

SRF 2016

Southeast Rail Forum

District of Columbia • Virginia • North Carolina • South Carolina • Georgia • Florida

Preparing for Change...Planning for Success

Planning for Change – Current Projects and Initiatives



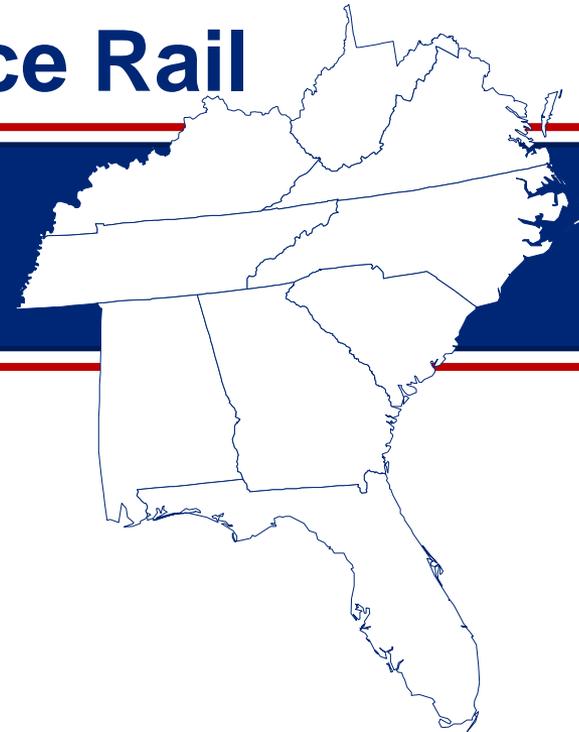
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NC Triangle Chapter



U.S. Department of Transportation
Federal Railroad Administration

Southeast High Performance Rail

Regional Blueprint



Randy Brown
FRA, Project Manager

March 2016



Blueprint: Current Investments and Planning (2009-2018)

Washington, D.C, Virginia, North Carolina, and Georgia are completing studies and upgrades that will unite several corridor segments into a high-performance corridor from Washington to Atlanta.

Construction:

- Virginia:
 - 11-miles of 3rd Track
 - CSX A-Line Capacity Improvements
- North Carolina:
 - Piedmont Improvement Program
 - CSX A-Line Congestion Mitigation
 - Raleigh Union Station

Planning:

- Richmond-Raleigh Tier-II EIS 2016
- DC-Richmond Tier-II EIS 2017
- Charlotte-Atlanta Tier-II EIS 2018
- Station Improvements





Blueprint: Near-Term State and Federal Investment Priorities

Planned or funded investments:

Virginia:

- Northern Virginia Capacity
 - Virginia Avenue Tunnel (CSX Funded)
 - Long Bridge Expansion (TIGER-14 EIS, 2016-2018)
 - Alexandria 4th Track
- Passenger Station Improvements
 - Newport News (FHWA Funded)
 - Petersburg/Tri-Cities

Virginia/North Carolina:

- CSX S-Line Acquisition (132 miles)

North Carolina:

- Passenger Station Improvements
 - Hillsborough
 - Lexington
 - Charlotte Gateway Phase-I





Blueprint: Near-Term Investments and Planning (2018-2025)

By 2018, 450 miles of the corridor between Washington and Charlotte will be ready for \$7 billion in capital investment.

Washington-Richmond:

- 123-mile corridor through Richmond
- Up to 17 round-trips per day
- Top speed of 90 mph (up from 69 mph)
- Improve efficiency and reliability for freight, commuter and passenger services operating on the corridor.

Richmond-Raleigh:

- 162-mile corridor from Richmond to Raleigh
- New dedicated high-speed alignment
- Up to 4 round-trips per day
- Reduced travel time of 2 hrs and 15 minutes

Raleigh-Charlotte:

- Continued capital investment to increase service and add new station stops to increase ridership and revenue.

Atlanta-Charlotte:

- Tier-II EIS
- Develop Future Connections from Atlanta Hub

Richmond-Hampton Roads:

- Tier-II EIS





Blueprint: Long-Term Vision (2026-2045)

By 2035, the 730-mile Southeast Corridor could be in full operation connecting Atlanta to Charlotte in just over 10 hours at speeds up to 220 mph.

Washington-Richmond:

- 116 miles
- 17 daily round-trip trains
- 2 hours at 90 mph

Richmond-Raleigh:

- 162 miles
- 4 daily round-trip trains
- 2 hours 15 minutes at 110 mph

Raleigh-Charlotte:

- 180 miles
- Up to 8 daily round-trip trains
- Goal of 3 hours at 90 mph

Richmond-Hampton Roads

- 110 miles
- 6 daily round-trip trains
- 1 hour 30 minutes at 90 mph

Charlotte-Atlanta:

- *Potential Dedicated Greenfield (Under Consideration)
- 274 miles
- Up to 16-22 daily round-trip trains
- Potentially 2 hour 6 minute travel time at 220 mph
- Future Connections from Atlanta Hub





Southeast Rail Forum | March 17, 2016

*Planning for Change
Current Projects and Initiatives*

Paul C. Worley, Rail Director



Rail Division Mission

The mission and goals for NCDOT are not specific to any single transportation mode. They apply to all NCDOT programs that impact the state's multimodal transportation network, including rail.

The NCDOT Rail Division's mission is the “...safe and efficient movement of people and goods on North Carolina's railroads through freight, passenger and safety programs, supporting job creation and economic growth.”



Piedmont Improvement Program Funding

2010 – NCDOT was awarded \$520 million in FRA ARRA grants to fund improvements along the rail corridor between Charlotte and Raleigh.

