



Amtrak Fact Sheet, Fiscal Year 2015

State of North Carolina

Amtrak-North Carolina partnership

- State grants help support the *Piedmont*, Charlotte-Raleigh
- State grants also help support the *Carolinian*, Charlotte-Raleigh-New York
- Over time, North Carolina has refurbished the vast majority of Amtrak stations in the state
- Over 109,000 North Carolina residents are members of the Amtrak Guest Rewards frequent user program

Amtrak Service & Ridership

Amtrak operates four National Network trains with stops in North Carolina:

- The *Crescent* (daily New York-Charlotte-Atlanta-New Orleans)
- The *Palmetto* (daily New York-Savannah via Fayetteville)
- The *Silver Meteor* (daily New York-Miami via Fayetteville)
- The *Silver Star* (daily New York-Tampa-Miami via Raleigh)

Amtrak also operates the following state-supported trains through North Carolina:

- The *Carolinian* (daily New York-Richmond-Raleigh-Charlotte)
- The *Piedmonts* (twice daily Raleigh-Charlotte)

During FY15 Amtrak served the following North Carolina locations:

<u>City</u>	<u>Boardings + Alightings</u>
Burlington	24,781
Cary	88,616
Charlotte	184,911
Durham	80,013
Fayetteville	57,171
Gastonia	1,508
Greensboro	123,080
Hamlet	4,944

High Point	37,225
Kannapolis	18,713
Raleigh	159,784
Rocky Mount	54,331
Salisbury	26,061
Selma-Smithfield	13,597
Southern Pines	7,567
Wilson	62,404
Total North Carolina Station Usage:	944,706

(down 2.1% from FY14)

In addition to these regular, permanent stops, Amtrak trains, in connection with special events, served the North Carolina State Fair (3,633) and Lexington (489).

Procurement/Contracts

Amtrak spent \$65,727,858 on goods and services in North Carolina in FY15. Most of this was in the following locations:

<u>City</u>	<u>Amount</u>
Charlotte	\$ 1,767,003
Laurinburg	\$ 1,277,550
Research Triangle Park	\$ 60,668,724

Employment

At the end of FY15, Amtrak employed 167 North Carolina residents. Total wages of Amtrak employees living in North Carolina were \$13,336,149 during FY15.

PRIIA Section 209 and State-Supported Services

The Passenger Rail Investment and Improvement Act of 2008 (P.L. 110-432) required, by October 2013, an equitable arrangement of cost sharing between Amtrak and state or public agency partners that provide funding for short-distance, intercity train services. Agreements were reached with all parties, including North Carolina, by the deadline, and the services continued to run without interruption.

Amtrak operates the *Piedmont* service between Charlotte and Raleigh under contract with the State of North Carolina. All *Piedmont* equipment is newly refurbished and state-owned. The state also contracts with Amtrak to operate the *Carolinian*, which operates with Amtrak-owned equipment. The total trip time between Raleigh and Charlotte has been cut by 1 hour, 10 minutes, since 1990, due to on-going track and signal improvements over the state-owned North Carolina Railroad (NCR) between Selma and Charlotte. The third Charlotte-Raleigh round trip (a second *Piedmont* train) started service on June 5, 2010.

Connecting Service

In October 2012, Amtrak began two dedicated, connecting motor coach routes connecting eight eastern counties in North Carolina with Amtrak's *Palmetto* service in Wilson. Since that time, these two routes have experienced a steady growth in ridership from these communities.

North Carolina Volunteer Train Hosts

The NC Volunteer Train Host Association serves daily on the *Piedmont* and *Carolinian*, assisting passengers and providing information about services and points of interest in North Carolina.

North Carolina Train Station Attendants

North Carolina station attendants meet all trains at Burlington, High Point, Salisbury, Kannapolis, and Selma to assist passengers and answer travel questions.

Station Improvements

The State of North Carolina, in partnership with Amtrak and local governments, has taken the initiative to rebuild many of its historic train stations and build new ones. Recent planning and construction highlights include:

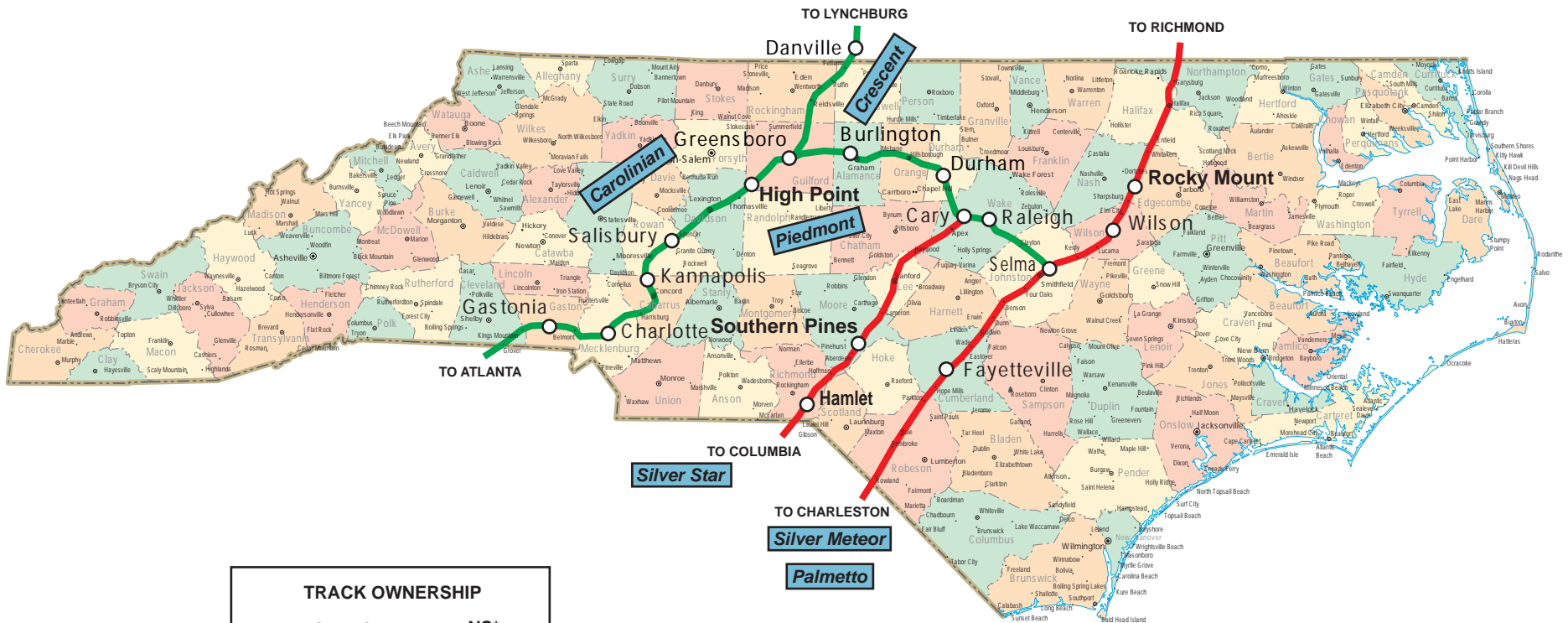
- **Amtrak and NCDOT** have jointly funded (50/50) the installation of Quik-Trak ticket machines in every North Carolina station with the exception of Gastonia.
- **Burlington:** Construction was completed in November 2011 on a 200-foot extension of the platform at the famous NCRR Shops building, which was restored by the NCRR and has served as the passenger station since 2003. The \$284,000 platform extension was funded by the American Recovery and Reinvestment Act of 2009 (ARRA).
- **Cary:** The station, built in 1996, was expanded with \$2,006,000 in Federal Railroad Administration (FRA) funds and reopened on September 1, 2011. At that time, Amtrak staffing and a Quik-Trak machine were placed into service. Checked baggage service also began at Cary for *Carolinian*, *Piedmont*, and *Silver Star*. Between 2011 and 2013, ridership increased by 98% and revenue by 136%. The Cary Depot project was recognized by the OneRail Coalition as one of its 12 Success Stories for 2014.
- **High Point:** The High Point passenger station was restored by the City of High Point and NCDOT at a cost of approximately \$7 million and reopened for passenger service on December 9, 2003. Southern Railway originally constructed the station in 1907. ARRA funding totaling \$1,865,000 was used to install new landscaping and to expand station parking, which required construction of retaining walls. The project was substantially complete for use on June 22, 2012.
- **Hillsborough:** NCDOT, the Town of Hillsborough, and GoTriangle (regional transportation authority), are partnering to plan and construct a new train station. Environmental and preliminary design work will begin in 2015, including close coordination with the host railroads. The project is fully funded and could be completed as early as 2020, if stakeholder concerns can be mitigated.

- **Kannapolis:** A new, downtown station opened on December 17, 2004, using \$2.7 million in state and local funds. A new platform canopy was completed on August 12, 2013, using \$540,000 in ARRA funding.
- **Lexington:** The City of Lexington received a USDOT TIGER planning grant and will complete an environmental document and preliminary track and station design in 2015. The City and NCDOT will closely coordinate with host railroads and pursue funding for additional design and construction.
- **Raleigh:** Construction on a new Union Station is expected to begin in December 2015 and take two years. The new station would replace the existing one on Cabarrus Street, which was built by the Southern Railway in 1950 and used by Amtrak since 1986. The project is being funded by the City, NCDOT, and US Federal Railroad Administration.

FRA High-Speed Intercity Passenger Rail Program

- **NCDOT:** In February 2010, the FRA announced that the NCDOT Rail Division had been awarded \$545 million for railroad improvements within the state. The funding is being used for elimination of multiple grade crossings and construction of major track and signal improvements. This work will enhance track capacity and reliability for freight and passenger operations. It also will enable the introduction of the fourth and fifth Raleigh-Charlotte round trips.

AMTRAK ROUTES IN NORTH CAROLINA



TRACK OWNERSHIP	
—	Amtrak
—	NS*
—	UP
—	BNSF
—	CSX
—	CP
—	CN
—	Other

*Selma-Charlotte state-owned, NS-operated