



NORTH CAROLINA
Department of Transportation

Rail Updates

Jason S. Myers

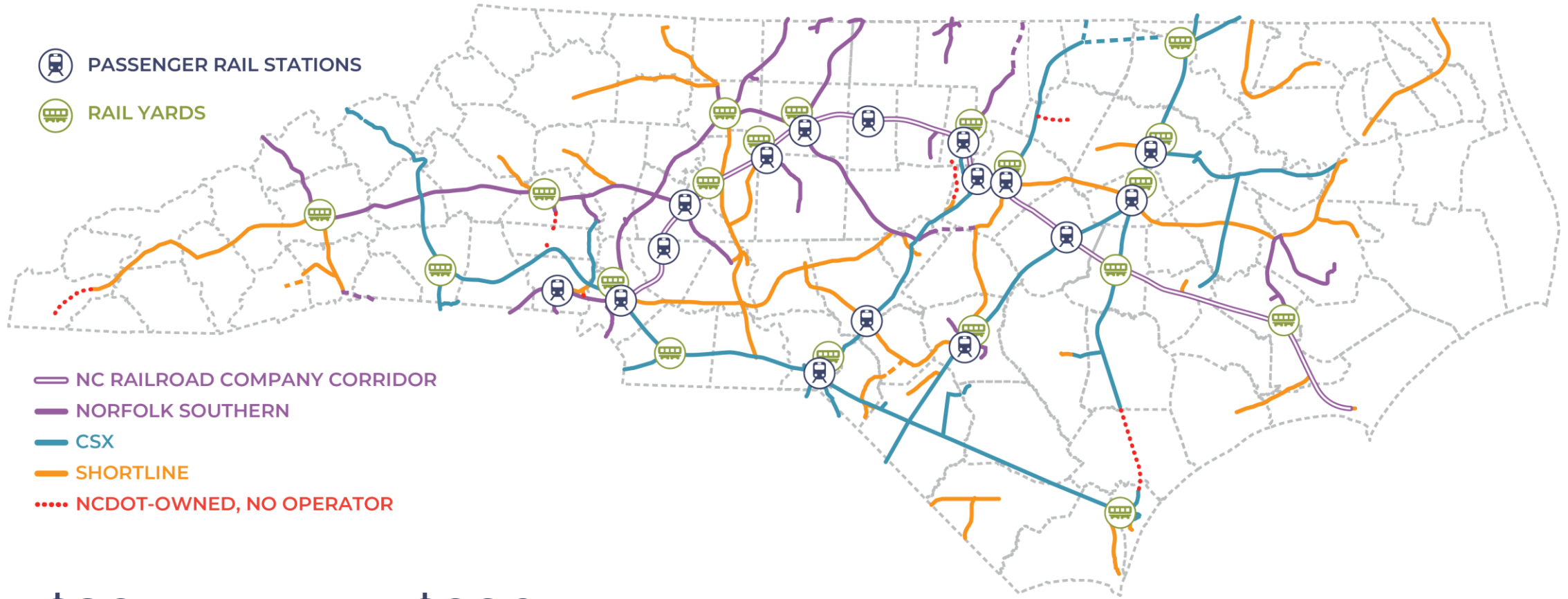
Rail Programs Manager

NCDOT Rail Division

February 20, 2024

Connecting people, products and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina

The Economic Impact of Rail



**\$20+
Billion**
Annual Statewide
Economic Output

**\$990
Million**
State & Local Tax
Revenue Supported

88,000
Jobs Supported
by Rail

860
Businesses Loading
Directly onto Rail

116
Rail Industry
Businesses

Types of Passenger Rail Service

Intercity Passenger Rail (Typically FRA supported)

- Connecting the centers of cities and towns
- Longer distances between stations
- Longer trip durations
- Baggage and food service typical

Commuter Rail (Typically FTA supported)

- Connecting outlying areas and urban centers
- Peak hour service is historically typical
- Closer station spacing
- Shorter trip durations

