



North Carolina
DEPARTMENT OF TRANSPORTATION

GTP Rail Connections: An Overview and Update

March 20, 2014

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History – Rail and GTP

Rail access to the Global TransPark

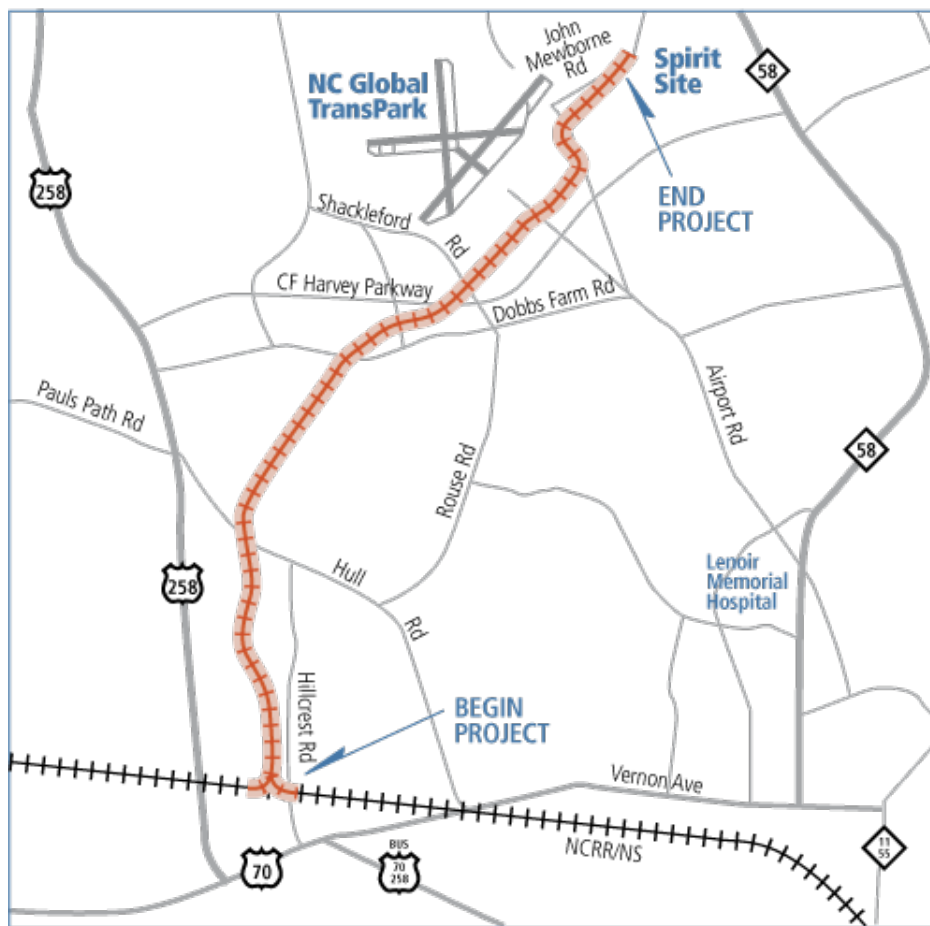
- Recommended in 1994 GTP Master Plan

First Rail Component – GTP Rail Access Project

- Built as part of NC commitments to Spirit AeroSystems
- NCDOT planned, designed, permitted, bought ROW, designed and built rail access in 4 years, 3 months
- Project was ready for service in January 2012
- Project funded by State funds



