



**NORTH CAROLINA**  
Department of Transportation

# S-line: A Transformational Rail Corridor

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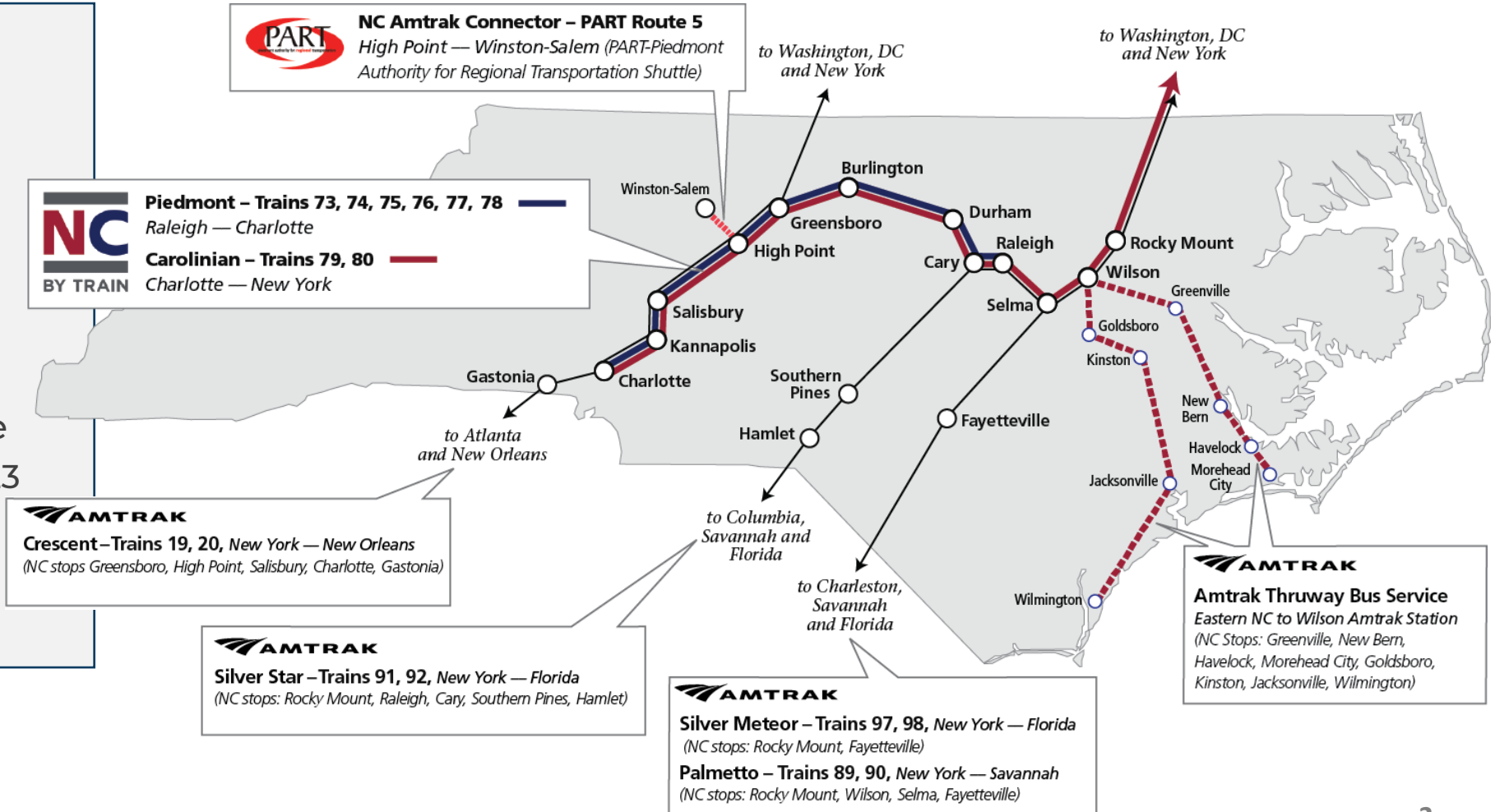
January 25, 2023

Connecting people, products and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina

