



North Carolina's Passenger Rail Station Maintenance Needs Study

Prepared For:

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1 EXECUTIVE SUMMARY

During its 2018 session, the state Legislature passed Session Law 2018-5, Senate Bill 99, Section 34.30 which states that The North Carolina Department of Transportation's Rail Division (Rail Division) shall study the maintenance needs of rail stations for passenger trains supported by the State. The eight stations included in this study are as follows:

- Rocky Mount
- Wilson
- Selma
- Durham
- Greensboro
- Highpoint
- Salisbury
- Kannapolis

These eight stations serve as local landmarks in the communities where they are located, and include several that are listed in the National Register of Historic Places. These stations serve as a gateway to tourists and passengers who are visiting the municipalities where the stations are located. In addition to being cultural and historic landmarks, these stations often serve as a multi-modal transportation centers in conjunction with local transit agencies. When these stations were being renovated, the areas where the stations are located were often underutilized and the renovation of the station acted as a catalyst for redevelopment in the areas surrounding the station. This was seen in Rocky Mount, Wilson and Greensboro.

Over the past few decades, station owners have been responsible for regular upkeep and maintenance of stations. While municipalities programmed regular funding to address the maintenance of the stations, the cost of maintenance has been underestimated and the actual costs have exceeded what has been programmed. The programmed funding often covers general upkeep, but large maintenance costs, such as roof repairs or new HVACs, equivalent to 5-15 years of local funding contributions present a significant challenge to the municipalities. When such large maintenance repairs are needed, it is difficult for municipalities to cover the shortfall.

2 BACKGROUND

During its 2018 session, the state Legislature passed Session Law 2018-5, Senate Bill 99, Section 34.30 which states that The North Carolina Department of Transportation's Rail Division (Rail Division) shall study the maintenance needs of rail stations for passenger trains supported by the State, and report its findings to the Joint Legislative Transportation Oversight Committee no later than December 1, 2018. The *Carolinian* and *Piedmont* trains are state-supported intercity passenger rail services operated under contract with Amtrak in the State of North Carolina, serving twelve communities across the State. Amtrak serves another four stations with long distance trains that are not state-supported and are not subject to the study.

Of the twelve stations served by state-supported trains, four were excluded from the study for various reasons as follows: Raleigh Union Station is owned by the City of Raleigh and opened in July 2018. As it is so new and still under warranty, maintenance needs were not evaluated. The 1962 Charlotte Station is owned by Norfolk Southern Railway, and Amtrak is responsible for its maintenance. Whereas the new Charlotte Gateway Station construction project in Uptown is currently underway, the existing platform and canopy will be demolished once the new station is opened, the existing station was not evaluated. Cary Depot is owned by the Town of Cary. Its complete renovation was finished in 2011, and was therefore not included in this study. The Burlington station is owned by the North Carolina Railroad Company (NCRR) which provides for all maintenance needs at the rail station under the terms of its lease with the Rail Division. The remaining eight stations included in this study are as follows:

