

Agenda Item III. Minutes
Freight Transportation Advisory Committee
January 30, 2019

Chairman Larry Ewan called the HRTPO Freight Transportation Advisory Committee (FTAC) to order at 10:32 am in the Waterside Conference room at the Virginia Port Authority, with the following in attendance:

Members in Attendance:

Larry Ewan (Ewan & Associates)
Mike Abbott
Rick Morris (Canon Virginia)
David White (Virginia Maritime Association)
Yakong Wong (Huntington Ingalls)

Members Not Present:

Patricia Haver (Norfolk Southern)
Keith Helton (Givens Transportation)
Chris Stolle (HRTPO)

I. CALL TO ORDER and INTRODUCTION

The meeting was called to order by Chairman Ewan at 10:32 am. Introductions were made by everyone in the room. The Chairman welcomed Yakong Wong, the newest member, who provided the FTAC with his current role and responsibilities with Hunting Ingalls Ship Building.

II. PUBLIC COMMENT PERIOD

There were no public comments.

III. APPROVAL OF PREVIOUS MEETING'S MINUTES

Chairman Ewan presented the December 12, 2018 minutes and asked for a motion to approve. Mr. White Moved to approve the minutes as written; seconded by Mr. Abbott. The Motion Carried. Everyone was informed that all the presentations will be posted on the HRTPO for download. Also, a link will be provided in the minutes.

IV. REGIONAL ECONOMIC DEVELOPMENT SITES INVENTORY

https://www.hrtpo.org/uploads/docs/P3-Site_Readiness.pdf

Mr. Smith gave a presentation on the regional initiative to identify mega sites within Hampton Roads that could be leveraged to attract economic development opportunities. He outlined the different tier levels of site readiness and explained the standard outlined by the Virginia Economic Development Partnership (VEDP) that provide a consistent type of information for attracting new business. Mr. Smith indicated companies have evaluated Hampton Roads but ultimately selected other location due to lack of site-ready areas.

Development-ready sites are identified in five tier levels. Each tier was described based on an established set of criteria. The study initially identifies sites within the Hampton Roads metropolitan planning area (MPA) that were a minimum of 100 acres, and then determined

which of these achieved a Tier 2 designation. A discussion among FTAC and staff noted that several municipalities (i.e. Norfolk, Portsmouth, and Chesapeake) did not have any Tier 2 sites. Mr. Smith indicated that based on the initial set of criteria, while these cities may have larger sites, they did not meet the Tier 2 compliance. Mr. Smith indicated that the next phase of the study would provide an assessment/evaluation to determine what steps are needed to bring more mega sites up to a Tier 2 or Tier 3 level.

V. REGIONAL CONNECTORS STUDY UPDATE

https://www.hrtpo.org/uploads/docs/P5-Regional_Connector_Study_Update.pdf

Dr. Ravanbakht (Regional Connectors Study Project Coordinator) provided an update on the Phase I study, which included a significant amount of stakeholder involvement to include both municipalities and the public. Dr. Ravanbakht provided key findings in the Stakeholders Interviews which identified that tolls value were not translating to reduced commute times, unpredictability of traffic time, lack of transit options (more coverage/frequency), HOV-HOT lanes are not attractive to sailors and lower income commuters, connectivity issues, and the lack of collaboration of jurisdictions.

Dr. Ravanbakht indicated that there were advantages and disadvantages of our region along with strengths and weaknesses. Dr. Ravanbakht noted that while the water supports several strengths (tourism and military), the water also created a geographic obstacle for regional connectivity.

Dr. Ravanbakht indicated that as part of Phase I, stakeholders identified additional regional segments to be reviewed as part of the Study that included improving Route 17, a separate/adjacent tunnel out of NIT, a new water crossing on east of Williamsburg to connect US 17, I-664 to Isle of Wight, ferry service and I-86 to NC. These segments would be evaluated in the next Phase of the study. A copy of the regional survey results was distributed with the agenda and would be available on the HRTPO website.

Dr. Ravanbakht also provided a summary of the statically valid survey results, which included:

- Participants were mostly content with commute but transportation is still an issue. Congestion and the commute between the Peninsula and the Southside. Housing and employment decisions are made to avoid tunnel traffic.
- Results from participants also expressed concerns regarding the need to reduce crime, faster traffic routes, long term employment, and the aging infrastructure.

Dr. Ravanbakht indicated that the Regional Connectors Study (RCS) would also incorporate scenario planning Phase 2. Ms. Stith provided a brief update of scenario planning and how it would be integrated into the RCS as well as the region's 2045 LRTP. Overview outline how various "future" would test the transportation network to include a baseline scenario with two alternative futures. Ms. Stith indicated that the future varies in driver type, socio-economic data and travel. As part of the discussion, FTAC inquired if one of the scenarios would include sea level rise and Ms. Stith noted that sea level rise was being evaluated as part of the regional prioritization update and would also be address as a sustainability metric. Ms. Stith indicated that the scenario planning process would take approximately two years with the alternative scenarios being defined by end of year/early next year. HRTPO will be provided ongoing updates of the project and gain FTAC input.

VI. PROJECT PRIORITIZATION TOOL REVIEW AND APPROVAL UPDATE

Ms. Stith provided a brief update of the how the tool was used in the overall 2045 process and shared that staff was working to include the FTAC recommendation and incorporate weighting updates to the various metrics. Ms. Stith indicated that these changes would be presented to the HRTPO Board for approval in the next several months.

VII. 2045 LRTP CANDIDATE PROJECT SCHEDULE UPDATE

https://www.hrtpo.org/uploads/docs/P7-2045_LRTP_Candidate_Projects.pdf

Ms. Stith provided an update of the overall process for the regional to maintain a fiscally constrained blue print that is updated every 5 years. Ms. Stith indicated that the 2040 LRTP started with an initial list of 200 projects that were evaluated and that only 160 were included in the final constrained plan with the remain projects included in the Vision Plan. The near-term step for the 2045 plan would be to collect the candidate projects for review, which would include input from FTAC. The discussion noted these projects may identify freight bottlenecks. A question was raised if the Patriots Crossing is a project being studied in the RCS and Ms. Stith confirmed that it was in the RCS planning effort.

VIII. SMART SCALE – PRELIMINARY RESULTS AND FUTURE OPPORTUNITIES

https://www.hrtpo.org/uploads/docs/P8-SMART_SCALE_Results.pdf

Mr. Mihaly provided a brief update of Round 3 process update Hampton Roads that included the schedule, number of submittals and available funding. Mr. Mihaly shared the results of the Hampton Roads Bridge Tunnel scoring sheet, which was the received the top score in eight of the categories and received \$200 million in funding. Mr. Mihaly indicated that Hampton Roads did very well in Smart Scale allocations with 26 projects funded and received 38.4% of all the funding.

Mr. Mihaly indicated that the Commonwealth Transportation Board February meeting would review these projects.

IX. USDOT TRUCK PARKING – INPUT OPPORTUNITY

Ms. Nelson shared the opportunities to collaborate with various partner to leverage data between various organizations. Ms. Nelson noted efforts associated with USDOT, Federal Highways, and MARAD relative to national issue of truck parking.

Chairman Ewan announced that the next meeting of the FTAC would be on March 27, 2019 in the Port of Virginia Board Room and that the May meeting would be rescheduled from May 15 to May 14 (calendar request to follow).

With no further discussion, the meeting adjourned at 12:05 p.m.