



2023 Update

December 15, 2023

Pursuant to Section 4 of § 33.2-1400, the Virginia-North Carolina Interstate High Speed Rail Compact is required to report annually on its activities.

On December 12, 2023, the Compact met virtually for the first time since November 2017. With the ability to meet virtually, the Compact anticipates meeting more frequently. Attached are presentations from that meeting highlighting the actions of the Virginia Department of Rail and Public Transportation (DRPT), the Virginia Passenger Rail Authority (VPRA), and the North Carolina Department of Transportation (NCDOT) to fulfill the Compact mission.

Sincerely,

Jennifer B. DeBruhl
Director, Virginia DRPT
Chairperson, VPRA



Virginia Statewide Rail Plan

Virginia-North Carolina Interstate High Speed Rail Compact

Emily Stock

Chief of Rail Transportation

December 11, 2023



2022 Statewide Rail Plan



Aligns with goals/objectives of Vtrans & drafted by DRPT.

Virginia's previous Rail Plan was adopted in 2018.

The Federal Railroad Administration (FRA) requires each state to update its SRP every four years.

Necessary to apply and receive federal rail funding for passenger and freight projects.

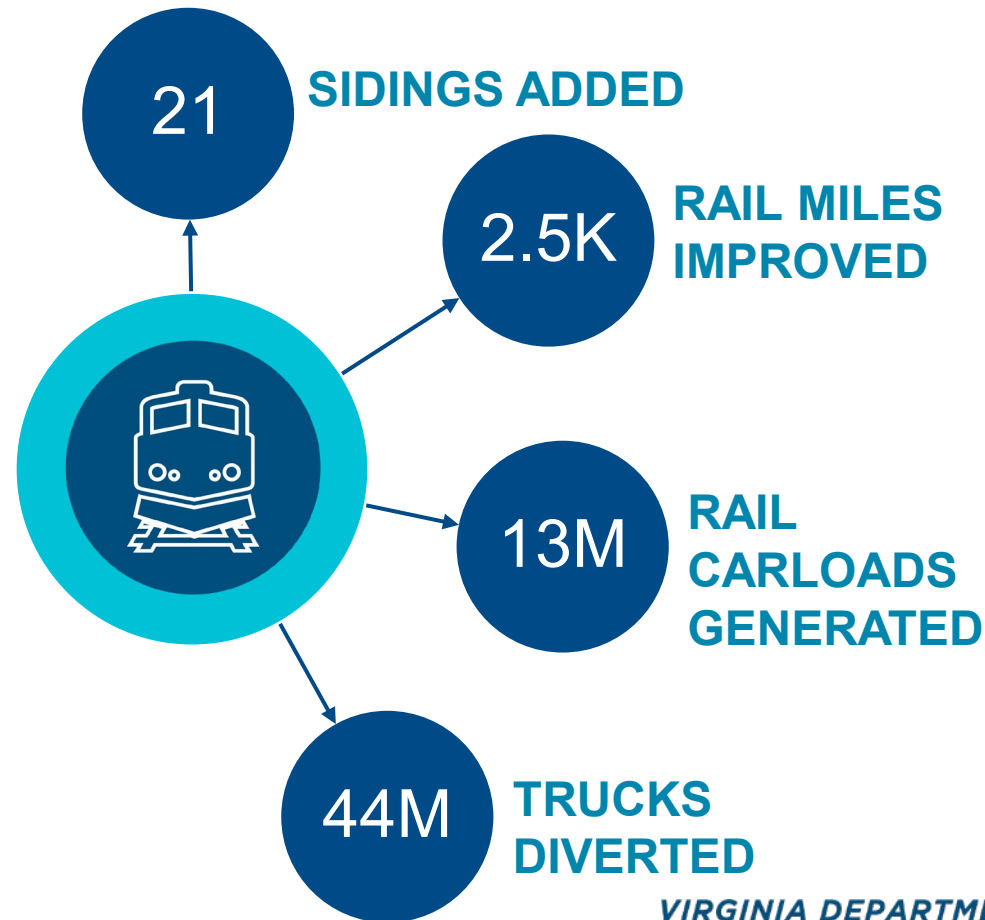
Includes 6-year and 20-year horizons.

Data points/metrics can be compared plan to plan and state to state.

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

Virginia's TOP 10 Rail Highlights

Since the last Statewide Rail Plan . . .



All thanks to DRPT's
Rail Programs!

Recommended Rail Projects

Total Number of Projects

262

Total Planned Investment

\$6.4 B



Number of Freight Projects

123



Number of Passenger Rail Projects

72



Number of Rail Crossings Projects

67

Total Investment (Short-term + Long-term)

\$536 M

Total Investment (Short-term + Long-term)

\$5,772 M

Total Investment (Short-term + Long-term)

\$73.5 M

Short-term investments planned within 6 years
Long-term investments planned beyond 6 years

Long Range Passenger Rail Corridor Development

Existing Service

- Existing Virginia State-Supported Service
- Existing Long Distance or Other State-Supported Service

Preliminary Design / NEPA Approval

- Eastern Corridor (Richmond to Raleigh)

Feasibility / Pre-NEPA

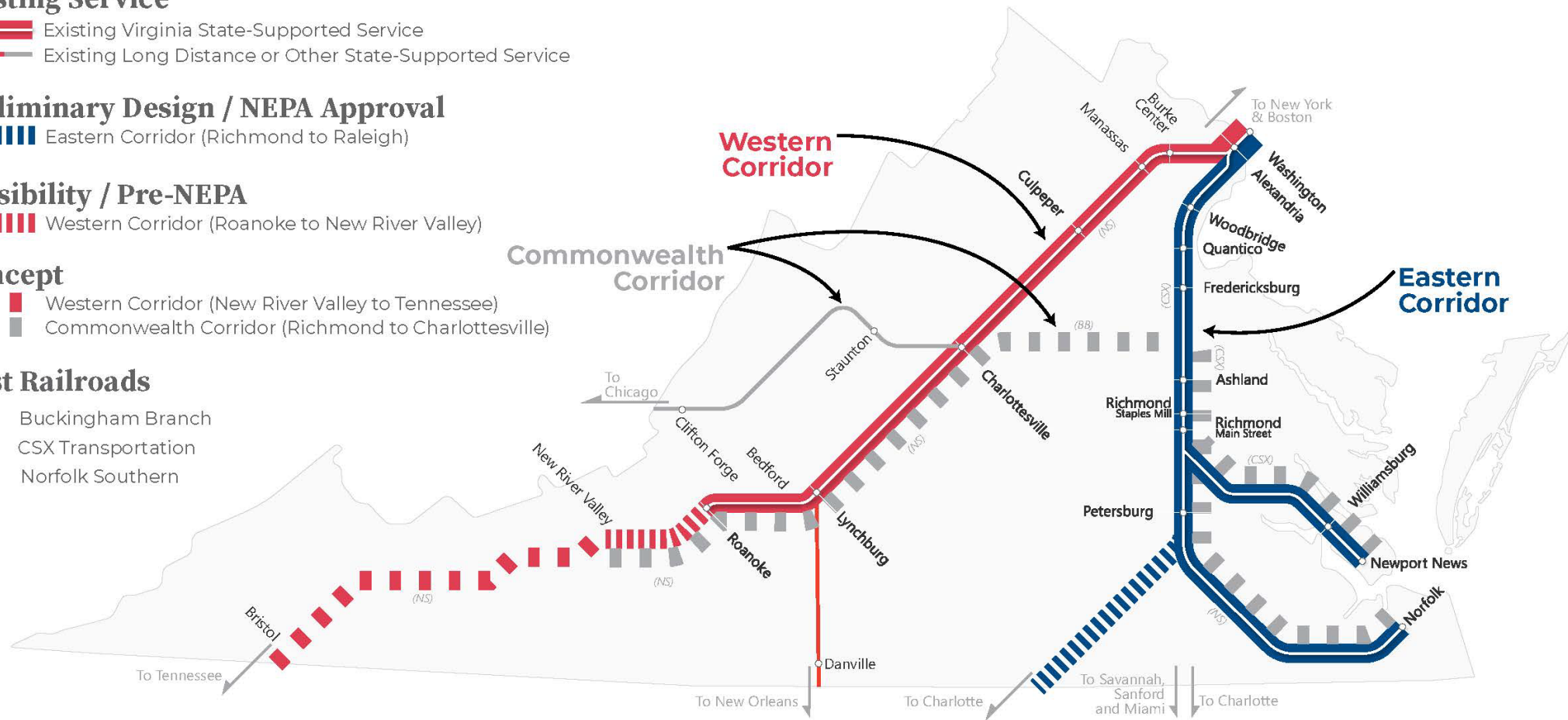
- Western Corridor (Roanoke to New River Valley)

Concept

- Western Corridor (New River Valley to Tennessee)
- Commonwealth Corridor (Richmond to Charlottesville)

Host Railroads

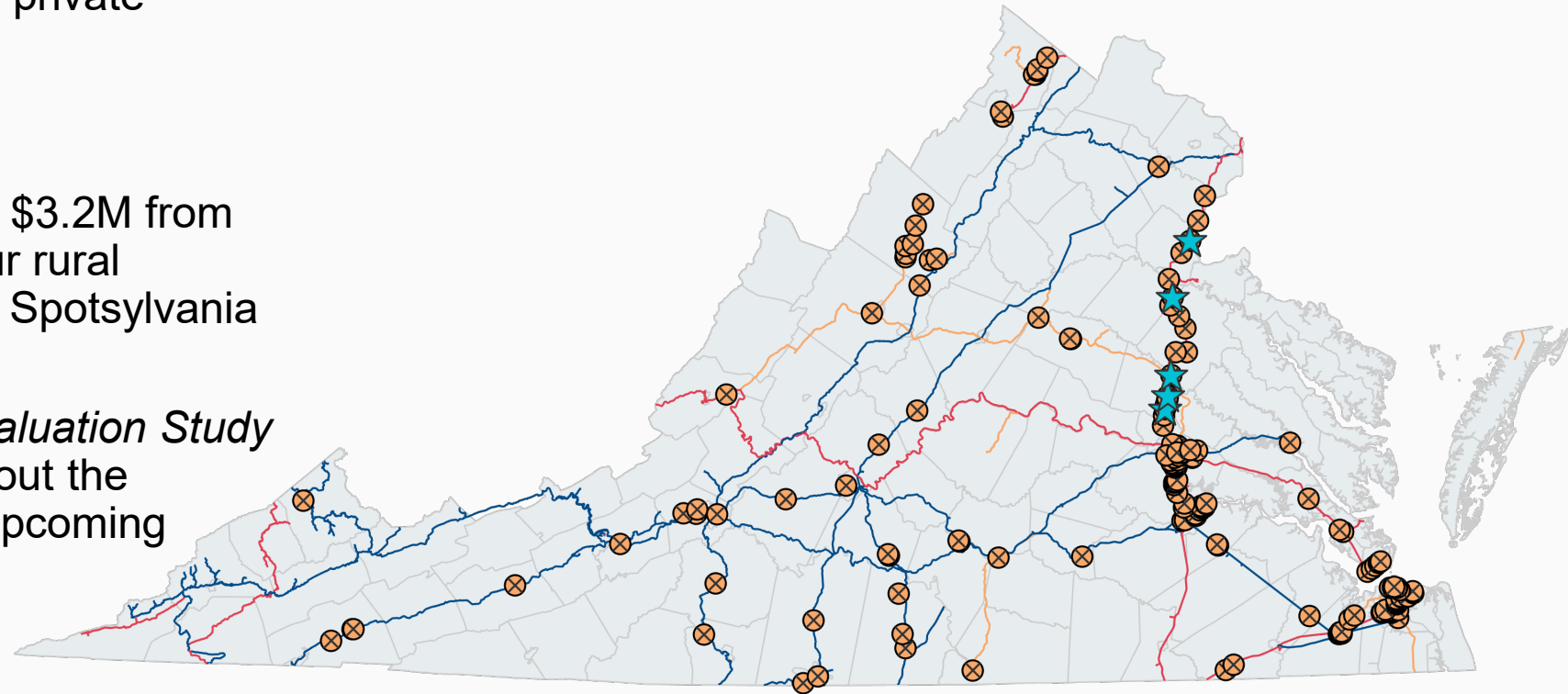
- (BB) Buckingham Branch
- (CSX) CSX Transportation
- (NS) Norfolk Southern



