



Restoring Passenger Rail Service from Wilmington to Raleigh via Goldsboro

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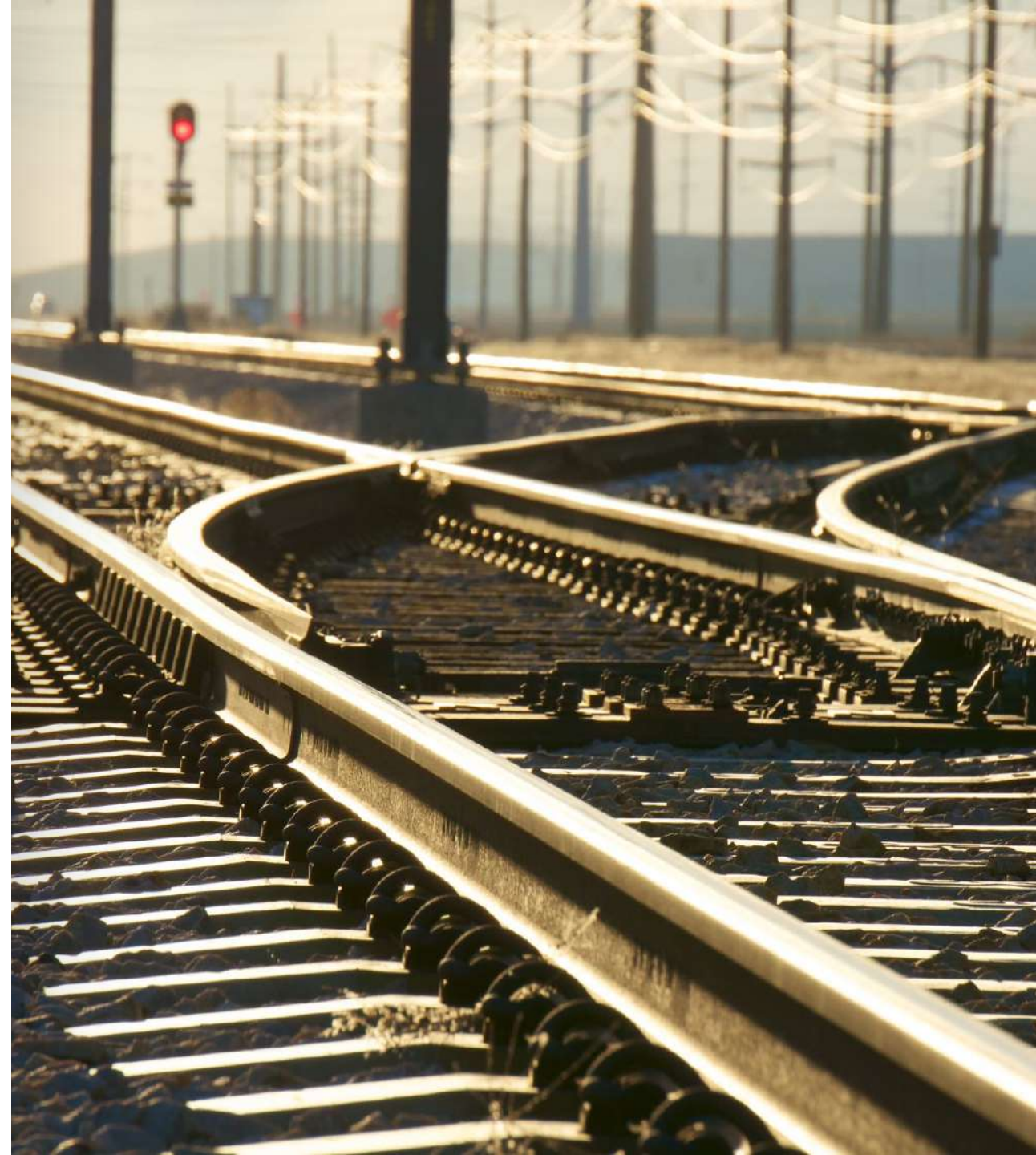
Introducing Eastern Carolina Rail

The purpose of Eastern Carolina Rail is to engage the resources of Southeastern North Carolina, through both public and private efforts, to restore rail passenger service from Wilmington to Raleigh, North Carolina. EC Rail is incorporated as a non-profit corporation with 501-3C status applied for. Significant public support already exists, and federal funding is already available for new rail service, following the blueprint created by the 2005 DOT Rail Transportation study, currently being updated. \$500,000 via a Federal Grant has already been awarded to study this corridor.



Introducing Eastern Carolina Rail

Eastern Carolina Rail is headed up by Wilmington entrepreneurs Gene Merritt and Steve Unger. Merritt headed up the organization that spearheaded the extension of I-40 from Benson to Wilmington and founder of DARE which promoted the re-awakening and restoration of downtown Wilmington through economic development. Unger originated the concept of the U.S. 17 Hampstead Bypass, now currently under construction. He was also instrumental in saving the historic Topsail Beach Assembly Building, now a community center and home of the Missiles & More Museum.



