



Recently Announced Federal Rail Grants in North Carolina

Federal-State / National Railroad Partnership Program Grant Announced 2026

Piedmont Corridor Safety Program - Federal Award Amount: \$299,729,358

This Program will improve safety along North Carolina's Piedmont Corridor with outcomes that will provide reduction of incidents and more efficient travel times of passenger services. Eliminates nine at-grade crossings, constructs four highway bridges, adds nearly six miles of second track, constructs two railroad bridges in Durham, Guilford, and Wake Counties, and implements a corridor-wide trespass-prevention measure.

Community Development Funding Announced 2026

North Carolina Department of Transportation Charlotte Gateway Station Project Federal Award Amount: \$500,000

Funding for preliminary engineering for functional elements of the station concourse and platform required to initiate passenger rail service to Charlotte Gateway Station in Uptown Charlotte.

Restoration and Enhancement Funding Announced 2024

NCDOT Piedmont Service Enhancement Program – Café Enhancement Project Federal Award Amount: \$14,042,775

The Café Enhancement Project will add café car service to NCDOT's state-supported Amtrak Piedmont Route.

Federal-State Partnership Program Grant Announced 2023

Raleigh to Richmond (R2R) Innovating Rail Program – Phases IA and II - Federal Award Amount: up to \$1,095,576,000

The proposed project is part of a multi-phased effort to develop a new passenger rail route between Raleigh, NC, and Richmond, VA, along the CSX Transportation S-Line as part of the Southeast Corridor connecting North Carolina with Virginia, Washington, DC, and the Northeast Corridor. The project involves completion of final design, right-of-way acquisition, and construction activities to build additional parts of the Southeast Corridor from Raleigh to Wake Forest, NC, including new and upgraded track, eleven grade separations, and closure of multiple at-grade crossings.

Corridor Identification and Development Grants Announced 2023

Federal Award Amount: \$500,000 each (\$3,500,000 combined)

NCDOT was awarded funding to evaluate seven corridors in North Carolina, with several extending into neighboring states. The awards provide funding for planning to support scopes, schedules, and cost estimates for Service Development Plans.

Charlotte, NC to Washington, DC – Implementation of the 460-mile-long corridor will connect the Southeast with the Northeast Corridor (NEC) by addressing infrastructure capacity constraints like the Long Bridge (the single, critical rail bridge connecting the Southeast to the Northeast), developing optimized routes with a new dedicated, 110 mph passenger rail corridor between Raleigh, NC and Richmond, VA, and adding additional frequencies along the entire route.

Charlotte, NC to Atlanta, GA – The Atlanta to Charlotte Tier 1 Final Environmental Impact Statement/Record of Decision (EIS/ROD) was completed in 2021 and identified the “Greenfield Alignment” as the preferred corridor. Full implementation of the 274-mile-long corridor as described in the EIS / ROD will result in high-speed rail service connecting Charlotte Gateway Station in Uptown Charlotte, the South Carolina Upstate (Greenville-Spartanburg), Athens (GA), Atlanta, and Hartsfield-Jackson Atlanta International Airport.

Charlotte to Kings Mountain – This approximately 50-mile-long corridor between Charlotte and Kings Mountain would serve as a westward extension of the state-supported Carolinian and Piedmont services which currently terminate in Charlotte.

Asheville to Salisbury – This corridor would provide a new state-supported Amtrak operation service between Asheville and Salisbury, where riders could transfer to Piedmont and / or Carolinian trains. Between Asheville and Salisbury, the corridor would follow the Norfolk Southern (NS) AS-Line for approximately 140 miles.

Winston-Salem to Raleigh – This corridor proposes an extension of an existing rail corridor between Raleigh, NC, and Winston-Salem. While there is existing Amtrak rail service between Raleigh and Greensboro, the extension to Winston-Salem would follow the Norfolk Southern K-Line west from Greensboro to Winston-Salem.

Fayetteville to Raleigh – This corridor proposes new passenger rail service along the corridor within central North Carolina to connect Fayetteville with Raleigh and other state-supported and long-distance passenger services, available and planned, at Raleigh Union Station.

Wilmington to Raleigh – This Southeastern North Carolina service would provide a new state-supported Amtrak operation service between Raleigh and Wilmington, where passengers could transfer to Piedmont and/or Carolinian trains.