

Agenda
Freight Transportation Advisory Committee of the HRTPO
August 7, 2014

The Virginia Port Authority Board Room
600 World Trade Center
Norfolk, VA 23510

- 11:00 am **1. CALL TO ORDER**
- 11:05 am **2. PUBLIC COMMENT PERIOD** (Limit 3 minutes per individual)
- REGULAR AGENDA:**
- 3.** Approval of previous meeting's minutes
- 4.** VPA Economic Analysis of Toll Pricing in Hampton Roads
- 5.** VTrans2040
- 6.** 2040 LRTP Candidate Projects
- 7.** HRTPO Project Prioritization Tool
- 8.** Hampton Roads Transportation Accountability Commission
- 9.** Announcement of Next Meeting Date
- 10.** Lunch
- 12:05 pm **ADJOURNMENT**

ITEM #1: CALL TO ORDER

The meeting is scheduled to be called to order by the Chair at 11:00 a.m.

ITEM #2: PUBLIC COMMENT PERIOD

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

ITEM #3: APPROVAL OF PREVIOUS MEETING'S MINUTES

Minutes of the FTAC meeting held on April 1, 2014 are attached.

Recommended Action: Approve the minutes.

Freight Transportation Advisory Committee of the HRTPO
Meeting Minutes
April 1, 2014

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

1. CALL to ORDER

Co-Chairman Art Moye called the HRTPO Freight Transportation Advisory Committee (FTAC) to order at 11:00 a.m. in the Virginia Port Authority Board Room.

Mr. Florin introduced Karen McPherson, who is taking Andy Hecker's place as FTAC staff. The following were in attendance:

MEMBERS:

Amy Brown (CrossGlobe Group)
Art Moye (Virginia Maritime Association)
Chris Luebbbers (Norfolk Southern)
Chris Stolle (Virginia General Assembly)
Keith Helton (Givens Transportation)
Mike Abbott (COSCO Container Lines, Inc.)
Rick Morris (Canon Virginia Inc.)

STAFF:

Arkopal Goswami (HRTPO)
Allison Mall (Moffatt & Nichol)
Camelia Ravanbakht (HRTPO)
Jeff Florin (VPA)
Karen McPherson (McPherson Consulting)
Kendall Miller (HRTPO)
Rob Case (HRTPO)
Sam Belfield (HRTPO)

PUBLIC:

Jeff Raliski (City of Norfolk)

2. PUBLIC COMMENT PERIOD

Dr. Joseph H. Discenza has submitted a public comment to FTAC. He proposes to construct an automatic container shuttle car rail system plus cargo tunnel between NIT and Craney Island. This idea is aimed at easing truck congestion in the Midtown Tunnel. Mr. Florin discussed the construction and engineering factors related to this idea and said that it would be reviewed by staff.

3. APPROVAL OF PREVIOUS MEETING'S MINUTES

Mr. Moyer noted the minutes of the January 3rd, 2014 FTAC meeting and asked for revisions. There being none, Mr. Mike Abbott moved the minutes be approved as submitted. Delegate Chris Stolle seconded the motion, and the minutes were unanimously approved.

REGULAR AGENDA:

4. HAMPTON ROADS TRANSPORTATION ACCOUNTABILITY COMMISSION

Mr. Florin explained that the Hampton Roads Transportation Accountability Commission (HRTAC) has support from both chambers of the General Assembly, the Governor's office, local officials and local business leaders. Once legislation is approved, the Commission will manage projects funded by the new Hampton Roads Transportation Fund (HRTF) and will be empowered to issue bonds. The HRTAC would also provide oversight for key regional projects advanced with those regional funds.

Delegate Stolle informed the Committee that the Governor has until next Monday to approve or make recommendations to the HRTAC legislation before signing the budget. He described how the Commission is designed to align with the HRTPO, and although there has been some opposition from the public who see it as "just another layer of government," he is confident that it will be good for the region, with tolling authority and PPTA proposals needing approval from the Commission to proceed. Northern Virginia has had a similar Commission in place since 2002.

Ms. Ravanbakht explained that HRTPO staff is working with VDOT and Secretary Layne's office on the formation of the Committee and will soon meet with the Deputy Secretary of Transportation to develop bylaws.

