

## **AGENDA**

### **Hampton Roads Transportation Accountability Commission (HRTAC) Regular Meeting – March 17, 2016**

**12:30 PM**

The Regional Board Room, 723 Woodlake Drive, Chesapeake, VA 23320

- 1. Call to Order**
- 2. Approval of Agenda**
  - *Recommended Action: Approval*
- 3. Public Comment Period**
  - *Limit 5 minutes per individual*
- 4. Chair's Comments**
- 5. Consent Items**
  - *Recommended Action: Approval*
  - A. Minutes of the February 18, 2016 HRTAC Regular Meeting (Attachment 5A)**
- 6. Action Items**
  - A. HRTAC 2016-2022 Funding Plan (Attachment 6A) - FSAC Chair Crawford and Executive Director Page** *Recommended Action: Discussion/Approval*
  - B. I-64 Capacity Improvements - Segment III, Standard Project Services to Support Preliminary Engineering Phase (UPC 106689) – Executive Director Page**  
*Recommended Action: Discussion/Approval*
- 7. Information Items**
  - A. HRTF Financial Report – HRTAC Executive Director Page**
  - B. Legislative Update – HRTAC Executive Director Page**
- 8. Next HRTAC Regular Meeting – April 21, 2016 – 12:30 p.m.**

**Adjournment**

**Agenda Item 5A**  
**Consent Item**

**To: Chair Sessoms and the other members of HRTAC**

**From: Kevin B. Page, Executive Director**

**Date: March 17, 2016**

**Re: February 18, 2016 Meeting Minutes**

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**Recommendation:**

The Commission is asked to approve the February 18, 2016 regular meeting minutes.

**Background:**

The Commission approves meeting minutes for the permanent record of the Commission.

**Fiscal Impact:**

There is no fiscal impact in relation to this Consent Item.

**Suggested Motion:**

Motion is to approve the minutes of the regular Commission meeting on February 18, 2016.

**Hampton Roads Transportation  
Accountability Commission (HRTAC)  
Summary Minutes of the February 18, 2016 Regular Meeting**

The Hampton Roads Transportation Accountability Commission (HRTAC) Regular Meeting was called to order on February 18, 2016, at 12:33 p.m. in the HRTPO Regional Board Room, 723 Woodlake Drive, Chesapeake, Virginia, with the following in attendance:

**HRTAC Voting Members in Attendance:**

William Sessoms, Chair

Clyde Haulman, Vice Chair

Rex Alphin

Paul Fraim

Michael Hipple

Linda Johnson

Alan Krasnoff

McKinley Price

George Wallace

Jeffrey Wassmer

Kenneth Wright

**HRTAC Executive Director**

Kevin Page

**HRTAC Non-Voting Members in Attendance:**

Charlie Kilpatrick

John Malbon

**Other Participants:**

Neal Crawford

Cathie France

Tom Inglema

Grindly Johnson

David Miller

James Utterback

**HRTAC Voting Members Absent:**

Kenneth Alexander

Eugene Hunt

Johnny Joannou

Raystine Johnson-Ashburn

Chris Jones

Dallas Jones

Frank Wagner

David Yancey

**HRTAC Non-Members Absent:**

Jennifer Mitchell

John Reinhart

\* Denotes Late Arrival or Early Departure

**Others Recorded Attending:**

Shannon E. Glover, Ellis W. James, John Gergely, Donna Sayegh (Citizens); Kelly Lackey, Earl Sorey (CH); Lynn Allsbrook (HA); Sanford B. Wanner, Tony Wilson (IW); Britta Ayers (NN); Jeff Raliski, Ron Williams (NO); Bob Baldwin (PO); Leroy Bennett, Eric Nielsen (SU); Phil Pullen (VB); Julie Parkoski (C&S Consulting, Inc.); Beth Arnold (CH2M); Frank Papcin (CTAC); J. Elias O'Neal (Daily Press); Scott Forehand, Don Quisenberry (eScribe Solutions); Mark Osenbaugh (E.V. Williams); Nick Antonucci, Ryan Banas, Anil Sharma (HNTB); Bert

Ramsey (Lane Construction); Tracy Baynard (McGuire Woods Consulting LLC); Karen McPherson (McPherson Consulting); Chuck Eastman (Michael Baker); Jen Canatsey (Parsons Brinckerhoff); Mark Geduldig-Yatrofsky (PortsmouthCityWatch.org); Ken Yarberry (RK&K); Mindy Hughes (Seventh Point Transportation PR); Tony Gibson, Paula Miller, Dawn Odom (VDOT); Jordan Pascale (Virginian Pilot); Phil Lohr (WRA); Michelle Martin (WSP/Parsons Brinckerhoff); Mike Long, Chris Vaigneur (HRPDC); Rob Case (HRTPO)

### **Call to Order**

Chair William Sessoms called the meeting to order.

### **Approval of Agenda**

Mr. Rex Alphin Moved to approve the agenda; Mr. Michael Hipple seconded. The Motion carried.

