



NORTH CAROLINA
Department of Transportation

NCDOT Rail Division Updates

Nicholas Dula
Freight Rail and Economic Development Manager

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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

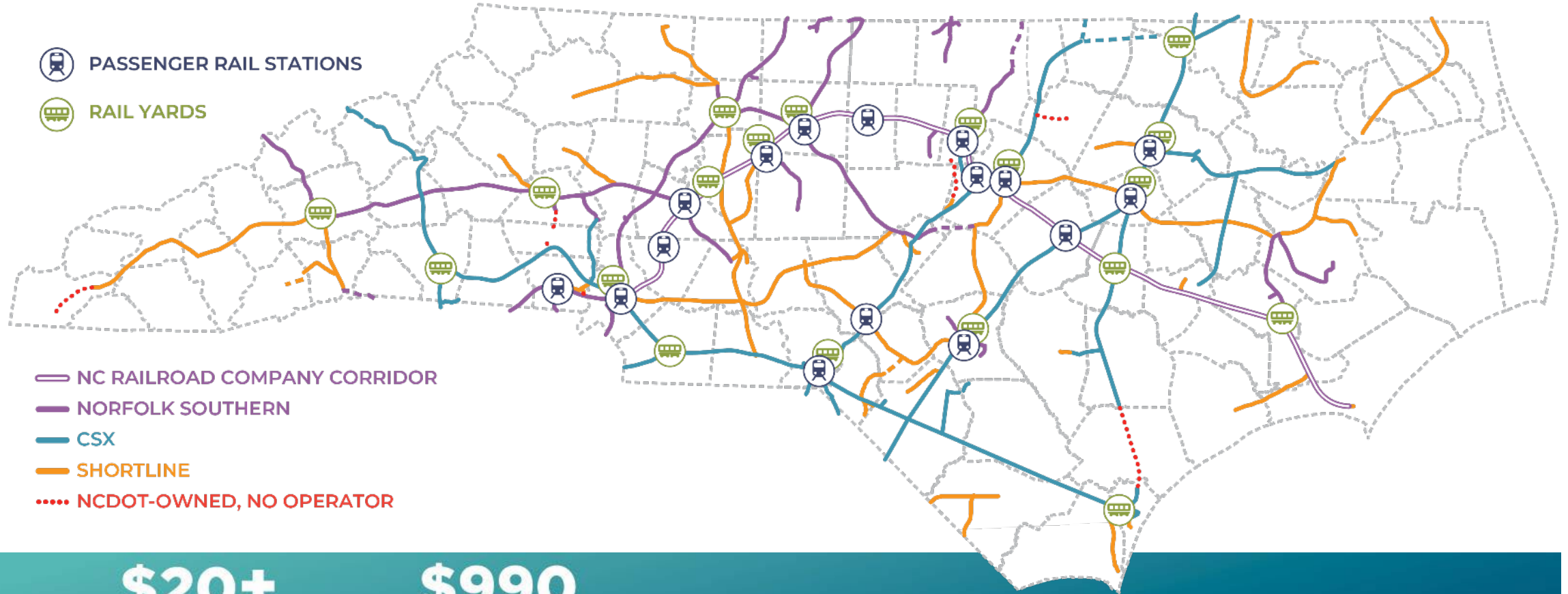
NCDOT Rail Division Mission



The safe and efficient movement of people and goods on
North Carolina's railroads through freight, passenger and safety programs,
supporting job creation and economic growth.

