



Hampton Roads 2045 Long-Range Transportation Plan: Funding Plan

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Hampton Roads 2045 Long-Range Transportation Plan:
Funding Plan

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ABSTRACT

This document – part of the compendium of reports that comprise the 2045 Hampton Roads Long-Range Transportation Plan (LRTP) – summarizes the fiscal constraint process, identifying reasonably available transportation revenues that will help to preserve the regional transportation system and support additional investments over the next 20 years in order to keep people and goods moving as efficiently as possible.

ACKNOWLEDGMENT & DISCLAIMERS

Prepared in cooperation with the U.S. Department of Transportation (USDOT), Federal Highway Administration (FHWA), and Virginia Department of Transportation (VDOT). The contents of this report reflect the views of the Hampton Roads Transportation Planning Organization (HRTPO). The HRTPO 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, VDOT, or Hampton Roads Planning District Commission. This report does not constitute a standard, specification, or regulation. FHWA or VDOT acceptance of this report as evidence of the fulfillment of the objectives of this planning study 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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HAMPTON ROADS 2045 LONG-RANGE TRANSPORTATION PLAN: FUNDING PLAN REPORT

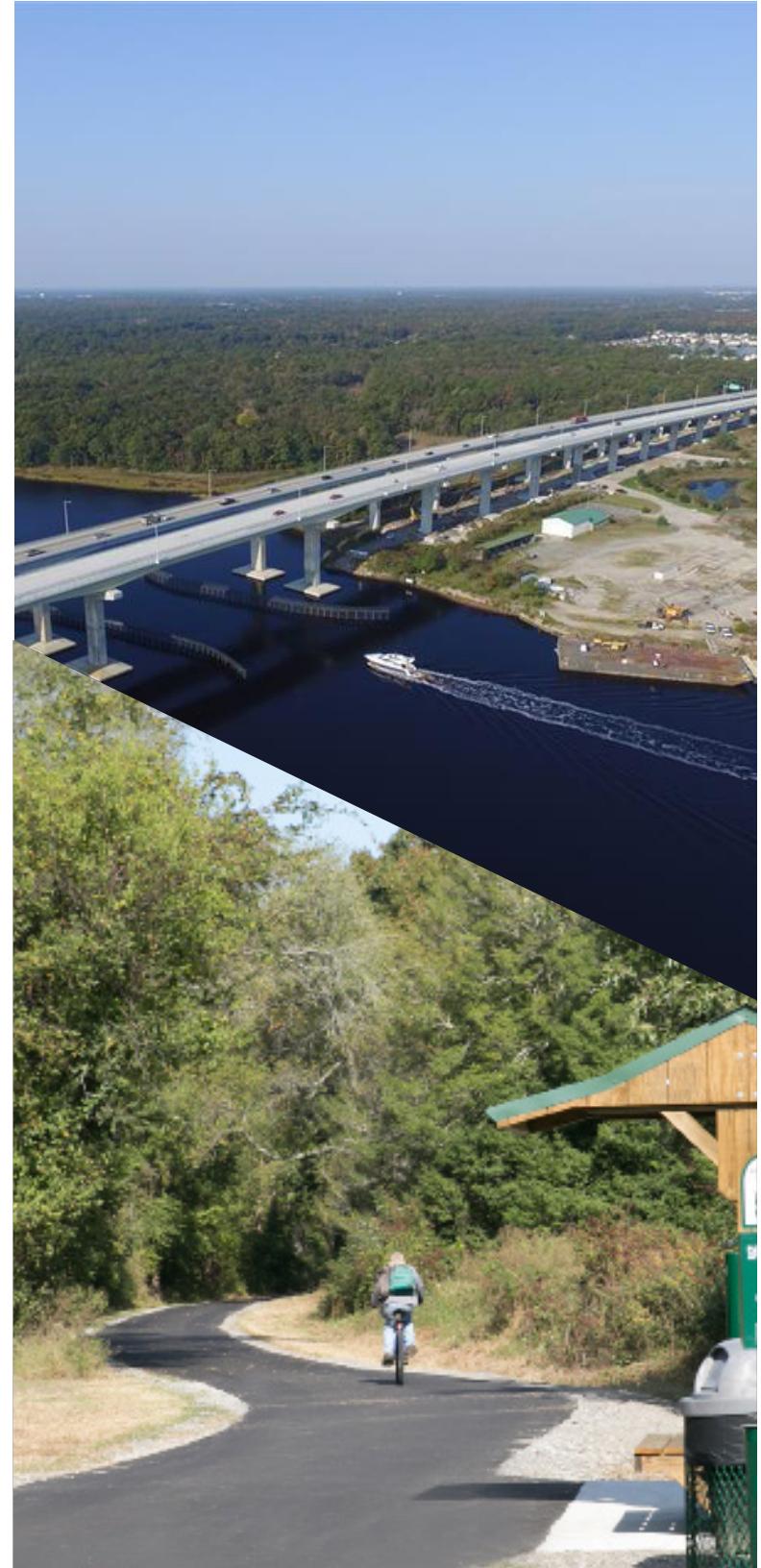
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THE 2045 LONG-RANGE TRANSPORTATION
PLAN WILL USE INNOVATIVE
PLANNING TECHNIQUES TO ADVANCE AN
ADAPTIVE TRANSPORTATION SYSTEM THAT
SEAMLESSLY INTEGRATES TRANSPORTATION
MODES FOR ALL USERS WHILE IMPROVING
QUALITY OF LIFE AND PRESERVING THE
UNIQUE CHARACTER OF HAMPTON ROADS.

CHAPTER 1: INTRODUCTION AND BACKGROUND

REGIONAL OVERVIEW

Hampton Roads is home to more than 1.7 million residents and is projected to grow to over two million by the year 2045. It is among the 40 largest Metropolitan Statistical Areas in the country and the sixth largest in the Southeast. Over the next 20 years, the Hampton Roads region will face many transportation challenges, including enhancing mobility and accessibility for all users, increasing reliability across modes, improving safety, minimizing negative impacts to the environment, addressing projected sea level rise, and identifying funding to maintain and improve the transportation system.

The 2045 Long-Range Transportation Plan examines these challenges and identifies strategies and long-term transportation investments using innovative planning techniques to help achieve the regional vision of an adaptive transportation system that seamlessly integrates transportation modes for all users while improving quality of life and preserving the unique character of Hampton Roads.



The HRTPO is the agency responsible for regional transportation planning in Hampton Roads.

WHAT IS AN LRTP?

The Long-Range Transportation Plan, or LRTP, is a comprehensive and multimodal transportation blueprint that identifies and plans for critically important transportation improvements to help improve the region's economic vitality and every resident's quality of life. The LRTP has a planning horizon of at least twenty years and is updated every five years to reflect changing conditions such as new planning priorities, population projections, economic change, and anticipated travel demand.

Transportation designed to move people and goods around efficiently and in a reliable manner is essential for thriving communities. When considering transportation investments, it is important to take care of short-term demands as well as identify long-term needs. To accomplish this, the Hampton Roads Transportation Planning Organization (HRTPO) develops a long-range regional blueprint, or [Long-Range Transportation Plan](#) (LRTP) to help guide multimodal transportation investments that promote system efficiency while maximizing the use of scarce transportation funds.

LRTPs have a planning horizon of at least twenty years and are updated regularly to reflect changing conditions and priorities. Changes in growth can impact travel demand on the regional transportation system just as changes in the environment and technology can impact how people will travel in the future; therefore, transportation plans must consider alternatives to effectively address these conditions. Once alternatives are determined and prioritized, funds are identified to pay for the projects. This entire process takes approximately five years to complete and requires regional cooperation and public participation.

For the past few years, HRTPO staff has been working on updating the regional LRTP to the horizon year of 2045 which is scheduled to be completed by the summer of 2021. This report, the sixth in a series of reports outlining the development of the 2045 LRTP, summarizes the funding assumptions and the fiscally constrained list of projects for the plan.

Previous 2045 LRTP reports focus on:

- Development of the [2045 Socioeconomic Forecast](#) describing projected population and employment growth for the region
- [Regional Needs](#) which established the framework for the vision and goals as well as the collection of candidate transportation projects
- [Environmental Justice and Title VI Evaluation](#) of candidate projects
- [Summary of Transportation Challenges](#) the region may face over the next 20 years and strategies to help meet these challenges
- [Evaluation and Prioritization](#) of candidate projects

2045 LRTP REPORTS TO DATE

The development of the [2045 LRTP](#) is being documented in a series of reports. Listed below are the reports that have been produced to date. Please click on the highlighted links for more information.

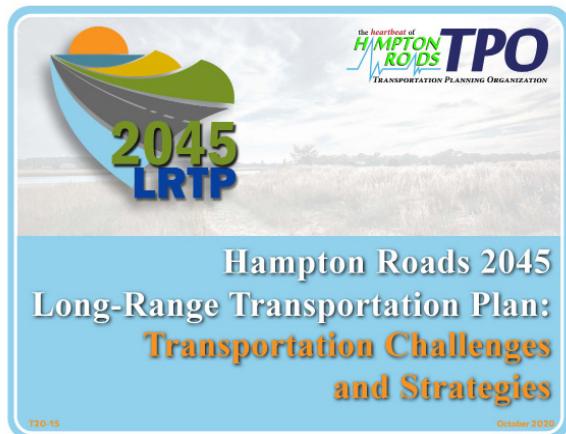
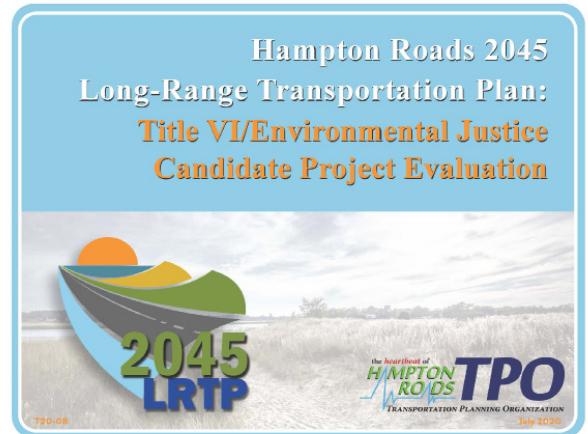
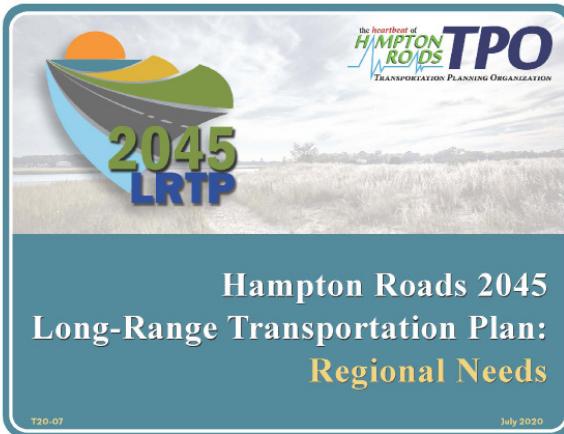
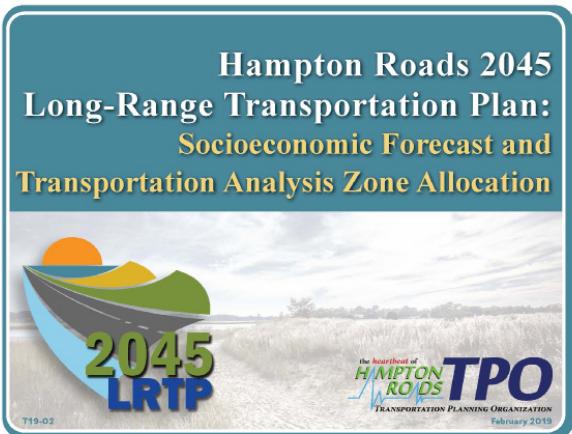
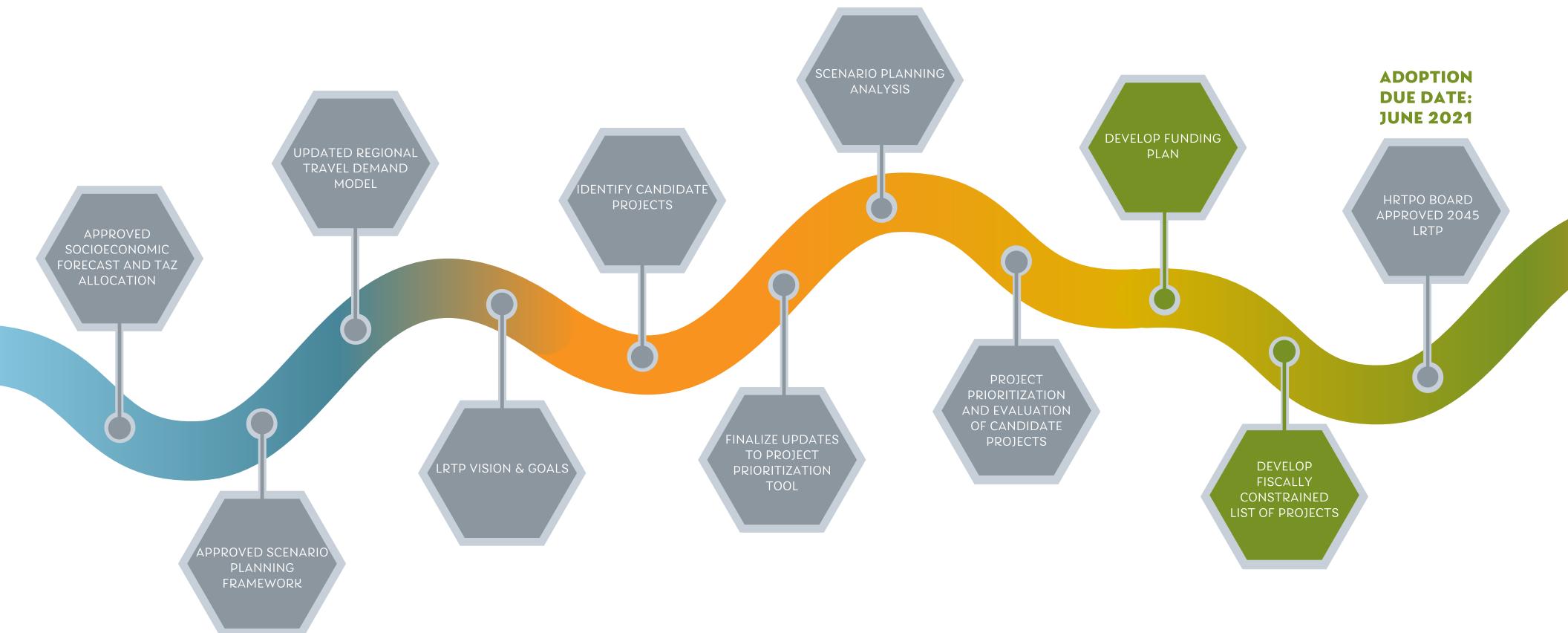


FIGURE 1: 2045 LRTP DEVELOPMENT MILESTONES



CHAPTER 2: HAMPTON ROADS TRANSPORTATION FORECAST

One of the Federal requirements for long-range transportation plans is fiscal constraint, which is the demonstration of sufficient funding to implement proposed transportation improvements identified in the LRTP. The demonstration of sufficient funding is accomplished through a comparison of forecasted revenues with estimated project costs, with reasonable assurance that the existing transportation system already in place will be adequately operated and maintained over the 20-year LRTP planning period.

This report outlines the funding plan for the 2045 LRTP, documenting the fiscal constraint requirements described above. Specifically, this funding plan identifies how much transportation money will be reasonably available to help preserve the existing transportation system and support additional capacity investments to keep people and goods moving as efficiently as possible over the next 20 years. Sections in this report will describe components of the long-range revenue forecast as well as the guiding principles which were established as part of this planning process and used to select transportation projects for inclusion in the 2045 LRTP.



The funding plan of the LRTP identifies how much transportation money will be reasonably available to help preserve our transportation system and support additional investments over the next 20 years in order to keep people and goods moving as efficiently as possible.

ANTICIPATED TRANSPORTATION REVENUES

In Hampton Roads, transportation revenues generally come from Federal, State, Regional, and Local sources. In addition to these, some projects also identify special revenues developed or identified for those specific projects. The region's ability to leverage these funds have and will continue to play a significant role in helping to advance regional transportation priorities.

The Virginia Department of Transportation (VDOT) produces a long-range constrained transportation forecast annually. In December 2020, VDOT released the 2050 Constrained Long-Range Forecast covering years 2021-2050. Since the Hampton Roads Long-Range Transportation Plan is for the horizon year 2045, HRTPO staff extracted the estimates for planning years 2021-2045 for Federal and State revenue sources (referred to as VDOT's 2045 Constrained Transportation Forecast throughout the remainder of this report).

VDOT's 2045 Constrained Transportation Forecast includes funding that would be included in the Commonwealth Transportation Fund (CTF) over the 2021-2045 period and includes funding distributed for highways, transit and rail, ports, and airports. The forecast is based on the Fiscal Years (FY) 2021-2026 Six-Year Financial Plan that was modified to reflect potential impacts of the COVID-19 pandemic on state transportation revenue estimates. The out-years of the forecast are based on trends described on the following pages.

Federal and State Revenues

During its 2020 session, the Virginia General Assembly enacted the Governor's Omnibus Transportation Bill, Chapter 1230 (House Bill 1414), which revised the composition of and increased available revenues for transportation funding in Virginia. Under Chapter 1230, the CTF serves as the fund to which all transportation revenues are deposited and then distributed to programs and funds. Major transportation revenues include:

- **Motor Vehicle Fuel Taxes and Road Taxes for Diesel Fuel**
- **Vehicle Registration Fees**
- **Highway Use Fee**
- **0.5% Statewide Sales and Use Tax**
- **0.3% Statewide Sales and Use Tax for Transportation**
- **4.15% Motor Vehicle Sales and Use Tax**
- **Motor Vehicle Rental Tax (10% of gross proceeds from rentals for most passenger vehicles)**
- **\$0.03 of the \$0.25 per \$100 of Assessed Value of the Statewide Recordation Tax**
- **Tax on Liquid Alternative Fuel (set at the rate for gasoline)**
- **International Registration Plan Fees**
- **One-third of the Revenue from Insurance Premium Taxes**

Federal revenue estimates are based on the current federal program and planned Apportionment and Formula Obligation Authority provided to Virginia through Federal Fiscal Year 2020.¹ Beyond Federal Fiscal Year 2020, VDOT assumed a growth rate of 1.7% each year for federal programs.

For State revenues the average total state revenue growth for FY 2021-2026 is 3.8%. Except for Fuels Tax, all state revenue is adjusted year over year by the growth rate for each revenue source between FY 2027 and FY 2028 (as identified in the December 2020 state revenue estimates provided by the Department of Taxation). Fuel Tax estimates include anticipated changes in fuel tax rates as well as estimated changes in consumption. The Fuel Tax long-term estimate also includes the new adjustment to the tax rate annually, increasing it by the anticipated Consumer Price Index (VDOT staff used data from the Department of Taxation for these estimates).

For more information on the VDOT Constrained Revenue Forecast, see Appendix A.

¹ VDOT assumes that 94.9% of the federal apportionment total for Virginia is available transportation revenue for the state.

On March 8, 2014, the General Assembly adopted House Bill 1253/Senate Bill 513, which provides for the creation of the Hampton Roads Transportation Accountability Commission (HRTAC) to manage the Hampton Roads Transportation Fund (HRTF) revenues for the Hampton Roads region. Signed into law on April 3, 2014 by Governor Terry McAuliffe, the HRTAC became effective on July 1, 2014.

Comprised of locally elected officials, HRTAC has the organizational structure and leadership in place to determine how regional transportation funds will be invested in regional transportation priorities. The 23-member commission consists of mayors from local governments, state legislators from the region and area Commonwealth Transportation Board members. Decisions are based on a two-thirds majority vote of elected officials on the commission, representing at least two-thirds of the region's population.

Regional (HRTAC) Revenues

In 2013, in response to challenging economic conditions that resulted in a bleak transportation revenue forecast, the Virginia General Assembly established an additional source for transportation funding at the regional level for Hampton Roads, known as the Hampton Roads Transportation Fund, or HRTF.

The HRTF is managed by the Hampton Roads Transportation Accountability Commission (HRTAC). In addition to managing the HRTF, HRTAC also develops a long-range revenue forecast based on HRTF revenue estimates provided by VDOT and factoring in additional assumptions for debt proceeds, toll revenue, debt service, and financing expenses.

The HRTAC HRTF Long-Range Revenue Forecast for the 2045 LRTP is \$6.8 Billion dollars and will be used to fiscally constrain highway Regional Priority Projects identified in the 2045 LRTP.

For more information on the HRTAC Long-Range Revenue Forecast, see Appendix A.

