

Greater Triangle Commuter Rail Feasibility Study Results

GOTRIANGLE

Study Partners

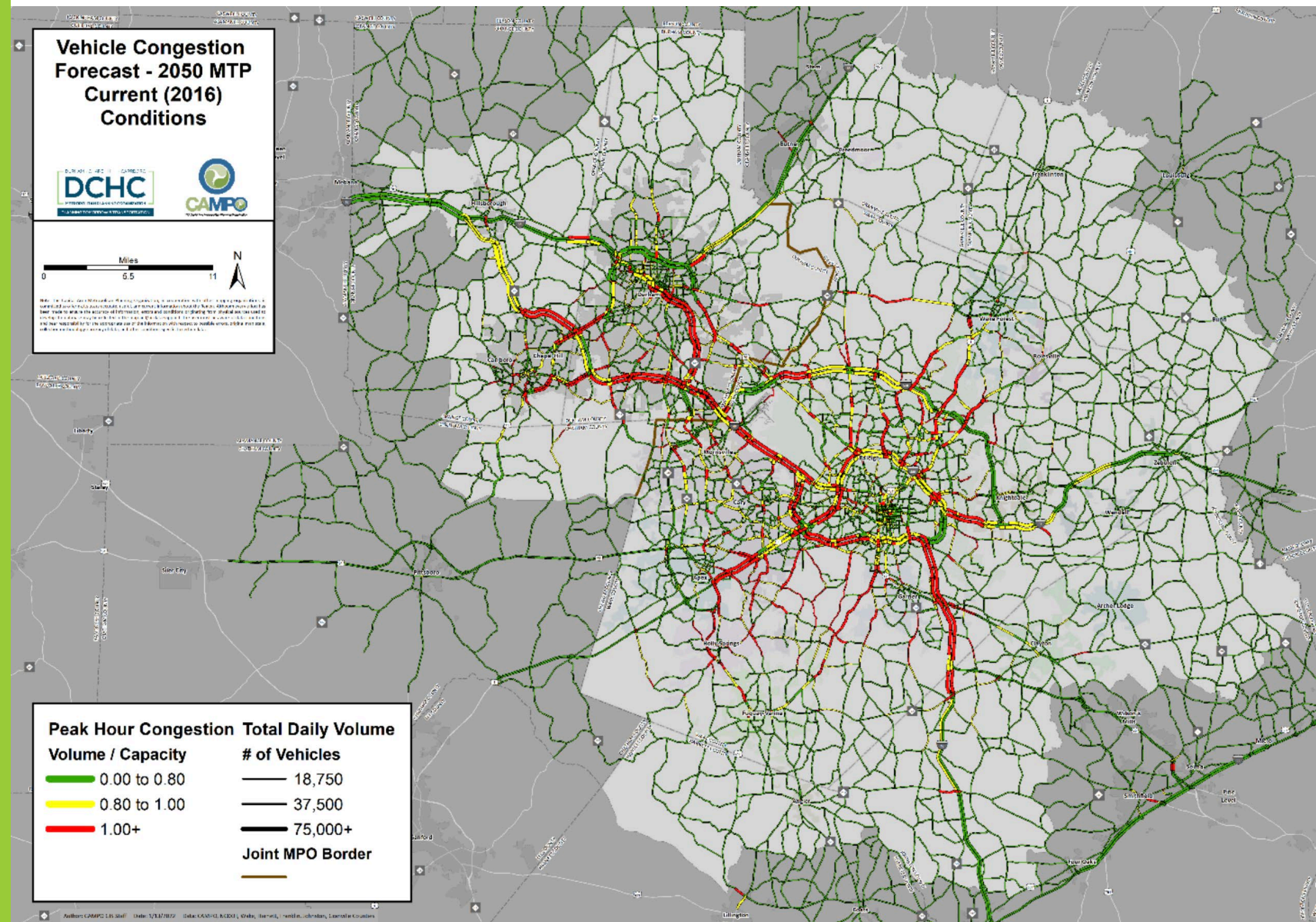


Current Population, Vehicle Ownership, and Congestion

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)