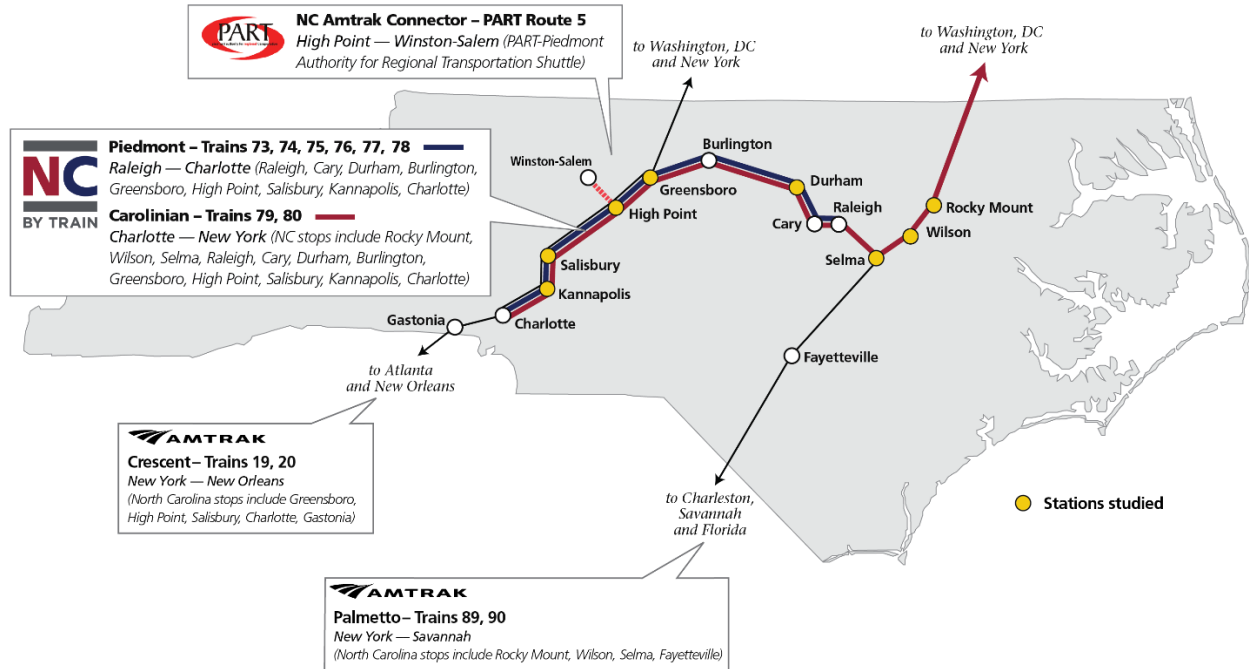
- Rocky Mount
- Wilson
- Selma
- Durham
- Greensboro
- Highpoint
- Salisbury
- Kannapolis

3 PASSENGER RAIL STATIONS STUDIED

Since 1993, the Rail Division has facilitated the rehabilitation of existing passenger train stations and the construction of new train stations. The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) provided federal funding for the rehabilitation of historic passenger rail stations, and six of the eight stations studied benefitted from this or other federal funding. For those six, local governments contributed a minimum of 10 percent of the total project cost. Two projects used State Moving Ahead funds. In each case where the station is owned by a local government, that municipality agreed to perform on-going maintenance of the facility. Due to inflation and other factors maintenance costs are higher than was anticipated when the municipalities accepted responsibility, approximately 20 years

ago. While municipalities have programmed regular funding to address the maintenance of the stations, the cost of maintenance has been underestimated and the actual costs have exceeded what has been programmed. The programmed funding often covers general upkeep, but large maintenance costs, such as roof repairs or new HVACs, equivalent to 5-15 years of local funding contributions present significant challenges. When such large maintenance repairs are needed, it is difficult for municipalities to cover the shortfall. The map below depicts the stations served by intercity passenger rail in the State, and highlights those included in the study.

Study Locations



3.1 Overall Findings and Similarities

The study team, consisting of Rail Division Operations and Facilities Branch, Amtrak, and consultant staff, conducted site visits at all eight stations, and met with municipal staff responsible for maintenance. The identified maintenance needs fall into the three following categories:

- Major Repairs
 - HVAC systems
 - New roofs
 - New platform canopies
 - Overall painting
- Annual Recurring Maintenance
 - Restriping on the platform
 - Power washing exterior
 - Touch-up Painting
- One-time maintenance

- ADA compliant signage on the platform
- LED lighting conversion

Several needs, common at multiple stations include; LED lighting conversion, which would yield energy savings while reducing maintenance cost; and, general restroom repairs, such as grout failure, broken doors/hardware, and damage ceiling tiles. From a customer satisfaction perspective, restroom cleanliness and general upkeep is vital to the customer experience. A June 2016 on-board passenger survey conducted by the Rail Division, showed that customers rated facility cleanliness and good repair as their second most important element, only one percentage point behind on-time performance. 71 percent of passengers rated on-time performance as a 5 (on a scale of 1-5), while 70 percent of customers rated facility cleanliness a 5.

Below is a table that summarizes the maintenance needs of all eight stations, highlighting the total number of projects identified and the total estimated cost of those projects. Specific projects are highlighted under each station’s section below.

