2040 Metropolitan Transportation Plan KYOVA INTERSTATE PLANNING COMMISSION

RIDGING THE GAP IN REGIONAL TRANSPORTATION CHAPTER 7 AVIATION, FREIGHT, MARITIME, AND RAIL ELEMENT

May 2013

## Introduction

The purpose of this chapter of the KYOVA 2040 Metropolitan Transportation Plan is to assess the existing freight conditions in the region. For this effort, the project team utilized data available from a variety of sources as well as information obtained through a series of interviews with freight stakeholders in the KYOVA region. Freight by mode, weight, and value is documented, and information related to employment by industry is provided.

A key element of the KYOVA 2040 MTP is to evaluate and provide recommendations to improve upon the existing transportation system to provide efficient and cost-effective transportation of freight and to enhance the future regional economy and trading environment. The freight analysis portion of the KYOVA 2040 MTP involved three inputs: 1) a review of existing freight related studies; 2) freight stakeholder interviews; and 3) an evaluation of existing conditions and future trends. The chapter also outlines existing freight flows by mode through the three-county KYOVA region. Several roadway recommendations described in Chapter 3 and safety and security recommendations mentioned in Chapter 4 support aviation, freight, maritime, and rail. These recommendations are reiterated in this chapter.



## **Recent Freight Related Studies**

Several recent studies contributed to the understanding of existing issues related to the freight transportation system in the KYOVA region. The summaries that follow supported the development of the *KYOVA 2040 MTP*. The Huntington Tri-State Airport Master Plan is discussed in detail later in the chapter.

#### KYOVA Freight Planning Study

This study, completed in November 2008 includes a freight profile and description of the importance of freight to the regional economy. The study details the regional freight infrastructure, major freight movements by mode, trading partners, and major shippers and receivers. Recommendations focused on improving goods movement in a cost efficient, time-sensitive, and reliable way. According to the study, the proposed freight planning framework should recognize the importance of strengthening the relationship between transportation and development, impacts economic of freight externalities, and smart growth and land use policy. It also should improve performance of the "last mile" connections to other modes.

#### West Virginia Multi-Modal Statewide Transportation Plan

This plan, completed in June 2010, evaluated future transportation investments. The focus of the plan was to preserve existing infrastructure and prioritize maintenance; modernize the transportation system to support economic development; and prioritize planning for efficient use of transportation funds. The study focused heavily on transportation revenue and provided a gap analysis of future funding versus transportation needs. In anticipation of future fiscal constraints, the study created a screening and prioritization process for potential transportation projects. The screening process identified: 1) if a project is justifiable based on its own merit and not dependent upon another project advancing; 2) whether the project duplicates efforts; 3) if the project represents the best approach; and 4) any local or regional sponsors of a project prior to advancement.





#### Mid-Ohio Valley Intermodal Study

This study, completed in November 2010, examined potential container-on-barge freight movements in the Mid-Ohio River Valley. It describes the existing transportation infrastructure, feasibility of container on barge, and the potential transportation benefits and savings of diverting freight to barge. Recommendations focus on ways to expand river traffic and connect with inland and national port associations. The final assessment concludes that there is a potential for container on barge operations in the region, but information collected as part of the study suggests that the development of a general cargo terminal requires further investigation.

#### Ohio Statewide Rail Plan

The Ohio Statewide Rail Plan (May 2010) was developed by the Ohio Department of Transportation and Ohio Rail Development Commission to meet the federal requirements for federal rail funds. The rail plan evaluates the current rail and intermodal infrastructure and needs for the future. The



plan created strategic recommendations for future investments, and it evaluated the potential impacts. The plan also focused on passenger rail service. The recommendations focus on strategies for rail investment decisions and the creation of a benefits calculation tool similar to USDOT's requirements for Transportation Investment Generating Economic Recovery (TIGER) grants.

#### West Virginia State Rail Plan

The West Virginia DOT currently is developing a State Rail Plan to provide guidance for future freight and passenger rail investment and to fulfill requirements for future federal rail financial assistance. The anticipated completion date of the plan is December 2013.

#### West Virginia Public Port Authority – Statewide Strategic Port Master Plan

The West Virginia Public Port Authority (WVPPA) commissioned this plan, completed in April 2012, to

outline a vision and process for maximizing landside logistic operations and facilities to transfer cargo to inland destinations efficiently. The plan gives additional consideration for future terminals in Prichard, WV and Chambersburg, PA. The study outlines a



proactive plan for future growth of the state's multisystem by integrating transportation modal initiatives into policy, planning, and investment strategies. The study identified the state's existing freight transportation infrastructure, analyzed market conditions, and evaluated business opportunities for successful freight logistics services, specifically for four selected regions within the state. Strategic recommendations and action plans focus on the next 20 years. Eight facilities (active or proposed) were identified for an inland port, intermodal terminal, or logistics facility, including South Point Industrial Park in Ohio. In addition, four regions were identified as strategic focal points for potential site development, including the Huntington/Prichard/U.S. 35 Corridor. Specific strategies for Huntington-Prichard include:

- Develop required highway access to the Prichard Intermodal Terminal
- Develop logistics clusters centered on the Prichard Intermodal Terminal
- Develop logistics infrastructure and services to support extraction and processing of natural gas
- Improve waterside modal transfer capacity
- Adopt the Kansas City Smart Port model to coordinate the region's logistics activities
- Develop information technology capability



BRIDGING THE GAP IN REGIONAL TRANSPORTATION

## **Existing Conditions**

Freight planning—regardless of mode—differs from planning other transportation modes. For other modes such as highways, bicycle and pedestrian facilities, and transit service, key facilities fall under the jurisdiction of government agencies responsible for developing and maintaining the facilities for the entire community's benefit. Freight remains the only mode in which a significant portion of the main facilities is privately controlled. Public information typically available for other modes often is considered proprietary and held confidential by private entities. As a result, information and analysis conducted for freight is less extensive than that of other modes.

These difficulties do not undermine the importance of freight planning but rather underscore the need for coordination. Different elements operate in unique organizational and governing environments. Local zoning boards dictate the location of trucking facilities while the operation of the trucks is controlled by state departments of transportation. Rail primarily is regulated at the federal level, but private corporations determine the use or abandonment of railroad right-of-way. Local or regional jurisdictions typically operate airports and maritime facilities, but actual freight service is provided by private corporations operating under federal regulation. This section describes the existing conditions relative to the various modes of freight in the KYOVA area.

## **Economic Conditions**

Businesses and consumers rely on freight movement daily, which places additional emphasis on an efficient transportation system. Domestic and international trade is impacted by the configuration, condition, efficiencies, and cost of transportation infrastructure. The KYOVA region benefits from its position on the Big Sandy and Ohio Rivers, its local intermodal facilities, and its rail connections to ports. These freight connections are essential to coal and other natural resource industries in West Virginia, which ship large bulk commodities via rail, barge, and truck.

