

CAMPO & DCHC-MPO Triangle Rail Study Joint Rail Visioning Committee Meeting



December 6, 2024

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Agenda

- 1** Welcome / Introductions
- 2** Elections & Rail Funding
- 3** Rail Terminology Review
- 4** Overview & History: FRA Funding for Rail
- 5** Federal-State Rail Partnership Program
- 6** FRA Capital Planning Guidance
- 7** Service Development Plans
- 8** What Makes a Good Project
- 9** Visioning Discussion

Elections & Rail Funding

While there is a new Administration coming in January 2025...

- The MPO's currently adopted Metropolitan Transportation Plans (MTP) will span nine Presidential administrations
- The next ten years will span three Presidential administrations
- A good plan helps well-prepared regions make progress even as points of emphasis in policy and priorities change with each administration

Rail Terminology Review

Acronyms

- FRA – Federal Railroad Administration
- FTA – Federal Transit Administration
- SPOT – Strategic Prioritization Of Transportation (NCDOT Process)
- CRISI – Consolidated Rail Infrastructure and Safety Improvements program
- BIL – Bipartisan Infrastructure Law
- NEC – Northeast Corridor (Amtrak Acela/Northeast Regional/Carolinian)

Rail Terminology Review: Service Concepts



Light Rail

High-frequency urban service
Runs on street or in its own ROW
Incompatible with Freight Trains
Built under **FTA Oversight**

Not appropriate for this study



Commuter Rail

Downtown-focused peak service
Stations every 2 to 5 miles
Compatible with Freight Trains
Built under **FTA Oversight**

Not appropriate for this study



Passenger Rail

Intercity service
Stations every 7 to 20 miles
Compatible with Shared Use
Built under **FRA Oversight (Title 49)**

The focus of this study

Overview and History: FRA Funding for Rail

Subhead

- FRA is a relative newcomer to discretionary grant funding for railroad development
- Pre-2008/ARRA, FRA administered annual appropriation to support Amtrak, primarily on the NEC, and in support of long-distance services.
- **PRIIA (2008)**, reauthorized Amtrak, established state-supported service expectations, and created a Capital Assistance program to states
- **ARRA** (2009) and FRA's **HSR** program, focused on state supported services and establishing HSR.
- **Fed State Partnership for Intercity Passenger Rail**: Created by the **FAST Act (2015)**; provided dedicated competitive funding for intercity passenger rail (primarily Amtrak) but limited only to investment in publicly owned assets. Continued through passage of BIL.
- **BIL (2021)**: Revamped/rewrote **Federal State Partnership** significantly, provided billions in funding over five years for expansion of intercity passenger rail. Eliminated requirement for publicly owned asset.
- Several other programs routinely fund projects that benefit IPR: **CRISI, RCE, RAISE/INFRA**, etc.

Federal-State Rail Partnership Program In Detail

Broadly expanded eligibility and funding

- Started as a FAST Act Program to assist Amtrak/NEC
- Focused on the 'publicly' (Amtrak) owned NEC due to public ownership requirement
- BIL expanded project eligibility
 - Now the 'signature' program for Intercity Passenger Rail investments
 - Broke out separate programs for NEC and non-NEC national network
 - Provided billions in funding, created FTA-like tools for PFAs and LOIs
 - Shows a continuing investment in intercity passenger rail with less Amtrak/NEC focus

Federal-State Rail Partnership Program In Detail, cont'd

Broadly expanded eligibility and funding

- Fed State-Partnership has spanned/survived multiple administrations
- Two years of advance appropriations under BIL remain
- CRISI funds passenger rail
- Additional targeted funding programs for discrete improvements

FRA Capital Planning Guidance

- Describes principles of project development, is not tied any specific competitive grant programs
- Established definitions and expectations of FRA's Project Development Lifecycle:
 - Planning
 - Project Development (PE/NEPA)
 - Final Design
 - Construction
 - Operation
- Established to structure project development under any funding program—focuses on substantive/technical project delivery from a disciplinary (not political) perspective.

