

Intertape Polymer Group to Build New Facility Along ACWR Railroad in Cabarrus County

The Cabarrus Economic Development Corporation announced on Feb. 24, 2016 that Project Burgundy, Intertape Polymer Corp., a subsidiary of Intertape Polymer Group Inc. (IPG), will create a production facility in Cabarrus County in a move that will create 49 jobs. The global leader in packaging materials will invest \$40 million at a site near the town of Midland.



As a part of the Freight Rail & Rail Crossing Safety Improvement Program (FRRCSI), NCDOT Rail Division will contribute \$200,000 towards the construction of a spur track that will connect the new facility to the existing Aberdeen Carolina & Western Railway (ACWR) rail line. In addition, NCDOT Division of Highways will contribute an additional \$122,500 to the construction of the spur track and \$800,000 towards the paving improvements of McGee Road from Wallace Road (SR 1119) to the ACWR tracks, and construction of a new road to the property line of the site, approximately 1,150 feet beyond the rail crossing. The Division of Highway funds will come from the department's STI Economic Development Program funds.



IPG has headquarters in both Montreal, Quebec, and Sarasota, Florida. They have approximately 2,000 employees with operations in 17 locations, including 12 manufacturing facilities in North America and one in Europe.



"We are excited to make this strategic investment in additional capacity to enable us to meet the growing demand for water-activated tape. This project is in line with our strategy to leverage world class assets with a minimal environmental footprint to produce high-quality products in growing areas of our product portfolio. The new manufacturing facility should allow us to enhance our position in the market and better serve our customers," said Gregory Yull, president and chief executive officer of IPG.

"Being able to support IPG on Project Burgundy as part of NCDOT's Freight Rail and Rail Crossing Safety Improvement (FRRCSI) Program will bring both jobs and investment to Cabarrus County," said Nicholas Tennyson, NCDOT Secretary. "FRRCSI, supported by dividends paid to the state by the North Carolina Railroad Company, continues to be a program that supports economic growth in our state's local communities."

The arrival of IPG in North Carolina was made possible in part by Cabarrus County, Cabarrus Economic Development Corporation, Economic Development Partnership of North Carolina, the North Carolina Department of Transportation, the North Carolina General Assembly, the North Carolina Community College System, Aberdeen Carolina & Western Railway and Duke Energy.

Travel Conference held in Cherokee

The NCDOT Rail Division Customer Service Unit employees attended the 2016 Visit North Carolina 365 Conference, held March 13-15, at Harrah's Cherokee Casino Resort in Cherokee, N.C.

The annual Visit North Carolina 365 Conference is the state's premier travel industry event. Bringing together more than 500 of the state's tourism industry leaders, the conference provides opportunities to catch up on the latest trends and issues facing the travel industry, hear insights from industry experts and network with other travel and tourism professionals.



Wit Tuttell, Executive Director of Visit North Carolina and Mark Shore, Director, Tourism Marketing address conference attendees.

NCDOT Grant Awarded to Help Address Trespassing Issues on Piedmont Corridor

BeRailSafe was recently notified that its application for a FY 2016-17 university research grant to establish a baseline for acts of trespassing along the Piedmont Passenger Rail Corridor between Charlotte and Raleigh has been approved for funding.

The selected contractor – NCSU Institute for Transportation Research and Education (“ITRE”) – will film the forward and rear views for each trip of Piedmont trains 73, 74, 75 and 76 for one full month

in each of the four seasons; review the video files to observe human movements across and in close proximity to the tracks, noting time, location, and activity type; summarize and average data by time of day and location; and compare by season.

This nationally significant research project will provide BeRailSafe with a better understanding of rail property trespassing on the Piedmont corridor. The study will assess trespassers’ reactions and behaviors, identify trespassing hot spots and estimate current and future trespassing instances.



Adam Schultz Photo



CLNA/CSX A Line Double Diamond

Utilizing matching funds from the 2014 FRRCSI fund, Carolina Coastal Railway (CLNA) recently completed installation of a double one-way low speed (OWLS) diamond at its intersection with the CSX A-Line in Wilson. The previous standard double diamond design resulted in frequent slow orders of 25 mph to CSX A-Line rail traffic at the intersection and presented a significant maintenance burden to CLNA. The design of the new OWLS diamond allows freight and Amtrak traffic on the busy CSX A-line to proceed through the crossing at up to 60 mph, improving the efficiency of the corridor. The new OWLS diamond also has no gap for the wheel flanges of trains on the busier A-line to jump, reducing noise and vibration at the intersection. The new OWLS diamond reduces maintenance costs to CLNA by about \$50,000 per year.



