

**Governor's Logistics Task Force
Regional Hub Design Subcommittee Meeting
NC Department of Transportation
Raleigh, NC
July 22, 2011**

Minutes

Chairman John Atkins called the meeting to order at 10:06 p.m.

Additional subcommittee members in attendance were Earl Brinkley, David Congdon, Tom Eagar, Pat Long, David Willauer and Dan Danieley.

Other attendees included Tom Bradshaw, Moy Biswas, Bradford Sneed, Bob Foyle, Larry Goode, Duane Long, Stephanie Ayers, and Charlie Diehl.

Chairman Atkins welcomed everyone, and self-introductions were made. Atkins commented on the strong work of the last meeting, and expressed confidence that the subcommittee can continue that level of work today. David Willauer made a motion to approve the minutes from the July 8, 2011 meeting. The motion was seconded by Earl Brinkley, and passed by a unanimous vote.

The subcommittee discussed comments submitted by Rachel Vandenberg of AECOM. She is heading the NC Maritime Strategies Study.

Bob Foyle discussed the Regional Views section of the Seven Portals Study Master Report. David Congdon asked how the locations were identified. Bob Foyle confirmed that this was a ground-up approach where the regional partnerships identified potential "villages." The subcommittee discussed definitions of logistics villages and virtual logistics villages. Mr. Congdon stated maybe a better term could be used so that "virtual" doesn't give the impression that assets or systems aren't actually real. Mr. Foyle commented that in this sense, virtual is intended to mean separate facilities that are in the same general area. Earl Brinkley stated that he likes the use of the term "virtual" because it doesn't limit us to current practices.

The group reviewed information on each of the seven regions, starting with the Northeast. Tom Eagar commented that a facility in that region that would service the Virginia ports would compete with the investments that North Carolina has already made, such as at the Global TransPark.

David Willauer felt that this section (and others) were overly focused on airports, and that there should be an increased emphasis on truck and rail. He also commented that rail infrastructure should always be at least be noted as a stand-alone topic, and not just regarding rail access to airports.

Pat Long commented that we should not do anything that would hurt North Carolina's ports. Dan Danieleley agreed, but noted that we should still utilize neighboring ports to support NC Commerce while at the same time improving our own ports for NC companies to use.

In general comments not specifically regarding the Northeast, David Congdon commented that the regional reports do not speak enough about truck transportation, which is the largest sector. Tom Eagar agreed, and added that he felt that the regional reports were too focused on just their own regions and did not look enough at statewide implications. Mr. Congdon also said that the reports should include a good map for each region.

In discussing the Eastern region, there was discussion on the importance of agriculture and the military. David Congdon discussed how military and agriculture logistics opportunities appear to be a perfect fit for the GTP, given its central location for these industry sectors. Together, the two sectors share complimentary corridor protection concerns and opportunities. Earl Brinkley added that protecting corridors such as US 17 from over development is crucial for maintaining the military presence North Carolina currently enjoys. David Willauer added that aerospace and aviation also should continue to grow as important industry clusters at the GTP.

The subcommittee discussed the Port of Morehead City, and Tom Eagar was asked about container opportunities there. Eagar stated that Morehead City is not big enough container service, and that market forces put that port at a disadvantage for successful container service. Earl Brinkley and Pat Long offered that maybe Morehead City could work for containers if traffic could be reconfigured for rail and trucks, and for distribution through the GTP.

In discussing potential logistics facilities in general, Mr. Congdon added that it is important to consider where transportation services are readily available. He stated that "freight moves freight, and freight attracts freight."

In consideration of the Southeast region, the members pointed out an inconsistency that should be corrected. In other sections, the Port of Morehead City is referred to as a "port," but the Port of Wilmington is not in this regional report. The research team was asked to correct that, and to also mention the separate work of the NC Maritime Strategies Study.

David Willauer asked if the International Logistics Park and the Brunswick project will happen regardless of whether or not there ends up being a deepwater port established in the vicinity. Stephanie Ayers of the NC State Ports Authority replied for now it is a "wait and see" situation with respect to the NC Maritime Strategies Study.

During the Research Triangle region discussion, Dan Danieleley commented that the airports analysis throughout the study is important for executive travel more so than for freight transportation. Ms. Long mentioned that crowding at some airports due to heavy passenger traffic is driving the need for freight-centric airports.

Mr. Willauer commented that the Johnston County information is very timely.

Chairman Atkins questioned some of the language regarding RDU's freight development, and asked that the mention be clarified or removed.

The subcommittee discussed the Piedmont Triad region next. Mr. Congdon recommended that the report should include more about truck service – not just roads, but include major trucking providers in the region. Additionally, major freight generators should be included. Mr. Congdon also said that it is important that regions have land available that is designated for commercial development. This has been done well in the Triad, and should be done similarly elsewhere.

For the Charlotte region, Mr. Willauer commented that the highway section is quite extensive. The group questioned the page 85 comment in the report linking Norfolk Southern rail traffic and air freight. The research team was asked to correct that section.

The subcommittee was pleased with the Advantage West section, and had no specific comments.

Chairman Atkins asked the research team to incorporate the comments of Ms. Vandenberg. Several members stated that they would like to write some comments for consideration by the subcommittee. The Chairman asked members to prepare any comments they would like to have distributed. Comments should be sent to Charlie Diehl by June 29th. There will be a conference call meeting on August 3rd. The discussion will be limited to discussion of the Master Report's executive summary and conclusions.

The meeting was adjourned.