



North Carolina
DEPARTMENT OF TRANSPORTATION

NCDOT Rail Division

NCAMPO Conference
May 1, 2015

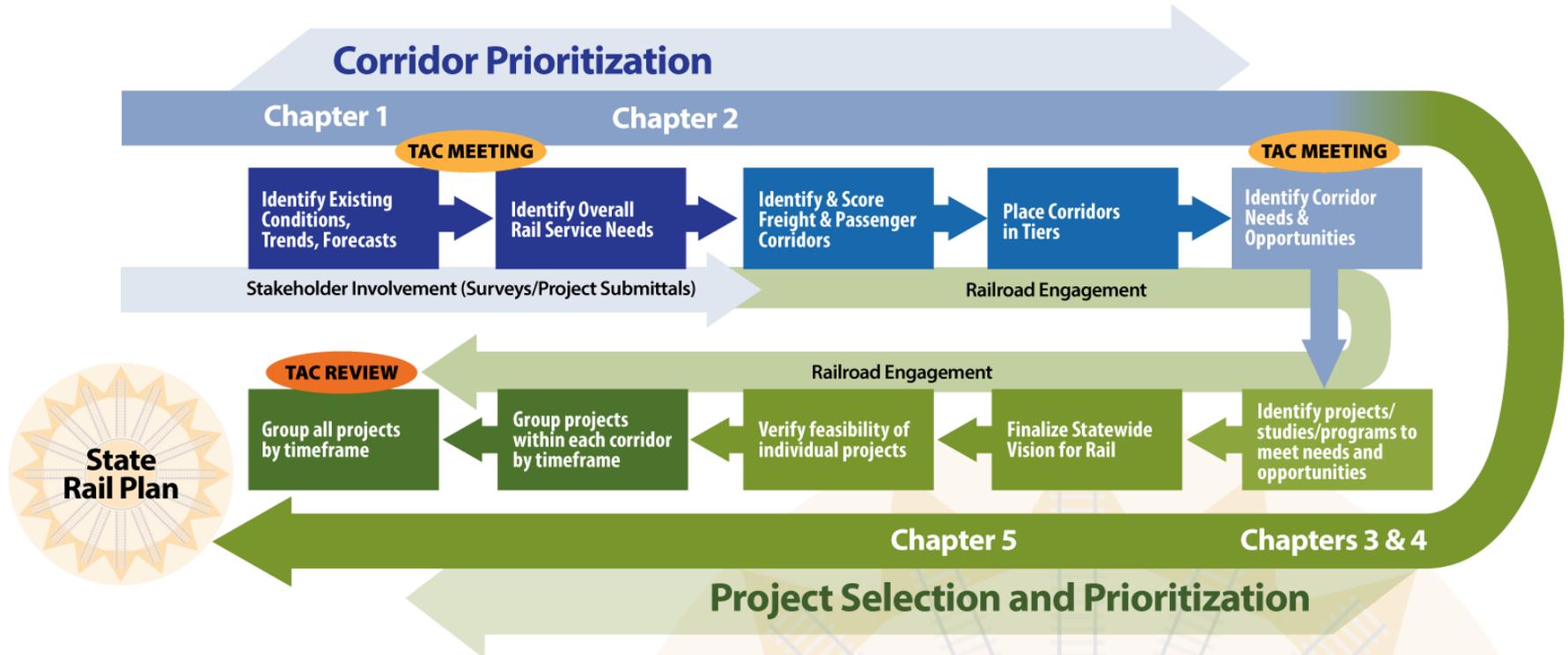
Paul C. Worley, CPM
Rail Director

Comprehensive Statewide Rail Plan

- Federal Requirements
 - Passenger Rail Investment and Improvement Act of 2008 (PRIIA)
 - State Rail Plan Guidance (FRA, September 2013)
 - Updates required by FRA every five years
- Emphasis on desired outcomes & program effects of NC's vision for rail and transportation
- Near term projects set in part by Strategic Transportation Investments
- Integrates the Governor's 25-Year Vision



State Rail Plan Process



- Rail Plan circulated for public comments in February
- Plan to be adopted by NC BOT in July

