

The existing passenger rail station in Charlotte, currently located at 1914 North Tryon Street, is the busiest Amtrak Station in North Carolina and the second busiest in the Southeast, with ridership to and from Charlotte peaking at 201,481 in 2013. The current size, configuration, and location of the 1962 station lead to inconvenience for passengers, inefficient operations, and maintenance issues which limit ridership growth potential.

In addition, the location and planned increase in passenger train frequencies conflict with the expected increase in Norfolk Southern (NS) freight train volumes through Charlotte. Limited modal connections result in increased travel delays for passengers.

In the late 1990's, a concept was developed for a passenger station in Center City Charlotte. NCDOT, in partnership with the City of Charlotte (working through the Charlotte Area Transit System, or CATS), has completed planning studies, preliminary designs and operations/capacity modeling with NS. In addition, NCDOT has acquired property in the area to accommodate the CGS and related tracks, structures, platforms, and other station facilities.

The CGS will be designed to accommodate intercity passenger rail operated by Amtrak, and various local transit services. Track work for CGS will include station tracks that enable passenger trains to leave the NS main line (also known as their Crescent Corridor) and therefore not block freight traffic while dwelling in the station. The project is being pursued incrementally based on the availability of funds.

In 2015, NCDOT applied for a TIGER (Transportation Investment Generating Economic Recovery) grant with the Federal request of \$58.6M, matched by the value of current property owned, \$43M, and up to \$13.5M in state funds through the Strategic Transportation Investments (STI) program.

While the grant application was submitted by NCDOT, USDOT designated the City of Charlotte as the formal grantee for \$25M towards CGS Phase I Track and Signal Construction. In accepting the grant, the City also accepted responsibility for identifying the balance of \$26.6M. Charlotte will pursue State funding through the STI towards that amount. NCDOT is providing associated property in the value of \$20M as an in-kind match.

Conceptual Project Scope

Phase 1 – Track & Signals

Track and signals, retaining walls and structures needed to support access to and from the new station location, estimated at \$51.6M.

- Bridges will elevate the tracks for train access over West 4th, West 5th, West Trade, and West 6th Streets.
- Two 2,000 foot long station tracks will separate passenger trains serving the station from the NS mainline so as to not adversely impact freight traffic moving through the region and serving the Charlotte Intermodal Facility at Charlotte-Douglas International Airport.
- Phase 1 will include a connection to the proposed Charlotte Locomotive and Rail Maintenance Facility (LRMF).

Phase 2 – Interim Passenger Station

Includes a 10,000 square foot passenger rail facility between W. Trade and W. 5th Streets and related parking.

- This project is presently unfunded.
- Includes a 1,200 foot long, Americans with Disabilities Act (ADA) compliant, elevated center island platform with a 600 foot long canopy.
- Accommodations for a future third station track.
- Two interim parking lots providing 185 parking spaces.

Phase 3 – CGS Buildout

In 2014, NCDOT received a \$200,000 FRA TIGER grant for the preparation of a Multimodal Station Area Plan (MSAP) for Charlotte Gateway Station. This comprehensive document will integrate the proposed station into the local, regional and state multimodal transportation network and begin to set the direction for how the ultimate build out of the Charlotte Gateway Station and surrounding properties will be developed.

The FRA TIGER Grant is matched with \$50,000 in state funds from NCDOT. This document will include four components: Transportation Analysis, Multimodal Vision, Conceptual Design and a Financial Plan. The MSAP will also examine opportunities for Public Private Partnerships to deliver CGS. Work on the study should begin is expected 2Q CY 2016, pending NC Board of Transportation approval. The study should be completed late 3Q CY 2016

Projects Related to CGS

1. Charlotte Locomotive & Railcar Maintenance Facility (LRMF)

The LRMF, which is funded through the American Recovery and Reinvestment Act (ARRA) and being constructed through the Piedmont Improvement Program, is entering its final design phase. Properties have been purchased and the environmental document completed. Design work is anticipated to be completed and construction will begin in March 2016. The current funding will allow for the construction of an initial phase of the LRMF, which consists of three outdoor layover and servicing tracks and a service platform for the Carolinian and Piedmonts off of the NS main line, as well as offices for train crews and maintenance personnel. Expected completion is July 2017. The location of the LRMF in proximity of the CGS will allow Carolinian and Piedmont trainsets to layover and be serviced before moving back through the station in route to Raleigh and points east.

