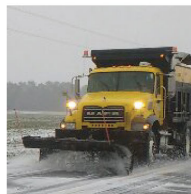
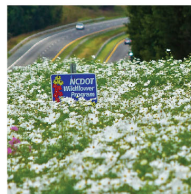
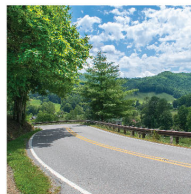
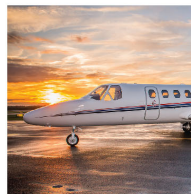


NORTH CAROLINA

Department of Transportation



Rail Division Update

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

March 16, 2022

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.

Rail Division Programs & Services



Planning & Development

- Intermodal & Freight Planning
- STI & Project Development
- Freight & Logistics
- Program Management
- Passenger Rail Planning
- Environmental Documentation



Engineering Coordination & Safety

- Crossing Safety Studies
- Crossing Surfaces & Rail Encroachments
- Grade Separation Design
- Inventory & Data
- RR/Transit Safety Oversight
- Safety Outreach & Training



Engineering Design & Construction

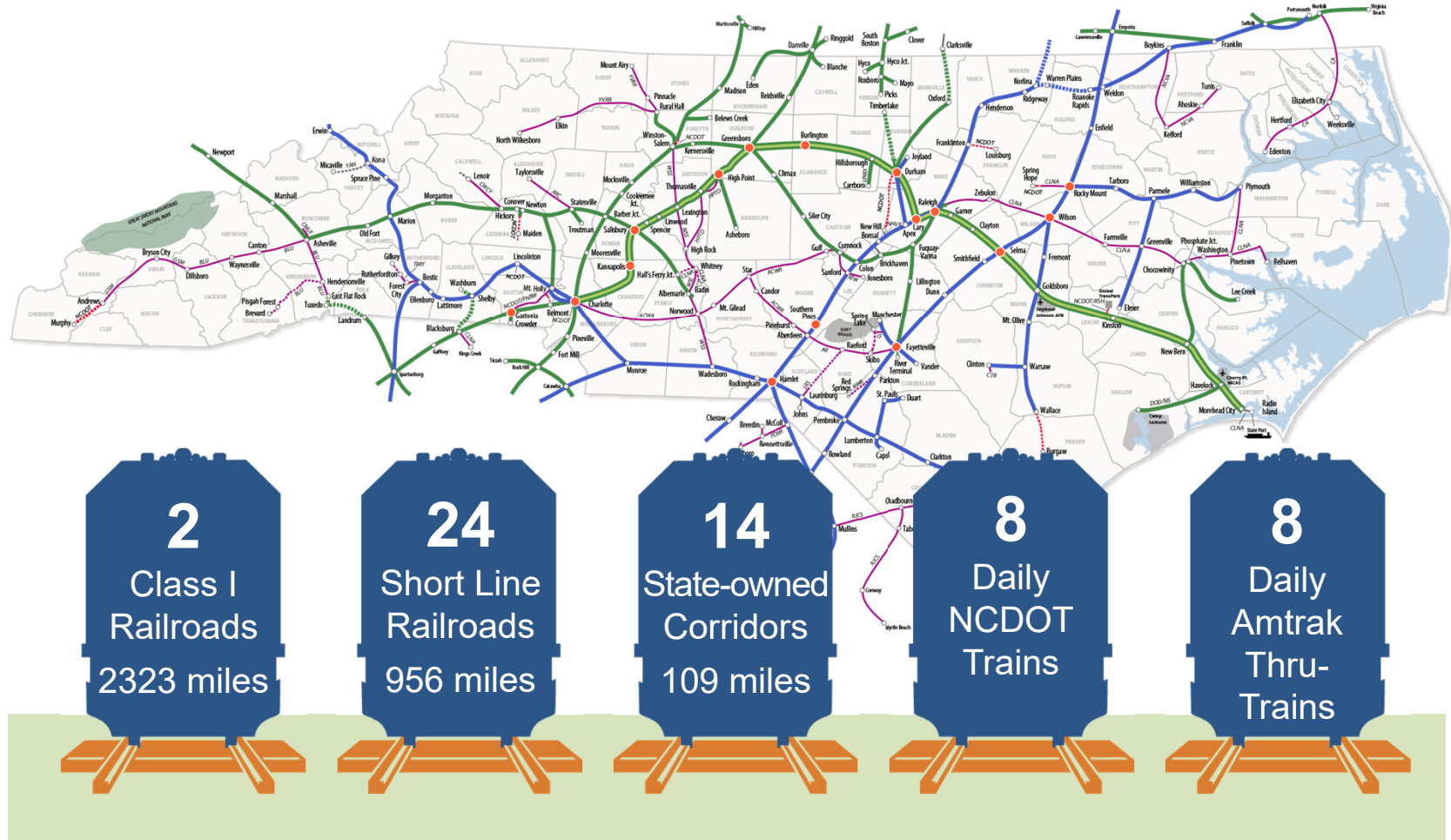
- Rail Project Engineering & Design
- Construction Management
- Highway Project Delivery Support
- Signals & Devices



