRANSIT PLAN



Provides more and better bus service.



Improves stops and shelters.



Implements bus rapid transit.



Proposes to build commuter rail project.

**Included in voter-approved Durham and Wake county plans*

CURRENT DURHAM COUNTY PLAN



Provides more and better bus service.



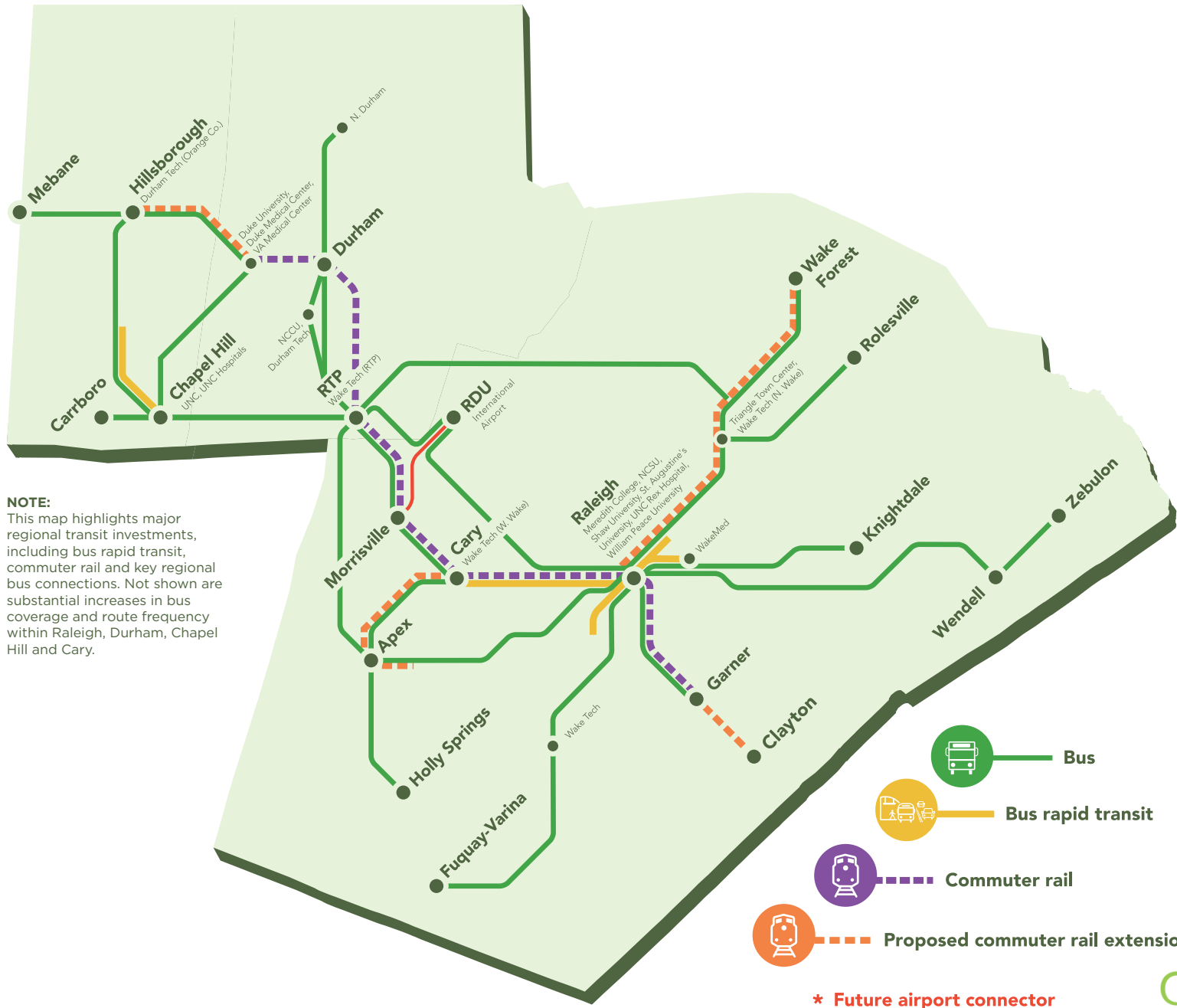
Improves stops and shelters.