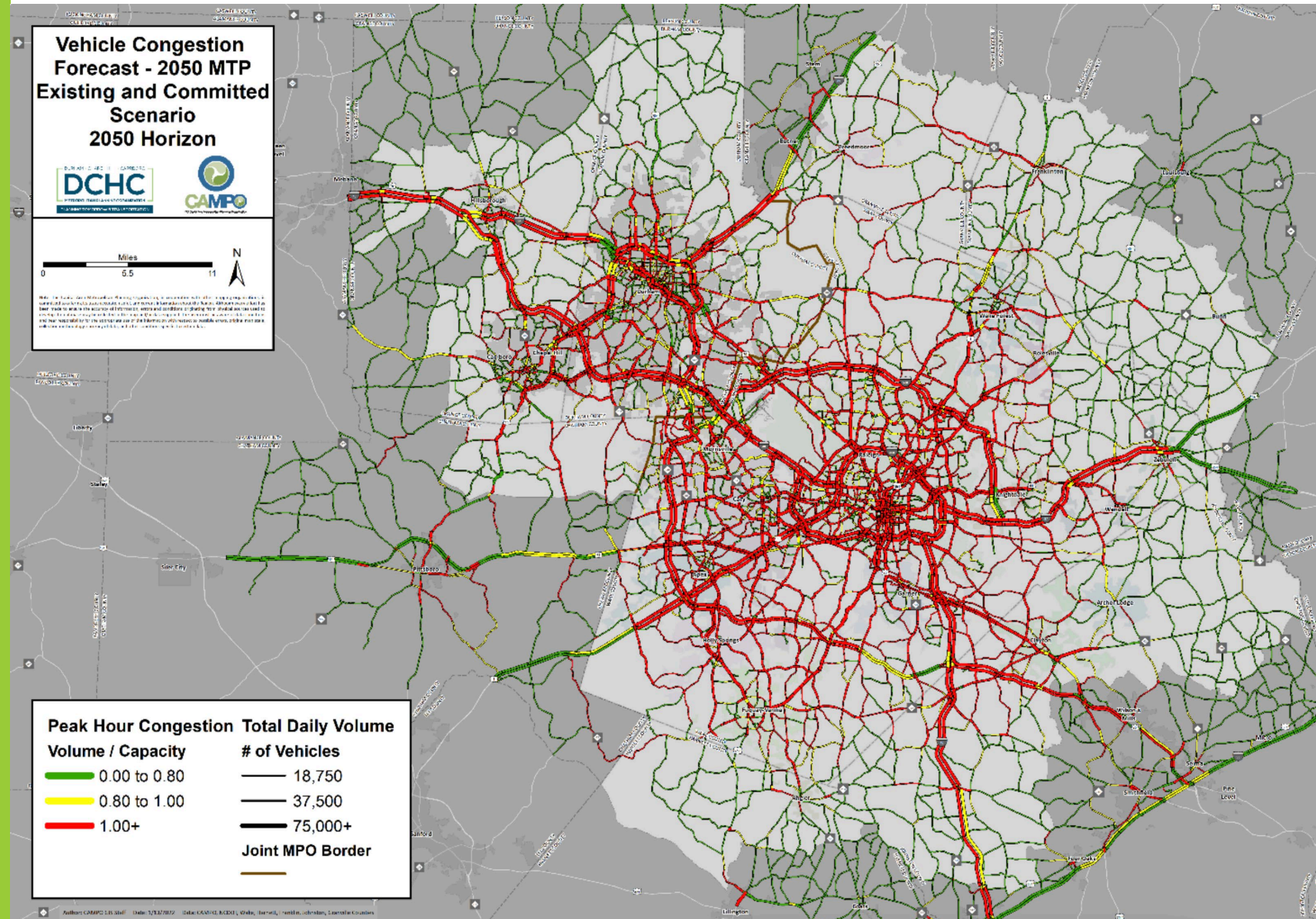


2050 Population, Vehicle Ownership, and Congestion

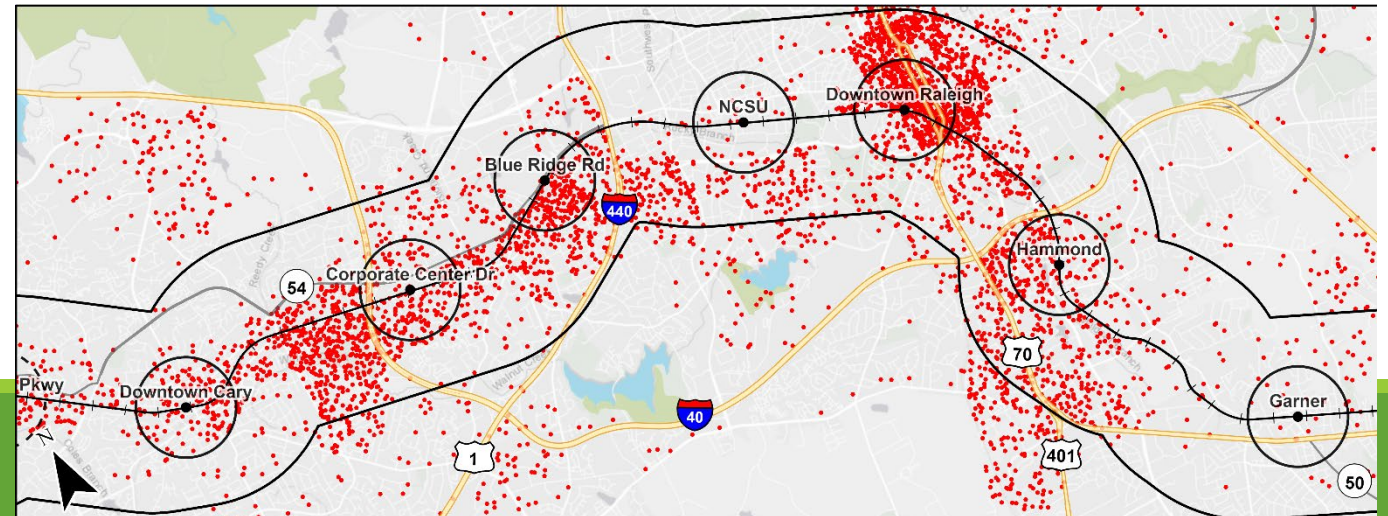
