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COMMONWEALTH of VIRGINIA
Office of the Governor

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Public Record

Glenn Youngkin
Governor

August 26, 2025

The Honorable Patrick J. Fuchs
The Honorable Robert E. Primus
The Honorable Michelle A. Schultz
The Honorable Karen J. Hedlund
Surface Transportation Board
395 E Street, SW
Washington, DC 20423

**Re: STB Docket No. FD 36836, Norfolk Southern Corporation & Norfolk Southern
Railway Company—Acquisition of Control—Norfolk & Portsmouth Belt Line
Railroad Company**

Dear Chairman Fuchs, Member Primus, Member Schultz, and Member Hedlund:

I am writing regarding the application filed by Norfolk Southern Corporation and Norfolk Southern Railway Company (collectively, "NS") on February 14, 2025, and supplemented on June 13, 2025, in the above-referenced proceeding. I understand that NS is seeking authority from the Surface Transportation Board ("STB") to control Norfolk & Portsmouth Belt Line Railroad Company ("NPBL"). I encourage you to closely review NS's application to ensure that the public interest is served and to evaluate the competitive effects that would result from granting NS authority to control NPBL, particularly those that impact the Port of Virginia at Norfolk International Terminals ("NIT").

The availability of safe, efficient, and competitive rail service at the Port of Virginia in the Hampton Roads region of Virginia is of critical importance to me, the citizens of Virginia, and the users of the Port. The Port is the fifth largest in the country, and one of the fastest growing. It supports over a million jobs and accounts for hundreds of billions of dollars in total spending across the country. The Port is a key strategic point from which rail service stretches into the Mid-Atlantic and Midwest regions, serving business such as farmers, manufacturers, and distributors throughout the country.

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One of the best ways to enhance the Port's competitiveness is to ensure dual on-dock rail access at NIT by both major Eastern railroads, NS and CSX Transportation, Inc. ("CSXT"). I understand that both NS and NPBL can provide direct rail service to the NIT docks and that CSXT should be able to access on-dock rail at NIT by hiring NPBL to move CSXT's cars to the terminal. I also understand that NS has admitted to controlling NPBL for more than four decades, and that CSXT has been unable to work with the NS-controlled NPBL to access NIT by rail. As a result of the admitted NS control of NPBL, CSXT has had to resort to using trucks to move containers from NIT across town for loading onto CSXT trains. This workaround results in more than 20,000 tractor trailers annually using local roads to transfer freight between the terminals, the main one being a road through the heart of the City of Norfolk. The road bisects the campus of Old Dominion University and several residential neighborhoods. Ultimately, this leads to congestion and delays which decreases safety. It is also much less efficient from an operational, economic, and environmental perspective.

It is my view that the current lack of dual access by NS and CSXT to on-dock rail at NIT hurts the competitiveness of the Port of Virginia. Ensuring that CSXT can access on-dock rail at NIT would increase flexibility and efficiency for the Port, increase competitive options for intermodal freight customers, and benefit the public.

The Port of Virginia at NIT was always intended to be served by two railroads with on-dock rail access.

I urge the STB to carefully review the competitive issues presented in this matter and to keep in mind the impact that this decision will have on the Commonwealth of Virginia.

Sincerely,

A handwritten signature in blue ink, appearing to read "G. Youngkin", is written over the printed name.

Glenn Youngkin