

Hampton Roads Transportation Accountability Commission

Agenda as Presented

Regular Meeting September 20, 2018

12:30 p.m.

The Regional Board Room

723 Woodlake Drive, Chesapeake, VA 23320

- 1. Call to Order**
- 2. Approval of Agenda**
- 3. Public Comment Period (5 Minute Limit)**
- 4. Chair's Comments**
 - A. Formation and Work of HRBT Funding Agreement Advisory Committee**
 - B. Modified Meeting Schedule**
- 5. Consent Items**
 - *Recommended Action: Approval*
 - A. Minutes of the June 21, 2018 Regular Meeting (Attachment 5A)**
 - B. Fiscal Year 2018 Annual Report to the Joint Commission on Transportation Accountability Relating to the Hampton Roads Transportation Fund (Attachment 5B)**
 - C. Meeting Schedule for Remainder of 2018 (Attachment 5C)**
 - D. Authorizations Relating to HRTAC Chief Financial Officer (Attachment 5D)**
 - E. De-Allocation of HRTAC Project Funds Returned by VDOT - HRTAC Adopted FY2016-FY2024 Funding Plan Adjustment (Attachment 5E)**
 - F. Amendment to the Approved HRTAC FY2016-FY2024 Funding Plan - HRCS Preferred Alternative Refinement to Support Geotechnical, Survey, Administration and Staff Augmentation Phase (UPC 110577) Request for Public Hearing and Letter of No Prejudice to Proceed (Attachment 5F)**
 - 6. Action and Discussion Items**
 - *Recommended Action: Discussion or Approval as indicated below*
 - A. HRBT Expansion Project and Hampton Roads HOT Network**
 - 1. Hampton Roads Bridge Tunnel Expansion Project Major Business Terms and Hampton Roads Express Lanes Network Overview (Attachment 6A.1)** – Secretary of Transportation Valentine and VDOT HRBT Project Director Utterback – Recommended Action: Discussion

- 2. P3 RFP Terms and Related Term Sheet and Agreements with HRTAC re: Funding, including Toll Revenue (Closed Session, as Needed) (Attachment 6A.2)**– Chair Hipple and Committee Members, Executive Director Page, HRTAC Counselors Inglima, Ballou, and Wall, and David Miller (PFM) - Recommended Action: Discussion
- B. Hampton Roads HOT Network Request re: Toll Revenue Study (Attachment 6B)** – Finance Chair Senator Wagner, Executive Director Page, David Miller (PFM), HRTAC Counselors Inglima, Ballou, and Wall - Recommended Action: Discussion/Approval
- C. Debt Management Plan – Authorization of TIFIA Loan Application for Existing Projects - (Attachment 6C)** – Finance Committee Chair Senator Wagner, Executive Director Page, and David Miller (PFM) - Recommended Action: Discussion/Approval

7. Information Items

- A. HRTAC Monthly Financial Report** – Finance Committee Chair Senator Wagner
- B. VDOT Project Updates** – VDOT Hampton Roads Administrator Hall

8. Adjournment

Agenda Item 5A
Consent Item

To: Chair Hipple and the other members of HRTAC

From: Kevin B. Page, Executive Director

Date: September 20, 2018

Re: June 21, 2018 Regular Meeting Minutes

Recommendation:

The Commission is asked to approve the Commission's June 21, 2018 Annual Organization 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: The Commission approves and adopts the minutes of the Commission's Annual Organization Meeting on June 21, 2018.



**Hampton Roads Transportation
Accountability Commission (HRTAC)**
Summary Minutes of the June 21, 2018 Annual Organizational Meeting

The Hampton Roads Transportation Accountability Commission (HRTAC) Regular Meeting was called to order at 12:31 p.m. in the HRTPO Regional Board Room, 723 Woodlake Drive, Chesapeake, Virginia, with the following in attendance:

HRTAC Members in Attendance:

Michael Hipple, Chair	Thomas G. Shepperd
Linda T. Johnson, Vice Chair	Frank Rabil
Kenneth Alexander	John Rowe
Joel Acree	Christopher Stolle
Herbert Green (in for Eugene Hunt)	Donnie Tuck
Chris Jones	Frank Wagner
Louis Jones	Ella Ward (in for Rick West)
McKinley Price	Thomas G. Shepperd
Barry T. Porter	David Yancey

HRTAC Executive Director

Kevin Page

HRTAC Ex-Officio Members in Attendance:

Christopher Hall (Alternate)	Kathy Vick (Alternate)
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Other Participants:

James Baker	Randy Martin
Thelma Drake	Lydia Pettis Patton
Dave Hansen	Brian Stilley
Tom Inglima	Andrew Trivette
Michael Johnson	James Utterback
Randy Keaton	John Yorks

HRTAC Voting Members Absent:

John Cosgrove	Paul Freiling
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HRTAC Ex-Officio Members Absent:

John Malbon	Jennifer Mitchell
Stephen Brich	John Reinhart

* Denotes Late Arrival or Early Departure

Others Recorded Attending:

Bridgette Parker, Jerri Wilson (NN); Lauren Lowery (NO); Bob Matthias (VB); Donna Sayegh (Citizens); Kevin Johnson (Citigroup Global Market); Kevin White (Kaufman and Canoles);

Karen McPherson (McPherson Consulting); David Miller (PFM); Dustin Rinehart (Port of Virginia); Julie Berger, Mark Burns (Wells Fargo Securities)

Dawn Merkle (Willcox and Savage); Nancy Collins, Danetta Jankosky, Mike Long, Tiffany Smith, Chris Vaigneur Sheila Wilson (HRPDC); Jennifer Coleman (HRTAC); Rob Case, Rob Cofield, Bob Crum, Mike Kimbrel, John Mihaly, Kendall Miller (HRTPO)

Approval of Agenda

Mr. Herbert Green Moved to approve the agenda as presented; Mr. John Rowe seconded. The Motion Carried.

Public Comment Period (limit 5 minutes per individual)

Mr. Mark Geduldig-Yatrosky, Portsmouth citizen, voiced his concern in regards Midtown and Downtown Tunnel Tolls on citizens.

Consent Items

- A. Minutes of April 19, 2018 HRTAC Regular Meeting**
- B. HRTAC FY2019 Administrative Budget**
- C. HRTAC PPTA Guidelines**
- D. HRTAC FY2019-FY2024 Plan of Finance Update**
- E. HRTAC 2045 Plan of Finance Update**
- F. HRTAC Accounting Policy**

Mr. Kenneth Alexander Moved to approve the consent agenda items; seconded by Mr. Frank Rabil. The Motion Carried.

Chair Comments

Chair Hipple reviewed the accomplishments of HRTAC over the past year, including, without limitation: issuance of HRTAC's inaugural HRTF bonds; advocating legislation to floor the regional wholesale gasoline tax; and commencement of the HRBT project under a P3 procurement process. He thanked the General Assembly members for their continued efforts during session to support the region's needs.

Action Items

A. Executive Director's Annual Performance Evaluation and Employment Agreement Extension and Applicable Staff Cost of Living Adjustment

Mayor Linda Johnson thanked the Commission for the high participation from the members and noted the positive feedback the Personnel Committee received. She indicated the committee felt Mr. Page's continued employment through the completion of the HRBT Project would be beneficial to the project and the Commission. She noted all aspects of the contract would remain the same, except the end date under the contract would now be the end of 2024. Mayor Johnson further stated that the Personnel Committee recommended a 2.5% Cost of Living Adjustment for Mr. Page and his staff.

Mr. Joel Acree Moved to approve the Personnel Committee's recommendation of a 2.5 percent Cost of Living adjustment for all Commission Staff, to approve the annual

performance evaluation report of the Executive Director, and to authorize the HRTAC Chair to execute and deliver an amendment to the Executive Director's Employment Agreement reflecting the Cost of Living adjustment and extension of employment term to December 31, 2024; seconded by Mr. Green. The Motion Carried.

B. Election of FY2019 Officers of the Commission

HRTAC Counsel, Tom Inglima reviewed the process as stated in the bylaws for the election of officers. He noted the Nominating Committee Chair would recommend the Chair and Vice Chair together; however; two separate motions would be needed.

HRTAC Nominating Chair, Barry Porter stated the Nominating Committee recommends another one-year term as Chair for Michael Hipple, and another one-year term as Vice Chair for Linda Johnson.

Mr. Kenneth Alexander Moved to re-elect Commissioner Michael Hipple as Chair for a one-year term ending June 2019; Seconded by Mr. John Rowe. The Motion Carried.

Mr. Porter Moved to re-elect Commissioner Linda Johnson as Vice Chair for a one-year term ending June 2019; Seconded by Mr. Herbert Green. The Motion Carried.

C. FY2019 HRTAC Meeting Schedule

HRTAC Executive Director, Kevin Page, reviewed the FY2019 meeting schedule was to continue to meet on the third Thursday on a quarterly basis. He noted the only exception was in December, which the date change was due to the close proximity to the holidays.

Mr. Frank Rabil Moved to approve the proposed meeting schedule for the Commission for FY2019; Seconded by Mrs. Linda Johnson. The Motion Carried.

Information Items

A. HRTAC Monthly Financial Report

Senator Frank Wagner reviewed the HRTF Financial Report included in the agenda packet. Additionally, he stated the potential positive effects flowing from the recent Supreme Court ruling which permits states to collect sales tax on internet sales.

B. VDOT/HRTAC Project Updates

Mr. Christopher Hall, Hampton Roads District Administrator reviewed the progress of the projects and studies currently under construction in regards to budget and schedule.

Mr. Jim Utterback, HRBT Project Director, reviewed the HRBT project origin and destination points, the number of additional lanes running through the facility, and the project estimate costs. He outlined the scope options and noted the environmental process on the options would be complete before the final RFP was issued to reduce risk for the project.

He explained the proposed lane configuration for the tunnel and approach bridges were going to be two general purpose lanes, one full time HOT lane and one peak hour HOT lane

on the left shoulder. Additionally, he outlined the landside construction considerations, and indicated he has been meeting with the two host cities, Norfolk and Hampton, in regards to the impact of the projects on the localities.

Marine construction considerations were reviewed and he noted the location allowed for both immersed tube and bored tunnel construction; however, the final RFP will designate which type will be required. He listed the various marine stakeholders and shared the concerns, such as: the size and number of commercial vessels; the coordination with the channel widening; and the impact to the movement of naval vessels.

Mr. Utterback detailed the procurement milestones and reviewed the upcoming dates for keeping the project on schedule for completion by 2024. He reminded the Commission this was a P3 project; therefore, VDOT was using a best value proposal.

Mr. Kenneth Alexander questioned the ease of accessibility of the HOT Lanes from neighborhoods in Norfolk west of I-564.

Mr. Utterback described the factors limiting the entrance points to the lanes, but noted the general purpose lanes should not be as burdened if the HOT lanes are used.

Delegate David Yancey asked if the equipment being used on the CBBT project could be used for the HRBT project.

Mr. Utterback stated the project is in procurement and project requirements are different.

Next Meeting

HRTAC Regular Meeting to be held on September 20, 2018 at 12:30 p.m. in the Regional Building Board Rooms, 723 Woodlake Drive, Chesapeake VA.

Adjournment

With no further business to come before the Hampton Roads Transportation Accountability Commission, the meeting adjourned at 1:21 p.m.

Michael J. Hipple
HRTAC Chair

Agenda Item 5B
Consent Item

To: Chair Hipple and the other members of HRTAC

From: Kevin B. Page, Executive Director

Date: September 20, 2018

Re: Fiscal Year 2018 Annual Report to the Joint Commission on Transportation Accountability Relating to the Hampton Roads Transportation Fund

Recommendation:

The Commission is being asked to authorize the Executive Director to submit the legislatively mandated Fiscal Year 2018 Hampton Roads Transportation Fund (HRTF) Report to the Joint Commission on Transportation Accountability (Attachment 5B).

