The State of **TRANSPORTATION IN HAMPTON ROADS**

January 2026 | T26-01

HAMPTON ROADS TPO

HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION

Robert A. Crum, Jr.
Executive Director/Secretary

VOTING MEMBERS:

CHESAPEAKE
Richard W. "Rick" West – Vice-Chair
Ella P. Ward – Alternate

FRANKLIN
Paul Kaplan
Gregory McLemore – Alternate

GLOUCESTER COUNTY
Phillip N. Bazzani
Christopher A. Hutson – Alternate

HAMPTON
James "Jimmy" Gray, Jr.
Carolyn Campbell – Alternate

ISLE OF WIGHT COUNTY
Joel C. Acree
Rudolph Jefferson – Alternate

JAMES CITY COUNTY
Michael J. Hipple – Chair
Jim Icenhour - Alternate

NEWPORT NEWS
Cleon M. Long
Tina Vick - Alternate

NORFOLK
Kenneth C. Alexander
Martin A. Thomas, Jr. – Alternate

POQUOSON
Anjie Emmett
David A. Hux – Alternate

PORTSMOUTH
Shannon E. Glover
Yolanda E. Thomas – Alternate

SOUTHAMPTON COUNTY
William Hart Gillette
Vacant – Alternate

SUFFOLK
Michael D. Duman
Leroy Bennett – Alternate

VIRGINIA BEACH
Robert M. "Bobby" Dyer
Joashua F. Schulman – Alternate

WILLIAMSBURG
Douglas G. Pons
Pat Dent – Alternate

YORK COUNTY
Thomas G. Shepperd, Jr.
Sheila S. Noll – Alternate

MEMBERS OF THE VIRGINIA SENATE
The Honorable Mamie E. Locke
The Honorable Angelia Williams Graves

MEMBERS OF THE VIRGINIA HOUSE OF DELEGATES
The Honorable Jeion A. Ward
The Honorable Bonita G. Anthony

TRANSPORTATION DISTRICT COMM OF HAMPTON ROADS
William E. Harrell, President/Chief Executive Officer
Ray Amoruso – Alternate

VIRGINIA DEPARTMENT OF TRANSPORTATION
Michael Davis, Hampton Roads District Engineer
Sonya Hallums-Ponton – Alternate

VA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
Tiffany Robinson, Director
Zach Trogdon - Alternate

VIRGINIA PORT AUTHORITY
Stephen A. Edwards, CEO/Executive Director
Barbara Nelson – Alternate

WILLIAMSBURG AREA TRANSIT AUTHORITY
Matthew Scalia, Executive Director
Nathaniel Rock – Alternate

HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION

NON-VOTING MEMBERS:

CHESAPEAKE	HAMPTON	NEWPORT NEWS	PORTSMOUTH	VIRGINIA BEACH
Christopher M. Price	Mary B. Bunting	Alan Archer	Steven Carter	Patrick A. Duhaney
FRANKLIN	**ISLE OF WIGHT COUNTY**	**NORFOLK**	**SOUTHAMPTON COUNTY**	**WILLIAMSBURG**
Lincoln Saunders	Donald T. Robertson	Patrick Roberts	Brian S. Thrower	Andrew O. Trivette
GLOUCESTER COUNTY	**JAMES CITY COUNTY**	**POQUOSON**	**SUFFOLK**	**YORK COUNTY**
Carol Steele	Scott Stevens	J. Randall Wheeler	Kevin Hughes	Mark L. Bellamy, Jr.

FEDERAL HIGHWAY ADMINISTRATION
Edward Ofori, Division Administrator – Virginia Division

FEDERAL TRANSIT ADMINISTRATION
Terry Garcia-Crews, Regional Administrator, Region 3

FEDERAL AVIATION ADMINISTRATION
Jeffrey W. Breeden, Washington Airports Office District

VIRGINIA DEPARTMENT OF AVIATION
Greg Campbell, Director

PENINSULA AIRPORT COMMISSION
Aleshia Alston, Business Development Manager

NORFOLK AIRPORT AUTHORITY
Mark Perryman, Executive Director/CEO

COMMUNITY ADVISORY COMMITTEE
Lauren Roberts Carter, Chair

FREIGHT TRANSPORTATION ADVISORY COMMITTEE
Robert Eveleigh, Chair

MILITARY LIAISONS
Steven Dillenburger, Colonel, U.S. Air Force/U.S. Army
Aaron Demo, Captain, U.S. Coast Guard
Shane Tanner, Captain, U.S. Navy

INVITED PARTICIPANTS
B. Wayne Coleman, Commonwealth Transportation Board
Frederick T. Stant, III, Commonwealth Transportation Board
Vacant

HRTPO PROJECT STAFF

Pavithra Parthasarathi	Deputy Executive Director
Keith Nichols	Principal Transportation Engineer
Matt Klepeisz	Communications Administrator
Quan McLaurin	Diversity, Equity, and Inclusion (DEI) and Title VI Liaison
Christopher W. Vaigneur	Assistant General Services Manager

www.hrtpo.org/translate

For accommodation requests or cost-free **translation assistance**, please contact Quan McLaurin (qmclaurin@hrpdcva.gov).

El **servicio de traducción para los documentos** de HRPDC y HRTPO se ofrece sin costo a los miembros de la comunidad. Para recibir asistencia, comuníquese con Quan McLaurin (qmclaurin@hrpdcva.gov).

Libreng ibinibigay sa mga miyembro ng komunidad ang **suporta sa pagsasalin para sa mga dokumentong** HRPDC at HRTPO. Para sa tulong, kumontak kay Quan McLaurin (qmclaurin@hrpdcva.gov).

THE STATE OF TRANSPORTATION IN HAMPTON ROADS 2025

PREPARED BY:

HAMPTON ROADS TPO

JANUARY 2026

T26-01

REPORT DOCUMENTATION

TITLE
The State of Transportation in Hampton Roads 2025

AUTHOR/PROJECT MANAGER
Keith M. Nichols, PE

REPORT DATE
January 2026

ORGANIZATION CONTACT INFORMATION
Hampton Roads Transportation Planning Organization
723 Woodlake Drive
Chesapeake, Virginia 23320
(757) 420-8300
http://www.hrtpo.org

ABSTRACT

This annual report details the current status of all facets of the transportation system in Hampton Roads, including air, rail, water, and highways. Many aspects of the highway system are highlighted, including roadway usage, bridge conditions, costs of congestion, commuting characteristics, roadway safety, truck data, transit usage, bicycle and pedestrian facilities, highway funding, tolling, and operations.

This report is produced as part of the region's Congestion Management Process (CMP). The Congestion Management Process is an on-going process that identifies, develops, evaluates, and implements transportation strategies to enhance mobility regionwide. This report is also produced as part of the HRTPO's Performance Management effort.

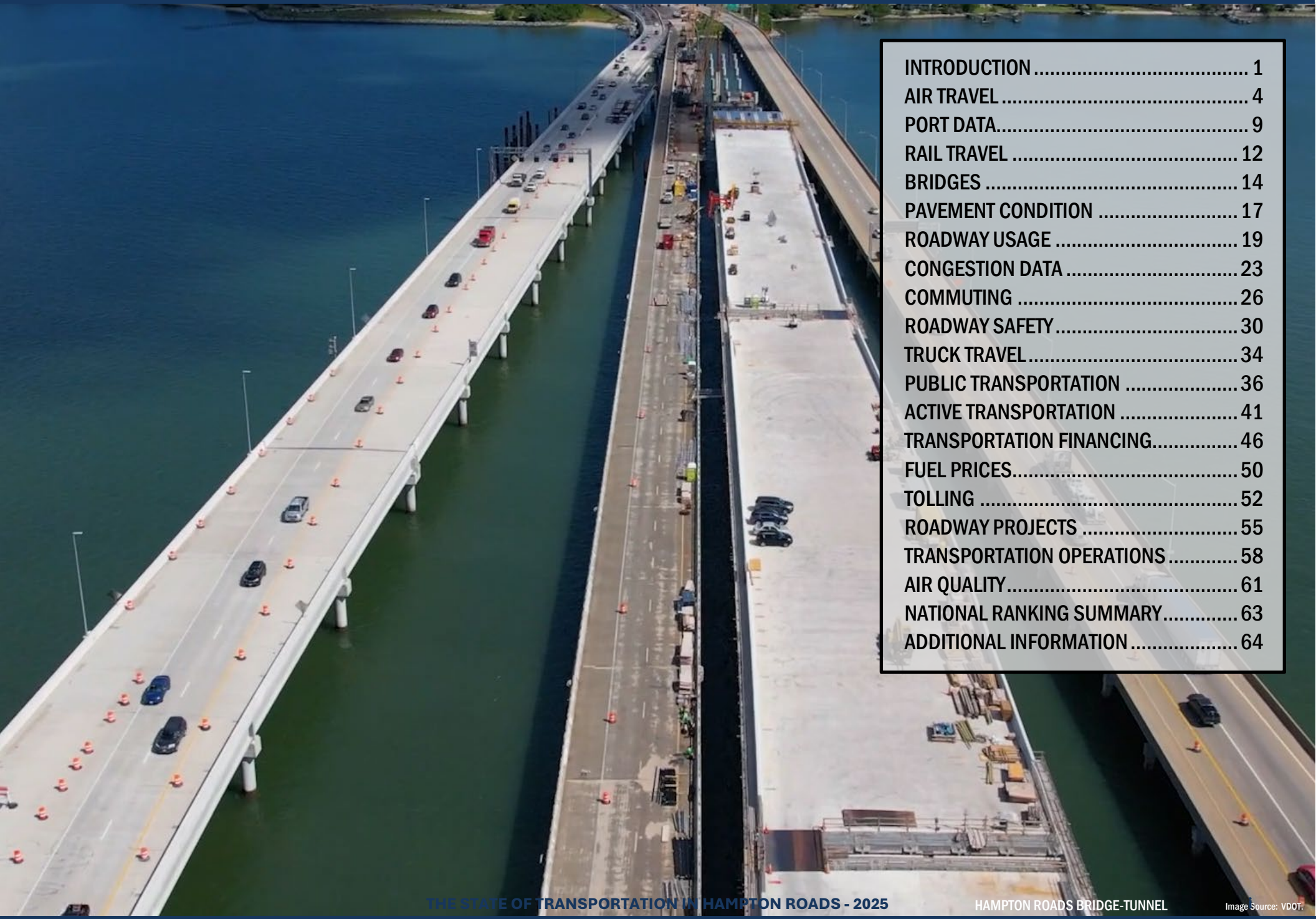
NON-DISCRIMINATION

The HRTPO assures that no person shall, on the ground of race, color, national origin, handicap, sex, age, or income status as provided by Title VI of the Civil Rights Act of 1964 and subsequent authorities, be excluded from participation in, be denied the benefits of, or be otherwise subject to discrimination under any program or activity. The HRTPO Title VI Plan provides this assurance, information about HRTPO responsibilities, and a Discrimination Complaint Form.

ACKNOWLEDGMENTS

Prepared in cooperation with the U.S. Department of Transportation (USDOT), Federal Highway Administration (FHWA), and Virginia Department of Transportation (VDOT). The contents of this report reflect the views of the Hampton Roads Transportation Planning Organization (HRTPO). The HRTPO is responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the FHWA, VDOT or Hampton Roads Planning District Commission. This report does not constitute a standard, specification, or regulation. FHWA or VDOT acceptance of this report as evidence of fulfillment of the objectives of this planning study does not constitute endorsement/approval of the need for any recommended improvements nor does it constitute approval of their location and design or a commitment to fund any such improvements. Additional project level environmental impact assessments and/or studies of alternatives may be necessary.

TABLE OF CONTENTS



HAMPTON ROADS BRIDGE-TUNNEL

Image Source: VDOT.

INTRODUCTION

Usage of the Hampton Roads transportation network has continued to experience growth across all modes since the pandemic, and many improvements to the regional transportation system have been recently completed or are underway.

Roadway travel and congestion levels are increasing and based on some data have exceeded pre-pandemic conditions. Passenger air travel levels at Norfolk International Airport are setting record levels, and the number of rail travel passengers in the region has nearly doubled over the last few years. The Port of Virginia set another record in the amount of cargo handled and has experienced more growth than any other major port on the East Coast since the pandemic. Regional public transportation usage, while still below pre-pandemic levels, has increased significantly over the last year.

As usage of all transportation modes increases, work continues on various aspects of the regional transportation system. There are a number of major roadway construction projects underway in Hampton Roads, including the largest project in Commonwealth history – the widening of the Hampton Roads Bridge-Tunnel and adjacent sections of I-64. This will comprise part of the Hampton Roads Express Lanes Network, which will be a continuous 46-mile network by 2028. These are in addition to a number of major projects that have recently been completed throughout the region, including three phases of I-64 widening on the Peninsula, two phases of I-64/I-264 interchange improvements, widening I-64 in Chesapeake (including the High Rise Bridge), upgrading the Dominion Boulevard corridor including the new fixed-span Veterans Bridge, and the I-564 Intermodal Connector.

Transportation improvements in Hampton Roads have not been limited to the highway network. The Port of Virginia has recently completed $700 million in projects to greatly improve and expand Norfolk International Terminals and the Virginia International Gateway facility, and work has recently wrapped up to widen and deepen the shipping channels to the port and improve rail connections at the terminal. Millions of dollars of improvements have been made in recent years at Norfolk International Airport, including new garages, renovated runways, and improved terminals, with many additional improvements underway or planned. A new Amtrak station was built in Norfolk, and a new multi-modal station in Newport News near Bland Boulevard opened in 2024. And significant changes to the regional public transportation system, including a new regional transit backbone, are underway, largely funded through a regional funding source dedicated to transit.

INTRODUCTION

Even with all of these projects in Hampton Roads, there continue to be challenges. In spite of increased funding levels in recent years, many important transportation projects have no funding identified. The 2045 Hampton Roads Long-Range Transportation Plan identified $70 billion in candidate projects, but less than $14 billion is projected to be available for new projects. Funding for bridge and roadway maintenance will also need to increase as infrastructure throughout the region continues to age.

NEWPORT NEWS TRANSPORTATION CENTER

Image Source: HRTPO

NOTABLE HAMPTON ROADS NUMBERS

Population	**1,764,653**
Licensed Drivers	**1,145,398**
Registered Vehicles	**1,603,577**
Centerline-Miles	**8,660**
Lane-Miles	**19,728**
Airport Boardings	**2,456,422**
Port Cargo Tonnage	**26,669,128**
Amtrak Passengers	**421,313**
Transit Passengers	**11,275,197**
Bridges	**1,279**
Daily Vehicle-Miles of Travel	**42,558,000**

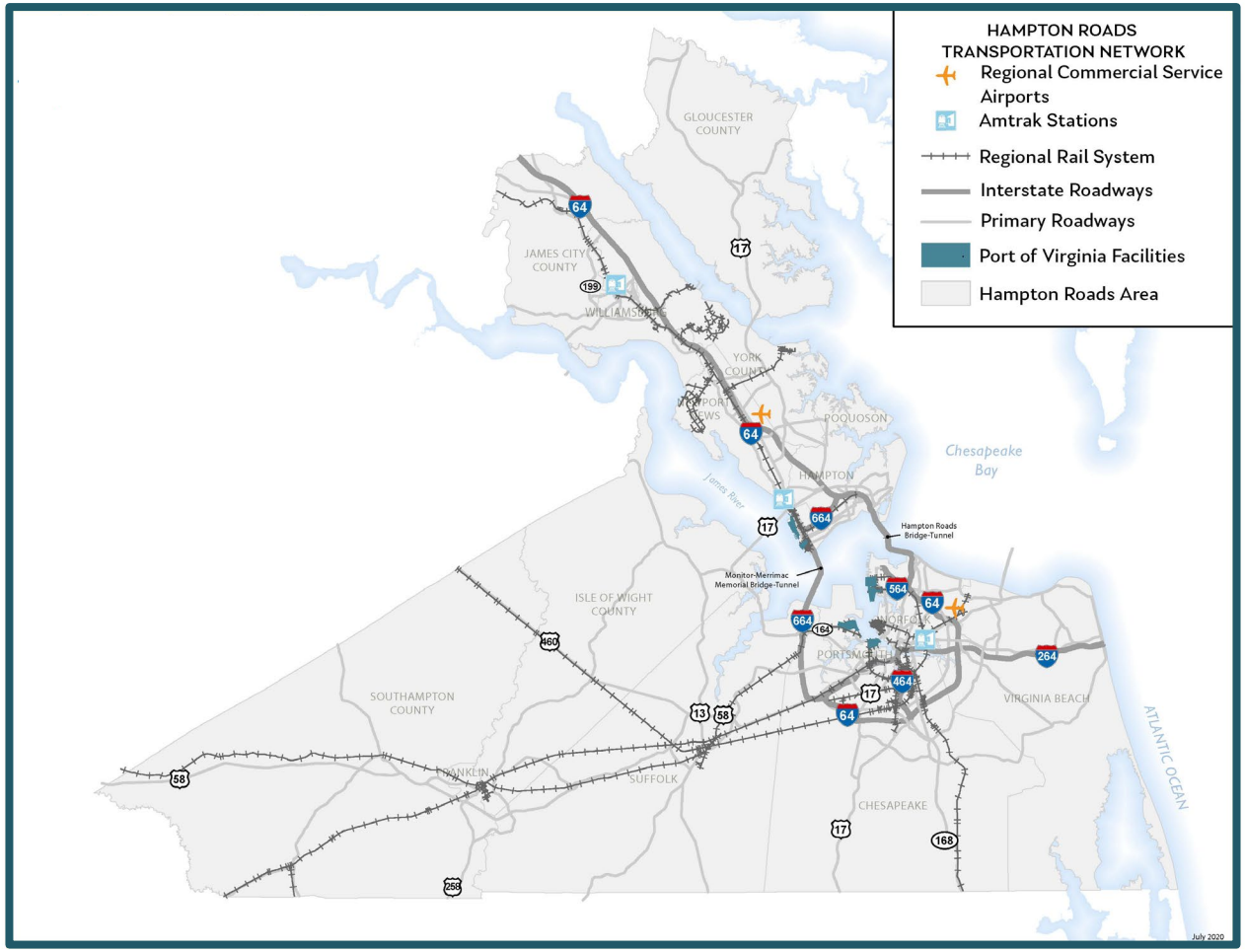
This State of Transportation report details the current status of all facets of the transportation system in Hampton Roads, including air, rail, water, and highways. Many aspects of the highway system are highlighted, including roadway usage, pavement condition, bridge condition, congestion, commuting characteristics, roadway safety, truck data, transit usage, active transportation, transportation financing, tolling, transportation operations, and air quality.

This report is produced as part of the HRTPO's Congestion Management Process (CMP), which is an ongoing program that identifies, develops, evaluates, and implements transportation strategies to enhance mobility regionwide. The Hampton Roads Congestion Management Process report includes a comprehensive congestion analysis of the region's highway system, identification of the most congested corridors and areas of Hampton Roads, and congestion

management strategies. This report and all other CMP documents are available on HRTPO's website at **https://www.hrtpo.org/390/Congestion-Management**.

This report is also produced as part of HRTPO's Performance Management effort. The Virginia General Assembly passed legislation codifying regional transportation performance measurement and in response, HRTPO staff developed a list of regional performance measures. In addition, federal regulations require states and metropolitan areas to use performance measures and set targets in areas such as pavement and bridge condition, freight, travel time reliability, transit, and safety. More information on HRTPO's Performance Management effort is available on HRTPO's website at **https://www.hrtpo.org/408/Performance-Management**.

HAMPTON ROADS TRANSPORTATION NETWORK



AIR TRAVEL

Air travel levels in Hampton Roads have exceeded pre-pandemic levels, largely due to new service and destinations provided by airlines at Norfolk International Airport.

The number of passengers traveling via commercial air service in Hampton Roads has grown in the last few years and the current level greatly surpasses pre-pandemic levels. Over 2.5 million passengers boarded flights at the two commercial service airports in Hampton Roads – Norfolk International (ORF) and Newport News-Williamsburg International (PHF) – in 2024 according to Federal Aviation Administration (FAA) and local airport data. The number of passengers using regional airports increased 46% from 2015 to 2024 and by 14% from 2019 to 2024.


NEWPORT NEWS-WILLIAMSBURG INTERNATIONAL AIRPORT Image Source: NNWIA.

The growth in passenger levels experienced in Hampton Roads has generally exceeded those at other airports. National passenger levels increased by 23% from 2015 to 2024, which is only half of the increase seen in Hampton Roads.

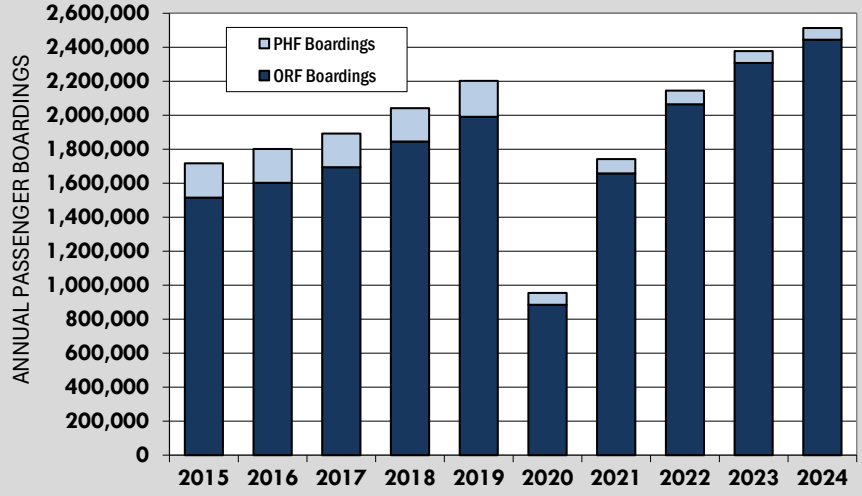
NOTABLE AIR TRAVEL NUMBERS

▲ 46% The change in the number of passengers that used Hampton Roads airports between 2015 and 2024.

▲ 86% The increase in capacity (in terms of available seat-miles) at Hampton Roads airports between 2015 and 2024.

▲ 2% The increase in average airfares at Norfolk International Airport between 2015 and 2024. At Newport News-Williamsburg International Airport, the average airfare increased 12%.

ANNUAL PASSENGER BOARDINGS AT HAMPTON ROADS AIRPORTS, 2015-2024

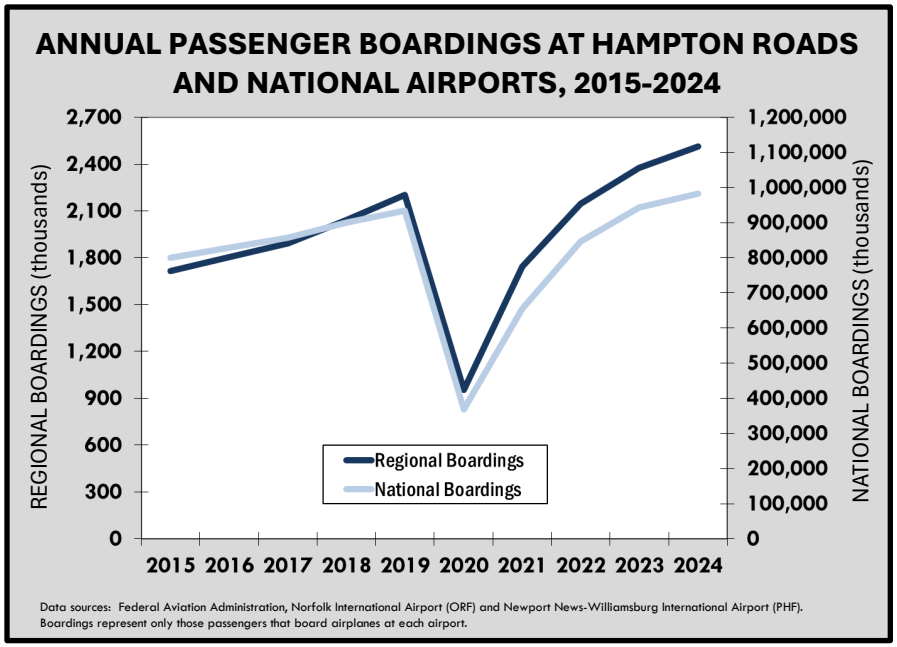


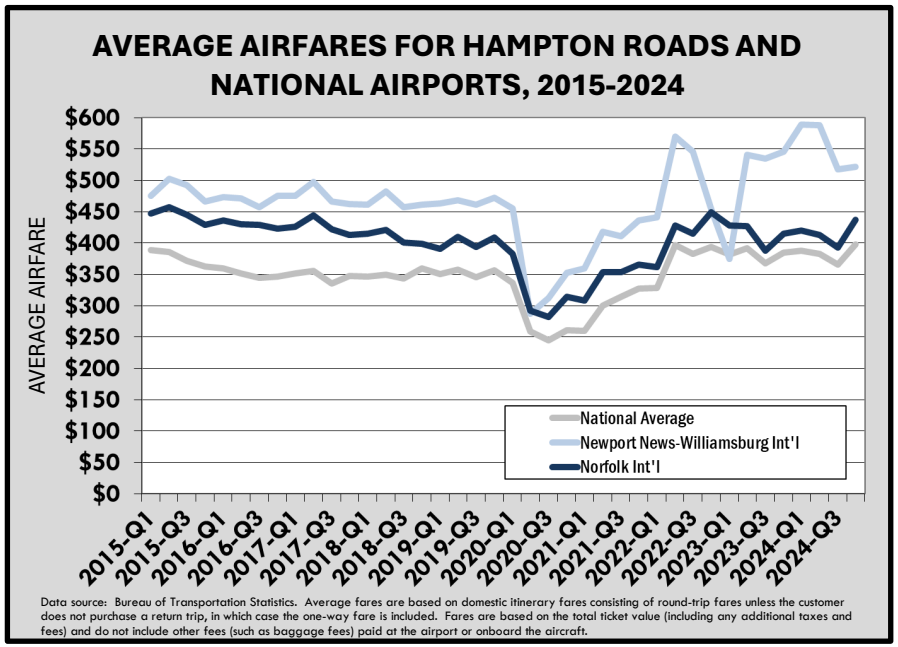
Data sources: Federal Aviation Administration, Norfolk International Airport (ORF) and Newport News-Williamsburg International Airport (PHF). Boardings represent only those passengers that board airplanes at each airport.

AIR TRAVEL

Airfares at Hampton Roads airports were largely decreasing at the end of the last decade, but have increased since the pandemic. In late 2015, average airfares at Norfolk International Airport were $429, which was about $66 higher than the national average. At Newport News-Williamsburg International Airport, airfares ($467) were also above the national average. By the end of 2024, the average airfare at Norfolk International Airport was $437. This was 2% higher than the average airfare in late 2015 and was only $39 higher than the national average. At Newport News-Williamsburg International Airport, the average airfare was $522 at the end of 2024, which is 12% higher than the airfare in 2015 and was $124 higher than the national average.

It should be noted that these airfares only reflect the costs associated with ticket fares and do not include additional fees that have expanded in recent years for checked baggage, seat assignments, ticket changes, early check-in, meals, etc.



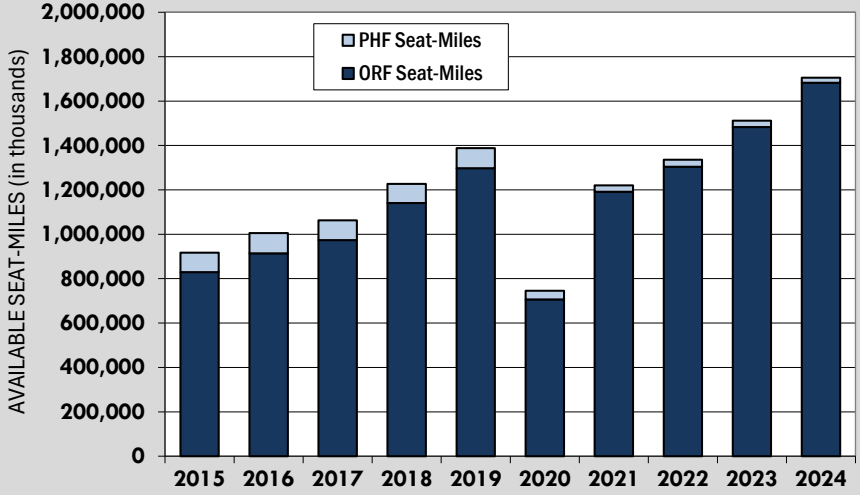


AIR TRAVEL

The number of flights departing from Hampton Roads airports was increasing prior to the pandemic, and while current flight levels are increasing, they are still slightly below pre-pandemic levels. An average of 90 flights depart Hampton Roads each day in 2025 (although this is greatly impacted by seasonal service on some routes). This compares to 97 commercial flights departing from Hampton Roads airports each day prior to the pandemic in 2019.

The number of available seat-miles, a common method of measuring an airport's person-carrying capacity, has greatly exceeded pre-pandemic levels in the region. After falling from nearly 1.4 billion seat-miles departing Hampton Roads in 2019 to 750 million seat-miles in 2020, the number increased to just over 1.7 billion seat-miles available on flights in 2024. This is 86% above the level seen in 2015.

ANNUAL AVAILABLE SEAT-MILES AT HAMPTON ROADS AIRPORTS, 2015-2024



Data source: Bureau of Transportation Statistics. Available seat-miles is a common method of measuring an airport's person-carrying capacity and is equal to the number of seats available multiplied by the number of miles flown.

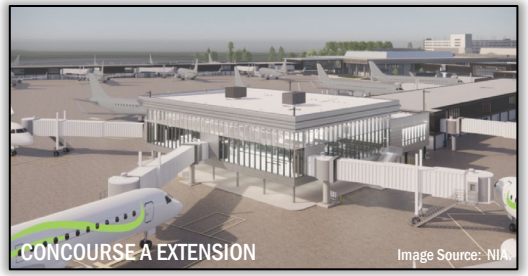
BEHIND THE NUMBERS

Passenger levels and airline capacity (in terms of nonstop flights and available seat-miles) have rebounded from the pandemic in Hampton Roads. As of 2024, passenger levels at Hampton Roads airports were 14% above the level seen prior to the pandemic in 2019. Looking only at Norfolk International, passenger levels have increased by 16% between 2019 and 2024.

Passenger levels at Norfolk International Airport have recovered more quickly than at many other airports. Among the 109 airports in the United States classified as "small" and "medium" by the Federal Aviation Administration (FAA), Norfolk International ranked 29th highest in terms of the largest percentage growth in passenger volumes between 2019 and 2024. By comparison, Richmond International ranked 50th highest during this period.


Image Source: NIA.

Load factors (which are passenger-miles as a proportion of available seat-miles) have also rebounded since the pandemic, changing at Norfolk International Airport from 82.7% in 2019 to 64.8% in 2020 to 82.2% in 2024. The load factor also rebounded at Newport News-Williamsburg International, from 82.5% in 2019 to 59.0% in 2020 to 83.0% in 2024.

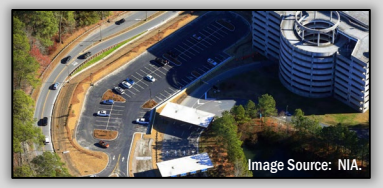


As of 2025 there are a total of 43 airports in 34 markets served nonstop from Hampton Roads. Norfolk International Airport has nonstop flights to all of these airports and markets, while Charlotte is also served nonstop from Newport News-Williamsburg International Airport. This number includes seasonal service and service that is only provided by airlines on certain days of the week.

NEW DEVELOPMENTS

New Service – A number of new markets are being served by nonstop flights from Norfolk International Airport, many of which are served by Breeze Airways. Breeze Airways, which began service at Norfolk International Airport in 2021, provides nonstop service from Hampton Roads to 21 markets, although some of the markets are seasonal service. Breeze Airways will also provide international travel starting in January 2026, with a weekly flight from Norfolk International to Cancun.

In addition, JetBlue Airways began providing service from Norfolk to Boston in April 2025 and to Fort Lauderdale in December 2025.

