



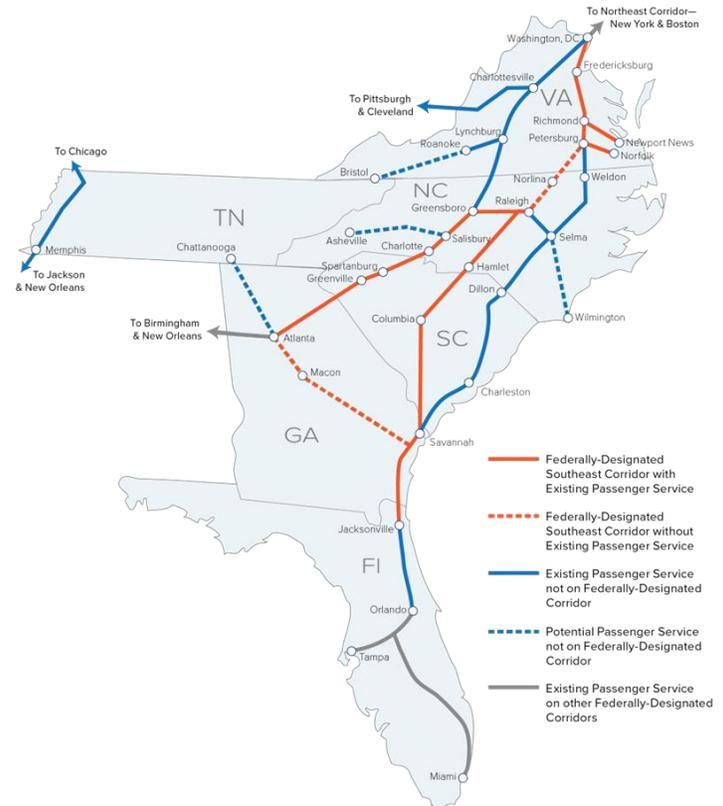
Rail Division Raleigh to Richmond (R2R) Program: S-Line Project

Jan. 2024

Background and Need

- Formerly known as the Seaboard Air Line, the S-Line rail corridor is currently owned by CSX, a Class I freight railroad company.
- The tracks along the S-Line between Centralia, V.A. and Norlina, N.C. were removed in the late 1980s, resulting in greatly reduced freight rail traffic on the remaining intact portion of the S-Line.
- In the 1990s, the federal government designated five high speed passenger rail corridors in the U.S., one of which was the Southeast Corridor.
- The Raleigh to Richmond (R2R) program and specifically the S-Line project are part of the larger Southeast Corridor that serves Florida, Georgia, North Carolina, South Carolina, Tennessee, and Virginia from Washington, D.C.
- Reestablishing intercity passenger rail service on the S-Line would provide an additional passenger rail connection from the Southeast Corridor to Washington D.C. and the Northeast Corridor.
- The S-Line would provide a direct connection between urban centers that currently serve 20 million people and is estimated to be 25 million by 2040.
- Additionally, the S-Line would provide expanded and new passenger rail service to disadvantaged and underserved regions.
- Once the R2R program is complete, the service will save over an hour of travel time between the two cities, allow for more frequent and reliable service, and make the trip to Washington D.C. competitive with driving times.
- Alternative transportation options like intercity passenger rail service and projects like the S-Line also provide rail network resiliency and environmental benefits.
- The S-Line will be one of the most technologically advanced railroads in the Southeast with:
 - 110 MPH passenger rail speeds
 - Roadway grade separations
 - Concrete crossties
 - High speed switches
 - High level platforms
 - Freight bypass tracks
 - Positive Train Control
 - Advanced signal systems

The Southeast Corridor and Beyond:



Types of Passenger Rail

- NC By Train and all future proposed passenger rail services supported by the North Carolina Department of Transportation (NCDOT) operate intercity passenger rail service.
- Intercity passenger rail services travel longer distances with shorter or less frequent stops to connect centers of cities and towns and is typically funded by the Federal Railroad Administration (FRA).
- Commuter rail aims to connect outlying areas to urban centers typically at peak service times and is typically funded by the Federal Transit Administration (FTA).
- Light rail systems provide connective transportation in urban areas and operate on a dedicated rail system that is not part of the national rail network. It is also typically funded by the FTA

