

Joint Regional Rail Subcommittee Meeting

Regional Development & Mobility

November 30, 2023



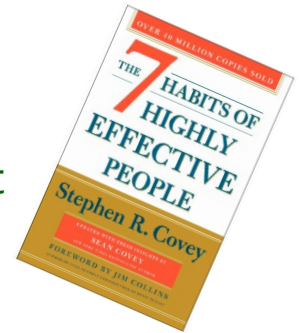
Joint Regional Rail Subcommittee Meeting

Regional Rail Vision Review



The Soapbox Summary

- ✓ The Triangle is REALLY fast growing; a voice for the people not yet here or not yet grown is important
- ✓ We have a regional transit vision – always have and always will – it gets lost in the shuffle and lacks clarity
- ✓ Our development patterns, markets and workforces are regional, but most decision-making – and day-to-day management – is not
- ✓ For regional connection, we should focus on the development patterns and travel markets of tomorrow, and invest accordingly, building on the way things are today
- ✓ Transit technologies should follow travel market service characteristics, not the other way around
- ✓ Regional connection has been too focused on conventional commuter rail and express buses, with predictably mediocre results; we can:
 - ❖ “begin with the end in mind” and
 - ❖ “be proactive” for a better solution – it might be one already implemented in other places (Hint: it may not be BRT)
- ✓ We need lots of oars in the water (committed partners), and should row together



- ✓ Bold and persistent leadership, creative and collaborative planning, and hard work can produce meaningful outcomes

Two Generations Ago ...



1972

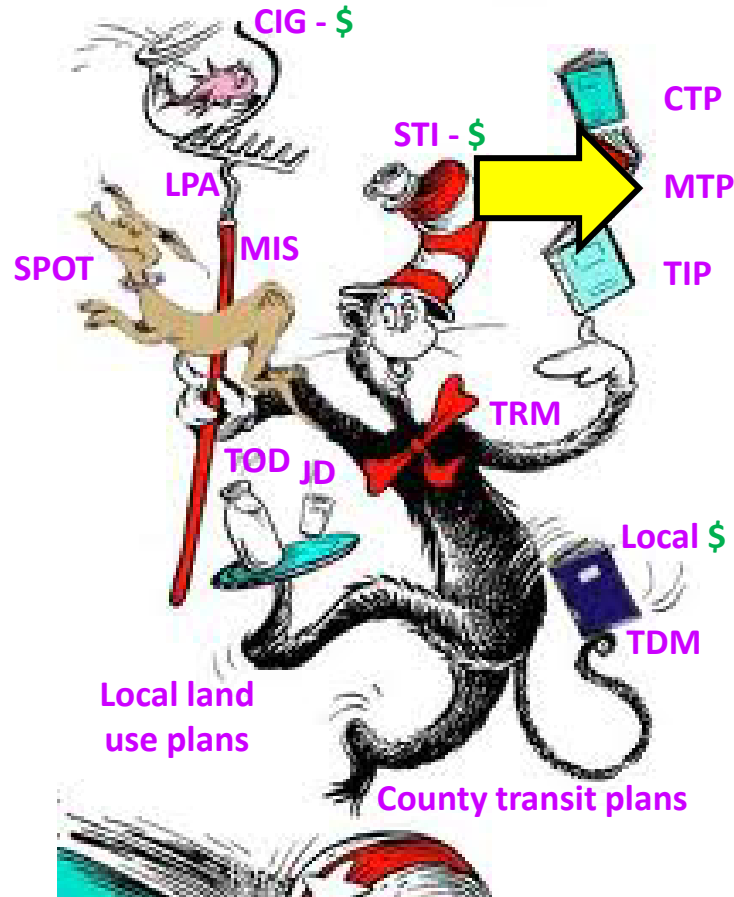
Today ...



