

## **AGENDA**

### **Hampton Roads Transportation Accountability Commission (HRTAC) Regular Meeting – December 16, 2015**

**12:00 PM**

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

- 1. Call to Order**
- 2. Approval of Agenda**
  - *Recommended Action: Approval*
- 3. Public Comment Period**
  - *Limit 5 minutes per individual*
- 4. Chair's Comments**
- 5. Consent Items**
  - *Recommended Action: Approval*
  - A. Minutes of the November 19, 2015 HRTAC Regular Meeting (Attachment 5A)**
- 6. Action Items**
  - A. Authorization of Public Hearing on amendment to the FY2016 Budget (Attachment 6A) - *Recommended Action: Discussion/Approval***
  - B. Construction of Phase I of the I-64/I-264 Interchange Improvements Project (UPC 57048) (Attachment 6B) - *Recommended Action: Discussion/Approval***
  - C. Annual Fiscal Year 2015 Annual Report to the Joint Commission on Transportation Accountability Relating to the Hampton Roads Transportation Fund (Attachment 6C) - *Recommended Action: Discussion/Endorsement***
- 7. Information Items**
  - A. HRTF Financial Report**
  - B. Funding Strategies Advisory Committee Update – Chair Crawford**
  - C. HRTAC Executive Director's Comments**
  - D. HRTPO Report of Activities – Bob Crum HRTPO**
- 8. Next HRTAC Regular Meeting – January 21, 2015 – 12:30 p.m.**

**Adjournment**

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

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

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

**Date: December 16, 2015**

**Re: November 19, 2015 Meeting Minutes**

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**Recommendation:**

The Commission is asked to approve the November 19, 2015 regular meeting minutes.

**Background:**

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

**Fiscal Impact:**

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

**Suggested Motion:**

Motion is to approve the minutes of the regular Commission meeting on November 19, 2015.

**Hampton Roads Transportation  
Accountability Commission (HRTAC)  
Summary Minutes of the November 19, 2015 Regular Meeting**

The Hampton Roads Transportation Accountability Commission (HRTAC) Regular Meeting was called to order at 12:47 p.m. in the HRTPO Regional Board Room, 723 Woodlake Drive, Chesapeake, Virginia, with the following in attendance:

**HRTAC Voting Members in Attendance:**

William Sessoms, Jr., Chair	Dallas Jones
Clyde Haulman, Vice-Chair	Alan Krasnoff *
Rex Alphin	McKinley Price
Paul Fraim	Tom Shepperd, Jr.
Michael Hipple	George Wallace
Delegate Johnny Joannou	Kenneth Wright
Linda Johnson	Delegate David Yancey
Delegate Chris Jones *	

**HRTAC Executive Director:**

Kevin Page

**Other Participants:**

Cathie France	David Miller
Tom Inglima	James Utterback
Dep. Sec. Grindley Johnson	

**HRTAC Voting Members Absent:**

Senator Kenneth Alexander	Raystine Johnson-Ashburn
W. Eugene Hunt, Jr.	Senator Frank Wagner