Projects benefit Passenger and Freight:

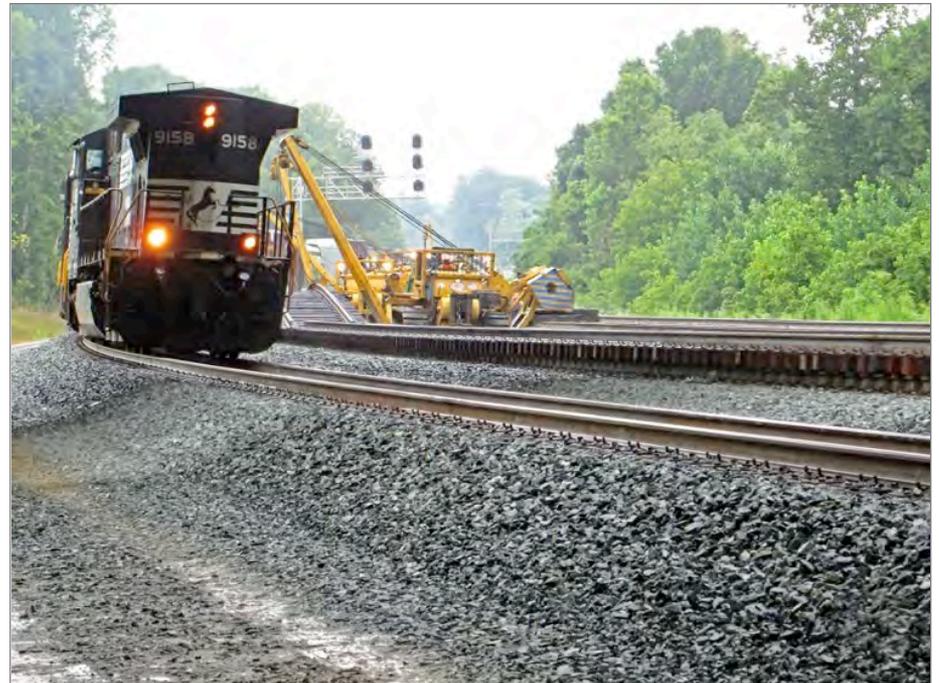
- Safer and more reliable train service
- Increased railroad capacity
- Job growth and commercial development opportunities
- Better connectivity between Raleigh and Charlotte and towns in between
- Better equipment and stations to support North Carolina's *Piedmont* and *Carolinian* train service
- Introduction of a 3rd and 4th Frequency



Piedmont Improvement Program (PIP)

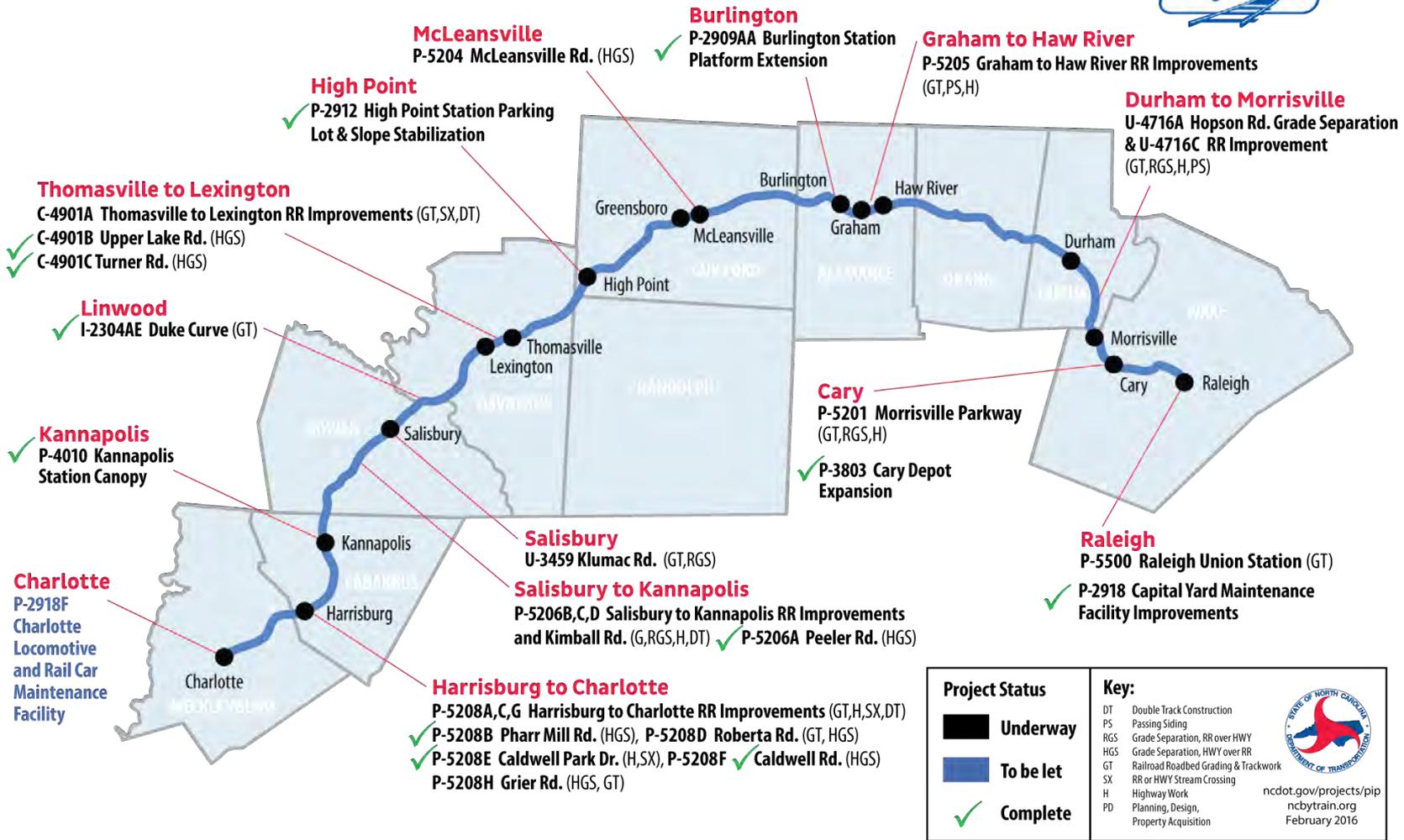
2010-2017 – \$520M Federal ARRA Funding

- 5 Station Improvement Projects
- 2 Locomotive & Rail Car Maintenance Facility Projects
- NC BYTRAIN Passenger Coaches, Locomotives, Cab Control Units
- 12 Grade Separations
- 23 Public Crossing Closures
- 15 Private Crossing Closures
- 2 Passing Sidings (5 miles)
- 3 Double Track Projects (26 miles)





