West Virginia State Rail Plan

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2020

Appendices

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West Virginia State Rail Plan

Appendix 1 – Public Engagement Survey Results

August 13, 2020

West Virginia State
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Contents

1 Introduction

The 2020 West Virginia State Rail Plan public engagement effort included two rounds of outreach and two online surveys.

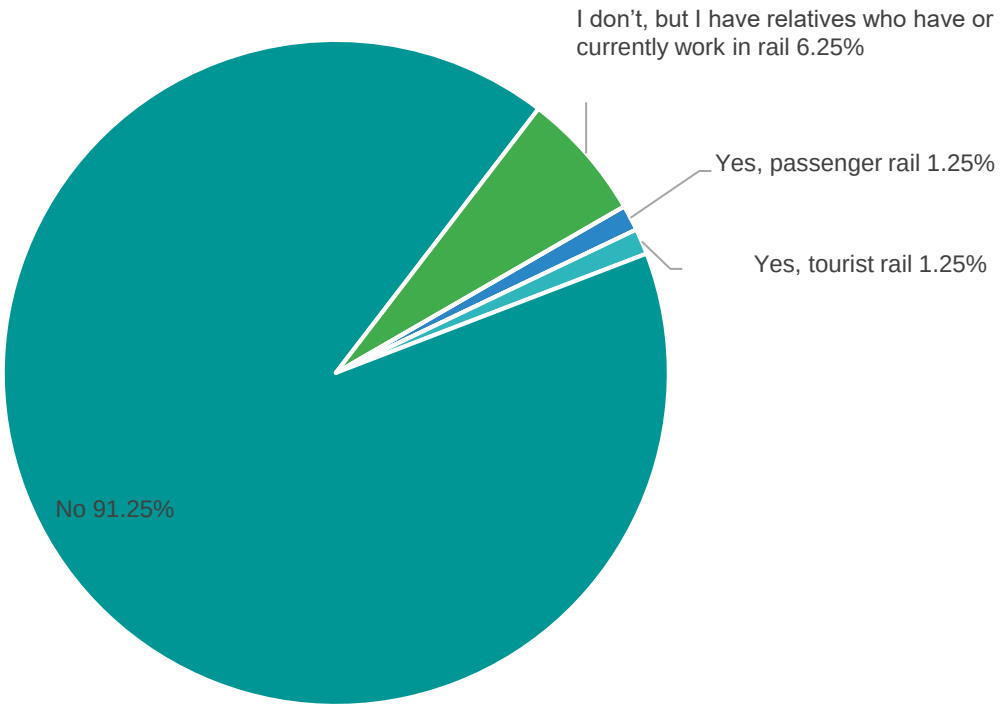
To ensure all potential stakeholders and the public had the opportunity to provide input, a Stakeholder & Public Engagement Plan was developed to outline public outreach tools, including meetings, surveys and interviews of various stakeholders involved in or affected by the State's rail system. First, WVSRA reached out to WVDOT staff, transportation experts, rail users and industry, to form a steering committee and an advisory committee. Then, WVSRA conducted two rounds of public outreach to share information about West Virginia's rail system and solicit citizens' opinions on the future of the system. Additionally, WVSRA conducted targeted outreach with the rail industry, users and special interest/advocacy groups to gain further insight on the rail system and needs.

The outreach strategy was expected to include two stages with a combination of in-person and online outreach and engagement. The first round took place in Fall 2019, and the planned second round took place in Spring 2020. However, The COVID-19 pandemic limited effective in-person outreach during the timeframe for the planned second round of public engagement. Recognizing the importance of public participation to the State Rail Plan, the project team revised the outreach strategy and adopted a virtual outreach method for the second round. This approach follows health officials' recommendations and the Governor's Safer at Home order. In collaboration with WVDOT, WVSRA launched the 2020 West Virginia State Rail Plan Update Project Website and online outreach channel. Virtual outreach assisted in the completion of the State Rail Plan and promoted safe and effective public participation.

2 Round 1 Public Survey Results

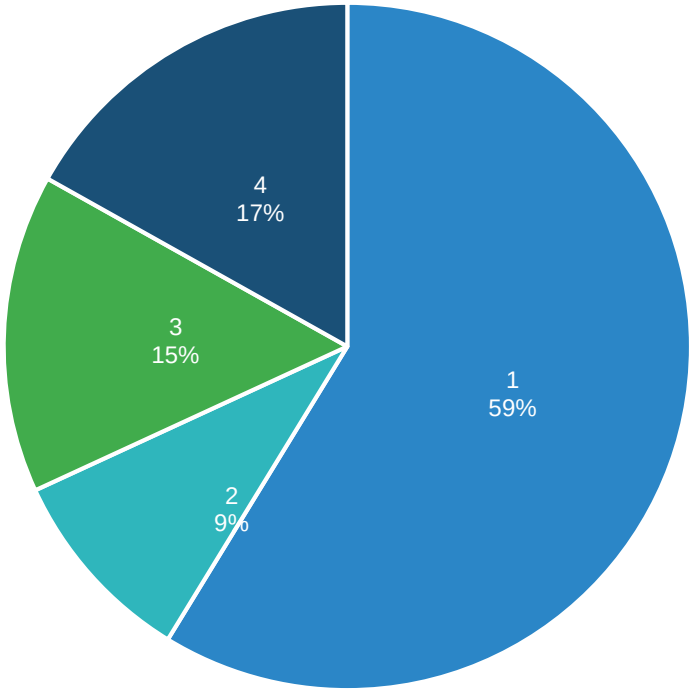
Do you work in the rail industry?

The online survey received 161 responses statewide. About 91% of respondents do not work in the rail industry.



Survey Demographics

Nearly 60% of online survey respondents were age 46 and older. The age cohort response rates are higher than state population estimates of 40% of the population is at least 50 years or older. The survey results may indicate the 46 or older age cohort uses rail or has knowledge of rail than the other cohorts.



Among all respondents

- 9.38% are 18 to 25.
- 15% are 26 to 35.
- 16.88% are 36 to 45.
- 22.5% are 46 to 55.
- 19.38% are 56 to 65.
- And 16.88% are 66 or older.

Which city in West Virginia is closest to your residence?

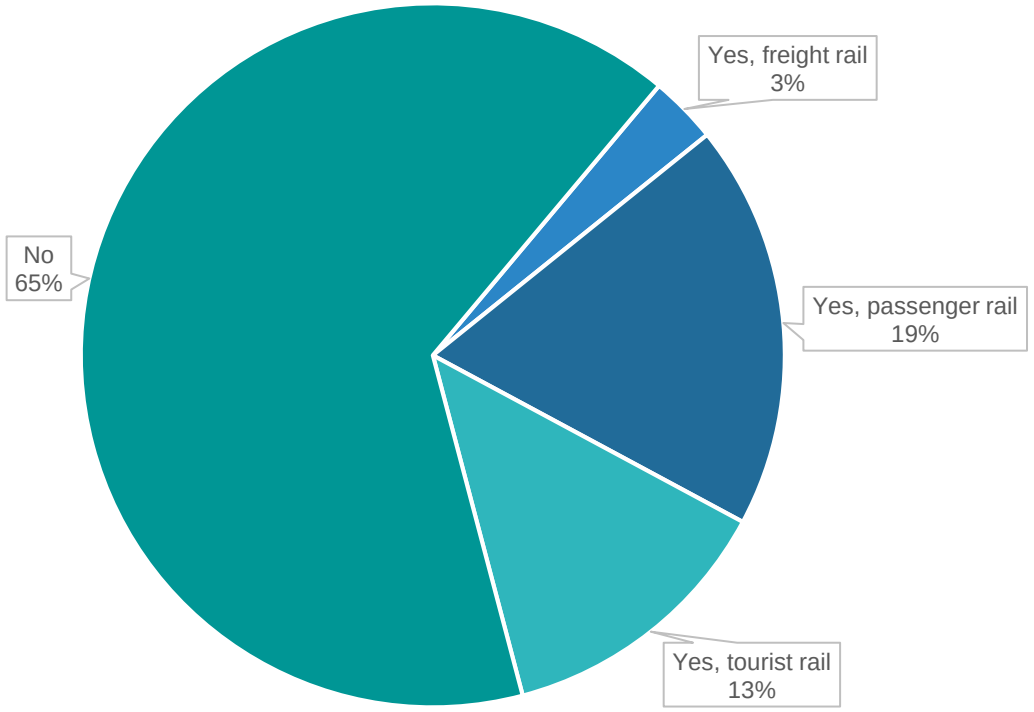
The online survey reached all corners of West Virginia. The greatest percentage of respondents live closest to the Martinsburg-Harpers Ferry-Charles Town area, followed by the Flatwoods-Clarksburg-Morgantown area, Charleston area and Beckley-Fayetteville-Lewisburg area.

- 42.24% reside closest to Martinsburg-Harpers Ferry-Charles Town area.
- 16.15% reside closest to Flatwoods-Clarksburg-Morgantown area.
- 14.29% reside closest to Charleston area.
- 11.18% reside closest to Beckley-Fayetteville-Lewisburg area.
- 4.35% reside closest to Huntington area.
- 4.35% selected “Other area in the State” with no area identified.
- 3.73% reside closest to Parkersburg-Ravenswood area.
- 1.24% reside closest to Princeton-Bluefield area.
- 1.24% reside closest to Wheeling-Weirton area.
- 1.24% reside closest to Moorefield-Petersburg-Elkins area.

Do you or does your workplace use rail service in WV?

Over half of the respondents said neither they nor their workplace used rail service in West Virginia.

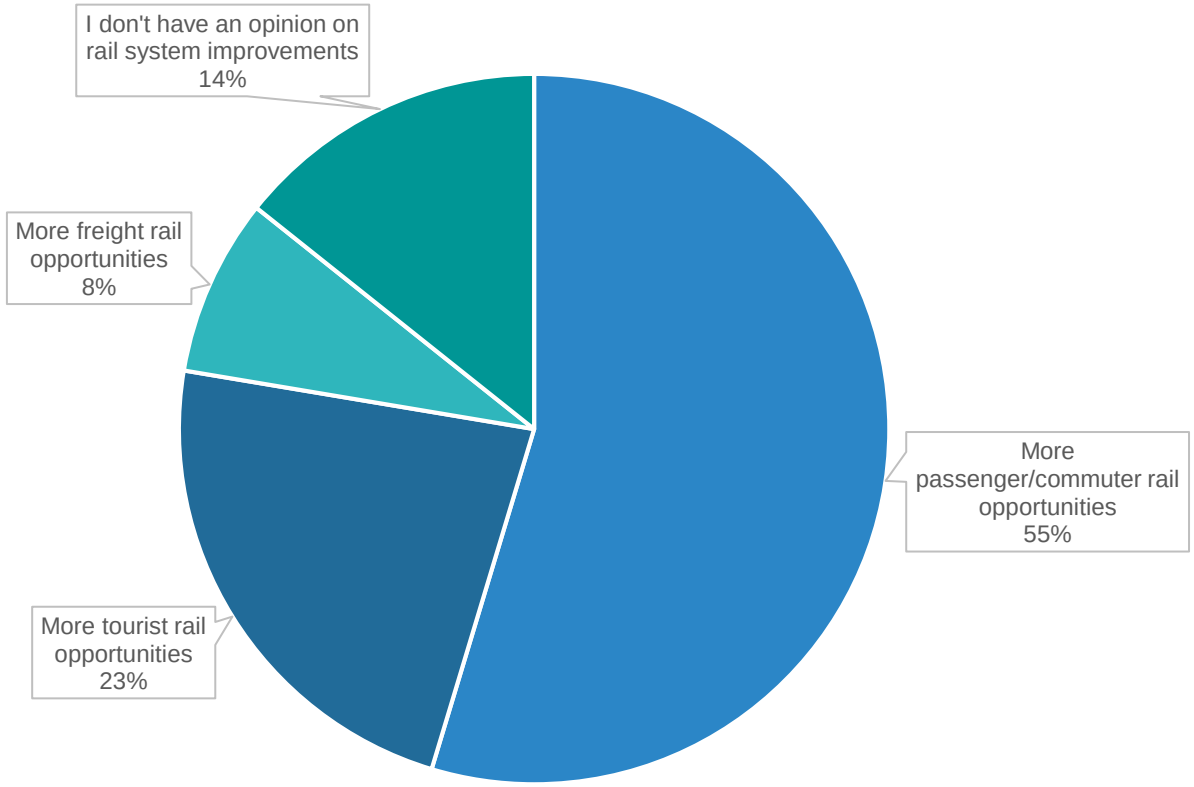
- 65.22% of the respondents do not use rail service in West Virginia.
- 18.63% of the respondents use passenger rail in West Virginia.
- 13.04% of the respondents use tourist rail in West Virginia.
- 3.11% of the respondents use freight rail in West Virginia.



How could West Virginia's rail system be improved?

Over half of the respondents indicated that more passenger/commuter rail opportunities would improve West Virginia's rail system. This finding is consistent with another question, which found that 49.69% of respondents see the biggest opportunity to grow rail in West Virginia is in passenger/commuter rail service.

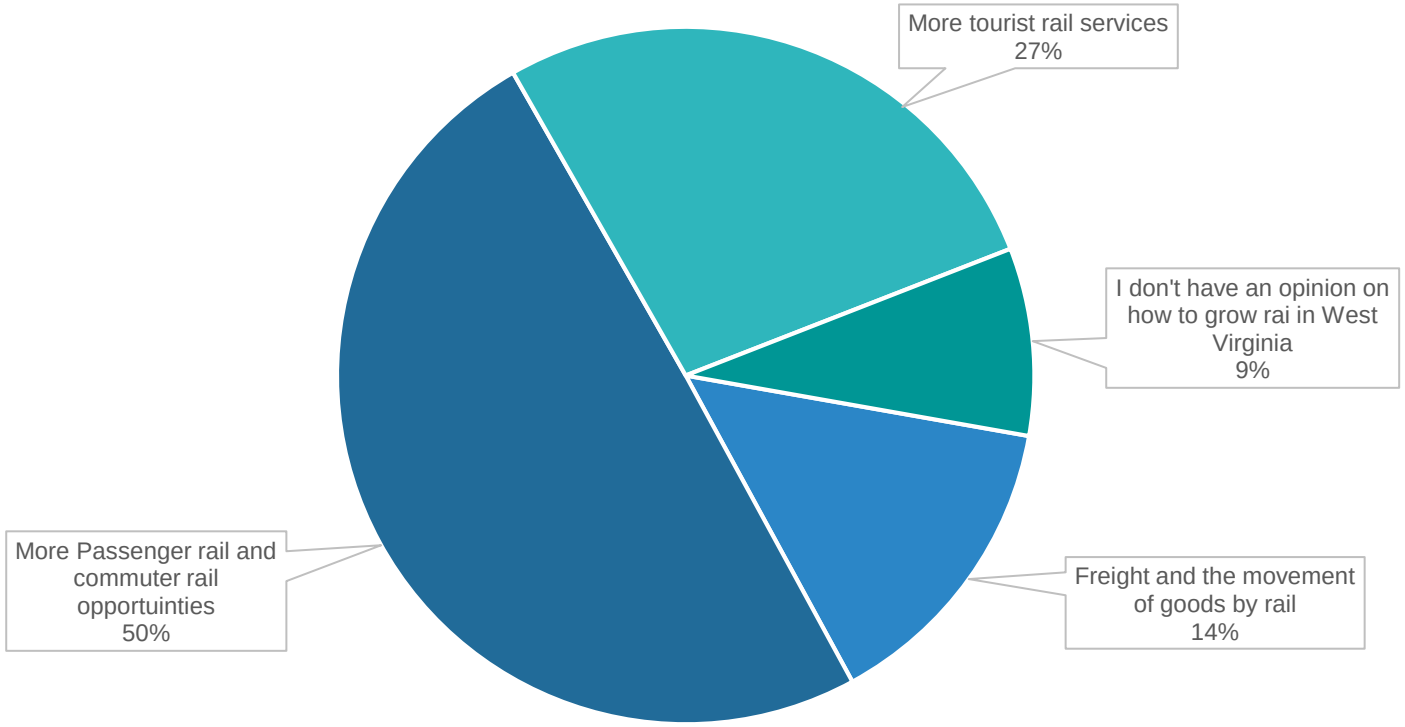
- 54.66% responded that West Virginia's rail system would be improved with more passenger/commuter rail opportunities.
- 22.98% responded that West Virginia's rail system would be improved with more tourist rail opportunities.
- 14.29% responded that they had no opinion on rail system improvements.
- 8.07% responded that West Virginia's rail system would be improved with more freight rail opportunities.



Where do you see the biggest opportunity to grow rail in West Virginia?

This question is asking the public with the goal of growing a stronger economy in West Virginia, considering the existing infrastructure and needs in the state, which type of rail service should we invest in to give it the biggest opportunity to grow.

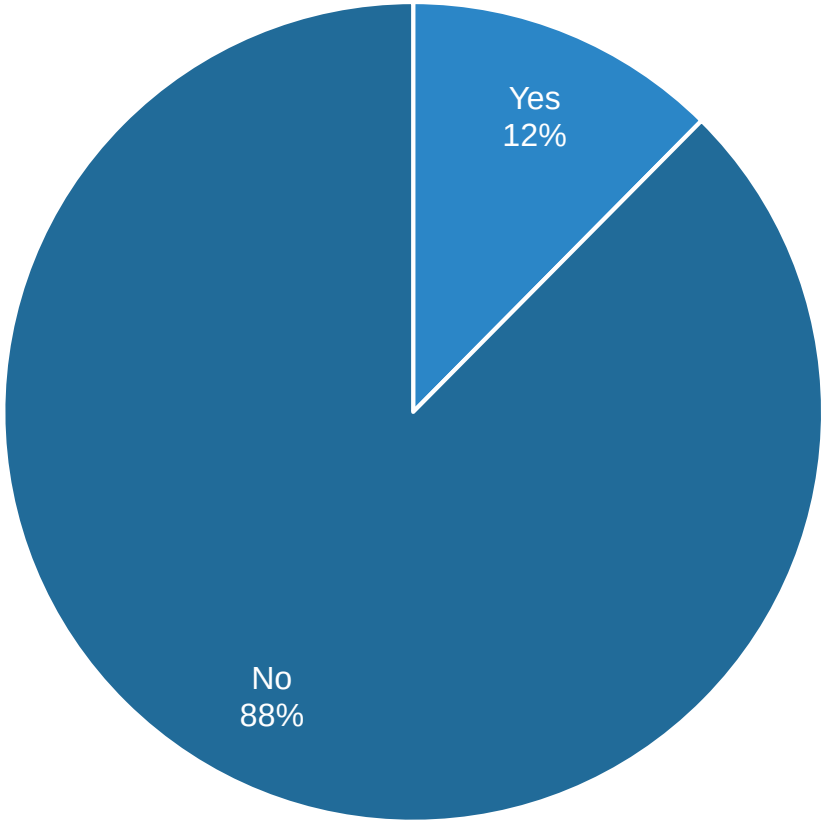
- 49.69% responded that the biggest opportunity to grow was in passenger/commuter rail.
- 27.33% responded that the biggest opportunity to grow was in tourist rail.
- 14.29% responded that the biggest opportunity to grow was in freight rail.
- 8.70% reported no opinion on how to grow rail in West Virginia.



Do you know about the 2013 West Virginia State Rail Plan?

Most of the survey respondents did not know about 2013 West Virginia State Rail Plan.

- 87.58% responded that they were not aware of the previous plan.
- 12.42% responded that they were aware of the previous plan.



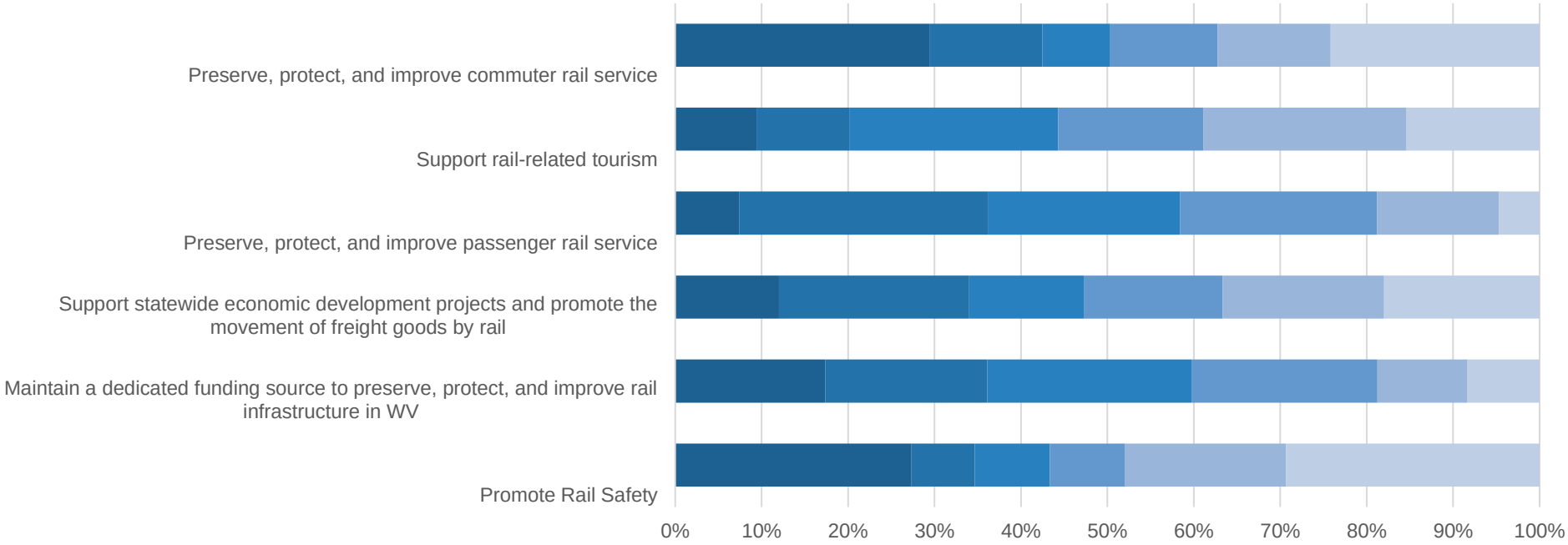
Please rank the 2020 West Virginia State Rail Plan goals based on your level of importance.

The survey has listed the 2020 West Virginia State Rail Plan goals and asked the public to rank them on their level of importance.

- 29.41% ranked the goal to “Preserve, protect, and improve commuter rail service” as most important.
- 27.33% ranked the goal to “Promote rail safety” as most important.
- 17.36% ranked the goal to “Maintain a dedicated funding source to preserve, protect, and improve rail infrastructure in WV” as most important.
- 12.00% ranked the goal to “Support statewide economic development projects and promote the movement of freight goods by rail” as most important.
- 9.40% ranked the goal to “Support rail-related tourism” as most important.
- 7.38% ranked the goal to “Preserve, protect, and improve passenger rail service” as most important.

- 29.33% ranked the goal to “Promote rail safety” as least important.
- 24.18% ranked the goal to “Preserve, protect, and improve commuter rail service” as least important.
- 18.00% ranked the goal to “Support statewide economic development projects and promote the movement of freight goods by rail” as least important.
- 15.44% ranked the goal to “Support rail-related tourism” as least important.
- 8.33% ranked the goal to “Maintain a dedicated funding source to preserve, protect, and improve rail infrastructure in WV” as least important.
- 4.70% ranked the goal to “Preserve, protect, and improve passenger rail service” as least important.

Please rank the 2020 West Virginia State Rail Plan goals based on your level of importance



	Promote Rail Safety	Maintain a dedicated funding source to preserve, protect, and improve rail infrastructure in WV	Support statewide economic development projects and promote the movement of freight goods by rail	Preserve, protect, and improve passenger rail service	Support rail-related tourism	Preserve, protect, and improve commuter rail service
1-Most Important	27.33%	17.36%	12.00%	7.38%	9.40%	29.41%
2	7.33%	18.75%	22.00%	28.86%	10.74%	13.07%
3	8.67%	23.61%	13.33%	22.15%	24.16%	7.84%
4	8.67%	21.53%	16.00%	22.82%	16.78%	12.42%
5	18.67%	10.42%	18.67%	14.09%	23.49%	13.07%
6-Least Important	29.33%	8.33%	18.00%	4.70%	15.44%	24.18%

Please rank the 2020 West Virginia State Rail Plan objectives base on your level of importance

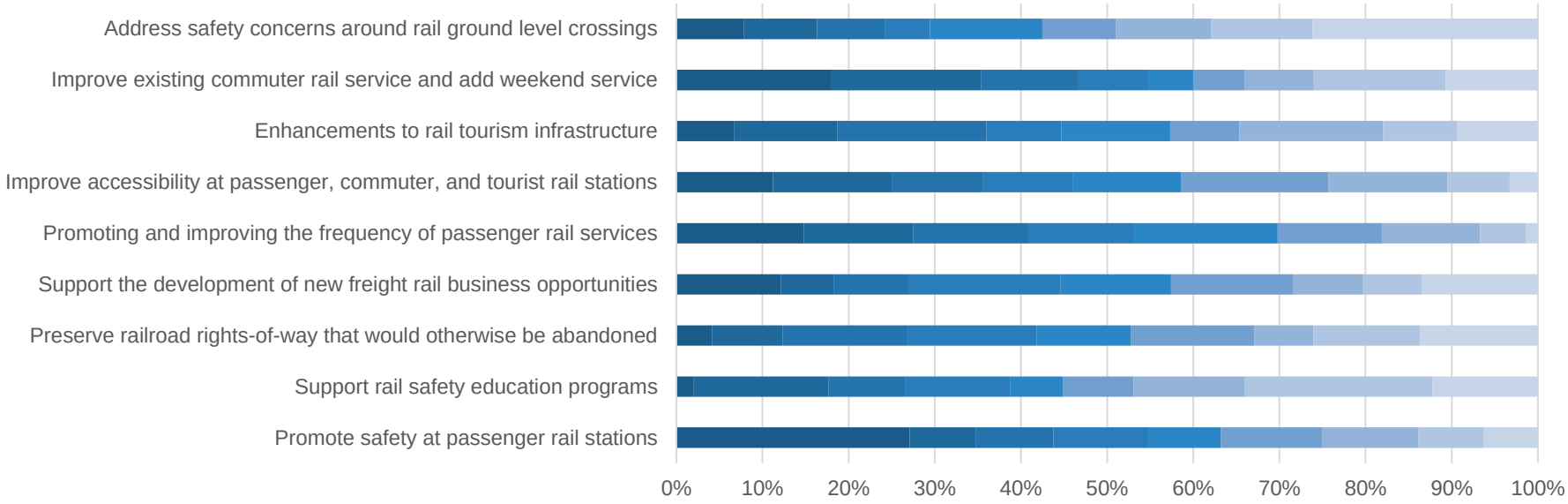
The survey has listed the 2020 West Virginia State Rail Plan objectives and asked the public to rank them on their level of importance.

- 27.08% think it's most important to Promote safety at passenger rail stations
- 18.00% think it's most important to Improve existing commuter rail service and add weekend service
- 14.77% think it's most important to Promoting and improving the frequency of passenger rail services
- 12.16% think it's most important to Support the development of new freight rail business opportunities
- 11.18% think it's most important to Improve accessibility at passenger, commuter, and tourist rail stations
- 7.84% think it's most important to Address safety concerns around rail ground level crossings
- 6.67% think it's most important to Enhancements to rail tourism infrastructure
- 4.11% think it's most important to Preserve railroad rights-of-way that would otherwise be abandoned
- 2.04% think it's most important to Support rail safety education programs

In the meantime,

- 26.14% think it's least important to Address safety concerns around rail ground level crossings
- 13.70% think it's least important to Preserve railroad rights-of-way that would otherwise be abandoned
- 13.51% think it's least important to Support the development of new freight rail business opportunities
- 12.24% think it's least important to Support rail safety education programs
- 10.67% think it's least important to Improve existing commuter rail service and add weekend service
- 9.33% think it's least important to Enhancements to rail tourism infrastructure
- 6.25% think it's least important to Promote safety at passenger rail stations
- 3.29% think it's least important to Improve accessibility at passenger, commuter, and tourist rail stations
- 1.34% think it's least important to Promoting and improving the frequency of passenger rail services

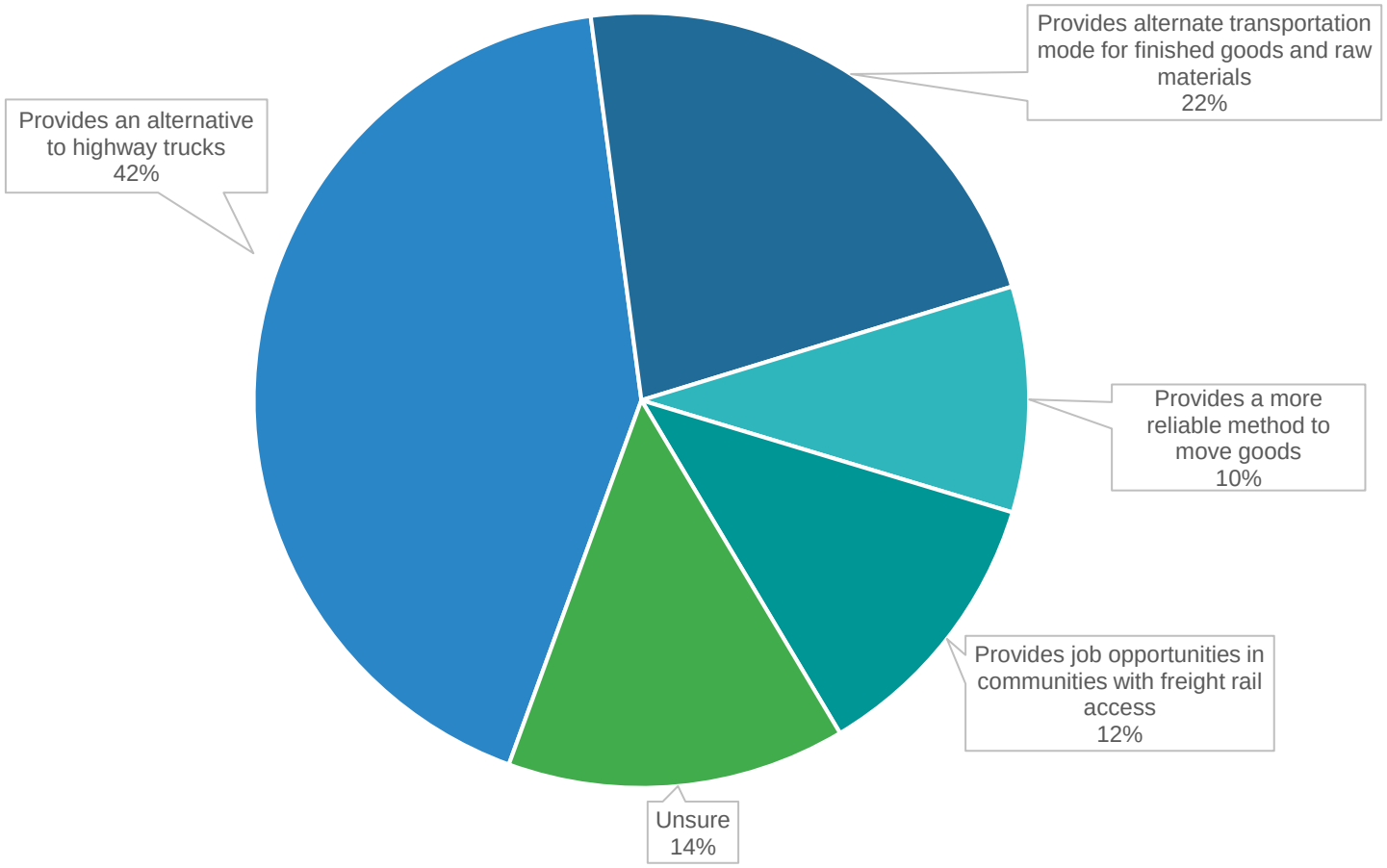
Please rank the 2020 West Virginia State Rail Plan objectives based on your level of importance



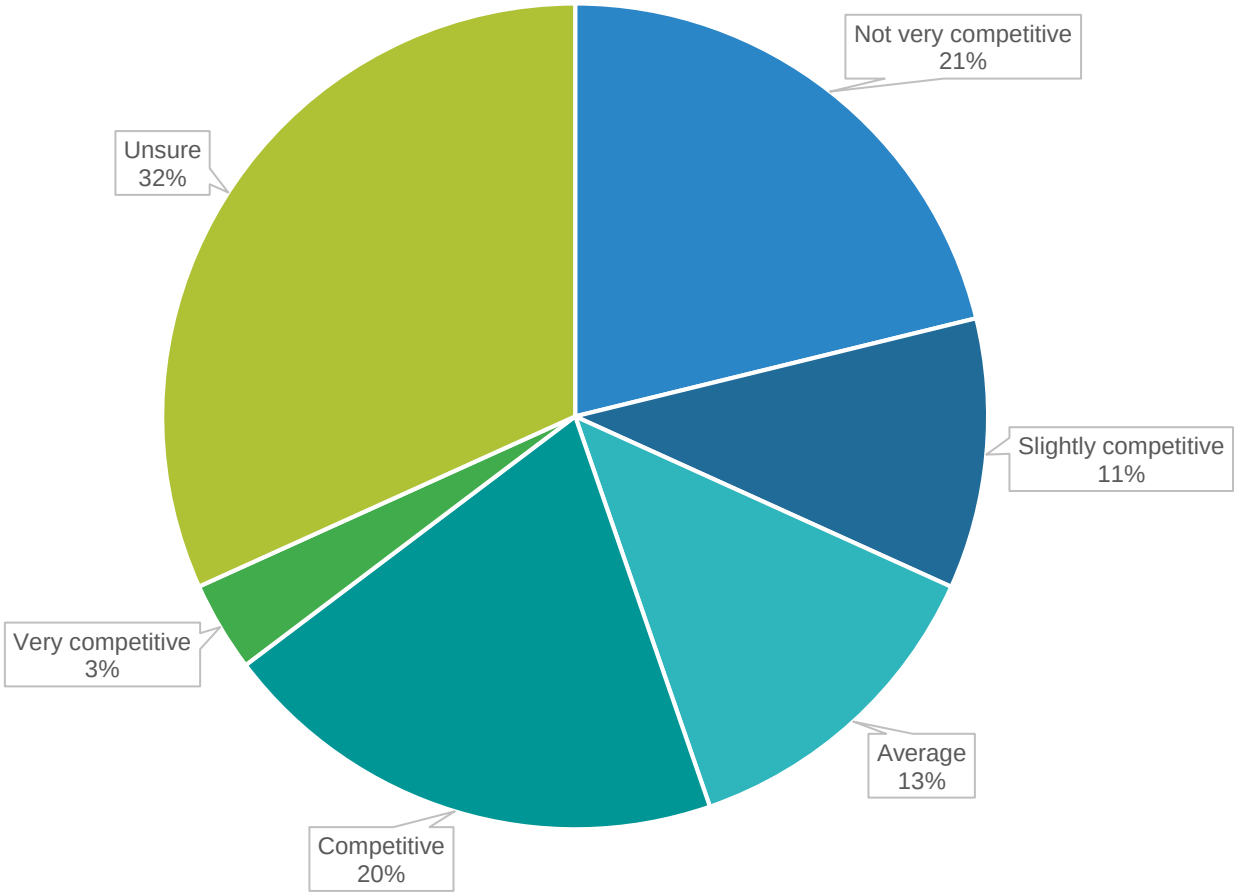
	Promote safety at passenger rail stations	Support rail safety education programs	Preserve railroad rights-of-way that would otherwise be abandoned	Support the development of new freight rail business opportunities	Promoting and improving the frequency of passenger rail services	Improve accessibility at passenger, commuter, and tourist rail stations	Enhancements to rail tourism infrastructure	Improve existing commuter rail service and add weekend service	Address safety concerns around rail ground level crossings
1-most important	39	3	6	18	22	17	10	27	12
2	11	23	12	9	19	21	18	26	13
3	13	13	21	13	20	16	26	17	12
4	16	18	22	26	18	16	13	12	8
5	12	9	16	19	25	19	19	8	20
6	17	12	21	21	18	26	12	9	13
7	16	19	10	12	17	21	25	12	17
8	11	32	18	10	8	11	13	23	18
9-least important	9	18	20	20	2	5	14	16	40

3 Round 2 Public Survey Results

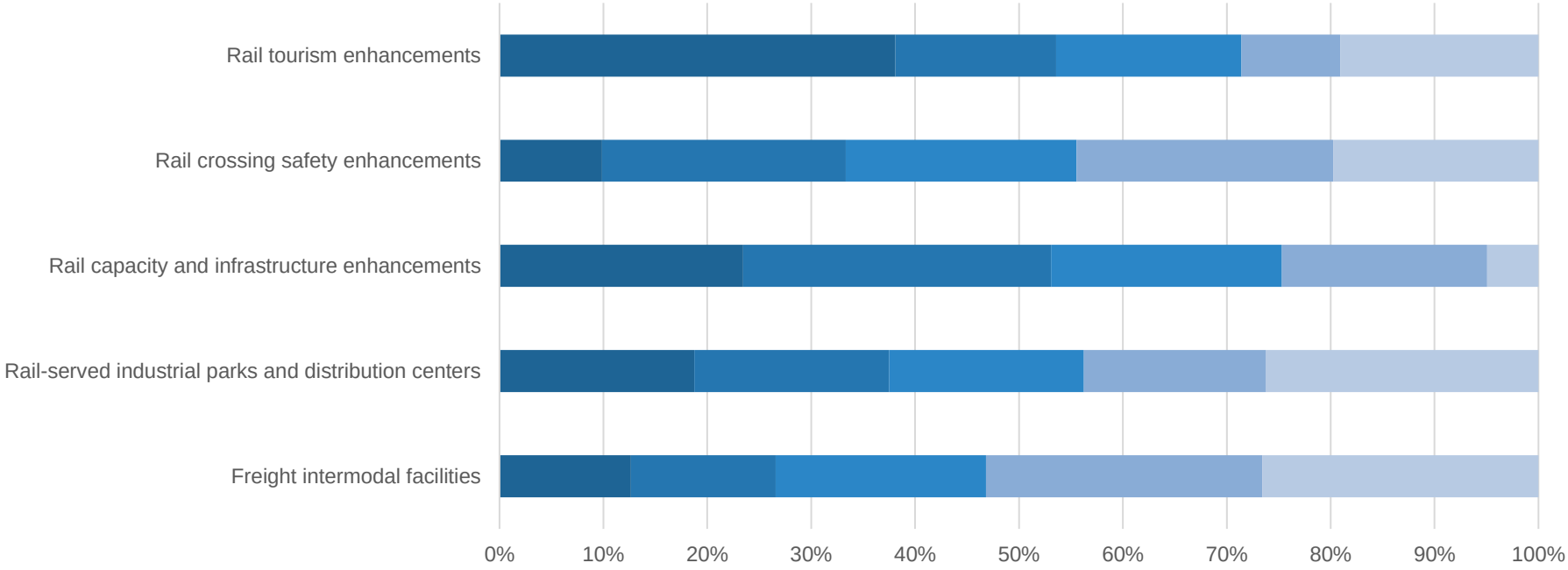
How does the freight rail network support economic growth in West Virginia?



How competitive is the rail network compared to other modes in West Virginia?



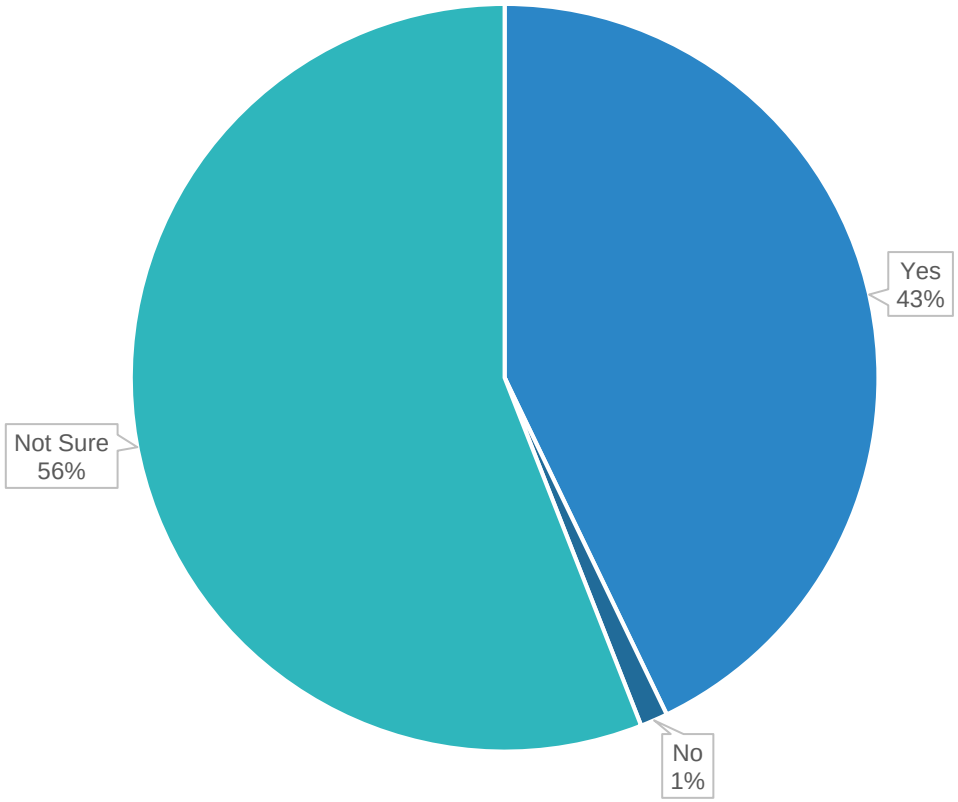
Assuming adequate federal, state, or public/private partnership funding is available, rank the below freight and rail projects should West Virginia prioritize to have the biggest impact on the state's economy?



	Freight intermodal facilities	Rail-served industrial parks and distribution centers	Rail capacity and infrastructure enhancements	Rail crossing safety enhancements	Rail tourism enhancements
1 most important	10	15	19	8	32
2	11	15	24	19	13
3	16	15	18	18	15
4	21	14	16	20	8
5 least important	21	21	4	16	16

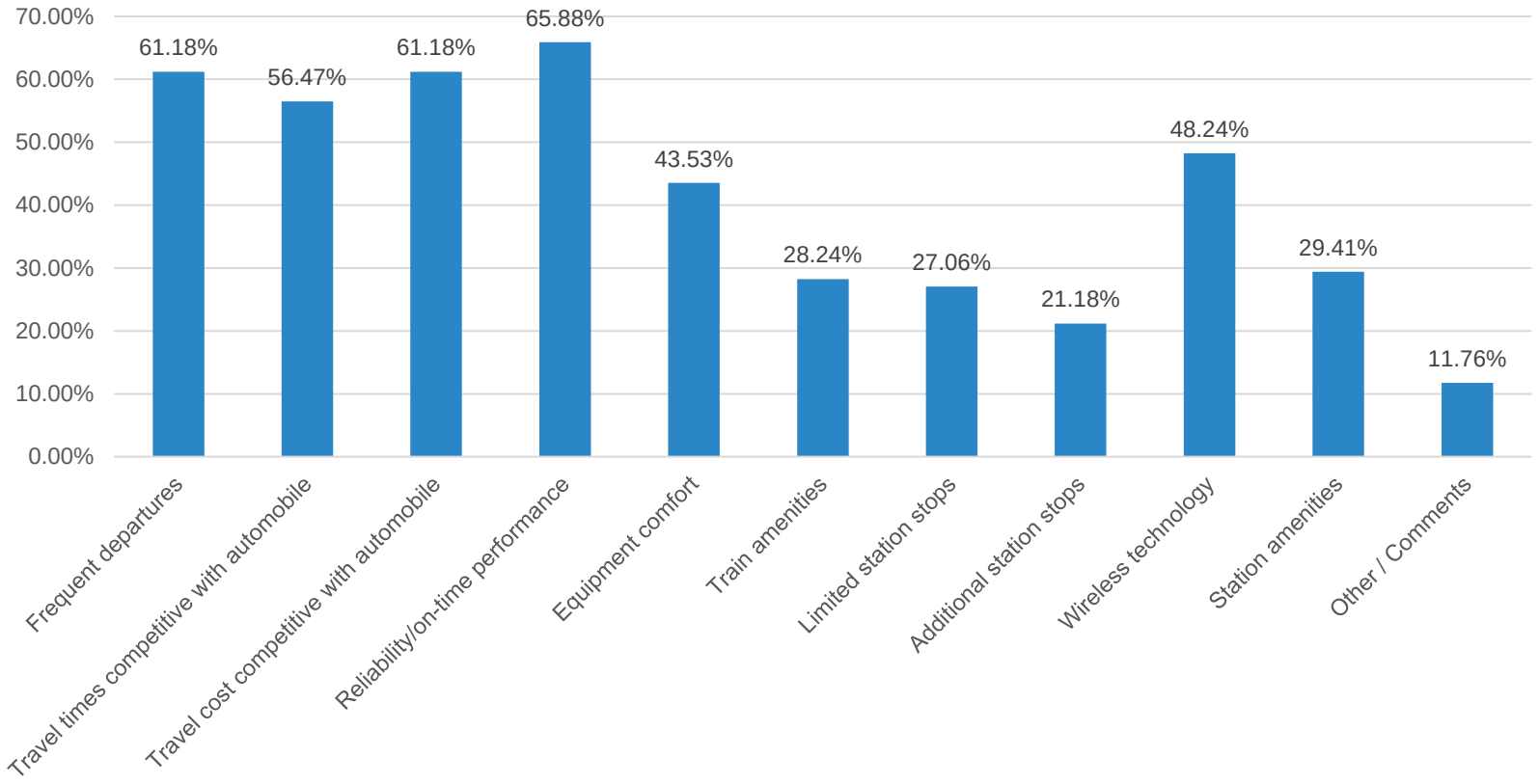
1 most important 2 3 4 5 least important

Are there specific projects that would help improve the competitiveness of the rail network in West Virginia?



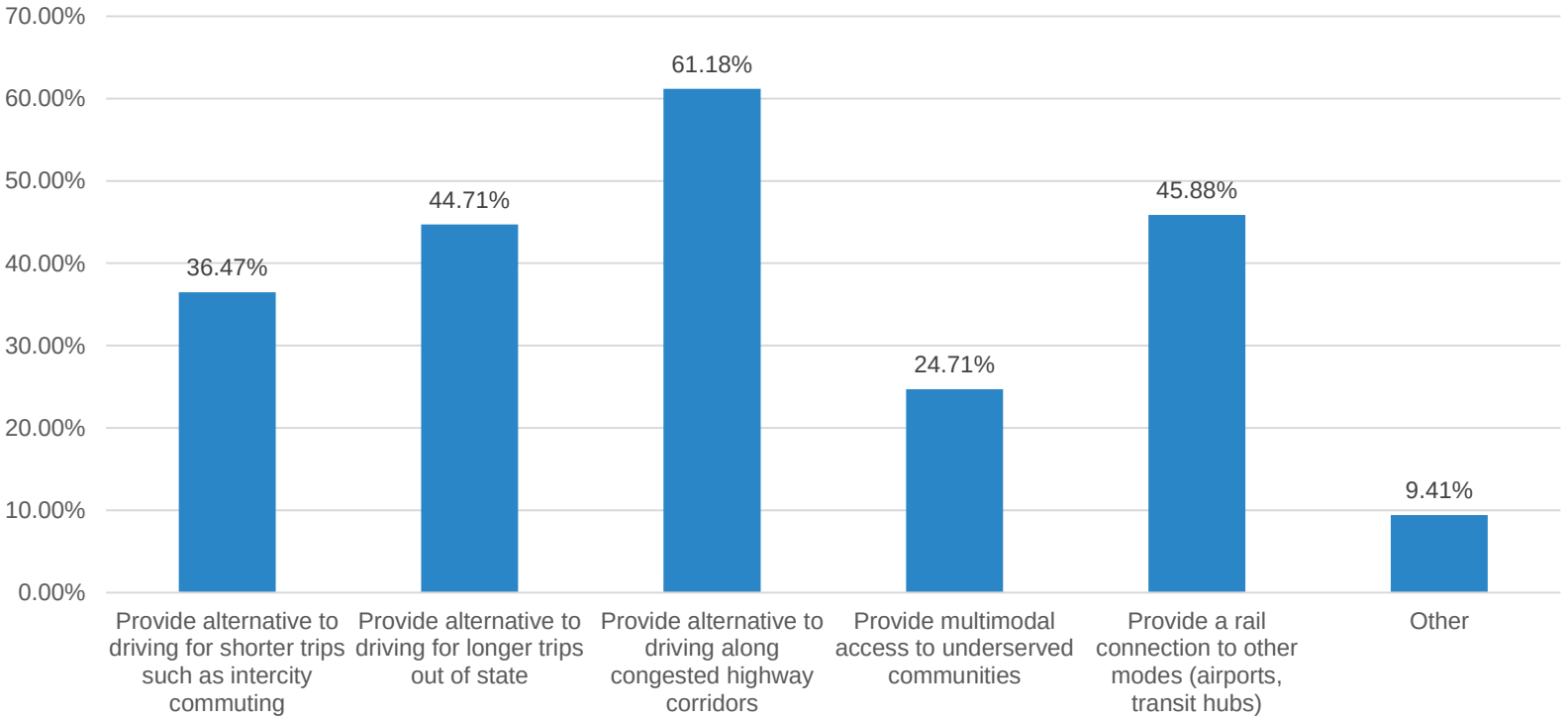
The survey responses included 27 comments on specific projects to help improve the rail network competitiveness in West Virginia. The word cloud below represents those responses with the font size indicating the number of times a particular word was used.

What are the most important aspects of a passenger rail service to you?



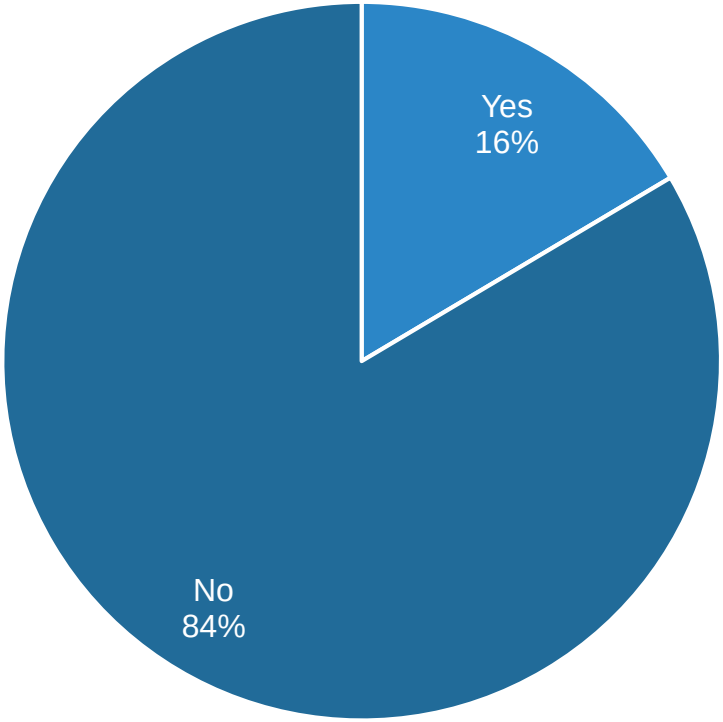
The survey responses included 10 comments on passenger rail service aspects that are important to respondents. The word cloud below represents those responses with the font size indicating the number of times a particular word was used.

What are the most important reasons for WV to have passenger rail service?



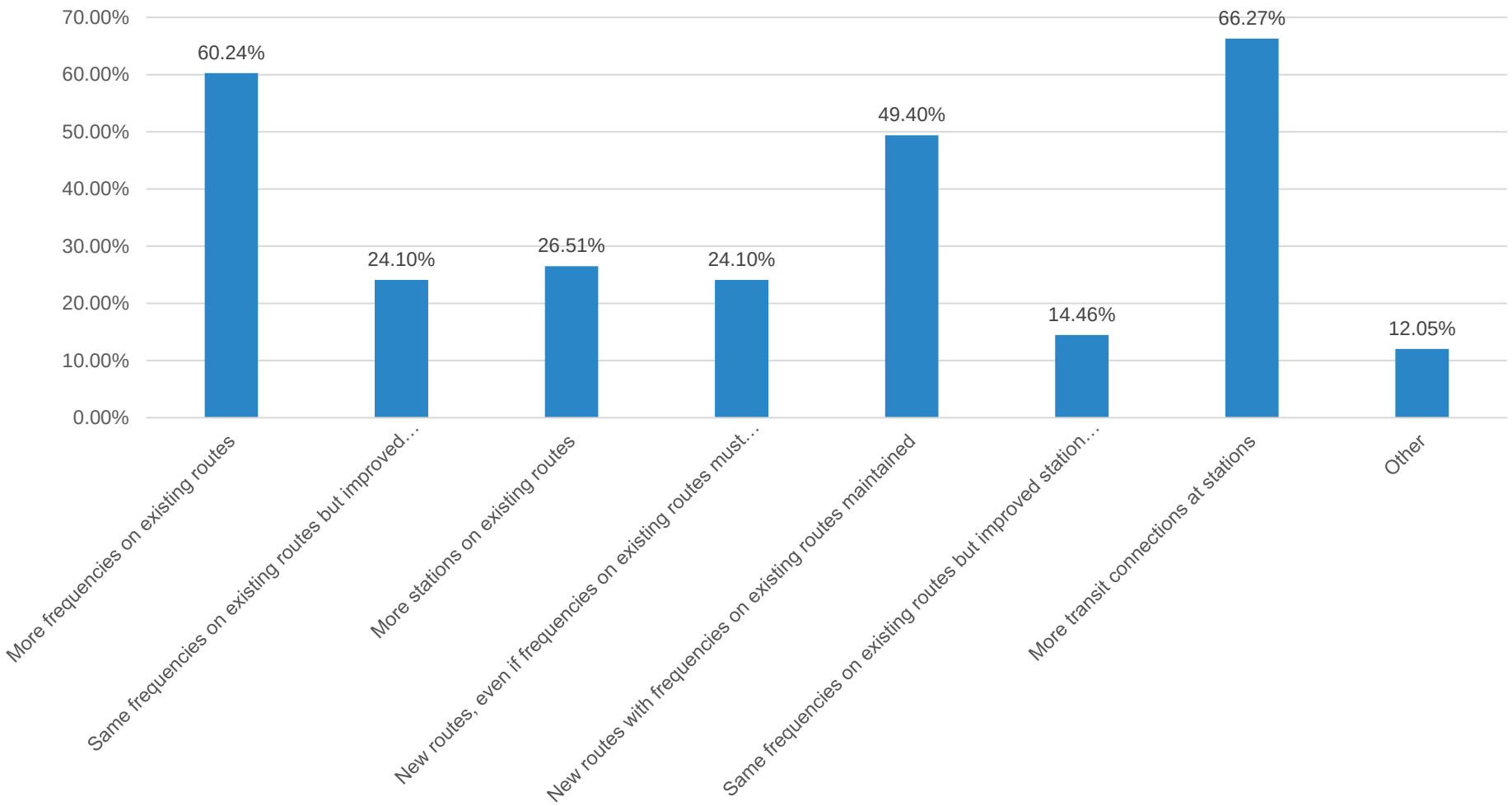
In addition to the provided choices, respondents also indicated that passenger rail is a sustainable mode of transportation and would bring tourism to West Virginia.

Is there enough awareness of existing passenger rail services in WV?



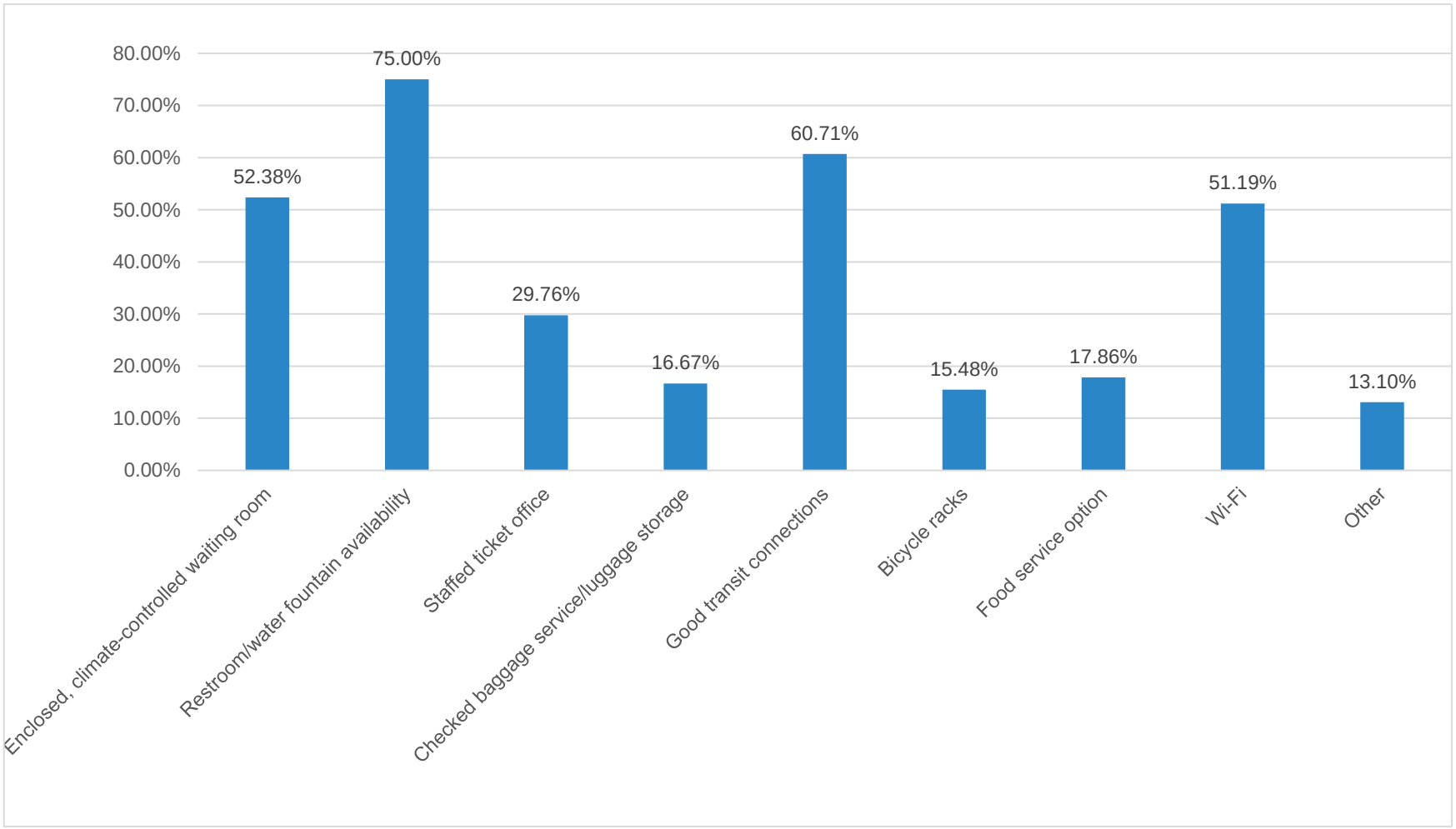
The survey responses included 42 comments on awareness of West Virginia's rail services. The word cloud below represents those responses with the font size indicating the number of times a particular word was used.