Plan Draft Recommendations – Freight Studies

- 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 (*Example: SA Line*)
- Traffic Separation Studies



Plan Draft Recommendations – Passenger

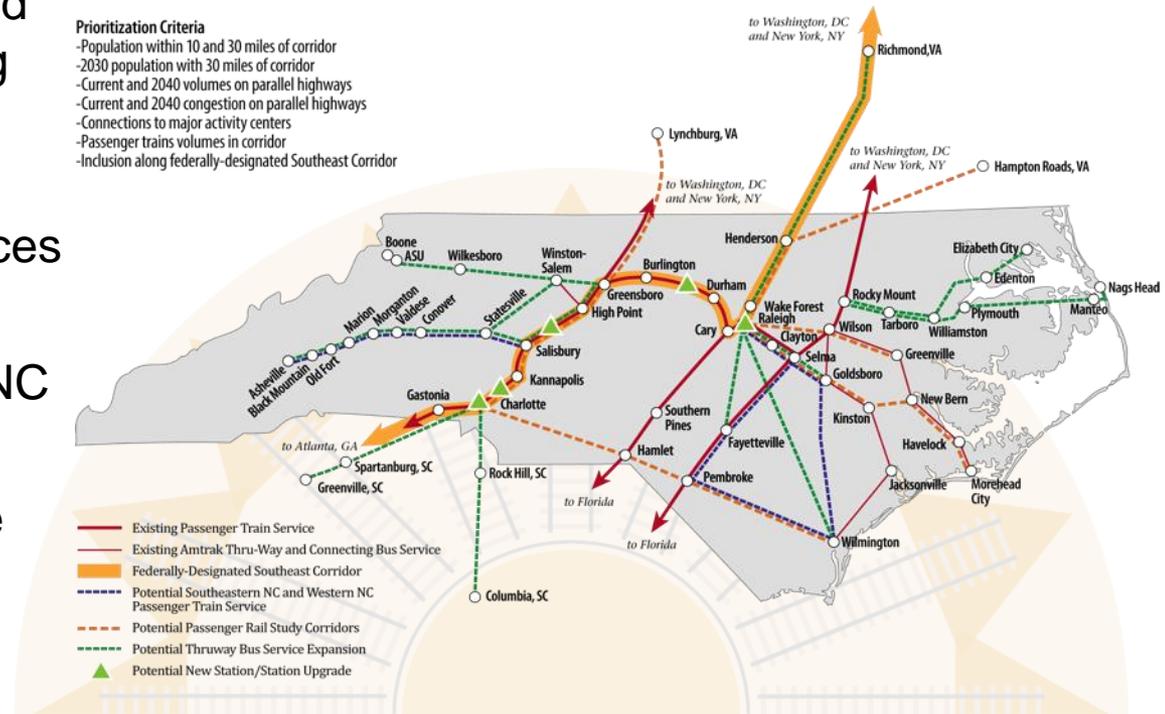
Southeast Corridor

- Implement 4th and 5th frequencies
- Add stops and improve travel times (esp. Greensboro to Raleigh)
- Construct multimodal stations – Charlotte & Raleigh
- Secure S-Line corridor and complete service planning