Rail Crossing Projects

- FRA's Railroad Crossing Elimination Program (RCE) is new federal grant available to improve, close, or grade separate public and private crossings
 - Authorized for FY22-FY26
 - \$573M available for FY22
- The Commonwealth awarded up to \$3.2M from the program in FY22 to improve four rural crossings in Hanover, Stafford, and Spotsylvania Counties.
- DRPT's *At-Grade Rail Crossing Evaluation Study* identified priority crossings throughout the Commonwealth in preparation for upcoming rounds of the RCE program

At-Grade Rail Crossing Evaluation Study





Virginia Statewide Rail Plan

Virginia-North Carolina Interstate High Speed Rail Compact

Emily Stock

Chief of Rail Transportation

December 11, 2023



Transforming Rail in VA & Long Bridge Project Update

Virginia-North Carolina Compact Meeting

December 11, 2023

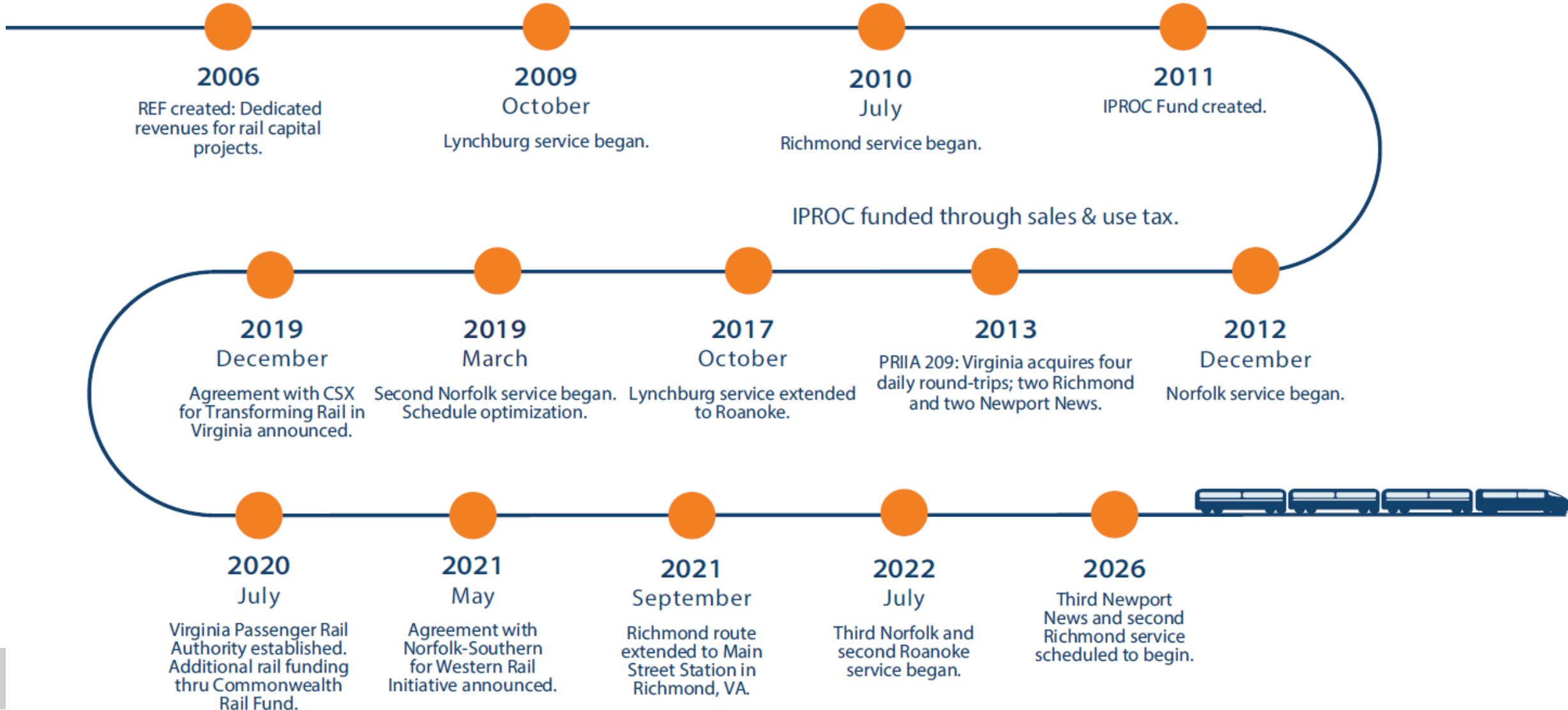


Virginia Passenger Rail Authority

- Created in 2020 by the General Assembly
- Given all powers necessary for carrying out its statutory purposes:
 - Manage passenger rail in Virginia
 - Design, build, finance, and maintain rail facilities
 - Direct recipient of USDOT Grants
- Partners with Amtrak and VRE to operate passenger and commuter rail service
- Governed by a 15-Member Board
 - Chaired by DRPT Director



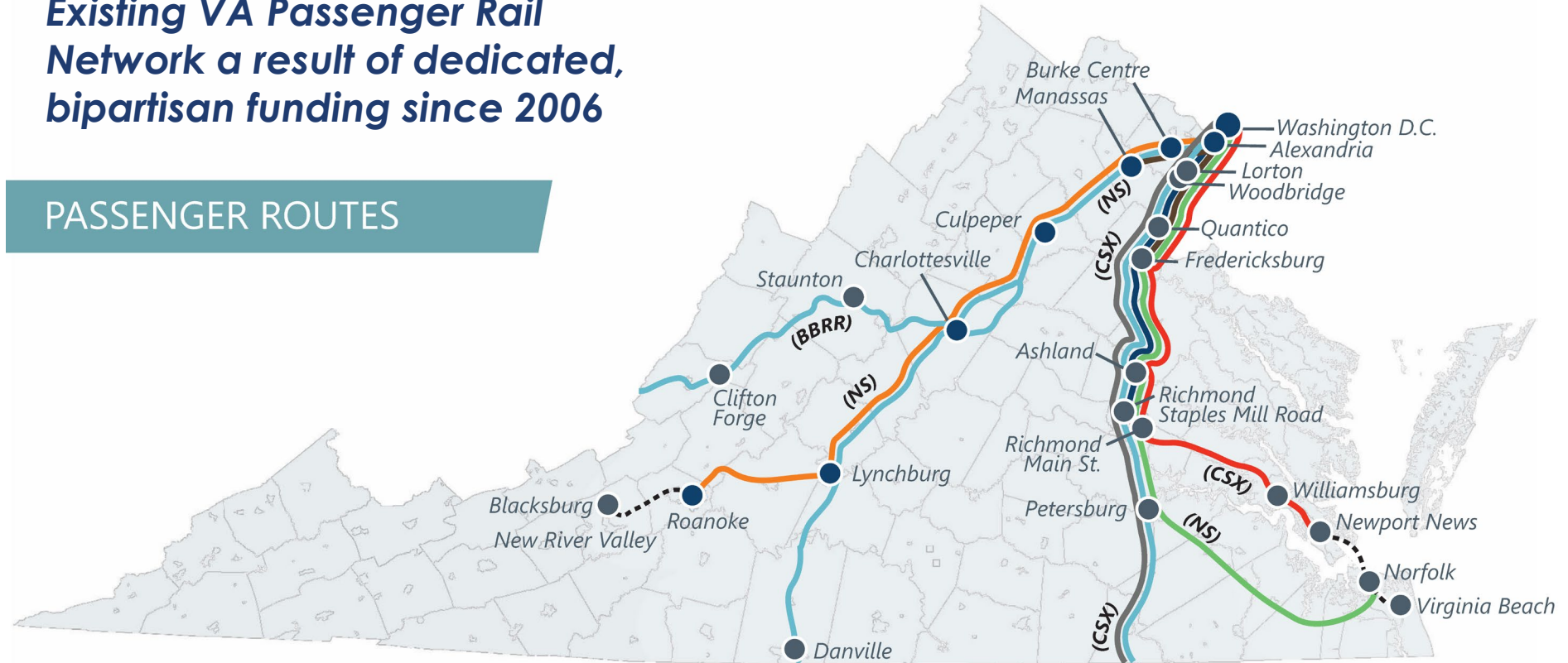
Commitment to Rail Funding in Virginia



Virginia Passenger Rail Network: 2023

Existing VA Passenger Rail Network a result of dedicated, bipartisan funding since 2006

PASSENGER ROUTES



Virginia State-Supported Services

- Washington-Roanoke (Route 46)
- Washington-Newport News (Route 47)
- Washington-Norfolk (Route 50)
- Washington-Richmond (Route 51)

Host Railroads

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

Other Services

- Other Amtrak State-Supported
- Amtrak Long-Distance
- VRE Commuter Rail
- - - Thruway Bus

- Four State-Supported Amtrak Routes: 8 daily roundtrips
- Roanoke: 2
- Richmond: 1
- Newport News: 2
- Norfolk: 3
- Five Amtrak Long Distance Roundtrips
- One NC State-Supported Roundtrip

