

## Commuter Rail Open House: Meeting and Outreach Summary

Preliminary study results are in for the proposed Triangle Commuter Rail Line. To give the public an opportunity to better understand these preliminary results and learn more about Commuter Rail, GoTriangle scheduled an information open house for **Saturday Feb. 22** from **9 -11 a.m.** at the **Durham County Health and Human Services Building (414 E. Main St., Durham, NC)**.

### Stakeholders

- **Who is the target audience?**
  - Residents and community members of Wake and Durham Counties
  - Regional stakeholders
- **What is the impact on the target audience?**
  - The latest study provides context for the likelihood of federal funding being available for Commuter Rail Transit. It is important to communicate this to the public given the potential impacts that the project will have on the region and each counties' funding capacity for other investments.
  - It is important to note that all estimates from the initial studies are preliminary and likely will change after additional study and any early engineering work.

### The Approach

To promote awareness of Commuter Rail Transit and the upcoming Commuter Rail Open House, the Public Engagement team developed an authentic approach to public outreach and communications. The goals of our outreach efforts were:

- To promote awareness of Commuter Rail Transit and the Commuter Rail Open House.
- To educate the public on recent project developments and next steps.
- To actively engage the community in the public input and decision-making process.

Our team accomplished these goals by using a mixed-method approach including presentations, pop-ups at community events and transit centers, and communication strategies such as social media posts, email blasts and website updates. We have actively incorporated Commuter Rail information into ongoing community touchpoints following the release of the results from the Greater Triangle Commuter Rail Study in December of 2019.

We uploaded a variety of Commuter Rail resources online at [gotriangle.org/commuter-rail](https://gotriangle.org/commuter-rail) and [goforwardnc.org/project/commuter-rail](https://goforwardnc.org/project/commuter-rail) prior to the open house so those unable to attend would have equal access to the information presented at the open house. These resources include informational slides, social media graphics and a news release. These items are attached at the end of this document.

In an effort to maintain our commitment to equity and inclusion, our team leveraged existing relationships with Spanish-speaking media outlets and community groups to ensure that the information shared was culturally competent and reached a diverse audience. Community stakeholder groups such as the GoTriangle Transit Advisory Committee, GoTriangle/GoDurham GoCrew Ambassadors, and Engage

Durham were engaged to promote awareness of Commuter Rail Transit. In addition, the open house flyer, commuter rail informational slides and news release were available in both English and Spanish to better engage the Latinx community.

## Timeline

The Public Engagement team conducted outreach for the Commuter Rail Open House from [Jan. 30, 2020](#), up until the open house on [Feb. 22, 2020](#).

## Outreach Overview

Through our mix-method approach, we were able to increase awareness of Commuter Rail and engage the community in a meaningful and authentic way. Collectively there were:

- 26 Communication Pushes
- 7 Presentations
- 4 Announcements
- 4 Pop-Ups
- Over 12,056 People Engaged In-Person and Online

The table below includes a detailed summary of all engagement efforts. Links to each social media post and email blast are also included.

| Event/Description                                                                 | Date    | Category       | # Reached         |
|-----------------------------------------------------------------------------------|---------|----------------|-------------------|
| Email Blast: GoForward List ( <a href="#">View Here</a> )                         | 1/30/20 | Communications | 2,719 subscribers |
| Email Blast: Wake Community Contacts ( <a href="#">View Here</a> )                | 1/30/20 | Communications | 81 subscribers    |
| Email Blast: Wake Elected Officials ( <a href="#">View Here</a> )                 | 1/30/20 | Communications | 18 subscribers    |
| Email Blast: Durham/Orange Community Contacts ( <a href="#">View Here</a> )       | 1/30/20 | Communications | 101 subscribers   |
| Email Blast: Durham/Orange County Elected Officials ( <a href="#">View Here</a> ) | 1/30/20 | Communications | 102 subscribers   |
| Email Blast: Transit Advisory Committee ( <a href="#">View Here</a> )             | 1/30/20 | Communications | 32 Subscribers    |
| Raleigh/Wake Partnership to End Homelessness                                      | 2/6/20  | Presentation   | 25                |
| Durham PAC 3                                                                      | 2/8/20  | Announcement   | 50                |
| Durham PAC 4                                                                      | 2/8/20  | Announcement   | 50                |
| Knightdale Cupid Run                                                              | 2/8/20  | Pop-Up         | 100               |
| Durham PAC 2 (Email)                                                              | 2/10/20 | Communications | -                 |
| Durham PAC 1 (Email)                                                              | 2/10/20 | Communications | -                 |
| Mayor's Committee for Persons with Disabilities                                   | 2/11/20 | Pop-Up         | 25                |
| GoTriangle Transit Advisory Committee Meeting                                     | 2/12/20 | Announcement   | 3                 |
| News Release: Que Pasa Media                                                      | 2/13/20 | Communications | -                 |
| News Release: La Noticia                                                          | 2/13/20 | Communications | -                 |
| News Release: La Conexion                                                         | 2/13/20 | Communications | -                 |
| Raleigh/Wake Partnership to End Homelessness                                      | 2/13/20 | Presentation   | 25                |
| GoDurham Station                                                                  | 2/14/20 | Pop-Up         | 50                |
| GoCrew Ambassador Meeting                                                         | 2/15/20 | Announcement   | 15                |
| Facebook Post: Afternoon ( <a href="#">View Here</a> )                            | 2/18/20 | Communications | 3,496 followers   |
| Twitter Post: Afternoon ( <a href="#">View Here</a> )                             | 2/18/20 | Communications | 5,014 followers   |