#### Jobs by Industry

The transportation and logistics sectors in the KYOVA region employed 2,731 people in 2010. In addition, many local construction, manufacturing, warehousing, and distribution businesses rely on critical freight shipments to serve their customers.

# Employment Shares (Huntington MSA, 2000)



businesses in the region, such as manufacturing and retail trade. The transportation and warehousing industry accounts for 3% of total employment (3,290 jobs) in the KYOVA region, but is an integral part of the greater industry mix.

#### **Location Quotients**

Location quotients are a measurement of employment activity by industry relative to the

#### Jobs by Industry (Huntington MSA)



Source (both charts): Bureau of Labor Statistics (BLS) Quarterly Census of Employment and Wages (QCEW)



United States as a whole. A value of one represents an employment concentration on par with the nation, while a value above one represents a concentration greater than the national average and a value below one less than the national average. The share of mining and extraction jobs in the Huntington MSA is more than twice that of the nation. Other industries in Huntington with a relatively larger share of jobs compared to the United States include retail trade, utilities, and accommodations/food service.

The transportation and warehousing location quotients are slightly below the national average at 0.85. However, transportation and warehousing generates a significant share of the value added, or gross regional product, within the Huntington MSA. Furthermore, transportation plays a major role in the freight dependent industries of retail, natural resources, construction, and manufacturing in the region, which depend on the timely and efficient movement of intermediate and final goods.

#### Location Quotients (Huntington MSA, 2010)



Source: Bureau of Labor Statistics (BLS) Quarterly Census of Employment and Wages (QCEW)

#### **Regional Gross Domestic Product**

The total dollar amount of goods and services produced in the Huntington MSA in 2009 was \$10.4 billion. Nationally, the transportation and warehousing industry accounts for 4.4 percent of total economic activity<sup>1</sup>, while the industry accounts for 6.8 percent of the economic activity in the Huntington MSA. This reinforces the importance and strength of the transportation and warehousing industry on the local economy, and it suggests higher productivity per employee.

The figure below shows the composition of the \$10.4 billion gross regional product by industry. Locally, manufacturing activity is the largest industry in terms of value-added, followed by education and healthcare and then financial activities. Manufacturing relies heavily on transportation, further reinforcing this industry's relative importance in the region.



#### Percent Gross Domestic Product by Industry (Huntington MSA)

Source: Bureau of Economic Analysis (BEA)

Note: Detailed data for the industries listed as "All others" in the chart was unavailable or suppressed to avoid disclosure of confidential information.

<sup>&</sup>lt;sup>1</sup> Bureau of Transportation Statistics, "Transportation Satellite Accounts: A Look at Transportation's Role in the Economy"



## Aviation

Huntington Tri-State Airport (HTS) serves Huntington, West Virginia, Ashland, Kentucky, and Ironton, Ohio. The Federal Aviation Administration's (FAA) National Plan of Integrated Airport Systems (NPIAS) for 2011-2015 designates Huntington Tri-State Airport as a primary commercial service airport as defined. The airport is located southwest of Huntington near the cities of Kenova and Ceredo. Other airports nearby include:

- Lawrence County Airpark (on the north side of the Ohio River opposite Huntington)
- Robert Newlon Field (northeast of Huntington along the Ohio River)
- Ona Airpark (east of Huntington off I-64)

Lawrence County Airpark is a general aviation facility. The NPIAS does not list the latter two airports. Three heliports are located at medical facilities in the KYOVA region—Cabell Huntington Hospital, St. Mary's Hospital, and the VA Medical Center. See **Figure 7.1** for aviation facilities.

#### Huntington Tri-State Airport

Huntington Tri-State (HTS) Airport is served by Allegiant Air and US Airways in addition to being heavily used for general aviation. The single runway at HTS is designated as 12/30 with an asphalt surface measuring 7,016 feet in length and 150 feet in width. While the runway meets width and length FAA runway design standards, the separation distances (i.e. runway centerline to parallel to taxiway centerline) are not in compliance with the standards. The dimensions of the runway protection zone also are not compliant.

The number of enplanements at Huntington Tri-State Airport has increased substantially over the last decade. In 2000, 55,439 enplanements occurred at the airport. In 2010, 117,003 enplanements occurred, a 211% increase. The FAA has identified the Tri-State Airport as the second fastest-growing airport in the northeast.

In 2010, 45 aircraft were based at the airfield with a total average of 36 operations per day. The security checkpoint at the airport consists of a single



screening lane and the baggage claim area consists of one carousel. Currently, the airlines' ground equipment is stored outside and unprotected. The National Guard facility located to the south of the airfield on airport property is at risk for a security breach. A total of 402 paved parking spaces and approximately 100 spaces in an unpaved overflow lot are provided, though parking demand at the airport continues to exceed this supply.

#### Huntington Tri-State Airport Master Plan

The Huntington Tri-State Airport Master Plan (currently is awaiting FAA approval) includes a series of improvements that would allow the airport to meet long-term air transportation needs. The Master Plan forecasts 24,673 aircraft operations and 189,106 enplanements in 2030, an increase of 44.3% and 63.8% respectively from 2010. Of the aircraft operations, 7,661 are passenger carrier operations, 1,040 are cargo carrier operations, 15,205 are general aviation operations, and 767 are military operations. Additionally, the number of aircraft serving the Tri-State Airport is expected to increase to 56 by 2030.





The Master Plan recommends the following improvements for the Huntington Tri-State Airport:

- Expand passenger terminal building to 63,000 square feet
- Remove existing terminal hold room and provide passenger boarding bridges
- Expand parking facilities to provide 600 to 850 parking spaces
- Plan for 1,000 foot extension to Runway 12-30
- Plan for full-length parallel taxiway A
- Develop taxiways to Group-IV
- Provide hold aprons on both ends of the runway
- Relocate the General Aviation and Operations Terminal to the south side of the airfield
- Construct a General Aviation apron on the south side of the airfield providing 28,000 square yards of space
- Construct additional ten-unit T-hangers and group hangars
- Obtain positive control of land within RPZs
- Install ODALS on the Runway 30 end
- Improve fueling and aircraft de-icing facilities
- Expand maintenance and storage buildings
- Improve access signage

Land-side constraints for the HTS airport also were examined through the Master Plan. With the increase in passenger and commercial traffic expected at the airport in coming years, improvements are needed to the supporting roadway infrastructure. The KYOVA Interstate Planning Commission understands the airport infrastructure needs and has applied for grants in the past to fund improvements. See the Intermodal Connections section later in this chapter for more information.

