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Deputy Director



September 9, 2010

TO: Members of the Economic Development, Transportation and Cultural Affairs Committee

FR: Senator John R. Unger II, West Virginia
Chair, Economic Development, Transportation and Cultural Affairs Committee

RE: Report of Activities of the Economic Development, Transportation and Cultural Affairs Committee at the 64th Annual Meeting of the Southern Legislative Conference in Charleston, South Carolina, July 31 - August 4, 2010

The SLC Economic Development, Transportation and Cultural Affairs Committee convened on Sunday, July 31, for a program session, on Monday, August 1 for a business session and then on Tuesday, August 2 for a Technical Tour. The following is a summary of the speaker presentations and Committee activities from each of these sessions. An attendance list is attached. In addition, accompanying this chair's report you will find a meeting brochure for The Council of State Governments' *2010 National Conference* in Providence, Rhode Island, December 3-6.

PROGRAM SESSION, JULY 31

I. Promoting the Creative Economy

Brooks A. Keel, Ph.D., President, Georgia Southern University

Background

A number of states in the South (and across the country) continue to focus on promoting the creative economy as a strategy to enhance broad-based economic development. An important component of this strategy has involved promoting the film industry in their states. In 2002, Louisiana led the way on this front and, since then, more than three dozen states have enacted legislation to advance the film industry. In more recent years, states have expanded their incentive programs to include the video game industry and post-production film work in an effort to capture a greater portion of the value-added activities attendant to this industry. This session focused on all these related issues.

Dr. Keel's Presentation

Dr. Keel began his remarks by posing the question, "What is creativity?" and responding that "creativity is not just ideas" but a panoply of activities ranging from the visual arts to the performance arts to the literary arts that combine harmoniously to facilitate "creativity." "Creativity is also a quality of life issue" for many individuals and companies are driven by the fact that "creativity

attracts businesses.” According to Dr. Keel, it is increasingly important to promote this creative class to ensure economic success and that states should and, in fact, are increasingly paying attention to retain and attract the “creatives” and technically proficient members of the contemporary workforce. In this global workplace, there is an increasing demand for the creative class and states have to initiate measures to foster and promote this trend.

In recent years, states have increasingly focused on the motion picture industry as an economic stimulant with dozens of states offering incentives within their jurisdictions to promote this industry. Film has changed and now has become digital media. Digital media encompasses the traditional media (photography, music, sculpture, graphic arts, jewelry, television and video) converging with computer technology. For instance, digital media involves effectively combining creativity (visual arts, performing arts, literary arts) with science (simulation and visualization, video games, virtual world). In essence, video games are a major end product of this combination of science and art and the fact that they are also interactive—with components such as the Wii—enhances their role as an important socialization tool.

Dr. Keel documented that video games were very big business in the current context and provided details on the revenue of video game publishers. The five largest publishers (Nintendo, Sony and Microsoft, EA and Activision) had combined revenues of over \$44 billion some two years ago, an amount that would probably be even higher now. It was a field that was expanding exponentially, from phones to laptops to iPods. As a result, institutes of higher learning have moved proactively to offer classes and certificates in digital media. In fact, the issue of convergence in the digital sector is a major trend with these institutes of higher learning or universities occupying a pivotal role in fusing the contributions played by the creative class, electronics, hardware/software, telecommunications and video games into this convergence process. Dr. Keel cited the example of Texas, where a digital convergence super cluster is emerging linking the universities and research institutes from San Antonio to San Marcos, College Station to Waco, Killeen to Round Rock and to Austin with the elements mentioned above. In fact, this Digital Convergence Initiative (DCI) serves as a tangible framework to redefine Central Texas as a premier region for digital convergence while acting as a coordinating entity, the DCI will facilitate the growth of the convergence economy in Central Texas.

