NORTH CAROLINA
Department of Transportation

Growing Passenger Rail in North Carolina

Corridor Identification Program

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

Types of Passenger Rail Service

- **Intercity Passenger Rail (Typically FRA supported)**
  - *NCDOT NC By Train Service operated by Amtrak in North Carolina*
  - 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
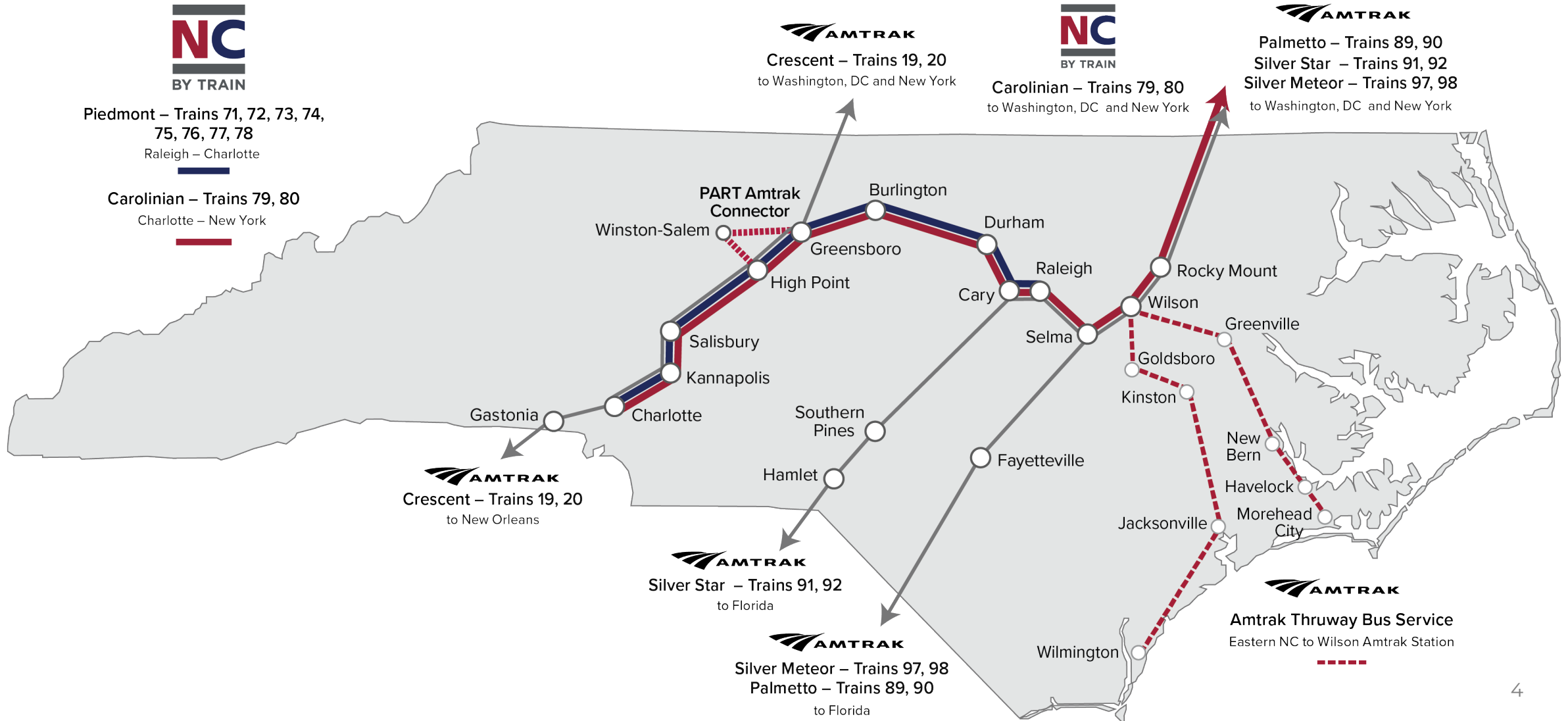 - Closer station spacing
  - Shorter trip durations

- **Light Rail (Typically FTA supported)**
  - Urban area
  - Separate rail system (not part of national rail network)

North Carolina's Existing Passenger Rail System
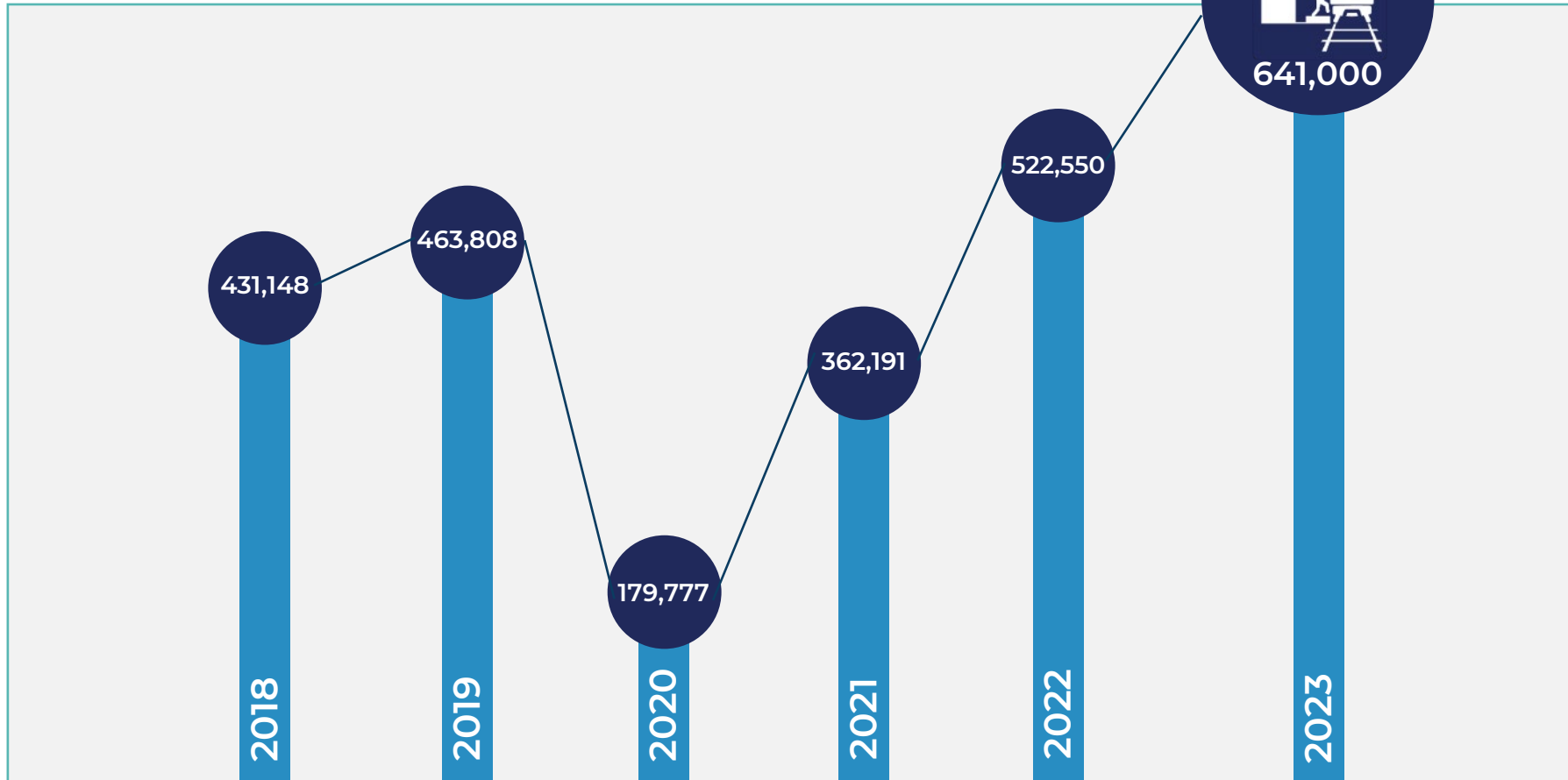
Existing NC Intercity Passenger Rail Service

