

**Freight Transportation Advisory Committee of the HRTPO  
Meeting Agenda  
January 3, 2014**

The Virginia Port Authority  
101 W Main St., #600, Norfolk, VA 23510  
11:00 am – 12:30 pm

- 11:00 am 1. CALL TO ORDER**
- 11:05 am 2. PUBLIC COMMENT PERIOD**
- REGULAR AGENDA:**
- 11:05 am 3. Approval of previous meeting's minutes**
- 11:10 am 4. FTAC Membership Update**
- 11:25 pm 5. HRTPO Update**
- *UPWP – FY15 HRTPO Planning Priorities*
  - *Primary Freight Network Recommendations*
  - *Regional Model – Truck Component*
  - *Positioning Hampton Roads for Freight Infrastructure Funding draft report*
- 12:25 pm 6. ANNOUNCEMENT OF NEXT MEETING DATE**
- 12:30 pm 7. LUNCH**

**AGENDA ITEM #1: CALL TO ORDER**

The meeting will be called to order by Mr. Bell at 11:00 a.m.

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**AGENDA ITEM #2: PUBLIC COMMENT PERIOD**

Members of the public are invited to address the FTAC. Each speaker is limited to three minutes.

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**AGENDA ITEM #3: APPROVAL OF PREVIOUS MEETING'S MINUTES**

**SUBJECT:** Minutes of the FTAC meeting held on November 14, 2013.

**BACKGROUND:** *Enclosure 1: 11-14-13 FTAC Minutes*

**RECOMMENDED ACTION:** Approve the minutes.

**MEETING MINUTES- DRAFT**  
**Freight Transportation Advisory Committee of the HRTPO**

**November 14, 2013**

The Town Point Club Lafayette Room

101 W Main St., Norfolk, VA 23510

11:00 am – 1:00 pm

Co-Chairman Bill Bell called the HRTPO Freight Transportation Advisory Committee (FTAC) to order at 11:00 a.m. in the Town Point Club Lafayette Room, with the following in attendance:

**MEMBERS:**

Allen Campbell (Givens Transportation)  
Amy Brown (CrossGlobe Group)  
Bill Bell (Newport News Shipbuilding)  
Chris Luebbers (Norfolk Southern Corp)  
David White (Virginia Maritime Association)  
Mike Abbott (COSCO Container Lines, Inc.)  
Rick Morris (Canon Virginia Inc.)

**STAFF:**

Allison Mall (Moffatt & Nichol)  
Andy Hecker (Moffatt & Nichol)  
Arkopal Goswami (HRTPO)  
Camelia Ravanbakht (HRTPO)  
Dale Stith (HRTPO)  
Jeff Florin (VPA)  
Jon Gage (Moffatt & Nichol)  
Rob Case (HRTPO)  
Sam Belfield (HRTPO)

**PUBLIC:**

Frank Mach (U.S DOT)

## **1. ATTENDANCE AND PUBLIC COMMENT PERIOD**

Co-Chairman Mr. Bill Bell took attendance and opened the public comment period. Hearing no requests for comment, Mr. Bell then declared the public comment period closed.

## **2. APPROVAL OF PREVIOUS MEETING'S MINUTES**

Mr. Bell noted the minutes of the June 6<sup>th</sup>, 2013 FTAC meeting and asked for revisions. There being none, Mr. Mike Abbott moved the minutes be approved as submitted. Mr. Chris Luebbers seconded the motion, and the minutes were unanimously approved.

### **REGULAR AGENDA:**

## **3. FTAC MEMBERSHIP**

Mr. Bell informed the Committee of his decision to step down from the FTAC co-chairman position in the 1<sup>st</sup> or 2<sup>nd</sup> quarter of 2014, and either become a regular member or step down from the committee. He described the duties required to be a co-chair, including attending the HRTPO board meetings as a representative for freight in Hampton Roads, expressing the needs of the business community, and raising issues with FTAC so that they have the maximum impact as they feed into the HRTPO process. Mr. Bell asked committee members to contact him directly if they have an interest in the position or a suggestion for another member.

Mr. Bell then brought up the committee's need for another co-chair that is an elected official with a seat on the HRTPO board. Delegate Chris Stolle has expressed an interest in the position. The Committee agreed that Delegate Stolle would be an excellent addition to the Committee, especially as freight has become more visible at the state and national level. Mr. Bell requested that FTAC staff confer with HRTPO staff about the nomination process, so that Delegate Stolle can be approved by the HRTPO Board by their December or January meeting.

## **4. ECONOMIC ANALYSIS OF TOLL PRICING IN HAMPTON ROADS STUDY UPDATE**

Awarding the study has been continuously stalled due to legislative and political issues, but the contract with Cambridge Systematics has been awarded and is now in the final stages of being reviewed by VDOT. Mr. Florin said that he expects it will be done by the end of the week. During the six-to-nine-month long study, the committee will receive updates on its progress with presentations by the consultants.

FTAC has a vested interest in the study because of the sensitivity of tolls for freight businesses. The study results will help determine what the economic impact of tolls will be on freight businesses, and provide data for deciding truck tolling amounts.

## 5. VIRGINIA MULTIMODAL FREIGHT PLAN UPDATE

Mr. Florin explained that the Office of Intermodal Planning and Investment (OIPI) has now updated the data from the 2005 *VDOT Freight Study* and developed new performance measures in order to be MAP-21 compliant and to work towards moving the state to a performance-based planning system in the new *Virginia Multimodal Freight Plan*. Mr. Florin asked for the committee's advice on measuring freight performance and directed their attention to the "Summary of Virginia's Freight Plan Goals, Investment Priorities, Investment Strategies and Performance Measures" chart from the Freight Plan.

