
HAMPTON ROADS TRANSPORTATION ACCOUNTABILITY COMMISSION



*Economic Vitality and Quality of Life
Unlocking Hampton Roads*

Hampton City Council Update

Kevin Page

HRTAC Overview

Purpose: To develop a funding plan for planned projects and work with VDOT to deliver those projects.

- Empowered to procure, finance, build and operate highway, bridge and tunnel projects in Hampton Roads
- Authorized to use HRTF monies and tolls for construction projects on new or existing highways, bridges and tunnels and to issue bonds using revenues to support bond debt
- Regional Collaboration - Works closely with the Hampton Roads Transportation Planning Organization (HRTPO) who determines Project Prioritization for the region

HRTAC Membership

19 Voting members

10 Cities

Chesapeake
Franklin
Hampton
Newport News
Norfolk
Poquoson
Portsmouth
Suffolk
Virginia Beach
Williamsburg

4 Counties

Isle of Wight
James City
Southampton
York

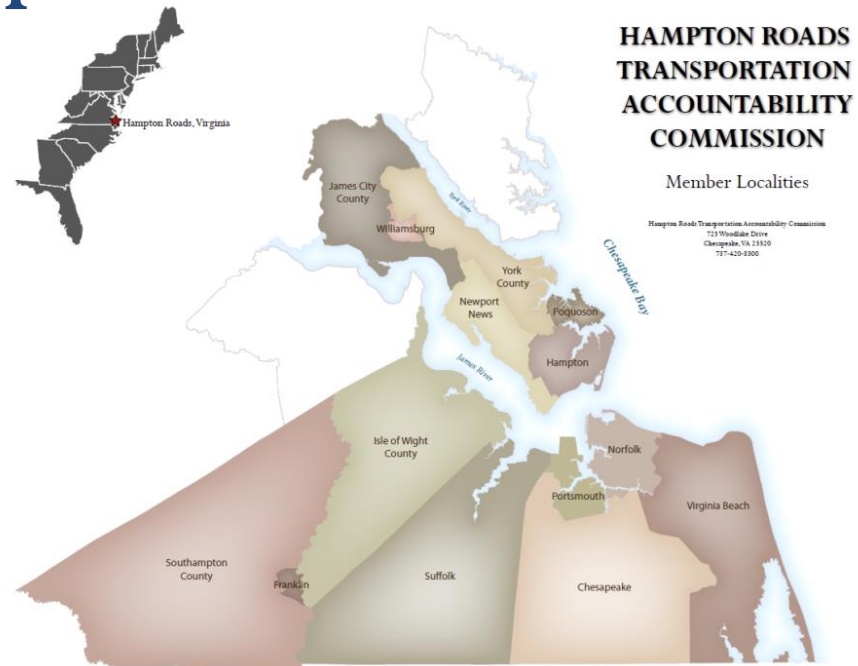
5 VA General Assembly Members

Two Members of the Senate
Three Members of the House of
Delegates

4 Non-Voting Ex-officio members

Commonwealth Transportation Board Member
Virginia Department of Transportation
Virginia Department of Rail and Public Transportation
Virginia Port Authority

- HRTAC is a political subdivision of the Commonwealth
- Primarily funded with HB 2313 revenue (Hampton Roads Transportation Fund) approved by the 2013 General Assembly



HAMPTON ROADS TRANSPORTATION FUND

Additional Sales Tax



- - Additional 0.7%
- \$126.56M Revenue FY16 – (\$129.97M FY2015)

Additional Fuels Tax

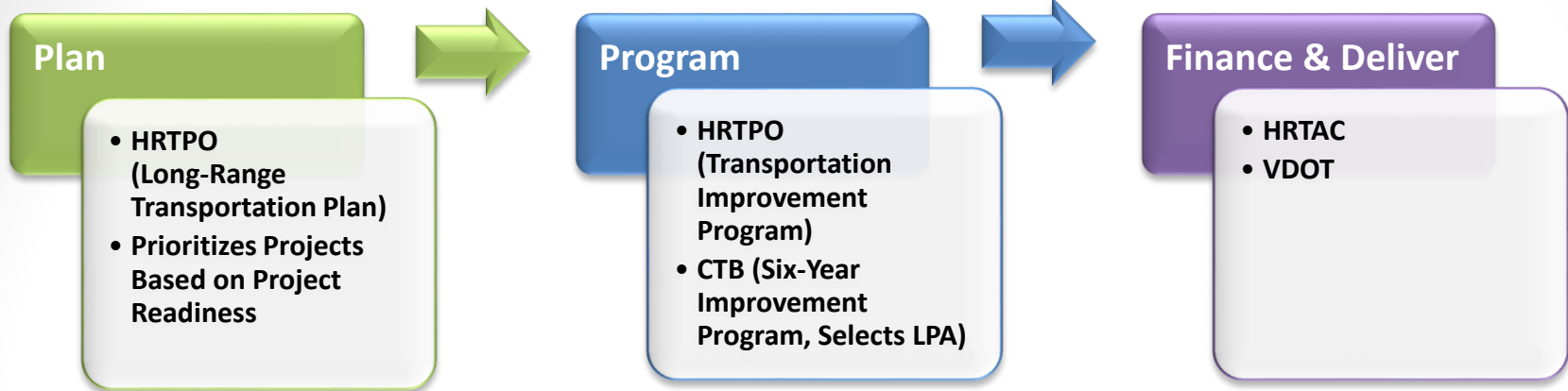
- - Regional tax on motor fuels
- - Additional 2.1% - \$26.65M Revenue FY16 – (\$40.94M FY2015)
- Fuel tax not floored in 2013 – Loss of nearly \$14-15M per year