# North Carolina Passenger Rail Service

## Ridership at record breaking levels

- *Carolinian* route
  - one of the best performing routes during and post pandemic
- 5th Raleigh to Charlotte
  - round-trip to start 2023
- Charlotte Gateway Station
  - in service by 2026



# NC Passenger Rail Opportunities

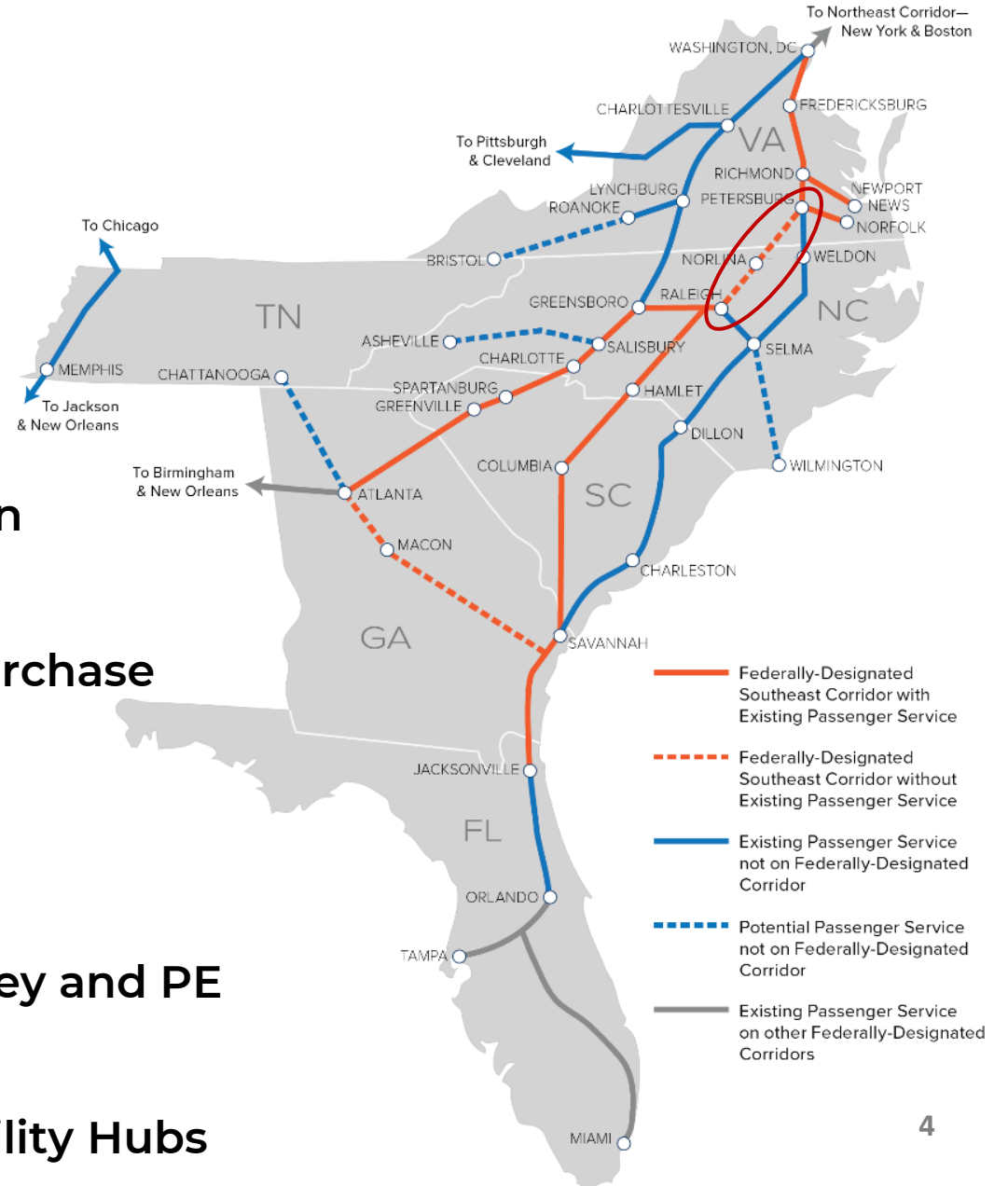


- Existing Service
- Increased Service
- New Service

Towns shown are for geographical reference only and do not represent station locations.

