HAMPSON ROADS TRANSPORTATION ACCOUNTABILITY COMMISSION

Economic Vitality and Quality of Life
Unlocking Hampton Roads

HRTAC Overview

Kevin B. Page
Executive Director
January 18, 2017
The Stage is set for Regional Transportation Solution Consensus Building
For two decades the Region has identified these projects.
MOVING THE REGION FORWARD

HRTAC/HRTF Overview

• Hampton Roads Transportation Fund created 2013 Acts of Assembly HB2313

• HRTAC created 2014 Acts of Assembly HB1253

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

• Authorized to use HRTF monies and tolls for construction projects on new or existing highways, bridges and tunnels and to issue bonds using revenues to support bond debt

• Regional Collaboration - Works closely with the Hampton Roads Transportation Planning Organization (HRTPO) who identifies and prioritizes projects for the region
HRTAC Membership

19 Voting members

10 Cities
- Chesapeake
- Franklin
- Hampton
- Newport News
- Norfolk
- Poquoson
- Portsmouth
- Suffolk
- Virginia Beach
- Williamsburg

4 Counties
- Isle of Wight
- James City
- Southampton
- York

5 VA General Assembly Members
- Two Members of the Senate
- Three Members of the House of Delegates

4 Non-Voting Ex-officio members

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

- HRTAC is a political subdivision of the Commonwealth
- Primarily funded with HB 2313 revenue (Hampton Roads Transportation Fund) approved by the 2013 General Assembly
HAMPTON ROADS TRANSPORTATION FUND

Additional Sales Tax
- Additional 0.7%
  - $126.56M Revenue FY16 – ($129.97M FY2015)

Additional Fuels Tax
- Regional tax on motor fuels
- Additional 2.1%
  - $26.65M Revenue FY16
  - $40.94M Revenue FY15

- No Floor on Gas Tax for HRTAC or NVTA
- State Code requires HRTF funds to be spent Hampton Roads highway construction projects
HAMPTON ROADS TRANSPORTATION FUND

Hampton Roads 2.1% Motor Fuels Tax Revenues
Millions of Dollars

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>HB2313 Estimated Revenue Projections</th>
<th>Revenue from Current Law</th>
<th>Revenue Shortfall</th>
<th>Revenue Shortfall as a Percentage of HB2313 Revenue Projections</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
<td>69.5</td>
<td>40.9</td>
<td>28.6</td>
<td>41.2%</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>58.8%</td>
</tr>
<tr>
<td>2016</td>
<td>71.8</td>
<td>26.7</td>
<td>45.1</td>
<td>62.8%</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>37.2%</td>
</tr>
<tr>
<td>2017</td>
<td>74.2</td>
<td>24.9</td>
<td>49.3</td>
<td>66.4%</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>33.6%</td>
</tr>
<tr>
<td>2018</td>
<td>76.3</td>
<td>27.4</td>
<td>48.9</td>
<td>64.1%</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>35.9%</td>
</tr>
<tr>
<td>2019</td>
<td>NA</td>
<td>29.9</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>2020</td>
<td>NA</td>
<td>33.2</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>2021</td>
<td>NA</td>
<td>35.2</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>2022</td>
<td>NA</td>
<td>36.8</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>2023</td>
<td>NA</td>
<td>37.7</td>
<td>NA</td>
<td></td>
</tr>
</tbody>
</table>

As of 12/2016

- No Floor on Gas Tax leads to:
  - Delay and inflation risk to the affordability of projects
  - Higher risk and lower credit rating to revenue bonds that leads to higher interest costs
Legislation: Congestion Relief

HRTAC (HB 1253, 2014)

• “...shall give priority to those projects that are expected to provide the greatest impact on reducing congestion for the greatest number of citizens residing within Planning District 23...”

Statewide Prioritization Process (HB 2, 2014)

• “...Hampton Roads highway construction districts...shall ensure that congestion mitigation...is weighted highest among the factors in the prioritization process...”
  • 45% weighted factor in Hampton Roads
# Defining the Roles of the HRTPO and HRTAC

<table>
<thead>
<tr>
<th>Activity</th>
<th>HRTPO</th>
<th>HRTAC</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prepares and Maintains Long-Range Transportation Plan (LRTP)</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Allocates RSTP and CMAQ Monies</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Maintains Transportation Improvement Program (TIP)</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Uses Hampton Roads Transportation Fund (HRTF) to Build Highways, Bridges, and Tunnels</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Issues Bonds and Uses HRTF to Support These Bonds</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Procures, Finances (HRTF, Tolls, Bonds) and Operates Highway, Bridge, and Tunnel Projects</td>
<td>No</td>
<td>Yes</td>
</tr>
</tbody>
</table>
**Evolution of HRTAC Projects**

- **Plan**
  - HRTPO (Long-Range Transportation Plan)
  - Prioritizes Projects Based on Project Readiness

- **Program**
  - HRTPO (Transportation Improvement Program)
  - CTB (Six-Year Improvement Program, Selects LPA)

- **Finance & Deliver**
  - HRTAC
  - VDOT

- **HRTPO Long Range Transportation Plan** identifies priority projects in the constrained plan or vision plan as under study/development/construction.

