

**Logistics Task Force Meeting
November 18, 2010
Kinston, NC**

Lt. Governor Walter Dalton, Chairman of the Logistics Task Force, called the meeting to order at 12:14 p.m. on Thursday, November 18, 2010 at the Spirit AeroSystems Composite Center of Excellence in Kinston, North Carolina with the following members present:

Dee Freeman, Larry Wooten, Beth Austin, Pat Long, Michael Walters, Dan Danieley, John Atkins, David Congdon, Earl Brinkley, Gary Teng, Paul Friday, Tom Eagar, Joe Stephens, John Goodman on behalf of Lew Ebert and Jed McMillan on behalf of Keith Crisco.

The following members were absent: Al Delia, Gene Conti, Nelson Cole, Clark Jenkins, Dawn Clegg, Rick Sholtes, Allen Joines, Buddy Shavender, Dee Blackwell, Terry Bellamy, Jerry Orr, Bob Morgan, Paul Kauffmann, David Willauer, and Danny McComas.

Minutes from the October 18, 2010 meeting in Elizabeth City were unanimously approved upon a motion by John Atkins and were seconded by Dan Danieley.

Chairman Dalton introduced the Honorable B. J. Murphy, Mayor of Kinston. Mayor Murphy welcomed everyone to Kinston and thanked the Task Force for meeting in the eastern portion of the state. He requested the Task Force continue to work with connecting the significant roads in the eastern part of the state.

Chairman Dalton introduced Mr. Calvin Anderson, Chairman, North Carolina's Eastern Region. Mr. Anderson welcomed everyone to Kinston and stated that Kinston has been an advocate for transportation and looks forward to working with the Task Force.

Chairman Dalton discussed the purpose of the Task Force. The Task Force decided that meetings should be held all over the state in order to better understand the logistic needs throughout the state. He also discussed the importance of Spirit Aerosystems and the opportunity it will bring to the eastern part of North Carolina.

Ms. Chandra Taylor, Senior Attorney, Southern Environmental Law Center was introduced by Chairman Dalton. Ms. Taylor informed the Task Force that the Southern Environmental Law Center is a non-profit center that began in 1986. She shared information regarding the Transportation Challenge which includes: Project Prioritization, Fix-It-First, Transportation Choice, Link to Land Use and DOT Reform. Ms. Taylor also shared a list of duties the Task Force should have. She stated that between 1950 – 2000 the land development rapidly outpaced the population growth. A copy of Ms. Taylor's presentation is made a part of the minutes as Addendum 1.

Chairman Dalton introduced Mr. John Chaffee, President & CEO, North Carolina's Eastern Region. Mr. Chaffee stated the Eastern Region is one of seven economic partnerships in North Carolina. The Eastern Region represents 13 counties. These 13 counties have a landmass larger than the states of Connecticut and Rhode Island with a population of 1 million. They have \$22.5 million raised through local taxes that support their local counties. The Eastern Region's mission is to promote regional economic development. Mr. Chaffee also provided a list of major initiatives for the region. A copy of Mr. Chaffee's presentation is made a part of the minutes as Addendum 2.

Dr. James Kleckley, East Carolina University College of Business was introduced by Chairman Dalton. Dr. Kleckley discussed information regarding ECU and their economic impact in eastern North Carolina. ECU is the third largest university in the state system. 80% of the students are undergraduates. They are in the process of bringing a dental school to the campus in Greenville. ECU has 5000 faculty and staff. According to a 2007 Economic Impact Study, ECU contributed about \$3 billion a year to the economy. The university is the second largest employer in Pitt County.

Chairman Dalton introduced Ms. Darlene Waddell, Executive Director, North Carolina Global TransPark. Ms. Waddell stated their vision is for the GTP to be a strategic location for global businesses engaged in aerospace, advanced manufacturing, logistics and related sectors. The GTP is located close to seven military bases, it has interstate highway access as well as proximity to two NC seaports and the rail spur connection will be available soon. Ms. Waddell also shared a list of the GTP's goals. The GTP has a very strong economic impact. The current tenant operations generate \$27.5 million annually to the GDP of the 13 county region. The current statewide economic impact from the GTP is estimated to be \$52.9 million annually. Ms. Waddell shared a list of the completed, current, ongoing and future initiatives of the GTP. A copy of Ms. Waddell's presentation is made a part of the minutes as Addendum 3.

Ms. Waddell also presented information regarding Spirit AeroSystems. The construction site is the size of 90 football fields and the building is the size of 11 football fields. Their product responsibility is the Airbus A350xwb Program. They also have a facility in France. Spirit will create 1000 jobs by 2016.

Chairman Dalton introduced Col. Randall Ogden, Commander, Air Refueling Wing, Seymour Johnson Air Force Base. Col. Ogden began by stating that North Carolina is the friendliest military state in the nation. He presented information to the Task Force regarding the 916th Air Refueling Wing that is a reserve wing. In October 1986, the 916th Air Refueling Group activated at Seymour Johnson AFB. From 1996 to 1997 the unit grew to more than 800 members. They realigned internally with three groups, several squadrons and flights; unit transferred two KC-135s to other AFRC units. Currently there are approximately 900 citizen airmen who are members of the 916th Air Refueling Wing. They are the 8th largest employer in Wayne County with an annual payroll of \$14.6 million. A copy of Col. Ogden's presentation is made a part of the minutes as Addendum 4.

Mr. Paul Friday, Deputy Assistant Chief of Staff G5, Marine Corps Installations East, was introduced by Chairman Dalton. Mr. Friday stated the MCIEAST provides management control and oversight for seven of the nine Marine Corps installations on the East Coast. Their mission is to implement policies, develop regional strategies and plans, prioritize resources and provide services, direction and oversight through assigned U.S. Marine Corps installations to support the operating forces, other tenant commands, and activities. Mr. Friday shared the 2009 economic impact of the MCIEAST to North Carolina as \$5,188,739,067. They have an annual payroll of \$3,273,998,676. MCIEAST feels that improved logistics will bring improved transportation corridors, mission capacity, safety on the ground and in the air, mobility, relief during natural disasters/evacuations and quality of life. A copy of Mr. Friday's presentation is made a part of the minutes as Addendum 5.

Chairman Dalton introduced Mr. Neil Lassiter, NCDOT Division Engineer, Division 2. Mr. Lassiter presented information regarding the Division 2 area. This division consists of eight counties. They are: Pitt, Beaufort, Pamlico, Carteret, Jones, Lenoir, Greene and Craven. Two primary corridors are US 17 and US 70. Mr. Lassiter also shared information on various projects throughout the Division 2 area that will benefit the eastern part of North Carolina. A copy of Mr. Lassiter's presentation is made a part of the minutes as Addendum 6.

Dr. George List, Professor, NCSU was introduced by Chairman Dalton. Dr. List presented information regarding the Seven Portal Study Update. He shared information regarding the activity since the last update. He will provide a site assessment to the Task Force at the next meeting in December and the overall findings will be presented in March 2011. A copy of Dr. List's presentation is made a part of the minutes as Addendum 7.

Chairman Dalton opened the floor to public comment.

There being no public comment, Chairman Dalton thanked everyone for their participation in the meeting and to NCGTP for hosting the Task Force meeting. He announced the next meeting of the Logistics Task Force will be Wednesday, December 15, 2010 at the Transportation Building Board Room in Raleigh beginning at 9:30 a.m.

The meeting was adjourned at 3:03 p.m.

Presentation to the NC Logistics Task Force

November 18, 2010

Chandra T. Taylor, Senior Attorney
Southern Environmental Law Center

➔➔➔ **HOW DO WE GET THERE?** A Roadmap
for North Carolina's Transportation Future ←←←

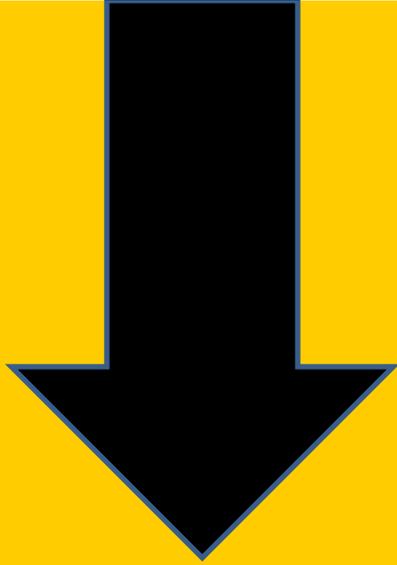


The Transportation Challenge

1. Project Prioritization
2. Fix-It-First
3. Transportation Choice
4. Link to Land Use
5. DOT Reform

The Task Force shall have the following duties:

- a. Conduct a thorough inventory and evaluation of existing public and private transportation and commerce assets....
- b. Report on the current system...including the condition of the system, its overall performance, and its safety.
- c. Project future needs for the state's multi-modal transportation system and explore ...meeting those needs.
- d. Identify relevant research and best practices in transportation and logistics from other states.
- e. Inventory current laws, rules, policies, processes, and organizational structures that affect the movement of people and goods across the state and make recommendations ...to improve the efficiency and safety of our ...system.
- f. Explore innovative ideas in transportation and economic development that can help support the state's logistics capacity....
- g. Make additional short-term and long-term recommendations to create an integrated logistics plan for North Carolina.



Project Prioritization

“Identify relevant research and best practices in transportation and logistics from other states”

EO 32, Section 3(d)

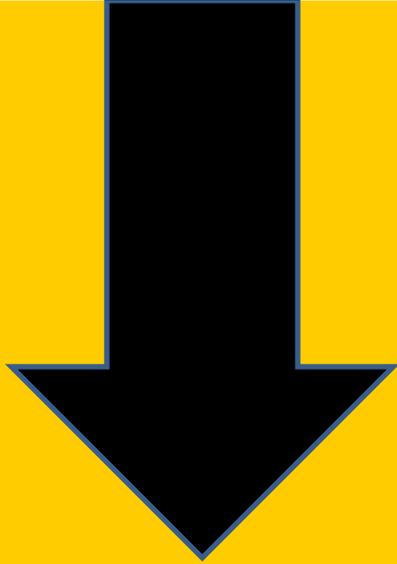
Policy Based Project Prioritization

- North Carolina should adopt, through legislation, an:

Objective system to prioritize our most important transportation investments using objective, transparent criteria based on articulated state policies like advancing mobility, economic development and environmental stewardship.

Other State Laws on Project Prioritization

- **South Carolina**
- S.C. Code Ann. Section 57-1-370(B)(8)(a-i)
- **Delaware** -29 Del. C. Section 8419(2)(a-b)
- **Indiana** -Burns Ind. Code Ann. Section 8-15-2-1.3
- **Washington** – Rev. Code Wash. (ARCW)
Section 47.05.010



Fix-It-First

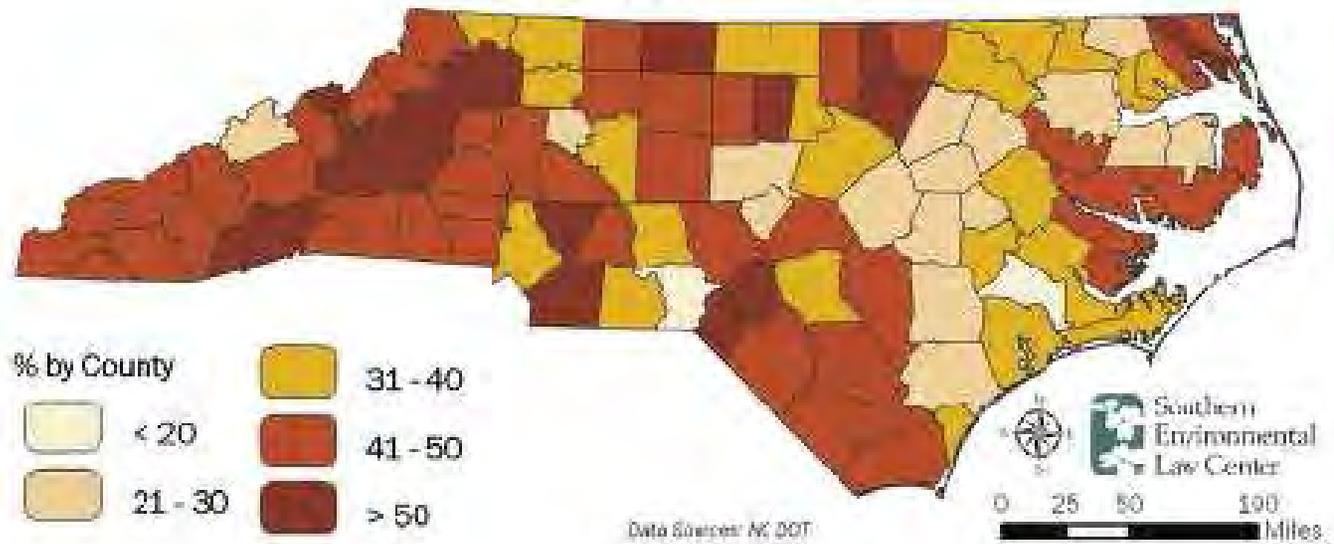
“Conduct a thorough inventory and evaluation of existing public and private transportation and commerce assets, including ports, inland ports, airports, highways, railroads, major distribution centers, and business and industrial parks”

AND

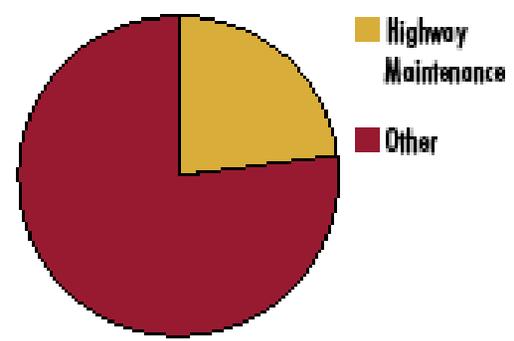
“Report on the current system for moving goods and people, including the condition of the system, its overall performance, and its safety”

EO 32, Sections 3(a), (b)

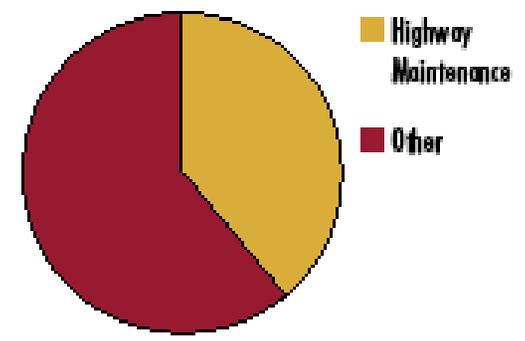
Deficient Bridges in North Carolina

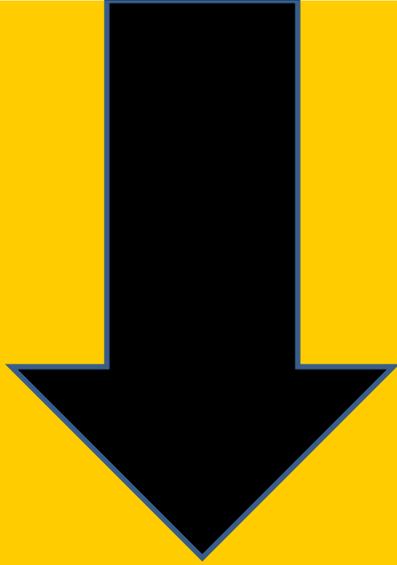


NORTH CAROLINA
Total 2008 Spending: \$3.9 billion
Maintenance 23%



VIRGINIA
Total 2007-08 Spending: \$4 billion
Maintenance 39%



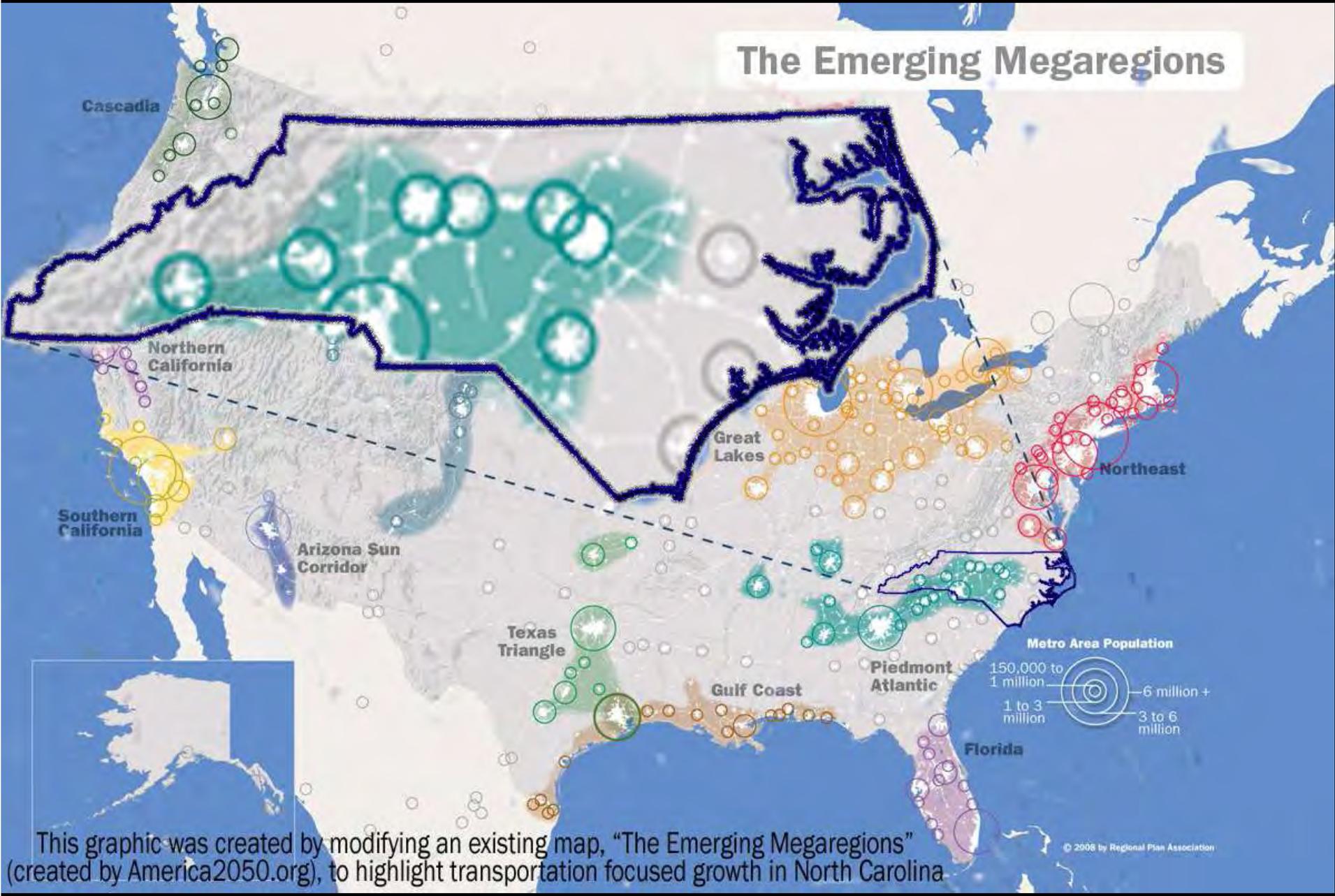


Transportation Choice

“Project future needs for the state’s multi-modal transportation system and explore challenges and opportunities in meeting those needs”

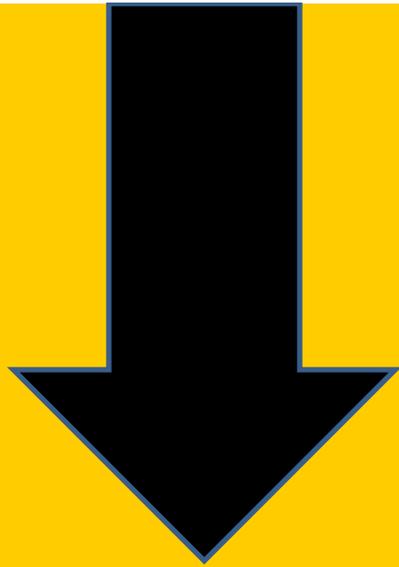
EO, Section 3(c)

The Emerging Megaregions



This graphic was created by modifying an existing map, "The Emerging Megaregions" (created by America2050.org), to highlight transportation focused growth in North Carolina.

© 2008 by Regional Plan Association



Linking Transportation and Land Use

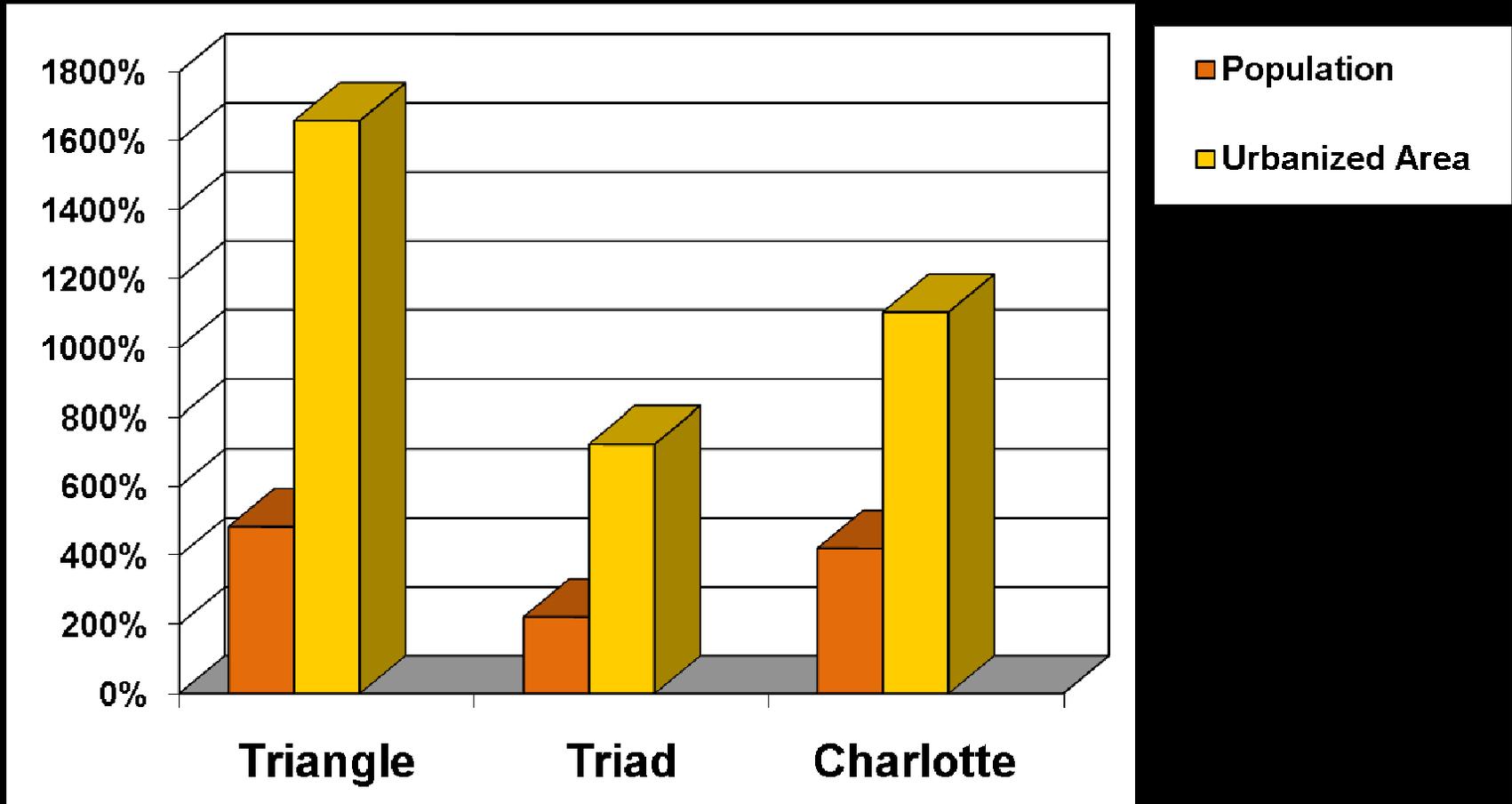
“Inventory current laws, rules, policies, processes, and organizational structures that affect the movement of people and goods across the state and make recommendations for changes to improve the efficiency and safety of our transportation system.”