Operations & Facilities

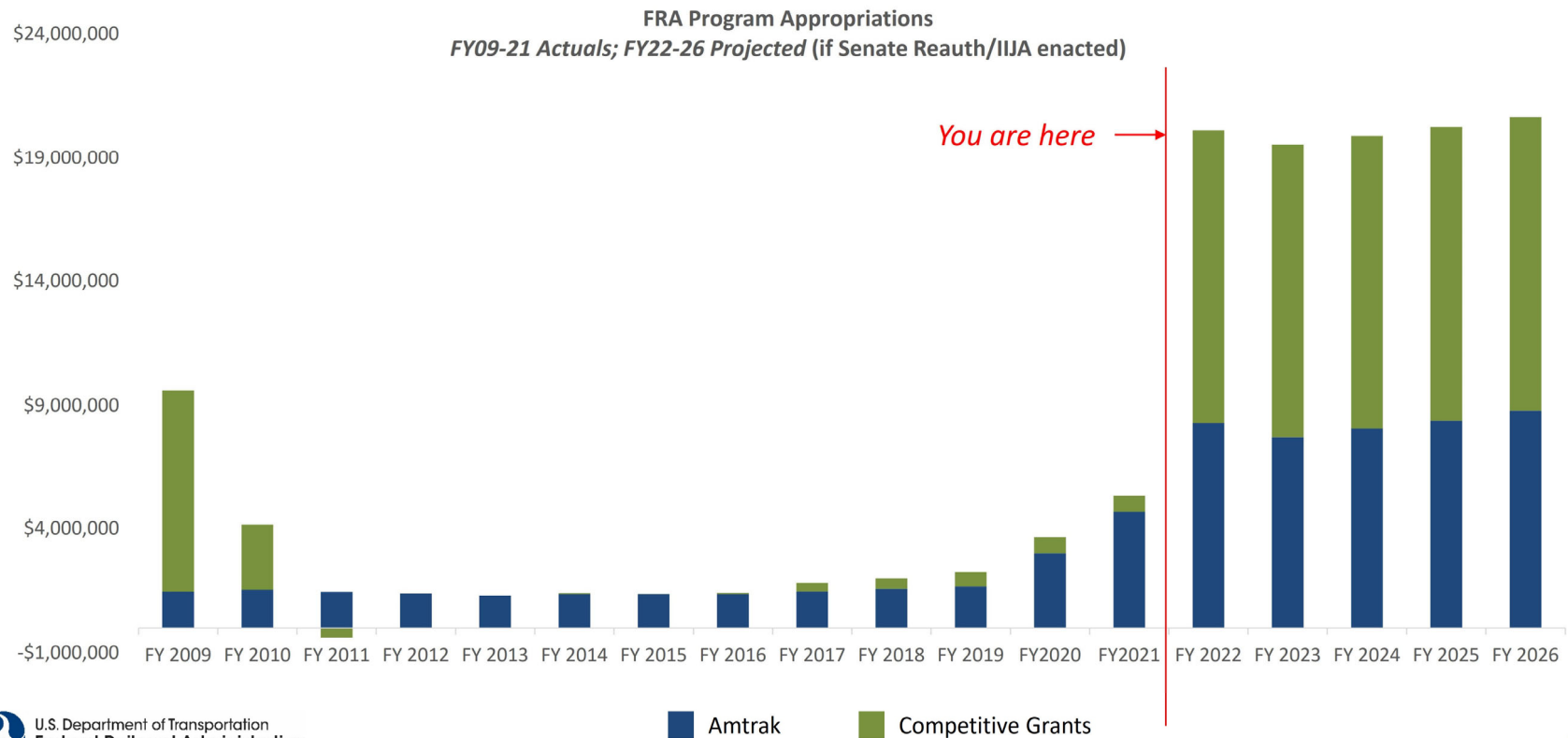
- Passenger Operations
- Equipment, Facilities & Stations
- Customer Service
- Rail Corridor Preservation

