

Hampton Roads Transportation Accountability Commission Agenda

Regular Meeting November 21, 2019

Held Concurrently with the Meeting of the Hampton Roads Transportation Planning Organization

10:30 a.m.

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

- 1. Call to Order**
- 2. Approval of Agenda**
- 3. Public Comment Period**
 - *Limit 5 minutes per individual*
- 4. Chair's Comments**
- 5. Consent Items**
 - *Recommended Action: Approval*
 - A. Minutes of the October 17, 2019 Regular Meeting - (Attachment 5A)**
 - B. Route 460/58/13 Study - Amendment and Termination of the Standard Project Agreement - (Attachment 5B)**
- 6. Discussion Item - *Concurrent with the meeting of the Hampton Roads Transportation Planning Organization***
 - *Recommended Action: Discussion as indicated below*
 - A. I-64 Regional Express Lanes Update - VDOT and HRTPO Staff**
- 7. Information Items**
 - A. HRTAC Monthly Financial Report - (Attachment 7A)** – Finance Committee Chair Hipple
 - B. VDOT Project Updates - (Attachment 7B)** – VDOT Hampton Roads Administrator Hall
 - C. Next HRTAC Regular Meeting – December 12, 2019, 12:30 p.m., Regional Building Board Room**
- 8. Adjournment**

Agenda Item 5A
Consent Item

To: Chair Johnson and the Other Members of HRTAC

From: Kevin B. Page, Executive Director

Date: November 21, 2019

Re: October 17, 2019 Regular Meeting Minutes

Recommendation:

The Commission is asked to approve the Commission's October 17, 2019 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: The Commission approves and adopts the minutes of the Commission's Regular Meeting on October 17, 2019.



**Hampton Roads Transportation
Accountability Commission (HRTAC)
Summary Minutes of the October 17, 2019 Regular Meeting**

The Hampton Roads Transportation Accountability Commission (HRTAC) Regular Meeting was called to order at 9:40 a.m. in the Regional Building Board Room, 723 Woodlake Drive, Chesapeake, Virginia, with the following in attendance:

HRTAC Members in Attendance:

Linda T. Johnson, Chair	John Rowe, PO
Donnie Tuck, Vice Chair	Herbert Green (in for Eugene Hunt), PQ
Rick West, CH*	Barry T. Porter, SH
Frank Rabil, FR	Thomas G. Shepperd, YK
Donnie Tuck, HA	Bob Dyer, VB*
Joel Acree, IW	Senator John Cosgrove, VGA
Michael Hipple, JC	Senator Monty Mason, VGA
McKinley Price, NN	Delegate Christopher Stolle, VGA
Kenneth Alexander, NO	Delegate David Yancey, VGA

HRTAC Executive Director

Kevin Page

HRTAC Ex-Officio Members in Attendance:

Stephen Brich, VDOT	Cathy Vick, VPA
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Other Participants:

Nick Donohue, Deputy Secretary of Transportation	Robert Bowen, Norfolk Airport Authority
Ella Ward, CH	Michael Giardino, Peninsula Airport Authority
Terry Danaher, CTAC	Bob Baldwin, PO
Barry Cheatham, FR	J. Randall Wheeler, PQ
Amanda Jarratt, FR	Patrick Roberts, SU
Brent Fedors, GL	Tom Leahy, VB
Mary Bunting, HA	Andrew Trivette, WM
William Harrell, HRT	Capt. Michael Moore, US Navy
Randy Keaton, IW	Christopher Hall, VDOT
Jason Purse, JC	Neil Morgan, YK
Col. Ed Vedder, Langley Eustis	Zach Trogdon, WATA
Cynthia Rohlf, NN	Tom Inglima, Willcox & Savage
Chip Filer, NO	

HRTAC Voting Members Absent:

Delegate Chris Jones, VGA	Paul Freiling, WM
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HRTAC Ex-Officio Members Absent:

John Malbon, CTB

Jennifer Mitchell, DRPT

* Denotes Late Arrival or Early Departure

Others Recorded Attending:

Judy Hinoh, Earl Sorey, (CH); Brian DeProfio (HA); Angela Y. Hopkins, Dave Jenkins, Bridgette Parker, Bryan Stilley, Jerri Wilson (NN); Thelma Drake, Amy Inman, (NO); Shannon Glover (PO); Randolph Cook (SH); Leroy Bennett (SU); Robert Matthias (VB); Sheila Noll (YK); Mark Geduldig-Yatrofsky (Atlantishr.us); Doug Wilson (ERC); Jake Fink (HNTB); Margaret Rockwell (McGuire Woods Consulting); Karen McPherson (McPherson Consulting); Liang Shan (PFM); Lui Zukosky (RK&K); Michael King, (U.S. Navy); Caleb Smith (U.S. Representative Elaine Lauria's Office); Drew Lumpkin (U.S. Senator Warner's Office); Faizan Habib, Sonya Hallums-Ponton, Tim Haynam, Eric Stringfield (VDOT); Sheldon Poe, Shane Royer (Veteran Reporters); Courtney Gilmore Whelan (Willcox & Savage); Chris Mills (WSP); Kelli Arledge, Keith Cannady, Andrea Gayer, Logan Grimm, Andrew Margason, Cynthia Mulkey, Katherine Rainone, Matt Smith, Tiffany Smith, Joe Turner, Chris Vaigneur, Sheila Wilson (HRPDC); Lynn Coen, Jennifer Hodnett (HRTAC); Sam Belfield, Theresa Brooks, Natalie Brown, Rob Case, Rob Cofield, Bob Crum, Kathlene Grauberger, Uros Jovanovic, Mike Kimbrel, Sharon Lawrence, John Mihaly, Kendall Miller, Keith Nichols, Jeffrey Raliski, Dale Stith (HRTPO)

Dr. McKinley Price acknowledged the passing of former Delegate, Mr. Alan Diamonstein and recognized his service to the City of Newport News. He requested a moment of silence in his honor.

The HRTPO and the HRTAC concurrently called their meetings to order at 9:40 a.m.

Public Comment Period (limit 5 minutes per individual)

A member of the public addressed the HRTAC.

Mr. Mark Geduldig-Yatrofsky, Portsmouth Citizen, explained the fragile nature of the environment and requested a policy be developed to mitigate for the destruction of trees due to the new transportation projects. He further asked the policy be included in the Legislative Agenda and an allocation of funds to implement the policy.

Mr. Rick West and Mr. Bobby Dyer arrive.

Approval of Agendas

After the HRTPO approved its agenda, the HRTAC approved its agenda.

The HRTAC stood at ease.

After the HRTPO conducted items five through nine on its agenda, the HRTPO stood at ease. Mrs. Linda T. Johnson then called the HRTAC meeting back to order.

Chair Comments

HRTAC Chair, Mrs. Linda T. Johnson, thanked Commission members for their attendance and indicated that the concurrent meetings with the HRTPO are beneficial to executing a Master Tolling Agreement with the Virginia Department of Transportation (VDOT) in the coming months.

Executive Director Mr. Page reviewed the consent agenda for the Commission.

Consent Items

- A. Minutes of the September 19, 2019 Regular Meeting
- B. Amendment to the Approved HRTAC FY2020 HRTAC Administrative and Project Development Budget
- C. Amendment to the HRTAC Accounting Policies and Procedures

Mr. Michael Hipple Moved to approve the consent agenda items; seconded by Mr. Thomas Shepperd. The Motion Carried.

Information Items of the Commission

A. HRTAC Monthly Financial Report

HRTAC Chair, Mrs. Johnson, acknowledged the HRTF Financial Report included in the agenda packet.

B. VDOT Project Updates

HRTAC Chair, Mrs. Johnson, the VDOT Project Update report was included in the agenda packet.

The HRTPO reconvened.

Concurrent HRTAC and HRTPO Discussion Item

A. I-64 Regional Express Lanes Update

Mr. Robert Crum, HRTPO Executive Director, reported that during the July HRTPO Board meeting, the Board asked HRTPO staff and VDOT to analyze how the Express Lanes Network would work in two steps: First, VDOT would analyze how the Express Lanes Network would operate in its opening year of 2025; Second, the TPO staff would look further in the future (looking out to 2040 through 2045) and analyze how the Express Lanes Network would work in comparison to the existing general purpose lanes. The HRTPO staff ultimately found that the Region can expect about 20% more traffic going through the Hampton Roads Bridge Tunnel (the "HRBT") by 2040 to 2045.

Mr. Crum commented that there is not much right-of-way near the entrance to the HRBT. The HRTPO analysis showed that performance of the Express Lanes network is very good. Looking at the 2040 to 2045 timeframe, if a trip around our managed lane system is guaranteed with these new digital transportation management investments, the Express Lanes Network provides the best chance of mobility for the Residents and businesses in the Region. He said that VDOT will provide an overview of its analysis and detail what some of the initial improvements would look like and what the costs associated with those improvements would be.

Mr. Stephen Brich, P.E., VDOT Commissioner, then briefed the HRTPO Board on the Hampton Roads Regional Express Lanes Network Project Costs:

Peninsula Improvement Elements

- **Repurposing of HOV lane to HOT**
 - Toll gantries and equipment
 - Bollards
 - Signing and marking
- **East Bound (EB) Widening from Rip Rap Road**
 - Realign and replace bridge at LaSalle Avenue Loop Ramp
 - Realign Rip Rap Road and Settlers Landing Road Ramps
 - Replacement of the King Street and Hampton River Bridges
 - Rehab and Widen of Settler's Landing Bridge
 - Noise Walls
 - Right-of-way

- **WB Widening to Rip Rap Road from Settler's Landing**

- Realign Settlers Landing Road Ramps
- Replace King Street Bridge
- Rehab and Widen Hampton River (required for replacement of EB Bridge), Settlers Landing Road, New Market Creek bridges
- Noise Walls
- Right of way

The estimated cost of providing the Peninsula Improvements including, *Preliminary Engineering, Right-of-Way, Construction, Construction Engineering Inspection, and Contingency*, is between \$600 and \$650 million.

Mr. Donnie Tuck noted that with two lanes coming across the bridge then a third lane after Mallory Street, there is a possibility for congestion. He stated that if a two-by-two lane layout is going to be created, then the golf course in the vicinity will have to be considered.

Mr. Brich stated the Veterans Cemetery, Hampton University and the golf course will be considered. He stated that creating a two-by-two layout will clear the congestion in the eastbound direction.

Mr. Tuck asked for clarification regarding the sound walls which could block the view of the City of Hampton.

Mr. Brich stated there are federal requirements to comply with, and that the view of the City of Hampton will be taken into consideration in constructing any sound walls.

After discussion on the Peninsula Improvement elements, Mr. Brich continued with the I-64 Regional Express Lanes Update.

Southside Improvement Elements

- **Repurposing of Existing Pavement**

- Reconstruct shoulders
- Signing and marking
- Replace Tidewater and Chesapeake Boulevard bridges
- Noise Walls

- **West Bound (WB) slip ramp at I-564**
 - Provides continuous managed lane

The estimated cost of the Southside Improvements, including *Preliminary Engineering, Right-of-Way, Construction, Construction Engineering Inspection, and Contingency*, is between \$170 and \$185 million.

Mr. Brich then noted that VDOT was unable to complete the traffic and revenue analysis prior to the October 17, 2019 meeting. He indicated that the analysis should be complete before the December 12, 2019 HRTAC meeting; however, Mr. Brich offered to provide a brief overview of the scope of VDOT's analysis:

- **VDOT is currently analyzing the following tolling scenarios:**
 - 24 hours a day, 7 days a week – HOT2
 - 24 hours a day, 7 days a week – HOT3
 - Peak periods – HOT2
 - Peak periods – HOT3
- **Analyzing and developing a weekend traffic profile:**
 - Weekend HOT versus Express Toll Lanes (no HOV discount)
- **Bonding capacity analysis to be provided:**
 - Commonwealth issued debt versus HRTAC issued toll debt
 - Analysis will evaluate potential benefits of using TIFIA loans

The TPO proceeded to engage in discussion regarding the proposed resolution to endorse the Hampton Roads Regional Express Lanes Network (the "TPO Resolution").

Delegate David Yancey suggested that the TPO Resolution clarify how funds should be managed by HRTAC and that there will be alternative lanes. He suggested a motion that the Master Tolling Agreement between HRTAC and VDOT be brought back before the Board at the December 12, 2019 meeting allowing the Commonwealth Transportation Board (the "CTB") time to pre-approve the Agreement and provide clarity that HRTAC will be responsible for the funds.

Mr. Kenneth Alexander asked if all existing lanes will continue to be free.

Mr. Brich responded that HOV lanes will be repurposed, creating new managed lanes. He stated the existing lanes will not be free, but VDOT will provide a free alternative.

Mr. Nicholas Donohue, Deputy Secretary of Transportation, advised that lanes which are not restricted will continue to be unrestricted for everyone to use. The general purpose lanes will always remain open and available to users at all times of the day.

Delegate Yancey stated the purpose of HRTAC was to guarantee that the money from the Region will stay in the Region to build projects. He stated HRTAC has the accountability of the taxpayers' money to the projects they demand to be built or improved upon.

Mr. Donohue advised that the revenue will stay in the Hampton Roads Region under the Master Tolling Agreement.