AND

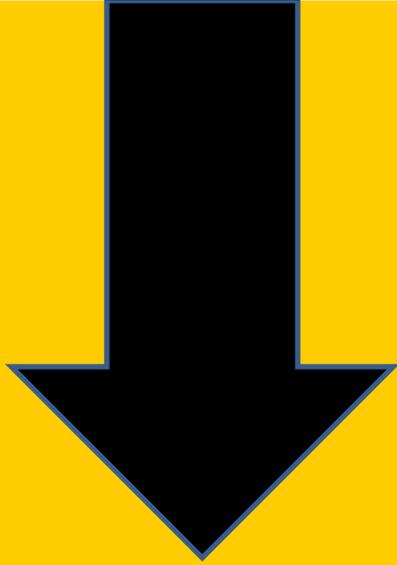
“Explore innovative ideas in transportation and economic development that can help support the state’s logistics capacity, including public private partnerships.”

EO 32, Sections 3(e-f)

Land Development Rapidly Outpacing Population Growth 1950-2000



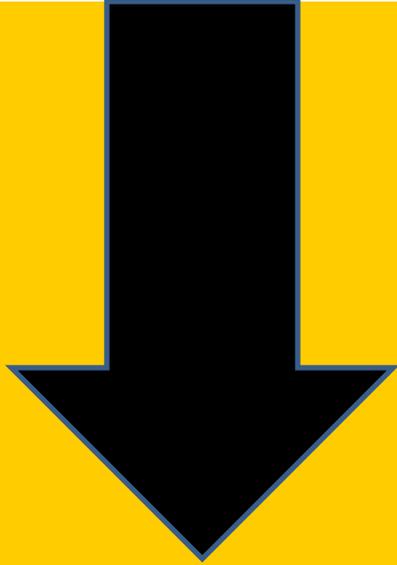
Commission on Smart Growth, *Growth Management and Development: Findings and Recommendations*, Fall 2001



DOT Reform

“Make additional short-term and long-term recommendations to create an integrated logistics plan for North Carolina.”

EO 32, Section 3(g)



Summary

- Set Project Priorities
- Fix-It-First
- Promote Transportation Choice
- Link Land Use and Transportation
- Reform DOT Board and Agency Operations

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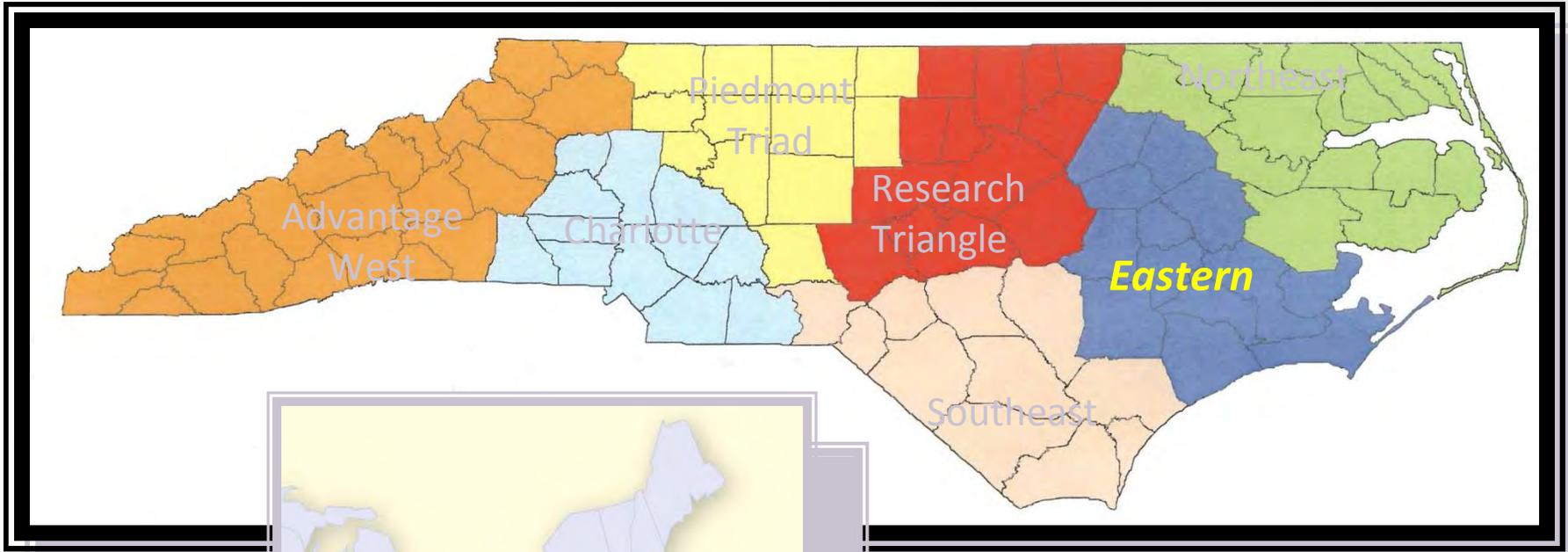


N O R T H C A R O L I N A ' S
EASTERN REGION

An Economic Development Partnership

North Carolina Logistics Task Force

November 18, 2010



NCPED
North Carolina Partnership
for Economic Development



NCER Geography and Population

- Comprised of 13 counties: Carteret, Craven, Duplin, Edgecombe, Greene, Jones, Lenoir, Nash, Onslow, Pamlico, Pitt, Wayne and Wilson
- Landmass larger than the states of Connecticut and Rhode Island combined
- Population of 1 million
- Five metropolitan areas >100,000 people



NCER Origin and Finances

- Created and Funded by the North Carolina State Legislature in 1993 at the request of county members
- A unit of local government – regional municipality
- \$22.5 million raised through local taxes
- Revolving loan fund for member counties - infrastructure
- Annual Operating Budget, \$2.0 - \$2.5

NCER Mission

Promote Regional Economic Development

Promoting Growth:

- Marketing & PR
- Business Recruitment
- Business Expansion
- Entrepreneurship
- Tourism Promotion

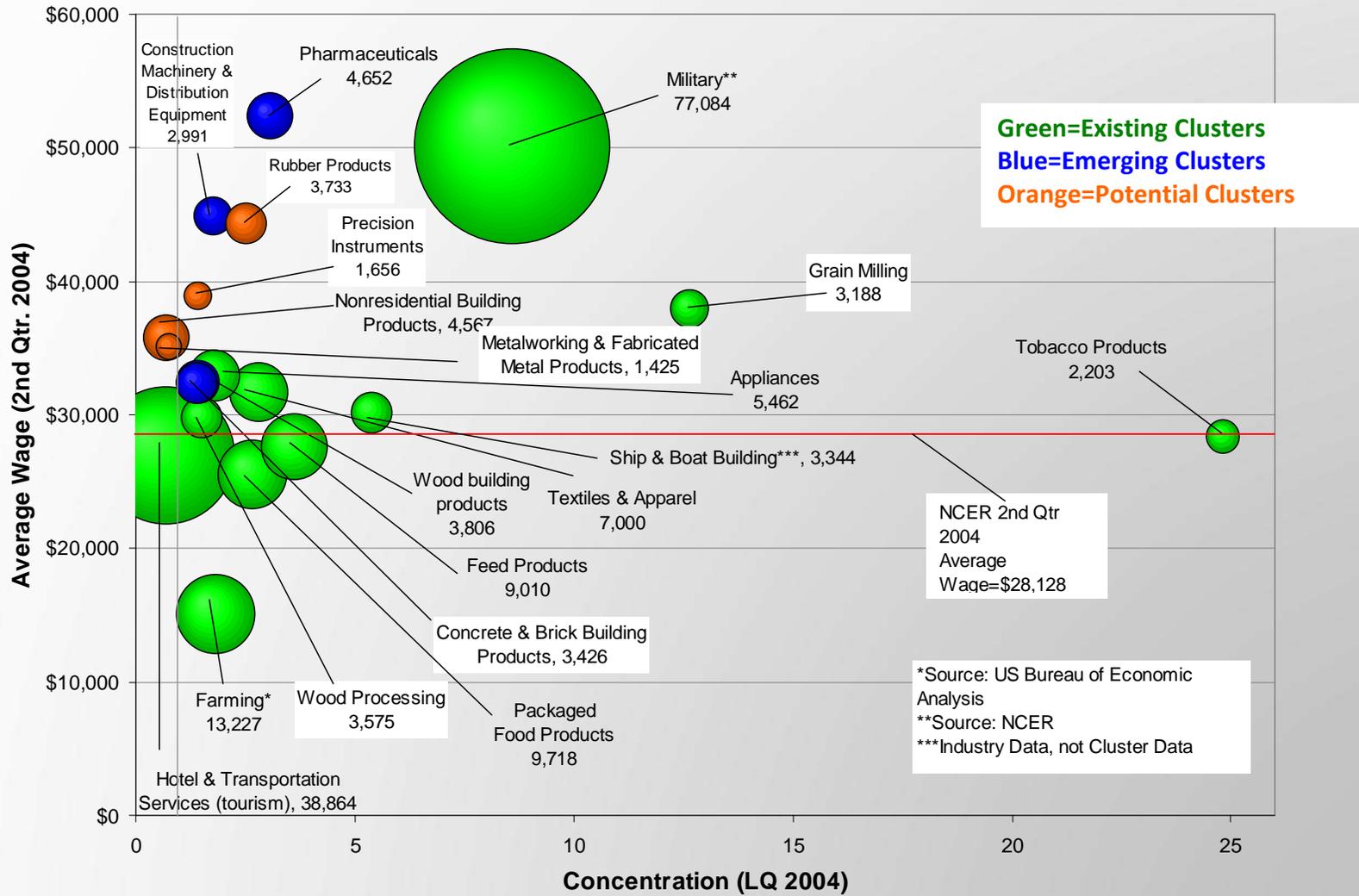
Expanding Capacity:

- Grants & Loans – infrastructure, sites
- Develop new assets
- Research, databases
- Partnerships
- Workforce development

Strategic Visioning Trail

- 2001 Harvard Clusters of Innovation Study
(Atlanta, Pittsburgh, RTRP, San Diego, Wichita)
- 2003 RTRP Competitiveness Plan (Vision)
- 2003 RTRP Vision submitted to General Assembly
- 2004 NC HB 1414, Directs/Funds Strategic Visioning
Process in remaining six regions
(RTRP funding applies to implementation)
- 2005 General Assembly appropriates funds for
vision implementation

NCER Industry Clusters



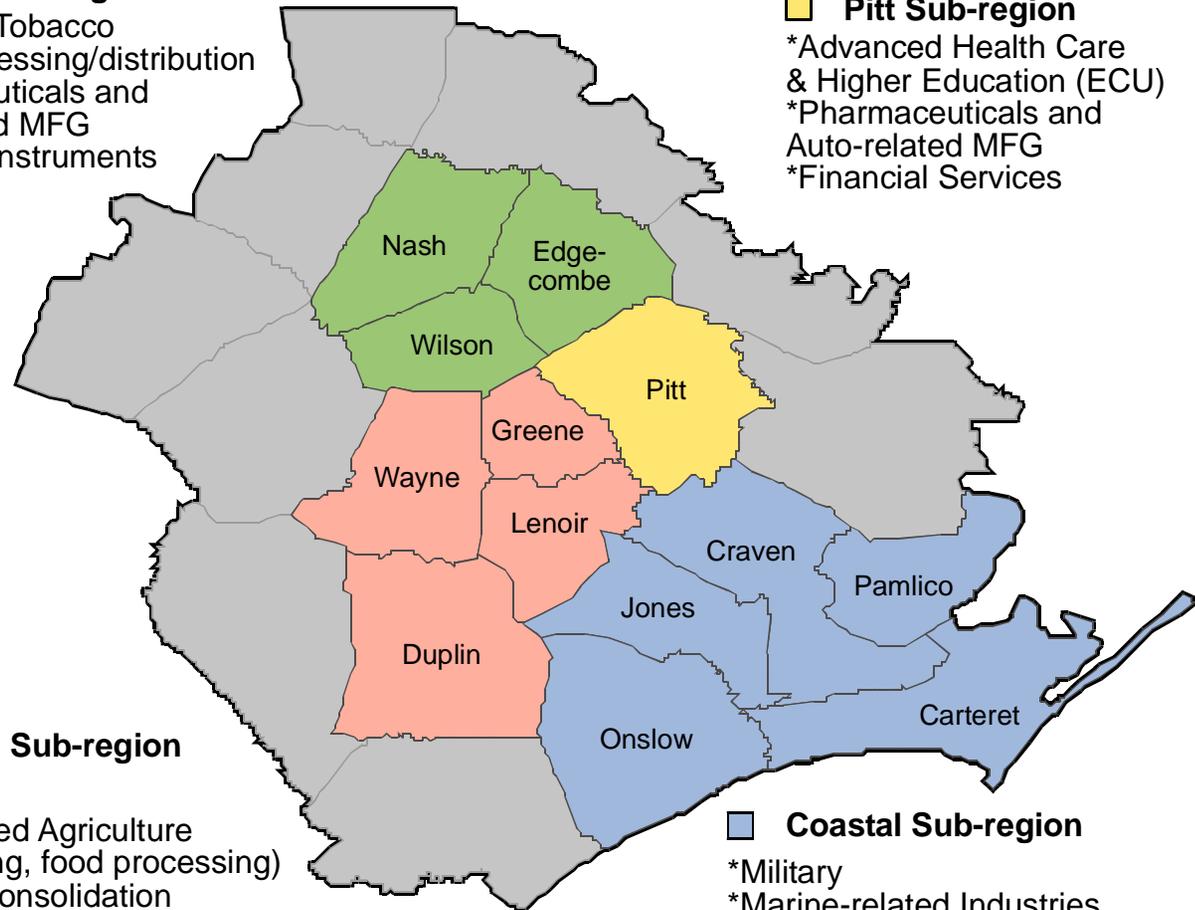
Sub-regions in North Carolina's Eastern Region

■ North Sub-region

- *Textiles & Tobacco
- *Food Processing/distribution
- *Pharmaceuticals and Auto-related MFG
- *Precision Instruments

■ Pitt Sub-region

- *Advanced Health Care & Higher Education (ECU)
- *Pharmaceuticals and Auto-related MFG
- *Financial Services



■ Central Sub-region

- *Military
- *Value-Added Agriculture (e.g. farming, food processing)
- *Tobacco Consolidation
- *Building Products

■ Coastal Sub-region

- *Military
- *Marine-related Industries
- *Hotels/transport (tourism)
- *Retiree Attraction

NCER Target Sectors (Clusters)

Existing Clusters - Traditional Industries

- Marine Trades
- Tourism/Retiree Attraction
- Value-added Agriculture
 - Biofuels
 - Food Processing
 - Forest/wood products (building products)

Emerging Clusters - Advanced Manufacturing

- Aviation/Aerospace
- Defense-related Industries
- Life Science
- BioPharma R&D, manufacturing
- Medical Devices
- Healthcare

Major NCER Initiatives

- **BioEast Alliance**
 - Life Sciences strategic planning and marketing tool
- **Foreign Direct Investment (FDI)**
 - Medium/long range recruitment
- **Global Innovation Network (GIN)**
 - Linking emerging life science regions
- **Inception Micro-Angel Fund – East (IMAF-EAST)**
 - Early stage/patient capital for entrepreneurs
- **Military Growth Task Force (MGTF)**
 - Planning for 11,000 new troops & 61,000 population growth in 5 years
- **Aerospace/Defense**
 - Establish NDI/NDT Institute
- **Tourism**
 - First in the nation GIS based website
- **Workforce Improvement Network (WIN)**
 - Enhanced/Integrated WorkKeys Training

NCER WorkKeys Grant: ASPIRE

Assessing
Skills for
Performance
In a
Rebounding
Economy



**Model and Mentor
In Eastern Region**

ASPIRE Alliance – New Partnership in Workforce Development



WorkKeys[®]



8 Community Colleges:

Wayne, Lenoir, James Sprunt, Pamlico, Pitt, Craven, Carteret, and Onslow

10 Counties:

Wayne, Greene, Jones, Lenoir, Duplin, Pitt, Pamlico, Craven, Carteret, and Onslow

2 Workforce Development Boards:

Eastern Carolina & Mid-East Commission (Region Q)

Funds Awarded: >\$463,000

Questions?

John D. Chaffee

President and CEO

North Carolina's Eastern Region

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www.visitnceast.org

THE NORTH CAROLINA GLOBAL TRANSPARK



LOGISTICS TASK FORCE

November 18, 2010

ABOUT THE GTP:

- State agency
 - Department of Transportation
- Lean, flexible organizational manage
- Board of Directors
 - 20 members
 - Executive Committee
- Global TransPark Foundation
 - 20 – member Board of Directors



THE GTP'S VISION:

- The North Carolina Global TransPark will be a strategic location for global businesses engaged in aerospace, advanced manufacturing, logistics and related sectors.



THE GTP'S GOALS:

- Create skilled, high-paying jobs
- Attract Targeted Industries:
 - Aerospace and aviation
 - Advanced manufacturing
 - Logistics & supply chain management
 - Emergency response & disaster relief
 - Defense & Security
 - Support aerospace education, research and development



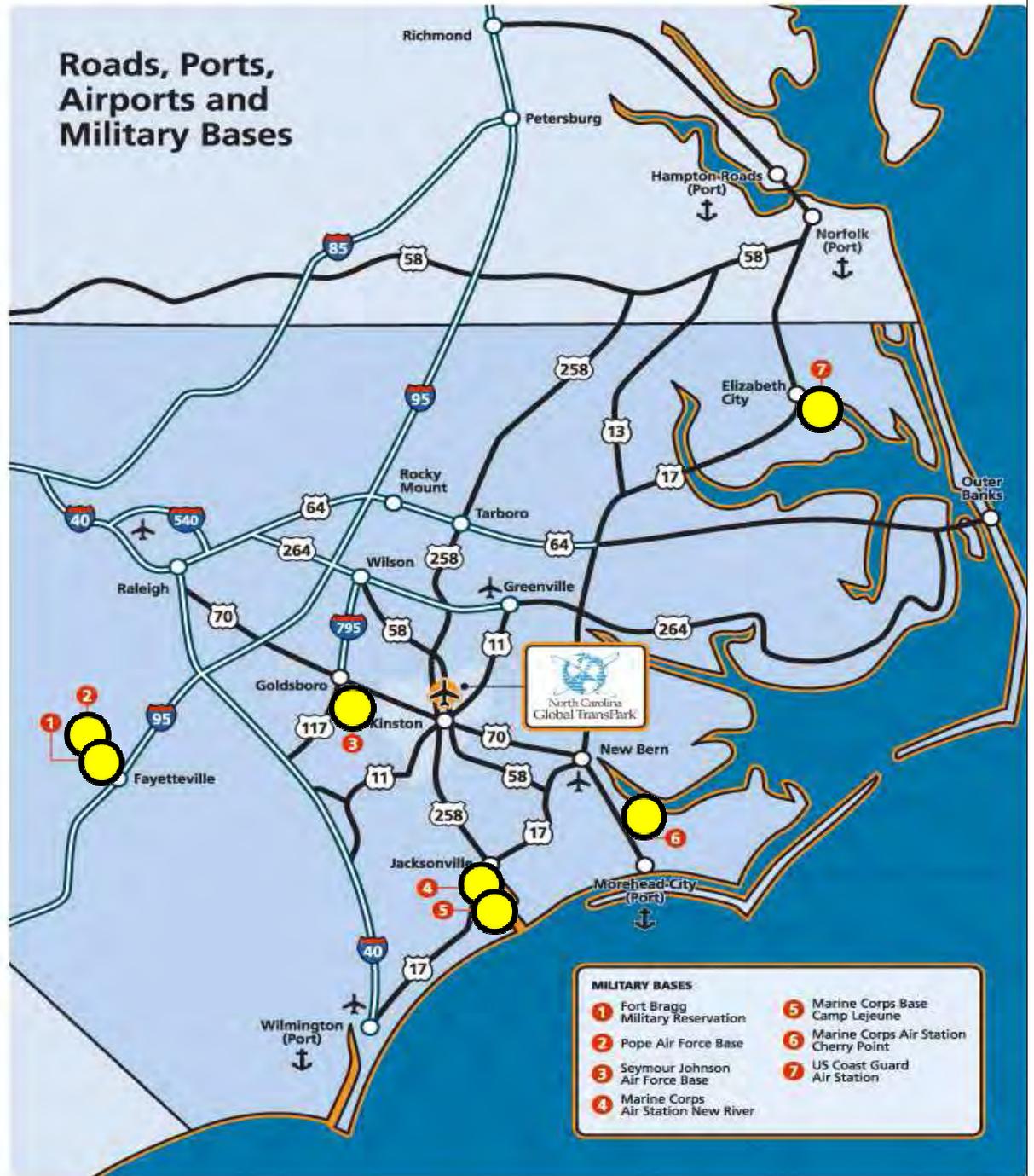
FEATURES OF THE GTP:

- Meets 21st century business needs of tenants in today's global economy
- State-owned business park with shovel-ready sites
 - Master plan and protective zoning in place
 - Environmentally permitted for 5,775 acres
 - NC DOC Certified Site Status (pending)



FEATURES OF THE GTP: CENTRAL LOCATION

- Close proximity to seven military bases
- Interstate highway access
- Proximity to two NC seaports
- Rail spur connection to GTP (Nov



FEATURES OF THE GTP:

KINSTON REGIONAL JETPORT



- One of the longest commercial runways on the East Coast:
 - 11,500 ft x 150 ft grooved surface
 - FAA Control Tower
 - Upgrading to ILS CAT III

FEATURES OF THE GTP:

BUSINESS SUPPORT

- Foreign Trade Zone #214
- Property tax exemption on GTP-owned facilities
- Ability to construct build-to-suit facilities
- Onsite education and training facility
- High-speed fiber optic backbone



OUR TENANTS:

1. North Cargo Building
MJE Telestructure
Longistics
Spirit
2. T-Hangars
3. Highway Patrol
4. Delta Private Jets
5. FBO/GAT
6. Henley Aviation
7. GTP – 3 Spirit
8. GTP – 5 SIS
9. Airport Terminal
10. Commerce Overseas



11. Forestry Service
12. GTP-1 New Breed
13. GTP-2 AARF & Schenker Logistics

15. Mountain Air Cargo
16. Composite Center
- 16A. Admin Bldg.
NC Eastern Region
Emergency Management

FACILITIES



North Cargo Building



GTP 1



GTP 4 Hangar



GTP 2



Mountain Air Cargo Hangar



GTP 3

For more information visit our web site: www.ncgtp.com

GTP-6 SPIRIT FACILITY



600,000 SF

ECONOMIC IMPACT OF THE GTP:

- Economic Impact Analysis completed by NC DOC
- Current tenant operations
 - Generate \$27.5 million annually to the GDP of the 13-county region
 - Current statewide economic impact from the GTP is estimated to be \$52.9 million annually.
- 2014 – statewide economic impact from existing tenants will increase to an estimated \$583.9 million annually.

