

2015 FRA Rail Program Delivery



NCDOT Rail Division

COMPREHENSIVE STATE RAIL PLAN



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North Carolina Rail Plan by the Numbers

Category	Funding Needs (2014 \$)		
	Near-Term (2015-2019)	Mid- and Long-Term (2020-2040)	Total
Freight (Class I System)	\$15M*	\$1,109M	\$1,124M
Freight (Short line System)	\$94M*	\$157M	\$251M
Passenger	\$49M	\$5,027M	\$5,076M
Safety	\$40M	\$160M	\$200M
Total	\$198M	\$6,453M	\$6,651M

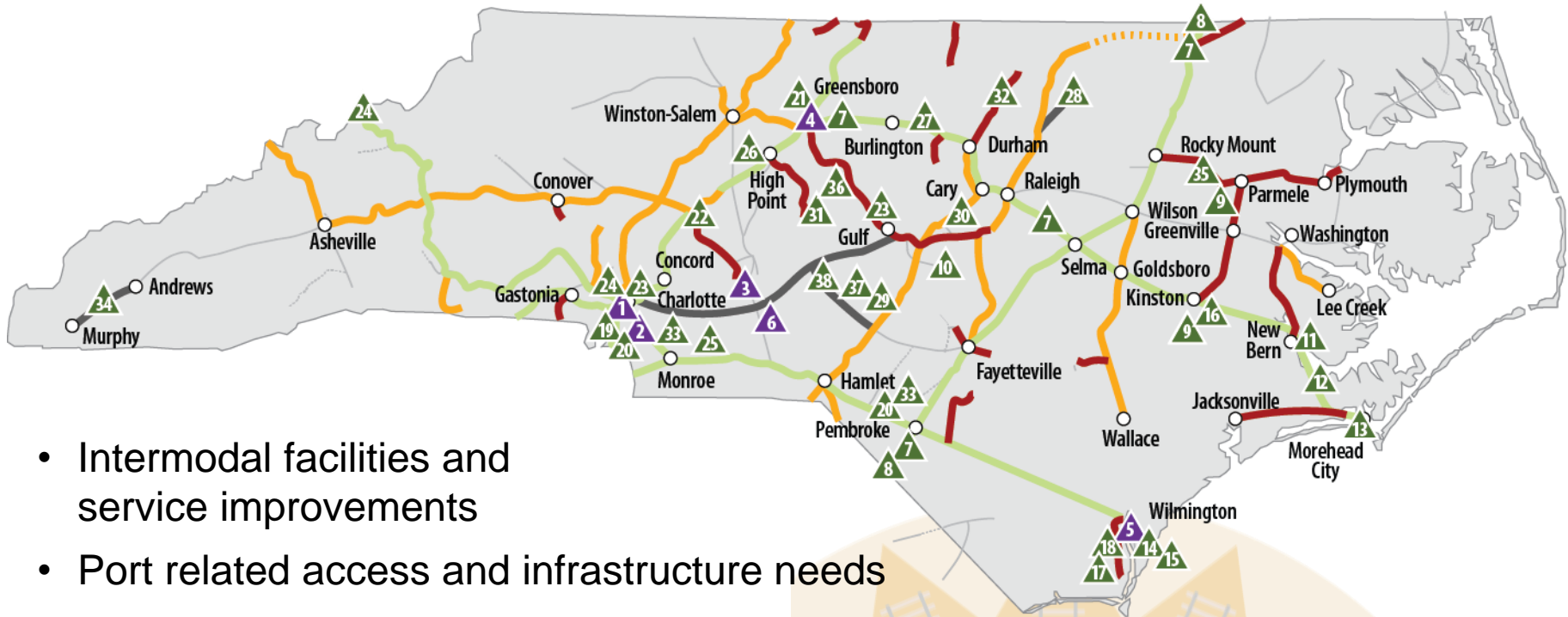
*Freight needs for the Class I system are based on projects identified and funded in STI P3.0. Freight needs on the short line system are eligible for funding through FRRCSI; needs outpace available funding through that program alone.

Railroad Direct Economic Impacts for Freight and Passenger Rail in North Carolina

	Freight (2014 \$)	Passenger (2014 \$)
Total	\$1,754M	\$121M

*Tourist spending, pavement savings, congestion savings, auto emissions, and safety for passenger rail are based on trips to NC that would not have been made without rail.