**HRTAC Nonvoting Members Absent:**

Charlie Kilpatrick	Jennifer Mitchell
John Malbon	John Reinhart

\* Denotes Late Arrival or Early Departure

**Others Recorded Attending:**

Will Christopher, Ellis W. James (Citizens); Kelly Lackey, Earl Sorey (CH); Randy Martin (FR); Mary Bunting, Brian DeProfio (HA); Rob Brown, Thelma Drake, Bryan Pennington, Jeffrey Raliski, Ron Williams (NO); Bryan Stilley, Jerri Wilson (NN); Bob Baldwin, John Gergely, Sherri Neil, Lydia Pettis Patton (PO); Marcus Jones, Eric Nielsen, Patrick Roberts (SU); Marvin Collins (WM); Neil Morgan, Randy Wheeler (YK); Georgine Blumling (AAA Tidewater Virginia); Bill Cashman, Chris Fronheiser (AECOM); Rich Clifton (Allan Myers); Clyde Clark, Cheryle Mack (BB&T); Bath Arnold (CH2M); John Herzke (Clarke Nexsen); Frank Papcin (CTAC); J. Elias O'Neal (Daily Press); Scott Forehand, Don Quisenberry (eScribeSolutions); Mark Osenbaugh (E.V. Williams, Inc.); Judith E. Brown (HR Public Transportation Alliance); Neal Crawford (HRTAC Funding Strategies Advisory Committee); George Consolvo, Kevin White (Kaufman & Canoles); Tracy Naynard (McGuire Woods Consulting); Karen McPherson (McPherson Consulting); Chuck Eastman (Michael Baker International); Michelle Martin (Parsons Brinckerhoff); James Webb Jones (Poole Mahoney); Mark Geduldig-Yatrofsky (Portsmouthcitywatch.org); Ken Yarberry (RK&K Engineers); Mindy Hughes (Seventh Point Transportation PR); Robert K. Dean (Tidewater Libertarian Party); Dianna Howard (TLP, VBTA, VBTP); Tony Gibson, Jim Long, Dawn Odom (VDOT); Jordan Pescale (Virginia Pilot); Larry Cumey, Matt Gregory (WAVY-TV, Media General); Amber Randolph, Brett Spain (Willcox & Savage); Phil Lohr (WRA); Kristina Zverjako (WVEC-TV, Tegna); Nancy Collins, Robert Crum, Andrea Gayer, Randy Keaton, Mike Long, Joe Turner, Chris Vaigneur (HRPDC); Rob Case, Danetta Jankosky, Mike Kimbrel, Camelia Ravanbakht, Dale Stith (HRTPO)

**Call to Order**

Chair William Sessoms called the meeting to order at 12:47 p.m.

**Approval of Agenda**

Mr. Michael Hipple Moved to approve the agenda; seconded by Ms. Linda Johnson. The motion carried.

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

Mr. Frank Papcin spoke regarding transportation plans and noted the proposals show an intent to manipulate the manner in which citizens use the roads. He shared concern over plans for tolls and noted alternatives not considered: employers staggering work hours, requested legislation for an additional tax for regional roads, or a survey asking whether citizens preferred a tax or tolls. He offered that tolls punish people and that HOT lanes give special favors to some. He requested the Commission to think of an alternative way to pay for roads other than tolls.

Mr. Mark Geduldig-Yatrofsky expressed concern regarding representation when the representative of a given community is not in attendance. In addition, he recommended reconstituting HRTAC so that the members are directly elected by the citizens of the region with no members of the General Assembly included and structured like a borough system.

Ms. Dianna Howard, vice chair of the Virginia Beach Tea Party, shared information gleaned from her attendance at a number of meetings. She stated that she heard the Secretary of Transportation opine that there is not enough state money to fund all projects submitted through HB2 and that other money sources, like tolls, will be needed to fund the projects. She said that she asked him why projects like light rail did not have to go through the HB2 process, to which he replied that they do, but that it was not submitted. She stated that she realizes that HRTF is for roads, bridges, and tunnels. She asked the Commission to consider the economic impact tolls will have on the region and select a scenario that will have the least negative results.

Mr. Robert Dean remarked about the recent tax increases and their impact on a family's financial stability. He noted that some of the transportation projects being considered would not relieve traffic congestion, but are planned to get the new port facility constructed. He recommended building a bridge from Willoughby to the Peninsula, one that would have six lanes divided and reversible. He added that the project would be faster and cheaper to build, citing the Chesapeake Bay Bridge Tunnel, which took 42 months and cost \$450 million.

### **Consent Items**

Chair Sessoms requested a motion to approve all consent items. Mr. Clyde Haulman Moved to approve the suggested motions regarding the October 15, 2015 HRTAC Regular Meeting Minutes, the Memorandum of Agreement – Interstate 64 Peninsula Widening Segment I Funding, and Ratification of Amended and Restated Bylaws; seconded by Mr. Paul Fraim. The Motion carried.

### **Action Items**

#### **A. HRTF Legislative Agenda**

Mr. Tom Inglima explained the proposed amendments in the Legislative Agenda provided to the Members. Members proceeded to discuss the language. Mayor Krasnoff expressed concern that item “E, System-Wide Financing Approach”, could apply to non-HRTAC projects. Mr. Inglima explained the intent of the proposed amendment and offered that the language could be revised to clarify it only applies to Commission projects.