2022

Find the Regional Transit Vision

-- or, why transit planning seems confusing: because it is --

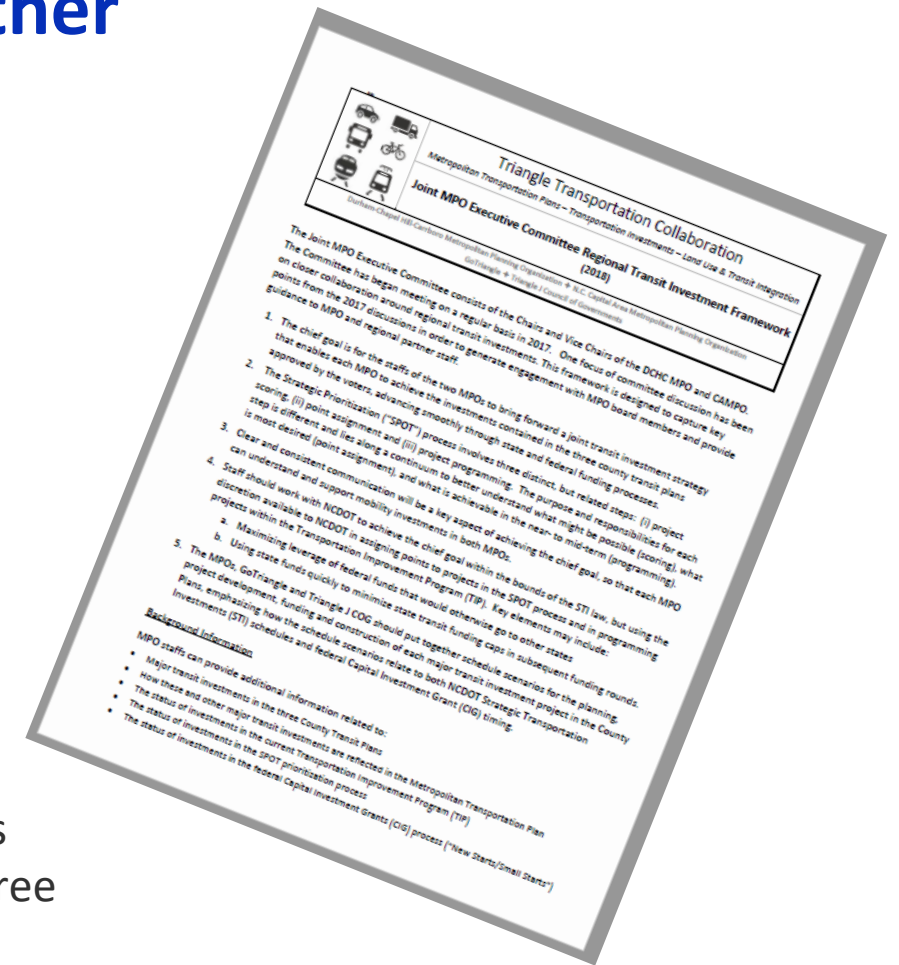


Actual Decision-Making Organizations

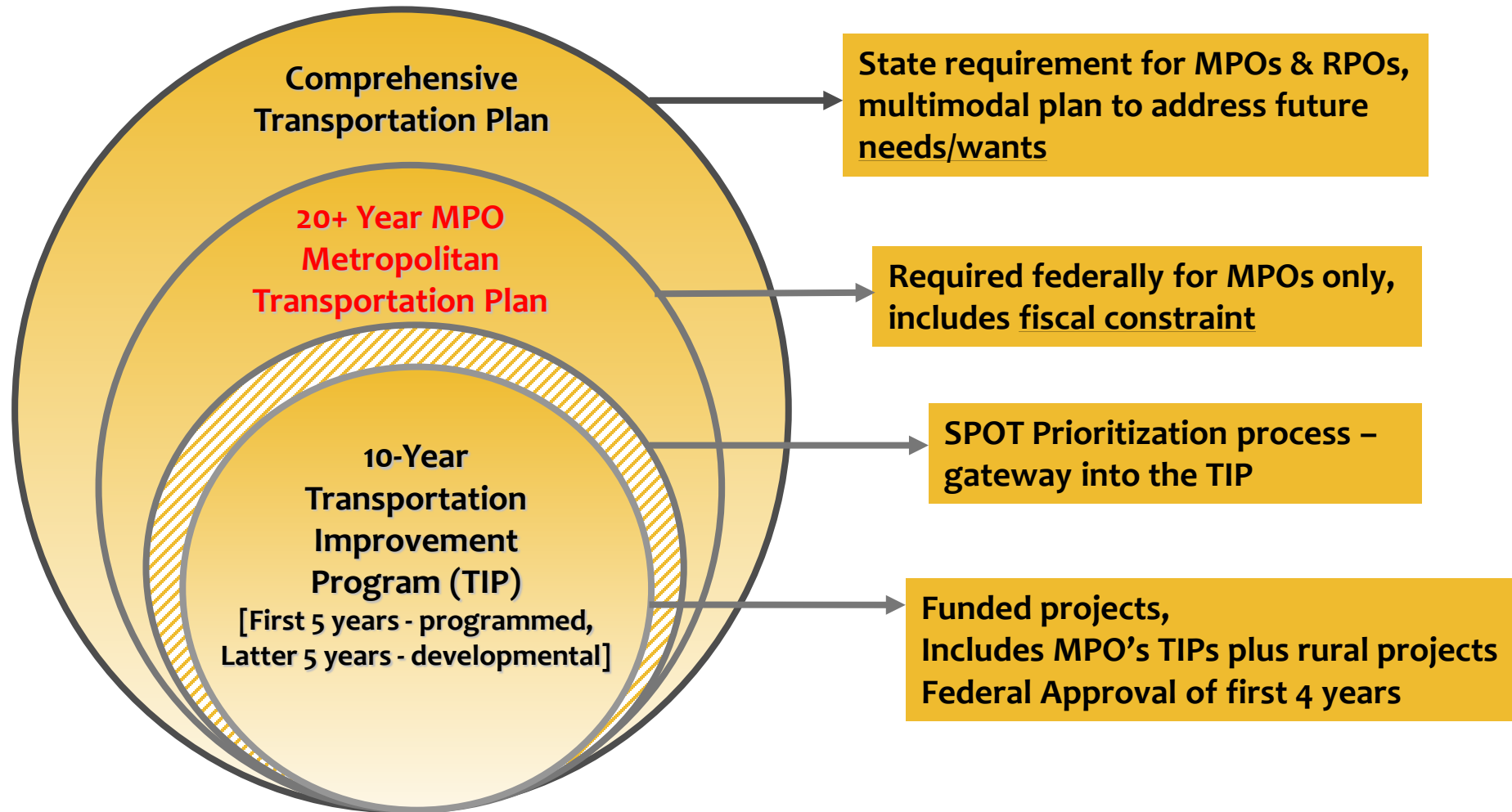
- ❖ 2 Metropolitan Planning Organizations
- ❖ NCDOT (multiple geographic & modal divisions)
- ❖ GoTriangle + 6 local/university transit systems
- ❖ Counties (transit plan → sales tax, vehicle fee)
- ❖ Cities & Counties (land use policies → TOD)
- ❖ North Carolina Railroad (if in its corridor)
- ❖ Federal Transit and/or Railroad Administration(s)
- ❖ Anchor Institutions (land use & transit)
 - ❑ Universities
 - ❑ Medical Centers
 - ❑ Research Triangle Park
 - ❑ RDU

