

Hampton Roads

# 2045 Long-Range Transportation Plan Update

HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION

MAY 19, 2022

DALE M. STITH, HRTPO PRINCIPAL TRANSPORTATION PLANNER





# Long-Range Transportation Plan

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- The LRTP is the region's transportation blueprint
- 20-year timeframe, updated every 5 years
- Must be fiscally constrained (demonstrate how projects can be funded)
- A core function of the HRTPO is to develop and maintain current LRTP

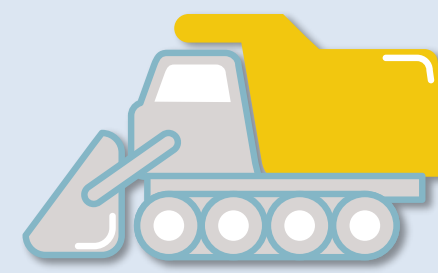
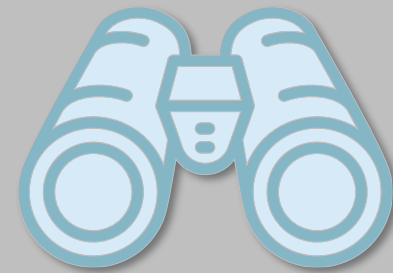


**Adopted  
June 2021**

# Positioning Projects for Funding

## VISION PLAN

Unfunded transportation needs for the region



## TIP

4-Year funding plan tracking project implementation

## L RTP

20-Year transportation blueprint identifying projects the region can reasonably afford

**Regionally Significant projects need to be included in the LRTP to advance to construction**

# Maintaining the 2045 LRTP



PROCESS  
AMENDMENTS/  
MONITOR  
ADDITIONAL  
FUNDING  
OPPORTUNITIES



MONITOR  
CONFORMITY  
STATUS



MONITOR  
SIGNIFICANT  
CHANGES IN  
REVENUE AND/OR  
PROJECT COST  
ASSUMPTIONS  
(FISCAL CONSTRAINT)

# Fiscal Constraint

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- **Reasonably Available Funds**
  - Revenue Estimates
    - VDOT
    - HRTAC
    - Localities/Other Agencies
- **Planning Level Cost Estimates**
  - Year of Expenditure (YOE)
    - Planning Level Inflation Rate: 3%
  - Time-Bands
    - Near (2021-2029)
    - Middle (2030-2037)
    - Far (2038-2045)





# Demonstration of 2045 LRTP Fiscal Constraint

Total 2021-2045 Revenues for Additional Capacity (in Millions)	
Regional HRTAC (HRTF and HRRTF) Revenues	\$7,353
Federal and State Revenues	\$4,193
Local/Agency Revenues	\$1,949
Other Revenues (non-traditional LRTP funding sources)	\$200
<b>ADDITIONAL CAPACITY REVENUES</b>	<b>\$13,695</b>

Project Category	Estimated Project Cost, in Millions (YOE)
Committed Projects	\$5,591
10% Grouped Projects Set-Aside	\$283
Regional Priority Projects	\$4,193
Other Planned Additional Capacity Projects	\$2,421
Planned Locally Funded Capacity Projects	\$934
Planned Studies	\$94
<b>PROJECT COST TOTAL</b>	<b>\$13,516</b>

## HRTAC Highway Regional Priority Projects - 2045 LRTP: FY 2021 - FY 2045

	Six Initial Projects	HRBT	HRELN	I-64/I-464 Loop Ramps	I-64/I-264 Interchange: Phase IIIA	I-264/Independence Boulevard Interchange	I-664 Widening (including Bowers Hill Interchange)	I-64/Denbigh Boulevard Interchange Project	I-264 Widening	VA-164 Widening	VA-168 Bypass
Inflated Costs (MM)	\$152	\$3,322	\$806	\$339	\$510	\$207	\$771	\$219	\$669	\$493	\$355
Fiscally Constrained Construction End Year	2022	2026	2026	2029	2031	2033	2038	2040	2045	2045	2045

Total YOE Cost	\$7,842
Funded by HRTF Debt	\$1,535
Funded by Toll Debt	\$602
Funded by HRTAC Pay-Go	\$4,382
Funded by VDOT and Other Pay-Go*	\$1,323

Source: HRTAC (March 2021)