Station Location	Number of Projects	Total Estimated Cost
Rocky Mount	18	\$293,000
Wilson	16	\$420,000
Selma	22	\$455,000
Durham	13	\$25,000
Greensboro	17	\$3,062,000
High Point	5	\$820,000
Salisbury	24	\$1,580,000
Kannapolis	7	\$50,000
TOTAL	122	\$6,705,000

Funding recommendations for these maintenance needs include local, state and federal funding. The local fund source for station maintenance needs are generally municipal general funds. While municipalities have programmed regular funding to address the maintenance of the stations, the cost of maintenance has increased in line with higher overall construction costs in the State. Municipalities struggle with retention of funding for future unknown station maintenance costs during economic downturns, and against pressure within the municipality to procure immediately needed items such as those required to provide emergency services. One recommendation is that future funding agreements between NCDOT and station owners require municipalities to commit to a recurring budget line item for station maintenance. For state funding, a potential source is the NCDOT Statewide Contingency Fund. This year, the authorizing language for the Statewide Contingency Funds was re-written (Session Law

2018-5, Senate Bill 99, Section 34.2.(b)) to include ‘railroad infrastructure’. As for federal funding, the maintenance needs identified in this study could be incorporated into a ‘comprehensive station program’ which could qualify for federal capital grant programs. When funding under the Consolidated Rail Infrastructure and Safety Improvements (CRISI) becomes available, such a program may be eligible if the capital improvement aspects are strong enough.

3.2 Selma

- i. Selma Union Station originally served both the Southern and Atlantic Coastline railways, and is on the National Register of Historic Places. It is owned by the Town of Selma, and renovations to the historic 1924 building were completed in 2001. Railroad artifacts and exhibits are on display in the passenger waiting room. The state-supported *Carolinian* stops at Selma, as well as Amtrak’s NYC-Savannah *Palmetto*.
- ii. The Town identified 22 maintenance and repair items at a total estimated cost of \$455,000. Some of the key projects identified include roof repair, and replacing the aged HVAC. Those projects are estimated to cost \$350,000 and \$15,000, respectively.
- iii. Though routine repairs are completed on an ongoing basis, due to lack of funding, the maintenance needs listed remain an issue.
- iv. The estimated cost to complete maintenance and repairs are listed below:

Maintenance Need	Estimated cost
Restrooms	\$10,000
Wall damage plaster chipping	
Walls need painting	
Tile damage in women's restroom	
Interior finishes	\$10,000
Lobby need plaster repairs	
Lobby needs painting	
Flooring is loose in areas	
Ceiling fans don't work	
Employee bathroom plaster and paint chipping	
Station Signage	\$15,000
New station signage	
Parking signs need replacing	

Mechanical Systems	\$15,000
A/C Need replacing with more efficient unit	
Roofing	\$350,000
Roof repairs needed	
Parking lots	\$7,500
Parking lot seal coat	
Station Platforms	\$22,600
Paint safety stripe	
Replace broken ADA tactile edge	
Iron fencing needs painting	
ADA Signage	
Other	\$25,000
Exterior lighting replace	
Windows need weather proofing	
Benches need refinishing	
Repair heat in restroom	
TOTAL	\$455,100

- v. If fully funded, it is estimated the construction of the repairs could be completed within 8 weeks. Varying time will be required for the procurement and selection of qualified contractors.

3.3 Rocky Mount

- i. The City of Rocky Mount owns the Rocky Mount Train Station. Originally constructed in 1893, the building has undergone several renovations, most recently in December 2000, and is listed in the National Register. The state-supported *Carolinian* stops at Rocky Mount, as well as Amtrak’s *Silver Meteor*, *Silver Star*, and *Palmetto* services.
- ii. Rocky Mount identified 18 maintenance repairs for a total estimated cost of \$293,000. Some of the key projects identified include replacing the HVAC system and the corroded galvanized panels on the cooling tower with stainless steel, and replacing all the exterior lighting with LED. Those projects are estimated to cost \$211,000 and \$5,000, respectively.
- iii. Though routine repairs are completed on an ongoing basis, due to lack of funding, the maintenance needs listed remain an issue.
- iv. The estimated cost to complete maintenance and repairs are listed below:

Maintenance Need	Estimated cost
Restrooms	\$11,000
Water damage on ceiling in women's restroom	
Handicap sink not working in women's restroom	
Replace multiple sinks with single sink basin in bathrooms	
Paint and plaster peeling in men's bathroom	
Interior finishes (painting, floors etc.)	\$700
Revolving front door locks needs replacing	
Mechanical Systems	\$223,000
Reconfigure top grate of AC cover so they fit over AC units (building interior)	
Replace HVAC Cooling Tower and enclosure	
Roofing	\$850
Gutter damage at rear of building	
Parking lots	\$2,500
New expansion joints needed in concrete exterior to station (sidewalks)	
Station Platforms	\$17,600
Re-Striping	
ADA Signage	
Other	\$37,700
Exterior station sign needs repair	
Cooling tower needs stainless steel replacement panels	
Replace outside lighting with LED lights	
More lighting needed in cargo area	
Baggage cart door to outside of station needs replacement/repair	
Office needs repainting	
Cabinets at desk needs replacing	
TOTAL	\$293,400

- v. If fully funded, it is estimated the construction of the repairs could be completed within 8 weeks. Varying time will be required for the procurement and selection of qualified contractors.

3.4 Wilson

- i. Wilson Station is owned by the City of Wilson, and was rehabilitated in two phases. In 1998 Phase 1 was the Rail Division’s first completed station renovation project. A Phase 2 project completed in 2002 expanded the waiting room and enlarged the parking area. The state-supported *Carolinian* stops at Wilson station, as well as Amtrak’s *Palmetto* service.
- ii. Wilson identified 16 maintenance repairs for a total estimated cost of \$420,000. Some of the key projects identified include repairs to the canopy, which would include lead abatement and structural repair, along with glazing and repainting all the windows. Those projects are estimated to cost \$350,000 and \$10,000, respectively.
- iii. Though routine repairs are completed on an ongoing basis, due to lack of funding, the maintenance needs listed remain an issue.
- iv. The estimated cost to complete maintenance and repairs are listed below:

Maintenance Need	Estimated cost
Restrooms	\$4,050
Paint (Men's and Ladies)	
Repair missing tile, bracket on door, and ceiling tile (Ladies)	
Repair latch and check moisture in vents (Mens)	
Replace sinks and missing light globes (Mens)	
Interior finishes (painting, floors etc.)	\$33,000
<i>Repair Doors including new closures (Either not both)</i>	
<i>Handicap Access Doors (Either not both)</i>	
Repair Wall due to water damage	
Paint interior	
Refinish Benches	
Station Signage	\$7,100
ADA signage on canopy	
Station Platforms	\$362,050
Canopy Repair, lead abatement, structure repair, paint	

Paint Steel Structure (Brown)	
Re-striping	
Other	\$13,500
Scrape, Glaze, and Paint Windows. Paint Eves	
Change Outside Lights to LED	
Add 3 Big Belly Trash Receptacles	
TOTAL	\$419,700

- v. If fully funded, it is estimated the construction of the repairs could be completed within 6 weeks. Varying time will be required for the procurement and selection of qualified contractors.

3.5 Durham

- i. The Durham Train Station building is owned by a private developer, The Connor Group, and the intercity passenger areas are leased by NCDOT, and Amtrak is the tenant. NCDOT owns the station platform and canopy. The 2009 project was undertaken by NCDOT, and the City of Durham agreed to pay for 25% of the lease. The project restored the historic Walker Warehouse which had been constructed in 1897 as part of the Liggett & Myers tobacco company complex. Both the state-supported *Piedmont* and *Carolinian* stop at Durham station.
- ii. Amtrak identified 13 maintenance repairs for a total estimated cost of \$25,000. Some of the key projects identified include replacing water-damaged panels at the entrance to the restroom, and repairing cracked floor tiles at the front entrance. Those projects are estimated to cost \$500 and \$1,000, respectively.
- iii. Though routine repairs are completed on an ongoing basis, due to lack of funding, the maintenance needs listed remain an issue.
- iv. The estimated cost to complete maintenance and repairs are listed below:

Maintenance Need	Estimated cost
Restrooms	\$2,000
Staining on sink vanities / caulking needs replacing	
Caulking around toilets needs replacing	

