

Agenda
Freight Transportation Advisory Committee
of the HRTPO
June 2, 2011

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

- 10:00 am **1. CALL TO ORDER**
- 2. TAKING OF ATTENDANCE**
- 3. PUBLIC COMMENT PERIOD** (Limit 3 minutes per individual)
- REGULAR AGENDA:**
- 10:05 am **4.** Approval of previous meeting's minutes
- 10:10 am **5.** FTAC goals
- 10:20 am **6.** National freight policy and conference discussion
- 10:40 am **7.** Tolling study discussion – scope and funding
- 10:55 am **8.** Business outreach script review
- 11:05 am **9.** NTLEX presentation
- 11:20 am **10.** HRTPO/HRPDC update – Inland Port Study
- 11. ANNOUNCEMENT OF NEXT MEETING DATE**
- 11:30 am **ADJOURNMENT**



**FREIGHT TRANSPORTATION
ADVISORY COMMITTEE**
OF THE HAMPTON ROADS TPO

June 2, 2012 Meeting Agenda Supplement

1. Approve the FTAC goals for the upcoming fiscal year

The FTAC's mission is to advocate for the systematic needs for the transport and movement of freight in the region. The Committee will act as an advocate for freight issues and bring awareness of those issues to the public, key stakeholders, and policy makers. This education and advocacy is intended to influence policy, funding and support for transportation that grows commerce. Following are the drafted goals for the next year needing Committee approval:

- Outreach campaign
- Tolling study
- Advocate for intermodal solutions
- Move freight onto the TPO and CTB agendas
- Support formation of a freight caucus within the General Assembly
- Participate at a national level
- Project advocacy

2. Committee participation in freight issues at the national level

- Staff will provide summaries of and recommendations for National Organizations & Conferences.
- National Freight Policy legislation has been proposed in Washington D.C. Staff will provide an overview of the legislation, its progress and considerations for Committee engagement in this effort.

3. Propose an RSTP funded study on tolling

The study's purpose is to provide insight (supporting policy, PPTA review processes and potentially legislation) for balancing transportation improvements that attract freight and economic growth vs. toll rates that drive business from the region.

- Fill the gap for Hampton Roads. Starting with the findings in previous tolling studies and analysis the study would identify the break-point between benefits from road improvements paid through tolls that grow business and adverse impacts to commerce from tolls that are too high.
- Includes industry segmentation for Hampton Roads as each has varying margins and break-even-points.

4. Outreach Campaign

- The FTAC will launch a freight advocacy campaign suitable for reaching the public, business and policy makers.
- Staff will update the committee on the media product in progress.

5. NTELX Presentation

NTELX is a Washington D.C. based firm that provides intelligent, real-time information to monitor and plan for freight movements. NTELX is looking at Virginia and Hampton Roads as the potential area for its next initiative. Executives from NTELX will provide a brief presentation to the Committee.

6. HRTPO/TPO will provide the Committee with updates including its Inland Port Study

**FREIGHT TRANSPORTATION ADVISORY COMMITTEE
OF THE HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION**

APRIL 7, 2011 MEETING

DRAFT MINUTES

Co-Chair Stan Clark called the HRTPO Freight Transportation Advisory Committee to order at 10:00 a.m. in the Virginia Port Authority (VPA) Board Room with the following in attendance:

MEMBERS PRESENT:

Art Moye (Virginia Maritime Association)
Chris Luebbers (Norfolk Southern Corp.)
Homer Crane (K Line America, Inc.)
Keith Helton (Givens Logistics)
Ron Drogan (The CrossGlobe Group)
Stan Clark, Co-Chair (Isle of Wight Board of Supervisors)

MEMBERS ABSENT:

Bill Bell, Co-Chair (HR&A, Newport News Shipbuilding)
Curtis Hall (Target Import Warehouse)

STAFF:

Jeff Florin (Virginia Port Authority)
Camelia Ravanbakht (HRTPO staff)
Rob Case (HRTPO staff)
Keith Nichols (HRTPO staff)
Andy Hecker (Moffatt & Nichol)
Allison Mall (Moffatt & Nichol)

OTHERS PRESENT:

Admiral Craig Quigley (Hampton Roads Military & Federal Facilities Alliance)
Frank Mach (MARAD)
Jeff Raliski (City of Norfolk Planning Department)
Wendy Vachet (U.S. Navy)

1. PUBLIC COMMENT PERIOD

All the meeting attendees introduced themselves and Co-Chair Stan Clark opened the public comment period. Hearing no requests, he declared the public comment period closed.

2. APPROVAL OF PREVIOUS MEETING'S MINUTES

The Committee noted a few changes to be made from the 3/31/11 meeting's minutes. Staff noted the changes and Mr. Clark motioned that the minutes be approved as amended. Mr. Chris Luebbers seconded the motion and the minutes were approved unanimously.

3. REMARKS BY ADMIRAL CRAIG QUIGLEY

Retired Rear Admiral Craig Quigley joined the FTAC meeting as a liaison from the Hampton Roads Military and Federal Facilities Alliance (HRMFFA), which he joined as Executive Director in September 2010.

HRMFFA represents the collective interests of the cities of Chesapeake Franklin, Hampton, Newport News, Norfolk, Poquoson, Portsmouth, Suffolk, Virginia Beach, and Williamsburg, and the Counties of Isle of Wight, James City, and York. Its mission is to protect, sustain and grow military and federal capabilities across the region for the common good and welfare of the residents of Hampton Roads. Through regional advocacy and influence, the Alliance acts to retain and attract organizations, capabilities, and investments owned, operated or funded by the Federal government. The Alliance is governed by a 23-member Board of Directors, including 13 elected officials representing each city or county in Hampton Roads, and 10 private sector business leaders. Currently, the Chair is from the Southside (City of Virginia Beach Mayor Will Sessoms), and the Co-Chair is from the Peninsula (City of Hampton Mayor Molly Ward).

The federal presence in Hampton Roads accounts for nearly 45% of the area's economic activity, according to the ODU Economic Forecasting Project. While in the midst of a "squeeze" on federal funding, retaining facilities gets top priority. Admiral Quigley then gave an update on the carrier proposed to be moved from Norfolk to Mayport, FL. He said that the Virginia Congressional delegation is taking a different viewpoint from the Navy, because moving the carrier will cost the Hampton Roads region money and jobs. The Navy believes it is in their best strategic interest to move it to Florida. He explained both sides, saying that new ships won't arrive in Hampton Roads until 2016, and until that time, business will be lost if the carrier is moved. All of the skilled labor for maintaining the moved nuclear ship's support facilities would need to be moved from Hampton Roads. He said that it is going to be a political tug-of-war until the very end.

Mr. Hecker asked Admiral Quigley if HRMFFA has an opinion on the state of transportation as it relates to attaining, retaining, and growing federal facilities. He said that he hears about it constantly from military leaders, and that it is the common thread between his conversations with the Navy, the Air Force, and the Army. The official position is to be

generally supportive of all transportation improvements and suggestions, however not favor and/or oppose specific projects.

Admiral Quigley went on to explain that because Hampton Roads has so many federal facilities, lobbying to Congress is needed. Akin Gump Strauss Hauer & Feld LLP does the lobbying for HRMFFA. The group's 2011 legislative priorities will be given to the 112th Congress for consideration.

