



Joint Legislative Transportation Oversight Committee  
January 6, 2017

*Carolina Connector Intermodal  
Terminal (CCX)*

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## *CCX is a three legged stool: State, Community and Railroad*



1. NCDOT strategic transportation plans have recognized the need for intermodal in Eastern NC
  - STI provided opportunity for funding freight projects on Class I railroads
  - Prior to STI, Class I railroads did not have state funding opportunities for infrastructure projects of this magnitude
2. Community positioned and ready for industrial development with large tracts of land available
  - Strong local support for project
  - Community supports industrial development
  - Carolinas Gateway Partnership role was critical in assembling land
3. CSX implementing intermodal hub and spoke system to enhance the efficiency of the east coast leg of their network

# *Carolina Connector Intermodal Terminal (CCX)*

## **Project is important to NC because:**

- Shared vision between CSX and NC
- New CCX facility will help provide a strong multimodal transportation network by:
  - Addressing freight demand in a growing state economy
  - Providing competitive rail access to previously unserved portions of the state
  - Enhancing efficiency of the eastern US intermodal network
  - Providing shippers access to ports on the CSX network, including Wilmington



*Rocky Mount site announcement*



# *Carolina Connector Intermodal Terminal (CCX)*

- Team effort



- **\$270M** state-of-art terminal and freight rail infrastructure:
  - Improved access to domestic and international markets
- **\$310M** in transportation benefits to North Carolina:
  - Logistics, environmental, road maintenance and safety benefits
  - Cost savings for businesses and the State of North Carolina
- Creates jobs

**149**

Terminal Jobs

**8,000 to 20,000**

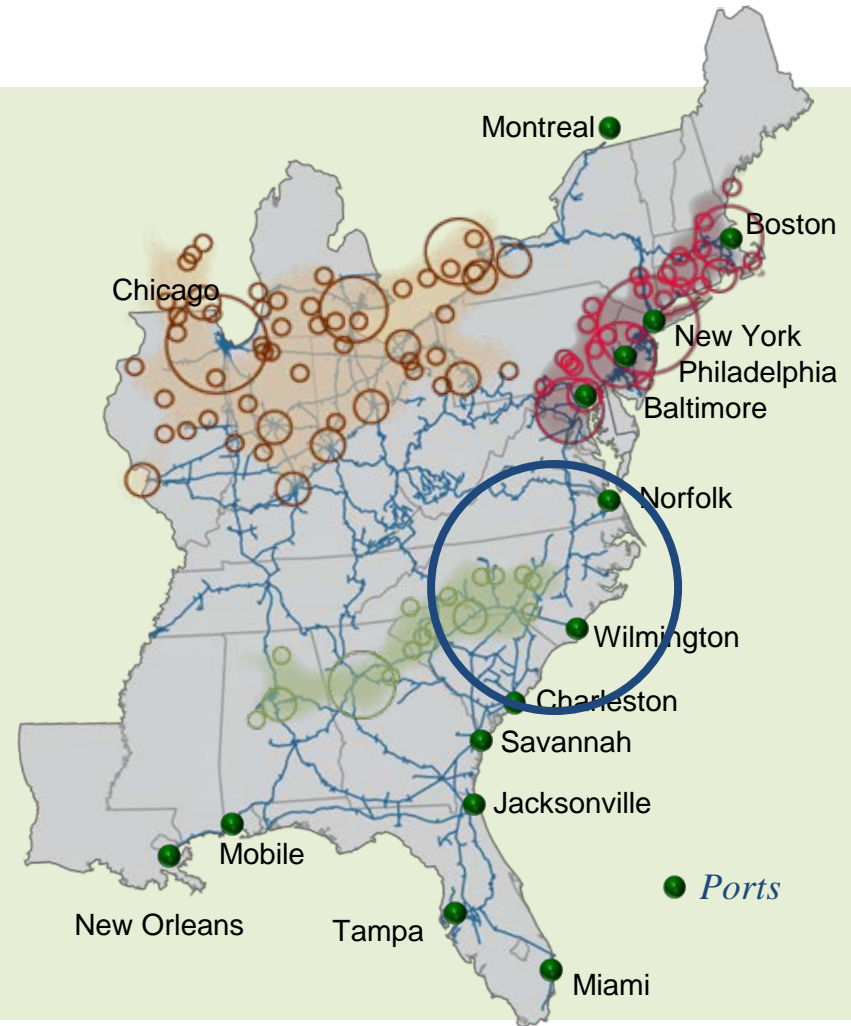
Induced Jobs in Region

Up to **1,500** Jobs

Directly Related to Terminal

# North Carolina Well-Positioned for CCX Hub

- Will connect to 5 major eastern U.S. population centers on the CSX network
- Will serve nearly two-thirds of the nation's population
- Eastern ports connect resources and manufacturing globally
- Rail network reach is foundation for business diversity
- Adjacent I-95 corridor connects population centers on the eastern seaboard



# *CCX & Airline Hubs*



*Rail hubs, like airport hubs, attract regional business and development.*

# Carolina Connector Intermodal Terminal (CCX)

- CSX will invest over **\$150M** in the terminal and network
- State will invest **\$100M** through STI P4.0 at the statewide tier

*Freight Capacity and Safety Improvements to Class I freight rail corridors are eligible as statewide mobility tier projects and are scored based on established criteria*

