



# U.S. 1 Council of Planning’s Southeast High Speed Rail Workshop Minutes

Friday, February 9, 2024

10:00 AM | In-person Meeting

<b>Attendees</b>	
<b>MEMBERS</b>	<b>AGENCY</b>
<b>Tim Gardiner</b>	Wake County
<b>Paul Black</b>	GoTriangle
<b>Matthew Clark</b>	GoTriangle
<b>Dana Smith</b>	GoRaleigh
<b>Bradley Kimbrell</b>	City of Raleigh
<b>Kenneth Ritchie</b>	City of Raleigh
<b>Jennifer Currin</b>	Town of Wake Forest
<b>Lucy Garcia</b>	Town of Youngsville
<b>Chris George</b>	Town of Franklinton
<b>Joshua Kellen</b>	NCDOT Division 5
<b>Gaby Lawlor</b>	CAMPO
<b>GUEST</b>	<b>INVITED AGENCIES</b>
<b>Matt Metzger</b>	HDR, Inc
<b>Greg Stewart</b>	Benesch
<b>Ben Dawes</b>	NCDOT Rail Division
<b>Jason Myers</b>	NCDOT Rail Division
<b>Anamika Laad</b>	NCDOT Rail Division
<b>Brian Gacksteller</b>	NCDOT Rail Division
<b>Jahmal Pullen</b>	NCDOT Rail Division
<b>Troy Creasy</b>	NCDOT Rail Division
<b>Brad Smythe</b>	NCDOT Rail Division
<b>Meredith Van Duyn</b>	Mott MacDonald
<b>Riley Birmingham</b>	HDR, Inc
<b>CAMPO COP Staff</b>	
<b>Daniel Spruill</b>	CAMPO

## Agenda:

- Welcome and Introductions
- Southeast High Speed Rail Project Overview
- Open Discussion
- Draft Memorandum of Understanding and Draft Bylaw Review
- Adjournment

## **Welcome and Introduction:**

North Carolina Department of Transportation, Rail Division introduced themselves and the consultants from HDR, Benesch, and Mott McDonald who are collaborating on the Southeast High Speed Rail (SEHSR) 30% design work. The members in attendance from the US 1 Council of Planning (COP) representing Wake County, Raleigh, Wake Forest, Youngsville, Franklinton, GoTriangle, GoRaleigh, and NCDOT Division 5 introduced themselves and their agency.

## **Southeast High Speed Rail Project Overview:**

Anamika Laad from NCDOT Rail Division led this conversation, reviewing the changes that the SEHSR project will make to the existing rail line and any associated roadway improvements. NCDOT Rail Division points out the currently funded for construction part with the \$1.09 billion federal grant only extends from Raleigh Union Station to Wake Forest and does not encompass the entire corridor all the way through the COP's jurisdiction. Brad Smythe notes that the 30% design phase currently underway does cover the entire extent of the project, including the entire study area of the US 1 Council of Planning. Ms. Laad started by giving an overview of the corridor improvements, including realignments and crossing improvements, starting at I-540 and continuing North until the Franklin/Vance County line.

Moving north along the corridor, Ms. Laad informed that public outreach for the Rogers Rd area will begin next month and can be found on the project website. Of note will be changes to surrounding property access. Jennifer Currin of the Town of Wake Forest asked for clarification if this project would proceed under STI or through CRISI grant, the question stemmed from the project let date being pushed back several times. Rail Division clarified it would proceed through STI with scheduled start in June 2025.

SESHR at Holding Avenue has moved forward with advanced acquisition which has now been completed. Rail Division mentions there will be a ped crossing at this location with a new access road parallel with the rail for property access. Moving north to SESHHR at Cedar Avenue, the road crossing will be closed but a pedestrian crossing will be provided. NCDOT Rail Division reiterates that the federal funds for construction end in Downtown Wake Forest, north of there the funds will only cover the 30% design. Tim Gardiner from Wake County asked for a way to identify what is not proposed for construction at this point rather than looking at just the EIS maps being shown at this workshop.