Admiral Quigley said that Hampton Roads is a great place to live, it has good attributes, and from the Navy's perspective has absolutely world-class training and maintenance facilities. He said that taking any component away from the Navy facilities means that "the whole fabric starts to come apart." By showing a united front as a region, not by city, year after year, it will keep Oceana open, with no more encroachment. If the area's training facilities become limited, the Navy will have to look elsewhere for other realistic training facilities.

Ms. Ravanbakht added that the HRTPO has endorsed resolutions that will allow for a close working relationship with the Navy, and has arranged to get a briefing on a regular basis. The Navy will also brief the Commonwealth Transportation Board (CTB) on a regular basis.

Admiral Quigley then said that there is a very cordial relationship between agencies and the military in this region, unlike several other regions.

Mr. Rob Case also mentioned that the HRTPO board does have military liaisons on the Board, and is also working with them on a military transportation needs study in this year's work program. The study identifies highways critical to the Navy, and describes their condition.

Mr. Clark then said that the FTAC should keep the dialogue with HRMFFA going and invited Admiral Quigley to continue attending meetings.

4. TIPPING POINT STUDY DISCUSSION

Mr. Hecker began the discussion about the tolling study that the FTAC would like to complete. The FTAC needs to not only advocate but also to educate lawmakers and the public about tolls. He said that the tolling issue is complicated and after doing some initial research, trucks are tolled disproportionately to cars as a general rule. We need to understand at a detailed enough level what the tipping point is for attracting, retaining, and losing businesses. He asked the Committee if they would like the FTAC staff to complete a scope of work for such a study, which he estimates to cost a couple of hundred thousand dollars. Ms. Vachet pointed out that a source for existing data may be available from the Chicago area MPO which has done extensive studies on tolling and tipping points. In addition, the HRTPO's Toll Feasibility Study from 2005 can be used for reference.

Ms. Camelia Ravanbakht added that there are two sources of funding through the HRTPO which could be used to fund the tolling study – RSTP and CMAQ funds. Annually, there is approximately \$15 million available through CMAQ and approximately \$30 million through

RSTP. The selection process for these funds is similar to the long-range plan prioritization process. During the last selection process, all six studies that were requested were funded.

Since RSTP funding through the HRTPO is an annual occurrence, the study would not be approved until next year. This coming summer, the Board will receive projects for consideration, and this time next year a list will be approved.

Mr. Crane expressed concern that the study will not be complete before tolls are decided upon, driving away companies and business. He also said that having a systematic approach to tolling is necessary so that decisions regarding freight will not be decided upon by what the toll for each individual road is.

Ms. Ravanbakht suggested that a literature search should be done first, then a scope of work. She said that after July 1st, more TPO staff would be available to assist with the study. Mr. Hecker suggested that 60 days are needed for staff to complete a scope and literature review, then the Committee can figure out what to do about timing and funding. Ms. Ravanbakht said that 5% of funds are always kept as a reserve, money which could perhaps fund the study sooner.

Mr. Moye made a motion to ask the FTAC staff to complete a scope of work. Mr. Luebbers seconded the motion and it was unanimously agreed upon. After the scope is agreed upon by the Committee, Mr. Jeff Florin will take it to TTAC for a formal request for funding.

5. PUBLIC OUTREACH VIDEO UPDATE

Staff gave an update on the freight outreach video and showed the Committee an example of Pyramid Studios' previous work. The Committee favored the proposed theme of "retaining and enhancing Hampton Roads' good assets with an improved transportation system."

Pyramid Studios prepared a "Video Treatment" that the Committee reviewed, and also requested that the Committee members each fill out a questionnaire about their company. The studio also desires for its script writer to contact FTAC members for their thoughts and quotes. The Committee agreed that the studio can contact them. Staff will send the questionnaire out electronically and ask that Committee members return it as they complete them. The final video will be complete by late summer.

6. FTAC ADMINISTRATIVE ITEMS

a. Annual Progress Report

FTAC staff put together a progress report that makes note of all that the Committee has accomplished since its creation and subsequent nine meetings. So far, the FTAC has had an impact on: the HRTPO project prioritization process; the view that our transportation network is an interconnected system; and that tolls may be a necessary and viable funding mechanism, but need balance to draw business to the region rather than drive business away.

b. Goals for Next Year

The FTAC staff will discuss revisions and additions to the list of goals they provided with Committee members, and at the next meeting a final list will be available for final approval.

One of the FTAC's goals for next year is to take tangible actions that treat the transportation network as a system. Mr. Crane asked Mr. Clark what he thought, as an elected official, the FTAC needs to do to have the public and lawmakers treat the transportation network as a system. Mr. Clark said that the public needs to understand that transportation enables economic expansion, and the failure to improve transportation causes economic contraction. Transportation and freight need to be related to jobs for freight-related businesses, because that is what the public cares about. Mr. Case added that it is important to emphasize that improving the transportation system is not a competition between commuters and freight; that improvements help both.

c. Meeting Frequency

The Committee discussed the upcoming summer meetings, and decided that it would probably be best not to hold a meeting in August because the TPO completes its fiscal decisions in July and does not have an August meeting.

7. HYPOTHETICAL INLAND PORT STUDY UPDATE

Mr. Keith Nichols then gave an update on the study the HRTPO is conducting about a hypothetical inland port. The existing conditions portion of the study is complete and the traffic conditions portion is being worked on. Mr. Nichols then went over a list of assumptions in order to get the Committee members' opinions.

He said that VDOT counts show that only 3% of traffic in the region is trucks, and 10% of these trucks are port-related. This is much smaller than the public perception of port trucks. He showed the volumes on different corridors (64, 58, 460), and the peak travel times for trucks, with 8:00 am to 3:00 pm being the most-heavily traveled time.

For this study, it is assumed that all the ports except for Newport News Marine Terminal (NNMT) would use the hypothetical port. Only trucks going outside of the region will be

analyzed, not local dray and inter-port traffic. The study analyzes four scenarios for the hypothetical port:

- a) Current year without facility
- b) Current year with facility
- c) 2030 without facility
- d) 2030 with facility

The Committee confirmed with Mr. Nichols that 60% of freight traveling by rail by 2030 was a reasonable assumption.

Then discussion began over the assumption that 50% of trucks able to use the facility would use it, and 50% would not. The Committee agreed that there should be a sensitivity analysis done for this assumption, because it depends on many factors, including: what commodity is being moved and the cost per unit; shipping and train schedules; population growth; and delivery times.

Based on assumptions using current year data and 50% usage, 16% of truck cargo would use the facility (300,000 TEUs). Mr. Luebbers pointed out that this would be an enormous facility, and considering the economy it might be wise to plan smaller. Based on assumptions using projected 2030 data, the hypothetical facility would be handling 1 million TEUs. As a reference, Virginia Inland Port (VIP) currently handles 15,000 TEUs. The Committee agreed that doing a sensitivity analysis using 20 - 30 - 40 % usage rates would be more realistic.

Mr. Case pointed out that the study does not change the number of TEUs that need to be handled, but rather how they get in and out of the region.