NC BY TRAIN

Piedmont – Trains 71, 72, 73, 74, 75, 76, 77, 78
Raleigh – Charlotte

Carolinian – Trains 79, 80
Charlotte – New York

AMTRAK
Crescent – Trains 19, 20
to Washington, DC and New York

NC BY TRAIN
Carolinian – Trains 79, 80
to Washington, DC and New York

AMTRAK
Palmetto – Trains 89, 90
Silver Star – Trains 91, 92
Silver Meteor – Trains 97, 98
to Washington, DC and New York

PART Amtrak Connector

Winston-Salem
Burlington
Greensboro
High Point
Durham
Raleigh
Cary
Rocky Mount
Wilson
Selma
Greenville
Salisbury
Goldsboro
Kannapolis
Kinston
Gastonia
Charlotte
Southern Pines
New Bern
Hamlet
Fayetteville
Havelock
Jacksonville
Morehead City
Wilmington

AMTRAK
Crescent – Trains 19, 20
to New Orleans

AMTRAK
Silver Star – Trains 91, 92
to Florida

AMTRAK
Silver Meteor – Trains 97, 98
Palmetto – Trains 89, 90
to Florida

AMTRAK
Amtrak Thruway Bus Service
Eastern NC to Wilson Amtrak Station

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NC
BY TRAIN

NC Intercity Passenger Rail Service –
Amtrak Piedmont and Carolinian services
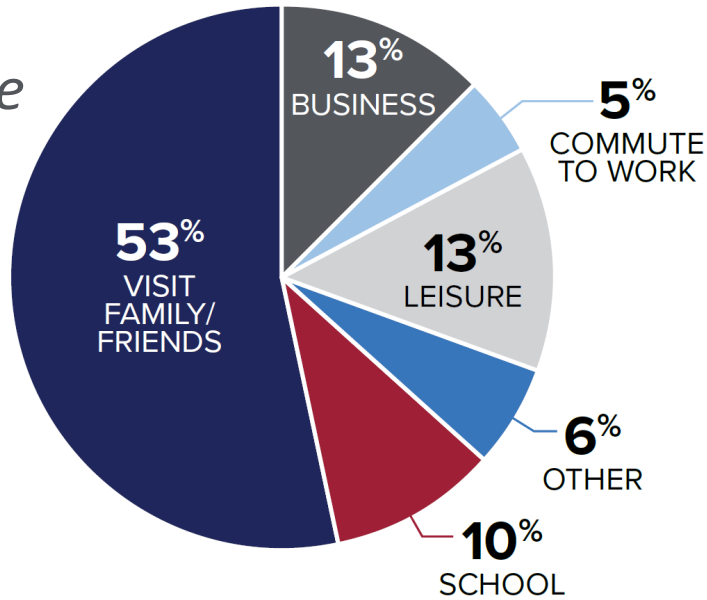**Highest ridership in 33-year history**
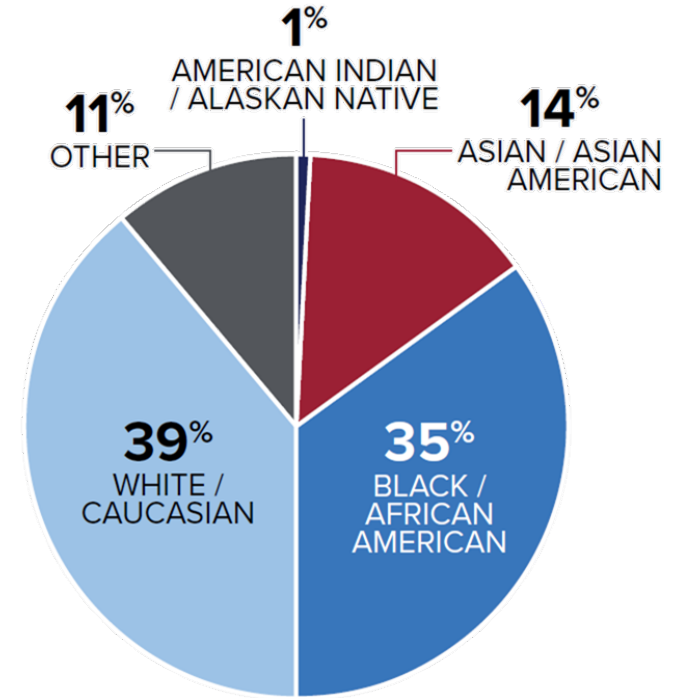
38% ridership growth over 2019 pre-pandemic levels

431,148 — 2018
463,808 — 2019
179,777 — 2020
362,191 — 2021
522,550 — 2022
641,000 — 2023

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Some insights from our 2023 rider survey
Diverse passengers and trip purposes

Trip Purpose

- 53% VISIT FAMILY/ FRIENDS
- 13% BUSINESS
- 5% COMMUTE TO WORK
- 13% LEISURE
- 6% OTHER
- 10% SCHOOL

Ethnicity

- 1% AMERICAN INDIAN / ALASKAN NATIVE
- 11% OTHER
- 14% ASIAN / ASIAN AMERICAN
- 39% WHITE / CAUCASIAN
- 35% BLACK / AFRICAN AMERICAN