Given the increasingly digital nature of our world and the fact that it continues to expand, the need for policymakers to foster digital creativity in their states is imperative. Universities are the linchpin in promoting this digital creativity and contain all the necessary elements to promote this trend: workforce (i.e., graduates); expertise (i.e., faculty); research (i.e., technology); creativity/culture (i.e., quality of life); and virtual thinkers (i.e., innovation). Beyond ensuring the presence of top-flight universities, policymakers also have the capacity to influence the debate through the provision of tax breaks (sales, income/labor, use, investment credits) and rent subsidies. Dr. Keel quoted former Louisiana State Representative and now Congressman Steve Scalise when he sponsored the legislation to foster the motion picture industry in his state in 2002, “[I] don’t know much about the film industry . . . but what I do understand is that tax policy can drive economic development.”

II. Measures to Enhance the State Business Climate

Adam Bruns, Managing Editor - Site Selection Magazine, Georgia

Background

What are the specific state strategies—both short-term and long-term—that contribute to attracting and retaining a range of corporate enterprises and operations? Economic development practitioners and industry publications like *Site Selection* magazine often rank a number of SLC states very high in terms of their business climates. This session explored some of the measures enacted in states that have enjoyed success on the economic development front and details on some of the changes these states have been forced to contend with during and in the aftermath of the Great Recession.

Mr. Bruns' Presentation

Mr. Bruns' began his remarks by noting that a survey of real estate executives carried out by his magazine, *Site Selection*, in late 2009, of the most important factors involved in location decision-making revealed the following list: transportation infrastructure; existing workforce skills; state and local tax climate; utility infrastructure; land/building prices and supply; ease of permitting and regulatory procedures; flexibility of incentive programs; access to higher education resources; availability of incentives; and state economic development strategy.

Since incentives often were a dominant feature of any economic development strategy, defining “incentive” involved a series of dimensions including flexibility and willingness to partner; knowledge of existing assets; speed to market; local government tools; and a single sales factor corporate tax. While a number of factors contributed toward a company moving to a particular location, including incentives, a recent survey of the top American cities for inbound moves included Houston, Chicago, Las Vegas, Atlanta and New York, in terms of ranking. An assessment of the top states with the highest percent of total employment by foreign firms (in 2007) included an SLC state, South Carolina with 6.9 percent. Another SLC state, North Carolina, also ranked high at 6 percent. In terms of business climate, in 2009, a number of SLC states ranked very high and an impressive achievement was that eight of the top 10 states (led by North Carolina and followed by Texas, Virginia, Tennessee, South Carolina, Alabama, Georgia and Kentucky) were in the SLC.

Mr. Bruns cited numerous examples of foreign manufacturing facilities flourishing in the SLC states including, Siemens Energy in Charlotte, North Carolina; IVC Group in Dalton, Georgia; Mitsubishi Power Systems Americas in Pooler, Georgia; Volkswagen in Chattanooga, Tennessee; Alstom and SIAG Aerisyn, also in Chattanooga, Tennessee; AREVA/Northrop Grumman in Newport News, Virginia; and, IBM in Columbia, Missouri. He made specific reference to the preponderance of German companies operating in the South, including such name brands as ThyssenKrupp, Siemens, Robert Bosch, T-Mobile, Daimler, Bertelsmann, Bayer, BASF and Adidas. He lauded the work of the German American Chamber of Commerce in stimulating and directing this investment from these noteworthy German corporate titans to a number of American states, particularly in the South.

Other important considerations included a state's transportation logistical capabilities, especially the significant role played by the logistical hubs in several SLC metropolitan areas, including

Houston, Dallas, Memphis and Atlanta. The presence of these transportation hubs remains a critical factor in company location decisions. In addition, the presence of an impressive number of container ports in many SLC states is another factor driving company location decisions. The planned high-speed rail corridors also will be important in fostering trade. Another incentive driving company location decisions included training and workforce development. In this respect, there are three noteworthy institutions in the SLC: TVA Reservation Redevelopment, Muscle Shoals, Alabama; NCR Plant in Columbus, Georgia; and, the Center for Manufacturing Excellence in Oxford, Mississippi.

Mr. Bruns advocated that states focus on international outreach and an important item here was ensuring that the state's labor workforce skills were at the cutting edge; maintaining a roster of available buildings and real estate; assisting investors with regulatory and permitting hurdles; and ensuring that the state's environmental leadership remained a competitive advantage with respect to other states. In closing, Mr. Bruns stressed that it was important for policymakers to ensure that a state's approach was "a bridge and not a wedge" to potential corporate clients. It was also critical that the state's marketing and sales pitch to possible customers did not perpetuate stereotypes, either geographic or corporate, by emphasizing the strengths and advantages of the state.