### Freight

#### Highway Infrastructure

KYOVA's highway system connects the region to points in West Virginia, Ohio, and Kentucky as well as critical infrastructure along the Big Sandy and Ohio Rivers. The major truck routes in the region include I-64, US 52, WV 152, US 23, US 60, WV 2, SR 7, and WV 10.

- I-64 is the workhorse corridor for east-west through traffic.
- US 52 is a critical north-south route that crosses into Ohio via the West Huntington Bridge. The corridor is designated as part of the proposed I-73/I-74 and is being upgraded to a four-lane divided highway. US 52 provides the critical connection to the Norfolk Southern railroad site, which will be the home of the Prichard Intermodal Facility currently under construction.
- WV 152 extends 45 miles as a north-south route running through Wayne County, WV.
- US 23 parallels US 52 on the Kentucky side of the Big Sandy River and serves the Marathon facility in Catlettsburg, KY.
- US 60 runs parallel to I-64 and links Huntington to Charleston, WV.
- WV 2 connects Huntington with current and developing industrial areas in Lesage, WV and Athalia, OH as well as Mason County, WV.
- SR 7 is the longest running state route in Ohio, at 292 miles. It connects Lawrence County with six US routes and six Interstate highways.

According to the Federal Highway Administration's (FHWA) Freight Analysis Framework (FAF) major congestion in the region is isolated to the junction of US 60 and WV 527, which is the Robert C Byrd bridge over the Ohio River between Huntington and Chesapeake. FAF forecasts suggest this point will be a source of major congestion in 2040 if no major improvements are made. Existing congestion levels near US 60 were supported by information collected through interviews with stakeholders.



2040 Metropolitan Transportation Plan

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## Figure 7.1

# **Aviation Facilities**

- Airport
- Interstate Highway
- US Highway
- ----- State Highway
- ----- County Road
- Local Road







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#### **Distribution Centers and Warehouses**

Warehousing and distribution are a critical element of the regional economy. Distribution, warehouses, and third party logistics firms transport and distribute finished and intermediate goods for businesses and are closely connected to the transportation infrastructure. All of the major trucking and warehousing firms in the region are located along major routes with close access to I-64. The major wholesale firms are located along I-64 and relatively close to downtown Huntington.

#### Freight Trucking and Highway Operations

The primary mode of freight transportation in the United States is truck, moving 70% of the tonnage in the United States in 2009. Trucks offer flexibility and connectivity between other transportation modes, including airports, intermodal facilities, distribution centers, and ports, which helps explain their relative national dominance. According to the KYOVA Freight Planning Study, truck shipments terminating in KYOVA represent 81% of the total terminating tonnage, a similar modal share to that of the United States. However, truck freight originating in KYOVA represents only 20% of total outbound shipments due to the large bulk volumes of freight handled by the Port of Huntington.

In 2003, commodities either originating or terminating in the KYOVA region via truck accounted for 7.4 million tons. The major commodities originating within the KYOVA region were natural resource-based commodities such as coal, wood, and aggregate. **Table 7.1** shows petroleum or coal products are 39% of tonnage originating in KYOVA. In addition, the major local industries—manufacturing and chemicals represent more than 27% of the total commodities originating in the KYOVA region.

KYOVA's major inbound, or terminating, commodities include natural resource commodities, food, manufactured goods, and chemicals as shown in **Table 7.2**. By far the largest commodity terminating in the KYOVA region is nonmetallic minerals, which includes aggregates. It represents 43% of all shipments terminating in the region. An additional 11% is clay, concrete, glass or stone.

Table 7.1 – Top 10 Truck Commodities Originating by Tonnage
(in Thousands, 2003)

(		
Commodity	Originating	Percent
Petroleum or Coal Products	1,039	39%
Secondary (Truck) Traffic	294.7	11%
Chemicals Or Allied Products	256.5	10%
Transportation Equipment	245.9	9%
Clay, Concrete, Glass or Stone	225.5	9%
Food or Kindred Products	219.5	8%
Lumber or Wood Products	83.5	3%
Fabricated Metal Products	75.9	3%
Primary Metal Products	66.4	3%
Rubber or Misc Plastics	59.4	2%
All Other Commodities	65.1	2%
Total	2,631.7	

Source: Global Insight Transearch data via KYOVA "Freight Planning Study" November 2008

Table 7.2 – Top 10 Truck Commodities Terminating by Tonnage (in Thousands, 2003)			
Commodity	Terminating	Percent	
Nonmetallic Minerals	2,062,932	43%	
Clay, Concrete, Glass or Stone	501,479	11%	
Food or Kindred Products	405,478	9%	
Chemicals Or Allied Products	319,879	7%	
Secondary (Truck) Traffic	316,772	7%	
Primary Metal Products	251,070	5%	
Petroleum or Coal Products	214,999	5%	
Lumber or Wood Products	174,493	4%	
Fabricated Metal Products	138,427	3%	
Pulp, paper or allied products	88,178	2%	
All Other Commodities	296,443	6%	
Total	4,770,150		

Source: Global Insight Transearch data via KYOVA 'Freight Planning Study'' November 2008



In both inbound and outbound truck flows, secondary truck traffic represents a relatively large percent of truck volumes in KYOVA. Secondary represents traffic freight movement from wholesalers, warehouses, and distribution centers as well as drayage for rail terminals and airports. Drayage is simply the transport of containers to and from intermodal facilities or ports. Commodity level estimates for through traffic were not available for the KYOVA region, but the chart to the right presents through traffic by state. As shown, West Virginia has a high level of through truck traffic compared to neighboring states, suggesting it is a gateway to east coast ports, inland waterways<sup>2</sup>, and intermodal facilities throughout the Appalachian region. It also suggests that a significant amount of freight passes through the state. Distribution centers, warehousing, and intermodal connections likely increase the volume of KYOVA through traffic.

# Percentage of Truck Traffic Pass Through by State (based on ton-miles)



Source: Transportation  $\mathcal{C}$  Potential for Intermodal Efficiency-Enhancements in Western WV

#### **Issues and Constraints**

The stakeholder and public involvement process began with establishment of two goals:

- Inform and engage key regional freight stakeholders on the *KYOVA 2040 MTP* process; and
- Receive input from the public and key regional freight stakeholders.

To facilitate these goals and enable the project team to gain an understanding of the freight trends and issues and opportunities, major freight operators in the KYOVA region were interviewed. Feedback was requested on potential strategies to improve the region's freight system. Information was gathered directly from railroads, ports, and trucking and distribution organizations. To facilitate the discussion, a freight survey was distributed to the operators.