Plan Recommendations - Freight



- 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

Plan Recommendations – Passenger

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
- Reactivation of Andrews to Murphy
- Conduct studies for future market connections



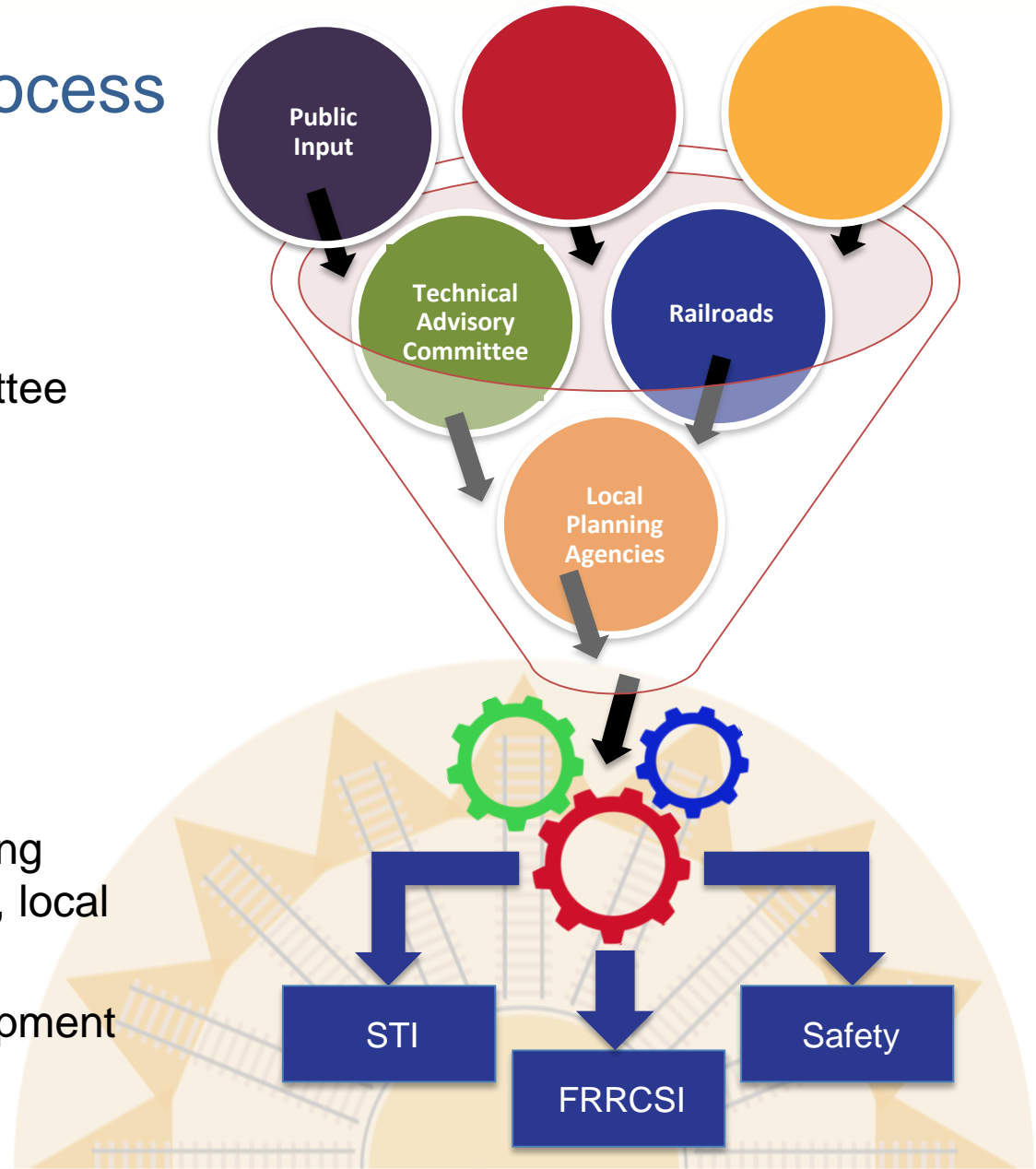
State Rail Plan Process

Statewide Rail Plan Inputs

- Governor's 25-Year Vision
- Technical Advisory Committee
- Railroads
- Industry Stakeholders
- Public

