



HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION

Presented By:
Hampton Roads Transportation Planning Organization
April 17, 2013

HAMPTON ROADS

2

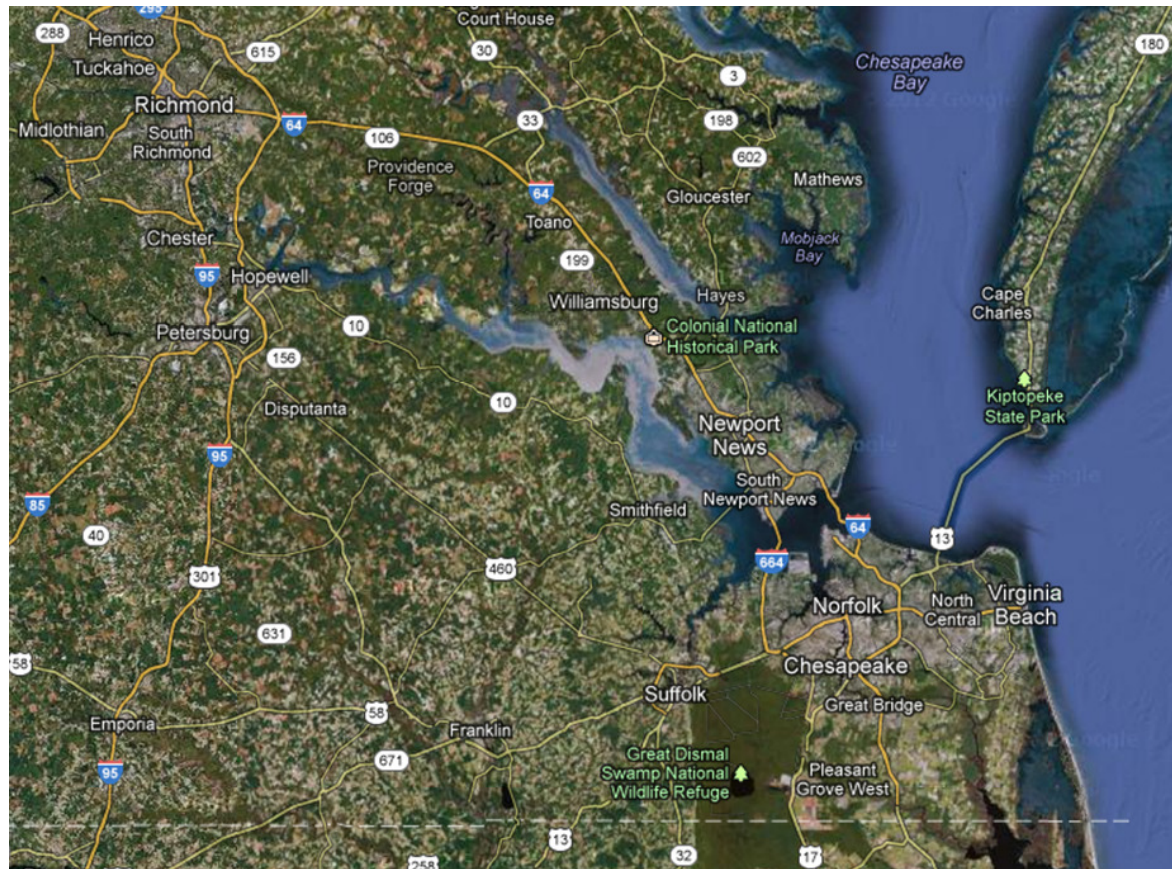
Population: 1.7 million

Localities: 13

36th largest MSA

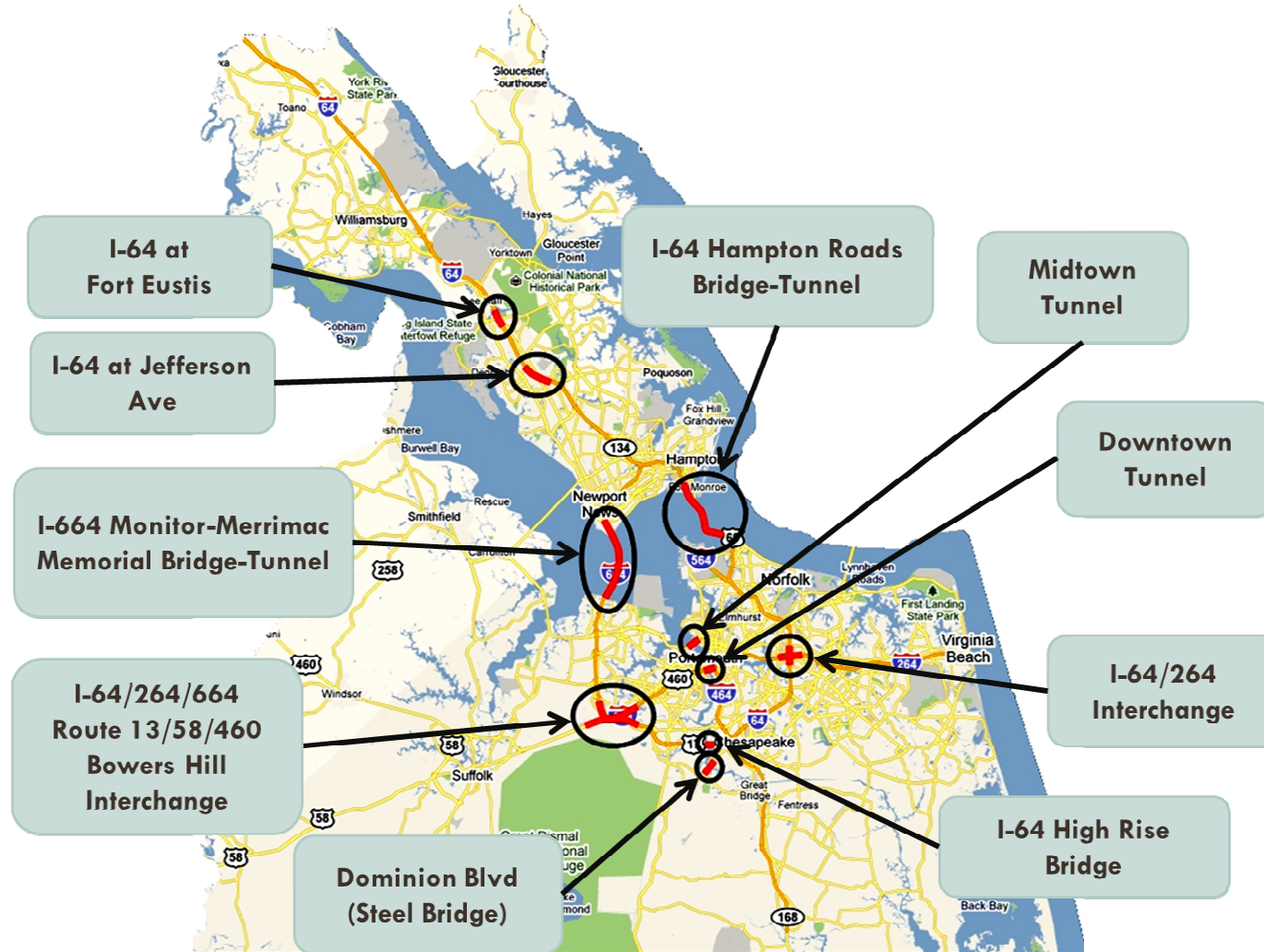
2nd largest metro economy in Virginia

Geographic challenges for creating and maintaining the regional transportation infrastructure.