Mr. Hecker explained that the OIPI Multimodal Work Group (MMWG) came up with specific strategies for ranking corridors, using measurable actions and metrics, but the measurements still need work. OIPI, via Mr. Florin, needs the committee's advice on these measurements using the expertise they have gained in their freight-moving businesses. Mr. Bell asked that the committee members look closely at chapters two and three of the Freight Plan, and consider performance measures that could help to guide direct investments in freight infrastructure projects. He inquired as to what they really think the metrics should be so that Virginia is investing wisely. Further discussion can continue at the next meeting.

## 6. HOUSE COMMITTEE ON TRANSPORTATION & INFRASTRUCTURE'S *IMPROVING THE NATION'S FREIGHT TRANSPORTATION SYSTEM* REPORT

A bi-partisan Congressional panel was tasked with examining the current state of freight transportation and how improving the system would affect the U.S. economy. The Panel recently announced a series of recommendations aimed at improving the efficiency of goods movement and strengthening the U.S. economy. These recommendations include establishing a comprehensive national freight transportation policy; designating a national, multimodal freight network; and authorizing dedicated, sustainable funding for multimodal freight Projects of National and Regional Significance through a grant process with clear benchmarks.

The push for new funding sources for freight is getting more attention nationwide, with the President recently discussing it in New Orleans and many high-ranking Congressmen backing it. The committee agreed that the region needs to position itself to benefit from the national work being paid to freight and infrastructure investment. They agreed to draft a resolution bringing the HRTPO's attention to the report.

## 7. HRTPO UPDATE

### *HRTF Candidate Projects*

Ms. Ravanbakht explained the process used to decide the list of projects to be funded by HB2313, the recent transportation legislation that established new revenues for transportation, a portion of which will flow into the newly established Hampton Roads Transportation Fund

(HRTF) effective July 1, 2013. At the October 2013 meeting, the Board passed a resolution supporting the list of projects and funding options in order to facilitate coordination and discussions with VDOT, FHWA, to refine cost estimates, and to evaluate financing options and methods of project delivery.

Ms. Ravanbakht explained that HRTPO staff had 21 days to put the package together for the Board and they worked tirelessly to come up with the list of projects and potential funding options. The guiding principles behind the candidate project selection were that the projects:

- Be included in the HRTPO Board-approved 2034 LRTP
- Be supported by HRTPO resolutions
- Be legally eligible
- Meet regional project cost threshold of \$100 Million

The new legislation will make an unprecedented **\$8.15 Billion** available to Hampton Roads over the next 20 years. The candidate projects can only be used for construction or improvement, and transit projects are not included. The Board agreed in a previous resolution that the funds should be directed towards large infrastructure projects. The selection process resulted in nine projects to recommend to the Board. They are as follows:

- I-64 Peninsula Widening (6-lane options)
  - I-64 Peninsula Segment 1 – Jefferson Avenue to Ft. Eustis Blvd
  - I-64 Peninsula Segment 2 – Ft. Eustis Blvd to Route 199 East of Williamsburg
  - I-64 Peninsula Interchange at Ft. Eustis Blvd
  - I-64 Peninsula Segment 3 – Route 199 East of Williamsburg to Route 199 West of Williamsburg
- Hampton Roads Third Crossing
  - Patriots Crossing (with Craney Island Connector)
  - I-664 Widening including Bowers Hill interchange
- I-64 Southside Widening including High Rise Bridge
- I-64/I-264 Interchange
- US Route 460/58/13 Connector including SPSA and airport interchanges

Ms. Ravanbakht pointed out that since Franklin and Southampton Counties are subject to taxes but are not part of the HRTPO, an MOU was signed with the localities and the HRTPO Board ensuring that their share of the money (\$50 Million) will be set aside.

There are many different funding options for these projects, which are decided by the HRTPO and then funded by VDOT. HRTPO staff provided options with and without tolls, which Ms. Ravanbakht said was possible “if all the stars align” and the CTB agrees to use all HRTF revenues, along with state/federal contributions and a portion of the Hampton Roads-generated “statewide” HB2313 revenues. A comprehensive financial analysis is still needed to finalize the funding options.

## **2040 LRTP**

Ms. Dale Stith then gave an update on the 2040 Long Range Transportation Plan (LRTP), which is completed every four years. In order to improve the selection process for the LRTP, a 2040 Socioeconomic Forecast was completed to gather data on the expected growth in employment and population in the region. In addition, a public VISION survey gathered information on the public's top transportation concerns, which included congestion, poor pavement, and lack of public transportation. A Vision Statement was developed: *With an engaged public, the 2040 Long-Range Transportation Plan sets forth a vision to develop a well-balanced transportation system that promotes good quality of life while enhancing the unique character of Hampton Roads.* Thirteen goals were decided upon to meet this vision.

Ms. Stith described the LRTP as the “blueprint for the region” that allows regional transportation planners and stakeholders to work together to prioritize transportation projects, keeping the process bipartisan. Ms. Ravanbakht said that coordination with FTAC will continue throughout the development of the 2040 LRTP. The next steps for work on the LRTP in 2014 include:

- Associate performance measures with LRTP goals
- Finalize list of candidate projects
- Collect data for Project Prioritization Tool
- 2040 revenue estimates
- Evaluate alternatives

## ***Existing and Future Truck Delay in Hampton Roads Study***

Mr. Sam Belfield gave an update on the study, which FTAC has been briefed on several times before. The study has been approved by the HRTPO Board. The study identifies existing truck delays in the region, and estimates future truck delays to determine what truck volumes and congestion will be in Hampton Roads in 20 years. This data is used to prioritize projects for the 2040 LRTP.