The Economic Impact of Rail

Railroads operate in 86 of 100 NC Counties



\$20+
Billion

Annual Statewide
Economic Output¹

\$990
Million

State & Local Tax
Revenue Supported¹

88,000

Jobs Supported
by Rail¹

860

Businesses Loading
Directly onto Rail¹

116

Rail Industry
Businesses¹

Freight Rail & Rail Crossing Safety Improvements (FRRCSI)

Program Goals



- Crossing safety improvements
- Modernize track infrastructure
- Support economic development
- Freight diversion to rail
- Increase freight capacity
- Rail corridor preservation

Established in 2013 under NCGS § 124-5.1

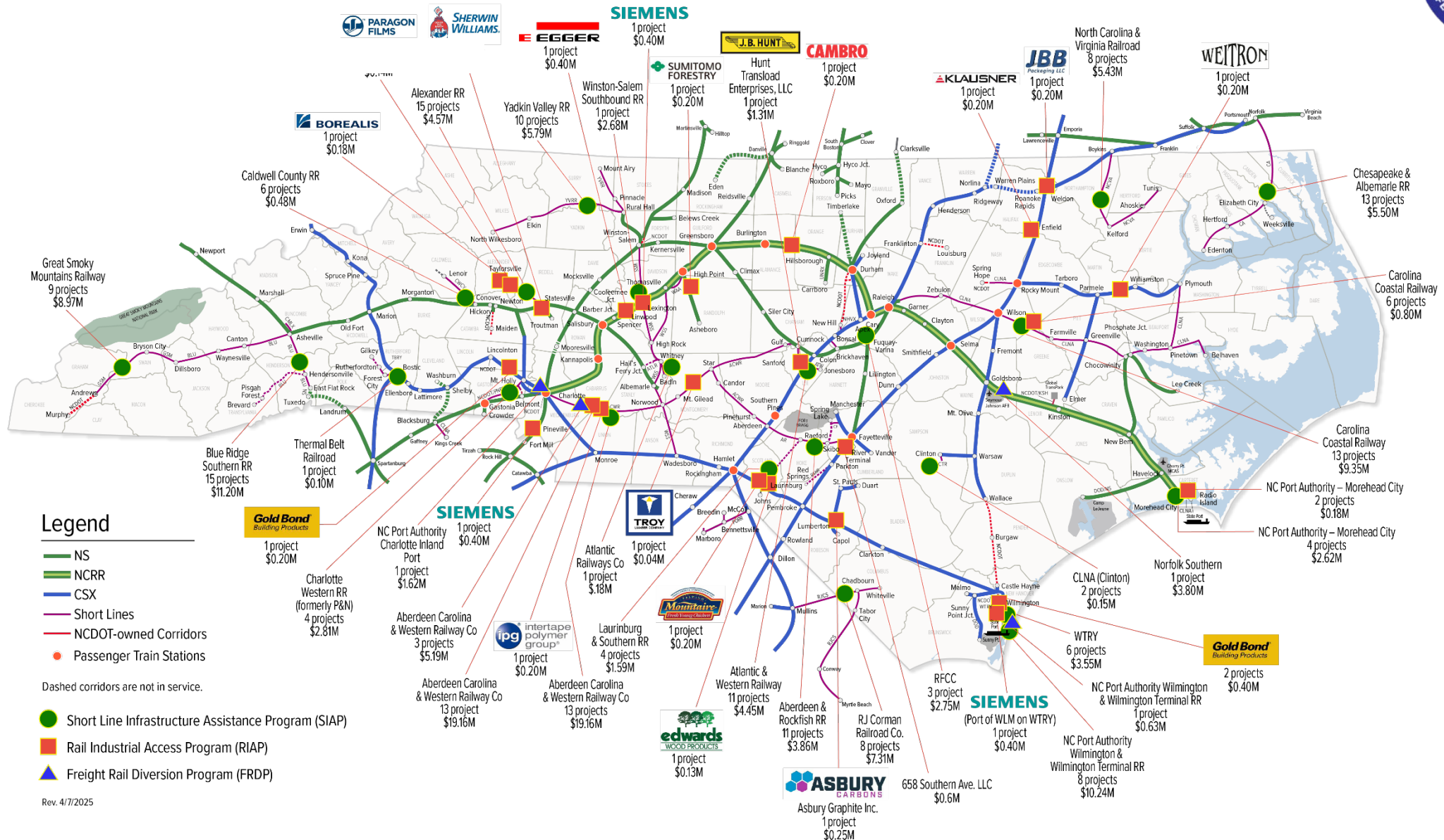




FRRCSI Accomplishments to Date

- Private Capital Investment – **\$1.22B**
- Supported **34** new industry expansion projects
- Created over **2,300** jobs
- Upgraded **342** miles of railroad
- Modernized **278** rail bridges
- Improved over **1,100** railroad crossings
- Removed **13** railroad crossings
- FRRCSI invested **\$19M** in NC Ports