How should WV prioritize future passenger rail service decisions?



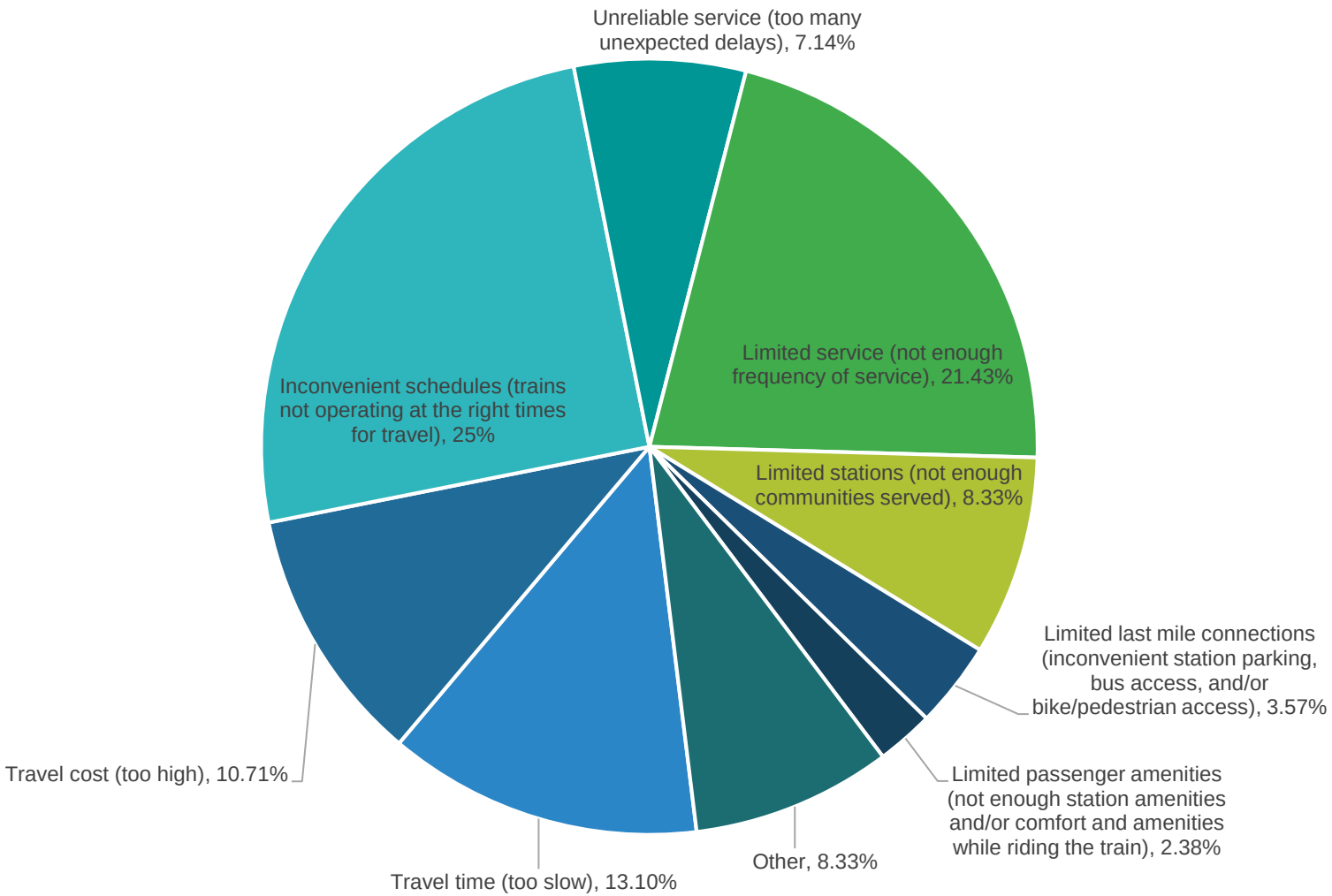
Respondents also indicated they would like to see station amenities and parking improvements.

What are the most important aspects of a passenger station to you?

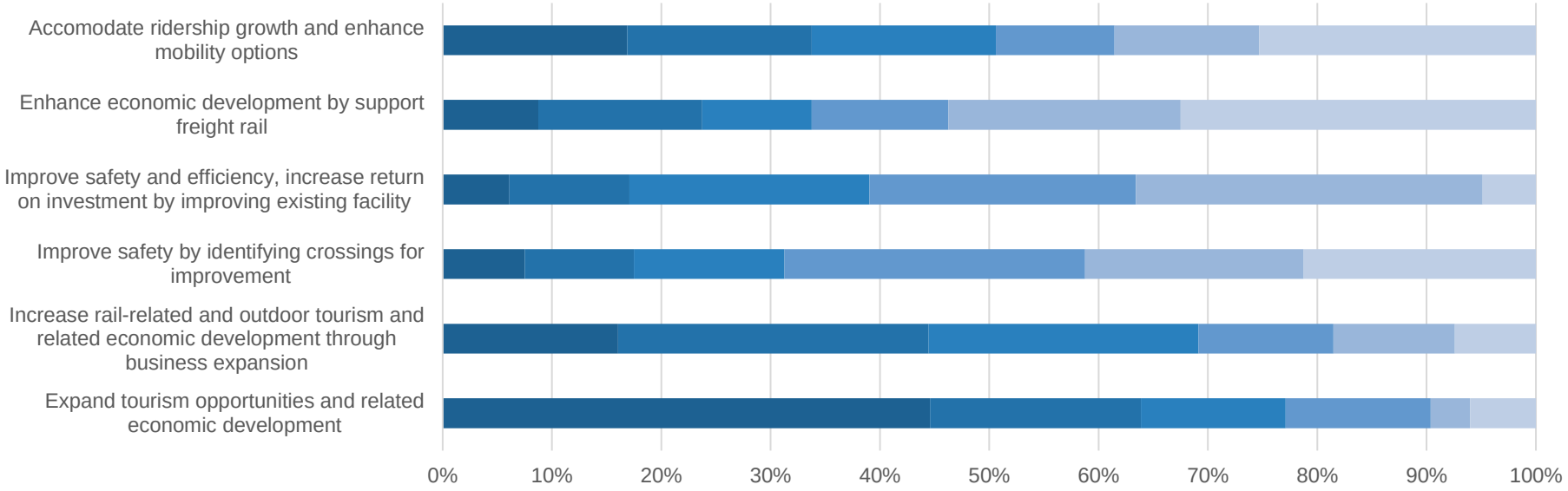


The respondents also indicated, in written comments, that clean and well-maintained stations, ease of ticket purchase, sufficient and safe parking and convenient waiting rooms were important aspects of a passenger station.

What is currently the biggest issue with passenger rail service?

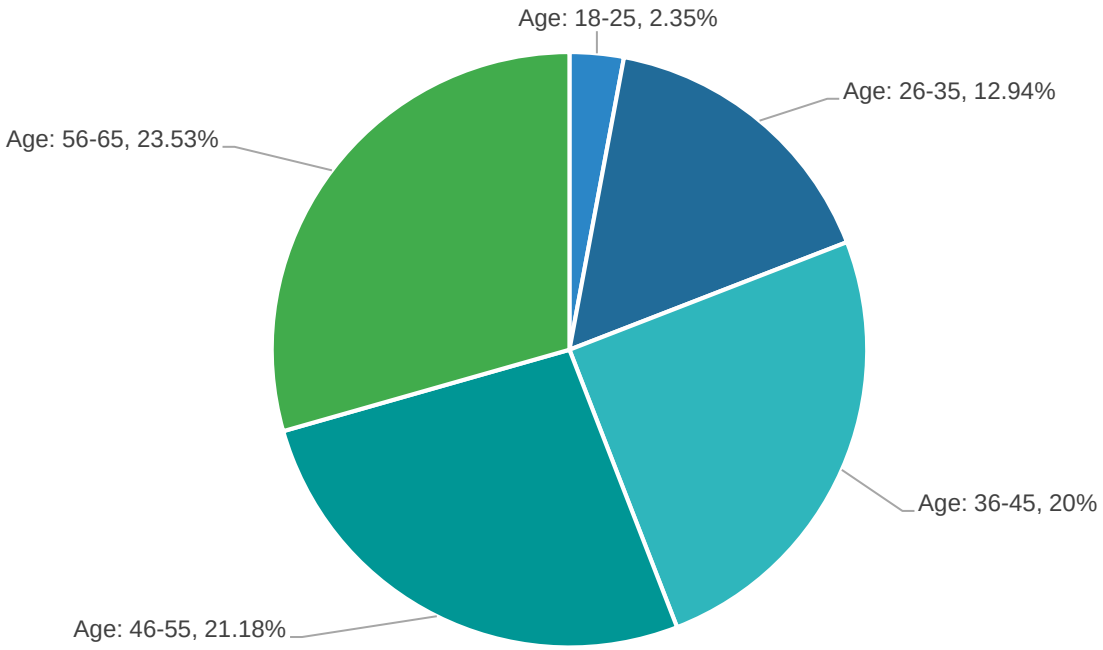


Please rank the following actions. In the next 5 years, the state should focus on:

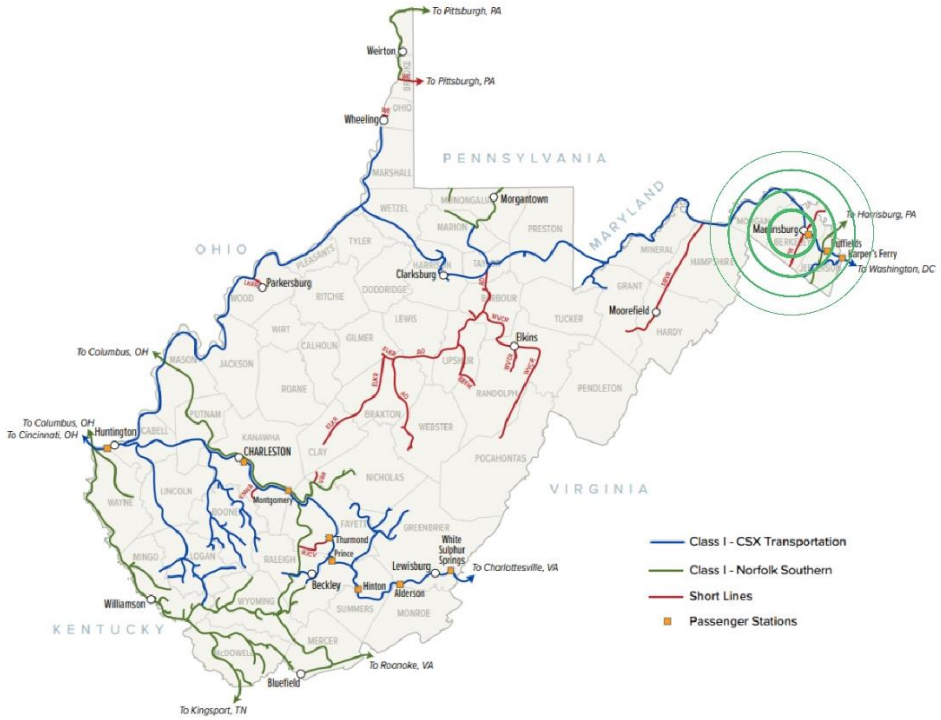


	Expand tourism opportunities and related economic development	Increase rail-related and outdoor tourism and related economic development through business expansion	Improve safety by identifying crossings for improvement	Improve safety and efficiency, increase return on investment by improving existing facility	Enhance economic development by support freight rail	Accomodate ridership growth and enhance mobility options
1 most important	44.58%	16.05%	7.50%	6.10%	8.75%	16.87%
2	19.28%	28.40%	10%	10.98%	15%	16.87%
3	13.25%	24.69%	13.75%	21.95%	10%	16.87%
4	13.25%	12.35%	27.50%	24.39%	12.50%	10.84%
5	3.61%	11.11%	20%	31.71%	21.25%	13.25%
6 least important	6.02%	7.41%	21.25%	4.88%	32.50%	25.30%

Survey Demographics

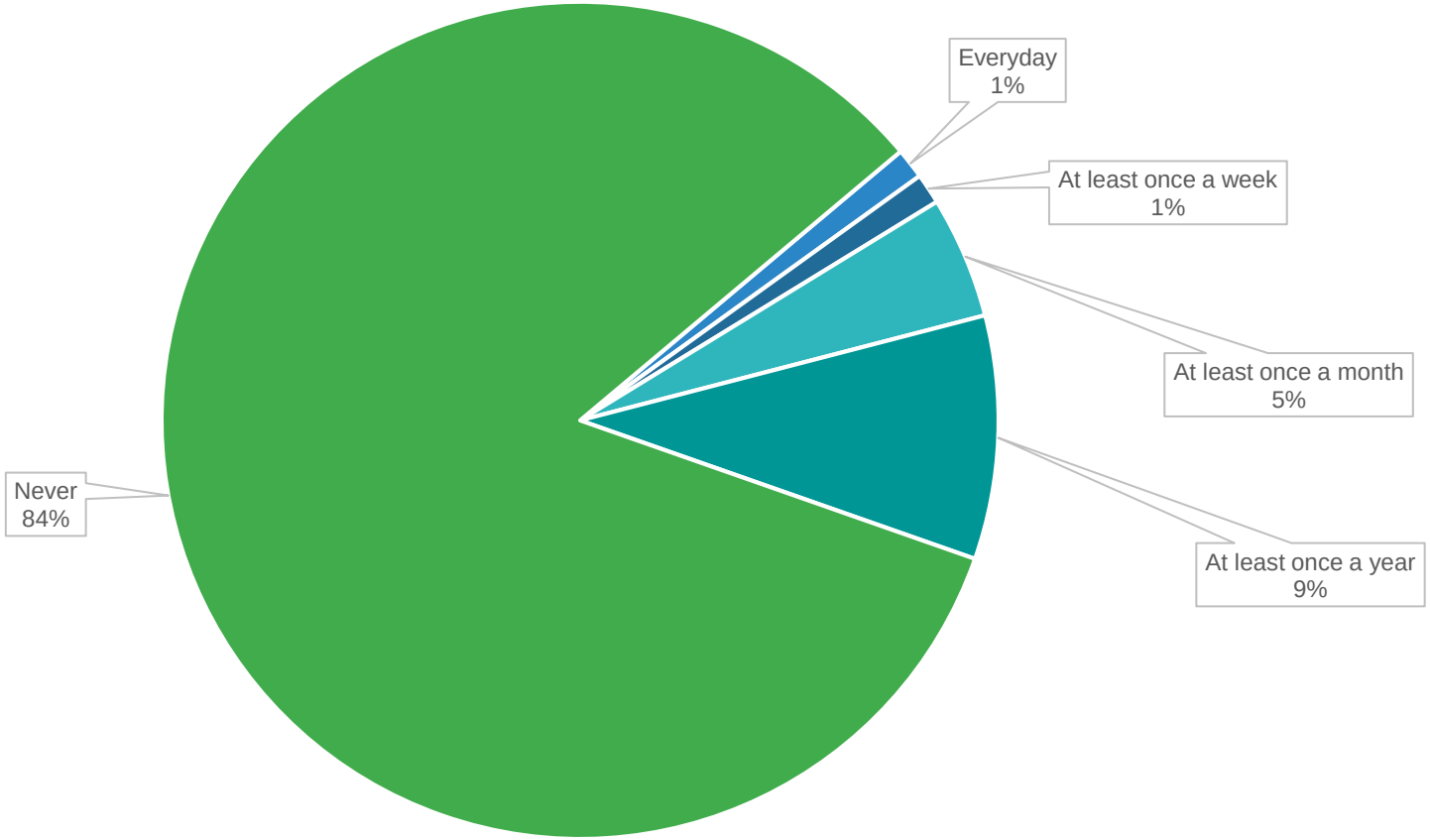


Which city in West Virginia is closest to your residence?

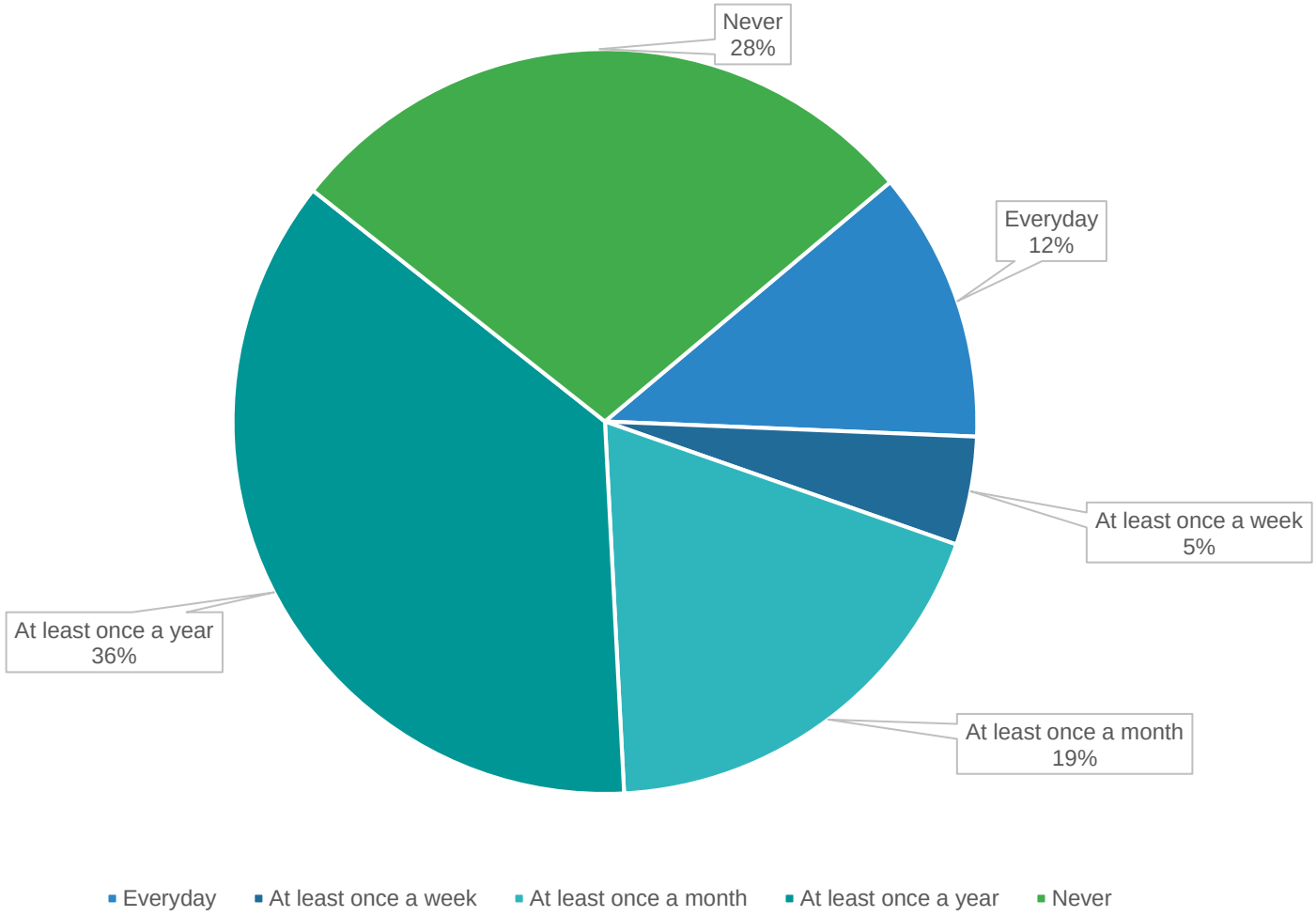


Princeton-Bluefield	0.00%	0
Beckley-Fayetteville-Lewisburg	1.18%	1
Charleston	14.12%	12
Huntington	0.00%	0
Flatwoods-Clarksburg-Morgantown	3.53%	3
Parkersburg-Ravenswood	0.00%	0
Wheeling-Weirton	0.00%	0
Martinsburg-Harpers Ferry-Charles Town	81.18%	69
Moorefield-Petersburg-Elkins	0.00%	0

How often do you or your workplace use freight rail now?



How often do you use passenger rail now?



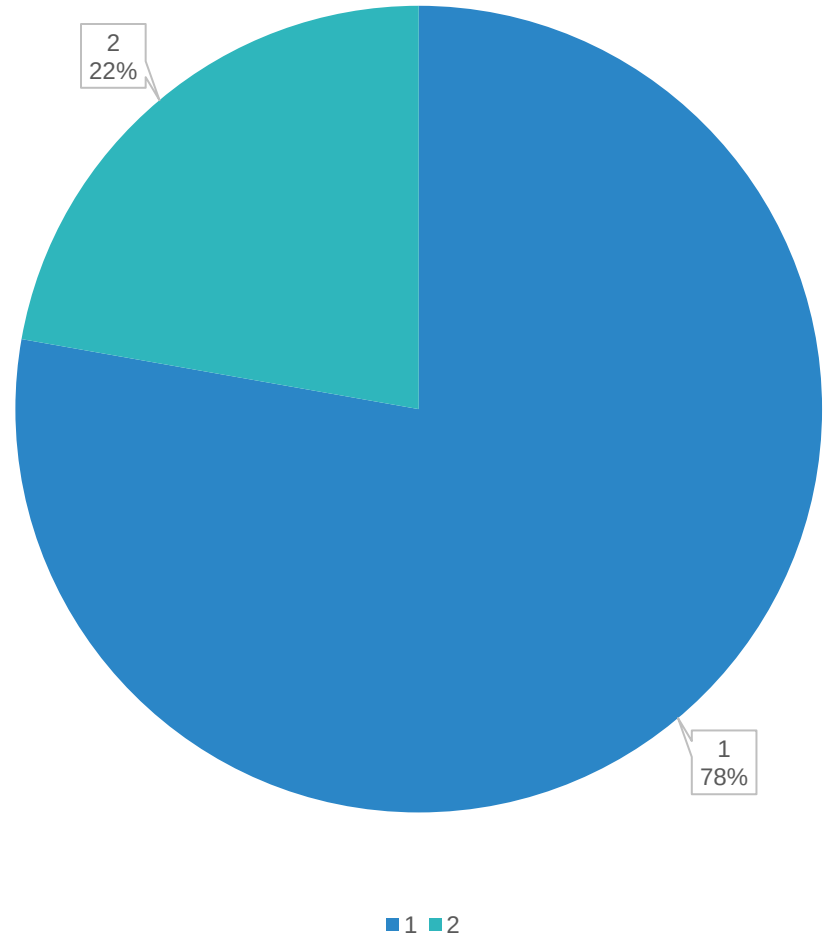
Additional Comments

The survey responses included 30 additional comments. The word cloud below represents those responses with the font size indicating the frequency with which a particular word was used.

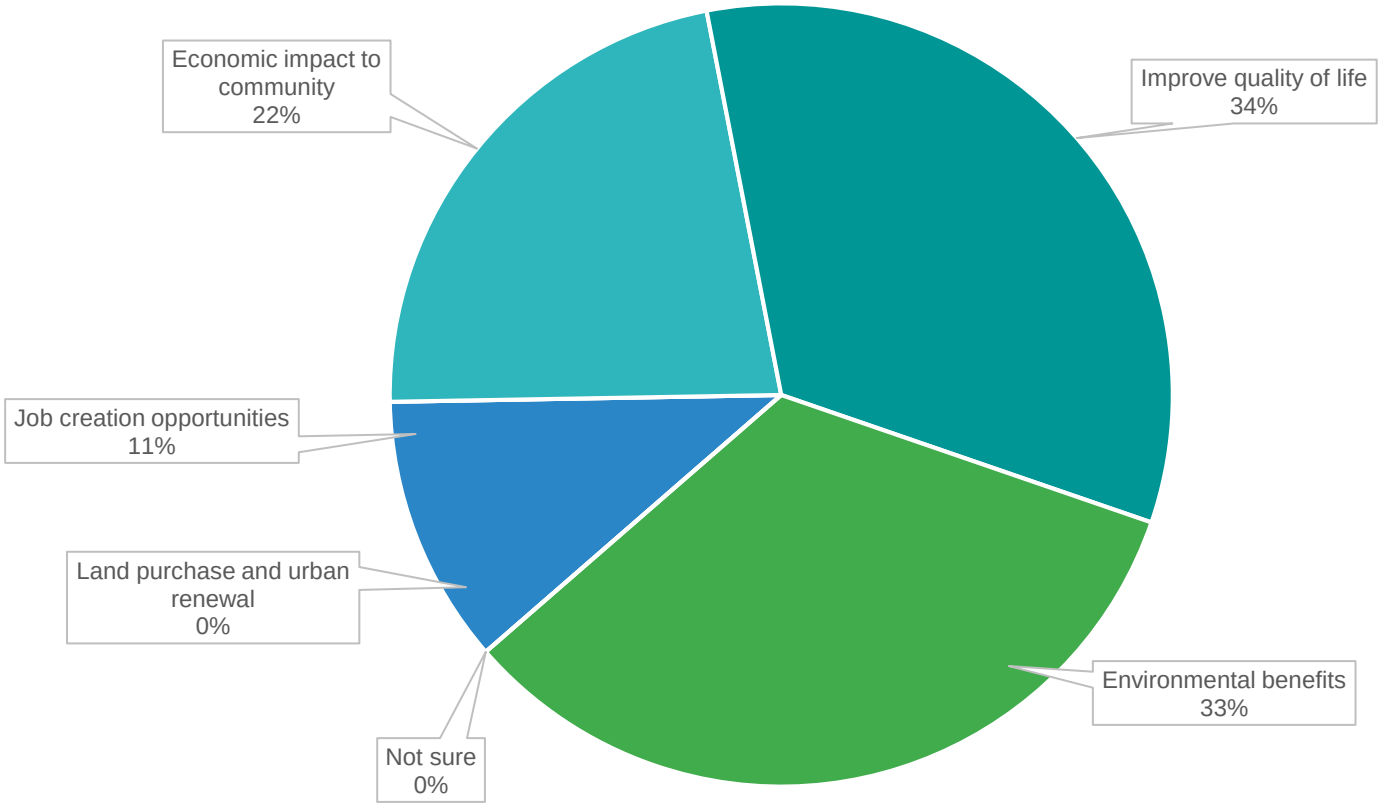
4 Environmental Justice Survey Results

What is your zip code?

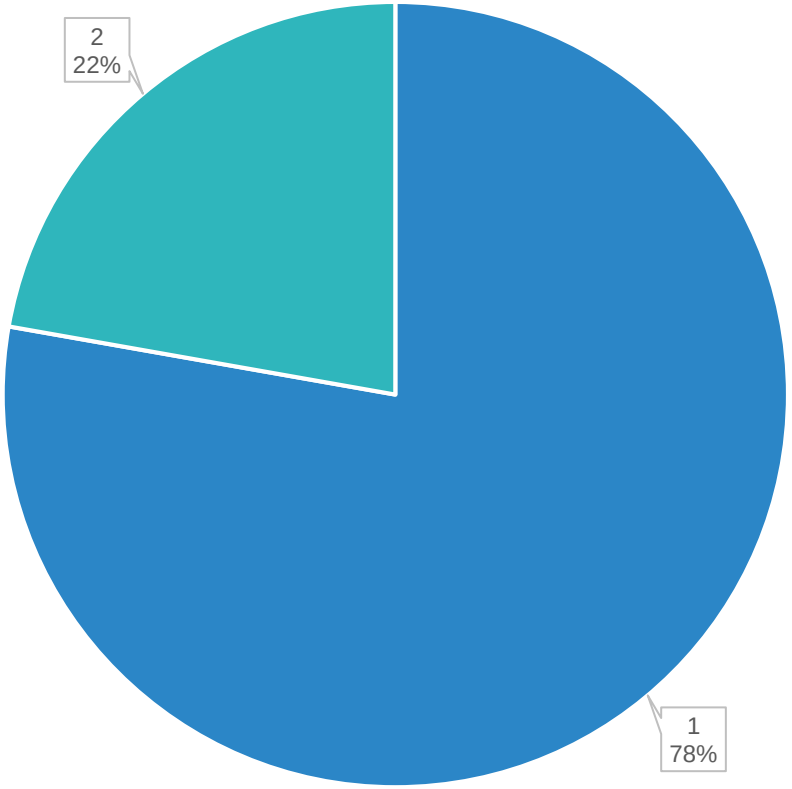
Do these 2020 WV State Rail Plan goals reflect your organizational needs and community objectives for freight and passenger mobility?



What passenger and freight rail transportation issues are of the greatest concern to you or your organization?

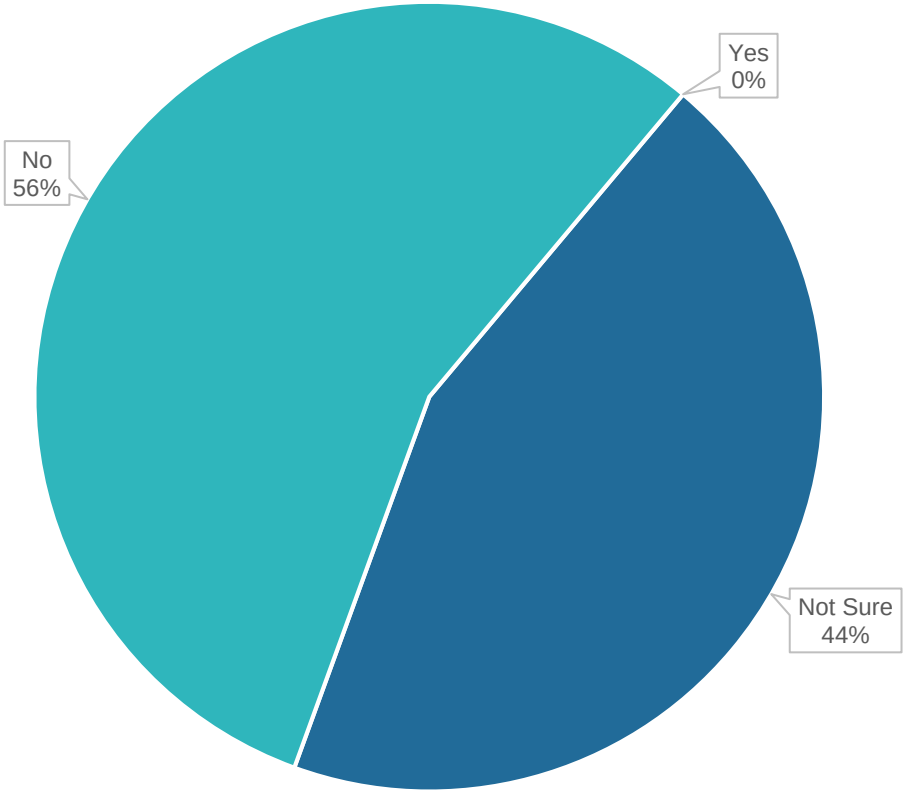


Are you aware of any environmental justice issues related to rail facilities in the state? These might include idling locomotive engines, noise, vibration, blocked crossings etc. If so, what is the issue and the location?



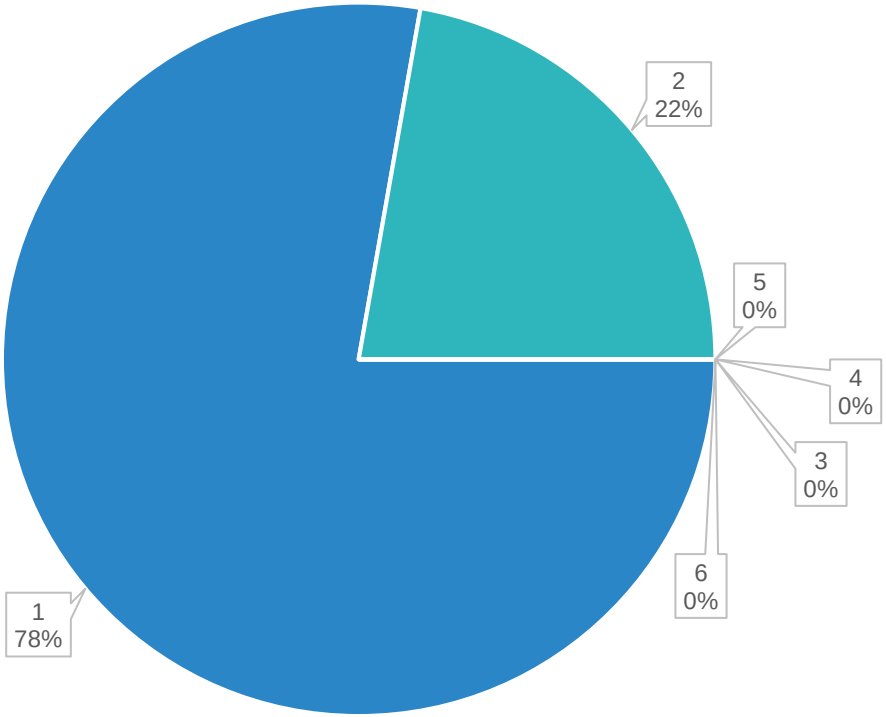
The respondents also expressed that rail is used heavily for hauling coal, leaving very limited access for transporting people. The infrastructure is challenged and yet not useful to most of the state.

Is passenger rail available and responsive to West Virginia communities?

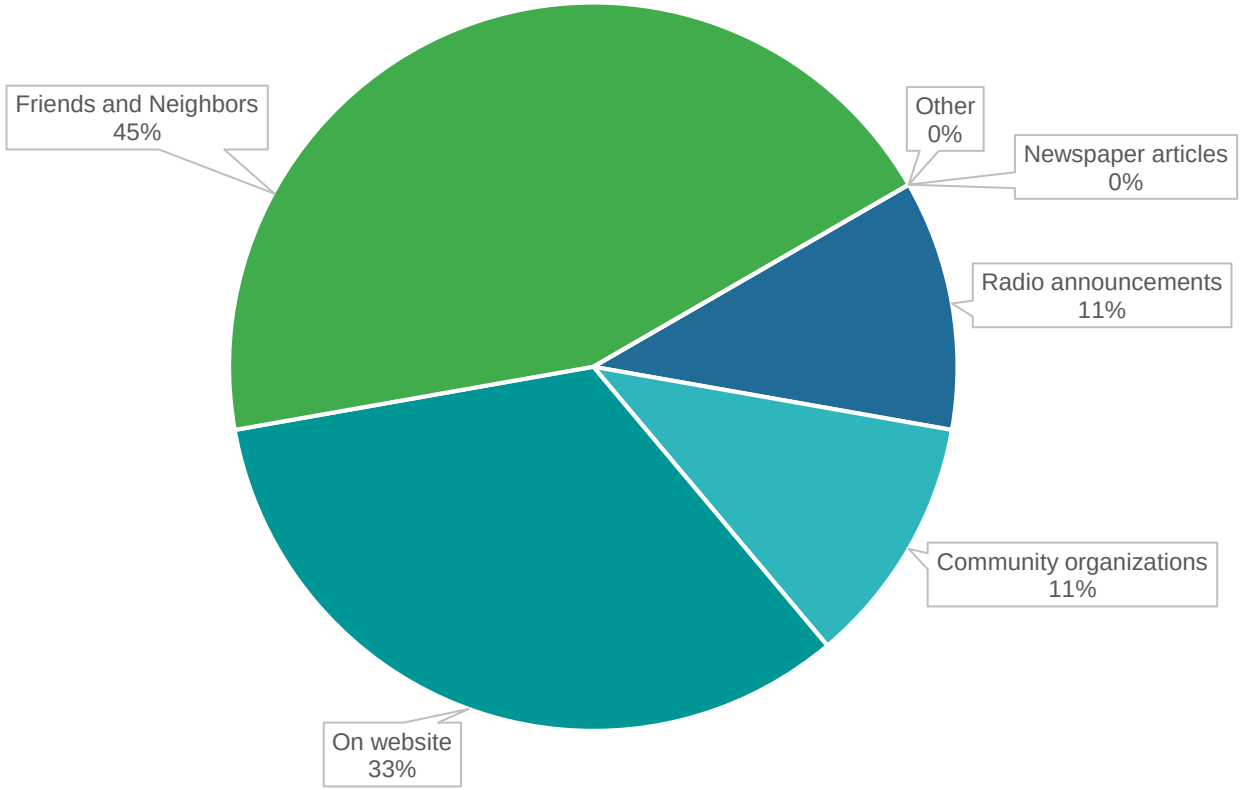


The respondents also expressed they would like to see more intercity rail connections and growth in the number of stations to improve accessibility.

What attribute is most important for West Virginia investment in a more robust passenger rail program?



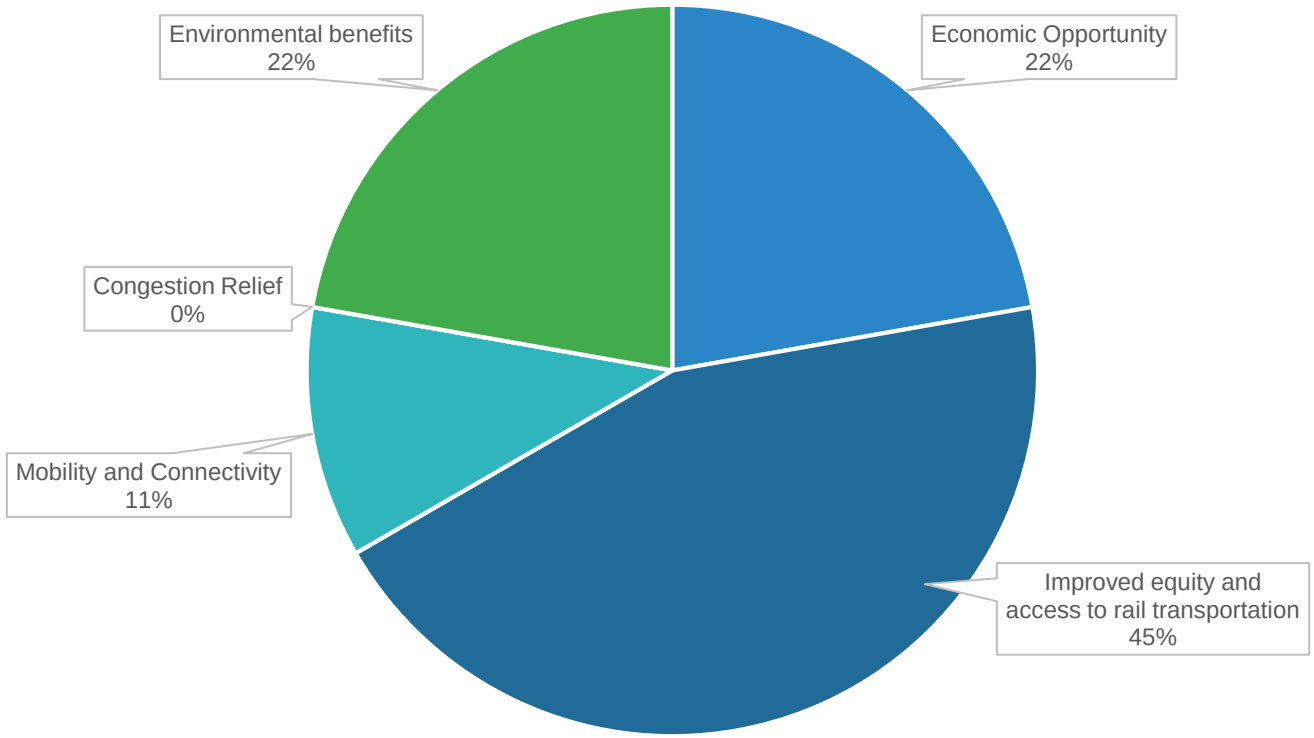
How does your organization find out about passenger rail service?



What public education is needed to help user communities understand passenger rail service options and freight rail opportunities?

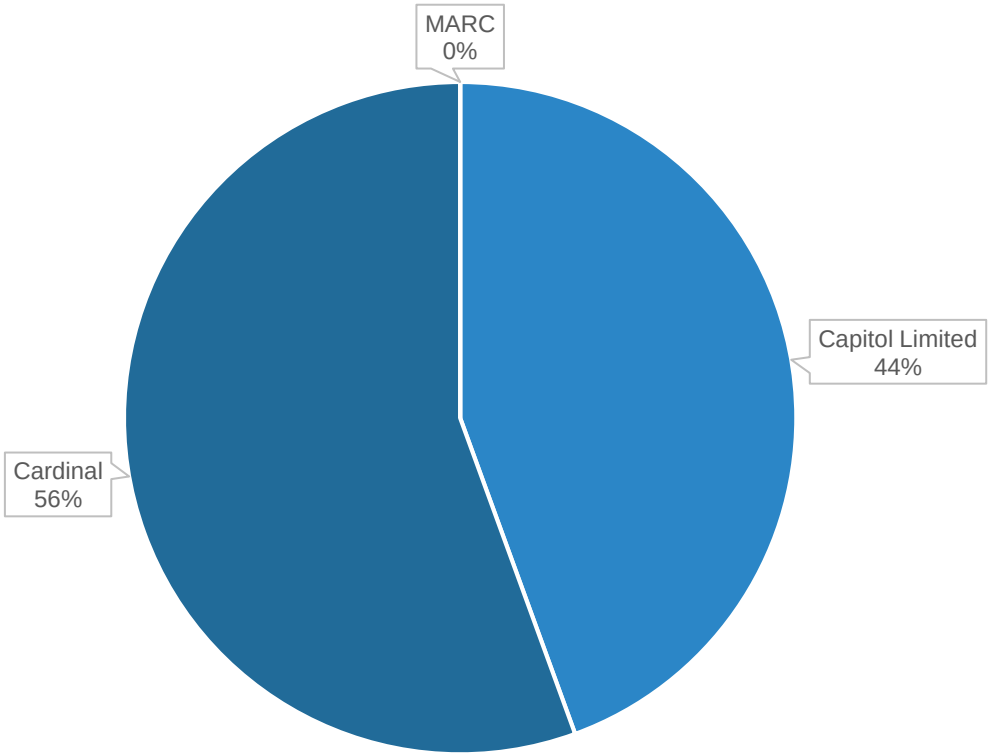
The survey responses included additional comments. The word cloud below represents those responses with the font size indicating the frequency with which a particular word was used.

What railroad development benefits are the most important to your community?



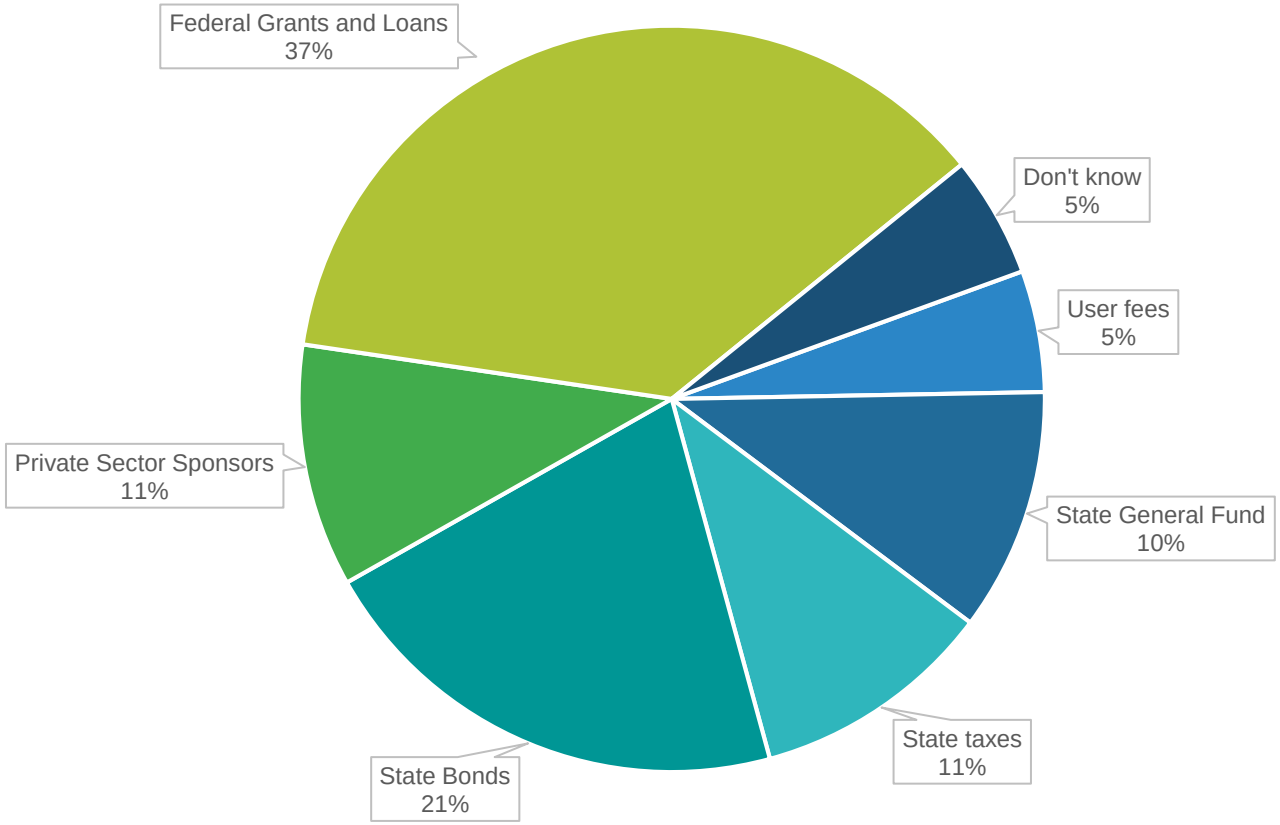
What rail corridors should be considered priority corridors for the state to support?

- Amtrak daily service “Capitol Limited” between Washington DC and Chicago with stations located at Martinsburg and Harpers Ferry
- Amtrak three day/week service “Cardinal” between Chicago, IL, and DC with stations located at White Sulphur Springs, Alderson, Hinton, Prince, Thurmond, Montgomery, Charleston and Huntington
- Maryland Rail Commuter (MARC) with Monday to Friday service between Martinsburg, WV, and Washington, DC, with stations at Harpers Ferry and Duffields



-

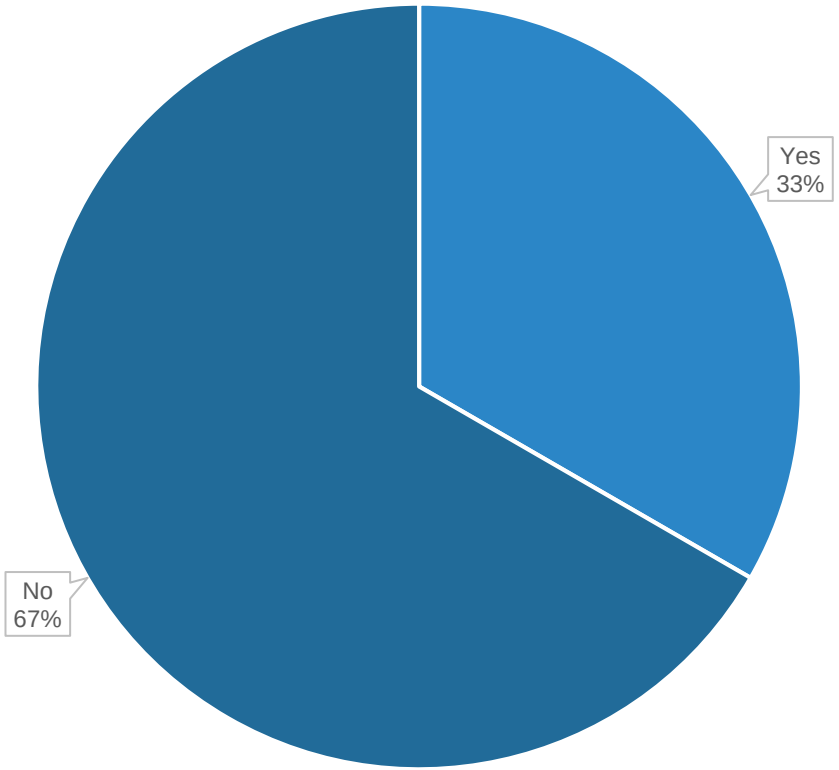
By statute WV has a program to support rail development however this program has not been funded. How should rail improvements in West Virginia be funded? Check all that apply.



Do you have any comments you would like to bring up which have not been covered? Is there anyone else that you recommend we contact?

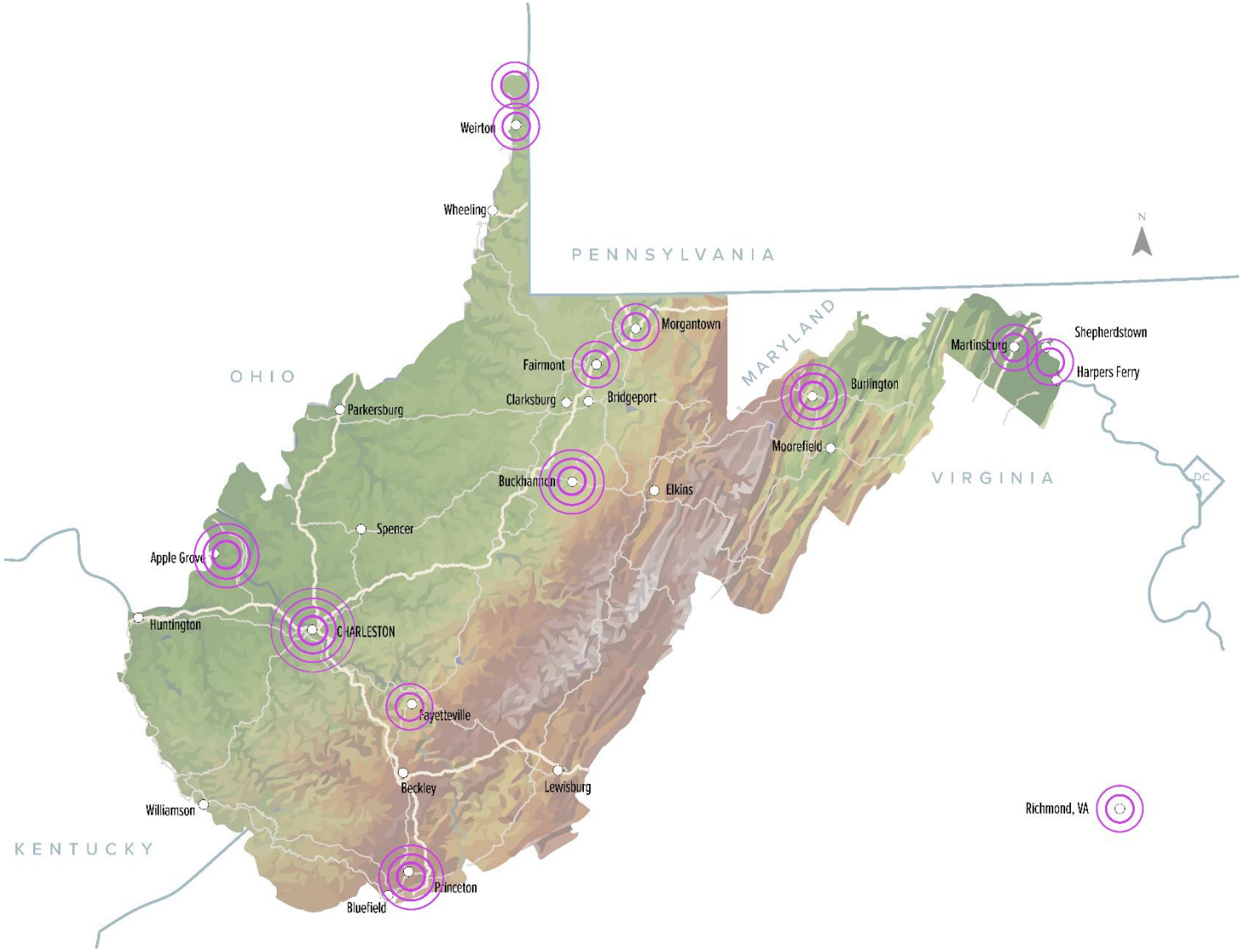
A respondent indicated interest in a potential rail expansion between Morgantown, Fairmont, Clarksburg and Charleston.

Would you like to be contacted for a follow-up interview?

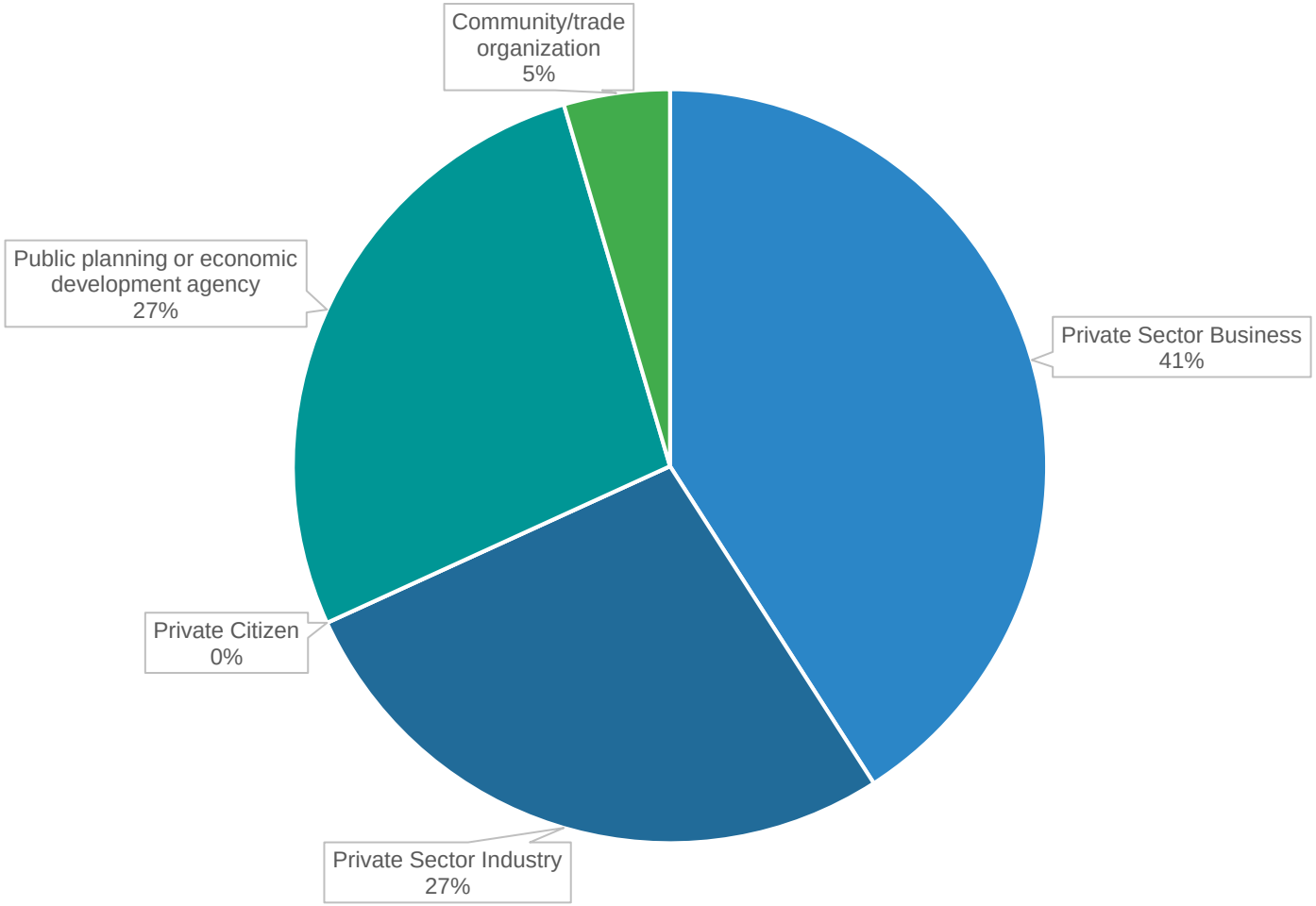


4 Stakeholder Survey Results

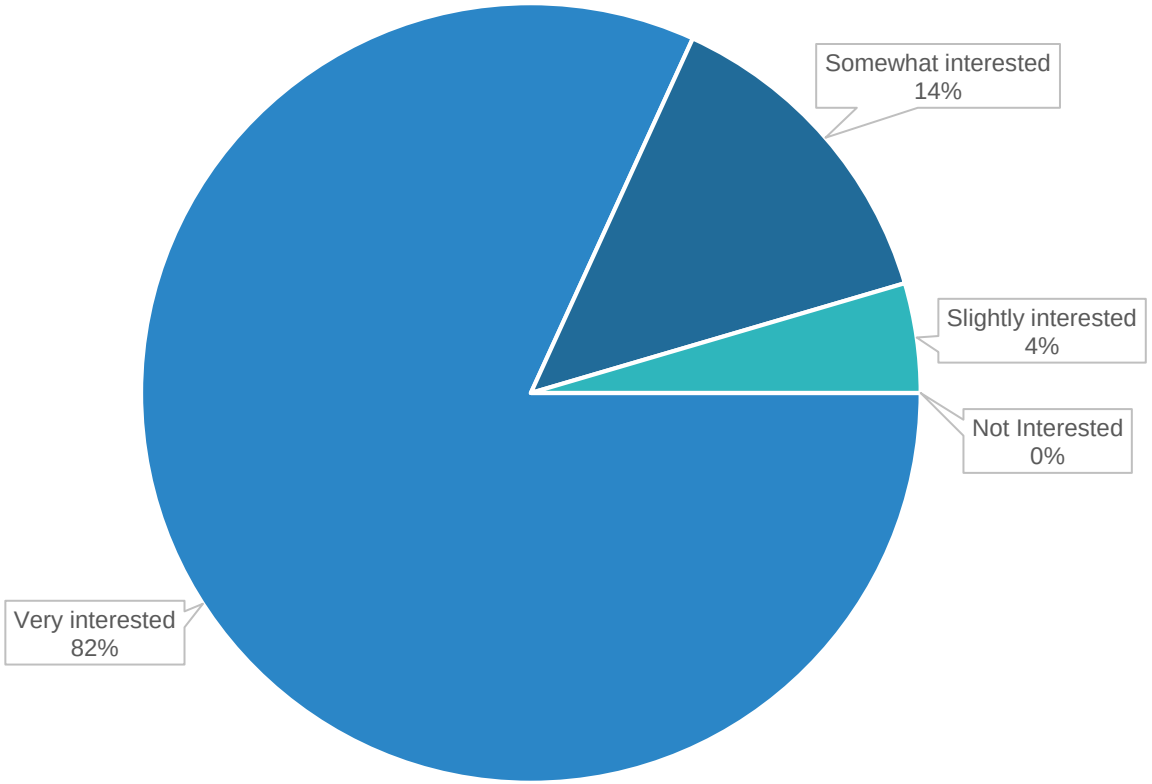
Please enter Zip Code



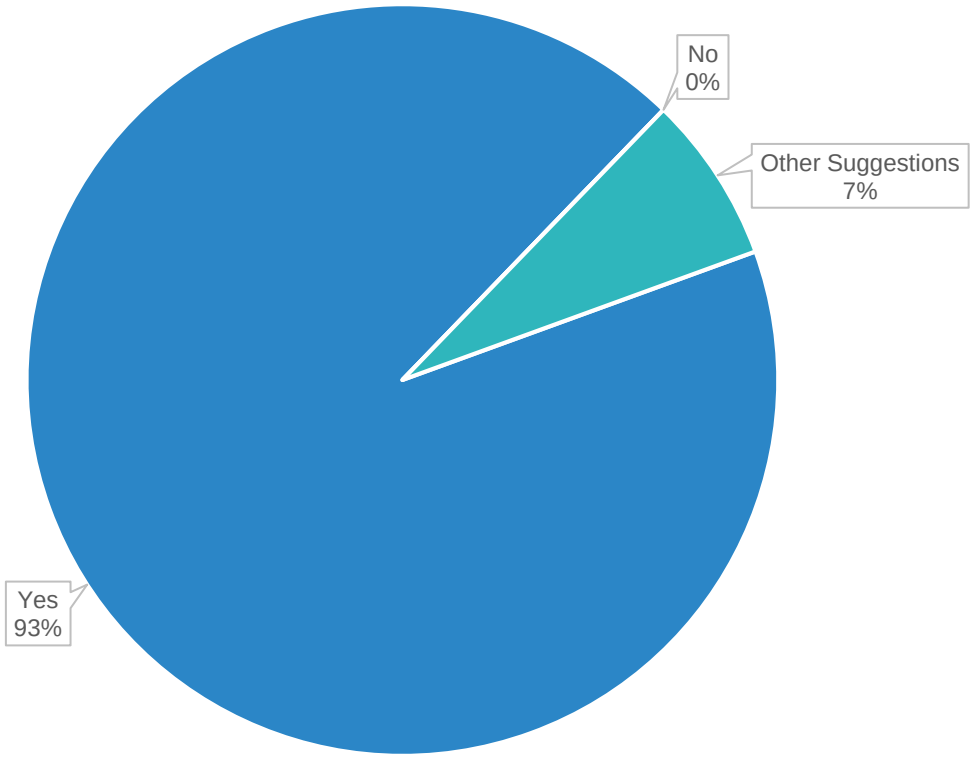
Please identify your perspective for completing this survey.



