

# 2045 LONG-RANGE TRANSPORTATION PLAN: REGIONAL PRIORITY PROJECTS SELECTION GUIDELINES

Long-Range Transportation Plan Subcommittee  
July 1, 2020

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# 2045 LRTP: CURRENT KEY MILESTONES

Approved Socio-economic Forecast and TAZ Allocation

Update Regional Travel Demand Model

Candidate Projects Identified

Scenario Planning Analysis

Develop Financial Plan

COLLECT PROJECT DATA



Approved Scenario Planning Framework

Approved LRTP Vision and Goals

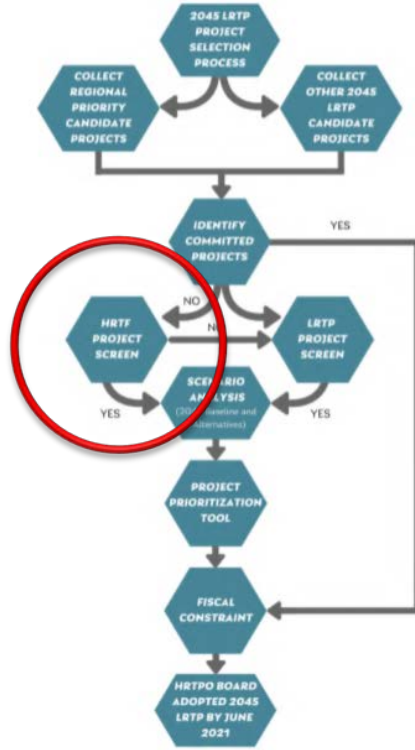
Finalize Updates to Project Prioritization Tool

Project Prioritization and Evaluation of Candidate Projects

Develop Final List of Projects

## 2045 LRTP Adoption Date: June 2021

LRTP Project Selection Process



## HRTF/Regional Priority Projects Screen

- Projects that are expected to provide the greatest impact on reducing congestion for the greatest number of citizens residing in Hampton Roads
- Congestion Measures from the HRTPO Project Prioritization Tool

## “Round 1” RPP Guidelines

Regional Priority Projects should meet the following:

Consistent with HB2313 Legislation

Meet Regional Project Cost Threshold of \$100 Million

Included in the HRTPO Board Approved Long-Range Transportation Plan OR Supported by HRTPO Resolutions

October 2013

## “Round 2” RPP Guidelines

Regional Priority Projects should meet the following:

Consistent with HB2313 Legislation

Meet Regional Project Cost Threshold of \$100 Million

Round 1 projects will not be impacted in terms of priority or funding by the work done in Round 2

