

Hampton Roads Hampton Roads Planning District Commission

Video Call



April 15, 2021



Launched 757 Recovery & Resilience Action Framework



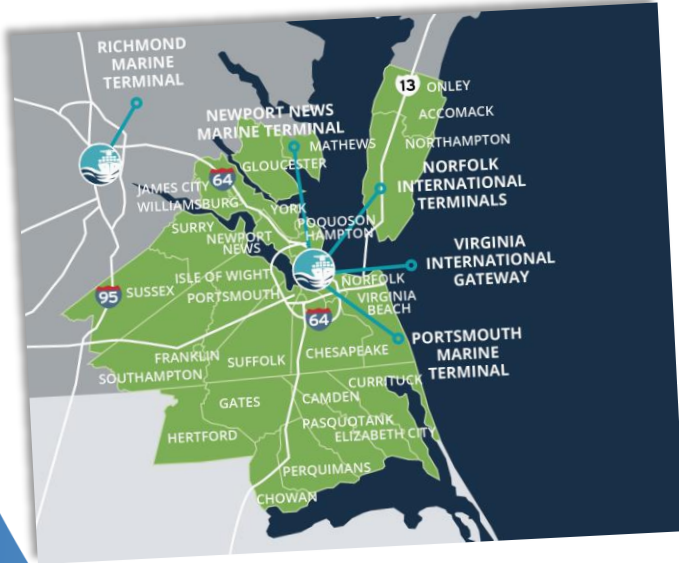
Federal Infrastructure Legislation Activity

Doug Smith
Hampton Roads Alliance



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Background



- Makes sense to do a regional package, not individual jurisdictions.
- Amount unknown but knew it be in the \$1T to \$2T range. If \$1T, the HR “fair share”=\$5B.
- Also, two bills establishing regional competition for innovation centers - \$80B over 9 to 10 years for 9 to 15 centers.
- Need to effectively tell the Hampton Roads Story.



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Hampton Roads Infrastructure Coalition Member Agencies Standing Together as One Region

The following 17 organizations have contributed to the formation of our prioritized project list:

- Fort Monroe Authority
 - Greater Peninsula Workforce Board
- Greater Williamsburg Chamber and Tourism Alliance
 - Hampton Roads Alliance
 - Hampton Roads Business Roundtable
 - Hampton Roads Chamber of Commerce
- Hampton Roads Military and Federal Facilities Alliance
 - Hampton Roads Planning District Commission
 - Hampton Roads Transit
- Hampton Roads Transportation Accountability Commission
 - Hampton Roads Transportation Planning Organization
 - Hampton Roads Workforce Council
 - Old Dominion University
 - Reinvent Hampton Roads
 - Virginia Maritime Association
 - Virginia Peninsula Chamber of Commerce
 - Virginia Port Authority



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Draw on HRPDC/HRTPO Plans and Studies

- Long Range Transportation Plan approved by the HRTPO.
- Regional Legislative Agenda approved by the HRPDC and HRTPO.
- Regional Fiber Initiative Endorsed by the HRPDC.
- Regional Support for Capital Trail Extension.
- Sea Level Rise Projects identified by City Manager Offices of Virginia Beach, Norfolk and Hampton.



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Our Advantage

Our existing regional plans, regional legislative agendas and regional coordination places us ahead of other metropolitan regions.



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Project Selection Criteria

1. Project “Ready-to-Go”
2. Achieve Multiple Outcomes including Capacity Building
3. Leverages Federal Investment with other money
4. Creates jobs
5. Addresses Sea Level Rise/Flooding
6. Advances Equity
7. Is of National/Regional Significance



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Hired: CLARK HILL



Kevin Kelley

Current Activities:

1. Continue to monitor D.C. schedule/approach
2. Finalize package and meet with Hampton Roads Delegation Contacts
3. To date, we have had meetings with the offices of Senators Warner and Kaine and all four Congressional Representatives
 - Warner: March 16, 2021 (Drew Lumpkin)
 - Kaine: March 19, 2021 (Diane Kaufman, Evan McWalters)
 - Wittman: March 22, 2021 (Chris Hall)
 - McEachin: March 25, 2021 (Charity Howell, Corey Solow)
 - Luria: March 30, 2021 (Rep. Luria, Tessa Cate)
 - Scott: April 1, 2021 (Paige Schwartz)

– Senators Kaine and Warner: April 12, 2021
4. Clark Hill will lobby and submit package



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White Paper

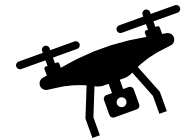
- **Uniting the Region for Economic Growth**
- **Actions Needed from Washington**
 - Go Big on Infrastructure
 - Provide Local Credit for HRTAC Investments to Date
 - Military Benefits Should be Given Federal Preference
 - Projects Inventory
- **About Hampton Roads**



