



CRESCENT CORRIDOR

horsepower
public-private partnerships



CRESCENT CORRIDOR

Norfolk Southern
locomotives can haul

280 TRUCKLOADS

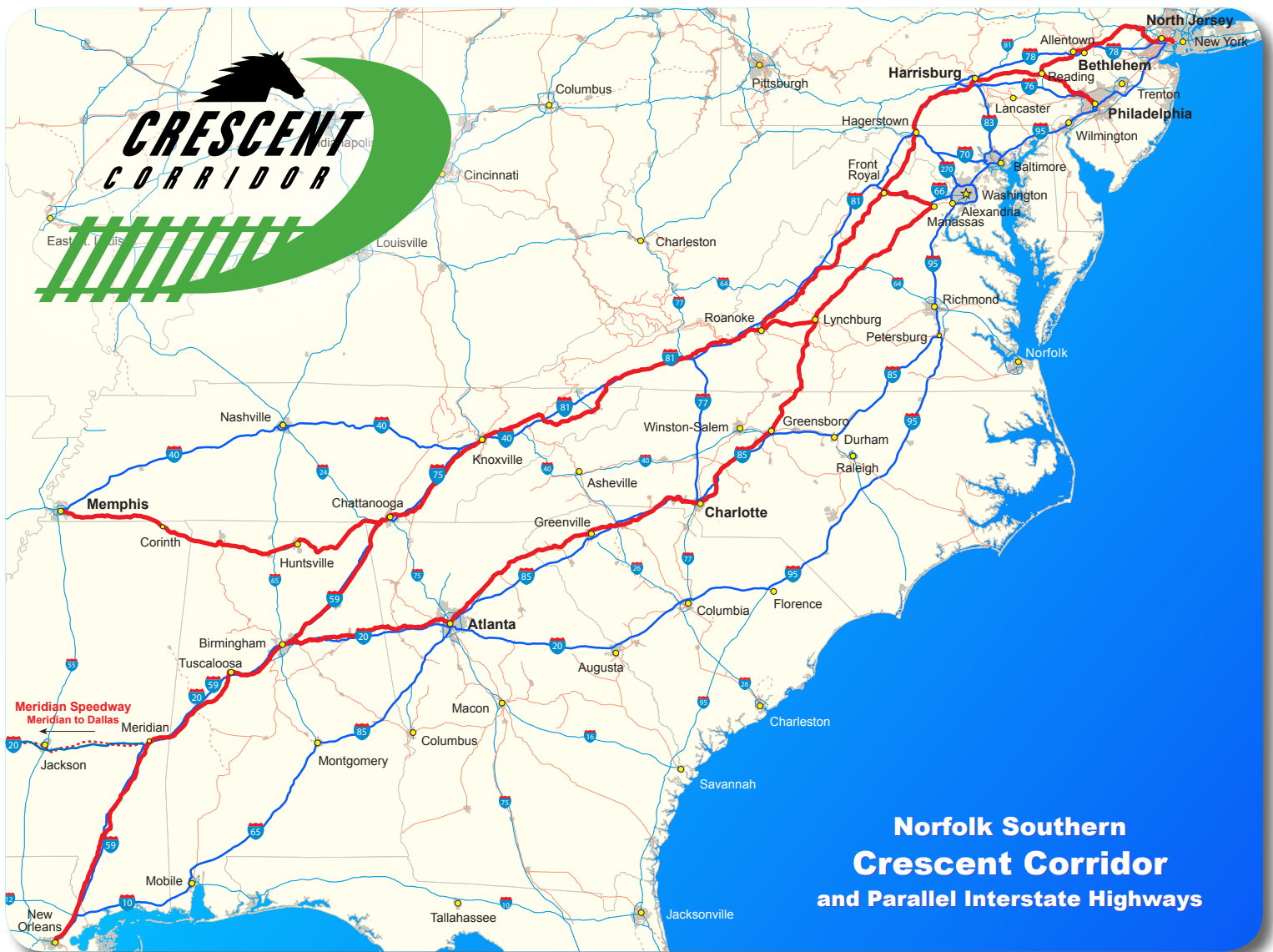
in a single train and
have the energy to
move a ton of freight

436 MILES

on just one gallon of fuel.

