

Freight Transportation Advisory Committee

2034 LRTP Project Prioritization Inputs



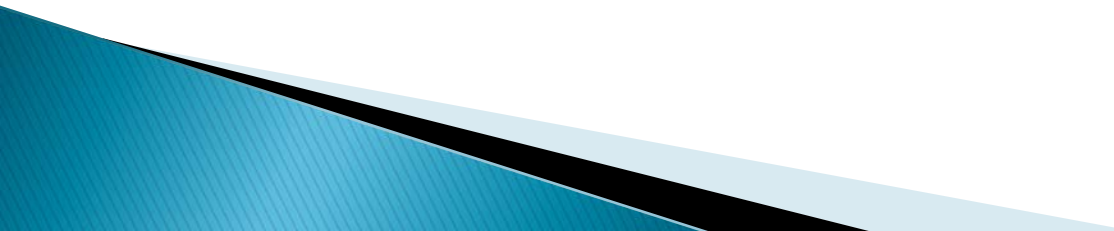
Freight Facts

- ▶ 50% output and 34% employment in VA tied to freight movement*
- ▶ 70+% of waterborne freight moves by truck
- ▶ Regional industries that need freight:
 - Manufacturing – 33%
 - Retail – 22%
 - Construction – 18%
 - Wholesale Trade – 15%
 - Transportation – 9%

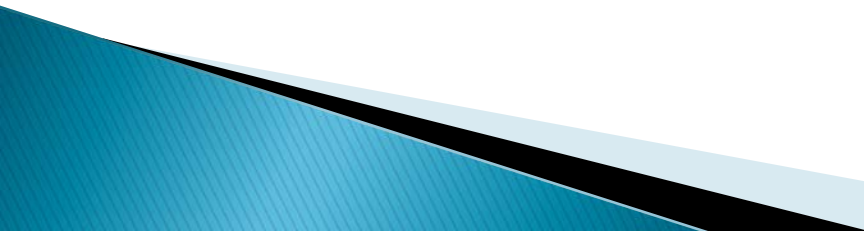
FTAC's Role

- ▶ FTAC's role is to advocate on behalf of the systematic needs for the transport and movement of freight in the region
 - Freight supports employment and economic growth
 - Congestion and delay to freight movements costs consumers and businesses “hidden tax”

FTAC's Role

- ▶ Projects that represent freight needs as well as the public and commuters should be incorporated into the 2034 LRPT
 - ▶ There is not enough funding for all projects identified
 - ▶ Prioritizing projects that benefit freight will support economic growth in the region
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FTAC's Review of HRTPO Tool

- ▶ Tool is in development that will help prioritize projects
 - ▶ Further analysis of weighting points
 - ▶ Process to keep inputs objective
 - ▶ FTAC freight experts are available to assist HRTPO in validating inputs
 - ▶ FTAC will work to prioritize freight-related projects in conjunction with HRTPO
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Major Freight Corridors

- ▶ Analyzing goods movement across the region requires that transportation infrastructure be viewed as “systems”
 - Corridors from Hampton Roads to other regions and states
 - Movement throughout the region

Major Freight Corridors

- ▶ Major systems for inter-regional freight movement:
 - I-64
 - US 460
 - US 58
 - US 13
 - US 17