HRTAC 2021-2045 LONG-RANGE REVENUE FORECAST (IN MILLIONS)		HRTF	HRRTF
HRTF FY 2021-2045 Forecast		\$6,790	
HRTAC HRTF Debt Proceeds (through FY 2026)		\$2,590	
HRTAC Toll Revenue Debt Proceeds (through FY 2026)		\$611	
HRRTF FY 2021-2045 Forecast (provided by VDOT)			\$827
Forecasted HRTAC Revenues		\$9,991	\$827
HRTF Debt Service (through FY 2045)		\$2,964	
HRTF Financing Expenses (financing reserves)		\$114	
HRTF Set-Aside Financing Expenses (potential support for toll debt enterprise)		\$112	
HRRTF set-aside for maintenance/operations/state of good repair			\$276
Forecasted Maintenance/Operations/Financing Set Aside		\$3,190	\$276
TOTAL AVAILABLE FOR ADDITIONAL CAPACITY PROJECTS		\$6,801	\$552
HRTAC Six-Year Funding Plan Committed Projects (adopted June 2020)*		\$4,304	\$0
BALANCE TO CONSTRAIN ADDITIONAL PROJECTS		\$2,497	\$552

Source: HRTAC (January 2021)

*HRTAC Six-Year Funding Plan includes \$142M in SMART SCALE not reflected in this table (that commitment is captured under SMART SCALE assumptions)

TABLE 1: HRTAC 2021-2045 Revenue Forecast

TRANSPORTATION MAINTENANCE

According to the Federal Highway Administration, Transportation maintenance is “work that is performed to maintain the condition of the transportation system or to respond to specific conditions or events that restore the highway system to a functional state of operation.” Two important maintenance activities of transportation agencies are routine maintenance and preventive maintenance. Routine maintenance consists of work that requires reoccurring attention, while preventive maintenance consists of work to extend the life of a facility.

LRTPs must set aside funding assumptions for operating and maintaining the transportation system. Examples of typical maintenance projects include bridge rehabilitation, road repaving, pothole patching, traffic sign repair, and road marking repair.



HAMPTON ROADS 2045 LONG-RANGE FEDERAL/STATE/REGIONAL TRANSPORTATION REVENUE FORECAST

According to the VDOT and HRTAC revenue forecasts, between 2021 and 2045, Hampton Roads can expect approximately \$28.5 Billion for maintenance and additional capacity transportation investments.

Maintenance

As part of the 2045 LRTP forecast, anticipated maintenance needs over the next 20 years are also forecasted. Since maintaining existing roadways is a Federal and State mandated priority, once maintenance needs are identified, funds to cover these anticipated maintenance costs through the horizon year of the LRTP must be reserved before new transportation projects can be considered. The LRTP forecast distributes maintenance funds to VDOT construction districts based on the district's average two-year share (2019-2020) of the state total and then to the MPOs based on population.

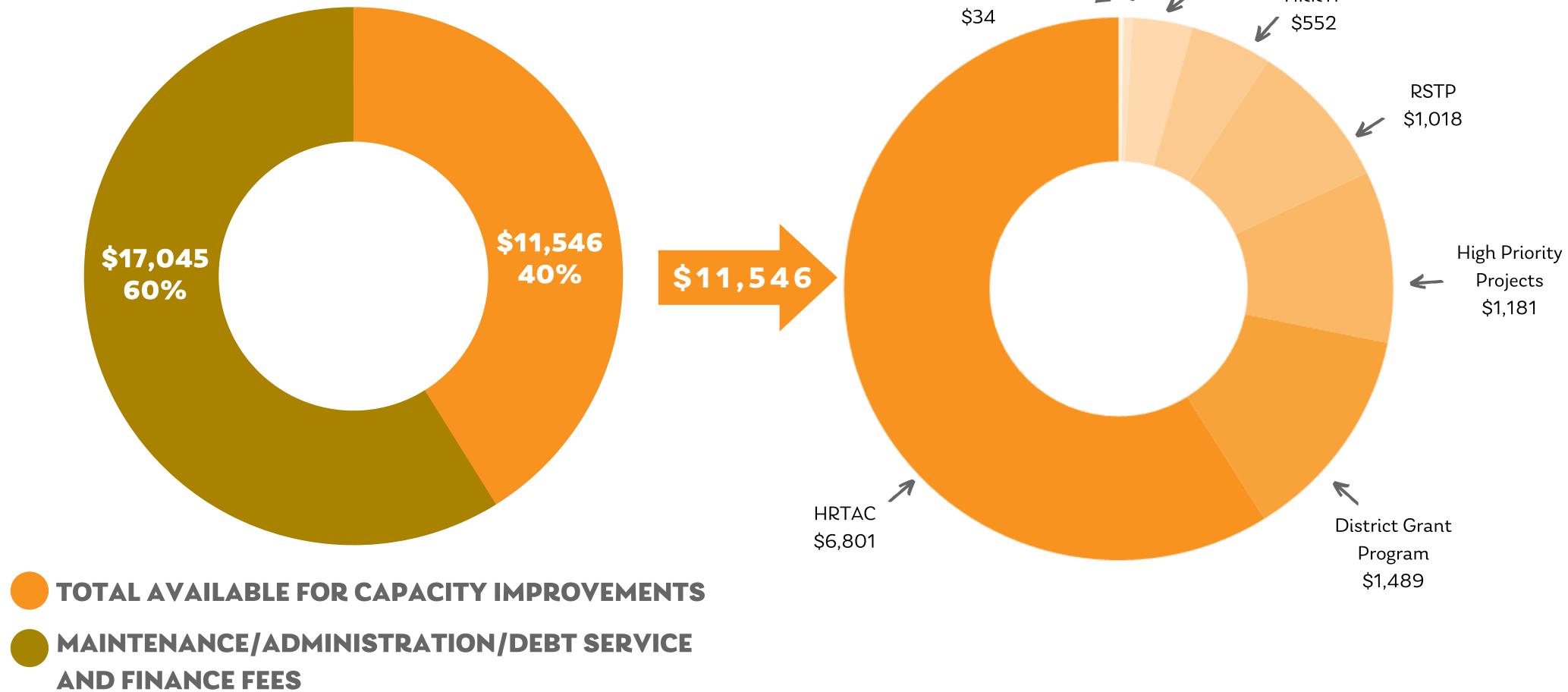
Assuming current trends for maintenance needs continue, maintenance of the region's transportation system is estimated to be about \$17 Billion between now and the year 2045, equating to 60% of the VDOT Constrained Transportation Forecast for Hampton Roads.

Available Federal/State/Regional Revenues for Additional Transportation Capacity

The remaining \$11.5 Billion of the 2045 LRTP revenue forecast is categorized into dedicated funding streams to encourage a balanced regional transportation system. Funding categories are summarized in Table 2.

FIGURE 2: HAMPTON ROADS 2021-2045 FEDERAL/STATE/REGIONAL TRANSPORTATION REVENUE FORECAST (IN MILLIONS)

TOTAL: \$28,591 MILLION



Source: VDOT and HRTAC

TABLE 2: LRTP FEDERAL/STATE/REGIONAL TRANSPORTATION FUNDING CATEGORIES FOR ADDITIONAL CAPACITY

FUNDING CATEGORY	FUNDING DESCRIPTION	2021-2045 REVENUE FORECAST
Hampton Roads Transportation Fund (HRTF)	Dedicated regional funding stream established by House Bill 2313 (2013) to fund highway regional priority projects that provide the most congestion relief for the greatest number of citizens.	\$6,801 Million
Hampton Roads Regional Transit Fund (HRRTF)	Dedicated regional funding stream established in 2020 to enhance the Hampton Roads 757 Express regional transit backbone system.	\$552 Million
SMART SCALE District Grant Program	Competitive funding stream established by House Bill 1887 to fund projects that address needs identified in the Statewide Transportation Improvement Plan.	\$1,489 Million
SMART SCALE High-Priority Projects Program	Competitive funding stream established by House Bill 1887 for projects that reduce congestion along statewide corridors and within regional networks.	\$1,181 Million
Regional Surface Transportation Program (RSTP)	Dedicated funding for regional transportation projects (priority on non-interstate projects).	\$1,018 Million
Congestion Mitigation and Air Quality (CMAQ)	Dedicated funding for regional transportation projects that help to improve air quality and reduce traffic congestion.	\$413 Million
Transportation Alternatives Set-Aside	Funding program for projects defined as transportation alternatives; for the purposes of the 2045 LRTP, these forecasted funds are for the planning of active transportation (bicycle and pedestrian) projects.	\$57 Million
Other Discretionary Construction Funds	Various Federal and State transportation funds (National Highway Performance Program, Surface Transportation Program, Bridge Funds, Safety, etc.) not captured by one of the above funding sources.	\$34 Million
TOTAL		\$11.5 Billion

Local Revenue Forecast

Historically, a few localities in Hampton Roads have identified local funding for transportation projects located within their jurisdictions. Locally funded projects that are considered regionally significant are included in the LRTP and are not automatically subject to prioritization. In other words, if localities can identify local funding for regionally significant projects, the projects will automatically be included in the LRTP.

For the 2045 LRTP, several cities and two regional agencies have identified local/agency funds for regionally significant transportation improvements. The Cities of Newport News and Hampton recognize that some local contribution will likely be needed to build the Peninsula High-Capacity Transit Project. In addition to the committed Chesapeake Bay Bridge-Tunnel (CBBT) Parallel Thimble Shoal Tunnel project, the Chesapeake Bay Bridge-Tunnel District has also identified funds for the preliminary engineering of the CBBT Parallel Chesapeake Tunnel project. The Southeastern Public Service Authority (SPSA) has agreed to help fund the construction of an interchange along the US 460/58/13 corridor to improve accessibility to the regional landfill. Finally, as with previous LRTPs, the City of Virginia Beach has identified almost \$1 Billion in local revenues to fund several regionally significant projects located within the City's boundary.

Other Transportation Revenues

Besides local transportation revenues, there are also other special transportation revenues not identified in the 2045 LRTP Revenue Forecast (referred to as "non-LRTP" funding sources in this document). These other "non-LRTP" funding sources are allocated to specific committed projects. Examples of these funding sources include revenue sharing, special earmarks, etc.

For the 2045 LRTP, the region anticipates approximately \$200 Million in other "non-LRTP" revenues to fund committed projects. These project specific funding assumptions are detailed in Appendix B.

LOCALITY/AGENCY	LOCAL FUNDING ASSUMPTIONS (2021-2045)
Chesapeake Bay Bridge-Tunnel District	\$930 Million
Newport News/Hampton (Peninsula High-Capacity Transit)	\$66 Million
Southeastern Public Service Authority (Regional SPSA Landfill Flyover)	\$5 Million
Virginia Beach	\$948 Million
TOTAL	\$1,949 Million

TABLE 3: Local Revenue Forecast

Summary of Total Revenues for the 2045 LRTP

In summary, combining traditional Federal and State revenue sources, regional HRTAC forecasted revenues, local/agency revenues, and other "non-LRTP" revenues, Hampton Roads can expect approximately \$13.7 Billion over the next 24 years (2021-2045) to invest in new transportation projects for the 2045 LRTP.

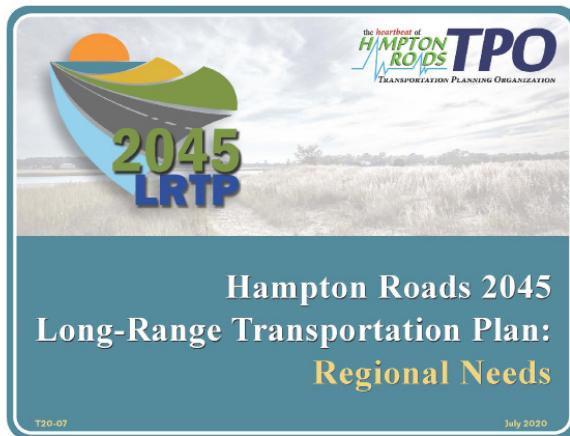
Additionally, as stated previously in this report, the region can anticipate approximately \$17 Billion in Maintenance/Administration funds to help maintain and preserve the existing transportation system.

TOTAL 2021-2045 REVENUES FOR MAINTENANCE AND ADMINISTRATION (IN MILLIONS)	
VDOT and Localities (including SMART SCALE State of Good Repair)	\$13,580
HRTF (Debt Service, Financing Expenses, Set-Aside for Financing)	\$3,190
HRRTF	\$275
TOTAL	\$17,045
TOTAL 2021-2045 REVENUES FOR ADDITIONAL CAPACITY (IN MILLIONS)	
Regional HRTAC (HRTF and HRRTF) Revenues	\$7,353
Federal and State Revenues	\$4,193
Local/Agency Revenues	\$1,949
Other Revenues (non-LRTP funding sources)	\$200
TOTAL	\$13,695

TABLE 4: Total Forecasted Transportation Revenues (2021-2045)

CHAPTER 3: SELECTING THE PROJECTS

For the 2045 LRTP, approximately 280 candidate projects were submitted by both technical staff and from citizen input for evaluation and potential inclusion in the fiscally constrained plan. These candidate projects, totaling approximately \$70 Billion, include improvements to widen interstate bridges and tunnels, increasing public transportation options, enhancing the movement of freight into and out of the region, and expanding new bike paths and multi-use trails.



For a complete listing of the 2045 LRTP Candidate Projects, as well as a description for how projects were collected, please refer to the [Hampton Roads 2045 Long-Range Transportation Plan: Regional Needs](#) report.

When applying fiscal constraint, project costs must be expressed in Year-of-Expenditure (YOE) dollars to properly account for inflation. For the 2045 LRTP, a 3% planning inflation rate was applied, which is consistent with previous LRTPs and VDOT planning. To convert costs to YOE, three separate time bands were identified, and a midpoint inflation factor was assigned to each time band. See Table 5 (to the right) for inflation factors.

Estimated YOE project costs were reviewed by both the submitting locality/agency and VDOT.

GUIDING PRINCIPLES FOR FISCAL CONSTRAINT

To select projects for inclusion in the 2045 LRTP, Guiding Principles for Fiscal Constraint were established to help make the project selection process more efficient and transparent. The Guiding Principles were initially approved by the LRTP Subcommittee (working group comprised of representatives from localities, transit agencies, the Port of Virginia, the military, and other State and Federal transportation agencies), at its July 1, 2020 meeting, and revised at its January 26, 2021 meeting.

The Guiding Principles, described in more detail on the following pages, provide the framework for how forecasted revenues are used to fiscally constrain projects by identifying necessary funding set-asides for long-term maintenance, establishing funding splits between highway, transit, and active transportation projects, as well as assumptions for distributing forecasted revenues across roadway systems. See Figure 3 (on next page) for a list of the 2045 LRTP Guiding Principles.

MIDPOINT INFLATION FACTOR FOR EACH LRTP TIME BAND	
Near (2021-2029)	1.13
Middle (2030-2037)	1.43
Far (2038-2045)	1.81

Table 5: 2045 LRTP Year-of-Expenditure Inflation Factors

FIGURE 3: 2045 LRTP GUIDING PRINCIPLES FOR FISCAL CONSTRAINT

MAINTENANCE/ ADMINISTRATION	→ Set aside funding to cover projected maintenance needs for 2021-2045 LRTP Planning Horizon → Includes State of Good Repair → Also Includes set asides for HRTAC debt service and finance fees
COMMITTED PROJECTS	→ Projects under construction or fully-funded for construction in the VDOT Six-Year Improvement Program or HRTAC Six-Year Funding Program (will reflect balance to complete)
"GROUPED" PROJECTS	→ Set-aside funding to cover "Grouped" Projects (projects not individually listed since not considered "regionally significant")
REGIONAL PRIORITY PROJECTS	→ Hampton Roads Transportation Fund (HRTF) → Hampton Roads Regional Transit Fund (HRRTF) → Reserve SMART SCALE High-Priority Projects Funding Program for Regional Priority Projects
DISTRIBUTION OF FUNDING	→ Determine Highway/Transit Funding Split → CMAQ forecast will be used to constrain transit projects, and if balance remains, also active transportation → Determine Roadway System Funding Split → Transportation Alternatives Set-Aside reserved for Active Transportation candidate projects
PROJECT PRIORITIZATION	→ Projects within funding categories selected based on overall Project Prioritization score and available revenues

"Grouped" Projects include turn lanes, signals, safety projects, widening of collector/local roadways, regular bus routes, etc.

Maintenance

The combined Federal, State, Regional, and Local transportation revenue forecast for the 2045 LRTP is estimated to be approximately \$29.6 Billion for the 2021-2045 planning timeframe. As established by the Guiding Principles for Fiscal Constraint, \$17 Billion of this forecast (Federal, State, and Regional revenues, also includes SMART SCALE State of Good Repair Funding Program) is reserved for required regional maintenance.

Committed Projects

Another Guiding Principle is the identification and financial accounting for Committed Projects. For the 2045 LRTP, Committed Projects are defined as transportation projects currently under construction or fully funded for construction in the VDOT Six-Year Improvement Program or the HRTAC Six-Year Funding Program. Since Committed Projects are completely funded, these projects were not evaluated using the HRTPO Project Prioritization Tool as part of the development of the 2045 LRTP and are automatically included in the Plan. Any funds which are a part of the LRTP forecast that are allocated to these projects between the Fiscal Years 2021-2026 are deducted from their respective funding source prior to the fiscal constraint process. This is done so that committed funds are not mistakenly double-counted.

Grouped Projects

Typically, only projects deemed regionally significant are individually listed in an LRTP. Smaller projects and programs (such as turn lanes, signals, safety projects, widening of collector/local roadways, regular bus routes, ITS projects, etc.) are not required to be accounted for individually in the LRTP and are instead deemed “consistent with the LRTP.” Although not individually listed in the LRTP, these smaller scoped projects are detailed in the Transportation Improvement Program (TIP) as funding is awarded.

Since some regional funds will be used on these “grouped projects,” a set-aside of 10% of certain forecasted transportation revenues (District Grant Program, RSTP, CMAQ, Transportation Alternatives Set-Aside, and Other Discretionary Construction funds) is reserved for these smaller scoped projects.

Regional Priority Projects

HRTAC funding sources can only be used on certain projects. Therefore, Regional Priority Projects Selection Guidelines (Figure 4) were developed and approved by the LRTP Subcommittee. These selection guidelines establish that committed regional priority projects from the 2040 LRTP (as identified in the HRTAC Six-Year Funding Program) are automatically included in the 2045 LRTP. Eligible highway projects must be consistent with the funding HRTF legislation (HB2313) in providing the most congestion relief for the greatest number of citizens. To ensure this consistency, a screen using congestion metrics from the HRTPO Project Prioritization Tool was utilized to identify eligible highway projects. The Guidelines also establish the Hampton Roads Express Lanes Network as a component of highway regional priority (HRTAC) projects. Finally, for highway projects, as with the previous LRTP, HRTF revenues are reserved for “mega” projects and as such, a cost threshold of \$100 Million per project is used.

Include Committed Regional Priority Projects from 2040 LRTP

Highway RPPs will be consistent with HB2313 Legislation (provide the most congestion relief for the most citizens)

Hampton Roads Express Lanes Network is a component of RPPs (advanced based on project readiness)

Highway RPPs: Meet Regional Project Cost Threshold of \$100 Million

Transit RPPs: Component of 757 Express

Figure 4: 2045 LRTP Regional Priority Projects Selection Guidelines

Regarding the Hampton Roads Regional Transit Fund, only components of the 757 Express regional transit backbone are eligible for this funding source.

Finally, since the SMART SCALE High-Priority Projects Funding Program is a competitive statewide program usually awarded to top-tier regional projects, this funding source is reserved to constrain regional priority projects.

Distribution of Funding

To help ensure a multimodal transportation system across the region, guidelines were established for the distribution of funding.

First, a Highway/Transit funding split was developed, based on historical CMAQ and RSTP funding patterns. For the purposes of the LRTP, since most eligible CMAQ roadway projects fall under the “Grouped Projects” category, the CMAQ forecast is used to constrain transit projects, and if a balance remains after applying fiscal constraint to eligible transit projects, that balance is applied to active transportation (bike/pedestrian) projects.

Using eligible roadway funding sources, a Roadway System funding split was established based on historical LRTP guidelines of 40% for Interstate projects, 30% for Primary, 5% for Secondary, and 30% for Urban roadway projects.

To further represent active transportation in the multimodal LRTP beyond any CMAQ balance as stated above, forecasted Transportation Alternatives Set-Aside funds are used to fiscally constrain regional bicycle and pedestrian projects.

Project Prioritization

Projects within funding categories were selected for inclusion in the 2045 LRTP using the overall Project Prioritization score as a guide along with available applicable revenues. For a complete listing of the 2045 LRTP Project Prioritization scores, please refer to the [Hampton Roads 2045 Long-Range Transportation Plan: Candidate Project Evaluation and Prioritization](#) report.



CHAPTER 4: DEMONSTRATION OF FISCAL CONSTRAINT

To develop the fiscally constrained list of projects for the 2045 LRTP, three dedicated virtual meetings were held with the LRTP Subcommittee in January 2021. During these meetings, candidate project prioritization scores, YOE project costs-to-complete (some projects include previous funding prior to 2021), the Guiding Principles for Fiscal Constraint, and Project Selection Guidelines were applied.

For the 2045 LRTP, 139 projects have been identified, totaling approximately \$13.5 Billion. Table 6 summarizes the total estimated project costs. Table 7 summarizes the number of projects included in the 2045 LRTP, highlighting the range of multimodal projects identified. Please refer to Appendix B for project-level fiscal constraint information.

