



**NORTH CAROLINA
STATEWIDE
MULTIMODAL
FREIGHT PLAN**
Planning for the Future of Freight Movement

MILITARY CARGO PROFILE - FINAL



North Carolina Statewide Multimodal Freight Plan

Military Cargo Profile

Prepared for:
North Carolina Department of Transportation

Prepared by:
HNTB Corporation
343 E Six Forks Rd, Suite #200
Raleigh, NC 27609

With:
SASI World

Date
January 2023

TABLE OF CONTENTS

- 1.0 Overview..... 1**
 - 1.1 U.S. Department of Defense Military Bases in North Carolina 1
 - 1.2 North Carolina National Guard..... 2
 - 1.3 Military Base Access and the North Carolina Strategic Transportation Corridors 2
- 2.0 North Carolina Military Goods Movement..... 5**
 - 2.1 Fort Bragg 7
 - 2.2 Military Terminal at Sunny Point 8
 - 2.3 Camp Lejeune 9
 - 2.4 MCAS Cherry Point..... 10
 - 2.5 MCAS New River 11
 - 2.6 Seymour Johnson AFB 11
 - 2.7 U.S. Coast Guard Air Station at Elizabeth City 12
- 3.0 Key Findings 13**

LIST OF FIGURES

- Figure 1.1. North Carolina Strategic Transportation Corridors 4
- Figure 2.1. North Carolina Strategic Corridors and Military Bases 6

LIST OF TABLES

- Table 1.1. U.S. Military Bases in North Carolina 1
- Table 1.2. Major North Carolina National Guard Units 2
- Table 2.1. Fort Bragg Shipments (FY 2021)..... 7
- Table 2.2. MOTSU Shipments (FY 2021)..... 9
- Table 2.3. Camp Lejeune Shipments (FY 2021) 10
- Table 2.4. MCAS Cherry Point Shipments (FY 2021) 11
- Table 2.5. Seymour Johnson AFB Fuel Totals (FY 2021)..... 12
- Table 2.6. USCG Elizabeth City Shipments (FY 2021) 13

ACRONYMS

ADM	Archer Daniels Midland Company
AFB	Air Force Base
CDL	Commercial Drivers' License
CGAS	Coast Guard Air Station
CDL	Commercial Driver's License
DMC	Defense Movement Coordinator
DLA	Defense Logistics Agency
DoD	Department of Defense
FY	Fiscal Year
LTL	Less-than-Load
MATES	Maintenance and Training Equipment Site
MCAS	Marine Corps Air Station
MOTSU	Military Ocean Terminal Sunny Point
NTC	National Training Center
NC	North Carolina
NCDMVA	North Carolina Department of Military and Veterans Affairs
NCDOT	North Carolina Department of Transportation
NCMCC	North Carolina Movement Control Center
NCRR	North Carolina Railroad
NS	Norfolk Southern Railway
NTC	National Training Center
SMFP	Statewide Multimodal Freight Plan
STC	Strategic Transportation Corridor
STRAHNET	Strategic Highway Network
TPD	Transportation Planning Division
UPS	United Parcel Service
US	United States

1.0 OVERVIEW

Military facilities and activities in North Carolina consist of U.S. Department of Defense (DoD) operations and the North Carolina National Guard. The military sector represents freight and cargo movements in North Carolina. This includes the movement of military personnel, supplies and equipment around North Carolina, around the United States and throughout the world. The following branches of the U.S. Military are represented in North Carolina: U.S. Army, Navy/Marines, Air Force and Coast Guard. Currently there are no Space Force bases in North Carolina. The freight and cargo movements of the seven North Carolina military bases are described in this report.

1.1 U.S. Department of Defense Military Bases in North Carolina

Table 1.1 provides a summary of the seven DoD bases and their corresponding activities in the state. Coordination with the North Carolina Department of Military and Veterans Affairs (DMVA) indicated a favorable working relationship between the bases and local, regional and state transportation departments. Many of the facilities have witnessed significant growth over the last decade and are positioning for even more. The geographic location, good working relationships with state officials and access to a well-maintained transportation network were noted as advantages for North Carolina operations.