2. Piedmont Improvement Program (PIP)

At the completion of the ARRA-funded PIP projects on the North Carolina Railroad Company (NCR) corridor in early 2017, there will be capacity to run 2 additional round trip trains between Raleigh and Charlotte (for a total of 5), through the construction of track capacity, crossing safety improvements, station and maintenance facility improvements and expansions and acquisition and refurbishment of locomotives and rail cars. This additional track capacity and safety will result in improved operating conditions for both NS freight trains and passenger trains through communities along the NCR.

3. Main Line Grade Separation

While a project to improve the crossing of the CSX "SF" and the NS "main" lines near Center City Charlotte is strategically important for freight and passenger rail, the Main Line Grade Separation project was not able to meet the ARRA requirements for completion by September 30, 2017 and has been removed from the PIP program. Instead, track improvements will compete for funding under STI and other programs in future years under a more realistic final design and construction schedule.

4. Red Line/O Line Commuter Rail

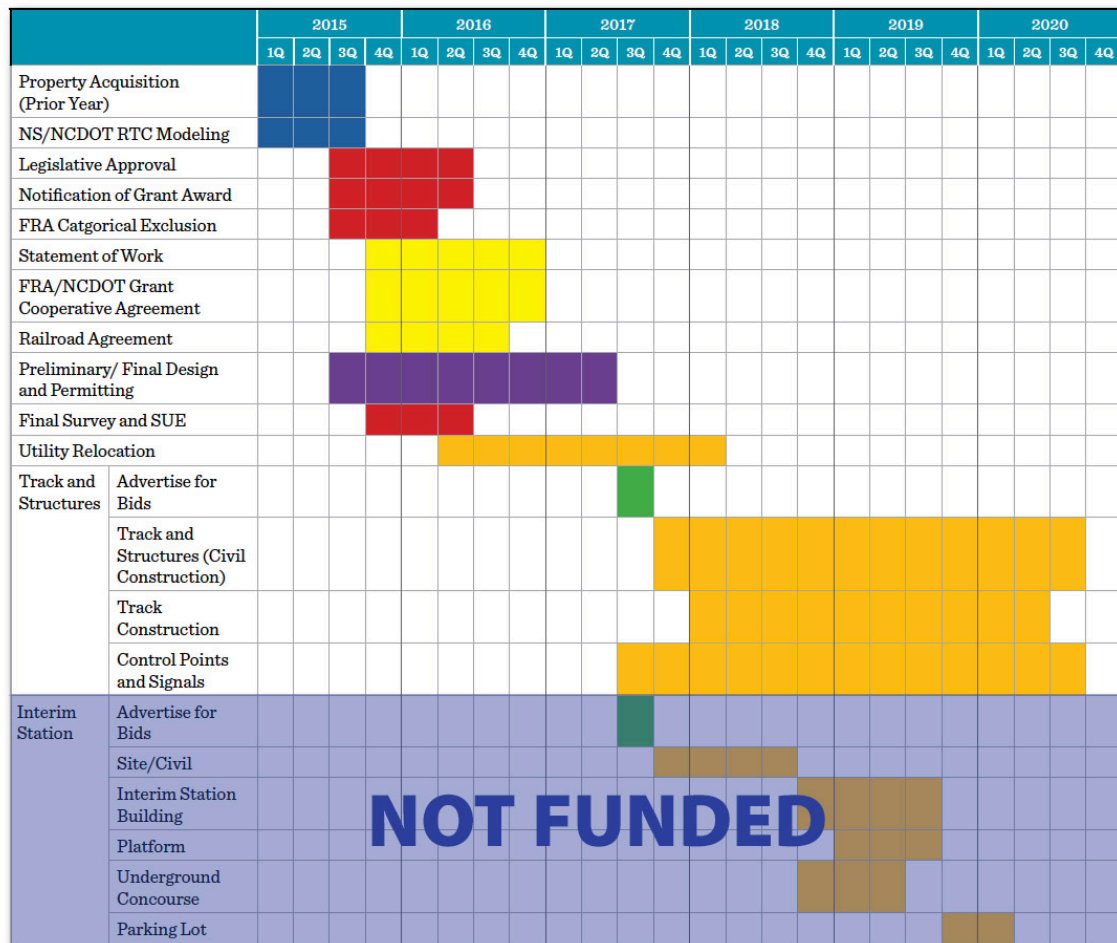
In 2012, Norfolk Southern released newly adopted passenger rail policies, which conflict with CATS' request to use the O Line corridor for the LYNX Red Line commuter rail service. It is apparent, based on these policies, that NS has the intent of preserving the O Line corridor for future rail use and believes that the fundamental assumption of sharing the track with commuter rail operations would no longer be feasible. While the designs of CGS do not prohibit eventual service, there is no agreed upon or designed access to the station over the NS-owned track that serves CGS for future commuter rail. Commuter rail access from the O Line (or any other future corridor) would have to be planned, modeled with the railroad(s) that own the corridor(s) and designed to accommodate access and fluid capacity for both freight and passenger service.