- **HRTAC** develops a six year funding plan to guide in project funding for development and construction – feeds LRTP funding plans.

- **HRTAC** allocates funds to specific projects, asks that the HRTPO add them to the TIP.

- The **CTB** selects the Local Preferred Alternative, maintains Statewide Transportation Improvement Program, allocates state funding to projects in Six Year Improvement Program.

- **VDOT** assists in project readiness and construction through HRTAC/VDOT MOA.
HRTAC Funding Plan Adopted and HRTPO Long Range Plan Approved

- 2040 Constrained Long Range Transportation Plan
  - HRTAC’s Funding Plan was approved and communicated on March 17, 2016 to update HRTAC projects in the Constrained Long Range Plan
  - HRTAC identified project financing scenarios and information shared with HRTPO for the 2040 CLRTP - first constrained plan for construction of HRTAC Regional Projects
- HRTPO approved project sequencing approach at its February 18, 2016 meeting, Approved 2040 CLRTP at its July 21, 2016
- Legislation adopted to assist in advancing the mission of the HRTAC and improve its ability to conduct business
## HRTAC Funding Plan

### HRTAC 2016-2022 Funding Plan

**HRTAC Program Level Spreadsheet**

**Approved March 17, 2016**

<table>
<thead>
<tr>
<th>Project Drawdowns</th>
<th>Project Cost</th>
<th>HRTAC Funding</th>
<th>HB2 Funding</th>
<th>VDOT Funding</th>
<th>Previous</th>
<th>Jan-Dec 2016</th>
<th>Jan-Dec 2017</th>
<th>Jan-Dec 2018</th>
<th>Jan-Dec 2019</th>
<th>Jan-Dec 2020</th>
<th>Jan-Dec 2021</th>
<th>Jan-Dec 2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-64 Seg I- UPC 104905</td>
<td>$122,551,685</td>
<td>$22,551,685</td>
<td>$100,000,000</td>
<td>($1,599,982)</td>
<td>($54,957,496)</td>
<td>($26,976,631)</td>
<td>($12,487,577)</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>I-64 Seg II- UPC 106665</td>
<td>$189,707,675</td>
<td>$133,803,200</td>
<td>$54,904,155</td>
<td>$0</td>
<td>($5,000,000)</td>
<td>($41,286,688)</td>
<td>($65,100,000)</td>
<td>($58,331,351)</td>
<td>($34,429,404)</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>I-64 Seg III- UPC 106689</td>
<td>$311,303,820</td>
<td>$221,207,975</td>
<td>$90,095,845</td>
<td>$0</td>
<td>$0</td>
<td>($800,000)</td>
<td>($4,400,000)</td>
<td>($19,958,448)</td>
<td>($59,367,598)</td>
<td>($101,050,838)</td>
<td>($84,916,017)</td>
<td>($81,710,198)</td>
</tr>
<tr>
<td>I-64/264 - UPC 57048 (Phase I)</td>
<td>$157,142,416</td>
<td>$152,094,716</td>
<td>$5,047,700</td>
<td>($5,054,702)</td>
<td>($18,201,817)</td>
<td>($49,211,271)</td>
<td>($58,130,306)</td>
<td>($26,544,320)</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>I-64/264 - UPC 17630 (Phase II)</td>
<td>$190,031,747</td>
<td>$178,428,847</td>
<td>$11,602,900</td>
<td>($14,240,679)</td>
<td>($18,162,221)</td>
<td>($32,199,910)</td>
<td>($38,592,666)</td>
<td>($31,000,000)</td>
<td>($31,000,000)</td>
<td>($24,836,271)</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>I-64 Southside-High Rise Br- UPC 106692</td>
<td>$500,000,000</td>
<td>$600,000,000</td>
<td>$0</td>
<td>($341,708)</td>
<td>($19,658,292)</td>
<td>($150,000,000)</td>
<td>($190,000,000)</td>
<td>($190,000,000)</td>
<td>($190,000,000)</td>
<td>($150,000,000)</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Hampton Roads Crossing Study- UPC 106724 (SEIS)</td>
<td>$6,352,527</td>
<td>$0</td>
<td>$6,352,527</td>
<td>($1,875,000)</td>
<td>($2,500,000)</td>
<td>($1,977,527)</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Future Projects</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Harbor Crossing Project (Phase I)</td>
<td>$266,647,109</td>
<td>$266,647,109</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>($266,647,109)</td>
<td>$0</td>
</tr>
<tr>
<td>Ft Eustis Interchange- UPC 106701</td>
<td>TBD**</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>I-64 Southside-High Rise Br- Phase II</td>
<td>TBD**</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Rte 460/58/13 Connector</td>
<td>TBD</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>I-64/264 Interchange (Phase III)</td>
<td>TBD</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Total</td>
<td>$1,843,736,979</td>
<td>$1,575,733,852</td>
<td>$145,000,000</td>
<td>$123,003,127</td>
<td>($54,067,071)</td>
<td>($154,641,693)</td>
<td>($334,447,876)</td>
<td>($379,977,875)</td>
<td>($355,341,319)</td>
<td>($182,050,838)</td>
<td>($109,752,288)</td>
<td>($273,458,028)</td>
</tr>
<tr>
<td>Previous year carryover</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>VDOT SYIP funding</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>$0</td>
<td>$50,073,856</td>
<td>$50,174,030</td>
<td>$37,221,566</td>
<td>$7,530,748</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>HB2 Funding***</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>$0</td>
<td>$50,073,856</td>
<td>$50,174,030</td>
<td>$37,221,566</td>
<td>$7,530,748</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Projected HRTAC Revenue****</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total: $1,677,560,513</td>
<td>$388,335,811</td>
<td>$146,300,000</td>
<td>$171,900,000</td>
<td>$177,950,000</td>
<td>$184,150,000</td>
<td>$190,700,000</td>
<td>$197,550,000</td>
<td>$200,674,702</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Funding</td>
<td>$420,712,528</td>
<td>$664,019,113</td>
<td>$741,077,859</td>
<td>$621,801,559</td>
<td>$433,504,432</td>
<td>$268,863,113</td>
<td>$284,362,275</td>
<td>$375,384,689</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