TABLE 1.1. U.S. MILITARY BASES IN NORTH CAROLINA

Military Base	Location	Military Branch	Description
Fort Bragg	Fayetteville	U.S. Army	Special Ops Command, Forces Command, Army Reserve Command, Womack Army Medical Center, Pope and Simmons Airfields
Military Ocean Terminal Sunny Point (MOTSU)	Southport	U.S. Army	Import and export of weapons, ammunition, explosives, and military equipment, operated by the 596th Transportation Brigade
Camp Lejeune	Jacksonville	U.S. Navy Marines	Military training facility and Marine Expeditionary Force, Special Operations Command, Engineer School, School of Infantry, Naval Hospital, Field Medical Training Battalion, Joint Maritime Training Center and Special Operations Regiment
Marine Corps Air Station (MCAS) Cherry Point	Havelock	U.S. Marines Corps	Air Station for the 2nd Marine Aircraft Wing, Marine Aircraft Groups 14 and 28, 6th Special Security Communications Team, Combat Logistics Company 21 and Fleet Readiness Center
MCAS New River	Jacksonville	U.S. Marines Corps	Air Station for the Marine Aircraft Group 26 and 29, Center for Naval Aviation Technical Training, Marine Wing Support Squadron 272, Marine Air Control Squadron 2, and the 362nd Training Squadron
Seymour Johnson Air Force Base (AFB)	Goldsboro	U.S. Air Force	Air Force base for the 4th Fighter Wing, 916th Air Refueling Wing Air Force Reserve Command, and the 414th Fighter Group
Coast Guard Air Station	Elizabeth City	U.S. Coast Guard	Aviation Technical Training Center, the Aviation Logistics Center and Station Elizabeth City

Source: North Carolina DMVA; military websites

1.2 North Carolina National Guard

The North Carolina National Guard (NCNG) deploys soldiers, supplies and equipment around North Carolina and throughout the United States for operational and training missions. The mission of the NCNG is to deploy military capabilities to defend the State and Nation. This includes deployments to military operations and training sessions throughout the U.S. and overseas. Led by the North Carolina Governor, the NCNG has seven major subordinate commands (MSC) in the state (see Table 1.2).

TABLE 1.2. MAJOR NORTH CAROLINA NATIONAL GUARD UNITS

National Guard Unit	Location
60 th Troop Command	Raleigh
449 th Theater Aviation Brigade	Morrisville (RDU)
30 th Armored Brigade Combat Team	Clinton
113 th Sustainment Brigade	Greensboro
139 th Regiment	Fayetteville
130 th Maneuver Enhancement Brigade	Charlotte
145 th Airlift Wing	Charlotte (CLT)

Source: North Carolina DMVA

Over 11,000 soldiers and airmen serve at these units. There is a steady stream of personnel and cargo transported to and from the National Training Center (NTC) in California. While the NCNG maintains 79 facilities throughout the state, most of NCNG's heavy equipment (M1 Tanks, armored personnel carriers, Bradley's, howitzers, etc.) are located at the Maintenance and Training Equipment Site (MATES) located on Fort Bragg.

