



2012 VIRGINIA STATEWIDE RAIL PLAN

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PURPOSE OF THE PLAN

- Serve as a guide for Virginia to meet the rail transportation needs of the traveling public and its diverse, growing economy.
- Profile the Commonwealth's current rail assets and services, including Class I and shortline railroads, intercity passenger rail and commuter rail.
- Assess strengths and weaknesses of rail transportation considering current trends in domestic and international trade, and identifies opportunities for improvement.
- Identify rail needs, priority corridors, capacity chokepoints in Virginia and potential improvement projects.
- Present the Rail Resource Allocation Plan, a tool to assess project phases against Commonwealth Transportation Board (CTB) policy goals, and identify options for required capital and operating funds.

WHAT GUIDES THE PLAN

- Adopted Six-Year Improvement Program (SYIP), VTrans and Virginia Surface Transportation Plan.
- Federal Passenger Rail Investment and Improvement Act (PRIIA) and Federal Railroad Administration (FRA) guidance.

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PLANNED FREIGHT PROJECTS

Planned freight projects include improvements to both Class I and shortline railroad infrastructure to alleviate choke points, increase capacity, improve access to the Port of Virginia, and rehabilitate existing infrastructure. Improvements include:

- **Crescent Corridor** → Downtown Roanoke and capacity projects from the West Virginia border to Washington County
- **Heartland Corridor** → Roanoke Intermodal Facility
- **National Gateway** → Virginia Avenue Tunnel replacement and double stack clearances
- **Port of Virginia** → Craney Island Rail Connector and Norfolk International Terminal Marshalling Yard
- **Shortlines** → Track resurfacing, tie replacements, improve signaling and upgrades to allow heavier rail cars and higher speeds

PLANNED PASSENGER PROJECTS

DRPT's passenger rail program focuses on projects to serve population centers by improving and expanding existing infrastructure. Initiatives include:

- **Amtrak Virginia** → Continue support of existing services to DC and the Northeast Corridor from Richmond and Lynchburg
- **Norfolk Service** → Extend DC-Richmond train to Norfolk with a daily roundtrip to DC and the Northeast Corridor
- **I-81/Route 29** → Re-establish rail service to Roanoke and Bristol
- **Arkendale to Powell's Creek** → Additional track to fix a key bottleneck in the Richmond to DC corridor
- **Virginia Railway Express** → Additional track to new Spotsylvania County station for expanded service
- **Southeast High Speed Rail** → Environmental studies and design to implement faster, more reliable service in multiple areas between DC and the Richmond area



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SIX YEAR IMPROVEMENT PROGRAM (SYIP FY2013-FY2018)

The SYIP includes funding for rail and public transportation facilities, commuter, rail and public transportation programs, and all interstate and primary highway projects that are being studied, designed, and constructed throughout Virginia over the next six fiscal years. Fiscal years start on July 1 and end on June 30.

The Commonwealth Transportation Board updates the program each year as priorities are revised, project schedules and costs change, and study results are known.

After 2013 the state will be responsible for funding the capital and operating costs associated with regional intercity passenger rail service originating in Virginia. There is currently no dedicated source of funding to cover the estimated \$162 Million for the six Virginia passenger trains in operation.

Project Description	FY 13-18 Total Programmed
I-95 Corridor Construction of additional track capacity for VRE service in Spotsylvania County and the SEHSR Tier II EIS from the Richmond area to the Potomac River.	\$ 82,269,000
National Gateway Upgrading multiple bridges, Kilby support yard and the Virginia Avenue Tunnel to accommodate the clearance envelope of double stack trains.	\$ 53,076,686
I-64 Passenger Rail Petersburg to Hampton Roads infrastructure improvements to expand passenger rail service.	\$ 114,606,265
I-81/Rte 29 Intercity Passenger Rail Passenger rail improvements from Alexandria to Manassas and a capacity study for extending passenger service to Roanoke.	\$ 8,527,998
I-81 Crescent Corridor Construction of sidings, passing and double tracks at Berryville, Elkton, Nokesville to Calverton, Bentonville, Sampson, Lipscomb, Solitude, Kinsey, Clark, Glade Spring and along I-66 and tunnel work at Montgomery to increase freight capacity.	\$ 186,571,700
Heartland Corridor Roanoke Intermodal Facility	\$ 36,100,000
Port of Virginia Expand the NIT marshalling yard and preliminary engineering and environmental analysis for the Craney Island Connector.	\$ 9,611,806
Intercity Passenger Rail Operating and Capital Program \$218,039,802 is the total intercity passenger rail operating and capital cost. There is currently a \$162,258,676 funding shortfall.	\$ 218,039,802
Shortline Railroad Program Rail Preservation and Development Fund invests in projects to maintain FRA Class 2 Track Safety Standards, such as tie and rail replacements, bridge and signal system upgrades. It also invests in shortline development projects to improve freight capacity and operations.	\$ 82,312,520
TOTAL	\$ 791,115,776



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for passenger and freight rail investments in Virginia. The plan builds upon the progress made in rail funding in recent years, including the dedication of a portion of the vehicle rental tax to the Rail Enhancement Fund, the creation of the Intercity Passenger Rail Operating and Capital Fund, and DRPT's innovative public private partnership approach that has helped advance many rail initiatives.

Projects by Corridor	Total Cost (\$ 2012)
I-95/I-64 Transportation Corridor	\$5,093,538,766
I-95 Passenger Service Capital Costs	\$287,055,518
I-95 Passenger Service Operating Costs	\$147,800,168
Southeast High Speed Rail	\$3,301,571,620
National Gateway	\$162,899,000
I-64 Passenger Service Capital Costs	\$46,637,139
I-64 Passenger Service Operating Costs	\$97,022,323
VRE	\$1,050,552,998
I-81 Transportation Corridor	\$1,136,775,624
Crescent Corridor	\$628,485,743
Crescent Corridor Passenger Service Capital Costs	\$497,067,065
Crescent Corridor Passenger Service Operating Costs	\$11,222,815
Route 460 Transportation Corridor	\$60,375,000
Port of Virginia	\$62,618,177
Shortline Program	\$119,057,269
TOTAL	\$6,472,364,835