

Agenda
Freight Transportation Advisory Committee of the HRTPO
February 23, 2016
The Virginia Port Authority Board Room
600 World Trade Center
Norfolk, VA 23510

- 10:30 am **1. CALL TO ORDER**
- 10:35 am **2. PUBLIC COMMENT PERIOD** (Limit 3 minutes per individual)
- REGULAR AGENDA:**
- 10:40 am **3.** Approval of previous meeting's minutes
- 10:45 am **4.** Hampton Roads Third Crossing SEIS: Update
- 11:00 am **5.** HRTAC: Update
- 11:15 am **6.** FY 2016 and FY 2017 HRTPO Work Program
- 11:30 am **7.** 2016 FTAC Action Items
- 11:40 pm **8.** 2040 LRTP: Update
- 11:50 pm **9.** For Your Information
- 12:00 pm **10.** Announcement of Next Meeting Date

ADJOURNMENT

ITEM #1: CALL TO ORDER

The meeting is scheduled to be called to order by the Chair at 10:30 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 October 1, 2015 are attached.

Attachment 3

Recommended Action: Approve the minutes.

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

October 1, 2015

The Virginia Port Authority
101 W Main St., #600, Norfolk, VA 23510
1:30 pm – 3:00 pm

Co-Chairman Arthur W. Moye, Jr. called the HRTPO Freight Transportation Advisory Committee (FTAC) to order at 1:37 p.m. in the Waterside Conference Room at the Virginia Port Authority, with the following in attendance:

MEMBERS:

Arthur W. Moye, Jr. (Virginia Maritime Association) – Co-Chairperson
Bobby Norris (Wal Mart)
Chris Luebbers (Norfolk Southern Corporation)
Keith Helton (Givens Transportation)
Tom Cosgrove (NNS)
Rick Morris (Canon Virginia)
Mike Abbott (COSCO Container Lines)

STAFF:

Jeff Florin (Virginia Port Authority)
Karen McPherson (McPherson Consulting)
Keith Nichols (HRTPO)
Camelia Ravanbakht (HRTPO)
Rob Case (HRTPO)
Paula Dowell (Cambridge Systematics) via conference call

PUBLIC:

Frank Papcin

1. CALL TO ORDER

The meeting was called to order by Co-Chairman Moye at 1:37 p.m.

2. PUBLIC COMMENT PERIOD

There were no public comments.

3. APPROVAL OF PREVIOUS MEETING'S MINUTES

Co-Chairman Moye indicated the FTAC Summary Minutes of the June 30, 2015 were included in the October agenda. He asked for corrections or amendments to the minutes. Hearing none, Mr. Morris Moved to approve the minutes as written; seconded by Mr. Leubbers. The Motion Carried.

REGULAR AGENDA:

4. ECONOMIC ASSESSMENT OF TOLLS ON FREIGHT TRANSPORTATION IN HAMPTON ROADS REGION

Ms. Dowell with Cambridge presented the final report of the *Economic Assessment of the Impact of Tolls on Freight Transportation Costs in the Hampton Roads Region*. After briefing the FTAC on the study overview and the three main areas of the report (Stakeholder Interviews, Benchmark Assessment, and Freight Cost Analysis), Ms. Dowell focused her presentation on the Future Freight Cost Analysis (No-Build scenario and Build with Tolls scenario).

She indicated that a No-Build scenario (how cost would change without capacity improvements) would result in increased traffic congestion, which would lead to increased transportation costs and decreased economic competitiveness. Ms. Dowell specified that cost included Value of Time, Vehicle Operating Cost, Reliability Cost (Buffer cost), and Tolls.