State Code requires HRTF funds to be spent
Hampton Roads highway construction projects

Roles of the HRTPO and HRTAC

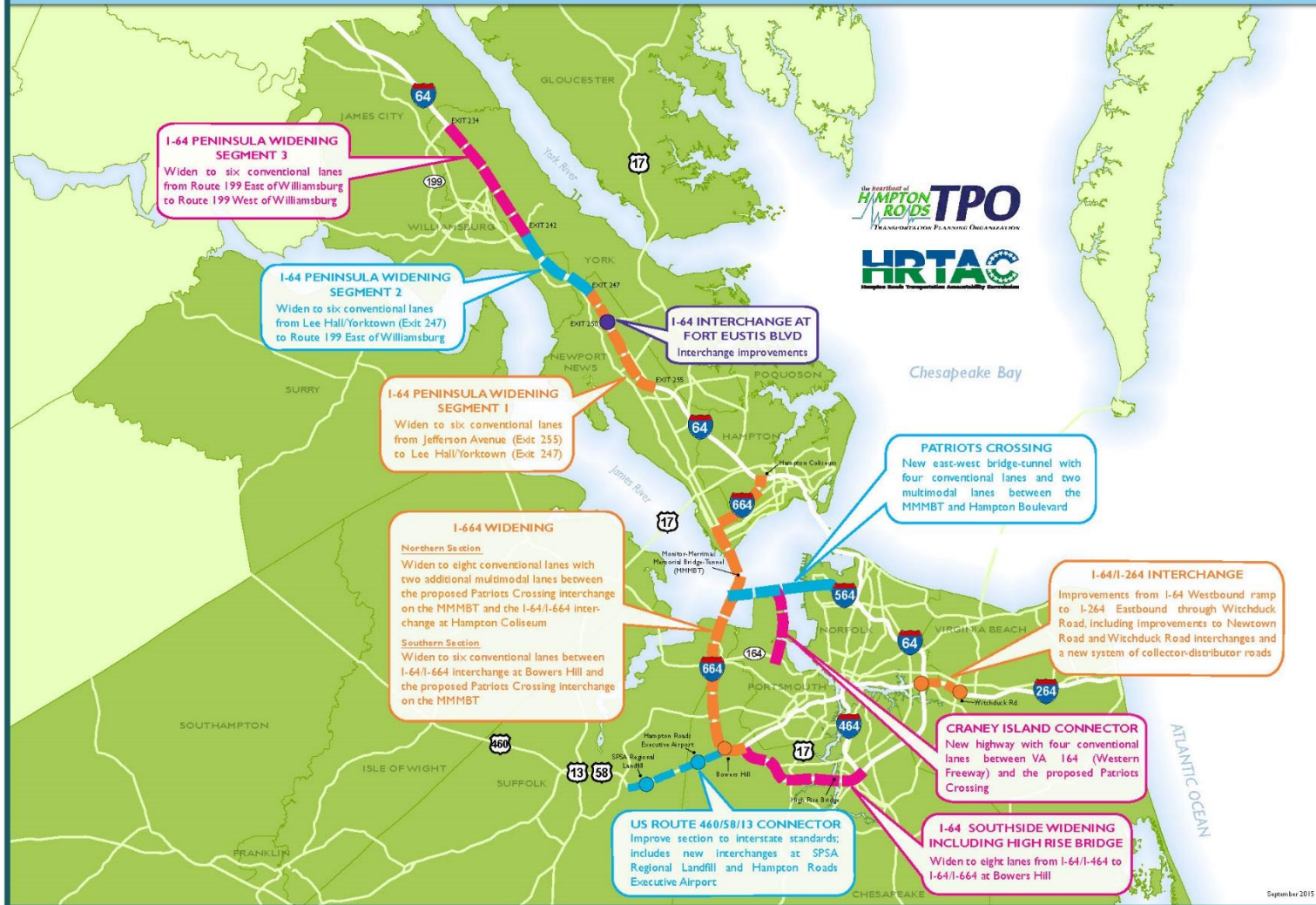
		
PREPARES AND MAINTAINS LONG-RANGE TRANSPORTATION PLAN (LRTP)	YES	NO
ALLOCATES RSTP AND CMAQ MONIES	YES	NO
MAINTAINS TRANSPORTATION IMPROVEMENT PROGRAM (TIP)	YES	NO
USES HAMPTON ROADS TRANSPORTATION FUND (HRTF) TO BUILD HIGHWAYS, BRIDGES, AND TUNNELS	NO	YES
ISSUES BONDS AND USES HRTF TO SUPPORT THESE BONDS	NO	YES
PROCURES, FINANCES (HRTF, TOLLS, BONDS) AND OPERATES HIGHWAY, BRIDGE, AND TUNNEL PROJECTS	NO	YES

EVOLUTION OF HRTAC Projects



- HRTPO Long Range Transportation Plan identifies priority projects in the constrained plan or vision plan as under study/development/construction
- HRTAC develops a six year funding plan to guide in project funding for development and construction
- HRTAC allocates funds to specific projects, asks that the HRTPO add them to the TIP
- The CTB selects the Local Preferred Alternative, maintains Statewide Transportation Improvement Program, allocates state funding to projects in Six Year Improvement Program