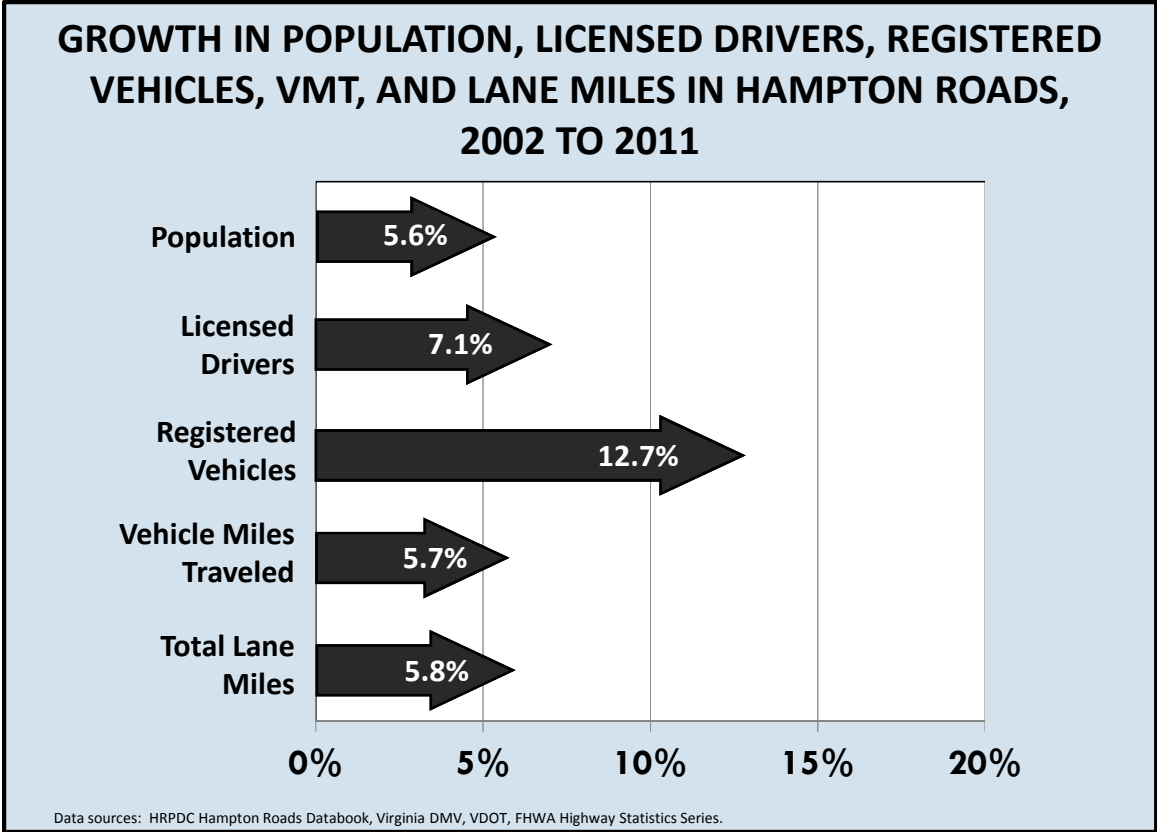


MAJOR REGIONAL CHOKEPOINTS

3



STATE OF TRANSPORTATION IN HAMPTON ROADS

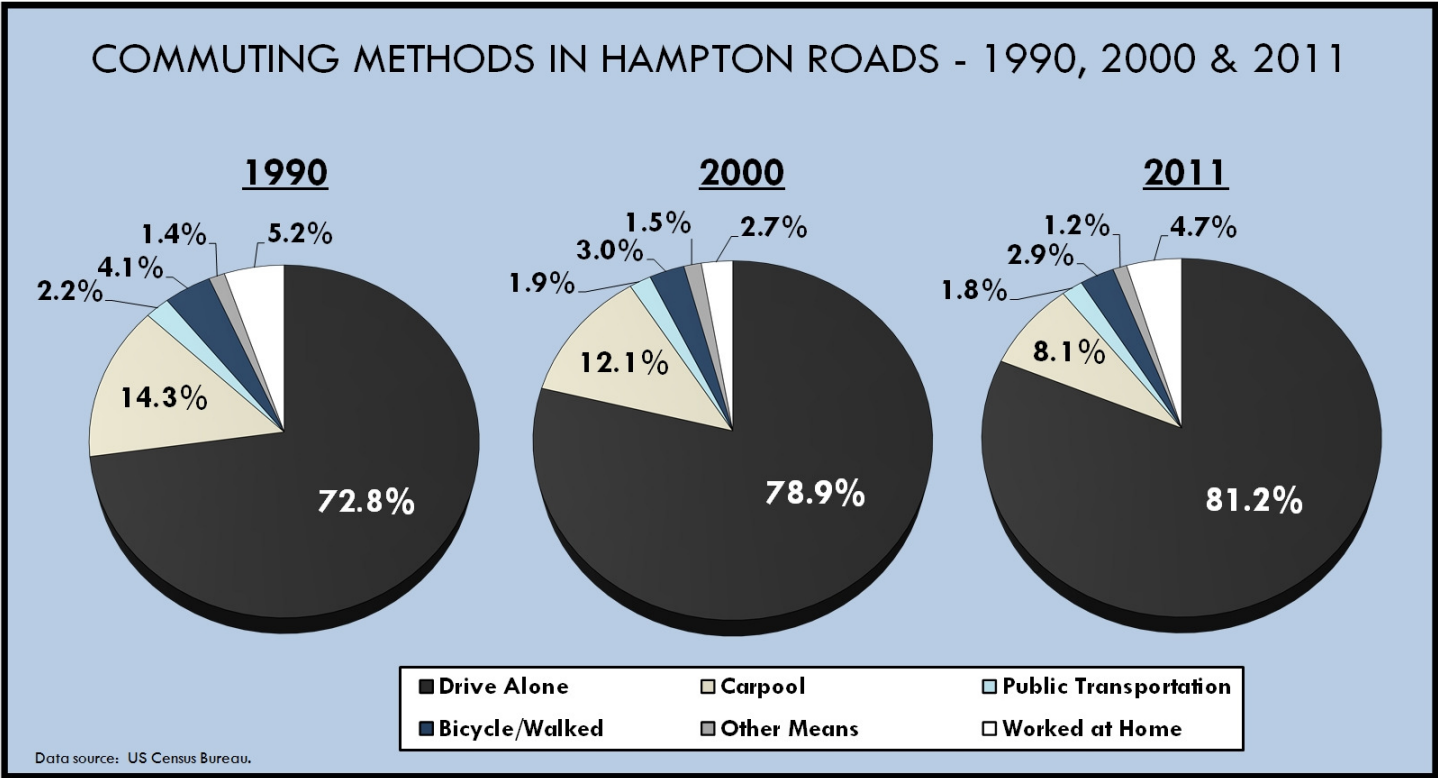


Vehicle-Miles of Travel (VMT) - A measure of roadway usage, VMT represents the total number of miles every vehicle in the region travels over a period of time.

Lane-Miles - A lane-mile is defined as the length of a roadway times the number of lanes and is commonly used to describe the amount of roadway capacity. A one mile section of a roadway that is 6 lanes wide comprises 6 lane-miles. Lane-miles represents all types of roadways, and of the total growth in regional roadway lane mileage, more than half was in local, neighborhood roadways.

