



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

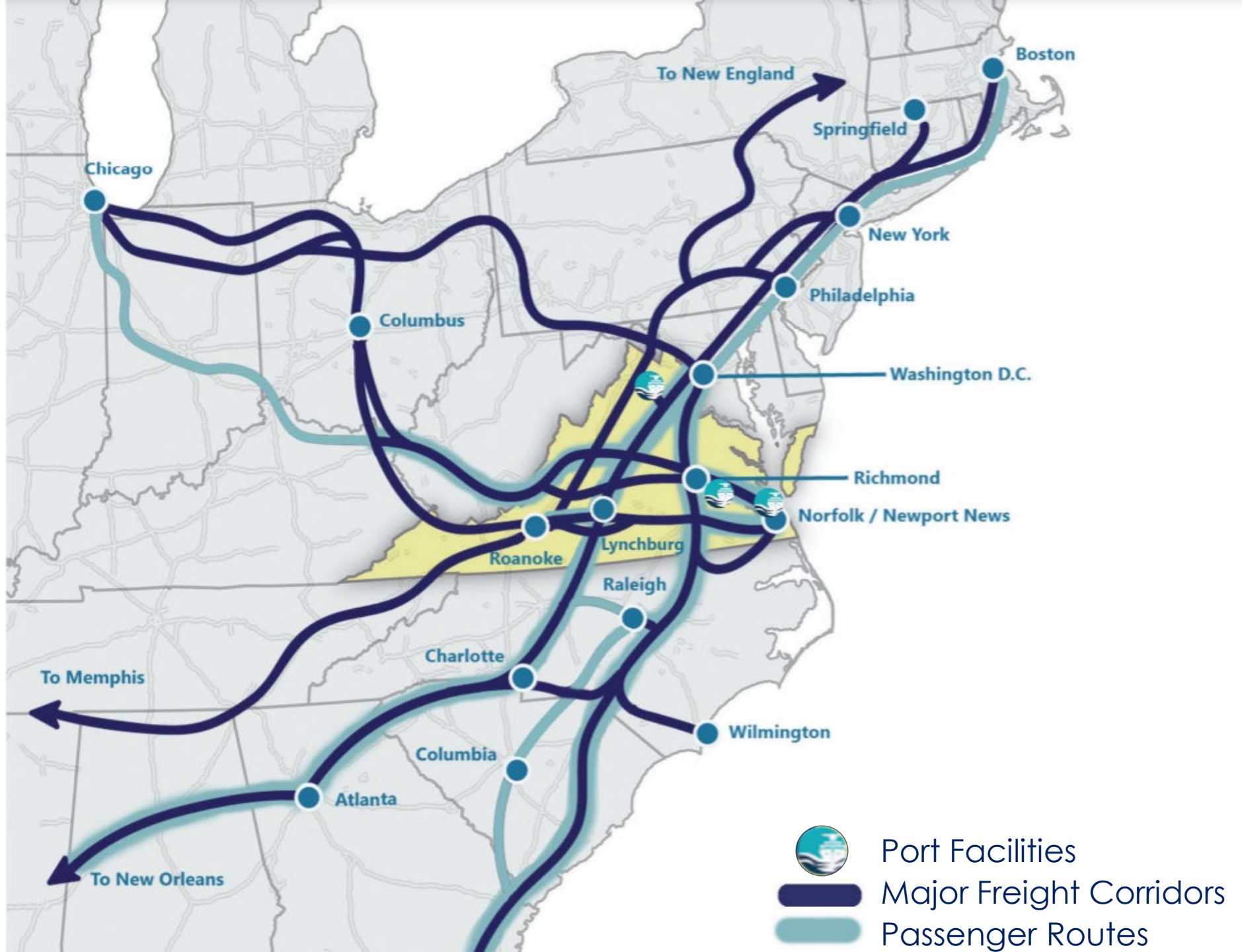


Virginia Passenger Rail Authority

- 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

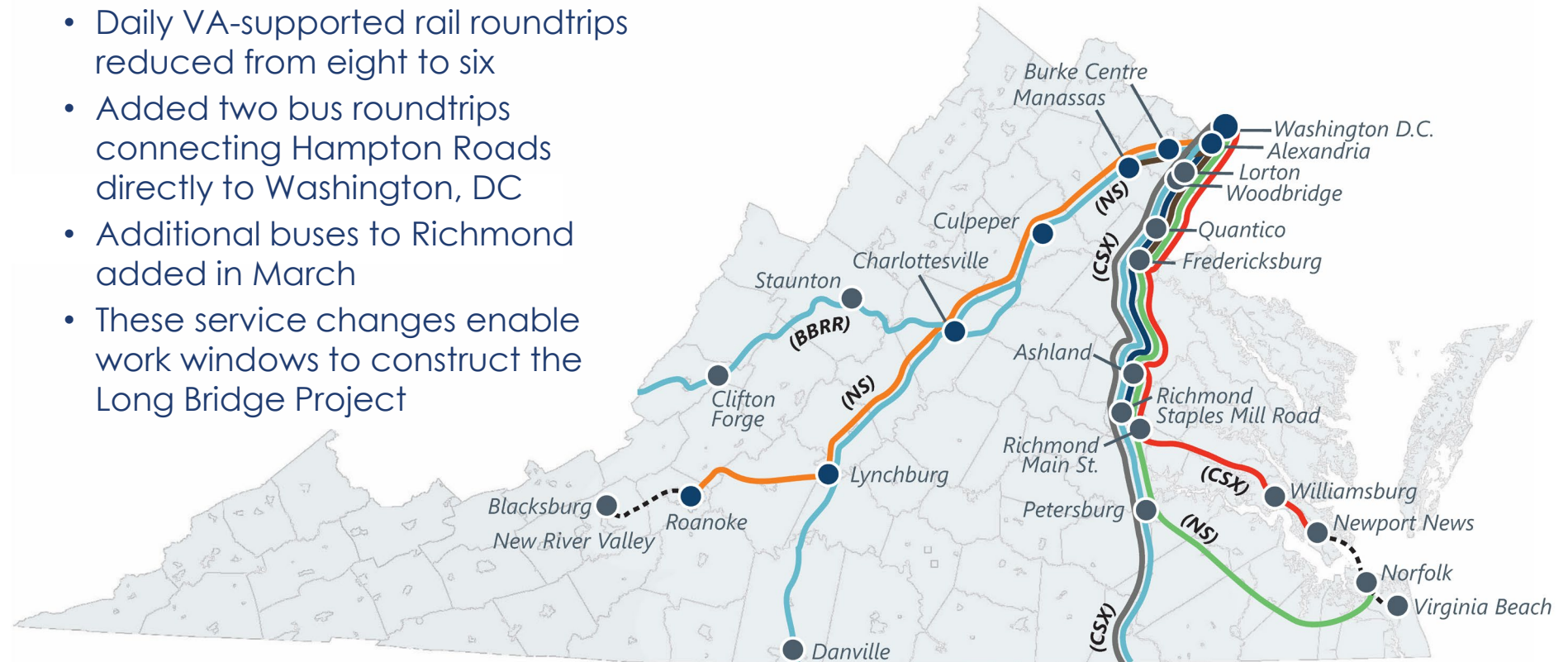
➤ Two Virginia Railway Express (VRE) Commuter Routes:

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

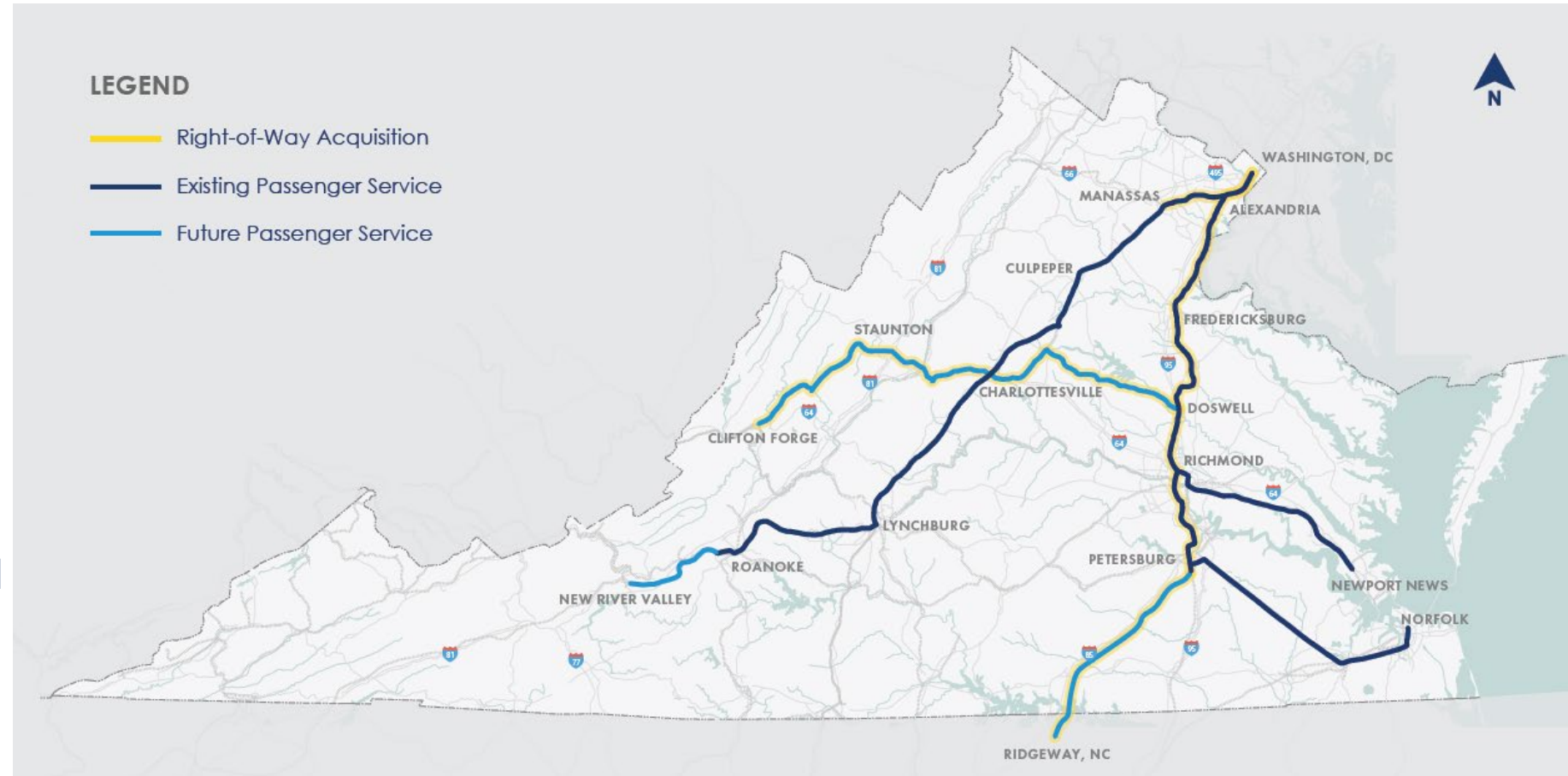
Virginia, Amtrak, VRE, CSX & US DOT Secretary announce CSX-Virginia agreement to add rail capacity & passenger trains with end goal to separate freight and passenger service.

