



HAMPTON ROADS
TRANSIT

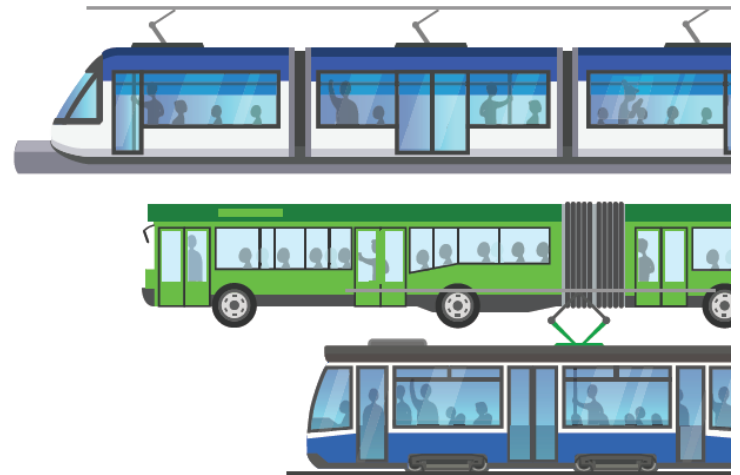
Peninsula Corridor Study

Hampton City Council

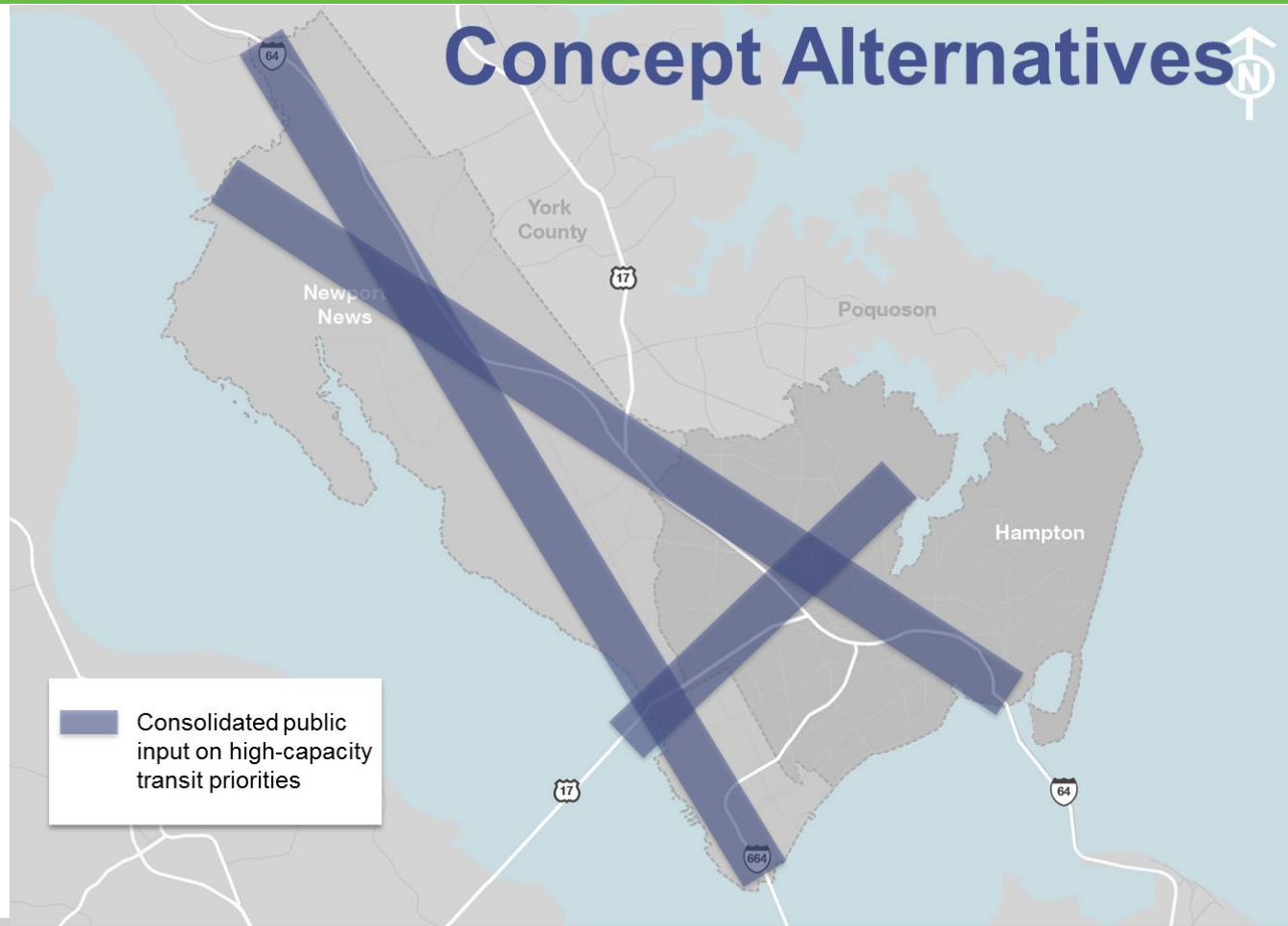
June 14, 2017

gohrt.com

Corridor Recommendations



Tier 1 & Tier 2 Alternatives



Retained Alternatives



Meeting the Project Purpose

- Provide Travel Choices
- Support Growth in Accordance with Plans
- Mitigate Increase in Congestion by Attracting Riders
- Contribute to a Desirable Place to Live and Attract New Residents
- Effectively Compete for Federal Funding



Alternative 2c – Easement

(12.9 Miles / 84% Dedicated / 4,200 weekday riders)

Provide Travel Choices
Best

