

The Rail Report

NCDOT Rail Division



September 2014

Secretary Tony Tata and FRA Administrator Joseph Szabo visit two NC Piedmont Improvement Program Construction Sites



"The work that North Carolina's doing here exemplifies why we need to be doing more across the country to improve the safety, reliability and efficiency of our rail system," said Joseph Szabo, the administrator of the FRA, speaking at the Turner Road Bridge being built over the NCRR.



Federal Railroad Administrator Joseph Szabo praised the NCDOT Rail Division PIP program accomplishments during his visits to the Turner Road Grade separation project in Harrisburg and the Bowers to Lake double track project in Lexington on August 14.

"I think it is a huge deal that Joe Szabo took the time to come down here and check on the progress, to affirm that we are doing the right things in the right locations, and we really appreciate his

presence here today and what the Federal Railroad Administration has done for us, so that we can improve safety along this corridor between Raleigh and Charlotte — particularly in the Lexington and Thomasville area," said Secretary Tony Tata. These projects will take North Carolina one step closer to realizing its vision for a total of eight round trips between Raleigh and Charlotte, in under three hours.

NCDOT Joins Carolina Coastal Railway and Pitt County to Cut Ribbon on Greenville Rail Project



(L to R) Tennessee Valley Resources President Jake Moser, President, Carolina Coastal Railway President Doug Golden, NCDOT Chief Deputy Secretary Nick Tennyson and Pitt County Manager Scott Elliott

N.C. Department of Transportation officials helped drive the final spike on the Greenville Transload Project, located next to the Pitt County Landfill in west Greenville. The \$290,000 project provides a new siding track adjacent to the existing rail line that will allow local companies to receive and unload their products via the Carolina Coastal Railway Company.

"This is a great example of how NCDOT is working to promote economic development in our state by making it easier for companies to ship their product and conduct business," said NCDOT Deputy Secretary Nick Tennyson.

The first shippers to use the project will be eastern Tennessee-based mining company Tennessee Valley Resources, which will ship limestone and fertilizer products to local farmers to be picked up at the new siding. Without the rail line, Tennessee Valley Resources may have to place its product on trucks that would drive more than 400 miles to Greenville. Rail transport in this case is about three times as environmentally efficient as truck transport and reduces heavy truck traffic on the highway network linking Tennessee to eastern North Carolina.

Another beneficiary of the project is Pitt County, which owns the landfill. The project is expected to generate income for the county due to the fees that trucks will pay to use the scales and move freight in and out of the landfill site.

This is one of the first projects completed through the Freight Rail and Rail Crossing Safety Improvement Fund, established in 2013 by the General Assembly. The fund utilizes dividends received from the North Carolina Railroad Company to support projects that improve freight service and rail safety across the state.



North Carolina Train Stations Rock! *Four Stations make Amtrak's Top Ten Lists*

In last month's issue of The Rail Report, we stated that 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. This month, Amtrak released the most recent national Customer Satisfaction Index scores for the 12 month period ending June 30, 2014. The results show that our passengers are happy with the stations and how they are being managed.

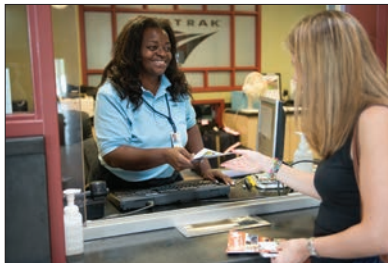
TOP TEN REPORTED STATIONS

Cary, Durham and Greensboro were among the **Top Ten Stations** with Cary in the number two spot behind Portland, Maine's station. Durham ranked third. Both Cary and Durham had overall customer satisfaction index scored of 93%. Greensboro's station made a strong showing, ranking eighth with a 91% rating.