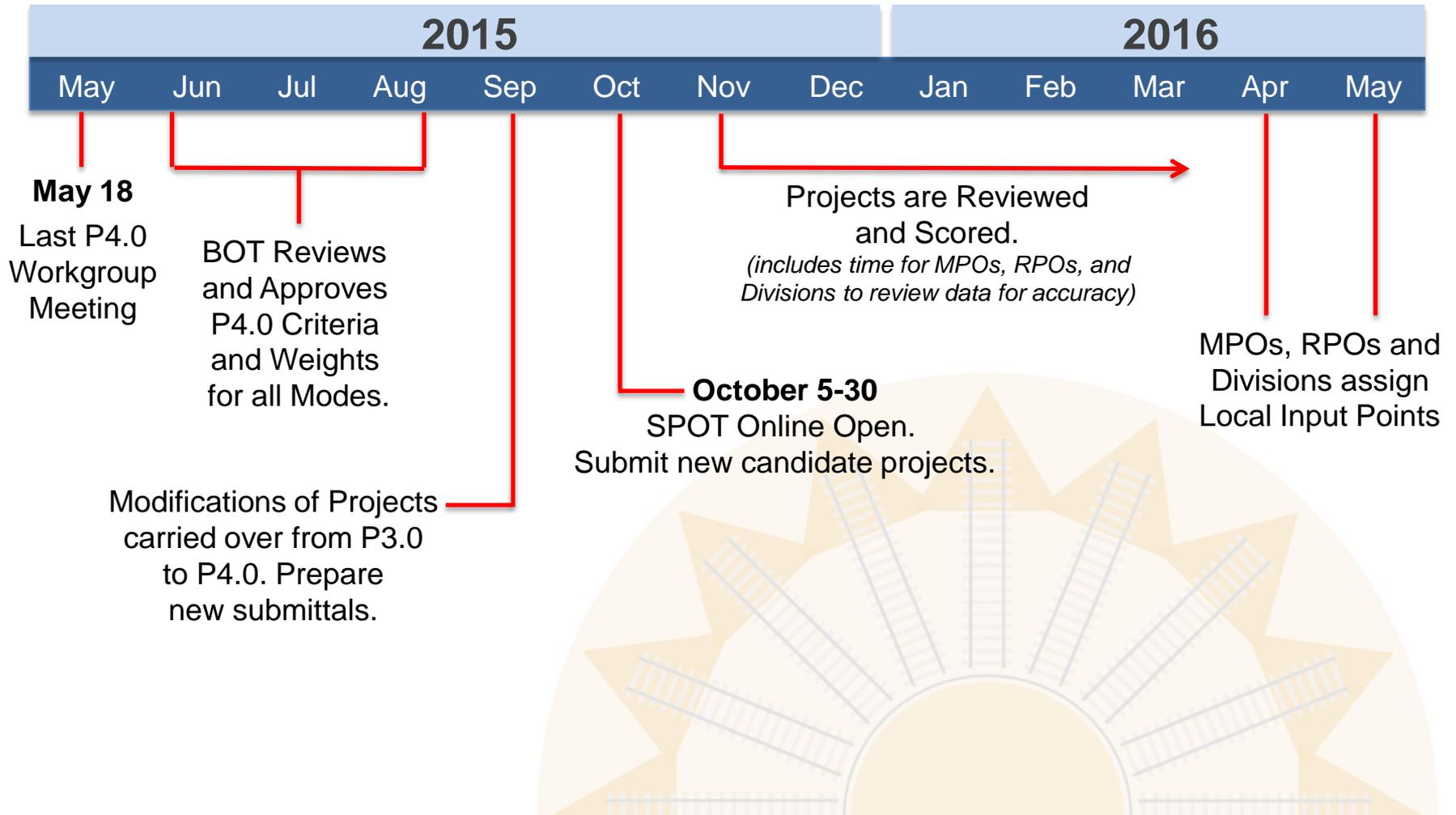
New Markets

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

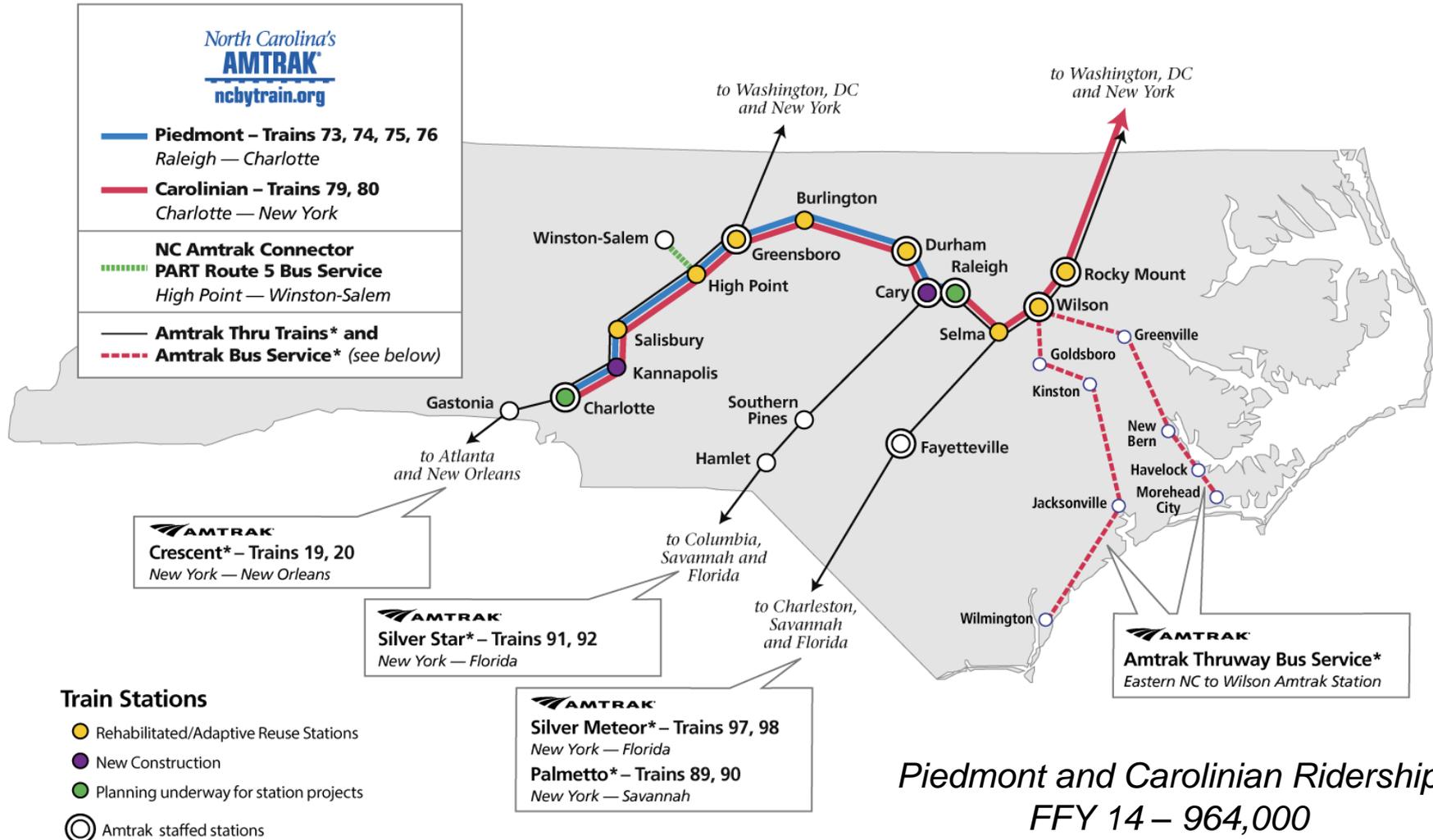
Prioritization Criteria
 -Population within 10 and 30 miles of corridor
 -2030 population with 30 miles of corridor
 -Current and 2040 volumes on parallel highways
 -Current and 2040 congestion on parallel highways
 -Connections to major activity centers
 -Passenger train volumes in corridor
 -Inclusion along federally-designated Southeast Corridor



STI P4.0 – Key Dates



Current Passenger Rail Services



North Carolina's Amtrak

Marketing to increase rider base:

- College students, senior populations
- Families, group and tourism travel
- Business and commuters

Working to manage passenger service costs and increase fare box recovery

Making service improvements:

- Wi-fi available on *Piedmont* beginning this month



Piedmont
Trains 73, 74, 75, 76



PIP Update



2010 – NCDOT received \$520M FRA grants for a series of railroad, station and equipment improvement projects along the Piedmont Corridor between Charlotte and Raleigh

Cooperative Agreement – Defines NCDOT's requirements:

- Continue the 3rd frequency
- Introduce 4th frequency
- Complete and maintain improvements

(Modeling verified capacity that includes 4th and 5th)