Railroads Operate in 86 NC Counties



Bipartisan Infrastructure Law – FRA Perspective

Wait, how much?? FRA Appropriations History



Bipartisan Infrastructure Law – FRA Perspective

[ADVANCED APPROPRIATIONS]

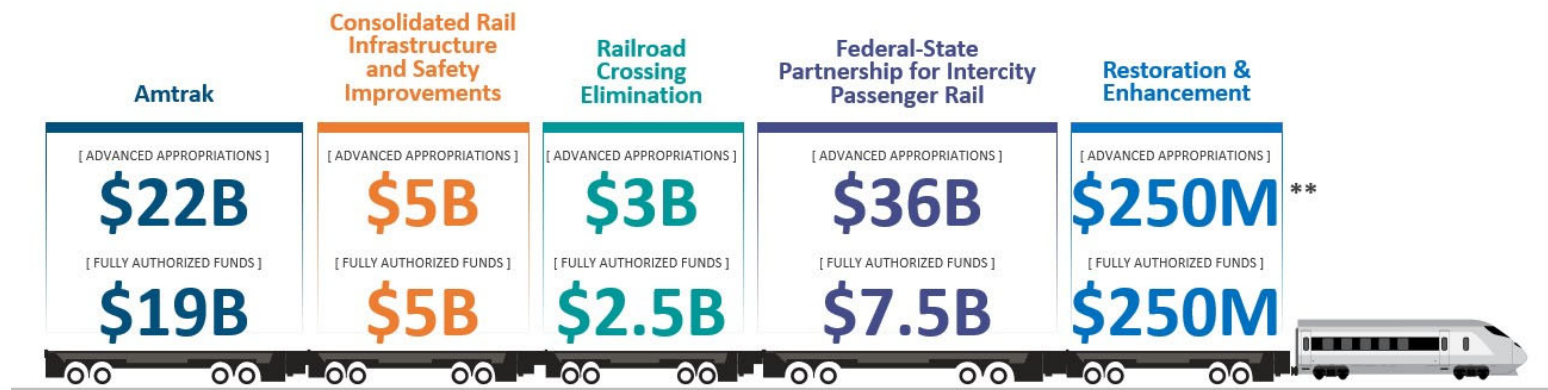
From FY22-FY26

\$66B in total
funding

[FULLY AUTHORIZED FUNDS]

From FY22-FY26

\$36B* in total
funding



* \$34.5 billion for grant programs; additional \$1.5 billion is authorized for FRA operations and R&D – not included in this graphic.

** Grants for Restoration & Enhancement (advanced appropriations portion) are funded through “takedowns” from Amtrak NN account; not included in totals to avoid double-counting.

