

VIRGINIA INLAND PORT STUDY

Q4 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](#)

[Virginia Inland Port Study Q3 2025 General Assembly Update – Sept 1, 2025](#)

I. EXECUTIVE SUMMARY

This is the ninth 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 September 2025.

This ninth update summarizes:

- Design activities accomplished over the most recent past three months, through December 1, 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 inform the Commonwealth's evaluation of the project.

Over the past quarter, efforts have included:

- Performing a comprehensive survey and geotechnical program to advance the infrastructure design.
- Progressing the design of the facility and related improvements to an intermediate design level (commonly referred to as a 60% Design) to confirm the project footprint, conformance with major regulations and policies (e.g. stormwater management, railroad design criteria, etc.), and constructability of the project, including a better understanding of the likely construction costs and risks.
- Completing an economic impact study to validate anticipated near-term commercial demand and the potential for long-term economic development opportunities, which may result from having the inland port in the region.

Collectively, these efforts give the Commonwealth a comprehensive view of the development costs required to construct the new facility, the expected design, and potential commercial activity, all of which are intended to inform evaluations of the project.

A. FIELD INVESTIGATIONS AND ANALYSIS

A broader program of field investigations (geotechnical investigations, topographic surveys, and wetland assessments) both within and beyond the proposed site were completed in late July (including survey of the Norfolk Southern mainline). Analysis of this data informed the underlying design recommendations for the proposed infrastructure. These recommendations addressed slope stability for the comprehensive site grading program, pavement and foundation designs, the use of channel liners, and contingency measures such as karst mitigation and shallow bedrock considerations, which should be incorporated into the construction contract to manage risk.

B. 60% DESIGN

The VPA Design Team has advanced the inland port and many of the related improvements to a 60% design level to better define the project footprint.

The 60% design submittal includes additional technical components to support stakeholder input into the future design, including:

- Updated opinion of probable cost reflecting the greater design detail generated by the 60% design efforts.
- Queuing analysis for truck traffic to better understand potential impacts.

- A stormwater management report that demonstrates the design will comply with Virginia stormwater management regulations.
- Utility design calculations for fire protection, sanitary sewer, and compressed air.
- A geotechnical engineering report documenting geophysical survey findings on the site's subsurface conditions, soil boring logs, and geotechnical design recommendations. The investigation further mapped observed karst/sinkhole features for inclusion in the site survey.
- Preliminary aquatic resource assessment to support future permit and environmental impact assessments.
- Real estate maps.

C. ECONOMIC IMPACT STUDY

Concurrent with the 2025 design efforts, the VPA conducted an economic impact study to validate anticipated near-term commercial demand associated with the facility and to identify potential long-term economic development opportunities that may result from having an inland port in the region. The comprehensive study included an evaluation of available sites, peer port benchmarking, commercial engagement with prospective users, workforce availability assessments, transportation and logistics connectivity analysis, and a review of economic development incentives and programs to support future growth.

III. DEVELOPMENT LOOKAHEAD

In the coming months, the VPA will continue collaborating with stakeholders to ensure they have the information needed to thoroughly evaluate the project. This will include the 60% design documents, the economic impact study, and prior analyses that place the project in context with comparable developments. As stakeholders assess opportunities and risks, our role is to provide clear, accurate, and timely information to support informed decision-making.