

**Freight Transportation Advisory Committee of the HRTPO
Meeting Agenda**

November 14, 2013

The Town Point Club

Lafayette Room

101 W Main St., #300, Norfolk, VA 23510

11:00 am – 1:00 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
- 11:05 am 4.** FTAC Membership Update
- 11:10 am 5.** *VPA Economic Analysis of Toll Pricing in Hampton Roads Update*
- 11:15 am 6.** *Virginia Multimodal Freight Plan Update*
- 11:25 am 7.** House Committee on Transportation & Infrastructure
Improving the Nation's Freight Transportation System Report
- 11:35 pm 8. HRTPO Update**
- *HRTF Candidate Projects*
 - *2040 LRTP*
 - *Existing and Future Truck Delay in Hampton Roads Study*
 - *Positioning Hampton Roads for MAP-21 Freight Infrastructure Funding*
- 12:00 pm 9. ANNOUNCEMENT OF NEXT MEETING DATE**
- 12:00 pm 10. WORKING LUNCH**

MEETING MINUTES

FREIGHT TRANSPORTATION ADVISORY COMMITTEE OF THE HRTPO

June 7, 2013

The Virginia Port Authority Waterside Conference Room
600 World Trade Center, Norfolk, VA 23510
9:00 am – 10:30 am

Co-Chairman Bill Bell called the HRTPO Freight Transportation Advisory Committee (FTAC) to order at 9:00 a.m. in the Virginia Port Authority (VPA) Waterside Conference Room, with the following in attendance:

MEMBERS:

Art Moyer (Virginia Maritime Association)
Bill Bell (Newport News Shipbuilding)
Chris Luebbers (Norfolk Southern Corp)
Keith Helton (Givens Transportation)
Mike Abbott (COSCO Container Lines, Inc.)

STAFF:

Allison Mall (Moffatt & Nichol)
Andy Hecker (Moffatt & Nichol)
Camelia Ravanbakht (HRTPO)
Jeff Florin (VPA)
Rob Case (HRTPO)
Sam Belfield (HRTPO)

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 February 21st, 2012 FTAC meeting and asked for revisions. There being none, Mr. Chris Luebbers moved the minutes be approved as submitted. Mr. Art Moyer seconded the motion, and the minutes were unanimously approved.

REGULAR AGENDA:

3. FTAC MEMBERSHIP

Mr. Bell welcomed new Committee member Mr. Mike Abbott to his first FTAC meeting. Mr. Abbott is the General Manager for Norfolk/Wilmington/Baltimore at COSCO Container Lines, Inc. Mr. Abbott thanked the Committee for having him and they then expressed their support for his membership, with each member explaining briefly how they have worked with and come to know Mr. Abbott over the years.

4. VFTAC UPDATE

Mr. Florin then gave an update on the Office of Intermodal Planning and Investment's (OIPI) efforts to establish a Virginia Freight Advisory Committee (VFTAC), with assistance by VPA and FTAC staff. The goal of the statewide freight advisory committee is to comply with MAP-21 recommendations in order to advance Virginia's economic development opportunities through efficient freight transportation. The committee will be made up of private freight stakeholders much like this one. VDOT is also putting together a larger *technical* freight advisory committee made up of public and private stakeholders. The technical group will be divided into subcommittees to focus on specific freight issues, which will be decided after the initial meeting. These two groups will work to bring issues, problems, challenges, wants and needs to the attention of state government that the latter may adopt policies helping freight move from origin to destination more efficiently.

The Secretary of Transportation supports these efforts and has sent invitations out for initial Committee meetings this summer. The timeline for meetings is aimed at producing a Statewide Freight Plan (also recommended by MAP-21), which will be completed by Cambridge Systematics, Inc. with input by both Committees and review/approval by the Commonwealth Transportation Board (CTB).

Mr. Florin said that he hoped the VFTAC, once established, will be able to listen to and work with the HRTPO and FTAC, as well as other MPO's around the state, to advance regional transportation priorities.

Ms. Camelia Ravanbakht then mentioned that she was recently appointed to VFTAC representing the Virginia Association of MPO's (VAMPO).

5. FUTURE CONGESTION EXPERIENCED BY TRUCKS IN HAMPTON ROADS- PREPARATION FOR PROJECT PRIORITIZATION STUDY UPDATE

Rob Case having briefed the FTAC on this study at its February meeting, Mr. Sam Belfield presented the draft preliminary results from the study, formally known as the "Future Congestion Experienced by Trucks in Hampton Roads Preparation for Project Prioritization." The study estimates future truck delays by location, and determines what truck volumes and congestion will look like in Hampton Roads in 20 years. Staff plans to use this information in the scoring of projects—via the prioritization tool—for the 2040 LRTP.

The study consists of two major components, 1) existing truck delays (from the HRTPO's 2012 "Regional Freight Study"); and 2) 20 year forecast of truck delay (calculated via the regional travel demand model maintained by VDOT).