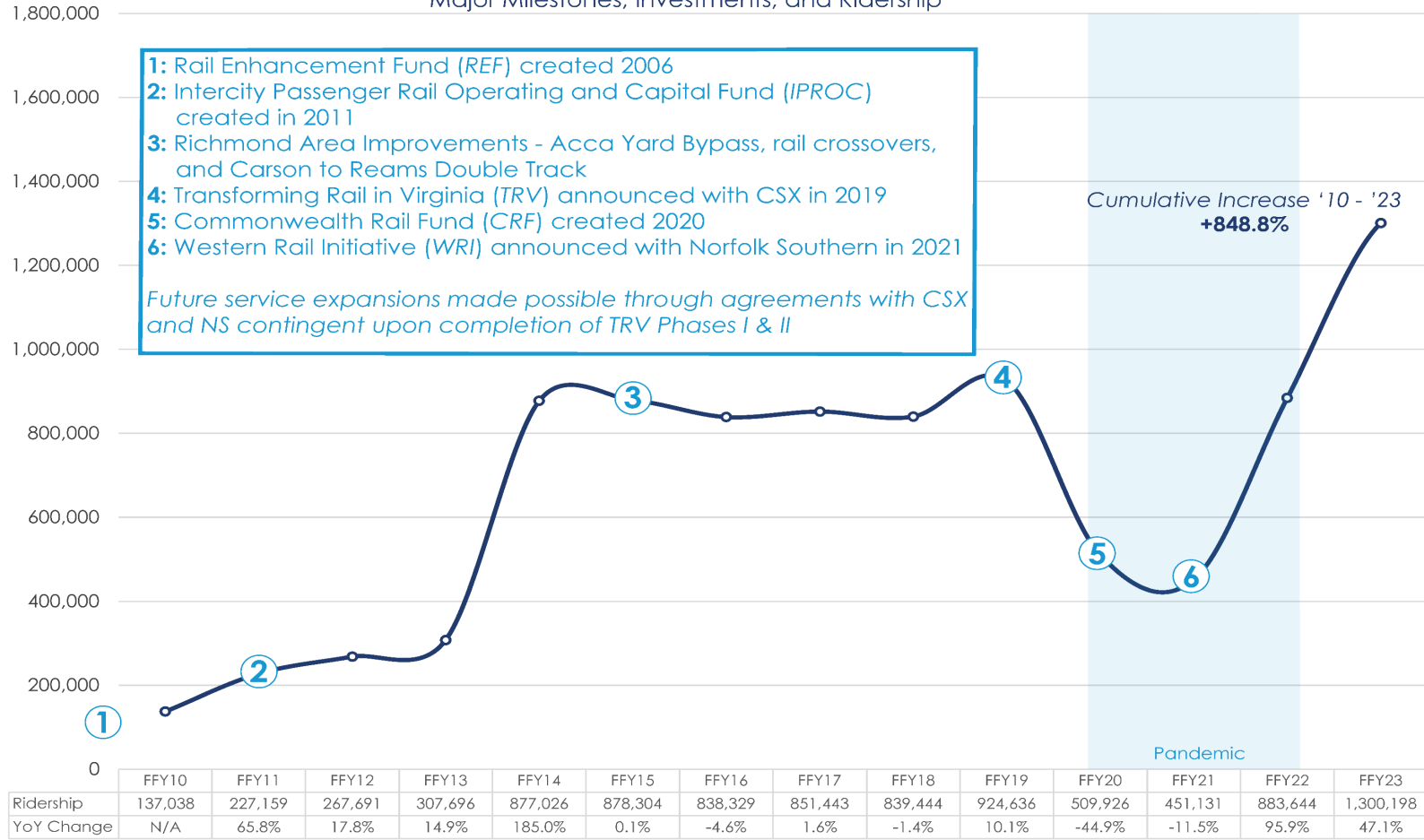
- Two Virginia Railway Express (VRE) Commuter Routes
- 16 daily roundtrips
- Manassas: 8
- Fredericksburg: 8



Virginia Supported Amtrak Ridership Setting Records

Virginia's Passenger Rail Growth

Major Milestones, Investments, and Ridership



- For several decades, the Commonwealth has been a leader in investing in passenger and freight rail, consistently setting aside dedicated resources to preserve, enhance, and improve rail infrastructure.
- Ridership on Virginia's state-supported service continues to grow.
- The cumulative increase from FFY10 (the beginning of IPROC and state-supported service) to FFY23 is over **848%**.

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

Richmond Staples Mill to Richmond Main Street Extension '21

Additional Roanoke & Norfolk Roundtrip '22



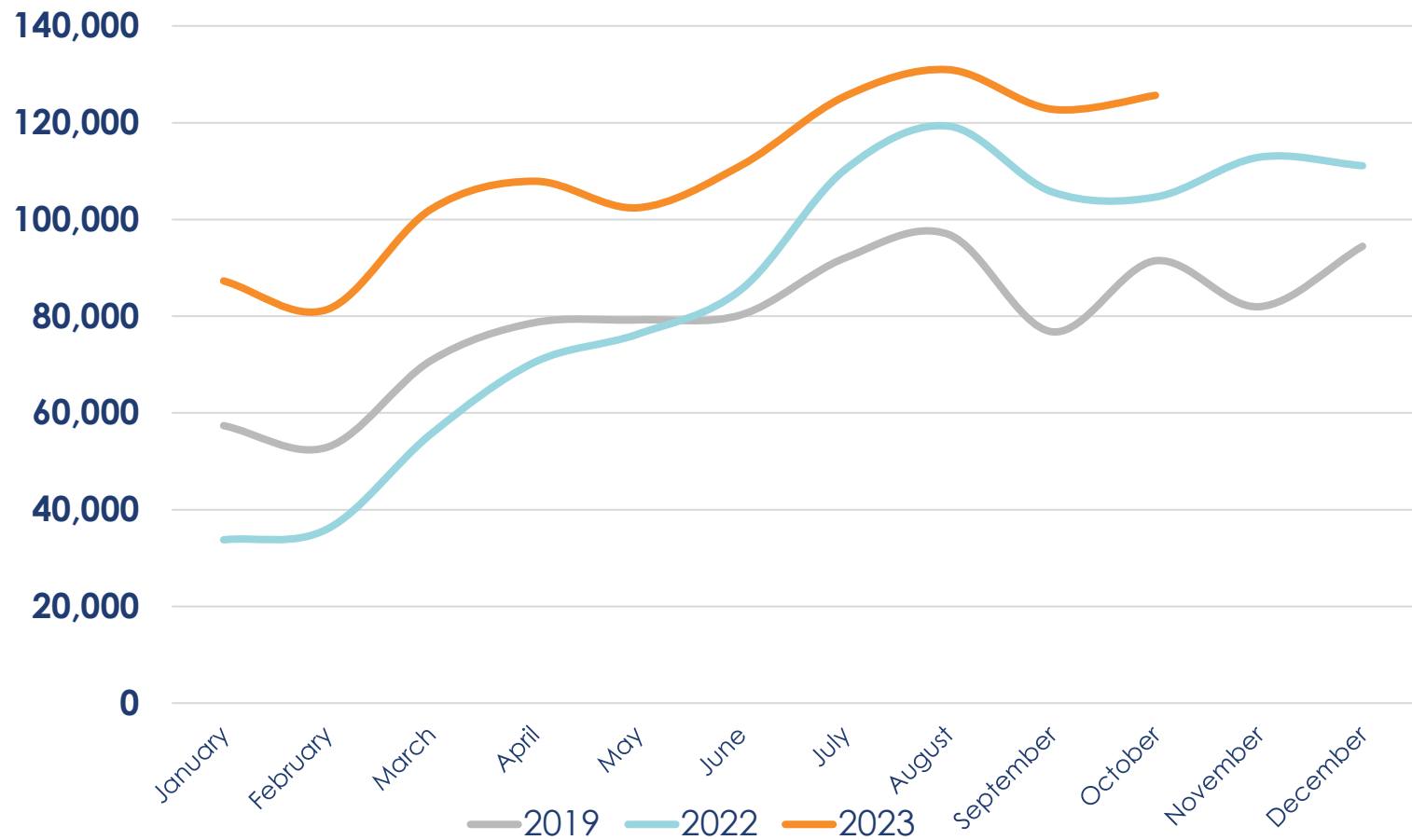
VPRA and partners are underway with an ambitious program of rail projects that will add over 45 miles of rail track to the Virginia passenger rail network in the next 8 years. It is difficult to determine at this time the impacts to ridership that construction will have during this period. However, as 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.



Virginia Supported Amtrak Ridership Setting Records

- In 2022, Virginia's state-supported service set an all-time ridership record with 1,021,452 passengers, beating the previous high of 953,008 riders in 2019.
- 2023: 1,097,344 (January-October)
- In August 2023, our state-supported ridership had its biggest month ever, with 130,998 riders.

State-Supported Ridership by Calendar Year



What is Transforming Rail in Virginia?

- Truly transformational investment in infrastructure and passenger rail travel.
- Broad network of critical stakeholder partnerships – including freight railroads.
- Construction ready projects with transformational impact for passenger rail and other transportation modes in the region and along the entire east coast.
- TRV is truly the first step to unlocking a transformational Washington, DC to Charlotte, NC Corridor.



Sec. Buttigieg gives remarks at the March 2021 signing ceremony for the Transforming Rail in Virginia agreement with Virginia, CSX, Amtrak, and VRE.

Transforming Rail in Virginia

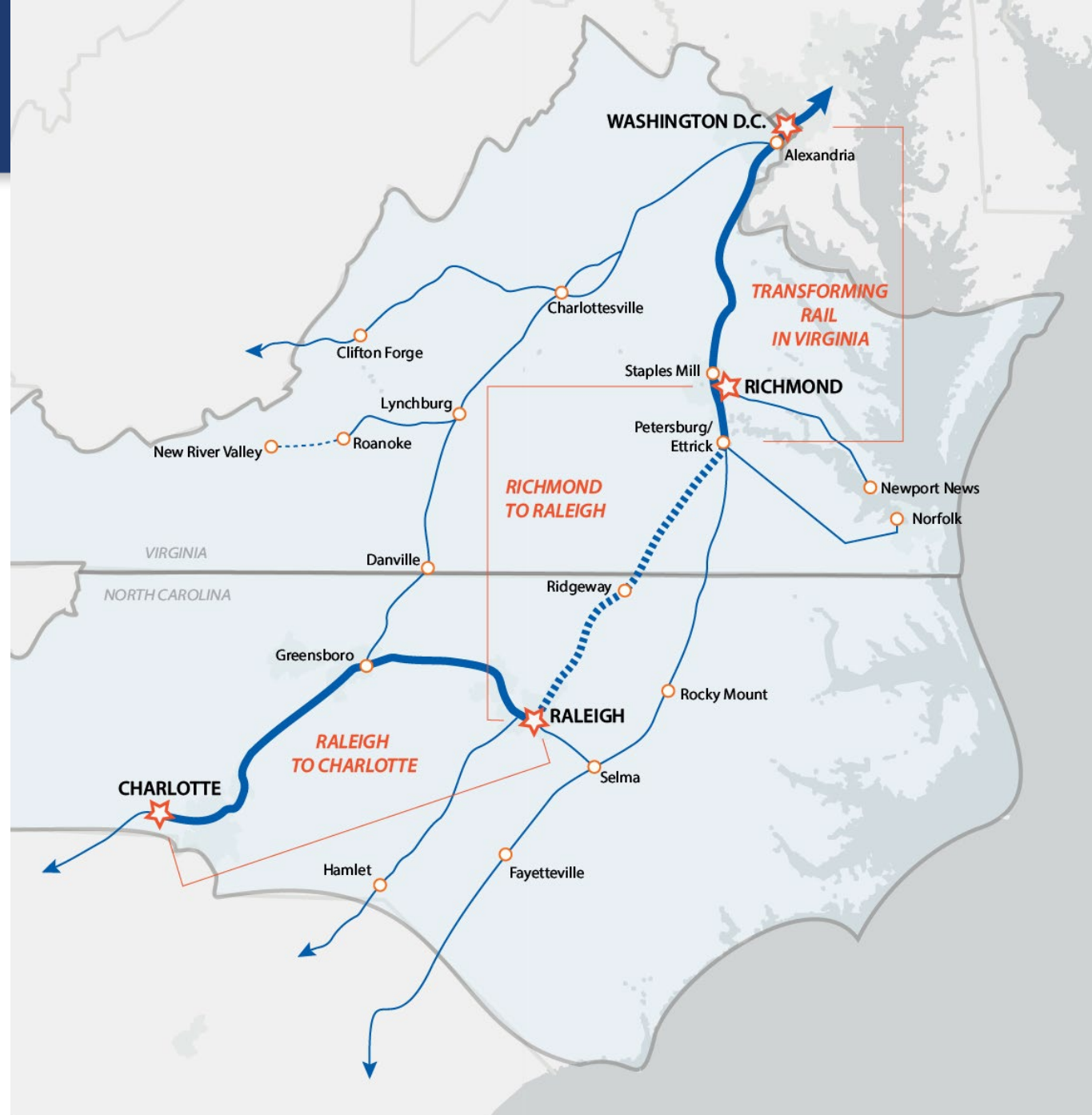
Agreements with CSX, Norfolk Southern, Amtrak, and others allow for expansion of passenger trains throughout the Commonwealth - to Hampton Roads and Roanoke and beyond.