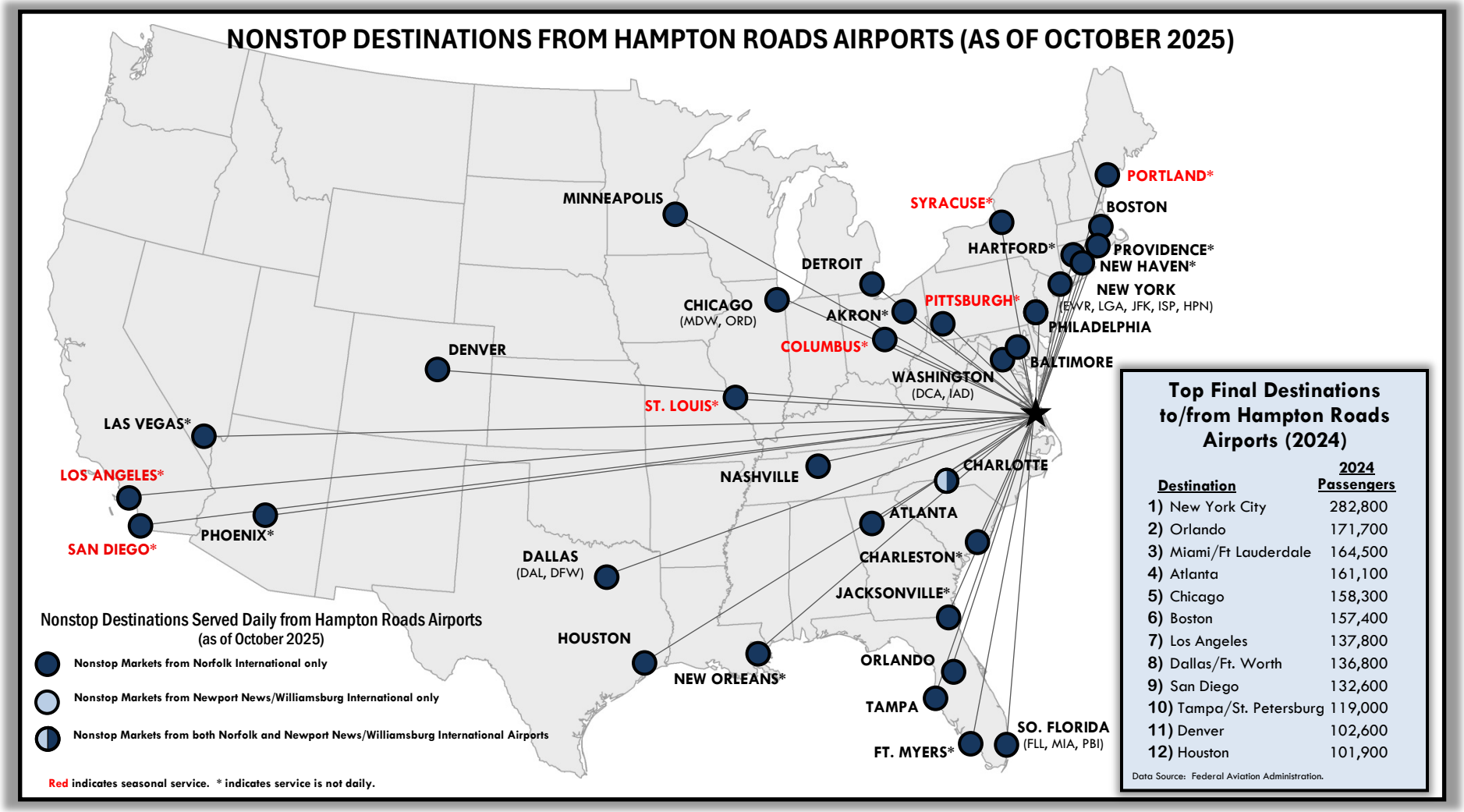


Airport Improvements – There are a number of improvements underway or planned at Norfolk International Airport, including:

- **Runway Rehabilitation** – The main runway was rehabilitated in 2023 and 2024 to extend the service life by 20 years.
- **Park and Wait Lot** – A new 80 space parking lot was opened in December 2024 that provides a no-cost option for drivers to wait for arriving travelers.
- **Concourse A Extension** – This project, which is currently under construction, will add three gates onto the end of the existing Concourse A by 2026.
- **International Arrivals Facility** – A new facility to process international passengers and serve as a Federal Inspection Services facility is currently under construction. The project is expected to be complete by early 2026.
- **New Approach Road** – An improved approach from Robin Hood Road to the airport is currently under construction. The roadway, which also includes a realigned entrance intersection at the airport, is expected to be complete by 2027.
- **Rental Car Facility** – This project will create a new facility to consolidate all rental car companies into one location with rentals, pickups and return service functions all occurring in the same facility. A date for construction to begin has not been finalized.
- **Airport Hotel** – A new hotel will be built on site at Norfolk International Airport, although a date for initiating construction has been paused.
- Additional projects planned for the future include a new enlarged check-in lobby, a combined security checkpoint to serve both concourses, a new checked baggage inspection system, expanded baggage makeup area, and expanded shipping and receiving areas.

The most popular final destination for passengers using Hampton Roads airports in 2024 was New York City, with a total of 282,800 passengers traveling either to or from New York. The second most popular destination from Hampton Roads in 2024 was Orlando with 171,700 passengers, and the third most popular final destination was the Miami/Fort Lauderdale area with 164,500 passengers. By comparison, in 2019 the most popular destination was also New York, with 212,900 passengers.

Of the top twelve markets for Hampton Roads air travelers in 2024, all are served by nonstop service for at least a portion of the year from Hampton Roads airports.



PORT DATA

Cargo levels handled by the Port of Virginia increased greatly over the last decade and reached a record high last year, providing a boost to the regional and statewide economies.

The Port of Virginia is comprised of four facilities in Hampton Roads: Norfolk International Terminals (NIT), Newport News Marine Terminal (NNMT), Portsmouth Marine Terminal (PMT), and the Virginia International Gateway (VIG) facility. The Virginia Port Authority also manages the Port of Richmond and operates an inland port facility near Front Royal. In addition, there are a number of private terminals in the region, such as Lambert's Point Docks and Elizabeth River Terminals.

Hampton Roads continues to be the largest exporter of coal in the country. Nearly 42 million tons of coal were shipped through the region in 2024. The amount of coal shipped through Hampton Roads has fluctuated over the last decade between 22 million tons in 2016 and 43 million tons in 2018. This

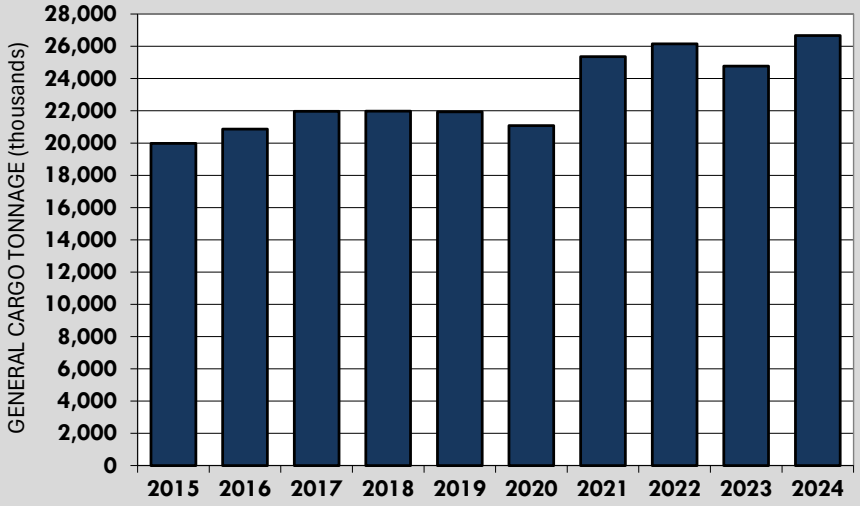
NOTABLE PORT DATA NUMBERS

33% ▲ The increase in general cargo tonnage handled by the Port of Virginia between 2015 and 2024.

52% ▲ The increase in the amount of coal shipped through Hampton Roads from 2015 to 2024.

3rd The rank of the Port of Virginia among East Coast ports in the volume of containerized cargo handled in 2024. Nationally, the Port of Virginia ranked 6th highest.

GENERAL CARGO TONNAGE HANDLED BY THE PORT OF VIRGINIA, 2015-2024

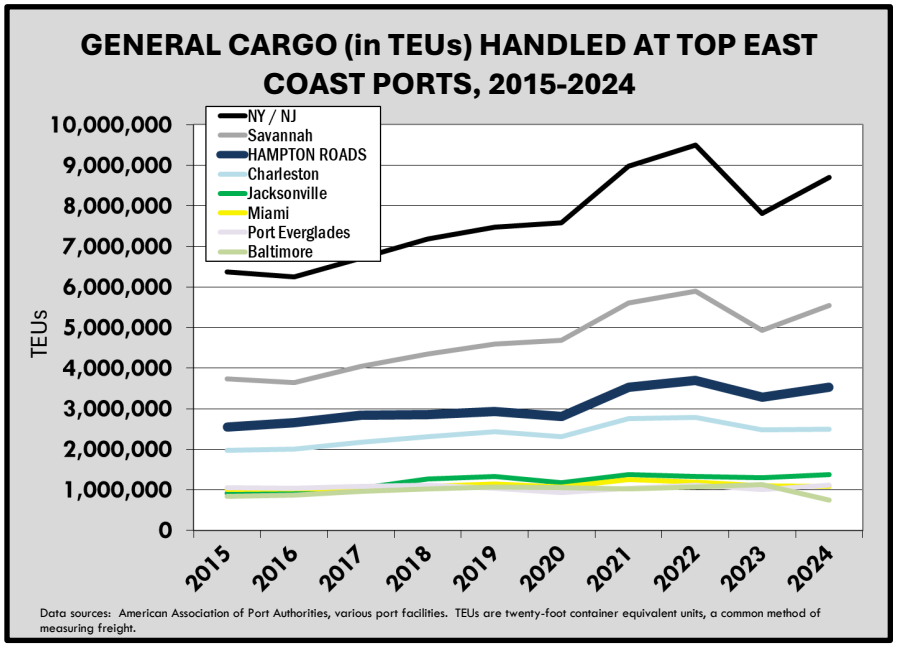


Data source: Virginia Port Authority. Data does not include Virginia Inland Port tonnage.

fluctuation is largely due to the varying cost competitiveness of American coal compared to other countries.

Nearly 27 million tons of general cargo, primarily transported in containers, was handled by the Port of Virginia in 2024. This level of cargo was a record handled by the Port of Virginia, and is 33% higher than the amount handled by the Port in 2015.

The maritime industry also measures containerized cargo using a standard called "20-foot container equivalent units", or TEUs. The Port of Virginia handled over 3.5 million TEUs in 2024. This is up 38% from the 2.5 million TEUs handled in 2015. The Port of Virginia ranked third highest among East Coast ports in the volume (in terms of TEUs) of containerized cargo handled in 2024, and had the highest growth rate among East Coast ports from 2020 to 2024.

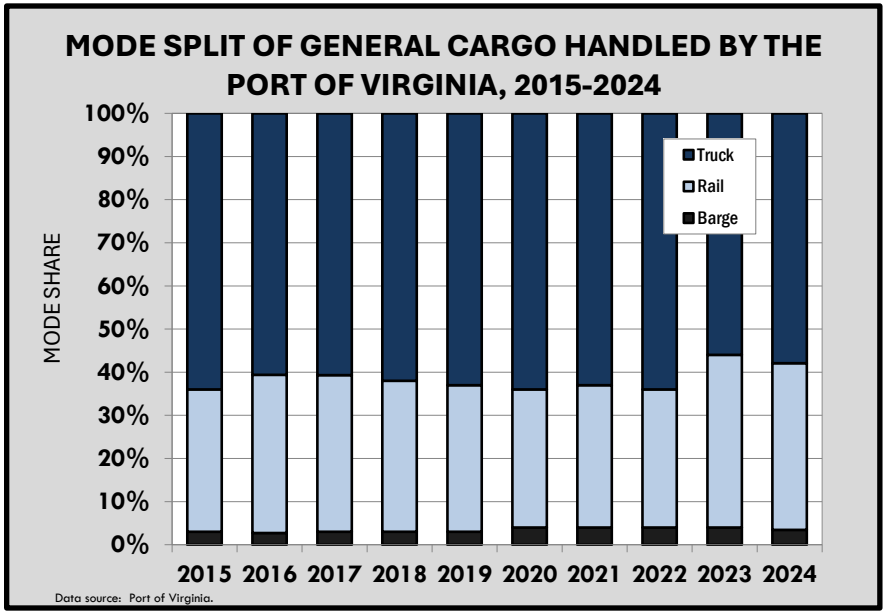


NEW DEVELOPMENTS

Capital Improvements – Work has been completed on a number of major projects at The Port of Virginia, including:

- NIT - Rail improvements and converting NIT South to automated rail-mounted gantry cranes that allow the facility to handle 700,000 more TEUs annually were completed in 2020. Work is currently underway on a similar $650 million project for NIT North, which will further expand the capacity of NIT. Completion of this project is expected by 2027. In addition, expansion of the Central Rail Yard that allows for handling up to nearly two million TEUs by rail annually was completed in 2024.
- VIG – A major expansion project was completed in 2019, which includes an extended berth with new cranes, additional truck gates, and new container and rail yards. These improvements allow VIG to handle over one million more TEUs annually.

Harbor Dredging and Widening – In order to better accommodate the larger ships that have arrived in recent years, the Port of Virginia completed the "Wider, Deeper, Safer" project which deepened the channels from 50 feet to 55 feet and widened the channels to allow for two-way traffic of ultra-large container vessels. Work was completed on the project in 2025.



In 2024, 58% of the general cargo handled by the Port of Virginia arrived or departed by truck, 39% by rail, and 3% by barge. The share of freight moved by rail through the Port of Virginia has increased up from 32% over the last decade.

The cruise industry also has a presence in Hampton Roads, with cruises calling at the Decker Half Moone Cruise Center in Norfolk. Starting in February 2025 and continuing through at least 2027, Carnival Cruise Line is offering year-round sailings from Norfolk via the 3,875-passenger Carnival Sunshine. Destinations offered on 4-9 day cruises include Bermuda, the Bahamas, the eastern Caribbean, and Canada.

HRTPO conducts a number of freight planning efforts such as the Regional Freight Study to better understand the movement of freight and its impacts on the region. More information is available at **https://www.hrtpo.org/402/Freight**.

BEHIND THE NUMBERS

The ships calling at the Port of Virginia have gotten much larger in recent years, largely due to the widening of the Panama Canal. In July 2016 the first ship with a capacity of 10,000 TEUs arrived at the port, but only ten months later, a 13,000 TEU ultra-large container vessel – The Cosco Development – called at the Port. In 2017 the 14,400 TEU CMA-CGM Theodore Roosevelt visited VIG, followed by many other 14,000+ TEU ships. In 2020, a 15,300 TEU ship – the CMA-CGM Brazil – called at the Port. Finally, the 16,000 TEU CMA-CGM Marco Polo first visited the Port in 2021.

Hampton Roads and the Port of Virginia are well-positioned to handle these larger ships. Shipping channels in the Hampton Roads harbor were recently dredged from a depth of 50 feet to 55 feet, and were widened to allow for two-way traffic of ultra-large container vessels. This, along with no overhead restrictions, currently allows for the largest ships in the world to use the Port of Virginia.

Improvements at Norfolk International Terminals and the Virginia International Gateway complex not only will help the Port of Virginia handle this expected growth, but it also provided additional capacity to assist when the Port of Baltimore was blocked by the Francis Scott Key Bridge collapse in March 2024. In the April to June 2024 period, the Port of Virginia handled a 20% increase in cargo volumes from the previous year due to the Key Bridge collapse.

RAIL TRAVEL

There are passenger rail travel options provided to both the Peninsula and the Southside, and regional passenger levels have greatly grown over the last two years, largely due to increased service to the region.

A number of passenger rail options are available in Hampton Roads. Amtrak service is available on the Peninsula in Newport News and Williamsburg, and a little more than a decade ago Amtrak began providing direct service to the Southside in Norfolk. Hampton Roads Transit (HRT) also operates the Tide, a 7.4-mile light rail line, in the City of Norfolk (the Tide is addressed in the Public Transportation section of this report.)

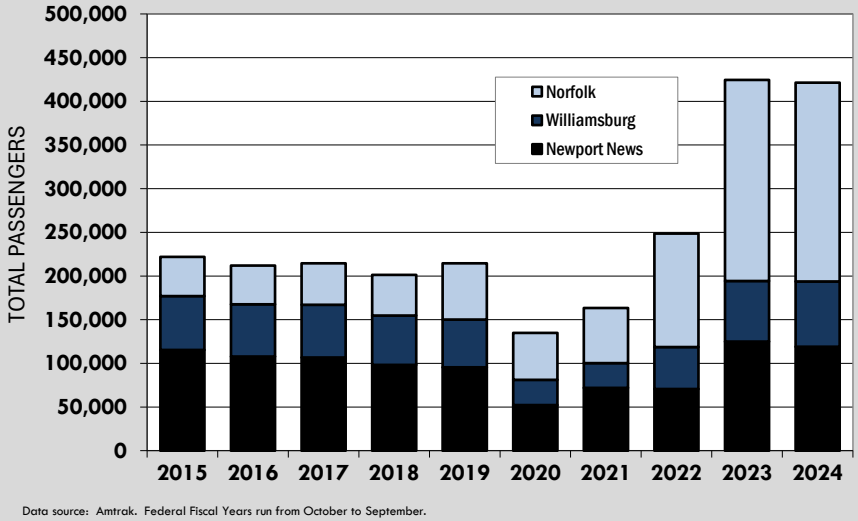
The number of passengers using Amtrak service in Hampton Roads reached record levels in 2023 and remained at nearly the same level in 2024, largely due to increased volumes at the Norfolk station resulting from additional service. There were a total of 421,300 passengers who boarded or departed Amtrak trains in Hampton Roads in Federal Fiscal Year (FFY) 2024, with 119,000 passengers at the Newport News station, 74,800 passengers at the Williamsburg station, and 227,500 passengers at the Norfolk station. The number of passengers boarding or departing Amtrak trains in Hampton Roads increased 71% between FFY 2022 and 2023, and increased 90% from the levels seen in FFY 2015 to FFY 2024.

NOTABLE RAIL TRAVEL NUMBERS

90% ▲ The increase in the number of passengers that boarded or departed Amtrak trains in Hampton Roads between Federal Fiscal Years 2015 and 2024.

6% ▼ The decrease in the number of crashes at highway-rail crossings in Hampton Roads from the 2005-2014 time period to the 2015-2024 period.

TOTAL PASSENGERS BOARDING OR DEPARTING AMTRAK TRAINS IN HAMPTON ROADS, FFY 2015-2024

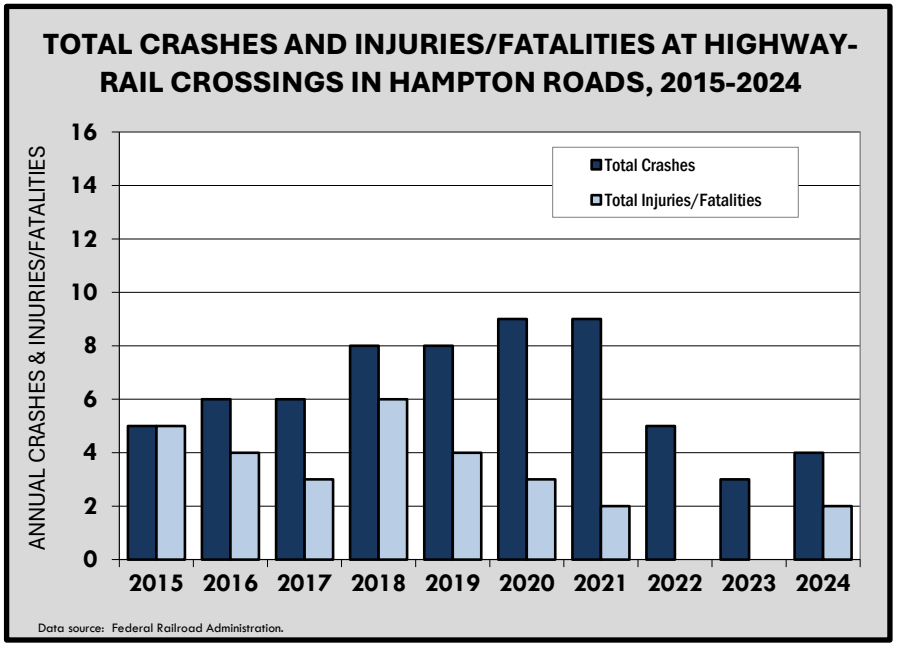


Data source: Amtrak. Federal Fiscal Years run from October to September.

RAIL TRAVEL

With the number of freight and passenger trains crossing the region each day, ensuring the safety of highway-rail crossings is important. There were four crashes between trains and vehicles at highway-rail crossings in Hampton Roads in 2024, resulting in two injuries and no fatalities. Between 2015 and 2024, there were 63 crashes at highway-rail crossings in Hampton Roads, resulting in 5 fatalities and 24 injuries. The number of crashes at Hampton Roads highway-rail crossings has greatly decreased, down from 184 crashes in the 1990s and 102 crashes in the 2000s.

HRTPO conducts a number of planning efforts to improve rail travel in the region. HRTPO has recently completed a study looking at the potential for a **new train station in Suffolk**, and a study prioritizing rail crossings in the region for improvements is underway.



NEW DEVELOPMENTS

Passenger Rail Improvements – Construction has started on widening the Long Bridge over the Potomac River between Northern Virginia and the District of Columbia from 2 to 4 tracks, which will improve rail travel from Hampton Roads to the Northeast. In the short term, however, the recently added third train from Norfolk to Washington D.C. and upcoming additional service to Newport News will be replaced with a bus due to time-of-day construction constraints at the Long Bridge. Construction on the Long Bridge is expected to be complete by 2030. Once complete, three round-trip trains are expected to serve both the Southside and Peninsula routes each day.

Newport News Multimodal Station – The Newport News Transportation Center opened near Bland Boulevard in the City of Newport News on August 22, 2024. The station replaced the Amtrak station near Mercury Boulevard and includes new inter-city bus service, additional parking, and improved connections including HRT, shuttles to the Newport-News Williamsburg airport, and taxi service.

BRIDGES

The large number of rivers, bays, and streams makes bridges a prominent part of the Hampton Roads transportation network. Adequately funding their maintenance, however, will be critical as bridges in Hampton Roads continue to age.

Bridges are a vital component of the Hampton Roads transportation network. Major spans such as the Hampton Roads Bridge-Tunnel, Monitor-Merrimac Memorial Bridge-Tunnel, Coleman Bridge, James River Bridge, and High Rise Bridge provide a connection between distinct areas of the region. Bridges on the Interstate system create a limited-access network designed to improve mobility throughout the region, while smaller structures such as culverts span the myriad of creeks, swamps, and streams in the region.

There are 1,279 bridges* in Hampton Roads. These important components of the roadway network, however, are aging. The median age of bridges in Hampton Roads is currently 44 years old, and 124 bridges (10%) are at least 70 years old.

All bridges in Hampton Roads are inspected regularly by qualified inspectors. Depending on the condition and design of each bridge, these inspections occur at intervals of two years or less. Based on these inspections, bridges may be classified as being in good, fair, or poor condition. Bridges in poor condition are structures with elements that need to be monitored and/or repaired. They typically need to be rehabilitated or replaced to address deficiencies. It must be noted, however, that bridges in poor condition are not necessarily unsafe. Bridge inspectors

* - Bridges are defined by the National Bridge Inventory as any structure that carries or spans vehicular traffic on a public roadway and has a length of more than 20 feet. Bridges less than or equal to 20 feet in length are not included in these statistics, nor are bridges on military bases and private property.

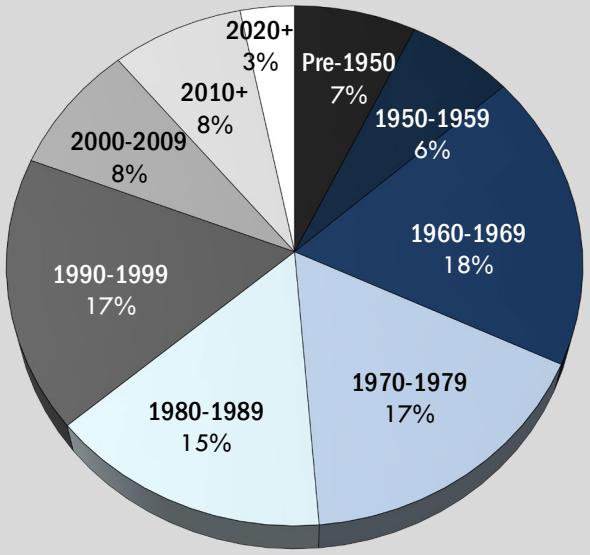
NOTABLE BRIDGE NUMBERS

2.7% The percentage of bridges in Hampton Roads that were classified as being in poor condition as of August 2025.

10% The percentage of bridges in Hampton Roads that are at least 70 years old as of 2025.

32nd Hampton Roads rank among 41 large metropolitan areas with populations between one and four million people in terms of the percentage of bridges in poor condition.

BRIDGES IN HAMPTON ROADS BY YEAR BUILT

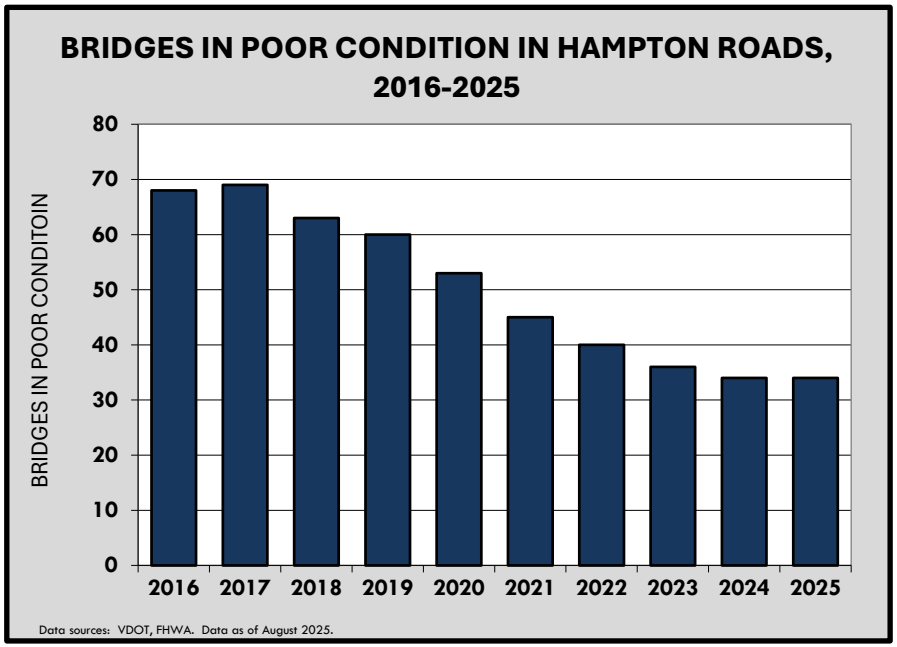


Data sources: VDOT, FHWA. Data as of August 2025.

will close or impose weight limits on any bridge that is judged to be unsafe.

There were 34 bridges (2.7%) that were classified as being in poor condition in Hampton Roads as of August 2025. This number has decreased nearly every year since 2017, when 69 bridges (5.5%) in the region were classified as being in poor condition.

The percentage of bridges that are classified as being in poor condition in Hampton Roads is better than the percentage in many other comparable metropolitan areas. Hampton Roads ranks 32nd highest among 41 large metropolitan areas with populations between one and four million people in the percentage of bridges classified as being in poor condition in each region.



NEW DEVELOPMENTS

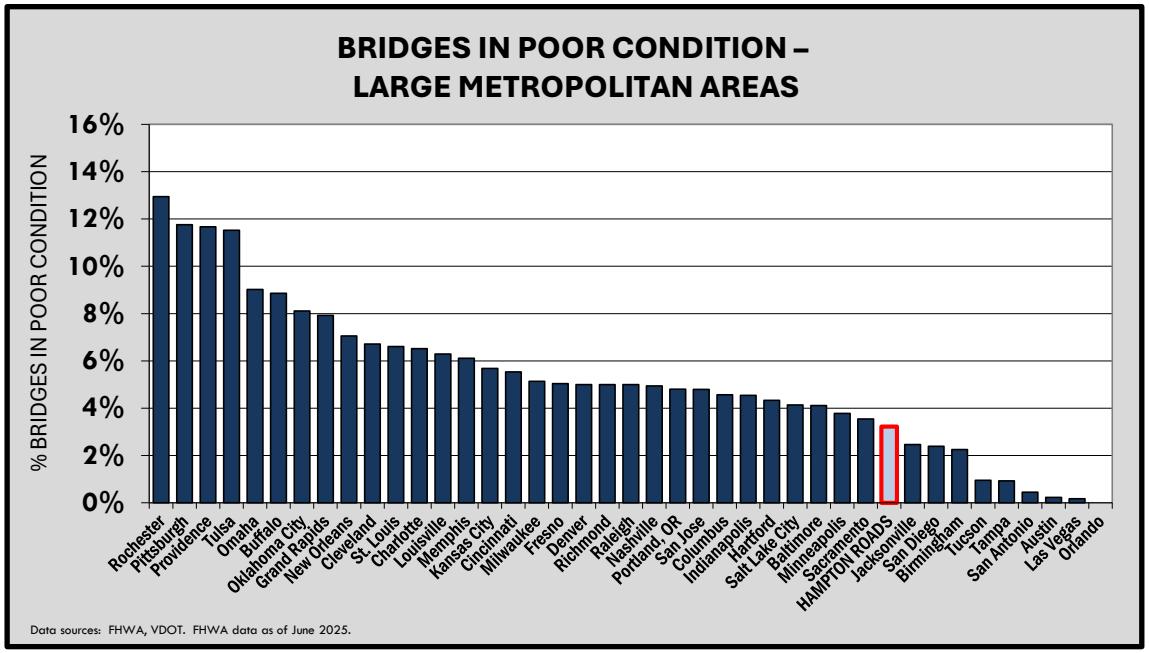
Hampton Roads Bridge-Tunnel Widening – Construction continues on the widening of I-64 at and adjacent to the Hampton Roads Bridge-Tunnel. The project includes the addition of twin 2-lane bored tunnels to the west of the existing tunnels and the widening of the adjacent 4-lane segments of the I-64 corridor between I-664 at the Hampton Coliseum and I-564. Completion of the HRBT project is expected to occur in early 2027.