8. NEW BUSINESS

Mr. Clark noted that he had recently attended the National Association of Counties (NACo) Legislative Conference and joined the Transportation Subcommittee. He said that no other elected county officials from Virginia are on the subcommittee. He said that he has written to other Virginia counties to discuss the possibility of them joining the subcommittee as well, in order to represent the Commonwealth and make relevant transportation issues known. Ms. Allison Mall mentioned that she used to work at NACo and would be glad to help in any way she can.

9. ANNOUNCEMENT OF NEXT MEETING DATE, PLACE, TIME

The next meeting will take place on **Thursday, June 2nd**, from 10:00 – 11:30 a.m., in the VPA Board Room. The meeting was adjourned at 12:00 p.m.



**FREIGHT TRANSPORTATION
ADVISORY COMMITTEE**
OF THE HAMPTON ROADS TPO

FY 2012 Goals

1. Fund a tolling study that provides insight for balancing transportation improvements that attract freight and economic growth vs. toll rates that drive business from the region.
2. Successfully deploy a public outreach program to educate the public, business community, and TPO about the importance of transportation to the movement of freight and how it contributes to the region's economic growth. Also generate more resolutions to keep freight on the HRTPO agenda.
3. Advocate for rail/intermodal improvements.
4. Work to make freight issues a part of the TPO's agenda for their annual meeting with the CTB.
 - a. Infrastructure is 15 times more expensive (bridge/tunnels) in Hampton Roads.
 - b. Form a Freight Caucus for the General Assembly.
5. Take actions leading the TPO Board and other subcommittees to move from talking about treating our transportation system as an interconnected network, to actually taking actions that treat it as a system.
6. Select and advocate for top projects that promote freight movement and economic growth.
7. Participate in discussions on national freight policy.
8. Send an FTAC member to a national freight conference.

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Outlook Dim for Highway Reauthorization

By Oliver B. Patton, Washington Editor

There is practically no chance that Congress will approve any increase in infrastructure investment this year, and only a small chance that it will pass any highway legislation at all - other than an extension of the current program that might have to include funding cuts on the order of 30 percent.

Congressional committees are working on draft legislation for a six-year renewal of the federal surface transportation program, staff members say, but the political gridlock over money means that any long-term bill would have to make do with even less investment than is now available.

The primary transport committee in the House, Transportation & Infrastructure, is trying to get a bill together to give people an incentive to figure out how to fund the program, said committee member Tom Petri. But it would take an additional \$75 billion to fund the traditional program, and even that is not adequate, he said.

The Wisconsin Republican, speaking last week to a gathering of federal and state transportation officials hosted by the Coalition for America's Gateways and Trade Corridors, noted that while the U.S. spends 2.5 percent of its gross national product on transportation infrastructure, Europe spends twice that and China is spending 9 percent. CAGTC represents more than 60 public and private organizations that want improvements in freight transportation.

'Living within our means'

The consensus among staff who spoke at the event is that Congress will not support that kind of spending.

"The reality is that I don't know that we can bring a bill to the House floor that raises any more revenue," said Jennifer Hall, a staffer on the majority Republican side of the T&I Committee. "So we're going to have to look at the revenues that are coming in and align our spending with that."

Committee demographics are a factor. The T&I Committee has 59 members, 26 Democrats who are all returning members, and 33 Republicans, 19 of whom are freshman from a very conservative freshman class, Hall said.

"That changes the dynamic for Republicans on the committee," she said. "A lot of the returning members are very supportive of robust financing and funding for infrastructure, but they are all facing the new reality, which is living within our means."

Not everyone in the transportation community agrees with the political assertion that the country is living beyond its means. Leslie Blakey, a principle in the Washington, D.C., communications firm Blakey & Agnew, which manages CAGTC, said the country is in fact living below its means in terms of investment.

The proper phrase would be, "living within our revenues," Blakey said. "We are limiting our investment to our revenues, not to our means." Americans are paying the same or less in taxes now than they did in the 1950s, she said.

Next steps in the House

Hall said the committee hopes to get something out - perhaps a bill for markup, or maybe a public draft - by the end of June. The aim would then be to get it through the House before August so it could be reconciled with a Senate bill and cleared for passage before the end of September, when the current extension of the highway program expires.

Hall's assessment was echoed by Ray Beeman, Special Advisor for Tax Reform on the House Ways & Means Committee. The T&I Committee drafts the transportation policy in the bill, but Ways & Means is in charge of funding levels.

"It will be extremely difficult to get net tax increases through the committee," Beeman said. The committee still has no ground rules on what constitutes a tax increase, and any tax action faces even greater odds unless it somehow improves the long-term health of the Highway Trust Fund, he said.

Beeman also said there is strong opposition on the committee to paying for transportation by transferring money from the general fund to the Highway Trust Fund. That's a mechanism that has been used in the past to keep the Fund solvent, most recently a year ago with the transfer of \$19.5 billion.

The committee right now is in an information-gathering mode on the highway bill, he said. It has 10 new members on the Republican side who need to learn the transportation issues before they can address the bill, and it is looking at a September deadline for action.

In the Senate

Staff members from the Senate side spelled out similar difficulties with respect to funding.

Melissa Porter, senior counsel to the Senate Commerce Committee, said that until the committee has a better sense of how Congress will get the money, it's hard to look at a six-year reauthorization bill. There is discussion of shifting to a short-term bill, rather than an extension of the current program, to address policy concerns, she said.

Alex Herrgott, a Republican staffer on the Senate Environment and Public Works Committee, put it this way: "When it comes down to it, we have very little money and we have real problems, and we're going to have to have a serious discussion about the federal role."

He was referencing a key theme in the congressional discussion about the surface transportation program - that is, instead of raising more money, pare back the federal role to only projects of national significance. He gave an example of the kind of question that needs to be asked and answered: Maybe funding for programs such as the Federal Motor Carrier Safety Administration should come from general revenues rather than the Highway Trust Fund.

"We've had one conversation for the past 30 years," he said. "It is going to have to change if we're going to be responsible about how we fix roads and bridges."

But that won't be easy. Even though committees in both chambers are working on legislation that will consolidate and refocus transportation programs, no member of Congress will want to pass a bill that contains the 30 percent cut that will be necessary if no new funding is found, he said. "It doesn't matter if they are a conservative Republican or a moderate Democrat," he said.

Most states use half of their federal highway apportionment to retire debt on projects that are already built, he said. "How do you tell them they will get no new benefit and, moreover, will take more of their apportionment and move it to a program for the national benefit?"

Lost sense of purpose

For JayEtta Hecker, an economist with the Bipartisan Policy Center, the answer is that the country will have to make do with the funds that are available. "The money isn't there. The political will isn't there. There's no more smoke and mirrors left," she said.

The Center's analysis is that national transportation policy has lost a clear sense of purpose. Transportation needs goals and performance measures and accountability before the public can be expected to support it.

"We need a wholesale reexamination of what is and what is not part of the federal surface transportation system," Hecker said.

Hecker said the Center's plan calls for putting more than 80 percent of federal transportation dollars into two programs - one to maintain current assets and another to improve metropolitan accessibility. The plan also contains an expanded freight program that would require the Department of Transportation to develop a national

freight strategic plan - beginning with an effort to improve freight data and analytical tools.