Piedmont Improvement Program Projects



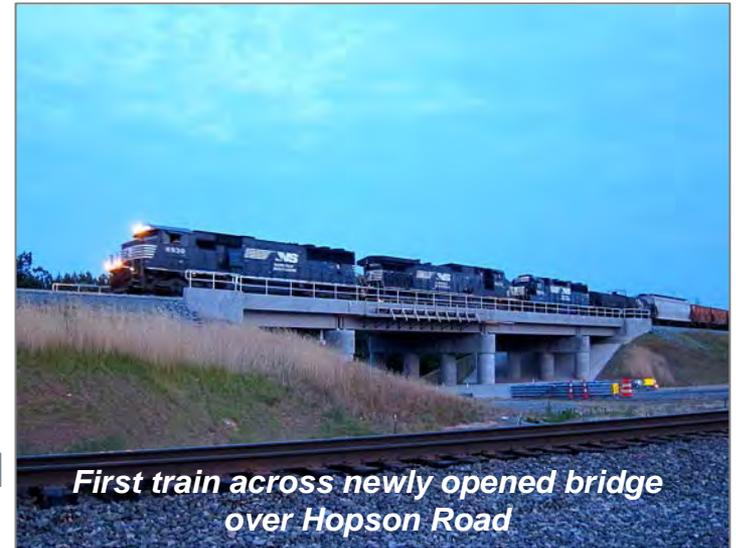
North Carolina's Amtrak – Piedmont Equipment – 7 Locomotives, 11 Railcars, 5 Cab Control Units



Piedmont Improvement Program – Project Status

Work to date:

- 6 bridges completed
- 21 at-grade crossings closed
- Station improvements complete
 - Cary, High Point, Kannapolis, Burlington
- Raleigh Maintenance Facility expansion complete
- 5 locomotives rebuilt, 10 railcars refurbished



What we expect to complete in 2016?

- The remaining 6 bridges and 17 crossing closures
- All passing sidings between Greensboro and Cary
- Majority of the second track construction between Charlotte and Greensboro

In 2017 all PIP Projects will be complete

- All remaining projects between Charlotte and Greensboro
- Charlotte Maintenance Facility and support tracks

Piedmont Improvement Program



Piedmont Improvement Program



Piedmont Improvement Program



Piedmont Improvement Program



Freight Rail & Rail Crossing Safety Improvement Fund

- Established 2013 by the General Assembly using annual NCRR dividends
- \$26.M allocated to date
 - \$19.2M SFY 2014
 - \$3.75M SFY 2015
 - \$3.75M SFY 2016

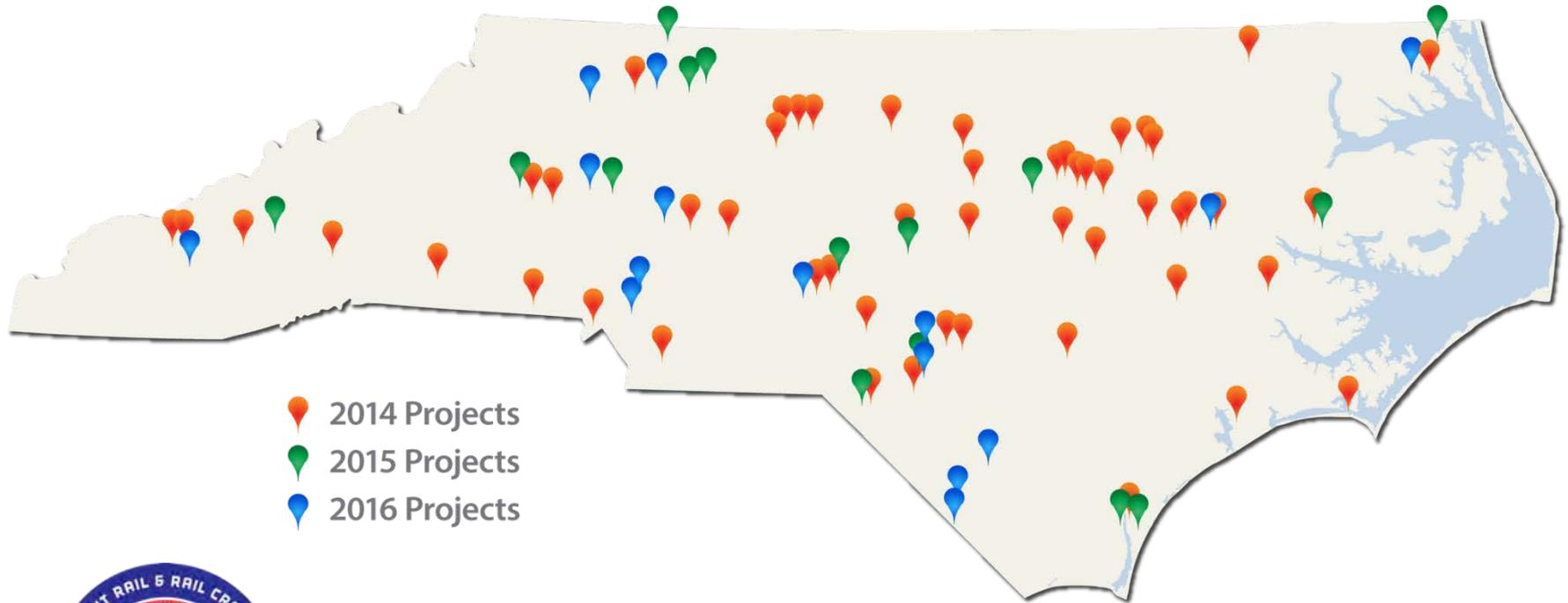


Program goals:

- Make North Carolina's railroads safer
- Meet the needs of rail customers in small urban and rural areas



Freight Rail & Rail Crossing Safety Improvement Fund



-  2014 Projects
-  2015 Projects
-  2016 Projects



Bringing jobs to people

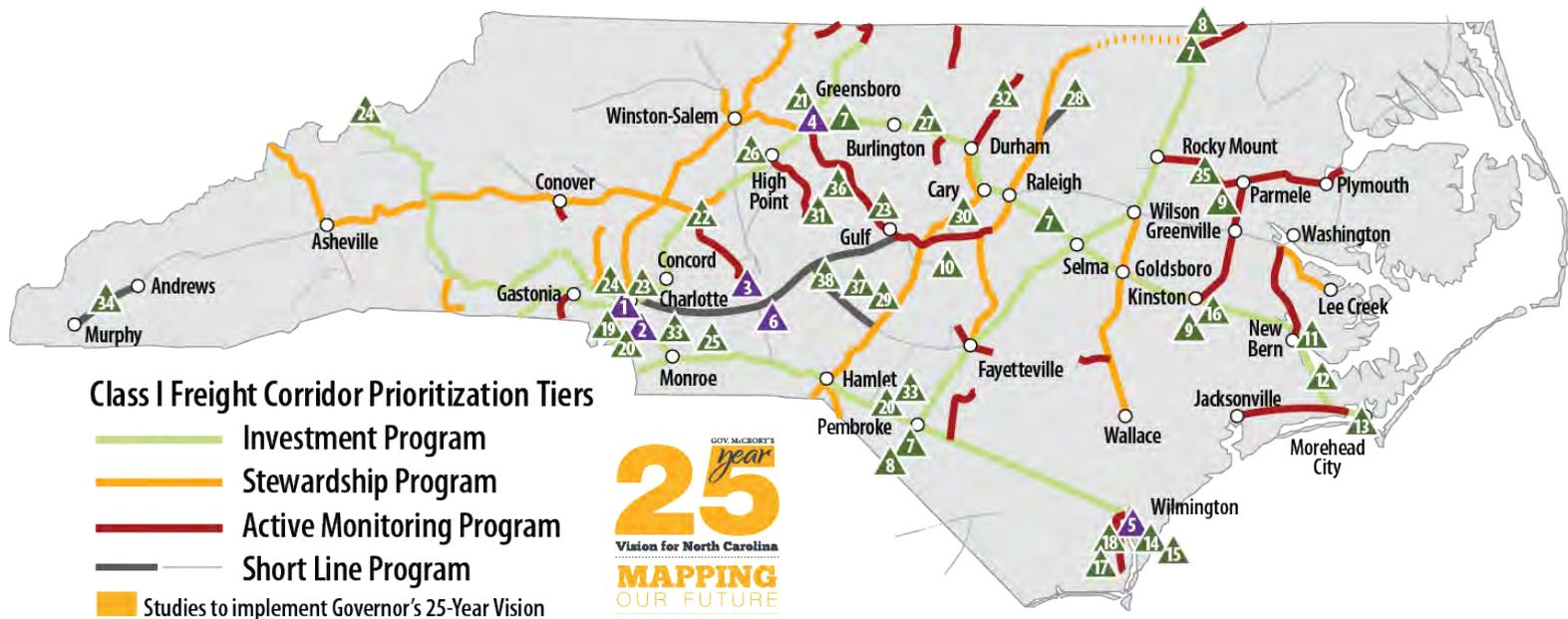
Diverting freight from highways to rail

Future Freight Challenges

- Additional short line railroads could begin service as Class I's focus on core business
- Railroad bridges represent a significant financial concern
- 2015 State Rail Plan identified:
 - 20-year private bridge need - \$35M
 - Highway/railroad grade separation need thru 2040 - \$320M
- Inability to keep pace with infrastructure needs presents a risk to statewide and regional economic development and job creation



NC's Rail Plan – Freight Recommendations



- Intermodal facilities and service improvements
- Port related access and infrastructure needs
- Emerging and growing industries
- Mega-site access and infrastructure needs
- Mainline capacity and operational improvements
- Corridor preservation and reactivation of strategic connections (Note SA Line)
- Traffic Separation Studies



NC's Rail Plan – Passenger Recommendations

Southeast Corridor

- Implement 4th and 5th Piedmont frequencies
- Add stops and improve travel times
- Construct multimodal stations – Charlotte Gateway & Raleigh Union
- Secure S Line corridor and complete service planning

New Markets

- Utilize Thruway Bus to grow markets/ridership
- Incrementally develop WNC and SENC service
- Conduct studies for future market connections