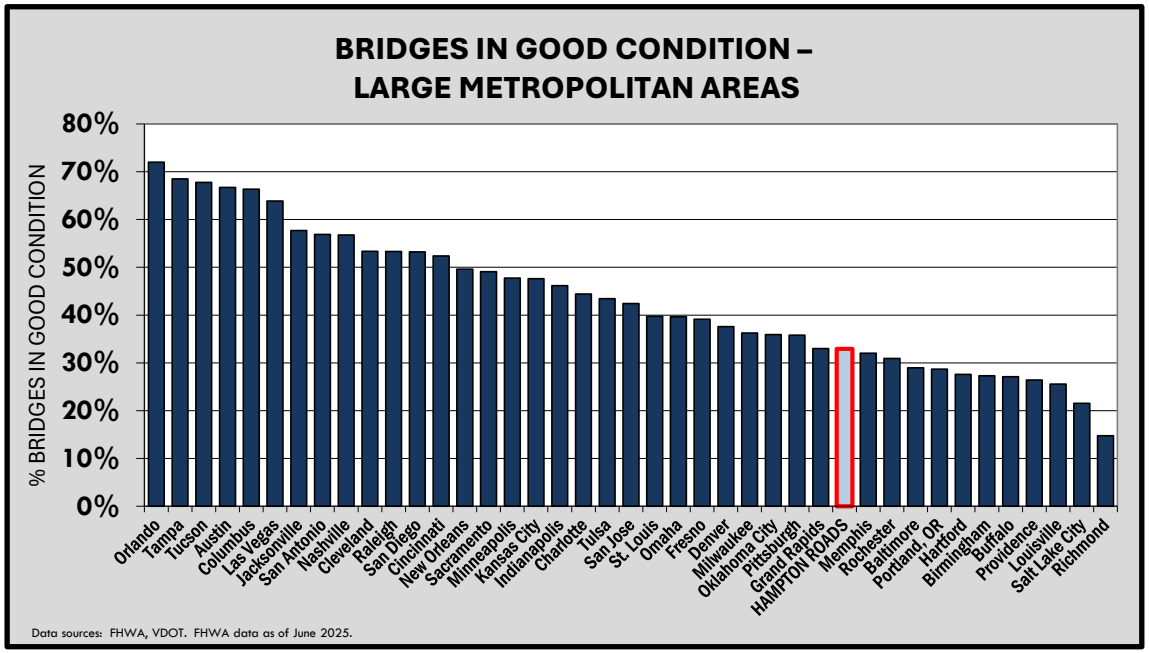
Statewide Special Structures – There are many large and unique bridge and tunnel structures located throughout Virginia, and in particular in the Hampton Roads region. VDOT has identified 25 Special Structures throughout the Commonwealth that are tunnels, movable bridges, or large and complex structures. A special fund was created by legislation to rehabilitate/replace, operate, and maintain 17 of these structures that are not currently covered by existing contracts or ongoing projects, of which 7 are located in Hampton Roads. The fund will provide $1.1 billion to Special Structures for Fiscal Years 2026 – 2031.

BRIDGES

Hampton Roads ranks much lower, however, in terms of the percentage of bridges that are classified in "Good" condition using federal standards. At 33%, Hampton Roads ranks 12th lowest among the 41 comparable metropolitan areas between one and four million people in terms of the percentage of bridges classified as being in good condition.

HRTPO released an update to the Hampton Roads Regional Bridge Study in 2025. The Hampton Roads Regional Bridge Study, which analyzes various aspects of the bridges throughout the region, is available on HRTPO's website at **https://www.hrtpo.org**.





PAVEMENT CONDITION

VDOT's pavement rehabilitation efforts have greatly improved the condition of roadways in Hampton Roads, but pavement in the region is generally in worse condition than in other areas of the Commonwealth.

VDOT annually prepares the State of the Pavement report, which details the condition and ride quality of state-maintained roadways. VDOT produces this report using data collected annually on each mile of Interstate and Primary roadway throughout the state and a sample of Secondary roadways. Based on this data, VDOT categorizes both the pavement condition and ride quality of Virginia roadways.

Pavement condition describes the amount of pavement distresses – such as cracking, patching, and rutting – on each roadway. The Critical Condition Index (CCI) is a measure that is calculated based on these distresses. Pavement condition is rated as excellent, good, fair, poor, or very poor based on the CCI. Roadways that are in poor or very poor condition are considered to be deficient, and VDOT has a goal that no more than 18% of Interstate and Primary roadway pavement condition be classified as deficient.

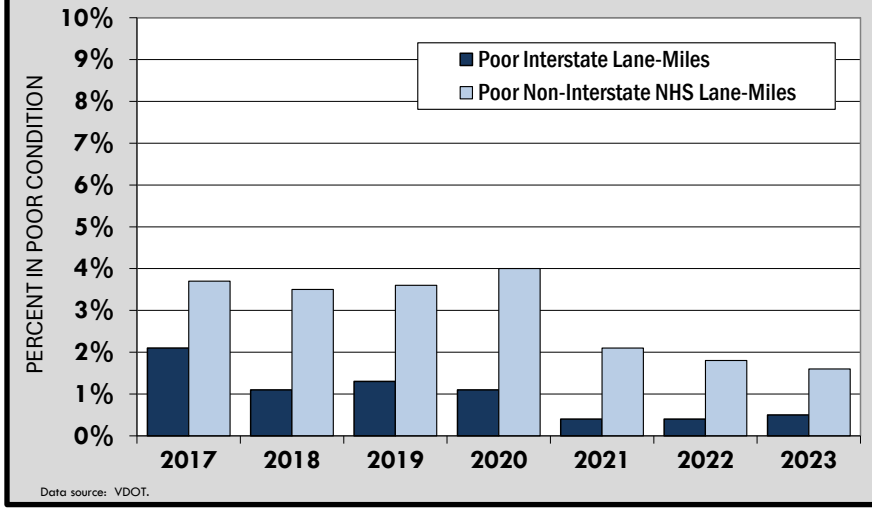
The percentage of roadways in poor condition in Hampton Roads has greatly improved in recent years. As recently as 2010, more than one third of state-maintained Interstate and Primary roadways in Hampton Roads had a deficient pavement condition. As of 2023 only 0.5% of Interstate mileage and 1.6% of non-interstate National Highway System (NHS) mileage in Hampton Roads had a poor pavement condition.

NOTABLE PAVEMENT CONDITION NUMBERS

0.5% Percent of interstate lane-miles in Hampton Roads that were in poor condition in 2023. This is down from 2.1% in 2017.

1.6% Percent of non-interstate National Highway System (NHS) lane-miles in Hampton Roads that had a poor pavement condition in 2023. This is down from 4.0% in 2020.

PERCENT OF INTERSTATE AND NON-INTERSTATE NHS ROADWAY PAVEMENT IN POOR CONDITION IN HAMPTON ROADS, 2017-2023

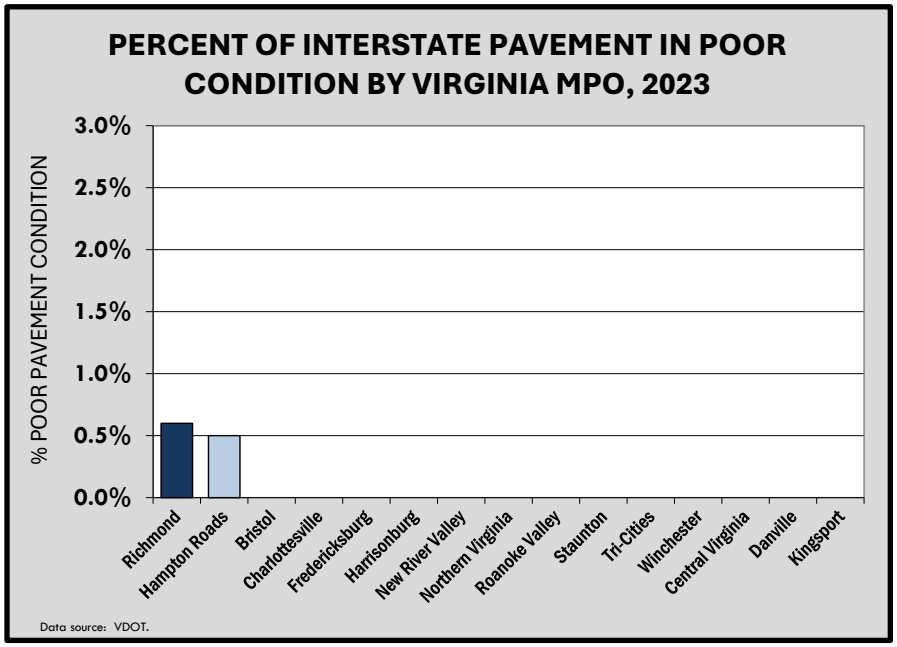


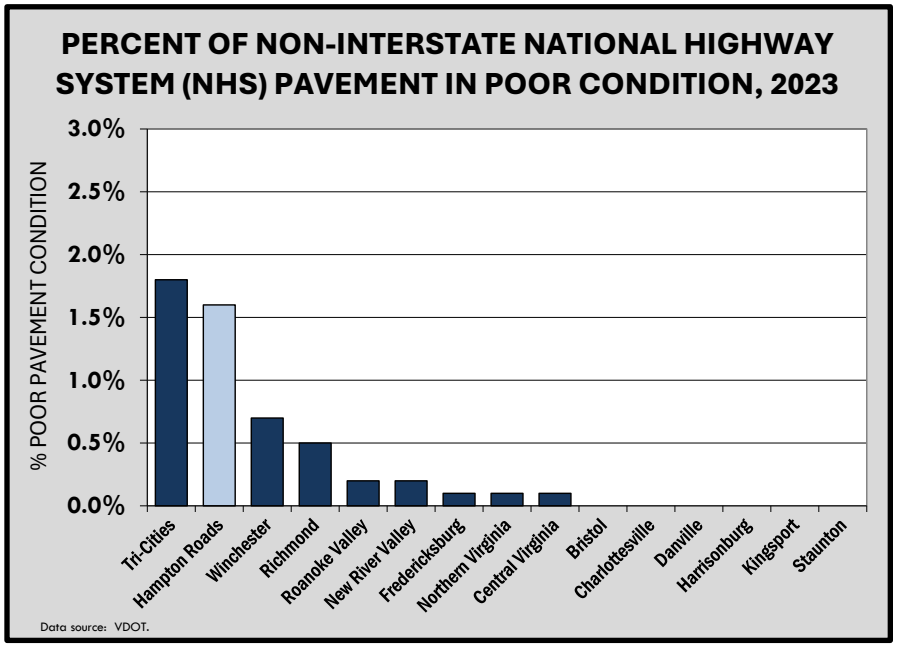
Data source: VDOT.

PAVEMENT CONDITION

While the percentage of pavement in poor condition has improved in Hampton Roads, the percentage of pavement in good condition has decreased. The percentage of interstate mileage in Hampton Roads with pavement in good condition decreased from 54% in 2017 down to 52% in 2023. The percentage of non-interstate NHS in good condition also decreased, from 20% in 2017 to 16% in 2023.

The pavement condition in Hampton Roads is in worse condition than in other areas of the state. At 0.5%, the percentage of interstate pavement in poor condition in 2023 is higher than in every other area throughout the state other than Richmond. All other areas throughout the state have no Interstate pavement in poor condition. In terms of the non-interstate NHS, the percentage of pavement in poor condition in 2023 is higher in Hampton Roads (1.6%) than every other metropolitan area throughout Virginia except for the Tri-Cities.





ROADWAY USAGE

Roadway travel levels in Hampton Roads were greatly impacted by the COVID-19 pandemic, but recently have recovered to exceed pre-pandemic levels based on VDOT estimates.

The amount of roadway travel is measured in terms of vehicle-miles of travel, which is the total number of miles every vehicle in the region travels over a period of time. VDOT annually releases estimates of roadway travel levels based on traffic counts collected on a regular basis. VDOT estimates that there were 42.6 million vehicle-miles of travel (VMT) on the typical day in Hampton Roads in 2024.

I-564 APPROACHING NAVAL STATION NORFOLK

Image Source: HRTPO

The amount of roadway travel was increasing in Hampton Roads prior to the pandemic according to VDOT estimates. Between 2015 and 2019, there was a 6% increase in daily vehicular travel in Hampton Roads. However, roadway travel in the region

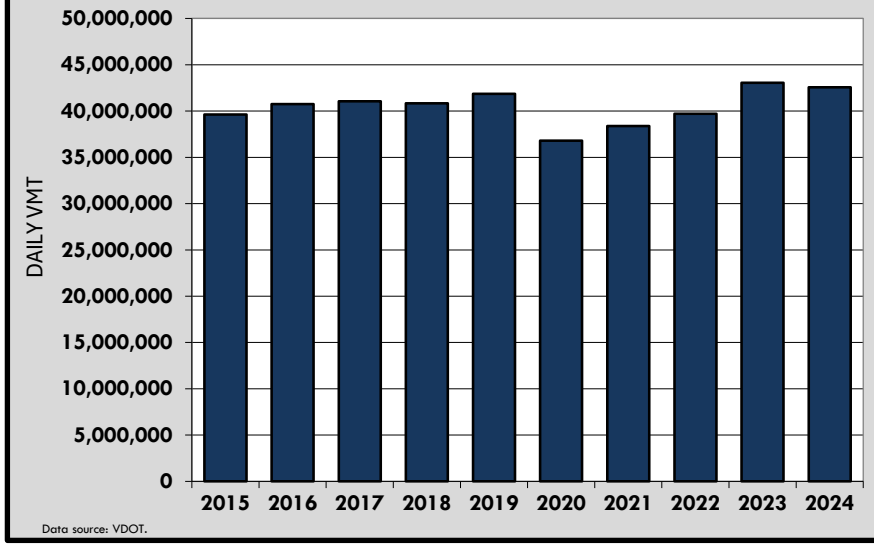
NOTABLE ROADWAY USAGE NUMBERS

7% The increase in daily roadway travel in Hampton Roads between 2015 and 2024 according to VDOT estimates.

1% The change in the amount of daily roadway travel in Hampton Roads between 2015 and 2024 based on regional continuous count stations.

25th Hampton Roads rank among 41 large metropolitan areas with populations between one and four million people in terms of vehicular travel per capita in 2023.

DAILY VEHICLE-MILES OF TRAVEL (VMT) IN HAMPTON ROADS, 2015-2024



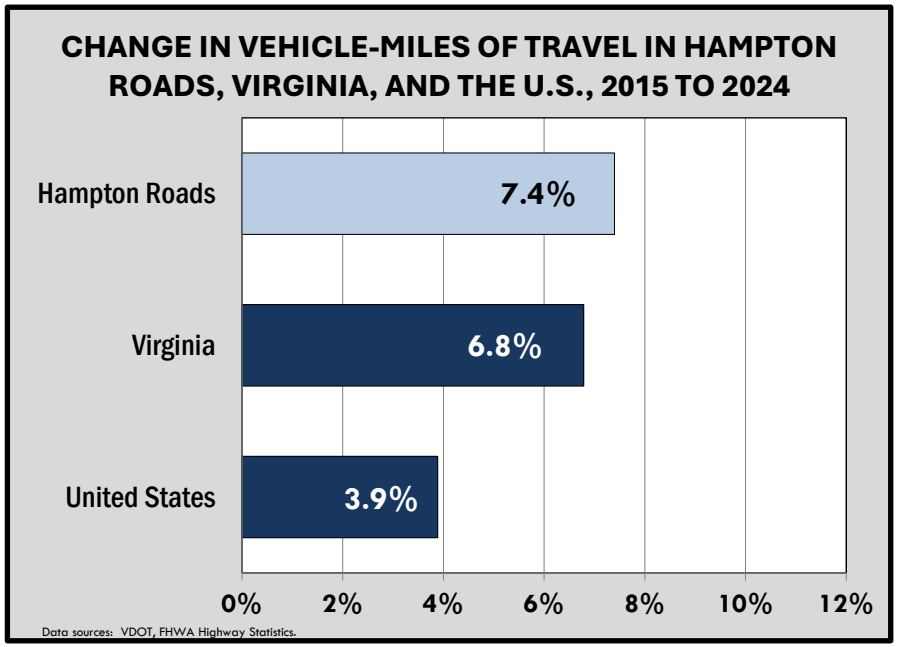
Data source: VDOT.

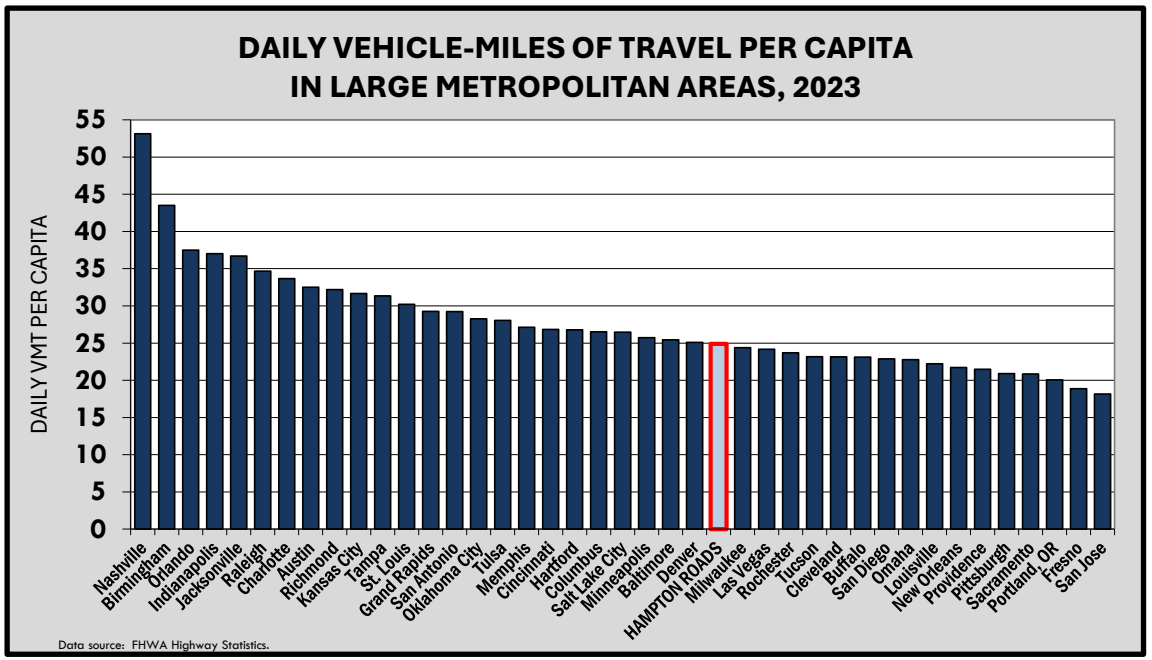
decreased due to the pandemic, with a 12% decrease in regional roadway travel between 2019 and 2020. Roadway travel increased 16% from 2020 to 2024, and has finally returned to pre-pandemic levels according to VDOT estimates.

Similar to Hampton Roads, both Virginia and the United States experienced a significant decrease in roadway travel due to the pandemic, but have seen recent roadway travel levels exceed pre-pandemic conditions. Roadway travel increased by 7% in Virginia between 2015 and 2024, similar to the growth seen in Hampton Roads. Across the country, roadway travel increased 4% from 2015 to 2024, below the growth seen both in Hampton Roads and throughout Virginia.

The vehicular travel per capita in Hampton Roads was 24.1 vehicle-miles per person per day in 2024, down 0.4% from 24.2 daily vehicle-miles per capita in 2019 and up 5% from 23.0 per day in 2015.

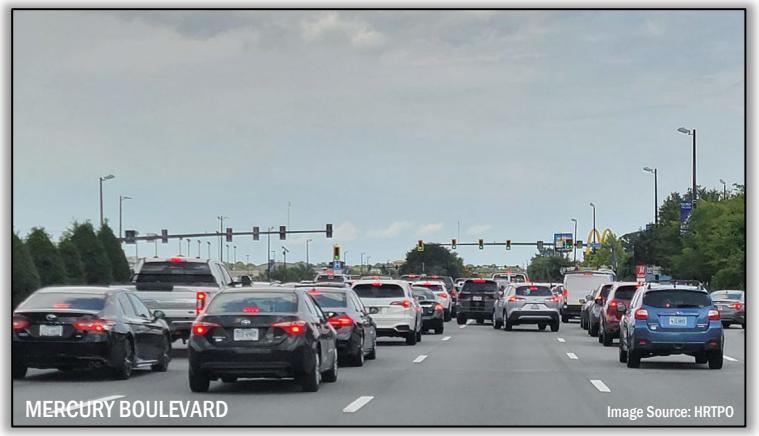
Among 41 large metropolitan areas in the United States with populations between one and four million people, Hampton Roads ranked 25th highest in vehicular travel per capita (25.0) in 2023. Nashville experienced roadway travel levels that were more than twice the levels seen in Hampton Roads, and areas such as Birmingham, Orlando, Indianapolis and Jacksonville had at least 10 more miles of travel daily per capita than Hampton Roads.



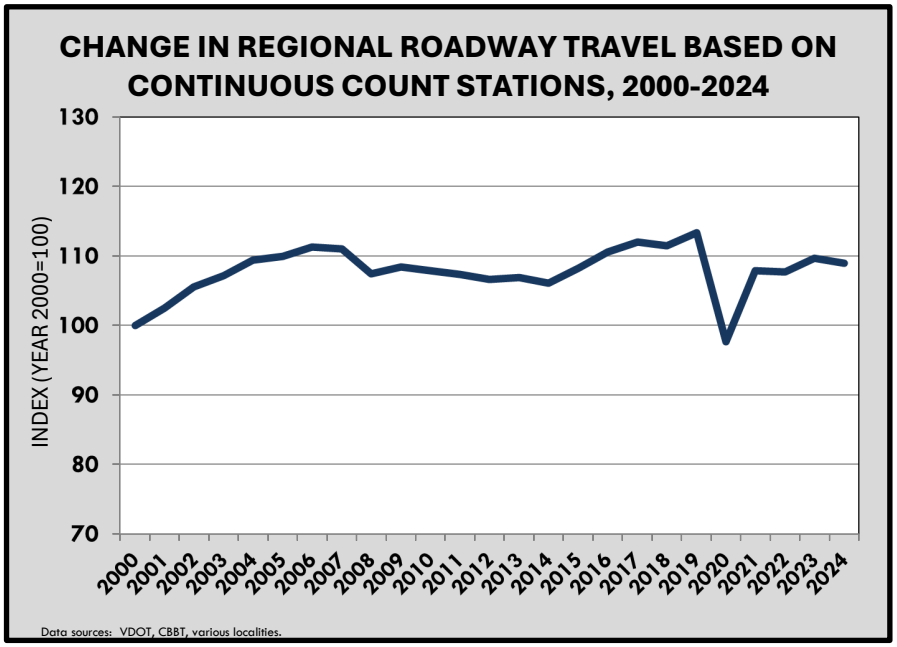


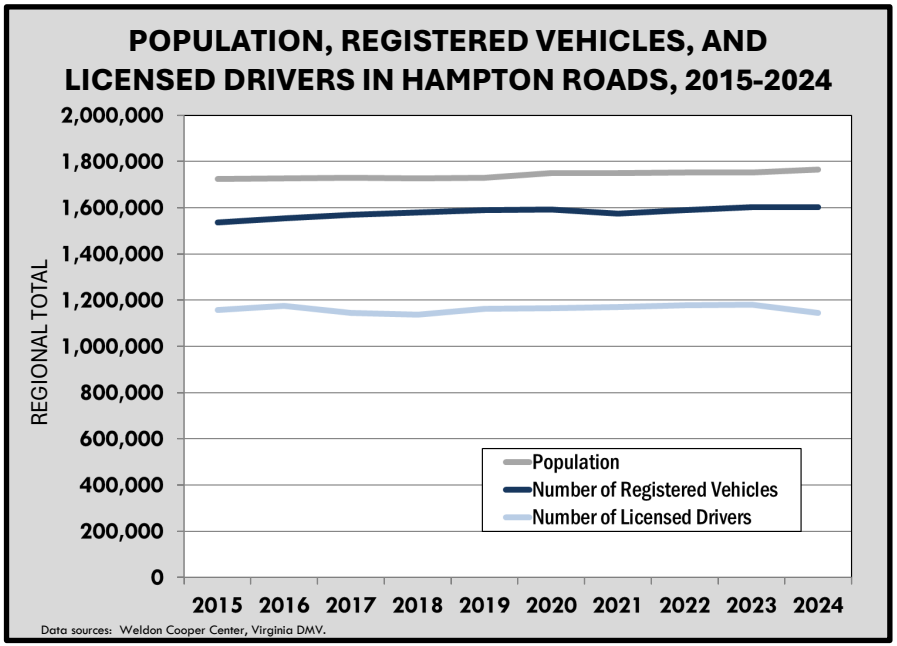
ROADWAY USAGE

Another method of measuring the change in roadway travel is by using count stations that continuously collect traffic volume data throughout the entire year. In Hampton Roads there are approximately 80 locations equipped with continuous count stations, primarily on major roadways such as freeways and principal arterials. Based on the data collected at these locations, regional traffic volumes grew 9% between 2000 and 2024. However, regional traffic volumes actually decreased by 0.6% from 2023 to 2024 after increasing each year since the heights of the pandemic.



There were 1,604,000 vehicles registered in Hampton Roads in 2024, or 0.91 vehicles for every Hampton Roads resident. The growth in the number of registered vehicles between 2015 and 2024 (+4.4%) was higher than the growth in population (+2.3%) over this period.



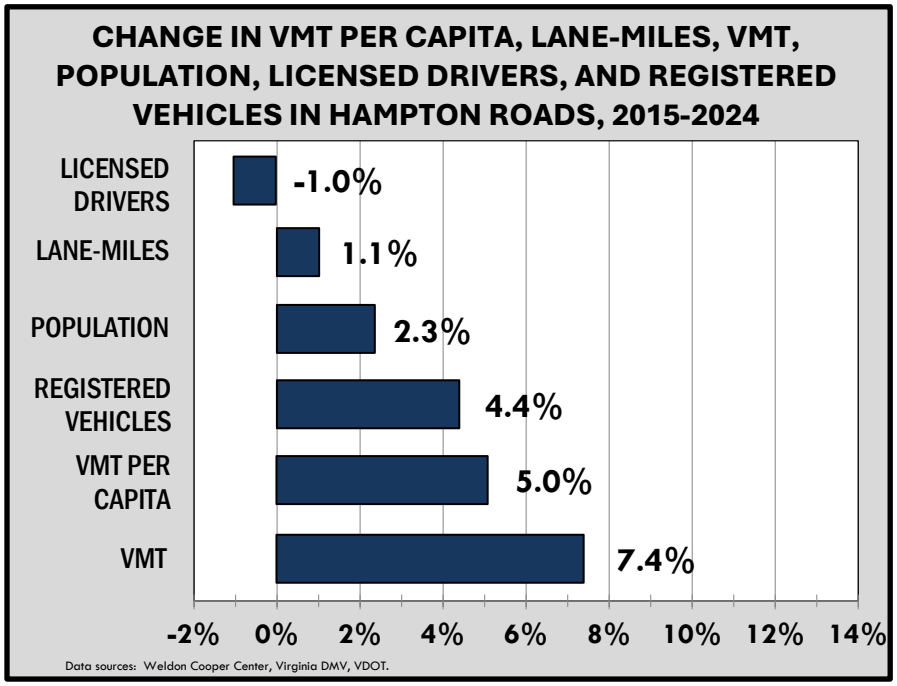


ROADWAY USAGE

The change in the number of licensed drivers in Hampton Roads, however, has not outpaced population growth. There were 1,146,000 licensed drivers in Hampton Roads in 2024 – down 1.0% from 2015 – and there were 1.40 registered vehicles for every licensed driver. This 1.40 registered vehicles per licensed driver rate in 2024 is higher than the rate in the region in 2015 (1.33).

Between 2015 and 2024, the amount of roadway capacity in Hampton Roads in terms of lane mileage* increased by 1.1%. This is lower than both the growth in the regional population (+2.3%) and the change in regional vehicle-miles traveled (+7.4%).

* - 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.



CONGESTION DATA

Congestion levels are largely similar in Hampton Roads to other comparable metropolitan areas throughout the country, although travel is more unreliable in Hampton Roads than in many other areas.

FHWA publishes the Urban Congestion Report – which provides an analysis of traffic congestion and reliability in 54 metropolitan areas throughout the United States – on a quarterly basis. This analysis is performed by the Texas A&M Transportation Institute for FHWA using vehicle-probe-based travel times from FHWA's National Performance Management Research Data Set (NPMRDS). The NPMRDS includes data for the entire National Highway System (NHS), which includes Interstates, principal arterials, and other roadways critical to strategic defense and intermodal transport.

As part of the Urban Congestion Report, FHWA reports the amount of congestion in each metropolitan area using a measure called the travel time index. The travel time index is the ratio of the travel time the average trip takes during the peak period in each region as compared to uncongested conditions. A travel time index value of 20% means that the extra travel time a typical trip takes during a particular time of the day is 20% more than the same trip would take during uncongested conditions.

The Hampton Roads travel time index was 1.15 in 2024, meaning the typical trip took on average 15% longer than the same trip during uncongested conditions. The regional travel time index varied between 1.18 and 1.23 between 2015 and 2019 before decreasing during the pandemic, and the regional travel time index has not returned to pre-pandemic levels.

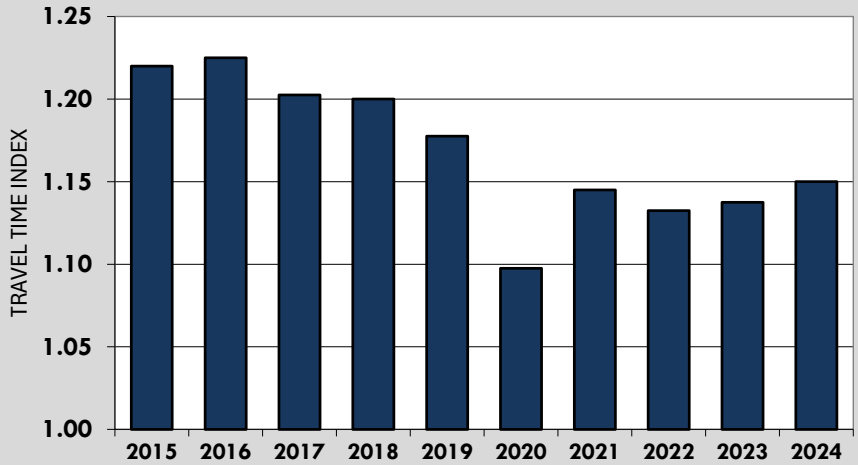
NOTABLE CONGESTION NUMBERS

17th Hampton Roads rank among large areas with populations between one and four million people in terms of the travel time index in 2024.

9th Hampton Roads rank among large areas with populations between one and four million people in terms of the planning time index in 2024.

17th Hampton Roads rank among large areas with populations between one and four million people in terms of the average amount of time it took to travel 10 kilometers in 2024.

TRAVEL TIME INDEX IN HAMPTON ROADS, 2015-2024



Data source: FHWA.

CONGESTION DATA

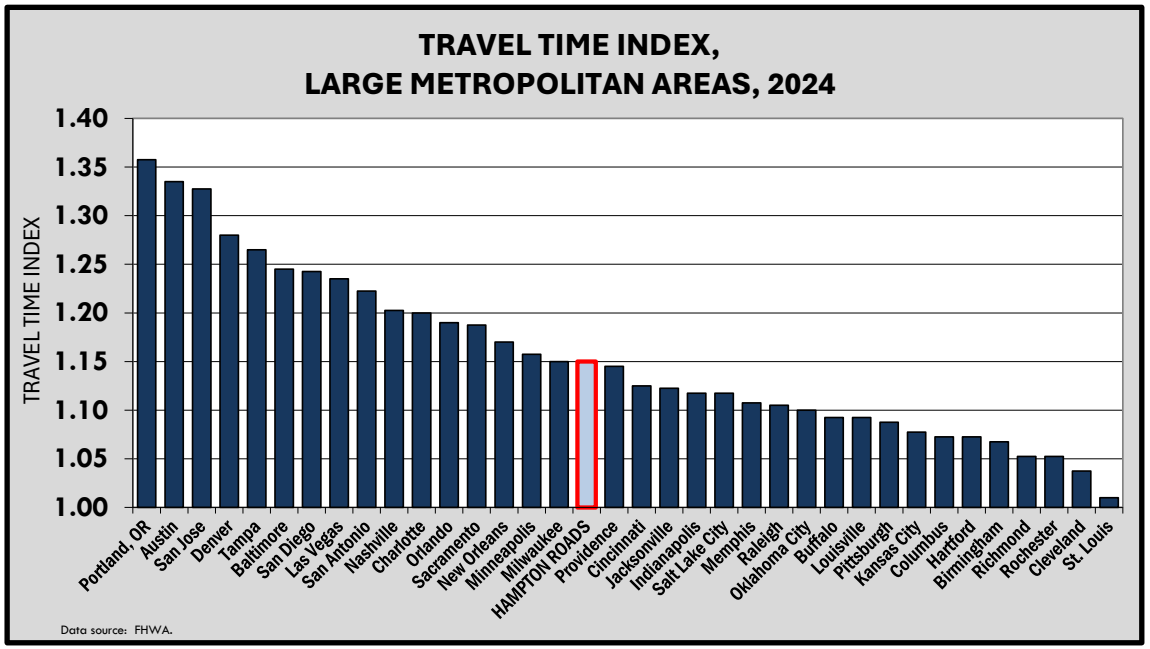
Among the 36 metropolitan areas with populations between one and four million people where FHWA reports congestion data, Hampton Roads ranked 17th highest in terms of the regional travel time index in 2024.