Sen. Jay Rockefeller, D-W.Va., chairman of the Commerce Committee, has introduced legislation intended to address the policy shortcoming that Hecker referenced. His Federal Surface Transportation Policy and Planning Act would establish overarching goals, such as increase the rail and intermodal share of freight transport, reduce per-capita vehicle miles, cut the number of traffic fatalities in half by 2030, reduce carbon dioxide emissions by 40 percent in the next 20 years and improve the overall condition of highway infrastructure.

Porter said the intent is to define what is expected from the transportation system and create performance measures, to help make the case for increased investment.

Other legislation coming out of the Commerce Committee would create an infrastructure bank as a financing mechanism for highways - one of a number of similar proposals that are on the table. Herrgott of the Environment & Public Works Committee cautioned that debt financing measures of this type have limited utility. They are useful for individual programs or projects but they do not have the long-term reliability for planning purposes that comes from a fixed revenue stream such as the Highway Trust Fund.

Jim Kolb, a senior Democratic staffer on the House Transportation & Infrastructure Committee, took the point a step further. While Democratic members support private investment as a funding source for highway projects, they caution that there are limits to what that can accomplish.

"There are 10,000 projects today under the federal highway program, and since 1998 we have done about 100 public private partnerships," he said. "So we have a long way to go to use those as gap fillers in meeting our needs."

Time for a VMT

Rep. Petri indicated that he is pressing for a transition from fuel taxes to a new funding mechanism - a vehicle mile tax.

He noted that Germany has begun charging for highway use based on mileage. The transition began because of imbalances in fuel taxes within the European Union, he said. Polish fuel taxes were low, giving Polish truck firms a competitive advantage, so German carriers began supporting the VMT to keep things even.

Petri suggested that the U.S. trucking industry could play a leadership role in a transition to a VMT system. "If big carriers that use this technology were given a discount, some way to make a little money, it would give (the VMT) some legitimacy in the public mind," he said. "It would make the public fee there were some advantages rather than just one more government intrusion â€" and it would create a platform for state and local governments to use satellite-based tolling."

"We really have to figure out some strategy for getting off the dime with this new technology," he said. "There's no problem with the technology, it's just figuring out the politics and the psychology."

That puts the VMT in the same category as just about every other aspect of the transportation reauthorization muddle - no one can get around the fact that the politics and psychology are not working.

National Freight Organizations

1. Coalition for America's Gateways and Trade Corridors

- **Purpose:** To raise public recognition and Congressional awareness of the need to significantly expand U.S. freight transportation capabilities and to promote sufficient funding in federal legislation for trade corridors, gateways, intermodal connectors and freight facilities.
- **Membership:** 60 organizations, including state DOTs, MPOs, ports, engineering firms, and freight corridors. (*VPA and M&N are members*)
- **Upcoming Events:** Southeast Freight Conference – Oct. 26-27, 2011 in Memphis, TN. Specifically targets those who control the movement of global cargoes in and out of the Southeast region.

2. Freight Stakeholders Coalition

- **Purpose:** Represents shippers and public and private transportation providers working together to support policies to promote freight mobility through Congressional lobbying.
- **Membership:** 17 major freight and trade organizations – The American Trucking Associations, Association of American Railroads, and American Association of Port Authorities are joined by broader business groups such as the National Retail Federation, National Association of Manufacturers, and U.S. Chamber of Commerce.
- **Upcoming Events:** N/A

3. American Association of State Highway & Transportation Officials (AASHTO) Southern Association of State Highway & Transportation Officials (SASHTO)

- **Purpose:** Advocates transportation-related policies and provides technical services to support states in their efforts to efficiently and safely move people and goods.
- **Membership:** Only state departments of transportation are full AASHTO members. Associate membership is available to sub-state and federal transportation agencies (port, toll, and highway commissions or authorities, foreign transportation agencies, and city DOTs). Membership is not extended to individuals or private sector entities.
- **Upcoming Events:**
 - AASHTO Annual Meeting - Detroit, MI - October 13-17, 2011
 - SASHTO Annual Conference - Louisville, KY - August 22-24, 2011

4. I-95 Coalition

- **Purpose:** Provides a forum for key decision and policy makers to address transportation management and operations issues of common interest.
- **Membership:** An alliance of transportation agencies, toll authorities, and related organizations, including public safety, from Maine to Florida, with affiliate members in Canada.
- **Upcoming Events:** N/A

5. Intermodal Association of North America (IANA)

- **Purpose:** Promotes the benefits of intermodal transportation to the shipping community; provides its members a forum to discuss common issues and innovations; participates in governmental proceedings impacting the industry; and informs and educates lawmakers and other public sector representatives about intermodalism.
- **Membership:** More than 900 corporate members – railroads, port authorities; intermodal truckers and over-the-road highway carriers; intermodal marketing and logistics companies; and suppliers to the industry such as equipment manufacturers, intermodal leasing companies and

consulting firms. Non-voting members include shippers, academic institutions, government entities and non-profit associations. (Crossglobe, K-Line, VPA are members)

- **Upcoming Events:** IANA Intermodal Expo & Annual Membership Meeting
 - November 13-15 Georgia World Congress Center, Atlanta

6. National Association of Regional Councils (NARC)

- **Purpose:** Serves as the national voice for regionalism. Advocates for and provides services to its member councils of government and metropolitan planning organizations.
- **Membership:** Regional councils, region-wide associations of local governments, councils of government, regional planning and development agencies, MPOs.
 - **Upcoming Events:** 45th Annual Conference and Exhibition – June 13-15, 2011 - San Diego, CA

7. National Freight Transportation Association

- **Purpose:** Provides a forum for transportation executives of industrial firms and transportation companies to consider and discuss developments affecting the quality of transportation service; methods of enhancing transportation service; and government activity affecting the transportation industry and its customers.
- **Membership:** Membership in NFTA is by invitation only. It is comprised of more than 400 industrial and transportation senior executives responsible for transportation/distribution for corporations that are major users of transportation services (manufacturers). Transportation members include senior executives of railroads, motor carriers, water carriers, and rail car leasing companies.
- **Upcoming Events:** The Association's meetings are held in the spring and fall of each year, providing networking opportunities and committee meetings.
 - March 28-April 1, 2012 - Wigwam Resort, Litchfield Park, AZ

8. National Motor Freight Traffic Association

- **Purpose:** Serves as a research and development organization providing the transportation industry with necessary information to advance and improve their interests and welfare through research, education, and publication of specifications, rules, transportation codes and the preparation and dissemination of studies, reports and analyses.
- **Membership:** Comprised of motor carriers and transportation companies operating in interstate, intrastate and foreign commerce. Members are eligible to be elected as members of the Classification Resource Committee (CRC), which serves to provide advice, information, and other resources to the Commodity Classification Standards Board (CCSB).
- **Upcoming Events:** NMFTA hosts three meetings a year — open to the public — at which the Commodity Classification Standards Board (CCSB) considers proposals to amend the National Motor Freight Classification and the Association considers various topics and issues of interest to its members.
 - September 10-12, 2011 – Crowne Plaza Old Town, Alexandria, VA
 - April 29- May 2, 2012 – Harrah's Las Vegas, Las Vegas, NV

