



This is a "Draft" story board for the FTAC Outreach presentation.
The final product will be an automated presentation with a voice over.
The presentation is scheduled to be finished in January 2011.
The presentation will support FTAC Outreach to the freight, business, transportation community and the public.

Freight Drives America



We are a nation of producers and consumers.
Every good we buy and sell started somewhere else and was moved across our land.
Steel to become automobiles, coal to become energy.
And the clothes we wear, the food we eat and the supplies we use at our jobs.
In our global economy more of these goods came from or go to other parts of the world.
Moving imports and exports across the country is a large part of what keeps America's economy going.

Freight Affects all Americans



It affects all of us.

Every day,

At work, at home and at play.

The cost of freight also impacts the cost we pay for these goods.

The more efficient the freight movement is, the less we have to spend at the cash register.

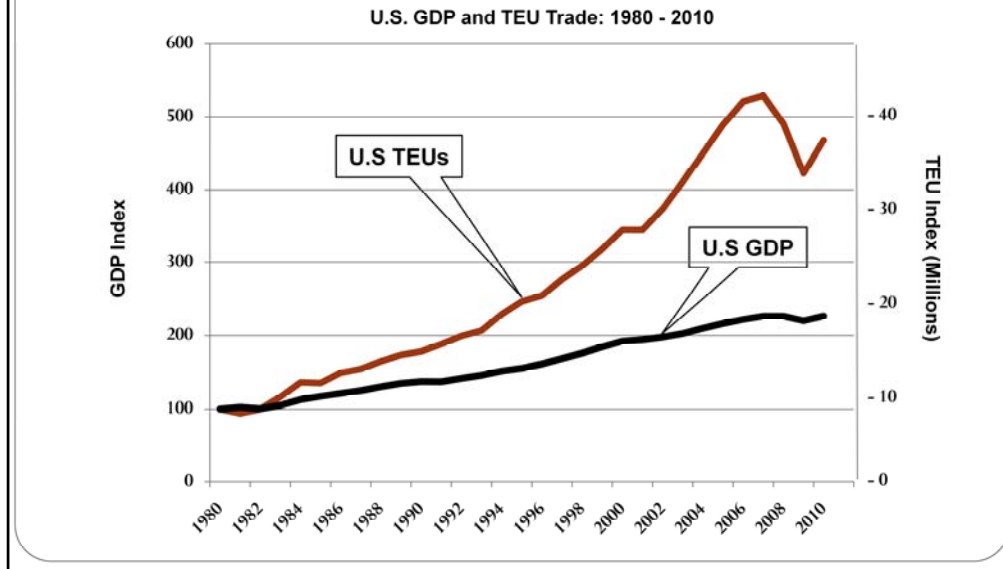
Freight Employs Americans



300 million people reside in the United States of America.
Over 10 million of those people work directly in the freight industry.
And many, many more work in businesses and at stores that rely on the delivery of freight.

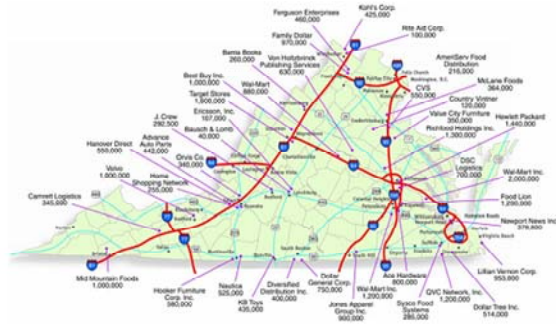
Freight Demand is Rising

- Containerized Trade Grows 2X Faster Than GDP



And the movement of freight across the US and the world is going to continue to increase. Every year more of what we buy and sell is made overseas or goes overseas. Increasingly global trade will continue to grow and with the Panama Canal expansion and larger ships more of it will come to Virginia. The growth of freight movement in Virginia brings both an opportunity and a challenge

Freight is Important to Virginia



Hampton Roads is blessed as a region with seaside and harbor advantages.

Home of the largest Navy installations, big time tourist activity from Williamsburg to the ocean front, largest coal export facilities and home to one of the largest ports on the east coast.

In the Commonwealth of Virginia and the Hampton Roads region more than 1 of every 9 jobs is reliant on the movement of freight

Efficient movement is required to maintain our competitiveness and grow our economy.

Hampton Roads competes with other ports, ocean front resorts and our military needs to be able to rapidly deploy and move supplies

Efficient Transportation Means Lower Priced Goods



Managing supply chains requires efficient distribution systems.
This keep goods available, costs down and employment up.

The Hidden Tax



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Our region's transportation system is nearing a crisis.

Congestion is worsening and all forecasts have predicted gridlock in our future unless we improve the transportation in the region.

If nothing is done in Hampton Roads, our transportation will go from bad to worse.

It will not only affect businesses and employees in the freight industry, it will also raise the price of goods.

Freight affects us all, good or bad.

