



Amtrak Fact Sheet, Fiscal Year 2014

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 83,000 North Carolina residents are members of the Amtrak Guest Rewards frequent user program

Amtrak Service & Ridership

Amtrak operates four long-distance 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 shorter-distance, state-supported trains through North Carolina:

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

During FY14 Amtrak served the following North Carolina locations:

<u>City</u>	<u>Boardings + Alightings</u>
Burlington	25,934
Cary	87,548
Charlotte	194,115
Durham	83,090
Fayetteville	54,524
Gastonia	1,463
Greensboro	134,191
Hamlet	4,744
High Point	38,573
Kannapolis	18,292

Raleigh	161,342
Rocky Mount	52,848
Salisbury	29,338
Selma-Smithfield	13,401
Southern Pines	7,210
Wilson	57,969
Total North Carolina Station Usage:	964,582

(down 1.1% from FY13)

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 \$77,414,338 on goods and services in North Carolina in FY14. Most of this was in the following locations:

<u>City</u>	<u>Amount</u>
Laurinburg	\$ 1,413,945
Research Triangle Park	\$ 72,851,995

Employment

At the end of FY14, Amtrak employed 162 North Carolina residents. Total wages of Amtrak employees living in North Carolina were \$12,427,451 during FY14.

PRIIA Section 209 and State-Assisted 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, 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

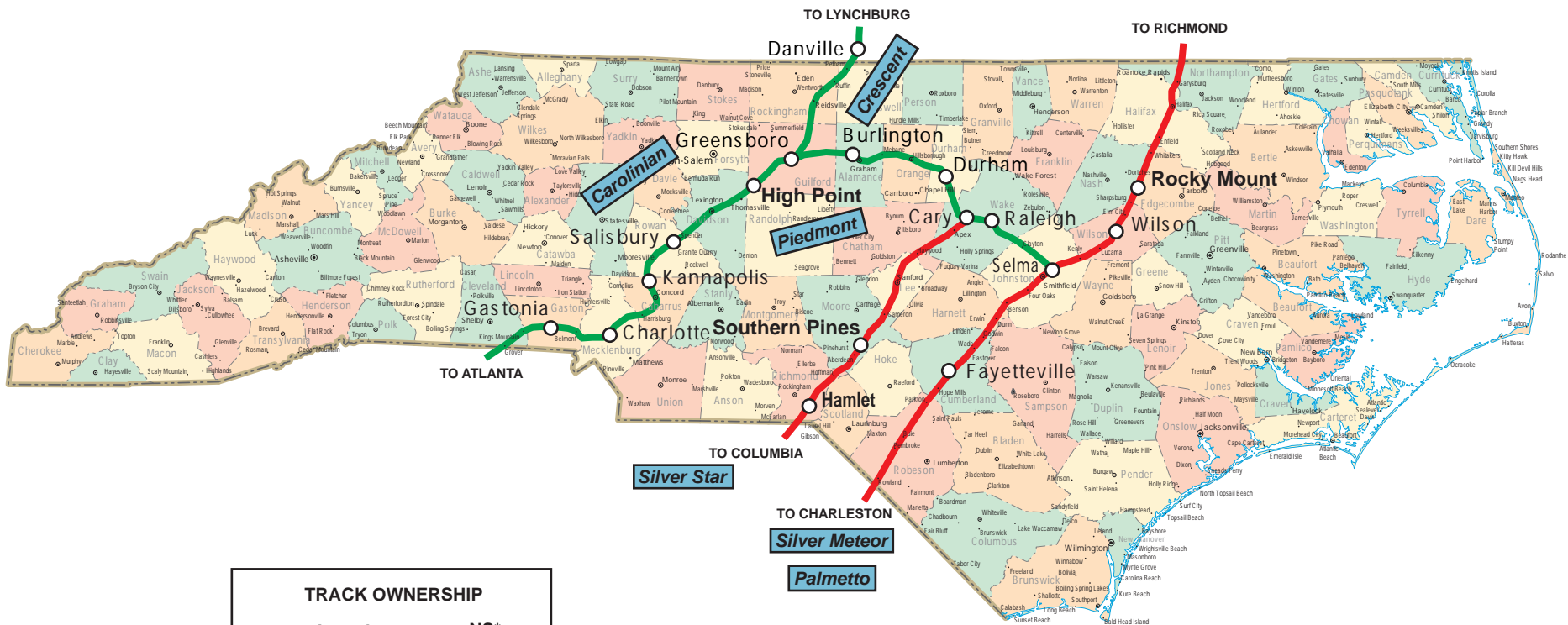
The state of North Carolina, in partnership with Amtrak and local governments, has taken the initiative to rebuild many of its historic train stations and build new ones. Recent highlights include:

- **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 NCDOT and Federal Railroad Administration (FRA) funds totaling \$2,006,000 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*.
- **Gastonia:** The City is continuing to evaluate the prospects for funding and building a new multi-modal station that would be located closer to the downtown area. When complete, this structure will replace the current facility, owned by Norfolk Southern, located in the eastern part of the city.
- **Hamlet:** The former Seaboard station, built in 1900, was rededicated on October 29, 2004, after an extensive relocation and restoration project. The cost was \$11.7 million, from local, state, and federal sources. A major parking expansion project was completed in 2012 with ARRA funding.
- **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 expand station parking, install new landscaping, and construct large retaining walls. The project was substantially complete for use on June 22, 2012.
- **Kannapolis:** A new, downtown, state and local funded, \$2.7-million station opened on December 17, 2004. A new, \$540,000 platform canopy was completed on August 12, 2013.
- **Raleigh:** Construction on a new Union Station is expected to begin in March 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
█	UP
█	BNSF
█	CSX
█	NS*
█	CP
█	CN
█	Other

*Selma-Charlotte state-owned, NS-operated