Table 6: 2045 LRTP Total Project Costs

PROJECT CATEGORY	ESTIMATED PROJECT COSTS, IN MILLIONS (YOE)
Committed Projects	\$5,591
10% Grouped Projects Set-Aside	\$283
Regional Priority Projects (Highway, Transit, and Active Transportation)	\$4,193
Other Planned Additional Capacity Projects (Highway, Transit, and Active Transportation)	\$2,421
Planned Locally Funded Capacity Projects	\$934
Planned Studies	\$94
TOTAL	\$13,516

Fiscal constraint is the demonstration that there is enough anticipated revenue over the LRTP planning period to cover the projected costs of the projects in the plan. For the 2045 LRTP, \$17 Billion of forecasted transportation revenues has been reserved to cover projected long-term maintenance needs for the region. To help advance transportation projects that provide additional capacity, \$13.7 Billion has been identified for the 2045 LRTP. Since the total estimated costs of projects and studies for the 2045 LRTP sum up to \$13.5 Billion, less than the total available to the region, fiscal constraint for the 2045 LRTP is demonstrated.

Please refer to Chapter 5 for the 2045 LRTP constrained list of projects.

Table 7: Total Number of Fiscally Constrained Projects

PROJECT CATEGORY	NUMBER OF PROJECTS
Bridge and/or Tunnel Projects	9
Interstate Roadway Projects	11
Non-Interstate (Primary, Secondary, Urban) Roadway Projects	76
Intermodal/Freight Projects	4
Roadway Studies	6
Regional Multimodal Passenger/Transit Projects	4
Regional Multimodal Passenger/Transit Studies	3
Active Transportation Projects	26
TOTAL	139

PROJECT INFORMATION GUIDE

HRTPO staff has prepared a [Project Information Guide](#) which summarizes project-level information for the fiscally constrained list of projects for the 2045 LRTP.



REVIEW OF DRAFT FISCAL CONSTRAINT LIST

The preceding five years of planning to update the regional LRTP to the horizon year of 2045 is done so with the goal of developing the fiscally constrained list of projects. Since the fiscally constrained project list is a critical aspect of the LRTP, the public is provided 30 days to review the list and provide feedback. Additionally, HRTPO staff coordinated a technical review of the project list with various HRTPO advisory committees and subcommittees.

To assist with the review of the draft funding plan and project list, resources were posted to the HRTPO [2045 LRTP webpage](#). This included draft versions of the Funding Plan and Project Information Guide reports, an interactive online map, and a link to the presentation provided to the HRTPO Board on the draft 2045 LRTP project list.

Comments received are documented in Appendix C.

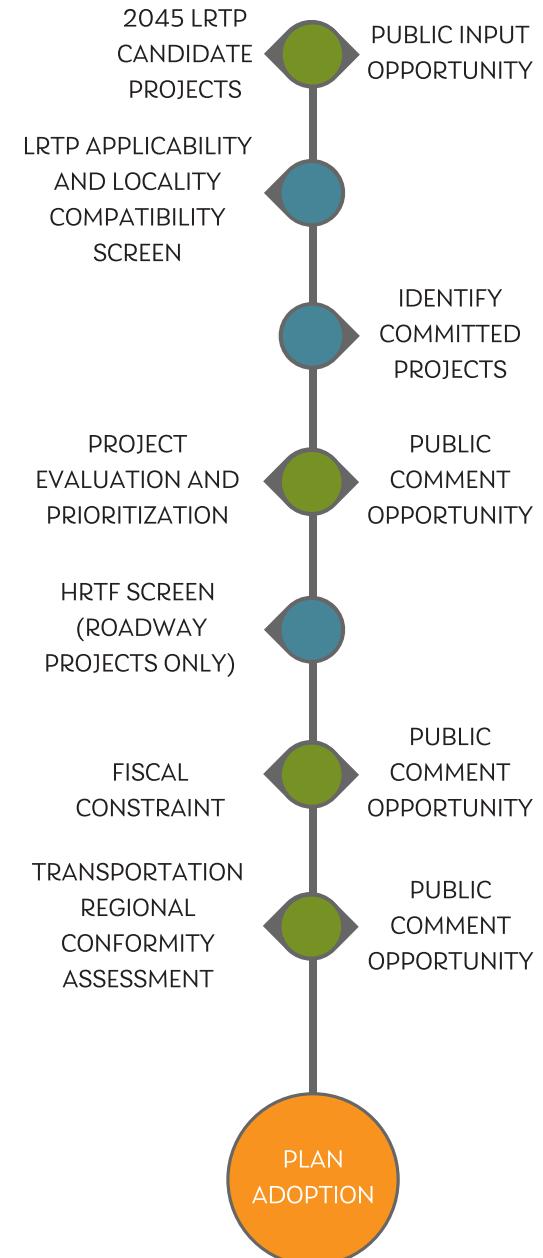


Figure 5: 2045 LRTP Public Input and Comment Opportunities

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CHAPTER 5: 2045 LRTP FISCALLY CONSTRAINED LIST OF PROJECTS

2045 LRTP FISCALLY CONSTRAINED LIST OF PROJECTS

2045 PROJECT ID	JURISDICTION	PROJECT NAME	FROM	TO	ESTIMATED PROJECT COST TO COMPLETE, IN MILLIONS (YEAR OF EXPENDITURE)	TOTAL PRIORITIZATION SCORE
HIGHWAY REGIONAL PRIORITY PROJECTS						
2045-50	Multi-jurisdictional	Hampton Roads Express Lanes Network	Jefferson Avenue	Bowers Hill	\$806.0	Committed
2045-2	Multi-jurisdictional	I-64 Widening Including Hampton Roads Bridge-Tunnel	Near I-664/Hampton Coliseum	I-564	\$3,322.0	Committed
2045-7	Multi-jurisdictional	I-64 Southside Widening Including High Rise Bridge - Phase 1	I-464	I-664	\$79.0	Committed
2045-41	Multi-jurisdictional	I-64 Peninsula Widening - Segment 3	1.05 miles west of Route 199 (Exit 242)	1.15 miles west of Route 199, Lightfoot (Exit 234)	\$41.0	Committed
2045-4	Multi-jurisdictional	I-64/I-264 Interchange - Phase II	N/A	N/A	\$32.0	Committed
2045-301	Multi-jurisdictional	I-64/I-264 Interchange - Phase IIIA	N/A	N/A	\$510.2*	214
2045-309	Chesapeake	I-64/I-464 Loop Ramps	N/A	N/A	\$338.8	160
2045-314	Newport News	I-64/Denbigh Boulevard Interchange Project	N/A	N/A	\$219.6*	152
2045-232	Multi-jurisdictional	I-264 Widening	Witchduck Road	Independence Boulevard	\$668.6	147 (169**)
2045-326	Virginia Beach	I-264/Independence Boulevard Interchange	N/A	N/A	\$207.5*	208
2045-308	Multi-jurisdictional	I-664 Widening (including Bowers Hill Interchange)	Bowers Hill	College Drive	\$771.6*	173 (206**)
2045-119	Multi-jurisdictional	VA-164 Widening	West Norfolk Road	I-664	\$493.1	129
2045-129	Chesapeake	VA-168 Bypass	I-64	Hillcrest Parkway	\$354.7	175
TRANSIT REGIONAL PRIORITY PROJECTS						
2045-520	Multi-jurisdictional	Hampton Roads Regional Transit System - 757 Express	N/A	N/A	\$551.9	N/A
ACTIVE TRANSPORTATION REGIONAL PRIORITY PROJECTS						
2045-704	Multi-jurisdictional	Birthplace of America Trail (portions of trail)	Virginia Capital Trail	Fort Monroe and Suffolk	Amount constrained: \$25	212
2045-707	Multi-jurisdictional	South Hampton Roads Trail - Suffolk to Virginia Beach Oceanfront (portions of trail)	Suffolk	Virginia Beach	Amount constrained: \$25	206

*Updated cost and opening year assumptions based on Draft HRTAC 2045 Long Range Plan of Finance (as presented at HRTAC March 18, 2021 Meeting)

**Prioritization score of "parent" project

2045 LRTP FISCALLY CONSTRAINED LIST OF PROJECTS

2045 PROJECT ID	JURISDICTION	PROJECT NAME	FROM	TO	ESTIMATED PROJECT COST TO COMPLETE, IN MILLIONS (YEAR OF EXPENDITURE)	TOTAL PRIORITIZATION SCORE
ROADWAY PROJECTS						
2045-1	Multi-jurisdictional	Chesapeake Bay Bridge-Tunnel Parallel Thimble Shoal Tunnel	Virginia Beach	Northampton County	\$924.8	Committed
2045-111	Multi-jurisdictional	Mooretown Road Extension	Lightfoot Road	Croaker Road	\$95.4	106
2045-3	Multi-jurisdictional	Wythe Creek Road	Alphus Street	Commander Shepard Boulevard	\$8.9	Committed
2045-122	Chesapeake	Battlefield Boulevard	Johnstown Road	I-64	\$121.3	157
2045-6	Chesapeake	Deep Creek Bridge Replacement and George Washington Hwy/Moses Grandy Trail Intersection Improvements	Mill Creek Parkway	Diamond Avenue	\$7.5	Committed
2045-10	Chesapeake	Freeman Avenue Railroad Overpass	N/A	N/A	\$25.4	Committed
2045-135	Chesapeake	George Washington Highway (US 17)	Yadkin Road	Canal Drive	\$41.1	163
2045-146	Chesapeake	Military Highway	Virginia Beach City Line	I-464	\$148.7	148
2045-9	Chesapeake	Mount Pleasant Road/Great Bridge Bypass	N/A	N/A	\$6.0	Committed
2045-602	Chesapeake	Portlock Road Railroad Overpass	N/A	N/A	\$36.1	146
2045-8	Chesapeake	Triple Decker Bridge (Interchange of US 13, US 460, and Norfolk Southern Rail Line)	N/A	N/A	\$5.7	Committed
2045-307	Franklin/Southampton County	US 58/258 Interchange	N/A	N/A	\$1.5	116
2045-151	Gloucester County	George Washington Mem Highway (US 17)	1 mile north of Coleman Bridge	Main Street (@ Walmart)	\$211.3	158
2045-11	Hampton	Coliseum Drive Extension A	Hampton Roads Center Parkway	Butler Farm Road	\$2.6	Committed
2045-154	Hampton	Coliseum Drive Extension B	Butler Farm Road	N Campus Pkwy/Magruder Boulevard	\$15.4	\$96.0
2045-12	Isle of Wight County	Nike Park Road Extension	Reynolds Drive	US 17	\$9.7	Committed
2045-157	Isle of Wight County	US 17/Carrollton Boulevard (part of Route 17 corridor)	End of Chuckatuck Creek Bridge	James River Bridge	\$88.4	143
2045-14	James City County	Croaker Road	Richmond Road (US 60)	Rochambeau Road	\$12.3	Committed
2045-15	James City County	Longhill Road - Phase 1	Humelsine Parkway (Route 199)	Olde Towne Road	\$0.0***	Committed
2045-161	James City County	Longhill Road - Phase 2	Olde Towne Road	Warhill Trail	\$54.9	83
2045-16	James City County	Skiffes Creek Connector	Green Mount Parkway	Merrimac Trail (Route 143)	\$18.6	Committed
2045-18	Newport News	Atkinson Boulevard	Jefferson Avenue	Warwick Boulevard	\$7.0	Committed

2045 LRTP FISCALLY CONSTRAINED LIST OF PROJECTS

2045 PROJECT ID	JURISDICTION	PROJECT NAME	FROM	TO	ESTIMATED PROJECT COST TO COMPLETE, IN MILLIONS (YEAR OF EXPENDITURE)	TOTAL PRIORITIZATION SCORE
2045-17	Newport News	Denbigh Boulevard Bridge Replacement	Richneck Road	Trailblazer Boulevard	\$0.02	Committed
2045-19	Newport News	Independence Boulevard	Denbigh Boulevard (Route 173)	Fort Eustis Boulevard	\$0.1	Committed
2045-171	Newport News	J. Clyde Morris Boulevard/George Washington Highway (US 17) Widening	I-64	York County Line	\$21.0	167
2045-176	Newport News	Lucas Creek Road Extension	Denbigh Boulevard (Route 173)	Atkinson Boulevard	\$0.03	117
2045-179	Newport News	Oyster Point Road Widening - Phase I	Operations Drive	Waterman Drive	\$22.0	108
2045-180	Newport News	Oyster Point Road Widening - Phase II	Warwick Boulevard	Radcliff Lane	\$16.0	136
2045-316	Norfolk	Air Terminal Interchange	N/A	N/A	\$186.9	177
2045-603	Norfolk	Hampton Boulevard at Terminal Boulevard	N/A	N/A	\$210.1	190
2045-318	Norfolk	I-264/Ballentine Boulevard Diverging Diamond Interchange	N/A	N/A	\$10.8	139
2045-21	Portsmouth	Churchland Bridge	N/A	N/A	\$24.1	Committed
2045-200	Portsmouth	Elm Avenue	Victory Boulevard (Route 239)	George Washington Highway (US 17)	\$14.7	138
2045-24	Suffolk	Nansemond Parkway (Route 337) Railroad Overpass	N/A	N/A	\$3.9	Committed
2045-116A	Suffolk	Regional Landfill (SPSA) Flyover	N/A	N/A	\$50.0	126*
2045-22	Suffolk	Route 58 (Holland Road)	Suffolk Bypass	0.7 miles west of Manning Bridge Road	\$20.9	Committed
2045-29	Virginia Beach	Centerville Turnpike - Phase 3	Chesapeake City Line	Kempsville Road	\$27.8	Committed
2045-30	Virginia Beach	Centerville Turnpike	Indian River Road	Kempsville Road	\$15.6	Committed
2045-31	Virginia Beach	Cleveland Street - Phase III	Witchduck Road	Clearfield Avenue	\$0.2	Committed
2045-32	Virginia Beach	Cleveland Street - Phase IV	Witchduck Road	Independence Boulevard	\$22.3	Committed
2045-219	Virginia Beach	Dam Neck Road - Phase III	Drakesmile Road	London Bridge Road	\$69.7	142
2045-33	Virginia Beach	Elbow Road/Dam Neck Road	Indian River Road	Virginia Beach Amphitheater	\$27.3	Committed
2045-222	Virginia Beach	Ferrell Parkway	Indian Lakes Boulevard	Indian River Road	\$2.5	Committed
2045-114A	Virginia Beach	Greenbelt Segment - Phase II	Princess Anne Road	Chesapeake City Line	\$78.7	144
2045-114	Virginia Beach	Greenbelt Segment - Phase I	London Bridge Road	Princess Anne Road	\$52.5	172

2045 LRTP FISCALLY CONSTRAINED LIST OF PROJECTS

2045 PROJECT ID	JURISDICTION	PROJECT NAME	FROM	TO	ESTIMATED PROJECT COST TO COMPLETE, IN MILLIONS (YEAR OF EXPENDITURE)	TOTAL PRIORITIZATION SCORE
2045-230	Virginia Beach	Holland Road - Phase III	Rosemont Road	Independence Boulevard	\$98.4	123
2045-234	Virginia Beach	Independence Blvd	Pembroke Boulevard	Virginia Beach Boulevard	\$82.8	139
2045-235	Virginia Beach	Indian River Road	Centerville Turnpike	Ferrell Parkway	\$82.8	151
2045-236	Virginia Beach	Indian River Road	Centerville Turnpike	I-64	\$23.0	148
2045-34	Virginia Beach	Indian River Road - Phase VII-A	Lynnhaven Parkway	Elbow Road	\$0.0***	Committed
2045-240	Virginia Beach	Landstown Road - Phase I	Landstown Centre Way	Landstown Road	\$5.7	Committed
2045-35	Virginia Beach	Laskin Road - Phase IA	Republic Road	Fremac Drive	\$22.8	Committed
2045-244	Virginia Beach	Laskin Road - Phase IB	Laskin Road Bridge	Oriole Drive	\$43.6	139
2045-245	Virginia Beach	Laskin Road - Phase II	Oriole Drive	30th/31st Street	\$27.7	139
2045-246	Virginia Beach	Laskin Road - Phase III	Republic Road	I-264	\$44.9	154
2045-27	Virginia Beach	Laskin Road Bridge Replacement	Laskin Road	Laskin Road	\$7.0	Committed
2045-252	Virginia Beach	Nimmo Parkway - Phase VIIB	Albuquerque Road	Sandbridge Road-Nimmo Parkway	\$58.8	90
2045-36	Virginia Beach	Princess Anne Road - Phase VII	Fisher Arch	General Booth Boulevard	\$10.0	Committed
2045-259	Virginia Beach	Rosemont Road - Phase V	Dam Neck Road	Lynnhaven Parkway	\$18.3	Committed
2045-28	Virginia Beach	Sandbridge Road Bridge Replacement	N/A	N/A	\$0.0***	Committed
2045-37	Williamsburg	Capitol Landing Road Corridor Improvements	Bypass Road	Merrimac Trail	\$2.4	Committed
2045-38	Williamsburg	Ironbound Road (Route 615)	Richmond Road (US 60)	DePue Drive (formerly Longhill Connector)	\$5.2	Committed
2045-39	Williamsburg	Lafayette Street	Richmond Road (US 60)	Virginia Avenue	\$5.9	Committed
2045-264	Williamsburg	Monticello Avenue	Richmond Road (US 60)	Treyburn Drive	\$3.9	Committed
2045-265	York County	Commonwealth Drive Extension	George Washington Memorial Highway (US 17)	Commonwealth Drive	\$5.7	109
2045-40	York County	George Washington Memorial Highway (US 17)	Wolf Trap Road	Old York-Hampton Highway	\$19.4	Committed
2045-42	York County	Victory Boulevard (Route 171)	George Washington Memorial Highway (US 17)	Hampton Highway (Route 134)	\$4.2	Committed

2045 LRTP FISCALLY CONSTRAINED LIST OF PROJECTS

2045 PROJECT ID	JURISDICTION	PROJECT NAME	FROM	TO	ESTIMATED PROJECT COST TO COMPLETE, IN MILLIONS (YEAR OF EXPENDITURE)	TOTAL PRIORITIZATION SCORE
LOCALLY FUNDED ROADWAY PROJECTS (VIRGINIA BEACH)						
2045-218	Virginia Beach	Dam Neck Road - Phase II	Holland Road	Drakesmile Road	\$49.6	141
2045-220	Virginia Beach	Drakesmile Road Extended - Phase I	Dam Neck Road	Holland Road	\$21.9	135
2045-227	Virginia Beach	General Booth Boulevard - Phase II	Oceana Boulevard	Dam Neck Road	\$41.7	132
2045-258	Virginia Beach	Rosemont Road	Virginia Beach Boulevard	Holland Road	\$37.8	129
2045-262	Virginia Beach	Shore Drive - Phase II	Pleasure House Road	Treasure Island Drive	\$34.6	128
2045-233	Virginia Beach	Independence Boulevard	Haygood Road	Northampton Boulevard	\$87.5	123
2045-253	Virginia Beach	North Great Neck Road	Virginia Beach Boulevard	Wolfsnare Road	\$46.2	122
2045-217	Virginia Beach	Dam Neck Road - Phase I	Princess Anne Road	Holland Road	\$44.2	122
2045-225	Virginia Beach	First Colonial Road	Old Donation Parkway	Laskin Road	\$74.2	114
2045-248	Virginia Beach	Lynnhaven Parkway	Holland Road	Princess Anne Road	\$105.3	113
2045-221	Virginia Beach	Drakesmile Road Extended - Phase II	Holland Road	Princess Anne Road	\$17.1	113
2045-229	Virginia Beach	General Booth Boulevard - Phase IV	London Bridge Road	Nimmo Parkway	\$28.6	109
2045-215	Virginia Beach	Birdneck Road	I-264	Virginia Beach Boulevard	\$19.9	109
2045-223	Virginia Beach	Ferrell Parkway	Indian Lakes Boulevard	Pleasant Valley Road	\$48.0	105
2045-256	Virginia Beach	Princess Anne Road	Providence Road	Salem Road	\$24.2	103
2045-254	Virginia Beach	North Lynnhaven Road	Virginia Beach Boulevard	Lynnhaven Parkway	\$20.8	102
2045-224	Virginia Beach	Ferrell Parkway	Pleasant Valley Road	Salem Road	\$53.7	101
2045-247	Virginia Beach	London Bridge Road	Dam Neck Road	Shipps Corner Road	\$58.2	100
2045-231	Virginia Beach	Holland Road	Dam Neck Road	Rosemont Road	\$98.4	98
2045-216	Virginia Beach	Clearfield Avenue	Virginia Beach Boulevard	Cleveland Street	\$22.0	89