Support Growth in Accordance with Plans
Better

Mitigate Increase in Congestion
by Attracting Riders
Good

Contribute to Desirable Place &
Attract New Residents
Good

Effectively Compete for Federal Funding
Best



Alternative 3 – Jefferson

(13.3 Miles / 76% Dedicated / 4,100 weekday riders)

Provide Travel Choices

Better

Support Growth in Accordance with Plans

Better

Mitigate Increase in Congestion
by Attracting Riders

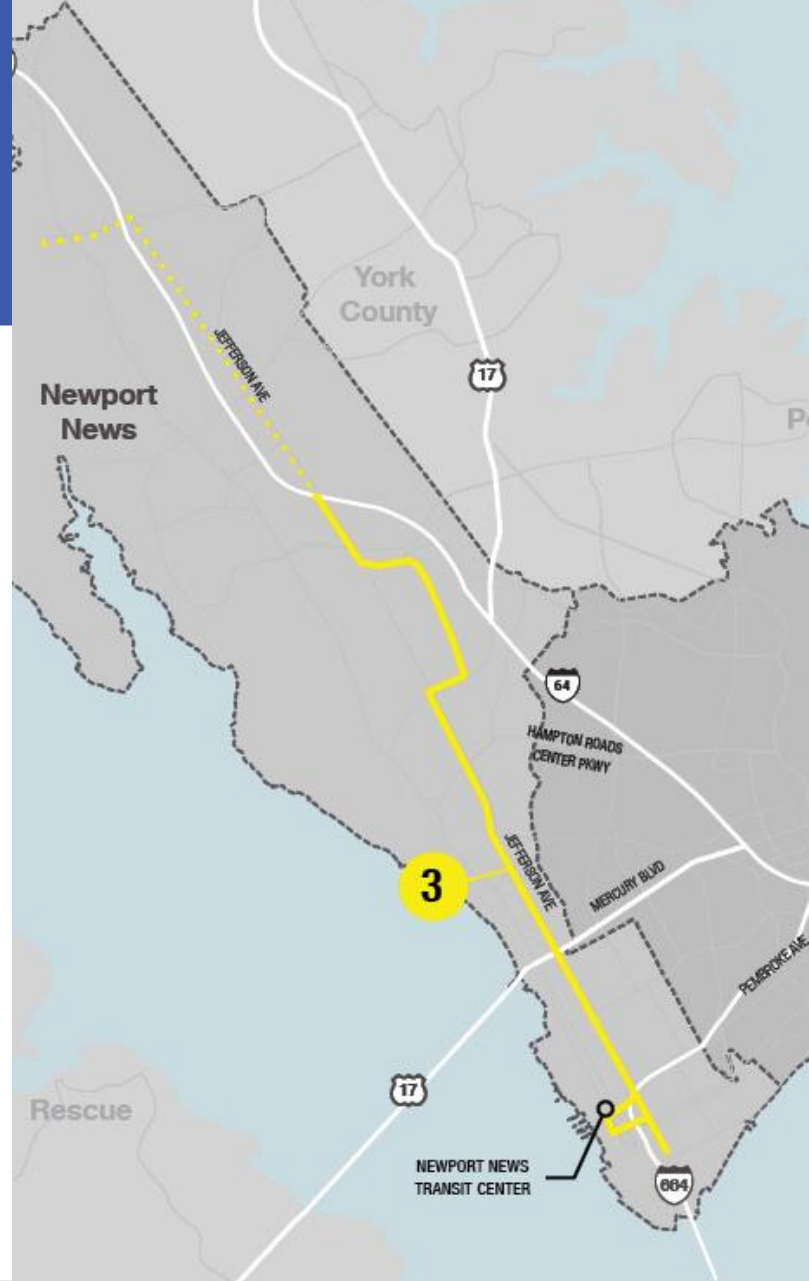
Better

Contribute to Desirable Place &
Attract New Residents

Better

Effectively Compete for Federal Funding

Good



Alternative 6 – Mercury

(12.2 Miles / 65% Dedicated / 4,100 weekday riders)