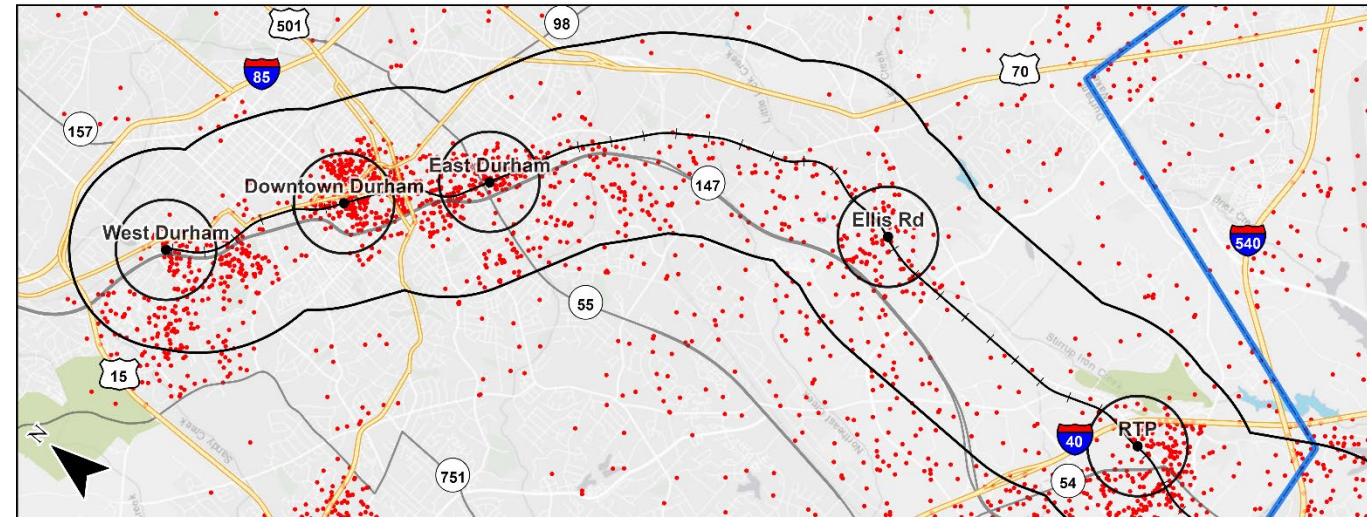
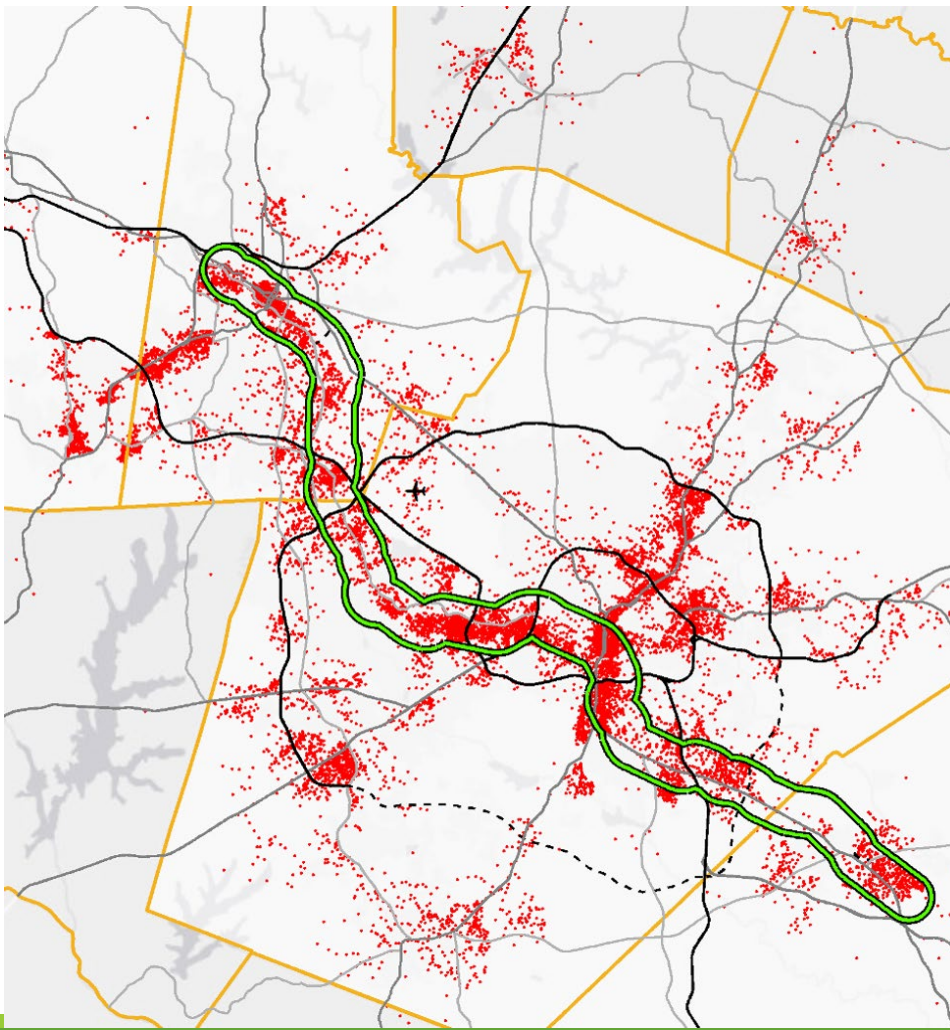
The region's population is projected to grow to over 3 million people by 2050.