N.C. Passenger Rail Opportunities



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

Southeast Corridor Development

The S-Line is the “Missing Link”

1992



2002



2017



2020



2021

FRA designated the Southeast Corridor

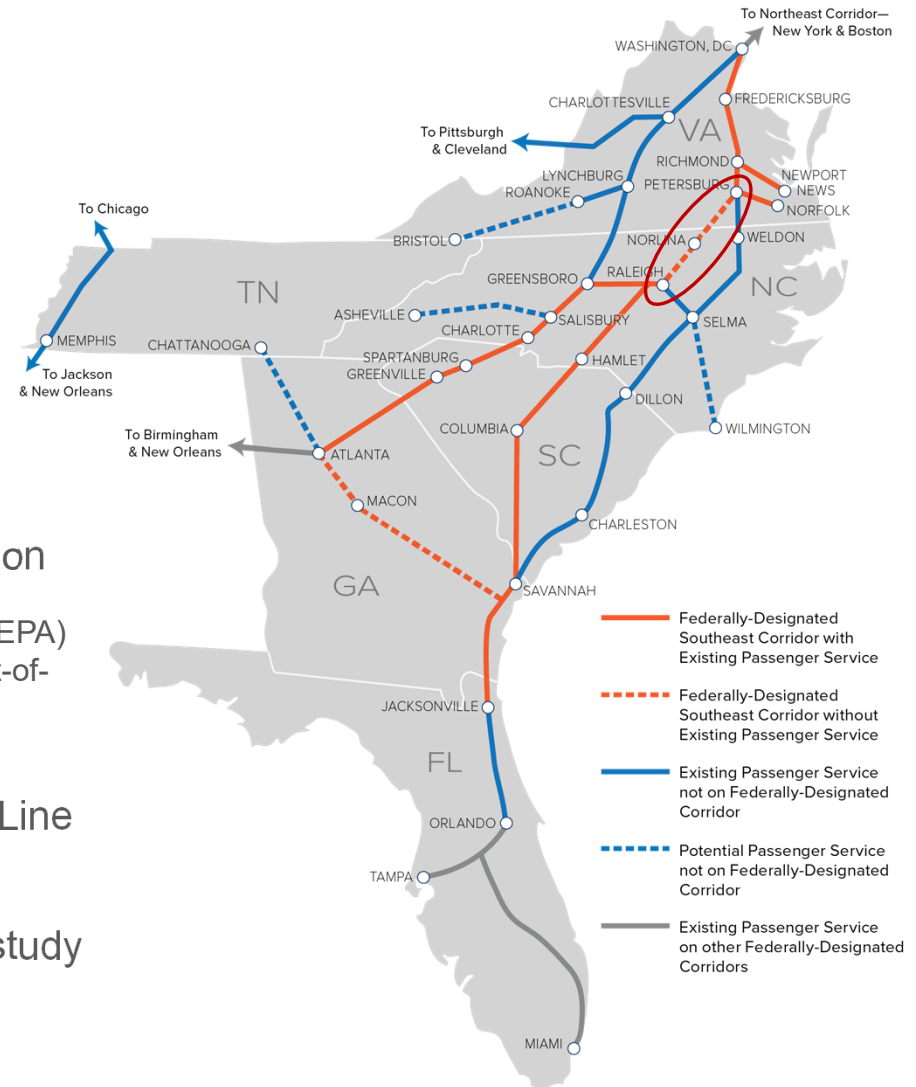
Charlotte to DC Tier I Record of Decision

Raleigh to Richmond Tier II Record of Decision

With the completed National Environmental Policy Act (NEPA) documentation for the Raleigh to Richmond corridor, right-of-way acquisition can proceed immediately with funding.

