

Amendments to the Hampton Roads 2034 Long-Range Transportation Plan

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Amendments to the Hampton Roads
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ABSTRACT

The purpose of this document is to summarize the amendment to the Hampton Roads 2034 Long-Range Transportation Plan. The latest amendment was approved by the HRTPO Board in April 2015.

ACKNOWLEDGEMENT

This document was prepared by the Hampton Roads Transportation Planning Organization (HRTPO) in cooperation with the U.S. Department of Transportation (USDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Virginia Department of Transportation (VDOT), Virginia Department of Rail and Public Transportation (DRPT), Transportation District Commission of Hampton Roads (TDCHR), and Williamsburg Area Transit Authority (WATA). The contents of this report reflect the views of the HRTPO. The HRTPO staff is responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the FHWA, FTA, VDOT or DRPT. This report does not constitute a standard, specification, or regulation. FHWA, FTA, VDOT or DRPT acceptance of this report as evidence of fulfillment of the objectives of this program does not constitute endorsement/approval of the need for any recommended improvements nor does it constitute approval of their location and design or a commitment to fund any such improvements. Additional project level environmental impact assessments and/or studies of alternatives may be necessary.

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The HRTPO assures that no person shall, on the ground of race, color, national origin, handicap, sex, age, or income status as provided by Title VI of the Civil Rights Act of 1964 and subsequent authorities, be excluded from participation in, be denied the benefits of, or be otherwise subject to discrimination under any program or activity. The HRTPO Title VI Plan provides this assurance, information about HRTPO responsibilities, and a Discrimination Complaint Form.

Amendments to the Hampton Roads 2034 Long-Range Transportation Plan

The Hampton Roads 2034 Long-Range Transportation Plan (LRTP), the current regional transportation plan, was approved and adopted by the Hampton Roads Transportation Planning Organization (HRTPO) on January 19, 2012. The 2034 LRTP will continue to evolve as additional needs are identified and amendments to the plan are periodically made as new projects, funding, or programs arise. Below is a summary list of amendments made to date. Project descriptions for each amendment can be found on the pages that follow.

The Hampton Roads 2034 Long-Range Transportation Plan can be accessed on the HRTPO website at http://www.hrtpo.org/uploads/docs/Final_2034LRTP.pdf.

Summary of Amendments to date:

Project No.	Project Description	Location of Project	Amendment Date
1	I-64 Southside Widening (including High Rise Bridge) Environmental Impact Study	Chesapeake	March 2013
2	Deep Creek Atlantic Intracoastal Waterway (AIA) Bridge Replacement	Chesapeake	September 2013
3	I-64 Peninsula Widening from Fort Eustis Blvd (Exit 250) to Mile Marker 248	Newport News	January 2014
4	Chesapeake Bay Bridge-Tunnel Parallel Thimble Shoal Tunnel	Virginia Beach/ Northampton Co.	June 2014
5	Remainder of HRTF Projects	Various	September 2014
6	Hampton Roads Multimodal Third Crossing: I-664 Widening Supplemental Environmental Impact Study	Various	April 2015
7	Virginia Beach Light Rail Extension, Newtown Rd Station to Town Center/Constitution Drive	Virginia Beach	June 2015

AMENDMENT 1

The region's 2034 Long-Range Transportation Plan (LRTP) underwent an amendment process with a request from the City of Chesapeake. The request is to include an Environmental Impact Study for the I-64 Southside Corridor from I-464 to I-664/264, including the replacement of the High Rise Bridge. The recently adopted State Budget includes language that directs the Commonwealth Transportation Board to provide up to \$5 million from the Commonwealth Trust Fund for this study effort, beginning July 1, 2013.

The proposed amendment to the 2034 LRTP did not require the initiation of the air quality conformity process. The proposed amendment to the 2034 LRTP was made available for public review and comment from February 27, 2013 through March 13, 2013. No comments were received.

The HRTPO Board approved this request to amend the 2034 LRTP at the March 21, 2013 meeting. With this approval, this project has been added to the list of 11 ongoing studies in the 2034 and the net impact of this amendment is an increase of \$5 Million in the 2034 LRTP.

SUMMARY OF AMENDMENT 1

- **Project to be included as an Ongoing Study**
 - I-64 Southside Widening (including High Rise Bridge) Environmental Impact Study

PROJECT 1 DETAILS

- **I-64 Southside Widening (including High Rise Bridge Environmental Impact Study)**
 - **Description:** Environmental Impact Study of the I-64 Southside Corridor, including the replacement of the High Rise Bridge. The study looks at widening I-64 from 2 lanes in each direction to 3 or 4 lanes in each direction between I-464 to I-664 at Bowers Hill (just over 8 miles).