Proposes to build commuter rail project.

**Included in voter-approved Durham and Wake county plans*

***The Durham County Transit Plan is being updated following the discontinuation of the light-rail project.**



WHAT IS COMMUTER RAIL TRANSIT?



SPECIALIZED VEHICLES

Passengers with disabilities can easily board customized commuter railcars that are level with station platforms. Onboard, railcars include comfortable seating, bathrooms, bicycle storage, electrical outlets and WiFi service for passengers.



SERVICE CHARACTERISTICS

Commuter rail serves longer-distance trips, typically transporting passengers 10 miles or more. Stations are located every few miles and service is typically more frequent during peak commuting times.



ENHANCED STATIONS

Commuter rail stations include large covered shelters, seating, and realtime train arrival information.



ENHANCED FARE COLLECTION SYSTEMS

Ticket vending machines located at each commuter rail station platform enable passengers to quickly buy and board. Passengers may also purchase, display and store commuter rail tickets on mobile devices.



STATION ACCESS

Commuter rail stations include onsite parking at some stations, as well as bicycle lockers, bike share stations and pick-up/drop-off zones for ride-hailing services. Buses can help connect passengers from commuter rail stations to their destinations.

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PROPOSED COMMUTER RAIL PROJECT



- The Commuter Rail Transit project, as originally included in the Wake and Durham county plans, would run 37 miles along the North Carolina Railroad Corridor between Garner and West Durham with stops at downtown Raleigh, N.C. State, Cary, Morrisville and Research Triangle Park.
- The original plans call for 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 20 weekday roundtrips.