Mr. Alexander expressed his concern about the TPO Resolution which calls for HRTAC to manage funds, but for the Commonwealth to issue the debt instead of HRTAC. He stated if the debt is being issued by the Commonwealth, management of the funding and operation should be by the Commonwealth.

Mr. Donohue advised that if the Commonwealth were to be the issuer of the debt the Commonwealth would need to be the one to operate the Express Lanes in any instance. He also stated that any actions taken by the Commonwealth on the Express Lanes in the Hampton Roads Region will be under the terms of the Master Tolling Agreement, which will be in place with HRTAC before any tolls are implemented. The Master Tolling Agreement may say that HRTAC will impose the tolls and seek to issue debt, or the Master Tolling Agreement may say that the Commonwealth imposes the tolls and issues the debt.

Mr. Alexander queried that if the Commonwealth will be responsible for the revenue, who or what will prevent the revenue from going to other priorities that VDOT may have for other regions in the Commonwealth.

Mr. Donohue assured that several mechanisms are or will be in place both constitutionally and statutorily and that VDOT seeks to memorialize these mechanisms through the Master Tolling Agreement. Mr. Donohue emphasized that the Master Tolling Agreement with this Region will be binding on both parties and will indicate how the revenue will be used without regard to who is imposing the toll.

Senator John Cosgrove questioned whether the Commonwealth, as the keeper of the tolls and the revenue, would take a percentage in administration fees?

Mr. Donohue stated that VDOT will not collect revenue; however, there will be certain collection costs.

Senator Cosgrove advised that every penny should be put to the best use in Hampton Roads.

Mrs. Johnson suggested seeking advice from financial advisors. She also recommended that that the fourth bullet in the TPO Resolution which reads "*funding and operation of the express lanes network be managed by HRTAC*", be revised to read "*funding, operation, and use of toll revenues of the express lanes to be managed by HRTAC*".

TPO Chair, Mr. John Rowe, agreed.

Delegate Yancey stated that Mr. Alexander made good points and there is a lack of clarity where the money is going.

TPO Chair Rowe called on Mr. Crum to address how the TPO Resolution came about.

Mr. Crum gave a brief background on the drafting of the TPO Resolution and the committee that worked on it.

Mr. Tuck next provided the committee's recommendations relating to the proposed TPO Resolution.

The TPO then engaged in further discussion regarding the terms of the TPO Resolution and, after making further changes, adopted it.

In connection with the discussion, there were further comments regarding the proposed Master Tolling Agreement. Mr. Donahue reaffirmed that the money from the tolling will go to the HRBT and other projects that are identified by HRTAC. He stated that there will be a Master Tolling Agreement that will govern the use of toll revenues and will ensure HRTAC's and the Region's rights, roles and responsibilities with regard to how the money is used.

Delegate Yancey then presented to the TPO a motion that the Master Tolling Agreement for the entire network with the CTB's approval be brought to HRTAC for agreement and finalization between HRTAC and VDOT at the December 12 meeting. The motion was adopted.

Mr. Crum stated the Board can prepare a letter to be signed by the TPO Chair to forward to the CTB stating that the Board took action today.

Mrs. Johnson suggested having a joint meeting between the TPO and HRTAC on November 21, 2019.

Mr. Herbert Green Moved to approve the motion; seconded by Delegate Chris Stolle. The Motion Carried.

Adjournment

With no further business to come before the Hampton Roads Transportation Accountability Commission, the meeting adjourned at 11:22 a.m.

Linda T. Johnson
HRTAC Chair

Agenda Item 5B
Consent Item

To: Chair Johnson and the Other Members of HRTAC

From: Kevin B. Page, Executive Director

Date: November 21, 2019

Re: Route 460/58/13 Study - Amendment and Termination of the Standard Project Agreement

Recommendation:

The Executive Director recommends that the Commission approve the enclosed Amendment and Termination of the Standard Project Agreement relating to the Route 460/58/13 Study, authorize the Chair to execute the Amendment and Termination document, and de-obligate the remaining funding.

Background:

On November 9, 2016, HRTAC and VDOT entered into a Standard Project Agreement for Funding and Administration of the Route 460/58/13 Connector Study (UPC 106694)(the “Project”). Since that time, VDOT has performed a traffic analysis of the Route 460/58/13 connector and concluded that the existing facilities accommodate travel demands through 2040 and that no further study is required at this time. Accordingly, VDOT recommended to the Hampton Roads Transportation Planning Organization (“HRTPO”) and HRTAC that the Project be terminated and that the unexpended HRTAC-Controlled Moneys provided pursuant to and addressed by the Standard Project Agreement be returned and released to HRTAC. The HRTPO responded to VDOT’s recommendation by taking action on November 15, 2018 to terminate the Project. VDOT has notified HRTAC that all invoices arising from work on the Project have been paid and that the resulting unexpended portion of the HRTAC-Controlled Moneys (none of which is in VDOT’s possession) amounts to \$3,904,632.42. HRTAC Staff agrees with this remaining balance. Pursuant to the Amendment and Termination document, the Parties will amend and terminate the Standard Project Agreement and de-obligate the unused funding for HRTAC use by future action by the Commission.

Fiscal Impact

In relation to this Consent Action Item, \$3,904,632.42 of obligated funding will be de-obligated for future use on other HRTAC initiatives.

Suggested Motion:

Motion: The Commission approves the Amendment and Termination of the Standard Project Agreement document relating to the Route 460/58/13 Study and authorizes the Chair to execute it, and the Commission hereby adjusts the Approved HRTAC FY2020-FY2026 Funding Plan to de-obligate the \$3,904,632.42 of funding that had remained obligated to this Project.



**AMENDMENT TO AND TERMINATION OF
STANDARD PROJECT AGREEMENT
FOR FUNDING AND ADMINISTRATION**

THIS AMENDMENT TO AND TERMINATION OF THE STANDARD PROJECT AGREEMENT FOR FUNDING AND ADMINISTRATION (this “Amendment and Termination”), dated as of November ___, 2019 (the “Effective Date”), is made by and between the VIRGINIA DEPARTMENT OF TRANSPORTATION (“VDOT”), and the HAMPTON ROADS TRANSPORTATION ACCOUNTABILITY COMMISSION (“HRTAC”).

RECITALS:

A. The parties entered into a Standard Project Agreement for Funding and Administration of the Route 460/58/13 Connector Study (UPC 106694), dated as of November 9, 2016 (the “Project Agreement”).

B. Pursuant to the Project Agreement, VDOT performed a traffic analysis of the Route 460/58/13 connector and concluded that the existing facilities accommodate travel demands through 2040 and no further study is required at this time.

C. VDOT has recommended to the Hampton Roads Transportation Planning Organization (“HRTPO”) and HRTAC that the Project be terminated and that the unexpended HRTAC-Controlled Moneys committed pursuant to and addressed by the Project Agreement are no longer needed for purposes of this Project.

D. VDOT has notified HRTAC that all invoices arising from work on the Project have been paid and the resulting unexpended portion of the committed HRTAC-Controlled Moneys (none of which is in VDOT’s possession) amounts to \$3,904,632.42 (“Remaining Agreement Funding”).

E. In accordance with Section I(a) of the Project Agreement, the Parties now desire to amend and terminate the Project Agreement on the terms and conditions set forth below.

NOW, THEREFORE, in consideration of the premises, the mutual covenants and agreements set forth in this Amendment and Termination, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties hereby agree:

1. AMENDMENT OF THE PROJECT AGREEMENT

(a) That pursuant to subsection I(a) of the Project Agreement, Section C (Term) of the Project Agreement is hereby amended by adding a subsection (5) which reads:

5. Notwithstanding the foregoing, the parties may, by mutual agreement, terminate this Agreement, without cause, and in such case, upon termination and payment of all eligible expenses any unexpended HRTAC funds

committed pursuant to this Agreement shall be released by VDOT no later than 60 days after the date of termination.

2. TERMINATION OF THE PROJECT AGREEMENT, AS AMENDED

(a) That no further study of the Route 460/58/13 connector is warranted at this time, the Project has been terminated, only eligible expenses and all invoices therefor arising from work on the Project have been paid, and none of the Remaining Agreement Funding is required for the Project.

(b) That VDOT hereby represents and warrants, as VDOT's certification required under Section A.19 of the Project Agreement, as amended, that it adhered to all applicable laws and regulations and all requirements of the Project Agreement.

(c) That termination of the Project Agreement by mutual agreement of the parties is warranted in this case.

(d) That the Project Agreement is hereby terminated, and the Remaining Agreement Funding in the amount of \$3,904,632.42 is released by VDOT and no longer encumbered by the Project or the Project Agreement.

(e) That VDOT shall provide to HRTAC copies of all reports, analyses, and summary documents prepared by or on behalf of VDOT in connection with the Project.

3. This Amendment and Termination may be executed in any number of counterparts, and by each party on a separate counterpart, each of which, when so executed and delivered, shall be deemed to be an original and all of which taken together shall constitute one and the same instrument.

IN WITNESS WHEREOF, the parties have executed this Amendment and Termination by their duly authorized representative as of the Effective Date.

**VIRGINIA DEPARTMENT OF
TRANSPORTATION**

By:

Stephen C. Brich, P.E.
Commissioner of Highways

Date:

**HAMPTON ROADS
TRANSPORTATION
ACCOUNTABILITY COMMISSION**

By:

Linda T. Johnson
Chair

Date:

To: Chair Johnson and the Other Members of HRTAC

From: Kevin B. Page, Executive Director

Date: November 21, 2019

Re: I-64 Regional Express Lanes Update

Background:

During the October 17, 2019 Concurrent HRTAC and HRTPO meeting, VDOT Commissioner Stephen Brich provided an update on the I-64 Regional Express Lanes. Mr. Brich noted that VDOT staff would continue to refine the analysis and would be coordinating with HRTPO and HRTAC with the goal of reaching a regional decision on an express lanes network by November 2019. HRTAC and VDOT continue its negotiations on the Master Tolling Agreement Term Sheet to incorporate the I-64 Regional Express Lanes proposal. On October 17, 2019, the HRTPO took action (resolution attached) to establish policy and to provide guidance to the planning, development, and operation of the I-64 Regional Express Lanes Network. VDOT Commissioner Brich agreed to provide a progress update at the November 21, 2019 meeting.

RECOMMENDED ACTION:

Following the Commissioner Brich's briefing, the Commission is requested to provide further direction to the Executive Director in the development of the Master Tolling Agreement for consideration at the Commission's December 12, 2019 Regular Meeting.





HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION BOARD RESOLUTION 2019-06

A RESOLUTION OF THE HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION ENDORsing THE HAMPTON ROADS REGIONAL EXPRESS LANES NETWORK.

WHEREAS, the Hampton Roads Transportation Planning Organization (HRTPO) is the federally-mandated authority responsible for carrying out the transportation planning and programming process for the Hampton Roads Region, and, as such, is responsible for the selection and prioritization of regionally-significant projects to be built in Hampton Roads; and

WHEREAS, due to the relationship between the HRTPO, the Hampton Roads Transportation Accountability Commission (HRTAC), and the Virginia Department of Transportation (VDOT), significant improvements have been made to the Interstate system in Hampton Roads as projects prioritized by HRTPO have been funded and executed by HRTAC and constructed by VDOT; and

WHEREAS, technical analyses conducted by VDOT and HRTPO have demonstrated that users of the Interstate system in Hampton Roads currently experience, or are expected to experience by 2040, significant congestion at a number of locations along the I-64 corridor; and

WHEREAS, the VDOT and HRTPO analyses have demonstrated that an Express Lanes Network comprised of High-Occupancy/Toll (HOT) lanes along I-64 from Jefferson Avenue in Newport News to Bowers Hill in Chesapeake would provide an option for a reliable trip for High Occupancy Vehicles (HOV), public transit vehicles, and non-HOV users willing to pay a toll; and

WHEREAS, the HRTPO believes it is important to pursue the concept of a fully connected and consistent Express Lanes Network to ensure the future needs of the Region will be addressed; and

WHEREAS, the HRTPO believes it is important that such an Express Lanes Network be managed by the Hampton Roads Transportation Accountability Commission (HRTAC).

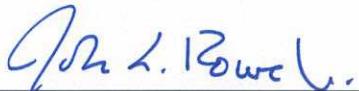
NOW, THEREFORE, BE IT RESOLVED that the Hampton Roads Transportation Planning Organization hereby endorses the Hampton Roads Regional Express Lanes Network as follows:

1. A consistent Express Lanes Network that begins on I-64 at Jefferson Avenue in Newport News, proceeds along I-64 through Bowers Hill in Chesapeake and continues along I-664 to I-64 in the vicinity of the Hampton Coliseum.
2. That the Express Lanes Network be a consistent HOT-2 network, with one HOT lane and one part-time HOT shoulder lane where practical and necessary.
3. That to minimize impacts to the Region's motorists, wherever practicable, the roadways that comprise the Express Lanes Network be restricted to HOT operation during high volume traffic times and be open to all traffic outside of the restricted periods.
4. That funding and operation of the Express Lanes Network be managed by HRTAC.
5. That a free alternative (general purpose lanes) be available throughout the roadway system associated with the Express Lanes Network.

