



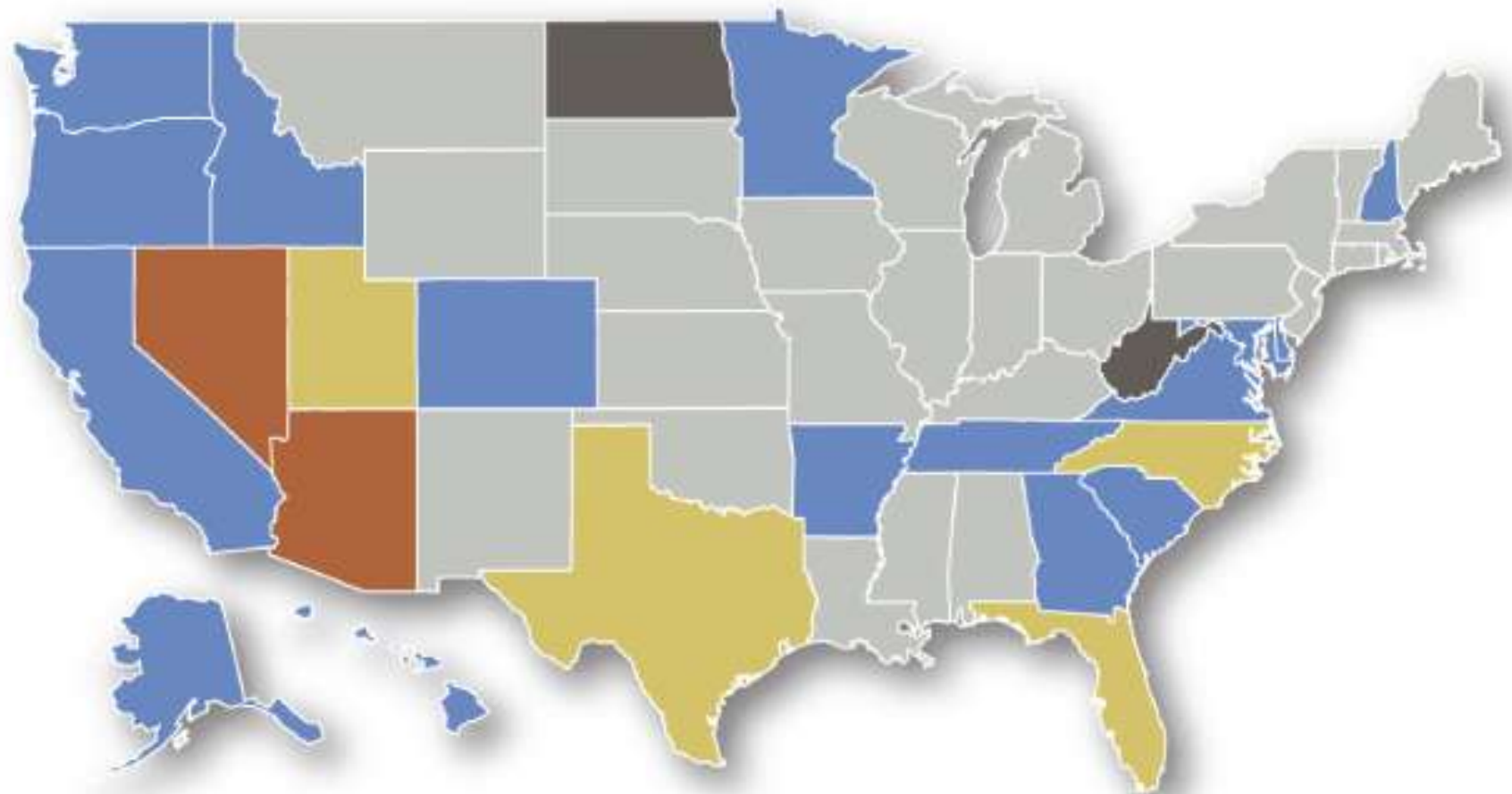
Southern Legislative Conference

Economic Development, Transportation & Cultural Affairs Committee

PROJECTED U.S. POPULATION INCREASES, 2000 TO 2030

By 2030, the U.S. population is expected to increase by 29.2 percent, with most of that growth occurring in the Southeast and West. At 52 percent, North Carolina's projected growth is the seventh highest in the country.