FRA Capital Planning Guidance, cont'd

- Political Considerations:
 - An equity prism under Democrats
 - An economic development prism under Republicans
- VS.
- Technical Considerations:
 - Planning that includes sufficient public outreach
 - Preliminary engineering agreed upon by all stakeholders
 - Cost estimate methodology validated
 - Utility ROW coordination
- This is the same Guidance we will use to meet FRA's development expectations and maintain eligibility for federal funding

Service Development Plans

The Technical Intercity Passenger Rail Planning Standard

- Have existed in some capacity since pre-HSR era; planning document used to define a passenger rail service
- SDPs are the foundational Deliverable items associated with corridors selected for the FRA Corridor ID Program
- Planning document used for FRA rail jurisdiction (intercity) vs FTA rail jurisdiction (commuter, even when it runs on heavy rail)

Core elements: 9 core elements

- The document that establishes the operational details
- Purpose & Need
- Consideration of Alternatives
- Establishes speed/frequency/station locations. Which towns are served.
- Where it connects to other transit and Amtrak services

Service Development Plans, cont'd

The Technical Intercity Passenger Rail Planning Standard

Core elements: 9 core elements

- The document that establishes the operational details
- Purpose & Need
- Consideration of Alternatives
- Establishes speed/frequency/station locations. Which towns are served.
- Where it connects to other transit and Amtrak services
- Service Operator
- Capital Cost
- Operating Cost
- How governed? State supported service?

Service Development Plans

Key Elements of a Good Service Development Plan

- Comprehensive Purpose and Need Statement
- Service Plan Based on Meeting Market Needs
- Strong Stakeholder and Public Engagement Process
- Governance and Local Funding Plan in Place
- Presents a Long-Range Vision