Mr. Belfield called the 20-year forecast of truck delays “a much bleaker picture” than its current state, and showed a map of 18 High Profile Corridors in the region with 2010 truck delay hours and 20-year forecast hours. The forecasted delays increase dramatically on most of the corridors, especially on sections of I-64. He explained that to avoid tolls in the future, cars will take other routes, but that will cause congestion on those routes. The impact to the regional economy from these cumulative truck delays is estimated to be \$156 Million in 20 years, compared to \$26 Million today.

It should be noted that this study was completed prior to the completion of the HRTF Candidate Project list, so the I-64 Peninsula project from that list would address truck delays on that corridor. The recommendations from the study are to consider including the I-64 Peninsula Widening and the I-64 Southside Widening, which are estimated to have the highest weekday

total truck delay in 20 years, in the next LRTP. All of the candidate projects will be run through the prioritization tool in the development of the 2040 LRTP, with the benefit of the truck delay results from this study that was not available for the 2034 LRTP. The nine HRTF candidate projects, including the Third Crossing, will also be run through the prioritization tool.

Mr. Bell complimented Mr. Belfield and the HRTPO staff on the thoroughness of the study and mentioned that the amount of economic impact to the region from the truck delays is “stunning,” and that it will be a useful addition to the economic vitality portion of the prioritization tool. Mr. White asked if taking a closer look at truck congestion has changed the modeling for the total picture in any way. Ms. Stith responded by saying that in the sense that the truck component was added to the model and employment categories were added, all of the modeling done by HRTPO staff has improved.

### ***Positioning Hampton Roads for MAP-21 Freight Infrastructure Funding***

Mr. Sam Belfield then provided the committee with an overview on the *Positioning Hampton Roads for MAP-21 Freight Infrastructure Funding* study, which is nearly complete. The study will provide data to the state and national DOT’s to include Hampton Roads highways and roadways in the development of a National Freight Network, as required by MAP-21. The National Freight Strategic Plan is required to be in place within three years of MAP-21 implementation. The study looked at the following National Freight Strategic Plan requirements in order to determine which highways and roadways to include in the Network:

- Assess the condition and performance of the national freight network
- Identify highway bottlenecks that cause significant freight congestion
- Forecast freight volumes
- Identify major trade gateways and national freight corridors

Mr. Belfield described graphics for each of these requirements. The conditions/performance of Hampton Roads roadways were identified by congested road segments, deficient bridges, vertical clearances below preferred height, inadequate lane widths, and poor pavement conditions. Bottlenecks were calculated by total weekday truck delay per mile. Forecasted freight volumes were calculated by weekday 24-hour truck volumes. Major trade gateways and national freight corridors within Hampton Roads were identified through projected truck forecasts.

The next steps of the study are to:

- Develop recommendations to enhance existing and future freight movement for Hampton Roads
- Seek approval of study from HRTPO Board
- Forward study to VDOT and FHWA
  - To assist with development of the National Freight Network

- To serve as input to the National Freight Strategic Plan and other MAP-21 requirements

The committee expressed their hope that this study will put the region “ahead of the game and prepared as a region if and when federal funding initiatives come down.” The study will be presented to the HRTPO Board in March.

## **8. ANNOUNCEMENT OF NEXT MEETING DATE / ADJOURNMENT**

The next meeting was scheduled for Friday, January 3, 2014 at 9:00 am.

**AGENDA ITEM #4: FTAC MEMBERSHIP UPDATE**

**SUBJECT:** The Committee's nomination of Delegate Chris Stolle for the elected official co-chairman position has been approved by HRTPO Chairman Price.

**BACKGROUND:** FTAC Bylaws require nine members, including one elected official who serves on the HRTPO Board and will hold the position of Co-Chair of the FTAC. At the last meeting, the Committee nominated Delegate Chris Stolle to the Co-Chairman position and the nomination was sent to the HRTPO Chairman for approval.

**RECOMMENDED ACTION:** Discuss potential replacements for the Co-Chairmanship position currently held by Mr. Bell.



**BOARD OF COMMISSIONERS**

Jeffrey D. Wassmer, Chairman  
Scott R. Bergeron, Vice Chairman  
Jennifer D. Aument  
James M. Boyd  
Martin J. Briley  
Juliann J. Clemente  
Craig P. Coy  
Frank E. Laughon, Jr.  
John N. Pullen  
Robert M. Stanton  
Ting Xu  
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**Telephone (757) 683-8000**  
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**Rodney W. Oliver**  
*Interim Executive Director*

ISO Certified: 9001  
Quality Management System -  
14001 Environmental  
Management System

December 13, 2013

Mr. Dwight Farmer  
Executive Director  
Hampton Roads Planning District Commission  
723 Woodlake Drive  
Chesapeake, VA 23320

Dear Dwight,

At the request of The Freight Transportation Advisory Committee (FTAC) of the Hampton Roads Planning District Committee (HRTPO), I would like to formally request that the HRTPO Board appoint Delegate Chris Stolle to the Committee as the elected official Co-Chairman. As the General Assembly Delegate from Virginia's 83<sup>rd</sup> District, Mr. Stolle is also a voting member of the HRTPO Board.

The FTAC has approved the nomination of Delegate Stolle as the new co-chair and respectfully asks that you put his nomination on the agenda for the January 2014 HRTPO meeting.

Respectfully yours,

Jeff Florin  
Vice President of Port Development  
Virginia Port Authority  
FTAC Sponsor

## **AGENDA ITEM #5: HRTPO UPDATE**

**SUBJECT:** HRTPO staff will update the Committee on the following topics:

- *UPWP – FY15 HRTPO Planning Priorities*
- *Primary Freight Network Recommendations*
- *Regional Model – Truck Component*
- *Positioning Hampton Roads for Freight Infrastructure Funding* draft report

### **BACKGROUND:**

#### **UPWP – FY15 HRTPO Planning Priorities**

Ms. Ravanbakht and Mr. Case will update and gather input from the Committee on the HRTPO's draft FY15 planning priorities. Freight is emphasized in the "Strengthening Multimodal Planning" priority.