### **Public Comment Period (limit 5 minutes per individual)**

Mr. Frank Papcin expressed concern regarding tolls and specifically noted the High Rise Bridge. He noted legislation from Senator Wagner regarding a gas tax and from Delegate Jones on tolling. He recommended HRTAC urge legislators to pass a tax paid by all people, not tolls paid only by commuters. He noted enacting tolls may have an adverse effect on companies looking to locate in Hampton Roads.

Donna Sayegh asked about the accountability for the transportation money being spent. She expressed concern that the voices of the people are not being heard.

John Gergely gave his account of the history of the transportation projects being considered. He stated that the first Hampton Roads crossing study 20 years ago indicated that the best choice for congestion relief was to add capacity to the Hampton Roads Bridge Tunnel. He said the precursor to HRTPO chose a third crossing instead. He asserted that the HRTPO's pursuit of a third crossing is based on incorrect data.

### **Consent Items**

Mr. Paul Fraim Moved to approve the minutes of the January 21, 2016 HRTAC Regular Meeting; seconded by Ms. Linda Johnson. The Motion carried and the minutes were approved.

### **Action Items**

Mr. Kevin Page reminded the body of the enabling legislation for HRTAC, which requires it to create and enact a four to six year funding plan. He introduced Mr. Neal Crawford, Chair of the Funding Strategies Advisory Committee (FSAC), to review the proposed funding plan with the assistance of Mr. David Miller from PFM. Chair Crawford announced that FSAC unanimously approved the proposed six-year funding plan, which can be accomplished by pay-as-you-go, and requested a public hearing on the proposed funding plan. The following projects are included in the plan:

- The widening of I-64 on the Peninsula (in three segments);

- The I-64/I-264 interchange;
- Phase One of the I-64 High Rise Bridge; and
- The Hampton Roads Crossing SEIS and, after the selection of the Preferred Alternative, funding for the first year of work on the project.

Mr. David Miller shared the cost estimates and schedule, noting that no debt financing would be required to implement the plan.

Chair Sessoms stated that there are no tolls and no tax increases in the plan, and acknowledged that the plan does not accomplish every desired project. It will provide for the widening on the Peninsula as well as Phase One on the High Rise Bridge, and sets aside funds for work on the harbor crossing.

Mr. Fraim asked about when the results of the SEIS study are expected. Mr. Charlie Kilpatrick indicated within another year. Mr. James Utterback noted by the fall of 2017. Mr. Fraim questioned whether building projects faster with debt financing would save money. Mr. Clyde Haulman reiterated Mr. Fraim's concern, and requested an analysis of the savings on projects bonded now (considering the interest costs and the time-value of money) versus the pay-as-you-go approach. Chair Sessoms suggested they keep the idea in mind and reminded the group of the legislation still being discussed in Richmond.

Mr. George Wallace questioned whether this was an all-inclusive plan or included financing. Chair Sessoms noted that this was a pay-as-you-go plan, but that the options of taking on debt would still be available. Mr. David Miller agreed.

Mr. Alan Krasnoff offered to make a motion regarding holding a public hearing of the proposed update to the funding plan. Mr. Kenneth Wright asked for clarification, and Mr. McKinley Price questioned the elements of the SEIS study. Chair Sessoms provided clarification regarding the public hearing and the vote.

Mr. Alan Krasnoff Moved to authorize the Funding Strategies Advisory Committee and Finance Committee to hold a public hearing on March 14, 2016 on the proposed Plan of Finance update to the Commission's initial funding plan for the region's high priority projects, which was adopted in 2014; seconded by Ms. Linda Johnson. The Motion carried unanimously.

## **Information Items**

### **Financial Report**

- Gross revenues collected to date: \$390,478,526;
- Cash Balance before expenditures: \$389,130,301.47;
- End of the Calendar Year Ending cash balance after expenditures: \$388,130,301.47;
- Mr. Page reported a balance of \$388 million, with \$487 million already obligated; and
- \$1.56 million of collections from investments to date.

**Legislative Update**

Mr. Page stated that there are four bills being tracked by HRTAC:

- HB-1111 – HRTAC Omnibus Bill - Delegate Villanueva;
- SB-476 – HRTAC Omnibus Bill - Senator Wagner;
- SB-742 – Regional Fuels Tax Bill - Senator Wagner; and
- HB-1069 – Tolling Components Bill - Delegate Jones.

**Next Meeting**

The next meeting will be held on March 17, 2016.

**Adjournment**

With no further business to come before the Hampton Roads Transportation Accountability Commission, the meeting adjourned at 1:05 p.m.

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William D. Sessoms, Jr.  
HRTAC Chair

**Agenda Item 6A**  
**Action Item**

**To: Chair Sessoms and the other members of HRTAC**

**From: Kevin B. Page, Executive Director**

**Date: March 17, 2016**

**Re: HRTAC Update to the Plan of Finance – HRTAC 2016-2022 Funding Plan**

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**Recommendation:**

The Executive Director recommends Commission approval of the Draft HRTAC 2016-2022 Funding Plan.