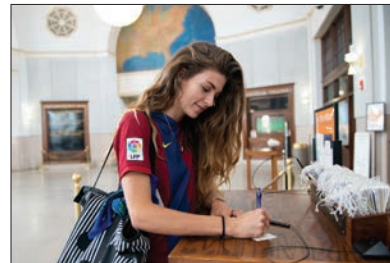
No. 2 – Cary Amtrak Station



No. 3 – Durham Amtrak Station



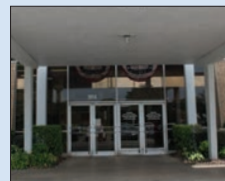
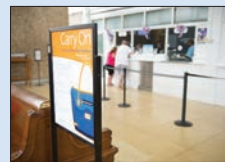
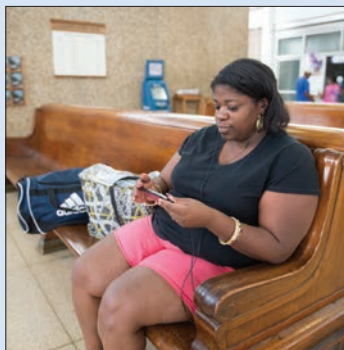
No. 8 – Greensboro Amtrak Station



CHARLOTTE: One of the TOP TEN Most Improved Stations

Charlotte ranked number 10 in the top ten Most Improved Stations in the nation, with a score of 83%, increasing by 6% overall with an increase in all seven categories:

- Overall Station Experience +6%
- Friendliness/Helpfulness of Personnel +4%
- Service at the Ticket Window +2%
- Personal Safety at the Station +4%
- Ease of Train Boarding Process +6%
- Overall Cleanliness of Station +5%
- Condition of Platform/Boarding Area +6%



And the On-Board Passenger Survey Says...

In the spring, 2,400 Piedmont and Carolinian passengers completed surveys onboard the train. Below is a preliminary look at the results.

Trip purpose – More than half of all passengers are traveling by train to visit family and friends, and a significant portion of riders take the train for business travel.

Origin and destination – On the *Piedmont*, most riders are traveling between stations in the Charlotte area and the Triangle.

Demographics – There is a 60/40 split between female and male passengers with the majority of riders being in the younger (under the age of 30) and older (over the age of 49) groups.

Trip specifics – *Piedmont* passengers generally spend less than three nights away on their trip. A third of *Carolinian* passengers spend five or more nights away.

Trip satisfaction – Over 95% of passengers on both the *Piedmont* and the *Carolinian* rated their trip on the train a 3 or greater (1 being the least satisfied and 5 the most), over a half of all passengers were *most satisfied* with their travel.

Reason for taking the train – The primary reasons for taking the trains are to avoid highway traffic, relax, and save money.



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

	RIDERSHIP			REVENUE		
	2014	2013	% +/-	2014	2013	% +/-
Piedmont	13,188	13,213	0%	\$262,194	\$241,979	8%
Carolinian	27,973	27,754	1%	\$1,900,403	\$1,858,986	2%

NCDOT and Greensboro Police Department Partner to Promote Rail Safety Awareness during July Crossing Safety Blitz

BeRailSafe partnered with the Greensboro Police Department to hold a crossing safety blitz focused on the intersections near North Carolina A&T State University at Market and Gillespie streets, and S. Elm and McGee streets downtown.

Police officers from North Carolina A&T University and UNC-Greensboro helped Greensboro police officers and BeRailSafe workers hand out safety tips in English and Spanish to motorists as well as pedestrians. Approximately 2,100 safety cards were passed out to Greensboro residents during the blitz.

Greensboro City Manager Jim Westmoreland supported the efforts to raise the awareness of motorists and pedestrians. “Events like NCDOT’s BeRailSafe safety blitz create the opportunity to meet and engage residents one-on-one to reinforce rail safety messages,” Westmoreland said. “The railways are an important part of our city and we’re appreciative of our partners at NCDOT who are working hard to promote rail safety and keep our community safe.”