The region's population is projected to own around 2.3 million vehicles by 2050.

Source: Triangle Regional Model (ITRE)



2020-2050 Job Growth; 1 Dot = 50 Jobs

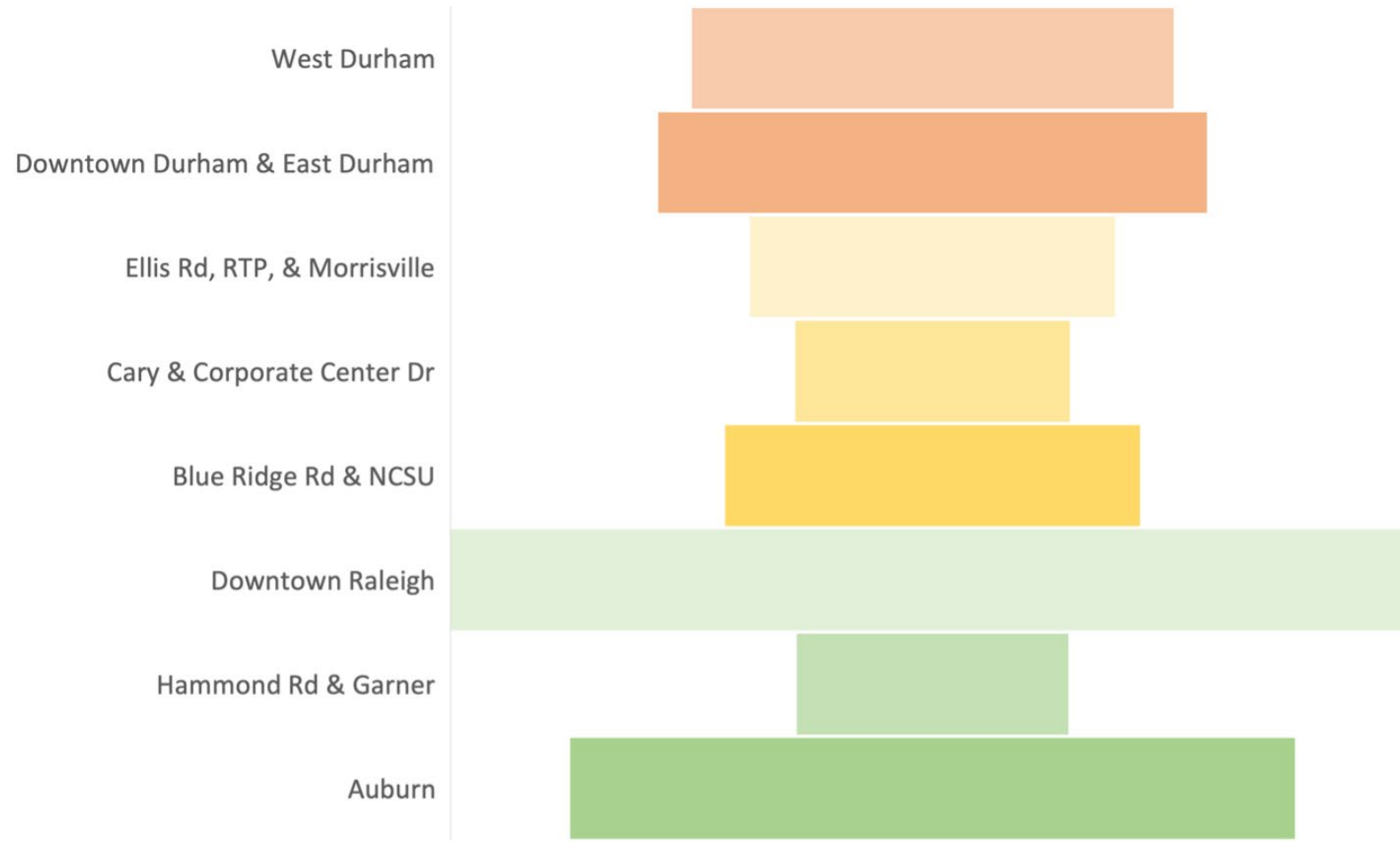


Job Growth 2020 - 2050

The region will grow by more than 800,000 new jobs by 2050.
350,000 of those jobs will be near the commuter rail corridor.
