

# **VIRGINIA INLAND PORT STUDY**

**Q3 2025 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](#)

[Virginia Inland Port Study Q2 2024 General Assembly Update – June 1, 2024](#)

[Virginia Inland Port Study Q3 2024 General Assembly Update – Sept 1, 2024](#)

[Virginia Inland Port Study Q4 2024 General Assembly Update – Dec 1, 2024](#)

[Virginia Inland Port Study Q1 2025 General Assembly Update – Mar 3, 2025](#)

[Virginia Inland Port Study Q2 2025 General Assembly Update – June 1, 2025](#)

## I. EXECUTIVE SUMMARY

This is the eighth update in accordance with the Biennial Budget (HB 1600 from the 2025 Session), Item 101 P.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 FY2025 – FY2026 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 with the Virginia Economic Development Partnership (VEDP) and previous updates, the most recent of which was released in June 2025.

This eighth update:

- Focuses on work accomplished over the most recent past three months, through Sept 1, 2025.
- Outlines efforts planned for the remainder of calendar year 2025.

## II. PROGRESS TO DATE

As presented in previous reports, the Virginia Port Authority's (VPA) efforts in 2025 aim to develop a more comprehensive business case for the inland port. This includes additional design refinement of the facility to better estimate project costs and conducting an economic impact analysis, both of which will support the Commonwealth's decision-making on whether or not to proceed with future development.

Engineering-related efforts to date (internal VPA Engineering supported by hired outside expertise) included collecting additional field data, which is needed to advance infrastructure design. The field data collection efforts were completed in late July. While the additional field data was being collected and is being processed, there have been ongoing refinements to the site layout with a focus on developing and incorporating updated building designs and other features into the site.

The VPA has completed initial scoping activities for an Environmental Impact Report (EIR). Should a formal recommendation be made to advance the project, subsequent efforts to advance the EIR will be initiated.

A consultant has been selected and the economic impact study is underway with completion of the study targeted for the end of September.

Collectively, these efforts intend to provide the Commonwealth with an overall picture of the development costs needed to realize the new facility, expected commercial activity generated by existing industries within its service area, and the value of future industries that may be attracted to the service area because of the inland port.

### A. FIELD INVESTIGATIONS

A broader program of field investigations (geotechnical investigations, topographic surveys, and wetland assessments) within and outside the proposed site was completed in late July (including survey of the Norfolk Southern mainline) to support detailed design and future permitting efforts.

### B. DESIGN REFINEMENT

The VPA Design Team continues to refine the design to confirm and clarify its expected construction cost and position the project for regulatory permitting and eventual procurement should the project move forward.

Design iterations reflect a continuation of Q2 efforts with a focus on:

- Refining the building design in response to additional input from terminal operations representatives (see Figure 1).

- Updating the facility's utility layout to accommodate operational needs and expanding the electrical distribution system design to support the deployment of electrified rubber-tired gantry cranes.
- Evaluating access road concepts to facilitate mainline rail operations and mitigate potential access impacts resulting from increased rail activity in the area.



*Figure 1 – Early rendering of terminal operations and vehicle maintenance buildings (subject to change).*

As analyses of the geotechnical cores collected this summer become available, pavement and slope stabilization designs will be verified and updates incorporated into the design drawings and cost estimates.

### **C. ECONOMIC IMPACT STUDY**

To support informed decision-making regarding the inland port project, the VPA has contracted with external consultants to conduct an independent evaluation of the inland port's economic development potential. This comprehensive assessment, which commenced in June, is designed to provide objective insights into the project's viability and strategic value. The study will examine key factors such as reconfirming market demand, regional economic impacts, and long-term growth opportunities. Substantial completion of the analysis is anticipated by the end of September, and its findings will play a critical role in guiding subsequent recommendations and actions.

### III. DEVELOPMENT LOOKAHEAD

As was reported in the Q2 2025 update, engineering and business case development remain the focus efforts in 2025.

Engineering work will advance to a 60% design stage as the collected field data becomes available to strengthen cost projections and enhance planning accuracy for the proposed inland port. Preliminary analysis of the new field data is expected to be available in late September and will provide essential input into design details associated with construction sequence, material requirements, and potential property impacts, all of which are necessary for improving the confidence of the project budget.

With a refined understanding of these technical requirements, VPA will be better equipped to evaluate the financial resources required and make data-driven, analytically grounded decisions regarding the project's feasibility and funding strategies. Achieving 60% design will also create a stronger basis for coordinating with regulatory bodies and stakeholders, setting a clear path for any remaining design, permitting, and environmental assessments.

Commercial analyses will be expanded to better understand the economic potential of the inland port and its potential impact on regional trade and development.

By aligning a more detailed economic forecast with technical planning, VPA and its partners will have a comprehensive foundation for understanding the inland port's broader value to the state and region, ultimately enabling informed decision-making on this transformative project.

The VPA has completed initial scoping activities for an Environmental Impact Report (EIR) to support compliance with Code of Virginia § 10.1-1188 should the project continue forward.

The VPA anticipates that the Calendar Q4 (December 2025) update will report the final completion of the 60% design and comprehensive economic impact study, updated opinion of probable cost, and anticipated schedule for project delivery should the project continue to advance.