



VA-NC ISHR Compact Meeting

September 8, 2026

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ncdot.gov

Agenda

- Welcome and Introductions
- Compact Goals, Grant Award, and VA-NC Collaborative Efforts
- Virginia Updates
- North Carolina Updates
- Future of the Compact and Additional Discussion
- Public Comment
- Adjourn



Southeast Corridor Commission and VA-NC Compact



To bring states together to implement a common vision for high-performance rail throughout the corridor

Developed to:

- Broaden the geographic footprint of the VA-NC IHSR Compact
- Align freight and passenger interests in the Southeast, and
- Position the SEC for directed federal funding

To support the development of a plan for the design, construction, financing, oversight, and operation of the Southeast Corridor

- Created in 2004 pursuant to 49 USC 24101
- Legislative entity with 10 members (five each from NC and VA)
- Necessary to successfully advance multi-state projects
- Staffed by NCDOT and Virginia Department of Rail and Public Transportation (DRPT)

VA-NC Compact Overview

Federally Designated High Speed Rail Corridors (1992)



VA-NC Compact Administration and Southeast Rail Network Analysis

\$200k federal grant with \$100k match each from VA and NC

Goals

- Evaluate the rail network to identify existing challenges and opportunities to advance both freight and high-performance passenger rail in the greater Southeast region;
- Improve the fluidity of the Southeast rail network for both freight and intercity passenger rail customers

Outcome

- Plan will recommend next steps for advancing opportunities with the greatest identified benefits along with potential funding sources



North Carolina and Virginia will lead the study; SEC Commission members will participate / advise in its development.



Southeast Rail Network Analysis

Study Components

1. Existing Conditions Review

- Summarize prior studies (SE Rail Ops, Phases I and II; State Freight Plans; State Rail Plans; Public info from operators)
- Interview states, operators, other stakeholders to identify priorities

2. Analysis and Screening

- Build upon prior initiatives/identify alternative opportunities to improve network
- Identify bottlenecks with significant impacts to area operations or major terminals
- Develop screening methodology

3. Prepare Report

- Recommendation of next steps
- Identify potential for greatest benefits



Virginia Updates - DRPT

Virginia Department of Rail and Public Transportation

Who are we?



The catalyst to connect and improve the quality of life for all Virginians through innovative transportation solutions



Our vision is a connected Commonwealth with an integrated multimodal network that serves every person, every business, and every need



The agency works with rail and public transportation stakeholders to provide service to people throughout Virginia



1992 General Assembly established DRPT as an independent agency separate from VDOT

What do we do?



Allocates state and federal funding (\$7.4B in FY27-32 SYIP) through capital and operating grants, as well as grants to support specific enhancements or improvements



Conducts statewide rail and transit studies, including improving service or identifying new opportunities



Plans and programs new services and capital improvement projects, from public transportation to freight and passenger rail



Provides leadership, advocacy, technical assistance, and funding oversight

2026 Virginia Statewide Rail Plan

Virginia Statewide Rail Plan Purpose



Records progress and charts path forward.

Is data driven and aligns with goals/objectives of VTrans, the Commonwealth's long-range multimodal transportation plan.

Requires close coordination with the Virginia Passenger Rail Authority (VPRA).

Includes 6-year and 20-year horizons.

Has data points/metrics can be compared plan to plan and state to state.

Supports applications for federal rail funding for passenger and freight projects.

2026 Statewide Rail Plan

- DRPT has held 12 stakeholder interviews and 10 stakeholder workgroup meetings, conducted a public survey with nearly 2,700 responses, a stakeholder survey with 84 responses, and hosted one public meeting. Feedback received includes:
 - Strong preference for expanding rail access, with the vast majority supporting service to more destinations including within Virginia.
 - Nearly 60 percent support a balanced approach that includes both new routes and enhanced service on existing corridors.
 - Station improvements and greater opportunities for multi-modal connections and transit-oriented development at stations
 - Overall input reflects strong demand for increased connectivity, accessibility, and system growth.
- The final plan is scheduled to be released in early 2027.

How to Stay Engaged with the Rail Plan

Next virtual public meeting is tonight (9/8) at 6:30 pm!

- Participate in public meetings and statewide survey
- Public Comment box on DRPT Statewide Rail Plan webpage
- <https://drpt.virginia.gov/studies-and-reports/virginia-statewide-rail-plan/>

Submit Comments on the 2026 Rail Plan

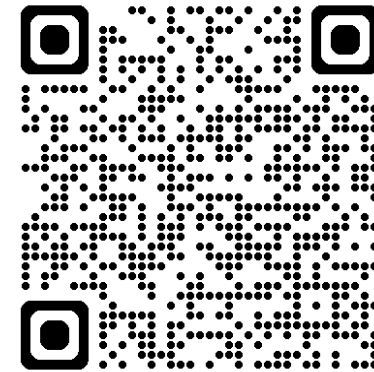
Please use the below form to submit general feedback or questions about the 2026 Rail Plan.

Name *

Email *

Comment or question about the Rail Plan *

SUBMIT

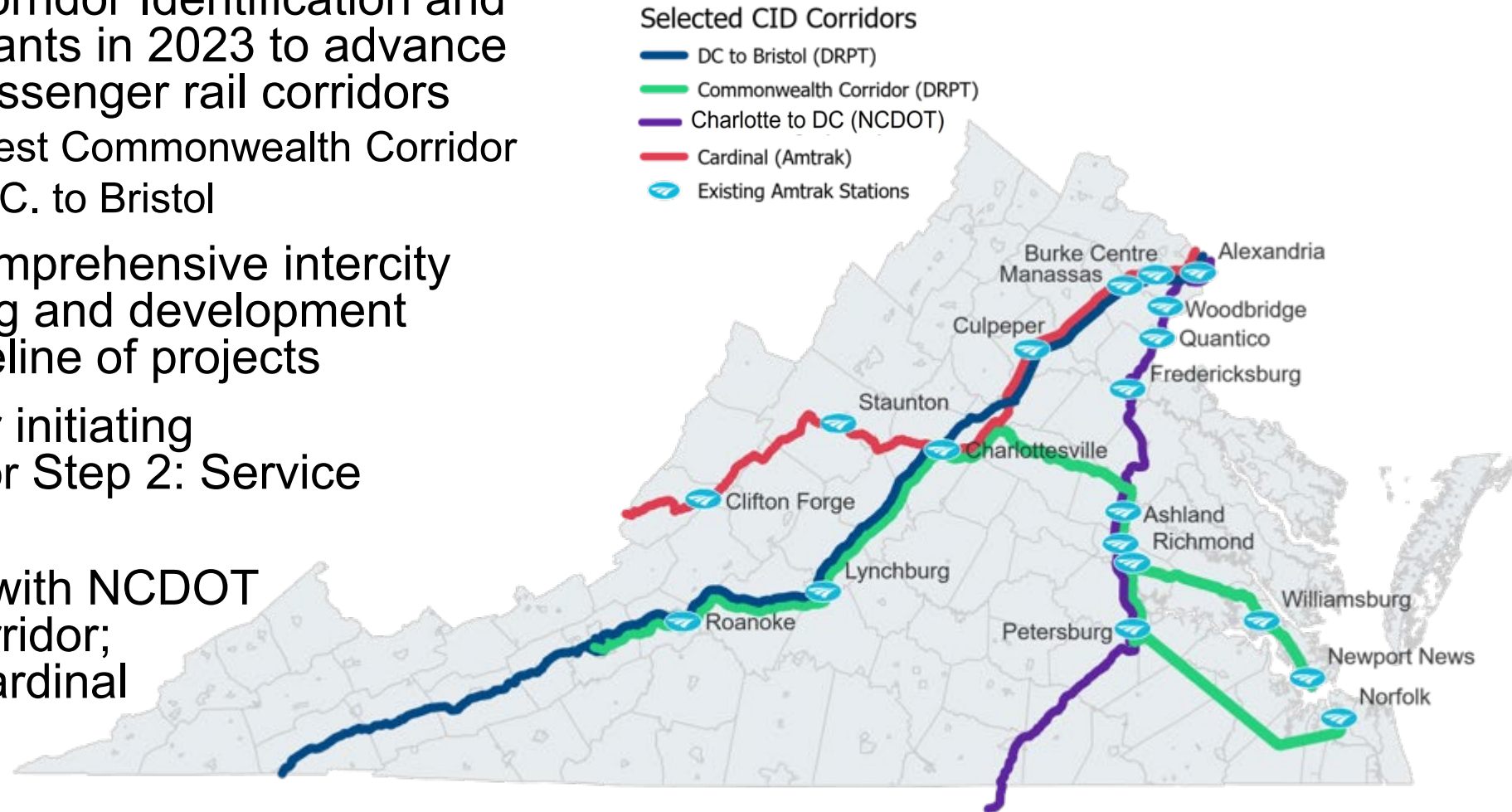


Register for Public Meeting #2
and/or submit comments

Potential Expansions and New Corridors

Corridor Identification and Development Program

- DRPT received two Corridor Identification and Development (CID) grants in 2023 to advance two potential future passenger rail corridors
 - New Service: East-West Commonwealth Corridor
 - Service Extension: D.C. to Bristol
- The grants support comprehensive intercity passenger rail planning and development program to create pipeline of projects
- Targeting late 2026 for initiating Commonwealth Corridor Step 2: Service Development Plan
- DRPT/VPRA working with NCDOT on Charlotte to DC corridor; and with Amtrak for Cardinal daily service CID