Background:

Item 1 of Chapter 780 of the 2016 Session included the requirement that the Joint Commission on Transportation Accountability (JCTA) shall regularly review, and provide oversight of the usage of funding generated pursuant to the provisions of HB 2313 (2013 Session of the General Assembly). To meet this requirement, the Hampton Roads Transportation Accountability Commission (HRTAC) has prepared a report to inform the JCTA on the uses of the HRTF for Fiscal Year 2018.

Fiscal Impact:

There is no fiscal impact of in relation to this Action Item.

Suggested Motion:

Motion: The Commission authorizes the Executive Director to submit to the Joint Commission on Transportation Accountability the Fiscal Year 2018 Annual Report to the Joint Commission on Transportation Accountability Relating to the Hampton Roads Transportation Fund.





Fiscal Year 2018 Annual Report to the Joint Commission on Transportation Accountability Relating to the Hampton Roads Transportation Fund

Hampton Roads Transportation Accountability Commission
723 Woodlake Drive
Chesapeake, Virginia 23320
www.hrtac.org

Executive Summary

Item 1 of Chapter 836 of the 2017 Session of the General Assembly included the requirement that the Joint Commission on Transportation Accountability shall regularly review, and provide oversight of the usage of funding generated pursuant to the provisions of House Bill 2313, 2013 Session of the General Assembly. To this end, by November 15 the Secretary of Transportation, the Northern Virginia Transportation Authority and the Hampton Roads Transportation Accountability Commission shall each prepare a report on the uses of the Intercity Passenger Rail Operating and Capital Funds, the Northern Virginia Transportation Authority Fund, and the Hampton Roads Transportation Fund, respectively, each year to be presented to the Joint Commission on Transportation Accountability.

During FY2018, HRTAC took actions and executed project agreements with the Virginia Department of Transportation (VDOT) to accelerate projects through advancing project readiness, financing, and program delivery. During the fiscal year, HRTAC issued its Short Term Six Year Funding Plan FY2019 through FY2024 and its Draft Long Range Funding Plan through FY2045, conducted its inaugural bond offering closing at \$583M on February 14, 2018, and further advanced project development and construction of nearly \$1.6 billion total value projects with VDOT. Of the total project costs, \$1.23B is sourced by HRTAC controlled monies. The Smart Scale Program has provided \$295M towards HRTAC projects including the I-64 Peninsula Widening Segment 3 Project (\$145M Smart Scale), I-64 Southside Widening Including High Rise Bridge Project (\$100M Smart Scale), and Phase 2 of the I-64/I-264 Interchange Project (\$50M Smart Scale). Figure 1 provides a graphic showing the locations and the activities of the HRTAC funded projects. The Commission continues to ensure that the Hampton Roads Transportation Fund monies are efficiently programmed. HRTAC does not allow balances to sit on projects that will not fully utilize the allocated funds in a timely manner. VDOT and HRTAC worked together during FY2018 to identify projects that could release project contingency funds or allocations deemed surplus to allow other projects to advance. Early in the fiscal year, \$5.0M was identified and released and primarily reallocated to another project. Late in the fiscal year, VDOT and HRTAC again reviewed project activities and found that \$140.3M Hampton Roads Transportation Funds and \$31.1M Smart Scale funds could be released from HRTAC projects due to better than anticipated construction costs and release of contingency following project scope validation. The late FY2018 deallocation efforts resulted in necessary funding agreement changes between VDOT and HRTAC that will occur in early FY2019. During FY2018, HRTAC spent \$168,359,425. Since its inception, HRTAC has entered into project agreements obligating \$1,230,928,095. Of those obligations, HRTAC has spent a total of \$267,126,025.

Background

On April 3, 2013, the Governor's substitute for House Bill 2313 (HB 2313) was adopted by the Virginia General Assembly. Based on criteria set forth in HB 2313, several new taxes dedicated to transportation were imposed in Planning District 23, (located in Hampton Roads), thereby providing permanent, annual sources of revenue dedicated to transportation projects to reduce congestion in the region. These new revenue sources became effective on July 1, 2013 (FY 2014), with the new taxes being imposed in the localities comprising Planning District 23: the counties of Isle of Wight, James City, Southampton, and York and the cities of Chesapeake, Franklin, Hampton, Newport News, Norfolk, Poquoson, Portsmouth, Suffolk, Virginia Beach, and Williamsburg. The legislation established the Hampton Roads Transportation Fund (HRTF) which is funded with the new taxes imposed in Planning District 23. Pursuant to HB 2313, the Hampton Roads Transportation Planning Organization (HRTPO) was given authority over use of funds in the HRTF. Beginning in June 2015, monthly revenue collections from the previous accounting period are transferred to HRTAC by VDOT.

During the 2014 General Assembly Session, the Hampton Roads Transportation Accountability Commission (HRTAC) was created to administer the funding in the HRTF. House Bill 1253 and Senate Bill 513, (Chapters 678 and 545 respectively), created HRTAC as a political subdivision of the Commonwealth to procure, finance, build, and operate critical projects in the region. The Commission has 23 Members, consisting of the Chief Elected Officers of the governing bodies of the 14 localities in Planning District 23, two members of the Virginia Senate, three members of the House of Delegates, and four nonvoting ex officio members (Commissioner of Highways, Director of Rail and Public Transportation, Executive Director of the Virginia Port Authority, and a member of the Commonwealth Transportation Board). HRTAC was authorized to

issue bonds and use the revenue generated by HB2313 in Planning District 23 to, among other things, support the debt service. HRTAC would not replace the planning functions that are provided by the HRTPO. The Commission will utilize the HRTPO prioritized projects as its program of projects. The authority of the funding for the HRTF transitioned on July 1, 2014 to the HRTAC from the HRTPO.

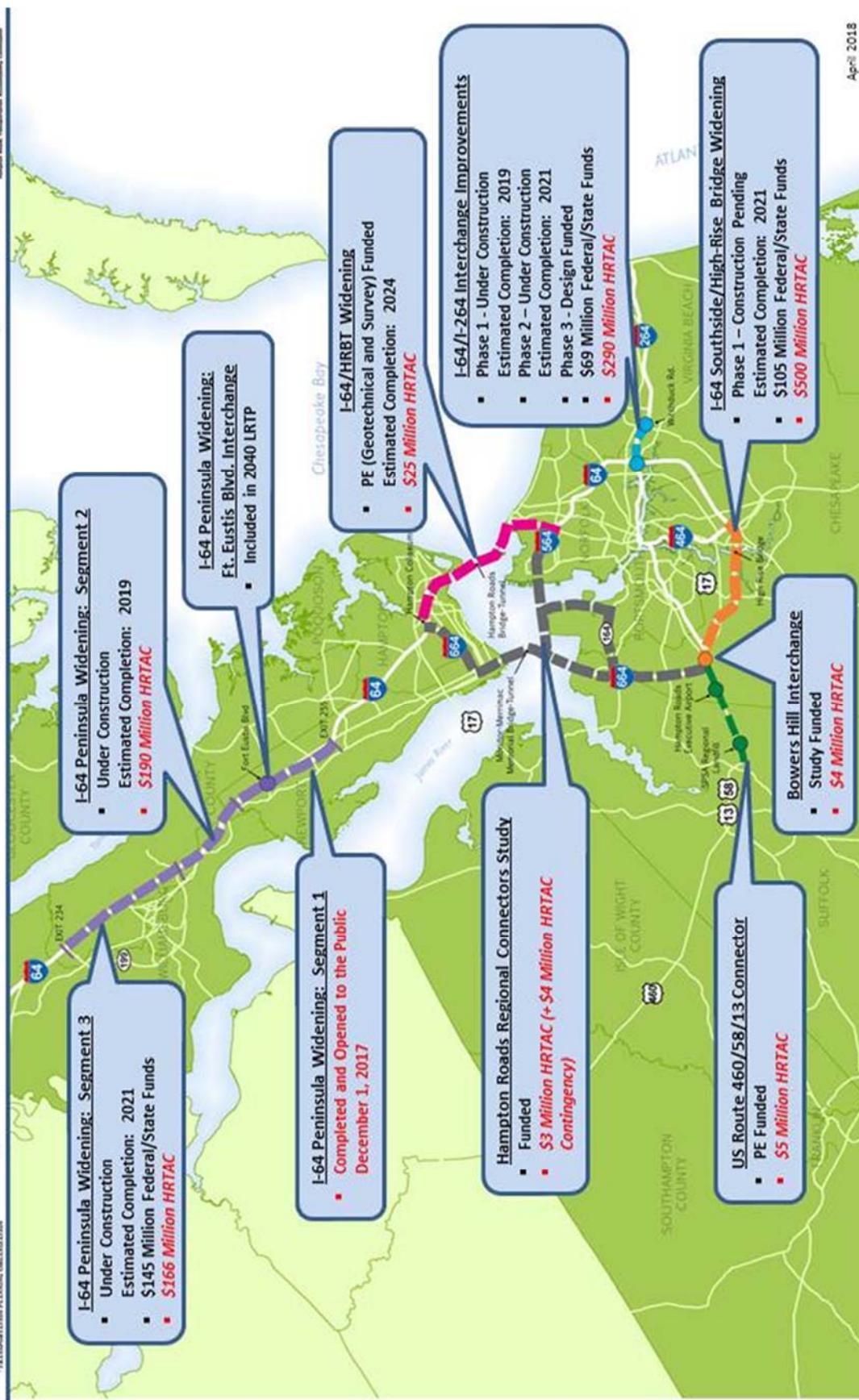
During the 2016 General Assembly Session, changes were made to HRTAC's enabling legislation to improve the business operations of HRTAC. House Bill 1111 (Chapter 603) allows for HRTAC to invest the Hampton Roads Transportation Fund (HRTF) revenues and provides liability protections to HRTAC while investing the funds. The enacted legislation also allows counties to designate a representative to the Board in lieu of the Chief Elected Official, and allows all localities to have representation at the meetings if Chief Elected Officer or County Designee is unable to attend. HB1111 also provided that administrative and operating expenses shall be paid by HRTAC Revenues.

During the 2018 General Assembly Session, changes were made to the regional motor fuels tax that will stabilize the revenues, assist in bonding, and generate near \$20M in additional annual revenues for the Hampton Roads Transportation Fund. Senate Bill 896 (Chapter 797) established a floor on the 2.1 percent sales tax imposed on motor vehicle fuels sold in Northern Virginia and Hampton Roads by requiring that the average distributor price upon which the tax is based be no less than what the statewide average distributor price would have been on February 20, 2013. Also during the 2018 Session, the General Assembly included State Budget language (Chapter 2, Item 442 R.) authorizing the Commissioner of DMV to share tax collection data with HRTAC's Executive Director and included language (Chapter 2, Item 452 B.) that expressed the intent of the General Assembly that the toll revenues, and any bond proceeds or concession payments backed by such toll revenues, derived from the express lanes on Interstate 64 between the interchange of Interstate 64 with Interstate 664 and the interchange of Interstate 64 with Interstate 564 be used to reduce the necessary contribution from the Hampton Roads Transportation Accountability Commission established pursuant Chapter 26 of Title 33.2, Code of Virginia, for a project to expand the capacity of Interstate 64 between the interchange of Interstate 64 with Interstate 664 and the interchange of Interstate 64 with Interstate 564.