NORTH CAROLINA'S ROI:

- The infrastructure investment at the GTP is reaping the desired benefit for North Carolina's economy.
- GTP net capital assets as of 6/30/09: \$142,862,397
- GTP net capital assets as of 6/30/10: \$237,901,282

GTP ACCOMPLISHMENTS

- Master Plan created
- Selection of Kinston site
- 5-year environmental impact study
- Purchased 4,600 acres of land
- Acquired 1,100 acres of conservation land via easement
- Exclusive development ordinance
- Runway extended to 11,500 feet
- Constructed 12 buildings
- Two expansions, two renovations, four up-fits
- Demolished eight buildings
- Removed two cemeteries
- Foreign Trade Zone – three GP sites, two subzones
- Recruited 16 tenants

GTP COMPLETED INITIATIVES:

- Master Plan Updated
- Master Properties Map
- Center of Excellence High Bay up fit completed for workforce training-
- Installation of gas line to the Spirit site
- Airport Terminal Renovation
- Fiber loop
- Transverse taxiway on SW end of runway
- Exclusive Development Ordinance Updated on GTP-owned land

GTP CURRENT INITIATIVES:

- **Strategic Plan**
- **Draft Development Ordinance Process – land GTP does not own, but can control - 2011**
- **Apron/transverse taxiways on SE end of runway**
- **Rail spur – Nov 2011**
- **Harvey Parkway Extension to Highway 70 – Fall 2013**



— Rail Spur

GTP CURRENT INITIATIVES:

- **Development of a logistics facilities complex**
- **GTP-7 – 100K SF facility for warehousing/distribution**
- **Installation of solar panels on Training Center roof**
- **Attract airline passenger service**
- **Enhance working relationships with partners**
- **Increase international awareness of the GTP**
- **Work with Logistics Task Force**



ONGOING INITIATIVES

- Recruit new tenants
 - Aerospace manufacturing
 - Aviation/aircraft service and maintenance
 - Distribution, logistics, supply chain management
 - Military supplies & logistics
 - Emergency & disaster relief activities

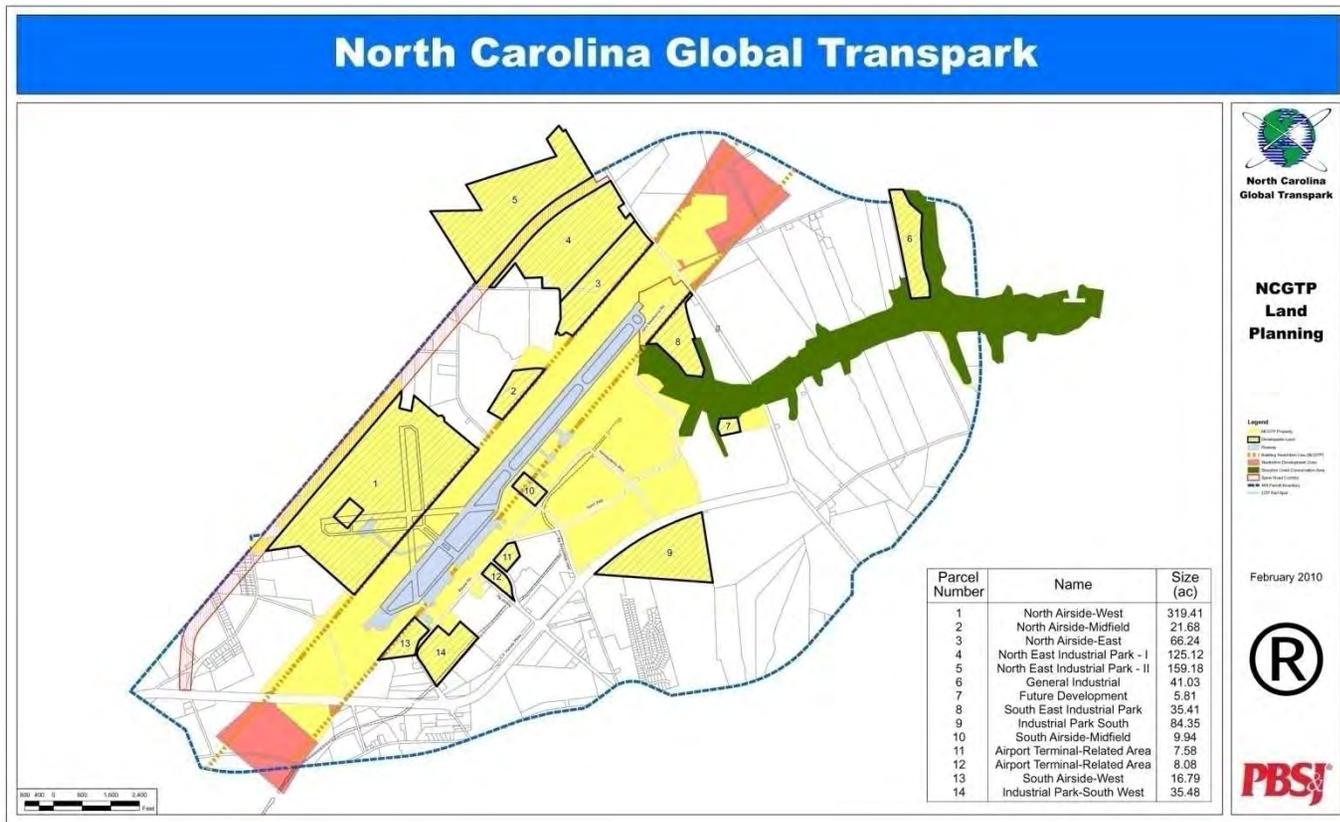


GTP FUTURE INITIATIVES:

- **Design and construction of Spine Road north of the runway**
- **Industrial park development north of the runway**
 - **Sewer service**
- **Future state agency complex**
- **Attract air cargo service**
- **Increase international awareness**
- **Inland Port**



POTENTIAL DEVELOPMENT



GTP – POTENTIAL INLAND PORT

- Air : Existing runway (11,500 Ft.);
Future runway on Master Plan – primarily for air cargo
- Rail : Access to Port of Morehead City in Nov. 2011
Intermodal container depot on Master Plan
- Highway : Improved highway infrastructure
- Ports: 70 and 97 miles to NC seaports (FTZs)
- Foreign Trade Zone: customs on site when needed
- Land: 900 acres GTP-owned land to develop, lease

NORTH CAROLINA'S GLOBAL TRANSPARK:



WHERE AVIATION
IS GOING.



916th Air Refueling Wing *Air Force Reserve Command* *Seymour Johnson Air Force Base, NC*



Col Randall Ogden, 916th ARW Commander



Historical Highlights



The Douglas C-124 Globemaster II was flown by the 916th in 1963.



KC-10 flown by the 916th Air Refueling Group

- **1963**
 - Organized as a Troop Carrier Group in South Carolina under the Continental Air Command
- **1972**
 - 916th Troop Carrier Group was inactivated – one of the last C-124 units in the Air Force Reserve
- **1986**
 - 916th Air Refueling Group, Heavy flew KC-10s as part of the associate program with the 68th ARW at Seymour Johnson AFB
- **1995**
 - 916th accepts KC-135Rs



The History – 1986-1994

1 Oct 86, 916th Air Refueling Group activated at Seymour Johnson AFB

- **77th Air Refueling Squadron, flew KC-10s through the associate program for the host unit, the 68th Air Refueling Wing**





The History – 1986-present

- 1 Oct 94, became a unit-equipped, 10 KC-135R-model aircraft assigned, air refueling wing
- 1996-1997 saw the unit growing to more than 800 members. Realigned internally with three groups, several squadrons and flights; unit transferred two KC-135s to other AFRC units
- 2008 saw 8 additional KC-135s and the Active Duty association stand up. First of its kind in Air Force history.



KC-135R



A 916th Stratotanker takes off from Fairford, England after winning 'Best in Show' in 2005.

Fuel Capacity: 198,000 lbs of fuel (30,000 gallons)

Range: In excess of 12,000 miles

Cargo Capacity: 6 Pallets of Cargo (up to 36,000 pounds)

Passenger Capacity: 50 people (plus 5 crew members)



Current Snapshot

- Approximately 900 Citizen Airmen are members of the 916th Air Refueling Wing in the following areas:
 - Mission Support Group – 335 members
 - Maintenance Group – 345 members
 - Operations Group – 100 members
 - Medical Flight – 70 members
 - Wing Staff – 45 members



Maintenance Group



*Lt Col Charles Combs
Maintenance Group
Commander*

- Maintenance Operations Flight
- Maintenance Squadron
- Aircraft Maintenance Squadron



Mission Support Group



- Force Support Squadron
- Security Forces Squadron
- Logistics Readiness Squadron
- Communication Flight
- Civil Engineer Flight

*Col James Hurley
Mission Support Group
Commander*



Operations Group



*Col Caroline Evernham
Operations Group
Commander*

- **Operations Support Squadron**
- **Reserve Air Refueling Squadron**
- **Active Duty Associate Squadron**



Medical Flight

- **Dentists**
- **General Practitioners**
- **Emergency Room Physicians**
- **Nurses**
- **Medical Technicians**



The 916th ARW An Essential Part of the USAF



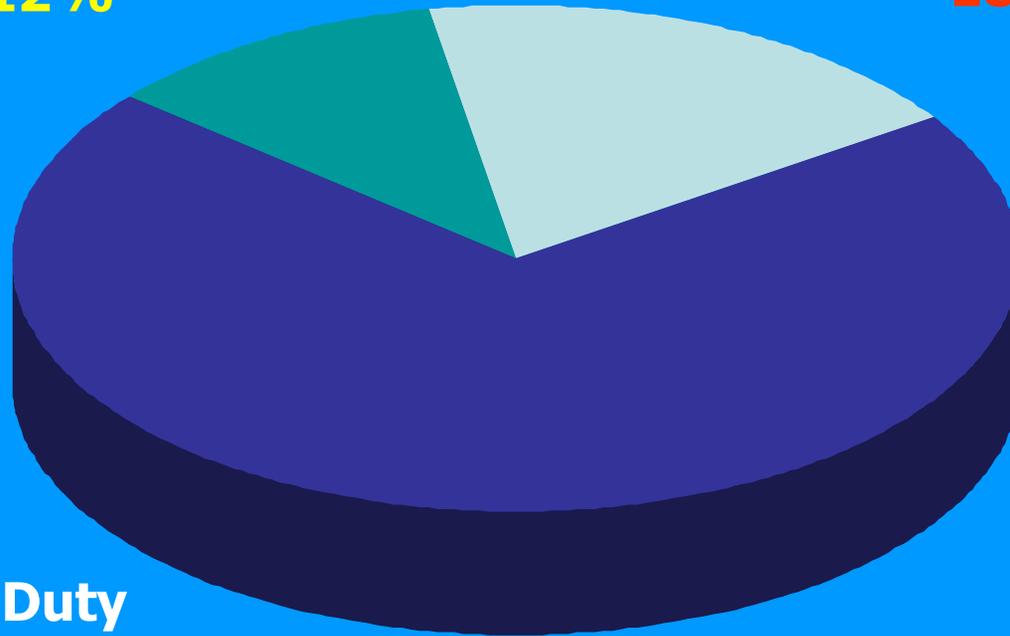


The 916th ARW An Essential Part of the USAF

**Air Force Reserve
Unit Program
12%**

**Air National Guard
Unit Program
18%**

**Active Duty
70%**

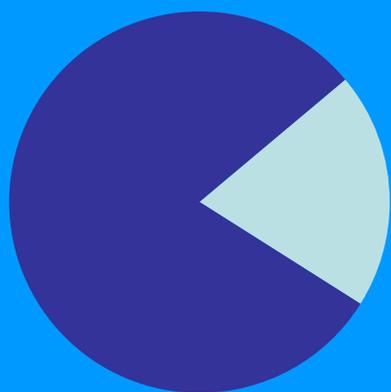




The 916th ARW An Essential Part of the USAF

Cost effective!

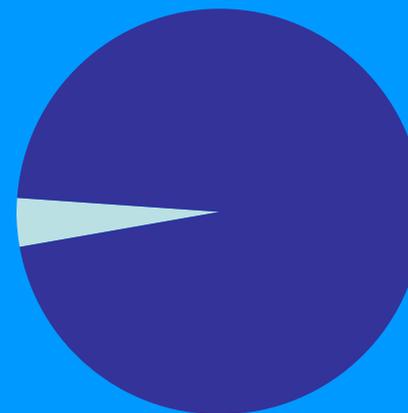
The Air Force Reserve provides 20% of Air Force combat capacity for less than 4% of the Air Force budget.



“Bang”

■ Reserve

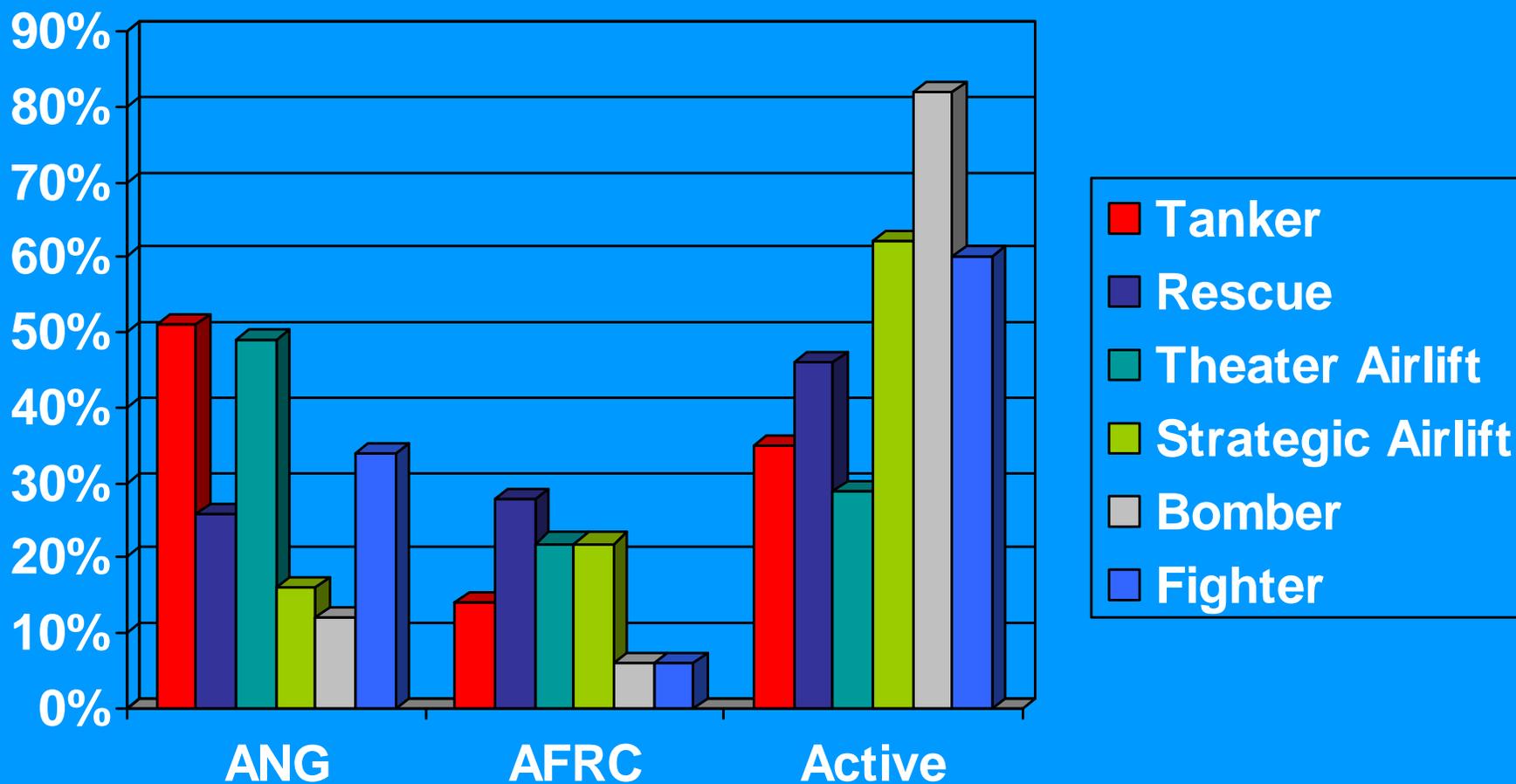
■ Active



“Bucks”



The 916th ARW An Essential Part of the USAF

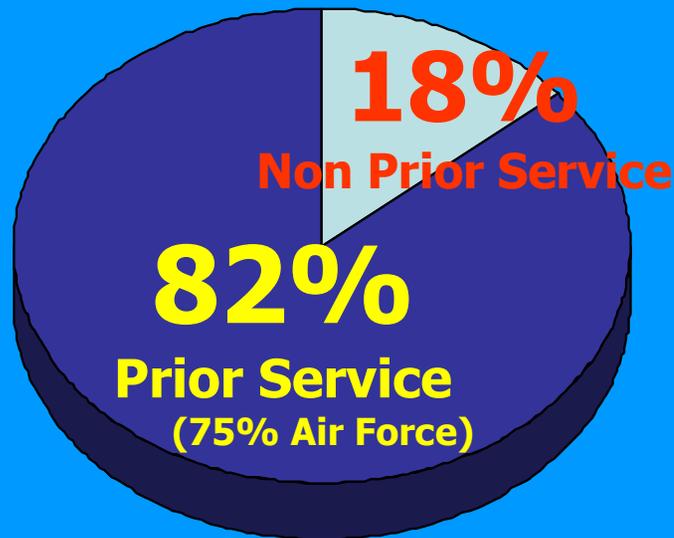




The 916th ARW An Essential Part of the USAF

Experience!

Prior and Non Prior Mix



Officers – 18 years experience
Enlisted – 13 years experience

Highly educated and trained force

Officer retention rate – 93%
Enlisted retention rate – 89%

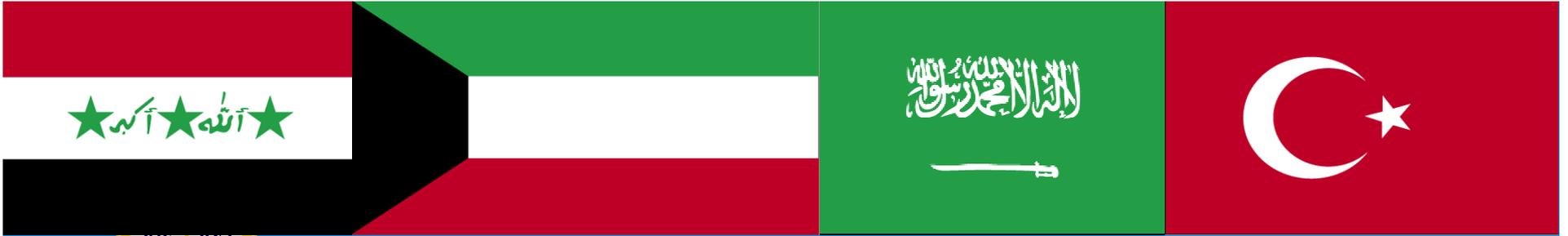


Contributions to Current Operations

- **Operation Iraqi Freedom and New Dawn**
 - Continuous deployments to:
 - Iraq
 - Qatar
- **Operations Noble Eagle and Enduring Freedom**
 - Continuous deployments to:
 - Afghanistan
 - Kyrgyzstan
 - Turkey
 - Guam
 - Mortuary



A member of the 916th ARW Security Forces Squadron points out a mined area in Afghanistan.



Afghanistan

Saudi Arabia

Iraq

Pakistan

Oman

Kuwait

UAE

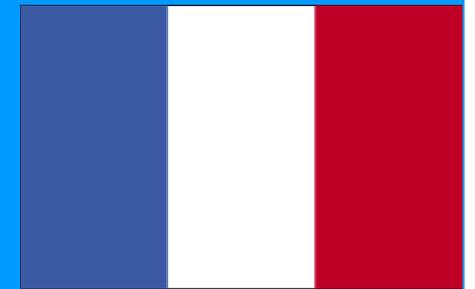
Qatar

Spain

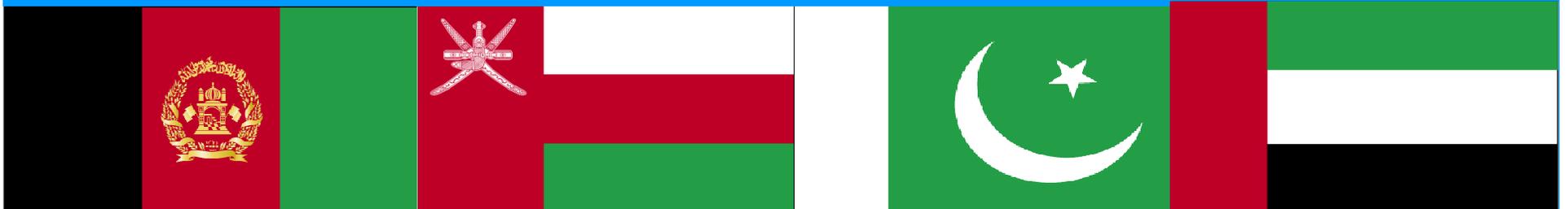
France

Germany

Turkey



***Global Reach for
America – Everyday!***





Since 9/11/01



**Airmen in every squadron of
the 916th ARW have
mobilized or deployed in
support of U.S. efforts
abroad.**

'One force, One fight!'





The 916th ARW Citizen Airmen and An Essential Part of the USAF





In our communities, we serve as...