Because freight data for the KYOVA region was limited, interviews supplemented the data analysis by providing information to the team on several key issues:

- Origin to destination shipping patterns and modal needs;
- Realistic opportunities to divert freight from truck to other modes; and
- Transportation investments that provide economic development opportunities given current levels of transportation funding.

The interviews provided valuable stakeholder perspectives on the relationships between transportation infrastructure investment, land development, and intermodal connectivity. Based on stakeholder interviews, secondary source data, and the literature review, the major trucking related issues in the KYOVA region include:

- Road maintenance and highway safety improvements;
- Truck stop and service areas along I-64;
- Truck route designations/signage;
- Congestion; and
- Overweight permits.

<sup>&</sup>lt;sup>2</sup> Mid-Ohio Valley Intermodal Study, Nov 2010



#### **Road Maintenance and Highway Safety Improvements**

Stakeholder interviews revealed numerous truck routes, including US 52, US 23, and WV 152, required some level of maintenance and safety improvements. Stakeholders from Wayne County were concerned with merge areas on US 52, which have a high incidence of crashes and frequent bottlenecks. Additionally, stakeholders requested improved safety along I-64 through incident management improvements and other signage enhancements.



#### Truck Stop and Service Areas along I-64

Only two truck stops and service plazas (approximately 38 miles apart) are located along I-64 in the KYOVA region. Stakeholders noted that the lack of rest stops creates truck traffic near Exit 1 of I-64 and the airport. A welcome center and rest stop near this exit would help alleviate truck congestion. An additional truck stop along I-64 is a local priority and may require local funding.



#### **Designated Truck Routes and Congested Roadways**

According to stakeholders, trucks have become stuck underneath the 1<sup>st</sup> Street Bridge in Huntington because appropriate signage on truck routes and height limitations are not prominently displayed. In 2011, the WVDOH installed height restriction signage along the State Highway System routes on the approaches to





the viaducts. This action was in response to concerns about trucks exceeding the height restrictions and getting stuck beneath the viaducts. Signs were placed on 1<sup>st</sup> Street, 8<sup>th</sup> Street, 10<sup>th</sup> Street, Hal Greer Boulevard, and 20<sup>th</sup> Street.

East-west travel also is difficult when I-64 is congested because detour routes do not have sufficient capacity. Some roadway segments (e.g. the junction of US 60 and WV 527) could be improved to address bottlenecks or facilitate flow through traffic.

#### **Overweight Permits for Trucking**

Trucks with overweight permits currently are allowed to travel on Coal Resource Transportation System (CRTS) highways, including US 52. These trips may result in a maintenance issue when the

Prichard Intermodal Facility is opened or the South Point Intermodal Facility is expanded. Truck growth will result in additional wear and tear on regional highways, particularly





US 52. Bridge infrastructure likely will incur more frequent inspections and additional maintenance costs.



## Maritime

The Port of Huntington, located on the Ohio River and its major tributary, the Big Sandy River, is the largest inland port in the United States. The Ohio River has been designated as Marine Highway 70. The United States Department of Transportation is identifying major Marine Highway Corridors for investment that would divert containerized freight from truck to Marine Highways. These efforts present a great opportunity for the largest facility within the Port of Huntington, South Point, located on the Ohio side of the river. A detailed discussion of the South Point facility can be found in the Intermodal Connections section later in this chapter for more information.

The Port of Huntington has numerous private freight terminal facilities located along the Ohio River. The private facility infrastructure includes barge mooring facilities and wharfs with access to open storage areas, pipeline infrastructure, and bulk silo storage. Additionally, some parcels have space for truck hoppers and rail car storage yards. The following list of facilities on the West Virginia and Ohio sides was compiled from the West Virginia Port Authority.



# Freight Terminal, Pipeline, Storage, and Mooring Facilities

#### Ohio River

- Adams Trucking & Supply
- Barboursville Block Manufacturing Company
- Mountain Enterprises Inc.
- Kenneth Edward Maxwell
- Ohio River Terminals Company
- Steel of West Virginia, Inc.
- Huntington Coal Transportation Corporation
- Shell Oil Corporation
- Fuchs Lubricants
- Kanawha River Terminals
- Cemex/Kosmos Cement
- Marathon Petroleum
- Tri-State Stone Inc.
- Coal Terminals Inc.
- Aquila Dock Inc.
- Pen Coal Corporation

#### Big Sandy River

Source: Trainborders.com

- Placer Dock
- P&C Dock
- Big Sandy Terminal (side rail served by NS)
- Tri State Terminals (Arch Coal)
- Riverway North Terminal
- Riverway South Terminal
- Kentucky May Dock (Electric Fuels)
- Wayne County River Terminal (WV side)
- Ashland Materials

As **Table 7.3** and **Table 7.4** show, the Port of Huntington is the eighth largest port in terms of total tonnage and the fourth largest port in terms of domestic tonnage just behind the Port of NY/NJ. Interestingly, the port also ranks higher than Los Angeles, CA, based on weight.



Table 7.3 – Top 10 US Ports by Total Tonnage (in Thousands of Tons, 2009)		
Rank	Port	Total
1	South Louisiana, LA	212,581
2	Houston, TX	211,341
3	New York, NY & NJ	144,690
4	Long Beach, CA	72,500
5	Corpus Christi, TX	68,240
6	New Orleans, LA	68,126
7	Beaumont, TX	67,715
8	Huntington - Tristate	59,172
9	Los Angeles, CA	58,406
10	Texas City, TX	52,632

Table 7.4 – Top 10 US Ports by Domestic Tonnage (in Thousands of Tons, 2009)		
Rank	Port	Total
1	South Louisiana, LA	109,503
2	Houston, TX	63,372
3	New York, NY & NJ	61,221
4	Huntington - Tristate	59,172
5	New Orleans, LA	37,068
6	Plaquemines, LA	34,708
7	Valdez, AK	34,465
8	Baton Rouge, LA	34,084
9	Pittsburgh, PA	32,891
10	St. Louis, MO and IL	31,337

Source: US Army Corps of Engineers Waterborne Commerce Statistics

The port handled 59 million tons in 2009. Freight is shipped by barge through the port and typically consists of heavy bulk commodities including petroleum products, coal, minerals, and chemicals. Coal and petroleum products represent 90% of the total freight traffic in terms of tonnage shipped through the port (see the chart to the right). The remaining 10% of shipments are composed of other bulk commodities including chemicals, sand, gravel, stone, concrete, metallic ores, fabricated metals, and wood products. The port currently does not handle any containerized traffic; however, the South Point Ohio freight terminal has plans to construct a container crane enabling the transfer of containers between truck and barge. The Mid-Ohio Valley Intermodal Study suggests that containerized chemicals and consumer goods have the greatest potential to be diverted to barge.