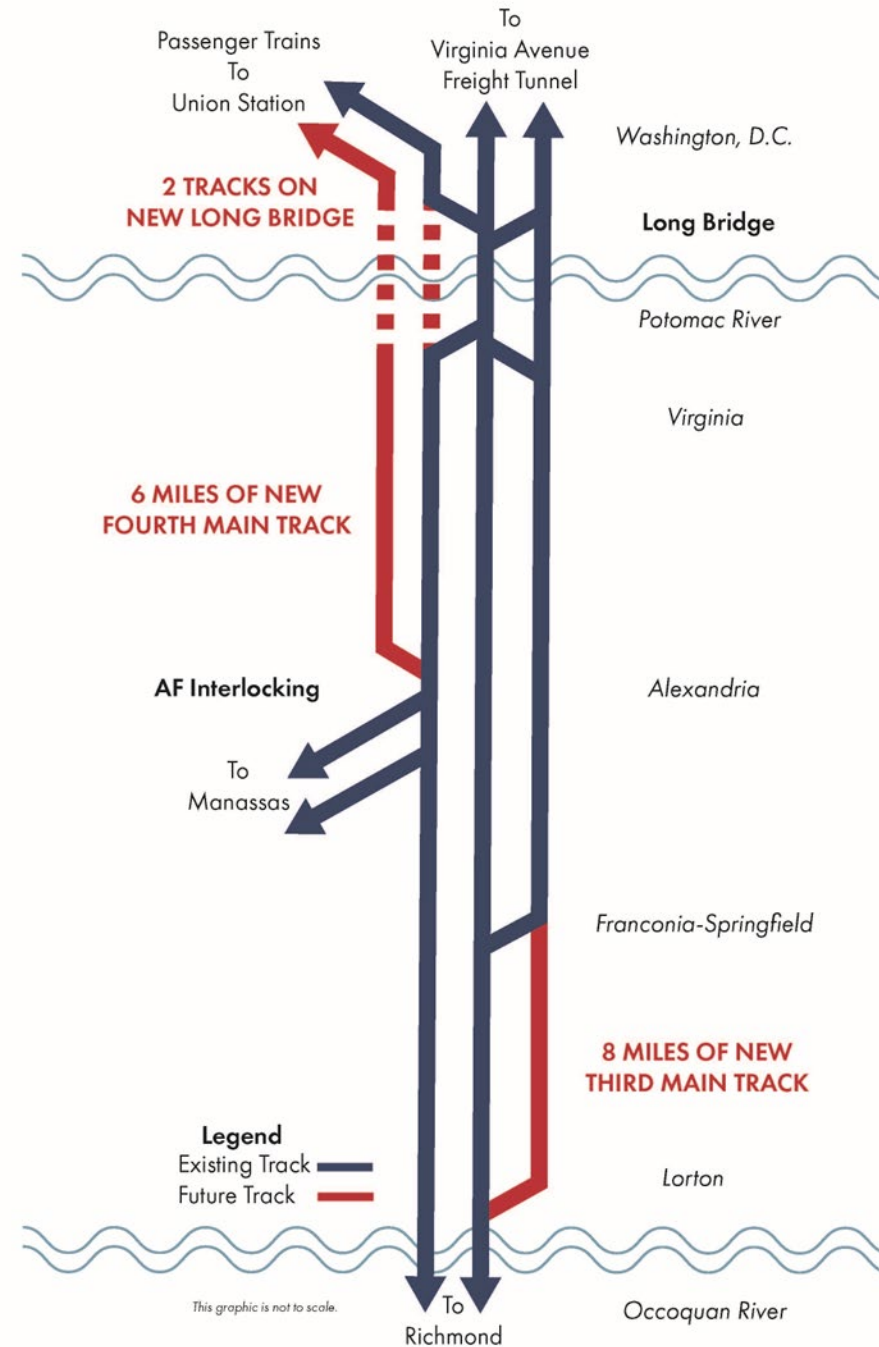
Washington, DC to Charlotte Corridor

Transforming Rail in Virginia: First Step of the larger DC to Charlotte Intercity Passenger Rail Corridor

- Three Segments
 - DC to Petersburg (Transforming Rail in Virginia)
 - \$3.9 billion in Phase 1 & 2 Projects
 - Richmond to Raleigh
 - Raleigh to Charlotte
- Enhancing Amtrak service between NC, VA, and the NEC
- State-supported Amtrak ridership exceeding 2019 levels
 - Calendar Year 2022 exceeded one million passengers on Virginia state-supported Amtrak routes – 2023 showing rising ridership.



Northern Virginia Area Track Improvements



Long Bridge Project Overview

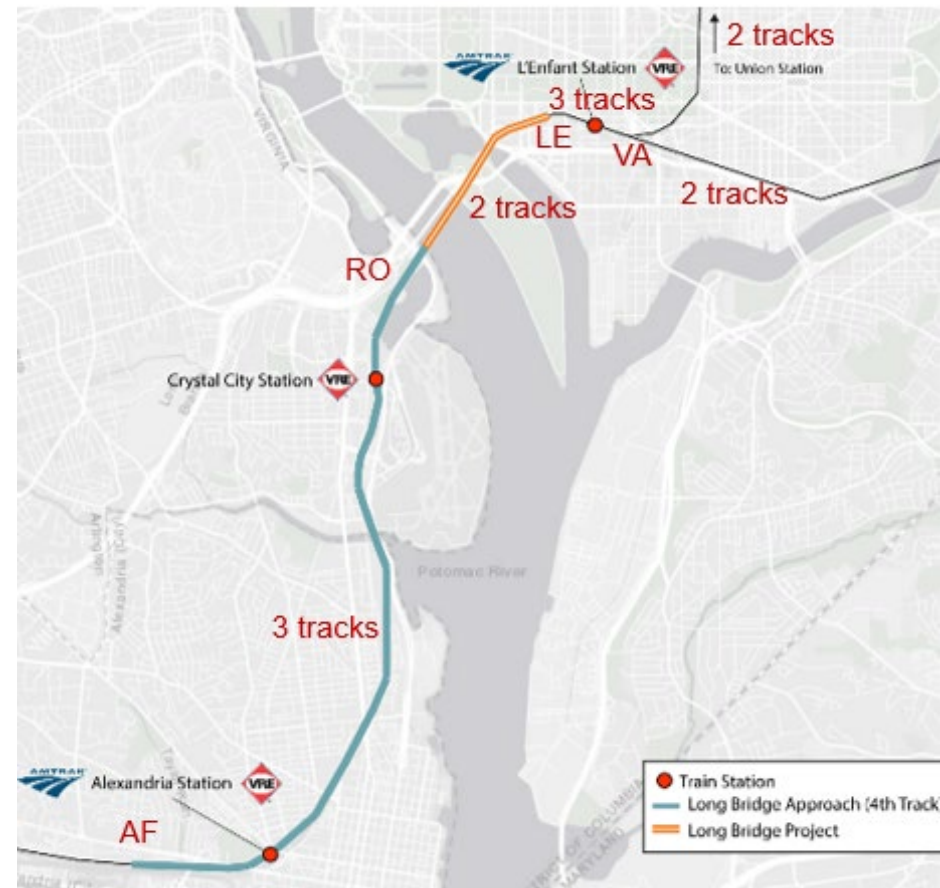


Project Cost: \$2.3 B

Focus Areas – RO Interlocking to LE Interlocking

1. RO interlocking to Mt. Vernon Trail
2. Potomac River Crossings
3. WMATA Tunnel Portal & I-395 Crossings
4. I-395 to Ohio Drive SW
5. Washington Channel to Maine Avenue
6. Maryland Avenue Overbuild to LE

Long Bridge Area Overview



← **L'Enfant 4th Track**
(LE to VA) (2028)
(3 to 4 tracks)

Long Bridge →
(RO to LE) (2030)
(2 to 4 tracks)

← **Alexandria 4th Track**
(AF to RO) (2026)
(3 to 4 tracks)



Long Bridge Project Work Progress

- Utility test pile work began first week of October
- Property acquisition, stakeholder coordination, and permitting ongoing
- Construction contract procurement
 - RFP for North package released in July
 - Contractor selected at the December 6th Board Meeting
 - Construction begins Fall 2024
 - RFQ for South package released in June
 - Firms shortlisted and RFP to be released in early 2024
 - Selection of Contractor by Fall 2024
 - Construction begins in 2025



Franconia-Springfield Bypass

- The Bypass will allow passenger trains to crossover freight traffic to serve VRE stations on the west, north of Franconia, and on the east, south of Franconia.
- Project will design and construct a single track on a bypass bridge with accommodations for a future second track.
- The FRA recently awarded VPRA a grant of \$100M from the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program for the Bypass Project.
 - Total Project Cost: \$405M
- The Project will be coordinated with the Franconia to Lorton Third Track Project.



Franconia-Springfield Bypass

Construction Manager/General Contractor: "CM/GC"

- August 1 – Request for Proposal released to the industry
- August 31 – Proposals due
- December 6, 2023 – Board approval of CM/GC Contract
- August 2024 – Final Design
- Q4 2024 – Construction Begins