June 2022

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

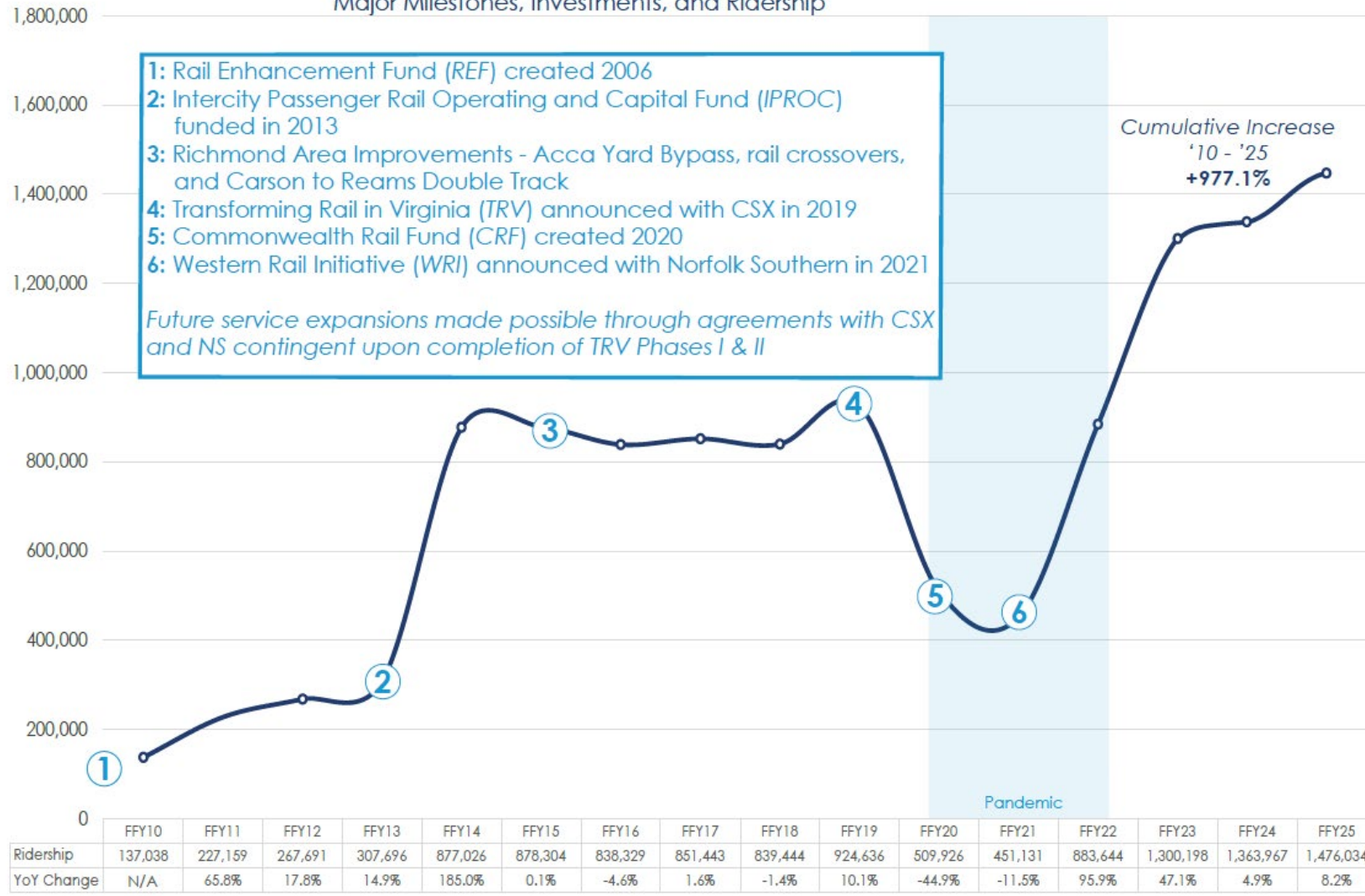
September 2024

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.