FRA Launches Website for States and Municipalities to Request Bridge Inspection Reports



The Federal Railroad Administration has launched a new tool on its website that allows states and municipalities to request inspection reports for rail bridges in their communities. The tool is being launched following the passage

of the Fixing America’s Surface Transportation (FAST) Act and is one of the first provisions FRA has implemented. FRA has requested additional resources to double its bridge specialist staff and create a national bridge inventory database and website. A state or a political subdivision of a state, such as a city, county, town or municipality, can now use FRA’s website to request information from inspection reports for local bridges via <https://www.fra.dot.gov/Page/P0922>.

Once FRA receives the request, the railroad that owns the bridge will have 30 days to respond. FRA will provide a copy of the report to the requester within 45 days of the original request.

The FAST Act requires the following information about the bridge be included in the report: the date of the last inspection; length of bridge; location of bridge; type of bridge (superstructure); type of structure (substructure); features crossed by the bridge; railroad contact information; and a general statement on the condition of the bridge.

“The Federal Railroad Administration has repeatedly urged railroads to be more responsive and more transparent with state and local leaders concerned about the condition of their local railroad bridges. State and

local officials will now be able to get more information from railroads on the infrastructure in their communities,” FRA Administrator Sarah E. Feinberg said. “Providing inspection reports to local leaders is a great first step, but more can—and must—be done. We hope Congress will provide the resources to double our bridge safety staff and create a national database.”

CSX Bridge Resource Guide Now Available

CSX has recently completed a bridge resource guide that provides detailed information about CSX’s commitment to safety, and outlines how they inspect and maintain their bridges to ensure they are safe for rail traffic. The guide lists every CSX bridge in NC, with detailed information about each structure, including date of last inspection and whether the bridge has been certified suitable for railroad operations. More information about CSX’s bridge management system, inspection techniques, inspector training, etc. may be found at: <https://www.csx.com/index.cfm/about-us/safety/bridges/>.

“CSX has provide a useful resource to community and state partners,” said Rail Director Paul Worley. “We applaud CSX on being proactive with this important issue.”



Annual Train Host Meeting held in Kannapolis

Over 75 Train Hosts attended the annual 2016 NC Train Host Association meeting that was held on March 5, 2016, at the Kannapolis Train Station. After the Pledge of Allegiance was recited, the morning was filled with guest speakers including BeRailSafe's Roger Smock, NCDOT's Alison Boswell and Amtrak's Diana Cabot-Miller. Rail Division Director Paul Worley sent a welcome video to thank the hosts for their thousands of hours of volunteer service.

The hosts also honored and thanked former NCDOT Customer Service Manager Teshena DeBrew with a plaque for her years of support and leadership. The afternoon's line up included lunch, a group photo, an update and review by the Train Host's elected officers and the election of a new secretary, Mr. Chuck Graham. The remaining officers were re-elected to their current positions for another two-year term.

NCDOT's new Customer Service Manager, Tracey Creech, and Customer Service Agent, Tim McHugh, were also introduced. Deputy Director Allan Paul also presented his annual "State of the Rail" address to the group.

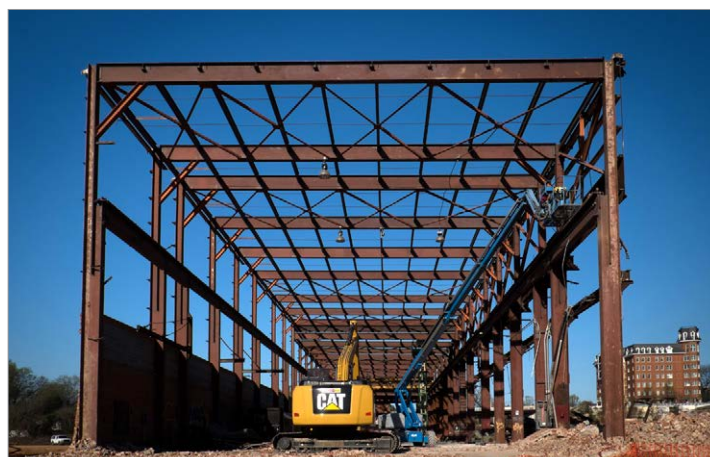
The Rail Division appreciates all of the dedication and enthusiasm of each and every Train Host. The NC Train Host Association volunteered over 13,142 hours in 2015. In January and February 2016, the NC Train Host Association volunteered over 1,626 hours. We appreciate their hard work and commitment to customer service!