Hampton Roads Regional Transportation Priority Projects

“Moving Projects Forward – HRTAC Investments”

HRTAC TPO Projects Planned and Prioritized by HRTPO, Powered by HRTAC



April 2018

Figure 1 – Activities of HRTAC/HRTF Funded Projects

Revenue Sources and Collections

Retail Sales and Use Tax

In 2013, an additional state Retail Sales and Use Tax was imposed in Planning District 23 at the rate of 0.7 percent and dedicated to the HRTF. Accordingly, the total rate of the state and local Retail Sales and Use Tax became 6 percent in localities that fall within the District (4.3 percent state, 0.7 percent regional, and 1 percent local).

Local Fuels Tax

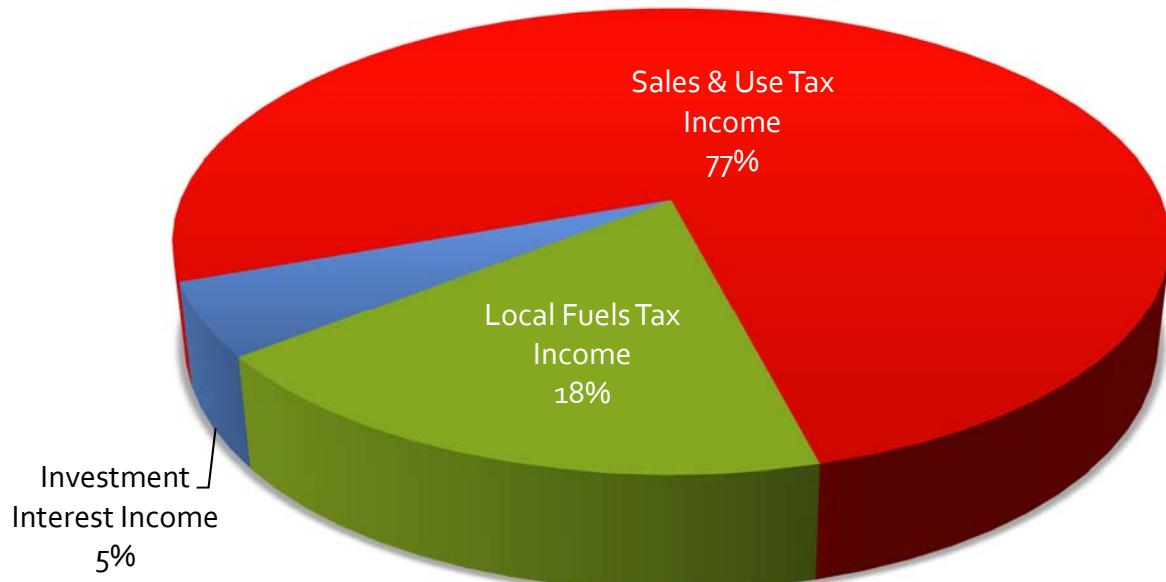
In Planning District 23, an additional fuels tax was added at the wholesale level of 2.1 percent. These funds were also dedicated to the HRTF.

Total Collections

Revenue collected from the Region's Retail Sales and Use and Fuels taxes plus interest and investment income earned in FY 2018 totaled \$178.4 million. Figure 2 provides a detail and graphic of the collections by revenue source and percentage of total collections. Year-end cash balances of the HRTAC totaled \$1.11 billion including bond proceed, operating, and investment accounts.

Figure 2 - HRTAC Revenue Collections FY2018

Sales & Use Tax Income	\$136,530,702
Local Fuels Tax Income	32,672,668
Investment/Interest Income	9,189,903
	\$178,393,273



Expenditures

From July 1, 2017 through June 30, 2018, HRTAC incurred the following administrative and project expenditures:

Description	Amount
Legal Fees	\$249,307
Investment Fees	249,860
HRPDC/HRTPO Assistance	71,582
Financial Advisor	144,532
Payroll/Fringes	296,742
Pension Expense	40,173
Bond Issuance Costs	1,540,064
Interest Expense	9,838,912
DMV Fees	28,531
Operating	66,528
Capital Outlay	8,773
Project Related	155,833,197
Total	\$168,368,201

Expenditures (continued)

HRTAC project-related expenditures are provided in detail below (inception through June 30, 2018):

Description	Amount
I-64 Peninsula Widening - Segment 1 Construction	\$ 1,544,502
I-64 Peninsula Widening - Segment 2 PE	2,429,982
I-64 Peninsula Widening - Segment 2 ROW & Construction	111,923,575
I-64 Peninsula Widening - Segment 3 PE	4,514,165
I-64/264 Interchange Improvements – Phase I PE & ROW	15,071,063
I-64/264 Interchange Improvements - Phase I Construction	66,399,635
I-64/264 Interchange Improvements – Phase II PE & ROW	35,941,934
I-64/264 Interchange Improvements – Phase III PE & ROW	57,220
I-64 Southside Widening/High Rise Bridge – Phase I PE	12,189,098
HRCS Preferred Alternative Refinement - HRBT	15,891,088
460/58/13 Connector Study	790,111
Bowers Hill Interchange Study	224,407
HR Regional Connectors Study	149,245
Total	\$267,126,025

Allocations

Project allocations through June 30, 2018 are provided in detail below.

Hampton Roads Transportation Fund (HRTF)
Total Allocations as of June 30 2018

Project	Total FY2014 - FY 2017	Total FY2018	Total
<i>I-64 Peninsula Widening</i>			
UPC 104905 (Segment 1) – Construction	\$ 44,000,000	\$ 0	\$ 44,000,000
UPC 106665 (Segment 2) - PE & Construction	189,707,675	0	189,707,675
UPC 106689 (Segment 3) – PE	10,000,000	0	10,000,000
UPC 106689 (Segment 3) – ROW & Construction	156,376,066	0	156,376,066
<i>I-64/264 Interchange Improvements</i>			
UPC 57048/108042 - Phase I PE/ROW	15,071,063	0	15,071,063
UPC 57048/108042 - Phase I Construction	137,023,653	0	137,023,653
UPC 17630/108041 - Phase II PE/ROW	54,592,576	0	54,592,576
UPC 17630/108041 - Phase II Construction	73,157,062	0	73,157,062
UPC 106693 - Phase III PE	10,000,000	0	10,000,000
<i>I-64 Southside Widening/High Rise Bridge</i>			
UPC 106692/108990 - Phase I PE	20,000,000	0	20,000,000
UPC 106692/108990 - Phase I ROW & Construction	480,000,000	0	480,000,000
<i>HRCS Preferred Alternative Refinement - HRBT - UPC 110577 - SEIS</i>	25,000,000	0	25,000,000
<i>460/58/13 Connector Study – UPC 106694 - PE</i>	5,000,000	0	5,000,000

<i>Bowers Hill Interchange Study - UPC 111427</i>	4,000,000	0	4,000,000
<i>HR Regional Connector Study – HRTPO (Remaining Projects of Third Crossing)</i>	3,000,000	4,000,000	7,000,000
<i>Third Crossing - UPC 106724 - SEIS</i>	5,000,000	(5,000,000)	0
Total	<u>\$ 1,231,928,095</u>	<u>\$ (1,000,000)</u>	<u>\$ 1,230,928,095</u>

Agenda Item 5C
Consent Item

To: Chair Hipple and the other members of HRTAC

From: Kevin B. Page, Executive Director

Date: September 20, 2018

RE: Meeting Schedule for the Remainder of 2018

Recommendation:

The Executive Director recommends the Commission to amend its meeting schedule for the remainder of 2018 to include Thursday, November 15, 2018.

Background:

The Commission adopted the FY2019 meeting schedule at its June 21, 2018 Annual Organization Meeting. In view of anticipated activities of the Commission, an additional meeting date has been proposed by staff to assist the Commission in advancing timely decisions such as those relating to its funding plan and related agreements. Staff has proposed that an additional Regular Meeting be held at 9:00 a.m. in the Regional Board Room on Thursday, November 15, 2018.

Fiscal Impact:

There is no fiscal impact of in relation to this Action Item.

Suggested Motion:

Motion is to approve the proposed additional November 15, 2018 meeting of the Commission to be held at 9:00 a.m. in the Regional Building Board Room.



Agenda Item 5D
Consent Item

To: Chair Hipple and the other members of HRTAC

From: Kevin B. Page, Executive Director

Date: September 20, 2018

RE: Authorizations relating to HRTAC Chief Financial Officer

Recommendation:

The Executive Director recommends that the Commission accept Ms. Sheila S. Wilson as its new Chief Financial Officer and provide her the same authorizations as have been provided to her predecessor.

Background:

The Commission and the Hampton Roads Planning District Commission/Hampton Roads Transportation Planning Organization (HRPDC/HRTPO) executed a Memorandum of Understanding (MOU) on July 25, 2016 (as amended) including where the HRPDC would provide certain financial services to HRTAC. Ms. Nancy Collins currently serves as HRTAC's Chief Financial Officer under the MOU arrangement. Ms. Collins will retire September 30, 2018 and, effective October 1, 2018, Ms. Sheila S. Wilson will become the new Chief Financial Officer for the HRPDC/HRTPO. The Executive Director recommends that, effective October 1, 2018, the Commission accept, through the MOU arrangement, the appointment of Ms. Wilson as new Chief Financial Officer for HRTAC and provide her with the same authorizations as have been provided to her predecessor.

Fiscal Impact:

There is no fiscal impact of in relation to this Action Item.

Suggested Motion:

Motion is that the Commission accepts, through the MOU arrangement, the appointment of Ms. Sheila S. Wilson as new Chief Financial Officer for HRTAC and approves granting Ms. Wilson, as Chief Financial Officer, the same authorizations as have been granted to the preceding Chief Financial Officer.



Agenda Item 5E
Consent Item

To: Chair Hipple and the other members of HRTAC

From: Kevin B. Page, Executive Director

Date: September 20, 2018

Re: De-Allocation of HRTAC Project Funds Returned by VDOT - HRTAC Adopted FY2016-FY2024 Funding Plan Adjustment

Recommendation:

The Executive Director recommends the Commission amend its HRTAC 2016-2024 Funding Plan to reduce \$15.0 million of HRTAC funding allocated to the I-64 Peninsula Widening Segment I Project (UPC 104905).

Background:

On September 13, 2018, VDOT notified HRTAC that it was being released from \$15,000,000 of project obligations to the I-64 Peninsula Widening Segment I Project (UPC 104905). VDOT has reported that the reductions are due to construction contract completion review and project contingencies. Subject to the CTB Approval, HRTAC will need to include this adjustment in its HRTAC FY2016-FY2024 Funding Plan and amend its project Memorandum of Agreement with VDOT and the HRTPO to reflect the change within the project line item and to deallocate funds. The deallocated funds will be made available for reprogramming.

Fiscal Impact

This \$15.0 million adjustment of Hampton Roads Transportation Funds is within in the HRTAC 2016-2024 Funding Plan.

Suggested Motion:

Motion. Motion is that the Commission approves the amendment of its HRTAC 2016-2024 Funding Plan to reduce the HRTAC funds allocated to the I-64 Peninsula Widening Segment I Project (UPC 104905) by \$15.0 million, and further authorizes the Chair to execute and deliver the necessary amendment to the corresponding Memorandum of Agreement to reflect this deallocation.