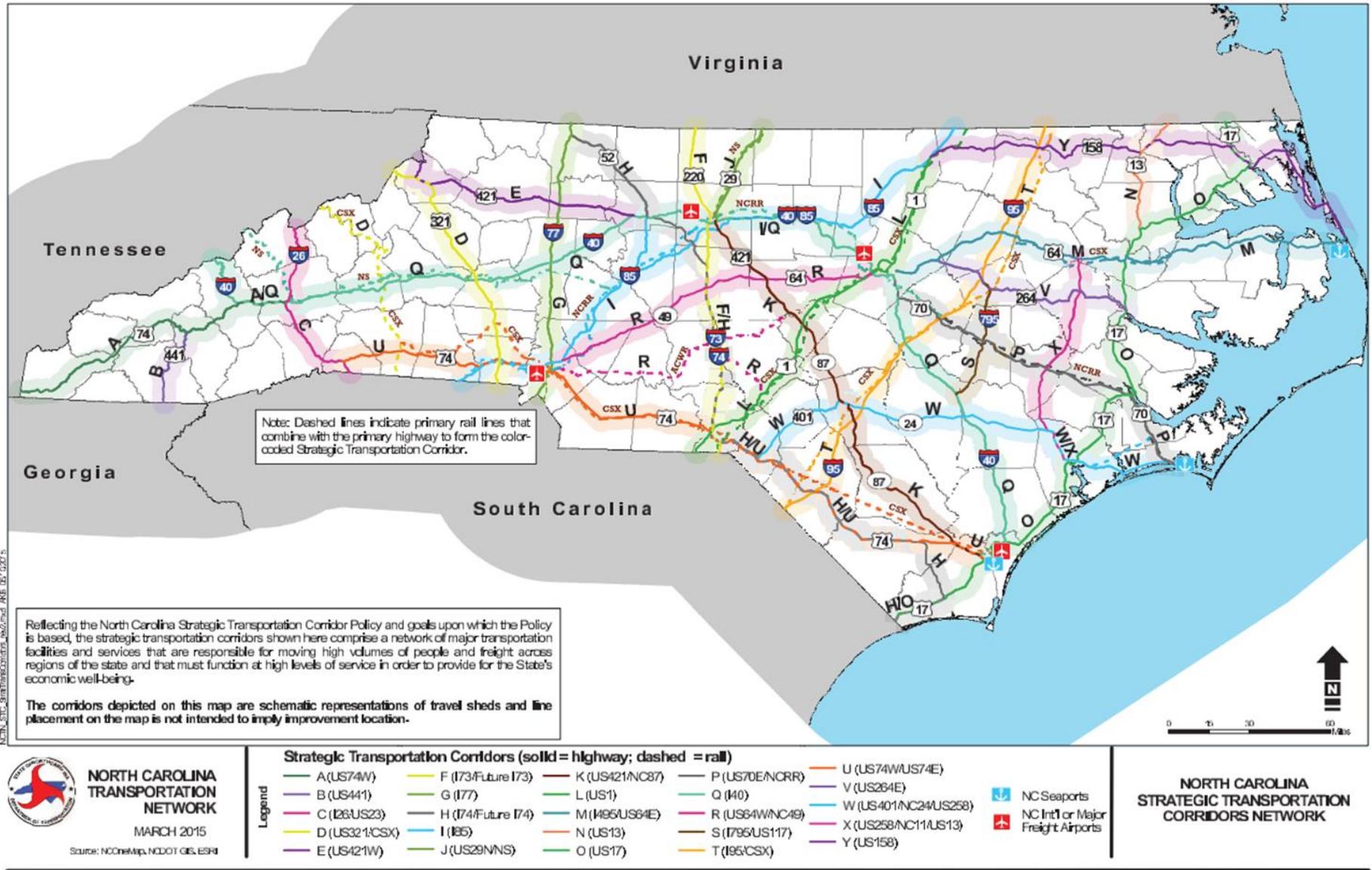
The NCNG Defense Movement Coordinator (DMC) / North Carolina Movement Control Center (NCMCC) are the sole approval authorities for all Department of Defense convoy operations originating within the State. The NCMCC coordinates all military movements for training, exercises, mobilizations and emergency response. The NCMCC coordinates with the 53 other state and territorial movement control centers for request of special hauling permits and monitoring interstate convoys. NCMCC is responsible for the planning and execution of movement of NCNG forces. The DMC acts as the senior Army representative for North Carolina Emergency Highway Traffic Regulation during declared federal and state emergencies. The DMC / NCMCC work closely with the North Carolina Department of Transportation (NCDOT) to ensure the safety of the general public during military movements over the State's highway network.