Interior finishes (painting, floors etc.)	\$2,400
Panels above restroom entrance have water stains	
Cracked floor tiles at front entrance (inside)	
Cracked threshold to front door on outside	
Pendant lights against wall need replacing	
Floor mat behind desks needs replacing	
Station Signage	\$8,600
More station signage along platform needed (ADA requirements)	
Parking lots	
Lighting issue in parking lot - being addressed by landlord	
Station Platforms	\$10,800
ADA door to platform from station needs replacing (only one door works)	
Re-striping	
Other	\$1,100
Replace locks on door to lobby from cargo area	
Grout around kitchen sink needs replacing	
TOTAL	\$24,900

- v. If fully funded, it is estimated the construction of the repairs could be completed within 1 weeks. Varying time will be required for the procurement and selection of qualified contractors.

3.6 Greensboro

- i. The Greensboro station, known as the Douglas C. Galyon Depot, is a multimodal center that includes both the train station and bus terminal. The station was built in 1927 by the Southern Railway, and reopened in 2005 after extensive rehabilitation. It is listed in the National Register. The station is owned by the City of Greensboro. The state-supported *Carolinian* and *Piedmont* serve the station as well as Amtrak's *Crescent* service.
- ii. Greensboro identified 17 maintenance repairs for a total estimated cost of \$3,062,000. Some of the key projects identified include repairing and repainting the platform canopy and restoring the original metal windows in the station. Those projects are estimated to cost \$480,000 and \$1,000,000, respectively.
- iii. Though routine repairs are completed on an ongoing basis, due to lack of funding, the maintenance needs listed remain an issue.
- iv. The estimated cost to complete maintenance and repairs are listed below:

Maintenance Need	Estimated cost
Restrooms	\$1,000
Trashcans coming off stall walls (women's bathroom)	
Damage on ceiling tiles in women's bathroom	
Interior finishes (painting, floors etc.)	\$1,090,000
Painting of all restrooms	
Patch & Paint walls in Passenger Tunnels	
General Rooms and Halls w/ Patching as needed	
Restore Station metal windows (previous budget estimate) (\$750K-\$1M)	
Station Signage	\$59,700
Currently identified to be repaired / replaced in Next renovation Phase	
Need ADA signage on platform	
Mechanical Systems	\$60,000
Replace smaller HVAC Units various locations in facilities (\$10,000 x 6 = \$60,000)	
Roofing	\$1,202,000
Greyhound / Amtrak / Depot / Replace all roofing (\$850K-\$1M)	
Replace galvanized metal trim	
Parking lots	\$50,000
Crack Sealing & Patching / Striping (\$25K-\$50K)	
Station Platforms	\$599,700
#1 Platform Roofing and replace rotted boards & Paint	
#2 Platform Roofing and Replace rotted boards & Paint	
Repair concrete edge detail along platform	
Retrofit light fixtures to LED	
Re-striping	
NOTES:	
We are currently in the process of bidding a renovation project in the Bus Depot area of the building, including the ticketing area, waiting area, and drivers' lounge.	
TOTAL	\$3,062,400

- v. If fully funded, it is estimated the construction of the repairs could be completed within 24 weeks. Varying time will be required for the procurement and selection of qualified contractors.

3.7 High Point

- i. The High Point station is owned by the City of High Point, and was originally constructed in 1907 by the Southern Railway, and is listed in the National Register. After falling into a state of disrepair through the 1990’s, the station reopened in 2003 as a multi-modal transportation center, with the bus transfer facility located across the tracks from the train station.
- ii. High Point identified five maintenance repairs for a total estimated cost of \$820,000. Some of the key projects include repairing the platform canopy and major pruning of landscaped embankment next to the tracks. Those projects are estimated to cost \$754,500 and \$2,500, respectively.
- iii. Though routine repairs are completed on an ongoing basis, due to lack of funding, the maintenance needs listed remain an issue.
- iv. The estimated cost to complete maintenance and repairs are listed below:

Maintenance Need	Estimated cost
Station Signage	\$8,400
Need more ADA signage on platform	
Roofing	\$754,500
Repairs to platform roofing	
Station Platforms	\$8,300
Re-striping	
Mechanical Systems	\$47,000
HVAC replacement	
Other	\$2,500
Embankment landscaping: renewal and annual maintenance	
TOTAL	\$820,700

- v. If fully funded, it is estimated the construction of the repairs could be completed within 26 weeks. Varying time will be required for the procurement and selection of qualified contractors.

