

Hampton Roads Transportation Planning Organization
Board Meeting – May 15, 2025
The Regional Board Room
723 Woodlake Drive, Chesapeake, Virginia
Agenda
Call to Order – 10:30 a.m.

- 1: Call to Order
- 2: Approval of Agenda **[Action Requested]**
- 3: Public Comments
 - A. Submitted Public Comments
 - B. Public Comment Period (*limit 3 minutes per individual*)
- 4: Executive Director's Report
- 5: Approval of Consent Agenda **[Action Requested]**
 - A. Minutes from the February 28, 2025 HRTPO Board Meeting
 - B. HRTPO Financial Statement
 - C. Fiscal Year (FY) 2026 Unified Planning Work Program
 - D. Authorizing Resolution for FY 2026 Federal and State Grant Application
 - E. FY 2024-2027 Transportation Improvement Program (TIP) Amendments
Exempt Conformity Amendments
 - F. FY 2024-2027 Transportation Improvement Program (TIP) Amendments
Non-Exempt Conformity Amendments – Programmatic
- 6: Briefing on the State of the Airport – *Mark Perryman, Norfolk Airport Authority*
- 7: FY 2026 HRTPO Budget – *Tealen Hansen, HRPDC/HRTPO* **[Action Requested]**
- 8: Hampton Roads Rail Crossing Study – *Keith Nichols, HRTPO*
- 9: Commonwealth Transportation Board Members Update
- 10: Virginia Department of Transportation Update
 - Updates on the I-64 Gap project
 - Update on the Denbigh Interchange projects
- 11: Virginia Department of Rail and Public Transportation Update
- 12: Virginia Passenger Rail Authority
- 13: Virginia Port Authority Update
- 14: Hampton Roads Transit and Williamsburg Area Transit Authority Updates
- 15: Freight Transportation Advisory Committee Update
- 16: Community Advisory Committee Update
- 17: Military Liaisons Update
- 18: Airport Representatives Update

- 19: HRTPO Board Three-Month Tentative Schedule
- 20: Minutes of HRTPO Advisory Committee Meetings
- 21: For Your Information
- 22: Old/New Business
- 23: Adjournment

ITEM #1: CALL TO ORDER

The Hampton Roads Transportation Planning Organization (HRTPO) Board meeting is scheduled to be called to order by the chair at 10:30 a.m.

ITEM #2: APPROVAL OF AGENDA *[Action Requested]*

Members are provided an opportunity to add or delete items from the agenda. Any item for which a member desires consideration by the HRTPO Board should be submitted at this time, as opposed to under "Old/New Business."

RECOMMENDED ACTION:

Approve the agenda.

ITEM #3: PUBLIC COMMENTS

A. Submitted Public Comments

There were no submitted public comments. Any written public comments received after the preparation of this agenda will be announced at the meeting.

B. Public Comment Period (*limit 3 minutes per individual*)

Members of the public are invited to address the HRTPO Board. Each speaker is limited to three minutes.

ITEM #4: EXECUTIVE DIRECTOR'S REPORT

The Executive Director will provide a report to the HRTPO Board.

Attachment 4

COMMUNITY OUTREACH

The HRPDC/HRTPO staff continue to participate in community outreach events to inform the public of regional initiatives that are being advanced at the HRPDC and HRTPO. In addition, these outreach opportunities have been used to receive feedback on the HRPDC's regional Climate Action Plan. Some examples of outreach events that staff have participated in over the past few weeks include the following:

- Christopher Newport University Annual Earth Day Fair in Newport News (Tuesday, April 22)
- Our Power, Our Planet - Hampton City Earth Day Event at Bluebird Gap Farm (Saturday, April 26)
- Live Green - Norfolk Event at Lafayette Park (Saturday, May 3)
- Cap2Cap Ride Event at the Chickahominy Riverfront Park in James City County (Friday, May 9)



CHIEF ADMINISTRATIVE OFFICERS (CAO) MEETING

The CAO Committee held its regularly scheduled meeting on May 6 at the Virginia Beach Convention and Visitors Bureau. Agenda items for this meeting included the following:

- Report out on items of regional interest from each CAO
- Hampton Roads Planning District Commission Funding Model
- Update on Federal Grants
- HRPDC/HRTPO Updates
 - Regional Town Hall Meetings
 - Regional Board Meeting on the Peninsula
 - HRPDC and HRTPO Agenda Items for the May 15 meetings
 - HRTPO Federal Quadrennial Review
 - June 3 Hampton Roads Caucus Meeting





COMMUNITY ADVISORY COMMITTEE (CAC)

The HRPDC/HRTPO Community Advisory Committee held its regularly scheduled meeting on April 10 at the Nauticus in Norfolk. Agenda items included:

- An update from Hampton Roads Transit staff on the Hampton Roads Regional Transit Program and the 757 Express.
- Presentation from the Elizabeth River Trail Foundation on the existing trail, current use and future opportunities.
- A briefing from Nauticus staff on recent updates to the Nauticus facility, available educational program areas, recent and projected cruise ship trends and a tour of the Nauticus facility.
- Report outs from CAC members on items of regional interest.

The next meeting of the CAC will be held June 12 at the Virginia Wesleyan University Greer Environmental Education Center.

PORT OF VIRGINIA (POV) TOUR

On May 5, members of the HRPDC/HRTPO staff attended a tour of the VPA's Virginia International Gateway (VIG) in Portsmouth. This session included a detailed briefing on trends, operations and plans at all VPA facilities, and an on-site tour of the VIG facility.

OTHER MEETINGS AND EXECUTIVE DIRECTOR OUTREACH

- HRPDC team met with Christopher Newport University representatives on April 7 to review options for holding an HRPDC and HRTPO Board meeting on the Peninsula.
- Participated in a meeting with York County staff on April 8 to review funding options for the Victory Boulevard Trail project.
- Participated in the Virginia Association of Planning District Commissions (VAPDC) Board meeting on April 9.
- Provided a presentation to the LEAD757 Class regarding regional initiatives on April 10 in Virginia Beach.
- Attended a meeting of the Chesapeake Bay Program Local Government Advisory Committee on April 11 at the Regional Building.
- Participated in the Southside Network Authority (SNA) Board meeting on April 11.
- Participated in a meeting of the Blueprint Virginia 2035 Advisory Council on April 15.
- Met with representatives of Hampton and Newport News on April 15 to discuss a funding request to connect these localities to the Southside fiber ring.
- Coordinated the HRPDC/HRTPO Personnel and Budget Committee meeting on April 17.
- Provided a briefing on the Rail Crossing Study to the City of Norfolk staff team on April 18.
- Participated in the VAPDC Program Committee meeting on April 25.
- Attended the LS GreenLink Groundbreaking event in Chesapeake on April 28.
- Participated in meetings with other regional stakeholders to explore opportunities for our region related to the Executive Order on Shipbuilding.
- Attended the Regional Economic Development Directors (RED) team meeting on May 1.



- Held a meeting with Delegate Shelly Simonds on May 1 to discuss potential regional legislative items.
- Coordinated a Trail757 meeting with RVA757Connects on May 2 to explore potential opportunities for trail funding.
- Participated in a call with the Chiefs of Staff for the Hampton Roads Congressional Delegation on May 2 to review potential opportunities for the Hampton Roads region.
- Attended the Portsmouth State of the City Address on May 2.
- Attended and participated in the May 6 meeting of the Regional Organization of Presidents Council (ROPC) in Newport News.
- Held a meeting with Franklin and Southampton representatives on May 6 to discuss the rural transportation planning program.
- Attended the State of the Port Address on May 8 in Virginia Beach.

ITEM #5: APPROVAL OF CONSENT AGENDA *[Action Requested]*

A. Minutes from the February 28, 2025 HRTPO Board Meeting

Minutes from the February 28, 2025 HRTPO Board meeting are attached.

Attachment 5A

RECOMMENDED ACTION:

Approve the minutes.

Hampton Roads Transportation Planning Organization Board Meeting Minutes of February 28, 2025

The February 28, 2025 meeting of the Hampton Roads Transportation Planning Organization (HRTPO) Board was called to order by the Chair Chair Michael J. Hipple at 9:01 a.m. The meeting was held virtually using Microsoft Teams.

HRTPO Voting Members in Attendance:

Michael Hipple (JC), Chair
Rick West (CH), Vice-Chair
Paul Kaplan (FR)
Jimmy Gray (HA)
Cleon Long (NN Alternate)
Shannon Glover (PO)
David Hux (PQ)
Mike Duman (SU)*
Bobby Dyer (VB)
Doug Pons (WM)

Thomas Shepperd (YK)*
Senator Mamie Locke (GA)
Delegate Bonita Anthony (GA)
Delegate Jeion Ward (GA)*
Zach Trogdon (DRPT Alternate)
William Harrell (TDCHR)
Chris Hall (VDOT)
Barb Nelson (VPA Alternate)
Matt Scalia (WATA)

HRTPO Nonvoting Members in Attendance:

Andrew Trivette, Treasurer (WM)
Chris Price (CH)
Rosylen Oglesby (FR)
Mary Bunting (HA)
Randy Keaton (IW)
Steven Carter (PO)
Brian Thrower (SH)
Al Moor (SU)

Patrick Duhaney (VB)
Mark Bellamy (YK)
Mark Geduldig-Yatorfsky (CAC)
Scott Denny (DOAV)
Edward Ofori (FHWA)
Robert Eveleigh (FTAC)
Mark Perryman (NAA)

HRTPO Executive Director:

Robert A. Crum, Jr., Secretary

HRTPO Other Participants:

Ella Ward (CH)
Carolyn Campbell (HA)
Brad Rinehimer (JC)
Bo Clayton (NN)

Yolanda Thomas (PO)
CJ Rock (WATA)
Frederick Stant (CTB)
Tracy Black (USAF)

HRTPO Voting Members Absent:

Phillip Bazzani (GL)
Rudolph Jefferson (IW)
Kenneth Alexander (NO) – *present without video*

William Gillette (SH)
Senator Angelia Graves (GA)

**Denotes late arrival or early departure*

HRTPO Nonvoting Members Absent:

Carol Steele (GL)
Scott Stevens (JC)
Alan Archer (NN)
Patrick Roberts (NO)

Randy Wheeler (PQ)
Jeffrey Breeden (FAA)
Terry Garcia Crews (FTA)
John Borden (PAC)

HRTPO Staff in Attendance:

Pavithra Parthasarathi
Kyle Gilmer
Kathlene Grauberger
Matthew Harrington

John Mihaly
Keith Nichols
Jeff Raliski
Dale Stith

Other Recorded Attending:

David Westcott (CH); Angelique Shenk (HA); Angela Rico (NN); Bryan Pennington and Trista Pope (NO); William Landfair (PO); Michael Stallings (SM); Amanda Jarratt (VB); Lauren Roberts Carter (CAC); Jennifer Hodnett and Kevin Page (HRTAC); Brenda Roberts (Representative Jen Kiggans' Office); Lamaquia Boone, Todd Halacy, Dinah Oliver, and Christopher Voigt (VDOT); Denise Coleman and Greg Sync; and Kelli Arledge, Rob Cofield, Greg Grootendorst, Markay Hall, Tealen Hansen, Teresa Johnson, Sara Kidd, Quan McLaurin, Otesa Mitchell, Cynthia Mulkey, and Tho Tran (HRPDC Staff)

Mr. Robert A. Crum, Jr., HRTPO Executive Director, verified attendance through a roll call of voting HRTPO Board members.

**Supervisor Thomas Shepperd joined the meeting*

Chair Hipple asked everyone in attendance to join him in a moment of silence to remember and honor Isle of Wight Board of Supervisors Member and previous HRTPO Board Chair William M. McCarty, Sr.

Chair Hipple also asked for a moment of silence for the two Virginia Beach police officers recently killed during a traffic stop.

Mayor Bobby Dyer thanked everyone for their caring and fellowship.

Approval of Agenda

Chair Hipple asked for a motion to approve the February 28, 2025 HRTPO Board meeting agenda as presented.

Motion: Mayor Dyer Moved to approve the agenda as presented; seconded by Supervisor Shepperd. The Motion Carried.

Public Comments

Mr. Crum reported that there were no submitted public comments since the last HRTPO Board meeting.

Members of the public were invited to address the HRTPO Board. There were no requests to comment virtually.

Approval of Consent Items

Chair Hipple asked Mr. Crum to briefly describe the Consent Items, which included the following:

- A. Minutes from the January 16, 2025 HRTPO Board Meeting
- B. HRTPO Financial Statement
- C. HRTPO FY 2025 Unified Planning Work Program Amendment
- D. Regional Performance Measures and Targets
- E. The State of Transportation in Hampton Roads 2024: Final
- F. HRPDC/HRTPO Personnel Manual Update
- G. Community Advisory Committee Chair Appointment
- H. FY 2024-2027 Transportation Improvement Program (TIP) Amendments – Exempt Conformity Amendments
- I. FY 2024-2027 Transportation Improvement Program (TIP) Amendments – Non-Exempt Conformity Amendments – Programmatic

**Mayor Mike Duman joined the meeting*

Mayor Jimmy Gray requested the minutes from the January 16, 2025 HRTPO Board Meeting be corrected on page five to reflect that he did not comment about localities in the western part of Hampton Roads.

Motion: Supervisor Shepperd Moved to approve the Consent Items, including the minutes as amended; seconded by Mayor Doug Pons The Motion Carried.

Old/New Business

There was no old or new business.

**Delegate Jeion Ward joined the meeting*

Adjournment

With no further business to come before the HRTPO Board, the meeting was adjourned at 9:14 a.m.

Michael J. Hipple
Chair

Robert A. Crum, Jr.
Executive Director/ Secretary

B. HRTPO Financial Statement

The Statement of Revenues and Expenditures for the activities of March 2025 is attached. This statement reflects the financial status of the HRTPO as a whole.

Attachment 5B

RECOMMENDED ACTION:

Approve the HRTPO Financial Statement.

FISCAL YEAR 2025
3/31/25
STATEMENT OF REVENUES AND EXPENDITURES
75% OF FISCAL YEAR COMPLETE

	Budget	Previous YTD	Current Month	YTD	% Received /Expended
REVENUES					
VDOT-PL SEC 112	\$ 5,398,229	\$ 1,066,544	\$ -	\$ 1,066,544	20%
HRTAC	301,645	33,327	-	33,327	11%
VDRPT 5303/ Pass Through	1,292,464	432,867	-	432,867	33%
SP&R	72,500	30,421	-	30,421	42%
Total Revenue	<u>7,064,838</u>	<u>1,563,159</u>	<u>-</u>	<u>1,563,159</u>	22%
EXPENDITURES					
PERSONNEL	\$ 3,224,064	\$ 1,519,283	\$ 188,953	\$ 1,708,236	53%
STANDARD CONTRACTS	141,583	7,770	954	8,723	6%
SPECIAL CONTRACTS/PASS THROUGH	3,192,435	147,059	39,044	186,103	6%
OFFICE SERVICES	506,756	119,143	7,494	126,637	25%
INDIRECT COSTS	-	555,887	69,136	625,023	0%
Total Expenses	<u>7,064,838</u>	<u>2,349,142</u>	<u>305,580</u>	<u>2,654,722</u>	38%
TOTALS	<u>\$ -</u>	<u>\$ (785,983)</u>	<u>\$ (305,580)</u>	<u>\$ (1,091,563)</u>	*

* HRTPO grants operate on a quarterly reimbursement basis; as such the total YTD does not reflect the commission's current financial position.

C. Fiscal Year (FY) 2026 Unified Planning Work Program

HRTPO staff, in coordination with Hampton Roads Transit, Williamsburg Area Transit Authority, Suffolk Transit, the Virginia Department of Transportation, and the Virginia Department of Rail and Public Transportation, has developed the Unified Planning Work Program (UPWP) for FY 2026. The UPWP describes the mutual responsibilities of the aforementioned entities in carrying out the metropolitan transportation planning process for Hampton Roads.

The draft report was made available for public review and comment from April 18, 2025 through May 5, 2025. No public comments were received.

The FY 2026 UPWP is available on the HRTPO website using the following link:

<https://www.hrtpo.org/DocumentCenter/View/14590/FY2026-UPWP>

RECOMMENDED ACTION:

Approve the FY 2026 UPWP.

D. Authorizing Resolution for FY 2026 Federal and State Grant Application

Each year, the HRTPO applies for regional planning funds that supplement the primary planning funds the HRTPO receives under the Federal Highway Administration (FHWA) Section 112 Metropolitan Planning (PL) Funds program. Specifically, the Federal Transit Administration (FTA) Section 5303 program is designated for regional transit planning and research activities.

The FTA apportions Section 5303 funds for Virginia to the Virginia Department of Rail and Public Transportation (DRPT). Virginia Metropolitan Planning Organizations (MPOs) receive their apportionments from DRPT based on an urbanized area population-based formula. These funds require a 20% match, which is typically divided between the state and the MPO or transit agency, each contributing 10%. The HRTPO retains a portion of Section 5303 funds and allocates the remaining funds to Hampton Roads Transit, Williamsburg Area Transit Authority, and Suffolk Transit via pass-through agreements.

The Section 5303 program requires a resolution authorizing the HRTPO Executive Director to:

- File an application for the funds on behalf of the HRTPO
- Execute and file all necessary certifications and assurances, as well as any other documents or information required for the application
- Execute a grant agreement on behalf of the HRTPO

The resolution (attached) also certifies that the local share required to match the federal funds shall be made available from resources available to the HRTPO.

Attachment 5D

RECOMMENDED ACTION:

Approve HRTPO Resolution 2025-02 and authorize the Executive Director to file applications and execute the associated documents for the FY 2026 FTA Section 5303 funding program.



**HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION
BOARD RESOLUTION 2025-02**

**A RESOLUTION OF THE HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION
AUTHORIZING THE FILING OF AN APPLICATION WITH THE VIRGINIA DEPARTMENT OF RAIL
AND PUBLIC TRANSPORTATION FOR GRANTS OF FEDERAL FUNDS UNDER THE FEDERAL
TRANSIT ADMINISTRATION SECTION 5303 PROGRAM AND STATE MATCHING FUNDS.**

WHEREAS, the contract for financial assistance will impose certain obligations upon this Body, including the provision of the local funds to support project costs; and

WHEREAS, a recipient of Federal Transit Administration Funding is required to provide certifications and assurances that all pertinent Federal statutes, regulations, executive orders and directives will be obeyed, and it is the intent of this Body to comply fully with all required certifications and assurances.

NOW, THEREFORE, BE IT RESOLVED by the Hampton Roads Transportation Planning Organization that the Executive Director is authorized to:

1. Prepare and file an application on behalf of Hampton Roads Transportation Planning Organization with the Virginia Department of Rail and Public Transportation for federal and state financial assistance under the Federal Transit Administration Section 5303 Program and State Aid Program;
2. Execute and file with such application all necessary certifications and assurances or any other documents or information required by the Virginia Department of Rail and Public Transportation in connection with the application or the project;
3. Execute a grant agreement on behalf of the Hampton Roads Transportation Planning Organization with the Virginia Department of Rail and Public Transportation for the use of FTA Section 5303 Program and State Aid Program funds.

BE IT FURTHER RESOLVED that the Hampton Roads Transportation Planning Organization certifies that the local share required to match the federal funds identified in the application shall be made available from resources available to this Body.

APPROVED and ADOPTED by the Hampton Roads Transportation Planning Organization Board at its meeting on the 15th day of May, 2025.

Michael J. Hipple
Chair
Hampton Roads Transportation
Planning Organization

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

E. FY 2024-2027 Transportation Improvement Program (TIP) Amendments
Exempt Conformity Amendments

i. DRPT – FY 2024-2027 TIP Amendment

STIP ID DRPTS06 – Jamestown Scotland Ferry Facility Improvements

The Virginia Department of Rail and Public Transportation (DRPT) has requested to amend the FY 2024-2027 HRTPO Transportation Improvement Program (TIP) to add STIP ID DRPTS06, a DRPT-administered project.

The specifics of the request are described below:

- **STIP ID DRPTS06 – Jamestown Scotland Ferry Facility Improvements**
 - Add project to TIP.
 - Add FY 2026 State obligation of \$1,262,162
 - Add FY 2026 FTA 5307(h) obligation of \$5,048,650

STIP ID DRPTS06 is being added to the Hampton Roads FY 2024-2027 TIP, is consistent with the Hampton Roads 2045 Long-Range Transportation Plan (LRTP), and is fiscally constrained as required by Federal Code 40 CFR 93.108. The proposed amendment is exempt from conformity under the *Safety* provision contained in conformity rule 40 CFR 93.126 (Table 2 Exempt projects), as it improves a hazardous feature. A new conformity determination is not required per the [Procedures for Inter-Agency Consultation for Conformity for Hampton Roads.](#)

This request was made available for public review and comment from March 26, 2025 through April 9, 2025. The Transportation Technical Advisory Committee (TTAC) has recommended approval of the TIP Amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

ii. **Hampton - FY 2024-2027 TIP Amendment**
UPC 123163 - Tide Mill Pedestrian Improvements

The Virginia Department of Transportation (VDOT) has requested to amend the Hampton Roads FY 2024-2027 Transportation Improvement Program (TIP) to add UPC 123163, a Hampton project.

The specifics of the request are described below:

- **UPC 123163 - Tide Mill Pedestrian Improvements**
 - Add project to the TIP.
 - Description: Construct a shared-use path, install ADA-compliant ramps, and a high-visibility crosswalk. Includes repaving EB Tide Mill Lane from west of Ruby Court to Charlton Drive to remove the EB right-turn lane at Tide Mill Lane/Charlton Drive.
 - Jurisdiction/Agency: Hampton
 - Length: Unknown
 - Termini: From N. Armistead Avenue to Charlton Drive
 - System: Urban
 - Scope: Facilities for Pedestrians and Bicycles
 - Oversight: Non-Federal Oversight
 - Administered by: Locality
 - Regionally Significant: No
 - Cost Estimate as follows:
 - Preliminary Engineering (PE): \$466,732
 - Right of Way (RW): \$2,574,896
 - Construction (CN): \$2,296,648
 - Total Cost Estimate: \$5,338,276
 - Schedule as follows:
 - PE Start: 8/1/2025; End: 9/24/2027
 - RW Start: 9/24/2027; End: 6/16/2028
 - CN Start: 6/16/2028; End: 6/4/2029
 - Allocations as follows:
 - Add FY 2026 District Grants Program (DGP) allocation of \$500,000
 - Add FY 2027 DGP allocation of \$500,000
 - Obligations as follows:
 - Add FY 2025 PE Phase Other obligation of \$466,732
 - Add FY 2027 RW Phase Surface Transportation Program/Surface Transportation Block Grant (STP/STBG) obligation of \$1,800,000
 - Add FY 2027 CN Phase Other obligation of \$774,896

UPC 123163 is being added to the Hampton Roads FY 2024-2027 TIP, is consistent with the Hampton Roads 2045 Long-Range Transportation Plan (LRTP), and is fiscally constrained as required by Federal Code 40 CFR 93.108. The proposed amendment is exempt from conformity under the *Air Quality* provision contained in conformity rule 40 CFR 93.126 (Table 2 Exempt projects), as it is a bicycle and pedestrian facility. A new conformity determination is not required per the [Procedures for Inter-Agency Consultation for Conformity for Hampton Roads.](#)

This request was made available for public review and comment from April 30, 2025 through May 14, 2025. The Transportation Technical Advisory Committee (TTAC) has recommended approval of the TIP Amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

iii. HRT – FY 2024-2027 TIP Amendment

STIP ID HRT0003 – Replacement Vans – Paratransit and goCommute

Hampton Roads Transit (HRT) has requested to amend the Hampton Roads FY 2024-2027 Transportation Improvement Program (TIP) to revise the obligations for STIP ID HRT0003, an HRT DRPT-administered project.

The specifics of the request are described below:

- **STIP ID HRT0003 – Replacement Vans – Paratransit and goCommute**
 - Revise FY 2025 FTA 5307 obligation to be \$1,917K
 - Revise FY 2025 State obligation to be \$4,655K
 - Revise FY 2025 Local obligation to be \$274K

STIP ID HRT0003 is being revised in the Hampton Roads FY 2024-2027 TIP, is consistent with the Hampton Roads 2045 Long-Range Transportation Plan (LRTP), and is fiscally constrained as required by Federal Code 40 CFR 93.108. The proposed amendment is exempt from conformity under the *Mass Transit* provision contained in conformity rule 40 CFR 93.126 (Table 2 Exempt projects), as it is the purchase of replacement vans. A new conformity determination is not required per the [Procedures for Inter-Agency Consultation for Conformity for Hampton Roads.](#)

This request was made available for public review and comment from April 30, 2025 through May 14, 2025. The Transportation Technical Advisory Committee (TTAC) has recommended approval of the TIP Amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

iv. **HRT – FY 2024-2027 TIP Amendment**
STIP ID HRT0083 – HRT goCommute Program

Hampton Roads Transit (HRT) has requested to amend the Hampton Roads FY 2024-2027 HRTPO Transportation Improvement Program (TIP) to add STIP ID HRT0083, an HRT DRPT-administered project.

The specifics of the request are described below:

- **STIP ID HRT0083 – HRT goCommute Program**
 - Add project to TIP

The Regional Surface Transportation Program (RSTP) funds associated with STIP ID HRT0083 are reflected on UPC T14104 in order to individually track these funds. UPC T14104 is located within the FY 2024-2027 TIP in Section X – Public Transportation System Projects.

STIP ID HRT0083 is being added to the Hampton Roads FY 2024-2027 TIP, is consistent with the Hampton Roads 2045 Long-Range Transportation Plan (LRTP), and is fiscally constrained as required by Federal Code 40 CFR 93.108. The proposed amendment is exempt from conformity under the *Air Quality* provision contained in conformity rule 40 CFR 93.126 (Table 2 Exempt projects), as it is the continuation of ride-sharing and van-pooling activities. A new conformity determination is not required per the [Procedures for Inter-Agency Consultation for Conformity for Hampton Roads.](#)

This request was made available for public review and comment from April 30, 2025 through May 14, 2025. The Transportation Technical Advisory Committee (TTAC) has recommended approval of the TIP Amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

v. **HRT – FY 2024-2027 TIP Amendment**
STIP ID HRT0105 – Transit Bus Replacement

Hampton Roads Transit (HRT) has requested to amend the Hampton Roads FY 2024-2027 Transportation Improvement Program (TIP) to add STIP ID HRT0105, an HRT DRPT-administered project.

The specifics of the request are described below:

- **STIP ID HRT0105 – Transit Bus Replacement**
 - Add project to TIP

The Congestion Mitigation and Air Quality (CMAQ) Improvement Program funds associated with STIP ID HRT0105 are reflected on UPC T16054 in order to individually track these funds. UPC T16054 is located within the FY 2024-2027 TIP in Section X – Public Transportation System Projects.

STIP ID HRT0105 is being added to the Hampton Roads FY 2024-2027 TIP, is consistent with the Hampton Roads 2045 Long-Range Transportation Plan (LRTP), and is fiscally constrained as required by Federal Code 40 CFR 93.108. The proposed amendment is exempt from conformity under the *Mass Transit* provision contained in conformity rule 40 CFR 93.126 (Table 2 Exempt projects), as it is the purchase of replacement buses. A new conformity determination is not required per the [Procedures for Inter-Agency Consultation for Conformity for Hampton Roads.](#)

This request was made available for public review and comment from April 30, 2025 through May 14, 2025. The Transportation Technical Advisory Committee (TTAC) has recommended approval of the TIP Amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

vi. **HRT – FY 2024-2027 TIP Amendment**
STIP ID HRT0119 – Facilities State of Good Repair

Hampton Roads Transit (HRT) has requested to amend the Hampton Roads FY 2024-2027 Transportation Improvement Program (TIP) to revise the obligations for STIP ID HRT0119, an HRT DRPT-administered project.

The specifics of the request are described below:

- **STIP ID HRT0119 – Facilities State of Good Repair**
 - Revise FY 2025 FTA 5307 obligation to be \$923K
 - Revise FY 2025 State obligation to be \$2,241K
 - Revise FY 2025 Local obligation to be \$132K

STIP ID HRT0119 is being revised in the Hampton Roads FY 2024-2027 TIP, is consistent with the Hampton Roads 2045 Long-Range Transportation Plan (LRTP), and is fiscally constrained as required by Federal Code 40 CFR 93.108. The proposed amendment is exempt from conformity under the *Mass Transit* provision contained in conformity rule 40 CFR 93.126 (Table 2 Exempt projects), as it is the rehabilitation of transit facilities. A new conformity determination is not required per the [Procedures for Inter-Agency Consultation for Conformity for Hampton Roads.](#)

This request was made available for public review and comment from April 30, 2025 through May 14, 2025. The Transportation Technical Advisory Committee (TTAC) has recommended approval of the TIP Amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

vii. **Newport News – FY 2024-2027 TIP Amendment
UPC 113849 – Jefferson Avenue Sidewalk**

The Virginia Department of Transportation (VDOT) has requested to amend the Hampton Roads FY 2024-2027 Transportation Improvement Program (TIP) to revise the cost estimate, schedule, allocations, and obligations for UPC 113849, a Newport News project.

The specifics of the request are described below:

- **UPC 113849 – Jefferson Avenue Sidewalk**
 - Revise Cost Estimate as follows:
 - Preliminary Engineering (PE): \$625,000
 - Right of Way (RW): \$100,000
 - Construction (CN): \$2,778,362
 - Total Cost Estimate: \$3,503,362
 - Revise Schedule as follows:
 - PE Start: 2/1/2022; End: 8/29/2025
 - RW Start: 8/29/2025; End: 2/2/2027
 - CN Start: 2/2/2027; End: 9/26/2028
 - Revise Allocations as follows:
 - Add FY Previous State Funds (STF) allocation of \$493,362
 - Revise FY 2024 Highway Safety Improvement Program (HSIP) allocation to be \$526,050
 - Revise Obligations as follows:
 - Add FY 2025 PE Phase HSIP obligation of \$190,000
 - Revise FY 2026 CN Phase HSIP obligation to be \$285,000
 - Add FY 2027 CN Phase Other obligation of \$493,362
 - Add FY 2027 Advance Construction (AC) obligation of \$2,000,000

UPC 113849 is being revised in the Hampton Roads FY 2024-2027 TIP, is consistent with the Hampton Roads 2045 Long-Range Transportation Plan (LRTP), and is fiscally constrained as required by Federal Code 40 CFR 93.108. The proposed amendment is exempt from conformity under the *Air Quality* provision contained in conformity rule 40 CFR 93.126 (Table 2 Exempt projects), as it is a bicycle and pedestrian facility. A new conformity determination is not required per the [Procedures for Inter-Agency Consultation for Conformity for Hampton Roads.](#)

This request was made available for public review and comment from April 30, 2025 through May 14, 2025. The Transportation Technical Advisory Committee (TTAC) has recommended approval of the TIP Amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

viii. **Newport News – FY 2024-2027 TIP Amendment**
UPC 121105 – Washington Avenue and 25th Street Pedestrian Improvements

The Virginia Department of Transportation (VDOT) has requested to amend the Hampton Roads FY 2024-2027 Transportation Improvement Program (TIP) to revise the cost estimate, schedule, allocations, and obligations for UPC 121105, a Newport News project.