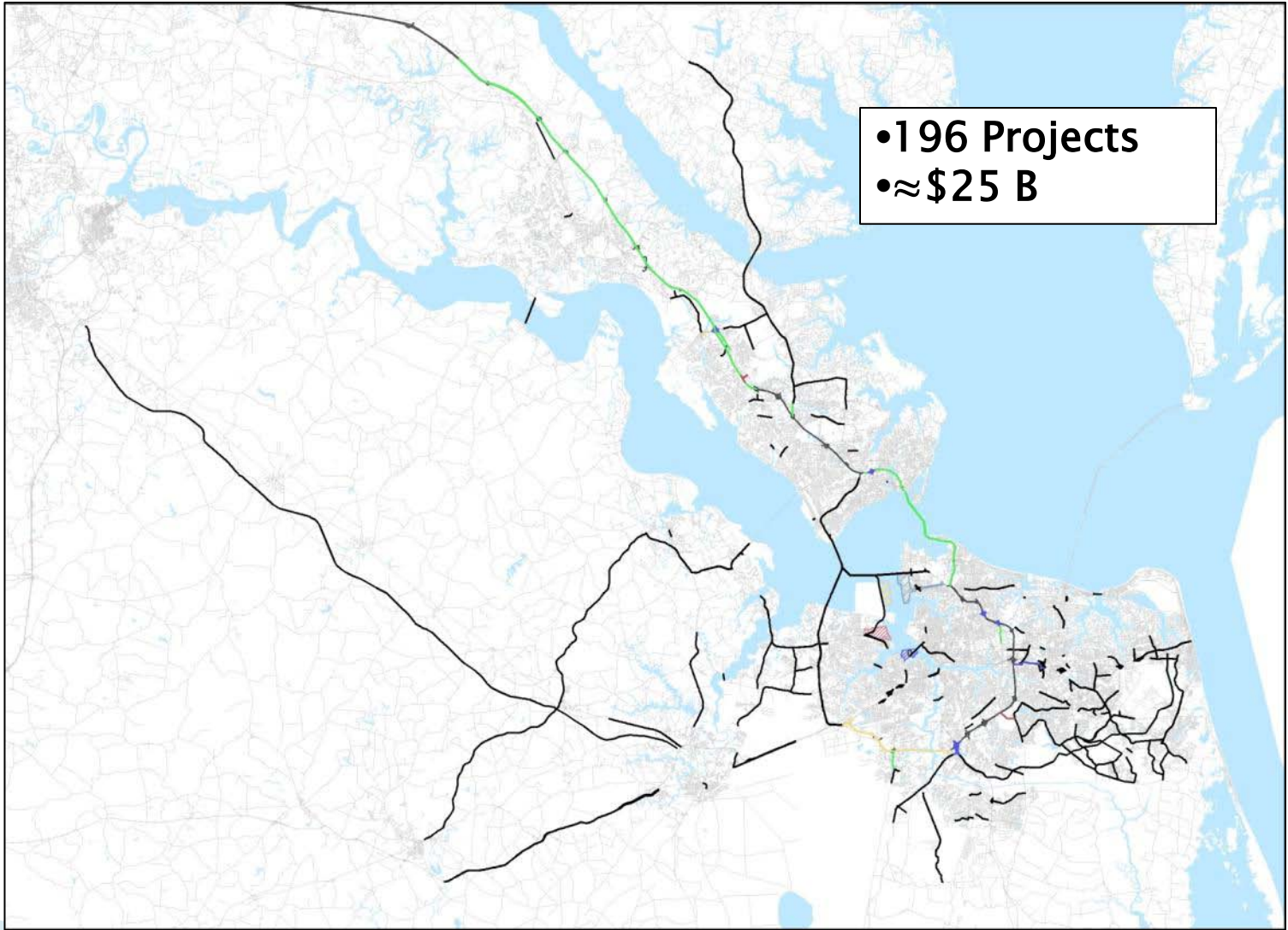
Hampton Roads



• 196 Projects
• ≈ \$25 B

Interstate 64 Improvements Type

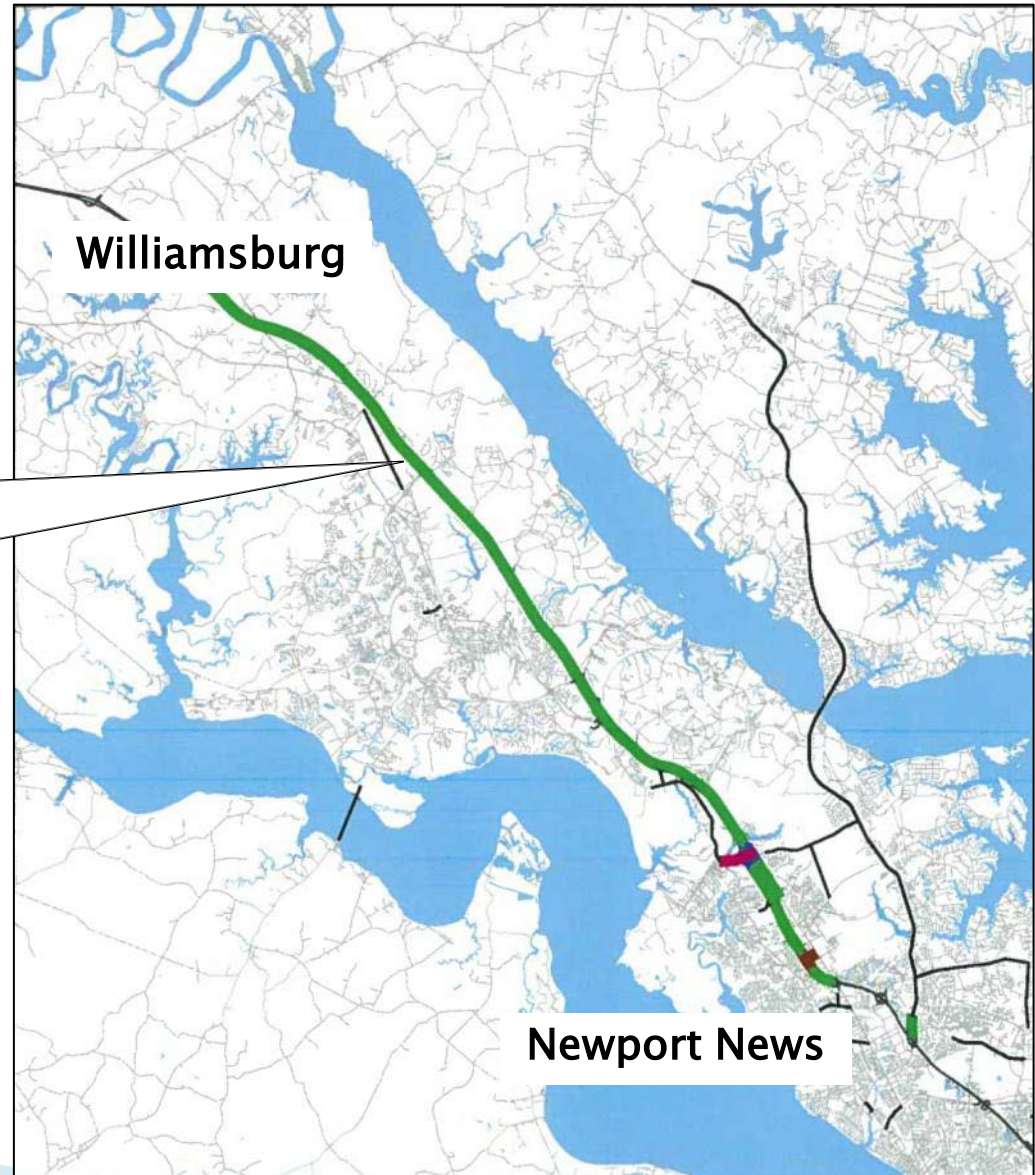
- Bridge Replacement
- Interchange Imp.
- New Interchange
- Widening
- Interstate 64
- Reginal_2034_Projects
- NIT
- PMT
- CIMT
- APM



I-64 Upper Peninsula



- 30 Miles
- 8 Lanes
- 3 Interchanges
- \approx \$1.2B



Interstate 64 Improvements

Bridge/Tunnel Replacement

Interchange Imp.