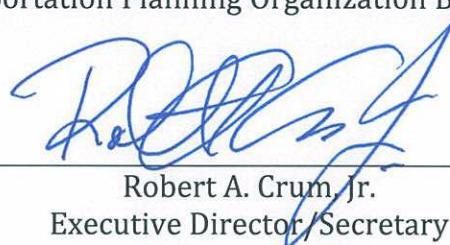
BE IT FURTHER RESOLVED that the Hampton Roads Transportation Planning Organization recommends that HRTAC consider the following items when developing the master tolling agreement with VDOT:

- Prioritize optimal congestion pricing.
- Develop tolling approaches that mitigate impacts on Hampton Roads residents, including options that maximize revenue collection on weekends.
- Ensure a free alternative (general purpose lanes) be available throughout the roadway system associated with the Express Lanes Network.
- Funding, operation, and the use of toll revenues of the Express Lanes Network to be managed by HRTAC directly or indirectly through the master tolling agreement.

APPROVED and ADOPTED by the Hampton Roads Transportation Planning Organization Board at its meeting on the 17th day of October, 2019.



John L. Rowe, Jr.
Chair
Hampton Roads
Transportation
Planning Organization



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



**HAMPTON ROADS TRANSPORTATION FUND
FINANCIAL REPORT
FY2014 – FY2020
Period Ending September 30, 2019**

The HRTAC staff has prepared the attached September 2019 financial report based on data received to date from the Virginia Department of Transportation.

<u>Revenues</u>	<u>Inception to Sept 2019</u>	<u>FY2020 YTD</u>	<u>Sept 2019</u>
Total Gross Revenues	1,689,255,407	52,555,036	19,913,634
State Sales & Use Tax ¹	803,057,715	31,272,026	13,109,626
Local Fuels Tax	249,050,465	14,763,744	5,342,744
Interest	3,400,977	123,572	40,427
Investment Income	50,476,161	6,395,694	1,420,837
Bond Proceeds	583,270,073	-	-

<u>Expenditures</u>	<u>Inception to Sept 2019</u>	<u>FY2020 YTD</u>	<u>Sept 2019</u>
Total Expenditures	618,058,865	40,552,407	20,726,949
Projects	566,546,098	33,734,621	18,399,487
Total DMV & Dept. of Tax Admin. Fees ²	826,678	-	-
Investment Fees	1,190,090	63,460	24,310
Bond Interest Expenses	43,696,569	6,463,519	2,154,506
Operating Expenses	5,799,430	290,785	148,646

Cash Balance

September 30, 2019 Ending Cash/Cash Equivalents³ \$ 1,071,196,526

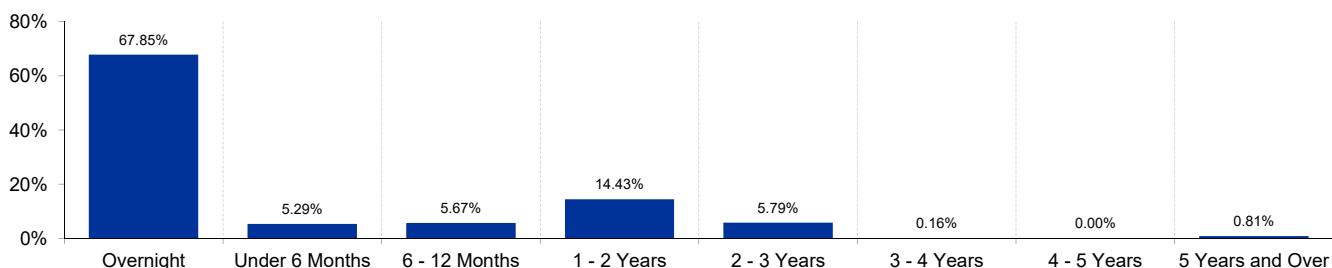
Encumbered Balance

Balance of Encumbered (through FY2026)	\$ 4,065,059,336
Allocation	4,631,605,433
Less: Project Expenditures	566,546,097

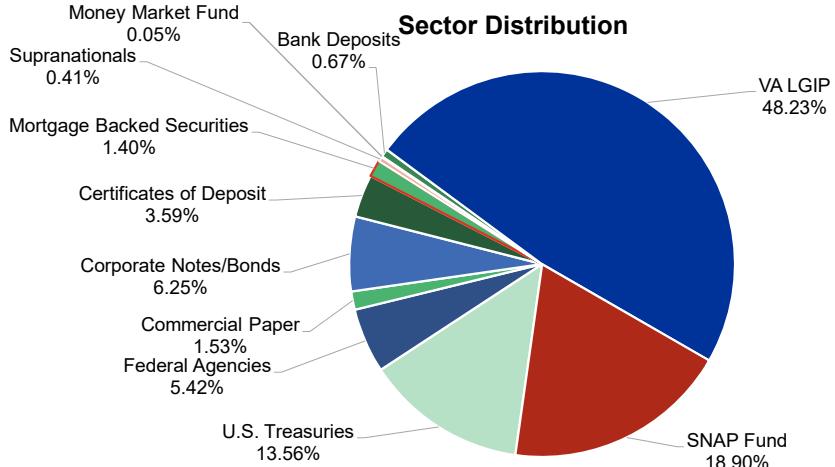
Hampton Roads Transportation Accountability Commission
Summary of Cash and Investments
For September 2019

Portfolio	Yield at Cost	Yield at Market	Balances at Cost	Balances at Market	% of Total
Union Checking	0.00%	0.00%	1,000,000	1,000,000	0.09%
Union Sweep	2.35%	2.35%	6,057,213	6,057,213	0.58%
Union Money Market	2.35%	2.35%	16,522	16,522	0.00%
Union General	2.35%	2.35%	19,591	19,591	0.00%
VA LGIP	2.19%	2.19%	507,745,580	507,745,580	48.23%
Enhanced Cash Portfolio	2.49%	1.90%	205,086,054	206,401,014	19.60%
Core Portfolio	2.46%	1.81%	130,954,445	132,643,020	12.60%
SNAP Fund	2.18%	2.18%	198,954,769	198,954,769	18.90%
Total			\$ 1,049,834,174	\$ 1,052,837,710	100.00%

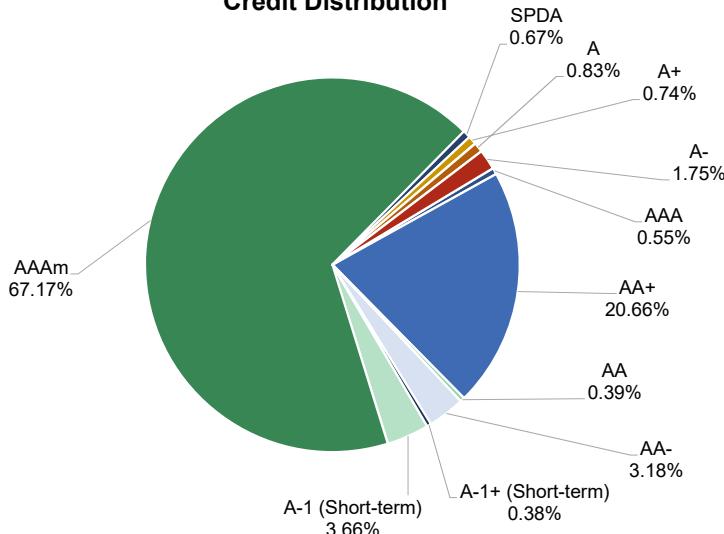
Total Maturity Distribution



Sector Distribution



Credit Distribution



All charts are based on market value as of 9/30/19

This material is for general informational purposes only and is not intended to provide specific advice or a specific recommendation.

Hampton Roads Transportation Accountability Commission
Interest and Investment Income
Inception - September 2019

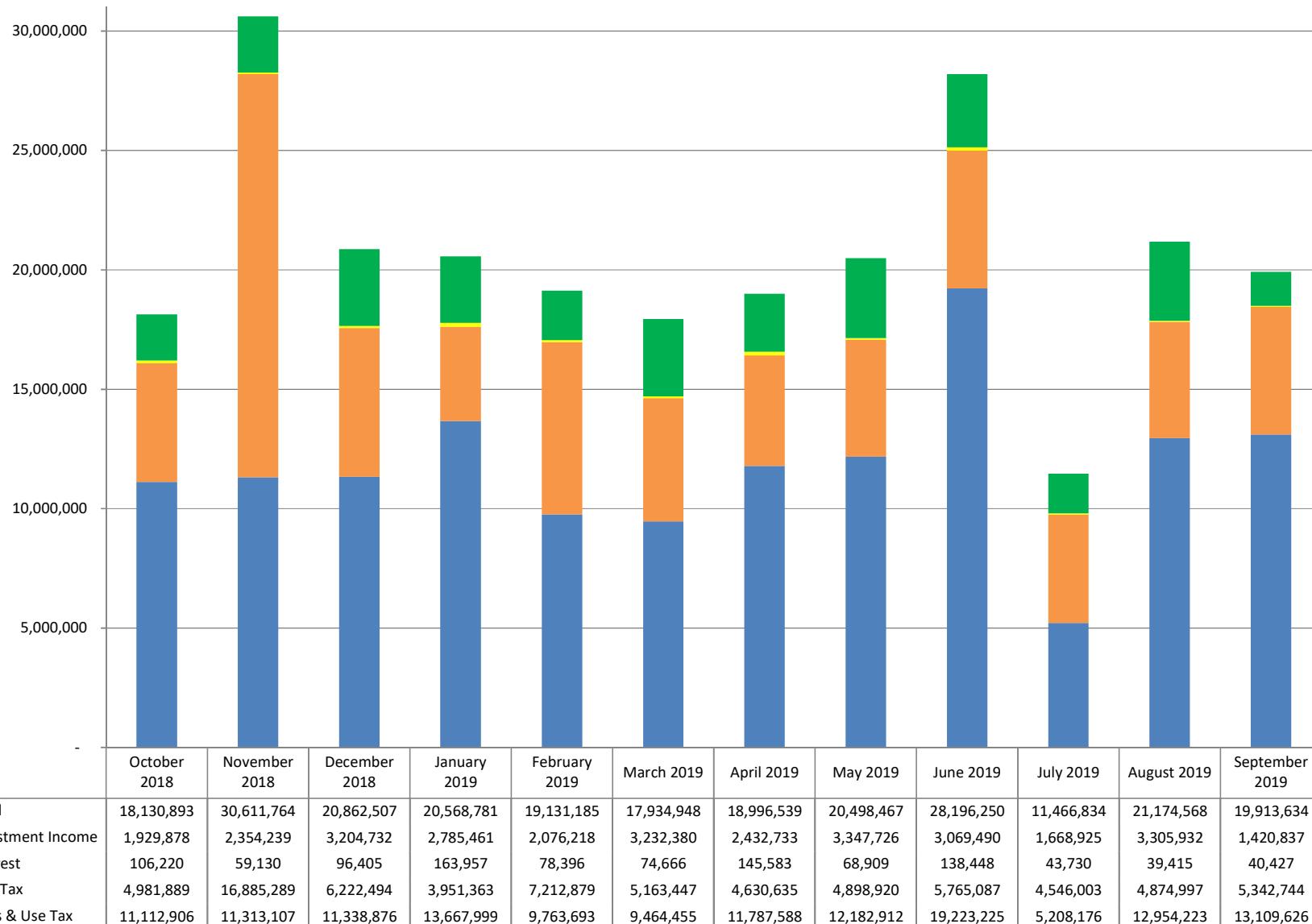
	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	Total
HRTF Interest Income	363,855	1,027,959	272,261	291,738	321,499	1,000,093	123,572	3,400,977
HRTF Investment Income	-	<u>368,310</u>	<u>3,993,773</u>	<u>980,870</u>	<u>8,868,404</u>	<u>29,869,111</u>	<u>6,395,694</u>	<u>50,476,161</u>
Total	363,855	1,396,269	4,266,033	1,272,608	9,189,903	30,869,204	6,519,266	53,877,138

Notes:

"HRTF Interest Income" includes interest from Union Bank money market, sweep, and general accounts, as well as Regional Tax Interest/Interest Refund Adjustments (Oct-Dec 2018 and Jan-Jul 2019).

"HRTF Investment Income" in FY2019 and FY2020 includes income from PFMAM (US Bank) core and enhanced cash, LGIP, and SNAP accounts. FY2014-2018 totals also include income from Sterling and Union Bank.

HRTF Revenue



Notes: November 2018 Wholesale Fuels Tax revenue includes a \$9,865,900 Special Audit Assessment adjustment sourced from vendor audit settlement.

January 2019 Wholesale Fuels Tax revenue includes \$510,330 in adjustments from a Special Audit Assessment and a vendor audit settlement.

February 2019 Wholesale Fuels Tax revenue includes \$806,491 from a vendor audit assessment.

June 2019 Sales & Use Tax includes \$7,424,592 of FY2019 AST Estimated Sales & Use Tax revenue.