Employment Status

- Full Time (44%)
- Homemaker (1%)
- Unemployed (5%)
- Student (34%)
- Retired (9%)
- Part Time (7%)

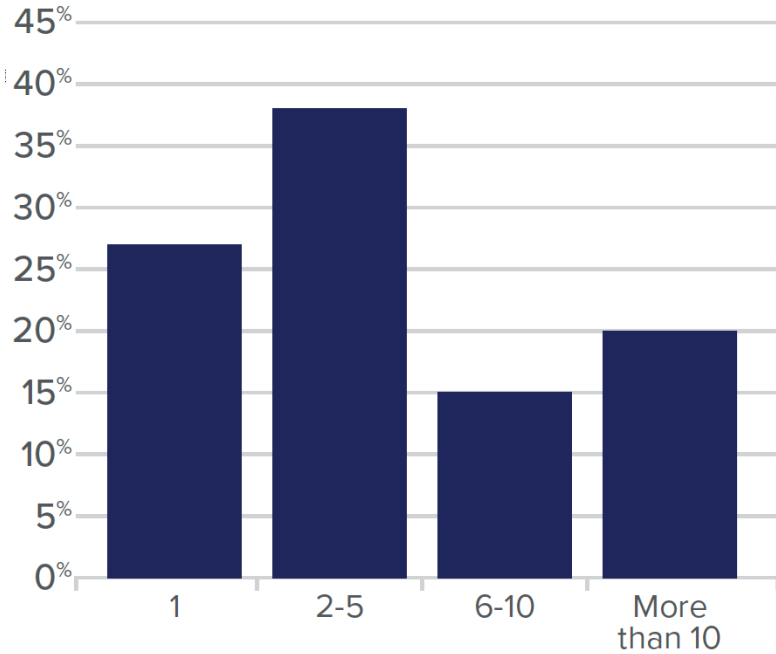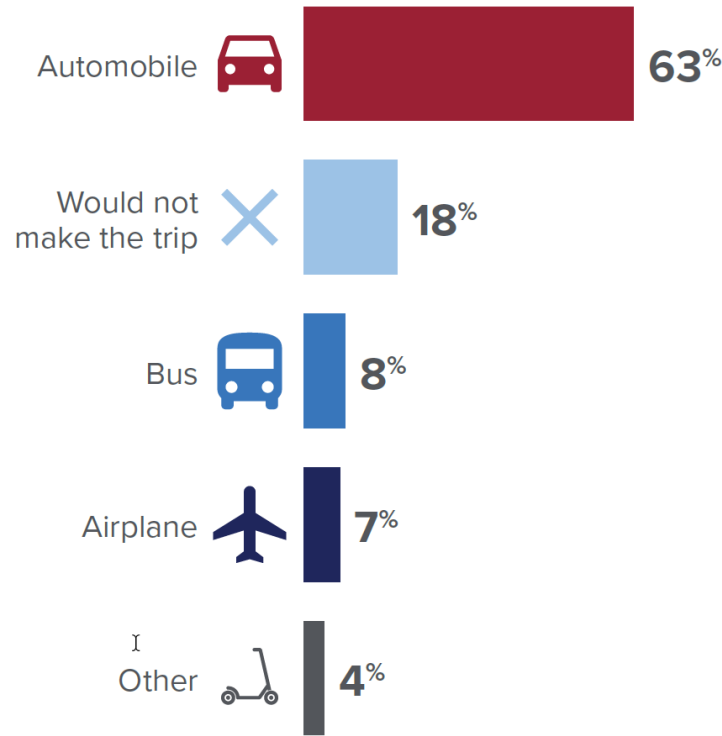**ncdot.gov**
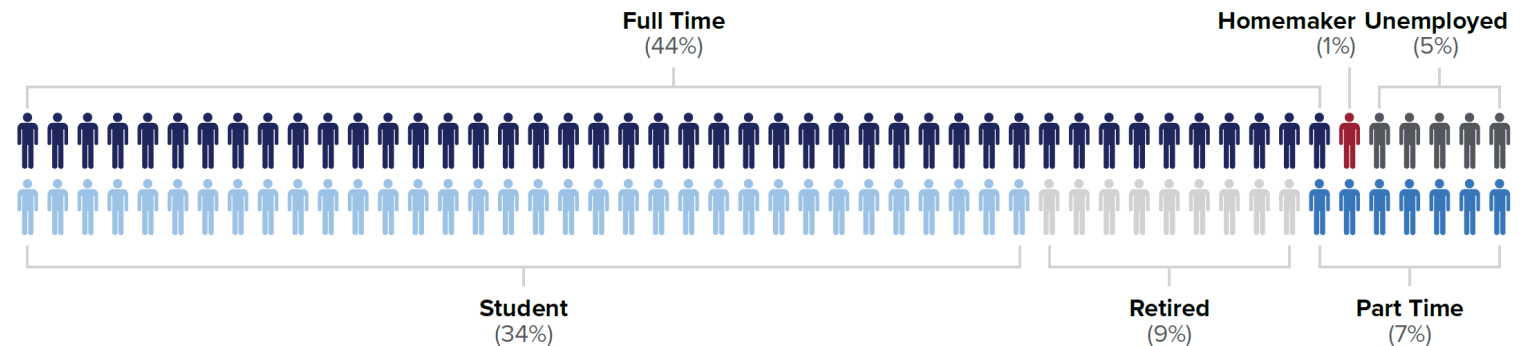
Some insights from our 2023 rider survey
Impact on people's lives

Train Trips within Past Year

Mode if Train Service Were Not Available

Automobile 🚗 **63**%

Would not make the trip ✕ **18**%

Bus 🚌 **8**%

Airplane ✈ **7**%

Other 🛴 **4**%

Most Important Factors for Choosing the Train

Convenient, easy | Price | No access to car | Train experience | Access to Wi-fi | Gas too expensive | Other

