

# Transportation Focus

Fall 2011



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## Prichard Intermodal, Heartland Corridor Project Moves Forward, Receives \$12 Million Funding

The West Virginia Public Port Authority has received a new \$12 million grant for the construction of the Prichard Intermodal Facility, located in Wayne County, W.Va., along the Heartland Corridor. Funding was provided by the United States Department of Transportation (USDOT) Fiscal Year 2011 National Infrastructure Investments or TIGER III Discretionary Grants Program.

Continuing efforts to improve the transportation system and economy of southern West Virginia, U.S. Rep. Nick Rahall and Senators Jay Rockefeller and Joe Manchin announced the funding Wed., Dec. 14, 2011.

“This is the king of jumpstarts for the economy of this area. With this new federal funding we are really picking up steam in our efforts to advance the Prichard Intermodal Facility,” Rahall said. “The public-private investment between the State, the Federal government, and Norfolk Southern holds tremendous promise for diversifying the economy and creating welcome needed jobs.”

The Prichard Intermodal Facility is being developed to serve as a cargo-transfer station along the Norfolk Southern rail line. Once completed, this facility would give industries in the tri-state area (West Virginia-Kentucky-Ohio) more modern and efficient freight container service and enhanced access to international markets.

“Certainly projects like the Prichard Intermodal facility fit nicely into a comprehensive national transportation program, and I believe that a new authorization bill ought to include robust funding for projects like this, as well as the monies needed to expand, make safer, and modernize our highways and bridges,” Rahall said.

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# Jeff Imel, Founder of Air Robotics, Airborne Vehicle Systems, Speaks at Fall Transportation Seminar Series



## Seminar Series

On Thursday, October 6, 2011, Jeff Imel, Founder of Air Robotics, Airborne Vehicle Systems, served as guest speaker at RTI's Fall 2011 Transportation Seminar Series.

Air Robotics is an aerospace company that designs and manufactures blended wing body Airborne Vehicle Systems™ (AVS) for use in remote sensing, intelligence surveillance and

reconnaissance, SR, mapping and airborne scientific applications. It offers payload-agnostic functionality by virtue of its patent-pending Modular Payload Lifting System™ (MPLS).

Customers using Air Robotics AVS™ can swap payloads in just minutes, in the field, allowing them to perform multiple missions using a single airframe. This saves customers time and money by maximizing their time in the air and reducing their airborne platform inventory. The AVS does not require a runway, and it offers the highest lift, greatest endurance and most rugged airframe for any unmanned system in its size class.

Air Robotics is a Service-Disabled Veteran-Owned Small Business.

## RTI Director and CEO Robert H. "Bob" Plymale to Serve a 3-Year Term on American Road & Transportation Builders Association Board of Directors

RTI Director and CEO Robert H. "Bob" Plymale, was selected to serve on the American Road & Transportation Builders Association (ARTBA) Board of Directors, during the ARTBA Annual Meeting in Monterey, California.

Plymale previously completed a one-year term as the President of the Research and Education division for ARTBA. Upon his new appointment to the Board of Directors, Plymale said, "ARTBA has long represented the transportation and infrastructure industry and has made a major contribution to building America's infrastructure. I look forward to serving on ARTBA's board of directors for the next three years during one of the most pivotal times for needed investments in the United States' infrastructure."

Headquartered in Washington, D.C., ARTBA's mission is to grow and protect transportation infrastructure investment to meet the public and business demand for safe and efficient travel. In support of this mission, ARTBA also provides programs and services designed to give its more than 5,000 public and private sector members a global competitive edge.



## First Corridor H Authority Summit June 6 at Elkins, W.Va.

The Region VII Planning and Development Council, Hardwood Alliance Zone (HAZ), West Virginia Ski Association and RTI sponsored the first Corridor H Authority Summit June 6 from 10 a.m. to 3 p.m. at the Grace-land Inn on the Davis & Elkins College campus in Elkins. The discussions focused on how to continue funding and complete all sections of the 143-mile road that connects Interstate 79 to the I-81/I-66 intersection in Virginia by 2020, 15 years ahead of schedule.

