

FACT SHEET – NEEDS BY MODE

RAIL



CONNECTIONS TO LRTP GOALS

E Economic Vitality & Freight Movement

H Livable & Healthy Communities

M Multimodal Mobility, Reliability & Accessibility

Improving accessibility to intercity passenger rail stations throughout West Virginia remains a priority. This includes improving accessibility and ADA compliance at all passenger rail stations. In addition to passenger movement, collaboration with West Virginia’s 12 freight railroads, logistics terminals, inland port facilities and local economic development organizations can enhance freight movement along the 2,000+ railroad miles and increase the economic vitality of the West Virginia.

STAKEHOLDER INPUT

Enhancing passenger rail services to create new opportunities for access to key destinations and jobs remains a priority goal

Stakeholder generally rated rail capacity needs low, but coordination between other states, especially Ohio was identified as a priority

Revitalizing Class I rail service through specific urban areas and bottlenecks was seen as a priority



To forecast rail needs, projects were primarily gathered from the 2020 and 2013 versions of the WV State Rail Plan. To supplement this, rail-specific projects were identified from the 2018 State Freight Plan, the RIC MPO LRTP, and the final year of the 2020 WV STIP. All projects were then inflated/deflated to the year 2020 to display all costs in current-year dollars.

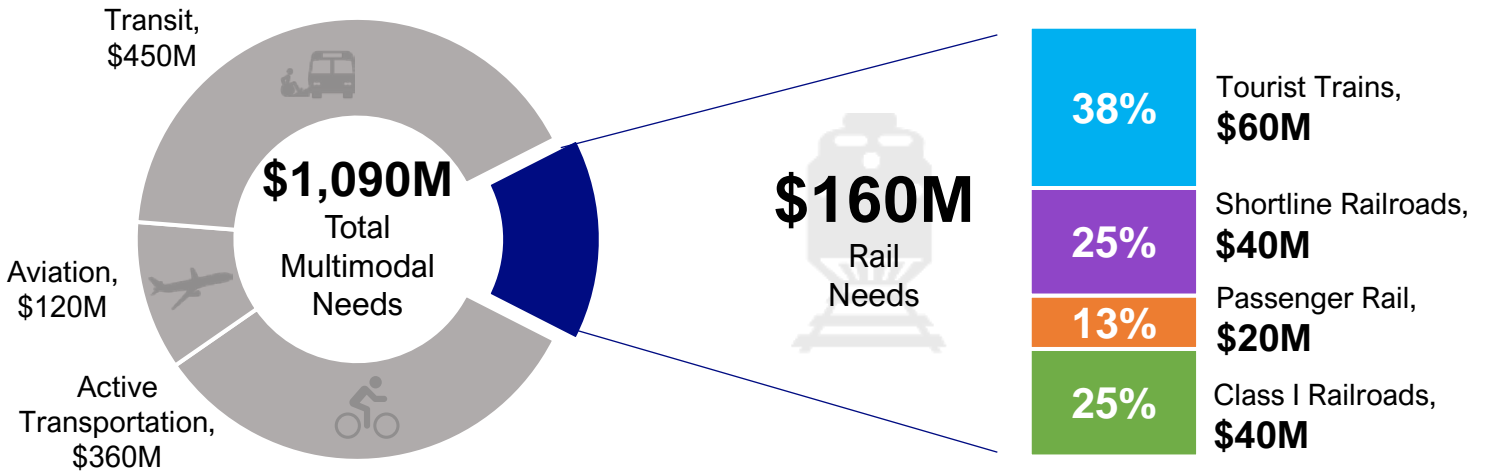
FORECASTING METHOD

Sources considered: [2020](#) and [2013](#) WV State Rail Plans, [2018 WV State Freight Plan](#), [RIC MPO 2017 LRTP](#), [MARC Cornerstone Plan](#), [WV 2020 STIP](#)

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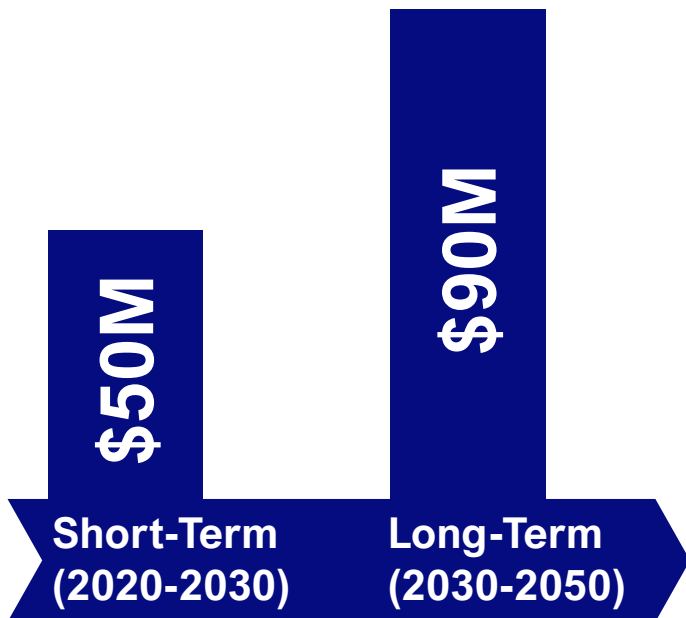
OPPORTUNITIES

Maintain quality of state rail network. Increase passenger ridership, availability, and accessibility to intercity rail stations throughout West Virginia. Continue to repurpose abandoned rail lines into recreational and historical tourism attractions which boost the state's economy.

TRENDS AND EMERGING NEEDS

West Virginia's rail network carries more than 164 million tons of freight. Due to the decline in coal demand, rail movement is projected to decrease through 2040. As coal movement decreases, it's essential to provide landside connections to rail terminals and industry hubs to foster business and industry growth.

SHORT-TERM AND LONG-TERM FORECASTS



- Improve the decision-making process and coordination to allocate rail project funds
- Provide a state funding program for rail improvements
- Conduct feasibility of extending WVCR trackage by 28 miles to Bergoo for additional tourist and overnight attractions
- Expansion of intercity passenger rail service and consider future regional service
- Evaluate and prioritize Grade Crossing improvements to improve safety
- Target industries to locate on high-performance rail corridors