- Population decrease
- 0 to 20 percent increase
- 21 to 50 percent increase
- 51-100 percent increase
- More than 100 percent increase



NC Statewide Logistics Plan

- **House Bill 1005, Session Law 2007-551, the North Carolina Office of State Budget and Management coordinated the development of a statewide logistics plan that addresses the state's long-term economic, mobility and infrastructure needs.**
- **NCDOT was a significant contributor along with the N.C. Department of Commerce and transportation and business stakeholders throughout the state.**

Three main components:

- **Identification of priority commerce needs**
- **Enumeration of transportation infrastructure actions including multimodal solutions that will support key industries vital to the state's long-term economic growth**
- **A timetable to meet these identified needs. It is based on inputs received from a wide range of stakeholders including state agencies, shippers, carriers and other private sector parties.**



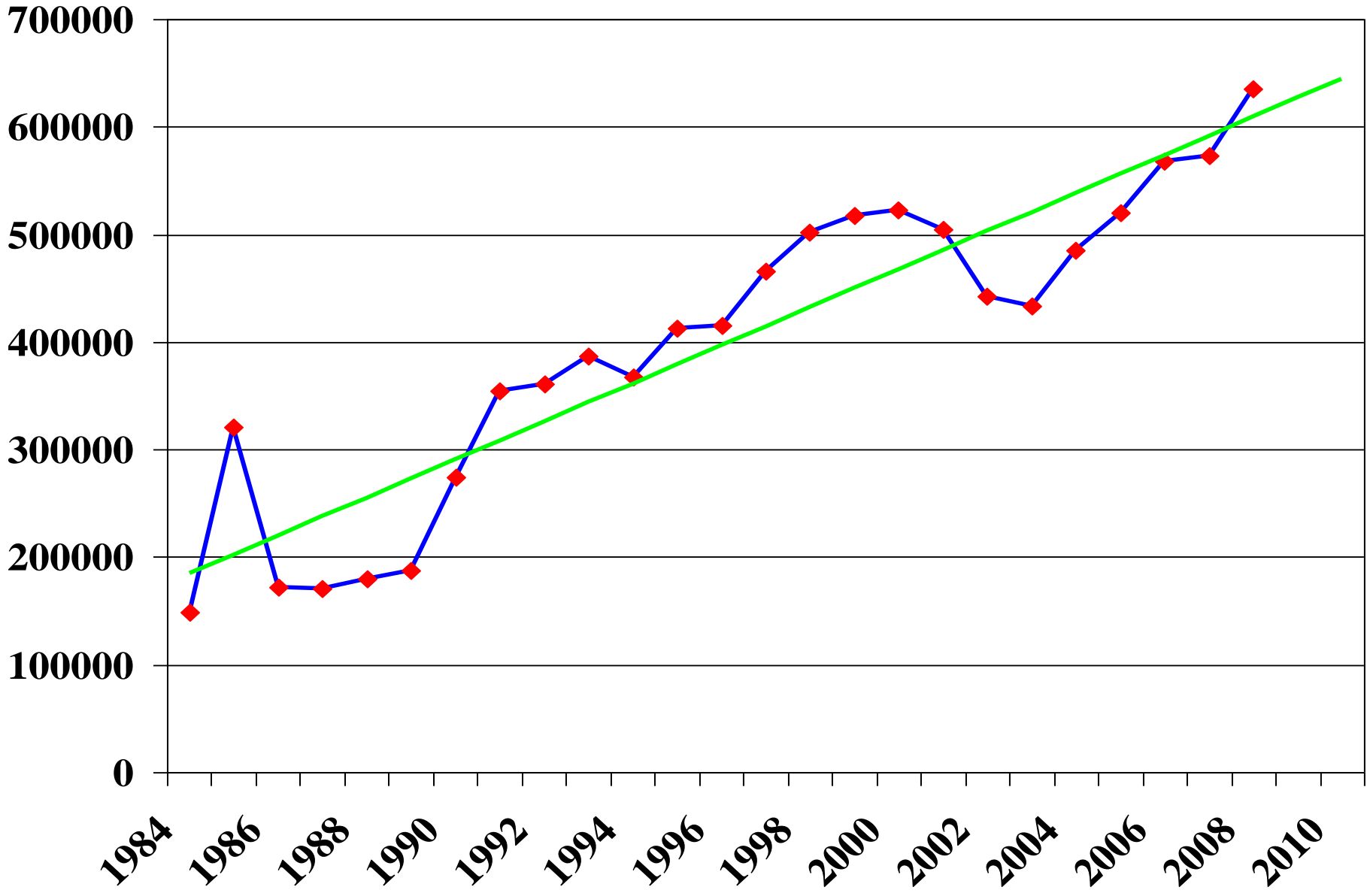
Rail Freight Advantage

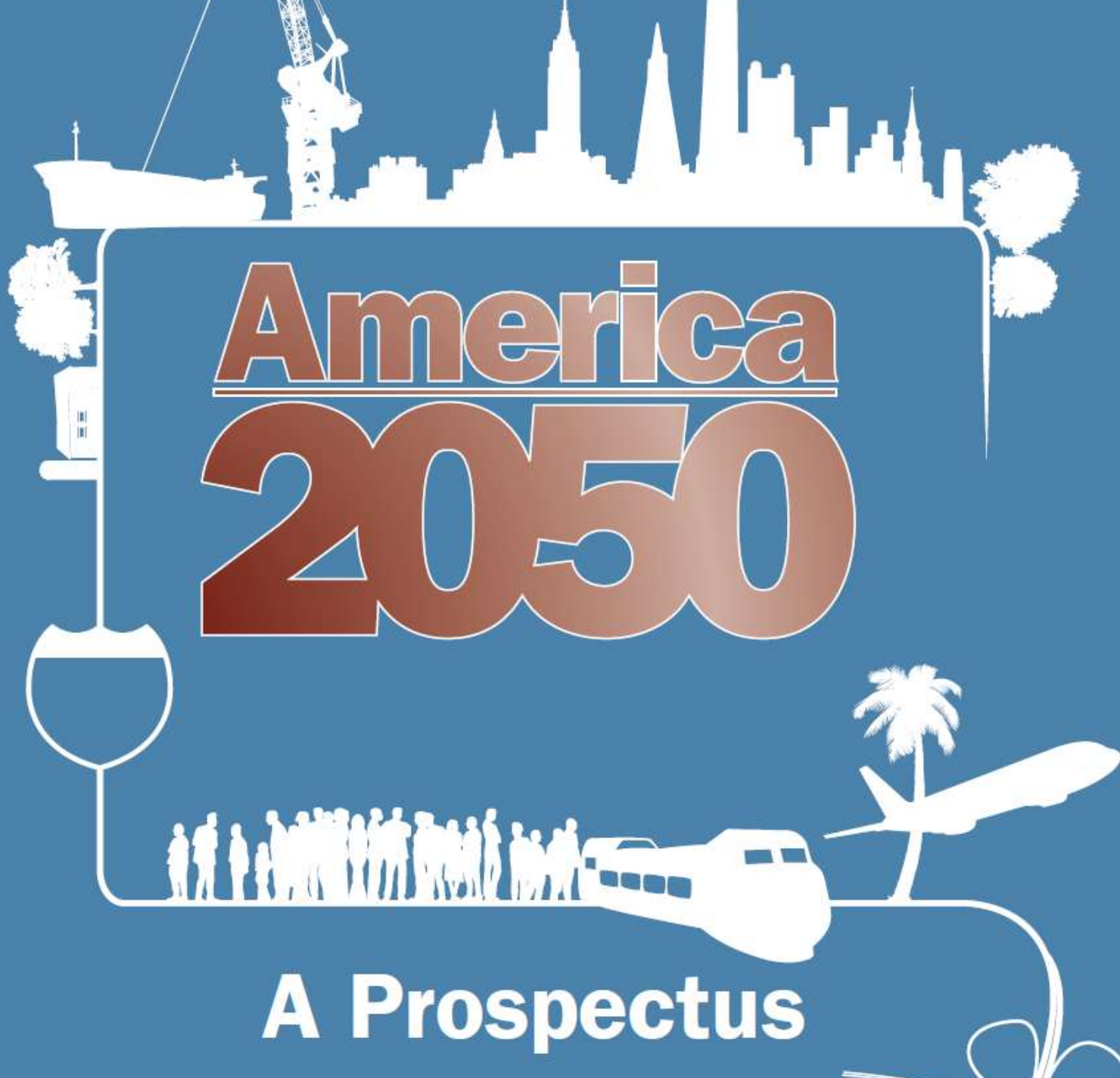
- 1 gallon of fuel can move 1 ton of freight 436 miles
- Moving 10% of freight from truck to rail can save 1 billion gallons of fuel annually
- Moving 10% of freight from truck to rail can reduce greenhouse gas emissions 12 million tons annually
- 1 train can replace 280 trucks