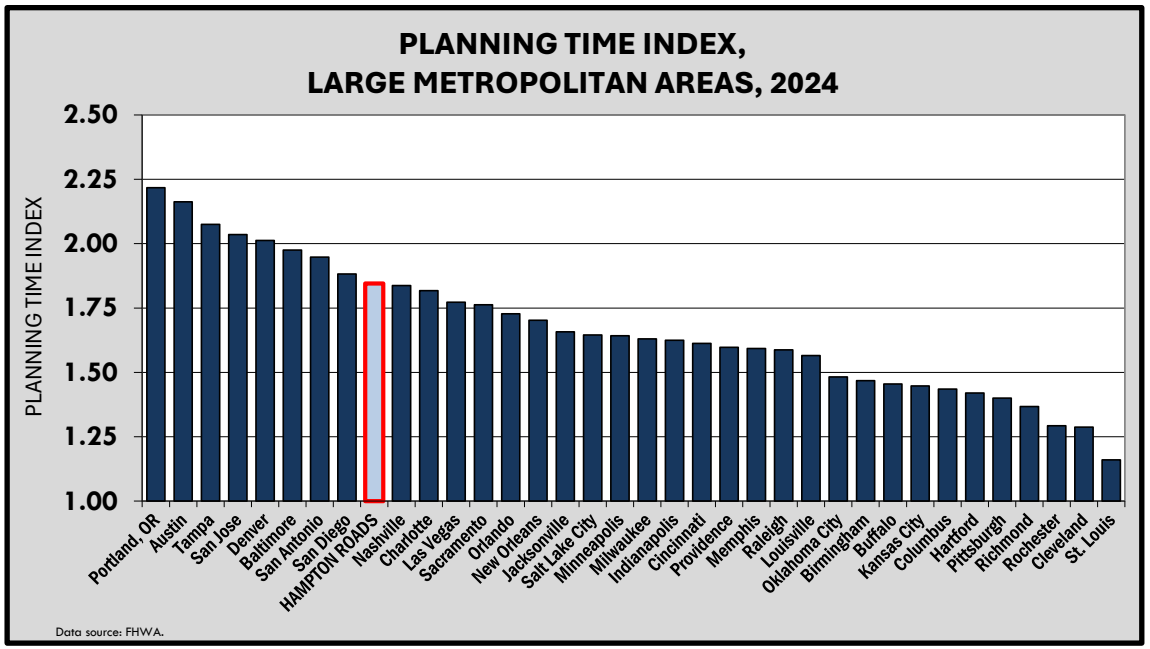
Another measure included in the Urban Congestion Report is the planning time index. The planning time index is a measure that describes the reliability of the roadway network. It represents the total time that should be planned for a trip so that the driver would arrive on time 95% of the time.

The planning time index in Hampton Roads was 1.85 in 2024 according to the Urban Congestion Report. This means that for an average uncongested 20-minute trip, just over 37 minutes should be allocated during peak periods to be on time 95% of the time. By comparison, the planning time index was 1.82 in Hampton Roads in 2019.

The planning time index is higher in Hampton Roads than in most other comparable metropolitan areas. Among the 36 metropolitan areas included in the Urban Congestion Report with populations between one and four million people, Hampton Roads had the 9th highest planning time index in 2024.

In addition to the FHWA Urban Congestion Report, TomTom, a consumer electronics and navigation technology company, produces measures of traffic congestion in 80 metropolitan areas throughout the United States and over 400 areas worldwide. TomTom prepares this analysis using anonymous





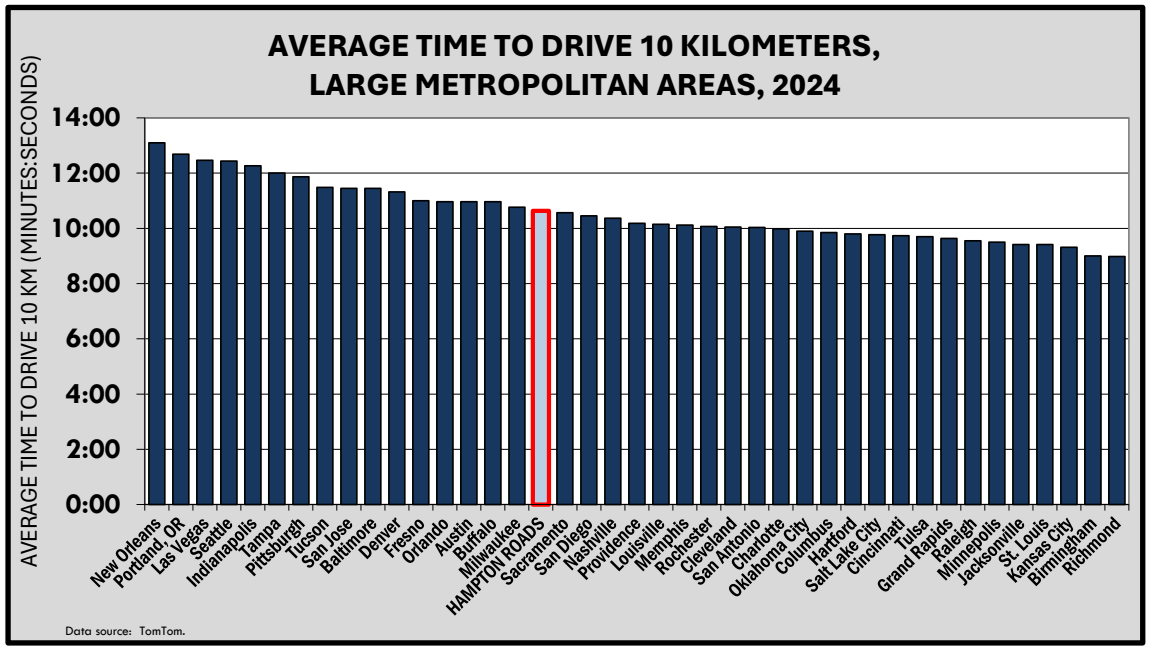
CONGESTION DATA

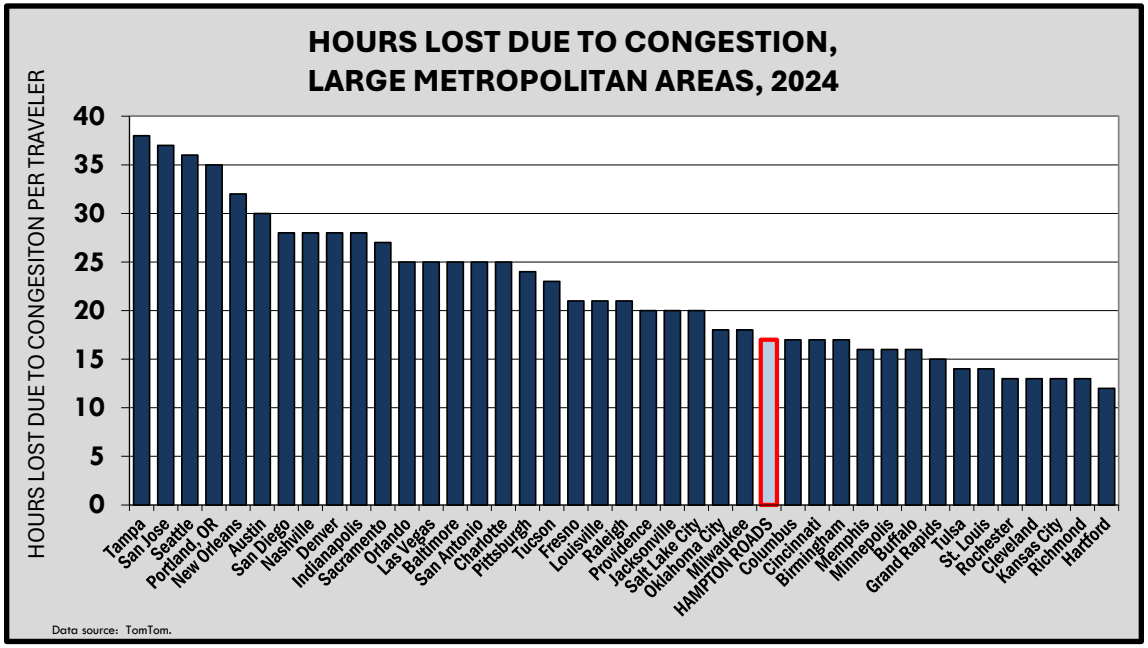
GPS data that they collect from navigation devices, vehicle in-dash systems, and smartphones applications.

TomTom looked at regional travel times for the year 2024 in order to determine the amount of time it takes on average to drive 10 kilometers. In Hampton Roads, the average time to drive 10 kilometers in 2024 was 10 minutes and 38 seconds. According to TomTom, the hours in Hampton Roads with the highest travel times were between 4-6 pm on Tuesdays, Wednesdays, Thursdays, all at an average of more than 12 minutes to travel 10 kilometers.

This average time to travel 10 kilometers in Hampton Roads is slightly higher than those in other comparable areas. Among the 41 metropolitan areas with populations between one and four million people, Hampton Roads ranked 17th highest in terms of average 10-kilometer travel time in 2024.

TomTom also produces a measure of the amount of time lost to congestion based on their data. According to TomTom, Hampton Roads travelers lost an average of 17 hours due to being stuck in congestion in 2024. This is slightly lower than the average in comparable metropolitan areas. Among the 41 metropolitan areas with populations between one and four million people, Hampton Roads ranked 27th highest in terms of the average number of hours travelers lost due to congestion.





COMMUTING

In spite of having one of the highest percentages of commuters that work in a jurisdiction that is different than the one they reside in, the travel time to work in Hampton Roads is comparable to many other areas.

The United States Census Bureau annually collects and releases socioeconomic data through the American Community Survey (ACS). As part of the ACS, information regarding the commuting characteristics of residents, including commuting modes, travel time to work, and the localities where commuters work and live, is collected for each metropolitan area.

According to the ACS, the mean travel time to work in Hampton Roads was 25.5 minutes in 2024. The regional mean travel time to work has increased each year since the pandemic and is up from 24.8 minutes a decade ago in 2015.

Among the 41 large metropolitan areas throughout the United States with a population between one and four million people, Hampton Roads has a typical travel time to work, ranking 20th highest in 2024. Since 2008, Hampton Roads has ranked between 20th highest and 31st highest in terms of travel time to work among the 41 large metropolitan areas.

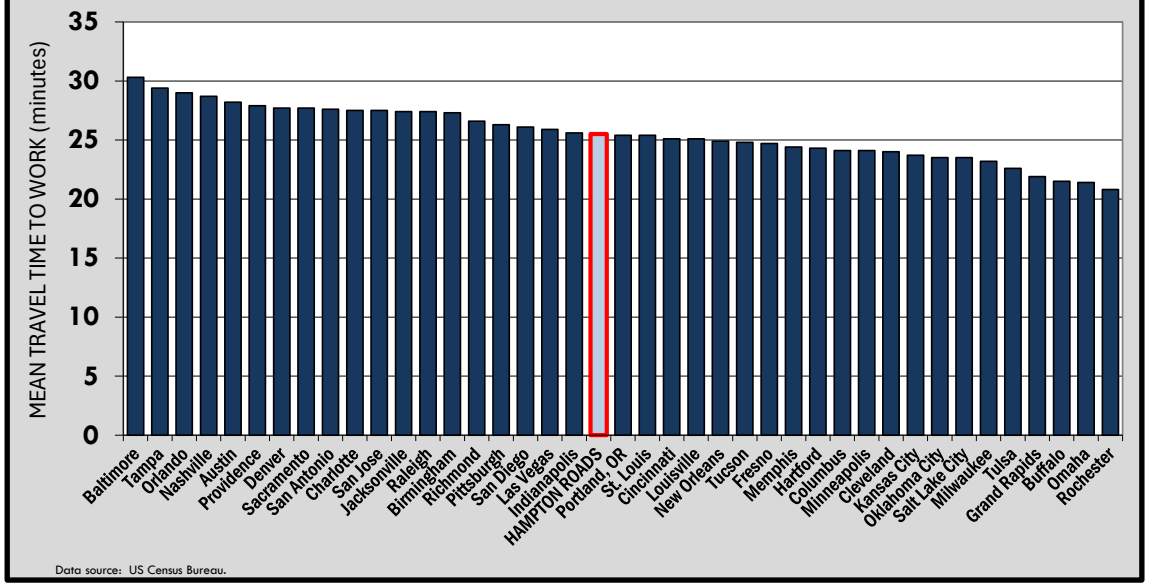
NOTABLE COMMUTING NUMBERS

75% The percentage of commuters in Hampton Roads that drove alone to work in 2024.

44% The percentage of workers in Hampton Roads that worked in a jurisdiction that was different from the one they resided in in 2024.

25.5 The mean travel time to work in minutes in Hampton Roads in 2024.

MEAN TRAVEL TIME TO WORK IN LARGE METROPOLITAN AREAS, 2024

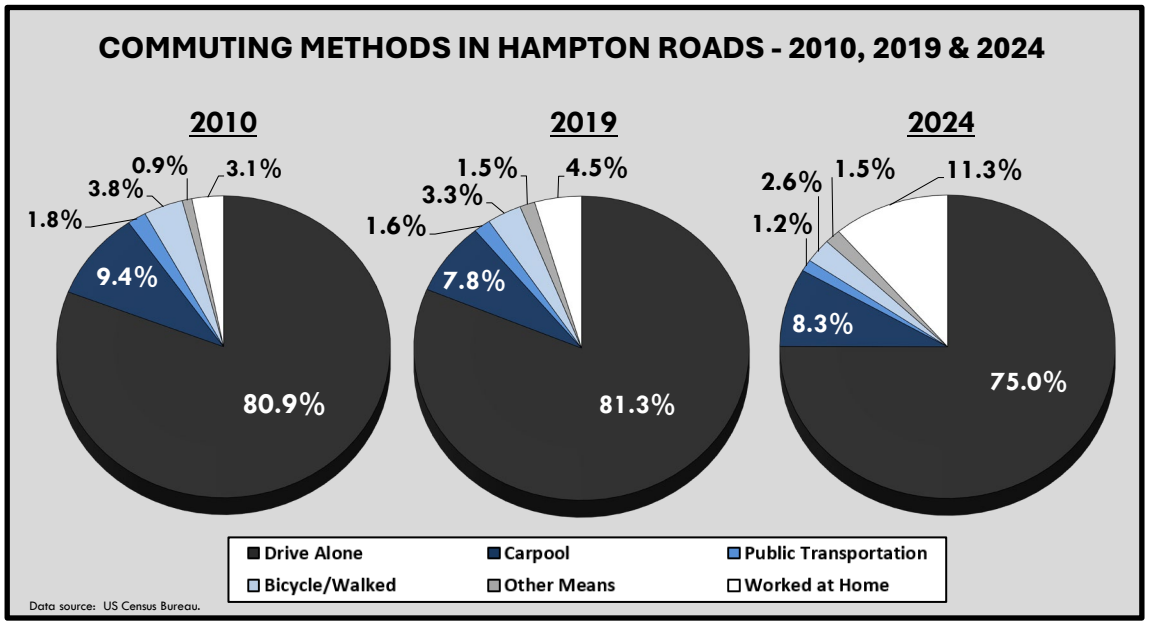


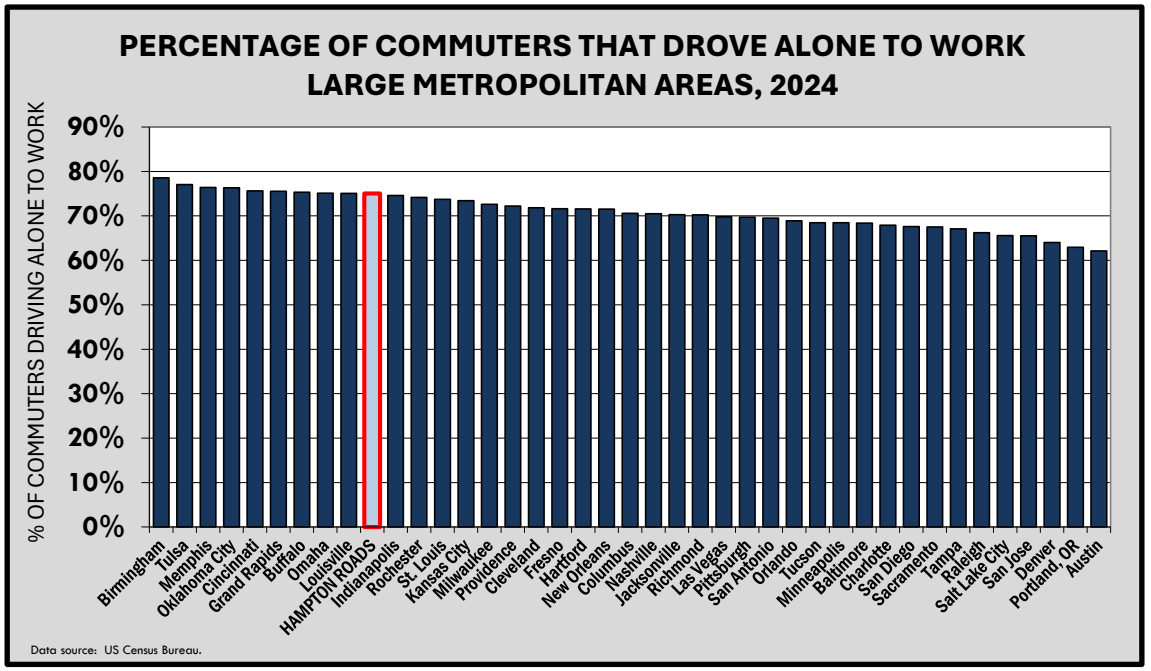
Data source: US Census Bureau.

COMMUTING

Many Hampton Roads residents, however, have longer commutes. In 2024, more than one out of every three Hampton Roads commuters (35%) traveled 30 minutes or longer to work, and 6% had commutes of an hour or more.

In 2024, 75% of commuters in Hampton Roads drove alone to work. This percentage is down from 81% prior to the pandemic in 2019, largely due to more people working from home. The percentage of commuters in Hampton Roads using other modes also decreased due to the impacts of the pandemic. This includes using public transportation (decreased from 1.6% in 2019 to 1.2% in 2024) and bicycling/walking (3.3% in 2019 to 2.6% in 2024). Carpooling to work slightly increased, from 7.8% in 2019 to 8.3% in 2024, and working from home greatly increased, from 4.5% in 2019 to 11.3% in 2024.



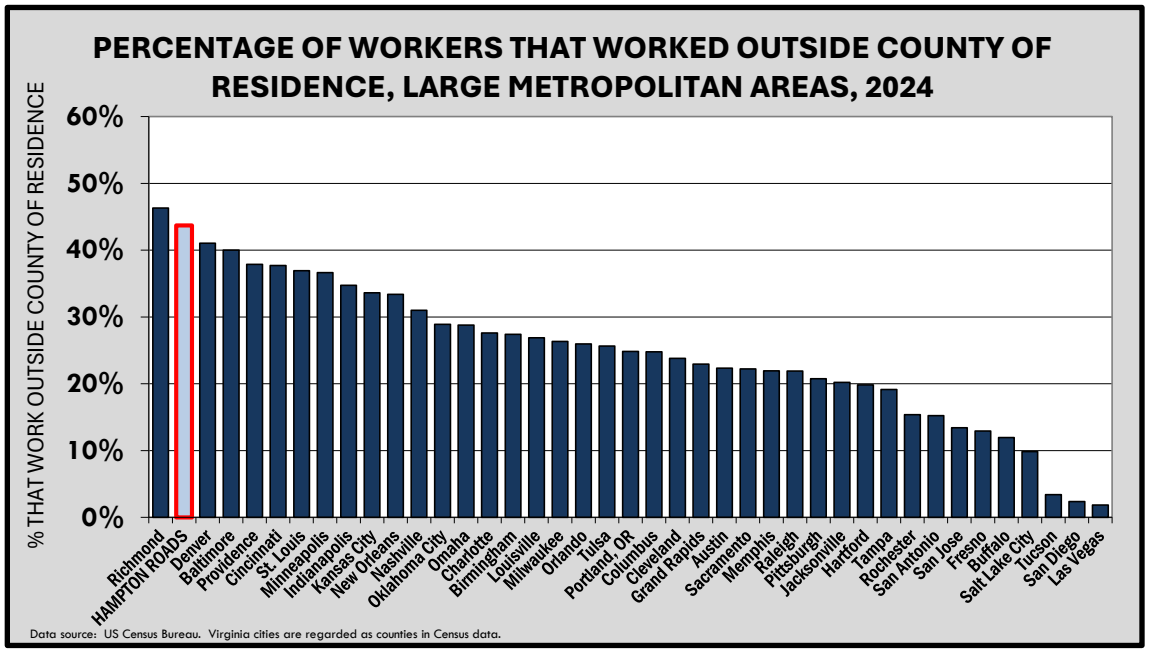


COMMUTING

Although the percentage of commuters driving alone to work in Hampton Roads has been reduced post-pandemic, it is higher than in other comparable areas. Hampton Roads ranked 10th highest among the 41 large metropolitan areas in terms of the percentage of commuters that drove alone to work in 2024.

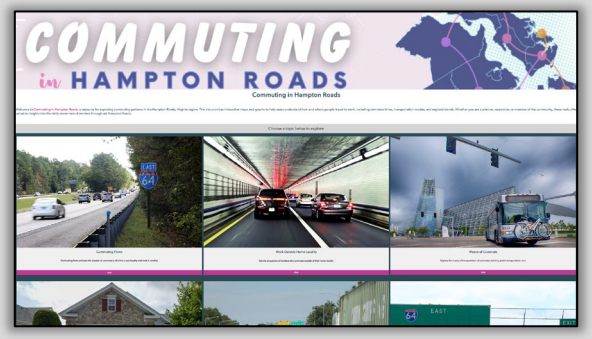
An area where Hampton Roads ranks particularly high is in the percentage of workers that work outside of their locality of residence. In 2024, 44% of all workers in Hampton Roads worked in a jurisdiction that was different than the one they resided in. This percentage is lower than that seen in previous years due to a larger percentage of the population working from home. The percentage in Hampton Roads, however, is higher than the percentage seen in most other areas, ranking second highest among the 41 large metropolitan areas with populations between one and four million people.

An important aspect of commuting is accessibility to jobs. Accessibility is the ease and feasibility of reaching destinations. It combines mobility with the understanding that travel is driven by a desire to reach destinations. Accessibility can be measured for most transportation



LOCALITY-TO-LOCALITY COMMUTING INFORMATION

According to Census figures, a little less than half of all Hampton Roads commuters work in a jurisdiction that is different than the one they reside in. Because of the interregional commuting that happens in Hampton Roads, HRTPO has created a website that includes information on regional commuting patterns and characteristics.



Information on regional commuting is available on the Commuting in Hampton Roads website at **https://www.hrpdcva.gov/commuting**.

modes to the number of destinations reachable within a certain amount of travel time.

The Accessibility Observatory at the University of Minnesota regularly produces the **Access Across America** report. These reports estimate the accessibility to jobs by automobile, walking, biking, and public transportation for each of the 11 million census blocks in the country.

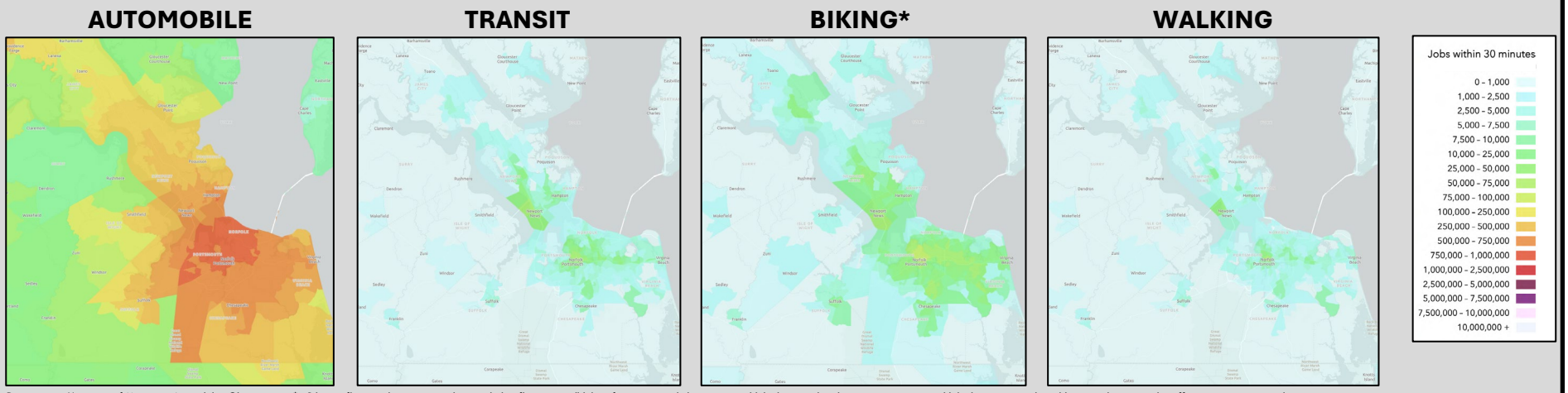
There are 700,000 jobs in Hampton Roads according to the Access Across America report. As shown to the right, over half of all jobs (51%) are reachable within 30 minutes by driving, while less than 2% of all jobs are reachable within 30 minutes by public transportation, biking, and walking.

NUMBER OF JOBS IN HAMPTON ROADS REACHABLE BY TRAVEL TIME, 2022

	JOBS REACHABLE BY TRAVEL TIME THRESHOLD (MINUTES)					
MODE	10	20	30	40	50	60
Automobile	39,268	198,812	359,046	495,869	601,650	698,440
	5.6%	28.4%	51.3%	70.8%	86.0%	99.8%
Public Transportation	195	880	3,396	9,183	18,730	31,094
	0.0%	0.1%	0.5%	1.3%	2.7%	4.4%
Biking*	1,418	5,355	11,234	19,206	29,625	41,140
	0.2%	0.8%	1.6%	2.7%	4.2%	5.9%
Walking	194	728	1,692	3,129	5,038	7,393
	0.0%	0.1%	0.2%	0.4%	0.7%	1.1%

Data source: University of Minnesota Accessibility Observatory. * - Biking reflects medium stress conditions, which reflects using all bike infrastructure including separated bike lanes and paths, on-street unprotected bike lanes, certain shared lanes, and mixing with traffic on some non-arterial streets.

NUMBER OF JOBS IN HAMPTON ROADS REACHABLE WITHIN 30 MINUTES BY MODE, 2022



Data source: University of Minnesota Accessibility Observatory. * - Biking reflects medium stress conditions, which reflects using all bike infrastructure including separated bike lanes and paths, on-street unprotected bike lanes, certain shared lanes, and mixing with traffic on some non-arterial streets.

ROADWAY SAFETY

The number of motor vehicle crashes in Hampton Roads has largely remained consistent in recent years. However, the number of fatalities suffered in the region increased significantly during the pandemic and remain elevated from pre-pandemic levels.

There were a total of 25,924 crashes in Hampton Roads in 2024 according to data collected by the Virginia Department of Motor Vehicles. The number of crashes in Hampton Roads had been increasing over the second half of last decade before decreasing in 2020 due to the impacts of the pandemic, and crash levels remain slightly below pre-pandemic levels. However, the number of crashes in the region increased 2% from 2015 to 2024.

The number of injuries resulting from traffic crashes has followed a similar trend to the number of crashes over the last decade. There were 15,498 injuries that resulted from traffic crashes in Hampton Roads in 2024. The number of injuries in Hampton Roads increased by 4% from 2015 to 2024.

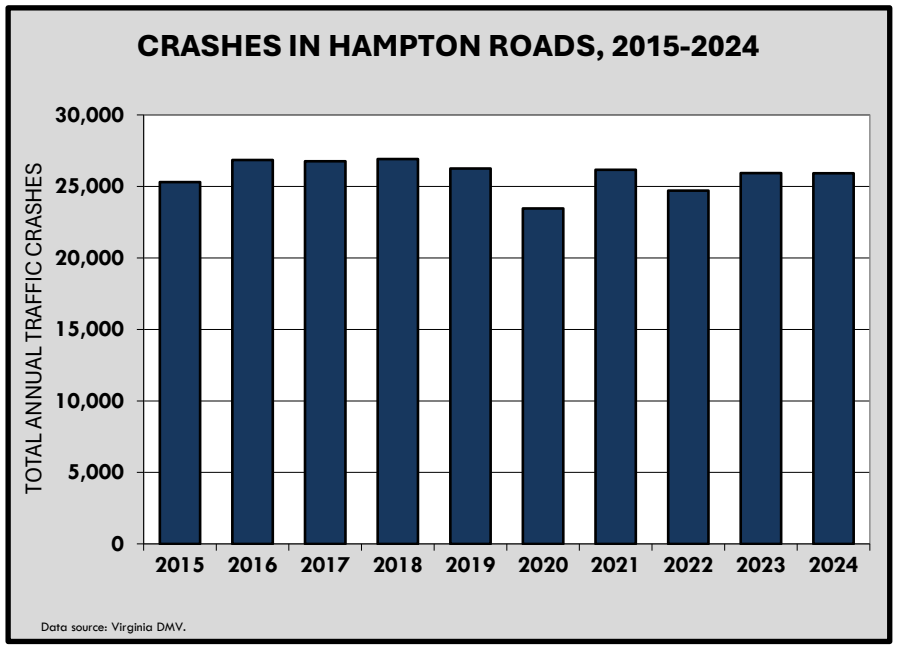
The number of fatalities in Hampton Roads, however, has largely increased over the last decade, although there was a decrease in 2024. There were 153 fatalities resulting from traffic crashes in Hampton Roads in 2024. While this is down from the record high of 179 fatalities in the region in 2021, the number of fatalities increased 26% in Hampton Roads over the last decade. The increase in the number of fatalities in Hampton Roads over the last decade is higher than the increase seen across the state (+22%) and throughout the country (+11%).

NOTABLE ROADWAY SAFETY NUMBERS

2% The increase in the annual number of crashes in Hampton Roads between 2015 and 2024.

4% The increase in the annual number of injuries in Hampton Roads between 2015 and 2024.

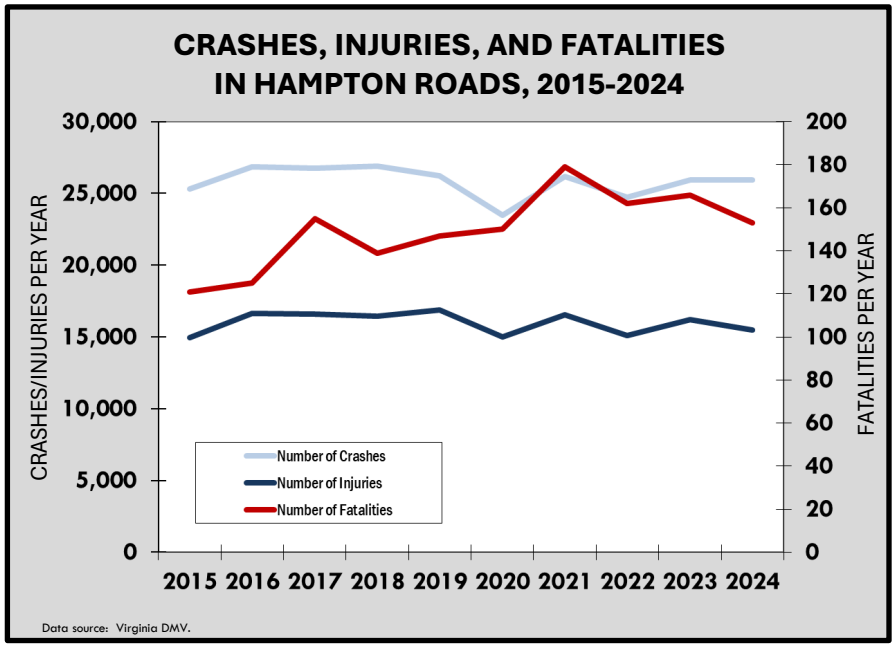
26% The increase in the annual number of fatalities in Hampton Roads between 2015 and 2024.