With that kind of
horsepower, we offer
solutions for the most
urgent transportation,
energy, and environmental
problems facing the country
today – solutions that sup-
port jobs, tax bases, and
economic development.





> WHAT IS NORFOLK SOUTHERN HORSEPOWER?

In the world of transportation, it means solutions and opportunities.

Partnerships between Norfolk Southern and government agencies offer solutions to meet the rising demand for the transportation services that keep the American economy competitive, while creating opportunities to reduce highway congestion and environmental degradation.

The outlook is clear. U.S. freight volumes are projected to grow 88 percent by 2035 alone. To handle that freight – the things we need for everyday life – the U.S. must improve its highway systems and railroad lines and facilities.

The country's appetite for studying, funding, and building new highways is small. But the opportunities for expanding railroad infrastructure and capacity are many and varied. Add to that rail's fuel efficiency, safety, economic, and environmental advantages, and you have a big part of the answer to future transportation challenges.

Norfolk Southern is the most experienced and effective partner in working with public parties on projects that make business sense and that also serve the broader public interest. In fact, the hallmark of every NS public-private partnership is that partners share proportionately in the benefits, costs, and risks. The power in partnerships is real. We invite you to review the material in this booklet to see how we can work together to take advantage of it.





> PARTNERSHIP POWER

America is facing an infrastructure crisis. Our roads can't handle all the traffic. But there are safe, affordable, green solutions if we invest wisely. In the Southeast, millions of tons of freight move in single-driver trucks along a north-south route. What if instead we could move more of this freight by rail?

That's where Norfolk Southern's Crescent Corridor comes in. This existing rail corridor is a 2,500-mile rail network that supports the supply chain from New Jersey to Memphis, and beyond to New Orleans. NS is making improvements to the corridor that will enable it to handle more rail freight traffic faster and more reliably. The upgrades include straightening curves; adding passing lanes, double tracks, and signals; building terminals; and running more efficient trains.

These improvements will generate big public benefits, because they will help both trucks and trains – in partnership – do what they do best. For trucks, that means moving freight short distances. For rail, that means moving freight long distances.

Increasing rail's share of freight along the Crescent Corridor could absorb more than a million truck hauls each year from interstate highways and save the country 170 million gallons of fuel a year. The first phase of the Crescent Corridor could be ramped up by 2013.

The Crescent Corridor is an economic advantage for communities and the country. It's an engine that stimulates jobs, tax revenue, and business growth.

It's a safe, clean, fuel-efficient alternative to building new highways. It's cost-effective and will be ready to go before highway projects even get off the drawing boards. By partnering with state and local government through public-private partnerships, Norfolk Southern will be able to upgrade the Crescent Corridor much faster and avoid highway expansion.



CRESCENT CORRIDOR AT A GLANCE

Most comprehensive public-private partnership for improving freight rail transportation in the East

- 300 miles of new passing tracks and double track
- New or expanded terminals in 11 markets
- \$2.5 billion in new investment

More options for shippers

- 2,500-mile rail network from New Jersey to Louisiana parallel to interstate highways
- Links Northeast and Southeast (I 20, 40, 59, 75, 76, 77, 78, 81, 85, 95)

Better train service benefits the environment

- Trains will attract more than one million trucks per year from interstates.
- Carbon emissions will be reduced by nearly two million tons per year.
- 170 million gallons of fuel saved annually

The public benefits of expanding the nation's freight rail networks will accrue faster when more public-private partnerships are implemented. Freight railroads offer a simple, quick, and less expensive solution to reducing highway congestion, air pollution, and fuel consumption. Increasing rail's share of freight along the Crescent Corridor will generate huge environmental benefits.

This Train is GREEN

The most **fuel-efficient** engine on the road doesn't use the road at all.

LESS FUEL CONSUMPTION

A train can haul a ton of freight an average 436 miles on a gallon of fuel - almost four times as far as it could move by truck. The Crescent Corridor will reduce fuel consumption by 170 million gallons per year.



CLEANER AIR

Greenhouse gas emissions are directly related to fuel consumption. Because railroads are nearly four times more fuel efficient than trucks on a ton-mile basis, railroads have a smaller carbon footprint. The Crescent Corridor will reduce greenhouse gas emissions by 1.9 million tons annually.

