

ATTACHMENT 11-A: Table Summary of Proposed Amendments to 2045 LRTP

AMENDMENT FROM HRTAC 2045 LONG-RANGE PLAN OF FINANCE UPDATE – JUNE 2022*						
Amendment Action	Jurisdiction	Project	From/To	Estimated Project Cost in Year-of-Expenditure (YOE)	Project Conformity Exempt	Funding Source(s)
Update Project Cost and Opening Year	Multi-jurisdictional	Bowers Hill Interchange	N/A	\$771 Million (2038 YOE) ¹	No	<ul style="list-style-type: none"> See HRTAC 2045 Long Range Plan of Finance – June 2022 Update (Attachment 11-B)
Update Project Cost and Opening Year	Multi-jurisdictional	Hampton Roads Express Lanes Network	Jefferson Avenue to Bowers Hill	\$993 Million (2027 YOE) ²	No	
Update Project Cost and Opening Year	Multi-jurisdictional	I-64/I-264 Interchange – Phase IIIA	N/A	\$525 Million (2039 YOE)	No	
Update Project Cost and Opening Year	Multi-jurisdictional	I-664 Widening	Bowers Hill to College Drive	\$1,529 Million (2038 YOE) ³	No	
Update Opening Year	Virginia Beach	I-264/ Independence Interchange	N/A	\$207 Million (2032 YOE)	No	
Update Opening Year	Virginia Beach	I-264 Widening	Witchduck Road to Independence Boulevard	\$669 Million (2032 YOE) ⁴	No	

*All projects in this table have been included in the 2045 LRTP since HRTPO Board adoption on June 17, 2021. Updates are for project cost estimates and opening year assumptions.

1 – 2045 LRTP estimated project opening year is 2038; HRTAC Long Range Plan of Finance assumes an opening year of 2033; YOE assumptions are for 2038.

2 – HRTAC Long Range Plan of Finance includes an assumption of \$124 Million for bridge maintenance; the 2045 LRTP includes a \$17 Billion set-aside for maintenance and therefore maintenance assumptions do not need to be individually listed in the LRTP.

3 – 2045 LRTP estimated project opening year is 2038; HRTAC Long Range Plan of Finance assumes an opening year of 2034; YOE assumptions are for 2038. Project cost is the high-end range of a preliminary estimate for the proposed preferred alternative. Cost estimate will be refined after NEPA has been completed.

4 – HRTAC Long Range Plan of Finance accelerates project opening assumption; YOE assumption has not been discounted (FAR (2038-2045) LRTP time band inflation factor of 1.81 still being applied as opposed to MIDDLE (2030-2037) LRTP time band inflation factor of 1.43).

ATTACHMENT 11-A: Table Summary of Proposed Amendments to 2045 LRTP (continued)

AMENDMENTS SUBMITTED FROM VDOT						
Amendment Action	Jurisdiction	Project	From/To	Estimated Project Cost in Year-of-Expenditure (YOE)	Project Conformity Exempt	Funding Source(s)
Add for Construction	Multi-jurisdictional	I-64 Peninsula Widening - Segment 4	1.15 Miles West of Route 199 (Exit 234) to Hampton Roads MPA Boundary/ New Kent County Line	\$250 Million (2028 YOE)	No	<ul style="list-style-type: none"> • Various State Funds (allocations from General Assembly, Commonwealth Transportation Board, and other regional authorities)
Add for Construction	Suffolk	Bridge Road (Route 17)	Windward Lane to Harbour View Boulevard	\$12.8 Million (2027 YOE)	No	<ul style="list-style-type: none"> • \$9.8 Million Priority Transportation Funds • \$3 Million Local Funds