2045 LRTP FISCALLY CONSTRAINED LIST OF PROJECTS

2045 PROJECT ID	JURISDICTION	PROJECT NAME	FROM	TO	ESTIMATED PROJECT COST TO COMPLETE, IN MILLIONS (YEAR OF EXPENDITURE)	TOTAL PRIORITIZATION SCORE
TRANSIT PROJECTS						
2045-510	Multi-jurisdictional	Peninsula High-Capacity Transit	Hampton/ Newport News	Hampton/ Newport News	\$264.5	182
2045-521	Multi-jurisdictional	Enhanced Bus Service/Bus Replacement - WATA	N/A	N/A	\$44.0	N/A
2045-522	Multi-jurisdictional	Enhanced Bus Service/Bus Replacement - Suffolk Transit	N/A	N/A	\$22.0	N/A
ACTIVE TRANSPORTATION PROJECTS						
2045-723	Gloucester County	Gloucester County Multi-use Paths	Beaverdam Park	Main Street	\$3.0	128
2045-725	James City County	Bike Lanes on Centerville Road (connect to Virginia Capital Trail)	John Tyler Highway (Route 5)	Monticello Avenue	\$0.1	116
2045-13	James City County	Pocahontas Trail Reconstruction	James City County Fire Station #2	James River Elementary School	\$27.4	Committed
2045-728	Newport News	Multi-Use Path on 25th Street	Jefferson Avenue	Parish Avenue	\$8.0	146
2045-729	Newport News	Multi-Use Path on 26th Street	Jefferson Avenue	Parish Avenue	\$8.0	147
2045-732	Norfolk	Bike Lanes on Granby Street	West Ocean View Avenue	West Main Street	\$0.0***	Committed
2045-703	Norfolk	E Little Creek Road Bike Path	Norfolk Elizabeth River Trail (Hampton Boulevard)	Virginia Beach City Line (Shore Drive)	\$0.0***	Committed
2045-735	Norfolk	Military Highway Bike Access	N/A	Shopping Areas and Outlet Mall	\$7.3	143
2045-738	Portsmouth	High Street - Complete Street Conversion	Chesnut Street	Martin Luther King Freeway Overpass	\$1.1	155
2045-739	Portsmouth	Portsmouth Rail-to-Trail	Churchland Plaza	Old Coast Guard Road	\$0.5	Committed (164)
2045-20	Portsmouth	Westhaven Bicycle Improvements	Clifford Street/Powhatan Avenue	Bart Street/Airline Boulevard	\$0.0***	Committed
2045-752	Virginia Beach	I-264 Pedestrian Land Bridge/Flyover	Thalia Creek Greenway	Mount Trashmore Park	\$17.1	152
2045-745	Virginia Beach	Northampton Boulevard Shared Use Path	Bayside Road	Greenwell Road	\$1.4	148
2045-25	Virginia Beach	Sandbridge Road - Nimmo Parkway Bike Lanes/Shared Use Path	Sandpiper Road	1.10 miles west of Sandpiper Road	\$4.9	Committed
2045-748	Virginia Beach	Thalia Creek Greenway - Phase IV	Constitution Drive	Virginia Beach Trail	\$3.6	153
2045-749	Virginia Beach	Thalia Creek Greenway - Phase V	Virginia Beach Trail	Virginia Beach Boulevard	\$3.6	152
2045-750	Virginia Beach	Thalia Creek Greenway - Phase VI	Constitution Drive	I-264	\$17.1	145

2045 LRTP FISCALLY CONSTRAINED LIST OF PROJECTS

2045 PROJECT ID	JURISDICTION	PROJECT NAME	FROM	TO	ESTIMATED PROJECT COST TO COMPLETE, IN MILLIONS (YEAR OF EXPENDITURE)	TOTAL PRIORITIZATION SCORE
2045-26	Virginia Beach	Violet Bank Drive Bike Trail	Rittery Drive	Selwood Drive	\$0.0***	Committed
2045-754	Williamsburg	Monticello Avenue Shared-Use Path	Treyburn Drive	Ironbound Road (Route 615)	\$0.6	Committed
2045-755	Williamsburg	Strawberry Plains Road Shared Use Path	Ironbound Road	John Tyler Lane	\$2.8	122
2045-756	York County	Penniman Road Sidewalk/Multi Use Path	Williamsburg City Line	Marquis Center Parkway (Route 199)	\$1.6	117
2045-757	York County	Victory Boulevard Shared Use Path I	Tabb High School	Hampton Highway (Route 134)	\$0.5	82
2045-759	York County	Victory Boulevard Shared Use Path II	Big Bethel Road (Route 600)	Carys Chapel Road (Route 762)	\$0.7	83
2045-758	York County	Yorktown Road Shared Use Path	Cardinal Lane (Route 670)	Victory Boulevard (Route 171)	\$0.7	96

PLANNED REGIONAL STUDIES

ROADWAY

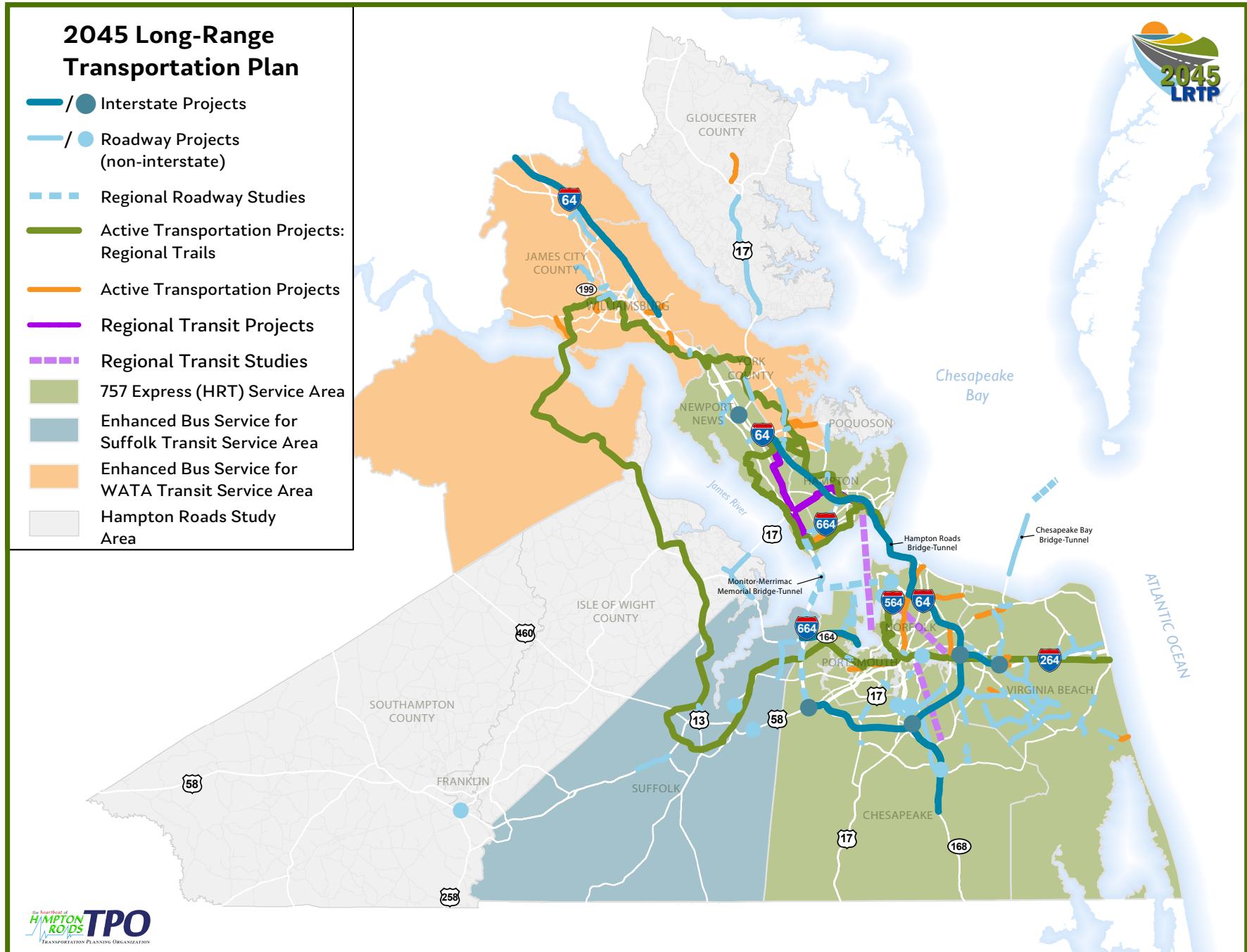
2045-51	Multi-jurisdictional	Regional Connectors Study	Peninsula	Southside	Study cost \$7	N/A
2045-1A	Multi-jurisdictional	Chesapeake Bay Bridge-Tunnel: Parallel Chesapeake Tunnel Study (Preliminary Engineering)	Virginia Beach	Northampton County	Study cost \$4.8	N/A
2045-127	Chesapeake	Centerville Turnpike - Phase 1 Study	Mount Pleasant Road	Elbow Road	Study cost: \$6.8	125
2045-311	Hampton	I-64/LaSalle Avenue Study	I-64 (Westbound)	LaSalle Avenue	Study cost: \$1	153
2045-312	Hampton	I-64/N King Street Study	N/A	N/A	Study cost: \$1	153
2045-604	Portsmouth	Craney Island Access Road Study (Preliminary Engineering)	VA 164 and Median Rail	Future Craney Island Marine Terminal	Study cost: \$50	161

TRANSIT

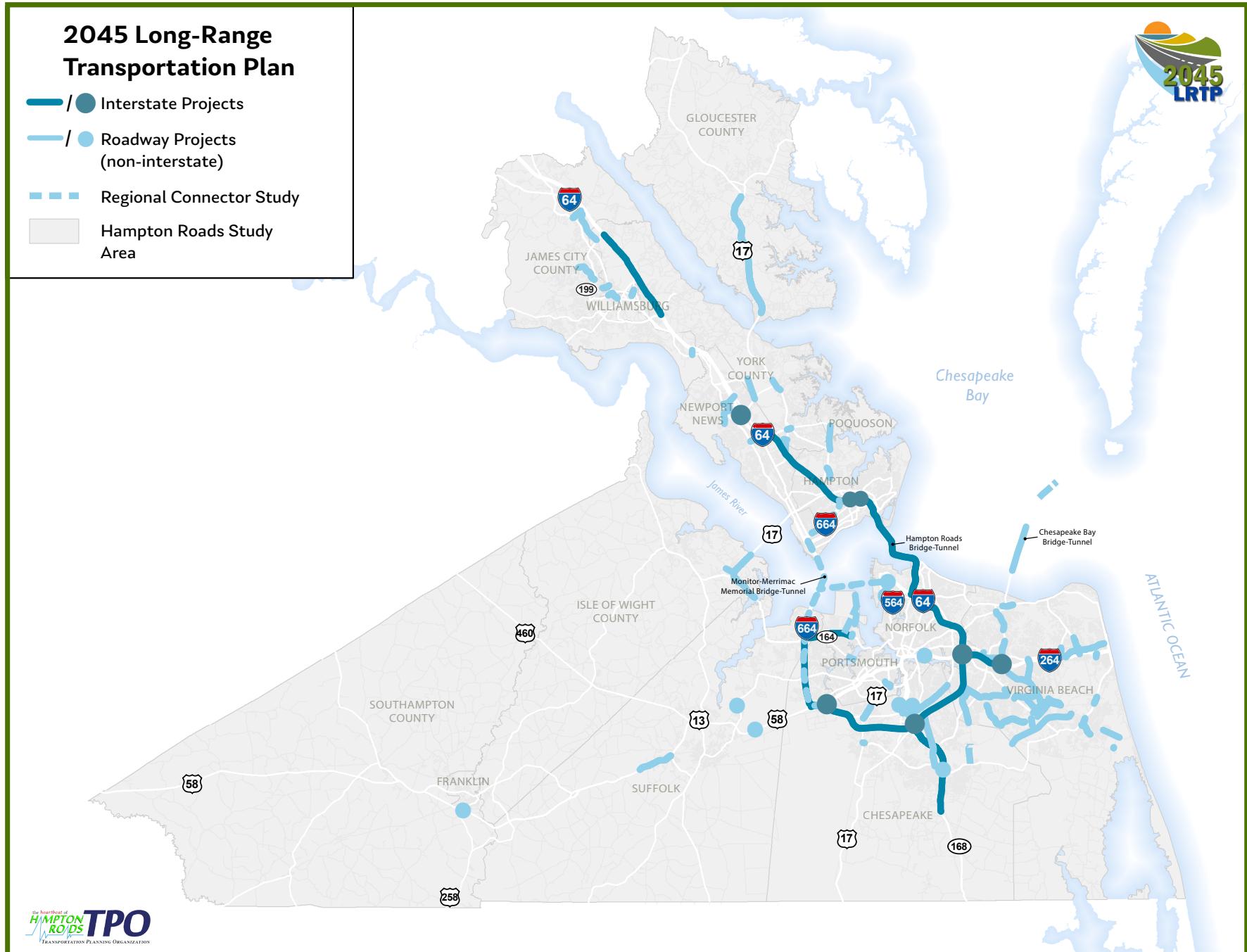
2045-504/513	Multi-jurisdictional	Ferry Service Expansion Study	Southside	Peninsula	Study cost: \$5	178/144
2045-516	Chesapeake	High Capacity Transit Extension to Greenbrier Area Study	Existing Service Locations	Greenbrier Area	Study cost: \$5	173
2045-518	Norfolk	Naval Station Norfolk Transit Extension Study	Existing Tide Light Rail	Naval Station Norfolk	Study cost: \$20	180

***Projects with zero balance cost to complete are constrained with funds prior to 2021

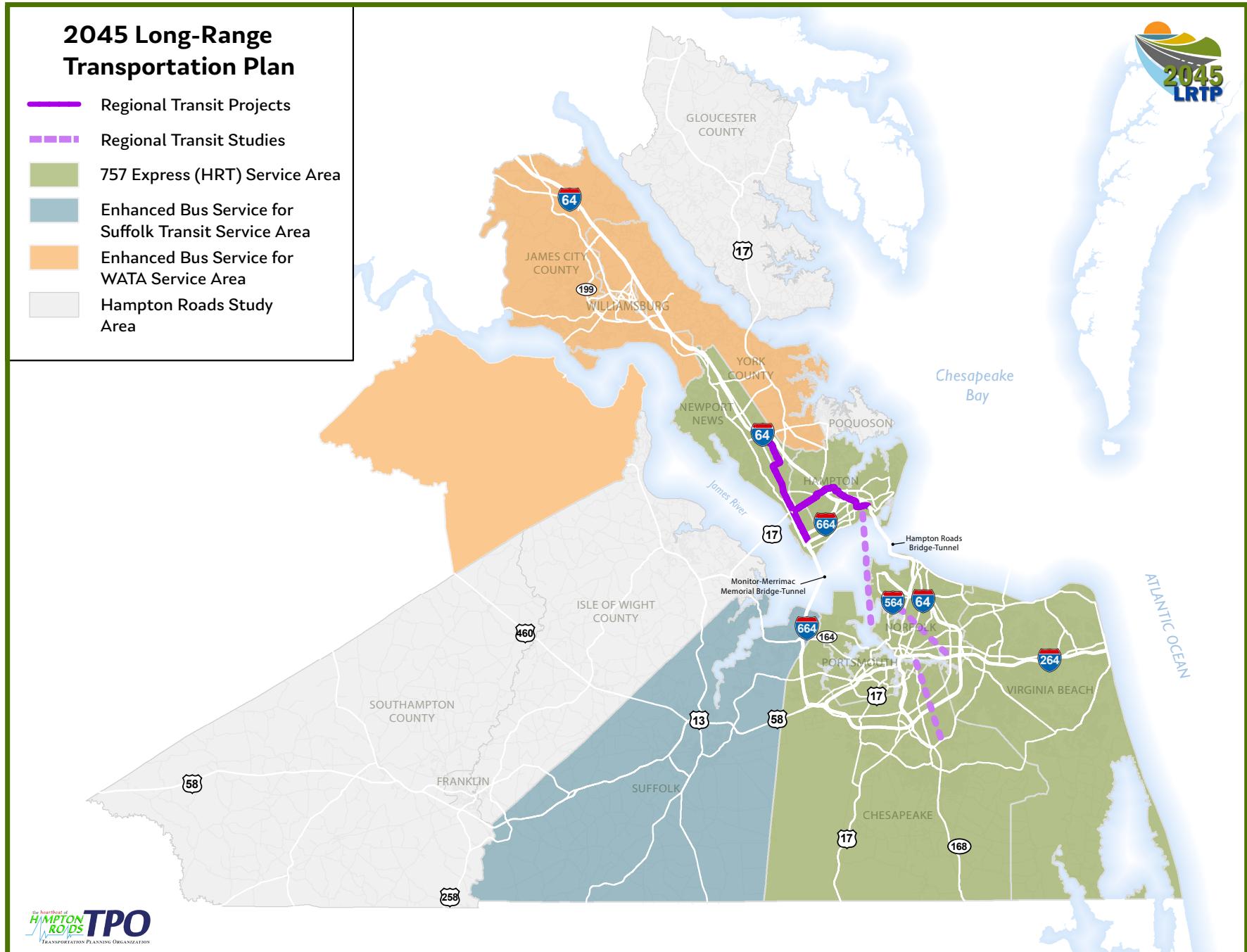
2045 LRTP FISCALLY CONSTRAINED PROJECTS MAP



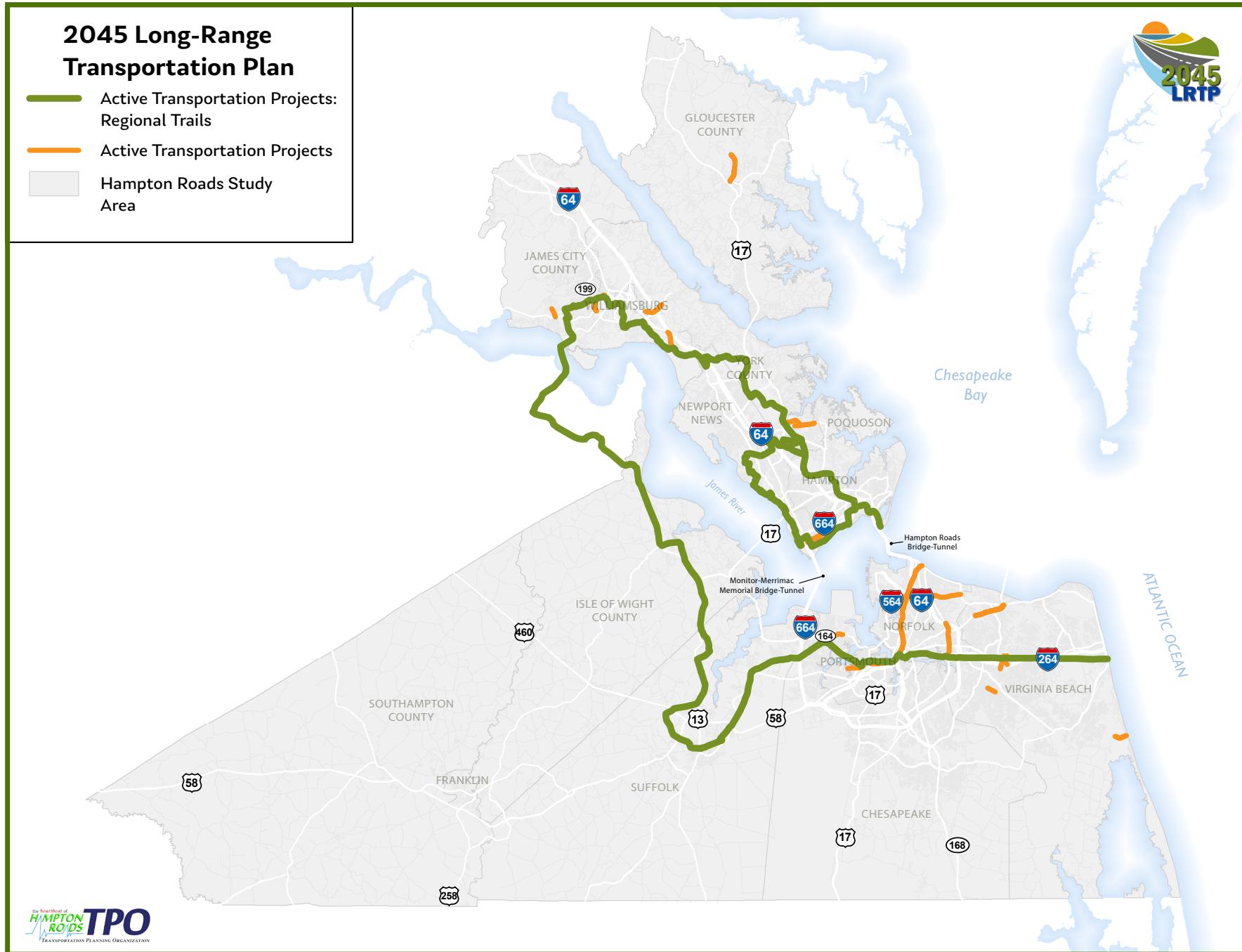
2045 LRTP FISCALLY CONSTRAINED ROADWAY PROJECTS MAP



2045 LRTP FISCALLY CONSTRAINED TRANSIT PROJECTS MAP



2045 LRTP FISCALLY CONSTRAINED ACTIVE TRANSPORTATION PROJECTS MAP



PLAN HIGHLIGHTS

INVESTMENTS

TOTAL FORECASTED TRANSPORTATION REVENUES (2021-2045)



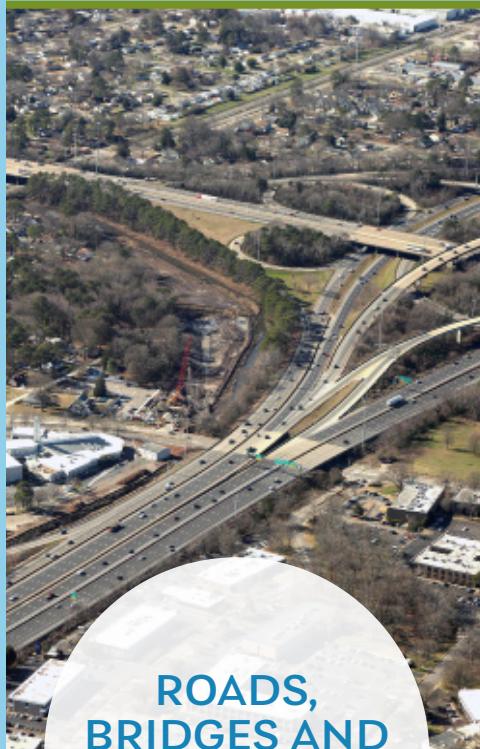
Maintenance / System
Preservation

17
BILLION



CONSTRUCTION

13.7
BILLION



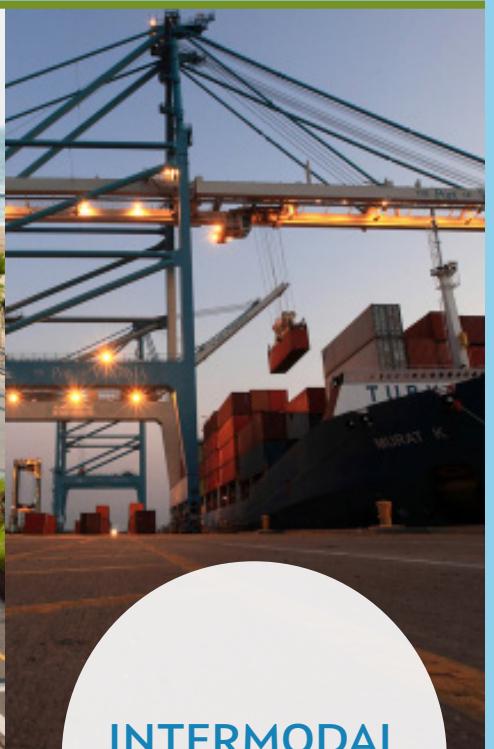
ROADS,
BRIDGES AND
TUNNELS
\$11,835 MILLION



TRANSIT
\$912 MILLION



ACTIVE
TRANSPORTATION
\$160 MILLION



INTERMODAL
\$326 MILLION

The HRTPO is the federally designated transportation planning agency for the Hampton Roads area and is responsible for:

- Planning the future multi-modal transportation system for the region
- Allocating certain federal transportation funds to projects and programs
- Approving the implementation of all regionally significant transportation projects--regardless of funding source--through a continuing, comprehensive, and cooperative transportation process

For certain highway Regional Priority Projects, once the HRTPO has identified and prioritized projects for inclusion in the LRTP, HRTAC then procures financing to build and operate these Regional Priority Projects utilizing the Hampton Roads Transportation Fund (HRTF) and other available revenue sources (as applicable). HRTAC then works with the Virginia Department of Transportation (VDOT) to help deliver these Regional Priority Projects.