- VDOT assists in project readiness and construction

HAMPTON ROADS REGIONAL PRIORITY PROJECTS



- HRBT and Craney Connector are not included by HRTPO as HRTF funded projects, but are being studied in the SEIS.

Hampton Roads Transportation Fund Nine Candidate Projects*

I-64 Peninsula (6-Lane Option)

- 1. Segment 1 (Jefferson Ave (exit 255) to Route 238/Mile Marker 248 (exit 247)
- 2. Segment 2 (Route 238/Mile Marker 248 (exit 247) to Route 199 East of Williamsburg (exit 242)
- 3. Segment 3 (Route 199 East of Williamsburg (exit 242) to Route 199 West of Williamsburg (exit 234)
- 4. Fort Eustis Blvd Interchange

Third Crossing

- 5. Patriots Crossing (with Craney Island Connector)
- 6. I-664 Widening (includes Bowers Hill Interchange)

7. I-64 Southside (includes High-Rise Bridge)

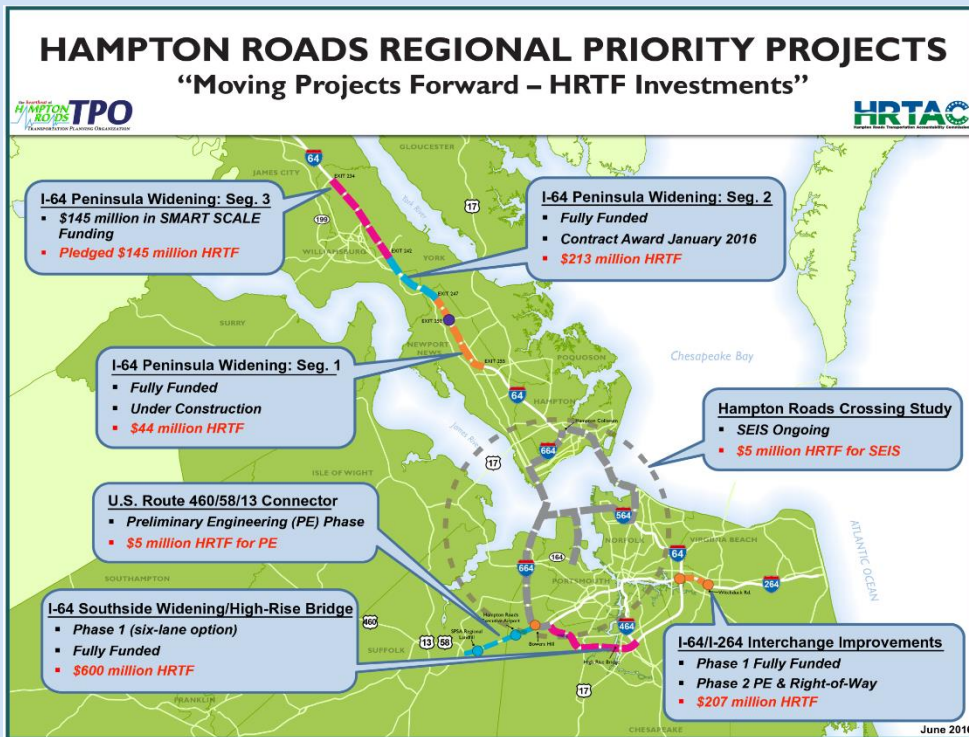
8. I-64/I-264 Interchange (including Witchduck Interchange)

9. US 460/58/13 Connector (Suffolk Bypass to I-664, includes SPSA and Hampton Roads Executive Airport interchanges)

* All projects but the Patriots Crossing improve existing VDOT Highways

2040 LRTP: Regional Priority Projects

'Sequencing Based on Project Readiness'

