

**Agenda**  
**Freight Transportation Advisory Committee of the HRTPO**  
**May 16, 2016**

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

- 10:30 am 1. **CALL TO ORDER**
- 10:30 am 2. **STATE OF FREIGHT UPDATE**
- 10:40 am 3. **PUBLIC COMMENT PERIOD** (Limit 3 minutes per individual)
- REGULAR AGENDA:**
- 10:45 am 4. Approval of previous meeting's minutes
- 10:50 am 5. 2040 LRTP: Draft Fiscally Constrained List of Projects
- 11:05 am 6. Freight Provisions of the FAST Act
- 11:25 am 7. 2016 Regional Freight Study: Update
- 11:40 am 8. HRCS – SEIS: Update
- 11:55 am 9. Announcement of Next Meeting Date
- 12:00 pm **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: STATE OF FREIGHT UPDATE**

As member of the HRTPO Freight Transportation Advisory Committee, Norfolk Southern, will provide an update to the Committee.

**ITEM #3: PUBLIC COMMENT PERIOD**

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

**ITEM #4: APPROVAL OF PREVIOUS MEETING'S MINUTES**

Minutes of the FTAC meeting held on February 23, 2016 are attached.

Attachment 4

**Recommended Action:** Approve the minutes.

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

**February 23, 2016**

The Virginia Port Authority  
101 W Main St., #600, Norfolk, VA 23510  
10:30 am – 1:00 pm

Mr. David White called the HRTPO Freight Transportation Advisory Committee (FTAC) to order at 10:30 a.m. in the Waterside Conference Room at the Virginia Port Authority, with the following in attendance:

**MEMBERS:**

Amy Brown (Cross Globe Transport)  
Chris Luebbers (Norfolk Southern Corporation)  
David White (Virginia Maritime Association) - Alternate  
Keith Helton (Givens Transportation)  
Rick Morris (Canon Virginia)  
Mike Abbott

**STAFF:**

Dale Stith (HRTPO)  
Camelia Ravanbakht (HRTPO)  
Jeff Florin (Virginia Port Authority)  
Karen McPherson (McPherson Consulting)  
Keith Nichols (HRTPO)  
Kevin Page (HRTAC)  
Sam Belfield (HRTPO)  
Seth Schipinski (HRTPO)

**PUBLIC:**

Donna Sayegh

## 1. CALL TO ORDER

Mr. White called the meeting to order at 10:30 a.m.

## 2. PUBLIC COMMENT PERIOD

There was one public comment submitted by Ms. Donna Sayegh, a citizen of the City of Portsmouth, regarding the goals and objectives of the Virginia Port of Authority's and its impact to the citizens of Portsmouth:

*Good Morning. My name is Donna Sayegh. I live in Portsmouth. Some time ago there was a Craney Island Commission in Portsmouth where a study was done by the United States Corp. of Engineers. Currently there are plans to create a 4 Lane highway alongside of the Island as well as a plan to connect Norfolk with Newport News by way of Craney Island. In December 2011, a contract was signed by VDOT and ERC to build another Midtown tunnel with tolls to pay for it. My concern is this: The Port is giving grants of \$1 million a year to various cities and counties. John Reinhart of the VPA receives a Bonus of \$211, 500 on top of his base salary of \$450,000. HB858 is passed to create the Virginia International Trade Corporation. SB578 Extends until 2017 the International trade facility tax credit, the barge and rail usage tax credit, and the Virginia Port volume increase tax credit, and creates the Port Opportunity fund. Establish an economic development zone and incentives concerning the Port. This bill is identical to HB1183. In other words, the nobility of the Port has great power over the common people or peasants of Portsmouth.*

Before moving onto the next agenda item, Mr. White updated the FTAC on the status of the *Economic Assessment of Tolls on Freight Transportation in Hampton Roads Region* report, which was recommended for HRTPO Board approval by the FTAC at its October 1, 2015 meeting. At its November 19, 2015 meeting, the HRTPO Board deferred approval of the final report until it has been reviewed by and has received concurrence by the HRTAC. Subsequently, Co-Chairman Moye presented the findings of the report to the HRTAC Funding Strategy Subcommittee at its December 15, 2015 meeting. Mr. Florin added that the HRTAC took note of the report conclusions, most notably that while tolls create a cost to the freight industry, the cost of doing nothing is greater. Mr. Page also indicated that the Commonwealth Transportation Board will ultimately make the decision on tolling, however that the current financial plan of the HRTAC regional projects assumes no tolls.