5. ECONOMIC IMPACT ANALYSIS FOR FREIGHT MOVEMENT IN HAMPTON ROADS

One of FTAC's initiatives is to conduct an economic impact analysis for freight movement to determine the impact/tipping point of tolls and other economic factors on the region. FTAC approved the study in 2011, and the HRTPO allocated RSTP funding for it, through VPA. Awarding a contract for the study has been continuously stalled due to legislative and

political issues but has now been awarded to Cambridge Systematics, Inc.

Mr. Florin delivered a presentation developed by Cambridge to the Committee. He explained that they just received the Notice to Proceed and began working on the study this week. The project team consists of four companies. Cambridge Systematics will conduct stakeholder interviews, freight and trade analysis, and economic modeling. Delcan will provide freight flow data and analysis and transport cost analysis (but will not expose the name of the shippers in their data). TranSystems will do local stakeholder outreach and regional transportation system analysis. Cheng Solutions will do the economic development analysis for the Study.

The Study aims to answer the question: Are the benefits of improving the system greater than or less than the impact of increasing taxes and fees to pay to for it?

The project work plan has five key components:

- 1) *Travel Demand Modeling* to assess the existing and future operating conditions of the region's transportation system. This modeling will establish volumes, travel times, distances, congestions levels and reliability issues.
- 2) *Economic Development Analysis* to assess the trends impacting industries most reliant on freight and the Port. This includes not only industries in the Hampton Roads region but also the top 10 origin-destination clusters for port traffic.
- 3) *Freight and Logistics Profile* for the region and the Port. This will include examining commodity flow data, including a proprietary data source available through Delcan. This data as well as data from the other steps will be vetted and enhanced via stakeholder interviews.
- 4) *Funding Alternatives* with a focus on the proposed tolls.
- 5) *An Economic Assessment* of the trade-offs between the transportation savings from infrastructure investments and the costs of increased fees or taxes. This will be done at a key industry/commodity level for major trade lanes.

Stakeholder outreach is a key component of the Study. The team will conduct interviews with a diverse group of stakeholders within the first six weeks of the study to inform and vet the secondary data that has been collected and analyzed as well as examine likely reactions to alternative investment and funding scenarios. Two focus groups will also be conducted with up to 25 stakeholders each.

Mr. Moyer stressed the importance of gathering complete data from the right people, especially truckers. He said that he has seen a lot of studies come and go and most have very little impact or worth. He recommended getting input from the Virginia Economic

Development Partnership (VEDP), who now hold a seat on the VPA Board.

Mr. Helton also stressed the importance of interviewing operators of the distribution centers, and not to focus only on builders and real estate developers.

The project has an aggressive schedule and will most likely be heavily scrutinized once complete. A critical element to meeting the schedule is to get access to stakeholders for interviews and focus groups, and the team is already underway in secondary data collection and will start reaching out for interviews in the next two weeks. The team will most likely be at the July FTAC meeting.

Mr. Florin will email the group regarding stakeholder interviews.

6. HRTPO UPDATE

Draft FY15 UPWP

The HRTPO's draft FY15 Unified Planning Work Program (UPWP) is a comprehensive document that describes the transportation planning work and associated funding for Hampton Roads from July 1, 2014 to June 30, 2015. Ms. Ravanbakht presented the near-final plan.

The main funding for the HRTPO comes from FHWA and FTA, with matching state and local funds. The bulk of the funds were allocated to HRT for the studies to evaluate building the Tide out to the Oceanfront and the Navy Base.

The funding for the freight task in the 2015 UPWP has been explained to the Committee in previous meetings, and since then HRTPO staff has incorporated Mr. Florin's comments, including "Begin to discuss/review potential metrics for intermodal projects...to enhance the current prioritization scoring."

Delegate Stolle mentioned that Hampton Roads' Prioritization Tool is the best in the state. Ms. Ravanbakht stated that HRTPO staff will work closely with VDOT to ensure that it considers the Hampton Roads tool as it develops its own tool.

2040 Candidate Projects

Mr. Goswami presented the Candidate Project List for the 2040 Long Range Transportation Plan (LRTP), which plan will be final in January 2016. The project list comes from three main sources: the 2034 LRTP, locality submittals, and the 2040 LRTP Visioning Survey, and has been screened by HRTPO staff and the HRTPO's LRTP Subcommittee using a variety of criteria which Ms. Ravanbakht described. The draft list includes about 200 projects. The projects on the list will be scored, and then a financially constrained plan will be developed from the list.