Agenda Item 5F
Consent Item

To: Chair Hipple and the other members of HRTAC

From: Kevin B. Page, Executive Director

Date: September 20, 2018

Re: Amendment to the Approved HRTAC FY2016-FY2024 Funding Plan - HRCS Preferred Alternative Refinement to Support Geotechnical, Survey, Administration and Staff Augmentation Phase (UPC 110577) Request for Public Hearing and Letter of No Prejudice to Proceed

Recommendation:

The Commission is being asked to endorse VDOT's request for an additional \$5.0M of Hampton Roads Transportation Funds; authorize the Finance Committee Chair to conduct a public hearing to amend the Approved HRTAC FY2016-FY2024 Funding Plan HRCS Preferred Alternative Refinement to Support Geotechnical, Survey, Administration and Staff Augmentation Phase (UPC 110577); and, the Commission is also being asked to authorize the Chair to execute and transmit a Letter of No Prejudice to Proceed to VDOT to allow the project to advance with acknowledgement that if the funds are not made available by the Commission prior to December 1, 2018 that VDOT may proceed at its own risk with eligibility of funding reimbursement effective December 1, 2018.

Background:

On October 20, 2016, the Hampton Roads Transportation Planning Organization (HRTPO) unanimously approved the Hampton Roads Crossing Study Alternative A as the Preferred Alternative. On March 16, 2017, the Commission amended the HRTAC Approved 2016-2022 Funding Plan to include \$25,000,000 in HRTF funding for the HRCS Preferred Alternative Refinement (UPC 110577) project. The project scope of work included a geotechnical investigation in the water and on land, survey, administrative oversight, and staff augmentation (the "Applicable PE Work"). On September 15, 2018, VDOT notified HRTAC Staff that VDOT is projecting to expend the full \$25M allocated to HRBT preliminary work by December 2018. VDOT further noted that the cost of project start-up, Applicable PE Work, marshalling staff, and the procurement process had advanced with a greater cost than anticipated with the project anticipated to now be through procurement by March, 2019. To continue the necessary project support and keep the procurement on schedule, VDOT has requested HRTAC to provide an additional \$5,000,000 of HRTF funding. The scope of work of HRCS Preferred Alternative Refinement (UPC 110577) will remain the same.



Fiscal Impact

There will be a project impact to the Hampton Roads Trust Fund in the amount of \$5,000,000 in relation to this Action Item.

Suggested Motion:

Motion. The Commission endorses VDOT's request for an additional \$5.0M of Hampton Roads Transportation Funds; authorizes the Finance Committee Chair to conduct a public hearing to amend the Approved HRTAC FY2016-FY2024 Funding Plan HRCS Preferred Alternative Refinement to Support Geotechnical, Survey, Administration and Staff Augmentation Phase Project (UPC 110577) to increase the allocated project funds by \$5,000,000; and, authorizes the Chair to execute and transmit to VDOT a Letter of No Prejudice to Proceed to allow the project to advance with acknowledgement that if the funds are not made available by the Commission prior to December 1, 2018 that VDOT may proceed at its own risk with eligibility of funding reimbursement by the Commission effective December 1, 2018, provided that the Commission allocates the funds and upon execution of the funding agreement amendment by the parties.





Hampton Roads Bridge-Tunnel



Hampton Roads Bridge Tunnel Expansion Project Major Business Terms

to

**Hampton Roads Transportation Accountability Commission
(HRTAC)**
Sept 20, 2018

James S. Utterback

HRBT Project Director

Virginia Department of Transportation



Hampton Roads Bridge-Tunnel

VDOT

Overview of HRBT Expansion Project

- Settlers Landing in Hampton to I-564 Norfolk (10 Miles)
- I-64 improvements include 6 lanes of highway and construction of 4 lane bridge/tunnel
- New 4 lane HRBT tunnel will carry EB traffic
- 2 existing tunnels will carry WB traffic
- Replace existing marine approach bridges
- I-564 Direct Ramps (included as Option)
- Project Estimate: \$3.66B





Update on Project Activities

- **NEPA SEIS Re-Evaluation**
 - **Managed Lane (HOT), I-564 Improvements, Willoughby CN Staging**
 - **Citizen Information Meetings June 19-20, 2018**
 - **Awaiting FHWA action**
- **Design Public Hearing**
 - **Design Public Hearings held Aug 15-16, 2018**
 - **Over 200 people attended hearings**
 - **30 Day Comment Period ended Sept 16, 2018**
 - **Design Approval anticipated Oct 2018**
- **Agency Coordination**
 - **FHWA Risk Workshop Sept 6, 2018**
 - **Federal & State Permit Agencies, Impacted Utility Companies, Maritime Agencies, USCG, US Navy**



D-B Procurement (PPTA vs VPPA)

VDOT has the authority to pursue a Design-Build (D-B) procurement under both the PPTA or VPPA:

- Current VDOT D-B (VPPA) template was not developed to handle a project of HRBT magnitude
- PPTA provides contractual flexibility for complex risk profile (significant construction and geotechnical risk)
- PPTA encourages innovation through extensive use of Alternative Technical Concepts (ATCs) process
- PPTA provides for iterative process that invites feedback and collaboration from the proposers in order to develop more responsive procurement documents



Key Policy Considerations

- **Best Value Approach to Procurement**
 - Price is a key factor but not necessarily determinative
 - Proposal scoring weighted 60% price and 40% technical to reflect the technical complexity of Project
- **Alternative Technical Concepts (ATCs)**
 - Emphasis on innovation and increasing value
 - Solutions that reduce scope or quality are not allowed
- **Manage Financial Exposure Prior to Issuance of Key Permits**
 - No notice to proceed for construction until necessary permits are obtained
- **Minimize Construction Impact and Duration**
 - Incentivize early completion of construction
 - Liquidated damages for late completion and non-permitted lane closures



Major Business Terms

– Design and Construction

- Fixed price, date certain contract between VDOT and Design-Builder

– Governmental Approvals

- VDOT to obtain NEPA approvals, CTB approvals, and approvals by FHWA relating to “mega projects”
- Design-Builder responsible for obtaining all other governmental approvals (including permits), including any re-evaluation of the NEPA approvals required in order to implement Design-Builder’s approved ATCs

– Limited Notice(s) to Proceed

- Only specified “Early Work” (including design, procurement of tunnel boring machine, limited site preparation) may be undertaken prior to the issuance of key permits
- Use of limited notice(s) to proceed enables VDOT to advance the Project prior to issuance of key permits while limiting its financial exposure



Major Business Terms

– Right-of-Way Acquisition

- VDOT to obtain and provide Design-Builder with access to the right-of-way within which work will be performed based on VDOT's concept plans for Project
- Design-Builder responsible for risks relating to the acquisition of additional right-of-way required because Design-Builder's final design deviates from VDOT's concept plans for Project
- Acquisition of right-of-way is expected to be limited as VDOT's concept plans show that vast majority of construction work can be completed within VDOT's existing right-of-way

– Schedule and Cost Relief

- Design-Builder entitled to schedule and/or cost relief only due to the occurrence of specified events

– Differing Site Conditions

- **Market-tested approaches to reduce contingency:**
 - “Scope Validation” mechanism to be used to manage risks relating to differing site conditions encountering during roadway and bridge work
 - Geotechnical data report and geotechnical baseline report being developed to manage risks relating to differing site conditions encountered during tunnel excavation



Procurement Milestones

ACTIVITY	DATE
PPTA Steering Committee	Dec 12, 2017
RFQ Issued	Dec 15, 2017
Shortlist Announced	Apr 26, 2018
PPTA Steering Committee	May 9, 2018
Draft RFP Release	May 22, 2018
Proprietary/ATC Meetings #1	Jun 11-12, 2018
Proprietary/ATC Meetings #2	Jul 17-18, 2018
Proprietary/ATC Meetings #3	Aug 7-8, 2018
Proprietary/ATC Meetings #4	Sept 10-11, 2018
Final RFP Release	Sept 27, 2018
Proprietary/ATC Meetings #5	Oct 23-24, 2018



Procurement Milestones

ACTIVITY	DATE
Addenda to Final RFP	Nov 8, 2018
Technical Proposal Submission	Dec 17, 2018 at 5:00 PM
Price Proposal Submission	Jan 24, 2019 at 5:00 PM
Selection of Best Value Proposal	Jan 2019
CTB Briefing	Feb 2019
PPTA Statutory Audit	Feb 2019
Execute Comprehensive Agreement	Mar 2019
PPTA Steering Committee	NLT 60 days from execution of CA
Contractor LNTP	Mar 2019
Project Complete	Nov 2025





COMMONWEALTH *of* VIRGINIA
————— *Office of the* —————
SECRETARY *of* TRANSPORTATION

Hampton Roads Express Lanes Network

Shannon Valentine
Secretary of Transportation

Hampton Roads Express Lanes Network



Segment 1 – Operational

Segment 2 – Under Construction

Segment 3 & Segment 4 – Traffic and Revenue Study and Concept of Operations Underway

Agenda Item 6A.2
Action Item

To: Chair Hipple and the other members of HRTAC

From: Kevin B. Page, Executive Director

Date: September 20, 2018

RE: HRBT Expansion Project: P3 RFP Terms and Related Term Sheet and Agreements with HRTAC re: Funding, including Toll Revenue (Closed Session, as Needed)

Recommendation:

The Executive Director recommends the Commission be briefed by the HRBT Funding Agreement Advisory Committee on the HRBT Expansion Project P3 RFP Terms and related Term Sheet and Agreements with HRTAC, with discussion of the interoperation of those terms with funding provided through HRTAC, including potential toll revenue.

Background:

This year, HRTAC and VDOT executive staff and counsels have been in discussions concerning the HRBT Expansion Project. These meetings were to advance mutual interests and understanding of the P3 RFP Terms, Comprehensive Agreement, and the development of a related term sheet that would guide future agreements between the Commission and VDOT. Following Chair Hipple's initial participation in these discussions, the Chair appointed the HRBT Funding Agreement Advisory Committee to assist HRTAC in its communications and strategy as the project advances. The five Committee members are: Chair Hipple, Finance Committee Chair Senator Wagner, Delegate Jones, and Mayors Alexander and Tuck. In order to preserve the bidding process under the P3 RFP, VDOT and HRTAC have entered into a confidentiality agreement, and any information provided to HRTAC members on a confidential basis during the briefing is subject to that confidentiality agreement.

Suggested Motion:

No action on this item is anticipated at this meeting, but the Commission is expected to consider a motion to go into a closed session, which motion would be made at the meeting in accordance with applicable law.



Agenda Item 6B
Action Item

To: Chair Hipple and the other members of HRTAC

From: Kevin B. Page, Executive Director

Date: September 20, 2018

RE: Hampton Roads HOT Network Overview – Need for Toll Revenue Study

Recommendation:

It is recommended that the Commission authorize the Chair to request that VDOT modify its investment grade, toll-based traffic and revenue study of the Hampton Roads Express Lane Network scenarios to examine how the revenue may be augmented by a couple of additional rules relating to HOV use, described below.

Background:

HRTAC and VDOT executive staff and counsels have been in discussions concerning the Hampton Roads Express Lane Network. These meetings were to advance mutual interests and understanding of the toll-based traffic and revenue study being conducted by VDOT. Currently, VDOT is conducting an investment grade, toll-based traffic and revenue study of the Hampton Roads Express Lane Network that runs from West Jefferson to Bowers Hill by way of HRBT and High Rise Bridge. The results of this study are expected this fall.

HRTAC's approved funding plan includes the use of anticipated toll revenues generated by HRTAC funded projects within the Hampton Roads Express Lane Network. During last month's HRTPO/HRPDC/Hampton Roads Caucus Joint Legislative meeting, a toll revenue generating concept that is not being studied by VDOT was suggested; specifically, a scenario where all users of the 'HOT' Managed Lanes for the HRBT water crossing are charged to use the new capacity at HRBT or where HOV free use is limited to rush hour periods.

