

## **AGENDA**

### **Hampton Roads Transportation Accountability Commission Annual Organizational Meeting**

#### **In Person Meeting**

**June 15, 2023**

**12:30 p.m.**

#### **1. Call to Order and Roll Call**

#### **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 March 16, 2023 Regular Meeting (Attachment 5A)**

##### **B. HRTAC FY2024 Administrative and Project Development Budget (Attachment 5B)**

##### **C. HRTAC FY2024-FY2030 Plan of Finance Update – Six Year Operating and Capital Program of Projects for the Region's High Priority Projects and the Hampton Roads Regional Transit Fund (Attachment 5C)**

##### **D. HRTAC 2045 Long Range Plan of Finance Update for the Region's High Priority Projects and the Hampton Roads Regional Transit Fund Update (Attachment 5D)**

##### **E. FY2024 HRTAC Meeting Schedule (Attachment 5E)**

##### **F. Amended and Restated Project Agreement for Funding and Administration for the I-64 Hampton Roads Bridge-Tunnel Expansion Project – Extension of Time Re: Plenary Authority to Take Certain Actions in Support of VDOT's Efforts Re: Project Issues (Attachment 5F)**

#### **6. Action Items**

*- Recommended Action: Discussion/Endorsement/Recommendation/Direction*

##### **A. Election of FY2024 Officers of the Commission (Attachment 6A) – General Counselor Inglima and Nominating Committee Chair Hipple - Recommended Action: Nominations/Discussion/Voting**

- B. **Hampton Roads Regional Transit Fund – Transportation District Commission of Hampton Roads FY2024 Application for Funding (Attachment 6B)** - Executive Director Page - Recommended Action by the Six Cities of HRT: Discussion/Approval

**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. **HRTAC Regular Meeting – September 21, 2023, 12:30 p.m.**

**8. Adjournment**

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

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

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

**Date: June 15, 2023**

**Re: March 16, 2023 Regular Meeting Minutes**

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**Recommendation:**

The Commission is asked to approve the Commission's March 16, 2023 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 March 16, 2023.



# **Hampton Roads Transportation Accountability Commission (HRTAC)**

## **Summary Minutes of the March 16, 2023 Regular Meeting**

The Hampton Roads Transportation Accountability Commission (HRTAC) Regular Meeting was called to order at 12:31 p.m. with the following in attendance:

### **HRTAC Members in Attendance:**

Mayor Donnie Tuck, Chair  
Mayor Rick West, CH  
Mayor Robert Cutchins, FR  
Supervisor William McCarty, IW\*  
Supervisor Michael Hipple, JC  
Mayor Phillip Jones, NN  
Mayor Kenneth Alexander, NO  
Mayor Shannon Glover, PO  
Mayor Gordon Helsel, PQ  
Supervisor Christopher Cornwell, SH

Mayor Michael Duman, SU  
Mayor Bobby Dyer, VB  
Supervisor Thomas G. Shepperd, YK  
Mayor Doug Pons, WM  
Delegate Amanda Batten, VGA  
Delegate Anne Ferrell Tata, VGA  
Delegate Barry Knight, VGA  
Senator Monty Mason, VGA  
Senator Louise Lucas, VGA

### **HRTAC Executive Director**

Kevin Page

### **HRTAC Ex-Officio Members in Attendance:**

Board Member Frederick T. Stant III, CTB

Officer Barb Nelson, VPA

### **Other Participants:**

Chris Price, CH  
Amanda Jarrett, FR  
Mary Bunting, HA  
Scott Stevens, JC  
Patrick Roberts, NO  
J. Randall Wheeler, PQ  
James Wright, PO

Brian Thrower, SH  
Al Moor, SU  
Andrew Trivette, WM  
District Engineer Chris Hall, VDOT  
Thelma Drake, VIPRA  
Tom Inglima, Willcox & Savage

### **HRTAC Ex-Officio Members Absent:**

Director Jennifer Debruhl, DRPT

Commissioner Stephen Brich, VDOT

\* Denotes Late Arrival or Early Departure

### **Others Recorded Attending:**

Angela Rico, Jerri Wilson (NN); John Stevenson (NO); Andrew Damon (VB); Megan Gilliland, Ben Wills (Kaufman and Canoles); Nelson Bush, Dong Kim, David Miller, Lian Shan (PFM); Ed Reed (Two Capitols Consulting VB/HBT); Diane Kaufman (U.S. Senator Tim Kaine's Office); Drew Lumpkin (U.S. Senator Mark Warner's Office); Colleen Gregory-Gettel (Veterans Reporters); Courtney Whelan (Willcox & Savage); Rob Cofield, Danetta Jankosky, Andrew Margason, Twanesha Murray, Jaquil Tatum, Chris Vaigneur (HRPDC); Lynn Coen,

Jennifer Hodnett (HRTAC); Rob Case, Bob Crum, Matthew Harrington, Quan McLaurin, John Mihaly, Pavithra Parthasarathi, Dmitry Rekhter (HRTPO)

### **Call to Order and Roll Call**

Mayor Donnie Tuck, HRTAC Chair, called the meeting to order at 12:30 p.m. and a roll call vote of all Members was taken in order to confirm a quorum:

Vice Chair, Mayor Rick West: Present  
Mayor Robert Cutchins : Present  
Chair, Mayor Donnie Tuck: Present  
Supervisor William McCarty: No Response  
Supervisor Michael Hipple: Present  
Mayor Phillip Jones: Present  
Mayor Kenneth Alexander: Present  
Mayor Gordon Helsel: Present  
Mayor Shannon Glover: Present  
Supervisor Christopher Cornwell: Present  
Mayor Michael Duman: Present  
Mayor Robert Dyer: Present  
Mayor Doug Pons: Present  
Supervisor Thomas Shepperd: Present  
Senator Louise Lucas: Present  
Senator Monty Mason: Present  
Delegate Barry Knight: Present  
Delegate Amanda Batten: Present  
Delegate Anne Ferrell Tata: Present  
Board Member Frederick Stant: Present  
VDOT District Engineer Christopher Hall: Present  
Director Jennifer Debruhl: No Response  
Officer Barb Nelson: Present

The quorum was confirmed by Mr. John Mihaly.

### **Approval of Agenda**

Mayor Bobby Dyer Moved to approve the agenda, Seconded by Supervisor Christopher Cornwell. The Motion Carried.

*Supervisor William McCarty Arrives.*

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

No one from the public requested to make a public comment.

### **Chair's Comments**

Chair Tuck recognized the new members of the Commission, Mayor Phillip Jones of Newport News and Mayor Robert "Bobby" Cutchins of Franklin, and announced the appointment of Mayor Kenneth Alexander, Supervisor William McCarty and Supervisor Michael Hipple to the Nominating Committee. Chair Tuck stated that the Nominating Committee would develop a slate of officers to be presented at the Commission's Annual Organizational Meeting on June 15, 2023.

### **Consent Items**

- A. Minutes of the December 15, 2022 Regular Meeting
- B. Approved HRTAC FY2023-FY2028 Plan of Finance Update – Six Year Operating and Capital Program of Projects – Highway Regional High Priority Projects – Adjustment of HRELN Values to: (i) Deallocate Funds from the HRELN Segment 4C Project; (ii) Allocate Said Funds to Support the HRELN Transportation Management Plan; and (iii) Authorization to Execute Necessary Agreements
- C. Amended and Restated Project Agreement for Funding and Administration for the I-64 Hampton Roads Bridge Tunnel Expansion Project – Extension of Time Re: Plenary Authority to take certain actions in support of VDOT's efforts Re: Project Issues

Commission Members thanked the Hampton Roads Virginia General Assembly Delegation for their continued support for the region and continuous efforts to obtain transportation funding for Hampton Roads.

Mayor Rick West, HRTAC Vice Chair, Moved to approve the consent agenda items; Seconded by Supervisor Hipple. The Motion Carried.

### **Action Items**

#### **A. FY2024 Administrative and Project Development Budget – Endorsement and Authorization to Conduct a Public Hearing**

Kevin Page, HRTAC Executive Director, briefed the Commission on the Proposed Fiscal Year 2024 Administrative and Project Development Budget. He highlighted that the proposed budget of \$8.368 million included one full-time accountant position, one full-time Deputy Director position and one full-time Chief Financial Officer position. Additionally, a Cost of Living Adjustment (COLA) of 5% for HRTAC staff was included. Executive Director Page indicated that the proposed budget was discussed in depth at the March 16 HRTAC Finance Committee meeting.

Supervisor Hipple, HRTAC Finance Committee Chair, stated that the Finance Committee felt it was time for a layered management approach and would have more details at the June 15<sup>th</sup> Annual Organizational Meeting and that the Finance Committee fully supported the proposed Fiscal Year 2024 Administrative and Project Development Budget.

Supervisor Hipple Moved that the Commission endorses the Proposed HRTAC Fiscal Year 2024 Administrative and Project Development Budget and authorizes the Executive Director

to conduct a public hearing on the proposed HRTAC Fiscal Year 2024 Administrative and Project Development Budget and report back public comments for consideration in the Commission's action, which action is expected to be taken not later than at its June 15, 2023 Annual Organizational Meeting, Seconded by Senator Monty Mason. The Motion Carried.

**B. FY2024-FY2030 Plan of Finance Update – Six Year Operating and Capital Program of Projects – Highway Regional High Priority Projects – Endorsement and Authorization to Conduct a Public Hearing**

Executive Director Page indicated that the HRTAC Finance Committee had met that morning to discuss the funding plan for the new highway projects and called the Commission's attention to the PowerPoint presentation included with the agenda.

Finance Committee Chair Hipple stated that the HRTAC Finance Committee had a detailed discussion and recommended approval of the Fiscal Year 2024 to Fiscal Year 2030 Plan of Finance Update – Six Year Operating and Capital Program of Projects – Highway Regional High Priority Projects.

Mayor Gordon Helsel Moved that the Commission endorses the Proposed Fiscal Year 2024-Fiscal Year 2030 Plan of Finance Update – Six Year Operating and Capital Program of Projects – Highway Regional High Priority Projects as an update to the HRTAC-adopted 2023-2028 Financial Plan and authorizes the Executive Director to conduct a public hearing and report back public comments for consideration in the Commission's action which action is expected to be taken not later than at its June 15, 2023 Annual Organizational Meeting, Seconded by Mayor Douglas Pons. The Motion Carried.

**C. FY2024-FY2030 Plan of Finance Update – Six Year Operating and Capital Program of Projects – Transit Regional High Priority Projects – Endorsement and Authorization to Conduct a Public Hearing**

Executive Director Page stated that this agenda item covered the six year operating and capital program of projects for the transit program. He explained that HRTAC worked with Hampton Roads Transit (HRT) and the communities of the Six Cities on the funding plan.

Finance Committee Chair Hipple stated that the HRTAC Finance Committee had a detailed discussion and recommended approval of the Fiscal Year 2024 to Fiscal Year 2030 Plan of Finance Update – Six Year Operating and Capital Program of Projects – Transit Regional High Priority Projects.

Mayor West Moved that the Commission endorses the Proposed Fiscal Year 2024 – Fiscal Year 2030 Plan of Finance Update – Six Year Operating and Capital Program of Projects – Transit Regional High Priority Projects as an update to the HRTAC-adopted 2023-2028 Financial Plan and authorizes the Executive Director to conduct a public hearing and report back public comments for consideration in the Commission's actions, which action is expected to be taken not later than at its June 15, 2023 Annual Organizational meeting, Seconded by Senator Mason. The Motion Carried.

**D. 2045 Long Range Plan of Finance Update for the Region's High Priority Highway Projects and the Hampton Roads Regional Transit Fund – Endorsement and Authorization to Conduct a Public Hearing**

Executive Director Page indicated that the HRTAC Finance Committee had a lengthy discussion at its March 16 meeting and stated that the 2045 Long Range Plan of Finance included \$11.534 billion in regional congestion relief highway projects and \$997 million in transit projects.

Finance Committee Chair Hipple stated that the Finance Committee had a detailed discussion and recommended approval of the 2045 Long Range Plan of Finance Update for the Region's High Priority Highway Projects and the Hampton Roads Regional Transit Fund.

Mayor West Moved that the Commission endorses the HRTAC 2045 Long Range Plan of Finance Update for the Region's High Priority Projects and the Hampton Roads Regional Transit Fund and authorizes the Executive Director to conduct a public hearing on the proposed HRTAC 2045 Proposed Long Range Plan of Finance Update and report back public comments for consideration in the Commission's action, which action is expected to be taken not later than at its June 15, 20263 Annual Organizational Meeting, Seconded by Senator Mason. The Motion Carried.

**E. HRTAC Highway Regional High Priority Projects Funding Plan of Finance and Debt Management Plan Update**

Executive Director Page stated that representatives from PFM Financial Advisors briefed the Finance Committee during its March 16 meeting. He noted that in light of the first six projects reaching near completion, HRTAC Staff thought it would be prudent to have PFM Financial Advisors review the ongoing and new projects included in the Highway Regional High Priority Projects Funding Plan of Finance and Debt Management Plan.

David Miller, PFM Financial Advisors, reminded the Commission of the initial six projects, including the High Rise Bridge, which had already been financed. He also noted that all financing had been completed for the Hampton Roads Bridge-Tunnel (HRBT) Expansion Project. Mr. Miller highlighted that the Hampton Roads Express Lanes Network (HRELN) Project would be funded in several components, similar to what HRTAC has done with previous projects. He reviewed the HRELN's layout with the Commission, highlighting the segments of the HRELN that would be financed first.

Mr. Miller reviewed with the Members the status of Hampton Roads Transportation Fund (HRTF) revenues. He explained that sales tax revenues for 2022 were strong and that the floor imposed on fuels tax in 2019 contributed to strong revenues for that year. Mr. Miller reviewed the seven-year projection of HRTF revenues issued by the Department of Taxation in December 2022, noting the difference between the prior and current forecasts.

Mr. Miller noted that of the \$1.3 billion cost of the HRELN Funding Plan, HRTAC's contribution would total \$961 million. Other sources include Virginia Department of Transportation (VDOT) funding and federal funding. Mr. Miller indicated that HRTAC would

be submitting an application to receive a loan from the TIFIA program for \$134 million for purposes of funding Segment 4C of the HRELN. He stated that the remaining HRELN Segments would be financed through \$164 million in HRTF bonds and potentially a second toll-backed TIFIA loan for \$230 million.

Finance Committee Chair Hipple stated that the Finance Committee had a detailed discussion at its March 16 meeting and recommended approval of the HRTAC Highway Regional High Priority Projects Funding Plan of Finance and Debt Management Plan Update.

Mayor Dyer Moved that the Commission approves the Proposed HRTAC Highway Regional High Priority Projects Funding Plan of Finance and Debt Management Plan Update that includes adjusted cost estimates, funding analysis, and determination of revenue debt issuance assumptions, Seconded by Mayor Pons. The Motion Carried.

**F. Defeasance of the Hampton Roads Transportation Fund Senior Lien Bond Anticipation Notes, Series 2021A - Resolution 2023-01**

Mr. Miller reminded the Commission of the \$817,990,000 HRTF-backed TIFIA loan that HRTAC had closed in 2021 to fund the HRBT Project with an interest rate of 1.86%, noting that the interest rate was incredibly low for an over 30-year fixed rate loan. Further, Mr. Miller noted that, because the interest rate was even lower for bond anticipation notes (BANs), with a 0.56% yield at that time, HRTAC also sold BANs, the proceeds of which were used to provide short-term, lower cost construction funding.

Mr. Miller explained that the initial plan was to draw the TIFIA loan in 2026 to pay the principal on the BANs; however, the proposed new plan was to draw the TIFIA loan at present and place the funds into an escrow, which would provide for the payment of the principal on the BANs in July 2026. Mr. Miller noted that amounts from the "capitalized interest" fund under the BANs (approximately \$24 million at present), would also need to be placed into the escrow to provide for the full defeasance of the BANs, i.e., such that they would no longer be an outstanding obligation of HRTAC. Since the BANs capitalized interest fund contained approximately \$143 million, approximately \$119 million (based on then current rates) could be spent on other project costs.

A graph was displayed showing the potential investment earnings should HRTAC decide to undertake the defeasance of the BANs. Mr. Miller explained that HRTAC could realize economic benefits by earning at a higher rate on a portion of the escrow funds than the interest rate that HRTAC would pay on the TIFIA loan. Mr. Miller stated that although interest rates could vary, HRTAC could potentially realize a minimum present value savings of \$53.4 million (based on then current rates).

Nelson Bush, PFM Asset Management, reviewed the risks associated with the proposed defeasance of the BANs and the steps taken to try to help mitigate those risks. He indicated that HRTAC and PFM had been in communication with the TIFIA program coordinators to ensure that the associated risks were mitigated.

Ben Wills, Kaufman and Canoles, HRTAC Bond Counsel, reviewed HRTAC Resolution 2023-01 with the Members. He reminded the Commission that the defeasance would be accomplished through two funding sources: the proceeds of a TIFIA bond, which is a long-term financing instrument, and the existing amount in the capitalized interest fund for the 2021A BAN. He stated that any remaining amount in the capitalized interest account along with any financial benefit that the Commission experiences as a result of the defeasance would all go toward eligible project costs for the HRBT Expansion Project.

Discussion ensued regarding the investments of the escrow.

Finance Committee Chair Hipple stated that the Finance Committee had a detailed discussion and recommended defeasance of the Hampton Roads Transportation Fund Senior Lien Bond Anticipation Notes, Series 2021A.

Supervisor Hipple Moved that the Commission adopts Resolution 2023-01, Seconded by Mayor West. The Motion Carried.

Finance Chair Hipple thanked the Finance Committee for all of their hard work and assured the Commission that the Finance Committee members were engaged and highly dedicated.

## **Information Items**

### **A. HRTAC Monthly Financial Report**

Executive Director Page reviewed the Monthly Financial Report with the Commission.

### **B. VDOT Project Updates**

Executive Director Page noted that the VDOT project updates were included in the agenda package.

### **C. HRTAC Annual Organizational Meeting – June 15, 2023**

#### **Adjournment**

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

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Donnie Tuck,  
HRTAC Chair

**Agenda Item 5B**  
**Consent Item**

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

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

**Date: June 15, 2023**

**Re: FY2024 Administrative and Project Development Budget**

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**Recommendation:**

The Finance Committee recommends that the Commission approve the Proposed HRTAC FY2024 Administrative and Project Development Budget reflected in the enclosed Budget (the “Proposed HRTAC FY2024 Administrative and Project Development Budget”).

**Background:**

At the March 16, 2023 Regular Meeting, the Commission endorsed the Proposed HRTAC FY2024 Administrative and Project Development Budget, which includes a five percent Cost of Living Adjustment for staff, including the Executive Director, as reflected in the enclosed Budget (the “Proposed HRTAC FY2024 Administrative and Project Development Budget”) and authorized the Executive Director to hold a public hearing regarding the proposed budget. The Executive Director conducted a public hearing on the FY2024 Administrative and Project Development Budget on May 8, 2023, at 3:00 p.m. There were no oral or written comments received.

**Fiscal Impact:**

There is a \$8,368,402 fiscal impact in relation to this Action Item.

**Suggested Motion:**

**Motion:** The Commission approves the Proposed HRTAC FY2024 Administrative and Project Development Budget, including the Cost of Living Adjustment therein for staff, and authorizes the Chair, with advice of counsel, to finalize, execute and deliver an amendment to the Executive Director’s employment agreement to implement such Cost of Living Adjustment.





**HRTAC**  
Hampton Roads Transportation Accountability Commission

**Proposed FY2024 Administrative and Project Development Budget**

CATEGORY	FY2024 Proposed HRTAC Budget**	FY2024 Proposed Shared General Administrative **	FY2024 Proposed HRTF General Administrative **	FY2024 Proposed HRRTF General Administrative **	FY2024 Proposed HRTF Direct Administrative	FY2024 Proposed HRRTF Direct Administrative	FY2024 Proposed HRTF Program/Project Development	FY2024 Proposed HRRTF Program/Project Development
REVENUES								
HRTF Revenues	\$ 8,086,517	\$ -	\$ 1,750,921	\$ -	\$ 809,007	\$ -	\$ 5,526,589	\$ -
HRRTF Revenues	\$ 281,885	\$ 2,022,806	\$ -	\$ 271,885	\$ -	\$ -	\$ -	\$ 10,000
<b>TOTAL REVENUE</b>	<b>\$ 8,368,402</b>	<b>\$ 2,022,806</b>	<b>\$ 1,750,921</b>	<b>\$ 271,885</b>	<b>\$ 809,007</b>	<b>\$ -</b>	<b>\$ 5,526,589</b>	<b>\$ 10,000</b>
EXPENDITURES								
PERSONNEL*								
HRTAC Staff/Fringes/Leave Reserve	\$ 1,330,621	\$ 1,330,621	\$ 1,151,772	\$ 178,849	\$ -	\$ -	\$ -	\$ -
HRPDC Support Staff*	\$ 241,685	\$ 241,685	\$ 209,200	\$ 32,485	\$ -	\$ -	\$ -	\$ -
<b>SUBTOTAL PERSONNEL</b>	<b>1,572,306</b>	<b>1,572,306</b>	<b>1,360,972</b>	<b>211,334</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
PROFESSIONAL SERVICES								
Audit	128,500	53,000	45,876	7,124	75,500	-	-	-
Rating Agency Annual Fees	100,000	-	-	-	100,000	-	-	-
Trustee	40,000	-	-	-	40,000	-	-	-
TIFIA Annual Fees	138,507	-	-	-	138,507	-	-	-
Bank Fees & Investment Services	455,000	-	-	-	455,000	-	-	-
Legal	1,175,000	220,000	190,430	29,570	-	-	955,000	-
Financial Advisors	500,000	-	-	-	-	-	490,000	10,000
Consulting Engineer	450,000	-	-	-	-	-	450,000	-
Insurance - D&O/Liability	10,000	10,000	8,656	1,344	-	-	-	-
Recruiting	2,000	2,000	1,731	269	-	-	-	-
Debt Program/T&R Study	3,626,589	-	-	-	-	-	3,626,589	-
<b>SUBTOTAL PROFESSIONAL SERVICES</b>	<b>6,625,596</b>	<b>285,000</b>	<b>246,693</b>	<b>38,307</b>	<b>809,007</b>	<b>-</b>	<b>5,521,589</b>	<b>10,000</b>
TECHNOLOGY/COMMUNICATION*								
IT/Communications	17,000	17,000	14,715	2,285	-	-	-	-
LAN system/Computer Equipment/Cloud	25,000	25,000	21,640	3,360	-	-	-	-
Website Consultant	22,400	22,400	19,389	3,011	-	-	-	-
<b>SUBTOTAL TECHNOLOGY/COMMUNICATION</b>	<b>64,400</b>	<b>64,400</b>	<b>55,744</b>	<b>8,656</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
ADMINISTRATIVE *								
Public Notices/Advertising	4,000	4,000	3,462	538	-	-	-	-
Office Space	25,000	25,000	21,640	3,360	-	-	-	-
Office Supplies*	9,000	8,000	6,925	1,075	-	-	1,000	-
Furniture	3,000	3,000	2,597	403	-	-	-	-
Printing/Copying*	6,000	2,000	1,731	269	-	-	4,000	-
Dues/Subscriptions/Computer Licenses	3,000	3,000	2,597	403	-	-	-	-
Travel	8,000	8,000	6,925	1,075	-	-	-	-
Meeting Expenses*	18,500	18,500	16,013	2,487	-	-	-	-
Telephone*	9,000	9,000	7,790	1,210	-	-	-	-
Postage*	1,000	1,000	866	134	-	-	-	-
General Consulting Services*	10,000	10,000	8,656	1,344	-	-	-	-
Secured Document Storage	4,600	4,600	3,982	618	-	-	-	-
Professional Development	5,000	5,000	4,328	672	-	-	-	-
<b>SUBTOTAL ADMINISTRATIVE</b>	<b>106,100</b>	<b>101,100</b>	<b>87,511</b>	<b>13,589</b>	<b>-</b>	<b>-</b>	<b>5,000</b>	<b>-</b>
<b>TOTAL EXPENDITURES</b>	<b>\$ 8,368,402</b>	<b>\$ 2,022,806</b>	<b>\$ 1,750,921</b>	<b>\$ 271,885</b>	<b>\$ 809,007</b>	<b>\$ -</b>	<b>\$ 5,526,589</b>	<b>\$ 10,000</b>

\*Includes items to be reimbursed to HRPDC/HRPO

\*\* Pursuant to § 33.2-2605 of the Code of Virginia, Administrative expenses shall be paid from the Hampton Roads Transportation Fund and the Hampton Roads Regional Transit Fund on an approximately pro rata basis.

Fund	Audited Revenue by Fund FY2022	% of FY2022 Audited Tax Revenue by Fund	FY2023 Budget Administrative Costs to be Shared (Total General Administrative Costs x % of FY2022 Audited Tax Revenue by Fund)	Proposed FY2024 Direct Administrative by Fund	Proposed FY2024 Program Development Costs by Fund	Proposed Total FY2024 Budget Costs by Fund
HRRTF	\$ 37,822,912.00	13.44%	\$ 271,885.37	\$ -	\$ 10,000.00	\$ 281,885.37
HRTF	\$ 243,576,607.00	86.56%	\$ 1,750,920.59	\$ 809,007.00	\$ 5,526,589.00	\$ 8,086,516.59
<b>Total</b>	<b>\$ 281,399,519.00</b>	<b>100.00%</b>	<b>\$ 2,022,805.95</b>	<b>\$ 809,007.00</b>	<b>\$ 5,536,589.00</b>	<b>\$ 8,368,401.95</b>

Fund	FY2022 Audit Revenue	% of Tax Revenue by Fund	Administrative Costs Shared
HRRTF	\$ 37,822,912.00	13.44%	\$ 29,848.89
HRTF	\$ 243,576,607.00	86.56%	\$ 192,241.08
<b>Total</b>	<b>\$ 281,399,519.00</b>	<b>100.00%</b>	<b>\$ 222,089.97</b>



**Agenda Item 5C**  
**Consent Item**

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

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

**Date: June 15, 2023**

**Re: HRTAC FY2024-FY2030 Plan of Finance Update – Six Year Operating and Capital Program of Projects for the Region’s High Priority Projects and the Hampton Roads Regional Transit Fund**

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**Recommendation:**

The Finance Committee Chair recommends that the Commission approve the HRTAC FY2024-FY2030 Plan of Finance Update – Six Year Operating and Capital Program of Projects for the Region’s High Priority Projects and the Hampton Roads Regional Transit Fund reflected in the enclosed Plan of Finance Update presentation.