Provide Travel Choices

Better

Support Growth in Accordance with Plans

Best

Mitigate Increase in Congestion
by Attracting Riders

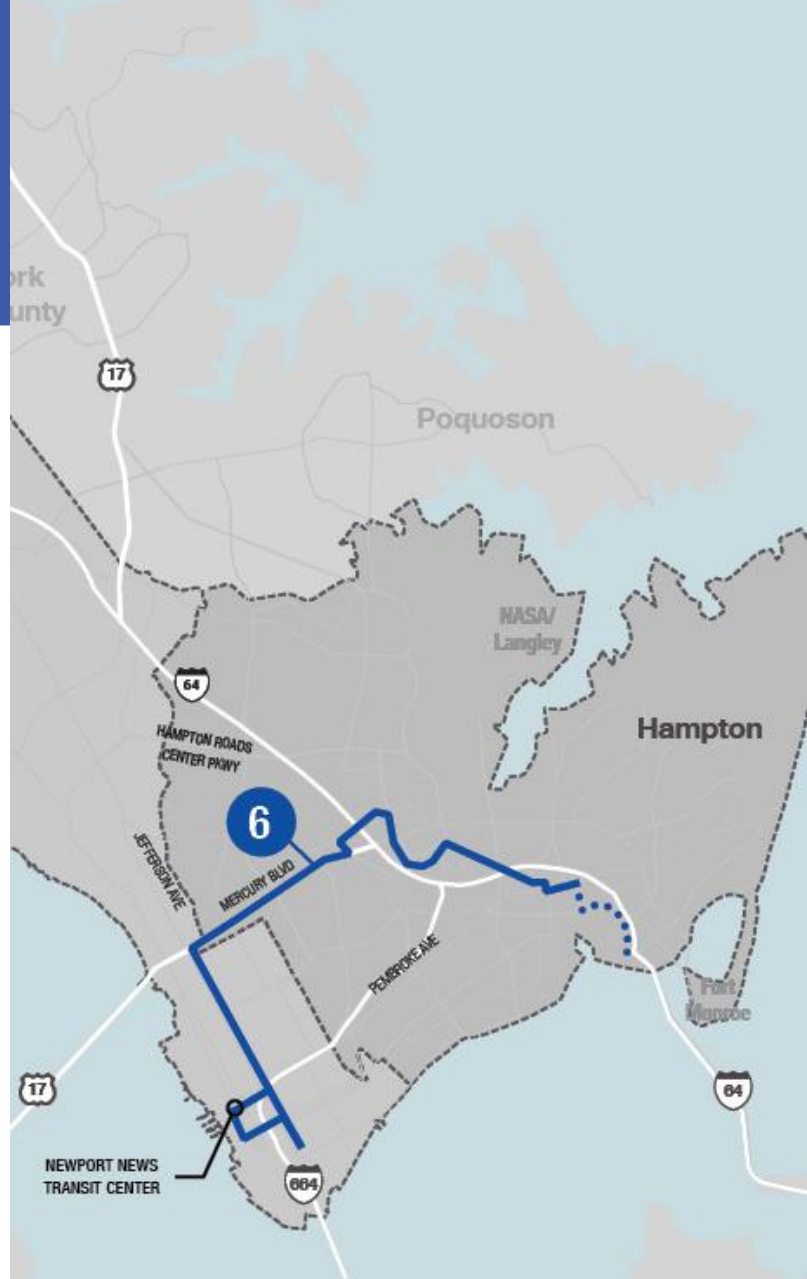
Best

Contribute to Desirable Place &
Attract New Residents

Best

Effectively Compete for Federal Funding

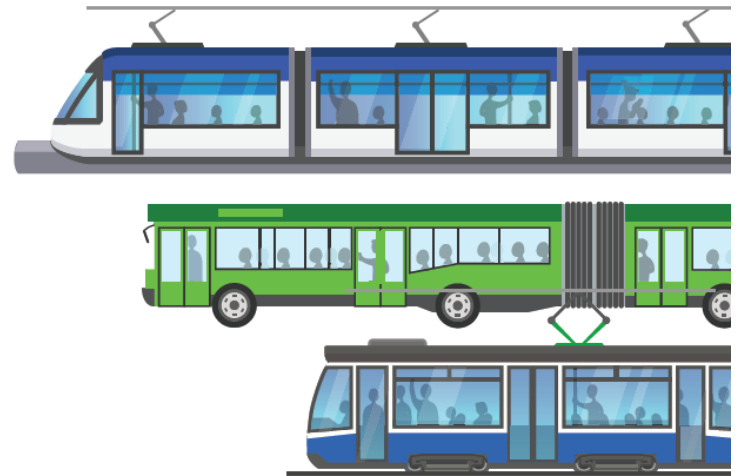
Better