Suggested Motion:

Motion is to authorize the Chair to request that VDOT modify its investment grade, toll - based traffic and revenue study of the Hampton Roads Express Lane Network to take into account two scenarios: (1) A scenario where on a 24/7 basis all users of the 'HOT' Managed Lanes for the HRBT water crossing are charged for use of those lanes; and (2) A scenario where during off peak hours all users of the 'HOT' Managed Lanes for the HRBT water crossing are charged for use of those lanes, such HOV-2 and HOV-3 free use would be limited to peak hours.



Agenda Item 6C
Action Item

To: Chair Hipple and the other members of HRTAC

From: Kevin B. Page, Executive Director

Date: September 20, 2018

RE: Debt Management Plan – Authorization of TIFIA Loan Application for Existing Projects

Recommendation:

It is recommended that the Commission authorize advancement of the TIFIA Loan Application for the Commission's existing projects and authorize the Executive Director to work within the Commission's Adopted Annual Administrative and Project Development Budget to advance payment of the TIFIA Loan application and pay TIFIA legal and processing fees.

Background:

Previous Commission actions have authorized the Executive Director to explore funding options for HRTAC projects, including TIFIA. Within the approved FY2016-2024 Funding Plan, TIFIA loans are included in order to provide the necessary revenues to meet the construction schedule of the projects. In consideration of the TIFIA loan approach, HRTAC financial advisors reviewed the costs and benefits of HRTAC selling second tier bonds VS TIFIA and found that TIFIA was a more cost beneficial financing vehicle. A \$472.33 million TIFIA Loan Letter of Interest was submitted by HRTAC on May 4, 2018, for its current projects under construction. The LOI has been accepted to advance to the next step of TIFIA application review and approval. Commission action is needed to advance the TIFIA Loan Application that requires Commission payment of an initial fee of \$250,000 and commitment to pay additional processing fees as necessary.

Fiscal Impact:

There is a fiscal impact of in relation to this Action Item that is sourced from the Commission's Adopted FY2019 Administrative and Project Development Budget.

Suggested Motion:

Motion is to authorize advancement of the TIFIA Loan Application for the Commission's



existing projects and authorize the Executive Director to work within the Commission's Adopted Annual Administrative and Project Development Budget to advance payment of the TIFIA Loan application and pay TIFIA legal and processing fees.



HAMPTON ROADS TRANSPORTATION ACCOUNTABILITY COMMISSION



HRTF TIFIA Loan Financing vs. HRTF Bond Financing

Kevin Page, HRTAC
September 20, 2018

Proposed HRTF TIFIA Loan

- HRTAC is pursuing a TIFIA Loan to fund approximately \$450 million of construction costs for projects under construction.
- Current status of the loan application
 - HRTAC received indicative, non-public credit ratings for the TIFIA loan in Fall 2017 as part of the HRTF Revenue Bonds credit rating process.
 - HRTAC submitted a TIFIA Letter of Interest in May 2018 and was invited to advance to the creditworthiness phase in August 2018.
 - Upon the Commission's approval, HRTAC will submit payments for service rendered by TIFIA's financial advisor, budget for the costs of TIFIA's legal advisors, and then commence the creditworthiness review.

HRTF TIFIA Loan vs. HRTF Bonds

- In lieu of the TIFIA Loan, HRTAC has the option of accessing the capital market and selling publicly-offered HRTF Bonds, as the 2018 Senior Lien Bonds sold in January 2018.
- Key comparison of TIFIA Loan and Bonds
 - TIFIA has a flat loan rate, regardless of the loan term and loan credit
 - The bonds' interest rates are determined by the bonds' term and credit. The longer the term and the lower the credit rating, the higher interest rates
 - TIFIA allows for long dated and ascending debt structures without an increase in the interest rate
- To complete funding for the approved projects, if HRTAC does not pursue the \$450 million TIFIA Loan and future HRTF backed TIFIA loans, then it will need to issue subordinate/3rd lien HRTF revenue bonds.

Preliminary Financing Comparison

	HRTF Subordinate Lien TIFIA Loan [assume A2/A- rated]	HRTF Subordinate Lien Bonds [assume A2/A- rated]
First Draw Date/Bond Issuance Date	7/1/2019	7/1/2019
Financed project costs (millions)	\$450.0	\$450.0
Upfront financing expenses (millions)		
Debt Service Reserve Fund	\$33.5	\$36.6
Issuance expenses	\$0.8	\$1.5
Final Maturity	7/1/2055	7/1/2058
TIFIA Loan Rate/Bonds TIC	3.07%	4.48%
Total Debt Service Payments (millions)	\$899	\$1,143

* *Estimated interest rates based on market conditions as of 9/12/2018*

- Upfront financing costs including issuance expenses and reserve funds, vary between the options.
- However, the primary factor causing differences in total financing costs, i.e. debt service payments, is the interest rate.
 - The revenue bonds alternative becomes more expensive with longer terms and lower credits, compared to TIFIA loans.
 - To maximize funding capacity, both the 2024 Debt Management Plan and the 2045 LRTP require long term bonds and a multi-lien/credit structure.





HAMPTON ROADS TRANSPORTATION FUND

FINANCIAL REPORT

FY2014 – FY2018

As of July 31, 2018

Attached are the July 2018 financial reports. Based on the various reports received to date, the HRTAC staff has analyzed the data and prepared the attached reports and summaries:

Revenues

Total Gross Revenues (Inception to July 31, 2018): \$ 1,405,355,681

• State Sales and Use Tax :	637,823,249
• Local Fuels Tax :	166,036,940
• Interest :	2,300,188
• Investment Income:	15,925,231
• Bond Proceeds:	583,270,073

Expenditures

Total Expenditures (Inception to July 31, 2018): \$ 285,338,884

• Project Construction:	267,126,025
• Total DMV and Dept. of Tax Administrative Fees:	626,745
• Investment Fees:	917,280
• Bond Expenses:	13,533,482
• Operating Expenses:	3,135,352

Cash Balance

Ending Cash Balance: \$ 1,120,016,797

Encumbered Balance

Balance of Encumbered (through FY2022): \$ 963,802,070

Allocation:	1,230,928,095
• Less Construction Expenditures:	267,126,025

Hampton Roads Transportation Accountability Commission ("HRTAC") Portfolio Summary as of July 31, 2018				
Account	Balance at Cost	Balance at Market	Yield at Cost	Yield at Market
PFM Managed - Core Portfolio	\$126,917,509.35	\$125,332,709.54	1.73%	2.65%
PFM Managed - Enhanced Cash Portfolio	\$201,139,033.81	\$200,420,423.22	1.90%	2.45%
Union Checking	\$1,000,000.00	\$1,000,000.00	0.00%	0.00%
Union Sweep	\$22,247,453.29	\$22,247,453.29	0.08%	0.08%
Union Money Market	\$12,718,716.09	\$12,718,716.09	0.03%	0.03%
Union General	\$19,379,515.36	\$19,379,515.36	0.00%	0.00%
LGIP¹	\$372,982,612.39	\$372,982,612.39	2.11%	2.11%
SNAP²	\$348,205,735.55	\$348,205,735.55	2.19%	2.19%
Total	\$1,104,590,575.84	\$1,102,287,165.44		

¹ Current LGIP yield source: www.trs.virginia.gov/cash/lkip.

² Current SNAP yield source: www.vasnaps.com/current-rates.

Hampton Roads Transportation Accountability Commission
Interest and Investment Income
Inception - July 2018

	FY2014	FY2015	FY2016	FY2017	FY2018	Total
HRTTF Interest Income	363,855	1,027,959	272,261	291,738	321,499	22,876
HRTTF Investment Income	-	368,310	<u>3,993,773</u>	<u>980,870</u>	<u>8,868,404</u>	<u>1,713,874</u>
Total	363,855	1,396,269	4,266,033	1,272,608	9,189,903	1,736,751
						18,225,419

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

	Gross Revenue			Investment			Expenditures			Cumulative Balance	
	Sales & Use Tax	Fuel Tax	Interest	Income	Total	Construction	Dept of Tax Admin Fee	Investment Fees	Bond Expenses	Operating Expenses	Total
<i>July 2013 - July 2017</i>	\$ 501,427,739	\$ 132,079,343	\$ 1,965,363	\$ 615,0421	\$ 641,622,466	\$ 111,292,827	\$ 598,214	\$ 667,225	\$ 41,983	\$ 2,261,849	\$ 114,820,115
<i>August 2017</i>	11,741,262	2,225,581	12,129	541,206	14,520,177	-	-	19,092	-	-	61,075
<i>September 2017</i>	11,584,493	2,149,365	17,494	126,412	13,877,763	4,877,831	-	26,565	110,061	5,014,457	541,261,453
<i>October 2017</i>	10,955,037	3,223,638	55,802	225,426	14,459,903	14,687,445	-	19,120	47,771	14,754,335	550,124,760
<i>November 2017</i>	10,978,313	2,868,507	8,364	(112,532)	13,742,552	25,681,280	-	18,516	158,400	25,858,197	549,830,327
<i>December 2017</i>	11,160,940	2,595,554	13,000	344,512	14,114,006	17,625,556	-	27,217	30,000	62,929	537,714,782
<i>January 2018</i>	13,136,088	1,911,499	50,649	21,604	15,119,840	16,833,224	-	19,180	175,000	73,543	534,083,087
<i>February 2018</i>	9,277,902	2,345,825	26,162	472,937	12,122,826	13,923,265	-	17,354	3,300,396	71,907	532,101,981
<i>Bond Proceeds</i>	-	-	-	-	583,270,073	-	-	-	-	-	526,911,885
<i>March 2018</i>	9,653,043	2,175,834	14,047	1,510,926	13,353,351	8,607,995	-	19,211	1,967,782	67,100	1,110,181,958
<i>April 2018</i>	11,808,571	2,875,877	38,679	1,261,322	15,984,450	3,340,415	-	8,068	1,970,232	40,065	1,112,874,220
<i>May 2018</i>	11,396,920	3,315,903	11,448	2,102,371	16,826,642	18,222,108	-	19,196	1,967,782	30,931	1,123,499,890
<i>June 2018</i>	19,261,422	4,872,732	64,177	1,566,751	25,765,281	32,034,580	28,531	37,264	1,967,782	89,399	1,120,086,515
<i>July 2018</i>	5,441,719	3,397,281	22,876	1,713,874	10,575,751	-	-	19,272	2,154,506	79,415	1,111,694,239
											1,120,016,797
<i>Total 12 Months</i>	\$ 136,395,910	\$ 33,957,597	\$ 334,825	\$ 9,774,809	\$ 763,733,215	155,833,198	\$ 28,531	\$ 250,055	\$ 13,533,482	\$ 873,503	\$ 170,518,769
<i>Grand Totals</i>	637,823,249	166,036,940	2,300,188	15,925,231	1,405,355,681	267,126,025	626,745	917,280	13,533,482	3,135,352	285,338,884
<i>Less Balance of Encumbered (through FY2022)</i>											(963,802,070)
<i>Total Net Available</i>											156,214,727