BUSINESS SESSION, AUGUST 1

I. Funding Transportation in Fiscally Tough Times

Dr. Gene Conti, Secretary, North Carolina Department of Transportation

Larry L. "Butch" Brown, Sr., President, American Association of State Highway and Transportation Officials (AASHTO); Executive Director, Mississippi Department of Transportation

Background

With the federal Highway Trust Fund facing diminishing revenues given declining gas usage, states are scrambling to devise alternate funding mechanisms to fund essential transportation programs. Among the proposals being explored are public private partnerships, vehicle miles travelled (VMT) and the special-purpose local-option sales taxes (SPLOST) that can be levied by any county for the purpose of funding transportation and enhancing transit options. State policymakers also are following the reauthorization of the federal transportation legislation given the fact that the current legislation that establishes funding levels and policy priorities for highways and transit expired on September 30, 2009. This session featured presentations from the department heads in two SLC states on these topics.

Dr. Conti's Presentation

Dr. Conti began his presentation by noting that the impact of the recession on transportation departments around the country has been most severe. For some states, it has entailed major staff cuts and employee furloughs while, for others, it has delayed projects and shuttered rest areas. In North Carolina, the department "will take a \$1 billion hit from fiscal year 2009 to fiscal year 2011." The department had initiated adjustments for this funding dip in late 2008 by laying off more than 1,200 temporary workers, freezing salaries, imposing a hold on hiring and reducing monthly lettings, i.e., the opportunity for contractors to bid on transportation projects, by 75 percent. Dr. Conti acknowledged that the situation had been quite dire, but even though the

recession's impacts continue to linger, the modest pick-up in the economy has enabled his department to begin hiring again while implementing essential projects.

North Carolina, like many other states, has a profusion of transportation projects relative to available funds. Specifically, the state would like to move forward with \$54 billion worth of projects between 2015 and 2020, but the available funding will be limited to only \$10 billion during this 5-year period. This massive shortfall, Dr. Conti added will result in "some roads and bridges in the state not being upgraded since they were first built in the 1950s."

The financial struggles on the transportation front plaguing North Carolina were not unique to the state and neither were they caused by the current economic recession. For years, it has been known that gas tax revenues are no longer a viable funding stream given that "people do not drive as much as they used to in prior periods coupled with the fact that people drive more fuel efficient vehicles now." Changes to transportation funding have to be initiated urgently and expeditiously. The strain on the nation's roads and transit networks continues to gather momentum, given the increasing number of users and the fact that they are in use for much longer periods of time. The fact that we are "currently competing in a global marketplace and that transportation is critical to helping us succeed economically," is another driving force for urgent action, he noted. On this issue, the nation's ports, airports, rail lines and truck lanes have to be fortified and upgraded to ensure our global competitiveness, he added.

Since all these projects require funds, Congress can assist the states by passing a long-term reauthorization of SAFETEA-LU, which stands for the Safe, Accountable, Flexible and Efficient Transportation Equity Act – A Legacy for Users. He indicated that the three short-term extensions enacted so far are only "band-aid fixes" and that it is hard to plan for the future when our federal funding levels are uncertain.

In terms of reliable funding sources for transportation going forward, Dr. Conti listed several possibilities, including a vehicle-miles-traveled tax (VMT), where drivers are charged a mileage-based fee instead of a gas tax; tolling, where the driver pays for service; public-private partnerships, where the use of upfront private sector funds are leveraged to embark on vital projects; American Recovery and Reinvestment Act grant funding; and innovative financing, such as deploying Grant Anticipation Revenue Vehicle (GARVEE) bonds, which allow states to borrow against future federal funding; and the design-build method, which allows states to award contracts to companies that use teams of designers and contractors simultaneously to design and build a project to expedite its completion. In terms of the public-private partnership, the compelling success of the Lynx light rail system in Charlotte that went into operation in 2007 stands as a shining example.

