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# HAMPTON ROADS TRANSPORTATION ACCOUNTABILITY COMMISSION



*Economic Vitality and Quality of Life*  
*Unlocking Hampton Roads*

**Progress Update**  
**Kevin B. Page**  
**Executive Director**

# Progress Update

- Funding Plan Progress
- HRBT
- Next Steps

# HRTAC FY2018-FY2023 Funding Plan and HRTAC 2040 Long Range Plan Updates Released for Public Comment

- On June 15, 2017, HRTAC released for public comment the HRTAC FY2018-FY2023 Funding Plan and HRTAC 2040 Long Range Plan Updates
  - Public hearings was conducted for each of these updates on July 20, 2017.
  - Commission approval pending.

# Proposed HRTAC FY2018-FY2023 Funding Plan

## Project Costs and Expenses & Funding Sources

### (With Toll Revenues to HRTAC) – Subject to Approval

#### HRTAC Project Costs and Expenses

	Prior Years	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total	<u>HRTAC Share</u> Debt PayGo Proceeds <sup>1</sup>		VDOT Funds	HRTPO Funds	Outside Contribution
Operating/HRTF Fees	\$7	\$2	\$2	\$2	\$2	\$3	\$3	\$22	\$22				
I-64 Peninsula Widening	\$247	\$96	\$62	\$51	\$147	\$43		\$645	\$400		\$245		
I-64/I-264 Interchange Improvement <sup>2</sup>	\$134	\$77	\$71	\$44	\$27	\$8		\$362	\$290		\$67	\$2	\$3
I-64 Southside/High Rise Bridge <sup>2</sup>	\$57	\$44	\$170	\$170	\$156	\$8		\$605	\$500		\$105		
Project Development	\$13	\$25	\$4	\$1				\$42	\$42				
Mega-Project Delivery (HRBT) <sup>3,4</sup>		\$164	\$325	\$475	\$736	\$844	\$821	\$3,366	\$410	\$2,956			
<b>Total</b>	<b>\$458</b>	<b>\$409</b>	<b>\$634</b>	<b>\$743</b>	<b>\$1,068</b>	<b>\$906</b>	<b>\$824</b>	<b>\$5,041</b>	<b>\$1,663</b>	<b>\$2,956</b>	<b>\$417</b>	<b>\$2</b>	<b>\$3</b>

#### Funding Sources

	Prior Years	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total
VDOT Funds	\$186	\$42	\$38	\$75	\$68	\$8		\$417
HRTPO Funds	\$2							\$2
Outside Contribution		\$3						\$3
HRTAC Share	\$270	\$364	\$596	\$668	\$1,000	\$898	\$824	\$4,620
<b>Total</b>	<b>\$458</b>	<b>\$409</b>	<b>\$634</b>	<b>\$743</b>	<b>\$1,068</b>	<b>\$906</b>	<b>\$824</b>	<b>\$5,041</b>

#### Notes:

1. Net of financing costs
2. Approval of \$150M Smart Scale funds for I-64/I-264 Interchange (\$50M) and High Rise Bridge (\$100M) are expected in June 2017
3. Including HRBT project costs and debt service associated with the debt issued for HRBT
4. Assume HRBT receives no VDOT funds.

# Proposed HRTAC FY2018-FY2023 Funding Plan

## HRTAC Projected Cash Flow FY 2018 to FY 2023

### (With Toll Revenues to HRTAC) – Subject to approval

#### HRTAC Projected Cash Flow

	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total
HRTF .7% local Sales Tax Funds	\$133	\$136	\$138	\$141	\$144	\$147	\$840
HRTF 2.1% Fuel Tax Funds	\$27	\$30	\$33	\$35	\$37	\$38	\$200
Total HRTF Revenue	\$160	\$165	\$172	\$177	\$181	\$185	\$1,040
HRTAC Toll Revenues <sup>1</sup>	\$0	\$0	\$0	\$0	\$0	\$2	\$2
HRTF Interest Income <sup>2</sup>	\$2	\$2	\$1	\$0	\$1	\$1	\$7
HRTF Investment Income	\$1	\$1	\$1	\$0	\$0	\$0	\$3
HRTAC HRTF Revenue Debt Proceeds <sup>3</sup>	\$158	\$320	\$438	\$693	\$708	\$639	\$2,956
HRTAC Toll Revenue Debt Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total Available HRTAC HRTF Funding</b>	<b>\$322</b>	<b>\$488</b>	<b>\$612</b>	<b>\$870</b>	<b>\$890</b>	<b>\$826</b>	<b>\$4,007</b>
HRTAC Share - PayGo Funding	\$364	\$591	\$631	\$957	\$763	\$730	\$4,036
HRTAC Share - Debt Service		\$5	\$37	\$43	\$134	\$94	\$313
<b>Total Annual Expenditure</b>	<b>\$364</b>	<b>\$596</b>	<b>\$668</b>	<b>\$1,000</b>	<b>\$898</b>	<b>\$824</b>	<b>\$4,349</b>
<b>Carryover Balance From Previous Year</b>	\$364	\$322	\$214	\$158	\$28	\$20	
<b>Remaining HRTAC Funds Unobligated</b>	\$322	\$214	\$158	\$28	\$20	\$22	

