



NORTH CAROLINA

Department of Transportation



Expanding Rail in North Carolina

The S-Line Opportunity

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History of the S-Line

The S-Line was once a primary rail route.



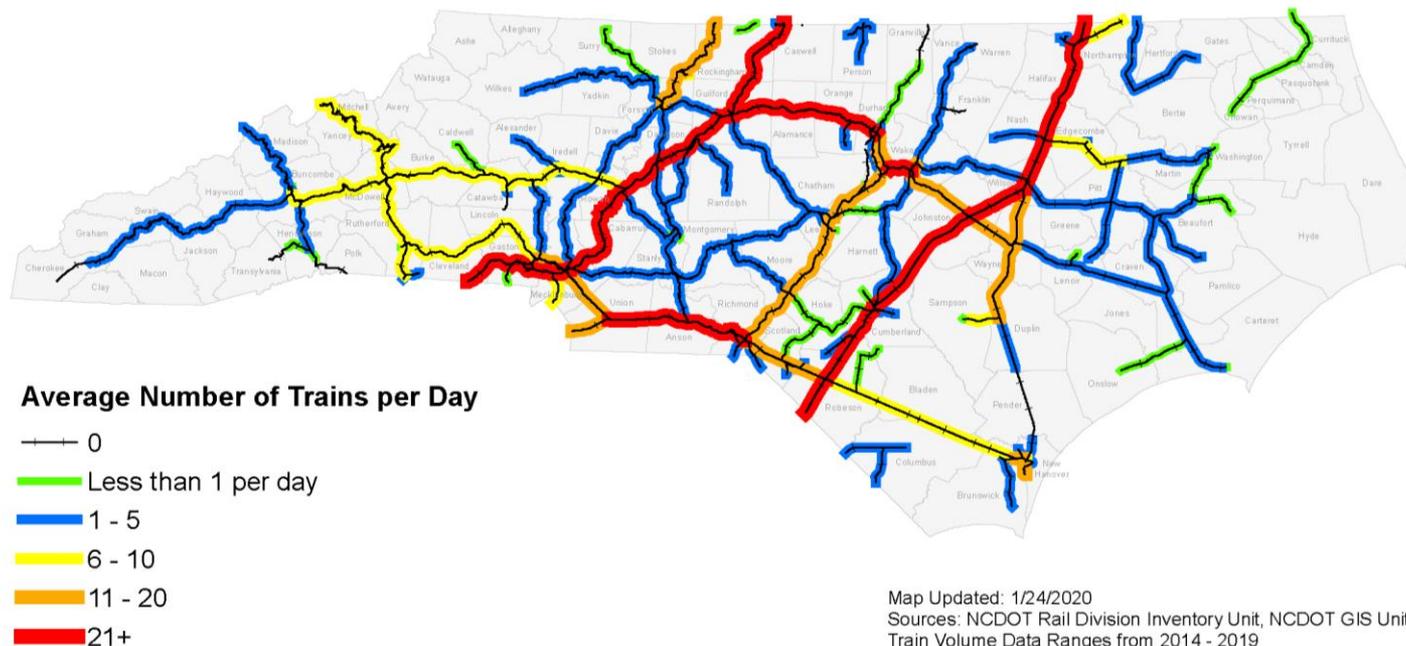
Passenger train near present day Spring Forest Road