Transforming Rail in Virginia: I-95 Corridor Projects

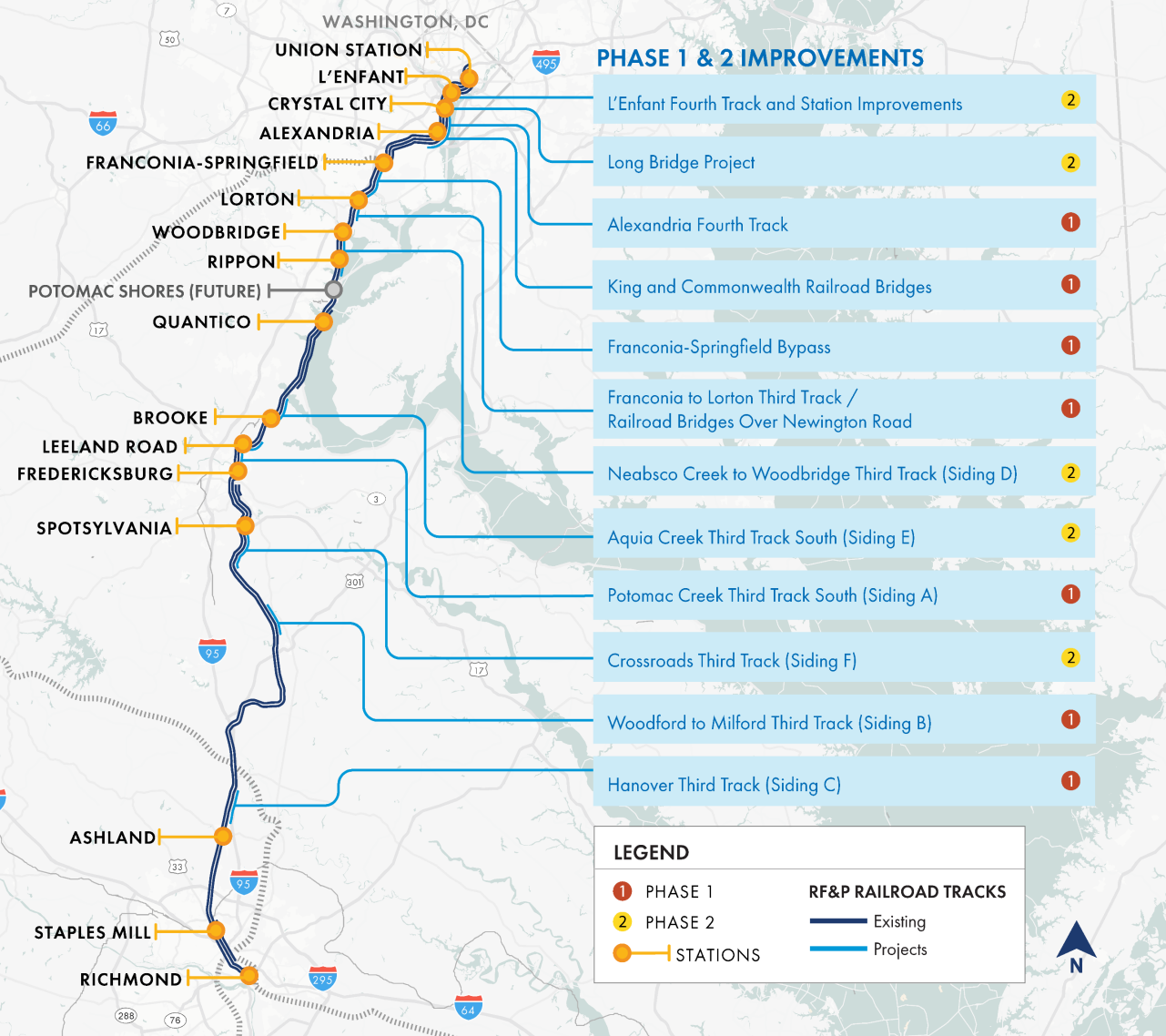
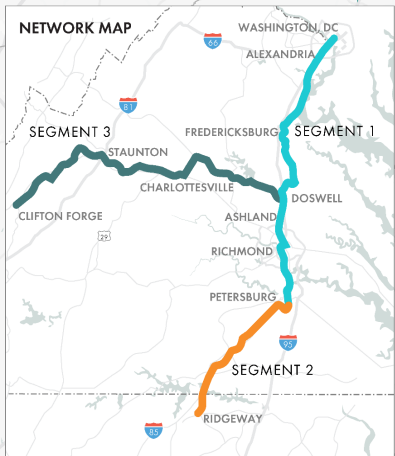
PHASE 1 & 2 IMPROVEMENTS AND HIGHLIGHTS

RAIL CORRIDOR IMPROVEMENTS
Construct 37 Miles of New Track

- 1 PHASE 1
23 miles of new track
- 2 PHASE 2
14 miles of new track

RAILROAD RIGHT-OF-WAY (ROW) AND TRACK ACQUISITION
Purchase of 384 Miles of Railroad ROW and 223 Miles of Track

- SEGMENT 1
Half of CSXT ROW between Washington, DC and Petersburg, VA (145 miles), and 44 miles of track
- SEGMENT 2
All of CSXT ROW (abandoned rail line between Petersburg, VA and Ridgeway, NC [75 miles])
- SEGMENT 3
Nearly all of CSXT ROW between Doswell, VA and Clifton Forge, VA (164 miles), and 179 miles of track



- PHASE 1 & 2 IMPROVEMENTS**
- L'Enfant Fourth Track and Station Improvements 2
 - Long Bridge Project 2
 - Alexandria Fourth Track 1
 - King and Commonwealth Railroad Bridges 1
 - Franconia-Springfield Bypass 1
 - Franconia to Lorton Third Track / Railroad Bridges Over Newington Road 1
 - Neabsco Creek to Woodbridge Third Track (Siding D) 2
 - Aquia Creek Third Track South (Siding E) 2
 - Potomac Creek Third Track South (Siding A) 1
 - Crossroads Third Track (Siding F) 2
 - Woodford to Milford Third Track (Siding B) 1
 - Hanover Third Track (Siding C) 1

LEGEND

- 1 PHASE 1
- 2 PHASE 2
- STATIONS
- RF&P RAILROAD TRACKS
 - Existing
 - Projects

Eleven Phase 1 and Phase 2 projects between Washington, DC and Hanover County

Total Cost: \$3.9 B

Completion of each phase enables more Amtrak and VRE passenger train service.

Project Delivery Responsibility

* Indicates current VPRA-led procurements

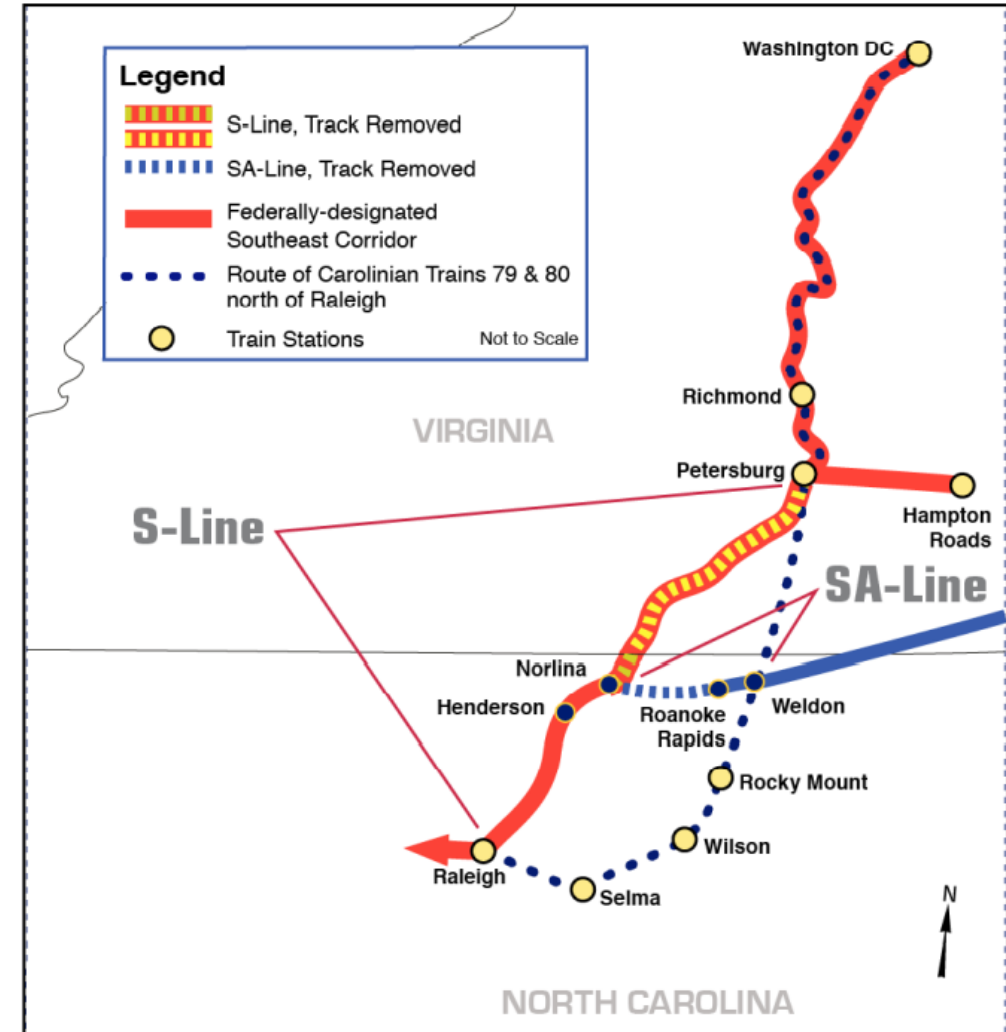
Project	Design & Construction Lead
L'Enfant 4th Track & Station Improvements	VRE
Long Bridge North Package	VPRA*
Long Bridge South Package	VPRA*
Alexandria 4th Track	CSX
Franconia to Lorton 3rd Track	CSX
Franconia Bypass	VPRA*
Richmond to DC Sidings - Phase 1	CSX
Richmond to DC Sidings - Phase 2	CSX
Richmond Layover Facility	VPRA
Ettrick Station	VPRA
Nokesville to Calverton	NS
Roanoke Yard	NS
Salem to Christiansburg Tunnel, Track, & Structures	VPRA
NRV Connecting Track and Station Platform	VPRA
S-Line / Richmond to Raleigh (Preliminary Engineering)	VPRA*



Richmond-to-Raleigh Improvements Benefit Whole East Coast

S-Line Development will allow Richmond to Raleigh Improvements

- Improving connections to Main Street will benefit travel from Norfolk and to North Carolina and the Southeast Corridor.
- Richmond to Raleigh EIS envisioned increase in train service to the southeast, with a reduction in travel time of over an hour.
- NCDOT, VPRA, and Amtrak received a \$58M grant from the FRA for preliminary engineering in June 2022.