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DRPT.Virginia.gov

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VIRGINIA-NORTH CAROLINA
INTERSTATE HIGH SPEED RAIL

C O M P A C T

Transforming Rail in Virginia & Long Bridge Project Update

DJ Stadtler, Executive Director, VPRA

September 8, 2026

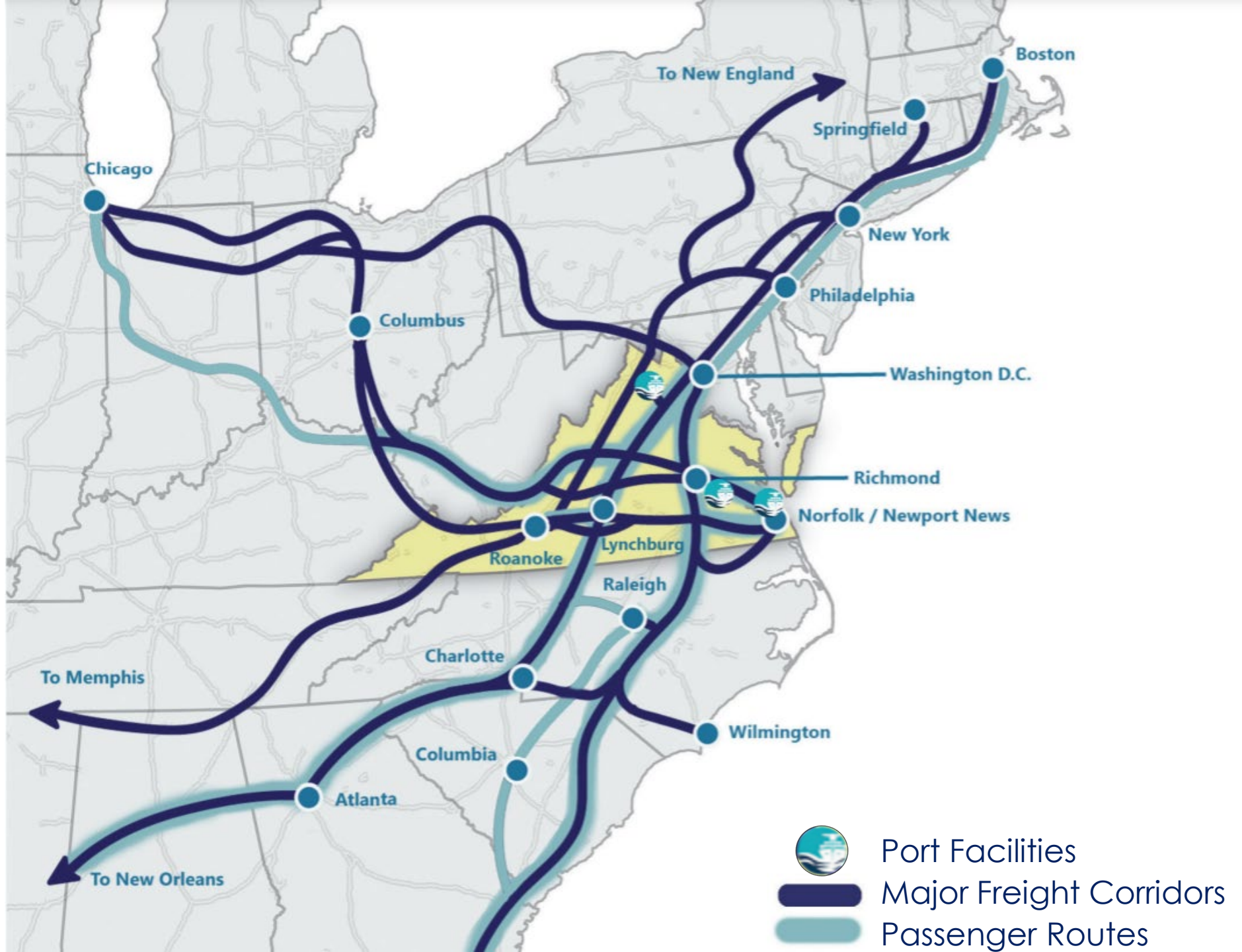


Virginia Passenger Rail Authority

- Independent political subdivision created by 2020 General Assembly – fully governmental
- Given all powers necessary for carrying out its statutory purposes:
 - Design, build, finance, and maintain rail facilities
 - Direct recipient of USDOT Grants
 - Eminent domain powers
- Own rail assets and right of way
- Partner with Amtrak and VRE to operate passenger and commuter rail service
- Governed by a 15-Member Board



Virginia: Rail Epicenter of the East



Recognizing the Need for Rail Investment

- **Virginia's interstate congestion is growing**
 - I-95 from Fairfax County to Fredericksburg is the most congested stretch of highway in the U.S.
- **The cost of widening I-95 is extraordinary**
 - Within 10 years, congestion would be worse than today's conditions
- **Bottleneck between Virginia and DC – The Long Bridge**
 - Existing two-track Long Bridge across the Potomac River is shared by CSX, Amtrak, and VRE
 - Long Bridge operates at 98% capacity during peak hours
- **The solution: Transforming Rail in Virginia (TRV) Program**
 - \$4.5B in rail infrastructure and capacity improvements
 - Acquisition of nearly 400 miles of railroad right-of-way
 - Expansion of Amtrak and VRE service



Virginia Passenger Rail Network 2026

➤ State-Supported Amtrak Service:

Six daily roundtrips*

- Roanoke: 2
- Newport News: 2
- Norfolk: 2

Additional bus roundtrips serve Hampton Roads (2) and Richmond (2)

➤ Six Amtrak Long-Distance Roundtrips

➤ One NC State-Supported Roundtrip

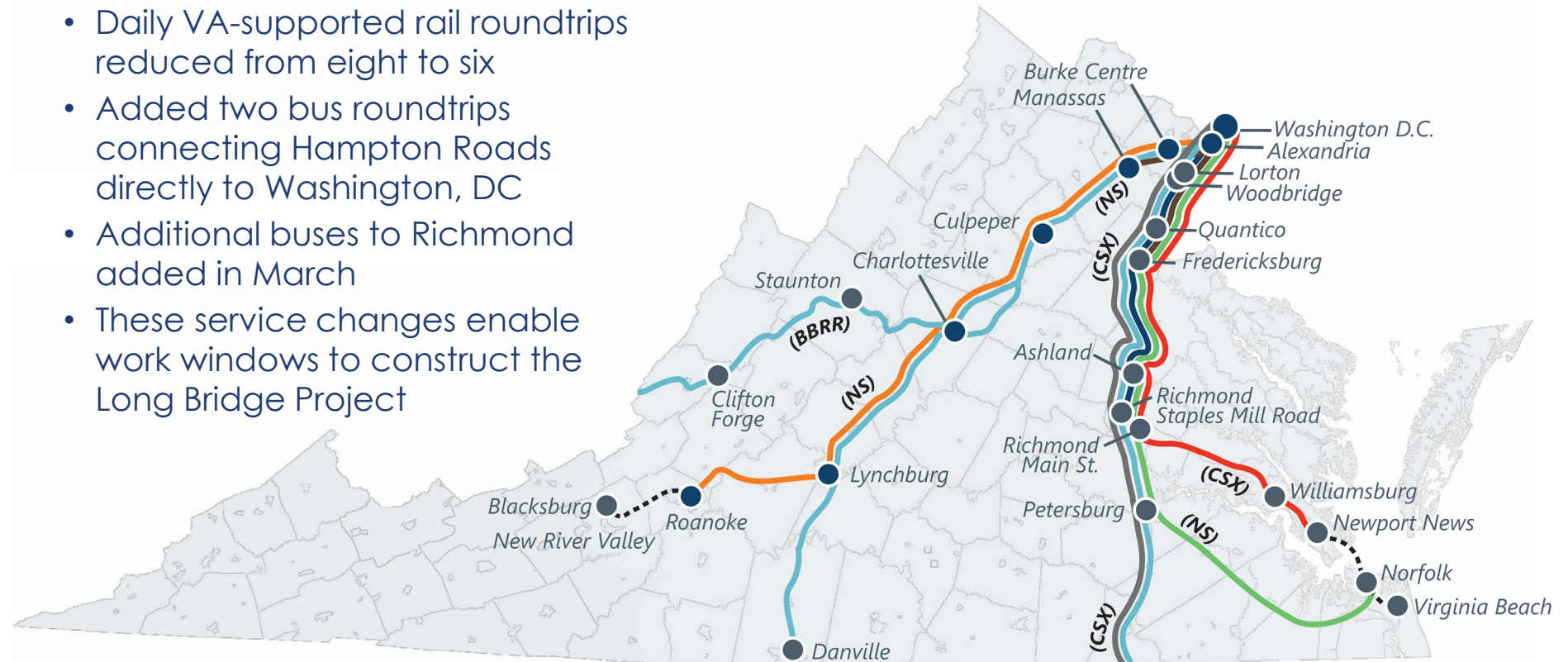
➤ Two Virginia Railway Express (VRE) Commuter Routes:

16 daily roundtrips

- Manassas: 8
- Fredericksburg: 8

*Service changes went into effect on January 12, 2026

- Daily VA-supported rail roundtrips reduced from eight to six
- Added two bus roundtrips connecting Hampton Roads directly to Washington, DC
- Additional buses to Richmond added in March
- These service changes enable work windows to construct the Long Bridge Project



Virginia State-Supported Services

- Washington-Roanoke (Route 46)
- Washington-Newport News (Route 47)
- Washington-Norfolk (Route 50)

Host Railroads

- CSX - CSX Transportation
- NS - Norfolk Southern
- BBRR - Buckingham Branch
- Passenger Station

Other Services

- Other Amtrak State-Supported
- Amtrak Long-Distance
- VRE Commute
- Thruway Bus

Freight Railroad Agreements & Transforming Rail in Virginia

March 2021

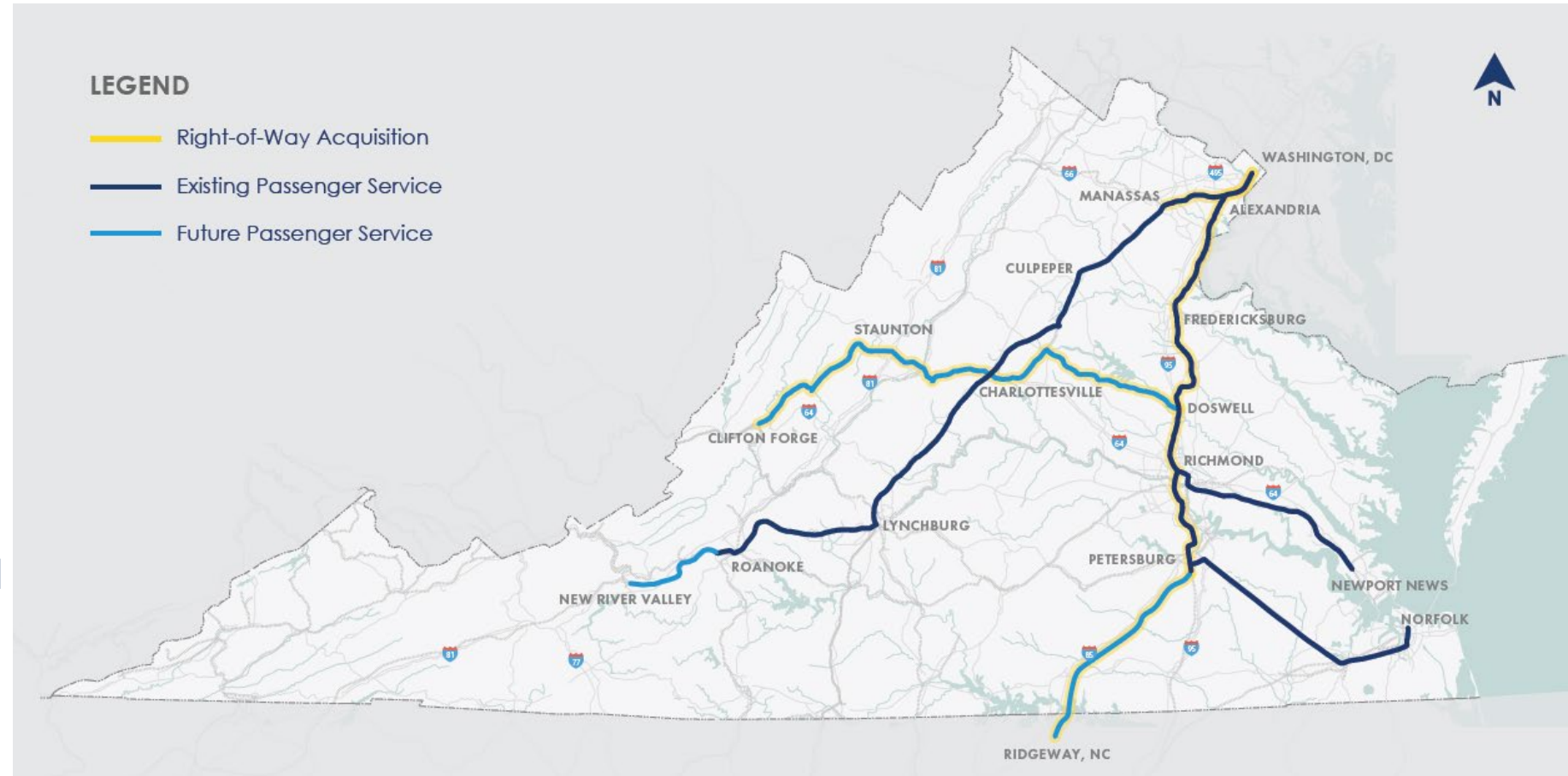
Virginia, Amtrak, VRE, CSX & US DOT Secretary announce CSX-Virginia agreement to add rail capacity & passenger trains with end goal to separate freight and passenger service.

June 2022

Norfolk Southern and VPRA sign legal agreements to add a second Roanoke train and expand to New River Valley.