**Background:**

At its February 16, 2016 meeting, the Funding Strategies Advisory Committee (FSAC) recommended for adoption a Draft HRTAC 2016-2022 Funding Plan for the Region's High Priority Projects. The Commission then authorized a public hearing on the draft plan, which was held on March 14, 2016. Following discussion on the Draft HRTAC 2016-2022 Funding Plan and the public comments received, the Commission will take action to approve the Draft HRTAC 2016-2022 Funding Plan.

**Fiscal Impact:**

For planning and programming purposes, there will be an impact to the Hampton Roads Trust Fund in the amount of \$1,575,733,852 in relation to this Action Item.

**Suggested Motion:**

Motion: The Commission approves the Draft HRTAC 2016-2022 Funding Plan as the Commission's funding plan.



## DRAFT HRTAC 2016-2022 Funding Plan HRTAC Program Level Spreadsheet

Project Drawdowns	Project Cost	HRTAC Funding	HB2 Funding	VDOT Funding	Previous	Jan-Dec 2016	Jan-Dec 2017	Jan-Dec 2018	Jan-Dec 2019	Jan-Dec 2020	Jan-Dec 2021	Jan-Dec 2022
I-64 Seg I- UPC 104905	\$122,551,685	\$22,551,685		\$100,000,000	(\$28,429,982)	(\$54,657,495)	(\$26,976,631)	(\$12,487,577)	\$0	\$0	\$0	\$0
I-64 Seg II- UPC 106665	\$189,707,675	\$134,803,520	\$54,904,155	\$0	(\$6,000,000)	(\$41,286,868)	(\$69,160,055)	(\$58,831,351)	(\$14,429,401)	\$0	\$0	\$0
I-64 Seg III- UPC 106689	\$311,303,820	\$221,207,975	\$90,095,845	\$0	\$0	(\$800,000)	(\$4,400,000)	(\$19,958,448)	(\$93,367,598)	(\$101,050,838)	(\$84,916,017)	(\$6,810,919)
I-64/264 - UPC 57048 (Phase I)	\$157,142,416	\$152,094,716		\$5,047,700	(\$5,054,702)	(\$18,201,817)	(\$49,211,271)	(\$58,130,306)	(\$26,544,320)	\$0	\$0	\$0
I-64/264 - UPC 17630 (Phase II)	\$190,031,747	\$178,428,847		\$11,602,900	(\$14,240,679)	(\$18,162,221)	(\$32,199,910)	(\$38,592,666)	(\$31,000,000)	(\$31,000,000)	(\$24,836,271)	\$0
I-64 Southside-High Rise Br- UPC 106692 (Phase I)	\$600,000,000	\$600,000,000		\$0	(\$341,708)	(\$19,658,292)	(\$150,000,000)	(\$190,000,000)	(\$190,000,000)	(\$50,000,000)	\$0	\$0
Hampton Roads Crossing Study- UPC 106724 (SEIS)	\$6,352,527	\$0		\$6,352,527	\$0	(\$1,875,000)	(\$2,500,000)	(\$1,977,527)	\$0	\$0	\$0	\$0
<b>Future Projects</b>												
Harbor Crossing Project (Phase I)	\$266,647,109	\$266,647,109		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$266,647,109)
Ft Eustis Interchange- UPC 106700	TBD*	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
I-64 Southside-High Rise Br- Phase II	TBD**	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Rte 460/58/13 Connector	TBD	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
I-64/I-264 Interchange (Phase III)	TBD	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$1,843,736,979</b>	<b>\$1,575,733,852</b>	<b>\$145,000,000</b>	<b>\$123,003,127</b>								
<b>Total Yearly Costs</b>					(\$54,067,071)	(\$154,641,693)	(\$334,447,867)	(\$379,977,875)	(\$355,341,319)	(\$182,050,838)	(\$109,752,288)	(\$273,458,028)
<b>Previous year carryover</b>					\$0	\$366,645,457	\$509,377,420	\$406,629,992	241,823,684	78,163,113	86,812,275	174,609,987
<b>VDOT SYIP funding</b>					\$32,376,717	\$81,000,000	\$9,626,410	\$0	\$0	\$0	\$0	\$0
<b>HB2 Funding***</b>					\$0	\$50,073,656	\$50,174,030	\$37,221,566	\$7,530,748			
<b>Projected HRTAC Revenue****</b>	<b>Total: \$1,677,560,513</b>				<b>\$388,335,811</b>	<b>\$166,300,000</b>	<b>\$171,900,000</b>	<b>\$177,950,000</b>	<b>\$184,150,000</b>	<b>\$190,700,000</b>	<b>\$197,550,000</b>	<b>\$200,674,702</b>
<b>Total Funding</b>					<b>\$420,712,528</b>	<b>\$664,019,113</b>	<b>\$741,077,859</b>	<b>\$621,801,559</b>	<b>\$433,504,432</b>	<b>\$268,863,113</b>	<b>\$284,362,275</b>	<b>\$375,284,689</b>
<b>Residual Cash Flow</b>					<b>\$366,645,457</b>	<b>\$509,377,420</b>	<b>\$406,629,992</b>	<b>\$241,823,684</b>	<b>\$78,163,113</b>	<b>\$86,812,275</b>	<b>\$174,609,987</b>	<b>\$101,826,662</b>