How We Plan Together

- ❖ Joint MPO Executive Committee (MPO chairs & vice-chairs, technical committee chairs, lead staff)
- ❖ Commitment to closer collaboration and clearer communication at policy, technical and staff levels
- ❖ Joint meetings of MPO Policy Boards
- ❖ Joint documents:
 - ❑ Policy Priorities
 - ❑ Joint Executive Committee Transit Investment Framework
 - Chief Goal: “joint transit investment strategy that enables each MPO to achieve the investments contained in the three county transit plans approved by the voters, advancing smoothly through state and federal funding processes.”



What We Plan Together (simplified version)

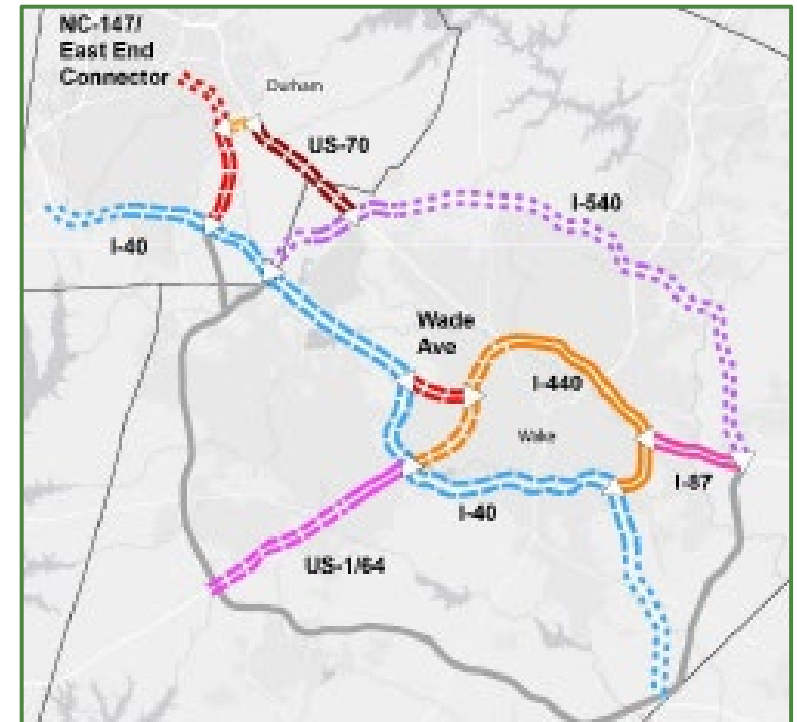


Regional Collaboration

- ▶ TRM (Triangle Regional Model)
 - Forecasting tool developed and managed by the two MPOs, GoTriangle, and NCDOT

- ▶ Coordination for NCDOT Prioritization
 - Limited State/Federal funding
 - MPOs/RPOs/NCDOT Divisions

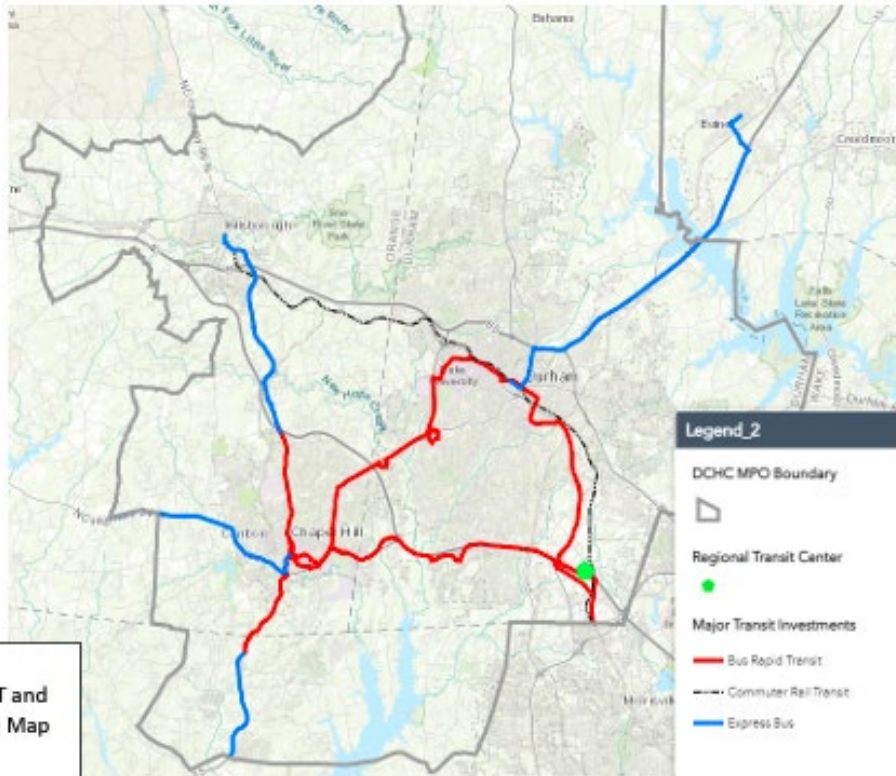
- ▶ Coordinated Special Studies (examples)
 - Corridor Studies
 - Triangle Regional Freight Plan – Feb 2018
 - Triangle Strategic Tolling Study – Oct 2019
 - Managed Motorways – I-6001 *ongoing*
 - Triangle Region ITS Deployment Plan - *ongoing*