What is BRT?

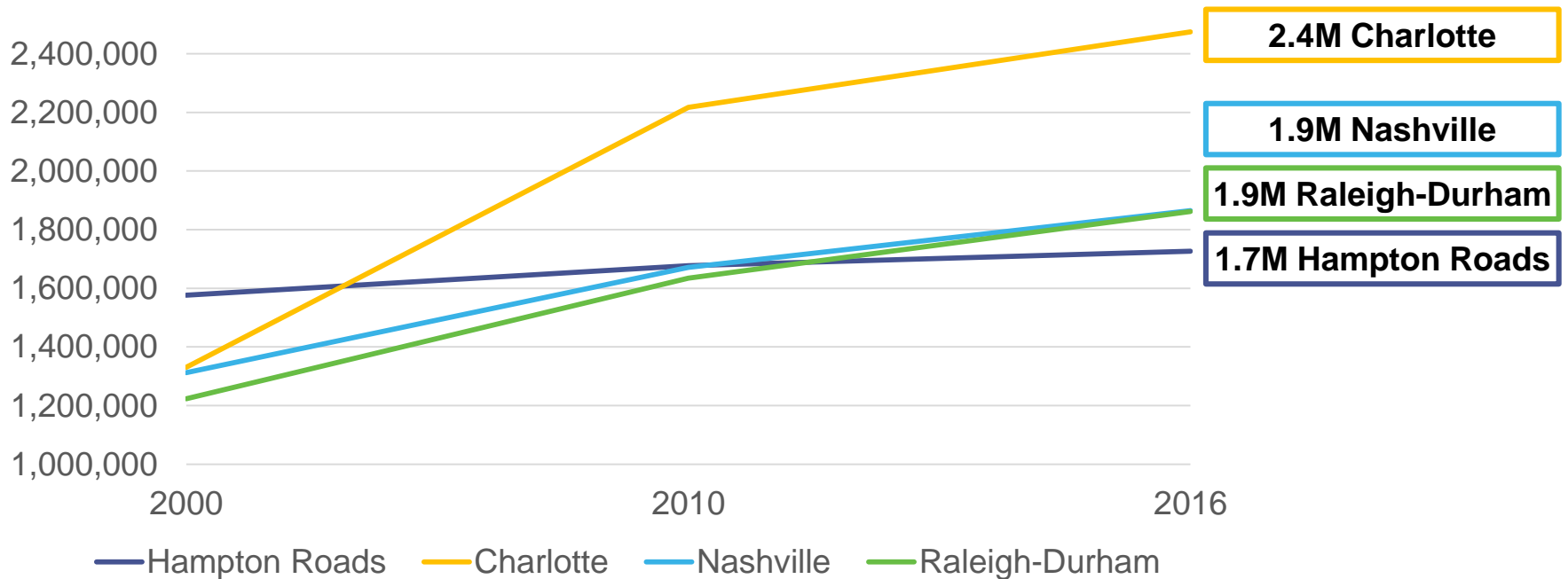


An Investment Tool for Hampton



Regional Economic Status

Region Population Growth, 2000-2016

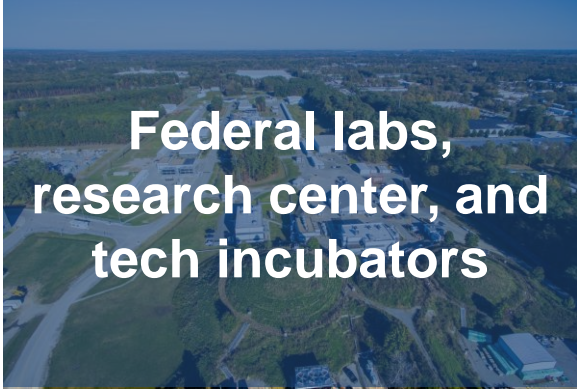


Source: US Census Bureau

Regional transportation systems can catalyze economic development and support regional competitiveness.