HRTF Revenue

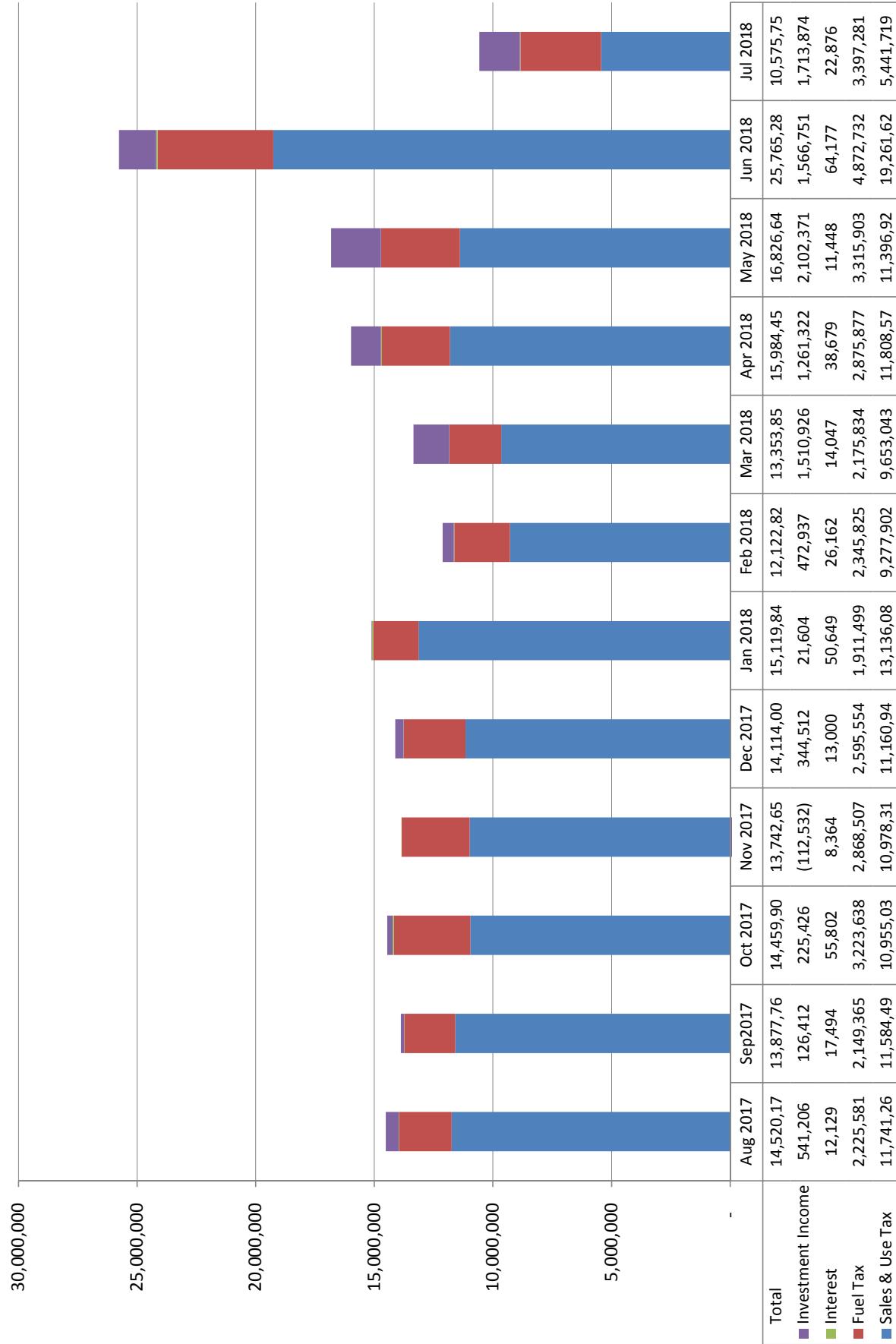


Table 1 - Total HRTF Revenues
Hampton Roads Transportation Fund (HRTF)
Total of Sales & Use and Fuels Taxes
Fiscal Year 2019

Locality	Total FY2014 - FY2018	Previous FY2019	July 2018	Total YTD FY2019	Total
<i>Chesapeake</i>	\$ 147,236,022	\$ -	\$ 1,581,305	\$ 1,581,305	\$ 148,817,327
<i>Franklin</i>	6,948,460	-	105,351	105,351	7,053,811
<i>Hampton</i>	58,500,732	-	644,500	644,500	59,145,231
<i>Isle of Wight</i>	12,642,687	-	136,017	136,017	12,778,703
<i>James City</i>	36,264,394	-	383,534	383,534	36,647,928
<i>Newport News</i>	84,666,138	-	817,939	817,939	85,484,078
<i>Norfolk</i>	110,055,359	-	1,153,011	1,153,011	111,208,370
<i>Poquoson</i>	1,951,914	-	23,729	23,729	1,975,643
<i>Portsmouth</i>	27,556,845	-	318,298	318,298	27,875,143
<i>Southampton</i>	3,884,792	-	58,134	58,134	3,942,926
<i>Suffolk</i>	38,008,550	-	470,398	470,398	38,478,948
<i>Virginia Beach</i>	213,559,761	-	2,470,732	2,470,732	216,030,493
<i>Williamsburg</i>	17,504,774	-	176,814	176,814	17,681,588
<i>York</i>	36,240,760	-	499,239	499,239	36,739,998
Total	795,021,187	-	8,839,000	8,839,000	803,860,189
Interest	2,277,311	-	22,876	22,876	2,300,188
Investment Income (Sterling&PFMAM/ Union/LGIP/SNAP)	14,211,356	-	1,713,874	1,713,874	15,925,231
Bond Proceeds	583,270,073	-	-	-	583,270,073
Total Revenues	1,394,779,928	-	10,575,751	10,575,751	1,405,355,681
Construction	(267,126,025)	-	-	-	(267,126,025)
DMV and Dept of Tax Admin Fees	(626,745)	-	-	-	(626,745)
Investment Fees (Sterling&PFMAM)	(898,008)	-	(19,272)	(19,272)	(917,280)
Bond Expenses	(11,378,976)	-	(2,154,506)	(2,154,506)	(13,533,482)
Operating Expense	(3,055,937)	-	(79,415)	(79,415)	(3,135,352)
Cash Balance	1,111,694,238	-	8,322,558	8,322,558	1,120,016,798
Less Balance of Encumbered					(963,802,070)
Net Available Cash					<u>156,214,728</u>
Updated Forecast	819,145,037	-	4,938,003	4,938,003	824,083,040
Total Revenue - Forecast (under)/over	(21,846,538)	-	3,900,997	3,900,997	(17,945,541)

Table 1A - State Sales & Use Tax

Hampton Roads Transportation Fund (HRTF)

State Sales & Use Tax

Fiscal Year 2019

Locality	Total FY2014 - FY2018	Previous FY2019	July 2018	Total YTD FY2019	Total
<i>Chesapeake</i>	\$ 114,271,188	\$ -	\$ 901,314	\$ 901,314	\$ 115,172,502
<i>Franklin</i>	4,859,034	-	35,325	35,325	4,894,359
<i>Hampton</i>	44,800,249	-	382,105	382,105	45,182,353
<i>Isle of Wight</i>	7,332,026	-	45,026	45,026	7,377,052
<i>James City</i>	31,834,792	-	265,135	265,135	32,099,926
<i>Newport News</i>	69,331,269	-	513,481	513,481	69,844,749
<i>Norfolk</i>	92,225,994	-	726,261	726,261	92,952,255
<i>Poquoson</i>	1,515,231	-	12,005	12,005	1,527,236
<i>Portsmouth</i>	20,251,519	-	173,382	173,382	20,424,901
<i>Southampton</i>	1,868,430	-	12,206	12,206	1,880,636
<i>Suffolk</i>	26,674,643	-	219,555	219,555	26,894,198
<i>Virginia Beach</i>	175,114,509	-	1,704,319	1,704,319	176,818,828
<i>Williamsburg</i>	13,875,162	-	130,627	130,627	14,005,789
<i>York</i>	28,427,486	-	320,978	320,978	28,748,464
Total	\$ 632,381,530	\$ -	\$ 5,441,719	\$ 5,441,719	637,823,249
Updated Forecast	626,271,042	-	4,238,146	4,238,146	630,509,188
Diff(under)/over	6,110,488	-	1,203,573	1,203,573	7,314,061

Table 1B - Local Fuels Tax

Hampton Roads Transportation Fund (HRTF)

Local Fuels Tax

Fiscal Year 2019

Locality	Total FY2014 - FY2018	Previous FY2019	July 2018	Total YTD FY2019	Total
<i>Chesapeake</i>	\$ 32,964,834	\$ -	\$ 679,991	\$ 679,991	\$ 33,644,825
<i>Franklin</i>	2,089,426	-	70,025	70,025	2,159,452
<i>Hampton</i>	13,700,483	-	262,395	262,395	13,962,878
<i>Isle of Wight</i>	5,310,660	-	90,991	90,991	5,401,651
<i>James City</i>	4,429,602	-	118,399	118,399	4,548,002
<i>Newport News</i>	15,334,871	-	304,459	304,459	15,639,330
<i>Norfolk</i>	17,829,365	-	426,750	426,750	18,256,115
<i>Poquoson</i>	436,681	-	11,725	11,725	448,406
<i>Portsmouth</i>	7,305,327	-	144,915	144,915	7,450,242
<i>Southampton</i>	2,016,362	-	45,928	45,928	2,062,290
<i>Suffolk</i>	11,333,907	-	250,843	250,843	11,584,750
<i>Virginia Beach</i>	38,445,252	-	766,413	766,413	39,211,665
<i>Williamsburg</i>	3,629,614	-	46,186	46,186	3,675,800
<i>York</i>	7,813,274	-	178,260	178,260	7,991,535
Total	162,639,659	\$ -	\$ 3,397,281	\$ 3,397,281	\$ 166,036,940
Updated Forecast	192,000,002	-	699,857	699,857	192,699,859
Diff(under)/over	(29,360,344)	-	2,697,424	2,697,424	(26,662,919)

Table 2 - Allocations

Hampton Roads Transportation Fund (HRTF)
Allocations
Fiscal Year 2019

Project	Total FY2014 - FY2018	Previous FY2019	July 2018	Total YTD FY2019	Total
<i>I-64 Peninsula Widening</i>					
<i>UPC 104905 - Segment 1 - Construction</i>	\$ 44,000,000	\$ -	\$ -	\$ -	\$ 44,000,000
<i>UPC 106665 - Segment 2 - PE/Construction</i>	189,707,675	-	-	-	189,707,675
<i>UPC 109790/106689 - Segment 3 - PE</i>	10,000,000	-	-	-	10,000,000
<i>UPC 109790/106689 - Segment 3 -ROW/Construction</i>	156,376,066	-	-	-	156,376,066
<i>I-64/264 Interchange Improvement</i>					
<i>UPC 57048/10842 - Phase I - PE/ROW</i>	15,071,063	-	-	-	15,071,063
<i>UPC 57048/10842 - Phase I - Construction</i>	137,023,653	-	-	-	137,023,653
<i>UPC 17630/108041 - Phase II - PE/ROW</i>	54,592,576	-	-	-	54,592,576
<i>UPC 17630/108041 - Phase II - Construction</i>	73,157,062	-	-	-	73,157,062
<i>UPC 106693 - Phase III - PE</i>	10,000,000	-	-	-	10,000,000
<i>I-64 Southside Widening/High-Rise Bridge</i>					
<i>UPC 106692/108990 - Phase I - PE</i>	20,000,000	-	-	-	20,000,000
<i>UPC 106692/108990 - Phase I - ROW/Construction</i>	480,000,000	-	-	-	480,000,000
<i>HRCS Preferred Alternative Refinement - HRBT</i>					
<i>UPC 110577 - SEIS</i>	25,000,000	-	-	-	25,000,000
<i>460/58/13 Connector Study - UPC 106694 - PE</i>	5,000,000	-	-	-	5,000,000
<i>Bowers Hill Interchange Study - UPC 111427</i>	4,000,000	-	-	-	4,000,000
<i>HR Regional Connector Study - HRTPO (Remaining Projects of Third Crossing)</i>	7,000,000	-	-	-	7,000,000
Total	\$ 1,230,928,095	\$ -	\$ -	\$ -	\$ 1,230,928,095