Our Regional Transit Vision in the 2050 MTP Report

DCHC MPO Transit Screen Grab and Link

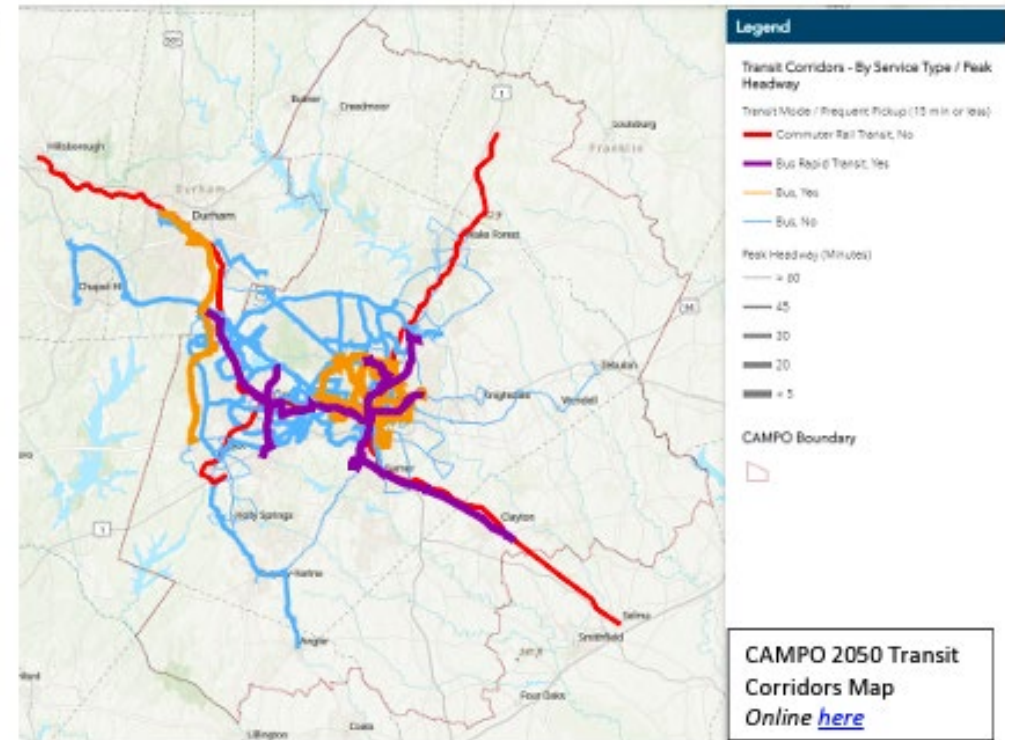
Figure 7.5.2 DCHC MPO Major Transit Project Maps



DCHC MPO 2050 Commuter Rail, BRT and Express Bus Service Map [Online here](#)