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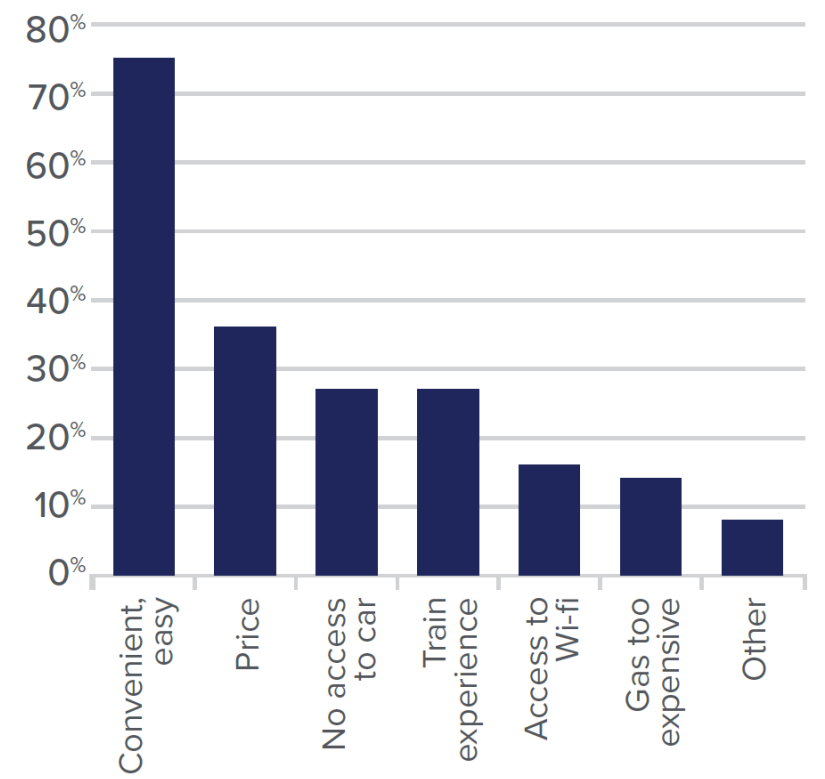
Southeastern NC Passenger Rail Feasibility Study

Feasibility Studies

Southeastern North Carolina Passenger Rail Feasibility Study

DRAFT - April 2024

Created for NCDOT Rail Division by WGI, Inc


Western North Carolina Passenger Rail Feasibility Study

December 2023

Created for NCDOT Rail Division by WGI, Inc

To New York, NY
Washington, DC
Richmond, VA
Petersburg
to Washington, DC and New York, NY
Norlina
Henderson
S-Line
Hillsborough
Wake Forest
Durham
Rocky Mount
Cary
Raleigh
Wilson
Selma
Goldsboro
Fayetteville
Wilmington

Existing Service
2023 CID Award
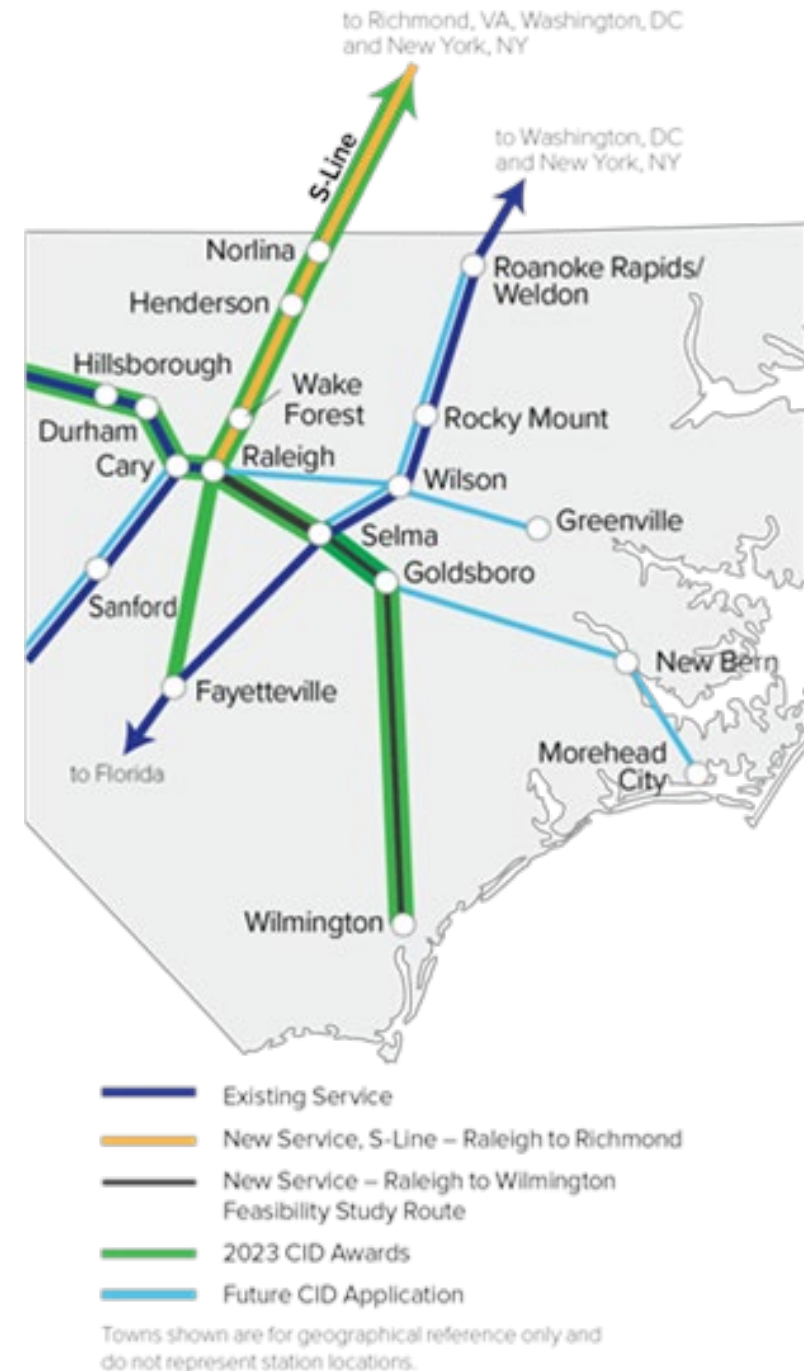2023 CID Award, New Service S-Line – Raleigh to Richmond

Southeastern North Carolina Passenger Rail Service Feasibility Study

- Connects Wilmington and eastern NC communities
- Two routes evaluated
- Study considers three round trips per day
- Draft report issued to stakeholders for review

