

NCDOT Rail Division

The Rail Report



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July 2018

NC By Train Christens New Daily Trip Between Charlotte and Raleigh



Left: Nina Szlosberg-Landis, vice chair for the N.C. Board of Transportation, christens Train 77, the newest frequency added to NC By Train service between Raleigh and Charlotte. Right: The Charlotte to Raleigh Train 78 frequency was christened by Charlotte Mayor Vi Lyles. (right)

Travelers now have another option if they would like to ride the train between Charlotte and Raleigh. On June 5, the N.C. Department of Transportation christened a new NC By Train frequency between Charlotte and Raleigh. This is the fourth daily round trip now being offered between the two cities. The new option runs seven days a week and includes seven stops along the way.

The first christening event was held at the Capital Rail Yard Maintenance Facility in Raleigh. State and local officials joined Nina Szlosberg-Landis, vice chair for the N.C. Board of Transportation, as she broke a bottle against the front of Piedmont train 77, headed for Charlotte.

"This new trip allows passengers to customize their travel with a schedule that works best for them," said Szlosberg-Landis. "For our state to continue growing and leading, we must have

a strong multi-modal transportation system, and passenger rail service plays a key role in working to achieve that goal."

Later that evening, the second christening event took place at the Charlotte train station. State, city and county officials joined Charlotte Mayor Vi Lyles and NCDOT Chief Deputy Secretary David Howard on the train platform to celebrate the added daily route.

"With trains now running between Charlotte and Raleigh every four hours, business travelers, students and families have more schedule options, allowing them to get where they need to go at the time they need to," said Lyles. "The city of Charlotte looks forward to seeing this additional route offer increased mobility to our residents."

To purchase tickets, view schedules for all trains and more, visit NCByTrain.org or call 800-BY-TRAIN.

New Schedules for Raleigh to Charlotte Trains

| 73 Piedmont | 75 Piedmont | New Service 77 Piedmont | 79 Carolinian | | 80 Carolinian | 74 Piedmont | 76 Piedmont | New Service 78 Piedmont |
|----------------|----------------|-------------------------------|------------------|----------------|------------------|----------------|----------------|-------------------------------|
| 6:30 AM | 10:00 AM | 3:00 PM | 5:16 PM | RALEIGH, NC | 10:05 AM | 1:41 PM | 6:26 PM | 10:11 PM |
| 6:42 AM | 10:12 AM | 3:12 PM | 5:29 PM | CARY, NC | 9:47 AM | 1:23 PM | 6:08 PM | 9:53 PM |
| 7:02 AM | 10:32 AM | 3:32 PM | 5:55 PM | DURHAM, NC | 9:27 AM | 1:03 PM | 5:48 PM | 9:33 PM |
| 7:38 AM | 11:08 AM | 4:08 PM | 6:32 PM | BURLINGTON, NC | 8:46 AM | 12:24 PM | 5:09 PM | 8:54 PM |
| 8:03 AM | 11:33 AM | 4:33 PM | 7:02 PM | GREENSBORO, NC | 8:24 AM | 12:03 PM | 4:48 PM | 8:33 PM |
| 8:19 AM | 11:49 AM | 4:49 PM | 7:18 PM | HIGH POINT, NC | 8:02 AM | 11:44 AM | 4:29 PM | 8:14 PM |
| 8:53 AM | 12:23 PM | 5:23 PM | 7:52 PM | SALISBURY, NC | 7:28 AM | 11:11 AM | 3:56 PM | 7:41 PM |
| 9:09 AM | 12:39 PM | 5:39 PM | 8:09 PM | KANNAPOLIS, NC | 7:10 AM | 10:55 AM | 3:40 PM | 7:25 PM |
| 9:40 AM | 1:10 PM | 6:10 PM | 8:42 PM | CHARLOTTE, NC | 6:45 AM | 10:30 AM | 3:15 PM | 7:00 PM |

North Carolina's Investment in Freight Rail Economic Development

As part of the North Carolina Department of Transportation's efforts to enhance rail safety, modernize track infrastructure, increase freight capability, support economic development, divert freight from highways to rail, and preserve rail corridors, the Freight Rail & Rail Crossing Safety Improvement (FRRCSI) Program was established in 2013 under NCGS § 124-5.1.