History – Rail and GTP



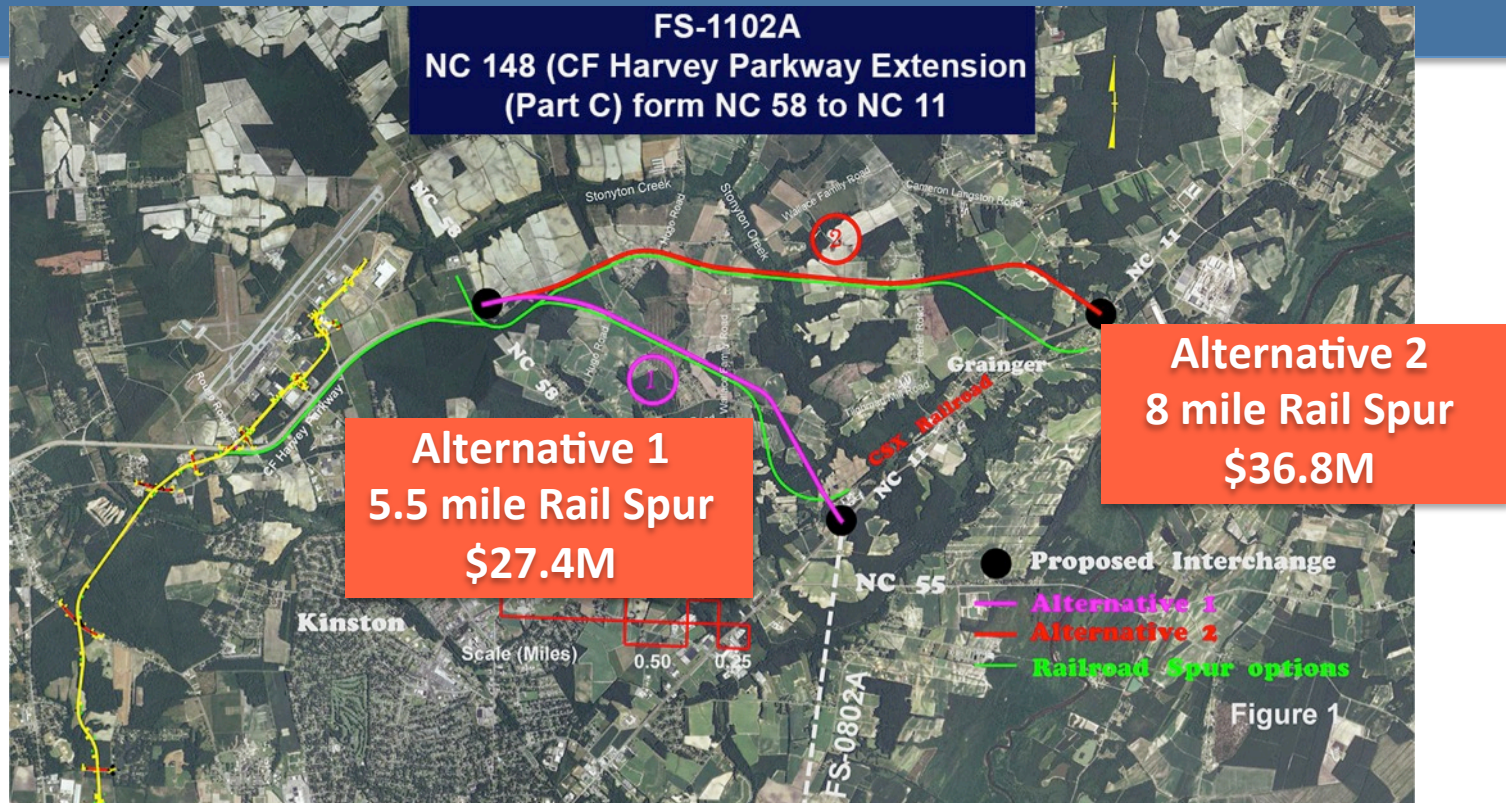
Components:

- 5.7 mile track from wye at NCRR to the Spirit facility
- 250 ft. Bridge
- Passing siding
- Yard track at Spirit

Total Cost: \$23.9M

- \$2.4M Preliminary Engineering, NEPA & permitting
- \$3.7M Right of way purchase & utility relocation
- \$17.8M Rail line construction

TIP FS-1102A – Harvey Parkway Feasibility Study



Provides two alternatives for connection to CSXT near Elmer, resulting in GTP access to both NS(NCRR) and CSX. Likewise, extensions to CF Harvey Parkway were also studied.

Why dual railway access?