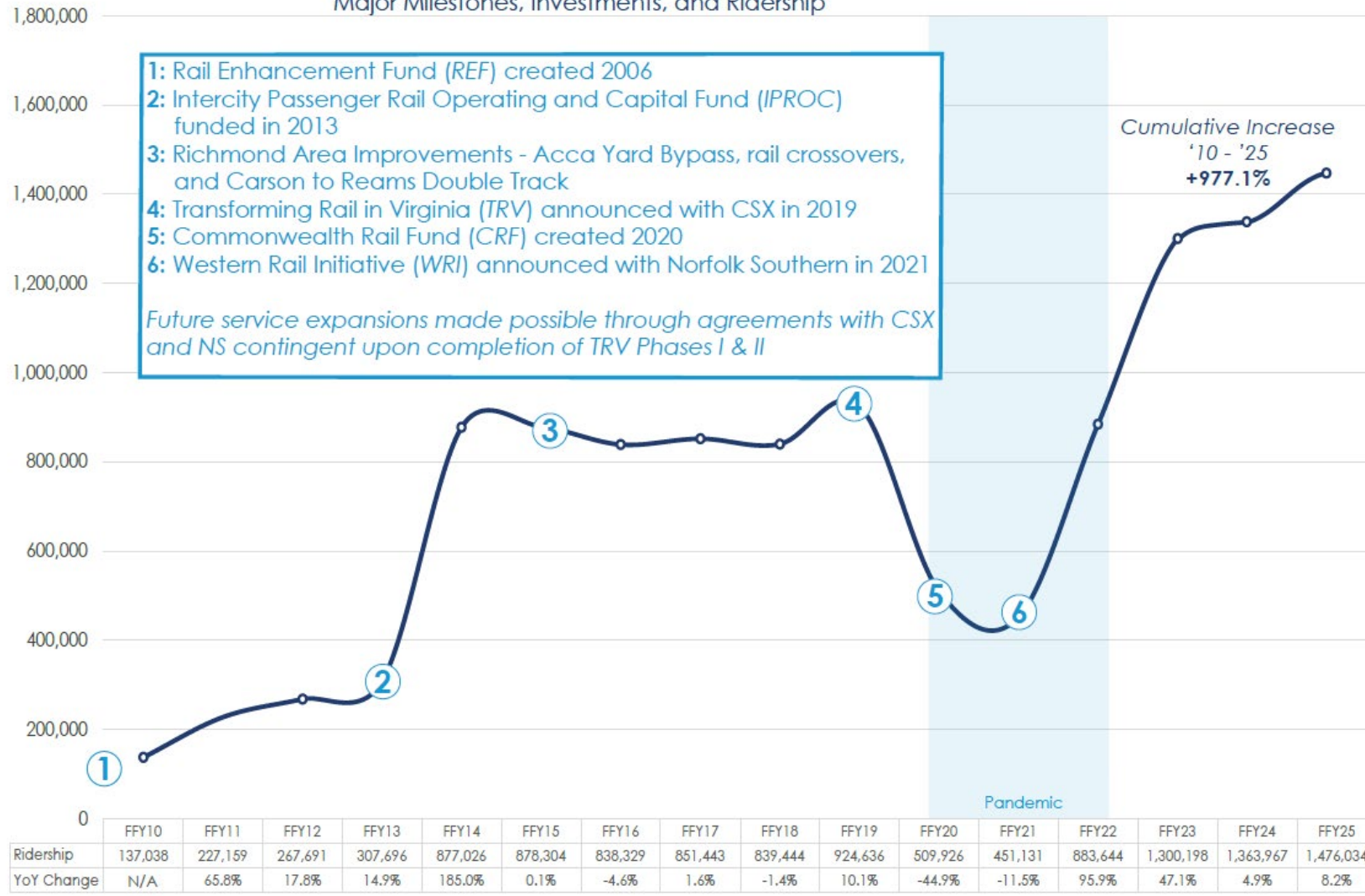
September 2024

VPRA signs agreement to purchase Manassas Line from Norfolk Southern.



Virginia's Passenger Rail Growth

Major Milestones, Investments, and Ridership



1st Lynchburg Roundtrip '09 1st Richmond Roundtrip '10 1st Norfolk Roundtrip '12 Virginia acquires two Newport News and additional Richmond Roundtrip '13 Lynchburg to Roanoke Extension '17 Richmond to Norfolk Extension '19 VPRA Founded '20 RVA Staples Mill to RVA Main Street Extension '21 Additional Roanoke & Norfolk Roundtrip '22 Manassas Line Purchase '24



VPRA and partners are underway with an ambitious program of rail projects that will add over 45 miles of rail track to the Virginia passenger rail network. It is difficult to determine at this time the impacts to ridership that construction will have during this period. However, as the graphic shows from past investments in rail and passenger service, VPRA is certain that once the rail capacity projects are complete, which will allow for more rail capacity and trigger new passenger rail service, that ridership will continue its upward trend.



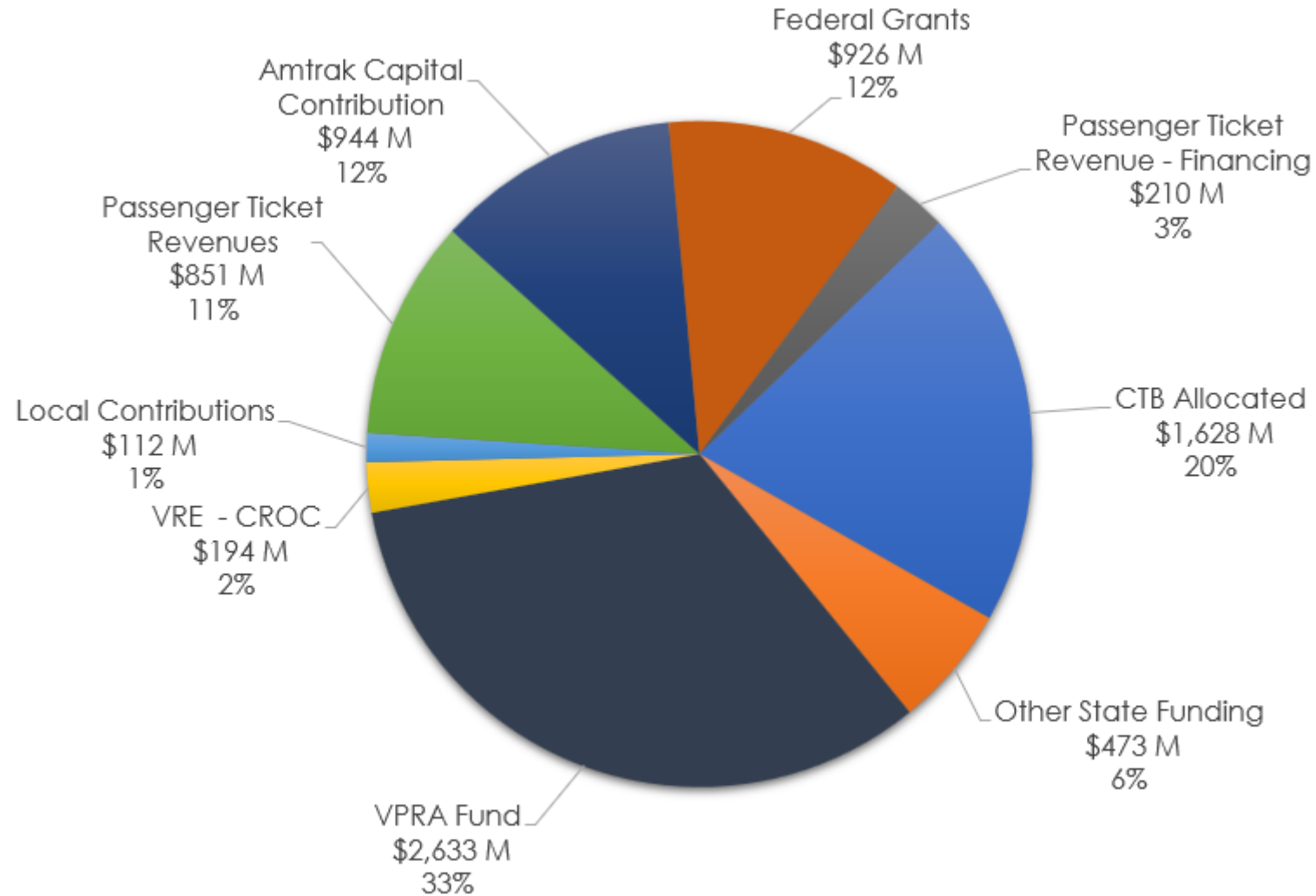


VPRA Financial Information

Funding Sources thru FY31

Per FY27 Budget

\$7.97B



Commonwealth Transportation Funding Dedicated to VPRA

Major State Revenues

International Registration Plan \$15 per trip	Motor Vehicle License Fees Base Car: \$20.75 CTF Share	Tax on Motor Fuels 31.7 cents/gallon + CPI Gasoline 32.7 cents/gallon + CPI Diesel	Highway Use Fee Fuel Economy	Motor Vehicle Sales and Use Tax 4.15%	Retail Sales and Use Tax 0.5% + 0.3% 0.1% GF Transfer	Recordation Taxes 3 of the 25 cents per \$100	Motor Vehicle Rental Tax 75% CTF 25% WMATA Capital Fund	Insurance Premium Taxes 1/3
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Commonwealth Transportation Fund

\$80M + Inflation Annually Special Structures Fund	\$80M Support for Route 58/Northern Virginia Transportation District and NVT	51% Highway Maintenance and Operating Fund (HMOF)	49% Transportation Trust Fund (TTF) for Distribution
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Transportation Trust Fund (TTF)

92.5% Other Modes	7.5% CRF
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Commonwealth Rail Fund (CRF)

7% DRPT	93% VPRA
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\$ in Millions	Previous Years	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Total
Commonwealth Rail Fund Allocation to VPRA	\$952.8	\$181.0	\$183.3	\$187.6	\$192.7	\$192.1	\$1,889.5

FY 2027
Budget
Assumptions

Opportunities for Grant Funding

Federal Grant Applications

2026 NRPP/FSP; \$5B available

- Occoquan River 3rd Track (Design) – \$174.5M **Not Selected**
- Richmond Layover Facility (Construction) – \$27.0M **Received BUILD Award**

2026 CRISI; \$1B+ available

- Occoquan River 3rd Track (Design) – \$174.5M
- Richmond Layover Facility (Construction) – \$27.0M
- Staunton Station Improvements (Design & Constr.) – \$15.6M
- Manassas Line SOGR Improvements (Design & Constr.) – \$25.4M

Federal Grants Obligated

- \$729M – TRV Phase 2 Projects
- \$100M – Franconia-Springfield Bypass
- \$45M – Alexandria 4th Track
- \$6.3M – Ettrick Station SOGR and ADA
- \$1M – Ettrick Station Planning Grant (CDS Award)
- \$58M – Richmond to Raleigh (NCDOT prelim. eng.)
- \$5.8M – Staples Mill SOGR & ADA

Federal Grants Awaiting Obligation

- \$25M – Richmond Layover Facility (Construction)
- \$15.6M – Staunton Station Improvements (Design & Constr.)
- \$14.4M – Newington Road Bridge SOGR
- \$56M – Alexandria 4th Track (CMAQ)
- \$20M – Long Bridge Ped-Bike Bridge
- \$2M – New River Valley (CDS Award)
- \$800K – Rail Crossing Elimination Grant
- \$250K – Alexandria 4th Track (CDS Award)

State/Local Grants Awarded

- \$15M – Richmond Layover Facility (CVTA)
- \$22.9M – Franconia Springfield Bypass (NVTA)

