

FREIGHT

In Hampton Roads



Highlights from the Regional Freight Study | 2017

the *heartbeat* of
HAMPTON
ROADS **TPO**
TRANSPORTATION PLANNING ORGANIZATION

HAMPTON ROADS REGIONAL FREIGHT STUDY

WHAT IS THE HAMPTON ROADS REGIONAL FREIGHT STUDY?

The efficient movement of freight helps our regional businesses and industries remain competitive when compared to other metropolitan areas. This study serves as a comprehensive resource document on the Hampton Roads multimodal transportation system. Details within this report explain the movement of goods across all freight facilities—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.



WHY IS IT IMPORTANT?

Freight infrastructure affects countless areas of our lives through stimulating regional and global economic development. The cost of every product is influenced by the moving and warehousing of those goods. As a result, effective freight management ensures the improvement of local connectivity, logistics, and quality of life throughout the region.

KEY FACTS



Hampton Roads is located within one day's drive of **40%** of the U.S. population and has access to approximately **128 million consumers**.



Hampton Roads is home to the Port of Virginia's four deep water marine terminals with a total economic impact of **\$60 Billion** in total revenue (FY 2015) to the Commonwealth of Virginia.

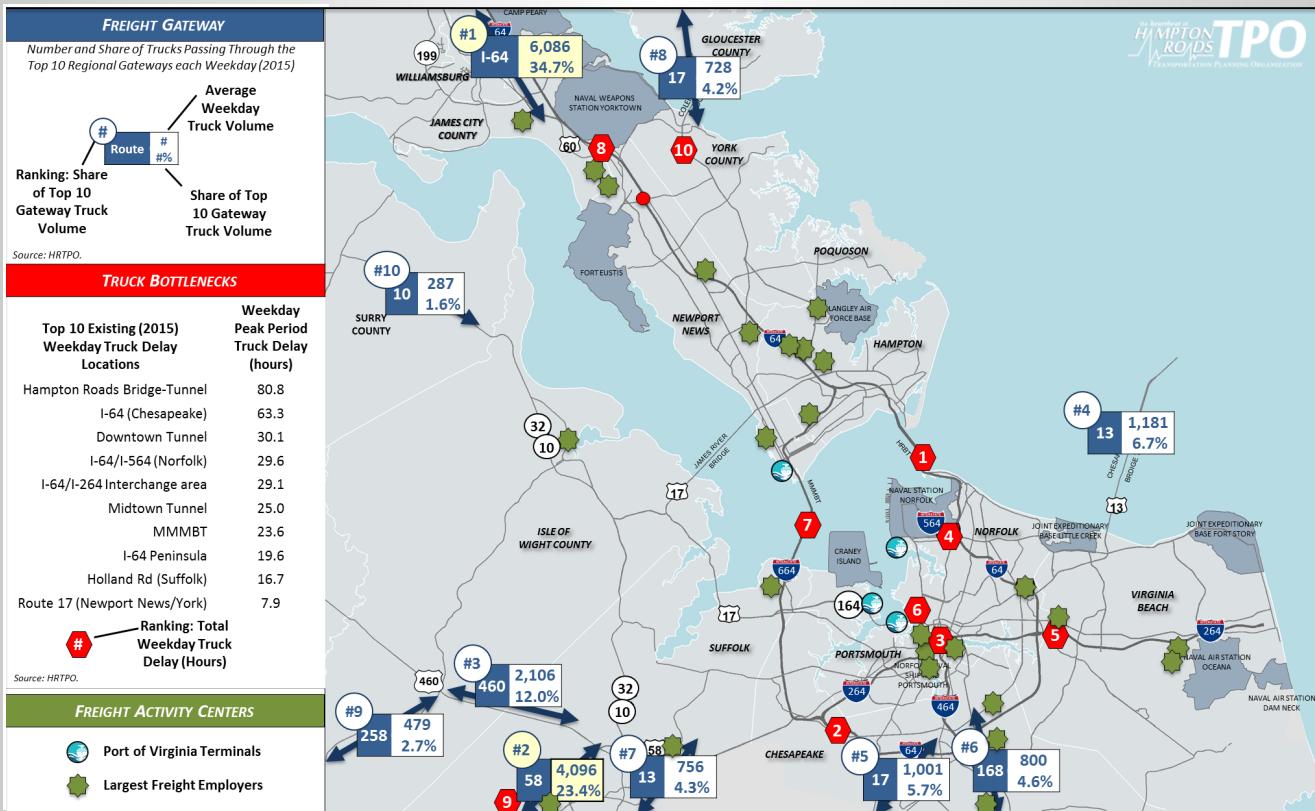


The Port of Virginia – which already transports more freight by rail than any other East Coast port – projects that it will transport nearly **1,000,000** containers by rail by the year 2040. This is more than double what was handled by the Port in 2015.



The Port of Virginia is the **3rd largest** container port on the U.S. East Coast.

HAMPTON ROADS REGIONAL FREIGHT SYSTEM

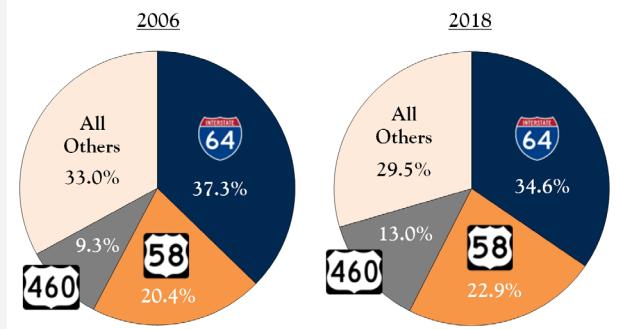


HOW DOES FREIGHT ARRIVE HERE?

The predominant carrier for Hampton Roads freight is truck. Combined, I-64, Route 58, and Route 460 carry 70% of all trucks entering or leaving the region, but the share of trucks is shifting from I-64 towards Routes 58 and 460.

WHAT ARE THE IMPACTS OF CONGESTION?

The corridor with the most truck delay is the Hampton Roads Bridge-Tunnel (HRBT). Over the course of a year, peak period truck delay at the HRBT amounts to over 20,000 hours; this equates to \$1.4 million in costs for the trucking industry.



KEY FACTS



The total tonnage moved by truck in Hampton Roads is expected to double from **75 to 148 million tons** between 2012 and 2040.



The Port of Virginia's channels (50 feet) are among the deepest on the East Coast, and the only port authorized to be deepened to **55 feet**.



