

AGENDA APPOINTMENT FORM

March 6, 2023

Name: Julie White, Jason Orthner and Ryan Brumfield

Name of Organization: NC Department of Transportation

Purpose of Appearance: Update on S-Line Rail Corridor Project



NORTH CAROLINA
Department of Transportation

S-line: A Transformational Rail Corridor

Julie White, Deputy Secretary for Multi-Modal Transportation

Jason Orthner, P.E., CPM, Rail Division Director

Ryan Brumfield, P.E., Integrated Mobility Division Director

March 6, 2023

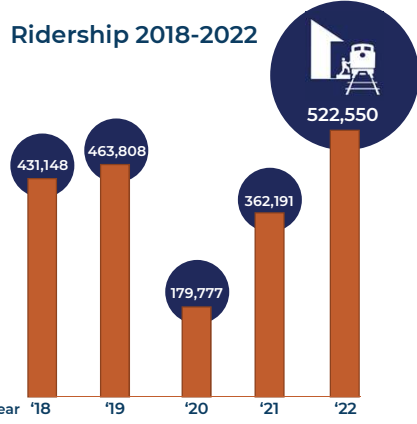
Connecting people, products and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina

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NC Intercity Passenger Rail Service

Highest ridership in 32-year history



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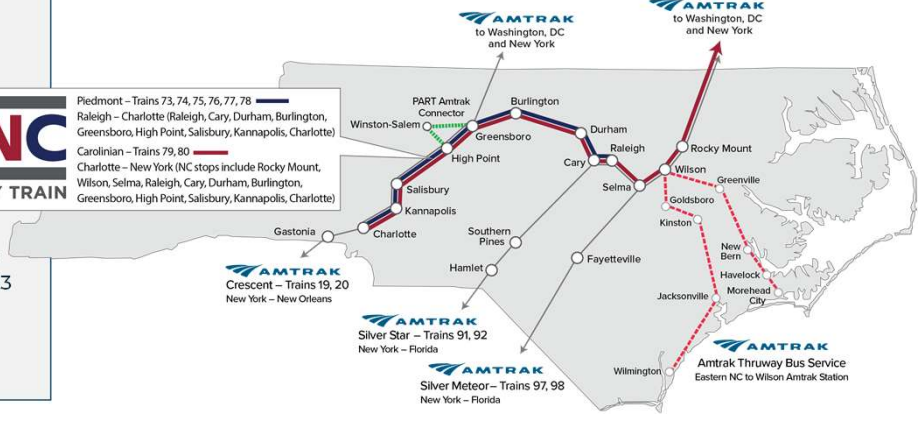
North Carolina Intercity Passenger Rail Service

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



Piedmont – Trains 73, 74, 75, 76, 77, 78
 Raleigh – Charlotte (Raleigh, Cary, Durham, Burlington, Greensboro, High Point, Salisbury, Kannapolis, Charlotte)
 Carolinian – Trains 79, 80
 Charlotte – New York (NC stops include Rocky Mount, Wilson, Selma, Raleigh, Cary, Durham, Burlington, Greensboro, High Point, Salisbury, Kannapolis, Charlotte)



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Current NCDOT Rail Division Projects