|                                                                                   |         |                |                   |
|-----------------------------------------------------------------------------------|---------|----------------|-------------------|
| Twitter Post: Evening ( <a href="#">View Here</a> )                               | 2/18/20 | Communications | 5,014 followers   |
| League of Women Voters                                                            | 2/18/20 | Presentation   | 20                |
| Step Up Raleigh Staff Meeting                                                     | 2/18/20 | Presentation   | 15                |
| Crosby-Garfield Advocacy Group                                                    | 2/18/20 | Presentation   | 20                |
| Email Blast: GoForward List ( <a href="#">View Here</a> )                         | 2/19/20 | Communications | 2,719 subscribers |
| Email Blast: Wake Community Contacts ( <a href="#">View Here</a> )                | 2/19/20 | Communications | 81 subscribers    |
| Email Blast: Wake Elected Officials ( <a href="#">View Here</a> )                 | 2/19/20 | Communications | 18 subscribers    |
| Email Blast: Durham/Orange Community Contacts ( <a href="#">View Here</a> )       | 2/19/20 | Communications | 101 subscribers   |
| Email Blast: Durham/Orange County Elected Officials ( <a href="#">View Here</a> ) | 2/19/20 | Communications | 102 subscribers   |
| Email Blast: Transit Advisory Committee ( <a href="#">View Here</a> )             | 2/19/20 | Communications | 32 Subscribers    |
| Twitter Post: Morning ( <a href="#">View Here</a> )                               | 2/19/20 | Communications | 5,014 followers   |
| Twitter Post: Afternoon ( <a href="#">View Here</a> )                             | 2/19/20 | Communications | 5,014 followers   |
| Step Up Raleigh ENER-G Program                                                    | 2/19/20 | Pop-Up         | 10                |
| Facebook Post: Morning ( <a href="#">View Here</a> )                              | 2/20/20 | Communications | 3,496 followers   |
| Twitter Post: Evening ( <a href="#">View Here</a> )                               | 2/20/20 | Communications | 5,014 followers   |
| US Committee on Refugees & Immigrants                                             | 2/20/20 | Presentation   | 25                |
| GoDurham Station                                                                  | 2/21/20 | Pop-Up         | 60                |
| Twitter Post: Evening ( <a href="#">View Here</a> )                               | 2/21/20 | Communications | 5,014 followers   |
| Twitter Post: Morning ( <a href="#">View Here</a> )                               | 2/21/20 | Communications | 5,014 followers   |

## Open House Results

In total, **43 community members** attended the information session on Saturday February 22 and we collected **fourteen comments**. The following general themes emerged from the feedback we received:

- **Excitement and support:** **Six comments** expressed excitement for the future of the project and the desire for enhanced regional transit options.
- **Interest in detailed information:** **Nine comments** detailed interest in more specific project details such as stops, platform design, hours of operation, fares and connection points to local service.
- **Concern for project risks:** **Seven comments** expressed concern for project risks, particularly the impact of large stakeholders on the success of the project, and our plan to mitigate risks earlier in the process.

## Next Steps

- **Review Comments:** The meeting was held during the public comment period for proposed amendments to the FY20 Durham Work Plan, which includes an amendment to allocate additional funds to future Commuter Rail Studies. As such, the comments will be sent to Aaron Cain at DCHC, who will compile the comments and include them in the project submission that will be reviewed by Durham County Commissioners, the DCHC Board, and the GoTriangle Board. Staff also provided Aaron Cain's email address for attendees that preferred not to leave a written comment.

- **Continued Public Engagement:** The GoTriangle Public Engagement team will continue to engage the community on Commuter Rail as we move into the next phases of project development. We will work with GoTriangle staff, the CRT project team and key stakeholders to ensure we provide the community with timely access to information and engage the community at critical points in the project development process.

## Attachments

1. Commuter Rail Open House Flyer (English)
2. Commuter Rail Open House Flyer (Spanish)
3. Commuter Rail Social Media Graphics
4. Commuter Rail News Release (English)
5. Commuter Rail News Release (Spanish)
6. Commuter Rail Information Slides

Attachments 1-2:  
Commuter Rail Open House Flyer (English)  
Commuter Rail Open House (Spanish)

# PRELIMINARY STUDY RESULTS ARE IN FOR THE PROPOSED TRIANGLE COMMUTER RAIL LINE!

As proposed in the current Wake and Durham county transit plans, a commuter rail line would run 37 miles along the North Carolina Railroad Corridor between Garner and West Durham. The original plans call for stops at downtown Raleigh, N.C. State, Cary, Morrisville and Research Triangle Park along the way.

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Information is available online at  
[goforwardnc.org/project/commuter-rail/](http://goforwardnc.org/project/commuter-rail/).

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To give the public an opportunity to ask questions about these preliminary results, an informational open house has been scheduled:

**SATURDAY, FEB. 22, 9 TO 11 A.M.**

DURHAM COUNTY HEALTH AND HUMAN SERVICES BUILDING, 414 E. MAIN ST., DURHAM, NC



# ¡ESTÁN LISTOS LOS RESULTADOS DEL ESTUDIO PRELIMINAR PARA LA PROPUESTA DE LA LÍNEA DE TREN SUBURBANO DEL TRIÁNGULO!

Como se propuso en los planes de tránsito de los condados de Wake y de Durham, una línea de tren suburbano correría 37 millas a lo largo del Corredor Ferroviario de Carolina del Norte entre Garner y West Durham. Los planes originales prevén estaciones en el centro de Raleigh, Carolina del Norte, Cary, Morrisville y Research Triangle Park en la ruta.

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La información está disponible en línea en  
[goforwardnc.org/project/commuter-rail/](http://goforwardnc.org/project/commuter-rail/)

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Se ha programado una reunión informativa para dar al público la oportunidad de hacer preguntas sobre estos resultados preliminares:

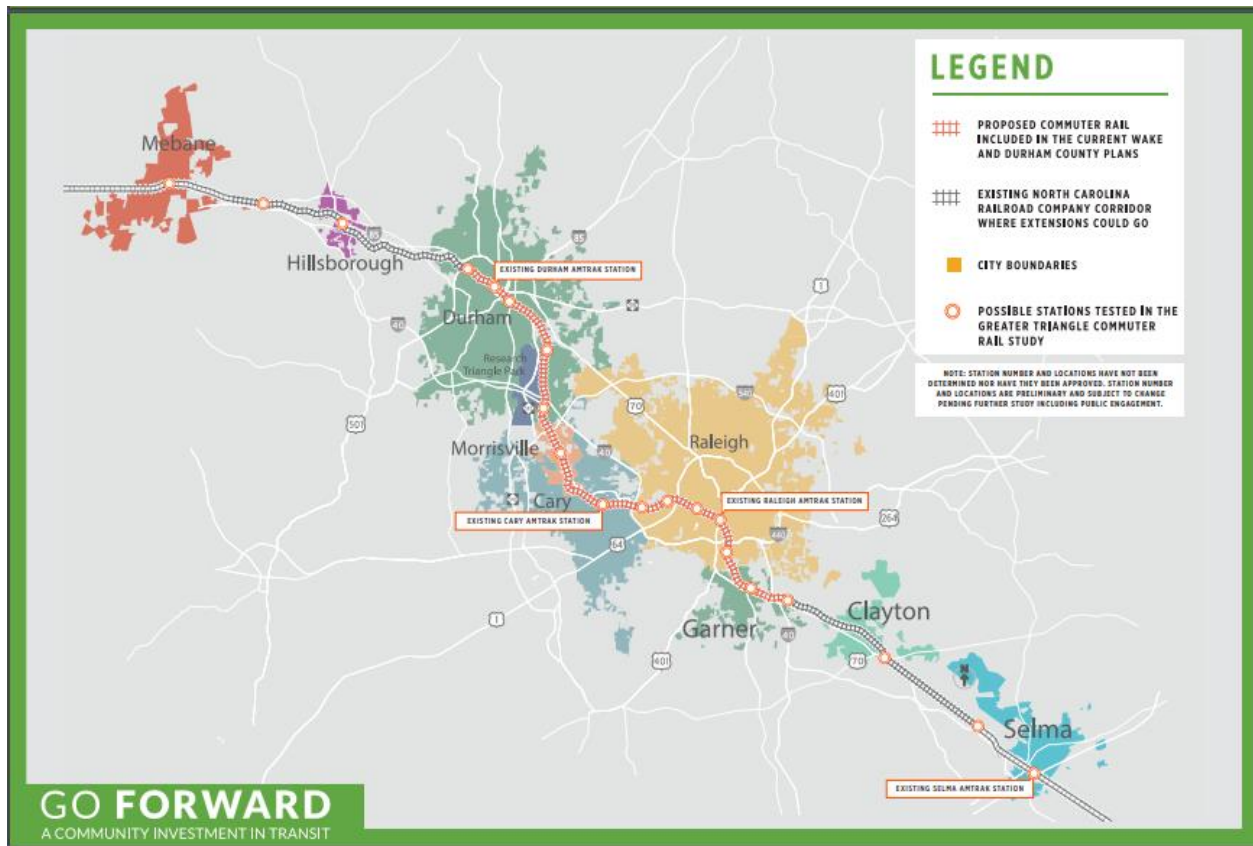
**SÁBADO, 22 DE FEBRERO DE 9 A 11 A.M.**

EN EL EDIFICIO DE SALUD Y SERVICIOS HUMANOS DEL CONDADO DE DURHAM, 414 E. MAIN ST., DURHAM, NC



## Attachment 3: Commuter Rail Social Media Graphics





**GO FORWARD**  
A COMMUNITY INVESTMENT IN TRANSIT

# COMMUTER RAIL UPDATE

## SATURDAY, FEB. 22 | 9-11 A.M.

DURHAM COUNTY HEALTH AND HUMAN SERVICES BUILDING, 414 E. MAIN ST., DURHAM, NC

## 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.

## GO FORWARD

A COMMUNITY INVESTMENT IN TRANSIT

### 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.

### DURHAM COUNTY TRANSIT 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.



**GoTriangle**  @GoTriangle · Feb 21



Preliminary study results are in for the 37-mile commuter rail line included in both [@WakeGOV](#) and [@DurhamCounty](#) transit plans. Check out a news release, PowerPoint and other informational materials at [goforwardnc.org/project/commut....](https://goforwardnc.org/project/commut....) Or view the same information at a meeting TOMORROW.

GO FORWARD

A COMMUNITY INVESTMENT IN TRANSIT

## COMMUTER RAIL UPDATE

### SATURDAY, FEB. 22 | 9-11 A.M.

DURHAM COUNTY HEALTH AND HUMAN SERVICES BUILDING, 414 E. MAIN ST., DURHAM, NC

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**GoTriangle** @GoTriangle · Feb 18

Early study results are in for the commuter rail line in Wake and Durham transit plans. Find a news release and other informational materials at [goforwardnc.org/project/commut....](https://goforwardnc.org/project/commut...) Or view the same information: Saturday, Feb. 22, 9 to 11 a.m.  
Durham HHS Building, 414 E. Main St., Durham



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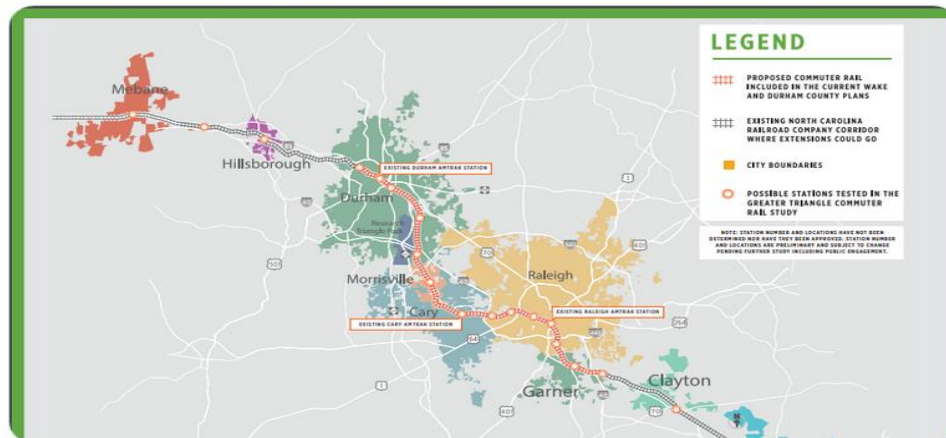
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**GoTriangle** @GoTriangle · Feb 19

Seen the early study results for the commuter rail line in Wake and Durham transit plans? Find a news release, other informational materials at [goforwardnc.org/project/commut....](https://goforwardnc.org/project/commut...) Or view the same information: Saturday, Feb. 22, 9 to 11 a.m.  
Durham HHS Building, 414 E. Main St., Durham



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## Attachments 4-5

Commuter Rail News Release (English)

Commuter Rail News Release (Spanish)



Jan 30, 2020

## **Early studies indicate Triangle commuter rail line a potentially viable project**

Early studies needed to understand whether the commuter rail project that Wake and Durham counties have included in their transit plans would be feasible show that two route scenarios of the eight studied likely would qualify for the federal funding needed to complete the project.

**Research Triangle Park, NC (Jan. 29, 2020)** – Early studies needed to understand whether the commuter rail project that Wake and Durham counties have included in their transit plans would be feasible show that two route scenarios of the eight studied likely would qualify for the federal funding needed to complete the project.

An exploratory study, known as the [Major Investment Study](#), was authorized by the two counties and completed in May 2019. The study looked at the people, homes and businesses along the corridor and evaluated environmental factors that could affect the project. Among the preliminary findings of the MIS:

- 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.

A later 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.