NCDOT wins CRISI grant for purchase of S-Line

NCDOT wins TOD grant for S-Line corridor study



History of the S-Line

The S-Line was once a primary rail route



Passenger train near present day Spring Forest Road



Freight train north of Franklinton

Benefits of Developing a Transformational Rail Corridor

Developing the S-Line to complete the Southeast Corridor will:

- Create new, more reliable, intercity passenger rail connections
- Increased frequency of rail transportation
- Improved freight access and connections
- Faster operating speeds of 110mph, and a shorter route, reducing travel times between Raleigh and Richmond by over an hour
- Connect manufacturing and job centers to population centers
- Enhance and create economic opportunities in rural communities
- Provide additional north-south freight capacity and network resiliency



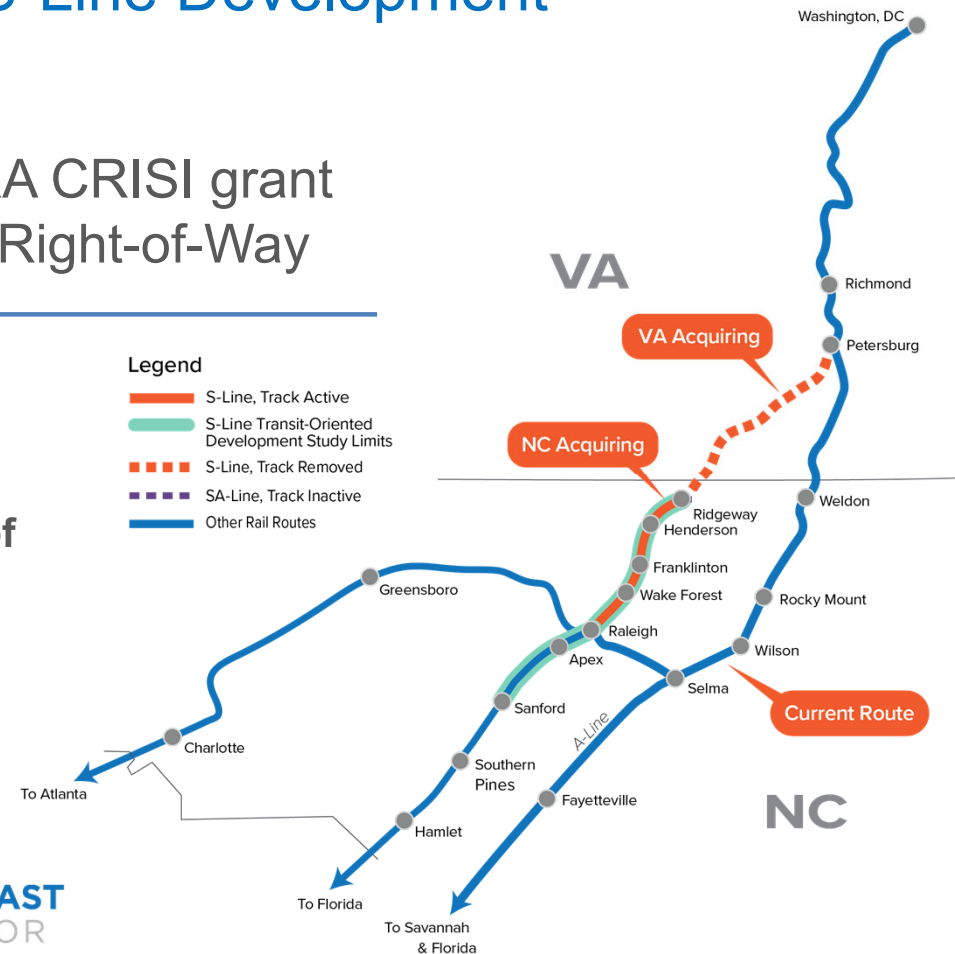
- Provide equitable transportation options and improved quality of life
- Lessen the effects of climate change by providing transportation that leads to reduced emissions, traffic congestion and vehicle passenger miles
- Provide a safe transportation option
- Create opportunities for transit-oriented development (TOD) and future commuter rail
- Create a shorter route for intercity rail service, avoiding A-Line freight congestion