**Background:**

At the March 16, 2023 Regular Meeting, the Commission endorsed the Proposed HRTAC FY2024-FY2030 Plan of Finance Update – Six Year Operating and Capital Program of Projects for the Region’s High Priority Projects and the Hampton Roads Regional Transit Fund as an update to the HRTAC-adopted 2023-2028 Financial Plan and authorized the Executive Director to conduct a public hearing and report back public comments for consideration in the Commission’s action by no later than its June 15, 2023 Annual Organizational meeting. The Executive Director conducted a public hearing on such Plan of Finance Update on May 8, 2023, at 3:15 p.m. There were no oral or written comments received. The enclosed version of the Plan of Finance Update incorporates certain minor cost and schedule adjustments that VDOT recently provided to HRTAC with respect to the planned projects.

**Fiscal Impact:**

Hampton Roads Transportation Fund: Once adopted, the proposed FY2024-FY2030 Plan of Finance Update – Six Year Operating and Capital Program of Projects – Highway Regional High Priority Projects updates the funding plan for the Commission to provide \$7,295 million (a \$787M increase to the Approved FY2023-FY2028 Plan of Finance Update to support the Hampton Roads Express Lanes Network and advance projects in the Plan) for highway regional high priority congestion relief projects FY2014 through FY2030.



Hampton Roads Regional Transit Fund: Once adopted, the proposed FY2024-FY2030 Plan of Finance Update – Six Year Operating and Capital Program of Projects – Transit Regional High Priority Projects updates the funding plan for the Commission to provide \$352.7 million (a \$99.3M increase to the Approved FY2023-FY2028 Plan of Finance Update) for transit regional high priority projects FY2021 through FY2030.

**Suggested Motion:**

**Motion:** The Commission approves the enclosed version of the Proposed HRTAC FY2024-FY2030 Plan of Finance Update – Six Year Operating and Capital Program of Projects for the Region's High Priority Projects and the Hampton Roads Regional Transit Fund.





## Annual Organizational Meeting Agenda Item 5C

June 15, 2023

## **Agenda Item 5C:**

Six Year Operating and Capital Program of Projects –  
Highway Regional High Priority Projects

Six Year Operating and Capital Program of Projects –  
Transit Regional High Priority Projects

# Highway Regional Priority Projects (in \$MM)

## Highway Regional Priority Projects Costs and Expenses

	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total	HRTAC HRTF Paygo	HRTAC HRTF Debt	HRTAC Toll Debt	VDOT & Other	Federal	
Admin & Project Development Costs		\$24	\$7	\$8	\$8	\$8	\$9	\$9	\$10	\$93	\$93					
I-64 Peninsula Widening		\$515								\$515		\$294		\$221		
I-64/I-264 Interchange Improvement		\$352								\$352		\$280		\$72		
I-64 Southside/High Rise Bridge		\$527								\$527		\$432		\$95		
Project Development <sup>(1)</sup>		\$46	\$4							\$50		\$50				
HRBT		\$2,284	\$546	\$532	\$369	\$32				\$3,762	\$1,161	\$2,056	\$345		\$200	
HRELN <sup>(2)</sup>		\$22	\$130	\$219	\$295	\$336	\$194	\$92	\$25	\$1,313	\$418	\$309	\$230	\$299	\$58	
I-64/Denbigh Boulevard Interchange <sup>(3)</sup>			\$1	\$4	\$8	\$21	\$26	\$20	\$16	\$100		\$26			\$74	
I-264/Independence Boulevard Interchange <sup>(3)</sup>			\$0	\$1	\$1	\$4	\$4	\$4	\$33	\$105		\$105				
I-264/I-64 Phase III-A			\$6	\$2	\$1	\$68	\$122	\$115	\$115	\$478		\$478				
Total		\$3,770	\$694	\$765	\$682	\$469	\$355	\$240	\$199	\$121	\$7,295	\$2,331	\$3,371	\$575	\$761	\$258

## Funding Sources

	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total	
Federal		\$152	\$33	\$19	\$31	\$11	\$11	\$1		\$258	
VDOT & Other		\$388	\$32	\$92	\$74	\$89	\$50	\$22	\$13	\$761	
HRTAC HRTF Paygo		\$304	\$502	\$524	\$97	\$267	\$221	\$134	\$161	\$121	\$2,331
HRTAC HRTF Debt		\$3,078	\$8	\$117	\$168						\$3,371
HRTAC Toll Debt					\$325	\$83	\$72	\$72	\$24		\$575
Total		\$3,770	\$694	\$765	\$682	\$469	\$355	\$240	\$199	\$121	\$7,295

(1) Include \$11.9M Bower's Hill IAR

(2) Include \$2.5M I-64/I-464 Interchange IAR

(3) Costs after FY 2030 not shown.

# HRTF Cash Flow

## HRTF Six-Year Improvement Plan

	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
<b>Revenues</b>										
HRTF Tax Revenues:										
Sales Tax	\$1,279,682,177	\$197,200,000	\$201,600,000	\$208,400,000	\$213,900,000	\$215,800,000	\$218,200,000	\$220,600,000	\$223,000,000	\$2,978,382,177
Fuels Tax	\$413,352,140	\$63,500,000	\$67,600,000	\$70,400,000	\$72,700,000	\$74,700,000	\$76,700,000	\$78,700,000	\$80,500,000	\$998,152,140
Total	\$1,693,034,317	\$260,700,000	\$269,200,000	\$278,800,000	\$286,600,000	\$290,500,000	\$294,900,000	\$299,300,000	\$303,500,000	\$3,976,534,317
Investment Revenues:										
Interest Income	\$5,209,445	\$1,400,000	\$2,300,000	\$1,800,000	\$1,800,000	\$1,800,000	\$1,800,000	\$1,900,000	\$1,800,000	\$19,809,445
Investment Income	\$52,192,903	\$18,500,000	\$25,700,000	\$13,400,000	\$11,900,000	\$10,800,000	\$10,800,000	\$10,200,000	\$10,800,000	\$164,292,903
Total	\$57,402,347	\$19,900,000	\$28,000,000	\$15,200,000	\$13,700,000	\$12,600,000	\$12,600,000	\$12,100,000	\$12,600,000	\$184,102,347
<b>Total Revenues</b>	<b>\$1,750,436,664</b>	<b>\$280,600,000</b>	<b>\$297,200,000</b>	<b>\$294,000,000</b>	<b>\$300,300,000</b>	<b>\$303,100,000</b>	<b>\$307,500,000</b>	<b>\$311,400,000</b>	<b>\$316,100,000</b>	<b>\$4,160,636,664</b>
<b>Payments</b>										
HRTF Debt Payments:										
	\$179,922,882	\$54,516,619	\$61,346,175	\$78,058,330	\$78,570,829	\$112,501,163	\$117,483,868	\$118,085,459	\$123,787,143	\$924,272,468
HRTF Subordinate Lien DSRF - Ongoing Deposit					\$644,107	\$679,890		\$1,053,977	\$928,945	\$963,693
HRTF Admin & Proj. Dev. Budget	\$24,130,360	\$7,140,611	\$8,086,517	\$8,288,680	\$8,495,896	\$8,708,294	\$8,926,001	\$9,394,616	\$9,887,834	\$93,058,809
HRTF Operating Reserve Fund Deposit (Release)	\$7,854,673	\$1,040,496	\$222,379	\$227,939	\$233,637	\$239,478	\$515,477	\$542,539	\$571,022	\$11,447,639
Total	\$31,985,033	\$8,181,107	\$8,308,896	\$8,516,618	\$8,729,534	\$8,947,772	\$9,441,478	\$9,937,155	\$10,458,856	\$104,506,449
Paygo Allocation to Highway Projects	\$279,445,204	\$495,135,340	\$515,586,502	\$88,337,388	\$258,669,749	\$212,443,318	\$125,311,128	\$151,973,548	\$110,699,790	\$2,237,601,968
Paygo Payments to Financing Costs:										
Toll TIFIA DSRF - Initial Deposit										\$40,353,569
Tolling M&R Reserve - Initial Deposit										\$9,000,000
Toll Revenue Stabilization Fund										\$10,000,000
HRTF TIFIA DSRF - Initial Deposit										\$79,019,326
Toll Revenue Reimbursement										
2021 Successor Loan Reimbursement										-\$100,270,061
2018A Cash Defeasance										\$412,791,056
HRTF TIFIA DSRF Release										
Total	\$412,791,056	-\$100,270,061	\$23,831,947			\$64,187,379		\$50,353,569		\$450,893,891
<b>Total Payments</b>	<b>\$896,289,503</b>	<b>\$457,563,005</b>	<b>\$609,073,520</b>	<b>\$175,556,443</b>	<b>\$346,650,002</b>	<b>\$398,079,632</b>	<b>\$253,290,450</b>	<b>\$331,278,677</b>	<b>\$245,909,482</b>	<b>\$3,721,545,387</b>
<b>HRTF Cash Unobligated</b>										
Annual Deposit (Draws)										
	-\$176,963,005	-\$311,873,520	\$118,443,557	-\$46,350,002	-\$94,979,632	\$54,209,550	-\$19,878,677	70,190,518		\$439,091,277
Carry Over from Prior Year										
	\$846,292,489	\$669,329,484	\$357,455,964	\$475,899,521	\$429,549,519	\$334,569,887	388,779,436	368,900,760		
Ending Balance	\$846,292,489	\$669,329,484	\$357,455,964	\$475,899,521	\$429,549,519	\$334,569,887	\$388,779,436	368,900,760	439,091,277	

# Toll Revenue Cash Flow

	Prior Years	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
<b>Revenues</b>							
Gross Revenues		\$11,797,530	\$31,703,272	\$44,897,789	\$50,103,168	\$52,687,796	\$191,189,556
Investment Earnings			\$34,748	\$186,347	\$264,622	\$283,532	\$769,249
<i>Total Revenues</i>		<i>\$11,797,530</i>	<i>\$31,738,021</i>	<i>\$45,084,137</i>	<i>\$50,367,790</i>	<i>\$52,971,328</i>	<i>\$191,958,805</i>
<b>Payments</b>							
Tolling O&M Expenditure		\$6,619,907	\$12,623,835	\$14,937,569	\$15,852,459	\$16,460,261	\$66,494,031
Tolling O&M Reserve Deposit				\$578,433	\$228,722	\$151,951	\$959,106
Debt Service Fund - Mandatory							
Debt Service Fund - Scheduled					\$21,799,491	\$22,388,640	\$44,188,131
TIFIA DSRF Deposit						\$409,506	\$409,506
Tolling M&R Reserve		\$2,588,811	\$11,463,195	\$17,786,320	\$12,644,135	\$13,827,806	\$58,310,268
VDOT Repayment Fund						-\$157,017	-\$266,835
<i>Total Payments</i>		<i>\$9,208,719</i>	<i>\$24,087,030</i>	<i>\$33,302,322</i>	<i>\$50,367,790</i>	<i>\$52,971,328</i>	<i>\$169,937,190</i>
<b>Toll Revenues Unobligated</b>							
Annual Deposit(Draws)		\$2,588,811	\$7,650,990	\$11,781,814	-	-	\$22,021,616
Carry Over from Prior Year			\$2,588,811	\$10,239,802	\$22,021,616	\$22,021,616	
Ending Balance		\$2,588,811	\$10,239,802	\$22,021,616	\$22,021,616	\$22,021,616	

# Transit Regional Priority Projects (in \$MM)

## Transit Regional Priority Projects Costs and Expenses

	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
Admin & Project Development Costs	\$0.40	\$0.25	\$0.28	\$0.30	\$0.31	\$0.33	\$0.35	\$0.36	\$0.38	\$2.97
Transit Bus Expansion Project (Group A&B)	\$9.31	\$4.38	\$0.77							\$14.46
Bus Shelter		\$3.27								\$3.27
Regional Transit System Technology		\$0.60								\$0.60
Net Center Replacement		\$0.06								\$0.06
New Bus Operating Facility - Southside		\$1.00								\$1.00
Robert Hall Transfer Center Replacement		\$0.10								\$0.10
Evelyn T. Butts Project		\$0.10								\$0.10
RTS Operations and Maintenance	\$5.73	\$18.67	\$25.98	\$36.44	\$37.72	\$38.77	\$39.72	\$40.71	\$41.73	\$285.47
RTS Development and Support Services	\$4.95									\$4.95
New Bus Operating Division	\$6.71	\$0.60	\$11.51	\$8.39	\$2.49	\$1.96				\$31.66
Bus Stop Amenity Program RTS Network	\$5.33		\$1.07							\$6.39
Paratransit Fleet		\$0.47								\$0.47
Non-Revenue Fleet		\$0.95	\$0.33							\$1.28
<b>Total</b>	<b>\$37.54</b>	<b>\$25.32</b>	<b>\$39.93</b>	<b>\$45.13</b>	<b>\$40.52</b>	<b>\$41.06</b>	<b>\$40.07</b>	<b>\$41.08</b>	<b>\$42.12</b>	<b>\$352.76</b>

## Funding Sources

	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total	
HRTAC HRRTF		\$37.54	\$25.32	\$39.93	\$45.13	\$40.52	\$41.06	\$40.07	\$41.08	\$42.12	\$352.76

\*Include a funding application presented to HRTAC for FY 2024 funds and projected Operation and Maintenance costs in future years

# HRRTF Cash Flow

Revenues										
Grantor's Tax	\$16,984,115	\$7,400,000	\$6,300,000	\$6,500,000	\$6,800,000	\$7,100,000	\$7,400,000	\$7,400,000	\$7,400,000	\$73,284,115
Transient Occupancy Tax	\$9,865,950	\$11,200,000	\$11,000,000	\$11,200,000	\$11,400,000	\$11,700,000	\$11,900,000	\$12,100,000	\$12,400,000	\$102,765,950
Recordation Tax Transfer	\$40,000,000	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000	\$200,000,000
<b>Total</b>	<b>\$66,850,065</b>	<b>\$38,600,000</b>	<b>\$37,300,000</b>	<b>\$37,700,000</b>	<b>\$38,200,000</b>	<b>\$38,800,000</b>	<b>\$39,300,000</b>	<b>\$39,500,000</b>	<b>\$39,800,000</b>	<b>\$376,050,065</b>
HRRTF Investment Revenues:										
HRRTF Interest Income	\$154,476	\$83,771	\$253,450	\$175,397	\$186,109	\$196,334	\$200,072	\$223,654	\$158,301	\$1,631,565
HRRTF Investment Income		\$1,106,978	\$2,832,025	\$1,305,734	\$1,230,388	\$1,178,004	\$1,200,431	\$1,200,670	\$949,808	\$11,004,038
<b>Total</b>	<b>\$154,476</b>	<b>\$1,190,749</b>	<b>\$3,085,474</b>	<b>\$1,481,131</b>	<b>\$1,416,497</b>	<b>\$1,374,338</b>	<b>\$1,400,503</b>	<b>\$1,424,324</b>	<b>\$1,108,110</b>	<b>\$12,635,602</b>
<b>Total Revenues</b>	<b>\$67,004,541</b>	<b>\$39,790,749</b>	<b>\$40,385,474</b>	<b>\$39,181,131</b>	<b>\$39,616,497</b>	<b>\$40,174,338</b>	<b>\$40,700,503</b>	<b>\$40,924,324</b>	<b>\$40,908,110</b>	<b>\$388,685,667</b>
Payments										
HRRTF Admin & Proj. Dev. Budget	\$391,749	\$253,228	\$281,885	\$296,684	\$312,260	\$328,654	\$345,908	\$364,068	\$383,182	\$2,957,619
Paygo Allocation for Transit Projects	\$37,142,096	\$25,062,529	\$39,651,804	\$44,835,980	\$40,205,183	\$40,729,910	\$39,721,432	\$40,714,468	\$41,732,329	\$349,795,731
Deallocated Funding Returned										
<b>Total Payments</b>	<b>\$37,533,845</b>	<b>\$25,315,757</b>	<b>\$39,933,689</b>	<b>\$45,132,664</b>	<b>\$40,517,443</b>	<b>\$41,058,564</b>	<b>\$40,067,340</b>	<b>\$41,078,536</b>	<b>\$42,115,512</b>	<b>\$352,753,351</b>
HRRTF Cash Unobligated										
Annual Deposit (Draws)	\$29,316,220	\$14,474,992	\$451,785	-\$5,951,534	-\$900,947	-\$884,226	\$633,163	-\$154,212	-\$1,207,402	\$35,932,317
Carry Over from Prior Year		\$29,470,696	\$43,945,688	\$44,397,473	\$38,445,940	\$37,544,993	\$36,660,767	\$37,293,930	\$37,139,718	
<b>Ending Balance</b>	<b>\$29,316,220</b>	<b>\$43,945,688</b>	<b>\$44,397,473</b>	<b>\$38,445,940</b>	<b>\$37,544,993</b>	<b>\$36,660,767</b>	<b>\$37,293,930</b>	<b>\$37,139,718</b>	<b>\$35,932,317</b>	

**Agenda Item 5D**  
**Consent Item**

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

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

**Date: June 15, 2023**

**Re: HRTAC 2045 Long Range Plan of Finance Update for the Region's High Priority Projects and the Hampton Roads Regional Transit Fund Update**

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**Recommendation:**

The Finance Committee recommends that the Commission approve the Proposed HRTAC 2045 Long Range Plan of Finance Update as an update to the HRTAC-adopted 2045 Long Range Plan of Finance reflected in the enclosed Proposed HRTAC Long Range Plan of Finance Update presentation.

**Background:**

At the March 16, 2023 Regular Meeting, the Commission endorsed the Proposed HRTAC 2045 Long Range Plan of Finance Update as an update to the HRTAC-adopted 2045 Long Range Plan of Finance reflected in the enclosed Proposed HRTAC Long Range Plan of Finance Update presentation and authorized the Executive Director to conduct a public hearing and report back public comments for consideration in the Commission's action by no later than its June 15, 2023 Annual Organizational meeting. The Executive Director conducted a public hearing on such Long Range Plan of Finance Update on May 8, 2023, at 3:30 p.m. There were no oral or written comments received. The enclosed version of the Proposed HRTAC 2045 Long Range Plan of Finance Update incorporates certain minor cost and schedule adjustments that VDOT recently provided to HRTAC with respect to the projects.

**Fiscal Impact:**

Once adopted, the proposed HRTAC 2045 Long Range Plan of Finance Update represents \$11,571 million in regional congestion relief Highway Projects and \$997 million in Transit Projects.

**Suggested Motion:**

**Motion:** The Commission approves the enclosed version of the Proposed HRTAC 2045 Long Range Plan of Finance Update for the Region's High Priority Projects and the Hampton Roads Regional Transit Fund.





## Annual Organizational Meeting Agenda Item 5D

June 15, 2023

## **Agenda Item 5D:**

2045 Long Range Plan of Finance Update

# 2045 LRTP – Highway Projects

## HRTAC Highway Regional Priority Projects - Proposed 2045 Long Range Plan of Finance Update

	Six Initial Projects	HRBT	HRELN	I-64/I-264 Interchange: Phase IIIA	I-264/Independence Boulevard Interchange	I-64/Denbigh Boulevard Interchange	Bowers Hill Interchange	I-664 Widening to College Blvd	I-64/I-464 Loop Ramps	I-264 Widening	VA-164 Widening	VA-168 Bypass
Inflated Costs (\$MM)	\$1,394	\$3,762	\$1,313	\$478	\$207	\$261	\$771	\$1,529	\$339	\$669	\$493	\$355
Construction End Year	2024	2027	2029	2030	2033	2034	2034	2035	2037	2040	2045	2045

Total YOE Costs (\$MM) <sup>[1]</sup>	\$11,571
Funded by (\$MM):	
Existing HRTAC HRTF Debt	\$3,172
Existing HRTAC Toll Debt	\$345
Existing HRTAC HRTF Paygo	\$1,494
Future HRTAC HRTF Debt <sup>[2]</sup>	\$1,089
Future HRTAC Toll Debt <sup>[2]. [3]</sup>	\$230
Future HRTAC HRTF Paygo <sup>[2]</sup>	\$3,339
VDOT - SMART SCALE <sup>[4]. [5]</sup>	\$1,559
VDOT - IOEP Funding <sup>[6]</sup>	\$164
VDOT - Other Funding <sup>[7]</sup>	\$121
IIJA Funding <sup>[8]</sup>	\$58
Total Funding	\$11,571

### Assumptions:

- [1] Inflation costs provided by VDOT or HRTPO
- [2] Future HRTAC paygo and debt funding depend on revenue availabilities and interest rates at the time of debt issuance
- [3] \$230M assumed in the HRELN financing; pending public hearing results and further developments, Bowers Hill Interchange and I-664 Widening to College Blvd may contain managed lanes that produce toll revenues
- [4] \$588M existing VDOT and other local funding for the Six Initial Projects and HRBT
- [5] Assume additional \$971M SMART SCALE awarded prior to FY 2034 for new projects after HRELN; I-664 Widening to College Blvd completion in FY 2034 conditioned upon this assumption
- [6] \$164M assumed for HRELN; additional IOEP funding may be available
- [7] \$93M General Assembly Appropriation for HRELN approved in June 2022; assume \$28M VDOT Funding for HRELN toll integration costs
- [8] \$58M Infrastructure Investment & Jobs Act (IIJA) funding assumed for HRELN; additional IIJA funding may be available

# 2045 LRTP – Transit Projects

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## HRTAC Transit Regional Priority Projects - Proposed 2045 Long Range Plan of Finance Update

HRRTF Supported Projects	
O&M Costs <sup>1</sup>	\$878
Capital Costs <sup>2,3</sup>	\$119
Fiscally Constrained Construction End Year	2045
 Total FV Cost	\$997
Funded by HRRTF Debt	\$0
<u>Funded by HRRTF Pay-Go</u>	<u>\$997</u>

1. Assume annual O&M costs after FY 2028 same as the FY 2028 estimate provided by HRT
2. Assume HRRTF annual revenue grows by 0.5% after the FY 2030 estimate provided by the VA Department of Tax
3. Assume capital project costs are aggregate HRRTF revenues net of O&M costs

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

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

**Date: June 15, 2023**

**RE: FY2024 HRTAC Meeting Schedule**

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**Recommendation:**

The Executive Director recommends approval of the proposed meeting schedule of the Commission for FY2024.

**Background:**

The Commission meets regularly on a quarterly basis. The proposed meeting schedule below identifies the meeting dates of the Commission for FY2024. Special Meetings may be called by the Chair in accordance with Article IV, C. of the Third Amended and Restated Bylaws of HRTAC.

**Meeting Dates and Times for FY2024:**

Thursday, September 21, 2023, 12:30 p.m. – Regular Meeting

Thursday, December 14, 2023, 12:30 p.m. – Regular Meeting

Thursday, April 18, 2024, 12:30 p.m. – Regular Meeting (General Assembly Long Session)

Thursday, June 20, 2024, 12:30 p.m. – Annual Organizational Meeting (Election of Officers)

**Suggested Motion:**

Motion is to approve the proposed meeting schedule of the Commission for FY2024.

**FY 2024 Hampton Roads Regional  
Meetings (July 2023 – June 2024)  
HRPDC/HRTPO/HRMFFA/HRTAC**

Date	HRTPC 10:30 AM	HRPDC 12:30 PM	HRMFFA 10:30 AM	HRTAC 12:30 PM
JULY 20, 2023	✓	✓		
AUGUST 17, 2023	<b>No Meetings Currently Scheduled</b>			
SEPTEMBER 21, 2023			✓	✓
OCTOBER 19, 2023	✓	✓		
NOVEMBER 16, 2023	✓	✓		
DECEMBER 14, 2023			✓	✓
JANUARY 18, 2024	✓*	✓*		
FEBRUARY 15, 2024	✓	✓		
MARCH 21, 2024	✓	✓		
APRIL 18, 2024			✓	✓
MAY 16, 2024	✓	✓		
JUNE 20, 2024			✓*	✓*

**\*Annual Meeting**

**Agenda Item 5F**  
**Consent Item**

**To: Chair Tuck and the other members of the Commission**

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

**Date: June 15, 2023**

**Re: Amended and Restated Project Agreement for Funding and Administration for the I-64 Hampton Roads Bridge-Tunnel Expansion Project – Extension of Time  
Re: Plenary Authority to Take Certain Actions in Support of VDOT's Efforts Re: Project Issues**

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**Recommendation:**

HRTAC Staff recommends that the Commission extend the time for the Chair and Executive Director to exercise the authority granted under Resolution 2022-05, Item 4, as amended, from June 14, 2023 to September 20, 2023.

**Background:**

At the September 15, 2022 Regular Meeting, the Commission adopted Resolution 2022-05 (a copy of which is attached) that provided authority to the Chair and Executive Director take certain actions in support of VDOT's efforts to address HRBT project issues. The Commission has extended the expiration date several times and the most recent extension (adopted March 16, 2023) expires June 14, 2023. VDOT has briefed HRTAC Staff that the negotiations contemplated by the Resolution will likely not conclude by June 14, 2023. HRTAC and VDOT have a common interest with respect to the administration of the Project and the completion schedule. To enable the Chair and Executive Director to continue to support VDOT, the expiration date under the Resolution needs to be extended to September 20, 2023.

**Fiscal Impact:**

There is no fiscal impact to the Hampton Roads Transportation Fund.

**Suggested Motion:**

**Motion:** Resolution 2022-05, as amended and ratified March 16, 2023, is hereby further amended to change the date in Item 4 to September 20, 2023.