Steve Foster, director of Upshur County Economic Development, HAZ board member, and member of the recently formed Corridor H Authority, welcomed the standing-room-only crowd. Key speakers and panelists included: Scott Hercik, transportation and international trade advisor, Appalachian Regional Commission; Ken Wester, program director, ARC; Patrick Donovan, director, RTI Maritime and Intermodal Transportation, and director, National Maritime Enhancement Institute, Marshall University; Juan Barrios, manager, RTI Geospatial Systems; Paul Mattox, W.Va. Secretary of Transportation; Bill Smith, executive director of the Tucker County Chamber of Commerce and Convention and Visitors Bureau director; and Jim Spears, former W.Va. Secretary of Military Affairs and Public Safety and Sen. Joe Manchin's Chief of Staff.

Corridor H will foster regional economic development and job growth, increase year-round tourism, improve public safety and support homeland security by providing alternative routes for use during disaster events. Environmental issues in Tucker County forced changes in the design of Corridor H, the last of the highways to be built under the ARC's corridor project that began in the 1960s. Barrios emphasized the importance of local land planning, utilities access and environmental considerations in highway development.

The newly designed road ends near Front Royal, Va., a large inland port that has a double-stack rail service to Norfolk, the largest and deepest port in the eastern United States. Donovan, who also served as summit moderator, explained that containers of products transported by rail to Norfolk could reach 130 markets around the world.

Donovan will continue working with the Corridor H Authority in a transportation advisory capacity to create alternative financing strategies, including tax increment financing (TIF) for interchanges for commercial/economic development and public-private partnerships; relieve freight congestion on I-81; improve access to global commerce using intermodal transportation; implement appropriate land use development protocols supporting "Smart Growth" principles; and design covenants and standards to protect the Potomac Highlands region, perhaps further into Virginia, which contains three additional Corridor H counties.

## RTI, MU Co-Sponsor 11th Geohazards in Transportation

More than 125 engineers, geologists and transportation planners from across the region gathered in Chattanooga, Tenn., Aug. 2-4, 2011, for the Appalachian States Coalition for Geohazards in Transportation's 11th annual technical forum, "Geohazards Impacting Transportation in the Appalachian Region." Coordinated by Marshall University's Center for Environmental, Geotechnical and Applied Sciences (CEGAS) and sponsored in conjunction with RTI, the forum was hosted this year by the Tennessee Department of Transportation.

According to CEGAS Director Dr. Tony Szwilski, chairman of the Coalition and head of the planning committee, members of the Coalition meet annually to share information about research developments and projects related to rock falls and landslides along highways, seismic activity, and flooding and subsidence impacting transportation infrastructure in the region. Coalition members represent the U.S. Geological Survey, the U.S. Army Corps of Engineers, CSX Transportation, Norfolk Southern Corporation, the Federal Highway Administration, and the departments of transportation and state geological surveys in Kentucky, Maryland, North Carolina, Ohio, Pennsylvania, Tennessee, Virginia and West Virginia.

"It is an exciting prospect to work with federal, state and private entities to share best practices on the prevention and remediation of geological problems that affect transportation throughout the Appalachian region," Szwilski said.

## 2011 Graduate and Undergraduate Students of the Year



### *Brianne Salmons, M.P.M., Graduate Student of the Year*

Brianne Salmons, who recently completed a Masters in Project Management from Western Carolina University, was selected as the Rahall Transportation Institute's (RTI) 2011 Student of the Year.

Her primary goal as a full-time graduate student and project manager at RTI focuses on assisting with the management of multi-modal transportation research programs and projects. From developing scopes of work to overseeing schedules and budgets, Salmons works closely with principle investigators to ensure transportation projects are delivered within the proper time frames.

Salmons has been instrumental in developing RTI's livable and sustainable transportation initiatives, most specifically with the creation of an extensive bicycle and pedestrian trail system in Huntington, W.Va. By using her experience with alternate transportation systems and the knowledge obtained through her master's degree, she has provided guidance for the development of a project management plan that is being used for the City of Hurricane to create a similar system to Huntington's.

"Brie's professionalism and leadership has been proven over and over. She has worked diligently to test and investigate existing project management software packages available on the market, and then to recommend and implement the chosen tool," Kim Baker, Administrative Operations Officer, said. "She is highly motivated and very much a team player."

### *Brandon Huffman, Undergraduate Student of the Year, Bluefield State University*

Huffman was nominated by Bruce V. Mutter, CEO, Chair of the Center for Applied Research and Technology at Bluefield State. Huffman is a senior Civil Engineering Technology major who also earned a Bachelor of Science in Natural Science from Bluefield State.

He is president of the American Society of Civil Engineers. He is currently working as a CAD instructor for the Mercer County Technical Education Center, was recently selected as an intern for Consol Energy's safety department and also works for Willis Engineering on a part-time basis.