Ms. Dowell reminded the FTAC that the study approach used the HRTPO regional travel demand model to estimate the 2040 future truck miles and hours traveled for the two scenarios:

- Business as usual or no building of the HRTAC capacity projects
- Build with tolls (projects are built and payed via tolls)

Ms. Dowell stated that the following projects were included in the analysis and were added into the transportation network under the Build scenario:

- Widening of I-64 on the Peninsula from 4 to 6 lanes (exit 255 to exit 234)
- Widening of I-664 from 4 to 8 lanes from I-64 at Hampton Coliseum to MMMBT
- Widening of I-664 from 4 to 6 lanes from MMMBT to I-64 at Bowers Hill
- Addition of Patriot's Crossing with Craney Island Connector

- Widening of I-64 on the Southside by 2 lanes from Bowers hill to I-464 including the High Rise Bridge
- Interchange improvements at I-64 and I-264 in Norfolk

Ms. Dowell specified that everything was assumed to be tolled except for the Interchange Improvements at I-64 and I-264. She also noted that these assumptions were established prior to the establishment of HRTAC and the initial execution of any projects.

The analysis indicated that over 11,000 additional hours of delay daily and over 4 million additional hours of truck trips annually would be forecasted under a 2040 No-Build scenario versus only 423 additional hours of delay daily and 86,505 additional hours of truck trips annually under the Build scenario. Using this analysis as the basis of the cost of congestion, Ms. Dowell stated that the 2040 Business as Usual totaled \$973 million in additional trucking costs, with 57% is being born by regional (local) trips and 43% by non-regional trips. Under the Building with Tolls scenario, while there would be almost \$800 million in additional trucking costs, the costs of delay would be relatively low and there would be no buffer/turn costs associated with this scenario. Although 66% of these costs would be borne by regional trips and 34% by non-regional trips, Ms. Dowell stated that while the percentage of cost burden may be higher on regional trips under the Build with Tolls scenario, there would be a greater cost savings for both types of trips and an absolute net benefit for regional trips (\$552 million versus \$523 million) under this scenario.

Ms. Dowell indicated that the economic tradeoffs of a 2040 No Build versus a Build with Tolls scenario show that the additional cost increase (includes congestion and toll costs) have a net benefit \$29 million for regional trips and \$145 million non-regional totaling \$174 million for the Build with Tolls over the No Build scenario. Furthermore, when comparing the average additional cost per trip for both scenarios, there is a small margin (\$1.15) for regional trips.

Ms. Dowell concluded that the key findings of the analysis included:

- Freight rates in the region were generally competitive with peer ports;
- The cost of doing nothing is significant – \$974 million trucking costs in year 2040;
- Based off current tolling rates, the industry will be better off building new capacity improvements with tolls than continuing with a business as usual mode; and
- Consideration should be given towards the mitigation of tolling costs so that regional trips do not absorb an unfair portion of the cost of an enhanced transportation network.

After some discussion regarding the impact of tolls and future truck growth, it was recommended that some consideration be made as to how the estimated \$20 cost associated with the average additional cost per trip for 2040 Build with Tolls for regional trips be further detailed (how was it derived and what is it comprised of) in public presentations to minimize public confusion and sensationalism. It was also specified

that the \$20 are 2040\$. It was also recommended that the presentation should be reduced to 7 to 8 slides for the HRTPO Board final presentation.

5. DRAFT RESOLUTION: POLICY DEVELOPMENT OF EQUITABLE TOLL MEASURES

Following the presentation of the *Economic Assessment of the Impact of Tolls on Freight Transportation Costs in the Hampton Roads Region* study, which analyzes the economic trade-offs of the benefits of transportation infrastructure investments and tolls as a way to pay for the investments, Co-Chairman Moye briefed the FTAC on the background and purpose of the draft resolution recommending that as tolls are considered as a funding source in Hampton Roads, policies be established to create equitable tolls on the regional freight industry. It is recommended that the FTAC should have a policy position regarding the study's analysis on behalf of the freight interest.

After some discussion, it was recommended to revise the resolution to state:

Now, Therefore, be it resolved, that if tolls are considered as a funding source in Hampton Roads and policies are developed by the region, that FTAC participate in the process to ensure any tolls on the regional freight industry are equitable.