## HRTAC RESOLUTION 2022-05

### **RESOLUTION AUTHORIZING CHAIR AND EXECUTIVE DIRECTOR TO TAKE CERTAIN ACTIONS IN SUPPORT OF VDOT'S EFFORTS RE: PROJECT ISSUES**

**WHEREAS**, the Hampton Roads Transportation Accountability Commission (the “Commission” or “HRTAC”) recognizes that the principal definitive agreements relating to the Hampton Roads Bridge-Tunnel Expansion Project (the “Project”), namely (a) the Comprehensive Agreement between the Virginia Department of Transportation (“VDOT”) and the Design-Builder, and (b) the Project Agreement for Funding and Administration between VDOT and HRTAC (as now amended and restated)(the “PAFA”), established a construction schedule and milestones that would deliver the project by the end of 2025;

**WHEREAS**, the Design-Builder has advised VDOT that construction of the Project is behind schedule;

**WHEREAS**, VDOT has informed the Commission that the Design-Builder presented a schedule update indicating the Project will be substantially completed by the end of 2026 and, in that connection, VDOT may determine that in the administration of the Project and Comprehensive Agreement, it is necessary or appropriate to engage in negotiations with the Design-Builder with respect to the delay and construction issues;

**WHEREAS**, in order to resolve those issues, VDOT and HRTAC may need to amend the terms of the PAFA or, pursuant to the terms of such agreement, otherwise memorialize mutual approval for the actions taken (such amendments and approvals, collectively, the “Supporting Actions”);

**WHEREAS**, under the terms of the PAFA, certain Supporting Actions would require only the approval of HRTAC’s Chair and Executive Director, while others would require further action by the Commission’s members;

**NOW, THEREFORE, IN LIGHT OF THE FOREGOING AND IN ORDER TO MITIGATE FURTHER DELAY AND SUPPORT VDOT'S EFFORTS, BE IT RESOLVED BY THE HAMPTON ROADS TRANSPORTATION ACCOUNTABILITY COMMISSION:**

1. The Commission hereby delegates to the Chair and Executive Director, acting jointly, the power and authority, for and on behalf of the Commission and without further action by the Commission’s members, to take all Supporting Actions as they, with the advice of counsel, may deem necessary or appropriate, subject to the following parameters:

- a. The Commission’s “Maximum Commission Financial Commitment” under the PAFA, as defined and specified therein, may not be increased; and
- b. If, absent this resolution, the Supporting Action is an action that under the PAFA would require the approval of the Commission’s members because it is covered

by a provision with an aggregate \$50 million annual limit, such Supporting Action must still be approved by the Commission's members.

2. The Commission hereby further delegates to the Chair and Executive Director, acting jointly, the power and authority, for and on behalf of the Commission and without further action by the Commission's members, to negotiate, execute, deliver and implement any amendment(s) to or waiver(s) under the Commission's TIFIA loan agreements with the United States Department of Transportation ("USDOT") (the "TIFIA Loan Agreements"), the Direct Agreement among USDOT, VDOT and the Commission made in connection with certain TIFIA Loan Agreements (the "Direct Agreement"), and any instruments or documents relating to such agreements, as the Chair and Executive Director, with the advice of counsel, may deem necessary or appropriate in connection with the Supporting Actions, provided that no such amendment may modify the principal, interest or other financial terms of the TIFIA Loan Agreements.

3. The Chair and the Executive Director, either of whom may act, are hereby authorized to execute and deliver such documents, certificates, undertakings, agreements or other instruments as may be necessary or appropriate to implement or effect any action approved by the Chair and Executive Director in accordance with the powers delegated under this Resolution.

4. This Resolution shall take effect immediately, but the delegation made hereunder shall expire on December 14, 2022.

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The undersigned hereby certify that this is a true and correct copy of a resolution duly adopted at a meeting of the Hampton Roads Transportation Accountability Commission held on September 15, 2022.



Chair, Hampton Roads Transportation  
Accountability Commission



Vice Chair, Hampton Roads Transportation  
Accountability Commission

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

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

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

**Date: June 15, 2023**

**Re: Election of FY2024 Officers of the Commission**

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**Recommendation:**

The Nominating Committee recommends that the Commission adopt the proposed FY2024 Slate of Officers.

**Background:**

Sections III.A. and IV.A. of the HRTAC Amended and Restated Bylaws of the Commission require that the Commission annually elect from its voting Members a Chair and a Vice-Chair at its Annual Organizational Meeting. At its March 16, 2023 Regular Meeting, the HRTAC Chair appointed a Nominating Committee. The Nominating Committee members conferred with each other informally to discuss the end of the two one-year terms of office of the current Chair and Vice Chair. Several voting members were considered. The Nominating Committee recommends as the FY2024 Slate of Officers the following: Dr. Richard "Rick" West (Chesapeake Mayor), as Chair, and Doug Pons (Williamsburg Mayor), as Vice Chair.

**Fiscal Impact:**

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

**Suggested Motion\*:**

Motion is the Commission approve the recommended FY2024 Slate of Officers for Chair and Vice Chair.

\*If any additional nominations are made, each officer position will be voted on separately and the Nominating Committee will introduce separate motions.



**To: Newly Elected Chair and the Commissioners of the Member Jurisdictions of Chesapeake, Hampton, Newport News, Norfolk, Portsmouth, and Virginia Beach (the 'Six Cities of HRT') re: the Distribution of Hampton Roads Regional Transit Funds**

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

**Date: June 15, 2023**

**Hampton Roads Regional Transit Fund – Transportation District Commission of Hampton Roads FY2024 Application for Funding**

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**Recommendation:**

The Chair of the Regional Transit Committee recommends to the Commissioners of the Member Jurisdictions of Chesapeake, Hampton, Newport News, Norfolk, Portsmouth, and Virginia Beach (the "Six Cities of HRT") that they approve the Transportation District Commission of Hampton Roads ("TDCHR") FY2024 Application for Funding, a \$39,651,804.00 disbursement from the Hampton Roads Regional Transit Fund ("HRRTF") in connection therewith, and a funding agreement to make such disbursement.

**Background:**

The TDCHR and HRTAC are parties to a Memorandum of Understanding dated July 15, 2021 (the "MOU"). In accordance with the MOU, TDCHR has submitted an application for funds from the HRRTF (application attached). Disbursements of HRRTF funds require the affirmative vote of two-thirds of the Member Jurisdictions of Chesapeake, Hampton, Newport News, Norfolk, Portsmouth, and Virginia Beach (the "Six Cities of HRT"), and the other Member jurisdictions of HRTAC do not vote on such disbursements. Under the MOU, HRTAC may require the use of a funding agreement (of the type described in the MOU) to govern the disbursements.

**Fiscal Impact:**

There is a \$39,651,804.00 fiscal impact to the Hampton Roads Regional Transit Fund relating to this action item. Allocation of funds will be from existing prior year unobligated fund balances and anticipated FY2024 Hampton Roads Regional Transit Fund revenues.

**Suggested Motion:**

Motion: The Commissioners of the Member Jurisdictions of Chesapeake, Hampton, Newport News, Norfolk, Portsmouth, and Virginia Beach: i. Approve the FY2024 Application for Funding made by the Transportation District Commission of Hampton



Roads; ii. Authorize the Chair to execute and deliver a funding agreement relating to such application, in a form consistent with past practice, with such changes, insertions or omissions as may be finalized by such officer, with the advice of the Executive Director and the Commission's general counsel; and iii. Authorize the Chair and Executive Director, either of whom may act, to take such action as may be deemed necessary or appropriate to provide for the payment of the disbursement of \$39,651,804.00 from the Hampton Roads Regional Transit Fund when required under such funding agreement.





# HAMPTON ROADS TRANSIT

February 28, 2023

Kevin B. Page  
Executive Director  
HRTAC  
723 Woodlake Drive  
Chesapeake, VA 23320

Subject: Application for Hampton Roads Regional Transit Fund (HRRTF) FY2024  
disbursements

*Kevin*  
Mr. Page,

I have enclosed an application for funding from the Hampton Roads Regional Transit Fund (HRRTF) in accordance with the provisions of Virginia Code § 33.2-2600.1.

This application is in the amount of \$1,061,563. This amended application covers project increases for two capital projects for the Hampton Roads Regional Transit Program as incorporated in the strategic plan adopted by the Transportation District Commission of Hampton Roads (d/b/a Hampton Roads Transit, "HRT") on December 9, 2022.

I certify that the projects comprising this application are direct component parts to the approved Program as documented in the Transit Strategic Plan and fully meet all eligibility requirements for the disbursement and use of HRRTF funds as prescribed by law, including subsection D of Virginia Code § 33.2-286.

Sincerely,

*William E. Harrell*  
William E. Harrell  
President and CEO

*Thanks for your  
support!*

Enclosure/ HRRTF Application #202301 (two pages)

AMENDED

Applicant: Transportation District Commission of Hampton Roads (d/b/a Hampton Roads Transit)

**Project Name: Transit Bus Expansion (Group B)****Project ID: 202301H****Programmed into Transit Strategic Plan: Yes****Type of Project: Major Expansion****Summary****Total HRRTF Request: \$769,142****Project Cost: \$7,406,294 AMENDED****Asset Type:** Vehicles

**Description:** Project to procure new buses for system expansion to support the implementation of HRT's Regional Transit System. The need is split between three "Groups." Group A required 24 buses (20 for operation, 4 spares), Group B will require 12 buses (10 for operation, 2 spares), and Group C will require 12 buses (10 for operation, 2 spares).

**Costs and Funding (\$1,000s)**

Source	FY2021	Amount \$	Source	FY2022	Amount \$	Source	FY2023	Amount \$	Source	FY2024	Amount \$
							HRRTF (FY 23)	\$4,380,520		HRRTF (FY 24)	\$769,142
							State (FY22)	\$2,256,632			
Total			Total			Total	\$6,637,152		Total		\$769,142

Source	FY2025	Amount \$	Source	FY2026	Amount \$
Total		\$3,580	Total		\$0

**HRRTF Disbursement Schedule**

Date	Amount \$
10/01/2023	\$769,142

Total \$769,142

**Notes:** This amendment includes an increase of \$769,142 over the original submission to complete the purchase purchase of Group B buses (12).

## Project Name: RTS Non-Revenue Fleet

Project ID: 202301J

Programmed into Transit Strategic Plan: Yes

Type of Project: Major Expansion

## Summary

Total HRRTF Request: \$292,421

Project Cost: \$1,243,421 AMENDED

Asset Type: Vehicles

## Description:

This project funds the non-revenue vehicles dedicated to the RTS network for street supervisors, security, vehicle maintenance, and facility maintenance. HRT programmed funds in FY 2022 to purchase 20 vehicles for RTS operations as part of the approved 10-Year Transit Strategic Plan.

## Costs and Funding (\$1,000s)

Source	FY2021	Amount \$	Source	FY2022	Amount \$	Source	FY2023	Amount \$	Source	FY2024	Amount \$
				HRRTF (FY 22)	\$951,000				HRRTF (FY 24)		\$292,421
Total			Total		\$951,000	Total			Total		\$292,421

Source	FY2025	Amount \$	Source	FY2026	Amount \$	HRRTF Disbursement Schedule	
						Date	Amount \$
						10/01/2023	\$292,421
Total			Total		\$0	Total	\$292,421

Notes: This amendment includes an increase of \$292,421 over the original submission to cover price increases.



# HAMPTON ROADS TRANSIT

February 24, 2023

Kevin B. Page  
Executive Director  
HRTAC  
723 Woodlake Drive  
Chesapeake, VA 23320

Subject: Application for Hampton Roads Regional Transit Fund (HRRTF) FY2024 disbursements

*Kevin*  
Mr. Page,

I have enclosed an application for funding from the Hampton Roads Regional Transit Fund (HRRTF) in accordance with the provisions of Virginia Code § 33.2-2600.1.

This application is in the amount of \$38,590,241. In addition to capital items, this funding is to cover Operations and Maintenance through June 30, 2024, for the Hampton Roads Regional Transit Program as incorporated in the strategic plan adopted by the Transportation District Commission of Hampton Roads (d/b/a Hampton Roads Transit, "HRT") on December 9, 2021.

I certify that the projects comprising this application are direct component parts to the approved Program as documented in the Transit Strategic Plan and fully meet all eligibility requirements for the disbursement and use of HRRTF funds as prescribed by law, including subsection D of Virginia Code § 33.2-286.

Sincerely,  
  
William E. Harrell  
President and CEO

Enclosure/ HRRTF Application #202401 (four pages)

## Project Name: RTS Bus Operations/ Program Costs

Project ID: 202401C

Programmed into Transit Strategic Plan: Yes

Type of Project: Operations and Maintenance

## Summary

HRRTF Request: \$25,975,300

Project Cost: \$25,975,300

Asset Type: Operations and Maintenance

**Description:** This project covers expenses for Bus Operations that are part of the Regional Transit Service program in fiscal year 2024 (July 1, 2023 through June 30, 2024). This includes twelve (12) regional Metro Area Express (MAX) in addition to five (5) Peninsula Commuter Service (PCS) routes (Hampton and Newport News) connecting to the Newport News Shipyard. Additionally, RTS routes 101, 112, and 114 will begin operation as part of Group A and RI21 extension the circulator service will begin on Norfolk Naval Station. Covers costs to develop, maintain, improve, and operate a core and connected regional network of transit routes and related infrastructure, rolling stock, and support facilities. These costs are segmented in six discrete categories: Planning, Human Resources; Marketing and Communications; Technology; Safety and Security; Engineering and Facilities

## HRRTF Disbursement Schedule

Date	Amount \$
10/01/2023	\$6,493,825
01/01/2024	\$6,493,825
04/01/2024	\$6,493,825
06/01/2024	\$6,493,825
<b>Total</b>	<b>\$25,975,300</b>

## Service Costs and Funding

Table A: FY2024 RTS Bus Operations / Program Costs

Item	Description	Expenses (YOE\$ Millions)
RTS Bus Operations	146,571 total service hours on: Limited/Express routes: MAX 64, MAX 121, MAX 919, MAX 922, MAX 960, MAX 961, MAX 966, MAX 967, MAX 970, MAX 972, MAX 980, MAX 962, PCS 403, PCS 405, PCS 414, PCS 415, PCS 430. Regional Backbone routes: Route 1, Route 15, Route 20, Route 36, Route 45, Route 47, Route 101, Route 112, Route 114.	\$16,100,000
Planning	RTS Program annual update (Transit Strategic Plan); 10-year RTS Capital Program update.	\$300,000
Human Resources	Direct RTS Program staffing (see positions listed in Table 6-15)	\$5,500,000
Marketing and Communications	Recruitment advertising; Promo media buys; Collateral development/printing; Contract services; Outreach software licensing	\$600,000
Technology	CCTV; Client technology software and hardware; Communication services; Datacenter hardware and software; Endpoint protection; Google Maps call increase; Microsoft Dynamics 365 Finance and Operations; Microsoft licenses; PaaS; Networking; Printing capacity expansion; Real-time displays; Training; Telephony software; Transit WiFi; Website re-branding; Cell phone Services.	\$1,275,300
Security	Enhanced security personnel; Transit security officer program gear	\$300,000
Safety and Risk	Insurance; Facility safety and security certification; Compliance with 26 CFR part 1910 and 1926 audit; Inspection and training programs	\$100,000
Facilities	Contracted cleaning; Shelter maintenance and material	\$1,800,000
	<b>Net of fare revenue and grant funds</b>	<b>Total</b>
		<b>\$25,975,300</b>

Note: HRT will apply to HRTAC for additional HRRTF funding to cover any negative end-of-year variance(s), should they occur, due to expenses or farebox revenues being different than shown in Table A. In the case of any positive end-of-year variance, HRT will apply to HRTAC for remaining funds to be credited toward the following year's RTS Bus Operations expenses

**Project Name: New Bus Operating Division – Southside**

Project ID: 202401E

Programmed in Transit Strategic Plan: Yes

Type of Project: Major Expansion

**Summary****HRRTF Request:** \$11,514,000**Project Cost:** \$44,106,000**Asset Type:** Operations and Maintenance Facility

**Description:** Project to relocate and replace the Parks Avenue operating and maintenance base with a new facility that can serve the Southside. This project is critical to meet both existing operating needs and future Regional Transit System (RTS) needs. A new facility will address operating shortcomings at Parks Avenue and accommodate an expanded bus fleet. The existing facility has several deficiencies: it is past its useful life, lacks space for additional vehicles, cannot accommodate most bus maintenance functions, and lacks the facilities to operate outside the peak summer season. A new facility will allow for all-year operations and will be large enough to accommodate maintenance work locally. The facility would be designed from the onset to accommodate battery electric buses, with implementation of an initial 40 electric bus chargers. The facility will be constructed with the capacity to phase in charging of 100 electric buses, aligning with the fleet replacement needs, as well as trolley operations

**Costs and Funding (\$1,000s)**

Source	FY2024	Amount \$	Source	FY2025	Amount \$	Source	FY2026	Amount \$	Source	FY2027	Amount \$
HRRTF (FY24)	\$2,490		HRRTF (FY 25)	\$2,490		HRRTF (FY 26)	\$2,490		Fed. 5307 (FFY 23)	\$1,778	
State (FY 24)	\$4,980*		State (FY 25)	\$4,980*		State (FY 26)	\$4,980*		State (FY 27)	\$1,957	
Fed. 5307 (FFY 21)	\$2,490		Fed. 5307 (FFY22)	\$2,490		Fed. 5307 (FFY 22)	\$2,419		Fed. Discretionary (FFY 26)	\$1,957	
State (FY 24)	\$11,400		State (FY 25)	\$11,400		Fed. 5307 (FFY 21)	\$71		HRRTF (FY27)	\$1,957	
HRRTF (FY 24)	\$8,340		Fed. 5307 (FFY 22)	\$2,000					Fed. 5307 (FFY 24)	\$178	
Fed. 5307 (FFY 22)	\$5,986		Fed. Discretionary (FF 25)	\$22,500							
Fed. Discretionary (FFY 22)	\$5,000*		HRRTF (FY 25)	\$5,902							
HRRTF (FY 24)	\$684										
Fed. 5307 (FY 22)	\$2,736										
<b>Total</b>	<b>\$44,106</b>		<b>Total</b>	<b>\$50,952</b>		<b>Total</b>	<b>\$9,960</b>		<b>Total</b>	<b>\$7,827</b>	

**HRRTF Disbursement Schedule**

Date	Amount \$
10/01/2023	\$2,878,500
01/01/2024	\$2,878,500
04/01/2024	\$2,878,500
06/01/2024	\$2,878,500
<b>Total</b>	<b>\$11,514,000</b>

**Project Name:** RTS Non-Revenue Fleet**Project ID:** 202401J**Programmed into Transit Strategic Plan:** Yes **Type of Project:** Minor Enhancement**Summary****HRRTF Request:** \$35,941**Project Cost:** \$112,316**Asset Type:** Vehicles**Description:**

This project funds the non-revenue vehicles dedicated to the RTS network for street supervisors, security, vehicle maintenance, and facility maintenance. This project is to purchase two security vehicles to support staff additions.

**Costs and Funding**

Source	FY2021	Amount \$	Source	FY2022	Amount \$	Source	FY2023	Amount \$	Source	FY2024	Amount \$
									HRRTF (FY 24)		\$35,941
									State (FY 24)		\$76,375
Total			Total			Total			Total		\$112,316

Source	FY2025	Amount \$	Source	FY2026	Amount \$
Total			Total		\$0

**HRRTF Disbursement Schedule**

Date	Amount \$
10/01/2023	\$35,941
Total	\$35,941

**Notes:**

**Project Name:** Bus Stop Amenity Program

Project ID: 202401F

Programmed into Transit Strategic Plan: Yes

Type of Project: Major Expansion

**Summary****HRRTF Request:** \$1,065,000**Project Cost:** \$24,721,000**Asset Type:** Passenger Amenities

**Description:** Supports delivery of bus stop amenities throughout the RTS network, including approximately 623 new shelters, benches, trash cans, and lighting. Project is critical to meet the goals of RTS and deliver an enhanced experience for HRT riders. The expected useful life of a sheltered bus stop is approximately 20 years.

**Costs and Funding (\$1,000s)**

Source	FY2021	Amount \$	Source	FY2022	Amount \$	Source	FY2023	Amount \$	Source	FY2024	Amount \$
HRRTF (FY 21)	\$3,625		HRRTF (FY 22)		\$5,326				HRRTF (FY 24)		\$1,065
Total	\$3,625		Total	\$5,326		Total			Total		\$1,065

Source	FY2025	Amount \$	Source	FY2026	Amount \$	Source	FY2027	Amount \$	HRRTF Disbursement Schedule	
HRRTF (FY 25)	\$2,573		HRRTF (FY 26)	\$3,523		HRRTF (FY 27)		\$1,790		
Total	\$2,573		Total	\$3,523		Total		\$1,790	Total	\$1,065.000

Notes:



**HAMPTON ROADS TRANSPORTATION FUND and**  
**HAMPTON ROADS REGIONAL TRANSIT FUND**  
**FINANCIAL REPORTS**  
**FY2014 – FY2023**  
**Period Ending February 28, 2023**

The HRTAC staff has prepared the attached February 2023 financial report based on data received to date from the Virginia Department of Transportation.

<b><u>Revenues</u></b>	<b><u>Inception to Feb 2023</u></b>	<b><u>FY2023 YTD</u></b>	<b><u>Feb 2023</u></b>
<b>Total Gross Revenues<sup>1</sup></b>	<b>4,850,434,038</b>	<b>148,808,556</b>	<b>55,290,171</b>
HRTF - State Sales Tax & Local Fuels Tax	1,858,615,484	165,512,653	19,045,309
HRRTF – Fees, Taxes & other Revenue	97,593,608	30,743,542	921,658
Interest and Investment Income	111,860,434	36,897,361	4,323,204
Other Income	759,274	-	-
Bond and Debt Proceeds	2,781,605,238	(84,345,000)	31,000,000
<b><u>Expenditures</u></b>			
<b>Total Expenditures</b>	<b>2,723,161,411</b>	<b>184,248,671</b>	<b>50,526,188</b>
Projects	2,501,263,099	144,092,568	45,170,803
Operating Expenses & Investment Fees	23,911,555	1,540,185	303,922
Bond Interest Expenses	197,986,757	38,615,918	5,051,463
<b>Modified Cash Position at February 28, 2023</b>	<b>2,127,272,627</b>		
<b><u>Items not using or providing cash since inception:</u></b>			
Amortization of Bond Premium	(106,720,795)		
Gain not affecting cash	(759,274)		
Capitalized interest added to long term-debt	3,404,625		
Assets not providing current sources of cash	(48,234,276)		
Liabilities not requiring current use of cash	<u>16,011,238</u>		
<b><u>Actual cash and investments at February 28, 2023</u></b>	<b><u>\$ 1,990,974,145</u></b>		

<sup>1</sup> Beginning in June 2020, State Sales Tax and Local Fuels Tax are recorded either one month (sales tax) or two months (fuels tax) earlier than in previous periods, due to additional information received from the Commonwealth of Virginia on the timing of the source transactions for tax revenues.

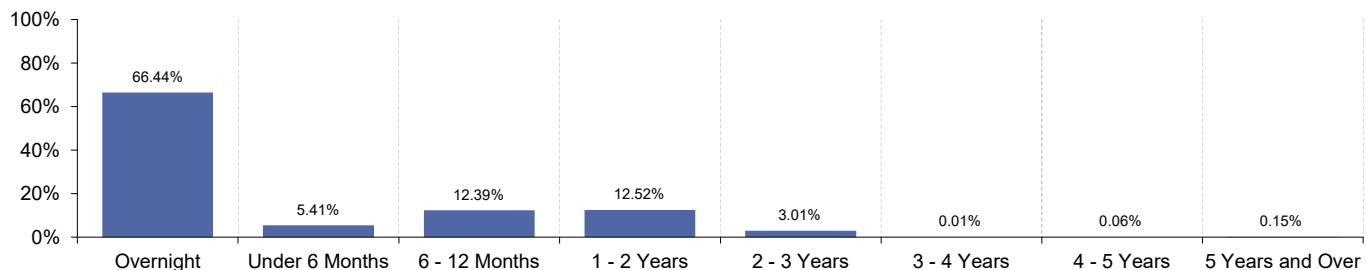
# Hampton Roads Transportation Fund

## Summary of Cash and Investments

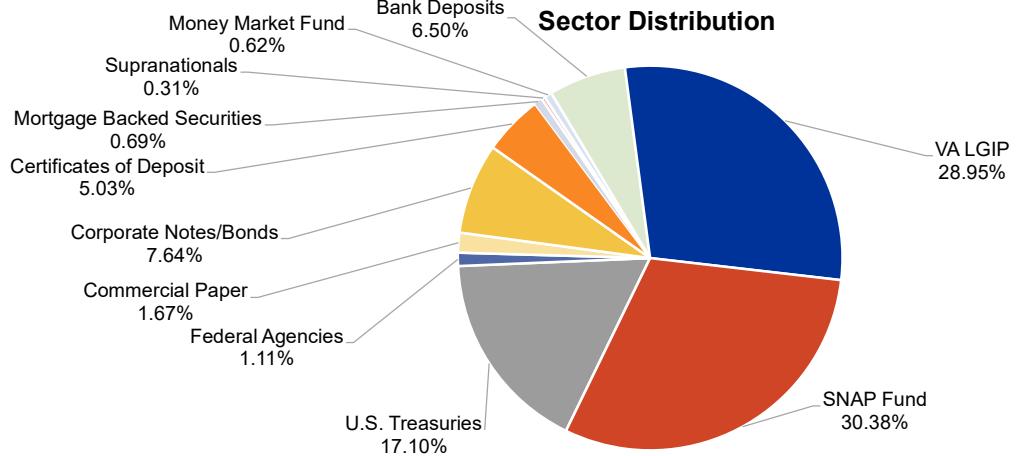
### For February 2023

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	0.05%
Union Sweep	4.15%	4.15%	38,914,825	38,914,825	2.05%
Union Money Market	4.15%	4.15%	28,506	28,506	0.00%
Union General	4.15%	4.15%	83,327,725	83,327,725	4.39%
VA LGIP	4.70%	4.70%	549,313,897	549,313,897	28.95%
Enhanced Cash Portfolio	3.89%	5.11%	516,205,001	515,226,688	27.16%
Core Portfolio	2.14%	4.90%	138,379,951	133,110,501	7.02%
SNAP Fund	4.82%	4.82%	576,338,656	576,338,656	30.38%
<b>Total</b>			<b>\$ 1,903,508,561</b>	<b>\$ 1,897,260,798</b>	<b>100.00%</b>