New Fleet and Economic Development

Siemens Mobility plant in operation in Lexington, NC

- \$220M manufacturing and rail service east coast facility adding 500 North Carolina jobs
- High-tech factory building passenger trains of the future
- Modern Amtrak Airo equipment doubles capacity, includes café, business class 2-1 seating, dual mode electric-diesel
- Carolinian to start using trains 2027-2028
- Piedmont to start using trains 2031-2032



Amtrak Airo Trainset

Ongoing Safety Improvements

Continuing to aggressively address crossing safety

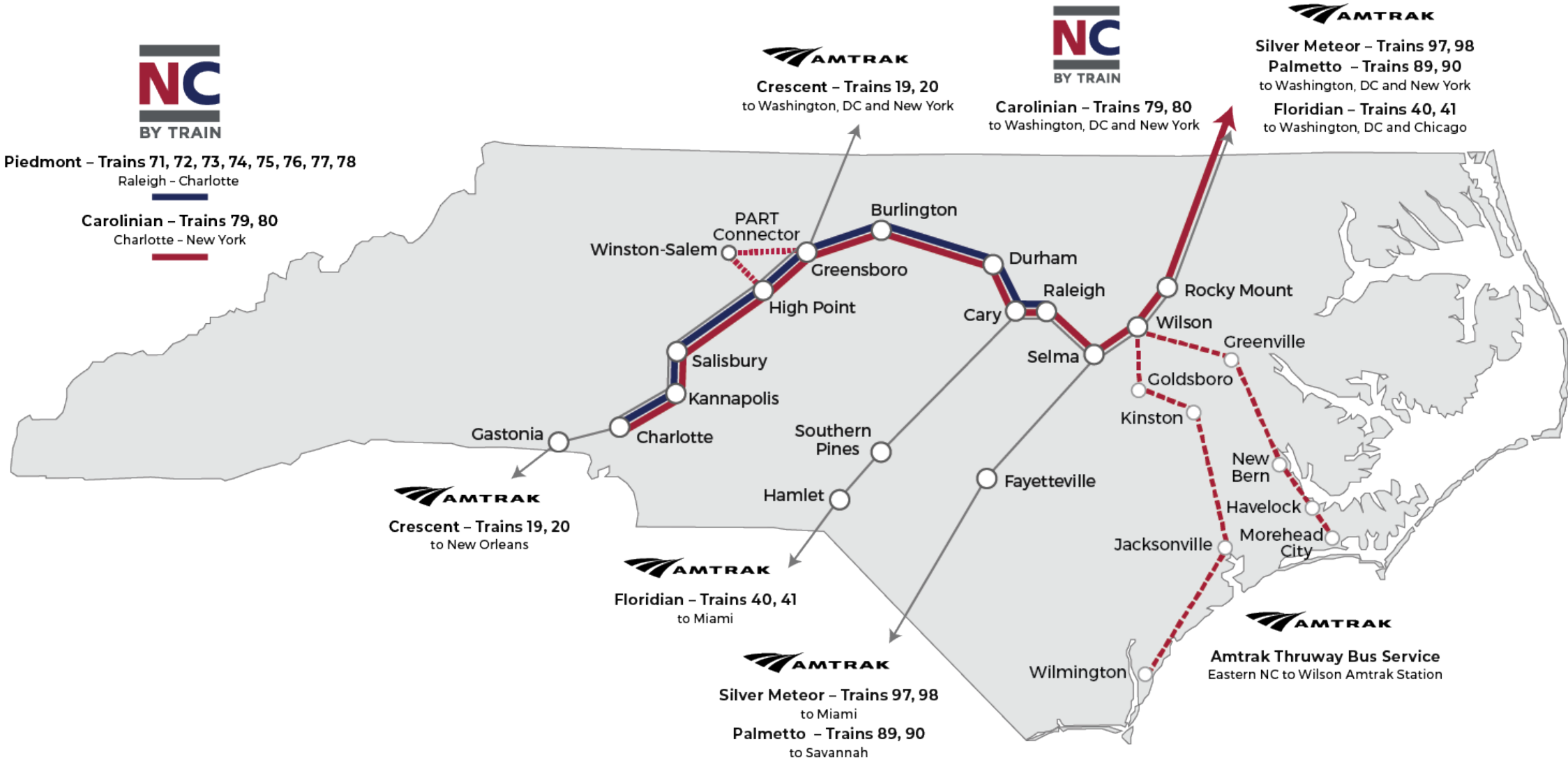
- **Over 3,700 active public at-grade crossings** including pedestrian crossings
- **318** crossings closed since 1993