What level of interest do you have in expanding or preserving passenger and freight rail service in West Virginia?



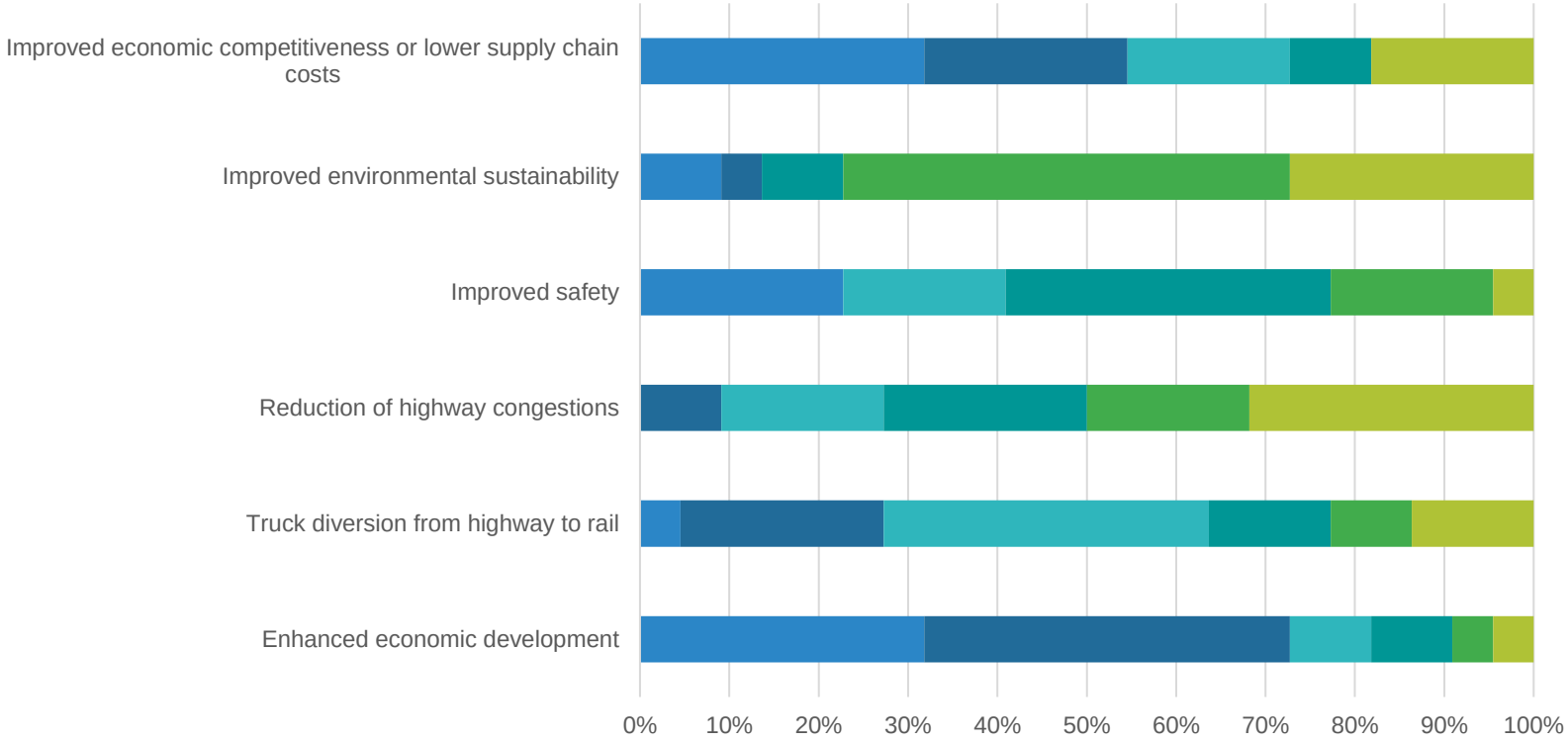
Do the 2020 State Rail Plan goals and objectives represent your interest and use of a state rail system?



Other suggestions included:

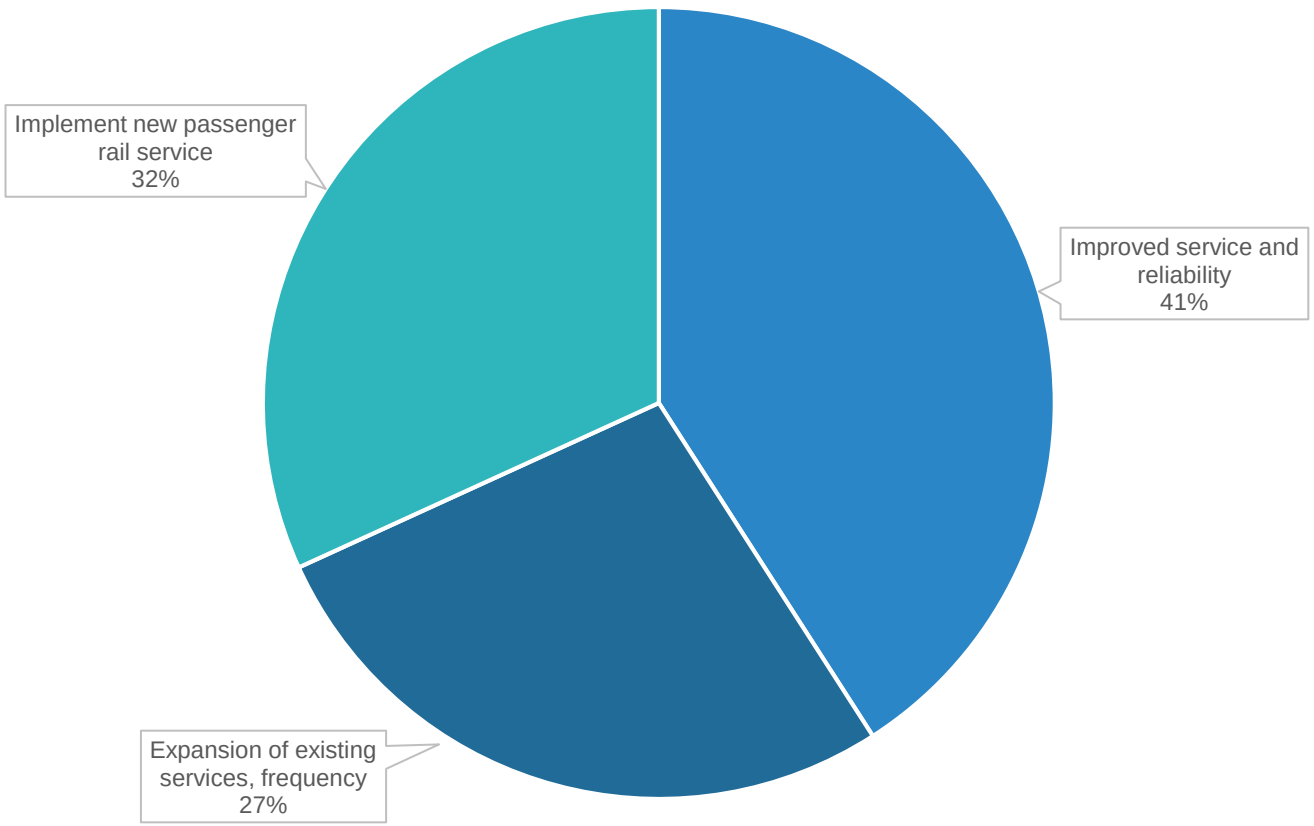
- Expand on Goal 5," Invest in Infrastructure; land, rail, building and maintenance facilities for tourist railroads."
- Businesses need an advocate when negotiating with the railroads. The railroads should be more accountable and responsible for the costs and improvements that are needed, since they receive the revenue from added business.
- Perhaps specifically state "Expanding Rail Infrastructure."
- Suggest Goal 5 and 6 to switch place; we need to prioritize commuter rail.

Please rank the importance of each of the following rail transportation improvement objectives.

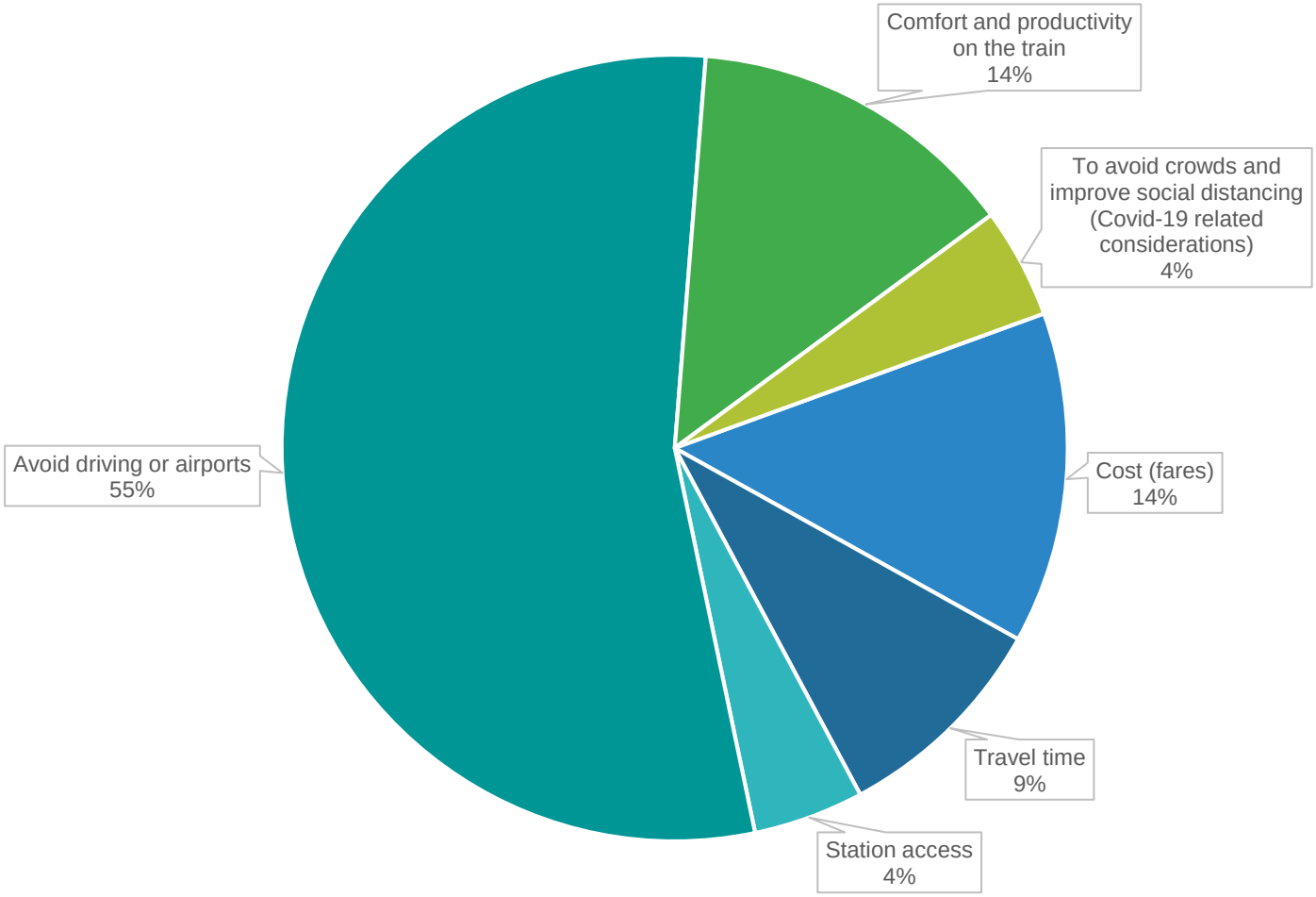


	Enhanced economic development	Truck diversion from highway to rail	Reduction of highway congestions	Improved safety	Improved environmental sustainability	Improved economic competitiveness or lower supply chain costs
1- most important	7	1	0	5	2	7
2	9	5	2	0	1	5
3	2	8	4	4	0	4
4	2	3	5	8	2	2
5	1	2	4	4	11	0
6 - least important	1	3	7	1	6	4

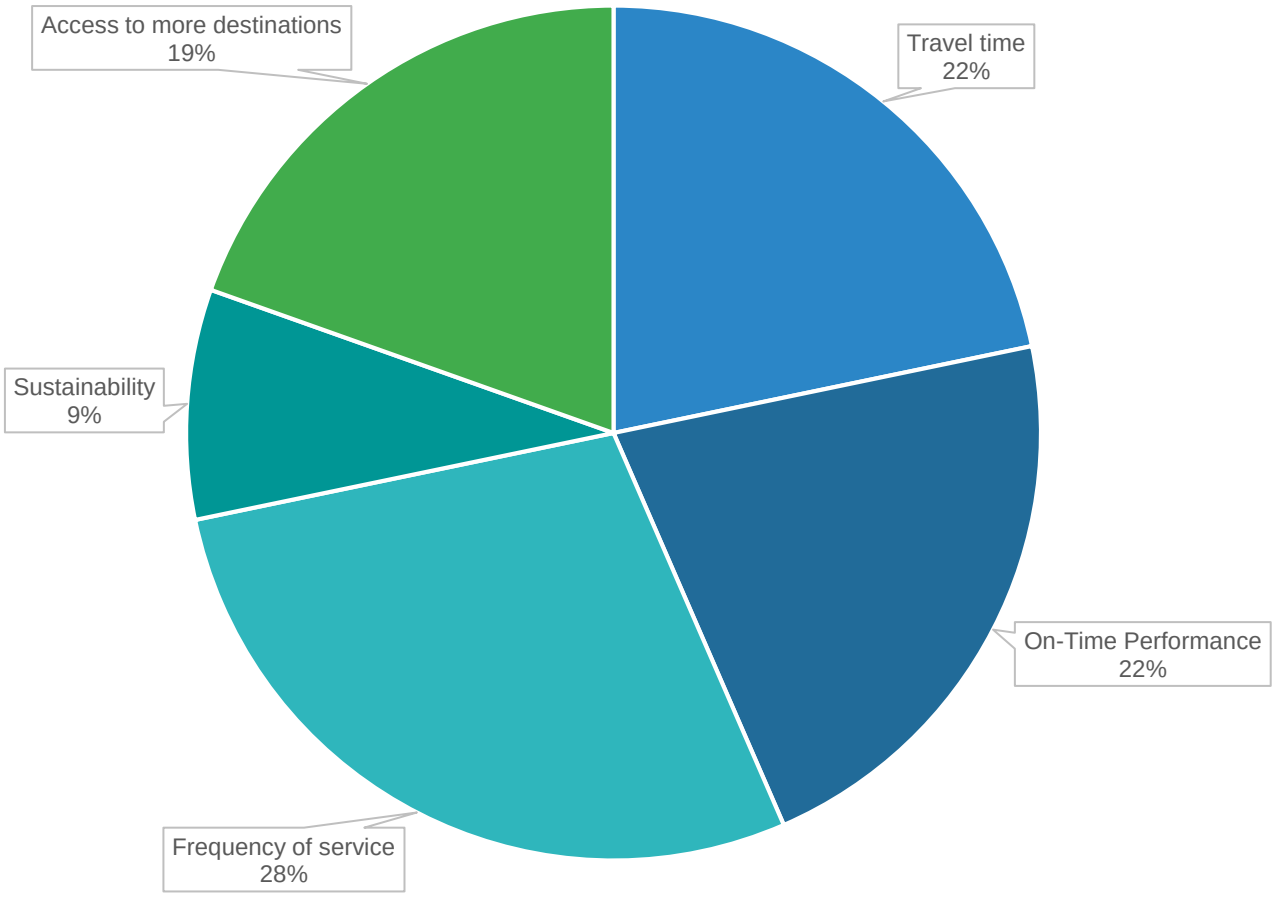
What aspects of intercity passenger rail should the state emphasize?



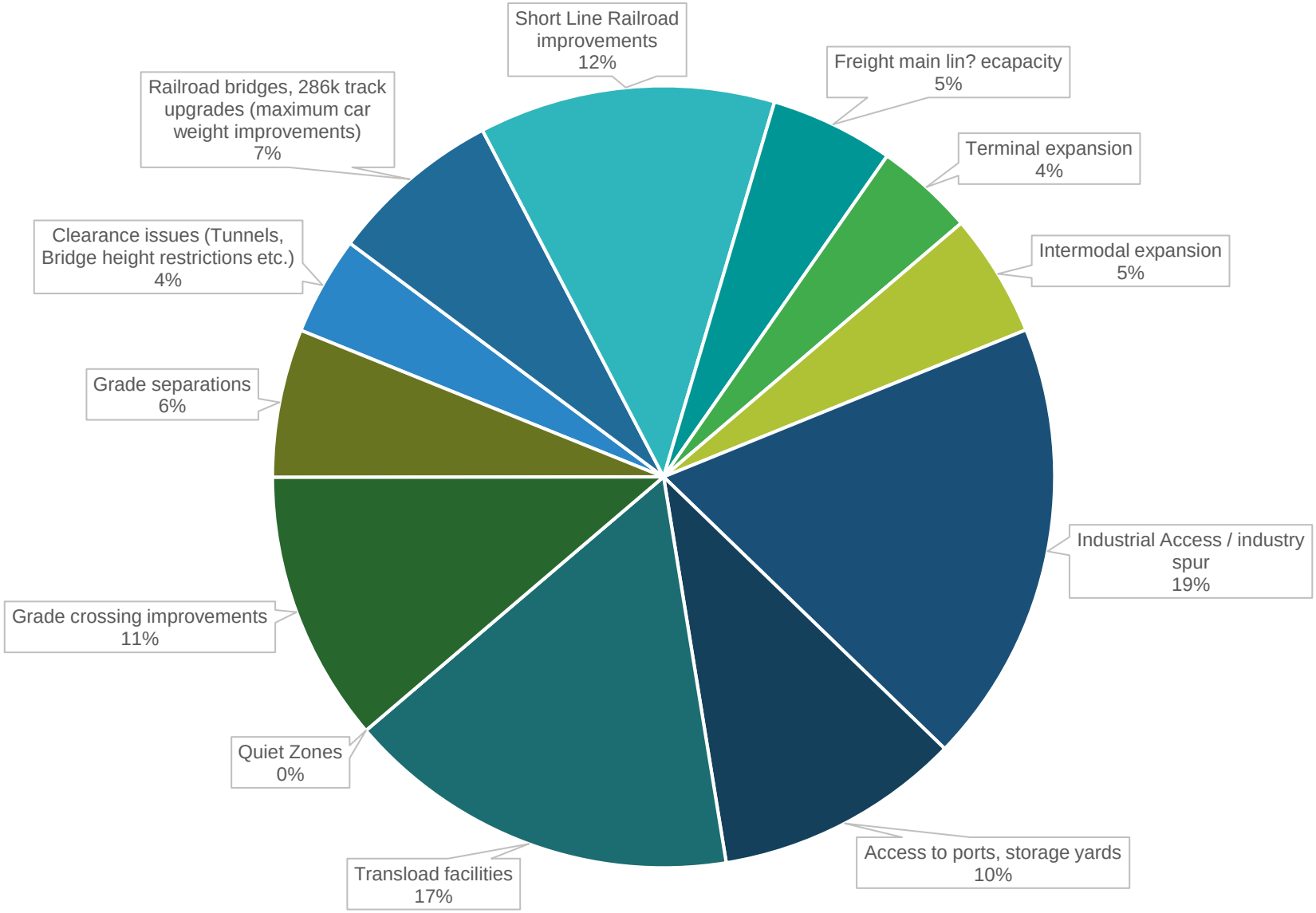
Why would you choose intercity passenger rail service?



What characteristics of intercity passenger rail are important to you?

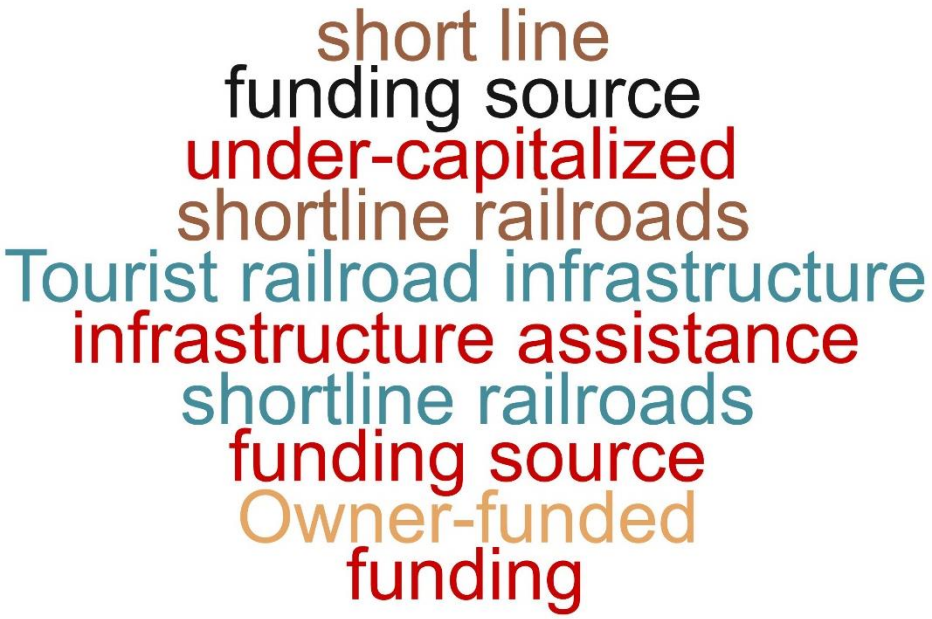


What areas should the state focus future rail investment on?

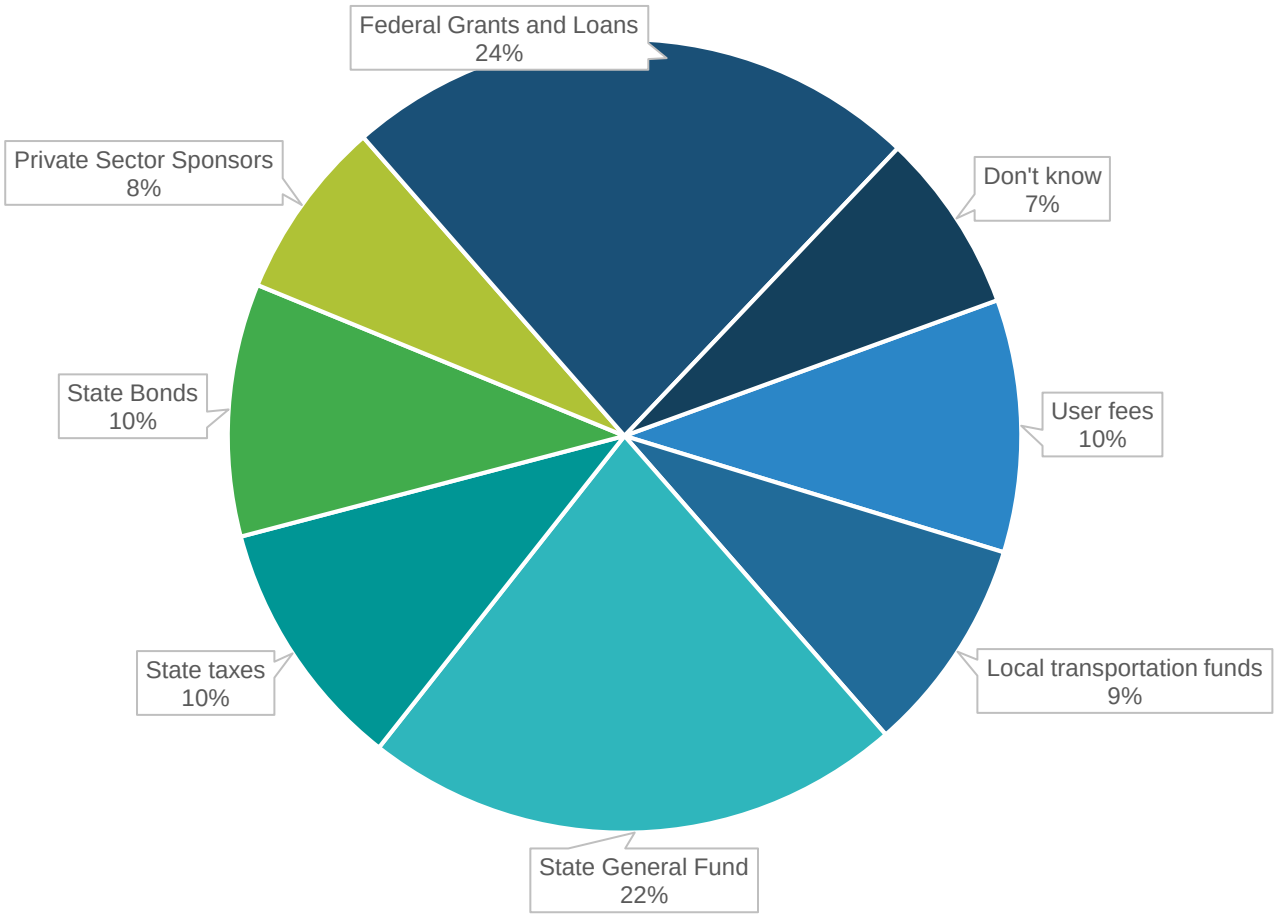


Would you support increased state rail funding for rail improvements?

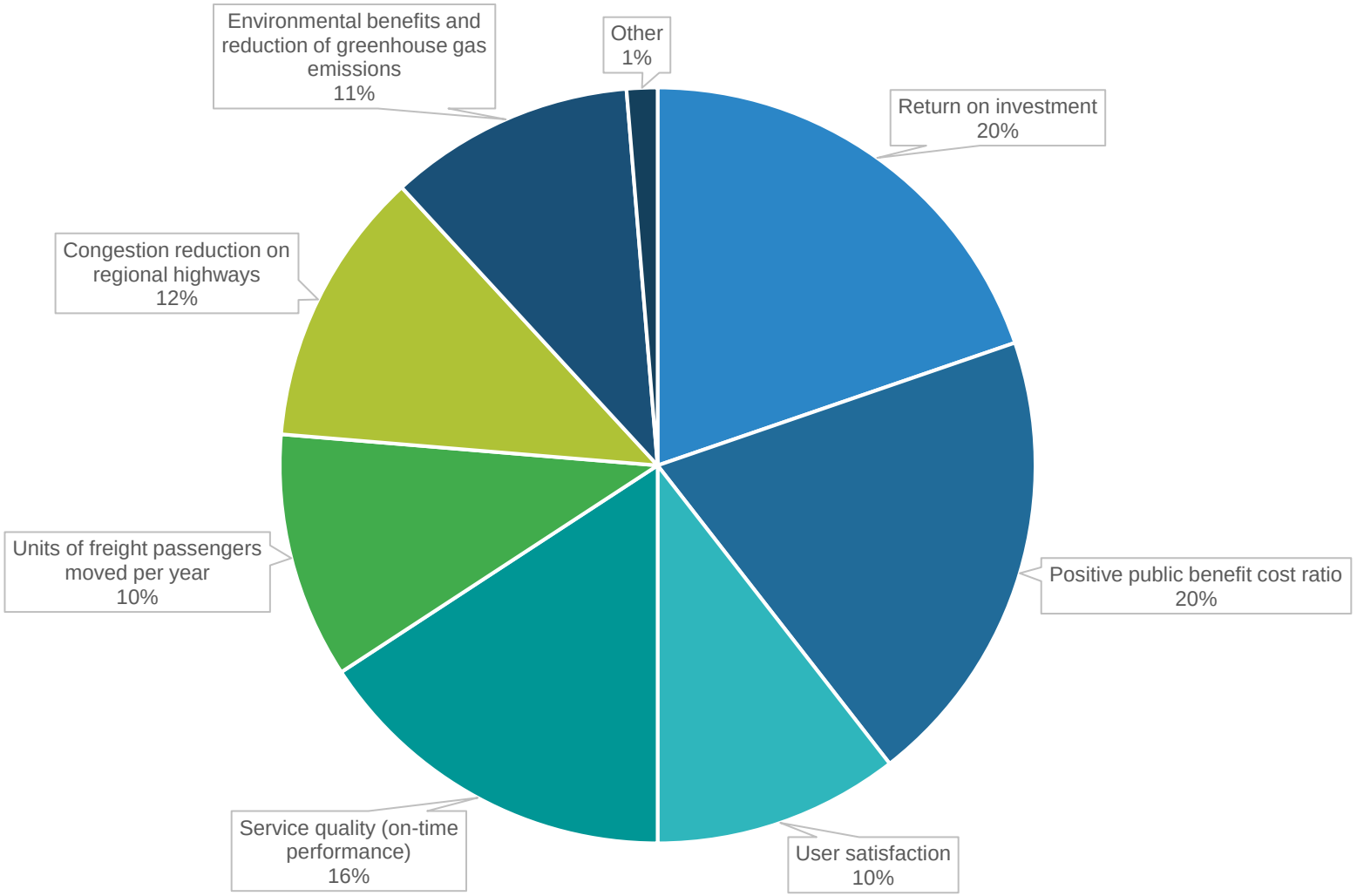
The survey responses included additional comments. The word cloud below represents key words from those responses.



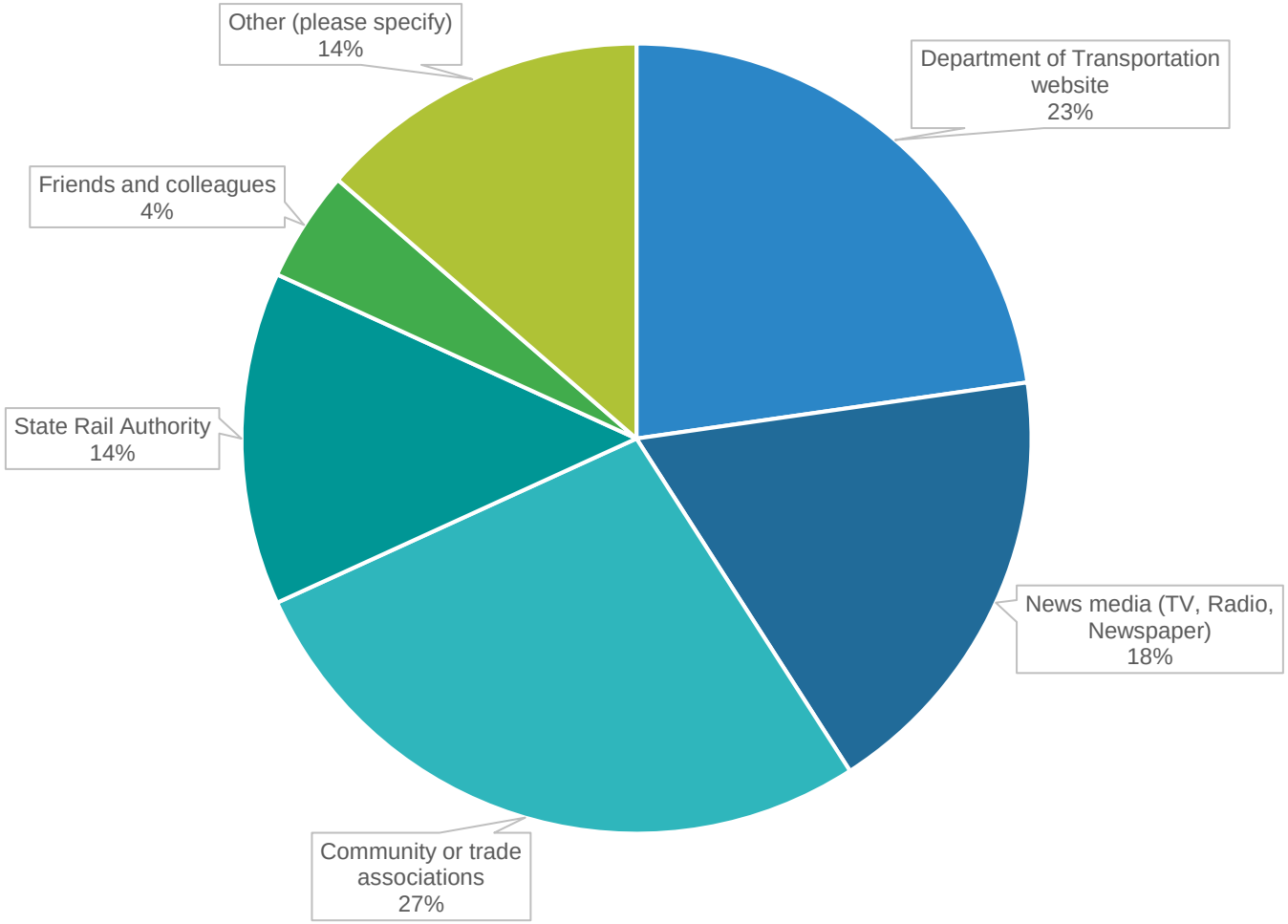
By statute West Virginia has a program to support rail development however this program has not been funded. How should rail improvements in West Virginia be funded?



How should rail transportation performance be measured?

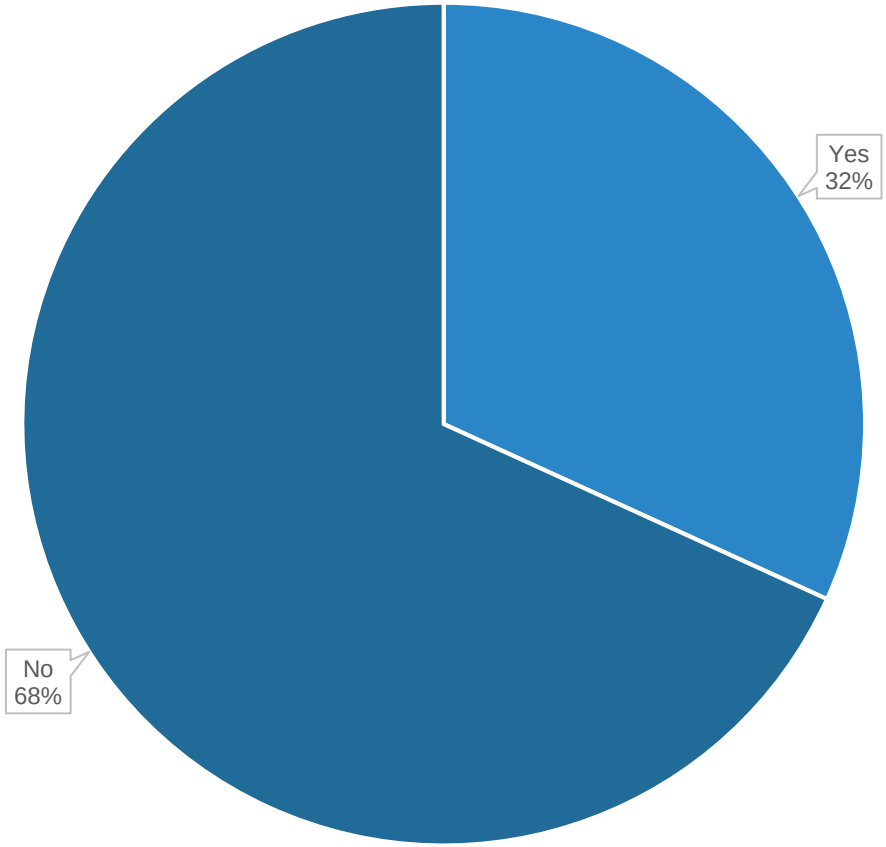


How do you get information about state rail programs?



The respondents also indicated that information about rail services is not readily available and that they would like to know more about it through various channels. Respondents expressed that the state needs a communications program to tell West Virginia's rail story (benefit, impact, economic influence, etc.)

Would you like to be contacted for a follow up interview?



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West Virginia State Rail Plan

Appendix 2 – Freight Railroad Profiles

July 30, 2020

West Virginia State
Rail Authority
120 Water Plant Drive
Moorefield, WV 26836

Contents

1 Overview

There are 18 freight railroads operating in West Virginia. Each are described within this appendix. The U.S. Department of Transportation's (USDOT) Federal Railroad Administration (FRA) provides a comprehensive database of North America's Rail Lines[1]; descriptions of these attributes are provided in the following sections by railroad class and operator. These descriptions include the rail lines' names and endpoints as designated by the railroad, its total length and the number of miles within West Virginia, trackage rights granted to other railroads, connections with other carriers, operating speeds, signal systems, and any other information pertinent to the rail line.

Freight railroads are categorized by their operating revenue by the federal Surface Transportation Board (STB). The three classes are:

Class I: Annual operating revenue in excess of $489.9 million. CSX Transportation (CSXT) and Norfolk Southern (NS) are the only Class I railroads operating within West Virginia. These two railroads provide the majority of rail service in terms of traffic handles and operate the majority of freight rail trackage within the state.

Class II: Annual operating revenue between $39.2 million and $489.9 million. Class II railroads are commonly referred to as regional railroads by the Association of American Railroads (AAR). There is one Class II railroad operating in West Virginia, the Wheeling & Lake Erie Railway.

Class III: Annual operating revenue of less than $39.2 million. Class III railroads are commonly referred to as short line railroads. Switching and terminal railroads are a subcategory of Class III railroads that provide pick-up or delivery service within a specific area. Currently, there are nine short lines in West Virginia. Short line railroads provide short distance connectivity to Class I rail lines across the state, and connect communities to the national rail system.

Most Class I railroad operations are controlled by automatic signal systems. The two most common systems are Centralized Traffic Control (designated as "CTC" for CSXT and "TC" for NS) and Automatic Block Signaling (ABS).

CTC is commonly found on high- or medium-density lines; it is a series of electronic switches, or interlockings, that are designed so that conflicting train movements cannot be authorized. A train dispatcher remotely controls signals and powered switches, generally over a long section of railroad. Train operators observe the controlled signals to authorize train movements.

ABS consists of a series of signals that govern blocks of track between signals. Under ABS, signals are automatically activated by the condition of the block beyond the signal, providing restrictive signal aspects to move between blocks so that safe braking distances are ensured if two trains attempt to enter the same block.

Rail lines without automatic signal systems are operated by Direct Traffic Control (DTC) Track Warrants for CSXT or Track Authorities for NS. Track Warrants or Track Authorities are used primarily on medium- and low-density lines. They provide for a train dispatcher to verbally instruct the train to proceed, usually via radio. The dispatcher designates the stations or mileposts between which the train may move.

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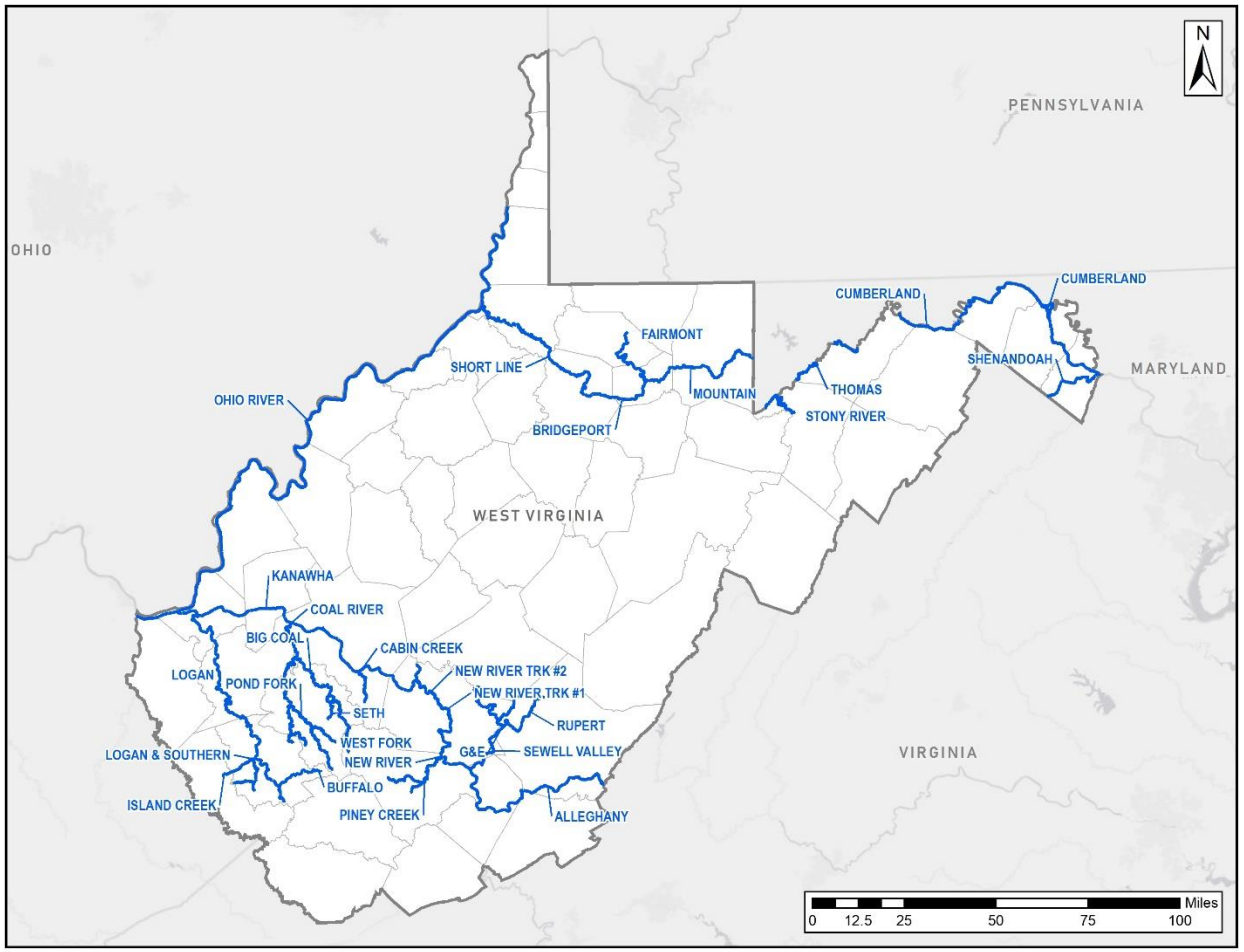
[1] U.S. Department of Transportation, Federal Railroad Administration, Bureau of Transportation Statistics, North American Rail Lines, https://data-usdot.opendata.arcgis.com/datasets/north-american-rail-lines?geometry=84.875%2C-10.969%2C58.508%2C73.884&selectedAttribute=NET

2 Class I Railroads

CSX Transportation

CSXT history dates back to the Baltimore and Ohio Railroad. which was charted in 1827 as America's first common carrier railroad. Subsequent mergers and acquisitions of the Chesapeake and Ohio and Western Maryland Railway formulate most of CSXT trackage in West Virginia. Today, CSXT, headquartered in Jacksonville, Florida, spans 23 states, with over a 21,000-mile network. CSXT divides its rail network into Divisions and Subdivisions. CSXT's Baltimore Division extends from Maryland and Virginia's I-95 Corridor west through West Virginia's Eastern Panhandle to western Pennsylvania. CSXT's Huntington Division extends from Newport News, Virginia west to Cincinnati, Ohio and along the western portion of West Virginia.[2]



[2] Verified data, https://www.csx.com/index.cfm/customers/value-added-services/dimensional-clearance/clearance-maps/ ; accessed June 30, 2020

Baltimore Division

SUBDIVISION:	CUMBERLAND SUBDIVISION
Division	Baltimore Division
Owner	CSXT
Operator	CSXT
Line Heritage	Baltimore & Ohio Railroad (B&O)
Subdivision Route/Mileage	Weverton, MD – Cumberland, MD, 95 miles; trackage in WV Harpers Ferry, WV – Potomac River bridge, 91 miles.
FRA Track Class	Class 2
Number of Main Tracks	Double track
Maximum Authorized Speed Freight	50 mph
Maximum Authorized Speed Passenger	65 mph
Wayside Signals	
Operational Authority	Direct Traffic Control (DTC) Track Warrants
Maximum Allowable Gross Weight	286,000 lbs
Clearances	Double stack compliant (20’2” ATR)
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

SUBDIVISION:	SHENANDOAH SUBDIVISION
Division	Baltimore Division
Owner	CSXT
Operator	CSXT
Line Heritage	Baltimore & Ohio Railroad (B&O)
Subdivision Route/Mileage	Harpers Ferry, WV – Strasburg Junction, VA, 50 miles
FRA Track Class	Class 2
Number of Main Tracks	Single track
Maximum Authorized Speed Freight	25 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	
Operational Authority	Centralized Traffic Control (CTC)
Maximum Allowable Gross Weight	286,000 lbs
Clearances	No Doublestack
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

SUBDIVISION:	MOUNTAIN SUBDIVISION
Division	Baltimore Division
Owner	CSXT
Operator	CSXT
Line Heritage	Baltimore & Ohio Railroad (B&O)
Subdivision Route/Mileage	Cumberland, MD – Berkeley Run Junction, WV, 102 miles
FRA Track Class	Class 4
Number of Main Tracks	Single and Double track
Maximum Authorized Speed Freight	45 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	
Operational Authority	Centralized Traffic Control (CTC)
Maximum Allowable Gross Weight	286,000 lbs
Clearances	No Doublestack
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

SUBDIVISION:	THOMAS SUBDIVISION
Division	Baltimore Division
Owner	CSXT
Operator	CSXT
Line Heritage	Western Maryland Railway (WM)
Subdivision Route/Mileage	Piedmont, WV - Henry, WV, 50 miles
FRA Track Class	Class 2
Number of Main Tracks	Single track
Maximum Authorized Speed Freight	25 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	
Operational Authority	Direct Traffic Control (DTC) Track Warrants
Maximum Allowable Gross Weight	286,000 lbs
Clearances	No Doublestack
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

SUBDIVISION:	STONY RIVER SUBDIVISION
Division	Baltimore Division
Owner	CSXT
Operator	CSXT
Line Heritage	Western Maryland Railway (WM)
Subdivision Route/Mileage	Junction with CSXT Thomas Subdivision at Baynard, WV- Stony River, WV, 17 miles
FRA Track Class	Class 2
Number of Main Tracks	Single track
Maximum Authorized Speed Freight	25 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	
Operational Authority	Direct Traffic Control (DTC) Track Warrants
Maximum Allowable Gross Weight	286,000 lbs
Clearances	No Doublestack
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

Huntington Division

SUBDIVISION:	BRIDGEPORT SUBDIVISION
Division	Huntington Division
Owner	CSXT
Operator	CSXT
Line Heritage	Baltimore & Ohio Railroad (B&O)
Subdivision Route/Mileage	Berkeley Run Junction, west of Grafton, WV – J Tower, west of Clarksburg, WV, 22 miles
FRA Track Class	Class 3
Number of Main Tracks	Single and Double track
Maximum Authorized Speed Freight	35 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	
Operational Authority	Centralized Traffic Control (CTC)
Maximum Allowable Gross Weight	286,000 lbs (Merrick Engineering Spur and Grasselli Industries Trunk line 263,000 lbs)
Clearances	No Doublestack
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

SUBDIVISION:	SHORT LINE SUBDIVISION
Division	Huntington Division
Owner	CSXT
Operator	CSXT
Line Heritage	Baltimore & Ohio Railroad (B&O)
Subdivision Route/Mileage	J Tower, west of Clarksburg, WV – Brooklyn Junction and Ohio River Subdivision in New Martinsville,WV, 58 miles
FRA Track Class	Class 2
Number of Main Tracks	Single track
Maximum Authorized Speed Freight	25 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	
Operational Authority	Direct Traffic Control (DTC) Track Warrants
Maximum Allowable Gross Weight	286,000 lbs
Clearances	No Doublestack
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

SUBDIVISION:	OHIO RIVER SUBDIVISION
Division	Huntington Division
Owner	CSXT
Operator	CSXT
Line Heritage	Baltimore & Ohio Railroad (B&O)
Subdivision Route/Mileage	Wheeling & Lake Erie Railway Company (WLE) at Benwood, WV – Little Kanawha River Railroad (LKRR) at Parkersburg, WV – NS at Point Pleasant,WV, 210 miles
FRA Track Class	Class 3
Number of Main Tracks	Single track
Maximum Authorized Speed Freight	30 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	
Operational Authority	Direct Traffic Control (DTC) Track Warrants
Maximum Allowable Gross Weight	286,000 lbs
Clearances	Double stack compliant (18'02" ATR)
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

SUBDIVISION:	ALLEGHENY SUBDIVISION
Division	Huntington Division
Owner	CSXT
Operator	CSXT
Line Heritage	Chesapeake & Ohio Railroad (C&O)
Subdivision Route/Mileage	JD Cabin near Clifton Forge, VA – MX Cabin near Hinton, WV, 79 miles
FRA Track Class	Class 4
Number of Main Tracks	Single and Double track
Maximum Authorized Speed Freight	55 mph
Maximum Authorized Speed Passenger	60 mph
Wayside Signals	
Operational Authority	Centralized Traffic Control (CTC)
Maximum Allowable Gross Weight	286,000 lbs
Clearances	No Doublestack
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

SUBDIVISION:	NEW RIVER SUBDIVISION
Division	Huntington Division
Owner	CSXT
Operator	CSXT
Line Heritage	Chesapeake & Ohio Railroad (C&O)
Subdivision Route/Mileage	MX Cabin near Hinton, WV – Montgomery, WV, 79 miles
FRA Track Class	Class 4
Number of Main Tracks	Single and Double track
Maximum Authorized Speed Freight	50 mph
Maximum Authorized Speed Passenger	65 mph
Wayside Signals	
Operational Authority	Centralized Traffic Control (CTC)
Maximum Allowable Gross Weight	286,000 lbs
Clearances	No Doublestack
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

SUBDIVISION:	SEWELL VALLEY SUBDIVISION
Division	Huntington Division
Owner	CSXT
Operator	CSXT
Line Heritage	Chesapeake & Ohio Railroad (C&O)
Subdivision Route/Mileage	Junction with New River Subdivision at Meadow Creek, WV – Russ Junction, WV, 44 miles
FRA Track Class	Class 1
Number of Main Tracks	Single track
Maximum Authorized Speed Freight	10 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	
Operational Authority	Direct Traffic Control (DTC) Track Warrants
Maximum Allowable Gross Weight	286,000 lbs
Clearances	No Doublestack
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

SUBDIVISION:	RUPERT SUBDIVISION
Division	Huntington Division
Owner	CSXT
Operator	CSXT
Line Heritage	Chesapeake & Ohio Railroad (C&O)
Subdivision Route/Mileage	Junction with Sewell Valley Subdivision at Rainelle Junction, WV – Clearco, WV, 21 miles
FRA Track Class	Class 1
Number of Main Tracks	Single track
Maximum Authorized Speed Freight	10 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	
Operational Authority	Direct Traffic Control (DTC) Track Warrants
Maximum Allowable Gross Weight	286,000 lbs
Clearances	No Doublestack
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

SUBDIVISION:	G&E SUBDIVISION
Division	Huntington Division
Owner	CSXT
Operator	CSXT
Line Heritage	Chesapeake & Ohio Railroad (C&O)
Subdivision Route/Mileage	Junction with Sewell Valley Subdivision at G&E Junction, WV – Peaser Junction, WV, 14 miles
FRA Track Class	Class 1
Number of Main Tracks	Single track
Maximum Authorized Speed Freight	10 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	
Operational Authority	Direct Traffic Control (DTC) Track Warrants
Maximum Allowable Gross Weight	286,000 lbs
Clearances	No Doublestack
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

SUBDIVISION:	PINEY CREEK SUBDIVISION
Division	Huntington Division
Owner	CSXT
Operator	CSXT
Line Heritage	Chesapeake & Ohio Railroad (C&O)
Subdivision Route/Mileage	Junction with New River Subdivision at Prince, WV – Glen Daniels Junction, WV, 27 miles
FRA Track Class	Class 2
Number of Main Tracks	Single track
Maximum Authorized Speed Freight	14 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	
Operational Authority	Direct Traffic Control (DTC) Track Warrants
Maximum Allowable Gross Weight	286,000 lbs
Clearances	No Doublestack
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

SUBDIVISION:	RALEIGH SOUTHWESTERN AND WINDING GULF SUBDIVISION
Division	Huntington Division
Owner	CSXT
Operator	CSXT
Line Heritage	Chesapeake & Ohio Railroad (C&O)
Subdivision Route/Mileage	Junction with Piney Creek Subdivision at Raleigh, WV – Pemberton, WV, 7 miles
FRA Track Class	Class 1
Number of Main Tracks	Single track
Maximum Authorized Speed Freight	10 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	
Operational Authority	Direct Traffic Control (DTC) Track Warrants
Maximum Allowable Gross Weight	286,000 lbs
Clearances	No Doublestack
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

SUBDIVISION:	GAULEY SUBDIVISION
Division	Huntington Division
Owner	CSXT
Operator	CSXT
Line Heritage	Chesapeake & Ohio Railroad (C&O)
Subdivision Route/Mileage	Junction with New River Subdivision at Gauley, WV – Rich Creek Junction, WV, 7 miles
FRA Track Class	Class 1
Number of Main Tracks	Single track
Maximum Authorized Speed Freight	10 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	
Operational Authority	Direct Traffic Control (DTC) Track Warrants
Maximum Allowable Gross Weight	286,000 lbs
Clearances	No Doublestack
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

SUBDIVISION:	KANAWHA SUBDIVISION
Division	Huntington Division
Owner	CSXT
Operator	CSXT
Line Heritage	Chesapeake & Ohio Railroad (C&O)
Subdivision Route/Mileage	Montgomery, WV – Russell, KY, 96 miles Trackage in WV extends 85 miles between Montgomery and Kenova, WV
FRA Track Class	Class 4
Number of Main Tracks	Double track
Maximum Authorized Speed Freight	50 mph
Maximum Authorized Speed Passenger	79 mph
Wayside Signals	
Operational Authority	Centralized Traffic Control (CTC)
Maximum Allowable Gross Weight	286,000 lbs
Clearances	No Doublestack
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