• www.aar.org



NC Intercity Rail Passengers 1984-2008

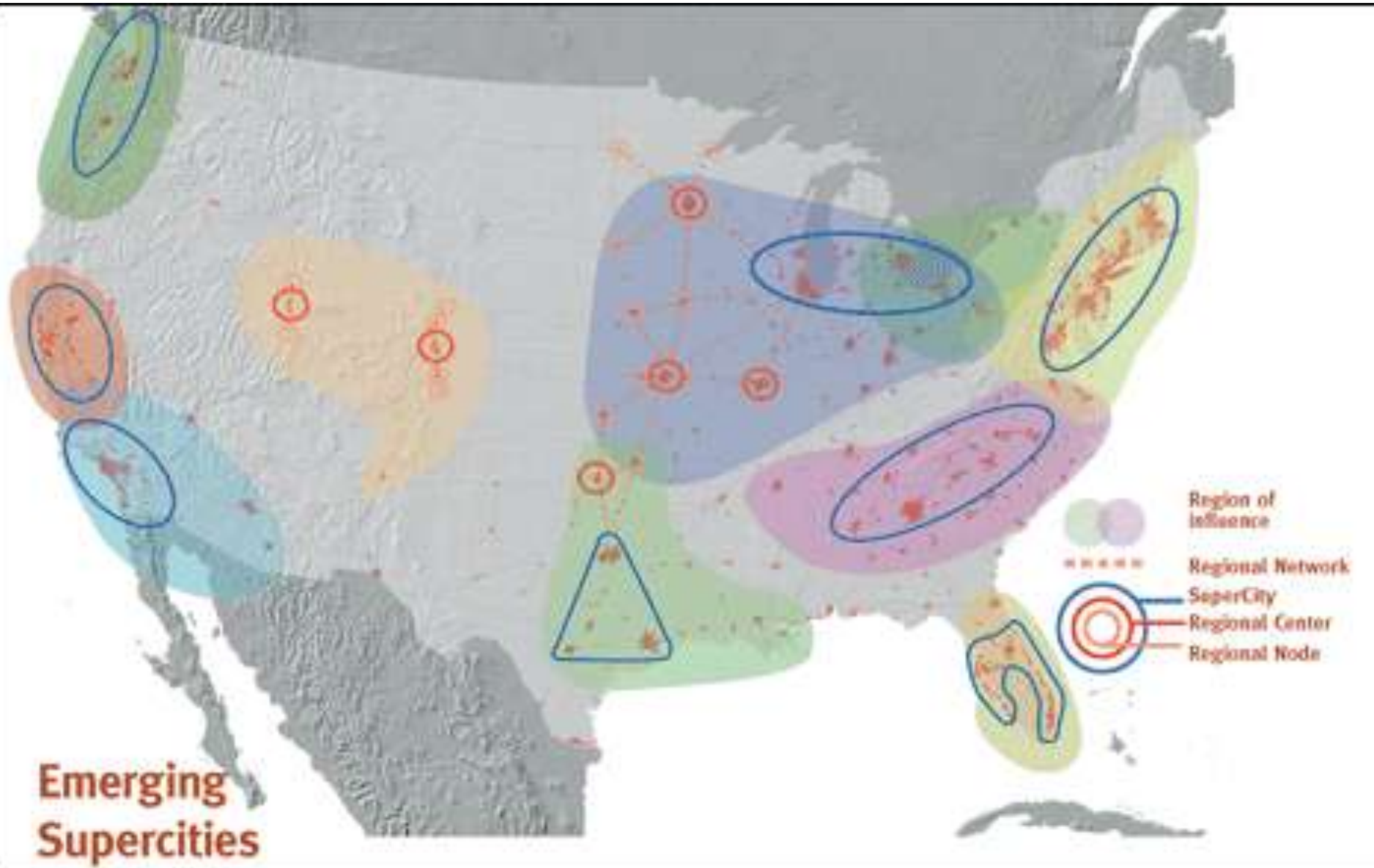




America 2050

A Prospectus

Emerging Supercities



Report of the

National Surface Transportation Policy and Revenue Study Commission

Transportation for Tomorrow

December 2007



Transportation for Tomorrow

- Increase investment in infrastructure
- Speed project delivery
- Federal leadership & partnerships
- Reduce programs from 100 to 10
- Maintain, increase throughput, freight, metro mobility, safety, connect America, intercity & high speed rail, environmental stewardship, energy security, R&D