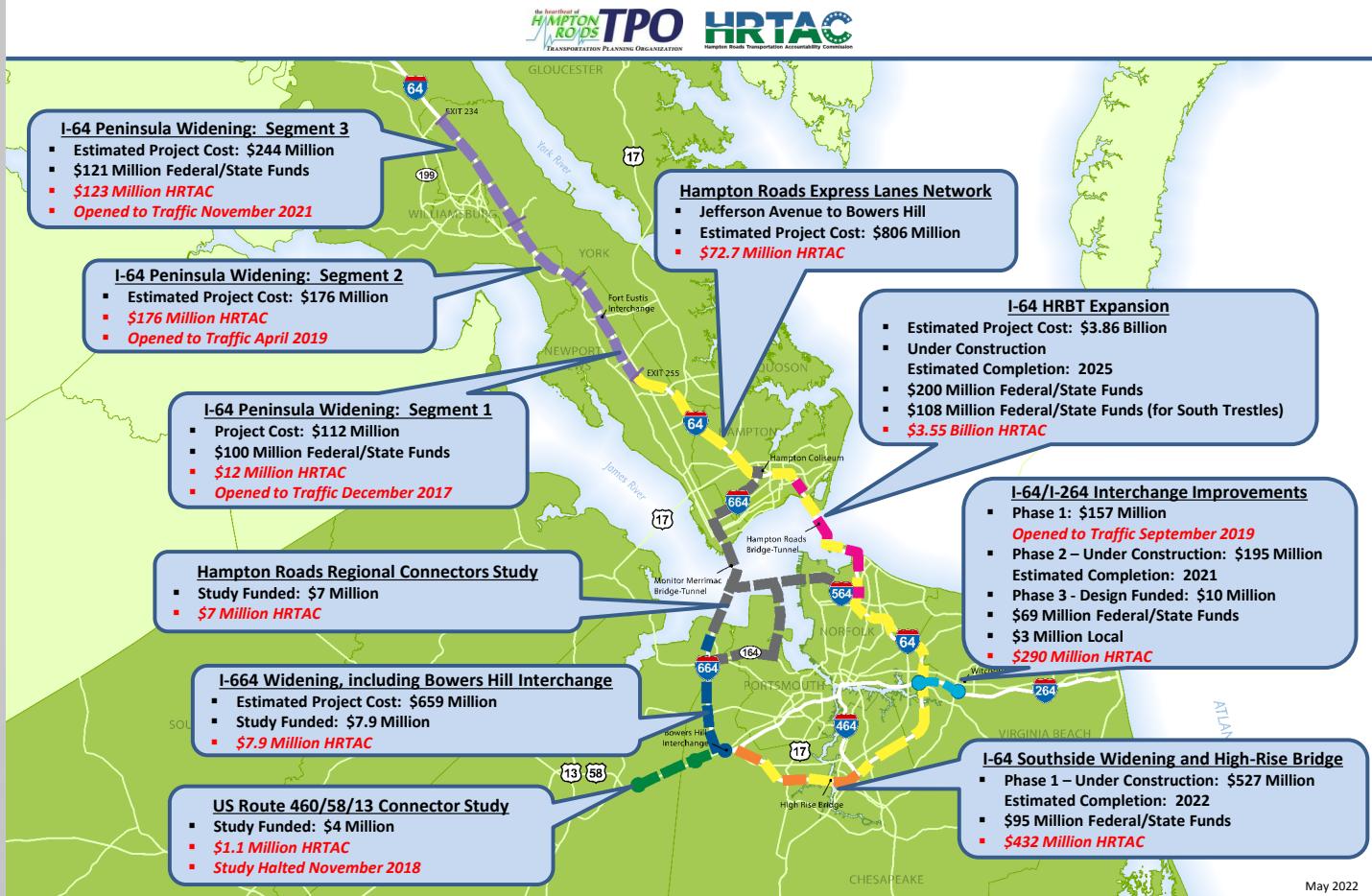
Over **530,000** jobs in Virginia can be linked to the state's maritime industry, which is nearly one out of every seven jobs throughout the Commonwealth.



Ships at the Port of Virginia are getting larger. The first 10,000 TEU (standard 20-foot containers) vessel came in July 2016. In May 2017, a 13,000 TEU vessel arrived and the first 14,000 TEU vessel arrived in August 2017.

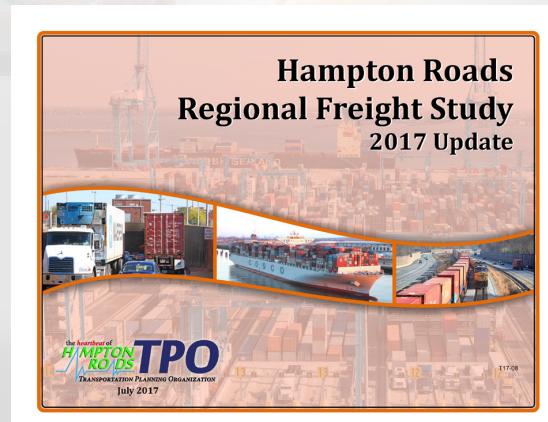
Hampton Roads Regional Transportation Priority Projects

\$5.3 Billion Total Value, \$4.7 Billion HRTAC Funded



how does this affect you?

There are a number of major roadway projects both underway and planned throughout the region to reduce roadway congestion and improve the movement of freight. However, despite these projects that will address freight deficiencies, no funds have been identified for two highway corridors that serve as key Hampton Roads gateways: 1) I-64 for 29 miles between Hampton Roads and Richmond and 2) a limited-access route connecting Hampton Roads and I-95 along Route 58 or the potential I-87 Interstate corridor.



To view HRTPO's Regional Freight Study and other freight planning efforts please visit: <http://www.hrtpo.org/page/freight>