It was determined that the FTAC staff will revise the draft resolution to and circulate the final draft amongst FTAC members for approval. Mr. Luebbbers, Moved to approve the resolution with the proposed revision; seconded by Mr. Morris. The Motion Carried.

6. UPDATE ON HRTAC

Dr. Ravanbakht briefed the FTAC on the recent developments of the Hampton Roads Transportation Accountability Commission (HRTAC). Dr. Ravanbakht indicated that the HRTAC has been in existence since July 2014 and is working with the recently hired Executive Director (Kevin Page) to implement of the HRTF projects and develop a funding plan for these projects. She indicated that the Segment 1 portion of the I-64 Peninsula widening had a groundbreaking ceremony to commemorate start of construction on the project in September. Dr. Ravanbakht stated that VDOT is anticipating a Design-Build contract by the end of the calendar year for Segment 2. She indicated that although segments 1 and 2 are fully funded with regional monies that HRTAC has allocated, Segment 3 is not.

Dr. Ravanbakht stated that the HRTAC projects on the Southside include the Route 460/58/13 Connector, the I-64 Southside widening (with the High Rise bridge) and I-64/I-264 interchange improvements from I-64 westbound ramp to I-264 eastbound through Witchduck Road, which includes improvements to Newtown Road and Witchduck Road interchanges and a new system of collector-distributor roads. Although none of these projects are fully funded, Dr. Ravanbakht indicated that the funding plan and the HRTAC financial consultants will address this. Additionally, a tolling financing workshop will occur in the near future, with invited participants from other regions, including North Carolina and Northern Virginia who will share their

experiences with tolling and financing major projects. Dr. Ravanbakht stated that at the upcoming October meeting, it is expected that the HRTAC Executive Director will engage the HRTAC Board in a discussion in order to make a decision about the region's preference on tolls (i.e. HOT lanes, fixed tolls, congestion pricing, etc).

Dr. Ravanbakht stated that the HRTPO staff has worked closely with the HRTAC Executive Director to submit three projects that the HRTPO Board approved (I-64 Peninsula widening, I-64 Southside widening including the High Rise bridge, and the I-64/I-264 interchange) as HB2 prioritization projects. Dr. Ravanbakht noted that applications were submitted to the Commonwealth Transportation Board (CTB) for project selection and funding ahead of the September 30th deadline. Dr. Ravanbakht recommended that the FTAC invite the HRTAC Executive Director at a future Committee meeting to further speak to this topic.

Ms. McPherson added that at the last HRTAC meeting, the HRTAC Executive Director had noted the importance of being engaged in the process now as it would take approximately 17 months for the HRTAC to have bonding authority to execute projects and two years to get bonding with tolls. In order to maintain VDOT's project schedules, having these discussions, making decision is essential, such that when the projects are ready for construction, the financing options are viable.

Dr. Ravanbakht added that the HRTAC in the process of hiring a bond counsel. She also indicated that the HRTAC Executive Director has a temporary office at the Regional Building and is negotiating with SPSA to lease 3 to 4 office spaces, which is also located in the Regional Building.

Dr. Ravanbakht stated that the remaining of the HRTAC projects included the Hampton Roads Third Crossing, comprised of:

- Patriots Crossing
- Craney Island Connector
- I-664 Widening

Dr. Ravanbakht indicated that the Hampton Roads Third Crossing is currently under a Supplemental Environmental Impact Statement (SEIS) to reevaluate the Hampton Roads Crossing Study, which was originally documented in a Final Environmental Impact Statement (FEIS) and Record of Decision (ROD), both issued in 2001. Dr. Ravanbakht stated that FHWA and VDOT concurred that given the time that has passed without any action being taken, the previous study should be reevaluated through the SEIS. Dr. Ravanbakht indicated that VDOT initiated the SEIS in July and will take approximately 24-30 months to complete. Until the CTB has heard from the HRTPO and HRTAC boards, the CTB has indicated they will not approve a Preferred Alternative. Dr. Ravanbakht recommended VDOT be invited to the FTAC to further brief the Committee for more information.