At the request of neighboring counties and the North Carolina Railroad Company, that study, completed in January, also analyzed the feasibility of adding Johnston County/Selma and Orange County/Mebane to the commuter rail line originally proposed to run 37 miles along the North Carolina Railroad Corridor between Garner and West Durham. The original plans call for stops at downtown Raleigh, N.C. State, Cary, Morrisville and Research Triangle Park along the way.

As the Triangle continues to grow by more than 80 people a day, voters in Wake, Durham and Orange counties all have passed half-cent sales taxes to invest in transit improvements. The proposed Durham-Wake commuter rail project is just one part of a community effort to create a unified transit network that makes it easier for residents to access jobs, education and health care across the region. The counties also are adding more buses that go more places more often, more bus stops and transfer facilities and bus rapid transit projects, among other improvements.

“Today, if you try to commute between Garner and RTP or maybe between Durham and Cary, it might take you less than 30 minutes and other times can be more than 50 minutes of aggravation, and it’s only going to get worse,” says Sig Hutchinson, member of the Wake County Board of Commissioners. “Commuter rail would offer our residents a chance to relax or work in comfort while they get to key destinations in the same amount of time every time.”

### **The next steps: more study, public engagement, risk assessment**

The next step is for county officials to decide whether the preliminary results warrant further study and whether to amend transit plan budgets to add up to \$9 million for the next phase.

The 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 needed railroad infrastructure improvements and construction.
- Further evaluation of potential risks to the project and their potential solutions.

During this additional phase of study, project management partners including the counties also would develop and sign 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.

These agreements would focus on cost-sharing; on concept details such as how many tracks are needed, where stations might go and where park-and-rides and a maintenance facility might be located; and on working out details with authorities that have jurisdiction over portions of the project on how the parties intend to work with each other going forward.

Information about the two studies is being presented to governmental bodies in public board meetings throughout February and is available [here](#). To give the public an opportunity to ask questions about these preliminary results, an informational open house has been scheduled:

- **WHEN:** Saturday, Feb. 22, 9 to 11 a.m.
- **WHERE:** Durham County Health and Human Services Building, 414 E. Main St., Durham, NC

“Before a major capital project like this can proceed, we need to assess whether the potential benefits are worth the larger investment,” says Wendy Jacobs, chairwoman of the Durham County Board of Commissioners. “We now have preliminary findings that show commuter rail would be faster than driving while also expanding residents’ transportation access to jobs and that we have scenarios that could qualify for federal funds. We want to make sure residents are informed about where we are in this process with this potential investment and proposed next steps.”

### **The two routes likely to qualify for federal funds**

The Federal Transit Administration evaluates a transit project on local financial commitment, mobility improvements, environmental benefits, congestion relief, cost effectiveness, potential for economic development and existing land use, and an overall rating of medium is needed to receive a federal grant, which could fund up to 50 percent of the project.

Initially, six commuter rail scenarios were studied, and preliminary results in December showed that a route running 40 times a day (20 round trips) between Garner and West Durham would be most likely to qualify for federal funding. Additional study results received Jan. 8, 2020, show that a route between Durham and Clayton in Johnston County with 40 weekday trips (20 round trips) also likely would meet the federal criteria. 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.

### **A look at preliminary numbers**

The Garner-Durham route and the Clayton-Durham route with eight trips in each direction during peak hours and two each during the midday and evening were the only scenarios that appear likely to score a medium. The Garner-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. 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 range of passengers.

By comparison, stretching the route from Mebane to Selma with the same number of trips would cost approximately \$2.5 billion to \$3.2 billion to build and \$57 million a year to operate and maintain while eventually carrying an estimated 8,000 to 11,500 daily passengers.

It is important to note that all estimates from the initial studies are preliminary and likely would change after additional study and any early engineering work.

The studies also have indicated that any viable commuter rail project running in the existing NC Railroad corridor would require the construction of at least 34 miles of new parallel track depending on the number of new daily trains. Future analyses, in coordination with the North Carolina Railroad Company and the operating railroads in the corridor, would further refine capital requirements for adding tracks, bridges and other infrastructure.

A team of project management partners including representatives from North Carolina Railroad Company, NCDOT, the Research Triangle Foundation, four counties and two metropolitan planning organizations in the corridor has been meeting regularly to review and discuss study findings and opportunities for the commuter rail project.

Presuming the commuter rail project advances, the public will be heavily involved in reviewing findings and providing feedback to help shape the future of commuter rail in the region.

Find more information about transit plans in Wake, Orange and Durham counties at [goforwardnc.org](http://goforwardnc.org).

30 de enero de 2020

## Los primeros estudios indican que la línea de tren suburbano del Triángulo es un proyecto potencialmente viable

Los primeros estudios debían comprender si sería factible el proyecto de tren suburbano que los condados de Wake y Durham han incluido en sus planes de tránsito, y demostrar que dos escenarios de rutas de los ocho estudiados probablemente reunirían los requisitos para obtener la financiación federal necesaria para completar el proyecto.

**Research Triangle Park, NC (29 de enero de 2020)** – Los primeros estudios debían comprender si sería factible el proyecto de tren suburbano que los condados de Wake y Durham han incluido en sus planes de tránsito, y demostrar que dos escenarios de rutas de los ocho estudiados probablemente reunirían los requisitos para obtener la financiación federal necesaria para completar el proyecto.

Los dos condados autorizaron un estudio de exploración, conocido como el [Major Investment Study](#) (Estudio de Inversión Principal) que se concluyó en mayo de 2019. El estudio examinó a las personas, hogares y negocios a lo largo del corredor y evaluó los factores ambientales que podrían afectar al proyecto. Entre los hallazgos preliminares del MIS se encuentran:

- Tomar un tren entre Durham y Garner sería más rápido y seguro que conducir o tomar el autobús.
- El uso del tren suburbano en el Triángulo (Triangle) sería consistente con aquel de sistemas similares en todo el país.
- Proporcionar un servicio cada 30 minutos en los horarios pico y un servicio limitado al mediodía y por la noche sería el escenario más productivo en cuanto a número de pasajeros entre los escenarios estudiados.

Un estudio posterior, llamado el [Greater Triangle Commuter Rail Study](#) (El Estudio del Tren Suburbano del Gran Triángulo), analizó además la viabilidad de los trenes suburbanos en el corredor, examinando también la infraestructura, como las vías férreas adicionales necesarias para apoyar el proyecto y elaborando proyecciones más detalladas, pero muy preliminares, sobre el número de pasajeros y estimaciones de costos. Esta información era necesaria para evaluar la posible elegibilidad del proyecto para recibir financiación federal, así como para determinar si se debían completar fases adicionales de estudio antes de tomar la decisión de diseñar y construir un proyecto de tren suburbano.