Ms. Laad moves on to the K Flex development (100 K Flex Way, Youngsville NC 27596), which has built a warehouse straddling the realignment of the SESHHR in the intervening years since the FEIS. This would require adjustments to the proposed rail in that area to avoid large building/property takings. Rail Division suggested they may utilize the existing railroad but would have to decrease train speed in this area to make the curve from 110 mph to 80mph. Mr. Smythe stated the 30% design will be finalized in May of 2025 at which point they would have clearer understanding of the path forward.

SESHHR at Cedar Creek will see the existing crossing closed and shifted to the south. In Franklinton the N.C. 56 grade separation will be rebuilt to accommodate the double track and Mason Rd

crossing will be closed. Just north of Franklinton the extent of the U.S. 1 Council of Planning's study area ends at the Franklin/Vance County line. The floor was opened for questions.

Mr. Gardiner asked for clarification of the purpose that the U.S. 1 COP would serve in supporting the SEHSR project. NCDOT Rail Division responded they hope to have help in corridor preservation where necessary in line to the work done with the current U.S. 1 protocol. In order to mitigate higher costs for acquisition at a later date, members of the council would bring forward proposed developments that may have an impact on the SEHSR and engage with developers to ensure the feasibility of the project.

Ms. Currin mentioned that the Town of Wake Forest has received interest from developers for the Burlington Mills Crossing area. The developer is currently in the early stages and may need rezoning if they move forward. Ms. Currin mentions there is a concern with being able to require developers to reserve land without having the lines on a plan to refer developers to.

A question was raised about current rail spurs from the railroad to businesses that currently receive rail shipments. Rail Division states that those will be preserved and points to the FEIS maps that show where the existing rail road will be removed versus retained.

The group moved to open discussion.

### **See Appendix for Open Discussion Maps & Notes Images**

#### **Draft MOU & Bylaws:**

Daniel Spruill of CAMPO opened this section by passing out the draft MOU and Bylaws for the Council of Planning. He explains the changes made to the MOU and Bylaws were minor updates to modernize various aspects from the last update in 2014 (i.e. updating agency names), including language for the SEHSR into the documents and layout responsibilities of partners to achieve its goal. Mr. Spruill states the U.S. 1 COP members will need to make a decision on whether to use a 1,000 or 2,000 foot buffer around the SEHSR to determine the projects the members will bring to the Council for review. Mr. Gardiner mentions that we want to be clear that we are trying to preserve connections and not precise lines on the map for the roadway components. Mr. Spruill asks U.S. 1 Council of Planning members to please review the draft documents and submit and question/comments to himself. The next Council of Planning meeting will go over the comments and any changes made.

A call for any other questions before the workshop adjourns. Ms. Currin asked about the timing on 30% design, mentioning there winds up being additional easements needed that come up as design progresses and it would be helpful to have that information as soon as possible for the towns to make appropriate planning decisions. NCDOT Rail responded that the 30% design will finish in the NC portion first in May 2025 with the VA portion expected fall to winter of 2025-2026.

#### **Appendix:**

Comments from the corridor's south end to the north, starting with Roll 2 (no comments were left on Roll 1) and continuing to Roll 6.

Roll 2:

- Historical Property platted out of group of parcels, industrial use development proposal adjacent to it, see map for parcels in question
- Cemetery location in area of proposed access road, the Massenburg Property
- Air Liquide to Malinkroft, a nitrogen pipeline is in this area that may have impact to planning and timeline of projects
- Friendship Chapel will be/is connected to N.C. 98 Bypass through surrounding development

Roll 3:

- Need to determine the target elevation at this future crossing (crossing is noted as not part of this project) during the 30% design process
- Question on the possibility of a grade separated crossing at the Harris/Royal Mill Rd and Railroad

Roll 4:

- This location is a rail realignment further east, the US 1 COP has a frontage road going along the current rail ROW. Is there way that the old rail ROW could be easily repurposed to serve the ROW needs for the frontage road to minimize future cost?