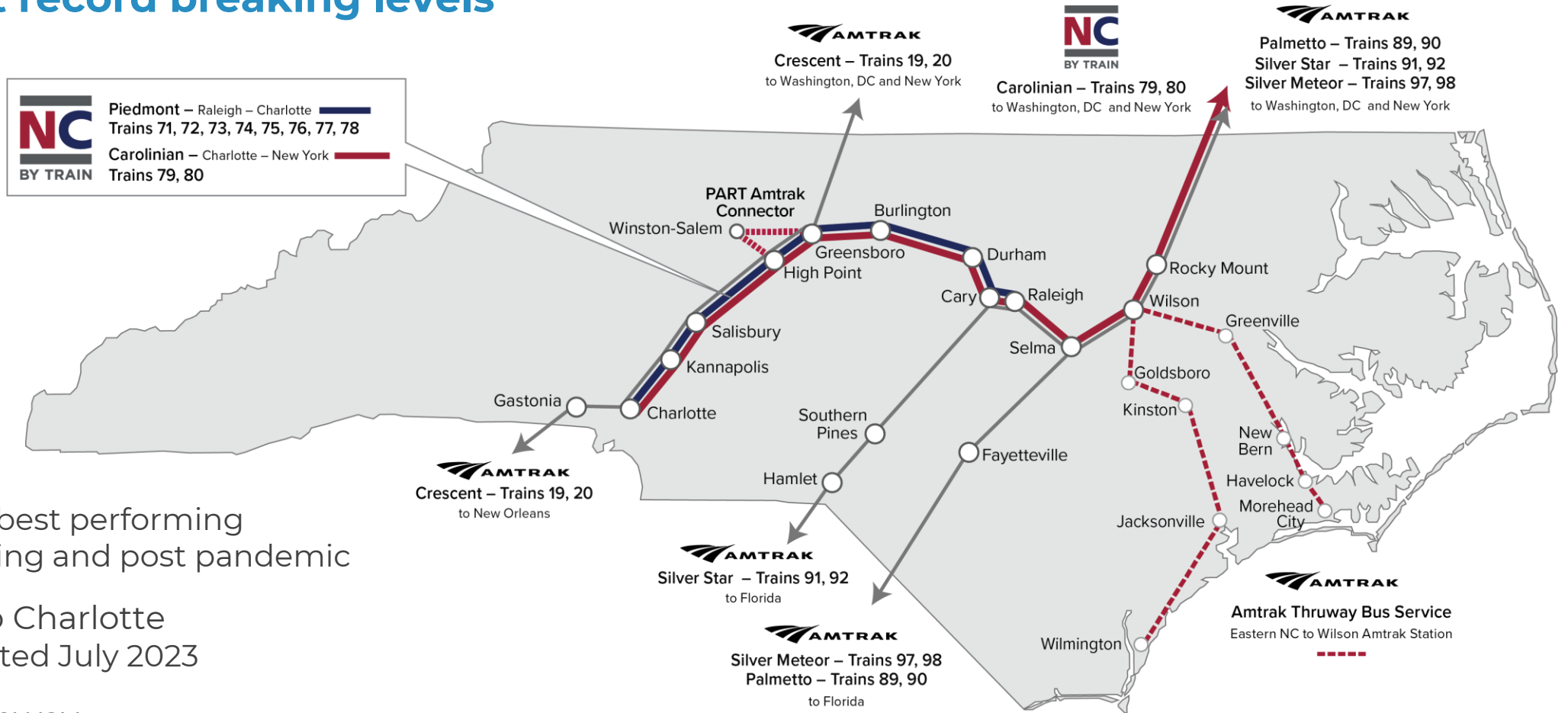
Light Rail (Typically FTA supported)

- Urban area
- Separate rail system (not part of national rail network)



NC Intercity Passenger Rail Service

Ridership at record breaking levels



- NC By Train
 - Among the best performing services during and post pandemic
- 5th Raleigh to Charlotte round-trip started July 2023
- Charlotte Gateway Station target 2028 opening