9. Retail Industry Leaders Association (RILA)

- **Purpose:** RILA is the retail industry's advocate in Washington. It also provides a forum where members can conduct discussions aimed at understanding common operational practices, areas of concern, and pragmatic solutions to problems.
- **Membership:** Nine of the top 10 U.S. retailers are members of RILA.
- **Upcoming Events:**
 - Retail Mobile Executive Summit: June 27-29, 2011, San Francisco, CA
 - Retail Sustainability Conference: October 12-14, 2011, Orlando, FL

10. Intelligent Transportation Society of Virginia (ITSVA)

- **Purpose:** Works with state, county and local governments to make the best use of transportation technologies, and serves as a forum and network for its public and private sector members to share information, ideas and experiences.
- **Membership:** Anyone can join ITSVA.
- **Upcoming Events:** Annual Conference and Exhibition in May

RSTP Candidate Project Application – Form A

Locality / Agency: Freight Transportation Advisory Committee

Project Name: Hampton Roads Tolling Breaking Point Study

Project Location: Hampton Roads, Virginia

Project Description: This study will analyze the trucking industry in Hampton Roads regarding future toll road construction. The focus of the study is to determine at what level tolling forces various industries to not be attracted to the region, to stop growth of existing industries in the region, as well as force existing industries to relocate to other areas. Profit margins, the existing cost of congestion in the area, and potential savings of the new facilities must all be analyzed, with recommended toll prices for trucks provided for future projects. Alternatives, such as fuel tax reimbursements or off time discounts can also be recommended for the area, as well as allowing longer combination vehicles on routes to provide alternative savings for freight movements.

Is this a new project? Yes

Is this project included in the Regional Transportation Plan? This a study affecting specific projects within the regional plan

Estimated Start Date: August 2011

Estimated Completion Date: March 2012

Need for and Benefit to be Derived from Project: Other locations have cited experiences and issues where toll prices are too expensive for trucks and commerce, with trucking companies passing the prices on to their customers, ultimately forcing companies to leave. Previous tolling studies have identified disproportionate tolling methodologies applied to commercial trucks. Many future highway projects in Virginia and Hampton Roads are likely to have a tolling component. The balance (tipping point) between the transportation improvement benefits facilitating economic growth and the toll rates charged to commercial vehicles curtailing economic growth are not defined. This puts the regional economy at risk when tolled facilities are developed. This study will benefit the freight regional transportation industry and overall local economy by identifying by commercial segment where toll rates negatively impact the economy.

Total Project Cost: \$400,000

Project Type: Planning Study

A REGION UNITED

Prepared by Pyramid Studios

Writer: John Styron

Visuals	Audio
	<i>Music up, then under for narrator</i>
Open on map of harbor -- historical	<u>Narrator</u> There are no other harbors in the world like this one. It is the largest ice-free, natural harbor on earth.
A brief sequence that establishes the idea of the first English speaking settlement ... and the growth of trade, quickly building from 17 th thru 20 th century	It's no wonder the first Europeans to maintain a permanent settlement in North America soon began to turn the Hampton Roads Harbor into a center for trade, commerce, and military strength.
Imagery creates a sense of Virginia growing	It's no wonder the harbor and its ports became an economic engine for the fledgling colony of Virginia ...
Map imagery shows the network of trade "spidering" out from the harbor ... wagon roads to rail road Bring imagery to 21 st century—now feels like a booming, modern, powerful industry with giant ships, cranes, containers, rail yards, rail roads, trucks	... and, over the course of 400 years, it has grown into a conduit for trade and economic growth for the state, the region, and the nation.
Map imagery—modern—shows the complex of roads and railways	And it's no wonder that the land transportation network around the harbor grew in scale and complexity ... and continues to grow ... moving the freight and the people that make our economy hum.
Beautiful, useful natural harbor (aerial) Naval base imagery	Nor is it any wonder that this world-class harbor is home to the largest naval base in the world ...
Shipping industry—people at work, freight jobs of all kinds <u>Remember to not only show Port workers – also Navy, shipyards, etc.</u>	...or that employment opportunities are strong and stable...
	<u>Please include a section here that discusses how freight movement greatly affects the entire regional and state economy.</u>
Tourism shots	... or that the beaches and historic sites have created a dynamic tourist industry.
Happy people doing things that are NOT sitting in traffic <u>Also show people using freight products in their jobs and everyday lives.</u>	It's no wonder that people in the Hampton Roads region enjoy prosperity and a quality of life that ranks among the highest in the nation.
Begin to show traffic backing up—	But there <i>is</i> something to wonder about. How can we continue to grow?
I-64 to Richmond, HRBT, Midtown tunnel,	Our transportation infrastructure presents us with a

Monitor-Merrimac Bridge Tunnel, Route 460, Hampton Blvd.	challenge. Over a million people live in Hampton Roads, and, along with thousands of visitors, they commute over our bridges and through our tunnels every day.
Highways as “parking lots”	Put it all together and our good fortune can mean massive congestion.

Map Map overlaid with growth projection charts/maps “SOLD” real estate signs, new business ribbon cuttings Segue back to reality on the roads--gridlock Sign indicating “6 mile back up” <u>Since inefficient freight movement also increases the price of goods, there needs to be shots here of increasing prices – food, prescriptions, gas, etc.</u>	The simple fact is that our roads are not adequate to meet our growing needsand we are growing but that means jammed highways are certain to only get worse.
Scenes focus on freight haulers stuck in traffic <u>This is tricky because we don’t want to imply that trucks are the ones causing the traffic; in fact freight trucks make up only about 10% of vehicles on Hampton Roads highways.</u>	And that would slow more than just the traffic. Snarled traffic impedes the movement of freight and people, which limits the economic possibilities for our amazing natural harbor which limits our ability to grow.
Imagery of industries that create freight exports/imports, and depend on movement of freight	Transportation ease and efficiency influences industry decisions about where to locate ...
Imagery of industries that create freight exports/imports, and depend on movement of freight	... and, in our case, has even begun to cause some industries to re-locate where the harbor isn’t as big, but the transportation infrastructure is better.
Graphic: Freight Creates 1 in Every 9 Jobs in Virginia <u>Going along with comment #1, it would be better to have some shots here that show how freight drives the economy, i.e. military supplies, port, cargo, trains, tourism</u>	In a state where one in every nine jobs is directly related to the movement of freight, it only makes sense to invest in transportation, and maintain our competitive edge against other American ports.
Graphic ID: Bill Bell Vice President, HR & A Newport News Shipbuilding Freight Transportation Advisory Committee Co-Chair HRTPO planning doc?	<u>Bill Bell (on camera)</u> <ul style="list-style-type: none"> • We have a significant transportation challenge that requires real dollars. • We live in an area where it just costs a lot of money to provide transportation infrastructure because bridges and tunnels are all we have around here. • <u>The Hampton Roads Transportation Planning Organization has estimated that the top 150 projects that need to be done over the next 20 years will cost \$32 billion. Available funding</u>

Formatted Table

Comment [FTAC1]: Actually, 1 in 9 is how many jobs are indirectly related to the Port. More accurate would be: over 10 million in the country work directly in the freight industry. And many, many more work in businesses and at stores that rely on the timely delivery of freight. More than 50% of Virginia’s economy is reliant on our ability to be mobile.