New Interchange

Widening

Interstate 64

Regional 2034 Projects

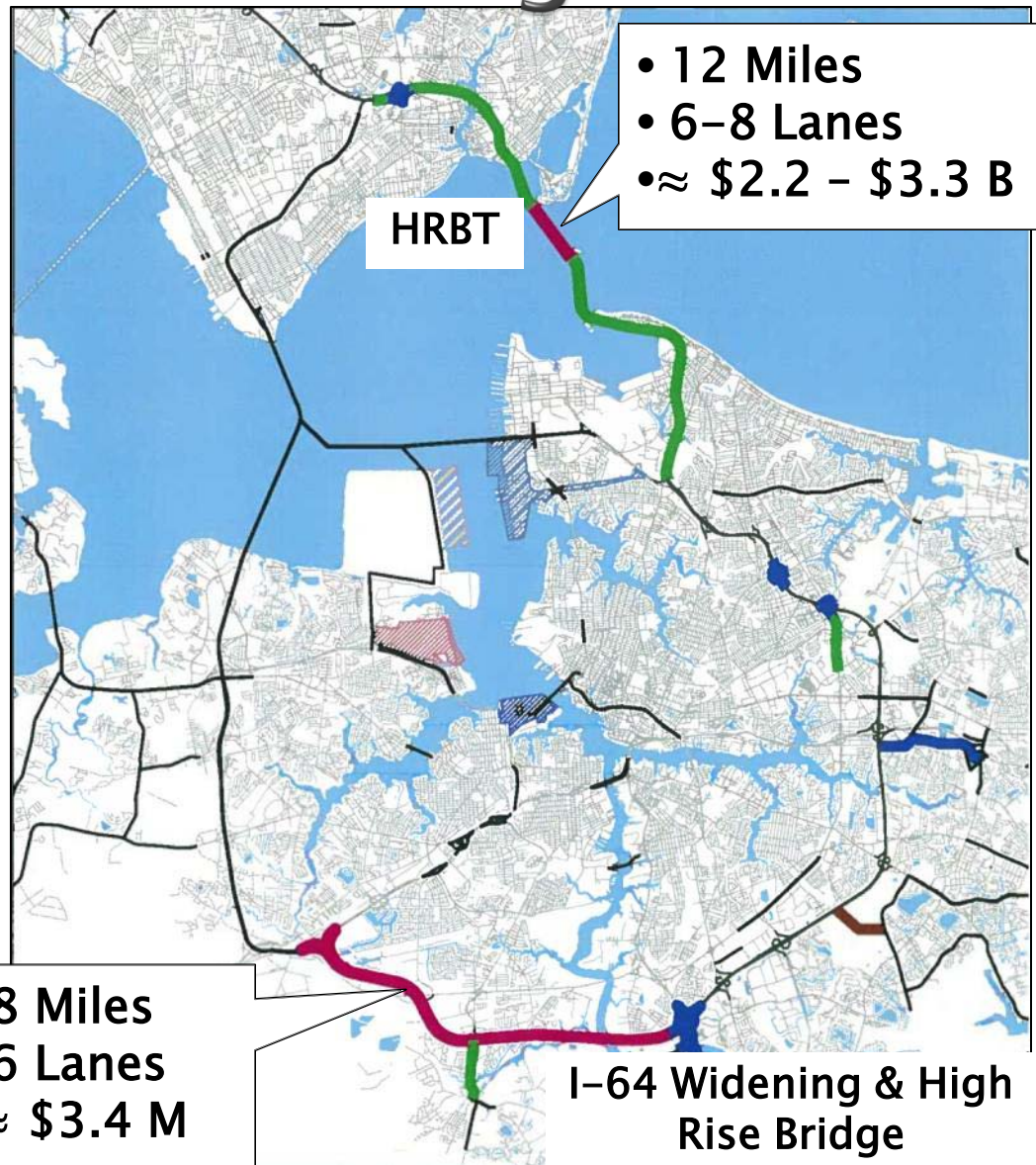
NIT

PMT

CIMT

APM

I-64 Norfolk Harbor Region



Interstate 64 Improvements

Bridge/ Tunnel Replacement

Interchange Imp.