- Provides potential advantage for the shippers and terminal operators through stimulating competition and multiple market availability.



- Providing for dual access to a new development like GTP is more easily achieved than through established port or intermodal rail facilities (*where the existing railroad is protective of its franchise and the capital investments made to achieve its exclusive access*).

Eastern Infrastructure Improvement Studies

➤ **Studies mandated by NC General Assembly in 2013 – SB 402**

- GTP Connections and Infrastructure Improvements
- Morehead City Port Infrastructure
- Wallace to Castle Hayne (and Wilmington Port)



➤ **Studies began October 2013** to evaluate markets and feasibility of infrastructure and access improvements to NC ports and Global TransPark and restoration of the Wallace to Castle Hayne Corridor

NC Dept. of Agriculture and Consumer Services, and Department of Commerce are our partners on studies

SB 402 Sec. 34.23 GTP Rail Infrastructure and Access Study

The Department of Transportation, in collaboration with the Department of Commerce and the Department of Agriculture and Consumer Services, shall

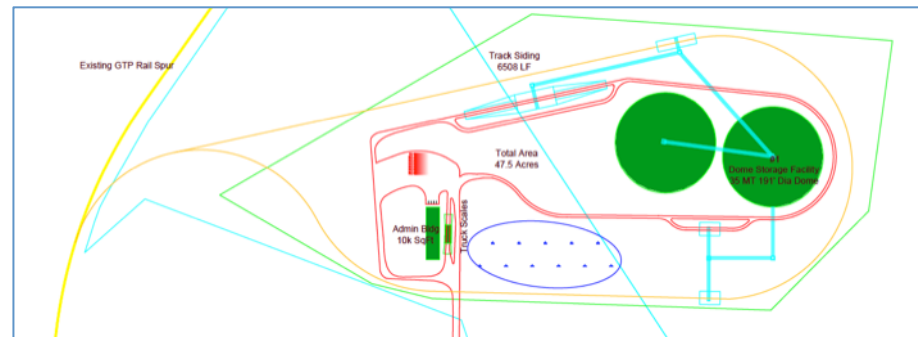
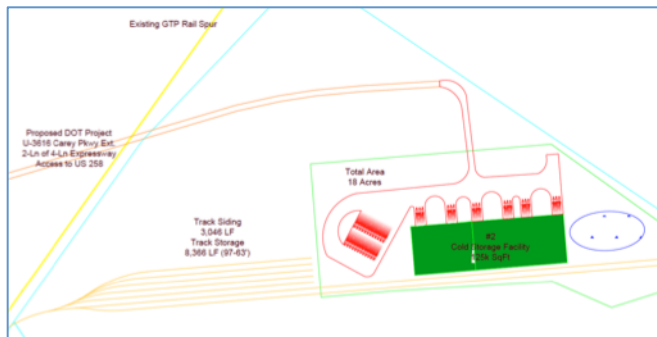
...study the feasibility of infrastructure and access improvements for the Global TransPark and the North Carolina State Port Authority.