NC Intercity Passenger Rail Service – Amtrak Piedmont and Carolinian services

Highest ridership in 33-year history

38%
ridership
growth over 2019
pre-pandemic
levels



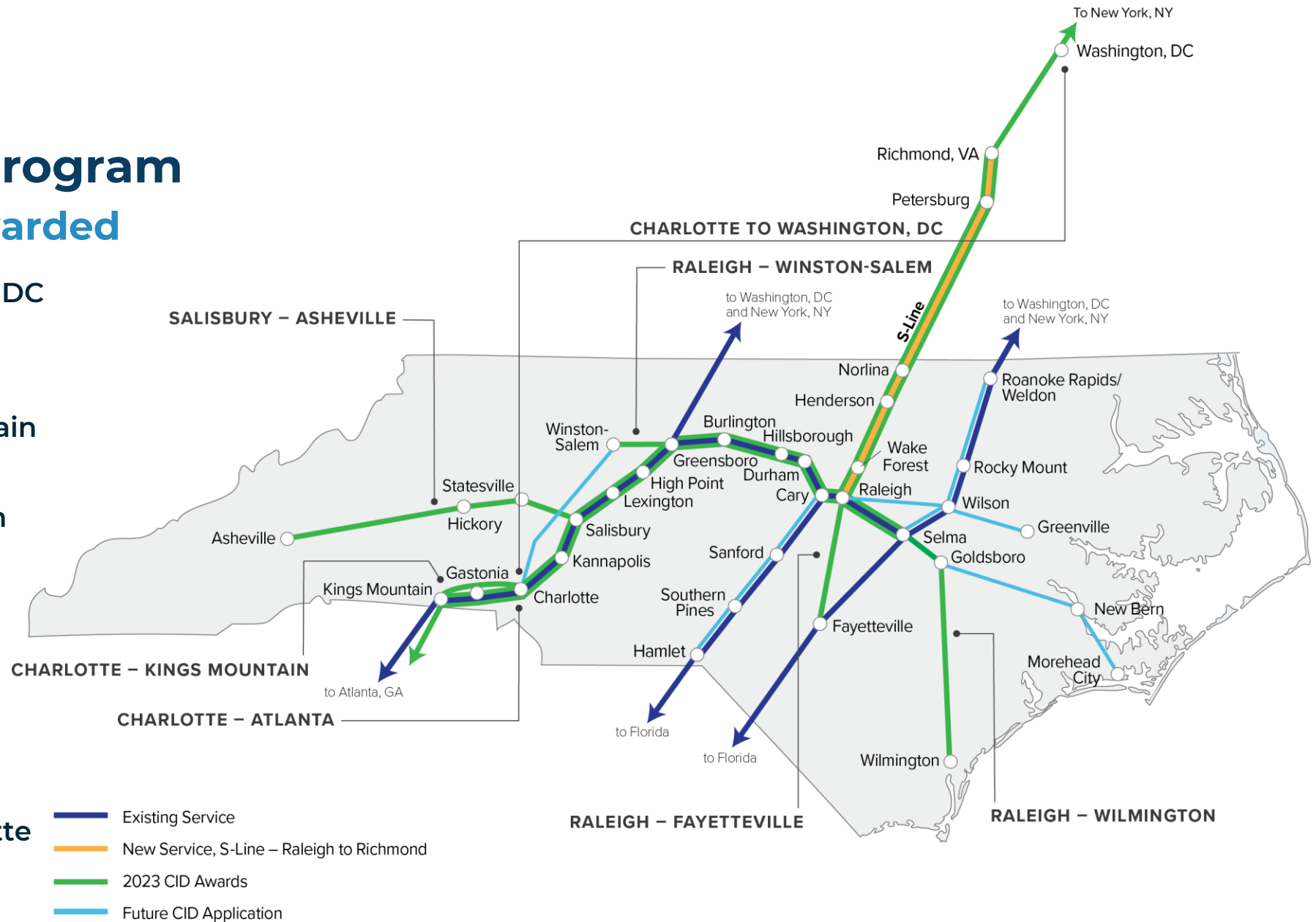
NC Corridor ID Program

Seven Corridors Awarded

- ✓ Charlotte to Washington, DC
- ✓ Salisbury to Asheville
- ✓ Raleigh to Wilmington
- ✓ Charlotte to Kings Mountain
- ✓ Raleigh to Fayetteville
- ✓ Raleigh to Winston-Salem
- ✓ Charlotte to Atlanta

Future CID Applications:

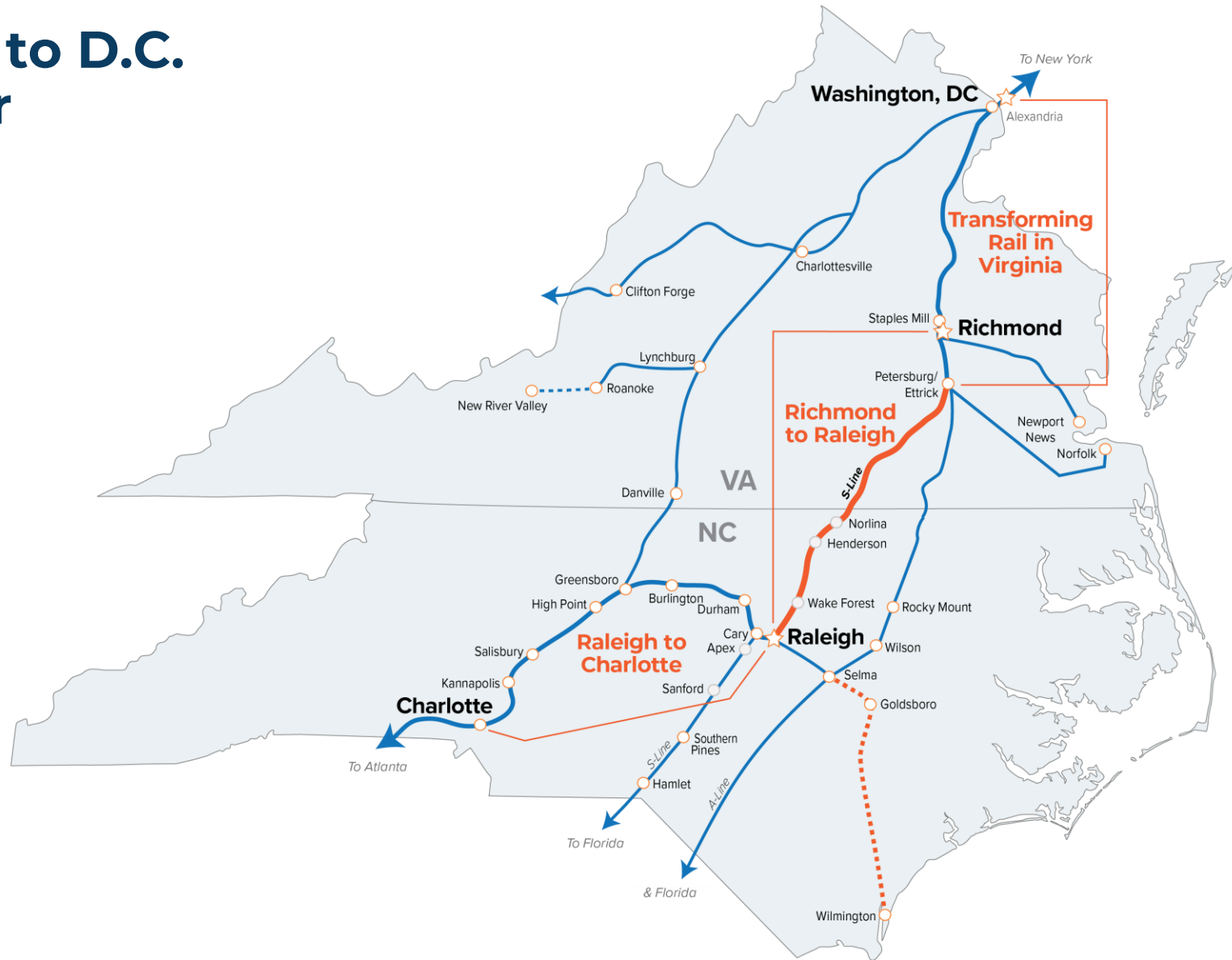
- Raleigh to Greenville
- Raleigh to Hamlet
- Raleigh to Morehead City
- Winston-Salem to Charlotte
- Raleigh to Weldon



Towns shown are for geographical reference only and do not represent station locations.