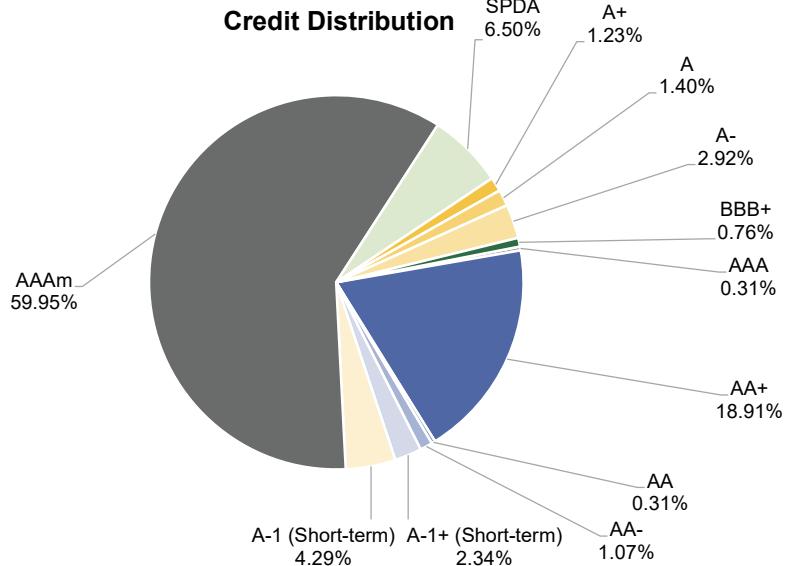
#### Total Maturity Distribution



#### Sector Distribution

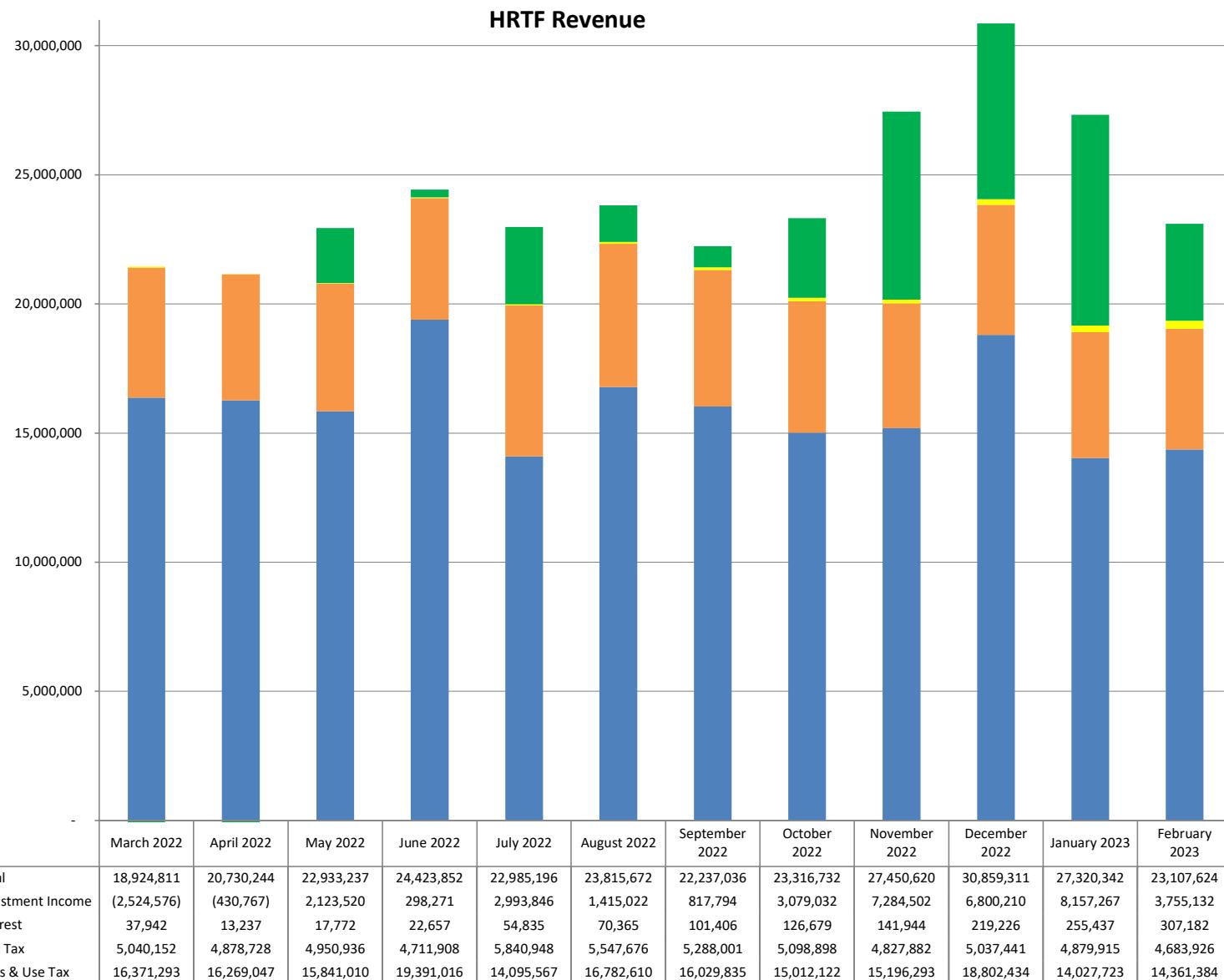


#### Credit Distribution



All charts are based on market value as of 2/28/23

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



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)**  
**Interest and Investment Income**  
**Inception - February 2023**

	FY2014 to							Total
	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	
HRTF Interest Income	\$ 1,955,812	\$ 321,499	\$ 1,000,093	\$ 669,108	\$ 363,660	\$ 296,307	\$ 1,277,074	\$ 5,883,555
HRTF Investment Income	<u>5,342,952</u>	<u>8,868,404</u>	<u>29,869,111</u>	<u>26,275,750</u>	<u>3,240,310</u>	<u>(3,394,409)</u>	<u>34,302,806</u>	<u>\$ 104,504,923</u>
<b>Total</b>	<b><u>\$ 7,298,764</u></b>	<b><u>\$ 9,189,903</u></b>	<b><u>\$ 30,869,204</u></b>	<b><u>\$ 26,944,858</u></b>	<b><u>\$ 3,603,970</u></b>	<b><u>\$ (3,098,102)</u></b>	<b><u>\$ 35,579,880</u></b>	<b><u>\$ 110,388,478</u></b>

Notes:

"HRTF Interest Income" includes interest from Atlantic Union Bank money market, sweep, and general accounts, as well as Regional Tax Interest/Interest Refund Adjustments.

"HRTF Investment Income" in FY2019 to FY2023 includes income from PFMAM (US Bank & TD Wealth) core and enhanced cash, LGIP, & SNAP accounts. FY2014-2018 totals also include income from Sterling & Atlantic Union Bank.

**Hampton Roads Transportation Fund (HRTF)**  
**Total of HRTF Revenue and Expenditures Activities**  
**Summary**

	Gross Revenue							Expenditures							Cumulative Balance 7/1/13 to 2/28/23
	Sales & Use Tax	Fuels Tax	Interest	Investment Income	Other Income	Bond Proceeds	Total	Projects	Dept of Tax Admin Fee	Investment Fees	Bond Expenses	Operating Expenses	Total		
	\$ 1,211,763,774	\$ 393,884,968	\$ 4,514,874	\$ 70,735,669	\$ -	\$ 2,769,461,982	\$ 4,450,361,267	\$ 2,044,456,833	\$ 976,653	\$ 1,746,517	\$ 146,863,641	\$ 17,255,003	\$ 2,211,298,647	\$ 2,239,062,620	
<i>July 2013 - February 2022</i>															
<i>March 2022</i>	16,371,293	5,040,152	37,942	(2,524,576)	-	-	18,924,811	112,597,893	-	19,705	4,913,362	84,191	117,615,151	2,140,372,280	
<i>April 2022</i>	16,269,047	4,878,728	13,237	(430,767)	759,274	(417,562,348)	(396,072,830)	93,002	-	19,083	(1,330,614)	187,288	(1,031,242)	1,745,330,693	
<i>May 2022</i>	15,841,010	4,950,936	17,772	2,123,520	-	414,050,604	436,983,841	65,164,937	-	19,727	4,424,005	1,193,985	70,802,655	2,111,511,879	
<i>June 2022</i>	19,391,016	4,711,908	22,657	298,271	-	100,000,000	124,423,852	134,258,335	65,967	19,133	4,500,444	392,370	139,236,248	2,096,699,483	
<i>July 2022</i>	14,095,567	5,840,948	54,835	2,993,846	-	(414,345,000)	(391,359,804)	-	-	19,640	4,567,360	64,869	4,651,869	1,700,687,810	
<i>August 2022</i>	16,782,610	5,547,676	70,365	1,415,022	-	-	23,815,672	20,549,037	-	19,529	4,567,360	118,381	25,254,308	1,699,249,174	
<i>September 2022</i>	16,029,835	5,288,001	101,406	817,794	-	-	22,237,036	5,197,310	-	-	4,567,360	95,697	9,860,367	1,711,625,843	
<i>October 2022</i>	15,012,122	5,098,898	126,679	3,079,032	-	299,000,000	322,316,732	(240,612)	-	40,430	4,766,150	285,919	4,851,887	2,029,090,688	
<i>November 2022</i>	15,196,293	4,827,882	141,944	7,284,502	-	-	27,450,620	9,683,717	-	33,505	5,034,619	59,890	14,811,730	2,041,729,579	
<i>December 2022</i>	18,802,434	5,037,441	219,226	6,800,210	-	-	30,859,311	19,480,989	-	35,177	5,033,971	224,111	24,774,248	2,047,814,642	
<i>January 2023</i>	14,027,723	4,879,915	255,437	8,157,267	-	-	27,320,342	35,152,026	-	35,221	5,027,635	122,894	40,337,777	2,034,797,208	
<i>February 2023</i>	14,361,384	4,683,926	307,182	3,755,132	-	31,000,000	54,107,624	45,170,803	-	31,833	5,051,463	268,036	50,522,135	2,038,382,694	
<i>Total 12 Months</i>	\$ 192,180,332	\$ 60,786,410	\$ 1,368,681	\$ 33,769,254	\$ 759,274	\$ 12,143,256	\$ 301,007,207	\$ 447,107,437	\$ 65,967	\$ 292,982	\$ 51,123,116	\$ 3,097,631	\$ 501,687,133		
<i>Grand Totals</i>	\$ 1,403,944,106	\$ 454,671,378	\$ 5,883,555	\$ 104,504,923	\$ 759,274	\$ 2,781,605,238	\$ 4,751,368,474	\$ 2,491,564,270	\$ 1,042,620	\$ 2,039,499	\$ 197,986,757	\$ 20,352,634	\$ 2,712,985,780	\$ (2,608,988,771)	
<i>Less Balance of Encumbered (through FY2028)</i>															
<i>Total Net Available*</i>														\$ (570,606,077)	

Notes:

\* Total Net Available does not include TIFIA loans not drawn on or HRTF future revenues through FY2028.

**Table 1 - Total HRTF Revenues****Hampton Roads Transportation Fund (HRTF)****Total of Sales & Use Taxes and Fuels Taxes****Fiscal Year 2023**

Locality	Total FY2014 - FY2022	Previous FY2023	February 2023	Total YTD FY2023	Total
<i>Chesapeake</i>	\$ 310,639,869	\$ 26,512,137	\$ 3,501,947	\$ 30,014,084	340,653,954
<i>Franklin</i>	18,395,035	1,561,323	208,171	1,769,493	20,164,529
<i>Hampton</i>	123,481,299	10,581,564	1,407,972	11,989,537	135,470,836
<i>Isle of Wight</i>	26,966,714	2,336,436	308,432	2,644,868	29,611,582
<i>James City</i>	73,982,088	6,612,763	811,569	7,424,332	81,406,420
<i>Newport News</i>	179,991,908	15,571,285	2,156,350	17,727,635	197,719,543
<i>Norfolk</i>	237,813,894	20,277,183	2,725,360	23,002,544	260,816,438
<i>Poquoson</i>	4,598,136	422,729	51,694	474,423	5,072,559
<i>Portsmouth</i>	60,548,668	5,539,683	775,888	6,315,572	66,864,240
<i>Southampton</i>	8,896,316	764,543	93,785	858,328	9,754,645
<i>Suffolk</i>	90,043,620	8,680,342	1,123,025	9,803,368	99,846,988
<i>Virginia Beach</i>	450,843,920	39,087,149	4,804,606	43,891,755	494,735,675
<i>Williamsburg</i>	32,548,165	2,226,361	277,553	2,503,913	35,052,078
<i>York</i>	74,353,197	6,293,843	798,957	7,092,800	81,445,998
<b>Total <sup>d</sup></b>	<b>1,693,102,832</b>	<b>146,467,343</b>	<b>19,045,309</b>	<b>165,512,652</b>	<b>1,858,615,484</b>
Interest <sup>a</sup>	4,606,480	969,892	307,182	1,277,074	5,883,555
Investment Income <sup>b</sup>	70,202,117	30,547,674	3,755,132	34,302,806	104,504,923
Other Income	759,274	-	-	-	759,274
Bond Proceeds	2,865,950,238	(115,345,000)	31,000,000	(84,345,000)	2,781,605,238
<b>Total Revenues</b>	<b>4,634,620,941</b>	<b>62,639,908</b>	<b>54,107,624</b>	<b>116,747,532</b>	<b>4,751,368,474</b>
Project Expenses	(2,356,571,000)	(89,822,467)	(45,170,803)	(134,993,270)	(2,491,564,270)
DMV & Dept. of Tax Admin Fees	(1,042,620)	-	-	-	(1,042,620)
Investment Fees (PFMAM)	(1,824,165)	(183,501)	(31,833)	(215,334)	(2,039,499)
Bond Interest Expenses <sup>c</sup>	(159,370,839)	(33,564,455)	(5,051,463)	(38,615,918)	(197,986,757)
Operating Expense	(19,112,837)	(971,761)	(268,036)	(1,239,797)	(20,352,634)
Modified Cash Position	\$ 2,096,699,481	\$ (61,902,277)	\$ 3,585,489	\$ (58,316,788)	2,038,382,694
Less Balance of Encumbered	(2,346,558,163)				(2,608,988,771)
Net Modified Cash Position	\$ (252,839,463)				(570,606,077)
Updated forecast <sup>c</sup>	1,606,365,276	143,917,573	18,108,786	162,026,359	1,768,391,635
Total Revenue - Forecast (under)/over	\$ 86,737,556	\$ 2,549,770	\$ 936,523	\$ 3,486,293	90,223,849

**Notes:**<sup>a</sup> Includes interest from Union Bank money market, sweep, and general accounts, as well as Regional Tax Interest/Interest Refund Adjustments.<sup>b</sup> FY2019 - FY2023 include income from PFMAM (US Bank), LGIP, and SNAP accounts. FY2014-2018 includes income from Sterling and Union Bank.<sup>d</sup> Beginning in June 2020, State Sales Tax and Local Fuels Tax are recorded either one month (sales tax) or two months (fuels tax) earlier than in prior accounting periods, due to additional information received from the Commonwealth of Virginia on the timing of the source transactions for tax revenues. The change is retroactive and the prior year amounts have been restated.

**Table 1 - Total HRTF Revenues****Hampton Roads Transportation Fund (HRTF)****Total of Sales & Use Taxes and Fuels Taxes****Fiscal Year 2023**

Locality	Total FY2014 - FY2022	Previous FY2023	February 2023	Total YTD FY2023	Total
<i>Chesapeake</i>	\$ 310,639,869	\$ 26,512,137	\$ 3,501,947	\$ 30,014,084	340,653,954
<i>Franklin</i>	18,395,035	1,561,323	208,171	1,769,493	20,164,529
<i>Hampton</i>	123,481,299	10,581,564	1,407,972	11,989,537	135,470,836
<i>Isle of Wight</i>	26,966,714	2,336,436	308,432	2,644,868	29,611,582
<i>James City</i>	73,982,088	6,612,763	811,569	7,424,332	81,406,420
<i>Newport News</i>	179,991,908	15,571,285	2,156,350	17,727,635	197,719,543
<i>Norfolk</i>	237,813,894	20,277,183	2,725,360	23,002,544	260,816,438
<i>Poquoson</i>	4,598,136	422,729	51,694	474,423	5,072,559
<i>Portsmouth</i>	60,548,668	5,539,683	775,888	6,315,572	66,864,240
<i>Southampton</i>	8,896,316	764,543	93,785	858,328	9,754,645
<i>Suffolk</i>	90,043,620	8,680,342	1,123,025	9,803,368	99,846,988
<i>Virginia Beach</i>	450,843,920	39,087,149	4,804,606	43,891,755	494,735,675
<i>Williamsburg</i>	32,548,165	2,226,361	277,553	2,503,913	35,052,078
<i>York</i>	74,353,197	6,293,843	798,957	7,092,800	81,445,998
<b>Total <sup>d</sup></b>	<b>1,693,102,832</b>	<b>146,467,343</b>	<b>19,045,309</b>	<b>165,512,652</b>	<b>1,858,615,484</b>
Interest <sup>a</sup>	4,606,480	969,892	307,182	1,277,074	5,883,555
Investment Income <sup>b</sup>	70,202,117	30,547,674	3,755,132	34,302,806	104,504,923
Other Income	759,274	-	-	-	759,274
Bond Proceeds	2,865,950,238	(115,345,000)	-	(115,345,000)	2,750,605,238
<b>Total Revenues</b>	<b>4,634,620,941</b>	<b>62,639,908</b>	<b>23,107,624</b>	<b>85,747,532</b>	<b>4,720,368,474</b>
Project Expenses	(2,356,571,000)	(89,822,467)	(45,170,803)	(134,993,270)	(2,491,564,270)
DMV & Dept. of Tax Admin Fees	(1,042,620)	-	-	-	(1,042,620)
Investment Fees (PFMAM)	(1,824,165)	(183,501)	(31,833)	(215,334)	(2,039,499)
Bond Interest Expenses <sup>c</sup>	(159,370,839)	(33,564,455)	(5,051,463)	(38,615,918)	(197,986,757)
Operating Expense	(19,112,837)	(971,761)	(268,036)	(1,239,797)	(20,352,634)
Modified Cash Position	\$ 2,096,699,481	\$ (61,902,277)	\$ (27,414,511)	\$ (89,316,788)	2,007,382,694
Less Balance of Encumbered	(2,346,558,163)				(2,608,988,771)
Net Modified Cash Position	\$ (252,839,463)				(601,606,077)
Updated forecast <sup>c</sup>	1,606,365,276	143,917,573	18,108,786	162,026,359	1,768,391,635
Total Revenue - Forecast (under)/over	\$ 86,737,556	\$ 2,549,770	\$ 936,523	\$ 3,486,293	90,223,849

**Notes:**<sup>a</sup> Includes interest from Union Bank money market, sweep, and general accounts, as well as Regional Tax Interest/Interest Refund Adjustments.<sup>b</sup> FY2019 - FY2023 include income from PFMAM (US Bank), LGIP, and SNAP accounts. FY2014-2018 includes income from Sterling and Union Bank.<sup>d</sup> Beginning in June 2020, State Sales Tax and Local Fuels Tax are recorded either one month (sales tax) or two months (fuels tax) earlier than in prior accounting periods, due to additional information received from the Commonwealth of Virginia on the timing of the source transactions for tax revenues. The change is retroactive and the prior year amounts have been restated.

## Table 1B - Local Fuels Tax

### Hampton Roads Transportation Fund (HRTF)

#### *Local Fuels Tax*

#### *Fiscal Year 2023*

Locality	Total FY2014 - FY2022	Previous FY2023	February 2023	Total YTD FY2023	Total
<i>Chesapeake</i>	\$ 77,810,200	\$ 6,502,745	\$ 821,973	\$ 7,324,718	\$ 85,134,918
<i>Franklin</i>	8,838,116	826,720	105,934	932,654	9,770,770
<i>Hampton</i>	33,826,026	3,019,585	435,063	3,454,648	37,280,674
<i>Isle of Wight</i>	11,047,418	733,739	102,916	836,655	11,884,072
<i>James City</i>	13,363,328	1,565,752	194,319	1,760,071	15,123,399
<i>Newport News</i>	40,074,071	4,104,774	499,726	4,604,500	44,678,571
<i>Norfolk</i>	51,883,179	4,692,540	567,305	5,259,844	57,143,023
<i>Poquoson</i>	1,244,669	80,803	9,945	90,748	1,335,417
<i>Portsmouth</i>	18,289,506	1,498,072	220,053	1,718,124	20,007,630
<i>Southampton</i>	5,050,870	406,290	50,231	456,521	5,507,391
<i>Suffolk</i>	31,461,318	2,823,813	360,397	3,184,210	34,645,528
<i>Virginia Beach</i>	95,064,677	8,356,447	1,048,623	9,405,070	104,469,746
<i>Williamsburg</i>	7,284,863	283,570	45,492	329,062	7,613,924
<i>York</i>	<u>18,228,452</u>	<u>1,625,911</u>	<u>221,950</u>	<u>1,847,861</u>	<u>20,076,312</u>
<b>Total<sup>1</sup></b>	<b><u>\$ 413,466,691</u></b>	<b><u>\$ 36,520,761</u></b>	<b><u>\$ 4,683,926</u></b>	<b><u>\$ 41,204,687</u></b>	<b><u>\$ 454,671,378</u></b>
Updated Forecast	417,620,927	34,159,757	4,640,983	38,800,740	456,421,667
Diff(under)/over	(4,154,236)	2,361,004	42,943	2,403,947	(1,750,289)

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

1 Beginning in June 2020, State Sales Tax and Local Fuels Tax are recorded either one month (sales tax) or two months (fuels tax) earlier than in prior accounting periods, due to additional information received from the Commonwealth of Virginia on the timing of the source transactions for tax revenues. The change is retroactive and the prior year amounts have been restated.

**Table 2 - Allocations**

Hampton Roads Transportation Fund (HRTF)

*Allocations*

*Fiscal Year 2023*

Project	Total FY2014 - FY2022	Previous FY2023	February 2023	Total YTD FY2023	Total
<i>I-64 Peninsula Widening</i>					
UPC 104905 - Segment 1 - Construction	\$ 11,608,385	\$ -	\$ -	\$ -	\$ 11,608,385
UPC 106665 - Segment 2 - PE/ROW/Construction	175,832,897	-	-	-	175,832,897
UPC 109790/106689 - Segment 3 - PE	10,000,000	-	-	-	10,000,000
UPC 109790/106689 - Segment 3 - Construction	112,893,996	-	-	-	112,893,996
<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	137,023,653	-	-	-	137,023,653
UPC 17630/108041 - Phase II - PE/ROW	54,592,576	-	-	-	54,592,576
UPC 17630/108041 - Phase II - Construction	73,157,062	-	-	-	73,157,062
UPC 106693 - Phase III - PE & ROW	10,000,000	-	-	-	10,000,000
<i>I-64 Southside Widening/High-Rise Bridge</i>					
UPC 106692 - Phase I - PE	12,200,000	-	-	-	12,200,000
UPC 106692/108990 - Phase I - ROW/Construction	419,756,220	-	-	-	419,756,220
<i>I-64 HRBT Expansion Project</i>					
UPC 115008 - I-64 HRBT Expansion Project D-B Contract	3,004,569,251	-	-	-	3,004,569,251
UPC 115009 - I-64 HRBT Expansion Project Owners Oversight	548,900,330	-	-	-	548,900,330
<i>HR Express Lanes Network</i>					
UPC 117840 - Segment 1 Phase 1 - PE and ROW	5,621,500	-	-	-	5,621,500
UPC 117839 - Segment 4A/4B Phase 1 - PE	5,916,425	-	-	-	5,916,425
UPC 117841 - Segment 4C Phase 1 - PE	15,421,200	-	-	-	15,421,200
UPC 119637 - Segment 1A - PE/ROW/Construction	12,079,075	-	-	-	12,079,075
UPC 120863 - Segment 1B - PE/ROW/Construction	5,860,180	-	-	-	5,860,180
UPC 119824 - Segment 4A/4B - PE/ROW	12,421,553	-	-	-	12,421,553
UPC 119824 - Segment 4A/4B - Construction	-	-	-	-	-
UPC 119638 - Segment 4C - PE/ROW/Construction	14,203,800	397,423,878		397,423,878	411,627,678
<i>HRCS Preferred Alternative Refinement - HRBT 110577 - SEIS</i>	UPC 30,000,000	-	-	-	30,000,000
460/58/13 Connector Study - UPC 106694 - PE	1,095,368	-	-	-	1,095,368
<i>Bowers Hill Interchange Study - UPC 111427</i>	7,904,630	-	-	-	7,904,630
<i>HR Regional Connector Study - HRTPO (Remaining Projects of Third Crossing)</i>	7,000,000	-	-	-	7,000,000
<b>Total</b>	<b>\$ 4,703,129,164</b>	<b>\$ 397,423,878</b>	<b>\$ -</b>	<b>\$ 397,423,878</b>	<b>\$ 5,100,553,042</b>

**Table 3 - Expenditures**  
**Hampton Roads Transportation Fund (HRTF)**  
*Expenditures*  
*Fiscal Year 2023*

Project	Total FY2014 - FY2022	Previous FY2023	February 2023	Total YTD FY2023	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>	159,559,703	-	-	-	159,559,703
<i>UPC 109790/106689 - Segment 3 - PE</i>	5,711,500	37,940	2,077	40,016	5,751,516
<i>UPC 109790/106689 - Segment 3 - Construction</i>	88,736,547	150,221	18,780	169,000	88,905,547
<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>	121,502,110	122,131	10,948	133,079	121,635,189
<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 &amp; ROW</i>	3,975,409	441,634	723,337	1,164,970	5,140,380
<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>	319,643,390	29,107,172	2,285,346	31,392,518	351,035,908
<i>I-64 HRBT Expansion Project</i>					
<i>UPC 115008 - I-64 HRBT Expansion Project D-B Contract</i>	1,351,057,226	46,507,041	39,613,371	86,120,412	1,437,177,638
<i>UPC 115009 - I-64 HRBT Expansion Project Owners Oversight</i>	81,049,431	11,531,200	2,185,391	13,716,591	94,766,022
<i>HRELN Segment 1 Phase 1 PE</i>					
<i>UPC 117840 - Segment 1 Phase 1 - PE</i>	5,602,807	18,693	-	18,693	5,621,500
<i>UPC 117839 - Segment 4A/4B Phase 1 - PE</i>	5,916,425	-	-	-	5,916,425
<i>UPC 117841 - Segment 4C Phase 1 - PE</i>	5,356,437	693,815	-	693,815	6,050,252
<i>UPC 119637 - Segment 1A - PE/ROW/Construction</i>	1,769,885	395,566	108,141	503,707	2,273,592
<i>UPC 120863 - Segment 1B - PE/ROW/Construction</i>	606,480	264,141	109,093	373,235	979,715
<i>HRCS Preferred Alternative Refinement - HRBT UPC 110577 - SEIS</i>	28,800,287	-	-	-	28,800,287
<i>460/58/13 Connector Study - UPC 106694 - PE</i>	1,095,368	-	-	-	1,095,368
<i>Bowers Hill Interchange Study - UPC 111427</i>	5,317,912	156,033	114,320	270,353	5,588,265
<i>HR Regional Connector Study - HRTPO (Remaining Projects of Third Crossing)</i>	4,251,901	396,881	-	396,881	4,648,782
<b>Total</b>	<b>\$ 2,356,571,000</b>	<b>\$ 89,822,467</b>	<b>\$ 45,170,803</b>	<b>\$ 134,993,270</b>	<b>\$ 2,491,564,270</b>

