
HRTAC 2045 Long Range Plan of Finance Update
Approved June 16, 2022
Information

Background:

Over four years ago, HRTAC Staff developed a 2045 Long Range Plan of Finance for the HRTAC High Priority Projects and communicated the plan to the HRTPO. HRTAC efforts to update the Commission's 2045 Long Range Plan of Finance have included employing financial consultant services, general and bond counsel, and included input provided by VDOT, HRTAC, HRT, and HRTPO Staff followed by input from the Finance Committee at its March 15, 2022 meeting. At the April 19, 2022 Finance Committee Meeting, the Finance Committee endorsed the HRTAC 2045 Long Range Plan of Finance Update for the Region's High Priority Projects and the Hampton Roads Regional Transit Fund and authorized the Finance Committee Chair to recommend the proposed 2045 Long Range Plan of Finance Update to the Commission and request that the Commission authorize the Executive Director to conduct a public hearing on the proposed HRTAC 2045 Proposed Long Range Plan of Finance Update. At the April 21, 2022 Regular Commission meeting, the Commission endorsed the Proposed HRTAC 2045 Long Range Plan of Finance Update as an update to the HRTAC-Approved 2045 Long Range Plan of Finance and authorized the Executive Director to conduct a public hearing and report back public comments for consideration in the Commission's action by no later than its June 16, 2022 Annual Organizational meeting. The Executive Director conducted a public hearing on May 23, 2022 at 2:30 p.m. There were no oral or written comments received.

On June 16, 2022, at the Commission's Annual Organizational Meeting, the Commission approved and approved the HRTAC Proposed 2045 Long Range Plan of Finance Updated for the HRTAC High Priority Projects. The Approved HRTAC 2045 Long Range Plan of Finance Update represents \$11,406 million in regional congestion relief Highway Projects and \$1,043 million in Transit Projects.

The Approved HRTAC 2045 Long Range Plan of Finance Update is provided on the following page.

HRTAC Highway Regional Priority Projects - 2045 Long Range Plan of Finance Update Approved June 16, 2022

	Six Initial Projects	HRBT	HRELN	I-264/Independence Boulevard Interchange & I-264 Widening	Bowers Hill Interchange	I-664 Widening to Colledge Blvd	I-64/I-464 Loop Ramps	I-64/I-264 Interchange: Phase IIIA	I-64/Denbigh Boulevard Interchange Project	VA-164 Widening	VA-168 Bypass
Inflated Costs (\$MM)	\$1,420	\$3,762	\$1,117	\$876	\$771	\$1,529	\$339	\$510	\$219	\$493	\$355
Construction End Year	2023	2026	2027	2032	2033	2034	2036	2038	2040	2045	2045

Total YOE Costs (\$MM) \$11,391

Funded by (\$MM):

Existing HRTF Debt \$2,623
 Existing Toll Debt \$345
 Future HRTF Debt TBD
 Future Toll Debt^[1] TBD
 HRTF Paygo TBD
 VDOT - SMART SCALE^{[2],[3]} \$1,559
 VDOT - IOEP Funding^[4] TBD
 VDOT - Other Funding^[5] \$121
 IIJA Funding^[6] TBD

Assumptions:

[1] Pending public hearing results and further developments, Bowers Hill Interchange and I-664 Widening to Colledge Blvd may contain managed lanes that produce toll revenues
 [2] \$588M existing VDOT and other local funding for the Six Initial Projects and HRBT
 [3] \$971M SMART SCALE available for new projects after HRELN provided by HRTPO
 [4] Possible improvements could be addressed through the Interstate Operations and Enhancement Program (IOEP); \$24M assumed for HRELN
 [5] \$93M General Assembly Appropriation for the HRELN Project (to be committed in June 2022) and \$28M VDOT Funding for HRELN toll integration costs
 [6] Infrastructure Investment & Jobs Act (IIJA) could potentially provide funding to assist; \$124M assumed for HRELN

HRTAC Transit Regional Priority Projects - 2045 Long Range Plan of Finance Update Approved June 16, 2022

HRRTF Supported Projects
O&M Costs (\$MM) ¹ \$876
Capital Costs (\$MM) ^{2,3} \$167
Fiscally Constrained Construction End Year 2045

Total Cost (\$MM) \$1,043
 Funded by HRRTF Debt \$0
 Funded by HRRTF Pay-Go \$1,043

1. Assume annual O&M costs after FY 2028 same as the FY 2028 estimate provided by HRT

2. Assume HRRTF annual revenue grows by 0.5% after the FY 2028 estimate provided by the Department of Tax

3. Assume capital project costs are aggregate HRRTF revenues net of O&M costs