FTAC staff asked the Committee to come up with the Top Five projects that would benefit their freight businesses. If there are projects that are not on the list, or if there are projects that

members do not think should be on the list, please bring them to staff's attention. A follow-up email will be sent out with this request. In addition to the large HRTF projects such as Patriot's Crossing, other smaller projects that may affect FTAC companies' freight movement would be useful to include.

Public Involvement Plan for 2040 LRTP

As a federally-funded MPO, the HRTPO requires a Public Involvement Plan, which Ms. Miller described to the Committee. The HRTPO's public involvement process for the 2040 LRTP is going well, with 1,800 responses to the public survey. The freight community and FTAC were pivotal to the survey's success.

Given the preparation of the 2040 LRTP candidate project list (discussed above), HRTPO staff will connect with the survey respondents via mail, Facebook, email and two public meetings to ask them if staff misread survey suggestions for easing congestion and improving connectivity. There will also be advertising at community centers, libraries, YMCA's, and possibly on HRT buses. The public meetings will be attended by the HRTPO staff so the public can have "one-on-one" conversations concerning the 2040 LRTP.

Mr. Moyer thanked Ms. Miller and her team for conducting this public outreach, as it is important to the transportation planning process and is often a difficult task.

Improvement of Data Used in Prioritization Tool

Mr. Case presented the work being done by HRTPO staff to improve the data used in the Prioritization Tool to score 2040 LRTP projects. The improved data is based on five recent HRTPO studies: 1) Military, 2) Truck Delay, 3) Reliability, 4) Travel Time/Speed, and 5) Safety.

In response to the military study, the tool will use the study's list of Military and Supporting Sites, and its Roadways Serving the Military (including STRAHNET).

In response to the truck delay study, the tool will use the study's objective truck-delay reduction data (as opposed to earlier subjective assessments of travel time reductions).

In response to the reliability study, the tool will use the study's buffer index (based on real vehicle speed fluctuation data collected by INRIX). The tool previously relied on reliability assessments based on volumes, congestion, safety, and detours.

In response to the travel time and speed study, the tool will use the study's travel time index (based on real vehicle travel time data calculated by INRIX). The tool previously relied on congestion estimates based on traffic volumes and roadway capacities.

Finally, in response to the safety study, the tool will use the ratio of roadway segment/interchange crash rate to average regional rates from the study. The tool previously relied on average jurisdictional rates.

These improvements will allow HRTPO staff to input more accurate and objective data into the Prioritization Tool when scoring projects.

7. ANNOUNCEMENT OF NEXT MEETING DATE

The next meeting was set for July 1st at 11 a.m. and the meeting after that tentatively set for October 7th. Mr. Moye thanked the group for their involvement and time before adjourning the meeting.

ITEM #4: VPA ECONOMIC ANALYSIS OF TOLL PRICING IN HAMPTON ROADS

Approved in 2011 by FTAC and funded by RSTP funds, the “VPA Economic Analysis of Toll Pricing in Hampton Roads” study is currently being conducted by Cambridge Systematics, Inc.

The purpose of this study is to provide the region with data that supports positions on funding new transportation facilities in a manner that generates the highest overall return on the cost of the investment. The total return is defined as optimal conditions for economic growth. By identifying tipping points by industry, the region will be able to consider in tandem where transportation efficiency and increased costs to freight businesses such as toll prices cross. This study is intended to be more specific than simply relying on freight flow and commodity data, and will also include reaching out to representative companies involved in freight movement.

Cambridge Systematics, Inc. will provide an update to the FTAC on the status of study.

Recommended Action: For your information and offer input as necessary.

ITEM #5: VTRANS2040

The Virginia Office of Intermodal Planning and Investment (OIPI) is leading the development of the Commonwealth's long-range multimodal transportation plan – VTrans2040. The plan will be developed in two phases and will result in the production of two companion documents: the VTrans2040 Vision (target completion date: 2015) and the VTrans2040 Multimodal Transportation Plan (target completion date: 2016).

VTrans2040 will identify multimodal needs across the Commonwealth. Moving forward, only projects that help address a need identified in VTrans2040 will be considered for funding under the statewide prioritization process from House Bill 2. The plan will focus on the needs of the Commonwealth's statewide network of Corridors of Statewide Significance, the multimodal regional networks that support travel within metropolitan regions, and improvements to promote locally designated Urban Development Areas.