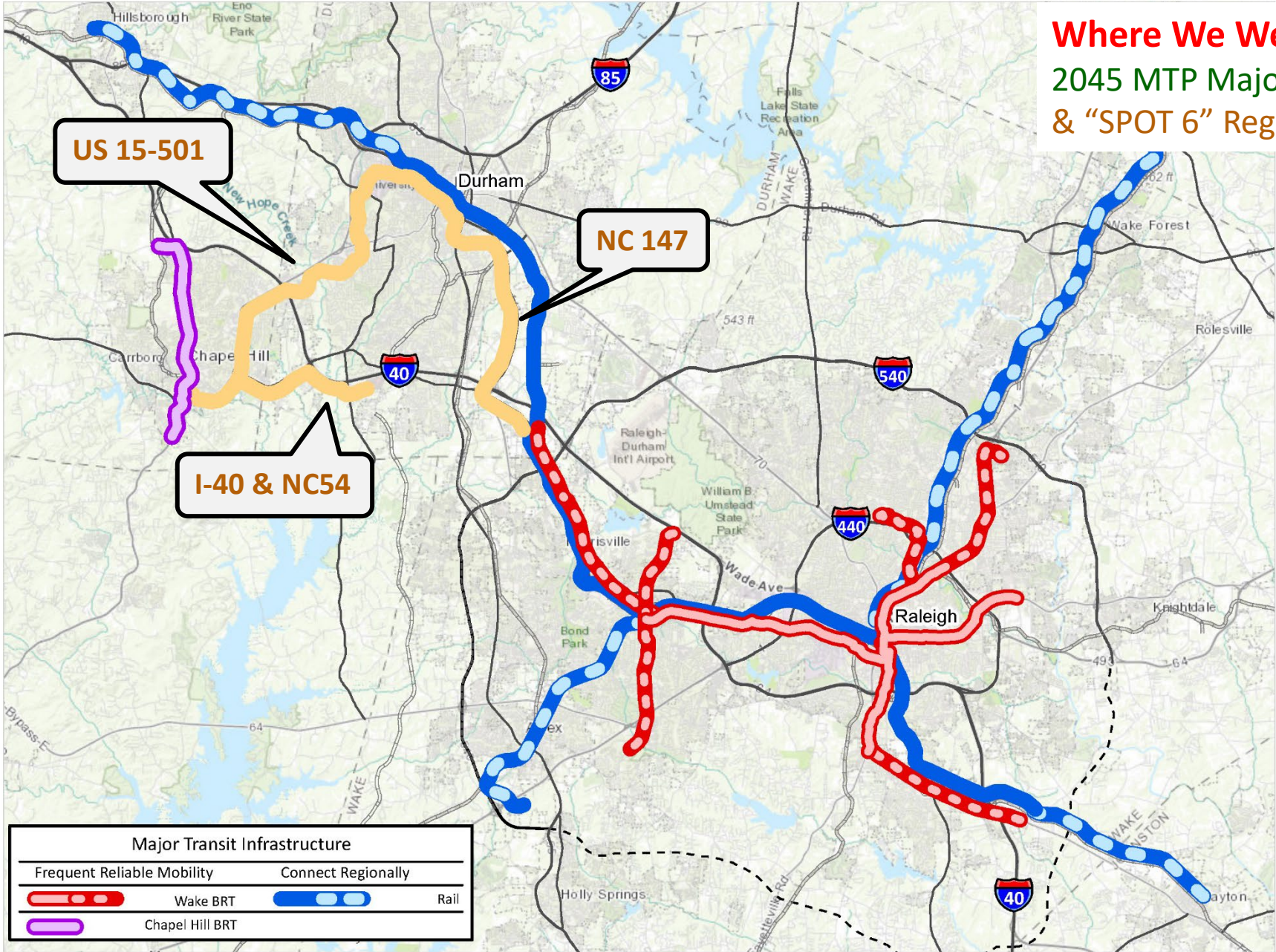
CAMPO Transit Screen Grab and Link

Figure 7.5.3 CAMPO Transit Projects Map

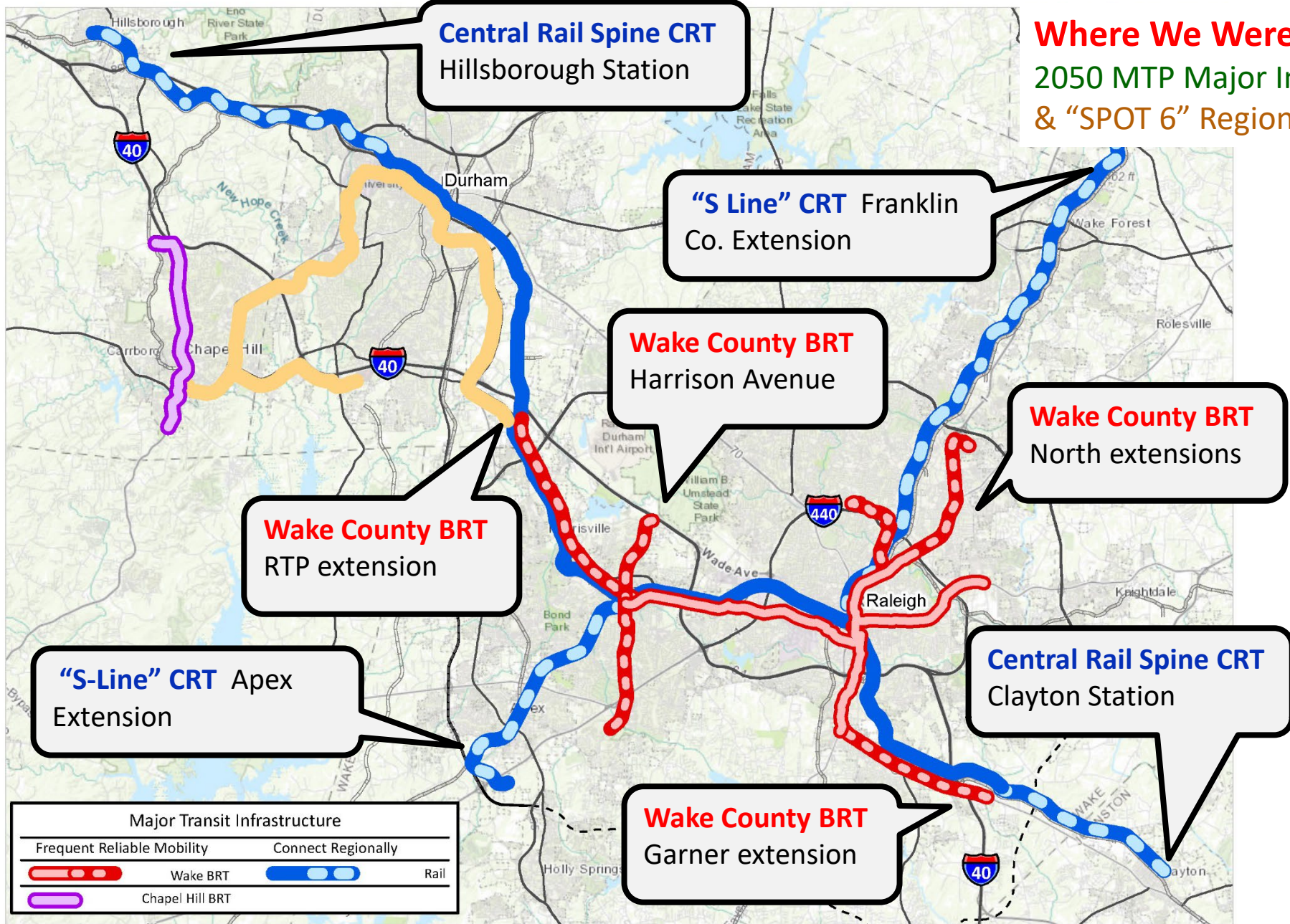


CAMPO 2050 Transit Corridors Map [Online here](#)