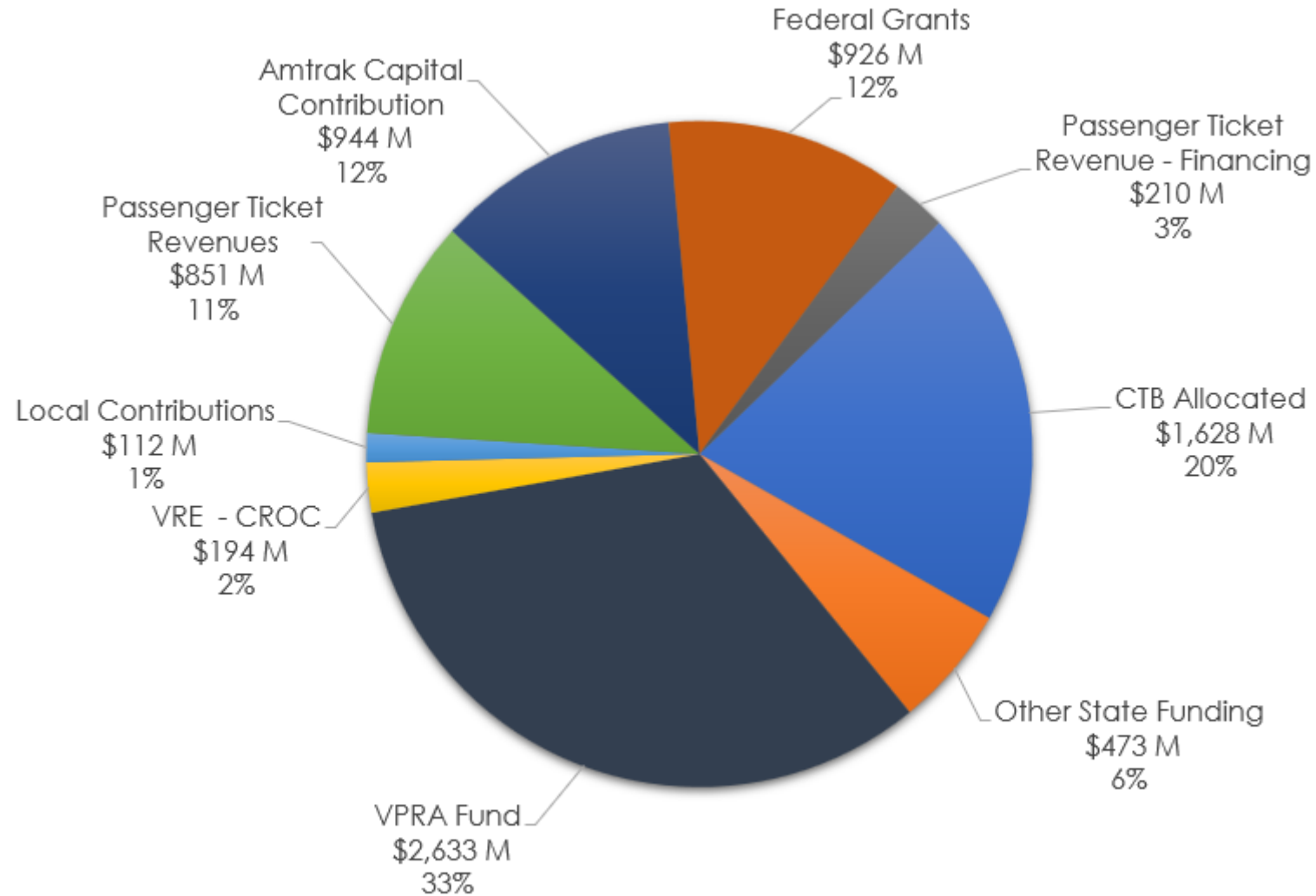


VPRA Financial Information

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





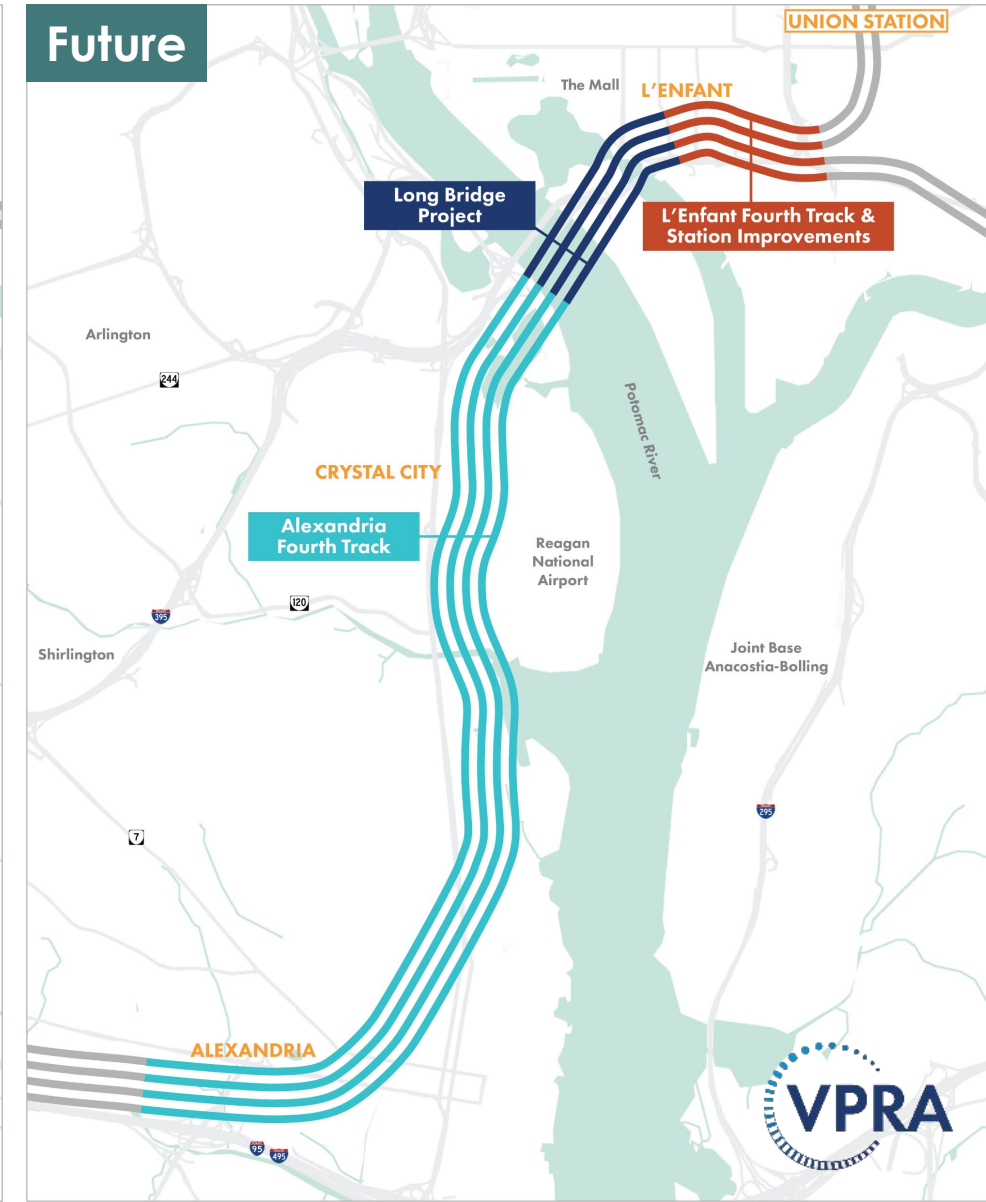
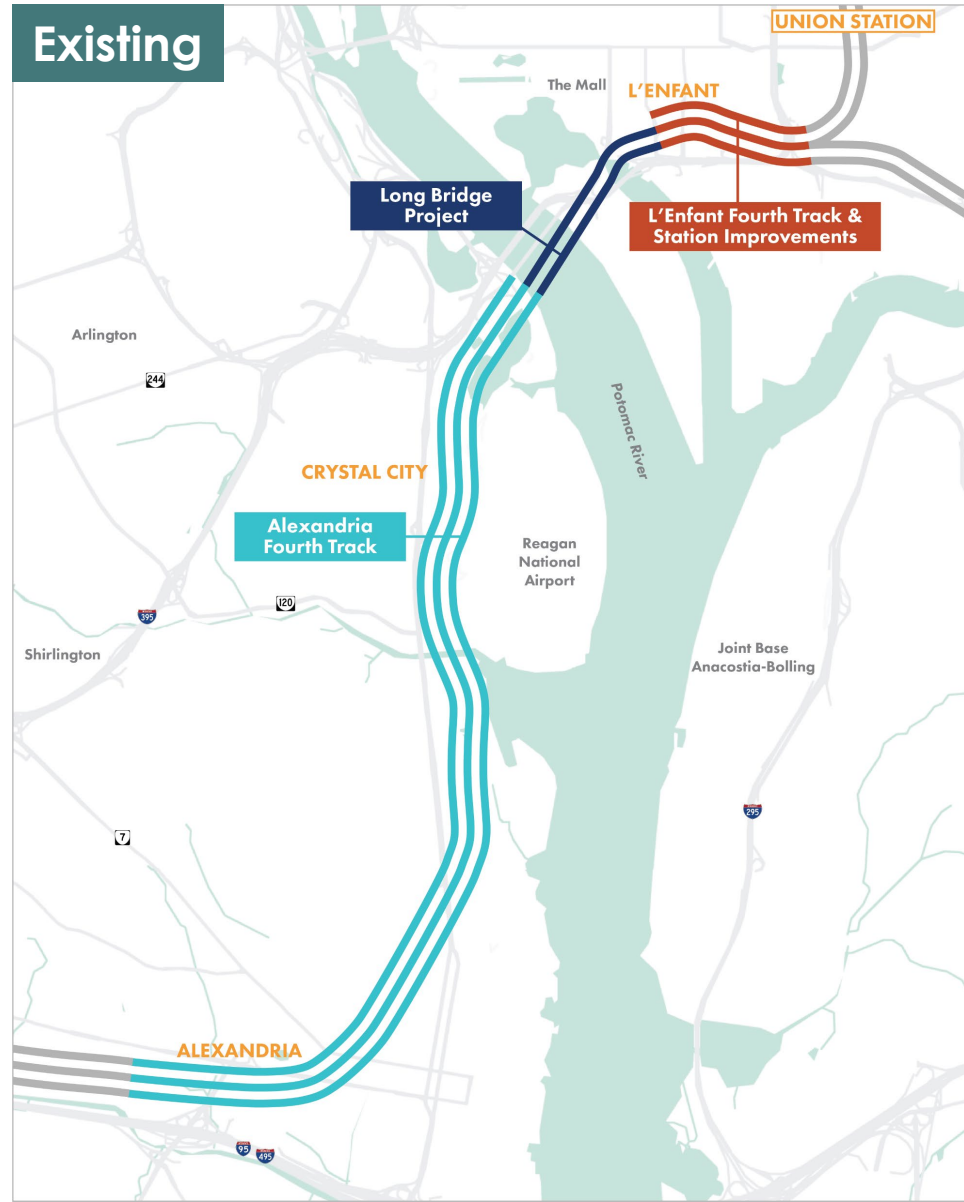
Capital Projects and Passenger Rail Service