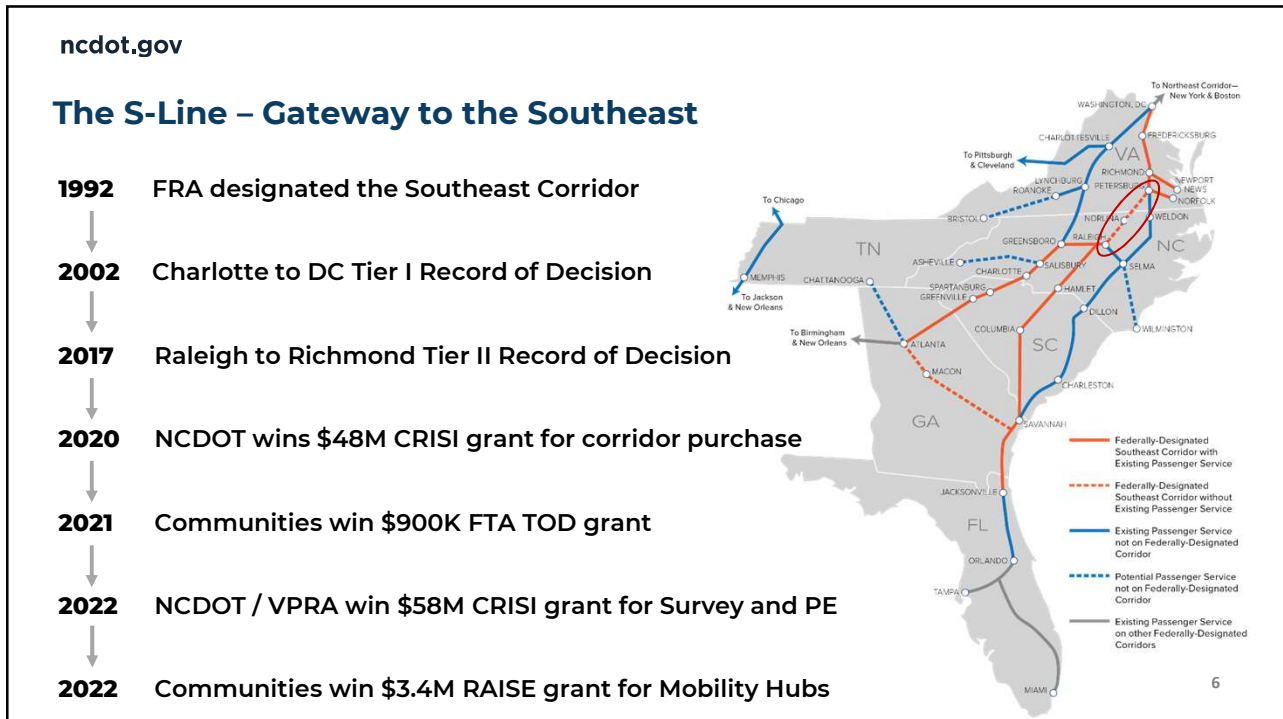
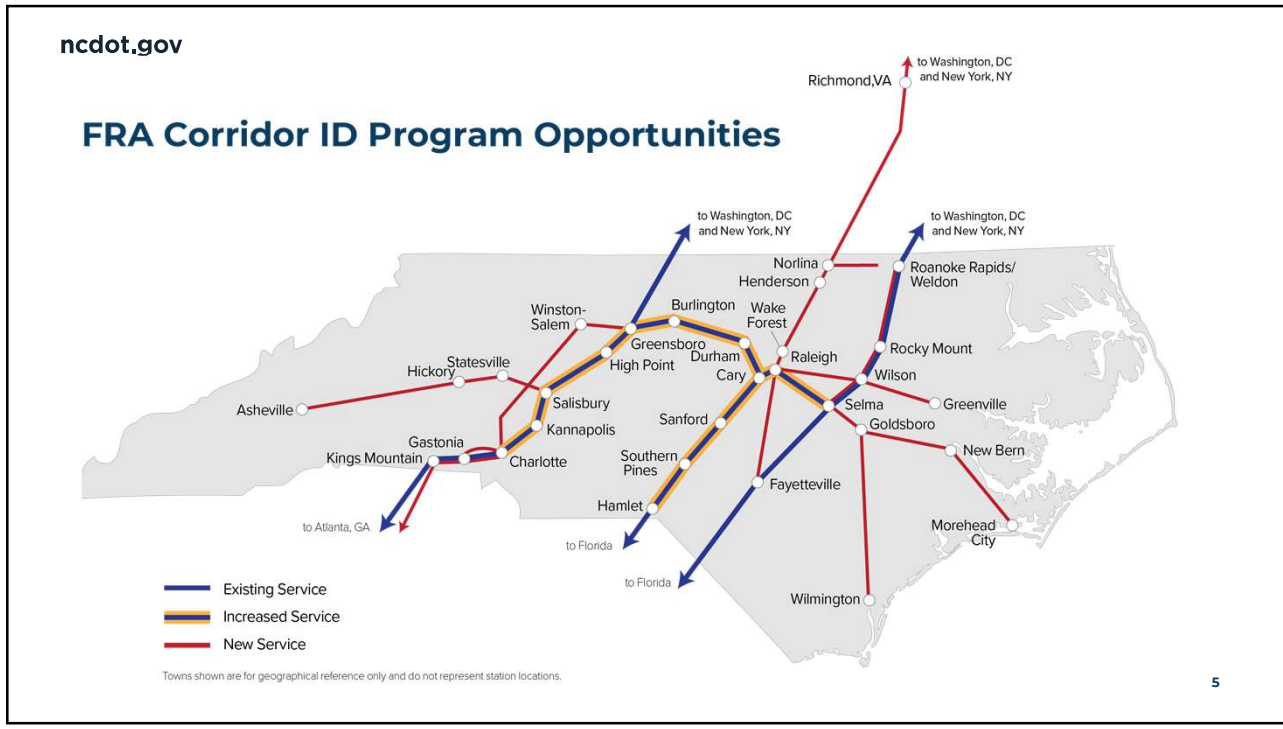
- 1 Charlotte Gateway Station, 2025
- 2 5th Frequency: NC By Train Service, Raleigh to Charlotte, 2023
- 3 S-Line Right-of-Way & Preliminary Engineering, 2025
- 4 TOD Study, Station/Mobility Hub Grant, 2024

- 5 Western North Carolina Passenger Rail Feasibility Study, 2023
- 6 Southeastern North Carolina Passenger Rail Feasibility Study, 2023
- 7 Greenville Carolina Passenger Rail Feasibility Study, 2024
- 8 Raleigh to Fayetteville Passenger Rail Feasibility Study, TBD
- 9 Charlotte to Gastonia Passenger Rail Feasibility Study, TBD
- 10 Charlotte to Kings Mountain Passenger Rail Feasibility Study, TBD