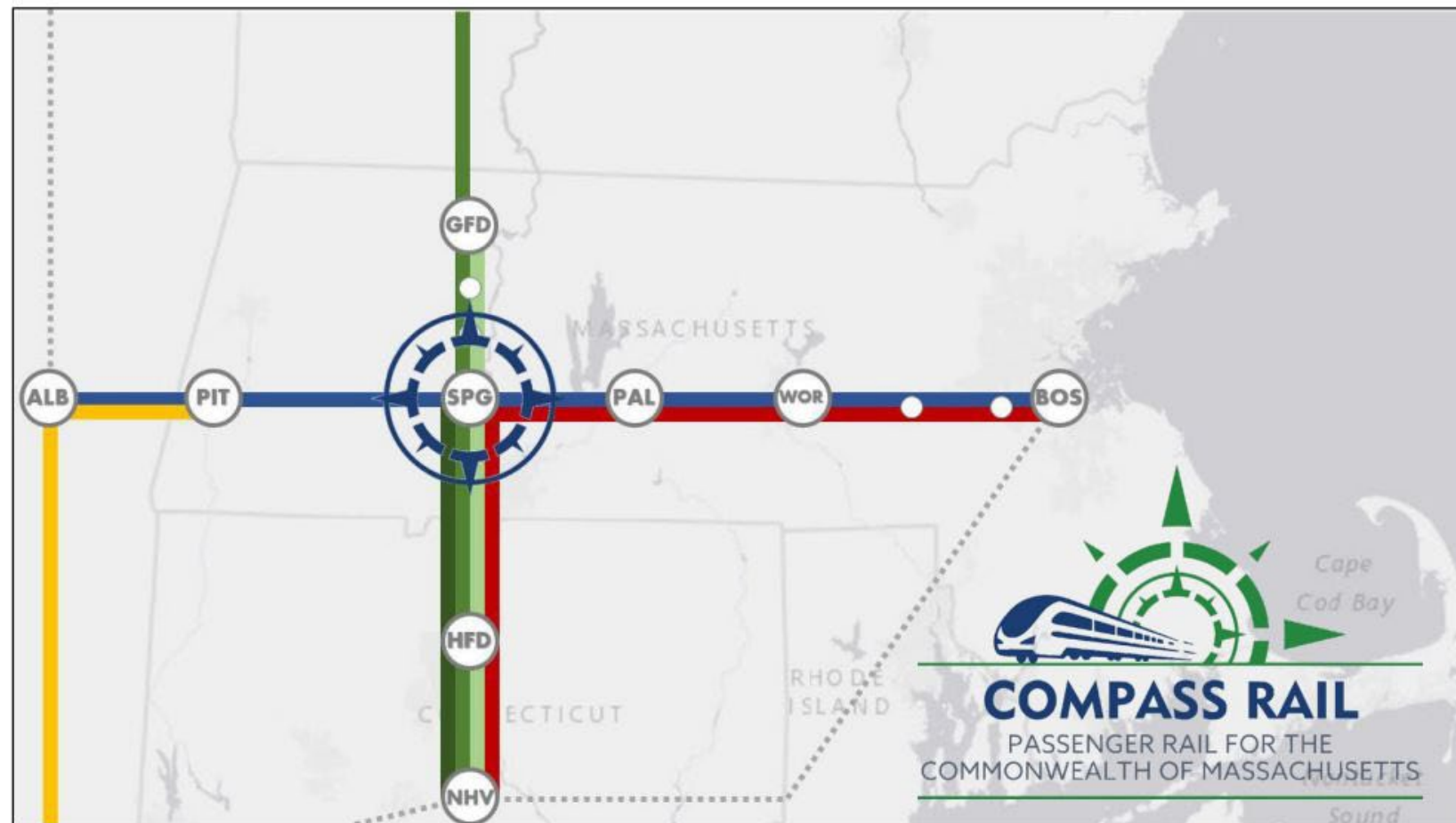
Example Network: Compass Rail

Administered by Massachusetts DOT in partnership with Amtrak, CSX, CT/NY/VT, and others

Creates a vision for east-west and north-south intercity passenger trains with the state capital of Springfield as a hub

Shorter state-supported routes overlaid with longer state-supported trains and other Amtrak services

Combines existing routes and two new corridors in the CID Program



What Makes a Good Project Great?

Elements of a Competitive Project

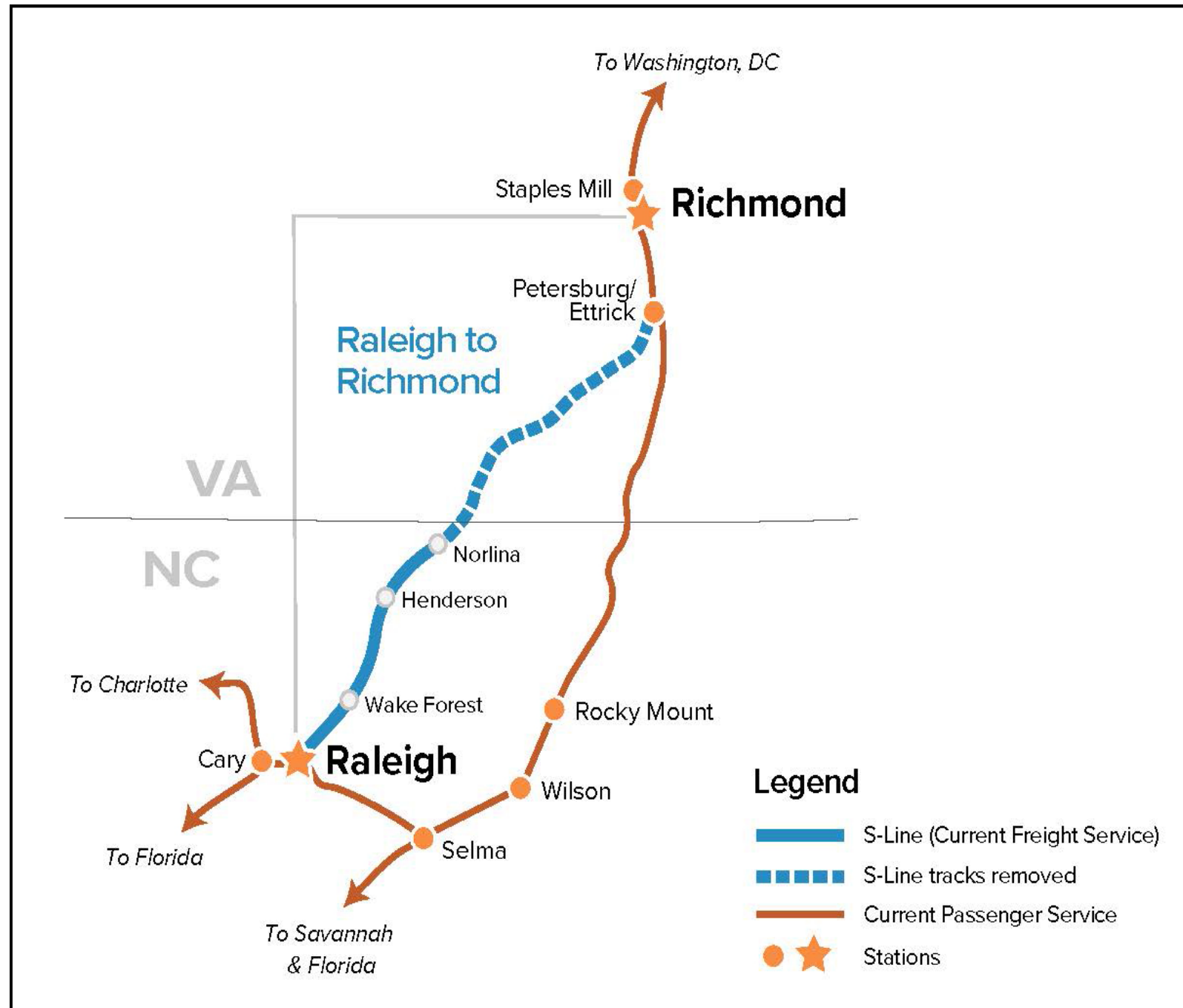
- A strong application will:
 - Highlight an understanding of administrative priorities (*economic development vs equity vs climate resiliency, etc.*)
 - Underscore a well-documented and collaborative planning process
 - Showcase freight benefits and how it improves the movement of people and goods
 - ***Make a compelling argument for the necessity of the project***