The specifics of the request are described below:

- **UPC 121105 – Washington Avenue and 25th Street Pedestrian Improvements**
 - Revise Cost Estimate as follows:
 - Preliminary Engineering (PE): \$553,000
 - Right of Way (RW): \$24,000
 - Construction (CN): \$3,245,000
 - Total Cost Estimate: \$3,822,000
 - Revise Schedule as follows:
 - PE Start: 11/2/2023; End: 3/1/2027
 - RW Start: 3/1/2027; End: 1/17/2028
 - CN Start: 1/17/2028; End: 5/7/2029
 - Revise Allocations as follows:
 - Remove FY Previous Rural Transportation Alternatives Program (RTAP) allocation of \$1,000,000
 - Add FY Previous Transportation Alternatives Program (TAP) allocation of \$1,000,000
 - Revise FY Previous Local (LOC) allocation to be \$250,000
 - Add FY 2025 LOC allocation of \$761,150
 - Add FY 2025 TAP allocation of \$256,600
 - Add FY 2026 TAP allocation of \$1,243,400
 - Add FY 2026 LOC allocation of \$310,850
 - Revise Obligations as follows:
 - Add FY 2025 PE Phase Transportation Alternatives Program/Flex (TAP/F) Federal obligation of \$348,400
 - Revise PE Phase TAP/F Match obligation to be \$110,700
 - Remove FY 2026 RW Phase TAP/F obligation of \$20,000 and \$5,000 TAP/F match
 - Add FY 2027 RW Phase TAP/F obligation of \$19,200, plus \$4,800 TAP/F match
 - Remove FY 2027 CN Phase TAP/F obligation of \$685,600 and \$171,400
 - Remove FY 2027 CN Phase Advance Construction (AC) obligation of \$1,238,000

UPC 121105 is being revised in the Hampton Roads FY 2024-2027 TIP, is consistent with the Hampton Roads 2045 Long-Range Transportation Plan (LRTP), and is fiscally constrained as required by Federal Code 40 CFR 93.108. The proposed amendment is exempt from conformity under the *Air Quality* provision contained in conformity rule 40

CFR 93.126 (Table 2 Exempt projects), as it is a bicycle and pedestrian facility. A new conformity determination is not required per the [Procedures for Inter-Agency Consultation for Conformity for Hampton Roads.](#)

This request was made available for public review and comment from April 30, 2025 through May 14, 2025. The Transportation Technical Advisory Committee (TTAC) has recommended approval of the TIP Amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

**ix. Norfolk – FY 2024-2027 TIP Amendment
UPC 115235 – Ballentine Boulevard Lane Improvements**

The Virginia Department of Transportation (VDOT) has requested to amend the FY 2024-2027 HRTPO Transportation Improvement Program (TIP) to ungroup UPC 115235, a Norfolk project, and add it back into the TIP as an individual project.

The specifics of the request are described below:

- **UPC 115235 – Ballentine Boulevard Lane Improvements**
 - Ungroup project and add it back into the TIP as an individual project.
 - Description: Lane realignment and lengthening of the right-turn lane at the complex interchange of Ballentine Boulevard and I-264, which also includes the Tide LRT Crossing and City streets.
 - Jurisdiction/Agency: Norfolk
 - Length: 0.15 miles
 - Termini: I-264 WB to Middle Towne Crescent
 - System: Primary
 - Scope: Reconstruction w/Added Capacity
 - Oversight: Non-Federal Oversight
 - Administered by: Locality
 - Regionally Significant: No
 - Cost Estimate as follows:
 - Preliminary Engineering (PE): \$229,798
 - Right of Way (RW): \$0
 - Construction (CN): \$1,309,394
 - Total Cost Estimate: \$1,539,192
 - Schedule as follows:
 - PE Start: 12/21/2023; End: 12/22/2025
 - RW Start: 12/22/2025; End: 6/16/2026
 - CN Start: 6/16/2026; End: 5/15/2028
 - Allocations as follows:
 - Add FY 2024 District Grant Program/State (DGP/State) allocation of \$140,000
 - Add FY 2025 DGP/State allocation of \$332,730
 - Add FY 2025 District Grant Program Supplemental/State (DGP Sup/State) allocation of \$594,658
 - Add FY 2025 Local (LOC) allocation of \$471,804
 - Obligations as follows:
 - Add FY 2024 PE Phase Other obligation of \$140,000
 - Add FY 2025 PE Phase Other obligation of \$89,798
 - Add FY 2026 CN Phase Other obligation of \$1,309,394

UPC 115235 is being ungrouped in the Hampton Roads FY 2024-2027 TIP, is consistent with the Hampton Roads 2045 Long-Range Transportation Plan (LRTP), and is fiscally constrained as required by Federal Code 40 CFR 93.108. This proposed amendment is exempt from conformity under the *Safety* provision contained in conformity rule 40 CFR 93.126 (Table 2 Exempt projects), as it improves a hazardous location. A new conformity

determination is not required per the [Procedures for Inter-Agency Consultation for Conformity for Hampton Roads.](#)

This request was made available for public review and comment from January 30, 2025 through February 13, 2025. The Transportation Technical Advisory Committee (TTAC) has recommended approval of the TIP Amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

x. **Virginia Beach – FY 2024-2027 TIP Amendment**
UPC 113468 – Parliament Drive Sidewalk – Phase II

The Virginia Department of Transportation (VDOT) has requested to amend the FY 2024-2027 HRTPO Transportation Improvement Program (TIP) to revise the cost estimate, schedule, allocations, and obligations for UPC 113468, a Virginia Beach project.

The specifics of the request are described below:

- **UPC 113468 – Parliament Drive Sidewalk Phase II**
 - Revise Cost Estimate as follows:
 - Preliminary Engineering (PE): \$350,000
 - Right of Way (RW): \$381,977
 - Construction (CN): \$2,863,879
 - Total Cost Estimate: \$3,595,856
 - Revise Schedule as follows:
 - PE Start: 4/6/2019; End: 3/26/2024
 - RW Start: 3/26/2024; End: 8/29/2025
 - CN Start: 8/29/2025; End: 8/25/2026
 - Revise Allocations as follows:
 - Remove FY Previous Rural Transportation Alternatives Program (RTAP) allocation of \$666,783
 - Add FY Previous Transportation Alternatives Program/Flex (TAP/F) allocation of \$666,783
 - Revise FY Previous Local (LOC) allocation to be \$299,168
 - Add FY 2024 LOC allocation of \$2,629,905
 - Revise Obligations as follows:
 - Add FY Previous PE Phase TAP/F obligation of \$148,000, plus \$37,000 TAP/F match
 - Add FY Previous PE Phase RTAP obligation of \$132,000, plus \$33,000
 - Add FY Previous RW Phase TAP/F obligation of \$204,409, plus \$51,102 TAP/F match
 - Add FY 2024 RW Phase TAP/F obligation of 305,582, plus \$76,396 TAP/F match
 - Add FY 2025 CN Phase TAP/F obligation of \$81,201, plus \$20,300 TAP/F match
 - Add FY 2025 CN Phase Other obligation of \$2,762,378

UPC 113468 is being revised in the Hampton Roads FY 2024-2027 TIP, is consistent with the Hampton Roads 2045 Long-Range Transportation Plan (LRTP), and is fiscally constrained as required by Federal Code 40 CFR 93.108. The proposed amendment is exempt from conformity under the *Air Quality* provision contained in conformity rule 40 CFR 93.126 (Table 2 Exempt projects), as it is a bicycle and pedestrian facility. A new conformity determination is not required per the [Procedures for Inter-Agency Consultation for Conformity for Hampton Roads.](#)

This request was made available for public review and comment from March 26, 2025 through April 9, 2025. The Transportation Technical Advisory Committee (TTAC) has recommended approval of the TIP Amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

**xi. York County - FY 2024-2027 TIP Amendment
UPC 119281 - Victory Boulevard Shared Use Path**

The Virginia Department of Transportation (VDOT) has requested to amend the Hampton Roads FY 2024-2027 Transportation Improvement Program (TIP) to ungroup UPC 119281, a York County project, and add it back into the TIP as an individual project.

The specifics of the request are described below:

- **UPC 119281 - Victory Boulevard Shared Use Path**
 - Ungroup project and add it back into the TIP as an individual project.
 - Description: Construct a 1.2-mile segment to complete the 2.7-mile multi-jurisdictional shared used path, improve pedestrian access to Tabb High School and the community athletic facilities, and connect to planned County-developed funded bicycle/pedestrian facilities along Yorktown Road.
 - Jurisdiction/Agency: York County
 - Length: 1.2 miles
 - Termini: Big Bethel Road to East Yorktown Road
 - System: Urban
 - Scope: Facilities for Pedestrian and Bicycles
 - Oversight: Non-Federal Oversight
 - Administered by: VDOT
 - Regionally Significant: No
 - CMAQ: Yes
 - RSTP: No
 - Cost Estimate as follows:
 - Preliminary Engineering (PE): \$256,620
 - Right of Way (RW): \$1,190
 - Construction (CN): \$402,930
 - Total Cost Estimate: \$660,740
 - Schedule as follows:
 - PE Start: 12/21/2026; End: 2/12/2029
 - RW Start: 2/12/2029; End: 11/13/2029
 - CN Start: 11/13/2029; End: 10/31/2030
 - Allocations as follows:
 - Add FY 2027 Congestion Mitigation and Air Quality (CMAQ) allocation of \$398,102, plus \$99,526 CMAQ match
 - Obligations as follows:
 - Add FY 2027 PE Phase CMAQ obligation of \$205,296, plus \$51,324 CMAQ match

UPC 119281 is being ungrouped in the Hampton Roads FY 2024-2027 TIP, is consistent with the Hampton Roads 2045 Long-Range Transportation Plan (LRTP), and is fiscally constrained as required by Federal Code 40 CFR 93.108. The proposed amendment is exempt from conformity under the *Air Quality* provision contained in conformity rule 40 CFR 93.126 (Table 2 Exempt projects), as it is a bicycle and pedestrian facility. A new

conformity determination is not required per the [Procedures for Inter-Agency Consultation for Conformity for Hampton Roads.](#)

This request was made available for public review and comment from April 30, 2025 through May 14, 2025. The Transportation Technical Advisory Committee (TTAC) has recommended approval of the TIP Amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

F. FY 2024-2027 Transportation Improvement Program (TIP) Amendments
Non-Exempt Conformity Amendments – Programmatic

i. Chesapeake – FY 2024-2027 TIP Amendment

UPC 115526 – Mt. Pleasant Road/Great Bridge Bypass Interchange Improvements

The Virginia Department of Transportation (VDOT) has requested to amend the Hampton Roads FY 2024-2027 Transportation Improvement Program (TIP) to add the Right of Way Phase and revise the cost estimate, schedule, allocations, and obligations for UPC 115526, a Chesapeake project.

The specifics of the request are described below:

- **UPC 115526 – Mt. Pleasant Road/Great Bridge Bypass Interchange Improvements**
 - Revise Cost Estimate as follows:
 - Preliminary Engineering (PE): \$1,130,181
 - Right of Way (RW): \$516,363
 - Construction (CN): \$7,750,932
 - Total Cost Estimate: \$9,397,476
 - Revise Schedule as follows:
 - PE Start: 8/18/2023; End: 7/1/2026
 - RW Start: 7/1/2026; End: 3/1/2027
 - CN Start: 3/1/2027; End: 12/1/2028
 - Revise Allocations as follows:
 - Add FY Previous District Grants Program-State (DGP-State) allocation of \$2,500,000
 - Remove FY 2024 National Highway Performance Program (NHPP) allocation of \$616,500
 - Add FY 2025 DGP-State allocation of \$1,431,209
 - Remove FY 2025 NHPP allocation of \$5,347,008
 - Add FY 2026 DGP-State allocation of \$915,799
 - Add FY 2026 DGP-NHPP allocation of \$616,500
 - Add FY 2027 Local (LOC) allocation of \$3,000,000
 - Revise Obligations as follows:
 - Remove FY 2024 PE Phase National Highway Safety/National Highway Performance Program (NHS/NHPP) obligation of \$616,500
 - Add FY 2025 PE Phase Other obligation of \$513,681
 - Add FY 2026 RW Phase Other obligation of \$516,363
 - Remove FY 2025 CN Phase NHS/NHPP obligation of \$5,347,008
 - Remove FY 2025 CN Phase Advance Construction (AC) obligation of \$37,200

UPC 115526 is being revised in the Hampton Roads FY 2024-2027, is included in the Hampton Roads 2045 Long-Range Transportation Plan (LRTP), and is fiscally constrained as required by Federal Code 40 CFR 93.108. This proposed amendment qualifies for an FHWA/FTA programmatic conformity finding since it meets the fiscal

constraint criteria, and the project is non-exempt and not regionally significant. The programmatic conformity finding is effective with HRTPO Board approval of the proposed amendment per the [*Procedures for Inter-Agency Consultation for Conformity \(IACC\) for Hampton Roads.*](#)

This request was made available for public review and comment from April 30, 2025 through May 14, 2025. Per the IACC procedures, stakeholders were provided a consultation opportunity via the HRTPO Transportation Technical Advisory Committee (TTAC). The TTAC has recommended approval of the TIP amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

ii. **Newport News – FY 2024-2027 TIP Amendment**
UPC 111081 – Citywide Newport News Signal System Progression

The Virginia Department of Transportation (VDOT) has requested to amend the Hampton Roads FY 2024-2027 Transportation Improvement Program (TIP) to ungroup UPC 111081, a Newport News project, and add it back into the TIP as an individual project.

The specifics of the request are described below:

- **UPC 111081 – Citywide Newport News Signal System Progression**
 - Ungroup project and add it back into the TIP as an individual project.
 - Description: Procurement and installation of hardware and software components for the City's centralized signal system.
 - Jurisdiction/Agency: Newport News
 - Length: N/A
 - Termini: N/A
 - System: Urban
 - Scope: Safety
 - Oversight: Non-Federal Oversight
 - Administered by: Locality
 - Regionally Significant: No
 - CMAQ: Yes
 - RSTP: No
 - Cost Estimate as follows:
 - Preliminary Engineering (PE): \$210,000
 - Right of Way (RW): \$0
 - Construction (CN): \$1,040,000
 - Total Cost Estimate: \$1,250,000
 - Schedule as follows:
 - PE Start: 4/18/2024; End: 4/21/2027
 - RW: N/A
 - CN Start: 4/21/2027; End: 4/6/2028
 - Allocations as follows:
 - Add FY 2023 Congestion Mitigation and Air Quality (CMAQ) allocation of \$80,000, plus \$20,000 CMAQ match
 - Add FY 2024 CMAQ allocation of \$360,000, plus \$90,000 CMAQ match
 - Add FY 2025 CMAQ allocation of \$360,000, plus \$90,000 CMAQ match
 - Obligations as follows:
 - Add FY Previous PE Phase Advance Construction-CMAQ (AC-CMAQ) obligation of \$560,000, plus \$140,000 AC-CM match
 - Add FY Previous PE Phase CMAQ obligation of \$440,000, plus \$110,000 CMAQ match

- Add FY 2024 PE Phase CMAQ obligation of \$168,000, plus \$42,000 CMAQ match
- Add FY 2027 PE Phase CMAQ obligation of \$832,000, plus \$208,000 CMAQ match

With this TIP Amendment, VDOT is obligating CMAQ funds before the allocation year.

UPC 111081 is being ungrouped in the Hampton Roads FY 2024-2027 and listed individually, is consistent with the Hampton Roads 2045 Long-Range Transportation Plan (LRTP), and is fiscally constrained as required by Federal Code 40 CFR 93.108. This proposed amendment qualifies for an FHWA/FTA programmatic conformity finding since it meets the fiscal constraint criteria, and the project is non-exempt and not regionally significant. The programmatic conformity finding is effective with HRTPO Board approval of the proposed amendment per the [Procedures for Inter-Agency Consultation for Conformity \(IACC\) for Hampton Roads](#).

This request was made available for public review and comment from April 30, 2025 through May 14, 2025. Per the IACC procedures, stakeholders were provided a consultation opportunity via the HRTPO Transportation Technical Advisory Committee (TTAC). The TTAC has recommended approval of the TIP amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

**iii. Port of Virginia – FY 2024-2027 TIP Amendment
UPC 103928 – Green Operator Truck Replacement Program**

The Virginia Department of Transportation (VDOT) has requested to amend the Hampton Roads FY 2024-2027 Transportation Improvement Program (TIP) to revise the project name, cost estimate, schedule, allocations, and obligations for UPC 103928, a Port of Virginia project.

The specifics of the request are described below:

- **UPC 103928 – Green Operator Truck Replacement Program**
 - Revise Project Name as follows:
 - Green Operator – Near Zero-Emission Trucks
 - Revise Cost Estimate as follows:
 - Preliminary Engineering (PE): \$17,321,002
 - Right of Way (RW): \$0
 - Construction (CN): \$0
 - Total Cost Estimate: \$17,321,002
 - Revise Schedule as follows:
 - PE Start: 12/3/2014; End: 2/25/2032
 - RW: N/A
 - CN: N/A
 - Revise Allocations as follows:
 - Add FY Previous Carbon Reduction Program (CRP) allocation of \$3,278,754
 - Add FY 2024 CRP allocation of \$1,000,000
 - Add FY 2025 CRP allocation of \$642,376
 - Add FY 2026 CRP allocation of \$1,357,624
 - Add FY 2026 Congestion Mitigation and Air Quality (CMAQ) allocation of \$600,000, plus \$150,000 CMAQ match
 - Add FY 2027 CMAQ allocation of \$1,600,000, plus \$400,000 CMAQ match
 - Revise Obligations as follows:
 - Add FY Previous PE Phase CMAQ obligation of \$2,311,909, plus \$608,450 CMAQ match
 - Add FY 2025 PE Phase CMAQ obligation of \$776,957, plus \$194,239 CMAQ match
 - Add FY Previous PE Phase Advance Construction (AC) Other obligation of \$2,000,000
 - Add FY Previous PE Phase Carbon Reduction Program/Flex (CRP/F) obligation of \$6,278,754
 - Add FY Previous PE Phase AC obligation of \$1,000,000, plus \$250,000 AC match
 - Add FY 2026 PE Phase AC-Conversion obligation of \$1,000,000, plus \$250,000 AC-Conversion match

UPC 103928 is being revised in the Hampton Roads FY 2024-2027, is consistent with the Hampton Roads 2045 Long-Range Transportation Plan (LRTP), and is fiscally

constrained as required by Federal Code 40 CFR 93.108. This proposed amendment qualifies for an FHWA/FTA programmatic conformity finding since it meets the fiscal constraint criteria, and the project is non-exempt and not regionally significant. The programmatic conformity finding is effective with HRTPO Board approval of the proposed amendment per the [*Procedures for Inter-Agency Consultation for Conformity \(IACC\) for Hampton Roads.*](#)

This request was made available for public review and comment from April 30, 2025 through May 14, 2025. Per the IACC procedures, stakeholders were provided a consultation opportunity via the HRTPO Transportation Technical Advisory Committee (TTAC). The TTAC has recommended approval of the TIP amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

iv. **Suffolk – FY 2024-2027 TIP Amendment**
UPC 120648 – Route 10/32 (Godwin Boulevard) Diverging Diamond Interchange

The Virginia Department of Transportation (VDOT) has requested to amend the Hampton Roads FY 2024-2027 Transportation Improvement Program (TIP) to revise the cost estimate, schedule, allocations, and obligations for UPC 120648, a Suffolk project.

The specifics of the request are described below:

- **UPC 120648 – Route 10/32 (Godwin Boulevard) Diverging Diamond Interchange**
 - Revise Cost Estimate as follows:
 - Preliminary Engineering (PE): \$1,698,003
 - Right of Way (RW): \$1,335,000
 - Construction (CN): \$22,887,857
 - Total Cost Estimate: \$25,920,860
 - Revise Schedule as follows:
 - PE Start: 1/18/2023; End: 6/30/2025
 - RW Start: 6/30/2025; End: 1/29/2027
 - CN Start: 1/29/2027; End: 10/30/2029
 - Revise Allocations as follows:
 - Remove FY Previous State Funds (STF) allocation of \$12,901,046
 - Add FY Previous Priority Transportation Fund (PTF) allocation of \$12,901,046
 - Revise Obligations as follows:
 - Remove FY 2024 RW Phase Advance Construction (AC) Other obligation of \$541,081
 - Add FY 2025 RW Phase Other obligation of \$1,335,000
 - Remove FY 2025 CN Phase AC-Other obligation of \$14,161,964

UPC 120648 is being revised in the Hampton Roads FY 2024-2027, is consistent with the Hampton Roads 2045 Long-Range Transportation Plan (LRTP), and is fiscally constrained as required by Federal Code 40 CFR 93.108. This proposed amendment qualifies for an FHWA/FTA programmatic conformity finding since it meets the fiscal constraint criteria, and the project is non-exempt and not regionally significant. The programmatic conformity finding is effective with HRTPO Board approval of the proposed amendment per the [Procedures for Inter-Agency Consultation for Conformity \(IACC\) Hampton Roads.](#)

This request was made available for public review and comment from April 30, 2025 through May 14, 2025. Per the IACC procedures, stakeholders were provided a consultation opportunity via the HRTPO Transportation Technical Advisory Committee (TTAC). The TTAC has recommended approval of the TIP amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.

ITEM #6: BRIEFING ON THE STATE OF THE AIRPORT
Mark Perryman, Norfolk Airport Authority

Members of the Airport Authority staff will brief the HRTPO Board on the current state of the airport and its future capital program. Staff will also detail and discuss the airport lands that will soon become available for development due to the proposed closure of Runway 14/32 and receive input from the HRTPO Board on the briefing.

Mr. Mark A. Perryman, Norfolk Airport Authority President and CEO, will brief the HRTPO Board on this item.

RECOMMENDED ACTION:

For informational purposes.

ITEM #7: FY 2026 HRTPO BUDGET
Tealen Hansen, HRPDC/HRTPO [Action Requested]

The Joint HRPDC/HRTPO Personnel & Budget (P&B) Committee met on April 17, 2025 to review the proposed FY 2026 HRPDC/HRTPO Budget and agreed on a recommended budget for consideration by the Commission and HRTPO Board. The P&B Committee is comprised of the following officials:

Shannon Glover, Portsmouth	HRPDC Chair
Michael Hippie, James City County	HRTPO Chair
Jimmy Gray, Hampton	HRPDC Vice-Chair
Rick West, Chesapeake	HRTPO Vice-Chair
Andrew Trivette, Williamsburg	HRPDC Treasurer
Chris Price, Chesapeake	CAO – Southside
Randy Wheeler, Poquoson	CAO – Peninsula

The FY 2026 Budget covers the time frame from July 1, 2025 to June 30, 2026. The attached FY 2026 Budget Compendium (attached) includes the following information:

- Historical Budget Trend of Revenues and Expenditures
- Operating Revenue Sources FY 2021 – FY 2026
- Operating Expenditures FY 2021 – FY 2026
- FY 2026 Operating Expenditure Budget by Function
- Pass-Through Revenues and Expenditures
- Member Dues and State Allocation Trends FY 2001 to FY 2026
- Member Dues and State Allocation Inflation Adjusted FY 2001 to FY 2026
- Local Jurisdiction Contributions Proposed FY 2026 Summary
- Fund Balance Report Comparison FY 2024 to FY 2025
- Fund Balance Historical Trend FY 2016 to FY 2025
- Reserves FY 2024
- Historical Reserves FY 2020 to FY 2024

Some highlights of the FY 2026 Budget recommended by the P&B Committee are as follows:

- Maintain the member per capita dues rate of \$1.00 per capita
- State allocation for HRPDC funding in FY 2026 will remain the same at \$190,943
- Provides for a 3.0% general wage increase for staff effective July 1, 2025
- Supports an operating budget of approximately \$8,640,145, excluding \$2,455,935 of deferred and contingent expenditures
- 80% of the operating budget is related to personnel costs
- 49 full-time positions
- An additional \$24.4 million of the proposed budget will be pass-through funds
- Organization's share of health insurance costs will increase by \$54,980 in FY 2026

Revenues and expenditures for the HRPDC and HRTPO are detailed below:

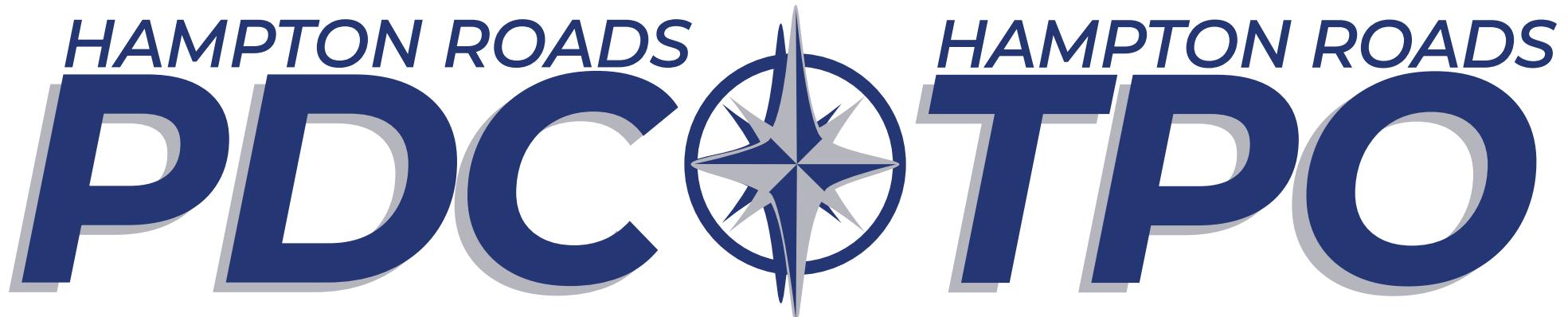
	<u>PDC</u>	<u>TPO</u>	<u>Total</u>
REVENUE			
Operating Revenue	\$4,300,723	\$4,247,861	\$8,548,584
Contingencies	\$26,023	\$2,429,914	\$2,455,937
Deferred and Pass-Thru Revenue	\$24,063,744	\$391,500	\$24,455,244
TOTAL REVENUE	\$28,390,490	\$7,069,275	\$35,459,765
EXPENDITURES			
Operating Expenditures	\$4,392,284	\$4,247,861	\$8,640,145
Deferred and Pass-Thru Expenditures	\$23,998,206	\$2,821,414	\$26,819,620
TOTAL EXPENDITURES	\$28,390,490	\$7,069,275	\$35,459,765

Ms. Tealen Hansen, HRPDC/HRTPO Chief Financial Officer, will provide an overview and answer any questions.

Attachment 7

RECOMMENDED ACTION:

Approve the FY 2026 Budget as recommended by the Joint HRPDC/HRTPO Personnel & Budget Committee.