The existing High Rise Bridge in Chesapeake, constructed in 1972, is a four lane, twin bascule bridge.

The corridor carries approximately 84,000 vehicles per day and 49% of all trucks crossing the Southern Branch of the Elizabeth River.

The most recent VDOT cost estimate for the construction project is \$1.37 Billion for an 8-lane section.
 - **Project Cost and Funding:** The recently adopted State Budget provides \$5 Million for this Environmental Impact Study, beginning July 1, 2013. The City of Chesapeake has confirmed with VDOT regarding the current cost estimates, allocations, obligations, expenditures and funds available for transfer associated with the affected project.

AMENDMENT 2

The region's 2034 LRTP underwent an amendment process with a request from the City of Chesapeake. The request is to include the Deep Creek Atlantic Intracoastal Waterway (AIA) Bridge Replacement as a construction project.

The proposed amendment to the 2034 LRTP did not require the initiation of the air quality conformity process. The proposed amendment to the 2034 LRTP was made available for public review and comment from August 28, 2013 through September 11, 2013. No comments were received.

The HRTPO Board approved this request to amend the 2034 LRTP at the September 19, 2013 meeting. With this approval, this project has been added to the LRTP and the net impact of this amendment is an increase of \$45 Million in the 2034 LRTP.

SUMMARY OF AMENDMENT 2

- **Project to be included as Regionally Funded Construction Project**
 - Deep Creek Atlantic Intracoastal Waterway (AIA) Bridge Replacement

PROJECT 2 DETAILS

- **Deep Creek Atlantic Intracoastal Waterway (AIA) Bridge Replacement**
 - Description: This project will replace the functionally obsolete and weight-restricted bridge.

The existing Deep Creek AIA Bridge in Chesapeake, constructed in 1934, is a two-lane bridge that crosses the Atlantic Intracoastal Waterway and carries approximately 25,000 vehicles per day.

The bridge is located on US Route 17 Business, which serves as an emergency evacuation route for Chesapeake and northeastern North Carolina.
 - Project Cost and Funding: Estimated construction cost is \$45 Million and the following funding sources have been identified:
 - \$10 Million Regional Surface Transportation Program Funds
 - \$10 Million National Highway Performance Program Funds
 - \$10 Million Energy and Water Development Funding
 - \$10 Million Revenue Sharing Funds
 - \$5 Million Urban Construction Funds

AMENDMENT 3

The region's 2034 Long-Range Transportation Plan (LRTP) underwent an amendment process with a request from the HRTPO. The request is to extend the termini for the Interstate 64 Peninsula Widening project currently included in the 2034 LRTP. The current I-64 Peninsula Widening project in the 2034 LRTP is from Jefferson Avenue (Exit 255) to Fort Eustis Boulevard (Exit 250) and includes a widening from 4 lanes to 8 lanes. This amendment extends the project past the Fort Eustis Boulevard termini to Mile Marker 248 (immediately south of Exit 247); however this extension will only be widened in the interim from 4 lanes to 6 lanes. VDOT has indicated that this extension would prevent temporary impacts to the I-64/Fort Eustis Boulevard interchange. Furthermore, the I-64 Peninsula Final Environmental Impact Study (FEIS) recommends a phased approach for project implementation via the construction of 'Operationally Independent Sections.' This interim widening from 4 to 6 lanes from Jefferson Avenue (Exit 255) to Mile Marker 248 is the first 'Operationally Independent Segment' of the larger I-64 Peninsula widening project. The FEIS also allows for the interim widening of this project as it recognizes that the full number of lanes for an 'Operationally Independent Section' may not be constructed initially. The additional cost of the 6-lane widening from Fort Eustis Boulevard to Mile Marker 248 is \$44 million, to be paid for with regional revenues from the Hampton Roads Transportation Fund.

The proposed amendment to the 2034 LRTP did not require the initiation of the air quality conformity process. The proposed amendment to the 2034 LRTP was made available for public review and comment from December 30, 2013 through January 13, 2014. One public comment supporting the project was received via email January 15, 2014.

The HRTPO Board approved this request to amend the 2034 LRTP at the January 16, 2014 meeting. With this approval, this project has been added to the LRTP for construction and the net impact of this amendment is an increase of \$44 Million in the 2034 LRTP.