1.3 Military Base Access and the North Carolina Strategic Transportation Corridors

The North Carolina Strategic Transportation Corridors (STCs) represent a future network of 25 high priority, integrated multimodal facilities (links) promoting efficient, reliable connectivity to critical transportation and economic activity centers (nodes) throughout the state and to key markets outside the state. These corridors include Interstate and US highways, Class I railroads, select Short Line railroad and connections to international airports, major seaports, and other transportation terminals (see Figure 1.1). As stated in 2015 NCDOT Policy, the

goals of STCs include providing “essential connections to national transportation networks critical to interstate commerce and national defense” and supporting efficient “transport logistics and economic development throughout the state.” This language indicates the importance of efficient freight and military movement to the development of STCs and how the identification of these facilities melds with national known networks such as the DoD's Strategic Highway Network (STRAHNET). The STRAHNET is a 62,791-mile system of roads deemed necessary for emergency mobilization and peacetime movement of heavy armor, fuel, ammunition, repair parts, food, and other commodities to support U.S. military operations. The STRAHNET is critical to the DoD's domestic operations.

FIGURE 1.1. NORTH CAROLINA STRATEGIC TRANSPORTATION CORRIDORS



Source: NCDOT Transportation Planning Division (TPD)

2.0 NORTH CAROLINA MILITARY GOODS MOVEMENT

Freight and cargo in the form of supplies and equipment are transported between military bases, around North Carolina, around the United States and throughout the world. This complex operation includes motor carrier and rail freight in addition to barge, ship and air cargo movements. Fort Bragg is strategically located adjacent to I-95 and the CSX Railroad. Seymour Johnson is close to I-95 and the Norfolk Southern (NS) Railroad. The other military bases are located near the coast in more remote locations with good access in some cases to rail and ports but limited access to the interstate highway network. This section describes intermodal freight and cargo movements for each base. Figure 2.1 depicts the seven North Carolina military bases in relation to the North Carolina Strategic Transportation Corridor Network.

The following sections provide an overview of the freight transportation activity and requirements for each of the state's military installations.

2.1 Fort Bragg

Fort Bragg is the largest military base in the world, supporting over 51,000 active-duty personnel. This represents 10% of the U.S. Army's active personnel. Freight and cargo are transported to and from Fort Bragg to support military missions and training operations around the U.S. and overseas. In total, five different federal agencies move cargo into and out of Fort Bragg. Transportation modes include truck, air and rail. Truck shipments include supplies and equipment transported to the base and all over North Carolina. There is an on-base rail operation with three locomotives to move cargo and equipment to and from the CSX railroad in Fayetteville. Two airfields support global airlift and special operations. The Port of Charleston is primarily used for debarkation of convoys of troops and equipment. Ammunition and explosives are transported to Fort Bragg and to the Military Ocean Terminal at Sunny Point (MOTSU) in Southport. Fort Bragg also supplies cargo to the other six military bases in North Carolina.

The base currently has 17 truck staging areas with truck parking. Traffic is divided into shipments, less than truckload (LTL) and pieces, as shown in the chart above. There is a general receiving warehouse where the bulk of trucked goods arrive. However, there are specialized shipments that are delivered directly to their final destination. In addition, there is a separate entrance and storage facility for ammunition.

Table 2.1 provides a summary of Fort Bragg shipments in Fiscal Year (FY) 2021. There has been less freight cargo activity associated with Fort Bragg when compared to the 2017 Statewide Multimodal Freight Plan (SMFP). The number of pieces going through the Surface Movement Center has decreased by nearly 40 %. The Airfield Control Group saw a nearly 75 % decrease in pieces moved. The Rail Operations Group experienced a near 81 % increase in total pieces moved. While trucks are still the most heavily used way to transport cargo, there has been a shift to rail as an alternative way to transport cargo associated with Fort Bragg.