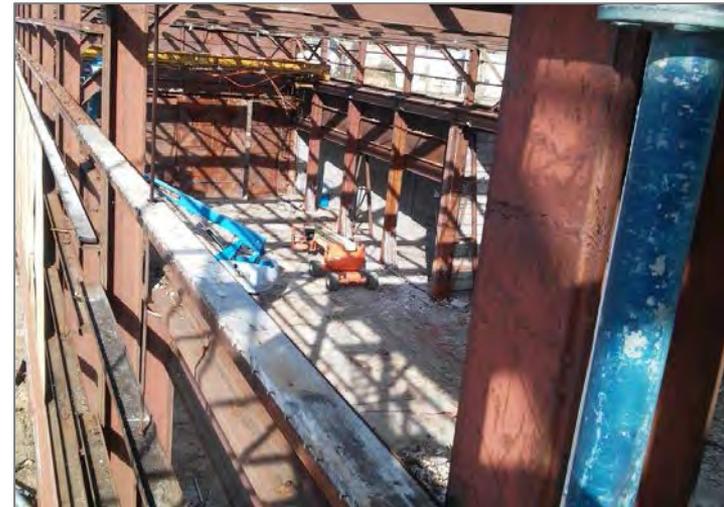
Good Stations + Right Location Impact Ridership

Building the Bookends of NC By Train Service

- Construction underway on Raleigh Union Station (RUS) – a new train station in a renovated downtown warehouse – set to open late 2017



RUS Visualization



Work has started on RUS

- Planning and design is underway for a multi-modal transportation center in downtown Charlotte – Charlotte Gateway Station – which will consolidate a variety of transportation options in a central facility
- Projects funded through Federal/State/Local partnerships

New Marketing Initiatives

**New campaign developed for our passenger train service –
new direction, new materials**

- Target audiences identified:
 - Millennials under 30 with no kids
 - Retirees
 - Event goers



Focus on Rail Safety

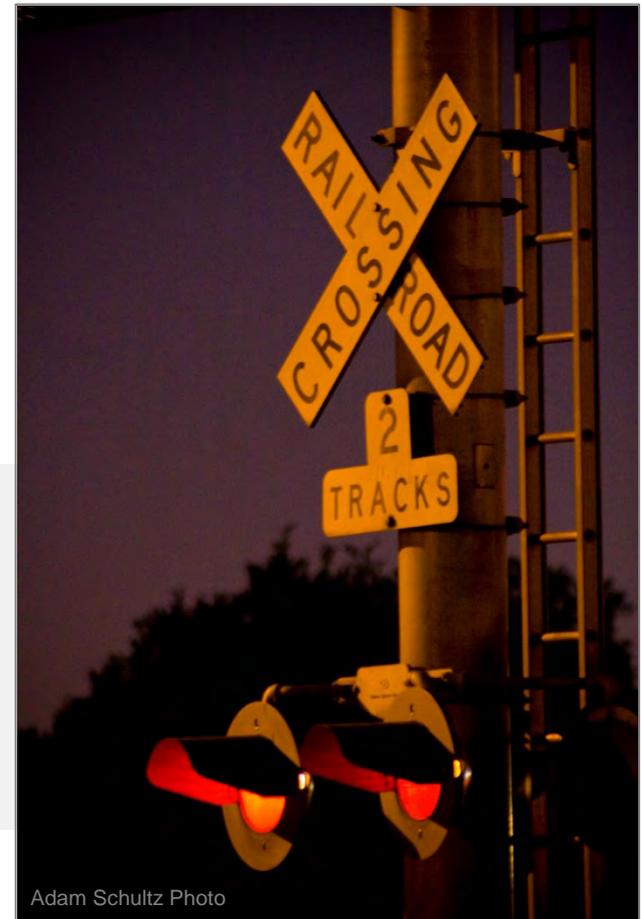
Crossing safety improvements and programs

- Building grade separations
- Closing crossings
- Improving crossings – gates, signals and surfaces
- Using new technology – dual matrix radar – getting positive results