Doctors
Lawyers
Engineers
Cooks
Firemen
Police
Nurses
Administrators
Commercial Airline Pilots
Plumbers
Mechanics
Teachers





Our community mission

- Honor and Color Guards
 - Parades
 - Veterans funerals
- Mentoring and tutoring in schools
- Support AF ROTC and Civil Air Patrol
 - Base tours and flights
- Community events
 - Wings over Wayne
 - Member of the local Chamber
 - Speaker's Bureau





Economic Impact

8th largest employer in Wayne County

- 4th FW, Seymour Johnson AFB – 6,051
- Wayne Co. Public Schools - 2,490
- Wayne Memorial Hospital – 1,400
- Cherry Hospital – 1,211
- O’Berry Center – 1,104
- Cooper Standard Auto – 1,007
- Goldsboro Milling Co. – 1,000
- **916th ARW – 900**
- Case Farms – 812
- Wayne Co. – 674
- Mt. Olive Pickle Co. - 520



Economic Impact

Type	Expenditure
Annual Payroll	\$14.6 million
Operations and Maintenance	\$53.4 million

Total FY '10 Economic Impact \$68 million

Source: 916th ARW Finance Section



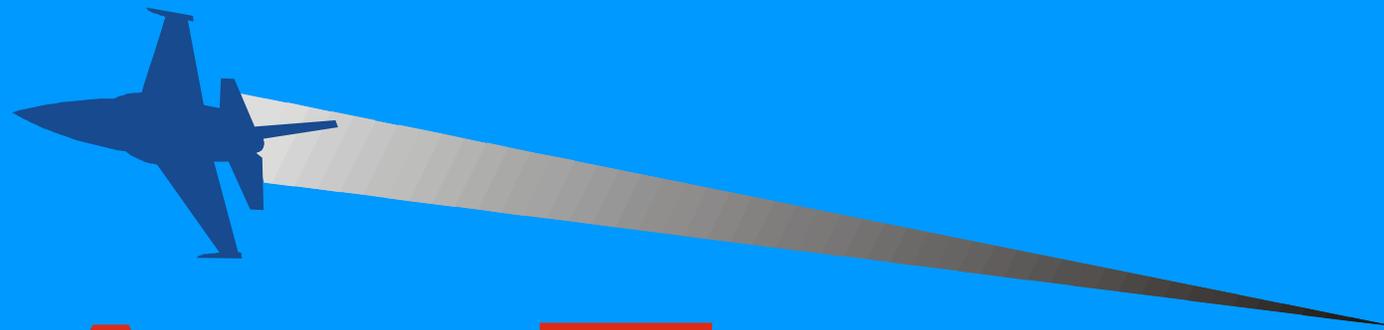
'Team Seymour'

4th Fighter Wing

916th Air Refueling Wing

Military Affairs Committee & Seymour Support Council





AIR FORCE RESERVE

A B O V E & B E Y O N D

Integrity - Service - Excellence

NORTH CAROLINA GOVERNOR'S LOGISTICS TASK FORCE



Mr. Paul Friday

Deputy Assistant Chief of Staff G5

Marine Corps Installations East



MARINE CORPS INSTALLATIONS EAST (MCIEAST)



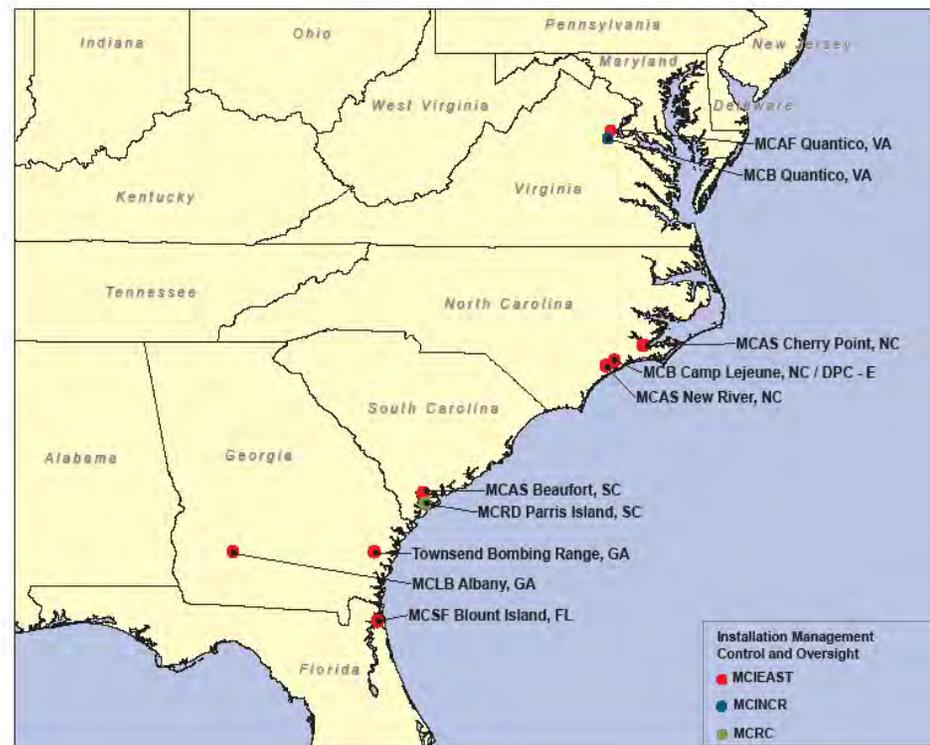
- MCIEAST provides management control and oversight for seven of the nine Marine Corps installations on the East Coast
 - MCIEAST is headquartered at Camp Lejeune, North Carolina
- Mission
 - MCIEAST implements policies, develops regional strategies and plans, prioritizes resources and provides services, direction, and oversight through assigned U.S. Marine Corps installations to support the operating forces, other tenant commands, and activities.
- Vision
 - MCIEAST will provide the operating forces and other tenant commands the highest quality of continuous, effective service and support to meet present and future joint and expeditionary warfare training and readiness requirements.



MCI-EAST INSTALLATIONS



- **Marine Corps Base (MCB), Camp Lejeune, NC**
- **Marine Corps Air Station (MCAS), Cherry Point, NC**
- **Marine Corps Air Station (MCAS), New River, NC**
- **Deployment Processing Command – EDST (DPC-E/Camp Lejeune, NC**
- **Marine Corps Logistics Base (MCLB), Albany GA**
- **Marine Corps Air Station (MCAS), Beaufort, SC**
- **Marine Corps Support Facility (MCSF), Blount Island, FL**
- **Marine Corps Air Facility (MCAF), Quantico, VA**





MCIEAST ECONOMIC IMPACT



FY09 Total MCIEAST Economic Impact

\$6,687,761,678

FY09 Economic Impact to **North Carolina**

\$5,188,739,067



MCIEAST ECONOMIC IMPACT

North Carolina Installations



Annual Payroll

\$3,273,998,676

Materials, Supplies and Services

\$843,218,365

Construction

\$823,694,194

Miscellaneous

\$247,827,832



TRANSPORTATION/LOGISTICS ISSUES



- MCAS Cherry Point
 - Slocum Gate
- MCB Camp Lejeune
 - Main Gate
 - Piney Green Gate
 - Sneads Ferry Gate
 - Smoke Condition Warning Areas
- Global Transpark
- NC Port at Morehead City



GLOBAL TRANSPARK



- Global Transpark
 - Potential to be deemed an Aerial Point of Embarkation/Debarkation (APOE/APOD) and/or alternate to Cherry Point
 - Strategic location in eastern North Carolina
 - 2400 acre industrial/airport site; Runway is 11,800 feet and according to the GTP, the Maximum on Ground (MOG) capability is currently 4- 6 C-17s and/or 5-7 B-747s
 - Short distance to I-95 and I-40
 - Close proximity to two deep water ports
 - Working with II Marine Expeditionary Force (MEF) to request that United States Transportation Command (USTRANSCOM) initiate a feasibility of support study



MOREHEAD CITY PORT



- Cost of using Morehead City (MHC) for loading and embarkation of MEU/ARG and other shipping have risen for the Navy
- Navy (2nd Fleet) doesn't want to pay the increases
- Other options (Wilmington, Norfolk, or over the beach) for II MEF are not good
- Continue with an open dialogue on the use of the facility



ENCROACHMENT



- Confluence of energy security and national security
- Operational Realities
 - Afghan/Iraq Pre-Deployment training
 - 150,000 troops out of Iraq by 2011
 - 100,000+ troops out of Afghanistan by 2011
- BRAC/Global Repositioning
 - Base Closings
 - Consolidation of forces from overseas to CONUS
- Grow the Force
 - Army end strength increase 74,000 by 2013
 - Marine Corps end strength increase 27,000 by 2011
- Environmental Stewardship
- Renewable Energy “Gold Rush”

“The Perfect Storm is Coming”

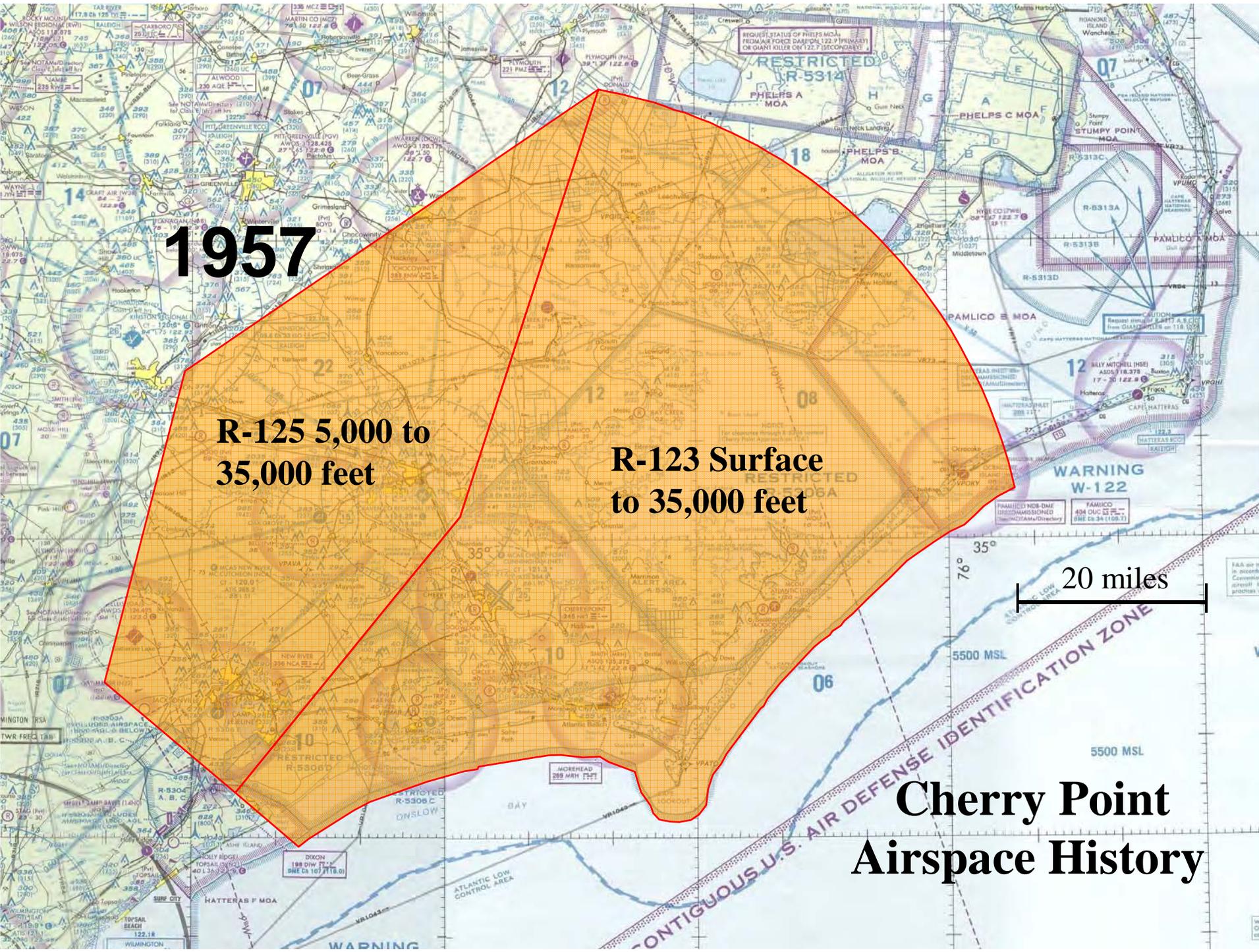
1957

R-125 5,000 to 35,000 feet

R-123 Surface to 35,000 feet

20 miles

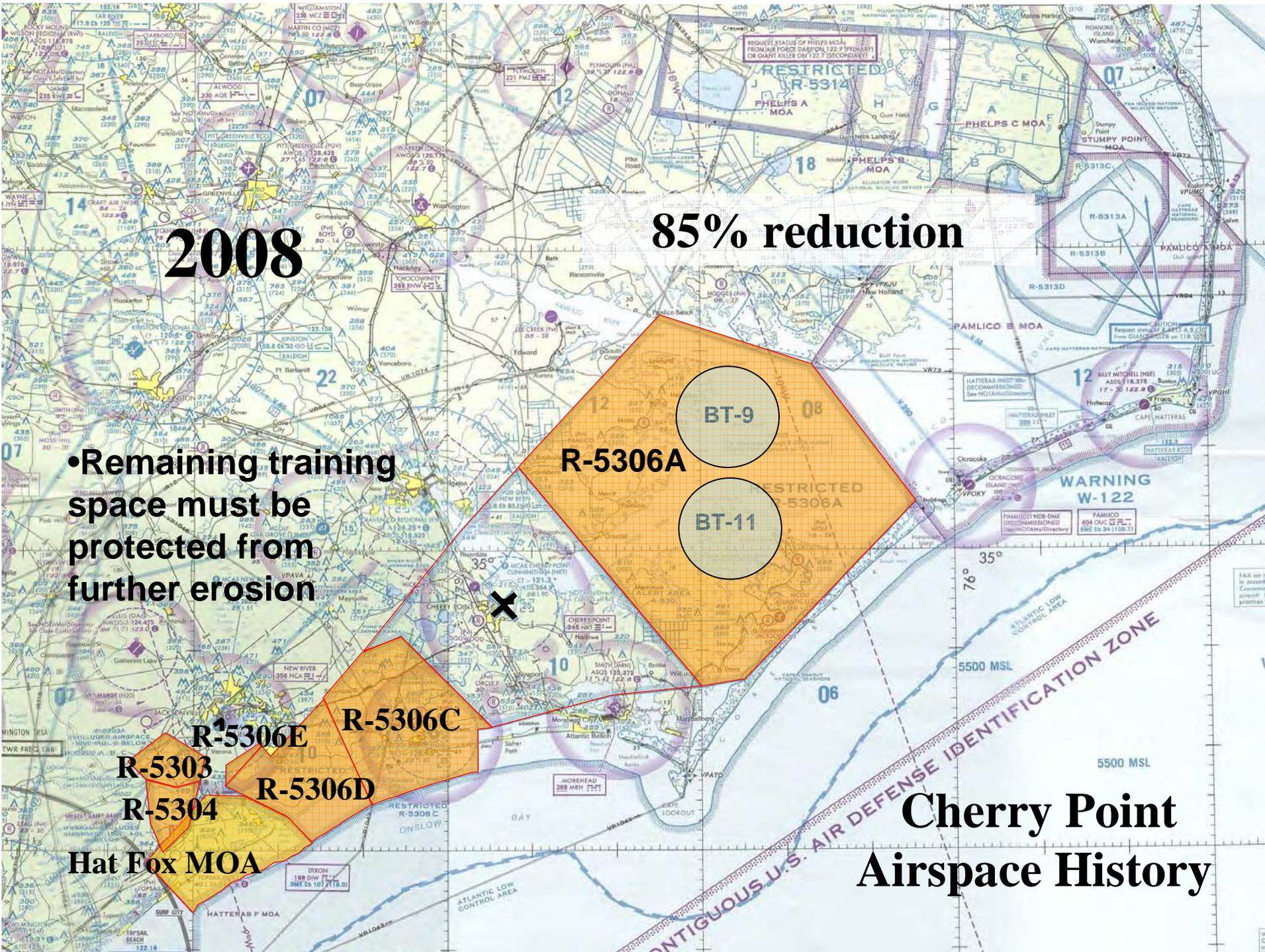
Cherry Point Airspace History



2008

85% reduction

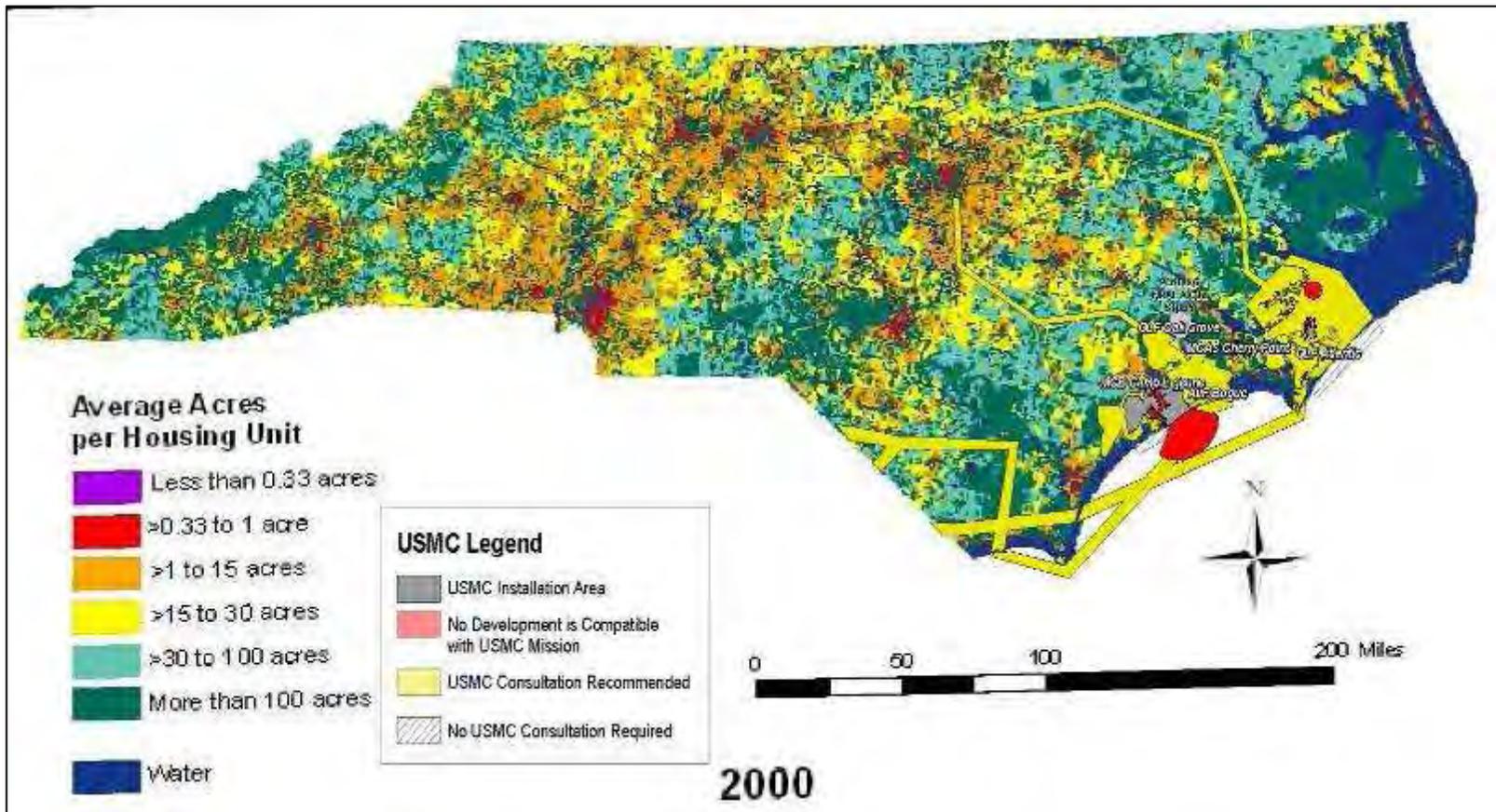
• Remaining training space must be protected from further erosion



Cherry Point Airspace History

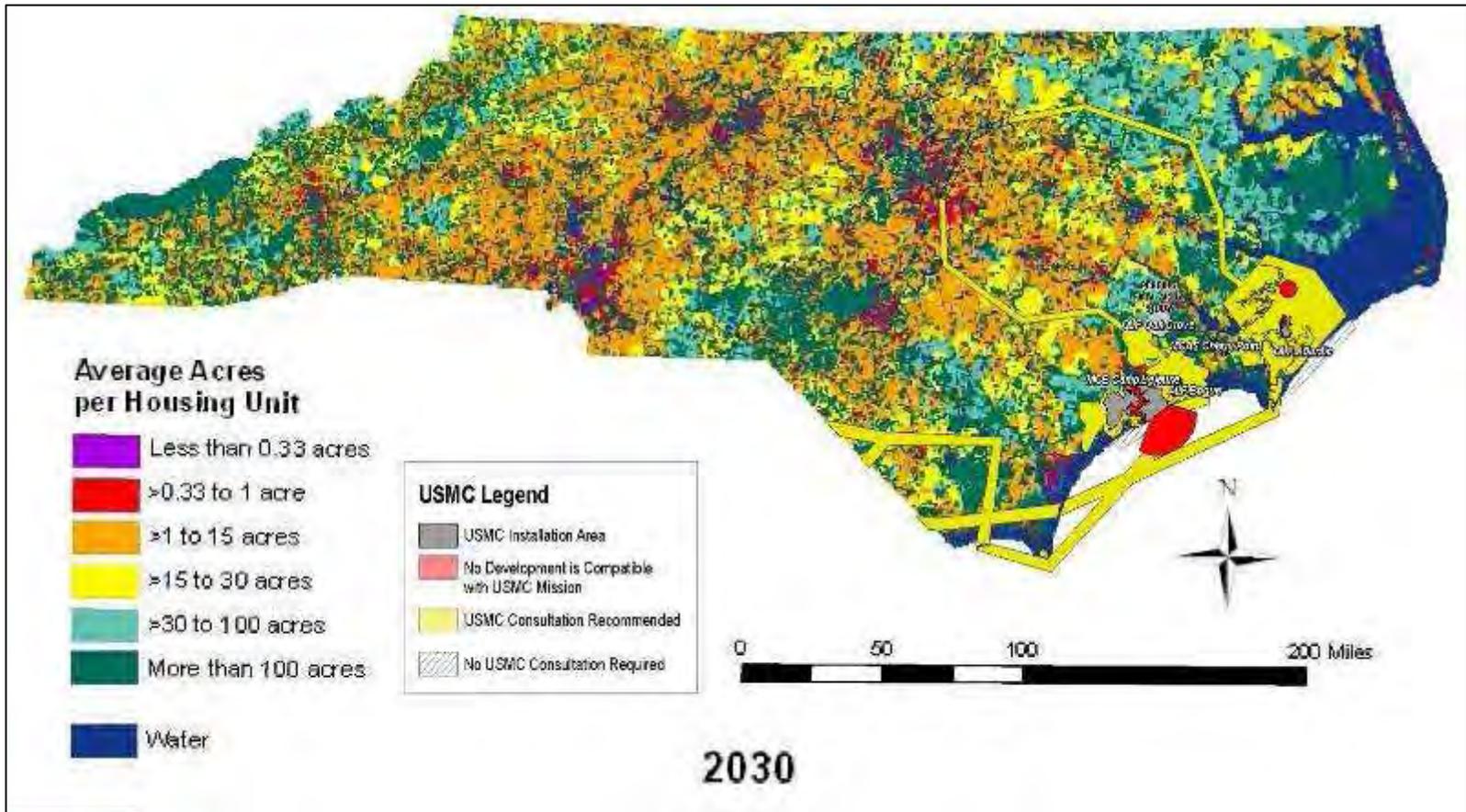


MARINE CORPS MISSION FOOTPRINT 2000 HOUSING DENSITY





MARINE CORPS MISSION FOOTPRINT 2030 HOUSING DENSITY





CONCERN



- Improved Logistics will bring:
 - Improved Transportation Corridors
 - Mission Capacity
 - Safety (Air and Ground)
 - Mobility
 - Relief during Natural Disasters/Evacuations
 - Quality of Life
- But, if not coupled with strong coordinated regional planning, it could further compromise our ability to train



CONCLUSION



- Eastern North Carolina is experiencing rapid growth
- Unimpeded growth and development will lead to unsustainable encroachment
- Utilization of regional partnerships with critical stakeholders will help alleviate future logistical issues and concerns
- A Regional Planning Partnership is in place to implement sound and coordinated development including an enhanced logistical/ transportation network while enabling us to sustain and enhance our training mission
- We are positioned well to achieve mutually beneficial objectives, and I look forward to working with you to further efforts in economic development, environmental stewardship and a strong national defense