"Brandon is an excellent Civil Engineering Technology student and leader," Mutter said.



### *Joshua Cook, Undergraduate Student of the Year, WVU Institute of Technology*



Cook was nominated by Steven Leftwich, Ph.D., P.E., who said Cook, "performed brilliantly in his classes." He is president of the Student Chapter of the American Society of Civil Engineers and has worked as a research lab assistant for two years, performing research on the bioremediation of mercury polluted wastewater from coal mines. He has worked as a summer intern for the WV Department of Highways and Arch Coal.

He was also a recipient of the RTI scholarship during his freshman year, and has received the Promise Scholarship and Massey Scholarship.

"Josh is indeed a student that WVU Institute of Technology can be proud of," Leftwich said.

## RTI, Mountwest Community & Technical College Finalize More Courses for Associate's Degree in Transportation Technology

The first courses for the new Associate's Degree in Transportation Technology were completed Fall 2011 at Mountwest Community and Technical College (MCTC).



The courses were developed by RTI staff in cooperation with MCTC. The Transportation Technology program consists of an Associate's Degrees specializing in: Management Technology with Information Technology and Occupational Technology options; Aviation Technology; Maritime Technology; Railway Technology; and Roadway Technology. This curriculum is designed to support an innovative lifelong learning philosophy of continuing education, by giving students the opportunity to advance a career throughout the Transportation Technology workforce.

In addition to academic credit, the program is designed to accept related credit equivalency from any academic, vocational or industry training program to include documented life-long learning skills, test-out exams, industry recognized certifications, and/or continuing education units (CEU's).

The new courses include: TR 101 Introduction to Transportation, TR 200 Transportation Law & Policy, TR 210 Transportation Economics, TR 219 Transportation Economics

TR 101 Introduction to Transportation introduces students to the scope of major modes of transportation which includes waterways, railways, highway, oil and gas transmission, transit and trails. Students will gain a historic perspective of the development of a transportation system in the United States as well as application activities to identify transportation contacts and career opportunities in their region.

Upon completion of TR 200 Transportation Law & Policy, students should be able to identify the steps a particular policy must go through to become a law and how various federal, state and local entities affect that process. This is an introductory course examining the topics of transportation policy and public law.



Transportation Economics is an applied area of economics that deals with the allocation of society's scarce resources in

the transport industry. Research in transportation economics provides essential information to connect and move people, goods, and services quickly and efficiently. TR 210 Transportation Economics will provide students with an overview of the transportation system as well as basic concepts and tools for economic evaluation of transportation projects.

TR 220 Transportation Security teaches students the concepts of risk management. Using standard risk assessment tools students will conduct security assessments in their own environment and discover the specific security issues surrounding each mode of transportation and how the risk is mitigated.

TRAN 230 Transportation Geography is the study of the movement of people and commodities across the earth's surface. This course deals with the spatial interactions between people and places. The theme for the course is transportation systems and the objective is to present a model of transportation systems with which to study the movement of people and commodities. Upon completion of this course, the student will be able to: describe the historical role of transportation in local, regional and national development; explain the influence that transportation has upon the built environment; and understand transportation-related problems within a regional and national context.

TR 250 Transportation Technology is designed to guide the student into an understanding of how technology is used to solve transportation problems. The student examines various technologies and their application to different modes of transportation, including highway, water, air, rail and pipeline.

The course will introduce the student to the problem solving process, key enabling technologies, historical perspectives and provide insight into how a technology and combinations of technologies act to solve transportation problems.



## Robotics Training Provided to Boy Scouts and Scout Masters

From June 25-July 2, 2011, Boy Scouts in four counties in West Virginia and three counties in Ohio and Kentucky acquired more than life skills at Camp Arrowhead in Ona, W.Va. Through a cooperative agreement with the Tri-State Area Council for the Boy Scouts of America (BSA), RTI staff presented the robotics programming class Tuesday through Thursday during the training period. Fourteen scouts and four Scout Masters worked in teams of two as instructed by Linda Hamilton, RTI coordinator K-12 Outreach Intelligent Transportation Systems using LEGO robotics; Joseph Ingram, student assistant, Computer Science Engineering; Pankaj Pande, graduate assistant, Management Information Systems; and LeAndria Reed, research associate, certified NXT program trainer.

