Economic Vitality and Quality of Life
Unlocking Hampton Roads

HRTAC Overview
Kevin B. Page
Executive Director
The Stage is set for Regional Transportation Solution Consensus Building
For two decades the Region has identified these projects.
MOVING THE REGION FORWARD
HRTAC/HRTF Overview

• Hampton Roads Transportation Fund created 2013 Acts of Assembly HB2313

• HRTAC created 2014 Acts of Assembly HB1253 – Hired Executive Director August 2015

• Empowered to procure, finance, build and operate highway, bridge, tunnel, rail and transit projects in Hampton Roads

• Authorized to use HRTF monies (and tolls for new 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

<table>
<thead>
<tr>
<th>Cities</th>
<th>Counties</th>
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<tbody>
<tr>
<td>Chesapeake</td>
<td>Isle of Wight</td>
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<tr>
<td>Franklin</td>
<td>James City</td>
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<tr>
<td>Hampton</td>
<td>Southampton</td>
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<tr>
<td>Newport News</td>
<td>York</td>
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<td>Norfolk</td>
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<td>Poquoson</td>
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<tr>
<td>Portsmouth</td>
<td>Two Members of the Senate</td>
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<tr>
<td>Suffolk</td>
<td>Three Members of the House of Delegates</td>
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<td>Virginia Beach</td>
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<td>Williamsburg</td>
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4 Non-Voting Ex-officio members

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

- June 20, 2019 – Mayor Linda Johnson elected Chair and Mayor Donnie Tuck elected Vice-Chair
- 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 – 0.7%
- $139.4M Revenue FY19

Additional Regional Fuels Tax – 2.1%
- $71.6M Revenue FY19

➢ Combined revenues of $211M FY19

➢ State Code requires HRTF funds to be spent Hampton Roads highway construction 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 and long range plans of finance to guide in project funding for development and construction – HRTAC feeds LRTP funding plans

• 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 – awards SmartScale funding

• VDOT assists in project readiness and construction through HRTAC/VDOT MOA and HRTAC project construction agreements
I-64 Peninsula Widening: Segment 1
- Estimated Project Cost: $112 Million
- Under Construction
- Estimated Completion: 2021
- $121 Million Federal/State Funds
- $12 Million HRTAC
- Opened to Traffic December 2017

I-64 Peninsula Widening: Segment 2
- Estimated Project Cost: $176 Million
- $176 Million HRTAC
- Opened to Traffic April 2019

I-64 Peninsula Widening: Segment 3
- Estimated Project Cost: $244 Million
- Under Construction
- Estimated Completion: 2021
- $121 Million Federal/State Funds
- $123 Million HRTAC

I-64/FT. Eustis Blvd. Interchange
- Estimated Project Cost: $320 Million
- Included in 2040 LRTP

I-64/Ft. Eustis Blvd. Interchange
- Estimated Project Cost: $3.86 Billion
- Under Construction
- Estimated Completion: 2025
- $200 Million Federal/State Funds
- $108 Million Federal/State Funds (for South Trestles)
- $3.55 Billion HRTAC

I-64/I-264 Interchange Improvements
- Phase 1: $157 Million
- Opened to Traffic September 2019
- Phase 2 – Under Construction: $195 Million
- Estimated Completion: 2021
- Phase 3 - Design Funded: $10 Million
- $69 Million Federal/State Funds
- $3 Million Local
- $290 Million HRTAC

US Route 460/58/13 Connector Study
- Study Funded: $4 Million
- $4 Million HRTAC
- Study Halted November 2018

Hampton Roads Regional Connectors Study
- Study Funded: $7 Million
- $7 Million HRTAC

Bowers Hill Interchange
- Estimated Project Cost: $659 Million
- Study Funded: $4 Million
- $4 Million HRTAC

I-64 Southside Widening and High-Rise Bridge
- Phase 1 – Under Construction: $527 Million
- Estimated Completion: 2021
- $95 Million Federal/State Funds
- $432 Million HRTAC

Hampton Roads Regional Transportation Priority Projects
“Moving Projects Forward – HRTAC Investments”
Projects Planned and Prioritized by HRTPO, Powered by HRTAC
<table>
<thead>
<tr>
<th>ESTIMATED OPENING YEAR</th>
<th>PROJECT</th>
<th>ESTIMATED PROJECT COST ($MILLIONS)</th>
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<tbody>
<tr>
<td>2017-2022</td>
<td>I-64 Peninsula – Segments 1, 2, and 3</td>
<td>$531</td>
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<tr>
<td>2019-2021</td>
<td>I-64/I-264 Interchange – Phases I and II</td>
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<td>2019</td>
<td>I-64/I-264 Interchange – Phase III Study</td>
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<td>I-64 Southside/High-Rise Bridge – Phase I</td>
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<td>I-64/Hampton Roads Bridge-Tunnel</td>
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<td>2037</td>
<td>I-64 Southside/High-Rise Bridge – Phase II</td>
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<td>2037</td>
<td>Bowers Hill Interchange</td>
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<td>2038</td>
<td>I-64/Fort Eustis Blvd Interchange</td>
<td>$320</td>
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<td>Vision Plan</td>
<td>I-564/I-664 Connector (Patriots Crossing)</td>
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<td>I-664/ Monitor-Merrimac Memorial Bridge-Tunnel</td>
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<td>VA 164/164 Connector</td>
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MOVING THE REGION FORWARD
SIGNIFICANT PROGRESS