Southeast Corridor: S-Line Development

\$47.5M

NCDOT received FRA CRISI grant to purchase S-Line Right-of-Way

- NC in process of acquiring Ridgeway south to Raleigh
- VA has purchased 350 miles of railroad right of way and 225 miles of track
 - Includes Petersburg south to Ridgeway, NC

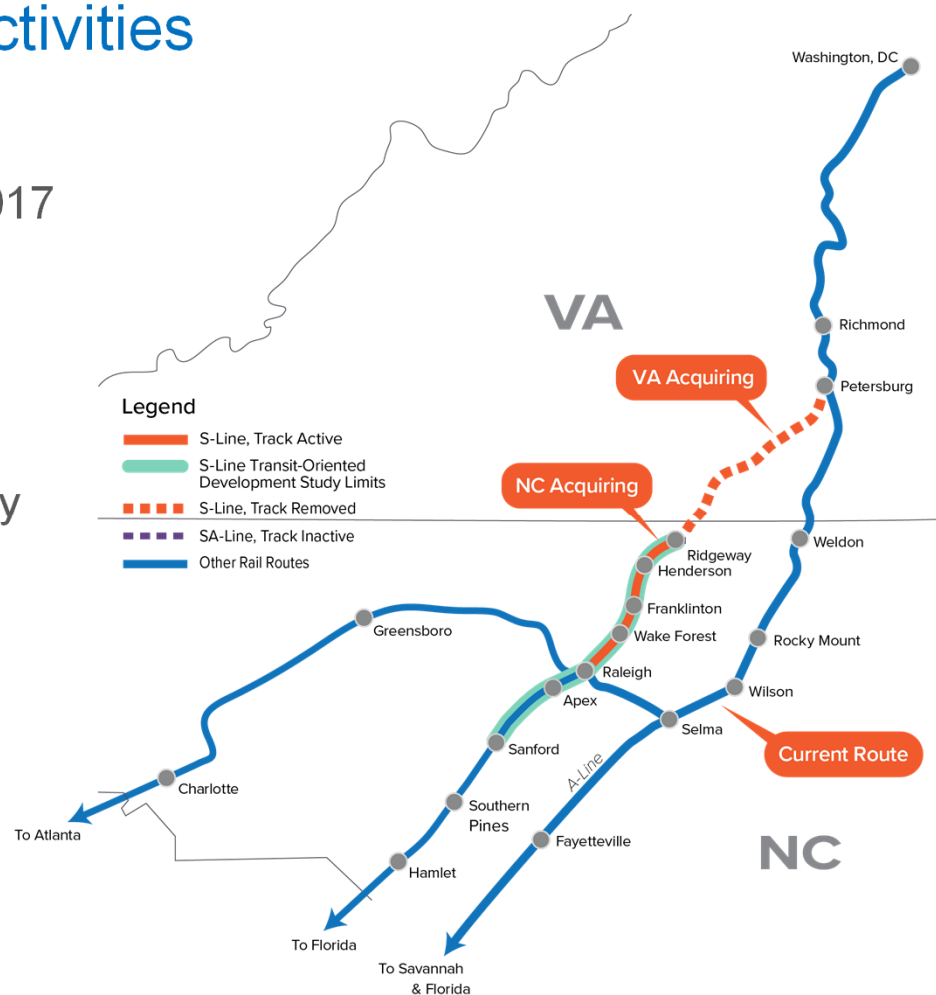


SOUTHEAST
CORRIDOR

S-Line Activities

- ✓ Tier 1 and Tier 2 NEPA/ROD Completed 2017
- ✓ Corridor acquisition
- ✓ Four crossing grade separations funded
- ✓ Service development plan underway
- ✓ Corridor photogrammetry / survey underway
- ✓ Grant application for engineering submitted
- ✓ Broad stakeholder engagement ongoing
- ✓ Grant matching funds identification*
- ✓ Phased project delivery planned