---

**Planning Level Cost Estimate: $180M to include 8 lane widening**

**Planning Level Cost Estimate: $800M - $1.0B**

**Anticipated HB2 Funds Pending CTB approval and award of funding June 2016**

**Previous revenues reflect HRTF ending balance on 12/31/2015**

Latest HRTF revenue forecast from FY 2016 to FY 2022 received February 26, 2016

Assume equal amounts of revenues collected in two semi-annual periods for each FY.

---

Updated Cost Based Upon Contract Award

Construction Phase

Estimate Still Under Development

Added by PFM

Adjusted to VDOT Comments 3/4/2016

---

$1.8B in project value, $1.5B already allocated to projects
Hampton Roads Regional Transportation Priority Projects
“Moving Projects Forward – HRTF Investments”
Projects Planned and Prioritized by HRTPO, Powered by HRTAC

I-64 Peninsula Widening: Segment 3
- $145 Million in SMART SCALE funding
- Construction Pending
- $156 Million HRTF

I-64 Peninsula Widening: Segment 2
- Under Construction
- $213 Million HRTF

I-64 Peninsula Widening: Segment 1
- $100 Million in Federal/State Funding
- Under Construction
- $44 Million HRTF

I-64/HRBT Widening
- HRCS SEIS Preferred Alternative
- $5 Million HRTF

Remaining Segments of HRCS SEIS
- Study Funded
- $7 Million HRTF

I-64/I-264 Interchange Improvements
- $17 Million in Federal/State Funding
- Phase 1 - Under Construction
- Phase 2 - PE and ROW Funded
- Phase 3 - Design Funded
- $217 Million HRTF

US Route 460/58/13 Connector
- PE Funded
- $5 Million HRTF

Bowers Hill Interchange
- Funding identified in 2040 LRTP

I-64 Southside/High-Rise Bridge Widening
- Phase 1 - Fully Funded
- $600 Million HRTF

January 2017
Hampton Roads Crossing Study

A study that led to Unanimous Regional Decisions
### HRTAC Analysis - SEIS Alternative A Modified, 2040 FCLRTP with HRBT as ‘Harbor Crossing Project Phase I’ - Bowers Hill Added Concurrent with High Rise Bridge Phase II – September 2016 Analysis