Proposed FY 2026 Budget Compendium

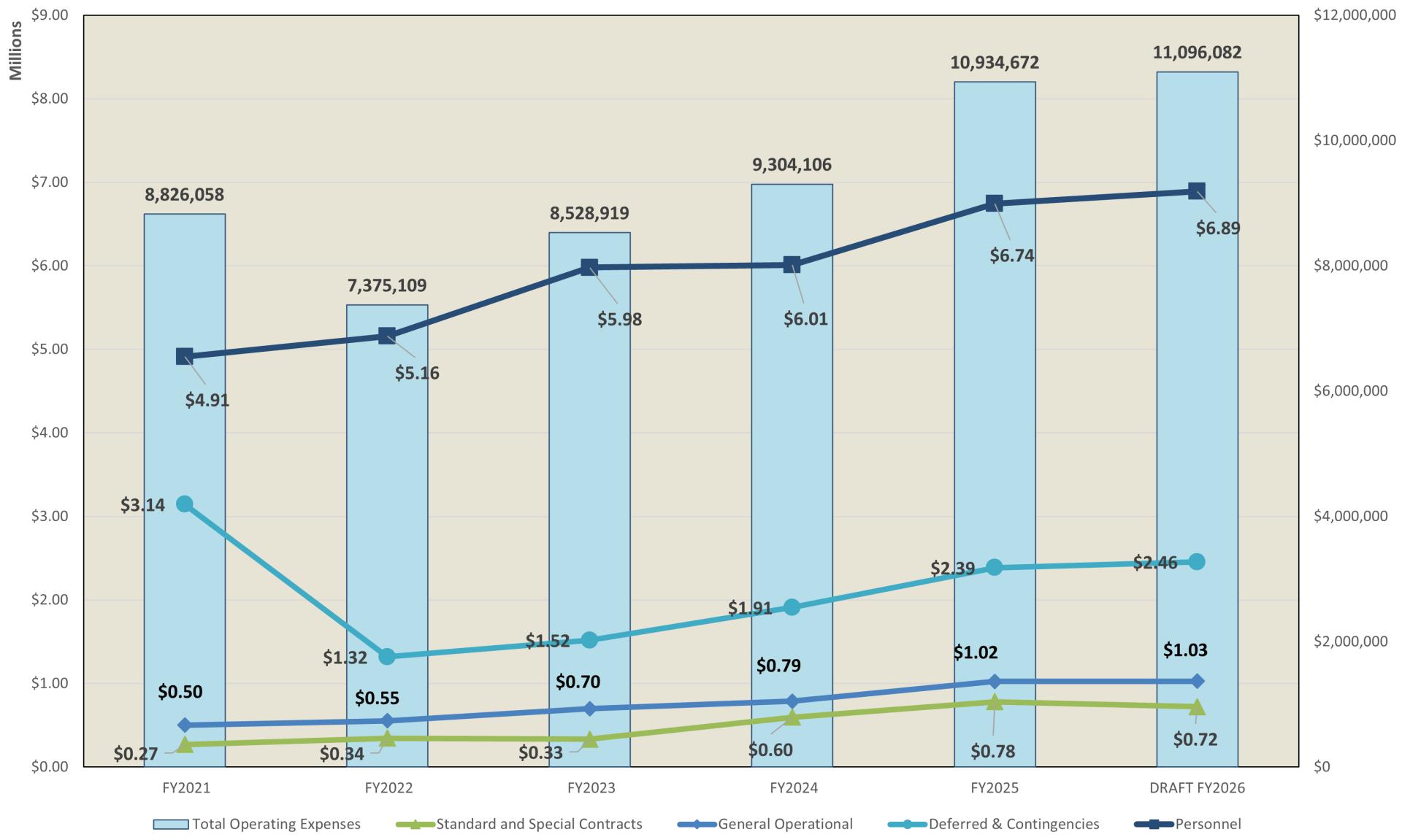
April 17, 2025

HRPDC/HRTPO Historical Budget Trend						
	FY2021	FY2022	FY2023	FY2024	FY2025	PROPOSED FY2026
REVENUES						
Operations						
Federal	3,344,827	3,631,990	4,515,337	4,834,336	6,160,732	6,051,895
State	505,891	593,138	663,697	809,175	916,967	980,500
State Support to PDCs	151,943	165,943	165,943	165,943	190,943	190,943
State Grants	353,948	427,195	497,754	643,232	726,024	789,557
Local	2,430,999	2,485,435	2,605,988	2,705,318	2,847,886	3,202,638
Local Member Contributions	1,383,287	1,469,744	1,574,700	1,664,260	1,753,239	1,764,653
<i>Per Capita - FY21: \$0.80, FY22: \$0.85, FY23: \$0.90, FY24 - FY26 \$1.00</i>						
Local Program Contributions	1,047,712	995,691	1,011,288	1,021,058	1,073,815	1,211,430
Local Special Program Contributions	0	0	0	0	0	0
Local Other	0	20,000	20,000	20,000	20,832	226,555
Other	2,407,975	489,270	542,695	639,185	724,460	769,488
Support for HRTAC	154,860	261,900	286,185	290,185	301,645	301,645
Support for HRMFFA	25,000	25,000	25,000	40,000	55,000	62,659
Support for SNA	0	32,000	50,000	72,000	80,000	88,269
Support for HRTAC (RCS)	166,467	155,170	155,585	79,425	0	0
Miscellaneous	2,061,648	15,200	25,925	157,575	287,815	316,915
Sub-Total Operations (Without Deferred)	8,689,692	7,199,833	8,327,717	8,988,014	10,650,045	11,004,521
Deferred - Operating	136,366	175,276	201,202	316,092	284,627	91,561
Total Operations (With Deferred)	8,826,058	7,375,109	8,528,919	9,304,106	10,934,672	11,096,082
Pass-Through & Deferred	7,501,416	9,073,764	46,339,600	36,933,795	33,815,743	24,363,683
Federal	2,417,824	2,704,727	23,376,011	18,799,139	17,989,971	13,642,111
State	43,500	703,500	3,673,500	4,533,500	4,858,208	1,111,223
Local	1,326,641	1,314,998	8,007,364	6,097,046	5,328,243	4,726,071
Miscellaneous	2,400,000	2,753,979	9,928,000	6,077,091	4,467,728	3,731,464
Deferred - Pass Thru	1,313,451	1,596,560	1,354,725	1,427,019	1,171,593	1,152,814
TOTAL REVENUES	16,327,474	16,448,873	54,868,519	46,237,901	44,750,415	35,459,765
EXPENDITURES						
Operations						
Personnel	4,909,964	5,158,295	5,979,494	6,009,462	6,743,418	6,892,346
Standard Contracts	96,915	128,143	166,300	131,480	275,935	214,825
Special Contracts	171,920	216,531	167,049	463,955	505,438	505,656
General	502,281	554,174	698,123	789,286	1,023,892	1,027,320
	Subtotal	5,681,080	6,057,143	7,010,966	7,394,183	8,548,683
						8,640,147
Pass-Through	7,501,416	9,073,764	46,339,600	36,933,795	33,815,743	24,363,683
Deferred & Contingencies	3,144,978	1,317,966	1,517,953	1,909,923	2,385,989	2,455,935
TOTAL EXPENDITURES	16,327,474	16,448,873	54,868,519	46,237,901	44,750,415	35,459,765

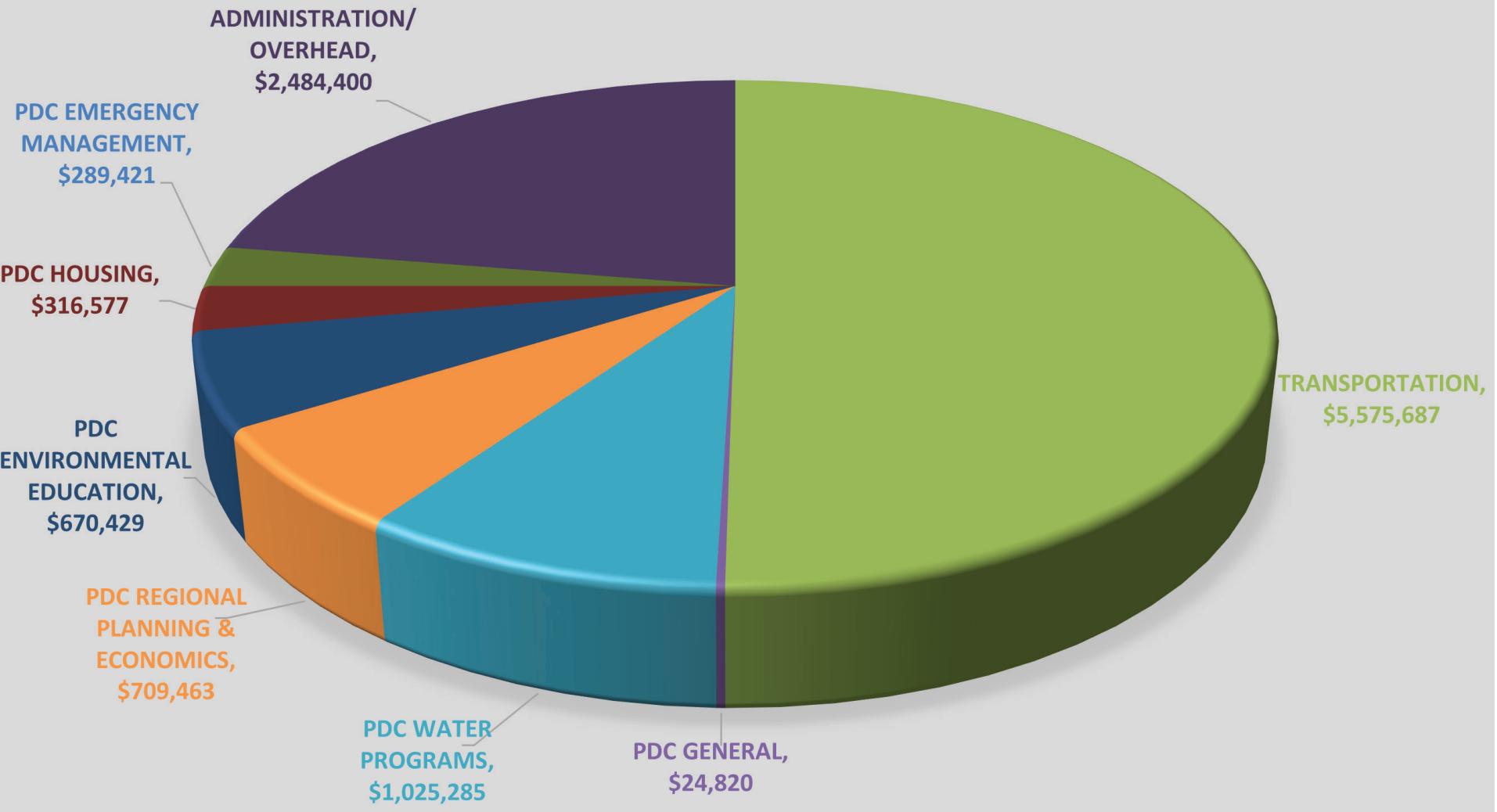
HRPDC/HTRPO Operating Revenue Sources
(in millions)



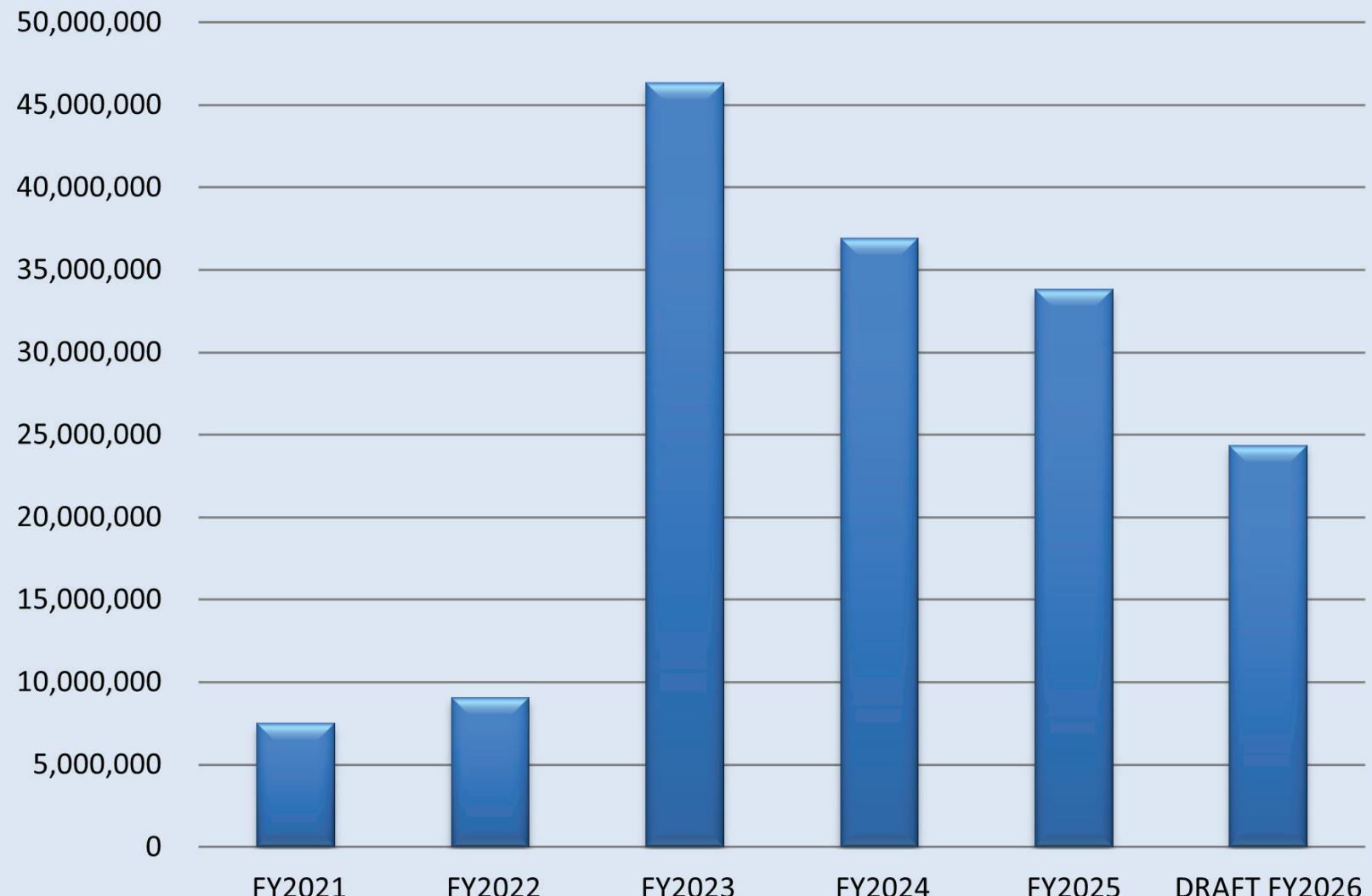
HRPDC/HTRPO Operating Expenditures



FY2026 OPERATING EXPENDITURE BUDGET



Pass-Through Revenues and Expenditures



MEMBER DUES AND STATE ALLOCATION TRENDS

FY	MEMBER DUES PER CAPITA	MEMBER DUES AMOUNT	STATE ALLOCATION	TOTAL
2001	\$0.47	\$720,041	\$366,628	\$1,086,669
2002	\$0.52	\$818,897	\$358,625	\$1,177,522
2003	\$0.52	\$818,897	\$325,472	\$1,144,369
2004	\$0.52	\$818,901	\$326,663	\$1,145,564
2005	\$0.62	\$986,420	\$293,999	\$1,280,419
2006	\$0.82	\$1,304,620	\$293,995	\$1,598,615
2007	\$0.82	\$1,330,696	\$293,995	\$1,624,691
2008	\$0.82	\$1,338,739	\$279,295	\$1,618,034
2009	\$0.82	\$1,341,946	\$275,106	\$1,617,052
2010	\$0.82	\$1,346,171	\$253,879	\$1,600,050
2011	\$0.82	\$1,342,835	\$132,124	\$1,474,959
2012	\$0.82	\$1,362,766	\$151,943	\$1,514,709
2013	\$0.80	\$1,329,440	\$151,943	\$1,481,383
2014	\$0.80	\$1,339,935	\$151,943	\$1,491,878
2015	\$0.80	\$1,358,370	\$151,943	\$1,510,313
2016	\$0.80	\$1,366,797	\$151,943	\$1,518,740
2017	\$0.80	\$1,372,414	\$151,943	\$1,524,357
2018	\$0.80	\$1,380,622	\$151,943	\$1,532,565
2019	\$0.80	\$1,383,252	\$151,943	\$1,535,195
2020	\$0.80	\$1,381,541	\$151,943	\$1,533,484
2021	\$0.80	\$1,383,287	\$151,943	\$1,535,230
2022	\$0.85	\$1,477,735	\$165,943	\$1,643,678
2023	\$0.90	\$1,574,700	\$165,943	\$1,740,643
2024	\$1.00	\$1,751,852	\$165,943	\$1,917,795
2025	\$1.00	\$1,753,239	\$190,943	\$1,944,182
2026	\$1.00	\$1,764,653	\$190,943	\$1,955,596

MEMBER DUES AND STATE ALLOCATION TRENDS (Inflation Adjusted in Current Dollars)

FY	MEMBER DUES PER CAPITA	MEMBER DUES AMOUNT	STATE ALLOCATION	TOTAL
2001	\$0.47	\$1,348,028	\$686,384	\$2,034,412
2002	\$0.52	\$1,509,023	\$660,856	\$2,169,879
2003	\$0.52	\$1,475,127	\$586,292	\$2,061,419
2004	\$0.52	\$1,436,809	\$573,149	\$2,009,958
2005	\$0.62	\$1,674,368	\$499,040	\$2,173,408
2006	\$0.82	\$2,145,369	\$483,457	\$2,628,826
2007	\$0.82	\$2,127,186	\$469,966	\$2,597,152
2008	\$0.82	\$2,061,402	\$430,061	\$2,491,463
2009	\$0.82	\$2,072,976	\$424,971	\$2,497,946
2010	\$0.82	\$2,046,022	\$385,866	\$2,431,889
2011	\$0.82	\$1,978,822	\$194,700	\$2,173,522
2012	\$0.82	\$1,967,406	\$219,358	\$2,186,764
2013	\$0.80	\$1,891,561	\$216,188	\$2,107,749
2014	\$0.80	\$1,876,186	\$212,752	\$2,088,938
2015	\$0.80	\$1,899,696	\$212,494	\$2,112,190
2016	\$0.80	\$1,887,564	\$209,835	\$2,097,400
2017	\$0.80	\$1,855,764	\$205,456	\$2,061,219
2018	\$0.80	\$1,822,410	\$200,564	\$2,022,974
2019	\$0.80	\$1,793,364	\$196,992	\$1,990,356
2020	\$0.80	\$1,768,983	\$194,554	\$1,963,537
2021	\$0.80	\$1,692,047	\$185,858	\$1,877,904
2022	\$0.85	\$1,673,798	\$187,960	\$1,861,758
2023	\$0.90	\$1,712,922	\$180,509	\$1,893,431
2024	\$1.00	\$1,850,988	\$175,334	\$2,026,322
2025	\$1.00	\$1,800,081	\$196,044	\$1,996,125
2026	\$1.00	\$1,764,653	\$190,943	\$1,955,596

Local Jurisdiction Contributions

Proposed FY 2026 Summary

Subject to Change (revised 04/10/2025)

	Chesapeake	Franklin	Gloucester	Hampton	Isle of Wight County	James City County	Newport News	Norfolk	Poquoson	Portsmouth	Smithfield
CENSUS Weldon-Cooper 07/01/2024 Population Estimates (Published 01/27/25)	253,261	8,130	39,019	136,793	32,423	81,826	182,621	245,406	12,966	95,240	8,625
Agency Activities Member Contributions - Per Capita	\$1.00	\$253,261	\$8,130	\$39,019	\$136,793	\$32,423	\$81,826	\$182,621	\$245,406	\$12,966	\$95,240
Metropolitan Medical Response System (MMRS) - Per Capital	\$0.20	50,652	1,626	7,804	27,359	6,485	16,365	36,524	49,081	2,593	19,048
Regional Construction Standards - Per Committee		9,518	324	1,452	5,293	1,134	2,960	7,069	9,591	481	3,706
RESILIENCY AND WATER RESOURCES PROGRAMS - Per Committee											
Coastal Resiliency TA		34,390	1,088	5,335	18,647	4,343	10,989	24,828	32,433	1,722	13,088
USGS Subsidence Monitoring (Per Committee)		5,761	182	893	3,123	727	1,841	4,158	5,433	289	2,192
Flood Insurance Outreach (Per Committee)		6,480	205	1,005	3,514	818	2,071	4,678	6,112	325	2,466
Regional Water TA Programs		23,812	4,165	4,663	3,103	4,303	10,332	0	24,094	3,103	13,165
Regional Stormwater Program		48,847	1,545	7,577	26,486	6,168	15,609	35,263	46,068	2,447	18,590
Regional Wastewater Program		8,295	545	234	5,439	405	3,102	5,935	8,132	579	3,983
ASKHRGREEN PROGRAMS - Per Committee											
HRWET Staff		12,219	626	920	0	708	4,267	0	12,386	0	5,938
HRWET Direct		11,945	613	900	0	692	4,170	0	12,108	0	5,803
H2O - Help 2 Others (H2O) Program		3,333	171	251	0	193	1,163	0	3,378	0	1,620
HRFOG - Consultant		276	18	8	181	14	103	197	271	19	133
HRFOG - Direct		5,180	340	146	3,397	253	1,937	3,706	5,078	361	2,487
HRFOG - Staff		6,146	404	173	4,030	300	2,299	4,398	6,026	429	2,952
Stormwater Management Education Staff		10,818	342	1,677	5,865	1,366	3,457	7,809	10,202	542	4,117
Stormwater Management ask HRgreen		8,272	1,231	2,128	4,943	1,919	3,323	6,251	7,858	1,364	3,769
HRCLEAN Admin		7,938	251	1,231	4,304	1,002	2,537	5,731	7,487	398	3,021
HRCLEAN Direct		8,556	328	1,377	4,666	1,132	2,773	6,194	8,071	484	3,292
Total FY2026		\$515,699	\$22,134	\$76,793	\$257,143	\$64,385	\$171,124	\$335,362	\$499,215	\$28,102	\$204,610
Total FY2025		\$500,340	\$20,604	\$74,548	\$251,541	\$62,001	\$163,347	\$329,519	\$475,343	\$26,786	\$198,821
Difference		\$15,359	\$1,530	\$2,245	\$5,602	\$2,384	\$7,777	\$5,843	\$23,872	\$1,316	\$5,789
											\$53

Local Jurisdiction Contributions

Proposed FY 2026 Summary

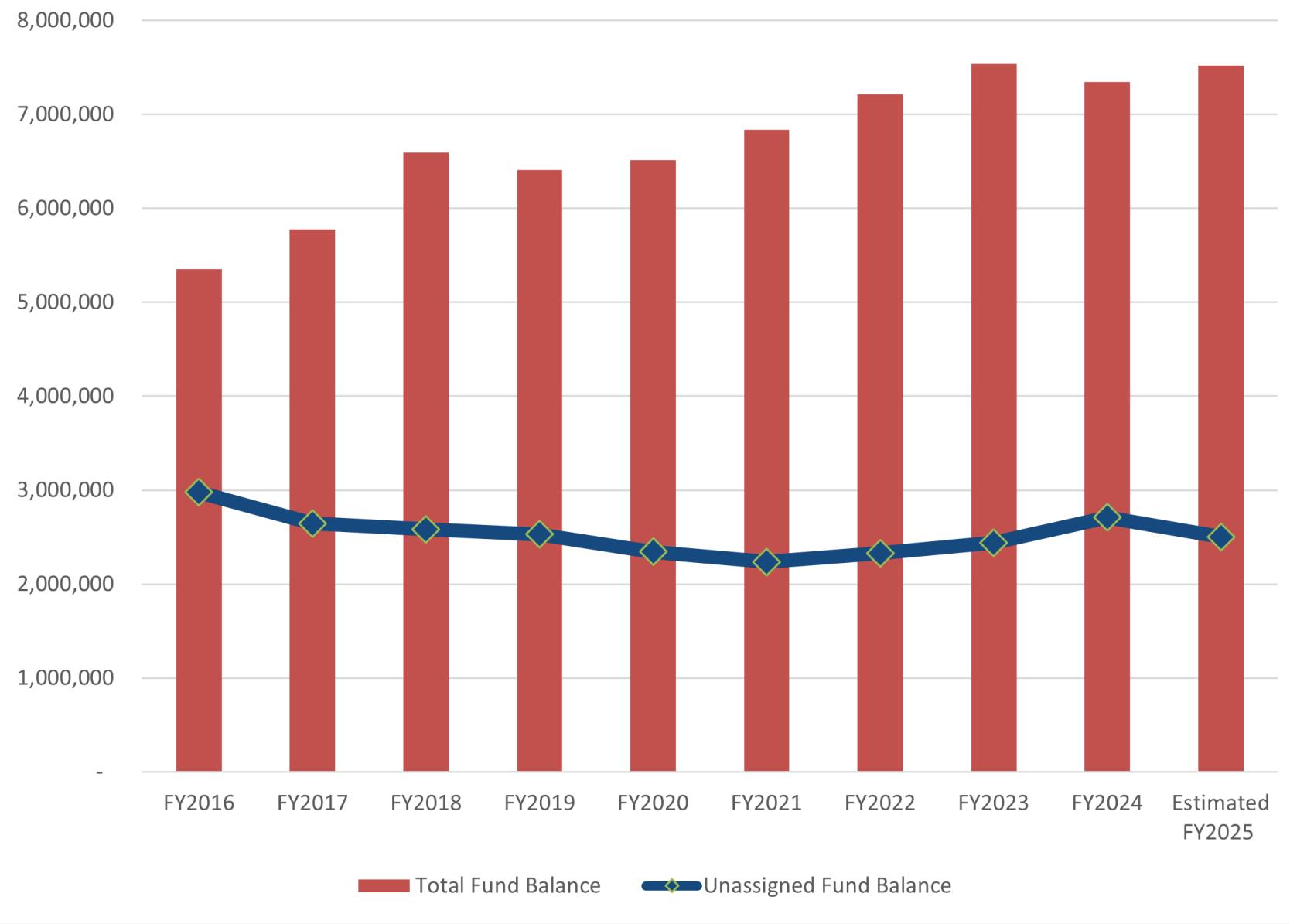
Subject to Change (revised 04/10/2025)

	Southampton County	Suffolk	Surry County	Virginia Beach	Williamsburg	York County	HRSD	HRUHCA	NN Water Works	Total FY2025	Total FY2025	Difference	
CENSUS Weldon-Cooper 07/01/2024 Population Estimates (Published 01/27/25)	17,769	102,572	6,558	452,965	15,690	72,789	0	0	0	1,764,653	1,753,239	11,414	
Agency Activities Member Contributions - Per Capita	\$1.00	\$17,769	\$102,572	\$6,558	\$452,965	\$15,690	\$72,789	\$0	\$0	\$1,764,653	\$1,753,239	\$11,414	
Metropolitan Medical Response System (MMRS) - Per Capital	\$0.20	3,554	20,514	1,312	90,593	3,138	14,558	0	0	352,931	350,649	2,282	
Regional Construction Standards - Per Committee	697	3,618	257	17,696	593	2,682	5,000	5,000	2,500	79,900	79,900	0	
RESILIENCY AND WATER RESOURCES PROGRAMS - Per Committee													
Coastal Resiliency TA	2,418	13,716	889	61,786	2,135	9,781	0	0	0	238,812	228,869	9,943	
USGS Subsidence Monitoring (Per Committee)	405	2,297	149	10,349	358	1,638	0	0	0	40,000	40,000	0	
Flood Insurance Outreach (Per Committee)	456	2,584	167	11,643	402	1,843	0	0	0	45,000	45,000	0	
Regional Water TA Programs	4,101	11,466	0	43,405	4,597	3,103	15,000	0	39,721	215,475	158,691	56,784	
Regional Stormwater Program	3,435	19,480	1,262	87,759	3,033	13,892	0	0	0	339,200	310,000	29,200	
Regional Wastewater Program	153	2,969	19	15,787	392	3,356	60,267	0	0	120,106	88,672	31,434	
ASKHRGREEN PROGRAMS - Per Committee													
HRWET Staff	589	4,935	0	23,781	882	0	0	0	21,608	89,000	84,809	4,191	
HRWET Direct	576	4,823	0	23,247	862	0	0	0	21,123	87,000	85,000	2,000	
H2O - Help 2 Others (H2O) Program	160	1,347	23	6,488	240	0	0	0	5,894	24,300	27,858	(3,558)	
HRFOG - Consultant	5	99	1	526	13	112	2,007	0	0	4,000	5,000	(1,000)	
HRFOG - Direct	96	1,854	11	9,858	245	2,095	37,635	0	0	75,000	75,000	0	
HRFOG - Staff	113	2,200	14	11,698	290	2,487	44,660	0	0	89,000	84,809	4,191	
Stormwater Management Education Staff	761	4,314	280	19,435	672	3,077	0	0	0	75,119	71,542	3,577	
Stormwater Management ask HRgreen	1,511	3,901	1,188	14,064	1,451	3,068	0	0	0	67,500	67,500	0	
HRCLEAN Admin	558	3,166	205	14,262	493	2,258	0	0	0	55,125	52,500	2,625	
HRCLEAN Direct	656	3,447	278	15,324	586	2,475	0	0	0	60,000	61,000	(1,000)	
Total FY2026		\$38,013	\$209,302	\$12,613	\$930,666	\$36,072	\$139,214	\$164,569	\$5,000	\$90,846	\$3,822,121	\$3,670,038	\$152,083
Total FY2025		\$35,034	\$199,845	\$12,389	\$904,289	\$34,645	\$134,532	\$139,046	\$5,000	\$81,202	\$3,670,038		
Difference		\$2,979	\$9,457	\$224	\$26,377	\$1,427	\$4,682	\$25,523	\$0	\$9,644			\$152,083

FUND BALANCE REPORT
FROM FY2024 - FY2025

		ESTIMATED FY2024	FY2025
TOTAL FUND BALANCE		\$ 7,343,166	\$ 7,519,993
LESS:			
Committed (DESIGNATED)		1,490,556	2,236,601
Committed (RESERVES)		1,402,104	1,135,149
Non-spendable (Prepaid expense)		72,139	8,693
Assigned (GASB 75)		1,000,000	1,000,000
Assigned (LEAVE)		666,947	637,124
AVAILABLE FUND BALANCE (Unassigned)		\$ 2,711,420	\$ 2,502,426
 CASH IN BANK:			
Truist Investments		\$ 522,646	\$ 531,168
LGIP Investments		7,200,398	7,607,462
Truist Checking & Petty Cash		811,827	1,410,223
TOTAL CASH IN BANK		8,534,871	9,548,853
Plus: A/R		9,170,389	4,412,902
Plus: Prepaid Exp		72,139	8,693
TOTAL CURRENT ASSETS		17,777,399	13,970,448
 LIABILITIES:			
Accounts Payable		2,917,499	916,134
Contracts AP and Deferred Revenue		7,507,562	5,532,600
Accrued Payroll		9,172	1,721
TOTAL LIABILITIES		10,434,233	6,450,455
TOTAL FUND BALANCE		\$ 7,343,166	\$ 7,519,993

Fund Balance

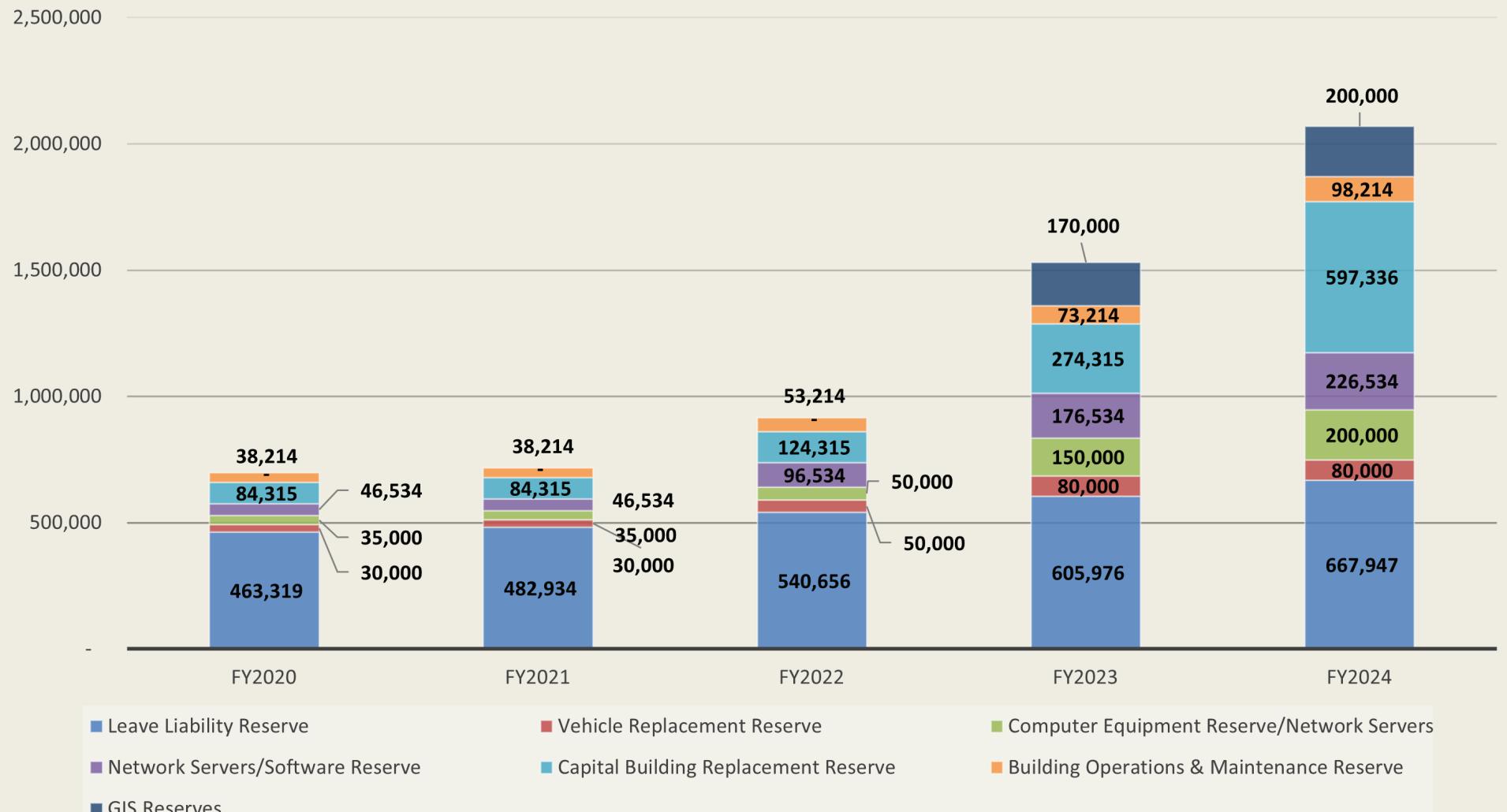


HRPDC / HRTPO RESERVES
FY2024

	FY2024	6/30/2024
	ANNUAL	AUDITED
	CONTRIBUTIONS	BALANCES
GASB 75 Retiree Liabilities Reserve (Note 1)	\$ -	\$ 1,000,000
Leave Liability Reserve	29,823	666,947
Vehicle Replacement Reserve	-	80,000
Computer Equipment Reserve/Network Servers	50,000	200,000
Network Servers/Software Reserve	50,000	226,534
Capital Building Replacement Reserve	95,000	597,356
Building Operations & Maintenance Reserve	25,000	98,214
GIS Reserves	30,000	200,000
TOTAL RESERVES	\$ 279,823	\$ 3,069,051

Note 1: This balance was capped per management discussion.