TABLE 2.1. FORT BRAGG SHIPMENTS (FY 2021)

Surface Movement Center	
2,319	Shipments
3,190	LTL Loads
18,800	Pieces
Airfield Control Group	
368	Outbound Trips
93	Inbound Trips
31,696	Soldiers
1,345	Pieces
Rail Operations Group	
911	Outbound Rail Cars
900	Inbound Rail Cars
3,367	Outbound Pieces
3,367	Inbound Pieces

Source: North Carolina DMVA

Fort Bragg Strategic Transportation Corridors

Located adjacent to I-95 and CSX Railroad (Corridor T), Fort Bragg is well positioned for north and south truck and rail shipments. Nearby I-40 (Corridor Q) and N.C. 24 (Corridor W), provide access to the east and west. The U.S. Army uses the Port of Charleston for transporting equipment and convoys requiring maritime access.

Projections are for Fort Bragg to continue to grow and expand its mission. This will lead to increases in all types of cargo, resulting in pressure on the local and state roadways and other transportation facilities serving the base. Recent and on-going roadway investments, such as the extension of I-295 to U.S. 401 west of Fayetteville, have significantly mitigated congestion and improved the safety of traveling public. This includes a truck only entrance where nearly all deliveries enter the base.

2.2 Military Terminal at Sunny Point

The military terminal at Sunny Point (MOTSU) is the largest military terminal in the world and serves as a transfer point between rail, trucks and ships for the import and export of weapons, ammunition, explosives and military equipment for U.S. Army. It is the key ammunition shipping point on the Atlantic Coast for the Department of Defense and the Army's primary east coast deep-water port. As shown below in Table 2.2. approximately 40 ships per year call at the terminal, all of which are commercial vessels chartered by Military Sea Lift Command. This is an increase of ten ships per year when compared to the findings of the 2017 SMFP. The port can handle up to six ships simultaneously and features large cranes for loading and unloading vessels. A network of 62 miles (100 km) of railroad tracks move munitions and supplies around the facility. Landside shipments include 57 % transported by rail and 43 % by truck. As a comparison, the 2017 SMFP showed 85 % of freight using rail and 15 % using trucks. Highway access to and from the facility is adequate for the current volume of truck shipments. The U.S. Army contracts with CSX Transportation for rail shipments, the last 17 miles of which are on the military-owned Cape Fear Railway between Leland and Southport. The U.S. Army also provides service via the Cape Fear Railway to three commercial customers, including Duke/Progress Energy, Capital Power and Archer Daniels Midland (ADM).

TABLE 2.2. MOTSU SHIPMENTS (FY 2021)

Year	Direction	Tons	Containers
FY 2021	Outbound	55,800	2,231
	Inbound	78,800	3,010
FY 2022 YTD*	Outbound	139,600	3,975
	Inbound	153,300	3,778

Source: North Carolina DMVA

*YTD = Year to Date

MOTSU Strategic Transportation Corridors

Since many of the truck shipments arrive from the south and west, N.C. 74 (Corridor H/U) is the primary highway corridor used to access Southport. U.S. 17 (Corridor O) and N.C. 87 (Corridor K) are used for truck shipments. Rail access via CSX and the Cape Fear Railway is sufficient to support current operations. The ocean terminal is located at the entrance to the Cape Fear River with good access to the Atlantic Ocean.

2.3 Camp Lejeune

Camp Lejeune, located in Jacksonville, North Carolina, is the largest US military training facility with 37,500 personnel, a decrease from over 43,000 personnel in the previous SMFP. It also is the home base and headquarters of the 2nd Marine Expeditionary Force. The base's 14 miles of beaches make it a major area for amphibious assault training, and its location between two deep-water ports (Wilmington and Morehead City) allows for fast deployments. As shown in Table 2.3, freight and cargo movements include equipment and supplies to support the deployment and training operations. Normally, most supplies are transported by truck and a small amount by rail; however, rail operations are currently shut down for maintenance operations, therefore all supplies are being delivered via truck for the next two years.