October 2024: Long Bridge Groundbreaking





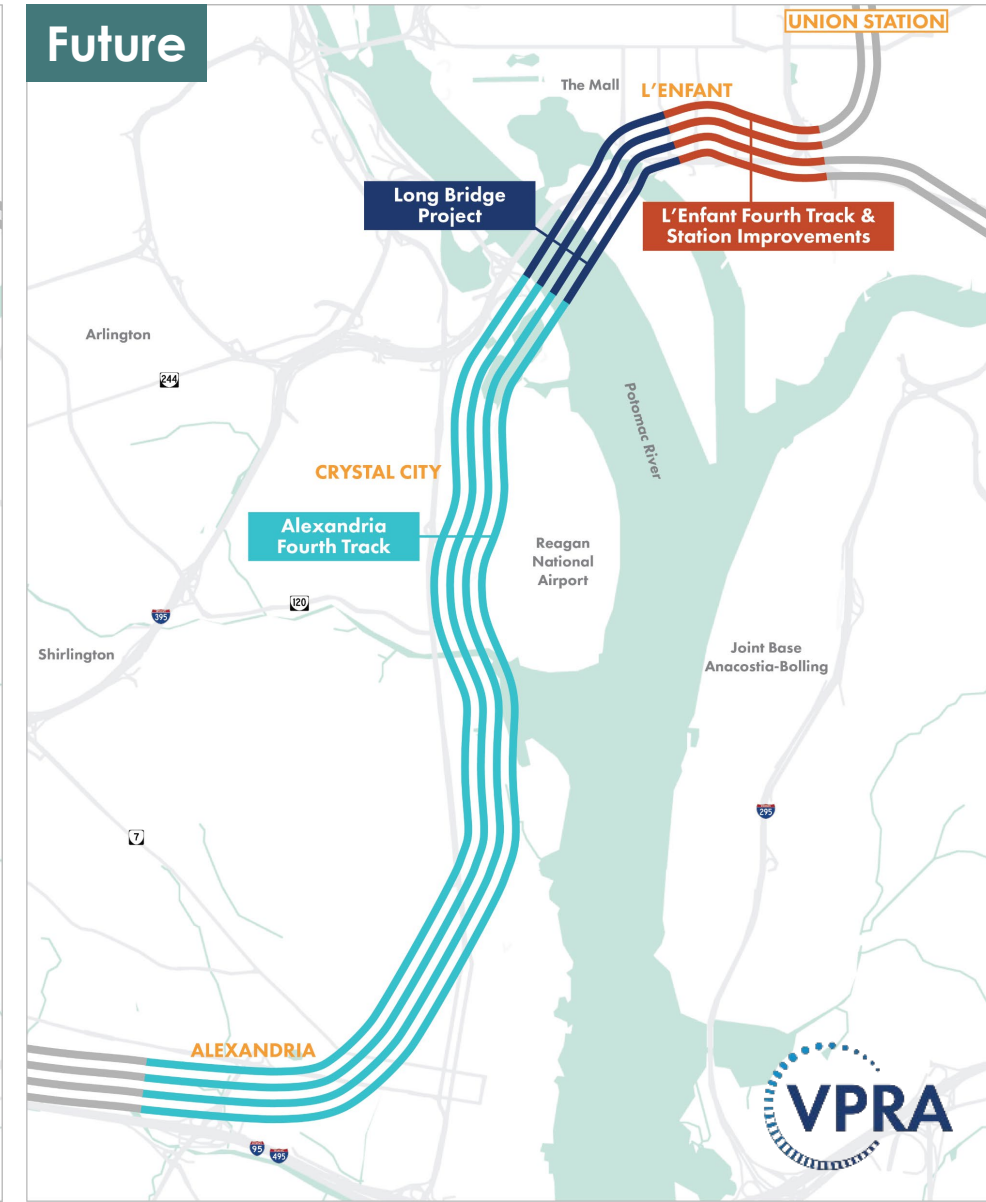
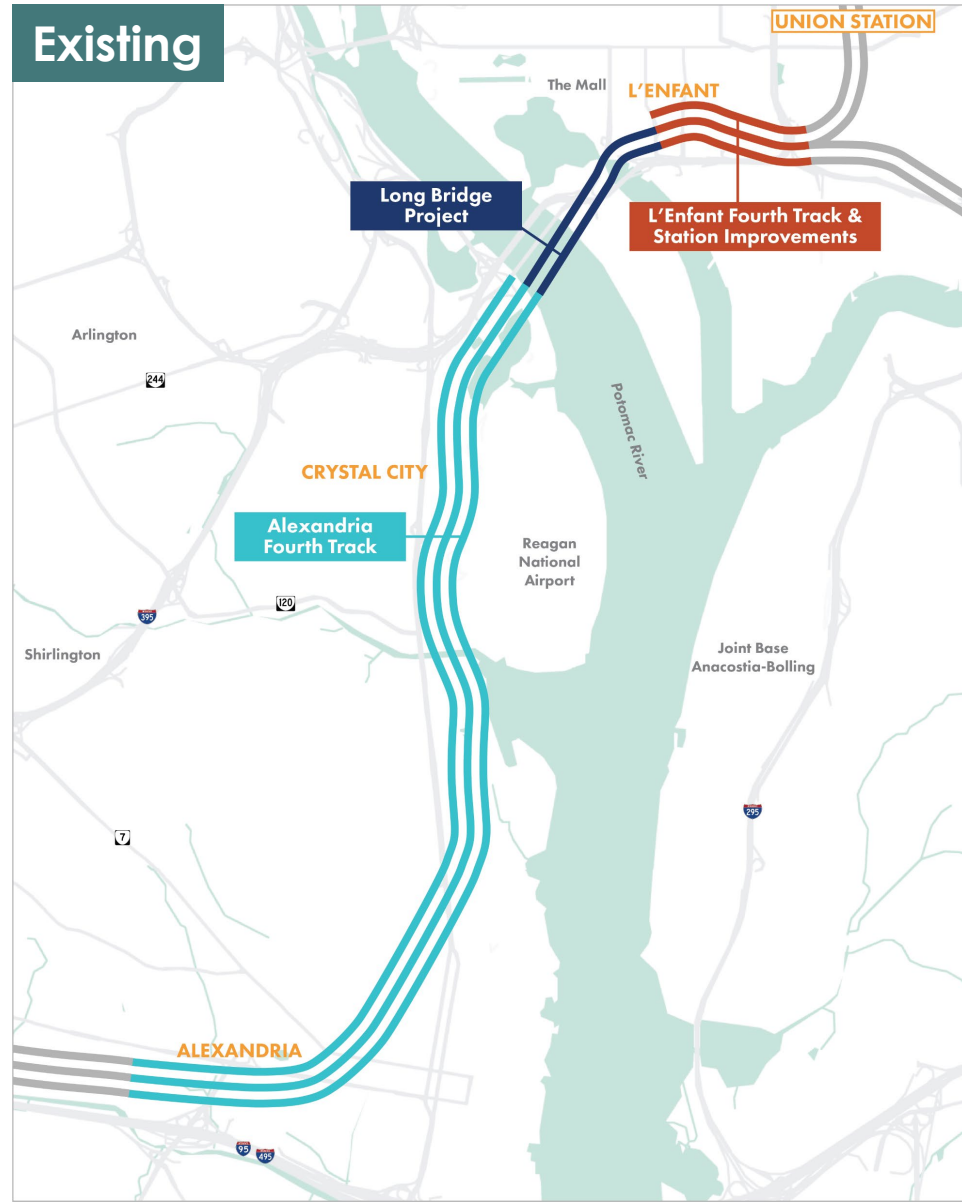
Capital Projects and Passenger Rail Service

Long Bridge: Completing the Four-Track Corridor

L'Enfant 4th Track
(3 → 4 tracks)
Complete 2030

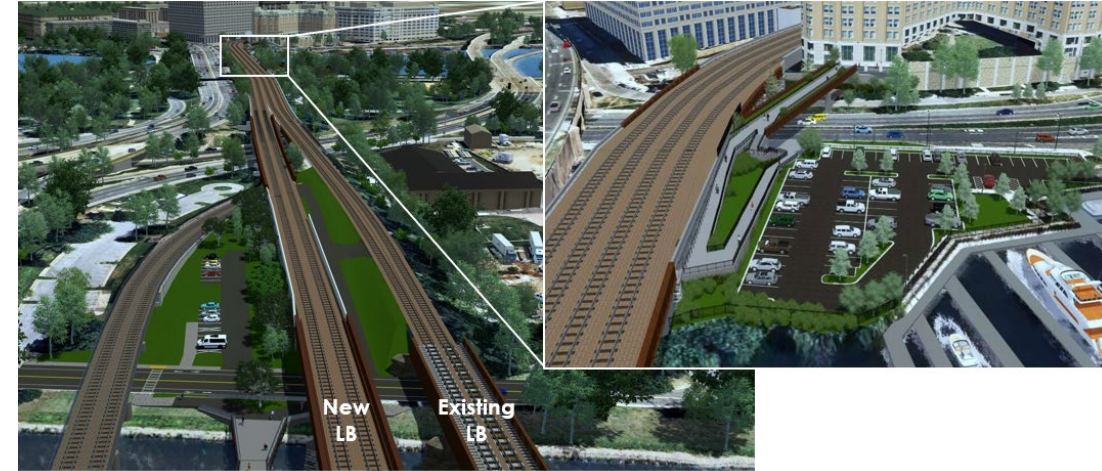
Long Bridge
(2 → 4 tracks)
Complete 2030