5. FTA Grant and Property Acquisition

CATS obtained funding from the Federal Transit Administration (FTA) for limited property acquisition and a portion of the design and construction costs of the bus component of the CGS. Approximately \$20M in FTA funding remains unspent, and NCDOT and CATS have developed a proposal for an interim bus facility with access near I-77 to connect with buses that serve northern Mecklenburg County.

- Consistent with the funding provided by FTA, the City will acquire from NCDOT a portion of the 'Main Block,' to be developed as an interim bus facility which will occupy that area until funding for Phase 2 is secured.
- With the proceeds from the sale of property to the City, NCDOT will acquire the Greyhound parcel at the site of the proposed CGS Project (parcel in yellow on attached map). The Greyhound parcel is needed for future track improvements associated with initiating passenger train service at the CGS. NCDOT will then control all of the right of way needed for these improvements. Greyhound will remain in its existing bus terminal and become NCDOT's tenant until the CGS is built out.

Timeline/Milestones



Current Status

Design Development

Includes conceptual track improvements and modeling. NCDOT has contracted with Norfolk Southern to prepare capacity modeling which will validate the proposed conceptual track improvements at a cost of \$200,000. Receipt of final report is anticipated in fourth quarter 2015.

Environmental Document

Work began in September 2015 and will cost approximately \$51,000. This document is anticipated to be completed in February 2016, and covers the Phase 1 tracks and bridge work, and the platforms and interim station.

Multimodal Station Area Plan (MSAP)

The MSAP is an initiative between the FRA, City of Charlotte, CATS, local development interests and NCDOT. Work is scheduled to begin in spring 2016, and to be completed by late fall 2016.

Charlotte Turning Wye

A new southwest railroad track connection is proposed between Morris Field Drive and Old Steele Creek Road in West Charlotte. This new connection will form a “wye”, a triangle of tracks where trains moving any direction can proceed directly along any route. This connection will enable freight trains to and from Charleston and Columbia, SC to make a direct movement westerly along the Norfolk Southern main line towards the new intermodal facility at Charlotte-Douglas Airport. The connection will eliminate several time consuming and inefficient movements for intermodal and other freight trains and will also allow for the turning around of passenger trains terminating at the new Gateway Station. The Charlotte Turning Wye project Environmental Assessment & Finding of No Significant Impact (EA & FONSI) received Notice-to-Proceed October 1, 2015 in the amount of \$76,000 and is anticipated to be completed by March 2018. Completing this document will allow the third and last leg of the turning wye to be installed so that freight and passenger trains may be turned and reversed in support of the Norfolk Southern Intermodal Facility at Charlotte Douglas Airport, Charlotte Gateway Station, and the Charlotte Locomotive and Railcar Maintenance Facility. The project is being evaluated for funding under the STI formula.

State Expenditures to Date

To date the NCDOT has purchased \$32.7M worth of property directly in support of the Charlotte Gateway Station. An additional \$25.4M has been expended on properties in support of the Charlotte Rail Maintenance Facility.