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

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

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

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

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

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

Updated Cost Based Upon Contract Award
Construction Phase
Estimate Still Under Development
Added by PFM
Adjusted to VDOT Comments 3/4/2016



**Agenda Item 6B**  
**Action Item**

**To: Chair Sessoms and the other members of HRTAC**

**From: Kevin B. Page, Executive Director**

**Date: March 17, 2016**

**Re: I-64 Capacity Improvements - Segment III, Standard Project Services to Support Preliminary Engineering Phase (UPC 106689)**

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**Recommendation:**

The Executive Director recommends Commission approval of \$10,000,000 in funding for the Preliminary Engineering Phase of the I-64 Capacity Improvements - Segment III (UPC 106689). This recommendation assumes that HRTAC will engage VDOT and that HRTAC's agreement with VDOT will be memorialized in a Standard Project Agreement, which includes a provision stating that if any federal and/or state (e.g. HB2) funds are awarded to the project, the benefit of the additional funding will be reflected in an amendment (i.e., a re-sizing or float down of the HRTAC commitment). The recommended authorizing resolution attached to this Agenda reaffirms HRTAC's interest in obtaining HB2 funds and its desire for the HB2 funding to match the HRTAC funding.

**Background:**

VDOT has requested HRTAC allocation of \$10,000,000 to conduct the I-64 Capacity Improvements - Segment III, Standard Project Services to Support Preliminary Engineering Phase (UPC 106689). The I-64 Capacity Improvements – Segment III project is included in the HRTAC-adopted Funding Plan. This project component involves the Preliminary Engineering of the addition of a third lane east- and west-bound between from approximately 1.0 mile west of Route 199, Newman Road (Exit 234) to 1.05 miles west of Route 199, Humelsine Parkway/Marquis Center Parkway (Exit 242). HRTAC requested that the Hampton Roads Transportation Planning Organization (HRTPO) amend its Fiscal Year 2015 – 2018 Transportation Improvement Program (TIP) to include this project component. HRTPO action to amend the TIP was made at its March 17 meeting. HRTAC action will be to provide \$10,000,000 in HRTF funding under a Standard Project Agreement with VDOT which includes a provision stating that if any federal and/or state (e.g. HB2) funds are awarded to the project, the benefit of the additional funding will be reflected in an amendment (i.e., a re-sizing or float down of the HRTAC commitment). The updated financial information is as follows:



- I-64 Capacity Improvements - Segment III, Standard Project Services to Support Preliminary Engineering Phase (UPC 106689).
  - Add FY2016 of \$200,000 Hampton Roads Transportation Fund (HRTF)
  - Add FY2017 of \$2,600,000 HRTF
  - Add FY2018 of \$7,200,000 HRTF
  - Total allocated HRTF funds for Preliminary Engineering - \$10,000,000

**Fiscal Impact:**

There will be an impact to the Hampton Roads Trust Fund in the amount of \$10,000,000 in relation to this Action Item.

**Suggested Motion:**

Motion. Motion is to adopt Resolution 2016-06, “Resolution Relating to I-64 Capacity Improvements - Segment III, Standard Project Services to Support Preliminary Engineering Phase (UPC 106689)”, attached to this Agenda.



## HRTAC RESOLUTION 2016-06

### RESOLUTION RELATING TO I-64 CAPACITY IMPROVEMENTS - SEGMENT III, STANDARD PROJECT SERVICES TO SUPPORT PRELIMINARY ENGINEERING PHASE (UPC 106689)

**WHEREAS**, the I-64 Peninsula Segment III construction project (UPC 106689) (the “I-64 Peninsula Segment III Project” or “Project”), which will widen I-64 from approximately Route 199 - Exit 234 to Route 199 - Exit 242, is one of the construction projects included in the Commission’s funding plan adopted by the Commission on March 17, 2016 (the “Funding Plan”);

**WHEREAS**, the Funding Plan projects that the I-64 Peninsula Segment III Project will cost approximately \$311 million (using year of expenditure figures);

**WHEREAS**, the Virginia Department of Transportation (“VDOT”) has recommended that the Commission engage VDOT to commence the initial preliminary engineering phase for the Project at an estimated cost of \$10 million (the “PE Work”), which engagement would be made pursuant to a Standard Project Agreement in substantially the form used for the I-64 Peninsula Widening Segment II Project, with Appendices A and B conformed to reflect the engineering work and \$10,000,000 cost allocation (the “Applicable Project Agreement”);

**WHEREAS**, the Commission is prepared to enter into the Applicable Project Agreement, which includes a provision stating that if any federal and/or state (e.g., HB2) funds are awarded to the Project, the benefit of the additional funding will be reflected in an amendment (to re-size or float down the funds allocated by HRTAC) (the “Float Down Provision”); and

**NOW, THEREFORE, BE IT RESOLVED**, that the Commission reaffirms its interest in completing the I-64 Peninsula Segment III Project, approves the allocation of \$10,000,000 of Hampton Roads Transportation Fund revenues for the PE Work, which will be allocated among Fiscal Years 2016, 2017 and 2018 as set forth below, and reaffirms its interest in obtaining HB2 funds and its desire for the HB2 funding to match the HRTAC funding:

1. FY 2016 - \$200,000;
2. FY 2017 - \$2,600,000;
3. FY 2018 - \$7,200,000; and

**BE IT FURTHER RESOLVED**, that the Commission (i) approves the Commission entering into the Applicable Project Agreement with VDOT (which will include the Float Down Provision), subject to such clarifications, if any, as the Chair and Executive Director, upon advice of counsel, may deem reasonably necessary and appropriate to carry out the intent of the Commission’s resolutions set forth herein, and (ii) authorizes the Chair to finalize, execute and deliver on behalf of the Commission such Applicable Project Agreement.