## 3. APPROVAL OF PREVIOUS MEETING'S MINUTES

Mr. White indicated the FTAC Summary Minutes of the October 1, 2015 were included in the October agenda. He asked for corrections or amendments to the minutes. Hearing none, Ms. Brown Moved to approve the minutes as written; seconded by Mr. Luebbers. The Motion Carried.

## **REGULAR AGENDA:**

### **4. HAMPTON ROADS CROSSING STUDY SEIS: UPDATE**

Mr. Florin briefed the FTAC on the latest developments of the Hampton Roads Crossing Study (HRCS) Supplemental Environmental Impact Statement (SEIS), which reevaluates the study and re-examines the three alternatives that were retained for analysis in the original study and an additional alternative identified during initial public outreach.

Utilizing a VDOT November 2015 presentation to the HRTPO Board, Mr. Florin reported that VDOT, in coordination with the Federal Highway Administration (FHWA), has initiated the preparation of a SEIS for the HRCS Final Environmental Impact Statement (FEIS) in Summer 2015, during which citizen meetings were held and impact methodologies were developed.

Mr. Florin covered the difference between the 2001 EIS Purpose and Need versus SEIS, indicating that the HRCS SEIS purpose and need goes beyond simply relieving congestion at the I-64 HRBT – it seeks to improve accessibility, transit, emergency, evacuation, and military and goods movement along the primary transportation corridors in the Hampton Roads region, including the I-64, I-664, I-564, and Route 164 corridors.

Mr. Florin summarized the operationally independent sections of the HRCS, which would enable VDOT to work on smaller, separate sections rather than one large project, similar to the current I-64 Peninsula Widening project.

After summarizing each of the four alternatives under analysis, Alternatives A – D, Mr. Florin outlined the next steps of the study. He noted the Final SEIS is to be published in Spring 2017 with an anticipated first Record of Decision (ROD) in Summer 2017. Mr. Florin noted that the Participating Agency Meeting occurred on December 3, 2015 and the Citizen Information Meetings occurred December 9-10, 2015. Mr. Florin outlined anticipated milestones, which include:

- Draft SEIS to be published in August 2016 for public review
- Location Public Hearings in September 2016
- Commonwealth Transportation Board in October/November 2016
- Final SEIS: Spring/Summer 2017
- Record of Decision: Summer 2017

After some discussion regarding the benefits of operationally independent segments, the Committee wrapped up the presentation.

## 5. HRTAC: UPDATE

Before Mr. Page briefed the FTAC on the recent developments and activities of the Hampton Roads Transportation Accountability Commission (HRTAC) and HRTF projects, Mr. Florin formally introduced Mr. Page to the Committee.

Mr. Page provided an overview of the purpose of the HRTAC, which is empowered and authorized to use tolls and the Hampton Roads Transportation Fund (HRTF) revenues for highway, bridge and tunnel projects in Hampton Roads. Mr. Page outlined the membership of the HRTAC, which includes fourteen member localities and five General Assembly members, as well as four ex-officio members (CTB, VDOT, DRPT, and VPA).

After providing a description of the HRTF components, Mr. Page stated that the Additional Sales Tax is anticipated to generate \$130.2 million in revenues in FY 2016 and \$34.6 million under the Additional Fuels Tax. Mr. Page noted that over time, the region will need to become more reliant on the Additional Sales Tax funds as a more sustainable source of revenue to address its reliance on fossil fuels and twenty/thirty year bonds. Furthermore, Mr. Page stated that Senator Wagner is currently working on legislation establishing stabilization in our fuel tax revenues in order to alleviate the use of tolling to generate revenues for the region.