Long Bridge: Completing the Four-Track Corridor

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

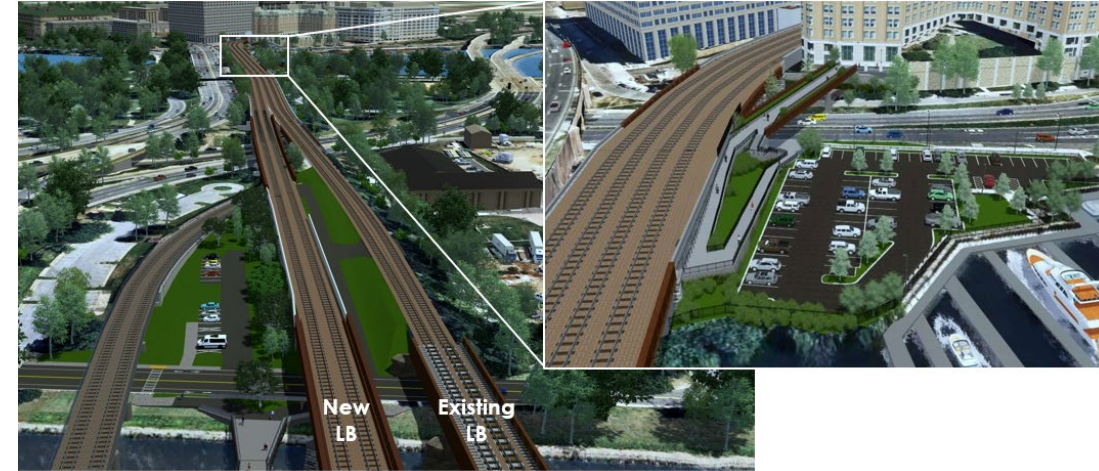
Long Bridge
(2 → 4 tracks)
Complete 2030