#### **Primary Freight Network Recommendations**

Mr. Belfield and Mr. Case will present HRTPO staff's draft comments on US DOT's draft highway Primary Freight Network Maps and Tables in order to develop one set of recommendations for the region. Per the federal register notice on November 19, US DOT is seeking comments by 1/17/14.

<http://www.ops.fhwa.dot.gov/freight/infrastructure/pfn/>

FHWA has released two draft highway PFN's – 27,000 mile & 41,000 mile. HRTPO staff has prepared a map that shows both of these networks within Hampton Roads. The 27k network was based on a minimum criteria based on an inventory of freight volume. The 41k network provided more comprehensive coverage based some of the following factors:

- Origins and destinations of freight movement in the United States;
- Total freight tonnage and value of freight moved by highways;
- Percentage of annual average daily truck traffic in the annual average daily traffic on principal arterials;
- Annual average daily truck traffic on principal arterials;
- Land and maritime ports of entry;
- Access to energy exploration, development, installation, or production areas;
- Population centers;
- Network connectivity.

HRTPO draft comments and recommendations are on pages 16-21 of the meeting packet, and additional comments from VDOT are on page 22. A draft resolution for the FTAC to consider supporting the HRTPO's recommendations is on page 23.

**Regional Model – Truck Component**

Mr. Case will update the Committee, per their request from the last meeting, on the regional transportation model's truck component.

**Positioning Hampton Roads for Freight Infrastructure Funding draft report**

Mr. Belfield will update on the Committee on the draft report he presented at the last meeting. Comments received by COB Jan. 22 will be addressed. The report is attached separately.

**RECOMMENDED ACTION:** Comment on and draft resolutions endorsing HRTPO actions, as necessary.

## Planning Priorities for Hampton Roads

In addition to detailing the work associated with HRTPO core functions – the Long-Range Transportation Plan (LRTP), the Transportation Improvement Program (TIP), the Congestion Management Process (CMP), and Public Participation – federal regulations state that the UPWP for MPOs designated as Transportation Management Areas (TMA) shall include a discussion of the planning priorities of the metropolitan planning area. It is in the determination of these planning priorities that the HRTPO Board ensures its vision and goals are carried forward in the UPWP. Establishing clear direction from the HRTPO Board regarding its priorities allows HRTPO staff to ensure that limited resources (manpower, funding) are properly allocated in the UPWP.

The FY 2015 planning priorities for the Hampton Roads TMA are as follows:

### *Transportation Programming*

Transportation programming involves tracking transportation funds coming to Hampton Roads, selecting projects on which to allocate those funds, and monitoring the status of projects to help ensure transportation dollars are being used efficiently and effectively. HRTPO transportation programming efforts include:

- Striving for equity in statewide discretionary transportation funding.
- Encouraging further integration of MPOs early in the development of the Virginia Six-Year Improvement Program.
- Continuing the use of HRTPO project prioritization methodologies to ensure transportation funds are allocated to projects with the highest impact on congestion relief, safety, and economic vitality.
- Continuing to improve the transparency, accuracy, and user-friendliness of the HRTPO TIP.
- Continuing the use of performance monitoring – including quarterly reviews of the progress on TIP projects to help ensure that funds are being used effectively.
- Attending meetings of the Commonwealth Transportation Board (CTB).
- Continuing to improve the region's' potential to receive additional federal funding.

In February 2013, the General Assembly approved the first comprehensive overhaul of the way Virginia pays for its transportation system since 1986. The new transportation funding legislation (HB2313) is expected to generate hundreds of millions in new transportation dollars annually statewide and includes regional components that will raise significant new funding each year to be used specifically in Hampton Roads. These new regional transportation revenues will be placed in the Hampton Roads Transportation Fund (HRTF) and, in accordance with the new law, HRTF revenues shall be used solely for new construction projects on new or existing roads, bridges and tunnels as approved by the HRTPO Board. HRTPO efforts related to the HRTF include:

- Monitoring monthly income, interest earnings, and expenditures associated with the HRTF.
- Assisting the HRTPO Board in the selection of HRTF projects.
- Monitoring the status of HRTF projects to help ensure effective use of the funds.

### *Efficient, User-Focused Investments*

Even with the new funding provided by HB2313, there will not be enough money to address all the transportation needs in Hampton Roads. It will remain vitally important to invest in transportation projects that provide the best return on investment with respect to congestion relief, safety, and economic vitality. All users of the transportation system – motorist, bicyclist, transit rider, freight hauler – are directly impacted by traffic congestion and safety. Even one who never leaves home is affected by problems in the transportation system because such problems impact the delivery of all goods and services, including emergency services.

HRTPO efforts related to ensuring efficient, user-focused transportation investments include:

- Continuing the use of HRTPO project prioritization methodologies, which take into account congestion relief, safety, and economic vitality.
- Evaluating performance pricing strategies for reducing congestion.
- Encouraging the implementation of projects known to be particularly cost-effective at reducing congestion and improving safety, such as the synchronization of traffic signals.
- Encouraging strategies for clearing crashes and incidents faster.
- Evaluating operational solutions, including advanced-technologies.

### *Strengthening Multimodal Planning*

Federal regulations require that metropolitan transportation planning include both long-range and short-range strategies and/or actions that lead to the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods. *Multimodal* refers to the variety of available transportation options – highways, transit, freight and passenger rail, waterways, pedestrian and bicycle facilities, etc. – and how those modes are interconnected.