GTP Rail Infrastructure and Access Study

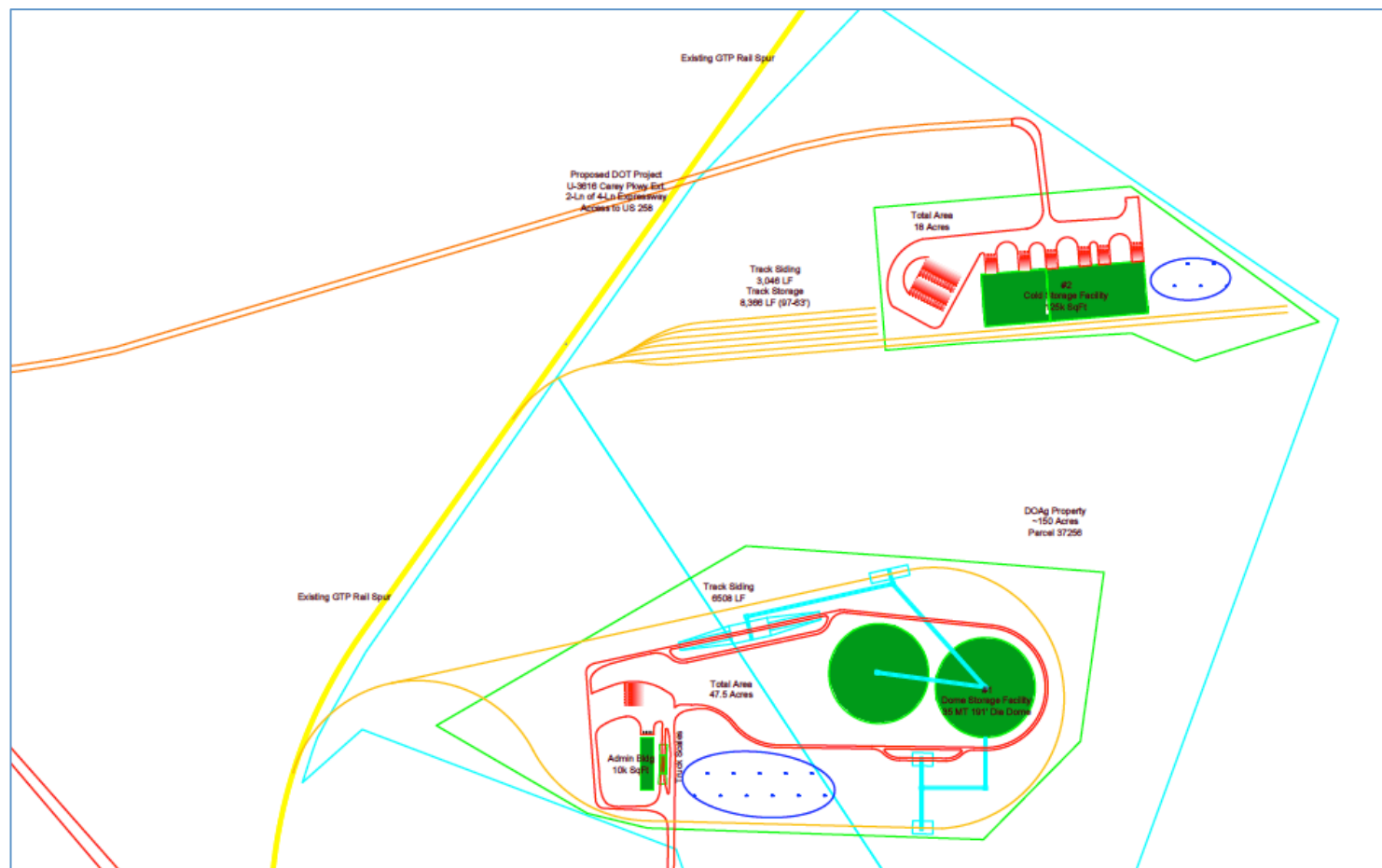
As part of its study, the department will:

- Evaluate infrastructure improvements which will promote job creation and commerce, and advance development of the Global TransPark as an inland terminal

(i.e. Specialized transloading equipment, refrigerated and dry storage facilities, and site improvements in support of co-located manufacturing facilities on GTP property)



GTP Rail Infrastructure and Access Study





GTP Rail Infrastructure and Access Study

- Perform financial feasibility analyses for each infrastructure improvement identified, including the following components:
 1. Project scope and development time line
 2. Assessment of technical feasibility
 3. Estimates of preconstruction, construction, maintenance, and operating costs
 4. Market scenarios, including identification of target industries and commodities and assessments of market demand, impacts on cargo throughput, utilization of Authority facilities, and other associated outputs
 5. Return on investment, including direct financial return to the Authority or State as well as local and regional economic impact attributable to each project
 6. Alternatives for project financing