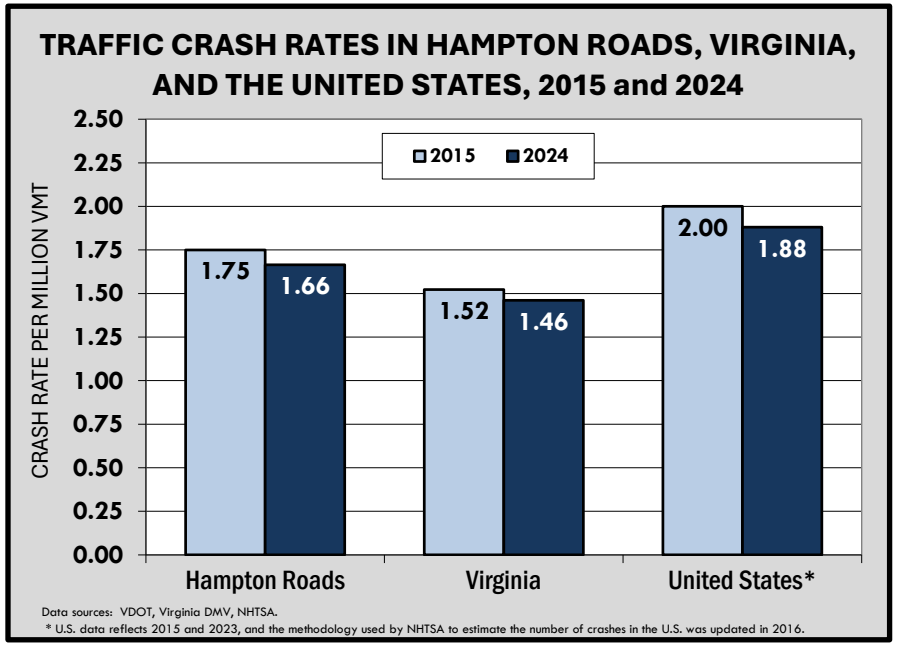


The rate of crashes relative to the amount of travel has decreased in Hampton Roads over the last decade. The crash rate in Hampton Roads decreased from 1.75 crashes per million vehicle-miles of travel (VMT) in 2015 down to 1.66 crashes per million VMT in 2024, a 5% decrease. This is similar to the 4% decrease in the crash rate seen across Virginia during this period and the 6% decrease across the country.

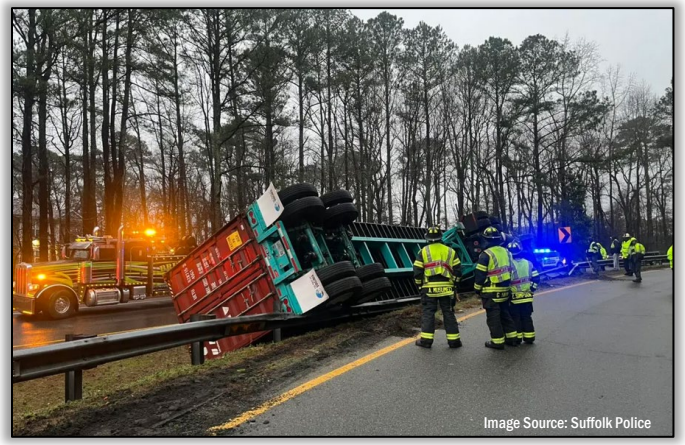

Image Source: James City-Bruton Volunteer Fire Department

The crash rate in Hampton Roads was higher than the statewide rate in 2024. In addition, the crash rate in Hampton Roads was higher than the crash rate experienced in other metropolitan areas of Virginia including Northern Virginia (1.46 crashes per million VMT), and Richmond (1.64), but was lower than the crash rate experienced in the Roanoke metropolitan area (1.73).

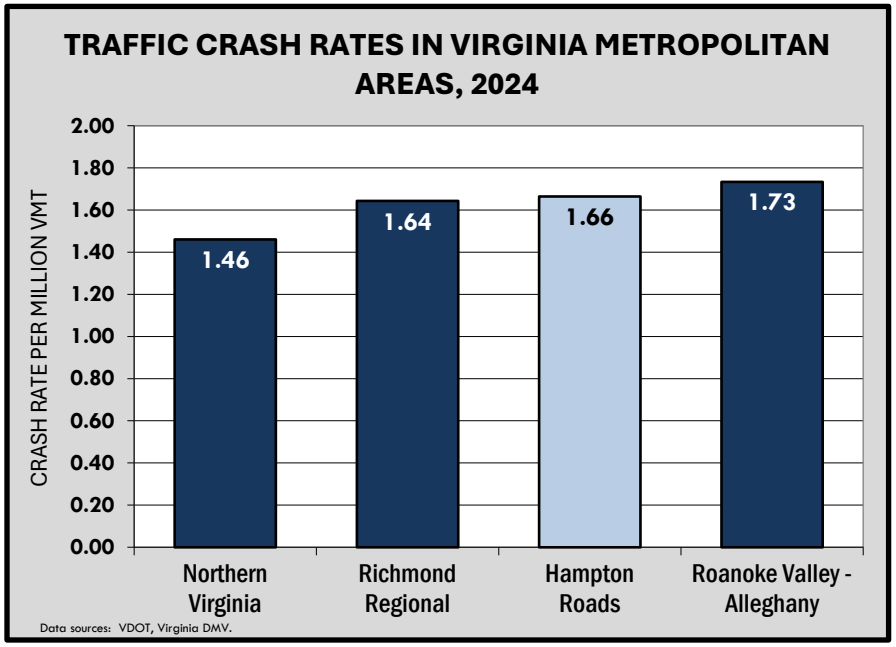


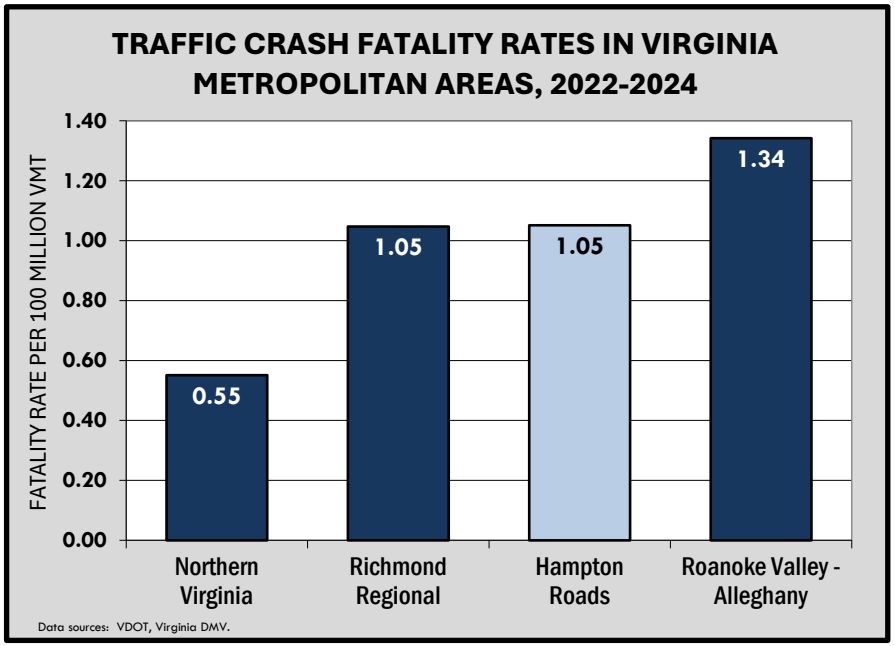


Unlike the crash rate, the fatality rate in Hampton Roads has increased over the last decade. The Hampton Roads crash fatality rate was 1.05 fatalities per 100 million VMT in the three-year period from 2022 to 2024, up 20% from 0.88 fatalities per 100 million VMT in the 2013 to 2015 time period (fatality rates are often reported over multiple year periods due to the number of fatalities that occur in any given year). The fatality rate in Hampton Roads from 2022 to 2024 was nearly twice the rate experienced in the Northern Virginia area (0.55 fatalities per 100 million VMT). The fatality rate was equal to the rate in the Richmond area (1.05), but was lower than the fatality rate in the Roanoke area (1.34).



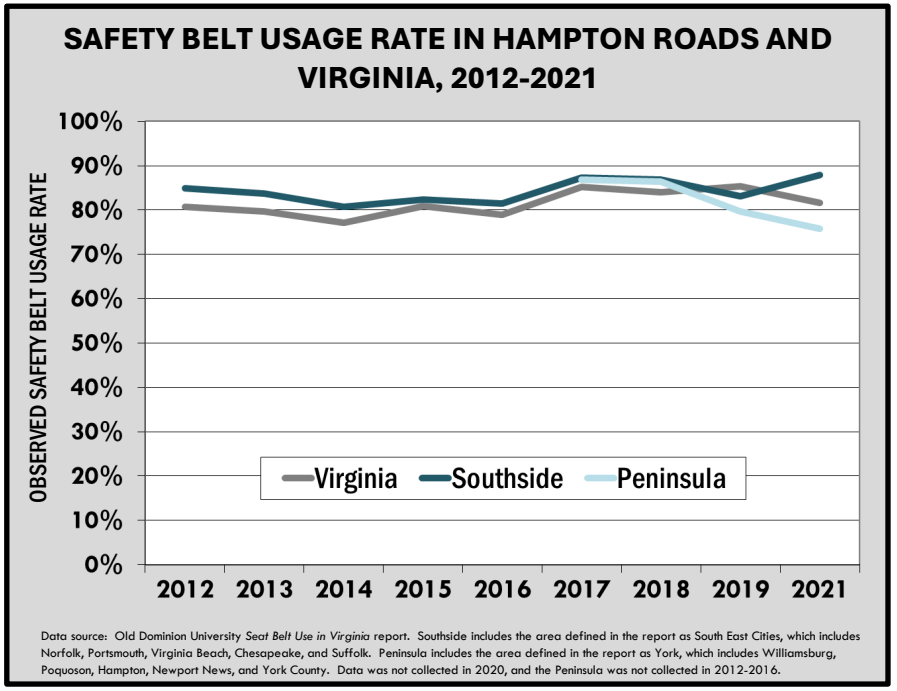
Safety belt use has an impact on the severity of injuries and the number of fatalities resulting from crashes. In 2024, Virginia had an observed safety belt usage rate of 81.1%. In the most recent available data, Hampton Roads observed safety belt usage rates were 87.9% in 2021 in the cities on the Southside and 75.8% in the localities on the Peninsula.



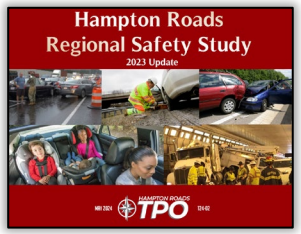


ROADWAY SAFETY

Virginia's safety belt usage rate in 2024 was well below the national rate of 91.2%, and only seven states had a lower safety belt usage rate. This is largely due to Virginia not having a primary enforcement safety belt law, which allows law enforcement officers to ticket a driver for not wearing a safety belt without any other traffic offense occurring. A total of 36 states/districts have primary enforcement safety belt laws as of 2025. A new law that took effect in Virginia on July 1, 2025, requires all drivers and passengers in every seat to wear a seat belt, but it still remains a secondary offense.



HRTPO prepares an analysis of regional roadway safety through the Hampton Roads Regional Safety Study. This study, which was updated in 2024, examines regional crash trends, the location of crashes throughout the region, general safety countermeasures, and analyzes in detail high crash locations in each Hampton Roads locality, including evaluation of the potential impact of these locations on Transportation Vulnerable communities. More information on the Hampton Roads Regional Safety Study is available at **https://www.hrtpo.org/**



TRUCK TRAVEL

Over 21,000 trucks enter and exit Hampton Roads each weekday, serving not only the third busiest port on the East Coast but also supporting the commerce and economic vitality of the region.

Freight movement is a critical component of the Hampton Roads economy, and trucks are the primary mode for moving freight to and from the Port of Virginia. Trucks also supply the goods used by each resident, tourist and business in the region.

In 2024, over 21,000 trucks entered or exited Hampton Roads through major gateways each weekday. The number of trucks passing through Hampton Roads gateways increased by 22% over the last decade, but there was a decrease from 2022 to 2023, largely due to a decrease in cargo volumes handled by the Port of Virginia and a shift towards transporting by rail.

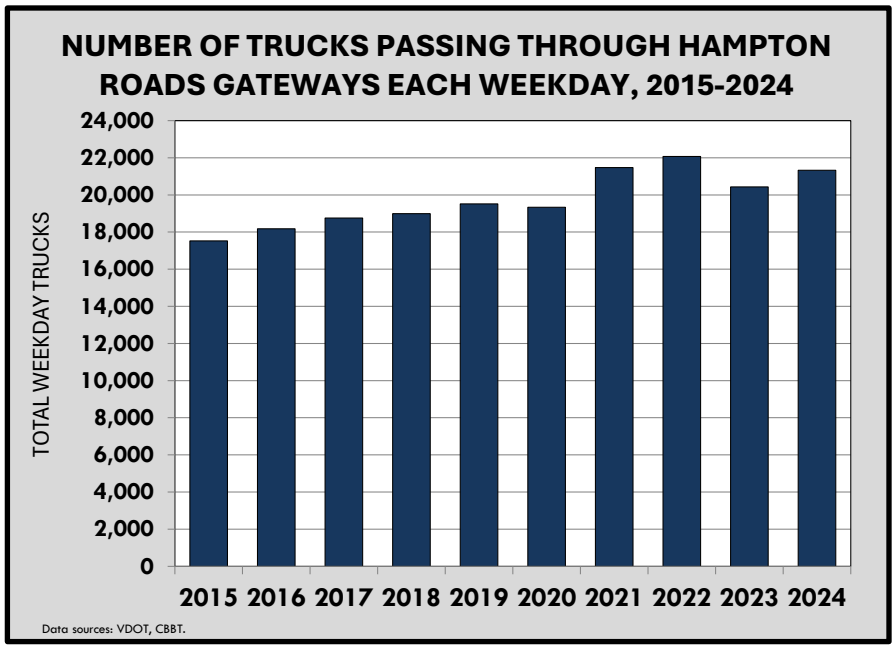
The primary gateway for trucks entering or exiting Hampton Roads is I-64. An average of 7,800 trucks used I-64 to enter or exit the region each weekday in 2024, which accounted for 37% of the trucks passing through the region's major gateways. The next most heavily-used gateways to the region are US Route 58 (4,700 trucks each weekday in 2024) and US Route 460 (2,600 trucks). Combined, I-64, US Route 58, and US Route 460 accounted for 71% of all trucks passing through the region's major gateways in 2024.

NOTABLE TRUCK TRAVEL NUMBERS

41% The increase in the amount of truck travel each day in Hampton Roads between 2015 and 2024.

22% The increase in the number of trucks that entered or exited Hampton Roads each weekday at major gateways between 2015 and 2024.

58% The percentage of all freight handled by the Port of Virginia that was transported by truck in 2024.



TRUCK TRAVEL

There were 1.7 million miles of truck travel each day in Hampton Roads in 2024 according to VDOT estimates, which accounted for 4.0% of the 43 million vehicle-miles of travel experienced each day throughout the region. Regional truck travel levels increased 41% between 2015 and 2024, in spite of decreasing earlier this decade due to the pandemic.

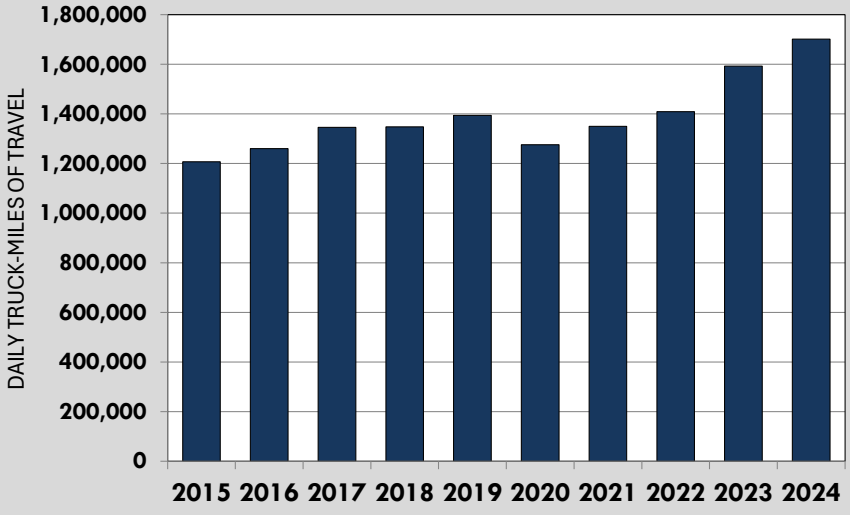
A major issue involving truck travel in Hampton Roads is overheight trucks at the tunnels. This is especially an issue at the westbound Hampton Roads Bridge-Tunnel (HRBT), which has a lower vertical clearance than other tunnels in the area. A total of 5,300 trucks were stopped, measured, and turned around at tunnels in Hampton Roads in 2024, which is down from 15,400 trucks in 2016 due to improvements including public awareness campaigns and additional sensors and signs.

Of these 5,300 trucks, nearly 4,000 occurred at the westbound Hampton Roads Bridge-Tunnel, and 2,900 of these HRBT turnarounds occurred at the tunnel entrance on the South Island, which greatly impacts congestion and safety since traffic is stopped in both directions for the turnaround.


TRUCKS AT VIG

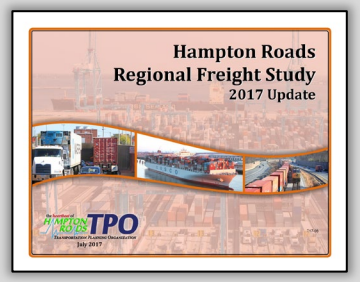
Image Source: Port of Virginia.

DAILY TRUCK TRAVEL IN HAMPTON ROADS, 2015-2024



Data source: VDOT.

HRTPO REGIONAL FREIGHT STUDY



For the past two decades, the HRTPO has engaged in numerous freight planning activities, including the development of the **Hampton Roads Regional Freight Study**, which serves as a comprehensive resource document on the multimodal transportation system. This report details the movement of goods across all freight modes – highways, ports, railways, and airports. Special emphasis is placed on freight moving by trucks across highways as they serve as the predominant mover of freight in the region.

Work is underway on an update to the Regional Freight Study, with completion expected in early 2026. The updated study will be available on the HRTPO Freight Planning page at **https://www.hrtpo.org/402/Freight**.

PUBLIC TRANSPORTATION

Public transportation usage decreased significantly both in Hampton Roads and nationally throughout the pandemic, but ridership levels have been increasing in recent years.

Public transportation services in Hampton Roads are primarily provided by three agencies. The Williamsburg Area Transit Authority (WATA) provides transit service in James City County, Williamsburg, and northern York County, while Suffolk Transit provides transit service throughout that city. Hampton Roads Transit (HRT) provides service in the remaining urbanized areas of the Peninsula and Southside.

There were 11.3 million unlinked trips* taken on HRT, WATA, and Suffolk Transit public transportation services in Hampton Roads in 2024. This number includes ridership on regular and express buses, tourist oriented services, light rail, demand response/paratransit, vanpools, and the HRT passenger ferry.

The number of trips taken on public transportation in Hampton Roads had decreased throughout the last decade, and particularly throughout the COVID-19 pandemic. Ridership levels, however, have started to rebound, particularly over the last year. Annual transit ridership decreased 38% in Hampton Roads from 2015 to 2024, but increased 35% from 2023 to 2024.

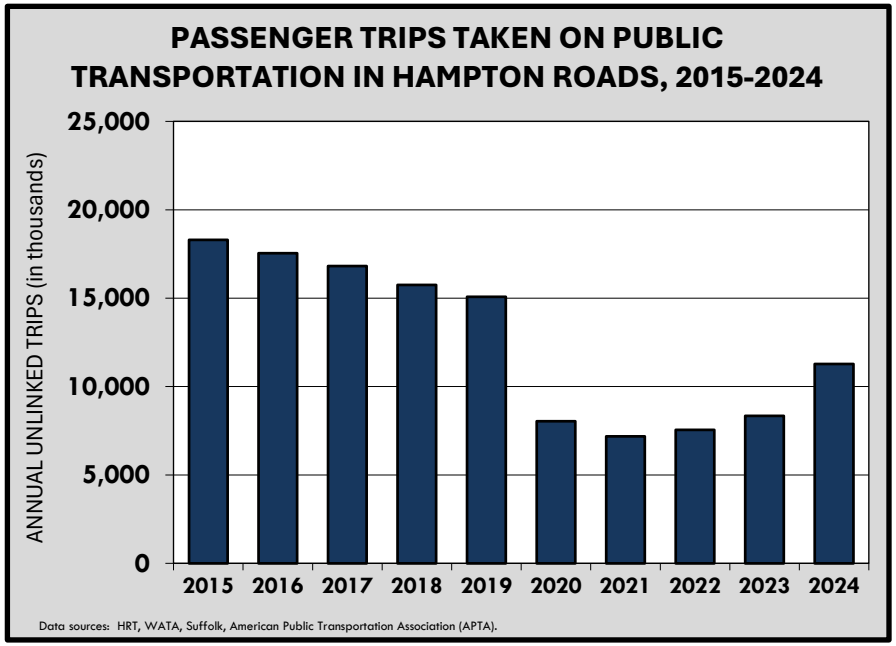
* - An unlinked trip is a passenger trip made on one transit vehicle. If a passenger boards two buses to get from origin to destination that is considered to be two unlinked trips.

NOTABLE PUBLIC TRANSPORTATION NUMBERS

38% ▼ The change in the annual number of passenger trips taken on public transportation in Hampton Roads from 2015 to 2024.

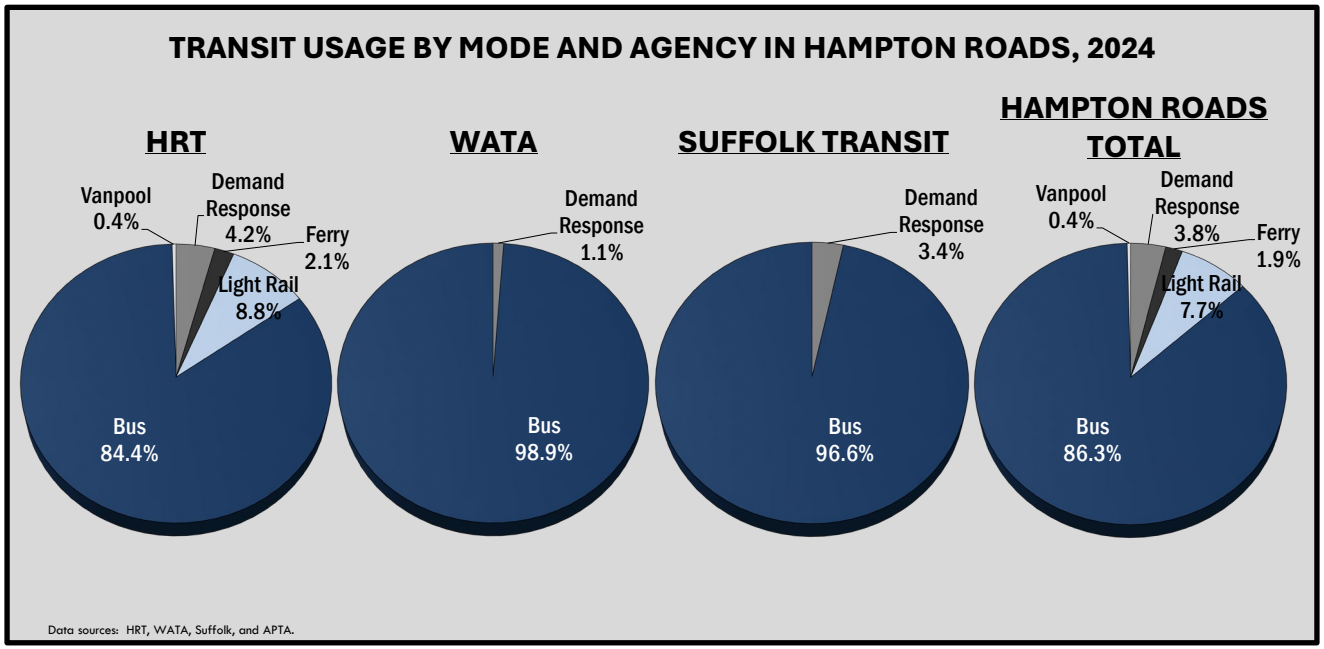
29th Hampton Roads rank among the 41 large metropolitan areas with populations between one and four million people in terms of public transportation use per capita in 2024.

30th Hampton Roads rank among the 41 large metropolitan areas in terms of transit operating and capital expenses per capita in the most recent National Transit Database data.



PUBLIC TRANSPORTATION

The vast majority of public transportation trips in Hampton Roads – 86% in 2024 – are taken on regular or express bus service. Light rail comprised 9% of all HRT transit trips and 8% of all regional transit trips, and all other modes (including ferry, demand response/paratransit services, and vanpools) comprised the remaining 6%.



PUBLIC TRANSPORTATION OPTIONS IN HAMPTON ROADS

A variety of public transportation options are available in Hampton Roads. These options include:

Conventional Bus

Conventional bus service is provided on an extensive regional network by HRT, WATA and Suffolk Transit.

Express Bus

Regional express bus service, known as the 757 Express, is provided by HRT.

Tourist Oriented Services

Tourist-oriented service in Hampton Roads includes the VB WAVE at the Oceanfront, Colonial Williamsburg shuttle services, and the Williamsburg and Yorktown Trollies.

Light Rail

HRT operates light rail service on a 7.4-mile line in Norfolk between the Eastern Virginia Medical Center and Newtown Road.

Ferries

Passenger ferry service is provided by HRT between Downtown Norfolk and Portsmouth, and vehicular ferry service is provided by VDOT across the James River between Surry County & Jamestown.

Commuting Alternatives

Commuting alternatives are provided by goCommute (formerly Traffix). These alternatives include ridesharing, telecommuting, van leasing, and guaranteed ride programs.

Paratransit

HRT, WATA, and Suffolk Transit offer demand response/ paratransit services using a variety of vehicles, including lift-equipped vans.

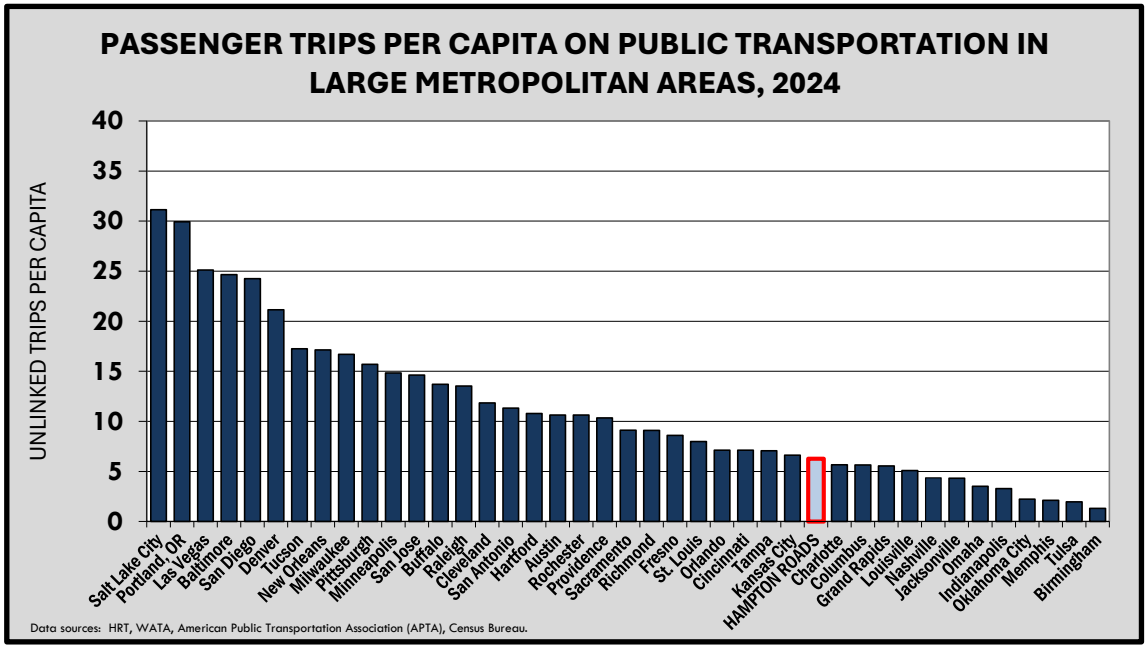
PUBLIC TRANSPORTATION

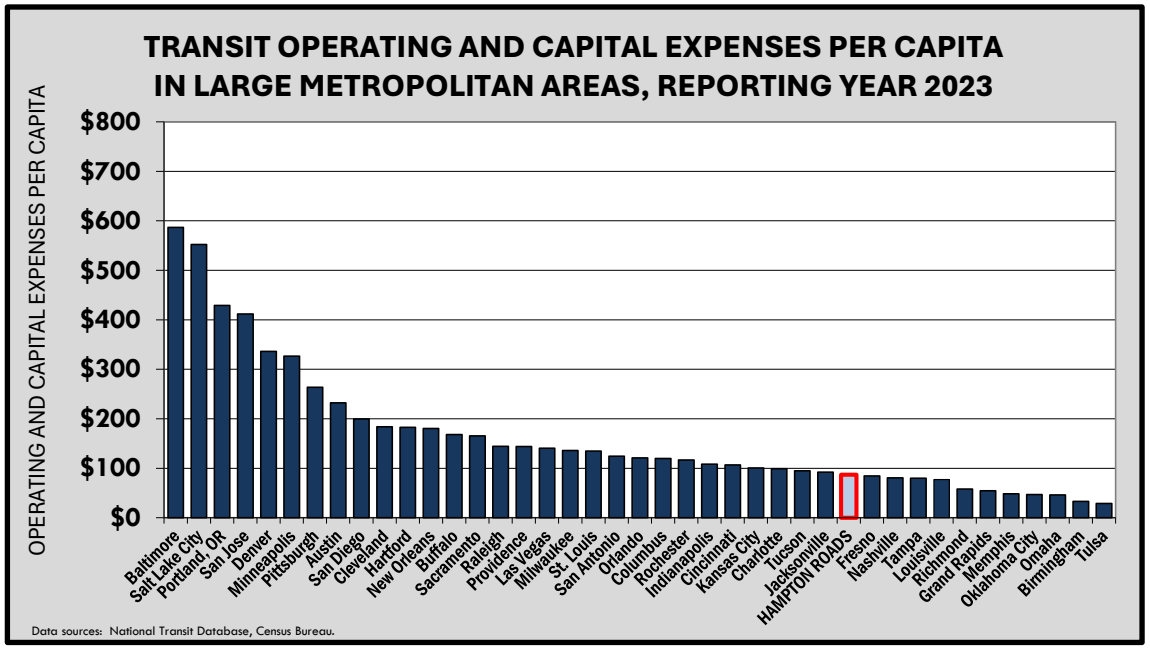
Public transportation usage in Hampton Roads lags behind other metropolitan areas. At 6.3 passenger trips on public transportation per capita in 2024, Hampton Roads ranked 29th highest among the 41 large metropolitan areas with populations between one and four million people. Metropolitan areas such as Salt Lake City, Portland, Las Vegas, and Baltimore have transit usage rates per capita more than four times higher than Hampton Roads.

WATA BUS

Image Source: WATA

Hampton Roads spends less on public transportation on a per capita basis than many other comparable metropolitan areas. According to an analysis of the National Transit Database, $87 was spent per capita on transit operating and capital expenses in Hampton Roads in Reporting Year 2023. This ranked the region 30th highest among the 41 large metropolitan areas. Baltimore spent about six times





more per capita on public transportation than was spent in Hampton Roads, while Salt Lake City, Portland, and San Jose each spent more than four times more per capita.