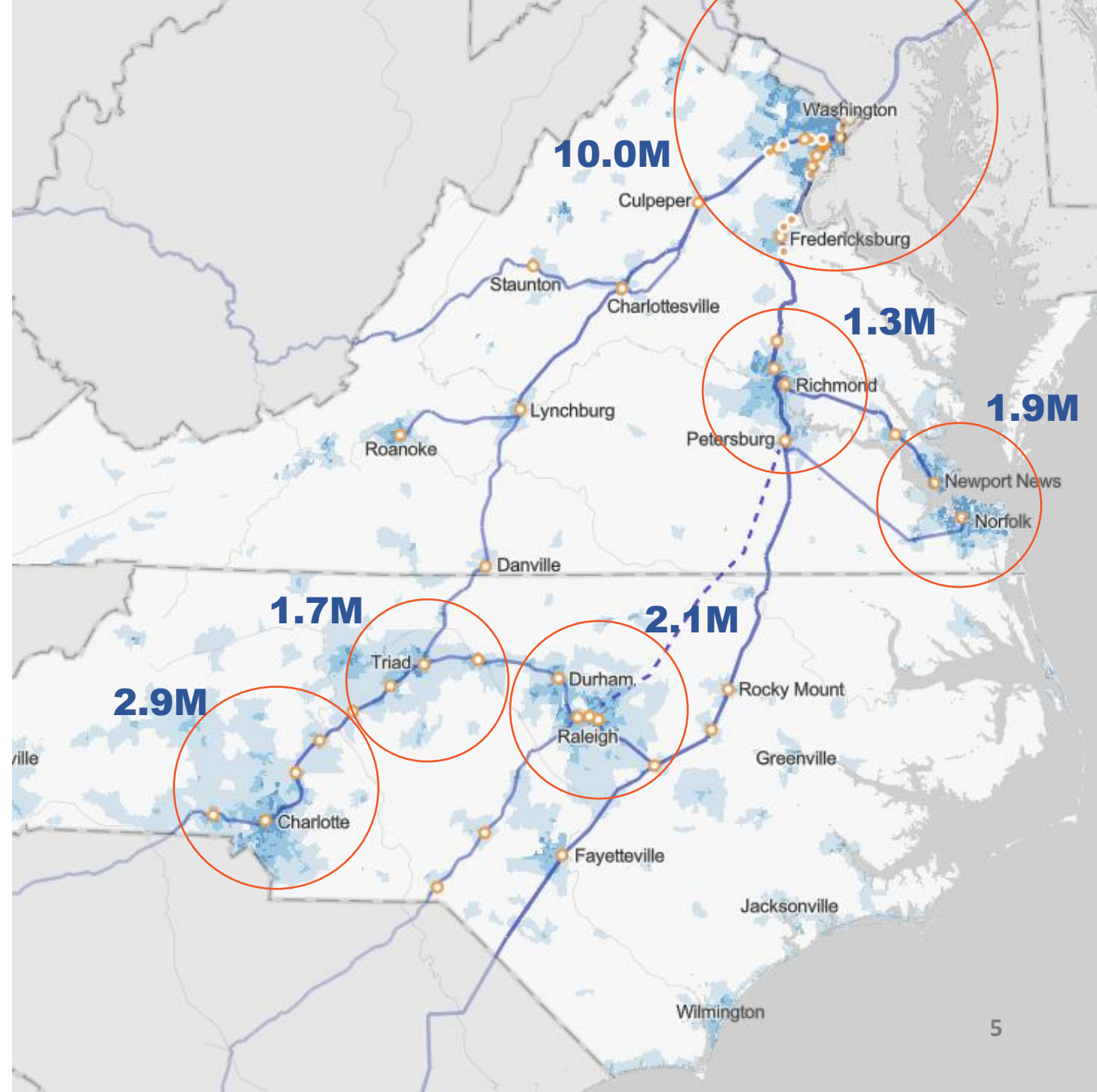
# The S-Line – Gateway to the Southeast

- 1992** FRA designated the Southeast Corridor
- ↓
- 2002** Charlotte to DC Tier I Record of Decision
- ↓
- 2017** Raleigh to Richmond Tier II Record of Decision
- ↓
- 2020** NCDOT wins \$48M CRISI grant for corridor purchase
- ↓
- 2021** Communities win \$900K FTA TOD grant
- ↓
- 2022** NCDOT / VPRA win \$58M CRISI grant for Survey and PE
- ↓
- 2022** Communities win \$3.4M RAISE grant for Mobility Hubs