**Table 3A - Bond-Reimbursed Expenditures**

Hampton Roads Transportation Fund (HRTF)

***Bond Reimbursements***

***Fiscal Year 2023***

Project	Total FY2014 - FY2022	Previous FY2023	February 2023	Total YTD FY2023	Total
<i>I-64 Peninsula Widening</i>					
<i>UPC 104905/111926 - Segment 1 - PE/Construction</i>	\$ 10,063,882	\$ -	\$ -	\$ -	\$ 10,063,882
<i>UPC 106665 - Segment 2 - PE/ROW/Construction</i>	159,559,703	-	-	-	159,559,703
<i>UPC 109790/106689 - Segment 3 - PE</i>	5,693,804	-	-	-	5,693,804
<i>UPC 109790/106689 - Segment 3 - Construction</i>	87,210,472	-	-	-	87,210,472
<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>	121,364,711	-	-	-	121,364,711
<i>UPC 17630/108041 - Phase II - PE/ROW</i>	54,592,576	-	-	-	54,592,576
<i>UPC 17630/108041 - Phase II - Construction</i>	65,786,903	-	-	-	65,786,903
<i>UPC 106693 - Phase III - PE &amp; ROW</i>	-	-	-	-	-
<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>	257,901,644	-	-	-	257,901,644
<i>I-64 HRBT Expansion Project</i>					
<i>UPC 115008 - I-64 HRBT Expansion Project D-B Contract</i>	852,610,619	46,507,041	39,613,371	86,120,412	938,731,031
<i>UPC 115009 - I-64 HRBT Expansion Project Owners Oversight</i>	42,131,012	11,531,200	2,185,391	13,716,591	55,847,603
<i>HRELN Segment 1 Phase 1 PE</i>					
<i>UPC 117840 - Segment 1 Phase 1 - PE</i>	-	-	-	-	-
<i>UPC 117839 - Segment 4A/4B Phase 1 - PE</i>	-	-	-	-	-
<i>UPC 117841 - Segment 4C Phase 1 - PE</i>	-	-	-	-	-
<i>UPC 119637 - Segment 1A - PE/ROW/Construction</i>	-	-	-	-	-
<i>UPC 120863 - Segment 1B - PE/ROW/Construction</i>	-	-	-	-	-
<i>HRCS Preferred Alternative Refinement - HRBT 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>	-	-	-	-	-
<b>Total</b>	<b>\$ 1,684,175,488</b>	<b>\$ 58,038,241</b>	<b>\$ 41,798,762</b>	<b>\$ 99,837,003</b>	<b>\$ 1,784,012,490</b>

**Table 3B - Non-Bond Reimbursed Expenditures**

Hampton Roads Transportation Fund (HRTF)

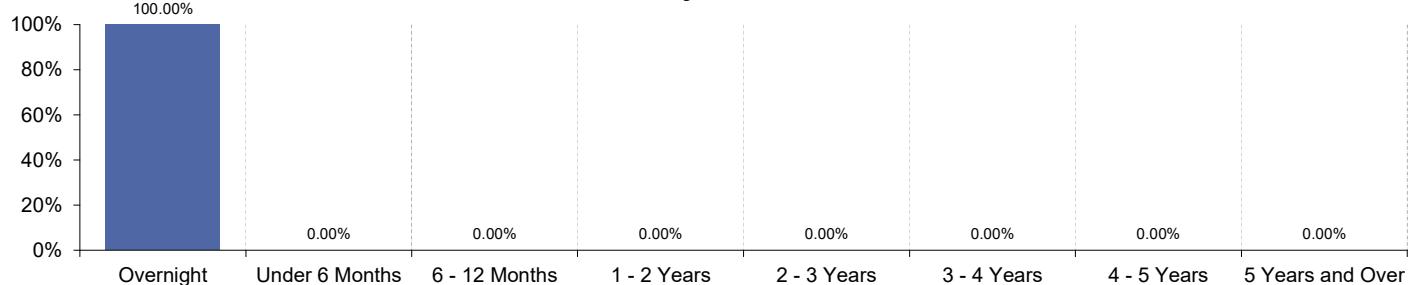
*Expenditures  
Fiscal Year 2023*

Project	Total FY2014 - FY2022	Previous FY2023	February 2023	Total YTD FY2023	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	-	-	-	-	-
UPC 109790/106689 - Segment 3 - PE	17,695	37,940	2,077	40,016	57,712
UPC 109790/106689 - Segment 3 - Construction	1,526,075	150,221	18,780	169,000	1,695,075
<i>I-64/264 Interchange Improvement</i>					
UPC 57048/108042 - Phase I - PE/ROW	-	-	-	-	-
UPC 57048/108042 - Phase I - Construction	137,400	122,131	10,948	133,079	270,479
UPC 17630/108041 - Phase II - PE/ROW	-	-	-	-	-
UPC 17630/108041 - Phase II - Construction	7,370,159	-	-	-	7,370,159
UPC 106693 - Phase III - PE & ROW	3,975,409	441,634	723,337	1,164,970	5,140,380
<i>I-64 Southside Widening/High-Rise Bridge</i>					
UPC 106692 - Phase I - PE	-	-	-	-	-
UPC 106692/108990 - Phase I - ROW/Construction	61,741,746	29,107,172	2,285,346	31,392,518	93,134,264
<i>I-64 HRBT Expansion Project</i>					
UPC 115008 - I-64 HRBT Expansion Project D-B Contract	498,446,607	-	-	-	498,446,607
UPC 115009 - I-64 HRBT Expansion Project Owners Oversight	38,918,419	-	-	-	38,918,419
<i>HRELN Segment 1 Phase 1 PE</i>					
UPC 117840 - Segment 1 Phase 1 - PE	5,602,807	18,693	-	18,693	5,621,500
UPC 117839 - Segment 4A/4B Phase 1 - PE	5,916,425	-	-	-	5,916,425
UPC 117841 - Segment 4C Phase 1 - PE	5,356,437	693,815	-	693,815	6,050,252
UPC 119637 - Segment 1A - PE/ROW/Construction	1,769,885	395,566	108,141	503,707	2,273,592
UPC 120863 - Segment 1B - PE/ROW/Construction	606,480	264,141	109,093	373,235	979,715
UPC 119824 - Segment 4A/4B - PE/ROW/Construction	-	-	-	-	-
UPC 119638 - Segment 4C - PE/ROW/Construction	-	-	-	-	-
<i>HRCS Preferred Alternative Refinement - HRBT UPC 110577 - SEIS</i>	28,800,287	-	-	-	28,800,287
460/58/13 Connector Study - UPC 106694 - PE	1,095,368	-	-	-	1,095,368
<i>Bowers Hill Interchange Study - UPC 111427</i>	5,317,912	156,033	114,320	270,353	5,588,265
<i>HR Regional Connector Study - HRTPO (Remaining Projects of Third Crossing)</i>	4,251,901	396,881	-	396,881	4,648,782
<b>Total</b>	<b>\$ 672,395,512</b>	<b>\$ 31,784,226</b>	<b>\$ 3,372,041</b>	<b>\$ 35,156,268</b>	<b>\$ 707,551,780</b>

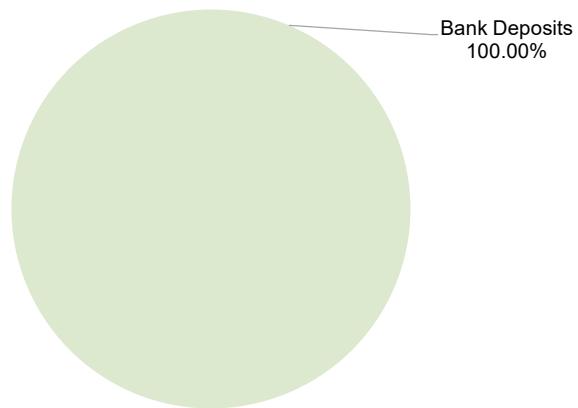
**Hampton Roads Regional Transit Fund**  
**Summary of Cash and Investments**  
**For February 2023**

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	1.20%
Union Sweep	4.15%	4.15%	82,089,114	82,089,114	98.80%
<b>Total</b>			<b>\$ 83,089,114</b>	<b>\$ 83,089,114</b>	<b>100.00%</b>

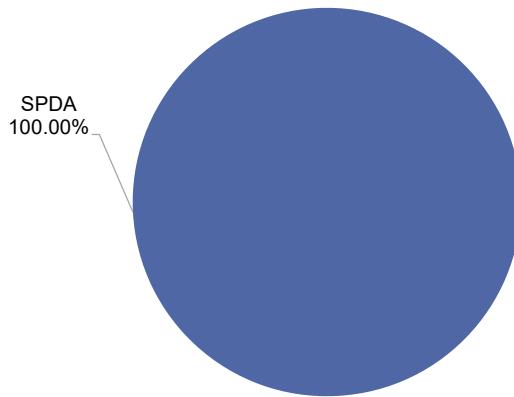
**Total Maturity Distribution**



**Sector Distribution**



**Credit Distribution**



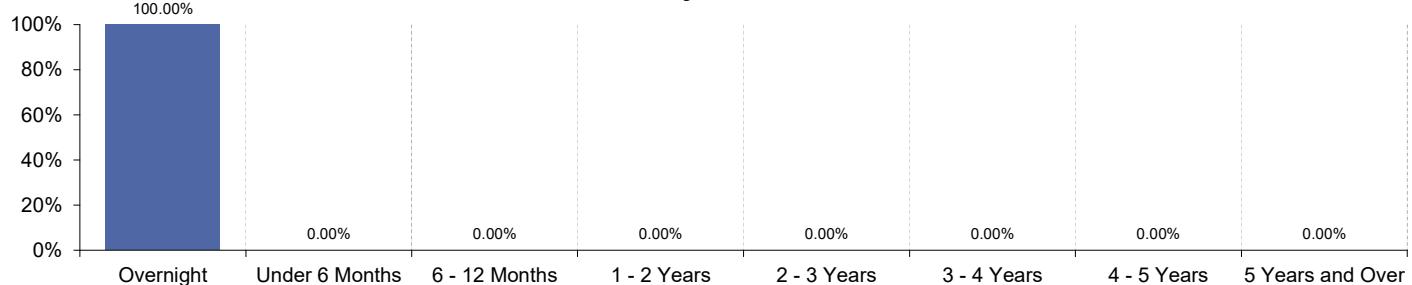
All charts are based on market value as of 2/28/23

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

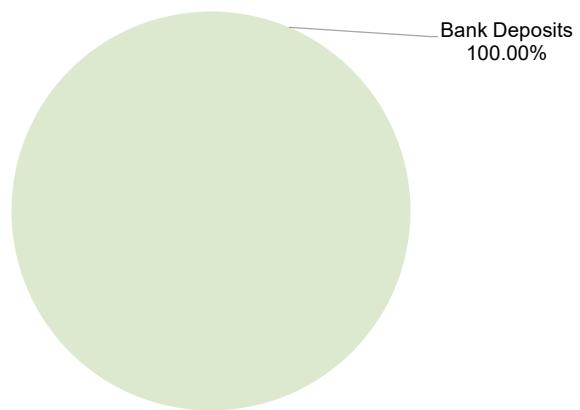
**Hampton Roads Regional Transit Fund**  
**Summary of Cash and Investments**  
**For February 2023**

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	1.20%
Union Sweep	4.15%	4.15%	82,089,114	82,089,114	98.80%
<b>Total</b>			<b>\$ 83,089,114</b>	<b>\$ 83,089,114</b>	<b>100.00%</b>

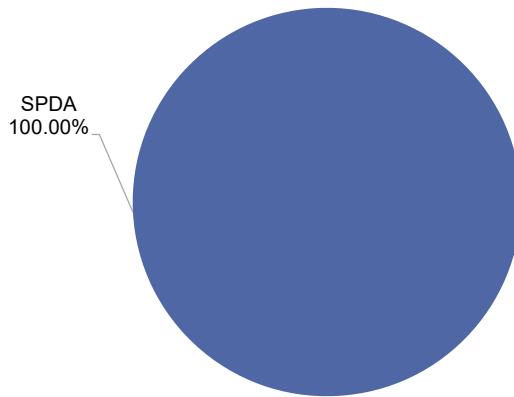
**Total Maturity Distribution**



**Sector Distribution**



**Credit Distribution**



All charts are based on market value as of 2/28/23

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

## HRRTF REVENUE

25,000,000

20,000,000

15,000,000

10,000,000

5,000,000

	March 2022	April 2022	May 2022	June 2022	July 2022	August 2022	September 2022	October 2022	November 2022	December 2022	January 2023	February 2023
<b>Total</b>	1,273,435	1,409,380	1,656,333	1,970,749	2,393,085	22,048,612	1,648,728	1,269,920	1,260,736	1,201,465	1,055,930	1,182,548
Transportation Fees	759,482	801,509	794,223	841,909	679,357	704,303	673,644	548,535	560,548	552,101	345,271	498,247
Transient Occupancy Tax	507,945	601,749	843,436	1,093,742	1,644,119	1,252,402	872,553	574,610	515,822	451,295	447,324	423,411
Annual State Recordation Tax	-	-	-	-	-	20,000,000	-	-	-	-	-	-
Interest	6,008	6,122	18,674	35,098	69,610	91,906	102,531	146,775	184,366	198,068	263,335	260,890

Hampton Roads Regional Transit Fund  
Interest and Investment Income  
Inception - February 2023

	<u>FY2021</u>	<u>FY2022</u>	<u>FY2023</u>	<u>Total</u>
Interest Income	\$ 57,044	\$ 97,432	\$ 1,317,481	\$ 1,471,957
Investment Income	—	—	—	—
Total	<u>\$ 57,044</u>	<u>\$ 97,432</u>	<u>\$ 1,317,481</u>	<u>\$ 1,471,957</u>

**Hampton Roads Regional Transit Fund**  
**Revenue and Expenditures**  
**Summary**

	Gross Revenue					Expenditures			Cumulative Balance
	Regional Transportation	Transient Occupancy	Recordation Tax	Total Revenue		Project Expenses	Operating Expenses	Total	
	Imprv. Fees	Tax	Distribution	Interest					
<i>July 2020 - February 2022</i>	\$ 13,786,992	\$ 6,819,079	\$ 40,000,000	\$ 88,574	\$ 60,694,645	\$ 599,531	\$ 285,106	\$ 884,637	\$ 59,810,008
<i>March 2022</i>	759,482	507,945	-	6,008	1,273,435	-	1,529	1,529	61,081,915
<i>April 2022</i>	801,509	601,749	-	6,122	1,409,380	-	5,435	5,435	62,485,859
<i>May 2022</i>	794,223	843,436	-	18,674	1,656,333	-	749	749	64,141,443
<i>June 2022</i>	841,909	1,093,742	-	35,098	1,970,749	-	98,931	98,931	66,013,261
<i>July 2022</i>	679,357	1,644,119	-	69,610	2,393,085	-	1,936	1,936	68,404,410
<i>August 2022</i>	704,303	1,252,402	20,000,000	91,906	22,048,612	-	630	630	90,452,391
<i>September 2022</i>	673,644	872,553	-	102,531	1,648,728	9,099,298	1,429	9,100,727	83,000,392
<i>October 2022</i>	548,535	574,610	-	146,775	1,269,920	-	40,399	40,399	84,229,913
<i>November 2022</i>	560,548	515,822	-	184,366	1,260,736	-	744	744	85,489,905
<i>December 2022</i>	552,101	451,295	-	198,068	1,201,465	-	744	744	86,690,625
<i>January 2023</i>	345,271	447,324	-	263,335	1,055,930	-	35,117	35,117	87,711,439
<i>February 2023</i>	498,247	423,411	-	260,889	1,182,548	-	4,053	4,053	88,889,933
<i>Total 12 months</i>	\$ 7,759,129	\$ 9,228,408	\$ 20,000,000	\$ 1,383,383	\$ 38,370,920	\$ 9,099,298	\$ 191,697	\$ 9,290,995	
<i>Total</i>	\$ 21,546,121	\$ 16,047,487	\$ 60,000,000	\$ 1,471,957	\$ 99,065,565	\$ 9,698,829	\$ 476,803	\$ 10,175,632	
<i>Less Balance of Encumbered (through FY2028)</i>									(27,443,267)
<i>Total Net Available</i>									\$ 61,446,666

**Table 1 - Revenues**  
**Hampton Roads Regional Transit Fund (HRRTF)**  
**Fiscal Year 2023**

Locality	Total FY2021 2022	Previous FY 2023	February 2023	Total YTD FY2023	Total
Regional Taxes and Fees					
<i>Chesapeake</i>	\$ 4,606,443	\$ 1,492,301	\$ 120,540	\$ 1,612,841	\$ 6,219,284
<i>Hampton</i>	2,179,578	747,068	57,620	804,688	2,984,266
<i>Newport News</i>	2,346,834	764,913	110,995	875,908	3,222,742
<i>Norfolk</i>	3,902,056	1,491,460	176,016	1,667,476	5,569,532
<i>Portsmouth</i>	1,155,327	329,884	36,020	365,904	1,521,231
<i>Virginia Beach</i>	<u>12,659,828</u>	<u>4,996,259</u>	<u>420,467</u>	<u>5,416,726</u>	<u>18,076,554</u>
Total Regional Taxes and Fees	<u>26,850,066</u>	<u>9,821,884</u>	<u>921,658</u>	<u>10,743,542</u>	<u>37,593,608</u>
Annual Recordation Tax Distribution	<u>40,000,000</u>	<u>20,000,000</u>	<u>-</u>	<u>20,000,000</u>	<u>60,000,000</u>
Total Tax and Fees Revenue	<u>66,850,066</u>	<u>29,821,884</u>	<u>921,658</u>	<u>30,743,542</u>	<u>97,593,608</u>
Interest <sup>a</sup>	<u>154,476</u>	<u>1,056,592</u>	<u>260,889</u>	<u>1,317,481</u>	<u>1,471,957</u>
Total Revenues	<u>67,004,542</u>	<u>30,878,475</u>	<u>1,182,548</u>	<u>32,061,023</u>	<u>99,065,565</u>
Project Expenses	(599,531)	(9,099,298)	-	(9,099,298)	(9,698,829)
Operating Expense	(391,750)	(81,000)	(4,053)	(85,053)	(476,803)
Modified Cash Position	<u>\$ 66,013,261</u>	<u>\$ 21,698,178</u>	<u>\$ 1,178,494</u>	<u>\$ 22,876,672</u>	<u>\$ 88,889,933</u>
Less Balance of Encumbered	(36,542,565)				(27,443,267)
Net Modified Cash Position	<u>\$ 29,470,696</u>				<u>61,446,666</u>
Updated forecast	<u>59,411,862</u>	<u>31,905,338</u>	<u>1,043,777</u>	<u>32,949,115</u>	<u>92,360,977</u>
Total Revenue - Forecast (under)/over	\$ 7,438,203	\$ (2,083,454)	\$ (122,119)	\$ (2,205,573)	\$ 5,232,631

**Table 1A - Regional Transit Improvement Fees**

**Hampton Roads Regional Transit Fund (HRRTF)**

***Fiscal Year 2023***

Locality	Total FY2021 2022	Previous FY 2023	February 2023	Total YTD FY2023	Total
<b>Regional Transit Improvement Fees</b>					
<i>Chesapeake</i>	\$ 3,718,941	\$ 884,224	\$ 78,811	\$ 963,035	\$ 4,681,976
<i>Hampton</i>	1,541,762	368,056	28,673	396,729	1,938,491
<i>Newport News</i>	1,666,952	420,907	74,356	495,263	2,162,215
<i>Norfolk</i>	2,729,900	594,865	77,654	672,519	3,402,419
<i>Portsmouth</i>	1,022,751	260,175	28,921	289,096	1,311,847
<i>Virginia Beach</i>	<u>6,303,809</u>	<u>1,535,532</u>	<u>209,832</u>	<u>1,745,364</u>	<u>8,049,174</u>
<b>Total RTI Fees</b>	<b><u>\$ 16,984,115</u></b>	<b><u>\$ 4,063,759</u></b>	<b><u>\$ 498,247</u></b>	<b><u>\$ 4,562,006</u></b>	<b><u>\$ 21,546,121</u></b>
Forecast	<u>13,500,002</u>	<u>4,912,179</u>	<u>507,318</u>	<u>5,419,497</u>	<u>18,919,499</u>
Total Revenue - Forecast (under)/over	\$ 3,484,113	\$ (848,420)	\$ (9,071)	\$ (857,491)	\$ 2,626,622

**Table 1B - Transient Occupancy Tax**

Hampton Roads Regional Transit Fund (HRRTF)

*Fiscal Year 2023*

Locality	Total FY2021 2022	Previous FY 2023	February 2023	Total YTD FY2023	Total
Transient Occupancy Tax					
<i>Chesapeake</i>	\$ 887,502	\$ 608,077	\$ 41,729	\$ 649,806	\$ 1,537,308
<i>Hampton</i>	637,817	379,011	28,947	407,958	1,045,775
<i>Newport News</i>	679,881	344,007	36,639	380,646	1,060,527
<i>Norfolk</i>	1,172,156	896,595	98,362	994,957	2,167,113
<i>Portsmouth</i>	132,576	69,709	7,099	76,808	209,384
<i>Virginia Beach</i>	6,356,018	3,460,727	210,635	3,671,362	10,027,380
<b>Total Transient Occupancy Tax</b>	<b>\$ 9,865,951</b>	<b>\$ 5,758,125</b>	<b>\$ 423,411</b>	<b>\$ 6,181,536</b>	<b>\$ 16,047,487</b>
Forecast	5,911,860	6,993,159	536,459	7,529,618	13,441,478
Total Revenue - Forecast (under)/over	\$ 3,954,090	\$ (1,235,034)	\$ (113,048)	\$ (1,348,082)	\$ 2,606,008

**Table 2 - Allocations**

**Hampton Roads Regional Transit Fund (HRRTF)**  
**Allocations**  
**Fiscal Year 2023**

Project	Total FY2021 2022	Previous FY 2023	February 2023	Total YTD FY2023	Total
<i>Regional Transit System - 757 Express</i>					
Transit Bus Expansion (Group A) - Project 202101A	\$ 9,306,000	\$ -	\$ -	\$ -	\$ 9,306,000
<i>Bus Stop Amenity Program</i>					
- Project 202101B	3,265,000	-	-	-	3,265,000
- Project 202201F	5,326,000	-	-	-	5,326,000
<i>Regional Transit System Technology</i>					
- Project 202101C	80,000	-	-	-	80,000
- Project 202201G	518,000	-	-	-	518,000
<i>Regional Transit Services</i>					
Operations and Maintenance RTS - Project 202201C	5,730,123	-	-	-	5,730,123
Development and Support Services RTS - Project 202201D	4,946,973	-	-	-	4,946,973
<i>Net Center Replacement/Passenger Facility</i>					
- Project 202101D	62,000	-	-	-	62,000
Robert Hall Blvd (Chesapeake) - Project 202201A	100,000	-	-	-	100,000
Evelyn T. Butts (Norfolk) - Project 202201B	100,000	-	-	-	100,000
<i>New Bus Operating Division - Southside</i>					
- Project 202101E	1,000,000	-	-	-	1,000,000
- Project 202201E	6,708,000	_____	_____	_____	6,708,000
<b>Total</b>	<b>\$ 37,142,096</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 37,142,096</b>

**Table 3 - Expenditures**  
**Hampton Roads Regional Transit Fund (HRRTF)**  
*Expenditures*  
*Fiscal Year 2023*

Project	Total FY2021-2022	Previous FY 2023	February 2023	Total YTD FY2023	Total
<i>Regional Transit System - 757 Express</i>					
Transit Bus Expansion (Group A) - 202101A	\$ -	\$ 9,099,298	-	\$ 9,099,298	\$ 9,099,298
Transit Bus Expansion (Group B) - 202101A	-	-	-	-	-
Transit Bus Expansion (Group C) - 202101A	-	-	-	-	-
Bus Stop Amenity Program - 202101B	399,516	-	-	-	399,516
Regional Transit System Technology - 202101C	-	-	-	-	-
Net Center Replacement - 202101D	14,056	-	-	-	14,056
New Bus Operating Division - Southside - 202101E	185,959	-	-	-	185,959
<b>Total</b>	<b>\$ 599,531</b>	<b>\$ 9,099,298</b>	<b>-</b>	<b>\$ 9,099,298</b>	<b>\$ 9,698,829</b>



**May 2023  
Monthly Project Report  
I-64 HAMPTON ROADS  
BRIDGE-TUNNEL  
EXPANSION**

**Report No. 50**  
Project No. 0064-M06-032



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**Issue Date: June 7, 2023**

Prepared by:

Virginia Department of Transportation  
[www.hrbexpansion.org](http://www.hrbexpansion.org)

## 1. Executive Summary

### 1.1 Overview

This report provides an overview of accomplishments and activities for the Hampton Roads Bridge-Tunnel Expansion Project from April 23, 2023 – May 20, 2023. The Design-Builder for the project is Hampton Roads Connector Partners (HRCP), a consortium that includes lead contractors Dragados, Vinci, Flatiron, and Dodin Campenon Bernard, with lead designers HDR and Mott MacDonald.

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

During this reporting period, project accomplishments included the following:

- South Island Progress:
  - Installation of South Island concrete batch plant 70% complete.
- Tunnel Progress:
  - Began tunnel excavation on April 24, 2023.
  - Began installing permanent concrete tunnel ring structure.
- North Island Progress:
  - Completed excavation for receiving pit.
- Landside Progress:
  - Completed final site-work preparations for traffic switch onto new ramp structure at Bay Ave. Bridge.
- Marine Progress:
  - North Trestle eastbound beams 65% complete.
  - North Trestle westbound piles 43% complete.
  - South Trestle eastbound beams 28% complete.
  - First concrete deck placed at South Trestle eastbound.

### 1.2 Priorities

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

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

## 1.3 Key Updates

### Project Schedule

The last approved schedule for the project is Update 44 (data date: March 19, 2023), and the schedule information in this report reflects this update. Schedule Update 45 was returned as Revise and Resubmit on May 18, 2023.

- Contractual Substantial and Final Completion Dates remain unchanged.
- HRCP's Schedule Update 44 is reporting Substantial Completion on September 18, 2026.
- HRCP's Schedule Update 44 is reporting Final Completion on November 17, 2026.

### Project Budget

The project budget summary below now includes all incurred to date costs through May 20, 2023 and does not include forecasted cost outside of the reporting period.

