

The Rail Report

NCDOT Rail Division



August 2014

Train Stations Under Development in NC

Adding or improving train stations for passenger rail service can be a complex process, and can take many years of effort.

There was a surge of train station construction activity between 2008 and 2012, while behind the scenes, planners, engineers and architects were busy with multiple other NC station projects. Progress has been made designing the track and structure improvements for Raleigh Union Station, and track construction will begin in 2015.

Last month the NCDOT Board of Transportation approved funding for concept development and train capacity modeling at Charlotte Gateway Station, and both are underway.

A draft site selection study has been completed for a new Harrisburg station, and the document is under review by stakeholders. The City of Lexington has completed its TIGER-funded Depot District Master Plan, which was presented to the City Council in July. RFQs have been issued for the redevelopment of city-owned property surrounding the future train station location.



"Station development requires much coordination with host railroad owners and operators," said Paul Worley, Rail Division Director. "New stations must not negatively impact freight operations and those of existing passenger services on the network."

The focus of NCDOT's Train Station Improvement Program is to partner with municipalities to provide convenient access to the train service, increase local ridership, and maximize connectivity with other modes of transportation. NCDOT relies on local partners to help design, develop and maintain stations that benefit their community.

Is Your Department RAIL READY?

NCDOT
BeRailSafe
berailsafe.org

BeRailSafe Program actively reaching out to be sure NC First Responders are "Rail Ready"

On July 25-26, BeRailSafe's Roger Smock was on duty at the South Atlantic Fire Rescue Expo to raise awareness of the first responder training course that is available to fire, EMS, rescue and police departments.

NCDOT provides this class at no cost to agencies, and training topics include:

- Personal safety hazards for all first responders
- Pre-planning for rail occurrences
- Evacuation procedures
- Incident command and rail communication
- Investigation and reporting best practices

As freight and passenger traffic continues to grow in North Carolina, it is important that emergency personnel be trained to respond to rail-related incidents, large or small.



Sanford Fire Department training

Rail Plan Update

NCDOT Rail Division
COMPREHENSIVE STATE RAIL PLAN



The Rail Plan is well underway. Strategic planning meetings have been held with NS, CSX and NCR, and staff has coordinated with the NC Port Authority. Coordination on upcoming needs and input was received at the Triangle Mainline Forum, CAMPO and DCHMPO. Chapters 1 and 2 are currently under internal review and project prioritization methodology is being finalized.

Upcoming Milestones

- 8/2014 Technical Advisory Committee Meeting
- 9/2014 Legislative Summary
- 10/2014 Administrative Draft
- 1/2015 Public Review of Draft Rail Plan
- 6/2015 BOT Approval

Sugar Creek Road FONSI approved by FRA July 9

NCDOT can now begin the process of working with property owners to buy the land needed to build a bridge carrying Sugar Creek Road over one of the state's busiest railroads, the NCR Main Line tracks and future CATS Blue Line tracks. This PRIIA-funded project will improve safety in the area, and reduce train horn noise and traffic congestion by eliminating one of the busiest crossings in North Carolina.

First FR&RCSI Project Underway in Greenville, NC

The Freight Rail & Rail Crossing Safety Improvement fund is supporting many freight and safety projects across the state. One of the first projects to get started is a new siding at Greenville on the Carolina Coastal Railway. The new track will provide loading and unloading space for customers that are not located directly on the railroad, known as transloading. The railroad identified Tennessee Valley Resources as a potential customer that could not receive on-site rail service for the commodities the company desired to ship. The company and the railroad estimate they will ship up to four hundred carloads per year once the new siding is in place. The new siding will transfer some of Tennessee Valley's business from truck transport to rail transport, saving the state maintenance on the state highway system and encouraging a healthy rail network.