Federally-mandated body

Responsible for selecting projects for funding in the twenty-year LRTP.

Responsible for selecting projects for funding in the four-year TIP.

Fiscal constraint of the LRTP and TIP take into account HRTF allocations to projects as approved by HRTAC.

Projects must be consistent with LRTP to be included in TIP.

Projects must be in the TIP to be constructed.



State-mandated body

Develops a funding plan for certain planned projects identified and prioritized by the HRTPO, and works 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 for construction on new or existing highways, bridges, and tunnels.

Authorized to issue bonds and use HRTF monies to support those bonds

HRTAC does not replace the planning function of the HRTPO.

HIGHWAY REGIONAL PRIORITY PROJECTS SPOTLIGHT

Since the 2040 LRTP adoption in 2016, the region has made significant improvements to the Interstate system. This page highlights projects that have been recently completed (**solid gold**), projects under construction (**dashed gold**), and additional major interstate Regional Priority Projects planned in the 2045 LRTP (**solid blue**).

Map Label	Completed Highway Regional Priority Projects (RPPs)	Completion
1	I-64 Peninsula Widening - Segment 1	2017
2	I-64 Peninsula Widening - Segment 2	2019
3	I-64/I-264 Interchange - Phase I	2019
RPPs Under Construction		
4	I-64 Peninsula Widening - Segment 3 (Exit 242 to Exit 234)	2021
5	I-64/I-264 Interchange - Phase II	2021
6	I-64 Southside Widening, including High-Rise Bridge (I-464 to I-664)	2021
7	I-64/Hampton-Roads Bridge-Tunnel Expansion (near Hampton Coliseum to I-564)	2026
Additional RPPs planned in the 2045 LRTP		
8	Hampton Roads Express Lane Network (Jefferson Avenue to Bowers Hill)	2026
9	I-64/I-264 Interchange - Phase III-A	
10	I-664 Widening, including Bowers Hill Interchange (Bowers Hill to College Drive)	
11	I-264 Widening (Witchduck Road to Independence Boulevard)	
12	I-264/Independence Boulevard Interchange	
13	I-64/I-464 Loop Ramps	
14	I-64/Denbigh Boulevard Interchange	
15	VA-164 Widening (West Norfolk Road to I-664)	
16	VA-168 Bypass Widening (I-64 to Hillcrest Parkway)	
RPPs Under Study		
17	Regional Connectors Study	

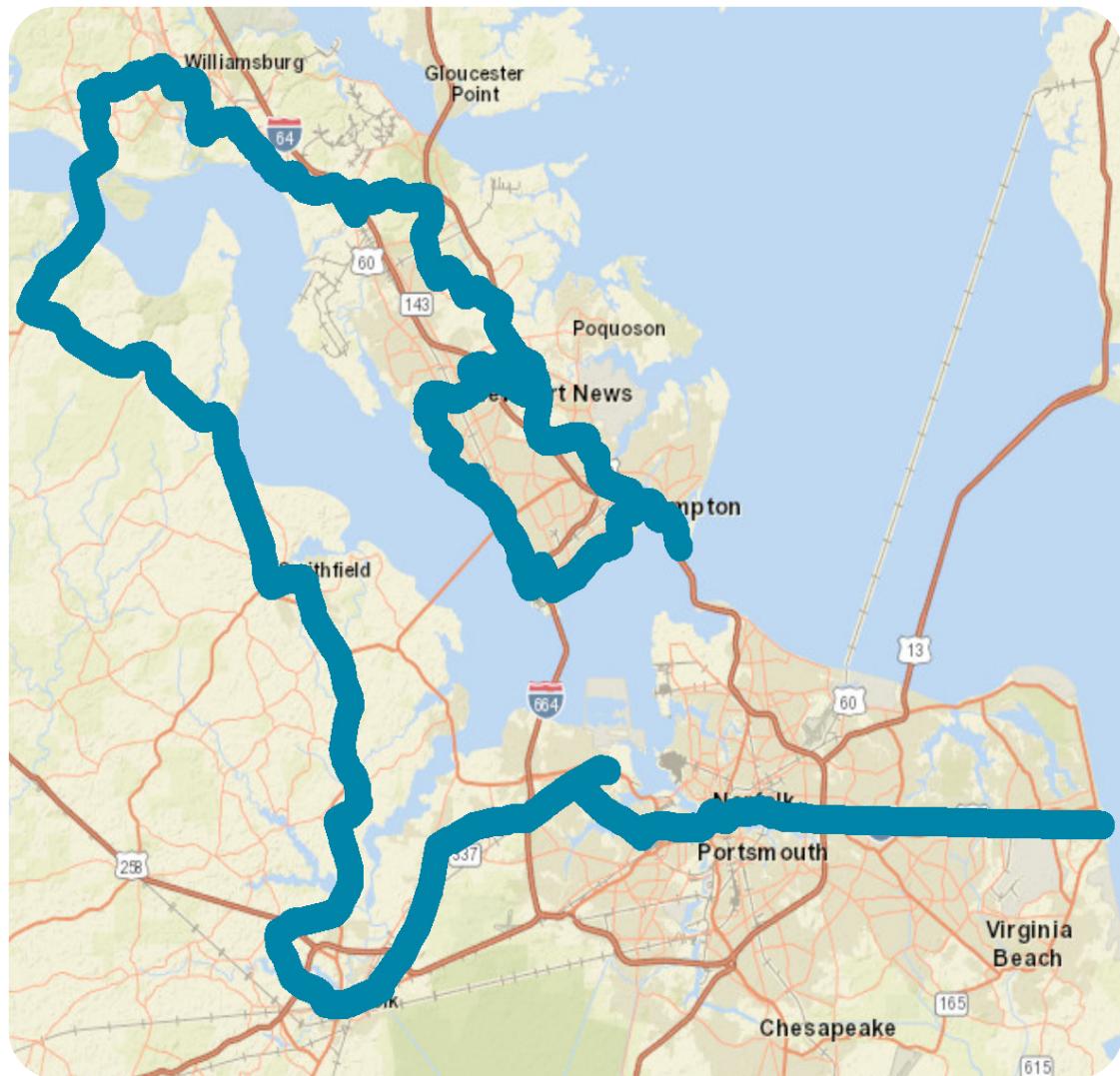


ACTIVE TRANSPORTATION SPOTLIGHT

Bike and pedestrian transportation have been of key importance to the Hampton Roads region for many years since these facilities provide recreational opportunities, alternative modes for commuting, and can be boosts to the local and regional economy in terms of tourism. Across the region, trails and bike lanes provide users with key alternative connections, including the Virginia Beach Boardwalk and the Virginia Capital Trail in Jamestown. New projects in the 2045 LRTP include construction on new sections of the South Hampton Roads Trails between Suffolk and Virginia Beach and multiple phases along the Birthplace of America Trail on the Peninsula.

The Birthplace of America Trail is a trail initiative extending the Virginia Capital Trail from Jamestown to Fort Monroe and downtown Suffolk. Currently, HRTPO staff is working with Peninsula localities to identify key sections that can be constructed soon to help fill in the gaps along the trail alignment. A section in Williamsburg was recently constructed along Monticello Avenue to the College of William and Mary.

The South Hampton Roads Trail is another regional trail initiative that runs from downtown Suffolk to the Virginia Beach Oceanfront using several former railroad track alignments in Suffolk, Chesapeake, Portsmouth, and Virginia Beach. This trail system includes the Suffolk Seaboard Trail and the Virginia Beach Trail, which runs along the former Norfolk Southern Rail line. Currently, two phases are about to be constructed in Portsmouth and Chesapeake, completing a 5-mile gap.



TRANSIT SPOTLIGHT

Public transit is all forms of shared transportation available to the public and is very important in providing travel options. Benefits of public transit include reducing air pollution, reducing congestion, saving money, and increasing mobility. In Hampton Roads, public transit options include bus, light rail, ferry, and paratransit (for travelers with special needs). This section highlights some planned transit improvements for the region.

The [757 Express](#) is a proposed network of 13 high-frequency bus routes that offer 15-minute headway service for six cities (Chesapeake, Portsmouth, Norfolk, Virginia Beach, Hampton, and Newport News) that Hampton Roads Transit (HRT) serves. The expanded network will provide timely and more frequent connections to major activity centers. It will also include additional trips to better match worker shift times. The service will be launched in phases beginning with a select number of Peninsula routes, then will expand to the Southside.

James City County, the City of Williamsburg, and the Bruton District of York County are serviced by the [Williamsburg Area Transit Authority \(WATA\)](#). For the purposes of the 2045 LRTP, many transit projects are not individually listed and are instead captured under the 2045-521 Enhanced Bus Service/Bus Replacement set-aside. As transit projects receive funding, details of these projects are contained in the HRTPO Transportation Improvement Program. A notable WATA project is the new WATA Transfer Station Hub near the intersection of Route 199 and Route 60. This project will begin construction in January 2022.

[Suffolk Transit](#) serves the City of Suffolk. As with the WATA set-aside, many of Suffolk Transit's projects are captured under the 2045-522 Enhanced Bus Service/Bus Replacement set-aside. A proposed Suffolk Transit project is the Suffolk Express Commuter Bus, which will create a new express commuter bus route between high-employment industrial areas in Suffolk, the city's Park and Ride, and the Victory Crossing Bus Transfer Station, providing an option for people who have limited transportation options a way to get to and from work. This project has been recommended for SMART SCALE funding.



Hampton Roads Transit



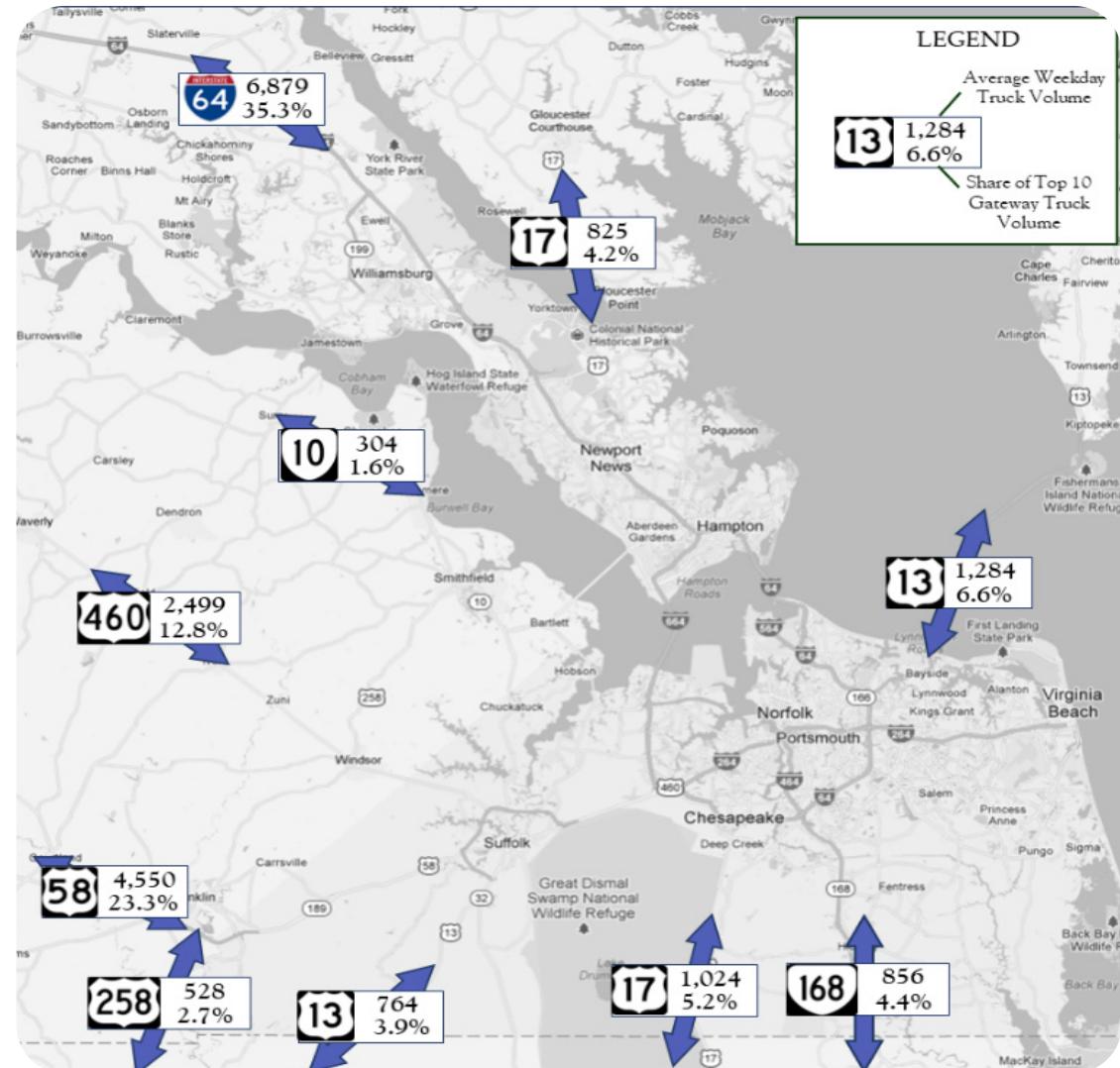
WATA

FREIGHT SPOTLIGHT

Freight transportation influences every aspect of our daily lives and keeps our businesses and industries competitive in the local, state, and global economy. The Regional Freight study serves as a comprehensive resource document on the Hampton Roads multimodal transportation system. Details within this report explain the movement of goods across all freight facilities—highways, ports, railways, and airports. Special emphasis is placed on freight moving by trucks across highways as they serve as the predominant mover of freight.

HRTPO freight studies feed directly into the LRTP process and provide freight-related inputs for the Project Prioritization Tool, which is used to score transportation projects in order to assist decision makers with project selection. HRTPO staff incorporates the latest freight data and performance measures into the tool as they become available.

Since 2009, HRTPO staff has worked with regional freight stakeholders through the Freight Transportation Advisory Committee (FTAC), which advises the HRTPO Board on freight issues. Key freight business and community leaders participate on FTAC and have provided vital freight input for several HRTPO Board decisions. Staff remains committed to working with FTAC to help raise awareness of the importance of freight transportation to the region and to collect input from various stakeholders—including the public—on these matters.

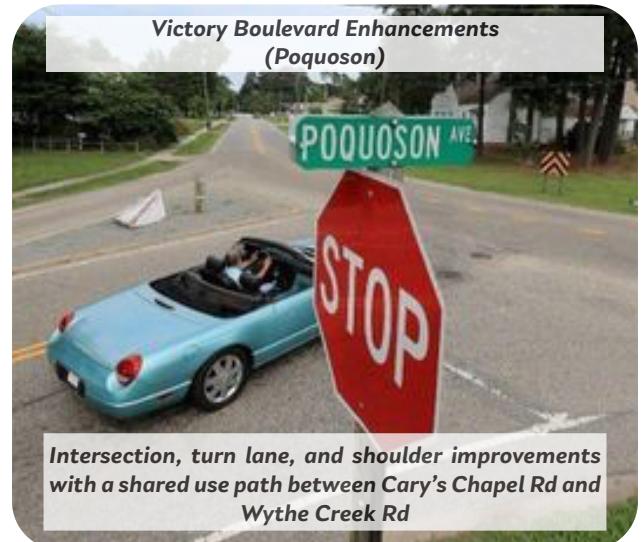
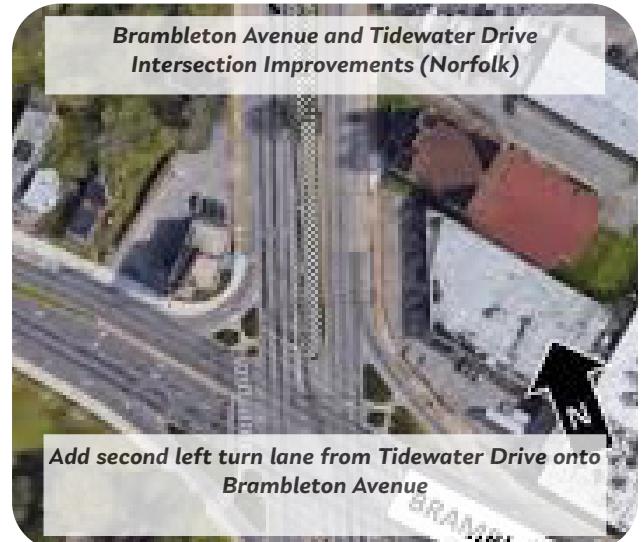


GROUPED PROJECTS SPOTLIGHT

Many of the project submissions that HRTPO staff received from the public and regional stakeholders were categorized as Grouped Projects. Typically, only projects deemed regionally significant that are adding additional lanes of travel are individually listed in an LRTP. Smaller scoped projects and programs (such as turn lanes, signals, safety projects, regular bus routes, ITS projects, etc.) are not required to go through the rigors of an LRTP project evaluation and instead are automatically considered consistent with the LRTP.

Despite not being individually listed in an LRTP, these Grouped Projects are essential in ensuring that the transportation system is safe, efficient, and reliable – helping to move people and goods to their desired destinations

Many of these Grouped Projects are detailed in the HRTPO [Transportation Improvement Program \(TIP\)](#), a four-year program that accounts for the implementation of surface transportation projects in the region.



CHAPTER 6: LOOKING AHEAD

NEXT STEPS FOR THE 2045 LRTP

The next step in the long-range transportation planning process will be the documentation of the Plan Performance. The anticipated adoption of the 2045 LRTP is scheduled for the summer of 2021.

The final 2045 LRTP list of projects will help to achieve the overall goal of the 2045 LRTP to use innovative planning techniques to advance an adaptive transportation system that seamlessly integrates transportation modes for all users while improving quality of life and preserving the unique character of Hampton Roads.

BEYOND 2045: HAMPTON ROADS REGIONAL TRANSPORTATION VISION PLAN

Due to fiscal constraint requirements, not all candidate transportation projects evaluated with the HRTPO Project Prioritization Tool were incorporated into the 2045 LRTP. Of the candidate projects submitted by regional stakeholders and concerned citizens, 140 of these projects were included in the fiscally constrained LRTP. The remaining candidate projects become part of the Hampton Roads Regional Transportation Vision Plan, an illustrative list of prioritized transportation projects. These projects are unfunded investments (totaling about \$60 Billion) that warrant future consideration for inclusion in an amended 2045 LRTP should additional funding be identified. The Hampton Roads Regional Transportation Vision Plan will be documented in a forthcoming report.