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

	Gross Revenue						Expenditures						Cummulative Balance 7/1/13 - 9/30/19	
	Investment			Total			Dept of Tax		Investment		Operating			
	Sales & Use Tax	Fuels Tax	Interest	Income	Bond Proceeds	Total	Projects	Admin Fee	Fees	Bond Expenses	Expenses	Total		
July 2013 - Sept 2018	\$ 661,930,929	\$ 174,574,716	\$ 2,345,692	\$ 19,647,610	\$ 583,270,073	\$ 1,441,769,021	\$ 274,947,323	\$ 626,745	\$ 955,267	\$ 17,842,494	\$ 3,615,946	\$ 297,987,775	1,143,781,246	
October 2018	11,112,906	4,981,889	106,220	1,929,878		18,130,893	16,378,984	-	19,444	2,154,506	73,562	18,626,496	1,143,285,643	
November 2018	11,313,107	16,885,289	59,130	2,354,239		30,611,764	9,747,362	-	18,741	2,154,506	128,615	12,049,224	1,161,848,183	
December 2018	11,338,876	6,222,494	96,405	3,204,732		20,862,507	-	-	19,391	2,154,506	110,984	2,284,881	1,180,425,810	
January 2019	13,667,999	3,951,363	163,957	2,785,461		20,568,781	36,279,132	-	19,417	2,154,506	117,329	38,570,383	1,162,424,207	
February 2019	9,763,693	7,212,879	78,396	2,076,218		19,131,185	8,154,736	-	17,561	2,154,506	170,539	10,497,341	1,171,058,051	
March 2019	9,464,455	5,163,447	74,666	3,232,380		17,934,948	10,179,001	-	19,473	2,154,506	483,343	12,836,323	1,176,156,676	
April 2019	11,787,588	4,630,635	145,583	2,432,733		18,996,539	10,449,817	-	18,871	2,154,506	136,069	12,759,263	1,182,393,951	
May 2019	12,182,912	4,898,920	68,909	3,347,726		20,498,467	52,817,158	-	19,531	2,154,506	275,696	55,266,891	1,147,625,527	
June 2019	19,223,225	5,765,087	138,448	3,069,490		28,196,250	113,857,965	199,933	18,935	2,154,506	396,563	116,627,903	1,059,193,874	
July 2019	5,208,176	4,546,003	43,730	1,668,925		11,466,834	-	-	19,598	2,154,506	46,851	2,220,955	1,068,439,753	
August 2019	12,954,223	4,874,997	39,415	3,305,932		21,174,568	15,335,134	-	19,552	2,154,506	95,288	17,604,480	1,072,009,841	
September 2019	13,109,626	5,342,744	40,427	1,420,837		19,913,634	18,399,487	-	24,310	2,154,506	148,646	20,726,949	1,071,196,526	
Total 12 Months	141,126,785.95	\$ 74,475,748	\$ 1,055,285.54	\$ 30,828,550	\$ -	\$ 247,486,370	291,598,774.80	\$ 199,933	\$ 234,822.94	\$ 25,854,075	\$ 2,183,484	\$ 320,071,090		
Grand Totals	803,057,715	249,050,465	3,400,977	50,476,161	583,270,073	1,689,255,391	566,546,098	826,678	1,190,090	43,696,569	5,799,430	618,058,865		
Less Balance of Encumbered (through FY2026)													(4,065,059,336)	
Total Net Available													(2,993,862,810)	

Notes:

November 2018 Wholesale Fuels Tax revenue includes a \$9,865,900 Special Audit Assessment adjustment sourced from vendor audit settlement.

January 2019 Wholesale Fuels Tax revenue includes \$510,330 in adjustments from a Special Audit Assessment and a vendor audit settlement.

February 2019 Wholesale Fuels Tax revenue includes \$806,491 from a vendor audit assessment.

For audit purposes, the January through June 2019 investment income and bond expenses have been updated to reflect the gain on investments (on bond proceeds) held by the trustee and the full bond interest expense.

June 2019 Department of Taxation Administrative Fee is a \$199,993 fee charged by the Department of Motor Vehicles for fuels tax audit costs.

Table 1 - Total HRTF Revenues

Hampton Roads Transportation Fund (HRTF)

Total of Sales & Use and Fuels Taxes

Fiscal Year 2020

Locality	Total FY2014 - FY2019	Previous FY2020	September 2019	Total YTD FY2020	Total
<i>Chesapeake</i>	\$ 184,375,921	\$ 4,802,252	\$ 3,251,253	\$ 8,053,505	192,429,427
<i>Franklin</i>	10,835,471	357,911	214,928	572,839	11,408,309
<i>Hampton</i>	72,743,305	1,993,342	1,316,825	3,310,167	76,053,473
<i>Isle of Wight</i>	15,714,603	516,454	286,826	803,280	16,517,883
<i>James City</i>	45,631,266	1,271,702	816,506	2,088,208	47,719,475
<i>Newport News</i>	107,563,645	2,749,557	1,939,615	4,689,173	112,252,818
<i>Norfolk</i>	140,592,136	3,696,695	2,682,462	6,379,156	146,971,293
<i>Poquoson</i>	2,611,953	75,003	44,809	119,812	2,731,765
<i>Portsmouth</i>	35,106,389	960,559	631,119	1,591,679	36,698,067
<i>Southampton</i>	5,096,645	168,062	97,555	265,617	5,362,262
<i>Suffolk</i>	50,215,890	1,480,439	967,637	2,448,076	52,663,966
<i>Virginia Beach</i>	268,621,783	7,723,768	5,016,082	12,739,850	281,361,633
<i>Williamsburg</i>	21,444,114	578,952	411,984	990,936	22,435,050
<i>York</i>	45,519,288	1,208,703	774,769	1,983,471	47,502,759
Total	1,006,072,410	27,583,399	18,452,370	46,035,769	1,052,108,180.21
Interest ^a	3,277,405	83,145	40,427	123,572	3,400,977
Investment Income ^b	44,080,467	4,974,857	1,420,837	6,395,694	50,476,161
Bond Proceeds	583,270,073	-	-	-	583,270,073
Total Revenues	1,636,700,355	32,641,402	19,913,634	52,555,036	1,689,255,391
Project Expenses	(532,811,477)	(15,335,134)	(18,399,487)	(33,734,621)	(566,546,097)
DMV & Dept. of Tax Admin Fees	(826,678)	-	-	-	(826,678)
Investment Fees (Sterling&PFMAM)	(1,126,630)	(39,150)	(24,310)	(63,460)	(1,190,090)
Bond Interest Expenses	(37,233,051)	(4,309,013)	(2,154,506)	(6,463,519)	(43,696,569)
Operating Expense	(5,508,645)	(142,139)	(148,646)	(290,784.83)	(5,799,430)
Cash Balance	1,059,193,874	12,815,967	(813,315)	12,002,652	1,071,196,526
Less Balance of Encumbered					(4,065,059,336)
Net Available Cash					(2,993,862,810)
Updated Forecast	1,014,545,038	37,718,412	17,244,686	37,718,412	1,052,263,450
Total Revenue - Forecast (under)/over	(6,195,316)	(10,135,013)	1,207,684	8,317,357	2,122,041

Notes:

^a Includes interest from Union Bank money market, sweep, and general accounts, as well as Regional Tax Interest/Interest Refund Adjustments (Oct - Dec 2018 and Jan-Sept 2019).

^b FY2019 and FY2020 include income from PFMAM (US Bank), LGIP, and SNAP accounts. FY2014-2018 includes income from Sterling and Union Bank.

Table 1A - State Sales & Use Tax

Hampton Roads Transportation Fund (HRTF)

State Sales & Use Tax

Fiscal Year 2020

Locality	Total FY2014 - FY2019	Previous FY2020	September 2019	Total YTD FY2020	Total
<i>Chesapeake</i>	\$ 139,712,883	\$ 3,062,704	\$ 2,286,091	\$ 5,348,796	\$ 145,061,678
<i>Franklin</i>	5,947,627	121,966	89,518	211,484	6,159,111
<i>Hampton</i>	54,326,862	1,205,718	859,247	2,064,965	56,391,826
<i>Isle of Wight</i>	8,875,532	265,365	149,991	415,356	9,290,888
<i>James City</i>	38,405,097	896,325	631,692	1,528,017	39,933,114
<i>Newport News</i>	84,786,312	1,886,815	1,442,512	3,329,326	88,115,638
<i>Norfolk</i>	112,635,165	2,529,275	1,959,882	4,489,157	117,124,322
<i>Poquoson</i>	1,826,727	47,565	30,368	77,933	1,904,661
<i>Portsmouth</i>	24,594,191	558,274	395,178	953,451	25,547,643
<i>Southampton</i>	2,242,889	52,886	34,569	87,455	2,330,344
<i>Suffolk</i>	32,952,471	762,000	545,208	1,307,208	34,259,679
<i>Virginia Beach</i>	214,046,261	5,535,342	3,781,603	9,316,945	223,363,206
<i>Williamsburg</i>	16,782,386	417,957	319,179	737,136	17,519,522
<i>York</i>	34,651,287	820,207	584,589	1,404,796	36,056,083
Total	\$ 771,785,689	\$ 18,162,400	\$ 13,109,626	\$ 31,272,026	\$ 803,057,715
Updated Forecast	767,771,042	15,702,509	11,703,146	27,405,655	795,176,697
Diff(under)/over	4,014,647	2,459,891	1,406,480.38	3,866,371	7,881,018

Table 1B - Local Fuels Tax

Hampton Roads Transportation Fund (HRTF)

Local Fuels Tax

Fiscal Year 2020

Locality	Total FY2014 - FY2019	Previous FY2020	September 2019	Total YTD	FY2020	Total
<i>Chesapeake</i>	\$ 44,663,038	\$ 1,739,548	\$ 965,162	\$ 2,704,710	\$ 47,367,748	
<i>Franklin</i>	4,887,844	235,945	125,410	361,354		5,249,198
<i>Hampton</i>	18,416,444	787,624	457,578	1,245,202		19,661,646
<i>Isle of Wight</i>	6,839,071	251,089	136,836	387,924		7,226,996
<i>James City</i>	7,226,169	375,377	184,814	560,191		7,786,360
<i>Newport News</i>	22,777,335	862,742	497,104	1,359,846		24,137,181
<i>Norfolk</i>	27,956,971	1,167,420	722,580	1,890,000		29,846,971
<i>Poquoson</i>	785,224	27,438	14,441	41,879		827,103
<i>Portsmouth</i>	10,512,198	402,286	235,942	638,227		11,150,425
<i>Southampton</i>	2,853,757	115,176	62,986	178,162		3,031,918
<i>Suffolk</i>	17,263,419	718,438	422,429	1,140,867		18,404,286
<i>Virginia Beach</i>	54,575,522	2,188,426	1,234,479	3,422,905		57,998,427
<i>Williamsburg</i>	4,661,728	160,996	92,805	253,800		4,915,529
<i>York</i>	10,868,001	388,496	190,179	578,676		11,446,676
Total	234,286,721	9,420,999.98	5,342,743.79	14,763,744		249,050,465
Updated Forecast	245,900,003	4,771,217	5,541,540	10,312,757		256,212,760
Diff(under)/over	(11,613,282)	4,649,783	(198,796)	4,450,987		(7,162,295)

Table 2 - Allocations

Hampton Roads Transportation Fund (HRTF)
Allocations
Fiscal Year 2020

Project	Total FY2014 - FY2019	Previous FY2020	September 2019	Total YTD	FY2020	Total
<i>I-64 Peninsula Widening</i>						
<i>UPC 104905 - Segment 1 - Construction</i>	\$ 14,000,000	\$ (2,391,615)	\$ -	\$ (2,391,615)	\$ 11,608,385	
<i>UPC 106665 - Segment 2 - PE/ROW/Construction</i>	175,832,897	-	-	-		175,832,897
<i>UPC 109790/106689 - Segment 3 - PE</i>	10,000,000	-	-	-		10,000,000
<i>UPC 109790/106689 - Segment 3 - Construction</i>	112,893,996	-	-	-		112,893,996
<i>I-64/264 Interchange Improvement</i>						
<i>UPC 57048/108042 - Phase I - PE/ROW</i>	15,071,063	-	-	-		15,071,063
<i>UPC 57048/108042 - 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 & ROW</i>	10,000,000	-	-	-		10,000,000
<i>I-64 Southside Widening/High-Rise Bridge</i>						
<i>UPC 106692 - Phase I - PE</i>	12,200,000	-	-	-		12,200,000
<i>UPC 106692/108990 - Phase I - ROW/Construction</i>	419,756,220	-	-	-		419,756,220
<i>I-64 HRBT Expansion Project</i>		-				
<i>UPC 115008 - I-64 HRBT Expansion Project D-B Contract</i>	3,004,569,251	-	-	-		3,004,569,251
<i>UPC 115009 - I-64 HRBT Expansion Project Owners Oversight</i>	548,900,330	-	-	-		548,900,330
<i>HRCS Preferred Alternative Refinement - HRBT</i>						
<i>UPC 110577 - SEIS</i>	30,000,000	-	-	-		30,000,000
<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	\$ 4,633,997,048	\$ (2,391,615)	\$ -	\$ (2,391,615)	\$ 4,631,605,433	