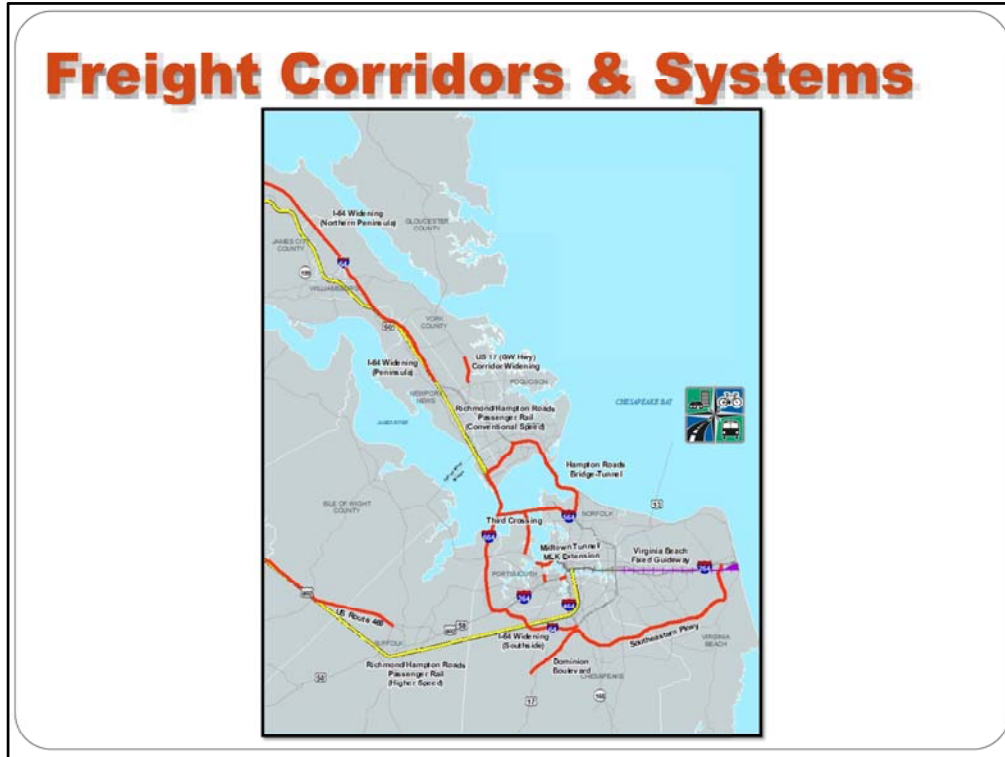
Hampton Roads Economy Dependent on Moving Freight



The cost of building over-water transportation infrastructure is 15x more than doing so over land.

Important to maintain it in order to keep Tourism, Port and Navy and all business reliant on the movement of goods going and our economy growing.

Freight Corridors & Systems



While blessed with our Harbor advantages, our location also brings with it the reality that we have to cross the water often in Hampton Roads.

We have limited corridors to move our goods into and out of the region.

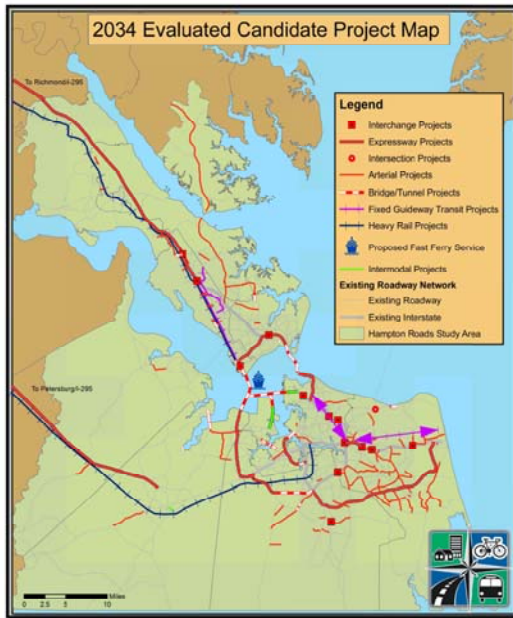
I-64, US 460, US 58, US 13 and US 17 are our pipelines in and out of the region.

I-64 widenings, a new limited access US 460, improvements to US 58, A new Harbor Crossing, the MLK Extension and Midtown Tunnel improvements, and improvements to the HRBT and more many projects have been identified that are critical to maintain our economic well being.

Investments are needed and we currently do not have enough public funds for any of these projects.

And investments need to improve an entire corridor and the system not just move bottlenecks and gridlock from one location to another.

HRTPO and 2034 LRTP



Need: \$25 Billion

Available: \$2.4 Billion

Hampton Roads is home to 1.8 million people and 22% of Virginia's population.

Our geography requires water crossings.

Transportation construction over water cost 15x more on average per mile of improvement than land transportation.

With 22% of the population and investments that can cost 15x other localities...

the region currently receives less than 10% of the funding available.



Our transportation situation is going to cost all of us.

And we have a choice to make.

We can keep the status quo and the cost will show up at the cash register and unemployment lines or

We can find a way to pay for the needed improvements and get the benefits from economic growth.

It is dependent upon all of us to advocate for spending \$ wisely and prioritizing projects.

We need to find funds to pay for it. Unfortunately, we pay for it one way or another: gas tax, tolls – or pay for it another way – economic loss and rising price of goods and unemployment.

Introduce Committee



FREIGHT TECHNICAL ADVISORY COMMITTEE

OF THE HAMPTON ROADS TPO

Hi, I'm Bill Bell co-chairman of FTAC.

Our committee focuses on the transportation needs of the freight we all use every day. My peers and fellow representatives on the committee are business people and citizens like you, not politicians.

We come from Northrop Grumman, Norfolk Southern, K-Line Shipping, Target and companies that employ more than xxxxxx across the region and the US.

We've joined this committee because something has to be done before our lack of an adequate transportation system chokes us off from the rest of the US.

Let's Work Together



We need to pay for these projects.

We wish they were free but our region is what it is and is dependent up on freight and water.

That's what makes Hampton Roads such a unique and important place.

In the last 2 decades we have been paralyzed by lack of funding.

We need to advocate to legislators and citizens that things must be fixed, there is no other option. It is a reality and it needs to get done.