Introducing Eastern Carolina Rail

Eastern Carolina Rail is undertaking a public awareness drive and doing whatever is necessary to assist the NC Department of Transportation in making this project happen.



What Will It
Take?

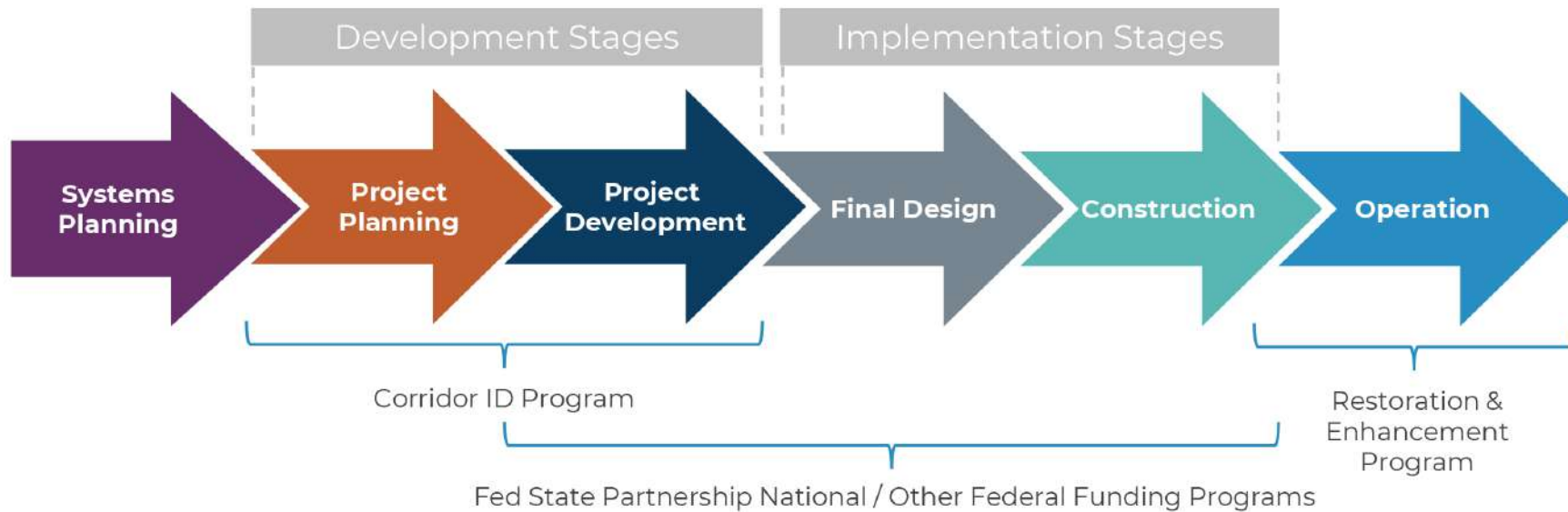


Train Station Wilmington, NC
TRAIN STATION VIEW FROM THE NORTH-WEST

OCTOBER 2010



FRA Project Lifecycle Stages – Corresponding FRA Funding Programs



What Will It Take?



\$500,000 – Federal Grant
(100 percent Federal)
(ALREADY AWARDED)



Project Planning &
Development (90 percent
Federal, 10 percent Other
(State))



Final Design & Construction
(80 percent Federal, 20
percent Other (State))



Timeline 7-12 years (our
goal is inside a decade)



Where could passenger stations be located?

It is the avowed purpose of Eastern Carolina Rail to establish at least one per county. Not all trains may stop at every station and not every location may be selected.



New Hanover - Wilmington

- While a new rail station is planned for Wilmington, the WAVE TRANSIT Padgett Station could be temporarily used.



New Hanover - Wilmington

- One idea is to add a stop at Wilmington International Airport (ILM) where trains and flights could connect. There is current no air service between Wilmington and Raleigh. See Hall Road intersection below where the tracks run parallel to airport property.



Pender - Burgaw

- BURGAW STATION (historical depot could be used or a new location nearby)





Duplin - Wallace

Historical depot has been saved, or nearby location could be used)



Duplin - Warsaw

No current depot, tracks are on the edge of downtown. Local support is strong.