Alexandria 4th Track
(3 → 4 tracks)
Complete 2027

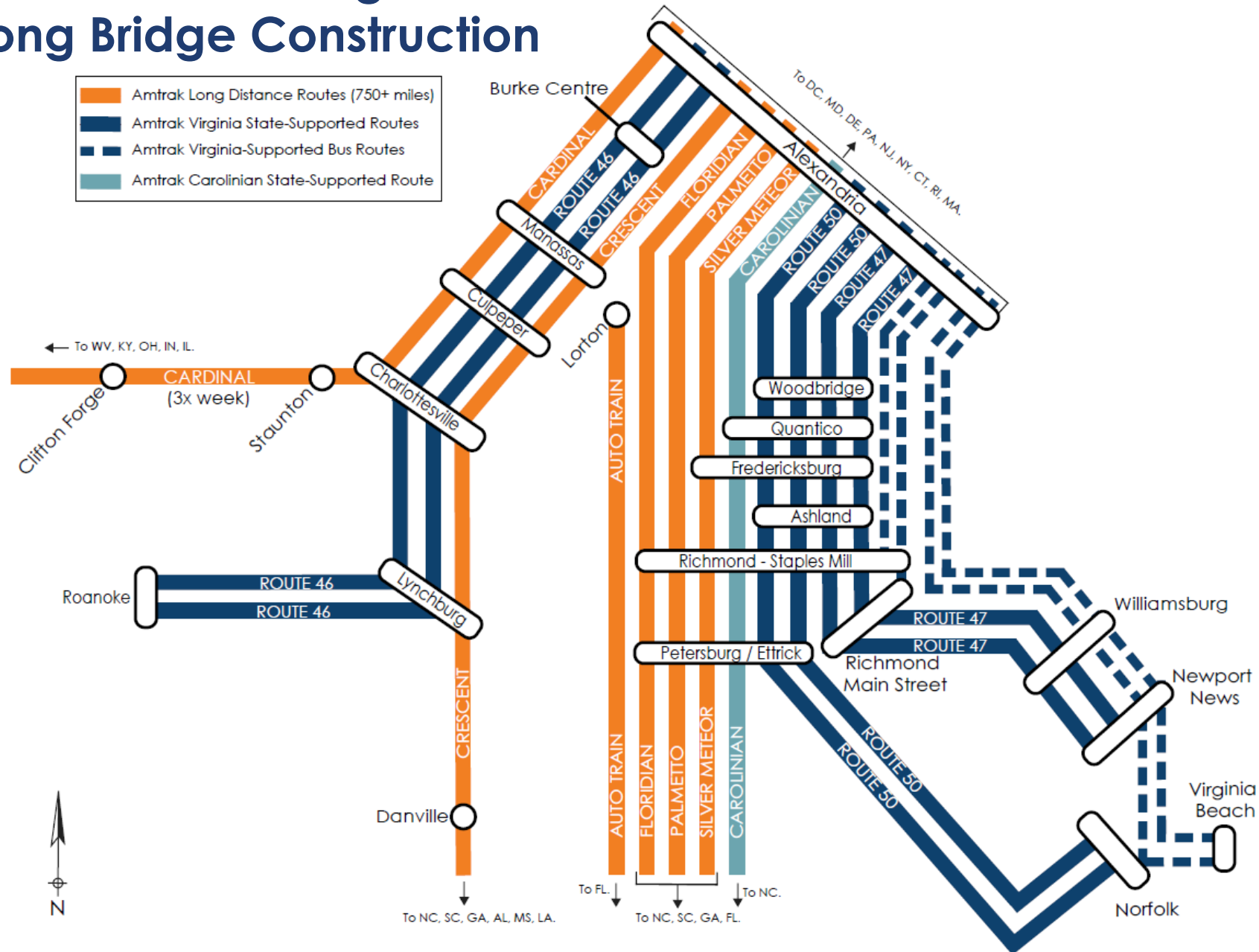


Long Bridge Construction Work Windows

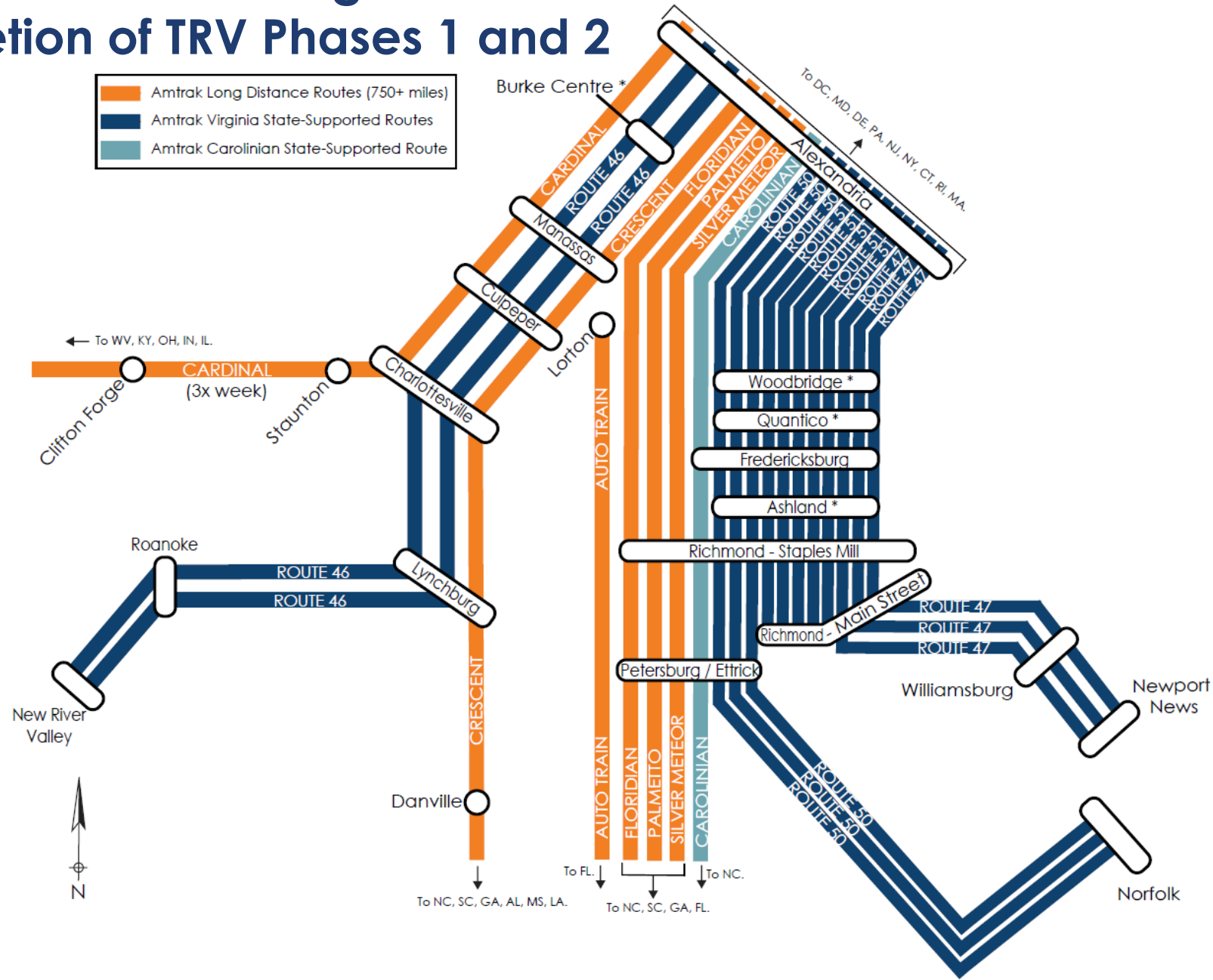
- In order to construct the new Long Bridge for passenger rail, particularly the North Package, VPRM is coordinating with Amtrak, VRE, and CSX to facilitate a service outage from 8:15am – 1:00pm.
- The work window maximizes construction activity for Long Bridge and other projects; it maintains maximum service and optimizes performance for Amtrak, VRE, and CSX.
- DC Noise and Vibration laws restrict significant work to daytime hours.
- Beginning in January 2026, Amtrak VA service was reduced from 8 to 6 daily roundtrips and substituted with 2 bus trips. VRE adjusted 4 roundtrips to end at Alexandria.
 - March: Two roundtrip buses were added from Richmond.
 - July: Williamsburg was added to the Hampton Roads bus route.



Amtrak Service in Virginia During Long Bridge Construction



Amtrak Service in Virginia Upon Completion of TRV Phases 1 and 2



Washington – Fredericksburg Projects

Program Highlights

RF&P Corridor

Half CSX ROW between Washington, DC and Richmond, VA (145mi) & 44 mi of track

Phase 1

22.9 mi of new track

Phase 2

7.7 mi of new track

RF&P Corridor
Improvements

Legend



Passenger Stations



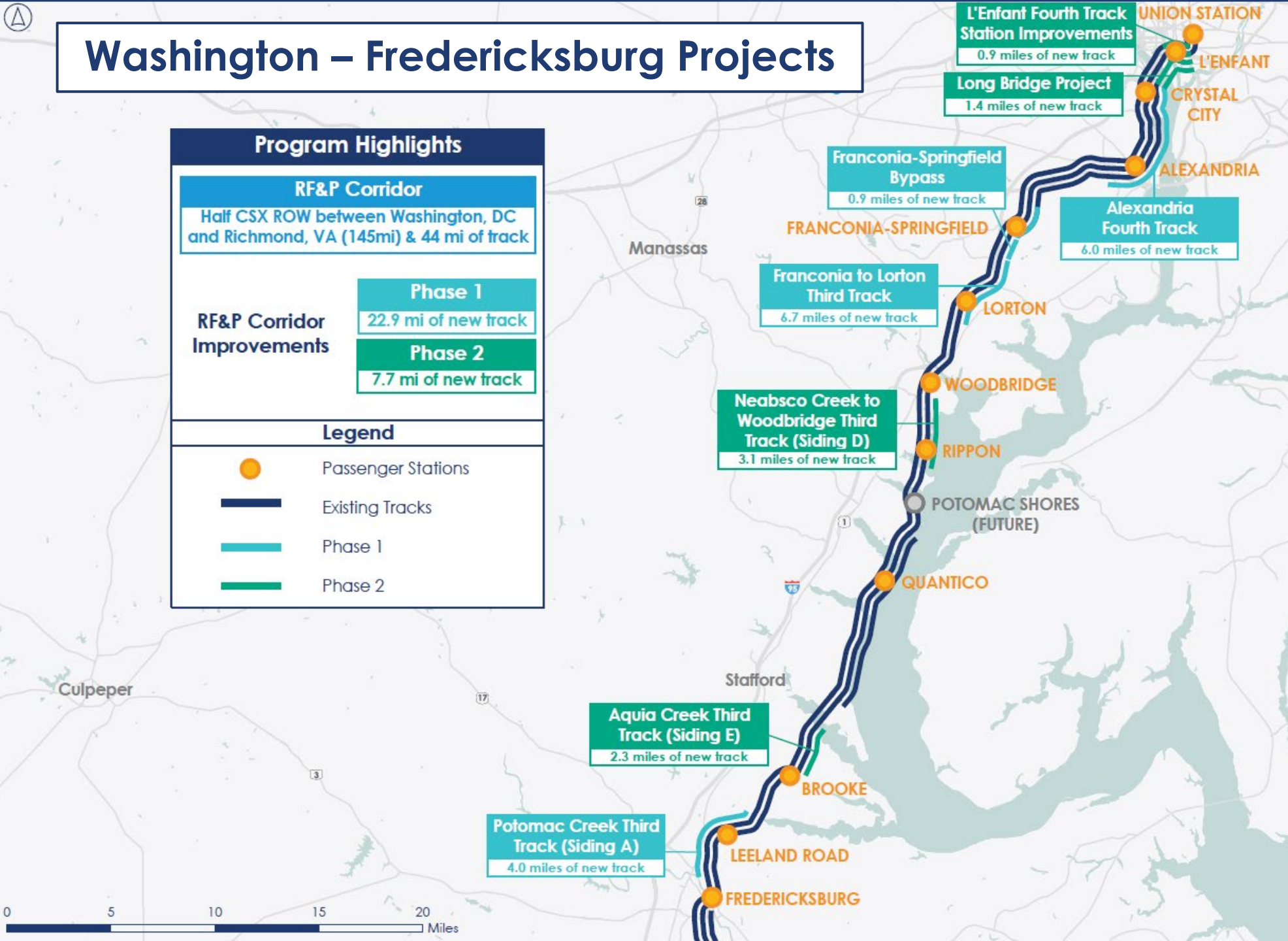
Existing Tracks



Phase 1



Phase 2



Fredericksburg – Richmond Projects

Program Highlights

RF&P Corridor

Half CSX ROW between Washington, DC and Richmond, VA (145mi) & 44 mi of track

RF&P Corridor Improvements

Phase 1

22.9 mi of new track

Phase 2

7.7 mi of new track

Legend



Passenger Stations



Existing Tracks



Phase 1



Phase 2

Crossroads Third Track (Siding F)

4.1 miles of new track

Taylorsville Third Track Siding

2.1 miles of new track

FREDERICKSBURG

SPOTSYLVANIA

Bowling Green

Lake Anna

Hanover

ASHLAND

RICHMOND
(STAPLES MILL)

RICHMOND
(MAIN STREET)

Goochland

Richmond to Raleigh “S-Line”

- VPRRA purchased the abandoned S-Line corridor between Petersburg, VA and Ridgeway, NC as part of agreement with CSX.
- In February 2026, FRA obligated FSP grant to NCDOT, which includes \$39.5M for design of VA Segments 3–6.