Industrial clusters



**Federal labs,
research center, and
tech incubators**



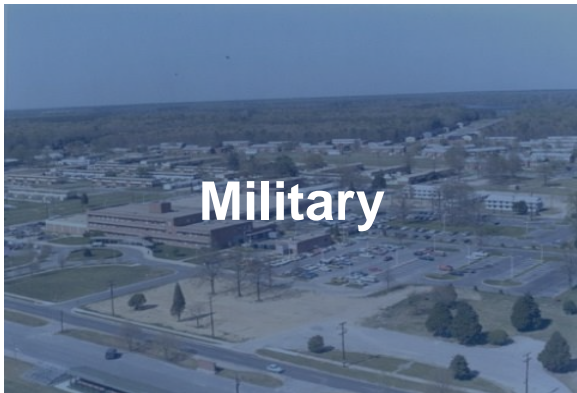
**Higher education
institutions**



Healthcare

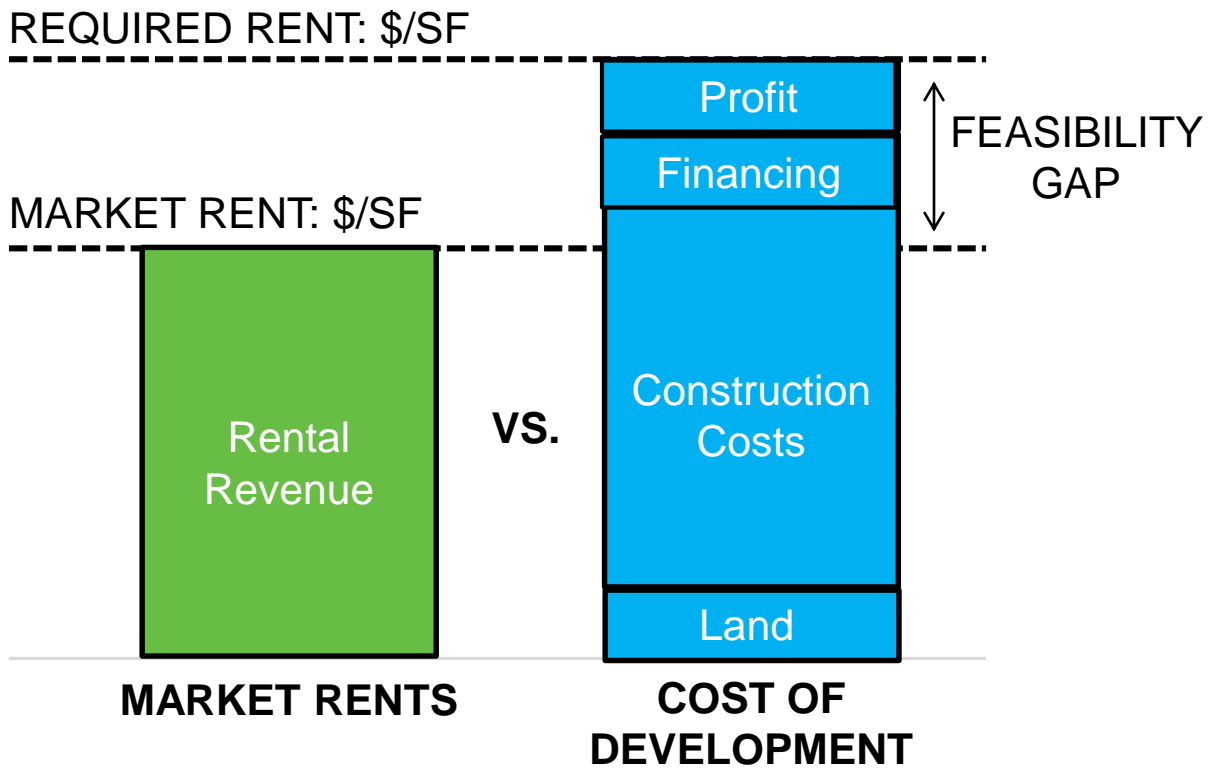


**Mixed-use urban
centers**



Military

Evaluation of current achievable rents and rents required to support new development.