Vision for the future

U.S. intercity passenger rail
network through 2050



➤➤➤ **HOW DO WE GET THERE? A Roadmap**
for North Carolina's Transportation Future ◀◀◀





ARRA Rail Funding

- \$8B for intercity and high-speed rail development
- Pre-application and applications
- Competitive, Discretionary grants
- Project Ready by August 24 → mid September—mid October
- Corridor Development by October 2 → mid January 2010



ARRA—Rail

- Competitive Discretionary Grants 100%
 - States, Compacts & Amtrak
- Equipment, track, engineering, crossing safety, signals, property acquisition
- High priority rail corridor projects necessary to reduce congestion or facilitate ridership growth

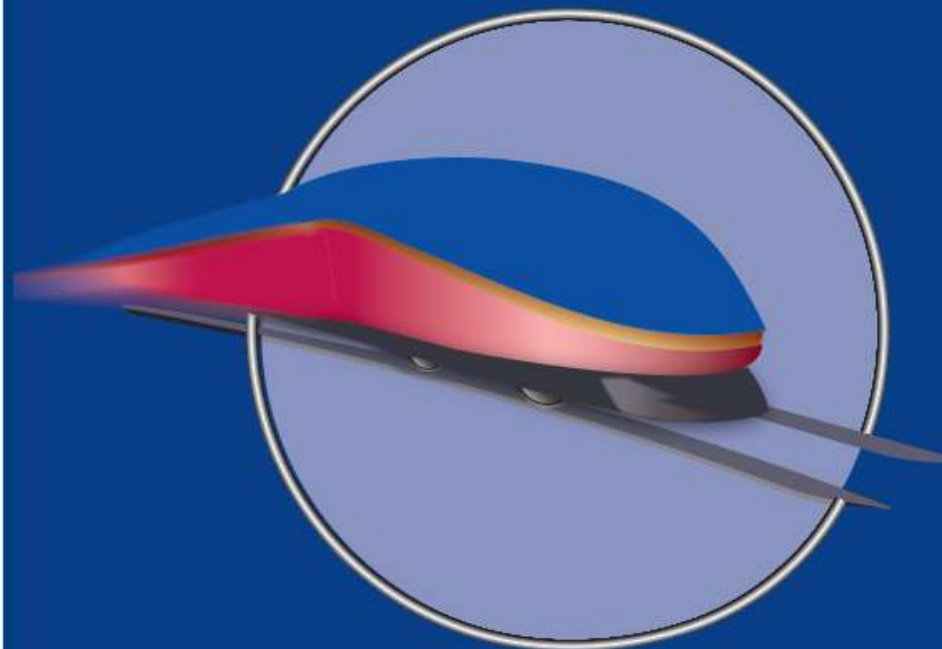


Project Ready

- NEPA & PE complete
- Capacity projects – universal crossovers, sidings, etc
- Safety projects – grade separations
- Enhancements to existing stations
- Equipment for additional service
- SEHSR – FEIS & ROD