New Interchange

Widening

Interstate 64

Regional 2034 Projects

NIT

PMT

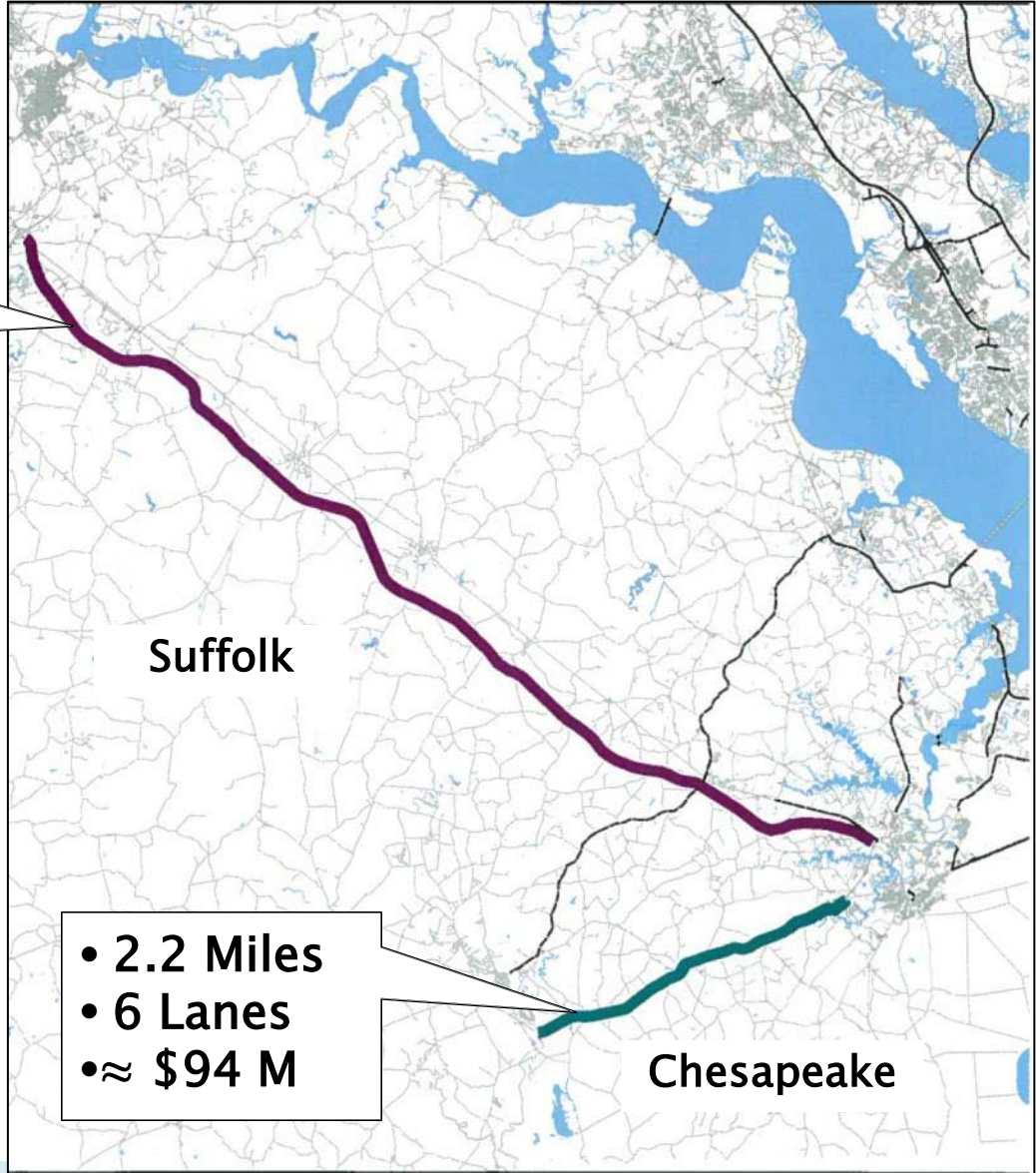
CIMT

APM

US 460 & 58

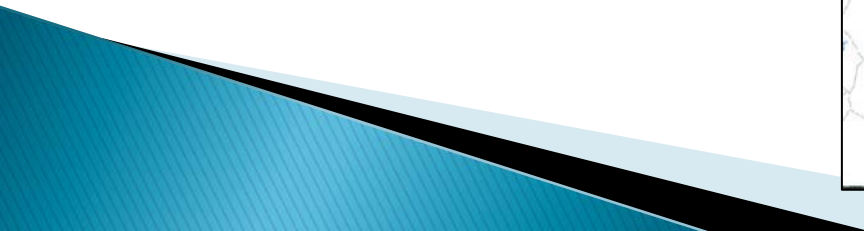


- 55 Miles