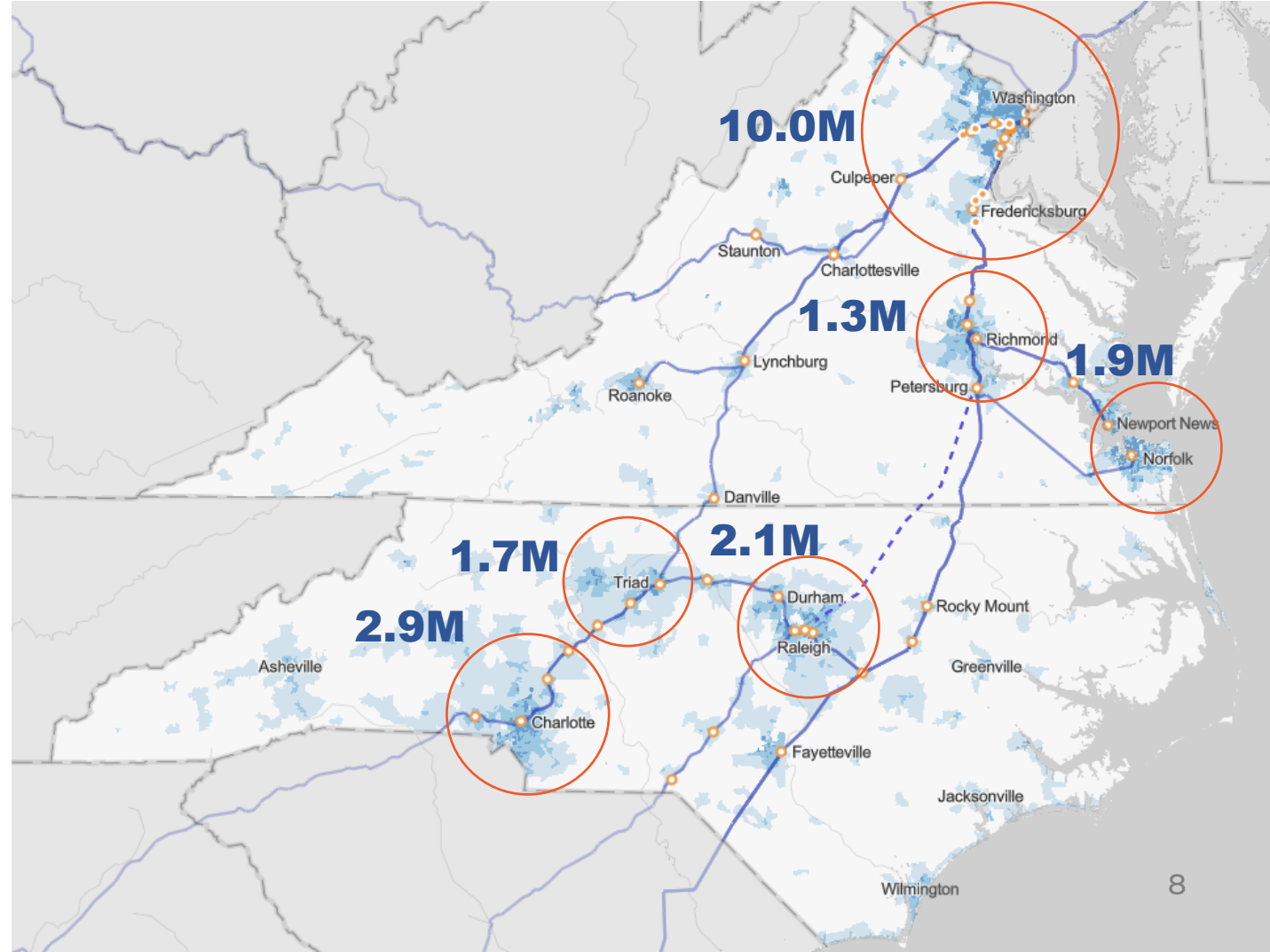
Connecting the Southeast to D.C. and the Northeast Corridor

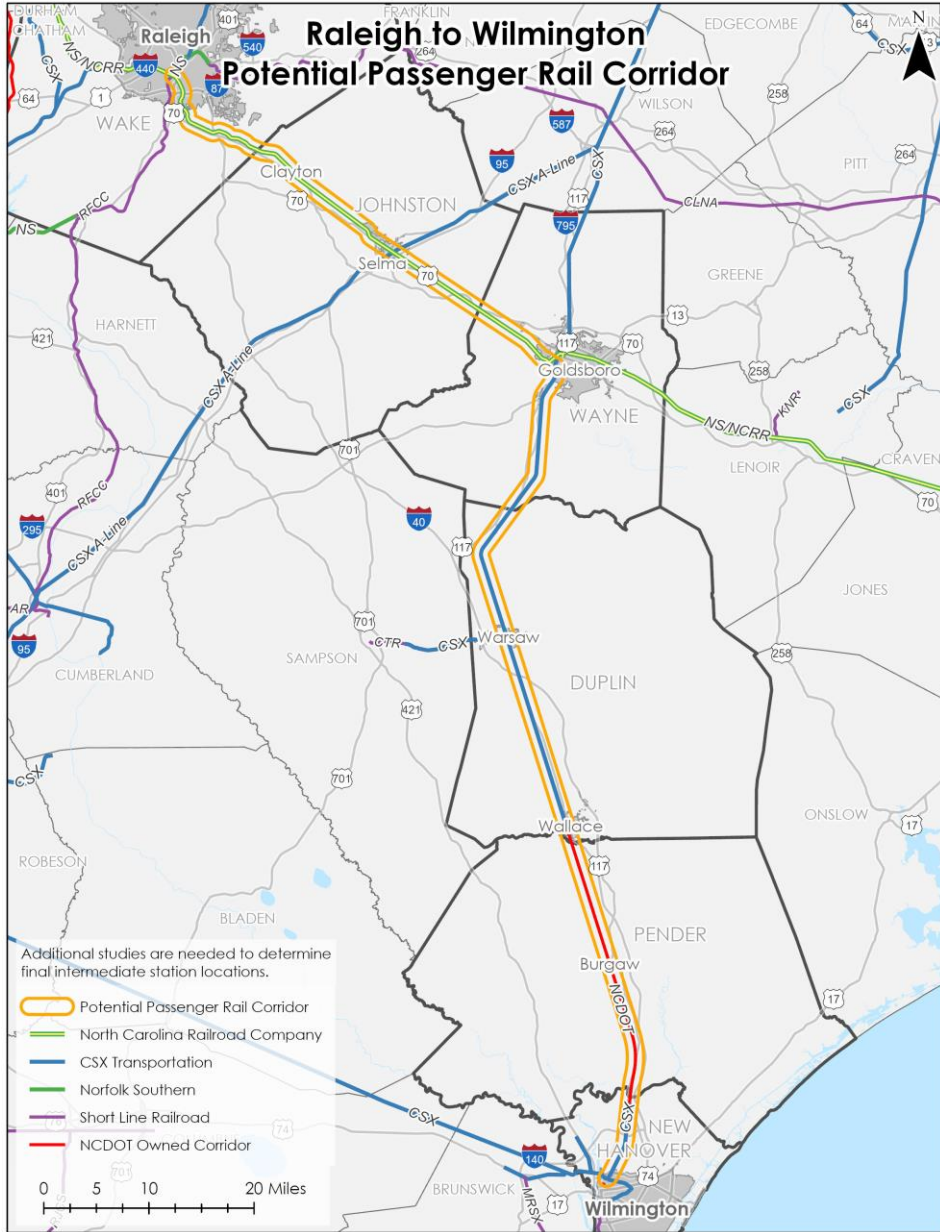
- **Backbone Corridor Serving NC**
- **DC to Richmond**
 - Transforming Rail in Virginia
 - Led by VA
- **Richmond to Raleigh (S-line)**
 - Connects NC and VA systems
 - Partnership with Virginia
- **Raleigh to Charlotte**
 - NC completed Piedmont Improvement Program in 2017
 - Additional incremental improvements