Notes:

1. High Rise Bridge Phase I toll revenues starting FY 2023
2. Interest income estimate in FY 2021 less than \$500,000, rounded to \$0
3. Net of financing costs

**Maintain General Reserve Balance at Minimum 10% of HRTF Revenue in Current Fiscal Year**

***PROPOSED HRTAC 2040 LONG RANGE PLAN OF FINANCE UPDATE***  
***HRBT finished in 2024 (with toll revenues) and in 2025 (with no toll revenues)***  
***Subject to approval***

	Approved Projects	HRBT	HRB II	Bower's Hill Interchange	Rt 460/58/13	Ft. Eustis Interchange	Total FV Cost	Funded by HRTF Debt	Funded by Toll Debt	Funded by HRTAC Pay-Go	Funded by VDOT and Other Pay-Go
<b>2040 FCL RTP (With Toll Revenues to HRTAC)</b>											
Inflated Costs (MM)	\$1,654	\$3,799	\$1,729	\$659	\$396	\$320					
Fiscally Constrained Construction End Year	2022	2024	2037	2037	2038	2038	\$8,558	\$4,635	\$743	\$2,430	\$750
<b>2040 FCL RTP (With No Toll Revenues to HRTAC)</b>											
Inflated Costs (MM)	\$1,654	\$3,894	\$1,773	\$676	\$406	\$328					
Fiscally Constrained Construction End Year	2022	2025	2038	2038	2039	2039	\$8,730	\$5,538		\$2,442	\$750

# Regional Projects: Proposed 2040 Long Range Plan

## \$8.5B

YEAR	PROJECT	YOE COST (\$M)
2018-2022	I-64 Peninsula – Segments 1, 2, and 3	\$645
2019-2021	I-64/I-264 Interchange – Phases I & II	\$347
2020	I-64 Southside/High-Rise Bridge – Phase I	\$600
2020	Project Development	\$37
2024	HRBT	\$3,799
2037	I-64 Southside/High-Rise Bridge – Phase II	\$1,729
2037	Bowers Hill Interchange	\$659
2038	US 460/58/13 Connector	\$396
2038	I-64/Fort Eustis Blvd Interchange	\$320
Vision Plan	I-564/I-664 Connectors (Patriots) I-664/MMMBT VA 164/164 Connector	

# Smart Scale (HB2) Funding

- Smart Scale (Formerly known as HB2) funding is a competitive prioritization process administered by the Commonwealth to advise the Commonwealth Transportation Board in its funding decisions.
  - \$144,927,753 awarded in June 2016 to the I-64 Peninsula Widening Project
  - \$150,000,000 awarded on June 20, 2017
    - \$100,000,000 to the I-64 Southside Widening/High Rise Bridge Project
    - \$50,000,000 to the I-64/I-264 Interchange Phase II Project