Where We Were: January 2020
 2045 MTP Major Infrastructure
 & “SPOT 6” Regional BRT Corridors

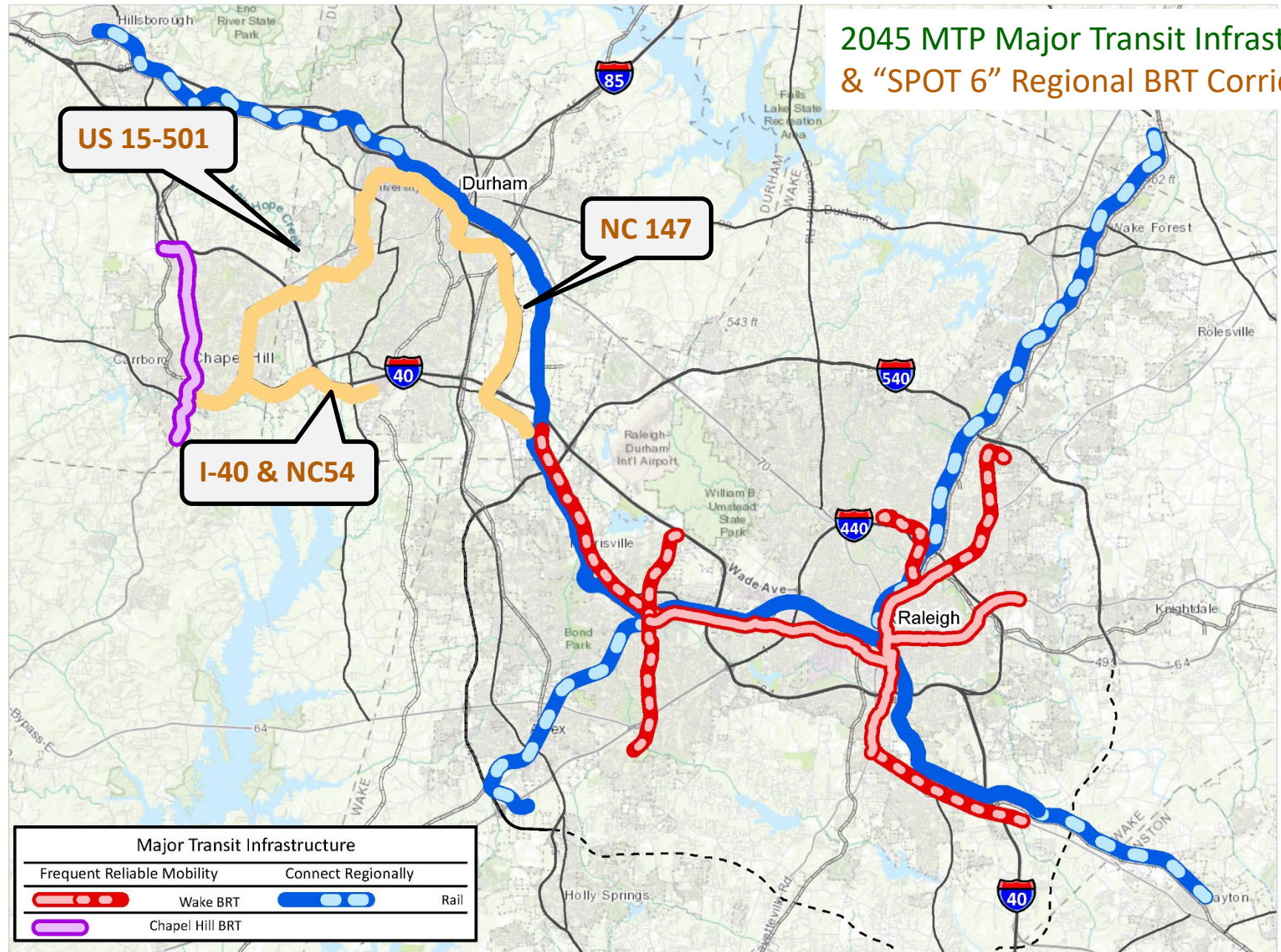


Where We Were: January 2020
 2050 MTP Major Infrastructure
 & "SPOT 6" Regional BRT Corridors



A Bit More Coherent-Looking Transit Vision from the 2050 MTP

(Showing major transit infrastructure after removal of the DO LRT and replacement with new DCHC BRT corridor options)



* SPOT 6 was subsequently cancelled

But Where Did This Regional Transit Vision First Come From?

Special Transit Advisory Commission (2007-08)

- ❖ 29 people appointed by the region's 2 Metropolitan Planning Organizations (MPOs), which are responsible for approving federal Long Range Transportation Plans and Transportation Improvement Programs
- ❖ Charge: “assist [the MPOs] in the development of the Regional Transit Vision Plan” ... “deliver to the region's two MPOs a set of recommended major transit investments to serve the Triangle”



The Commission's Product

❖ Regional Transit Vision Plan

- vision {
 - ❑ Why make major transit investments in our region?
 - Values & Guiding Principles
 - ❑ Where should investments occur to achieve our goals?
 - ❑ What technologies & ***service characteristics*** work best in which places?

- plan {
 - ❑ When should these investments occur?
 - ❑ How can we ensure successful implementation?
 - Dollars
 - Development
 - Decisions (governance)

“If you don’t have a plan to pay for it, you don’t have a plan”

Joint Regional Rail Subcommittee Meeting

Update on Regional Rail Activities



What has been happening?