Comment [FTAC2]: We don’t want to pit ourselves against other American ports, that doesn’t sound good politically. Just leave it as “competitive edge.”

<p>Construction projects? Dollar amounts on screen for emphasis?</p>	<p><u>right now is only about \$4.5 billion.</u></p> <ul style="list-style-type: none"> There are lots of good people working on this very, very difficult process. There are lots of good ideas. But it's not one size fits all. It's going to take a lot of everything to get this done. 	<p>Comment [FTAC3]: We cannot state specific numbers that will date the video, since they change all the time and we want to be able to use this video for a long time.</p>
	<p><i>Music begins to rise, with a positive feeling, a big picture perspective.</i></p>	

<p>Montage: Traffic flowing freely – the way we like it ...</p>	<p><u>Narrator</u> Our opportunity to grow is real because the economy continues to globalize ...</p>	
<p>... freight delivery scenes intercut with Stocked store shelves ... People enjoying the good life/products ... Medical care scene</p>	<p>... which means practically everything we need to make life good, to make life better, and sometimes even to make life possible ...</p>	
<p>Freight moving montage – ships, trucks, trains</p>	<p>... depends on the efficient movement of freight.</p>	
<p>Aerial of port ... giant ships moving in Cranes moving containers</p>	<p>The import/export traffic moving through Hampton Roads stands to grow. With the widening of the Panama Canal, more ships can make port in Virginia. That's good for our economy—across Virginia and the region.</p>	
<p>Maps of harbor and surrounding transportation network ... layered with imagery of construction projects Graphic call out: Bridges and Tunnels 15x More Expensive than Highways</p>	<p>But building the bridges and tunnels we need costs <u>fifteen times</u> as much as building surface roads. So it's going to take a united effort to fund improvements to our transportation infrastructure.</p>	<p>Comment [FTAC4]: This fact is very important, so it should be discussed more. Something along the lines of: the reality is, what makes this region great – the harbor, the port, the navy bases, the beaches – comes with a hefty pricetag.</p>
<p>Scenes of toll plazas Scene of state house, legislature in session</p>	<p>It may take tolls. It may take taxes. <u>It will take political courage and support from voters.</u></p>	<p>Comment [FTAC5]: This call to action is perfect.</p>
<p>Begin heroic sequence of ships coming in Longshoremen at work Freight movers and haulers at work <u>Include a shot of a Navy homecoming.</u></p>	<p>When you consider the jobs we keep and the new opportunities we can make possible, this investment is crucial.</p>	
<p>Aerial of harbor</p>	<p>The world-class harbor that has given us four hundred years of growth offers us a world-class opportunity to sustain growth.</p>	
<p>Transition from aerial view to graphic of region emblazoned with "A Region United"</p>	<p>It's an opportunity that will require world-class vision and unity of purpose. A region united can make it happen. Together, let's keep the region strong.</p>	
<p>Slow fade to black</p>		

Traffic Impact of a Hypothetical Inland Port in Hampton Roads

June Update

Presented by:

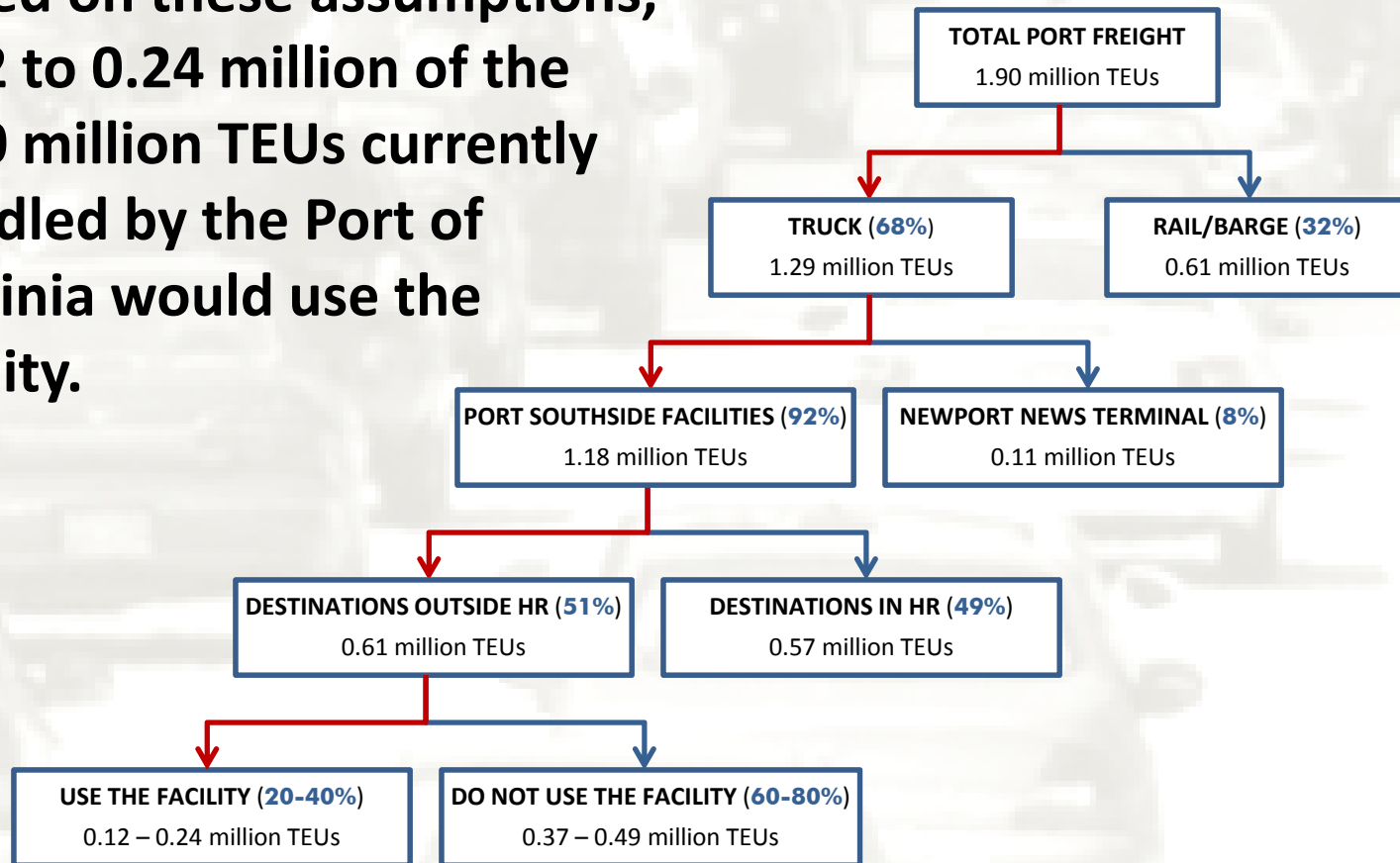
Keith Nichols, PE

**Senior Transportation Engineer, HRTPO
Freight Transportation Advisory Committee**

June 2, 2011

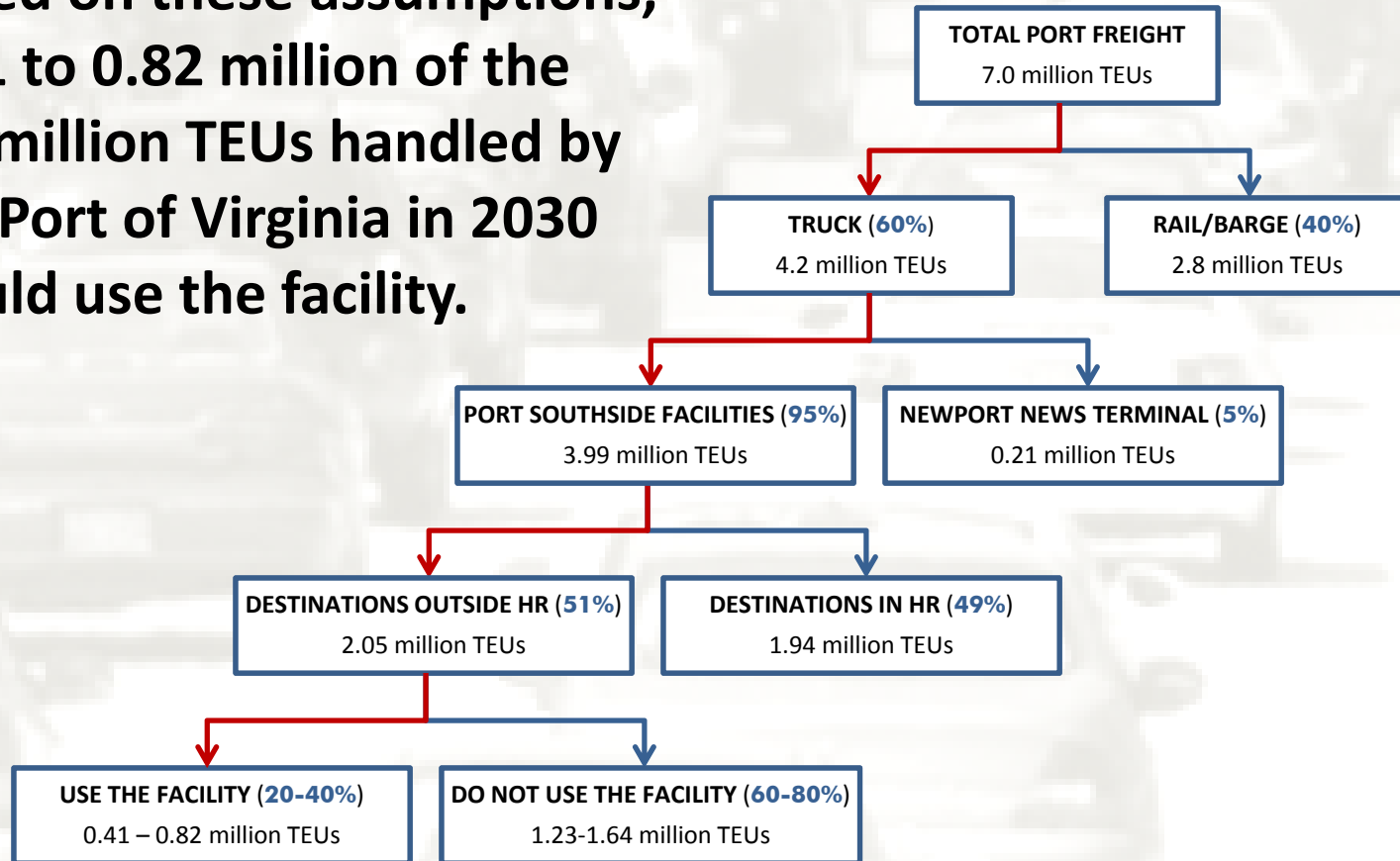
ASSUMPTIONS – CURRENT YEAR

- Based on these assumptions, 0.12 to 0.24 million of the 1.90 million TEUs currently handled by the Port of Virginia would use the facility.



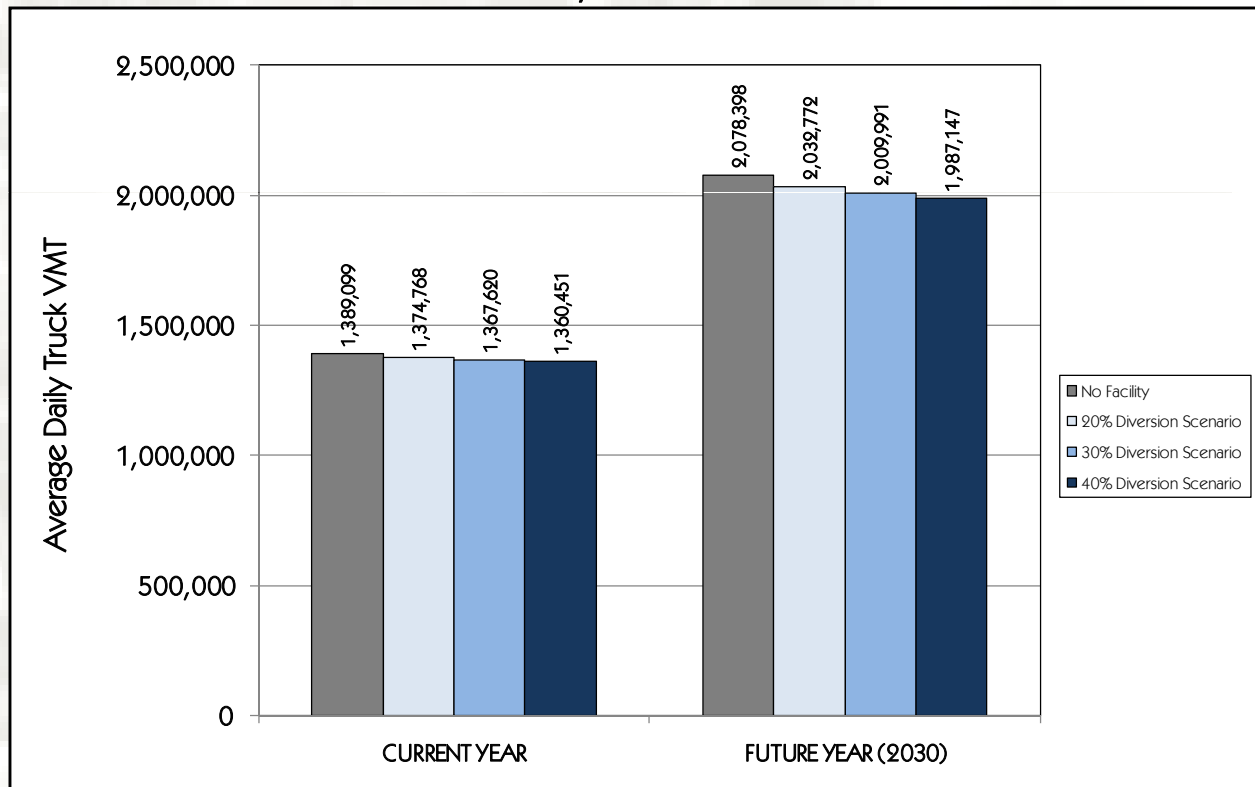
ASSUMPTIONS - 2030

- Based on these assumptions, 0.41 to 0.82 million of the 7.0 million TEUs handled by the Port of Virginia in 2030 would use the facility.