Ongoing Projects (STIP/ federal)

- **25** crossing consolidations/closures
 - **24** grade separations
 - **65** grade crossing warning device projects
-
- Continuing to inventory approximately **1,200** crossings per year per USDOT requirements for prioritization of improvements

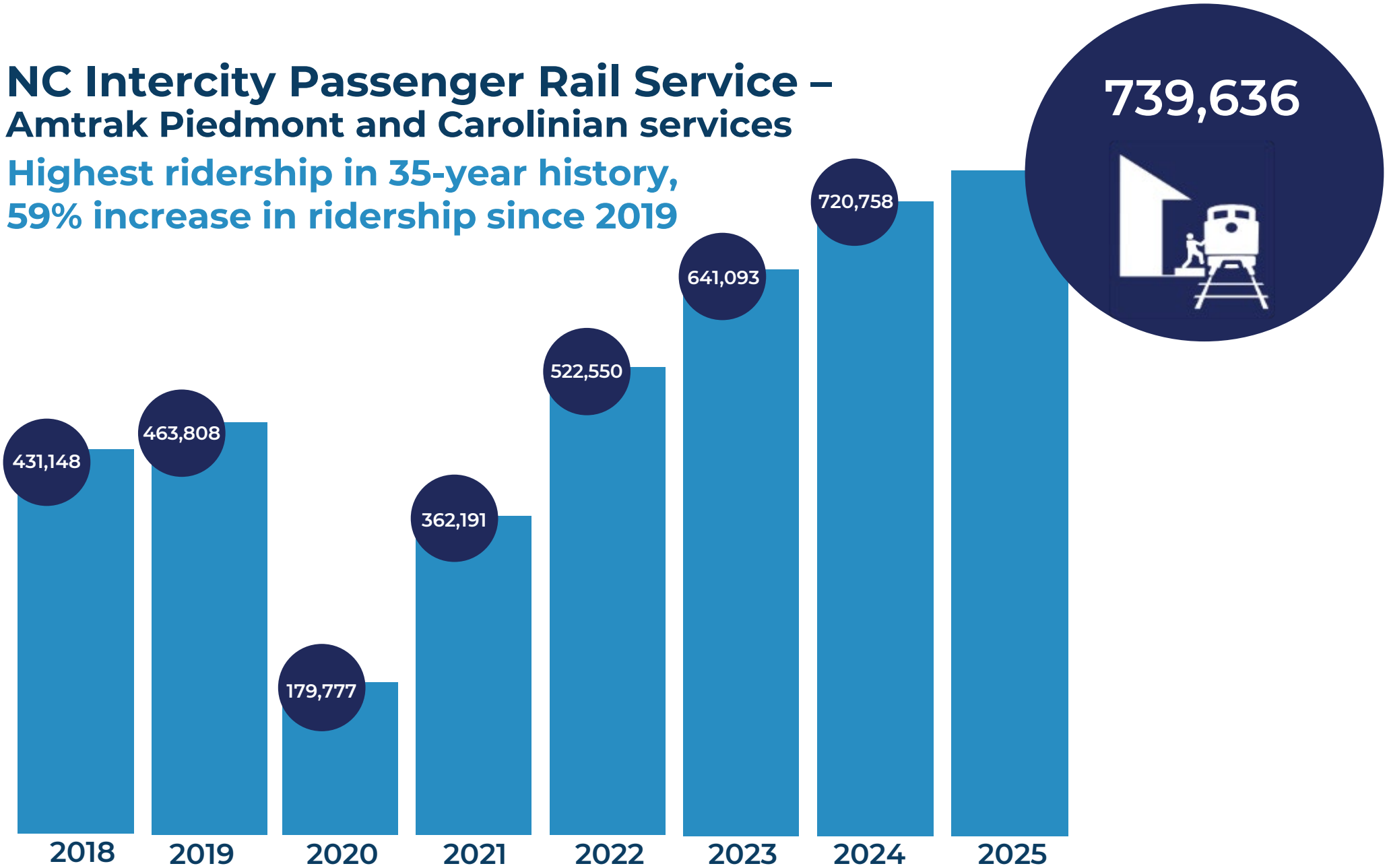


NC Intercity Passenger Rail Service