A petición de los condados vecinos y de la Compañía de Ferrocarriles de Carolina del Norte, ese estudio, concluido en enero, también analizó la viabilidad de añadir los condados de Johnston/Selma y Orange/Mebane a la línea del tren suburbano originalmente propuesta para recorrer 37 millas a lo largo del Corredor Ferroviario de



Carolina del Norte entre Garner y West Durham. Los planes originales prevén estaciones en el centro de Raleigh, Universidad de Carolina del Norte, Cary, Morrisville y Research Triangle Park en la ruta.

A medida que el Triángulo (Triangle) continúa creciendo a razón de más de 80 personas por día, los votantes de los condados de Wake, Durham y Orange han aprobado el pago de medio centavo de impuestos sobre las ventas para invertir en mejoras de tránsito. El proyecto propuesto de tren suburbano Durham-Wake es sólo una parte de los esfuerzos de la comunidad para crear una red de tránsito unificada que facilite el acceso de los residentes a empleos, educación y atención médica en toda la región. Los condados también incorporan más autobuses que van a más lugares con mayor frecuencia y más paradas de autobús, así como instalaciones de transferencia y proyectos de tránsito rápido de autobuses, entre otras mejoras.

"Hoy en día, si intentas viajar entre Garner y RTP o tal vez entre Durham y Cary, puede tomarte menos de 30 minutos y otras veces pueden ser más de 50 minutos de molestias, y sólo va a empeorar", dice Sig Hutchinson, miembro de la Junta de Comisionados del Condado de Wake. "El tren suburbano ofrecería a nuestros residentes la oportunidad de relajarse o trabajar cómodamente mientras llegan a destinos clave siempre en el mismo tiempo".

## **Los siguientes pasos: más estudio, compromiso público, evaluación de riesgos**

El siguiente paso es que los funcionarios del condado decidan si los resultados preliminares justifican un estudio más profundo y si se modifican los presupuestos de los planes de tránsito para sumar hasta \$9 millones para la siguiente fase.

La siguiente fase incluiría:

- Participación proactiva e integral de la comunidad para compartir información y obtener la retroalimentación del público necesaria para actualizar los planes de tránsito en los tres condados.
- Evaluación de las mejoras y la construcción de la infraestructura ferroviaria necesaria.
- Evaluación adicional de los posibles riesgos del proyecto y sus posibles soluciones.

Durante esta fase adicional de estudio, los asociados en la gestión del proyecto, incluidos los condados, también elaborarían y firmarían acuerdos iniciales entre ellos, los ferrocarriles, los municipios, las organizaciones de planificación metropolitana y otros interesados clave para asignar funciones y responsabilidades durante la fase de diseño del proyecto.

Estos acuerdos se centrarían en la participación en los gastos; en los detalles del concepto, como el número de vías necesarias, adónde podrían ir las estaciones y dónde podrían estar situados los aparcamientos y las instalaciones de mantenimiento;

y en la elaboración de detalles con las autoridades que tienen jurisdicción sobre partes del proyecto sobre la forma en que las partes se proponen trabajar entre sí en el futuro.

La información sobre los dos estudios se va a presentar en las reuniones públicas de las juntas directivas de los organismos gubernamentales a lo largo de febrero y está disponible [aquí](#). Se ha programado una jornada informativa de puertas abiertas para dar al público la oportunidad de hacer preguntas sobre estos resultados preliminares:

- **CUANDO:** Sábado 22 de Febrero de 9 a 11 a.m.
- **DONDE:** Edificio de Salud y Servicios Humanos del Condado de Durham, 414 E. Main St., Durham, NC

"Antes de proceder con un proyecto de capital importante como éste, debemos evaluar si los posibles beneficios valen la pena una inversión mayor", dice Wendy Jacobs, presidenta de la Junta de Comisionados del Condado de Durham. "Ahora tenemos conclusiones preliminares que muestran que el tren suburbano sería más rápido que viajar en auto, al mismo tiempo que se ampliaría el acceso de los residentes al transporte para los trabajos y que contamos con escenarios que podrían calificar para recibir financiación federal". Queremos asegurarnos de que los residentes estén informados sobre dónde estamos en este proceso con esta inversión potencial y los siguientes pasos propuestos".

## Las dos rutas que probablemente califican para fondos federales

La Administración Federal de Tránsito evalúa un proyecto de tránsito sobre el compromiso financiero local, las mejoras de movilidad, los beneficios ambientales, el descongestionamiento, la eficacia en función de los costos, el potencial de desarrollo económico y el uso de la tierra existente, y se necesita una calificación general de mediano para recibir una subvención federal, que podría financiar hasta el 50 por ciento del proyecto.

Inicialmente, se estudiaron seis escenarios de trenes suburbanos, y los resultados preliminares en diciembre mostraron que una ruta que recorre 40 veces al día (20 viajes redondos) entre Garner y West Durham tendría más probabilidades de calificar para recibir fondos federales. Los resultados adicionales del estudio, recibidos el 8 de enero de 2020, muestran que una ruta entre Durham y Clayton, en el condado de Johnston, con 40 viajes entre semana (20 redondos), también es probable que cumpla con los criterios federales. El condado de Johnston decidiría si crear una fuente de financiación de tránsito designado para ayudar a pagar la extensión del proyecto desde Garner en el condado de Wake hasta Clayton.

## Una mirada a los números preliminares

La ruta Garner-Durham y la ruta Clayton-Durham con ocho viajes en cada dirección durante las horas pico y dos cada una durante el mediodía y por la noche eran los

únicos escenarios que parecían susceptibles de marcar un punto medio. El escenario Garner-Durham, que eventualmente podría transportar un estimado de 7,500 a 10,000 pasajeros al día, costaría alrededor de \$1.4 billones a \$1.8 billones para su construcción y \$29 millones al año para su operación y mantenimiento. La ruta Clayton-Durham costaría entre \$1.700 y \$2.100 millones para su construcción y \$37 millones al año para su operación y mantenimiento, y se proyecta que transportaría un número similar de pasajeros.

En comparación, extender la ruta de Mebane a Selma con el mismo número de viajes costaría aproximadamente entre \$2.5 billones y \$3.2 billones para su construcción y \$57 millones al año para su operación y mantenimiento, mientras que eventualmente transportaría un estimado de 8,000 a 11,500 pasajeros diarios.