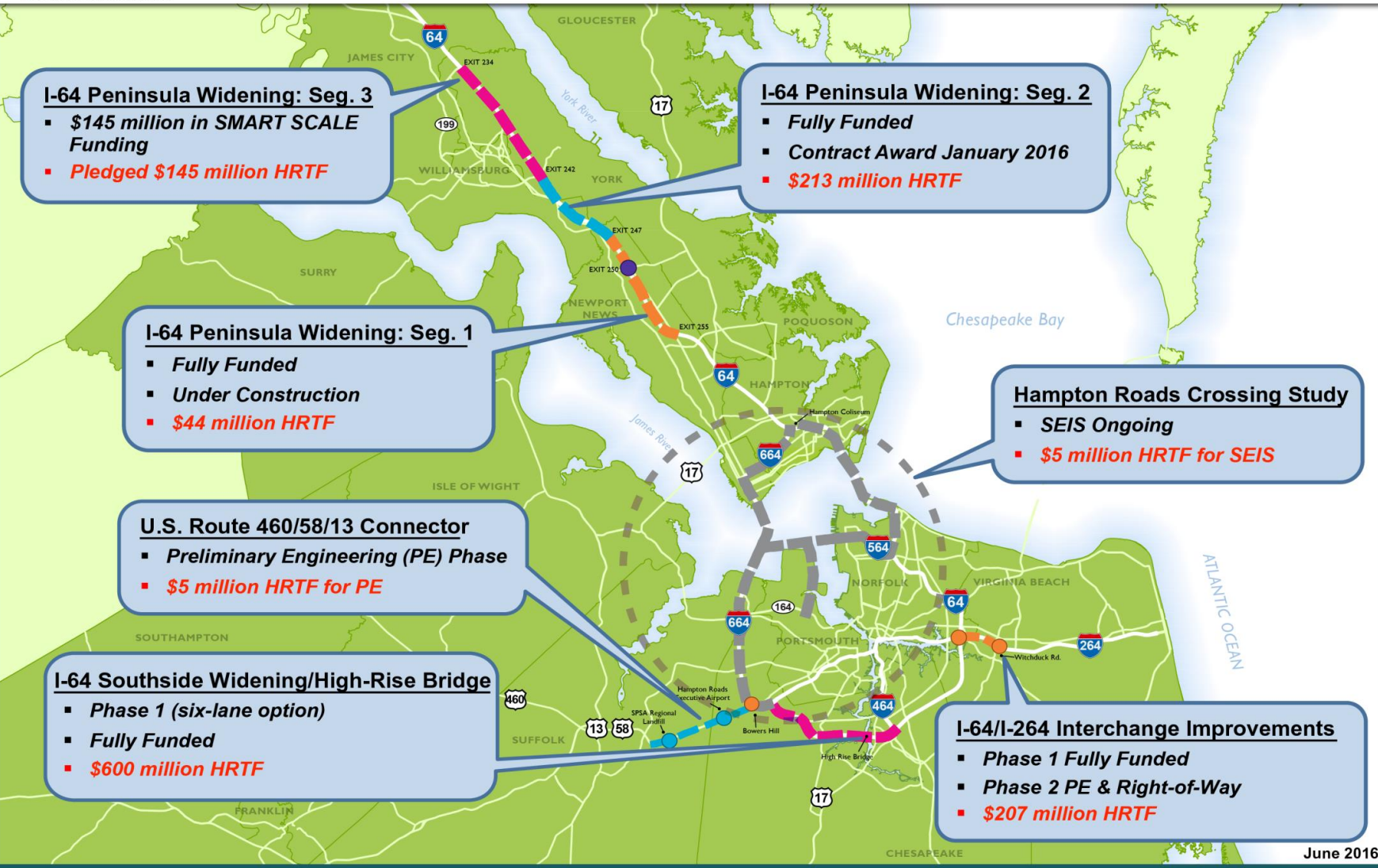


- I**
 - I-64 Peninsula Widening
 - I-64/I-264 Interchange
- II**
 - I-64 Southside Widening/High-Rise Bridge - Phase 1
- III**
 - Hampton Roads Crossing: Locally Preferred Alternative - Phase 1
- IV**
 - I-64 Southside Widening/High-Rise Bridge - Phase 2
- V**
 - I-64/Fort Eustis Blvd Interchange
 - US Route 460/58/13 Connector

❖ Approved by the HRTPO Board at its February 18, 2016 Meeting.