**NC Intercity Passenger Rail Service –
Amtrak Piedmont and Carolinian services**
Highest ridership in 35-year history,
59% increase in ridership since 2019



North Carolina Intercity Rail Expansion Opportunities

Seven Corridors in FRA CID Program

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

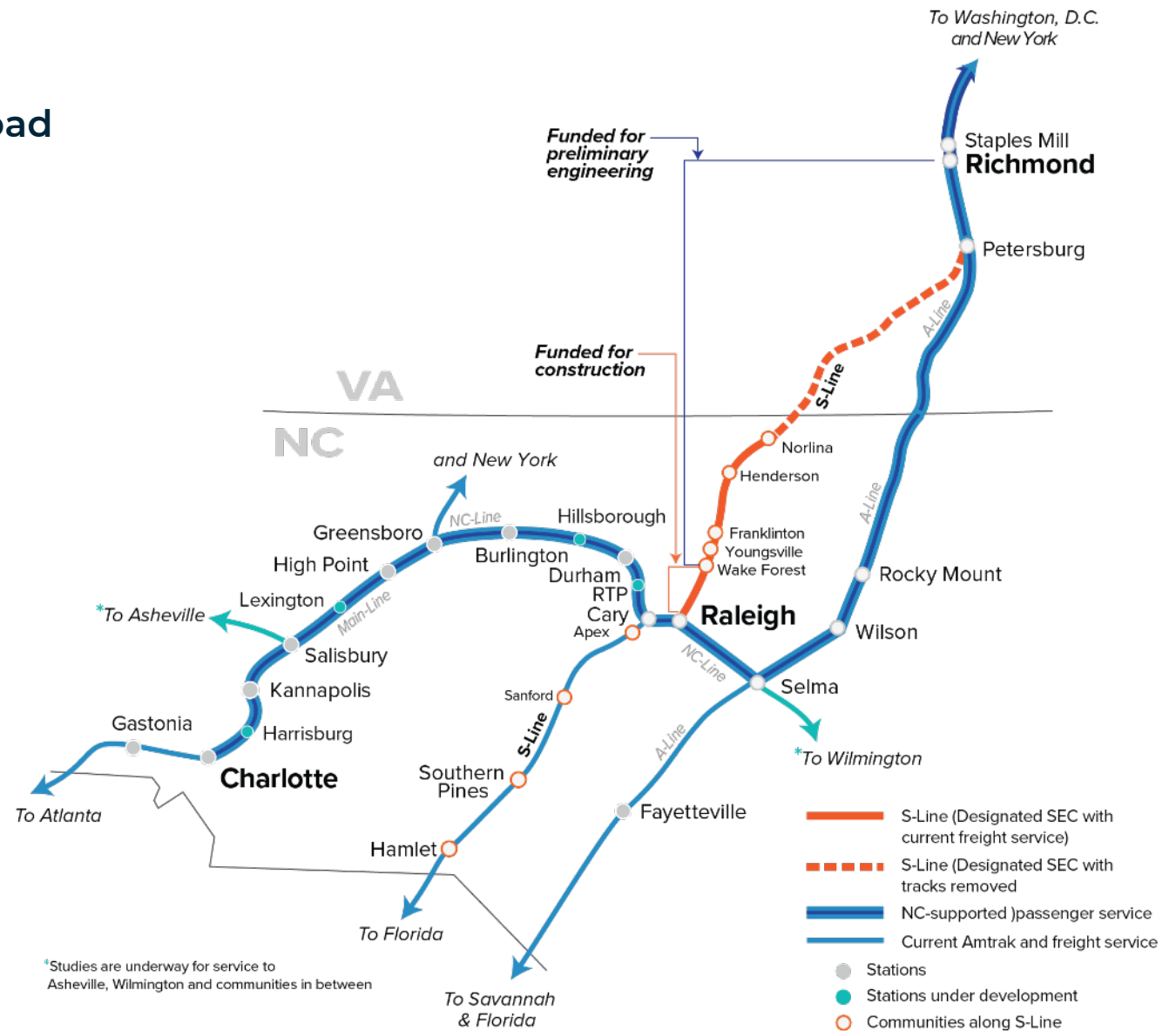
Future CID Applications:

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



S-Line: Raleigh to Richmond

- ✓ NEPA Complete – 162 miles rail / 82 miles road
- ✓ (FY '20) \$47.5M FRA CRISI grant
 - NC S-Line corridor acquisition underway
- ✓ (FY '21) \$57.9M FRA CRISI grant
 - Land surveying, prelim. engineering (Raleigh to Richmond)
- ✓ \$900K FTA TOD Study grant
 - ✓ TOD Study (complete)
- ✓ \$3.4M RAISE grant
 - Mobility Hub Plans underway
- ✓ (FY '22-23) \$1.09 Billion – FSP grant
 - Engineering, ROW, and construction (Raleigh to Wake Forest)
- ✓ Corridor ID grant \$500,000
 - Service Development Planning (Charlotte to DC)

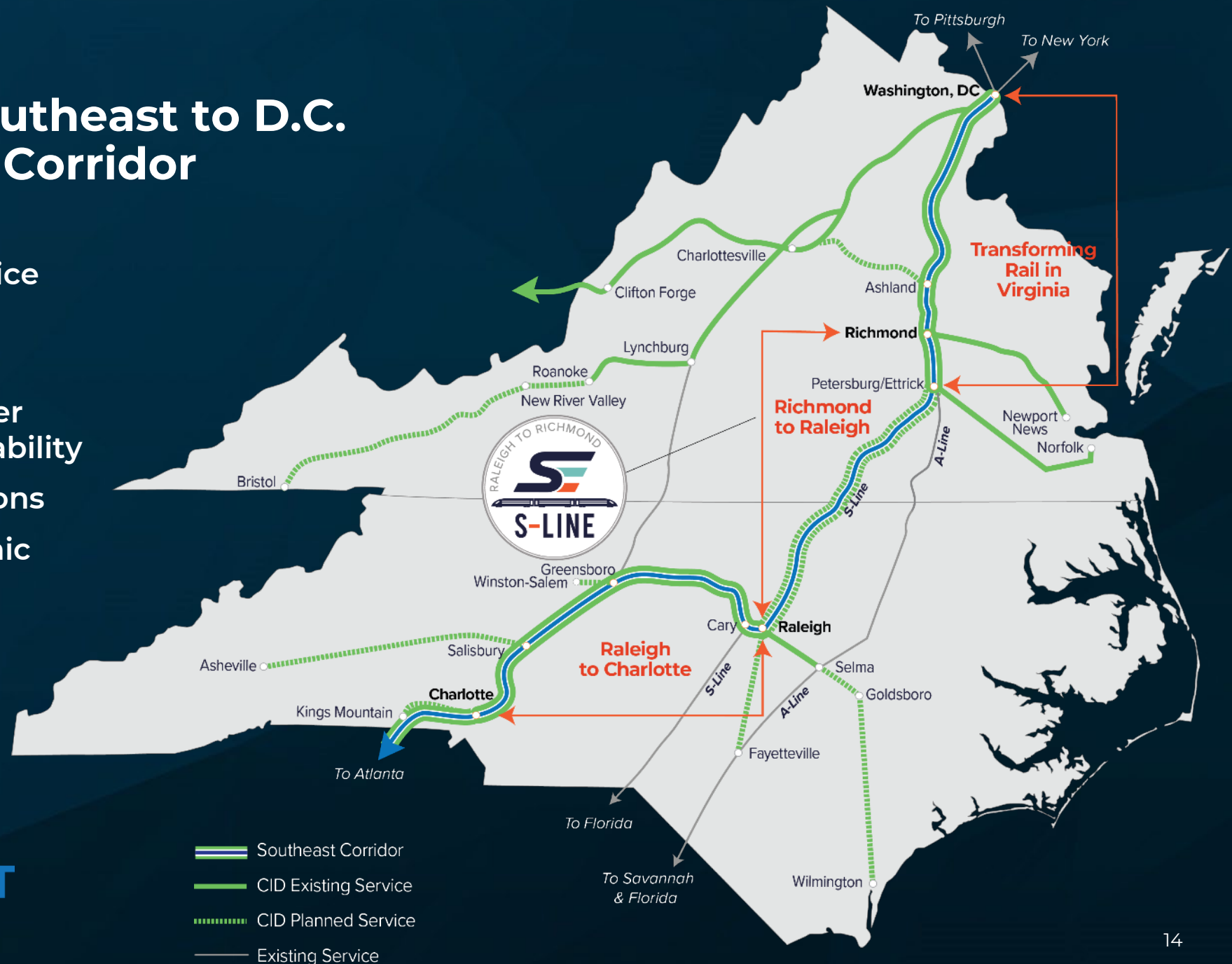


**Raleigh to
Richmond FRA
grant obligated
for \$58M for
preliminary
engineering
for the 162-mile
corridor**



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

- Improved passenger service and travel time savings
- Freight resiliency
- New freight and passenger capacity and on-time reliability
- Urban and rural connections
- Opportunities for economic development
- Safety benefits
- Highway system benefits