In closing, Dr. Conti announced that his state is doing more with less and that it will require policymakers to make tough decisions about what we can and cannot realistically fund, and then stick to them.

Mr. Brown's Presentation

Mr. Brown opened his presentation by stressing the importance of trade or traffic corridors in the contemporary economy. These corridors were the reason that Americans are able to secure and access the array of goods and services used in every corner of the nation. In fact, he stressed,

questions such as “When do you expect to get these goods and services? Where do you expect to get them? How much are you willing to pay in time or money to get them? What are your expectations about that product?” are all predicated on smooth, flowing, efficient traffic or trade corridors. A trade or traffic corridor or route may have few or many access points that include point-to-point flows, through traffic and local movements. While they can be multimodal, they often are multijurisdictional and include a diverse set of users; given their importance in ensuring and promoting economic activity, corridor connectivity and access remain critical to an efficient corridor.

Continuing his remarks on the importance of smooth trade corridors, Mr. Brown focused on freight activity. Freight activity is influenced by such factors as inventory functions (physical characteristics, numbers of facilities, labor, equipment, infrastructure); engineering (structural integrity, deterioration); operational reliability (delay, closures); economical and financial (cost/benefit analysis, capital and financial resources, jobs and taxes); safety and security (number of accidents, exposure); and markets (hinterlands, multimodal services). All these variables play a role in the movement of freight along these trade corridors.

The nation’s logistics industry remains a key competitive advantage of the United States in the global marketplace. In tracing the history of the industry in the United States, Mr. Brown noted that in the 1950s, the United States developed and upgraded its infrastructure capacity. In the 1960s, the United States had to contend with the early years of the East Asian import trade surge, a trend that continues to this day with the massive imports from China. By the 1970s, factors such as the growing sophistication of the international financial markets and shipping containerization propelled trade and trade corridors to the forefront and, in the 1980s, technological advances (fax machines, for instance) and multimodal transportation options rose in significance. Mr. Brown indicated that in the 1990s, developments such as just in time (JIT) delivery methods, the Internet and regular tracking of inventory enhanced the opportunities for transiting goods through trade corridors even more expeditiously. In the 2000s, issues related to security and congestion loom large and companies have to be globally competitive to maintain dominance.

These competitive pressures emanating from all corners of the globe generated a degree of uncertainty driven by a host of issues including, fluctuating U.S. policy; changing import sourcing; foreign direct investment; expansion of transshipment hubs in the region; free trade negotiations; interactions with Cuba; Panama Canal expansion; promoting American exports; and transparency and security. All these factors added pressure on maintaining and expanding the nation’s trade corridors. Beyond these external pressures, there was a surfeit of domestic pressures complicating the continued development of these trade corridors including, the automotive industry in the Southeast; biofuels; alternative energy corridors; emergence of national logistics hubs; changing urban and rural demographics; carbon footprint and sustainability; and promoting small businesses.

In the midst of all these challenges, our nation’s infrastructure was aging precipitously and funds to upgrade the different elements were extremely scarce. In fact, Mr. Brown bemoaned the fact that his department’s budget had not seen an increase between fiscal years 2001 and 2010, even though during that period there had been a loss of 48 percent in purchasing power. His department, like many others around the country, was involved in maintenance programs with no additional construction. Among the major factors contributing to this situation was the declining

revenues emanating from highway gas taxes on account of vehicles securing better gas mileage and the advent of renewable fuels.

In terms of pursuing solutions to this dilemma, Mr. Brown talked about the recommendations of the U.S. National Surface Transportation Financing Commission. While the Commission had a series of recommendations related to revenue stream considerations, implementation and administration, economic efficiency and impact along with equity considerations, Mr. Brown noted that in terms of pursuing different funding categories, the following were cited: existing sources, primarily the gas tax; new vehicle-related taxes and fees; new fuel-related taxes; other broad-based taxes; freight-related sources; and tolling and pricing mechanisms.

In conclusion, Mr. Brown encouraged policymakers in the SLC states to pursue regional strategies to resolve the challenges related to trade corridors and emphasized that states working independent of each other will result in less efficient, more expensive transportation solutions.