Table 3 - Expenditures

Hampton Roads Transportation Fund (HRTF)
Expenditures
Fiscal Year 2020

Project	Total FY2014 - FY2019	Previous FY2020	September 2019	Total YTD	FY2020	Total
<i>I-64 Peninsula Widening</i>						
<i>UPC 104905/111926 - Segment 1 - PE/Construction</i>	\$ 11,608,384	\$ -	\$ -	\$ -	\$ -	\$ 11,608,384
<i>UPC 106665 - Segment 2 - PE/ROW/Construction</i>	152,522,993	-	39,599	39,599	\$ 152,562,592	
<i>UPC 109790/106689 - Segment 3 - PE</i>	5,141,294	-	5,395	5,395	\$ 5,146,690	
<i>UPC 109790/106689 - Segment 3 - Construction</i>	-	-	-	-	-	
<i>I-64/264 Interchange Improvement</i>						
<i>UPC 57048/108042 - Phase I - PE/ROW</i>	15,071,063	-	-	-	15,071,063	
<i>UPC 57048/108042 - Phase I - Construction</i>	107,384,764	-	19,745	19,745	107,404,509	
<i>UPC 17630/108041 - Phase II - PE/ROW</i>	47,959,987	-	7,777	7,777	47,967,764	
<i>UPC 17630/108041 - Phase II - Construction</i>	-	-	-	-	-	
<i>UPC 106693 - Phase III - PE & ROW</i>	1,855,504	-	7,628	7,628	1,863,131	
<i>I-64 Southside Widening/High-Rise Bridge</i>						
<i>UPC 106692 - Phase I - PE</i>	12,189,098	-	-	-	12,189,098	
<i>UPC 106692/108990 - Phase I - ROW/Construction</i>	51,667,159	-	1,121,069	1,121,069	52,788,229	
<i>I-64 HRBT Expansion Project</i>						
<i>UPC 115008 - I-64 HRBT Expansion Project D-B Contract</i>	82,836,930	15,305,232	17,192,587	32,497,819	115,334,749	
<i>UPC 115009 - I-64 HRBT Expansion Project Owners Oversight</i>	11,570,087	29,902	-	29,902	11,599,988	
<i>HRCS Preferred Alternative Refinement - HRBT</i>						
<i>UPC 110577 - SEIS</i>	28,685,064	-	1,291	1,291	28,686,354	
<i>460/58/13 Connector Study - UPC 106694 - PE</i>	1,095,368	-	-	-	1,095,368	
<i>Bowers Hill Interchange Study - UPC 111427</i>	1,756,331	-	4,396	4,396	1,760,728	
<i>HR Regional Connector Study - HRTPO</i> <i>(Remaining Projects of Third Crossing)</i>	1,467,451	-	-	-	1,467,451	
Total	\$ 532,811,477	\$ 15,335,134	\$ 18,399,487	\$ 33,734,621	\$ 566,546,097	

Table 3A - Bond-Reimbursed Expenditures

Hampton Roads Transportation Fund (HRTF)
Bond Reimbursements
Fiscal Year 2020

Project	Total FY2014 - FY2019	Previous FY2020	September 2019	Total YTD FY2020	Total
<i>I-64 Peninsula Widening</i>					
UPC 104905/111926 - Segment 1 - PE/Construction	\$ 10,063,882	\$ -	\$ -	\$ -	\$ 10,063,882
UPC 106665 - Segment 2 - PE/ROW/Construction	152,522,993	-	-	-	152,522,993
UPC 109790/106689 - Segment 3 - PE	5,141,294	-	-	-	5,141,294
UPC 109790/106689 - Segment 3 - Construction	-	-	-	-	-
<i>I-64/264 Interchange Improvement</i>					
UPC 57048/108042 - Phase I - PE/ROW	15,071,063	-	-	-	15,071,063
UPC 57048/108042 - Phase I - Construction	107,384,764	-	-	-	107,384,764
UPC 17630/108041 - Phase II - PE/ROW	47,959,987	-	-	-	47,959,987
UPC 17630/108041 - Phase II - Construction	-	-	-	-	-
UPC 106693 - Phase III - PE & ROW	-	-	-	-	-
<i>I-64 Southside Widening/High-Rise Bridge</i>					
UPC 106692 - Phase I - PE	12,189,098	-	-	-	12,189,098
UPC 106692/108990 - Phase I - ROW/Construction	51,667,159	-	-	-	51,667,159
<i>I-64 HRBT Expansion Project</i>					
UPC 115008 - I-64 HRBT Expansion Project D-B Contract	-	-	-	-	-
UPC 115009 - I-64 HRBT Expansion Project Owners Oversight	-	-	-	-	-
<i>HRCS Preferred Alternative Refinement - HRBT</i>					
UPC 110577 - SEIS	-	-	-	-	-
<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	\$ 402,000,240	\$ -	\$ -	\$ -	\$ 402,000,240

Table 3B - Non-Bond Reimbursed Expenditures

Hampton Roads Transportation Fund (HRTF)
Expenditures
Fiscal Year 2020

Project	Total FY2014 - FY2019	Previous FY2020	September 2019	Total YTD	FY2020	Total
<i>I-64 Peninsula Widening</i>						
UPC 104905/111926 - Segment 1 - PE/Construction	\$ 1,544,502	\$ -	\$ -	\$ -	\$ -	\$ 1,544,502
UPC 106665 - Segment 2 - PE/ROW/Construction	-	-	39,599	39,599	39,599	39,599
UPC 109790/106689 - Segment 3 - PE	-	-	5,395	5,395	5,395	5,395
UPC 109790/106689 - Segment 3 - Construction	-	-	-	-	-	-
<i>I-64/264 Interchange Improvement</i>						
UPC 57048/108042 - Phase I - PE/ROW	-	-	19,745	19,745	19,745	19,745
UPC 57048/108042 - Phase I - Construction	-	-	-	-	-	-
UPC 17630/108041 - Phase II - PE/ROW	-	-	7,777	7,777	7,777	7,777
UPC 17630/108041 - Phase II - Construction	-	-	-	-	-	-
UPC 106693 - Phase III - PE & ROW	1,855,504	-	7,628	7,628	7,628	1,863,131
<i>I-64 Southside Widening/High-Rise Bridge</i>						
UPC 106692 - Phase I - PE	-	-	1,121,069	1,121,069	1,121,069	1,121,069
UPC 106692/108990 - Phase I - ROW/Construction	-	-	-	-	-	-
<i>I-64 HRBT Expansion Project</i>						
UPC 115008 - I-64 HRBT Expansion Project D-B Contract	82,836,930	15,305,232	17,192,587	32,497,819	115,334,749	
UPC 115009 - I-64 HRBT Expansion Project Owners Oversight	11,570,087	29,902	-	29,902	11,599,988	
<i>HRCS Preferred Alternative Refinement - HRBT</i>						
UPC 110577 - SEIS	28,685,064	-	1,291	1,291	28,686,354	
<i>460/58/13 Connector Study - UPC 106694 - PE</i>	1,095,368	-	-	-	-	1,095,368
<i>Bowers Hill Interchange Study - UPC 111427</i>	1,756,331	-	4,396	4,396	1,760,728	
<i>HR Regional Connector Study - HRTPO (Remaining Projects of Third Crossing)</i>	1,467,451	-	-	-	-	1,467,451
Total	\$ 130,811,236	\$ 15,335,134	\$ 18,399,486.96	\$ 33,734,621	\$ 164,545,857	



October 2019 Project Report

I-64 HAMPTON ROADS BRIDGE-TUNNEL EXPANSION

Proj. No. 0064-M06-032
Report #7



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Issue date: November 16, 2019

1. Executive Summary

1.1 Reporting Period

This report, prepared by the Virginia Department of Transportation (the Department), provides an overview of accomplishments and activities for the Hampton Roads Bridge-Tunnel Expansion project (the Project) from September 22, 2019 – October 19, 2019. The Design-Builder for the Project is Hampton Roads Connector Partners (HRCP), a consortium that includes Dragados, Vinci, Flatiron, and Dodin Campenon Bernard.

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

1.2 Project Accomplishments

During this reporting period, the following project accomplishments were recorded:

- HRCP met with the United States Coast Guard (USCG) and members of the Virginia Maritime Association (VMA) on October 17, 2019, to gain clarity on specifics needed to support Section 408 application materials slated for submittal in late November 2019.
- The USACE issued their Public Notice (PN) on September 24, 2019 for the proposed HRBT improvements and impacts, as described in the JPA. The PN period will conclude on October 24, 2019.

1.3 Priorities

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

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

1.4 Schedule

Schedule updates for this reporting period include:

- Limited Notice to Proceed 1 (LNTP1) completion milestone was achieved on September 24, 2019.
- LNTP2 and LNTP3 were issued to HRCP on September 25, 2019.



- Notice to Proceed (NTP) will be issued following receipt of the project's Corps of Engineers, Virginia DEQ, and VMRC permits.
- Final completion remains as scheduled for November 1, 2025.
- Approximately 8% of the contract time has progressed to date.

1.5 Budget and Cost

The budget and cost updates for this reporting period are as follows:

- Project budget overview (through October 2019 payment application):

Total project budget:	\$3,861,997,227
Total charges for efforts to date:	\$138,209,149
Remaining project budget:	\$3,723,788,078

- Design-build contract overview (through October 2019 payment application):

Total contract amount:	\$3,299,997,227
Total charges for efforts to date:	\$126,230,124
Total work orders:	\$0

- Design-build progress to date (through October 2019 payment application):

Overall:	3.83%
Mobilization:	10.81%
General Requirements (incl. Project Management):	2.98%
Design:	27.75%
Physical Progress:	0%

1.6 Environmental Management

During this reporting period, HRCP took the following steps towards obtaining environmental clearances covering the roadway, bridge, and tunnel construction and permit acquisition for the main project:

- The USACE public notice associated with the JPA submittal was posted on September 24, 2019 and will conclude on October 24, 2019.
- HRCP conducted a post-JPA submission meeting on October 1, 2019 with the permitting agencies to answer any immediate questions and get any initial agency feedback on the application.

- On October 17, 2019 a Section 408 meeting was held with maritime stakeholders and the HRCP team to gain clarity on specifics needed to support Section 408 materials slated for submittal in late November 2019.
- Landside and marine geotechnical exploration work have begun; borings in wetlands are anticipated to occur in late October.
- HRCP developed a draft Letter of Authorization (LOA) that was submitted for VDOT review on October 15, 2019. The LOA is scheduled to be submitted to NOAA as part of the process associated with the Marine Mammal Protection Act.
- Comments were received from the Virginia Department of Game and Inland Fisheries (VDGIF) on the Colonial Nesting Bird Hazing Plan and are being addressed by HRCP and VDOT cooperatively before resubmission to DGIF in late October.
- HRCP continues to coordinate with VDOT regarding the preparation of paving plans for the South Island to include Erosion and Sediment Control (ESC) plans, updates to the SWPPP, and modification to the Construction General Permit (VAR10L793).

1.7 Quality

Quality updates for this reporting period include:

- HRCP's Design Quality Management Plan has been reviewed and conditionally approved. HRCP's updated Quality Management System Plan was reviewed and returned for revision and resubmittal.
- The Quality Auditing Program has been established for VDOT to audit HRCP. Audits of design submissions are scheduled to begin October 28.

1.8 Operations

The following operations activities took place during this reporting period:

- Shoulder closures and lane closures were conducted for geotechnical exploration, survey, and utility locating efforts.
- Tunnel lane closures were performed to complete maintenance and adjustments to the previously installed instrumentation and monitoring equipment.
- Corridor-wide field work was performed for drainage structure cleanouts, wetland delineations, ITS field review, and noise study data collection.
- Marine geotechnical explorations began on October 2, 2019.

1.9 Safety

Safety procedures and activities during this reporting period include:

- Daily safety meetings are held on site with all staff working on site present.
- All personnel are urged to use caution entering/exiting the tunnel islands, be aware of traffic conditions and have an adequate gap in traffic to accelerate safely into the travel lane.
- Safety orientations and trainings are ongoing.
- On October 10, 2019 the marine operations vessel, RAM XV, scraped the Eastbound Trestle for approximately 30 feet. There was no structural damage, but minor repairs were required to the trestle railing, concrete, and a light pole. Hydraulic fluid leaked onto the vessel. HRCP investigated the incident and implemented corrective and preventative actions.

1.10 DBE & SWAM Business Activities

The following DBE & SWAM Business Activities occurred during this reporting period:

- City of Hampton's Small Business Resource Fair on September 25, 2019
- VDOT's Transportation DBE Advisory Council's 2019 Picnic on October 5, 2019

1.11 Public Outreach

Public outreach updates for this reporting period are as follows:

- Members of VDOT's HRBT Expansion Team have participated in more than 50 outreach events to date.
- Of specific note in this period, the following project updates were provided:
 - SERTOMA Club of Norfolk
 - Structural Engineering Institute (SEI) Norfolk Chapter of ASCE
 - Old Dominion Chapter of the American Society of Highway Engineers
 - VDOT's Statewide Operations Workshop
 - East Ocean View Civic League
 - Willoughby Civic League
 - Ocean View Task Force

2. Project Accomplishments

2.1 Overview and Look Ahead

Milestones

The LNTP1 completion milestone was achieved on September 24, 2019. LNTP2 and LNTP3 were issued to HRCP on September 25, 2019.

Project Management Plans

HRCP is currently developing Project Management Plans and a Risk Management Plan to support a timely, quality project delivery.

Geotechnical Investigation

The Department granted an extension of the Scope Validation Period for geotechnical investigations in Norfolk until November 5, 2019. The extension was based on receipt of the Determination of No Hazard from the Federal Aviation Administration (FAA) on August 7, 2019. Landside drilling and laboratory testing for soil classification in Norfolk and Hampton is ongoing.