Although the HRTPO transportation planning process has long taken into account the various modes of transportation, the HRTPO will strive to strengthen its multimodal planning by:

- Continuing freight planning activities – including the findings of a number of HRTPO freight-related studies – to promote safe, secure, fast, and efficient movement of goods.
- Continuing strong support of improvements to transit and passenger rail service.
- Better integrating public transit planning in the next LRTP.
- Developing an Active Transportation Plan (Bicycle and Pedestrian).

## **DRAFT Highway Primary Freight Network**

HRTPO Preliminary Staff Comments

December 2013

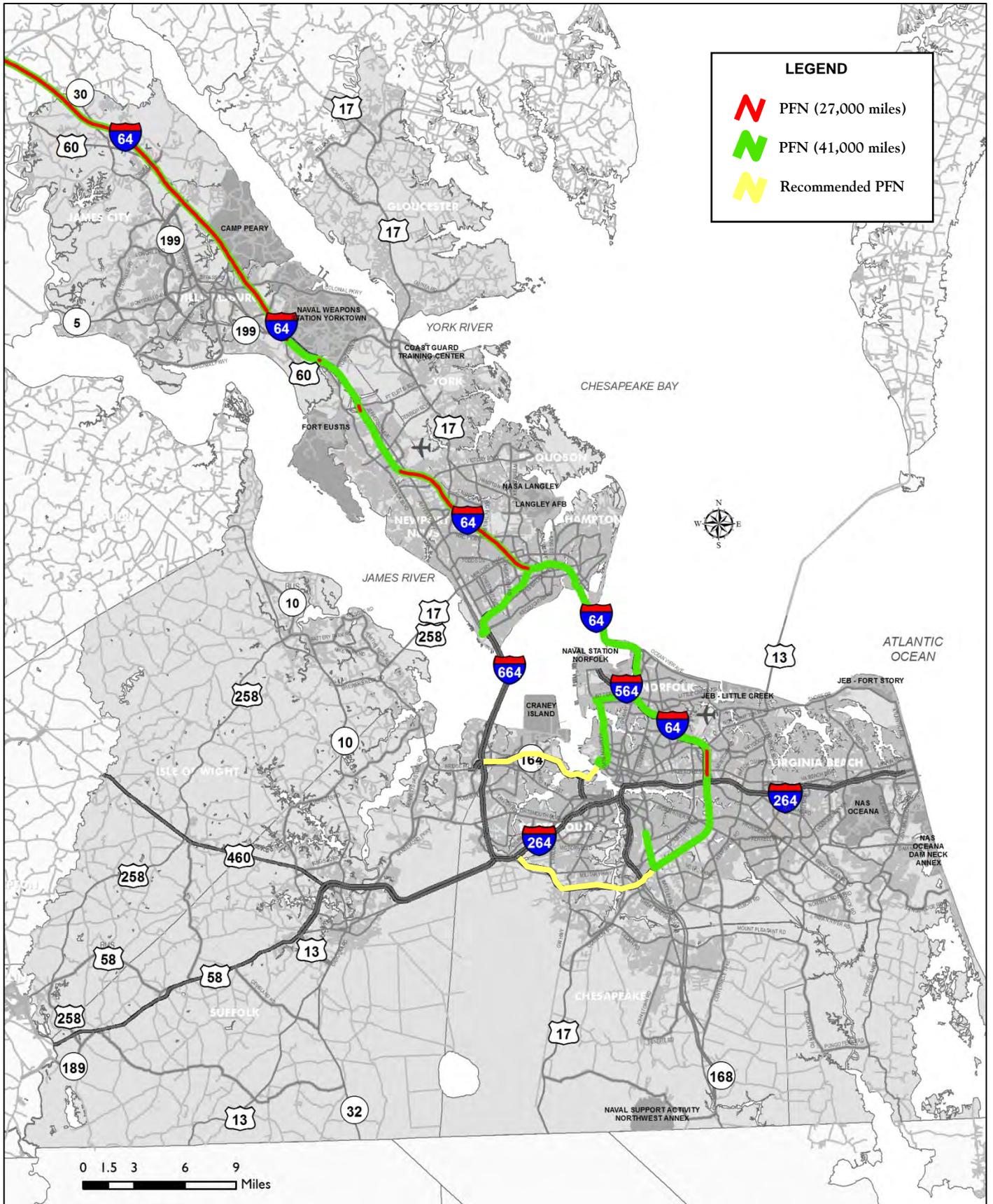
### Comments on PFN (Virginia)

- I-64 – VA13R to I95 (103.65 miles) PFN segment – Staff recommends extending this PFN segment beyond VA13R (Battlefield Blvd) to I-664/I-264.
  - FHWA PFN Factors for Consideration
    - “Annual average daily truck traffic”: Existing truck volumes on I-64 between Battlefield Blvd and the Hampton Roads Bridge Tunnel are approximately 4,000 per weekday, yet truck volumes on I-64 from I-664/I-264 to Battlefield Blvd are approximately 6,000-8,000 per weekday.
- Staff recommends including Western Freeway (VA State Route 164)/Midtown Tunnel from U58 (Brambleton Ave) to I-664 as part of the PFN.
  - FHWA PFN Factors for Consideration
    - “Total freight tonnage”, “Ports of entry”, “Network Connectivity”: The draft PFN includes connections to NIT (Norfolk International Terminals), Lamberts Point, and NNMT (Newport News Marine Terminal), however it does not connect APMT (APM Terminals). For the Port of Virginia, APMT is the 2<sup>nd</sup> largest terminal (NIT is largest). Together, NIT and APMT combined to handle 100% of the containerized cargo. Including Route 164/Midtown Tunnel would be valuable for connecting the network to APMT – the most automated international gateway in North America.