Amtrak Long-Distance Trains

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



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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

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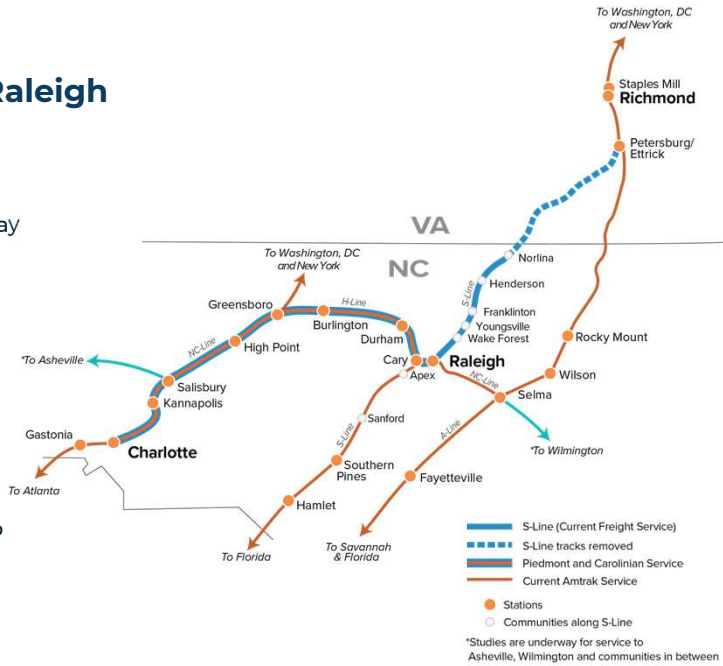
DC to Charlotte Intercity Passenger Rail Corridor

- 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

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S-Line Update – Richmond-Raleigh

- 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



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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



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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



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TOD Study Partners



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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	
Total		\$4.25M	\$4.25

*Rural area pursuant to the NOFO definition.



State, local leaders celebrate S-Line grant

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Upcoming S-Line Grade Separation Construction Projects

Sealed Corridor – Raleigh to Wake Forest



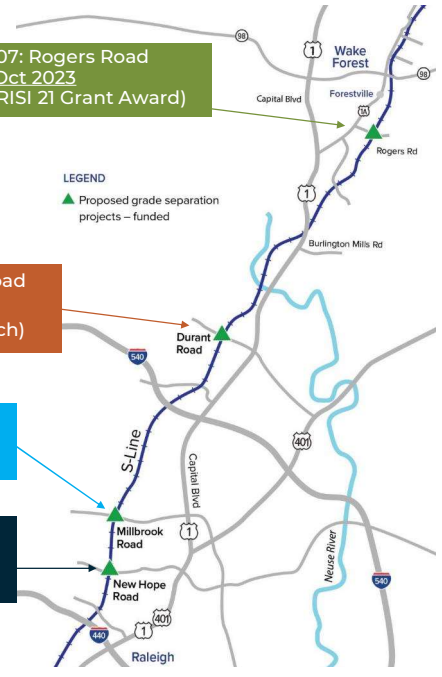
P-5707: Rogers Road
LET Oct 2023
(in CRISI 21 Grant Award)

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)

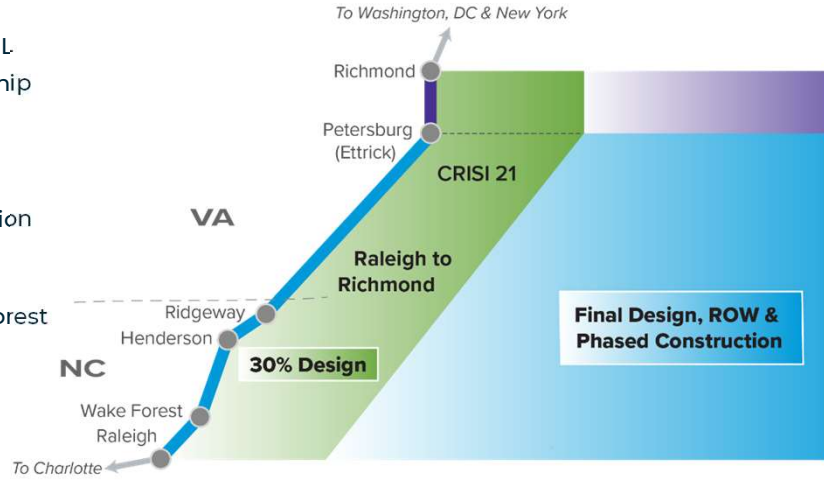
LEGEND
▲ Proposed grade separation projects – funded



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Upcoming Grant Opportunities

- Multi-year funding under IIJA/BIL
- FY 2022 FRA Fed-State Partnership available now, **\$4.5 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 April 21, 2023



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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

