



## **Virginians for Better Transportation (VBT) Rail Fact Sheet**

During the course of previous transportation debates, increased funding for the commonwealth's railways was frequently overlooked. However, minor investments in rail can provide massive returns in economic and environmental benefits and congestion relief on Virginia's roads, interstates and airways.

The following facts help put the condition of Virginia's freight and passenger rail infrastructure into perspective:

- Virginia faces a \$30.7 billion backlog through 2025 in unfunded rail and transit improvements.
- According to the VTRANS 2025 Report, all Virginia Railway Express (VRE) locomotives are past the federally recommended replacement age.
- There are numerous "choke points" along Virginia's rail lines that challenge the ability of the commonwealth's rail system to handle anticipated increases in freight movements and higher speed trains.
- Freight movements in Virginia are expected to increase dramatically over the next 20 years – by about 40 percent for rail – further taxing the capacity of the commonwealth's freight terminals and infrastructure.
- According to the VTRANS 2025 Report, the Virginia Railway Express (VRE), running from Washington DC to Manassas and Fredericksburg, is the second fastest growing commuter rail system in the nation, with ridership increases averaging between 15 and 20 percent annually.
- Upgrading the Washington to Richmond rail corridor to emerging high-speed rail status will reduce the trip time to 90 minutes by train; improve on-time reliability to 90 percent; remove 2 million car trips from our roadways annually; save 12 million gallons of fuel annually; eliminate 85,000 tons of CO2 annually; create or sustain more than 50,000 jobs; produce \$6-9 billion in economic development; and connect four in 10 Virginians with more transportation options, six in 10 when high-speed rail is extended to Hampton Roads.

We simply cannot continue to allow our transportation infrastructure to suffer from a lack of funding. It is critical that we reach out to our candidates, elected officials, Gov. Kaine, media representatives and other members of the public to let them know that it's time for a long-term, dedicated, multi-modal, statewide transportation funding solution.