Ridership & Revenue on NC's Amtrak Service – May 2014 vs. 2013

	RIDERSHIP			REVENUE		
	2014	2013	% +/-	2014	2013	% +/-
Piedmont	14,510	13,063	11%	\$283,547	\$240,962	18%
Carolinian	27,757	28,066	-1%	\$1,726,995	\$1,720,398	0%

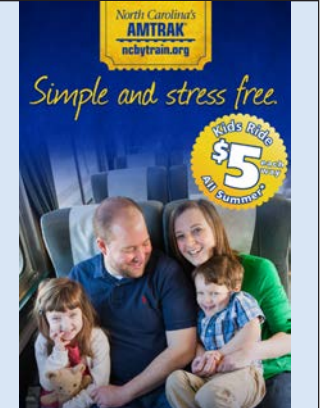
Marketing Update

Since we ramped up the marketing program promoting the "Simple and Stress-Free" benefits of North Carolina's Amtrak service, we've seen the number of visits to NCByTrain.org double. Overall, online ads are performing above average in terms of click thru rates, according to our ad agency. While we saw a decline in ridership with the winter weather, monthly ridership on the *Piedmont* rose by 11% in May.



Official Game Ball presented to NCDOT

Bill Law, ambassador for the Durham Bulls, presents the official game ball to Teshena DeBrew, customer service manager for the Rail Division, during North Carolina Amtrak's sponsorship night on June 24. The Rail Division has a season-long partnership with the Bulls – look for our ads prominently displayed on the park's LED boards! **While at the game, stop by and visit with the Volunteer Train Hosts staffing the NCDOT table to get the latest train schedules and information.**