- Current HRTAC Projects Under Agreement:
  - ~ $5.17B total value $4.64B HRTAC Funded

- Recent HRTAC Accomplishments:
  - Cut Ribbon on I-64 Peninsula Widening Segment 1 project
  - Broke Ground I-64 Southside Widening/High Rise Bridge Project Phase I - January 2018
  - Inaugural HRTAC/HRTF Bond Offering - January 2018
  - Opening of I-64 Segment 2 Project
  - April 2019 – HRTAC/VDOT Executed HRBT Project Agreement
  - Adopted HRTAC Short and Long-Range funding plans – June 2019
I-64 Peninsula Widening – Segment 1

Description: Widen 5.4 miles of I-64 to include new general purpose lane, and widening of 6 existing bridges.

Cost: $112 million
$11.6 HRTAC Share

Status: Completed and open to the Public (December 1, 2017)

Images source: VDOT

Jefferson Ave. exit 255 to Rte. 238 exit 247
**I-64 Peninsula Widening – Segment 2**

**Description:** Widen 6.7 miles of I-64 to include new general purpose lane, reconstruction of existing lanes, and widening of 9 existing bridges.

**Cost:** $176 million
100% HRTAC Share

**Status:** Notice to Proceed (NTP) February 2016 (est. completion date mid-2019)

Rte. 238 exit 247 to Rte. 199 exit 242

Images source: VDOT
I-64 Peninsula Widening – Segment 3

Description: Widen 8.2 miles of I-64 to include new general purpose lane, replacing two existing bridges, and widening of 4 existing bridges.

Cost: $244 million
$122.9 million HRTAC Share

Status: Notice to Proceed (NTP) January 2018 (est. completion date Sept. 2021)

Image source: VDOT
Description: Widen WB I-264 between Twin Bridges and I-264, construct new 2-lane flyover ramp, 2-lane EB I-264 CD road, exit ramp from WB I-64 to new CD road.

Cost: $157 million
   $152.1 million
   HRTAC Share

Status: Project Notice to Proceed (NTP) October 2016 (Completion October 2019)
Description: Extend CD road from Newtown Rd. to Witchduck Rd., reconfigure Newtown Rd. & Witchduck Rd. Interchanges, Construct Greenwich Rd. flyover.

Cost: $195 million $127.7 million HRTAC Share

Status: Notice to Proceed (NTP) February 2018 (est. completion date September 2021)
I-64 Southside Widening/High Rise Bridge – Phase 1

Description: Widen 8.75 miles of I-64 to include new managed lane and left shoulder, widen six existing bridges, replace one existing bridge, and construct new High Rise Bridge – Phase 1.

Cost: $527 million
$432 million HRTAC Share

Status: Phase I Notice to Proceed (NTP) November 2017 (est. completion date July 2021)

Widen from I-64/I-464 to I-64/I-264/I-664 at Bowers Hill

Source: VDOT
Description: Expand the Hampton Roads Bridge Tunnel and provide 6-lane capacity on I-64 from the Settlers Landing Rd. Interchange to the I-564 Interchange.

Cost: $3.86 billion
$3.56 billion HRTAC Share

Status: April 2019, HRTAC/VDOT executed funding agreement. DB contract signed by VDOT (estimated completion 2025)
VDOT Proposed Hampton Roads Express Lanes Network – Region Needs to Weigh In

- Segment 1 – Operational
- Segment 2 – Under Construction
- Segment 3 & Segment 4 – Traffic and Revenue Study and Concept of Operations Underway

Source: VA Secretary of Transportation
VDOT Proposed Scenario

• Jefferson to LaSalle:
  • Between Jefferson & Mercury – HOV2 to HOT2

• Between Mercury & LaSalle – HOT2 (1 ML)
VDOT Proposed Scenario

• LaSalle to HRBT:
  • Shift Eastbound & Westbound Ingress/Egress from Settlers Landing Rd to LaSalle Ave (2 ML)
VDOT Proposed Improvement Elements - Peninsula