TABLE 2.3. CAMP LEJEUNE SHIPMENTS (FY 2021)

Shipment Category	Amount
Small Shipments inside U.S.	N/A
Small Shipments outside U.S.	4,445
Less-than-Loaded (LTL) Outbound	1,223
Arms & Ammunition Outbound (Trucks)	338
Railcars Outbound	30
Railcars Inbound	0
Truckloads Outbound	1,805
Truckloads Inbound	3,582
Jet Fuel to Base (Gallons/Year) - Trucks	791,000

Source: North Carolina DMVA
N/A = Not Available

Camp Lejeune Strategic Corridors

Due to the location in Jacksonville along the coast of North Carolina, Camp Lejeune is considered an “isolated installation” with limited access to interstate highways. However, there is good access to ports and North Carolina Railroad (NCR). The base contracts with Norfolk Southern (NS) Railroad for rail shipments, particularly those requiring heavy cargo. Negotiations with NS Railroad sometimes result in the decision to ship by truck if the loads do not meet the rail line’s tender requirements.

The primary highway access to the facility includes N.C. 24 (Corridor W), U.S. 17 (Corridor O) and U.S. 258 (Corridor X). This results in higher costs for transporting equipment and supplies and delays in military shipments.

2.4 MCAS Cherry Point

The Marine Air Station at Cherry Point is located in Havelock, N.C., serving both as a major point of debarkation for 2nd Marine Aircraft Wing overseas missions and as a training facility. Aircraft are also maintained and served at the Air Station. Trucks entering and exiting the base use N.C.24 and U.S. 70 with the majority of trips using U.S. 70. Suppliers include Navy Munitions Command Detachments in Yorktown, VA., Earle, N.J., and Hawthorne, NV, and Army Ammunition Activities in Letterkenny, PA, Crane, IN, Anniston, AL, McAlester OK and Tooele, UT. Munitions are transported to and from many locations, including Yuma, AZ, El Centro, CA, 29 Palms, CA, and locations overseas. Modes include truck, air and multi-modal. Some bottlenecks occur in the Town of Havelock. Existing infrastructure is adequate to meet the needs of the base. A future Havelock Bypass will improve transit time to and from N.C. 24. Jet fuel (JP5) is shipped from TransMontaigne in Selma, NC to the base using approximately 105 trucks per month and three railcars per month. Data included in Table 2.4 below was provided by the DoD. Note the total gallons per year cannot be directly calculated from the estimated number of trips and the listed capacity but are provided as reported.

TABLE 2.3. MCAS CHERRY POINT SHIPMENTS (FY 2021)

Truck	Trips/Month	Capacity	Gallons/Year
Jet Fuel to Base	105	8,000	10,080,000
Fuel Services Stations	4	8,000	384,000
Rail	Cars/Month	Capacity	Gallons/Year
Jet Fuel to Base	3	20,000	720,000

Source: North Carolina DMVA

The number of monthly trucks transporting JP5 to the base has decreased nearly 40 % when compared to the previous SMFP. The number of rail shipments per month is relatively the same as the previous SMFP.

Cherry Point Strategic Transportation Corridors

Similar to Camp Lejeune, Cherry Point is located near the coast of North Carolina and is therefore isolated from major highway corridors. Trucks entering and exiting the base use U.S. 70 (Corridor P) and N.C. 24 (Corridor W), with the majority of trips using U.S. 70. There is good access to the NCR and NS Railroad. However, negotiations with NS Railroad regarding minimum railcar requirements often results in more truck shipments, as noted previously.

2.5 MCAS New River

The Marine Air Station in New River is home to the Marine helicopter and tilt-rotor base, located in Jacksonville, North Carolina. New River solely uses truck transport, as there is no rail access to the base.

All military freight is ordered and delivered using FedEx and UPS. In FY 2021, it was reported that the Defense Logistics Agency (DLA) delivered an average 5 to 6 fuel trucks per day for approximately 230,000 gallons per day. Offloading and onboarding stations for fuel are all on the Campbell Street corridor. Overall, an average of 100 trucks per day travel to and from the air station. All Camp Geiger troops are transported by bus, usually requiring 20 buses per movement. The troop debarkation location is MCAS Cherry Point, where troops are bused, and equipment is trucked for deployments. The 7-ton truck (dump truck size) is the military standard for New River deliveries.