3.8 Salisbury

- i. The Salisbury station is owned by the Historic Salisbury Foundation. The station is listed in the National Register of Historic Places and was renovated by the Foundation in three phases throughout the 1990s. A small passenger waiting area built of modern storefront materials is leased by Amtrak and the City of Salisbury owns the platform and canopy, which were built in 2008. A project is currently being evaluated within the STI process to acquire the station for the City, bring the facility up to a state of good repair, and renovate the historic waiting room for intercity rail passengers.
- ii. Salisbury identified 24 maintenance repairs for a total estimated cost of \$1,580,000. Some of the key projects identified include repairing the awning around the building, painting and replacing rotted panels, and replacing the roof underlayment. Those projects are estimated to cost \$120,000 and \$600,000, respectively.
- iii. Though routine repairs are completed on an ongoing basis, due to lack of funding, the maintenance needs listed remain an issue.
- iv. The estimated cost to complete maintenance and repairs are listed below:

Maintenance Need	Estimated cost
Restrooms	\$90,000
Add more r/r if required by code for # occupants and add for public not accessed thru Station	
Interior finishes (painting, floors etc.)	\$665,000
Flooring - repair sages to subfloor / offices and other areas	
Upgrade electrical as needed - Outlets, lighting	
Paint exterior including light poles, canopy	
Paint interior areas	
Rafter repairs / scab / other overhead wood repair/replace	
repair windows / new glazing	
Mechanical Systems	\$150,000
HVAC - per maintenance staff just couple units and controls - all others new	
Roofing	\$600,000

replace underlayment	
Parking lots	\$60,000
Drainage issues in parking lot (standing water)	
Handicap signage needs to be replaced	
Top surface lot and strip / signage / landscaping	
Replace light globes	
Screen generator	
Station Platforms	\$15,610
Striping needs to be replaced	
ADA station signage needed	
Cracks in concrete near gate (rebar showing)	
Other	
Peeling paint underneath wooden awning	
Accessibility to platform and stations (many steps)	
Parts of wooden awning breaking off	
Peeling paint on metal awning	
Benches outside need to be redone	
Uneven sidewalks from parking lot	
Building façade falling off	
TOTAL	\$1,580,160

- v. If fully funded, it is estimated the construction of the repairs could be completed within 26 weeks. Varying time will be required for the procurement and selection of qualified contractors.

3.9 Kannapolis

- i. The Kannapolis station opened in December 2004, replacing a temporary modular facility. The station is owned by the City of Kannapolis and was designed in a Colonial Revival style to blend into the architecture of downtown Kannapolis. The platform is original to the station but a canopy was added in 2013.
- ii. Kannapolis identified seven maintenance repairs for a total estimated cost of \$50,000. Some of the key projects identified include replacing the HVAC system and installing LED lighting. Those projects are estimated to cost \$20,000 and \$5,000, respectively.
- iii. Though routine repairs are completed on an ongoing basis, due to lack of funding, the maintenance needs listed remain an issue.
- iv. The estimated cost to complete maintenance and repairs are listed below:

Maintenance Need	Estimated cost
Restrooms	\$4,000
Install Hand dryers in restrooms	
Water damage on ceilings	
Station Platforms	\$18,140
Install LED lights	
Striping needs repainting	
Need ADA signage on platform	
Other	\$27,500
Replace door closers	
HVAC replacement	
TOTAL	\$49,640

- v. If fully funded, it is estimated the construction of the repairs could be completed within 4 weeks. Varying time will be required for the procurement and selection of qualified contractors.

4 RECOMMENDATIONS

4.1 Potential Programming of Projects

The maintenance needs identified fall into one of three following categories:

- Major Repairs
 - HVAC systems
 - New roofs
 - New platform canopies
 - Overall painting
- Annual Recurring Maintenance
 - Restriping on the platform
 - Power washing exterior
 - Touch-up Painting
- One-time maintenance
 - ADA compliant signage on the platform
 - LED lighting conversion

These categories were used to begin programming maintenance needs over the next five years. While annual recurring maintenance covers smaller maintenance needs each year, major repairs that are needed in the near term may be deferred indefinitely, there by exacerbating the maintenance need.