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

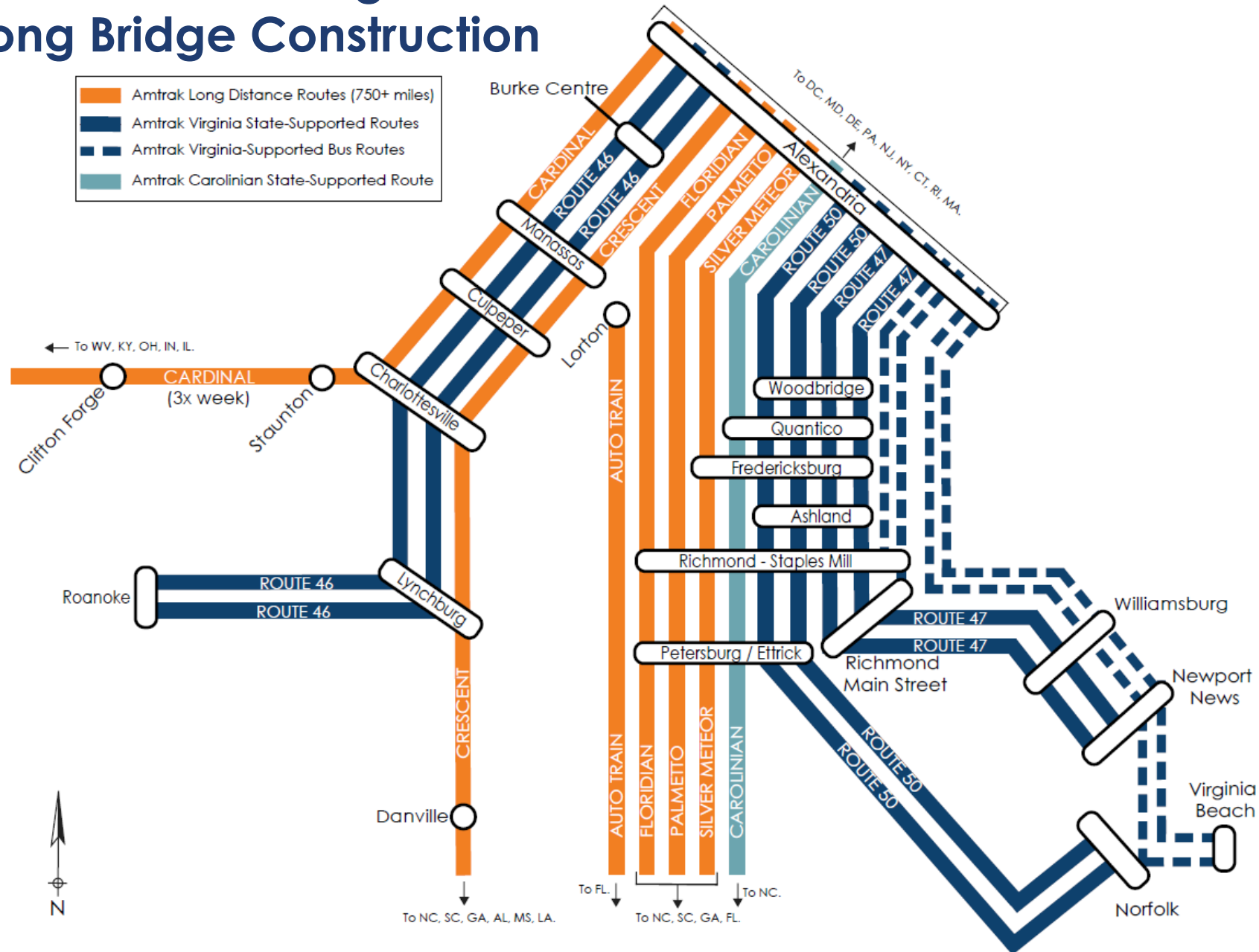


Long Bridge Construction Work Windows

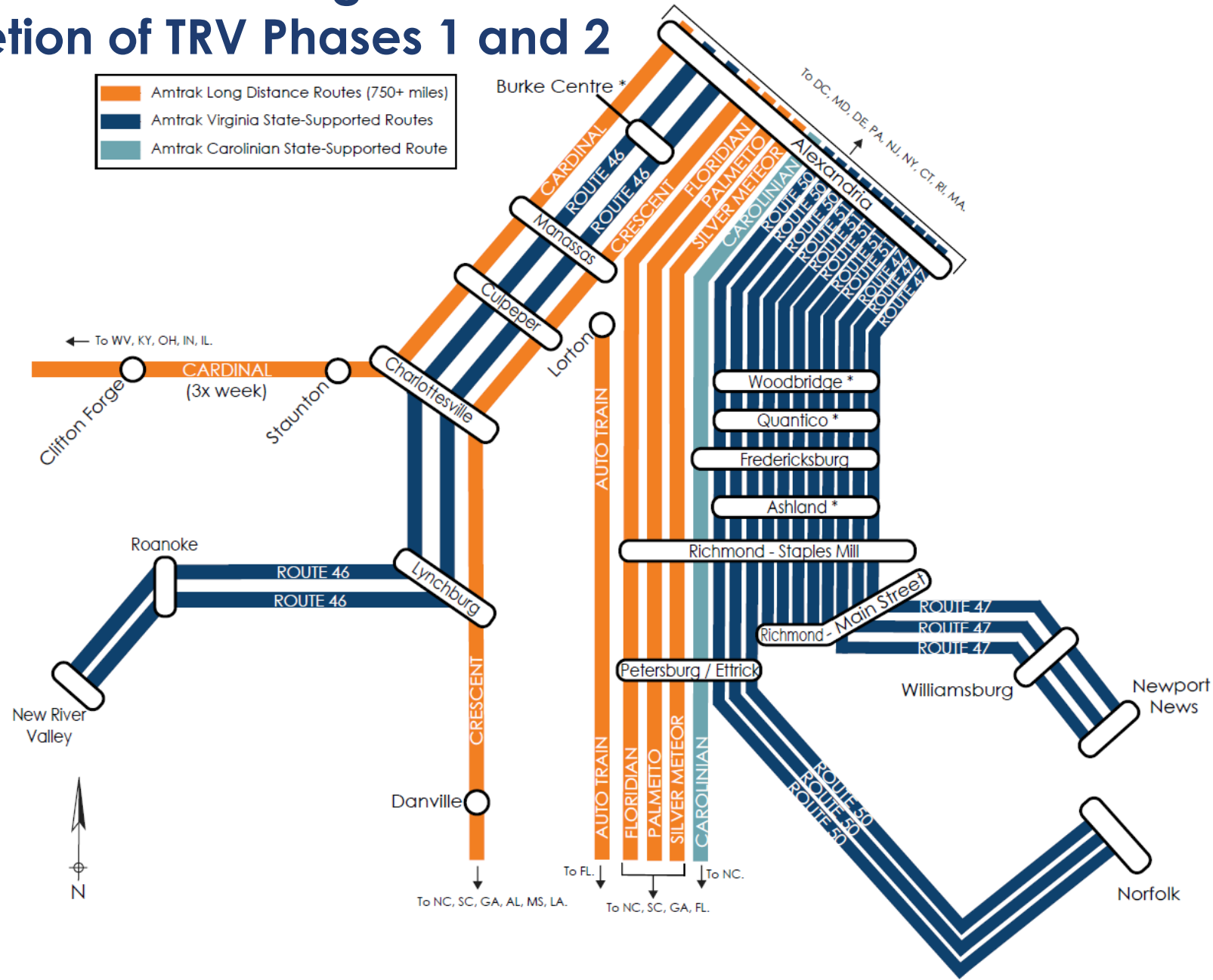
- In order to construct the new Long Bridge for passenger rail, particularly the North Package, VPRM is coordinating with Amtrak, VRE, and CSX to facilitate a service outage from 8:15am – 1:00pm.
- The work window maximizes construction activity for Long Bridge and other projects; it maintains maximum 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