SUBDIVISION:	CABIN CREEK SUBDIVISION
Division	Huntington Division
Owner	CSXT
Operator	CSXT
Line Heritage	Chesapeake & Ohio Railroad (C&O)
Subdivision Route/Mileage	Junction with Kanawha Subdivision at Cabin Creek, WV – Red Warrior, WV, 12 miles
FRA Track Class	Class 1
Number of Main Tracks	Single track
Maximum Authorized Speed Freight	10 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	
Operational Authority	Centralized Traffic Control (CTC)
Maximum Allowable Gross Weight	286,000 lbs
Clearances	No Doublestack
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

SUBDIVISION:	COAL RIVER SUBDIVISION
Division	Huntington Division
Owner	CSXT
Operator	CSXT
Line Heritage	Chesapeake & Ohio Railroad (C&O)
Subdivision Route/Mileage	Junction with Kanawha Subdivision at St. Albans, WV – Sharples, WV, 51 miles A major rail yard is located in Danville.
FRA Track Class	Class 2
Number of Main Tracks	Single track
Maximum Authorized Speed Freight	25 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	
Operational Authority	Direct Traffic Control (DTC) Track Warrants
Maximum Allowable Gross Weight	286,000 lbs (Monclo – Sharples 263,000 lbs)
Clearances	No Doublestack
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

SUBDIVISION:	BIG COAL SUBDIVISION
Division	Huntington Division
Owner	CSXT
Operator	CSXT
Line Heritage	Chesapeake & Ohio Railroad (C&O)
Subdivision Route/Mileage	Junction with Coal River Subdivision at Sprout Junction, WV – Jarrolds Valley Junction, WV, 36 miles
FRA Track Class	Class 2
Number of Main Tracks	Single track
Maximum Authorized Speed Freight	25 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	
Operational Authority	Direct Traffic Control (DTC) Track Warrants
Maximum Allowable Gross Weight	286,000 lbs
Clearances	No Doublestack
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

SUBDIVISION:	SETH SUBDIVISION
Division	Huntington Division
Owner	CSXT
Operator	CSXT
Line Heritage	Chesapeake & Ohio Railroad (C&O)
Subdivision Route/Mileage	Junction with Big Coal River Subdivision at Seth, WV – Prenter, WV, 10 miles
FRA Track Class	Class 1
Number of Main Tracks	Single track
Maximum Authorized Speed Freight	10 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	
Operational Authority	Direct Traffic Control (DTC) Track Warrants
Maximum Allowable Gross Weight	263,000 lbs
Clearances	No Doublestack
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

SUBDIVISION:	BIG MARSH FORK SUBDIVISION
Division	Huntington Division
Owner	CSXT
Operator	CSXT
Line Heritage	Chesapeake & Ohio Railroad (C&O)
Subdivision Route/Mileage	Junction with Big Coal Subdivision at Jarrolds Valley Junction, WV – Sundial, WV, 9 miles
FRA Track Class	Class 2
Number of Main Tracks	Single track
Maximum Authorized Speed Freight	20 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	
Operational Authority	Direct Traffic Control (DTC) Track Warrants
Maximum Allowable Gross Weight	286,000 lbs (Goals to Stickney 263,000 lbs)
Clearances	No Doublestack
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

SUBDIVISION:	POND FORK SUBDIVISION
Division	Huntington Division
Owner	CSXT
Operator	CSXT
Line Heritage	Chesapeake & Ohio Railroad (C&O)
Subdivision Route/Mileage	Junction with Coal River Subdivision at Pond Junction, WV – Harris, WV, 29 miles
FRA Track Class	Class 2
Number of Main Tracks	Single track
Maximum Authorized Speed Freight	20 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	
Operational Authority	Direct Traffic Control (DTC) Track Warrants
Maximum Allowable Gross Weight	286,000 lbs (West Junction – Harris, 263,000 lbs)
Clearances	No Doublestack
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

SUBDIVISION:	WEST FORK SUBDIVISION
Division	Huntington Division
Owner	CSXT
Operator	CSXT
Line Heritage	Chesapeake & Ohio Railroad (C&O)
Subdivision Route/Mileage	Junction with Pond Fork Subdivision at West Junction, WV – Robinhood, WV, 7 miles
FRA Track Class	Class 1
Number of Main Tracks	Single track
Maximum Authorized Speed Freight	10 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	
Operational Authority	Direct Traffic Control (DTC) Track Warrants
Maximum Allowable Gross Weight	286,000 lbs
Clearances	No Doublestack
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

SUBDIVISION:	LAUREL FORK SUBDIVISION
Division	Huntington Division
Owner	CSXT
Operator	CSXT
Line Heritage	Chesapeake & Ohio Railroad (C&O)
Subdivision Route/Mileage	Junction with Coal River Subdivision at Clothier, WV – Hampton, WV, 7 miles
FRA Track Class	Class 1
Number of Main Tracks	Single track
Maximum Authorized Speed Freight	10 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	
Operational Authority	Direct Traffic Control (DTC) Track Warrants
Maximum Allowable Gross Weight	263,000 lbs
Clearances	No Doublestack
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

SUBDIVISION:	LOGAN SUBDIVISION
Division	Huntington Division
Owner	CSXT
Operator	CSXT
Line Heritage	Chesapeake & Ohio Railroad (C&O)
Subdivision Route/Mileage	Junction with Kanawha Subdivision at Barboursville, WV – Norfolk Southern at Gilbert, WV, 87 miles. A major rail yard is located in Logan.
FRA Track Class	Class 3
Number of Main Tracks	Single Track
Maximum Authorized Speed Freight	35 mph
Maximum Authorized Speed Passenger	
Wayside Signals	
Operational Authority	Centralized Traffic Control (CTC) between Barboursville and West Hamlin, WV Direct Traffic Control (DTC) Track Warrants between West Hamlin and Gilbert, WV
Maximum Allowable Gross Weight	286,000 lbs
Clearances	No Doublestack
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

SUBDIVISION:	ISLAND CREEK SUBDIVISION
Division	Huntington Division
Owner	CSXT
Operator	CSXT
Line Heritage	Chesapeake & Ohio Railroad (C&O)
Subdivision Route/Mileage	Junction with Logan Subdivision at FD Cabin near Logan, WV – Scarlet, WV, 11 miles
FRA Track Class	Class 1
Number of Main Tracks	Single track
Maximum Authorized Speed Freight	10 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	
Operational Authority	Direct Traffic Control (DTC) Track Warrants
Maximum Allowable Gross Weight	286,000 lbs
Clearances	No Doublestack
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

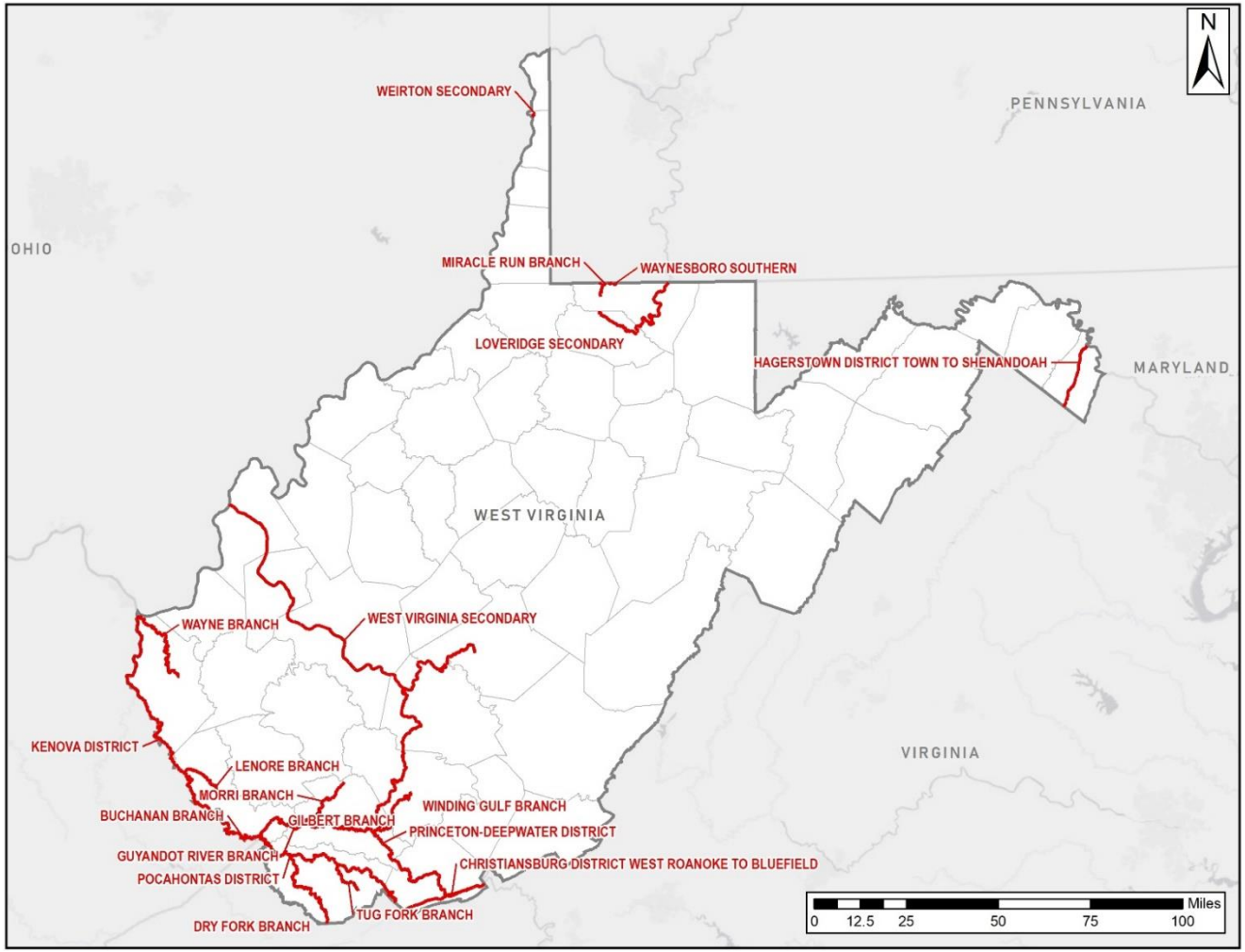
SUBDIVISION:	LOGAN AND SOUTHERN SUBDIVISION
Division	Huntington Division
Owner	CSXT
Operator	CSXT
Line Heritage	Chesapeake & Ohio Railroad (C&O)
Subdivision Route/Mileage	Junction with Island Creek Subdivision at Monitor, WV – Sarah Ann, WV, 12 miles
FRA Track Class	Class 2
Number of Main Tracks	Single track
Maximum Authorized Speed Freight	25 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	
Operational Authority	Direct Traffic Control (DTC) Track Warrants
Maximum Allowable Gross Weight	286,000 lbs
Clearances	No Doublestack
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

SUBDIVISION:	PINE CREEK SUBDIVISION
Division	Huntington Division
Owner	CSXT
Operator	CSXT
Line Heritage	Chesapeake & Ohio Railroad (C&O)
Subdivision Route/Mileage	Junction with Logan and Southern Subdivision at Omar, WV – Hobet No. 7, WV, 6 miles
FRA Track Class	Class 1
Number of Main Tracks	Single track
Maximum Authorized Speed Freight	10 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	
Operational Authority	Direct Traffic Control (DTC) Track Warrants
Maximum Allowable Gross Weight	286,000 lbs
Clearances	No Doublestack
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

SUBDIVISION:	BUFFALO SUBDIVISION
Division	Huntington Division
Owner	CSXT
Operator	CSXT
Line Heritage	Chesapeake & Ohio Railroad (C&O)
Subdivision Route/Mileage	Junction with Logan Subdivision at Man, WV – Sand, WV, 17 miles
FRA Track Class	Class 2
Number of Main Tracks	Single track
Maximum Authorized Speed Freight	25 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	
Operational Authority	Direct Traffic Control (DTC) Track Warrants
Maximum Allowable Gross Weight	286,000 lbs
Clearances	No Doublestack
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

Norfolk Southern

NS, headquartered in Atlanta, Georgia, traces its earliest roots to 1827 from the South Carolina Canal and Railroad. It is most known as the merger between the Norfolk and Western Railroad and the Southern Railway in 1982. Today, NS operates 19,500 route miles in 22 states and the District of Columbia, serving every major container port in the eastern United States. NS divides its rail network into divisions, districts, and branch lines. NS's Pocahontas Division is comprised largely of NS lines in the southern portion of West Virginia. The Virginia Division extends from the southeastern edge of West Virginia and through the eastern panhandle to points in Virginia and Maryland. The Pittsburgh Division includes lines in and near West Virginia's northern panhandle and in southwest Pennsylvania. NS operates 618 miles of track with 730 public and private grade crossings and 420 bridges within the state.[3]



[3] Data verified: http://www.nscorp.com/content/nscorp/en/shipping-tools/system-maps-directories-schedules.html ; Accessed June 30, 2020.

Pocahontas Division

DISTRICT:	POCAHONTAS/WILLIAMSON DISTRICTS
Division	Pocahontas Division
Owner	NS
Operator	NS
Line Heritage	Norfolk and Western (N&W) line
Subdivision Route/Mileage	Bluefield, WV – Williamson, WV, 105.4 miles
FRA Track Class	Class 3
Number of Main Tracks	Double track
Maximum Authorized Speed Freight	40 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	
Operational Authority	Traffic Control (TC)
Maximum Allowable Gross Weight	315,000 lbs
Clearances	
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

BRANCH:	TUG FORK BRANCH
Division	Pocahontas Division
Owner	NS
Operator	NS
Line Heritage	NA
Subdivision Route/Mileage	Pocahontas District near Hemphill, WV – Pageton, WV, 16 miles; Only the first 12.3 miles are operated.
FRA Track Class	Class 2
Number of Main Tracks	Single track
Maximum Authorized Speed Freight	15 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	
Operational Authority	Track Authority
Maximum Allowable Gross Weight	286,000 lbs
Clearances	
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

BRANCH:	SAND LICK BRANCH
Division	Pocahontas Division
Owner	NS
Operator	NS
Line Heritage	NA
Subdivision Route/Mileage	Gary, WV – Filbert, WV, 4 miles Services coal mines U.S. #6, U.S. #8, and U.S. #9
FRA Track Class	Class 1
Number of Main Tracks	Single track
Maximum Authorized Speed Freight	10 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	
Operational Authority	Track Authority
Maximum Allowable Gross Weight	315,000 lbs
Clearances	
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

BRANCH:	SOUTH FORK BRANCH
Division	Pocahontas Division
Owner	NS
Operator	NS
Line Heritage	NA
Subdivision Route/Mileage	Tug Fork Branch at South Fork near Skygusty, WV, 5.6 miles
FRA Track Class	Class 1
Number of Main Tracks	Single track
Maximum Authorized Speed Freight	10 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	
Operational Authority	Track Authority from South Fork for 3 miles; restricted speed for the remainder of the line
Maximum Allowable Gross Weight	315,000 lbs
Clearances	
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

BRANCH:	GILBERT BRANCH
Division	Pocahontas Division
Owner	NS
Operator	NS (CSXT Trackage Rights)
Line Heritage	NA
Subdivision Route/Mileage	Guyandot River Branch near Neds, WV – Jerry, WV, 12.9 miles Gilbert Yard is just west of Neds. There is a wye at Jerry, WV where the branch meets the NS Pocahontas mainline with the west leg leading to Wharncliffe, WV and the east leg leading to Mingo, WV.
FRA Track Class	Class 2
Number of Main Tracks	Single track
Maximum Authorized Speed Freight	25 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	
Operational Authority	Traffic Control (TC)
Maximum Allowable Gross Weight	315,000 lbs (Gilbert – Itmann 263,000 lbs)
Clearances	
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

BRANCH:	BEN CREEK SPUR
Division	Pocahontas Division
Owner	NS
Operator	NS
Line Heritage	NA
Subdivision Route/Mileage	Ben Creek, WV – Timbar, WV, 2.8 miles
FRA Track Class	
Number of Main Tracks	
Maximum Authorized Speed Freight	
Maximum Authorized Speed Passenger	
Wayside Signals	
Operational Authority	Track Authority for 0.7 miles and by restricted speed the remainder of the line
Maximum Allowable Gross Weight	315,000 lbs
Clearances	
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

BRANCH:	BRIAR MOUNTAIN BRANCH
Division	Pocahontas Division
Owner	NS
Operator	NS
Line Heritage	NA
Subdivision Route/Mileage	Glen Alum, WV, 3.9 miles
FRA Track Class	Class 2
Number of Main Tracks	Single track
Maximum Authorized Speed Freight	15 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	
Operational Authority	Track Authority from Glen Alum for 1.3 miles and by restricted speed to the end of the line
Maximum Allowable Gross Weight	315,000 lbs
Clearances	
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

BRANCH:	DELORME BRANCH
Division	Pocahontas Division
Owner	NS
Operator	NS
Line Heritage	NA
Subdivision Route/Mileage	East of Williamson at Arrow, WV, 17 miles
FRA Track Class	Class 2
Number of Main Tracks	Single Track
Maximum Authorized Speed Freight	20 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	
Operational Authority	Track Authority
Maximum Allowable Gross Weight	315,000 lbs
Clearances	
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

BRANCH:	LICK FORK BRANCH
Division	Pocahontas Division
Owner	NS
Operator	NS
Line Heritage	NA
Subdivision Route/Mileage	Lick Fork Junction, WV – Old Ben, WV, 2.6 miles Connects to the Pocahontas main line 15 miles east of Williamson, WV at Lick Fork Junction, WV
FRA Track Class	Class 2
Number of Main Tracks	Single track
Maximum Authorized Speed Freight	15 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	
Operational Authority	Track Authority
Maximum Allowable Gross Weight	315,000 lbs
Clearances	
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

BRANCH:	MATE CREEK BRANCH
Division	Pocahontas Division
Owner	NS
Operator	NS
Line Heritage	NA
Subdivision Route/Mileage	Mate Creek Junction, WV – Mabley, WV, 6.3 miles Connects to the Pocahontas main line 10 miles east of Williamson at Matewan/Mate Creek Junction, WV
FRA Track Class	Class 2
Number of Main Tracks	Single track
Maximum Authorized Speed Freight	15 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	
Operational Authority	Track Authority
Maximum Allowable Gross Weight	263,000 lbs
Clearances	
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

BRANCH:	ALMA BRANCH
Division	Pocahontas Division
Owner	NS
Operator	NS
Line Heritage	NA
Subdivision Route/Mileage	Connects to the Pocahontas main line at Alma Junction in Alma, WV, 3.6 miles
FRA Track Class	Class 2
Number of Main Tracks	Single track
Maximum Authorized Speed Freight	15 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	
Operational Authority	Track Authority for 1.6 miles and by restricted speed for the remainder of the line
Maximum Allowable Gross Weight	315,000 lbs
Clearances	
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

BRANCH:	KENOVA DISTRICT
Division	Pocahontas Division
Owner	NS
Operator	NS
Line Heritage	Norfolk and Western (N&W) line
Subdivision Route/Mileage	Williamson, WV – Kenova, WV, 73.13 miles Track continues over the Ohio River into South Point, OH
FRA Track Class	Class 4
Number of Main Tracks	Double track; becomes a single track in tunnels
Maximum Authorized Speed Freight	50 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	
Operational Authority	Traffic Control (TC)
Maximum Allowable Gross Weight	315,000 lbs
Clearances	Doublestack
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

BRANCH:	NOLAN SPUR
Division	Pocahontas Division
Owner	NS
Operator	NS
Line Heritage	NA
Subdivision Route/Mileage	Connects to the Pocahontas line at Nolan near Lenore, WV, 0.2 miles in WV extends from Nolan, WV to the Kentucky border where the tracks branch to many coal mines
FRA Track Class	Class 2
Number of Main Tracks	Double track
Maximum Authorized Speed Freight	15 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	
Operational Authority	Traffic Control (TC)
Maximum Allowable Gross Weight	315,000 lbs
Clearances	
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

BRANCH:	LENORE BRANCH
Division	Pocahontas Division
Owner	NS
Operator	NS
Line Heritage	NA
Subdivision Route/Mileage	Connects to the Pocahontas line at Naugatuck, 14 miles northwest of Williamson, WV, 21.9 miles
FRA Track Class	Class 2
Number of Main Tracks	Single track
Maximum Authorized Speed Freight	15 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	
Operational Authority	Centralized Traffic Control (CTC) from Naugatuck to Marrowbone Junction Track Authority from Marrowbone Junction for 18.9 miles and by restricted speed the remainder of the line
Maximum Allowable Gross Weight	315,000 lbs
Clearances	
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

BRANCH:	MARROWBONE BRANCH
Division	Pocahontas Division
Owner	NS
Operator	NS
Line Heritage	NA
Subdivision Route/Mileage	Connects to the part of Pocahontas line that leads to the Lenore Branch at Marrowbone Junction, WV, 2.4 miles Junction is 16 miles northwest of Williamson, WV
FRA Track Class	Class 2
Number of Main Tracks	Single track
Maximum Authorized Speed Freight	15 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	
Operational Authority	Train operations are controlled by restricted speed
Maximum Allowable Gross Weight	315,000 lbs
Clearances	
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

BRANCH:	WOLF CREEK BRANCH
Division	Pocahontas Division
Owner	NS
Operator	NS
Line Heritage	NA
Subdivision Route/Mileage	Connects to the Pocahontas line at Wolf Creek, WV, 0.1 miles Line continues into Kentucky for 23 miles
FRA Track Class	Class 2
Number of Main Tracks	Single track
Maximum Authorized Speed Freight	25 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	
Operational Authority	Traffic Control (TC)
Maximum Allowable Gross Weight	315,000 lbs
Clearances	
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

BRANCH:	WAYNE BRANCH
Division	Pocahontas Division
Owner	NS
Operator	NS
Line Heritage	NA
Subdivision Route/Mileage	Kenova, WV – East Lynn, WV, where it meets the Colmont Spur, 32 miles Connects to the Pocahontas line at Kenova Yard
FRA Track Class	Class 2
Number of Main Tracks	Single track
Maximum Authorized Speed Freight	25 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	
Operational Authority	Track Authority
Maximum Allowable Gross Weight	315,000 lbs
Clearances	
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

BRANCH:	COLMONT SPUR
Division	Pocahontas Division
Owner	NS
Operator	NS
Line Heritage	NA
Subdivision Route/Mileage	Connects to Wayne Branch at East Lynn, WV, 3.6 miles
FRA Track Class	Class 2
Number of Main Tracks	Single track
Maximum Authorized Speed Freight	15 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	
Operational Authority	Track Authority
Maximum Allowable Gross Weight	315,000 lbs
Clearances	
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

BRANCH:	DRY FORK BRANCH
Division	Pocahontas Division
Owner	NS
Operator	NS
Line Heritage	NA
Subdivision Route/Mileage	Connects to Pocahontas line at Laeger, near Auville Yard, WV, 32.7 miles Extends to Amonate, VA
FRA Track Class	Class 3
Number of Main Tracks	Single track
Maximum Authorized Speed Freight	30 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	
Operational Authority	Traffic Control (TC)
Maximum Allowable Gross Weight	315,000 lbs
Clearances	
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

BRANCH:	JACOBS FORK BRANCH
Division	Pocahontas Division
Owner	NS
Operator	NS
Line Heritage	NA
Subdivision Route/Mileage	Omega, WV – Bishop, WV, 10.4 miles Connects to Dry Fork Branch at Omega, 2 miles south of Newhall, WV
FRA Track Class	Class 1
Number of Main Tracks	Single track
Maximum Authorized Speed Freight	10 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	
Operational Authority	Track Authority for 6.8 miles and by restricted speed for the remainder of the line
Maximum Allowable Gross Weight	315,000 lbs
Clearances	
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

BRANCH:	BUCHANAN BRANCH
Division	Pocahontas Division
Owner	NS
Operator	NS
Line Heritage	NA
Subdivision Route/Mileage	Connects to Pocahontas line at Devon, WV, 0.1 miles north of Woodman, KY Extends 0.1 miles in WV and 50.7 miles in KY and VA
FRA Track Class	Class 2
Number of Main Tracks	Single track
Maximum Authorized Speed Freight	25 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	
Operational Authority	Traffic Control (TC)
Maximum Allowable Gross Weight	315,000 lbs
Clearances	
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

DISTRICT:	PRINCETON-DEEPWATER DISTRICT
Division	Pocahontas Division
Owner	NS
Operator	NS
Line Heritage	Virginian Railway
Subdivision Route/Mileage	Virginia Division at PD Junction near Kellysville, WV – WV Seconday at Alloy, WV, 108 miles
FRA Track Class	Class 3
Number of Main Tracks	Single track
Maximum Authorized Speed Freight	35 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	
Operational Authority	Traffic Control (TC)
Maximum Allowable Gross Weight	315,000 lbs
Clearances	
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

BRANCH:	WINDING GULF BRANCH
Division	Pocahontas Division
Owner	NS
Operator	NS
Line Heritage	NA
Subdivision Route/Mileage	Gulf Junction, WV – Bowyer, WV, 29.3 miles Connects to the Pocahontas line at Gulf Junction neat Amigo, WV
FRA Track Class	Class 2
Number of Main Tracks	Single track; shared trackage with CSXT on a portion of the line
Maximum Authorized Speed Freight	20 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	
Operational Authority	Traffic Control (TC) from Gulf Junction to Helen for 12.1 miles and Track Authority for the remainder of the line
Maximum Allowable Gross Weight	315,000 lbs
Clearances	
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

BRANCH:	STONE COAL BRANCH
Division	Pocahontas Division
Owner	NS
Operator	NS
Line Heritage	NA
Subdivision Route/Mileage	Connects to Winding Gulf Branch at Amigo, WV, 4.5 miles
FRA Track Class	Class 2
Number of Main Tracks	Single track
Maximum Authorized Speed Freight	15 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	
Operational Authority	Track Authority from Amigo for 2.9 miles and by restricted speed the remainder of the line
Maximum Allowable Gross Weight	315,000 lbs
Clearances	
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

BRANCH:	GLEN ROGERS BRANCH
Division	Pocahontas Division
Owner	NS
Operator	NS
Line Heritage	NA
Subdivision Route/Mileage	Virwest, WV – Bolt, WV, 12.5 miles Connects to Pocahontas line near McGraws, WV
FRA Track Class	Class 1
Number of Main Tracks	Single track
Maximum Authorized Speed Freight	10 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	
Operational Authority	Track Authority
Maximum Allowable Gross Weight	315,000 lbs
Clearances	
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

BRANCH:	VACO BRANCH
Division	Pocahontas Division
Owner	NS
Operator	NS
Line Heritage	NA
Subdivision Route/Mileage	Connects to Princeton – Deepwater line, 3 miles west of Robson, WV, 0.8 miles Connects to Gilbert Branch at Neds, WV
FRA Track Class	Class 1
Number of Main Tracks	Single track
Maximum Authorized Speed Freight	10 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	
Operational Authority	Track Authority
Maximum Allowable Gross Weight	315,000 lbs
Clearances	
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

BRANCH:	GUYANDOT RIVER BRANCH
Division	Pocahontas Division
Owner	NS
Operator	NS
Line Heritage	NA
Subdivision Route/Mileage	Connects to Princeton – Deepwater line at Elmore, WV, 4 miles east of Itmann, WV and connects to Gilbert Branch at Neds, WV, 42.5 miles
FRA Track Class	Class 3
Number of Main Tracks	Single track
Maximum Authorized Speed Freight	30 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	
Operational Authority	Traffic Control (TC)
Maximum Allowable Gross Weight	315,000 lbs (Gilbert Yard – Itmann 263,000 lbs)
Clearances	Double stack compliant (20’2” ATR)
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

BRANCH:	PINNACLE CREEK BRANCH
Division	Pocahontas Division
Owner	NS
Operator	NS
Line Heritage	NA
Subdivision Route/Mileage	Connects to the Guyandotte River Branch at Pinnacle Creek Junction near Pineville, WV, 5.2 miles
FRA Track Class	Class 2
Number of Main Tracks	Single track
Maximum Authorized Speed Freight	15 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	
Operational Authority	Track Authority from Pinnacle Creek Junction for 2.4 miles and by restricted speed the remainder of the line
Maximum Allowable Gross Weight	315,000 lbs
Clearances	
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

BRANCH:	MORRI BRANCH
Division	Pocahontas Division
Owner	NS
Operator	NS
Line Heritage	NA
Subdivision Route/Mileage	Connects to the Guyandotte River Branch 20 miles west of Pineville, WV; 19.3 miles
FRA Track Class	Class 2
Number of Main Tracks	Single track
Maximum Authorized Speed Freight	20 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	
Operational Authority	Traffic Control (TC) for 11.9 miles, Track Authority for 5.6 miles, and by restricted speed for the remainder of the line
Maximum Allowable Gross Weight	286,000 lbs
Clearances	
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

BRANCH:	CUB CREEK BRANCH
Division	Pocahontas Division
Owner	NS
Operator	NS
Line Heritage	NA
Subdivision Route/Mileage	Connects to the Guyandotte River Branch 24 miles west of Pineville, WV, 9.43 miles
FRA Track Class	Class 1
Number of Main Tracks	Single track
Maximum Authorized Speed Freight	10 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	
Operational Authority	Track Authority for the first 7.5 miles and by restricted speed for the remainder of the line
Maximum Allowable Gross Weight	286,000 lbs
Clearances	
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

BRANCH:	WEST VIRGINIA SECONDARY
Division	Pocahontas Division
Owner	NS
Operator	NS
Line Heritage	New York Central
Subdivision Route/Mileage	Point Pleasant, WV – Enon, WV, 10 rail miles south of Lockwood, 125 miles
FRA Track Class	Class 3
Number of Main Tracks	Single track
Maximum Authorized Speed Freight	40 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	
Operational Authority	Track Authority
Maximum Allowable Gross Weight	315,000 lbs
Clearances	
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

Virginia Branch

DISTRICT:	CHRISTIANSBURG DISTRICT
Division	Virginia Division
Owner	NS
Operator	NS
Line Heritage	Norfolk and Western (N&W) line
Subdivision Route/Mileage	Glen Lyn, VA – RD Junction near Ada, WV Pocahontas line branches off at PD Junction
FRA Track Class	Class 3
Number of Main Tracks	Double track
Maximum Authorized Speed Freight	30 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	
Operational Authority	Track Authority
Maximum Allowable Gross Weight	315,000 lbs
Clearances	
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

DISTRICT:	HAGERSTOWN DISTRICT
Division	Virginia Division
Owner	NS
Operator	NS
Line Heritage	Norfolk and Western (N&W) line
Subdivision Route/Mileage	Hagerstown, MD and crosses over the Potomac River into Shepherdstown, WV – Ripen, WV, 19.2 miles in WV
FRA Track Class	Class 4
Number of Main Tracks	Single track
Maximum Authorized Speed Freight	60 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	
Operational Authority	Track Authority
Maximum Allowable Gross Weight	315,000 lbs
Clearances	Doublestack
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

Pittsburg Division

BRANCH:	MIRACLE RUN BRANCH
Division	Pittsburgh Division
Owner	NS
Operator	NS
Line Heritage	NA
Subdivision Route/Mileage	Connects Waynesburg Branch near Brave, PA – Federal Mine #2 near Miracle Run, WV, 5.9 miles in WV
FRA Track Class	Class 2
Number of Main Tracks	Single track
Maximum Authorized Speed Freight	25 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	
Operational Authority	Track Authority from the state border for 3.1 miles and by restricted speed for the remainder of the line
Maximum Allowable Gross Weight	315,000 lbs
Clearances	
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

BRANCH:	WAYNESBURG BRANCH
Division	Pittsburgh Division
Owner	NS
Operator	NS
Line Heritage	NA
Subdivision Route/Mileage	Brave, PA, extending back and forth between PA and WV for 7 miles, 3 miles within WV
FRA Track Class	Class 2
Number of Main Tracks	Single track
Maximum Authorized Speed Freight	25 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	
Operational Authority	Track Authority and by restricted speed for the last 1.5 miles of the line
Maximum Allowable Gross Weight	315,000 lbs
Clearances	
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

BRANCH:	LOVERIDGE SECONDARY
Division	Pittsburgh Division
Owner	NS
Operator	NS
Line Heritage	Baltimore & Ohio Railroad (B&O)
Subdivision Route/Mileage	Enters WV near Maidsville, PA – Loveridge Mine, WV, 33.4 miles in WV
FRA Track Class	Class 2
Number of Main Tracks	Single track
Maximum Authorized Speed Freight	25 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	
Operational Authority	Track Authority for 31.3 miles and by restricted speed for the remainder of the line
Maximum Allowable Gross Weight	286,000 lbs
Clearances	
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

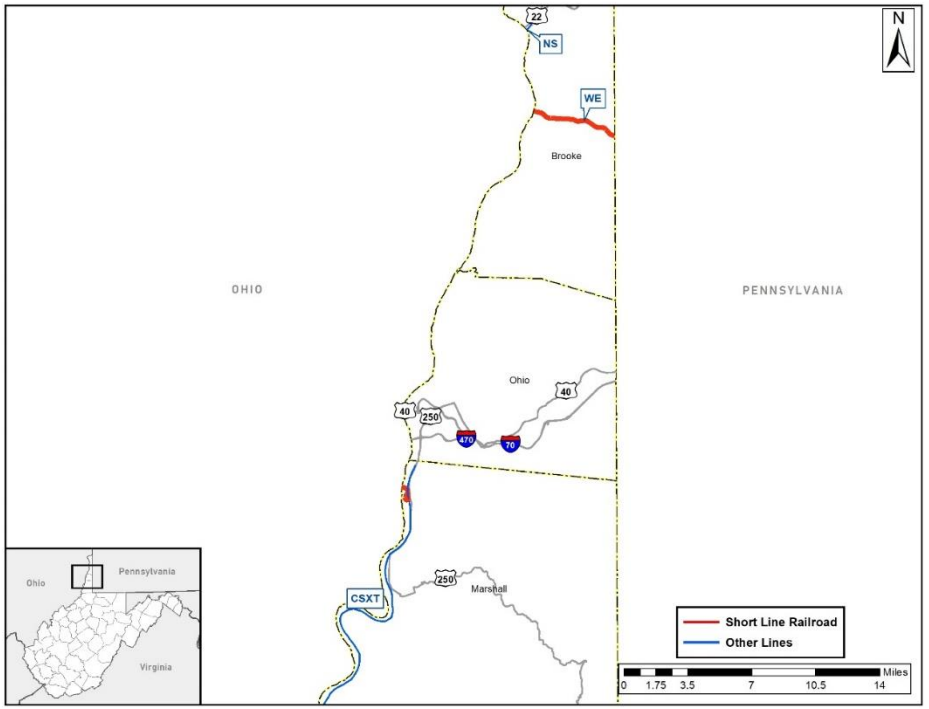
BRANCH:	WEIRTON SECONDARY
Division	Pittsburgh Division
Owner	NS
Operator	NS
Line Heritage	NA
Subdivision Route/Mileage	Wierton, WV, near the Ohio River
FRA Track Class	Class 2
Number of Main Tracks	Single track
Maximum Authorized Speed Freight	25 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	
Operational Authority	Track Authority from the OH state line for 0.5 miles with the rest of the line controlled by restricted speed
Maximum Allowable Gross Weight	286,000 lbs
Clearances	
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

BRANCH:	NEWELL INDUSTRIAL TRACK
Division	Pittsburgh Division
Owner	NS
Operator	NS
Line Heritage	NA
Subdivision Route/Mileage	Weirton, WV – Newell, WV, 12.7 miles
FRA Track Class	Class 2
Number of Main Tracks	Single track
Maximum Authorized Speed Freight	15 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	
Operational Authority	Track Authority and restricted speed
Maximum Allowable Gross Weight	286,000 lbs
Clearances	
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

BRANCH:	WELLS I.T
Division	Pittsburgh Division
Owner	NS
Operator	NS
Line Heritage	NA
Subdivision Route/Mileage	Weirton Junction, WV – Wellsburg, WV, 7.2 miles
FRA Track Class	Class 1
Number of Main Tracks	Single track
Maximum Authorized Speed Freight	10 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	
Operational Authority	Restricted speed
Maximum Allowable Gross Weight	286,000 lbs
Clearances	
Current Traffic Density (2019 data range)	
Average Number of Trains per Day	
Commodities Transported	

3 Class II Railroads

Wheeling & Lake Erie Railway Company (WLE)



WLE was constructed in 1871 to move West Virginia coal to Pittsburgh and Lake Erie port cities. The railroad is owned by the Wheeling Corporation and operates in Ohio, Pennsylvania, Maryland, and West Virginia. Including trackage rights, the railroad extends between Hagerstown, Maryland and Toledo, Ohio. The railroad is one of the largest regional railroads in the country. The total mileage operated by the WLE in the State of West Virginia is only 5.5 miles.

The railroad operates 5.5 miles of rail line in northern West Virginia, near Follansbee, on its Rook Subdivision. The Rook Subdivision is an important segment that connects the WLE system in Ohio with its lines in Pennsylvania and Maryland, including a major interchange point in Pittsburgh, PA. Within West Virginia, there are no WLE interchanges or other rail facilities along this subdivision. Across the Ohio River at Mingo Junction, OH, it operates the River Subdivision south to Bellaire, OH. At Bellaire, the railroad crosses the Ohio River on the CSXT Bellaire-Benwood Bridge to reach Benwood, WV. At Benwood, WLE owns a 1-mile loop track with a connection to the CSXT Benwood Yard. All facilities in Benwood, with the exception of the loop track, are owned by CSXT. The railroad has operating rights in the CSXT Benwood Yard to interchange traffic.

Within West Virginia, the Rook Subdivision is a single track railroad with no sidings and no signal system. This rail line can accommodate 286,000-pound rail cars, and there are no clearance restrictions in West Virginia. Maximum operating speeds on the West Virginia portion of this line are 30 mph. Along this segment, the railroad operates 20 trains per week. There are no freight customers in West Virginia on this line. WLE trains carry a mix of commodities including coal, steel, sand, aggregates, limestone, cement, lumber, crude oil, liquefied petroleum gas, paper, plastic pellets, chemicals, grain, feed, and food products. The approximately 1-mile segment of the WLE River Subdivision in Benwood, WV is a single track railroad with no sidings and no signal system. This rail segment can accommodate 286,000-pound rail cars and has no clearance restrictions. Maximum operating speed on the West Virginia segment of this line is 10 mph. WLE operates local trains between Mingo Junction, OH and the CSXT Benwood Yard, WV several times per week.[4]

[4] 2013 West Virginia State Rail Plan; and http://www.wlerwy.com/

RAILROAD:	**WHEELING & LAKE ERIE RAILWAY COMPANY**						
Alpha Code:	WLE						
Operator:	Wheeling Corporation						
Parent Company:	Wheeling Corporation						
Contact:	Darren Ohler, Trainmaster – Hanna/Rook						
Phone:	Cell: (330) 936-6320						
Email:	dohler@wlerwy.com						
SERVICE AREA							
States/ WV Counties:	OH, PA, MD, and WV Brooke, Ohio, Marshall Counties						
Principal Stations:							
RAIL TRAFFIC							
Principal Commodities	Coal, steel, sand, aggregates, limestone, cement, lumber, crude oil, liquefied petroleum gas, paper, plastic pellets, chemicals, grain, feed, and food products						
Annual Carloadings							
WEST VIRGINIA ROUTE MILES							
Line Segment	Segment Length	Operated	Out of Service	Owned	Leased	Trackage Rights	Line Heritage
Near Follansbee, WV – Scott Run, WV	4.5 miles			CSXT			
Mingo Junction, OH – Benwood Yard, WV	1 mile			CSXT			
TRACK CHARACTERISTICS (as necessary by line segment)							
FRA Track Class:	Class 3; Class 1						
Operating Speed:	30 mph; 10 mph						

Signal System:	None
Line Density:	20 trains per week; several trains per week
Weight Limits:	286,000 lbs.
Clearance Restrictions:	None

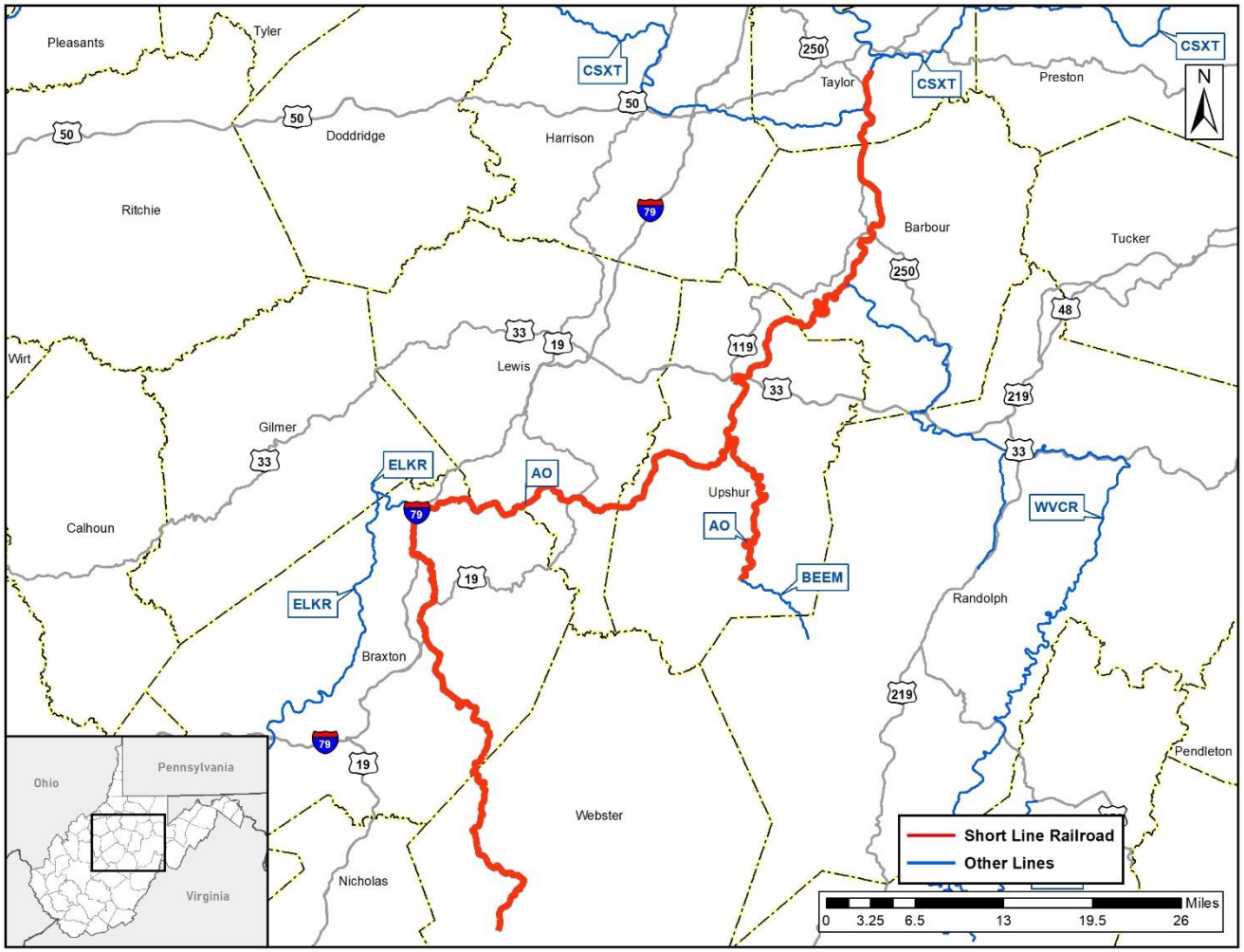
INTERCHANGE POINTS	
Location:	Railroad:
None in WV	

FACILITIES	
Type:	Location:
Brewster Shop Complex	Bewster, OH
Warrenton River Terminal (Transload Facility)	Rayland, OH

IMPROVEMENT NEEDS/PLANS	
Description:	Estimated Costs:

4 Class III Short Line Railroads

Appalachian & Ohio Railroad



The Appalachian and Ohio Railroad (AO) was originally part of the B&O Cowen and Pickens Subdivisions, which were later operated by CSXT until they were leased to Watco Companies, LLC (Watco), which began operations on March 25, 2005. Watco operated the line for approximately one year before the lease was transferred to Four Rivers Transportation, Inc. (FRT) on May 15, 2006. FRT is a jointly-owned railroad management company made up of the P&L Transportation, Inc. (P&L) of Paducah, Kentucky and CSXT. AO is a subsidiary of P&L.

AO operates a total of 158 miles of railroad, between Grafton and Cowen, in West Virginia over three subdivisions. The AO main line extends 119 miles between Berkeley Run Junction, near Grafton in Taylor County, and Cowen, in Webster County. AO has trackage rights between Berkeley Run Junction and the CSXT Grafton Yard, where the railroad interchanges with CSXT. AO also connects with three short line railroads: the West Virginia Central Railroad (WVCR) at Tygart Junction in Barbour County; the Beech Mountain Railroad (BEEM) at Alexander on the Pickens Subdivision in Upshur County; and the Elk River Railroad (ELKR) at Burnsville Junction in Gilmer County.

The Cowen Subdivision is a single track railroad with multiple sidings. Maximum operating speed is 25 mph. At Berryburg Junction, the two-mile-long Berryburg (Compass) Branch extends from the main line to serve the Sentinel Mine Loadout. A short industrial spur is also located at Philippi. At Tygart Junction, the line connects to the WVCR toward Elkins. At Century Junction, the three-mile-long Century Branch leads to the

Century 102 Mine. At Teter, the Rawhide Mine Industrial Track serves the Rawhide Coal Mine. At the town of Buckhannon, there is a wye connecting to the two-mile-long Christopher Branch. The Brooks Run industrial track provides access to the Brooks Run Mine. The Buckhannon Yard, north of Hampton Jct., and Cowen Yard, located at the end of the line serve operations over the AO. Clearance restrictions on the mainline exist at the following tunnels: Knight (MP 5.7), Lane (MP 8.5), Hampton (MP 41.9), Abbott (MP 48.3), Jones (MP 51.1), Frenchton (MP 53.8), Jacksonville (MP 62.5), Morrison (MP 87.8), and Elk (MP 92.3). Equipment exceeding Plate C (15 feet 6 inches in height and 10 feet 8 inches in width) is prohibited south of Hampton Junction (MP 41.9).

The Pickens Subdivision extends from the Cowen Subdivision at Hampton Junction. The Pickens Subdivision is a 15.8-mile single track railroad with no sidings. The Island Creek Industrial Track provides access to the Sawmill Run Mine. At Alexander, AO interchanges coal trains with the BEEM.

The Elk Subdivision extends from the Cowen Subdivision at Burnsville Junction. AO operates between Burnsville Junction, on the Elk Subdivision, and Gilmer. AO interchanges with the ELKR at the Gilmer Wye.

All lines are capable of handling 286,000-pound rail cars. The Cowen Subdivision operates under a CTC signal system, controlled by the CSXT dispatcher in Jacksonville, FL. CTC is in effect between Berkeley Run Junction and Hampton Junction. All other areas are governed by radio-dispatched track warrants.

The railroad's main business is serving the six coal mines in the area. AO operates 10 loaded coal trains and five mixed freight locals per week. The railroad reaches two active coal mines directly, Rawhide at Teter and Evergreen, near Cowen. Additional coal mines are served via loadouts at Sentinel on the Berryburg (Compass) Branch, Sawmill Run on the Pickens Sub, and the Brooks Run on the Brooks Run Industrial Track at Erbacon. AO's traffic is largely coal destined to power plants in the Northeast and Mid-Atlantic region.

In addition to coal trains, AO operates three local train operations to handle various commodity shippers. Commodities handled include chemicals, lumber, non-metallic minerals, plastics, and scrap metal.

AO's Buckhannon Yard and locomotive shop is located on the Cowen Subdivision. Cowen Yard is split into two sections. East Cowen Yard provides eight loading and storage tracks supporting the Evergreen Coal Mine. West Cowen Yard has three-yard tracks, plus a main track and two additional tracks that provide access to the east end of the wye. All locomotive servicing and car repairs are performed at the CSXT Grafton Yard.[5]

[5] 2013 West Virginia State Rail Plan and http://a-orailroad.biz/

RAILROAD:	**APPALACHIAN & OHIO RAILROAD INC.**						
Alpha Code:	AO						
Operator:	Four Rivers Transportation, Inc. (FRT)						
Parent Company:	P&L Transportation, Inc.						
Contact:	Matt Reese, General Manager						
Phone:	(304) 472-5690						
Email:	mreese@a-orailroad.com						
SERVICE AREA							
Counties:	Taylor, Webster, Barbour, Upshur, Gilmer						
Principal Stations:							
RAIL TRAFFIC							
Principal Commodities	Coal, chemicals, lumber, non-metallic minerals, plastics, and scrap metal						
Annual Carloadings							
WEST VIRGINIA ROUTE MILES							
Line Segment	Segment Length	Operated	Out of Service	Owned	Leased	Trackage Rights	Line Heritage
Berkeley Run Junction - Cowen	119 miles					AO	
TRACK CHARACTERISTICS (as necessary by line segment)							
FRA Track Class:	Class 2						
Operating Speed:	25 mph						
Signal System:	CTC signal system from Berkeley Run Junction to Hampton Junction; all other areas by radio dispatched Track Warrants						
Line Density:							
Weight Limits:	286,000 lbs.						

Clearance Restrictions:	

INTERCHANGE POINTS	
Location:	Railroad:
Grafton Yard	CSXT
Tygart Junction in Barbour County	WVCR
Alexander in Upshur County	BEEM
Burnsville Junction in Gilmer County	ELKR

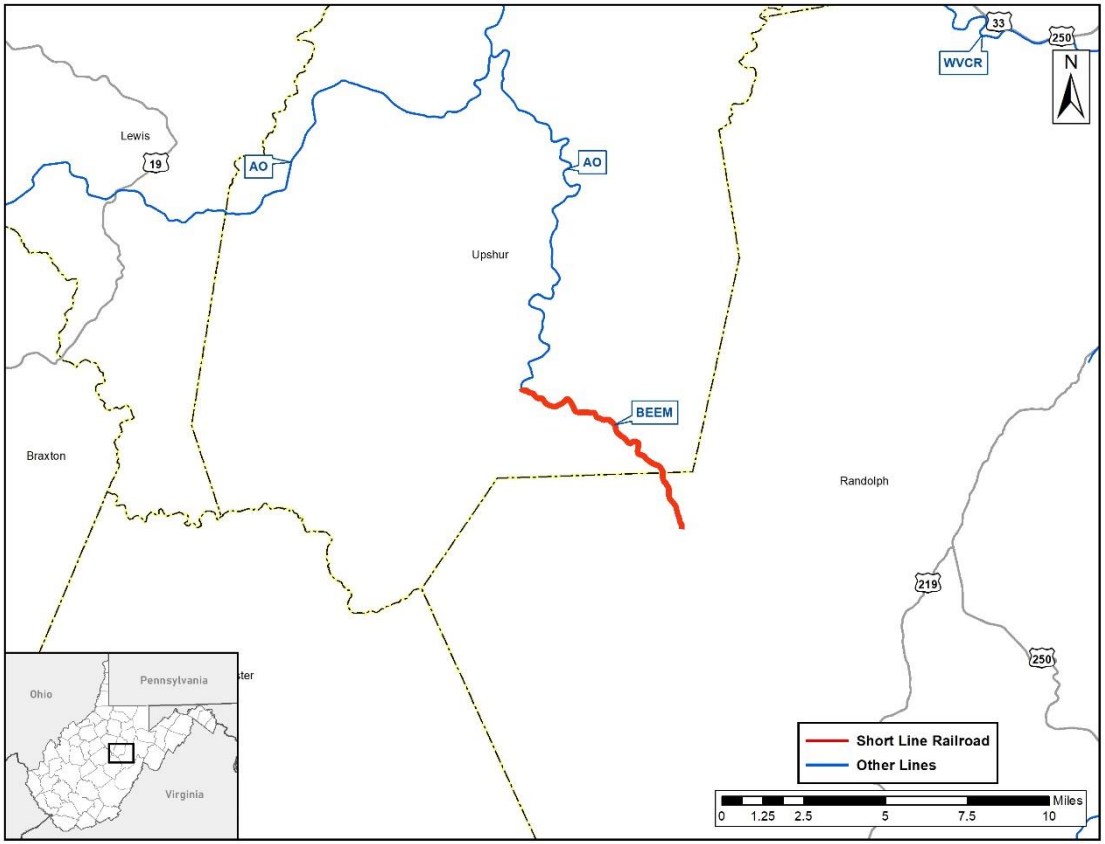
STATIONS		
Station Number:	Name:	Customers
70306	Grafton	Interchange with CSXT
78124	Sentinel	Arch Coal
70433	Philippi	Santiago Plastics (Mfg plastic sheets) Snyder Industries (Mfg plastic agri & septic tanks)
70436	Tygart Junction	Interchange with WVC
70582	Buckhannon	*Team Track* Coastal Lumber (Mfg hardwoods for furniture) Trus Joist, a Weyerhaeuser Business (Mfg micro & parallam products for beams/headers
78262	Sawmill Run	Arch Coal
70590	Alexander	Interchange with BEEM - includes Coal from Carter Roag Mine
70540	Burnsville Junction	Interchange with ELKR
70543	Heaters	Weyerhaeuser (Mfg oriented strand board)
78428	Brooks Run 1	Alpha Natural Resources
78420	Evergreen	Arch Coal
70539	Burnsville	Stella Jones (cross ties)

70564	Cowen	Atlantic Leasco (coal loadout)
FACILITIES		
Type:		Location:
Car loading and storage		East Cowen Yard
Locomotive servicing and car repair		Grafton Yard
IMPROVEMENT NEEDS/PLANS		
Description:		Estimated Costs:

Beech Mountain Railroad

The BEEM began hauling coal in 1953 when tracks were re-laid on the former Alexander & Eastern Railway right-of-way to serve several coal mines. The original line was constructed in 1892 to haul logs for processing. BEEM hauled coal from several mines until mine closures in 1975 forced abandonment of all but 8 miles of the railroad between the Carter Roag Mine at Star Bridge in Randolph County, as well as the interchange with the AO at Alexander in Upshur County. The railroad ceased operation in March 1998, but in the summer of 2004, Carter Roag Coal Company rebuilt the line with heavier rail. On February 14, 2005, BEEM resumed operations when United Coal's Carter Roag Mine resumed operations. The railroad is owned by Metinvest Group and United Coal.

This single track railroad extends 8 miles along the Left Fork of the Buckhannon River between the mine at Star Bridge and the AO interchange at Alexander, and it has a coal load out at Star Bridge. The railroad is single track with no sidings. There is a 3-track interchange yard and a small single stall engine house and shop at Alexander. The maximum authorized speed is 10 mph. There is no signal system and only one train operates at a time. The line is capable of handling 286,000-pound railcars, and there are no clearance restrictions.



Due to frequent flooding of the Left Fork of the Buckhannon River, the railroad has developed "submarine bridges". These unique bridges are a line of culverts encased within an elevated embankment of concrete, where the track is placed within the concrete itself and allows floodwater to rush over top without destroying the track.

The railroad operates six to eight times a month interchanging coal cars with AO which deliver the loads to CSXT at Grafton, WV. From there, CSXT moves the coal to Curtis Bay, in Baltimore, MD for loading on ships for export.[6]

[6] 2013 West Virginia State Rail Plan and https://www.american-rails.com/beech.html

RAILROAD:	**BEECH MOUNTAIN RAILROAD**						
Alpha Code:	BEEM						
Operator:	Metinvest Group and United Coal						
Parent Company:	Metinvest Group and United Coal						
Contact:	John Schroder, President						
Phone:							
Email:							
SERVICE AREA							
Counties:	Randolph and Upshur						
Principal Stations:							
RAIL TRAFFIC							
Principal Commodities	Coal						
Annual Carloadings							
WEST VIRGINIA ROUTE MILES							
Line Segment	Segment Length	Operated	Out of Service	Owned	Leased	Trackage Rights	Line Heritage
Star Bridge - Alexander	8 miles	8 miles					A&E
TRACK CHARACTERISTICS (as necessary by line segment)							
FRA Track Class:	Class 1						
Operating Speed:	10 mph						
Signal System:	NA						
Line Density:	Six to eight times per month; one train at a time						
Weight Limits:	286,000 lbs.						
Clearance Restrictions:	None						

INTERCHANGE POINTS	
Location:	Railroad:
Alexander	AO
FACILITIES	
Type:	Location:
IMPROVEMENT NEEDS/PLANS	
Description:	Estimated Costs:

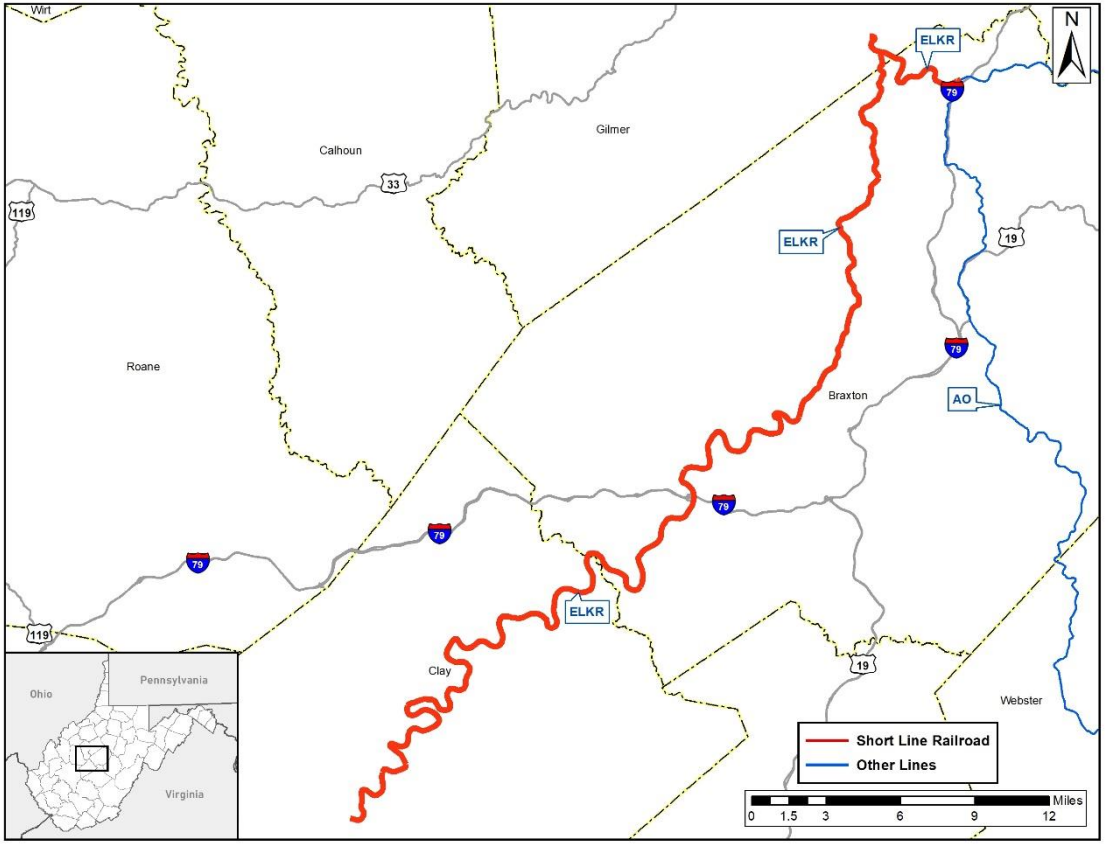
Elk River Railroad

ELKR, or TERRI, is located in Braxton and Clay counties between Gilmer (Gilmer County) and Hartland (Clay County).

