North Carolina
DEPARTMENT OF TRANSPORTATION

Piedmont Improvement Program
High-Speed and Intercity Passenger Rail Leadership Group
AASHTO Annual Meeting, Charlotte, NC

Paul Worley, CPM
Rail Division Director

November 21, 2014
Over the past 20 years, North Carolina’s train service has improved – travel time has been removed from the schedule and it is safer – crossing crashes have been reduced. We now have the opportunity through the Piedmont Improvement Program, or “PIP” to make the trip more reliable – to take safety to the next level.
First, some history . . . NCDOT’s charge

1989 – Gov. James Martin’s Passenger Rail Task Force determines state role in long-term rail passenger opportunities in NC

Preserve essential rail corridors for future passenger and freight use and provide intercity rail passenger service on the state-owned North Carolina Railroad Corridor between Charlotte and Raleigh

1992 – State-owned NCRR Piedmont Corridor between Charlotte and Raleigh becomes part of the federally-designated Southeast Corridor
Passenger Train Service
Railroad Improvements Impact Passenger Service

- **1990**: Carolinian service resumed after 5-year hiatus.
- **1992**: First crossing closed.
- **1993**: All passenger routes treated with retroreflective crossbucks.
- **1995**: First crossing separation study begins.

**Passenger Safety Program**

- **2001**: Sealed Corridor initiated.
- **2009**: Piedmont mid-day added (3rd frequency).
- **2010**: CLT-RGH 3 hours 10 minutes.
- **2017**: Piedmont (5th frequency).

**North Carolina Railroad Improvement Program (NCRRIP)**

- **2009**: Sealed Corridor completed.
- **2010**: CLT-RGH 3 hours 10 minutes.

**ARRA Award Piedmont Improvement Program (PIP)**

- **2017**: TBD.
ARRA Award for Piedmont Improvement Projects

2009 – $520 million Federal American Recovery & Reinvestment Act (ARRA) grants for track, station and passenger equipment projects between Charlotte and Raleigh – Must be completed by 9/30/2017 or grant funds will expire!
PIP Track and Structure Improvements

*Increase Capacity and Efficiency*
- Complete double tracking of NCRR between Charlotte and Greensboro
- Build 2 new passing sidings on the NCRR between Greensboro and Raleigh
- Add track crossovers improvements

*Increase Safety and Mobility*
- Build 13 bridges to separate auto and train traffic
- Overpasses and underpasses replace up to 23 public at-grade crossings

*All Trains Use All Tracks – Both Passenger and Freight Benefit*
Upper Lake Road Bridge opened to traffic in October 2014.
Double track project between Thomasville and Lexington, and construction of Turner Road Bridge and Abbots Creek Bridge.
Duke Curve realignment was completed September 2014
PIP Train Station & Facility Improvements

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

ARRA added funds for more improvements:

- Improve four stations and two rail car maintenance facilities
- Backup generators at 2 stations
- Security systems at 8 stations
- Passenger Information Display Systems (PIDS) under development
Capital Yard Maintenance Facility in Raleigh
The Piedmont Fleet Equipment

- Our equipment program model – purchase good, used equipment and refurbish to like new and less than half the cost of new equipment – no debt
- ARRA funding will refurbish 7 locomotives, 11 rail cars and 5 cab control units
Equipment Rebuilds
Coach at Delaware Car with work in progress

Example of completed coach
Coach interiors, before and after
Lounge car interiors with vending and seating areas, before and after
Partnerships are the key to success in improving NC’s railroads

- Success through environment of trust
- Mutual benefits in joint planning and engineering
- Infrastructure and safety improvements – good for all
- Funding partnerships essential
Thank You. Questions?