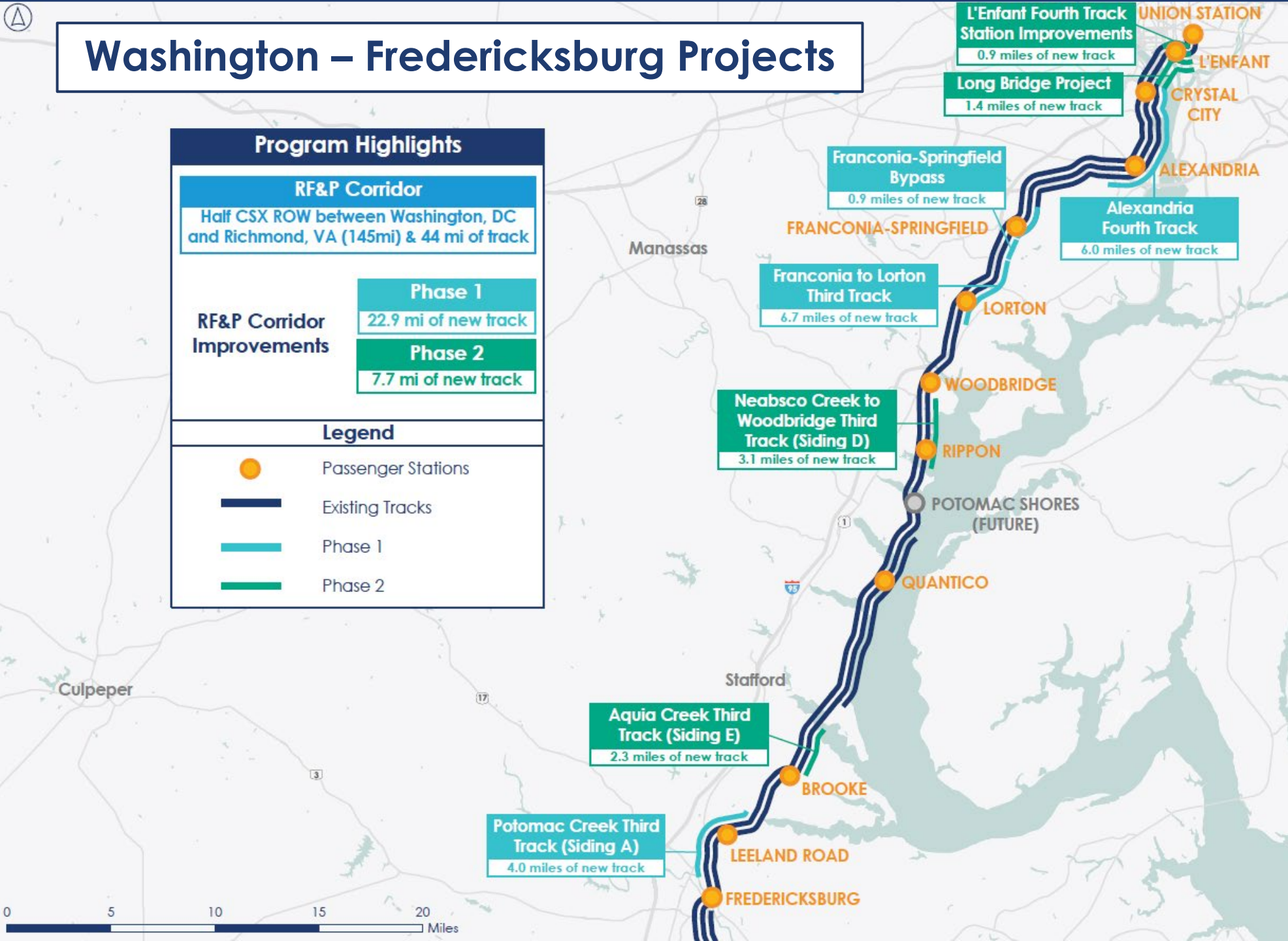
Existing Tracks



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

Goochland

RICHMOND
(STAPLES MILL)

RICHMOND
(MAIN STREET)

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.