Mr. Kenneth Wright asked that voting on the Legislative Agenda be done separately for each agenda item.

Mr. Inglima proceeded to read each Legislative Agenda item so it could be voted on separately.

#### **A. Transfer of HRTF Monies to HRTAC**

Mr. Tom Shepperd Moved to approve the Hampton Roads Transportation Accountability Commission 2015-2016 Legislative Agenda Item “A”; seconded by Mr. Clyde Haulman. The Motion carried.

B. Expanded use of HRTF Monies for Administrative Expenses

Mr. Chris Jones Moved to approve the Hampton Roads Transportation Accountability Commission 2015-2016 Legislative Agenda Item "B"; seconded by Mr. Clyde Haulman. The Motion carried.

C. Commission Member Designees

Mr. Tom Shepperd Moved to approve the Hampton Roads Transportation Accountability Commission 2015-2016 Legislative Agenda Item "C"; seconded by Mr. Johnny Joannou. The Motion carried by the requisite vote [with only Johnny Joannou voting in opposition].

D. Continuity in Representation of Counties

Mr. Rex Alphin Moved to approve the Hampton Roads Transportation Accountability Commission 2015-2016 Legislative Agenda Item "D"; seconded by Mr. Chris Jones. The Motion carried.

E. System-Wide Financing Approach

Mr. Rex Alphin Moved to approve the Hampton Roads Transportation Accountability Commission 2015-2016 Legislative Agenda Item "E"; seconded by Mr. Tom Shepperd. The Motion carried by the requisite vote with only Mr. Kenneth Wright and Mr. Johnny Joannou voting in opposition.

**B. Preserve Flexibility to Reimburse Expenditures on I-64 Peninsula Widening Project, Segments I and II, with Proceeds of a Later Bond Issue**

Mr. Rex Alphin Moved to approve Action Item "B"; seconded by Ms. Linda Johnson. The Motion carried.

Delegate Chris Jones announced that he had some computer issues at work that necessitated him leaving early and that he wanted the Commission to know he will be sponsoring legislation that would narrow what can be done with a regional approach to tolling. Basically, the bill will state that a toll cannot be imposed without a free alternative.

Mr. Tom Shepperd asked if consideration has been given to an option of congestion tolling. Delegate Jones responded that his intent is to prohibit a "ring of fire" in Hampton Roads because the area cannot economically afford it.

Mr. George Wallace requested clarification that it would mean no tolling imposed if there is not a free alternative; Delegate Jones responded that is exactly what he is trying to accomplish, to make sure a free alternative is available to the citizens.

Mr. Kenneth Wright questioned if Delegate Jones would be opposed to tolling an existing facility; Delegate Jones stated that he would be opposed unless it included new capacity and only tolls on the new capacity.

Chair Sessoms announced that Executive Director Page will meet with each Commission member to solicit input and build consensus on what should be done. Delegate Jones stated that he will be back in touch with the membership regarding the legislative plans.

Mr. Wright asked Chair Sessoms if funds are not available to complete all projects, would one of the options be to do what is affordable and without tolling. For instance, if all projects cannot be funded, would one of the options be to eliminate some projects. Chair Sessoms stated that it could easily be an option. Mr. Wright made the point that he did not want to lock Director Page into funding all nine projects and forcing tolls.

Mr. Haulman noted that members need to ask themselves what can be done with existing money and what alternatives for funding are available.

Chair Sessoms reiterated that the Funding Strategies Advisory Committee was charged with finding a way to finance all nine projects, and it would be HRTAC's job to determine if any were to be cut.

## **7. Information Items**

### **A. HRTF Financial Report**

In the absence of Finance Committee Chair Wagner, Director Page presented the report, including bank account combined cash balances of \$349,972,230.00 with more funds coming in.

He broke down the finances as follows:

- Union Bank and Trust balance of \$61,329,139;
- BB&T balance of \$349,972,230; and
- Transfer from treasury of \$14,025,000.

### **B. Funding Strategies Advisory Committee –HRTAC Plan of Finance**

Committee Chair Neal Crawford commented on some important points:

- The presentation is not the final recommendation;
- HRBT is included in the scenarios because of its huge impact on regional transportation;
- Tolling is the only current revenue enhancement at the disposal of HRTAC;
- Looking at all options for revenue resources is recommended; and
- The economic impact of tolling should be studied, with the help of HRTPO.

