Growing Passenger Rail in North Carolina

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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.
The Economic Impact of Rail

- Annual Statewide Economic Output: $20+ Billion
- State & Local Tax Revenue Supported: $990 Million
- Jobs Supported by Rail: 88,000
- Businesses Loading Directly onto Rail: 860
- Rail Industry Businesses: 116

Source: ITRE analysis utilizing IMPLAN® model
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

<table>
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<tr>
<th>Year</th>
<th>Ridership</th>
<th>Ridership Growth Over 2019 Pre-Pandemic Levels</th>
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<tbody>
<tr>
<td>2018</td>
<td>431,148</td>
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<tr>
<td>2019</td>
<td>463,808</td>
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<tr>
<td>2020</td>
<td>179,777</td>
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<tr>
<td>2021</td>
<td>362,191</td>
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<tr>
<td>2022</td>
<td>522,550</td>
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<tr>
<td>2023</td>
<td>641,000</td>
<td>38%</td>
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Bringing Passenger Rail back to Western North Carolina

Asheville to Salisbury Corridor

- 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 Salisbury (Piedmont/Carolinian)
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.
Corridor ID Process
FRA Project Lifecycle Stages and Corresponding FRA Funding Programs

Grant Programs:
- Corridor ID Program
- Federal State Partnership (FSP) – National / Other Federal Funding Programs
- Restoration & Enhancement Program
Corridor ID Process

Each Step will have a separate grant agreement

Step 1: Scoping the Service Development Plan

Project Funding: $500k
$0 match required for Step 1

Step 2: Service Development Plan

$x/10% match required for Step 2
($x determined during Step 1)

Step 3: Preliminary Engineering / Environmental Process

$x/20% match required for Step 3
($x determined during Step 2)
# Corridor ID Projects

## Typical Service Development Plan Process

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<tbody>
<tr>
<td>Purpose &amp; Need Public Involvement Agency Coordination</td>
<td>Route Service Investments</td>
<td>Travel Demand Forecasting Operations Analysis Station &amp; Access Planning Fleet Planning Conceptual Engineering Labor Planning Operating &amp; Maintenance Costing</td>
<td>Environmental Analysis</td>
<td>Financial Planning Benefits-cost Analysis</td>
<td>Governance</td>
<td>Implementation Phasing Service Development Plan</td>
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**Notes:**
- **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
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!

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