VISIONING DISCUSSION



Example Project: S-Line Raleigh to Richmond Project

- Designated as part of the Southeast high-speed rail corridor by the federal government since the 1990s
- Marketed as the “missing link” within the larger vision for passenger rail service in the Southeast
- Partnerships between NCDOT and the Virginia Passenger Rail Authority have led to the award of discretionary federal funding



What is your definition of “success” for passenger rail in the Triangle region?

For our visioning work today - what parts of the educational content from this morning seemed particularly important to you?



Current Amtrak Stations

Raleigh (RGH)
Cary (CYN)
Durham (DNC)

Stations in progress:
Hillsborough, Wake Forest

Under consideration: RTP





Current Amtrak Service in the Triangle

Graphic courtesy of RTA:
[Triangle-regional-train-service-rev-Jul-10-2023.pdf](#)



The voice of the regional business community on transportation – for more than 20 years.

Current regional passenger train schedule for the central Triangle:

WESTBOUND TRAINS

	[Train P-71]	[Train P-73]	[Train P-75]	[Train P-77]	[Train C-79]	[Train SS-91]
Raleigh	6:30 am	10:00 am	1:00 pm	3:15 pm	5:30 pm	9:10 pm
Cary	6:42 am	10:12 am	1:12 pm	3:27 pm	5:43 pm	9:22 pm
Durham	7:00 am	10:30 am	1:30 pm	3:45 pm	6:01 pm	n/a

EASTBOUND TRAINS

	[Train SS-92]	[Train C-80]	[Train P-72]	[Train P-74]	[Train P-76]	[Train P-78]
Durham	n/a	9:27 am	1:02 pm	5:01 pm	7:53 pm	10:17 pm
Cary	8:20 am	9:47 am	1:28 pm	5:22 pm	8:15 pm	10:38 pm
Raleigh	8:53 am	10:05 am	1:41 pm	5:36 pm	8:29 pm	10:52 pm

How far should the geography of our vision extend?

Which rail lines should be included or excluded, and why?

How should we prioritize introducing new services vs. improving the quality of existing services?

Is one of these more important than the other?