# HRBT - Moving Forward

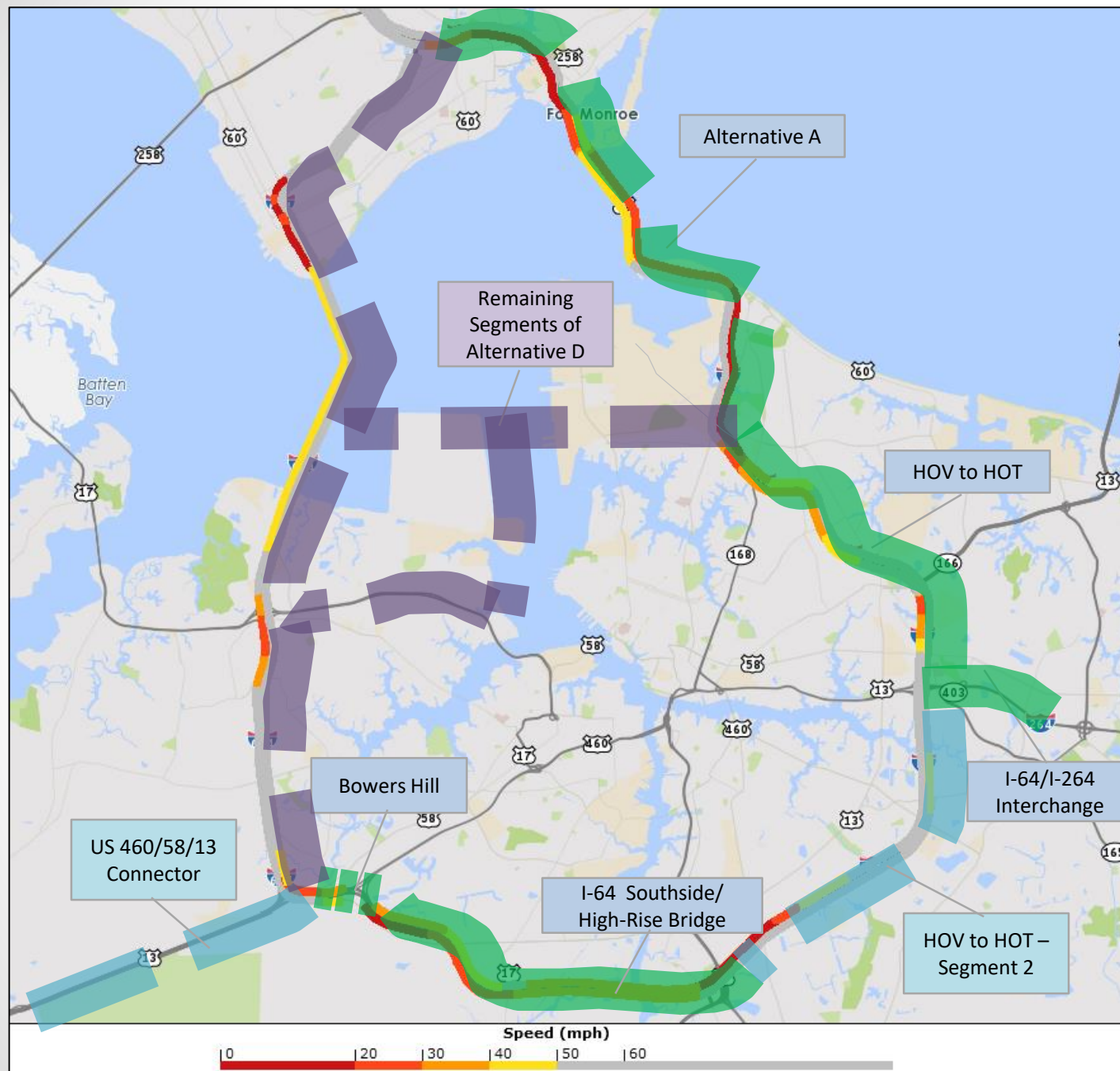
- March 16, 2017, HRTAC allocated \$25M toward refinement of HRCS Preferred Alternative
- HRCS SEIS is complete
  - June 12, 2017, FHWA issued Record of Decision (ROD)
- Project's planning-level cost estimate \$3.3B in 2016 dollars (SEIS) - \$3.8B YOE
  - Includes Construction, CEI, Large Contingency
- HRTAC, funding agent, is developing strategies to fund construction
- VDOT, delivery agent, is evaluating delivery options and initiating preliminary engineering

# HRBT - Next Steps

Activity	Date Expected
Detail Level Screening Report	July 2017
Draft Request for Qualifications and DB/DBFOM Term Sheets	September 2017
Transportation P3 Steering Committee – Initial Finding of Public Interest	October 2017
Statements of Qualifications due	November 2017
Announcement of Shortlisted Teams	January 2018
Indicative Price Proposals Due	April 2018
Briefing to Transportation P3 Steering Committee on Delivery Method	April 2018
Announcement of Delivery Method	April 2018
Draft Request for Proposals	May 2018
Final Request for Proposals	September 2018
Commercial Close	Early 2019

## The Road Ahead

- Programmed for Construction
- Under Study
- HRCS SEIS Alternative A and Bowers Hill
- Remaining Segments of Alternative D



Source: RITIS using INRIX data.

# Next Steps

- HRTAC will continue work to develop solutions and continue construction of HRTAC's \$1.6B approved/funded projects
- For HRBT - HRTAC/VDOT will move forward defining roles, responsibilities and Stakeholder involvement to keep the Region informed
- HRTAC will work with HRTPO and impacted jurisdictions to study the remaining projects not selected in the SEIS Alternative A
  - Public discussion on how to fund the projects
    - HRTAC will advance the FY2018-FY2023 Funding Plan and 2040 Long Range Plan once approved September 21, calibrate funding options, seek public input, advance project readiness and continue preparations for bonding/financing of projects

# HR TAC

**Hampton Roads Transportation Accountability Commission**