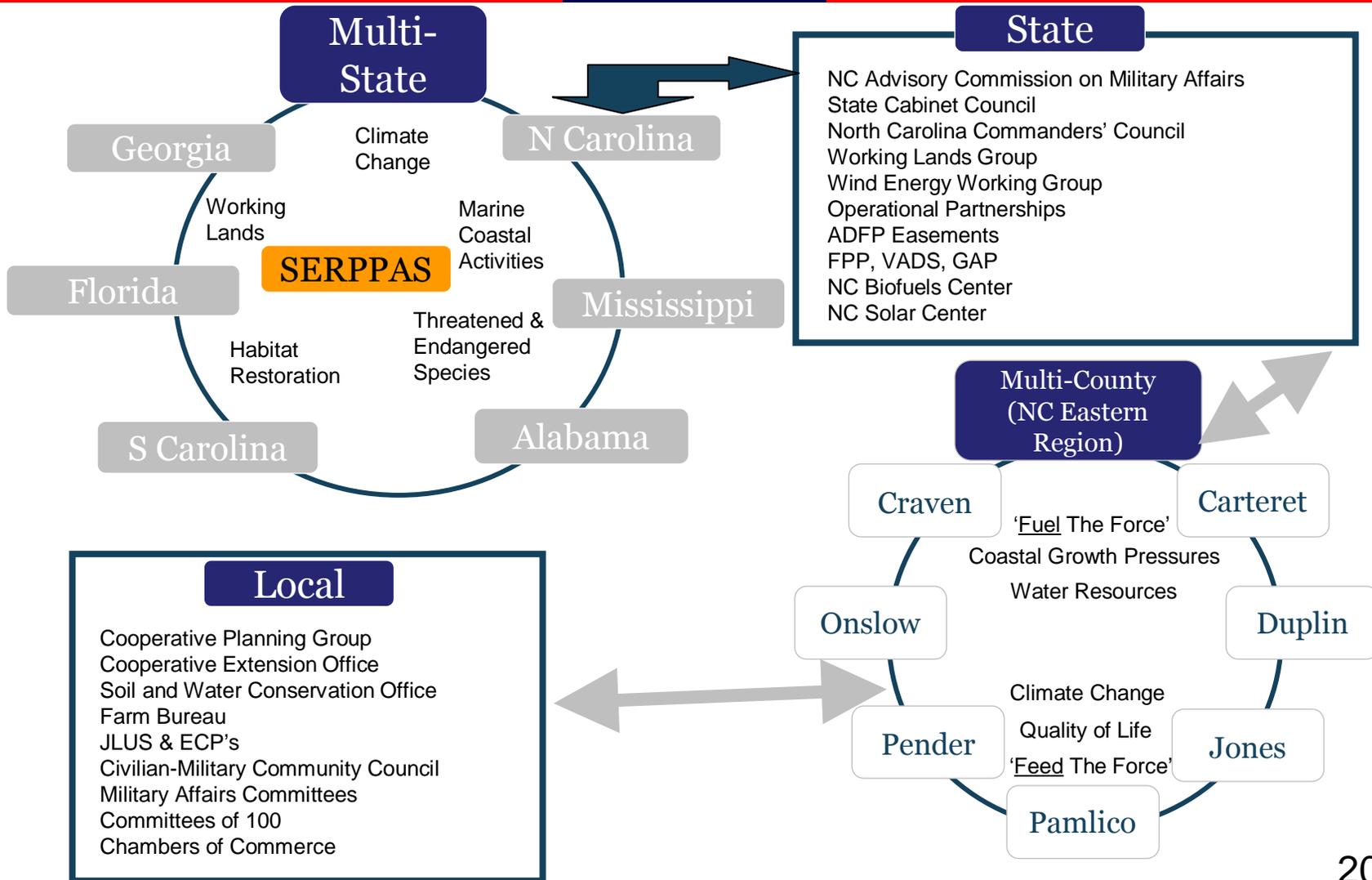
QUESTIONS????



BACK-UP



PARTNERSHIPS





STATE PARTNERSHIPS

(North Carolina Partnership)



**Strategic
Lands
Inventory**

**State of NC
Conservation/
Working Lands
Footprint**

**Military
Mission
Footprint**

Organizations

State Cabinet Council (State Secretaries)
North Carolina Advisory Commission on Military Affairs
North Carolina Commanders' Council (Installation CO's)
Working Lands Group
Wind Energy Working Group
Agricultural Development Farmland Preservation (ADFP) Trust Fund Easements
Voluntary Ag Districts (VADS), Good Agricultural Programs (GAP), Farmland Preservation Programs (FPP)
NC Biofuels Center
NC Solar Center

**Ecosystem
Services and
Land Suitability**

**Land
Cover
Change
Modeling**

**Landowner
Preferences
Survey**

**Local
Technical
Capacity and
Needs
Assessment**



MULTI-COUNTY PARTNERSHIPS



- Common objectives
 - Integrate state, regional, local and military land use goals
 - Prepare communities for the impacts of regional growth
 - Improve quality of life for the military and military communities
 - Develop military-compatible economic opportunities
 - Preserve and enhance military training opportunities
 - Sustain natural resources and environmental quality
- Military Growth Task Force and BRAC Regional Task Force





LOCAL PARTNERSHIPS



- Cooperative Planning Group
- Cooperative Extension Office
- Soil and Water Conservation Office
- Farm Bureau
- Joint Land Use Studies/Encroachment Control Plans
- Civilian-Military Community Council
- Military Affairs Committee
- Committee of 100
- Chamber of Commerce

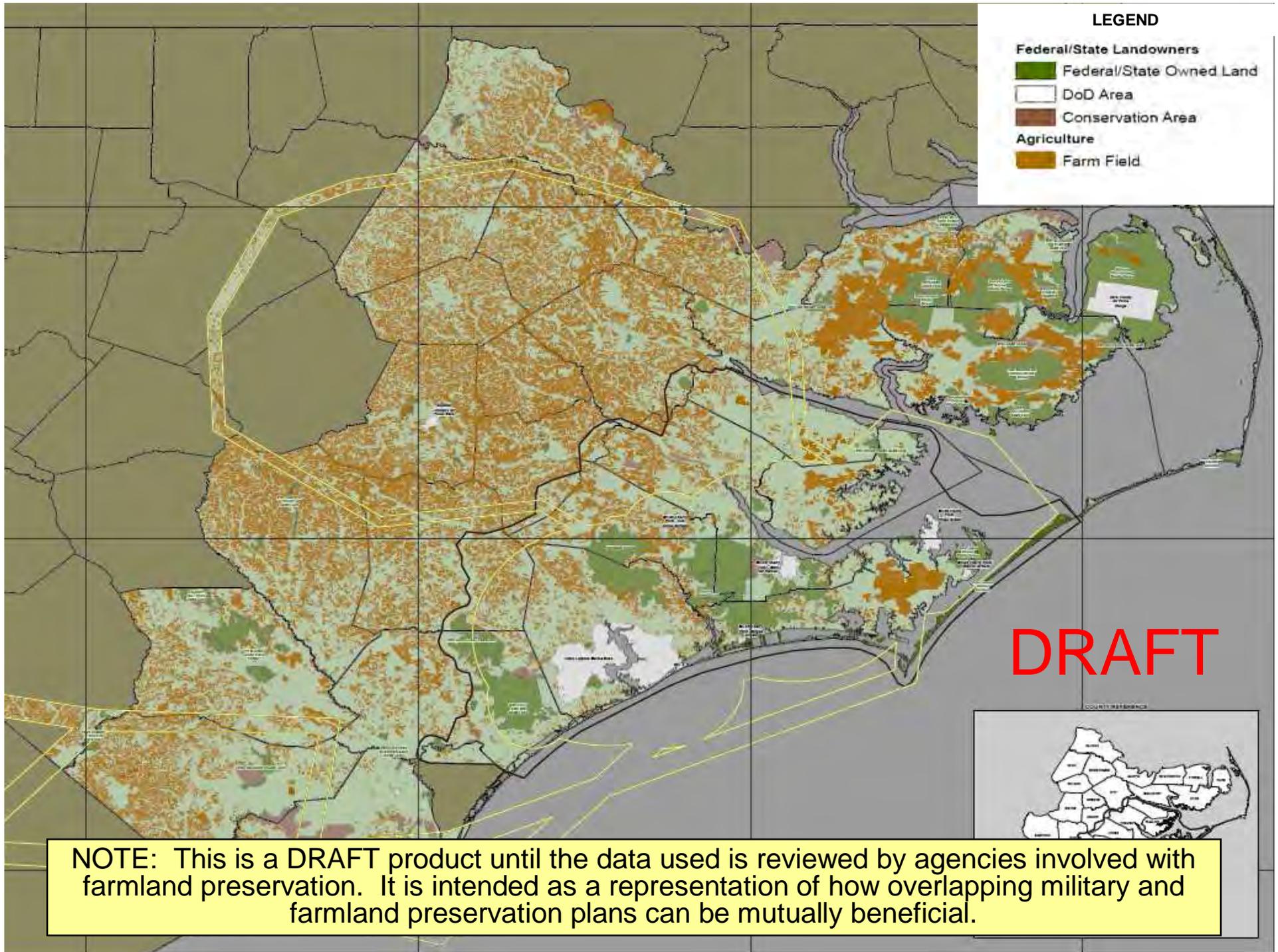


FOOD AND FUEL FOR THE FORCE



NORTH CAROLINA PARTNERSHIP







NOTIONAL CONCEPT FF4F



- Purpose
 - Investigate potential for a regional “Food and Fuel for the Force” (FF4F) program that promotes strategic, long-term military compatible land use planning goals
 - Preserving military-compatible land uses
 - Sustaining rural communities
 - Supporting row crop, livestock, poultry, and fishing industries
 - Protecting ecological values
 - Encouraging interagency cooperation and program coordination among federal, state and local agencies





FF4F

Scope, Scale and Funding



- A working lands-based FF4F strategy can help to protect land within military mission footprints that:
 - Are too vast in scale to be acquired outright by the military
 - Do not represent a significant *current* encroachment threat
 - Cannot be acquired in sufficient quantity to prevent *future encroachment* within the military's operational footprint
 - Are not affordable for OSD or the military services to protect within their current or anticipated REPI and O&M funding levels
 - Do not meet the acquisition criteria of certain EP/REPI partners
 - May have significant conservation potential to civilian federal agencies that cannot partner (provide matching funds) with DoD
 - Have owners unwilling to accept perpetual land use restrictions





FF4F CONCLUSION



- Partnering is the logical next step in developing a comprehensive regional military-compatible land use strategy
- Supporting working lands owners and communities will help sustain these areas as economically viable and compatible with the military training mission





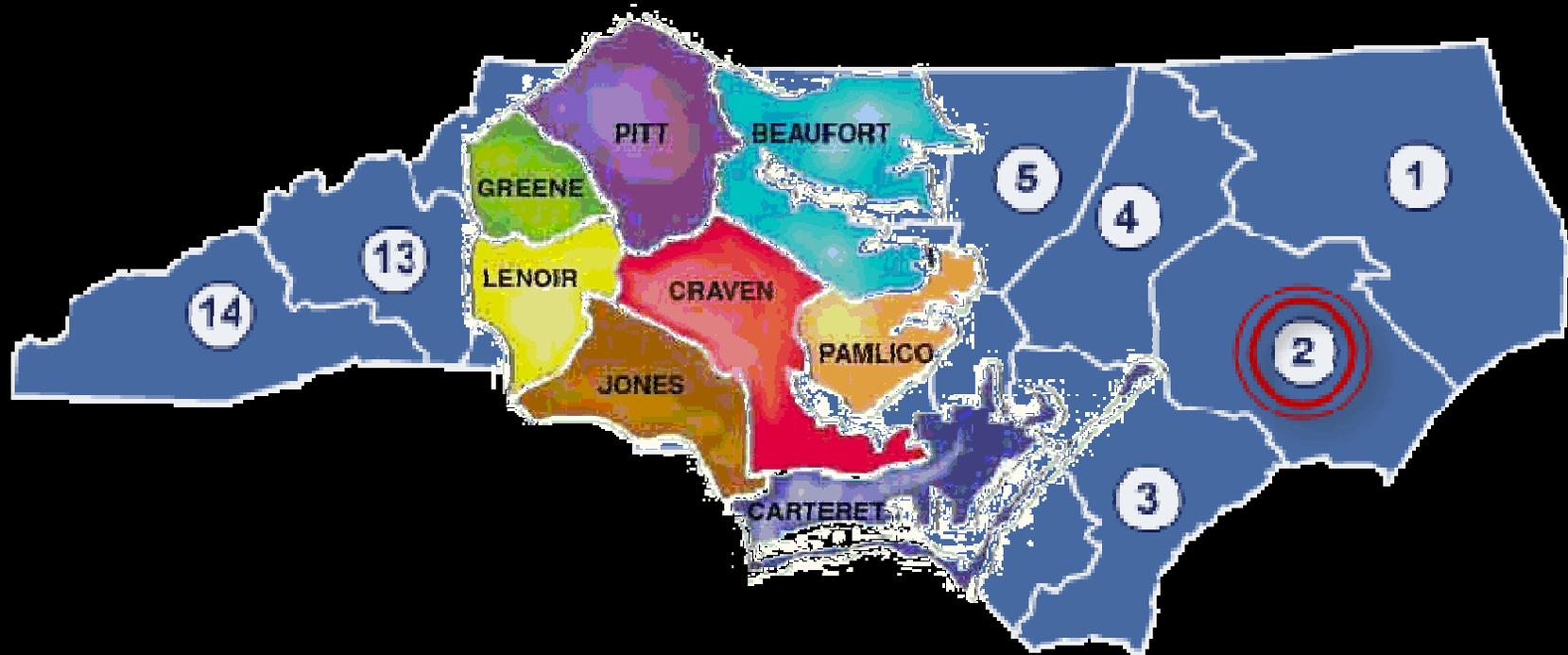
CONCLUSION

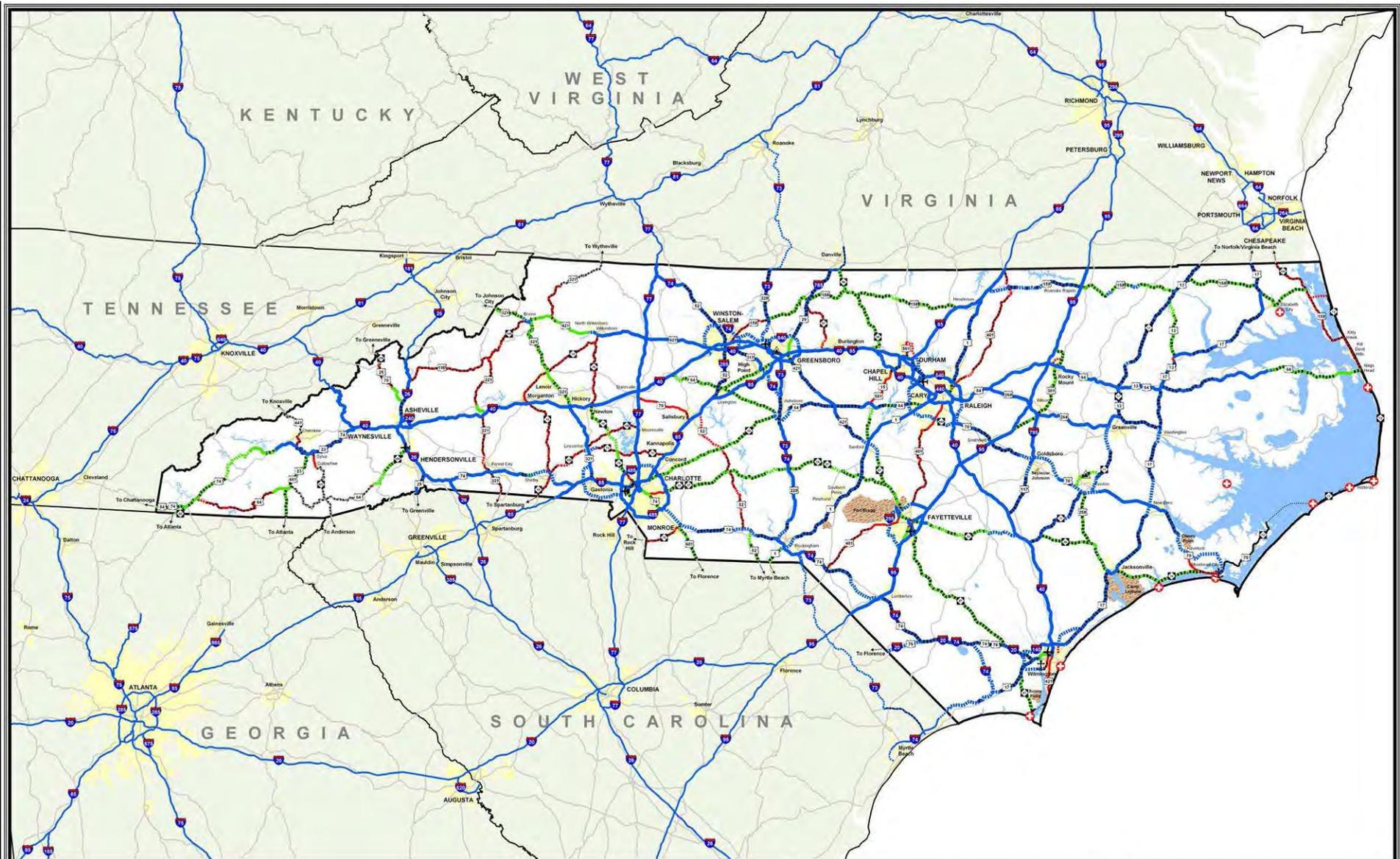


- Eastern North Carolina is experiencing rapid growth
- Unimpeded growth and development will lead to unsustainable encroachment
- Utilization of regional partnerships with critical stakeholders will help alleviate future transportation issues and concerns
- Fortunately a Regional Planning Partnership is soon to be in place to implement sound and coordinated development including an enhanced transportation network while enabling us to sustain and enhance our training mission
- We are positioned well to achieve mutually beneficial objectives, and are looking forward to working with you to further efforts in transportation planning, environmental stewardship and a strong national defense

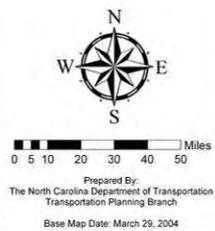
Highway Division Two

Division Two Counties





Vision Plan
 Adopted by The North Carolina Board of Transportation
 Plan Date: September 2, 2004
 Revised: July 10, 2008



Legend

Strategic Highway Corridors

- | | |
|---------------------|----------------------|
| Freeways | Boulevards |
| — Existing | — Existing |
| - - - Needs Upgrade | - - - Needs Upgrade |
| Recommended | Recommended |
| Expressways | Thoroughfares |
| — Existing | — Existing |
| - - - Needs Upgrade | - - - Needs Upgrade |
| Recommended | Recommended |

- US/Other Route
- - - Statewide Tier Ferry Route
- ⚓ State Port
- ✈ Major Airport
- △ Intermodal Connector
- ⊕ Coast Guard Station
- Ⓜ Major Military Base
- Urban Area
- Water Features