Mr. David Miller from PFM reviewed information presented to the Funding Strategies Advisory Committee, which includes a regional finance plan that funds all of the projects. The snapshot included the following:

- Revenues--HRTF revenues; HB2; State of Good Repair money; tolling; bond issuance; additional tax revenue; additional state and federal funding needed;

- Recent reductions of revenues projections;
- Nine candidate studies;
- Tolling options and toll costs;
- Sequencing and schedule of construction with cost estimates; and
- The importance of timing construction.

Ms. Cathie France observed that in the presentation, the Craney Island connector is no longer included as part of Patriots Crossing and asked if that was correct and under whose authority was it eliminated. Mr. Miller responded that it is not funded by or through HRTAC.

Mr. Paul Fraim questioned the various conflicting sets of costs and revenues for projects offered by PFM, VDOT, and the Secretary of Transportation. Mr. James Utterback noted that VDOT's costs did include I-664 improvements all the way through.

Mr. Tom Shepperd noted the variety of numbers and discussion of HOV/HOT conversion on I-64. He referenced the Secretary's comments regarding Northern Virginia and noted that Hampton Roads is different from that region, having the space to expand roads. He pointed out that with the lane conversion and a "ring of fire" tolling, we would spend a great deal of money to bring in more revenue. He questioned the logic of the expenditure and the fact that projects would be delayed.

Mr. Miller responded that the revenues do not cover the costs of the projects and that most toll projects do not completely pay for themselves. He further explained that the costs covered by tolling would reduce the amount of financing needed.

Mr. Fraim and Ms. Grindley Johnson noted that the Port could not pay for the Craney Island connector, so the numbers should reflect its cost.

Mr. Alan Krasnoff expressed concern regarding the timing of construction and the costs of delaying projects, specifically the High Rise Bridge. Mr. Utterback offered an update regarding the High Rise Bridge, specifically that the delay is due to the question of the bridge height. A navigational study has been completed and the Coast Guard is currently evaluating the project. VDOT is doing all the preliminary engineering.

Mr. Krasnoff asked what the Commission could do to help, and Mr. Utterback stated that they need a commitment to move the project forward. Mr. Krasnoff asked the Chair about inclusion on the agenda.

Chair Sessoms responded that he was concerned that the HOT conversion costs do not warrant the expense, and that he is very disturbed by the range of numbers presented. He expressed the need to get better information and acknowledged that HRTAC does not have enough money to get all projects going. He stated that he would make his decision on major water crossings based on what alleviates the most congestion, and noted that at this point he does not have that information. He added that this information is needed quickly.



Mr. George Wallace agreed that the first projects should be chosen based on the maximum impact on congestion mitigation. Chair Sessoms concurred that they will not resolve the decisions at the meeting and that he had asked Director Page to solicit input from each Commission member.

Mr. Wright stated that the Commission needs to give more specific instructions to the Funding Strategies Advisory Committee, because money is being wasted by asking for a plan that attempts to fund every project.

Ms. Grindley Johnson suggested that VDOT, HRTPO, and PFM get together on their numbers prior to Director Page talking to members.

Chair Sessoms reminded the members that the Commission must make sure its funds are used for one purpose—to build new projects.

Ms. Johnson noted decisions may cause the movement of bottlenecks from one location to another. In addition, she noted concern over the possible negative results of the plan if all HB2 district funds were directed to HRTAC projects.

Mr. Rex Alphin commented that there is not enough money to do all projects and recommended prioritizing and finishing some of them.

Mr. Shepperd warned of being paralyzed by indecision, stated that he recalled that the projects had been prioritized, and suggested reviewing the priorities quickly.

Mr. David Yancey questioned whether future tolls on I-64 on the Peninsula with new capacity or HOT was anticipated. Chair Sessoms stated that was not the plan. Mr. Yancey also recommended looking at the economic impact of tolls and a third crossing with Craney Island in the mix.

Director Page noted that the Craney Island project was still projected to be financed by the Port Authority and was not currently in HRTAC's Plan of Finance. Several members noted that the Port Authority would not be able to be responsible for the project.