Raleigh Union Station
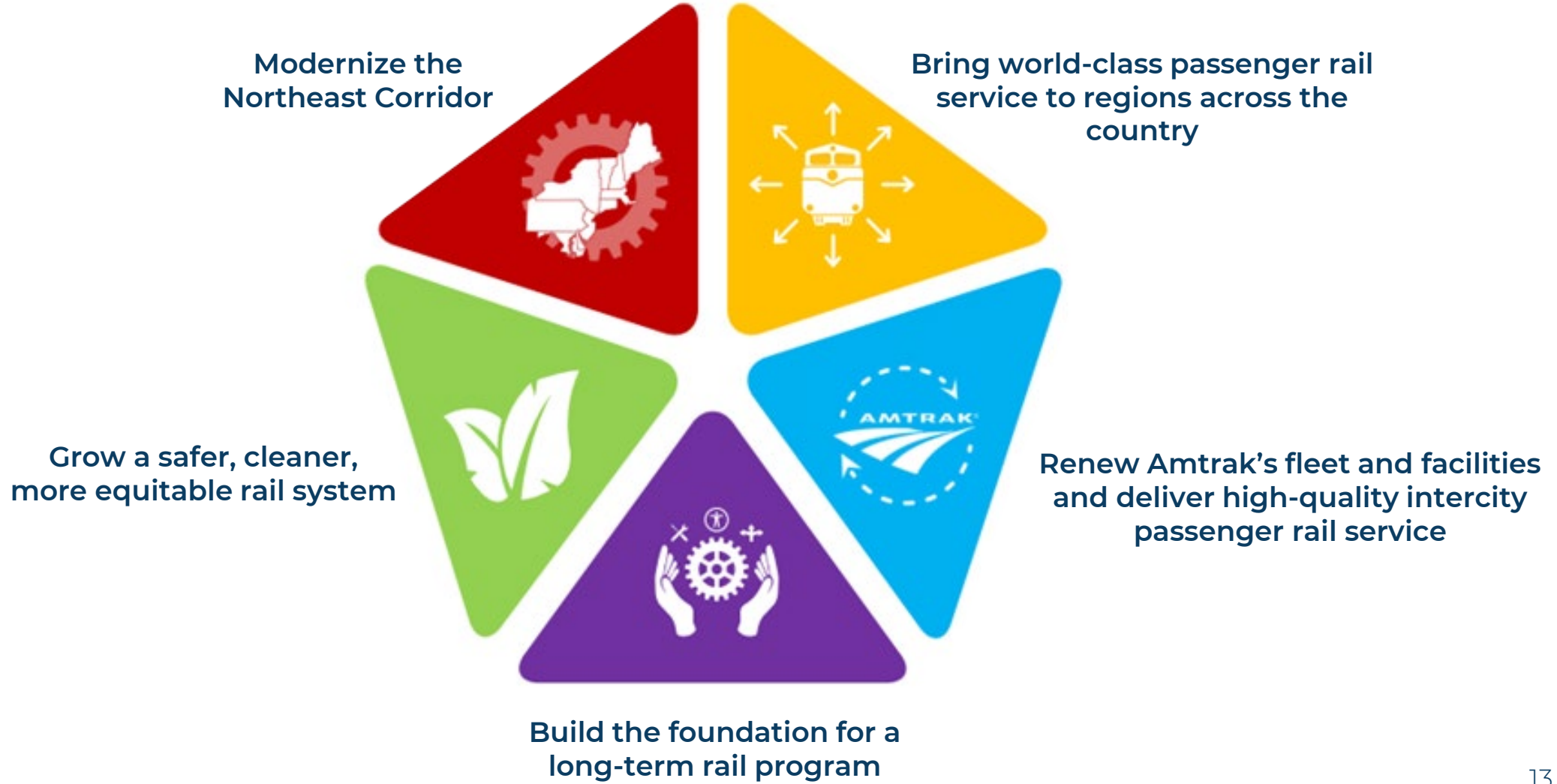

Wilmington Station Concept
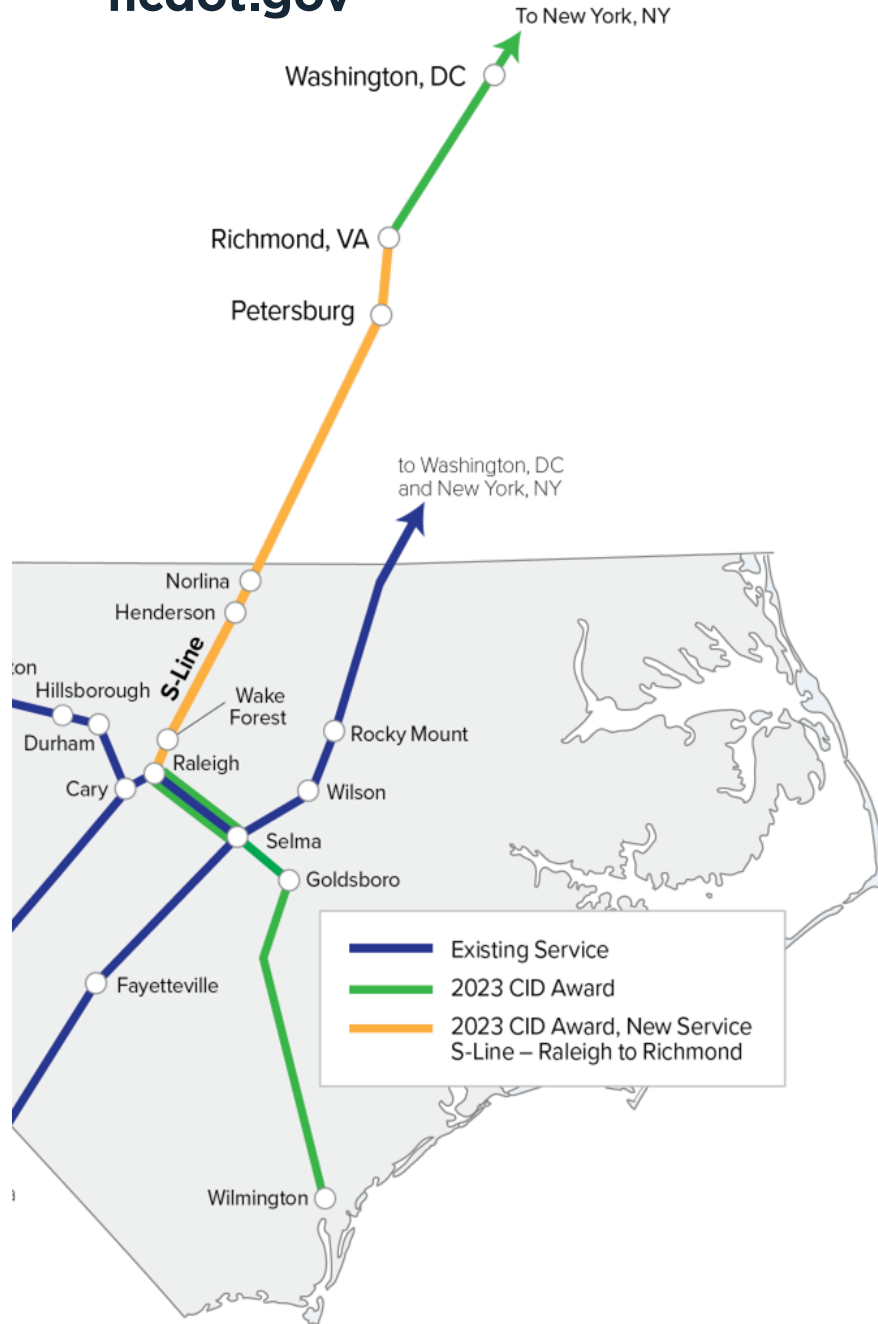
Raleigh to Wilmington