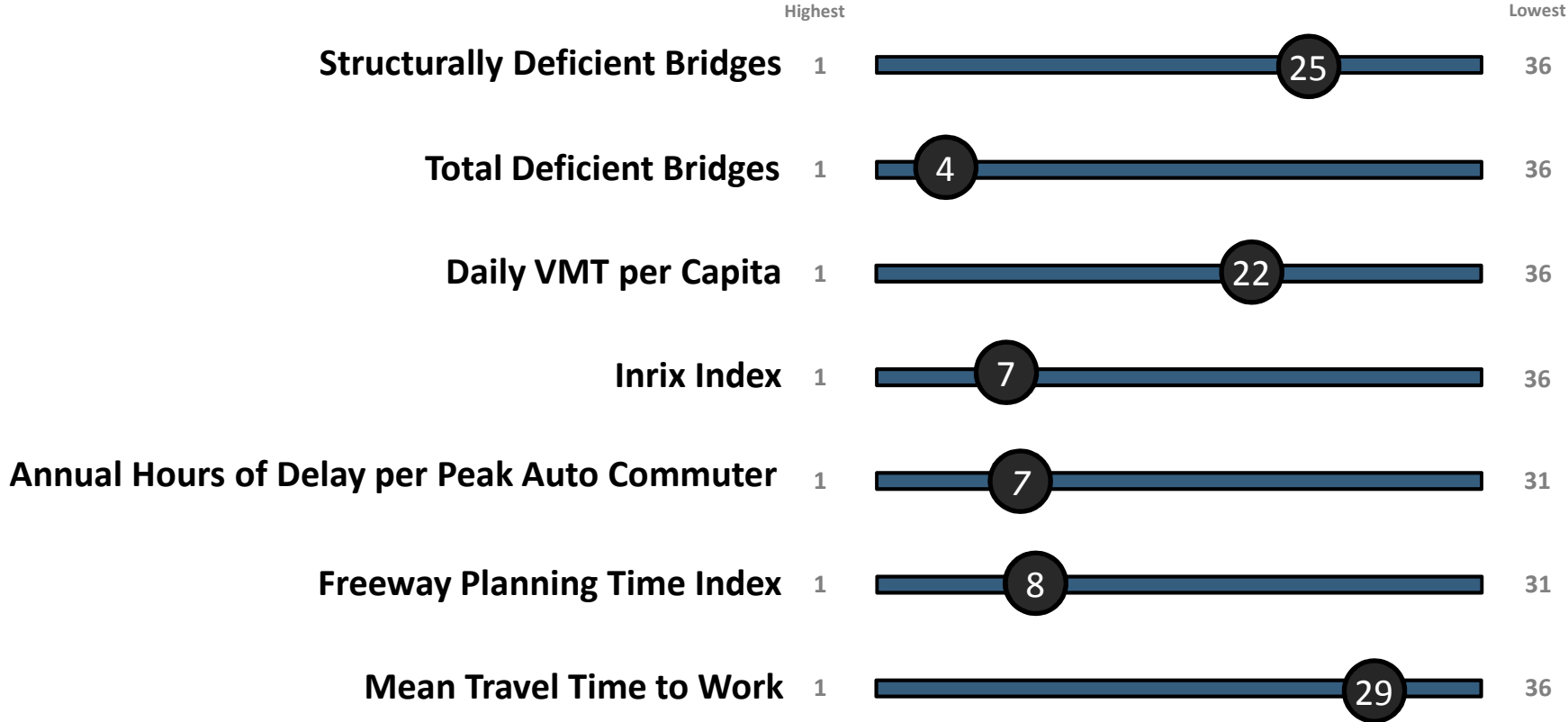
STATE OF TRANSPORTATION IN HAMPTON ROADS

The percentage of Hampton Roads residents that drive alone to work has increased each decade.



STATE OF TRANSPORTATION IN HAMPTON ROADS