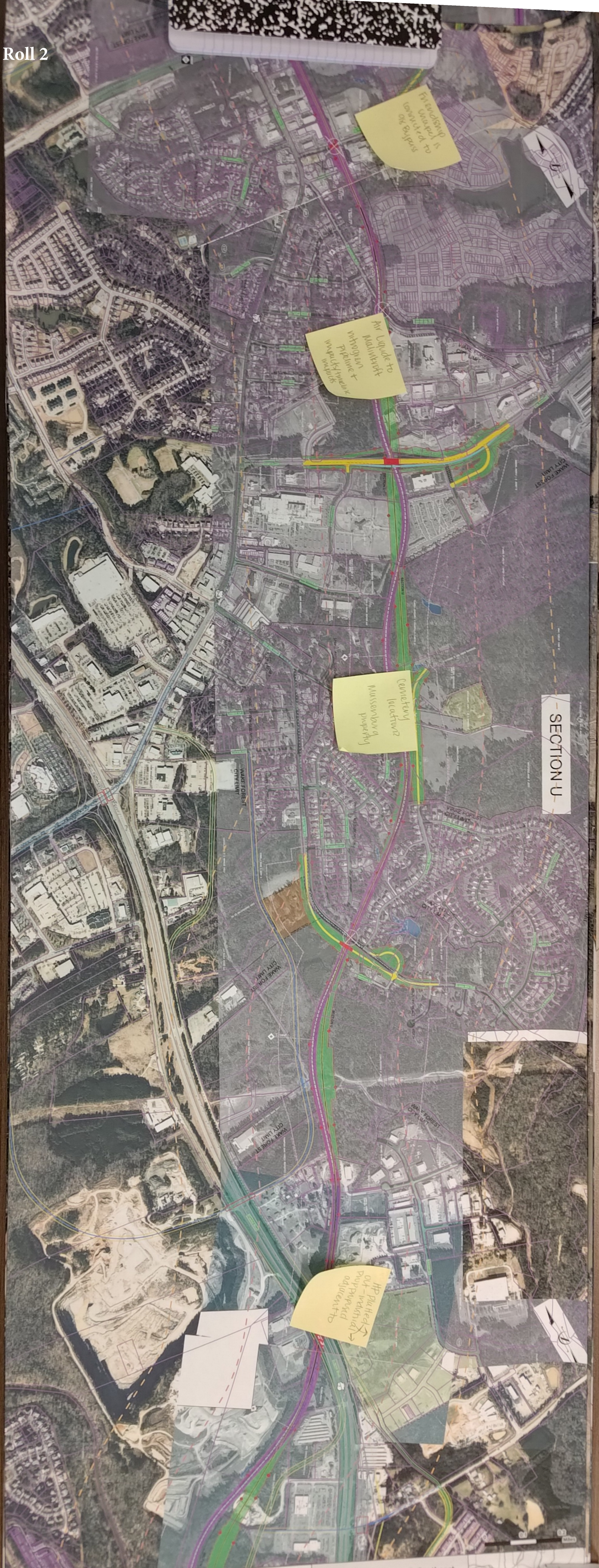
Roll 5:

- The U.S. 1 Corridor Study identifies a crossing at this location that will need to be planned for grade separation, or does the new connection to the south on Roll 4 account for the connection needs?
- Question on the Cedar Creek extension and crossing, is there a way to work this into the US 1 Corridor Study interchange planned just south of this?
- Consider moving the interchange in the US 1 Corridor Study at NC 56 north of town limits to minimize foot print in this area

Roll 6:

- Consider this location to move the interchange mentioned in Roll 5
- Conflicting information is shown in the linework at this location for the US 1 Corridor Study. Please determine step forward to fix this area.