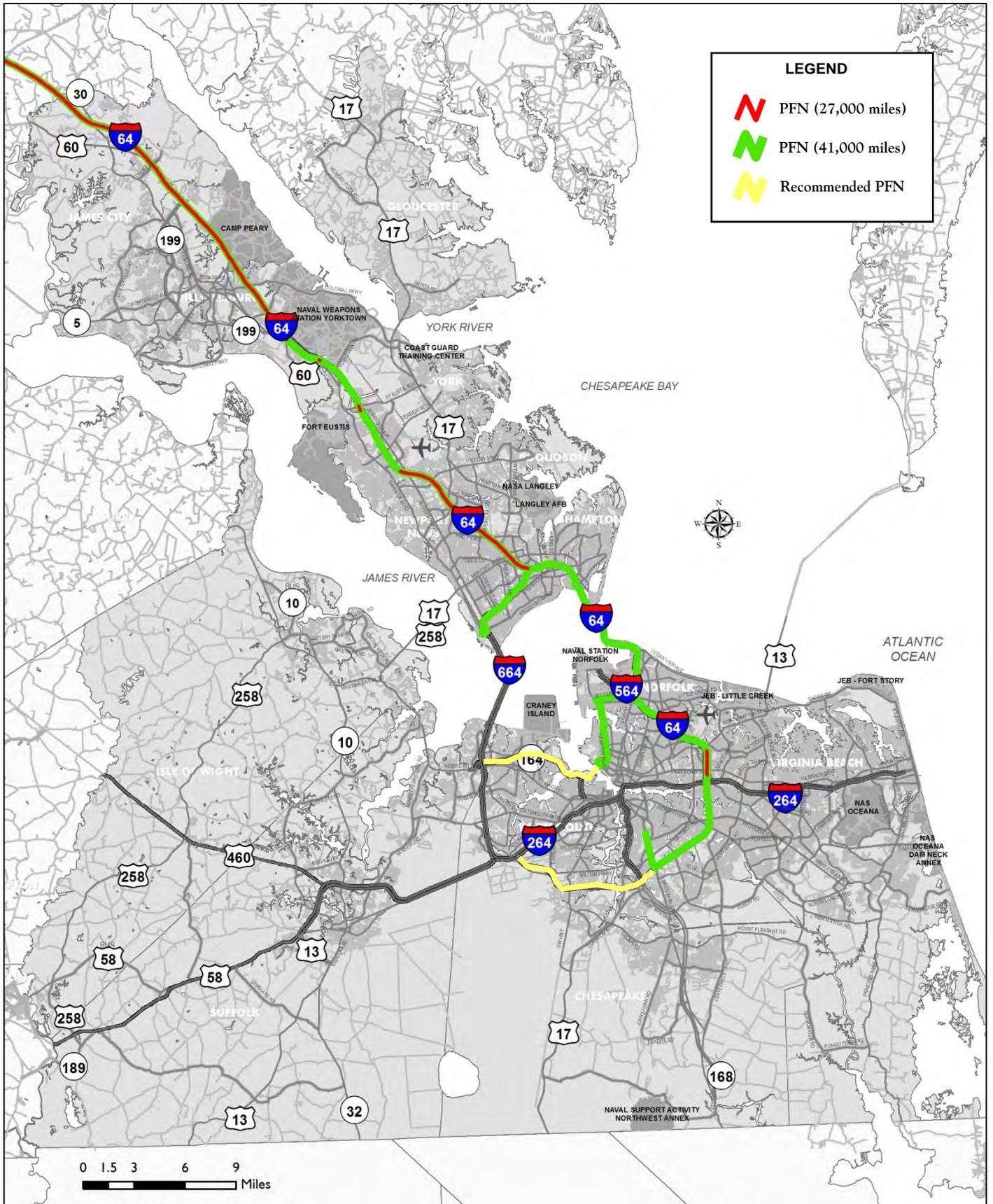
### Comments on PFN Intermodal Connectors (Virginia)

- Revise facility names (Facility IDs VA7P and VA8P) – “Port of Hampton Roads” to “Port of Virginia”.
- Revised facility ID VA8P description – “23<sup>rd</sup> (Huntington to I-664)” to “23<sup>rd</sup>/25<sup>th</sup> Connector (Huntington to I-664)”.