SUMMARY OF AMENDMENT 3

- **Project to be included as a Regionally Funded Construction Project**
 - I-64 Peninsula Widening from Fort Eustis Boulevard (Exit 250) to Mile Marker 248 (immediately south of Exit 247), widening from 4 to 6 lanes

PROJECT 3 DETAILS

- **I-64 Peninsula Widening**

From	To	Number of Lanes	2034 LRTP Project Cost (in Millions)
Fort Eustis Boulevard (Exit 250)	Mile Marker 248 (immediately south of Exit 247)	6	\$44

- Increased traffic and congestion and an aging infrastructure have led to greater concerns for travelers along the I-64 corridor. Improvements will address capacity, deficiencies, and safety. According to the Interstate 64 Peninsula Study Final Environmental Impact Statement, approximately two-thirds of the I-64 mainline operates at a deficient Level-of-Service and current traffic volumes are higher than the facility can adequately accommodate, particularly during peak travel times. Furthermore, traffic volumes are anticipated to increase in the future, exacerbating existing conditions.
 - Description: The project will add capacity by widening from 2 lanes in each direction to 3 general purpose lanes in each direction from Fort Eustis Boulevard (Exit 250) to Mile Marker 248.
 - Project Cost and Funding: Estimated construction cost is \$44 Million; identified funding source is \$44 Million from the Hampton Roads Transportation Fund.

AMENDMENT 4

The region's 2034 LRTP underwent an amendment process with a request from the Chesapeake Bay Bridge and Tunnel Commission. The request is to include the Chesapeake Bay Bridge-Tunnel Parallel Thimble Shoal Tunnel as a construction project.

The proposed amendment to the 2034 LRTP did not require the initiation of the air quality conformity process. The proposed amendment to the 2034 LRTP was made available for public review and comment from May 28, 2014 through June 11, 2014. No comments were received.

The HRTPO Board approved this request to amend the 2034 LRTP at the June 19, 2014 meeting. With this approval, this project has been added to the LRTP and the net impact of this amendment is an increase of \$820 Million in the 2034 LRTP.

SUMMARY OF AMENDMENT 4

- **Project to be included as Regionally Funded Construction Project**
 - Chesapeake Bay Bridge-Tunnel Parallel Thimble Shoal Tunnel

PROJECT 4 DETAILS

- **Chesapeake Bay Bridge-Tunnel Parallel Thimble Shoal Tunnel**
 - **Description:** Construct a new 2-lane immersed tube, concrete box tunnel across Thimble Shoal Channel between Northampton County and Virginia Beach.

The Chesapeake Bay Bridge-Tunnel (CBBT), constructed in 1964, is a 23-mile long facility that crosses the mouth of the Chesapeake Bay, connecting Northampton County on the Eastern Shore to Virginia Beach and carries approximately 10,000 vehicles per day.

The CBBT is located on US Route 13, the main north-south highway on Virginia's Eastern Shore and provides the only direct link between the Eastern Shore and the Southside region of Hampton Roads; the facility also serves as an alternate route linking the Northeast and points in between with the Carolinas.
 - **Project Cost and Funding:** Estimated construction cost is \$820 Million and the following funding sources have been identified:
 - CBBT Toll Revenue Bonds
 - CBBT Commission General Fund
 - TIFIA Loans

AMENDMENT 5

Amendment 5 to the 2034 LRTP reflects HRTPO Board action on October 17, 2013 in which the Board approved and adopted a resolution (attached) that “supports the attached list and map of candidate projects to be funded, in whole or in part, with HRTF revenues... .”

With the revocation of the 1997 national ambient air quality standard (NAAQS) for ozone, transportation conformity is not required for the Hampton Roads region; therefore, Amendment 5 does not trigger a conformity analysis.¹ The proposed amendment was made available for public review and comment from August 27, 2014 through September 10, 2014. No public comments were received.

The HRTPO Board approved this request to amend the 2034 LRTP at the September 18, 2014 meeting. With this approval, all 9 HRTF projects are included in the 2034 LRTP.

SUMMARY OF AMENDMENT 5

- **Projects to be added to 2034 LRTP:**
 - 8 remaining HRTF projects

¹ Federal requirements to address transportation conformity for the 1997 national ambient air quality standard (NAAQS) for ozone—for which the Hampton Roads region had been in “maintenance” status—were revoked by the EPA effective April 6, 2015 (Federal Register, Volume 80, Number 44, March 6, 2015).