Sometimes the key to unlocking service in one county is a capital investment in a different county.

How should a region whose transit investments are built on county-level financial plans consider investments like this?

How should this work when two counties BOTH have a 1/2-cent transit sales tax?

When only 1 of 2 counties has a 1/2-cent transit sales tax?

NEXT STEPS



NORTH CAROLINA
Department of Transportation

S-Line / Raleigh to Richmond Update

Troy J. Creasy, PE
NCDOT Rail Division – Manager of Design & Construction

October 1, 2024

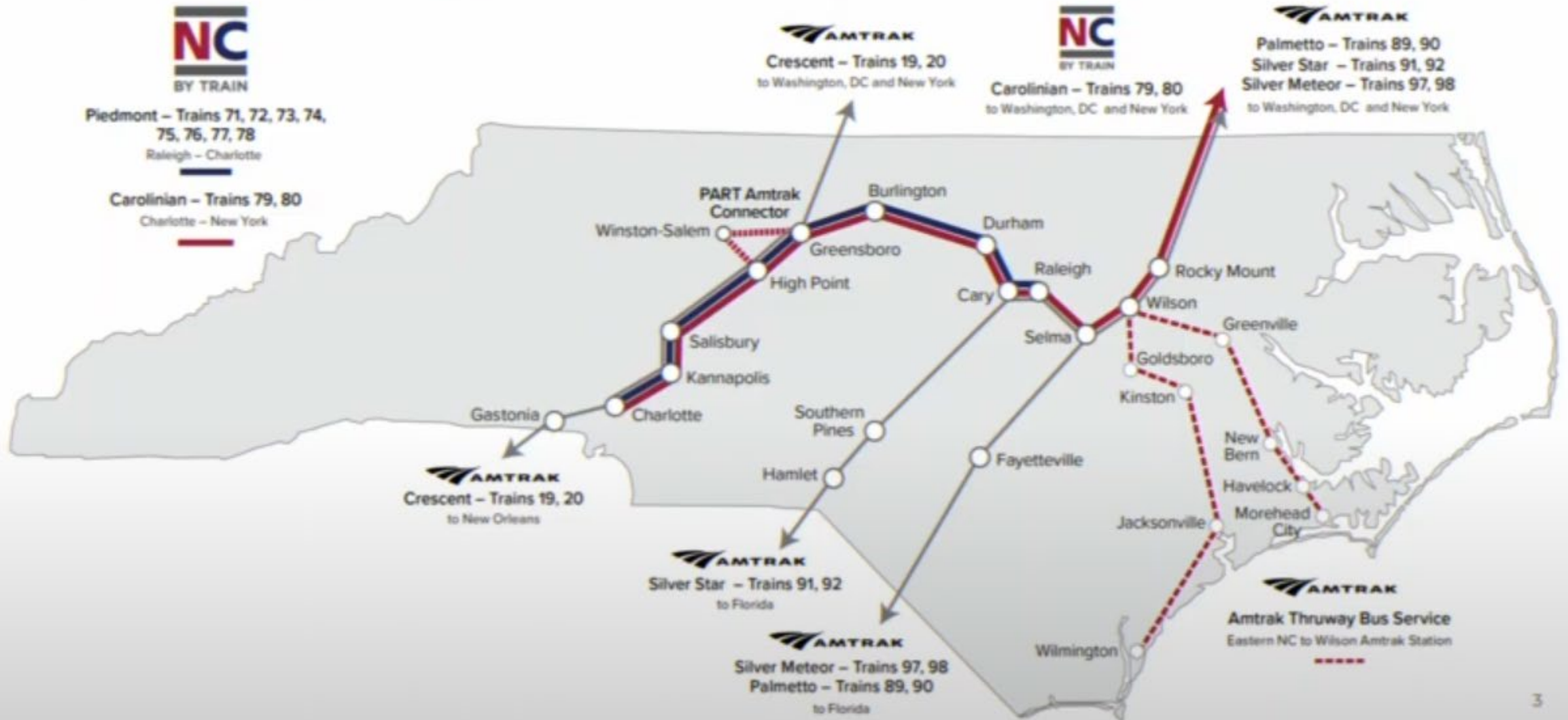
Connecting people, products and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina

Types of Passenger Rail Service

- **Intercity Passenger Rail (Typically FRA supported)**
 - *NCDOT NC By Train Service operated by Amtrak in North Carolina*
 - Connecting the centers of cities and towns
 - Longer distances between stations
 - Longer trip durations
 - Baggage and food service typical
- **Commuter Rail (Typically FTA supported)**
 - Connecting outlying areas and urban centers
 - Peak hour service is historically typical
 - Closer station spacing
 - Shorter trip durations
- **Light Rail (Typically FTA supported)**
 - Urban area
 - Separate rail system (not part of national rail network)



Existing NC Intercity Passenger Rail Service





NC Intercity Passenger Rail Service



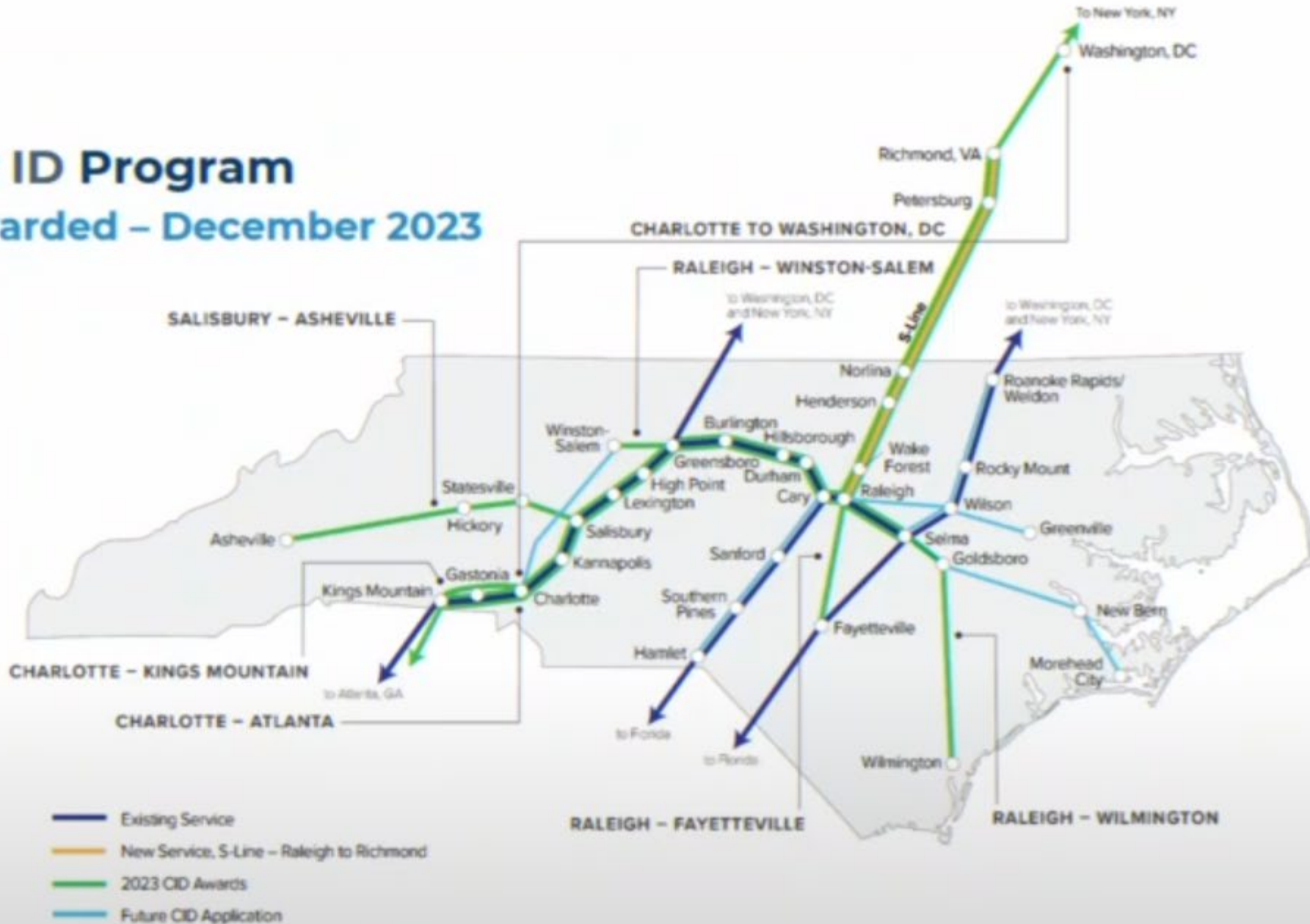
NC FRA Corridor ID Program

Seven Corridors Awarded – December 2023

- ✓ Charlotte to Washington, DC
- ✓ Salisbury to Asheville
- ✓ Raleigh to Wilmington
- ✓ Charlotte to Kings Mountain
- ✓ Raleigh to Fayetteville
- ✓ Raleigh to Winston-Salem
- ✓ Charlotte to Atlanta

Future CID Applications:

- Raleigh to Greenville
- Raleigh to Hamlet
- Raleigh to Morehead City
- Winston-Salem to Charlotte
- Raleigh to Weldon



Towns shown are for geographical reference only and do not represent station locations.

Connecting the Southeast to D.C. and the Northeast Corridor



Raleigh to Wake Forest – Funded for Construction

\$1.37B total project

- Final Design, ROW, Construction
- Grade separations, including:
 - Maynard Road
 - Trinity Road
 - Wolfpack Lane
 - New Hope Church Road
 - Millbrook Road
 - Gresham Lake Road
 - Durant Road
 - Ligon Mill Road
 - Holding Avenue
- ~**5** miles of roadway corridor work
- ~**1** mile of railroad structures
- ~**18** miles of rail corridor
- Structures, clearing, grading, paving, erosion control, traffic control, signalization, RR control systems, drainage, track construction, facility construction, utilities relocation and construction, etc.



Upcoming S-Line Grade Separation Construction Projects

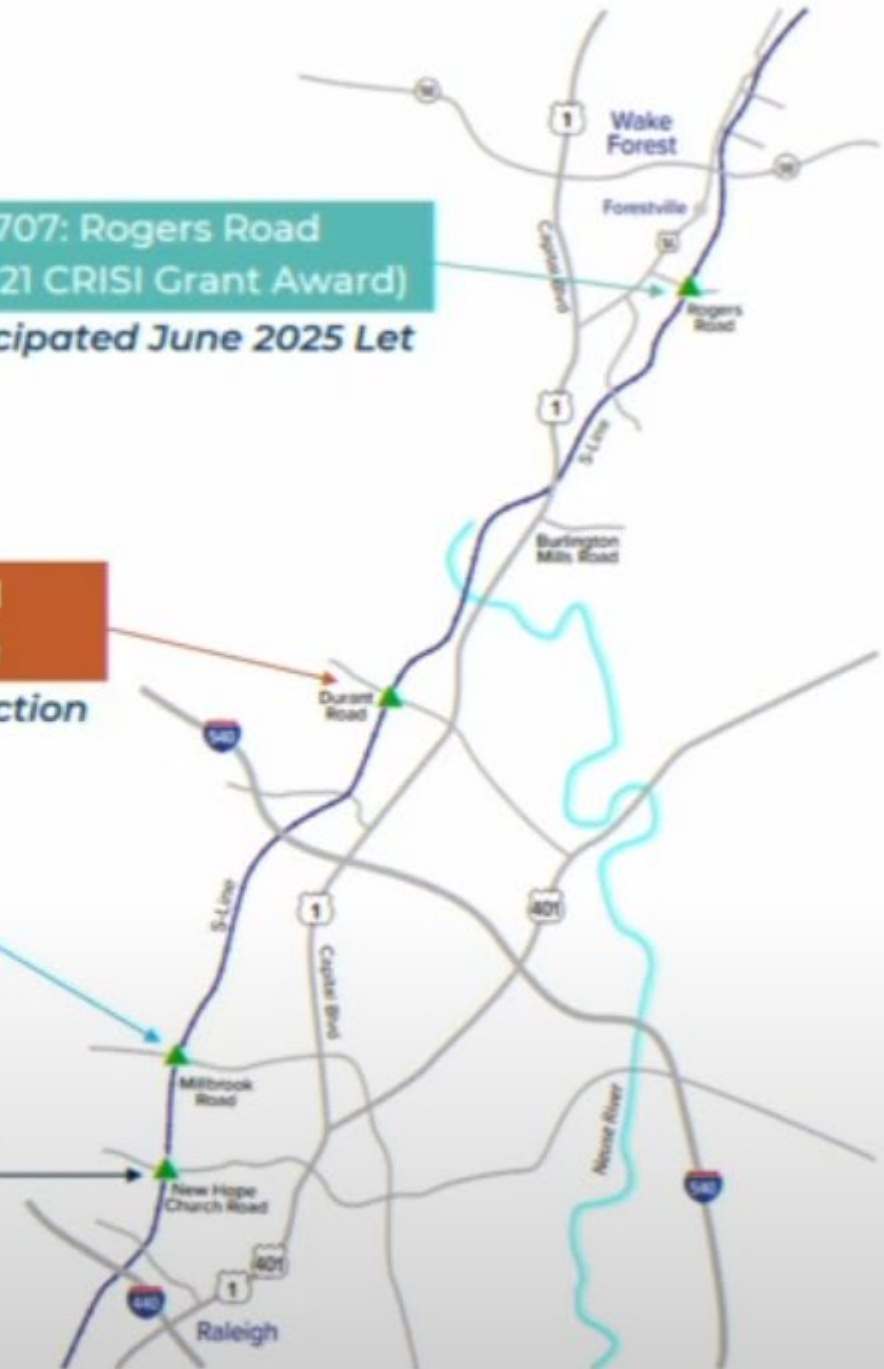
STI Projects Progressing Ahead of Grant Funds