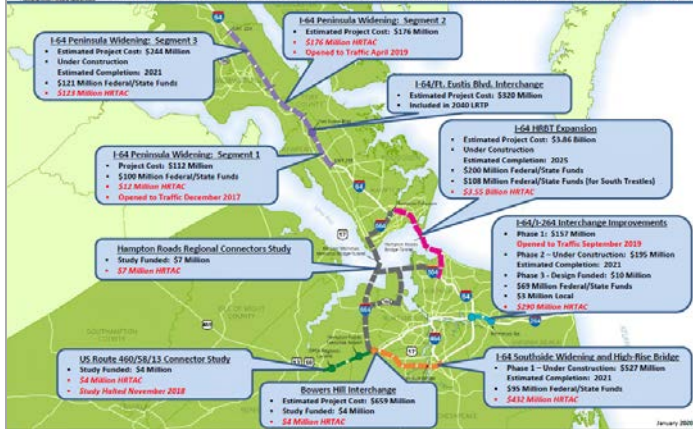
May 2017

# 2040 LRTP “ROUND 1” REGIONAL PRIORITY PROJECTS



## Hampton Roads Regional Transportation Priority Projects “Moving Projects Forward – HRTAC Investments”

TPO Projects Planned and Prioritized by HRTPO, Powered by HRTAC HRTAC



Group	Project	Estimated YOY* Cost	Estimated Opening Year
I	I-64 Peninsula Widening		
	Segment 1	\$123 Million	2017
	Segment 2	\$190 Million	2019
	Segment 3	\$311 Million	2022
	I-64/I-264 (including Witchduck Rd Interchange)		
	Phase 1	\$157 Million	2019
II	Phase 2	\$190 Million	2021
	Phase 3 Study	\$10 Million	2018
	I-64 Southside Widening (including High Rise Bridge)		
III	Phase 1	\$600 Million	2021
	Hampton Roads Crossing		
IV	Regional Connectors Study	\$7 Million	2020
	I-64/Hampton Roads Bridge-Tunnel Widening	\$3.8 Billion	2024
V	I-64 Southside Widening (including High-Rise Bridge)		
	Phase 2	\$1.7 Billion	2037
V	Bowers Hill Interchange	\$659 Million	2037
	I-64/Fort Eustis Blvd Interchange		
	I-64/Fort Eustis Blvd Interchange	\$320 Million	2038
V	US 460/58/13 Connector (including Regional Landfill & HR Executive Airport Interchanges)		
	US 460/58/13 Connector	\$396 Million	2038

Completed
Under Construction (or pending)
Study/Under Study

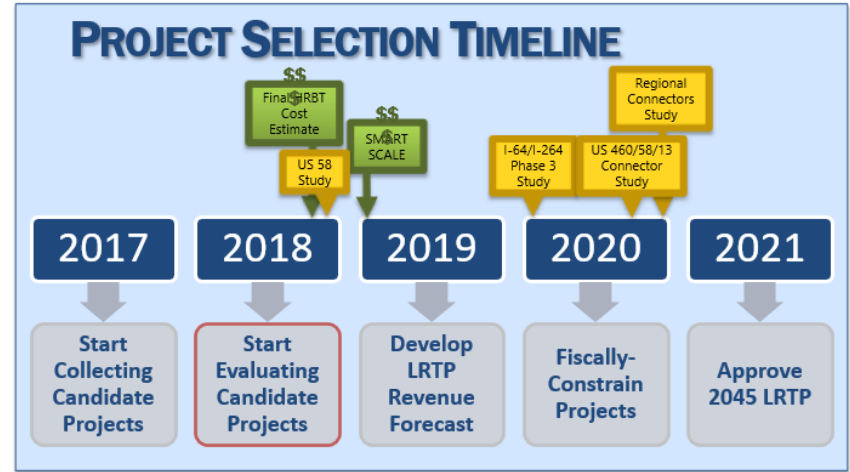
# “ROUND 2” REGIONAL PRIORITY PROJECTS



## ■ May 2017 – March 2018

Candidate Round 2 Regional Priority Project	Estimated Planning Level Project Cost, Current Year \$ (in Millions)	DRAFT Project Utility Score (100 pts)	DRAFT Economic Vitality Score (100 pts)	DRAFT Project Viability Score (100 pts)	DRAFT Round 2 RPP Score (Max 300 pts)
I-64/I-264 (Phase 3 Study - Round 1 Regional Priority Project) Construction Recommendations from Ongoing Round 1 Study of Remaining Movements	Unknown				TBD
<b>I-64 Peninsula Widening</b>					
I-64 Peninsula Widening to 6 Lanes - Segment 4 (Rte 199 to James City/New Kent County line)	\$300	82	85	25	192
I-64 Peninsula Widening to 8 Lanes - Segment 1 (Jefferson Ave to Exit 247/Yorktown)	\$500	80	85	25	190
I-664 Widening/M/M/M/BT (Bowers Hill to Hampton Coliseum)	\$4,600	79	95	15	189
<b>I-264 Corridor Widening and Interchange Improvements</b>					
I-264 Independence Blvd Interchange	\$466	79	90	10	179
Entire I-264 Corridor from Military Hwy to Rosemont Rd (including adding capacity between Independence Blvd and Rosemont Rd and interchanges along corridor)	\$2,400	76	85	3	164
I-264/Military Highway Interchange	\$100	80	63	8	151
I-264/Rosemont Rd Interchange	\$450	69	68	10	147
I-264 Widening from Independence Blvd to Rosemont Rd	\$277	71	72	3	146
I-64/Denbigh Interchange	\$350	76	95	5	176
I-564/I-664 Connector (Patriots Crossing)	\$4,200	58	100	15	173
I-64/I-464 Interchange Improvements	\$347	71	92	0	163
US 460/58/13 Connector B Lane Option (Bowers Hill to US 58 Bypass)	\$590	62	35	13	110
Route 164 Widening (I-664 to Midtown Tunnel)	\$195	67	29	8	104
US Route 58 Corridor	Unknown				TBD
Air Terminal Interchange (*project eligible as candidate Round 2 ONLY if I-564/I-664 Connector is constructed)	Unknown*				TBD*