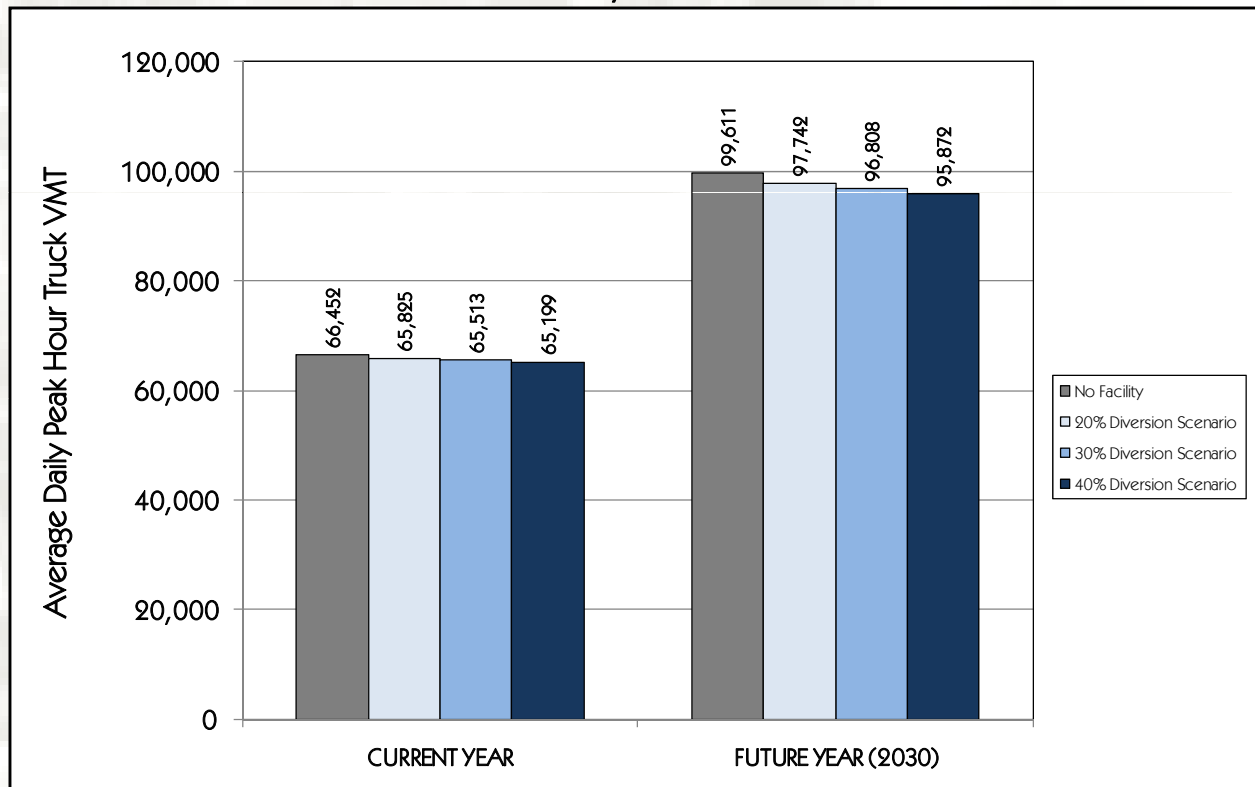
WEEKDAY TRUCK VMT

Weekday Truck Vehicle-Miles of Travel in Hampton Roads for Various Scenarios, Current Year and 2030



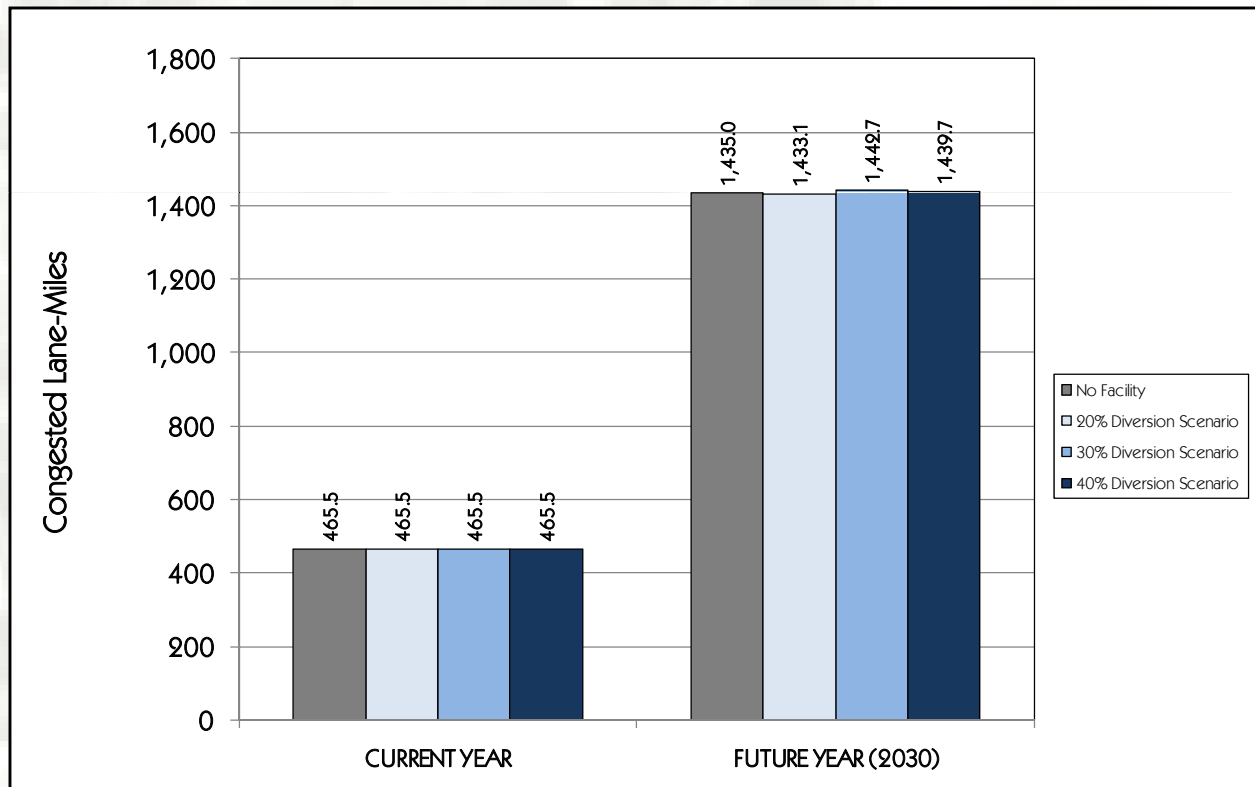
PEAK HOUR TRUCK VMT

Weekday Peak Hour Truck Vehicle-Miles of Travel in Hampton Roads for Various Scenarios, Current Year and 2030



CONGESTED LANE-MILES

Congested Lane-Miles in Hampton Roads for Various Scenarios,
Current Year and 2030



NEXT STEPS

- Release the draft version of the “Traffic Impact of a Hypothetical Inland Port in Hampton Roads” report by the end of June.