***APPROVED and ADOPTED*** by the Hampton Roads Transportation Accountability Commission at its meeting on the 17th day of March, 2016.

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William D. Sessoms, Jr.  
Chair  
Hampton Roads Transportation  
Accountability Commission

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Clyde A. Haulman  
Vice-Chair  
Hampton Roads Transportation  
Accountability Commission

# HAMPTON ROADS TRANSPORTATION FUND FINANCIAL REPORT FY2014 – FY2016

## ATTACHMENT 7A

VDOT provides the HRTPO and HRTAC staff with monthly financial reports relating to the HRTF including the following information:

- Revenue from sources as detailed by the collecting agency
- Interest earnings
- Expenditures reflecting both the program total as well as project totals
- The current cash position/balance in the HRTF as well as forecasted cash position/balance

Attached are the December 2015 financial reports. Based on the financial reports received to date from VDOT, the HRTPO staff has analyzed the data and prepared the attached reports and summaries:

### **Revenues**

Total Gross Revenues (as of January 31, 2016): \$403,011,394

- State Sales and Use Tax : \$307,737,469
- Local Fuels Tax : \$93,655,397
- Interest : \$1,618,528

### **Expenditures**

Total Expenditures: \$2,142,715

- I-64 Peninsula Widening – Segment 1: \$1,544,502
- Total Dept. of Tax Administrative Fees: \$499,518
- Total DMV Administrative Fees: \$98,695

### **Cash Balance**

Ending Cash Balance: \$400,868,679

### **Encumbered Balance**

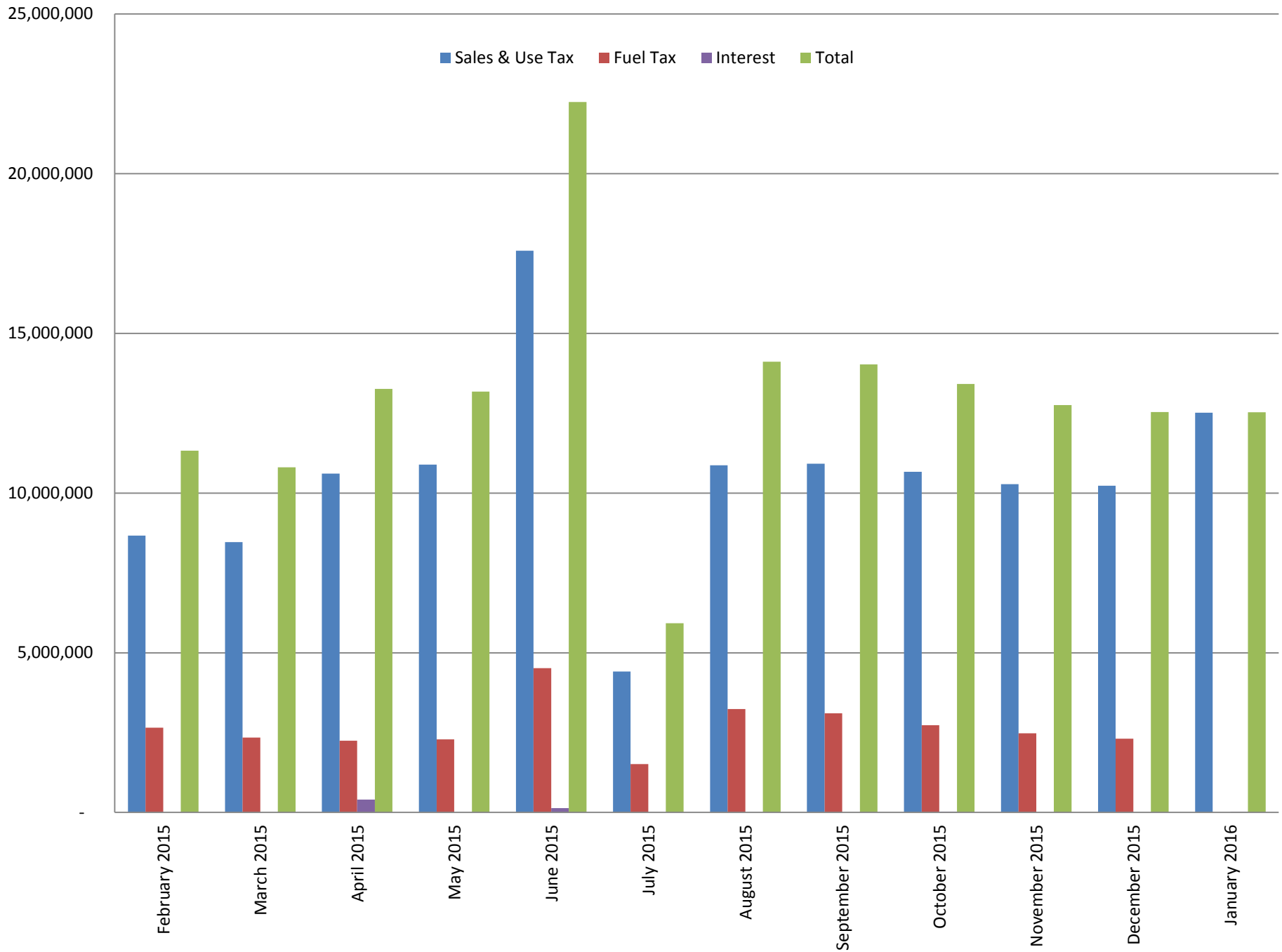
Balance of Encumbered (through FY2020): \$487,735,643