Source: US Army Corps of Engineers Waterborne Commerce Statistics



Source: US Army Corps of Engineers Waterborne Commerce Statistics

# Share of Major Commodities Shipped Port of Huntington, 2009



The major commodities by direction are shown in Table 7.5. Shipments within the region represent a small portion of total barge freight, but the distribution among commodities is representative of total barge traffic. As the Port of Huntington is on an inland waterway, all freight passing through the Port of Huntington is domestic. Outbound freight shipments represent 58% of total

Table 7.5 – Major Commodities Shipped by Direction (in Thousands of Tons, 2009)				
Commodity	Originating	Terminating	Within	Total
Coal	27,218	14,448	3,088	44,754
Petroleum Products	5,954	1,421	866	8,241
Chemicals	500	986	122	1,608
Ores & Fabricated Metals	101	523	47	670
Sand, Gravel, Concrete & Stone	88	3,473	117	3,679
Wood Products	220	0	0	220
Total	34,081	20,851	4,240	59,172

Source: US Army Corps of Engineers Waterborne Commerce Statistics

tonnage, which support the large coal and petroleum product industries within the region.

#### **Originating (Outbound)**

Thirty-four million tons originated at the port of Huntington. Of this, coal represents the largest share based on weight, 27.2 million tons. Nearly 6 million tons of petroleum products also originate at this port. Other commodities traveling by barge from the port include chemicals; ores and fabricated metals; sand, gravel, concrete and stone; and wood products.

#### Terminating (Inbound)

Commodities that terminate at Huntington include coal, petroleum products, chemicals, ores and fabricated metals, and sand, gravel concrete and stone. In 2009, 20.8 million tons of freight terminated at this port. Of this, coal represents more than half (14.4 million tons).

#### Within

As is the case with originating and terminating commodities, coal represents the largest share of cargo shipped at the port. Three million tons of coal was shipped by barge in 2009.





Source: US Army Corps of Engineers Waterborne Commerce Statistics



#### **Issues and Constraints**

Major issues identified by stakeholders, secondary source data, and the literature review include:

- Investment opportunities and private partnerships;
- National trends and opportunities; and
- Coordination with national port authorities and organizations.

#### **Investment Opportunities and Private Partnerships**

Further coordination and prioritization of projects through organizations like the Port of Huntington terminals and local agencies can help pool available investment to advance core marine projects. While Huntington is the fourth largest domestic port, it still does not handle intermodal containers. Opportunities should be explored for projects that could stimulate local economic activity and further utilize intermodal facilities.

Further investment into landside infrastructure is necessary for the Port of Huntington to realize any benefit from containerized traffic or the designation of the Ohio River as a Marine Highway. This designation enables the USDOT to work with states, private transportation providers, local and tribal governments to research and recommend solutions to improve network level safety and efficiencies while expanding use of marine highways. Key landside investments include container cranes at South Point, storage, and road extensions and improvements to access roads parallel to the Ohio River. On the water side, key investment funds should be made available for removing underwater debris, lock maintenance, and terminal expansion.

Attracting additional investment partners and active pursuit of funds through federal programs like USDOT's Transportation Investments Generating Economic Recovery (TIGER) should be prioritized. Additionally, opportunities for Public Private Partnerships (PPP) and Tax Increment Financing (TIFs) should be investigated to help stimulate additional private development along the Ohio River. By ensuring that private interests are fully committed to the port, there is a greater likelihood of successful port expansion and sustainability.

#### **National Trends and Opportunities**

By 2014, a third set of locks, larger than the existing locks—will be added to the Panama Canal. The new locks will permit the passage of larger ships and expedite their movement. The larger vessels are referred to as post-Panamax vessels. The canal's maximum cargo carrying capacity will double. According to the West Virginia Public Port Authority Statewide Strategic Port Master Plan, the result may be new opportunities for the KYOVA region because the expansion will allow larger ships to directly reach East Coast ports. It also means most rail cargo from East Coast ports must be moved to inland locations before it can be reconfigured into denser and more balanced trains to serve eastern and Midwest markets.

Hydraulic fracturing, or "fracking", is the process of drilling and injecting fluid into the ground at a high pressure to fracture shale rocks to release natural gas. While the practice began more than 65 years ago, modern technology introduced in the last 15 years has made the practice more economical for energy companies. Large volumes of water are required during the process, with some accounts suggesting each gas well requires an average of 400 tanker trucks to carry water and supplies to and from the site. The potential may exist to transport water and supplies to fracking sites by rail and/or boat. The U.S. Coast Guard currently is reviewing a proposal to ship fracking wastewater from Texas via the Ohio River. Shipment by barge is attractive for energy companies because a tanker barge can transport up to 10,000 barrels of waste compared to 80 to 150 barrels for a tanker truck. The practice of fracking and the waste it creates are routinely cited by opponents as environmentally destructive.

#### **Coordination with National Port Authorities**

Stakeholder interviews also suggest that the Port of Huntington, the fourth largest domestic port, could become more active with national port authorities. This may help stimulate more growth at the port in terms of freight volumes, businesses along the port, and landside investments.



#### Rail

Typically, rail ships heavier bulk commodities over long distances. Goods or commodities shipped via rail benefit from the low cost of transport, high efficiencies, and capacities for heavier goods. Rail efficiency is increasing due to new investments to boost capacity and speed as well as reduce transit times. The region's access to large Class I carriers (e.g. Norfolk Southern and CSX) offers a significant advantage to the region. While the majority of rail traffic is through shipments of coal, the current large bulk shipments and potential for expanding containerized traffic are opportunities for KYOVA. Their potential for success may be enhanced by the presence of these large rail carriers.

#### **Rail Corridors**

#### Heartland Rail Corridor

The KYOVA region has access to the Heartland Rail Corridor, which extends from the port region of Norfolk, Virginia to Columbus, Ohio and Illinois. Heartland Chicago, The Corridor improvement public-private project was а partnership between Norfolk Southern Railroad and the Federal Highway Administration to facilitate more efficient movement and increase freight capacity to and from the Norfolk port region. As part of the project, bridge and tunnel clearances were improved to allow double stack container trains and remove various choke points along the corridor. KYOVA's closest operational intermodal facility on the Heartland Corridor is the Rickenbacker intermodal terminal in Columbus, Ohio. Currently, 12 westbound and 18 eastbound intermodal trains pass through KYOVA.





#### National Gateway Corridor

National Gateway corridor is another major publicprivate partnership initiative backed by CSX, connecting to the Midwest and Mid Atlantic seaports. Major investments have focused on removing height restrictions to allow double stack trains.