LESS TRAFFIC ON THE HIGHWAY

A train can take the load of 280 trucks – the equivalent of 1,100 cars – off the highway. Shifting freight to the Crescent Corridor will create additional capacity for five million more cars on interstate highways.

FASTER COMMUTES AND SAFER ROADS

Greater use of freight rail networks can reduce highway congestion and the need for highway maintenance as well as pressure to build costly new roadways. Gridlock today costs the nation an estimated \$80 billion in wasted travel time (4.2 billion hours) and wasted fuel (2.9 billion gallons). The Crescent Corridor will save \$123 million a year by reducing highway delays.

> NEW INTERMODAL TERMINALS PLANNED FOR CRESCENT CORRIDOR

NS is making improvements along the corridor that will enable it to operate on faster schedules than exist today and with a high level of reliability. As part of the project, new intermodal terminals are planned near Memphis, and in eastern Tennessee, Birmingham, Charlotte, and in Franklin County, Pa.



> CLEAN, GREEN RELIEF FOR CONGESTED ROADS



BENEFITS TO ALABAMA

579,000 Annual Trucks Diverted to Rail
 16.6 Million Gallons Fuel Saved per Year
 185,000 Tons CO₂ Reduction per Year
 \$47.3 Million Annual Congestion Savings
 \$14.4 Million Annual Cost of Accidents Avoided
 8,608 Jobs Created



BENEFITS TO PENNSYLVANIA

690,000 Annual Trucks Diverted to Rail
 9.9 Million Gallons Fuel Saved per Year
 110,000 Tons CO₂ Reduction per Year
 \$44.1 Million Annual Congestion Savings
 \$8.6 Million Annual Cost of Accidents Avoided
 25,901 Jobs Created



BENEFITS TO TENNESSEE

573,000 Annual Trucks Diverted to Rail
 26.8 Million Gallons Fuel Saved per Year
 298,000 Tons CO₂ Reduction per Year
 \$78.3 Million Annual Congestion Savings
 \$23.3 Million Annual Cost of Accidents Avoided
 5,121 Jobs Created

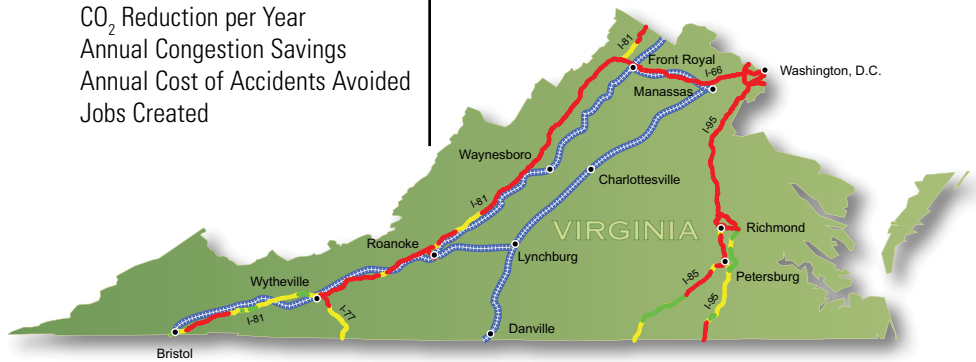
BENEFITS TO VIRGINIA

878,000 Annual Trucks Diverted to Rail
 34.7 Million Gallons Fuel Saved per Year
 385,000 Tons CO₂ Reduction per Year
 \$98.8 Million Annual Congestion Savings
 \$30.1 Million Annual Cost of Accidents Avoided
 300 Jobs Created



BENEFITS TO MISSISSIPPI

509,000 Annual Trucks Diverted to Rail
 8.5 Million Gallons Fuel Saved per Year
 94,000 Tons CO₂ Reduction per Year
 \$27.6 Million Annual Congestion Savings
 \$7.4 Million Annual Cost of Accidents Avoided
 1,065 Jobs Created



Projected 2020 Interstate Highway Congestion

(Source U.S. Department of Transportation) *

- Not Congested
- Approaching Congestion
- Congested
- Norfolk Southern Crescent Corridor

* The DOT estimates that congestion will increase significantly by 2035. Not all interstate highways or rail lines shown



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