

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

DECEMBER 18, 2009 MEETING MINUTES

Location:

10am - 11am
World Trade Center (West)
6th Floor
Virginia Port Authority Board Room
Norfolk, VA

1. Call to Order – 10:00 a.m.

- a. Co-Chair, Councilman Doug Smith, introduced the committee as an extension of the Hampton Roads Transportation Planning Organization (HRTPO), with Will Sessoms as the Chairman of the Committee. The FTAC will be an opportunity to give freight a voice in regards to transportation.

2. Taking of Attendance and Announcement and Introduction of Members

- a. Committee Members:
 - Co-Chair Doug Smith – City of Portsmouth; Kaufman & Canoles Consulting
 - Keith Helton – Givens Transportation
 - Homer (Butch) Crane – K-Line America, Inc.
 - Michael Vanderhoof – Target
 - Bill Bell – Northrop Grumman Shipbuilding
 - Chris Luebbers – Norfolk Southern Intermodal Group
 - Bill Franks – The CrossGlobe Group
 - Art Moye – Virginia Maritime Association
- b. Committee Member Brien Craft – Wal-Mart Stores, Inc. was not present.
- c. Staff:
 - Jeff Florin – Virginia Port Authority
 - Andy Hecker – Moffatt & Nichol
 - Allison Mall – Moffatt & Nichol
- d. Others present:
 - Terri Boothe - Virginia Beach resident
 - Camelia Ravanbakht – Deputy Executive Director, HRTPO
 - Rob Case – Principal Transportation Engineer, HRTPO
 - David White – Virginia Maritime Association

3. Public Comment

- a. Co-Chair Smith expressed his desire to keep these public meetings as informal as possible, i.e. no time clock for public comments, and allow the public to interact with the Committee.
- b. Terri Boothe of Virginia Beach was in attendance, but she had no comments.

4. Discussion and Vote to Adopt Mission Statement

- a. Jeff Florin discussed the mission statement for the FTAC, which is “pretty straightforward – to give freight a voice.” Freight is discussed by the TPO, but its secondary – people and commuters tend to dominate TPO discussions. Through the FTAC, the TPO Board wants to raise the awareness of the importance of freight to the public, the region, and policymakers.
- b. Co-Chair Smith moved to adopt the Mission Statement as-is. Motion seconded. All in favor. The Mission Statement is hereby adopted with eight “Ayes” and zero “Nays.”
 - i. **MISSION STATEMENT:** The Mission of The Freight Technical Advisory Committee of the Hampton Roads Transportation Planning Organization is to advocate on behalf of 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.

5. Discussion and Vote to Adopt FTAC By-Laws (Attached)

- a. Discussion of FTAC By-Laws. There have been revisions to the by-laws; there are now nine (9) voting members.
- b. Discussion of Article 5: Officers and Duties. A freight expert will be appointed by TPO Board Chairman Sessoms as a second FTAC Co-Chair. Co-Chair Smith is inclined to have the freight Co-Chair have a larger role and he could stay in the background, as the freight Co-Chair sees fit.
- c. Discussion of Article 5, Paragraph F and Article 3, Item D.
 - i. Co-Chair Smith moved to revise Article 5, Item F to: “If both Co-chairs are absent from a meeting, a temporary Chair will be selected by a majority vote of the members in attendance.” Original second and third sentences were deleted.
 - ii. Motion seconded by Bill Bell. All in favor. Revision is hereby passed with eight “Ayes” and zero “Nays.”

- iii. Co-Chair Smith moved to revise Article 3, Item D to: “Review of the freight-related portions of the HRTPO’s Transportation Improvement Program and Long Range Transportation Plan.”
- iv. Motion to revise seconded, all in favor. Revision is hereby passed with eight “Ayes” and zero “Nayes.”
- v. Motion to adopt bylaws with revisions. Motion seconded, bylaws are hereby adopted with eight “Ayes” and zero “Nayes.”

6. New Business:

a. Discussion Forum on Freight Issues

- i. The Committee discussed the need to discuss the importance of freight to the region’s economy. E.g. how much longer do we have before this regional transportation crisis bottlenecks freight and seriously affects the regional economy? The movement of freight and goods are vital to regional economy, small businesses, etc.
 - 1. The TPO is working on a computerized model to prioritize transportation projects going forward. Projects will be prioritized into three categories – utility, viability, and economic vitality. The least developed of the criteria thus far (and arguably the most important criteria for FHWA) is economic vitality.
 - 2. The public is not aware of freight issues and the connectivity to the region’s economy. Outreach is needed to share that truck traffic is not causing all of the traffic problems; but they are often an easy target, and the importance of freight movement to the region’s economic vitality is not well understood. We need to make the message *simple* to communicate to the public. Butch suggested that the number of turns that a truck can make between the marine terminals and the region’s distribution centers affects the cost of freight and potentially the viability of a distribution center. If the number of turns is 4-5, that is considered great. If the number of turns is 2, it could be a reason for a business to leave the region, and once that happens, it’s very difficult to get it back.
- ii. TPO’s Congestion Mitigation Air Quality (CMAQ) funding provides \$6-\$7M a year. TPO studies, state and federal studies, CMAQ and other funding source information will be distributed to the FTAC. Outreach needs to be done to make freight community aware of CMAQ funding.
- iii. The Commonwealth Transportation Board revised their six-year plan yesterday and Hampton Roads took a beating. I-564 is one new

project, but most of the money does not come later years and may be at risk.

- iv. There have been changes in the TPO the last 180 days – the six major projects that region has supported for a long time had to be fiscally constrained. Region needs to come to grips that it's not going to be six projects; it's going to be one piece of the puzzle at a time. The next federal Transportation Bill will be authorized in two years, and there will be opportunities to have projects compete for those funds. There will also be opportunities in the next several months for projects to compete for a second round of Stimulus funding.
- v. Further discussion about how the freight industry has a chance for economic resurgence in the region because it is prepared for it. If freight leaves the area—for instance if a distribution center is only able to make two trips a day as opposed to four in a more efficient market, it won't come back.
- vi. The primary audience for the FTAC initially is the TPO Board to help raise their awareness and we need to come up with 5 or 6 bullet points.

b. Discussion and Consideration of initial “3” Big Ideas to address

- i. Economic Vitality— TPO will have information/study on this by the next meeting. Staff will provide the FTAC members with work that has been to date on this effort, so that the FTAC members may help to define economic vitality.
- ii. Education of the TPO board and public about importance of freight.
- iii. Minor infrastructure improvements that could be funded that would dramatically improve freight mobility.

7. Announcement of Next Meeting Date, Place, Time

- a. The next meeting will take place on Thursday, March 18th, from 10:00 – 11:30 a.m., in the VPA Board Room.
- b. Co-Chair Smith will ask Chairman Sessoms to appoint another Co-Chair by the next meeting.

8. Adjournment

- a. The meeting was adjourned at 11:05.