This level of spending on public transportation in Hampton Roads had contributed to an older fleet of vehicles, but the fleet age is decreasing as HRT is in the midst of replacing a large portion of its bus fleet. The average age of HRT buses is just over 6 years as of 2025, which is a decrease from over 8 years in 2024 and is now below FTA's benchmark average fleet age of 7.5 years. The average age of the HRT bus fleet is projected to remain near the FTA benchmark over the next decade as HRT plans to replace 156 buses over the next 10 years.

While much of WATA's fleet has been replaced in recent years, WATA recently assumed control of the Colonial Williamsburg bus fleet, which includes some buses that are over 20 years old. As of 2024, the average age of WATA's bus fleet is 9.6 years old, largely due to the older Colonial Williamsburg fleet.

With these improvements, the age of transit buses in Hampton Roads is now similar to the average of other comparable metropolitan areas. Among large

NEW DEVELOPMENTS

Microtransit Pilot - HRT initiated a pilot project in October 2024 to offer microtransit in Newport News and Virginia Beach. The service, called OnDemand microtransit, provides ridesharing service in passenger vehicles in areas with limited fixed-route bus service. Fares are similar to other HRT modes and rides can be requested by calling HRT or using HRT's OnDemand mobile app.

757 Express - The centerpiece of the Hampton Roads Regional Transit Program is a new core and connected bus network, or "regional backbone", referred to as the 757 Express that connects the six cities served by HRT with high-frequency, inter-jurisdictional service. Once complete, the 757 Express is expected to have a total of 13 routes. As of October 2025, 3 of the 13 planned routes are being served – Route #112: Downtown Newport News/Patrick Henry Mall, Route #114: Newmarket/Downtown Hampton, and Route #20: Downtown Norfolk/Virginia Beach Oceanfront. These routes have seen large increases in ridership since the 757 Express was implemented, and the remaining routes will be added as staffing permits.

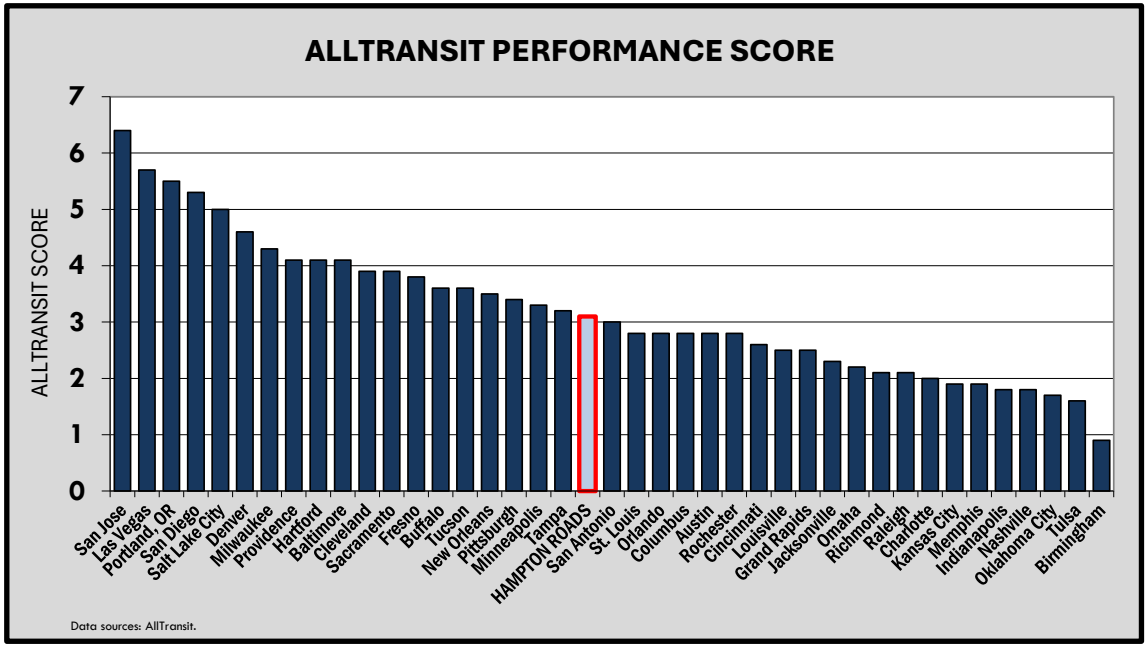
The service is funded through the Hampton Roads Regional Transit Program and Fund (HRRTF), which is administered through the Hampton Roads Transportation Accountability Commission (HRTAC). HRRTF is funded through an additional grantor's tax, a regional transient occupancy tax, and a reallocation of statewide recordation taxes. Through May 2025 a total of $173 million has been collected for the HRRTF.

WATA/Suffolk Transit – WATA is planning to increase service frequency on various routes between 2026-2030, and to open a new Operations and Maintenance Facility and a Northern Transfer Center in 2026. Suffolk Transit is launching new marketing strategies and planning to launch commuter routes to Windsor and Portsmouth in 2026. Suffolk Transit is also in the process of designing a Transit Operations Facility.

metropolitan areas throughout the country with populations between one and four million people, the median age of transit buses was 6.8 years in Reporting Year 2023 according to the National Transit Database. Hampton Roads ranked 19th oldest in terms of the average bus age among the 41 comparable large metropolitan areas.

AllTransit, which is a joint project of the Center for Neighborhood Technology and TransitCenter, has produced an analysis of transit in more than 300 areas based on data assembled from 900 transit agencies. One measure produced by Alltransit – the AllTransit Performance Score – is an overall regional transit score that looks at connectivity, access to land area and jobs, and frequency of service. Examples of factors included in the score are connections to other routes, the number of workers using transit to travel, jobs accessible in a 30-minute transit ride, and jobs, workers, and households within ½ mile of transit.

Areas are given a score from 0 to 10, with higher scores indicating better transit performance according to AllTransit's analysis. Hampton Roads, with a score of 3.1, ranks 20th highest among the 41 metropolitan areas with a population between one and four million people. This is higher than the Richmond (2.1), Raleigh (2.1), and Charlotte (2.0) areas.



ACTIVE TRANSPORTATION

Active transportation planning, which aims to improve the safety and mobility of all types of non-motorized transportation options, has expanded both in Hampton Roads and across the country in recent years.

Active transportation is defined as including all forms of human-powered transportation. The most common forms of active transportation are bicycling and walking, but it also includes using a wheelchair and activities such as in-line skating or skateboarding. Bicycle lanes, multi-use paths, sidewalks, crosswalks, and trails are all non-motorized transportation facilities designed to improve the mobility and safety of active transportation users.

There are currently over a thousand miles of shared use paths, bike lanes, paved shoulders, wide sidewalks, signed shared roadways, and trails

ACTIVE TRANSPORTATION FACILITY TYPES

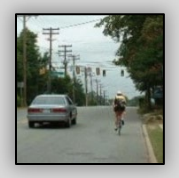
There are various types of non-motorized facilities throughout Hampton Roads. Examples of these facilities include:

Bike Lanes
A portion of the roadway is designated by signs and pavement markings for the preferential or exclusive use of bicycles.

Shared Use Paths
A facility physically separated from motorized vehicular traffic intended for the use of bicycles, pedestrians, and other active transportation users.

Paved Shoulders
A paved portion of a roadway to the right of the edge stripe on which bicyclists may ride. These areas are not to be marked as bike lanes.

Wide Outside Lanes
An outside travel lane with a width of at least 14 feet.



Signed Shared Roadway
A roadway designated by bike route signs that serve to provide continuity to other bicycle facilities.

Grade Separated Crossing
Facilities that are designed to continue non-motorized facilities through high volume roadways, railroads, or natural barriers.

Sidewalks
Non-motorized facilities between the curb line and adjacent property line that are designed primarily for foot traffic and users with smaller wheeled devices.

Trails
Routes developed primarily for outdoor recreational purposes.

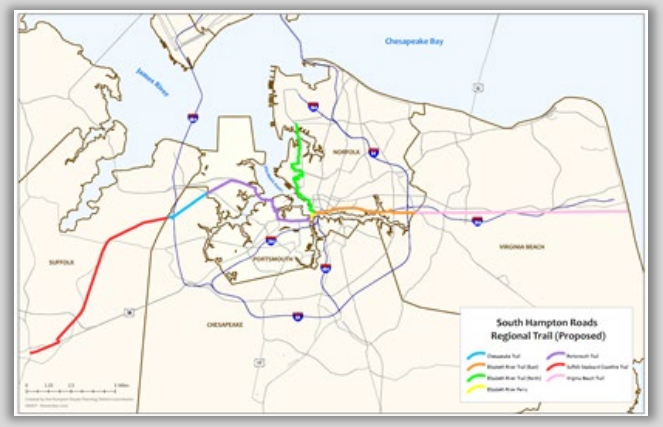
that comprise the bicycle and pedestrian network across Hampton Roads. These non-motorized facilities vary greatly, from secluded park trails to dedicated bike lanes along urban roadways to regional multi-use paths such as the 52-mile Virginia Capital Trail.

In recent years, several Active Transportation facilities have been added throughout Hampton Roads. Examples of these facilities include sections of the Suffolk Seaboard Coastline Trail, road diets on various roadways including Ocean View Avenue, and the Thalia Creek Greenway in Virginia Beach. Many more facilities will be constructed soon as detailed in the box to the right.

NEW DEVELOPMENTS

Suffolk Seaboard Coastline Trail – The **Suffolk Seaboard Coastline Trail** is envisioned as a 19-mile trail that will connect Downtown Suffolk with the City of Chesapeake. The first portion of the trail, a 2.3-mile section near the village of Driver, opened in 2015 and another 1.1-mile section of the trail between Shoulders Hill Road and the Chesapeake City Line was completed in early 2017. Another phase spanning 1.5 miles between Nansemond Parkway and Suburban Drive was completed in 2021. Additional sections of this trail and the continuation of the trail into the City of Chesapeake are funded. Construction is expected to begin in 2026 on Segment 1 between Moore Avenue and Suburban Drive and Segment 3A from Nansemond River High School to Driver.

Regional Trails – Planning is underway on a number of facilities throughout the region. The South Hampton Roads Trail is planned as a 41-mile trail connecting Suffolk with the Virginia Beach Oceanfront. Five miles of the trail, overlapping the Suffolk Seaboard Coastline Trail, is complete, and Virginia Beach has received federal and state funding for two segments of the trail. Plans are also underway for portions of this trail in Chesapeake and Portsmouth.



Sections of Trail757 (which is formerly known as the Birthplace of America Trail and is described later in this section) in Hampton, Newport News, and York County, are also being funded for construction.

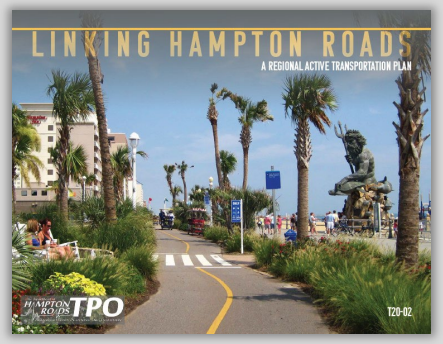
ACTIVE TRANSPORTATION

Most jurisdictions in Hampton Roads have created plans that are specifically dedicated to improving active transportation. Recent examples include:

- Chesapeake's **Trails and Connectivity Plan**
- A **bicycle advisory committee** that helped prepare and maintain a Regional Bicycle Facilities Plan and map in the Historic Triangle (James City County, Williamsburg, and York County)
- Newport News' **Bicycle and Pedestrian Plan**
- Norfolk's **Bicycle Infrastructure and Shared Lane Markings Network**
- Portsmouth's **Bicycle and Pedestrian Plan**
- Virginia Beach's **Active Transportation Plan**

HRTPO, as part of its regional planning efforts, has also developed a regional active transportation plan, as described further in the box to the right.

HRTPO ACTIVE TRANSPORTATION PLANNING EFFORTS



HRTPO has undertaken a number of efforts to improve active transportation in Hampton Roads. One of the largest efforts involved developing an active transportation plan for the entire region. The purpose of this regional plan is to provide a clear structure for the development of new facilities, programs, and policies that will link the region by developing greater active transportation facilities and promoting active and healthy lifestyles throughout the region.

The Linking Hampton Roads plan, which was approved by the HRTPO Board in 2020, includes a regional analysis of current conditions and existing facilities; a comprehensive, recommended active transportation network; and recommended design guidelines for the development of active transportation facilities. Goals of the plan include:

- Improve safety for all users including people with access and functional needs
- Link the region throughout with active transportation facilities
- Improve health outcomes in the region
- Promote and encourage the growth of the region's economy and tourism

In addition to the Linking Hampton Roads plan, HRTPO is currently conducting various regional active transportation planning efforts. These efforts include:

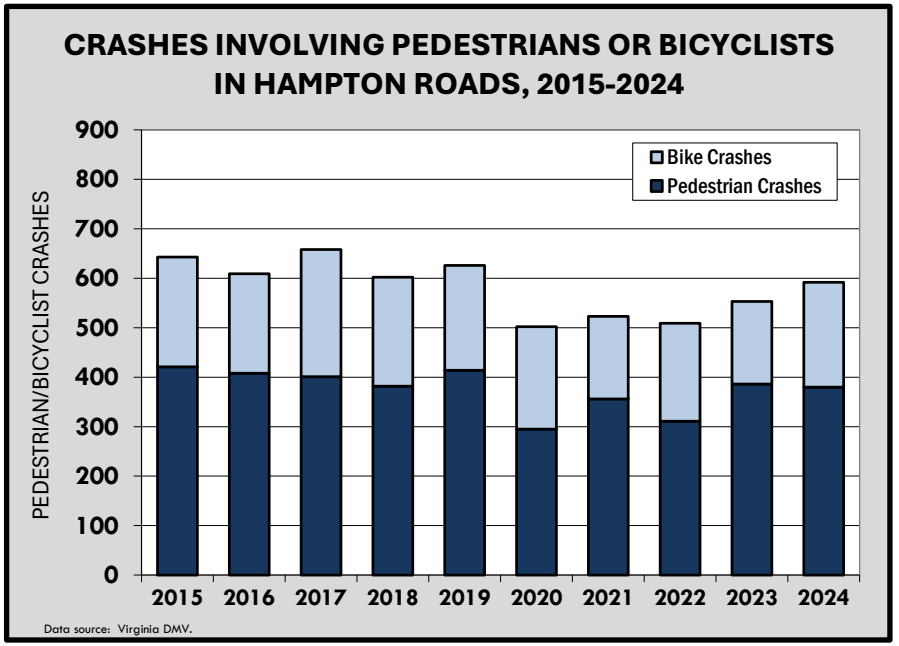
- Existing Trail Clusters Map – HRTPO has recently published an inventory of approximately 135 miles of existing Hampton Roads Trail Clusters.
- Publishing Trail of the Month articles to publicize the region's current trail system.
- Facilitating discussions with localities and community stakeholders on ways to improve active transportation in the region.

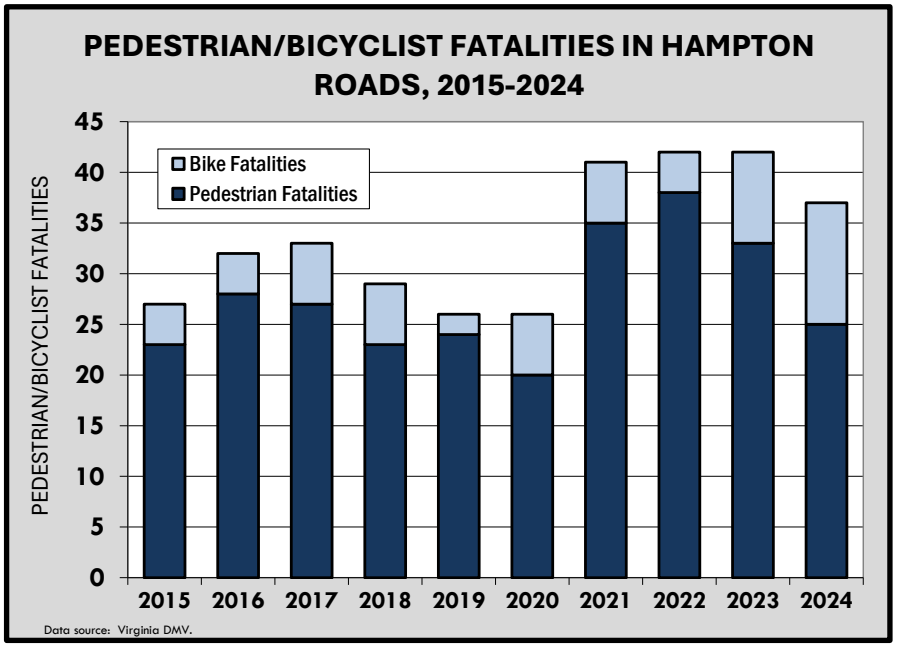
More information on HRTPO's Active Transportation planning efforts is available at **https://www.hrtpo.org/373/Active-Transportation**.

In addition, VDOT has developed statewide active transportation plans. The **State Bicycle Policy Plan** includes policy recommendations that guide the planning, design, construction, operation, and maintenance of bicycle facilities. The **State Pedestrian Policy Plan** is a guide for officials, organizations, and individuals to improve pedestrian policy and accommodations. VDOT has also developed a **Pedestrian and Bicycle Safety Action Plan**. VDOT also houses the **State Trails Office** that was created in 2022 to help allocate funding for six different trails throughout Virginia. Much of the planning for these efforts has been conducted through the Virginia Statewide Bicycle and Pedestrian Advisory Committee (BPAC), and the regional HRTPO Active Transportation Subcommittee/VDOT Pedestrian and Bicycle Advisory Committee.

Although it is difficult to measure the total amount of walking and bicycling, the percentage of people that commute to work by mode is collected by the Census Bureau. In Hampton Roads, 2.6% of workers walked or rode bicycles to commute to work in 2024. This percentage is lower than the percentage seen in the region in 2000 (3.0%) and 2010 (3.8%).

Pedestrians and bicyclists are the most vulnerable users of the transportation system. There were 592 active transportation crashes – 380 involving pedestrians and 212 involving bicyclists – in Hampton Roads in 2024. These crashes resulted in a total of 37 fatalities, 25 of which were pedestrians and 12 of which were bicyclists. The number of crashes involving pedestrians and bicyclists in Hampton Roads has decreased 8% since 2015 but increased 18% from 2020 to 2024. The number of pedestrian and bicyclist fatalities in Hampton Roads increased 37% from 2015 to 2024. Pedestrian and bicyclist crashes comprised approximately 2% of the total crashes in Hampton Roads between 2015 and

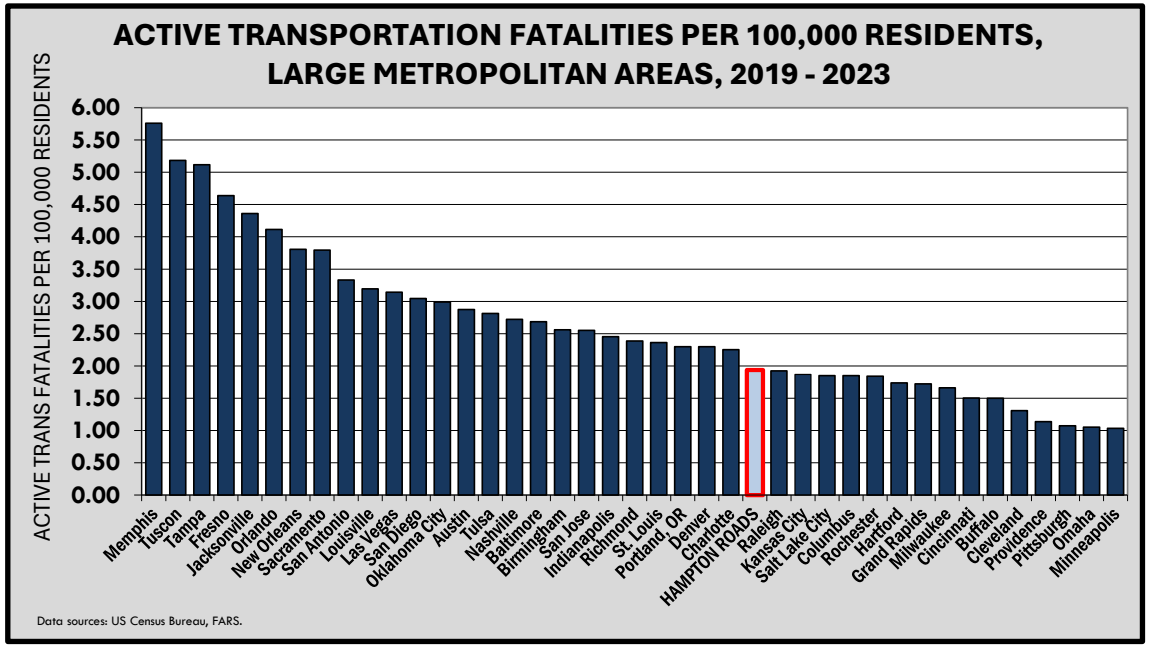




2024, but comprised 22% of all roadway fatalities in the region during this time.

The rate of active transportation fatalities in Hampton Roads is lower than other comparable areas. Hampton Roads ranked 26th highest among the 41 large metropolitan areas between one and four million people in terms of the rate of active transportation fatalities per resident for the years 2019 - 2023.

More information on HRTPO's Active Transportation planning efforts is available at **https://www.hrtpo.org/373/Active-Transportation**.



TRAIL757

Trail757 (formerly referred to as the Birthplace of America Trail) is envisioned as an extension of the Virginia Capital Trail from its current terminus at Jamestown. **Trail757** would provide a connection on the Peninsula between Jamestown and Fort Monroe, and would also cross the James River via the VDOT Ferry to the western terminus of the South Hampton Roads Trail, which would provide a connection with other existing and planned trails all the way to the Virginia Beach Oceanfront. Once built, the Virginia Capital Trail, Trail757, and South Hampton Roads Trail will connect Richmond to Coastal Virginia with over 140 miles of separated, paved off-road trails.

HRTPO and locality staff are working towards obtaining funding for constructing and marketing the trail. Various sections of the trail in Hampton, Newport News, Williamsburg and York County have recently received funding via federal, state, and regional programs.

TRANSPORTATION FINANCING

In recent years, legislation has been passed by the Virginia General Assembly that comprehensively reformed how transportation projects are funded and selected, increased revenues, and created sources specifically devoted to funding major projects in areas of the state including Hampton Roads.

With statewide transportation funding levels falling well behind needs a little more than a decade ago, the Virginia General Assembly passed multiple bills over the last decade that comprehensively reformed how transportation is funded throughout the Commonwealth and increased funding levels. In addition, the Infrastructure Investment and Jobs Act (IIJA) is providing additional revenues for transportation over the previous federal funding levels.

Funding for many aspects of the statewide transportation system is allocated by the Commonwealth Transportation Board (CTB), including the construction and maintenance of Virginia's highway system, transportation operations, debt payments, administration, and support for ports, aviation, rail, public transportation, and space flight. For Fiscal Year (FY) 2026, the CTB approved a $9.6 billion statewide transportation budget. As of June 2025, the CTB projects that a total of $58.3 billion will be available in the statewide transportation budget for FY 2026-2031, which is 12% higher than the budgets from FY 2020-2025.

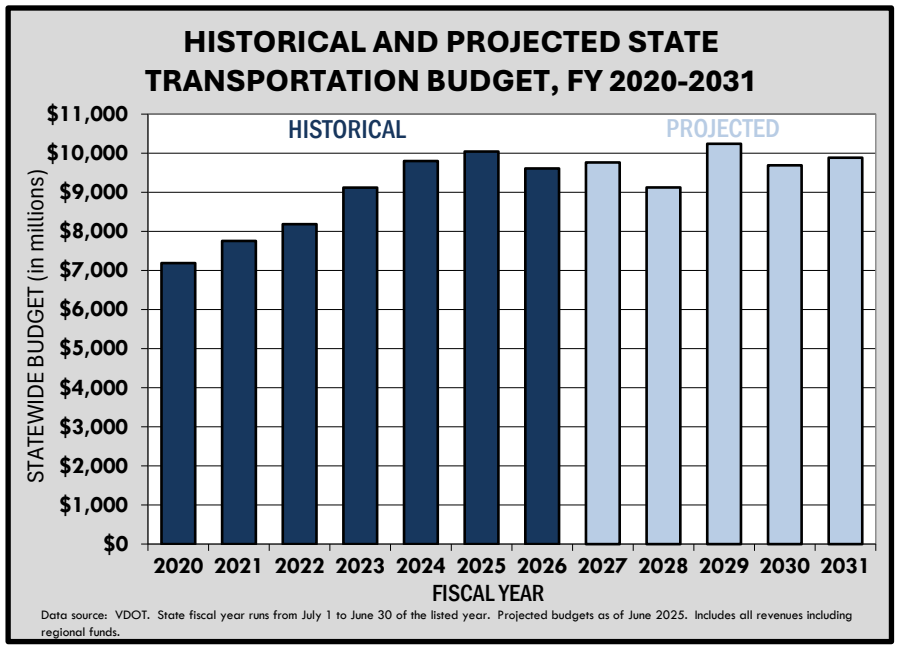
A little more than a decade ago, House Bill 2313 created a dedicated regional funding stream for Hampton Roads referred to as the Hampton Roads Transportation Fund (HRTF). Increases in regional sales and fuel taxes have generated $2.5

NOTABLE TRANSPORTATION FINANCING NUMBERS

12% ▲ The projected change in Virginia's statewide transportation budget from Fiscal Years (FY) 2020-2025 to FY 2026-2031.

3% ▼ The projected decrease in funding that will be available for new highway construction statewide from FY 2020-2025 to FY 2026-2031.

12th Virginia's rank among the 50 states and D.C. in terms of average taxes and fees collected on each gallon of unleaded gasoline as of July 1st, 2025.



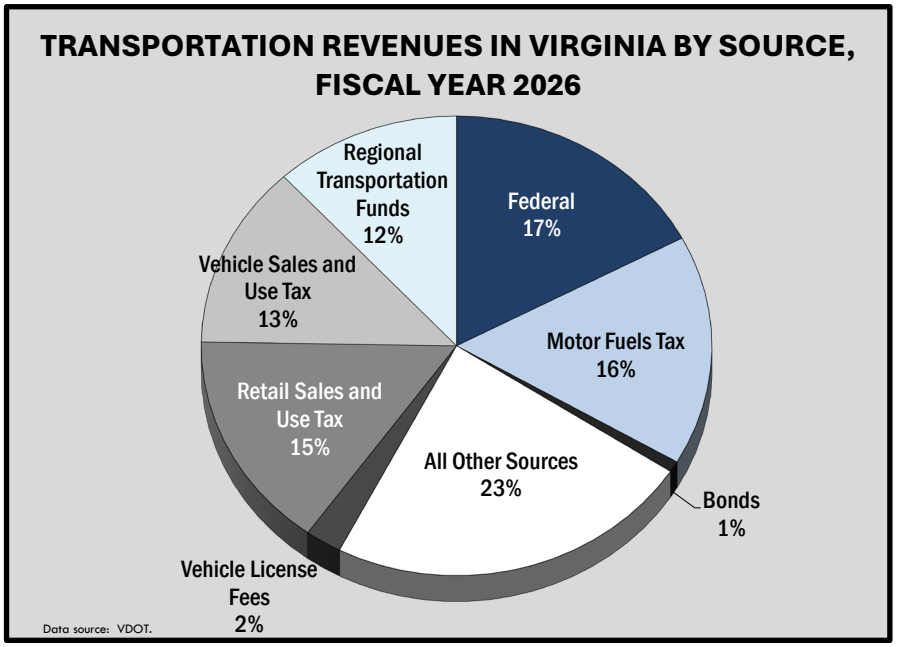
billion as of 2025, and is projected to produce an additional $1.8 billion for use on major regional roadway, bridge, and tunnel projects in FY 2026-2031. Another $220 million is expected to be collected in Hampton Roads in FY 2026-2031 for the Hampton Roads Regional Transit Fund (HRRTF).

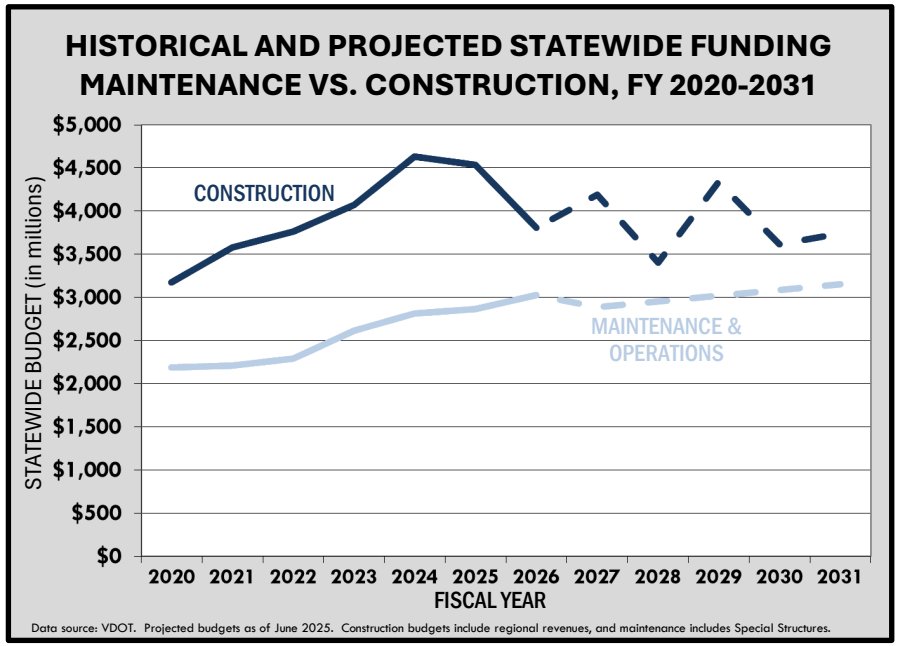
The revenue for Virginia's transportation budget is collected from various sources. Federal sources are the largest component, comprising 17% of Virginia's transportation revenues in FY 2026. The next largest sources are the tax on motor fuels (16%) and the retail sales and use tax (15%). The regional transportation taxes that are levied throughout the state comprise another 12% of Virginia's transportation revenue in FY 2026.

The amount of funding needed to operate and maintain Virginia's roadways and bridges continues to increase. Between FY 2026-2031, $18.1 billion is expected to be allocated statewide to maintenance and operations. This is up 21% from the $15.0 billion allocated between FY 2020-2025.

The amount of funding available for new roadway construction has increased in recent years but is expected to decrease in future years. Including the regional roadway funds, $23.1 billion is projected to be available for new roadway construction in Virginia between FY 2026-2031. This is down 3% from the $23.8 billion in funding that was allocated to construction in FY 2020-2025.