NCDOT



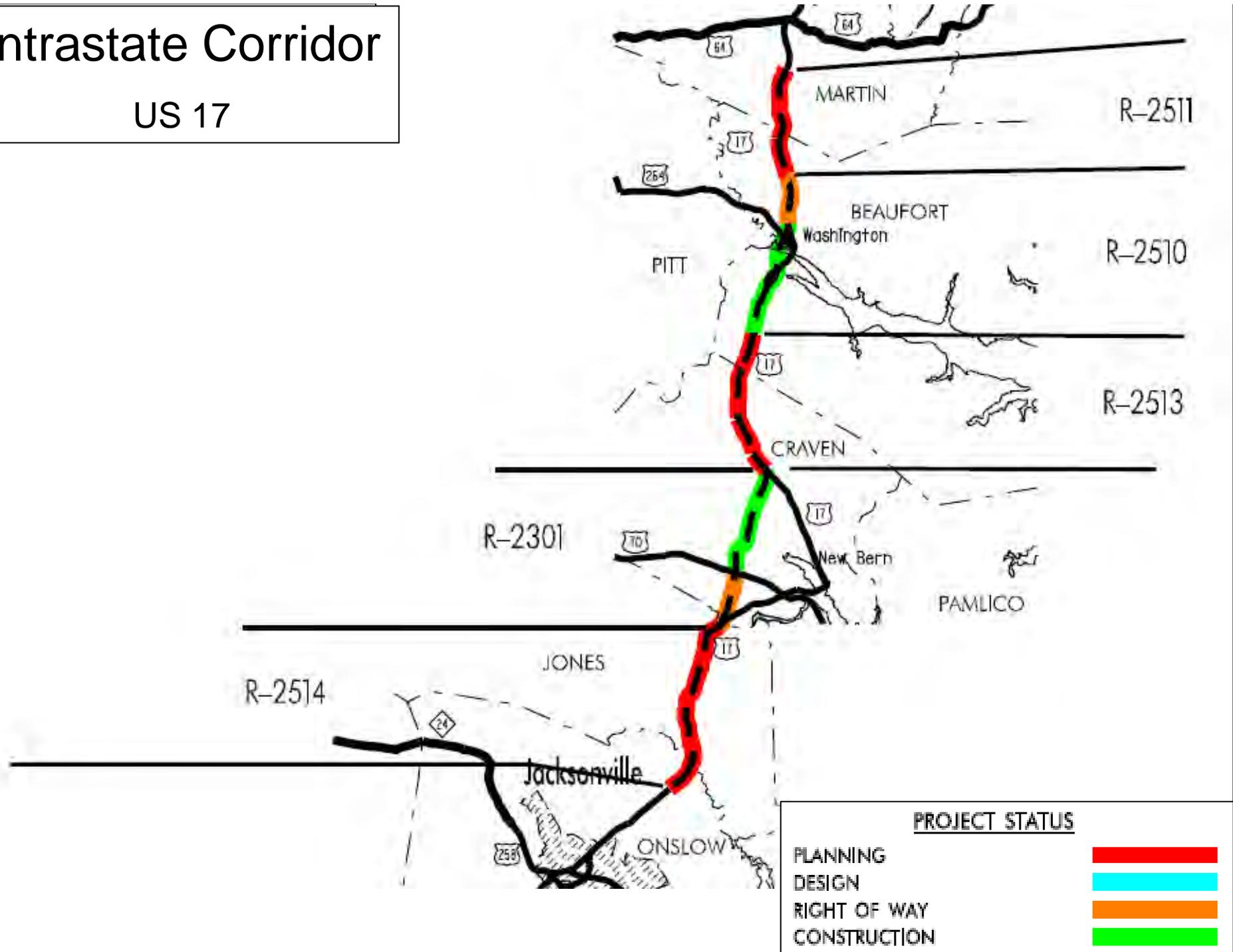
Conceptual Rendering

TIP# R-3307
US 70 in Beaufort, NC

Alternatives 2A & 2B

Intrastate Corridor

US 17

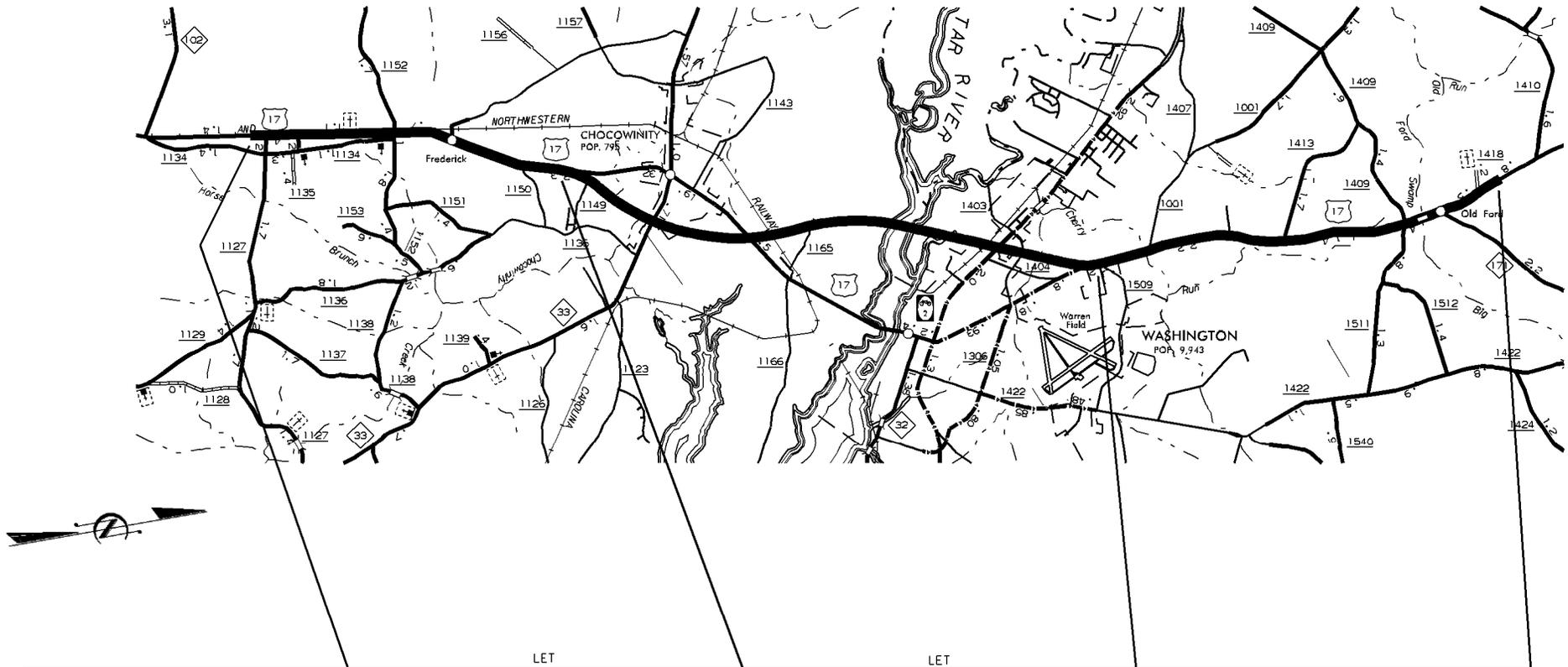


R-2510

BEAUFORT COUNTY

US 17 – Washington Bypass

PROJECT
BREAKDOWN
MAP



	LET R-2510A	LET R-2510B	R-2510C
I.D. NO. / D.S.R. NO.	R-2510A	R-2510B	R-2510C
STATE PROJECT NO. (P.E.)			
PROJECT ENGINEER	C. HOUSER	THOMAS	THOMAS
PROJECT DESCRIPTION	SOUTH OF SR 1127 (POSSUM TRACK RD.) TO SOUTH OF SR 1149 (PRICE RD.)	SOUTH OF SR 1149 (PRICE RD.) TO US 17 SOUTH OF SR 1536 (HAMILTON BEACH ROAD)	US 17 SOUTH OF SR 1536 (HAMILTON BEACH RD.) TO NORTH OF NC 171
COUNTY / DIVISION	BEAUFORT / DIV 2	BEAUFORT / DIV 2	BEAUFORT / DIV 2
LENGTH	4.0 MILES	6.1 MILES	4.85 MILES
TYPE OF CONTRACT	TURNKEY	TURNKEY	TURNKEY
REMARKS		DESIGN-BUILD PROJECT	
BEGIN R/W ACQUISITION (T.J.P.)	3-05	1-06	6-07
BEGIN R/W ACQUISITION (PRODUCTION)			
PROPOSED LETTING (T.J.P.)	12-07	1-06	FY-10
PROPOSED LETTING (PRODUCTION)			
EST. COMP. DATE (T.J.P.)	9-10	11-10	
ESTIMATED R/W COST	\$7,660,000	\$17,300,000	\$4,300,000
ESTIMATED CONSTRUCTION COST	\$19,000,000	\$220,900,000	\$28,400,000



US 17 - Washington Bypass

ID NO. R-2510

LENGTH - 15 MILES - \$317,830,000

PRIOR YEAR COST - \$167,871,000





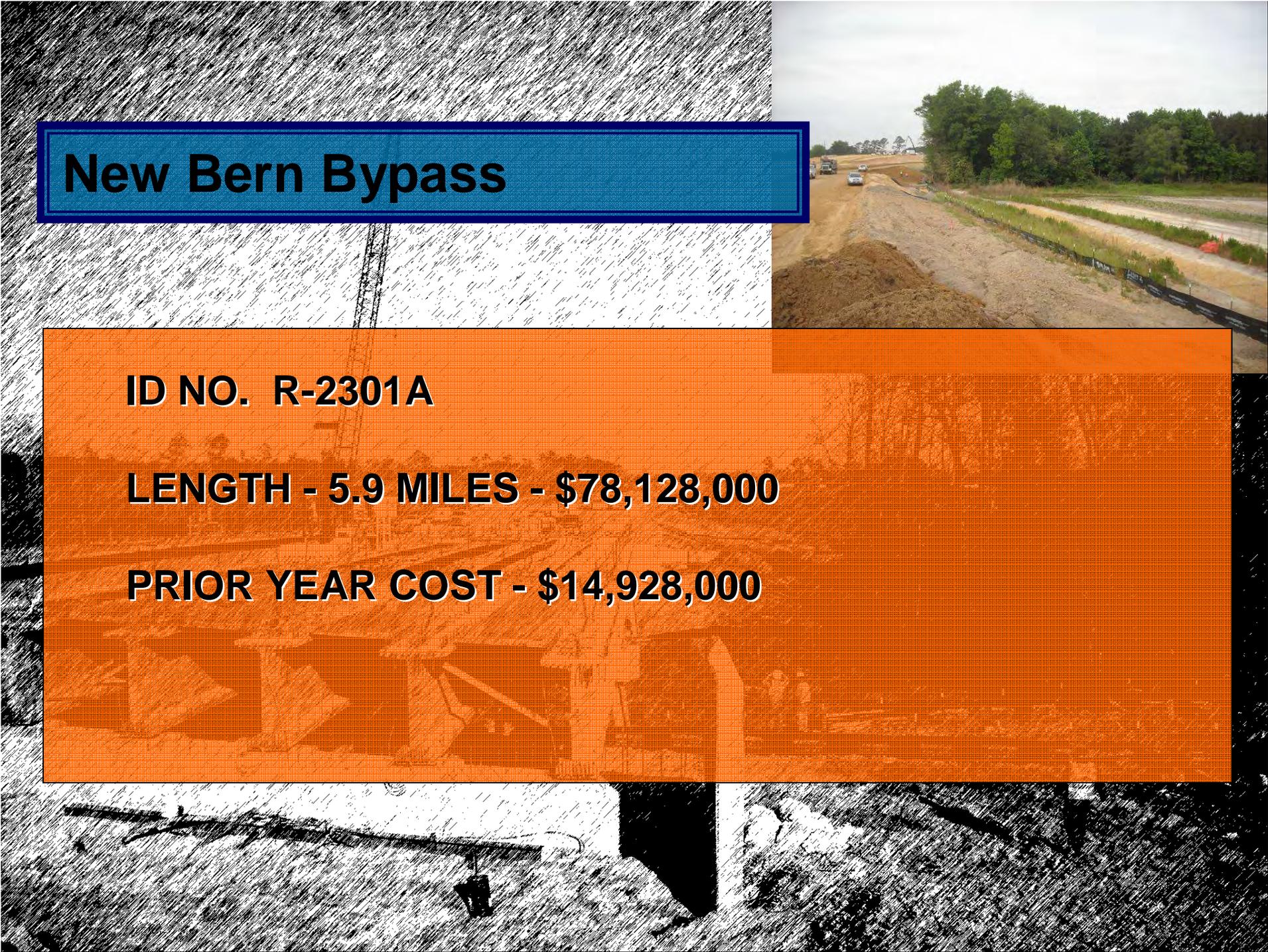
US 17 Bridgeton

ID NO. R-3403

LENGTH – 9.8 MILES - \$49,230,000

PRIOR YEAR COST - \$16,165,000

ESTIMATED COMPLETION - POST YEAR



New Bern Bypass

ID NO. R-2301A

LENGTH - 5.9 MILES - \$78,128,000

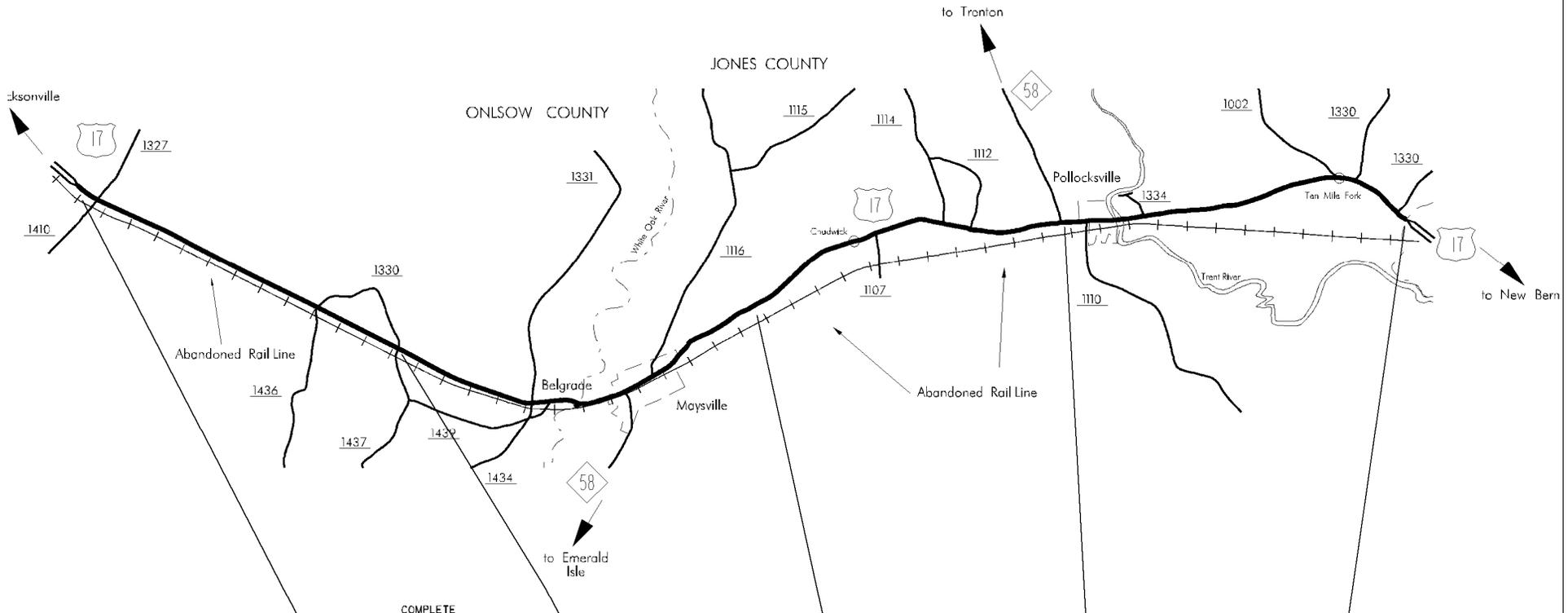
PRIOR YEAR COST - \$14,928,000

R-2514

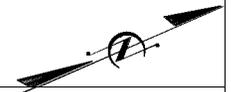
ONSIOW & JONES COUNTIES

US 17

PROJECT
BREAKDOWN
MAP



	COMPLETE			
I.D. NO. / D.S.R. NO.	R-2514 A	R-2514 B	R-2514 C	R-2514 D
STATE PROJECT NO. (P.E.)	34442.3.3	34442.1.1	34442.1.1	34442.1.1
PROJECT ENGINEER	TAYLOR	SPEER	SPEER	SPEER
PROJECT DESCRIPTION	SR 1327/SR 1410 NORTH OF JACKSONVILLE TO SR 1330/SR 1439 SOUTH OF BELGRADE	SOUTH OF BELGRADE TO NORTH OF MAYSVILLE	NORTH OF MAYSVILLE TO NORTH OF NC 58	NORTH OF NC 58 TO THE NEW BERN BYPASS (R-230 I)
COUNTY / DIVISION	ONSIOW / DIV. 3	ONSIOW-JONES / DIV. 3&2	JONES / DIV. 2	JONES / DIV. 2
LENGTH	6.17 MI.	5.4 MI.	4.6 MI.	6.0 MI.
TYPE OF CONTRACT				
REMARKS			PURCHASE R/W FOR FUTURE INTERCHANGE AT NC 58	
BEGIN R/W ACQUISITION (T.I.P.)	4-02	FY-14	FY-12	FY-11
BEGIN R/W ACQUISITION (PRODUCTION)				
PROPOSED LETTING (T.I.P.)	12-04	PY	FY-14	FY-13
PROPOSED LETTING (PRODUCTION)				
EST. COMP. DATE (T.I.P.)	10-07			
ESTIMATED R/W COST	\$ 3,000,000	\$ 3,400,000	\$ 3,400,000	\$ 6,300,000
ESTIMATED CONSTRUCTION COST	\$ 21,750,000	\$ 77,300,000	\$ 29,900,000	\$ 98,300,000



Bypasses of Belgrade, Maysville, & Pollocksville

ID NO. R-2514

LENGTH – 21.4 MILES - \$227,899,000

PRIOR YEAR COST - \$32,874,000

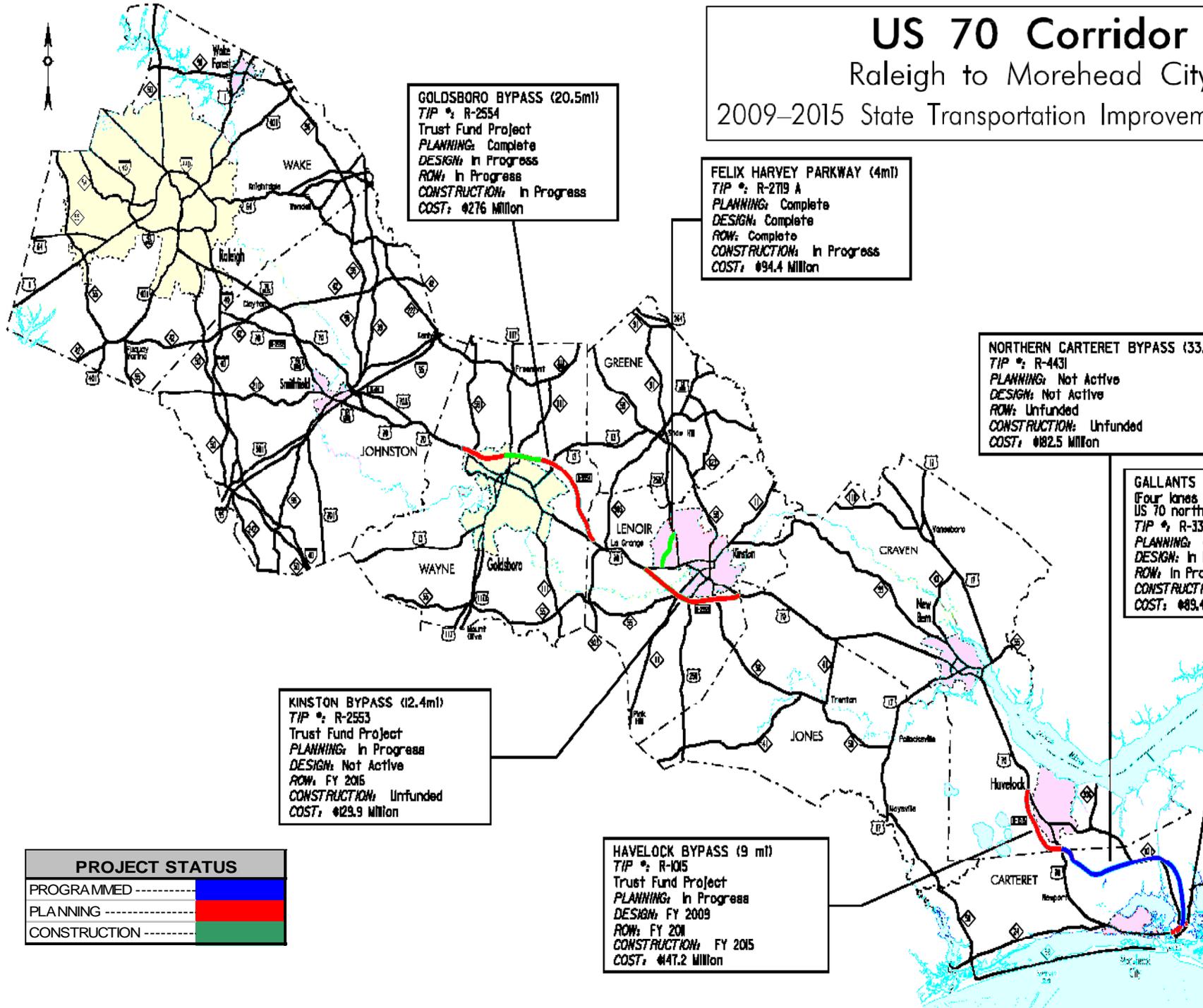
ESTIMATED COMPLETION - POST YEAR



US 70 Corridor

Raleigh to Morehead City

2009-2015 State Transportation Improvement Program



GOLDSBORO BYPASS (20.5mi)
 TIP #: R-2554
 Trust Fund Project
 PLANNING: Complete
 DESIGN: In Progress
 ROW: In Progress
 CONSTRUCTION: In Progress
 COST: \$276 Million

FELIX HARVEY PARKWAY (4mi)
 TIP #: R-2719 A
 PLANNING: Complete
 DESIGN: Complete
 ROW: Complete
 CONSTRUCTION: In Progress
 COST: \$94.4 Million

NORTHERN CARTERET BYPASS (33.1mi)
 TIP #: R-4431
 PLANNING: Not Active
 DESIGN: Not Active
 ROW: Unfunded
 CONSTRUCTION: Unfunded
 COST: \$182.5 Million

GALLANTS CHANNEL BRIDGE
 (Four lanes at Radio Island to US 70 north of Beaufort) (2.2mi)
 TIP #: R-3307
 PLANNING: Complete
 DESIGN: In Progress
 ROW: In Progress
 CONSTRUCTION: FY 2015
 COST: \$89.4 Million

KINSTON BYPASS (12.4mi)
 TIP #: R-2553
 Trust Fund Project
 PLANNING: In Progress
 DESIGN: Not Active
 ROW: FY 2015
 CONSTRUCTION: Unfunded
 COST: \$129.9 Million

HAVELOCK BYPASS (9 mi)
 TIP #: R-1015
 Trust Fund Project
 PLANNING: In Progress
 DESIGN: FY 2009
 ROW: FY 2011
 CONSTRUCTION: FY 2015
 COST: \$47.2 Million

PROJECT STATUS	
PROGRAMMED	Blue
PLANNING	Red
CONSTRUCTION	Green

R-2719

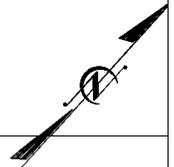
LENOIR COUNTY

Crescent Road

PROJECT BREAKDOWN MAP



	LET	COMPLETE	COMPLETE
I.D. NO. / D.S.R. NO.	R-2719 A	R-2719 BA	R-2719 BB
STATE PROJECT NO. (P.E.)	8.2200101	8.2200101	8.2200101
PROJECT ENGINEER	BRUTON	BREW	BREW
PROJECT DESCRIPTION	US 70 TO US 258	US 258 TO SR 1572 (ROUSE ROAD)	SR 1572 (ROUSE ROAD) TO NC 58
COUNTY / DIVISION	LENOIR / DIV. 2	LENOIR / DIV. 2	LENOIR / DIV. 2
LENGTH	4.03 MILES	2.06 MILES	2.25 MILES
TYPE OF CONTRACT			
REMARKS			
BEGIN R/W ACQUISITION (T.I.P.)	8-05	6-00	9-98
BEGIN R/W ACQUISITION (PRODUCTION)			
PROPOSED LETTING (T.I.P.)	6-09	7-01	12-99
PROPOSED LETTING (PRODUCTION)			
EST. COMP. DATE (T.I.P.)	8-12	8-03	7-01
ESTIMATED R/W COST	\$ 9,700,000	\$ 1,750,000	\$ 5,828,000
ESTIMATED CONSTRUCTION COST	\$ 94,400,000	\$ 3,400,000	\$ 7,224,000



C.F. Harvey Parkway



ID NO. R-2719

LENGTH – 8.4 MILES - \$130,916,000

PRIOR YEAR COST - \$40,616,000

Begin Paving 2013 - \$21,300,000

ESTIMATED COMPLETION - 2014

US 70 – Kinston Bypass

ID NO. R-2553

LENGTH - 12.4 MILES - \$128,878,000

PRIOR YEAR COST - \$1,078,000

ESTIMATED COMPLETION - POST YEAR



DURWELL

CONSTRUCTION MANAGEMENT

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Havelock Bypass

ID NO. R-1015

LENGTH - 9 MILES - \$156,963,000

PRIOR YEAR COST - \$9,740,000

ESTIMATED COMPLETION - POST YEAR



Replacement of the Gallants Channel Bridge

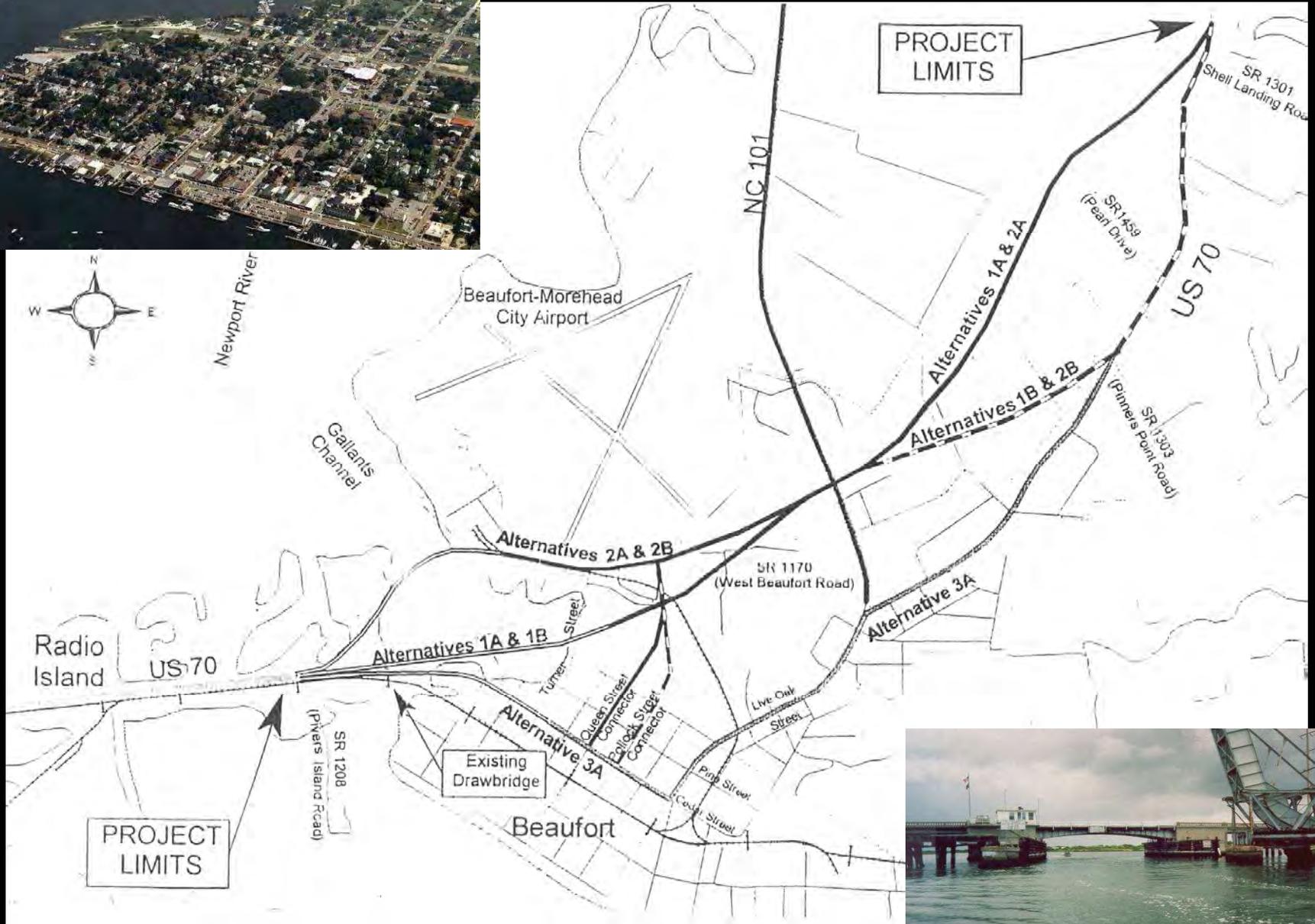


ID NO. R-3307

LENGTH – 2.2 MILES - \$105,030,000

PRIOR YEAR COST - \$28,265,000

ESTIMATED COMPLETION - POST YEAR



Questions?