DETAILS OF AMENDMENT 5 PROJECTS

- **8 Remaining HRTF Projects:**

- The original 2034 LRTP (HRTPO, Jan. 2012) included one HRTF project: I-64 Peninsula Segment 1. At that time, the proposed Segment 1 widening was located between Jefferson Ave (exit 255) and Ft Eustis Blvd (exit 250). Via Amendment #3 above, the Board extended this 2034 LRTP improvement to Mile Marker (MM) 248 (immediately south of Exit 247) at the January 16, 2014 Board meeting.
- This amendment (#5), adds the remaining 8 HRTF projects to the 2034 LRTP:

Project		Estimated YOE Cost
I-64 Peninsula Widening (6-Lane Option):		
1	I-64 Peninsula Segment 2 – Route 238 / Mile Marker 248 (exit 247) to Route 199 East of Williamsburg (exit 242)	\$116 Million
2	I-64 Peninsula Interchange at Ft. Eustis Blvd	\$150 Million
3	I-64 Peninsula Segment 3 – Route 199 East of Williamsburg (exit 242) to Route 199 West of Williamsburg (exit 234)	\$90 Million
Hampton Roads Third Crossing:		
4	Patriots Crossing (with Craney Island Connector)	\$3 Billion
5	I-664 Widening including Bowers Hill interchange	\$3 Billion
6	I-64 Southside Widening including High Rise Bridge	\$1.7 Billion
7	I-64/I-264 Interchange	\$310 Million
8	US Route 460/58/13 Connector including SPSA and Airport interchanges	\$150 Million
Total Estimated YOE Cost		\$8.5 Billion

Note: Craney Island Connector will be constructed and funded as part of the port expansion project, and therefore, will not use HRTF revenues.
YOE: Year of Expenditure

Source of Costs:
VDOT/HRTPO

- **Fiscal Constraint**

The total estimated cost of the 8 projects is \$8.5B (YOE) as shown above. According to the latest forecast (5-7-14 presentation by Laura Farmer [Director of Financial Planning Division, VDOT]), estimated HRTF funds are \$8.4B through 2040; **however, the amount available through 2034 for construction of these projects from the HRTF will be \$5.5B²**, less the \$44m allocated by the HRTPO to I-64 Peninsula Segment 1. As shown on the “HRTF Candidate Projects” document attached to the October 2013 Board agenda, it is expected that any balance-to-complete will come from a combination of federal funds, a portion of the Statewide HB2313 revenues expected to be allocated to Hampton Roads, other state funds, and other sources (which could include tolls).

² Updated April 16, 2015 to provide clarification of forecasted HRTF revenues through 2034.

- **HRTPO Board Action**

On September 18, 2014 the HRTPO Board amended the 2034 LRTP to include the subject 8 projects, with the following stipulations:

- Include the word 'Multimodal' to the Third Crossing project (Patriots Crossing and I-664 Widening)
- Incorporate FHWA recommendations:
 - "update the regional model reflecting the projects"
 - "additional public involvement"
 - "clarification on which projects will include tolls"
 - "update to cost estimates"
 - "additional clarification of year of expenditure assumptions"
 - "impact to the region" of the "non-compete clause"
 - "interim update to the 2034 lasting no more than 6 months"

- **For the 9 HRTF projects, see list and map on following pages.**

- Reflecting the Board's motion to "approve the extension of the Segment 1 termini of the I-64 widening project to Mile Marker 248..." at the January 16, 2014 Board meeting, the list and map on the following pages are a modification of those attached to HRTPO Board resolution #2013-09.

HRTF Candidate Projects

Source: HRTPO Resolution 2013-09, Oct. 17, 2013, *updated to reflect change in boundary between I-64 Peninsula Segments 1 and 2.*

- I-64 Peninsula Widening (6-Lane Option):
 - I-64 Peninsula Segment 1 – Jefferson Avenue (exit 255) to Route 238 / Mile Marker 248 (exit 247)
 - I-64 Peninsula Segment 2 – Route 238 / Mile Marker 248 (exit 247) to Route 199 East of Williamsburg (exit 242)
 - I-64 Peninsula Interchange at Ft. Eustis Blvd
 - I-64 Peninsula Segment 3 – Route 199 East of Williamsburg (exit 242) to Route 199 West of Williamsburg (exit 234)
- Hampton Roads Multimodal Third Crossing:
 - Patriots Crossing (with Craney Island Connector³)
 - I-664 Widening including Bowers Hill interchange
- I-64 Southside Widening including High Rise Bridge
- I-64/I-264 Interchange
- US Route 460/58/13 Connector including SPSA and Airport interchanges

³ Craney Island Connector will be constructed and funded as part of the port expansion project, and therefore, will not use HRTF revenues.