Environmental Permitting

A major milestone was achieved with the submission of the JPA on August 30, 2019. Subsequently, the USACE public notice was posted on September 24, 2019 and will conclude on October 24, 2019. HRCP conducted a post-JPA submission meeting on October 1, 2019 with the permitting agencies to answer any immediate questions and get any initial feedback on the application. HRCP is anticipating a two to three-month period of responding to agency and public comments and providing additional information to satisfy those inquiries.

Third Party Coordination

Post-award coordination with the U.S. Navy and the Federal Highway Administration (FHWA) started in April and is ongoing. FHWA participates in weekly coordination meetings with VDOT and HRCP.

3. Project Schedule

3.1 Schedule Status

Baseline Schedule

The Baseline Schedule has been accepted as the Schedule of Record. The current longest path for the project remains through the boring of the two new tunnels beginning with the design, permitting, and construction of the South Island Portal.

Permitting Schedule

The Project's USACE, Virginia Department of Environmental Quality (DEQ) and Virginia Marine Resources Commission (VMRC) permits include multiple administrative documents, including the Coastal Zone Management (CZM) consistency determination, the USACE Section 404/10 permit, USACE Section 408 Permission Letter, the VDEQ water protection permit, and the VMRC subaqueous land permit.

Following a late August submission of the final JPA documents, and supplemental information in early September, USACE issued their public notice on September 24, 2019. The USACE public comment period will conclude on October 24, 2019. HRCP is maintaining their goal of obtaining USACE, DEQ, and VMRC permits by April 2020, in addition to the USCG permit(s) for bridge construction.

Key Dates

The following table depicts key milestone dates outlined in the contract requirements. HRCP's submitted Baseline Schedule reflects the early stages of HRCP's planning sequence and will be substantially refined and further detailed as the design advances. This table will be updated to reflect these dates and used as a benchmark to track milestone achievements.

Key Dates	Contract Requirement	Schedule of Record Dates	October 2019 Update	Actual
LNTP1		April 12, 2019	April 12, 2019	April 12, 2019
LNTP1 Completion Milestone		September 25, 2019	September 23, 2019	September 24, 2019
LNTP2		September 29, 2019	September 25, 2019	September 25, 2019
LNTP3		October 9, 2019	September 25, 2019	September 25, 2019
NTP		October 10, 2020	September 30, 2020	
Substantial Completion	September 1, 2025	July 18, 2025	June 28, 2025	
Final Completion	November 1, 2025	November 1, 2025	October 12, 2025	

3.2 Longest Path

The longest-path activities for the Project schedule include:

- LNTP1 Completion Milestone
- Design of South Portal
- Construction of the South Island launching pit for the Tunnel Boring Machine (TBM)
- Assembly of the TBM
- TBM mining of the new tunnels
- Finishes in the tunnels
- Commissioning and integration tests for the tunnels

3.3 Impact Analysis

Several elements of work are near-critical and could affect Project progress if they are not addressed diligently. The Department and HRCP are closely monitoring these activities.

The following work elements have been identified as near critical, meaning there is less than one month of float in the Baseline Schedule:

- JPA Process
- Design and construction of permit-dependent structures at Oastes Creek and Bay Avenue
- Bored tunnel design
- Space proofing report for the TBM
- Manufacturing tunnel segments

Achieving the public-notice milestone for the project's joint permit application allowed LNTP2 and LNTP3 to be issued. LNTP2 enables procurement of the TBM, while LNTP3 allows commencement of construction work for the launching pit and ground improvement on South Island. Receipt of the project's Corps of Engineers, Virginia DEQ and VMRC permits will allow full NTP for the Project.



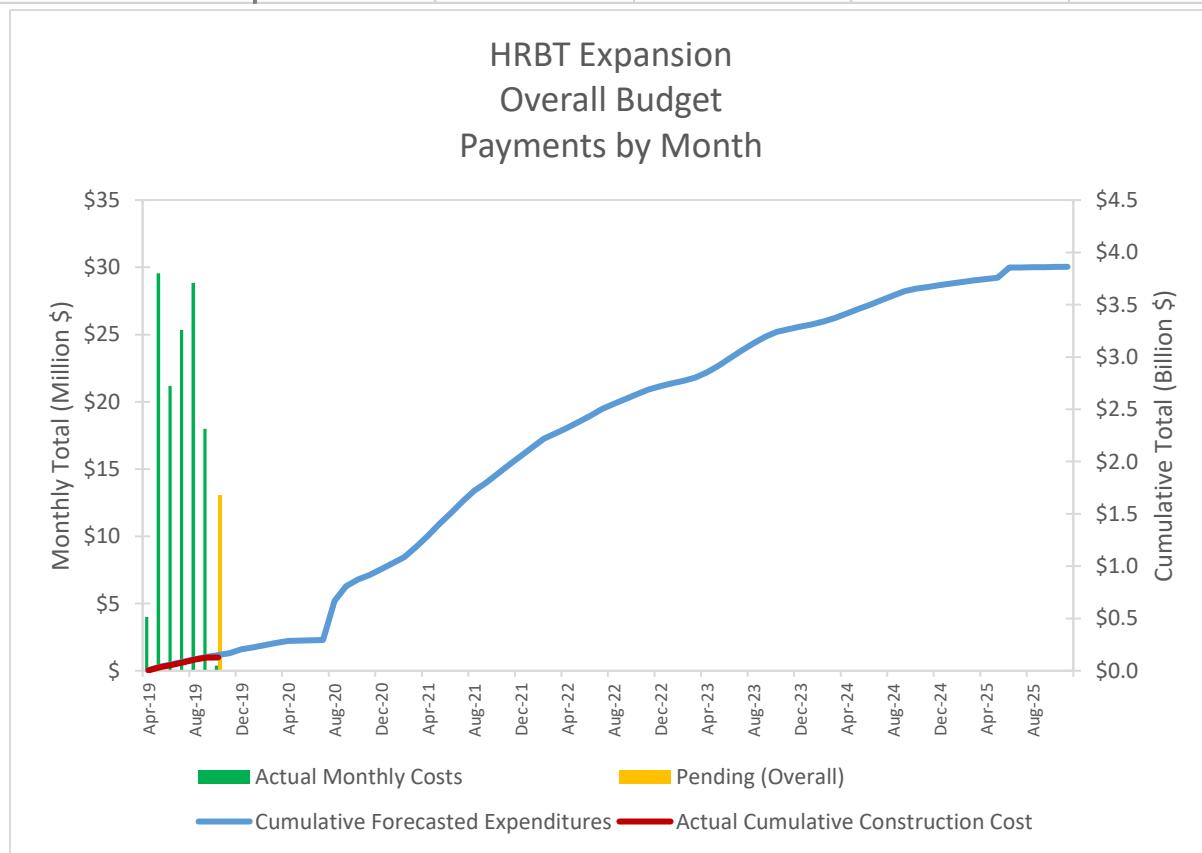
4. Budget and Cost

4.1 Overall Budget

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

Amounts this period reflects payouts for Construction, Engineering Administration, Right of Way, and Contingency between September 22, 2019 – October 19, 2019.

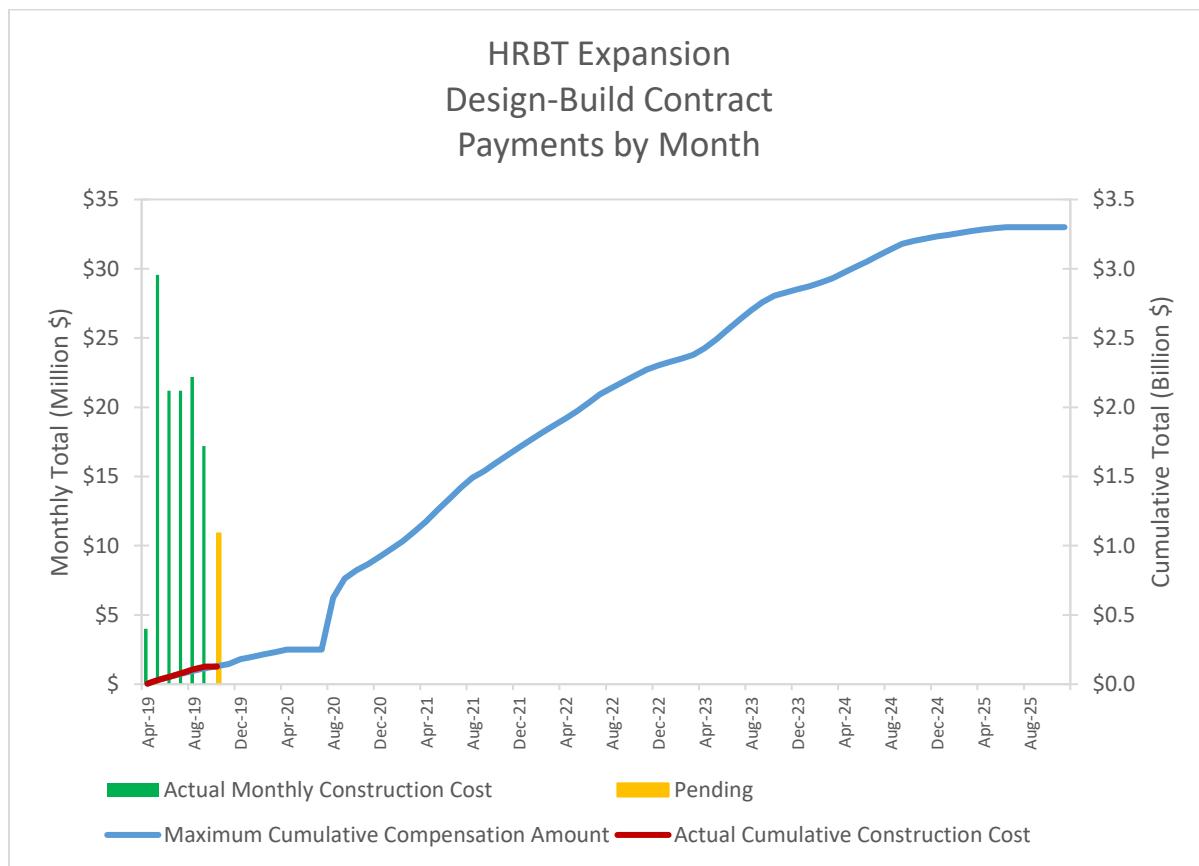
	Amount this period:	Total to Date:	Total Budget:	Total Remaining Budget:	Percent Spent To-date:
<u>Comprehensive Agreement</u>					
Construction	\$0.00	\$115,334,749.16	\$3,299,997,227.19	\$3,184,662,478.03	3.49%
<u>Owner Costs</u>					
Administration	\$355,188.01	\$1,650,812.85	\$122,000,000.00	\$120,349,187.15	1.35%
Right of Way	\$23,847.99	\$6,328,211.58	\$15,000,000.00	\$8,671,788.42	42.19%
No-Excuses Incentive	\$0.00	\$0.00	\$90,000,000.00	\$90,000,000.00	0.00%
Contingency	\$0.00	\$4,000,000.00	\$335,000,000.00	\$331,000,000.00	1.19%
Total	\$379,036.00	\$127,313,773.59	\$3,861,997,227.19	\$3,734,683,453.60	3.30%



4.2 Design-Build Cost Status

The construction budget and planned cost have been established based on the maximum cumulative compensation amount. For this period, the following tasks are associated with the invoiced expenditures (actual construction cost):

- Project management
- Design surveys
- Environmental permitting
- Geotechnical investigation
- Design work for permitting