Seven Portals Study Update

Presentation to

Governor's Logistics Task Force

November 18, 2010

By

George List, Alix Demers / NC State

Robert Foyle / ITRE

Larry Goode



ITRE

Institute for Transportation Research and Education
at North Carolina State University

NC STATE UNIVERSITY

Seven Portals Study Team slide 1

Activity Since Last Update

- ❑ *Highway assessment*: underway, report today
- ❑ *Maritime assessment*: underway, report today
- ❑ *Other infrastructure assessments*: underway, report today (pipelines, IT, workforce preparedness, land, ...)
- ❑ *Regional investigations*: underway, report in December at GLTF meeting



ITRE

Institute for Transportation Research and Education
at North Carolina State University

NC STATE UNIVERSITY

Seven Portals Study Team slide 2

Regional Investigations

Task	Title
Northeastern	East Carolina University
Eastern	UNC – Chapel Hill (<i>with review of ISO</i>)
Southeastern	UNC - Greensboro
Research Triangle	NC State University (<i>with review of GSO</i>)
Piedmont Triad	NC A&T State University
Charlotte	UNC - Charlotte
Western	NC State University (WCU Review)



ITRE

Institute for Transportation Research and Education
at North Carolina State University

NC STATE UNIVERSITY

Seven Portals Study Team slide 3

Future Presentations

- Dec 2: Site Assessments (to RDH Subcommittee)
- Dec 15: Site Assessments (to GLTF)
- Feb: Overall Findings (to RHD Subcommittee)
- Mar: Overall Findings (to GLTF)



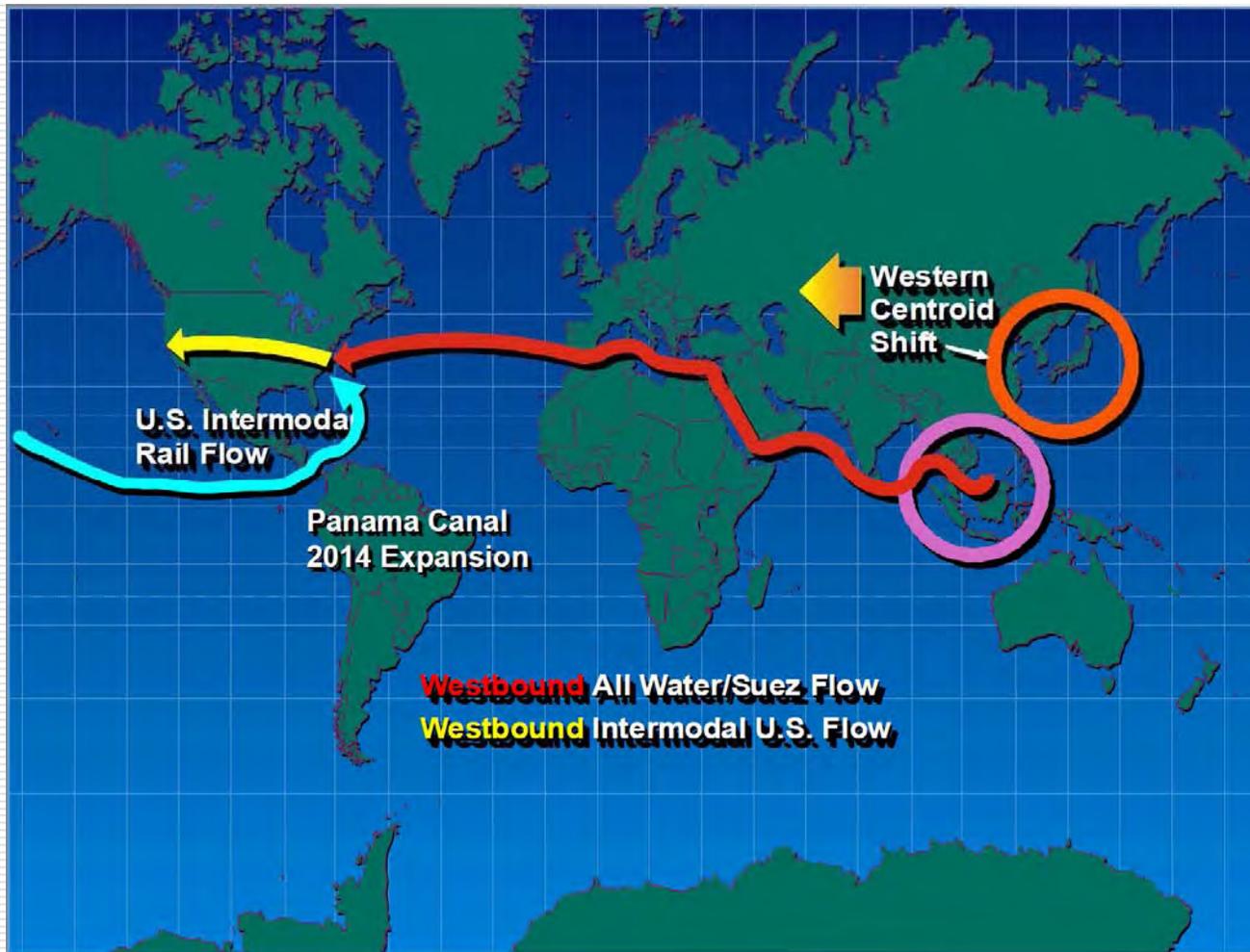
ITRE

Institute for Transportation Research and Education
at North Carolina State University

NC STATE UNIVERSITY

Seven Portals Study Team slide 4

Shift in Maritime Trade Patterns



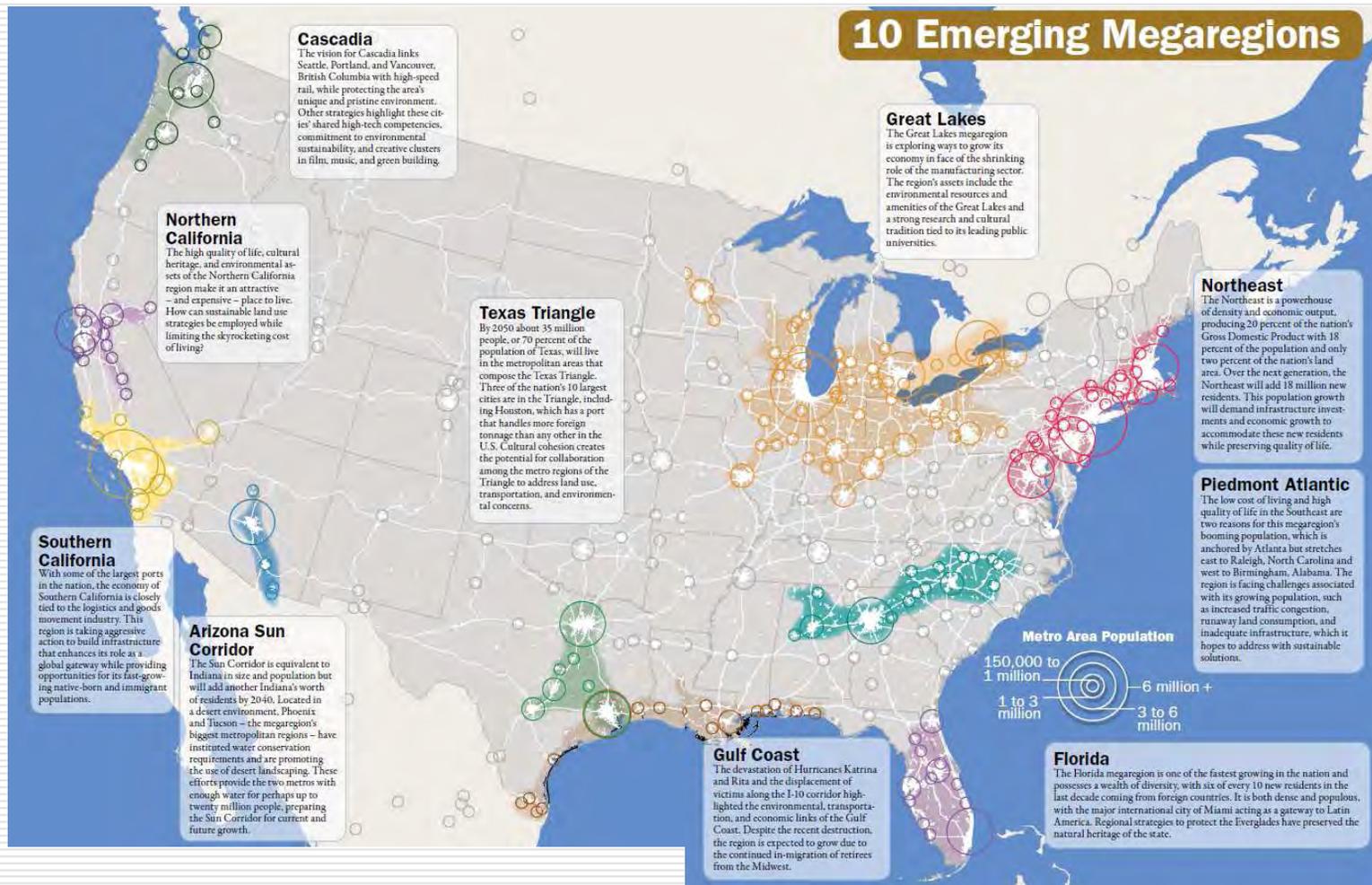
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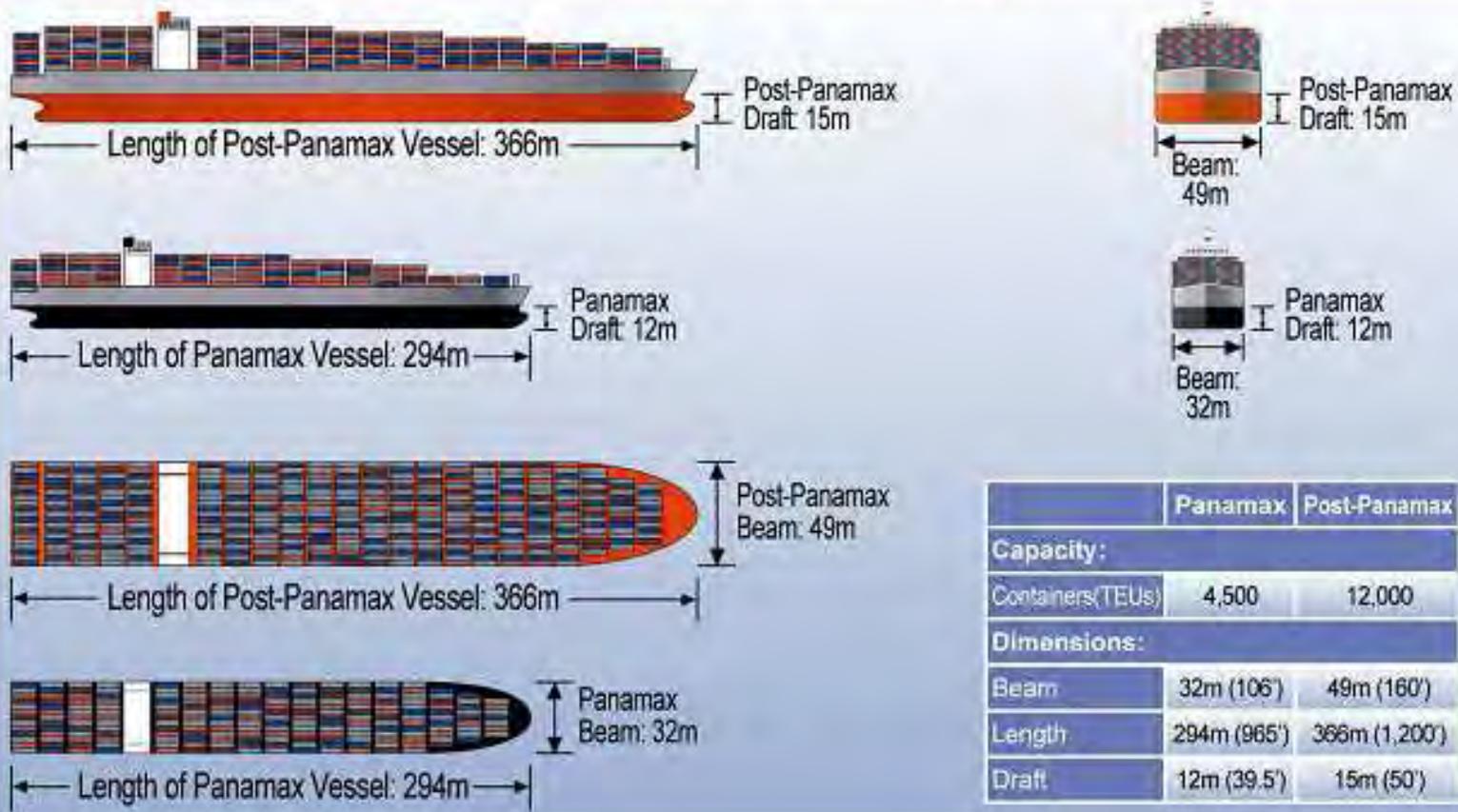
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Emerging Megaregions



Panamax and Post-Panamax

Comparison between Panamax and Post-Panamax Container Vessels



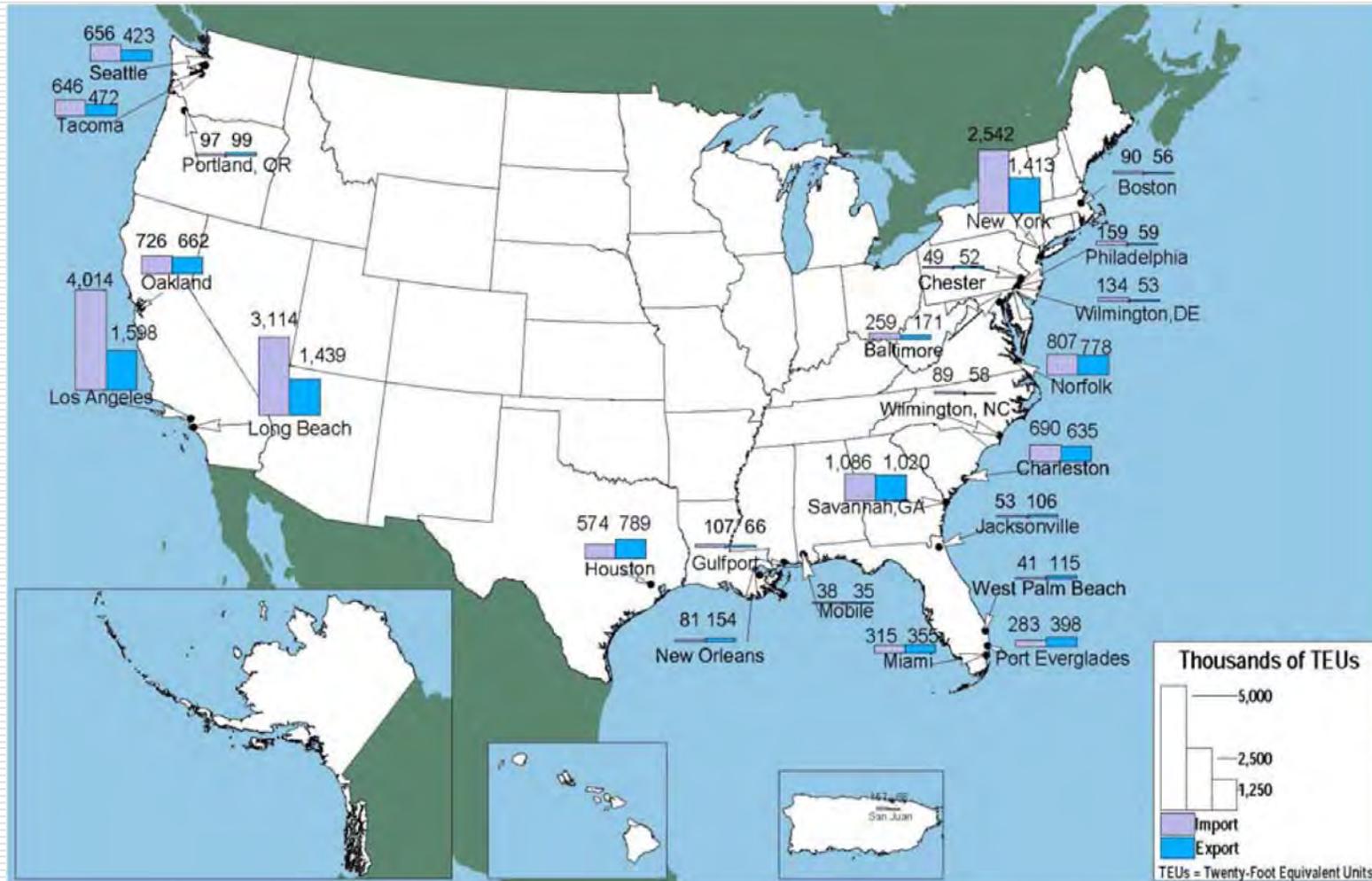
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Top 25 Ports



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Maritime Options

- ❑ Alternative Futures (4)
- ❑ Keep the status quo
 - *Niches*: continue to serve existing and new clients, seek partnerships with larger, nearby ports)
 - *Improvements*: keep the ports in effective, functioning condition
- ❑ Improve current state competitiveness
 - *Niches*: commodities, services, partner with the military
 - *On-site enhancements*: create functionally equivalent capabilities at both ports – to get competitive rail rates
 - *Landside access*: make minor improvements, upgrade highway links, improve rail access – Wallace to Castle Hayne, for example
 - *Ocean-side enhancements*: dredging, turning basins, wharf space



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Maritime Options (2)

- Be a major maritime marketplace state
 - *Niches*: identify several commodities, get anchor tenants, develop a suite of services, partner strongly with the military
 - *Landside support*: create two inland ports; possibly one in Charlotte and another in Greensboro – other locations are possible - targets are Atlanta-Raleigh, Heartland,
 - *On-site improvements*: create identical intermodal capabilities at the two ports so that steamship lines can call at either port, and become rail carrier indifferent
 - *Landside access*: make major improvements, re-route / realign rail access, upgrade highways and highway access, create two freeway-quality connections from the ports to their respective inland ports
 - *Ocean-side access*: dredging, cranes, turning basins



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Maritime Options (3)

- Become a major deep water port state
 - *Niches*: compete head-to-head with Norfolk, Charleston, Savannah, etc.; lock-in anchor commodities and large, globally-operative anchor tenants, partner with the military
 - *On-site improvements*: create identical intermodal capabilities at the two ports so that steamship lines can call at either port, get to 50'+ depth at one or both ports, on-dock rail, become rail carrier indifferent, create high-capacity intermodal capability at one or both of the ports
 - *Load/unload capacity*: find one or more additional sites or more land at the current ports – add 600-1200+ more acres of land on water – create acreage equivalent to other east coast ports
 - *Landside support*: create two inland ports; possibly one in Charlotte and another in Greensboro – other locations are possible - targets are Atlanta-Raleigh, the Heartland,; create additional DC capabilities near the ports and further inland



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Maritime Options (4)

- Become a major deep water port state (cont.)
 - *Landside access*: build freeway connections to the inland ports; improve the rail network, make dramatic improvements especially near the ports, get rail onto new alignments, get double stack clearances to both ports, create high-capacity connection(s) to the Heartland –around the mountains to the north via NS, around the mountains to the south via CSX, or through the mountains with tunnels; create freeway-quality connections from the inland ports to the ports
 - *Ocean-side enhancements*: dredging, cranes, turning basins, channels



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Highway Assessment

- ❑ *Tiered investments:* statewide, regional, local
- ❑ *Statewide:*
 - I-(US-70) Morehead City to Raleigh (then I-40 to Greensboro)
 - I-(US-74) Wilmington to Charlotte
 - Some loops and bypasses (Goldsboro)
- ❑ *Regional:*
 - Some bypasses (Holly Springs), arterial improvements
 - Connections to freeways (Felix Harvey Parkway)
- ❑ *Local:*
 - Interchanges, interchange improvements, connector improvements, local bridges, site access enhancements



