Roanoke Region Intermodal Facility Site Evaluation Update

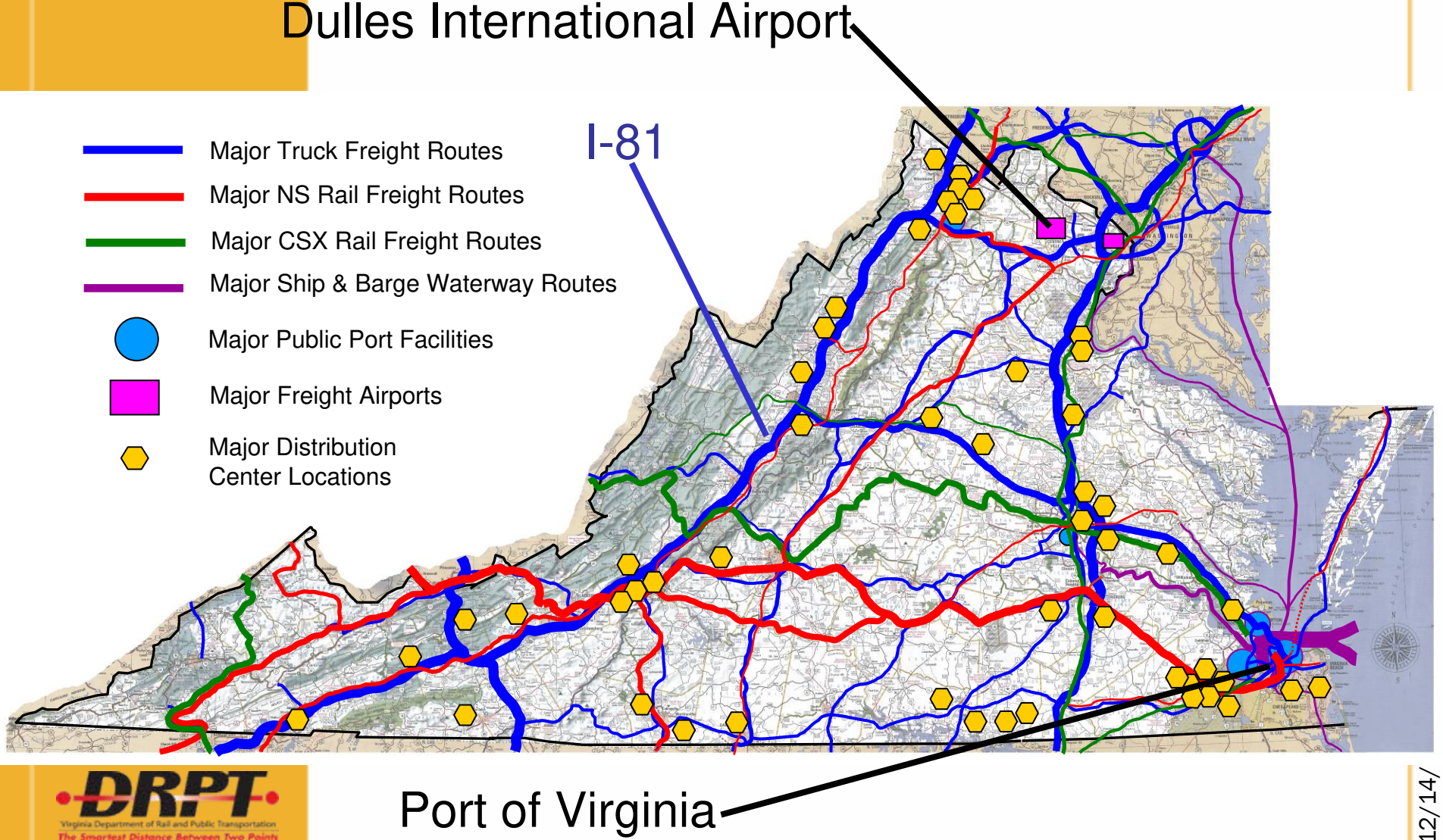
Commonwealth Transportation Board

December 14, 2006

Kevin Page

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Major Freight Corridors in VA



