

VIRGINIA INLAND PORT STUDY

Q2 2024 GENERAL ASSEMBLY UPDATE

Submitted by:

VIRGINIA PORT AUTHORITY

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SUPPORTING DOCUMENTATION

[Report of the Virginia Economic Development Partnership Authority and Virginia Port Authority. \(2023\). *Inland Port Study: Feasibility Analysis of Locating an Inland Port in the Commonwealth \(2022 Appropriation Act, Item 125.Q.\)*](#)

[Virginia Inland Port Study Q4 2023 General Assembly Update – December 1, 2023](#)

[Virginia Inland Port Study Q1 2024 General Assembly Update – March 1, 2024](#)

I. EXECUTIVE SUMMARY

This is the third update in accordance with the 2022-2024 Biennial Budget (HB 6001 from the 2023 Special Session I), Item 113 T.4.

This document provides an update to ongoing work associated with the potential for a new inland port facility in the Mount Rogers Planning District and related next steps, for which the Commonwealth allocated additional funds in the 2022-2024 budget to pursue further development.

Readers of this update are encouraged to familiarize themselves with the project's intent by reviewing the initial Inland Port Study ("Inland Port Study: Feasibility Analysis of Locating an Inland Port in the Commonwealth") which was jointly released by the Virginia Economic Development Partnership (VEDP) and previous updates, the most recent of which was released in March 2024.

This third update:

- Focuses on work accomplished over the most recent past three months, through June 1, 2024.
- Provides information regarding concept development and related efforts.
- Restates expected progress and milestones that will be achieved in each of the quarterly updates through calendar year 2024.

II. PROGRESS TO DATE

The VPA's design team (internal VPA Engineering supported by engineering consultants) has been developing and evaluating preliminary facility concepts. These concepts can support the operations and requirements documented in the previously developed Basis of Concept, which established an operational target of approximately 86,000 container lifts per year, associated performance assumptions, and engineering requirements for the site. More information regarding the Basis of Concept can be found in the Q1 2024 General Assembly Update.

A. CONCEPT DEVELOPMENT

Six preliminary concept alternatives were developed for consideration by the VPA. The concepts explored variations on how rail segments would be delivered by Norfolk Southern (NS), subsequently processed by the inland port, and ultimately retrieved by NS for the return trip. Within the port facility, different operations for the transfer and storage of containers were considered, along with an initial assessment of each concept's effect on the magnitude of site work that would be needed to construct the facility.

Two concepts were then provided to NS to review and confirm their compatibility with NS's conceptual rail service operations and preferences. NS confirmed that either concept could be supported.

Of the two concepts, VPA subsequently selected the more compact, cost-efficient concept as the tentatively preferred option. This concept will be further refined and documented in a concept report and then reconfirmed by VPA to be the preferred concept. Once reconfirmed by VPA, the concept will be carried forward within the current work effort to a 30% design level.

B. FIELD INVESTIGATIONS

Field investigations of the Oak Park site to collect data needed to support the 30% design have commenced. Initial work consists of a topographic survey, geophysical study, and geotechnical investigation. Following the 30% design, additional field investigations will be identified in order to collect the data needed to complete the design to 100%, assuming the decision is ultimately made to further advance the project

III. DEVELOPMENT LOOKAHEAD

For the remainder of the calendar year, the VPA anticipates following milestone updates to the designated legislative and executive oversight entities:

- Calendar Q3 (September 2024) update will present a 30% preliminary design and an opinion of probable cost. Port, rail, economic development, and community stakeholder involvement will be initiated and addressed. A risk matrix will be prepared and updated based on findings from the initial field investigations.
- Calendar Q4 (December 2024) update will update the preliminary design based on stakeholder involvement. Earthwork, property, right-of-way, utility, and permitting needs will be identified and confirmed in a separate update. An independent value engineering study will be conducted to ensure a cost-effective design and acceptable cost estimate. Potential shipper commitments should be in process with VPA and NS. A business recruitment strategy will be coordinated with VEDP.