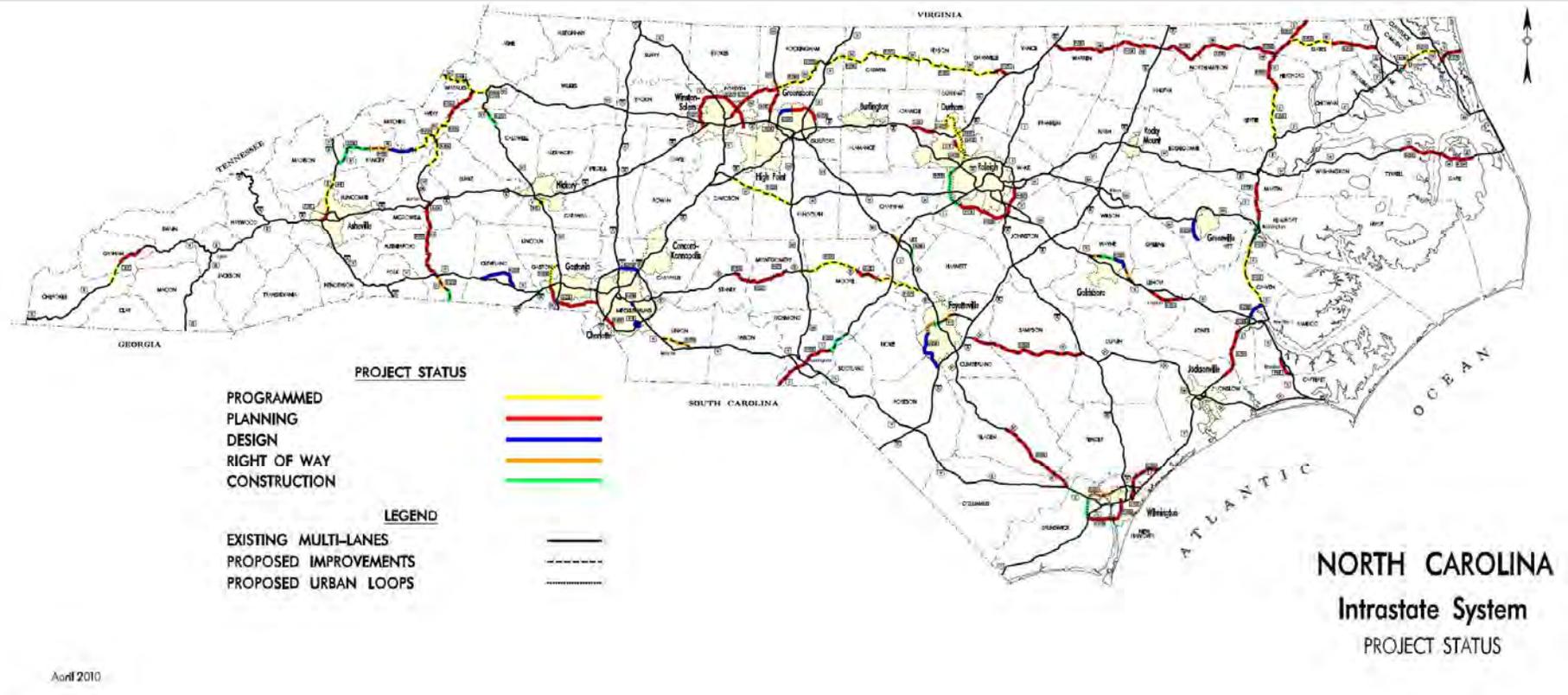
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Highway Assessment (2)



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Statewide Thoughts

- *US 70 Corridor: Raleigh to Morehead City (\$668M)*
 - Completion of Goldsboro Bypass part under construction Cost: \$330 million (partly expended already)
 - Kinston Bypass Cost: \$182 million
 - Havelock Bypass Cost: \$156 million
- *US 74 Corridor: Charlotte to Wilmington (\$875M)*
 - Monroe Bypass Cost: \$875 million
- *US 17 Corridor: VA to SC (\$1,287M)*
 - South of Williamston to the Washington Bypass Cost: \$54 million
 - Washington Bypass to New Bern Bypass Cost: \$73 million
 - New Bern Bypass part under construction Cost: \$228 million
 - New Bern Bypass to North of Jacksonville Cost: \$269 million
 - Wilmington Bypass part complete and part under construction Cost: \$663 million (partly expended already)



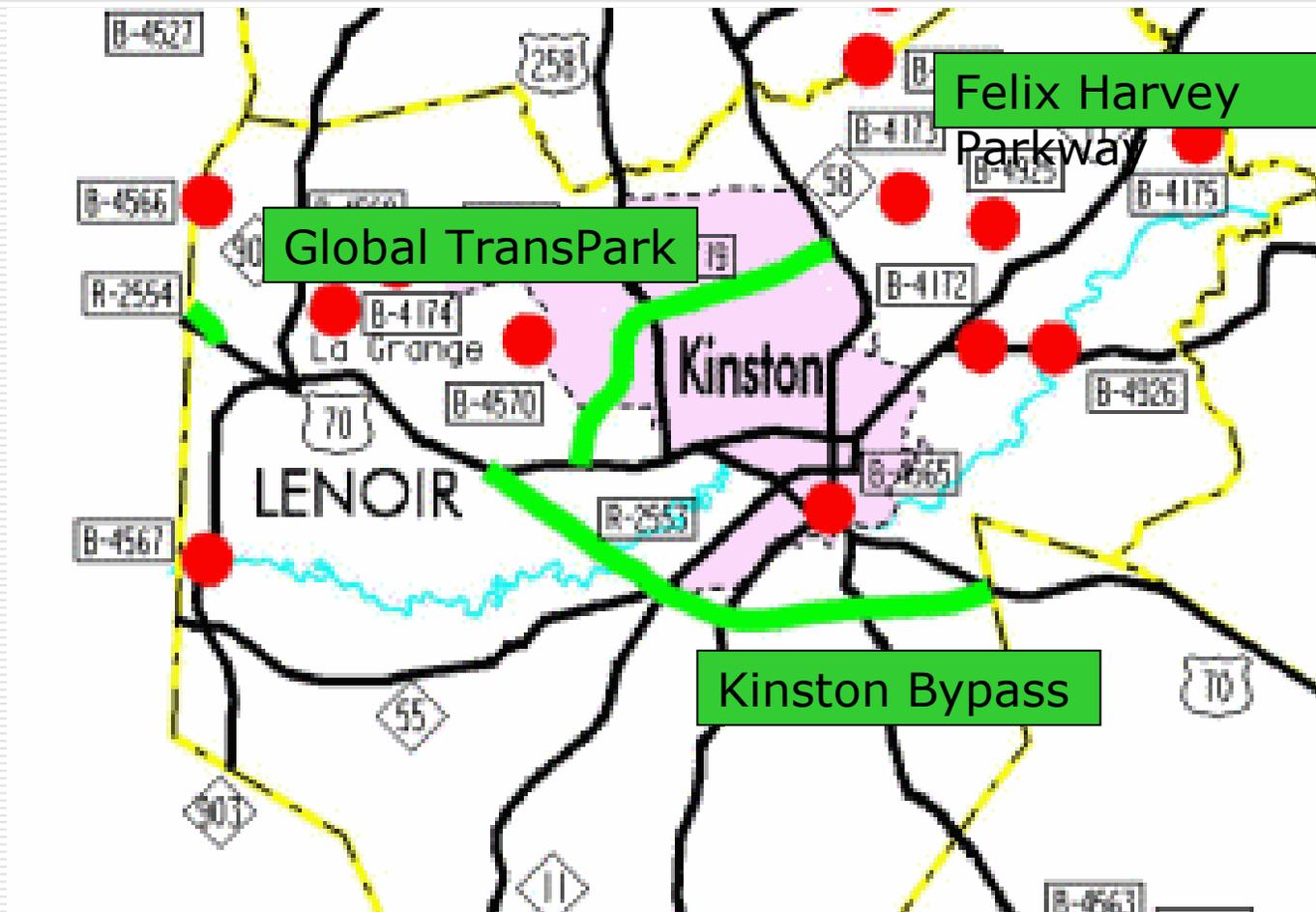
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Regional Investments



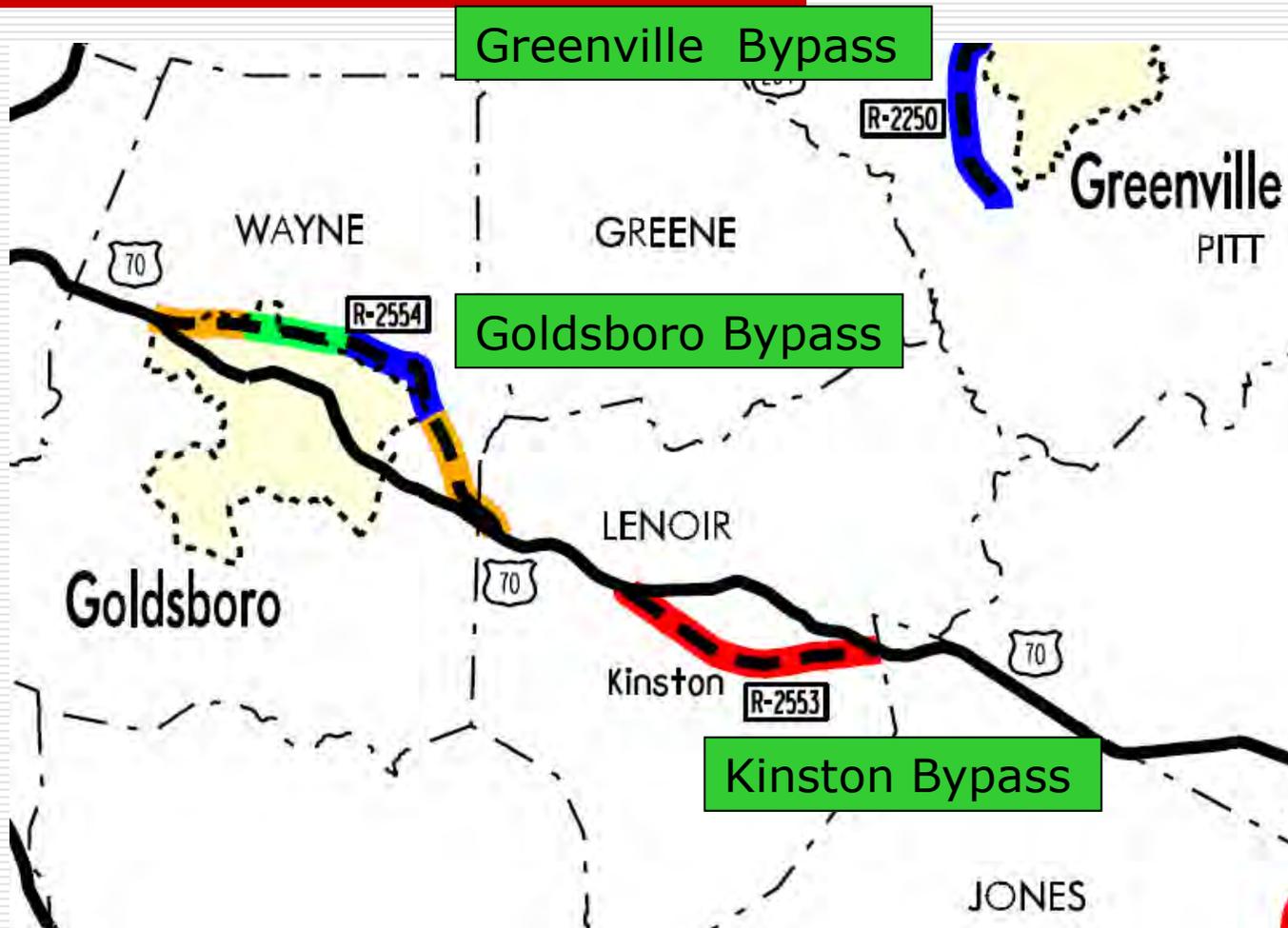
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Regional Investments (2)



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Other Infrastructure Findings

- ❑ *Internet*: fiber optic connections
- ❑ *Water / sewer*: – package plants or access to municipal systems
- ❑ *Workforce*: community colleges



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Thank you.

□ Questions?

□ Contact information:

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Competition - Norfolk



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Logistics Villages (current)

☐ Northeastern Region

- Ahoskie
- Edenton
- Elizabeth City
- Williamston

☐ Eastern Region

- Kinston
- Jacksonville
- Morehead City (port)
- Rocky Mount

☐ Southeastern Region

- Brunswick/Columbus
- Fayetteville
- Maxton
- Wilmington

☐ Research Triangle Region

- Raleigh
- Sanford
- Smithfield

☐ Piedmont Triad Region

- Burlington
- Aerotropolis
- Montgomery/Moore
- Mount Airy
- Winston-Salem

☐ Charlotte Region

- Charlotte
- Concord
- Monroe
- Salisbury
- Statesville

Western Region

- Andrews/Murphy
- Asheville
- Wilkesboro



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Logistics Village Illustrations -1

- Mount Airy – Company HQs, Light Manufacturing
 - Air – executive access, some GA air cargo
 - Rail – raw materials in
 - Truck – product out
 - Water, sewer, IT
 - Skilled labor

- Aerotropolis – Air Cargo, Intermodal, Distribution
 - Air – freight, logistics hub, major distribution, executive access
 - Truck – pick up & delivery – maybe hundreds of miles
 - Rail – intermodal, bulk materials
 - Water, sewer, IT, customs
 - Skilled labor



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Logistics Village Illustrations -2

- Monroe – Rail/Truck Intermodal
 - Rail – intermodal
 - Truck - intermodal
 - Air – executive access, some GA air cargo
 - Land – distribution centers, manufacturing
 - Water, sewer, IT, customs, port access
 - Skilled labor

- Wilmington – Import, Export, Intermodal, Agriculture
 - Marine – intermodal, break-bulk, export, import
 - Rail – intermodal, break bulk to/from port
 - Truck – containers, bulk to/from port
 - Water, sewer, IT, customs
 - Skilled labor



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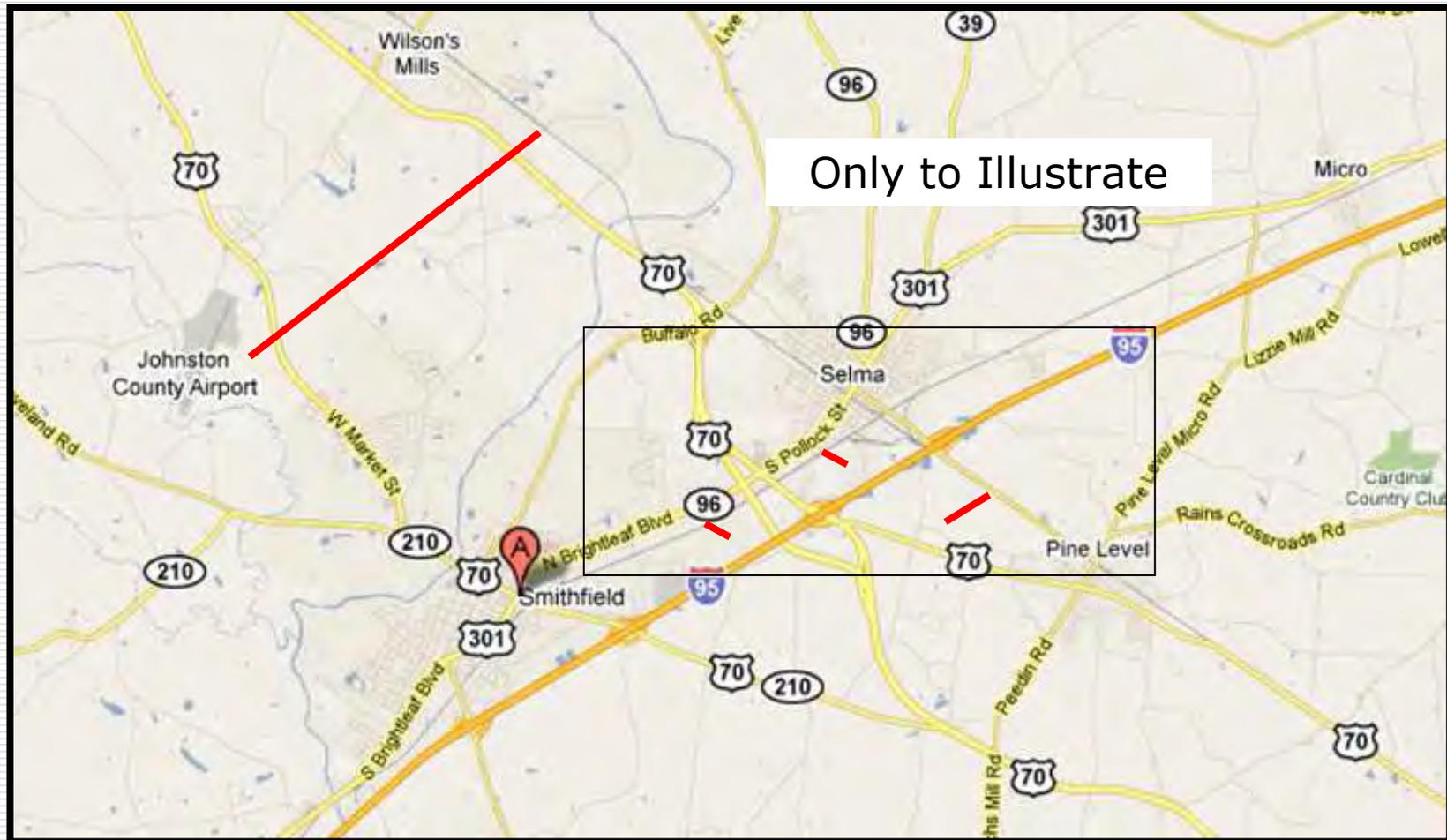
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Spurs to Logistics Village Sites



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Railroad Findings

- ❑ Think tiers: interstate, intrastate, regional
- ❑ Enhance carrier mix: Class 1's, shortlines
- ❑ Class 1 railroad major interests lie outside the state (in-state destinations less than 2%)
- ❑ Challenge: getting responsive service and rates
- ❑ Good news: villages are generally well-served
- ❑ But: some enhancements would be helpful



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Finding: Tiered Network

North Carolina RAILROAD SYSTEM



Beverly E. Perdue, Governor
 Gene Conti, Secretary
 Jim Westmoreland, Deputy Secretary for Transit
 Patrick B. Simmons, Director, Rail Division
 1553 MSC, Raleigh, NC 27699-1553
 Phone: (919) 733-7245, Fax: (919) 715-6580

NC's Amtrak Train Stations

Burlington	Gastonia	Rocky Mount
Cary	Greensboro	Salisbury
Charlotte	Hamlet	Selma
Durham	High Point	Southern Pines
Fayetteville	Kannapolis	Wilson
	Raleigh	

1-800-BYTRAIN (1-800-298-7246) – Information
 1-800-USA-RAIL (1-800-872-7245) – Reservations

Legend

- Existing Rail Corridor
- Preserved Rail Corridor/Out of Service

REPORTING MARK	RAILROAD NAME
ACWR	Aberdeen Carolina & Western Railway
AR	Aberdeen & Rockfish Railroad
ARC	Alexander Railroad
ATW	Atlantic & Western Railway, LP
CA	Chesapeake & Albemarle Railroad
CALA	Carolina Southern Railroad
CFR	Cape Fear Railways
CLNA	Carolina Coastal Railway
CMR	Craggy Mountain Railroad
CPLJ	Camp Lejeune Railroad

Railway Association of North Carolina – www.ncrailways.org

REPORTING MARK	RAILROAD NAME
CSX	CSX Transportation
CTR	Clinton Terminal Railroad
CWCY	Caldwell County Railroad
HPTD	High Point, Thomasville & Denton Railroad
LSR	Laurinburg & Southern Company, Inc.
MHSF	Morehead and South Fork Railroad Company
NCDOT	N.C. Department of Transportation
NCRR	North Carolina Railroad Company
NCVA	North Carolina & Virginia Railroad
NCYR	Nash County Railroad

REPORTING MARK	RAILROAD NAME
NHV	New Hope Valley Railroad
NS	Norfolk Southern Corporation
PDRR	Pee Dee River Railway
RSNR	Red Springs & Northern Railroad
SUR	State University Railroad
TBRY	Thermal Belt Railway
US	US Military
WSS	Winston-Salem Southbound Railway
WTRY	Wilmington Terminal Railroad, Inc.
YVRR	Yadkin Valley Railroad



CSX Emergency Number
 1-800-232-0144
 NS Emergency Number
 1-800-453-2530
 January 2010



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Some Possible Enhancements

- Trackage rights
- Build wyes in Pembroke and to Sunnypoint
- Spurs to logistics villages
- Better rail access to the ports
- Port on-site railroad enhancements
- Restore Wallace to Castle Hayne
- Untangle Charlotte
- Double and triple track in selected sections
- Improve local yards
- Provide line upgrades



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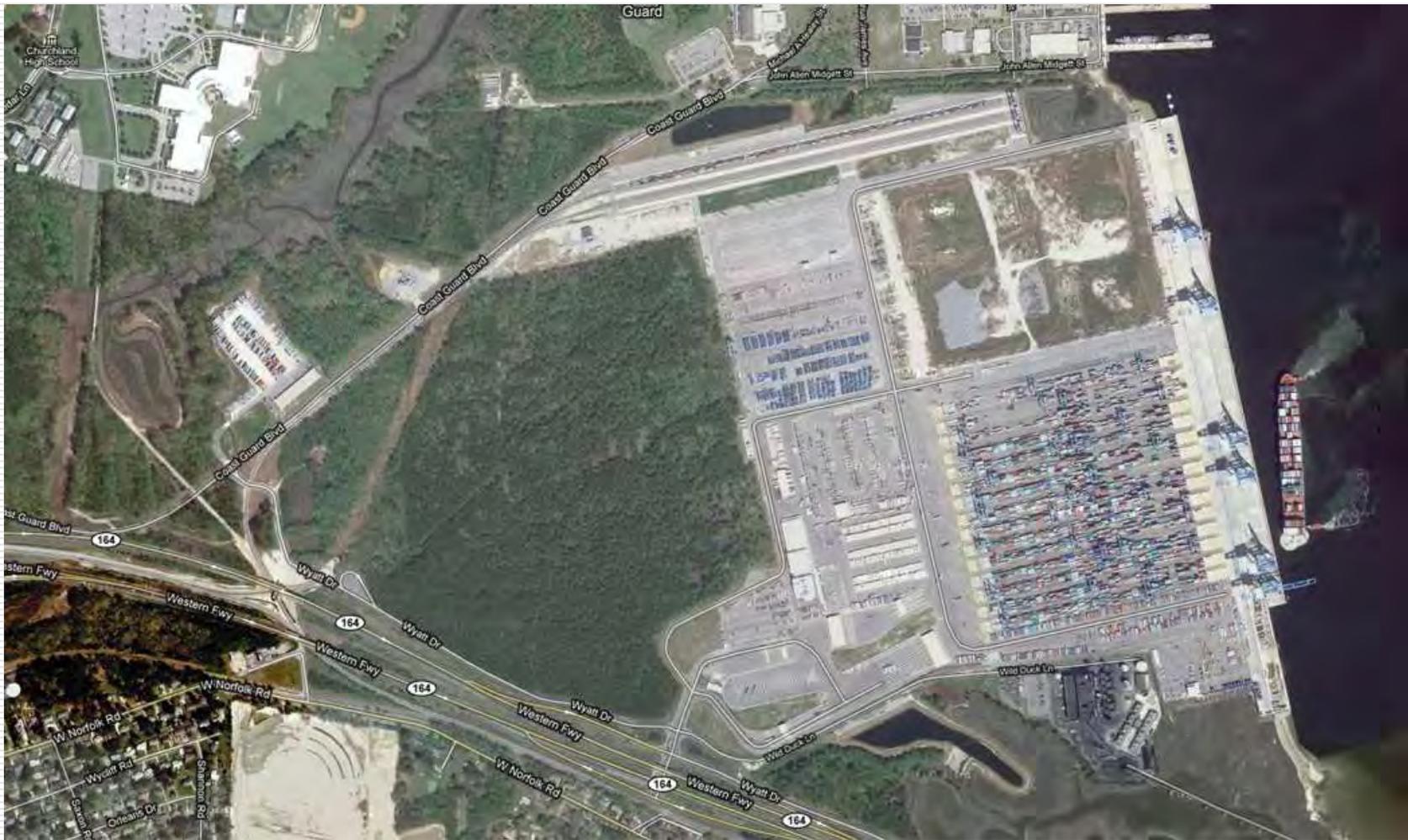
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Wallace to Castle Hayne



Tour: APM (Hampton Roads)



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