NATIONAL RANKINGS



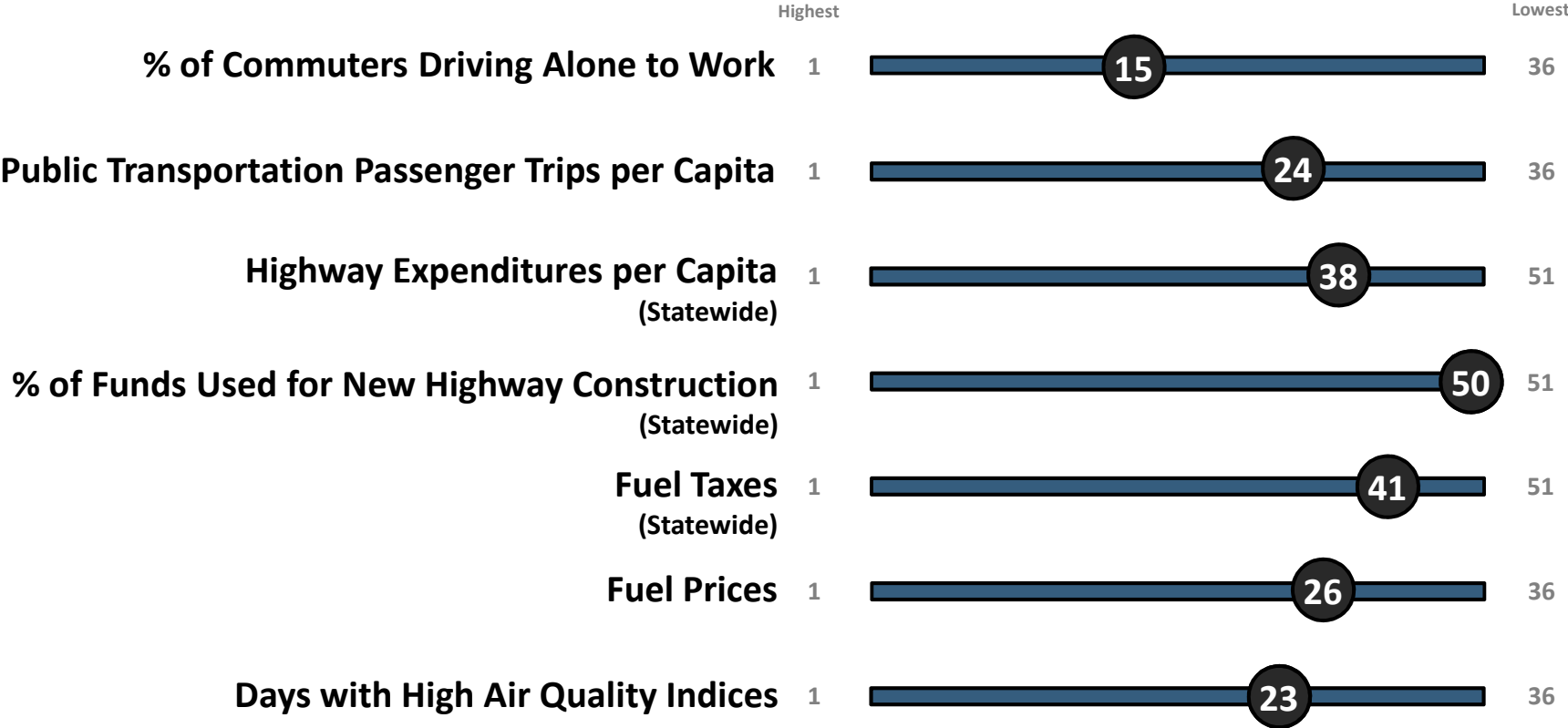
Comparisons between Hampton Roads and Large Metropolitan Areas with populations between 1 and 3 million people unless otherwise noted.