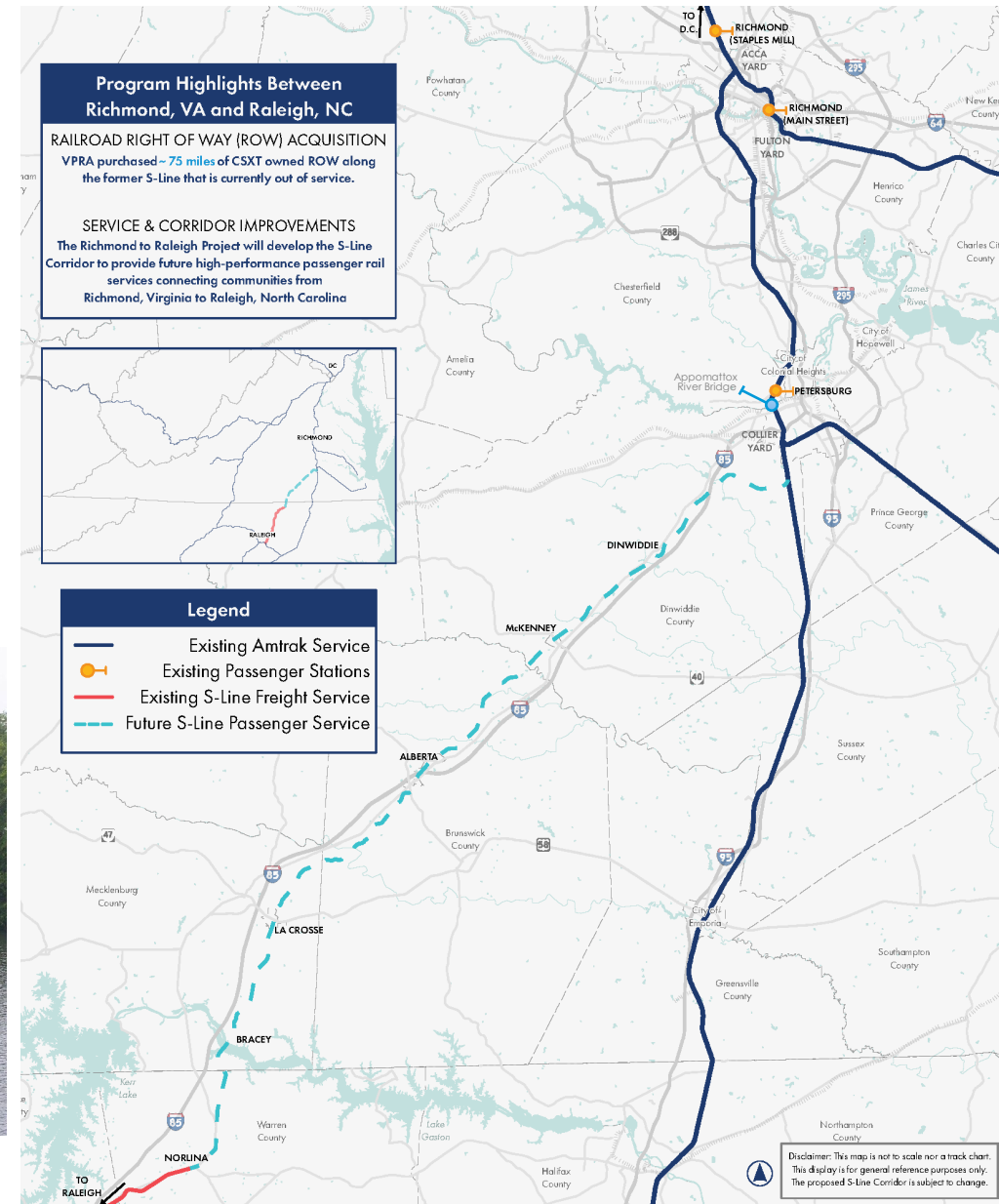
Appomattox River Bridge

- Single track bridge causes delays
- Segment 2



Lake Gaston Bridge

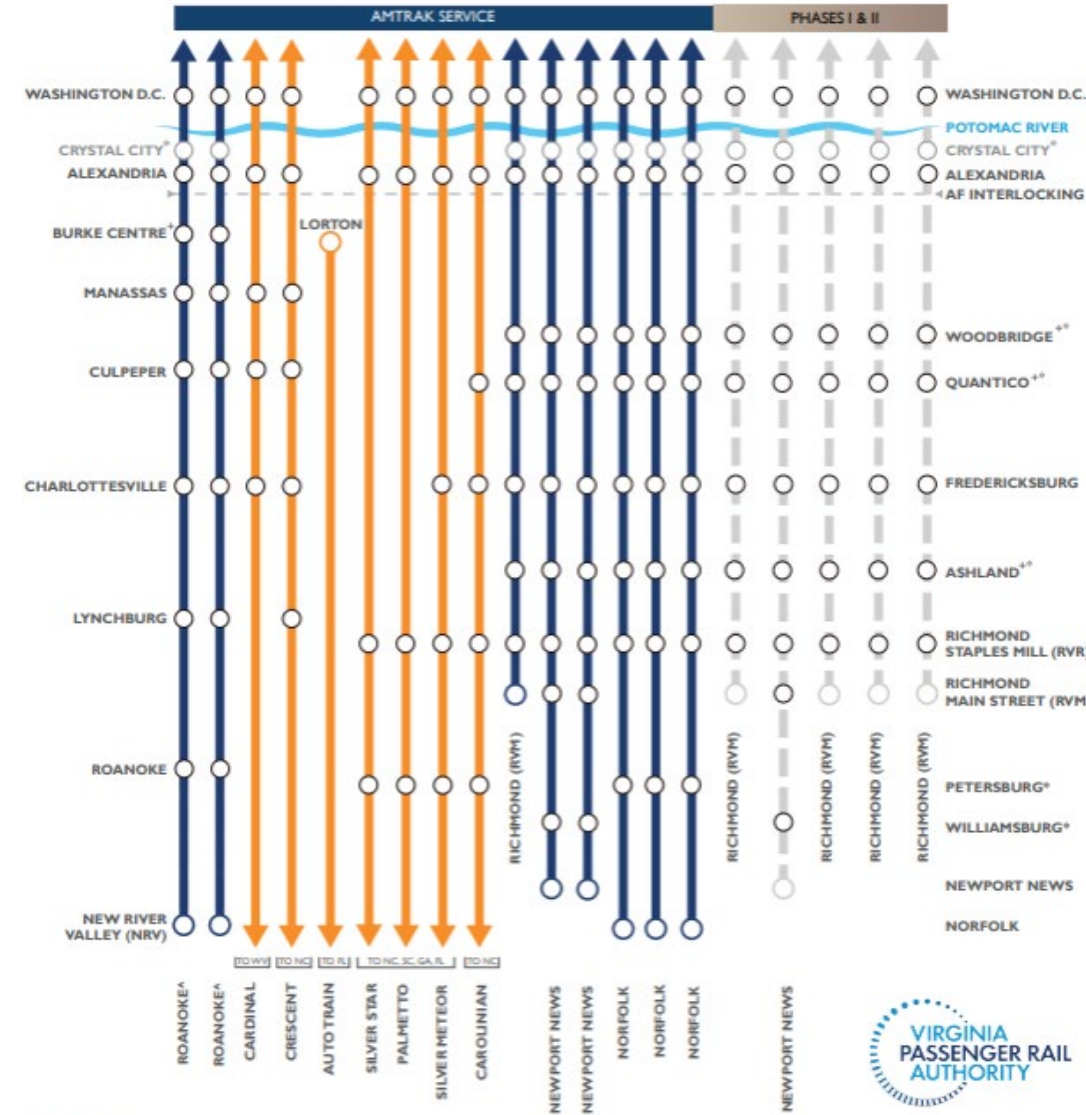
- Abandoned rail bridge
- Segment 6



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