- 4 Lanes
- ≈ \$2.4 B



	460		Regional 2034 Projects
	U.S. 58		Local Roads

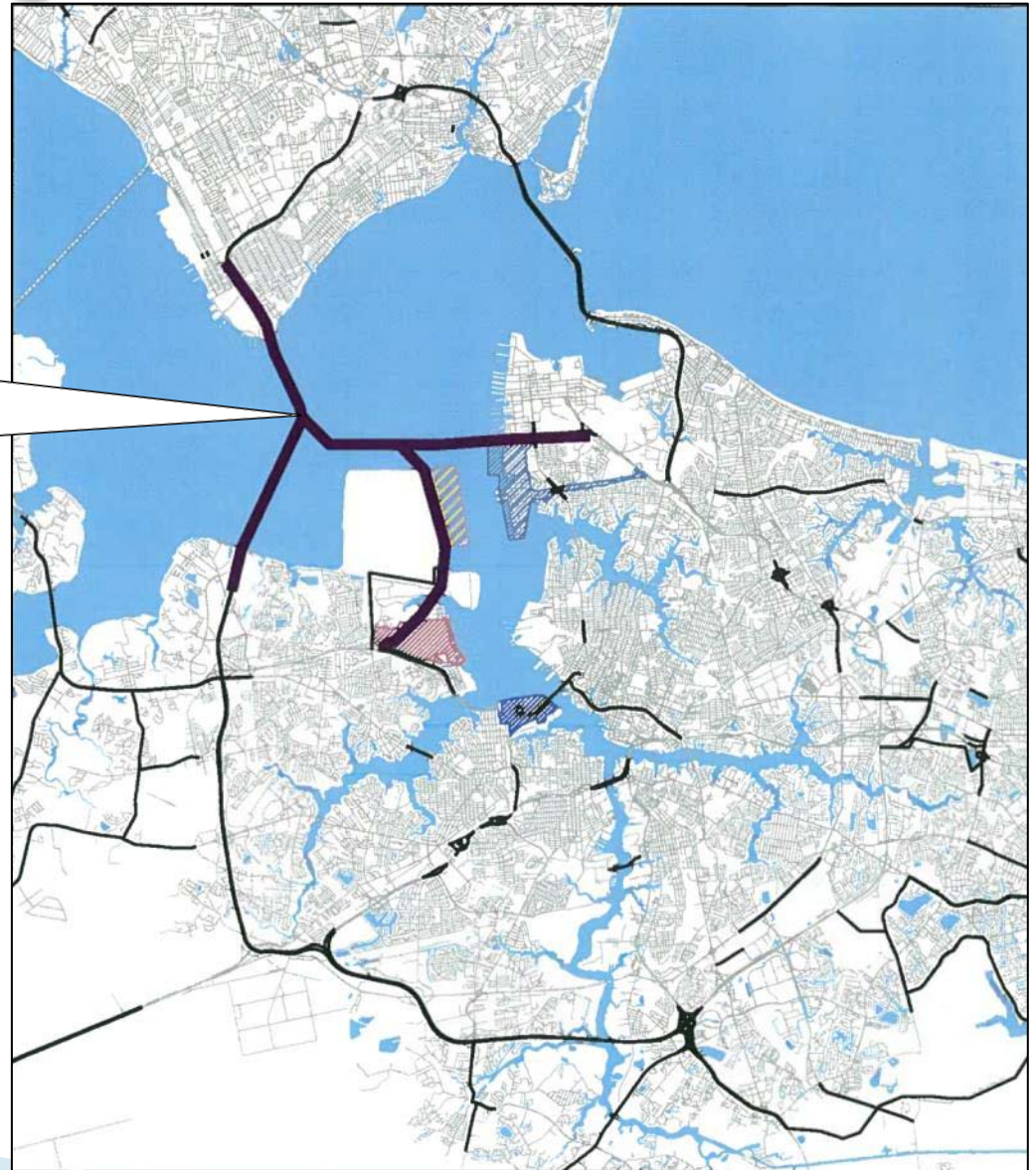
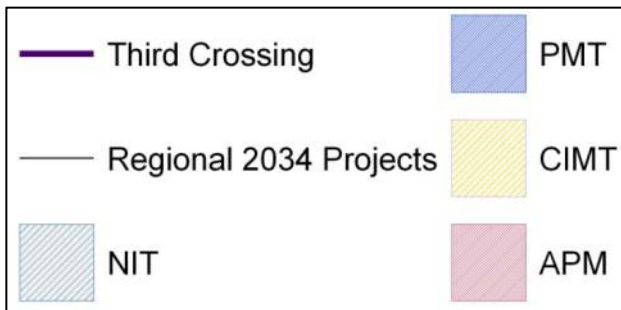
- 2.2 Miles
- 6 Lanes
- ≈ \$94 M