## Regional Benefits: New Service Goals

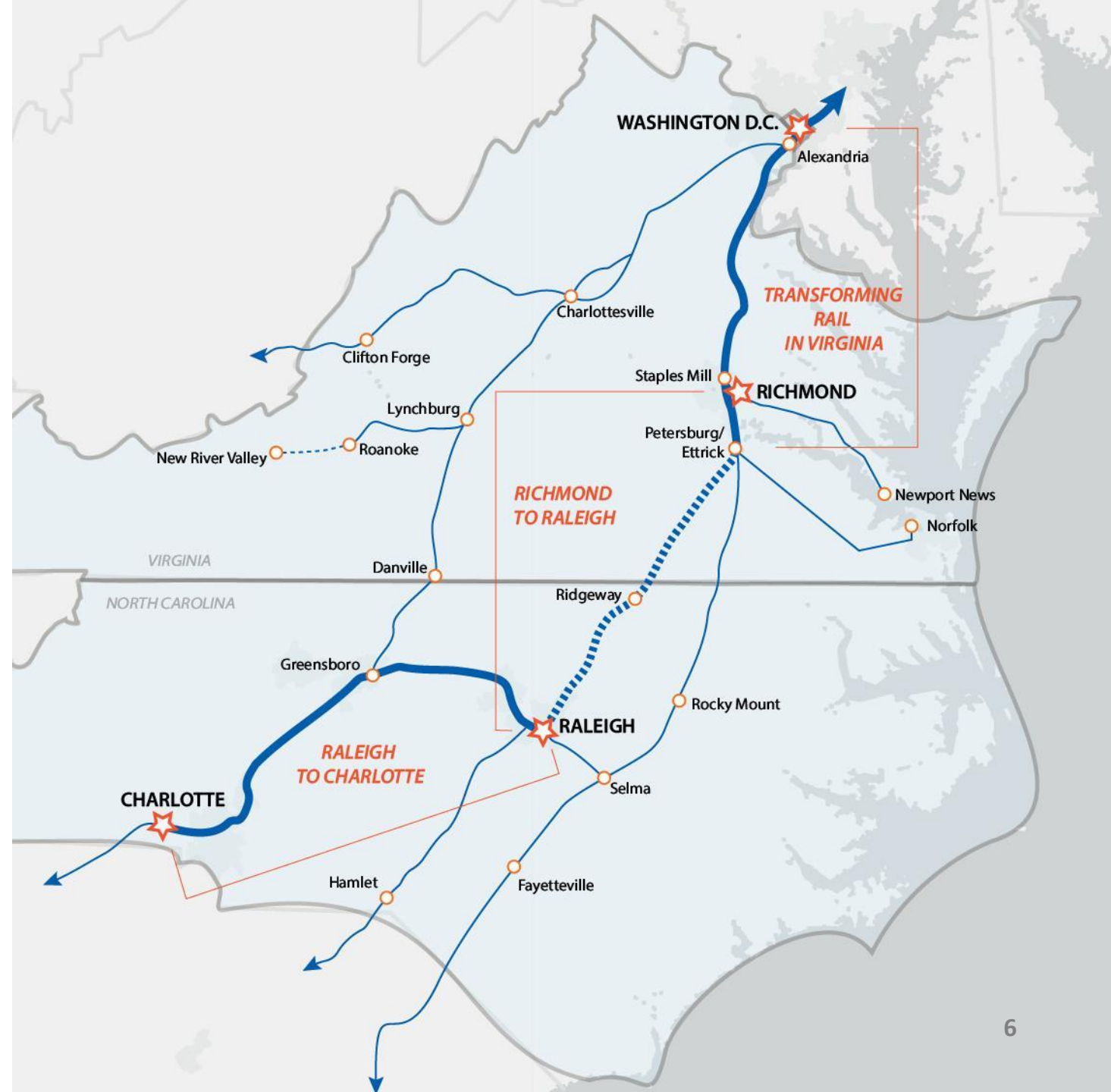
- Direct connection between urban centers – 20M people – estimated to be 25M by 2040
- Additional capacity and over an hour in travel time saved between NC and VA
- Backbone of regional multi-modal connectivity including commuter rail, transit, and active transportation
- Critical to further expanding the NC passenger rail system
- Provides freight network resiliency
- Environmental benefits
- Expands service to disadvantaged and underserved regions