- Project budget overview:

Current total project budget:	\$ 3,935,451,641
Total costs to date:	\$ 1,823,713,458
<b>Remaining project budget:</b>	<b>\$ 2,111,738,183</b>

- Design-build contract overview:

Design-build contract original amount:	\$ 3,299,997,227
Net change orders:	\$ (13,765,084)
Exercised Options:	\$ 73,454,414
Material Price Adjustments to Date:	\$ 2,641,148
Assessed Liquidated Damages (LD):	\$ (735,000)
Design-build contract sum to date:	\$ 3,361,592,706
Expenditures to date:	\$ 1,733,946,902
<b>Remaining design-build contract amount:</b>	<b>\$ 1,627,645,804</b>

- Design-build progress to date:

Project Management:	61.3%
Design:	90.8%
Physical Construction Progress:	32.3%
<b>Overall:</b>	<b>51.3%</b>

## Environmental

Environmental updates for this reporting period include:

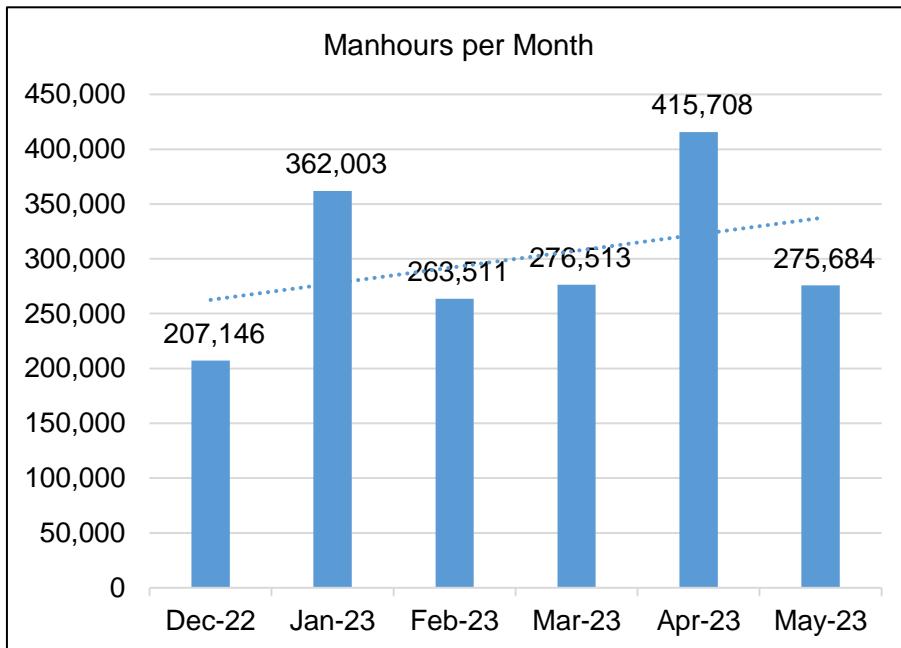
- HRCP submitted JPA permit modification #10 to the agencies.

## Construction

Summary progress updates for this reporting period include:

- Landside Roadways
  - Continued roadway widening, drainage, and supporting construction throughout the project corridor.
- Marine Works
  - Placed beams at North eastbound permanent trestle (8 installed this period).
  - Drove piles at North westbound permanent trestle (21 installed this period).
  - Placed beams at South eastbound permanent trestle (28 installed this period).
  - First beams placed at South westbound MOT trestle (12 installed this period).
  - First concrete deck placed at South eastbound trestle.
- Tunnels and Islands
  - 74.2 ft excavated for the High Occupancy Toll (HT) tunnel.
  - Completed slurry treatment plant assembly.
- Landside Bridges
  - Completed two (2) concrete deck placements at Willoughby Bay Bridge for eastbound widening.
  - Completed concrete placement for Pier 1 columns at 4<sup>th</sup> View St. Bridge for eastbound widening.
  - Completed pile driving at Abutment B and Pier 2 at 1<sup>st</sup> View St. Bridge for westbound widening.
  - Completed Phase 2A MOT barrier wall and striping installation at Bay Ave. Bridge in preparation for traffic switch onto new ramp structure.
  - Completed five (5) concrete deck placements at Oastes Creek Bridge for eastbound widening.

The number of construction manhours worked each month is provided by HRCP and is current as of May 31, 2023:



**Project Manhours to Date:**  
7,626,472

## Operations

The following operations activities took place during this reporting period:

- New short-term lane closure at Bay Ave. eastbound for paving.
- New short-term lane closure at Willoughby South Shore for temporary stoppage for sign structure removal.
- New long-term lane closure at Mallory St. in Hampton to facilitate bridge widening.

## Quality

Quality updates for this reporting period include:

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

## Safety

The following safety performance indicator information is provided by HRCP and is current as of May 31, 2023:

- Total Recordable Incidence Rate: 1.49 (National Average: 2.5)
- Lost Time Incidence Rate: 0.18 (National Average 1.6)



## Civil Rights & DBE/SWaM Business Opportunities

HRCP has awarded **329** subcontracts, subconsultant agreements, and purchase orders to certified DBE/SWaM firms on the project. These contract awards represent a total of **\$519.4 million** to certified DBE/SWaM firms.

## Public Outreach & Media

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

- Project team hosted a STEM exhibit at Joint Base Langley-Eustis "Air Power Over Hampton Roads" Air Show & Open House.
- Project team presented to Hampton Roads Military and Federal Facilities Alliance.

## 2. Project Schedule

### 2.1 Schedule Status

The following table depicts key milestone dates for the project and has been updated as of the current approved schedule. The last approved schedule for the project is Update 44 (data date: March 19, 2023), and the schedule information in this report reflects this update. Contractual Substantial and Final Completion dates remain unchanged.

	Contract Requirement	March 2023 Schedule	Actual
<b>NTP</b>		Sep 11, 2020	Sep 11, 2020
<b>Substantial Completion</b>	Sep 1, 2025	Sep 18, 2026	
<b>Final Completion</b>	Nov 1, 2025	Nov 17, 2026	

### 2.2 Longest Path

The longest path/critical path in Project Schedule Update 44 is driven by the following activities:

- TBM Commissioning
- TBM drive in High Occupancy Toll Tunnel
- TBM U-Turn on North Island
- TBM drive in General Purpose Tunnel
- TBM Disassembly in south pit
- South Portal Cut and Cover Structures – Phase 4 Cell 1
- South Island Ventilation Building and Gate House – Phase 2
- South Ventilation Building Commissioning
- South Island Buildings Integrated Functional Testing
- Tunnel Systems Integration – ITS
- Commissioning – High Occupancy Toll and General Purpose Operational Testing
- Commissioning – Tunnel, Buildings, Roadways, and Trestles Integration Testing
- ITT Reversal
- Substantial Completion

## 2.3 Impact Analysis

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Several elements of work are near-critical and could affect schedule performance if they are not addressed diligently. VDOT and HRCP are closely monitoring these activities. The following work elements have been identified as near critical, meaning there is less than one month of float in Schedule Update 44.

### **South Portal**

- South Portal – Rectilinear Approach Capping Beams – Phases 1, 2, and 3
- South Portal – Rectilinear Approach Permanent Structures
- Tricell – Cells 1, 2, and 3 – Wall Surface Prep, Shotcrete and Waterproofing
- South Portal Cut and Cover Structures – Phases 5 and 6
- South Portal Cell 2 Permanent Structures – Exterior Walls, Ballast, Interior Slabs
- South Portal Cell 3 Permanent Structures – Exterior Walls, Interior Walls and Slabs, and Roof Slabs

### **South Island**

- South Island – Slurry Treatment Plant – Complete Filter Press Area, Bi-Component Plant, Utility Surface Piping and Building
- South Island – Slurry Treatment Plant Commissioning
- South Island – Additional Conveyor and Quay Mooring Piles and Fenders
- South Island – Temporary Private Utilities (Verizon & VDOT/Cox)
- South Island Buildings – Ventilation Building, Inspection Booths, Generator Building, and Fuel & Water Tanks

### **Tunneling**

- Tunneling – Final – Gantry Assembly
- Tunneling – TBM Final Systems Assembly and Commissioning
- Tunneling – Precast Inverts Procurement
- General Purpose Tunnel – Interior Structures Construction

### **North Portal**

- North Portal – Cell 1 and 2 Excavation
- North Portal – Mud Slab, Temporary Headwall, and Base Slabs Construction
- North Portal – Phases 2, 3 and 4 –Tunnel Construction

### **North Island**

- NI Buildings – Generator, Fuel & Water Tanks, Inspection Booth, Garage Building, Ventilation Building, and Flood Gate House Building
- North Island Restoration – Utilities, Paving, Civil Finishes, Signage and Pavement Markings

### **Roadway and Land Bridges**

- Segment 1 Phase 1 – I-64 North Shore Roadway, Waterline Relocation, Drainage, and RW108
- Segment 1 – Shore Feeder Medium Voltage Cable Relocation

- Segment 1, 3, 3b, 3d, & 4 – ITS – Lane Use Signals, Overhead Sign Structure, Dynamic Messaging Sign, and Overheight Detector
- Segment 3b Phase 1, 2, 2A, 3A, 4 – I-64 Willoughby Spit PV Drains/Ground Improvement, Retaining Walls, Drainage, Roadway, and Temporary Lighting
- Segment 3b Phase 4 – 13<sup>th</sup> Avenue Ramp C & F Construction
- Segment 3d Phase 1, 2, 2A, 3 & 4 – Willoughby Bridge to Mason Creek – Median Widening, Retaining Walls, Storm Drainage and Roadway
- Segment 3d 4<sup>th</sup> View Ramp H & I – Surcharge and Ramp Construction
- Segment 4 Phase 2, 2A, 3, 4, 4A – Norfolk to Navy – Median Widening, Retaining Walls, Storm Drainage, and Roadway
- Willoughby Bay Bridge – Eastbound/Westbound Superstructure Construction, Westbound Rehabilitation
- Bay Ave. Bridge – Eastbound and Westbound Substructure and Superstructure Construction, Westbound Rehabilitation
- Evans St. Bridge – Eastbound Abutment B and Approach Slab Construction
- Bayview Blvd. Bridge – Eastbound Abutment A and Superstructure
- Oastes Creek Bridge – Westbound Substructure/Superstructure and Abutment B Approach Slab
- Patrol Rd. Bridge – Eastbound Abutment A

### **Trestles**

- North Trestle Utilities – Eastbound Temporary MV/ITS Utility and Permanent ITS/SCADA/Fire Alarm, Westbound Conduits & Hangers and Permanent Wet Utilities
- North Trestle Eastbound – Zone 1 – Abutment A, Superstructure Construction
- North Trestle Westbound – Zone 7, 8, 9, and 10 – Substructure/Superstructure Construction
- North Trestle – Eastbound and Westbound Demolition
- South Island Expansion – Marine Works, Land Works, and Island Expansion
- South Trestle Utilities – Eastbound Private Utility Relocation and Westbound Private Utilities and ITS/SCADA/Fire Alarm System
- South Trestle – Eastbound Zone 1, 2, 5 Superstructure Construction
- South Trestle – Westbound Zone 7, 8, and 9 – Abutment D, Substructure and Superstructure Construction
- South Trestle – Existing Trestle Demolition

### **Commissioning and Integration**

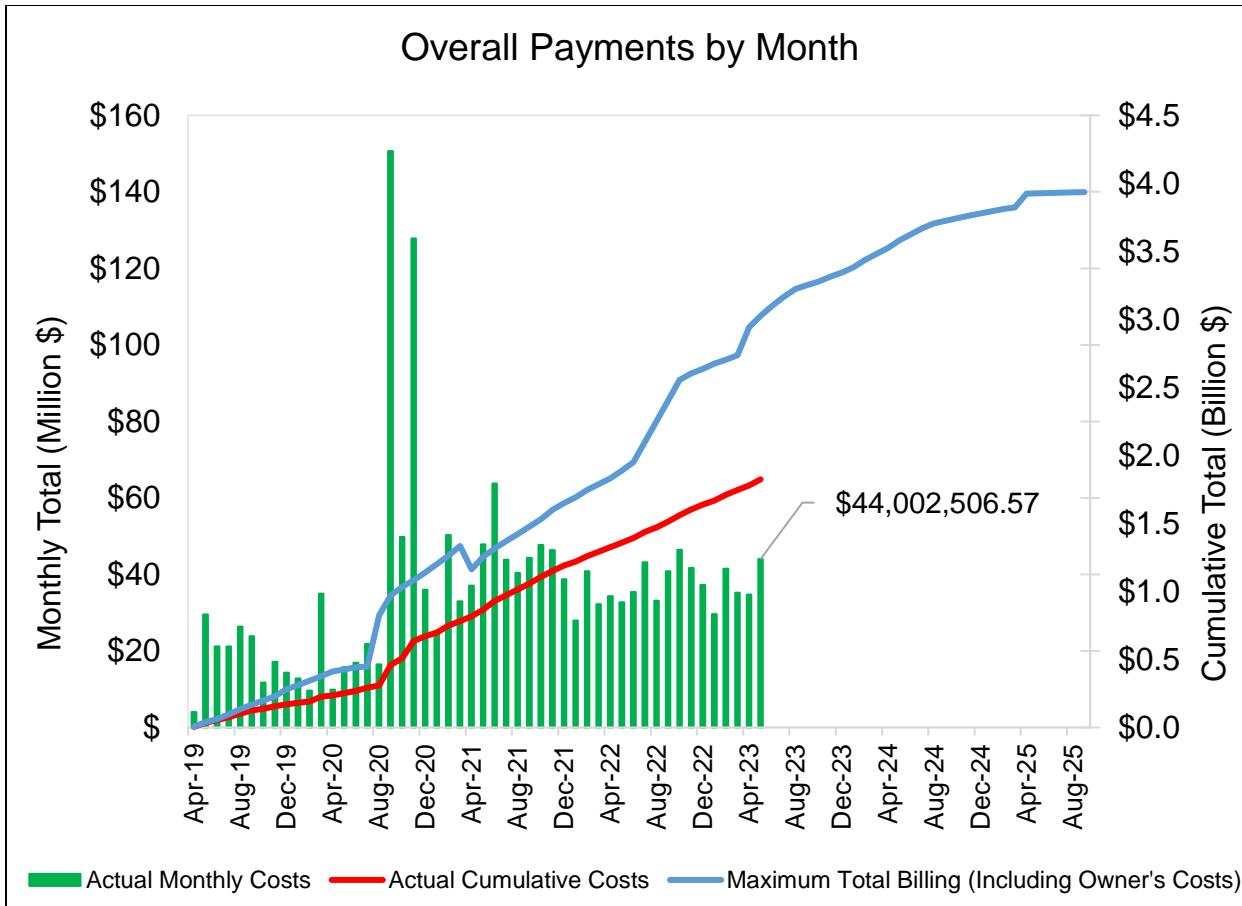
- General Purpose Tunnel – Functional Testing – Low Point Pump Station Drainage, Fire Suppression and Detection, Booster Fans, Lighting
- North Island Buildings – Functional Testing – Mechanical Pressurization
- South Island Buildings – Functional Testing – Electrical Medium Voltage/Low Voltage
- Commissioning – Operational Testing – General Purpose Fire System, General Purpose Medium Voltage/Low Voltage, General Purpose Drainage System

### 3. Project Budget

#### 3.1 Overall Budget

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

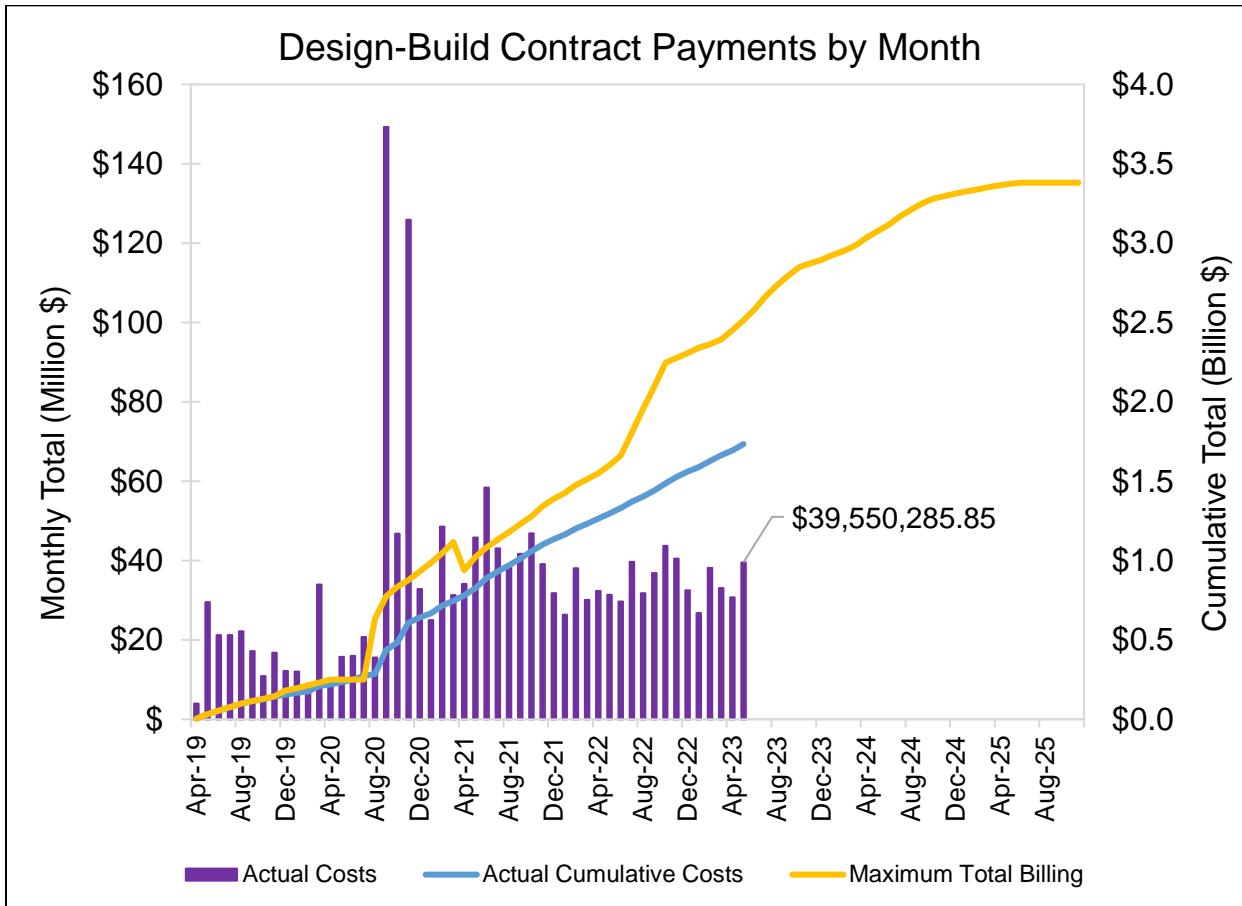
	Amount Spent this Period:	Total Spent to Date:	Original Total Budget:	Total Remaining Budget:	Percent Spent To-date:
<b><u>Comprehensive Agreement</u></b>					
<i>Construction</i>	\$39,550,285.85	\$1,707,148,776.67	\$3,299,997,227.00	\$1,592,848,450.33	51.73%
<b><u>Owner Costs</u></b>					
<i>Administration</i>	\$3,779,333.75	\$76,994,199.27	\$122,000,000.00	\$45,005,800.73	63.11%
<i>Right of Way</i>	\$22,862.90	\$8,772,356.26	\$15,000,000.00	\$6,227,643.74	58.48%
<i>No-Excuses Incentive</i>	\$0.00	\$0.00	\$90,000,000.00	\$90,000,000.00	0.00%
<i>Contingency</i>	\$649,630.77	\$26,281,455.09	\$335,000,000.00	\$308,718,544.91	7.85%
<i>Bridge Repair Work Option</i>	\$393.30	\$4,516,670.46	\$73,454,413.96	\$68,937,743.50	6.15%
<b>Total</b>	<b>\$44,002,506.57</b>	<b>\$1,823,713,457.75</b>	<b>\$3,935,451,640.96</b>	<b>\$2,111,738,183.21</b>	<b>46.34%</b>



\*The Maximum Total Billing is now showing an adjustment in May 2021 due to the executed Change Order #40 – Update Maximum Cumulative Cost Curve

### 3.2 Design-Build Contract Cost Status

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



*\*The Maximum Total Billing is now showing an adjustment in May 2021 due to the executed Change Order #40 – Update Maximum Cumulative Cost Curve*

### 3.3 Budget by Funding Source

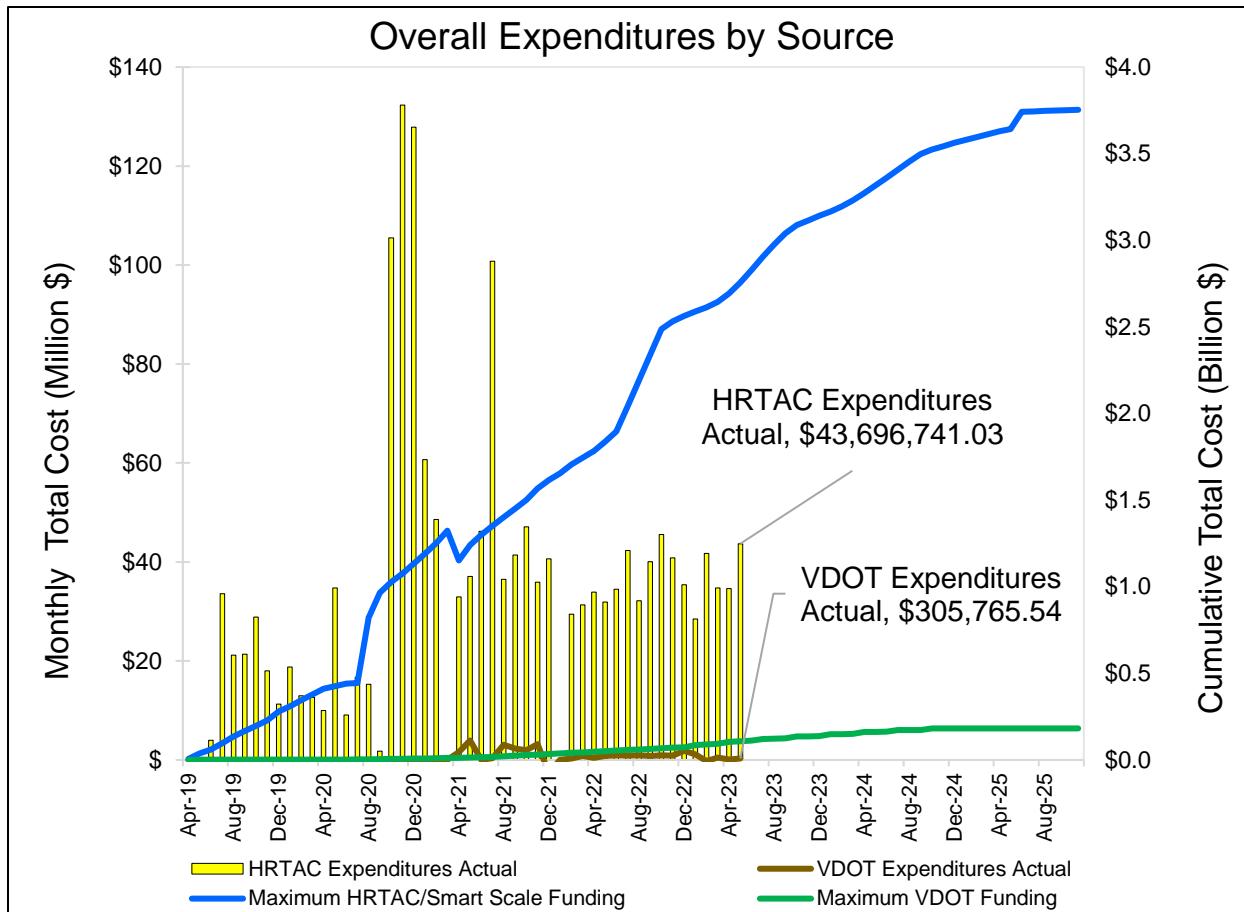
The budget for expenditures by funding source is based on the terms and conditions of Article 3 (Project Funding) and Exhibit 5 of the PAFA. This section outlines planned expenditures of both HRTAC and VDOT funds. The cost curve has been developed based on the monthly maximum cumulative compensation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

#### 3.3.1 HRTAC and Smart Scale

	Amount Spent this Period:	Total Spent to Date:	Original Total Budget:	Total Remaining Budget:	Percent Spent To-date:
<b>Comprehensive Agreement</b>					
<i>Construction</i>	\$39,456,033.18	\$1,691,193,859.24	\$3,204,569,251.00	\$1,513,375,391.76	52.77%
<b>Owner Costs</b>					
<i>Administration</i>	\$3,576,144.75	\$74,687,675.27	\$118,472,054.00	\$43,784,378.73	63.04%
<i>Right of Way</i>	\$22,862.90	\$8,772,356.26	\$15,000,000.00	\$6,227,643.74	58.48%
<i>No-Excuses Incentive</i>	\$0.00	\$0.00	\$90,000,000.00	\$90,000,000.00	0.00%
<i>Contingency</i>	\$641,700.20	\$25,197,585.81	\$325,428,276.00	\$300,230,690.19	7.74%
<b>Total</b>	<b>\$43,696,741.03</b>	<b>\$1,799,851,476.58</b>	<b>\$3,753,469,581.00</b>	<b>\$1,953,618,104.42</b>	<b>47.95%</b>

#### 3.3.2 VDOT

	Amount Spent this Period:	Total Spent to Date:	Original Total Budget:	Total Remaining Budget:	Percent Spent To-date:
<b>Comprehensive Agreement</b>					
<i>Construction</i>	\$94,252.67	\$15,954,917.43	\$95,427,976.00	\$79,473,058.57	16.72%
<b>Owner Costs</b>					
<i>Administration</i>	\$203,189.00	\$2,306,524.00	\$3,527,946.00	\$1,221,422.00	65.38%
<i>Right of Way</i>	\$0.00	\$0.00	\$0.00	\$0.00	0.00%
<i>No-Excuses Incentive</i>	\$0.00	\$0.00	\$0.00	\$0.00	0.00%
<i>Contingency</i>	\$7,930.57	\$1,083,869.28	\$9,571,724.00	\$8,487,854.72	11.32%
<i>Bridge Repair Work Option</i>	\$393.30	\$4,516,670.46	\$73,454,413.96	\$68,937,743.50	6.15%
<b>Total</b>	<b>\$305,765.54</b>	<b>\$23,861,981.17</b>	<b>\$181,982,059.96</b>	<b>\$158,120,078.79</b>	<b>13.11%</b>



