



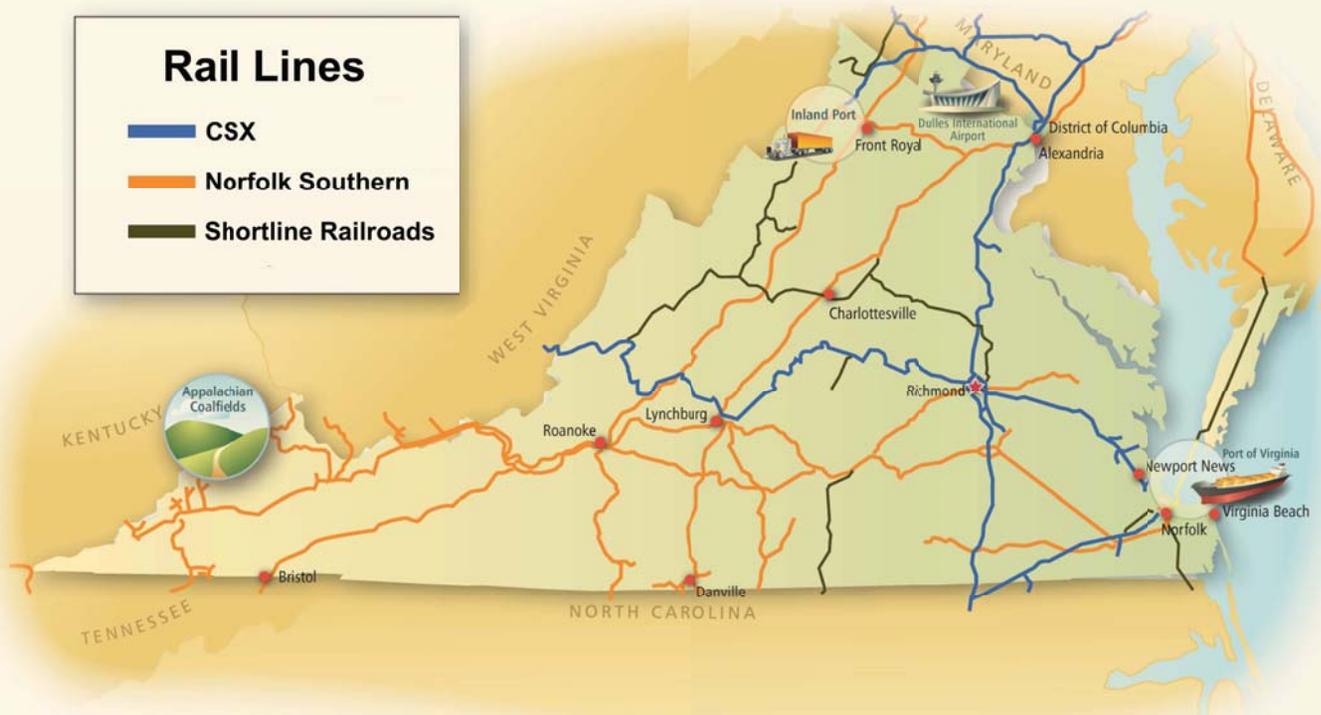
2012 VIRGINIA STATEWIDE RAIL PLAN

Freight Rail in Virginia

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Rail Lines

- CSX
- Norfolk Southern
- Shortline Railroads



- Crescent Corridor (NS)**
- Phase I Downtown Roanoke
 - Phase II Capacity Projects – West Virginia line to Washington County

- Heartland Corridor (NS)**
- Roanoke Intermodal Facility

- National Gateway (CSX)**
- Virginia Avenue Tunnel study and I-95 rail corridor height clearances for double stacking corridor-wide

- Port of Virginia (Hampton Roads Area)**
- Craney Island Rail Connector design
 - Norfolk International Terminals Marshalling Yard

Shortlines

Shortlines act as the originating and terminating railroads for nearly 1/3 of all rail shipments, typically smaller volumes than Class I railroads' customers.

Virginia has 9 shortline railroads:

- Bay Coast
- Buckingham Branch
- Chesapeake & Albemarle
- Chesapeake Western
- Commonwealth
- Norfolk & Portsmouth Belt Line
- North Carolina & Virginia
- Shenandoah Valley
- Winchester & Western

MAJOR FREIGHT PROJECTS PLANNED

Class I Railroads

Continued Focus on Major Corridor Development

- Alleviate choke points
- Achieve double stack clearances
- Increase track capacity (additional track, passing siding)
- Rail yard improvements
- Port of Virginia access

Shortlines

Improvements through maintenance and expansion projects

- Heavier, welded rail to allow higher speeds
- Signal and communications improvements
- Tie replacement and track resurfacing
- Bridge improvements





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Passenger Rail in Virginia

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- Existing AMTRAK Routes*
 - New Intercity Service
 - Existing VRE Routes
 - Proposed Norfolk Service
 - Routes Under Study
 - AMTRAK Station
- *Green line width reflects relative number of AMTRAK passenger routes



MAJOR PASSENGER PROJECTS PLANNED

Amtrak Norfolk Service

Norfolk service to be reinstated after 35 years. First Amtrak daily roundtrip service to Washington, D.C. and the Northeast Corridor. Starts December 2012.

Virginia-Sponsored Amtrak Service

Continue new **Virginia-sponsored Amtrak service** added to system in 2009/2010, including additional state funding responsibility for all Amtrak regional train services to Washington, D.C. and the Northeast Corridor from Richmond and Lynchburg in October 2013.

I-81/Route 29 Intercity Passenger Rail Projects

Projects and studies to re-establish rail service to Bristol and Roanoke, connecting southwest Virginia by rail to existing service in Lynchburg and points north.

Includes new **connector bus service** to Lynchburg Amtrak Station from Bedford, Blacksburg, Christiansburg, Roanoke and Salem

Arkendale to Powell's Creek

3rd Track Project will fix key bottleneck in Richmond to Washington, D.C. corridor that slows VRE, Amtrak and CSX trains. Construction to be complete 2017.

Virginia Railway Express (VRE) Commuter Rail

Adding a 3rd track from Fredericksburg south to Spotsylvania County. Revenue service for new **Spotsylvania station** expected late 2013/early 2014.

Advancing environmental analysis and preliminary design for future Manassas to **Gainesville/Haymarket** branch service extension.

Southeast High Speed Rail (SEHSR)

Studies to comply with the National Environmental Policy Act (NEPA) and develop preliminary design are the first steps to implementing faster, more reliable passenger service. Studies are underway for three segments in Virginia:

Richmond to Hampton Roads – Tier I NEPA approved by the Federal Railroad Administration July 2012

Richmond to Raleigh, NC – Final Tier II NEPA to be complete in 2013; rail recommendations approved by both states in April 2012.

Richmond to Washington, D.C. – Tier II NEPA and preliminary design kick-off in Fall 2012

What is High Speed Rail?

The **2008 Passenger Rail Infrastructure and Investment Act** defined it as "intercity passenger service that is reasonably expected to achieve operating speeds of at least 110 mph."

Amtrak operates on track shared with freight in Virginia, which limits maximum speeds.

Planned high speed trains in Virginia will travel at a maximum speed of 110 mph, and maximum speeds will be limited to 79-90 mph in populated areas and commingled freight corridors.

The goal of the **High-Speed Intercity Passenger Rail Program**, which helps to fund passenger rail studies in Virginia, is to create a reliable rail and intermodal network that makes train travel a viable option.