Statewide Rail Plan Uses

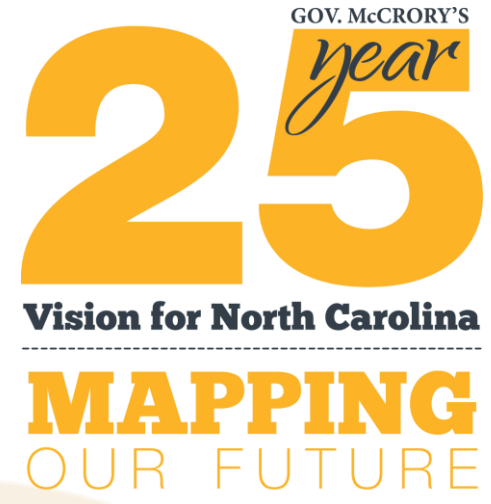
- Identify freight, passenger and safety needs
- Identify strategic and funding partnerships with railroads, local governments, and others
- Identify projects for development through STI



Governor McCrory's - 25 Vision

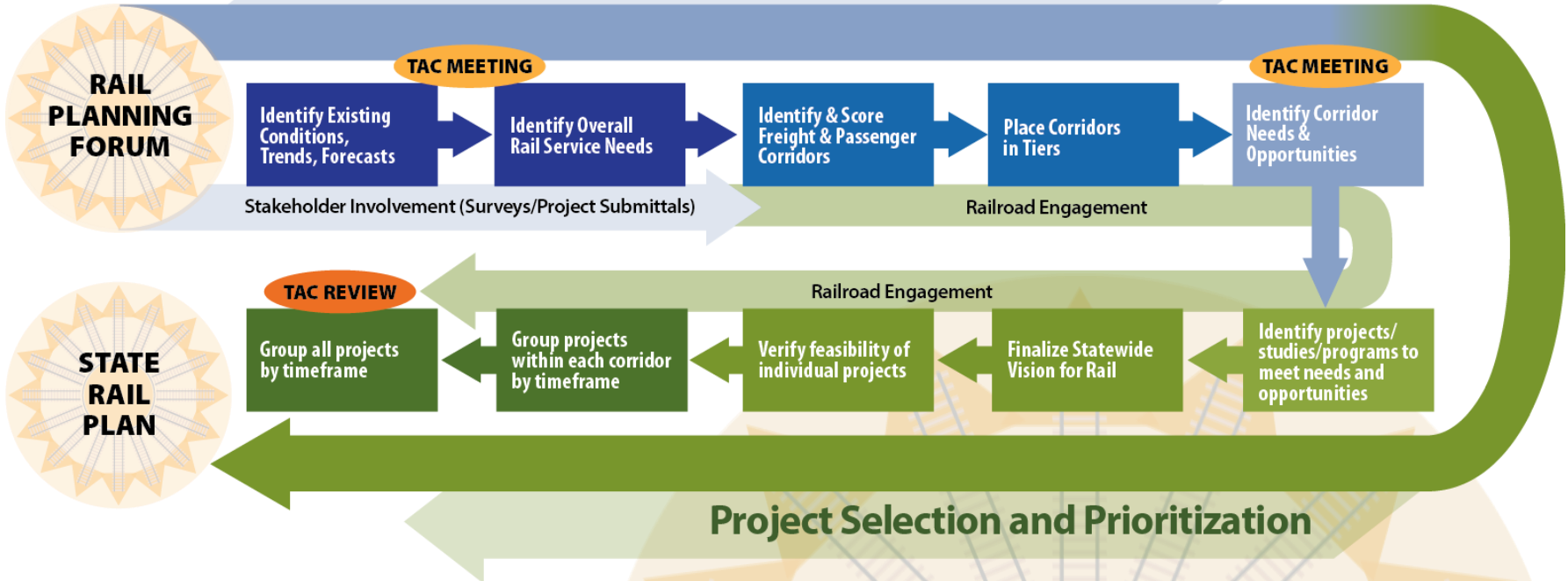
Integrating the Governor's 25-Year Vision Rail Related Goals:

- Improve rail connections between military bases and ports
- Provide and improve intermodal facilities to support freight shipping
- Pursue regular intermodal service to the Port of Wilmington
- Improve rail access to GTP and Port of Morehead City
- Provide economically competitive rail service to inland ports
- Improve rail and seaport connections to I-95 to serve the Eastern US
- Support connections to privately developed mega-sites
- Expand mass transit options, including rail
- Expand passenger rail options in all regions of the state