Freight train in Norlina

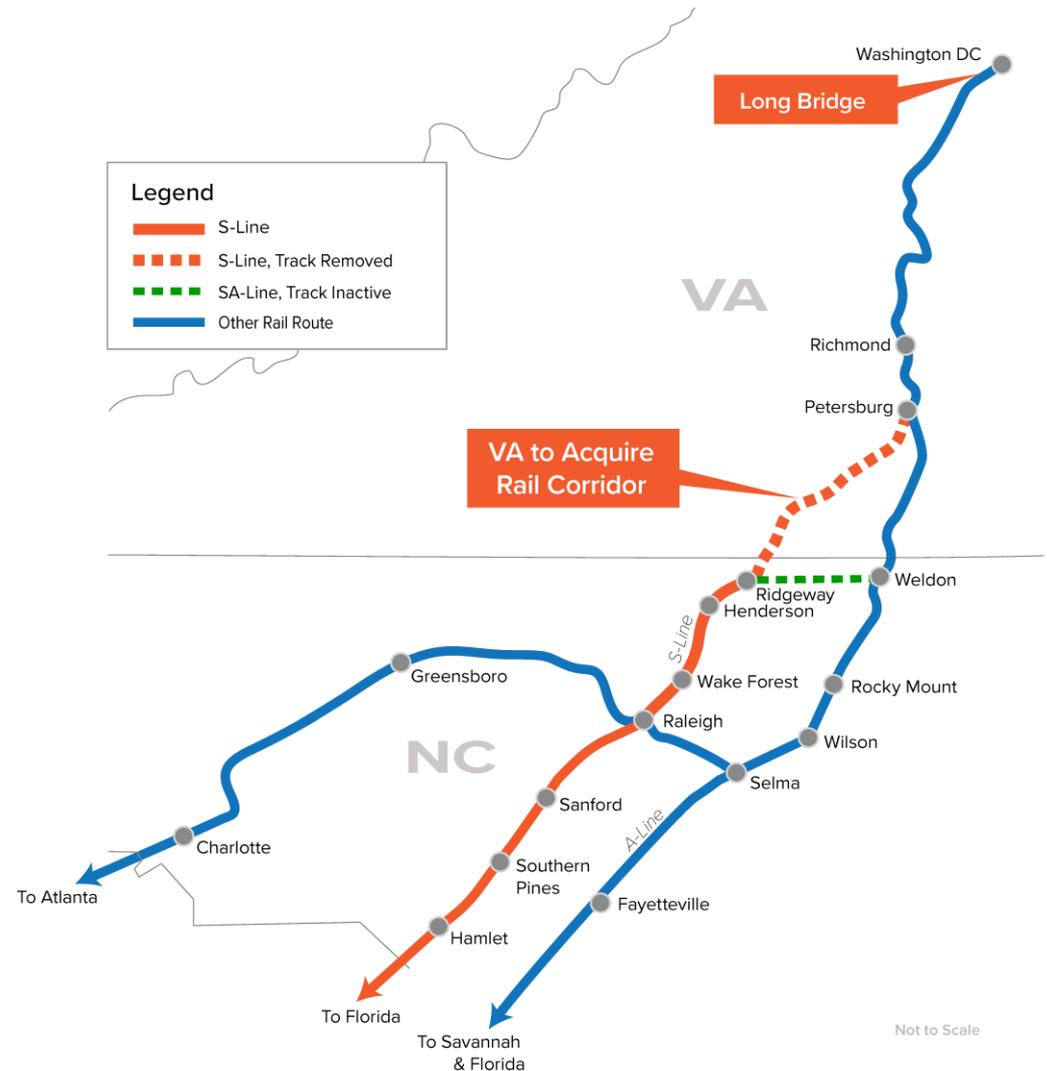
Class I Railroads “Rationalizing” Their Networks

- Focusing on core routes that carry large volumes of through freight trains
- Selling off stub ended and redundant rail corridors
- Lower-volume lines need to be preserved to serve existing and prospective industries and provide passenger rail expansion opportunities