#### **Huntington Rail Connections**

CSX maintains two major lines in Huntington, connecting the region to the east coast container market and the Midwest. The Central Corridor Double-Stack Initiative foresees the potential for significant growth once the National Gateway corridor project is complete. Currently, 54 single stack CSX trains pass through Huntington without stopping each day. These through shipments carry coal and travel to Newport News from Kentucky. In addition, Huntington receives 17 cars of chemicals and merchandise as well as a carload for a bakery each week.

#### West Virginia Freight Rail

More than 167 million tons of freight was shipped via rail in 2007. The primary rail operators transporting this freight are CSX and Norfolk Southern, both of which have a presence in the KYOVA region. Shipments of coal are the largest commodity shipped from the region, accounting for more than 88% of West Virginia's freight rail traffic as shown in **Table 7.6**. Various construction materials, chemicals, and natural products account for another 11% of West Virginia's rail freight.

#### **Issues and Constraints**

Major rail issues identified by stakeholders, secondary source data, and the literature review include:

- The need for investment partnerships for projects like the Prichard facility and connecting infrastructure; and
- Economic development opportunities for businesses to utilize rail.

#### **Investment Partnerships and Economic Development**

The KYOVA region has access to major container and bulk rail markets, however, rail transportation remains underutilized. Despite access to rail and container markets. the infrastructure for containerized rail operations is not available in the region. Economic development tools like Tax Increment Financing (TIFs) could enable local businesses to invest in onsite rail infrastructure by offering a tax incentive to developers. The existing freight rail infrastructure is a significant regional asset that should be further developed and could provide cost effective access to the Mid-Atlantic ports and the Chicago market.

(in Thousands, 2007)			
Commodity	Tons	Percent	
Coal	147,740	88.3%	
Gravel	8,911	5.3%	
Petroleum/coal products	3,231	1.9%	
Fertilizers	2,088	1.2%	
Basic chemicals	2,058	1.2%	
Plastics/rubber	1,050	0.6%	
Base metals	968	0.6%	
Natural sands	302	0.2%	
Wood products	219	0.1%	
Other foodstuffs	159	0.1%	
Newsprint/paper	135	0.1%	
Nonmetal mineral products	104	0.1%	
Other	353	0.2%	
Total	167,318	100.0%	

Table 7.6 – Inhound and Outhound West Virginia Pail Tonna

Source: Transportation and the Potential for intermodal Efficiency-Enhancements in Western West Virginia (Nov 2000)



## **Intermodal Connections**

The KYOVA's major intermodal facility is located in South Point, Ohio. A new intermodal facility is under construction for Prichard, West Virginia. The South Point site transfers bulk freight from truck to barge, while the Prichard facility would transfer containerized goods from truck to rail. In addition, grant funding is being solicited for improvements near the Huntington Tri-State Airport to enhance intermodal connections. The lack of intermodal customers and private investment limits local rail utilization, and hinders the development of the Prichard facility. The level of demand for a new intermodal facility must exist first and, like other successful facilities, requires wider support and private sector commitment. The intermodal facilities are described in more detail in the following section.

#### **Existing and Proposed Facilities**

#### South Point Intermodal Facility

South Point began as a superfund site adjacent to US 52. The site's redevelopment began in 2001, through collaboration, and was deemed ready for reuse in 2004. The South Point site now spans 610 acres, 504 of which are owned by the Lawrence Economic Development Corporation<sup>3</sup>. The South Point Intermodal facility handles various bulk commodities (including coal) and transfers are from truck to barge. The Ohio River is wide enough to accommodate up to one-15 barge tow. The bridges providing truck access to South Point via SR 7 and US 52 from Huntington include the Nick J. Rahall bridge (US 52), Robert C Byrd bridge (WV 527), and the East Huntington bridge.

The Prichard facility was the recipient of a TIGER III grant in 2012. This grant will fund construction of an access road, overpass, and the intermodal facility itself. The grant awarded \$15 million with an additional \$15 million provided by WVDOT and \$5 million provided by Norfolk Southern. Connections between Ohio and Kentucky are served by the Ben Williamson Memorial bridge (connecting Coal Grove, OH to Ashland, KY) and the IrontonRussell bridge (connecting Ironton, OH with Russell, KY).

In 2010, ODOT applied for federal discretionary funds through the Transportation Investment Generating Economic Recovery II (TIGER II) program. The grant request focused on capital improvement and rehabilitation projects, including a crane for general cargo and containers. Funds would have been used in conjunction with ODOT's Logistics and Distribution River Port Intermodal project, which will improve the Ohio River's intermodal infrastructure.4 While the project was not selected for funding, the application highlights several investments that could improve throughput and barge activity. South Point currently is leveraging Congestion Mitigation and Air Quality (CMAQ) funds to partially fund an intermodal crane that would enable the port to transfer containers from truck to barge.

#### Prichard Facility Development

The proposed Prichard intermodal facility site is on Norfolk Southern property in Wayne County, West Virginia. The facility will connect local industries via truck to the Prichard facility, providing rail service to Columbus, Ohio and points west as well as the Port of Virginia via the Heartland Corridor. The location has easy access to mainline trackage and I-64 via US 52.<sup>5</sup> Although the Prichard site is located near the Big Sandy River, it does not have water access due to silt covered banks, and the current proposal does not include water access.

Train volumes exceed 50 trains per day at some locations along the Norfolk Southern route.<sup>6</sup> It is anticipated that the new intermodal facility will handle 11,000 containers annually, and a significant portion of this container traffic would come from diversions from existing truck traffic. These potential freight volumes suggest an initial three trains per week to the facility.

The commodities with the greatest potential for diversion likely would be containerized chemicals,

<sup>&</sup>lt;sup>3</sup> Region 5 Success Story South Point Plan: South Point, Ohio

<sup>&</sup>lt;sup>4</sup> The Point Intermodal River Port Facility

<sup>&</sup>lt;sup>5</sup> Central Corridor Double-Stack Initiative

<sup>&</sup>lt;sup>6</sup> Central Corridor Double-Stack Initiative



and other non-time sensitive containerized drayage. Improvements to existing adjacent infrastructure have begun in preparation for the proposed Prichard Intermodal terminal in Wayne County.

The proposed facility could offer significant benefits to local shippers by allowing them access to the intermodal rail network with more services and significantly lower shipping costs. The transportation and economic benefits of diverting truck freight to rail also include fewer truck miles, lower highway maintenance costs, improved safety, and lower emissions.

The West Virginia Public Port Authority has entered into an agreement with the Rahall Transportation Institute (RTI) to develop and execute a "Marketplace Strategy" for the Heartland Intermodal Gateway at Prichard. This project is currently underway.