- Allocation: \$489,280,145
- Less Construction Expenditures: \$1,544,502

**Hampton Roads Transportation Fund (HRTF)**  
**Total of Sales & Use and Fuels Taxes**  
**Summary**

	Gross Revenue				Expenditures				Cummulative Balance
	Sales & Use Tax	Fuel Tax	Interest	Total	Construction	Dept of Tax Admin Fee	DMV Admin Fee	Total	7/1/13 - 1/31/16
<i>July 2013 - January 2015</i>	\$ 181,626,004	\$ 64,219,780	\$ 1,039,558	\$ 246,885,342	\$ 1,559,424	\$ 503,486	\$ 98,695	\$ 2,161,605	\$ 244,723,737
<i>February 2015</i>	8,667,143	2,657,036	-	11,324,180	(14,922)	(3,969)	-	(18,891)	256,066,808
<i>March 2015</i>	8,463,030	2,347,171	-	10,810,201	-	-	-	-	266,877,009
<i>April 2015</i>	10,608,274	2,249,595	405,386	13,263,256	-	-	-	-	280,140,265
<i>May 2015</i>	10,889,809	2,287,393	-	13,177,202	-	-	-	-	293,317,467
<i>June 2015</i>	17,587,265	4,519,545	137,371	22,244,181	-	-	-	-	315,561,648
<i>July 2015</i>	4,412,902	1,513,488	-	5,926,390	-	-	-	-	321,488,038
<i>August 2015</i>	10,870,438	3,240,804	-	14,111,242	-	-	-	-	335,599,280
<i>September 2015</i>	10,921,675	3,103,960	-	14,025,635	-	-	-	-	349,624,913
<i>October 2015</i>	10,667,491	2,730,430	20,956	13,418,877	-	-	-	-	363,043,790
<i>November 2015</i>	10,278,741	2,476,244	-	12,754,986	-	-	-	-	375,798,776
<i>December 2015</i>	10,227,086	2,309,950	-	12,537,036	-	-	-	-	388,335,812
<i>January 2016</i>	12,517,610	-	15,257	12,532,867	-	-	-	-	400,868,679
									400,868,679
Total 12 Months	\$ 126,111,465	\$ 29,435,617	\$ 578,970	\$ 156,126,053	\$ (14,922)	\$ (3,969)	\$ -	\$ (18,891)	
Grand Totals	\$ 307,737,469	\$ 93,655,397	\$ 1,618,528	\$ 403,011,394	\$ 1,544,502	\$ 499,518	\$ 98,695	\$ 2,142,715	
Less Balance of Encumbered									\$ (487,735,643)
Total Net Available									(86,866,964)

# HRTF Revenue



# Table 1 - Total HRTF Revenues

Hampton Roads Transportation Fund (HRTF)

Total of Sales & Use and Fuels Taxes

Fiscal Year 2016

Locality	Total FY2014 & FY 2015	Previous FY2016	January 2016	Total YTD FY2016	Total
Chesapeake	\$ 57,563,089	\$ 13,000,277	\$ 2,439,133	\$ 15,439,410	\$ 73,002,499
Franklin	2,865,973	575,031	94,932	669,962	3,535,935
Hampton	23,542,897	5,228,205	874,611	6,102,816	29,645,712
Isle of Wight	5,282,253	1,088,036	145,177	1,233,213	6,515,466
James City	14,177,964	3,522,742	685,983	4,208,725	18,386,689
Newport News	33,547,498	7,716,405	1,349,498	9,065,903	42,613,401
Norfolk	43,822,384	9,904,451	1,725,319	11,629,769	55,452,153
Poquoson	850,501	194,888	29,585	224,473	1,074,974
Portsmouth	11,236,094	2,653,403	368,876	3,022,279	14,258,373
Southampton	1,597,572	339,505	27,080	366,585	1,964,157
Suffolk	14,942,594	3,381,913	530,100	3,912,013	18,854,607
Virginia Beach	85,034,171	20,090,004	3,387,882	23,477,886	108,512,058
Williamsburg	7,022,217	1,631,810	296,551	1,928,361	8,950,578
York	14,636,839	3,426,539	562,885	3,989,425	18,626,263
Total	\$ 316,122,046	\$ 72,753,210	\$ 12,517,610	\$ 85,270,820	\$ 401,392,866
Interest	1,582,315	20,956	15,257	36,213	1,618,528
Total Revenues	\$ 317,704,361	\$ 72,774,166	\$ 12,532,867	\$ 85,307,033	\$ 403,011,394
Construction	(1,544,502)	-	-	-	(1,544,502)
Dept of Tax Admin Fees	(499,518)	-	-	-	(499,518)
DMV Admin Fees	(98,695)	-	-	-	(98,695)
Cash Balance	\$ 315,561,646	\$ 72,774,166	\$ 12,532,867	\$ 85,307,033	\$ 400,868,679
Less Balance of Encumbered					(487,735,643)
Net Available Cash					\$ (86,866,964)
Forecast	331,869,992	79,462,717	17,543,327	97,006,044	428,876,036
Total Revenue - Forecast (under)/over	(14,165,631)	(6,688,551)	(5,010,460)	(11,699,011)	(25,864,642)