Third Crossing



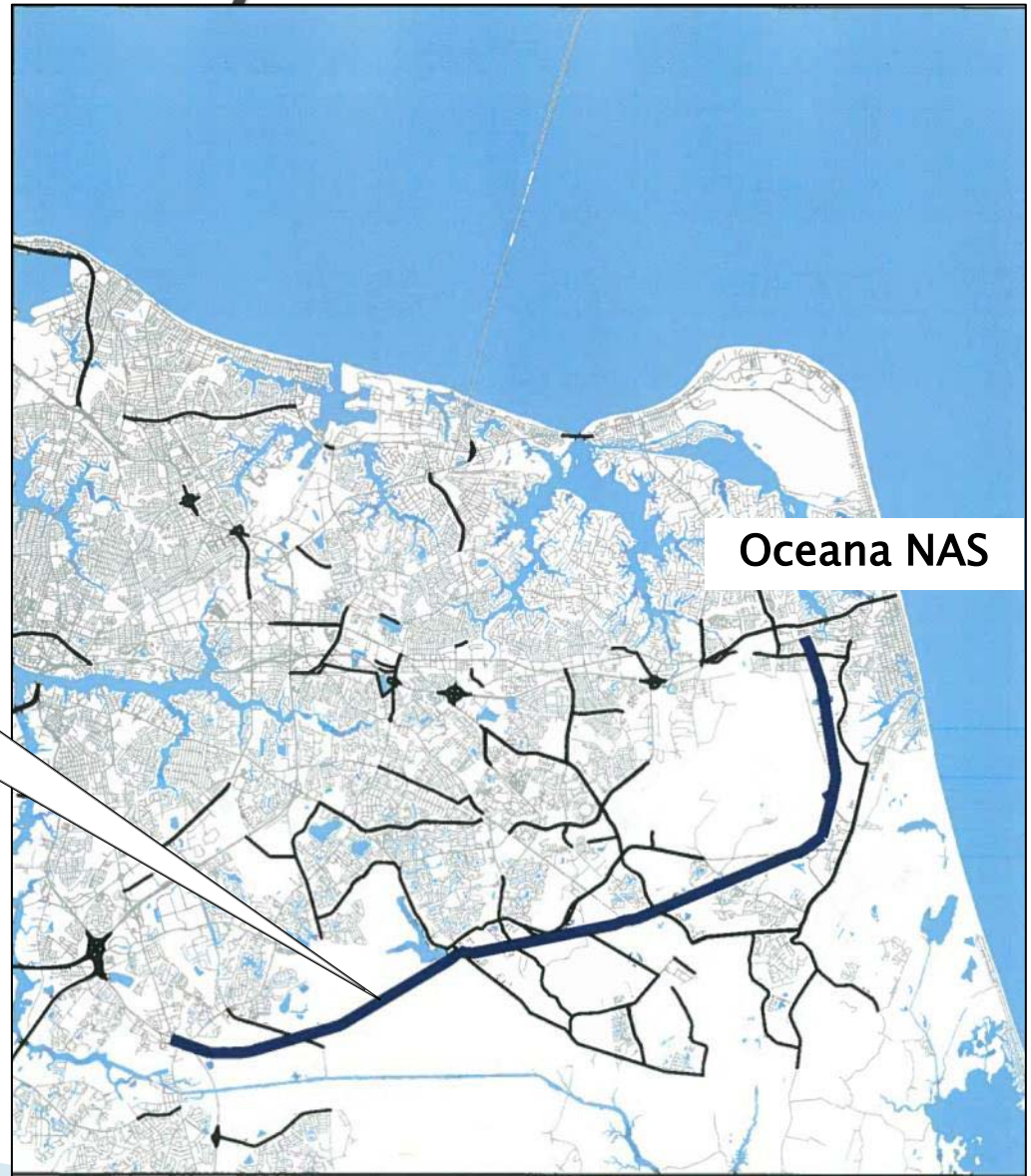
- 21 Miles
- 4 Lanes
- (I-664 8 Lanes)
- ≈ \$5.2 B