Teshena DeBrew and husband, William

Raleigh Union Station Update

Construction on Raleigh Union Station began on Jan. 4, 2016, and is expected to take 22 months to complete. Grading work will begin this summer for track and signal work to be done by CSXT and Norfolk Southern. The new station is scheduled to be ready for intercity passenger train service in October 2017.



Baby Born on Carolinian on Feb. 20th

When Sheera Lowe boarded the Carolinian in Kannapolis to travel back home to Philadelphia, she had no idea what a memorable trip it would be. Lowe, pregnant and due March 4, went into labor early. The train made an emergency stop in Aberdeen, Maryland, for paramedics to board the train to assist with the delivery. Ms. Lowe named the 8-pound, 3-ounce baby Trinity Christina Stokes.

Ridership & Revenue on NC's Amtrak Service – *Jan. 2016 vs. 2015

	RIDERSHIP			REVENUE		
	2016	2015	% +/-	2016	2015	% +/-
Piedmont	11,595	12,243	-5%	\$261,641	\$251,268	4%
Carolinian	17,526	19,996	-12%	\$1,105,581	\$1,250,942	-12%

781



Hours Volunteered by N.C. Train Hosts in January, supporting North Carolina's Amtrak onboard trains and at events.

*January 2016 service modifications and annulments impacted six Piedmont trains and eight Carolinian trains. On Jan. 14, Train 73 terminated in Durham and Train 74 was cancelled due to NS freight train breakdown on single track just west of Durham. Trains 73 and 80 were cancelled on Jan. 23 and 24 due to winter weather; Train 79 operated from Raleigh to Charlotte only from Jan. 23 through 26; and Train 80 operated Charlotte to Raleigh only on Jan. 25 and 26. On Jan. 25, Trains 74 and 75 were annulled for PIP project work at Abbott's Creek bridge. Additional disruptions for PIP project work will continue to occur as necessary. Average gasoline prices were \$2.01/gallon in January 2016 versus \$2.24/gallon in January 2015 (EIA Weekly Retail Gasoline for Lower Atlantic region).



CIVIC PRIDE | NORTH CAROLINA

NORTH CAROLINA TRAIN HOST ASSOCIATION



The state of North Carolina partners with Amtrak to provide rail service on two routes. Amtrak operates the *Piedmont* service (Charlotte-Raleigh) under contract with the state; all *Piedmont* equipment is newly refurbished and state-owned. North Carolina also contracts with Amtrak to operate the *Carolinian* (Charlotte-New York), which operates with Amtrak-owned equipment.

CREATING A STATEWIDE PROGRAM

The North Carolina Department of Transportation (NCDOT) promotes state-supported rail service through a variety of initiatives, including the North Carolina Train Host Association. Volunteer Train Hosts assist passengers onboard *Piedmont* trains and the *Carolinian* on the segment of its route within state boundaries. The association also includes Station Hosts who offer similar assistance at stations.

“Station Hosts were a natural progression from the Train Host program,” says Alison Boswell of the NCDOT. “If a Train Host could not, for whatever reason, physically work the trains, they remained active in the association by volunteering at the stations.”

Since 1990, members of the North Carolina Train Host Association have primarily volunteered at the state’s three busiest stations - Raleigh, Charlotte and

“The pride that our North Carolina Train Host Association volunteers take in their organization and their role as goodwill ambassadors is an invaluable asset to our program. We are very grateful for their hard work and support and are proud to be associated with them.”

– Paul Worley, CPM, Director NCDOT Rail Division

Greensboro - but can also be found at other locations. Station Hosts answer travelers’ questions, describe points of interest, provide local transportation options, promote rail safety and serve in general as “goodwill ambassadors” for the state and Amtrak. They also assist

the Amtrak station agents or NCDOT Station Attendants as requested.