- **The Study Estimates:**
  - High Level Capital Cost
  - Approximate Trip Time
  - Ridership Projection

- **Preliminary Service Model:**
  - Three Round Trips per day
  - Departures in morning, mid-day, and afternoon/evening
  - Connect to SE Corridor Service in Raleigh

- **Eastern Route for Wilmington service using an existing alignment, part of which has been abandoned**

- **New stations to be determined**
- **Corridor Identification and Development Program**

to Richmond, VA, Washington, DC and New York, NY

to Washington, DC and New York, NY

S-Line

Norlina
Henderson
Hillsborough
Durham
Cary
Wake Forest
Raleigh
Roanoke Rapids/Weldon
Rocky Mount
Wilson
Selma
Goldsboro
Greenville
Sanford
Fayetteville
New Bern
Morehead City
Wilmington

to Florida

Existing Service
New Service, S-Line – Raleigh to Richmond
New Service – Raleigh to Wilmington Feasibility Study Route
2023 CID Awards
Future CID Application

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

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Corridor ID:
Tool to Expand Passenger Rail in NC

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Bipartisan Infrastructure Law: Rail Development Goals

Modernize the Northeast Corridor

Bring world-class passenger rail service to regions across the country

Grow a safer, cleaner, more equitable rail system

Renew Amtrak's fleet and facilities and deliver high-quality intercity passenger rail service

Build the foundation for a long-term rail program

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Corridor ID Program Overview
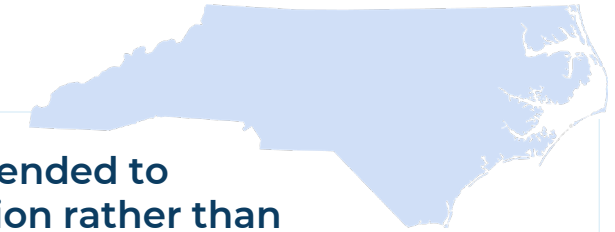
Build the foundation for a long-term rail program

Bring world-class passenger rail service to regions across the country

Grow a safer, cleaner, more equitable rail system

North Carolina's corridors are intended to operate as a system; in cooperation rather than in competition.
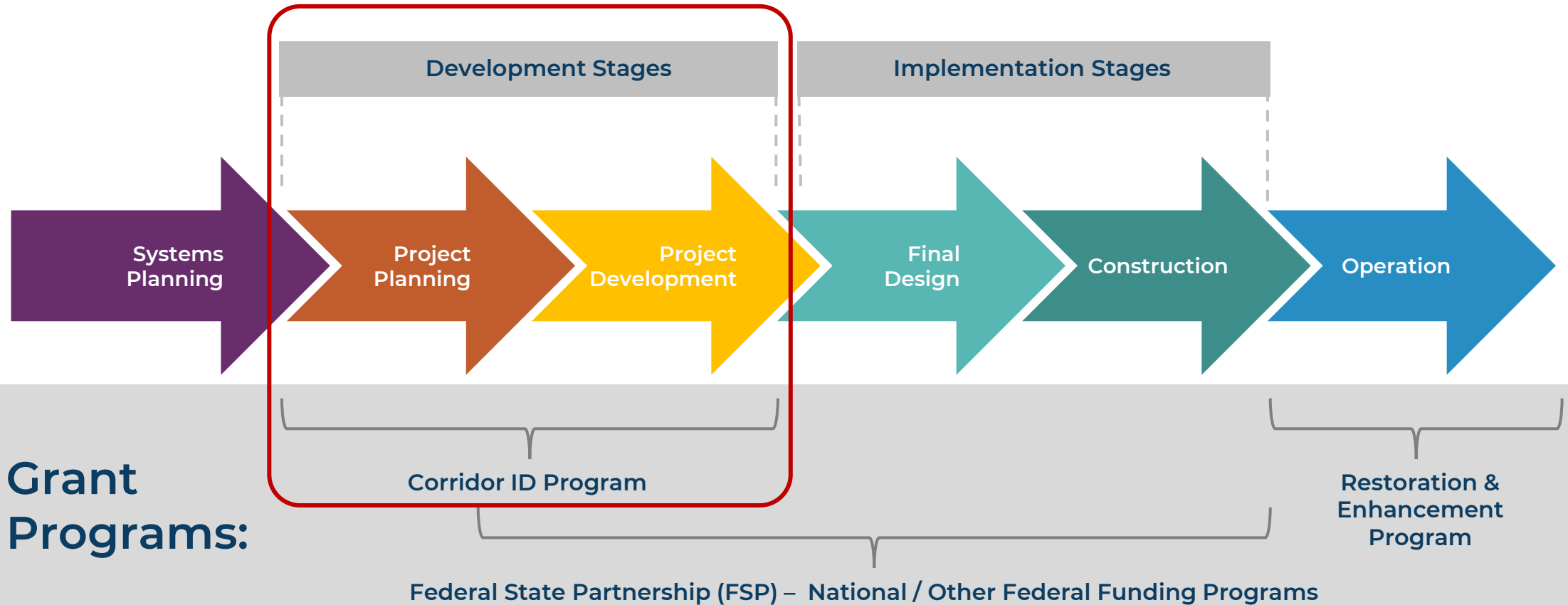
Corridor ID creates a foundational framework for identifying and developing new or improved intercity passenger rail (IRP) services.