A Multimodal Advisory Committee (MAC) was appointed by the Deputy Secretary of Transportation to provide practical feedback and guidance from various agency perspectives, and foster buy-in and consensus among partner agencies and organizations that play an active role in implementing VTrans2040 policies and recommendations. It includes representatives of agencies that will be closely involved in implementing VTrans2040, including representatives from MPOs, Rural Transportation Planning Organizations, local governments, transit providers, and state agencies. Attached is the July 2, 2014 Kick-Off meeting presentation, including the VTrans Planning Process Overview. Dr. Camelia Ravanbakht, HRTPO Interim Executive Director, serves as the representative for the Hampton Roads MPO on the Committee.

Mr. Jeff Florin, Virginia Port Authority, will brief the FTAC on this item.

Recommended Action: For your information and offer input as necessary.

ITEM #6: 2040 LRTP CANDIDATE PROJECTS

At the June 19, 2014 meeting, the HRTPO Board endorsed the 2040 LRTP candidate projects and directed the HRTPO staff to begin the process of project evaluation and prioritization process. These projects include highway, transit, rail, ferry, and active transportation projects. The list of 200+ projects was developed using the 2034 LRTP projects as a base, and was then expanded to include public input received via the 2040 LRTP Visioning Survey as well as locality input received through work with the LRTP Subcommittee. Data is now being collected to enable evaluation of the candidate projects using the HRTPO Project Prioritization Tool.

Among the 200+ list of candidate projects endorsed by the HRTPO Board are a number of regional freight projects. The HRTPO staff has prepared a map showing the location of these projects. The HRTPO staff recommends the FTAC review these projects and provide feedback to the HRTPO staff.

Mr. Jeff Florin, Virginia Port Authority, will initiate the discussion and brief the FTAC on this item.

Recommended Action: For your information and discussion.

ITEM #7: HRTPO PROJECT PRIORITIZATION TOOL

Developed in 2010, the HRTPO Project Prioritization Tool was developed to assist the HRTPO prioritize regionally significant transportation projects based off their technical merits and regional benefits in light of scarce financial resources. The Tool was designed to be comprehensive, and includes freight movement as part of its performance metrics and weighting factors given the importance of freight movement to the Hampton Roads region.

During FY 2015, the HRTPO staff will be working on the following regional freight planning tasks that will ultimately be incorporated into the Tool:

- Discuss and review potential metrics for intermodal projects (utility, viability, and economic vitality) to enhance the current prioritization scoring.
- Calculate and prepare the Truck-Delay Impacts of Key Proposed Highway Projects study in FY 2015, which once completed, these truck delay impacts can be used as inputs to the Tool when scoring the subject projects for inclusion in the LRTP, TIP, or for HRTF funding.

Ms. Dale M. Stith, Senior Transportation Planner, will brief the FTAC on this item.

Recommended Action: For your information and discussion.

ITEM #8: HAMPTON ROADS TRANSPORTATION ACCOUNTABILITY COMMISSION

On March 8, 2014, the General Assembly adopted HB1253/SB513, which provides for the creation of the Hampton Roads Transportation Accountability Commission (HRTAC) in order to manage the Hampton Roads Transportation Fund (HRTF) revenues for the Hampton Roads region. Signed into law on April 3, 2014 by Governor Terry McAuliffe, the HRTAC became effective on July 1, 2014.

Comprised of locally elected officials, the HRTAC has the organizational structure and leadership in place to determine how the HRTF revenues - approximately \$200 million annually - will be invested in transportation projects. The 23-member commission consists of mayors from local governments, state legislators from the region and area Commonwealth Transportation Board members. Decisions are based on a two-thirds majority vote of elected officials on the commission, representing at least two-thirds of the region's population.

The HRTAC serves as the financial arm for the HRTF. It also provides oversight for key regional projects advanced with the HRTF funds. The HRTAC's powers include:

- Issuing bonds backed by HRTF revenues
- Setting toll rates for toll projects advanced using HRTF revenues
- Negotiating public-private partnerships as the responsible public entity

TPO staff will update the FTAC on this item.

Recommended Action: For your information and discussion.

ITEM #9: ANNOUNCEMENT OF NEXT MEETING DATE

The Chairman will announce the next meeting date of the FTAC.