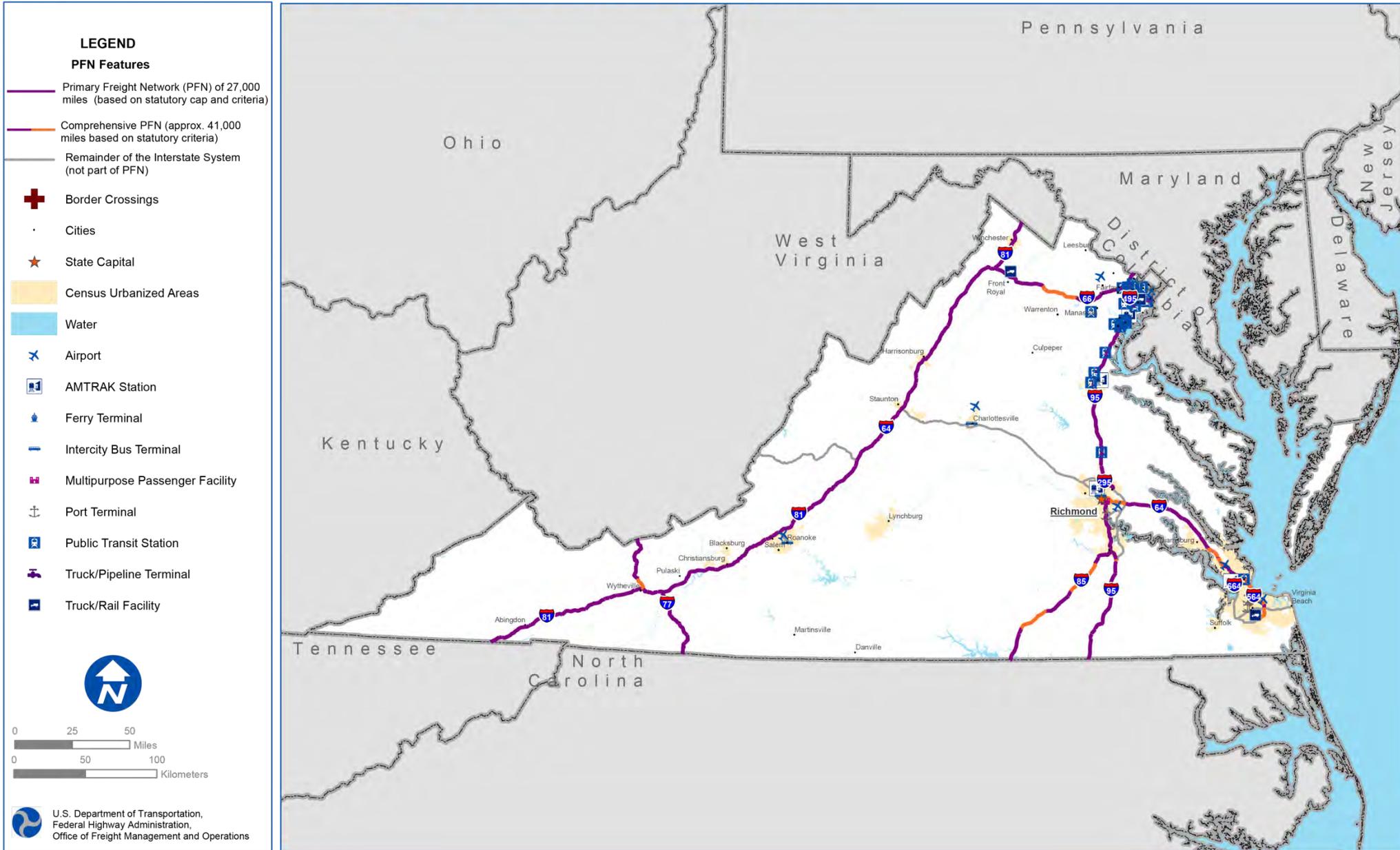
# Draft Primary Freight Network (PFN) – Hampton Roads



# Draft Primary Freight Network (PFN) – Hampton Roads



# Draft Primary Freight Network: Virginia



PRIMARY FREIGHT NETWORK ROUTES				
State	Route No	Start Point	End Point	Length (Miles)
VA	I295	0.28 mile north of U360	0.29 mile west of U1	7.07
VA	I495	I95	MD/VA Line	14.49
VA	I64	I81	I81	30.38
VA	I64	I95	I95	3.35
VA	I64	I295	0.62 mile south of S143	43.50
VA	I64	0.32 Miles West of S143	0.26 Miles West of S143	0.06
VA	I64	S105	0.29 mile south of S105	0.30
VA	I64	0.41 mile west of S143	I664	9.69
VA	I64	0.23 mile south of U13	0.29 mile south of U58	1.43
VA	I66	I81	U17	23.60
VA	I66	0.27 mile west of U15	I495	24.81
VA	I77	NC/VA Line	I81	41.18
VA	I77	0.90 mile south-east of S717	WV/VA Line	20.99
VA	I81	TN/VA Line	I77	72.93
VA	I81	I77	I64	109.55
VA	I81	I64	WV/VA Line	102.64
VA	I85	NC/VA Line	0.39 mile south of U1	14.88
VA	I85	0.38 mile west of U1	0.27 mile South-west of S40	14.25
VA	I85	0.37 east of intersection of U1 and White Oak Rd	I95	9.40
VA	I95	NC/VA Line	I295	46.50
VA	I95	0.90 mile north-west of I295	I64	28.33
VA	I95	I64	MD/VA Line	98.99
VA	VA43T_01	Rt 30	I95	0.15
<b>Total</b>				<b>718.46</b>
PRIMARY FREIGHT NETWORK URBAN AREAS AND BORDER CROSSINGS				
State	Population	Urban Area Population > 200,000		
VA	4,586,770	Washington, DC--VA--MD		
VA	1,439,666	Virginia Beach, VA		
VA	953,556	Richmond, VA		
VA	210,111	Roanoke, VA		