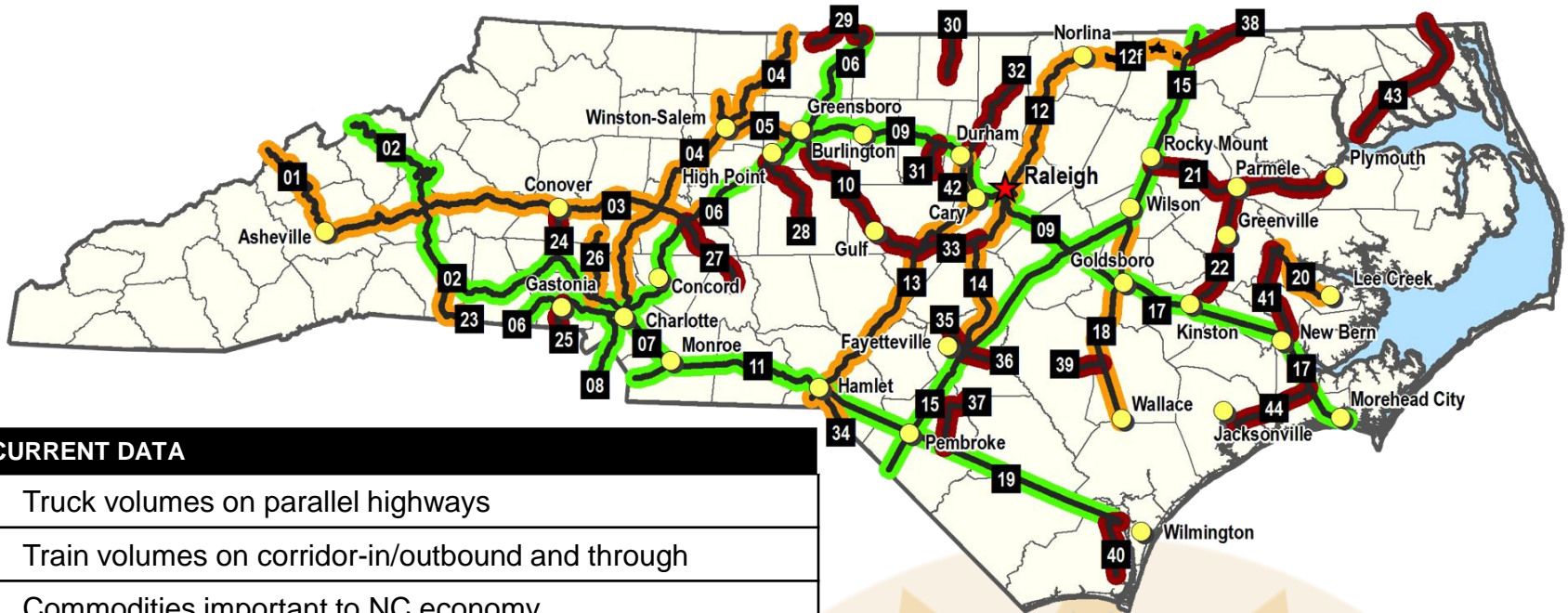


Rail Plan Corridor Prioritization Methodology

Corridor Prioritization



Freight Corridor Prioritization

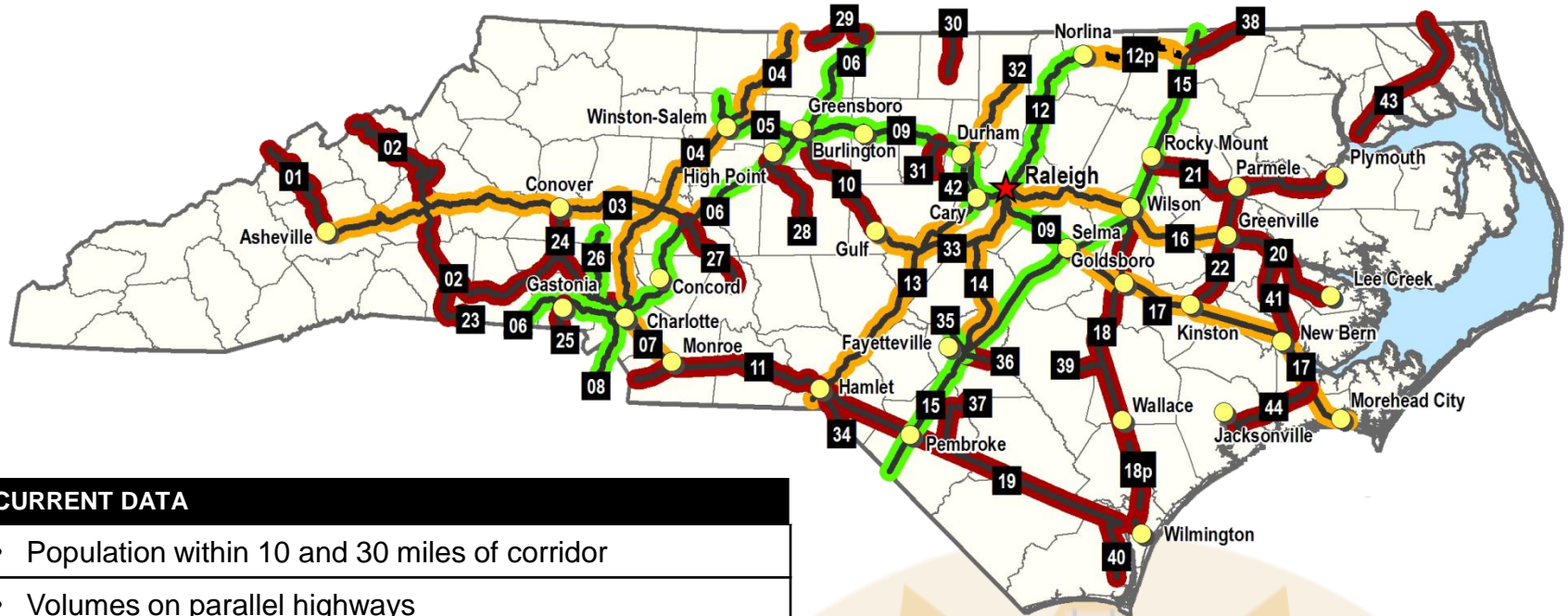


CURRENT DATA
• Truck volumes on parallel highways
• Train volumes on corridor-in/outbound and through
• Commodities important to NC economy
• Connections to intermodal facilities, ports, major transloads
• Connections to major activity centers
• Location within Strategic Corridor network (STRACNET)
FUTURE DATA
• 2040 truck volumes on parallel highways
• Future train volumes on corridor –in/outbound and through
• Emerging commodities important to NC economy

Freight Corridor Prioritization Tiers

- █ Investment Program
- █ Stewardship Program
- █ Active Monitoring Program

Passenger Corridor Prioritization



CURRENT DATA

- Population within 10 and 30 miles of corridor
- Volumes on parallel highways
- Congestion on parallel highways (v/c ratio)
- Connections to major activity centers
- Passenger trains volumes in corridor

FUTURE DATA

- 2030 population within 30 miles of corridor
- 2040 volumes on parallel highways (v/c ratio)
- Inclusion along federally-designated Southeast Corridor

Passenger Corridor Prioritization Tiers

- █ Investment Program
- █ Stewardship Program
- █ Active Monitoring Program

Strategic Transportation Investments (STI)

40% of Funds = \$6B