Source: VDOT report "Revenues By Locality"

Prepared by Hampton Roads Transportation Planning Organization on 3/8/2016



## Table 1A - State Sales & Use Tax

Hampton Roads Transportation Fund (HRTF)

*State Sales & Use Tax*

*Fiscal Year 2016*

Locality	Total FY2014 & FY 2015	Previous FY2016	January 2016	Total YTD FY2016	Total
<i>Chesapeake</i>	\$ 42,602,215	\$ 10,097,956	\$ 2,439,133	\$ 12,537,088	\$ 55,139,303
<i>Franklin</i>	1,855,105	419,950	94,932	514,882	2,369,987
<i>Hampton</i>	17,539,754	4,035,905	874,611	4,910,516	22,450,270
<i>Isle of Wight</i>	2,663,976	639,993	145,177	785,170	3,449,146
<i>James City</i>	12,098,166	3,059,666	685,983	3,745,649	15,843,815
<i>Newport News</i>	25,985,257	6,149,601	1,349,498	7,499,099	33,484,356
<i>Norfolk</i>	35,121,631	8,147,113	1,725,319	9,872,432	44,994,063
<i>Poquoson</i>	558,003	143,421	29,585	173,005	731,008
<i>Portsmouth</i>	7,793,823	1,884,468	368,876	2,253,344	10,047,167
<i>Southampton</i>	617,250	147,977	27,080	175,057	792,307
<i>Suffolk</i>	9,516,894	2,340,557	530,100	2,870,657	12,387,551
<i>Virginia Beach</i>	65,279,448	16,269,332	3,387,882	19,657,214	84,936,662
<i>Williamsburg</i>	5,391,622	1,350,661	296,551	1,647,212	7,038,834
<i>York</i>	10,818,381	2,691,734	562,885	3,254,619	14,073,000
<b>Total</b>	<u>\$ 237,841,525</u>	<u>\$ 57,378,333</u>	<u>\$ 12,517,610</u>	<u>\$ 69,895,943</u>	<u>\$ 307,737,469</u>
Updated Forecast	<u>236,871,040</u>	<u>60,018,771</u>	<u>12,848,173</u>	<u>72,866,944</u>	<u>309,737,984</u>
Diff(under)/over	970,485	(2,640,438)	(330,563)	(2,971,001)	(2,000,515)

**Hampton Roads Transportation Fund (HRTF)**

**Local Fuels Tax**

**Fiscal Year 2016**

Locality	Total FY2014 & FY 2015	Previous FY2016	January 2016 *	Total YTD FY2016	Total
<i>Chesapeake</i>	\$ 14,960,876	\$ 2,902,322	\$ -	\$ 2,902,322	\$ 17,863,198
<i>Franklin</i>	1,010,868	155,081	-	155,081	1,165,949
<i>Hampton</i>	6,003,145	1,192,300	-	1,192,300	7,195,445
<i>Isle of Wight</i>	2,618,275	448,043	-	448,043	3,066,318
<i>James City</i>	2,079,798	463,076	-	463,076	2,542,874
<i>Newport News</i>	7,562,240	1,566,804	-	1,566,804	9,129,044
<i>Norfolk</i>	8,700,754	1,757,338	-	1,757,338	10,458,092
<i>Poquoson</i>	292,497	51,468	-	51,468	343,965
<i>Portsmouth</i>	3,442,272	768,935	-	768,935	4,211,207
<i>Southampton</i>	980,321	191,528	-	191,528	1,171,849
<i>Suffolk</i>	5,425,699	1,041,356	-	1,041,356	6,467,055
<i>Virginia Beach</i>	19,754,723	3,820,673	-	3,820,673	23,575,396
<i>Williamsburg</i>	1,630,595	281,149	-	281,149	1,911,744
<i>York</i>	3,818,458	734,805	-	734,805	4,553,263
<b>Total</b>	<u>78,280,521</u>	<u>\$ 15,374,876</u>	<u>\$ -</u>	<u>\$ 15,374,876</u>	<u>\$ 93,655,397</u>
Updated Forecast	94,200,002	19,410,222	4,695,154	24,105,376	118,305,378
Diff(under)/over	(15,919,481)	(4,035,346)	(4,695,154)	(8,730,500)	(24,649,981)

\* Fuel Tax revenue for January did not post in time for the January close and will be recorded in February.