II. Alternate Fuel Technologies and Economic Development

Dr. Shannon Baxter-Clemmons, Executive Director, South Carolina Hydrogen and Fuel Cell Alliance

Background

The state of South Carolina, led by House Speaker and 2009-2010 SLC Chair Bobby Harrell, has made substantial investments in promoting alternate fuel technologies. One such approach has been to fund the South Carolina Hydrogen and Fuel Cell Alliance (SCHFCA) in an effort to promote advancements in hydrogen and fuel cell technologies. This session addressed the public-private partnership aspect of the SCHFCA; the Alliance's vision for the hydrogen economy in the state, the region and the nation; the role of hydrogen in propelling our nation forward in terms of the environment, economic development and movement away from fossil fuels; harnessing hydrogen cells as the other component of the thriving automobile industry in the South; and other related issues.

Dr. Baxter-Clemmons' Presentation

Dr. Baxter-Clemmons began her presentation by explaining that the South Carolina Hydrogen and Fuel Cell Alliance was a public-private collaboration to advance the commercialization of hydrogen and fuel cell technologies in South Carolina. To assist in this endeavor, Dr. Baxter-Clemmons cited the role played by a number of South Carolina educational and research institutions including the Savannah River National Laboratory; Applied Research Center; University of South Carolina's NSF Industry/University Cooperative Research Center and Solid Oxide Fuel Cell Center of Excellence; South Carolina State University's James E. Clyburn Transportation Center; and Clemson University's International Center for Automotive Research. Based on the combined efforts of these institutions and policymakers, South Carolina now ranks as one of the top five hydrogen fuel cell states in the country alongside California, Connecticut, New York and Ohio.

The genesis for the state's advancement in hydrogen fuel cell technology was the cooperative work of state officials (led by South Carolina House Speaker Bobby Harrell), industry representatives, codes and standards experts and the Municipal Association of South Carolina.

The combined efforts of these various officials and institutions led to the *South Carolina Hydrogen and Fuel Cell Permitting Law*. As a result, South Carolina was the first state in the country to permit hydrogen and fuel cell deployments at the state level using existing internationally recognized codes and standards. According to Dr. Baxter-Clemmons, the new law assigns the authority and responsibility of permitting hydrogen and fuel cells in the state to the Office of the State Fire Marshal, a move that increases public safety by creating a state expert in that department; creates a better business environment for the placement of hydrogen and fuel cell facilities; and raises South Carolina's profile as a progressive place for hydrogen and fuel cells.

As a result of this initiative, there had been growing interest in the state to promote hydrogen as an energy source leading to the formation of the city of Columbia's Fuel Cell District, linking Columbia College, University of South Carolina, Benedict College, Allen University, Midlands Technical College, Lexington County, Columbia Metropolitan Airport and Fort Jackson. Hydrogen fuel cells are currently deployed at a number of locations, including the telecommunications center and emergency services center at Fort Jackson and the South Carolina Hydrogen Freeway on Interstate-20, with two hydrogen stations at Sage Mill and Columbia. Since a number of major automakers (GM, Daimler, Toyota, and Honda) recently announced plans to get fuel-cell models into showrooms by 2015, the potential for additional hydrogen stations is a real possibility. Furthermore, the Alliance currently is examining the current market value for hydrogen and fuel cells in cell phone towers, combined heat and power (CHP) engines and forklifts. In fact, Dr. Baxter-Clemmons noted that the Bridgestone-Firestone plant and GENCO warehouse, both in Aiken, South Carolina, are in the process of testing hydrogen powered forklifts, a scenario that creates jobs for the operation, maintenance and distribution of the technology.

Dr. Baxter-Clemmons also mentioned the exciting *Proterra* project in the state that will build hybrid and all-electric city buses at a \$68 million plant in Greenville. While this project was launched in July 2010, it is expected to generate more than 1,000 jobs. Trulite Inc., a company that moved its manufacturing (and administration) operations to Columbia to build hydrogen fuel cell generators and hydrogen fuel canisters for commercial uses, is expected to create over 1,000 jobs at peak capacity.