HRPDC/HRTPO Reserves



ITEM #8: HAMPTON ROADS RAIL CROSSING STUDY
Keith Nichols, HRTPO

The Port of Virginia (POV) is one of the most important drivers of the Hampton Roads economy. However, the waterways and railroads that support the POV also create a number of intermodal conflict points, which are locations in the transportation system where one mode crosses—and impedes—the flow of another mode.

The most common intermodal conflict point is where roadways and railroads intersect. These highway-rail crossings can cause not only extensive delays for roadway travelers but can also contribute to a number of collisions between trains and vehicles each year. There are over 600 crossings throughout Hampton Roads, nearly 500 of which are at-grade.

Based on new federal funding opportunities and the importance of freight movement to the Hampton Roads economy, HRTPO staff are working on a Regional Rail Crossing Study to prepare and better position the region for these potential new funding sources.

HRTPO staff, in coordination with various committees, recently developed an at-grade rail crossing prioritization methodology based on various factors, including traffic volumes, safety, roadway characteristics, train volumes, estimated delay, and area/equity factors. HRTPO staff used this methodology to develop a draft prioritized list of the 307 public, at-grade crossings in the region.

Mr. Keith Nichols, HRTPO Principal Transportation Engineer, will brief the HRTPO Board on this item.

RECOMMENDED ACTION:

For discussion and informational purposes.

ITEM #9: COMMONWEALTH TRANSPORTATION BOARD MEMBERS UPDATE

The Commonwealth Transportation Board (CTB) members are invited to address the HRTPO Board.

ITEM #10: VIRGINIA DEPARTMENT OF TRANSPORTATION UPDATE

The Virginia Department of Transportation (VDOT) representative is invited to address the HRTPO Board.

- Updates on the I-64 Gap project
- Update on the Denbigh Interchange projects

ITEM #11: VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION UPDATE

The Virginia Department of Rail and Public Transportation (DRPT) representative is invited to address the HRTPO Board.

ITEM #12: VIRGINIA PASSENGER RAIL AUTHORITY

The Virginia Passenger Rail Authority (VPRA) representative is invited to address the HRTPO Board.

ITEM #13: VIRGINIA PORT AUTHORITY UPDATE

The Virginia Port Authority (VPA) representative is invited to address the HRTPO Board.

ITEM #14: HAMPTON ROADS TRANSIT AND WILLIAMSBURG AREA TRANSIT AUTHORITY UPDATES

The Hampton Roads Transit (HRT) and Williamsburg Area Transit Authority (WATA) representatives are invited to address the HRTPO Board.

ITEM #15: FREIGHT TRANSPORTATION ADVISORY COMMITTEE UPDATE

The Freight Transportation Advisory Committee (FTAC) representative is invited to address the HRTPO Board.

ITEM #16: COMMUNITY ADVISORY COMMITTEE UPDATE

The Community Advisory Committee (CAC) representative is invited to address the HRTPO Board.

ITEM #17: MILITARY LIAISONS UPDATE

Military liaisons for the U.S. Coast Guard (USCG), the Joint U.S. Air Force (USAF), and U.S. Army (USA), and the U.S. Navy (USN) are invited to address the HRTPO Board.

ITEM #18: AIRPORT REPRESENTATIVES UPDATE

The Norfolk Airport Authority (NAA) and Peninsula Airport Commission (PAC) representatives are invited to address the HRTPO Board.

ITEM #19: HRTPO BOARD THREE-MONTH TENTATIVE SCHEDULE

June 2025

Per the Board-approved Regional Meeting Schedule, there is no HRTPO Board meeting scheduled for June.

July 2025

July 17, 2025: 10:30 a.m. – 12:00 p.m.

- Regional Freight Study
- Congestion Management Process – Part 1
- Regional Bridge Study
- FY 2027-2028 Transportation Alternatives (TA) Set-Aside Support Letters

August 2025

Per the Board-approved Regional Meeting Schedule, there is no HRTPO Board meeting scheduled for August.

ITEM #20: MINUTES OF HRTPO ADVISORY COMMITTEE MEETINGS**A. Transportation Technical Advisory Committee (TTAC)**

The approved summary minutes from the February 5, 2025 and March 5, 2025 TTAC meetings are available on the HRTPO website using the following links:

<https://www.hrtpo.org/AgendaCenter/ViewFile/Minutes/ 02052025-1219>

<https://www.hrtpo.org/AgendaCenter/ViewFile/Minutes/ 03052025-1296>

ITEM #21: FOR YOUR INFORMATION

A. FY 2024-2027 Transportation Improvement Program (TIP) Administrative Modifications, TIP Replacements Letters, TIP Alignment Letters, and/or Out-Year Funding Revisions

In order to move projects forward more efficiently in Hampton Roads, the HRTPO has implemented streamlined procedures for processing items related to the TIP. For transparency purposes, any TIP Administrative Modifications, TIP Replacement Letters, TIP Alignment Letters, and/or Out-Year Funding Revisions, are listed in order by HRTPO staff action date and available on the HRTPO website using the following link:

<https://www.hrpdcva.gov/DocumentCenter/View/14619/TIP-Administrative-Modifications-Mar-Apr2025-PDF>

B. HRBT Expansion HRTAC Report

VDOT provides monthly reports to the HRTAC staff on the status of the Hampton Roads Bridge Tunnel (HRBT) Expansion project. The most recent report is attached.

Attachment 21B

C. VDOT's HRTAC Program Development Monthly Executive Report

VDOT provides monthly reports to the Hampton Roads Transportation Accountability Commission (HRTAC) staff on the status of the Regional Priority Projects. The most recent report is attached.

Attachment 21C

D. Letter of Appointment to the HRTPO Board from the City of Hampton

Attached is a letter, dated February 21, 2025, from Ms. Joy Mautz, Hampton Deputy Clerk, to Ms. Cynthia Mulkey, HRPDC/HRTPO Senior Administrative Assistant, appointing Mayor James Gray and Councilwoman Carolyn Campbell as the City's voting and alternate voting representatives, respectively, to the Board of the Hampton Roads Transportation Planning Organization (HRTPO).

Attachment 21D

E. Letter of Conformity Finding for the Amended 2045 Long-Range Transportation Plan (LRTP) and the Hampton Roads FY 2024-2027 Transportation Improvement Program (TIP)

Attached is a letter, dated March 3, 2025, from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) to VDOT Commissioner Stephen Brich, regarding their joint conformity finding confirming that the Amended Hampton Roads 2045 Long-Range Transportation Plan (LRTP) and FY 2024-2027 Transportation Improvement Program (TIP) demonstrate conformity as prescribed by EPA's Transportation Conformity Rule (40 CFR

Part 93), subsequent amendments, and guidance issued by EPA in November 2018 for areas affected by the February 2018 South Coast court decision. Included in the attachment is a letter, dated January 22, 2025, from the EPA concurring on the overall conformity determination.

Attachment 21E

F. Letter of Support for Community Project Funding for Hampton Roads Transit's (HRT) Paratransit Vehicles

Attached is a letter of support, dated April 9, 2025, from Mr. Robert A. Crum Jr., HRTPO Executive Director, to Senators Timothy M. Kaine and Mark R. Warner, and Representatives Jen Kiggans and Robert C. Scott, for HRT's Paratransit Vehicles through Community Project Funding.

Attachment 21F

G. Letter of Support for Congressionally Directed Spending for the Norfolk Airport Authority's Security Checkpoint Improvements

Attached is a letter of support, dated April 14, 2025, from Mr. Robert A. Crum Jr., HRTPO Executive Director, to Representative Jen Kiggans, for the Norfolk Airport Authority's Security Checkpoint Improvements at Norfolk International Airport through Congressionally Directed Spending.

Attachment 21G

H. Letter of Support for Community Project Funding for the City of Suffolk's Townpoint Sidewalk Project

Attached is a letter of support, dated April 17, 2025, from Mr. Robert A. Crum Jr., HRTPO Executive Director, to Senators Timothy M. Kaine and Mark R. Warner, and Representative Jen Kiggans, for the City of Suffolk's Townpoint Sidewalk project through Community Project Funding.

Attachment 21H

I. Letter Outlining the Amended Rural Transportation Planning Program and State Planning and Research (SP&R) Funding Strategy for Hampton Roads

Attached is a letter, dated May 7, 2025, from Mr. Robert A. Crum Jr., HRPDC and HRTPO Executive Director, to Mr. Ben Mannell, VDOT TMPD Assistant Division Administrator, outlining HRTPO and HRPDC staff's decision on the FY 2026 State Planning & Research (SP&R) funding for the Rural Transportation Planning (RTP) Program

Attachment 21I



**March 2025
Monthly Project Report
I-64 HAMPTON ROADS
BRIDGE-TUNNEL
EXPANSION**

Report No. 72
Project No. 0064-M06-032



Table of Contents

1. Executive Summary.....	1
1.1 Overview.....	1
1.2 Priorities.....	1
1.3 Key Updates	2
2. Project Schedule.....	6
2.1 Schedule Status.....	6
2.2 Longest Path	6
2.3 Impact Analysis.....	6
3. Project Budget	9
3.1 Overall Budget.....	9
3.2 Design-Build Contract Cost Status	11
3.3 Budget by Funding Source	12
3.4 Contingency.....	13
4. Environmental.....	17
5. Construction	18
5.1 Construction Area 1: Landside Roadways.....	19
5.2 Construction Area 2: Marine Trestle Work.....	20
5.3 Construction Area 3: Tunnels and Islands	21
5.4 Construction Area 4: Landside Bridges	22
6. Operations.....	24
7. Quality	26
8. Safety.....	27
9. Civil Rights & DBE/SWaM Business Opportunities	28
10. Public Outreach & Media.....	29

Issue Date: April 7, 2025

Prepared by:

Virginia Department of Transportation

<https://hrbtexpansion.vdot.virginia.gov/>

1. Executive Summary

1.1 Overview

This report provides an overview of accomplishments and activities for the Hampton Roads Bridge-Tunnel Expansion Project from February 23, 2025 – March 22, 2025. The Design-Builder for the project is Hampton Roads Connector Partners (HRCP), a consortium that includes lead contractors Dragados, Vinci, Flatiron, and Dodin Campenon Bernard, with lead designers HDR and Mott MacDonald.

The current reporting period is aligned with HRCP's fiscal-month structure, on which the project's design-build schedule updates and invoiced construction progress are based. Reporting periods typically close on the Saturday on or preceding the 24th of each month.

During this reporting period, project accomplishments included the following:

- South Island Progress:
 - Installation of south portal internal walls 54% complete.
 - Installation of south portal rectilinear approach excavation 53% complete.
- Tunnel Progress:
 - 33.3% complete for General Purpose (GP) tunnel excavation (2,652 ft out of 7,961 total ft excavated).
 - 103 concrete tunnel rings installed this period (391 out of 1,194 total rings installed).
 - 36% complete for HT egress structure L-walls (2,847 LF out of 7,942 LF).
- North Island Progress:
 - Wall waterproofing for rectilinear approach 76% complete.
 - Rectilinear approach base slab at 62% complete.
- Landside Progress:
 - Completed placing CTA along retaining wall 409 and 501 near Patrol Rd.
 - Began 4th View on ramp eastbound shift to phase 2A.
- Marine Progress:
 - North Trestle westbound piles 59% complete.
 - South Trestle westbound MOT decks 52% complete.

1.2 Priorities

VDOT's priorities for the Project are to achieve the following objectives:

- To provide mobility enhancements and travel-time reliability along the Project corridor.
- To minimize Project impacts on adjacent communities.
- To improve transportation operations and safety throughout the Project corridor.
- To develop public infrastructure in a financially responsible manner.

1.3 Key Updates

Project Schedule

The last approved schedule for the project is Update 66R1 (data date: January 19, 2025), and the schedule information in this report reflects this update. Schedule 66R1 was returned Approved as Noted on March 4, 2025.

Contractual Substantial and Final Completion Dates remain unchanged.

- Substantial Completion on February 26, 2027
- Final Completion on August 27, 2027

The Projected Schedule Completion dates reflected HRCP's Schedule Update 66R1 are:

- Substantial Completion on March 3, 2027
- Final Completion on September 1, 2027

Project Budget

The project budget summary below now includes all billed to date costs through March 22, 2025 and does not include forecasted cost outside of the reporting period.

- Project budget overview:

Current total project budget:	\$ 3,935,451,641
Total costs to date:	\$ 2,721,979,057
Remaining project budget:	\$ 1,213,472,584

- Design-build contract overview:

Design-build contract original amount:	\$ 3,299,997,227
Net change orders:	\$ 11,715,924
Exercised Options:	\$ 73,454,414
Material Price Adjustments to Date:	\$ 121,174,788
Assessed Liquidated Damages (LD):	\$ (1,076,000)
Design-build contract sum to date:	\$ 3,505,266,353
Expenditures to date:	\$ 2,583,877,199
Remaining design-build contract amount:	\$ 921,389,154

- Design-build progress to date:

Project Management:	92.6%
Design:	96.9%
Physical Construction Progress:	56.9%
Overall:	73.7%

Environmental

Environmental updates for this reporting period include:

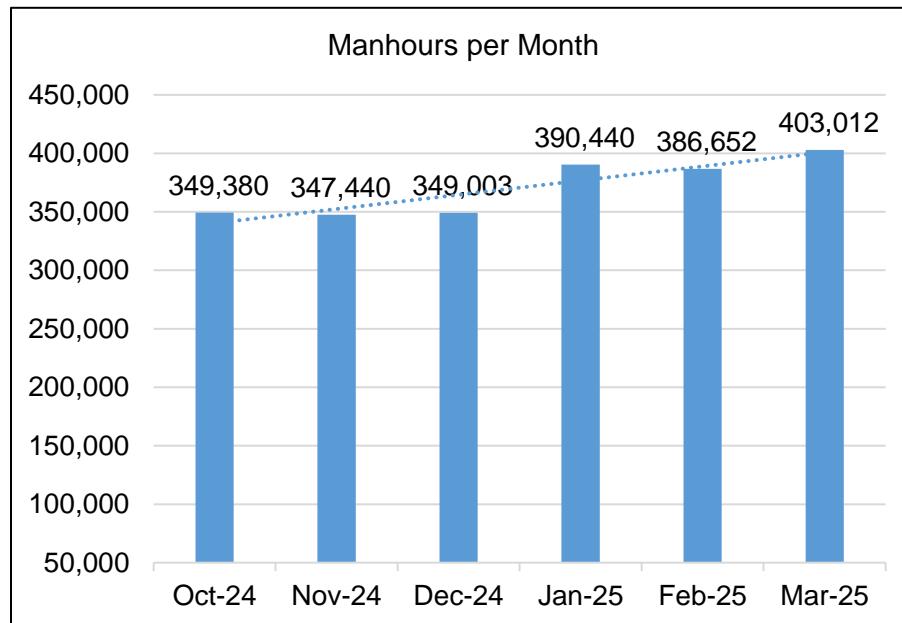
- HRCP held their quarterly agency meeting on March 12, 2025, to provide project updates to the regulatory agencies.
- JPA modification #12 is under review by the agencies.

Construction

Summary progress updates for this reporting period include:

- Landside Roadways
 - Began drainage work near Hampton inspection station.
 - Completed drill shafts along retaining wall 309 near 4th View St.
- Marine Works
 - North Trestle westbound deck placement at 44%.
- Tunnels and Islands
 - 33.3% complete for General Purpose (GP) tunnel excavation (2,652 ft out of 7,961 total ft excavated).
 - Completed installation of slurry booster pumps in the GP tunnel.
 - 36% complete for HT tunnel egress structure L-walls.
 - 95% complete for HT tunnel stage 1 installation of cement-treated base (CTB) ballast for tunnel roadway.
 - 59% complete for HT tunnel installation of egress footer.
- Landside Bridges
 - Completed deck placement at Spans 1-2 and 42-46 for eastbound widening at Willoughby Bay Bridge.
 - Completed approach slab pour at Abutment A and B for westbound widening at 1st View St. Bridge.
 - Completed deck placement for eastbound widening at Evans St. Bridge.

The number of construction manhours worked each month is provided by HRCP and is current as of March 31, 2025:



Project Manhours to Date:
14,669,423

Operations

The following operations activities took place during this reporting period:

- Relocation and activation of ITS devices at Overhead Sign Structure #18.
- Minor Traffic Shift on I-64 4th View eastbound to facilitate road widening.
- Temporary detour of Bayville Street for bridge widening activities.
- Long-term detour of Mason Creek Road to facilitate bridge widening activities.

Quality

Quality updates for this reporting period include:

- VDOT continues to monitor HRCP's QA and QC material testing. VDOT also performed Independent Testing and Verification Testing on materials in accordance with VDOT requirements and coordinated with VDOT Materials Division for shop inspections as required.
- VDOT continues to engage HRCP in discussions on HRCP's implementation of their Quality Management System Plan (QMSP) and the effectiveness of the plan.



Safety

The following safety performance indicator information is provided by HRCP and is current as of March 31, 2025:

- Total Recordable Incidence Rate: 1.60 (National Average: 2.5)
- Lost Time Incidence Rate: 0.22 (National Average 1.6)

Civil Rights & DBE/SWaM Business Opportunities

HRCP has awarded **381** subcontracts, subconsultant agreements, and purchase orders to certified DBE/SWaM firms on the project. Contract awards continue this period to represent a total of **\$603.2 million** to certified DBE/SWaM firms.

Public Outreach & Media

Public outreach and project media updates provided by VDOT and HRCP for this reporting period include:

- Project Director Ryan Banas provided project updates and a site tour for the construction branch leadership of the Pennsylvania Turnpike Commission.
- Project Director Ryan Banas provided project updates to University of Virginia School of Architecture graduate students and professors as well as Norfolk Collegiate School students.

2. Project Schedule

2.1 Schedule Status

The following table depicts key milestone dates for the project and has been updated as of the current approved schedule. The last approved schedule for the project is Update 66R1 (data date: January 19, 2025), and the schedule information in this report reflects this update. Contractual Substantial and Final Completion dates remain unchanged from the Contract Amendment; February 26, 2027, and August 27, 2027 respectively. However, the Project Schedule Update 66R1 Substantial and Final Completion reflect March 3, 2027, and September 1, 2027, respectively.

	Contract Requirement	January 2025 Schedule	Actual
NTP		Sep 11, 2020	Sep 11, 2020
Substantial Completion	Feb 26, 2027	Mar 3, 2027	
Final Completion	Aug 27, 2027	Sep 1, 2027	

2.2 Longest Path

The longest path/critical path in Project Schedule Update 66R1 is driven by the following activities:

- General Purpose Tunneling - Mining
- TBM disassembly in South Island tri-cell
- South Island Tri-Cell Permanent Structures
- South Island Ventilation Building and Commissioning
- Commissioning – High Occupancy Toll and General Purpose Operational Testing
- Commissioning – Tunnel, Buildings, Roadways, and Trestles Integration Testing
- ITT Reversal
- Substantial Completion

2.3 Impact Analysis

Several elements of work are near-critical and could affect schedule performance if they are not addressed diligently. VDOT and HRCP are closely monitoring these activities. The following work elements have been identified as near critical, meaning there is less than one month of float in the current schedule.

South Portal – Work Below Grade

- South Portal Cell 1 Temporary Structures – Construct Shield and Gantry Cradle
- South Portal Rectilinear Section SOE
- South Portal - Cell 1 GP Permanent Structure Construction after TBM Extraction
- South Island Rectilinear Construction in South Island Expansion Cell 1& 2 – Mud Slab & Waterproofing, H2O Connection to T-Pile, Base Slabs, Exterior Walls & Waterproofing, Roadway Concrete

South Island – Work Above Grade

- South Island Ventilation Building – Phase 1 Construction
- South Island Flood Gate House Building Construction
- South Island HT & GP inspection Booths Construction
- South Island Buildings Final MEP Work, Commissioning and Functional Testing

Tunneling

- High Occupancy Tunnel – Interior Structures – South to North Sta. 677+85 to 598+44
- General Purpose Tunnel – Interior Structures – North to South Sta. 598+44 to 677+85
- High Occupancy Tunnel – Final MEP Construction & Commissioning
- General Purpose Tunnel – Final MEP Construction & Commissioning

North Portal – Work Below Grade

- North Portal Cell 2 Permanent Structures – External Walls, Interior Walls, Plenum Slabs, Struts & Roof Slabs
- North Portal Cell 1 Permanent Structures – Headwall, External Walls, Internal Walls, Roadway Slabs, Plenum Slabs, Roof Slabs

North Island – Work Above Grade

- North Island Ventilation Building – Phase 1 Ventilation Construction
- North Island Ventilation Building – Phase 2 Ventilation Construction
- North Island Garage Building – Foundation
- North Island TOC Building – Foundation Excavation
- North Island Crash House Building – Foundation
- North Island Maintenance Facility Extension Building - Construction
- North Island Buildings Final MEP Work, Commissioning and Functional Testing

Roadway and Land Bridges

- Segment 1 Hampton – Waterline Relocation
- Segment 3b Phase 2, 3A, & 4 – Roadway Widening, Storm Drainage, Retaining Walls
- Segment 3d Phase 2, 3, 3A, & 4 – Roadway Widening, Storm Drainage, Retaining Walls
- Segment 4 Phase 2, 2A, 3, 4, & 4A – Roadway Widening, MOT, Storm Drainage, Retaining Walls
- ITS Segment 1 Phase 3 – Installation
- ITS Segment 3b Phases 3A, &4 – Installation
- ITS Segment 3d Phases 3, & 4 – Installation
- ITS Segment 4 Phase 4 – Installation

- Blue Crab Wilard Switchgear Replacement – Switchgear Civil Works, Building Support, Switchgear, Precommissioning & Energization
- 4th View Bridge EB – Superstructure Construction & Deck Rehab
- 4th View Bridge WB – Superstructure Construction
- 1st View Bridge WB – Construction
- Bay Ave. Bridge EB – Substructure (Bent 12-14) Construction, Superstructure (Span 11-15) Construction and Superstructure Deck Rehab
- Bay Ave. Bridge WB – Construction & Rehab
- Evans Bridge EB – Superstructure Construction & Deck Rehab
- Evans Bridge WB – Construction
- Bay View Bridge EB – Superstructure Construction & Deck Rehab
- Bay View Bridge WB – Substructure Construction
- Oastes Creek Bridge EB – Superstructure Construction & Deck Rehab
- Oastes Creek Bridge WB – Superstructure Rehab
- Patrol Road Bridge EB – Superstructure Construction & Deck Rehab
- Patrol Road Bridge WB – Substructure Construction

Trestles

- North Trestle – Existing Eastbound – Demolition
- North Trestle – Existing Westbound – Demolition
- North Trestle – Westbound Zone 9 Construction
- South Trestle – Existing Eastbound – Demolition
- South Trestle – Existing Westbound – Demolition
- South Trestle – Temporary Work Trestle S2 Removal
- South Trestle – Temporary Work Trestles S3.3, S4, & S5 Installation
- South Trestle – Zone 2 WB Span 39 Concrete, Install Sound Barrier Wall & Final Median Barrier
- South Trestle – Zone 4 WB Retaining Wall Replacement
- South Trestle – Zones 5, 6, 7, 8 & 9 Construction
- South Trestle – ITS Phases 9, 10, 11 & 13 – Installation
- South Island Expansion – Cell 1 Cofferdam Interior Work – Marine Work – Rock Placement & Substructure

Commissioning and Integration

- Operational Testing – General Purpose Tunnel – Egress Corridor Pressurization System
- Commissioning Integration – Existing Westbound Tunnel, Existing Eastbound Tunnel, General Purpose Tunnel
- ITT Reversal – Preparation Work for Eastbound Tunnel Traffic Direction Change, Roadway Median Barrier Walls after EB ITT Reversal

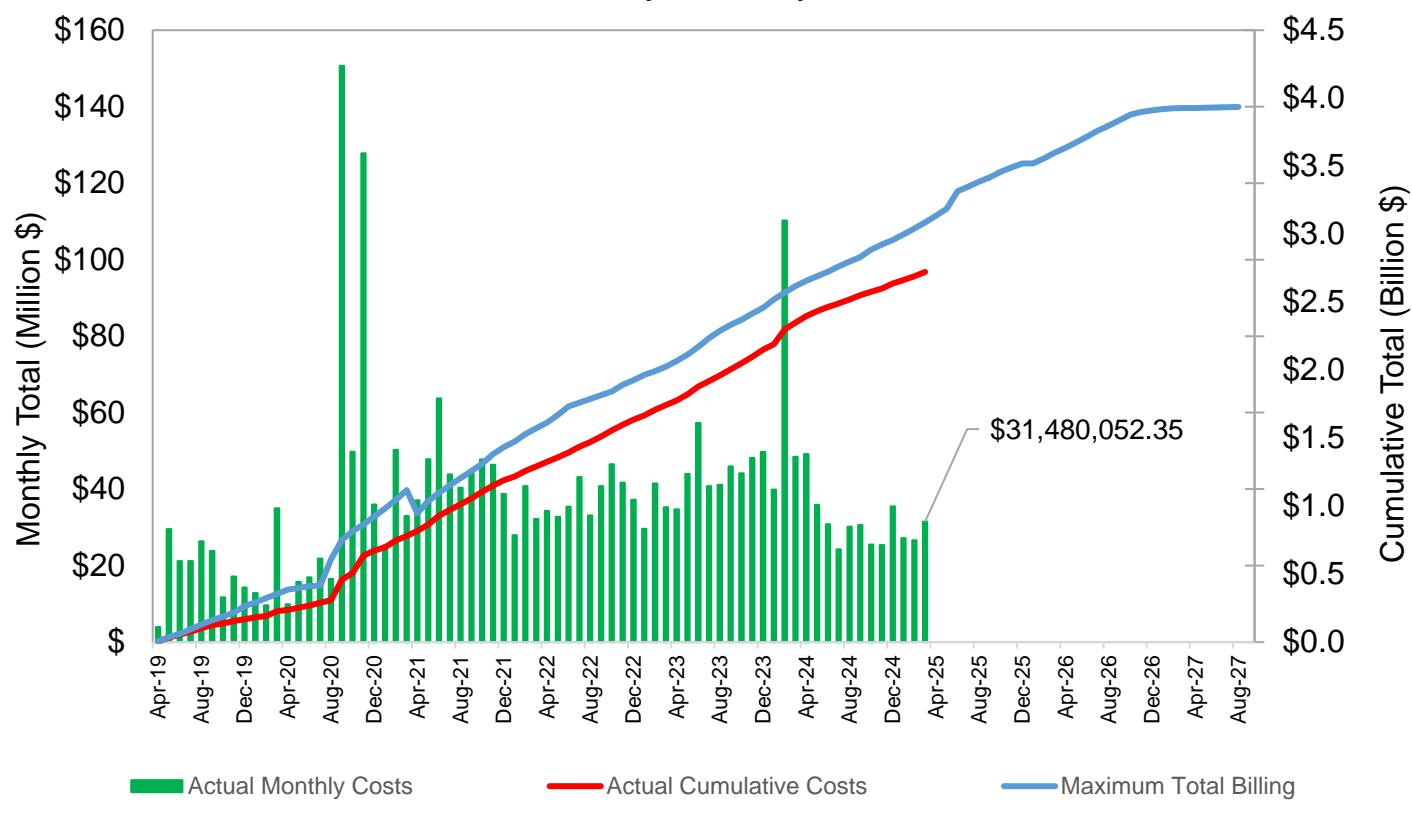
3. Project Budget

3.1 Overall Budget

The overall budget outlined in this report is based on the terms and conditions of Article 3 (Project Funding) in the Project Agreement for Funding and Administration (PAFA). The cost curve is based on Exhibit 6 of the Comprehensive Agreement (monthly maximum cumulative compensation amount).