The largest cluster of growth will occur in downtown Raleigh.

Source: 2050 MTP / TJCOC Opportunity Analysis

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



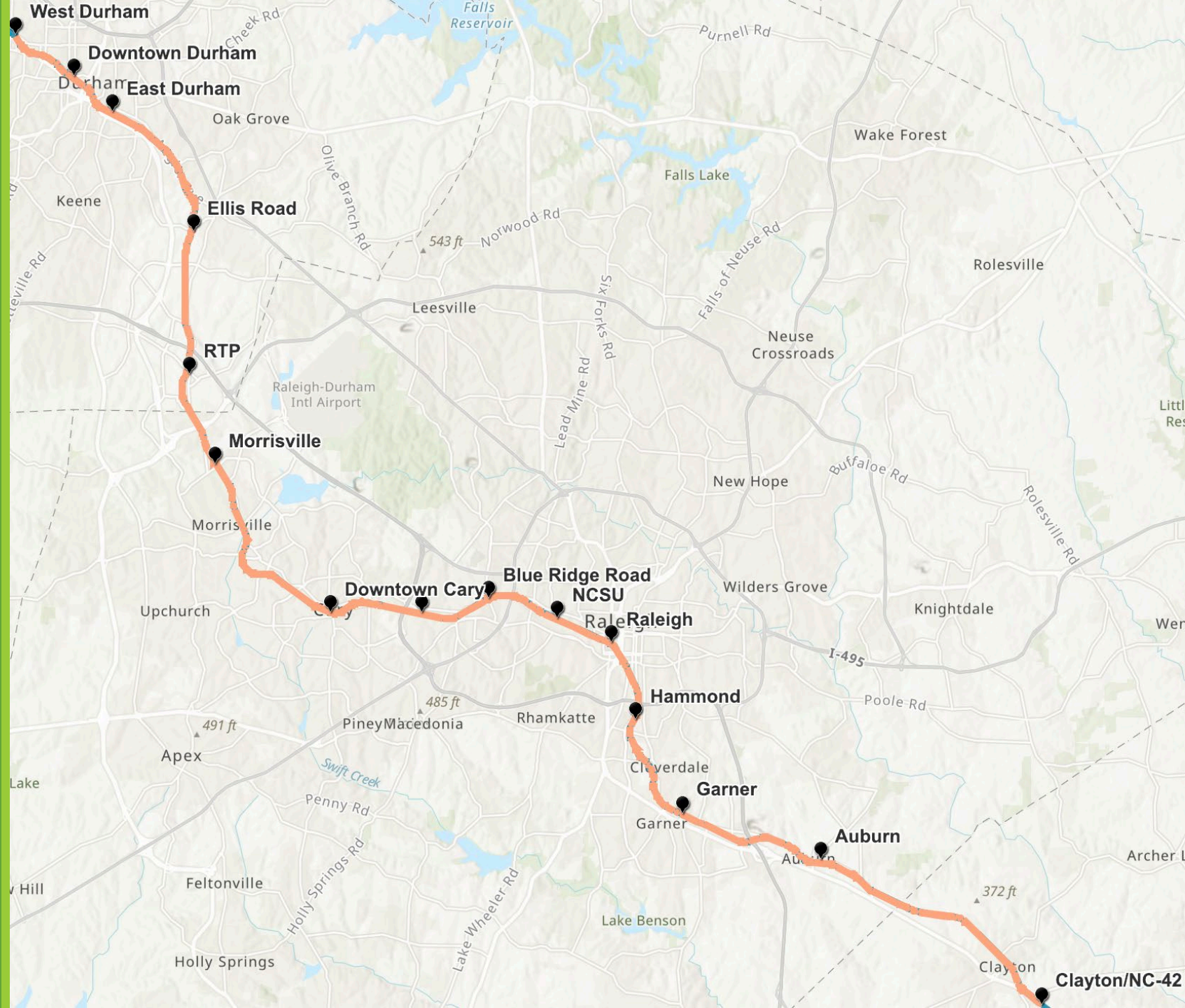
Updated Estimates

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

\$42 million / year to operate & maintain.