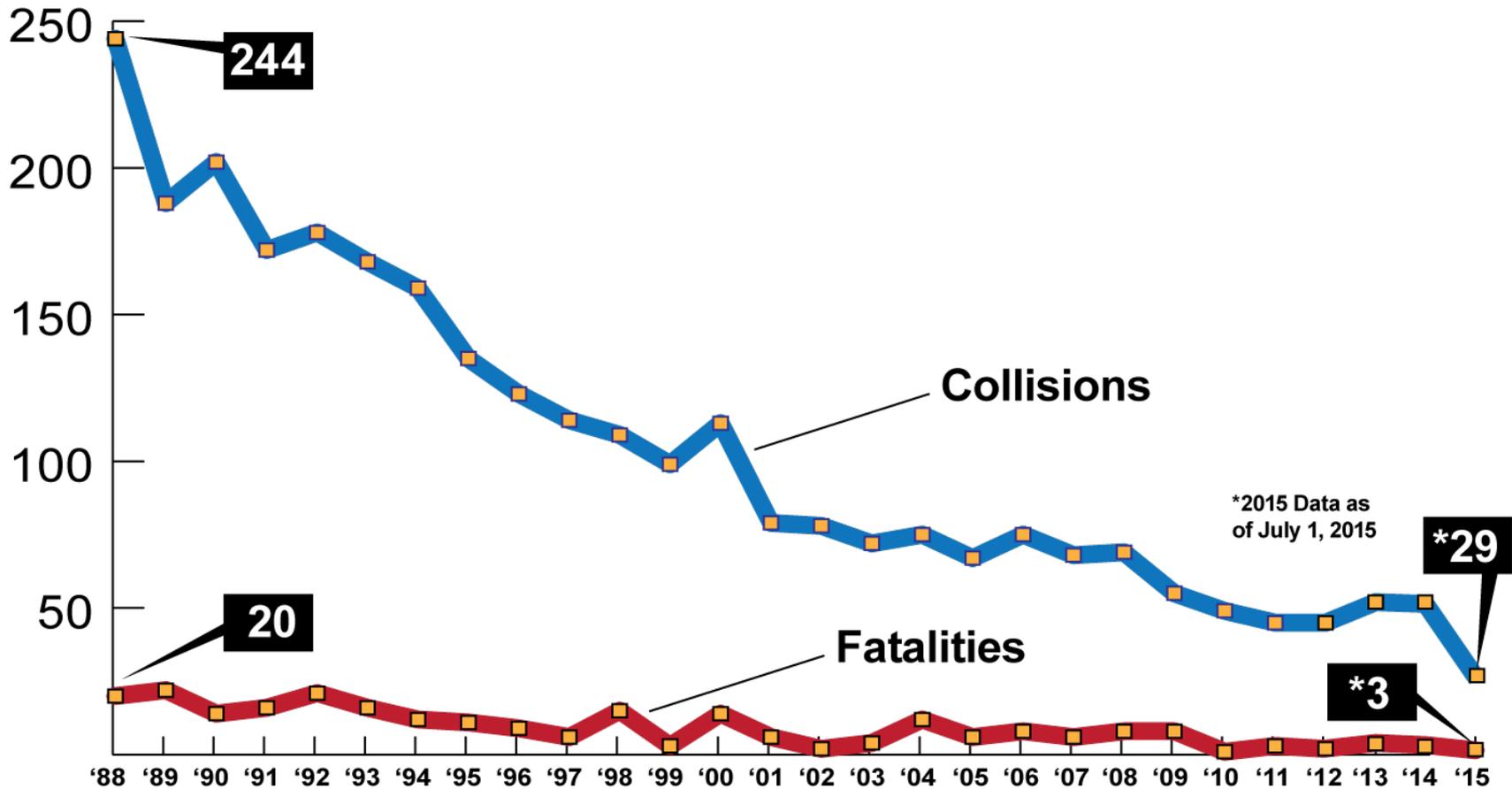
Sealed Corridor Program

Piedmont Improvement Program

*Freight Rail & Rail Crossing Safety
Improvement Fund*



Crossing Improvements have made NC Railroads Safer



BeRailSafe Initiatives



- Reaching out to the public – events, school system partnerships
- Providing safety education training for first responders
- Partnering with Operation Lifesaver and railroads
- New study begins in 2016 to pinpoint most problematic locations on Piedmont Corridor – will address ways to target and modify trespasser behavior



Thank you. Questions?



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Virginia Department of Rail and Public Transportation: Agency Update

*Jennifer Mitchell
Agency Director
Richmond, Virginia*



*Advancing Women in Transportation
NC Triangle Chapter*

Virginia State Rail Plan

DRPT developed a **Statewide Rail Plan** annually under the former Local Rail Freight Assistance (LRFA) and Federal Railroad Administration program guidelines for State Rail Plans. Following the end of the LRFA program, from 1995-2004, DRPT paused its Rail Plan Development.

2004

- State Rail Plan re-initiated on a 4 year cycle

2008

- State Rail Plan under PRIIA guidelines

2008

- Rail Resource Allocation Plan - added feature

2009

- Technical Update – to meet 49 CFR 26615

2013

- State Rail Plan and Resource Allocation Plan Update 2013

2016

- State Rail Plan update planned

Rail Plan Update: Passenger & Freight Rail Initiatives

- Virginia's State Rail Plan identifies passenger and freight rail improvements in various corridors
- Phase 1 projects are funded in the state's Six-Year Improvement Program (SYIP)
- Total cost of planned improvements through 2040 exceeds \$6.9 billion
- DRPT will work with its stakeholders to update the rail plan in FY17 to include strategic initiatives and market developments and to reflect REF policy changes and updates
- 2015 FAST Act mandates multimodal statewide freight planning by 2017 to include all Class I railroads, as well as some short lines; DRPT to integrate rail into new federal planning mandates on top of the existing PRIIA mandate

Virginia Rail Projects

PROPOSED RAIL PROJECTS

- I-95/I-64 Intercity Passenger Rail
- Commuter Rail Improvement
- - - Southeast High Speed Rail
- National Gateway
- US 29, US 460, I-81 Passenger Service
- Crescent Corridor
- Heartland Corridor





Virginia Department of Rail and Public Transportation

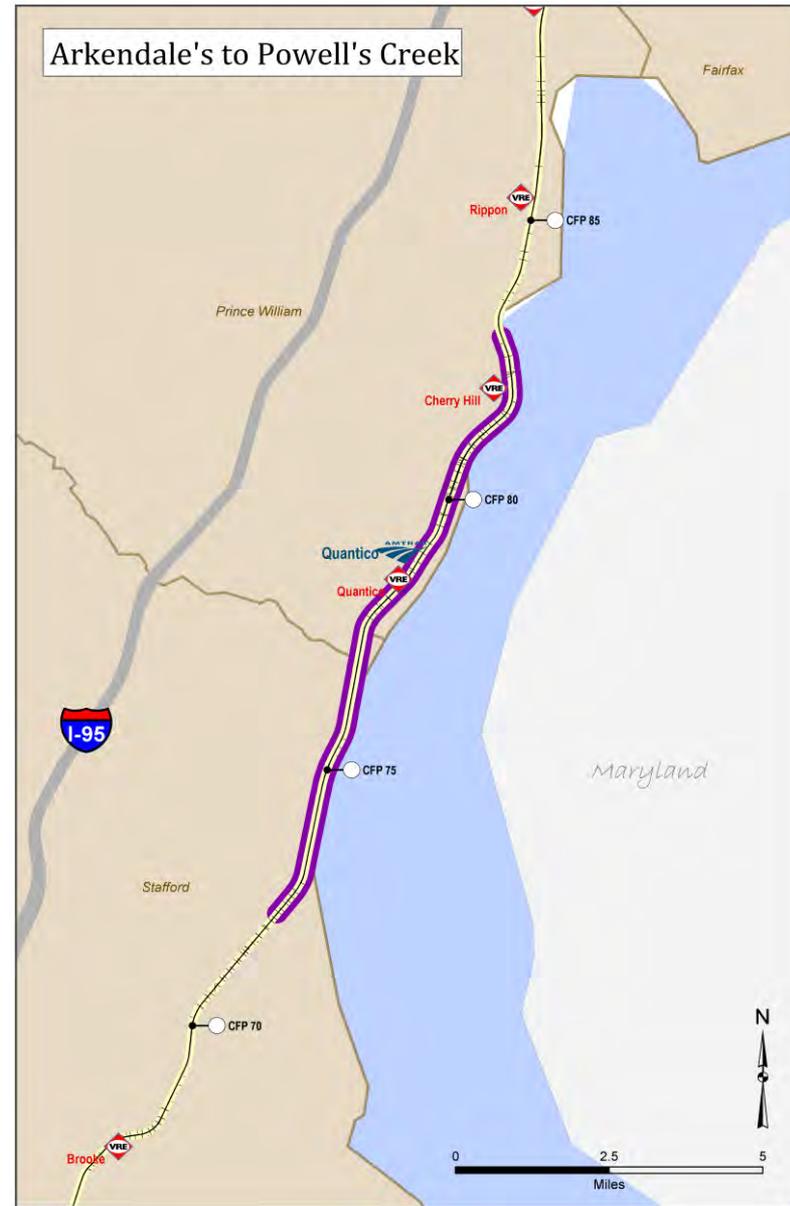
DRPT Projects: Shared Use Corridor Improvements