7. UPDATE ON HB2

Dr. Ravanbakht reported that House Bill 2 (HB2), signed into law in 2014, directed the CTB to develop and use a prioritization process to select transportation projects. Dr. Ravanbakht noted that the statewide prioritization process is similar to the HRTPO's project prioritization and selection process, which has been in effect for several years. Dr. Ravanbakht indicated that prior to the HB1887 legislation where funds were allocated based on functional classification in a non-competitive methodology, the state funding allocation for transportation projects was 40%-30%-30% formula (primary-rural-urban). With the approval of HB1887, construction funding is now based off statewide High Priority Projects (27.5%) and Construction District Grant Program (27.5%) where project selection is subject to HB2. A third factor of HB1887 includes 45% of funding allocated towards statewide projects of State of Good Repair, which include repaving projects, deficient bridges, etc.

Under the HB2, a total of \$1 billion will be available during the FY 2017-2022 SYIP, with approximately \$100 million available to the Hampton Roads district during the six-year period and \$500 million set aside for the statewide High Priority Program. Dr. Ravanbakht stated that regional entities, like the HRTPO or planning district commissions, (but not the HRTAC), are eligible applicants for all project types under the HB2 program. Dr. Ravanbakht noted that local governments and transit agencies are also eligible applicants but only with a resolution of support from the relevant regional entity. She further stated that local governments are eligible to apply for HB2 funding for projects under the three categories, but transit agencies are not eligible to apply for projects types under the Urban Development Area. Dr. Ravanbakht indicated that the CTB may choose up to two projects for consideration per solicitation. Ms. McPherson noted that although there was no commitment, the CTB may be interested in selecting the I-64 Peninsula widening from Segment 3 to Richmond as a logical project to close the road gap. Dr. Ravanbakht noted that Richmond submitted an application for funding for the western portion of this project.

Dr. Ravanbakht showed a list of projects requested by localities for HRTPO resolution of support, including two projects by the Hampton Roads Transit. Dr. Ravanbakht noted that if the project was not included in the Long-Range Transportation Plan, the HRTPO Board would not provide a resolution or letter of support. Dr. Ravanbakht stated that projects applications must include Scope, Schedule, and Cost, and each application must rank submitted projects in priority order should they submit more than one project.

After review of the HB2 Implementation Policy Guide, the I-64 Peninsula Widening, I-64/I-264 Interchange, and I-64 Southside Widening (including High Rise Bridge) were considered as recommended submittals. The HRTPO did not submit applications for the Hampton Roads Third Crossing (Patriots Crossing and I-664 Widening) and the Richmond/Hampton Roads Higher Speed Passenger Rail projects as they did not meet the program requirements (funding did not cover projects in the study phase and did not have Preferred Alternative).

Dr. Ravanbakht covered the weighting framework of HB2, which includes four categories (A-D) and the following factors: Congestion Mitigation, Economic Development, Accessibility, Safety, Environmental Quality, and Land Use. The Hampton Roads regions falls under the Category A weighting typology. Dr. Ravanbakht presented the staff evaluation of regional projects against the HB2 Weighting Framework to the HRTPO Board, which, based off the data analysis, ranked the I-64 Peninsula Widening (Segments 1-3), I-64 Southside Widening (including High Rise Bridge), and I-64/I-264 Interchange projects (submitted in priority order). Dr. Ravanbakht stated that based off the staff evaluation, the HB2 applications request \$289.8 million for the I-64 Peninsula Widening, \$300 million for the I-64 Southside Widening (including High Rise Bridge), and \$257.3 million for the I-64/I-264 Interchange over the six-year period of the SYIP. Regarding the HRTPO's goal of securing funding for projects, Dr. Ravanbakht indicated that the HRTPO Executive Director has stated "every HB2 dollar secured for our region means an HRTF dollar can be used on another Hampton Roads project.