Table 3 - Expenditures

Hampton Roads Transportation Fund (HRTF)
Expenditures
Fiscal Year 2019

Project	Total FY2014 - FY2018	Previous FY2019	July 2018	Total YTD FY2019	Total
<i>I-64 Peninsula Widening</i>					
UPC 104905 - Segment 1 - Construction	\$ 1,544,502	\$ -	\$ -	\$ -	\$ 1,544,502
UPC 106665 - Segment 2 - PE/Construction	114,353,557	-	-	-	114,353,557
UPC 109790/106689 - Segment 3 - PE	4,514,165	-	-	-	4,514,165
UPC 109790/106689 - Segment 3 -ROW/Construction	-	-	-	-	-
<i>I-64/264 Interchange Improvement</i>					
UPC 57048/10842 - Phase I - PE/ROW	15,071,063	-	-	-	15,071,063
UPC 57048/10842 - Phase I - Construction	66,399,635	-	-	-	66,399,635
UPC 17630/108041 - Phase II - PE/ROW	35,941,934	-	-	-	35,941,934
UPC 17630/108041 - Phase II - Construction	-	-	-	-	-
UPC 106693 - Phase III - PE	57,220	-	-	-	57,220
<i>I-64 Southside Widening/High-Rise Bridge</i>					
UPC 106692/108990 - Phase I - PE	12,189,098	-	-	-	12,189,098
UPC 106692/108990 - Phase I - ROW/ Construction	-	-	-	-	-
<i>HRCS Preferred Alternative Refinement - HRBT</i>					
UPC 110577 - SEIS	15,891,087	-	-	-	15,891,087
<i>460/58/13 Connector Study - UPC 106694 - PE</i>	790,111	-	-	-	790,111
<i>Bowers Hill Interchange Study - UPC 111427</i>	224,407	-	-	-	224,407
<i>HR Regional Connector Study - HRTPO (Remaining Projects of Third Crossing)</i>	149,245	-	-	-	149,245
Total	\$ 267,126,025	\$ -	\$ -	\$ -	\$ 267,126,025

Table 4 - Bond Reimbursements

Hampton Roads Transportation Fund (HRTF)
Bond Reimbursements
Fiscal Year 2019

Project	Total FY2014 - FY2018	Previous FY2019	July 2018	Total YTD FY2019	Total
<i>I-64 Peninsula Widening</i>					
<i>UPC 104905 - Segment 1 - Construction</i>	\$ -	\$ -	\$ -	\$ -	\$ -
<i>UPC 106665 - Segment 2 - PE/Construction</i>	114,353,557	-	-	-	114,353,557
<i>UPC 109790/106689 - Segment 3 - PE</i>	4,514,165	-	-	-	4,514,165
<i>UPC 109790/106689 - Segment 3 -ROW/Construction</i>	-	-	-	-	-
<i>I-64/264 Interchange Improvement</i>					
<i>UPC 57048/10842 - Phase I - PE/ROW</i>	41,759,879	-	-	-	41,759,879
<i>UPC 57048/10842 - Phase I - Construction</i>	39,710,818	-	-	-	39,710,818
<i>UPC 17630/108041 - Phase II - PE/ROW</i>	35,941,934	-	-	-	35,941,934
<i>UPC 17630/108041 - Phase II - Construction</i>	-	-	-	-	-
<i>UPC 106693 - Phase III - PE</i>	-	-	-	-	-
<i>I-64 Southside Widening/High-Rise Bridge</i>					
<i>UPC 106692/108990 - Phase I - PE</i>	12,189,098	-	-	-	12,189,098
<i>UPC 106692/108990 - Phase I - ROW/ Construction</i>	-	-	-	-	-
<i>HRCS Preferred Alternative Refinement - HRBT</i>					
<i>UPC 110577 - SEIS</i>	-	-	-	-	-
<i>460/58/13 Connector Study - UPC 106694 - PE</i>	-	-	-	-	-
<i>Bowers Hill Interchange Study - UPC 111427</i>	-	-	-	-	-
<i>HR Regional Connector Study - HRTPO (Remaining Projects of Third Crossing)</i>	-	-	-	-	-
Total	\$ 248,469,452	\$ -	\$ -	\$ -	\$ 248,469,452

I-64 Peninsula Widening- Segment I**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 (\$122,551,685):</u>	<u>Funds Expended (as of 8/30/18):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 4,135,000	\$ 2,738,567	\$ 0
○ RW \$ 5,901,490	\$ 32,494	\$ 0
○ CN \$ 112,515,195	<u>\$ 108,834,506</u>	<u>\$ 0</u>
	\$ 111,605,567	

Project Schedule:

Notice To Proceed (NTP)	March 2015
Project Completion	December 2017
Schedule Status	Completed

Project Status:

- Completion achieved on December 1, 2017



Project Site (Looking West from Denbigh Blvd.)

I-64 Peninsula Widening- Segment II**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:

<u>Project Budget (\$175,832,897):</u>	<u>Funds Expended (as of 8/30/18):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 6,000,000	\$ 2,477,336	\$ 0
○ RW \$ 1,511,548	\$ 508,803	\$ 0
○ CN \$ 168,321,349	<u>\$ 121,269,477</u>	<u>\$ 0</u>
	\$ 124,255,616	

Project Schedule:

NTP	February 2016
Project Completion	May 2019
Schedule Status	On Schedule

Project Status:

- Continued Phase II pavement reconstruction in Sections A and B (west of Exit 243)
- Continued with rehabilitation of existing bridge decks at all bridges
- I-64 WB traffic shift to Phase 2 in Section D (east of Exit 247) scheduled for mid-September
- Installation of Noise Wall footings scheduled to begin in mid-September

**I-64 westbound grading operation at the Exit 242A**

I-64 Peninsula Widening- Segment III**Project Scope:**

From approximately 1.15 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) (8.2 miles)

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

Project Financial Summary:

<u>Project Budget (\$244,045,973):</u>	<u>Funds Expended (as of 8/30/18):</u>	<u>Projected Cost Over/(Under):</u>
o PE \$ 10,000,000	\$ 4,606,226	\$ 0
o RW \$ 12,000,000	\$ 34,362	\$ 0
o CN \$ 222,045,973	<u>\$ 14,935,147</u>	<u>\$ 0</u>
	\$ 19,575,735	

Project Schedule:

Notice To Proceed (NTP)	January 2018
Project Completion	September 2021 (or June 2021 for early completion incentive)
Schedule Status	On-Schedule

Project Status:

- o Contractor began interstate maintenance responsibility in July and outside shoulder strengthening in August 2018
- o 90% Roadway Design Plans will be submitted in mid-September
- o Limited Access changes will be presented at the October 2018 CTB meeting
- o VPDES permits have been received
- o The JPA is expected by October 31, 2018

**I-64 westbound outside shoulder strengthening operation**

I-64/I-264- Phase I**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 8/30/18):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 10,135,307	\$ 10,135,307	\$ 0
○ RW \$ 11,571,063	\$ 20,225,970	\$ 8,654,907
○ CN \$ 137,023,653	<u>\$ 76,973,401</u>	\$ 0
	\$107,334,678	

Project Schedule:

Notice To Proceed (NTP)	October 2016
Project Completion	October 2019
Schedule Status	On-Schedule

Project Status:

- Placing deck pans and reinforcing steel on B-602 and B-603
- Continued construction of Box Culvert 8-34, I-264 EB Newtown Road Exit 15 A
- Completed deck spans for B-605, Newtown and Witchduck Road Collector Distributor Road Bridge



B-602(r) and B-603(l) from B-605 foreground



Completed bridge deck B-605 looking west

I-64/I-264- Phase II**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
- 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 8/30/18):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 14,082,810	\$ 14,057,293	\$ 0
○ RW \$ 54,392,666	\$ 36,825,360	\$ 0
○ CN \$ 126,028,411	\$ 7,794,877	\$ 0
	\$ 58,677,530	

Project Schedule:

Award	December 2017
Notice to Proceed	February 2018
Projected Completion	September 2021
Schedule Status	On-Schedule

Project Status:

- Relocating storm and sewer lines along Newtown and Greenwich Roads
- Ground Improvement Greenwich Road approach to I-264 Flyover Bridge next to Top Golf
- Ground Improvement I-264 EB Exit 15B Loop to North Newtown Road



Exit 15 B, I-264 EB; Ground Improvement and Sediment Pond Construction

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

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
- Addition of Shoulder Lanes between the Route 17 and I-464 interchanges

Project Financial Summary:

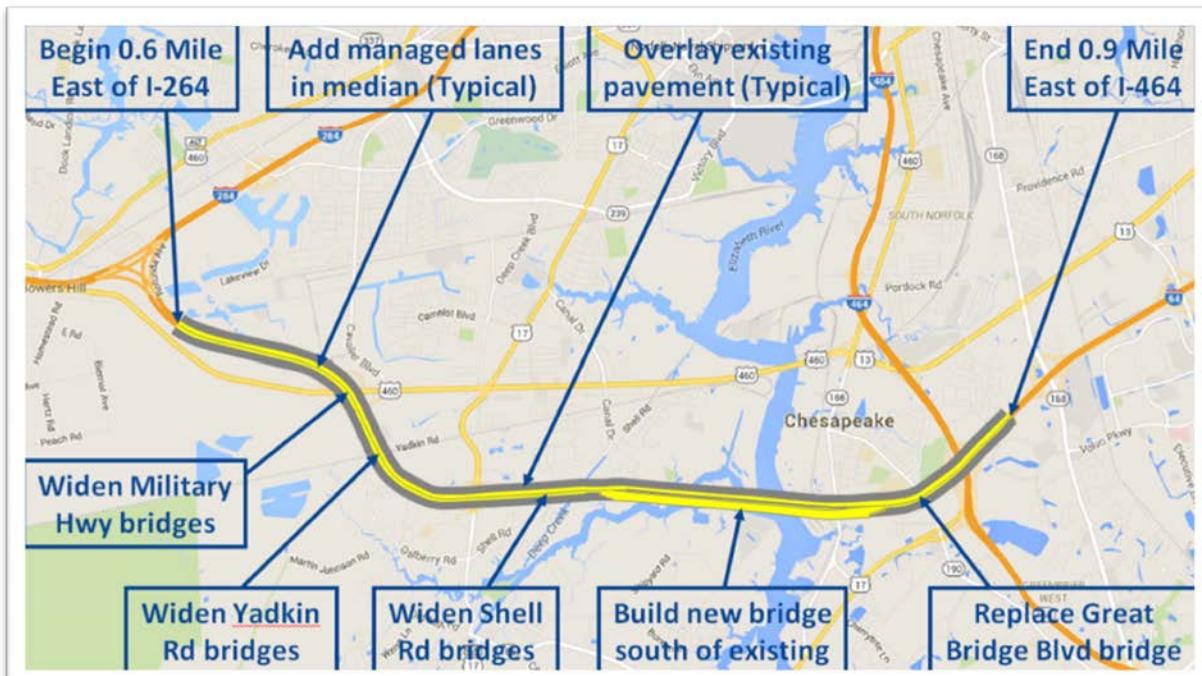
<u>Project Budget (\$524,613,765):</u>	<u>Funds Expended (as of 8/30/18):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 12,200,000	\$ 12,189,098	\$ 0
○ RW \$ 18,726,000	\$ 197,754	\$ 0
○ CN \$ 493,687,765	<u>\$ 64,682,034</u>	<u>\$ 0</u>
	<u>\$ 77,068,886</u>	