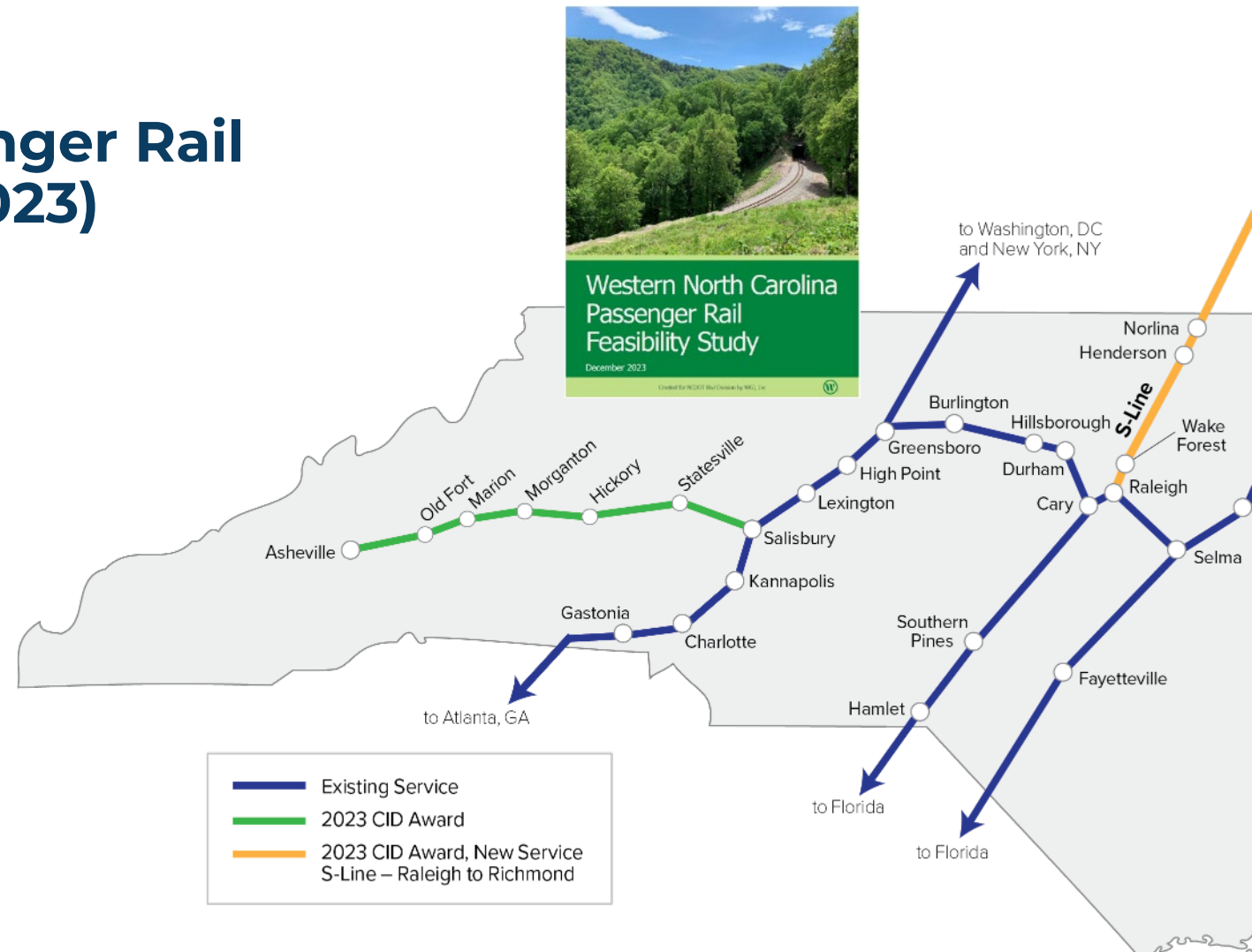


Western North Carolina Passenger Rail Feasibility Study (December 2023)

- 139-mile route connecting Salisbury and Asheville, connects to Piedmont Corridor
- Three round trips daily (6 trains)
- 2045 Target Ridership Analysis:
 - Approx. 100k local trips on new corridor
 - Approx. 225k-450k additional connecting trips (Piedmont and S-Line connections are important)

Estimated Costs and Schedule:

- \$665M capital cost including equipment and infrastructure
 - 20% non-federal match needed: **\$133M**
- Estimates are in 2023 dollars



Asheville to Salisbury Corridor

Stimulus Impacts

(2025 \$, one-time, spread over project duration)

- 5,270 job-years
- \$360.5M in employee earnings
- \$33.6M local and state tax revenue
- **\$1.05 B** in economic output

Annual Recurring Impacts (2025 \$)

- 305 jobs
- \$19.9M in employee earnings
- \$1.8 M in local and state tax revenue
- **\$59.8M** in economic output



Contact Us

Nicholas Dula

njdula@ncdot.gov

(919) 707-0912

Neil Perry

nlperry@ncdot.gov

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