In July 1989, Bright Enterprises obtained a lease from CSXT to operate 61 miles of the former B&O line that connected Gilmer and Hartland. Built in the late 1800s, this line was once part of the old Coal and Coke Railroad that once linked Charleston and Grafton. After leasing the former CSXT track between Gilmer and Hartland, Bright Enterprises purchased the right-of-way between Dundon (near Clay) and Widen (Clay County) and renamed it the Buffalo Creek Railroad. Over the next four years, Bright refurbished the CSXT trackage and the short portion of the Buffalo Creek Railroad between Dundon and Avoca in Clay County. The railroad operated one coal train per week between Avoca and the CSXT interchange at Gilmer from 1996 to 1999, but it ceased operation when American Electric Power Company did not renew its coal contract with Pittston Coal.

In November 2001, Bright Enterprises signed a contract to store excess rail cars at its yard in Gassaway, Braxton County. On June 1, 2009, the ELKR became an industrial track. The railroad is currently operating as an industrial railroad under the reporting marks TERRI. The industrial railroad generates revenue by moving rail cars between Gilmer and Gassaway, as well as through storage and switching rail cars for the contract repair facility at Gassaway.

The ELKR main line extends between Burnsville Junction, near Gilmer, and Dundon. However, only 31 miles between Burnsville Junction and Frametown are in service and utilized as an industrial track. The maximum gross weight of rail cars on this railroad is 260,000 pounds with a maximum speed of 10 mph. There are no signals on the railroad. At Gassaway, a 3-track yard with storage capacity for 70 cars on each track exists. Track one is used as a car repair facility. An office building and a small rail car repair office in the yard are also located at Gassaway, as well as storage of motive power. Between Frametown and Dundon, 36.3 miles of track are out of service.[7]



[7] 2013 West Virginia State Rail Plan

ELKR has an agreement to sell the rail corridors to the state for a new rails-to-trails corridor through the Surface Transportation Board (STB) rails-to-trails program. The Elk River Trail project is being developed in four phases. The first phase is a 28-mile trail from Duck to Hartland, going through Ivydale, Clay and Dundon. This trail runs along the Elk River and includes a one-mile Middle Creek spur at Hartland. Most of the steel rail and ties have been removed. The surface and bridges are under construction. A 12-mile section from Ivydale to Dundon/Clay should be open by the end of July 2020. The final 6 miles from Clay to Hartland will be open sometime in September 2020.[8]

RAILROAD:	**ELK RIVER RAILROAD**						
Alpha Code:	ELKR or TERRI						
Operator:	Bright Enterprises						
Parent Company:	Bright Enterprises						
Contact:	Frank Jorgensen, President						
Phone:							
Email:							
SERVICE AREA							
Counties:	Braxton and Clay						
Principal Stations:							
RAIL TRAFFIC							
Principal Commodities							
Annual Carloadings							
WEST VIRGINIA ROUTE MILES							
Line Segment	Segment Length	Operated	Out of Service	Owned	Leased	Trackage Rights	Line Heritage
Burnsville Junction - Dundon		31 miles	36.3 miles				B&O

[8] Ten miles of first phase of the new Elk River Trail open, https://www.wvgazettemail.com/dailymailwv/daily_mail_features/ten-miles-of-first-phase-of-the-new-elk-river-trail-open/article_8f6ce410-a3e4-5e66-9220-f6b4c88e276f.html

TRACK CHARACTERISTICS (as necessary by line segment)	
FRA Track Class:	Class 1
Operating Speed:	10 mph
Signal System:	None
Line Density:	
Weight Limits:	260,000 lbs.
Clearance Restrictions:	

INTERCHANGE POINTS	
Location:	Railroad:

FACILITIES	
Type:	Location:
Car repair	Gassaway
Car storage	Gassaway

IMPROVEMENT NEEDS/PLANS	
Description:	Estimated Costs:

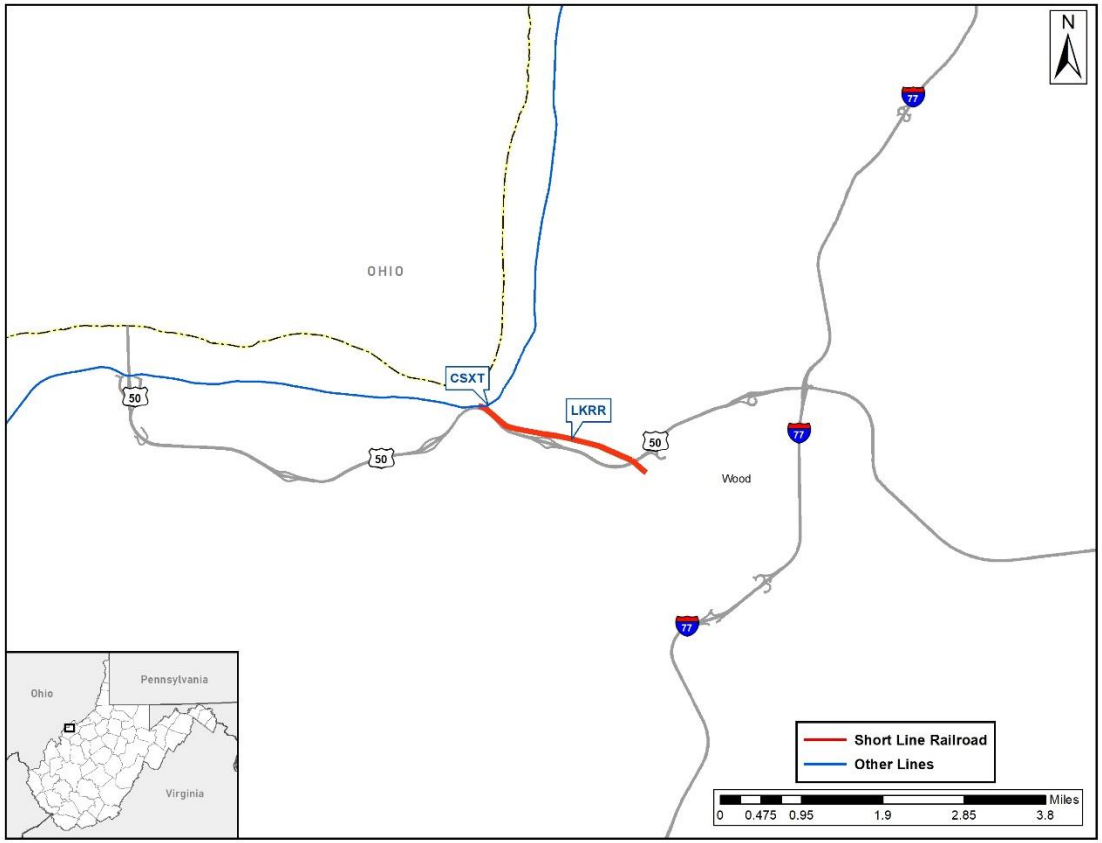
Little Kanawha River Rail

LKRR began in 1896 as a short section of railroad in South Parkersburg. The railroad was purchased by the B&O in 1920. The Elliot Family purchased the rail line from CSXT in September,1989. LKRR is currently owned and operated by the Elliot Family under a parent company, Marietta Industrial Enterprises, Inc.

LKRR is an industrial switching railroad that operates 3 miles of track in South Parkersburg. The railroad interchanges with CSXT at Ohio River Junction near the Juliana Street Bridge.

The railroad serves four customers and a river-rail transload facility that is affiliated with its owner, Marietta Industrial Enterprises, Inc. Commodities handled are aggregates, brick and cement, forest products (paper, lumber, and pulp), chemicals, coal, metallic ores and minerals, construction and demolition debris, municipal solid waste, food and feed products, steel, and scrap.

The railroad has a 3-track rail yard located between the E Street Bridge and Buckeye Street.[9]



[9] 2013 West Virginia State Rail Plan and http://www.lkrail.com/index.html

RAILROAD:	**LITTLE KANAWHA RIVER RAIL**
Alpha Code:	LKRR
Operator:	Elliot Family
Parent Company:	Marietta Industrial Enterprises, Inc.
Contact:	
Phone:	(740) 373-2252
Email:	lkinfo@lkrail.com
SERVICE AREA	
Counties:	Wood
Principal Stations:	
RAIL TRAFFIC	
Principal Commodities	Aggregates, brick and cement, forest products (paper, lumber, and pulp), chemicals, coal, metallic ores and minerals, construction and demolition debris, municipal solid waste, food and feed products, steel, and scrap
Annual Carloadings	

WEST VIRGINIA ROUTE MILES							
Line Segment	Segment Length	Operated	Out of Service	Owned	Leased	Trackage Rights	Line Heritage
South Parkersburg	3 miles						

TRACK CHARACTERISTICS (as necessary by line segment)	
FRA Track Class:	
Operating Speed:	
Signal System:	

Line Density:	
Weight Limits:	
Clearance Restrictions:	

INTERCHANGE POINTS	
Location:	Railroad:
Ohio River Junction near the Juliana Street Bridge	CSXT

FACILITIES	
Type:	Location:

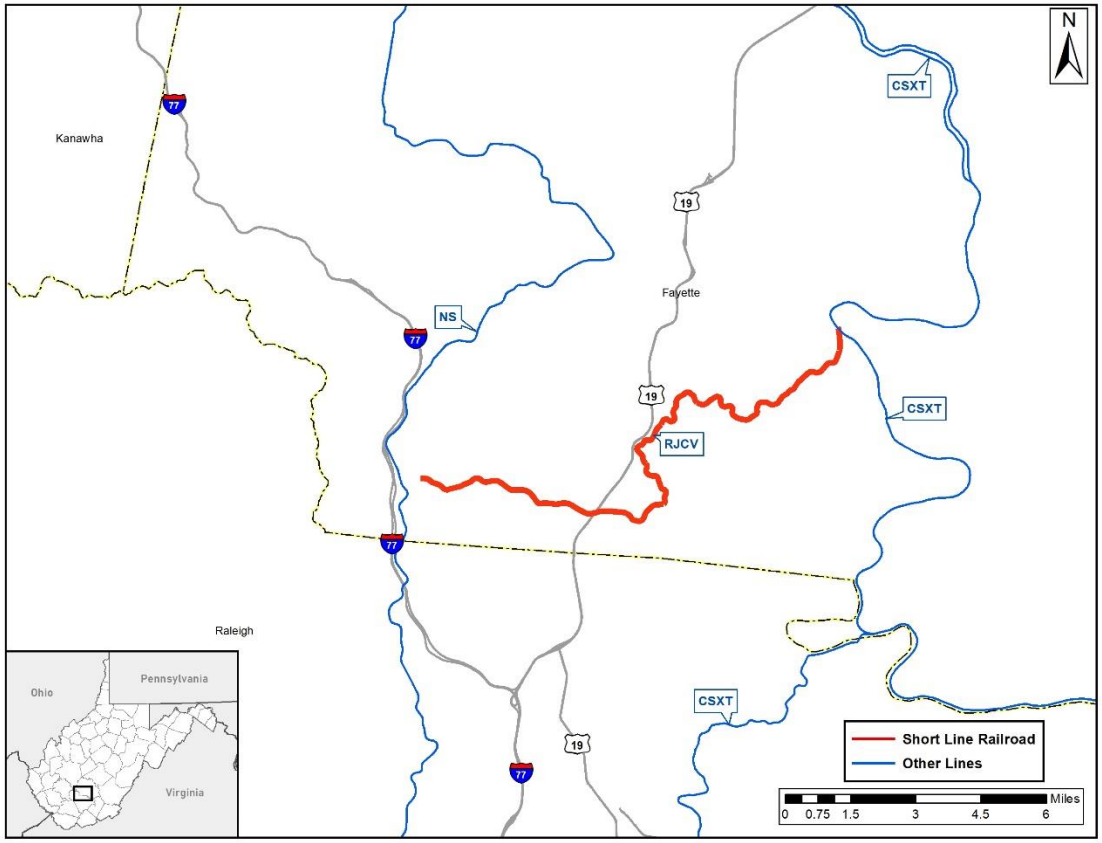
IMPROVEMENT NEEDS/PLANS	
Description:	Estimated Costs:

RJ Corman Railroad Company/West Virginia Line

RJCV consists of 16 miles of the former Chesapeake & Ohio Loup Creek Subdivision in Fayette County between Pax and the CSXT interchange at Thurmond. In 2005, RJCV purchased 12 miles of the line between Thurmond and Mount Hope. In 2006, the line was extended an additional 4 miles to Pax to serve a coal loader operated by Pioneer Fuel Company. RJCV is owned by the R. J. Corman Railroad Group, a railroad holding company based in Nicholasville, KY.

RJCV operates an average of five trains a week. Commodities handled include coal, anhydrous ammonia, and ammonium nitrate.

There are no signals on this line, except at the CSXT interchange in Thurmond. Maximum authorized speed on the entire line is 10 mph. High cube box cars and oversize loads are restricted on the line. The railroad uses a CSXT interchange track at Thurmond to interchange rail cars. The railroad does not have a maintenance facility on this line.[10]

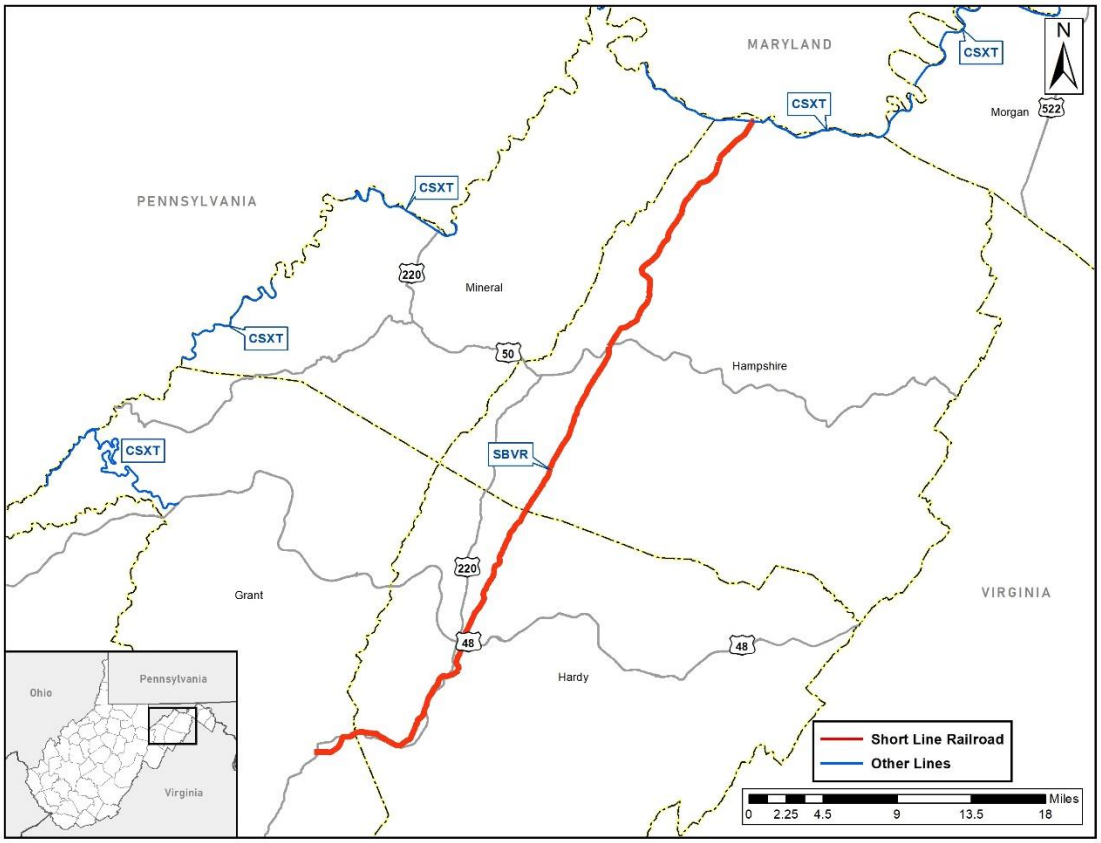


[10] 2013 West Virginia State Rail Plan and https://www.rjcorman.com/companies/railroad-company/our-short-lines/west-virginia-line-rjcv

RAILROAD:	**R. J. CORMAN RAILROAD COMPANY / WEST VIRGINIA LINE INC.**						
Alpha Code:	RJCV						
Operator:	R.J. Corman Railroad Group						
Parent Company:	R.J. Corman Railroad Group						
Contact:	Adam Boyles, Commercial Development Manager						
Phone:	(859) 881-654						
Email:	Adam.Boyles@RJCorman.com						
SERVICE AREA							
Counties:	Fayette						
Principal Stations:							
RAIL TRAFFIC							
Principal Commodities	Coal, anhydrous ammonia, and ammonium nitrate						
Annual Carloadings							
WEST VIRGINIA ROUTE MILES							
Line Segment	Segment Length	Operated	Out of Service	Owned	Leased	Trackage Rights	Line Heritage
Pax - Thurmond	16 miles						
TRACK CHARACTERISTICS (as necessary by line segment)							
FRA Track Class:	Class 1						
Operating Speed:	10 mph						
Signal System:	None; Signal at CSXT interchange in Thurmond						
Line Density:	5 days per week service						
Weight Limits:							
Clearance Restrictions:							

INTERCHANGE POINTS	
Location:	Railroad:
Thurmond	CSXT
FACILITIES	
Type:	Location:
Yard	Oak Hill, WV
IMPROVEMENT NEEDS/PLANS	
Description:	Estimated Costs:

South Branch Valley Railroad



B&O purchased this rail line from the Moorefield & Virginia Railway Company in 1913 and operated it as the South Branch line until the mid-1970s when B&O filed to abandon the rail line due to low traffic volumes. When the State of West Virginia purchased the B&O rail line on October 11, 1978, it became the first state in the nation to own and operate a commercial freight railroad.

SBVR is comprised of 52.4 miles from the interchange with CSXT at Green Spring, in Hampshire County, south to the end of track at Petersburg, in Grant County. The railroad follows the South Branch of the Potomac River through Hampshire, Hardy, and Grant counties; serving the towns of Romney, Moorefield, and Petersburg.

CSXT owns and operates the 0.6-mile portion between the CSXT mainline and SBVR's MP 0.0, where SBVR ownership begins. A siding is located between MP 0.5 and MP 1.6 to facilitate interchange traffic with the CSXT. There is also a short spur track off the siding to store SBVR locomotives. Maximum authorized speed is 25 mph, and no signal system exists on the line. Movements outside of yard limits are by track warrant control. SBVR can accommodate cars up to a maximum gross weight of 286,000 pounds. There are no clearance restrictions.

SBVR provides service to the Grant County Industrial Park in Petersburg, the Moorefield Industrial Park, and the Hampshire County Industrial Park at Romney. A private passenger rail operator runs the Potomac Eagle excursion train under contract with the SRA. No major rail yards are located on the SBVR. Small switching facilities are found on various side tracks and are designated by yard limits. A shop facility is located off the main line in Moorefield. The main building and wash bay are used to maintain SBVR's fleet of nine locomotives. A wye track is located near the shop.[11]

[11] 2013 West Virginia State Rail Plan and West Virginia State Rail Authority

RAILROAD:	**SOUTH BRANCH VALLEY RAILROAD**						
Alpha Code:	SBVR						
Operator:	State of West Virginia, State Rail Authority						
Parent Company:	State of West Virginia, State Rail Authority						
Contact:	Cindy Butler, Executive Director						
Phone:	(304) 538-2305						
Email:	Cindy.K.Butler@wv.gov						
SERVICE AREA							
Counties:	Hampshire, Hardy, Grant						
Principal Stations:							
RAIL TRAFFIC							
Principal Commodities	Grain, lumber, polymers and aggregates						
Annual Carloadings	3,800 – 4,000						
WEST VIRGINIA ROUTE MILES							
Line Segment	Segment Length	Operated	Out of Service	Owned	Leased	Trackage Rights	Line Heritage
Green Spring - Petersburg	52.4 miles						B&O
TRACK CHARACTERISTICS (as necessary by line segment)							
FRA Track Class:	Class 2						
Operating Speed:	25 mph						
Signal System:	None; Movements outside the yard limits are by Track Warrant Control						
Line Density:							
Weight Limits:	286,000 lbs.						
Clearance Restrictions:	None						

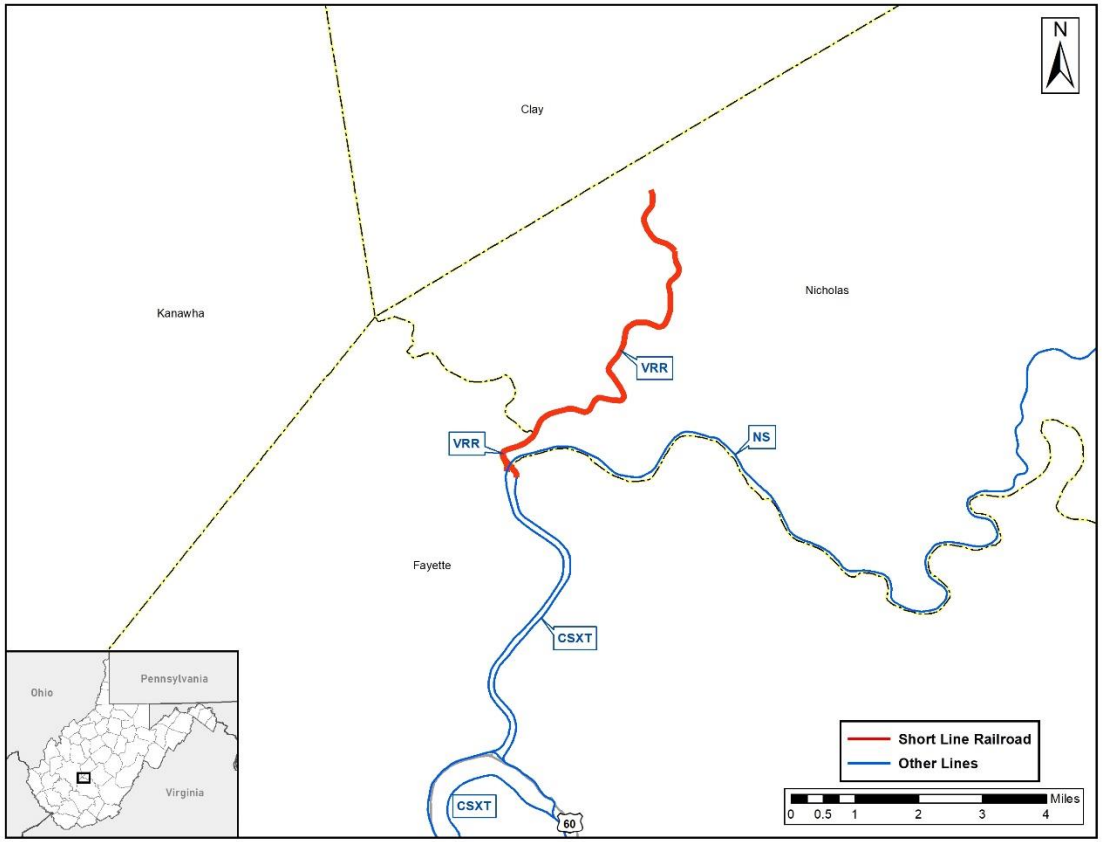
INTERCHANGE POINTS	
Location:	Railroad:
Green Spring, WV	CSXT
FACILITIES	
Type:	Location:
Shop Facility	Moorefield
IMPROVEMENT NEEDS/PLANS	
Description:	Estimated Costs:

Vaughan Railroad Company

VRR was purchased by Consol Energy, Inc. on June 16, 2007. The railroad owns this 18-mile railroad between Vaughan, in Nicholas County, and the CSXT/NS interchange at Rich Creek Junction. Although VRR is a Class III common carrier, the company has no operating employees, and rail operations over its existing 18-mile line are handled by NS and CSXT via trackage rights.

Both CSXT and NS connect with VRR at Belva. Trains of both railroads operate from Belva to a Consol Energy coal loader at Vaughan. The 2-track coal loading facility at Vaughn is capable of loading up to 130 rail cars. The line is capable of handling 286,000 pound rail cars.

The VRR is single track and has no signaling system, so only one train can operate on the line at a time. [12]



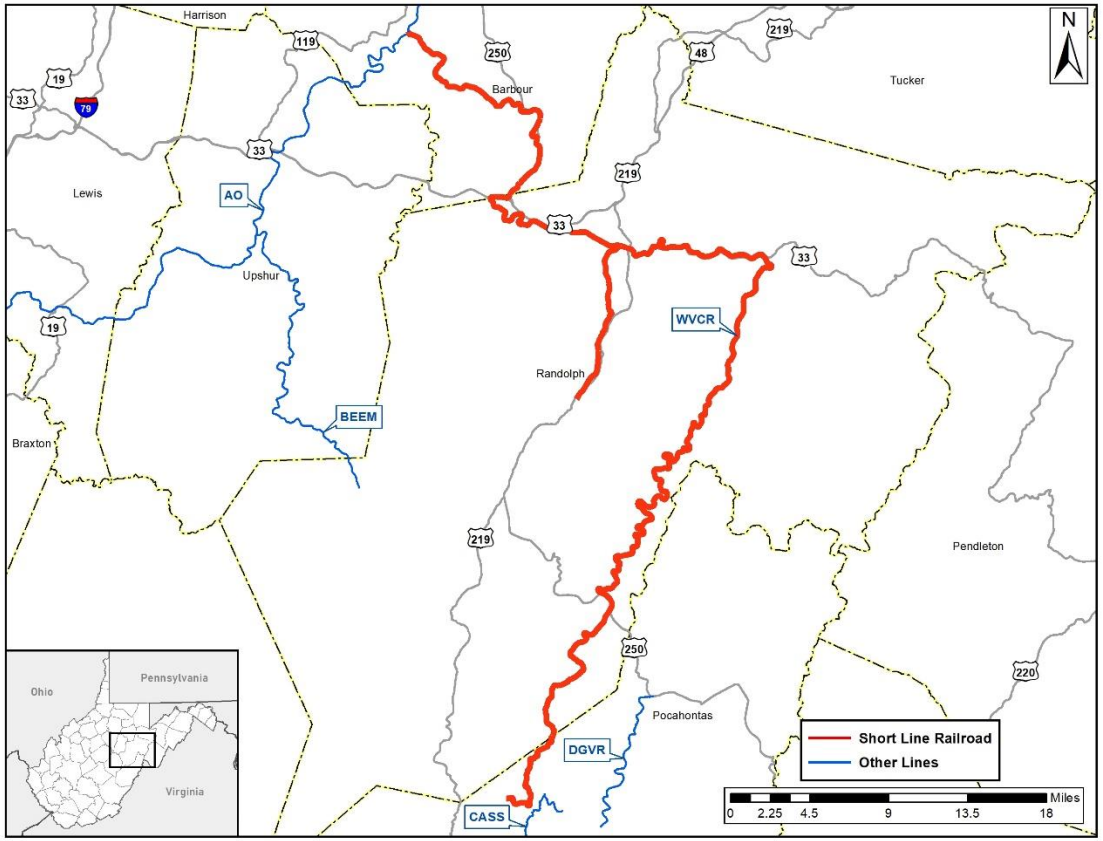
[12] 2013 West Virginia State Rail Plan

RAILROAD:	**VAUGHAN RAILROAD COMPANY**						
Alpha Code:	VRR						
Operator:	Consol Energy, Inc.						
Parent Company:	Consol Energy, Inc.						
Contact:	JA Brock, President						
Phone:	(304) 632-0020						
Email:							
SERVICE AREA							
Counties:	Nicholas						
Principal Stations:							
RAIL TRAFFIC							
Principal Commodities	Coal						
Annual Carloadings							
WEST VIRGINIA ROUTE MILES							
Line Segment	Segment Length	Operated	Out of Service	Owned	Leased	Trackage Rights	Line Heritage
Vaughan – Rich Creek Junction	18 miles						
TRACK CHARACTERISTICS (as necessary by line segment)							
FRA Track Class:							
Operating Speed:							
Signal System:	None						
Line Density:							
Weight Limits:	286,000 lbs						

Clearance Restrictions:	
INTERCHANGE POINTS	
Location:	Railroad:
Rich Creek Junction	CSXT/NS
FACILITIES	
Type:	Location:
Loading Facility	Vaughan
IMPROVEMENT NEEDS/PLANS	
Description:	Estimated Costs:

West Virginia Central Railroad

WVCR is comprised of the former B&O Belington Branch and the former Western Maryland Tygart, Laurel and Dailey Branches. The railroad was purchased from CSXT in September 1997, and began operation in May 1998. WVCR interchanges with the AO at Tygart Junction. The railroad is owned by the State of West Virginia and is operated by the DGVR. DGVR operates both freight trains and passenger excursion trains on the line. WVCR has a total of 132.13 route miles.



The 11.6-mile Tygart Subdivision is in Barbour County and extends from Tygart Junction to Belington. There is a 13-car interchange track on WVCR at Tygart Junction.

The 17.4-mile Belington Subdivision extends from Belington to Huttonville Junction. At Norton there is a 15-car siding used for train meets.
The Coalton Industrial Track also diverges from the Belington Subdivision at Norton.

From Huttonsville Junction, the Dailey Subdivision diverges southward, and the Cheat Subdivision continues eastward before turning southward along the Shavers Fork River. The 9.6-mile Dailey Sub connects Elkins and Dailey, both in Randolph County.

The Cheat Subdivision extends from Elkins to High Falls within Randolph County. At Huttonsville Junction near Elkins, the Cheat Subdivision extends from Huttonville Junction, at Elkins Yard, to High Falls. A 580-foot siding is located at Point Siding and is used by the locomotives of an excursion train, the New Tygart Flyer, to move around the excursion train before or after reaching High Falls Station.

The GC&E Subdivision extends from High Falls in Randolph County to Laurel Bank in Pocahontas County. The rail line is currently out of service beyond MP 90.

The Laurel Subdivision extends from Laurel Bank in Pocahontas County to the end of the line near Bergoo in Webster County. The entire Laurel Subdivision is out of service.

Maximum authorized speed is 25 mph on main tracks and 5 mph on all other tracks. On average, 10 trains are operated per week. Commodities handled include highway salt, finished lumber, scrap metals, and limestone. WVCR is capable of handling up to 315,000 lb rail cars.

The Belington Yard is located 17 miles west of Elkins. In Belington, WVCR built a 40-foot by 110-foot single stall engine facility on the site of the old B&O yard. The Belington Yard serves as the railroad's locomotive and passenger car maintenance facility. [13]

[13] 2013 West Virginia State Rail Plan and West Virginia State Rail Authority

RAILROAD:	**WEST VIRGINIA CENTRAL RAILROAD**
Alpha Code:	WVCR
Operator:	DGVR
Parent Company:	State of West Virginia, State Rail Authority
Contact:	Cindy Butler, Executive Director
Phone:	(304) 538-2305
Email:	Cindy.K.Butler@wv.gov
SERVICE AREA	
Counties:	Barbour, Randolph, Pocahontas, Webster
Principal Stations:	
RAIL TRAFFIC	
Principal Commodities	Highway salt, finished lumber, scrap metals, and limestone
Annual Carloadings	

WEST VIRGINIA ROUTE MILES

Line Segment	Segment Length	Operated	Out of Service	Owned	Leased	Trackage Rights	Line Heritage
Tygart Junction - Belington	11.6 miles						B&O
Belington – Huttonville Junction	17.4 miles						B&O
Elkins – Dailey	9.6 miles						B&O
Elkins – High Falls							B&O
High Falls – Laurel Bank							B&O
Laurel Bank - Bergoo							B&O

TRACK CHARACTERISTICS (as necessary by line segment)	
FRA Track Class:	Class 2; Class 1
Operating Speed:	25 mph on main tracks; 5 mph on all other tracks
Signal System:	
Line Density:	10 trains per week
Weight Limits:	315,000 lbs.
Clearance Restrictions:	

INTERCHANGE POINTS	
Location:	Railroad:
Tygart Junction	AO

FACILITIES	
Type:	Location:
Maintenance Facility	Belington Yard

IMPROVEMENT NEEDS/PLANS	
Description:	Estimated Costs:

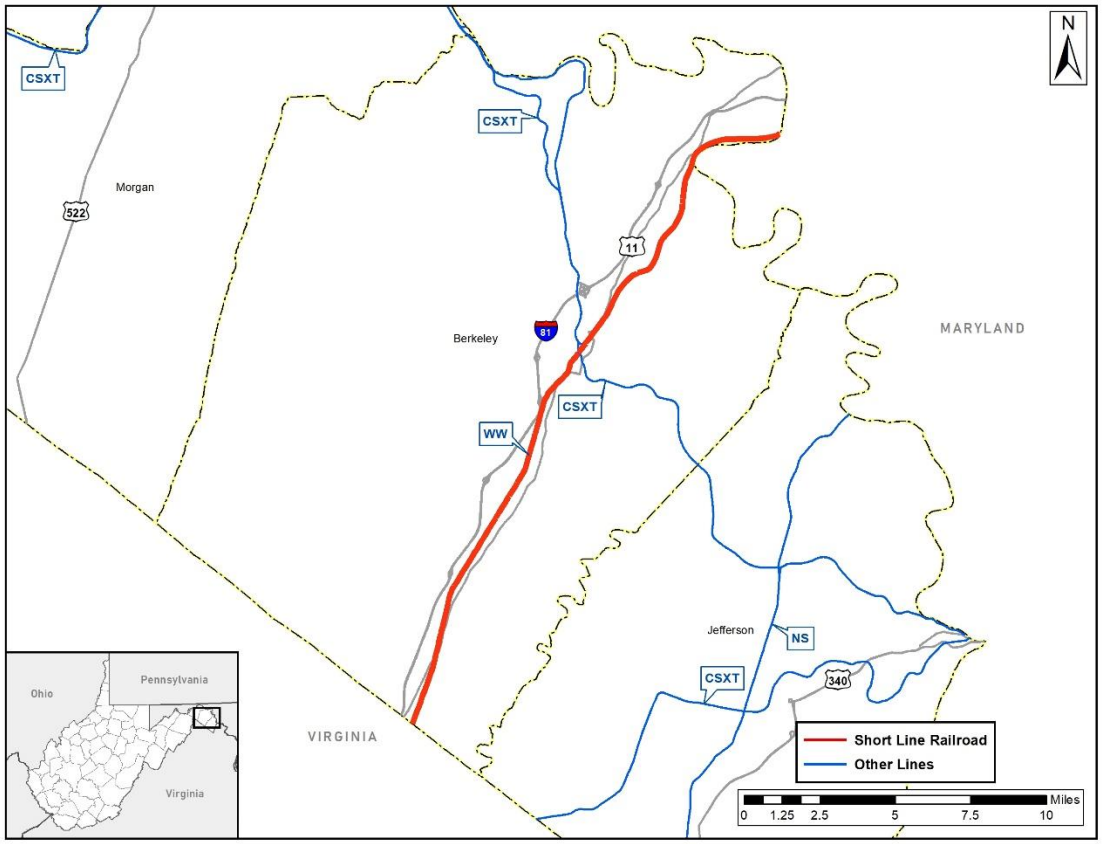
Winchester & Western Railroad, Virginia Division

WW was originally built in 1916 to haul timber by the B&O Railroad and the Winchester Lumber Company. In 1986, WW purchased the former Pennsylvania Railroad Winchester Secondary line, between Winchester, VA and Hagerstown, MD, from the Consolidated Rail Corporation (Conrail).

The railroad was then split into the Virginia Division and the New Jersey Division, which both have connections to CSXT and NS. Today, the Virginia Division has 53 miles of track running through the Shenandoah Valley and moves approximately 12,500 carloads per year. The Virginia Division has 2 lines: the Winchester Mainline, and the Sandman Branch. The latter covers the 18 miles of track between Winchester and Gore, VA, where the Unimin Corporation quarry is located.

WW interchanges with CSXT at Winchester, VA and Martinsburg, WV. The railroad also interchanges with NS in Hagerstown, Maryland. The railroad operates 28 miles in the State of West Virginia with the majority of its freight supplied by the quarry, located in Gore, VA.

In 2019 OmniTRAX completes the acquisition of the 101 year-old WW from Covia Holdins.



WW's interchange at Martinsburg consists of a wye and a spur track that can hold up to 36 rail cars. The railroad operates at a maximum authorized speed of 10 mph. There is no signal system on the railroad. WW can handle 286,000-pound railcars. Commodities handled include sand, cement, lime, asphalt, paper, auto parts, and coal. [14]

[14] 2013 West Virginia State Rail Plan and http://omnitrax.com/our-company/our-railroads/winchester-and-western-railroad-company/

RAILROAD:	**WINCHESTER & WESTERN RAILROAD**						
Alpha Code:	WW						
Operator:	OmniTRAX						
Parent Company:	OmniTRAX						
Contact:	Doug Long, General Manager						
Phone:	(304) 596-2680						
Email:							
SERVICE AREA							
Counties:	Berkeley						
Principal Stations:							
RAIL TRAFFIC							
Principal Commodities	Sand, cement, lime, asphalt, paper, auto parts, and coal						
Annual Carloadings	12,500 carloads						
WEST VIRGINIA ROUTE MILES							
Line Segment	Segment Length	Operated	Out of Service	Owned	Leased	Trackage Rights	Line Heritage
Winchester Mainline	28						B&O
TRACK CHARACTERISTICS (as necessary by line segment)							
FRA Track Class:	Class 1						
Operating Speed:	10 mph						
Signal System:	None						
Line Density:							
Weight Limits:	286,000 lbs.						
Clearance Restrictions:							

INTERCHANGE POINTS	
Location:	Railroad:
Winchester, VA	CSXT
Martinsburg, WV	CSXT
Hagerstown, MD	NS
FACILITIES	
Type:	Location:
Car storage	Martinsburg
IMPROVEMENT NEEDS/PLANS	
Description:	Estimated Costs:

Mott MacDonald
201 Pennsylvania Avenue
Suite 400
Charleston
WV 25302-2315
United States of America

T +1 (304) 356 3010
mottmac.com

West Virginia State Rail Plan

Appendix 3 – Review of Funding Programs

July 17, 2020

West Virginia State
Rail Authority
120 Water Plant Drive
Moorefield, WV 26836

Contents

1 Introduction

To better plan and prepare for future rail improvements, the State Rail Authority and the West Virginia Department of Transportation should aim to take advantage of federal funding opportunities and look to other states for best practices for rail programs and infrastructure funding.

West Virginia currently has limited programs to improve rail infrastructure in the state, formalizing of such programs may take time to review policy and financial implications. This appendix of the State Rail Plan will layout a brief examination into federal funding sources, including formula funding and competitive funding opportunities, review current state budget and funding mechanisms, and finally review peer and neighboring states' rail funding programs. Additional resources can be found throughout this document within the footnotes.

2 Current State Funding

2.1 State General Funds

The West Virginia State Rail Authority (WVSRA) receives funding from the state's general fund each year as part of the state budget process. Funds appropriated to WVSRA from the general fund are used to pay for the salaries of WVSRA staff, insurance, commuter rail station upkeep at two locations, capital projects on rail lines owned or managed by the WVSRA, and office expenses. Additional funding is generated by freight revenues on the state-owned South Branch Valley Railroad (SBVR). These revenues pay for all operating costs on the SBVR and some of its capital projects. Additional revenues are received from track and right-of-way lease agreements with freight and tourist railroads using state-owned tracks.

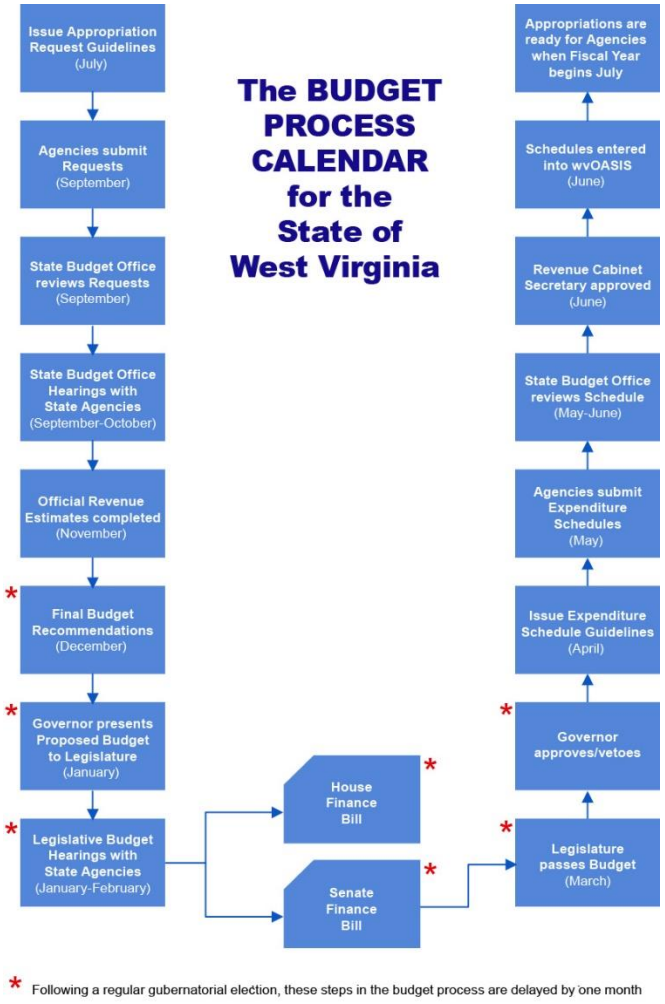
Each department develops their proposed budget for the coming fiscal year (FY), which is then submitted to the State Budget Office and then to the Legislature. Figure 1 shows this process. For FY 2020, the WVSRA budget (Fund 506) is $2,120,894.[1]

2.2 State Transportation Funds

Within the Department of Transportation, the Division of Highways oversees several federally-aided rail related programs, including the Highway Safety Improvement Program (HSIP) and the Highway-Rail Grade Crossing Program. Although these are federal financial assistance programs, WVDOT provides required matching funds for these programs.

HSIP currently sets-aside an estimated seven percent of the state's base funding in the program for rail-highway crossing programs.[2] Current legislation requires that HSIP funds be used to address safety projects which are consistent with West Virginia's Strategic Highway Safety Plan (SHSP). The funds may be used to correct or improve hazardous safety issues, which includes installing and upgrading highway-rail crossings with protective devices. The Highway-Rail Grade Crossing Program, which is

Figure 1 - WV Budget Process



[1] Governor's Recommended FY 2020 Budget, https://budget.wv.gov/executivebudget/Pages/recommendedbudget.aspx

[2] West Virginia Department of Transportation, Statewide Transportation Improvement Program, pg. 48-51

operated as a subsidiary of the HSIP, focuses on reducing the number of fatalities and injuries at rail-highway crossings.

2.3 State Rail Authority

In 1975, the West Virginia Legislature created the West Virginia State Rail Authority[3] to be the responsible entity for the rehabilitation, improvement, and restoration of the railway system in West Virginia and enable it to remain viable in the public sector as a mode of transportation. The WVSRA maintains the SBVR and the West Virginia Central Railroad (WVC). The Authority consists of a seven-member Board, of which the Secretary of Transportation serves as a member and the remaining six board members are appointed by the governor. Operational aspects of the WVSRA are handled by the Executive Director.

The WVSRA is an enterprise fund and unit of the West Virginia Department of Transportation. A railroad maintenance authority fund was created and is empowered to issue bonds, renewal notes and refunding bonds for any purposes relating to the WVSRA and its duties.[4]

Additionally, a special fund, known as the West Virginia Commuter Rail Access Fund, was created to pay for track access fees for MARC service.[5] The WVSRA Director administers the fund and any balances in the fund at the end of the fiscal year shall not expire, but roll over into ensuing fiscal years. The fund balance is unknown at this time and it is unknown if the source of funds is annual or through a specific disbursement from the State General Fund.

2.4 Special Railroad and Intermodal Enhancement Fund

The Special Railroad and Intermodal Enhancement Fund was created for the purpose of construction, reconstruction, maintenance, and repair of railways and structures. This fund was crafted specifically to fund the Heartland Intermodal Facility in Pritchard in 2008 as an allotment from corporation income tax proceeds and disbursed to the West Virginia Public Port Authority.[6] In 2016, the fund expired and in 2019 the Public Port Authority budget was eliminated.

2.5 Department of Commerce, Development Office

The Development Office, within the Department of Commerce, has funding available for economic development projects to retain and attract businesses to the state. Several financial assistance programs have been utilized in the past to aid in attracting new business to the state through assistance in track rehabilitation and the construction of spur tracks to industrial facilities. The programs include:

Direct Loan Programs

The Development Office can provide up to 45 percent in financing for fixed assets through low-interest, direct loans to expanding state businesses and firms locating in West Virginia. The loan term is generally 15 years for real estate intensive projects and five to ten years for equipment projects. Loan proceeds may be used for the acquisition of land, buildings, and equipment. Working capital loans and the refinancing of existing debt are not eligible.

West Virginia Infrastructure and Jobs Development Council

This fund can be used for financial assistance to private companies, public utilities, and county development authorities for infrastructure improvements that support economic development projects.

Industrial Revenue Bonds (IRBs)

This program provides customized financing through federal tax-exempt industrial revenue bonds. Of the state's bond allocation, $59,757,600 is reserved for small manufacturing projects; $17,073,600 for qualifying projects in Enterprise Communities, and $93,904,800 for exempt facility projects. Tax Increment Financing (TIF) allows increases in property tax based on the improvement associated with qualified economic development and public improvement projects to assist with their long-term financing.[7]

[3] Code of West Virginia, West Virginia State Rail Authority, Code of Virginia, § 29-18-1 - 29-18-25, http://code.wvlegislature.gov/29-18/

[4] Code of West Virginia, West Virginia State Rail Authority, § 29-18-8 - § 29-18-15, http://code.wvlegislature.gov/29-18/

[5] Code of West Virginia, West Virginia State Rail Authority, § 29-18-24, http://code.wvlegislature.gov/29-18/

[6] Code of Code of West Virginia, Taxation, § 11-24-43A, http://code.wvlegislature.gov/11-24/

[7] https://westvirginia.gov/wv-incentives/

2.6 Local Economic Development Agencies

The state has several local economic development agencies that recruit businesses and industries to their localities. Many of these agencies offer incentives, such as tax exemptions and credit, to attract business development. While these agencies may not work directly with railroads, funds could be utilized for spur track development or track rehabilitation to provide new or upgraded service to new industries.

3 Current Federal Funding

3.1 United States Department of Transportation

The United States Department of Transportation oversees programs and federally appointed legislation that provides funding assistance to transportation projects, including rail. Each program or legislative act has its own fund requirements and stipulations. The federally funded programs and legislation, which could benefit rail projects in the state, are included below.

Moving Ahead for Progress in the 21st Century (MAP-21)

MAP-21 was enacted in 2010 and included provisions to streamline the Federal transportation programs through multimodal performance-based measures, that improve safety, maintain infrastructure conditions, reduce congestion, improve efficiency and project delivery. MAP-21 was created as the Federal funding reauthorization for surface transportation and developed as a new way of thinking about state apportionment and funding methods.

Fixing America's Surface Transportation Act (FAST Act)

On December 4, 2015 the FAST Act was signed and established long-term transportation funding for surface transportation investments throughout the country. The FAST Act builds upon MAP-21 and authorizes $305 billion from Federal FY 2016-2020 for transportation programs. The Act established programs focused on: multimodal freight planning, measurable maintenance goals, tracking of infrastructure assets, and authorizes new discretionary grant programs.

The FAST Act provides long-term funding for surface transportation, including highways and transit lines, for states and local governments to pursue important transportation projects. The Act allocates funding for grant programs to fund transportation projects that benefit freight movements.

Infrastructure for Rebuilding America Grants (INFRA)

INFRA is a competitive grant program for nationally or regionally significant freight, highway, rail, or port programs that address the following overarching goals:

1. Improve the safety, efficiency, and reliability of the movement of freight and people
2. Generate national or regional economic benefits and an increase in global economic competitiveness of the U.S.
3. Reduce highway congestion and bottlenecks
4. Improve connectivity between modes of freight transportation
5. Enhance the resiliency of critical highway infrastructure and help protect the environment
6. Improve roadways vital to national energy security
7. Address the impact of population growth on the movement of people and freight

Federal share of the grant may not exceed 80 percent of total eligible project costs, sets thresholds for large and small projects, and has a set aside for projects in rural areas. The capital improvement grants may be used for preconstruction activities such as feasibility analysis, preliminary engineering, as well as construction activities including construction, rehabilitation, land acquisition, environmental mitigation, and acquisition of equipment.

Better Utilizing Investments to Leverage Development (BUILD)

The BUILD Program is a discretionary competitive grant program for roadways, bridges, rail port, or intermodal capital improvement projects and is directed toward local and regional projects that will have a significant impact on the community. Selection criteria focuses on safety, economic competitiveness, quality of life, state of good repair, innovation, and multi-stakeholder partnerships.

The maximum grant award is $25 million with no more than $90 million awarded to a single state. Preference has been given to rural projects with up to 50 percent of program funds directed toward rural areas.

Transportation Infrastructure Finance and Innovation Act (TIFIA)

The TIFIA program provides credit assistance for projects of regional and national significance. Large-scale (minimum $50 million) surface transportation projects across all modes- highway, transit, rail, port- are eligible. States, local governments, transit providers, railroads, special authorities and even private entities may apply for the loan program, which is limited to 33 percent of the total eligible project costs.

3.2 Federal Highway Administration

The Federal Highway Administration (FHWA) provides several federally administrated programs to assist rail projects. These programs provide funding support for transportation projects, rail infrastructure, and safety improvements across the county. The Federal funding programs that would benefit rail projects in West Virginia are discussed below.

Surface Transportation Program (STP)

The STP provides states flexible funding for projects on any Federal aid highway, bridge, or projects with bridge and tunnel inspections and inspector training. Eligible rail related projects could include improving vertical clearances on bridges (double stack trains), transfer facilities, and rail/road bridge improvements.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The FAST Act continued the CMAQ program to provide flexible funding to state and local governments for transportation projects that help meet the requirements of the Clean Air Act. CMAQ funds support transportation projects that reduce mobile source emissions in non-attainment or maintenance areas, as designated by the U.S. Environmental Protection Agency (EPA). Eligible projects could include intermodal and freight rail projects, transit, or commuter rail related projects. CMAQ funding is jointly administered by FHWA and FTA through state/local allocations based on air quality severity.

Only part of Brooke County and Marshall County are in non-attainment status, for Sulfur Dioxide. The remainder of the state is in conformity for all measured air quality metrics.[8]

Highway Safety Improvement Program (HSIP)

The HSIP goals are to reduce fatalities and serious injuries on public roadways, focusing on performance driven methods. The HSIP consists of three targeted safety programs: Strategic Highway Safety Plan (SHSP), state HSIP, and the Railway-Highway Crossing Program (RHCP). Another element of funding for some states is the High Risk Rural Roads Program (HRRR), which is used for rural roadways with increased fatalities.

Railway-Highway Crossing Program (RHCP)

The RHCP, known as the Section 130 Program, is a fund from the HSIP that is set aside and provides apportioned funding to states to reduce the number of fatalities, injuries, and crashes at public railway-highway crossings. Eligible projects may include improved warning devices, gates, crossing surfaces, or even removal of at-grade crossings. The program is administered by each state's Department of Transportation, in the case of West Virginia, the program is administered through the Division of Highways.

3.3 Federal Railroad Administration

Several federally administrated grant and loan programs provide funding assistance for rail projects nationwide. Overseen by the FRA, these programs provide funding support for rail infrastructure, safety, technology, and other focus areas. Each program has its own matching fund requirements and other stipulations. Federal funding programs that could benefit rail projects in West Virginia are discussed in greater detail below.

[8] US Environmental Protection Agency, National Area and County Level Multi Pollutant Information, https://www3.epa.gov/airquality/greenbook/anayo_wv.html, June 30, 2020.

Program	Details	Total Authorized Funding
Consolidated Rail Infrastructure & Safety Improvements Program	This program helps fund capital projects that benefit passenger and freight rail systems in terms of safety, efficiency, or reliability. Projects eligible for funding under this grant program include, but are not limited to: • Capital projects • Highway-rail grade crossing improvements • Rail line relocation and improvements • Regional rail and corridor service development plans and environmental analyses • Multimodal connections and enhancements that facilitate service integration between rail and other modes • Implementation of a safety program or institute • Non-Positive Train Control (PTC) railroad safety technology and rail integrity inspection systems • Research to advance any aspect of rail-related capital, operations, or safety improvements	**$1.073 Billion**
Federal-State Partnership for State of Good Repair Grant Program	This program helps fund capital projects to repair, replace, or rehabilitate qualified railroad assets to reduce the state of good repair backlog and improve intercity passenger rail performance. Projects eligible for funding under this grant program include: • Replacing existing assets in-kind • Replacing existing assets with assets that increase capacity or provide a higher level of service • Ensure that service can be maintained while existing assets are brought to a state of good repair • Bring existing assets to a state of good repair	**$997 Million**
Infrastructure for Rebuilding America Grants	This program helps fund highway and freight projects of national or regional significance. Projects eligible for funding under this grant program include: • A freight intermodal or freight rail project • A project within the boundaries of a public or private freight rail, intermodal facility, and that is a surface transportation infrastructure project necessary to facilitate direct intermodal interchange, transfer, or access into or out of the facility • Projects that will make a significant improvement to freight movements on the National Highway Freight network • Railway-highway grade crossing or grade separation project	**$4.5 Billion**

Consolidated Rail Infrastructure and Safety Improvements (CRISI)

The CRISI program is a competitive grant program for projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail. A wide variety of capital projects are eligible under the CRISI program such as:

1. Deployment of railroad safety technology
2. Capital projects that reduce congestion and facilitate ridership growth
3. Improvements to short line or regional railroad infrastructure
4. Highway-rail grade crossing improvement projects
5. Rail line relocation and improvement projects
6. Regional rail and corridor service development plans and environmental analyses
7. Improvements to multimodal connections or facilitate service between rail and other modes
8. The development and implementation of a safety program or institute
9. Planning and research to advance capital, operations, or safety improvements
10. Workforce development and training activities

The recurring CRISI grant program is for both urban and rural communities with a set aside of 25 percent, specifically for rural communities. Federal share of the project's costs may not exceed 80 percent, with preference given to projects with federal match of 50 percent or less. Similar to other USDOT competitive grant programs, the CRISI grant program requires specific and measurable outcomes through the preparation of a Benefit Cost Analysis (BCA).

State of Good Repair (SOGR)

The SOGR program is a competitive grant program that funds projects that repair, replace, or rehabilitate railroad assets to reduce the state of good repair backlog and improve intercity passenger rail performance. Projects may include track, ballast, switches and interlockings, bridges, communication and signal systems, power systems, grade crossings, station buildings, support systems, signage, track and platform areas, passenger cars, locomotives, maintenance-of-way equipment, yards, terminal areas, and maintenance shops.

These recurring infrastructure grants are for both urban and rural communities, with a set aside specifically for rural areas. Federal share of the project's costs may not exceed 80 percent, with preference given to projects with federal match of 50 percent or less. The grant application, like other competitive grant programs, requires a BCA.

Railroad Rehabilitation and Improvement Financing (RRIF)

The FAST Act authorized up to $35 billion to finance development of railroad infrastructure through direct loans and loan guarantees to railroads, state and local governments, government-sponsored authorities, freight shippers intending to construct a new rail connection, and public/private joint ventures. A minimum of $7 billion is reserved for projects benefiting freight railroads other than Class I rail lines. Direct loans can fund up to 100 percent of a railroad project, with repayment periods of up to 35 years, and interest rates equal to government borrowing costs.

The FAST Act funding may be used to:

1. Acquire, improve, or rehabilitate intermodal or rail equipment or facilities, including track, bridges, yards, buildings and shops, and the installation of positive train control systems
2. Develop or establish new intermodal or railroad facilities
3. Reimburse planning and design expenses relating to activities listed above
4. Refinance outstanding debt incurred for the purposes listed above
5. Finance transit-oriented development (through December 4, 2019)

The RRIF program accepts loan applications year-round.

3.4 Other Congressional Funding Efforts

It is important to note that Congress can set aside funds for specific priorities. For example, the FY 2019 appropriation provides $150,000 for enforcing railroad specific laws to reduce rail trespassing incidents and

casualties, particularly in areas near railroad trespass hot spots, via The Railroad Trespassing Enforcement Grant Program.[9]

Further, Congress has made several significant investments for the installation of Positive Train Control (PTC) systems to accelerate implementation, increase interoperability, and improve reliability and safety through the prevention of train collisions and derailments.