To administer the FRRCSI Program, a Five-Year Spending Plan was developed, providing a funding mechanism for projects that fall into five distinct categories: short line infrastructure assistance, rail industrial access, crossing safety improvements, corridor preservation and freight diversion. The current plan, shown on the map below, spans SFY 2018-2022 and provides \$17.5M for 2018 projects, with an indicated need for additional funding over the next five years.

As components of the FRRCSI program, the Short Line Infrastructure Assistance Program (SIAP) and the Rail Industrial Access Program (RIAP) contribute toward continued viability of short line railroads within North Carolina, furthering the state's economic development potential.

The SIAP accounts for 50 percent of FRRCSI program funds. It provides matching funds to short line railroads seeking to improve their tracks, bridges and crossings, as well as improving access to North Carolina ports, military and industrial sites. These funds are used to build, upgrade or maintain rail-related infrastructure, including ties, rail, ballast, switches, bridges, transload equipment and more. SIAP projects enhance the

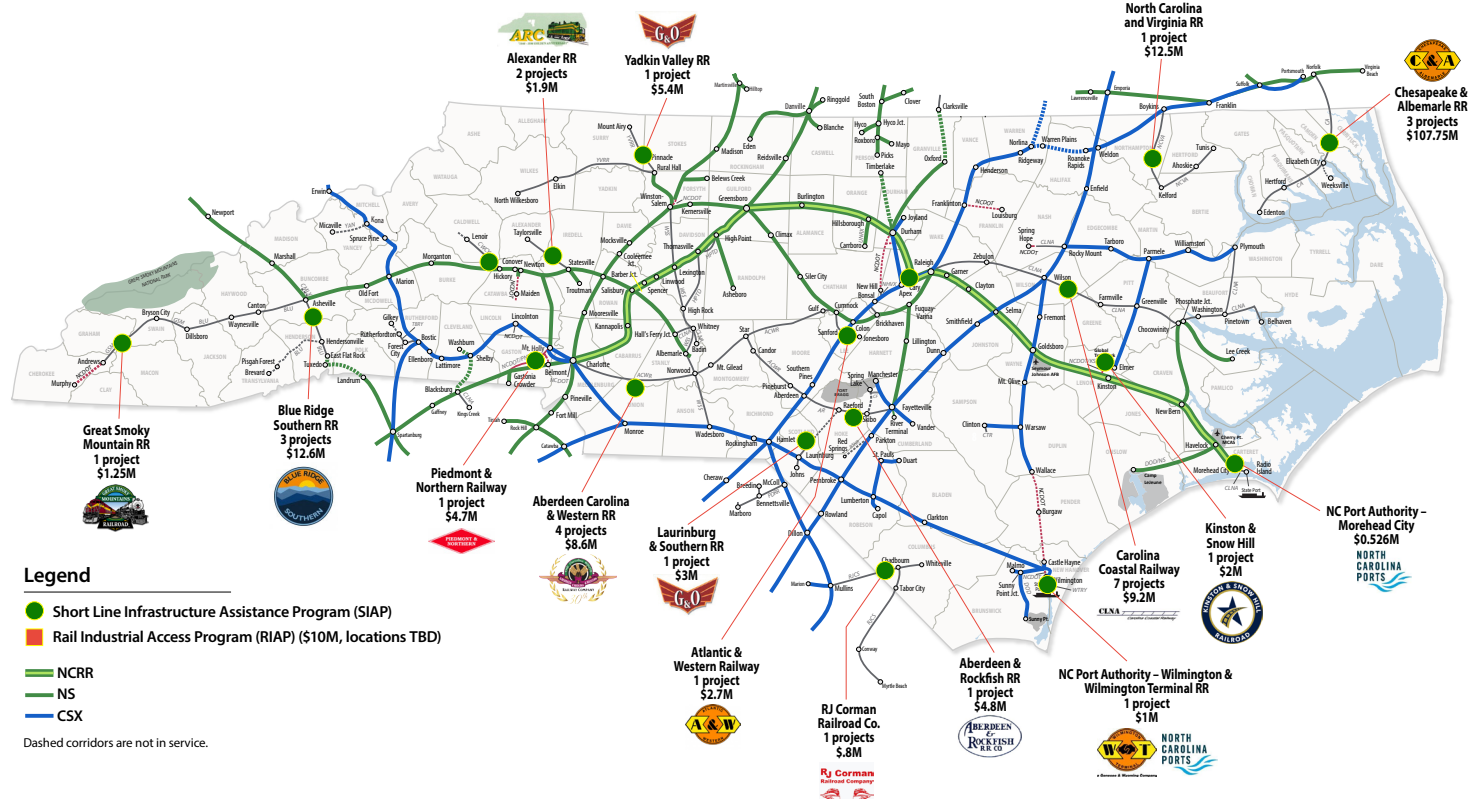
safety, performance, capability, and viability of North Carolina short line railroads, allowing short lines to effectively serve and sustain their current customer base while offering expanded capabilities to current and new customers. From 2014 to present, the SIAP has facilitated 51 projects in 42 counties while providing \$21.3M in matching funds. (story continues on next page)