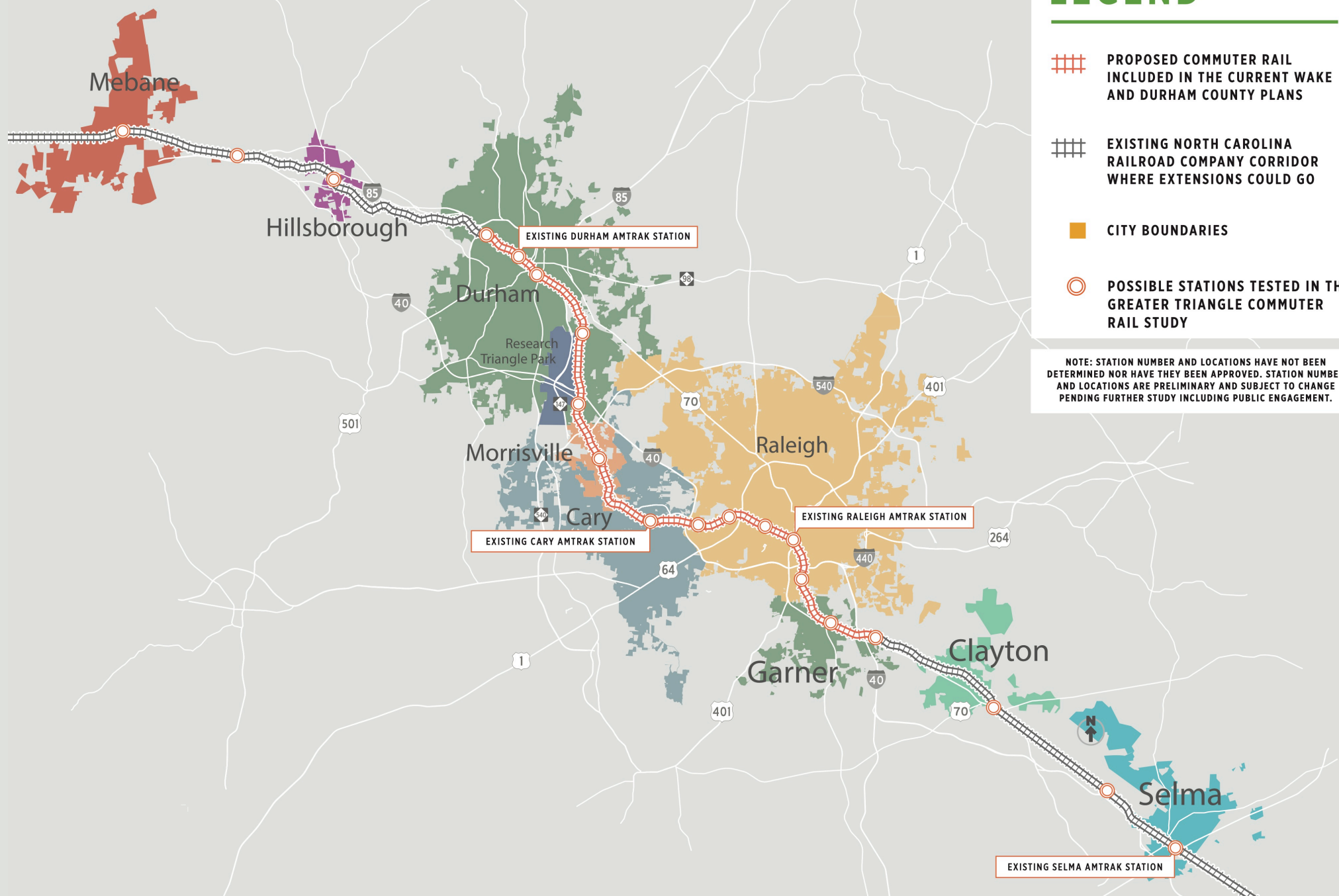
PROPOSED COMMUTER RAIL PROJECT

- Commuter rail would let people choose a trip with more reliable travel time without getting stuck in traffic.
- It would better connect people to more jobs, schools and health care and other opportunities throughout the Triangle.

LEGEND

-  PROPOSED COMMUTER RAIL INCLUDED IN THE CURRENT WAKE AND DURHAM COUNTY PLANS
-  EXISTING NORTH CAROLINA RAILROAD COMPANY CORRIDOR WHERE EXTENSIONS COULD GO
-  CITY BOUNDARIES
-  POSSIBLE STATIONS TESTED IN THE GREATER TRIANGLE COMMUTER RAIL STUDY

NOTE: STATION NUMBER AND LOCATIONS HAVE NOT BEEN DETERMINED NOR HAVE THEY BEEN APPROVED. STATION NUMBER AND LOCATIONS ARE PRELIMINARY AND SUBJECT TO CHANGE PENDING FURTHER STUDY INCLUDING PUBLIC ENGAGEMENT.



EXISTING RAIL CORRIDOR

- Owned by the North Carolina Railroad Company (NCRR)
- Operated and maintained by Norfolk Southern Railway, through a long-term lease with NCRR
- Shared by two types of trains today:
 - Freight: operated by Norfolk Southern and CSX
 - Amtrak Inter-City Passenger Rail: provides longer-distance connections between cities in North Carolina, as well as states to the north and south
- Commuter Rail would share tracks with both freight and Amtrak inter-city trains



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

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

WORK ON THE PROJECT TO DATE

- A project team that includes Durham County, Wake County, Orange County, Johnston County, CAMPO, DCHC, the North Carolina Railroad Company, NCDOT, the Research Triangle Foundation and GoTriangle is working together on preliminary feasibility studies.
- Through these studies, the team is trying to understand whether there is a viable commuter rail project to bring forward for public input and continued refinement and whether any scenario is likely to qualify for federal funding, which could fund up to 50 percent of the project.

PRELIMINARY STUDY RESULTS

One exploratory study, called the Major Investment Study, completed in May 2019 found:

- Taking a train between Durham and Garner would be faster and more reliable than driving or taking a bus.
- Commuter rail ridership in the Triangle would be consistent with that of similar systems across the country.
- Providing service every 30 minutes in peak periods and limited service midday and evenings would be the most productive scenario in terms of ridership of the ones studied.