4.3 Budget by Funding Source

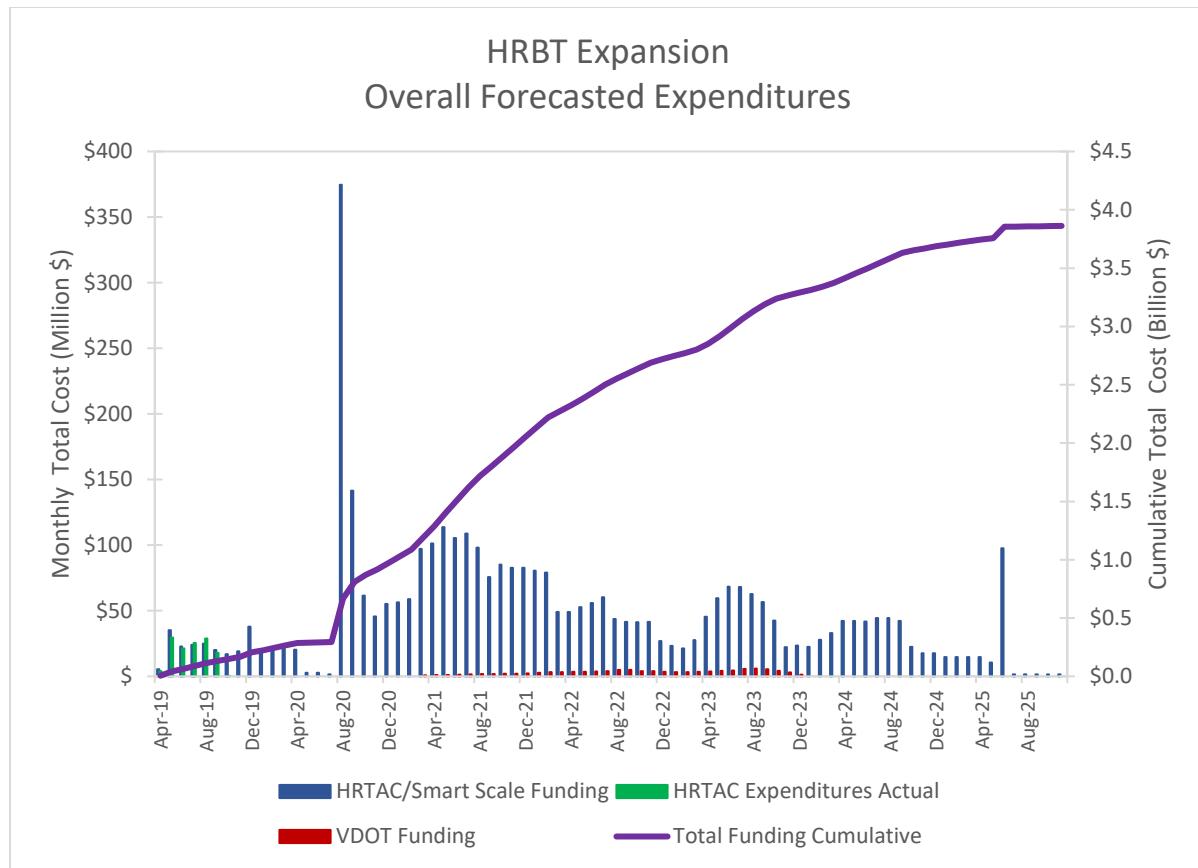
The budget for expenditures by funding source is based on the terms and conditions of Article 3 (Project Funding) and Exhibit 5 of the PAFA. This section outlines planned expenditures by both HRTAC and VDOT. The cost curve has been developed based on the monthly maximum cumulative compensation amount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

4.3.1 HRTAC and Smart Scale

	Amount this period:	Total to Date:	Total Budget Including Smart Scale:	Total Remaining Budget:	Percent Spent To-date:
<u>Comprehensive Agreement</u>					
Construction	\$0.00	\$115,334,749.16	\$3,204,569,251.14	\$3,089,234,501.98	3.60%
<u>Owner Costs</u>					
Administration	\$355,188.01	\$1,650,812.85	\$118,472,054.00	\$116,821,241.15	1.39%
Right of Way	\$23,847.99	\$6,328,211.58	\$15,000,000.00	\$8,671,788.42	42.19%
No-Excuses Incentive	\$0.00	\$0.00	\$90,000,000.00	\$90,000,000.00	0.00%
Contingency	\$0.00	\$4,000,000.00	\$325,428,276.00	\$321,428,276.00	1.23%
Total	\$379,036.00	\$127,313,773.59	\$3,753,469,581.14	\$3,626,155,807.55	3.39%

4.3.2 VDOT

	Amount this period:	Total to Date:	Total Budget:	Total Remaining Budget:	Percent Spent To-date:
<u>Comprehensive Agreement</u>					
Construction	\$0.00	\$0.00	\$95,427,976.00	\$95,427,976.00	0.00%
<u>Owner Costs</u>					
Administration	\$0.00	\$0.00	\$3,527,946.00	\$3,527,946.00	0.00%
Right of Way	\$0.00	\$0.00	\$0.00	\$0.00	0.00%
No-Excuses Incentive	\$0.00	\$0.00	\$0.00	\$0.00	0.00%
Contingency	\$0.00	\$0.00	\$9,571,724.00	\$9,571,724.00	0.00%
Total	\$0.00	\$0.00	\$108,527,646.00	\$108,527,646.00	0.00%



4.4 Contingency

- 0 work orders to date
- \$0 material price adjustments (asphalt, steel, & fuel) to date

5. Environmental Management

Following the major milestone of submitting the JPA on August 30, 2019, the USACE public notice was posted on September 24, 2019 and will conclude on October 24, 2019. HRCP conducted a post-JPA submission meeting on October 1, 2019 with the permitting agencies to obtain initial agency comments and observations on the JPA. HRCP is anticipating two to three months will be necessary to respond to agency and public comments, to provide additional information necessary to satisfy those inquiries, and to deem the application complete. A Section 408 meeting was held with maritime stakeholders and the HRCP team on October 17, 2019 to gain clarity on specifics needed to support Section 408 application materials slated for submittal in late November 2019.

Additional HRCP activities included meetings to discuss methodologies for culvert cleanout activities, development of a Forest Sample plan intended to quantify tree clearing and tree replacement efforts for the project, and initiation of marine/wetland boring activities approved in the NWP6/33. Borings located within wetlands are anticipated to begin at the end of October 2019.

HRCP has also been coordinating with VDOT regarding the preparation of a Letter of Authorization (LOA) request with anticipated submittal to NOAA in November 2019, updates to the South Island Bird Hazing Plan, paving plans for the South Island that include Erosion and Sediment Control (ESC) plans, updates to the SWPPP, and modification to the Construction General Permit (VAR10L793).

6. Operations

Field activities continued this period to support scope validation and early design efforts. Shoulder closures and lane closures were conducted for geotechnical exploration, survey, and utility locating work. Tunnel lane closures were performed to complete maintenance and adjustments to the previously installed instrumentation and monitoring program. Corridor-wide field work was also performed for drainage structure cleanouts, wetland delineations, ITS field review, and noise study data collection.

An Incident Management Coordination meeting was held on September 23, 2019 that included representatives from Norfolk Fire and Rescue as well as the VDOT Incident Management Coordinator. This will be a monthly meeting to review the current project design and begin planning for response to incidents throughout the corridor during construction.

Marine geotechnical explorations began on October 2, 2019. Two self-propelled lift boats, each carrying a crew of eight, were mobilized to begin collection of geotechnical samples to support the design of the new tunnel, island expansion, and bridge work. The program includes more than 400 borings and other tests and is expected to last through February 2020. Additional vessels will be deployed to complete the program.



Preparations began for paving of the South Island to fulfill the requirements of the Bird Management Plan. Installation of erosion and sediment control devices is complete, and vegetation removal and grading activities have started. The paving is scheduled to begin following completion of these activities, with paving performed in November.

Coordination with Hampton University continues under the terms of the Memorandum of Understanding (MOU) in order to secure access to Hampton University property to complete soil borings, survey, utility locates, noise analysis, and other tasks required to complete the design.

A weekly coordination call with the Hampton Roads Harbor Tunnels (HRHT) Facility Manager, who is responsible for operations at the HRBT, continues in order to communicate ongoing project work as well as coordinate upcoming planned work at the facility.

The weekly coordination meeting between VDOT and HRCP continues in order to provide a lookahead of upcoming field activities and ensure concurrent activities are properly coordinated. All field work and traffic impacts are being reported through VDOT's Lane Closure Advisory Management System (LCAMS), which provides a method to coordinate traffic operations across the region.

7. DBE & SWaM Business Activities

During the reporting period, VDOT approved HRCP's DBE/SWaM Utilization Plan detailing the Design-Builder's policies and procedures for DBE and SWaM participation and compliance on the project. The Plan is a significant step in determining how HRCP will demonstrate good faith efforts to achieving the established 12% DBE and 20% SWaM goals in the contract.

To date, the Contractor has executed 48 DBE/SWaM subcontracts and purchase orders in various disciplines. Both HRCP and VDOT met with small businesses interested in participating on the project and learning about available opportunities in design, construction, and procurement.

VDOT participated as an exhibitor at the City of Hampton's Small Business Resource Fair held on September 25 meeting with firms interested in contracting opportunities within the Hampton Roads District, including the HRBT Expansion Project. The team met with several firms that had not attended the recent outreach held in early September.

HRCP attended VDOT's Transportation DBE Advisory Council's 2019 Picnic on October 5 at the Business Opportunity Workforce Development Center (BOWD) located in Sandston, VA. It provided an opportunity for small businesses to network with primes and other industry leaders in a more social and relaxed environment.



Tinh Phan, VA Asian Chamber of Commerce (VACC);
Amy Wight, Governor's Office; My Lan Tran, VACC



My Lan Tran, VACC; Sheryl Correia, HRCP; Malcolm Kates, HRCP; Joseph Carter, DBE

In an effort to implement HRCP's Workforce Utilization Plan, talks are underway to host a Workforce Development Event and a Community Roundtable in collaboration with VDOT to further enhance workforce and small business initiatives for the Project. As a result, HRCP has initiated meetings with Hampton University, Hampton Roads Workforce Council, and VDOT's BOWD Center to discuss pipeline strategies for training and recruiting critical professional and construction-type positions for the project.

VDOT and HRCP have also begun planning for the Bonding Education Program (BEP) hosted by the USDOT's Small Business Transportation Resource Center in partnership with the NC Institute for Minority Economic Development. A full Stakeholders Meeting will be held in late October. HRCP will be the lead Contractor and VDOT will host the two-week training and education program for interested small businesses in the region.

VDOT's Civil Rights Manager and HRCP's DBE/SWaM Manager continued to discuss compliance activities and reporting requirements to include EEO form submissions and certified payrolls.

8. Public Outreach

Public outreach for the HRBT Expansion Project between mid-September and mid-October included presentations to a combination of civic leagues, a service organization, a VDOT workshop and professional engineers gathering.

HRBT Expansion Project Director Jim Utterback shared details of the project with the SERTOMA Club of Norfolk on October 2, 2019.



Other presentations:

- Commercial Manager Martha Gross presented at the Structural Engineering Institute (SEI) Norfolk Chapter of ASCE's Fall Technical Seminar in Virginia Beach on October 9.



- Engineering Manager Frank Fabian was invited to address the Old Dominion chapter of the American Society of Highway Engineers in Richmond on October 10.
- Operations Manager Bradley Weidenhammer briefed the project at VDOT's statewide Operations Workshop in Suffolk on October 10.



- Communications Manager Paula Miller spoke to the East Ocean View Civic League on October 3 and to Willoughby Civic League in Norfolk on October 10. This was Willoughby's seventh project presentation since May 2017.
- Miller and HRCP's Communications Manager, Steve Meyers, also provided a project update to the Ocean View Task Force on October 17.

9. Project Media

VDOT HRBT Expansion Communications issued a news release about the start of marine borings between Hampton and Norfolk on October 3, 2019. The focus was on two large lift boats that are expected to attract a lot of attention while they are working near the north and south islands of the HRBT until early 2020. Smaller vessels are working near Mason and Oastes Creeks.

The story received attention from the Virginian-Pilot and Daily Press newspapers:

<https://www.dailypress.com/news/transportation/dp-nw-hrbt-expansion-gological-testing-20191004-qv6hk3zhpraslbfyhitdwfdn3q-story.html>

<https://www.pilotonline.com/dailypress/dp-nw-hrbt-expansion-gological-testing-20191004-qv6hk3zhpraslbfyhitdwfdn3q-story.html>

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

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

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

Project Financial Summary:

<u>Project Budget (\$111,608,384):</u>	<u>Funds Expended (as of 10/29/19):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 2,738,567	\$ 2,738,567	\$ 0
○ RW \$ 32,494	\$ 32,494	\$ 0
○ CN \$ 108,837,323	<u>\$ 108,837,323</u>	<u>\$ 0</u>
	\$ 111,608,384	

Project Schedule:

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

Project Status:

- Completion achieved on December 1, 2017

Enabling Funding

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

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

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

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

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

Project Financial Summary:

<u>Project Budget (\$175,832,897):</u>	<u>Funds Expended (as of 10/29/19):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 6,000,000	\$ 2,816,238	\$ 0
○ RW \$ 1,511,548	\$ 520,341	\$ 0
○ CN \$ 168,321,349	<u>\$ 150,136,334</u>	<u>\$ 0</u>
	\$ 153,472,913	

Project Schedule:

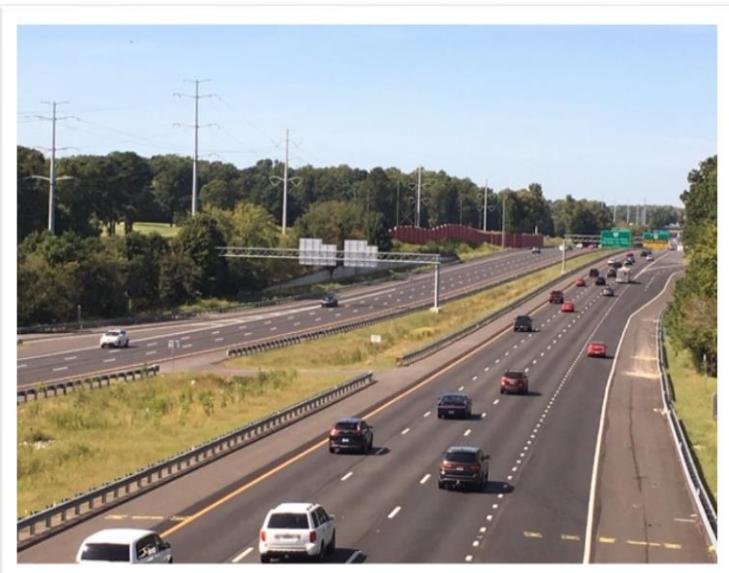
Notice To Proceed	February 2016
Project Completion	May 2019
Schedule Status	Roadway open to traffic/ Project in Contract Close out Phase