A recently completed interchange track at the Port of Wilmington was funded by a 2015 SIAP grant.

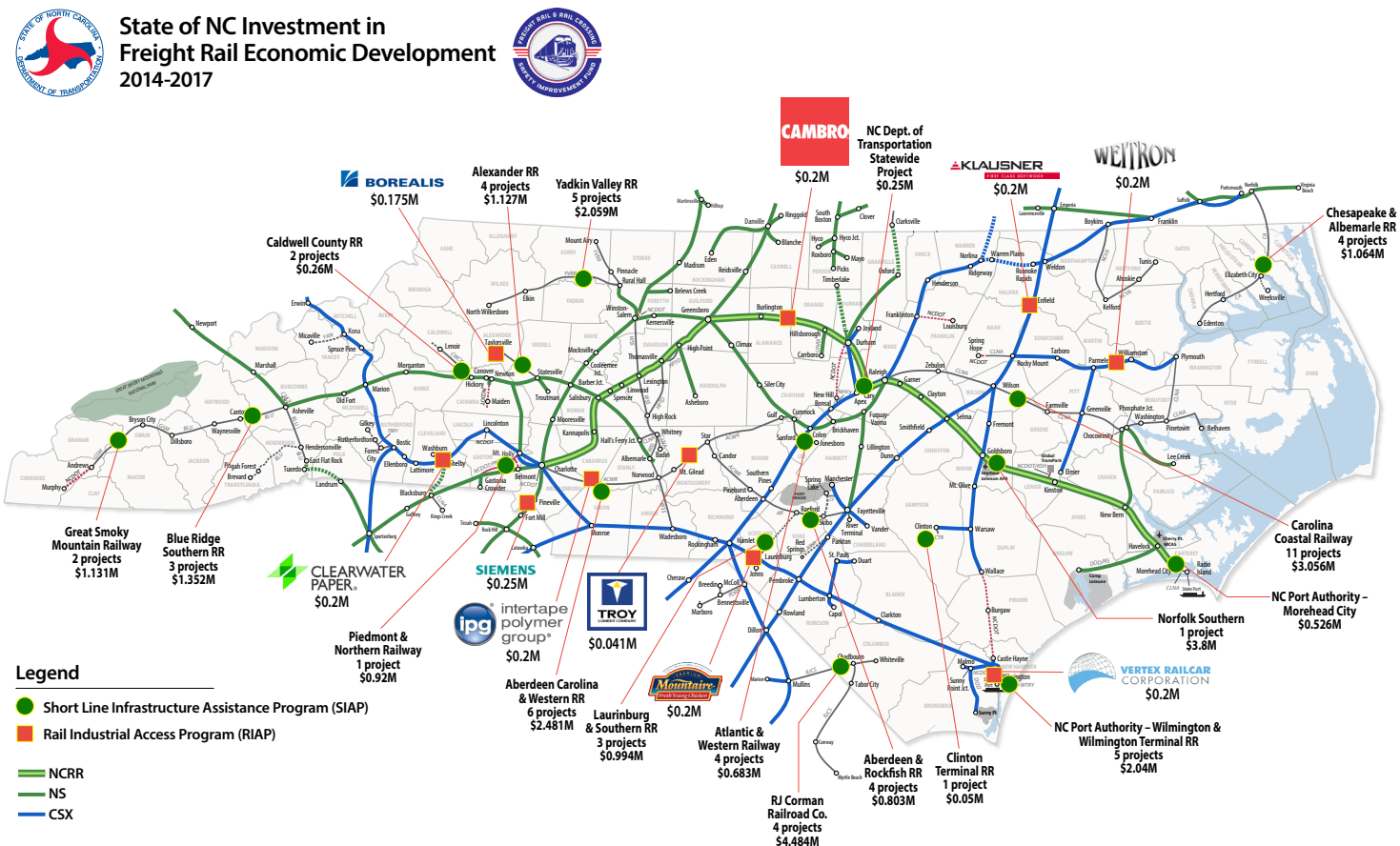


State of NC Investment in Freight Rail Economic Development SIAP & RIAP 5-Year Spending Plan 2018-2022