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

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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

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Regional Benefits through Intermodal Facilities

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The Virginia Inland Port

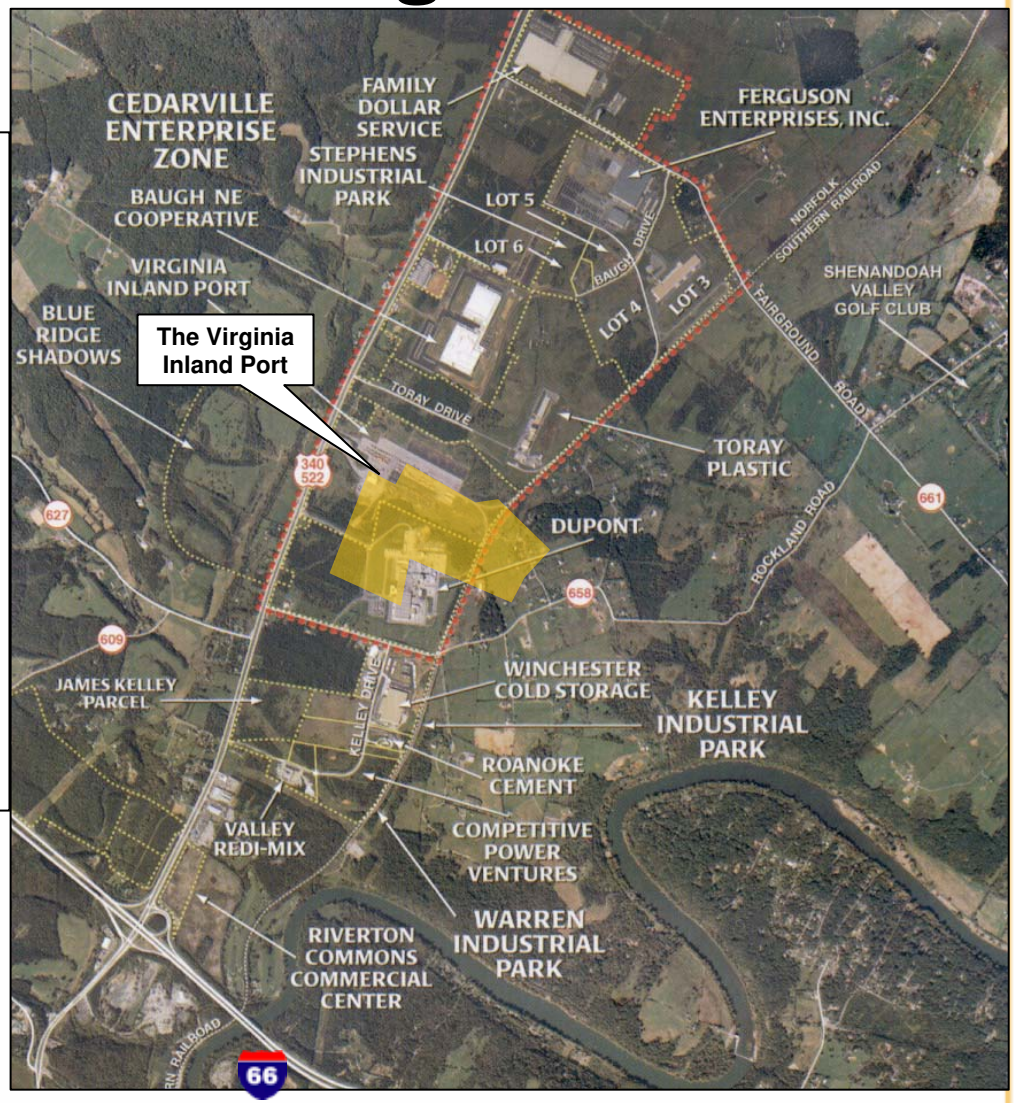


The Virginia Inland Port

- 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



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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*

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Roanoke Region Intermodal Facility

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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.

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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

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DRPT Site Solicitation Process

- 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

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DRPT Site Solicitation Process (2)

- 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

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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

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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.

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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

Schedule

- 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.

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