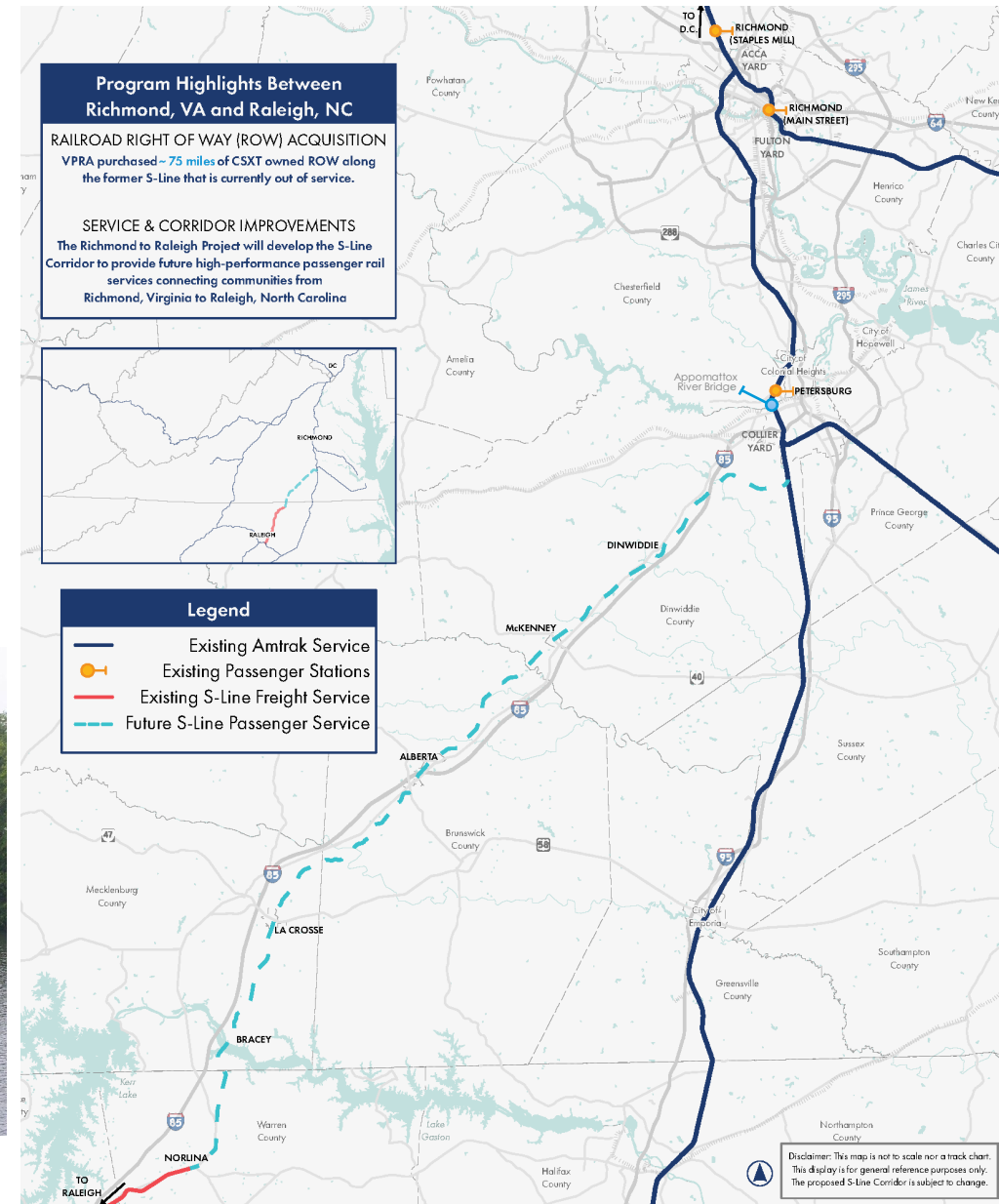
Appomattox River Bridge

- Single track bridge causes delays
- Segment 2



Lake Gaston Bridge

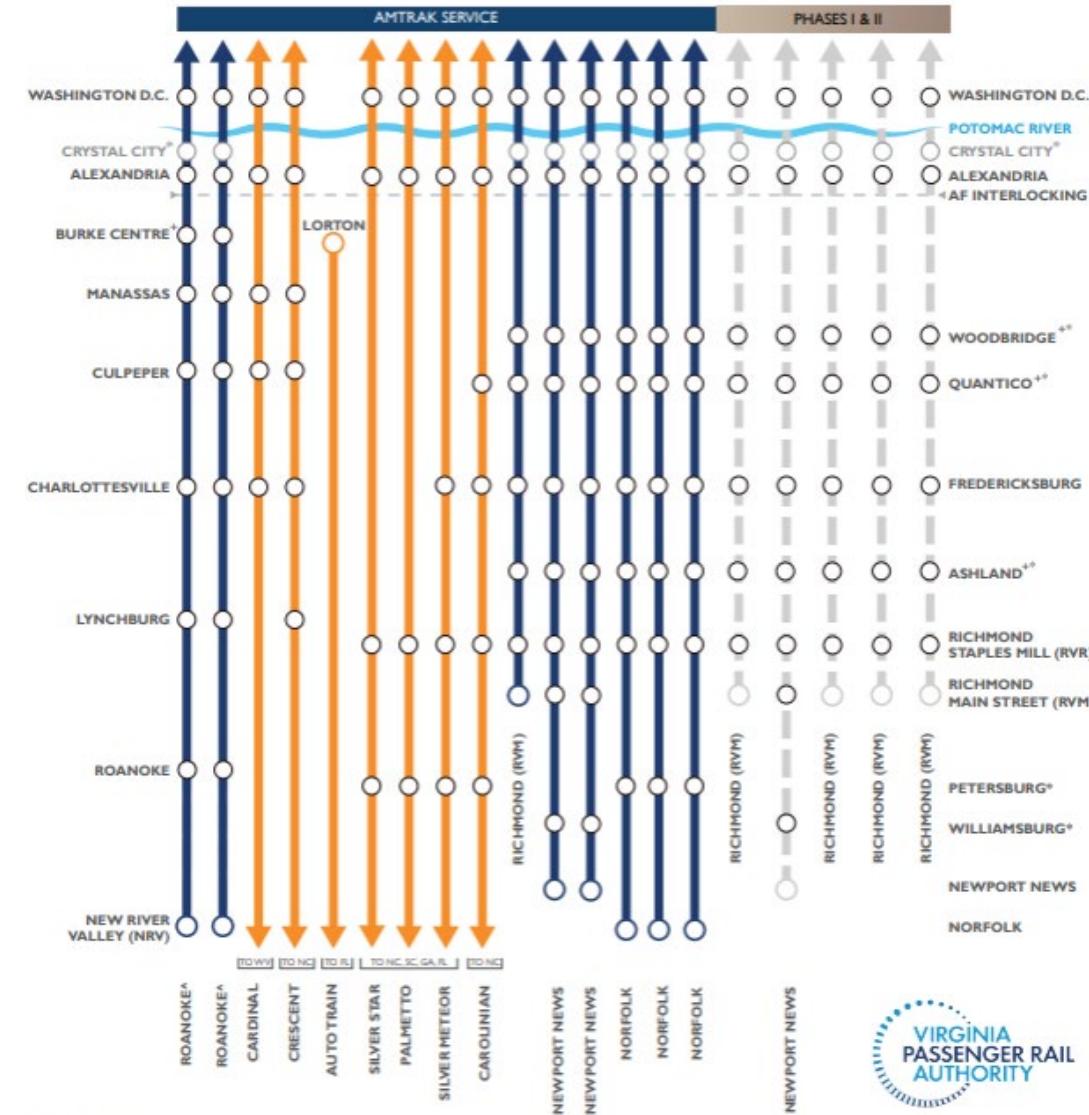
- Abandoned rail bridge
- Segment 6



Amtrak Service Plan

- Upon completion of Long Bridge and the other Phase 2 Projects in 2030, Amtrak state-supported service will increase from the 8 roundtrips Virginia had before construction to 13 roundtrips.
- All of these state-supported trains provide one seat rides to the NEC and cities such as Philadelphia, New York, and Boston.
- The Virginia-CSX agreement calls for a new layover facility in Richmond to store the Phase 2 trains.
 - CSX and VPRA have agreed on a site at Fulton Yard just south of Main Street, and the project is in the final design stage.
 - The Richmond Layover Facility will also help maintain the new Amtrak Airo Fleet.
 - VPRA is attempting to secure funding to construct the project.

TRAIN SERVICE AFTER LONG BRIDGE CONSTRUCTION



DATE: 04/15/2016

AMTRAK ROUTES IN VIRGINIA, EXISTING AND PROPOSED

- EXISTING VIRGINIA SUPPORTED SERVICE
- EXISTING LONG DISTANCE SERVICE
- ELIMINATED VIRGINIA SUPPORTED SERVICE
- FUTURE VIRGINIA SUPPORTED SERVICE

NOTES:
 1. EACH LINE SEGMENT REPRESENTS A ROUND TRIP
 2. SCHEDULE TIME FOR ALL AMTRAK SERVICE MAY BE RESET TO ACHIEVE NEARLY HOURLY SERVICE
 3. * LIMITED SERVICE AT STATION, CHECK AMTRAK TRAIN SCHEDULE FOR DETAILS
 4. * FUTURE SERVICES LEVELS TO BE DETERMINED BY MARKET ANALYSIS

Amtrak Virginia Passenger Experience

Station Upgrades

- Newport News Transportation Center
- Fredericksburg
- Quantico
- Petersburg/Ettrick (*contractor onboarding*)
- Richmond Staples Mill (*in design*)

ALC-42 Locomotives in Virginia

- More Reliable

Airo Equipment

- Dual Power
- Arriving in 2028

Customer Service Standards Agreement with Amtrak

- Signed in November 2024
- Provides Guidelines for Service





NORTH CAROLINA
Department of Transportation

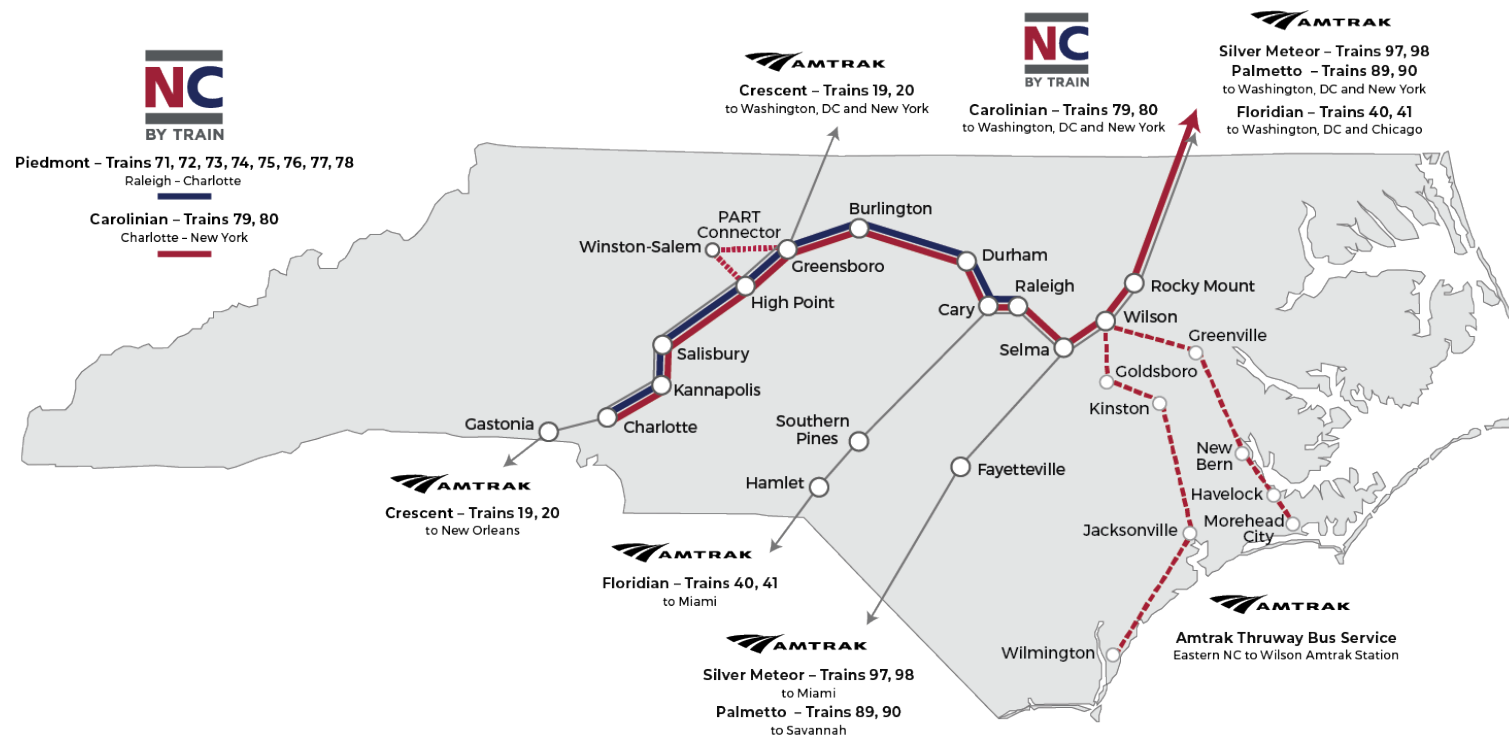
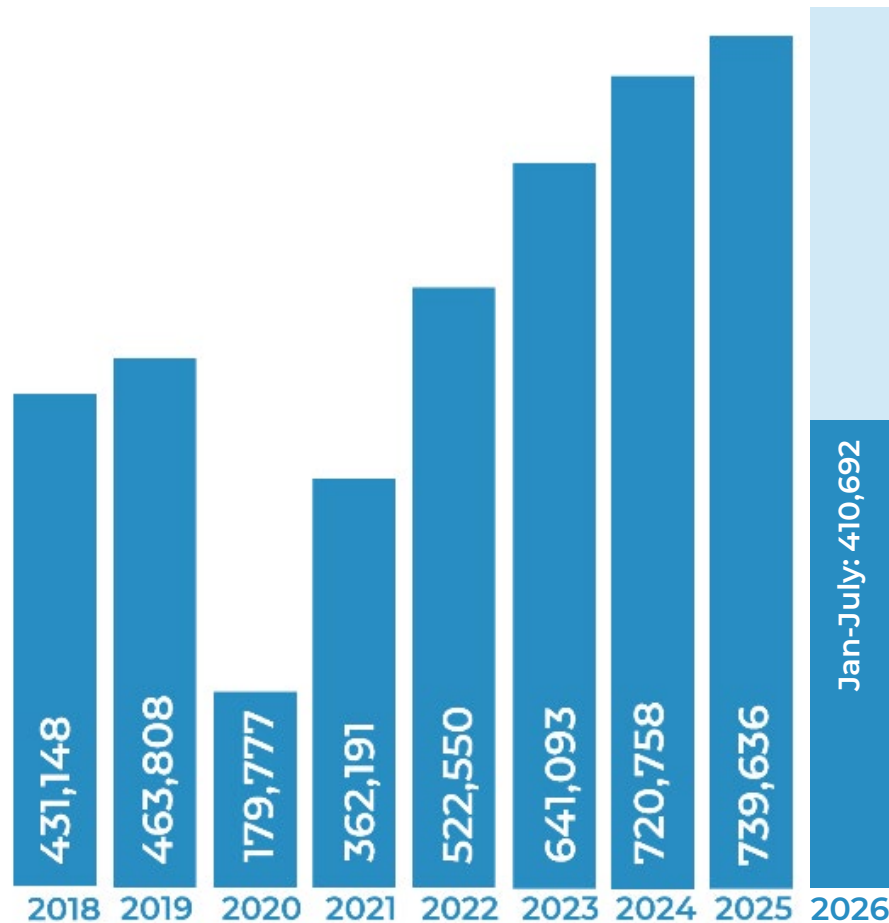
North Carolina Rail Update