Under the program, FRA will:

Solicit proposal for implementing new or improving existing IRP services	Select corridors for development	Partner with corridor sponsor to prepare (or update) a Service Development Plan (SDP)
SDP includes a "corridor project inventory"	Corridor project inventories populate a prioritized "pipeline" of projects	Projects in the Corridor ID Pipeline are eligible for funding under FRA's financial assistance programs

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Corridor ID Process
FRA Project Lifecycle Stages and Corresponding FRA Funding Programs

Development Stages

Implementation Stages

Systems Planning → Project Planning → Project Development → Final Design → Construction → Operation

Grant Programs:

Corridor ID Program

Restoration & Enhancement Program

Federal State Partnership (FSP) – National / Other Federal Funding Programs

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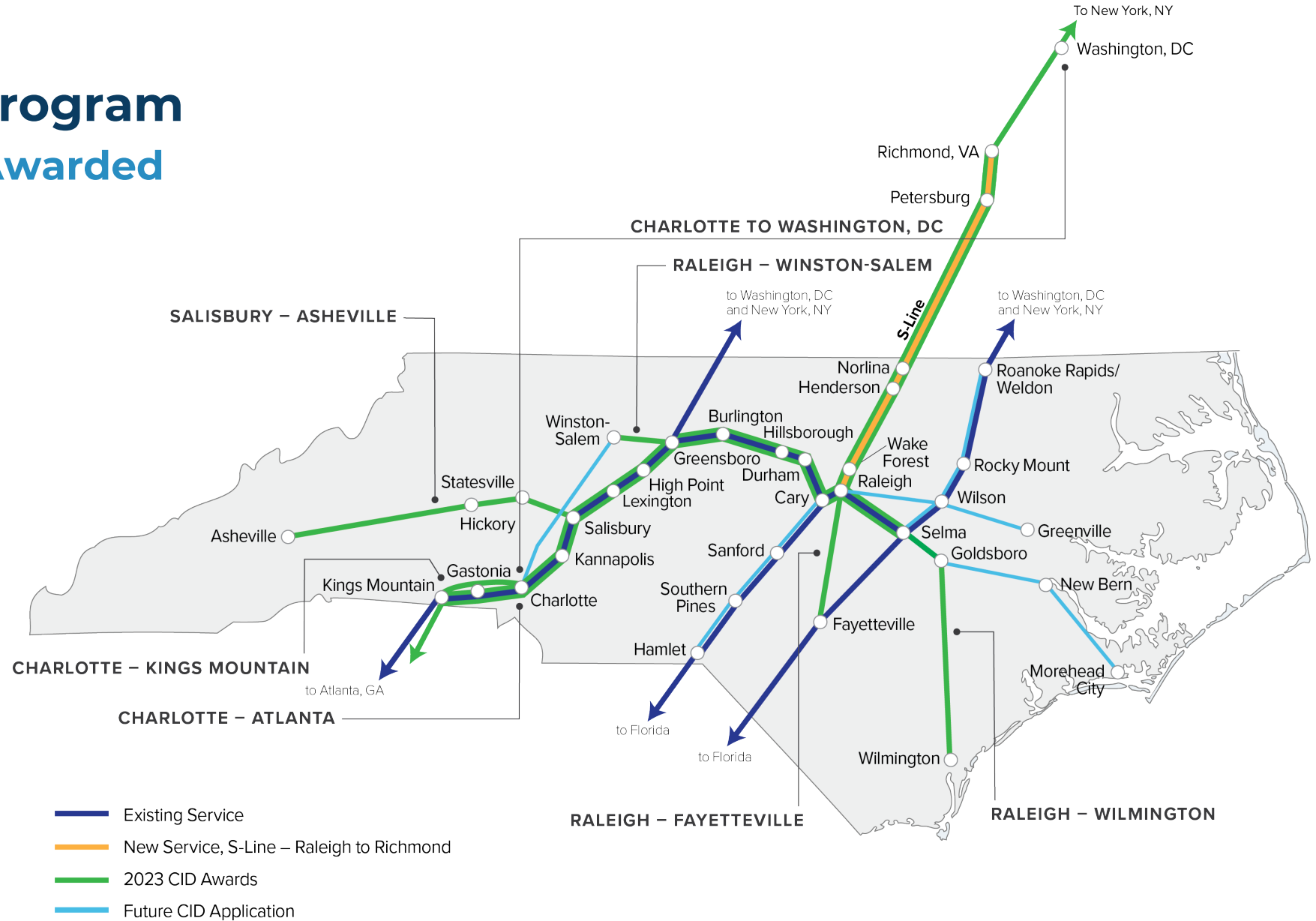**Federal Railroad Administration**

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FRA Corridor ID Program
Seven NC 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**

Legend:
- Existing Service
- New Service, S-Line – Raleigh to Richmond
- 2023 CID Awards
- Future CID Application