## Table 2A - Dept of Tax Administrative Fee

### Hampton Roads Transportation Fund (HRTF)

#### *Administrative Fee*

#### *Fiscal Year 2016*

Locality	Total FY2014 & FY 2015	Previous FY2016	January 2016	Total YTD FY2016	Total
<i>Chesapeake</i>	\$ 88,870	\$ -	\$ -	\$ -	\$ 88,870
<i>Franklin</i>	3,817	-	-	-	3,817
<i>Hampton</i>	36,711	-	-	-	36,711
<i>Isle of Wight</i>	5,729	-	-	-	5,729
<i>James City</i>	27,205	-	-	-	27,205
<i>Newport News</i>	54,648	-	-	-	54,648
<i>Norfolk</i>	74,054	-	-	-	74,054
<i>Poquoson</i>	1,120	-	-	-	1,120
<i>Portsmouth</i>	15,747	-	-	-	15,747
<i>Southampton</i>	1,366	-	-	-	1,366
<i>Suffolk</i>	19,302	-	-	-	19,302
<i>Virginia Beach</i>	136,884	-	-	-	136,884
<i>Williamsburg</i>	11,448	-	-	-	11,448
<i>York</i>	22,617	-	-	-	22,617
<b>Total</b>	<u>\$ 499,518</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 499,518</u>
<b>% of Sales &amp; Use Tax Revenue</b>	0.21%	0.00%	0.00%	0.00%	0.16%

## Table 2B - DMV Administrative Fee

Hampton Roads Transportation Fund (HRTF)  
**Administrative Fee**  
**Fiscal Year 2016**

Locality	Total FY2014 & FY 2015	Previous FY2016	January 2016	Total YTD FY2016	Total
<i>Chesapeake</i>	18,260	\$ -	\$ -	\$ -	\$ 18,260
<i>Franklin</i>	1,255	-	-	-	1,255
<i>Hampton</i>	7,781	-	-	-	7,781
<i>Isle of Wight</i>	3,305	-	-	-	3,305
<i>James City</i>	2,869	-	-	-	2,869
<i>Newport News</i>	9,844	-	-	-	9,844
<i>Norfolk</i>	10,866	-	-	-	10,866
<i>Poquoson</i>	275	-	-	-	275
<i>Portsmouth</i>	4,957	-	-	-	4,957
<i>Southampton</i>	1,212	-	-	-	1,212
<i>Suffolk</i>	7,249	-	-	-	7,249
<i>Virginia Beach</i>	24,312	-	-	-	24,312
<i>Williamsburg</i>	1,616	-	-	-	1,616
<i>York</i>	4,895	-	-	-	4,895
<b>Total</b>	<u>98,695</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 98,695</u>
<b>% of Fuel Tax Revenues</b>	0.13%	0.00%	0.00%	0.00%	0.11%

### Table 3 - Allocations

#### Hampton Roads Transportation Fund (HRTF)

#### Allocations

#### Fiscal Year 2016

Project	Total FY2014 & FY 2015	Previous FY2016	January 2016	Total YTD FY2016	Total
<i>I-64 Peninsula Widening</i>					
- UPC 104905 (Segment 1) -Construction	\$ 44,000,000	\$ -		\$ -	\$ 44,000,000
- UPC 106665 (Segment 2) - PE & Construction	6,000,000	207,592,853		207,592,853	213,592,853
<i>I-64/264 Interchange Improvement</i>					
- UPC 17630 - PE/ROW	54,592,576	-		-	54,592,576
- UPC 57048 - PE/ROW	15,071,063	-		-	15,071,063
- UPC 57048 - Construction of Phase 1	-	137,023,653		137,023,653	137,023,653
<i>Third Crossing - UPC 106724 - SEIS</i>	5,000,000	-		-	5,000,000
<i>I-64 Southside/High-Rise Bridge - UPC 106692 - PE</i>	20,000,000	-		-	20,000,000
<b>Total</b>	<u>\$ 144,663,639</u>	<u>\$ 344,616,506</u>	<u>\$ -</u>	<u>\$ 344,616,506</u>	<u>\$ 489,280,145</u>

## Table 4 - Expenditures

### Hampton Roads Transportation Fund (HRTF)

#### Expenditures

#### Fiscal Year 2016

Project	Total FY2014 & FY 2015	Previous FY2016	January 2016	Total YTD FY2016	Total
<i>I-64 Peninsula Widening</i>					
- UPC 104905 (Segment 1) -Construction	\$ 1,544,502	\$ -	\$ -	-	\$ 1,544,502
	-	-	-	-	-
	-	-	-	-	-
	-	-	-	-	-
	-	-	-	-	-
	-	-	-	-	-
	-	-	-	-	-
	-	-	-	-	-
<b>Total</b>	<u>\$ 1,544,502</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 1,544,502</u>