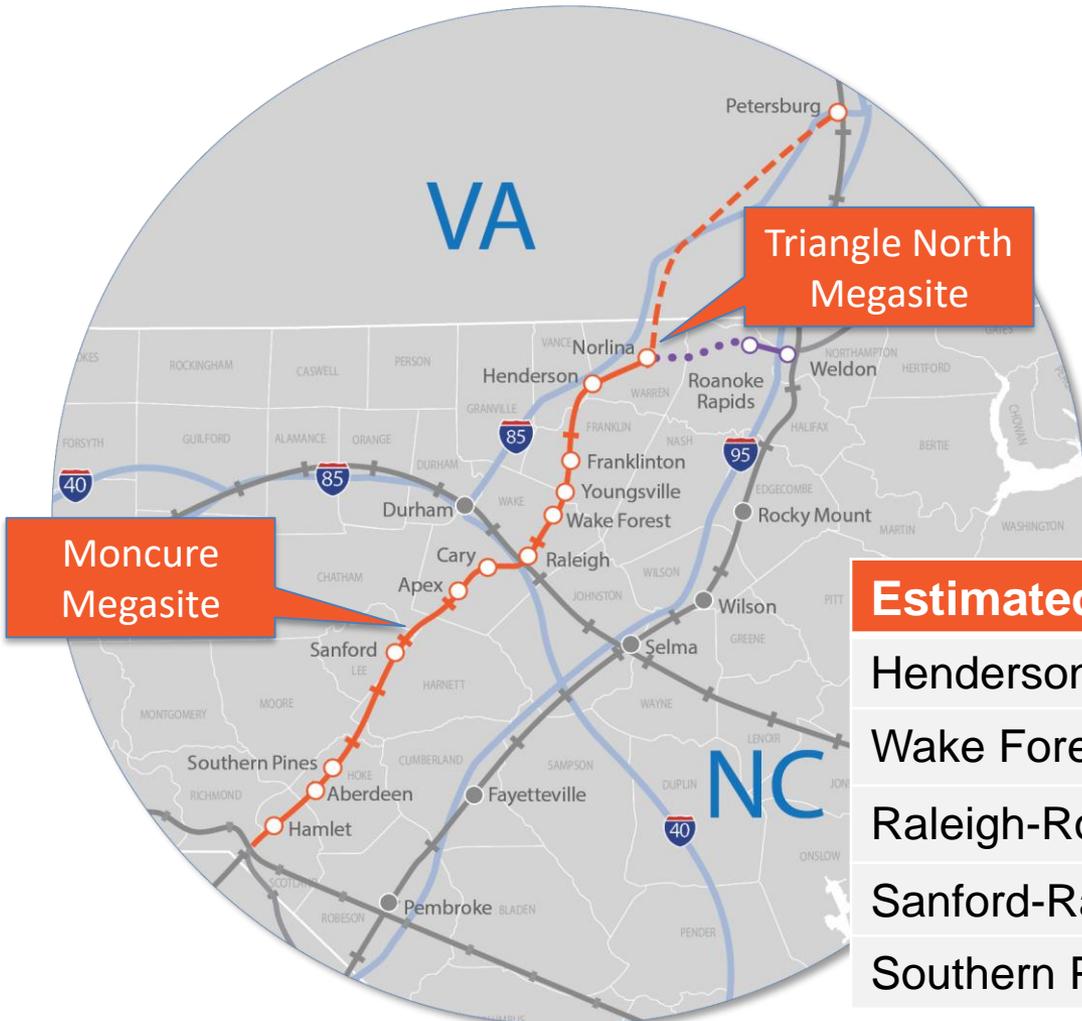
Virginia & CSX Landmark Rail Agreement

- State of VA purchased 350 miles of railroad right of way and 225 miles of track
- State ownership allows for:
 - Control of land and access
 - On-time service
 - Implementation of future technologies
 - Economic development along the corridors



S-Line Acquisition Opportunities

- Connect rural and urban communities
- Expand access for freight and megasites
- Provide economic development opportunities