STATE OF TRANSPORTATION IN HAMPTON ROADS

NATIONAL RANKINGS

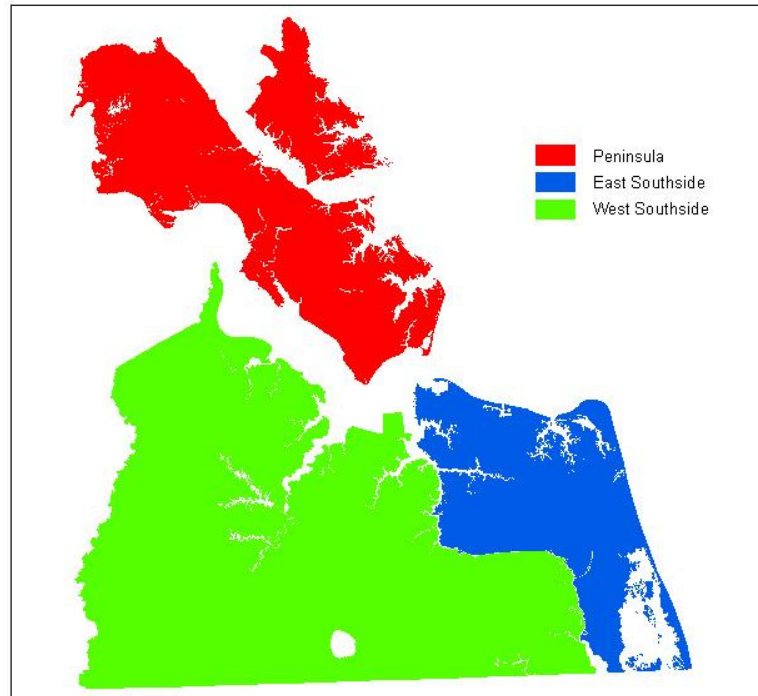


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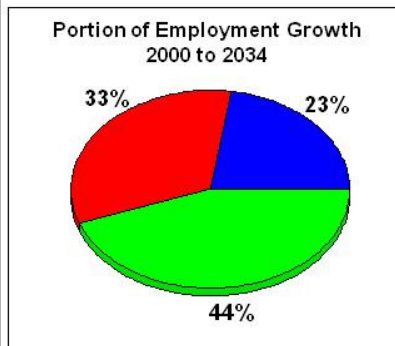
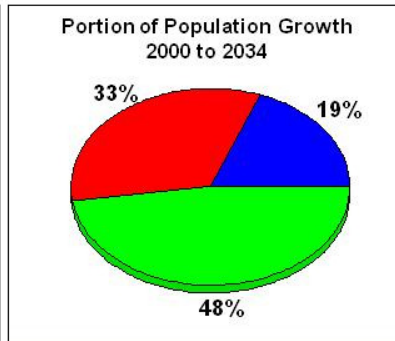
Comparisons between Hampton Roads and Large Metropolitan Areas with populations between 1 and 3 million people unless otherwise noted.

FORECASTED PROJECTED GROWTH: 2000-2034



**Projected Population Growth
2000 to 2034**

	Population		Regional Portion
	2000	2034	of Projected
East Southside	741,765	834,849	19%
Peninsula	478,059	638,200	33%
West Southside	311,049	542,051	48%
<i>Regional Total</i>	<i>1,530,873</i>	<i>2,015,100</i>	



**Projected Employment Growth
2000 to 2034**

	Employment		Regional Portion
	2000	2034	of Projected
East Southside	535,712	590,929	23%
Peninsula	287,093	367,500	33%
West Southside	133,204	241,971	45%
<i>Regional Total</i>	<i>956,009</i>	<i>1,200,400</i>	

LONG-TERM TRANSPORTATION FUNDING

Additional Statewide Funding from HB2313* (Millions \$)

Policy Change	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	5 - Year
Eliminates the 17.5 cents per gallon motor fuels tax	\$ (871.1)	\$ (889.3)	\$ (907.4)	\$ (927.6)	\$ (938.7)	\$ (4,528.6)
Implements 3.5% tax on the wholesale price of gasoline	\$ 412.0	\$ 470.1	\$ 482.0	\$ 493.2	\$ 501.6	\$ 2,358.9
Implements 6% tax on the wholesale price of diesel	\$ 214.3	\$ 252.9	\$ 267.6	\$ 285.3	\$ 303.1	\$ 1,323.2
\$64 registration fee for alternative fuel vehicles**	\$ 6.5	\$ 7.3	\$ 8.3	\$ 9.6	\$ 10.9	\$ 42.6
Increase motor vehicle sales tax from 3% to 4.15% (phased in 1%, .05%, .05%, .05%)**	\$ 184.0	\$ 213.7	\$ 228.0	\$ 246.3	\$ 246.5	\$ 1,118.5
Increase general sales tax by 0.3% from 5.0% to 5.3%	\$ 255.8	\$ 301.2	\$ 313.2	\$ 325.2	\$ 336.3	\$ 1,541.7
Marketplace Equity Act (MEA) transportation share	\$ 145.9	\$ 165.3	\$ 172.9	\$ 178.5	\$ 184.5	\$ 846.1
Increase transportation share of existing sales & use tax from 0.5% to 0.675%	\$ 49.0	\$ 101.7	\$ 158.4	\$ 191.8	\$ 198.2	\$ 699.1
Totals	\$ 406.4	\$ 622.9	\$ 722.0	\$ 807.3	\$ 842.9	\$ 3,401.5

*Source: State revenue estimates of HB2313.