Es importante señalar que todas las estimaciones de los estudios iniciales son preliminares y es probable que cambien después de un estudio adicional y de cualquier trabajo de ingeniería inicial.

Los estudios también han indicado que cualquier proyecto viable de tren suburbano que se desarrolle en el corredor ferroviario existente de Carolina del Norte, requeriría la construcción de al menos 34 millas de nuevas vías paralelas, en función del número de nuevos trenes diarios. Los análisis futuros, en coordinación con la Compañía de Ferrocarriles de Carolina del Norte y los ferrocarriles en funcionamiento en el corredor, afinarían aún más los requisitos de capital para añadir vías, puentes y otras infraestructuras

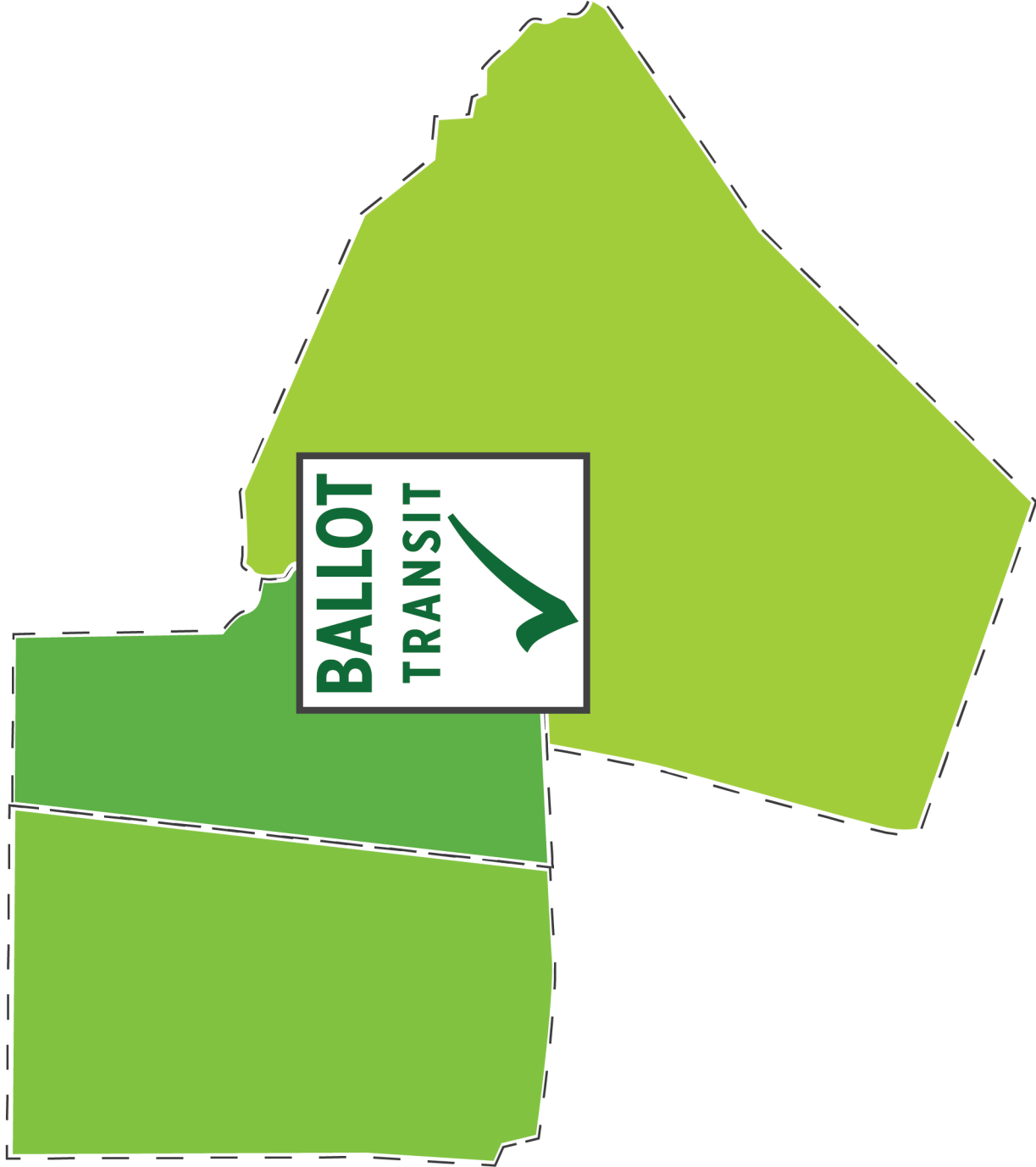
Un equipo de asociados en la gestión del proyecto, incluidos representantes de la Compañía de Ferrocarriles de Carolina del Norte, NCDOT, Research Triangle Foundation, cuatro condados y dos organizaciones de planificación metropolitana del corredor, se ha reunido periódicamente para examinar y debatir las conclusiones del estudio, así como las oportunidades para el proyecto de tren suburbano.

Suponiendo que el proyecto de tren suburbano prospere, el público participará en gran medida en el análisis de las conclusiones y en la formulación de observaciones que contribuyan a configurar el futuro del tren suburbano en la región.

Encuentre más información sobre los planes de tránsito en los condados de Wake, Orange y Durham en [goforwardnc.org](https://goforwardnc.org).

## Attachment 6: Commuter Rail Information Slides





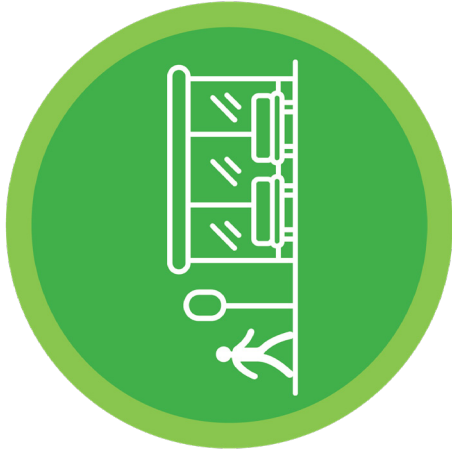
In 2011, 2012 & 2016, voters in Durham, Orange and Wake counties (the Triangle region) approved a half-cent sales tax to invest in enhanced transit service across all three counties.

\*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.