	Amount Spent this Period:	Total Spent to Date:	Original Total Budget:	Total Remaining Budget:	Percent Spent To-date:
Comprehensive Agreement					
Construction	\$27,297,748.69	\$2,405,836,775.04	\$3,299,997,227.00	\$894,160,451.96	72.90%
Owner Costs					
Administration	\$313,455.91	\$124,542,564.27	\$122,000,000.00	(\$2,542,564.27)	102.08%
Right of Way	\$56.49	\$9,559,293.52	\$15,000,000.00	\$5,440,706.48	63.73%
No-Excuses Incentive	\$0.00	\$0.00	\$90,000,000.00	\$90,000,000.00	0.00%
Contingency	\$2,067,323.07	\$169,677,064.89	\$335,000,000.00	\$165,322,935.11	50.65%
Bridge Repair Work Option	\$1,801,468.19	\$12,363,359.01	\$73,454,413.96	\$61,091,054.95	16.83%
Total	\$31,480,052.35	\$2,721,979,056.73	\$3,935,451,640.96	\$1,213,472,584.23	69.17%

Overall Payments by Month* **

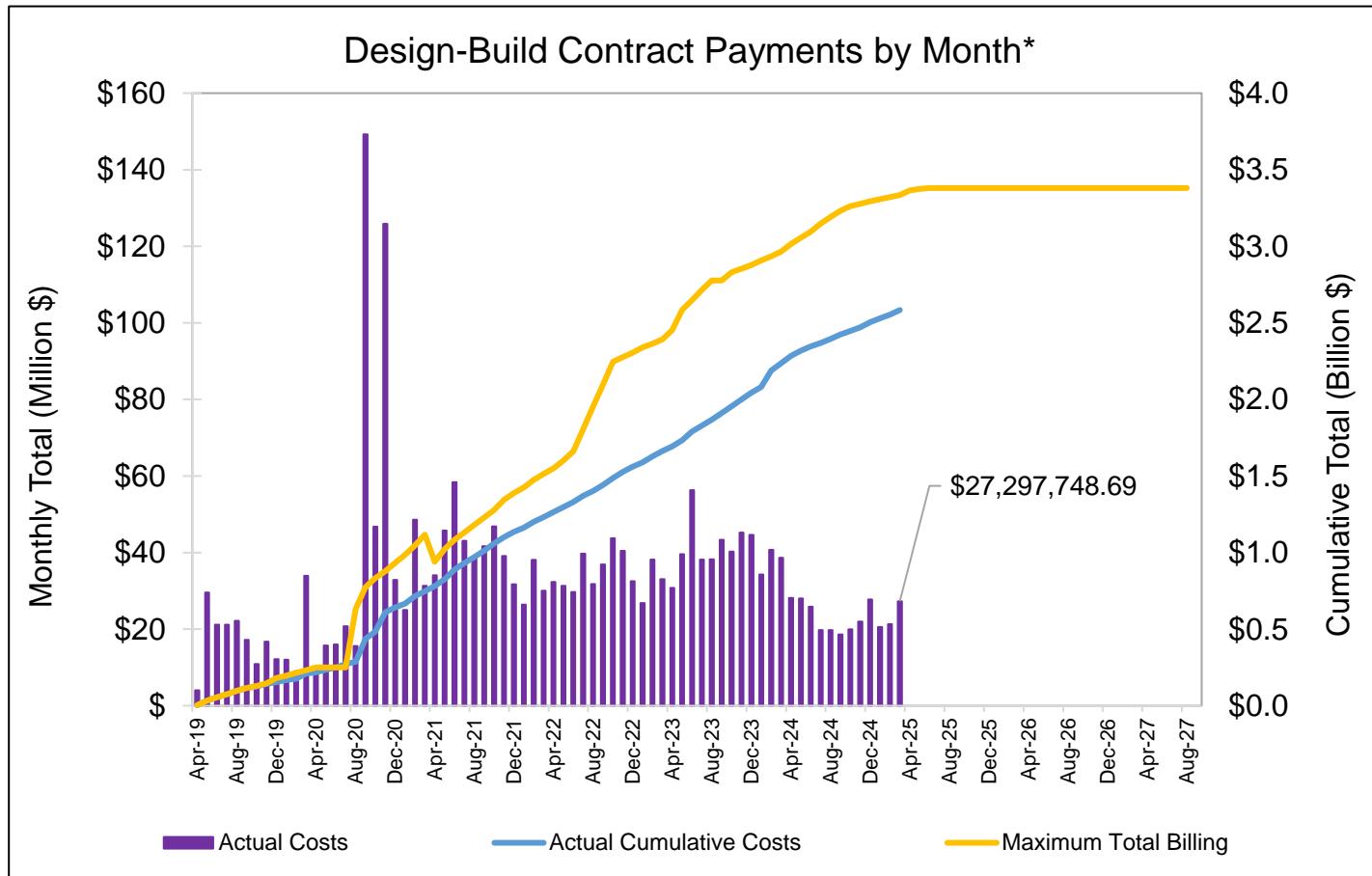


*The Maximum Total Billing showed an adjustment in May 2021 due to the executed Change Order #40 – Update Maximum Cumulative Cost Curve.

**The increase to monthly costs during February 2024 is primarily due to initial Material Price Adjustments associated with CA Amendment #1.

3.2 Design-Build Contract Cost Status

The budget and planned cost have been established based on the maximum cumulative compensation amount. For this period, the invoiced expenditures cover the activities noted in this report.



3.3 Budget by Funding Source

The budget for expenditures by funding source is based on the terms and conditions of Article 3 (Project Funding) and Exhibit 5 of the PAFA. This section outlines planned expenditures of both HRTAC and VDOT funds. The cost curve has been developed based on the monthly maximum cumulative compensation amount in the Comprehensive Agreement and will be updated as HRCP refines its design, construction means-and-methods, activity sequences, and project resourcing.

3.3.1 HRTAC and Smart Scale

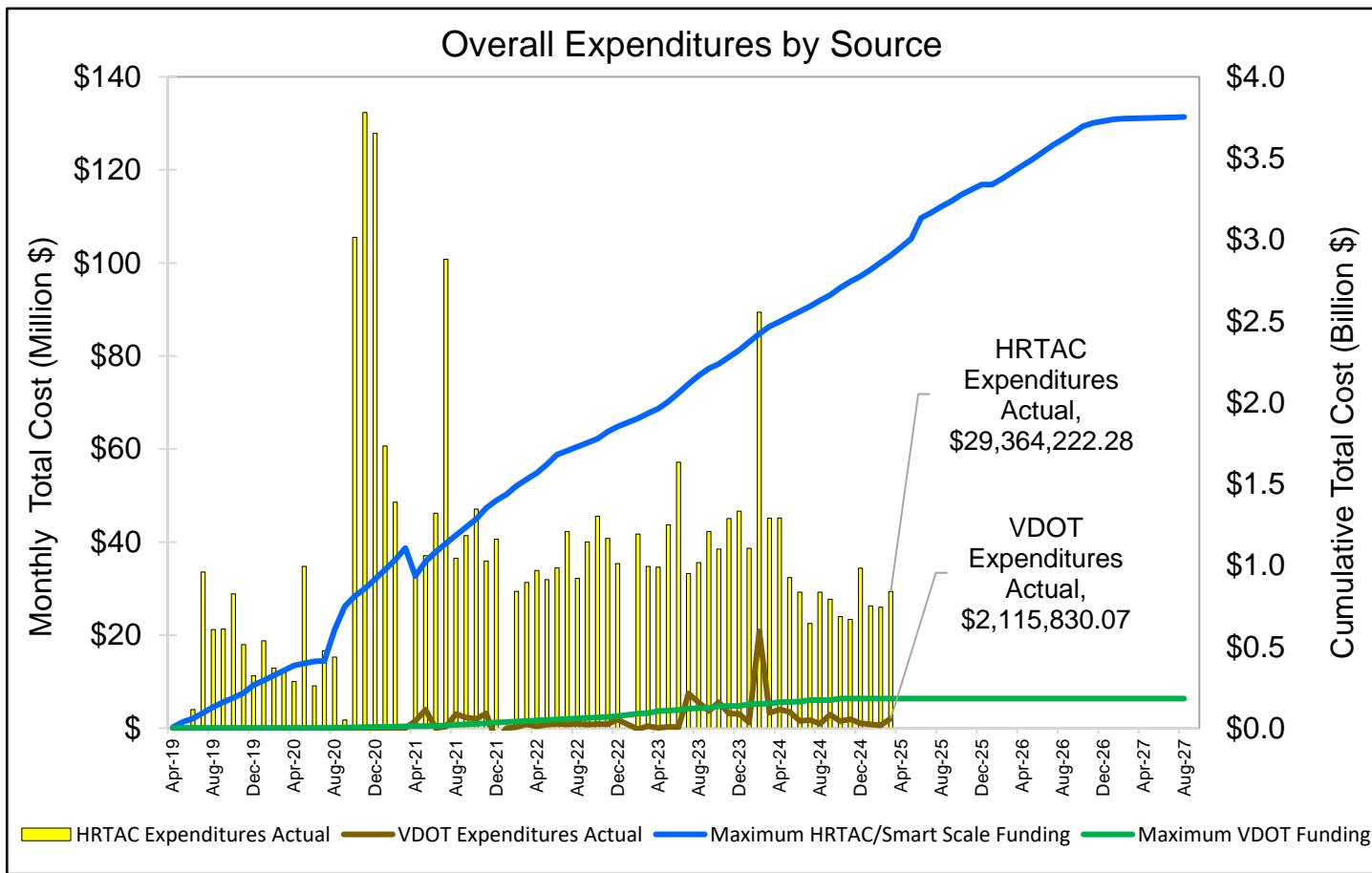
	Amount Spent this Period:	Total Spent to Date:	Original Total Budget:	Total Remaining Budget:	Percent Spent To-date:
<u>Comprehensive Agreement</u>					
Construction	\$27,035,359.18	\$2,351,624,491.30	\$3,204,569,251.00	\$852,944,759.70	73.38%
<u>Owner Costs</u>					
Administration	\$312,121.39	\$118,472,054.00	\$118,472,054.00	\$0.00	100.00%
Right of Way	\$56.49	\$9,559,293.52	\$15,000,000.00	\$5,440,706.48	63.73%
No-Excuses Incentive	\$0.00	\$0.00	\$90,000,000.00	\$90,000,000.00	0.00%
Contingency	\$2,016,685.22	\$141,513,094.54	\$325,428,276.00	\$183,915,181.46	43.49%
Total	\$29,364,222.28	\$2,621,168,933.36	\$3,753,469,581.00	\$1,132,300,647.64	69.83%

3.3.2 VDOT

	Amount Spent this Period:	Total Spent to Date:	Original Total Budget:	Total Remaining Budget:	Percent Spent To-date:
<u>Comprehensive Agreement</u>					
Construction	\$262,389.51	\$54,212,283.74	\$95,427,976.00	\$41,215,692.26	56.81%
<u>Owner Costs</u>					
Administration	\$1,334.52	\$6,070,510.27	\$3,527,946.00	(\$2,542,564.27)*	172.07%
Right of Way	\$0.00	\$0.00	\$0.00	\$0.00	0.00%
No-Excuses Incentive	\$0.00	\$0.00	\$0.00	\$0.00	0.00%
Contingency	\$50,637.85	\$28,163,970.35	\$9,571,724.00	(\$18,592,246.35)**	294.24%
Bridge Repair Work Option	\$1,801,468.19	\$12,363,359.01	\$73,454,413.96	\$61,091,054.95	16.83%
Total	\$2,115,830.07	\$100,810,123.37	\$181,982,059.96	\$81,171,936.59	55.40%

* The VDOT Administration costs are due to higher Owners Costs for South Trestle work oversight, bird management, bridge repair oversight, and Visitor Center Costs.

** The VDOT Contingency costs are primarily due to the VDOT portion of the CA Amendment material price adjustments.



3.4 Contingency

3.4.1 Contract Changes

	Description	Date	Value	Time
CO-1	VDOT's Acquisition of Willoughby Staging Area	2/11/2020	\$ (3,000,000.00)	0 days
CO-2	Minor Revisions to Technical Requirements	3/18/2020	\$ -	0 days
CO-3	Tunnel Approach Structure Support of Excavation Requirements Refinement	4/28/2020	\$ -	0 days
CO-4	Dispute Resolution Board (DRB) Allowance	5/12/2020	\$ 200,000.00	0 days
CO-5	North Island Armor Stone Value Engineering Change Proposal (VECP)	4/28/2020	\$ (2,011,117.50)	0 days
CO-6	Exit Ramp at Bayville Avenue	5/29/2020	\$ 46,906.29	0 days
CO-7	Minor revisions to the Technical Requirements	7/16/2020	\$ -	0 days
CO-8	Zero Spread Drainage	9/16/2020	\$ 3,239,212.24	0 days
CO-9	Roadway and Bridge Scope Validation Issues	9/4/2020	\$ 15,516,248.00	0 days
CO-10	Slurry Walls as Permanent Structures	8/28/2020	\$ -	0 days
CO-12	Road and Bridge Lighting Requirements	8/27/2020	\$ 2,495,000.00	0 days
CO-13	Bridge Repair Work-Exercise Option	10/9/2020	\$ 73,454,413.96	0 days
CO-14	Trestle Barrier Form Liner Elimination	7/29/2020	\$ (99,571.80)	0 days

CO-15	South Island Ground Improvement Value Engineering Change Proposal (VECP)	9/17/2020	\$ (5,338,000.00)	0 days
CO-16	Navy Security Fencing Design	7/15/2021	\$ 150,000.00	0 days
CO-17	Westbound ITT Reduced Instrumentation	10/30/2020	\$ (184,277.50)	0 days
CO-18	Willoughby Bay Bridge Barriers	9/10/2020	\$ -	0 days
CO-19	GeoPak Version Software Updates	8/3/2020	\$ -	0 days
CO-21	Material Price Adjustment for Asphalt Materials	2/26/2021	\$ -	0 days
CO-22	South Island Asbestos Conduits	9/16/2020	\$ 81,973.93	0 days
CO-23	Island & Tunnel Baseline Monitoring Requirements	7/22/2020	\$ -	0 days
CO-24	Construction Water Supply	9/10/2020	\$ (609,157.27)	0 days
CO-25	Solids Handling Pumps Requirements	11/12/2020	\$ -	0 days
CO-26	Mass Notification Independent System Requirements	11/12/2020	\$ -	0 days
CO-27	Fixed Fire Fighting System Requirements	11/16/2020	\$ -	0 days
CO-28	HOT Lane Shoulder Width	3/29/2021	\$ 2,950,000.00	0 days
CO-30	Willoughby Bay Bridges Fender & Lighting Replacement	2/12/2021	\$ 1,495,000.00	0 days
CO-31	Builder's Risk Insurance	10/21/2021	\$ 1,500,000.00	0 days
CO-32	VCU Fisheries and SAV Mitigation Plan	4/16/2021	\$ (1,042,144.00)	0 days
CO-33	Tunnel Finishes Height	12/18/2020	\$ -	0 days
CO-38	H-Piles in Aggressive Soils	12/18/2020	\$ (47,541.00)	0 days
CO-39	Re-use of Existing Drainage Pipes	4/20/2021	\$ (100,984.25)	0 days
CO-40	Update Maximum Cumulative Cost Curve	7/15/2021	\$ -	0 days
CO-41	Wetland Mitigation Costs	4/26/2021	\$ 3,503,400.00	0 days
CO-42	Navy Gate 22 Drainage Design and Construction	8/19/2022	\$ 1,524,940.16	0 days
CO-43	Hybrid Trestle Beam Design	7/2/2021	\$ -	0 days
CO-44	SCADA Control of Deluge Valves	7/27/2021	\$ -	0 days
CO-45	HRCP Project Executive/Representative Change	5/24/2021	\$ -	0 days
CO-46	Tunnel Sprinkler Heads Material Change	7/28/2021	\$ -	0 days
CO-47	Evans Street Approach Slab Settlement Repair	6/22/2022	\$ 34,082.83	0 days
CO-48	Scope Reduction – City of Hampton	8/24/2022	\$ (6,072,941.31)	0 days
CO-49	HRCP Senior Representative Change	7/2/2021	\$ -	0 days
CO-50	Change in Precast Form Tolerance & Curing Methods	1/10/2022	\$ -	0 days
CO-52	Key Personnel	10/24/2024	\$ -	0 days
CO-53	Sound Wall Quantity Reconciliation	12/6/2021	\$ (16,561,217.63)	0 days
CO-54	4th View Interchange Design and Construction Drainage	8/17/2022	\$ 984,598.45	0 days
CO-55	HREL Overlap Scope Change in Norfolk - Proposal Costs	8/12/2022	\$ 157,237.34	0 days
CO-56	Building Code Changes - Design	10/21/2022	\$ 2,186,150.00	0 days
CO-57	Design-Builder's Senior and Representative Changes	1/11/2022	\$ -	0 days
CO-58	Scope Reduction – City of Norfolk	5/16/2023	\$ (18,739,670.82)	0 days
CO-59	Fisheries and SAV Mitigation Plan - VCU	6/16/2022	\$ (70,238.22)	0 days
CO-60	Navy Fence (remaining design costs)	8/17/2022	\$ 180,142.36	0 days
CO-61	HRELN Tie-In Zero Drainage Spread	11/29/2022	\$ 2,965,469.69	0 days
CO-62	SIP Forms for Marine Bridges	6/28/2022	\$ -	0 days
CO-63	Bridge Repair Item – Insert Plates - New Unit Prices	8/30/2023	\$ -	0 days
CO-64	Tolling Infrastructure Proposal Costs	10/21/2022	\$ 645,242.40	0 days

CO-65	Snowplowable Raised Pavement Markers (SRPMs)	3/3/2023	\$ 256,174.09	0 days
CO-66	Additional Design Costs – CSPM Code Changes and Island Security Fencing - Unilateral	8/14/2024	\$ 3,541,051.00	0 days
CO-68	Buoyancy Calculations	3/3/2023	\$ -	0 days
CO-69	Change of Department's Senior Representative	4/6/2023	\$ -	0 days
CO-70	Reuse of Existing Pipe 29-26 to 29-31	7/26/2023	\$ (117,734.20)	0 days
CO-71	Addendum to WO-24 Water Supply Line	4/25/2023	\$ -	0 days
CO-72	Bay Avenue Approach Ramp	6/29/2023	\$ 120,053.43	0 days
CO-73	Pile Jackets – Additional Chloride Sampling/Testing	1/10/2024	\$ 118,665.12	0 days
CO-74	South Island – Asbestos Pipes	7/7/2023	\$ 128,883.51	0 days
CO-76	Northern Long-Eared Bat (NLEB) Consultation Process	5/1/2024	\$ 45,463.00	0 days
CO-77	Scope Reduction – Segment 5 ITS Trunk Line	11/12/2023	\$ (153,079.38)	0 days
CO-78	Steel Escalation Price Adjustments	9/19/2023	\$ 2,835,839.00	0 days
CO-79	WB Willoughby Bay Bridge Obstructions	1/10/2024	\$ 50,682.44	0 days
CO-80	Marine Fleet Safe Harbor – Hurricane Ian	1/10/2024	\$ 452,075.00	0 days
CO-81	3-Coat Paint System for Steel on Applicable Bridges	1/10/2024	\$ 140,000.00	0 days
CO-82	CA Amendment Disputed Items Resolution	3/21/2024	\$ 9,910,582.34	0 days
CO-83	Marine Fleet Safe Harbor – Tropical Storms Idalia/Ophelia	1/11/2024	\$ 200,262.16	0 days
CO-84	Bird Management Outside of South Island 2023	2/29/2024	\$ 458,375.51	0 days
CO-85	DRBISC #08 SMOT WB Rock Removal	4/3/2024	\$ 1,135,513.87	0 days
CO-86	OHSS No. 36 Foundation – Archaeologist Assessment	2/20/2024	\$ 14,641.81	0 days
CO-87	Traffic IIM-TE-395	8/12/2024	\$ 787,510.46	0 days
CO-88	Bird Management 2024 to Project Completion	5/1/2024	\$ 2,369,359.64	0 days
CO-91	DRBISC #08 ST Zone 6 Rock Removal	5/8/2024	\$ 1,710,784.92	0 days
CO-93	Construction General Permit - 2024	10/15/2024	\$ 411,136.65	0 days
CO-94	HRCP Representative Change	6/11/2024	\$ -	0 days
CO-96	4 th View Drainage and Pavement Repair	1/6/2025	\$ 163,199.33	0 days
CO-97	Security Fence	11/7/2024	\$ 863,079.73	0 days
CO-98	DRBISC #12 SMOT WB Abutment	11/26/2024	\$ 294,661.79	0 days
		TOTAL	\$ 85,170,337.57	0 days

3.4.2 Material Price Adjustments

This progress period included the following material price adjustments:

Material	Current Amount	Total to Date	Material Price Adjustment Through*
Per Contract Adjustments (Federally Eligible Costs)			
Exhibit 9 - Asphalt	\$21,561.35	\$296,098.48	January 2025
Exhibit 10 - Fuel	\$12,990.98	\$607,181.25	January 2025
Exhibit 11 - Steel	\$176,377.80	\$7,223,113.78	September 2024
Total	\$210,930.13	\$8,126,393.51	
Per CA Amendment Adjustments (Non-Federally Eligible Costs)			
Exhibit 9 - Asphalt	\$0.00	\$0.00	January 2025
Exhibit 10 - Fuel	\$200.82	\$42,515.31	January 2025
Exhibit 11 - Steel	\$162,012.21	\$10,177,563.45	September 2024
Exhibit 10A – Fuel (Atypical Items)	\$4,443.47	\$1,552,388.11	January 2025
Exhibit 15A – Index-Adjusted Commodities	\$1,677,277.75	\$76,888,033.14	September 2024
Exhibit 15B – Escrow-Adjusted Commodities	\$0.00	\$24,387,894.96	January 2025
Total	\$1,843,934.25	\$113,048,394.97	

*Steel price adjustments are based on Federal index data finalized 4 months after each period.

4. Environmental

The following environmental management activities occurred during this reporting period:

Permits:

- HRCP provided weekly inspection report summaries to the U.S. Army Corps of Engineers (USACE).
- HRCP submitted an air permit application to the Department of Environmental Quality for a proposed Pug Mill Plant on the North Island.
- HRCP reported to the agencies on February 28, 2025 that the remaining unpermitted piles located along the South Trestle near Willoughby Spit have been removed in their entirety.

Marine Mammal Protection:

- No new activities.

Bird Mitigation:

- Flyaway Geese staff and dogs are currently patrolling the project areas to prevent early nesting and egg laying.

Programmatic Agreement:

- No new activities.

Archeological Discoveries:

- No new activities.

Protected Species:

- No new activities.

5. Construction

The figure below illustrates a map of the project corridor. The project is further categorized into four construction areas.

- Construction Area 1 is composed of landside road work.
- Construction Area 2 is composed of marine work, including the North Trestle, South Trestle, and island expansions.
- Construction Area 3 is composed of tunnel and island site work.
- Construction Area 4 is composed of landside road and bridge work.



5.1 Construction Area 1: Landside Roadways

I-64 (Segment 1):

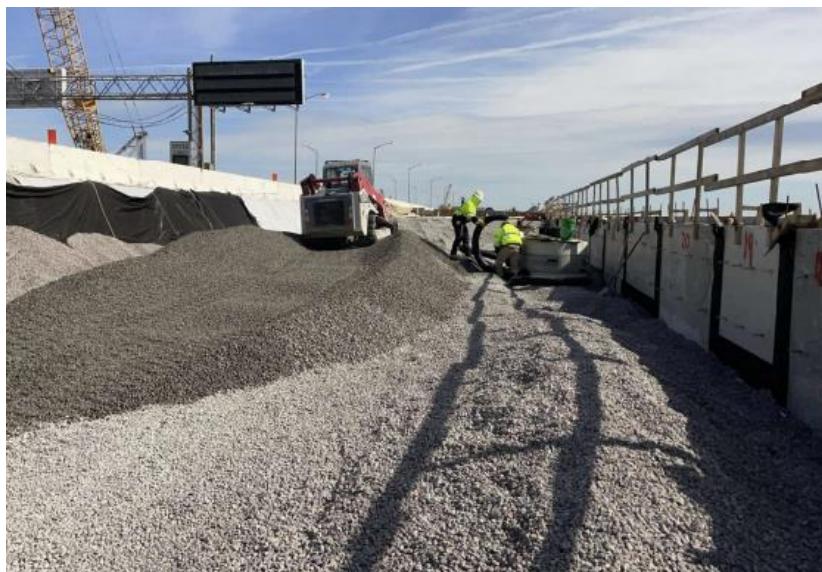
- Began drainage work near Hampton inspection station.

I-64 (Segment 3):

- Began settlement period at Bayville St. eastbound on-ramp.
- Began roadway widening along 4th View eastbound off-ramp.
- Began 4th View on ramp eastbound shift to phase 2A.
- Completed drilled shafts along retaining wall 309 near 4th View St.
- Continued drainage work along 4th View westbound on ramp.
- Continued barrier wall installation along retaining wall 306 along Bayville St.
- Continued slip-formed barrier construction at retaining wall 308 near 4th View St.
- Continued retaining wall installation of walls 309 and 310 near 4th View St.
- Continued storm drain installation at 4th View on ramp eastbound.
- Continued placing CTA at 4th View off ramp eastbound.
- Continued installation of panels and moment slab at retaining wall 302 on Bayville Street between 13th View and eastbound off-ramp.
- Continued MSE panels and backfill along retaining wall 302 and 307 along Bayville Street.

I-64 (Segment 4):

- Completed back fill at the bottom of MSE wall 406 near west Bayview Blvd.
- Completed placement of open graded drainage layer and base asphalt at retaining wall 409 and 501 near Patrol Rd.
- Completed CTA placement along retaining wall 409 and 501 near Patrol Rd.
- Completed barrier placement along retaining wall 407 near west Bayview Blvd.
- Continued framework for moment slabs along retaining wall 406 near west Bayview Blvd.



◀ Retaining Wall 307
MSE wall backfill

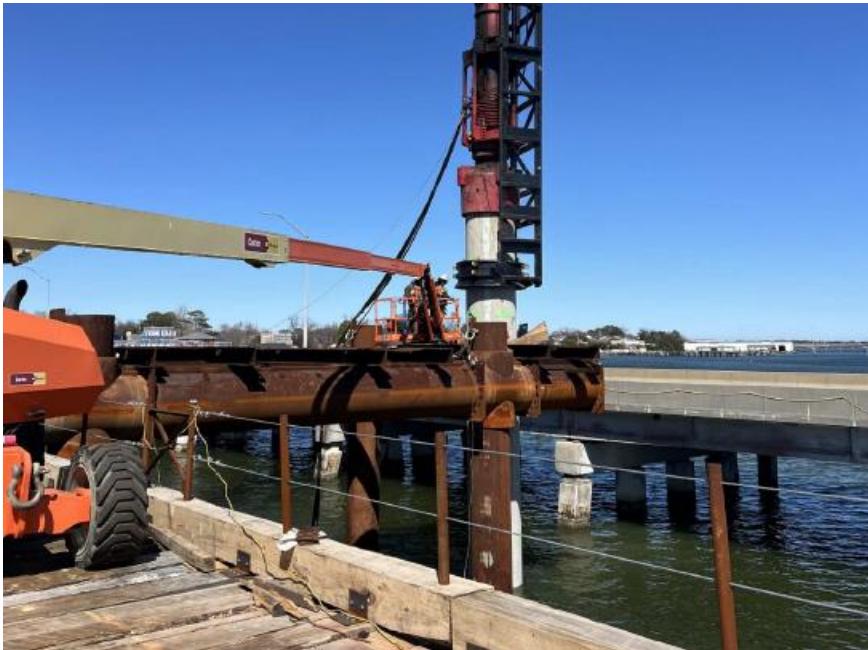
5.2 Construction Area 2: Marine Trestle Work

North Trestle:

- **Westbound Trestle**
 - 2 piles driven during this period (154 out of 261 total piles driven).
 - 2 decks placed during this period (20 out of 45 total decks placed).

South Trestle:

- **Eastbound**
 - 1 cap placed during this period (38 out of 54 total caps placed).
- **Westbound MOT**
 - 5 decks placed during this period (12 out of 23 total decks placed).
- **Ramp B**
 - 3 piles installed during this period (28 out of 28 total decks placed).



◀ **North Trestle
Westbound**
Bent 8 pile 3 initial
drive

5.3 Construction Area 3: Tunnels and Islands

South Island:

- 54% complete for south portal internal walls.
- 53% complete for south portal rectilinear approach excavation.
- 38% complete for south portal rectilinear approach lower mudslab.
- 3% complete for south portal rectilinear approach waterproofing.

North Island:

- 76% complete for rectilinear approach wall waterproofing.
- 62% complete for rectilinear approach base slab.
- 25% complete for Cell 2 wall waterproofing.

HT Tunnel:

- Completed precast and roadway slab installation on the non-egress side in the HT tunnel.
- Continued work on low point pump station (LPPS) structures in HT Tunnel.
- Continued work on concrete tunnel egress structures in the HT Tunnel.
- Continued installation of water main and drainage force main in HT tunnel.
- 59% complete for HT tunnel installation of egress footer.
- 36% complete for HT tunnel installation of egress structure L-walls.
- 95% complete for HT tunnel stage 1 installation of cement-treated base (CTB) ballast for tunnel roadway.
- 60% complete for HT tunnel low point pump station concrete structures.
- 2% complete for HT tunnel egress structure plenum wall.

GP Tunnel:

- 33.3% complete for General Purpose (GP) tunnel excavation (2,652 ft out of 7,961 total ft excavated).
- 103 concrete tunnel rings installed this period (391 out of 1,194 total rings installed).
- 2% complete for GP tunnel ballast placement stage 1.
- Completed installation of slurry booster pumps in the GP tunnel.



◀ HT Tunnel
LPPS Grit Chamber
wall pour

5.4 Construction Area 4: Landside Bridges

Mallory Street Bridge:

- Began abutment foundation preparations for Phase 2.
- Began pile driving operations at Abutment B for westbound widening.
- Completed pile driving operations at Abutment A for westbound widening.
- Completed median pier pile driving operations for Phase 2.

Bayville/13th View Street Bridge

- Completed mudslab placement for eastbound widening.
- Began footing formwork for Abutment B for eastbound widening.

Willoughby Bay Bridge:

- Completed concrete deck placement at spans 1-2 and 42-46 for eastbound widening.
- Completed all closure diaphragms pour for eastbound widening.
- Began hydro demolition type B at spans 4-6, and 77-78 for eastbound widening.
- Began type C patchwork for eastbound widening.
- Continued pile driving operations for westbound widening.
- Continued parapet chipping operations for westbound widening.
- Continued repair/rehabilitation of existing westbound bridge.
- Continued installation of stay in place deck formwork for westbound widening.
- Continued girder placement for westbound widening.

1st View St. Bridge:

- Completed approach slab pour at Abutment A and B for westbound widening.
- Continued substructure rehabilitation work for westbound widening.

Bay Avenue Bridge:

- Continued link slab work for spans 20-22 for westbound widening.
- Continued existing joint reconstruction work for westbound widening.
- Completed light blister pours at spans 1-10 for westbound widening.
- Began pile driving work at bent 14 for westbound widening.

Evans St. Bridge:

- Completed deck placement for eastbound widening.
- Completed approach slab placement at Abutment A and B for eastbound widening.