The new Robotics (bot) merit badge was offered both weeks as part of the BSA's new STEM (science, technology, engineering, and math) curriculum, one of 31 STEM-related merit badges. To earn the bot badge, scouts must, among other robot-related requirements: design, build, program, and test a robot; demonstrate the bot and share their engineering notes; and explain how robots are used today. The BSA took nearly 14 months to develop the badge with input from organizations including iRobot, Vex Robotics and Boston's Museum of Science, plus Carnegie Mellon Robotics Academy and NASA. The BSA estimates that more than 10,000 of the nation's 2.7 million Boy Scouts will earn a bot badge in this inaugural year.

## 2011 WVOL Rail Camp at Camp Pinnacle in Eastern Panhandle

West Virginia Operation Lifesaver (WVOL) moved the location of its 11th Annual Rail Camp back to the 250-acre Camp Pinnacle in Hardy County, where it all began. The only Operation Lifesaver (OL) camp in the nation is sponsored by RTI, the South Branch Valley Railroad and the West Virginia Southern Railway. Other contributors include Appalachian Rail Excursions, the Collis P. Huntington and the White Oak Chapters, National Railroad Historical Society, Norfolk Southern and CSX.

During the last week of June, the free camp provided 30 middle and high school students between the ages of 10-17 with a hands-on, place-based learning opportunity that encouraged them to seek careers in the railroad industry. Boys and girls from West Virginia, Georgia, Massachusetts, Minnesota, Missouri, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Texas, and Virginia began camp with a pre-test. Each day, they received OL instruction on how a highway-rail grade crossing operates, learned about the dangers of on-track equipment, and used Global Positioning System units for geocaching. The final day consisted of a post-test that prepared them to become Student OL Presenters. Other activities conducted on the railroad to illustrate its local history included taking a dinner train ride on the South Branch Valley Railroad, touring a machine shop and dispatcher's control booth, operating a hand car, and operating a locomotive; and visiting Cass Scenic Railroad to ride the steam train to Whittaker Station, have lunch and return. Games and friendly competitions built leadership skills but campers also found time to enjoy the 30 ft. x 60 ft. in ground pool. RTI Research Associates LeAndria Reed and John Ball served as Activities Director/Learning Coordinator, and Counselor, respectively.

## USACE Leadership Intern Program Participates in October Field Trips

*RTI assumed responsibility for the USACE Leadership Intern Program (LIP) in April 2011. The program consists of class sessions, assigned readings, classroom activities, participants' reflection results and field trips for hands-on activities; fieldtrip descriptions and a final section which lists some issues and observations for a discussion going forward.*

From October 18-21, 2011, the LIP class participated in a field trip experience that was designed to accomplish five objectives: expose participants to work environments and organizations unlike the USACE; introduce participants to people passionate about their work and company, maximize the use of time by scheduling the field trip and classroom at the same time, to eliminate extra time away from the job; highlight successful companies and organizations within West Virginia; give participants an opportunity to practice communication skills during interviews with other leaders; and give participants time to work together, socialize and plan upcoming project.

The field trip began with a visit to Rubberlite in Huntington, followed by Dow Chemical in South Charleston. On the second day, the class session took place at Marshall University Graduate College, followed by travel to Beckley. On the third day, the group met with Phillips Machinery, the WV Citizens Conservation Corps and met for lunch with a Beckley developer, business owner and entrepreneur. On the final day, the group met with the US National Park Service followed by Class VI Mountain River Adventures.

"The interns were exposed to a wide variety of companies and leadership styles," Dr. Diana Long, RTI Workforce Development Director, said.



"They were most impressed by the entrepreneurs at Rubberlite and Class VI. They felt the passion and vision was more evident with the entrepreneurs. They also had a glimpse into an organization similar to the USACE, The National Park Service and were quite impressed with the vision and passion the leaders had as well."

## Donovan Promotes WVDOT Long Range Multi-Modal Transportation Plan

The West Virginia Department of Transportation (WVDOT) is developing a Long Range Multi-Modal Transportation Plan, a 25-year transportation outlook.

RTI is using its extensive knowledge of freight transportation and logistics issues in the Appalachian Region to perform the market analysis and demand forecast for the Parsons Brinckerhoff study that takes inventory of the state's modal infrastructure.

The market analysis will determine the current and future market for each terminal site, identifying potential types of users and their requirements.

The West Virginia Public Port Authority (WVPPA), which oversees the development and operations of intermodal facilities throughout the state, will use the data for its strategic plan.

