

Virginians For High Speed Rail

The Future Of Transportation In Virginia

Virginia: **Road** vs. **Rail**



Cost

- Highways in Virginia cost **\$11 million** or more per lane mile.¹
- Adding one additional lane on I-95 each direction between Richmond and Washington, DC, could cost **\$2 to 10 billion**.

Land Usage

- One highway lane mile equals **1.10** football fields of land usage.

Virginians Served

- Virginia highway capacity is estimated at 2000 automobiles per lane per hour.²
- One tractor-trailer consumes the space of 3.5 automobiles.

Environmental Impact

- Automobiles average **40 mpg** per passenger mile.³
- Tractor-trailers average **6.75 mpg**.³

Safety

- **963** deaths on Virginia's highways between January 1, to December 31, 2006.⁴



Cost

- Railways in Virginia cost **\$2 to 6 million** per track mile.
- The 3rd track between Washington, DC and Richmond would cost as little as **\$0.68 billion**.⁵

Land Usage

- One railway track mile equals **0.42** football fields of land usage.

Virginians Served

- One average VRE commuter train equals **798** automobiles.⁶
- One intermodal freight train equals up to **300 tractor-trailers**.⁷

Environmental Impact

- Passenger trains average **51 mpg** per passenger mile.³
- Freight trains average **20.25 mpg**.⁸

Safety

- No known passenger rail deaths on the Virginia's rail corridors in the last three decades.

1) Cost of two additional lanes each direction on I-66 from Route 234 to Route 29 in Prince William; 2) VDOT studies of I-95 between Route 123 and Fairfax County Parkway and I-66 between Route 234 and Route 29; 3) USDOE Transportation Energy Data Book, Ed. 26, May 29, 2007; 4) NHTSA 2006 Traffic Safety Annual Assessment, July 2007; 5) H.D. 78 "Washington, DC to Richmond third track feasibility study", VDRPT 2006; 6) Vre.org; 7) NorfolkSouthern.com 8) CSX.com

For more information about VHSR, please visit our website at www.VHSR.com