Coordination with Other States

- NCDOT is part of the Southeast Corridor Commission (SEC) whose mission is to bring southeastern states together to implement a common vision for high-performance rail throughout the corridor.
- NCDOT in partnership with Virginia's Department of Rail and Public Transportation completed the Final Environmental Impact Statement (FEIS) in 2015.
- The FRA issued a Record of Decision (ROD) for the R2R program in 2017.
- North Carolina continues coordination with the Virginia Passenger Rail Authority (VPRA) to improve and further develop the Southeast Corridor and complete the R2R program.
- VPRA has purchased its portion of the CSX freight line needed for the program in Virginia and is completing major infrastructure projects that will allow N.C. trains to reliably access the Northeast Corridor.

Raleigh to Richmond (R2R) Program: S-Line Project Funding Timeline

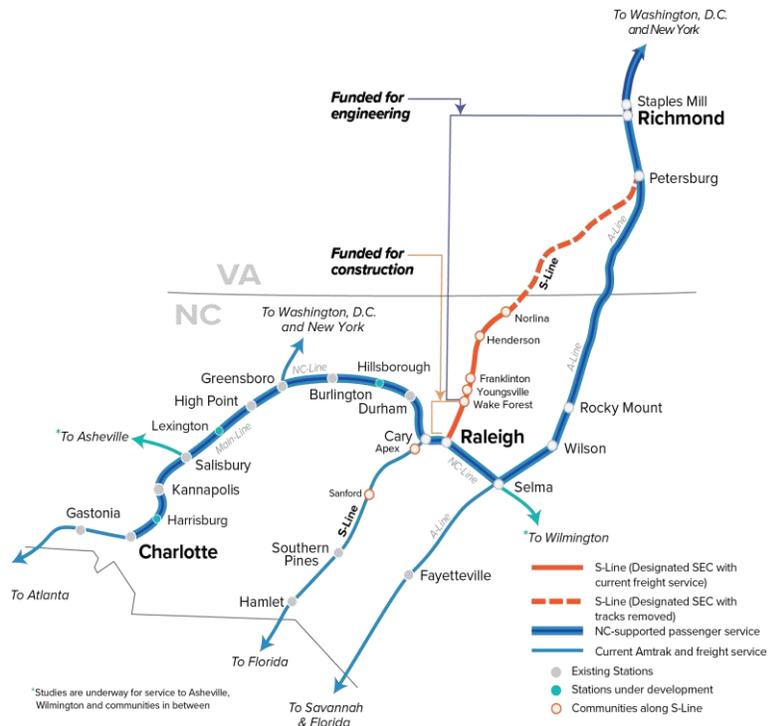
- 2020 - \$47.5M FRA Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant to purchase CSX Right of Way (ROW).
- 2021 - \$57.9M FRA CRISI grant for land surveying and preliminary engineering from Raleigh to Richmond.
- 2022 - \$900K FTA Transit Oriented Development (TOD) study grant for station locations along the S-Line.
- 2022 - \$3.4M United States Department of Transportation (USDOT) RAISE grant for mobility hub plans along the S-Line.
- 2023 - \$1.09 billion FRA Federal-State Partnership for Intercity Passenger Rail (FSP) grant.
- The \$1.09 billion is the largest grant NCDOT has received to date and the third largest grant awarded in the country under the FSP grant program in 2023.
- The FSP grant will fund the design and construction of the initial segment of the S-Line from Raleigh to Wake Forest and extend

existing *Piedmont* passenger rail service to Wake Forest.

- Additional segments will be applied for in future grant opportunities.

[Project website](https://www.ncdot.gov) at [ncdot.gov](https://www.ncdot.gov)

S-Line:



Future Expansion of Passenger Rail and Corridor Identification and Development (CID)

- The S-Line is the backbone of a regional multi-modal transportation network that is also critical for further expansion of the N.C. passenger rail system.
- NCDOT Rail Division in partnership with VPRA was awarded discretionary federal funding through the Corridor Identification and Development (CID) grant program for seven corridors including Charlotte to Washington D.C. which includes the S-Line.

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