3.5 Outlook for Continued Federal Funding

The FAST Act expires on September 30, 2020. While there is a strong consensus that it is in the national interest to invest in transportation infrastructure, there is no agreement on how to either fund or finance the needed improvements and increases in capacity. While there is a reluctance to increase the excise tax on motor fuels, tolling, vehicle miles travel charges, other technology-based strategies are being debated. Key concerns are operational and privacy questions. The role of the private sector is also a key element in the conversation. Passenger rail projects in Florida and Texas are important examples of public-private partnerships. Rail, both passenger and freight, is a key part of this conversation. Several specific areas include: freight, increased level of investment, sustainability as well as streamlining of rules and regulations. Additional plans for automated trains loom on the horizon.

Transportation Reauthorization, Investing in a New Vision for the Environment and Surface Transportation in America (INVEST in America) Act

The House Committee on Transportation and Infrastructure released text of the Investing in a New Vision for the Environment and Surface Transportation in America (INVEST in America) Act, a key component of the Moving Forward Framework June 2020. The INVEST in America Act is a proposed five-year, $494 billion surface transportation reauthorization bill. The bill still awaits Senate and Executive branch discussion and approval.

The legislation currently proposed provides over $60 billion in funding for rail infrastructure, including $29 billion for Amtrak and $19 billion for passenger rail improvements.

[9] https://www.fra.dot.gov/Page/P1176

4 Other States

4.1 Kentucky

The Utilities and Rail Branch of the Kentucky Transportation Cabinet (KYTC) supports projects in the state and works toward implementing rail projects focused on increasing the value and safety of the infrastructure for the public. In Kentucky, rail transportation is generally the responsibility of private industries, specifically private rail companies and intermodal shippers. As a result, the KYTC has no authority over the private assets of these companies.

The majority of funding for rail infrastructure improvements in the State is made available through federal programs and the Kentucky General Fund. The federal programs that have historically funded rail improvement projects in the State include the Transportation Investment Generating Economic Recovery (TIGER) grant program, the FHWA Section 130 Railway Highways Crossing Program, the FRA Railroad Rehabilitation and Repair (Disaster Assistance) Program, the Congestion Mitigation and Air Quality (CMAQ) Improvement Program, the Transportation Alternatives Program, and the Railroad Rehabilitation and Improvement Financing (RRIF) Program.

State funding for rail improvement projects is limited in Kentucky. The state highway fund constitutionally mandates that available funds be appropriated for highway projects. While the Kentucky General Fund provides funding for rail projects on a competitive basis, along with other statewide needs, there is no dedicated annual funding for rail projects.[10] However, the state has legislated funds for rail improvement projects in the past. These state funding initiatives are described below.

Kentucky Short Line Assistance Fund

In 2011, the Kentucky Legislature voted and allowed Highway Construction Contingency Funds to be made available through the Kentucky Short Line Railroad Assistance (KSRA) Fund, which allocated $3.1 million during fiscal years 2011-2012. The fund stipulated a 50 percent state share match and a 50 percent railroad company match. With the exception of one project, the remainder of the projects abided by these funding stipulations. The KSRA fund was able to provide improvements projects across the state, ranging from maintenance and crossing repairs to bridge replacements and rehabilitation work.

Kentucky Railroad Crossing Improvement Program

In 2013, the state allocated $3.2 million in grants for short line railroads to improve safety at highway-rail at-grade crossings. These grants were awarded in fiscal year 2014 through the Kentucky Railroad Crossing Improvement (KRCI) Program and required a dollar-for-dollar match from the applicants. By the end of 2013, the KYTC received applications for 172 projects at 165 at-grade crossings. Of those projects, 57 included crossing reconstructions and 115 were signal improvements.

The Kentucky Legislature entered another $3.2 million into the Transportation Budget for fiscal years 2015 and 2016 in order to make additional short line rail safety improvements. The funds were used to provide public safety improvements to at-grade crossings, railroad bridge overpasses, and railroad crossing safety equipment. In contrast to the previous grant cycle, the 2015-2016 funding allowed an 80 percent state match and a 20 percent local match.

Kentucky Railroad Assistance Program

Kentucky makes certain tax credits available through the Kentucky Railroad Assistance Program (KRAP) to companies and railroads that invest in rail and rail-related projects. Three tax credit programs are made available, including the Economic Development Tax Credit, the Non-refundable Tax Credit for Railroad Improvements, and the Non-refundable Tax Credit for Railroad Expansion or Upgrade to Accommodate Transportation of Fossil Energy Resources or Biomass Resources.

[10] Kentucky State Rail Plan, 2015, page 91-94 https://transportation.ky.gov/MultimodalFreight/Documents/2015%20Rail%20Plan/Rail%20Plan/2015%20Kentucky%20Statewide%20Rail%20Plan.pdf

The Economic Development Tax Credit allows corporations, limited liability corporations (LLCs), partnerships, limited partnerships, business trusts or other entities in manufacturing, agribusiness, non-retail service, technology headquarters operations for investment in the construction and installation of railroad spurs to connect economic development projects to existing railroads.[11]

The Non-refundable Tax Credit for Railroad Improvements is a 50 percent tax credit for Class II and Class III railroads, or anyone that transports property using the rail facilities, in order to maintain or improve railroads in Kentucky. Finally, the Non-refundable Tax Credit for Railroad Expansion or Upgrade to Accommodate Transportation of Fossil Energy Resources or Biomass Resources is a 25 percent tax credit for corporations that own fossil fuel energy resources or biomass resources and use the rail facilities to transport these resources.

4.2 Mississippi

Over time, financial assistance to the State's railroads has expanded not only with the level of financial assistance provided, but also by the number of governmental entities within the State that contribute funding for the rail planning and rehabilitation activities conducted with the State. Funding authority has been granted through state legislation to multiple programs administered by the Mississippi Department of Transportation (MDOT), Mississippi Development Authority (MDA), and other regional authorities. State centered programs are detailed below.

Railroad Revitalization Fund

In 1972, the Railroad Revitalization Fund was established by the Mississippi Legislature. This revolving fund was designated to hold and disburse federal, state, or other funding for railroad research, planning, and administration costs for railroad revitalization/rehabilitation projects, as well as the construction, improvement or rehabilitation of railroad facilities. The State's contributions to this fund were derived from collections from the state rail-diesel tax revenue.

In 2009, the Mississippi Legislature passed HB 1713, which authorized the issuance of up to $16 million of state general obligation bonds to fund rail system and multi-modal projects in the state. Of this amount, a total of $12.5 million is to be deposited in the Railroad Revitalization Fund to provide assistance to publicly owned railroads for the rehabilitation or improvement of existing freight and passenger rail lines, construction, improvement or rehabilitation of railroad facilities, and for highway-railroad crossing safety. One million dollars of this amount is allocated to the Mississippi Highway-Railroad Grade Crossing Safety Account.[12]

Currently, MDOT administers this program providing no-interest loans for up to 75 percent of the costs for the rehabilitation or improvement of existing freight and passenger rail lines, construction, improvement or rehabilitation of railroad facilities, and for highway-railroad crossing safety.

Highway-Rail Grade Crossing Program

MDOT administers this program to improve grade crossing safety on public roads and highway using FHWA Section 130 Highway-Rail Grade Crossing Program funds.[13] Additionally, MDOT utilizes funds from the Railroad Revitalization Fund, as noted in the previous section for grade crossing safety improvements. Eligible projects include the closure of public highway-railroad grade crossings, new or upgraded crossing signals, grade separations and grade crossing surface improvements. Signal projects must include a ten percent match of Federal funds.

[11] Kentucky Railroad Assistance Funds, 2014 https://transportation.ky.gov/RightofWay/Pages/Railroad-Programs.aspx

[12] Mississippi State Rail Plan, 2016, page 2-23, http://mdot.ms.gov/documents/Planning/Freight/Documents/MS%20State%20Rail%20Plan%202016.

[13] https://safety.fhwa.dot.gov/hsip/xings/

MDOT Multimodal Transportation Improvement Program

The Multimodal Transportation Improvement Program was created in 2001 by the Mississippi Legislature, and established a special fund for publicly owned rail, airport, public transit, and port facilities. The funds are allocated by mode, as follows:

Railroads	12%
Ports	38%
Airports	34%
Transit	16%

Funding for the program was first provided in 2005 at $5 million ($600,000 for rail) and by 2007, the funding was doubled to $10 million ($1.2 million for rail). For State Fiscal Year (SFY) 2015, $1.275 million of Multi-Modal rail funds were allocated to four rail projects, and for SFY 2016, $1.441 million was allocated to four rail projects. One of these projects included upgrading the Mississippian Railway to a weight capacity of 286,000 pounds.

In the program, the yearly application process is capped at $400,000 per application. Project applications for the Multimodal Transportation Improvement Program funding are reviewed by MDOT to ensure eligibility. For railroad funding, a Railroad Multimodal Fund Committee was created and awards the grants to railroads from the Multimodal Funds. The Railroad Committee reviews the submitted applications based on a criterion and point system. The committee then meets to discuss the applications and scoring. Afterwards, the applications are awarded to the highest-ranking applicants, in descending order, until funds for the fiscal year are expended. Applications that were not accepted may be resubmitted the following year and any projects that were awarded complete a grant agreement for funds to be administered.

Multimodal Transportation Improvement Grant funds must be:

- Directly related to capital improvements or the rebuilding or rehabilitation of the basic infrastructure and not for routine maintenance, administrative or operational expenses
- For a project or use directly related to the operation of the railroad in its modal role
- For a purpose outside the normal operating budget of the railroad

Some examples of eligible uses are:

- Local share required to match a federal grant
- Pre-construction studies, planning and design
- Acquisition of personal property
- Acquisition of real property
- Reclamation and related relocation costs
- Professional services
- Construction

Ineligible uses of Multimodal Transportation Improvement Grant funds are:

- Routine maintenance equipment
- Routine maintenance
- General business and marketing expenses

MDOT Capital Assistance Stimulus for Rail Projects Fund

The Capital Assistance Stimulus for Rail Projects Fund was created in 2009 as a response to match Federal funding for conventional or high speed intercity passenger services. This separate fund is used for the construction, rehabilitation, maintenance, and improvement of the State's passenger rail infrastructure. Each year, the state allocates up to $3.5 million of bonds to this fund.

Mississippi Development Authority Rail Funding Programs

The Mississippi Development Authority (MDA) is Mississippi's lead economic and community development agency. MDA administers several rail improvement loan and grant programs. However, many of the programs are restricted to publicly owned infrastructure. The MDA funding programs are described below:

Freight Rail Service Revolving Loan Program (RAIL)

The Freight Rail Service Revolving Loan Program (RAIL) provides loans and grants to municipalities and counties to finance freight rail projects. Funds may be used for the acquisition, construction, installation, operation, renovation, or rehabilitation of freight rail service facilities. Loans are limited

to $1 million per project, per calendar year for a maximum of 15 years or the life of the project; whichever is less. The loan interest rate is one percent below the Federal Reserve Discount Rate at the time of the loan approval. Governing authorities can also use the program funds received to make loans to railroad operators for qualified projects.

The RAIL program, in conjunction with MDOT, also funds highway-railroad crossing improvements in rural areas of the state. The project must be on a railroad that provides freight rail service with a maximum grant amount of $250,000. The program has been primarily used to install new crossing surfaces at highway-railroad grade crossings and grade crossing signal projects.

Capital Improvement Revolving Loan Program (CAP)

The Capital Improvement Revolving Loan Program (CAP) provides loans to county and municipal governmental authorities for roads, bridges, and rail spurs. The CAP loans may be made for up to 20 years with annual interest rates at three percent and below.

Development Infrastructure Grant Program (DIP)

The Development Infrastructure Grant Program (DIP) provides grants to municipalities and counties that apply on behalf of a new or expanded industry. Transportation facilities directly affecting the site, including roads, bridges, and rail lines, are eligible for funding, with a maximum grant amount of $150,000 per project.

Mississippi Rail Grant Program

The Mississippi Rail Grant Program provides grants to public and private railroads for the repair, rehabilitation, construction, reconstruction, and improvement of railroads and related facilities. The program has a 50 percent match requirement for Class I lines and a 25 percent match for all other lines. The program focuses on safety and structural integrity of rail lines, rail beds, and bridges. Between 2011 and 2013, $9.9 million has been made available, and all funds have been obligated to 16 railroads. In 2015, Senate Bill 2906 authorized the issuance of $4.6 million in general obligation bonds to pay a portion of improvements to the existing railroad line and related facilities from Amory; MS to Fulton; and MS.

Rural Impact Grant Fund

Rural Impact Grants provide a maximum grant of $150,000 per project to rural communities. For this grant, a rural community is defined as a municipality with a population of 10,000 or less or a county with a population of 30,000 or less. The projects eligible for funding include transportation facilities, such as roads, bridges, and rail lines.[14]

4.3 North Carolina

The North Carolina Department of Transportation (NCDOT) oversees the Rail Division, which is responsible for rail projects across North Carolina with a focus on safety, efficiency, and better connecting residents to their desired locations. Over the past 25 years, NCDOT has invested more than $1 billion, utilizing state and federal funds, to improve intercity passenger and freight rail service. The NCDOT programs are described below:

Piedmont Improvement Program (PIP)

The Piedmont Improvement Program provides funding for railroad and highway construction projects and enhancements between two economic hubs in the state, Raleigh and Charlotte. The projects included in the program include track, roadway, signal, station and equipment upgrades. Projects in the program were funded with federal stimulus money administered through the American Recovery and Reinvestment Act (ARRA), along with $520 million awarded to the state from the Federal Railroad Administration.

Freight Rail and Rail Crossing Safety Improvement Program

The Freight Rail and Rail Crossing Safety Improvement Program supports projects that improve freight service and the safety of rail-highway crossings in the state. The program was established in 2013 by the N.C. General Assembly and uses state funds from the Highway Fund, as well as dividends from the North Carolina Railroad Company.

[14] Mississippi State Rail Plan, 2016, http://mdot.ms.gov/documents/Planning/Freight/Documents/MS%20State%20Rail%20Plan%202016.pdf

Rail Industrial Access Program

The Rail Industrial Access Program provides state funding to attract new industries to North Carolina by helping build or refurbish railroad tracks across the state, which a new or expanding industry may need. The state funds help ensure that companies have access to safer and more modernized railroad tracks for freight to better deliver goods and services across the state and beyond. Local governments, community development agencies, railroad companies, and industries are eligible to apply for the program, but must submit an application prior to funding allocations. The application is contingent upon two factors: first, the industry must decide to locate or expand an existing facility in North Carolina; and second, the project must have matching funding from either private or local sources.

Rail Corridor Preservation Program

The NCDOT Rail Division has authority under the 1988 Rail Corridor Preservation Act to use state and local funds to purchase railroads and preserve and rehabilitate rail corridors in the state. Due to limited public funding and the increasing costs of construction and maintenance, NCDOT's Rail Division is prioritizing efforts to preserve and revitalize existing railroad infrastructure, along with the right-of-way, in anticipation for future freight-rail systems.

4.4 Ohio

The Ohio Department of Transportation oversees the Ohio Rail Development Commission (ORDC), which is responsible for rail improvement and rail safety programs throughout the state of Ohio. The ORDC maintains a database of highway-rail grade crossings in the state and oversees rail infrastructure projects. The ORDC also offers loan financing for rail-related projects in Ohio. The rail programs are described below.

Railroad Grade Crossing Safety Program

The Railroad Grade Crossing Safety Program provides funding for highway-rail grade crossing safety improvements. It is the ORDC's practice to administer highway-rail grade projects for its hazard elimination program. This program is divided into four individual programs based on the type of project and method of project identification. The programs include formulated-based upgrades; corridor-based upgrades; constituent-identified upgrades; and preemption upgrades.

Rail Improvement Program

The Rail Improvement Program provides funding assistance to companies for new rail and rail-related infrastructure. This program promotes the retention and development of Ohio companies using an effective rail system. Companies who are considering adding rail to existing operations in the state are also eligible under this grant-based program. ORDC works closely with other state agencies and public and private groups to aid companies. Grant funding is limited to projects with significant job creation or projects where retention is involved. Applicants are required to commit to job creation, retention numbers, or rail usage and are subject to contractual claw backs.

The ORDC also offers loan financing to qualified applicants when jobs are not being created or retained. Applicants are required to provide collateral or a letter of credit. The ORDC's standard loan package is a five-year loan and an interest rate equal to two-thirds of prime at the time of the loan closing.

4.5 Pennsylvania

The Pennsylvania Department of Transportation (PennDOT) offers two rail assistance programs to support railroad projects throughout the state. The Rail Freight Assistance Program (RFAP) and Rail Transportation Assistance Program (RTAP) are grant-based programs designed to foster rail-related investment in Pennsylvania. The Bureau of Rail Freight administers funding for each of the programs and is responsible for the evaluation of grant applicants. Projects are selected for funding based on an objective process that serves the legislative intent of the programs and public benefit. After the application and presentation period, the Bureau recommends projects and presents its findings to the State Transportation Commission.

Projects eligible for funding through the RFAP and/or RTAP process can include initiatives that rehabilitate freight lines, such as yard and storage tracks, bridges, siding tracks, unloading pits, track infrastructure, and safety

technology installations. In the 2018 grant period, PennDOT awarded $23 million in funding through these programs.[15]

More information about the RFAP and RTAP programs is provided below.

Rail Freight Assistance Program (RFAP)

The Rail Freight Assistance Program (RFAP) provides financial assistance for investment in rail freight infrastructure by preserving essential rail freight service when economically feasible and stimulating economic development through the generation of new or expanded freight rail service. Maximum funding for a RFAP project is 70 percent of total project costs, not to exceed $700,000.

Rail Transportation Assistance Program (RTAP)

The Rail Transportation Assistance Program (RTAP) is like the RFAP funding mechanism, however RTAP projects are only available to applicants with line items in the Pennsylvania capital budget. Applicants must consult with state elected officials to obtain a line item for a project. Maximum funding for a RTAP project is 70 percent of the total project costs, not to exceed the amount on the line item.

4.6 Virginia

The Virginia Department of Rail and Public Transportation (VDRPT) oversees rail, transit, and commuter programs in the Commonwealth. VDRPT is a separate department of the Virginia Department of Transportation (VDOT) and both agencies are under the Secretary of Transportation. Both agencies also report to the appointed Commonwealth Transportation Board (CTB), of which there are rail and transit subcommittees.

VDRPT has several grant programs, while the Rail Division manages state funded grant programs to implement freight and passenger rail projects. These funds have greatly evolved over time and are separated into specific target areas that have separate funding mechanisms, as codified in the Code of Virginia. Detailed information about each program is described below.

Intercity Passenger Rail Operating and Capital Fund (IPROC)

The Intercity Passenger Rail Operating and Capital (IPROC) Fund provides operational funding for the four state-supported Amtrak Routes, consisting of six daily round trip state-supported Amtrak trains.[16] A special fund was established in 2011 by the General Assembly of Virginia within Virginia's Transportation Trust Fund, based on a recommendation that stemmed from a special report to the General Assembly.[17] IPROC grants do not require matching funds and the money in the fund does not expire or revert back to the general fund if it is not used each fiscal year.

The funds are distributed through a non-matching grant application process to coincide with the State's Six Year Improvement Program. Applications are based on linkages to the most recent Statewide Rail Plan and the relationships to specific passenger rail initiatives; these initiatives include supporting or advancing the design related to the Long Bridge (rail bridge over the Potomac River and an identified bottleneck), projects related to the DC-to-Richmond corridor, and enhancing existing intercity passenger rail services within the state.

Specific policies and procedures are outlined in the IPROC Application Procedure Guide[18] and the Intercity Passenger Rail Station Policy Guide.[19]

Rail Enhancement Fund (REF)

The Rail Enhancement Fund is a special source of funding within the State Transportation Fund and is used for capital improvements benefiting passenger and freight initiatives.[20] The fund can be utilized for acquiring, leasing, or improving railways or railroad equipment; rolling stock; rights-of-way; or facilities by the Commonwealth or other entities. Funds may also be used as match for Federal grant applications, feasibility studies, or design

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[15] https://www.penndot.gov/Doing-Business/RailFreightAndPorts/Pages/Grants-and-Loans.aspx

[16] Code of Virginia, § 33.2-1603. Intercity Passenger Rail Operating and Capital Fund https://law.lis.virginia.gov/vacode/title33.2/chapter16/section33.2-1603/

[17] Funding Strategies for State Sponsored Intercity and High Speed Passenger Rail, http://drpt.virginia.gov/media/1145/sj63-final-report.pdf

[18] IPROC Application Guidelines, http://www.drpt.virginia.gov/media/2643/final-iproc-fy20-application-procedures.pdf

[19] DRPT Station Stop Policy, http://www.drpt.virginia.gov/media/2372/station-stop-policy-final-010817.pdf

[20] Code of Virginia, § 33.2-1601. Rail Enhancement Fund, https://law.lis.virginia.gov/vacode/title33.2/chapter16/section33.2-1601/

documents for capital improvements.[21] Typically, applicants are railroad owners (i.e. Class I), operators (i.e. Virginia Railway Express or Amtrak); local governments, regional entities, or non-profits. Applications must include a Benefit Cost Analysis and receive a Benefit Cost Ratio of 1.0 or greater, meaning the value of public benefits must be greater than the public funds invested.[22] Funding requires a 30 percent match by the applicant, from sources other than REF funds.

Rail Preservation Fund (RPF)

The Rail Preservation Fund is specifically for the nine short line railroads in Virginia and provides the first, or last, mile for rail freight to reach its destination. The RPF ensures Virginia's short line operators meet FRA Class 2 track safety standards, which allows freight service to operate at speeds up to 25 miles per hours (mph). Private match of 30 percent cash or in-kind contribution is required and no more than 50 percent of total annual RPF funds can be dedicated to any one project.[23]

Rail Industrial Access (RIA)

The Rail Industrial Access Program promotes economic development and truck diversion through grants used to construct rail spurs that connect new or expanding businesses to the freight rail network. Localities or businesses are eligible for the program and may request a grant of up to $450,000. A 30 percent match is required, and no locality may request more than 50 percent of RIA funds in any given year. Grants are also limited to one grant per locality, per fiscal year.[24]

[21] REF Program Procedure Manual, http://www.drpt.virginia.gov/media/2175/ref-procedures-and-examples.pdf

[22] REF User Manual, http://www.drpt.virginia.gov/media/2176/ref_bca_manual_20160930.pdf

[23] RPF Application Guidance and Procedures, http://www.drpt.virginia.gov/media/2490/rpp-fy2019-application-procedures.pdf

[24] RIA Application Guidance and Procedures, http://www.drpt.virginia.gov/media/2490/rpp-fy2019-application-procedures.pdf

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West Virginia State Rail Plan

Appendix 4 - Demographics, Economics, and Land Use

August 26, 2020

West Virginia State Rail Authority
120 Water Plant Drive
Moorefield, WV 26836

Contents

1 Overview

Economic and demographic changes are influencing the state's long-term outlook. In 2010, West Virginia's population was 1,840,802 people. In 2018, the U.S Census Bureau estimated West Virginia's population to be 1,805,832, which resembles a 1.9 percent decrease in population during the 8-year period. Among the population, it is estimated that less than 20 percent have received a bachelor's degree or higher, and approximately 40 percent of persons 25 years of age or older have attained a high school diploma. In 2017, West Virginia's median household income was slightly above $44,000 per household.[1]

West Virginia's declining population has the potential to exacerbate adverse economic conditions. However, continuing to attract new businesses, furthering education, and infrastructure investment will position West Virginia to attract business, remain competitive, and reverse the trend on population decrease. Improving rail networks that share both freight and passenger rail traffic benefits West Virginia communities by supporting a multimodal network and improving connectivity.

Rail-related investments can equip West Virginia with the necessary tools to attract and retain businesses in different sectors. These investments can also stimulate the economy by providing more employment opportunities for West Virginians.

[1] U.S. Census Bureau West Virginia QuickFacts: https://www.census.gov/quickfacts/fact/table/wv/PST045217

2 Demographic and Economic Trends

2.1 Demographics Trends in West Virginia

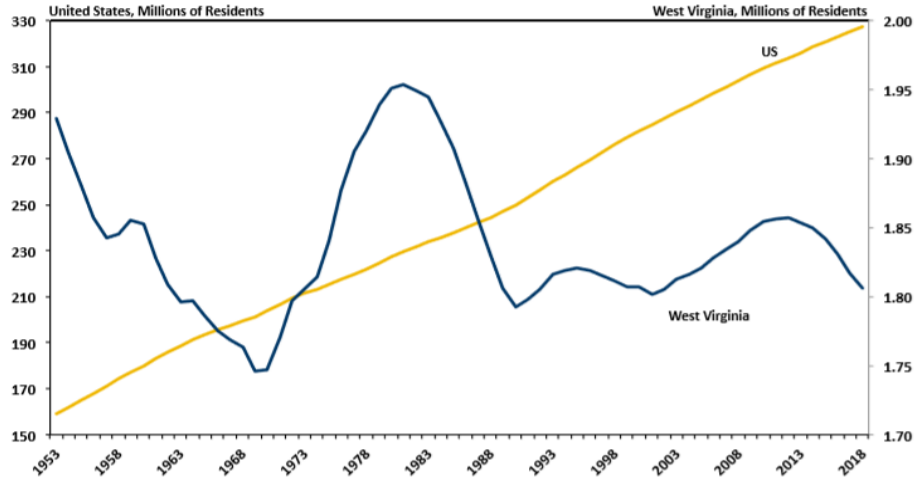
West Virginia's freight and passenger rail system is critical to providing efficient and affordable travel connections to residents, visitors, and industries within the state and beyond. Expanding and diversifying the state's passenger and freight rail system will be essential to future development and connections to rural and urban areas of West Virginia.

Understanding the demographic profile of West Virginia will help the State indicate potential areas of growth and help policy makers understand where to plan for future passenger and freight rail expansions beyond the existing services. The demographic profiles include population, race, age, educational attainment, and literacy rates.

2.1.1 Population Trends

According to the U.S. Census Bureau and shown in Figure 1-1, West Virginia has experienced steady population decline over the last decade. The population of West Virginia was 1.8 million in 2018, which ranked 47th among the U.S. states. The state's population decreased 1.9 percent between 2010 and 2018, or an estimated 34,790 people. This decline is attributed to both natural population loss, due to more deaths than births, as well as population migration, with at least 27,000 people leaving the state during the same time period[2].

Figure 1-1: Population (1953-2018)



Source: U.S. Census Bureau, West Virginia University, John Chambers College of Business and Economics

According to the West Virginia Center on Budget and Policy, projections estimate the population will continue to decline over the next two decades, falling to 1.6 million people by 2040. Although the state is projected to decrease in population, several counties are expected to add additional residents or remain constant in the future. If the state's economic performance continues to decrease compared to other nearby states, net migration changes are likely to occur and contribute to the state's overall population decline.

2.1.2 Population Density

West Virginia's population has shifted over the last decade. Between 2010 and 2018, more people migrated to urban areas in the State and has seen population decline in a number of rural counties. On the following page in Map 1, the growth change from 2010-2018 shows the decline or increase by population at the county level. The five counties that experienced the largest decline in population are in the coal field concentrated counties in the

[2] West Virginia Center on Budget and Policy, The Where and the How of West Virginia's Population Decline, April 2019. https://wvpolicy.org/the-where-and-the-how-of-west-virginias-population-decline/

southern portion of the State; these counties include McDowell, Wyoming, Mingo, Logan, and Boone. In contrast, thirteen counties experienced growth during the same time frame; of which seven are currently classified as urban counties. Of those thirteen counties, Berkeley, Monongalia, Jefferson, Doddridge, and Putnam experienced the greatest population growth. Population forecasts predict increases will continue to be heavily concentrated in two areas of the State, North-Central and the Eastern Panhandle[3].

Currently, the largest population concentrations are located in Kanawha and Berkley counties, which are home to two of the largest cities and urbanized areas in the State as displayed in Map 2. The State capital of Charleston is located in Kanawha County, and the city of Martinsburg is located in Berkley County. The Amtrak stations with the largest ridership numbers are located in counties with some of the densest populations in the state[4], including Kanawha, Berkley, Cabell, Jefferson, and Summers. Based on these numbers, existing passenger rail stations may accommodate travel demand in the state.

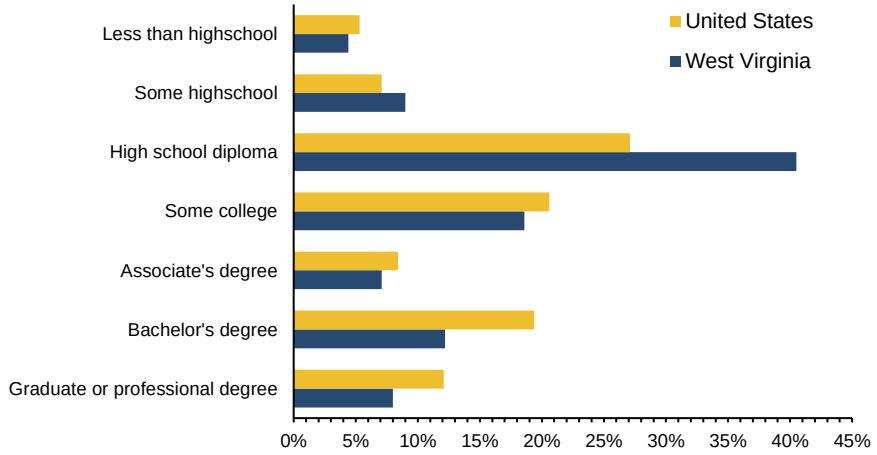
2.1.3 Demographic Characteristics

Demographic characteristics help identify certain population groups in areas of the state that may rely on transit or indicate additional need and demand for rails services. These populations may utilize rail transit more often than average populations due to age, health, disability, convenience, car accessibility, cost, or language barriers.

2.1.3.1 Educational Attainment

According to the U.S. Census Bureau, the average level of education in West Virginia is comparatively lower than the national average. Figure 1-2 shows that 40.5 percent of the population 25 years and older has obtained a high school diploma and only 12 percent has obtained a bachelor's degree while the U.S has nearly 20 percent. Compared to the national average, higher educational attainment (bachelor, and graduate or professional degrees) is seen at significantly lower numbers in West Virginia.

Figure 1-2: Educational Attainment (2018)



Source: American Community Survey 5-Year 2014-2018 Estimates Educational Attainment

A literacy gap currently exists in West Virginia, meaning a large number of people cannot sufficiently meet the functional tests of everyday life. The U.S. Department of Education created estimates for each state based on a survey conducted in 2003 by the National Adult Literacy Survey (NALS). The estimates indicate that 13 percent of adults in West Virginia have significant difficulty with literacy tasks related to everyday life and work[5]. This shortage in literacy skills indicates residents have difficulty reading basic information, such as road signs, job applications, and newspaper articles.

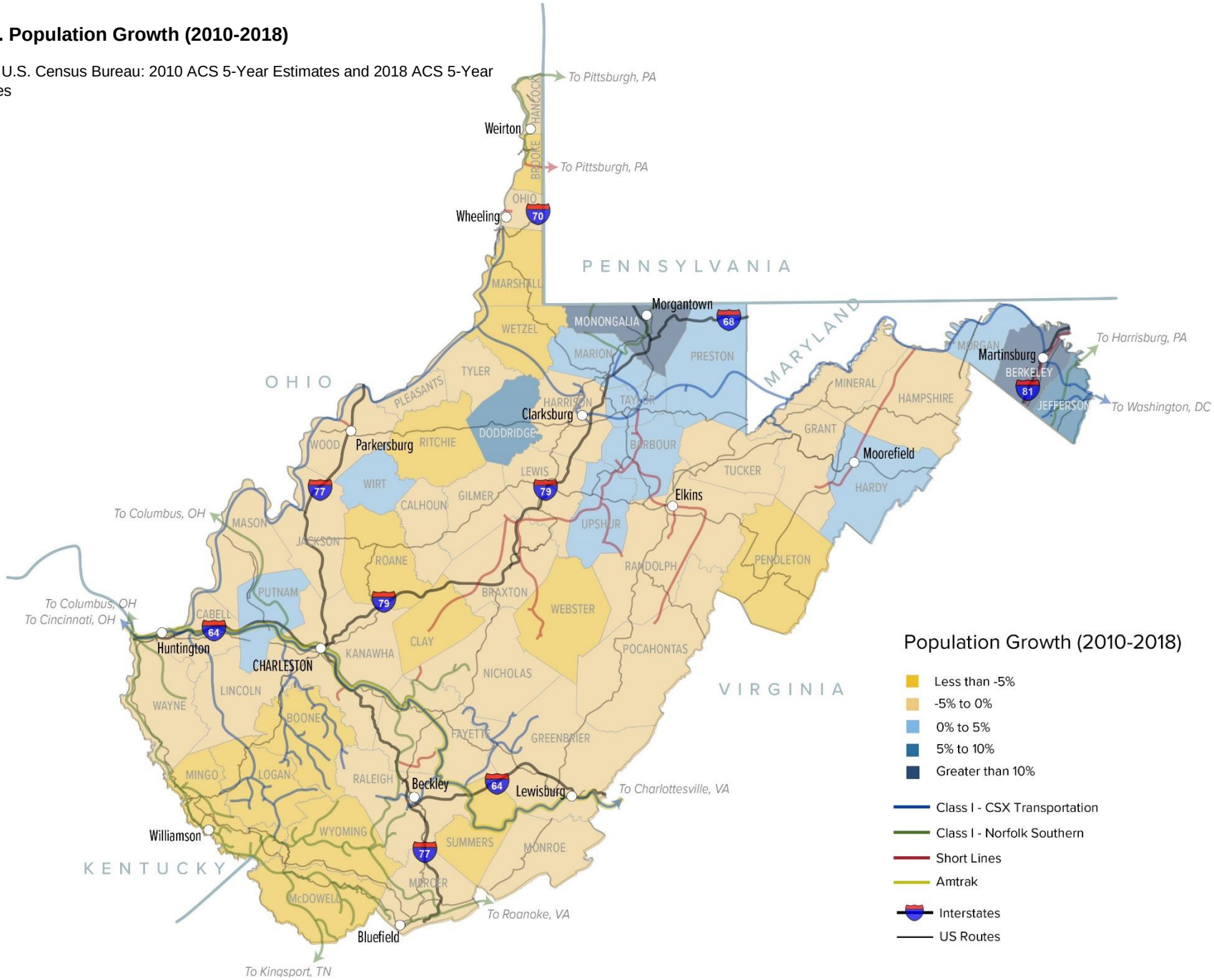
[3] West Virginia University, John Chambers College of Business and Economics, West Virginia Economic Outlook 2020-2024, 2019. https://researchrepository.wvu.edu/cgi/viewcontent.cgi?article=1310&context=bureau_be

[4] Amtrak, Amtrak Fact Sheet Fiscal Year 2018 State of West Virginia, June 2019. https://www.amtrak.com/content/dam/projects/dotcom/english/public/documents/corporate/statefactsheets/WESTVIRGINIA18.pdf

[5] U.S. Department of Education, Institute of Education Sciences, National Center for Education Statistics, National Assessment of Adult Literacy- State and County Estimates of Low Literacy, 2003. https://nces.ed.gov/NAAL/estimates/StateEstimates.aspx

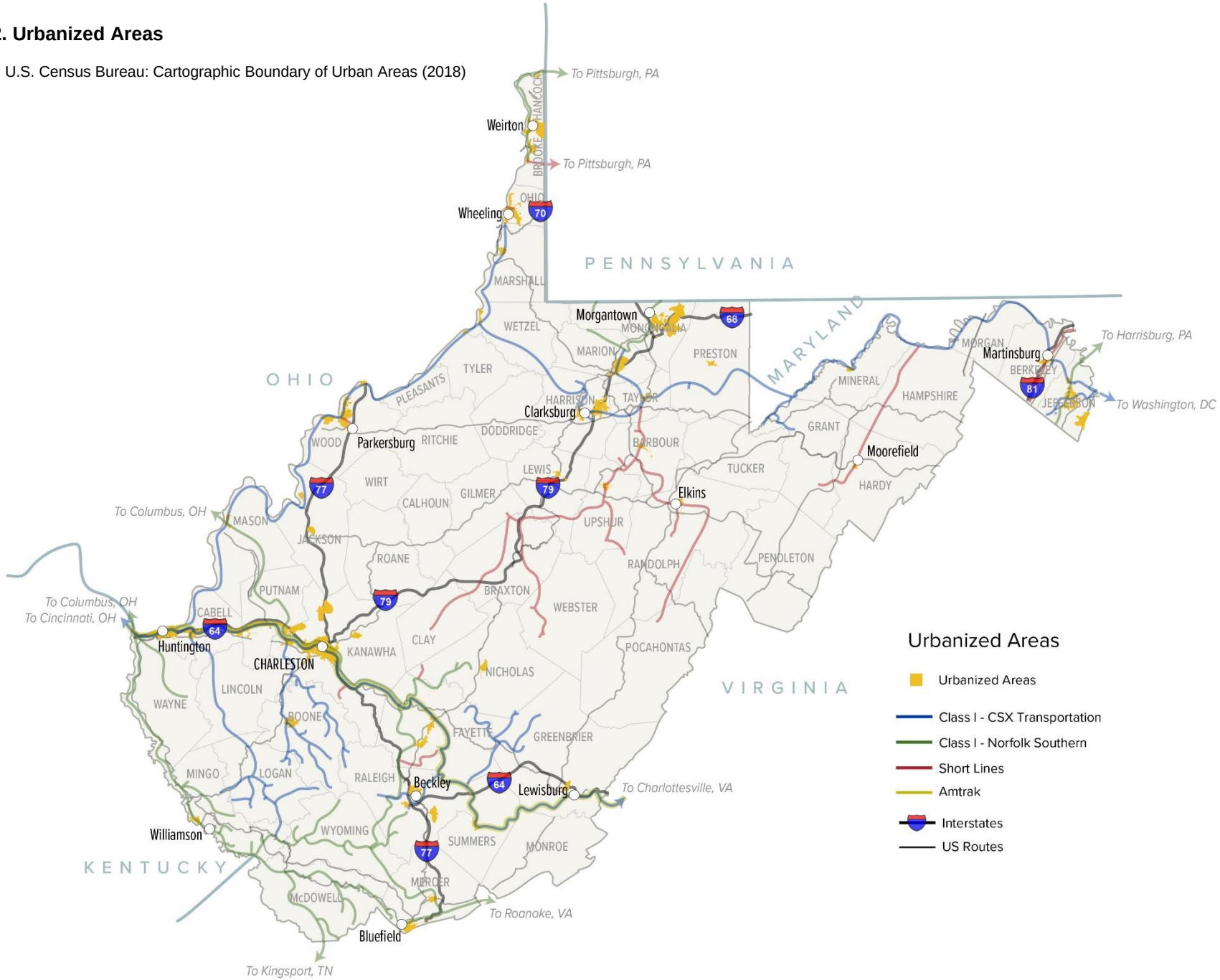
Map 1. Population Growth (2010-2018)

Source: U.S. Census Bureau: 2010 ACS 5-Year Estimates and 2018 ACS 5-Year Estimates



Map 2. Urbanized Areas

Source: U.S. Census Bureau: Cartographic Boundary of Urban Areas (2018)

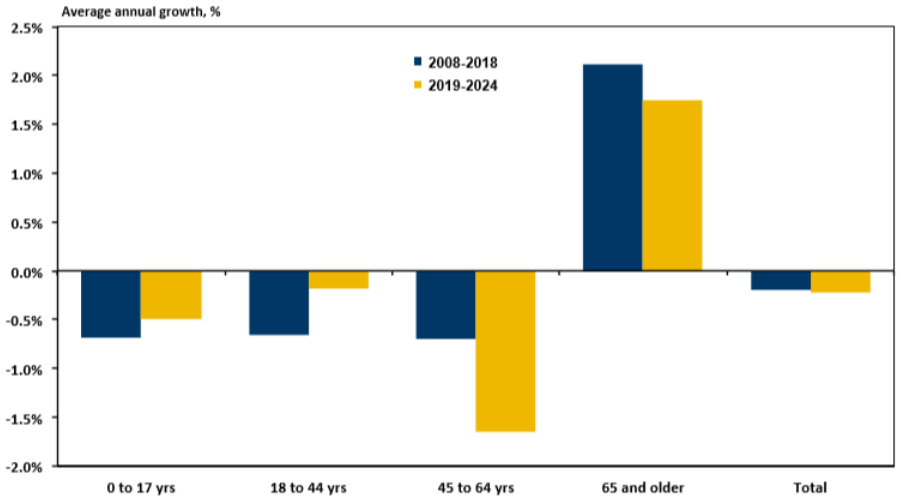


2.1.3.2 Age

According to the U.S. Census Bureau, the median age in West Virginia is 42.8 years, this is 10 percent higher than the United States average. The state has one of the nation's oldest populations and will see its age distribution continue to skew toward older age cohorts in coming years and will be concentrated in the 65-and-older age group.

As shown in Figure 1-3, over the longer term, these processes will eventually lead to nearly one fourth of the state's population being at least 65 years of age.

Figure 1-3: Population Growth by Age Group (2008-2024)



Source: U.S. Bureau of Economic Analysis and West Virginia University, John Chambers College of Business and Economics

2.1.3.3 Race

The racial composition of West Virginia consists primarily of Caucasian and African American populations. According to the U.S. Census Bureau, an estimated 92.8 percent of West Virginia's residents identify as Caucasian, 3.5 percent identify as African American, 1.5 percent identify as Hispanic or Latino, and the remaining 2.2 percent identify as either American Indian, Asian, or Pacific Islander.

2.2 Economic Trends and Conditions

West Virginia's economic profile will help identify trends affecting the state's future economy. Understanding the State's industrial sectors and the connections between business and industry will support the economic competitiveness and economic development of the State, as well as support the relationship between the economy and freight rail transportation.

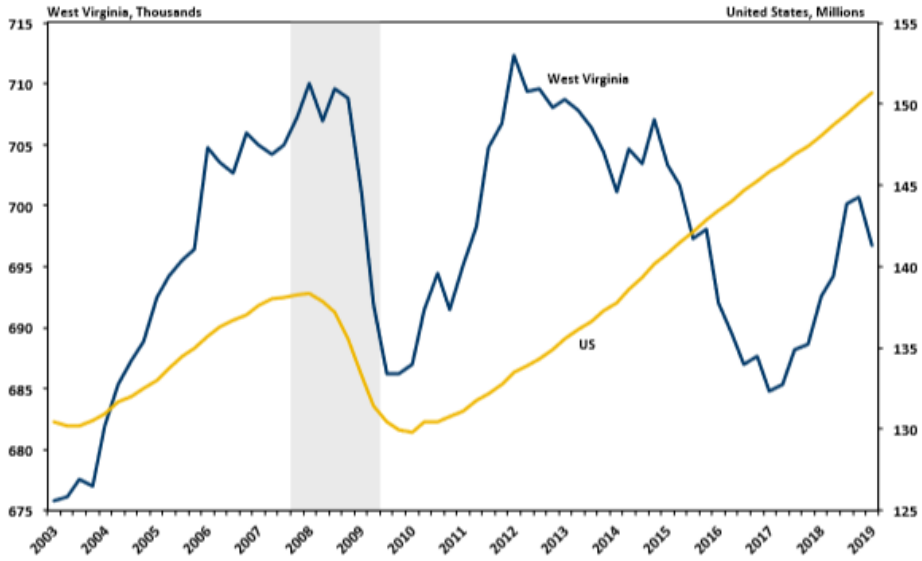
West Virginia has maintained a strong economic performance since 2017. The majority of the jobs that have been added to the local economy are focused around energy industries, including coal and natural gas production, along with natural gas pipeline infrastructure construction. All of these industries are dependent on rail infrastructure to maintain their economic viability in the market. Freight intensive industries, particularly the energy sector, have relied on the rail system to deliver consumer goods and resources across and through the state.

The economic conditions being analyzed in the following sections will focus on income, employment, and industry. The information below will describe the economic drivers for West Virginia, as well as analyze the current trends in the state.

2.2.1 Employment

Employment in West Virginia in 2018 totaled approximately 692,000 jobs as displayed in Figure 1-4. Employment projections, completed by the John Chambers College of Business and Economics at West Virginia University, estimate the state can anticipate average annual employment increases of 0.2 percent through 2024, compared to 0.6 percent for the United States. Much of the expected job growth in West Virginia will occur in the energy extraction industry and will be focused in the northern half of the state. These projections indicate a continued demand for passenger and freight travel.

Figure 1-4: Total Employment (2003-2019)

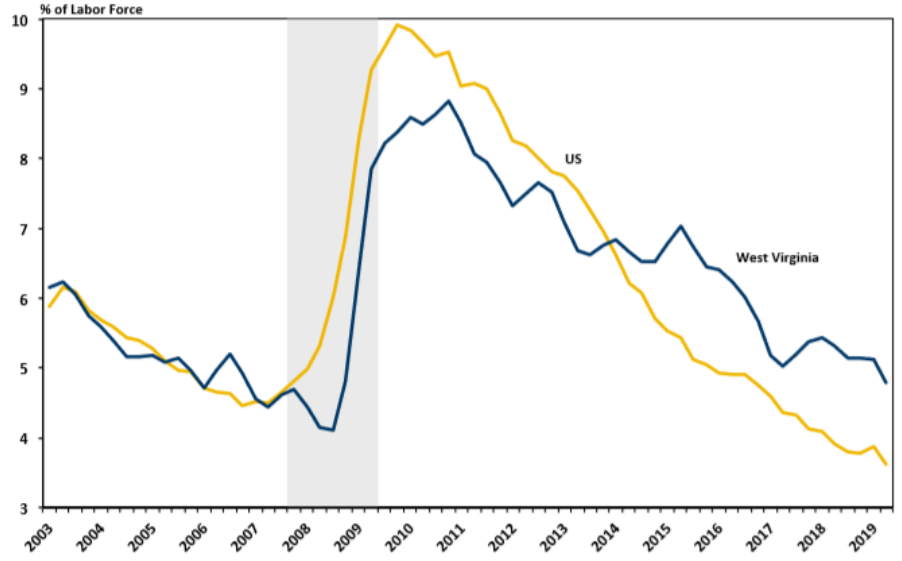


Source: U.S. Bureau of Labor of Statistics and West Virginia University, John Chambers College of Business and Economics * *shaded regions represent recessions*

West Virginia's unemployment rate has varied over the last decade from 4.6 percent at its lowest, to 8.8 percent at its highest[6]. The Great Recession of 2008-2009 had the largest impact on the state, with the highest rates of unemployment occurring during this time frame. The unemployment rate has improved steadily over the past decade. Jobs have increased by roughly 12,000 since 2017, during which time the unemployment rate was 7.2 percent.

Since then and shown in Figure 1-5, the state's unemployment rate has continued to trend downwards and remained within the four to five percent range during 2019. Only 54 percent of West Virginia's adult population is either working or looking for work. This is the lowest rate of labor force participation among all 50 states.

Figure 1-5: Unemployment Rate (2003-2019)



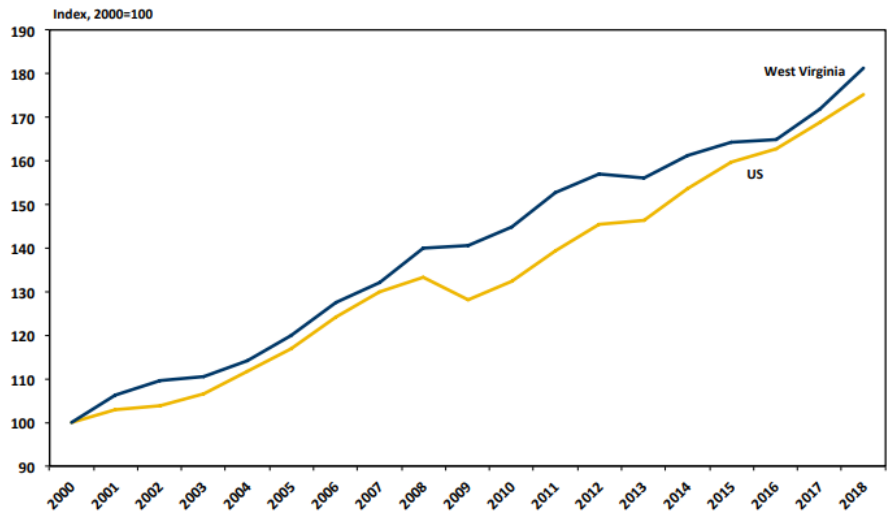
Source: U.S. Bureau of Labor of Statistics and West Virginia University, John Chambers College of Business and Economics * *shaded regions represent recessions*

2.2.2 Income

According to the U.S. Census Bureau, the median household income in West Virginia was $44,921 in 2018 – $15,372 lower than the median national household income. The per capita income for West Virginia in 2018 was $26,179 while the per capita income in the United States was $32,621. The per capita growth compared to the nation and West Virginia is displayed in Figure 1-6. Although the State's per capita personal income level ranks 49th overall, income in West Virginia increased 5.5 percent in 2018. Outpacing growth in all other states and surpassing the national figure by nearly two percentage points.

[6] U.S. Bureau of Labor Statistics, West Virginia Economy at a Glance, West Virginia Unemployment Statistics, https://data.bls.gov/timeseries/LASST540000000000004?amp%253bdata_tool=XGtable&output_view=data&include_graphs=true

Figure 1-6: Per Capita Income Growth (2000-2018)



Source: U.S. Bureau of Economic Analysis and West Virginia University, John Chambers College of Business and Economics

2.2.3 Leading Industries

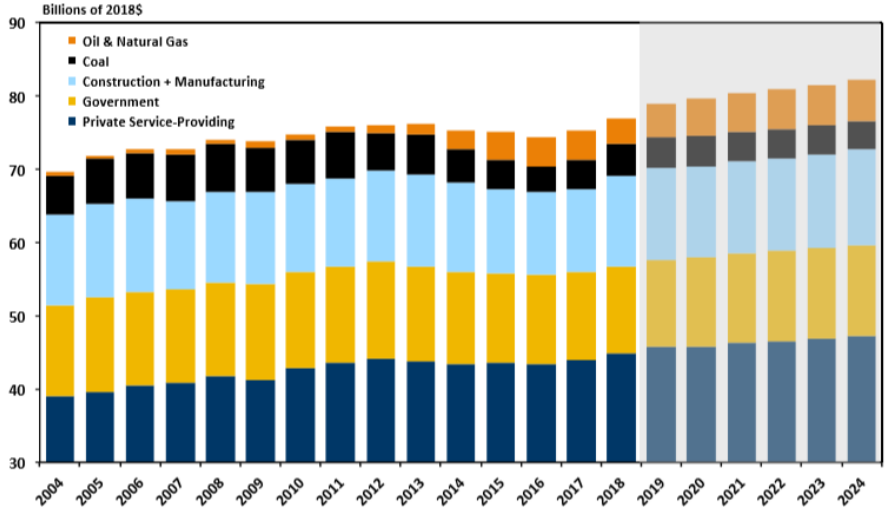
According to the Bureau of Labor of Statistics, the leading industries represented in the State are manufacturing, construction, trading/ transportation/utilities, and logging and mining. The top industry categories in the State by employment are trade, transportation, and utilities, with construction trending significant increases in employment since 2009. According to the John Chambers College of Business and Economics at West Virginia University, this job growth can be attributed to the increase in natural gas pipeline construction, as well as the small rebound in the coal and natural gas industries.

West Virginia's real Gross Domestic Product (GDP) has increased since 2017 due to a few capital-intensive industries, including the energy sector, mining, construction, and manufacturing. The real GDP in the State has increased 3.1 percent on an average annualized basis since 2017 and ranked 12th nationally. These four sectors have not only contributed to the State's real GDP increase, but they are also rail-dependent industries for the State. As shown in Figure 1-7, total real GDP for West Virginia is expected to rise between 0.5 and 0.6 percent annually through 2024.

The real GDP for the State has improved since 2018 due to construction, production, and exportation demand for natural gas and coal. Since 2017, two-thirds of the net increase in real GDP is from the mining and construction sectors.

Manufacturing-related industries have also been key drivers of the local economy. Multiple manufacturing companies have constructed facilities in West Virginia, including the Proctor and Gamble facility in Berkeley County, the Toyota plant in Putnam County, along with the Hino Motors truck assembly plant near Parkersburg. All of these establishments have positively affected the manufacturing sector in the State.

Figure 1-7: GDP Forecast by Sector (2004-2024)



Source: U.S. Bureau of Economic Analysis and West Virginia University, John Chambers College of Business and Economics * *shaded regions represent recessions*

2.3 Land Use Trends and Rail Characteristics

Land use patterns and transportation have the potential to influence demand for livable, workable communities and provide access for people, goods, and services to move within and across State lines. The future needs of West Virginia's rail system, both freight and passenger rail, will depend on land use patterns that support and encourage strategic development. Current trends indicate population growth and migration are focused in particular areas of the State, including North-Central and the Eastern Panhandle. These

population trends will not only have an influence on the surrounding land uses in these communities but will also influence demand for access to transportation options. The information provided in the following sections, from a high level, will look at the freight and passenger rail generators.

2.3.1 Freight Rail Traffic Generators

Many of the initial industries that developed in West Virginia are still present today. Natural resources and mining, manufacturing, agriculture, and trade are all prevalent freight rail users in the state. While some of these industries are concentrated in rural settings, most of these industries chose to develop around existing rail infrastructure. Therefore, new businesses and industries benefiting from freight rail services will likely continue to develop around existing rail corridors and in areas best suited for commercial and industrial land uses.

The current and future freight rail generators include areas dedicated to manufacturing, energy/utilities, logging and mining, and trading. As shown in Map 3-, these industries are spread across the state and are in rural counties. Manufacturing production is concentrated in Berkeley, Putnam, and Wood counties; while, energy and utility operations are concentrated in the central northwestern section of the state, primarily in Doddridge, Wetzel, and Marshall counties.

Many of the industries operating inside and outside the state utilize the state's railroads to transport goods. Originating and terminating rail transportation in West Virginia has generally declined since 2001. Originating tons declined 49 percent over a 15-year period (2001-2016) from 106 million tons to 54 million tons. Of this, coal tonnage declined more than the total, from 101 million tons in 2001 to 47 million tons in 2016 (-53%). Other commodity represents vastly smaller percentage of rail activity, however, originations of them increased from 5 million tons to 7 million tons. The top three non-coal commodities originating in West Virginia were non-metallic minerals, chemicals, and hazardous materials.

Terminating tons in West Virginia declined 38 percent from 11.4 million to 7.1 million tons over the period from 2001-2016. Particular commodities contributing include coal, non-metallic minerals, hazardous materials, chemicals, and metal products.

Rail traffic traveling through West Virginia was steadier than originating or terminating traffic, primarily due to the impact of intermodal shipment increases through the state. Both of the Class I railroads, NS and CSX, completed projects to clear their respective main lines for double stack intermodal service, which contributed to much higher per-train shipment densities. Total through tonnage decreased slightly from 87 million tons to 83 million tons; however total carloads increased from 1.34 million to 1.82 million over the period, 2001-2016.

2.3.2 Passenger Rail Traffic Generators

Across the state, three passenger rail services are offered in West Virginia, including Amtrak's *Capitol Limited* service, Amtrak's *Cardinal* service, and Maryland's Rail Commuter service. Amtrak's *Capitol Limited* train service provides daily service between Washington, D.C. and Chicago, IL. The train passes through the state's Eastern Panhandle, with stops located in Harpers Ferry and Martinsburg. Both of these locations also have access to the regional commuter line serviced by the Maryland Transit Administration. Amtrak's *Cardinal* service provides tri-weekly service between New York City, NY and Chicago, IL with stops throughout West Virginia.

The passenger train stations in West Virginia with the highest ridership numbers are located in large cities in either the southwestern side or the northeastern side of the state. These stations are located in Charleston, Martinsburg, Huntington, and Harpers Ferry. Any enhancements to the passenger rail network, particularly at these locations, will impact land use decisions and future development around these stations. With forecasts indicating populations in the state are shifting to urban environments, the demand to develop land around passenger rail stations and in urban areas will increase accordingly.

These passenger rail systems also provide transportation options to tourist attractions. The rail tourism business drives more than 100,000 people to rural West Virginia each year. Amtrak's tri-weekly *Cardinal* operates through southern West Virginia's New River Gorge National River. The area is known for rafting and other outdoor recreation venues from spring to late fall. In the eastern panhandle, Amtrak's daily *Capitol Limited* and MARC commuter trains provide access to the Harpers Ferry National Historic Park and the Shenandoah Valley.