HAMPTON ROADS REGIONAL PRIORITY PROJECTS

“Moving Projects Forward – HRTF Investments”



I-64 Peninsula Widening: Seg. 3

- \$145 million in SMART SCALE Funding
- Pledged \$145 million HRTF

I-64 Peninsula Widening: Seg. 2

- Fully Funded
- Contract Award January 2016
- \$213 million HRTF

I-64 Peninsula Widening: Seg. 1

- Fully Funded
- Under Construction
- \$44 million HRTF

Hampton Roads Crossing Study

- SEIS Ongoing
- \$5 million HRTF for SEIS

U.S. Route 460/58/13 Connector

- Preliminary Engineering (PE) Phase
- \$5 million HRTF for PE

I-64 Southside Widening/High-Rise Bridge

- Phase 1 (six-lane option)
- Fully Funded
- \$600 million HRTF

I-64/I-264 Interchange Improvements

- Phase 1 Fully Funded
- Phase 2 PE & Right-of-Way
- \$207 million HRTF

HRTPO – SMART SCALE (HB2) FUNDING REQUESTS

Project Costs and Funding

Projects	\$ Millions				
	Total Cost	HRTF Allocations	State/Federal Allocations	Additional HRTF Request	HB2 Request
I-64 Peninsula Widening	\$647.4	\$257.6	\$100.0	\$0.0	\$289.8
I-64 Southside Widening, including High Rise Bridge	\$2,050.0	\$20.0	\$0.0	\$1,730.0	\$300.0
I-64/I-264 Interchange	\$343.7	\$69.7	\$16.7	\$0.0	\$257.3

- The Commonwealth Transportation Board at its June meeting awarded \$144,927,752 to the I-64 Widening Project
- The Hampton Roads Region will spend significant regional funds to improve the VDOT highway network

Hampton Roads SEIS

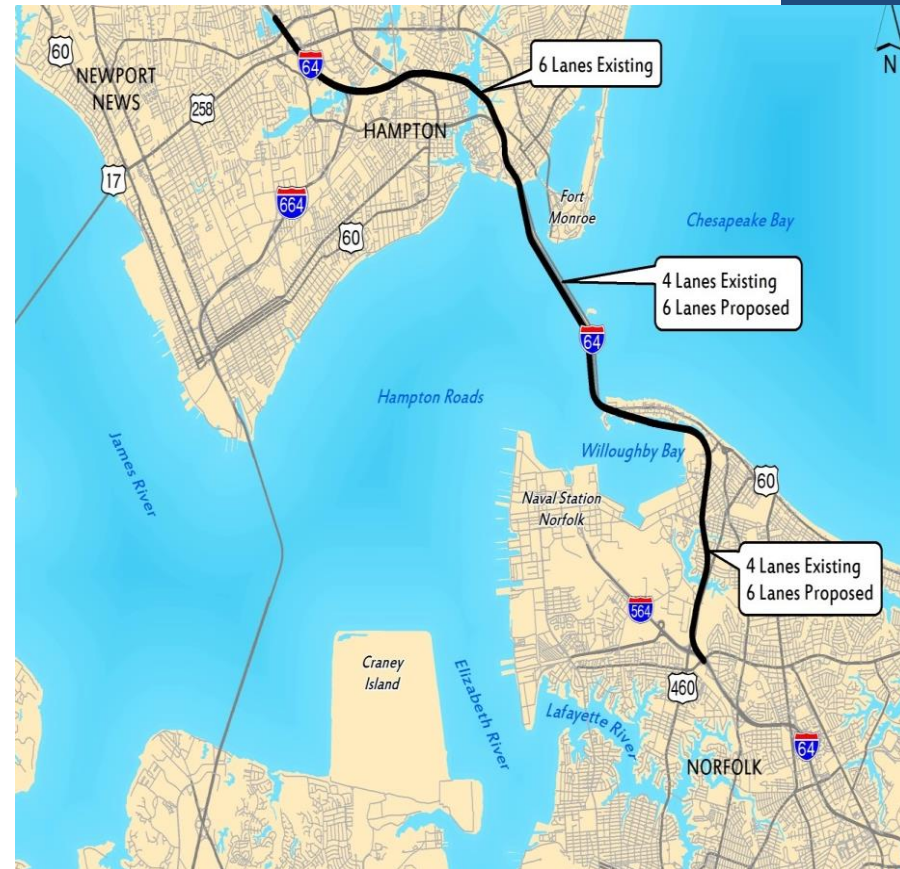
- VDOT and FHWA have initiated work on a Supplemental Environmental Impact Statement (SEIS) to reevaluate the Hampton Roads Crossing Study.
- HRTAC continues to advance project finance
 - Funding setout for first phase in approved 2016-2022 funding plan
 - Bond Counsel engaged to begin bond validation work
 - Plan of Finance Consultant is developing funding scenarios based on the SEIS Alternatives

Road sections that comprise the alternatives retained for analysis



Alternative A

- Includes improvements to I-64 between I-664 and I-564
- Would result in a consistent six-lane facility
- Improvements to HRBT would be largely confined to existing right of way
- Cost - \$3.3B in 2016 dollars with a 40% Contingency
- 2034 Est VMT – 56,556,700