In terms of schedule, Dr. Ravanbakht stated that the CTB is set to discuss possibly submitting two additional projects at their October meeting, and discuss potential projects for top CTB priority projects at their November meeting. Additionally, the CTB is schedule to consider whether to include up to two additional projects and identify its top priority project at their December meeting. Dr. Ravanbakht concluded that in January 2016, the HB2 scores will be released to the CTB and public. A series of public hearings will be held before the projects will be ultimately included in the SYIP.

8. DRAFT 2016 FTAC GOALS AND OBJECTIVES

Mr. Florin briefed the FTAC on the draft list of 2016 FTAC Goals and Objectives. Based off of member and staff input and previous years goals and objectives, a list of goals and objectives has been prepared in the form of a resolution for the FTAC to review, discuss, and revise as necessary to be ultimately submitted to the HRTPO Board. After Mr. Florin summarized each of the draft goals and objectives,

Co-Chairman Moye asked for corrections or amendments to the resolution. Hearing none, Mr. Morris Moved to approve the resolution as written; seconded by Mr. Luebbers. The Motion Carried.

9. ANNOUNCEMENT OF NEXT MEETING DATE

Under New Business, Dr. Ravanbakht stated that the next HRTPO Board meeting will be held at 10:30 a.m. on October 15, followed by the HRTAC meeting at 12:30 p.m. at the Regional Boardroom.

Mr. Case and Dr. Ravanbakht recommended the FTAC reconvene when the revised 2040 forecasted regional funds are released by VDOT. Dr. Ravanbakht confirmed with the FTAC to include the two resolutions in the October HRTPO Board meeting for approval.

ITEM #4: HAMPTON ROADS THIRD CROSSING SEIS: UPDATE

The Hampton Roads Third Crossing is currently under a Supplemental Environmental Impact Statement (SEIS) to reevaluate the Hampton Roads Crossing Study, which was originally documented in a Final Environmental Impact Statement (FEIS) and Record of Decision (ROD), both issued in 2001. The FHWA and VDOT have concurred that given the time that has passed without any action being taken, the previous study should be reevaluated through the SEIS. VDOT initiated the SEIS in July 2015 and has estimated it will take approximately 24-30 months to complete. Furthermore, the Commonwealth Transportation Board has indicated it will not approve a Preferred Alternative until it has heard from the HRTPO and HRTAC boards.

Mr. Jeff Florin, FTAC staff, will brief the FTAC on this item.

Recommended Action: For discussion and informational purposes.

ITEM #5: HRTAC: UPDATE

On March 2014, the Virginia 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 in April 2014, the HRTAC become effective on July 1, 2014.

The HRTAC serves as the financial arm for the HRTF. It also provides oversight for key regional projects advanced with the HRTF funds. Since July 2014, the HRTAC has regularly met discussing the eight regional projects being vetted through the HRTPO.

During the October 2015 meeting, the FTAC was briefed on HRTF projects and HRTAC developments such as the hiring of a new Executive Director and bonding authority status. The new HRTAC Executive Director will update the FTAC on the latest developments and activities of the HRTAC and HRTF projects.

Mr. Kevin Page, HRTAC Executive Director, will brief the FTAC on this item.

Recommended Action: For discussion and informational purposes.

ITEM #6: FY 2016 AND FY 2017 HRTPO WORK PROGRAM

The HRTPO Unified Planning Work Program (UPWP) is an annual comprehensive document that describes the transportation planning work and associated funding for Hampton Roads. The HRTPO includes freight planning activities designed to promote safe, secure, fast, and efficient movement of goods. The current FY 2016 UPWP includes a task dedicated to Regional Freight Planning, which consists of both ongoing work and an update to the Hampton Roads Regional Freight Study. Topics in the Regional Freight Study will likely include:

- Freight Facilities in Hampton Roads & Freight Trends
- The National Freight Strategic Plan, Multimodal Freight Network, and New Funding Opportunities for Freight within the FAST Act.
- Commodity Flows To, From, and Within Hampton Roads
- Regional Truck Movement and Bottlenecks

The HRTPO staff will brief the FTAC on the tasks included in the current FY 2016 UPWP and discuss draft FY 2017 UPWP freight-related planning priorities and tasks.