Since the State Code requires HRTF funds to be spent on highway construction projects in Hampton Roads, Mr. Page described how the HRTPO assists the HRTAC in planning and prioritization of projects while the HRTAC then procures, finances (HRTF, tolls, bonds), builds, and operates highway, bridge, and tunnel projects. Through the HRTPO, the HRTAC projects are identified as priority projects in the Long-Range Transportation Plan or Vision Plan. Mr. Page stated that the HRTAC then develops a six-year funding plan to guide in project development and construction, and submits a request to the HRTPO to add the projects to the HRTPO Transportation Improvement Program when the HRTAC is ready to allocate funds to specific projects. VDOT assists HRTAC in project readiness and construction. Mr. Page stated that the ultimately it is the CTB that selects the Local Preferred Alternative for the SEIS, maintains Statewide Transportation Improvement Program, and allocates state funding to projects in Six-Year Improvement Program.

Regarding the HRTF projects, Mr. Page noted that the projects on the Peninsula (I-64 Peninsula Widening and Ft. Eustis Interchange) will be fully funded in June 2016 thanks to the HB2 award. Mr. Page also noted that with the improvements to the US 460/58/13 Connector that the HRTAC is anticipating in the future where 58 or 460 is a greater improved highway system or is connected to an interstate into North Carolina. It is with these landside logistic efforts that the HRTAC and HRTPO seek to unlock the Hampton Roads region for the military presence, citizens, and commerce and trade of the Port. Mr. Page stated that except for the East-West Connector (also known as Patriots Crossing), all the HRTF projects involve making improvements to the existing VDOT highway network.

Since August 2015, over \$600 million have been invested in Hampton Roads regional transportation priority projects, of which \$493 million are HRTF funds. Additionally, the CTB will consider a proposed HB2 award of \$145 million to the I-64 Widening project thru Route 199 West of Williamsburg (exit 234) in June 2016. Through a collaboration with the HRTPO, the HRTAC submitted applications for HB2 funds for the I-64 Peninsula Widening (all three segments combined into one project application), I-64 Southside Widening (including High Rise Bridge), and I-64/I-264 Interchange projects.

Mr. Page stated that there are 18-24 months remaining to complete the Hampton Roads Crossing Study SEIS and reach a decision. Concurrently, consultants (PFM) have assisted the HRTAC in the development of a Plan of Finance/Funding Plan Update to finance and build the projects. Mr. Page noted that the HRTPO needs the HRTAC's Funding Plan by March 2016 to update the HRTAC projects in the HRTPO 2040 LRTP. At its February 2016 meeting, the HRTPO approved the project sequencing. Mr. Page and Dr. Ravanbakht stated that this is the first time in twenty years that the LRTP did not list these projects as "studies" but instead listed as construction projects.

Regarding next steps, the HRTAC will continue to work to develop solutions and considerations will be made as more information is available regarding the HB2 results, General Assembly outcomes, height of High Rise Bridge, status of old federal earmarks, HRCS SEIS, and the public discussion on how to fund the projects (HRTAC Draft 2016-2022 Funding Plan and HRTPO 2040 LRTP). Mr. Page stated that the region will be poised and ready once the HRCS SEIS is complete as the HRTAC's secure funding plan fully funds I-64 Southside (including High Rise Bridge) Phase I and Hampton Roads Crossing Project Phase I. Mr. Page noted that a public hearing will be held on March 14, 2016 for the Draft HRTAC 2016-2022 Funding Plan.

Mr. White asked members for any questions or comments. Hearing none, Mr. White expressed his gratitude and appreciation to the HRTAC and HRTPO for their pace and efforts. Additionally, Mr. White made the observation that business community should be made aware of these developments and timelines as it may affect their decisions. Mr. Page agreed and noted that he makes this presentation to the business community and organization to communicate the latest developments of HRTAC and HRTF projects. Mr. Luebbers recommended showing the nine HRTF projects with projected completion dates and projected added capacity. Dr. Ravanbakht commented that the HRTPO staff is currently working on this and anticipates having this ready for the March 2016 HRTPO Board meeting.