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

Corridor ID Process

Corridor ID Program Development Stages

Each Step will have a separate grant agreement

Step 1: Scoping

Step 2: SDP Development

Step 3: Preliminary Engineering / Environmental Process

Scoping

Project Planning

Project Development
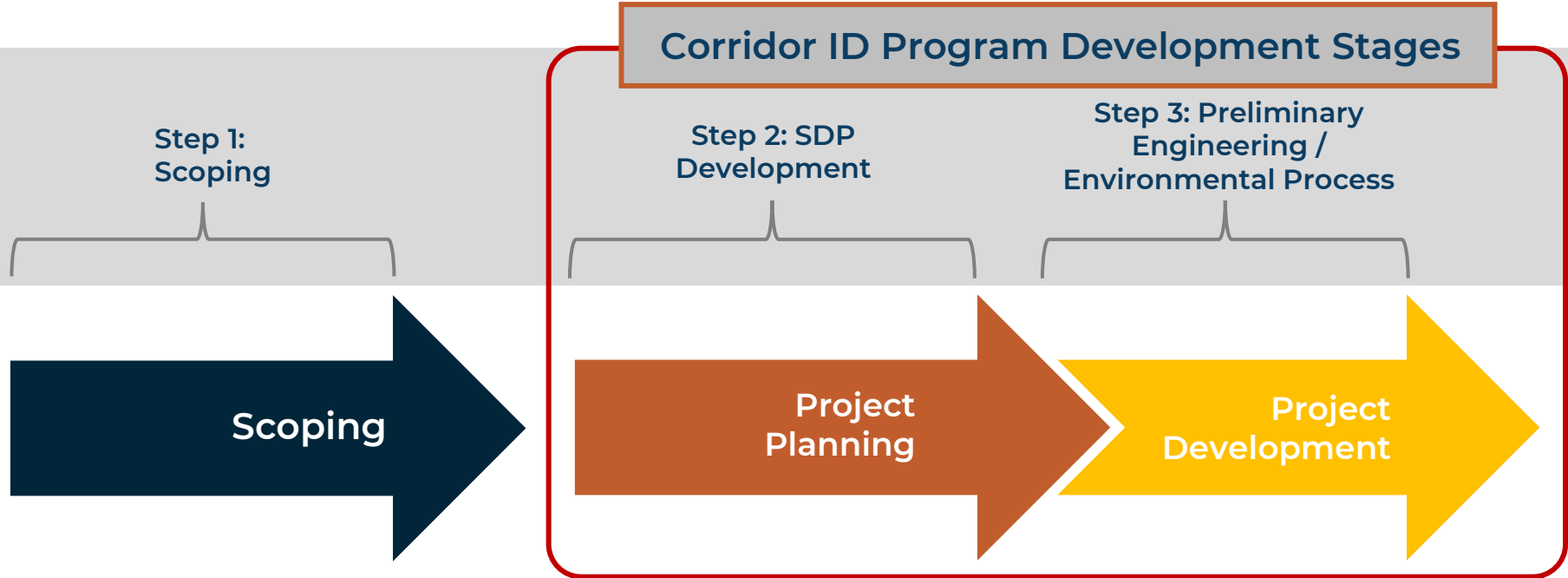
Step 1

$500K funding

$0 match required for CID grants

Step 2

$1.5M – $4M Cost range*

10% Match required

$150K – $400K Match range*

Dependent on corridor complexity.

Step 3

TBD Cost Range*

20% Match required

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Corridor ID Projects
Typical Service Development Plan Process

Task 1: Project Administration	Task 2: Preliminary Purpose & Need / Stakeholder Engagement	Task 3: Alternatives Analysis	Task 4: Technical Analysis	Task 5: Preliminary Environmental Analysis	Task 6: Financial Planning / Benefit Cost Analysis	Task 7: Governance	Task 8: Service Development Plan
	Purpose & Need / Public Involvement / Agency Coordination	Route / Service Investments	Travel Demand Forecasting / Operations Analysis / Station & Access Planning / Fleet Planning / Conceptual Engineering / Labor Planning / Operating & Maintenance Costing	Environmental Analysis	Financial Planning / Benefits-cost Analysis	Governance	Implementation Phasing / Service Development Plan

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Service Development Plan (SDP) Outcomes

Results of Study

Operational Plans
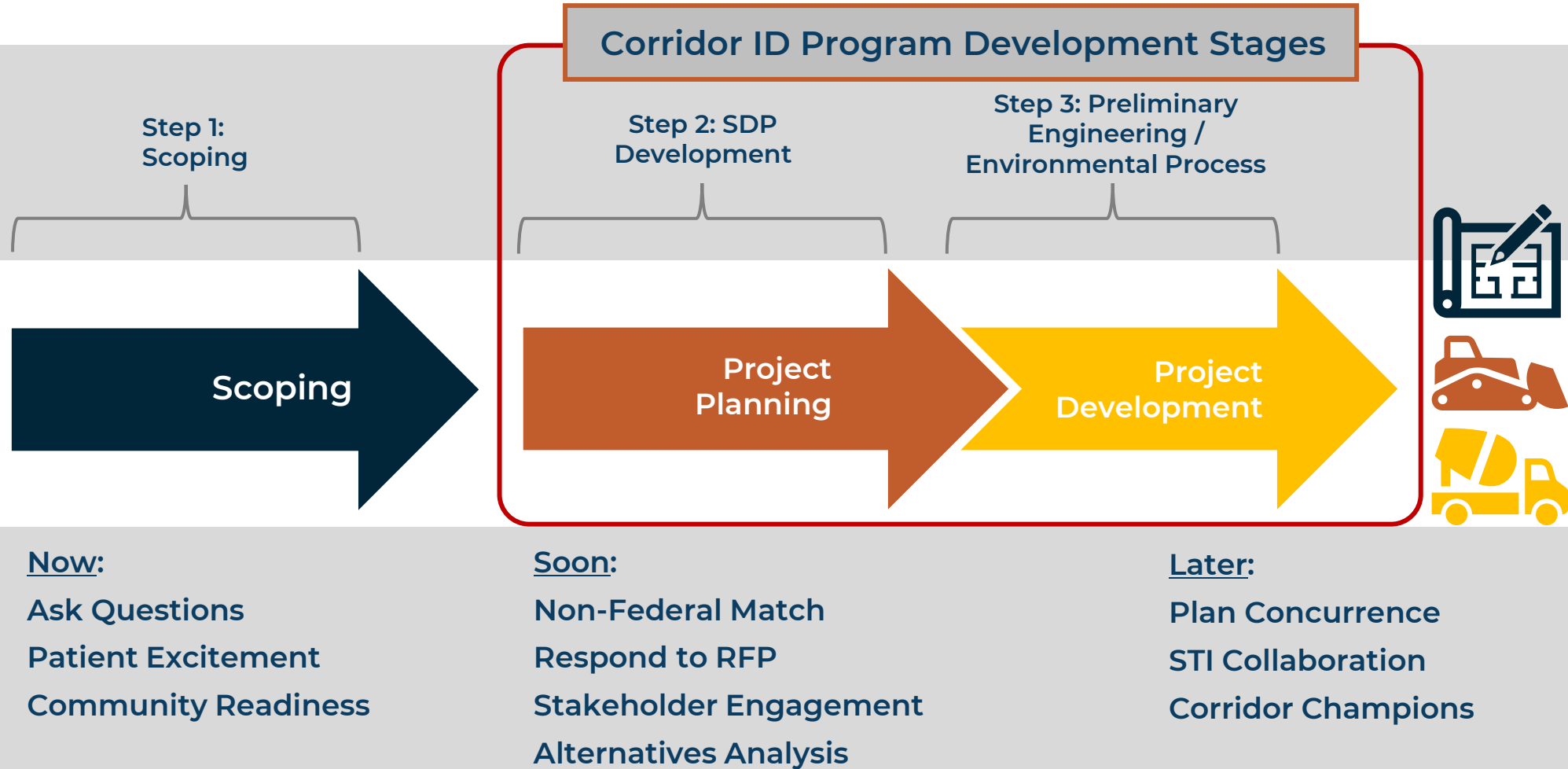for how
service works

List of projects
that must be built

Feeds the next
steps for NEPA

List of projects and
cost estimates

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What does CID need from you?

Corridor ID Program Development Stages

Step 1: Scoping

Step 2: SDP Development

Step 3: Preliminary Engineering / Environmental Process

Scoping

Project Planning

Project Development

Now:
Ask Questions
Patient Excitement
Community Readiness

Soon:
Non-Federal Match
Respond to RFP
Stakeholder Engagement
Alternatives Analysis

Later:
Plan Concurrence
STI Collaboration
Corridor Champions

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Contact Us

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Thank you!