Patrick Donovan, director of RTI Maritime & Intermodal Transportation and director of the National Maritime Enhancement Institute at Marshall University, is disseminating the research results during informational public meetings in key areas throughout the state where port authorities exist: Clarksburg, Huntington, Martinsburg and Weirton.

Shipper trends impact economic development by identifying where to gain access to coastal and global markets. Donovan is sharing the multimodal freight planning strategy with groups of 35-40 stakeholders as a planning tool to help them improve transportation networks and stimulate economic development.

## RTI Assists City of Hurricane with Trail Plans

Hurricane is planning to equip the entire city with new trails and green spaces to make biking or walking possible almost anywhere in the city.

Patrick Donovan, director of RTI Maritime & Intermodal Transportation and director of the National Maritime Enhancement Institute at Marshall University, who is also a Hurricane resident, said the project could be summed up as an effort to keep people out of their cars.

"Right now, there's no mobility throughout the neighborhoods," he said. "Little Johnny can't go see little Billy without coming out of his neighborhood and going over U.S. 34."

Donovan, who has a son in the fifth-grade and is an avid runner and biker, said he is constantly searching for places in Hurricane to run and ride that aren't on concrete sidewalks. The plan would attempt to carve trails that would connect schools, parks, neighborhoods, restaurants and other businesses throughout the city, "even the Walmart," he said.

As president of the Putnam parks and recreation board, Donovan said he has been able to work closely with city officials. He said the plan has already been presented to City Council members. "Hurricane is always looking for green space and recreational opportunities anyway," he said.

Mayor Scott Edwards said he and other city officials are excited about the idea. "It's a win-win for everyone. There are no losers in the situation," he said. "It seems like our society is walking a lot more for health reasons and to get proper exercise. We see a lot of bikers in Hurricane, but there's not a nice trail system in place here."

The proposed map includes 1.5 miles of trails that would connect Hurricane High School with local neighborhoods, and also connect the school to Hurricane Creek. Two miles of trails would connect most of Hurricane, and include a trail that would run along the Interstate 64 corridor from Milton to Scott Depot.

There would be room for 7.4 acres of green space and a "pocket park," said Theresa Litteral, the trail systems manager for RTI, who designed the map.

"There's a nice little area at the end of Thomas Circle that could possibly be a pocket park under the highway," she said. "There could be a bridge going across the creek, which is a dream at this point, but there's available space out there. . . . It would be nice if we could develop it a little more and use it as a place to connect all the trails together."

The idea has been modeled after Huntington's Paul Ambrose Trail for Health, a 32-mile walking and biking trail, Donovan said.

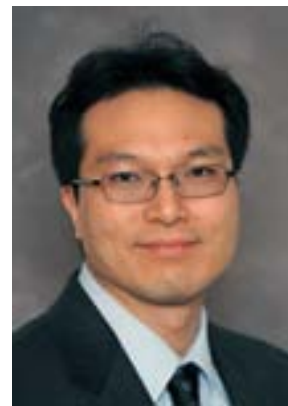
"We're pulling a lot of expertise from that project and bending it to fit into a smaller community like Hurricane," he said. Donovan said project coordinators are examining grant possibilities, and want to present the idea to major agencies for their approval before opening the idea for public comment. We want to make sure significant property owners -- like the [Division of Highways], parks and recreation and the school board -- are all on board before we start holding public meetings," he said.

Hurricane residents would benefit by having the option to walk, run or bike throughout the city, Donovan said. "What you find is in those communities that have green spaces and connectivity to these types of trails is about [an] 11-percent increase in property value," he said. "Also, a lot of times, crime rates go down because people are moving through these areas that they weren't before."

*Article written by Kate White, courtesy of the Charleston Gazette.*



## Chi Presents "Demand Analysis for Coal on the United States Waterway System: Fully-modified Cointegration (FM-OLS)" at Transportation Research Forum



Dr. Junwook Chi presented "Demand Analysis for Coal on the United States Waterway System: Fully-modified Cointegration (FM-OLS)" March 2011 at the 52<sup>nd</sup> Annual Transportation Research Forum at Long Beach, Calif.