Mr. Page stated that as the CTB moves forward in making decisions, it will be mindful and keen fully aware of the ERC Compensation Agreement and may utilize tolling in order to alleviate competition/compensation agreement issues.

Ms. McPherson indicated that by 2022, the region will be half way completed with nine of the HRTF projects.

Mr. Luebbers inquired more information about the High Rise Bridge construction phasing strategy of Phase I of the I-64 Southside Widening. Mr. Page stated that since replacement of the bridge is needed by 2040 and that additional capacity is not needed by 2040, it was decided to construct two bridges adjacent to each other in two phases and provide incremental congestion relief by constructing the first bridge (Phase I) and utilize the existing High Rise Bridge until its lifetime prompting the construction of the second bridge. Mr. Page added that by 2022 when Phase I is complete, there will be size lanes (two lanes plus one managed lane in each direction) all the way through Bowers Hill.

## **6. FY 2016 AND FY 2017 HRTPO WORK PROGRAM**

Mr. Nichols briefed the FTAC on the tasks included in the current FY 2016 HRTPO Unified Planning Work Program (UPWP) and draft FY 2017 UPWP freight-related planning priorities and tasks. Mr. Nichols stated that staff will be working on the 2016 update to the Regional Freight Study, which is maintained to assist the HRTPO Board in making decisions on transportation improvements related to freight and how desirable they are to the freight community. Mr. Nichols noted the Regional Freight Study is updated every four years, and during its last update in 2012, the FTAC assisted staff with selecting which freight metrics would be most helpful. In addition to the 2012 Regional Freight Study, the HRTPO staff has developed other freight studies, such as the future truck delay, positioning the region to be more competitive for freight related grants, and the impact of the nine HRTF projects on freight delay throughout the region.

The 2016 Update is expected to be completed in Summer 2016 and will include:

1. National freight planning efforts and funding sources
  - National Freight Strategic Plan (Draft)
  - Multimodal Freight Network (MFN - Draft)
  - New Funding Program for Freight within the FAST Act
2. Freight Facilities in HR & Freight Trends
3. Commodity Flows to, From, and Within HR
4. Regional Truck Movement & Bottlenecks
  - Regional Gateways
  - Regional Water Crossings
  - Daily Truck Movements
  - Existing Truck Bottlenecks/Delays

Mr. Nichols stated that the National Freight Planning Efforts and Funding Sources and related studies (Item 1) will be new to the Regional Freight Study as a result of the new Federal transportation legislation (FAST Act). Mr. Nichols added that Study will be developed with the FAST Act in mind, most particularly as the legislation provides new funds for freight projects.

Mr. Nichols stated that the 2016 Update will include Commodity Flows To, From, and Within Hampton Roads, using the IHS Transearch Database from VDOT, which is the standard source of US freight flow information over 30 years. The database covers both short-term and long-term data (2012 and 2040 forecast), to which Mr. White asked clarification for whether the projections would include the build-out of Craney Island. Mr. Belfield stated that staff would have to make an inquiry with VDOT to determine the answer. Ms. McPherson inquired whether the county level flow and origin/destination data could be provided in dollar amount or truck units instead of tonnage as these metrics have more value and are more relevant to the Port, and Mr. Nichols responded that the 2012 Study did include tonnage and dollar amount and staff plans on doing the same for the 2016 Update.

After providing a summary on the Freight Movement to/from/within Hampton Roads and other economic areas at a national, state, and regional level, Mr. Nichols briefed the Committee on top ten regional freight gateways, noting the importance of the I-64 Peninsula Widening project as I-64 handles twice as much truck volumes than Route 58. Mr. Nichols stated that the total existing weekday truck delay hours metric is used in the HRTPO Prioritization process.