* Non-federal matching funds for grants are critical – typically use adopted STIP rail projects



Engineering Grant Funding

Pursued under Federal Rail Administration's (FRA)
CRISI and Federal-State Partnership grant programs

Applied for \$57.9 million in federal funding:

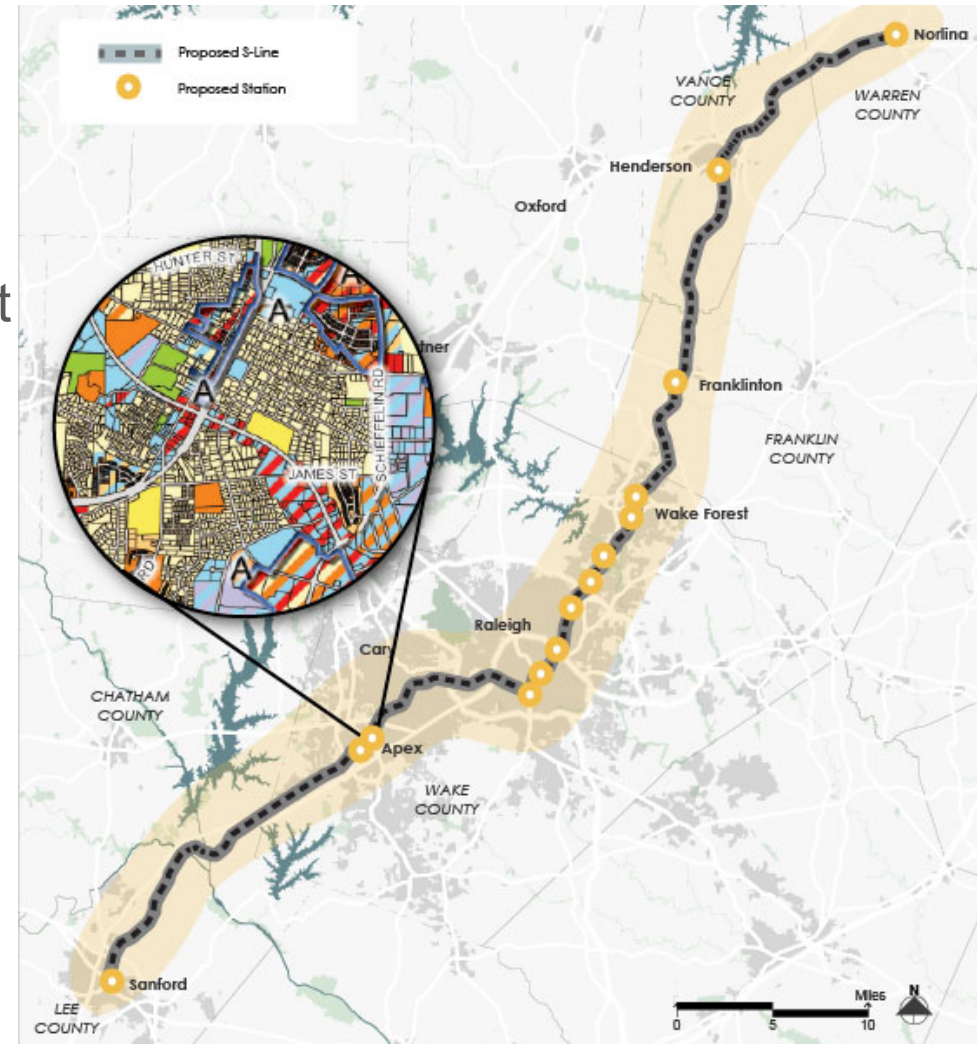
- Partnering with Virginia
- Land surveying and 30% engineering design from Raleigh to Richmond
- 162 miles of rail corridor design including 80 miles of roadway design
- Prepares the project for next phases of development
 - Final design and construction of operable segments
 - Submittal of federal grants for program segments beginning under FRA grant opportunities