Historically, the amount of funding allocated to roadways in Virginia has lagged behind other states, but that has changed in recent years. Using the most recent data available from the U.S. Census Bureau (2023), Virginia ranked 15th highest among

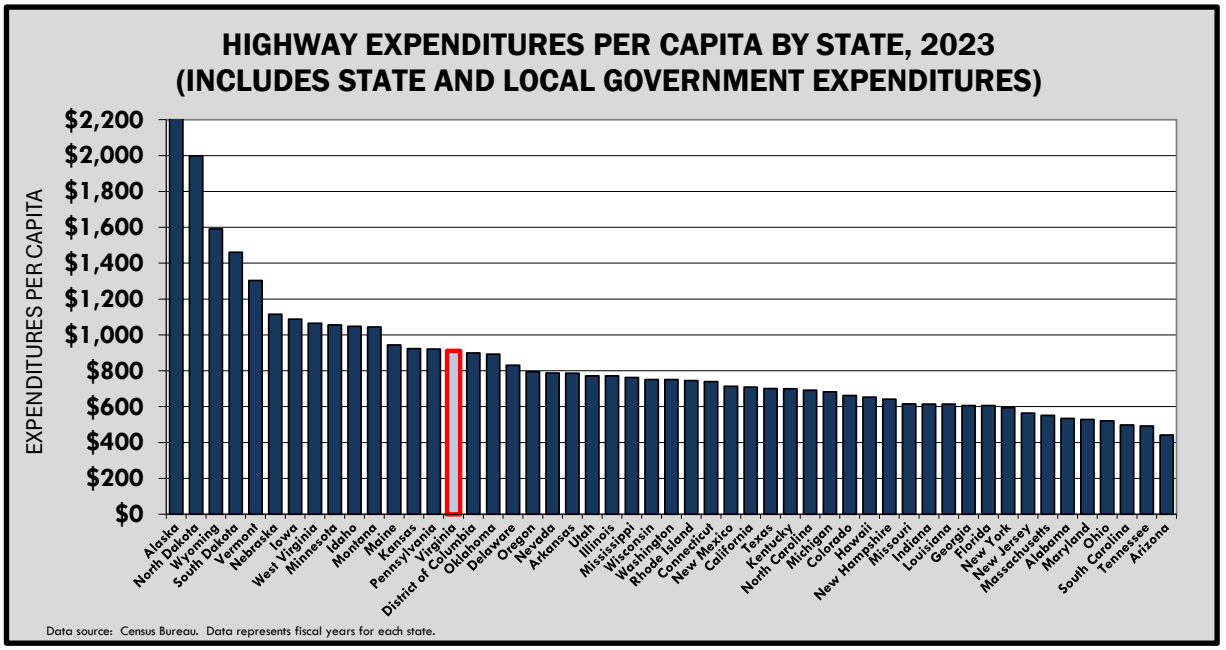


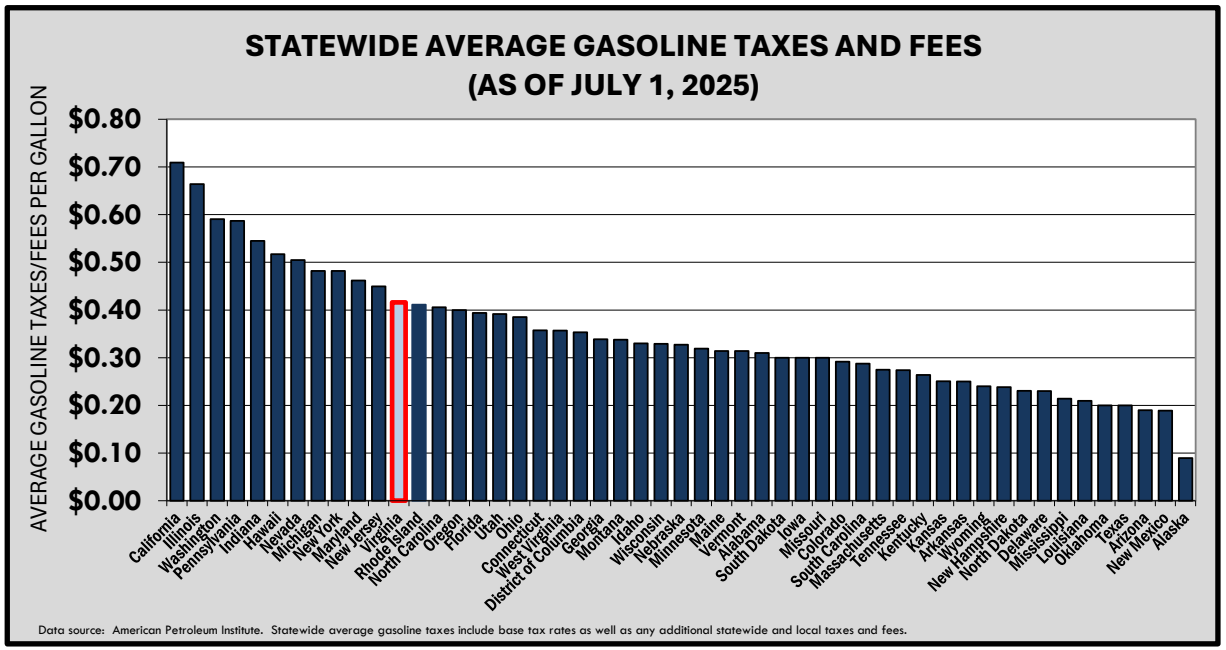


the 50 states and the District of Columbia in highway expenditures per capita. Over the previous decade, however, Virginia ranked as low as 32nd highest, which occurred in 2015.

The level of gasoline taxes and fees collected in Virginia had been lower than in most other states, but that is no longer the case due to recent tax increases. The gasoline tax in Virginia as of July 2025 is 41.6 cents per gallon for unleaded fuel and 42.7 cents for each gallon of diesel fuel. The unleaded fuel rate is comprised of a 31.7 cent per gallon excise tax, 0.6 cent per gallon tax for the petroleum underground storage tank fund, and an additional 9.3 cent per gallon average regional tax on gasoline charged in areas throughout the state. As described on the next page, fuel taxes increase in Virginia by the rate of inflation each year as of 2022.

Virginia had the 12th highest statewide average taxes and fees collected on each gallon of unleaded gasoline among the 50 states and D.C. as of July 2025. This is up from 29th highest in 2020 and 41st highest in 2019.





STATE AND FEDERAL TRANSPORTATION FUNDING LEGISLATION

House Bill 1414 - Signed into law in 2020, HB 1414 increased the revenue dedicated to transportation in Virginia. The legislation made the following changes to transportation funding:

- On July 1, 2020, the statewide gas excise tax increased by 5 cents per gallon, from 16.2 cents per gallon to 21.2 cents per gallon. This was followed on July 1, 2021, by another 5 cent per gallon increase, up to 26.2 cents per gallon.
- In 2022 and the following years, statewide fuel taxes are adjusted annually based on an index related to inflation levels.
- The regional gas tax that was in place in Hampton Roads, Northern Virginia, and localities along the I-81 corridor was expanded to other areas of the state. This regional gas tax was 7.6 cents per gallon and is now being indexed in future years to inflation levels.
- Imposes a fee on fuel efficient, alternative fuel, and electric vehicles. The fee is based on 85% of the difference between the fuel tax paid on the average vehicle and the fuel tax paid on the fuel-efficient vehicle. The legislation repealed the vehicle license tax that had been in place for electric vehicles.
- Creates the option for owners of fuel efficient, alternative fuel, and electric vehicles to pay a mileage-based user fee in place of the new fee described above.
- Reduces most passenger vehicle registration fees by $10.
- Creates the Special Structures Fund for the maintenance, rehabilitation, and replacement of large, complex bridges and tunnels throughout the state.
- The bill also established the Virginia Passenger Rail Authority and created a number of new transportation safety programs.

House Bill 1726/Senate Bill 1038 - Signed into law in 2020, HB 1726 and SB 1038 created the Hampton Roads Regional Transit Fund (HRRTF). The HRRTF was created to implement a regional high-frequency transit network, which is now branded the 757 Express. HRRTF is funded through an additional grantor's tax ($0.06 per $100), a regional transient occupancy tax (1%), and a reallocation of $20 million in statewide recordation taxes. Funds collected through the HRRTF are administered through the Hampton Roads Transportation Accountability Commission (HRTAC).

Infrastructure Investment and Jobs Act – On November 15, 2021, President Biden signed into law the Infrastructure Investment and Jobs Act (IIJA). In addition to providing additional funding for infrastructure in a number of areas, the IIJA serves as the federal surface transportation reauthorization legislation for five years (Federal Fiscal Years 2022-2026). Highlights of the IIJA include:

- Provides $973 billion over five years for investments in transportation, water, energy, environmental remediation, public lands, broadband, and resilience. Of this total, $550 billion is new investments.
- $284 billion is provided for new investments for transportation, including $110 billion for roads and bridges, $39 billion for transit, $66 billion for rail, $25 billion for airports, and $17 for ports and waterways.
- Provides an additional $1.6 billion in formula-based surface transportation funding for Virginia over five years, and an additional $640 million for Virginia transit agencies.
- Includes numerous discretionary grant programs, including new opportunities related to priority projects, bridge replacements, passenger rail expansion, reconnecting communities, and low/no emission buses.

FUEL PRICES

Fuel prices have varied both in Hampton Roads and throughout the country in recent years. However, in spite of increasing statewide and additional regional fuel taxes, fuel prices in Hampton Roads remain below the average of comparable large metropolitan areas.

The average cost of a gallon of regular unleaded fuel in Hampton Roads was $3.03 on October 1, 2025. This is 10 cents per gallon higher than one year earlier. Average fuel prices in Hampton Roads are also over a dollar per gallon higher than the $2.01 rate experienced a decade earlier.

Fuel prices are slightly higher in Hampton Roads than in most other metropolitan areas in Virginia. Fuel prices were on average ½ cent lower in Northern Virginia, 3 cents per gallon lower in Richmond, 5 cents per gallon lower in Charlottesville, and 16 cents per gallon lower in Roanoke than in Hampton Roads as of

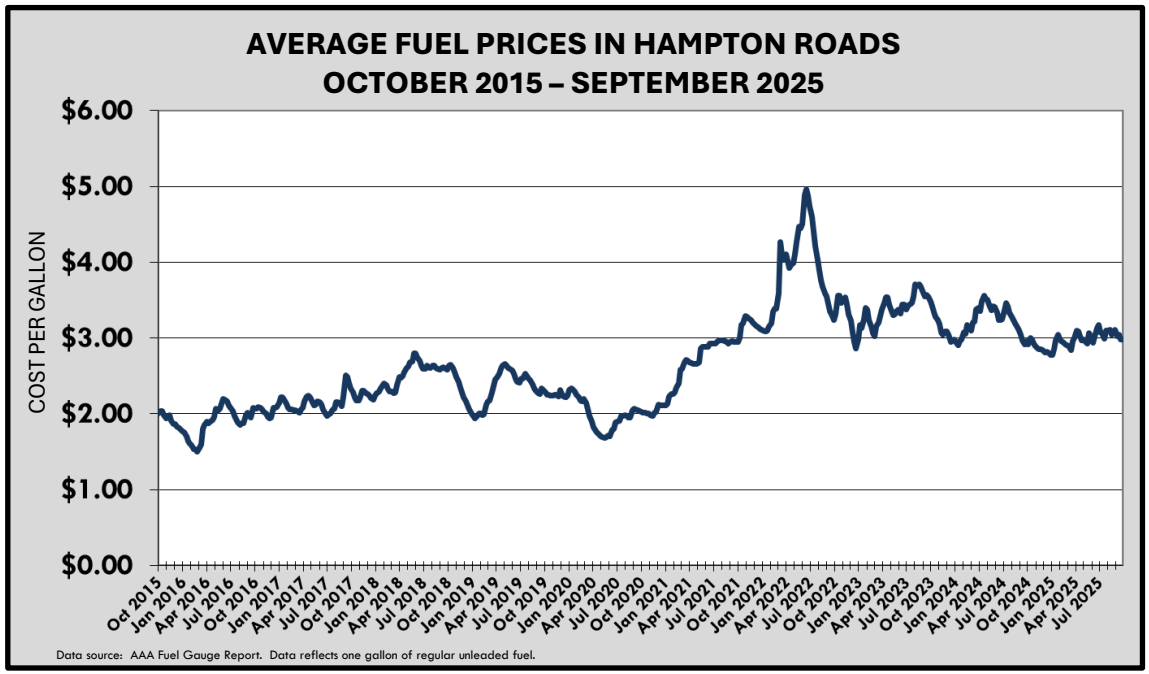
NOTABLE FUEL PRICES NUMBERS

51% ▲

The increase in the cost of a gallon of unleaded fuel in Hampton Roads between October 1, 2015, and October 1, 2025.

23rd

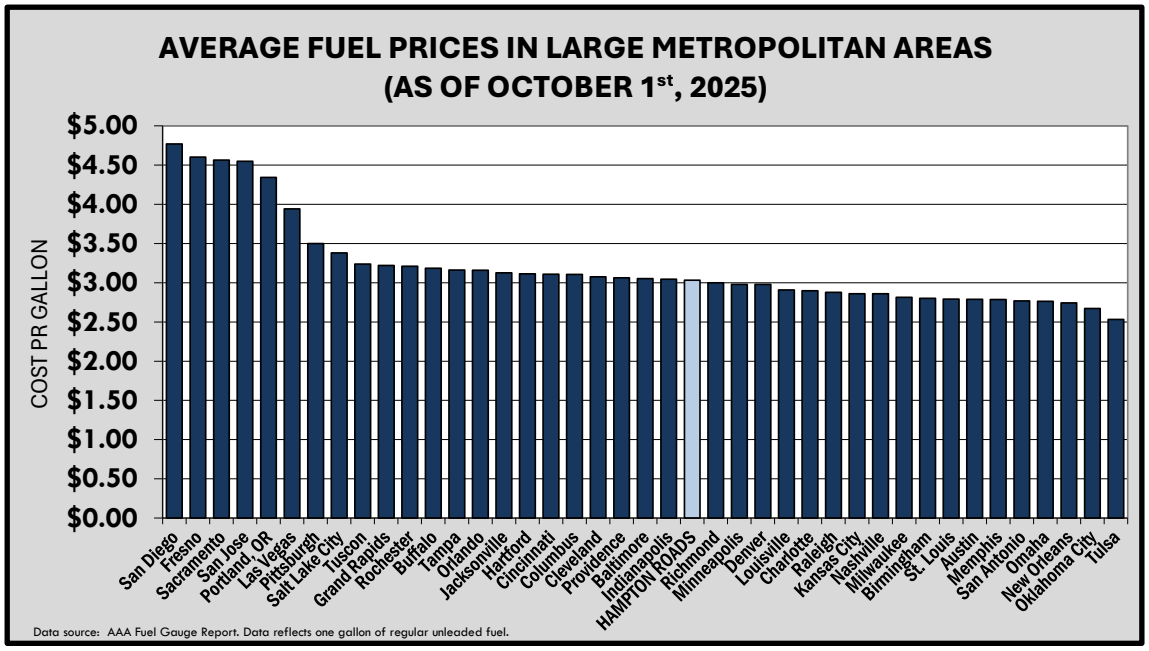
Hampton Roads rank, among the 41 large metropolitan areas with populations between one and four million people, in terms of the average cost per gallon of regular unleaded fuel as of October 1st, 2025.



FUEL PRICES

October 1st, 2025. Statewide, the average cost of fuel was $2.98 per gallon on October 1st, 2025, 5 cents lower than the rate in Hampton Roads.

Fuel prices in Hampton Roads are slightly below national averages. Among the 41 metropolitan areas with a population between one and four million people, Hampton Roads had the 23rd highest average fuel price as of October 1st, 2025. Fuel prices in Hampton Roads were 17 cents per gallon lower than the large metropolitan area average.

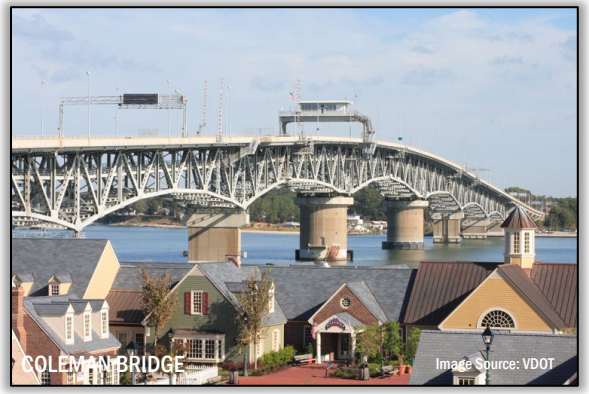


BEHIND THE NUMBERS

Recent legislation has both increased the revenue provided for transportation and changed the way gasoline is taxed in Virginia. In spite of the additional regional and statewide fuel taxes that are now collected for transportation improvements, fuel prices in Hampton Roads have actually decreased relative to comparable metropolitan areas throughout the country. Prior to the first legislation to increase revenues in 2013, fuel prices in Hampton Roads were 10 cents per gallon lower than the comparable large metropolitan area average. As of October 2025, fuel prices in the region were 17 cents per gallon lower than the comparable large area average.

In spite of new funding mechanisms, tolling is an important funding source for many facilities throughout Hampton Roads, and the amount of tolls collected in the region has significantly increased over the last decade.

Although the amount of funding dedicated to transportation improvements in Hampton Roads has increased in recent years with the creation of the Hampton Roads Transportation Fund and additional state and federal funding, tolls are also used as a funding mechanism on some regional roadway facilities.



Seven facilities throughout Hampton Roads charge tolls as of September 2025, as shown in the map to the right. Tolls were implemented at the Midtown and Downtown Tunnels in 2014 as part of the Midtown Tunnel Widening/MLK Freeway Extension Project and at the Veterans Bridge in Chesapeake in 2017 when the Steel Bridge was replaced with a widened, fixed span.

ROADWAY FACILITIES IN HAMPTON ROADS WITH TOLLS (AS OF SEPTEMBER 2025)

TOLLING

In 2018 the reversible HOV lanes on I-64 in the City of Norfolk were converted to Express Lanes. Whereas previously only those traveling with two or more people could legally use the reversible lanes during peak travel periods, the conversion allows those traveling alone to use the lanes if they pay a toll via E-Z Pass. The tolls for those traveling alone vary based on the amount of congestion on the facility and can change every 10 minutes. In 2024, 20,800 vehicles used this section of the Express Lanes on average each weekday, up from 19,500 using the lanes each weekday in 2021.

CURRENT TOLL RATES (AS OF SEPTEMBER 2025)

	PASSENGER VEHICLES				HEAVY VEHICLES			
	E-ZPass		NON E-Z PASS		E-ZPass		NON E-Z PASS	
FACILITY	PEAK*	NON-PEAK	PEAK*	NON-PEAK	PEAK*	NON-PEAK	PEAK*	NON-PEAK
Midtown Tunnel	$3.23	$2.34	$7.89	$7.00	$12.90	$7.00	$17.56	$11.66
Downtown Tunnel	$3.23	$2.34	$7.89	$7.00	$12.90	$7.00	$17.56	$11.66
Chesapeake Bay Bridge-Tunnel	$21.00	$16.00	$21.00	$16.00	$23.00 - $57.00		$23.00 - $57.00	
Chesapeake Expressway	$9.00	$4.00	$9.00	$4.00	$10.00	$5.00	$10.00	$5.00
Coleman Bridge	Tolls removed as of 8/8/25.				Tolls removed as of 8/8/25.			
South Norfolk Jordan Bridge	$3.45		$8.45		$12.95	$7.30	$17.95	$12.30
Veterans Bridge	$1.55		$3.55		$3.88		$5.88	
I-64 Express Lanes	Variable		Variable		Not permitted			

Data sources: VDOT, ERC, City of Chesapeake, Chesapeake Bay Bridge-Tunnel, South Norfolk Jordan Bridge.

Peak Times:
- Downtown and Midtown Tunnel: Monday – Friday from 5:30 am to 9:00 am and 2:30 pm – 7:00 pm.
- Chesapeake Bay Bridge-Tunnel: Friday – Sunday between May 15 and September 15.
- Chesapeake Expressway: Saturday – Sunday between Memorial Day and Labor Day.

In 2024 the Hampton Roads Express Lanes Network was expanded an additional 14 miles, between I-264 at Bowers Hill to the Twin Bridges at the Norfolk/Virginia Beach line. In this section, one dedicated lane is available in each direction 24-hours per day, with tolls charged only to those traveling alone. The new lanes are separated from the conventional lanes by bollards, with ingress and egress permitted at various locations in the corridor.

I-64 EXPRESS LANES Image Source: HRTPO

On August 8, 2025, tolls were removed from the Coleman Bridge after the repayment of bond debts were completed. The tolls had been in place since the bridge was widened to 4 lanes in 1996.

In 2024 approximately $270 million was collected in tolls at these facilities. By comparison, in 2013 only $63 million was collected at toll facilities in Hampton Roads, most of which occurred at the Chesapeake Bay Bridge-Tunnel.

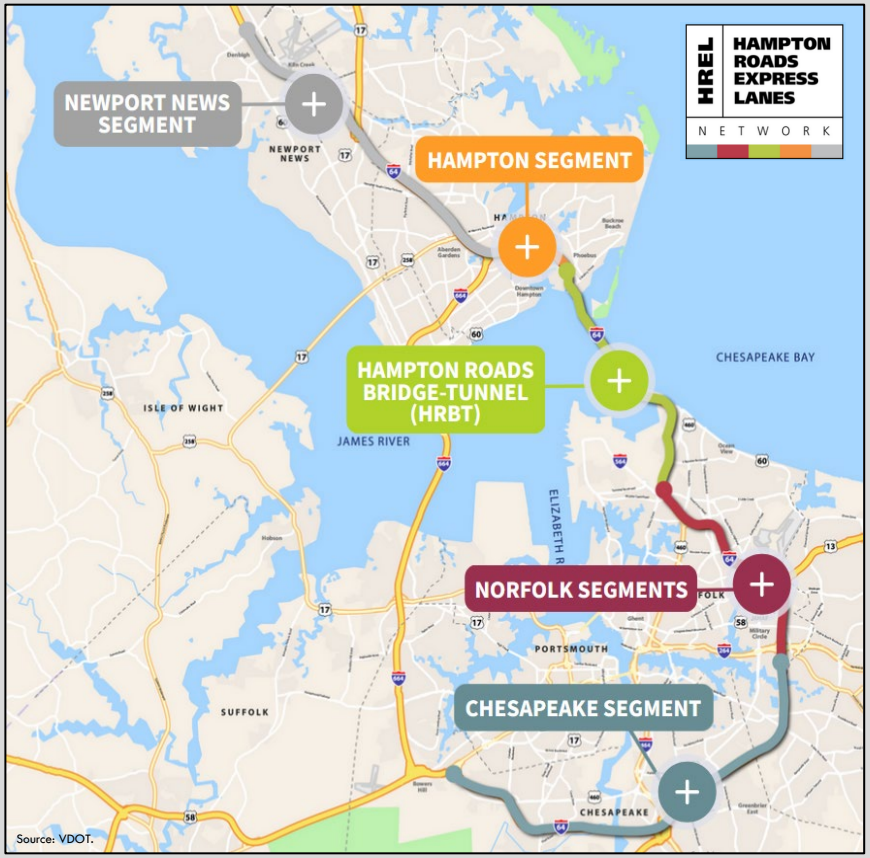
VDOT administers the Toll Relief Fund program to reduce tolls at the Downtown and Midtown Tunnels for economically disadvantaged users. Toll relief has been a regional legislative priority, and $101 million in state funding was allocated in the 2024 biennial budget for the Toll Relief Fund through 2036. Toll relief has also been a priority of the HRTPO for many years, and the HRTPO created the Elizabeth River Crossings Task Force in 2019 to assist with toll relief. In November 2022 the program parameters were expanded to increase the income threshold from $30,000 to $50,000 and expanded eligibility to include residents of all HRTPO localities. The income threshold was increased again in October 2023 up to $65,000. As of June 2025, 20,300 users are enrolled in the Toll Relief Fund Program. More information is available at **https://www.vdottollrelief.com**.

EXPRESS LANES NETWORK

In 2019, the HRTPO Board adopted a resolution endorsing the Hampton Roads Express Lanes Network as a continuous HOT-2 network (which means those traveling with two or more people can use the lanes for free and those traveling alone can use the lanes if they pay a toll). The resolution indicates that the Network should begin on I-64 at Jefferson Avenue, proceed along I-64 through Bowers Hill and continue along I-664 to I-64 at the Hampton Coliseum. Funding, operation, and use of toll revenues are being managed by HRTAC.

Segment 1 in the Reversible Lanes of I-64 (Norfolk Segments) became operational as Express Lanes in 2018, and Segment 2 (Chesapeake Segment) become operational in early 2024, meaning 21 miles of the network are currently in service. Segment 3 is being constructed as part of the HRBT Expansion Project, which is expected to be completed along with Segment 4 (Hampton and Newport News Segments) by 2027. The final segment, which includes part time shoulders in Segment 1 (Norfolk Segments), is expected to be complete by 2029.

Information on the Express Lanes Network is available at **https://www.vdot.virginia.gov/projects/major-projects/64expresslanes**.



ROADWAY PROJECTS

A number of critical projects been completed throughout the region in recent years, and additional funding being provided through federal, statewide and regional sources is contributing to several projects being either underway or soon under construction.

The list of recently completed roadway projects in Hampton Roads varies greatly in size and type, including constructing new roadways, widening existing roadways, constructing new tunnels, replacing bridges, and smaller projects such as adding turn lanes, sidewalks, and traffic signals.

A total of 41 major roadway projects have been completed throughout Hampton Roads since the beginning of 2015. These projects include constructing a new tube at the Midtown Tunnel; replacing the Lesner, Churchland, and Steel (Veterans) Bridges; constructing a new railroad overpass into Norfolk International Terminals; improving the I-64/I-264 Interchange, and opening new facilities such as the Intermodal Connector, MLK Freeway Extension, Atkinson Boulevard, Skiffes Creek Connector, and the completion of Lynnhaven Parkway. Many sections of roadway were widened, including I-64 on the Peninsula and the Southside, George Washington Memorial Highway, Laskin Road, Military Highway (including a new continuous-flow intersection at Northampton Boulevard), Princess Anne Road, Route 58/Holland Road, and Witchduck Road.

MAJOR ROADWAY PROJECTS COMPLETED IN HAMPTON ROADS, JANUARY 2015 – DECEMBER 2025

FACILITY	LOCATION	IMPROVEMENT TYPE	COMPLETION DATE
Atkinson Boulevard	Warwick Blvd to Jefferson Ave	New 4 lane facility	2020
City Center Boulevard	Warwick Blvd to Jefferson Ave	New 4 lane facility	2015
Coliseum Drive Extension	Hampton Roads Center Pkwy to Butler Farm Rd	New 4 lane facility	2022
Dominion Boulevard	GW Hwy to Cedar Rd	Widen to 4 lanes	2017
Dominion Boulevard	Cedar Rd to Great Bridge Blvd	Widen to 4 lanes	2017
First Colonial Rd	I-264 to Laskin Rd	Widen to 6 lanes	2025
George Washington Memorial Highway	Hampton Hwy to Wolf Trap Rd	Widen to 6 lanes	2016
Hampton Boulevard	Railroad into Norfolk International Terminals	New overpass	2015
High Street	Churchland Bridge	Replace/Rehabilitate Bridge	2024
Holland Road	Nimmo Pkwy to Dam Neck Rd	Widen to 4 lanes	2018
I-64	Northampton Boulevard	Interchange Improvements	2018
I-64	Route 199 (Exit 234) to Route 199 (Exit 242)	Widen to 6 lanes	2021
I-64	Route 199 (Exit 242) to Yorktown Rd	Widen to 6 lanes	2019
I-64	Yorktown Road to Bland Boulevard	Widen to 6 lanes	2017
I-64 Express Lanes	Reversible HOV lanes	Conversion to Express Lanes	2018
I-64 Express Lanes	I-264 to I-464	Conversion to Express Lanes	2024
I-64/High Rise Bridge	I-264/I-664 and I-464/Chesapeake Expressway	Widen to 6 lanes	2024
I-64/I-264 Interchange	Phase I	Interchange Improvements	2019
I-64/I-264 Interchange	Phase II	Interchange Improvements	2022
I-664 Northbound	Route 13/58/460 to Dock Landing Road	Widening	2019
Indian River Road	Kempsville Rd	Intersection Redesign	2020
Intermodal Connector	I-564 to Naval Station Norfolk/NIT	New 4 lane facility	2018/2021
Laskin Rd	Republic Rd to Fremac Dr	Widen to 6 lanes	2025
Longhill Road	Olde Towne Rd to Route 199	Widen to 4 lanes	2023
Lynnhaven Parkway	Centerville Tpke to Indian River Rd	New 4 lane facility	2017
Midtown Tunnel	Between Portsmouth and Norfolk	Widen to 4 lanes	2017
Military Highway	Lowery Rd to Northampton Blvd	Widen to 8 lanes	2018
Military Highway	Northampton Blvd/Princess Anne Rd	Intersection Redesign	2018
Military Highway	Northampton Blvd to Robin Hood Rd	Widen to 6 lanes	2018
MLK Freeway	I-264 to High St	New 4 lane facility	2016
Nansemond Parkway	Shoulders Hill Rd to Chesapeake CL	Widen to 4 lanes	2018
Nansemond Parkway	Commonwealth Railway at Wilroy Rd	New overpass	2025
Portsmouth Boulevard	Suffolk CL to Jolliff Rd	Widen to 4 lanes	2018
Princess Anne Road	General Booth Blvd to Sandbridge Rd	Widen to 4 lanes	2022
Route 58	West of Manning Bridge Rd to Suffolk Bypass	Widen to 6 lanes	2025
Route 58	Business Route 58 East of Courtland	New interchange	2018
Saunders Road	Newport News CL to Big Bethel Rd	Widen to 4 lanes	2016
Shore Drive	Lesner Bridge	Replace Bridge	2018
Skiffes Creek Connector	Route 60 to Route 143	New 2 lane facility	2022
Turnpike Road	Frederick Blvd to Constitution Ave	Widen to 4 lanes	2018
Witchduck Road	I-264 to Virginia Beach Blvd	Widen to 6 lanes	2021

ROADWAY PROJECTS

A number of major roadway projects are currently underway throughout the region. These projects include expanding the Hampton Roads Bridge-Tunnel, extending the Hampton Roads Express Lanes Network, and adding a parallel tunnel at the Chesapeake Bay Bridge-Tunnel. Many other roadway widening and improvement projects are also underway including the Deep Creek Bridge, I-64/I-464 Interchange, SPSA Landfill Interchange, Croaker Road, Elbow Road, Nike Park Road, Victory Boulevard, and Wythe Creek Road.