PRIMARY FREIGHT NETWORK ROUTES				
State	Route No	Start Point	End Point	Length (Miles)
VA	I295	0.81 Miles West of I95	6.26 Miles East of I95	7.07
VA	I495	I95	VA/MD Line	14.49
VA	I564	S406	I64	0.89
VA	I64	I81	I81	30.38
VA	I64	VA13R	I95	103.65
VA	I66	I81	I495	64.97
VA	I664	VA8P	I64	4.74
VA	I77	NC/VA Line	VA/WV Line	67.46
VA	I81	TN/VA Line	I77	72.93
VA	I81	I77	I64	109.55
VA	I81	I64	VA/WV Line	102.64
VA	I85	NC/VA Line	I95	68.51
VA	I95	NC/VA Line	VA/MD Line	174.72
VA	S337	S406	U58	4.02
VA	S406	I564	S337	1.73
VA	U58	S337	Raleigh Ave	0.15
<b>Total</b>				<b>827.90</b>
PRIMARY FREIGHT NETWORK INTERMODAL CONNECTORS				
State	Facility ID	Facility Name	Facility Description	Length (Miles)
VA	VA11P	Port of Richmond - Deepwater Term.	Deep Water Rd. (Ent. to Connector), Connector Rd. (DW Rd. to Comm.), Commerce Rd (Conn. Rd to I-95). . .	1.05
VA	VA12R	Alexandria Intermodal - Norfolk Southern	Metro Rd (entrance to Van Dorn St), Van Dorn St (Metro Rd to I-95). . .	0.87
VA	VA13R	Chesapeake Intermodal - Norfolk Southern	Atlantic Ave. (Entrance to S.R.168), S.R. 168 (Atlantic to I-64). . .	2.11
VA	VA43T	Stafford Transit Station	Rt. 30 (Entrance to I-95). . .	0.15
VA	VA7P	Port of Hampton Rds - Lamberts Point	Orapax Rd. (Entrance to Raleigh Ave.), Raleigh Ave (Orapax to S.R. 337). . .	0.57
VA	VA8P	Port of Hampton - Newport News Terminal	25th St. (Entrance to Huntington), Huntington Ave (25th to 26th), 26th Str. (Huntington to I-664). 25th St. (Entrance to Huntington), Huntington (25th to 23rd), 23rd (Huntington to I-664). . .	0.82
<b>Total</b>				<b>5.57</b>
<b>Grand Total</b>				<b>833.47</b>
PRIMARY FREIGHT NETWORK URBAN AREAS AND BORDER CROSSINGS				
State	Population	Urban Area Population > 200,000		
VA	4,586,770	Washington, DC--VA--MD		
VA	1,439,666	Virginia Beach, VA		
VA	953,556	Richmond, VA		
VA	210,111	Roanoke, VA		

**From:** [Rob Case](#)  
**To:** [Mall, Allison](#)  
**Cc:** [Sam Belfield](#); [Stringfield, Eric](#); [Camelia Ravanbakht](#)  
**Subject:** VDOT comment on PFN  
**Date:** Friday, December 20, 2013 1:51:42 PM

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Allison,

Please include the VDOT email below in FTAC agenda package (sent to Camelia and Jeff). Sam—who had just left for vacation when it was sent to him—plans to recommend to FTAC that I-664 from Hampton Coliseum to Western Freeway be added to PFN as rec'd by VDOT (due to high clearance at MMMBT [and height restrictions on HRBT]). Note that MMMBT also has high truck volumes.

Rob

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**From:** Stringfield, Eric L. (VDOT)  
**Sent:** Friday, December 20, 2013 11:57 AM  
**To:** Florin, Jeff; 'Camelia Ravanbakht'  
**Subject:** Freight Routes - National Primary Freight Network

Camelia and Jeff,

There has been discussion to potentially designate I-664 as part of the National Primary Freight Network (PFN) that the USDOT is trying to identify.

They currently have I-64 in and I-664 out. We would think (and Structure and Bridge is pushing this) that I-664 should be added since there are height restrictions on the HRBT (not on the MMBT). This would mean that I-664 to Rte 164 would be added.

S&B would like to remove I-64 because of the restrictions in place there, but we are not sure we would remove it just yet. Right now we are just thinking of adding I-664, and Rte 164. Do either of you have any thoughts or concerns? If you do please do not hesitate to contact our office.

Thanks

Eric Stringfield  
Transportation Planning and Land Use Director  
757 925 3669 office  
757 619 2857 mobile  
757 925 6039 fax  
[Eric.Stringfield@VDOT.virginia.gov](mailto:Eric.Stringfield@VDOT.virginia.gov)

**HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION  
FREIGHT TRANSPORTATION ADVISORY COMMITTEE  
FTAC RESOLUTION 2013-03**

**A RESOLUTION OF THE FREIGHT TRANSPORTATION ADVISORY COMMITTEE OF THE HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION SUPPORTING THE HRTPO'S RECOMMENDATIONS TO US DOT ON THE PRIMARY FREIGHT NETWORK.**

**WHEREAS**, as prescribed in the HRTPO Bylaws, the Freight Transportation Advisory Committee (FTAC) of the Hampton Roads Transportation Planning Organization (HRTPO) provides input and guidance as needed on issues that affect the movement of freight in Virginia; and

**WHEREAS**, the FTAC met on January 3<sup>rd</sup>, 2014, to discuss the US DOT's draft highway Primary Freight Network Maps and Tables, which are out for comment until January 17<sup>th</sup>, 2014; and

**WHEREAS**, US DOT FHWA has released two draft highway PFN's – 27,000 mile & 41,000 mile; and

**WHEREAS**, HRTPO staff has prepared a map showing both of these networks within Hampton Roads. The 27k network was based on a minimum criteria based on an inventory of freight volume. The 41k network provided more comprehensive coverage based some of the following factors:

- Origins and destinations of freight movement in the United States;
- Total freight tonnage and value of freight moved by highways;
- Percentage of annual average daily truck traffic in the annual average daily traffic on principal arterials;
- Annual average daily truck traffic on principal arterials;
- Land and maritime ports of entry;
- Access to energy exploration, development, installation, or production areas;
- Population centers;
- Network connectivity.

**WHEREAS**, HRTPO staff has developed a set of draft comments on the draft PFN, which include the following:

- To add I-64 on the Southside between Battlefield Blvd and I-664/I-264; and
- To add Western Fwy/Midtown Tunnel; and
- To add I-664 from Hampton Coliseum to Western Freeway.

**WHEREAS**, HRTPO staff is seeking the FTAC's input on the draft comments in order to develop one set of recommendations for the region; and

**NOW, THEREFORE, BE IT RESOLVED**, the FTAC endorses these draft recommendations for the region and supports sending them to US DOT for the purposes of developing the National Freight Network as required by MAP-21.

**APPROVED and ADOPTED** by the HRTPO Freight Transportation Advisory Committee at its meeting on the 3<sup>rd</sup> day of January, 2014.

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William Bell  
Co-Chairman  
HRTPO FTAC