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Project Inventory

- Transportation Road Projects
- Active Transportation
- Transit
- Technology
- Sea Level Rise/Resiliency
- Rail
- Port



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Hampton Roads Project Package-DRAFT

TRANSPORTATION ROAD PROJECTS	Estimated Cost (Current Year)
1. I-64 Peninsula Widening - Segment 4 (Exit 234 to Hampton Roads Boundary) and (Hampton Roads Boundary to Exit 205 in Richmond)	\$635,000,000
2. I-64/I-264 Interchange - Next Phase IIIA	\$415,000,000
3. I-664 Widening (Bowers Hill to College Drive) Includes Bowers Hill Interchange	\$528,000,000
4. I-264 Widening (Witchduck to Independence Blvd - Includes Independence Interchange)	\$761,000,000
5. I-64/Denbigh Boulevard Interchange	\$143,000,000
6. VA-164 Widening (I-664 to Pinners Point / APM Interchange)	\$273,000,000
7. I-64/I-464 Loop Ramps	\$301,000,000
8. I-64/I-264 Interchange - All Remaining Phases	\$1,020,000,000
9. Route 58 Improvements (Suffolk to Emporia/I-95)	\$500,000,000
10. Craney Connector (Planning)	\$25,000,000
SUBTOTAL	\$4,601,000,000

ACTIVE TRANSPORTATION		Estimated Cost (Current Year)
Capital Trail/Birthplace of America Trail (Peninsula)		\$100,000,000
Fort Monroe Improvements/African Landing Memorial		\$19,430,000
	SUBTOTAL	\$119,430,000

TRANSIT		Estimated Cost (Current Year)
Peninsula High-Capacity Transit (BRT)		\$235,000,000
	SUBTOTAL	\$235,000,000

TECHNOLOGY		Estimated Cost (Current Year)
Hampton Roads Regional Fiber Network		\$100,000,000
Jefferson Lab Advanced Computing Center		\$500,000,000
	SUBTOTAL	\$600,000,000

SEA LEVEL RISE/RESILENCY	Estimated Cost (Current Year)
1. Lafayette River Outer Surge Barrier-Protects Norfolk Naval Base	\$415,000,000
2. LaSalle Avenue Corridor - elevate LaSalle Avenue and provide storm surge barrier to protect access to Joint Base Langley/Eustis	
→ Hampton North Armistead Road Raising	\$30,000,000
→ Storm Surge Barrirer and Flanking Floodwalls	\$75,000,000
3. Eastern Shore Drive - Lynnhaven Colony Park Pump Station and Lynnhaven Drive Pump Station (Provides Access Between Little Creek and Fort Story)	\$23,800,000
4. Honor Park Resilience Project (Stormwater Park, Lincoln Landing Stormwater Park and Mill Point Living Shoreline Project)	\$6,500,000
5. Ghent-Downtown-Harbor Park Barrier System	\$480,000,000
6. Bow Creek Stormwater Park, Section 1	\$22,500,000
7. North London Bridge Creek Tide Gate	\$9,300,000
8. Pretty Lake Upper Surge Barrier	\$95,000,000
9. US Army Corps of Engineers Study for Virginia Beach (Federal Share)	\$1,500,000
10. US Army Corps of Engineers Coastal Storm Risk Management Study for Poquoson, Newport News and Hampton (Federal Share)	\$1,500,000
SUBTOTAL	\$1,160,100,000

RAIL	Estimated Cost (Current Year)
Terminal Blvd Rail Crossing	\$147,000,000
Suffolk Railroad Safety Improvement	\$70,000,000
SUBTOTAL	\$217,000,000

PORT	Estimated Cost (Current Year)
1. Main Channel Dredging (Federal Share/Non-Federal Share \$214M)	\$186,000,000
2. PMT Upgrade (for OSW leverages \$40M in State Budget)	\$100,000,000
3. Elizabeth River Southern Branch (Deepening: Planning/Engineering/Design)	\$10,000,000
4. Craney Island Eastward Expansion (Phase 1)	\$200,000,000
SUBTOTAL	\$496,000,000

ESTIMATED TOTAL: ALL PROJECT TYPES	\$7,328,530,000
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Current Dynamics

- Do not anticipate action on infrastructure bill before July, could be September
- Still to be determined
 - ✓ Size of the package
 - ✓ Buckets
 - ✓ How to divide buckets
 - ✓ How to pay for the package
- Strategy for funding under existing programs
 - ✓ American Rescue Plan
 - ✓ Understand other available funding
 - ✓ Short List of Priorities



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Commission Discussion/Questions?



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