PIP Components

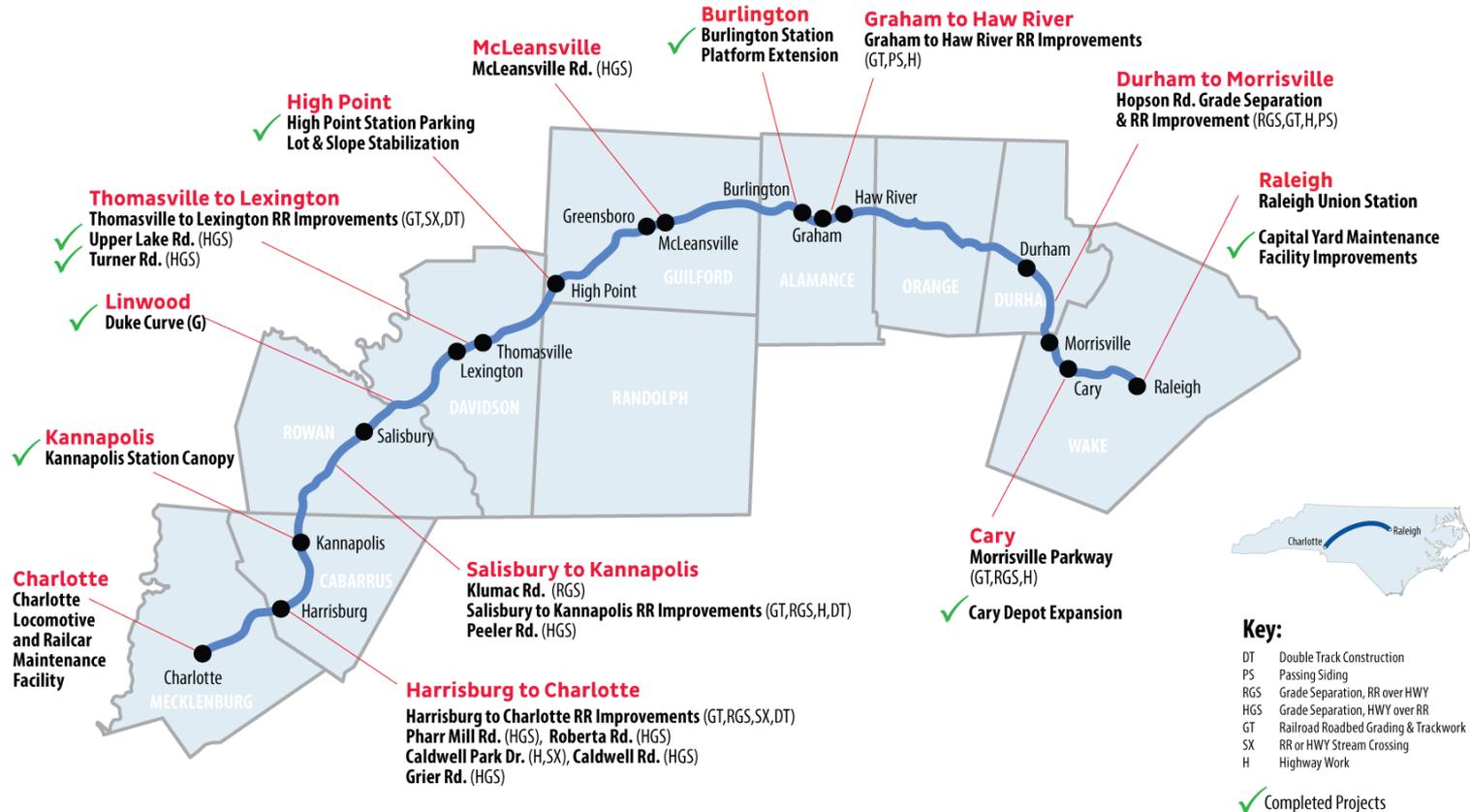


- 5 Station Improvement Projects
- 2 Locomotive & Rail Car Maintenance Facility Projects
- North Carolina's Amtrak Equipment-coaches, locomotives, cab control units
- 12 Grade Separations & Highway Improvements
 - 24 Public Crossing Closures
 - 16 Private Crossing Closures
- 32 miles of second track
 - 3 Double Track Projects
 - 2 Passing Sidings
- Curve Realignments