DC to Charlotte Corridor via S-line

- Direct connection between urban centers – 20M people – estimated to be 25M by 2040
- Additional capacity, more trains, and over an hour in travel time saved between NC and VA
- Backbone of a regional multi-modal network
- Critical to further expanding the NC passenger rail system
- Provides rail network resiliency
- Environmental benefits
- Expands service to disadvantaged and underserved regions





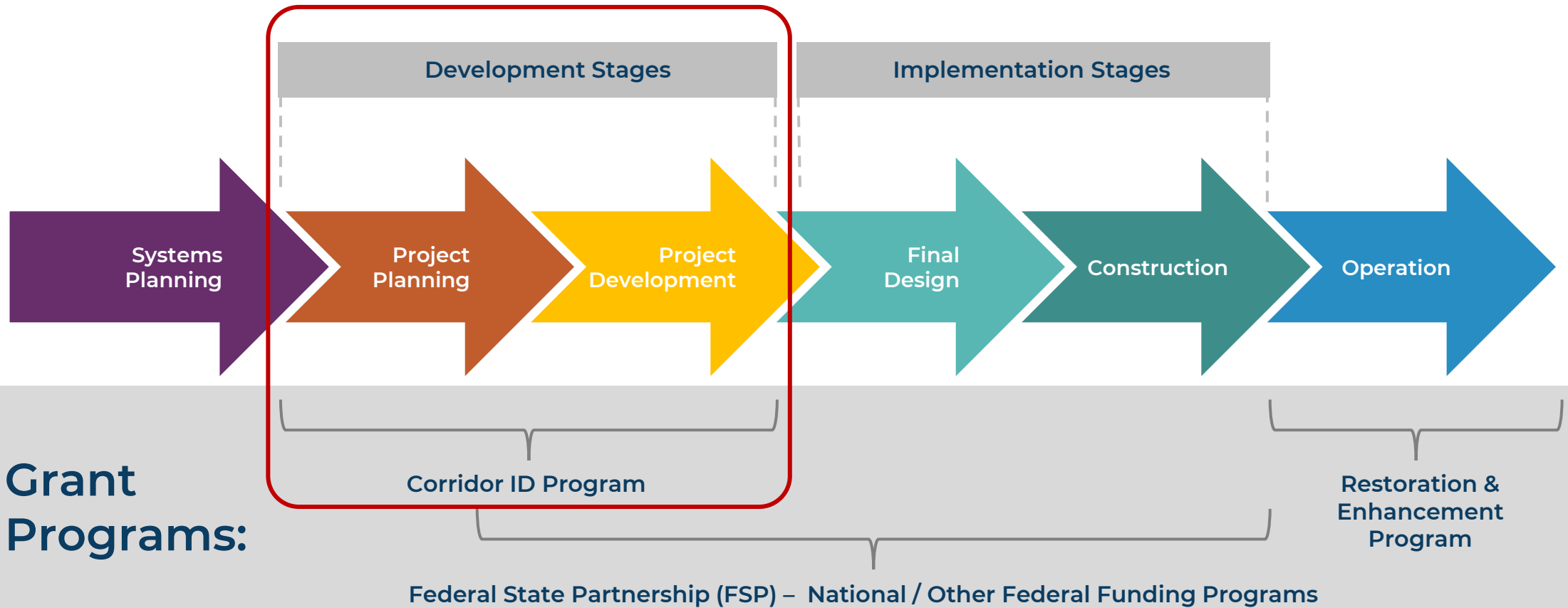
Southeastern North Carolina Passenger Rail Service Feasibility Study