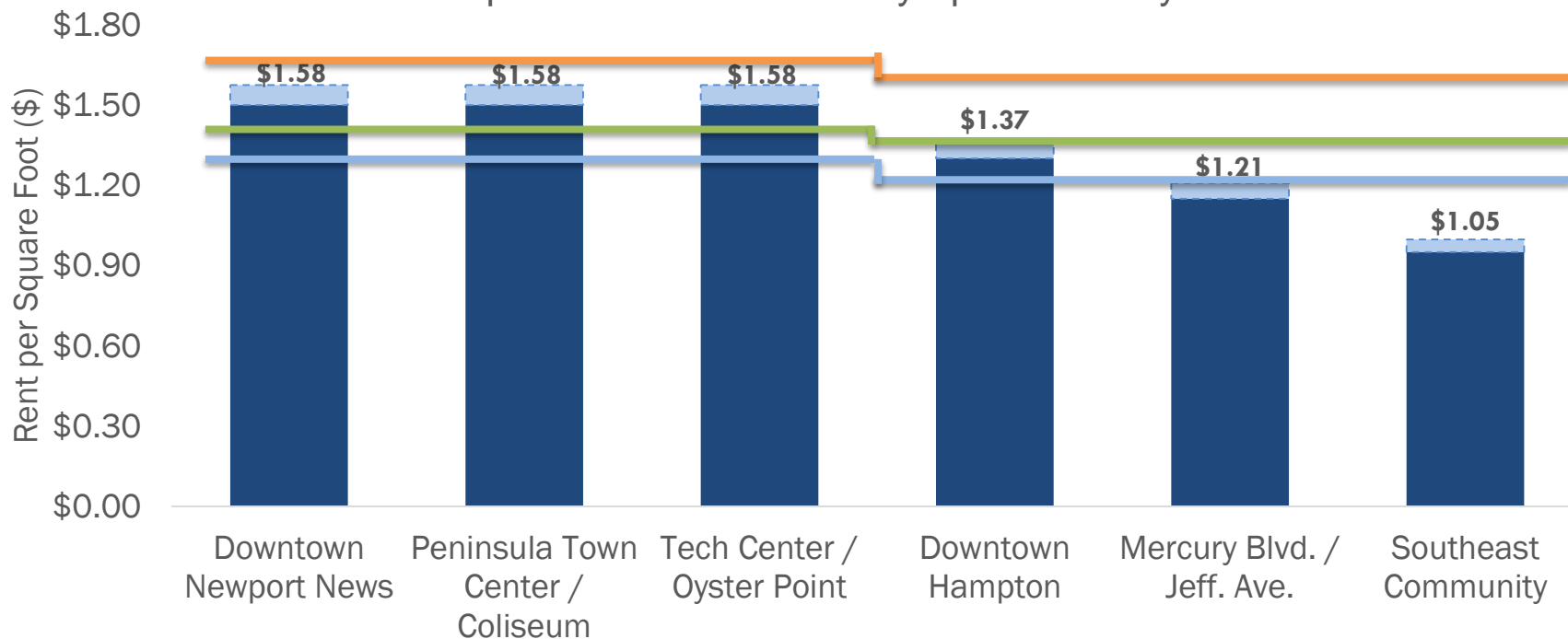


Transit Oriented Development: Housing



Economic Benefits

Rent Per Square Foot for Multifamily Apartments by Submarket



Estimated Rent Threshold Required to Support:

- Garden-style low-rise development** (Blue line)
- Mid-rise w/ surface parking** (Green line)
- Mid-rise w/ structured parking** (Orange line)