“One train-related or motor vehicle death is one too many,” said Paul Worley, NCDOT Rail Division Director. “We are happy to collaborate and use our resources with City of Greensboro officials to help make that number zero.”

This year, there have been 16 incidents of trespassers on the railways in North Carolina, of which 10 resulted in fatalities. Three of these fatalities occurred in Guilford County, two of which were in Greensboro.



Greensboro Police Officer Hector Valez distributes rail safety material.

Rail Staff participates in Charlotte NE Transportation Update Public Meeting

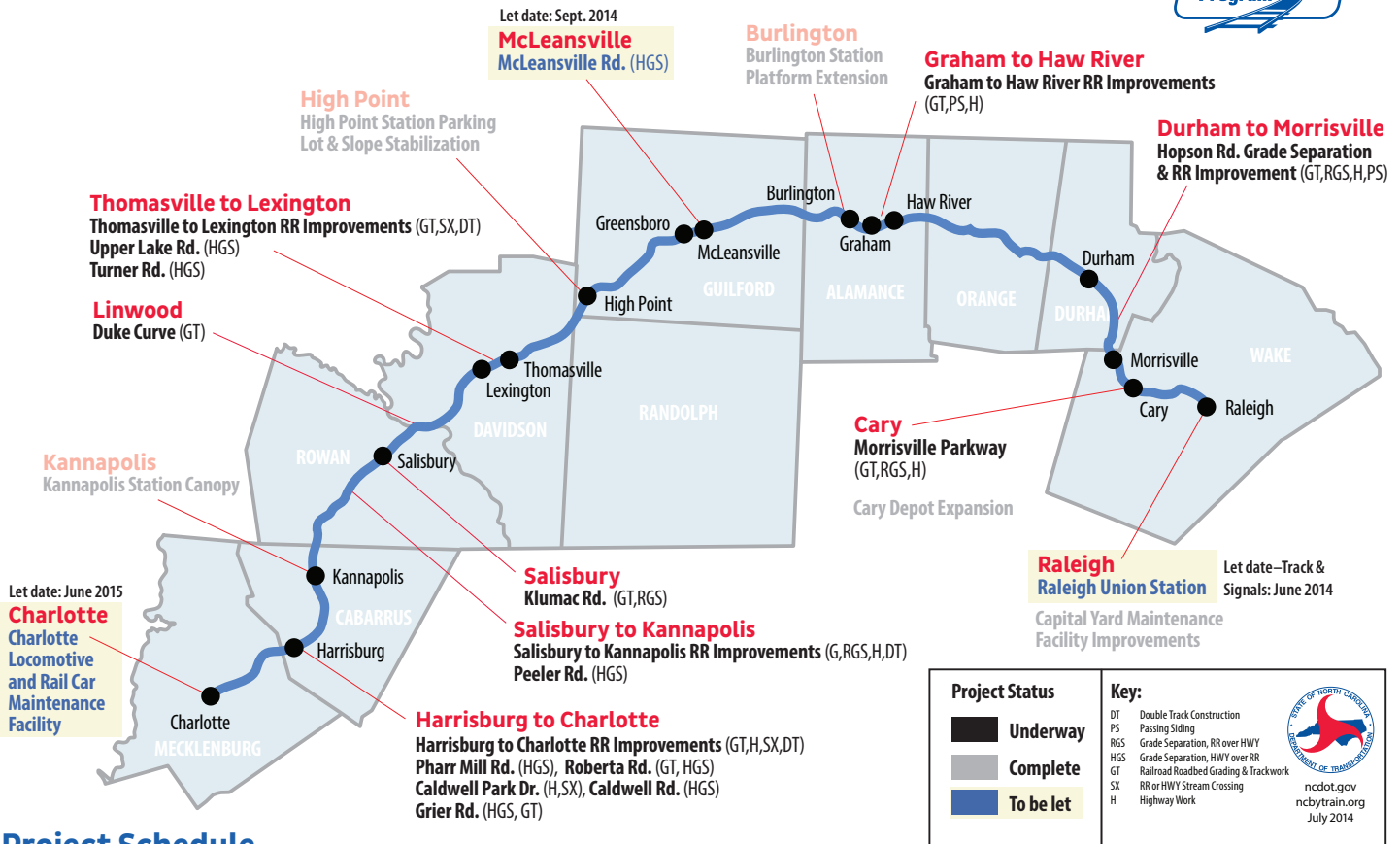
Jahmal Pullen, PE, Manager of the Engineering Coordination and Safety Branch, along with staff from NCDOT and the City of Charlotte DOT, CATS, E&PM and Planning offices, participated in Charlotte’s Northeast Transportation Update. More than two hundred citizens attended the meeting. Charlotte City Councilman Greg Phipps expressed a special thanks to Mr. Pullen for his participation and for sharing visualizations of the Grier Road overpass project produced by the NCDOT Enterprise Visualization Unit. The new bridge will reduce the risk of automobile/train collisions, improve safety for automobile and rail passengers, and reduce automobile and train traffic congestion.