Director Page remarked that he will ask HRTPO staff to reexamine the projects and then urge the Commission to look at the HRTPO's prioritization model.

### **C. HRTPO Report of Activities**

Mr. Bob Crum spoke on the nature of estimates and their assumptions, specifically that no one knows the costs of Patriot's Crossing or HRBT.

Mr. Shepperd suggested that at the next meeting, VDOT provide the Commission with a list of the most congested crossings. Chair Sessoms asked Director Page to note the request. Mr. Fraim concurred that congestion mitigation was what the Commission is about.

Mr. Shepperd inquired about the difference in the inflation rates between bridges, tunnels, and highways.

Mr. Crum offered to bring the congestion information to the next meeting and help revisit the HRTPO prioritization process. He noted the importance of working closely with the Commission and announced that the Federal Highway Administration has requested an adopted long-range plan update by the end of March. Mr. Crum proposed asking for an extension to June 30, if that would be sufficient time for the Commission.

He announced that HRTPO will be doing a legislative forum on December 16 at 10:00 a.m. with General Assembly members and the federal delegation. He invited the participation of HRTAC.

**Next Regular HRTAC meeting date**

Mr. Krasnoff Moved for the next meeting to be held on December 16, 2015 at 12 noon; seconded by Mr. Michael Hipple. The Motion carried.

**Adjournment**

With no further business to come before the Hampton Roads Transportation Accountability Commission, the meeting adjourned at 2:48 p.m.

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William D. Sessoms, Jr.  
HRTAC Chair

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

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

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

**Date: December 16, 2015**

**Re: Recommendation of the Amended FY2016 Budget**

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**Recommendation:**

The Finance Committee is asking the Commission to endorse proposed amendments to the FY2016 Budget reflected in the enclosed Budget (the “Proposed Amended FY 2016 Budget”) and authorize the Finance Committee to hold a public hearing regarding the proposed amendments.

**Background:**

During FY2016, HRTAC hired an Executive Director and accelerated the startup of HRTAC’s organizational and development activities. As the FY2016 year has advanced into the second quarter, HRTAC board authorized activities will require transfer adjustments to certain line items and additional appropriations in order to align the budget with expenses. The Proposed Amended FY2016 Budget has been reformatted in order to allow the Commission to separately track its general operating expenses and its project development expenses. The majority of the increase in the budget is attributable to project readiness reflected in the project development expenses. At its December 16, 2015 Regular Meeting, the Finance Committee Chair will request that the Commission take action to authorize the Finance Committee to conduct a public hearing for the Proposed Amended FY2016 Budget.

**Fiscal Impact:**

There is a \$1,878,500 fiscal impact of in relation to this Action Item.

**Suggested Motion:**

Motion The Commission authorizes the Finance Committee to hold a public hearing on the proposed amendments to the approved FY2016 Operating Budget.