- Initiated prior to FRA CID process
- High level capital costs, ridership, and approximate trip times
- Two routes evaluated
- Draft report to be issued in March
- FRA CID process will build on the study but provide more detailed service development and capital plans



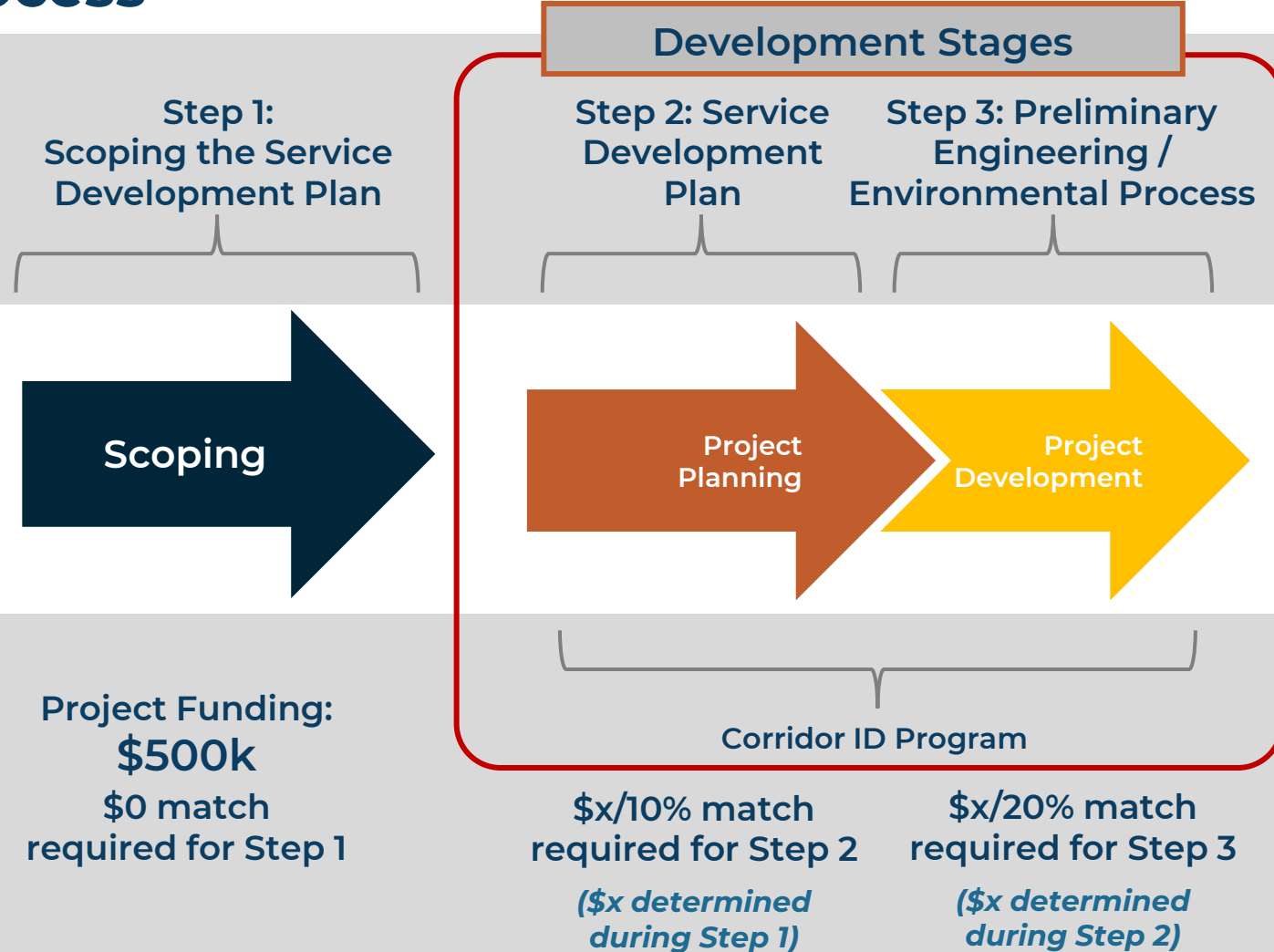
Corridor ID Process

FRA Project Lifecycle Stages and Corresponding FRA Funding Programs



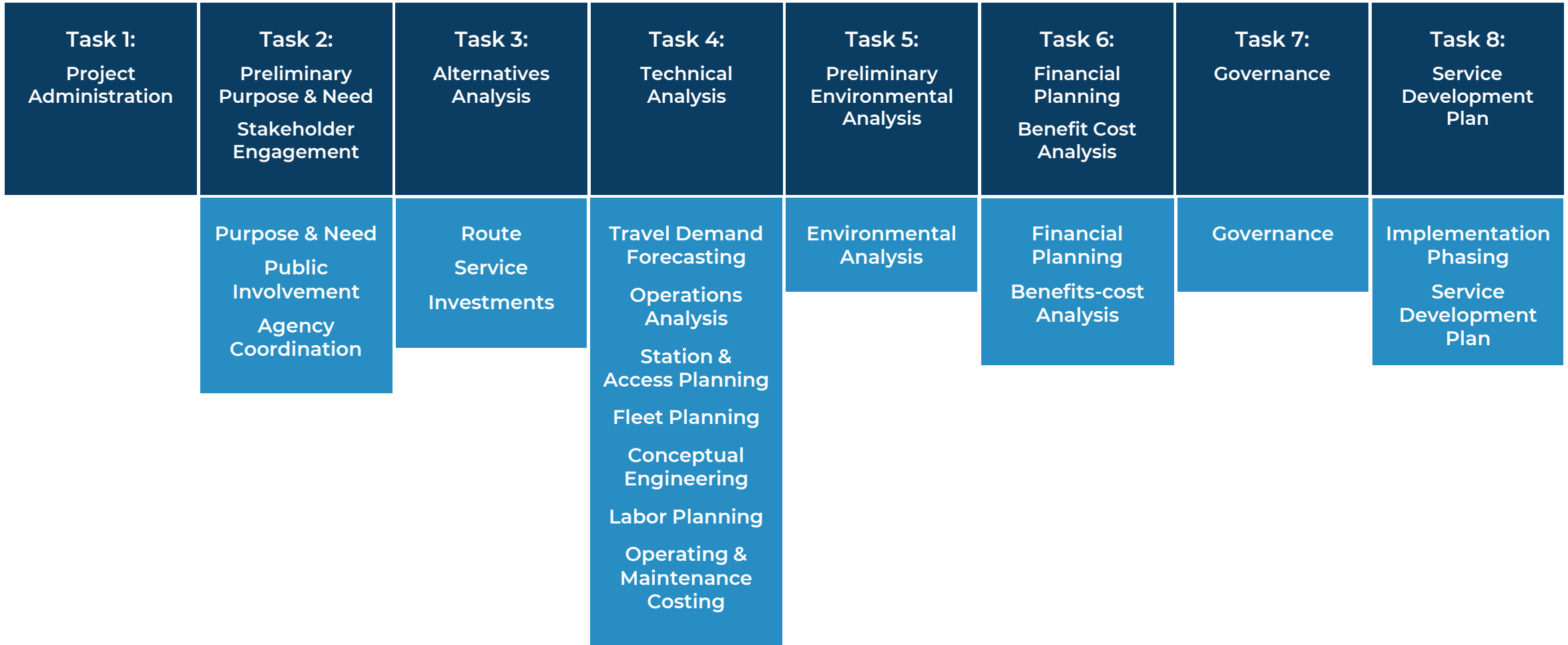
Corridor ID Process

Each Step will have a separate grant agreement



Corridor ID Projects

Typical Service Development Plan Process



Service Development Plan (SDP) Outcomes

Results of Study

Operational Plans
for how
service works

List of projects
that must be built

Feeds the next
steps for NEPA



List of projects and
cost estimates



Thank you!