Regarding the FY 2017 Work Program, Mr. Nichols stated that, with the collaboration between HRTPO staff and FTAC staff, the Draft Program includes:

1. Truck Delay Impacts of the 2040 LRTP and Regional Priority Projects
  - Use the truck component of regional model to estimate future system-wide truck delay impacts
2. Geography of Truck Movements in Hampton Roads
  - Truck origins/destinations for high profile facilities (e.g. HRBT, High Rise Bridge) using the regional model
  - Analyze truck movements and routing for Port-related traffic using ATRI data
3. Project Prioritization Tool Updates
  - Review and update various measures and scoring (including freight) through the LRTP subcommittee and TTAC

Mr. Luebbers asked if the truck activity generated from port activity was parsed out and Mr. Nichols explained that the ATRI data will be Port-related traffic only based on the terms of the purchase. After a brief discussion, concern was expressed regarding whether non-Port related freight traffic would go underreported. Dr. Ravanbakht stated that staff does not want to report an inaccurate representation of freight traffic and will return to the FTAC before any work has begun.

Regarding the FY 2017 Work Program Project Prioritization Tool Updates, Mr. Nichols stated that after the 2040 LRTP is approved, the next step will be reviewing all the measures in the Tool for the 2045 LRTP. Dr. Ravanbakht stated that although the HRTPO Tool was utilized as a basis for the development of the Statewide Prioritization Tool, modifications were made to the Statewide Tool and as such, the HRTPO staff will revisit its Tool to ensure the way the HRTPO evaluates and prioritizes projects is in line with the State Tool and new legislation such as HB2 and FAST Act. Some new measures that will be considered will be freight and sea level related.

Mr. Nichols concluded his presentation by requesting input and suggestions from the FTAC. Mr. White asked if the new Federal legislation has released its guidelines and how their process will align with State and regional processes. Mr. Nichols stated that they have not yet as it is too early in the process and guidelines will be released over the next few months to years.

## **7. 2016 FTAC ACTION ITEMS**

Mr. Florin briefed the FTAC on the Committee's 2016 action items. Mr. Florin stated that over the year, he anticipates the FTAC will be working closely with the HRTPO staff to discern movement of freight within the region. During 2016, Mr. Florin foresees the FTAC engaging the HRTPO on a regular basis and being more involved in the prioritization efforts. He indicated that a FTAC workgroup, consisting a subset of FTAC members or appointees with freight technical expertise, could be formed in order participate and assist HRTPO and FTAC staff during in the development of the HRTPO Regional Freight Study update. This workgroup could also work with the HRTPO and regional economists to objectively quantify economic vitality metrics of freight movements.

Mr. White asked if there was anything the FTAC could do to the freight standing in the HB2 prioritization process and Mr. Florin stated that FTAC staff has prepared a resolution for the HRTPO Board that addresses this. Mr. White added that it might be helpful for a presentation to be made to the inland freight transportation committee about the Regional Freight Study in order to garner more input from the maritime community.

## **8. 2040 LRTP: UPDATE**

Ms. Stith briefed the FTAC on a status update of the HRTPO 2040 Long-Range Transportation Plan (LRTP). After providing a summary of 2040 LRTP compendium of reports that have been completed and remaining to be completed, Ms. Stith provided an explanation of the LRTP fiscal-constraint requirements. Ms. Stith reported that in July 2015, 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 HB1887. She indicated that HRTPO staff received the revised LRTP revenue forecast from VDOT on October 30, 2015. Utilizing the 2040 LRTP Guiding Principles for Fiscal Constraint, the HRTPO staff worked with the LRTP Subcommittee to review several potential project funding scenarios to reflect the decrease in the revised revenue forecast.

Ms. Stith indicated that even though the revised 2040 revenues decreased by \$3.2 billion, the impact was relatively minimal as the revised working draft 9 highway projects were removed from May 2015 draft list and 5 highway projects are now constrained with Local Funds. The revised working draft list includes:

- 36 Committed Projects
- 88 Highway Projects (37 Locally Funded)
- 14 Transit Projects
- 13 Active Transportation Projects (1 Locally Funded)

Dr. Ravanbakht provided a background on the development of the sequencing of Regional Priority Projects based on project readiness, approved at the February 2016 HRTPO Board meeting. She indicated that in April 2016, HRTPO staff anticipates briefing the HRTPO Board on how the financing of these projects can be achieved in the next 25 years.