Financing is covered or bypass

Air Corridor to maintain pipeline + water treatment

Concrete location? Muesseborva parking

HP pitched out - individual acquisition

SECTION U

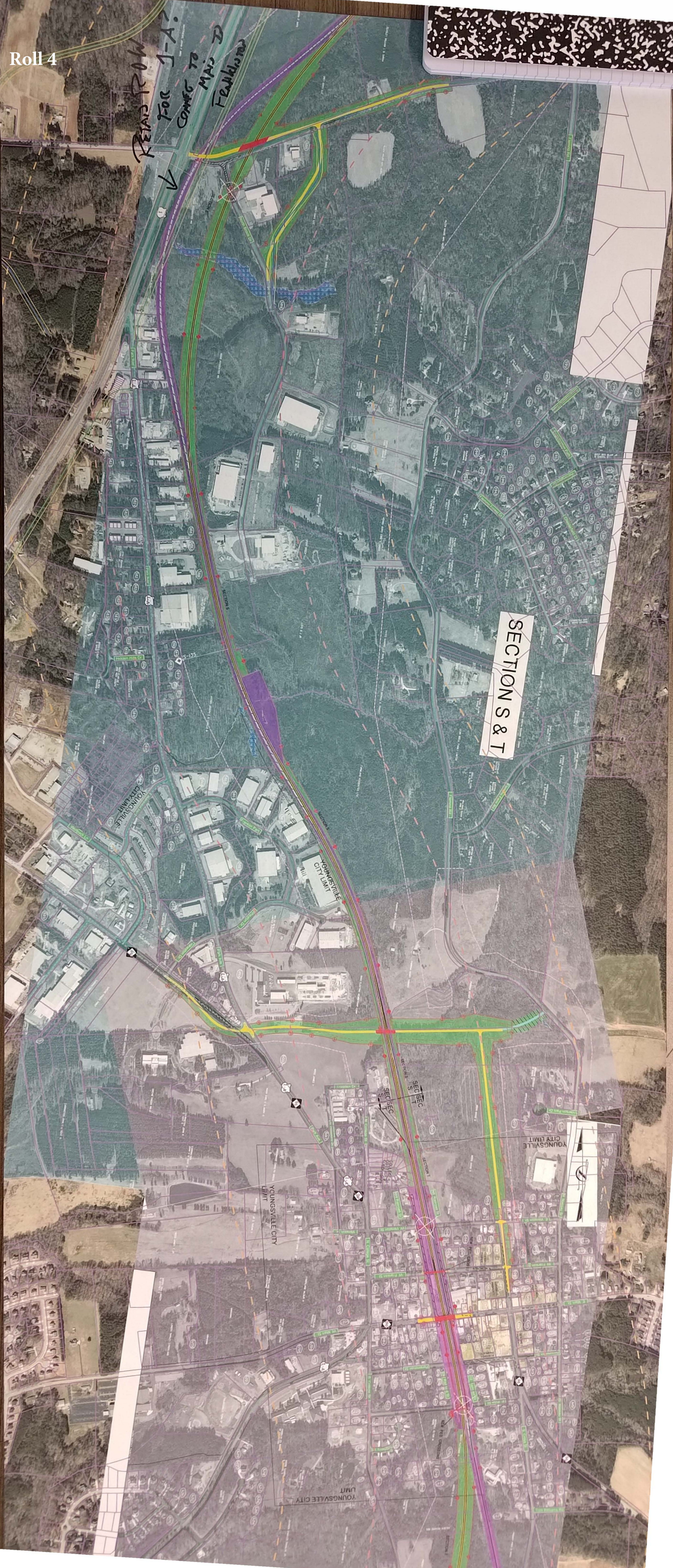






RETAIN ROW  
FOR J-A?  
CONFG TO  
MAJ D  
FRANKLIN

SECTION S & T







Consider addition  
of interchange  
north of tank  
to minimize  
cut part @ N56

Discharge  
at 94

Spills

Future Plan?