Bayview Blvd. Bridge:

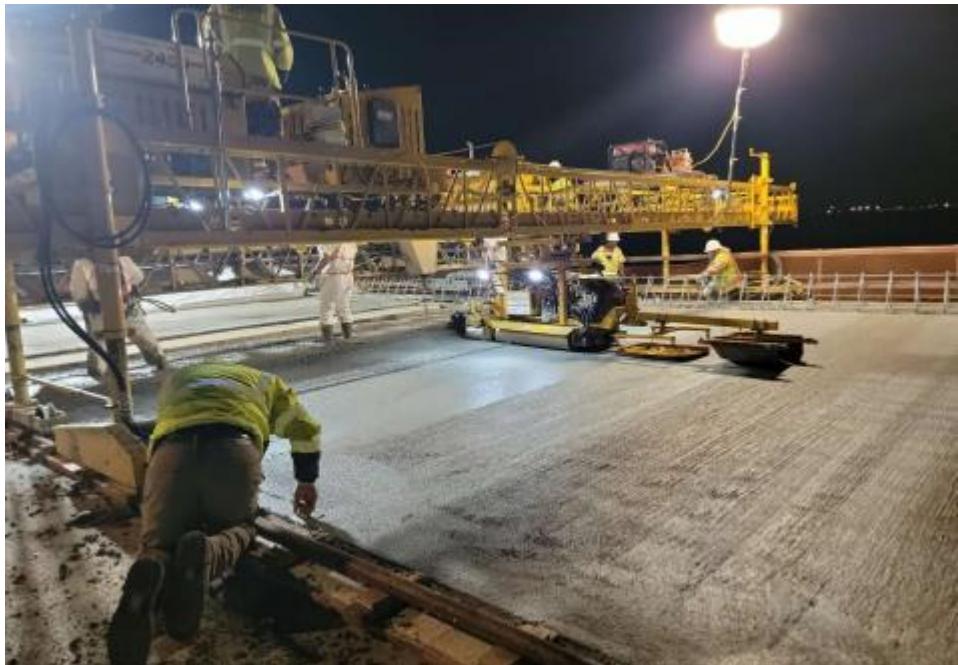
- Completed concrete deck placement for eastbound widening.
- Continued stay in place and reinforcement installation for eastbound widening.

Oastes Creek Bridge:

- Began parapet formwork for eastbound widening.
- Completed placement of spans 1-3 for eastbound widening.
- Continued existing abutment joint reconstruction for eastbound widening.

Patrol Road Bridge:

- Continued rehabilitation work for eastbound widening.



◀ **Willoughby Bay Bridge
Eastbound**

Concrete decks placed at
Spans 1 & 2



◀ **Willoughby Bay
Bridge**

Concrete deck placed at
Span 46

6. Operations

Operations activities include shoulder and lane closures, creation and maintenance of Intelligent Transportation System (ITS) architecture, other maintenance within the corridor, coordination with existing VDOT Operations, and communication with the Hampton Roads Harbor Tunnels (HRHT) facility staff. The following operations activities occurred during this reporting period:

Short-Term Lane Closures:

- Willoughby Bay Bridge, North Trestle, and South Trestle eastbound and westbound to facilitate beam placement as well as concrete placement for piles, caps, and decks.
- Striping maintenance throughout project corridor.
- Lane closures eastbound and westbound for widening activities.
- Slow rolls and all stops westbound for temporary lighting installation, sign structure installation and ITS installations

Long-Term Lane Closures:

- Bay Ave. in Norfolk to facilitate staging-area access for widening Oastes Creek Bridge.
- Bayview Blvd. in Norfolk and Mallory St. in Hampton to facilitate bridge widening.
- West Ocean Ave. in Norfolk traffic shift to facilitate bridge widening.
- Patrol Rd. in Norfolk traffic shift to facilitate bridge rehabilitation and widening.
- 13th View St. underpass beneath I-64 reduced to one lane to facilitate utility work. Traffic is controlled by temporary automatic one-lane, two-way traffic control signal; long-term lane closure and temporary signal removed during this reporting period.

Norfolk Traffic Shifts

- Minor traffic shift on eastbound I-64 at 4th View to facilitate road widening.

Detours:

- Temporary detour of Mallory Street eastbound off ramp and westbound on ramps to support equipment mobilization associated with Mallory Street bridge construction.
- Temporary detour of 4th View eastbound on ramp for traffic shift activities.
- Temporary detour of Bayville Street for bridge widening activities.
- Temporary detour of Granby Street on ramp westbound for guardrail repair.
- Temporary detour of W Bay Ave off ramp westbound for lane shift activities
- Long-term detour on Mason Creek Road to facilitate bridge widening.
- Long-term detour of the Bayville Street on ramp to I-64 eastbound to facilitate road widening activities.

Intelligent Transportation System (ITS):

- Relocation and activation of ITS devices at Overhead Sign Structure #18
- Installation of ITS, Medium Voltage power, and private utility conduit on South Trestle and landside.

Overhead Sign Structures:

- Foundation installation.
- Installation of Overhead Sign Structure #9.



Roadway Lighting:

- Continued permanent lighting installation on Willoughby Bay Bridge and Oastes Creek Bridge.
- Continued temporary lighting installation at South MOT bridge.
- Addressing maintenance of temporary lighting throughout the corridor.

7. Quality

Quality updates for this reporting period include:

Construction Quality Management Plan (CQMP) Updates:

- VDOT reviews CQMP updates as part of final “Released for Construction” (RFC) design packages and “Notice of Design Change” (NDC) packages. One package was received this period, it is currently under review.

Independent Assurance (IA) Testing Activities:

- VDOT continues to monitor HRCP’s QA and QC material testing. VDOT also performed Independent Testing and Verification Testing on materials in accordance with VDOT requirements and coordinated with VDOT Materials Department for shop inspections as required. This testing included oversight of the HRCP precast yard in Chesapeake.

Quality Management System Plan (QMSP):

- VDOT continues to engage HRCP in discussions on HRCP’s implementation of their QMSP and the effectiveness of the plan.

Material Book Records:

- VDOT conducted a monthly review of the current records, and HRCP is responding to audit comments provided by VDOT. Review of the Material Book records includes confirming that HRCP is completing the proper documentation for Buy America compliance. VDOT has completed the full audit of thirty-nine volumes of Material Book records and is currently auditing three additional volumes of Material Book records.

Routine Quality Activities:

- VDOT’s quality team conducted reviews of written deficiency notices (WDNs), non-conformance reports (NCRs), root cause analyses and dispositions of deficiencies, with 40 NCRs reviewed for concurrence during this period. VDOT conducted reviews of QA and QC records for accuracy and quality issues and coordinated documentation reviews through VDOT’s Material Department. VDOT also continues a review of current construction quality by performing inspections based on VDOT’s Construction Quality Improvement Program (CQIP).

8. Safety

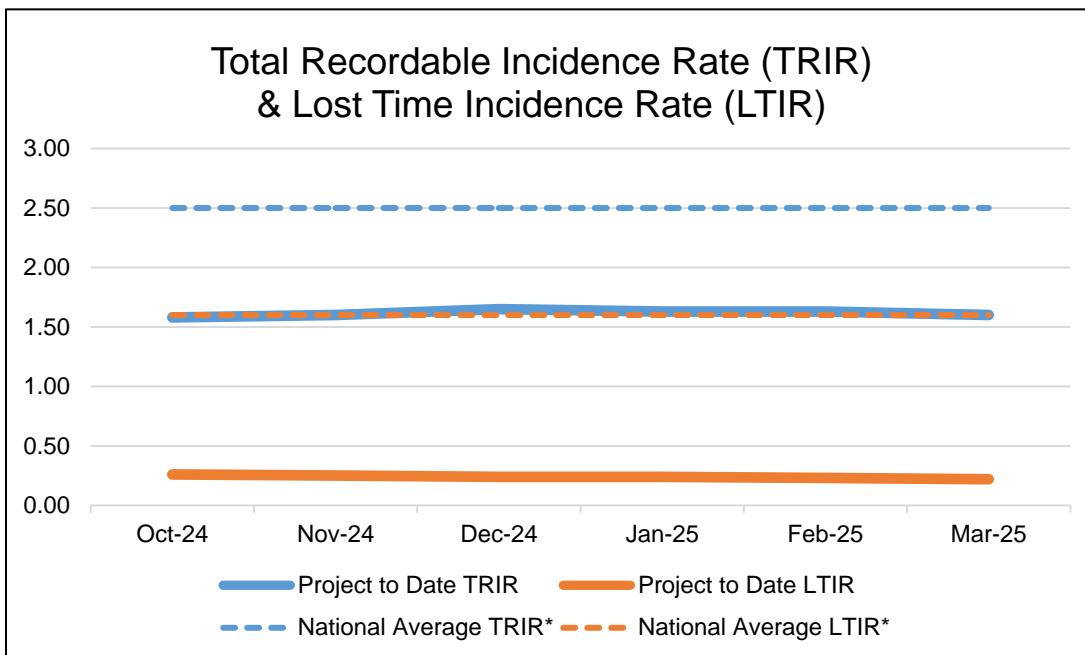
Safety procedures and activities during this reporting period include:

Safety Activities:

- HRCP implemented 3-day training for new hires.
- HRCP began mental wellbeing training for crews and Foreman.
- HRCP increased Safety Committee inspections on the project.
- HRCP enforced wearing waterproof footwear PPE while in areas containing high PH levels.

Safety Performance Indicators:

- The following safety performance indicator information is provided by HRCP and is current as of March 31, 2025:



**National averages are from the Bureau of Labor Statistics, US Department of Labor – 2021 Data for Construction Industry, Published November 9, 2022.*

9. Civil Rights & DBE/SWaM Business Opportunities

To date, HRCP has awarded **381** subcontracts, subconsultant agreements and purchase orders to certified DBE/SWaM firms. The total contract award is at **\$603.2 million** to date. A total of **\$511.2 million** has been paid for work completed by DBE/SWaM firms.

Workforce Development Activities:

- HRCP's On-the-Job Training Program currently represents 46 graduates of the contract goal of 80. There are 10 active enrollees as of this reporting period with 4 candidates under review by VDOT to participate in the program.

Business Development Activities:

- Efforts continue in promoting business opportunities on the Tunnel Building Packages.

10. Public Outreach & Media

The following public outreach and project media activities occurred in this period:

Public Outreach

- February 26, 2025 – Project Director Ryan Banas presented leadership insights and community impacts of the HRBT Expansion Project to students at Norfolk Collegiate School.
- February 26, 2025 – Project Director Ryan Banas provided project updates to local leaders and industry executives at the Virginia Club in Downtown Norfolk.
- March 3, 2025 – HRBT Expansion Project Team hosted a site tour for construction leadership from the Pennsylvania Turnpike Commission.
- March 5, 2025 – Project Director Ryan Banas provided project updates to graduate students and professors from the University of Virginia School of Architecture.
- March 5, 2025 – Project Director Ryan Banas provided project updates at the 2025 Engineers Club of Hampton Roads Engineering Excellence Awards Banquet.
- March 10, 2025 – District Engineer Chris Hall and Project Director Ryan Banas shared project updates with the Hampton Yacht Club.
- March 10, 2025 – Project Director Ryan Banas presented project updates to members of Christopher Newport University's Lifelong Learning Program.
- March 11, 2025 – HRBT Expansion Project Team provided project updates and a HRBT Welcome Center tour for Newport News Parks and Recreation Active Lifestyle Seniors.
- March 12, 2025 – HRBT Expansion Communications Director Paula Miller presented project updates to Hampton Retired Teachers Association.
- March 13, 2025 – HRBT Expansion Project Team provided project updates to the Norfolk and Peninsula Branches of American Society of Civil Engineers (ASCE).
- March 13, 2025 – HRBT Expansion Engineering Manager Chris Foley presented project updates at the 2025 Virginia Concrete Conference in Richmond.
- March 17, 2025 – HRBT Expansion Project Team provided project updates and a HRBT Welcome Center tour for Ocean View Elementary School Maritime Rangers.
- March 18, 2025 – Resident Engineer Todd Grifka presented a project technical overview to members of the American Society of Highway Engineers (ASHE) Greater Hampton Roads in Chesapeake.
- March 20, 2025 – Project Director Ryan Banas presented project updates at the CIVIC Leadership Institute 2025 Transportation Day at Norfolk International Airport.



Media

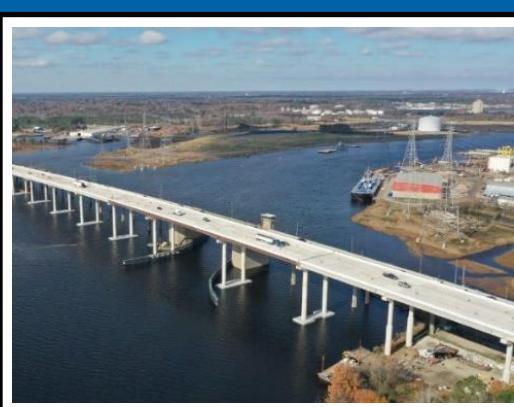
- February 25, 2025 (HRBT Expansion Project): HRBT Tunnel Talk – February 2025 Edition <https://hrbtexpansion.vdot.virginia.gov/newsroom/podcast/>
- March 7, 2025 – (HRBT Expansion Project) February/March 2025 Newsletter <https://myemail.constantcontact.com/HRBT-Expansion-Project-Newsletter.html>

Lane Closures/Advisories

- February 28, 2025 – Weekly Lane Closure Report
- March 7, 2025 – Weekly Lane Closure Report
- March 14, 2025 – Weekly Lane Closure Report
- March 21, 2025 – Weekly Lane Closure Report

Visit our website to view more information:

<https://hrbtexpansion.vdot.virginia.gov/>



HRTAC PROGRAM MONTHLY EXECUTIVE REPORT

April 2025



ORIGINAL MAJOR PROJECTS

I-64 Peninsula Widening- Segment I	Construction Completed
I-64 Peninsula Widening- Segment II	Construction Completed
I-64 Peninsula Widening- Segment III	Construction Completed
I-64/I-264- Phase I	Construction Completed
I-64/I-264- Phase II	Construction Completed
I-64 Southside Widening and High Rise Bridge Phase I	Construction Completed

I-64 Peninsula Widening- Segment I**UPC 104905 (HRTAC)**
UPC 111926 (State/Federal)**Project Scope:**

From 0.52 miles east of Yorktown Road/Rte 238 (Exit 247) to 1.55 miles west of Jefferson Ave/Rte 143 (Exit 255) (6.1 miles)

- Additional 12' wide travel lanes and 12' wide shoulders within the existing median space
- Replacement of the Industrial Park Drive bridges, and repair and widening of 4 bridges and 2 major culverts
- Strengthened shoulder lane from Ft Eustis Blvd Interchange to Jefferson Avenue Interchange

Project Financial Summary:

<u>Project Budget (\$111,608,384):</u>	<u>Funds Expended (as of 03/31/2025):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 2,738,567	\$ 2,738,567	\$ 0
○ RW \$ 32,494	\$ 32,494	\$ 0
○ CN \$ 108,837,323	<u>\$ 108,837,323</u>	\$ 0
	\$ 111,608,384	

Project Schedule (Design-Builder – Shirley Contracting Co., LLC):

DB Notice to Proceed	March 2015
Project Completion	December 2017
Schedule Status	Completed

Enabling Funding

HRTAC	\$ 11,608,384
State/Federal	<u>\$ 100,000,000</u>
	\$ 111,608,384

Project Status:

- Contract completed on December 1, 2017
- Project financially closed

**Project Site (Looking West from Denbigh)**

I-64 Peninsula Widening- Segment II**UPC 106665 (HRTAC)****Project Scope:**

From 1.05 miles west of Hummelsine Parkway/Marquis Center Pkwy/Rte 199 (Exit 242) to where the Segment I project ends at 0.54 miles east of Yorktown Road/Rte 238 (Exit 247) (7.1 miles)

- Additional 12' wide travel lanes and 12' wide shoulders within the existing median space
- Repair and widening of 9 bridges and 6 major culverts
- Reconstruction of existing roadway

Project Financial Summary:

Project Budget (\$159,559,703):	Funds Expended (as of 03/31/2025):	Budget Remaining (+) / Overrun (-):
○ PE \$ 2,869,659	\$ 2,869,659	\$ 0
○ RW \$ 530,122	\$ 530,122	\$ 0
○ CN \$ 156,159,922	<u>\$ 156,159,922</u>	\$ 0
	\$ 159,559,703	

Project Schedule (Design-Builder – Allan Myers VA, Inc.):

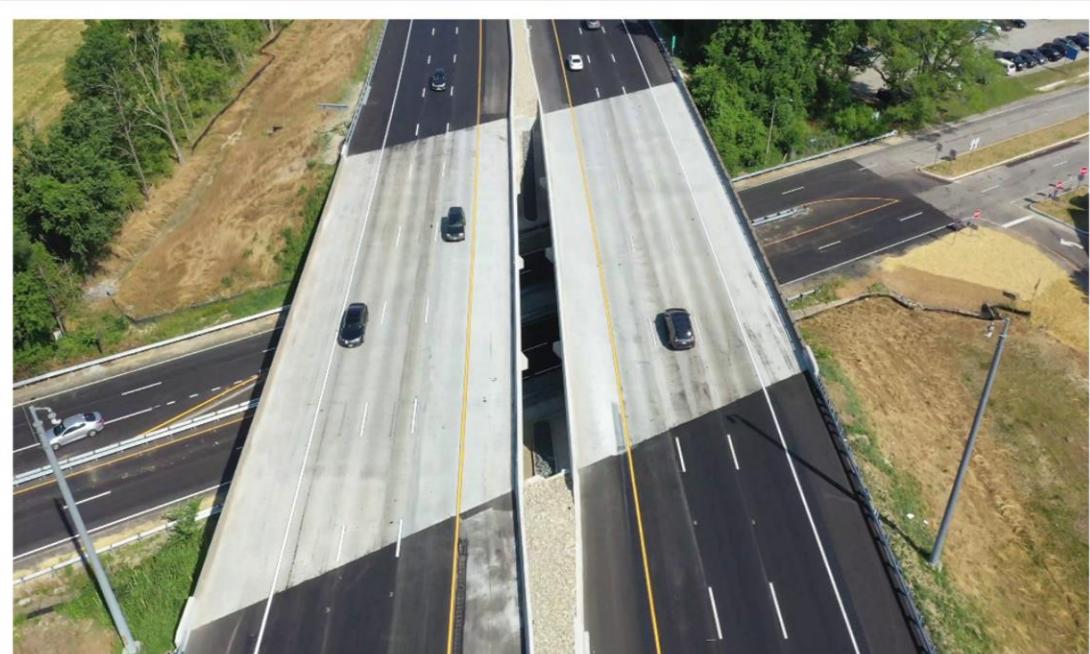
DB Notice to Proceed	February 2016
Project Completion	May 2019
Schedule Status	Completed

Enabling Funding

HRTAC	\$ 159,559,703
State/Federal	\$ _____.
	\$ 159,559,703

Project Status:

- Contract completed on November 15, 2019
- Project financially closed

**Project Site (Looking West from the Yorktown Road overpass)**

I-64 Peninsula Widening- Segment III**UPC 106689 (HRTAC)**
UPC 109790 (State/Federal)**Project Scope:**

From approximately 1.26 miles West of Rte 199/Lightfoot (Exit 234) to where the Segment II project ends at 1.05 miles west of Hummelsine Parkway/Marquis Center Pkwy /Rte 199 (Exit 242) (8.36 miles)

- Additional 12' wide travel lanes and 12' wide shoulders within the existing median space
- Replacement of the two Queen's Creek bridges, repair and widening of 4 bridges, 3 major culverts
- Reconstruction of existing mainline roadway

Project Financial Summary:

<u>Project Budget (\$244,045,973):</u>	<u>Funds Expended (as of 03/31/2025):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 10,000,000	\$ 5,766,837	\$ 4,233,163
○ RW \$ 12,000,000	\$ 975,402	\$ 11,024,598
○ CN \$ 222,045,973	<u>\$ 201,054,791</u>	<u>\$ 20,991,182</u>
	\$ 207,797,030	

Project Schedule (Design-Builder – Shirley Contracting Co., LLC):

DB Notice to Proceed	January 2018
Project Completion	December 2021*
Schedule Status	Completed

<u>Enabling Funding</u>	
HRTAC	\$ 122,893,996
State/Federal	<u>\$ 121,151,977</u>
	\$ 244,045,973

*The Project Fixed Completion Date was extended from September to December 2021 to accommodate the additional required sound wall installation.

Project Status:

- Contract completed on December 6, 2021
- Financial Close is in progress pending closure of environmental permits

**I-64 traffic at the Barlow Road overpass (looking west)**

I-64/I-264- Phase I**UPC 108042 (HRTAC)**
UPC 57048 (State/Federal)**Project Scope:**

From the I-64 Twin Bridges to the I-264/Newtown Road Interchange

- Widening westbound I-64 by adding a second exit lane from Twin Bridges to the I-64/I-264 interchange
- Introducing a new two lane Collector-Distributor (C-D) roadway from I-64 to the Newtown Road interchange
- Constructing a new two-lane flyover ramp from westbound I-64 tying into the existing eastbound I-264 C-D road

Project Financial Summary:

<u>Project Budget (\$158,730,023):</u>	<u>Funds Expended (as of 03/31/2025):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 10,135,307	\$ 10,135,307	\$ 0
○ RW \$ 11,571,063	\$ 20,458,115	-\$ 8,887,052*
○ CN \$ 137,023,653	<u>\$ 134,821,079</u>	<u>\$ 2,202,574</u>
	\$ 165,414,501	

*Note: Overrun due to higher than expected property settlements.

Project Schedule (Contractor – Tutor Perini Corp.):

Construction Notice to Proceed	October 2016
Project Completion	May 2020
Schedule Status	Completed

Enabling Funding

HRTAC	\$ 152,094,716
State/Federal	<u>\$ 6,635,307</u>
	<u>\$ 158,730,023</u>

Project Status:

- Contract completed on May 18, 2020
- Financial Close is in progress

**CD Road Bridge, 264 Flyover and Tidal Channel (low tide)**

I-64/I-264- Phase II

UPC 108041 (HRTAC)
UPC 17630 (State/Federal)

Project Scope:

From the I-264/Newtown Road Interchange to the I-264/Witchduck Road Interchange

- Extends the new C-D roadway from the Newtown Road interchange to the Witchduck Road interchange 43
- Reconfigure the Newtown Road and Witchduck Road interchange ramps south of I-264
- Constructing a new overpass that connects Greenwich Road south side of I-264 and Cleveland north of I-264

Project Financial Summary:

<u>Project Budget (\$194,503,887):</u>	<u>Funds Expended (as of 03/31/2025):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 14,082,810	\$ 14,082,810	\$ 0
○ RW \$ 54,392,666	\$ 56,087,749	- \$ 1,695,083*
○ CN \$ 126,028,411	<u>\$ 134,880,866</u>	- \$ 8,852,455**
	\$ 205,051,425	

*Note: Overrun due to higher than expected property settlements.

**Note: Overrun primarily due to change orders and CEI costs.

Project Schedule (Contractor – The Lane Construction Corp.):

Construction Notice to Proceed	February 2018
Project Completion	November 2022***
Schedule Status	Completed

<u>Enabling Funding</u>	
HRTAC	\$ 127,749,638
State/Federal	<u>\$ 66,754,249</u>
	\$ 194,503,887

***Note: The Project Fixed Completion Date was extended from September 2021 to November 2022 due to additional scope and differing site conditions

Project Status:

- Contract completed on November 11, 2022
- Financial Close is in progress pending the settlement of 1 outstanding RW parcel



I-264 EB at Cleveland Street Flyover



I-264 EB at Cleveland Street Flyover (Bridge Lighting)

I-64 Southside Widening and High Rise Bridge - Phase I

UPC 106692 (HRTAC)
UPC 108990 (State/Federal)

Project Scope:

From approximately the I-64/264/664 Interchange at Bowers Hill and extending to the I-64/464 Interchange in Chesapeake

- Widening from 4 to 6 lanes
- Constructing a new High Rise Bridge parallel to and to the South of the existing High Rise Bridge

Project Financial Summary:

<u>Project Budget (\$524,613,765):</u>	<u>Funds Expended (as of 03/31/2025):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 12,200,000	\$ 12,189,268	\$ 10,732
○ RW \$ 18,726,000	\$ 11,774,477	\$ 6,951,523
○ CN \$ 493,687,765	<u>\$ 422,578,038</u>	<u>\$ 71,109,727</u>
	\$ 446,541,783	

Enabling Funding

HRTAC	\$ 431,956,220
State/Federal	<u>\$ 92,657,545</u>
	\$ 524,613,765

Project Schedule (Design-Builder – Granite-Parsons-Corman, JV):

DB Notice to Proceed	November 2017
Fixed Completion Date	January 2023*
Project Completion	October 2024
Schedule Status	Completed

* Note: The Project Fixed Completion Date was extended to December 2022 to add roadway/drainage infrastructure for future Part-Time Shoulder Express Lanes. Then it was extended to January 2023 to add milling and overlay

Project Status:

- Contract completed on October 31, 2024
- Financial Close is in progress pending final payment to contractor and closure of environmental permits



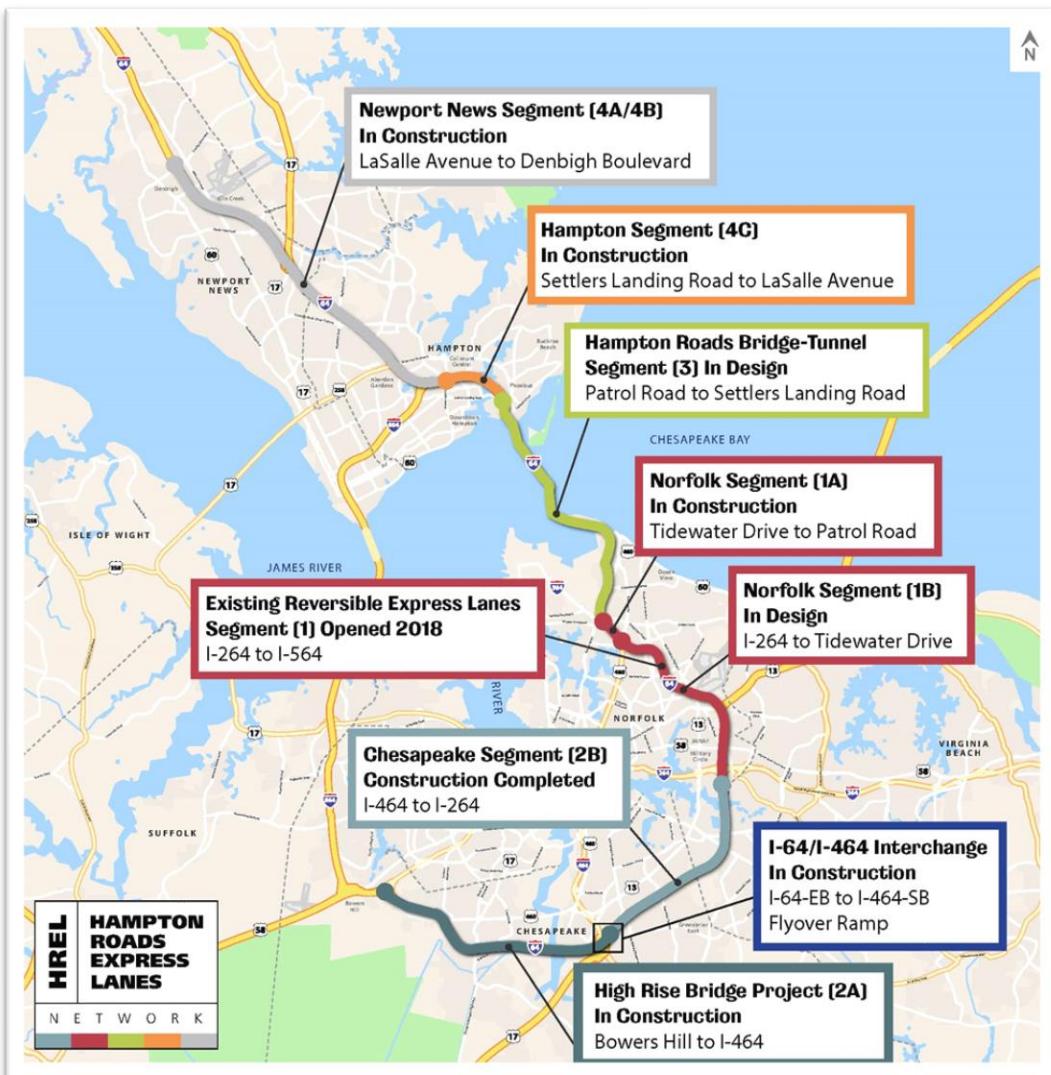
**Traffic on new High Rise Bridge
(looking west)**



**Traffic on I-64 just West of Great Bridge Blvd
(looking west)**

HREL PROJECTS

HREL Segment 1A (Norfolk)	In Construction
HREL Segment 1B (Norfolk)	In Procurement
HREL Segment 2B (Chesapeake)	Construction Completed
HREL Segment 3 (HRBT Tolling Infrastructure)	In Design
HREL Segment 4A/4B (Newport News)	In Construction
HREL Segment 4C (Hampton)	In Construction
I-64/I-464 Exit 291 Interchange Improvements	In Construction



HREL Segment 1A (Norfolk)

UPC 117840 (HRTAC) Phase 1-PE
UPC 119637 (HRTAC) PE, RW, CN
UPCs 120944, 121360, 121361 (State/Federal)

Project Scope:

From 0.078 Miles East of Patrol Road to 0.558 Miles East of Tidewater Drive, an existing General Purpose shoulder will be converted into a Part Time Shoulder Express Lane in each direction

- Widening five bridges (EB/WB Tidewater Drive, EB Granby Street, EB I-564, and EB E. Little Creek Road)
- Rehabilitating/strengthening two miles of shoulder in each direction
- Widening roadway in spot locations to maintain minimum shoulder width
- Includes noise walls, tolling gantries, and overhead signing

Project Financial Summary:

<u>Project Budget (\$197,612,207):*</u>	<u>Funds Expended (as of 03/31/2025):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 4,900,000*	\$ 4,653,135	\$ 246,865
○ RW \$ 500,000	\$ 38,827	\$ 461,173
○ CN \$ 192,212,207	<u>\$100,874,333</u>	<u>\$ 91,337,874</u>
	\$105,566,295	

*Note: The Project PE budget includes \$1,981,680 from the HRTAC funded UPC 117840 Phase 1-PE \$5,621,500 budget.
 Current SPA includes PE, RW and CN.