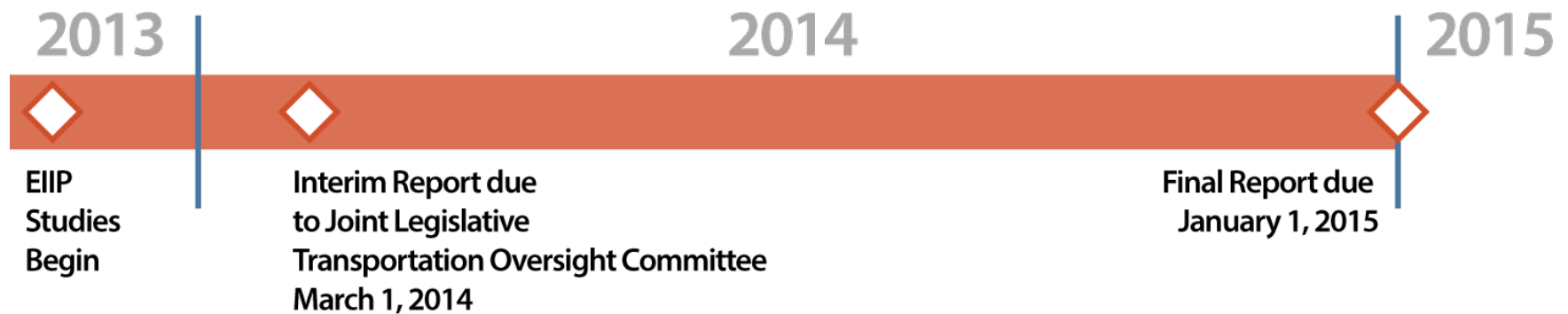
GTP Rail Infrastructure and Access Study

- Assess highway and rail infrastructure improvements or service scenarios that improve access and throughput to the GTP and NC State Port Authority Morehead City Terminal, addressing:
 - Benefits and costs of each highway or rail project
 - Impacts on freight movements for the highway system and connecting rail corridors
 - Alternate routes to improve rail capacity and access to the Morehead City Terminal and Radio Island site
(in collaboration with NCRR)

Study Tasks

- Kick-off meeting
- Validate and incorporate prior studies
- Data collection, workshops and forecasting model inputs
- Market scenarios
- Identify infrastructure improvements and estimate costs
- Economic impact and benefit cost assessment
- Draft and final report

Timeline and Reporting



- On track for preliminary report
- Will be reviewed by NCDOT Board of Transportation February 2014 prior to submission to NCGA on March 1

Activities to Date

- ✓ NCDOT has met with NS to discuss and talks continue
- ✓ Met with NS, NCRR, CSX, Department of Commerce, and Department of Agriculture & Consumer Services
- ✓ Have discussed potential leases with NS or other terminal operators, but on hold pending SB-402 study results
- ✓ Rail Division is collaborating with State Ports and Logistics to develop sites for typical development on the rail line, as well as potential facility and access improvements to benefit the GTP

Options when study is complete...

- Develop further engineering for proposed alignments
- Score Project for STI
- Clear Environmentally
- Preserve ROW
- Up to Build

Steering Committee & Technical Resources

Robert Hosford	NC Department of Agriculture and Consumer Services
Joy Hicks	NC Department of Agriculture and Consumer Services
John Willis	NC Department of Agriculture and Consumer Services
Zachary Oliver	NC Department of Commerce
Rudy Lupton	NC Department of Transportation, Logistics Director
Lori Fuller	NCDOT Council for Environment & Transportation Issues
Jeff Miles	NC State Ports Authority
Stephanie Ayers	NC State Ports Authority
Rick Barks	Global TransPark
Alanna King	Global TransPark
Marc Hoecker	NS
Marco Turra	CSXT
Jim Kessler	NCRR
Allen Pope	NC Department of Transportation Logistics
Dwayne Alligood	NC Department of Transportation, DOH Division 2
Susan Pullium	NC Department of Transportation, Strategic Planning
Sebastian Montagne	NC Department of Transportation, Strategic Planning
Shirley Williams	NC Department of Transportation, Rail Division
Marc Hamel	NC Department of Transportation, Rail Division