Future truck delays were forecasted by entering into the model: 1) population, household, and employment forecasts from the TPO's 2034 LRTP, and 2) a transportation network expected in 2018, consisting of existing infrastructure as well as committed projects (fully funded projects in the six-year improvement program). This will give a good idea of where projects will be needed to address future congestion. Preliminary results show that the High Rise Bridge will be a high delay location for trucks, as well as I-64 on the Southside. Many current areas of congestion will remain in the future but will get worse, with the areas from the Coliseum in Hampton to Richmond becoming especially congested.

Mr. Hecker asked if the maps showed individual truck delay and Mr. Case responded that the red areas show all the trucks, not individual ones, and the red could either indicate a congested roadway or a high volume of trucks. Mr. Belfield agreed to create another map that differentiates between these two components of total truck delay.

The discussion turned to congestion in "high profile corridors" and specific projects. Mr. Case said that in order to measure the delay caused by a river crossing, for example, delay must be summed on the approaches to that crossing.

The next steps on the study are to compare the high profile corridors to future 20 year figures, to compute annual truck congestion cost, and to compare 2010 existing with 20-year forecasts. The draft report will be complete in early July.

The Committee inquired as to what is included in the hourly rate used in the study to calculate truck delay costs (\$88/hour from Texas Transportation Institute). The Committee expressed that it would be helpful to include the cost to the public (via higher commodity prices), and if possible, to the regional economy. Mr. Belfield said he would research what exactly the TTI numbers included.

6. VPA ECONOMIC ANALYSIS OF TOLL PRICING IN HAMPTON ROADS UPDATE

Mr. Florin and Mr. Hecker then gave an update on the “Economic Analysis of Toll Pricing in Hampton Roads” RFP, to be issued by VPA and funded via RSTP funds. The RFP is in the final stages of being finalized through VPA and VDOT, and will be advertised by the end of June.

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 just relying on freight flow and commodity data, and will also include reaching out to representative companies involved in freight movement.

While the study is underway, the project team will give presentations to FTAC and the HRTPO for their consideration in prioritizing projects and developing the LRTP.

7. HRTPO UPDATE

Ms. Camelia Ravanbakht began the discussion of the HRTPO’s retreat, a four-hour long meeting held on May 16th which produced lively discussion and decision-making. Ms. Ravanbakht provided a handout titled “Long-Term Transportation Funding” (statewide and regional) which breaks down funding expected from HB2313 (the new transportation bill). By 2018, Virginia will receive \$800 million in new revenue based on the new taxes. In addition, Hampton Roads will receive \$200 million annually from the regional component of HB2313.

There are many options for dividing up the \$200 million between mega/interstate projects, interchange projects, committed projects, and local projects. One challenge is to make sure that the projects benefit both the Peninsula and the Southside, otherwise it will lead to even more public distrust about how transportation money is being spent.

Mr. Florin expressed his support for regionally-focused mega projects that help to move freight in and out of the region, and for constructing mega projects in stages in order to capture funding when it is available. He supports the region “changing its behavior to make progress,” by dividing these large projects into phases to support the entire system. VDOT is on board with constructing the mega projects in phases.

The discussion then turned to how to fund a harbor crossing project, referencing the bonding capacity and toll rate handouts provided by HRTPO staff. It was acknowledged that there will not be enough money to complete any of the mega projects without implementing tolls.

At the retreat, a video was shown on Congestion Pricing in which toll rates depend on the time of day and traffic volume. The video showed the success (and popularity) of reducing congestion via tolls. Preliminary research completed by HRTPO staff shows that tolls cause a significant decrease in congestion on major harbor crossings and roadways during peak travel times. Ms. Ravanbakht said that tolling could equalize the volumes on the crossings, and she encouraged the Committee to view the Congestion Pricing video via the HRTPO website.

Mr. Bell then brought to the Committee's attention the draft resolution that was handed out at the beginning of the meeting. He said that it would be useful for the FTAC to reiterate their approach to funding projects in phases, to evaluate projects from a regional and systematic perspective, and to support specific projects. He said that the discussion at the retreat makes this a timely subject and Ms. Ravanbakht agreed, saying that it would be on the next HRTPO Board agenda.

The Committee decided that the three projects they would support through the resolution, in no particular order, are: I-64 Peninsula Widening, I-64 Southside Widening, and Patriot's Crossing. Other revisions included adding the specific sections of the projects, and to put in one more bullet point supporting the study of Congestion Pricing.

Mr. Bell reiterated that the last point in the resolution declares that the FTAC supports spending the funding from new HB2313 taxes on these three mega projects. The Committee agreed to all of the resolution revisions and Mr. Art Moyer moved to allow Mr. Bell to sign and approve the resolution upon email approval of the rest of the Committee. Mr. Luebbers seconded the motion and the resolution was passed as revised. Ms. Mall will email the resolution to the Committee and will send the final, signed resolution to Ms. Ravanbakht and Mr. Case, for inclusion in the next HRTPO Board agenda, by Tuesday, June 14th.

8. ANNOUNCEMENT OF NEXT MEETING DATE / ADJOURNMENT

The next meeting was scheduled for Wednesday, July 10th at 9:30 am.

Note: the meeting was later postponed until late August – date TBD.