Alternative B

Includes:

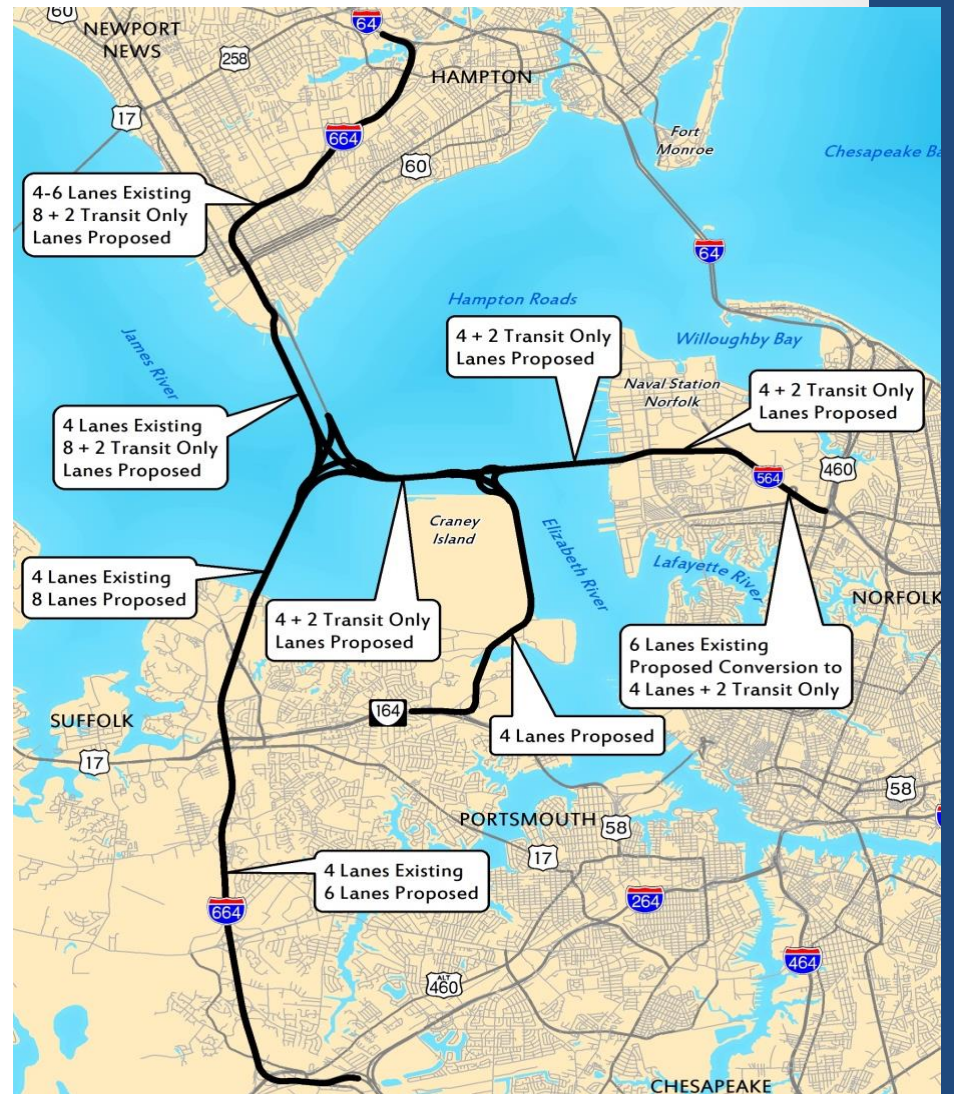
- I-64/HRBT, I-564, I-564 Connector, Route 164 Connector, Route 164
- Cost - \$6.6B in 2016 dollars with a 40% Contingency
- 2034 Est VMT – 56,767,200