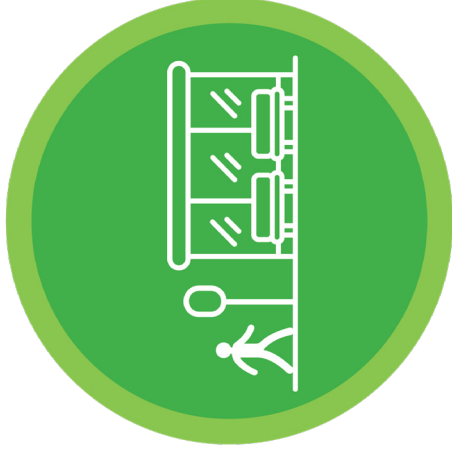


PROPOSES TO BUILD COMMUTER RAIL PROJECT.  
\*Included in voter-approved Durham and Wake county plans

DURHAM COUNTY TRANSIT PLAN



PROVIDES MORE AND BETTER BUS SERVICE.



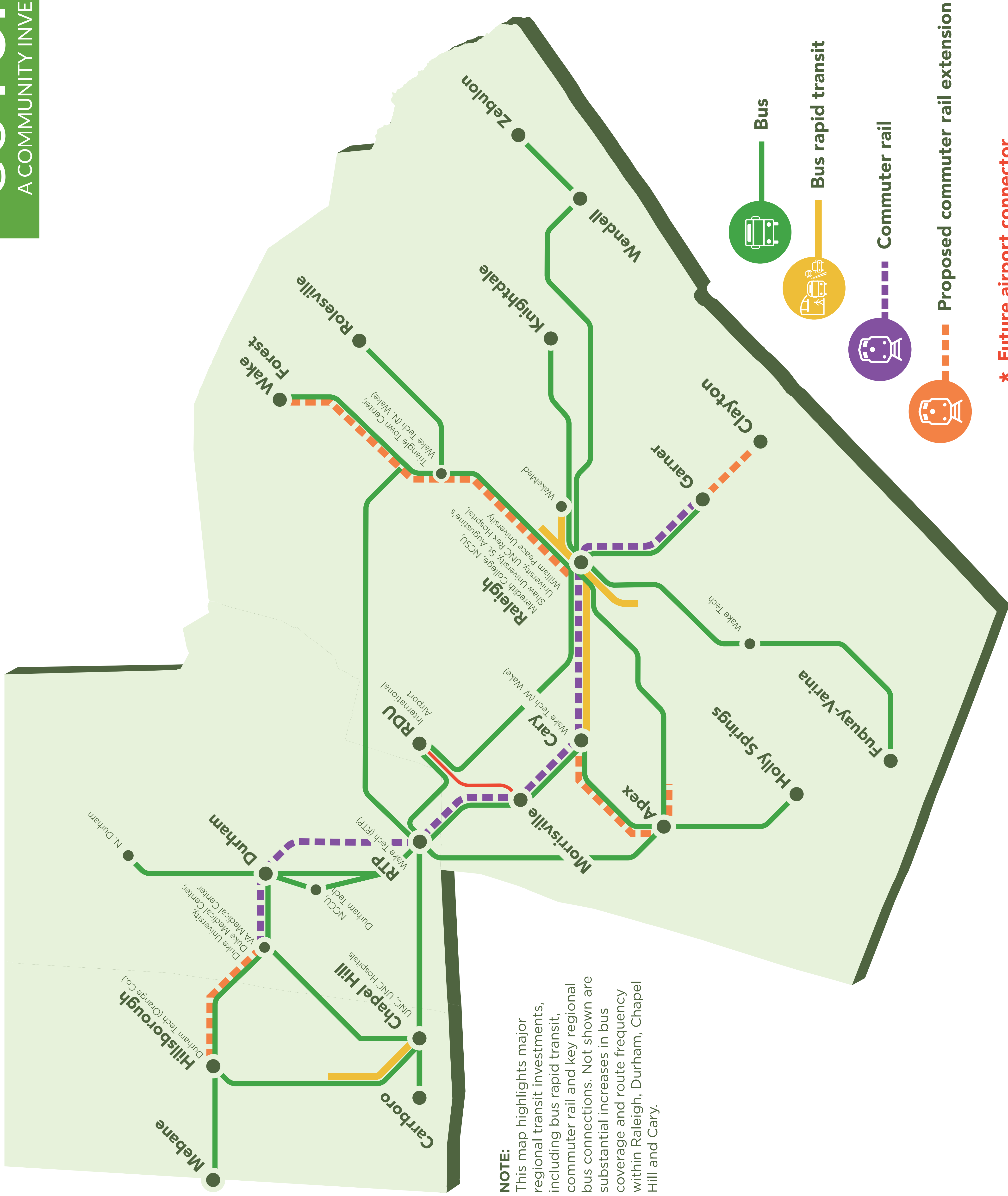
IMPROVES STOPS AND SHELTERS.



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.





**NOTE:** This map highlights major regional transit investments, including bus rapid transit, commuter rail and key regional bus connections. Not shown are substantial increases in bus coverage and route frequency within Raleigh, Durham, Chapel Hill and Cary.