## PROPOSED AMENDED FY2016 BUDGET - Agenda Attachment 6A

as of 10/09/15

CATEGORY	OPERATIONS	PROJECT DEVELOPMENT	PROPOSED AMENDED BUDGET	APPROVED BUDGET	PROPOSED AMENDMENT
<b>REVENUES</b>					
HRTF Support	\$ 466,732	\$ 1,300,000	\$ 1,766,732	\$ 1,088,232	\$ 678,500
Interest Income	1,200,000	-	1,200,000	-	1,200,000
<b>TOTAL REVENUE</b>	<b>\$ 1,666,732</b>	<b>\$ 1,300,000</b>	<b>\$ 2,966,732</b>	<b>\$ 1,088,232</b>	<b>\$ 1,878,500</b>
<b>EXPENDITURES</b>					
<b>PERSONNEL**</b>					
HRTAC Staff	\$ 520,932	\$ -	\$ 520,932	\$ 520,932	\$ -
HRTPO/HRPDC Support Staff**	207,000	-	207,000	95,000	112,000
<b>SUBTOTAL PERSONNEL</b>	<b>727,932</b>	<b>-</b>	<b>727,932</b>	<b>615,932</b>	<b>112,000</b>
<b>PROFESSIONAL SERVICES</b>					
Audit	40,000	-	40,000	40,000	-
Bank Fees	250,000	-	250,000	3,500	246,500
Legal	500,000	500,000	1,000,000	180,000	820,000
Financial Advisors	-	800,000	800,000	179,000	621,000
Insurance	3,000	-	3,000	3,000	-
Recruiting	5,000	-	5,000	5,000	-
<b>SUBTOTAL PROFESSIONAL SERVICES</b>	<b>798,000</b>	<b>1,300,000</b>	<b>2,098,000</b>	<b>410,500</b>	<b>1,687,500</b>
<b>TECHNOLOGY/COMMUNICATION**</b>					
Computer hardware & peripherals/ maintenance/communications/phone**	25,000	-	25,000	10,000	15,000
LAN system	10,000	-	10,000	-	10,000
Website Consultant	300	-	300	300	-
<b>SUBTOTAL TECHNOLOGY/COMMUNICATION</b>	<b>35,300</b>	<b>-</b>	<b>35,300</b>	<b>10,300</b>	<b>25,000</b>
<b>ADMINISTRATIVE **</b>					
Public Notices/Advertising	35,000	-	35,000	20,000	15,000
Office Space	12,000	-	12,000	-	12,000
Office Supplies**	2,000	-	2,000	2,000	-
Furniture	10,000	-	10,000	10,000	-
Printing/Copying**	5,000	-	5,000	5,000	-
Dues/Subscriptions	2,000	-	2,000	2,000	-
Travel	5,000	-	5,000	5,000	-
Meeting Expenses**	28,500	-	28,500	3,500	25,000
Postage**	1,000	-	1,000	1,000	-
Professional Development	5,000	-	5,000	3,000	2,000
<b>SUBTOTAL ADMINISTRATIVE</b>	<b>105,500</b>	<b>-</b>	<b>105,500</b>	<b>51,500</b>	<b>54,000</b>
<b>TOTAL EXPENDITURES</b>	<b>\$ 1,666,732</b>	<b>\$ 1,300,000</b>	<b>\$ 2,966,732</b>	<b>\$ 1,088,232</b>	<b>\$ 1,878,500</b>
<b>BUDGET BALANCE</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

\*\*includes items to be reimbursed to HRPDC/HRTPO

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

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

**From: Kevin Page**

**Date: December 16, 2015**

**Re: Authorization to Execute an Agreement with VDOT to construct Phase I of the I-64/I-264 Interchange Improvements Project (UPC 57048) and to Allocate Funds to that Project.**

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**Recommendation:**

The Commission is asked to authorize the execution of an agreement with the Virginia Department of Transportation (VDOT) for the construction of the Phase I of the I-64/I-264 Interchange Improvements Project (UPC 57048) and the allocation of funds to that project.

**Background:**

The Commission has established the Phase I of the I-64/I-264 Interchange Improvements Project (UPC 57048) as one of its priority projects to advance project planning and construction through a series of agreements with the Virginia Department of Transportation. The scope of Phase I of the I-64/I-264 Interchange Improvement Project includes adding a second exit lane on westbound Interstate 64 and the widening of the ramp from westbound Interstate 64 to eastbound Interstate 264, introducing a new two lane Collector-Distributor (C-D) roadway from Interstate 64 to the Newtown Road interchange mostly on bridge structure, and a new two-lane flyover ramp from westbound Interstate 64 tying into the existing eastbound Interstate 264 C-D road.

Currently, the funding allocated to the project is:

Phase	Cost Estimate	Federal/State Funding	HRTF Funding
PE	\$8,547,700	\$5,047,700	\$3,500,000
RW	\$11,571,063	\$0	\$11,571,063
CN	\$137,023,653	\$0	\$0

The proposed contract assumes that the Commission would fund costs out of the HRTF on a “pay as you go” basis. That approach is consistent with the initial funding plan approved by the Commission.



**Fiscal Impact:**

There is a fiscal impact of \$137,023,653 in relation to this Action Item that will be sourced from the Hampton Roads Transportation Fund Revenues under the control of HRTAC in the amount of \$22,402,977 for fiscal year 2017, \$64,831,612 for fiscal year 2018, \$41,680,228 for fiscal year 2019, and \$8,108,836 for fiscal year 2020. The HRTPO has applied for HB2 Funding for this project, and the proposed resolution includes language regarding the reduction of the allocated/budgeted amount to the extent other funding becomes available from federal and/or state sources.