❖ SPOT 7 Submittals

- ❑ Joint MPO coordination on over 30 fixed guideway submittals (some overlapping)

❖ NTP on Wake Transit Plan Update

❖ Strategic Regional Rail Implementation Study (FY 2025)

- ❑ Framework for incremental regional rail implementation
- ❑ Potential decision-making assistance tools (matrix, prioritization system)

❖ Additional funding for key projects

- ❑ RUS BUS
- ❑ Cary Downtown MMTF

What has been happening?

❖ Reconnecting Communities grant submissions

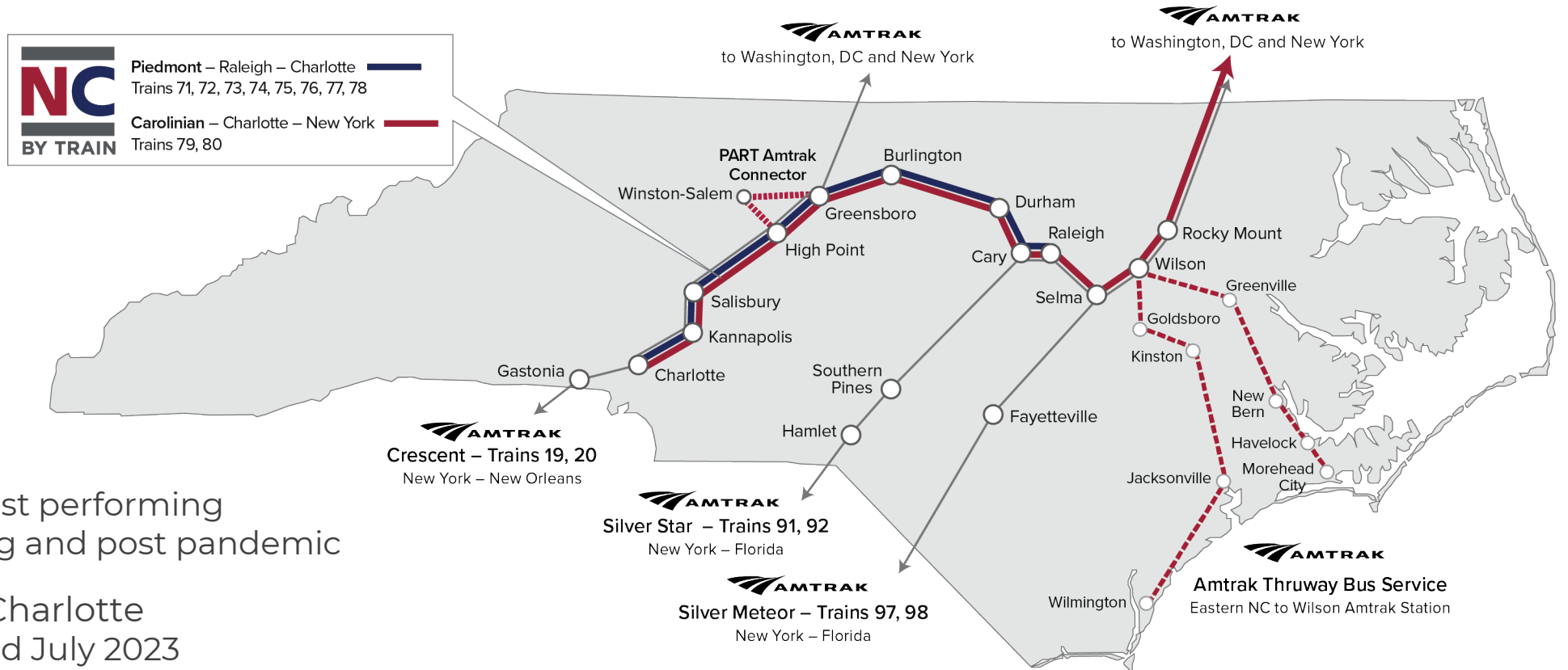
- ❑ S-line Project, including RTP rail station (NCDOT)
- ❑ RTP Mobility Hub (GoTriangle)
- ❑ RUS BUS and Cary Downtown MMTF

❖ Other NCDOT Activities

- ❑ Mobility hub RAISE grant work for seven communities has NTP for selected consultants
- ❑ Anticipate news on the Federal State Partnership for Intercity Passenger Rail (22-23) awards soon
 - \$1.09B first phase of the Raleigh to Richmond S-Line project
 - Would deliver an initial extension of NC By Train service to Wake Forest along the ultimate alignment
- ❑ Anticipate news on the FRA Corridor Identification and Development Program
 - 12 intercity passenger rail corridors in NC applied for (provide money for planning, PE, and NEPA for introducing new or expanded intercity passenger rail service)
 - Eight of the 12 corridors involve the Triangle
- ❑ Next round of Federal State Partnership for Intercity Passenger Rail grant submission in the spring of 2024
 - Follow on phase of Raleigh to Richmond extending service north from Wake Forest and enhances Wake County segment included in phase 1.