Project Schedule (Design-Builder – Allan Myers, Inc.):

DB Notice to Proceed	December 20, 2022
Project Completion	April 9, 2026
Schedule Status	On-Schedule

Project Status:

- I-64 WB mainline traffic shift/split and utilization of the new slip ramp construction is in place.
- Ongoing bridge work on reversible lanes over 564/Little Creek, I-64-EB over I-64-WB to I-564-WB ramp, I-64-EB and I-64 WB over Little Creek Rd, I-64-EB and I-64 WB over Granby St, I-64-EB and I-64 WB over Tidewater Dr

<u>Enabling Funding</u>	
HRTAC	\$ 94,061,245*
State/Federal	<u>\$ 103,550,962</u>
	\$ 197,612,207



I-64 EB widening near Reversible lanes entrance

HREL Segment 1B (Norfolk)

UPC 117840 (HRTAC) Phase 1-PE
UPC 120863 (HRTAC) PE, RW, CN
UPCs 121052, 121258 (State/Federal)

Project Scope:

From 0.558 Miles East of Tidewater Drive to 1.04 miles East of I-264, an existing General Purpose shoulder will be converted into a Part Time Shoulder Express Lane in each direction

- Replacing two bridges (EB/WB Chesapeake Boulevard)
- Rehabilitating/strengthening seven miles of shoulder in each direction
- Widening roadway in spot locations to maintain minimum shoulder width
- Includes noise walls, tolling gantries, and overhead signing

Project Financial Summary:

Project Budget (\$425,327,648):*	Funds Expended (as of 03/31/2025):	Budget Remaining (+) / Overrun (-):
○ PE \$ 17,750,000*	\$ 8,428,996	\$ 9,321,004
○ RW \$ 2,865,000	\$ 0	\$ 2,865,000
○ CN \$ 404,712,648	<u>\$ 0</u>	\$ 404,712,648
	\$ 8,428,996	

* Note: The Project PE budget includes \$3,639,820 from the HRTAC funded UPC 117840 Phase 1-PE \$5,621,500 budget. Current SPA includes PE and RW only. CN will be added at award.

Project Schedule

Public Hearing	December 1 & 2, 2021
Request for Qualifications	December 4, 2024
Request for Proposals	May 2025*
Notice of Intent to Award	November 2025**
DB Notice to Proceed	December 2025**
Project Completion	December 2029**
Schedule Status	On-Schedule

Notes: * Request for Proposals (RFP) date was revised since last month's HRTAC report.

** Dates are being evaluated for possible revision based on the new May 2025 RFP date.

Project Status:

- The final Cost Schedule, Risk Analysis report was approved by FHWA and submitted to VDOT
- RFQ was advertised on December 4, 2024
- Preliminary design, contract development, and RFP package underway for May 2025 RFP release

Enabling Funding	
HRTAC	\$ 347,327,648*
State/Federal	\$ 78,000,000
	\$ 425,327,648



HREL Segment 2B (Chesapeake)**UPC 112923 (TIFRA)****Project Scope:**

From the I-64/464 interchange to the I-64/264 interchange, 7.65 miles of an existing HOV lane is being converted into an Express Lane in each direction

- Includes concrete barriers and minor drainage improvement
- Includes tolling gantries, tolling equipment, signing, and overhead signage

Project Financial Summary:

<u>Project Budget (\$24,919,901):</u>	<u>Funds Expended (as of 03/31/2025):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 2,543,662	\$ 2,543,662	\$ 0
○ RW \$ 0	\$ 0	\$ 0
○ CN \$ 22,376,239	\$ 22,365,696	\$ 10,543
	\$ 24,909,358	

Project Schedule (Contractor – Aldridge Electric, Inc.):

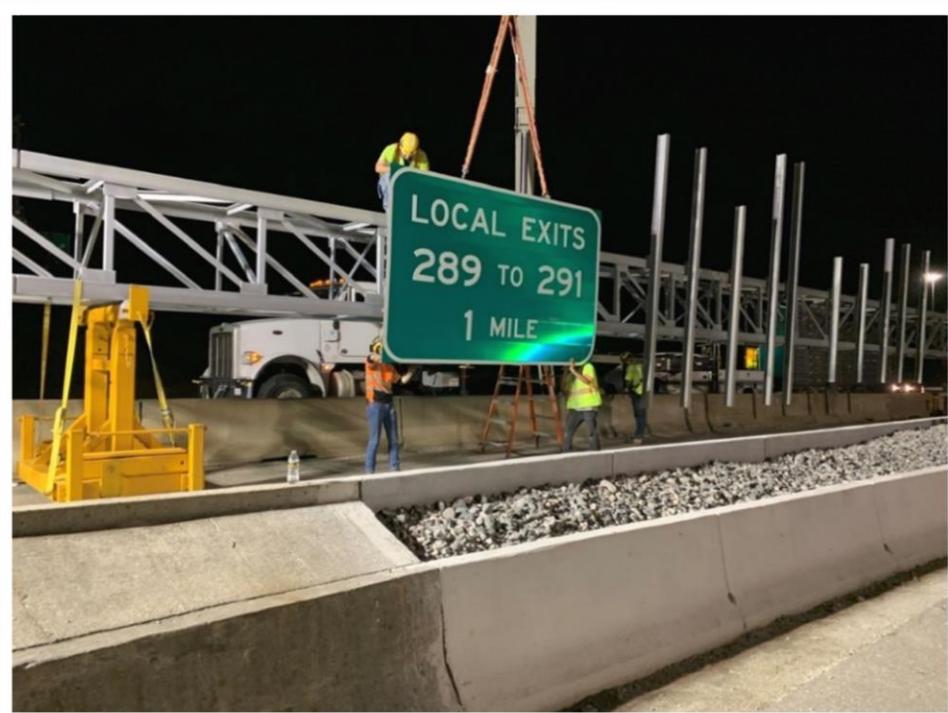
Construction Notice to Proceed	October 2020
Project Completion	August 2022
Schedule Status	Completed

Enabling Funding

TIFRA	\$ 24,919,901
State/Federal	\$ _____.
	\$ 24,919,901

Project Status:

- Contract completed on August 22, 2022
- Financial Close is in progress and is tied to financial close of associated project (2B Unveiling)

**Local Exit Sign for the Express Lanes**

HREL Segment 3**UPC 118376 (HRTAC)****Project Scope:**

From 0.170 miles West of Mallory St. Interchange to 0.174 miles West of Tidewater Dr. Interchange, Express Lane tolling infrastructure is being installed in each direction for 9.78 miles within the HRBT expansion project limits. Enhancements to the Over Height Vehicle Detection System (OHVDS) will also be added in the Westbound direction of I-64 within the project limits.

- Limited to tolling signage and structures, ITS and equipment, pavement markings, and OHVDS equipment
- Connector to HREL Segments 4C and 1A

Project Financial Summary:

<u>Project Budget (\$18,789,474):</u>	<u>Funds Expended (as of 03/31/2025):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 1,834,000	\$ 1,886,173	\$ -52,173
○ RW \$ 0	\$ 0	\$ 0
○ CN \$ 16,955,474	\$ 0	\$ 16,955,474
	\$ 1,886,173	

Project Schedule:

Willingness Posted	April 26, 2023
Design Approval	August 15, 2024
Advertisement	May 13, 2025 **
Construction Notice to Proceed	October 17, 2025 **
Project Completion	August 2027 *
Schedule Status	On-Schedule

<u>Enabling Funding</u>	
HRTAC	\$ 18,789,474
State/Federal	\$ _____
	\$ 18,789,474

*Note: Dates for construction activities may be adjusted to match the HRBT project's construction timeline for opening the HREL corridor to tolling

** Note: Advertisement withheld at this time. New AD and NTP dates will be provided in next month's update

Project Status:

- Scoping Approval received 04/10/24
- Design Approval received 08/15/24
- Submission for Advertisement 08/20/24
- IIPM product selected and approved 11/19/24
- Incorporating additional IIPM scope from HREL Segment 4C
 - Plans distributed for review 04/01/2025



HREL Segment 4A/4B (Newport News)

UPC 117839 (HRTAC) Phase 1-PE
UPC 119824 (HRTAC) PE, RW, CN
UPCs 120324, 121054 (State/Federal)

Project Scope:

From 1.20 miles west of Denbigh Boulevard in Newport News to Mercury Boulevard in Hampton, an existing HOV lane will be converted into an Express Lane in both directions. From Mercury Boulevard to 0.139 miles east of LaSalle Avenue in Hampton, one Express Lane will be constructed in each direction. The total length of the project is 13.5 miles

- Replacing two bridges (EB/WB LaSalle Avenue)
- Rehabilitating three bridges (EB/WB Armistead Avenue, EB/WB Billy Woods Canal, and EB/EB J. Clyde Morris Blvd)
- Includes tolling gantries, and overhead signage

Project Financial Summary:

<u>Project Budget (\$164,296,604):*</u>	<u>Funds Expended (as of 03/31/2025):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 12,391,063*	\$ 9,556,255	\$ 2,834,808
○ RW \$ 77,782	\$ 43,531	\$ 34,251
○ CN \$ 151,827,759	<u>\$ 32,280,221</u>	\$ 119,547,538
	<u>\$ 41,880,007</u>	

* Note: The Project PE budget includes \$5,916,425 from the HRTAC funded UPC 117839 Phase 1-PE budget. Current SPA includes PE and RW only. CN will be added at award.

Project Schedule (Contractor – The Lane Construction Corp.):

Construction Notice to Proceed	March 2024
Project Completion	May 2027
Schedule Status	On-Schedule

Enabling Funding

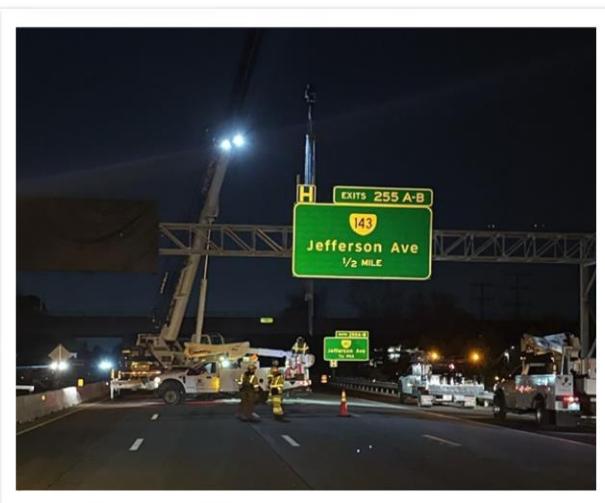
HRTAC	\$ 142,527,919*
State/Federal	<u>\$ 21,768,685</u>
	\$ 164,296,604

Project Status:

- Installing new drainage, overhead signage, toll gantries & tolling infrastructure, and barrier wall on I-64 median & outside shoulders between Denbigh Boulevard and the 664 interchange.
- Widening I-64 EB/WB from I-664 interchange to Armistead Avenue.
- Phase 1 (outside lanes) demolition of the existing I-64 EB/WB bridges over LaSalle Avenue ongoing through April 2025. Reconstruction of the outside lanes will continue through the first half of 2025.



I-64 LaSalle Ave H-Pile Installation



Overhead Sign Structure Installation

HREL Segment 4C (Hampton)

UPC 117841 (HRTAC) Phase 1- PE
UPC 119638 (HRTAC) PE, RW, CN
UPC 120880 (State/Federal)

Project Scope:

From 0.136 miles East of LaSalle Avenue to 0.398 miles East of Settlers Landing Road, one Express Lane will be constructed, and one general purpose lane will be converted into an Express Lane in each direction for 2.415 miles

- Replacing two bridges (EB Hampton River) and rehabilitating one bridge (Rip Rap Road)
- Rehabilitating/widening three bridges (WB Hampton River, EB/WB King Street, EB/WB Settlers Landing Road)
- Includes noise walls, tolling gantries, and overhead signage

Project Financial Summary:

<u>Project Budget (\$407,922,054):</u>	<u>Funds Expended (as of 03/31/2025):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 6,167,176	\$ 6,167,176	\$ 0
○ RW \$ 8,000,000	\$ 1,667,405	\$ 6,332,595
○ CN \$ 393,754,878	<u>\$189,458,830</u>	\$ 204,296,048
	\$197,293,411	

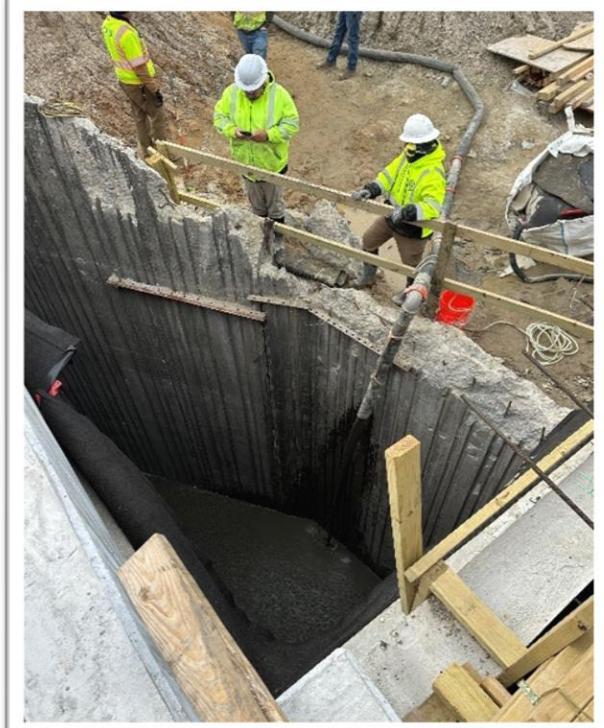
Project Schedule (Design-Builder – Shirley-Branch, JV):

DB Notice to Proceed	August 1, 2022
Interim Milestone (tie into HRBT)	May 2026
All Lanes Open to Traffic	November 2026
Project Completion	December 2026
Schedule Status	On-Schedule

<u>Enabling Funding</u>	
HRTAC	\$ 405,216,054
State/Federal	<u>\$ 2,706,000</u>
	\$ 407,922,054

Project Status:

- Traffic shift from outside lanes to inside lanes East of Hampton River Bridge and West of Mallory Street occurred March 2025
- Traffic shift from outside lanes to inside lanes between Lasalle and Hampton River Bridge occurred in October/November 2024
- One through lane in Eastbound direction on Settlers Landing Road under I-64 is closed for approximately one year starting October 2024
- All traffic (EB/WB) shifted onto EB Hampton River Bridge
- Installing soundwall posts on Hampton River Bridge, soundwall panels/posts along road and overhead sign foundations ongoing
- Bridge rehab work on the WB Hampton River, Rip Rap Road, King Street and Settlers Landing bridges ongoing
- WB I-64 bridge over Hampton River constructing approaches to bridge, on going
- Painting of steel beams under WB Hampton River Bridge



Placement of Lightweight Concrete Fill between existing wingwall and new wingwall, East Abutment for WB Hampton River Bridge

I-64/I-464 Interchange Exit 291 Ramp Improvements

UPC 123322 (HRTAC)
UPC 120375 (State Federal)

Project Scope:

To improve the I-64/I-464 Interchange and provide a direct connection between I-64 EB and Route 168 SB (Chesapeake Expressway) via I-464 SB. The project limits on I-64 are from 1.815 miles east of the Intersection of I-464 southbound to 0.229 miles west of the Intersection of I-464 southbound. The project includes the following:

- New flyover ramp from I-64 eastbound to I-464 southbound (to Route 168)
- Reconfiguration of I-64 eastbound ramp to I-464 northbound
- Shift the I-464 southbound diverge point for Rte. 17 and Rte. 168 approximately 2000ft. to the north

Project Financial Summary:

<u>Project Budget (\$155,380,374):</u>	<u>Funds Expended (as of 03/31/2025):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 4,420,000	\$ 2,589,018	\$ 1,830,982
○ RW \$ 1,685,720	\$ 11,198	\$ 1,674,522
○ CN \$ 149,274,654	<u>\$ 21,867,911</u>	\$ 127,406,743
	\$ 24,468,127	

Project Schedule (Design-Builder – Joseph B. Fay Co.):

DB Notice to Proceed	February 2024
Project Completion	September 2027
Schedule Status	On-Schedule

Enabling Funding

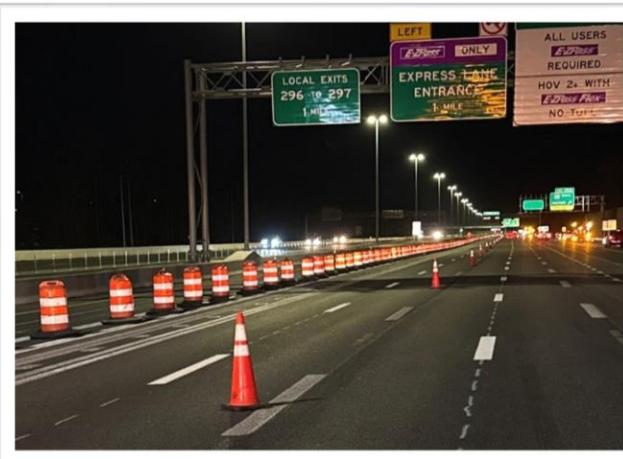
HRTAC	\$ 15,380,374
State/Federal	<u>\$ 140,000,000</u>
	\$ 155,380,374

Project Status:

- Joint Permit Application – wetland credits are in place and awaiting final notification from the USACE
- Traffic shifts are complete along I-64 EB and I464 NB with barriers and attenuators installed project-wide
- Erosion and sediment control measures are being installed along Ramp A and I-464 NB
- Noise Analysis Report was accepted as noted on 3/17/2025 and QA Plan was accepted as noted on 3/24/2025.
- Major submittals under review include two geotechnical reports, Stage 2 bridge reports, noise wall plans, and the Early Works Package



Culvert Inlet Protection and Silt Fence (Ramp A)



I-64 East Bound Traffic Shift Approaching Exit 291 A

OTHER MAJOR PROJECTS

I-264/I-64 Interchange Phase III-A	In Design
Bowers Hill Interchange IAR	Under Study
I-64/I-464 Interchange IAR	Under Study
I-264/Independence Blvd Interchange IAR	Under Study
I-64/Denbigh Blvd Interchange, Phase 2	In Design



Legend: Projects in Design Phase; Projects in Study Phase

I-264/I-64 Interchange Phase III-A

UPCs 106693, 125602 (HRTAC)

Project Scope:

Study/design to improve the remaining I-64/I-264 movements

- Includes study and IMR of entire interchange
- Includes preliminary design and design-build procurement of Subproject III-A – Ramp from I-64 EB to I-264 EB

Project Financial Summary:

<u>Project Budget (\$524,516,000):</u>	<u>Funds Expended (as of 03/31/2025):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 9,380,000	\$ 8,322,930	\$ 1,057,070
○ RW \$ 8,037,000	\$ 0	\$ 8,037,000
○ CN \$ 507,099,000	<u>\$ 0</u>	\$ 507,099,000
	\$ 8,322,930	

Project Schedule:

IMR Final Approval	October 2020
Complete Preliminary Design	January 2023
Start DB Contract Development and Procurement	February 2024
Request for Qualifications	October 2, 2025
Request for Proposals	February 11, 2026
Notice of Intent to Award	August 2026
DB Notice to Proceed	October 2026
Project Completion	June 2030
Schedule Status	On-Schedule

Enabling Funding	
HRTAC	\$ 524,516,000
State/Federal	\$ _____.
	\$ 524,516,000

Project Status:

- Preliminary design and plans for Subproject III-A complete
- Continued coordination with HREL 1B project
- Seeking approvals for Design Waivers and Exceptions
- PFI meeting held 06/10/24. Final Public Hearing Plans received 09/24/24 for review. Public Hearing held 10/24/24
- Draft CE document approved by FHWA for public availability January 24, 2024
- Updated schedule per coordination with VDOT Alternate Project Delivery Division (RFQ – Project Completion)



Proposed I-64/I-264 Interchange Improvements from IMR (Subproject III-A shown in Blue)

Bowers Hill Interchange IAR**UPC 111427 (HRTAC)****Study Scope:**

- Develop NEPA document and supporting studies for improvements to the I-64/I-264/I-664 Interchange and the Route 58/Route 460 Interchange (Bowers Hill) extending north to approximately the College Drive Interchange. Original scope modified to include extending study to College Drive interchange with 664 and add Managed Lane component through Bowers Hill interchange to College Drive Interchange to reflect HRTPO directed changes.
- Scope also includes the IAR of the Bowers Hill interchange and the I-664 widening to College Drive. HRTAC added \$4 million of funding to the UPC in July 2023 for the IAR study.

Study Financial Summary:

<u>Project Budget (\$11,904,630):</u>	<u>Funds Expended (as of 03/31/2025):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE 11,904,630	\$ 8,241,094	\$ 3,663,536
○ RW \$ 0	\$ 0	\$ 0
○ CN \$ 0	<u>\$ 0</u>	<u>\$ 0</u>
	\$ 8,241,094	

Study Schedule:

Begin NEPA Process	July 2020
Preferred NEPA Alternative Recommendation	February 2022
NEPA Completion	Summer/Fall 2025
IAR Consultant NTP	June 2023
Citizen Information Meeting	September 2025
IAR Completion	October 2025*
Schedule Status	On-Schedule

<u>Enabling Funding</u>	
HRTAC	\$ 11,904,630
State/Federal	\$ _____
	\$ 11,904,630

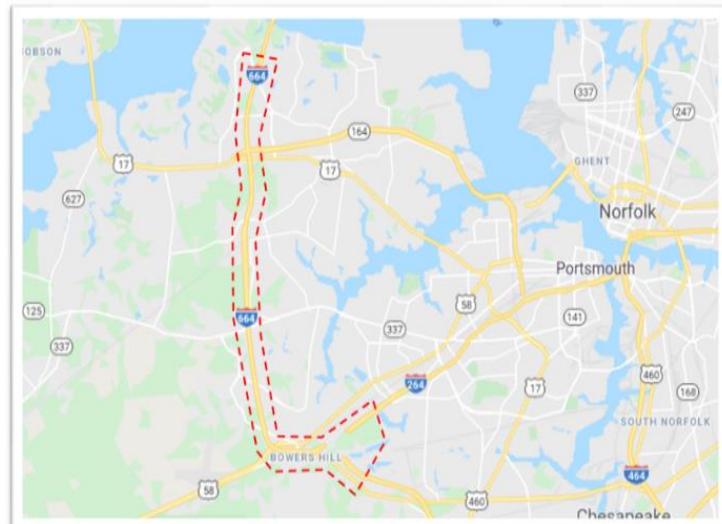
*Pending FHWA's final decision on the Record of Decision (ROD)

Study Status:**NEPA**

- VDOT is working to resolve federal agency comments from the August 2023 public hearing for the Draft EIS
- Comment resolution taking longer than expected, therefore, dates for the FEIS and ROD approvals are uncertain
- VDOT submitted Final EIS 2/21/25

IAR

- IAR Final Framework approved by all parties November 29, 2023
- A preferred alternative will be determined by Spring/Summer 2025
- Working on draft for alternative screenings
- The schedule was readjusted to meet the NEPA adjustments, therefore dates were pushed back
- Coordination with NEPA



I-64/I-464 Interchange IAR

UPC 122714 (HRTAC)

Study Scope:

Study and develop an IAR of the entire interchange

Study Financial Summary:

<u>Project Budget (\$2,500,000):</u>	<u>Funds Expended (as of 03/31/2025):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
o PE \$ 2,500,000	\$ 1,295,610	\$ 1,204,390
o RW \$ 0	\$ 0	\$ 0
o CN \$ 0	\$ 0	\$ 0
	\$ 1,295,610	

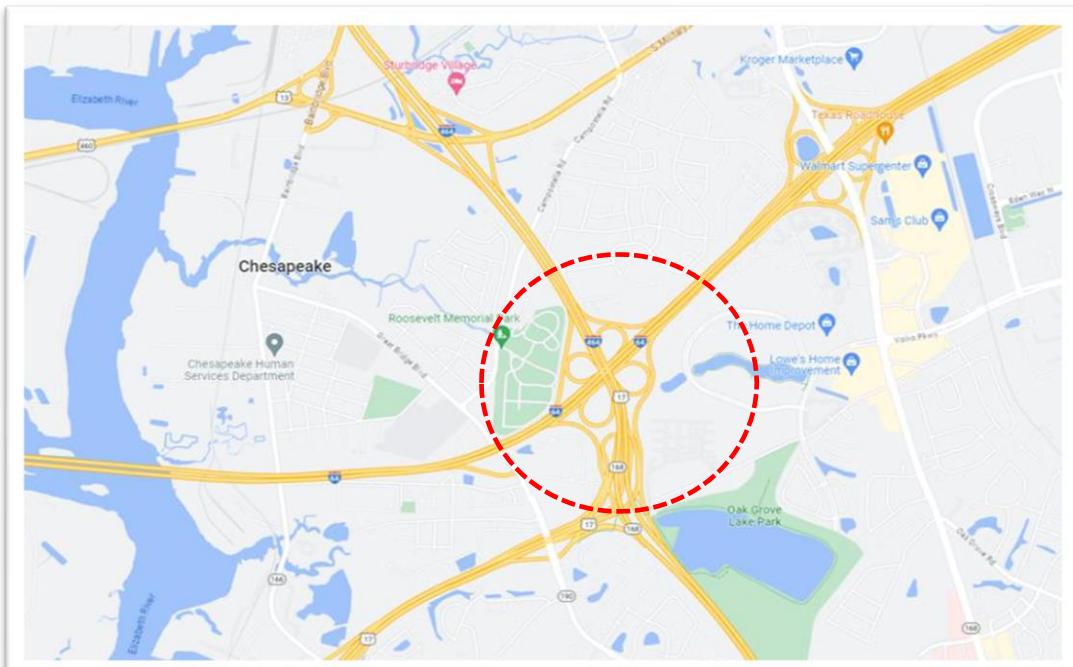
Study Schedule:

Study Authorization	January 2023
LD-459 Framework Document	April 2023
Preferred Alternatives	April 2024
Citizen Information Meeting	July 2024
Final IAR Submission	November 1, 2024
Schedule Status	IAR Submitted for Approval

<u>Enabling Funding</u>	
HRTAC	\$ 2,500,000
State/Federal	\$ _____.
	\$ 2,500,000

Study Status:

- o The Preferred Alternative was selected on April 26, 2024 and is undergoing review for operations, constructability, and phasing
- o The Citizens Information Meeting was held on July 24, 2024
- o Final Draft IAR was submitted to VDOT TE, VDOT Central Office, and FHWA for review on 2/26/25
- o A meeting was held with FHWA on March 28, 2025 to discuss comments. A resubmittal of the draft IAR was submitted to FHWA on 4/4/25



I-264/Independence Blvd Interchange IAR

UPC 122761 (HRTAC)

Study Scope:

This IAR will address the existing operational and safety issues at the interchange, associated ramps, and adjacent intersections, while also considering future long-term regional transportation needs for this key growth area within the City of Virginia Beach.

Study Financial Summary:

<u>Project Budget (\$1,250,000):</u>	<u>Funds Expended (as of 03/31/2025):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
o PE \$ 1,250,000	\$ 446,937	\$ 803,063
o RW \$ 0	\$ 0	\$ 0
o CN \$ 0	\$ 0	\$ 0
	\$ 446,937	

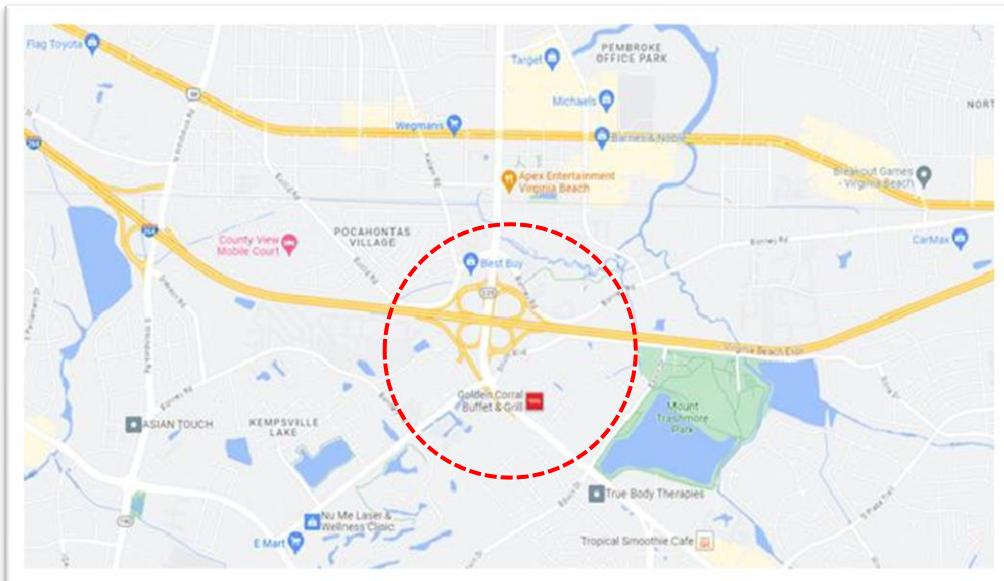
Study Schedule:

Framework Document Approval	November 2023
Existing Conditions Analysis	January 2024
Future Design Year Volumes	February 2024
Tier 1 Concept Development & Screening	December 2024
Tier 2 Final Alternatives Summary and Selection	March 2025
Citizen Information Meeting	May 2025
Project Prioritization/Phasing Memo	May 2025
Study Completion	September 2025
Schedule Status	On Schedule

<u>Enabling Funding</u>	
HRTAC	\$ 1,250,000
State/Federal	\$ _____.
	\$ 1,250,000

Study Status:

- o A bi-weekly coordination call was held with the consultant on 03/27/25
- o Future build traffic analysis models have been submitted for preliminary reviews and comments
- o Preliminary cost estimates for the alternatives have been developed and were submitted on 03/31/25 for review



I-64/Denbigh Blvd. Interchange, Phase 2

UPC 123656 (HRTAC)

Project Scope:

Study/design to construct a new interchange on Interstate 64 at Denbigh Boulevard in Newport News. Project limits are from 0.41 mi. North of Rte 173 (Denbigh Blvd.) to 0.41 mi. South of Rte 173 (Denbigh Blvd.)