AMENDMENT 6

The region's 2034 LRTP underwent an amendment process with a request from the Federal Highway Administration (FHWA). The request is to modify the project status of the Hampton Roads Multimodal Third Crossing: I-664 Widening (including Bowers Hill interchange) project from 'construction' to 'study.'

With the revocation of the 1997 national ambient air quality standard (NAAQS) for ozone, transportation conformity is not required for the Hampton Roads region; therefore, Amendment 6 does not trigger a conformity analysis.⁴

The HRTPO Board approved this amendment to the 2034 LRTP at the request of the HRTPO Board member from FHWA during the April 16, 2015 meeting. With this approval, this project has been modified in the LRTP to reflect its status as an ongoing study; the net impact of this amendment is a decrease of \$3 Billion in construction costs in the 2034 LRTP.

SUMMARY OF AMENDMENT 6

- **Project to be included as an Ongoing Study**
 - Hampton Roads Multimodal Third Crossing: I-664 Widening including Bowers Hill interchange Supplemental Environmental Impact Study

PROJECT 6 DETAILS

- **Hampton Roads Multimodal Third Crossing: I-664 Widening including Bowers Hill interchange Supplemental Environmental Impact Study**
 - Description: The Supplemental Environmental Impact study looks at widening I-664 from the Hampton Coliseum to Bowers Hill
 - Northern Section:
 - Widen to eight conventional lanes with two additional multimodal lanes between the proposed Patriots Crossing interchange on the Monitor-Merrimac Memorial Bridge-Tunnel and the I-64/I-664 interchange at the Hampton Coliseum
 - Southern Section:
 - Widen to six conventional lanes between I-64/I-264 interchange at Bowers Hill and the proposed Patriots Crossing interchange on the Monitor-Merrimac Memorial Bridge-Tunnel

⁴ Federal requirements to address transportation conformity for the 1997 national ambient air quality standard (NAAQS) for ozone—for which the Hampton Roads region had been in "maintenance" status—were revoked by the EPA effective April 6, 2015 (Federal Register, Volume 80, Number 44, March 6, 2015).

AMENDMENT 7

The region's 2034 LRTP underwent an amendment process with a request from Hampton Roads Transit (HRT). The request is to add the construction of the Virginia Beach Light Rail Transit Extension, based upon the Locally Preferred Alternative adopted by the City of Virginia Beach and the Transportation District Commission of Hampton Roads.

With the revocation of the 1997 national ambient air quality standard (NAAQS) for ozone, transportation conformity is not required for the Hampton Roads region; therefore, Amendment 7 does not trigger a conformity analysis.⁵ The proposed amendment to the 2034 LRTP was made available for public review and comment from May 28, 2015 through June 11, 2015. No comments were received.

The HRTPO Board approved this amendment to the 2034 LRTP at the June 18, 2015 meeting. With this approval, this project has been added to the LRTP; the net impact of this amendment is an increase of \$310 Million in the 2034 LRTP.

SUMMARY OF AMENDMENT 7

- **Project to be included as a Construction Project**
 - Virginia Beach Light Rail Transit Extension, Newtown Road Station to the Virginia Beach Town Center/Constitution Drive

PROJECT 7 DETAILS

- **Virginia Beach Light Rail Transit Extension**
 - Description: Construct a two track extension of light rail transit (LRT) from the current Newtown Road station in Norfolk to Town Center/Constitution Drive in Virginia Beach.

The approximately 3.2-mile project includes above-grade crossings of LRT at Witchduck Road and Independence Blvd and at-grade LRT stations on the east side of Witchduck Road, west side of Kellam Road, and east side of Constitution Drive (terminal station). The project also includes the purchase of four light rail vehicles.

The current schedule estimates a completion date of December 2019.
 - Project Cost and Funding: Estimated construction cost is \$310 Million and the following funding sources have been identified:
 - \$155 Million in State Funds
 - \$155 Million in City of Virginia Beach Funds

⁵ Federal requirements to address transportation conformity for the 1997 national ambient air quality standard (NAAQS) for ozone—for which the Hampton Roads region had been in “maintenance” status—were revoked by the EPA effective April 6, 2015 (Federal Register, Volume 80, Number 44, March 6, 2015).

Funding Sources for Virginia Beach LRT Extension

Funding Source	Funding Amount (in Millions)
VDOT Bonds	\$1.5
VDOT TTF	\$122.7
NHPP	\$14.7
STP	\$9.9
STP Soft Match	\$2.5
Toll Credits	\$3.7
Virginia Beach Local Funds	\$155
TOTAL	\$310