Note: Evaluation of highlighted projects subject to change based on ongoing regional studies





HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION  
BOARD RESOLUTION 2018-03

A RESOLUTION OF THE HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION SUPPORTING THE HAMPTON ROADS 2040 LONG-RANGE TRANSPORTATION PLAN REGIONAL PRIORITY PROJECTS AND THE ANALYSES OF ADDITIONAL REGIONAL PRIORITY PROJECTS FOR THE HAMPTON ROADS 2045 LONG-RANGE TRANSPORTATION PLAN.

**WHEREAS**, on July 21, 2016, the Hampton Roads Transportation Planning Organization (HRTPO) Board approved and adopted the fiscally-constrained Hampton Roads 2040 Long-Range Transportation Plan (LRTP), which includes a Hampton Roads Transportation Accountability Commission (HRTAC) plan of finance to construct the Regional Priority Projects based on the sequencing established by the network that includes the construction of the

**WHEREAS**, on October 20, 2016, based on analysis from the Hampton Roads Crossing Study – Supplemental Environmental Impact Statement (HRCS SEIS) and HRTPO staff, the HRTPO Board unanimously approved the I-64/Hampton Roads Bridge-Tunnel (HRBT) widening project as the Preferred Alternative of the HRCS SEIS, and to include the I-64/HRBT widening and the Bowers Hill Interchange projects as Regional Priority Projects, as well as a study to further evaluate the remaining segments of the HRCS SEIS; and on December 7, 2016, the Commonwealth Transportation Board approved Alternative A from the HRCS SEIS as the locally Preferred Alternative;

**WHEREAS**, on May 18, 2017, the HRTPO Board directed HRTPO staff to work with the Transportation Technical Advisory Committee to review and identify projects that could be considered for a second round of Regional Priority Projects (Round 2) and stated that the current list of Regional Priority Projects (Round 1) included in the 2040 LRTP should not be impacted in terms of priority or funding by the work related to Round 2; and

**WHEREAS**, the HRTPO, in partnership with HRTPO Board advisory committees and regional stakeholders – including local, state, regional, federal transit, military, freight, and the public – will develop the fiscally-constrained Hampton Roads 2045 LRTP based on a collaborative process to identify, prioritize, and seek transportation funding for needed investments in order to address the region's transportation and associated challenges and that the process will include analyzing a new baseline network that includes the construction of committed Regional Priority Projects;

**NOW, THEREFORE, BE IT RESOLVED**, that the Hampton Roads Transportation Planning Organization continues its support of the Regional Priority Projects fiscally-constrained in the region's 2040 Long-Range Transportation Plan, to be funded, in whole or in part, with Hampton Roads Transportation Fund (HRTF) revenues; and

**BE IT FURTHER RESOLVED**, as part of the development of the 2045 Long-Range Transportation Plan (LRTP), the HRTPO supports the analyses of additional regional projects that meet the criteria established for HRTF revenues, and that all candidate projects not already committed will be evaluated as part of the development of the 2045 LRTP.

**APPROVED and ADOPTED** by the Hampton Roads Transportation Planning Organization at its meeting on the 15th day of March, 2018.

