

**Governor's Logistics Task Force  
Regional Hub Design Subcommittee Meeting  
NC Department of Transportation  
Raleigh, NC  
August 23, 2010**

**Minutes**

Chairman Atkins called the meeting to order at 12:42 p.m.

Subcommittee members in attendance were Pat Long, Dee Freeman, David Congdon, Dan Danieley, and David Willauer.

Additional attendees included Roberto Canales, Seth Palmer, Jed McMillan, Moy Biswas, Mustan Kadibhai, George List, Larry Goode, Alix Demers, Stephanie Ayers, Duane Long, Crystal Collins, Durwood Laughinghouse, Scott Saylor, and Charlie Diehl.

The minutes for the July 19<sup>th</sup> meeting were approved.

The Seven Portals Study update was presented by George List. List discussed the study's subcontract placements and the project steering group, which met on August 19<sup>th</sup>. He also described preliminary assessment options, plans for presentations and plans for delivery of results.

List also discussed questions to explore, which included: land availability; commodities involved; available transportation and transportation needs; and modal connectivity. The plan of investigation will include gathering data and studies, as well as interviewing key people such as airport and city managers. Three to four options to consider are expected for each region.

The committee advised the research team to keep in mind that important commodities can change overnight, and any locations that are ultimately selected should be flexible and convertible.

Chairman Atkins called on Scott Saylor of the North Carolina Railroad to introduce Mike McClellan of Norfolk Southern Corporation, who addressed the meeting via telephone. McClellan discussed the topic of inland ports from a railroad perspective.

McClellan mentioned Norfolk Southern's facilities in Charlotte and Greensboro, as well as their auto ramp in Winston-Salem. He discussed the railroad's network system and intermodal routes, and new projects along the Crescent Corridor.

Mr. McClellan discussed that intermodal works best in areas of high consumption or production, located on high-density, high-speed routes, and a minimum of 300,000 units in one or two lanes. Except under special circumstances, intermodal generally requires hauls of at least 550 miles in order to be cost effective.

McClellan advised that pricing, including intermodal costs relative to trucking-only costs, generally dictate shippers' choice of transportation mode. In response to committee discussion, he also commented on pricing developments that are expected to result from the 2014 Panama Canal expansion.

The meeting was adjourned at 2:08 p.m.

Respectfully submitted,

Charlie Diehl  
Subcommittee staff