- Includes widening the existing Denbigh Boulevard bridge over I-64 and CSXT railroad
- Includes the construction of new access ramps, sound walls, and stormwater management facilities

Project Financial Summary:

<u>Project Budget (\$188,063,070):</u>	<u>Funds Expended (as of 03/31/2025):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 17,712,000	\$ 1,561,883	\$ 16,150,117
○ RW \$ 8,931,026	\$ 0	\$ 8,931,026
○ CN \$161,420,044	\$ 0	\$ 161,420,044
	\$ 1,561,883	

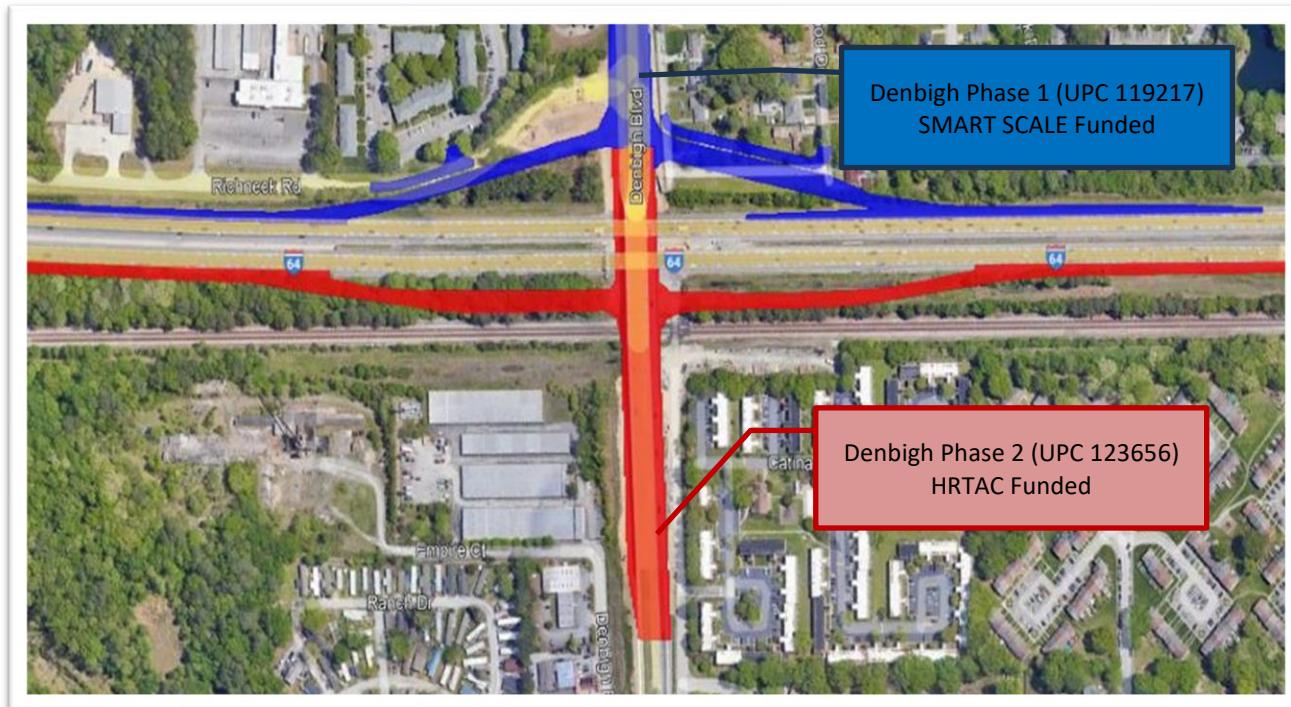
Project Schedule:

Public Hearing	June 2024
FONSI	October 2024
Advertisement	April 2030
Construction Notice to Proceed	August 2030
Fixed Completion Date	July 2034
Schedule Status	On-Schedule

<u>Enabling Funding</u>	
HRTAC	\$ 188,063,070
State/Federal	\$ _____.
	\$ 188,063,070

Project Status:

- Advancement of Design for FI Plans
- Revised hydraulic design to incorporate CSX comments



OFFICE OF THE CITY COUNCIL



JAMES A. GRAY, JR.
MAYOR

STEVEN L. BROWN
VICE MAYOR

COUNCIL:
RANDY C. BOWMAN, SR.
CAROLYN S. CAMPBELL
HOPE L. HARPER
MICHELLE T. FERESEE
MARTHA MUGLER

February 21, 2025

Cynthia Mulkey
Hampton Roads Transportation Planning Organization (HRTPO)
723 Woodlake Drive
Chesapeake, VA 23320

Dear Cynthia:

On January 22, 2025, the Hampton City Council appointed Mayor Jimmy Gray and Councilwoman Carolyn Campbell as the alternate to the Hampton Roads Transportation Planning Organization (HRTPO).

Should you have any questions, please do not hesitate to contact me. Thank you.

Sincerely,

Joy Mautz
Deputy Clerk

“OLDEST CONTINUOUS ENGLISH-SPEAKING SETTLEMENT IN AMERICA - 1610”

22 LINCOLN STREET, HAMPTON, VIRGINIA 23669 (757) 727-6315
COUNCIL@HAMPTON.GOV

Attachment 21D



**U.S. Department
of Transportation**

Federal Transit Administration
Region III
1835 Market Street, Suite 1910
Philadelphia, PA 19103
(215) 656-7100
(215) 656-7260 (fax)

Federal Highway Administration
Virginia Division
400 N. 8th Street, Suite 750
Richmond, VA 23219
(804) 775-3320
(804) 775-3356 (fax)

March 3, 2025

Mr. Stephen Brich
Commissioner
Virginia Department of Transportation
1401 East Broad Street
Richmond, Virginia 23219

Re: Joint FHWA/FTA Conformity Finding for the Hampton Roads Transportation Planning Organization; Hampton Roads, Virginia

Dear Mr. Brich:

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are required to make a transportation conformity determination in non-attainment and maintenance areas as outlined in 40 CFR § 93.104 and 23 CFR § 450. FHWA and FTA have completed our review of the Hampton Roads Transportation Planning Organization's (HRTPO) Air Quality (AQ) Conformity Analysis adopted by the HRTPO on November 21, 2024, and submitted for review by letter dated November 25, 2024. The FHWA and FTA have coordinated the review of the AQ Conformity Analysis with the Environmental Protection Agency (EPA) and are jointly making this air quality conformity determination.

This determination was triggered by amendments to the 2045 Long-Range Transportation Plan (LRTP) and Fiscal Year (FY) 2024-2027 Transportation Improvement Program (TIP), and the AQ Conformity Analysis is based on those amended documents. The last air quality conformity determination was made on June 12, 2024.

As a result of South Coast Air Quality Mgmt. District v. EPA ("South Coast II," 882 F.3d 1138) court decision, the HRTPO is no longer required to demonstrate conformity through regional emissions analysis for the Hampton Roads Area. However, other conformity requirements, including the latest planning assumptions, interagency and public consultation, and fiscal constraint must still be addressed in the conformity assessment under the 1997 8-hour ozone NAAQS for the Hampton Roads Area. On January 22, 2025, in a letter to FHWA's Virginia Division, the EPA provided their determination that the conformity determination for the 1997 8-hour ozone NAAQS for the Hampton Roads Area meets the requirements of the CAA, and included technical documentation supporting the conformity finding.

FTA and FHWA find that the analysis provided by HRTPO to demonstrate conformity is consistent with EPA's Transportation Conformity Rule (40 CFR § 93), as amended. FTA and FHWA find that the updates to the 2045 LRTP and FY 2024-2027 TIP were developed based on

a continuing, cooperative, and comprehensive transportation planning process carried out by HRTPO and their state partners in accordance with the requirements of 23 USC § 134 and 49 USC § 5303.

Based on our transportation planning regulatory requirements, our day-to-day involvement, review of technical analysis, and in accordance with the provisions of 23 USC § 134(i)(2)(E), 49 USC § 5303, FTA and FHWA find the financial information needed to support our fiscal constraint determination is complete.

Any questions concerning this approval should be directed to Steven Minor, FHWA-Virginia Division, at (804) 775-3359, or Chelsea Beytas, Community Planner, FTA Region III, at (215) 656-7961.

Sincerely,

**THERESA
GARCIA
CREWS**

 Digitally signed by
THERESA GARCIA
CREWS
Date: 2025.03.03
10:55:24 -05'00'

Terry Garcia Crews
Regional Administrator
Federal Transit Administration

**EDWARD
S SUNDRA**

 Digitally signed by
EDWARD S SUNDRA
Date: 2025.03.03
14:04:17 -05'00'

Edward Sundra
Director of Program Development
Federal Highway Administration

cc: Mr. Robert Crum, Jr., HRTPO
Ms. Pavithra Parthasarathi, HRTPO
Mr. Ben Mannell, VDOT
Mr. Eric Stringfield, VDOT
Mr. Christopher Berg, VDOT
Mr. James Ponticello, VDOT
Mr. Christopher Voigt, VDOT
Mr. Daniel Suarez, FHWA
Mr. Steven Minor, FHWA
Mr. Ivan Rucker, FHWA
Mr. Tony Tarone, FTA
Ms. Laura Keeley, FTA
Ms. Chelsea Beytas, FTA
Mr. Daniel Sommerville, FTA
Ms. Cristina Fernández, EPA
Ms. Megan Goold, EPA
Mr. Gregory Becoat, EPA
Ms. Cara Finn, EPA



REGION 3
PHILADELPHIA, PA 19103

Mr. Edward Ofori
Deputy Division Administrator
Federal Highway Administration
Virginia Division
400 N. 8th Street, Suite 750
Richmond, Virginia 23219

Dear Mr. Ofori:

The United States Environmental Protection Agency (EPA) has reviewed the conformity determinations for the Hampton Roads Transportation Planning Organization (HRTPO) for the 1997 8-hour ozone national ambient air quality standard (NAAQS) for the Fiscal Year (FY) 2024-2027 Transportation Improvement Program (TIP) and the 2045 Long-Range Transportation Plan (LRTP). EPA has reviewed the conformity determinations in accordance with the procedures and criteria of the Transportation Conformity Rule contained in 40 CFR part 93.

EPA's review of the conformity determinations indicates that the determination meets the requirements of the Clean Air Act and the applicable regulations promulgated under 40 CFR part 93. Enclosed, please find EPA's detailed evaluation titled "Technical Support Document (TSD) - Review of the 1997 8-hour ozone National Ambient Air Quality Standard (NAAQS) Conformity Determination for the Fiscal Year (FY) 2024-2027 Transportation Improvement Program (TIP) and the 2045 Long-Range Transportation Plan (LRTP) for the Hampton Roads Transportation Planning Organization (HRTPO)." It should be noted that in the technical support document, EPA is deferring to the Federal Highway Administration (FHWA) on the question of whether the 2045 LRTP and TIP are fiscally constrained. EPA concurs on the overall conformity determination based on the FHWA's determination that the 2045 LRTP and TIP are fiscally constrained.

Please feel free to call Mr. Michael Gordon, Chief, Planning & Implementation Branch, at (215) 814-2039 or Mr. Gregory Becoat, at (410) 305-3026 if you have any questions pertaining to this review.

Sincerely,

**CRISTINA
FERNANDEZ**

Digitally signed by
CRISTINA FERNANDEZ
Date: 2025.01.22
15:19:51 -05'00'

Cristina Fernández, Director
Air and Radiation Division

Enclosure: Technical Support Document (TSD) - Review of the 1997 8-Hour Ozone National Ambient Air Quality Standard (NAAQS) Conformity Determination for the Fiscal Year (FY) 2024-2027 Transportation Improvement Program (TIP) and the 2045 Long-Range Transportation Plan (LRTP) for the Hampton Roads Transportation Planning Organization (HRTPO)

Cc: Steven Minor, FHWA (via email at steven.minor@dot.gov)
Ed Sundra, FHWA (via email at ed.sundra@dot.gov)
Chelsea Beytas, FTA (via email at chelsea.beytas@dot.gov)
Jim Ponticello, VDOT (via email at jim.ponticello@vdot.virginia.gov)
Robert Crum, HRTPO (via email at rcrum@hrtpo.org)



REGION 3

PHILADELPHIA, PA 19103

SUBJECT: Technical Support Document (TSD) - Review of the 1997 8-Hour Ozone National Ambient Air Quality Standard (NAAQS) Conformity Determination for the Fiscal Year (FY) 2024-2027 Transportation Improvement Program (TIP) and the 2045 Long-Range Transportation Plan (LRTP) for the Hampton Roads Transportation Planning Organization (HRTPO)

FROM: **GREGORY BECOAT** Digitally signed by GREGORY BECOAT
Date: 2025.01.21 14:21:30 -05'00'
Gregory A. Becoat
Planning & Implementation Branch (3AD30)

TO: Administrative Record of the Environmental Protection Agency (EPA) Review of the 1997 8-Hour Ozone National Ambient Air Quality Standard (NAAQS) Conformity Determination for the Fiscal Year (FY) 2024-2027 Transportation Improvement Program (TIP) and the 2045 Long-Range Transportation Plan (LRTP) for the Hampton Roads Transportation Planning Organization (HRTPO)

THRU: Michael Gordon, Chief
Planning & Implementation Branch (3AD30)

I. Background

The purpose of this document is to review the 1997 8-hour ozone NAAQS Conformity Determination of the FY 2024-2027 TIP and the 2045 LRTP as prepared by the Hampton Roads Transportation Planning Organization (HRTPO) and Virginia Department of Transportation (VDOT). The purpose is to determine whether or not the conformity determinations meet the requirements of the Clean Air Act (CAA) and the applicable regulations promulgated thereunder at 40 CFR part 93. On December 3, 2024, EPA Region III received the FY 2024-2027 TIP and 2045 LRTP conformity determination from the Virginia Division of the United States Federal Highway Administration (FHWA) requesting EPA to review.

The amendments to the FY 2024-2027 TIP and 2045 LRTP were completed in order to adhere to the transportation conformity rule requirements. The conformity determinations were reviewed in accordance with the procedures and criteria of the Transportation Conformity Rule contained in 40 CFR part 93, sections 93.108, 93.110, 93.112, 93.113(b), and (c).

Transportation conformity is required under section 176(c) of the CAA to ensure that federally supported highway and transit projects, and other activities are consistent with (conform to) the purpose of the state implementation plan (SIP). The CAA requires federal actions in nonattainment and maintenance areas to "conform to" the goals of the SIP. This means that such actions will not cause or contribute to violations of a NAAQS; worsen the severity of an existing

violation; or delay timely attainment of any NAAQS or any interim milestone. Actions involving FHWA or Federal Transit Administration (FTA) funding or approval are subject to the Transportation Conformity Rule (40 CFR part 93, subpart A). Under this rule, metropolitan planning organizations (MPOs) in nonattainment and maintenance areas coordinate with state air quality and transportation agencies (EPA, FHWA, and FTA) to demonstrate that their metropolitan transportation plans and TIPs conform to applicable SIPs. This is typically determined by showing that estimated emissions from existing and planned highway and transit systems are less than or equal to the motor vehicle emission budgets (MVEBs) contained in a SIP.

On April 30, 2004 (69 FR 23857), EPA published air quality area designations for the 1997 8-hour ozone NAAQS. In that rulemaking action, EPA designated the Counties of Gloucester, Isle of Wight, James City, and York, and the Cities of Chesapeake, Hampton, Newport News, Norfolk, Poquoson, Portsmouth, Suffolk, Virginia Beach, and Williamsburg, VA as part of the Hampton Roads nonattainment area. On June 1, 2007 (72 FR 20490), EPA redesignated the Hampton Roads Area to attainment for the 1997 8-hour ozone standard. On May 21, 2013, EPA published a rule revoking the 1997 8-hour ozone NAAQS, for the purposes of transportation conformity, effective one year after the effective date of the 2008 8-hour ozone NAAQS area designations (77 FR 30160). On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* ("South Coast II," 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 8-hour ozone NAAQS and attainment for the 2008 8-hour ozone NAAQS when the 1997 8-hour ozone NAAQS was revoked. These conformity determinations are required after February 16, 2019. The Hampton Roads Area was maintenance at the time of the 1997 8-hour ozone NAAQS revocation on April 6, 2015 and was also designated attainment for the 2008 8-hour ozone NAAQS on May 21, 2012. As a result, the HRTPO is no longer required to demonstrate conformity through regional emissions analysis for the Hampton Roads Area. However, other conformity requirements, including the latest planning assumptions, interagency and public consultation, and fiscal constraint must still be addressed in the conformity assessment under the 1997 8-hour ozone NAAQS for the Hampton Roads Area.

II. EPA's Evaluation

For all areas where transportation conformity applies, Table 1 – Conformity Criteria, found in 40 CFR 93.109(b), lists the conformity criteria that apply for transportation plans, TIPs, and projects in 40 CFR 93. This conformity determination analysis must use the latest planning assumptions (40 CFR 93.110). In addition, other requirements must be met and documented in the transportation plan and TIP conformity determination including fiscal constraint (40 CFR 92.108), interagency consultation and public participation (40 CFR 93.112), and timely implementation of Transportation Control Measures (TCMs) in approved SIPs (40 CFR 93.113). Table 1 below demonstrates how the document prepared by HRTPO satisfies the requirements for conformity determinations.

Table 1. EPA's Evaluation of the Conformity Determinations of the Plan and TIP Submitted by the Virginia Division Office of the Federal Highway Administration for the

Counties of Gloucester, Isle of Wight, James City, and York, and the Cities of Chesapeake, Hampton, Newport News, Norfolk, Poquoson, Portsmouth, Suffolk, Virginia Beach, and Williamsburg, VA to EPA on December 3, 2024

CRITERIA APPLICABLE TO PLAN AND/OR TIP			
SECTION OF 40 CFR PART 93	CRITERIA	Y/N	COMMENTS
93.108	Is the transportation plan fiscally constrained?	Y	EPA is deferring to FHWA, which has determined that the plan is fiscally constrained.
93.110 (a-f)	Is the conformity determination based upon the latest planning assumptions?	N/A	The use of latest planning assumptions in 10 CFR 93.110 of the conformity rule generally applies to a regional emissions analysis. In the 1997 ozone NAAQS areas, the use of latest planning assumptions requirement applies to assumptions about transportation control measures (TCMs) in an approved SIP. However, the HRTPO SIP maintenance plan does not include any TCMs.
93.112	Did the MPO make the conformity determination according to the consultation procedures of the conformity rule or the state's conformity SIP?	Y	<p>Consultation procedures were followed in accordance with the HRTPO consultation procedures. These procedures are based on the procedures of the Commonwealth's conformity SIP.</p> <p>Interagency Consultation The HRTPO has consulted with all appropriate agencies. This includes the VDOT, VADEQ, FHWA, FTA, EPA, and representatives from larger MPOs within the Commonwealth of Virginia.</p> <p>Public Consultation The HRTPO has provided opportunities for public comment from October 30, 2024 through November 13, 2024, and no comments were received.</p>
93.113(b) and 93.113(c)	Are TCM's being implemented in a timely manner.	N/A	There are no TCMs in any applicable SIPs.

III. Conclusion

Pursuant to FHWA's December 3, 2024 request, EPA has reviewed the air quality conformity determination for the FY 2024-2027 TIP and 2045 LRTP submitted by HRTPO. EPA has determined that the conformity determination for the 1997 8-hour ozone NAAQS for the Hampton Roads Area meets the requirements of the CAA and the applicable regulations promulgated at 40 CFR part 93 as long as FHWA determines that the TIP and plan demonstrate fiscal constraint.

April 9, 2025

The Honorable Timothy M. Kaine
United States Senate
222 Central Park Avenue, Suite 120
Virginia Beach, Virginia 23462

The Honorable Jen Kiggans
United States House of Representatives
283 Constitution Drive
Virginia Beach, Virginia 23462

The Honorable Senator Mark R. Warner
United States Senate
101 W. Main Street, Suite 7771
Norfolk, VA 23510

The Honorable Robert C. Scott
United States House of Representatives
2600 Washington Avenue, Suite 1010
Newport News, VA 23607

RE: Support for Hampton Roads Transit's Community Project Funding Request to Replace Paratransit Vehicles

Dear Senators Kaine and Warner and Representatives Kiggans and Scott:

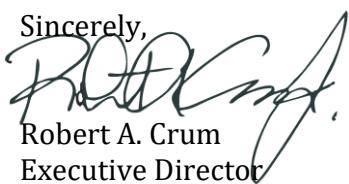
I am writing to express the Hampton Roads Transportation Planning Organization's (HRTPO) strong support for the current Hampton Roads Transit's (HRT) Community Project Funding request for \$3 million to replace paratransit vehicles that have exceeded their useful life.

As the federally designated lead transportation planning and coordinating agency for the Hampton Roads region in Eastern Virginia, the HRTPO Board and its member jurisdictions clearly recognize the critical role that HRT plays in providing essential transportation services to elderly and disabled residents in our region under the Americans with Disabilities Act. Further, this initiative not only promotes efficient community mobility but also supports the economic vitality of the region.

Since the year 2000, the number of people in Hampton Roads aged 65 and older has grown by more than 45%. By investing in replacement paratransit vehicles, HRT not only addresses current service challenges but also ensures that individuals with disabilities and elderly residents will continue to have dependable access to essential transportation services into the future.

We urge decision-makers to prioritize funding for HRT's paratransit vehicle replacement, as it will contribute significantly to maintaining and enhancing the quality of life for residents throughout Hampton Roads. Thank you for considering this important request, and we look forward to continuing to support HRT's efforts in providing essential transit services to our community.

Sincerely,



Robert A. Crum
Executive Director

Copy: Mr. William Harrell, Hampton Roads Transit

April 14, 2025

The Honorable Jen Kiggans
U.S. House of Representatives
283 Constitution Drive
Virginia Beach, Virginia 23462

RE: Support for the Norfolk Airport Authority's Funding Request for Security Checkpoint Improvements at Norfolk International Airport

Dear Congresswoman Kiggans:

I am writing to express the Hampton Roads Transportation Planning Organization's (HRTPO) strong support for the current Norfolk Airport Authority request for Congressionally Directed Spending funds for critical security checkpoint improvements at Norfolk International Airport. This important project, when completed, will increase operational efficiencies for both the airport and the Transportation Security Administration (TSA), while also enhancing the guest experience for all who fly out of our region's busiest commercial airport.

Norfolk International Airport currently operates two separate security checkpoints, one for Concourse A and another for Concourse B. The proposed work under this grant request will construct a single modernized checkpoint location for all outbound travelers. This consolidation will create multiple benefits including more efficiency for TSA staffing and equipment, easier connections for air travelers, and the repurposing of existing checkpoint spaces into additional retail, food, and beverage offerings for travelers.

As the federally designated lead transportation planning and coordinating agency for the Hampton Roads region in Eastern Virginia, the HRTPO Board and its member jurisdictions clearly recognize the critical role Norfolk International Airport plays in the overall regional transportation network. The HRTPO works closely with the management of the Norfolk Airport Authority to market and promote the Hampton Roads region to companies as an excellent place to locate, expand, and raise families, since it is well recognized that local airport capabilities are essential to attracting and retaining businesses.

The growing availability of affordable air travel at Norfolk International Airport continues to benefit regional businesses and their employees. With three consecutive years of record passenger traffic, it is imperative that Norfolk International Airport continues to modernize in order to maintain internationally recognized standards for service excellence, particularly in a region where discretionary leisure travel is so important to the strength of Coastal Virginia's economy. Approval of this funding request will strengthen the airport's capabilities to continue to serve Southeast Virginia and the Commonwealth effectively, benefiting local

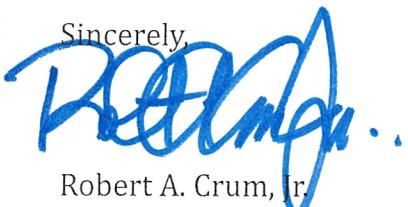
The Honorable Jen Kiggans

April 14, 2025

Page 2

businesses, travelers, and residents. Thank you for your consideration of this important request. Should you need any additional information in support of this project, please contact me at (757) 420-8300.

Sincerely,

A handwritten signature in blue ink, appearing to read "Robert A. Crum, Jr." The signature is fluid and cursive, with "Robert" and "Crum" being more distinct and "Jr." being smaller.

Robert A. Crum, Jr.
Executive Director

Copy: Mark A. Perryman, Norfolk Airport Authority President and Chief Executive Officer

April 17, 2025

The Honorable Timothy M. Kaine
United States Senate
222 Central Park Avenue, Suite 120
Virginia Beach, Virginia 23462

The Honorable Senator Mark R. Warner
United States Senate
101 W. Main Street, Suite 7771
Norfolk, VA 23510

The Honorable Jen Kiggans
United States House of Representatives
283 Constitution Drive
Virginia Beach, Virginia 23462

RE: Support for the City of Suffolk's 2025 Request for Community Project Funding

Dear Senators Kaine and Warner and Representatives Kiggans:

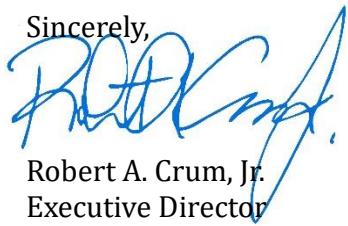
The Hampton Roads Transportation Planning Organization (HRTPO) is pleased to provide this letter of support for Community Project Funding (CPF) for the City of Suffolk's Townpoint Sidewalk project.

The Townpoint Sidewalk project will provide the design and construction of sidewalks along portions of Townpoint Road. Townpoint Road is located in the Pughsville area of Suffolk, where flooding due to the lack of drainage, ditches, and sidewalks has been an ongoing issue. The City has also identified a safety issue for the citizens, particularly the children, in the community while standing at the bus stop and walking to the park without sidewalks. The City is requesting \$1.5 million in funding to advance the start date of the project.

The staff of the HRTPO has reviewed the proposed project, and it is consistent with the Hampton Roads 2045 Long-Range Transportation Plan (LRTP). Should this project move forward with funding, it will be added to the Hampton Roads Transportation Improvement Program (TIP).

Approval of this funding will contribute to the safety and quality of life in the City of Suffolk, which is one of the fastest-growing areas in our region. For these reasons, I ask that you consider this request. Should you need any additional information in support of this project, please contact me at (757) 420-8300.

Sincerely,



Robert A. Crum, Jr.
Executive Director

Copy: Al Moor, City of Suffolk City Manager

May 7, 2025

Mr. Ben Mannell
Assistant Division Administrator
Transportation and Mobility Planning Division (TMPD)
Virginia Department of Transportation (VDOT)
1401 E. Broad Street
Richmond, VA 23219

RE: FY 2026 Rural Transportation Planning Program Participation and State Planning & Research Funding

Dear Mr. Mannell:

Over the past several months, the HRTPO staff has engaged in internal discussions and coordinated with the VDOT Hampton Roads District regarding the administration of the Rural Transportation Planning (RTP) Program and the associated State Planning & Research (SP&R) funding. This letter summarizes these discussions, provides context for our challenges in administering the RTP, and elaborates on the HRTPO's decision concerning the upcoming FY 2026 SP&R funding cycle.

At the outset, we would like to thank the VDOT Hampton Roads District staff for their understanding, cooperation, and collaborative approach to working with us throughout this process. We also appreciate your participation in these discussions and look forward to your support as we move ahead.

As you know, the HRTPO has participated in the RTP program for many years, applying annually for the SP&R funds and providing the necessary local match to offer planning assistance and address transportation needs for non-urbanized areas in Hampton Roads outside of the established Metropolitan Planning Area (MPA) boundary. In close coordination with rural localities and VDOT, the TPO staff's efforts have included various transportation planning efforts for the City of Franklin and the Counties of Gloucester, Southampton, and Surry under this program.

Since 2007, these efforts have included Rural Long-Range Transportation Plans (RLRTPs) developed specifically for the localities of Franklin and Southampton, complementing the metropolitan Long-Range Transportation Plan (LRTP). The HRTPO staff's efforts have consistently gone above and beyond statewide requirements, integrating scenario planning, project prioritization (including reflecting VTrans Mid-Term Needs), and stakeholder coordination. The HRTPO staff value the opportunity to engage with and support the rural localities in our region, and their work is greatly appreciated by our rural partners.

Mr. Ben Mannell

May 7, 2025

Page 2

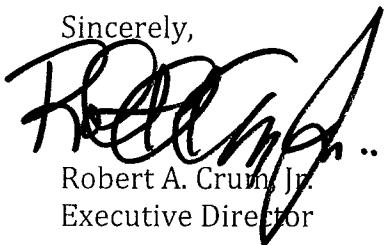
However, over the last few years, HRTPO has received shifting federal guidance regarding the administration of this program. Given the importance of the RTP program and to ensure continuing support for our rural localities, HRTPO staff made good-faith adjustments in a collaborative manner, attempting to respond to the evolving guidance, such as including the rural transportation task in both the HRTPO and Hampton Roads Planning District Commission (HRPDC) work programs and explicitly noting that rural transportation efforts involving Surry County would be reviewed and approved by the HRPDC Board. Nevertheless, the guidance has continued to shift, despite repeated attempts by HRTPO staff to clarify and address the concerns of our federal partners.

The administration of the RTP was also a topic of discussion during HRTPO's recent 2024 Federal Quadrennial Certification Review. Specifically, our federal partners suggested a review of the Metropolitan Planning Area (MPA) boundary, including a potential expansion to include all of Franklin and Southampton County. However, since these localities are well outside of the census-defined urbanized areas of our region, expanding the MPA boundary would disqualify them from rural planning funds and place them in a SMART SCALE scoring category that prioritizes congestion relief, which does not align well with their transportation needs and would put them at a disadvantage when competing for funding. Follow-up discussions by HRTPO staff with the City of Franklin and Southampton County managers reiterated these concerns, and both expressed support for maintaining the current MPA boundary.

This continued ambiguity and lack of clarity related to the Rural Transportation Planning Program have placed an undue administrative burden on TPO/VDOT staff time. Given these persistent challenges, and after due consideration, the HRTPO staff have opted not to pursue FY 2026 SP&R funding for rural transportation planning activities in the upcoming fiscal year beginning July 1, 2025. With this change, VDOT will administer the rural transportation work for FY 2026. Although HRTPO will not be applying for FY 2026 SP&R, the commitment to supporting all localities in the Hampton Roads region remains unchanged. The HRTPO staff are willing and prepared to assist VDOT as needed, and any support provided will be outside the scope of the TPO's metropolitan PL funds. The HRTPO also remains open to reconsidering participation in future program years, should clear guidance and clarity in the administrative structure be received.

Thank you for your consideration of this request. Please contact me at (757) 420-8300 or rcrum@hrpdcva.gov for additional information or clarification.

Sincerely,



Robert A. Crum, Jr.
Executive Director

Mr. Ben Mannell

May 7, 2025

Page 3

Copy: Mitzi Crystal, VDOT
Michael Davis, VDOT
Angela Effah-Amponsah, VDOT
Marsha Fiol, VDOT
Todd Halacy, VDOT
Christopher Hall, VDOT
Edward Ofori, FHWA Virginia Division
Daniel Suarez, FHWA Virginia Division
Rosylen Oglesby, City of Franklin
Brian S. Thrower, Southampton County
Carol Steele, Gloucester County
Melissa Rollins, Surry County
Pavithra Parthasarathi, HRTPO
Dale Stith, HRTPO
Jeff Raliski, HRTPO

ITEM #22: OLD/NEW BUSINESS

ITEM #23: ADJOURNMENT