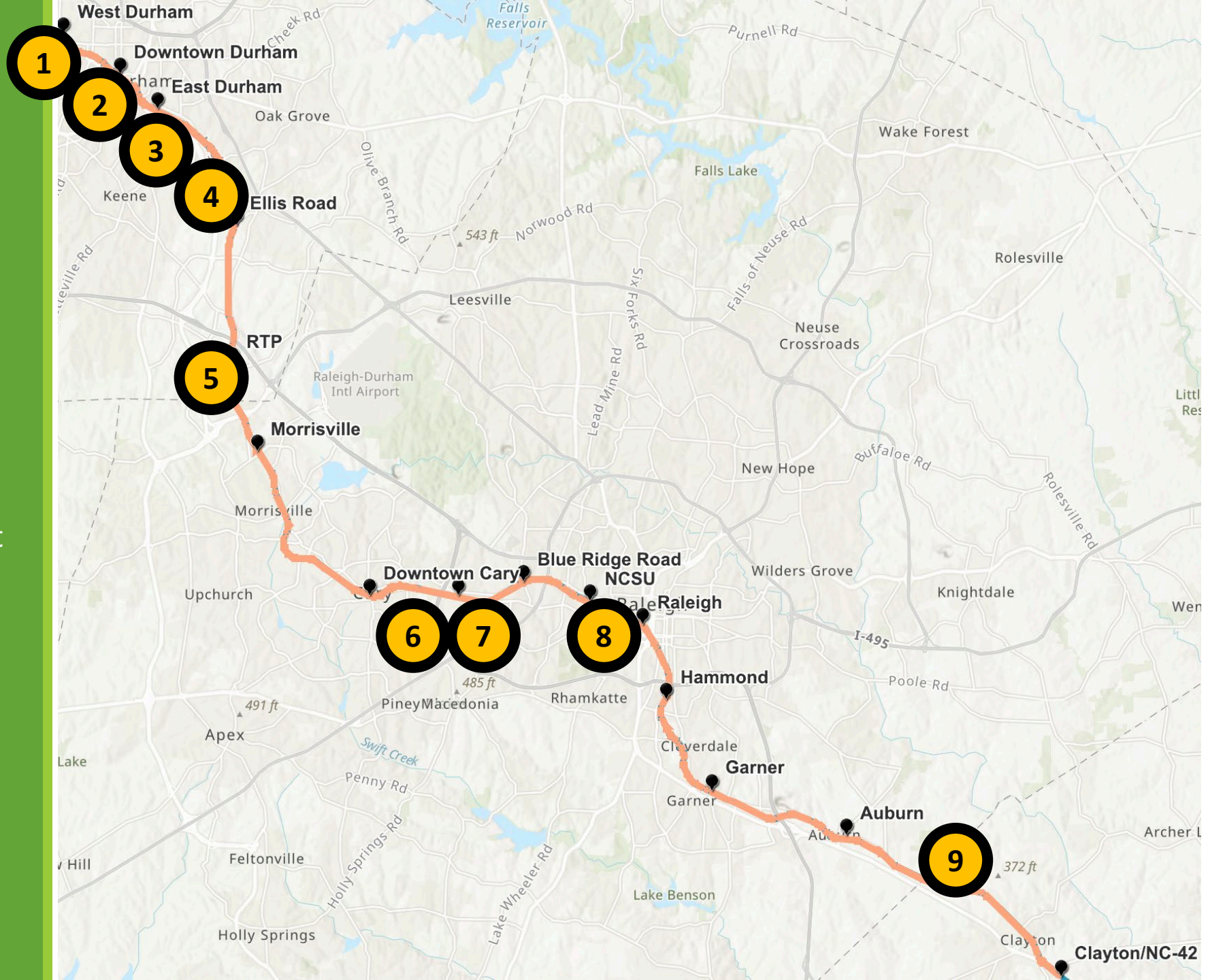
12,000 - 18,000 daily boardings by 2040.