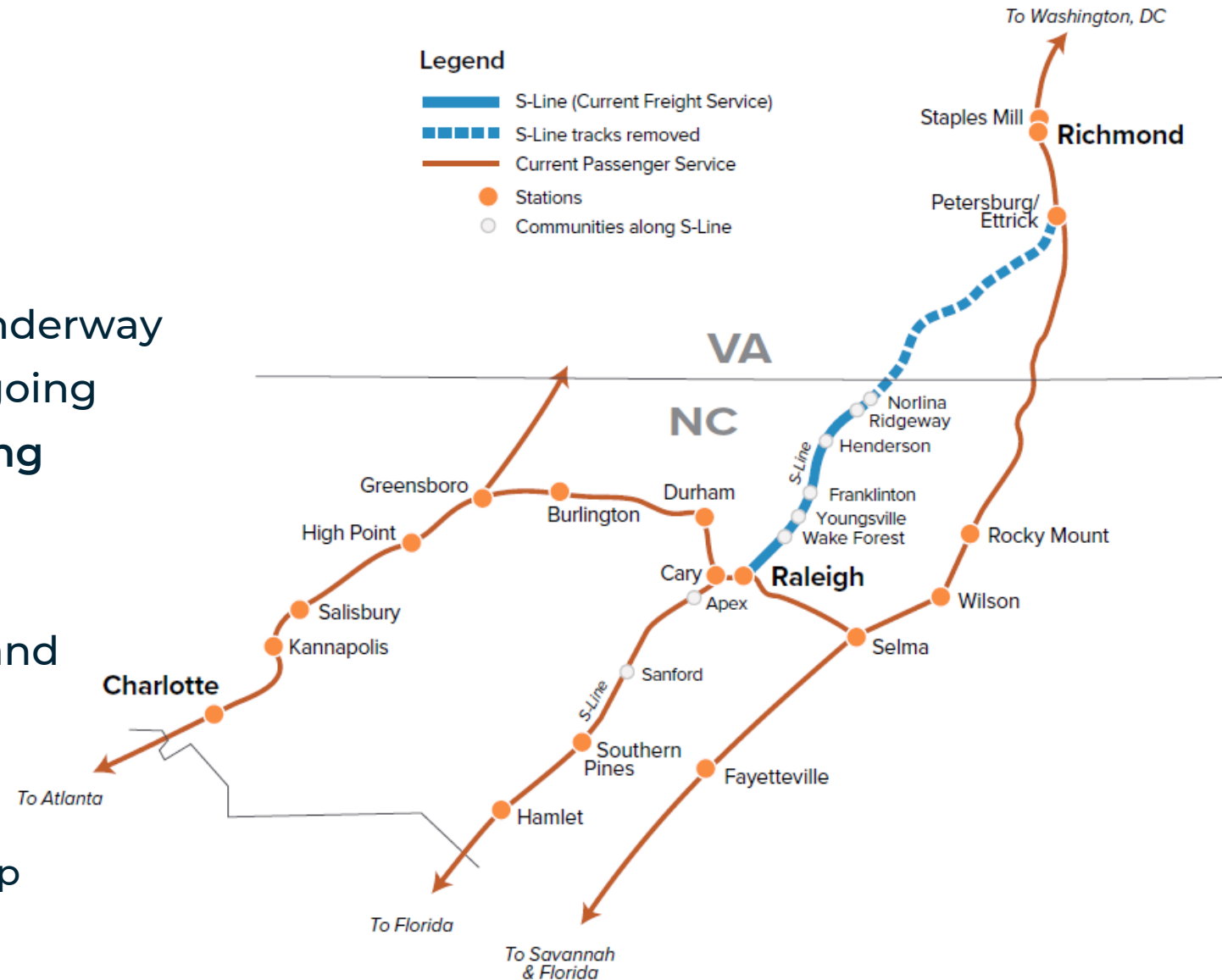
## DC to Charlotte Intercity Passenger Rail Corridor