MCAS New River Strategic Corridors

Similar to Cherry Point, the Marine Air Station at New River is located along the coast of North Carolina and is therefore isolated from major highway corridors. Trucks entering and exiting the base use U.S. 70 (Corridor P) and N.C. 24 (Corridor W), with the majority of trips using U.S. 70. There have been limited issues with highway deficiencies, other than the fact that access to the interstate highway system is difficult.

2.6 Seymour Johnson AFB

The Seymour Johnson Air Force Base, located in Goldsboro, is home to the 4th Fighter Wing, 916th Air Refueling Wing Air Force Reserve Command and the 414th Fighter Group. There are nearly 12,000 personnel on the base, approximately half of which are on active duty. The 4th Fighter Wing accomplishes its training and operational

missions with 92 F-15E Strike Eagles, assigned to four different squadrons. The 916th Air Refueling Wing supports routine refueling missions for other Air Force, Navy, Marine Corps and allied aircraft. To support the base, the DLA supplies common use logistics, including aircraft, construction equipment and food. The Transportation Officer oversees shipments of parts and fuel through truck and rail movements to the base. Table 2.5 provides a summary of the Seymour Johnson AFB fuel totals. NS Railroad transports 212,000 gallons of fuel two days/week to the Miller Siding, where fuel is transported via pipeline to the five storage tanks. Another 125,000 gallons per day are transported three times weekly from Selma, NC by tanker trucks. Additional shipments of unleaded gas and diesel fuel are transported to the base as needed at 8,000 gallons each.

TABLE 2.4. SEYMOUR JOHNSON AFB FUEL TOTALS (FY 2021)

Truck	Gallons/Year
Jet Fuel Rail	22,068,000
Jet Fuel Truck	19,392,000
Unleaded Gas Truck	51,000
Diesel Fuel Truck	71,000
Ethanol-85 Truck	26,000
Total Fuel	41,608,000

Source: North Carolina DMVA

Seymour Johnson AFB Strategic Transportation Corridors

There is good access to the Air Force Base due to the proximity to the I-95 and CSX Railroad (Corridor T). Additionally, U.S. 70 (Corridor P) and I-795 (Corridor S) are used for truck shipments of equipment and parts. While there are no issues with highway access to the base, the rail access and infrastructure could be improved.

2.7 U.S. Coast Guard Air Station at Elizabeth City

The U.S. Coast Guard Air Station (CGAS) at Elizabeth City is located along the Pasquotank River near the opening of the Albemarle Sound. It is the largest and busiest Coast Guard air station in the U.S., operating missions as far away as Greenland, the Azores and the Caribbean and coordinating maintenance for all 26 USCG air stations nationwide.

In addition, the CGAS Base Elizabeth City complex houses the Aviation Technical Training Center, the Aviation Logistics Center and Station Elizabeth City. Currently, CGAS Elizabeth City maintains and operates five HC-130J Hercules aircraft and three MH-60T Jayhawk helicopters. In addition, the USCG repairs or maintains 10 Class 60 and 22 Class 65 rotary wing aircraft, four C-130 and four C-144 fixed wing aircraft each year or a total of 40 aircraft at the facility.

To supply the operation, ten 53-foot tractor/trailers/day transport aircraft parts to and from Norfolk, VA, where Estes and YRC Freight Companies have operation hubs. These are primarily LTL trips. In addition, Fed Ex and UPS make two trips daily. The FY 2021 totals are shown in Table 2.6.

Air Station Elizabeth City Strategic Corridors

The highway network between Elizabeth City, N.C. and Norfolk, V.A. is adequate for transportation purposes. They experience no major delays unless there is inclement weather. U.S. 17 (Corridor O) is the primary highway between Elizabeth City, N.C. and Norfolk, V.A. To access I-95, trucks use U.S. 158 (Corridor Y). Both highways have sufficient capacity to support the 10 daily trips to the base.