# LEGEND

PROPOSED COMMUTER RAIL INCLUDED IN THE CURRENT WAKE AND DURHAM COUNTY PLANS



EXISTING NORTH CAROLINA RAILROAD COMPANY CORRIDOR WHERE EXTENSIONS COULD GO



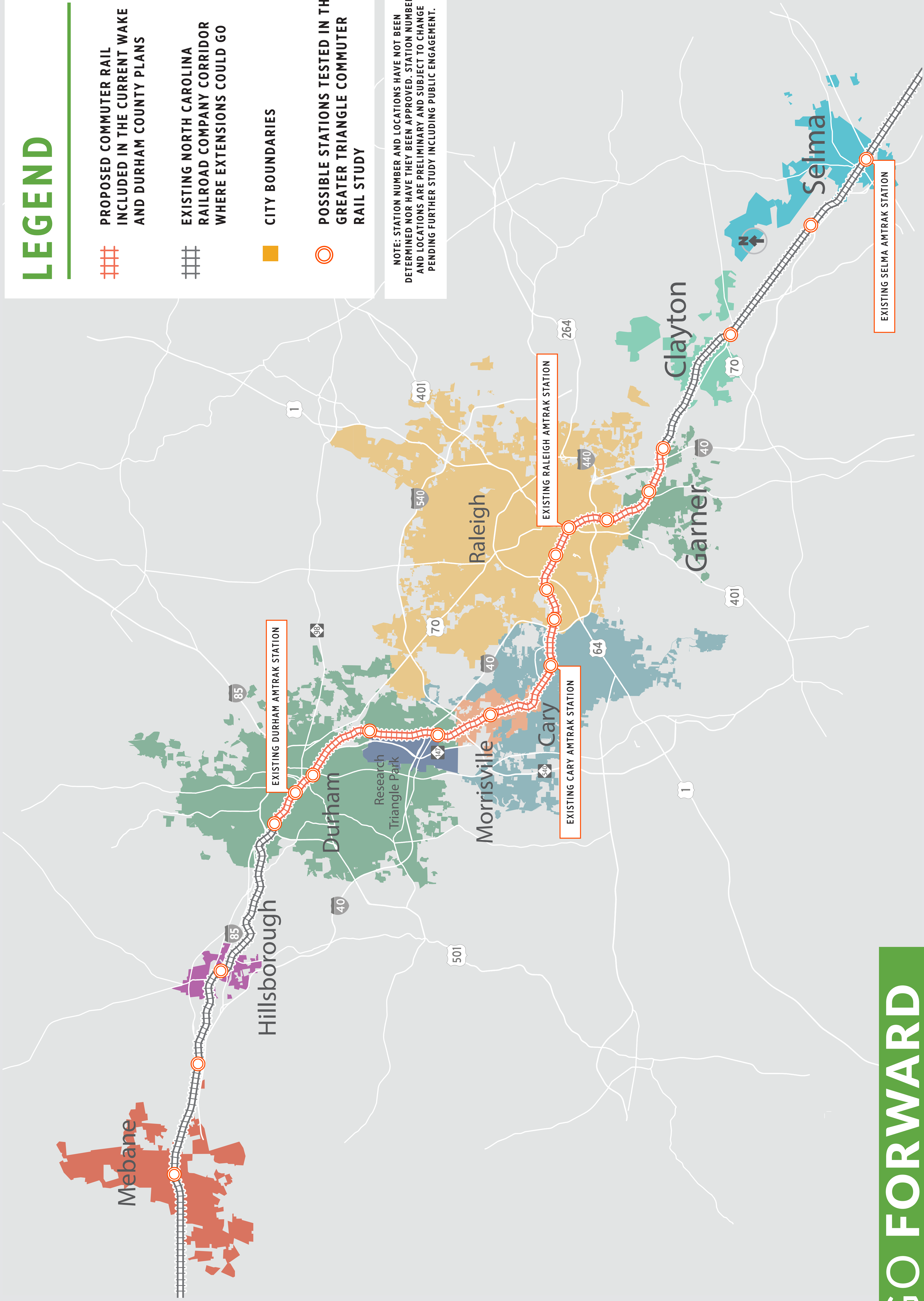
CITY BOUNDARIES



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.





# STUDY FINDINGS

| END POINTS      | WEEKDAY<br>ROUND TRIPS | EXPECTED<br>FEDERAL SCORE | RANGE OF<br>CAP. COST* [YOE\$] | O&M COST<br>[2019\$] | RANGE OF<br>RIDERSHIP** |
|-----------------|------------------------|---------------------------|--------------------------------|----------------------|-------------------------|
| 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               |
| Hillsb.-Clayton | 20                     | WEAK MEDIUM***            | \$1.8B – \$2.4B                | \$44M                | 8K – 11.5K              |
| Durham-Clayton  | 20                     | MEDIUM                    | \$1.6B – \$2.1B                | \$37M                | 7.5K – 10K              |

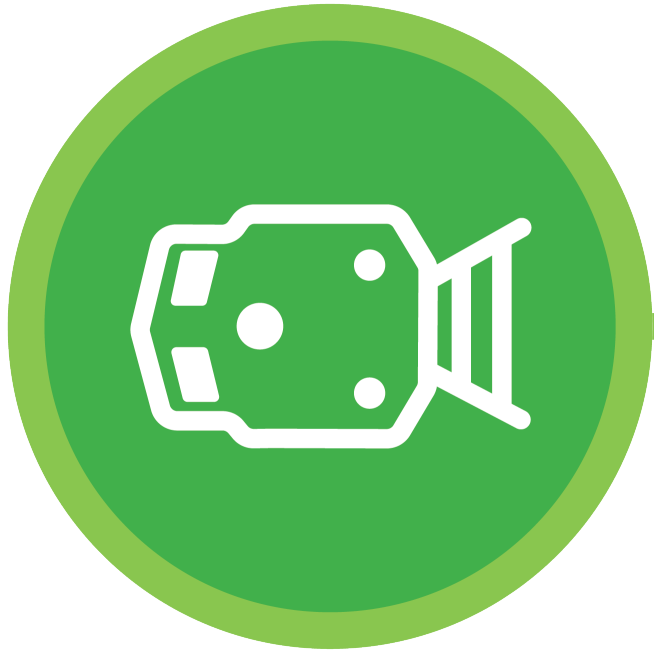
TO BE ELIGIBLE FOR FEDERAL FUNDING, PROJECT MUST SCORE A MEDIUM RATING

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

\*\*Daily Ridership: Average of Base 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





## NEXT STEPS

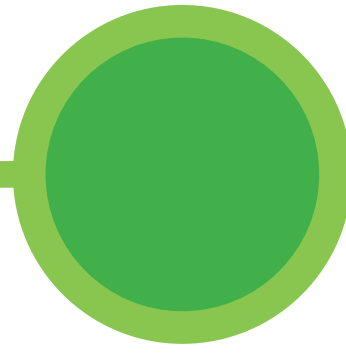
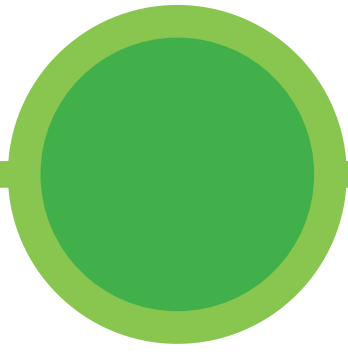
In the coming weeks, the governing bodies listed below will vote on whether the preliminary results warrant further study and whether to invest additional funds for the next phase of study: The Durham and Wake Boards of County Commissioners, the Capital Area Metropolitan Planning Organization (CAMPO), the Durham – Chapel Hill – Carrboro Metropolitan Planning Organization (DCHC MPO), and the GoTriangle Board.

## ADDITIONAL STUDY, INCLUDING:

- 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.

## COORDINATION WITH OTHERS

Build consensus on project responsibilities, cost share and other characteristics of a feasible commuter rail system through coordination among GoTriangle, counties, railroads, municipalities, metropolitan planning organizations, North Carolina Department of Transportation, and other key stakeholders.





# WHERE IS THIS PROPOSED STUDY IN THE LIFE OF A PROJECT?