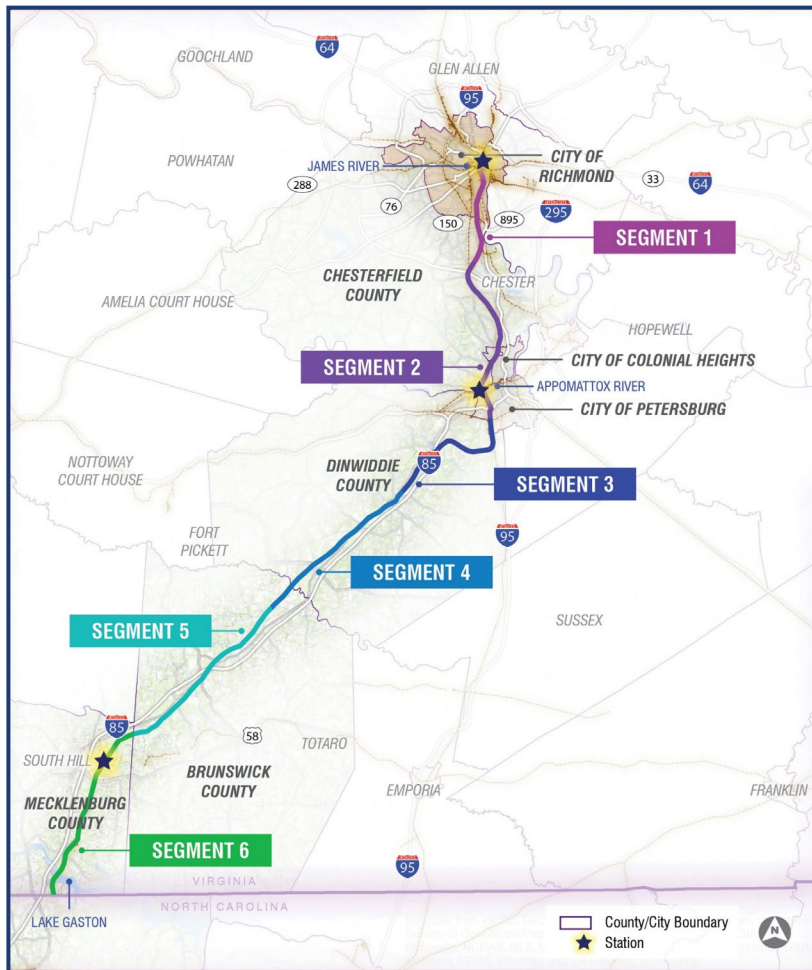


Source: NCDOT

R2R/S-Line

Richmond to Raleigh 30% Design

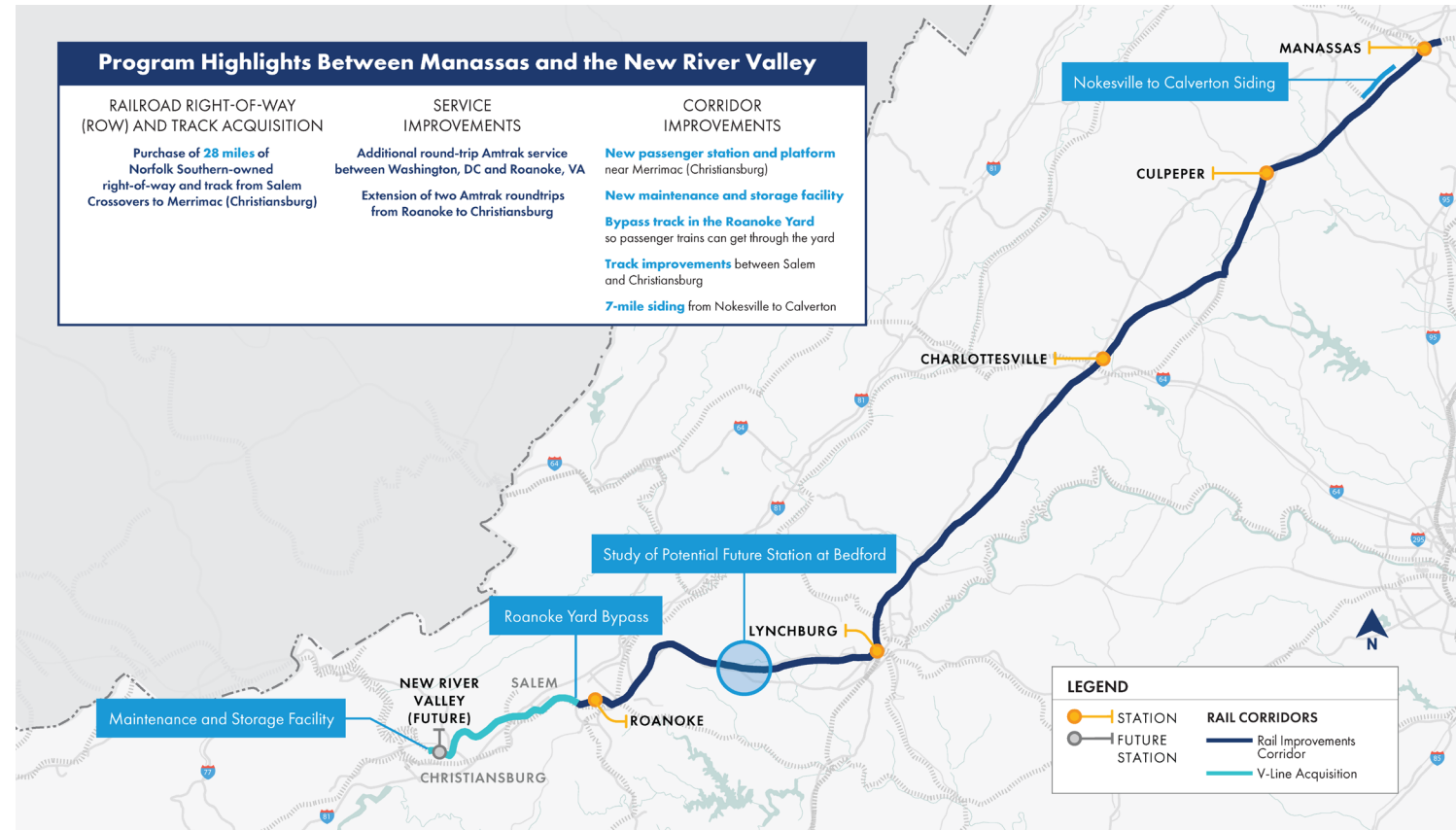
- December 2023 – Release procurement for six segments



Segment	Miles	Key Features
Segment 1 RR-VA-1 Richmond to Bellwood	9.9	<ul style="list-style-type: none"> Existing viaduct through downtown and over James River to remain
Segment 2 RR-VA-2 Bellwood to Petersburg	15.7	<ul style="list-style-type: none"> Proposed major rail bridge over Appomattox River
Segment 3 RR-VA-3 Petersburg to Dinwiddie	19.5	<ul style="list-style-type: none"> Inactive S-Line corridor begins in this segment Five proposed rail bridges over minor streams
Segment 4 RR-VA-4 Dinwiddie to Warfield	13.2	<ul style="list-style-type: none"> Two proposed rail bridges over minor streams
Segment 5 RR-VA-5 Warfield to La Crosse	18.6	<ul style="list-style-type: none"> Two proposed rail bridges over minor streams
Segment 6 RR-VA-6 La Crosse to Paschall	17.8	<ul style="list-style-type: none"> One proposed rail bridge over Taylors Creek One existing rail bridge to remain over Lake Gaston

Transforming Rail in Virginia: Western Rail Initiative

- Second daily roundtrip to Roanoke started July 11, 2022.
 - Led to 40% increase in ridership.
- Agreement with Norfolk Southern allowed for an extension to the New River Valley.
- Preliminary engineering is underway for new track, station, and other rail improvements in New River Valley.
 - Updates to be presented to VPRRA Board in January.
- Norfolk Southern projects at Roanoke Yard and Nokesville to Calverton will improve on-time performance for passenger rail.



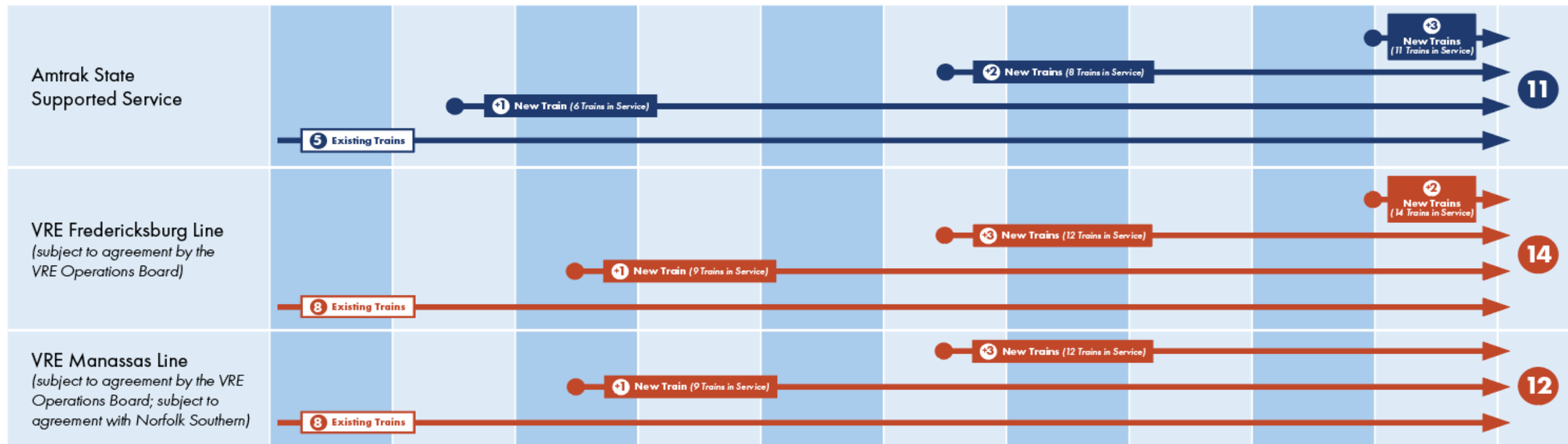
After expansion to the New River Valley, an estimated 80,000 net new riders will be added to the Roanoke route through the agreement with Norfolk Southern.

Future Service Expansion

Transforming Rail in Virginia: Passenger Rail Service Expansion

Planned Service Enhancements	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030 and Beyond	Total Trains
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VA-Amtrak-CSX-VRE Partnership



VA-Norfolk Southern Partnership



Questions?

DJ Stadtler
Executive Director
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NORTH CAROLINA
Department of Transportation



**VIRGINIA-NORTH CAROLINA
INTERSTATE HIGH SPEED RAIL**

COMPACT

North Carolina Update

Jason Orthner, PE, CPM,
NCDOT Rail Division Director

December 11, 2023

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



North Carolina Intercity Passenger Rail Service

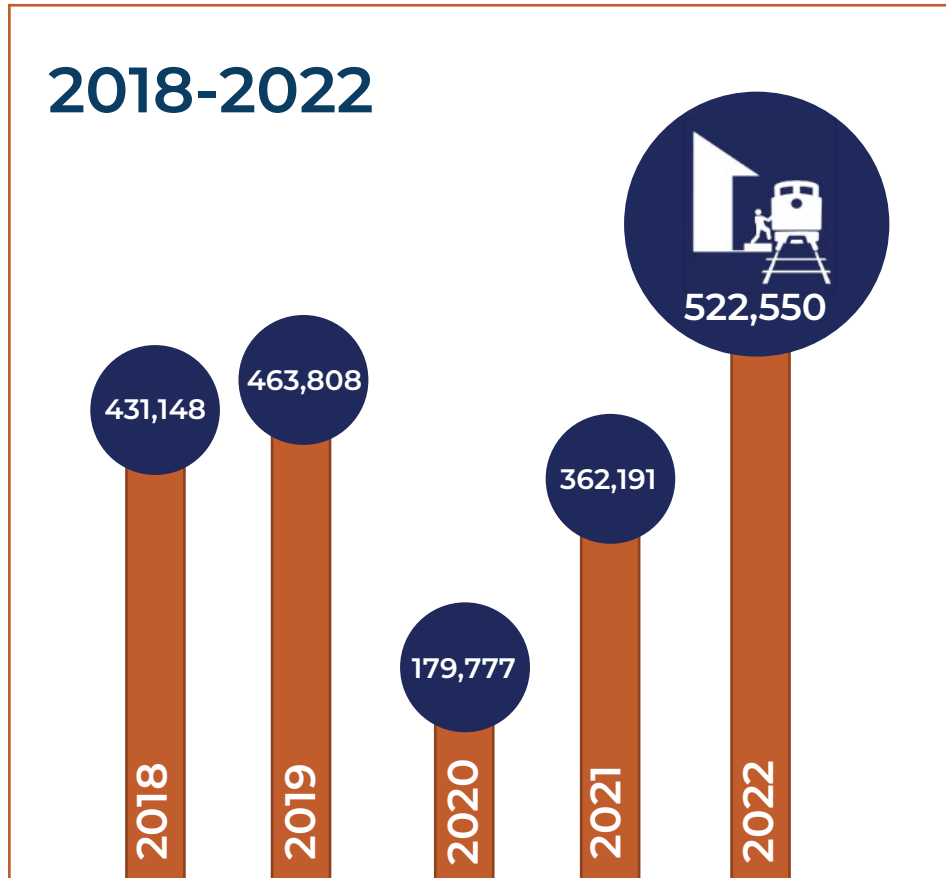
Ridership at record breaking levels



- On target for 2023 ridership record
- 5th Raleigh to Charlotte round trip started July 2023
- 6th round trip planned



NC Intercity Passenger Rail Service – Amtrak Piedmont and Carolinian services Highest ridership in 33-year history