\$900K

TOD Planning

NCDOT Received FTA TOD Planning Grant *December 2020*

- 14 station locations to understand potential for TOD
- Community partners provided **local match and support:**
 - Wake County: \$75K
 - Franklin County: \$30K
 - Warren County: \$30K
 - Henderson: \$30K
 - Franklinton: \$30K
 - Wake Forest: \$90K
 - Raleigh: \$150K
 - Apex: \$40K
 - Sanford: \$30K



S-line Next Steps

- **Upcoming Work**

- Continue coordination with communities along the S-Line
- Coordinate with FRA, VA, Amtrak on delivery and service development
- Prepare for upcoming Federal grant opportunities for final design and construction

- **Timeline**

- S-Line TOD Study continues through 2022
- Spring/Summer 2022 – Targeted S-Line Industry Program Development Workshop
- Summer 2022 – FY 2021 Grant Announcements for Engineering Anticipated

Active Project: Charlotte Gateway Station – Phase 1

- **Nearing Completion**
 - \$86M project, including grading, civil, bridges, structures, platform, track, and railroad signals
 - Crowder Construction contract nearing completion
 - R J Corman track contract underway
 - Blythe Construction early contract for Trade St median bent



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Other Upcoming Rail Division Work

Track and Structures:

- **P-5705A (D10) – Charlotte Junction Wye 6/22 Central Let**
 - Grading, Structure – 6/22 Central Let
 - Track/Signals – 2023 Norfolk Southern Let
- **P-5726 (D9) – Salisbury Station 2nd Platform**
 - Early Contract – 7/22 Division Let
 - Main Contract – 7/23 Central Let
- **P-5725 (D10) – Kannapolis Station 2nd Platform – 8/22 Central Let**
- **P-5748 (D10) - Waxhaw Siding Ext. and Helms Rd Grade Separation**
 - Siding Extension – 2022 CSX Let
 - Helms Rd G/S – 1/23 Central Let
- **P-5750 (D10) – Polkton Siding Ext. and Freedom Rd Reloc./Grade Separation**
 - Siding Extension - 2024 CSX Let
 - Grade Separation - 2025 Central Let

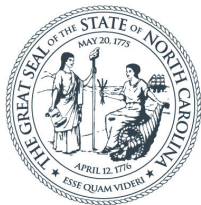
Other Upcoming Rail Division Work (cont.)

Track and Structures (cont.)

- **P-5740 (D3) – Wilmington Beltline Improvements**
 - Track and Structure Improvements – 2022/23 CSX Let
 - Crossing Improvements – 4/23 Division Let
- **P-5709 (D7) – Franklin Blvd Grade Separation – 4/24 Central Let**

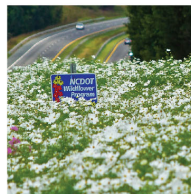
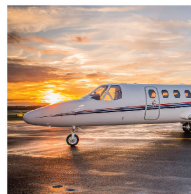
Highway Grade Separations

- **P-5720 (D5) – Durant Rd Grade Separation – 9/22 Central Let**
- **Y-4810K (D10) – Rogers Lake Rd Grade Separation – 11/22 Central Let**
- **P-5707 (D5) – Rogers Rd Grade Separation – 11/22 Central Let**
- **P-5715 (D5) – New Hope Church Rd Grade Separation – 3/23 Central Let**
- **P-5717 (D5) – Cornwallis Rd Grade Separation – 9/23 Central Let**
- **P-5713 (D7) – Hilltop Rd Grade Separation – 7/24 Central Let**
- **P-5730 (D10) – Clanton Rd Grade Separation – 6/25 Central Let**
- **P-5744 (D10) – Wesley Chapel Stouts Rd Grade Separation – 10/26 Central Let**



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