In closing, Dr. Baxter-Clemmons indicated that developing the hydrogen fuel cell in South Carolina converts energy security to a local issue by very effectively solving both transportation and energy challenges faced by the United States. Not only does this focus firm up renewable resources, it allows for the use of indigenous fuel sources and breaks traditional energy paradigms.

III. Election of Officers

The Nominating Committee, comprising Representative Bill Sample, Arkansas; Representative Rod Scott, Alabama; Delegate Danny Wells, West Virginia; and chaired by Representative Sample, deliberated on the names submitted for Committee chair and vice chair for 2010-2011. Consequently, Senator John R. Unger II, West Virginia was re-elected chair and Representative Billy Broomfield, Mississippi was re-elected vice chair for the upcoming year. The nominations were moved and seconded, and Senator Unger and Representative Broomfield were re-elected by acclamation.

COMMITTEE TECHNICAL TOUR, AUGUST 2

I. Port of Charleston

The Port of Charleston remains one of the most important ports on the Eastern seaboard and ranks high as one of the busiest in the nation in terms of container traffic. The visit to the Port included a presentation on the Port by Mr. James I. (Jim) Newsome III, President and CEO, South Carolina State Ports Authority, on the impressive economic impact of the Port and its terminals; plans initiated to enhance its infrastructure and multimodal capabilities; preparations initiated at the port to prepare for the expansion in the Panama Canal; its stellar record in transporting inter-modal containers quickly and efficiently to an array of cities; its increasing role in transporting automobiles; the Port's foray into attracting traffic from the cruise ship industry; and recent efforts to ensure efficient delivery schedules in an era of heightened security. The tour also included a visit to the Port's Wando Welch and Union Pier Terminals.

Southern Legislative Conference 65th Annual Meeting, Memphis, Tennessee

The SLC will meet for the 65th Annual Meeting in Memphis, Tennessee, July 16 - 20, 2011. In keeping with the wishes of the SLC presiding officers, please note that meeting notification does not authorize travel.

SLC Staff Contact

If you have any questions regarding this report or the 2010 SLC Annual Meeting, please contact Mr. Sujit CanagaRetna in the Atlanta office at 404/633-1866 or scanagaretna@csg.

ATTENDANCE LIST

Southern Legislative Conference 64th Annual Meeting
Economic Development, Transportation and Cultural Affairs Committee
July 31 - August 4, 2010
Charleston, South Carolina

(List reflects those attendees whose names appeared on the sign-in sheet)

ALABAMA

Senator Wendell Mitchell
Representative Frank McDaniel
Representative Howard Sanderford
Representative Rod Scott
Elizabeth Lawlor, Norfolk Southern Corporation

ARKANSAS

Representative Jonathan Barnett
Representative Bill Sample
Representative Mary Slinkard
Kevin Anderson, Bureau of Legislative Research
Buddy Johnson, House of Representatives
Estella Smith, Bureau of Legislative Research
Brent Stevenson, Brent Stevenson Associates
Tammy Waters, Domtar

CALIFORNIA

Adrian Moore, Reason Foundation

FLORIDA

Representative Charles S. Chestnut IV

GEORGIA

Senator Jack Hill
Representative Jon Burns
Representative Harry Geisinger
George Bullock, ACCCE
Adam Bruns, Site Selection Magazine
Sujit CanagaRetna, Southern Legislative
Conference
Gerri Combs, Southern Arts Federation
Dianne Hardin, Office of the Speaker
Cynthia Jester, OREGA-S
Brooks A. Keel, Georgia Southern University
Mikko Lindberg, Southern Legislative
Conference
Kristi Lindstrom, Office of the Speaker

GEORGIA, CONTINUED

Heather Moody Breedon, Senate Research Office
Vance C. Smith, Jr., Department of
Transportation

KENTUCKY

Speaker Pro Tem Larry Clark
Representative Linda Belcher
Representative Robert C. Damron
Representative Dennis Horlander
Representative Dennis Keene
Representative Ruth Palumbo
Representative Jody Richards
Representative John Tilley
Laura Goins, Kentucky Retail Federation
Jonathan Grate, Legislative Research
Commission
Mike Robinson, The Council of State
Governments
Sean Sloane, The Council of State Governments

