

I. 2045 LONG-RANGE TRANSPORTATION PLAN: PROPOSED AMENDMENTS

The current 2045 Long-Range Transportation Plan (LRTP) for the Hampton Roads region was adopted on June 17, 2021. Since Hampton Roads is in attainment for the National Ambient Air Quality Standards (NAAQS), the LRTP is updated on a five-year cycle; therefore, the 2045 LRTP will remain in effect until June 2026. During this time, the amendment process provides an avenue to update the LRTP as new projects, funding, or programs arise.

Proposed amendments to the 2045 LRTP have been submitted to HRTPO staff. The table below summarizes the proposed amendments and associated funding assumptions to demonstrate fiscal constraint.

| Submitting Locality/ Agency | Jurisdiction | Project | From/To | Estimated Project Cost in Year-of-Expenditure (YOE) | Transportation Conformity Exempt (Yes/No) | Funding Source |
|-----------------------------|--------------|--|--|---|---|--|
| VDOT | Chesapeake | Additional Movement at I-64 (Exit 291)/I-464 Interchange | I-64 Eastbound to I-464 Southbound Route 168 | \$140 Million (2025 YOE) | No | Interstate Operations and Enhancements (IOEP) Fund |
| VDOT (SMART SCALE) | Suffolk | Godwin Blvd | Kings Fork Rd to Suffolk Bypass | \$15.8 Million (2030 YOE) | No | SMART SCALE District Grant and Local |
| Norfolk | Norfolk | St. Paul's Project – Phase II: Freemason St | Fenchurch St to Tidewater Dr | \$21.7 Million (2025 YOE) | No | BUILD, Revenue Sharing, and Local |

- **I-64 (Exit 291)/I-464 Interchange (I-64 Eastbound to I-464 Southbound)**
 - Project will improve the interchange configuration via an I-64 Eastbound flyover to Southbound 168.
 - Estimated year-of-expenditure project cost is \$140 Million to be funded with the Interstate Operations and Enhancements Program (IOEP) Fund. Estimated project opening year is 2025. The IOEP is a new funding source to the 2045 LRTP and will sufficiently cover the estimated project cost thereby demonstrating fiscal constraint.
 - Because the I-64/I-464 Interchange is a regionally-significant project and other improvements to this interchange were captured in the last Regional Conformity Assessment (RCA), this project will also be subject to an RCA.

- **Godwin Boulevard (Kings Fork Road to Suffolk Bypass)**
 - Project will provide for improvements along the Godwin Blvd corridor (SR 10/32) in the City of Suffolk. The corridor is 1.5 miles and spans from Kings Fork Road in the north to the Suffolk Bypass (US 460/58/13) in the south. The improvements include the widening of the roadway from a typical 4-lane section to a 6-lane section, adding an interior lane in each direction.
 - Estimated year-of-expenditure project cost is \$15.8 Million and was selected for funding in Round 4 of SMART SCALE (assuming \$13.3 Million SMART SCALE District Grant funds and \$2.5 Million City of Suffolk General Fund). Estimated project opening year is 2030. Fiscal constraint is demonstrated using LRTP SMART SCALE District Grant reserves and local funding from the City of Suffolk.
 - Project is considered regionally-significant and therefore will be subject to an RCA.

- **St. Paul's Project – Phase II: Freemason Street (Fenchurch Street to Tidewater Drive)**
 - Phase II of the St. Paul's Project will extend Freemason Street to Tidewater Drive and will include a new traffic signal at Tidewater Drive, creating an east-west connection from Downtown Norfolk to the St. Paul's area. Phase II will also include a reconstruction of the grid network in the Tidewater Gardens area and will include stormwater improvements, wide sidewalks, dedicated bike facilities, and upgraded sanitary sewer and water services.
 - Estimated year-of-expenditure project cost is \$21.7 Million to be funded with a combination of BUILD, Revenue Sharing, and Local City funding. Estimated project opening year is 2025. Funding sources for this project are new sources to the 2045 LRTP and will sufficiently cover the estimated project cost thereby demonstrating fiscal constraint.
 - Project is considered regionally-significant and therefore will be subject to an RCA.

The proposed amendments were made available for public review and comment from September 30, 2021 to close of business October 13, 2021. No comments were received. The Transportation Technical Advisory Committee (TTAC) has recommended approval of the proposed 2045 LRTP Amendments.

RECOMMENDED ACTIONS:

1. Approve the proposed 2045 LRTP Amendments.
2. Initiate conformity on the 2045 LRTP and FY 2021-2024 TIP.