Acca Yard

- Improvements to accommodate two more trains to Norfolk and second Lynchburg frequency

Arkendale to Powell's Creek

- \$75M 100% Federal ARRA Stimulus Funded Project
- \$30M IPROC Funds
- 11 Mile Third Track Design Build Project
- CSX to construct for DRPT
- Project completion 9/2017



Shared Use Corridor Improvements (cont.)

Long Bridge

- **Long Bridge** critical piece of overall I-95 corridor strategy as its major regional freight & passenger bottleneck; Congestion on the Long Bridge affects the entire SE
- Long Bridge eligible for new federal freight discretionary grant program funds as well as existing TIGER program



Shared Use Corridor Improvements (cont.)

CSX National Gateway

- **Projects:**
 - Double Stack Clearances
 - Virginia Avenue Tunnel
 - Kilby Yard (complete)



Shared Use Corridor Improvements (cont.)

Norfolk Southern Crescent Corridor



- **Funded**
 - Tunnel clearances
 - Multiple sidings, passing and double tracks
- **Future Phases - Unfunded**
 - Additional sidings, passing and double tracks to increase capacity and alleviate train conflicts



Shared Use Corridor Improvements (cont.)

Port of Virginia Projects

- **Funded**

- Craney Island Connector NEPA and PE
- NIT marshalling yard expansion
- APM terminal yard and marshalling yard expansion (CWRV and Port project)

- **Future Phases - unfunded**

- Construct Craney Island Connector



Intercity Operating and Capital Fund: Approx. \$55M / Year

- Supports Virginia funded intercity passenger rail service
- Dedicated revenue source as of FY14:
0.05% state and local sales tax



Extension to Roanoke

Construction is underway and 30% design complete

Anticipated operation date during 2017

Additional Lynchburg Frequency

Second train offering daily roundtrip service between Lynchburg and DC

Anticipated operation date during 2017

DC2RVA: Project Snapshot



- 123-Mile Corridor
- Northernmost Segment of the SEHSR Corridor
- Connects to the Northeast Corridor
- Preliminary Engineering and Environmental Review
- Ridership and Revenue Review
- Station Area Improvements
- Service Frequency

DC2RVA: Tier II EIS

Tier II Environmental Impact Statement (EIS)



Summarize broader issues discussed in the Tier I Study.



Focus on site-specific impacts and mitigation for individual elements of the larger study.



Incorporate further public/agency input.



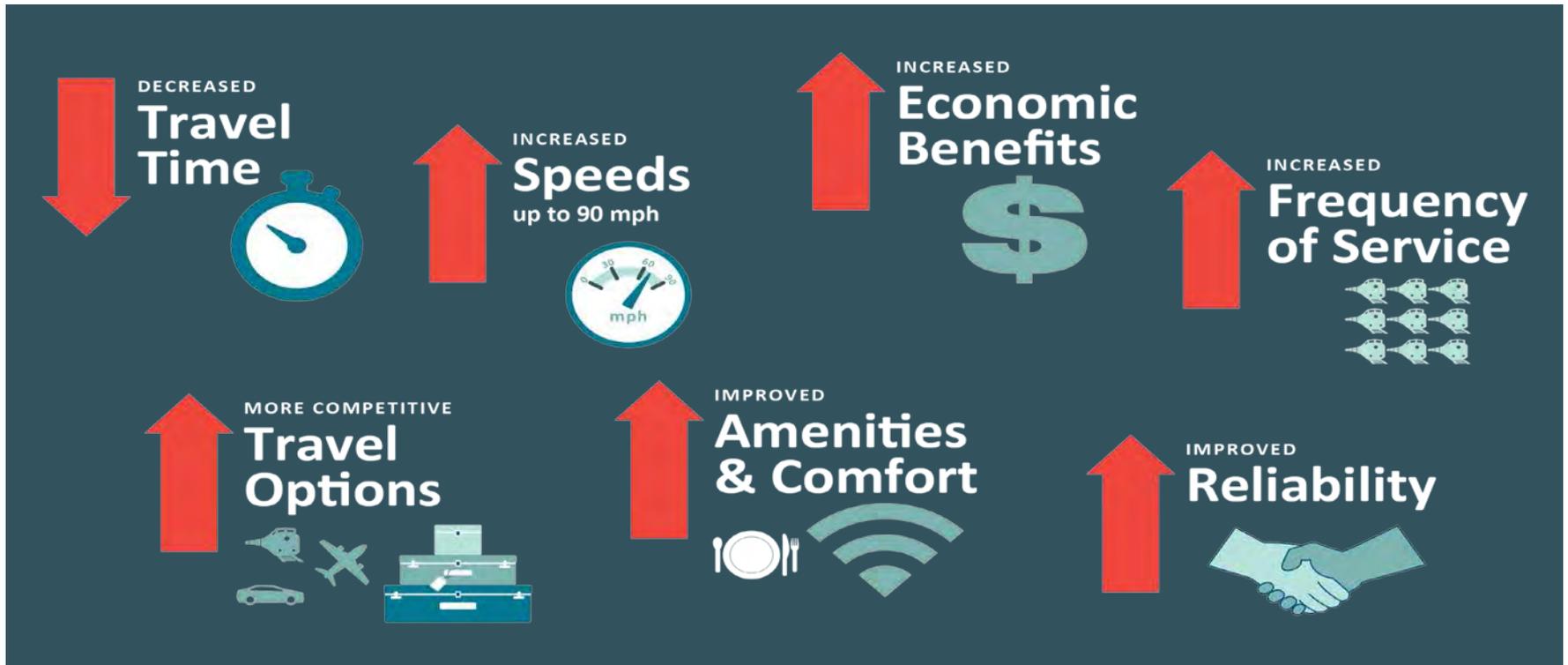
Quantify impacts and analyze potential mitigation measures.