- **Repurposing of HOV lane to HOT**
  - Toll gantries and equipment
  - Bollards
  - Signing and marking

- **EB Widening from Rip Rap Road**
  - Realign and replace bridge at LaSalle Ave Loop Ramp
  - Realign Rip Rap Rd and Settlers Landing Rd Ramps
  - Replacement of the King St and Hampton River Bridges
  - Rehab and Widen of Settler’s Landing Bridge
  - Noise Walls
  - Right of way
VDOT Proposed Improvement Elements - Peninsula

- **WB Widening to Rip Rap Road from Settler’s Landing**
  - Realign Settlers Landing Rd Ramps
  - Replace King St Bridge
  - Rehab and Widen Hampton River (required for replacement of EB Bridge), Settlers Landing Rd, New Market Creek bridges
  - Noise Walls
  - Right of way

- **Preliminary Project Order of Magnitude Estimate Range**
  - Includes PE/RW/CN/CEI/Contingency
  - Toll equipment and signing

$600M – $650M
VDOT Proposed Scenario

**I-564 to I-264:**
- HOT2 Reversible in median
- HOT2 PTSL along GP (opposite direction to reversible median lanes)

**AM Peak:**

**PM Peak:**
VDOT Proposed Improvement Elements - Southside

- Repurposing of Existing Pavement
  - Reconstruct shoulders
  - Signing and marking
  - Replace Tidewater and Chesapeake Blvd bridges
  - Noise Walls
- WB slip ramp at I-564
  - Provides continuous managed lane
- Preliminary Project Order of Magnitude Estimate Range
  - Includes PE/RW/CN/CEI/Contingency
  - Toll equipment and signing

$170M – $185M
Traffic and Revenue Analysis

• VDOT is currently analyzing the following tolling scenarios:
  • 24 hours a day, 7 days a week - HOT2
  • 24 hours a day, 7 days a week - HOT3
  • Peak periods - HOT2
  • Peak periods - HOT3
• Analyzing and developing a weekend traffic profile model to study travel preferences and potential impact on revenues
  • Weekend HOT versus Express Toll Lanes (no HOV discount)
• Bonding capacity analysis to be provided

Source: VDOT
Based on the Traffic & Revenue scenarios identified, will evaluate the amount of debt that can be leveraged under different debt authorizations.

This will include:

- Commonwealth issued debt
- HRTAC issued toll debt

Analysis will evaluate potential benefits of using TIFIA loans.
The Hampton Roads Transportation Planning Organization has endorsed the Hampton Roads Regional Express Lanes Network as follows:

- A consistent Express Lanes Network that begins on I-64 at Jefferson Avenue in Newport News, proceeds along I-64 through Bowers Hill in Chesapeake and continues along I-664 to I-64 in the vicinity of the Hampton Coliseum.
- That the Express Lanes Network be a consistent HOT-2 network, with one HOT lane and one part-time HOT shoulder lane where practical and necessary.
- That to minimize impacts to the Region’s motorists, wherever practicable, the roadways that comprise the Express Lanes Network be restricted to HOT operation during high volume traffic times and be open to all traffic outside of the restricted periods.
- That funding and operation of the Express Lanes Network be managed by HRTAC.
- That a free alternative (general purpose lanes) be available throughout the roadway system associated with the Express Lanes Network.
Hampton Roads Transportation Planning Organization has recommended that HRTAC consider the following items when developing the master tolling agreement with VDOT:

- Prioritize optimal congestion pricing.
- Develop tolling approaches that mitigate impacts on Hampton Roads residents, including options that maximize revenue collection on weekends.
- Ensure a free alternative (general purpose lanes) be available throughout the roadway system associated with the Express Lanes Network.
- Funding, operation, and the use of toll revenues of the Express Lanes Network to be managed by HRTAC directly or indirectly through the master tolling agreement.
Highway Network of Progress

Unlocking Hampton Roads

I-64 Peninsula — Segments 1, 2, 3, and Fort Eustis Blvd

Regional Connectors Study

US Route 460/58/13 Connector

Bowers Hill

I-64 Southside/High-Rise Bridge

I-64/HRBT

HOV to HOT — Segment 1

I-64/I-264 Interchange

HOV to HOT — Segment 2
Next Steps

• HRTAC will continue work to develop solutions and continue construction of HRTAC’s approved/funded projects and advance short and long range plans

• HRTAC will also work with the HRTPO and impacted jurisdictions to study the remaining projects not selected in the SEIS Alternative A (Regional Connectors Study)

• HRTAC will continue to support VDOT in project development efforts for the Bowers Hill Interchange and the I-64/I-264 environmental and preliminary engineering studies

• Continue public discussion on how to calibrate funding options, advance project readiness, and continue preparations for future bonding/financing of projects