### 3.4 Contingency

#### 3.4.1 Contract Changes

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

CO-15	South Island Ground Improvement Value Engineering Change Proposal (VECP)	9/17/2020	\$ (5,338,000.00)	0 days
CO-16	Navy Security Fencing Design	7/15/2021	\$ 150,000.00	0 days
CO-17	Westbound ITT Reduced Instrumentation	10/30/2020	\$ (184,277.50)	0 days
CO-18	Willoughby Bay Bridge Barriers	9/10/2020	\$ -	0 days
CO-19	GeoPak Version Software Updates	8/3/2020	\$ -	0 days
CO-21	Material Price Adjustment for Asphalt Materials	2/26/2021	\$ -	0 days
CO-22	South Island Asbestos Conduits	9/16/2020	\$ 81,973.93	0 days
CO-23	Island & Tunnel Baseline Monitoring Requirements	7/22/2020	\$ -	0 days
CO-24	Construction Water Supply	9/10/2020	\$ (609,157.27)	0 days
CO-25	Solids Handling Pumps Requirements	11/12/2020	\$ -	0 days
CO-26	Mass Notification Independent System Requirements	11/12/2020	\$ -	0 days
CO-27	Fixed Fire Fighting System Requirements	11/16/2020	\$ -	0 days
CO-28	HOT Lane Shoulder Width	3/29/2021	\$ 2,950,000.00	0 days
CO-30	Willoughby Bay Bridges Fender & Lighting Replacement	2/12/2021	\$ 1,495,000.00	0 days
CO-31	Builder's Risk Insurance	10/21/2021	\$ 1,500,000.00	0 days
CO-32	VCU Fisheries and SAV Mitigation Plan	4/16/2021	\$ (1,042,144.00)	0 days
CO-33	Tunnel Finishes Height	12/18/2020	\$ -	0 days
CO-38	H-Piles in Aggressive Soils	12/18/2020	\$ (47,541.00)	0 days
CO-39	Re-use of Existing Drainage Pipes	4/20/2021	\$ (100,984.25)	0 days
CO-40	Update Maximum Cumulative Cost Curve	7/15/2021	\$ -	0 days
CO-41	Wetland Mitigation Costs	4/26/2021	\$ 3,503,400.00	0 days
CO-42	Navy Gate 22 Drainage Design and Construction	8/19/2022	\$ 1,524,940.16	0 days
CO-43	Hybrid Trestle Beam Design	7/2/2021	\$ -	0 days
CO-44	SCADA Control of Deluge Valves	7/27/2021	\$ -	0 days
CO-45	HRCP Project Executive/Representative Change	5/24/2021	\$ -	0 days
CO-46	Tunnel Sprinkler Heads Material Change	7/28/2021	\$ -	0 days
CO-47	Evans Street Approach Slab Settlement Repair	6/22/2022	\$ 34,082.83	0 days
CO-48	Scope Reduction – City of Hampton	8/24/2022	\$ (6,072,941.31)	0 days
CO-49	HRCP Senior Representative Change	7/2/2021	\$ -	0 days
CO-50	Change in Precast Form Tolerance & Curing Methods	1/10/2022	\$ -	0 days
CO-53	Sound Wall Quantity Reconciliation	12/6/2021	\$ (16,561,217.63)	0 days
CO-54	4th View Interchange Design and Construction Drainage	8/17/2022	\$ 984,598.45	0 days
CO-55	HREL Overlap Scope Change in Norfolk - Proposal Costs	8/12/2022	\$ 157,237.34	0 days
CO-56	Building Code Changes - Design	10/21/2022	\$ 2,186,150.00	0 days
CO-57	Design-Builder's Senior and Representative Changes	1/11/2022	\$ -	0 days
CO-58	Scope Reduction – City of Norfolk	5/16/2023	\$ (18,739,670.82)	0 days
CO-59	Fisheries and SAV Mitigation Plan - VCU	6/16/2022	\$ (70,238.22)	0 days
CO-60	Navy Fence (remaining design costs)	8/17/2022	\$ 180,142.36	0 days
CO-61	HRELN Tie-In Zero Drainage Spread	11/29/2022	\$ 2,965,469.69	0 days
CO-62	SIP Forms for Marine Bridges	6/28/2022	\$ -	0 days
CO-64	Tolling Infrastructure Proposal Costs	10/21/2022	\$ 645,242.40	0 days
CO-65	Snowplowable Raised Pavement Markers (SRPMs)	3/3/2023	\$ 256,174.09	0 days
CO-68	Buoyancy Calculations	3/3/2023	\$ -	0 days

CO-69	Change of Department's Senior Representative	4/6/2023	\$ -	0 days
		<b>TOTAL</b>	<b>\$ 59,689,330.44</b>	<b>0 days</b>

### 3.4.2 Material Price Adjustments

This progress period included the following material price adjustments:

Material	Current Amount	Total to Date	Material Price Adjustment Through
Asphalt	\$ 0.00	\$ 57,044.28	March 2023
Fuel	\$ 13,445.83	\$ 283,428.44	March 2023
Steel	\$ 256,331.35	\$ 2,300,675.58	November 2022
	<b>Total</b>	<b>\$ 2,641,148.30</b>	

## 4. Environmental

The following environmental management activities occurred during this reporting period:

**Permits:**

- HRCP submitted JPA permit modification #10 to the agencies.
- South Island and North Island generator permits remain in process.

**Marine Mammal Protection:**

- No new activities.

**Bird Mitigation:**

- HRCP and continued patrolling with dogs on South Island, North Island, and Willoughby Spit.

**Programmatic Agreement:**

- No new activities.

**Archeological Discoveries:**

- No new activities.

**Protected Species:**

- HRCP began coordination with U.S. Fish and Wildlife Service to determine impacts of endangered species revised requirements on the Northern Long-Eared Bat. Initial U.S. Fish and Wildlife approval and FHWA concurrence for requirements have been received.

## 5. Construction

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

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



## 5.1 Construction Area 1: Landside Roadways

### I-64 (Segment 1):

- Drainage work in the median in Hampton.

### I-64 (Segment 3):

- Completed partial installation of panels for retaining wall 301 near I-64 off-ramp to Bayville St. for eastbound widening.
- Subgrade preparation in median between 15<sup>th</sup> View St. and 13<sup>th</sup> View St. for westbound widening.
- Drainage installation near Willoughby Bay Bridge Abutment A for eastbound widening.
- Completed installation of temporary wire wall between 13<sup>th</sup> View St. and Willoughby Bay Bridge Abutment A for westbound widening.
- Completed installation of overhead sign structure precast caps adjacent to Willoughby Bay Bridge eastbound.
- Completed installation of panels and leveling pad for retaining wall 308 adjacent to Willoughby Bay Bridge Abutment B.
- Drainage installation along I-64 on and off ramps at 4<sup>th</sup> View St. for eastbound widening.
- Began permanent roadway barrier installation in the median between Willoughby Bay and 4<sup>th</sup> View St. for eastbound widening.
- Placed embankment between 4<sup>th</sup> View St. and Mason Creek Rd. for eastbound widening.

### I-64 (Segment 4):

- Completed drainage, roadway barrier, and minor pavement widening at Abutment D approach at Bay Ave. on-ramp for eastbound widening.
- Completed placement of cement treated aggregate, underdrain, open-graded drainage layer, and permanent asphalt for Phase 2A traffic shift for eastbound widening.
- Completed partial installation of panels for retaining wall 402 adjacent to Bay Ave. Abutment A.



► I-64, from Bay Ave. to Evans St.  
Placement of asphalt stabilized open-graded drainage layer.

## 5.2 Construction Area 2: Marine Trestle Work

### North Trestle:

- **Eastbound Trestle**
  - 2 caps placed during this period (26.5 out of 36 caps placed).
  - 8 beams placed this period (192 out of 296 beams placed).
- **Westbound Trestle**
  - 21 piles driven during this period (111 out of 261 total piles driven).
  - 1 deck placed during this period (2 out of 45 total decks placed).
  - 2 caps placed during this period (5 out of 46 total caps placed).

### South Trestle:

- **Eastbound Trestle**
  - Partial deck placed (0.5 out of 69 total decks placed).
  - 28 beams placed during this period (197 out of 698 total beams placed).
- **Westbound Trestle MOT**
  - 8 piles driven during this period (73 out of 107 total piles driven).
  - 4 caps placed during this period (6 out of 24 total caps placed).
  - 12 beams placed this period (12 out of 81 total beams placed).



◀ **South Trestle**  
Span 28 beam erection

## 5.3 Construction Area 3: Tunnels and Islands

### South Island:

- Began installing rebar for external walls in launching pit.
- 85% complete for installation of conveyor/quay mooring piles.
- 70% complete for installation of concrete batch plant.
- Continued excavation and rebar installation for approach capping beams.

### North Island:

- Completed excavation for Cell 1 receiving pit.
- Began headwall, base slab foundation, and mud slabs.
- 9% complete for jet grout plug at approach section.

### Tunnel:

- 66% complete for precast tunnel segment liner production.
- Excavated 74.2 ft and installed first 5 permanent (concrete) tunnel rings for High Occupancy Toll (HT) tunnel.
- Completed slurry treatment plant assembly.



◀ HT Tunnel  
TBM assembling permanent ring #1

Total Segments Required:	Conforming Segments Cast To-Date:	Percentage Complete:
21,492	14,185	66%

## 5.4 Construction Area 4: Landside Bridges

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### Willoughby Bay Bridge:

- Continued installation of deck forms and overhangs for eastbound widening.
- Continued installation of diaphragm rebar and formwork for eastbound widening.
- Completed concrete deck placements at Spans 77 and 78 for eastbound widening.
- Completed girder setting for Spans 11-33 for eastbound widening.
- Continued repair/rehabilitation of existing eastbound bridge.

### 4<sup>th</sup> View St Bridge:

- Completed concrete placement for Pier 1 columns for eastbound widening.
- Completed concrete placement for Abutment A and B footings for eastbound widening.

### Mason Creek Bridge:

- Continued repair/rehabilitation of existing eastbound and westbound bridges.

### 1<sup>st</sup> View Street Bridge:

- Completed pile driving at Abutment B and Pier 2 for westbound widening.
- Completed concrete placements for Abutment A and B beam seats for westbound widening.
- Began pile driving at Pier 1 for westbound widening.
- Began demolition of parapet and deck overhang for eastbound widening.

### Bay Avenue Bridge:

- Completed approach slab reconstruction and widening operations for eastbound widening (ramp).
- Began and completed removal of temporary trestle adjacent to ramp.
- Completed barrier wall at Abutment D approach slab for eastbound widening (ramp).
- Completed bridge deck profiling, grinding, grooving, and expansion joint installation for eastbound widening (ramp).
- Completed Phase 2A MOT barrier wall and striping installation in preparation for traffic switch onto new ramp structure.
- Began Phase 2A demolition of existing ramp/gore area for eastbound widening.

### Bayview Boulevard Bridge:

- Continued repair/rehabilitation of existing eastbound and westbound bridges.

### Oastes Creek Bridge:

- Continued forming, reinforcing, and placing concrete for diaphragms for eastbound widening.
- Continued installation of bridge deck rebar and edge forms for eastbound widening.
- Continued repair/rehabilitation of existing eastbound bridge.
- Completed concrete placement for Spans 3-7 bridge decks for eastbound widening.

### Patrol Road Bridge:

- Completed coating operations for Span 2 of the existing eastbound and westbound bridges.



◀ **Willoughby Bay Bridge**  
Aerial view of south abutment



◀ **Mason Creek Bridge**  
Aerial view of eastbound widening

## 6. Operations

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

### **Short-Term Lane Closures:**

- Willoughby Bay Bridge, North Trestle, and South Trestle eastbound to facilitate ongoing beam placement as well as concrete placement for piles, caps, and decks.
- North Trestle and South Trestle westbound for concrete pours.
- North Trestle and South Trestle for temporary conduit installation.
- I-64 eastbound for paving at Bay Ave.
- Temporary stoppage for sign structure removal eastbound at Willoughby South Shore.
- Striping maintenance throughout project corridor.

### **Long-Term Lane Closures:**

- Bay Ave. in Norfolk to facilitate staging-area access for widening Oastes Creek Bridge.
- Bayview Blvd. in Norfolk and Mallory St. in Hampton to facilitate bridge widening.
- West Ocean Ave. in Norfolk traffic shift to facilitate bridge widening.
- 4<sup>th</sup> View St. in Norfolk traffic shift to facilitate bridge widening.
- Patrol Rd. in Norfolk traffic shift to facilitate bridge rehabilitation and widening.

### **Hampton Lane Shifts:**

- No new activities.

### **Norfolk Lane Shifts:**

- No new activities.

### **Detours:**

- Short-term detour at West Bay Ave. westbound I-64 off ramp for ITS installation.
- Long-term detour at West Evans St. to facilitate bridge widening.
- Long-term detour on West Bay Ave. on-ramp to eastbound I-64 for bridge widening.
- Long-term detour on 1<sup>st</sup> View St. to facilitate bridge widening.

### **Intelligent Transportation System (ITS):**

- Installation of ITS and private utility conduit on the North and South Trestles.
- Relocation of ITS power and communications at South Shore.
- Removal of sign structure at South Shore.
- Quarterly Concept of Operations meeting held May 9, 2023. Topics included status of automated traffic management system development, uninterrupted power source requirements, and transition planning.

### **Routine Maintenance:**

- HRCP performed routine incident management / maintenance operations within corridor.
- HRCP continued removing raised pavement markers throughout corridor.

## 7. Quality

Quality updates for this reporting period include:

### **Construction Quality Management Plan (CQMP) Updates:**

- VDOT reviews CQMP updates as part of final “Released for Construction” (RFC) design packages and “Notice of Design Change” (NDC) packages. There was 1 NDC update reviewed this period. These updates included specific testing and inspection plans for the work shown in the corresponding RFC plans and a staffing matrix showing quality assurance and quality control staffing for the work.

### **Independent Assurance (IA) Testing Activities:**

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

### **Quality Management System Plan (QMSP):**

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

### **Quarterly Updates of Quality Plans:**

- HRCP resubmitted the quarterly updates of the Quality Management System Plan (QMSP), Construction Quality Management Plan (CQMP), and the Design Quality Management Plan (DQMP) for the first quarter of 2023. The DQMP review is complete. VDOT is currently reviewing the QMSP and CQMP revisions.

### **Material Book Records:**

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

### **Routine Quality Activities:**

- VDOT’s quality team conducted reviews of written deficiency notices (WDNs), non-conformance reports (NCRs), root cause analyses and dispositions of deficiencies, with 29 NCRs reviewed for concurrence during this period. VDOT conducted reviews of QA and QC records for accuracy and quality issues and coordinated documentation reviews through VDOT’s Material Department. VDOT also continues a review of current construction quality by performing inspections based on VDOT’s Construction Quality Improvement Program (CQIP).

## 8. Safety

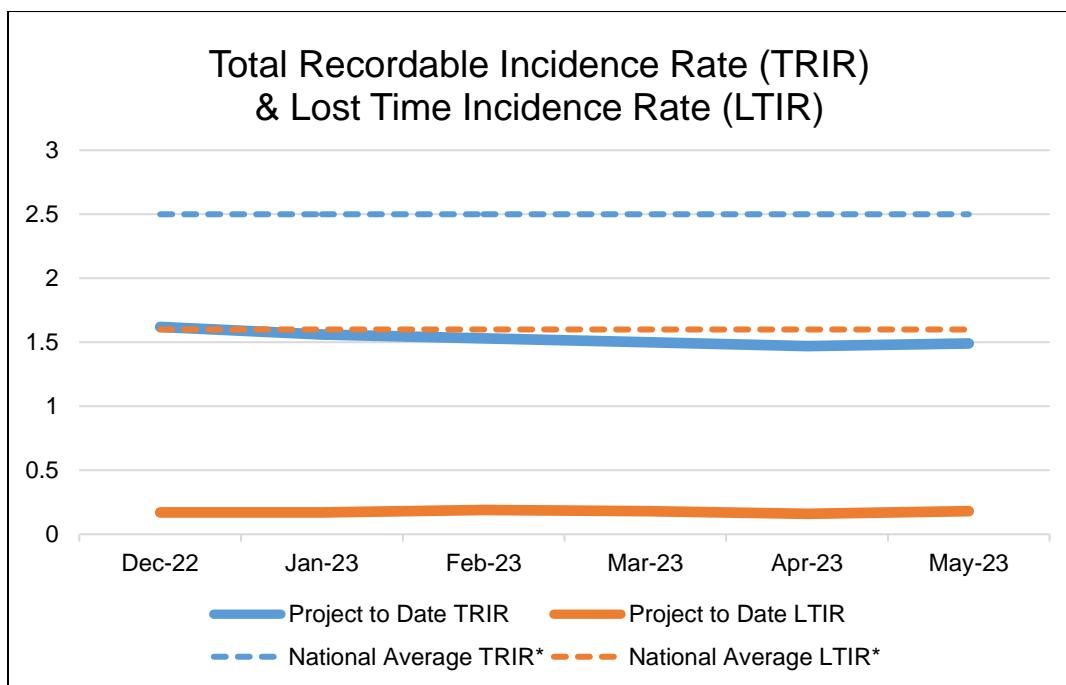
Safety procedures and activities during this reporting period include:

### Safety Activities:

- VDOT continued to conduct routine visits to promote safe work practices throughout the project.
- TBM emergency access training with the Hampton and Norfolk Fire Departments conducted on May 1, 2, 8, 9, 15, and 16, 2023.

### Safety Performance Indicators:

- The following safety performance indicator information is provided by HRCP and is current as of May 31, 2023:



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

## 9. Civil Rights & DBE/SWaM Business Opportunities

To date, HRCP has awarded **329** subcontracts, subconsultant agreements and purchase orders to certified DBE/SWaM firms. There was a slight increase in contract awards for a total of **\$519.4 million** due to newly issued change orders issued to active DBE/SWaM firms on the project.

### Compliance Activities:

- HRCP and VDOT Civil Rights Work Group met on May 16, 2023 for the monthly project and compliance update. Discussion included labor compliance, certified payrolls and other on-going compliance submissions, OJT planning, procurement and outreach efforts, and DBE/SWaM performance matters.
- During this period, VDOT initiated an audit of HRCP's payments to subcontractors on the project. The external review was conducted by a CPA firm specializing in financial, information assurance, audit, and advisory services to governmental and commercial clients.

### Workforce Development Activities:

- HRCP continued to make progress towards the 80 participant On-the-Job Training (OJT) contract goal. To date, 32 participants have completed all required training hours to graduate from the OJT program. There are currently 10 candidates active in the training program. Trades include carpenters, welders, field supervisors, excavator operators, pile drivers, mechanics, and skilled laborers.
- HRCP recommended sharing the training opportunity with its major subcontractors in support of achieving the goal within the expected timeframe, further strengthening the construction labor market.

### Business Development Activities:

- Fulton Bank representatives reached out to VDOT and HRCP regarding its ongoing interest in supporting small businesses on the project and reintroduced its banking and loan services.
- Outreach activities included:
  - April 28, 2023 – Conference of Minority Transportation Officials Hampton Roads General Meeting hosted by VDOT; special guests included the District Locally Administered Program Director and U.S. Minority Contractors Association President
  - May 17, 2023 – City of Hampton Economic Development, Small Business Fair
  - May 17, 2023 – Virginia Department of Small Business Supplier Diversity, SWaMMy Honors, Richmond
  - May 18, 2023 – Virginia Asian Chamber of Commerce, ProcureCon 2023, The Energy Small Business Summit & Expo, Richmond

## 10. Public Outreach & Media

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

### Public Outreach

- April 24, 2023 – Project team presented to Westminster Canterbury in Virginia Beach.
- May 3, 2023 – Project team presented to Downtown Norfolk Council.
- May 3, 2023 – Project team presented to the Norfolk Sertoma Club.
- May 5, 2023 – Project team hosted a STEM exhibit at Joint Base Langley-Eustis “Air Power Over Hampton Roads” Air Show & Open House.
- May 16, 2023 – Project team presented to Hampton Roads Military and Federal Facilities Alliance.

### Public Materials

- No new activities.

### Lane Closures/Advisories

- April 28, 2023 – Weekly Lane Closure Report
- May 5, 2023 – Weekly Lane Closure Report
- May 12, 2023 – Weekly Lane Closure Report
- May 19, 2023 – Weekly Lane Closure Report

### Media

- May 1, 2023 – “Women of the HRBT Expansion Project” [Women of the HRBT Expansion Project | CoVaBIZ](#).
- May 15, 2023 – “Inside Business annual Power List 2023: 60 power players” – Ryan Banas, [Inside Business annual Power List 2023: 60 power players | The Virginian Pilot](#).
- May 19, 2023 - “Virginia TBM Project Marks Progress” [Virginia TBM Project Marks Progress | ENR MidAtlantic](#).

**Visit our website to view more information:**

[www.hrbtexpansion.org](http://www.hrbtexpansion.org)



# HRTAC PROGRAM MONTHLY EXECUTIVE REPORT

June 2023





**HRTAC Program Development  
Monthly Executive Report  
June 2023**

Hampton Roads District  
7511 Burbage Drive  
Suffolk

## **ORIGINAL MAJOR PROJECTS**

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

**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 05/31/2023):</u>	<u>Project Cost Over:</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

**Enabling Funding**

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

**Project Status:**

- Completion achieved on December 1, 2017
- Project financially closed

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

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

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

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

**Project Financial Summary:**

<u>Project Budget (\$159,559,703):</u>	<u>Funds Expended (as of 05/31/2023):</u>	<u>Project Cost Over:</u>
○ PE \$ 2,869,659	\$ 2,869,659	\$ 0
○ RW \$ 530,122	\$ 530,122	\$ 0
○ CN \$ 156,159,922	<u>\$ 156,159,922</u>	\$ 0
	\$ 159,559,703	

**Project Schedule:**

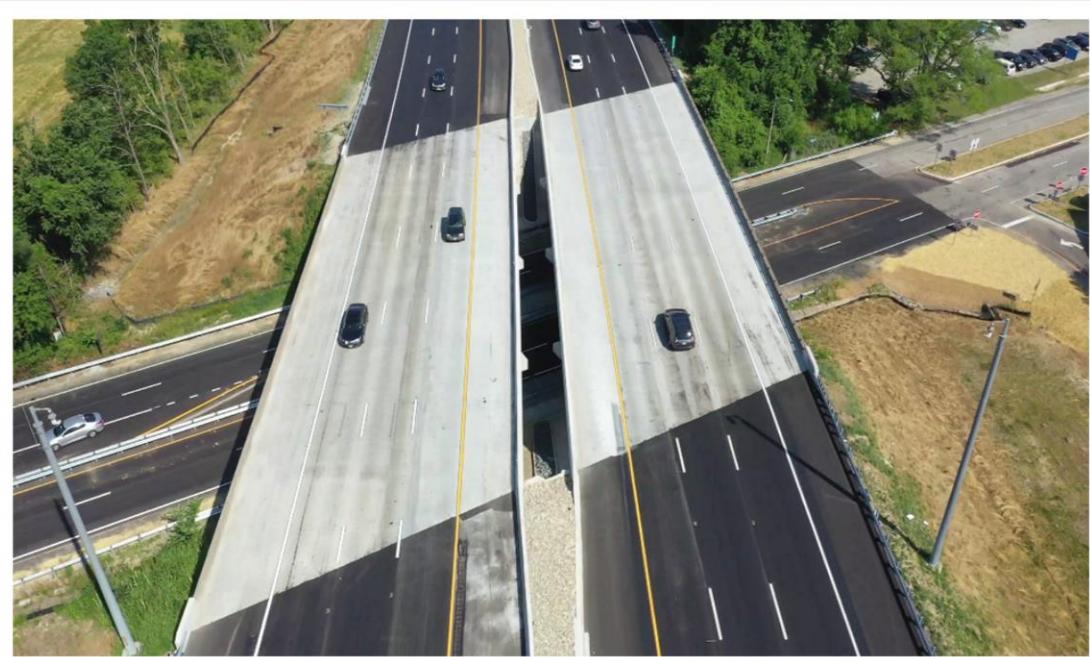
Notice To Proceed	February 2016
Project Completion	May 2019
Schedule Status	Completed

**Enabling Funding**

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

**Project Status:**

- Completion achieved on November 15, 2019
- Project financially closed

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

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

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

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

**Project Financial Summary:**

<u>Project Budget (\$244,045,973):</u>	<u>Funds Expended (as of 05/31/2023):</u>	<u>Project Cost Over:</u>
○ PE \$ 10,000,000	\$ 5,765,314	\$ 0
○ RW \$ 12,000,000	\$ 904,979	\$ 0
○ CN \$ 222,045,973	<u>\$ 200,977,441</u>	<u>\$ 0</u>
	\$ 207,647,734	

**Project Schedule:**

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

**Enabling Funding**

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

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

**Project Status:**

- In final contract close out

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

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

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

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

**Project Financial Summary:****Project Budget (\$158,730,023):**

- PE \$ 10,135,307
- RW \$ 11,571,063
- CN \$ 137,023,653

**Funds Expended (as of 05/31/2023):**

\$ 10,135,307	\$ 0
\$ 20,458,115	\$ 8,887,052
<u>\$ 121,982,889</u>	\$ 0
<u>\$ 152,576,311</u>	

**Project Cost Over:**

\$ 0
\$ 8,887,052
\$ 0

**Project Schedule:**

Notice To Proceed	October 2016
Project Completion	October 2019
Schedule Status	Completed

**Project Status:**

- In final contract close out

**Enabling Funding**

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

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

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

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

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

**Project Financial Summary:**

<u>Project Budget (\$194,503,887):</u>	<u>Funds Expended (as of 05/31/2023):</u>	<u>Project Cost Over:</u>
○ PE \$ 14,082,810	\$ 14,082,810	\$ 0
○ RW \$ 54,392,666	\$ 56,023,327	\$ 1,630,661*
○ CN \$ 126,028,411	<u>\$ 134,201,126</u>	<u>\$ 8,172,715**</u>
	\$ 204,307,263	

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

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

**Project Schedule:**

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

**Enabling Funding**

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

**Project Status:**

- In final contract close out

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

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

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

**Project Scope:**

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

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

**Project Financial Summary:**

<u>Project Budget (\$524,613,765):</u>	<u>Funds Expended (as of 05/31/2023):</u>	<u>Project Cost Over:</u>
○ PE \$ 12,200,000	\$ 12,189,268	\$ 0
○ RW \$ 18,726,000	\$ 11,253,483	\$ 0
○ CN \$ 493,687,765	<u>\$ 442,475,964</u>	<u>\$ 0</u>
	<u>\$ 465,918,715</u>	