Southeast Parkway



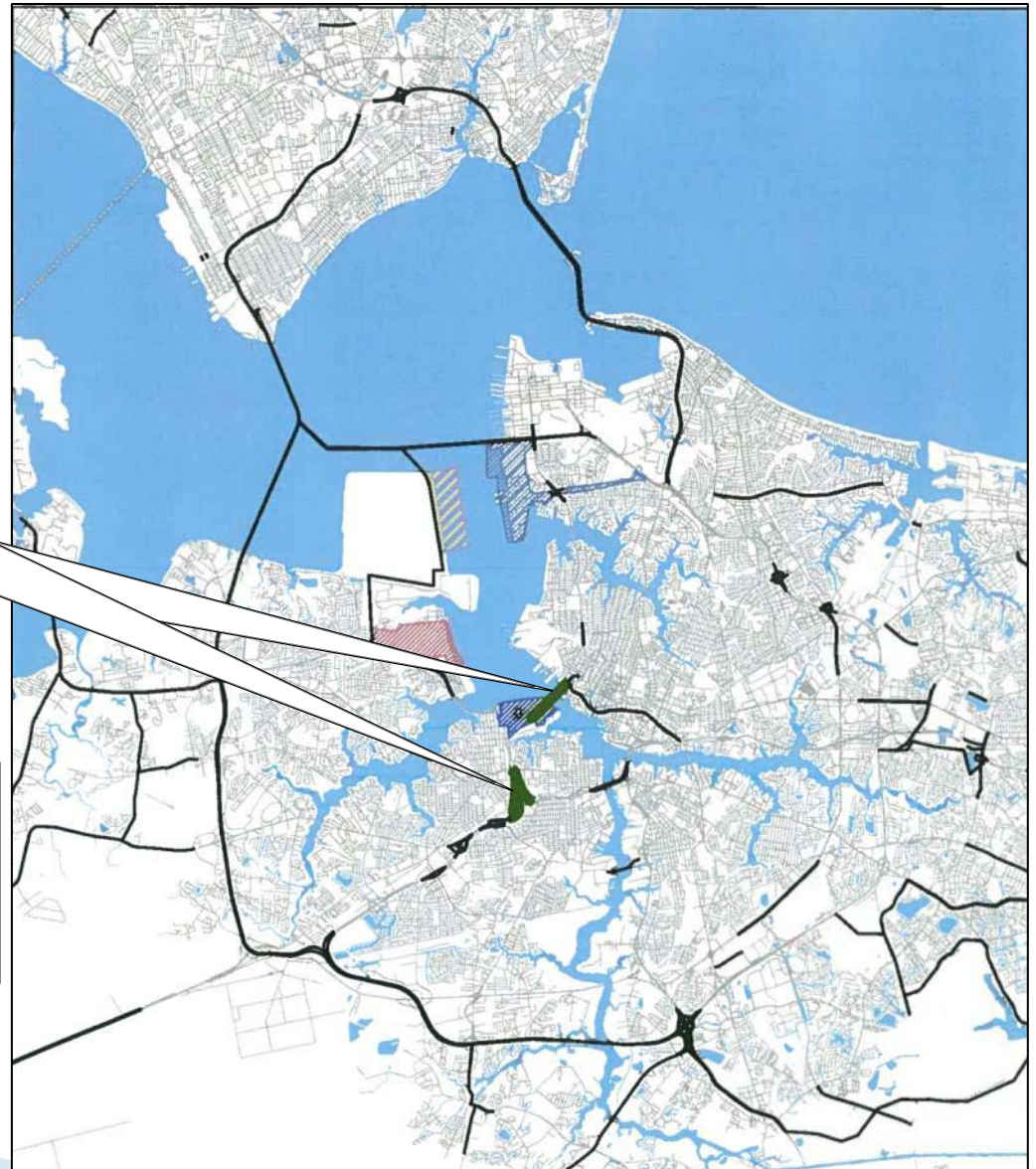
- 18 Miles
- 4 and 8 Lanes
- ≈ \$1.7 B



MLK Extension & Midtown Tunnel Expansion



- 2.5 Miles
- 4 Lanes
- ≈ \$1.3 B



	MLK Ext. and Midtown Tunnel		PMT
	Regional 2034 Projects		CIMT
	NIT		APM

Summary

- ▶ The movement of cargo is critical for economic growth
 - ▶ The mobility within and to points outside of the region is required
 - ▶ Projects need to be prioritized, as funding is limited
 - ▶ Objective prioritization inputs are the key for valid scoring
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