**Suggested Resolution:**

See attached [Annex II](#) for the suggested resolution.

# Annex I - Action Item 6B

## APPENDIX B-PROJECT BUDGET & CASH FLOW

### PROJECT IDENTIFICATION AND PROPOSED FUNDING

HRTAC Project Title: I-264 Interchange Improvements- 64 WB Ramp to I-264 EB (UPC 57048)

Scope of Project Services: Project Services to support the CN Phase for I-264 Interchange Improvements- 64 WB Ramp to I-264 EB (UPC 57048)

Recipient Entity: Virginia Department of Transportation

Project Contact Information: Tony Gibson (757) 556-7885

Baseline Schedule:	PE: Underway & will end Spring 2015
	RW: Spring 2015- Spring 2017
	CN: Advertisement April 2016 - CN End October 2019

### PROJECT COSTS & FUNDING SOURCE

Project Cost Category	Total Project Costs	HRTAC PayGo Funds	HRTAC Financed Funds	Description Other Sources of Funds	Amount Other Sources of Funds	Recipient Entity Funds
Design Work	\$ 8,547,700.00	\$ 3,500,000.00*	\$ -	Fed/State	\$ 5,047,700.00	\$ -
Engineering						
Environmental Work						
Right-of-Way Acquisition	\$ 11,571,063.00	\$ 11,571,063.00*				
Construction	\$137,023,653.00	\$ 137,023,653.00				
Contract Administration						
Testing Services						
Inspection Services						
Capital Asset Acquisitions						
Other						
<b>Total Estimated Cost</b>	<b>\$157,142,416.00</b>	<b>\$152,094,716.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 5,047,700.00</b>	<b>\$ -</b>

\* \$15,071,063 PE & RW funding previously allocated per the executed IPA dated 4/3/15

### FISCAL YEAR ANNUAL PROJECT CASH FLOW

Project Phase	Total Fiscal Year 2015		Total Fiscal Year 2016		Total Fiscal Year 2017		Total Fiscal Year 2018		Total Fiscal Year 2019		Total Fiscal Year 2020	
	PayGo	Financed	PayGo	Financed	PayGo	Financed	PayGo	Financed	PayGo	Financed	PayGo	Financed
Design Work	\$ 3,500,000.00											
Engineering												
Environmental Work												
Right-of-Way Acquisition	\$ 1,653,009.00		\$ 6,612,036.00		\$ 3,306,018.00							
Construction					\$ 22,402,977.00		\$ 64,831,612.00		\$ 41,680,228.00		\$ 8,108,836.00	
Contract Administration												
Testing Services												
Inspection Services												
Capital Asset Acquisitions												
Other												
<b>Total Estimated Cost</b>	<b>\$ 5,153,009.00</b>	<b>\$ -</b>	<b>\$ 6,612,036.00</b>	<b>\$ -</b>	<b>\$ 25,708,995.00</b>	<b>\$ -</b>	<b>\$ 64,831,612.00</b>	<b>\$ -</b>	<b>\$ 41,680,228.00</b>	<b>\$ -</b>	<b>\$ 8,108,836.00</b>	<b>\$ -</b>

Please Note: If additional years are needed, please submit a separate form with additional columns