NC Intercity Passenger Rail Service

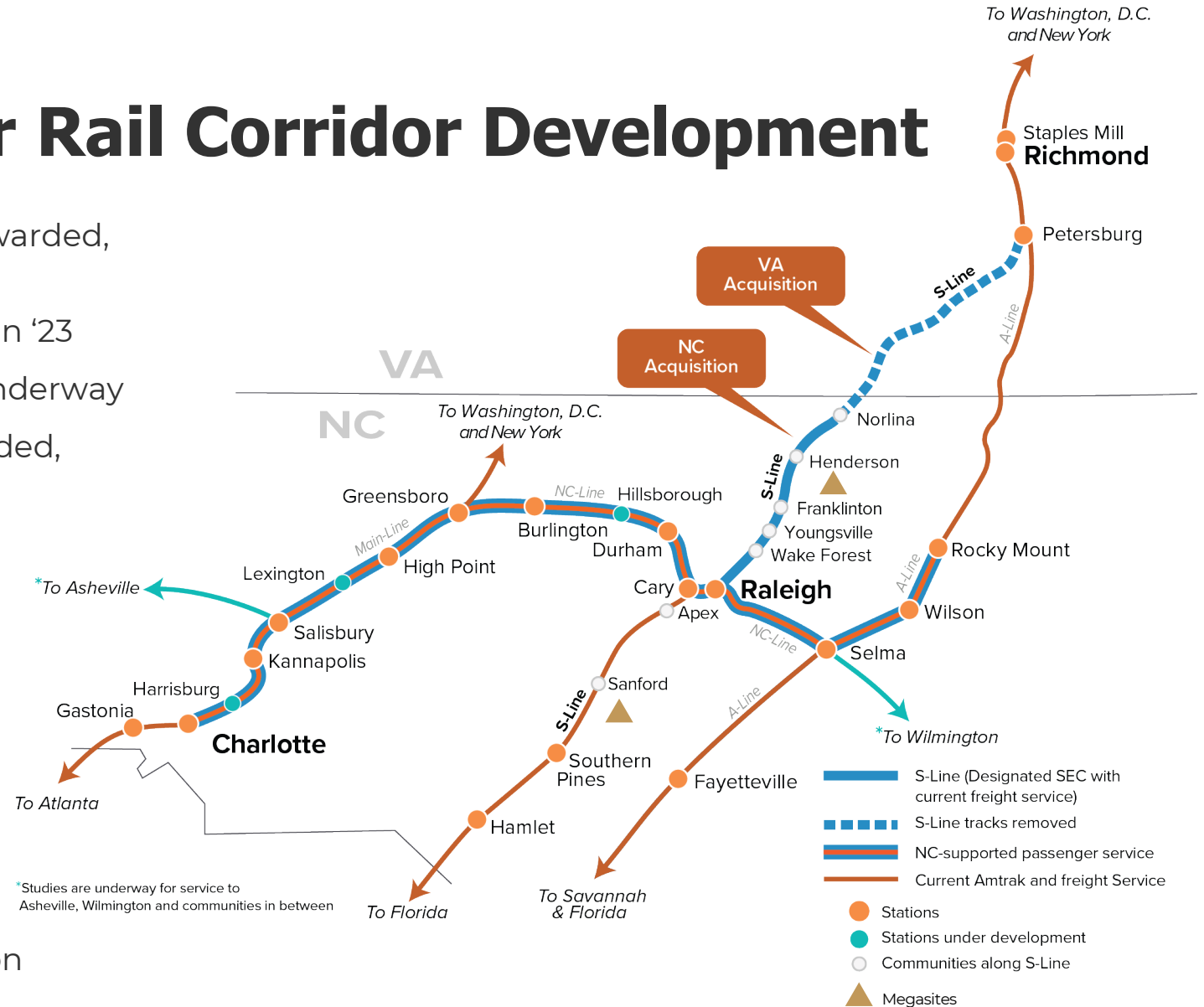
Ridership at record breaking levels



- **NC By Train**
 - among the best performing services during and post pandemic
- 5th Raleigh to Charlotte round-trip started July 2023
- Charlotte Gateway Station target 2027 opening

NCDOT S-Line Passenger Rail Corridor Development

- ✓ S-Line corridor acquisition FRA CRISI '20 grant awarded, negotiations underway
- ✓ FTA TOD study grant awarded in '20, completed in '23
- ✓ Mobility Hub USDOT RAISE grant awarded '22, underway
- ✓ S-Line 30% engineering FRA CRISI '21 grant awarded, underway
- Submitted S-Line for 60% engineering/ROW to FRA CRISI in '22
- Submitted S-Line Raleigh to Wake Forest construction to FRA Fed-State Partnership in '23
- Submitted S-Line to FRA Corridor ID in '23
- Submitting Mobility Hubs for final design, NEPA and construction to USDOT Reconnecting Communities grant in '23
- FRA Fed-State Partnership '24 - seeking to submit Wake Forest to Henderson for construction



NC Corridor ID Program Opportunities

12 Corridors Submitted, Centered on Triangle:

- Salisbury to Asheville
- Charlotte to Washington, DC
- Wilmington to Raleigh
- Charlotte to Kings Mountain
- Greenville to Raleigh
- Winston-Salem to Raleigh
- Hamlet to Raleigh
- Morehead City to Raleigh
- Fayetteville to Raleigh
- Winston-Salem to Charlotte
- Weldon to Raleigh
- Atlanta, GA to Charlotte



What has been happening?

- ❖ GoTriangle Board action to support incremental implementation approach
- ❖ NC Railroad Updates

Next Steps

❖ Initial Recommendations

- ❑ Incremental implementation approach
 - Incorporate into Wake/Durham Transit Plans and MTP

- ❑ Expand partnerships for regional rail implementation

- ❑ Strategic Regional Rail Implementation Study (FY 25 Joint MPO Study)
 - Framework for incremental regional rail implementation
 - Potential decision-making assistance tools (matrix, prioritization system)

- ❑ Other Recommendations

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Questions?

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