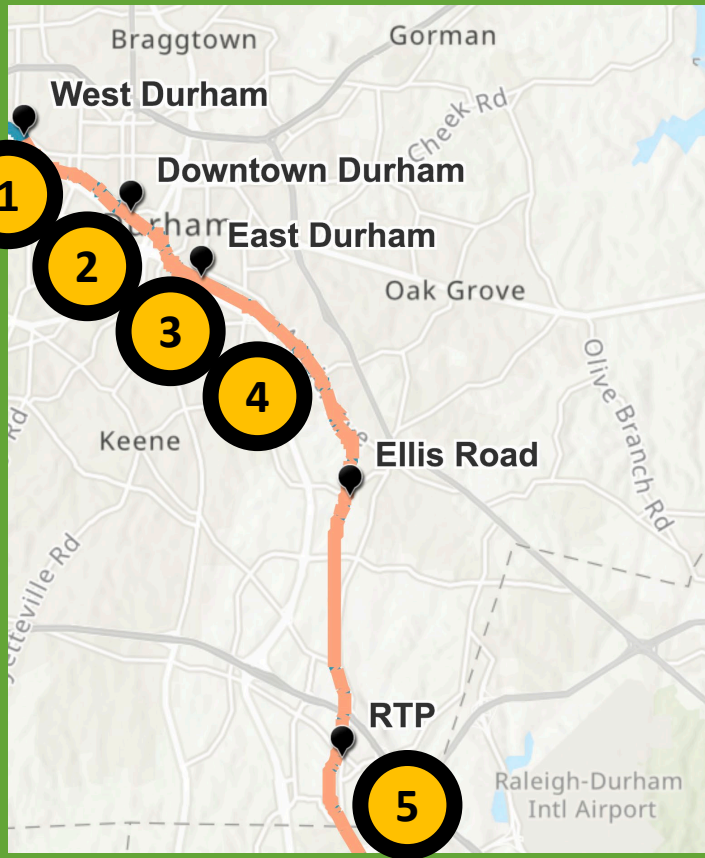
Start of service between 2033 and 2035.



Challenges

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





1

Railroad capacity modeling identified a need for about 3 miles of additional double track west of the West Durham Station to alleviate conflicts between freight and passenger trains through central Durham.

2

Feasible solutions for adding a second track at grade through central Durham were identified, but it will take more time to obtain consensus on what design is preferred.

3

The East Durham Station would require closing Plum Street. To move forward, the City must decide whether to close Plum Street to implement the station, or to eliminate this station from the plan.

4

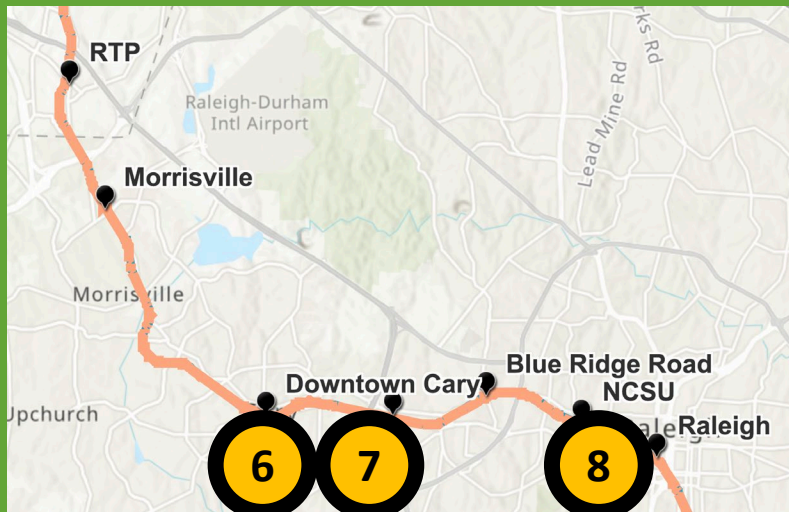
Railroad capacity modeling identified the need for a third track through the east Durham freight yard area. Adding this track would require closing Driver Street. To avoid the closure, railroad partners could accept an alternative design.

5

To move forward, the location of the RTP Station either north or south of NC 54 must be confirmed.

The study found that implementation challenges were the most significant in Durham.

The increased cost of the project exceeds the available funding identified for commuter rail implementation in the Wake Transit Plan and draft Durham Transit Plan. Availability of federal funding is uncertain. To implement the full project, additional funding must be identified.



The central portion of the corridor requires significant coordination to align requirements of multiple host railroads and align schedules of several planned projects.

6

To implement the project, the Cary Amtrak Station must be relocated west of Harrison Avenue as planned in the Town of Cary’s Downtown Cary Multi-modal Center project. There is not currently a schedule for the rail station relocation component of that project, and it will require approval of Amtrak, Norfolk Southern, NCRR, and other parties.