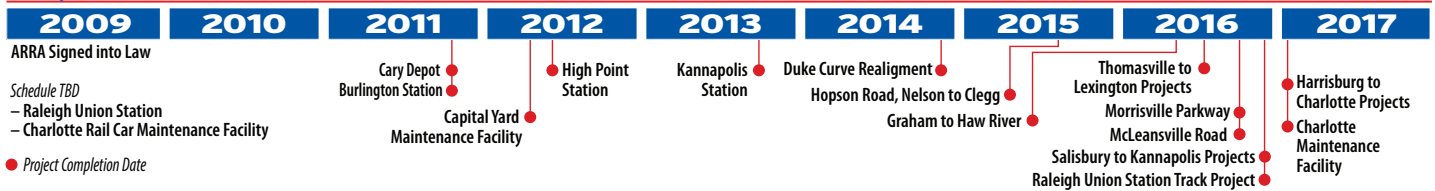
Visualization

Project: P-5204H
County: Mecklenburg
Grier Road Grade Separation
from Old Concord Road to
South of Old Road
Interchange: May 2014/June 2014

Piedmont Improvement Program – July 2014 Status Report



Project Schedule



ARRA Funds Spent to Date (effective 7/31/2014)

Component	Expenditure
PD&A	\$40,596,357.29
Equipment Procurement & Rebuild	\$24,488,648.94
Stations & Facilities	\$10,507,286.86
Track & Structures	\$87,483,730.34
CRISP	\$2,180,376.32
Program Totals	\$165,256,399.75 of \$520M awarded FRA Grant Funds

New ARRA Contracts Awarded in July – 12 worth \$686,736

Duke Curve Realignment



Thanks to the Duke Curve realignment project, passengers – and freight – will be able to travel at increased speeds near the Rowan/Davidson County line. Previously, trains in the area had to slow down for the curve and could only go at maximum speeds of 45 miles per hour. Now, with the improvements, passenger trains will be able to travel at up to 65 miles per hour.

“This marks a significant step toward the PIP project’s goals of improving efficiency and travel times of trains along the Raleigh to Charlotte rail corridor,” said Rail Director Paul Worley.

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



P-5201 Morrisville Parkway grade crossing erosion control



P-5201 Morrisville Parkway, west approach to bridge



U-4716 Hopson Rd./Nelson-Clegg cut in



U-4716 Nelson to Clegg cut in



P-5205 Graham to Haw River Grading



P-5205 Graham to Haw River Grading

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



C-4901 Bowers to Lake - Turner Road Bridge



C-4901 Bowers to Lake - Upper Lake Road Bridge



P-5206 Reid to N. Kannapolis - Erosion Control



P-5206 Peeler Road Bridge Construction



P-5208 Haydock to Junker - Pharr Mill Road Bridge



P-5208 Haydock to Junker - grading