- Three Segments
  - DC to Richmond (Transforming Rail in Virginia)
  - Richmond to Raleigh
  - Raleigh to Charlotte
- Enhancing Intercity Passenger Rail service connecting NC, VA, and the Northeast



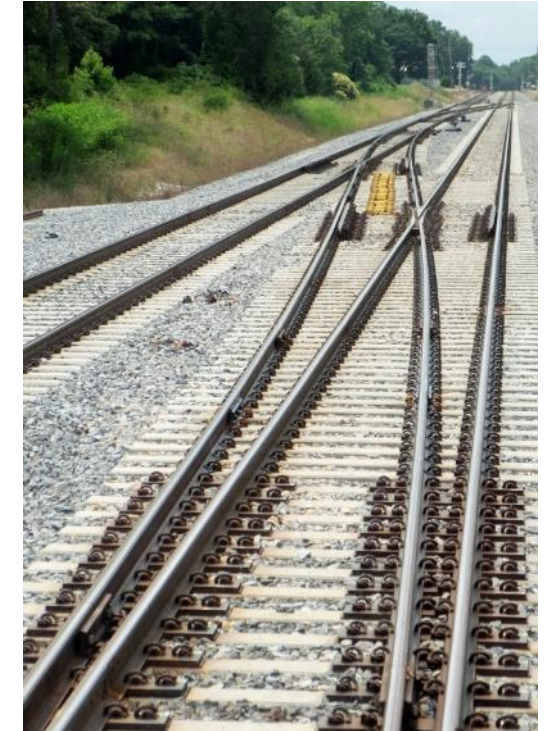
## Richmond-Raleigh Activities

- Corridor acquisition underway
- Service development underway
- Corridor photogrammetry/survey underway
- Broad community engagement ongoing
- **FY 21 CRISI Grant for 30% engineering**
  - ✓ 162 miles of railroad design
  - ✓ 82 miles of roadway design
- Developing and submitting grants and establishing matching funds:
  - Submitted FY 22 CRISI Grant for 60% Engineering
  - Preparing FY 22 Fed-State Partnership Grant Application



## We are building one of the most technologically advanced railroads in the Southeast

- 110 MPH passenger railroad
- 91 new grade separations
- Concrete ties
- High speed switches
- High level platforms
- Freight bypass tracks
- Positive Train Control
- Advanced signal systems





## S-Line TOD Study Goals

- Separate effort from R2R corridor
- FTA Grant Won (\$900,000)
- Understand the possibilities
- Plan the “place” around transit
- Proactively plan context-driven TOD
- Corridor-wide Conversation
  - Funding / financing
  - Transit operations
- Local Implementation
  - Land use plans & zoning
  - Regulatory Policies
  - Infrastructure investments