Revenue Generated In Hampton Roads - Regional Components of HB2313 (Millions \$)*

Policy Change	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	5 - Year
Increases regional sales tax by 0.7%	\$ 115.2	\$ 130.6	\$ 135.8	\$ 141.0	\$ 145.8	\$ 668.4
Implements 2.1% regional tax on the wholesale price of gasoline	\$ 60.4	\$ 69.5	\$ 71.8	\$ 74.2	\$ 76.3	\$ 352.2
Totals	\$ 175.6	\$ 200.1	\$ 207.6	\$ 215.2	\$ 221.1	\$ 1,020.6

*Source: State revenue estimates of HB2313.

Updated 3/27/13

Estimated Revenue Generated in Hampton Roads - Statewide Components of HB2313 (Millions \$)

Policy Change	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	5 - Year
Eliminates the 17.5 cents per gallon motor fuels tax ¹	\$ (176.5)	\$ (177.6)	\$ (178.6)	\$ (179.7)	\$ (180.8)	\$ (893.2)
Implements 3.5% tax on the wholesale price of gasoline ²	\$ 83.1	\$ 94.4	\$ 96.4	\$ 98.2	\$ 99.4	\$ 471.5
Implements 5% tax on the wholesale price of diesel ²	\$ 43.2	\$ 50.8	\$ 53.5	\$ 56.8	\$ 60.1	\$ 264.4
\$64 registration fee for alternative fuel vehicles ²	\$ 1.3	\$ 1.5	\$ 1.7	\$ 1.9	\$ 2.2	\$ 8.6
Increase motor vehicle sales tax from 3% to 4.15% (phased in 1%, .05%, .05%, .05%) ³	\$ 34.9	\$ 40.5	\$ 43.2	\$ 46.7	\$ 46.7	\$ 212.0
Increase general sales tax by 0.3% from 5.0% to 5.3% ³	\$ 52.6	\$ 54.7	\$ 55.8	\$ 57.4	\$ 59.2	\$ 279.7
Marketplace Equity Act (MEA) transportation share ⁴	\$ 29.4	\$ 33.3	\$ 34.5	\$ 35.6	\$ 36.7	\$ 169.5
Increase transportation share of existing sales & use tax from 0.5% to 0.675% ⁴	\$ 8.8	\$ 18.1	\$ 27.5	\$ 33.5	\$ 34.5	\$ 122.8
Totals	\$ 76.8	\$ 115.2	\$ 134.4	\$ 150.4	\$ 158.0	\$ 634.8

¹Estimate assumes statewide average motor fuels consumption of 601 gallons per capita.

²Estimate based on statewide revenues provided by Senate Finance, prorated according to projected population.

³Estimate based on regional proportion of motor vehicle sales taxes generated in FY2012, assuming a constant proportion of state-wide revenues.

⁴Estimate based on regional local option sales tax revenues.

PROGRAM MANAGEMENT

10

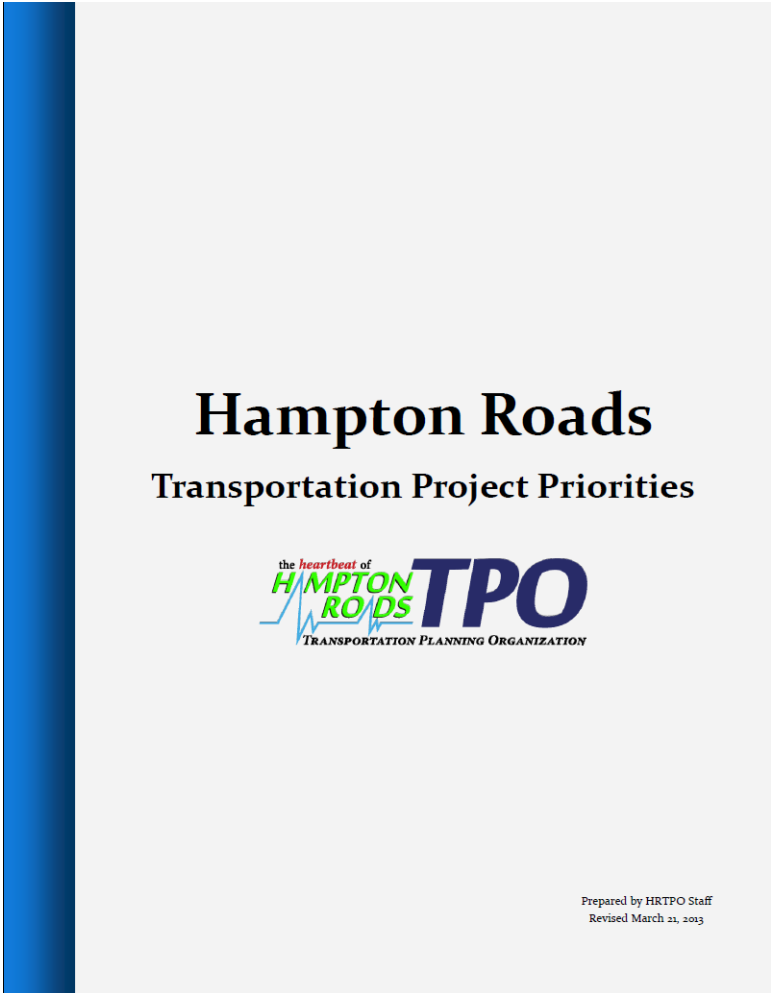
HRTPO staff to request the State prepare and provide the HRTPO with Quarterly Reports on:

- **Revenue receipts**
- **Allocations of funds per HRTPO project priorities**
- **Obligations by project phase and fund source**
- **Expenditures by project phase**
- **Progress report on project phase schedule and implementation**
- **HRTPO and VDOT staff are scheduled to discuss project management**

* Project phases include Preliminary Engineering, Right-of-Way, and Construction.

HRTPO PRIORITIZATION

11



http://www.hrtpo.org/uploads/docs/Projects_Handout_Final_updated_3.25.13_v3.pdf



2034 LRTP FUNDED PROJECTS

2034 LRTP Regionally Funded Construction Projects

Prioritization Category	Roadway Systems include Interstate, Primary, Urban. Funding is allocated according to roadway system.	Locality	Rank in Roadway System	Prioritization Scores	2034 LRTP Project Cost (in Millions)	
Bridge & Tunnel Projects	Primary Roadway System					
	Downtown Tunnel/ Midtown Tunnel/MLK Extension (Hampton Blvd to I-264)	Norfolk/ Portsmouth	1	242	\$2,100.0	
	Dominion Blvd (0.05 mi N. of Great Bridge Blvd to 0.75 mi. S. of Cedar Road)	Chesapeake	2	221	\$426.0	
	Urban Roadway System					
	Lesner Bridge (E. Stratford Rd to Page Ave)	Virginia Beach	1	173	\$89.00	
Highway Projects	Interstate Roadway System					
	I-64 Peninsula Widening (Jefferson Ave (exit 255) to Ft Eustis Blvd (exit 250))	Newport News	1	178	\$260.1	
	Primary Roadway System					
	Route 17 (George Washington Memorial Hwy) (1.27 mi S. of Lakeside Dr. (Hampton Hwy) to 1.52 mi N. of Lakeside Dr (Dare Rd))	York County	1	202	\$32.7	
	Route 460 (Hampton Roads portion) (Bowers Hill to Zunil)	Suffolk/Isle of Wight	2	187	\$1,396 ¹	
	Route 17 (George Washington Memorial Hwy) (1.52 mi N. of Lakeside Dr (Dare Rd) to Denbigh Blvd)	York County	4	146	\$8.0	
	Urban Roadway System					
	Lynnhaven Pkwy (Indian River Rd to Centerville TnPk)	Virginia Beach	1	191	\$20.4	
	Route 58 (Holland Rd) (Suffolk Bypass to 0.7 mi. W. Manning Bridge Rd)	Suffolk	2	180	\$75.0	
	Military Hwy at Northampton Blvd Continuous Flow Interchange	Norfolk	6	157	\$49.8	
	Holland Rd (Nimmo Pkwy to Dam Neck Rd)	Virginia Beach	10	141	\$25.9	
	Witchduck Rd (I-264 to Virginia Beach Blvd)	Virginia Beach	11	141	\$32.1	
	Laskin Rd (Republic Rd to Oriole Dr)	Virginia Beach	21	114	\$66.5	
	Indian River Rd (Lynnhaven Pkwy to Elbow Rd)	Virginia Beach	23	109	\$73.4	
	Atkinson Blvd (Jefferson Ave to Warwick Blvd)	Newport News	24	107	\$10.0	
	Laskin Rd (Oriole Dr to 30th/31st St)	Virginia Beach	31	100	\$23.1	
	Elbow Rd/Dam Neck Rd (Indian River Rd to VA Beach Amphitheater)	Virginia Beach	35	98	\$49.4	
	Intermodal Projects	Urban Roadway System				
		Craney Island Connector (VA-164 to Craney Island Marine Terminal (Future))	Portsmouth	1	189	\$436.0
	Transit	WATA Administrative Operations Center	James City County	N/A	N/A	\$9.0
Passenger Rail	Newport News Multimodal High-Speed and Intercity Passenger Rail Stations Development	Newport News	N/A	N/A	\$20.0	

¹ Updated project cost for the entire Route 460 corridor from Suffolk Bypass to I-295 in Prince George County/Petersburg. Source: Office of Transportation Public-Private Partnerships, VDOT, December 2012