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

September 8, 2026
VA-NC IHSR Compact Meeting

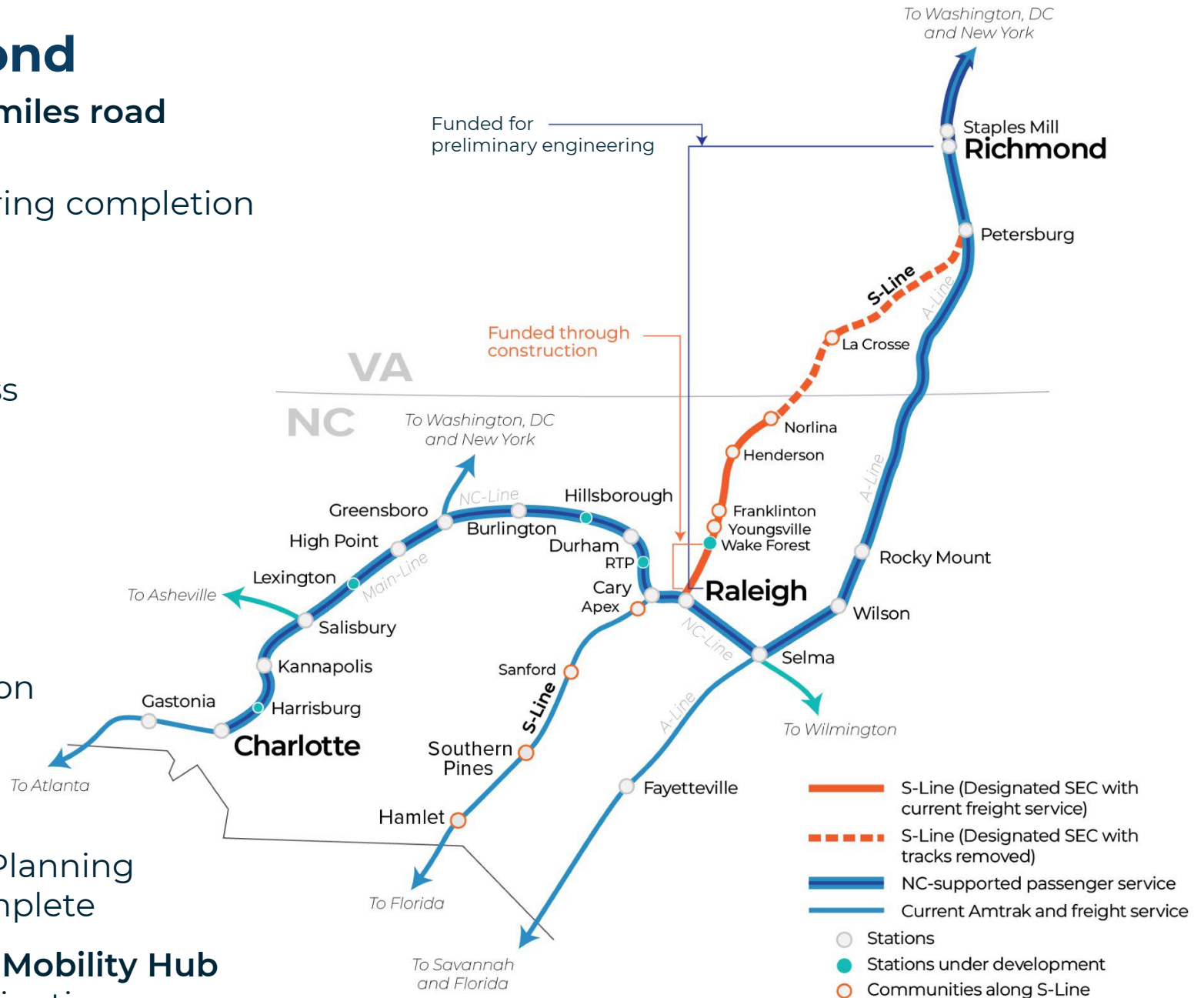
Connecting people, products and places safely and efficiently with customer focus, accountability
and environmental sensitivity to enhance the economy and vitality of North Carolina

Highest ridership in 35-year history, 59% increase in ridership since 2019



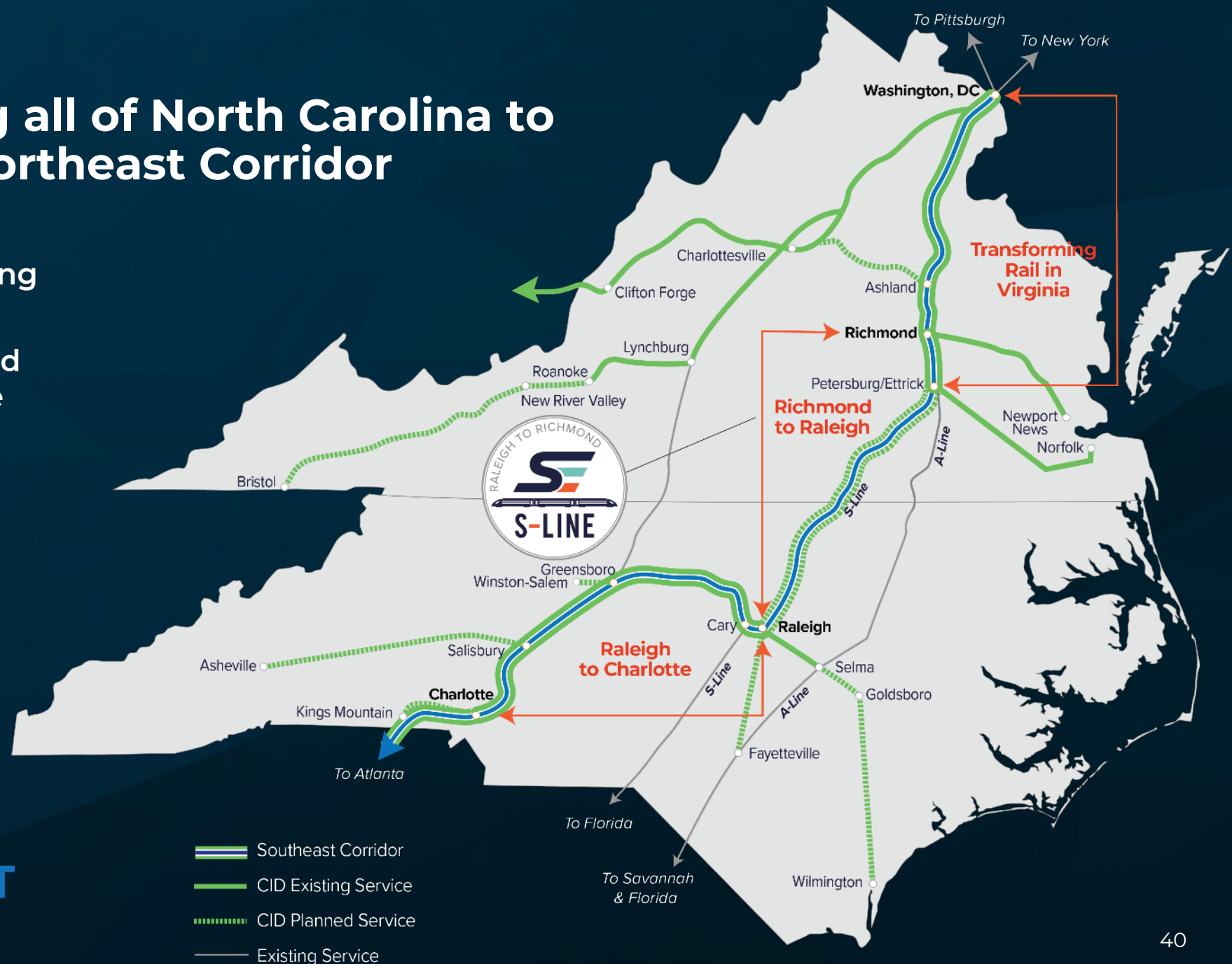
S-Line: Raleigh to Richmond

- ✓ NEPA Complete – 162 miles rail / 82 miles road
- ✓ (FY '20) \$47.5M FRA CRISI grant
 - NC S-Line corridor acquisition nearing completion
- ✓ (FY '21) \$57.9M FRA CRISI grant
 - Land surveying (complete)
 - Preliminary engineering (Raleigh to Richmond) – in progress
- ✓ \$900K FTA TOD Study grant
 - ✓ TOD Study (complete)
- ✓ \$3.4M RAISE grant
 - Mobility Hub Plans underway
- ✓ (FY '22-23) \$1.09 Billion – FSP grant
 - Engineering, ROW, and construction (Raleigh to Wake Forest) – working towards obligation
- ✓ Corridor ID grant \$500,000
 - CLT to DC - Service Development Planning (scope/sched./budget) – Step 1 complete
- ✓ \$13.2M RAISE grant for Wake Forest Mobility Hub
 - Awarded and working towards obligation



S-line - Connecting all of North Carolina to Virginia and the Northeast Corridor

- FRA leading and supporting development effort
- Provides frequent, fast and reliable passenger service while supporting freight
- Core of NC rail routes development
- Raleigh to Richmond Preliminary Engineering underway
- Rail ROW acquisition underway
- Raleigh to Wake Forest awarded for construction



Connecting the Southeast to Washington, D.C. and the Northeast Corridor

Completing the “missing link”

The S-Line corridor between Richmond and Raleigh will connect North Carolina to Washington, DC and the NEC with frequent, reliable, and faster passenger service.