Enabling Funding

HRTAC	\$ 175,832,897
State/Federal	\$ _____.
	\$ 175,832,897

Project Status:

- Project work completed was by May 24, 2019. All travel lanes open to public
- Underdrain repairs and camera inspections have been completed
- Removal of erosion and sediment control devices continues to close out environmental permits
- Submission and review of final project documents for project closeout continues

**Project Site (Looking East from the Exit 243 overpass)**

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

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

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

Project Financial Summary:

<u>Project Budget (\$244,045,973):</u>	<u>Funds Expended (as of 10/29/19):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 10,000,000	\$ 5,243,334	\$ 0
○ RW \$ 12,000,000	\$ 339,818	\$ 0
○ CN \$ 222,045,973	<u>\$ 63,325,899</u>	<u>\$ 0</u>
	\$ 68,909,051	

Project Schedule:

Notice To Proceed	January 2018
Project Completion	September 2021
Schedule Status	On-Schedule

Enabling Funding

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

Project Status:

- Eastbound and Westbound traffic is operating in the outside lanes
- Earthwork and asphalt pavement construction continue throughout the project corridor
- Pile installation operations completed at the Lakeshead Drive & Colonial Pkwy bridges
- Concrete beam placement and pile installation operations continue at the Queens Creek Bridge

**Concrete beam installation at Lakeshead Drive Bridges**

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

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

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

Project Financial Summary:

<u>Project Budget (\$158,730,023):</u>	<u>Funds Expended (as of 10/29/19):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 10,135,307	\$ 10,135,307	\$ 0
○ RW \$ 11,571,063	\$ 20,428,374	\$ 8,857,311
○ CN \$ 137,023,653	<u>\$ 113,892,740</u>	\$ 0
	\$ 144,456,421	

Project Schedule:

Notice To Proceed	October 2016
Project Completion	October 2019
Schedule Status	Behind schedule/ Liquidated Damages (LD) being assessed.

Enabling Funding

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

Project Status:

- Completed Pier Protection Walls on Kempsville Road
- Continued rehabilitation of I-264 EB bridge deck and roadway over Kempsville Road
- Continued construction of Soil Nail Wall to Support Sound Barrier I-64 EB

**Constructing Soil Nail Wall, I-64 EB**

I-64/I-264- Phase II**UPC 108041 (HRTAC)**
UPC 17630 (State / Federal)**Project Scope:**

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

- Extends the new C-D roadway from the Newtown Road interchange to the Witchduck Road interchange
- 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 10/29/19):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 14,082,810	\$ 14,082,810	\$ 0
○ RW \$ 54,392,666	\$ 50,440,573	\$ 0
○ CN \$ 126,028,411	\$ 37,426,443	\$ 0
	\$ 101,949,826	

Project Schedule:

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

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

Project Status:

- Placed section of base pavement course I-264 EB
- Commenced widening of Greenwich Road
- Continuing Cleveland Street approach to B-603, I-264 Flyover

**Placing Base Course, I-264 EB**

I-64 Southside Widening and High Rise Bridge - Phase I**UPC 106692 (HRTAC)**
UPC 108990 (State / Federal)**Project Scope:**

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

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

Project Financial Summary:

<u>Project Budget (\$524,613,765):</u>	<u>Funds Expended (as of 10/29/19):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 12,200,000	\$ 12,201,002	\$ 1,002
○ RW \$ 18,726,000	\$ 10,264,984	\$ 0
○ CN \$ 493,687,765	<u>\$ 133,889,045</u>	\$ 0
	\$ 156,355,031	

Project Schedule:

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

Enabling Funding

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

Project Status:

- VDOT continues to respond to RFIs, NDCs, NCRs and submittals as needed
- All ROW parcels have been acquired and/or cleared for construction
- HRB pier construction (piles, footings, columns, caps) continue on Piers 1-3, 8-14, 16-31
- Fender system construction continues
- Construction of both Great Bridge Blvd Bridge abutments and abutment MSE walls continue
- Construction of I-64 Bridge Widening over Military Highway, Yadkin Road, and Shell Road continue
- Clearing and grubbing, earthwork, drainage, roadway widening continues on all 5 roadway segments

**HRB Looking West**

Route 460/58/13 Connector**UPC 106694 (HRTAC)****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:

Project Budget (\$5,000,000):	Funds Expended (as of 10/29/19):	Projected Cost Over/(Under):
○ PE \$5,000,000	\$ 1,095,368	\$ 0
○ RW \$ 0	\$ 0	\$ 0
○ CN \$ 0	<u>\$ 0</u>	\$ 0
	\$ 1,095,368	

Study Schedule:

Begin NEPA Process	June 2017
Study Completion	June 2020

Study Status:

- Study closed; final voucher paid on January 7, 2019
- Estimate updated to match expenditures as of February 1, 2019

Enabling Funding

HRTAC	\$ 5,000,000
State/Federal	\$ _____.
	\$ 5,000,000

**Existing facility looking westbound from weigh station****Wetland south of eastbound lanes near Sondej Avenue**

I-64/I-264- Phase III

UPC 106693 (HRTAC)

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:

Project Budget (\$10,000,000):

- PE \$ 10,000,000
- RW \$ 0
- CN \$ 0

Funds Expended (as of 10/29/19):

\$ 2,021,726	
\$ 0	
\$ 0	
<u>\$ 0</u>	
\$ 2,021,726	

Projected Cost Over/(Under):

\$ 0	
\$ 0	
\$ 0	

Project Schedule:

IMR Submittal to FHWA

October 2019

IMR Conditional Approval

December 2019

Schedule Status

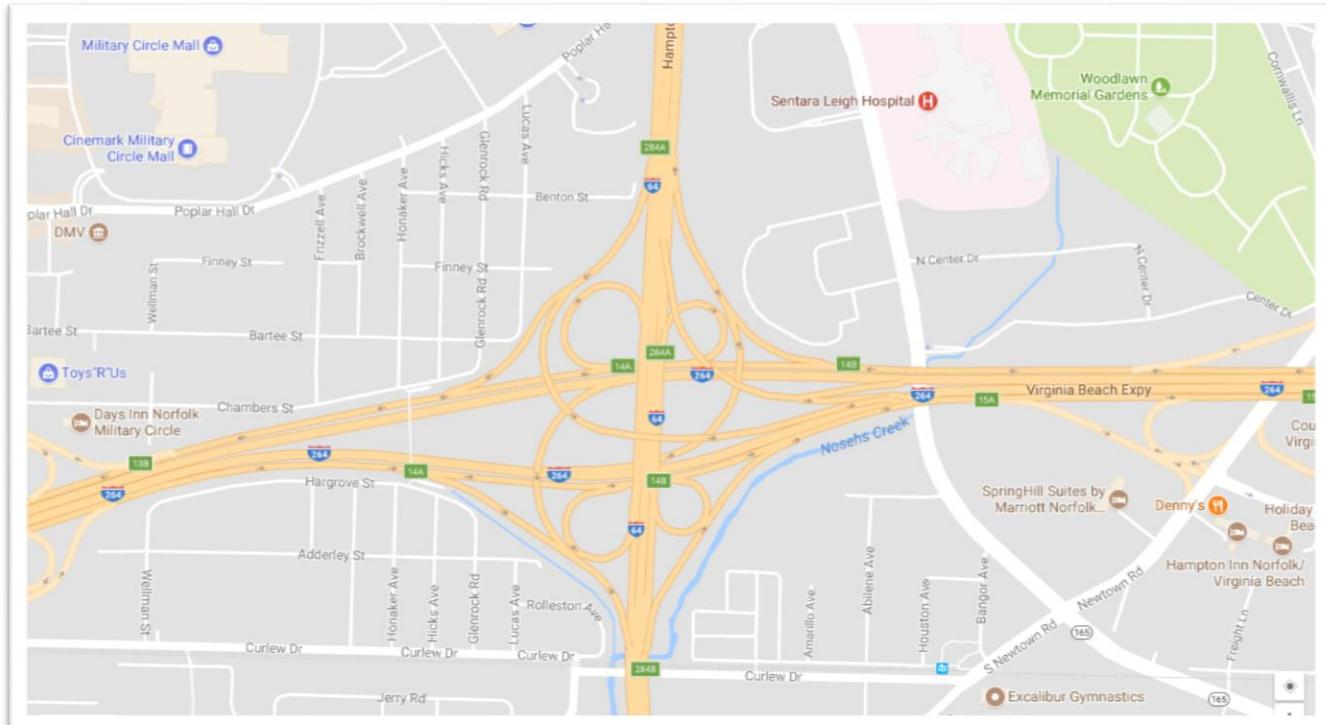
On-Schedule

Enabling Funding

HRTAC	\$ 10,000,000
State/Federal	\$ _____.
\$ 10,000,000	

Project Status:

- Final IMR submitted to the Central Office for concurrence and submittal to the FHWA for approval



Bowers Hill Interchange

UPC 111427 (HRTAC)

Study Scope:

Develop NEPA document and supporting studies for improvements to the I-64/I-264/I-664 Interchange and the Route 58/Route 460 Interchange (Bowers Hill).

Study Financial Summary:

<u>Project Budget (\$4,000,000):</u>	<u>Funds Expended (as of 10/29/19):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$4,000,000	\$ 1,932,027	\$ 0
○ RW \$ 0	\$ 0	\$ 0
○ CN \$ 0	\$ 0	\$ 0
	\$ 1,932,027	

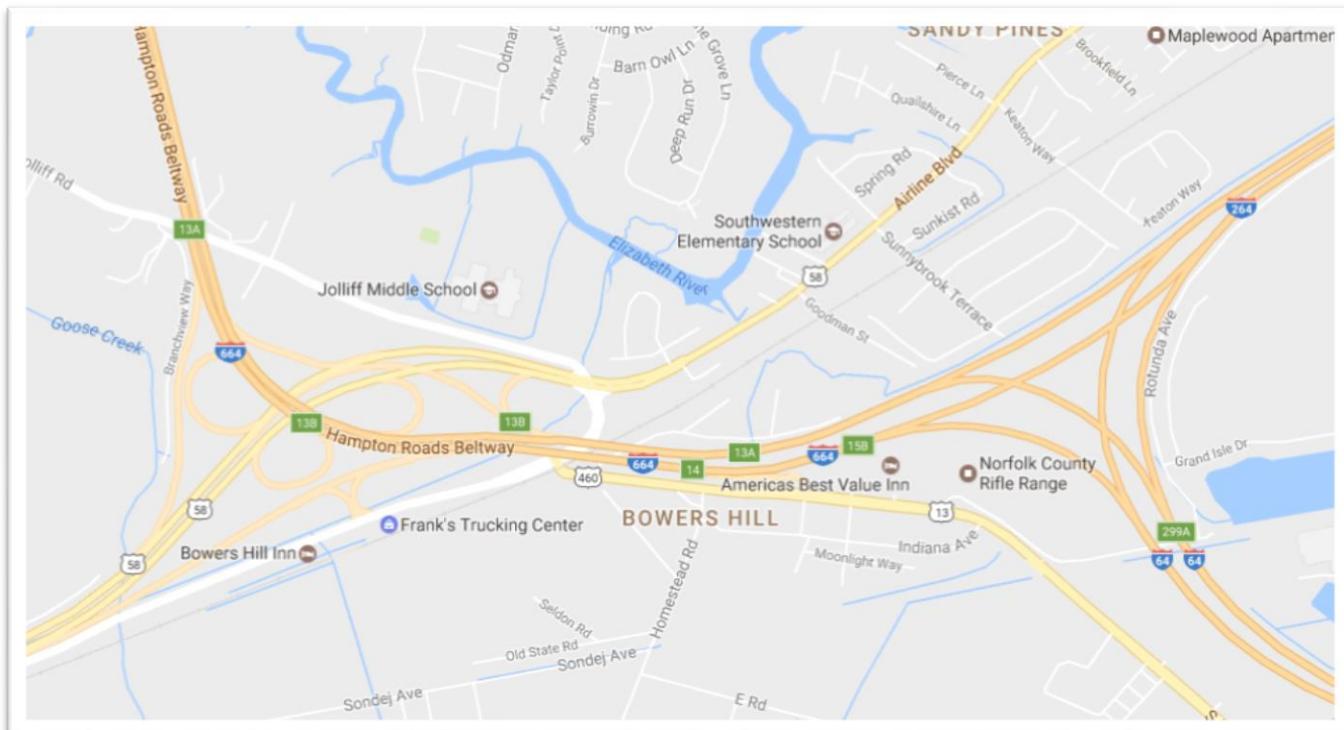
Study Schedule:

Study Status:

- TTAC Working Group discussing results of I-664 Sensitivity Analysis
- Tentative schedule to present preferred alternative to CTB in January 2020

Enabling Funding

HRTAC \$ 4,000,000
State/Federal \$ _____.
\$ 4,000,000





**HRTAC Program Development
Monthly Executive Report
November 2019**

Hampton Roads District
7511 Burbage Drive
Suffolk

Ft. Eustis Interchange

UPC 106700 (HRTAC)

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

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

Project Financial Summary: TBD

Project Schedule: TBD

Project Status: TBD