#### 2040 FCLRTP

<table>
<thead>
<tr>
<th>Approved Projects</th>
<th>HRBT (seg. 8&amp;9)</th>
<th>HRB II</th>
<th>Bower's Hill Interchange</th>
<th>Rt 460/58/13</th>
<th>Ft. Eustis Interchange</th>
<th>Total FV Cost</th>
<th>Funded by HRTF Bonds</th>
<th>Funded by Toll Bonds</th>
<th>Funded by HRTF Pay-Go</th>
<th>Funded by Other Pay-Go</th>
</tr>
</thead>
<tbody>
<tr>
<td>2040 FCLRTP with HOT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Inflated Costs (MM)</td>
<td>$1,576</td>
<td>$4,031</td>
<td>$1,493</td>
<td>$568</td>
<td>$368</td>
<td>$297</td>
<td>$8,333</td>
<td>$4,912</td>
<td>$347</td>
<td>$2,324</td>
</tr>
<tr>
<td>Fiscally Constrained Construction End Year</td>
<td>2022</td>
<td>2024</td>
<td>2031</td>
<td>2031</td>
<td>2035</td>
<td>2035</td>
<td>$8,333</td>
<td>$4,912</td>
<td>$347</td>
<td>$2,324</td>
</tr>
<tr>
<td>2040 FCLRTP without HOT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Inflated Costs (MM)</td>
<td>$1,576</td>
<td>$4,131</td>
<td>$1,529</td>
<td>$583</td>
<td>$368</td>
<td>$297</td>
<td>$8,484</td>
<td>$5,500</td>
<td>$2,234</td>
<td>$750</td>
</tr>
<tr>
<td>Fiscally Constrained Construction End Year</td>
<td>2022</td>
<td>2025</td>
<td>2032</td>
<td>2032</td>
<td>2035</td>
<td>2035</td>
<td>$8,484</td>
<td>$5,500</td>
<td>$2,234</td>
<td>$750</td>
</tr>
</tbody>
</table>

- HRBT is the only Harbor Crossing component in Alternative A
- Alt A can be completed under the approved 2040 FCLRTP without impact to other projects
- HRBT, HRB II/Bowers Hill Interchange, the Rt 460/58/13 and the Ft. Eustis Boulevard Interchange can all be completed within 2040 FCLRTP
### Regional Projects: Fiscal-Constraint - $8.33B

<table>
<thead>
<tr>
<th>YEAR</th>
<th>PROJECT</th>
<th>YOE COST ($M)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018-2022</td>
<td>I-64 Peninsula – Segments 1, 2, and 3</td>
<td>$624</td>
</tr>
<tr>
<td>2019-2021</td>
<td>I-64/I-264 Interchange – Phases I &amp; II</td>
<td>$347</td>
</tr>
<tr>
<td>2020</td>
<td>I-64 Southside/High-Rise Bridge – Phase I</td>
<td>$600</td>
</tr>
<tr>
<td>2019</td>
<td>US 460/58/13 Connector – PE</td>
<td>$5</td>
</tr>
<tr>
<td>2024</td>
<td>HRBT</td>
<td>$4,031</td>
</tr>
<tr>
<td>2031</td>
<td>I-64 Southside/High-Rise Bridge – Phase II</td>
<td>$1,493</td>
</tr>
<tr>
<td>2031</td>
<td>Bowers Hill Interchange</td>
<td>$568</td>
</tr>
<tr>
<td>2035</td>
<td>US 460/58/13 Connector</td>
<td>$368</td>
</tr>
<tr>
<td>2035</td>
<td>I-64/Fort Eustis Blvd Interchange</td>
<td>$297</td>
</tr>
<tr>
<td>Vision Plan</td>
<td>I-564/I-664 Connectors (Patriots)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>I-664/MMMBT</td>
<td></td>
</tr>
<tr>
<td></td>
<td>VA 164/164 Connector</td>
<td></td>
</tr>
</tbody>
</table>
Hampton Roads SEIS
Unanimous Regional Decisions

- October 20, 2016 - HRTPO Selected Alternative A-Modified as its Preferred Alternative
  - “We have just made history.” HRTPO Chair, Mayor Linda Johnson

- October 20, 2016 – HRTAC qualified Alternative A-Modified as a feasible funding plan and allocated $7.0M for future study of remaining segments not included in Alternative A-Modified
The Road Ahead

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

**Source:** RITIS using INRIX data.
Next Steps

- HRTPO and HRTAC will continue work to develop solutions
- Considerations will be made as more information is available
  - Incorporate General Assembly and Smart Scale (HB2) outcomes
  - Continue construction of approved projects
- Advance SEIS Alternative A
- Public discussion on how to fund the projects
  - HRTAC will advance its approved 2016-2022 Funding Plan, calibrate funding option for selected SEIS Alternative, and advance preparations for bonding/financing projects