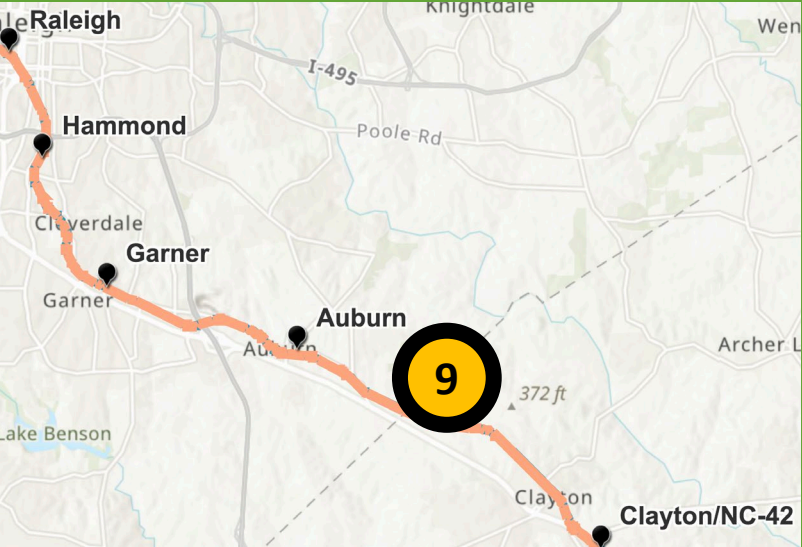
7

There are multiple planned grade separations in this area, including E Maynard Road, Trinity Road, and McCrimmon Parkway. The estimated cost of these projects is around \$200M, and it may be necessary to build them prior to commuter rail implementation. The timing of these projects creates a significant coordination challenge that may result in the cost accruing to the commuter rail project if it moves forward prior to the state building the grade separations as standalone improvements.

8

West of Raleigh Union Station, there are known railroad capacity and coordination challenges between Norfolk Southern and CSX freight trains, Piedmont passenger trains, and long-distance Amtrak trains. Complex agreements will be required to implement service in this area.

The increased cost of the project exceeds the available funding identified for commuter rail implementation in the Wake Transit Plan and draft Durham Transit Plan. Availability of federal funding is uncertain. To implement the full project, additional funding must be identified.



9

Minimal additional infrastructure was identified as being necessary to extend limited service to Clayton. However, to move forward with the project in Johnston County, funding would need to be identified.

The feasibility study identified fewer challenges east of Raleigh Union Station, particularly in the southeast Wake portion of the corridor.

The increased cost of the project exceeds the available funding identified for commuter rail implementation in the Wake Transit Plan and draft Durham Transit Plan. Availability of federal funding is uncertain. To implement the full project, additional funding must be identified.

[ADVANCED APPROPRIATIONS]

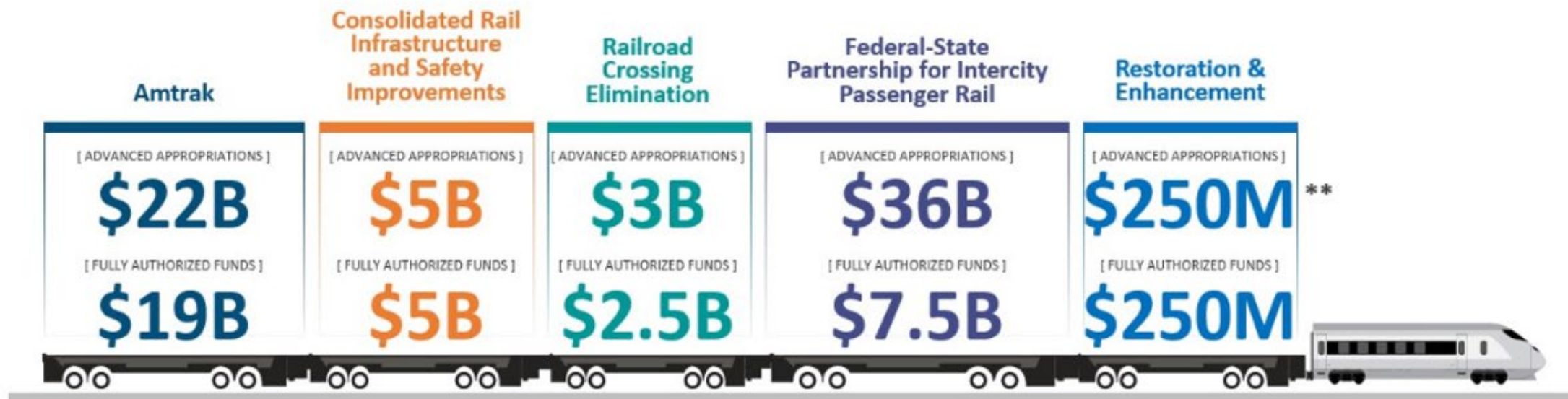
From FY22-FY26

\$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.