P-5707: Rogers Road
(FY 21 CRISI Grant Award)
Anticipated June 2025 Let

P-5720: Durant Road
(FY 22 Grants Match)
Under Construction

P-5737: Millbrook Road
(FY 22 Grants Match)
Anticipated 2026 Ad

P-5715: New Hope Church Road
(FY 22 Grants Match)
October 2024 Let



Delivery currently planned as DBB

S-Line Development embodies where we are heading with Transportation

- Transit-Oriented Development Study complete
- Mobility Hub Planning underway
- Reconnecting Communities and Neighborhoods Grant application submitted for mobility hub design and construction



Transit-Oriented Development and Mobility Hub Planning

Engaging municipalities in conversations to use rail investments to achieve broader city/town goals

Coordinated Placemaking and Mobility



Multimodal Options and Connections



Walkability in the Community

S-Line: Raleigh to Richmond

- ✓ NEPA Complete – 162 miles rail / 82 miles road
- ✓ (FY '20) \$47.5M FRA CRISI grant
 - NC S-Line corridor acquisition underway
- ✓ (FY '21) \$57.9M FRA CRISI grant
 - Land surveying, prelim. engineering (Raleigh to Richmond)
- ✓ \$900K FTA TOD Study grant
 - ✓ TOD Study (complete)
- ✓ \$3.4M RAISE grant
 - Mobility Hub Plans underway
- ✓ (FY '22-23) \$1.09 Billion – FSP grant
 - Engineering, ROW, and construction (Raleigh to Wake Forest)
 - Obligation in progress by FRA
- ✓ Corridor ID grant \$500,000
 - Service Development Planning (Charlotte to DC Corridor including S-Line)
 - Step 1 (scope/schedule/budget) in progress



R2R Program Schedule for Service to Wake Forest



Timeline

Grade Separations



Mobility Hubs

- Norlina
- Henderson
- Franklinton
- Youngsville
- Wake Forest
- Apex
- Sanford

Grade Separations



Legend:



Project status

Funded Project Phases

Feasibility Studies & Pre-Planning

NEPA

Advance or Protective ROW

Surveys & Final Design

ROW

Construction

Stages of Project Development or Project Lifecycle

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