DEEP CREEK BRIDGE CONSTRUCTION

Image Source: Chesapeake

Upcoming roadway projects throughout Hampton Roads are programmed in VDOT's Six-Year Improvement Program (SYIP) and HRTPO's Transportation Improvement Program (TIP). Examples of roadway projects that are expected to begin construction over the next six years

UPCOMING & ONGOING MAJOR ROADWAY PROJECTS IN HAMPTON ROADS

FACILITY	LOCATION	IMPROVEMENT TYPE	COMPLETION DATE
Battlefield Blvd	Volvo Blvd to WalMart Way	Widen in northbound direction	2031
Bridge Road	Windward Ln to Harbour View Blvd	Widen to 6 lanes	2027
Centerville Turnpike	Kempsville Rd to Indian River Rd	Widen to 4 lanes	2028
Centerville Turnpike	Chesapeake CL to Kempsville Rd	Widen to 4 lanes	2029
Chesapeake Bay Bridge-Tunnel	Thimble Shoal Tunnel	Widen to 4 lanes	2027
Cleveland Street	Witchduck Rd to Independence Blvd	Widen to 3 lanes	2031
Croaker Road	Route 60 to Rochambeau Dr	Widen to 4 lanes	2027
Dam Neck Road	Salem Rd to Virginia Beach Amphitheater	Widen to 4 lanes	2030
Elbow Road	Chesapeake CL to Salem Road	Relocated 4 lane facility	2026
George Washington Highway	Deep Creek Bridge	Widen to 4 lanes	2027
George Washington Highway	Yadkin Rd to Canal Rd	Widen to 4 Lanes	2029
George Washington Memorial Highway	Farmwood Rd to Hook Rd	Widen to 6 lanes	2032
George Washington Memorial Highway	Wolf Trap Rd to Old York-Hampton Hwy	Widen to 6 lanes	2029
Godwin Blvd	Suffolk Bypass to Kings Fork Rd	Widen to 6 Lanes	2029
Holland Rd	Independence Blvd to South Plaza Trail	Widen to 6 Lanes	2031
I-64	New Kent CL to Route 199	Widen to 6 Lanes	2027
I-64/Denbigh Interchange		New interchange	2029/2034
I-64/Hampton Roads Bridge-Tunnel	Settlers Landing Rd to I-564	Widen to 6/8 lanes	2027
I-64/I-264 Interchange	Northampton Blvd to Newtown Road	Widen mainlines and ramp	2030
I-64/I-464 Interchange		New ramp	2027
I-64 Express Lanes - Segment 1A	Patrol Rd to Tidewater Dr	New shoulder lanes	2026
I-64 Express Lanes - Segment 1B	Tidewater Dr to I-264	New shoulder lanes	2029
I-64 Express Lanes - Segment 4A/4B	Jefferson Ave to LaSalle Ave	Convert HOV to Express Lanes	2027
I-64 Express Lanes - Segment 4C	LaSalle Ave to Settlers Landing Rd	Convert HOV to Express Lanes	2027
Indian River Road	Lynnhaven Pkwy to Elbow Rd	Relocated 4 lane facility	2030
J Clyde Morris Boulevard	I-64 to Harpersville Road	Widen in northbound direction	2029
J Clyde Morris Boulevard	Diligence Dr to Traverse Rd	Widen in northbound direction	2030
Laskin Road	Phillip Ave to Republic Rd	Widen to 6 lanes	2032
Laskin Road	Red Robin Rd to Oriole Dr	Widen to 6 lanes	2036
Little Back River Road	Clemwood Pkwy to Harris Creek Rd	Widen to 3 lanes	2030
Little Back River Road	King St to Clemwood Pkwy	Widen to 3 lanes	2028
Nike Park Road Extension	Reynolds Dr to Route 17	New 2 lane facility	2026
Nimmo Parkway	Albuquerque Dr to Sandbridge Rd	New 2 Lane Facility	2034
Oyster Point Road	Operations Dr to Jefferson Ave	Widen to 6 Lanes	2030
Providence Road	Kempsville Rd to Churchill Dr	Widen to 4 lanes	2031
Route 17	James River Bridge to Smiths Neck Rd	Widen in westbound direction	2035
Route 17	Smiths Neck Rd to Route 258	Widen in westbound direction	2036
Route 460	Suffolk Bypass to Lake Prince Drive	Widen to 6 lanes	2032
Shoulders Hill Road	Pughsville Rd to Bennetts Creek Park Rd	Widen to 4 lanes	2030
Shoulders Hill Road	Bennetts Creek Park Rd to Laycock Ln	Widen to 4 lanes	2030
SPSA Interchange		New Interchange	2026
Victory Boulevard	Route 17 to Hampton Hwy	Widen to 6 lanes	2026
Virginia Beach Boulevard	George St to Newtown Rd	Widen to 6 lanes	2031
Virginia Beach Boulevard	Winburne Ln to George St	Widen to 6 lanes	2029
Wythe Creek Road	Commander Shepard Blvd to Poquoson CL	Widen to 3 lanes	2027
Wythe Creek Road	Hampton CL to Alphus St	Reconstruction	2027

Data sources: VDOT, HRTPO, various localities. Projected completion date as of September 2025.

include a new interchange on I-64 at Denbigh Boulevard, additional improvements at the I-64/I-264 interchange, and widening sections of Bridge Road, Centerville Turnpike, George Washington Memorial Highway, Godwin Boulevard, Indian River Road, J Clyde Morris Boulevard, and Route 460.

More information on programmed roadway improvement projects is included in the SYIP and TIP. VDOT's SYIP can be accessed at **http://syip.virginiadot.org**. HRTPO has a website devoted to the TIP (**http://www.hrtpotip.org**) that includes the TIP document, details on programmed roadway projects, an overview of the TIP development process, and an Interactive Project Map.

NEW NANSEMOND PARKWAY OVERPASS

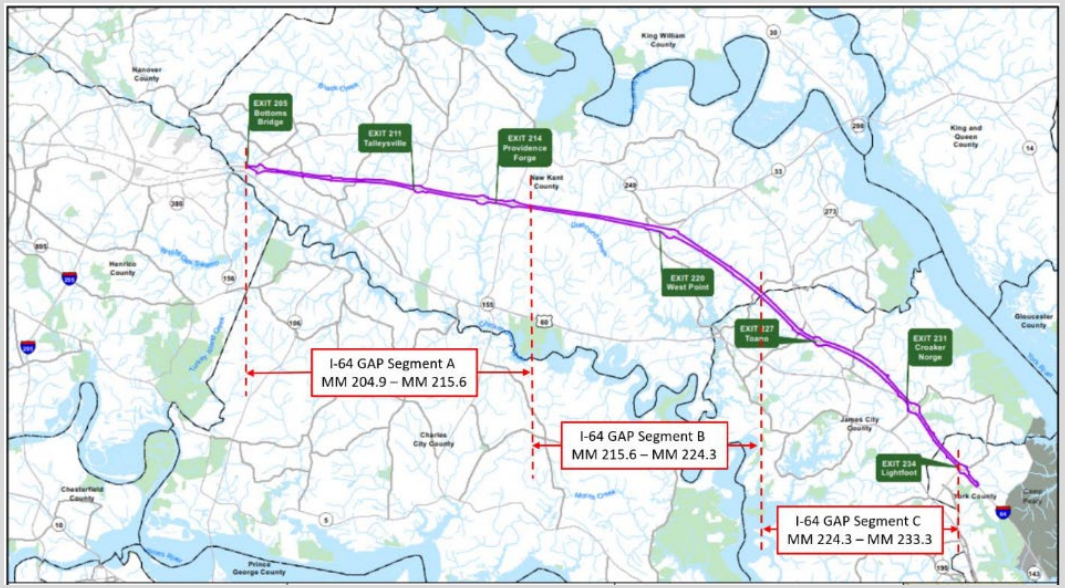
Image Source: Suffolk

NEW DEVELOPMENTS

I-64 Gap – Portions of I-64 have been widened on the Peninsula and to the east of Richmond over the last decade, leaving a 29-mile gap between Exit 205 and Exit 234 that remains at 2 lanes in each direction. Construction, however, is underway to widen the remaining 29-mile gap to 3 lanes in each direction. The 11-mile section closest to Richmond (Segment A) is expected to be completed first, with completion of the project expected by Summer 2027. The 9-mile section in Hampton Roads (Segment C) is also under construction, with a completion date of Fall 2027. The final 9-mile section in the middle (Segment B), began construction in 2025 and is expected to be complete by Summer 2029.

Once complete, I-64 travelers will experience a corridor with at least 3 lanes in each direction between Richmond and the end of I-64 at Bowers Hill.

More information on the project is available at **https://www.vdot.virginia.gov/projects/major-projects/i64widening/**.



TRANSPORTATION OPERATIONS

Hampton Roads continues to be a leader in managing the regional transportation system through transportation operations, which is a cost-effective method of maximizing the safety and capacity of the existing network.

The safety, security, and mobility of roadway users are enhanced by the active management of the regional transportation system. Transportation operations is a cost-effective strategy for improving the transportation network as funding for new roadway construction becomes more competitive and constructing major roadway projects becomes more challenging. Transportation operations involves trained and coordinated personnel managing the system with Intelligent Transportation Systems (ITS) technologies. Examples of transportation operations include incident management (such as VDOT's Safety Service Patrol), traffic signal coordination, E-Z Pass electronic toll collection, changeable message signs, and traveler information.

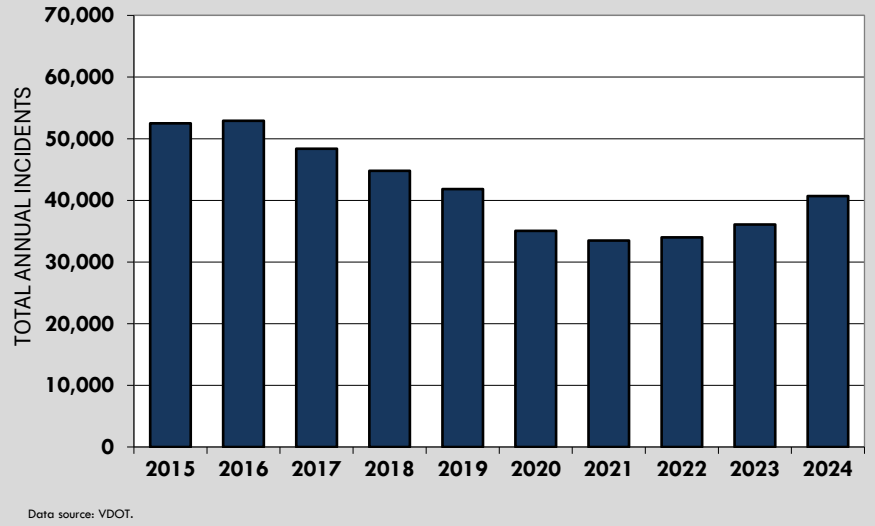
In Hampton Roads, the freeway system is managed by the VDOT Eastern Region Transportation Operations Center (TOC). The Eastern Region TOC monitors traffic conditions throughout the region, maintains and operates ITS infrastructure on the regional Interstate system, responds to and clears crashes and other types of incidents with the Safety Service Patrol, and informs travelers of roadway conditions via changeable message signs, highway advisory radio, and the 511 Virginia phone, smartphone app, social media, and other online services.

NOTABLE TRANSPORTATION OPERATIONS NUMBERS

141 Miles of the regional Interstate system covered by the VDOT Hampton Roads Transportation Operations Center.

40,690 The total number of incidents responded to by the Hampton Roads Safety Service Patrol in 2024.

TOTAL INCIDENTS RESPONDED TO BY THE HAMPTON ROADS TOC SAFETY SERVICE PATROL. 2015-2024



Data source: VDOT.

In addition to VDOT's Hampton Roads Transportation Operations Center, most cities in the region maintain their own traffic management centers. These centers operate local traffic signal systems, changeable message signs, and cameras. Data and video can also be shared from these centers.

Another service provided by VDOT to improve mobility is 511 Virginia. 511 Virginia provides real-time traveler information via phone, email, X (formerly Twitter), text message, smartphone app, and the **http://www.511virginia.org** website. 511 Virginia includes information on road conditions, traffic speeds, work zones, camera images, changeable sign messages, weather closures, truck parking, and incidents. Information is also provided on tourist destinations, rest areas, airports, ridesharing, and transit throughout Virginia. Customizable route information is also available.

Traveler information is also provided on many platforms by private sector companies. Examples include

ITS TECHNOLOGIES IN HAMPTON ROADS

Many different Intelligent Transportation Systems (ITS) technologies are in place in Hampton Roads. Nearly every mile of Interstate in the region is instrumented with ITS technologies, and cities throughout the region maintain ITS infrastructure as well. The following are examples of ITS technologies in use throughout Hampton Roads:

Transportation Operations Centers (TOCs)
Centers that incorporate various ITS technologies to assist staff with traffic monitoring, incident response, and information dissemination.

Vehicle Detection Devices
Records traffic volumes and speeds. Also notifies TOC staff of congestion and incidents.

Reversible Roadway Gates
Allows traffic on limited-access roadways to be reversed based on commuting patterns, maximizing the use of the existing roadway.

Emergency Vehicle Signal Preemption
Changes the traffic signal when emergency vehicles approach, improving safety and response time.

Advanced Signal Systems
Improves the coordination and timing of traffic signals in a corridor or throughout an entire city, reducing the number of stops and delays.

Shoulder/Lane Control
Allows the shoulder to be opened to vehicles during peak travel periods.

CCTV Cameras
Provides roadway images to transportation operations centers and the public.

Electronic Toll Collection
Allows travelers to pass quickly through toll gantries, avoiding backups due to paying tolls.

511 Virginia
Provides up-to-date traveler information via smart phones, the internet, and other methods.

Changeable Message Signs
Provides up-to-date information to the traveling public.

Transit Automatic Vehicle Location (AVL)
Provides the location of transit vehicles, aiding on-time performance.

Highway Advisory Radio
Provides up-to-date traveler information through radio broadcasts on 1680 AM.

Overheight Detection
Detects overheight vehicles to prevent damage to the region's tunnels and bridges.

Google and Bing Maps, INRIX, Waze (which is also available through the 511 Virginia website), and local television and radio stations.

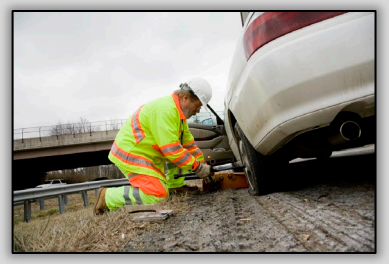
Regional transportation operations planning and coordination is conducted through multiple committees including the Hampton Roads Transportation Operations (HRTO) Subcommittee. The HRTO Subcommittee facilitates peer-to-peer information sharing and advises the HRTPO Transportation Technical Advisory Committee on transportation operations issues. HRTO is comprised of professionals from each city, VDOT, transit agencies, the Virginia Port Authority, and other invited participants such as police and fire/EMS personnel. More information on regional operations efforts is available at **https://www.hrtpo.org/488/Hampton-Roads-Transportation-Operations-**.

VDOT EASTERN REGION TOC

The VDOT Eastern Region (Hampton Roads) Transportation Operations Center (TOC) serves as the backbone for transportation operations in the region. The Eastern Region TOC operates 24 hours a day, 7 days a week, every day of the year to ensure safe and efficient travel on the roadways throughout Hampton Roads.

Some interesting facts about the TOC and Safety Service Patrol from the year 2024:

- Staffed by a total of 35 TOC operators and 72 safety service patrol operators.
- The SSP provides more than 2,400 patrol hours each week, which is more than any other district in the state.
- Monitors traffic using more than 300 traffic cameras.
- Provide information on more than 200 changeable message signs.
- Operate Safety Service Patrol coverage on 17 routes and 141 miles throughout the region.
- Responded to 6,282 vehicle crashes.
- Assisted with 28,492 disabled vehicles.
- Assisted with 225 vehicle fires.
- Provided assistance with 6,914 work zone events.
- Picked up debris on the roadway 2,937 times.
- Stopped traffic at the region's bridges and tunnels 12,394 times.



AIR QUALITY

Through a number of national, statewide, and regional efforts, the air quality of Hampton Roads has improved over the last decade, and is better than the air quality in most other comparable metropolitan areas.

The Environmental Protection Agency (EPA) regulates the amount of airborne pollutants in each region. These airborne pollutants come from a variety of stationary sources such as factories and power plants, and mobile sources such as passenger cars, trucks, trains, and ships.

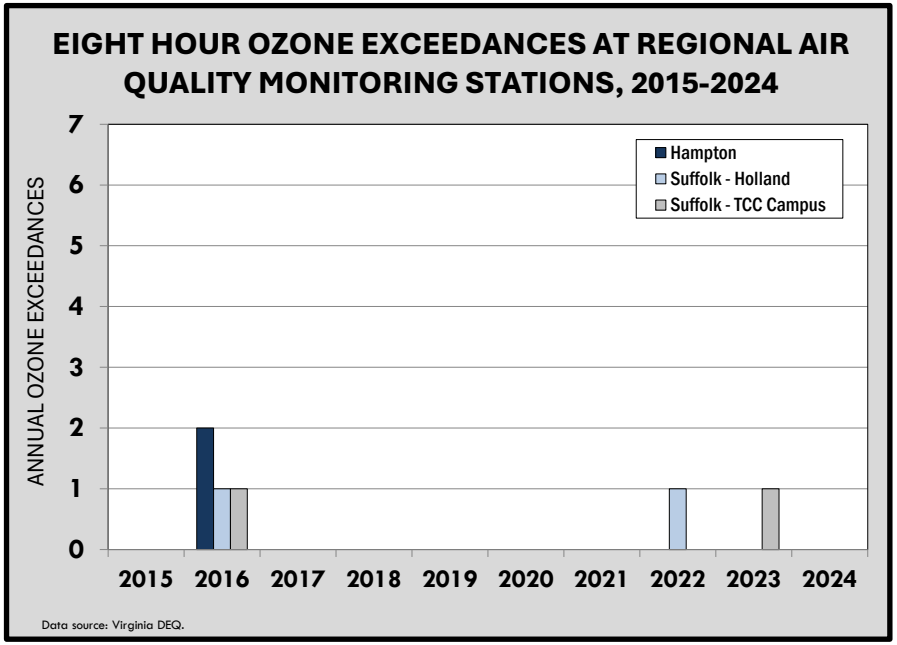
Ground-level ozone and other pollutants are measured in Hampton Roads at three ambient air quality stations maintained and monitored by the Virginia Department of Environmental Quality (DEQ). These stations are located in Downtown Hampton, the Holland community in Suffolk, and the Tidewater Community College campus site in Northern Suffolk.

Each metropolitan area is designated as being in attainment or non-attainment of federal ozone air quality standards based on the amount of ground-level ozone recorded at monitoring stations and the National Ambient Air Quality Standards. EPA determines these designations based on an eight-hour standard, under which violations are determined using the fourth-highest daily maximum eight-hour average ozone concentration over the course of the year, averaged over a three-year period. According to EPA regulations, if an area is in non-attainment, the area's Long-Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) must conduct emissions modeling to ensure conformity with the state's air quality plan.

NOTABLE AIR QUALITY NUMBERS

0 The number of eight hour ozone exceedances at Hampton Roads air quality monitoring stations in 2024.

2nd Hampton Roads rank, among the 41 large metropolitan areas with populations between one and four million people, in terms of the best fourth-highest daily maximum 8-hour ozone averages in 2024.

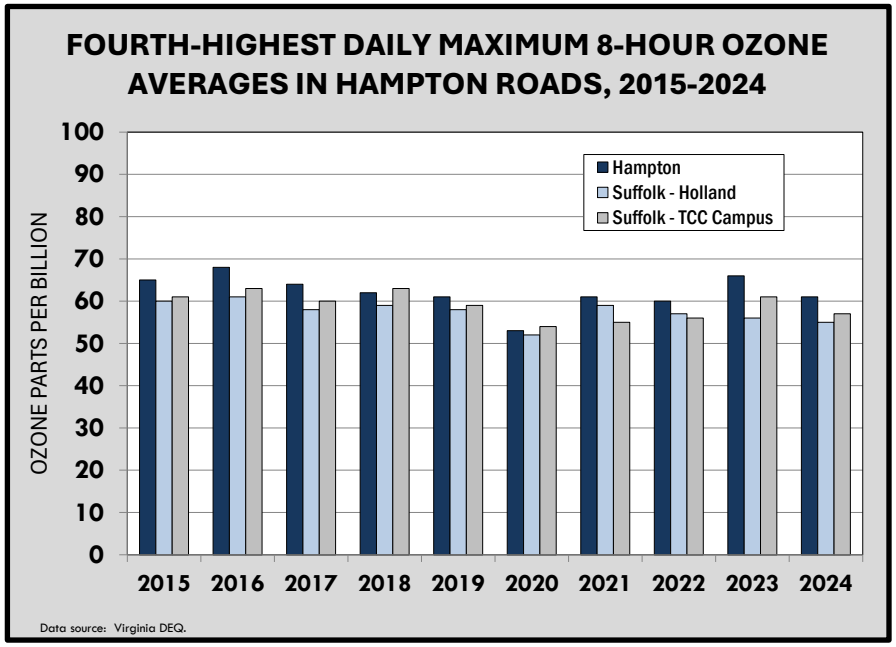


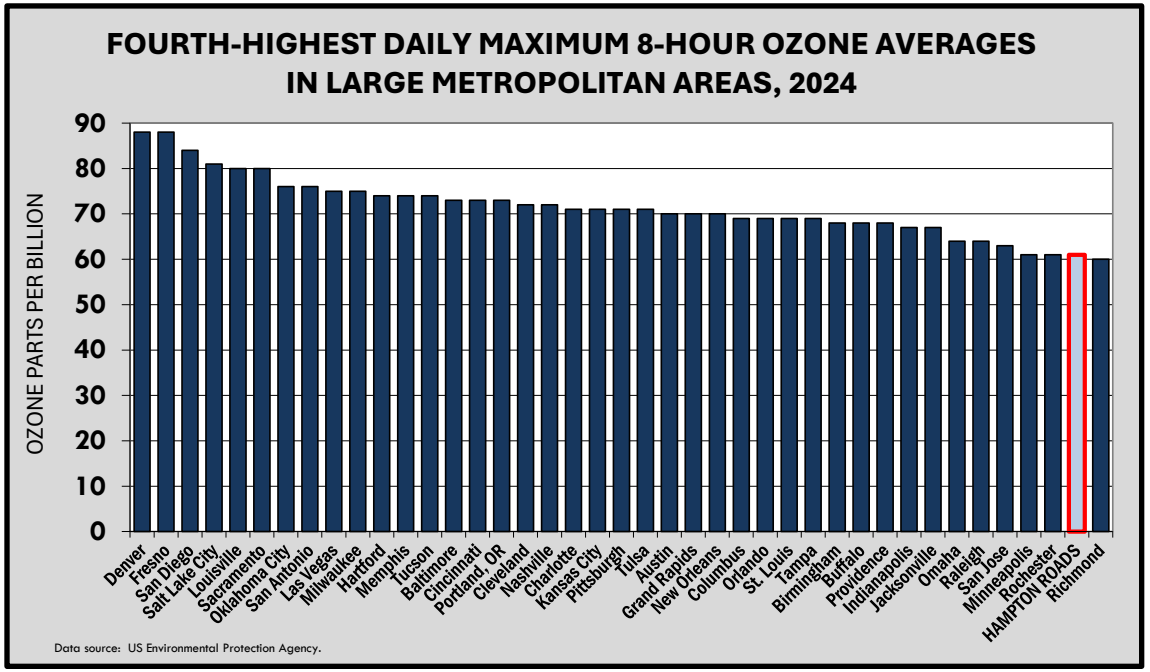
AIR QUALITY

Prior to 2008, regions were classified as non-attainment if the fourth-highest eight-hour ozone averages were greater than 84 parts per billion (ppb) at any of the regional monitoring stations over a three-year period. This standard was lowered to 75 ppb in 2008. In 2015, EPA revised ozone standard levels down to 70 ppb, based on a review of scientific research on ozone's effects on public health. The lower standards took effect in 2017, using the previous three-year (2014-2016) ozone data.

In Hampton Roads, the 2022-2024 three-year ozone averages at the three monitoring stations were between 56 and 62 ppb, all below the 70 ppb threshold. Based on these readings, Hampton Roads is currently designated as an ozone attainment/maintenance area.

The air quality in Hampton Roads is better than the air quality in most other comparable metropolitan areas based on the eight-hour ozone standard. The fourth-highest eight-hour ozone level was 61 ppb in Hampton Roads in 2024 according to EPA data, which ranked the region tied for second-best among the 41 large metropolitan areas with populations between one and four million people.





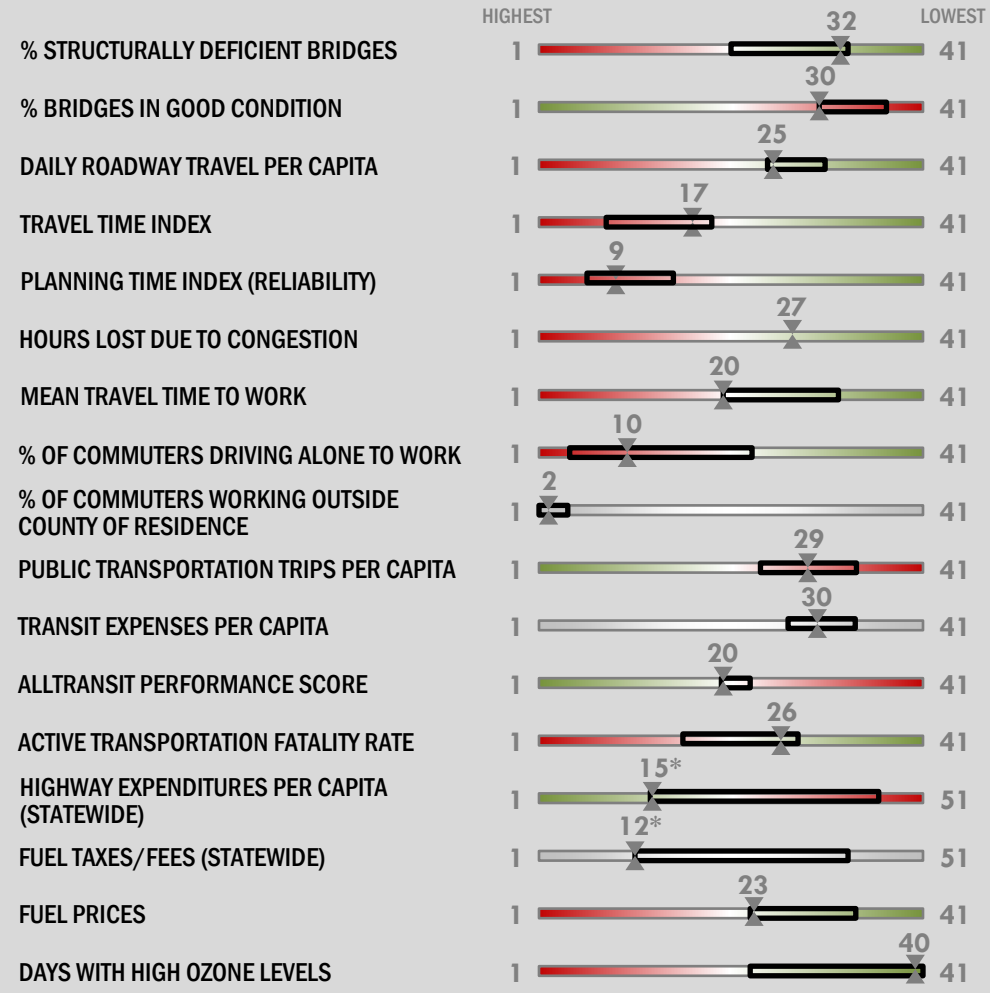
NATIONAL RANKING SUMMARY

In many sections of this report, Hampton Roads is compared to other large metropolitan areas throughout the United States with populations between one and four million people. Many of these 40 other metropolitan areas have similar transportation issues to the Hampton Roads area, from congestion to funding shortfalls.

The figure to the right summarizes where Hampton Roads ranks in various transportation measures compared to the other large metropolitan areas, or in some cases where Virginia ranks compared to other states, based on the most recent data available. In addition, the range in Hampton Roads rank over the last decade is indicated by black boxes for each measure with a decade of available data.

Measures for which Hampton Roads ranks in the "green" indicate the region fares better than most of the comparable large metropolitan areas, whereas measures for which Hampton Roads is in the "red" indicate the region fares worse than the comparable areas.

HAMPTON ROADS CURRENT RANK AMONG LARGE METROPOLITAN AREAS



*Statewide Ranking

ADDITIONAL INFORMATION

The information provided in this report was compiled from a variety of sources. Data from each section of the report can be accessed from the locations described below for additional information:

Air Travel – The Federal Aviation Administration (FAA) updates air passenger data for both the nation and individual airports at http://www.faa.gov/airports/planning_capacity/passenger_allcargo_stats/passenger. Further information on airfares and capacity is available at http://www.transtats.bts.gov. Passenger data is also provided by each of the Hampton Roads airports at http://www.norfolkairport.com and http://www.flyphf.com.

Port Data – The Virginia Port Authority maintains up-to-date statistics regarding the Port of Virginia on their website http://www.portofvirginia.com. The Virginia Maritime Association also maintains extensive information regarding all aspects of the port. Their website is http://www.vamaritime.com. National port activity information is collected by the American Association of Port Authorities and is available at http://www.aapa-ports.org.

Rail Travel – Amtrak maintains a list of passenger volumes by station at their website https://www.amtrak.com/state-fact-sheets. Information regarding Virginia ridership and rail improvements is available from the Virginia Department of Rail and Public Transportation at http://www.drpt.virginia.gov and the Virginia Passenger Rail Authority at https://vapassengerrailauthority.org/resources/ridership-reports.

Bridges – VDOT maintains information on their website regarding most bridges throughout Virginia. This information is available at https://www.vdot.virginia.gov/about/our-system/bridges-tunnels/.

Pavement Condition – VDOT releases pavement condition data on an annual basis as part of the State of the Pavement report. This report is available at http://www.virginiadot.org/info/state_of_the_pavement.asp.

Roadway Usage – The Highway Statistics Series contains data on motor fuel, motor vehicles, driver licensing, highway finance, highway mileage, and federal aid for highways. The reports are released annually by the Federal Highway Administration and are located at https://www.fhwa.dot.gov/policyinformation/statistics.cfm.

VDOT also releases roadway usage data on an annual basis for every Virginia jurisdiction. This data is available at https://www.vdot.virginia.gov/doing-business/technical-guidance-and-support/traffic-operations/traffic-counts/.

Congestion – TomTom prepares an analysis annually to describe regional congestion levels. More information is located at https://www.tomtom.com/traffic-index.

FHWA releases the Urban Congestion Report on a quarterly basis. The Urban Congestion Report includes measures of congestion and travel time reliability for 54 metropolitan areas. The Urban Congestion Report is available at https://ops.fhwa.dot.gov/perf_measurement/ucr/.

Commuting – The Bureau of the Census annually collects and distributes socioeconomic data via the American Community Survey (ACS). The ACS includes commuting characteristics data for each city and region. Data from the American Community Survey is available at https://data.census.gov.

The Accessibility Observatory at the University of Minnesota regularly produces the Access Across America report. These reports estimate the accessibility to jobs by automobile, walking, biking, and public transportation for each of the 11 million census blocks in the country. The Access Across America reports are available at http://access.umn.edu.

ADDITIONAL INFORMATION

Roadway Safety – The Virginia Department of Motor Vehicles (DMV) annually releases the Virginia Traffic Crash Facts document, which is a comprehensive overview of traffic crashes occurring throughout Virginia. The DMV also maintains crash query and mapping tools on their website. These documents and crash tools are located at **https://www.dmv.virginia.gov/safety/#crash_data/index.asp**.

Truck Travel – VDOT releases truck travel data on an annual basis for every Virginia jurisdiction. This data is available at **https://www.vdot.virginia.gov/doing-business/technical-guidance-and-support/traffic-operations/traffic-counts/**.

Public Transportation – The Federal Transit Administration releases data on public transportation via the National Transit Database (NTD) program. The NTD is located at **https://www.transit.dot.gov/ntd**. The American Public Transportation Association also includes transit data on their website at **http://www.apta.com**. HRT and WATA also include public transportation statistics on their websites at **http://www.gohrt.com** and **http://www.gowata.org**.

AllTransit provides information on the performance of transit for each metropolitan area. More information on AllTransit is available at **http://alltransit.cnt.org**.

Bike and Pedestrian Facilities – A wide variety of information regarding bicycling and walking in Virginia is provided by VDOT at **https://www.vdot.virginia.gov/travel-traffic/bike-ped/**. The DMV also maintains bicyclist and pedestrian crash data at **https://www.dmv.virginia.gov/safety/#crash_data/index.asp**.

Transportation Financing – Information regarding transportation financing in Virginia is available at **http://www.virginiadot.org** and **http://www.ctb.virginia.gov**. A list of fuel taxes and fees by state is available on the US Energy Information Administration's website **https://www.eia.gov/petroleum/marketing/monthly/xls/fueltaxes.xlsx**.

Fuel Prices – National, statewide, and regional fuel prices are available via AAA at **http://gasprices.aaa.com**.

Roadway Projects – Information regarding transportation projects in Virginia's Six-Year Improvement Program is available at **http://syip.virginiadot.org**. HRTPO maintains the regional Transportation Improvement Program, which can be accessed at **http://www.hrtpotip.org**.

Transportation Operations – VDOT maintains ITS infrastructure and manages traffic on the regional freeway system. More information is available at **http://www.virginiadot.org**.

Air Quality – Virginia's Department of Environmental Quality maintains information regarding national air quality standards and regional air quality data. Their website is **https://www.deq.virginia.gov**. National air quality information is available from the Environmental Protection Agency's website at **https://www.epa.gov/air-trends/air-quality-cities-and-counties**.

For additional information regarding this report, Congestion Management Process studies, or other transportation questions or concerns, please contact:

Hampton Roads Transportation Planning Organization
723 Woodlake Drive
Chesapeake, Virginia 23320
757.420.8300
http://www.hrtpo.org

PUBLIC REVIEW AND COMMENTS

As part of the Hampton Roads Transportation Planning Organization's (HRTPO) efforts to provide opportunities for the public and stakeholders to review and comment on this draft report prior to the final product being published, a public review period was conducted from November 5, 2025, through December 5, 2025. No public comments were received during this period.