Piedmont Improvement Program Projects



North Carolina's Amtrak – Piedmont Equipment – 7 Locomotives, 12 Railcars, 5 Cab Control Units



Capacity, Efficiency, Safety, Mobility

Construction Status

- All projects underway – scheduled completion: September 2017
- Several projects complete





Upper Lake Road Road Bridge opened to traffic October 2014



2014/10/23

C-4901 Thomasville to Lexington Double Track Construction and Upper Lake Road Road Bridge

2014/08/01

Maintenance Facility Improvements



Capital Yard Maintenance Facility in Raleigh expansion completed – March 2012.
Piedmont equipment is serviced and maintained at this facility.



Charlotte Maintenance Facility Update: NCDOT in process of acquiring ROW and completing design. Project to be bid late 2015.

Station Improvement Program



Since 1992, 13 stations along passenger routes restored or built with FHWA Enhancement Funds and NCDOT Moving Ahead Funds.

ARRA funded more improvements:

- 4 station projects and 2 rail car maintenance facilities
- Backup generators at 2 stations
- Security systems at 8 stations
- Passenger Information Display Systems (PIDS)
 - Final design begins May
 - Project to be bid late summer/early fall

Cary Amtrak Station Expansion



Station Improvement Program

North Carolina's busiest stations – the “bookends” of *Piedmont* service – most in need of new facilities

Raleigh Union Station

- Station Groundbreaking May 8
- Partnership with City of Raleigh, federal, state and local funding

Charlotte Gateway Station

- Project under development – in partnership with City of Charlotte

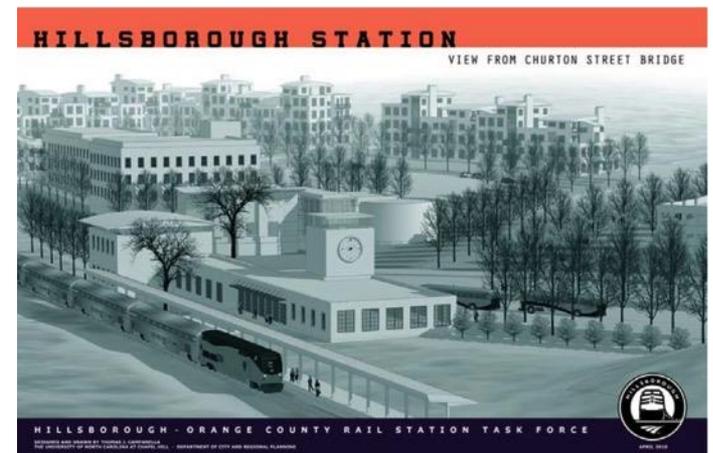


Raleigh Union Station Visualization

Harrisburg, Lexington, Hillsborough

Three new stations under evaluation

- Evaluated for ridership/revenue gains
- Connectivity to other modes of transportation
- Operating and maintenance cost impacts
- Capital costs
- Availability of non-state funds
- Local commitments
- Commitment of communities and other stakeholders



Sugar Creek Road Bridge Update

\$31M project – constructs bridge over busiest RR corridor in NC

- Will increase railroad capacity, efficiency, safety
- Includes adjoining street improvements and reduces congestion/delays
- Let date: July 2015
- Construction begins August 2015 – after Eastway Drive Bridge construction complete and road opened
- Road closed to thru traffic approximately 25 months

*Freight and passenger traffic expected to double in next twenty years
CATS Blue Line tracks will be added as service expands.*



Freight Studies and Projects



- SB-402 Studies complete



- Andrews to Murphy Rail Reactivation Study complete



- Developing projects to improve NC ports access
 - Cape Fear River Railroad Bridge
 - US 70 Mobility Corridor



- FRRCSI – \$22.95M projects statewide
 - Track Infrastructure
 - Crossing Safety & Signal Improvements
 - Rail Access Improvements





Thank You. Questions?