Wayne - Goldsboro

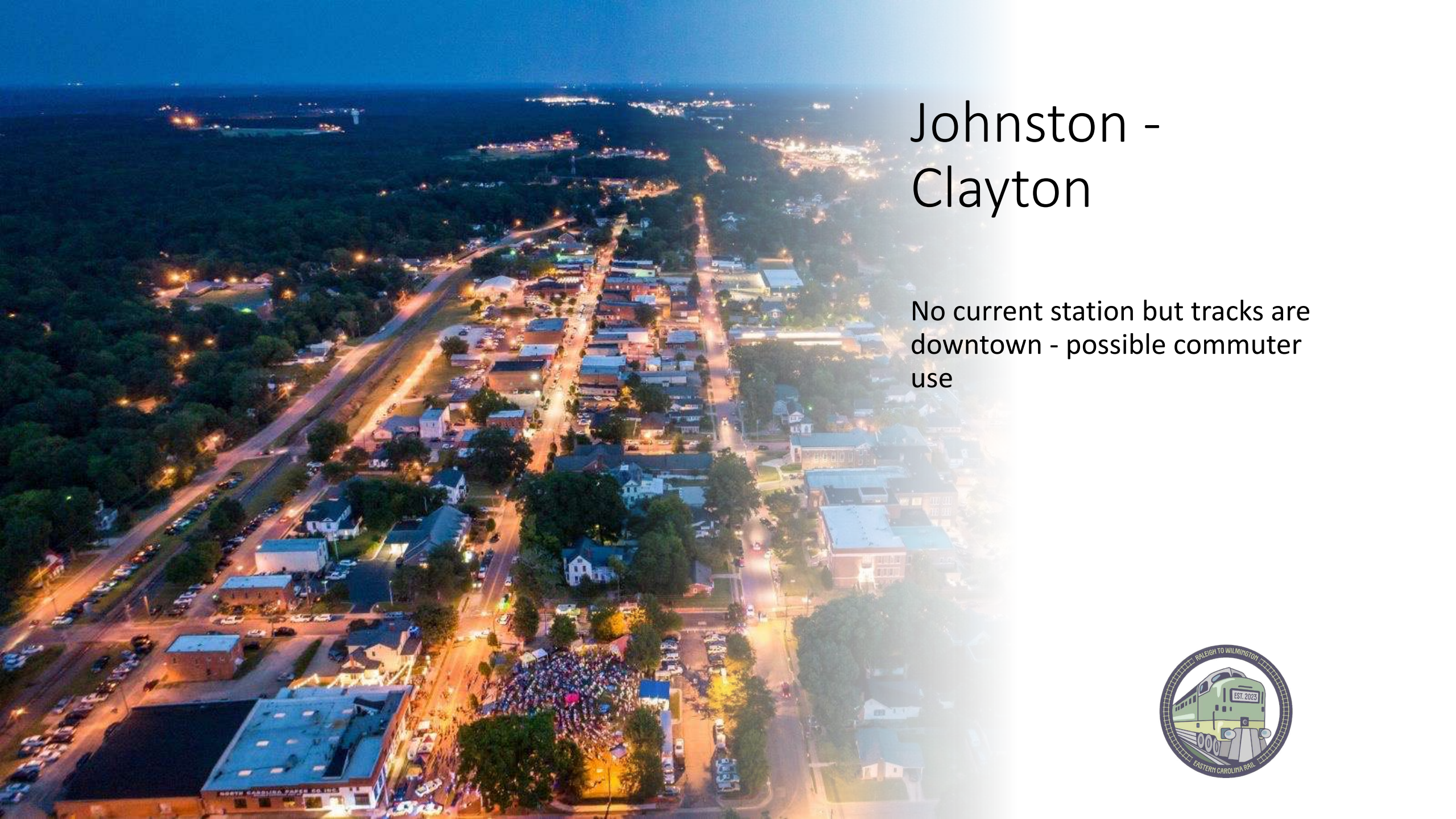
While train station is being restored,
bus terminal is adjacent, rail spur
already exists



Johnston - Selma

Restored Amtrak station already
in use





Johnston - Clayton

No current station but tracks are
downtown - possible commuter
use



Wake - Raleigh

Union Station – modern
facility downtown –
becoming a rail hub





Amtrak will be the actual provider– and supports restoring passenger rail service to Wilmington.



New equipment will include
Wi-Fi along with food and
beverage service.



The goal is to run service at the speed between 70 and 80 mph, under three hours – Raleigh to Wilmington.



Major Benefits

1. Rail provides valuable public transportation service since no commercial flights exist between Wilmington and Raleigh (bus service only).
2. Traffic continues to increase along I-40 corridor, especially close to Raleigh – extending driving time and travel uncertainties.
3. Riding the train is ideal for cultural and sporting events and safer than using a personal vehicle
4. Restoration of freight service directly to Raleigh and other points north is an asset for the State Port and other commercial interests – it would be the second rail route out of Wilmington.
5. Provides a link to ever-growing air passenger service and direct connection to long-distance passenger rail.
6. Energy saving form of transportation (versus commercial air and personal vehicles).



What To Do?

1. Offer your support and volunteer to assist Eastern Carolina Rail.
2. Contact local, state and national elected officials.
3. Attend public meetings and rallies.
4. Provide written citizen feedback to State DOT.