2023-Q1+Q2+Q3
Ridership topped
449,898

23% > than
Q1+Q2+Q3 2022



Charlotte Gateway Station

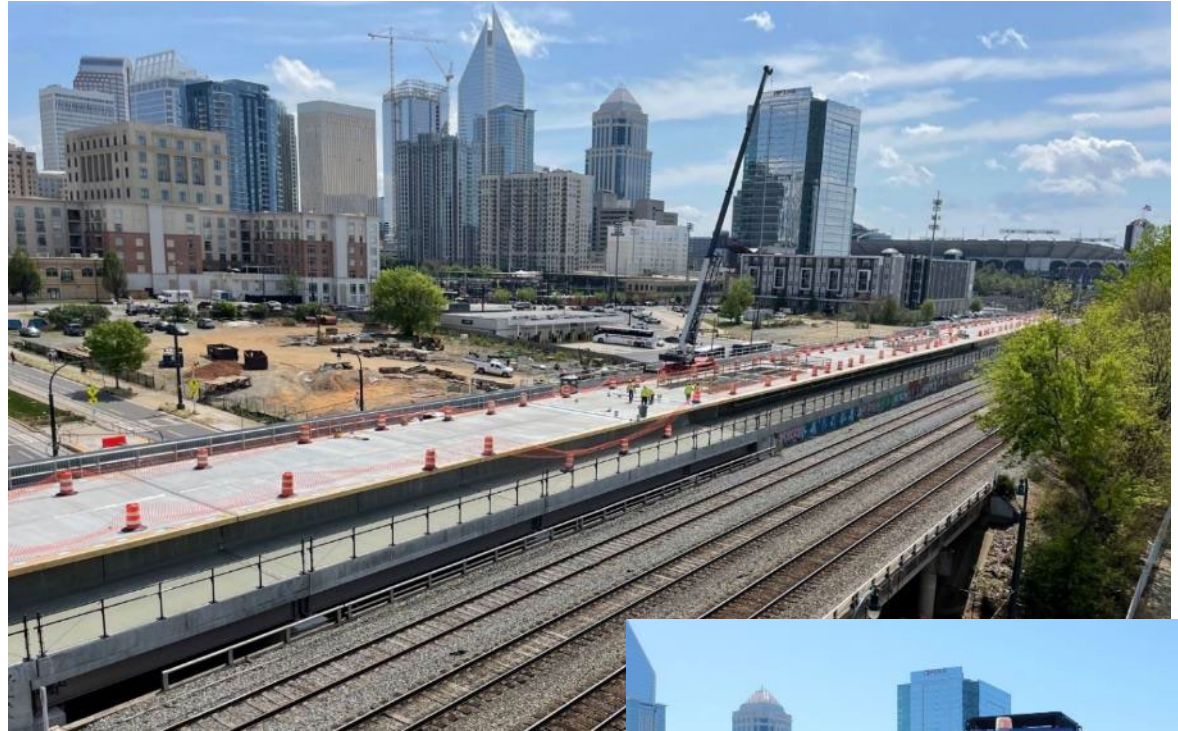
A game-changing project for the Region

Phase 1 Railroad Infrastructure and Platforms

- Rail Division led project; completed on time and on budget in 2022

Phase 2 Station and Multi-use Development

- City leading with private developer Gateway Partners LLC
- Includes commercial, retail, residential, with direct access to entertainment and business district
- Targeted completion 2028



Siemens Mobility – Lexington, NC

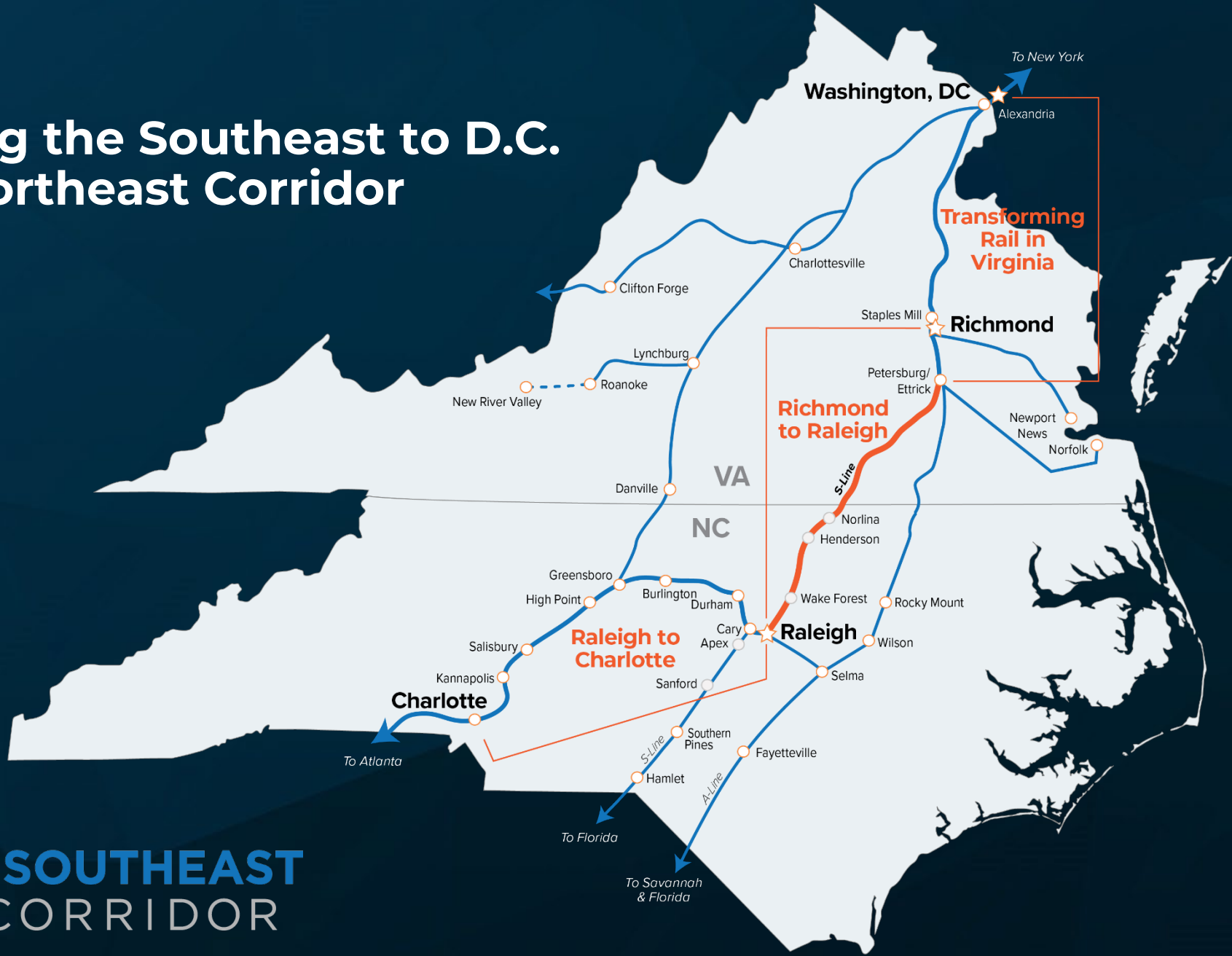
- High-tech factory to build the intercity passenger trains of the future
- \$220M manufacturing and rail services east coast facility will add >500 jobs
- Increased manufacturing capacity will help to deliver sustainable rail in the U.S.