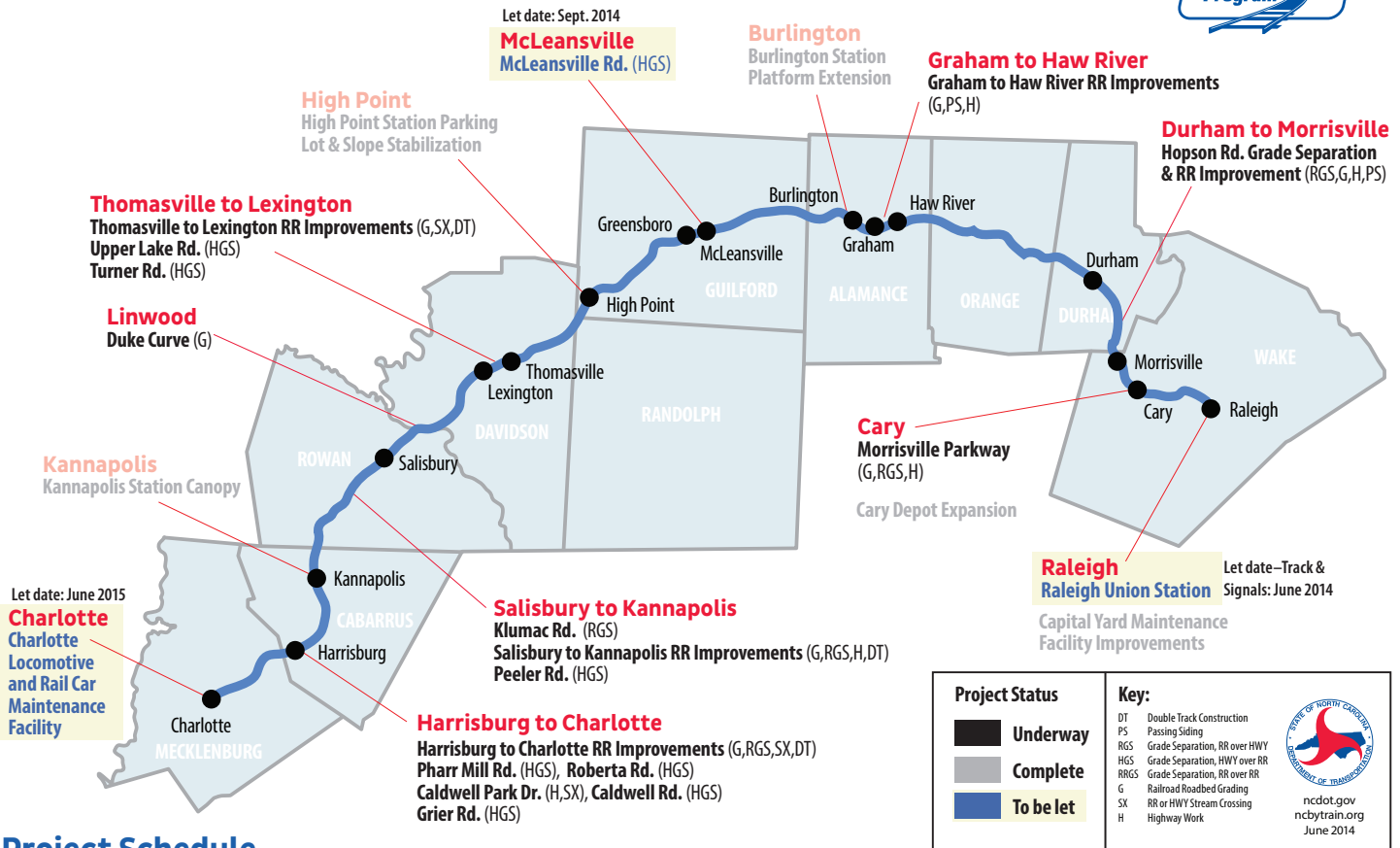


Kids 2-12 ride for \$5 with full adult fare on Tuesdays, Wednesdays and Thursdays within North Carolina.

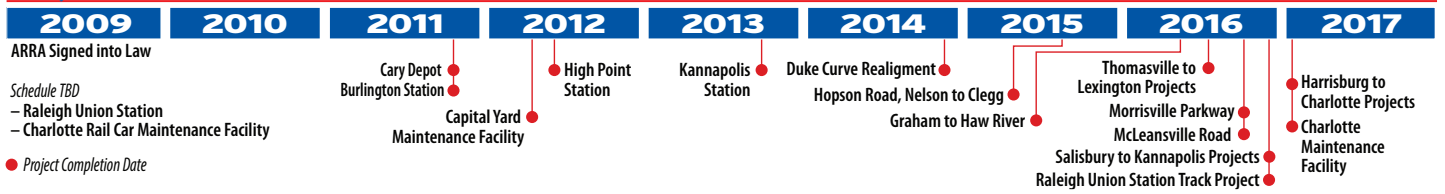
Offer good for travel June 3 – August 28. Use fare code V812 when buying your ticket.

Seating is limited. Advance reservations required. Not valid with other offers.

Piedmont Improvement Program – June 2014 Status Report



Project Schedule



ARRA Funds Spent to Date (effective 6/30/2014)

Component	Expenditure
PD&A	\$39,570,144.16
Equipment Procurement & Rebuild	\$24,133,682.27
Stations & Facilities	\$10,499,284.36
Track & Structures	\$82,998,099.20
CRISP	\$2,180,376.31
Program Totals	\$159,381,586.68 of \$520M awarded FRA Grant Funds

New ARRA Contracts Awarded in June – 6 worth \$69,909.80

PIP Milestones in June and July

- New tracks were put in service for the Duke curve project on July 21 and 22. Track speeds will be raised from 45 mph to 65 mph through the project limits.
- New switches will be installed in the Nelson to Clegg Passing Siding project on July 24 which will expedite further track construction.
- Raleigh Union Station FONSI was approved on June 26. The first track project is advertised for construction through NS – the construction of a siding in South Raleigh. This siding will replace existing tracks that must be removed to make way for the new station. (Below, RUS Visualization)



Piedmont Improvement Program Project Photos – Mid-June-July 2014



P-5201 Morrisville Parkway grade crossing



P-5201 Morrisville Parkway, east approach to bridge



U-4716 Hopson Rd./Nelson-Clegg, east end of new alignment



U-4716 RR Bridge over Hopson Road



P-5205 Graham to Haw River Grading



P-5205 Graham to Haw River Erosion Control

Piedmont Improvement Program Project Photos – Mid-May – June 2014



C-4901 Bowers to Lake - Turner Road Bridge



C-4901 Bowers to Lake - Hamby Creek Bridge



P-5206 Reid to N. Kannapolis - Grubbing



P-5206 Peeler Road Bridge Construction



P-5208 Haydock to Junker - Roberta Road overpass



P-5208 Haydock to Junker - Mallard Creek Detour