Vision For ***HIGH-SPEED RAIL*** In America



April 2009


U.S. Department of Transportation
Federal Railroad Administration



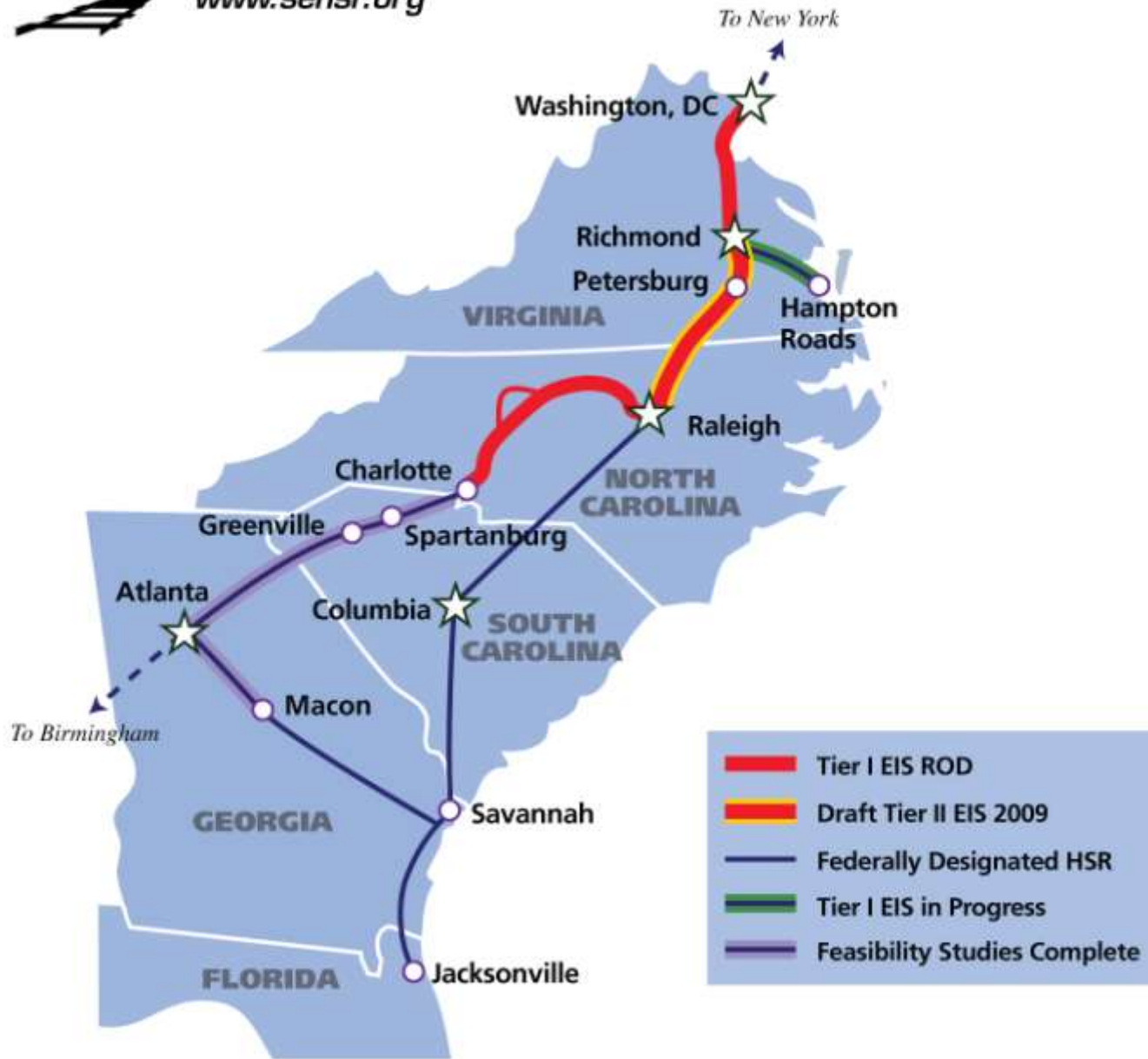
USDOT
TIGER
2009

HIGH-SPEED RAIL STRATEGIC PLAN
The American Recovery and Reinvestment Act

SOUTHEAST HIGH SPEED RAIL CORRIDOR



www.sehsr.org

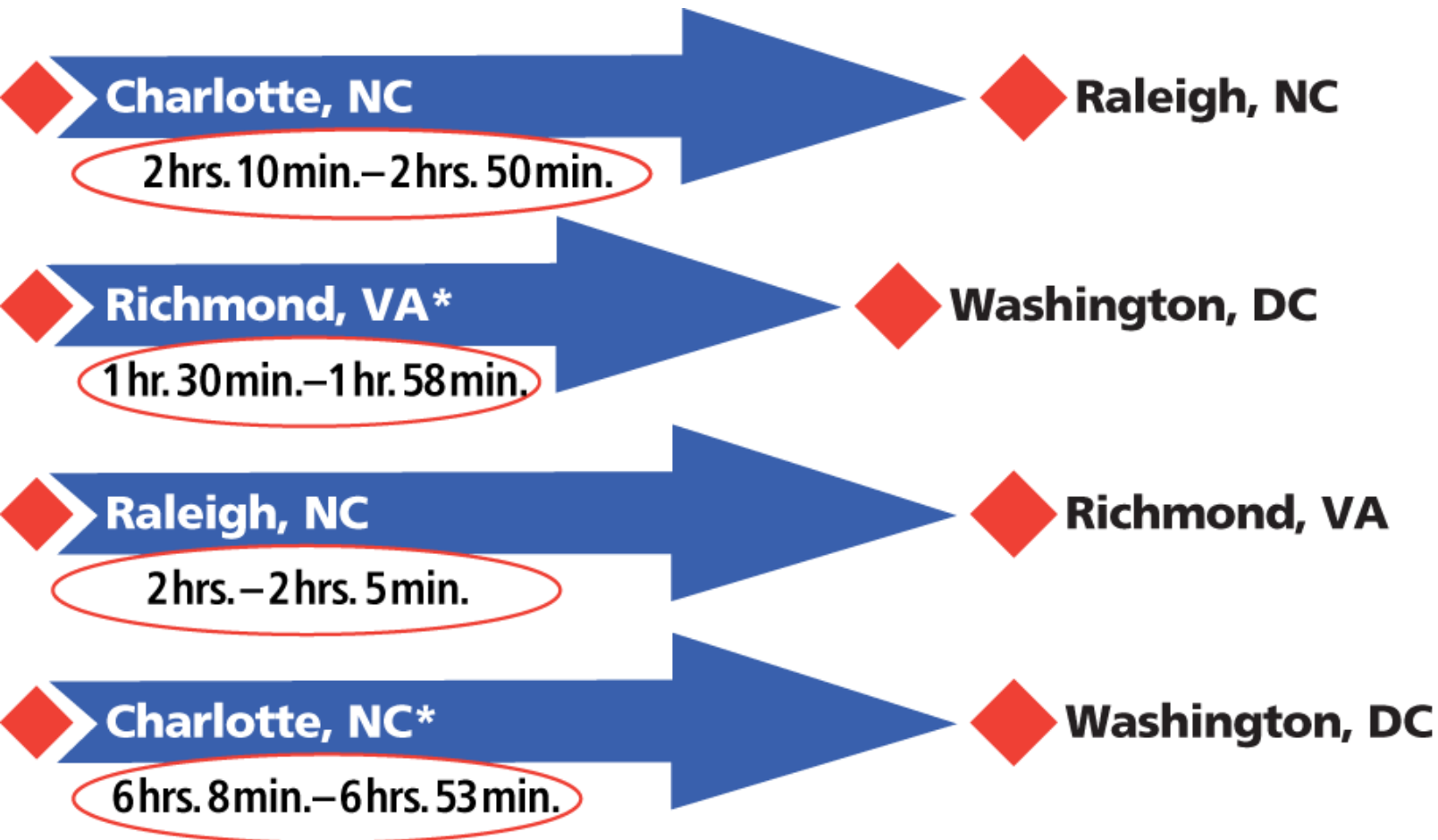




SEHSR Corridor Development

- Charlotte to Washington, DC – 500 miles
 - Charlotte to Raleigh – 90 mph
 - Raleigh to Richmond – 110 mph
 - Richmond to Washington – 90 mph
- Eight daily train pairs:
 - 4 Charlotte to Raleigh & 4 to Charlotte to Washington, DC
- Final design, ROW and construction
- Safety projects – 500+ miles of highway & 125 bridges
- Positive Train Control (PTC) by 2015
- New Stations in Charlotte & Raleigh
- Letter of Intent





*SEHSR trains will use Main Street Station in Richmond.

(Service from Staples Mill Station anticipates 1hr. 30min. travel time to Washington, DC)

Note: Actual times will depend on final routing, stops, actual dwell time at the listed end points, and equipment.



SEHSR Corridor Development

- 1,800,000 million passengers annually
- 444,000,000 passenger miles annually (270 miles per trip)
- NOx reductions of 554,889 pounds per year
- Net energy reduction of 10,015,119 gallons of fuel annually
- Public Private Partnership Opportunities





SEHSR Corridor Development

- Charlotte to Greenville-Spartanburg to Atlanta-Macon
- Feasibility analysis completed January 2009
- SCDOT & GADOT to apply for funds to complete NEPA
- Potential for 110 mph operations





Lessons Learned

- 3 essential elements: A Plan, People in the Right Places & a Crisis
- Start where you are: Safety, Planning & Leadership
- The value of ugly \$
- Freight and passenger operations are compatible
- Why did IBM establish a Global Rail Innovation Center in China?
- Answer: \$730B





 *North Carolina*

Sometimes You Need Options

North Carolina's

AMTRAK[®]

bytrain.org