As of early 2016, there were 120 North Carolina Train Hosts. Approximately 15 of those volunteers worked primarily in stations. Paul Worley, CPM, Director of the NCDOT Rail Division, notes, "In 2015, association members contributed more than 13,100 hours aboard the trains and in the stations throughout North Carolina."

HOST TRAINING

New Train Hosts fill out an application and must pass a background check. Once they are approved to move forward, they attend a day of training in Raleigh sponsored by the NCDOT. Classes are held two or three times a year depending on the number of applications received.

Hosts board actual *Piedmont* equipment to get a feel for the train; review schedules and rail safety standards; and discuss rules for working with Amtrak personnel and interacting with passengers.

Once they have completed an in-station training period, Station Hosts must commit to two hosting days every 30 days. They are generally in the station for about an hour before and after a train's departure. In addition to the duties mentioned above, Station Hosts may assist passengers with disabilities as requested by NCDOT or Amtrak personnel, but they do not handle baggage.

Hosts are asked to present a neat and uniformed appearance while on duty. Men wear a suit or sport coat and slacks, shirt of any color, a vest and a necktie, while women may wear a skirt or pants, a blouse of any color, a vest and a scarf. Volunteers must also wear an ID badge so that they are easily identified by passengers and station staff. The NCDOT and Train Host Association provide the vests, neckties, scarves, hats, visors and ID badges.

STATION HOST COORDINATORS

There is a Station Host Coordinator each for the Raleigh, Charlotte and Greensboro stations. They arrange for Station Hosts to be present during especially busy days, whether to assist a large tour group coming through the station, facilitate holiday travel, or help during high ridership events such as a Carolina Panthers game.

Bill Cole, the Station Host Coordinator based in Charlotte, has volunteered with the program for 25 years. In that time, he has developed his own Host philosophy that he shares with new volunteers: "I focus on four components of every trip: 1. The ticket purchase - was it problem-free? 2. In the station - was it a welcoming, helpful and comfortable environment? 3. The "on-board" experience - were you pleased? Would you ride again? (The Host's job is to help this happen). 4. Assist in smooth and efficient de-training and baggage pickup, directions to taxis, buses, etc."