Amtrak Airo Trainset

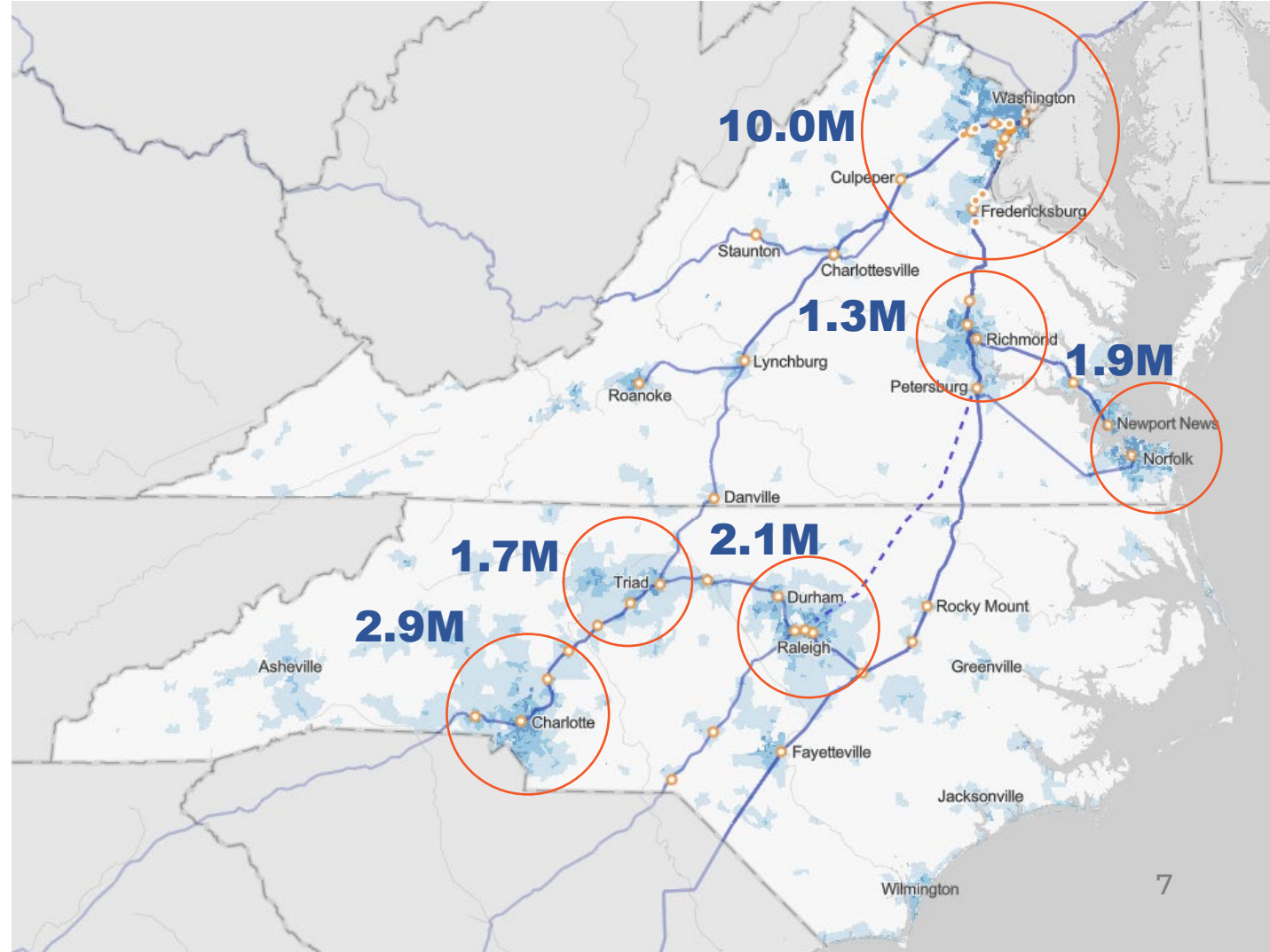


Connecting the Southeast to D.C. and the Northeast Corridor



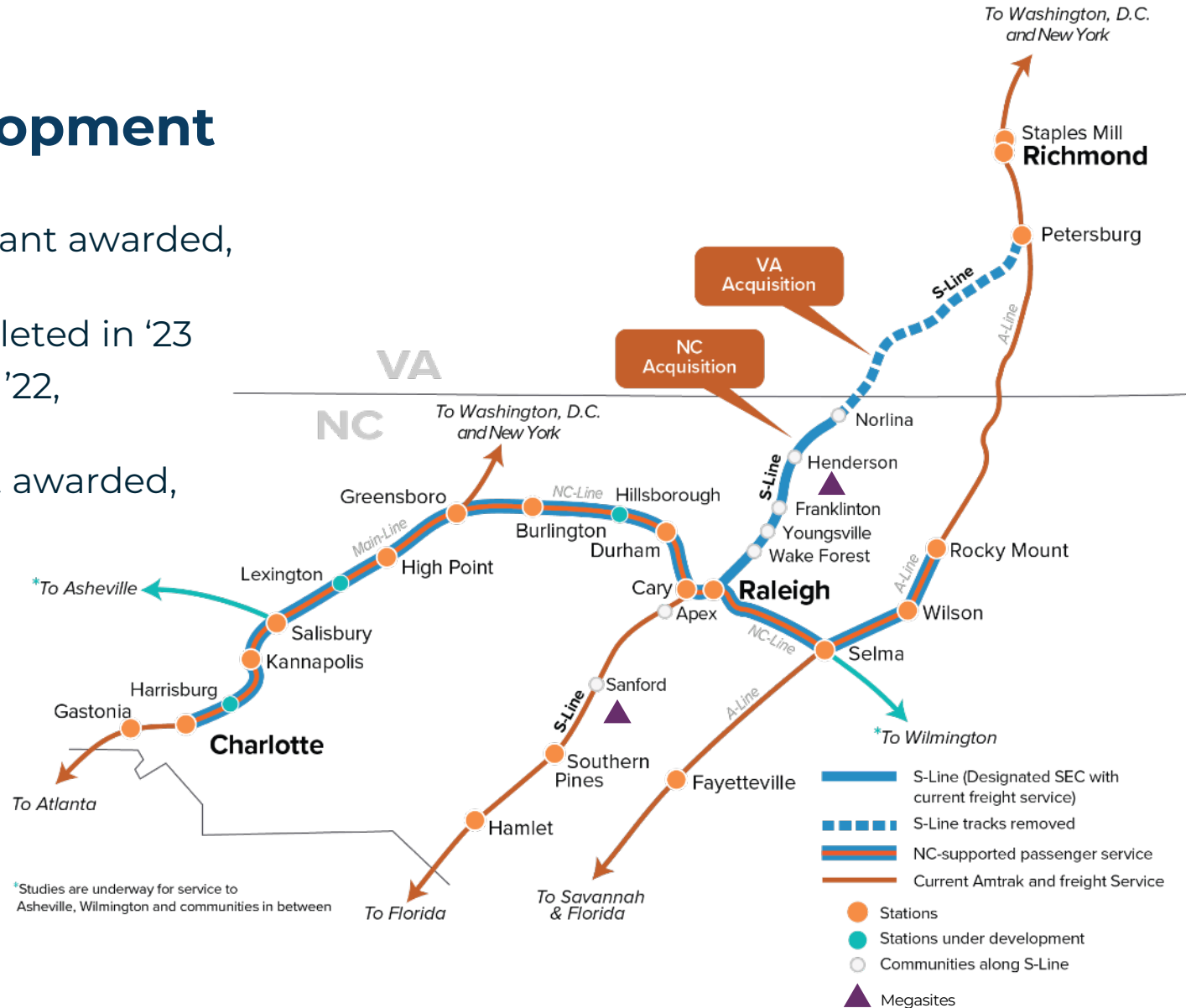
DC to Charlotte Corridor via S-Line

- Direct connection between urban centers – 20M people – estimated to be 25M by 2040
- Additional capacity and over an hour in travel time saved between NC and VA
- Backbone of a regional multi-modal network
- Critical to further expanding the NC passenger rail system
- Provides rail network resiliency
- Environmental benefits
- Expands service to disadvantaged and underserved regions



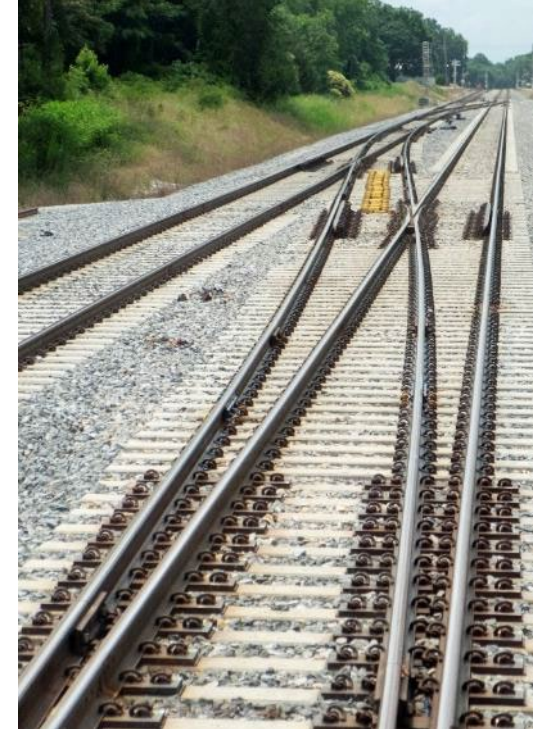
NCDOT S-Line Corridor Development

- ✓ S-Line corridor acquisition FRA CRISI '20 grant awarded, negotiations underway
- ✓ FTA TOD study grant awarded in '20, completed in '23
- ✓ Mobility Hub USDOT RAISE grant awarded '22, underway
- ✓ S-Line 30% engineering FRA CRISI '21 grant awarded, underway
- Awarded FRA '23 Fed-State Partnership for S-Line Raleigh to Wake Forest construction
- Submitted Mobility Hubs for final design, NEPA and construction to USDOT Reconnecting Communities grant in '23
- FRA Fed-State Partnership '24 - seeking to submit Wake Forest to Henderson for construction



We are building one of the most technologically advanced railroads in the Southeast

- 110 MPH passenger railroad
- Roadway grade separations
- Concrete ties
- High speed switches
- High level platforms
- Freight bypass tracks
- Positive Train Control
- Advanced signal systems





NCDOT's Goals in TOD

Engaging cities along the S-Line in a conversation about how they can use the rail investment to achieve their broader city goals

Multimodal Options & Connections

Increased Transit Ridership



Key to Success is Community Engagement

Priorities



Local Goals

Corridor-Wide Conversations

Partnerships



Community Engagement

Developing Stakeholder Goals and Visions

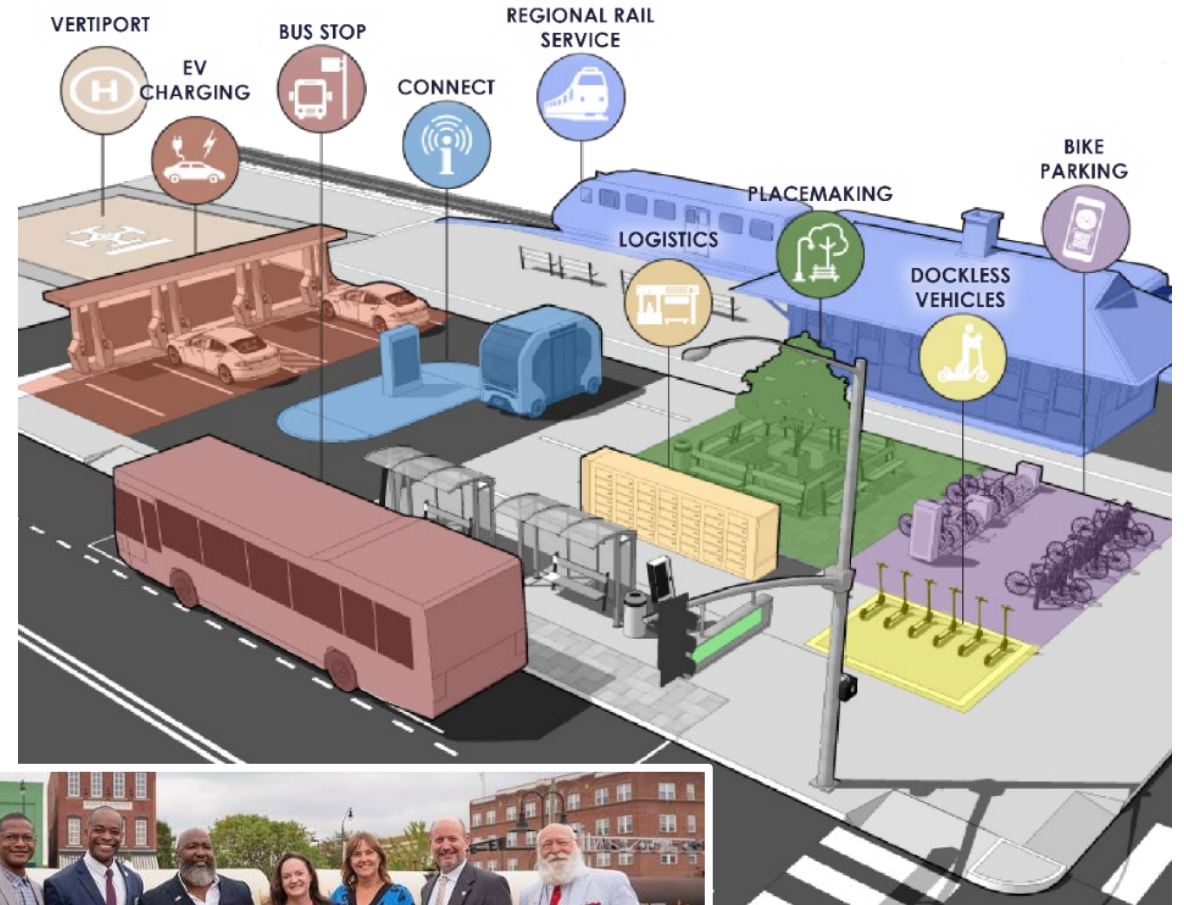


and bicycling rail crossing can be incorporated.

FY 2022 RAISE Grant Awarded

North Carolina Regional S-Line Mobility Hub Plan

Plan will focus on defining the scope, physical location and potential hub layout. Whether built for intercity and/or commuter rail service, future stations will be ready for last-mile solutions



Mobility Hub Location	Task
Sanford*	Feasibility/Site Assessment NEPA Preliminary Engineering
Apex	Feasibility/Site Assessment
Wake Forest	Feasibility/Site Assessment NEPA Preliminary Engineering
Youngsville	Feasibility/Site Assessment
Franklinton*	Feasibility/Site Assessment
Henderson*	Feasibility/Site Assessment NEPA Preliminary Engineering
Norlina*	Feasibility/Site Assessment NEPA Preliminary Engineering



State, local leaders celebrate S-Line grant

*Rural area pursuant to the NOFO definition



NC Corridor ID Program Opportunities

Seven Corridors Awarded

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

2024 Corridor ID Applications:

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



Next Steps

- ✓ Continue preparation and submittal of grant applications
- ✓ Finalize agreements between NCDOT and stakeholders
- ✓ Continue robust coordination with communities, Amtrak, Virginia, freight railroads, and other key stakeholders
- ✓ Expedite Preliminary Engineering Program
- ✓ Continue to look for opportunities to accelerate full delivery of Raleigh to Richmond and expand rail services

Thank you!

