

Application #3 ~ Impacts of Freight Intermodal Center – Transportation and Economic Study

Questions & Answers

1. Why should this study be done now?

- Panama Canal improvements will be completed by 2014. Since the port in Hampton Roads is currently the main deep water port on the east coast, it would be great to move the project forward.
- To update information, communicate that information and keep momentum on the project before a new administration (new Governor) has to be brought up to speed.
- Conditions have changed since the original studies were completed in 2008-2009. The proposed study should provide information essential to convince Norfolk Southern and the Virginia Department of Rail and Public Transportation to proceed with construction of this project.

2. What would be the implication of waiting one or more years?

- A change of administration (new Governor), loss of momentum and information flow about an important initiative.
- Panama Canal Improvements are soon to be completed. Any delay would not adaptation to incorporate changes in freight and logistics flows due to global trade.
- Other areas (for example West Virginia and South Carolina) are building similar facilities and our region will fall behind in our economic development efforts without an intermodal facility.

3. Is Montgomery County in support of this study?

- We have letters of support from the New River Valley Planning District Commission and the New River Valley Alliance (Regional Economic Development) both of which include Montgomery County as a member. We do not yet have a letter of support from Montgomery County itself.
- I do not know. Beth Doughty has had some contact with Montgomery County officials and may be able to give you some information.

RSTP Project Profile ~ Include Freight in title - **Impacts of Freight Intermodal Center (Transportation and Economic) Study**

4. Is this on the line of a feasibility study?

- Economic impact study that will demonstrate value of this project to economic prosperity.
- Not really a feasibility study. That has already been done. More of an updated market demand analysis with additional work being directed to any specific transportation issues that could impact use of the facility.

5. Is the intermodal center identified in the LRP?

What is the expected year of construction? – The intermodal center is discussed on pages 148-149 (Chapter 9) of RVAMPO CLRTP 2035 – At the time of the writing of CLRTP 2035 the intermodal center was just outside of Study Area 2035. The new Study Area 2040 which will be used for the next update of the CLRTP (CLRTP 2040) includes the intermodal center area.

6. Discuss financial support (committed funds) for construction of center?

At one time Norfolk Southern had committed approximately \$9 million and VA Dept. of Rail and Public Transportation had committed \$26 million to the project.

7. How was the data from the 2008 VDRPT studies used? How was it useful/or used by local governments in the region to adapt planning and economic development efforts?

- Data built support in the Roanoke business community so much so that it was the platform for business leadership to push this project with then Gov. Kaine in face-to-face meetings.
- Local governments have been telling business prospects that the intermodal facility has been planned in our efforts to attract new companies that require the capability to ship and receive commodities in large volumes.

8. It is stated that the study will update information in previous studies to assist regional and local economic development specialist plan. Would the information lead to the advancement of the next phase of the project?

- This project is a critical piece of the transportation infrastructure that will help attract jobs and investment and create new tax revenue. The study will demonstrate the value and ROI of this project to build support and speed its implementation.
- The intent of the study is certainly to advance to the construction phase of the project by convincing NS and DRPT that the project continues to be a good investment.

9. What is the probability (funding, timeframe, support) of facility construction moving forward?

Probability of completion of this project in a reasonable timeframe is lower without demonstrated economic impact.

10. Is the study/intermodal center consistent with/identified in the LRP/TIP/STIP/TDP?

The intermodal center is discussed on pages 148-149 (Chapter 9) of RVAMPO CLRTP 2035 – At the time of the writing of CLRTP 2035 the intermodal center was just outside of Study Area 2035. The new Study Area 2040 which will be used for the next update of the CLRTP (CLRTP 2040) includes the intermodal center area.

11. What is requested program year?

FY14 – Year 1

12. What is total project cost?

Study = \$200,000; The estimated cost of the study is \$200,000 and the total project cost was estimated to be \$35,500,000.

Final Intermodal Center = Original Figures below: These figures pre-date the court challenge which was resolved by the Virginia Supreme Court allowing the facility to be built. This is some of the information that the study will update.

Table 1-1: Initial Project Budget and Schedule for Heartland Corridor REF Project

Total Virginia Project Cost: \$38,386,673 Less Federal Funding Sources: (\$5,000,000) Grantee Funding: (\$1,450,000) Remaining for Rail Enhancement Fund Participation: \$31,936,673
Multiple-Year Total REF Project Cost: \$31,936,673 Maximum Rail Enhancement Fund Participation: \$22,350,000 Participation by Grantee at a minimum of 30 percent Project Budget: \$9,586,673
Fiscal Year 2006 REF Project Cost (July 1, 2005 – June 30, 2006) Project Budget: \$10,717,004 Maximum Rail Enhancement Fund Participation: \$7,500,000 Participation by Grantee at a minimum of 30 percent Project Budget: \$3,217,004
Fiscal Year 2007 REF Project Cost (July 1, 2006 – June 30, 2007) Project Budget: \$10,717,004 Maximum Rail Enhancement Fund Participation: \$7,500,000 Participation by Grantee at a minimum of 30 percent Project Budget: \$3,217,004
Fiscal Year 2008 REF Project Cost (July 1, 2007 – June 30, 2008) Project Budget: \$10,502,665 Maximum Rail Enhancement Fund Participation: \$7,350,000 Participation by Grantee at a minimum of 30 percent Project Budget: \$3,152,665