Ms. Stith stated staff plans to present the Draft Fiscally-Constrained List of Projects to TTAC and HRTPO Board in March and providing a public review period of the draft list from March to May, which will include presentations to the advisory committees. It is anticipated HRTPO Board approval of the Fiscally-Constrained List of Projects will occur in June 2015, with Board approval of the Adopted 2040 LRTP in July 2015.

## **9. FOR YOUR INFORMATION**

Mr. Florin briefed the FTAC on the FYI items.

## **10. ANNOUNCEMENT OF NEXT MEETING DATE**

Under New Business, Mr. Florin stated that the FTAC staff prepared a draft resolution advising the HRTPO to coordinate with the Commonwealth in refining the freight metrics of the Statewide Prioritization Process based on HB2. He stated that although the HRTPO Prioritization Tool places greater emphasis on freight, freight only directly comprises 1% of a project's HB2 score in Hampton Roads in the Statewide Prioritization Tool.

Dr. Ravanbakht stated that the Commonwealth will be accepting public comments regarding the HB2 Process/Statewide Tool and the HRTPO staff will submit comments for the CTB to consider. FTAC staff requested that the HRTPO's comments include a comment regarding the inaccurate representation of freight in Hampton Roads under the current Statewide Prioritization Tool. After some discussion, the general consensus was for FTAC and HRTPO staffs to coordinate to refine the resolution to provide more detail regarding the freight metrics under the congestion and economic development measures, such as freight movements and goods throughput.

The announcement of next meeting was postponed and would to be announced at a later date.

With no further business to come before the FTAC, the meeting adjourned at 12:40.

## ITEM #5: 2040 LRTP: DRAFT FISCALLY CONSTRAINED LIST OF PROJECTS

The development of the 2040 Long-Range Transportation Plan (LRTP) is in the final stages of a multi-year planning process. Project Prioritization scores have been produced for the 190+ multimodal candidate transportation projects; scores for projects are based upon a combination of Project Utility (project effectiveness), Economic Vitality (potential for economic gain), and Project Viability (project readiness). The Project Prioritization process is the guiding tool in the development of a fiscally-constrained 2040 LRTP. After a public review and comment period, final Prioritization scores of projects were approved by the HRTPO Board at its April 16, 2015 Meeting. More information on the Project Prioritization process can be found at:

[http://hrtpo.org/uploads/docs/HRTPO\\_2040LRTP\\_ProjectPrioritization\\_FinalReport.pdf](http://hrtpo.org/uploads/docs/HRTPO_2040LRTP_ProjectPrioritization_FinalReport.pdf)

The LRTP Subcommittee (the Subcommittee responsible for guiding the development of the regional Long-Range Transportation Plan) met numerous times in the past year for the purpose of fiscally-constraining the 2040 LRTP. At these Subcommittee meetings, Guiding Principles for Fiscal-Constraint were established to maximize the use of transportation funds; several iterations of funding scenarios were presented to the Subcommittee in order to develop the draft list. The Draft Fiscally-Constrained List of Projects outlining project priorities for the LRTP was presented and approved by the HRTPO Board at its March 17, 2016 meeting.

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

Attachment 5-A DRAFT Fiscally-Constrained Hampton Roads 2040 Long-Range Transportation Plan: List of Projects

Attachment 5-B: DRAFT Fiscally-Constrained Hampton Roads 2040 Long-Range Transportation Plan: Funding Plan

Attachment 5-C: DRAFT Fiscally-Constrained Hampton Roads 2040 Long-Range Transportation Plan: Project Information Guide

Attachment 5-D: DRAFT Fiscally-Constrained Hampton Roads 2040 Long-Range Transportation Plan: Plan Performance

Attachment 5-E: Resolution of Support

**Recommended Action:** To approve a Resolution of Support for the DRAFT Fiscally-Constrained Hampton Roads 2040 LRTP List of Projects.