The RIAP provides up to \$400,000 in matching funds to new or existing North Carolina industries seeking to transport their products via the railroad. These funds are used to build or upgrade industrial sidings, switches, or other on-site rail infrastructure. The program contributes toward employment growth and the expansion of short line railroad customer bases.

From 2014 to present, the RIAP has facilitated ten projects and aided in the creation of 2,215 jobs. The program has leveraged \$1.6M in matching funds toward \$21.8M in rail spur investment and \$637M in capital. Projects from the FRRCSI program's inception through 2017 are shown on the map below.



A rail spur to the new Intertape Polymer Group facility in Cabarrus County was funded by FRRCSI through the RIAP program.



SIAP funds helped to repair bridges such as this one on the RJ Corman Carolina Lines railroad.

Railway Association of North Carolina Annual Conference held in Asheville



Senator Jim Davis, Representative Michele Presnell and Senator Wesley Meredith provide legislative update on transportation issues.



This year's RANC conference had the highest number of attendees yet at 135.

The Railway Association of North Carolina (RANC) held their 2018 Annual Conference May 20-21 in Asheville, North Carolina with members of the N.C. Department of Transportation's (NCDOT) Rail Division attending and presenting.

The association includes short line railroads, Class I railroads, and railroad-oriented suppliers – all operating within North Carolina, as well as consulting firms. The RANC's

mission is to promote the benefits of freight rail to local, state, and federal legislators as well as the public. These benefits include freight rail being a safe, environmentally friendly, fuel-efficient, and cost-effective mode of transportation that helps to remove truck traffic from congested highways while encouraging economic development.

NCDOT Rail Division staff provided the conference attendees with a general division update and announced two important initiatives: the new Build NC financing tool and enhancement of the Freight Rail and Rail Crossing Safety Improvement (FRRCSI) program. Regarding Build NC, attendees were advised that the bill is currently being advanced by the House Select Committee on Strategic Transportation Planning and Long-Term Funding Solutions. It is supported by NCDOT and will aid in funding future transportation system projects throughout the state.

Additionally, an overview of FRRCSI projects was provided, touching on program goals, the associated 5-Year Spending Plan, upcoming studies, project summaries and a discussion of program challenges and issues. The FRRCSI presenters continued with an in-depth description of a recent programmatic review of the Short Line Infrastructure Assistance Program (SIAP). NCDOT staff explained a desire to streamline the administration, execution, and completion of future SIAP projects for the mutual benefit of SIAP applicants and NCDOT. The review focused on two primary topics: project application and scoring, and overall program management and administration. Review steps, findings, and recommendations

were detailed, including planned changes to streamline not only the application process, but scoring and program execution as well. Changes will be rolled out in 2019.

Margaret Robertson, Associate Vice President for Workforce Continuing Education with NC Community Colleges (NCCC) provided an update on the joint effort between the Rail Division and NCCC to create a railroad focused training program. Work is underway to identify existing programs as well as gaps in training as determined by the railroad industry. The NCCC will coordinate with industry partners and colleges to develop programs to meet training and recruitment needs.

Overall, the presentations reinforced NCDOT's commitment to collaborate with rail partners in efforts to enhance rail safety, effectiveness, and viability within the state for years to come. These efforts are reinforced by NCDOT's continued focus on program flexibility, process improvement, effective communication, and planning for future needs and challenges within the North Carolina rail network.