2034 LRTP Locally Funded Construction Projects

Prioritization Category	Roadway Systems include Interstate, Primary, Urban. Funding is allocated according to roadway system.	Locality	Rank in Roadway System	Prioritization Scores	2034 LRTP Project Cost (in Millions)
Bridge & Tunnel Projects	Urban Roadway System				
	Mills Godwin Bridge (Bridge Road)	Suffolk	3	150	\$60.0
	High Street (Churchland Bridge)	Portsmouth	6	132	\$23.0
Highway Projects	Urban Roadway System				
	Seaboard Rd (Princess Anne to Nimmo Pkwy)	Virginia Beach	7	155	\$8.7
	Bridge Road (Godwin Br to Chesapeake City Line)	Suffolk	8	154	\$90.0
	Dam Neck Rd (Holland Rd to Drakesmile Rd)	Virginia Beach	19	114	\$34.8
	Holland Rd (Rosemont Rd to Independence Blvd)	Virginia Beach	20	114	\$56.5
	Dam Neck Rd (Drakesmile Rd to London Bridge Rd)	Virginia Beach	22	109	\$48.9
	Indian River Rd (Centerville TnPk to Ferrell Pkwy)	Virginia Beach	26	104	\$74.2
	First Colonial Rd (Old Donation Pkwy to Virginia Beach Blvd)	Virginia Beach	28	103	\$51.0
	Newtown Rd (Baker Rd to Virginia Beach Blvd)	Virginia Beach	32	100	\$23.5
	West Neck Pkwy Ext'd (Elbow Rd to N. Landing Rd)	Virginia Beach	36	98	\$49.1
	Centerville TnPk (Indian River Rd to Kempsville Rd)	Virginia Beach	39	97	\$44.2
	Rosemont Rd (Virginia Beach Blvd to Holland Rd)	Virginia Beach	40	96	\$86.9
	Providence Rd (Kempsville Rd to Princess Anne Rd)	Virginia Beach	44	92	\$63.8
	Centerville TnPk (Kempsville Rd to Chesapeake CL)	Virginia Beach	45	90	\$28.6
	General Booth Blvd (Oceana Blvd to Dam Neck Rd)	Virginia Beach	52	86	\$37.4
	Ferrell Pkwy (Indian River Rd to Indian Lakes Blvd)	Virginia Beach	57	82	\$33.2
	Lynnhaven Pkwy (Holland Rd to Princess Anne Rd)	Virginia Beach	59	82	\$92.7
	Ferrell Pkwy (Indian Lakes to Pleasant Valley Rd)	Virginia Beach	60	81	\$42.3
	Nimmo Pkwy (Indian River Rd & N. Landing Rd to West Neck Pkwy Ext'd)	Virginia Beach	63	74	\$41.1
	Princess Anne Rd (Upton Dr to General Booth Blvd)	Virginia Beach	67	70	\$22.9
	London Bridge Rd (Dam Neck Rd to Shipp's Corner Rd)	Virginia Beach	76	66	\$40.8
	Birdneck Rd (I-264 to Virginia Beach Blvd)	Virginia Beach	85	59	\$21.1
	Cleveland St (Witchduck Rd to Clearfield Ave)	Virginia Beach	86	59	\$13.6
	Kempsville Rd Intersection at Indian River Rd	Virginia Beach	N/A	N/A	\$11.6
	First Colonial Rd Intersection at Virginia Beach Blvd	Virginia Beach	N/A	N/A	\$28.2
	Shore Dr (Marlin Bay Dr to E. Stratford Rd (bridge approach))	Virginia Beach	N/A	N/A	\$14.8
	Shore Dr (Page Ave to Great Neck Rd)	Virginia Beach	N/A	N/A	\$12.9
Shore Dr (Pleasure House Rd to Treasure Island Dr)	Virginia Beach	N/A	N/A	\$18.4	
Passenger Rail	Harbor Park Multimodal High-Speed and Intercity Passenger Rail Station Development	Norfolk	N/A	N/A	\$6.0

N/A - Not evaluated in Prioritization Analysis

UNFUNDED PROJECTS FOR FUTURE CONSIDERATION

Unfunded Projects for Future Consideration

Prioritization Category	Roadway Systems include Interstate, Primary, Urban. Funding is allocated according to roadway system.	Locality	Rank in Roadway System	Prioritization Score	2034 LRTP Project Cost (in Millions)
Highway Projects	Interstate Roadway System				
	I-64 (Ft Eustis Blvd to Route 199/exit 242)	Newport News/ James City County/York	1	178	\$779 ¹
	Interstate Interchange System				
	I-64/I-264 Interchange (including Witchduck Interchange)	Norfolk/ Virginia Beach	3	192	\$270
	I-64 Interchange Improvement at Ft Eustis Blvd ¹	Newport News	8	149	\$134
Bridge & Tunnel Projects	Interstate Roadway System				
	I-64 Southside Widening (I-64/I-464 to I-64/I-664 at Bowers Hill)	Chesapeake	8	160	\$1,080 ²

¹ Updated cost estimate for the entire project corridor from I-664 in Hampton Roads to I-95 in Richmond is \$4,700 Million - \$7,300 Million. Source: VDOT Draft EIS, October 2012

² Updated planning level cost estimate for the entire I-64 corridor from I-464 interchange to I-664/I-264 at Bowers Hill is \$870 Million. The cost estimate includes \$500 Million to replace the High Rise Bridge; It does not include the interchange work at I-464 or Bowers Hill. Source: VDOT, October 2012

MAJOR REGIONAL TRANSPORTATION PRIORITIES

14

- ❑ **I-64 Peninsula Widening (Fort Eustis to Route 199/Exit 242)**
- ❑ **Hampton Roads Crossings: Patriots Crossings and I-64 HRBT**
- ❑ **I-64 Southside Widening (including High Rise Bridge)**
- ❑ **I-64/I-264 Interchange (including Witchduck Interchange)**
- ❑ **High-Speed and Intercity Passenger Rail**

CANDIDATE CONGESTION RELIEF SOLUTION

DYNAMIC CONGESTION PRICING

15

- **Potential tolling during peak hours/severe congestion periods.**
- **Potential Toll Rates:**
 - \$0.50 to \$1.50 IF severe congestion exists during peak hours
 - \$0.00 during peak period IF severe congestion does not exist
 - \$0.00 during off-peak period (18-20 hours per day free)

For more information, please visit:

www.hrtpo.org

Hampton Roads Transportation Planning Organization

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THANK YOU