Alternative 6: Mercury Blvd



Transit Oriented Development Housing: Charlotte



Upgrade
Transit Service

Incentives to
Economic
Development

Increased
Density/ TOD

Increasing
Tax Revenues

Increasing
Ridership



2459 US-20
Cleveland, Ohio

Street View - Oct 2007



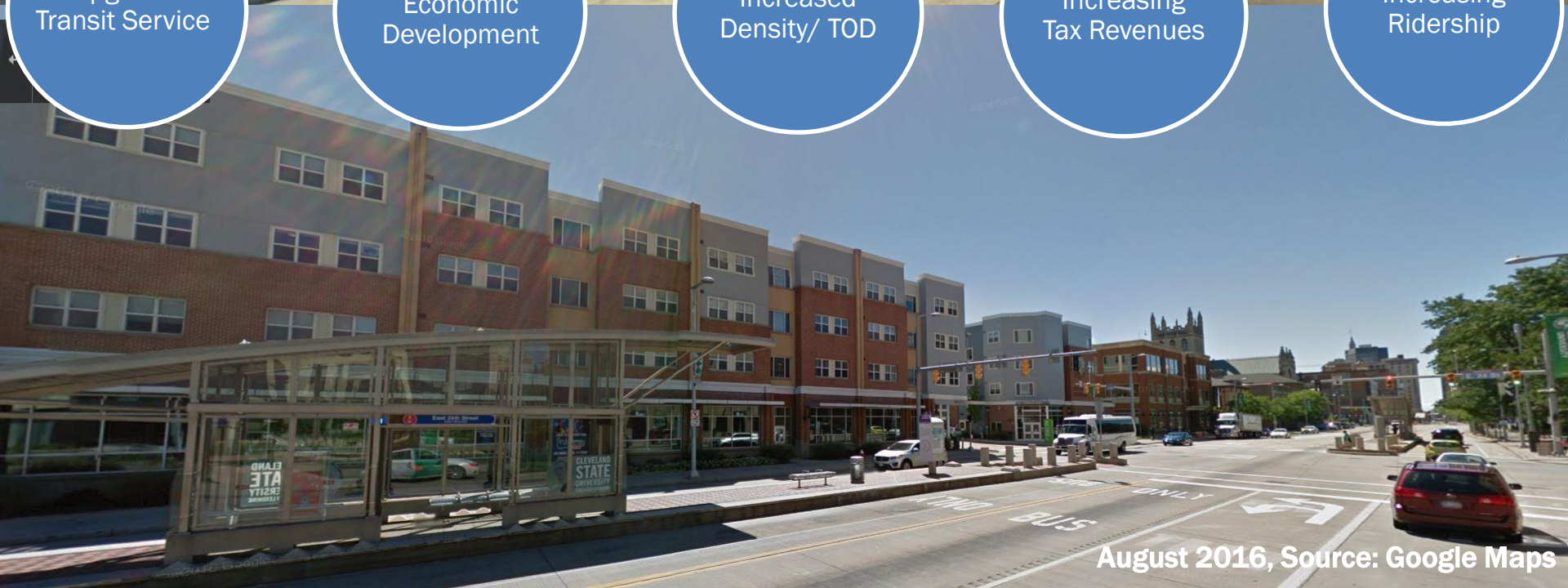
Upgrade Transit Service

Incentives to Economic Development

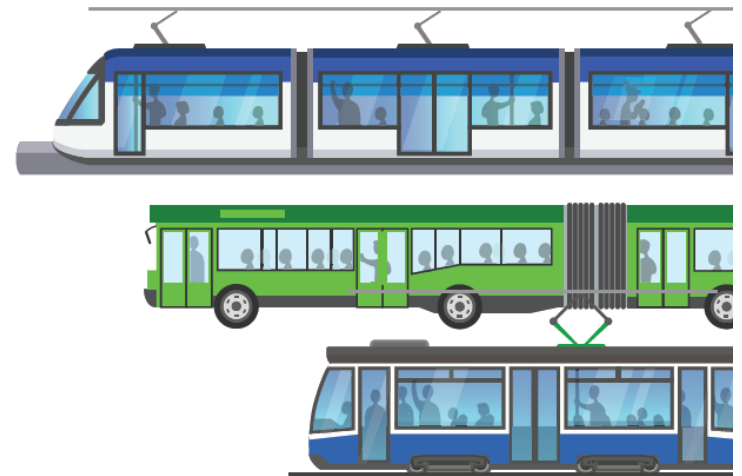
Increased Density/ TOD

Increasing Tax Revenues

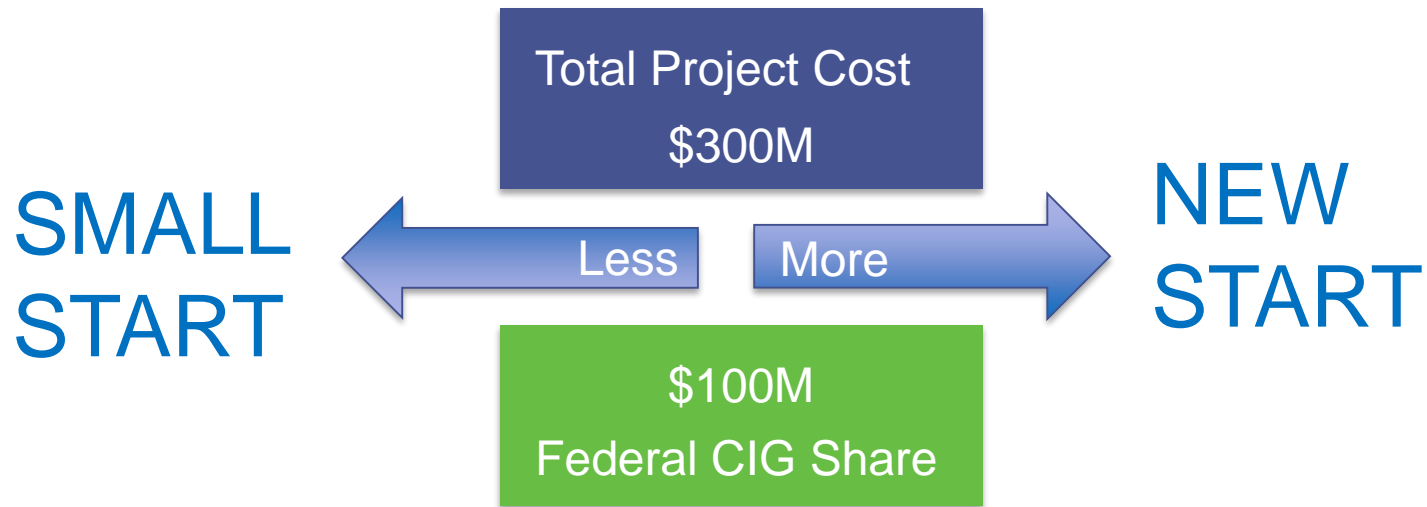
Increasing Ridership



Federal Funding



Eligible FTA Capital Investment Grant (CIG) Projects



Preliminary Project Cost Projections

Alternative		2c - Easement	3 - Jefferson	6 - Mercury
Length (miles)		12.9	13.3	12.2
2016 \$	Capital Cost (2016 \$)	\$250M	\$225M	\$190M
	Annual Operations & Maintenance Cost (2016 \$)	\$4.5M	\$6.0M	\$6.0M
2024 \$	Capital Cost (2024 \$)	\$315M	\$285M	\$240M
	Annual Operations & Maintenance Cost (2024 \$)	\$5.7M	\$7.6M	\$7.6M

Notes:

1. Costs should be used for general long-term planning only. More detailed studies will be needed to determine specifics for project programming.
2. Cost estimates include contingencies to account for lack of design detail.
3. Costs in 2016 dollars escalated to 2024 dollars using a 3.0% annual growth rate (consistent with VDOT Project Cost Estimating System).

FTA New and Small Starts Process

New Starts Process

Project Development