– GS §136-189

- Funding for Passing Siding at Laurinburg (~\$9M)
- Participation in funding for preliminary engineering



## *STI – Rail Criteria*

P4.0 Rail Criteria	Measures
➔ <i>Cost Effectiveness</i>	(Return on Investment Index*75%) + (Regional Job Creation Index*25%)
➔ <i>System Health</i>	(Capacity Index*75%) + (Accessibility/Connectivity Index*25%)
➔ <i>Safety and Suitability</i>	Safety Index
➔ <i>Project Support</i>	Funding Leverage Index

**CCX scored 91.83, one of the top scoring projects in the state.**

*Next highest highway projects:*

88.6 US 70 and Airport Road Improvements

86.4 Convert intersection of US 117 & US 76 in Wilmington into interchange

*Next highest rail project:*

73.13 Rogers Lake Road Grade Separation

# *The Rocky Mount Site Fits the Need*

- Great road connections – I-95 and US-64 (Future I-87)
- Excellent seaport connections – Wilmington and others
- Opportunity for logistics-related development in immediate area and beyond
- Good connectivity to existing distribution centers
- Proximity to numerous industrial sites
- Carolinas Gateway Partnership engaged in identifying new sites for economic development

*Since the July 19th announcement, interest in our region has grown tremendously. This includes economic development opportunities that specifically call for proximity to an intermodal terminal.*



## CSX Northwest Ohio Terminal Site Inspection



## Intermodal Hub Visualization



# *NCDOT Will Continue to be Involved*

- ➔ Agreements for PE & Construction Funding
- ➔ Planning & Environmental Documents
- ➔ Public Involvement Meetings & Activities
- ➔ Plans Specification and Engineering Reviews
- ➔ Project Oversight



*NCDOT will ensure return on public investment by planning connectivity to other transportation assets.*



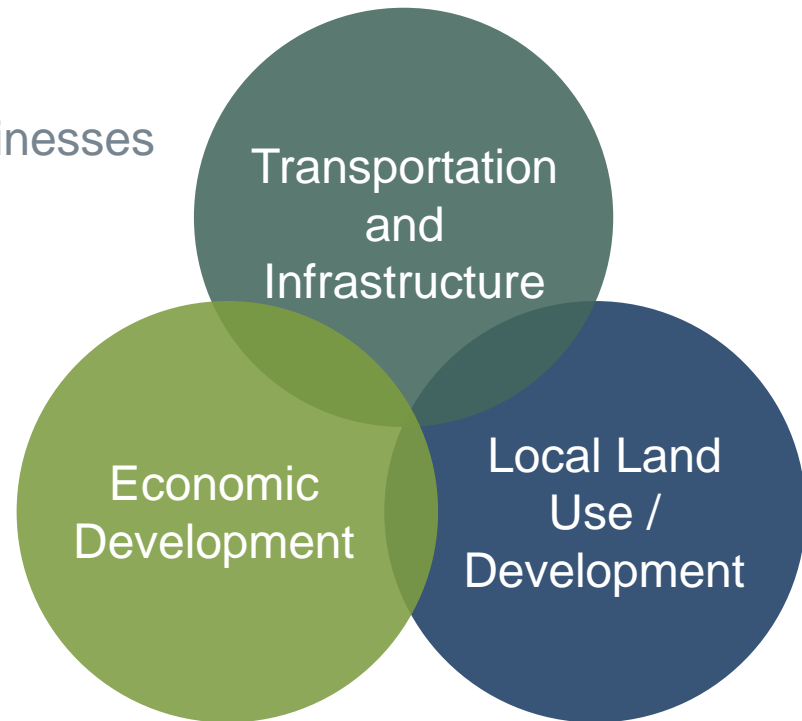
# CCX Master Plan

## Purpose:

- Maximize the economic benefits to NC provided by CCX
- Leverages transportation and local planning with economic development initiatives
- Identifies potential projects
- Development for freight-oriented businesses that can capitalize on CCX
- Projects economic benefits of potential projects

**NCFRP**  
REPORT 16

Preserving and Protecting  
Freight Infrastructure  
and Routes



# Linking Freight Nodes Leverages the Investment



# *Intermodal Access to the Port of Wilmington*

- NCDOT is working with NC Ports on ***Queen City Express*** and potential future expansion for Wilmington intermodal traffic in Charlotte
  - Service begins in 2017
  - One round trip weekly
  - Trains are initially anticipated to carry 100 containers in double-stacked configurations
- When CCX is opened intermodal service between CCX and the port will be added
  - Anticipated 2019
  - At least one round trip weekly



*Announcing the Queen City Express*

## *Related Projects and Future Opportunities*

- ✓ Complete **Pembroke Connector** in 2018 – significant project providing access from Wilmington Port – under construction now
- ✓ Complete **Passing Siding at Laurinburg** to enhance connectivity between Charlotte and Wilmington – preliminary engineering begins in Federal Fiscal Year 2017
- ✓ Identify rail improvements needed at the **Port of Wilmington** and **Charlotte Intermodal Facility/Inland Terminal**
- ✓ **Long-term Opportunity** – Consider whether intermodal rail service between CCX and Wilmington helps justify restoring the track between Wallace and Castle Hayne; providing a more direct route for all rail traffic between the A-Line in Wilson and Wilmington
- ✓ **Long-term Opportunity** – Consider how future intermodal rail service affects the ongoing study considering a second rail bridge over the Cape Fear River

# Questions