30% of Funds = \$4.5B

30% of Funds = \$4.5B

Estimated \$15B in Funds for SFY 2016-2025

Statewide Mobility

Focus → Address Significant Congestion and Bottlenecks

Eligible Projects

- Statewide type Projects (such as Interstates)
- Selection based on 100% Data
- Projects Programmed prior to Local Input Ranking

Regional Impact

Focus → Improve Connectivity within Regions

Eligible Projects

- Projects Not Selected in Statewide Mobility Category
- Regional Projects
- Selection based on 70% Data & 30% Local Input
- Funding based on population within Region

Division Needs

Focus → Address Local Needs

Eligible Projects

- Projects Not Selected in Statewide or Regional Categories
- Division Projects
- Selection based on 50% Data & 50% Local Input
- Funding based on equal share for each Division = ~\$34M per yr

STI Rail Project Eligibility

- Statewide: Freight Capacity & Safety Improvements on Class I Railroad Corridors
- Regional: Freight and Passenger service spanning 2+ counties, including statewide projects
- Division: Multimodal terminals and Regional/Statewide Projects



STI Rail Project Prioritization Criteria

P4.0 Rail Criteria	Weight Distribution		
	Statewide	Regional	Division
	100	70	50
Cost Effectiveness	35	25	20
System Health	35	20	10
Safety and Suitability	20	15	10
Project Support	10	10	10

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