#### Huntington Tri-State Airport Intermodal Facility

The Huntington Tri-State Airport Master Plan examined landside constraints for the airport. With the anticipated jump in passenger and commercial traffic, the plan notes that improvements are needed to the supporting roadway infrastructure. The KYOVA Interstate Planning Commission applied for the TIGER Discretionary Grant program in March 2012 to fund these improvements. According to the grant application, the project is intended to improve access to the airport by reconfiguring the National Highway System Connector with associated surface transportation infrastructure. These improvements are intended to facilitate the following improvements:

- Enhance interaction between various transportation modes, including automobile, truck, bus/transit, shuttle, bicycle, and pedestrian;
- Increase capacity;
- Improve safety and mobility within the tristate region; and
- Provide accessibility and connectivity between the roadway, terminal, and freight facilities.

The project is anticipated to cost \$15 million.

#### **Performance Measures**

To track and prioritize investments from the planning stages through the operational phases, performance measures were created as part of other freight and rail plans completed for the study area. These studies suggest that intermodal performance measures should benchmark current freight volumes, providing a basis for measuring efficiency.

The performance measures developed through these research efforts focus on safety, efficiency, maintaining a state of good repair, improving intermodal connections, environmental considerations, economic development, land use benefits, and linkages to regional initiatives. The intermodal performance measures are presented in **Table 7.7**.

Table 7.7 – Intermodal Performance Measures			
Category	Metric		
Intermodal Terminals			
Throughput	Increase storage, tonnage, or throughput		
Off-site air freight distribution	Acreage and/or building square footage		
Domestic Routes	Number		
Facility size	Acreage and capacity		
Operations efficiency	TEU moves per terminal acre		
Warehousing			
Number of facilities	Number		
Protection/ expansion of warehousing	Acreage, or number of sites		
On & Off site cargo capacity	Acres, TEU capacity		

Source: WV Multimodal Statewide Transportation Plan



#### **Issues and Constraints**

Major intermodal issues identified by stakeholders, secondary source data, and the literature include:

- Adequate funding to construct and improve intermodal facilities;
- Adequate funding to construct and improve connecting (i.e. last mile) infrastructure; and
- Intermodal investment opportunities for businesses to further utilize port, rail, and airport facilities.

#### Funding Opportunities for Intermodal Facilities

Both South Point and the proposed Prichard facility additional benefit from investment would opportunities and partnerships. As mentioned, unsuccessfully applied ODOT for federal discretionary funds through the TIGER II program in 2010. The request for funding focused on capital improvement and rehabilitation projects to improve the intermodal infrastructure on the Ohio River that would improve throughput and barge activity. Alternative funding plans continue to be explored.

#### Funding Opportunities for Last Mile Infrastructure

Both the proposed Prichard facility and the Huntington Tri-State Airport Intermodal Facility require funding for connecting roadways that would provide access to the site and the facility construction.

#### **Investment Opportunities**

Investment partnerships could provide some funding toward intermodal efforts. Facility and last mile projects would facilitate the use of containerized transport for local businesses, which could dramatically reduce shipper costs. The infrastructure improvements also could stimulate industrial growth and economic development in the region, but initially there will need to be commitments from the private sector. The demand threshold must first be met by these commitments. A "build it and they will come" scenario could incur high costs, low utilization, and jeopardize the success of the facility.

## **Recommendations**

The ease of moving goods within and through a region—whether on highways, waterways or railways—is critical in a global marketplace. The importance of reliable, convenient air travel is an important consideration for both quality of life and economic development. Officials at the state, regional, and local levels realize the advantage of having safe and efficient systems to move people and goods. Every indication is that freight activity likely will be more active in 2040, placing additional reliance on the region's multimodal freight network. The recommendations that follow are based on the collective issues and constraints that emerged from stakeholder interviews, secondary sources, and literature review. In summary, they are:

Investment and Economic Development **Opportunities**. The KYOVA region has access to major rail and marine infrastructure. However, rail and marine transportation remains underutilized. These facilities provide adequate bulk services, but containerized infrastructure for intermodal operations is unavailable. The existing freight rail and marine infrastructure is a significant regional asset that should be further developed and could provide cost effective access to the Mid-Atlantic ports and the Chicago market. Economic development and investment opportunities need to be pursued including Tax Increment Financing and Public-Private Partnerships. These mechanisms may become more important in the future as further fiscal constraints on transportation spending are likely.

Last Mile Connections and Safety. Numerous truck routes need maintenance and safety improvements. Designated truck routes and signage can reduce congestion. The last mile connections to intermodal facilities are critical, as port operations are likely to grow and container traffic would exacerbate any existing last mile deficiencies. Rail connections and access could be improved to better utilize the current rail operations, and provide a larger customer base for rail providers.



## **Aviation Recommendations**

The aviation recommendations include a series of roadway improvements near the Huntington Tri-State Airport as well as facility improvements identified in the Huntington Tri-State Airport Master Plan. These projects are summarized below. In addition, the creation of the Tri-State Airport Intermodal Transfer Facility would provide the necessary infrastructure to support regional coordination and economic enhancement.

#### **Relevant Roadway Recommendations**

Several roadway projects identified in **Chapters 3** and **4** will benefit freight access to the airport as well as passenger access to the facility. The projects listed below and highlighted in **Figure 7.2** are of particular interest to aviation operations in the KYOVA region.

- Airport Road Connector—Construct a new 2-lane Airport Roadway Connector from US 52 to Airport Road
- Walkers Branch Road (CR 3)—Widen to a 4-lane divided roadway from the Walkers Branch Road bridge to I-64
- **Darling Lane**—Widen to a 4-lane divided roadway from WV 75 to the Tri-State Airport
- Docks Creek Road (CR 8)—Widen to a 4-lane divided roadway from US 52 to WV 75
- US 52 (future I-73/I-74)—Widen US 52 to a 4-lane divided roadway from Sharps Branch (Cyrus) to Kenova with a new bridge over the Ohio River

#### Master Plan Recommendations

The Huntington Tri-State Airport Master Plan determines the long-term development plans for the airport. The Master Plan is an important step to ensure adequate resources are allocated to meet identified needs. In general, an airport master plan typically covers up to a 20-year horizon. Recommendations from the Huntington Tri-State Airport Master Plan were introduced earlier in this chapter.

#### **Buildings and Facilities**

- Expand or reconstruct the Passenger Terminal Building to alleviate space constraints, terminal age concerns, and accommodate projected growth.
  - 57,000 SF (existing needs), 63,000 SF (2030), 77,000 SF (additional expansion)
- Remove the existing terminal hold room to alleviate apron constraints
- Provide boarding bridges to improve passenger safety, convenience, and comfort.
- Relocate the General Aviation and Operations Terminal to the south side of the airfield to separate secure and nonsecure operations.
  - o 13,000 to 20,000 SF building
- Construct at least one 10-unit T-hanger bank and one group hanger in the next 1 to 5 years (an additional group hanger and Thangers may become warranted in the next 6 to 10 years.).