APPENDIX A: CONSTRAINED REVENUE FORECAST

VDOT CONSTRAINED REVENUE FORECAST	41
HRTAC CONSTRAINED REVENUE FORECAST	51
HRTPO RESOLUTIONS.....	55

VDOT CONSTRAINED LONG-RANGE REVENUE FORECAST

Provided December 2020

**Virginia Department of Transportation
Budget and Funds Management Division**

2050 Constrained Long-Range Plan (CLRP)

The CLRP for FY 2021 – 2050 is based on FY 2021 – 2026 Six-Year Financial Plan (SYFP), modified for the COVID-19 Update and the state revenue estimates available in December 2020. It also uses the Six-Year Improvement Program (SYIP) adopted by the Commonwealth Transportation Board (CTB) in June 2019. The out years are based on the trends in the current plans and as detailed below.

Revenue

The total nominal (year of expenditure) value of the CLRP is \$260.0 billion. This total includes all funding that would be included in the Commonwealth Transportation Fund (CTF) over the period and includes funding distributed for highways, transit and rail, ports, and airports.

During its 2020 session, the Virginia General Assembly enacted the Governor's Omnibus Transportation Bill, Chapter 1230 (House Bill 1414), which revised the composition of and increased available revenues for transportation funding in the Commonwealth. Under Chapter 1230, the CTF serves as the fund to which all transportation revenues are deposited and then distributed to programs and funds. For reference, the major transportation revenues include: (i) motor vehicles fuels taxes and road taxes for diesel fuel; (ii) vehicle registration fees; (iii) highway use fee; (iv) 0.5% statewide sales and use tax; (v) 0.3% statewide sale and use tax for transportation; (vi) 4.15% percent motor vehicles sales and use tax; (vii) motor vehicle rental tax (10 percent of gross proceeds from rentals for most passenger vehicles); (viii) \$0.03 of the \$0.25 per \$100 of assessed value of the statewide recordation tax; (ix) tax on liquid alternative fuel, set at the rate for gasoline; (x) International Registration Plan fees; and (xi) one-third of the revenue from insurance premium taxes.

State Revenue

- The average total state revenue growth for FY 2021-2026 is 3.8%.
- With the exception of Fuels Tax, all state revenue is adjusted year over year by the growth rate for each revenue sources between FY 2027 and FY 2028 in the December 2020 state revenue estimates provided by the Department of Taxation.
- Fuel Tax estimate updates were completed with anticipated changes in fuel tax rates as well as estimated changes in consumption. This long-term estimate includes the new adjustment to the tax rate annually, increasing it by the anticipated Consumer Price Index. VDOT staff used data from the Department of Taxation.

Federal Revenue

- The federal revenue estimates are based on the current federal program and planned Apportionment and Formula Obligation Authority (OA) provided to Virginia through federal fiscal year 2020, assuming 94.9% of the apportionment total is available OA.

- Beyond FY 2020, we have assumed a growth rate of 1.7% each year of federal programs.

Allocation of Funds

Chapter 1230 also amends the allocation of funds. Before funds are distributed between the Transportation Trust Fund (TTF) and the Highway Maintenance and Operating Fund ("HMO Fund"), (i) \$40 million annually will be deposited into the Route 58 Corridor Development Fund; (ii) \$40 million annually will be deposited into the Northern Virginia Transportation District Fund; and (iii) \$80 million annually (as adjusted annually based on changes in consumer price index for urban consumers) will be deposited into the Special Structure Fund. Enactment Clause 11 of Chapter 1230 provides the CTB the ability to take actions deemed necessary in fiscal years 2021, 2022, and 2023 to ensure funds for modal programs and the HMOF are at least equal to the amounts provided for in the SYFP for the CTF as in effect on January 1, 2020.

The remaining funds in the CTF are allocated 51% to the HMO Fund and 49% to the TTF. Chapter 1230 directs the following distribution of funds from the Transportation Trust Fund: (i) 53% for construction programs; (ii) 23% to the Commonwealth Mass Transit Fund; (iii) 7.5% to the Commonwealth Rail Fund; (iv) 2.5% to the Commonwealth Port Fund; (v) 1.5% to the Commonwealth Aviation Fund; (vi) 1% to the Commonwealth Space Flight Fund; (vii) 10.5% to the Priority Transportation Fund; and (viii) 1% to the Department of Motor Vehicles. Enactment Clause 11 of Chapter 1230 also allows the CTB to take actions deemed necessary in fiscal years 2021, 2022, and 2023 to ensure appropriate coverage ratios for any outstanding debt backed by the TTF.

Construction Program Allocation Assumptions

House Bill 1887 from the 2015 General Assembly session implemented funding distribution methodologies that are fully implemented in FY 2021.

- **State of Good Repair** funding is distributed to VDOT districts based on need and has codified constraints on the distribution among the districts. For the CLRP distribution, the currently assumed needs distribution has been applied over the time period. Beyond FY 2025, the distribution to the MPOs within the district is determined based on population shares within the district.
- **District Grant Program** funding is distributed to VDOT districts based on the codified formulas. For the CLRP distribution, the distribution through FY 2025 is as the Smart Scale Distribution provided with the adoption of the SYIP in December 2020. Beyond FY 2026, the distribution to the MPOs within the district is determined based on population shares within the district.
- **High-Priority Projects Program** funding is available to projects as selected by the Commonwealth Transportation Board. For the CLRP distribution, the distribution through FY 2025 is as the Smart Scale Distribution provided with the adoption of the SYIP in December 2020. Beyond 2025, the distribution follows that of the District Grant Program as has been assumed. The distribution to the MPOs within the district is determined based on the population share within the district.

In addition, Chapter 1230 of the 2020 Acts of Assembly altered and established two funding programs and methodologies beginning in FY 2021.

- **Interstate Operations and Enhancement Program** funding is available to projects as selected by the Commonwealth Transportation Board. The interstate program was initially established in the 2019 Session. Funds were subsequently distributed to projects on Interstate 81 and Interstate 95 during fiscal year 2020 through subsequent CTB actions. Those projects are not reflected in the current CLRP data. As part of the flexible transition to full implementation to HB 1230 provided in the Biennial Budget actions from the 2020 Special Session of the General Assembly, these funds are being shown at the statewide level (i.e., not distributed to MPOs at this time). We anticipate further programming details will be available for in the FY 2022 CLRP update.
- **Virginia Highway Safety Improvement Program** funding is available to projects as selected by the Commonwealth Transportation Board. As part of the flexible transition to full implementation to HB 1230 provided in the Biennial Budget actions from the 2020 Special Session of the General Assembly, these funds are being shown at the statewide level (i.e., not distributed to MPOs at this time).

Methodology for Allocation to Districts and Metropolitan Planning Organizations (MPOs)

- Administrative Programs includes the following VDOT program areas:
 - 699 – Administrative and Support Services
 - 514 – Environmental Monitoring and Evaluation
 - 60315 – Construction Management
 - 602 – Ground Transportation Planning and Research
- Maintenance allocations include Highway System Maintenance and Operations for VDOT-maintained roads and Financial Assistance for City and County Road Maintenance. These funds are divided amongst the districts based on the district's two-year average share (2019-2020).
- Once district amounts for Maintenance are obtained, population percentages are applied to determine MPO amounts.
- Construction allocations are distributed according to the SYIP detailed distribution for FY 2021-2026 where applicable. Distribution methodologies for State of Good Repair, High Priority Projects, and District Grant Program are described below.
- VDOT specific programs, like Revenue Sharing, were held as statewide amounts and not distributed to the MPOs.
- Special Allocations in Northern Virginia
 - 395 Annual Transit Payment – The anticipated Annual Transit Payments have been included with Northern Virginia.
 - Transform66 Efforts
 - I-66 Inside the Beltway Toll Revenue – Expectations for available funds for distribution are not incorporated into the CLRP.
 - I-66 Outside the Beltway Project – The anticipated Annual Transit Payments have been included with Northern Virginia. Funds for Corridor Improvements are not in the CLRP.

Comparison to previous Constrained Long Range Plan (CLRP)

The comparison provided below represents the same fiscal year spans that were in the previous CLRP that are also in the current CLRP. These are fiscal years 2021-2045. This comparison does not include funds that are not directly tied to an MPO for this analysis. The total CLRP does contain funds that are not affiliated with an MPO.

	FY 2018-2045 CLRP (2021-2045)	FY 2021-2050 CLRP (2021-2045)
Maintenance-Localities	\$ 12,342.1	\$ 12,407.7
Maintenance-VDOT	\$ 33,421.6	\$ 33,265.2
Administrative	\$ 2,063.4	\$ 2,521.5
Regional Revenues	\$ 16,211.9	\$ 24,839.8
395 Transit	\$ 525.2	\$ 525.2
66 Outside the Beltway	\$ -	\$ 545.0
Construction		
CMAQ	\$ 1,170.6	\$ 1,122.2
CMAQ Match	\$ 292.7	\$ 280.5
District Grant Program	\$ 1,691.5	\$ 6,219.4
High Priority Projects	\$ 1,812.7	\$ 4,891.0
Other Discretionary Construction	\$ 115.5	\$ 230.0
RSTP	\$ 2,889.4	\$ 2,856.8
RSTP Match	\$ 721.2	\$ 714.2
State of Good Repair	\$ 1,422.1	\$ 6,101.5
TAP	\$ 190.5	\$ 190.5
Subtotal for Construction	\$ 10,306.2	\$ 22,606.1
Total	\$ 74,870.3	\$ 96,710.5

FY 2021 Constrained Long Range Plan
Estimates provided for planning purposes only

Hampton Roads	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
Administrative	13,766,677	13,784,469	13,856,142	14,173,976	14,243,281	14,565,908
Maintenance-Localities	178,344,853	181,555,060	190,358,692	190,373,552	194,942,517	199,426,195
Maintenance-VDOT	177,707,025	178,922,418	186,822,916	187,385,641	191,767,718	196,075,620
Other Discretionary Construction	6,942,707	9,096,099	6,376,600	8,146,748	3,199,016	-
District Grant Program	42,757,226	39,108,885	38,162,730	42,500,714	43,912,793	66,163,479
State of Good Repair	27,270,255	33,139,782	17,521,643	18,385,985	24,897,618	50,827,237
High Priority Projects	58,747,292	7,639,696	303,308	126,515,000	102,034,466	46,326,218
TAP	1,837,945	1,869,190	1,900,966	1,933,283	1,966,148	1,999,573
RSTP	19,380,148	17,286,769	21,330,613	21,164,235	22,014,810	18,791,569
RSTP Match	4,845,037	4,321,692	5,332,653	5,291,059	5,503,703	4,697,892
CMAQ	4,949,240	5,984,934	3,343,319	8,762,940	9,625,062	10,918,720
CMAQ Match	1,237,310	1,496,234	835,830	2,190,735	2,406,266	2,729,680
HRTAC	181,900,000	203,200,000	209,000,000	213,700,000	222,100,000	230,900,000
HRRTF	26,100,000	32,300,000	32,600,000	33,000,000	33,400,000	33,500,000
Total FY 2021 CLRP	\$ 745,785,715	\$ 729,705,228	\$ 727,745,412	\$ 873,523,868	\$ 872,013,398	\$ 876,922,091
2018 CLRP	\$ 746,075,412	\$ 677,857,761	\$ 653,044,062	\$ 729,775,654	\$ 737,273,324	\$ 744,836,912
Difference	\$ (289,697)	\$ 51,847,467	\$ 74,701,350	\$ 143,748,214	\$ 134,740,074	\$ 132,085,179

FY 2021 Constrained Long Range Plan
Estimates provided for planning purposes only

Hampton Roads	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032
Administrative	14,935,749	15,269,846	15,611,881	15,962,051	16,320,548	16,687,575
Maintenance-Localities	203,813,572	208,297,470	212,880,014	217,563,375	222,349,769	227,241,464
Maintenance-VDOT	204,242,235	208,646,114	213,147,413	217,748,289	222,450,946	227,257,639
Other Discretionary Construction	-	-	-	-	-	-
District Grant Program	64,025,112	51,740,020	53,776,233	55,096,311	55,915,245	57,349,638
State of Good Repair	45,999,855	47,854,139	50,908,458	52,888,575	54,116,976	56,268,565
High Priority Projects	44,187,851	31,902,759	33,938,972	35,259,050	36,077,984	37,512,377
TAP	2,033,566	2,068,136	2,103,295	2,139,051	2,175,414	2,212,396
RSTP	30,796,476	31,377,804	31,969,014	32,570,275	33,181,757	33,803,635
RSTP Match	7,699,119	7,844,451	7,992,254	8,142,569	8,295,439	8,450,909
CMAQ	12,751,813	12,988,868	13,229,953	13,475,137	13,724,488	13,978,079
CMAQ Match	3,187,953	3,247,217	3,307,488	3,368,784	3,431,122	3,494,520
HRTAC	237,100,000	241,200,000	246,300,000	251,400,000	256,600,000	261,900,000
HRRTF	33,500,000	33,500,000	33,500,000	33,500,000	33,500,000	33,500,000
Total FY 2021 CLRP	\$ 904,273,300	\$ 895,936,824	\$ 918,664,974	\$ 939,113,466	\$ 958,139,689	\$ 979,656,797
2018 CLRP	\$ 752,754,669	\$ 763,714,365	\$ 776,780,351	\$ 788,005,843	\$ 798,720,191	\$ 812,166,532
Difference	\$ 151,518,632	\$ 132,222,459	\$ 141,884,623	\$ 151,107,623	\$ 159,419,498	\$ 167,490,265

FY 2021 Constrained Long Range Plan
Estimates provided for planning purposes only

Hampton Roads	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037
Administrative	17,063,338	17,448,048	17,841,923	18,245,183	18,658,057
Maintenance-Localities	232,240,776	237,350,073	242,571,775	247,908,354	253,362,338
Maintenance-VDOT	232,170,671	237,192,398	242,325,226	247,571,617	252,934,085
Other Discretionary Construction	-	-	-	-	-
District Grant Program	59,113,657	60,526,738	61,734,018	63,110,376	64,509,976
State of Good Repair	58,914,593	61,034,215	62,845,136	64,909,672	67,009,072
High Priority Projects	39,276,395	40,689,477	41,896,757	43,273,115	44,672,715
TAP	2,250,007	2,288,257	2,327,158	2,366,719	2,406,954
RSTP	34,436,084	35,079,285	35,733,420	36,398,676	37,075,241
RSTP Match	8,609,021	8,769,821	8,933,355	9,099,669	9,268,810
CMAQ	14,235,981	14,498,267	14,765,012	15,036,291	15,312,183
CMAQ Match	3,558,995	3,624,567	3,691,253	3,759,073	3,828,046
HRTAC	267,300,000	272,800,000	278,500,000	284,200,000	290,100,000
HRRTF	33,500,000	33,500,000	33,500,000	33,500,000	33,500,000
Total FY 2021 CLRP	\$ 1,002,669,518	\$ 1,024,801,145	\$ 1,046,665,033	\$ 1,069,378,745	\$ 1,092,637,477
2018 CLRP	\$ 825,102,259	\$ 837,920,394	\$ 850,709,900	\$ 864,132,295	\$ 877,946,432
Difference	\$ 177,567,259	\$ 186,880,751	\$ 195,955,134	\$ 205,246,450	\$ 214,691,045

FY 2021 Constrained Long Range Plan
Estimates provided for planning purposes only

Hampton Roads	FY 2038	FY 2039	FY 2040	FY 2041	FY 2042
Administrative	19,080,774	19,513,580	19,956,710	20,410,423	20,874,969
Maintenance-Localities	258,936,309	264,632,908	270,454,832	276,404,839	282,485,745
Maintenance-VDOT	258,415,201	264,017,593	269,743,947	275,597,009	281,579,585
Other Discretionary Construction	-	-	-	-	-
District Grant Program	65,923,957	67,401,489	68,998,013	70,549,716	72,214,038
State of Good Repair	69,130,044	71,346,342	73,741,128	76,068,683	78,565,166
High Priority Projects	46,086,696	47,564,228	49,160,752	50,712,455	52,376,777
TAP	2,447,872	2,489,486	2,531,807	2,574,848	2,618,620
RSTP	37,763,308	38,463,072	39,174,732	39,898,490	40,634,552
RSTP Match	9,440,827	9,615,768	9,793,683	9,974,623	10,158,638
CMAQ	15,592,764	15,878,116	16,168,318	16,463,454	16,763,607
CMAQ Match	3,898,191	3,969,529	4,042,080	4,115,864	4,190,902
HRTAC	296,100,000	302,300,000	308,500,000	314,900,000	321,400,000
HRRTF	33,500,000	33,500,000	33,500,000	33,500,000	33,500,000
Total FY 2021 CLRP	\$ 1,116,315,943	\$ 1,140,692,112	\$ 1,165,766,002	\$ 1,191,170,404	\$ 1,217,362,600
2018 CLRP	\$ 891,365,374	\$ 905,161,730	\$ 919,385,618	\$ 933,699,188	\$ 948,655,280
Difference	\$ 224,950,568	\$ 235,530,382	\$ 246,380,385	\$ 257,471,216	\$ 268,707,320

FY 2021 Constrained Long Range Plan
Estimates provided for planning purposes only

Hampton Roads	FY 2043	FY 2044	FY 2045	FY 2046	FY 2047
Administrative	21,350,618	21,837,634	22,336,294	22,064,171	22,106,136
Maintenance-Localities	288,700,431	295,051,841	301,542,981	301,542,981	301,542,981
Maintenance-VDOT	287,694,544	293,944,817	300,333,403	300,477,492	300,478,832
Other Discretionary Construction	-	-	-	-	-
District Grant Program	73,639,536	74,918,744	76,187,404	81,180,952	86,265,421
State of Good Repair	80,703,412	82,622,224	84,525,214	92,015,536	99,642,240
High Priority Projects	53,802,275	55,081,483	56,350,143	61,343,691	66,428,160
TAP	2,663,136	2,708,410	2,754,453	2,801,278	2,848,900
RSTP	41,383,127	42,144,428	42,918,671	43,706,075	44,506,867
RSTP Match	10,345,782	10,536,107	10,729,668	10,926,519	11,126,717
CMAQ	17,068,863	17,379,308	17,695,030	18,120,171	18,552,540
CMAQ Match	4,267,216	4,344,827	4,423,758	4,530,043	4,638,135
HRTAC	328,100,000	335,000,000	341,900,000	349,000,000	356,200,000
HRRTF	33,500,000	33,500,000	33,500,000	33,500,000	33,500,000
Total FY 2021 CLRP	\$ 1,243,218,939	\$ 1,269,069,822	\$ 1,295,197,018	\$ 1,321,208,908	\$ 1,347,836,929
2018 CLRP	\$ 962,331,932	\$ 976,181,276	\$ 990,181,990	\$ -	\$ -
Difference	\$ 280,887,007	\$ 292,888,546	\$ 305,015,029	\$ 1,321,208,908	\$ 1,347,836,929

FY 2021 Constrained Long Range Plan
Estimates provided for planning purposes only

Hampton Roads	FY 2048	FY 2049	FY 2050
Administrative	22,148,845	22,192,312	22,236,554
Maintenance-Localities	301,542,981	301,542,981	301,542,981
Maintenance-VDOT	300,480,202	300,481,600	300,483,028
Other Discretionary Construction	-	-	-
District Grant Program	91,532,477	96,877,848	102,413,834
State of Good Repair	107,542,824	115,560,881	123,864,859
High Priority Projects	71,695,216	77,040,587	82,576,573
TAP	2,897,331	2,946,586	2,996,678
RSTP	45,321,271	46,149,520	46,991,849
RSTP Match	11,330,318	11,537,380	11,747,962
CMAQ	18,992,258	19,439,452	19,894,249
CMAQ Match	4,748,065	4,859,863	4,973,562
HRTAC	363,600,000	371,200,000	378,900,000
HRRTF	33,500,000	33,500,000	33,500,000
Total FY 2021 CLRP	\$ 1,375,331,787	\$ 1,403,329,010	\$ 1,432,122,129
2018 CLRP	\$ -	\$ -	\$ -
Difference	\$ 1,375,331,787	\$ 1,403,329,010	\$ 1,432,122,129

HRTAC LONG-RANGE REVENUE FORECAST

Provided January 2021

HRTAC 2021-2045 LONG-RANGE REVENUE FORECAST (IN MILLIONS)	HRTF	HRRTF
HRTF FY 2021-2045 Forecast	\$6,790	
HRTAC HRTF Debt Proceeds (through FY 2026)	\$2,590	
HRTAC Toll Revenue Debt Proceeds (through FY 2026)	\$611	
HRRTF FY 2021-2045 Forecast (provided by VDOT)		\$827
Forecasted HRTAC Revenues	\$9,991	\$827
HRTF Debt Service (through FY 2045)	\$2,964	
HRTF Financing Expenses (financing reserves)	\$114	
HRTF Set-Aside Financing Expenses (potential support for toll debt enterprise)	\$112	
HRRTF set-aside for maintenance/operations/state of good repair		\$276
Forecasted Maintenance/Operations/Financing Set Aside	\$3,190	\$276
TOTAL AVAILABLE FOR ADDITIONAL CAPACITY PROJECTS	\$6,801	\$552
HRTAC Six-Year Funding Plan Committed Projects (adopted June 2020)*	\$4,304	\$0
BALANCE TO CONSTRAIN ADDITIONAL PROJECTS	\$2,497	\$552

Source: HRTAC (January 2021)

*HRTAC Six-Year Funding Plan includes \$142M in SMART SCALE not reflected in this table (that commitment is captured under SMART SCALE assumptions)

HRTAC – SIX-YEAR FUNDING PLAN (IN MILLIONS)



Regional Priority Project	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	TOTAL
Operating/HRTF Fees	\$6	\$6	\$7	\$7	\$8	\$8	\$42
I-64 Peninsula Widening – Segment 3	\$41						\$41
I-64/I-264 Interchange – Phase 2	\$24	\$8					\$32
I-64 Southside/High-Rise Bridge Widening – Phase 1	\$79						\$79
I-64/HRBT Widening	\$1,129	\$714	\$546	\$532	\$381	\$20	\$3,322
HR Express Lanes Network	\$37	\$94	\$217	\$252	\$252	\$78	\$930
TOTAL	\$1,316	\$822	\$770	\$791	\$641	\$106	\$4,446

Source: HRTAC (adopted June 2020)

HRTAC – 2045 LONG-RANGE PLAN OF FINANCE



HRTAC Highway Regional Priority Projects - 2045 LRTP: FY 2021 - FY 2045

	Six Initial Projects	HRBT	HRELN	I-64/I-464 Loop Ramps	I-64/I-264 Interchange: Phase IIIA	I-264/Independence Boulevard Interchange	I-664 Widening (including Bowers Hill Interchange)	I-64/Denbigh Boulevard Interchange Project	I-264 Widening	VA-164 Widening	VA-168 Bypass
Inflated Costs (MM)	\$152	\$3,322	\$806	\$339	\$510	\$207	\$771	\$219	\$669	\$493	\$355
Fiscally Constrained Construction End Year	2022	2026	2026	2029	2031	2033	2038	2040	2045	2045	2045
Total YOE Cost		\$7,842									
Funded by HRTF Debt		\$1,535									
Funded by Toll Debt		\$602									
Funded by HRTAC Pay-Go		\$4,382									
Funded by VDOT and Other Pay-Go*		\$1,323									

* Assume

- [1] \$234M remaining VDOT and other local funding for the Six Initial Projects and HRBT
- [2] plus \$93M General Assembly Appropriation for the HRELN Project (to be committed)
- [3] plus \$26M VDOT TRFA funding for the HRELN Project's tolling integration costs
- [4] plus \$971M SMART SCALE available for new projects after HRELN provided by HRTPO

DRAFT

Source: HRTAC (presented at March 18, 2021 HRTAC meeting)

HRTPO RESOLUTIONS

Supporting Highway Regional Priority Projects and the
Regional Express Lanes Network

HRTP Resolution 2018-03



the heartbeat of HAMPTON ROADS TPO
TRANSPORTATION PLANNING ORGANIZATION

HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION
BOARD RESOLUTION 2018-03

A RESOLUTION OF THE HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION SUPPORTING THE HAMPTON ROADS 2040 LONG-RANGE TRANSPORTATION PLAN REGIONAL PRIORITY PROJECTS AND THE ANALYSES OF ADDITIONAL REGIONAL PRIORITY PROJECTS FOR THE HAMPTON ROADS 2045 LONG-RANGE TRANSPORTATION PLAN.