Recommended Action: For discussion and informational purposes.

ITEM #7: 2016 FTAC ACTION ITEMS

As an advisory committee of the HRTPO, the FTAC advises the HRTPO Board on regional freight transportation requirements, conducts public outreach activities that help HRTPO efforts to help raise awareness of the importance of freight transportation to the region, and collects region-wide public input on these matters. To this end, the FTAC prepares a list of goals and objectives annually in the form of a resolution submitted to the HRTPO Board.

At its October 1, 2015 meeting, the FTAC approved its 2016 Goals and Objectives in the form of a resolution (2015-02). Of the eight identified items, the following items will be the FTAC staff's initial focus and key actions items will be developed:

- Participate in the development of the HRTPO Regional Freight Study update.
- Work with the HRTPO and regional economists to objectively quantify economic vitality metrics of freight movements.
- Work with the Virginia Office of Intermodal Planning and Investment (OIPI) to strengthen the participation of the Virginia Freight Advisory Committee to ensure compliance with requirements of MAP-21 with regards to freight transportation.

It is recommended a workgroup be created, consisting of FTAC members or appointees with freight technical expertise, to participate and assist HRTPO and FTAC staff in the above action items.

Mr. Jeff Florin, FTAC staff, will brief the FTAC on this item.

Next Steps:

- Finalize action items.
- Form a FTAC workgroup.
- Coordinate with HRTPO staff to schedule workshop meetings relating to the development of the Regional Freight Study update.

ITEM #8: 2040 LRTP: UPDATE

In July 2015, the HRTPO staff was informed by VDOT that the original long-range revenue forecast from December 2013 was being revised to reflect the funding mechanisms described in House Bill 1887 (State of Good Repair, High-Priority Projects Program, and District Grants Program). The HRTPO staff received the revised LRTP revenue forecast from VDOT on October 30, 2015.

Since then, the HRTPO staff has worked with the LRTP Subcommittee to review several potential project funding scenarios to reflect the decrease in the revised revenue forecast. At its December 2, 2015 meeting, the LRTP Subcommittee selected a new working draft fiscally-constrained list of projects for the 2040 LRTP. Currently, the Regional Priority (HRTAC) projects are not a part of this draft list, but will be included once HRTAC develops a funding plan for these projects. In addition, some localities have committed local funds to regionally-significant projects; once these locally-funded projects are identified, they will be added to the working draft list as well.

Ms. Dale Stith, HRTPO Principal Transportation Planner, will brief the FTAC on this item.

Recommended Action: For discussion and informational purposes.

ITEM #9: FOR YOUR INFORMATION

A. HRTPO CMAQ/RSTP Project Selection Process 2015 Report

As the MPO for the Hampton Roads area, the HRTPO is responsible for project selection and allocation of funds under two federal funding programs – the Congestion Mitigation and Air Quality Improvement Program (CMAQ) and the Regional Surface Transportation Program (RSTP). The process used by the HRTPO to select projects to receive funds from these two programs is referred to as the CMAQ/RSTP Project Selection Process. The project selection process is conducted annually, normally beginning in July and running through December.

The HRTPO released the 2015 report summarizing the work of selecting CMAQ and RSTP projects during the 2015 CMAQ/RSTP Project Selection Process. Selected projects received allocations of CMAQ or RSTP funds in Fiscal Year 2022. The CMAQ and RSTP projects and allocations were approved by the HRTPO Board on November 19, 2015.

The approved freight-related CMAQ/RSTP project includes:

- Port of Virginia – Norfolk International Terminals Master Plan (ID# VP1RS) – VPA
 - The project entails creating a master plan to provide a blue print for opportunities to increase the efficiency and operations of freight through Hampton Roads. The master plan will evaluate the internal coordination and data provided to trucks to assess external traffic congestion conditions prior to leaving the main terminal. It will assess the technology available to integrate freight movers internal to the Port with external intelligent transportation systems (ITS) and to identify key congestion points and decrease delays for freight movements for interregional and non-regional trips.
 - Allocated \$150,000 in FY 2022 RSTP funds to fully fund the project.