**Project Schedule:**

Notice to Proceed	November 2017
Fixed Completion Date	December 2022 <sup>(1)</sup>
Projected Completion	September 2023 <sup>(2)</sup>

**Enabling Funding**

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

- (1) The Project Fixed Completion Date was extended to December 2022 to add roadway/drainage infrastructure for future Part-Time Shoulder Express Lanes.
- (2) The 5/12/23 schedule update from contractor shows a 268-day late completion (September 25, 2023)

**Project Status:**

- New HRB open to traffic. Completed latex overlay in median.
- Great Bridge Blvd Bridge – Bridge construction, MSE walls completed. Bridge open to traffic. Approach roadway and drainage continue. Old bridge demolition completed
- I-64 Bridge Widenings over Military Highway, Yadkin Road, and Shell Road – substructures and superstructures completed
- Earthwork, drainage/stormwater, roadway fill, pavement, retaining walls, noise barriers, ITS, signing, median barriers, guard rail continue on all five roadway segments



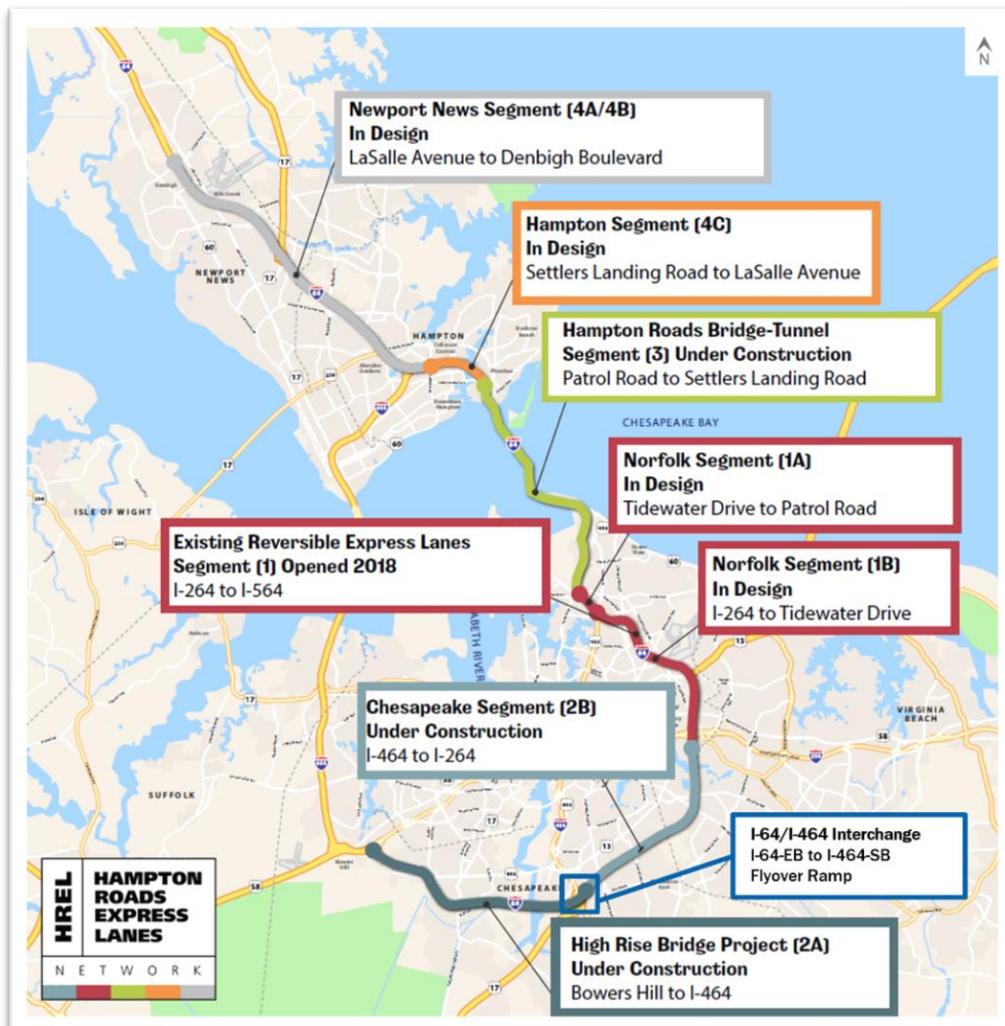
Traffic on new High Rise Bridge (looking west)



BMP-7E at Battlefield Blvd. Loop, and I64WB Off-Ramp to Battlefield Blvd. and Noise Wall 15 (looking east)

## HREL PROJECTS

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



**HREL Segment 1A (Norfolk)****UPC 117840 (HRTAC) Phase 1-PE**  
**UPC 119637****Project Scope:**

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

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

**Project Financial Summary:**

<u>Project Budget (\$197,612,207):*</u>	<u>Funds Expended (as of 05/31/2023):</u>	<u>Project Cost Over:</u>
○ PE \$ 4,900,000*	\$ 8,293,156	\$ 3,393,156**
○ RW \$ 500,000	\$ 1,875	\$ 0
○ CN \$ 192,212,207	<u>\$ 527,511</u>	\$ 0
	<u>\$ 8,822,542</u>	

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

Current SPA includes PE and RW only. CN will be added at award.

\*\*Note: Funds expended are in the process of being transferred to HREL Segment 1B UPC 120863 to correct cost overrun.

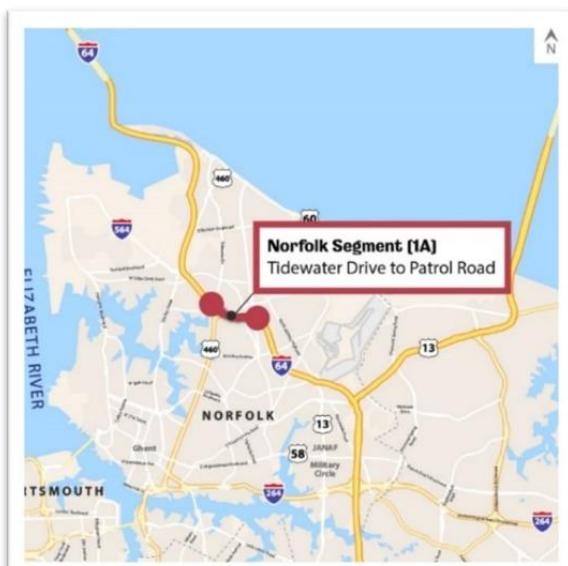
**Project Schedule:**

DB Notice to Proceed	December 20, 2022
Fixed Completion Date	January 15, 2026
Schedule Status	On-Schedule

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

**Project Status:**

- Field investigations by the Design Build team are underway
- VDOT is reviewing the revised Preliminary Stage 1 bridge reports. VDOT provided comments on the Roadway and Drainage Field Inspection plans
- VDOT has completed Over the Shoulder Reviews on the ITS and Signing Plans



**HREL Segment 1B (Norfolk)****UPC 117840 (HRTAC) Phase 1-PE**  
**UPC 120863****Project Scope:**

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

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

**Project Financial Summary:**

<u>Project Budget (\$315,885,943):*</u>	<u>Funds Expended (as of 05/31/2023):</u>	<u>Project Cost Over:</u>
○ PE \$ 13,700,000*	\$ 1,616,780	\$ 0
○ RW \$ 2,865,000	\$ 0	\$ 0
○ CN \$ 299,320,943	<u>\$ 0</u>	<u>\$ 0</u>
	\$ 1,616,780	

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

**Project Schedule**

Public Hearing	December 1 & 2, 2021
Request for Qualifications	May 2024
Request for Proposals	September 2024
Notice to Proceed	June 2025
Fixed Completion Date	October 2028
Schedule Status	On-Schedule

**Enabling Funding**

HRTAC	\$254,485,943*
State/Federal	\$ 61,400,000
	\$315,885,943

**Project Status:**

- The preliminary design continues for the RFQ release for Segment 1B



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

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

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

**Project Financial Summary:**

<u>Project Budget (\$25,000,000):</u>	<u>Funds Expended (as of 05/31/2023):</u>	<u>Project Cost Over:</u>
○ PE \$ 2,538,000	\$ 2,543,662	\$ 5,662
○ RW \$ 0	\$ 0	\$ 0
○ CN \$ 22,462,000	\$ 21,996,684	\$ 0
	\$ 24,540,346	

**Project Schedule:**

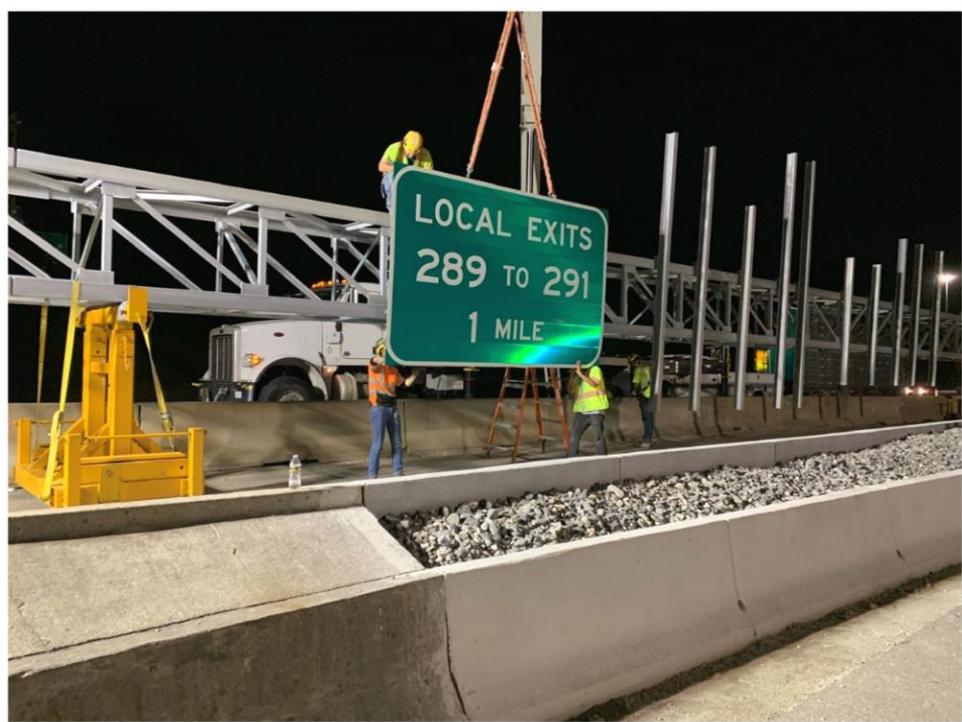
Notice to Proceed	October 2020
Project Completion	September 2022
Schedule Status	Completed

**Enabling Funding**

TIFRA	\$ 25,000,000
State/Federal	\$ _____.
	\$ 25,000,000

**Project Status:**

- In final contract close out

**Local Exit Sign for the Express Lanes**

**HREL Segment 3****UPC 118376****Project Scope:**

From the I-64 Interchange at Mallory Street to the I-64 Overpass at Patrol Road, Express Lane tolling infrastructure is being installed in each direction for 9.7 miles within the HRBT expansion project limits. Enhancements to the Over Height Vehicle Detection System (OHVDS) will also be added in the Westbound direction of I-64 within the project limits.

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

**Project Financial Summary:**

<u>Project Budget (\$18,789,474):</u>	<u>Funds Expended (as of 05/31/2023):</u>	<u>Project Cost Over:</u>
○ PE \$ 1,361,556	\$ 118,421	\$ 0
○ RW \$ 0	\$ 0	\$ 0
○ CN \$ 17,427,918	<u>\$ 0</u>	<u>\$ 0</u>
	\$ 118,421	

**Project Schedule:**

Willingness Posted	April 26, 2023 *
Design Approval	July 31, 2023
Advertisement	May 14, 2024**
Award	September 3, 2024**
Project Completion	December 2026 **
Schedule Status	On-Schedule

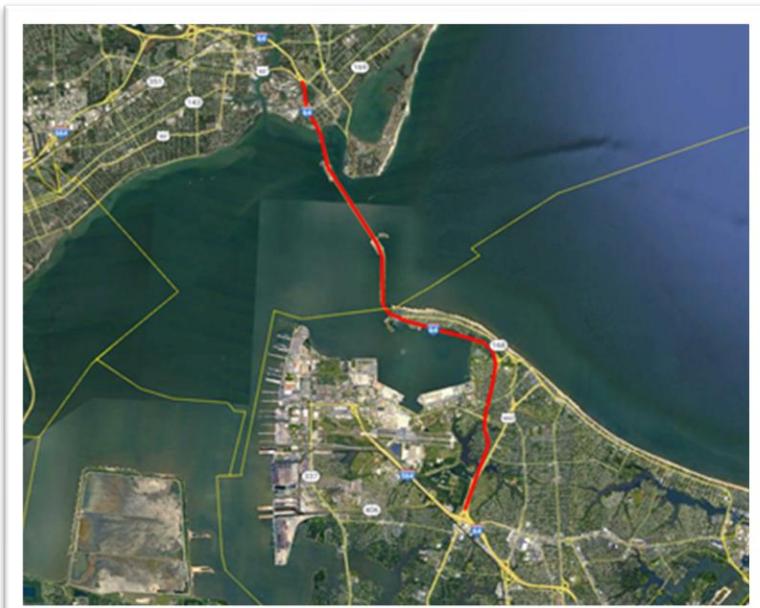
<u>Enabling Funding</u>	
HRTAC	\$ 18,789,474
State/Federal	<u>\$ _____</u>
	\$ 18,789,474

\*Note: Due to no right of way phase, posting for willingness took the place of a public hearing.

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

**Project Status:**

- Preparing documents to seek Design Approval
- Conducting Independent Cost Estimate



**HREL Segment 4A/4B (Newport News)**

**UPC 117839 (HRTAC) Phase 1-PE**  
**UPC 119824**

**Project Scope:**

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

- Replacing two bridges (EB/WB LaSalle Avenue)
- Rehabilitating one bridge (EB/WB Armistead Avenue)
- Includes tolling gantries, and overhead signage

**Project Financial Summary:**

<u>Project Budget (\$172,220,184):*</u>	<u>Funds Expended (as of 05/31/2023):</u>	<u>Project Cost Over:</u>
○ PE \$ 12,891,063*	\$ 7,614,484	\$ 0
○ RW \$ 1,850,000	\$ 9,010	\$ 0
○ CN \$ 157,479,121	\$ 0	\$ 0
	\$ 7,623,494	

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

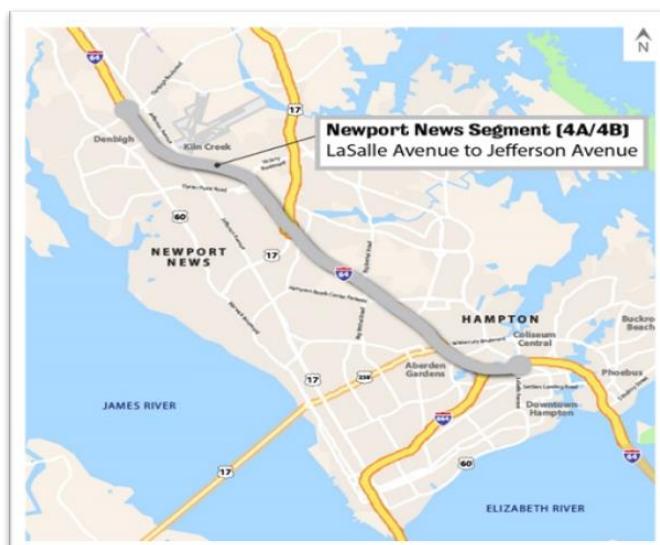
**Project Schedule:**

Public Hearing	September 29 & 30, 2021
Advertisement	November 9, 2023
Notice to Proceed	February 9, 2024
Fixed Completion Date	April 15, 2026
Schedule Status	On-Schedule

<u>Enabling Funding</u>	
HRTAC	\$ 151,220,184*
State/Federal	\$ 21,000,000
	\$ 172,220,184

**Project Status:**

- Received Design Approval from Central Office on February 18, 2022
- Technical design and plan production continues to progress
- Federal authorization received May 4, 2022
- PAC design comment review meeting occurred on May 31, 2023



**HREL Segment 4C (Hampton)**

**UPC 117841 (HRTAC) Phase 1- PE**  
**UPC 119638**

**Project Scope:**

From LaSalle Avenue to Settlers Landing Road, one Express Lane will be constructed, and one general purpose lane will be converted into an Express Lane in each direction for 2.4 miles

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

**Project Financial Summary:**

<u>Project Budget (\$407,922,054):</u>	<u>Funds Expended (as of 05/31/2023):</u>	<u>Project Cost Over:</u>
○ PE \$ 6,167,176	\$ 6,126,718	\$ 0
○ RW \$ 8,000,000	\$ 1,464,898	\$ 0
○ CN \$ 393,754,878	<u>\$38,296,770</u>	<u>\$ 0</u>
	\$45,888,386	

**Project Schedule:**

Notice to Proceed	August 1, 2022
All Lanes Open to Traffic	November 2026
Project Completion	December 2026
Schedule Status	On-Schedule

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

**Project Status:**

- Project Awarded to Shirley-Branch Joint Venture (SBJV)
- JPA Permit submitted to regulatory agencies in February 2023, VMRC posted a 30-day public notice in May 2023
- 100% Roadway Plans are under final review; working towards resolution of remaining items
- I-64 outside shoulder strengthening work will begin in June 2023 to prepare for traffic shift to the outside
- The project field office at the Harbour Centre building in downtown Hampton is now operational



**HREL 4C Hampton River Bridges**

**I-64/I-464 Interchange Exit 291 Ramp Improvements****UPC 120375****Project Scope:**

To improve the I-64/I-464 Interchange and provide a direct connection between I-64 EB and Route 168 SB (Chesapeake Expressway) via I-464 SB. The project includes the following:

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

**Project Financial Summary:**

<u>Project Budget (\$180,862,923):</u>	<u>Funds Expended (as of 05/31/2023):</u>	<u>Project Cost Over:</u>
○ PE \$ 4,420,000	\$ 1,188,140	\$ 0
○ RW \$ 1,276,469	\$ 0	\$ 0
○ CN \$175,166,454	\$ 0	\$ 0
	\$ 1,188,140	

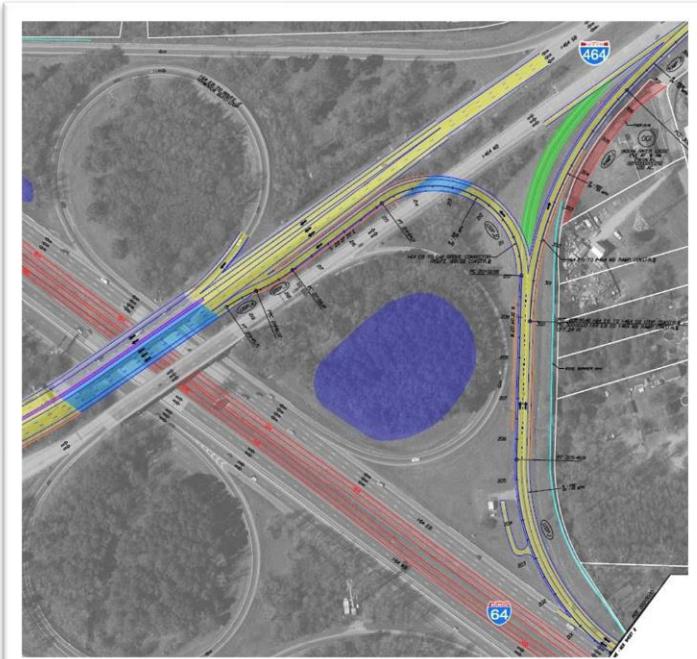
**Project Schedule:**

Request for Qualifications	April 12, 2023
Public Hearing	May 2023
Request For Proposals	July 11, 2023
Notice to Proceed	February 15, 2024
Project Completion	July 16, 2027
Schedule Status	On-Schedule

<u>Enabling Funding</u>		
HRTAC	\$ 40,862,923	
State/Federal	\$ 140,000,000	
	\$ 180,862,923	

**Project Status:**

- RFQ release occurred on April 12, 2023
- Public Hearing occurred on May 23, 2023
- Preliminary design is ongoing to support July 11, 2023 RFP release



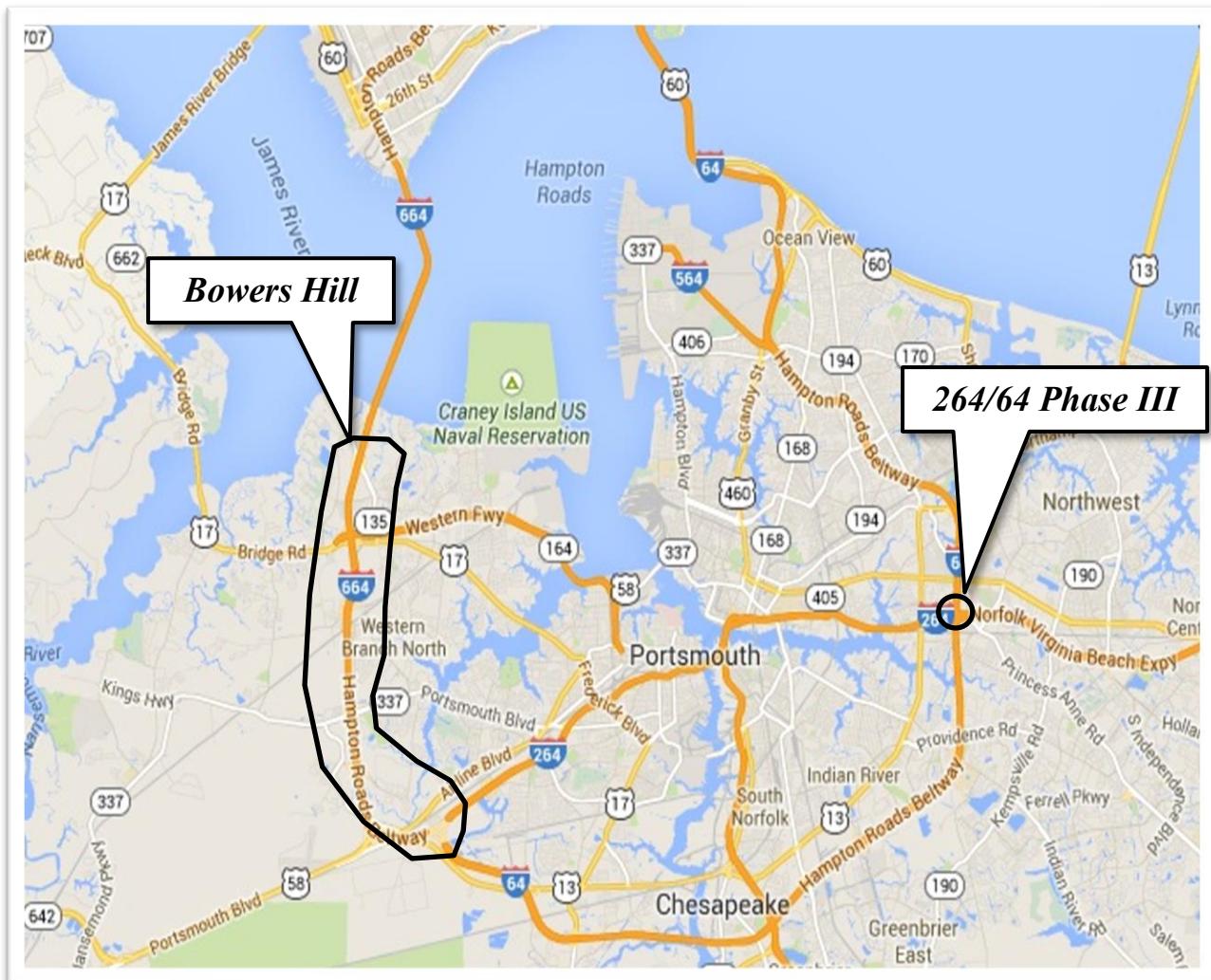
## OTHER MAJOR PROJECTS

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

**In Design**

**Bowers Hill Interchange**

**Under Study**



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

**UPC 106693 (HRTAC)**

**Project Scope:**

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

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

**Project Financial Summary:**

<u>Project Budget (\$7,500,000):</u>	<u>Funds Expended (as 05/31/2023):</u>	<u>Project Cost Over:</u>
○ PE \$ 7,500,000	\$ 6,039,044	\$ 0
○ RW \$ 0	\$ 0	\$ 0
○ CN \$ 0	\$ 0	\$ 0
	\$ 6,039,044	

**Project Schedule:**

IMR Final Approval	October 2020
Subproject III-A – Consultant NTP	November 2021
Subproject III-A – PFI Meeting	December 2022
Subproject III-A Preliminary Design – Completion	January 2023
Schedule Status	On-Schedule

<u>Enabling Funding</u>	
HRTAC	\$ 7,500,000
State/Federal	\$ _____.
	\$ 7,500,000

**Project Status:**

- Preliminary design and plans for Subproject III-A complete
- PFI-level project cost estimate for Subproject III-A complete
- Continued development of revised NEPA document
- Seeking approvals for Design Waivers and Exceptions
- Incorporating de-scope elements and documentation from HREL 1B into this project
- Developing scope, schedule, and budget for the final design and construction phases



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

**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) extending north to approximately the College Drive Interchange. Original scope modified to include extending study to College Drive interchange with 664 and add Managed Lane component through Bowers Hill interchange to College Drive Interchange to reflect HRTPO directed changes.

**Study Financial Summary:**

<u>Project Budget (\$7,904,630):</u>	<u>Funds Expended (as of 05/31/2023):</u>	<u>Project Cost Over:</u>
o PE \$ 7,904,630	\$ 5,753,245	\$ 0
o RW \$ 0	\$ 0	\$ 0
o CN \$ 0	\$ 0	\$ 0
	<u>\$ 5,753,245</u>	

**Study Schedule:**

Begin NEPA Process	July 2020
Preferred Alternative Recommendation	February 2022
Completion	December 2023
Schedule Status	On-Schedule

<u>Enabling Funding</u>	
HRTAC	\$ 7,904,630
State/Federal	\$ _____.
	\$ 7,904,630

**Study Status:**

- o VDOT continues to coordinate with FHWA on finalizing the DEIS for publication, meeting with FHWA VA Division Administrator on May 19 and FHWA HQ staff on May 25 and June 13 to resolve comments on the DEIS
- o Per FHWA's VA Division Administrator, FHWA will issue a separate Final EIS and Record of Decision, rather than a combined FEIS/ROD
- o Materials to support a public comment period and public hearing on the DEIS have been prepared
- o Preparations are underway to commence the Interchange Access Request (IAR) study in July 2023