Alternative C

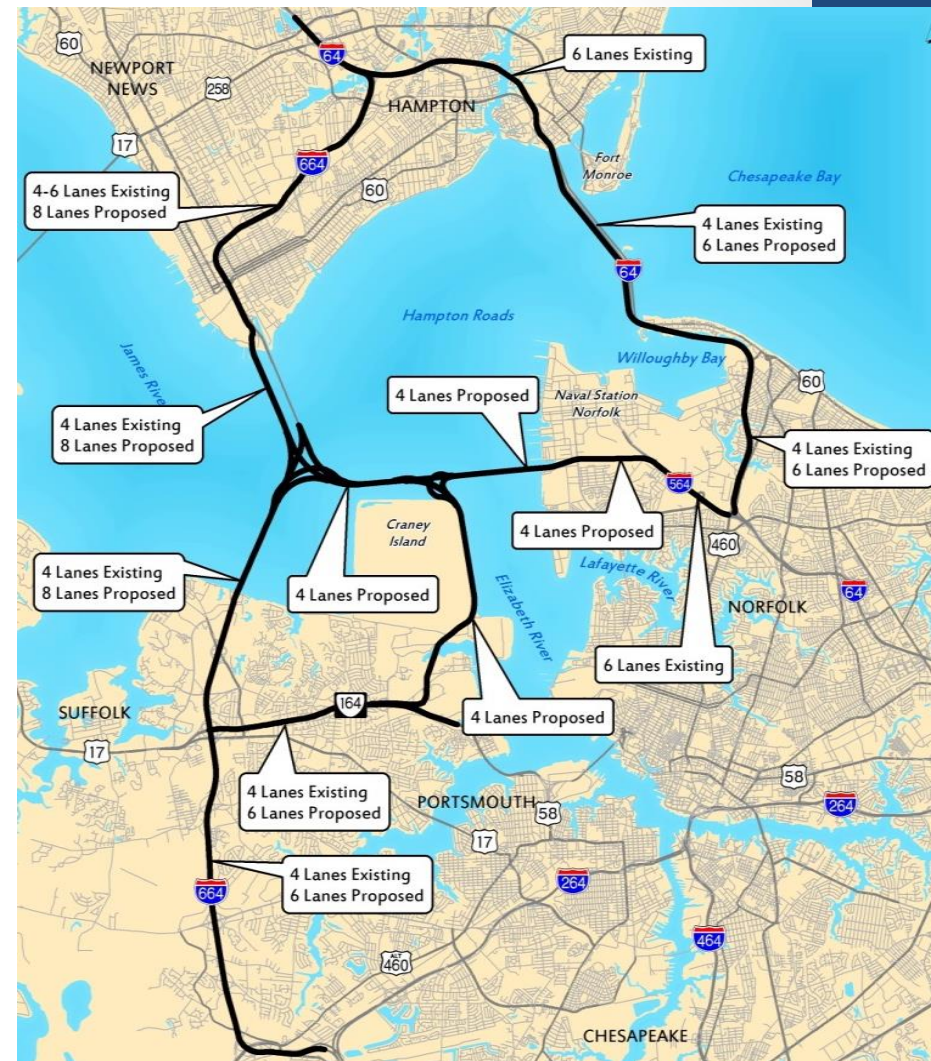
Includes:

- I-664, I-664/I-564 Connectors, I-564, Route 164 Connector
- Includes dedicated transit lanes
- Cost - \$12.5B in 2016 dollars with a 40% Contingency
- 2034 Est VMT – 56,816,500



Alternative D

- Includes all components of Alternatives B and C
- Applies a more narrow footprint than Alternative C
- The different footprint allows for more information and options to be available to the study
- Cost - \$11.9B in 2016 dollars with a 40% Contingency
- 2034 Est VMT – 57,040,800



HRTAC Funding Plan Adopted and HRTPO Long Range Plan Approved

- Anticipated revenues are down for 2040 Constrained Long Range Transportation Plan
 - HRTAC's Funding Plan was approved and communicated on March 17, 2016 to update HRTAC projects in the Constrained Long Range Plan
- Consultants assisted in the development of a Plan of Finance/Funding Plan Update to finance and build the projects
 - Identified project financing scenarios and information shared with HRTPO for the 2040 CL RTP - first constrained plan for construction of HRTAC Regional Projects.
- HRTPO approved project sequencing approach at its February 18, 2016 meeting, Approved 2040 CL RTP at its July 21, 2016
- Legislation adopted to assist in advancing the mission of the HRTAC and improve its ability to conduct business

HRTAC Funding Plan

HRTAC 2016-2022 Funding Plan HRTAC Program Level Spreadsheet Approved March 17, 2016