## **ITEM #6: FREIGHT PROVISIONS OF THE FAST ACT**

On December 4, 2015, the Fixing America's Surface Transportation (FAST) Act was signed into law. The FAST Act includes several provisions to improve the condition and performance of the national freight network and to support investment in freight-related surface transportation projects. The FAST Act also provides dedicated sources of Federal funding for freight projects for the first time. These new dedicated sources include a formula-based National Highway Freight Program funded at \$6.2 billion and a Nationally Significant Freight and Highway Projects discretionary grant program funded at \$4.5 billion over the life of the Act.

Mr. Keith Nichols, HRTPO Principal Transportation Engineer, will brief the FTAC on this item.

**Recommended Action:** For discussion and informational purposes.

## **ITEM #7: 2016 REGIONAL FREIGHT STUDY: UPDATE**

The HRTPO staff is currently preparing an update to the Hampton Roads Regional Freight Study. On May 9, 2016, the HRTPO staff met with the Freight Working Group (subgroup of FTAC) to discuss the scope of the study and gather input. Topics in the Regional Freight Study include:

- Integration of Freight Into the Transportation Planning Process
- National Freight Planning Efforts and Funding Sources
- Freight Facilities, Trends, and Forecasts
- Commodity Flows To, From, and Within Hampton Roads
- Regional Truck Movement and Bottlenecks

Mr. Sam Belfield, HRTPO Senior Transportation Engineer, will provide a brief update on the recent Freight Working Group meeting to the committee.

**Recommended Action:** For discussion and informational purposes.

## ITEM #8: HRCS – SEIS: UPDATE

The Virginia Department of Transportation (VDOT), in coordination with the Federal Highway Administration (FHWA), has initiated the preparation of a Supplemental Environmental Impact Statement (SEIS) for the Hampton Roads Crossing Study (HRCS). The SEIS will re-evaluate the findings of the Final Environmental Impact Statement (FEIS) and the Record of Decision (ROD) that were approved by the FHWA in 2001.

The Locally Preferred Alternative (LPA) from the original HRCS-FEIS was Candidate Build Alternative (CBA) 9. This option is one of three alternatives retained in the Final EIS being reexamined along with any other alternatives identified in the SEIS scoping which commenced in July 2015. CBA-9 was approved by the Commonwealth Transportation Board (March 2001) and the HRTPO (July 1997 and June 2013).

The purpose of the original HRCS was to relieve congestion at the I-64 Hampton Roads Bridge-Tunnel (HRBT) in a manner that improves accessibility, transit, emergency evacuation, and military and goods movement along the primary transportation corridors in the Hampton Roads region, including the I-64, I-664, I-564, and Route 164 corridors. The HRCS-SEIS will address the following needs:

- Accommodate travel demand – capacity is inadequate on the study area alignments, contributing to congestion at the HRBT.
- Improve transit access – there is a lack of transit access across the Hampton Roads waterway.
- Increase regional accessibility – limited number of water crossings and inadequate highway capacity and severe congestion decrease accessibility.
- Address geometric deficiencies – insufficient vertical and horizontal clearance at the HRBT contribute to congestion.
- Enhance emergency evacuation capability – increase capacity for emergency evacuation, particularly at the HRBT.
- Improve strategic military connectivity – congestion impedes military movement missions.
- Increase access to port facilities – inadequate access to interstate highway travel in the study area impacts regional commerce.

VDOT is currently addressing all comments received by participating agencies and stakeholders regarding the initial Purpose and Need report. A review and analysis of the selected alternatives considered for the SEIS is also underway.

FTAC staff will provide a brief update on the HRCS SEIS project overview, purpose and need, operational independent segments, and schedule.

**Recommended Action:** For discussion and informational purposes.

**ITEM #9: ANNOUNCEMENT OF NEXT MEETING DATE**

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