Roanoke Region Intermodal Facility
Site Evaluation Update

Commonwealth Transportation Board

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Major Freight Corridors in VA

Dulles International Airport

Port of Virginia

Major Truck Freight Routes
Major NS Rail Freight Routes
Major CSX Rail Freight Routes
Major Ship & Barge Waterway Routes
Major Public Port Facilities
Major Freight Airports
Major Distribution Center Locations

Note: Thickness of lines denotes relative cargo volume for each mode.
Freight Capacity Challenges

- Volumes at the Port of Virginia will increase by 100% by 2020 and nearly 300% by 2040
  - Currently generates 4,000 trucks per day
  - At full build out, Craney Island will generate 5,000
  - APM/Maersk terminal will generate 2,000
  - Freight traffic could double by 2015, perhaps by 2010

- Vehicle miles traveled on VA’s interstates and primary roads have increased 79%, but lane mileage has increased by only 9% (1985-2004)

- By 2025, 80% of VA’s interstate system will be congested (Level of Service D or worse)
Two Multi-State Freight Rail Initiatives

- The I-81 Freight Rail Study:
  - Maximizing rail capacity along I-81
  - Diverting more freight traffic from highways to rail
  - Extends from PA to TN

- The Heartland Corridor:
  - Tunnel clearances to increase freight rail capacity along the Route 460 corridor
  - Intermodal facility in the Roanoke region
  - Extends from VA to Chicago with an intermodal facility in each state

Part of a multimodal corridor approach to improving freight transportation and managing truck traffic on highways
Regional Benefits through Intermodal Facilities
The Virginia Inland Port
The Virginia Inland Port

- Intermodal Container Transfer Facility in Warren County
- Opened in 1989
- 161 Acres
- 17,820 Feet of Rail Adjacent to Norfolk Southern Main Line: 36,000 rail containers/yr
- Full-Service Domestic Ramp with Service to Atlanta, Chicago, Dallas, LA/Long Beach, Miami & New Orleans
- Easy Access to I-81 (North/South) and I-66 (East/West)
Regional Benefits
The Virginia Inland Port

- Economic Engine for the Commonwealth of Virginia
- Since opening in 1989:
  - 24 Major Companies have Located Near VIP
  - Investment of Over $599 Million
  - Employment of Over 7,000

www.drpt.virginia.gov
New Intermodal Facilities in Other States

- A new intermodal facility in the Kansas City area is expected to create 13,000 jobs when distribution centers are fully built out.

- Rickenbacher intermodal facility (part of the Heartland Corridor project) is expected to spur $90 million in real estate projects, create more than 300 jobs and generate $15 million in annual payroll.

Sources: *Columbus Business First* and *The Kansas City Star*
Roanoke Region Intermodal Facility
Regional Economic Benefits

The Heartland Corridor Multi-State Initiative includes one intermodal facility per state along the corridor.

- Without an intermodal facility, Virginia will not have access to:
  - Goods that are traveling along this rail line
  - Competitive shipping to global markets
  - New jobs and economic development

Without this facility, Virginia will be a pass-through state, leaving economic benefits and future jobs on the table for other states.
Transportation Facts

- A new option for freight shipping by rail along both the Heartland Corridor (Route 460) and the I-81 Corridor
- Competitive rail access to global markets
- More truck diversion to rail, which helps manage truck traffic on I-81 and Route 460

- Anticipated rail containers generated:
  - 2010-2020: average of 60/day
  - 2020 and beyond: average of 150/day

- Anticipated short-haul truck traffic generated:
  - 2010-2020: average of 87 trucks/day (5/hr)
  - 2020 and beyond: average of 235 trucks/day (15/hr)

Traffic schedule based on a 5-day work week and a 16-hr day
On October 6, 2006, DRPT notified NS of the criteria for a qualified site for the intermodal facility. The criteria for the facility are:

- Must be close to Interstate I-81 with reasonable access and egress
- Must be located on the Heartland Corridor line between Walton on the west and the Shenandoah line connection on the east
- Must not create additional grade separations, particularly in congested urban areas
- Should be a minimum of 65 acres and flat topography
- Should seek to minimize associated roadway costs that might be engendered or necessitated
- Should seek to be well-configured into the rail-operating perspective to avoid degrading rail traffic, add to efficiency of intermodal operation, and result in relative facility development or facility delivery costs
On October 18, 2006, DRPT solicited proposals from the Grantee, localities, and MPO’s that lie along the rail line within the geographic boundaries of the search area.

The solicitation process ended on November 1, 2006, with one deadline extension granted for a submission from the City of Salem.
Summary of Site Proposals Received

- 10 site proposals received from Norfolk Southern
- No site proposals received from area localities
- Local entities contacted include:
  - City of Salem
  - City of Roanoke
  - Montgomery County
  - Roanoke County
  - Roanoke Valley Economic Development Partnership
  - New River Valley Economic Development Alliance
  - Blacksburg/Christiansburg/Montgomery County Area MPO
  - Roanoke Valley Area MPO
  - Town of Christiansburg
Overview Map of Site Locations

Site descriptions online at www.drpt.virginia.gov
Public Involvement

- DRPT announced the beginning of the public comment period on Nov. 30th with a press release and advertisements in local newspapers.

- A public meeting was held at the VDOT Salem District Auditorium on Dec. 13, 2006.

- Comments will be accepted from Nov. 30, 2006 - Jan. 16, 2007. They will be compiled and responses will be issued in a public involvement report.

- Comments will be taken into consideration as part of the evaluation process.
Site Evaluation Process

- DRPT is working collectively with state agencies and NS to evaluate the sites submitted.

- The evaluation includes:
  - Initial site proposal review by DRPT for fatal flaws based on the criteria as established by DRPT for Rail Enhancement Funding
  - Site proposal review with respective agencies as determined by DRPT, in coordination with the OAG
  - Existing road impact evaluation and road need analysis as conducted by VDOT
  - Site review for ancillary developable land for future distribution center growth opportunities as conducted by VPA
  - Site proposal reviews for practical application and interface as provided by NS
Final site determination by DRPT will include the review and consideration of DRPT’s funding criteria, input from respective state agencies, public comments received, and site compatibility with NS operational requirements.

DRPT anticipates announcing a decision in February 2007.