WHEREAS, on July 21, 2016, the Hampton Roads Transportation Planning Organization (HRTPO) Board approved and adopted the fiscally-constrained Hampton Roads 2040 Long-Range Transportation Plan (LRTP), which includes a Hampton Roads Transportation Accountability Commission (HRTAC) plan of finance to construct the Regional Priority Projects based on the sequencing established by the HRTPO Board on February 18, 2016;

WHEREAS, on October 20, 2016, based on analysis from the Hampton Roads Crossing Study – Supplemental Environmental Impact Statement (HRCS SEIS) and HRTPO staff, the HRTPO Board unanimously approved the I-64/Hampton Roads Bridge-Tunnel (HRBT) widening project as the Preferred Alternative of the HRCS SEIS, and to include the I-64/IRBT widening and the Bowers Hill Interchange projects as Regional Priority Projects, as well as a study to further evaluate the remaining segments of the HRCS SEIS; and on December 7, 2016, the Commonwealth Transportation Board approved Alternative A from the HRCS SEIS as the locally Preferred Alternative;

WHEREAS, on May 18, 2017, the HRTPO Board directed HRTPO staff to work with the Transportation Technical Advisory Committee to review and identify projects that could be considered for a second round of Regional Priority Projects (Round 2) and stated that the current list of Regional Priority Projects (Round 1) included in the 2040 LRTP should not be impacted in terms of priority or funding by the work related to Round 2; and

WHEREAS, the HRTPO, in partnership with HRTPO Board advisory committees and regional stakeholders – including local, state, regional, federal transit, military, freight, and the public – will develop the fiscally-constrained Hampton Roads 2045 LRTP based on a collaborative process to identify, prioritize, and seek transportation funding for needed investments in order to address the region's transportation and associated challenges and that the process will include analyzing a new baseline network that includes the construction of committed Regional Priority Projects;

NOW, THEREFORE, BE IT RESOLVED, that the Hampton Roads Transportation Planning Organization continues its support of the Regional Priority Projects fiscally-constrained in the region's 2040 Long-Range Transportation Plan, to be funded, in whole or in part, with Hampton Roads Transportation Fund (HRTF) revenues; and

BE IT FURTHER RESOLVED, as part of the development of the 2045 Long-Range Transportation Plan (LRTP), the HRTPO supports the analyses of additional regional projects that meet the criteria established for HRTF revenues, and that all candidate projects not already committed will be evaluated as part of the development of the 2045 LRTP.

APPROVED and ADOPTED by the Hampton Roads Transportation Planning Organization at its meeting on the 15th day of March, 2018.

Thomas G. Sheppard Jr.
Thomas G. Sheppard, Jr.
Chair
Hampton Roads Transportation
Planning Organization

Robert A. Crum Jr.
Robert A. Crum Jr.
Executive Director
Hampton Roads Transportation
Planning Organization

March 2018

- The HRTPO continues its support of the Regional Priority Projects fiscally constrained in the region's 2040 Long-Range Transportation Plan, to be funded, in whole or in part, with Hampton Roads Transportation Fund (HRTF) revenues
- As part of the development of the 2045 Long-Range Transportation Plan (LRTP), the HRTPO supports the analyses of additional regional projects that meet the criteria established for HRTF revenues, and that all candidate projects not already committed will be evaluated as part of the development of the 2045 LRTP



APPENDIX B: FUNDING SCENARIO

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2045 LRTP COMMITTED LIST OF PROJECTS - FUNDING SOURCES

2045 LRTP COMMITTED PROJECTS														
2045 PROJECT ID	UPC	JURISDICTION	PROJECT NAME	FROM	TO	PROJECT CATEGORY	ESTIMATED OPENING YEAR	ESTIMATED PROJECT COST (YOE)	PREVIOUS ALLOCATIONS	ESTIMATED COST TO COMPLETE (YOE)	TOTAL LRTP FUNDING SOURCES	NON-LRTP FUNDING SOURCES	TOTAL LRTP AND NON-LRTP FUNDING SOURCES	
2045-1	T15554	Multi-jurisdictional	Chesapeake Bay Bridge-Tunnel: Parallel Thimble Shoal Tunnel	Virginia Beach	Northampton County	Bridge/Tunnel	2024	\$924,790,724	\$0	\$924,790,724	\$924,790,724	\$0	\$924,790,724	
2045-50		Multi-jurisdictional	Hampton Roads Express Lanes Network	Jefferson Avenue	Bowers Hill	Highway	2025	\$806,000,000	\$0	\$806,000,000	\$806,000,000	\$0	\$806,000,000	
2045-2	115008	Multi-jurisdictional	I-64 Widening including Hampton Roads Bridge-Tunnel	Near I-664/Hampton Coliseum	I-564	Bridge/Tunnel	2025	\$3,800,000,000	\$478,000,000	\$3,322,000,000	\$3,322,000,000	\$0	\$3,322,000,000	
2045-7	106692	Multi-jurisdictional	I-64 Southside Widening Including High Rise Bridge - Phase I	I-464	I-664	Bridge	2021	\$524,600,000	\$445,502,000	\$79,098,000	\$79,098,000	\$0	\$79,098,000	
2045-41	106689	Multi-jurisdictional	I-64 Peninsula Widening Segment 3	1.05 miles west of Route 199 (Exit 242)	1.15 miles west of Route 199, Lightfoot (Exit 234)	Highway	2021	\$244,000,000	\$203,000,000	\$41,000,000	\$41,000,000	\$0	\$41,000,000	
2045-4	17630	Multi-jurisdictional	I-64/I-264 Interchange - Phase II	N/A	N/A	Interchange	2021	\$195,000,000	\$163,000,000	\$32,000,000	\$32,000,000	\$0	\$32,000,000	
2045-3	13427 97715	Multi-jurisdictional	Wythe Creek Road	Alphus Street	Commander Shepard Boulevard	Highway	2025	\$55,400,000	\$46,486,000	\$8,914,000	\$8,914,000	\$0	\$8,914,000	
2045-6	109382	Chesapeake	Deep Creek Bridge Replacement and George Washington Highway/Moses Grandy Trail Intersection Improvements	Mill Creek Parkway	Diamond Avenue	Bridge	2023	\$48,468,000	\$40,949,000	\$7,519,000	\$7,519,000	\$0	\$7,519,000	
2045-10		Chesapeake	Freeman Avenue Railroad Overpass	N/A	N/A	Intermodal	2023	\$25,500,000	\$71,640	\$25,428,360	\$0	\$25,428,360	\$25,428,360	
2045-9	115526	Chesapeake	Mount Pleasant Road/Great Bridge Bypass	N/A	N/A	Interchange	2027	\$6,001,000	\$0	\$6,001,000	\$5,964,000	\$37,000	\$6,001,000	
2045-8	111002 111032	Chesapeake	Triple Decker Bridge (Interchange of US 13, US 460, and Norfolk Southern Rail Line)	N/A	N/A	Bridge	2021	\$7,700,000	\$2,016,000	\$5,684,000	\$0	\$5,684,000	\$5,684,000	
2045-11	108731	Hampton	Coliseum Drive Extension A	Hampton Roads Center Parkway	Butler Farm Road	Highway	2022	\$4,726,000	\$2,096,000	\$2,630,000	\$0	\$2,630,000	\$2,630,000	
2045-12	109314	Isle of Wight County	Nike Park Road Extension	Reynolds Drive	US 17	Highway	2025	\$12,824,000	\$3,152,000	\$9,672,000	\$9,672,000	\$0	\$9,672,000	
2045-14	100920	James City County	Croaker Road	Richmond Road (US 60)	Rochambeau Road	Highway	2025	\$19,118,000	\$6,788,000	\$12,330,000	\$11,605,000	\$725,000	\$12,330,000	
2045-15	100921	James City County	Longhill Road - Phase 1	Humelsine Parkway (Route 199)	Olde Towne Road	Highway	2021	\$19,770,000	\$19,770,000	\$0	\$0	\$0	\$0	
2045-13	102980	James City County	Pocahontas Trail Reconstruction	James City County Fire Station #2	James River Elementary School	Active Transportation	2028	\$30,681,000	\$3,285,000	\$27,396,000	\$27,396,000	\$0	\$27,396,000	
2045-16	100200	James City County	Skiffes Creek Connector	Green Mount Parkway	Merrimac Trail (Route 143)	Highway	2023	\$50,504,000	\$31,920,000	\$18,584,000	\$18,584,000	\$0	\$18,584,000	
2045-18	4483	Newport News	Atkinson Boulevard	Jefferson Avenue	Warwick Boulevard	Highway	2020	\$68,121,000	\$61,076,000	\$7,045,000	\$0	\$7,045,000	\$7,045,000	
2045-17	93077	Newport News	Denbigh Boulevard Bridge Replacement	Richneck Road	Trailblazer Boulevard	Bridge	2021	\$34,727,000	\$34,711,000	\$16,000	\$0	\$16,000	\$16,000	
2045-19	108725	Newport News	Independence Boulevard	Denbigh Boulevard (Route 173)	Fort Eustis Boulevard	Highway	2022	\$15,250,000	\$15,116,000	\$134,000	\$0	\$134,000	\$134,000	
2045-703		Norfolk	East Little Creek Road Bike Path	Norfolk Elizabeth River Trail (Hampton Boulevard)	Virginia Beach City Line (Shore Drive)	Active Transportation	2030	\$178,939	\$178,939	\$0**	\$0	\$0	\$0**	
2045-732		Norfolk	Bike Lanes on Granby Street	West Ocean View Avenue	West Main Street	Active Transportation	2030	\$218,483	\$218,483	\$0**	\$0	\$0	\$0**	
2045-21	102715	Portsmouth	Churchland Bridge	N/A	N/A	Bridge	2024	\$44,765,000	\$20,670,000	\$24,095,000	\$0	\$24,095,000	\$24,095,000	
2045-739		Portsmouth	Portsmouth Rail-to-Trail	Churchland Plaza	Old Coast Guard Road	Active Transportation	2022	\$1,386,627	\$900,000	\$486,627	\$486,627	\$0	\$486,627	
2045-20	102985	Portsmouth	Westhaven Bicycle Improvements	Clifford Street/Powhatan Avenue	Bart Street/Airline Boulevard	Active Transportation	2023	\$500,000	\$500,000	\$0	\$0	\$0	\$0	
2045-24	110634	Suffolk	Nansemond Parkway (Route 337) Railroad Overpass	N/A	N/A	Intermodal	2024	\$27,479,000	\$23,572,000	\$3,907,000	\$0	\$3,907,000	\$3,907,000	
2045-22	100937	Suffolk	Route 58 (Holland Road)	Suffolk Bypass	0.7 miles west of Manning Bridge Road	Highway	2023	\$77,318,000	\$56,373,000	\$20,945,000	\$6,215,000	\$14,730,000	\$20,945,000	
2045-25	113196	Virginia Beach	Sandbridge Road - Nimmo Parkway Bike Lanes/Shared Use Path	Sandpiper Road	1.10 miles west of Sandpiper Road	Active Transportation	2025	\$22,880,000	\$18,004,000	\$4,876,000	\$0	\$4,876,000	\$4,876,000	
2045-26	113469	Virginia Beach	Violet Bank Drive Bike Trail	Kittery Drive	Selwood Drive	Active Transportation	2023	\$462,099	\$462,000	\$99	\$0	\$99	\$99	
2045-27	12546	Virginia Beach	Laskin Road Bridge Replacement	Laskin Road	Laskin Road	Bridge	2023	\$86,100,000	\$79,105,000	\$6,995,000	\$6,955,000	\$40,000	\$6,995,000	
2045-28		Virginia Beach	Sandbridge Road Bridge Replacement	N/A	N/A	Bridge	2020	\$7,887,467	\$7,887,467	\$0	\$0	\$0	\$0	
2045-29	109381	Virginia Beach	Centerville Turnpike - Phase III	Chesapeake City Line	Kempsville Road	Highway	2027	\$38,046,825	\$10,257,000	\$27,789,825	\$4,000,825	\$23,789,000	\$27,789,825	

2045 LRTP COMMITTED LIST OF PROJECTS - FUNDING SOURCES

2045 LRTP COMMITTED PROJECTS													
2045 PROJECT ID	UPC	JURISDICTION	PROJECT NAME	FROM	TO	PROJECT CATEGORY	ESTIMATED OPENING YEAR	ESTIMATED PROJECT COST (YOE)	PREVIOUS ALLOCATIONS	ESTIMATED COST TO COMPLETE (YOE)	TOTAL LRTP FUNDING SOURCES	NON-LRTP FUNDING SOURCES	TOTAL LRTP AND NON-LRTP FUNDING SOURCES
2045-30	103005	Virginia Beach	Centerville Turnpike	Indian River Road	Kempsville Road	Highway	2025	\$42,907,026	\$27,353,000	\$15,554,026	\$0	\$15,554,026	\$15,554,026
2045-31		Virginia Beach	Cleveland Street - Phase III	Witchduck Road	Clearfield Avenue	Highway	2021	\$14,881,314	\$14,731,314	\$150,000	\$0	\$150,000	\$150,000
2045-32	110803	Virginia Beach	Cleveland Street - Phase IV	Witchduck Road	Independence Boulevard	Highway	2025	\$24,347,000	\$2,011,000	\$22,336,000	\$7,990,000	\$14,346,000	\$22,336,000
2045-33	112318	Virginia Beach	Elbow Road/Dam Neck Road	Indian River Road	Virginia Beach Amphitheater	Highway	2028	\$27,273,632	\$0	\$27,273,632	\$17,582,000	\$9,691,632	\$27,273,632
2045-222		Virginia Beach	Ferrell Parkway	Indian Lakes Boulevard	Indian River Road	Highway	2023	\$4,132,500	\$1,622,153	\$2,510,347	\$0	\$2,510,347	\$2,510,347
2045-34	15829	Virginia Beach	Indian River Road - Phase VII-A	Lynnhaven Parkway	Elbow Road	Highway	2024	\$54,465,000	\$56,103,000	\$0	\$0	\$0	\$0
2045-240		Virginia Beach	Landstown Road - Phase I	Landstown Centre Way	Landstown Road	Highway	2035	\$8,951,014	\$3,238,924	\$5,712,090	\$0	\$5,712,090	\$5,712,090
2045-35	111711	Virginia Beach	Laskin Road - Phase IA	Republic Road	Fremac Drive	Highway	2023	\$55,779,367	\$33,005,000	\$22,774,367	\$22,774,367	\$0	\$22,774,367
2045-36	107352	Virginia Beach	Princess Anne Road - Phase VII	Fisher Arch	General Booth Boulevard	Highway	2021	\$29,466,966	\$19,473,000	\$9,993,966	\$0	\$9,993,966	\$9,993,966
2045-259	105623	Virginia Beach	Rosemont Road - Phase V	Dam Neck Road	Lynnhaven Parkway	Highway	2035	\$19,690,000	\$1,348,000	\$18,342,000	\$0	\$18,342,000	\$18,342,000
2045-37	112658	Williamsburg	Capitol Landing Road Corridor Improvements	Bypass Road	Merrimac Trail	Highway	2024	\$6,360,000	\$4,008,000	\$2,352,000	\$0	\$2,352,000	\$2,352,000
2045-38	111018 111020	Williamsburg	Ironbound Road (Route 615)	Richmond Road (US 60)	DePue Drive (formerly Longhill Connector)	Highway	2019	\$5,235,000	\$0	\$5,235,000	\$5,235,000	\$0	\$5,235,000
2045-39	115339	Williamsburg	Lafayette Street	Richmond Road (US 60)	Virginia Avenue	Highway	2028	\$5,870,000	\$0	\$5,870,000	\$4,329,000	\$1,541,000	\$5,870,000
2045-264		Williamsburg	Monticello Avenue	Richmond Road (US 60)	Treyburn Drive	Highway	2021	\$3,850,000	\$0	\$3,850,000	\$0	\$3,850,000	\$3,850,000
2045-754		Williamsburg	Monticello Avenue Shared-Use Path	Treyburn Drive	Ironbound Road (Route 615)	Active Transportation	2021	\$1,552,000	\$1,000,000	\$552,000	\$552,000	\$0	\$552,000
2045-40	111787	York County	George Washington Memorial Highway (US 17)	Wolf Trap Road	Old York-Hampton Highway	Highway	2027	\$20,221,000	\$833,000	\$19,388,000	\$16,269,000	\$3,119,000	\$19,388,000
2045-42	111791	York County	Victory Boulevard (Route 171)	George Washington Memorial Highway (US 171)	Hampton Highway (Route 134)	Highway	2024	\$4,650,000	\$412,000	\$4,238,000	\$4,238,000	\$0	\$4,238,000

Note: FY21 COVID-19 UPDATE FINAL VDOT Six-Year Improvement Program

Updated 1/13/21

2045 LRTF FUNDING SCENARIO - ROADWAYS

Note: Potential funding sources are identified to demonstrate fiscal constraint only

POTENTIAL FUNDING SOURCES FOR FISCAL CONSTRAINT (2021-2045)

