Economic Analysis
BRISTOL DISTRICT

Socioeconomics Breakdown and Business Facts

Population: 348,739

Unemployment Rate: 6.6%
- Highest: 10.5% in Buchanan County
- Lowest: 4.4% in Washington County

Household Median Income: $37,033
- Highest: $45,294 in Bland County
- Lowest: $27,731 in Norton City

The top three sources of employment are:
- 47% Coal Mining and Shipping
- 15% Fiber and Fiber Products
- 8% Non-Coal Mining

Sales volume is primarily driven by:
- 33% Coal Mining and Shipping
- 37% Bottle Manufacturing

Network Facts

Bristol has 831 total miles of rail and 1006 total miles of highway.

- Interstates: 81 and 77
- Railroad systems: Norfolk Southern and CSX

Source: U.S. Census Bureau, Bureau of Labor Statistics, and InfoUSA

STATEWIDE RAIL PLAN
Growth Rate by Commodity

By Rail

By Truck

Rail Tonnage Change

Truck Tonnage Change

STATEWIDE RAIL PLAN
Commodity Growth Explanation

• The products with the largest contribution to Highway truck tonnages in 2012 are: Broken Stone or Riprap (11 million tons), Petroleum Refining Products (2.3 million tons), Gravel or Sand (1.9 million tons), Stemmed or Redried Tobacco (1.2 million tons).

• Truck freight tonnages see an overall increase between 2012 and 2040 of 6.5 million tons leading to a Compound Annual Growth Rate (CAGR) of 0.8%.

• Coal mining dominates rail freight in the Bristol Planning District, accounting for 49% of total freight tons movements either originating or destined for the district.

• Bristol Planning District is forecast to see a fall in rail Coal tonnage of 13% between 2012 and 2040. This is part of a state wide fall in Coal rail tonnage.

• Rail freight tonnages see an overall decrease between 2012 and 2040 of 2.6 million tons leading to a CAGR of -0.4%.

Potential Project Recommendations

• Develop new uses for underutilized coal rail lines

• Develop rail corridor preservation policies

• Identify new rail shippers based on possible diversion of appropriate commodities from truck to rail

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<tbody>
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<td>Main Line Capacity</td>
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<td>Branch Line or Short Line Condition, Network Access</td>
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<td>Local Rail Service, Classification, Yard Capacity</td>
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<td>Intermodal Terminal Availability, Capacity, Access</td>
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<td>Likely Railroad Railcar Availability</td>
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<td>Railroad Competition</td>
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KEY
- LOW
- MEDIUM
- HIGH

Source: AASHTO

STATEWIDE RAIL PLAN
## Bristol’s Benefits and Economic Impact Results

<table>
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<tr>
<th>Benefit Categories</th>
<th>FREIGHT</th>
<th>Passenger</th>
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<tr>
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<td>Total Freight Service Benefits (SM)</td>
<td>Total Passenger Service Benefits ($M)</td>
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<td>Freight Service Benefits per Thousand Ton Miles ($/’000 Ton Miles)</td>
<td>Passenger Service Benefits per Thousand Passenger Miles ($/’000 Passenger Miles)</td>
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<tr>
<td>User Cost Savings</td>
<td>$1,635.2 $65.2</td>
<td>$95.9 $232.9</td>
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<tr>
<td>Pavement Savings</td>
<td>$122.8 $4.9</td>
<td>$0.5 $1.2</td>
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<tr>
<td>Congestion Savings</td>
<td>$251.1 $10.0</td>
<td>$60.9 $147.9</td>
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<tr>
<td>Truck / Auto Emissions</td>
<td>$158.3 $6.3</td>
<td>$4.0 $9.7</td>
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<tr>
<td>Truck / Auto Crash Reduction</td>
<td>$71.2 $2.8</td>
<td>$28.4 $68.9</td>
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<tr>
<td><strong>Total</strong></td>
<td>$2,239.0 $89.3</td>
<td>$189.7 $460.6</td>
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- **341,519 jobs.** 6.7% of the 5.1 million jobs statewide
- **$19.8 billion** earned by employees. 6.4% of the state’s total labor income
- **Over $30 billion** of added value. 6.0% of the state’s Gross State Product (GSP)
- **$73 billion** of output. 8.8% of Virginia’s total output
- **$1.9 billion** of tax revenue.

**Freight-users** generate the most significant impact.