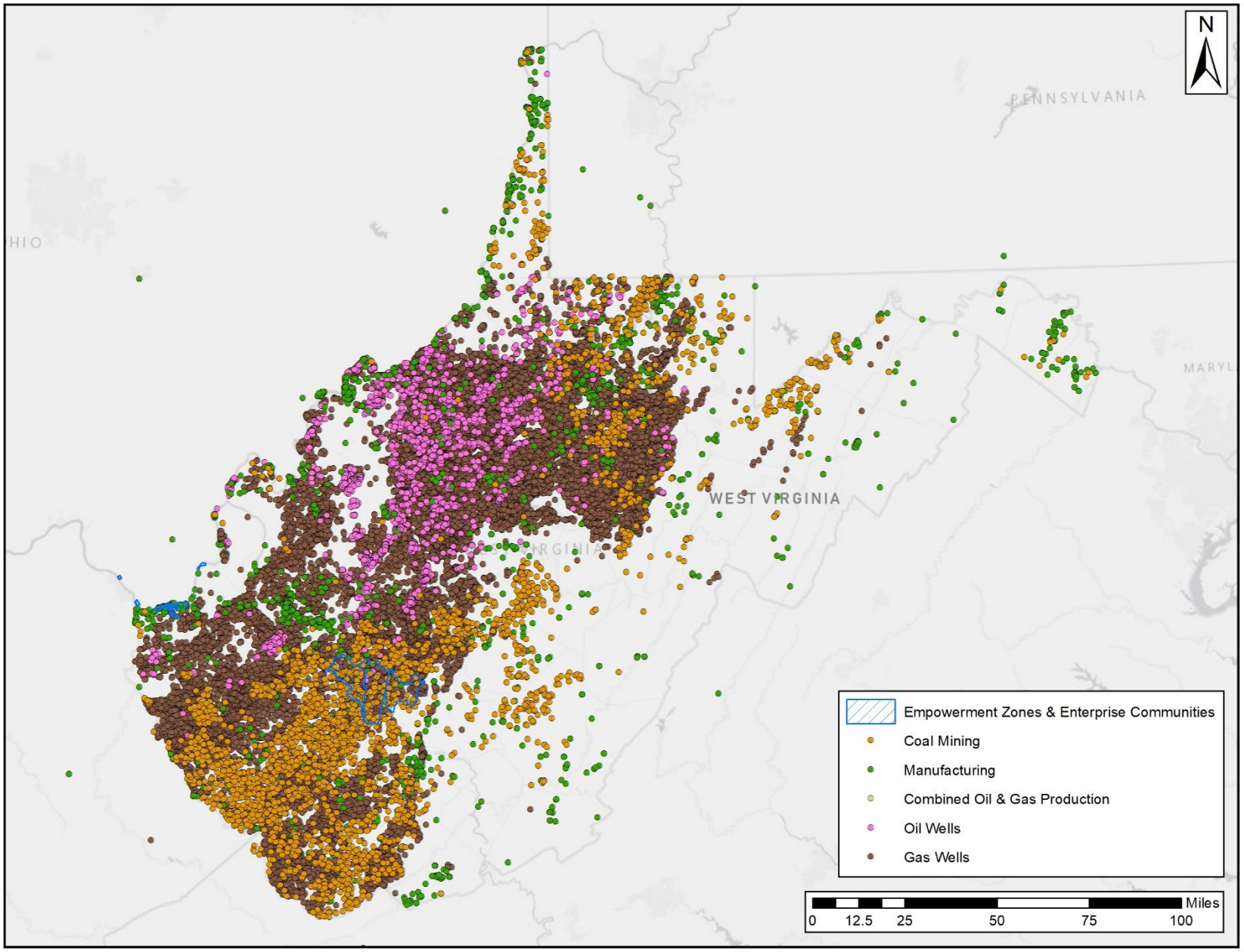
In addition to intercity passenger rail services as a vehicle for tourism development, West Virginia's Rail Authority tourism industry continues to serve increasing audiences each year. In 2017, tourist rail operations on the Cass Scenic and Durbin & Greenbrier Valley railroads generated an

estimated $24.2 million in total economic impact, based on lodging, food, travel, and attraction costs.[7] These two railroads were responsible for approximately 85,000 of the 105,000 estimated customers who visited West Virginia's tourist railroads in 2018.

There are three primary counties of which tourist trains operate. They include the Cass Scenic Railroad in Pocahontas County, the Durbin & Greenbrier Valley Railroad in Randolph County, and the Potomac Eagle Scenic Railroad in Hampshire County. Tourism spending for all attractions in these three counties totaled more than $170 million in 2017, reinforcing the significance of maintaining these attractions and the tourism industry collectively.

[7] State of West Virginia Excursion Railroad Economic Impact Analysis, 2017

Map 3. West Virginia Industry Locations



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West Virginia State Rail Plan

Appendix 5 - Passenger Rail Station Inventory

July 10, 2020

West Virginia State
Rail Authority
120 Water Plant Drive
Moorefield, WV 26836

Contents

1 Overview

There are ten active Amtrak stations in West Virginia. Two of the stations are located in the Eastern Panhandle and the remainder are located in the southern part of the state. Amtrak provides two intercity long-distance passenger routes in West Virginia, the *Capitol Limited* and the *Cardinal.* Additionally, transit connections available near select stations are provided by the Maryland Transit Administration passenger commuter route, *MARC Commuter Rail Service*, Eastern Panhandle Transit Authority (EPTA), and Kanawha Valley Regional Transportation Authority (KVRTA).

Additionally, EPTA offers bus service from the Brunswick MARC Station in Brunswick, MD. Departure times can be found at www.eptawv.com . A Jefferson County bus departs with passengers for the train stations in Harpers Ferry and Duffields, while a Berkeley County bus departs with passengers for the Caperton Transportation Station in Martinsburg. This service allows Washington/Baltimore commuters the opportunity to maintain their current commuter schedule despite changes to the MARC Train service.

Morgantown has bus service to Pittsburgh Amtrak station – Grey Line, Mountain Line Transit Authority. https://www.busride.org/ CENTRA (Clarksburg/Bridgeport) connects to the Grey Line in Morgantown. https://www.centrabus.com/ Fairmont-Marion County Transit Authority connects to the Grey Line, Mountain Line Transit Authority and Pittsburgh Amtrak Station. https://fairmontmarioncountytransitauthority.multiscreensite.com/

In Charleston, the KVRTA provides bus service to the Charleston Amtrak Station via routes 7 and 17. KVRTA service operates seven days a week, 4:00am through 1:15am, route dependent. https://rideonkrt.com/ In the southern part of the state, Mountain Transit Authority (MTA) services Alderson, Roncervete, Fairlea, Lewisburg, Caldwell and White Sulphur Springs. While the transit line serves Alderson and White Sulphur Springs the Amtrak Stations are not a stop on the route. In Alderson the route is across the river from the Amtrak Station and in White Sulphur Springs the route passes by the station along Main Street. https://www.mtawv.com/ While the Thurmond and Prince Amtrak stations are within the service area of New River Transit, routes do not service the train stations. http://newrivertransitauthority.org/

The *Capitol Limited* runs daily between Washington, D.C. and Chicago, IL with stops in Harpers Ferry and Martinsburg, West Virginia. The westbound train leaves Washington, D.C. at 4:05 p.m. and arrives in Chicago at 8:45 a.m. the next day, making a stop in Harpers Ferry at 5:16 p.m. and a stop in Martinsburg at 5:45 p.m. The eastbound train leaves Chicago at 6:40 p.m. and arrives in Washington, D.C. at 1:05 p.m. the next day, making a stop in Martinsburg at 11:01 a.m. and Harpers Ferry at 11:31 a.m.

The *Capitol Limited* operates over CSX and NS host railroads and reported 78.9% on-time in April 2020 compared to the past twelve months on-time performance of 43.9%. The primary causes for delay were slow orders, route diversions, and freight rail conflicts. From April 2019 to April 2020 the *Capitol Limited* averaged 85 minutes late per trip.

The *Cardinal* operates between New York and Chicago three days a week (Sunday, Wednesday and Friday), with stops in White Sulphur Springs, Alderson, Hinton, Prince, Thurmond, Montgomery, Charleston, and Huntington, West Virginia. The westbound train leaves New York at 6:45 a.m. and arrives in Chicago at 10:00 a.m. the next day, making stops in White Sulphur Springs at 5:05 p.m.; Alderson at 5:36 p.m.; Hinton at 6:06 p.m.; Prince at 6:43 p.m.; Thurmond at 6:59 p.m.; Montgomery at 7:50 p.m.; Charleston at 8:29 p.m.; and Huntington at 9:44 p.m. The eastbound train leaves Chicago at 5:45 p.m. and arrives in New York at 9:58 p.m. the next day, making stops in Huntington at 7:09 a.m.; Charleston at 8:21 a.m.; Montgomery at 8:50 a.m.; Thurmond at 9:41 a.m.; Prince at 10:02 a.m.; Hinton at 10:34 a.m.; Alderson at 11:02 a.m.; and White Sulphur Springs at 11:39 a.m.

The *Cardinal* service runs 703 miles on the CSX, 79 miles in the NS and 132 miles on the BBrRR (Belt Railroad of Chicago). According to Amtrak measurements through April 2020, the *Cardinal* service operated 83.1% on-time in April 2020 compared to the past 12 months on-time performance of 59.8%. The primary reasons for delay included slow orders, route diversions, passenger and freight train interference. From April 2019 to April 2020 the *Cardinal* averaged 74 minutes late per trip.

At the request of business and local interests on the Chicago-Indianapolis-Cincinnati-West Virginia-Washington portion of Amtrak's

Cardinal route, Amtrak held an event called the Cardinal Conference on September 23, 2016, in Cincinnati. The intent of the conference was to build a coalition of communities, universities, and other public and private interests similar to grassroots coalitions on other Amtrak routes. The aim was to seek service improvements for the Cardinal and build tourism and commercial relationships on the route to further economic development. As a result of the Cardinal Conference, the West Virginia Legislature authorized the state to join a five-member-state 'commission' with a goal of improving the *Cardinal* service. The legislation was signed into law by Governor Jim Justice in April 2017.

In June 2019 Amtrak reported the following City Boardings & Alightings in West Virginia.

City	Boardings & Alightings
Alderson	433
Charleston	11,251
Harpers Ferry	7,638
Hinton	5,836
Huntington	10,296
Martinsburg	10,784
Montgomery	347
Prince	2,162
Thurmond	285
White Sulphur Springs	5,230
Total West Virginia Station Usage:	**54,262**

In FY 2016 fifty-four percent of West Virginia population lived within 30 miles of an Amtrak station. Sixteen percent of the state's 2016 population reported that they would not have made a trip but for the availability of Amtrak service. More than 14,000 tourists report using Amtrak to access the state. It is estimated tourists spend $285,000 annually, 52% of WV Amtrak riders are tourists. Amtrak reports that $6.6 million in earnings was generated by WV service. Amtrak purchased over $1.5 million in goods and services in WV spurring the state's economy

The *Maryland Area Regional Commuter (MARC)* Rail Service is operated by the Maryland Transit Administration, a Division of the Maryland Department of Transportation and serves the Baltimore-Washington, D.C Metropolitan area. *MARC* offers one commuter rail line that serves West Virginia. The Brunswick Line operates between Brunswick, MD and Washington Union Station and also includes an extension to Frederick, MD and Martinsburg, WV with stops along the way at the Harpers Ferry, Duffields, and Martinsburg stations. The Brunswick Line offers three daily roundtrip frequencies to Maryland and Washington, D.C. from West Virginia. Schedules are available online at www.mta.maryland.gov/schedule/marc-brunswick

The ten passenger rail stations are described in more detail below and includes the station address, ownership, year the station was built, historic status, routes served at the station, number of platforms, type of shelter, station services, Americans with Disabilities Act (ADA) accommodations, hours of operation, parking availability, and transit connections.[1]

[1] Data and photos from Great American Stations, www.greatamericanstations.com/

2 West Virginia Passenger Rail Stations

Passenger rail services offered in West Virginia are located at ten active Amtrak stations in West Virginia. Two stations are located in the Eastern Panhandle (Harpers Ferry and Martinsburg) and the remainder are located in the southern part of the state. Additionally, MARC service operates at both the Harpers Ferry Station, as well as a stop at Duffields.

Map 1 West Virginia Passenger Rail Stations

Stations served by the *Capitol Limited* and *MARC Train*, from east to west, are as follows:

Harpers Ferry (HFY)

Address: Potomac Street & Shenandoah Street
Amtrak/MARC Station
Harpers Ferry, WV 25425

Ownership:
Facility: National Park Service
Parking Lot: National Park Service
Platform/Track: CSX Transportation

Year Built: Designed in 1894

Historic Status: National Register Harpers Ferry Historic District 10/15/1979

Routes Served:
- Capitol Limited
- MARC Commuter Rail Service - Brunswick Line

Platform: 1

Shelter Type: Platform with shelter; adjacent to historic wood-frame depot

Station Services:
- MARC Self Service Ticket kiosk
- Meeting room; Exhibit room
- Tours of waiting area
- Restrooms
- No checked baggage service
- No vending machines
- No WiFi

ADA Accessibility: No

Hours of Operation: Mon.-Sun.: 8:00 am - 4:30 pm

Parking: Same-day & overnight parking
(fees may apply)

Transit Connections: Eastern Panhandle Transit Authority (EPTA)
- Service from Harpers Ferry to Martinsburg and surrounding areas. www.eptawv.com

Schedules and Tickets:- Amtrak: www.amtrak.com
- MARC: www.mta.maryland.gov

Duffields

Station Address: 5057 Flowing Springs Road
Duffields, WV 25414

Ownership:
- **Facility:** West Virginia State Rail Authority
- **Parking Lot:** West Virginia State Rail Authority
- **Platform / Track:** CSX Transportation

Year Built: 1839

Historic Status: N/A

Route Served: MARC Commuter Rail Service - Brunswick Line

Platform: 1

Shelter Type: Platform with shelter

Station Services:
- No restrooms
- No ticket sales
- No checked baggage service
- No restrooms
- No vending machines
- No WiFi

ADA Accessibility: No

Hours of Operation: No station waiting room hours

Parking: Same-day & overnight parking (fees may apply)

Transit Connections: None

Schedules and Tickets:
- Amtrak: www.amtrak.com
- MARC: www.mta.maryland.gov

Martinsburg Station (MRB)

Station Address: 229 East Martin Street
Caperton Station Transportation Center
Martinsburg, WV 25401

Ownership:
- **Facility:** City of Martinsburg
- **Parking Lot:** City of Martinsburg
- **Platform / Track:** CSX Transportation

Year Built: Brick structure completed: 1997
Station/ Hotel: circa 1849-1866

Historic Status: Station adjoins historic antebellum station/ hotel (National Register B&O Railroad Historic Shops 2003)

Routes Served:
- Capitol Limited
- MARC Commuter Rail Service - Brunswick Line

Platform: 1

Shelter Type: Station with waiting room

Station Services:
- Quik-Trak ticket kiosk
- No restrooms
- No checked baggage service
- No vending machines
- No WiFi

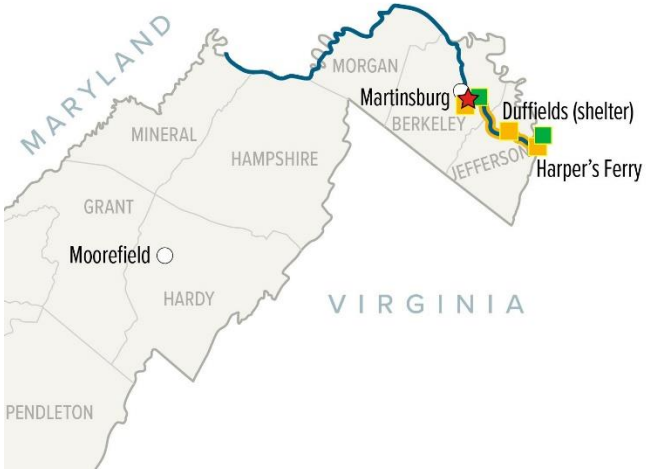
ADA Accessibility: Elevator; Accessible platform, waiting area, wheelchair lift

Hours of Operation: Mon.-Fri.: 4:30 am - 10:00 pm
Sat.-Sun.: 6:00 am - 10:00 pm

Parking: Same-day & overnight parking (fees may apply)

Transit Connections: Eastern Panhandle Transit Authority (EPTA) - Service in Martinsburg and surrounding area. www.eptawv.com

Schedules and Tickets:
- Amtrak: www.amtrak.com
- MARC: www.mta.maryland.gov



Stations served by the *Cardinal*, from east to west, are as follows:

White Sulphur Springs Station (WSS)

Station Address: 315 West Main Street
White Sulphur Springs, WV 24986

Ownership:
- **Facility:** Old White Development Co.
- **Parking Lot:** Old White Development Co.
- **Platform / Track:** CSX Transportation

Year Built: Adjacent depot: 1931
(Christmas store)

Historic Status: N/A

Route Served: *Cardinal*

Platform: 1

Shelter Type: Platform with canopy

Station Services:
- No restrooms
- No ticket sales
- No checked baggage service
- No vending machines
- No WiFi

ADA Accessibility:
- Accessible platform
- Wheelchair lift

Hours of Operation: No station waiting room hours

Parking: Same-day & overnight parking
(fees may apply)

Transit Connections: None

Schedules and Tickets:- Amtrak: www.amtrak.com

Alderson Station (ALD)

Station Address: 1 C&O Plaza on Railroad Avenue
Alderson, WV 24910

Ownership:
- **Facility:** City of Alderson
- **Parking Lot:** City of Alderson
- **Platform / Track:** CSX Transportation

Year Built: Depot: 1896

Historic Status: National Register Alderson Historic District 11/12/1993

Route Served: *Cardinal*

Platform: 1

Shelter Type: Platform with shelter

Station Services:
- No restrooms
- No ticket sales
- No checked baggage service
- No vending machines
- No WiFi

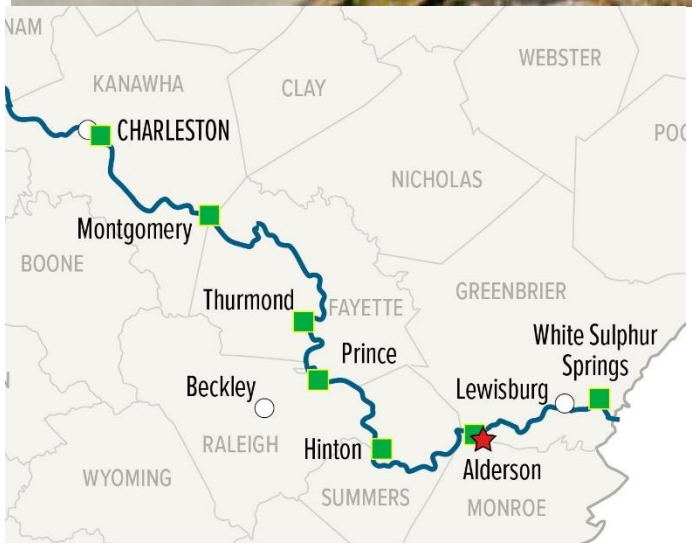
ADA Accessibility: No

Hours of Operation: No station waiting room hours

Parking: Same-day & overnight parking
(fees may apply)

Transit Connections: None

Schedules and Tickets:- Amtrak: www.amtrak.com



Hinton Station (HIN)

Station Address: 100 Second Avenue
Hinton, WV 25951

Ownership:
- Facility: City of Hinton
- Parking Lot: CSX Transportation
- Platform / Track: CSX Transportation

Year Built: 1905

Historic Status: National Register Hinton Historic District 2/17/1984

Route Served: *Cardinal*

Platform: 1

Shelter Type: Station with waiting room

Station Services:
- Restrooms
- No ticket sales
- No checked baggage service
- No vending machines
- No WiFi

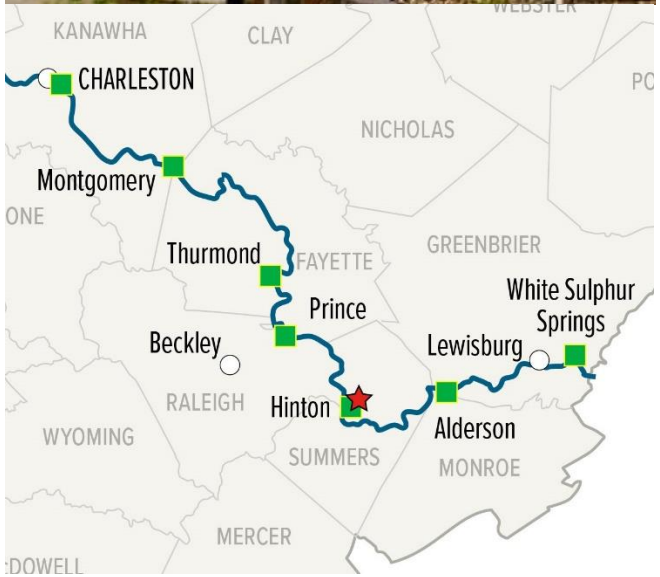
ADA Accessibility:
- Accessible platform
- Wheelchair lift

Hours of Operation: Wed., Fri., Sun.: 9:15 am - 11:00 am &
5:00 pm - 7:00 pm

Parking: Same-day & overnight parking
(fees may apply)

Transit Connections: None

Schedules and Tickets:- Amtrak: www.amtrak.com



Prince Station (PRC)

Station Address: 5034 Stanaford Road
Prince, WV 25907

Ownership:
- **Facility:** CSX Transportation
- **Parking Lot:** CSX Transportation
- **Platform:** CSX Transportation

Track: CSX Transportation

Year Built: 1942

Historic Status: N/A

Route Served: Cardinal

Platform: 1

Shelter Type: Station with waiting room

Station Services:
- Restrooms
- No ticket sales
- No checked baggage service
- No vending machines
- No WiFi

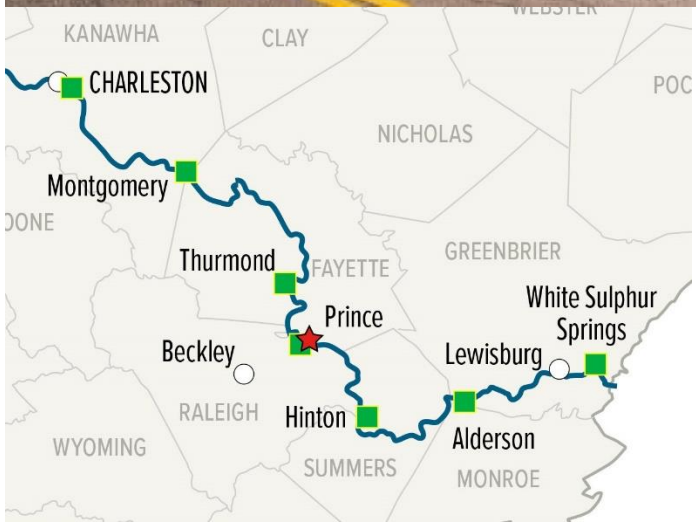
ADA Accessibility: Accessible platform, waiting area; Wheelchair lift

Hours of Operation: Wed., Fri., Sun: 9:32 am - 10:32 am &
6:13 pm - 7:13 pm

Parking: Same-day & overnight parking
(fees may apply)

Transit Connections: None

Schedules and Tickets:- Amtrak: www.amtrak.com



Thurmond Station (THN)

Station Address: Hwy 25 & Hwy 2
Thurmond, WV 25936

Ownership:
- **Facility:** N/A
- **Parking Lot:** National Park Service
- **Platform:** CSX Transportation
- **Track:** CSX Transportation

Year Built: Depot: 1904 (NPS Welcome Center in summer)

Historic Status: National Register Thurmond Historic District 1/27/1984

Route Served: *Cardinal*

Platforms: 1

Shelter Type: Platform with shelter

Station Services:
- Restrooms
- No ticket sales
- No checked baggage service
- No vending machines
- No WiFi

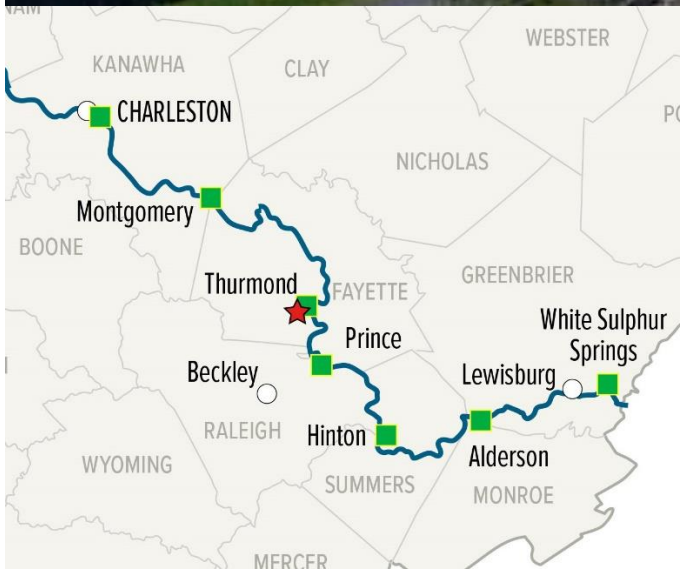
ADA Accessibility: No

Hours of Operation: No station waiting room hours

Parking: Same-day & overnight parking (fees may apply)

Transit Connections: None

Schedules and Tickets: Amtrak: www.amtrak.com



Montgomery Station (MNG)

Station Address: Third Ave & Washington Street
Montgomery, WV 25136

Ownership:
- **Facility:** CSX Transportation
- **Parking Lot:** N/A
- **Platform:** - CSX Transportation
  - City of Montgomery
- **Track:** CSX Transportation

Year Built: 2003

Historic Status: N/A

Route Served: *Cardinal*

Platform: 1

Shelter Type: Platform with shelter

Station Services:
- No restrooms
- No ticket sales
- No checked baggage service
- No vending machines
- No WiFi

ADA Accessibility: Accessible platform, Wheelchair lift

Hours of Operation: 24 hours

Parking: Same-day & overnight parking (fees may apply)

Transit Connections: Kanawha Valley Regional Transportation Authority (KVRTA) www.eptawv.com.

Schedules and Tickets:- Amtrak: www.amtrak.com

Charleston Station (CHW)

Station Address: 350 MacCorkle Avenue – Southeast
Charleston, WV 25314

Ownership:

Facility: General Corporation

Parking Lot: General Corporation

Platform / Track: CSX Transportation

Year Built: 1905

Historic Status: National Register of Historic Places, Chesapeake and Ohio Depot 10/26/1984

Route Served: *Cardinal*

Platform: 1

Type of Shelter: Station with waiting room

Station Services:
- Restrooms
- Checked baggage service

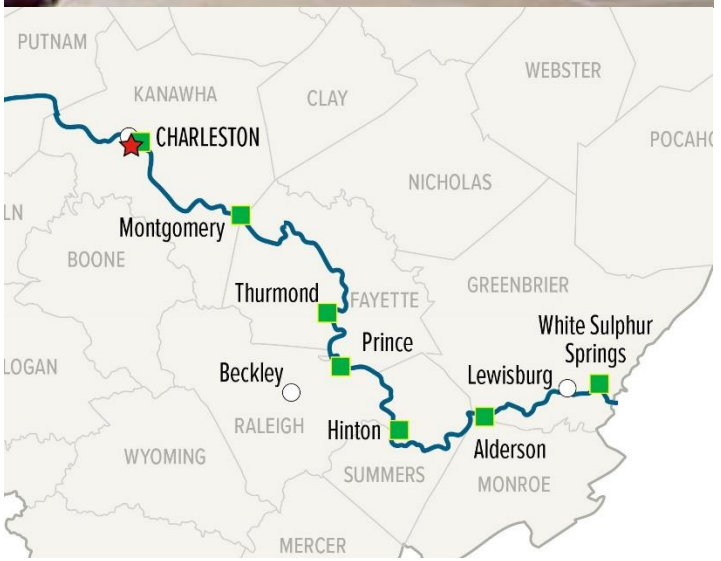
ADA Accessibility: Yes; Accessible restooms, Accessible platform, Wheelchair lift

Hours of Operation: Mon-Sun: 7:00 am - 10:00 am &
7:00 pm - 10:00 pm

Parking: Same-day & overnight parking
(fees may apply)

Transit Connections: Kanawha Valley Regional Transportation Authority (KVRTA) via routes 7 and 17. KVRTA service operates seven days a week, 4:00am through 1:15am, route dependent. https://rideonkrt.com/

Schedules and Tickets: Amtrak: www.amtrak.com



Huntington Station (HUN)

Station Address: 1050 8th Avenue
Huntington, WV 25701

Ownership:
- **Facility:** CSX Transportation
- **Parking Lot:** CSX Transportation
- **Platform / Track:** CSX Transportation

Year Built: 1983

Historic Status: N/A

Route Served: *Cardinal*

Platform: 1

Shelter Type: Station with waiting room

Station Services:
- Restrooms
- No ticket sales
- No checked baggage service

ADA Accessibility: Yes

Hours of Operation: Wed., Fri., Sun: 6:00 am - 7:45 am & 9:00 pm - 10:20 pm

Parking: Same-day & overnight parking (fees may apply)

Transit Connections: None

Schedules and Tickets:- Amtrak: www.amtrak.com

Mott MacDonald
201 Pennsylvania Avenue
Suite 400
Charleston
WV 25302-2315
United States of America

T +1 (304) 356 3010
mottmac.com

West Virginia State Rail Plan

Appendix 6 – Rail Service and Investment Program

September 25, 2020

West Virginia State
Rail Authority
120 Water Plant Drive
Moorefield, WV 26836

Contents

SAFETY	41 Projects	Total Cost $38.818 M													
PROJECT ID	TERM	PROJECT/INITIATIVE	ORGINIATING PLAN	RAIL DISTRICT	CAPITAL	PLANNING, POLICY & GOVERNANCE	OPERATIONS	COST (M)	POTENTIAL FUNDING SOURCE	BENEFITS	OWNER OF PROJECT/ INITIATIVE	SYSTEM	RAILROAD	TYPE	ACTION
Z-13-1	IMMEDIATE	AO Grade Crossing Rehabilitation - Braxton County: Upgrade three AO crossings in Braxton Co. at: Co Rt. 1 Oil Creek Rd.; Co. Rt. 1/3 Happy Hollow Rd.; and Co. Rt. 5/10 at Burnsville with LED flashers and bells	R 2013	North	Yes			$0.606	HSIP	Improve safety by upgrading warning devices from passive to active at 3 locations.	WVDOH	Public	AORR	Safety	Construct
Z-13-10	IMMEDIATE	RJCV Grade Crossing Signal System Installation - Fayette County: Install new crossing signal systems at RJCV crossings at Co. Rt. 19/3 Collins Hill Rd. and Co. Rt. 25/5 Red Star Rd.	R 2013	South	Yes			$0.250	HSIP	Improve safety by establishing new active crossing warning systems at 2 locations.	WVDOH	Public	RJCV	Safety	Construct
Z-13-11	IMMEDIATE	RJCV Grade Crossings Rehabilitations - Fayette County: Upgrade five RJCV crossings at: Co. Rt. 25, Thurmond Rd. (2); Co. Rt. 25, Red Star Rd.; Alt. WV 61, Virginia St.; and WV 211, Main St. with constant warning time equipment upgrades	R 2013	South	Yes			$0.125	HSIP	Improve safety by upgrading crossing's active warning system at 5 locations.	WVDOH	Public	RJCV	Safety	Construct
Z-13-12	IMMEDIATE	WW Grade Crossing Rehabilitations - Berkeley County: Upgrade WW crossings at: Co. Rt. 51/5, Henshaw Rd.; Co. Rt. 26, Runnymeade Rd.; Co. Rt. 28, Speck's Run Rd.; WV Rt. 51, Grove Ave.; and Co. Rt. 11/22, True Apple Way Rd. with improved lights and PMD train detection systems	R 2013	East	Yes			$0.667	HSIP	Improve safety by upgrading crossing's active warning system at 5 locations.	WVDOH	Public	WWRR	Safety	Construct
Z-13-2	IMMEDIATE	AO Grade Crossing Rehabilitations -Braxton County: Upgrade AO WV Rt. 5, Burnsville crossing with cantilevers and gate mechanisms	R 2013	North	Yes			$0.237	HSIP	Improve safety by upgrading the crossing's active warning system.	WVDOH	Public	AORR	Safety	Construct
Z-13-3	IMMEDIATE	AO Grade Crossing Rehabilitation - Lewis County: Upgrade AO US Rt. 19, Crawford crossing with LED flashers and bell	R 2013	North	Yes			$0.201	HSIP	Improve safety by upgrading warning devices from passive to active.	WVDOH	Public	AORR	Safety	Construct
Z-13-4	IMMEDIATE	AO Grade Crossing Rehabilitations - Upshur County: Upgrade two AO crossings in Upshur Co. at Co. Rt. 11/2, Centerville Rd. and Co. Rt. 11 Frenchton Rd. with LED flashers and bell	R 2013	North	Yes			$0.404	HSIP	Improve safety by upgrading warning devices from passive to active at 2 locations.	WVDOH	Public	AORR	Safety	Construct
Z-13-5	IMMEDIATE	AO Grade Crossing Rehabilitations - Upshur County: Upgrade AO WV Rt. 20, Locust St., Buckhannon crossing with cantilevers, gate mechanisms, and crossing surface	R 2013	North	Yes			$0.220	HSIP	Improve safety by upgrading the crossing's active warning system and resurfacing.	WVDOH	Public	AORR	Safety	Construct
Z-13-6	IMMEDIATE	CSXT Grade Crossing Surface Rehabilitation - Cabell County: Upgrade the CSXT US 60 E., Adams Ave. crossing with a concrete surface	R 2013	South	Yes			$0.096	HSIP	Improve safety by upgrading crossing surface.	WVDOH	Public	CSXT	Safety	Construct
Z-13-7	IMMEDIATE	CSXT Grade Crossing Surface Rehabilitations – Putnam County: Upgrade the CSXT Co. Rt. 44, Scary Creek Rd. and Co. Rt. 33/3, Hedrick Rd. crossings with concrete surfaces and improved approaches	R 2013	South	Yes			$0.168	HSIP	Improve safety by upgrading crossing surface and approaches.	WVDOH	Public	CSXT	Safety	Construct
Z-13-8	IMMEDIATE	CSXT Grade Crossing Surface Rehabilitations - Raleigh County: Upgrade five CSXT crossings at: Co. Rt. 16/9, City Ave., Mabscott; Co. Rt. 3/21, Mabscott; two Co. Rt. 18/1; and Co. Rt. 18 crossings with concrete surfaces	R 2013	South	Yes			$0.088	HSIP	Improve safety by upgrading crossing surface.	WVDOH	Public	CSXT	Safety	Construct
Z-13-9	IMMEDIATE	RJCV Grade Crossing Signal System Installation - Fayette County: Install a new crossing signal system at RJCV Stadium Dr., Mt. Hope	R 2013	South	Yes			$0.126	HSIP	Improve safety by establishing new active crossing warning system.	WVDOH	Public	RJCV	Safety	Construct
Z-20-1	IMMEDIATE	Develop an FRA-compliant Crossing Safety Action Plan	R 2020	Statewide		Yes		$0.500	State General Fund, Federal Funds	Adhere to Federal rules and guidelines; improve return on investment by maximizing Federal funding programs. Improve safety by providing signals and gates at identified crossings.	WVDOH	Public	All	Safety	Study
Z-20-10	IMMEDIATE	Grade Crossing Signal System - Alderson, Howell Street: Upgrade flashing lights to LED	R2020	South	Yes			$0.030	State General Fund, Federal Highway Funds	Improve safety by upgrading lights.	WVDOH	Public	CSX	Safety	Construct
Z-20-11	IMMEDIATE	Railroad Pavement Marker System - District 2 and District 10: Install railroad pavement markers	R2020	South	Yes			$0.240	State General Fund, Federal Highway Funds	Improve safety by installing pavement markers.	WVDOH	Public	Various	Safety	Construct
Z-20-12	IMMEDIATE	Grade Crossing Warning System - Cabell County, 5th Avenue: Upgrade warning system	R2020	South	Yes			$0.010	State General Fund, Federal Highway Funds	Improve safety by upgrading waning system.	WVDOH	Public	CSX	Safety	Construct

SAFETY 41 Projects Total Cost $38.818 M															
PROJECT ID	**TERM**	**PROJECT/INITIATIVE**	**ORGINIATING PLAN**	**RAIL DISTRICT**	**CAPITAL**	**PLANNING, POLICY & GOVERNANCE**	**OPERATIONS**	**COST (M)**	**POTENTIAL FUNDING SOURCE**	**BENEFITS**	**OWNER OF PROJECT/ INITIATIVE**	**SYSTEM**	**RAILROAD**	**TYPE**	**ACTION**
Z-20-13	IMMEDIATE	Grade Crossing Signal System - Marshall County, Marx Lane: Install signal system, bungalow	R2020	North	Yes			$0.010	State General Fund, Federal Highway Funds	Improve safety by installing signal system.	WVDOH	Public	CSX	Safety	Construct
Z-20-14	IMMEDIATE	Grade Crossing Surface - Tyler County, WV 2, North Pleasants Highway: Upgrade crossing surface to concrete	R2020	North	Yes			$0.225	State General Fund, Federal Highway Funds	Improve safety by upgrading crossing surface.	WVDOH	Public	CSX	Safety	Construct
Z-20-15	IMMEDIATE	Grade Crossing Replacement - Berkeley County, WV 45 Apple Harvest Drive: Upgrade crossing replacement and widen existing	R2020	East	Yes			$0.750	State General Fund, Federal Highway Funds	Improve safety by upgrading and widening existing crossing.	WVDOH	Public	WWRR	Safety	Construct
Z-20-16	IMMEDIATE	Grade Crossing Surface - Barbour County, US 119, Corder: Upgrade crossing surface	R2020	North	Yes			$0.105	State General Fund, Federal Highway Funds	Improve safety by upgrading crossing surface.	WVDOH	Public	AORR	Safety	Construct
Z-20-17	IMMEDIATE	Grade Crossing Surface - Wayne County, CR 52/58, Crum Elementary School: Improve crossing surface	R2020	South	Yes			$0.400	State General Fund, Federal Highway Funds	Improve safety by upgrading crossing surface.	WVDOH	Public	NS	Safety	Construct
Z-20-18	IMMEDIATE	Grade Crossing Surface - Wayne County, CR 52/58, Crum Road: Upgrade signals to LED	R2020	South	Yes			$0.092	State General Fund, Federal Highway Funds	Improve safety by upgrading lights.	WVDOH	Public	NS	Safety	Construct
Z-20-19	IMMEDIATE	Grade Crossing Signal System - Berkeley County, WV 9: Install Railroad Preemption	R2020	East	Yes			$0.080	State General Fund, Federal Highway Funds	Improve safety by establishing new railroad preemption system.	WVDOH	Public	WWRR	Safety	Construct
Z-20-2	IMMEDIATE	Grade Crossing Surface and Signal System - Wayne County, WV 152, Ardel: Upgrade crossing surface and signals	R2020	South	Yes			$0.225	State General Fund, Federal Highway Funds	Improve safety by upgrading crossing surface and signals.	WVDOH	Public	NS	Safety	Construct
Z-20-20	IMMEDIATE	Grade Crossing Signal System - Jefferson County, CR 20, Shepherdstown: Upgrade signals to LED	R2020	East	Yes			$0.270	State General Fund, Federal Highway Funds	Improve safety by upgrading lights to LED.	WVDOH	Public	NS	Safety	Construct
Z-20-21	IMMEDIATE	Grade Crossing Signal System - Jefferson County, CR 9/29, Ranson: Upgrade signals to LED	R2020	East	Yes			$0.180	State General Fund, Federal Highway Funds	Improve safety by upgrading lights to LED.	WVDOH	Public	NS	Safety	Construct
Z-20-22	IMMEDIATE	Grade Crossing Signal System - Kanawha, Center Street Pratt: Upgrade warning devices/circuits	R2020	South	Yes			$0.525	State General Fund, Federal Highway Funds	Improve safety by upgrading warning devices.	WVDOH	Public	CSX	Safety	Construct
Z-20-23	IMMEDIATE	Grade Crossing Surface - Berkeley County, CR 11/14, Mall Drive: Replace existing concrete surface	R2020	East	Yes			$0.330	State General Fund, Federal Highway Funds	Improve safety by upgrading crossing surface.	WVDOH	Public	WWRR	Safety	Construct
Z-20-24	IMMEDIATE	Grade Crossing Signal System - Braxton County, CR 5/11, 5th Street Burnsville: Upgrade signals to LED	R2020	North	Yes			$0.092	State General Fund, Federal Highway Funds	Improve safety by upgrading lights to LED.	WVDOH	Public	AORR	Safety	Construct
Z-20-25	IMMEDIATE	Crossing Modifications at KNWA crossings	R 2020	Statewide	Yes			$0.012	State General Fund, Federal Highway Funds	Improve safety by installing stop and yield signs at identified crossings.	WVDOH	Public	KNWA	Safety	Construct
Z-20-26	IMMEDIATE	Grade Crossing Signal System - Tyler County, Diamond Street: Upgrade lights to LED and gate	R 2020	North	Yes			$0.175	State General Fund, Federal Highway Funds	Improve safety by upgrading lights and gate system.	WVDOH	Public	CSX	Safety	Construct
Z-20-3	IMMEDIATE	Grade Crossing Signal System - NS Phase2: Upgrade flashing lights to LED	R 2020	Statewide	Yes			$0.236	State General Fund, Federal Highway Funds	Improve safety by providing signals and gates at identified crossings.	WVDOH	Public	NS	Safety	Construct
Z-20-4	IMMEDIATE	Grade Crossing Signal System - NS Phase2: Upgrade flashing lights to LED	R 2020	Statewide	Yes			$0.287	State General Fund, Federal Highway Funds	Improve safety by providing signals and gates at identified crossings.	WVDOH	Public	NS	Safety	Construct
Z-20-5	NEAR	Inwood Bypass grade separation	R 2020; STIP 2020	East	Yes			$1.000	State General Fund, GO Bond, HSIP	Improve safety by eliminating highway-rail conflicts, improve traffic flow and congestion, and enhance economic development.	WVDOH	Private	WWRR	Safety	PE, Construct, Fund

SAFETY	41 Projects	Total Cost $38.818 M													
PROJECT ID	**TERM**	**PROJECT/INITIATIVE**	**ORGINIATING PLAN**	**RAIL DISTRICT**	**CAPITAL**	**PLANNING, POLICY & GOVERNANCE**	**OPERATIONS**	**COST (M)**	**POTENTIAL FUNDING SOURCE**	**BENEFITS**	**OWNER OF PROJECT/ INITIATIVE**	**SYSTEM**	**RAILROAD**	**TYPE**	**ACTION**
Z-20-6	LONG	WV45/Apple Harvest Drive and Winchester Western shortline intersection grade separation	R 2020	East	Yes			TBD	State General Fund, Federal Highway Funds	Improve safety by eliminating highway-rail conflicts, improve traffic flow and congestion, and enhance economic development.	WVDOH	Public	WWRR	Safety	Construct
Z-20-7	LONG	Re-align Mildred Street at-grade crossing on Rt 115 in Ranson to cross perpendicular vs angled.	R 2020	East	Yes			TBD	State General Fund, Federal Highway Funds	Improve safety by eliminating highway-rail conflicts, improve traffic flow and congestion, and enhance economic development.	WVDOH	Public	NS	Safety	Study, Fund
Z-20-8	IMMEDIATE	Grade Crossing Signal System - NS Phase1: Upgrade flashing lights to LED	R 2020	Statewide	Yes			$0.285	State General Fund, Federal Highway Funds	Improve safety by providing signals and gates at identified crossings.	WVDOH	Public	NS	Safety	Construct
Z-20-9	IMMEDIATE	Crossing Modifications at NS crossings	R 2020	Statewide	Yes			$0.071	State General Fund, Federal Highway Funds	Improve safety by installing stop and yield signs at identified crossings.	WVDOH	Public	NS	Safety	Construct
F-13-4	LONG	CSXT - Reroute of freight line between Harper's Ferry and Reedson; eliminate grade crossings and the Bakerton Rd Underpass	R 2013	East	Yes			TBD	Private	Improve safety by eliminating highway-rail conflicts, improve capacity and on-time performance of both passenger and freight rail on the CSXT line in the Eastern Panhandle.	CSXT	Private	CSXT	Freight	PE, Fund

* Project ID Numbers are not based on priority; they are sequential.

Project Type -		Year (First introduced) - Project #
F	Freight	13
P	Passenger	20
Z	Safety (Sec 130)	21
FS	Feasibility Study	22
E	Trail	

Originating Plan	
R2020	2020 Rail Plan (New)
R2013	2013 Rail Plan
F2018	2018 Freight Plan
STIP	STIP

Term	Years
Immediate	< 5 Years
Near	5 - 10 Years
Long	10 - 20 Years

PRESERVATION / RESILIENCY 10 Projects Total Cost $11.214 M															
PROJECT ID	TERM	PROJECT/INITIATIVE	ORGINIATING PLAN	RAIL DISTRICT	CAPITAL	PLANNING, POLICY & GOVERNANCE	OPERATIONS	COST (M)	POTENTIAL FUNDING SOURCE	BENEFITS	OWNER OF PROJECT/ INITIATIVE	SYSTEM	RAILROAD	TYPE	ACTION
F-13-5	IMMEDIATE	SBVR - Shop and servicing upgrades	R 2013	East	Yes			$0.750	State General Fund, SBVR Special Revenue Fund	Improve safety and efficiency, increase return on investment by improving existing facility.	WVSRA	Public	SBVR	Freight	Construct, Fund
F-13-6	NEAR	SBVR - Locomotive upgrades	R 2013	East	Yes			$1.500	State General Fund, SBVR Special Revenue Fund	Improve safety and efficiency, increase return on investment by extending the service life of existing locomotives and reduce emissions.	WVSRA	Public	SBVR	Freight	Construct, Fund
F-13-7	IMMEDIATE	SBVR - Rehabilitation of bridge decks	R 2013	East	Yes			$0.750	State General Fund, SBVR Special Revenue Fund	Improve safety and efficiency, increase return on investment by extending the service life of existing bridges.	WVSRA	Public	SBVR	Freight	Construct, Fund
F-13-8	IMMEDIATE	SBVR - Rehabilitation of bridge 6.5	STIP 2020	East	Yes			$1.726	State General Fund, SBVR Special Revenue Fund	Improve safety and efficiency, increase return on investment by extending the service life of existing bridges.	WVSRA	Public	SBVR	Freight	Construct, Fund
F-13-9	IMMEDIATE	WVCR - Rehabilitation of bridge decks	R 2013	North	Yes			$0.750	State General Fund, WVCR Special Revenue Fund	Improve safety and efficiency, increase return on investment by extending the service life of existing bridges.	WVSRA	Public	WVCR	Freight	Construct, Fund
F-20-2	LONG	Rehabilitation of state owned line into serviceable track for additional economic impact. Specifically the line to Beverly from Elkins and the final phase of the West Virginia Central from Spruce to Elk Springs	R 2020	North	Yes			$3.100	State General Fund	Increase return on investment by maximizing usage of existing state owned rail lines, increase economic development through marketable rail services; increase rail-related and outdoor tourism and related economic development through business expansion.	WVSRA	Public	WVCR	Freight	PE, Construct, Fund
P-20-6	NEAR	Complete track connection between Durbin and Cass, including bridge replacement at Trout Run	R 2020	North	Yes			$2.488	SRA General Fund, Special Revenue Fund, Private	Increase rail-related tourism and related economic development through business expansion; increase rider satisfaction.	DGVR	Public	DGVR	Tourist	Construct
F-18-3	LONG	Increase rail capacity along the Ohio River	F 2018	North, South	Yes			TBD	Private	Improve on-time performance of freight and passenger trains, alleviate congestion, improve safety and increase economic development opportunities.	TBD	Private	CSXT	Freight	Study, Fund
F-20-3	LONG	Improve railroad condition: work with shortlines and assist in applying for Federal grants bringing the state shortline rail system into a state of good repair	F 2018	Statewide	Yes	Yes		TBD	State General Fund	Improve safety and efficiency on shortline railroads; support economic competitiveness through a state of good repair program.	WVDOT, WVSRA	Private	Shortlines	Freight	Study, Fund
P-20-8	IMMEDIATE	Martinsburg Train Station Sidewalks	STIP 2020	East	Yes			$0.150	State General Fund, TAP	Increase passenger accessibility, ensure ADA compliance, improve station access and amenities.	City of Martinsburg WVDOH	Public	CSXT	Commuter	PE, Construct

* Project ID Numbers are not based on priority; they are sequential.

Project Type -		Year (First introduced) - Project #	Originating Plan	
F	Freight	13	R2020	2020 Rail Plan (New)
P	Passenger	20	R2013	2013 Rail Plan
Z	Safety (Sec 130)	21	F2018	2018 Freight Plan
FS	Feasibility Study	22	STIP	STIP
E	Trail			

Term	Years
Immediate	< 5 Years
Near	5 - 10 Years
Long	10 - 20 Years

TOURISM / ECONOMIC DEVELOPMENT 39 Projects Total Cost $92.315 M															
PROJECT ID	TERM	PROJECT/INITIATIVE	ORGINIATING PLAN	RAIL DISTRICT	CAPITAL	PLANNING, POLICY & GOVERNANCE	OPERATIONS	COST (M)	POTENTIAL FUNDING SOURCE	BENEFITS	OWNER OF PROJECT/ INITIATIVE	SYSTEM	RAILROAD	TYPE	ACTION
E-20-1	NEAR	Identify and map rail corridors and rights of way for trail and other transportation use. Serve as a clearinghouse for voluntary notification rail property disposal actions that are not already covered by the STB	R 2020	Statewide		Yes		TBD	State General Fund, Private	Expand tourism opportunities and related economic development.	WVDOT, WVSRA	Multiple	All	Rail Trail	Study, Fund
E-20-10	NEAR	Construct WV portions of Cleveland to Pittsburgh Trail Corridor: Wheeling Heritage Trail, Brooke Pioneer Trail, Yankee Trail and Panhandle Trail in the WV Northern Panhandle	R 2020	North	Yes			TBD	Private	Increase rail-related and outdoor tourism and related economic development through business expansion.	RTTC	Public	Abandoned	Rail Trail	PE, Construct
E-20-11	LONG	Completion of WV portions of Great American Rail-Trail: Panhandle Trail and Weirton to WV/OH State Line (Design in 2020 STIP)	R 2020, STIP 2020	East, North	Yes			$0.020	Local, Private, TAP	Increase rail-related and outdoor tourism and related economic development through business expansion.	RTTC	Public	Abandoned	Rail Trail	PE, Construct, Fund
E-20-13	NEAR	Construction of Allegheny Highlands Trail: proposed rail-trail extensions following the former West Virginia Central and Pittsburgh Railway from Hendricks to Davis (Phased)	R 2020	North	Yes			TBD	Private, State General Fund, TAP Funds	Increase rail-related and outdoor tourism and related economic development through business expansion.	HTF	Public	Abandoned	Rail Trail	PE, Construct
E-20-15	IMMEDIATE	Design and Construction of Meadow River Trail (Phased)	STIP 2020	South	Yes			$0.100	State General Fund, TAP Funds, WVDOH, FEMA	Increase rail-related and outdoor tourism and related economic development through business expansion.	WVDOT, WVDNR	Public	Abandoned	Rail Trail	PE, Construct
E-20-16	NEAR	Clarksburg Connector - acquisition of CSXT rail corridor for North Bend Rail Trail	STIP 2020	North	Yes			$0.594	State General Fund, TAP Funds	Increase rail-related and outdoor tourism and related economic development through business expansion.	WVDOT, WVDNR, WVSRA, Elk River Railroad Inc.	Public	CSX	Rail Trail	PE, Construct
E-20-2	IMMEDIATE	Provide advance notice of any plans of removal from public ownership or demolition of any railway facilities (active or inactive) in West Virginia with the state WV Rails to Trails Council and the national Rails to Trails Conservancy. Railway facilities to include but not be limited to bridges, depots, spur lines, and railway corridors	R 2020	East, North		Yes		TBD	State General Fund	Expand outdoor tourism opportunities and related economic development.	WVSRA	Multiple	All	Rail Trail	Fund
E-20-3	NEAR	Analysis of rail trail alignment from Jefferson Bridge to West Fork River Trail	R 2020	North	Yes			TBD	State General Fund, WVCR Special Revenue Fund	Increase rail-related and outdoor tourism and related economic development through business expansion.	WVSRA	Public	WVCR	Rail Trail	Study, Fund
E-20-4	IMMEDIATE	Design and Construction of Harrison County Southern Rail Trail	STIP 2020	North	Yes			$0.501	State General Fund, NRT Funds	Expand outdoor tourism opportunities and related economic development.	WVDOT, WVDNR	Public	Abandoned	Rail Trail	PE, Construct
E-20-5	NEAR	SRA to continue cooperation to own property and lease to non-profits, state agencies, and municipalities for rail-banked properties and rail-trail management when rail properties are scheduled for abandonment	R 2020	Statewide		Yes		TBD	State General Fund	Increase rail-related tourism and related economic development through business expansion.	WVDOT, WVSRA	Public	All	Rail Trail	Study, Fund
E-20-6	NEAR	Provide legal assistance with any property disputes and/or negotiations on current rail-trail / rail-banked properties on corridors to be owned or purchased by the SRA	R 2020	Statewide		Yes		TBD	State General Fund	Increase rail-related tourism and related economic development through business expansion.	WVDOT, WVSRA	Public	All	Rail Trail	Study, Fund
E-20-7	LONG	Elk River Rail Trail System: Utilize 72 miles of abandoned rail lines for recreational trails (Phased)	R 2020	North, South	Yes			TBD	State General Fund	Increase rail-related and outdoor tourism and related economic development through business expansion.	WVDOH, WVDNR, WVSRA, WVTO	Public	Abandoned	Rail Trail	PE, Construct, Fund
E-20-8	NEAR	Parkersburg to Pittsburgh Trail Corridor in Wood, Doddridge, Ritchie, Harrison, Marion and Monongalia Counties: Complete the 150-miles of rail trail, 22 miles remaining (Phased)	R 2020	North	Yes			TBD	State General Fund, Local, Private	Increase rail-related and outdoor tourism and related economic development through business expansion.	MRTC	Public	CSX	Rail Trail	PE, Construct, Fund
E-20-9	LONG	New River Gorge Trail Alliance- construct and promote a regional trail system connecting gateway communities, national and state parks in Fayette, Nicholas, Raleigh, Greenbrier and Summers counties. (Phased)	R 2020	South	Yes			TBD	State General Fund, Local, Private	Increase rail-related and outdoor tourism and related economic development through business expansion.	NRGTA	Public	Abandoned	Rail Trail	PE, Construct, Fund
F-13-1	IMMEDIATE	Support the development of new freight rail business opportunities	R 2013	Statewide		Yes		TBD	State General Fund	Support economic development	WVDO	Private	All	Freight	Study, Fund

TOURISM / ECONOMIC DEVELOPMENT 39 Projects Total Cost $92.315 M															
PROJECT ID	TERM	PROJECT/INITIATIVE	ORGINIATING PLAN	RAIL DISTRICT	CAPITAL	PLANNING, POLICY & GOVERNANCE	OPERATIONS	COST (M)	POTENTIAL FUNDING SOURCE	BENEFITS	OWNER OF PROJECT/ INITIATIVE	SYSTEM	RAILROAD	TYPE	ACTION
F-13-3	LONG	Upgrade Mittal Weirton Yard	R 2013	North	Yes			TBD	Private	Support economic development	Private	Private	NS	Freight	Study, Fund
F-18-1	LONG	Improve rail access within the Morgantown Industrial Park: Identify parcels for development and potential rail extensions; work through state and local economic development authorities	F 2018	East	Yes			TBD	Local, State General Fund	Enhance economic development.	Local, Private	Private	NS	Freight	Study, Fund
F-18-2	LONG	Redevelop rail line that runs through Clay County to Charleston	F 2018	South	Yes			TBD	Private	Reactiving rail line will improve economic development opportunities.	TBD	Private		Freight	Study, Fund
F-20-1	NEAR	Secure dedicated funding to build new rail spurs and to assist with maintenance of existing spurs/rail sidings for economic development	R 2020	Statewide	Yes	Yes		TBD	State General Fund	Support economic development	WVDO	Private	All	Freight	Fund
FS-13-1	IMMEDIATE	Improve existing commuter rail service by evaluating weekend service and long-term funding options. If commuter weekend service becomes available ensure coaches have bike racks.	R 2013	East			Yes	TBD	State General Fund, CMAQ	Provides increased access, ridership growth and enhances mobility options; provides additional service for residents and visitors, increases rider satisfaction and attracts new riders.	HEPMPO	Private	MARC, CSXT	Commuter	Study, Fund
FS-13-2	NEAR	Evaluate MARC station/infrastructure needs; conduct assessment of existing MARC stations in WV, necessary upgrades and need for multimodal facility in the MARC service area	R 2013	East		Yes		TBD	State General Fund, CMAQ	Increase passenger accessibility, ensure ADA compliance, improve station access and amenities and tourism opportunities.	HEPMPO	Public	MARC, CSXT	Commuter	Study, Fund
FS-13-3	LONG	Conduct feasibility of extending WVCR trackage by 28 miles to Bergoo for additional tourist and overnight attractions.	R 2013	North	Yes			$44.000	State General Fund, WVCR Special Revenue Fund	Increase rail-related tourism and related economic development through business expansion.	WVSRA	Public	WVCR	Tourist	Study, Fund
FS-13-4	NEAR	Evaluate need and feasibility for a transload facility in Upper Kanawha Valley	R 2013	South	Yes			TBD	State General Fund	Support economic development	WVDOT	Private	Multiple	Freight	Study, Fund
FS-18-1	LONG	Conduct traffic separation study in Huntington focused on improving crossings, consolidating crossings and potential underpass improvements at 20th and 16th Streets	F 2018	South		Yes	Yes	$0.250	State General Fund	Improve safety by eliminating highway-rail conflicts, improve efficiency of travel along affected roadways and improve air quality.	WVDOT, KYOVA	Public	CSXT	Safety	Study, Fund
FS-20-2	IMMEDIATE	Inventory Highway-Railroad crossings; Identify problem crossings including high traffic humped crossings and short throat intersections; evaluate for improvements.	R 2020	Statewide		Yes		$0.250	State General Fund, Federal Highway Funds	Improve safety by identifying crossings for improvement.	WVDOH	Public	All	Safety	Study
FS-20-3	NEAR	Identify Charleston station needs including dedicated parking spaces and better connections to local transit, conduct needs assessment for multimodal terminal	R 2020	South		Yes		TBD	State General Fund, CMAQ	Increase passenger accessibility and ridership; enhances mobility options; improve station access and amenities and economic development opportunities.	RIC, WV Region 3	Private	AMT	Intercity	Study, Fund
FS-20-7	NEAR	MARC Brunswick Line Extension Study	MD	East		Yes		$3.700	MDOT	Provide new train service extension to additional communities, increase ridership; better understand operating and infrastructure costs for current and future service.	MARC	Public	CSXT	Commuter	Study
P-13-1	NEAR	Upgrading of Cardinal service- Establish funding and operational strategy; Establish state partnerships and collaboration for regional routes, i.e. WV/VA, WV/PA, WV/OH	R 2013	South		Yes		TBD	Amtrak, State General Fund	Provides increased access, ridership growth and enhances mobility options; provides additional service for residents and visitors, increases rider satisfaction and attracts new riders.	WVTO	Amtrak	Amtrak, CSXT	Intercity	Study, Fund
P-20-1	IMMEDIATE	Develop a more robust awareness campaign for passenger (commuter and intercity) rail service in the state, including availability of up-to-date timetables at stations and an online presence	R 2020	Statewide			Yes	TBD	State General Fund	Attracts new riders, expand tourism opportunities and related economic development; increase rider satisfaction.	WVTO	Private	Amtrak, MARC	Commuter, Intercity	Fund
P-20-10	IMMEDIATE	Evaluate governance of planning efforts to maintain passenger rail service	R 2020	Statewide		Yes		TBD	State General Fund	Improved passenger rail service through policy and funding stability. Resulting in increased ridership, improved air quality, accessibility and economic development benefits.	WVDOT	Private	Multiple	Commuter, Intercity	Study, Fund
P-20-11	NEAR	Work with shortlines to maintain existing tourist rail track conditions into a state of good repair	R 2020	Statewide	Yes	Yes		TBD	State General Fund	Increase rail-related tourism and related economic development through business expansion.	WVSRA	Private	Shortlines	Tourist	Construct, Fund
P-20-12	NEAR	Examine opportunities for special event trains such as the New River Gorge Autumn Train (Rail Excursions) and a BSA Jamboree Train; continue discussions with Amtrak, CSX, NS	R 2020	South		Yes		TBD	State General Fund, TAP Funds	Attracts new riders, increases economic development and expands highly successful rail-related tourism offerings.	WVDOT, WVTO, Rail Excursions	Private	CSXT, NS	Tourist	Study, Fund

TOURISM / ECONOMIC DEVELOPMENT 39 Projects Total Cost $92.315 M															
PROJECT ID	TERM	PROJECT/INITIATIVE	ORGINIATING PLAN	RAIL DISTRICT	CAPITAL	PLANNING, POLICY & GOVERNANCE	OPERATIONS	COST (M)	POTENTIAL FUNDING SOURCE	BENEFITS	OWNER OF PROJECT/ INITIATIVE	SYSTEM	RAILROAD	TYPE	ACTION
P-20-13	NEAR	Development of Phase I and II of Hampshire County Industrial Park and Potomac Eagle expansion of depot, shop, restaurant and hotel	R 2020	East	Yes			$24.000	Hampshire County, Grant Funds, Private	Increase rail-related tourism and related economic development through business expansion; increase rider satisfaction.	WVSRA, Hampshire County, Potomac Eagle	Public	SBVR	Freight, Tourist	PE, Construct, Fund
P-20-14	LONG	Proposed Station: New MARC/EPTA transit station and bus transfer center to replace the Duffields Station	R 2020	East	Yes			$12.6-16.3	State General Funds, Federal Transit Funds, CMAQ, MPO Regional Funds	Replace current Duffields platform/shelter with multimodal transit station	HEPMPO	Public	CSX	Commuter	PE, Construct, Fund
P-20-2	IMMEDIATE	Improve universal accessibility / ADA compliance at passenger, commuter, and tourist rail stations	R 2020	Statewide	Yes			TBD	State General Fund, CMAQ,	Increase passenger accessibility, ensure ADA compliance, improve station access and amenities and tourism opportunities.	Multiple	Private	Multiple	Intercity, Commuter	Fund
P-20-3	IMMEDIATE	Ensure Amtrak coaches are equipped with bike racks for multimodal transportation or outdoor enthusiasts and advertise bike rack availability on all Amtrak routes.	R 2020	Statewide	Yes			TBD	Amtrak	Attracts new riders, expand tourism opportunities, and related economic development; enhances mobility options and increase rider satisfaction.	Amtrak	Private	AMT	Intercity	Fund
P-20-4	IMMEDIATE	Recommend long-term funding solution and agreement w/ Maryland to ensure continued MARC regional commuter operations	R 2020	East			Yes	TBD	State General Fund	Improved passenger rail service through policy and funding stability. Resulting in increased ridership, improved air quality, accessibility and economic development benefits.	WVDOT	Private	MARC, CSXT	Commuter	Study, Fund
P-20-7	LONG	Identify opportunities for development around stations in Harpers Ferry, Duffields, and Martinsburg.	R 2020	East		Yes		TBD	Local	Economic development through transit oriented development and tourism opportunities.	Local Govts.	Commuter	MARC, CSXT	Commuter	Study, Fund

* Project ID Numbers are not based on priority; they are sequential.