TABLE 2.6. USCG ELIZABETH CITY SHIPMENTS (FY 2021)

Deliveries	Trips/Day	Trips/Year	Route
LTL Trucks	10	3,650	To and from Norfolk, VA
FedEx Trucks	2	730	FedEx Hub, Norfolk, VA
UPS Trucks	2	730	UPS Hub, Norfolk, VA

Source: North Carolina DMVA

3.0 KEY FINDINGS

The military is a critical economic driver for the state of North Carolina. It is also a driver of freight and cargo movements, especially in the eastern portion of the state. The analysis of the freight transportation activity, needs and challenges of the state's military operations yielded the following key findings:

- Military freight activity and requirements
 - Military facilities in North Carolina move more than 63 million gallons of fuels annually over the state's transportation network. Of this, about 55 % is moved by rail, and the remaining is moved by truck. This is a modal shift compared to the previous SMFP that can mainly be contributed to the reduced number of fuel trucks serving the bases, primarily Seymour Johnson AFB.
 - The NCNG has a large team of truck drivers, many of whom are Commercial Driver's License (CDL) operators. These drivers move equipment and supplies throughout the state and to other parts of the U.S. for training missions. Often, the training convoys require permits for oversized loads. NCNG reported a very positive relationship with NCDOT in terms of securing permits, but the process requires 45 days notification.
 - Fort Bragg has the best highway access to I-95 and rail access to the CSX Railroad (Corridor T). The U.S. Army prefers the Port of Charleston, S.C.
 - MOTSU is strategically located for ideal maritime operations at present as both highway and rail access are sufficient to support current operations. Located closer to the coast, Camp Lejeune, Cherry Point and New River are considered more isolated installations due to limited access to interstate highways. However, there is good access to NC Ports.
 - U.S. 70 (Corridor P), N.C. 24 (Corridor W), and N.C. 17 (Corridor O) are all critical corridors for these coastal military installations.

- Cherry Point contracts with NS Railroad for rail shipments, particularly those requiring heavy cargo. However, negotiations with NS Railroad sometimes result in the decision to ship by truck if the loads do not meet the rail line's tender requirements.
- There is good access to Seymour Johnson Airforce Base due to the proximity to the I-95 and CSX Railroad (Corridor T), U.S.-70 (Corridor P) and I-795 (Corridor S). Rail access and infrastructure could be improved. U.S.-17 (Corridor O) is the primary highway between USCG Elizabeth City and Norfolk, VA, and is adequate for transportation purposes.
- Being able to efficiently and safely move the cargo required for military operations in a cost-effective manner is vital to the retention and expansion of military operations. The transportation network and the connectivity it provides have been a key factor in expansion decisions at the state's major bases.
- Existing challenges and bottlenecks
 - Camp Lejeune, Cherry Point the Marine Air Station at New River are all isolated from major highway corridors, resulting in higher costs for highway freight.
 - While rail cargo opportunities exist for some of the military bases, requirements for minimum loads sometimes prevent more rail transportation options, particularly in the case of heavy equipment.
 - Bridge conditions can restrict movements of some of the large equipment, resulting in the need to use rail, which significantly increases the cost.
- Future trends and needs
 - Many of the facilities have witnessed significant growth over the last decade and are positioned for more growth in the future, despite the recent downturn in shipments during the COVID pandemic, resulting in pressure on the local and state roadways and other transportation facilities serving the bases.
 - Projections are for Fort Bragg to continue to significantly grow and expand its mission, leading to increases in all types of cargo shipments.
 - The NC National Guard has decreased its number of facilities from 95 to 79 since the 2017 SMFP with the intent to consolidate even more into regional armories along I-40 and I-95.
 - Natural gas will replace coal at several bases, resulting in a shift from rail to pipeline transport.