

**Governor's Logistics Task Force
Regional Hub Design Subcommittee Meeting
NC Department of Transportation
Raleigh, NC
October 12, 2010**

Minutes

Chairman Atkins called the meeting to order at 12:11 p.m.

Subcommittee members in attendance were Tom Eagar, Pat Long, David Willauer and Dan Danieley. David Congdon participated via telephone.

Additional attendees included Jed McMillan, Moy Biswas, Mustan Kadibhai, George List, Larry Goode, Bob Foyle, Stephanie Ayers, Duane Long, Scott Saylor, and Charlie Diehl.

The minutes for the August 23rd meeting were approved.

George List presented an update on the Seven Portals Study. A copy of the PowerPoint presentation used by Dr. List is attached to these minutes, slightly adjusted to reflect clarifications suggested during the meeting.

List discussed the Regional investigation team, logistics village investigations, and study schedule and expectations. The report included logistics village illustrations using Mount Airy, Piedmont Triad Aerotropolis, Monroe, and Wilmington as examples.

In response committee questions, Dr. List confirmed that in the process of investigating North Carolina logistics villages it is important to include consideration of facilities and markets outside the state, including the port facilities in Norfolk, Charleston, and Savannah. While logistics villages would all be planned within our borders, outside forces must be part of the analysis.

While this study is not engaged in analyzing the potential of a deepwater port in North Carolina that would be capable of serving the larger freighters that will be using the Panama Canal after its 2014 expansion, List offered that the study of potential logistics villages will take into account the variable impacts of the state either establishing a deepwater port or deciding not to. List stated that the ultimate decision by the state will make differences in the logistics villages analysis, but uncertainty on that question is not a deterrent to the study. It does create the need to consider variable scenarios, however.

David Congdon and Tom Eagar commented that speakers at the September 21st Governor's Logistics Task Force meeting indicated that the two private logistics parks being considered in that area are dependent on the deepwater port project coming to fruition, and that they would not proceed based on the Port of Wilmington alone.

David Willauer commented on the multi-modal commodity flow nature of the study, and that commodity flow is a big part of the deepwater port business case.

David Congdon commented that in addition to Asia, the expansion of the Panama Canal will open up new opportunities with the west coast of South America.

In response to a question from Chairman Atkins, Dr. List stated that while there is not a mandate that there be a logistics village in each region, it is quite possible that the study will recommend multiple logistics villages in all seven regions. Some would be more localized, while some would be regional and inter-regional in nature.

Tom Eagar stated that the study should remain primarily focused on what facilities (and where) will best facilitate connectivity and enhance freight transportation.

The presentation included an assessment of North Carolina's rail system. List discussed that while the state is generally well-served, some enhancements would be helpful. Particularly, the state could benefit from enhanced East/West rail service. He added that as the two Class 1 railroads have an apparent focus on North/South service in the state, perhaps the East/West enhancements could focus on short line railroads. This might be a way to provide dual rail service to the ports.

There has been a great deal of interest and investment of late in high-speed rail in passenger corridors. List mentioned that freight opportunities could develop in conjunction. Chairman Atkins noted that there are often conflicts between passenger rail objectives and freight rail objectives. He noted that the Raleigh/Charlotte corridor is viewed as important for both passengers and freight. Conversely, the Morehead City/Raleigh corridor is important for freight transportation, but there is little demand for passenger service.

The meeting was adjourned at 2:20 p.m.

Respectfully submitted,

Charlie Diehl
Subcommittee staff