TRANSPORTATION ISSUES IN HAMPTON ROADS

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IDENTIFICATION OF CONGESTED AREAS (2009)

EXISTING PM PEAK HOUR CONGESTION LEVELS
PENINSULA

LEGEND

Low to Moderate Congestion
Moderate Congestion
Severe Congestion

IDENTIFICATION OF CONGESTED AREAS (2009)

EXISTING PM PEAK HOUR CONGESTION LEVELS
SOUTHSIDE

LEGEND

Low to Moderate Congestion
Moderate Congestion
Severe Congestion

In the next 20 years, the HRTPPO has identified:

– $30 billion in needs

– $13.6 billion in traditional (federal & state) funds:
  • Maintenance requirements are projected at $12.35 billion
  • The remaining $1.25 billion is left for construction of regional capacity improvement projects
Vehicle Miles Traveled (VMT) and population outpaces the transportation system expansion.
Dwindling Purchasing Power of Virginia's Motor Fuels Tax Rate

In terms of buying power, the 17.5¢ tax per gallon in 1987 is now equivalent to a tax of only about 8¢ per gallon in 2010.

Source: HRPDC.
• Since 2002, the Maintenance fund has required a transfer from the Construction fund.

• In 2010, $500 million was transferred from the Construction fund to the Maintenance fund.
CONGESTION IN HAMPTON ROADS

Congested Lane-Miles in Hampton Roads
2009 to 2030

Data source: Hampton Roads Transportation Planning Organization.
Traffic Conditions

• Typical Backups:
  – HRBT: 5-7 miles every day
  – Downtown Tunnel: 2 miles
  – Midtown Tunnel: 2 miles
  – I-64 Peninsula: 1-3 miles
  – High Rise Bridge: 4 miles back to Bowers Hill
  – I-264 Interchanges: 1-2 miles every day

• Average Bridges and Tunnels speeds during rush hours:
  – < 10 mph
  – Some < 5 mph

• Average Interstate speeds during rush hour:
  – ≤ 25 mph

• Urban Door to Door speeds during commutes:
  – 15 mph
• Currently under development, with anticipated approval of January 2012

• Approximately 150 Candidate Projects totaling $30 Billion

• Only $2 Billion in traditional funding sources available for transportation projects

• LRTP must be “Fiscally constrained”: demonstrate how projects will be paid for
In 2009, the HRTPO Board requested staff to develop a methodology to assist the HRTPO Board with determining regional transportation priorities and advancing the region’s transportation system in light of scarce financial resources.

VDOT and its on-call consultant assisted the HRTPO staff with developing the methodology for a project prioritization tool.
Project Prioritization Tool Development

**Project Prioritization Components**

- **Project Utility** – Considers the project’s ability to solve an existing transportation issue, which could be correlated to congestion, safety, infrastructure condition, or ridership.

- **Project Viability** – Indicates the readiness of the project to be constructed based on available funding and completion of required documentation.

- **Economic Vitality** – Provides additional insight for a project’s ability to support regional plans for future development and economic growth of the region.

**Project Categories**

A set of project categories has been established to evaluate similar projects separately:

- Highways
- Bridge/Tunnel
- Bicycle and Pedestrian
- Systems Management/Transportation Demand Management/Operational Improvements
- Transit
- Intermodal

*Project Categories will compete with respective funding sources.*
On March 17, 2011, the HRTPO Board approved a prioritized list of projects and studies.

On April 21, 2011, the HRTPO approved an updated project priority list reflecting fiscal-constraint updates.
HRTP Project Priorities

Projects and Studies of Regional Significance

Funded Ongoing Studies
- Multimodal Studies
- Highway Studies

Funded Projects for Construction
- Planned Transit O&M Center
- Planned HSIPR Stations
- Planned Intersection Projects
- Committed Intersection Projects
- Committed Interchange Projects
- Committed Roadway Projects
- Planned Roadway Projects

Unfunded Projects for Future Consideration
- Interchanges for Consideration
- Projects for Consideration

Prepared by HRTP Staff