Major Repairs	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024	TOTAL
HVAC systems	\$15,000 (Selma) \$20,000 (Kannapolis) \$211,000 (Rocky Mount) \$150,000 (Salisbury)	\$60,000 (Greensboro)		\$47,000 (High Point)		\$503,000
New Roofs	\$350,000 (Selma)	\$1,000,000 (Greensboro) \$600,000 (Salisbury)				\$1,950,000
New Platform Canopies	\$350,000 (Wilson) \$754,500 (High Point)	\$480,000 (Greensboro)				\$1,584,000

Overall Painting	\$20,000 (Selma)					\$339,000
	\$19,000 (Wilson)					
	\$90,000 (Greensboro)					
	\$210,000 (Salisbury)					

Annual Recurring Repairs	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024
Annual maintenance for all eight station	\$64,000 - \$80,000	\$64,000 - \$80,000	\$64,000 - \$80,000	\$64,000 - \$80,000	\$64,000 - \$80,000

One-Time Maintenance	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024
ADA Signage	68,000				
LED Lighting Conversion	\$21,000*				

*This estimate \$1,000 is for just replacing bulbs and \$5,000 for lighting retrofit. Wilson estimated just replacing bulbs and Rocky Mount, Selma, Greensboro, and Kannapolis estimated lighting fixture retrofit.

4.2 Projects Matrix

The matrix below was completed for each station, highlighting the maintenance needs at that station. Along with identifying the needs, station owners were asked to provide estimates of cost, time to complete, date of completion, amount/source available local funding.

Maintenance Need	Estimated cost	Estimated time to complete (weeks)	Estimated schedule to complete (desired start of maintenance work)	Amount of funding willing to contribute (% contribution)	Funding source, e.g. General Fund
Restrooms					
(EXAMPLE) Repair broken hand dryers	\$ 10,000	2	Nov-18	80%	General Fund
Interior finishes (painting, floors etc.)					
Station Signage					
Mechanical Systems					
Roofing					
Parking lots					
Station Platforms					
Other					

5 FUNDING RECOMMENDATIONS

5.1 Potential fund sources for maintenance needs

5.1.1 State Funding

NCDOT has a detail fund called Maintenance of Rail Infrastructure which receives approximately \$2,000,000 annually, and is designated for both passenger rail station and track and signal maintenance. In recent years, maintenance of railroad track and signal systems in the State has used the majority of this funding, and those costs will increase over time as they are indexed to railroad price increases. Therefore, that fund at its current funding level is not a reliable source of funding for maintenance needs at passenger rail stations across the State.

Another detail fund for station improvements, the State Appropriation for Station Improvements, has received no funding since 2011.

One potential source is the NCDOT Statewide Contingency Fund. This year, the authorizing language for the Statewide Contingency Funds was re-written (Session Law 2018-5, Senate Bill 99, Section 34.2.(b)) to include ‘railroad infrastructure’:

“Of the funds appropriated in this act to the Department of Transportation, twelve million dollars (\$12,000,000) for each fiscal year of the 2017-2019 fiscal biennium shall be allocated statewide for rural or small urban highway improvement projects and related transportation enhancements to public roads and public facilities, industrial access roads, railroad infrastructure, and spot safety projects, including pedestrian walkways that enhance highway safety. Projects funded pursuant to this section require prior approval by the Secretary of Transportation.”

5.1.2 Federal Funding

The maintenance needs identified in this study could be incorporated into a ‘comprehensive station program’ which could qualify for federal capital grant programs. Other improvements could be included in priority order, such as ADA compliance, expanded parking, and safety enhancements, on a station by station basis. When funding under the Consolidated Rail Infrastructure and Safety Improvements (CRISI) becomes available, such a program may be eligible if the capital improvement aspects are strong enough. Any funding the state or municipalities have set aside for these improvements would be counted towards a non-federal match. Also, such a station improvement program might be eligible for the Better Utilizing Investments to Leverage Developments federal funding program (BUILD Transportation Grant Program), but would likely be less competitive.