#### Runways, Taxiways, and Aprons

- Plan and preserve space for 1,000-foot extension to Runway 12-30.
- Plan and preserve space for a full length parallel taxiway A and develop sections according to the 400-foot C-IV standard.
- Develop taxiways to accommodate Group-IV aircraft (i.e. Boeing 757).
- Provide hold aprons on both runway ends to allow bypass capabilities.
- Construct a General Aviation apron on the south side of the airfield in accordance with the development of the relocated General Aviation and Operations Terminal.

#### Access and Parking

- Expand parking facilities (preferably covered) to accommodate approximately 600 to 850 parking spaces.
- Improve access signage to the south and north sides of the airfield.



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## Figure 7.3

# Freight, Maritime, & Rail Recommendations

- Committed Improvements
- Interchange Improvements
- Intersection Safety Improvements
- Intersection Operation Improvements
- Intersection Operation Improvements
  - Ironton (Committed)
- Viaduct Improvements
- Intermodal Facility Improvements
- Committed
- Roadway New Location
- Roadway Widening
- Multimodal/Downtown Improvements
- **—** Bridge Construction
- Bridge Replacement







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# Freight, Maritime, and Rail Recommendations

A variety of recommendations from **Chapter 3** (Roadway Element) and **Chapter 4** (Safety and Security Element) reflect freight and economic development opportunities for investment in the KYOVA region. While many of these recommendations represent strategic opportunities, planning and prioritizing projects will be essential. Coordination among agencies and private partners present opportunities for financing and leveraging incremental infrastructure investments.

#### **General Recommendations**

Various indicators suggest that the economy is slowly recovering (e.g. declining unemployment rates in the region and nation, increasing new home sales, and expansion of the manufacturing sector). While the economy likely will fluctuate in the coming decades, long-term growth in the energy sectors and improved infrastructure at coastal ports will create opportunities for freight movements through KYOVA via the port, rail, and roadways. The following represent general recommendations to meet future demand.

#### Rail

- Construct additional rail sidings to relieve points of congestion
- Collaborate with CSX to improve viaducts in Huntington

#### **Maritime**

- Consider opportunities presented by improved freight mobility through the Panama Canal (New Panamax)
- Continue to build regional collaboration among port authorities
- Promote accommodations for targeted commodity markets

#### <u>Intermodal</u>

• Improve last mile connections to South Point, Prichard, and Tri-State Airport

### Freight (Roadway)

Roadway improvements should focus on safety and facilitating freight movement. Not accounting for freight growth at the Prichard site, truck Vehicle Miles Traveled (VMT) is anticipated to grow at 2.2% annually along US 52 and I-64 according to the regional travel demand model. As mentioned earlier in this chapter, safety concerns and widening US 52 were identified as important freight projects in the region by interviews with stakeholders, discussions with the project team, and a planning study identified in the WV Statewide Transportation Improvement Plan (STIP). Improvements to US 52 likely will:

- Provide truck and auto travel time savings;
- Increase average speeds and reduce fuel consumption;
- Improve safety and reduce crash incidence along US 52;
- Reduce greenhouse gas emissions; and
- Reduce shippers out of pocket costs including vehicle O&M and labor costs.

As the planning process continues for the US 52 widening study and more information becomes available, additional analysis should be quantitatively revisited with a benefit-cost analysis. The improvements to US 52 are one example of the numerous roadway projects that should improve freight mobility. These projects (highlighted in **Figure 7.3**) include the following:

- **I-64**—Widen to a 6-lane divided freeway from the West 18<sup>th</sup> Street Bridge to Hurricane
- US 52 (future I-73/I-74)—Widen US 52 to a 4-lane divided roadway throughout Wayne County with a new bridge over the Ohio River
- Ohio River Bridge—Construct a new 4lane divided bridge over the Ohio River between WV 193 and the Chesapeake Bypass (SR 7)



- **Culloden Interchange**—Construct a new interchange on I-64 at Benedict Road (CR 60/21)
- Chesapeake Bypass—Extension of existing bypass from US 52 to SR 775
- Airport Road Connector—Construct a new 2-lane Airport Roadway Connector from US 52 to Airport Road

Though not highlighted on the map, other recommendations will improve freight operations. These include improvements to I-64 Exit 1 near the airport, operations improvements along US 52 in Ohio and replacing the West 17<sup>th</sup> Street bridge with a four-lane facility.

#### Maritime

The Port of Huntington is a strategic freight asset for the KYOVA region and a critical catalyst of the regional economy. Investments should focus on leveraging the port and South Point intermodal facility. These types of investments should focus on the landside connections allowing for freight transfers through South Point, the port, and the airport. Although the airport needs are different than the port, improving connections to the airport will enable more opportunities for high-value, lowweight, and time sensitive cargo. Storage and freight flows also should be considered because of opportunities in Milton for private warehouse development based on interview discussions.

#### Rail

Public-private partnerships will be important for expansion of rail facilities and intermodal connections to improve the movement of freight by rail. The KYOVA region benefits from access to the Heartland Corridor, allocated funding for the Prichard site, and access to the National Gateway Corridor. On the National Gateway corridor, opportunities should be explored for removing height restrictions to allow for double stack trains. Expanding rail capacity and intermodal connectivity important these corridors will to create opportunities for further private investment in rail infrastructure such as rail sidings. More facilities with rail access will provide a strategic advantage and freight opportunities to customers. The publicprivate partnership between Norfolk Southern, the West Virginia Port Authority, and WVDOT for the TIGER III program award exemplifies the success that can be achieved when pooling funds and resources to push critical projects forward.

#### Intermodal Facilities

**Figure 7.3** also highlights three intermodal transfer facility improvements. These improvements tie the recommendations of the Aviation, Freight, Maritime, and Rail Element together, as they represent the confluence of different modes and are critical to the timely transfer of goods. The three facilities include the following:

- South Point Intermodal Transfer Facility—Continue to enhance the intermodal transfer facility and supporting infrastructure
- **Tri-State Airport Intermodal Transfer Facility**—Construct supporting infrastructure for a new intermodal transfer facility
- **Prichard Intermodal Transfer Facility** Construct a new intermodal transfer facility



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## Figure 7.3

# Freight, Maritime, & Rail Recommendations

- Committed Improvements
- Interchange Improvements
- Intersection Safety Improvements
- Intersection Operation Improvements
- Intersection Operation Improvements
  - Ironton (Committed)
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- Committed
- Roadway New Location
- Roadway Widening
- Multimodal/Downtown Improvements
- **—** Bridge Construction
- Bridge Replacement







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