

Proposed HRTAC 2045 Long Range Plan of Finance Update

	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
2045 FCLRTP (With Toll Revenues to HRTAC)											
Inflated Costs (MM)	\$1,481	\$3,662	\$1,729	\$659	\$396	\$320	\$8,248	\$4,050	\$675	\$2,805	\$718
Fiscally Constrained Construction End Year	2022	2024	2037	2037	2038	2038					

- HRTAC, using HRTF revenues and toll revenues, can fund HRBT costs of **\$3,662M** costs (SEIS Alternative A scope) with 2024 completion.
- No other anticipated SMART SCALE funds are assumed for HRBT.
- Other projects – High Rise Bridge Phase II, Bower’s Hill Interchange, Rt 460/58/13, and Ft. Eustis can still be completed in the same time frame of 2037-2038.
 - \$345M toll revenue debt is assumed to pay HRBT. If HRTAC does not collect toll revenues, HRTAC will fund \$345M less HRBT costs - \$3,317M in total
 - Trend HRTF Projection provides \$3,662M for HRBT, VDOT 2017 Revenue Projection provides \$3,562M for HRBT
 - \$100M less funding availability for HRBT in the FY2019-FY2024 HRTAC Six-Year Funding Plan.