2045 Project ID	Jurisdiction	Project Name	From	To	Estimated Cost to Complete (YOE)	Estimated Study Cost	HRTF	SMART SCALE High Priority Projects	SMART SCALE District Grant Program	RSTP	Other Discretionary Construction	Local/Agency Funds	TOTAL
2045-301	Multi-jurisdictional	I-64/I-264 Interchange: Phase IIIA	N/A	N/A	\$510.2		\$510.2						\$510.2
2045-308	Multi-jurisdictional	I-664 Widening (including Bowers Hill Interchange)	Bowers Hill	College Drive	\$771.6		\$771.6						\$771.6
2045-119	Multi-jurisdictional	VA-164 Widening	West Norfolk Road	I-664	\$493.1			\$493.1					\$493.1
2045-309	Chesapeake	I-64/I-464 Loop Ramps	N/A	N/A	\$338.8			\$338.8					\$338.8
2045-129	Chesapeake	VA-168 Bypass	I-64	Hillcrest Parkway	\$354.7		\$266.0	\$88.7					\$354.7
2045-314	Newport News	I-64/Denbigh Boulevard Interchange	N/A	N/A	\$219.2		\$164.4	\$54.8					\$219.2
2045-232	Virginia Beach	I-264 Widening	Witchduck Road	Independence Boulevard	\$668.6		\$668.6						\$668.6
2045-326	Virginia Beach	I-264/Independence Boulevard	N/A	N/A	\$207.0		\$207.0						\$207.0
2045-111	Multi-jurisdictional	Mooretown Road Extension	Lightfoot Road	Croaker Road	\$95.4				\$95.4				\$95.4
2045-307	Multi-jurisdictional	US 58/258 Interchange	N/A	N/A	\$1.5				\$1.5				\$1.5
2045-122	Chesapeake	Battlefield Boulevard	Johnstown Road	I-64	\$121.3			\$121.3					\$121.3
2045-135	Chesapeake	George Washington Highway (US 17)	Yadkin Road	Canal Drive	\$41.1			\$41.1					\$41.1
2045-146	Chesapeake	Military Highway	Virginia Beach City Line	I-464	\$148.7			\$148.7					\$148.7
2045-602	Chesapeake	Portlock Road Railroad Overpass	N/A	N/A	\$36.1				\$36.1				\$36.1
2045-151	Gloucester	George Washington Memorial Highway (US 17)	1 mile north of Coleman Bridge	Main Street (@ Walmart)	\$211.3			\$211.3					\$211.3
2045-154	Hampton	Coliseum Drive Extension B	Butler Farm Road	North Campus Parkway/Magruder Boulevard	\$15.4			\$15.4					\$15.4
2045-157	Isle of Wight County	US 17/Carrollton Boulevard (part of Route 17 Corridor)	End of Chuckatuck Creek Bridge	James River Bridge	\$88.4			\$79.9	\$8.5				\$88.4
2045-161	James City County	Longhill Road (Phase 2)	Olde Towne Road	Warhill Trail	\$54.9				\$54.9				\$54.9
2045-171	Newport News	1 Clyde Morris Boulevard/George Washington Highway (US 17) Widening	I-64	York County Line	\$21.0			\$21.0					\$21.0
2045-176	Newport News	Lucas Creek Road Extension	Denbigh Boulevard (Route 173)	Atkinson Boulevard	\$0.0				\$0.0				\$0.0
2045-179	Newport News	Oyster Point Road Widening Phase I	Operations Drive	Waterman Drive	\$22.0			\$22.0					\$22.0
2045-180	Newport News	Oyster Point Road Widening Phase II	Warwick Boulevard	Radcliff Lane	\$16.0				\$16.0				\$16.0
2045-316	Norfolk	Air Terminal Interchange	N/A	N/A	\$186.9			\$186.9					\$186.9
2045-603	Norfolk	Hampton Boulevard at Terminal Boulevard	N/A	N/A	\$210.1				\$210.1				\$210.1
2045-318	Norfolk	I-264/Ballentine Boulevard Diverging Diamond Interchange	N/A	N/A	\$10.8			\$10.8					\$10.8
2045-200	Portsmouth	Elm Avenue	Victory Boulevard (Route 239)	George Washington Highway (US 17)	\$14.7				\$14.7				\$14.7
2045-116A	Suffolk	Regional Landfill (Southeastern Public Service Authority) Flyover	N/A	N/A	\$50.0				\$45.0			\$5.0	\$50.0
2045-215	Virginia Beach	Birdneck Road	I-264	Virginia Beach Boulevard	\$19.9								\$19.9
2045-216	Virginia Beach	Clearfield Avenue	Virginia Beach Boulevard	Cleveland Street	\$22.0								\$22.0
2045-217	Virginia Beach	Dam Neck Road - Phase I	Princess Anne Road	Holland Road	\$44.2								\$44.2
2045-218	Virginia Beach	Dam Neck Road - Phase II	Holland Road	Drakesmile Road	\$49.6								\$49.6
2045-219	Virginia Beach	Dam Neck Road - Phase III	Drakesmile Road	London Bridge Road	\$69.7			\$69.7					\$69.7
2045-220	Virginia Beach	Drakesmile Extended - Phase I	Dam Neck Road	Holland Road	\$21.9								\$21.9
2045-221	Virginia Beach	Drakesmile Extended - Phase II	Holland Road	Princess Anne Road	\$17.1								\$17.1
2045-223	Virginia Beach	Ferrell Parkway	Indian Lakes Boulevard	Pleasant Valley Road	\$48.0								\$48.0
2045-224	Virginia Beach	Ferrell Parkway	Pleasant Valley Road	Salem Road	\$53.7								\$53.7
2045-225	Virginia Beach	First Colonial Road	Old Donation Parkway	Laskin Road	\$74.2								\$74.2
2045-227	Virginia Beach	General Booth Boulevard - Phase II	Oceana Boulevard	Dam Neck Road	\$41.7								\$41.7

Note: Potential funding sources are identified to demonstrate fiscal constraint only

POTENTIAL FUNDING SOURCES FOR FISCAL CONSTRAINT (2021-2045)

2045 Project ID	Jurisdiction	Project Name	From	To	Estimated Cost to Complete (YOE)	Estimated Study Cost	HRTF	SMART SCALE High Priority Projects	SMART SCALE District Grant Program	RSTP	Other Discretionary Construction	Local/Agency Funds	TOTAL
2045-229	Virginia Beach	General Booth Boulevard Phase IV	London Bridge Road	Nimmo Parkway	\$28.6							\$28.6	\$28.6
2045-114A	Virginia Beach	Greenbelt - Phase II	Princess Anne Road	Chesapeake City Line	\$78.7			\$78.7					\$78.7
2045-114	Virginia Beach	Greenbelt Segment - Phase I	London Bridge Road	Princess Anne Road	\$52.5				\$52.5				\$52.5
2045-230	Virginia Beach	Holland Road - Phase III	Rosemont Road	Independence Boulevard	\$98.4			\$98.4					\$98.4
2045-231	Virginia Beach	Holland Road	Dam Neck Road	Rosemont Road	\$98.4						\$98.4		\$98.4
2045-234	Virginia Beach	Independence Boulevard	Pembroke Boulevard	Virginia Beach Boulevard	\$82.8				\$82.8				\$82.8
2045-233	Virginia Beach	Independence Boulevard	Haygood Road	Northampton Boulevard	\$87.5						\$87.5		\$87.5
2045-235	Virginia Beach	Indian River Road	Centerville Turnpike	Ferrell Parkway	\$82.8			\$82.8					\$82.8
2045-236	Virginia Beach	Indian River Road	Centerville Turnpike	I-64	\$23.0			\$23.0					\$23.0
2045-244	Virginia Beach	Laskin Road - Phase I&B	Laskin Road Bridge	Oriole Drive	\$43.6				\$43.6				\$43.6
2045-245	Virginia Beach	Laskin Road - Phase II	Oriole Drive	30th/31st Street	\$27.7				\$27.7				\$27.7
2045-246	Virginia Beach	Laskin Road - Phase III	Republic Road	I-264	\$44.9			\$44.9					\$44.9
2045-247	Virginia Beach	London Bridge Road	Dam Neck Road	Shipps Corner Road	\$58.2						\$58.2		\$58.2
2045-248	Virginia Beach	Lynnhaven Parkway	Holland Road	Princess Anne Road	\$105.3						\$105.3		\$105.3
2045-252	Virginia Beach	Nimmo Parkway - Phase VII&B	Albuquerque Road	Sandbridge Road-Nimmo Parkway	\$58.8				\$58.8				\$58.8
2045-253	Virginia Beach	North Great Neck Road	Virginia Beach Boulevard	Wolfsnare Road	\$46.2						\$46.2		\$46.2
2045-254	Virginia Beach	North Lynnhaven Road	Virginia Beach Boulevard	Lynnhaven Parkway	\$20.8						\$20.8		\$20.8
2045-256	Virginia Beach	Princess Anne Road	Providence Road	Salem Road	\$24.2						\$24.2		\$24.2
2045-258	Virginia Beach	Rosemont Road	Virginia Beach Boulevard	Holland Road	\$37.8						\$37.8		\$37.8
2045-262	Virginia Beach	Shore Drive - Phase II	Pleasure House Road	Treasure Island Drive	\$34.6						\$34.6		\$34.6
2045-265	York County	Commonwealth Drive Extension	George Washington Memorial Highway (US 17)	Commonwealth Drive	\$5.7				\$5.7				\$5.7
2045-51	Multi-jurisdictional	Regional Connectors Study	Peninsula	Southside	N/A	N/A							\$0.0
2045-1A	Multi-jurisdictional	Chesapeake Bay Bridge-Tunnel: Parallel Chesapeake Tunnel Study (Preliminary Engineering)	Virginia Beach	Northampton County	\$1,000.0	\$4.8						\$4.8	\$4.8
2045-127	Chesapeake	Centerville Turnpike - Phase 1 Study	Mount Pleasant Road	Elbow Road	\$196.3	\$6.8			\$6.8				\$6.8
2045-312	Hampton	I-64/North King Street Study	N/A	N/A	\$361.2	\$1.0			\$1.0				\$1.0
2045-311	Hampton	I-64/LaSalle Avenue Study	I-64 (Westbound)	LaSalle Avenue	\$36.1	\$1.0			\$1.0				\$1.0
2045-604	Portsmouth	Craney Island Access Road Study (Preliminary Engineering)	VA 164 and Median Rail	Future Craney Island Marine Terminal	\$250.0	\$50.0				\$50.0			\$50.0

2045 LRTP FUNDING SCENARIO - TRANSIT AND ACTIVE TRANSPORTATION

Note: Potential funding sources are identified to demonstrate fiscal constraint only

							POTENTIAL FUNDING SOURCES FOR FISCAL CONSTRAINT (2021-2045)				
2045 Project ID	Jurisdiction	Project Name	From	To	Estimated Cost to Complete (YOE)	Estimated Study Cost	HRRTF	CMAQ	Transportation Alternatives	Local Funds	TOTAL
2045-520	Multi-jurisdictional	Hampton Roads Regional Transit System - 757 Express	N/A	N/A	\$551.9		\$551.9				\$551.9
2045-510	Multi-jurisdictional	Peninsula High Capacity Transit	Hampton/Newport News	Hampton/Newport News	\$264.5			\$198.4		\$66.1	\$264.5
2045-522	Multi-jurisdictional	Enhanced Bus Service/Bus Replacement - Suffolk Transit	N/A	N/A	\$22.0			\$22.0			\$22.0
2045-521	Multi-jurisdictional	Enhanced Bus Service/Bus Replacement - WATA	N/A	N/A	\$44.0			\$44.0			\$44.0
2045-704	Multi-jurisdictional	Birthplace of America Trail (portions of trail)	Virginia Capital Trail	Fort Monroe and Suffolk	\$25.0*			\$15.0	\$10.0		\$25.0
2045-707	Multi-jurisdictional	South Hampton Roads Trail: Suffolk to Virginia Beach Oceanfront (portions of trail)	Suffolk	Virginia Beach	\$25.0*			\$15.0	\$10.0		\$25.0
2045-723	Gloucester	Gloucester County Multi-Use Paths	Beaverdam Park	Main Street	\$3.0				\$3.0		\$3.0
2045-725	James City County	Bike Lanes on Centerville Road (connect to Virginia Capital Trail)	John Tyler Highway (Route 5)	Monticello Avenue	\$0.1				\$0.1		\$0.1
2045-728	Newport News	Multi-Use Path on 25th Street	Jefferson Avenue	Parish Avenue	\$8.0				\$8.0		\$8.0
2045-729	Newport News	Multi-Use Path on 26th Street	Jefferson Avenue	Parish Avenue	\$8.0			\$5.0	\$3.0		\$8.0
2045-735	Norfolk	Military Highway Bike Access	N/A	Shopping Areas and Outlet Mall	\$7.3				\$7.3		\$7.3
2045-738	Portsmouth	High Street - Complete Street Conversion	Chesnut Street	Martin Luther King Freeway Overpass	\$1.1			\$1.1			\$1.1
2045-752	Virginia Beach	I-264 Pedestrian Land Bridge/Flyover	Thalia Creek Greenway	Mount Trashmore Park	\$17.1			\$17.1			\$17.1
2045-745	Virginia Beach	Northampton Boulevard Shared Use Path	Bayside Road	Greenwell Road	\$1.4			\$1.4			\$1.4
2045-748	Virginia Beach	Thalia Creek Greenway - Phase IV	Constitution Drive	Virginia Beach Trail	\$3.6			\$3.6			\$3.6
2045-749	Virginia Beach	Thalia Creek Greenway - Phase V	Virginia Beach Trail	Virginia Beach Boulevard	\$3.6			\$3.6			\$3.6
2045-750	Virginia Beach	Thalia Creek Greenway - Phase VI	Constitution Drive	I-264	\$17.1				\$6.1	\$11.0	\$17.1
2045-755	Williamsburg	Strawberry Plains Road Shared Use Path	Ironbound Road	John Tyler Lane	\$2.8				\$2.8		\$2.8
2045-756	York County	Penniman Road (Sidewalk/Multi Use Path)	Williamsburg City Line	Marquis Center Parkway (Route 199)	\$1.6			\$1.6			\$1.6
2045-757	York County	Victory Boulevard Shared Use Path I	Tabb High School	Hampton Highway (Route 134)	\$0.5			\$0.5			\$0.5
2045-759	York County	Victory Boulevard Shared Use Path II	Big Bethel Road (Route 600)	Carys Chapel Road (Route 762)	\$0.7				\$0.7		\$0.7
2045-758	York County	Yorktown Road Shared Use Path	Cardinal Lane (Route 670)	Victory Boulevard (Route 171)	\$0.7			\$0.7			\$0.7
2045-504/513	Multi-jurisdictional	Ferry Service Expansion Study	Southside	Peninsula	\$22.2	\$5.0		\$5.0			\$5.0
2045-516	Chesapeake	High Capacity Transit Extension to Greenbrier Area Study	Existing Service Locations	Greenbrier Area	\$2,851.5	\$5.0		\$5.0			\$5.0
2045-518	Norfolk	Naval Station Norfolk Transit Extension Study	Existing Tide Light Rail	Naval Station Norfolk	\$1,998.2	\$20.0		\$20.0			\$20.0

*Only portions of regional active transportation trail fiscally constrained in 2045 LRTP



APPENDIX C: PUBLIC COMMENTS

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To assist with the review of the draft funding plan and project list, resources were posted to the HRTPO [2045 LRTP webpage](#). This included draft versions of the Funding Plan and Project Information Guide reports, an interactive online map, and a link to the presentation provided to the HRTPO Board on the draft 2045 LRTP project list. In addition to posting a public notice requesting interested parties to review the draft project list, an eNewsletter article highlighting the draft project list was also posted to the HRTPO website and circulated via email.

DRAFT Hampton Roads 2045 Long-Range Transportation Plan: Fiscally Constrained List of Projects

For the past four and a half years and in partnership with regional stakeholders, the Hampton Roads Transportation Planning Organization (HRTPO), the metropolitan planning organization (MPO) for the Hampton Roads region, has been updating the regional Long-Range Transportation Plan (LRTP) to the horizon year of 2045. As the regional transportation blueprint, the LRTP must consider multimodal transportation options to effectively address future regional needs based upon projected population and employment growth.

As part of this process and in keeping with federal regulations, the HRTPO has produced the DRAFT 2045 Long-Range Transportation Plan Fiscally Constrained List of Projects. This draft list outlines regionally significant transportation investments planned for construction or further study over the next 20 years. These proposed investments, totaling \$12.6 billion, are needed to maintain the region's economic vitality and quality of life for residents and visitors. The draft list is comprised of 137 multimodal transportation projects and regional studies ranging from interstate improvements to new bicycle and pedestrian facilities.

This public notice is to request public review and comment on the DRAFT 2045 LRTP Fiscally Constrained List of Projects.

[CLICK HERE](#) to view a copy of the DRAFT 2045 LRTP Fiscally Constrained List of Projects.

Several resources are available to assist in the review of the draft list:

[CLICK HERE](#) to view the DRAFT 2045 LRTP Project Information Guide.

[CLICK HERE](#) to access an Interactive Map of the DRAFT 2045 LRTP List of Projects.

[CLICK HERE](#) to view the presentation to the HRTPO Board regarding the 2045 LRTP DRAFT List of Projects.

All interested parties are encouraged to review the DRAFT list of projects and send comments to Ms. Dale M. Stith, Principal Transportation Planner, at dstith@hrtpo.org or by mail to 723 Woodlake Drive, Chesapeake, Virginia 23320 by **March 19, 2021**.

WEBSITE NOTICES

DRAFT Hampton Roads 2045 LRTP: Fiscally Constrained List of Projects Available for Public Comment

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DRAFT Hampton Roads 2045 LRTP: Fiscally Constrained List of Projects Available for Public Comment

Added on March 1, 2021 by Dale M. Stith, HRTPO Principal Transportation Planner to E Newsletter Articles

TPO News

The Hampton Roads Transportation Planning Organization (HRTPO) has produced the draft 2045 Long-Range Transportation Plan (LRTP) Fiscally Constrained List of Projects. This project list outlines regionally significant transportation investments planned for construction or further study over the next 20 years.

The LRTP is a blueprint for enhancing the region's transportation system and is updated periodically to reflect changing conditions. LRTPs must be "fiscally constrained" or "financially feasible," meaning that there must be enough funding to cover the costs of the projects identified in the plan. For the past four years, HRTPO staff, in partnership with regional stakeholders, has been updating the LRTP to the horizon year of 2045, with the goal of identifying multimodal projects and studies aimed at improving economic vitality and quality of life for residents, businesses, and industries across Hampton Roads. The identification of multimodal investments for the 2045 LRTP is based on a detailed evaluation of approximately 260 candidate projects using the [Regional Scenario Planning Framework](#), the updated [HRTPO Project Prioritization Tool](#), and available financial resources.

Over the next 24 years, the Hampton Roads region is forecasted to receive approximately \$29.6 Billion to invest in the region's transportation system. Of this, \$17 Billion is dedicated to maintaining and administering the existing transportation system. The remaining \$12.6 Billion is being used to constrain a number of multimodal investments ranging from interstate improvements to new bicycle and pedestrian facilities. These improvements in combination with the maintenance of our existing transportation network will result in a system for the region that will help move people and goods more efficiently.

Throughout the development of the 2045 LRTP, broad and extensive public outreach has been conducted. Outreach has been designed to inform and engage the public in all elements of the LRTP, from considering multiple ways the region may develop over the next 20 years to the review

Categories

- E Newsletter Articles
- Hot Topics
- Special Reports
- Transportation Funding
- HRTPO In The News
- HRTPO Offices Closed

Latest News

- DRAFT Hampton Roads 2045 LRTP: Fiscally Constrained List of Projects Available for Public Comment
- 2045 Long-Range Transportation Plan: Candidate Project Evaluation and Prioritization Report
- HRTPO Releases Updated

CITY OF HAMPTON REQUEST



February 25, 2021

Mr. Robert A. Crum, Jr.
Executive Director
Hampton Roads Transportation Planning Organization
723 Woodlake Drive
Chesapeake, VA 23320

RE: 2045 Long Range Transportation Plan Project Inclusion

Dear Mr. Crum,

The City of Hampton has been working in conjunction with Hampton Roads Transportation Planning Organization (HRTPO) staff on the 2045 Long Range Transportation Plan (LRTP). Since initial project submission, some of Hampton's previously submitted projects have been screened out as either not regionally significant or have been included within larger projects. To help keep projects within the City of Hampton in the 2045 LRTP, the City requests the addition of three projects: Coliseum Drive, Phase B (\$15.4M); North King Street Interchange Study (\$1M); and La Salle Avenue Interchange Study (\$1M).

The Coliseum Drive, Phase B project was submitted by the City of Hampton for SMART Scale Round 4 consideration. The project was not selected but we continue to work with Joint Base Langley-Eustis (JBLE) on the critical need for this connection to the installation's future accessibility. JBLE has plans to extend their existing runway to accommodate both larger aircraft and due to increased flooding at the seaward end of that facility. The City of Hampton and the Virginia Department of Transportation (VDOT) have already spent in excess of \$700,000 on the development of an Environmental Assessment for this project. A companion project, Coliseum Drive, Phase A, is currently under construction and provides a connection between Hampton Roads Center Parkway, Coliseum Drive and N. Armistead Avenue. Coliseum Drive, Phase A was funded through SMART Scale in FY17 with a total project cost of \$5.47M. The City of Hampton feels that creating a complete and usable corridor with connected access and improved traffic flow, in conjunction with the improvements that will be made to JBLE, will provide significant economic improvement to the region. Coliseum Drive, Phase B was included in the 2040 LRTP as a fiscally constrained project. As such, the City requests that HRTPO consider the inclusion of this project into the 2045 LRTP.

The City of Hampton also requests that HRTPO consider adding a study for two interchange projects that the City submitted. The North King Street Interchange (~\$200M) and the La Salle Avenue Interchange (~\$26M) projects were considered below the cut line for fiscally constraining during project selection. In lieu of full projects, the City would ask HRTPO to consider funding a study for each of these interchanges at \$1M each, as a first step towards getting better project estimates, site details and environmental information. With more information, the City believes that the project scores would improve and make these more viable candidates in future LRTP consideration.

OFFICE OF ADMINISTRATION AND ENGINEERING SERVICES
(757) 727-6346 FAX (757) 727-6123
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Our staff will continue to work collaboratively with HRTPO and their associated committees as this plan continues to develop. Should you have any questions, I can be reached at jmitchell@hampton.gov or (757) 876-2120.

Respectfully,

Jason Mitchell

Jason Mitchell
Director of Public Works

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