5.1.3 Local Funding

The local fund source for station maintenance needs are generally municipal general funds. One recommendation is that future funding agreements between NCDOT and station owners require municipalities to commit to a recurring budget line item for station maintenance. This recurring budget line would allow for general station maintenance on a regular basis.

Kannapolis, High Point, and Wilson were three stations that highlighted the benefits of dedicated local funding for station maintenance. Kannapolis contributes between \$5,000 - \$7,000 annually to station maintenance and is able to provide general upkeep (i.e. painting, cleaning, landscaping) for the station. This contribution is shown in the needs spreadsheet, with the required maintenance items tending to be bigger maintenance projects, like replacing HVAC systems. High Point was also in good condition with smaller maintenance needs and has only identified major maintenance needs, such as a new platform roof and replacement of the HVAC system. Wilson identified several recent repairs that were completed through local funding. In July 2018, the station replaced the HVAC system and repaired a leaky roof which cost \$45,000 and \$1,000, respectively. Generally, the study found that municipalities faced funding constraints and challenges which prevented them from keeping up with some station maintenance needs. Figure 6 illustrates the division between State and Federal funding for passenger rail stations, which generally supports intercity passenger rail operations and required railroad track and signal system upgrades for passenger rail service, and local funding by station owners which provides for routine cleaning, insurance, security at the station and general upkeep:

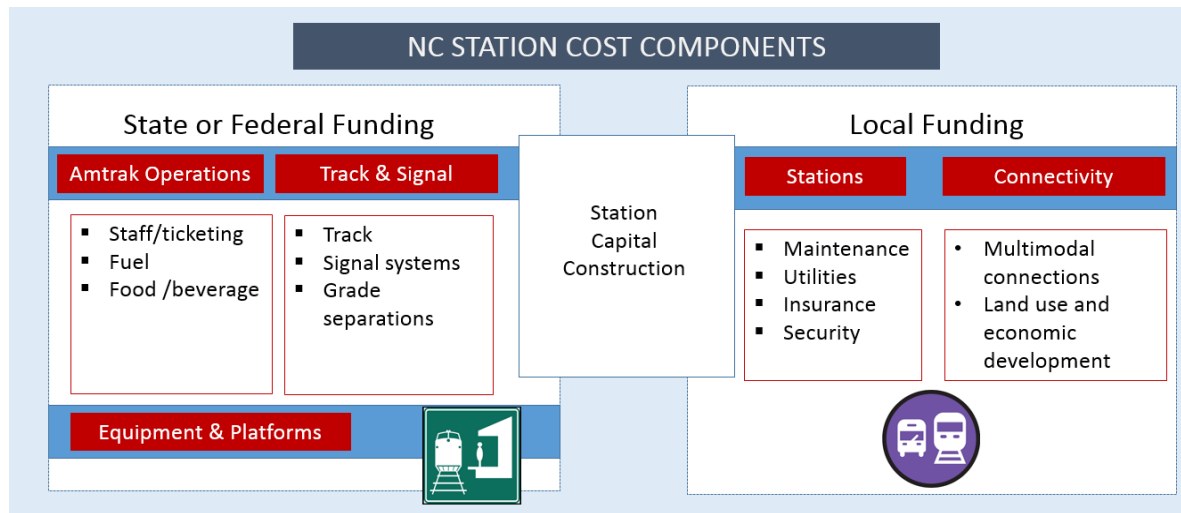


Figure 6 – NC Train Station cost components

The table below highlights the local funding for each station over the past 5 years:

Station	Annual (Average)	5-Year Total
Rocky Mount	\$96,432.32*	\$385,729.28*
Wilson	Varies	\$62,883.93
Selma		
Durham		
Greensboro	\$93,038	\$465,190
High Point	\$76,000**	\$314,000
Salisbury	N/A	\$4,000***
Kannapolis	\$6,000	\$30,000

*Only 4 year total for Rocky Mount

**Current funding allocation since FY 15-16, previously \$43,000

***The \$4,000 is for platform and canopy maintenance only. The City of Salisbury only owns those two items and they are relatively new.