Project	PARCEL	CLAIM	ADDRESS	AMOUNT	DATE ACQUIRED
Charlotte Gateway Station Properties	1	600 West 8th Street Partners	600 West 8th Street	\$2,069,447	November 19, 1998
	2	R. Malloy McKeithen	601 West 8th Street	\$2,330,553	November 19, 1998
	3	Zeb E. Hargett, Jr.	531 West 4th Street	\$1,680,000	July 9, 1999
	4	Marsh Realty Company	533 & 537 West Trade St.	\$930,000	June 8, 2000
	5	Tom Nixon	511, 517, 525 & 533 West Trade St. – (Condemned 06/21,2000 DB 11369 P001)	\$2,050,000	June 21, 2000
	6	Linda H. Mayfield, et al	518 West 4th Street – (Condemned 06/21/2000 DB 11369 P 003)	\$975,000	June 21, 2000
	7	Gus Collias, et al	510 & 512 West 4th Street – (Condemned 06/21/2000 BK 11369 P 011)	\$530,000	June 21, 2000
	8	Helen K. Theos, et al	503 West Trade Street	\$425,000	June 13, 2000
	9	Service Distributing Co.	120 South Graham Street	\$950,000	May31, 2000
	10	Collias Family, LLC	508 West 4th Street – (Condemned 06/21/2010 DB 11369 P 013)	\$210,000	June 21, 2000
	11	Bank of America	521 West 6th Street – (Condemned 05/23/2000 DB 11301 P 660)	\$455,000	May23, 2000
	12	Charlotte Cotton Mill, LLC	516 & 532 West 5th Street	\$1,362,780	November 16, 2001
	13	Robert S. Speizman	Corner of West 5th Street & 6th Avenue	\$368,496	December 19, 2001
	14	David Malphurs	600 West Trade Street – (Condemned 06/21/2002 DB 13723 P 174)	\$1,089,000	June 21, 2002
	15	Carol H. Shull	109 Wilkes Place – (Condemned 06/21/2002 DB 13723 P 184)	\$575,000	June 21, 2002
	16	John W. Holmes	601 West 5th Street	\$950,000	June 19, 2002
	17	John W. Holmes	115 West 5th Street	\$350,000	June 19, 2002
	18	Cynthia Hart & Yong Pyon Chol	611 West 5th Street – (Condemned 02/06/2003 DB 14797 P 069)	\$986,000	February 6, 2003
	19	Robert J. Lowery, Jr., et al	607 West 5th Street – (Condemned 06/21/2002 DB 13723 P 187-189)	\$587,500	June 21, 2002
	20	Vickers Realty, Inc.	522 Penman Street	\$999,975	December 12, 2002
	21	Albright Properties, LLC	515 Palmer Street	\$710,000	March 3, 2004
	23	Cold Storage Partners, LLC	700 West 9th St. – (Condemned 04/13/2010 DB 25546 P 918-920)	\$562,500	March 6, 2012
	024A	Carolina Rim & Wheel Co.	301 South Smith St.	\$990,000	October 16, 2003
	024 B	John MacClements	301 North Smith St.	\$2,175,000	October 17, 2003
	025A	Norfolk Southern Railway Co., & Southern Region Industrial Realty, Inc.	Multiple Parcels near West 4th Street	\$8,385,000	December 20, 2001
	Charlotte Gateway Station Properties – Sub-Total			\$32,696,251	
Charlotte Locomotive and Railcar Maintenance Facility	26	Charlotte Pipe & Foundry	521 Penman St.	\$686,500	January 20, 2004
	27	Charlotte Pipe & Foundry	293 West Palmer St.	\$61,500	December 10, 2003
	28	Baldwin & McKinnell	520 West Palmer St.	\$675,000	February 6, 2004
	31	Charlotte Pipe & Foundry	520,606,624, & 632 W. Summit Ave. & 1336 S. Graham St.	\$18,620,000	August 27, 2015
	031 A	Charlotte Pipe & Foundry	1128 South Graham Street	\$1,380,000	August 27, 2015
	32	RJS/STC, LLC	1320 South Graham Street	\$3,980,000	September 4, 2015
	Charlotte Locomotive and Railcar Maintenance Facility – Sub-Total			\$25,403,000	