## TOD Study Partners

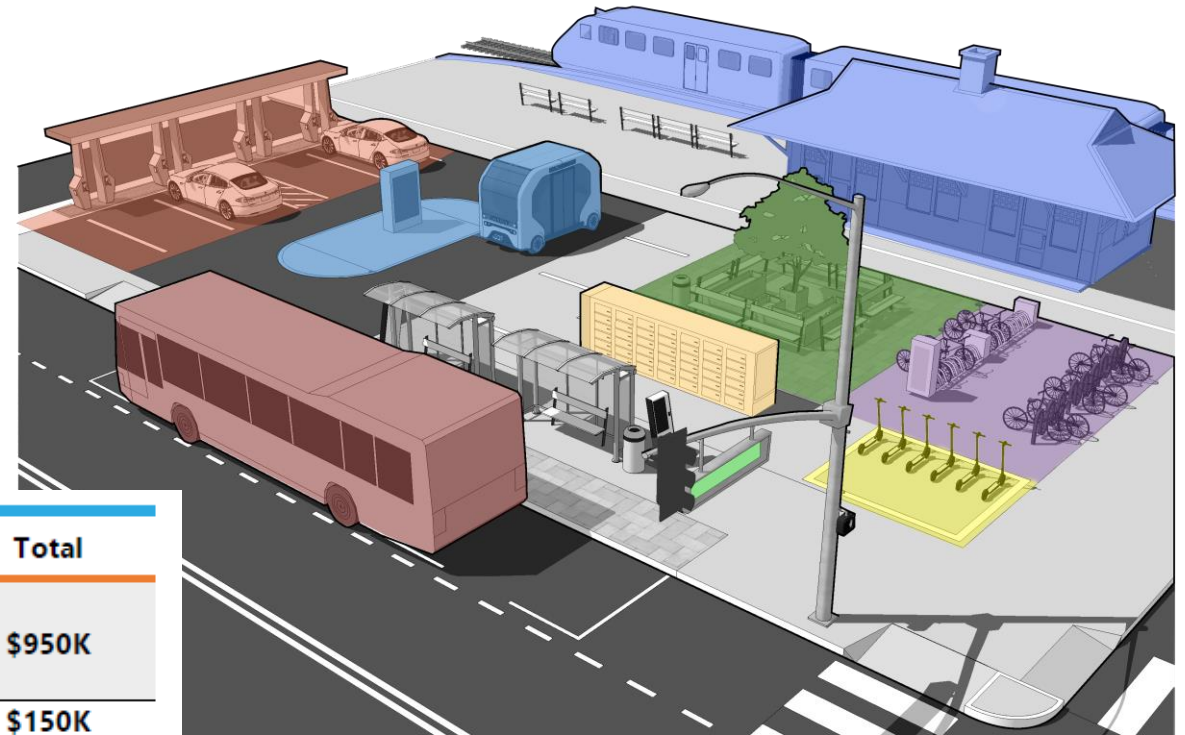




# FY 2022 RAISE Grant Awarded

## North Carolina Regional S-Line Mobility Hub Plan

Plan will focus on defining the scope, physical location and potential hub layout. Whether built for intercity and/or commuter rail service, future stations will be ready for last-mile solutions



| Mobility Hub Location | Task                        | Cost           | Total         |
|-----------------------|-----------------------------|----------------|---------------|
| Sanford*              | Feasibility/Site Assessment | \$150K         | \$950K        |
|                       | NEPA                        | \$300K         |               |
|                       | Preliminary Engineering     | \$500K         |               |
| Apex                  | Feasibility/Site Assessment | \$150K         | \$150K        |
| Wake Forest           | Feasibility/Site Assessment | \$150K         | \$950K        |
|                       | NEPA                        | \$300K         |               |
|                       | Preliminary Engineering     | \$500K         |               |
| Youngsville           | Feasibility/Site Assessment | \$150K         | \$150K        |
| Franklinton*          | Feasibility/Site Assessment | \$150K         | \$150K        |
| Henderson*            | Feasibility/Site Assessment | \$150K         | \$950K        |
|                       | NEPA                        | \$300K         |               |
|                       | Preliminary Engineering     | \$500K         |               |
| Norlina*              | Feasibility/Site Assessment | \$150K         | \$950K        |
|                       | NEPA                        | \$300K         |               |
|                       | Preliminary Engineering     | \$500K         |               |
| <b>Total</b>          |                             | <b>\$4.25M</b> | <b>\$4.25</b> |

\*Rural area pursuant to the NOFO definition.



State, local leaders celebrate S-Line grant

# Upcoming S-Line Grade Separation Construction Projects

Sealed Corridor – Raleigh to Wake Forest



P-5707: Rogers Road  
LET Oct 2023  
(in CRISI 21 Grant Award)

P-5720: Durant Road  
LET 2023  
(FY 22 Grants Match)

P-5737: Millbrook Road  
LET 2025  
(FY 22 Grants Match)