# HRTAC PROPOSED 2045 Long Range Plan of Finance Update

Public Hearing: May 23, 2022

HRTAC Board Anticipated Approval: June 16, 2022

## HRTAC Highway Regional Priority Projects - Proposed 2045 Long Range Plan of Finance Update

	Six Initial Projects	HRBT	HRELN	I-264/Independence Boulevard Interchange & I-264 Widening	Bowers Hill Interchange	I-664 Widening to Colledge Blvd	I-64/I-464 Loop Ramps	I-64/I-264 Interchange: Phase IIIA	I-64/Denbigh Boulevard Interchange Project	VA-164 Widening	VA-168 Bypass
Inflated Costs (\$MM)	\$1,420	\$3,762	\$1,117	\$876	\$771	\$1,529	\$339	\$510	\$219	\$493	\$355
Construction End Year	2023	2026	2027	2032	2033	2034	2036	2038	2040	2045	2045

Total YOE Costs (\$MM) \$11,391

Funded by (\$MM):

Existing HRTF Debt \$2,623

Existing Toll Debt \$345

Future HRTF Debt TBD

Future Toll Debt<sup>[1]</sup> TBD

HRTF Paygo TBD

VDOT - SMART SCALE<sup>[2],[3]</sup> \$1,559

VDOT - IOEP Funding<sup>[4]</sup> TBD

VDOT - Other Funding<sup>[5]</sup> \$121

IIJA Funding<sup>[6]</sup> TBD

Assumptions:

[1] Pending public hearing results and further developments, Bowers Hill Interchange and I-664 Widening to Colledge Blvd may contain managed lanes that produce toll revenues

[2] \$588M existing VDOT and other local funding for the Six Initial Projects and HRBT

[3] \$971M SMART SCALE available for new projects after HRELN provided by HRTPO

[4] Possible improvements could be addressed through the Interstate Operations and Enhancement Program (IOEP); \$24M assumed for HRELN

[5] \$93M General Assembly Appropriation for the HRELN Project (to be committed in June 2022)

and \$28M VDOT Funding for HRELN toll integration costs

[6] Infrastructure Investment & Jobs Act (IIJA) could potentially provide funding to assist; \$124M assumed for HRELN

# HRTAC 2021-2045 Long Range Plan of Finance (6/21)

# HRTAC PROPOSED 2021-2045 Long Range Plan of Finance (4/22)

Project	Estimated Cost, in Millions (YOE)	Estimated Opening Year
“Six Initial Projects” (2021-2045)	\$152	2022
HRBT (2021-2045)	\$3,322	2026
HRELN	<b>\$806</b>	<b>2026</b>
I-64/I-464 Loop Ramps	\$339	<b>2029</b>
I-64/I-264 Interchange – Phase IIIA	\$510	<b>2031</b>
I-264/Independence Blvd Interchange	\$207	<b>2033</b>
<b>I-664 Widening (including Bowers Hill Interchange)</b>	<b>\$771</b>	<b>2038</b>
I-64/Denbigh Blvd Interchange	\$219	2040
I-264 Widening	\$600	2045
VA-164 Widening	\$493	2045
VA-168 Bypass Widening	\$355	2045

Project	Estimated Cost, in Millions (YOE)	Estimated Opening Year
“Six Initial Projects” (2021-2045)	\$152	2022
HRBT (2021-2045)	\$3,322	2026
HRELN	<b>\$1,117</b>	<b>2027</b>
I-264/Independence Blvd Interchange <b>&amp; I-264 Widening</b>	\$876	<b>2032</b>
<b>Bowers Hill Interchange</b>	<b>\$771</b>	<b>2033</b>
<b>I-664 Widening (Bowers Hill to College Drive)</b>	<b>\$1,529</b>	<b>2034</b>
I-64/I-464 Loop Ramps	\$339	<b>2036</b>
I-64/Denbigh Blvd Interchange	\$510	<b>2038</b>
I-264 Widening	\$219	2040
VA-164 Widening	\$493	2045
VA-168 Bypass Widening	\$355	2045

**Total Increase  
\$1,840 Million**



# HRTAC 2021-2045 Long Range Plan of Finance (6/21)

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I-264/Independence Blvd Interchange	\$219	2040
I-664 Widening (including Bowers Hill Interchange)	\$708	2036
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**Increase  
\$311 Million**