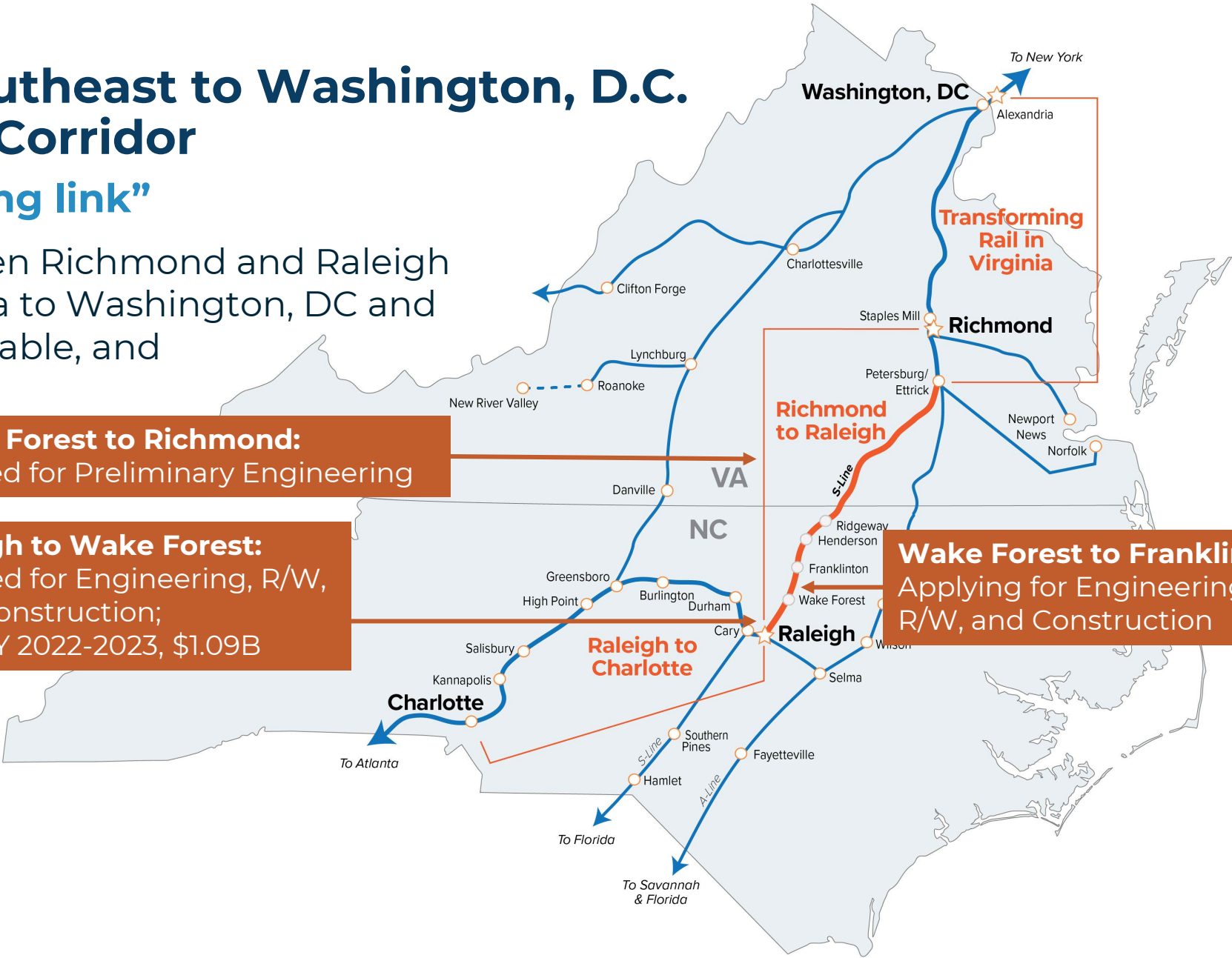
\$1.2B
Federal grants to NC to plan, design, and build this project thus far

Wake Forest to Richmond:
Funded for Preliminary Engineering

Raleigh to Wake Forest:
Funded for Engineering, R/W, and Construction;
FSP FY 2022-2023, \$1.09B

Wake Forest to Franklinton:
Applying for Engineering, R/W, and Construction

Funds Secured To Date	
Local	\$44,520,000
Other	\$38,500,000
STIP/State	\$245,181,871
Federal	\$1,219,027,484



North Carolina Intercity Rail Expansion Opportunities

Seven Corridors in FRA CID Program

- ✓ Charlotte to Washington, DC
- ✓ Salisbury to Asheville
- ✓ Raleigh to Wilmington
- ✓ Charlotte to Kings Mountain
- ✓ Raleigh to Fayetteville
- ✓ Raleigh to Winston-Salem
- ✓ Charlotte to Atlanta

Future CID Applications:

- Raleigh to Greenville
- Raleigh to Hamlet
- Raleigh to Morehead City
- Winston-Salem to Charlotte
- Raleigh to Weldon



East-West Connector

Western North Carolina Passenger Rail Feasibility Study completed December 2023;
Economic Impact of a Salisbury-Asheville Rail Corridor completed July 2025

- Currently in Step 1 of FRA Corridor Identification and Development (CID) Process
- \$665M capital cost including equipment and infrastructure (2023\$)
- 20% non-federal match needed: \$133M
 - \$28M included in Governor's budget

Southeastern North Carolina Passenger Rail Feasibility Study completed September 2024

- Currently in Step 1 of FRA CID Process
- \$810M capital cost including equipment and infrastructure (2023\$)
- 20% non-federal match needed: \$162M



Asheville to Salisbury Corridor

Construction Impact*

- 5,280 job-years
- \$360.5M in employee earnings
- \$33.6M local and state tax revenue
- **\$1.05 B** in economic output

Annual Recurring Impact*

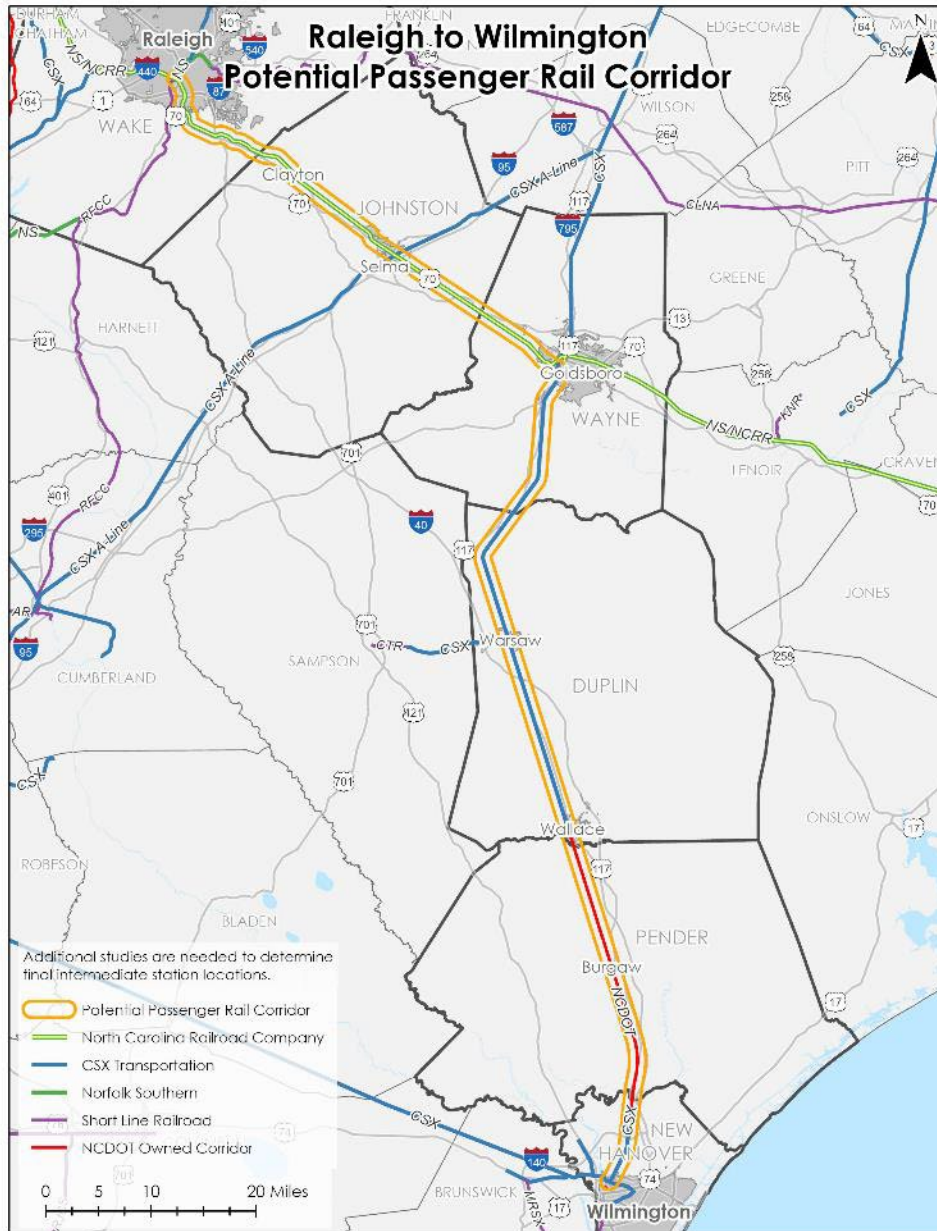
- 305 jobs
- \$19.9M in employee earnings
- \$1.8 M in local and state tax revenue
- **\$59.8M** in economic output

Status

- Hurricane Helene Recovery
- Coordinating with Norfolk Southern for corridor modeling

* 2025 \$





Southeastern North Carolina Passenger Rail Service Feasibility Study

- Connects Wilmington and eastern NC communities to Raleigh
- Three round trips daily (6 trains)
- \$810M capital cost including equipment & infrastructure*
 - Non-federal match needed \$162M*
 - \$12-14M estimated annual operating and maintenance costs

* 2023 \$



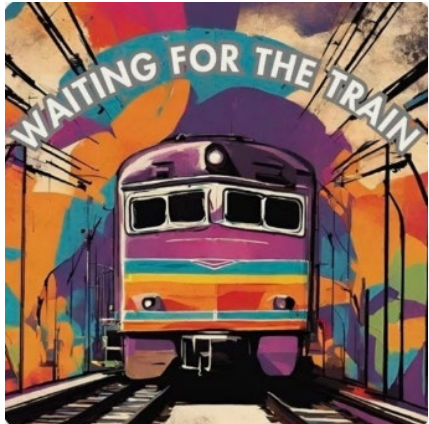
S-Line Mobility Hubs – Community Readiness

- Began Mobility Hub Feasibility Studies with seven communities following Transit-Oriented Development Studies:
 - ✓ **Sanford**
 - ✓ **Apex**
 - ✓ **Wake Forest**
 - ✓ **Youngsville**
 - ✓ **Franklinton**
 - ✓ **Henderson**
 - ✓ **Norlina**
- Feasibility Studies complete
- NEPA / environmental analysis and preliminary designs in progress for participating communities
- Beginning discussions of identifying non-federal funds for future federal grant applications to progress beyond preliminary engineering
- Active applications pending with USDOT for further stages of development



Statewide Advocacy

Local support makes all the difference



Thank you!



Future of the Compact and Additional Discussion

Compact Grant and Study Updates
Future Meetings
Continued Advocacy and Support for Grant Applications



Public Comment

September 8, 2014