PRELIMINARY STUDY RESULTS

- Another study, called the Greater Triangle Commuter Rail Study, further analyzed the viability of commuter rail in the corridor by also looking at the infrastructure, such as additional train tracks, needed to support the project and developing more detailed but very preliminary ridership projections and cost estimates.
- This information was needed to assess the project's potential eligibility for federal funding as well as to determine whether additional phases of study should be completed before deciding whether to design and build a commuter rail project.

PRELIMINARY STUDY FINDINGS

- At the request of neighboring counties and the NC Railroad, the Greater Triangle Commuter Rail Study also analyzed the feasibility of adding Johnston County/Selma and Orange County/Mebane to the originally proposed line. In all, eight route scenarios were evaluated.
- The study showed every scenario would require that at least 34 miles of new track be built in the corridor.
- It also showed that **at least two potential routes could score a medium in the federal process, which is necessary to proceed.** The rating is based on a project's local financial commitment, congestion relief and cost effectiveness, among other criteria.

Evaluated Eight Scenarios

End Points	Weekday Round Trips	Expected Federal Score	Range of Cap. Cost* [YOES\$]	O&M Cost [2019\$]	Weekday Ridership Range**
Durham-Garner	20	Medium	\$1.4B – \$1.8B	\$29M	7.5K – 10K
Durham-Garner	12	Weak Medium***	\$1.4B – \$1.8B	\$20M	5K – 7.5K
Durham-Garner	7	Weak Medium***	\$1.4B – \$1.7B	\$13M	4.5K – 6K
Mebane-Selma	20	Medium-Low	\$2.5B – \$3.2B	\$57M	8K – 11.5K
Mebane-Selma	12	Medium-Low	\$2.5B – \$3.2B	\$40M	6K – 9K
Mebane-Selma	7	Medium-Low	\$2.3B – \$3.1B	\$26M	5K – 7.5K
Hillsborough-Clayton	20	Weak Medium***	\$1.8B – \$2.4B	\$44M	8K – 11.5K
Durham-Clayton	20	Medium	\$1.6B – \$2.1B	\$37M	7.5K – 10K

To be eligible for federal funding, project must score a Medium rating

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

**Daily Ridership: Average of Current Year (2018) and Horizon Year Forecast (2040)

***Scenarios rated as “Weak Medium” are projected to score at the bottom of the medium range, meaning that a drop in any single sub-score could cause the project to be ineligible for funding

A GARNER-DURHAM ROUTE

- A Garner-West Durham route with eight trips in each direction during peak hours and two each during the midday and evening appears likely to score a medium in the federal funding process.
- The Garner-West Durham scenario, which could eventually carry an estimated 7,500 to 10,000 passengers a day, would cost approximately \$1.4 billion to \$1.8 billion to build and \$29 million a year to operate and maintain.

A CLAYTON-DURHAM ROUTE

- A Clayton-Durham route with eight trips in each direction during peak hours and two each during the midday and evening also appears likely to score a medium in the Federal funding process.
- The Clayton-Durham route would cost \$1.7 billion to \$2.1 billion to build and \$37 million a year to operate and maintain and is projected to carry a similar same range of passengers.
- Johnston County would decide whether to create a designated transit funding source to help pay for extending the project from Garner in Wake County into Clayton.

NEXT STEPS



In the coming weeks, the governmental entities with decision-making power will vote on whether the preliminary results warrant further study and whether to invest additional funds for the next phase of study, which will include engineering feasibility and railroad coordination.

NEXT PHASE WOULD INCLUDE:



- 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 PHASE WOULD INCLUDE:



- Project management partners including the counties developing and signing initial agreements with one another, the railroads, municipalities, metropolitan planning organizations and other key stakeholders to assign roles and responsibilities during the project's design phase.



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Questions and Comments