# HRTAC 2021-2045 Long Range Plan of Finance (6/21)

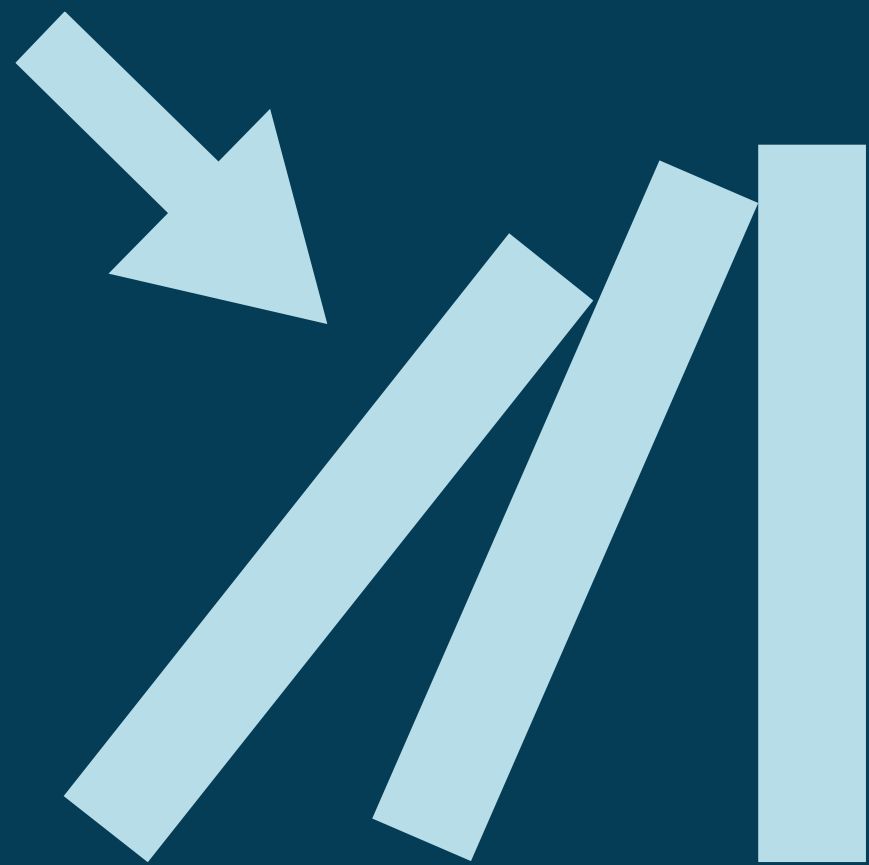
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HRELN	\$1,117	2027	HRELN	\$1,117	2027
I-64/I-464 Loop Ramps	\$876	2032	I-64/I-464 Loop Ramps	\$876	2032
I-64/I-264 Interchange – Phase IIIA	\$510	2031	<b>Bowers Hill Interchange</b>	<b>\$771</b>	<b>2033</b>
I-264/Independence Blvd Interchange	\$207	2033	<b>I-664 Widening (Bowers Hill to College Drive)</b>	<b>\$1,529</b>	<b>2034</b>
<b>I-664 Widening (including Bowers Hill Interchange)</b>	<b>\$771</b>	<b>2038</b>	I-64/I-464 Loop Ramps	\$339	2036
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I-264 Widening	\$669	2045	I-64/Denbigh Blvd Interchange	\$219	2040
VA-164 Widening	\$493	2045	VA-164 Widening	\$493	2045
VA-168 Bypass Widening	\$355	2045	VA-168 Bypass Widening	\$355	2045

**Increase  
\$1,529 Million**

# Potential Impacts to 2045 LRTP

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- HRTAC long range “finance program” vs LRTP “funding plan”
  - Assumptions differ based on agency need
- If HRTAC proposed long range plan of finance cannot accommodate increased cost assumptions:
  - HRTPO staff to investigate updated costs with VDOT staff, in coordination with HRTAC
  - Work with LRTP Subcommittee/TTAC to determine which (if any) projects to modify



# Next Steps

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**Continue to coordinate with HRTAC on funding assumptions**

**Coordinate with VDOT on project cost assumptions**

**Meet with LRTP Subcommittee and TTAC as necessary**

**Explore flexible plan for reconciling HRTAC and HRTPO assumptions**



# Hampton Roads Transportation Planning Organization

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HRTPO PRINCIPAL TRANSPORTATION PLANNER

For more information on the 2045 LRTP, please visit:

[https://www.hrtpo.org/page/2045-long\\_range-transportation-plan/](https://www.hrtpo.org/page/2045-long_range-transportation-plan/)