Project Type -		Year (First introduced) - Project #
F	Freight	13
P	Passenger	20
Z	Safety (Sec 130)	21
FS	Feasibility Study	22
E	Trail	

Originating Plan	
R2020	2020 Rail Plan (New)
R2013	2013 Rail Plan
F2018	2018 Freight Plan
STIP	STIP

Term	Years
Immediate	< 5 Years
Near	5 - 10 Years
Long	10 - 20 Years

FEASABILITY STUDIES / POLICY CHANGES 36 Projects Total Cost $ 48.7 M															
PROJECT ID	TERM	PROJECT/INITIATIVE	ORGINIATING PLAN	RAIL DISTRICT	CAPITAL	PLANNING, POLICY & GOVERNANCE	OPERATIONS	COST (M)	POTENTIAL FUNDING SOURCE	BENEFITS	OWNER OF PROJECT/ INITIATIVE	SYSTEM	RAILROAD	TYPE	ACTION
E-20-1	NEAR	Identify and map rail corridors and rights of way for trail and other transportation use. Serve as a clearinghouse for voluntary notification rail property disposal actions that are not already covered by the STB	R 2020	Statewide		Yes		TBD	State General Fund, Private	Expand tourism opportunities and related economic development.	WVDOT, WVSRA	Multiple	All	Rail Trail	Study, Fund
E-20-2	IMMEDIATE	Provide advance notice of any plans of removal from public ownership or demolition of any railway facilities (active or inactive) in West Virginia with the state WV Rails to Trails Council and the national Rails to Trails Conservancy. Railway facilities to include but not be limited to bridges, depots, spur lines, and railway corridors	R 2020	East, North		Yes		TBD	State General Fund	Expand outdoor tourism opportunities and related economic development.	WVSRA	Multiple	All	Rail Trail	Fund
E-20-3	NEAR	Analysis of rail trail alignment from Jefferson Bridge to West Fork River Trail	R 2020	North	Yes			TBD	State General Fund, WVCR Special Revenue Fund	Increase rail-related and outdoor tourism and related economic development through business expansion.	WVSRA	Public	WVCR	Rail Trail	Study, Fund
E-20-5	NEAR	SRA to continue cooperation to own property and lease to non-profits, state agencies, and municipalities for rail-banked properties and rail-trail management when rail properties are scheduled for abandonment	R 2020	Statewide		Yes		TBD	State General Fund	Increase rail-related tourism and related economic development through business expansion.	WVDOT, WVSRA	Public	All	Rail Trail	Study, Fund
E-20-6	NEAR	Provide legal assistance with any property disputes and/or negotiations on current rail-trail / rail-banked properties on corridors to be owned or purchased by the SRA	R 2020	Statewide		Yes		TBD	State General Fund	Increase rail-related tourism and related economic development through business expansion.	WVDOT, WVSRA	Public	All	Rail Trail	Study, Fund
F-13-1	IMMEDIATE	Support the development of new freight rail business opportunities	R 2013	Statewide		Yes		TBD	State General Fund	Support economic development	WVDO	Private	All	Freight	Study, Fund
F-13-3	LONG	Upgrade Mittal Weirton Yard	R 2013	North	Yes			TBD	Private	Support economic development	Private	Private	NS	Freight	Study, Fund
F-18-1	LONG	Improve rail access within the Morgantown Industrial Park: Identify parcels for development and potential rail extensions; work through state and local economic development authorities	F 2018	East	Yes			TBD	Local, State General Fund	Enhance economic development.	Local, Private	Private	NS	Freight	Study, Fund
F-18-2	LONG	Redevelop rail line that runs through Clay County to Charleston	F 2018	South	Yes			TBD	Private	Reactiving rail line will improve economic development opportunities.	TBD	Private		Freight	Study, Fund
F-18-3	LONG	Increase rail capacity along the Ohio River	F 2018	North, South	Yes			TBD	Private	Improve on-time performance of freight and passenger trains, alleviate congestion, improve safety and increase economic development opportunities.	TBD	Private	CSXT	Freight	Study, Fund
F-20-1	NEAR	Secure dedicated funding to build new rail spurs and to assist with maintenance of existing spurs/rail sidings for economic development	R 2020	Statewide	Yes	Yes		TBD	State General Fund	Support economic development	WVDO	Private	All	Freight	Fund
F-20-3	LONG	Improve railroad condition: work with shortlines and assist in applying for Federal grants bringing the state shortline rail system into a state of good repair	F 2018	Statewide	Yes	Yes		TBD	State General Fund	Improve safety and efficiency on shortline railroads; support economic competitiveness through a state of good repair program.	WVDOT, WVSRA	Private	Shortlines	Freight	Study, Fund
FS-13-1	IMMEDIATE	Improve existing commuter rail service by evaluating weekend service and long-term funding options. If commuter weekend service becomes available ensure coaches have bike racks.	R 2013	East			Yes	TBD	State General Fund, CMAQ	Provides increased access, ridership growth and enhances mobility options; provides additional service for residents and visitors, increases rider satisfaction and attracts new riders.	HEPMPO	Private	MARC, CSXT	Commuter	Study, Fund
FS-13-2	NEAR	Evaluate MARC station/infrastructure needs; conduct assessment of existing MARC stations in WV, necessary upgrades and need for multimodal facility in the MARC service area	R 2013	East		Yes		TBD	State General Fund, CMAQ	Increase passenger accessibility, ensure ADA compliance, improve station access and amenities and tourism opportunities.	HEPMPO	Public	MARC, CSXT	Commuter	Study, Fund
FS-13-3	LONG	Conduct feasibility of extending WVCR trackage by 28 miles to Bergoo for additional tourist and overnight attractions.	R 2013	North	Yes			$44.000	State General Fund, WVCR Special Revenue Fund, Federal Grant	Increase rail-related tourism and related economic development through business expansion.	WVSRA	Public	WVCR	Tourist	Study, Fund
FS-13-4	NEAR	Evaluate need and feasibility for a transload facility in Upper Kanawha Valley	R 2013	South	Yes			TBD	State General Fund	Support economic development	WVDOT	Private	Multiple	Freight	Study, Fund

FEASABILITY STUDIES / POLICY CHANGES 36 Projects Total Cost $ 48.7 M															
PROJECT ID	TERM	PROJECT/INITIATIVE	ORGINIATING PLAN	RAIL DISTRICT	CAPITAL	PLANNING, POLICY & GOVERNANCE	OPERATIONS	COST (M)	POTENTIAL FUNDING SOURCE	BENEFITS	OWNER OF PROJECT/ INITIATIVE	SYSTEM	RAILROAD	TYPE	ACTION
FS-18-1	LONG	Conduct traffic separation study in Huntington focused on improving crossings, consolidating crossings and potential underpass improvements at 20th and 16th Streets	F 2018	South		Yes	Yes	$0.250	State General Fund	Improve safety by eliminating highway-rail conflicts, improve efficiency of travel along affected roadways and improve air quality.	WVDOT, KYOVA	Public	CSXT	Safety	Study, Fund
FS-18-2	NEAR	Conduct statewide truck route/railroad crossing improvement study	F 2018	Statewide		Yes	Yes	TBD	State General Fund	Improve safety at identified crossings, improve efficiency of travel along affected roadways and improve air quality.	WVDOT, WVDOH	All	All	Freight	Study, Fund
FS-20-1	NEAR	Rural Opportunities to Use Transportation for Economic Success (ROUTES): Follow new USDOT program and identify ways for WV to participate and apply for Federal discretionary grants	R 2020	Statewide		Yes		TBD	State General Fund	Improved return on investment by leveraging state funds as match toward federal grant/loan programs.	WVDOT	Multiple	All	Commuter, Intercity, Freight	Policy
FS-20-2	IMMEDIATE	Inventory Highway-Railroad crossings; Identify problem crossings including high traffic humped crossings and short throat intersections; evaluate for improvements.	R 2020	Statewide		Yes		$0.250	State General Fund, Federal Highway Funds	Improve safety by identifying crossings for improvement.	WVDOH	Public	All	Safety	Study
FS-20-3	NEAR	Identify Charleston station needs including dedicated parking spaces and better connections to local transit, conduct needs assessment for multimodal terminal	R 2020	South		Yes		TBD	State General Fund, CMAQ	Increase passenger accessibility and ridership; enhances mobility options; improve station access and amenities and economic development opportunities.	RIC, WV Region 3	Private	AMT	Intercity	Study, Fund
FS-20-4	NEAR	Evaluate coordination of connecting bus and train schedules	R 2020	Statewide			Yes	TBD	State General Fund, Transit Funds	Accommodates ridership growth and enhances mobility options.	Multiple	Public	Multiple	Commuter, Intercity	Study, Fund
FS-20-5	LONG	Huntington Multimodal Terminal	Stakeholders	South		Yes		TBD	MPO Regional Planning Funds, Local	Increase multimodal options, improve transportation accessibility, improve station access and amenities.	City of Huntington	Public	CSXT	Intercity	Study, Fund
FS-20-6	NEAR	West Martinsburg Train Service Facility and Multimodal Station	Stakeholders	East		Yes		TBD	MPO Regional Planning Funds, Local	Increase multimodal options, improve transportation accessibility, improve station access and amenities. Provide new train service facility to improve train operations.	MARC	Public	CSXT	Commuter	Study, Fund
FS-20-7	NEAR	MARC Brunswick Line Extension Study	MD	East		Yes		$3.700	MDOT	Provide new train service extension to additional communities, increase ridership; better understand operating and infrastructure costs for current and future service.	MARC	Public	CSXT	Commuter	Study
P-13-1	NEAR	Upgrading of Cardinal service- Establish funding and operational strategy; Establish state partnerships and collaboration for regional routes, i.e. WV/VA, WV/PA, WV/OH	R 2013	South		Yes		TBD	Amtrak, State General Fund	Provides increased access, ridership growth and enhances mobility options; provides additional service for residents and visitors, increases rider satisfaction and attracts new riders.	WVTO	Amtrak	Amtrak, CSXT	Intercity	Study, Fund
P-20-1	IMMEDIATE	Develop a more robust awareness campaign for passenger (commuter and intercity) rail service in the state, including availability of up-to-date timetables at stations and an online presence	R 2020	Statewide			Yes	TBD	State General Fund	Attracts new riders, expand tourism opportunities and related economic development; increase rider satisfaction.	WVTO	Private	Amtrak, MARC	Commuter, Intercity	Fund
P-20-10	IMMEDIATE	Evaluate governance of planning efforts to maintain passenger rail service	R 2020	Statewide		Yes		TBD	State General Fund	Improved passenger rail service through policy and funding stability. Resulting in increased ridership, improved air quality, accessibility and economic development benefits.	WVDOT	Private	Multiple	Commuter, Intercity	Study, Fund
P-20-12	NEAR	Examine opportunities for special event trains such as the New River Gorge Autumn Train (Rail Excursions) and a BSA Jamboree Train; continue discussions with Amtrak, CSX, NS	R 2020	South		Yes		TBD	State General Fund, TAP Funds	Attracts new riders, increases economic development and expands highly successful rail-related tourism offerings.	WVDOT, WVTO, Rail Excursions	Private	CSXT, NS	Tourist	Study, Fund
P-20-2	IMMEDIATE	Improve universal accessibility / ADA compliance at passenger, commuter, and tourist rail stations	R 2020	Statewide	Yes			TBD	State General Fund, CMAQ,	Increase passenger accessibility, ensure ADA compliance, improve station access and amenities and tourism opportunities.	Multiple	Private	Multiple	Commuter, Intercity	Fund
P-20-3	IMMEDIATE	Ensure Amtrak coaches are equipped with bike racks for multimodal transportation or outdoor enthusiasts and advertise bike rack availability on all Amtrak routes.	R 2020	Statewide	Yes			TBD	Amtrak	Attracts new riders, expand tourism opportunities, and related economic development; enhances mobility options and increase rider satisfaction.	Amtrak	Private	AMT	Intercity	Fund
P-20-4	IMMEDIATE	Recommend long-term funding solution and agreement w/ Maryland to ensure continued MARC regional commuter operations	R 2020	East			Yes	TBD	State General Fund	Improved passenger rail service through policy and funding stability. Resulting in increased ridership, improved air quality, accessibility and economic development benefits.	WVDOT	Private	MARC, CSXT	Commuter	Study, Fund

FEASABILITY STUDIES / POLICY CHANGES 36 Projects Total Cost $ 48.7 M															
PROJECT ID	**TERM**	**PROJECT/INITIATIVE**	**ORGINIATING PLAN**	**RAIL DISTRICT**	**CAPITAL**	**PLANNING, POLICY & GOVERNANCE**	**OPERATIONS**	**COST (M)**	**POTENTIAL FUNDING SOURCE**	**BENEFITS**	**OWNER OF PROJECT/ INITIATIVE**	**SYSTEM**	**RAILROAD**	**TYPE**	**ACTION**
P-20-5	NEAR	Utilize the Amtrak Station Host Program to post volunteer agents at stations	R 2020	Statewide			Yes	TBD	Private	Increase passenger accessibility, improve station amenities and rider satisfaction.	Amtrak	Amtrak	AMT	Commuter, Intercity	Policy
P-20-7	LONG	Identify opportunities for development around stations in Harpers Ferry, Duffields, and Martinsburg.	R 2020	East		Yes		TBD	Local	Economic development through transit oriented development and tourism opportunities.	Local Govts.	Commuter	MARC, CSXT	Commuter	Study, Fund
Z-20-1	IMMEDIATE	Develop an FRA-compliant Crossing Safety Action Plan	R 2020	Statewide		Yes		$0.500	State General Fund, Federal Funds	Adhere to Federal rules and guidelines; improve return on investment by maximizing Federal funding programs. Improve safety by providing signals and gates at identified crossings.	WVDOH	Public	All	Safety	Study
Z-20-7	LONG	Re-align Mildred Street at-grade crossing on Rt 115 in Ranson to cross perpendicular vs angled.	R 2020	East	Yes			TBD	State General Fund, Federal Highway Funds	Improve safety by eliminating highway-rail conflicts, improve traffic flow and congestion, and enhance economic development.	WVDOH	Public	NS	Safety	Study, Fund

* Project ID Numbers are not based on priority; they are sequential.

Project Type -		Year (First introduced) - Project #
F	Freight	13
P	Passenger	20
Z	Safety (Sec 130)	21
FS	Feasibility Study	22
E	Trail	

Originating Plan	
R2020	2020 Rail Plan (New)
R2013	2013 Rail Plan
F2018	2018 Freight Plan
STIP	STIP

Term	Years
Immediate	< 5 Years
Near	5 - 10 Years
Long	10 - 20 Years

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West Virginia State Rail Plan

Appendix 7 – Rail Safety and Grade Crossing Programs

July 31, 2020

West Virginia State
Rail Authority
120 Water Plant Drive
Moorefield, WV 26836

Contents

1 Overview

As part of the state's commitment to transportation safety, the WV Department of Transportation should aim to decrease the number of highway-railroad grade-crossing and rail equipment accidents. Thousands of rail equipment and grade crossing accidents occur each year in the United States, though less than 2% of those occur in West Virginia. The State may still see severe consequences of derailment, equipment damage, and at-grade crossing accidents as West Virginia railroads continue to grow and with the management of over 2,000 miles of railroad and 3,600 crossings in the state.

West Virginia has actively pursued and implemented safety crossing and railroad initiatives to lower incidents, including the installation of active warning devices such as: gates with flashing warning lights, constructing at grade separations, crossing closures and consolidations where crossings may be redundant or no longer used. West Virginia participates in the Railway-Highway Crossings (Section 130) Program, that provides funding for states to allocate funds to improve crossing safety at high-hazard locations. West Virginia receives approximately 7% of the state's base for HSIP funding, which equates to $2.24 million annually in federal funding that is exclusively directed toward projects that improve safety for at-grade crossings. West Virginia also partners with state and local rail safety groups such as the WV Public Service Commission and Operation Lifesaver that dedicate their energy to provide education, conduct accident examinations, and prevent railroad injuries and fatalities.

Of the 3,008 at-grade crossings in the state 1,761 are private (59%). The state of West Virginia receives $2.24 million per year to address public at-grade crossings, which is the equivalent of spending $1,796 per crossing per year. The current at-grade crossing project list from WVDOH includes 37 projects of which 34 are listed as requiring immediate attention. To address all prioritized grade crossing improvements would cost the state $8.75 M --- a gap of $6.51 million

Total rail incidents have declined 68% over the last ten years, from 60 accidents in 2010 to 19 in 2019. However, rail fatalities have increased from 2016-2019.

As legislatively mandated from the FAST Act requires West Virginia to develop Rail Safety Action Plan (SAP). The goal of the SAP is to identify specific solutions for improving safety at crossings, including highway-railway grade crossing closures or grade separations and prioritizing crossings that have experienced multiple accidents or are at high risk for such accidents. The Rail Safety Action Plan assists in ensuring that railroad operations and property remain secure, highway-rail crossings are safe, and hazardous materials movements protect life and property. West Virginia is recommended to create a State Action Plan and review the resources and links provided in this Appendix.

This summary will layout a brief examination into West Virginia's existing railroad crossing inventory and accident statistics, Section 130 Program funding, and information on developing an SAP. Further resources can be found throughout this document and a further refinement of much of the information will be explored in the SAP.

2 West Virginia Railroad Crossing Inventory

West Virginia Railroad Crossings

As shown in **Table 1**, there are approximately 3,651 total crossings in West Virginia as of June 2020. Of that, 1,240 are public railroad crossings open to vehicles and/or pedestrians and approximately 1,761 private crossings. Of the at-grade crossings, 639 use some type of active warning devices (e.g. signals) and 1,472 use passive warning devices (e.g. yield sign, pavement markings, etc.). Other crossings include over-road crossings and under-road crossings which make up 650 crossings in the state. **Map 1** on the following page displays all 1,240 public at-grade crossings. **Map 2** displays all grade separated over-road and under-road crossings in West Virginia.

The State is recommended to generate an accurate inventory of public and private grade crossings in the state from FRA data. While also coordinating with the state and federal partners to identify accuracy of all crossings, including the types of active warning devices at crossings and other attributes. A further refinement of this crossing data and information will be discussed in the Rail Safety State Action Plan.

Table 1. Railroad Crossings by Position Type

Position Type	Private	Public	Grand Total
At Grade	1,761	1,240	3,001
RR Over	85	300	385
RR Under	22	243	265
Grand Total	1,868	1,783	**3,651**

Highway-Rail At-Grade Crossing Safety

A total of 3,008 at-grade crossings exist in West Virginia a decrease of over 380 since the 2013 State Rail Plan. Public at-grade crossings have various levels of warning devices, some multiple devises, some none at all. **Table 2** shows the type of warning equipment and the number of crossings equipped with each. The warning devices are shown in an increasing order of effectiveness.

Table 2. Types of Warning Devices at Public At-Grade Crossings

None	Cross Bucks	Stop Signs	Special Warning	Bells	Flashing Lights	Gates	Four Quad Gates
59	491	30	115	4	374	259	1

These figures show that 56% of at-grade crossings in the state have active warning devices, such as gates, flashing lights or special warning arrangements (i.e. flagmen), while 44% have passive or no warning system. The percentage of at-grade crossings with active warning devices has increased from 49% to 56% since the 2013 State Rail Plan. Showing improved safety across the state. West Virginia should continue to improve safety by installing active warning devices on more at-grade crossings. It is imperative that those with no warning system at all should be improved to have the minimum level of protection through cross bucks or stops signs.

Quiet Zones

In advance of all public at-grade crossings under the FRA Train Horn Rule (49 Code of Federal Regulations [CFR] Part 222), locomotive engineers must begin to sound train horns at least 15 seconds, and for no more than 20 seconds. Following a standardized horn pattern of 2 long, 1 short, and 1 long blasts to alert vehicles, pedestrians, and trespassers of a train approaching. The pattern must be repeated or prolonged until the lead locomotive or lead cab car occupies the grade crossing. Locomotive horns are unpleasant and unwanted sounds that accompany negative social and environmental impacts.

The FRA has supported localities, under certain provisions, to establish “new quiet zones” which allow railroads to be directed to

cease the routine sounding their horns when approaching public highway-rail grade crossings. “No horn” restrictions which may have existed prior to the establishment of the rule may be qualified to be “pre-rule quiet zones”. Train horns may still be used in emergency situations or to comply with other federal regulations or railroad operating rules.

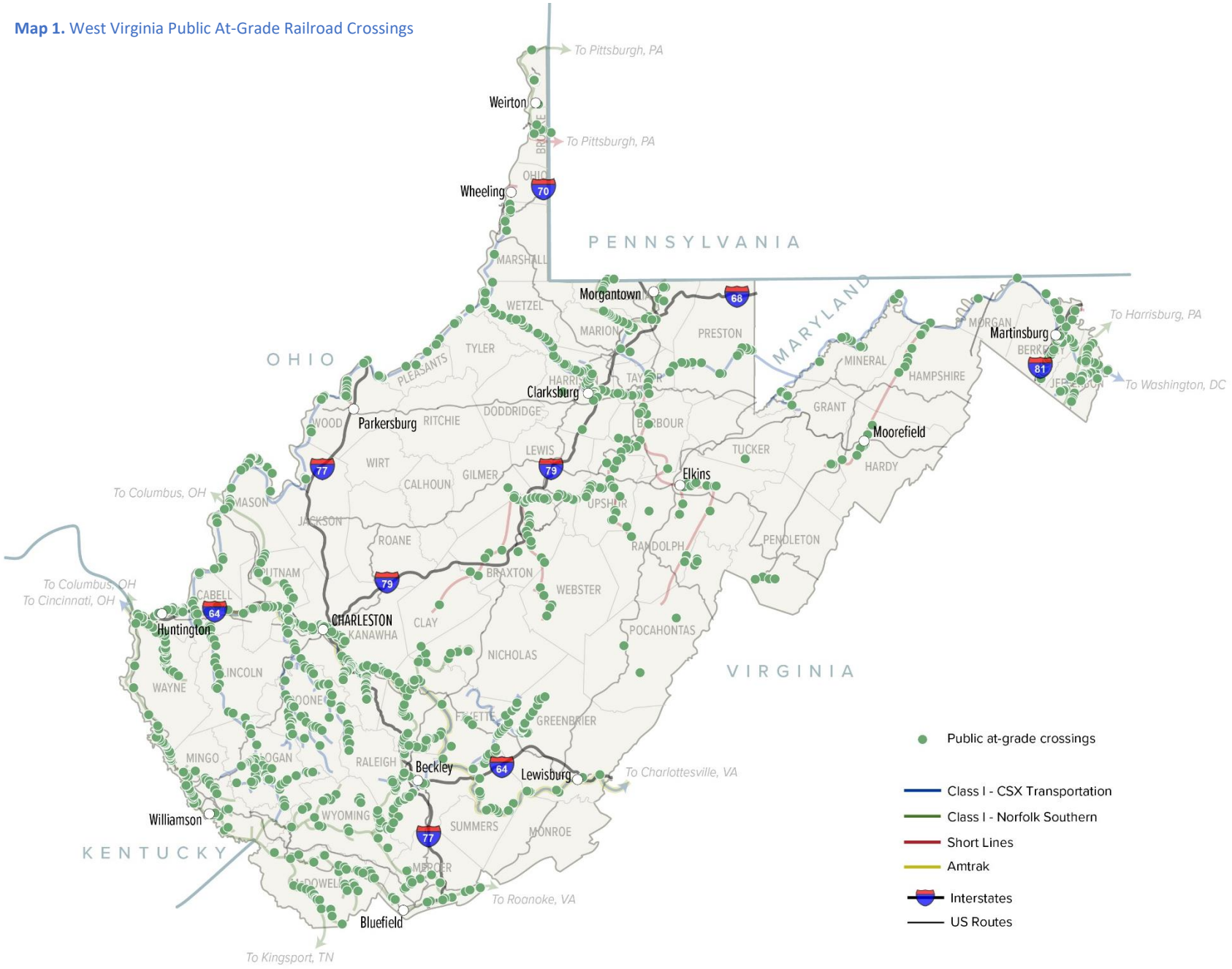
West Virginia currently has one established “quiet zone” in the Town of Chesapeake in Kanawha County at 129th Street crossing (225404U) on a CSXT line. The crossing is equipped with 2 quad gates, flashing lights, and warning bells.

Localities desiring to establish a quiet zone are first required to mitigate the increased risk caused by the absence of a horn. Such mitigation could include all highway-rail grade crossings located within a proposed quiet zone be equipped with active warning devices including flashing lights and gates, as well as constant warning train detection systems and power-out indicators. Grade crossings in a quiet zone may also be equipped with Supplemental Safety Measures (SSMs), including: four-quadrant gates, roadway channelization and median barriers, one-way roadway with gate(s), or permanent closure of nearby public crossing(s). These additional measures can be costly and are determined on a case by case basis potentially ranging from $200,000 to $750,000 or more per crossing. The cost of this mitigation is the responsibility of the requesting locality. In West Virginia the cost of mitigation is typically funded by the locality(ies) and/or WVDOH, based on negotiations and available funding.

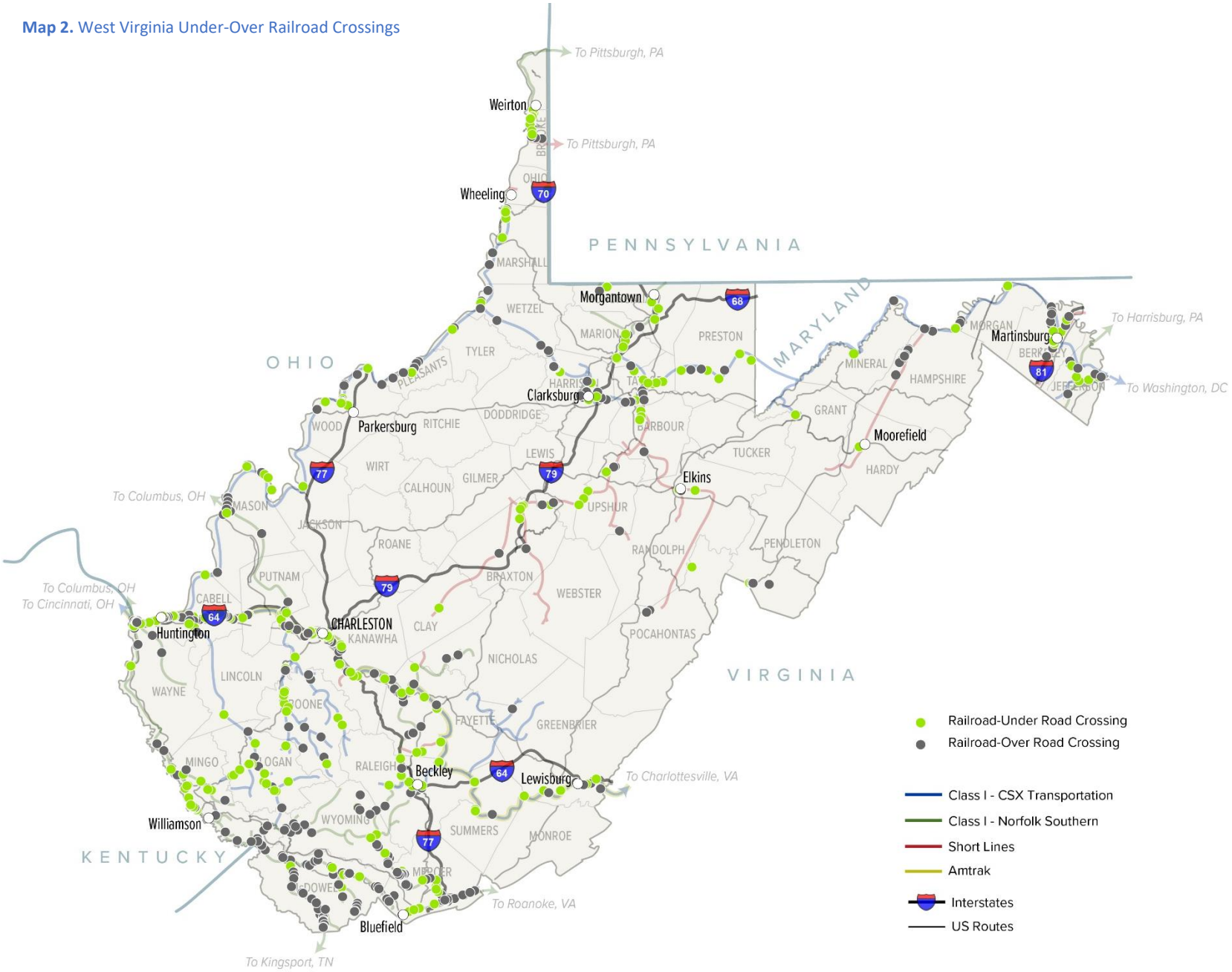
Closed At-Grade Crossings

The safest crossing is a closed crossing. Closure of at-grade crossings are normally accomplished by closing the roadway and determining alternate routes. There are several stumbling blocks to successful closure, such as negative community attitudes, lack of funding, and or the reluctant utilization of state laws that permit closure. In West Virginia closure of an at-grade crossing is determined by the Commissioner of Highways.

Map 1. West Virginia Public At-Grade Railroad Crossings



Map 2. West Virginia Under-Over Railroad Crossings

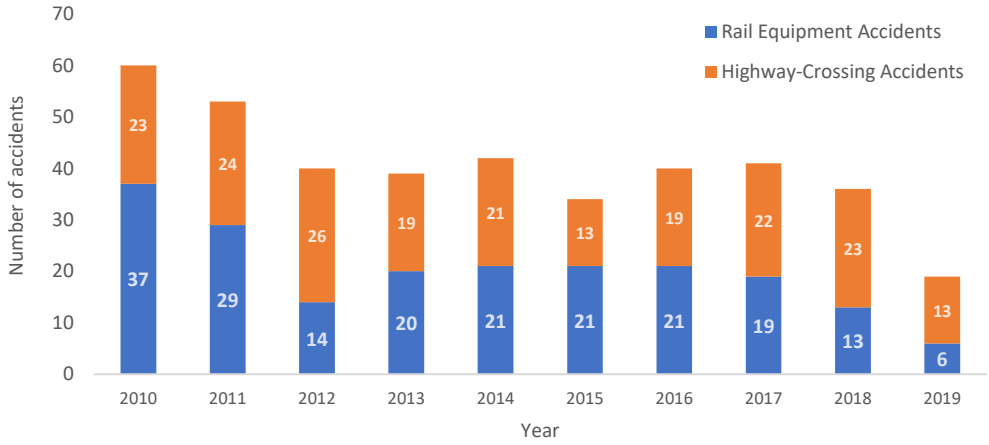


3 Highway-Railroad Crossing and Rail Equipment Accidents

Existing Accident Inventory

Based on latest FRA accident data[1], **Figure 1** displays the equipment and highway-railroad crossing accidents from 2010-19 in West Virginia as reported by FRA Rail Equipment Accidents (6180.54) and Highway Rail Accidents (6180.57) inventory. Total rail incidents have declined 68% over the last ten years, from 60 accidents in 2010 to 19 in 2019. A further refinement of this accident crossing data and information will be discussed in the Rail Safety State Action Plan.

Figure 1. West Virginia Rail Incidents, 2010-2019



Highway-Crossing Accident Location

From 2010-19 approximately 203 accidents occurred at highway-railroad crossings in West Virginia. These incidents resulted in 93 injuries and 11 deaths. **Table 3** displays the railroad-highway crossing data over the past ten years. Safety performance has improved significantly in the past five-years (2015-2019) with only 2 recorded fatalities compared to 9 from 2010-2014. Year-over-year injuries have kept a steady rate, aside from an accident in Randolph County in 2013 that resulted in 23 injuries. After the major accident in 2013 rail injuries and fatalities stayed steady but have recently increased in 2018 and 2019. Most recently in 2019, there were 7 injuries and 2 fatalities recorded.

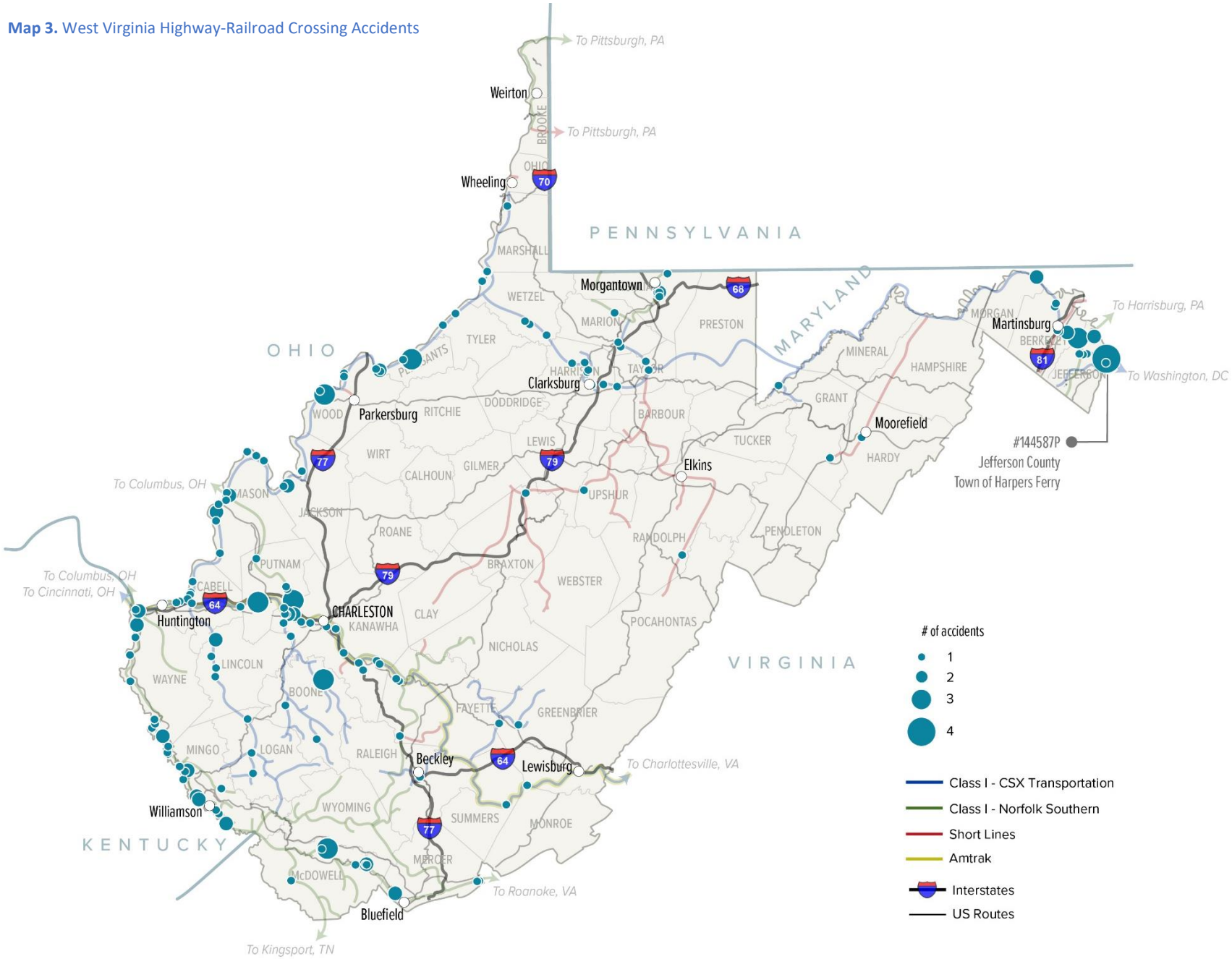
[1] https://safetydata.fra.dot.gov/OfficeofSafety/publicsite/on_the_fly_download.aspx

Table 3. West Virginia Highway-Railroad Crossing Incidents, 2010-19

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Injuries	5	10	9	28	5	5	5	6	13	7
Fatalities	3	3	0	2	1	0	0	0	0	2
Accidents involving Injury/Fatality	**8**	**13**	**9**	**30**	**6**	**5**	**5**	**6**	**13**	**9**

Map 3 on the following page displays the location and frequency of accidents at highway-railroad crossings in the state. Clusters and more frequent incidents can be found on highly utilized railroad corridors and more densely populated areas of the state, such as the City of Charleston. Other parts of the state, including along the Kentucky border surrounding the City of Williamson and outside of Washington D.C, have a high number of accidents as well. The most frequent accident highway-railroad crossing is crossing #144587P located in Town of Harpers Ferry with 4 accidents occurring in the past ten years.

Map 3. West Virginia Highway-Railroad Crossing Accidents



Highway-railroad Crossing by County

Table 3 displays all accidents in the state ordered by county and the total number of accidents, injuries, and fatalities. Kanawha County has the highest number of accidents (20) recorded, followed by Mingo County (18) and Wayne County (15). On occasion, the outcome of accidents results in sustained injuries and even fatalities. Randolph County, with only a single accident, saw a significantly higher number of injuries (23) due to passenger commuter train colliding with a vehicle. Lincoln County has the highest fatalities (3) followed by two other counties – Jefferson and Wayne County with two fatalities. In recent years, other significant derailment and accident events within the state include: 2020 Harpers Ferry (bridge repair ongoing), 2019 Chemours chemical plant, 2018 Amtrak train strikes a truck in Ranson, and an oil train accident in Mount Carbon.

Table 3. Highway-Railroad Accidents by County, 2010-2019

County	Number of Accidents	Total Injured	Total Fatal
KANAWHA	20	7	1
MINGO	18	4	1
WAYNE	15	7	2
MASON	13	4	0
BERKELEY	12	5	0
MCDOWELL	11	6	0
JEFFERSON	10	3	2
WOOD	10	7	0
CABELL	8	1	0
HARRISON	7	1	0
MONONGALIA	7	2	0
BOONE	6	5	0
JACKSON	6	2	0
PUTNAM	6	1	1
WETZEL	6	7	0
LINCOLN	5	2	3
LOGAN	5	1	0
GREENBRIER	4	0	0
MERCER	4	0	0
PLEASANTS	4	3	0
FAYETTE	3	1	0
MARION	3	0	0
TYLER	3	1	0
GRANT	2	1	0
HARDY	2	2	0
MARSHALL	2	1	0
MORGAN	2	2	0
TAYLOR	2	0	0
UPSHUR	2	1	0
BRAXTON	1	0	0
RALEIGH	1	1	0
RANDOLPH	1	23	1
SUMMERS	1	1	0
WYOMING	1	7	0
Total	**203**	**93**	**11**

Prioritization of Highway-Railroad Crossings

Table 4 presents a simple and high-level prioritization of railroad-highway crossings by accident totals. As this prioritization exercise exclusively presents only one data of the top crossings from 2010-19, it is recommended all crossings with accidents and traffic conflicts should receive a more detailed investigation to identify and rank crossings that have the greatest hazard to the traveling public and for protective device consideration as required by the HSIP.

Table 4: Railway-Highway Crossing Prioritization, 2010-19

Priority #	Crossing ID	County	City	Highway	Total Incidents
1	144587P	JEFFERSON	HARPERS FERRY	ENGLE RD	4
2	144600B	BERKELEY	MARTINSBURG	VANCLEVESVILLE RD	3
3	147664X	WOOD	WASHINGTON	DUPONT / WESTVACO	3
4	225588W	PUTNAM	HURRICANE	DOGFOOD CROSSING	3
5	226172K	BOONE	PEYTONA	PUBLIC ROAD	3
6	471013A	MCDOWELL	DAVY	SCHOOL STREET / CR 4	3
7	915334M	PLEASANTS	ST MARYS	PRIVATE ROAD	3
8	144627K	MORGAN	HANCOCK	PRIVATE ROAD	2
9	147591P	WOOD	WAVERLY	CORBITT HILL RD.	2
10	147850Y	MASON	POINT PLEASANT	VIAND STREET	2

4 State Action Plan and Section 130 Program

Forming a State Action Plan

As legislatively mandated from the Fixing Americas Surface Transportation Act (FAST) requires States to develop and implement highway-rail grade crossing actions plans. Targeting the most frequent, highest risk causes and locations of train accidents and planning future actions and strategies for railroad safety. As most States include information on safety funding programs, and crossings with multiple crashes and tied strategies to those locations in State Rail Plans, many do not go in depth of typical action plans. The State Action Plan includes typical planning document work of establishing goals and objectives, collecting data, public engagement, prioritization of grade crossings, identifying strategies and tying them to time periods. Some states are even incorporating benefit-cost analysis into their prioritization methods. West Virginia is recommended to develop a FRA-compliant Rail Safety Action Plan to meet Section 130 Program regulations and requirements. The Action Plan is recommended to be followed by FRA and FHWA best practices.

Section 130 Program Funding

West Virginia receives approximately 7% of the state's base for HSIP funding, which equates to $2.24 million annually in federal funding under Section 130 that is directed exclusively to projects that improve safety for at-grade crossings. Fifty percent of West Virginia's apportioned Section 130 funds are dedicated to the installation of protective devices at crossings (e.g. warning signals, gates, etc.) while the remaining funds can be used for any hazard elimination project and blocked crossings by idling trains. Funds may also be used as incentive payments for local governments to close public at-grade crossings if funds are matched by private railroad operators. Unlike most other federal highway funds, local agencies cannot request Section 130 funds. Section 130 funding is limited to safety improvements only and cannot be used to fund improvements on behalf of counties or municipalities seeking to establish a quiet zone through the FRA.

Below is a comprehensive list of safety programs related to railroad-highway crossings in West Virginia.

Table 5. Planned Section 130 Railway-Highway Safety Projects

PROJECT ID	TERM	PROJECT/INITIATIVE	RAIL DISTRICT	COST (M)	POTENTIAL FUNDING SOURCE	BENEFITS	SYSTEM	RAILROAD	ACTION
Z-13-1	IMMEDIATE	AO Grade Crossing Rehabilitation - Braxton County: Upgrade three AO crossings in Braxton Co. at: Co Rt. 1 Oil Creek Rd.; Co. Rt. 1/3 Happy Hollow Rd.; and Co. Rt. 5/10 at Burnsville with LED flashers and bells	North	$0.606	HSIP	Improve safety by upgrading warning devices from passive to active at 3 locations	Public	AORR	Construct
Z-13-10	IMMEDIATE	RJCV Grade Crossing Signal System Installation - Fayette County: Install new crossing signal systems at RJCV crossings at Co. Rt. 19/3 Collins Hill Rd. and Co. Rt. 25/5 Red Star Rd.	South	$0.250	HSIP	Improve safety by establishing new active crossing warning systems at 2 locations.	Public	RJCV	Construct

PROJECT ID	TERM	PROJECT/INITIATIVE	RAIL DISTRICT	COST (M)	POTENTIAL FUNDING SOURCE	BENEFITS	SYSTEM	RAILROAD	ACTION
Z-13-11	IMMEDIATE	RJCV Grade Crossings Rehabilitations - Fayette County: Upgrade five RJCV crossings at: Co. Rt. 25, Thurmond Rd. (2); Co. Rt. 25, Red Star Rd.; Alt. WV 61, Virginia St.; and WV 211, Main St. with constant warning time equipment upgrades	South	$0.125	HSIP	Improve safety by upgrading crossing's active warning system at 5 locations	Public	RJCV	Construct
Z-13-12	IMMEDIATE	WW Grade Crossing Rehabilitations - Berkeley County: Upgrade WW crossings at: Co. Rt. 51/5, Henshaw Rd.; Co. Rt. 26, Runnymeade Rd.; Co. Rt. 28, Speck's Run Rd.; WV Rt. 51, Grove Ave.; and Co. Rt. 11/22, True Apple Way Rd. with improved lights and PMD train detection systems	East	$0.667	HSIP	Improve safety by upgrading crossing's active warning system at 5 locations	Public	WWRR	Construct
Z-13-2	IMMEDIATE	AO Grade Crossing Rehabilitations -Braxton County: Upgrade AO WV Rt. 5, Burnsville crossing with cantilevers and gate mechanisms	North	$0.237	HSIP	Improve safety by upgrading the crossing's active warning system.	Public	AORR	Construct
Z-13-3	IMMEDIATE	AO Grade Crossing Rehabilitation - Lewis County: Upgrade AO US Rt. 19, Crawford crossing with LED flashers and bell	North	$0.201	HSIP	Improve safety by upgrading warning devices from passive to active.	Public	AORR	Construct
Z-13-4	IMMEDIATE	AO Grade Crossing Rehabilitations - Upshur County: Upgrade two AO crossings in Upshur Co. at Co. Rt. 11/2, Centerville Rd. and Co. Rt. 11 Frenchton Rd. with LED flashers and bell	North	$0.404	HSIP	Improve safety by upgrading warning devices from passive to active at 2 locations.	Public	AORR	Construct
Z-13-5	IMMEDIATE	AO Grade Crossing Rehabilitations - Upshur County: Upgrade AO WV Rt. 20, Locust St., Buckhannon crossing with cantilevers, gate mechanisms, and crossing surface	North	$0.220	HSIP	Improve safety by upgrading the crossing's active warning system and resurfacing.	Public	AORR	Construct
Z-13-6	IMMEDIATE	CSXT Grade Crossing Surface Rehabilitation - Cabell County: Upgrade the CSXT US 60 E., Adams Ave. crossing with a concrete surface	South	$0.096	HSIP	Improve safety by upgrading crossing surface.	Public	CSXT	Construct
Z-13-7	IMMEDIATE	CSXT Grade Crossing Surface Rehabilitations – Putnam County: Upgrade the CSXT Co. Rt. 44, Scary Creek Rd. and Co. Rt. 33/3, Hedrick Rd. crossings with concrete surfaces and improved approaches	South	$0.168	HSIP	Improve safety by upgrading crossing surface and approaches.	Public	CSXT	Construct

PROJECT ID	TERM	PROJECT/INITIATIVE	RAIL DISTRICT	COST (M)	POTENTIAL FUNDING SOURCE	BENEFITS	SYSTEM	RAILROAD	ACTION
Z-13-8	IMMEDIATE	CSXT Grade Crossing Surface Rehabilitations - Raleigh County: Upgrade five CSXT crossings at: Co. Rt. 16/9, City Ave., Mabscott; Co. Rt. 3/21, Mabscott; two Co. Rt. 18/1; and Co. Rt. 18 crossings with concrete surfaces	South	$0.088	HSIP	Improve safety by upgrading crossing surface.	Public	CSXT	Construct
Z-13-9	IMMEDIATE	RJCV Grade Crossing Signal System Installation - Fayette County: Install a new crossing signal system at RJCV Stadium Dr., Mt. Hope	South	$0.126	HSIP	Improve safety by establishing new active crossing warning system.	Public	RJCV	Construct
Z-20-10	IMMEDIATE	Grade Crossing Signal System - Alderson, Howell Street: Upgrade flashing lights to LED	South	$0.030	State General Fund, Federal Highway Funds	Improve safety by upgrading lights.	Public	CSX	Construct
Z-20-11	IMMEDIATE	Railroad Pavement Marker System - District 2 and District 10: Install railroad pavement markers	South	$0.240	State General Fund, Federal Highway Funds	Improve safety by installing pavement markers.	Public	Various	Construct
Z-20-12	IMMEDIATE	Grade Crossing Warning System - Cabell County, 5th Avenue: Upgrade warning system	South	$0.010	State General Fund, Federal Highway Funds	Improve safety by upgrading waning system.	Public	CSX	Construct
Z-20-13	IMMEDIATE	Grade Crossing Signal System - Marshall County, Marx Lane: Install signal system, bungalow	North	$0.010	State General Fund, Federal Highway Funds	Improve safety by installing signal system.	Public	CSX	Construct
Z-20-14	IMMEDIATE	Grade Crossing Surface - Tyler County, WV 2, North Pleasants Highway: Upgrade crossing surface to concrete	North	$0.225	State General Fund, Federal Highway Funds	Improve safety by upgrading crossing surface.	Public	CSX	Construct
Z-20-15	IMMEDIATE	Grade Crossing Replacement - Berkeley County, WV 45 Apple Harvest Drive: Upgrade crossing replacement and widen existing	East	$0.750	State General Fund, Federal Highway Funds	Improve safety by upgrading and widening existing crossing.	Public	WWRR	Construct

PROJECT ID	TERM	PROJECT/INITIATIVE	RAIL DISTRICT	COST (M)	POTENTIAL FUNDING SOURCE	BENEFITS	SYSTEM	RAILROAD	ACTION
Z-20-16	IMMEDIATE	Grade Crossing Surface - Barbour County, US 119, Corder: Upgrade crossing surface	North	$0.105	State General Fund, Federal Highway Funds	Improve safety by upgrading crossing surface.	Public	AORR	Construct
Z-20-17	IMMEDIATE	Grade Crossing Surface - Wayne County, CR 52/58, Crum Elementary School: Improve crossing surface	South	$0.400	State General Fund, Federal Highway Funds	Improve safety by upgrading crossing surface.	Public	NS	Construct
Z-20-18	IMMEDIATE	Grade Crossing Surface - Wayne County, CR 52/58, Crum Road: Upgrade signals to LED	South	$0.092	State General Fund, Federal Highway Funds	Improve safety by upgrading lights.	Public	NS	Construct
Z-20-19	IMMEDIATE	Grade Crossing Signal System - Berkeley County, WV 9: Install Railroad Preemption	East	$0.080	State General Fund, Federal Highway Funds	Improve safety by establishing new railroad preemption system.	Public	WWRR	Construct
Z-20-2	IMMEDIATE	Grade Crossing Surface and Signal System - Wayne County, WV 152, Ardel: Upgrade crossing surface and signals	South	$0.225	State General Fund, Federal Highway Funds	Improve safety by upgrading crossing surface and signals.	Public	NS	Construct
Z-20-20	IMMEDIATE	Grade Crossing Signal System - Jefferson County, CR 20, Shepherdstown: Upgrade signals to LED	East	$0.270	State General Fund, Federal Highway Funds	Improve safety by upgrading lights to LED.	Public	NS	Construct
Z-20-21	IMMEDIATE	Grade Crossing Signal System - Jefferson County, CR 9/29, Ranson: Upgrade signals to LED	East	$0.180	State General Fund, Federal Highway Funds	Improve safety by upgrading lights to LED.	Public	NS	Construct
Z-20-22	IMMEDIATE	Grade Crossing Signal System - Kanawha, Center Street Pratt: Upgrade warning devices/circuits	South	$0.525	State General Fund, Federal Highway Funds	Improve safety by upgrading warning devices.	Public	CSX	Construct

PROJECT ID	TERM	PROJECT/INITIATIVE	RAIL DISTRICT	COST (M)	POTENTIAL FUNDING SOURCE	BENEFITS	SYSTEM	RAILROAD	ACTION
Z-20-23	IMMEDIATE	Grade Crossing Surface - Berkeley County, CR 11/14, Mall Drive: Replace existing concrete surface	East	$0.330	State General Fund, Federal Highway Funds	Improve safety by upgrading crossing surface.	Public	WWRR	Construct
Z-20-24	IMMEDIATE	Grade Crossing Signal System - Braxton County, CR 5/11, 5th Street Burnsville: Upgrade signals to LED	North	$0.092	State General Fund, Federal Highway Funds	Improve safety by upgrading lights to LED.	Public	AORR	Construct
Z-20-25	IMMEDIATE	Crossing Modifications at KNWA crossings	Statewide	$0.012	State General Fund, Federal Highway Funds	Improve safety by installing stop and yield signs at identified crossings.	Public	KNWA	Construct
Z-20-26	IMMEDIATE	Grade Crossing Signal System - Tyler County, Diamond Street: Upgrade lights to LED and gate	North	$0.175	State General Fund, Federal Highway Funds	Improve safety by upgrading lights and gate system.	Public	CSX	Construct
Z-20-3	IMMEDIATE	Grade Crossing Signal System - NS Phase2: Upgrade flashing lights to LED	Statewide	$0.236	State General Fund, Federal Highway Funds	Improve safety by providing signals and gates at identified crossings.	Public	NS	Construct
Z-20-4	IMMEDIATE	Grade Crossing Signal System - NS Phase2: Upgrade flashing lights to LED	Statewide	$0.287	State General Fund, Federal Highway Funds	Improve safety by providing signals and gates at identified crossings.	Public	NS	Construct
Z-20-5	NEAR	Inwood Bypass grade separation	East	$1.000	State General Fund, GO Bond, HSIP	Improve safety by eliminating highway-rail conflicts, improve traffic flow and congestion, and enhance economic development.	Private	WWRR	PE, Construct, Fund
Z-20-6	LONG	WV45/Apple Harvest Drive and Winchester Western shortline intersection grade separation	East	TBD	State General Fund, Federal Highway Funds	Improve safety by eliminating highway-rail conflicts, improve traffic flow and congestion, and enhance economic development.	Public	WWRR	Construct

PROJECT ID	TERM	PROJECT/INITIATIVE	RAIL DISTRICT	COST (M)	POTENTIAL FUNDING SOURCE	BENEFITS	SYSTEM	RAILROAD	ACTION
Z-20-7	LONG	Re-align Mildred Street at-grade crossing on Rt 115 in Ranson to cross perpendicular vs angled.	East	TBD	State General Fund, Federal Highway Funds	Improve safety by eliminating highway-rail conflicts, improve traffic flow and congestion, and enhance economic development.	Public	NS	Study, Fund
Z-20-8	IMMEDIATE	Grade Crossing Signal System - NS Phase1: Upgrade flashing lights to LED	Statewide	$0.285	State General Fund, Federal Highway Funds	Improve safety by providing signals and gates at identified crossings.	Public	NS	Construct
Z-20-9	IMMEDIATE	Crossing Modifications at NS crossings	Statewide	$0.071	State General Fund, Federal Highway Funds	Improve safety by installing stop and yield signs at identified crossings.	Public	NS	Construct
			Total =	**$8.75**					

West Virginia Department of Transportation
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