Documentation and decisions lead to permitting, final design, right-of-way acquisition, and construction.

DC2RVA: Proposed Rail Service

Higher speed rail could result in:



Improvement Concepts

Construction of additional main line tracks and crossovers.

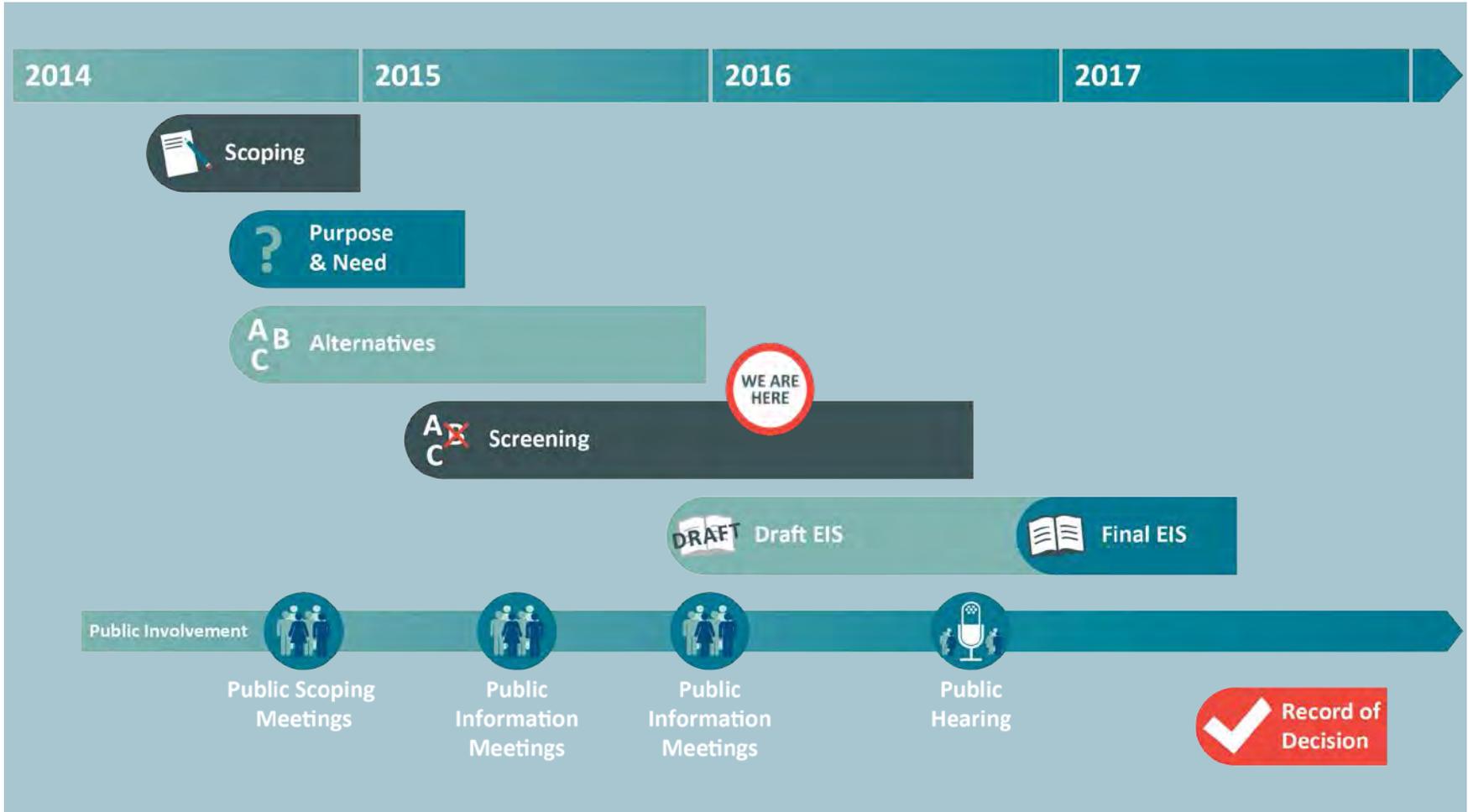
Station area improvements.

Improvements to sidings and signals.

Straightening of curves.

Improvements to grade crossings.

DC2RVA: Where Are We Now?



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Doug Frate

South Carolina Department of Transportation



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Questions



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