  
Thomas G. Sheppard, Jr.  
Chair  
Hampton Roads Transportation  
Planning Organization

  
Robert A. Cruz, Jr.  
Executive Director  
Hampton Roads Transportation  
Planning Organization

March 2018

- The HRTPO continues its support of the Regional Priority Projects fiscally-constrained in the region's 2040 Long-Range Transportation Plan, to be funded, in whole or in part, with Hampton Roads Transportation Fund (HRTF) revenues
- As part of the development of the 2045 Long-Range Transportation Plan (LRTP), the HRTPO supports the analyses of additional regional projects that meet the criteria established for HRTF revenues, and that **all candidate projects not already committed will be evaluated as part of the development of the 2045 LRTP**



HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION  
BOARD RESOLUTION 2020-04

A RESOLUTION OF THE HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION  
ENDORING I-64 REGIONAL EXPRESS LANES AS A COMPONENT OF THE REGIONAL  
PRIORITY PROJECTS.

*WHEREAS*, the Hampton Roads Transportation Planning Organization (HRTPO) identified a suite of Regional Priority Projects from the 2040 Long-Range Transportation Plan (LRTP) and submitted those projects to the Hampton Roads Transportation Accountability Commission (HRTAC) for funding from, among other sources, moneys associated with the Hampton Roads Transportation Fund (HRTF); and

*WHEREAS*, it is the goal of the HRTPO and HRTAC, in accordance with Code of Virginia Title 33.2, Chapter 26, § 33.2-2600, that HRTF moneys be used to fund projects that are expected to provide the greatest impact on reducing congestion for the greatest number of citizens residing in Hampton Roads; and

*WHEREAS*, the HRTPO and HRTAC recognize that the Regional Priority Projects are part of an integrated network and desire, where practicable, to optimize the delivery of congestion relief throughout the network; and

*WHEREAS*, the HRTPO staff conducted a travel demand modeling analysis with a baseline scenario that assumed all of the additional roadway capacity resulting from the I-64 Hampton Roads Bridge-Tunnel Expansion project and the I-64 Southside Widening and High Rise Bridge project would be operated as general purpose (free, unrestricted) lanes, and that existing managed (High Occupancy Vehicle and High Occupancy/Toll) lanes would continue to operate in their current, inconsistent configuration; and

*WHEREAS*, the HRTPO staff analysis indicated that under the baseline scenario users of the interstate system in Hampton Roads would experience significant congestion at a number of locations along the I-64 corridor, including at the improved Hampton Roads Bridge-Tunnel and the improved High Rise Bridge, by the year 2040; and

*WHEREAS*, the HRTPO staff and Virginia Department of Transportation staff have provided analyses demonstrating that (a) a consistent Express Lanes Network (contiguous and in each traffic direction), comprised of High Occupancy/Toll (HOT) lanes along I-64 from Jefferson Avenue in Newport News to Bowers Hill in Chesapeake would provide an option for a dependable and reliable trip for High Occupancy Vehicles (HOV), public transit vehicles, and non-HOV users willing to pay a toll, and (b) motorists opting to use the Express Lanes would help ease congestion in the general purpose lanes and, thus, optimize the congestion relief delivered through that network; and

- Identifies and adopts the Regional Express Lanes Network as a component of the Regional Priority Projects to collectively provide the greatest impact on reducing congestion for the greatest number of citizens residing in Hampton Roads and **requests that HRTAC develop a funding and implementation plan for the Express Lanes Network based on project readiness**

March 2020



## Recommendation

### 2045 LRTP Regional Priority Projects Selection Guidelines

Include Committed Regional Priority Projects from 2040 LRTP

Consistent with HB2313 Legislation (provide the most congestion relief for the most citizens)

HRTPO Express Lanes Resolution (based on project readiness)

Meet Regional Project Cost Threshold of \$100 Million

## Recommended Action

- For discussion and modify guidelines, as necessary