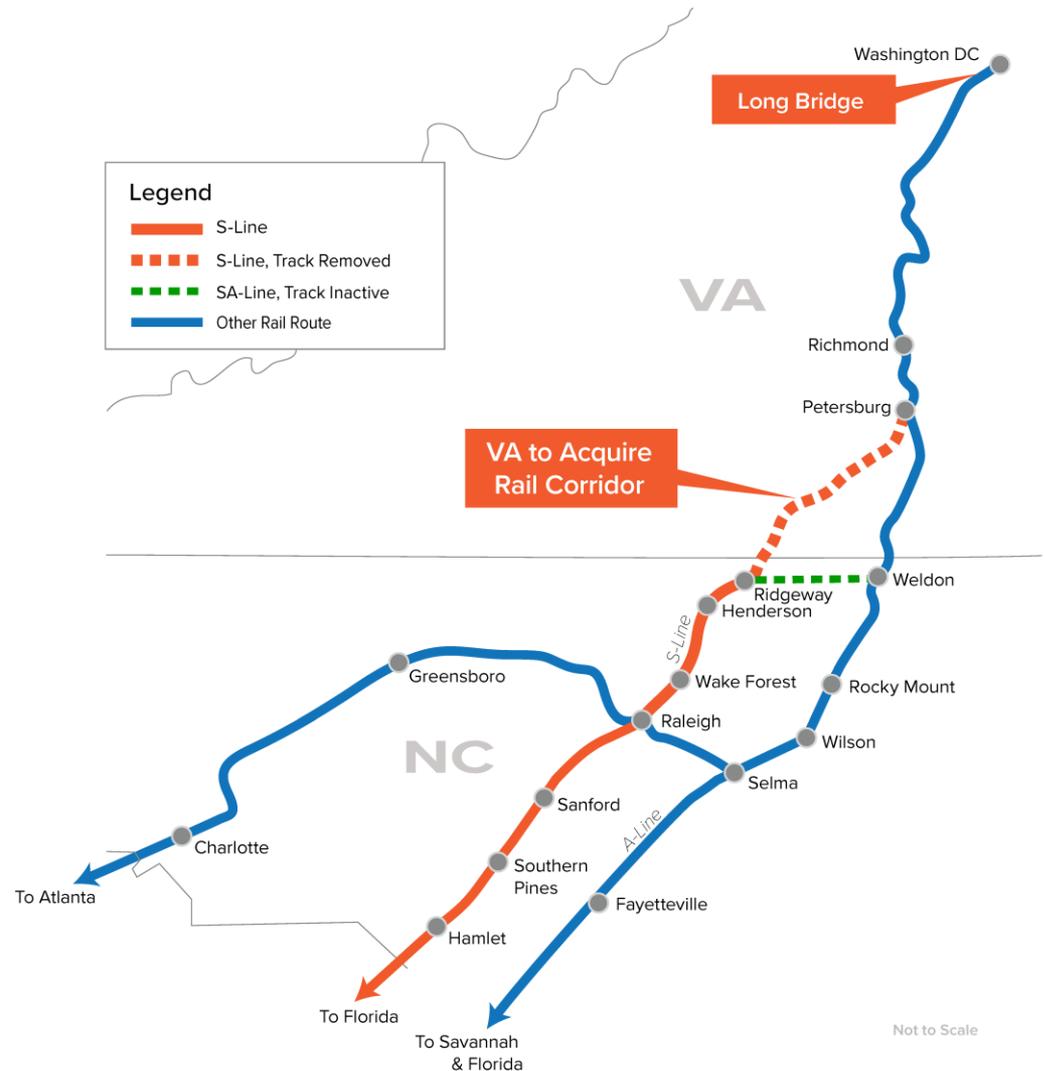
Estimated Travel Times

Henderson-Raleigh	40 minutes
Wake Forest-Raleigh	20 minutes
Raleigh-Roanoke Rapids	90 minutes
Sanford-Raleigh	40 minutes
Southern Pines-Cary	58 minutes

Estimated time subject to further analysis.

Existing Conditions on the S-Line

- **Petersburg to Ridgeway**
 - Out of service, tracks removed
 - Recently purchased by State of Virginia
 - NEPA complete 2017
- **Ridgeway to Raleigh**
 - 25 mph, local freight traffic only
 - NEPA Complete 2017
- **Raleigh to Hamlet**
 - 60 mph, local freight and passenger service



Raleigh to Richmond

S-Line is the Missing Link

- Critical link in the federally-designated Southeast Corridor
- Will expand and improve passenger and freight services
- Will reduce passenger trip times and improve on-time performance
- Will increase north-south freight capacity and rail network resiliency
- Will connect manufacturing and job centers to population centers



Preparing for CRISI 2020 – How You Can Help

CRISI (Consolidated Rail Infrastructure and Safety Improvements) 2020

- House and Senate updated language for the CRISI program – *now allows for right of way acquisition of at least \$45M*
- Opportunity for the State of North Carolina
 - Federal/local match: 80/20 minimum

Resolutions of Support will make the grant application stronger

Resolutions in support of the development of the S-Line and SA-Line have been passed by:

- Raleigh Exec Jetport
- Wake County Board of Commissioners
- TARPO
- Town of Franklinton
- Town of Sanford
- Town of Wake Forest
- Lee County Board of Commissioners
- Wake Forest Chamber of Commerce

Next Steps

Building on Virginia's Success

- Encourage local government and others to pass resolutions of support
- Compete for CRISI 2020 to acquire the S-line
- Partner with MPOs, RPOs, and communities to progress corridor development and planning
- Secure funding for incremental projects through STI and federal discretionary grants to improve rail infrastructure for new rail services