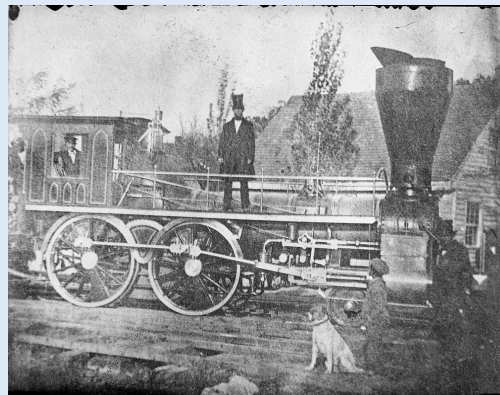


NCDOT staff who attended the conference included: Dominic Ciaramitaro, Branch Staff Engineer for Transportation Mobility and Safety; Cheryl Collins, Railroad Planning Engineer Consultant, Rail Division; Charles Edwards, Acting Director, Rail Division; Sandra Stepney, Planning and Development Branch Manager, Rail Division; Neil Perry, Rail Planning Manager; and Julie White, Deputy Secretary for Multi-Modal Transportation


July Railroad Trivia Question:

See answer on page 6

What is the significance of this historic photograph?



Ridership & Revenue on NC By Train Service – March 2018 vs. 2017

|  | RIDERSHIP | | | REVENUE | | |
|--|-----------|--------|-------|-------------|-------------|-------|
| | 2018 | 2017 | % +/- | 2018 | 2017 | % +/- |
| <i>Piedmont</i> | 14,119 | 12,828 | 10% | \$330,840 | \$277,398 | 19% |
| <i>Carolinian</i> | 20,384 | 21,823 | -7% | \$1,318,992 | \$1,320,601 | -0.1% |

1,377



Hours Volunteered by N.C. Train Hosts in February, supporting NC By Train onboard and at events

There were 11 *Carolinian* trains affected by service modifications in March 2018. No *Piedmont* trains were affected, and neither service experienced a full cancellation. On March 3, Train 79 operated between Washington and Charlotte only due to snow and ice from Winter Storm Riley. On March 21 and 22, Trains 79 and 80 operated between Charlotte and Raleigh only due to snow and ice from Winter Storm Toby. On March 26 and 27, Trains 79 and 80 operated between Charlotte and

Rocky Mount only due to CSX signal work. On March 29, Trains 79 and 80 operated between Charlotte and Raleigh only due to the derailment of Amtrak Train 53 in Halifax County. Average gasoline prices remained low in March 2018 but were \$0.26 per gallon higher than in March 2017. The higher price of gasoline makes the use of rail service even more attractive.

NCDOT and the Great Smoky Mountains Railroad Make Safety Improvements

NCDOT Highway Division 14, the Rail Division and the Great Smoky Mountains Railroad worked together to deliver improved surfaces at highway crossings in Swain and Jackson Counties. The asphalt and timber crossing on River Road in Swain County was replaced with an asphalt and rubber rail seal surface. The asphalt and timber crossing on Webster Street in Dillsboro was replaced with concrete panels recycled from another project and still in good condition. Reuse of these concrete panels saves money, offers a better crossing surface for motorists, plus provides a smooth walking surface for

pedestrians moving to and from the Great Smoky Mountains Railroad excursion train.



River Road before improvements



Webster Street before improvements



River Road after improvements



Webster Street after improvements

June Railroad Trivia Answer:

According to the NC Archives this is the oldest known photograph of a North Carolina railroad scene. The precise date of the photo is unknown but is thought to have been taken in 1857. The locomotive is the "Romulus Saunders" which was owned and operated by the Raleigh & Gaston Railroad (R&G RR). It was built by the Norris & Sons Locomotive Works in Philadelphia, PA. The locomotive first appears on the R&G RR locomotive roster of Sept. 30, 1857. The locomotive was named in honor of "Romulus Saunders" who was a prominent NC lawyer, legislator, Speaker of the House of Commons, US Congressman, Superior Court Judge and US Minister to Spain.

Posing with the engine were, from the left: Rufus Horton, engineer in the cab; Dr. William Hawkins, president of the R&G RR 1855-1875 standing on the running board; and Major W. W. Vass, treasurer of the R&G RR 1845-1848 and 1851-1893 and president 1848-1851 leaning on the front of the engine.

The locomotive fireman, not shown, was Rufus Smith, whose home is shown in the background. Smith's son and dog are pictured in the foreground. The photo was taken near the present day N.C. Legislative Office Building. The R&G RR's original southern terminus was where the NC General Assembly building stands today.

