

TPAC Attachment C2

DRAFT MOU Summary – SUBJECT TO CHANGE

Goal	Activity
A. Obtain buy-in for the Project Concept (see goal C below for detailed definition) from the operating railroads and define the requirements and design risks associated with railroad coordination	<p>1. Engage with Norfolk Southern Railroad (NSR) and CSX Railroad (CSX) to perform rail network capacity modeling (also known as Rail Traffic Controller / RTC) and determine an operating plan and associated infrastructure improvements that will be approved by the railroad owners and operators and GoTriangle.</p> <p>NOTES: NCRP owns the corridor, NSR and CSX operate trains and maintain tracks within the corridor. In certain places, NSR and CSX own, operate, and maintain tracks within the corridor (e.g. near Raleigh Union Station. Additionally, Amtrak operates trains within the corridor.</p>
	<p>2. Resolve and document requirements of the railroad owners and operators to the mutual satisfaction of GoTriangle and the railroad owners and operators (including financial and legal requirements such as fees, indemnification, and insurance).</p>
B. Build a foundation for sustained regional cooperation and obtain stakeholder input necessary to inform development of the Project Concept	<p>3. Prepare and begin implementing a community engagement plan, defining roles and responsibilities of each Party.</p> <p>NOTE: "Party" refers to an entity that is a party to the MOU. These include: the counties, the MPOs, the railroads, NCDOT, and GoTriangle.</p>
	<p>4. Prepare and begin implementing an agency coordination plan, defining roles and responsibilities of each Party. GoTriangle and the MPO Parties will seek to develop and obtain concurrence for the plan with each affected municipality and major institution within 60 days of execution of the MOU.</p> <p>NOTE: affected means impacted by the project in some way – i.e. changes to a street crossing, expansion of ROW, relocation of municipal utilities etc...</p>
	<p>5. Initiate necessary consultation with federal regulatory agencies to confirm anticipated requirements for approvals, identify the National Environmental Policy Act (NEPA) lead agency (i.e. the FTA or the FRA) and cooperating agencies, obtain a class of action determination (i.e. Environmental Assessment or Environmental Impact Statement, and initiate environmental scoping (the first phase of the NEPA process).</p>
	<p>6. Prepare an agreement work plan, including exhibit of draft matrix of critical agreements, permits, and approvals. This agreement work plan would be carried out in the design and implementation phases of the project, should it advance to those phases.</p>
	<p>7. Secure resolutions of support for moving forward with the Project Concept from boards of all affected municipalities and major institutions.</p>

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	8. Facilitate inclusion of the Project in all applicable metropolitan transportation plans, Transportation Improvement Programs, State Transportation Improvement Program, and county transit plans.
C. Further refine and achieve consensus among Parties on Project Concept [project definition for purposes of initiating CIG Project Development (termini, station number and locations, grade separations, street closures, number and location of additional tracks and improvements, frequency of trains, fleet size and composition, train storage and maintenance requirements)]	9. Perform detailed corridor screening to confirm key engineering and constructability risk areas, including geographic areas with complex roadway interface, topography, encroachments, adjacent structures, critical utilities, and other environmental features. Major known risks at this time include, but are not limited to things such as, grade crossings in Downtown Durham and Cary
	10. Evaluate rolling stock and station design considerations to develop conceptual approach for compliance with 49 CFR § 37.42. NOTE: This reference is to federal safety regulations concerning the operation of passenger and commuter service along or near an active freight railroad.
	11. Obtain field survey and perform preliminary engineering design for key engineering and constructability risk areas (those identified in #9) to determine viable design concepts in consultation with authorities having jurisdiction.
	12. Assess land availability for park-and-rides, and reach determination on whether sufficient park-and-ride spaces can be constructed to support adequate ridership.
	13. Identify site(s) for maintenance facility, and reach determination on whether sufficient available land exists for an affordable facility.
	14. Develop and begin implementing a project concurrence plan progressing to a recommendation of a locally preferred mode, alignment and termini.
D. Monitor risks related to likelihood of federal funding eligibility	15. Continue to perform ridership modeling as the project definition is refined to mitigate risk of unforeseen drop in projected Project Justification ratings.
	16. Engage with local land use authorities to evaluate and consider strategies to bolster Land Use and Economic Development ratings (ratings determined by using published FTA criteria).
E. Provide a basis for evaluation of monetary costs, non-monetary costs, and benefits	17. Prepare updated schedule and cost estimates (timeline and costs to plan, design, build, finance, operate, and maintain the project in a state of good repair).
	18. Evaluate project metrics including equity measures informed by community engagement.

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F. Obtain commitment of 100% of non-CIG funds to codify local funding partner commitment and mitigate a range of project risks, in particular risks that are exacerbated by uncertainty of project viability	19. Facilitate cost-sharing negotiation and secure a local government commitment of funds for 100% of the non-federal share of estimated costs for project design, management, financing, construction, and operation and maintenance in a state of good repair.
G. Build adequate management capacity and capability to advance the project	20. Develop a preliminary Project Management Plan with well-developed sponsor management capacity and capability documents and project delivery and procurement plan.
	21. Procure consultant support necessary to manage and perform Project Development activities.