"I think it's important to show that we, RTI did this coal barge demand analysis," Chi said. "Look at the following motivation of the study:

*Until recently, however, empirical studies have mostly concentrated on assessment of the demand for grain barge transportation and barge rates to identify factors affecting grain movements by barge, as well as barge demand and grain movement forecasts. Accordingly, little attention has been paid to the factors affecting coal shipments and the substitution effect between water and rail carriers for coal shipments. Given that coal is one of the primary commodities on the inland waterway system, it is important to fully understand the determinants of demand for coal barge transportation. In 2009, for example, coal accounts for approximately 15% of total commodities shipped on the inland waterway system in the United States. Particularly, coal is the highest traffic volume moving within and through the Ohio River Basin because of the substantial amount of reserves in the region (Clark et al. 2005); in 2008, barge delivered 123 of the 744 coal movements, representing 16.5% of the total movements (U.S. Energy Information Administration 2010).*

Chi's presentation was based on a paper that he co-wrote with Jungho Bae, which was published in the Journal of Transportation Research Forum, Vol. 50, No. 1 (2011): 89-99. This paper examined the dynamic relationship between demand for coal barge transportation, barge and rail rates, domestic coal demand and supply and coal exports.

"Using the 1979-2001 data, we employed a fully-modified cointegration (FM-OLS) approach to evaluate the factors determining coal barge shipments. The results show that the coal exports and domestic coal demand have a positive long-run relationship with the quantity of coal shipped, indicating that the demand for coal barge transportation is determined by the demand for coal at destination. For completeness, we perform an error-correction model (ECM) to examine the short-run adjustment to the long-run steady state," Chi said.

## Donovan participates in Ohio River Basin Congressional Caucus Briefings

On April 5, 2011, the Ohio River Valley Sanitation Commission (ORSANCO) invited Patrick Donovan, director of RTI Maritime & Intermodal Transportation, and director of the National Maritime Enhancement Institute at Marshall University, to participate in its Ohio River Basin Congressional Caucus Briefings in Washington, DC.

Specifically, he discussed the unique economic impacts of the Port of Huntington Tri-State and strategies to make water quality and navigation work together.

Donovan, an intermodal transportation expert, explained how the original concern of water quality issues evolved from just environmental to sustainable navigation systems with significant economic impacts to nontraditional partners.

The Ohio River is not only a source of drinking water for more than three million people but also an economic pipeline connecting cargo to national and global markets. Over 230 million tons of cargo are transported on the Ohio River each year. Importantly, coal and other energy products comprise approximately 70 percent of the commerce traveling by barge.



“I commend Senators Rockefeller and Manchin, Governor Tomblin, Speaker Thompson, Secretary Mattox, Norfolk Southern, and the Rahall Transportation Institute for their support of this initiative. [RTI Director and CEO] Bob Plymale and Delegate Don Perdue have championed this effort and have been true workhorses in building a solid partnership to advance this project. I thank them for caring and contributing to the future of Prichard and our region.”

Rockefeller said, “This intermodal center will be an asset for the area – creating jobs and boosting transportation throughout the region. These improvements are vital to our economic competitiveness. I’m also working on a bill that will provide the critical investment we need to rebuild our weakening transportation network, put thousands of people back to work, and allow our country to grow – without adding to the deficit. The Prichard Intermodal Center will be a key piece of that network.”

Manchin said, “Investing in American infrastructure is one of the most important steps we can take right now to put people back to work and get our economy moving again. “I truly believe that construction of transportation infrastructure has the potential to spur economic development in our state that will pay dividends for years to come, and I commend the public-private partnership that made this project possible. I have always said we can do the most good for our state when we invest together in our future.”

RTI has been studying the potential of the Prichard facility and successfully launched a web-based survey that is seeking to identify opportunities to improve the economic competitiveness of regional shippers and tap into the lucrative international freight markets. Early analysis suggests there is growing demand in intermodal traffic in the Huntington-Prichard marketplace.

“This funding is further evidence of how the Federal and State government partnership can enhance economic development,” said Plymale, who authored state legislation to provide a funding source for projects like the Prichard Intermodal Facility.

“This is very good news for both West Virginia and Norfolk Southern. It means the state can move forward with a project that will spur economic growth in the region by taking advantage of the improvements we completed last year in the Heartland Corridor. We look forward to participating in that growth,” said Norfolk Southern CEO Wick Moorman.

## Upcoming Events

- 1/18: USACE Leadership Program. Ramada Inn, Huntington, W.Va.
- 1/22-1/26: TRB 91st Annual Meeting Washington, D.C.
- 2/22: USACE Leadership Intern Program. Ramada Inn, Huntington, W.Va.
- 3/21: USACE Leadership Intern Program. Ramada Inn. Huntington, W.Va.
- 4/18: USACE Leadership Intern Program. Alumni Center, Huntington, W.Va.
- 6/16: Ohio River Sweep-cleaning up the Ohio River