B. Sea Level Rise and Storm Surge Impacts to Roadways in Hampton Roads

The HRTPO has released the Sea Level Rise and Storm Surge Impacts to Roadways in Hampton Roads draft report for public review and comment. This report includes a GIS-based flooding vulnerability analysis for potential sea level rise and storm surge impacts to regional roadways by 2045 (next Long-Range Transportation Plan horizon year). It also includes methodology for incorporating sea level rise and storm surge impacts to roadways into the HRTPO Long-Range Transportation Plan Project Prioritization Tool. Furthermore, it contains adaptation strategies, design considerations, best practices, and lessons learned from other coastal regions (e.g. Gulf Coast) that are also vulnerable to sea level rise and storm surge.

As public comments were due on January 29, 2016, Mr. Jeff Florin submitted a public comment on behalf of the FTAC stating that the report should include a summary of affected roadways that are National Freight Network. Attached is the public comment and the HRTPO staff's response.

Attachment 9B

C. FY 2017 Proposed Federal Budget: Transportation

On February 9, 2016, the \$4.15 trillion FY 2017 Federal budget proposal was released, with a 5% increase over FY 2016. \$98.1 billion of the FY 2017 budget is proposed for the U.S. Department of Transportation (USDOT). The USDOT budget reflects the USDOT's ambitious 30-year vision to take the nation "Beyond Traffic", towards a transportation network that matches the changing geography of where people live and work; fosters innovation and adapts to evolving technology; and provides cleaner options and access to opportunity for people and communities across America.

Under the FHWA, it would administer five new programs, with \$7.5 billion in funding in FY 2017 and a ten-year total of \$109.5 billion:

- A "Future Freight System Program," funded at \$2 billion in FY 2017 that would invest in "innovative rail, highway, port and intermodal projects."
- A "Climate-Smart Performance Program" that would invest \$2 billion by formula across transportation modes to "mitigate transportation's contribution to climate change and improve outcomes for communities."
- Three discretionary competitive grant programs, totaling \$3.5 billion in FY 2017, that would:
 - Provide grants to MPOs for regional approaches to connecting demographics and transportation;
 - Provide grants to improve neighborhoods; and
 - Provide grants to "address the impact of climate change on transportation and surrounding communities."

See attached for more information.

Attachment 9C

D. FHWA's Office of Freight Management and Operations "Talking Freight" Webinar

On February 17, 2016, FHWA's Office of Freight Management and Operations hosted a webinar on the National Freight Strategic Plan and FAST Act Freight Provisions. As shown in the attached presentation, the discussion included information on the future of freight movement in America, as well as freight provisions in the FAST Act and the draft National Freight Strategic Plan.

For more information, please visit:

http://www.ops.fhwa.dot.gov/Freight/fpd/talking_freight/index.htm

Attachment 9D

E. HB2: Update

Signed into law in 2014, House Bill Two (HB2) is about investing limited tax dollars in the right projects that meet the most critical transportation needs in Virginia. The law directs the Commonwealth Transportation Board (CTB) to develop and use a scoring process for project selection by July 2016. Candidate projects are screened to determine if they

qualify to be scored. Projects are scored based on an objective and fair analysis applied statewide. See the attached HB2 Quick Guide for more information (Attachment 9E1).

Applications for FY 2017 have been submitted by eligible applicants, have been evaluated, and project scores were released on January 19, 2016. It is anticipated that the CTB will consider evaluated projects for inclusion in the SYIP during Spring 2016 with public hearings in April/May and adoption of the final SYIP in June 2016. Please see the attached February 2016 TTAC presentation for more information (Attachment 9E2).

Attachment 9E1

Attachment 9E2

ITEM #10: ANNOUNCEMENT OF NEXT MEETING DATE

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