- Complete environmental review process including developing and reviewing alternatives, selecting locally preferred alternative (LPA), and adopting it into the fiscally constrained long range transportation plan

Engineering

- Gain commitments of all non-New Starts funding
- Complete sufficient engineering and design

Full Funding Grant Agreement

- Construction

Small Starts Process



Project Development

- Complete environmental review process including developing and reviewing alternatives, selecting locally preferred alternative (LPA), and adopting it into fiscally constrained long range transportation plan
- Gain commitments of all non-Small Starts funding
- Complete sufficient engineering and design

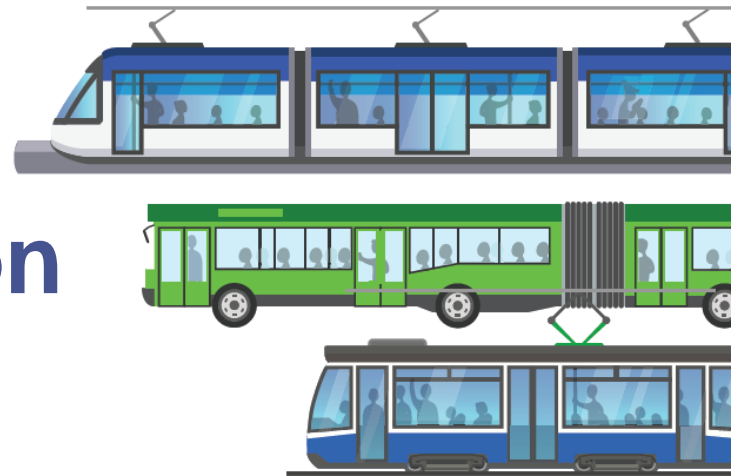
Small Starts Grant Agreement

- Construction

Legend

- FTA Approval 
- FTA evaluation, rating, and approval 

BRT: A Good Fit For Hampton



BRT Helps Hampton Grow



Mercury Boulevard



Coliseum Crossroads Housing



Peninsula Town Center

BRT Creates Opportunity



Perspective view of the redeveloped Riverdale Plaza Shopping Center





Contact Information

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Porter Stevens, Hampton Project Manager: cpstevens@hampton.gov



June Public Meetings

Monday, June 26th	6 to 8 p.m.	Hampton Roads Convention Center
Wednesday, June 28th	6 to 8 p.m.	Downing Gross Cultural Arts Center
Thursday, June 29th	6 to 8 p.m.	Denbigh Community Center

Thank You