LOUISIANA

Senator Buddy Shaw
Representative Regina Ashford Barrow

MISSISSIPPI

Speaker Billy McCoy
Senator Sampson Jackson II
Senator Hillman Frazier
Representative Billy Broomfield
Vera Broomfield
Larry L. "Butch" Brown, Department of
Transportation
Juan Flores, Department of Transportation

MISSOURI

David Snodgrass, Office of the Assistant
Secretary of the Army

NORTH CAROLINA

Representative Beverly Earle
Representative Julia C. Howard
Representative Fred Steen II
Representative Arthur Williams
Gene Conti, Department of Transportation
Betsey Conti
Paul Dickerson
Katie Hallaway, Lowe's Companies, Inc.
Scott Mason, Lowe's Companies, Inc.
Joe Robinson

OHIO

Mike Prentiss, Procter & Gamble

SOUTH CAROLINA

Representative Robert Brown
Representative Gilda Cobb-Hunter
Representative Garry Smith
Representative Joe McEachern
Penny McEachern
Representative Jimmy Neal
Shannon Baxter-Clemmons, Ph. D., South
Carolina Hydrogen and Fuel Cell Alliance
Ryan Black, Coastal Conversation League
Amy Bolin
Robert "Bob" Coble, Nexsen Pruet, LLC
Dennis Glaves, South Carolina Coastal
Conservations League
Scott Greenway, Center for Hydrogen Research
Maxie Haltiwanger, Haynsworth Sinkler Boyd, P.A.
Dan Hamilton
Thomas Howard, Domtar
Adam Jordan, South Carolina Department of
Commerce
Pam Lackey
Bonnie Loomis, Duke Energy
Hank McCullough, Piedmont Natural Gas
Kathy McKinney, Haynsworth Sinkler Boyd, P.A.
Byron Miller, State Ports Authority
John Monaghan, Piedmont Natural Gas
Patrick Moore, Coastal Conversation League
Jim Newsome, State Ports Authority
Stefan Nowicki, Domtar
David Owens, Senate Staff
Allison Skipper, State Ports Authority
Bill Taylor, Legislative House Nominee

TENNESSEE

Senator Mark Norris
Speaker Emeritus Jimmy Naifeh

TENNESSEE, CONTINUED

Representative Pat Marsh
Liz Alvey, Office of Senate Majority Leader
Roark Brown, Office of Legislative Budget
Analysis
Jane Covington, CSX
Annette Crutchfield, Office of Legislative Budget
Analysis
Cathy Higgins, Office of Legislative Budget
Analysis

TEXAS

Senator Eddie C. Lucio
Senator Jeff Wentworth
Representative Bill Callegari

VIRGINIA

Senate President Pro Tem Charles Colgan
Senator Harry Blevins
Senator John S. Edwards
Senator Mark Herring
Senator Fred Quayle
M. Seth Ginther, Hirschler Fleischer Law Firm
E. M. Miller, Jr., Division of Legislative Services

WASHINGTON, D.C.

Steve Blackistone, National Transportation
Safety Board
Kevin Callahan, American Forest and Paper
Association
Nell Etheredge, The Council of State
Governments
Chris Whatley, The Council of State
Governments

WEST VIRGINIA

Senator Richard Browning
Senator Jeffery Kessler
Senator Joseph Minnard
Senator John R. Unger II
Senator Jack Yost
Delegate Robert "Bob" Beach
Delegate Bonnie Brown
Delegate Greg Butcher
Delegate Mike Ferro
Delegate Richard J. Iaquinta
Delegate Danny Wells
Bill Carper, Norfolk Southern Corporation
John Snider, Arch Coal Inc.

CANADA

Senator Wilfred P. Moore, Nova Scotia
Member of Parliament Terrence Young
Member of Parliament Bryon Wilfert
Ginette Chenard, Quebec Government Office

CANADA, CONTINUED

June Dewetering, Canada-United States
Inter-Parliamentary Group
Robert MacKenzie, Consulate of Canada in
North Carolina
Chad Mariage, Canada-United States
Inter-Parliamentary Group