Project Drawdowns	Project Cost	HRTAC Funding	HB2 Funding	VDOT Funding	Previous	Jan-Dec 2016	Jan-Dec 2017	Jan-Dec 2018	Jan-Dec 2019	Jan-Dec 2020	Jan-Dec 2021	Jan-Dec 2022
I-64 Seg I- UPC 104905	\$122,551,685	\$22,551,685		\$100,000,000	(\$28,429,982)	(\$54,657,495)	(\$26,976,631)	(\$12,487,577)	\$0	\$0	\$0	\$0
I-64 Seg II- UPC 106665	\$189,707,675	\$134,803,520	\$54,904,155	\$0	(\$6,000,000)	(\$41,286,868)	(\$69,160,055)	(\$58,831,351)	(\$14,429,401)	\$0	\$0	\$0
I-64 Seg III- UPC 106689	\$311,303,820	\$221,207,975	\$90,095,845	\$0	\$0	(\$800,000)	(\$4,400,000)	(\$19,958,448)	(\$93,367,598)	(\$101,050,838)	(\$84,916,017)	(\$6,810,919)
I-64/264 - UPC 57048 (Phase I)	\$157,142,416	\$152,094,716		\$5,047,700	(\$5,054,702)	(\$18,201,817)	(\$49,211,271)	(\$58,130,306)	(\$26,544,320)	\$0	\$0	\$0
I-64/264 - UPC 17630 (Phase II)	\$190,031,747	\$178,428,847		\$11,602,900	(\$14,240,679)	(\$18,162,221)	(\$32,199,910)	(\$38,592,666)	(\$31,000,000)	(\$31,000,000)	(\$24,836,271)	\$0
I-64 Southside-High Rise Br- UPC 106692 (Phase I)	\$600,000,000	\$600,000,000		\$0	(\$341,708)	(\$19,658,292)	(\$150,000,000)	(\$190,000,000)	(\$190,000,000)	(\$50,000,000)	\$0	\$0
Hampton Roads Crossing Study- UPC 106724 (SEIS)	\$6,352,527	\$0		\$6,352,527	\$0	(\$1,875,000)	(\$2,500,000)	(\$1,977,527)	\$0	\$0	\$0	\$0
Future Projects												
Harbor Crossing Project (Phase I)	\$266,647,109	\$266,647,109		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$266,647,109)
Ft Eustis Interchange- UPC 106700	TBD*	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
I-64 Southside-High Rise Br- Phase II	TBD**	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Rte 460/58/13 Connector	TBD	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
I-64/I-264 Interchange (Phase III)	TBD	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$1,843,736,979	\$1,575,733,852	\$145,000,000	\$123,003,127	(\$54,067,071)	(\$154,641,693)	(\$334,447,867)	(\$379,977,875)	(\$355,341,319)	(\$182,050,838)	(\$109,752,288)	(\$273,458,028)
Total Yearly Costs					(\$54,067,071)	(\$154,641,693)	(\$334,447,867)	(\$379,977,875)	(\$355,341,319)	(\$182,050,838)	(\$109,752,288)	(\$273,458,028)
Previous year carryover					\$0	\$366,645,457	\$509,377,420	\$406,629,992	241,823,684	78,163,113	86,812,275	174,609,987
VDOT SYIP funding					\$32,376,717	\$81,000,000	\$9,626,410	\$0	\$0	\$0	\$0	\$0
HB2 Funding***					\$0	\$50,073,656	\$50,174,030	\$37,221,566	\$7,530,748			
Projected HRTAC Revenue****	Total: \$1,677,560,513				\$388,335,811	\$166,300,000	\$171,900,000	\$177,950,000	\$184,150,000	\$190,700,000	\$197,550,000	\$200,674,702
Total Funding					\$420,712,528	\$664,019,113	\$741,077,859	\$621,801,559	\$433,504,432	\$268,863,113	\$284,362,275	\$375,284,689
Residual Cash Flow					\$366,645,457	\$509,377,420	\$406,629,992	\$241,823,684	\$78,163,113	\$86,812,275	\$174,609,987	\$101,826,662

* Planning Level Cost Estimate- \$180M to include 8 lane widening

** Planning Level Cost Estimate- \$800M - \$1.0B

*** Anticipated HB2 Funds Pending CTB approval and award of funding June 2016

**** Previous revenues reflect HRTF ending balance on 12/31/2015

Latest HRTF revenue forecast from FY 2016 to FY 2022 received February 26, 2016

Assume equal amounts of revenues collected in two semi-annual periods for each FY.

Updated Cost Based Upon Contract Award
Construction Phase
Estimate Still Under Development
Added by PFM
Adjusted to VDOT Comments 3/4/2016

General Assembly – 2016

HRTAC Omnibus Bill HB1111

- Allows investment and provides liability protections.
 - Allows counties to designate a representative.
 - Allows all localities to have representation at the meetings if Chief Elected Officer or County Designee is unable to attend. Notice must be given 48 hours before meeting if regular member is unable to attend.
 - Administrative and operating expenses shall be paid by HRTAC Revenues.
- No Floor on Gas Tax for HRTAC or NVTA.

General Assembly Actions – 2016

Tolling

- Language within the budget establishes new toll policy restricting CTB, VDOT, HRTAC, and NVTVA from tolling existing un-tolled lanes without General Assembly approval except on:
 - HOV/HOT Lanes
 - New Lane capacity
 - New bridges
 - Short segments of highways between existing toll facilities
- Legislation was adopted allowing better collection of unpaid toll bills from other states.

Next Steps

- HRTAC will continue work to develop solutions
- Considerations will be made as more information is available
 - Incorporate General Assembly and Smart Scale (HB2) outcomes
 - High Rise Bridge – Advance Construction Phase I
 - SEIS – Draft August 2016 – Available for 45 day public comment period - Final SEIS Record of Decision Summer 2017
 - Public discussion on how to fund the projects
 - HRTAC will advance its approved 2016-2022 Funding Plan, calibrate funding options for SEIS Alternatives, and bond validation work



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