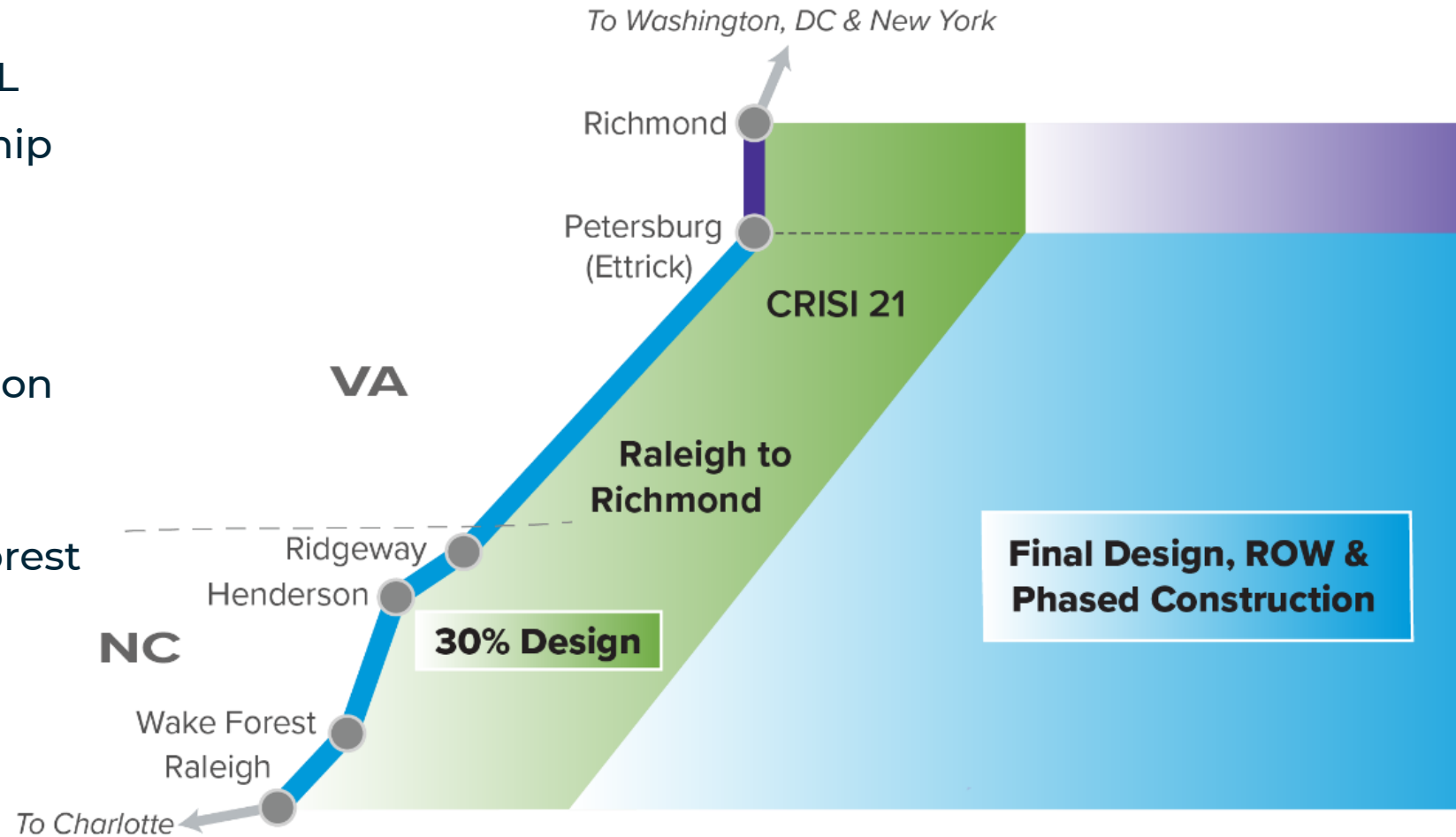
P-5715: New Hope Church Road  
LET 2023  
(FY 22 Grants Match)





## Upcoming Grant Opportunities

- Multi-year funding under IIJA/BIL
- FY 2022 FRA Fed-State Partnership available now, **\$2.3 Billion**
- First of five years of funding
- Grant Funding for:
  - ROW, Final Design, Construction
- Developing Phased Implementation Plan
  - First Phase – Raleigh-Wake Forest
- Grant funding match provided by STIP, local and partner funding
- Application Due March 7, 2023



## Next Steps

- ✓ Prepare and submit grant applications
- ✓ Continue strong coordination with communities, Amtrak, Virginia, freight railroads, and other key stakeholders
- ✓ Expedite Preliminary Engineering Program
- ✓ Continue to look for opportunities to accelerate full delivery of Raleigh to Richmond and expand rail services

**Thank you!**