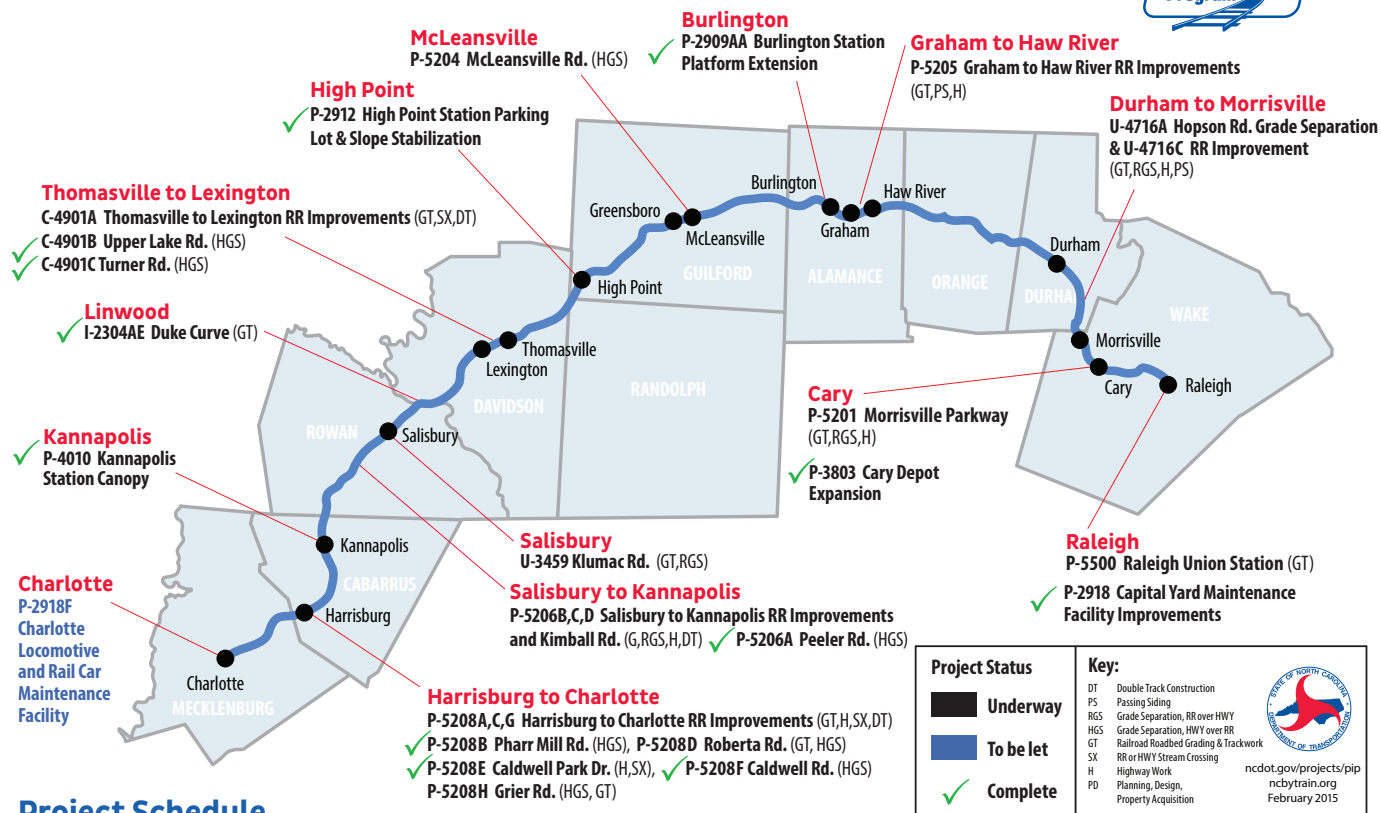


North Carolina Train Host Association volunteers.

The Station Host Coordinators work with new volunteers to discuss their areas of interest, introduce them to the NCDOT Station Attendants or Amtrak agents, provide contact information for local transportation providers and highlight restaurants, shopping areas and other attractions in the community.

Thanks to Alison Boswell of the NCDOT for her assistance with this profile. Photos by Katy Warner, NCDOT Staff Photographer.

Piedmont Improvement Program – February 2016 Status Report



Spent to Date of \$520M (eff. 2/29/2016)

Component	Expenditure
PD&A/ROW	\$50,021,400
Equipment Procurement & Rebuild	\$27,965,272
Stations & Facilities	\$44,161,413
Track & Structures	\$257,707,307
CRISP	\$2,180,376
Program Totals	\$382,035,768

Six new contracts totaling \$430,056 were awarded in February.

Commitments to Date of \$520M (eff. 2/29/2016)

Current Commitments		\$471M
Pending Commitments		Anticipated Date
	Charlotte Maintenance Facility Construction	3/16
	PIDS Construction	1/16
	PD&A	Through '16
Balance		\$6.3M

PIP Milestones



Salisbury: On Feb. 8, a key track cut-over was completed at new CP Sumner on the Reid to North Kannapolis double track project. Trains are now operating over two completed Number 24 turnouts in Main track 1. With the temporary track detour removed, Main track 2 turnouts, above, are now under construction.

Thomasville: On Feb. 29, a key track cut-over was completed at new CP Lake on the Bowers to Lake double track project. Trains are now operating over two completed Number 24 turnouts in Main track 2. Once the temporary track detour is removed, Construction of the Main track 1 turnouts will begin.

Piedmont Improvement Program – Project Photos – Feb. 2016



P-5201 Morrisville Parkway, bridge construction



P-5201 Morrisville Parkway, track construction



U-4716 Nelson to Clegg Passing Siding, track construction



P-5205 Graham to Haw River Passing Siding, signal installation



P-5204 McLeansville Road Bridge Construction



P-5204 McLeansville Road Bridge Construction

Piedmont Improvement Program – Project Photos – Feb. 2016



C-4901 Bowers to Lake, track construction over Hamby Creek



P-5206 Reid to North Kannapolis, industrial track spur and siding



P-5206 Reid to North Kannapolis, Kimball Road Bridge construction



P-5208A Haydock to Junker, Coddle Creek Bridge, pier



P-5208 Haydock to Junker, Roberta Road Bridge Construction



P-5208 Haydock to Junker, Grier Road Bridge Construction