Project Schedule:

Award	October 2017
Notice to Proceed	November 2017
Project Completion	July 2021
Schedule Status	On-Schedule

Project Status:

- Conducting coordination meetings with permitting agencies, railroad companies, and other stakeholders for permit and ROW acquisition
- Roadway, bridge and ROW design submittals by the Design-Builder are being received and reviewed by VDOT
- Crane mobilization is scheduled for early September with pile driving to begin by mid-September between the east side of the Elizabeth River and Bainbridge Boulevard



I-64 Hampton Roads Bridge-Tunnel Expansion

Refinement of Preferred Alternative

Project Scope:

Preliminary work for the I-64 corridor from Settlers Landing Interchange to I-564, including the following activities for refinement of the Preferred Alternative and initial activities to develop the most appropriate procurement approach for expansion of the HRBT:

- Land survey, including photogrammetry, right-of-way verification, planimetric mapping, digital terrain modeling, and initial utility designation
- Wetlands survey/delineation to obtain preliminary Jurisdictional Determination
- Cultural resources/archaeological survey (land and marine)
- Hazardous materials investigations (land and marine)
- Geotechnical investigations (land and marine)
- Environmental permitting and agency coordination, including for in-channel geotechnical sampling
- Evaluation of disposal options for sediment dredge material and excavated boring material
- Procurement preparation, including industry outreach (Request for Information process, industry forum, meetings with potential proposers) and assessment of procurement- and delivery-method alternatives

Project Financial Summary:

<u>Project Budget (\$25,000,000):</u>	<u>Funds Expended (as of 8/30/18):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$25,000,000	\$ 17,729,789	\$ 0
○ RW \$ 0	\$ 0	\$ 0
○ CN \$ 0	<u>\$ 0</u>	<u>\$ 0</u>
	\$ 17,729,789	

Project Schedule:

Request for Qualifications (RFQ)	December 2017
Request for Proposals (RFP)	May 2018
Project Award	Early 2019
Project Completion	2024
Schedule Status	On-Schedule

Project Status:

- Project in procurement; contract award anticipated in early 2019

Route 460/58/13 Connector

Study Scope:

Study from approximately the I-664/U.S. Route 58 Interchange and extending to the Business U.S. Route 460 and the Suffolk Northern Bypass (U.S. Route 13/58/460) Interchange:

- Improve existing roadway to interstate standards and address roadway deficiencies
- Improve accessibility to/from the SPSA Regional Landfill
- Improve accessibility to/from the Hampton Roads Executive Airport

Study Financial Summary:

<u>Project Budget (\$5,000,000):</u>	<u>Funds Expended (as of 8/30/18):</u>	<u>Projected Cost Over/(Under):</u>
o PE \$ 5,000,000	\$ 1,001,210	\$ 0
o RW \$ 0	\$ 0	\$ 0
o CN \$ 0	\$ 0	\$ 0
	\$ 1,001,210	

Study Schedule:

Begin NEPA Process	June 2017
Study Completion	June 2020

Study Status:

- Completing technical studies and compiling Environmental Assessment (EA) documentation for Federal Highway Administration review
- Anticipate EA available for public review and comment Fall 2018



Existing facility looking westbound from weigh station

Wetland south of eastbound lanes near Sondej Avenue

I-64/I-264- Phase III

Project Scope:

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

- Includes I-64 Eastbound (EB) movements to I-264
- Includes I-264 movements to I-64

Project Financial Summary:

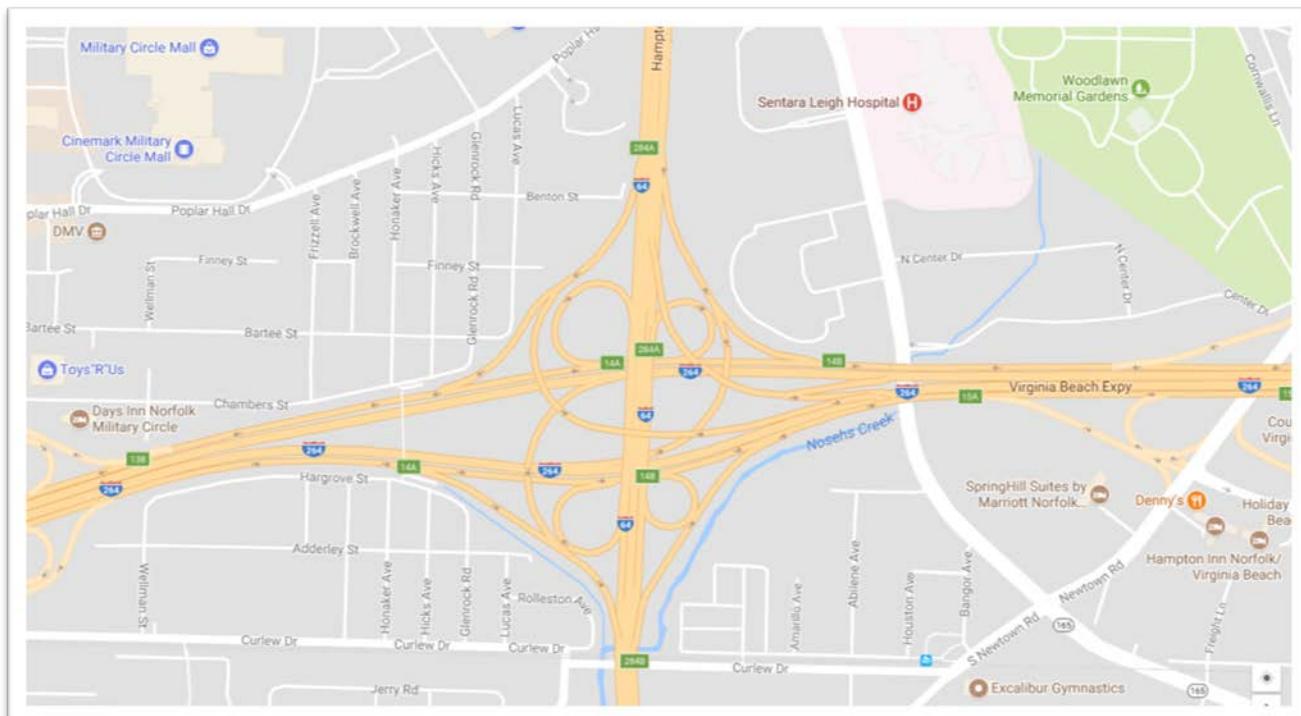
<u>Project Budget (\$10,000,000):</u>	<u>Funds Expended (as of 8/30/18):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 10,000,000	\$ 185,080	\$ 0
○ RW \$ 0	\$ 0	\$ 0
○ CN \$ 0	<u>\$ 0</u>	<u>\$ 0</u>
	\$ 185,080	

Project Schedule:

Begin NEPA Process	October 2018
IMR Conditional Approval	August 2019
Complete NEPA	December 2019

Project Status:

- IMR Framework Document approved by the FHWA
- Design alternatives workshop held on August 21, 2018
- IMR document chapter development is underway
- Development of baseline and forecasted traffic volumes



Bowers Hill Interchange

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).

Study Financial Summary:

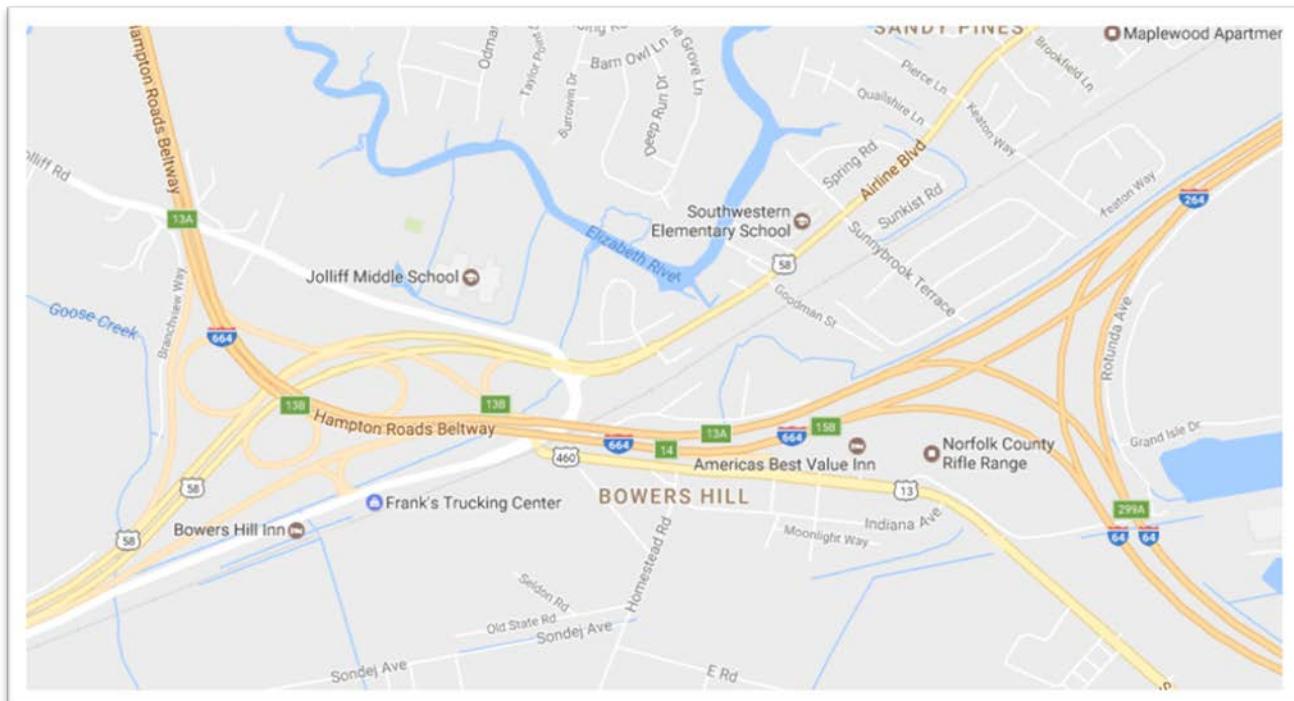
<u>Project Budget (\$4,000,000):</u>	<u>Funds Expended (as of 8/30/18):</u>	<u>Projected Cost Over/(Under):</u>
o PE \$4,000,000	\$ 484,067	\$ 0
o RW \$ 0	\$ 0	\$ 0
o CN \$ 0	\$ 0	\$ 0
	<u>\$ 484,067</u>	

Study Schedule:

Begin NEPA Process	January 2018
Completion	January 2020

Study Status:

- o Citizen's Information Meeting was held on August 22, 2018 at Jolliff Middle School with approximately 100 citizens in attendance (comment period ended on September 1, 2018)
- o IMR Framework Document finalized by VDOT and under FHWA review
- o Preliminary alternative concepts and public input to be discussed September 12, 2018 with cooperating, participating, and concurring agencies
- o Request for concurrence on alternatives to be retained for further analysis is scheduled for the October 10, 2018 agency meeting





**HRTAC Program Development
Monthly Executive Report
September 2018**

Hampton Roads District
7511 Burbage Drive
Suffolk

Ft. Eustis Interchange

Project Scope:

Replace the I-64 Ft Eustis Interchange to mitigate congestion and improve safety.

Project Financial Summary: TBD

Project Schedule: TBD

Project Status: TBD

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

Project Scope:

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

- o Widening from 6 to 8 lanes
- o Replacing the existing High Rise Bridge
- o Rebuild the four Interchanges

Project Financial Summary: TBD

Project Schedule: TBD

Project Status: TBD