### FISCAL YEAR ESTIMATED PROJECT CASH FLOW

	FY 15 Mthly Cash Flow		FY 16 Mthly Cash Flow		FY 17 Qtrly Cash Flow		FY 18 Qtrly Cash Flow		FY 19 Qtrly Cash Flow		FY 20 Qtrly Cash Flow	
	PayGo	Financed	PayGo	Financed	PayGo	Financed	PayGo	Financed	PayGo	Financed	PayGo	Financed
July			\$ 551,003.00		\$ 551,003.00		\$ 3,522,582.00		\$ 4,007,715.00		\$ 1,837,956.00	
August			\$ 551,003.00		\$ 551,003.00		\$ 3,656,171.00		\$ 4,007,715.00		\$ 1,254,176.00	
September			\$ 551,003.00		\$ 551,003.00		\$ 4,457,715.00		\$ 4,007,715.00		\$ 1,254,176.00	
October			\$ 551,003.00		\$ 551,003.00		\$ 5,793,619.00		\$ 4,007,715.00		\$ 1,254,176.00	
November			\$ 551,003.00		\$ 1,785,905.00		\$ 5,793,619.00		\$ 3,606,942.00		\$ 1,254,176.00	
December			\$ 551,003.00		\$ 2,453,857.00		\$ 6,722,344.00		\$ 3,606,942.00		\$ 1,254,176.00	
January			\$ 551,003.00		\$ 2,854,628.00		\$ 6,846,998.00		\$ 3,606,942.00			
February			\$ 551,003.00		\$ 3,121,810.00		\$ 6,679,524.00		\$ 3,206,171.00			
March			\$ 551,003.00		\$ 3,121,810.00		\$ 5,877,981.00		\$ 3,206,171.00			
April	\$ 1,717,670.00		\$ 551,003.00		\$ 3,255,400.00		\$ 5,744,390.00		\$ 2,805,400.00			
May	\$ 1,717,670.00		\$ 551,003.00		\$ 3,388,991.00		\$ 5,540,447.00		\$ 2,805,400.00			
June	\$ 1,717,669.00		\$ 551,003.00		\$ 3,522,582.00		\$ 4,196,222.00		\$ 2,805,400.00			
<b>Total per Fiscal Year</b>	<b>\$ 5,153,009.00</b>	<b>\$ -</b>	<b>\$ 6,612,036.00</b>	<b>\$ -</b>	<b>\$ 25,708,995.00</b>	<b>\$ -</b>	<b>\$ 64,831,612.00</b>	<b>\$ -</b>	<b>\$ 41,680,228.00</b>	<b>\$ -</b>	<b>\$ 8,108,836.00</b>	<b>\$ -</b>

Please Note: If additional years are needed, please submit a separate form with additional columns

This attachment is certified and made an official attachment to the Standard Project Agreement document by the parties of this agreement.

Virginia Department of Transportation

Hampton Roads Transportation Accountability Commission

Signature

Signature

Commissioner

HRTAC Executive Director

Title

Title

Date

Date

Charles A. Kilpatrick, P.E.

Print name of person signing

Print name of person signing



**HRTAC RESOLUTION 2015-05**

**RESOLUTION ON THE I-64/I-264 INTERCHANGE IMPROVEMENTS**

**WHEREAS**, the Commission previously allocated \$15,071,063 to preliminary engineering and right-of-way acquisition for the I-64/I-264 Interchange Improvements Project (the “Project”), one of the initial construction projects included in the funding plan presented at the Commission’s November 5, 2014 public hearing;

**WHEREAS**, VDOT has indicated that the construction phase of the Project covered under UPC 57048 (“Phase I”) is ready for construction;

**NOW, THEREFORE, BE IT RESOLVED**, that the Commission reaffirms its interest in completing the Project and the allocation of an additional \$137,023,653 of Hampton Roads Transportation Fund revenues for that purpose; and

**BE IT FURTHER RESOLVED**, that the Commission (i) approves the Commission entering into a Standard Project Agreement with VDOT for completion of Phase I of the Project, in substantially the form used between the Commission and VDOT for other construction projects (including the provisions regarding the reduction of the allocated/budgeted amount to the extent other funding becomes available from federal and/or state sources), subject to such modifications, if any, as the Chair and Executive Director may deem necessary and appropriate, and (ii) authorizes the Chair to finalize, execute and deliver the Standard Project Agreement on behalf of the Commission.

**APPROVED and ADOPTED** by the Hampton Roads Transportation Accountability Commission at its meeting on the 16th day of December, 2015.

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

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



**Agenda Item 6C**  
**Action Item**

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

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

**Date: December 16, 2015**

**Re: Joint Commission on Transportation Accountability Report Submission**

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**Recommendation:**

The Finance Committee recommends that the Commission authorize the Executive Director to work with VDOT to submit the Report to the Joint Commission on Transportation Accountability.

**Background:**

Item 1 of Chapter 665 of the 2015 Session included the requirement that the Joint Commission on Transportation Accountability (JCTA) shall regularly review, and provide oversight of the usage of funding generated pursuant to the provisions of HB 2313 (2013 Session of the General Assembly). To meet this requirement, the Hampton Roads Transportation Accountability Commission (HRTAC) and the Virginia Department of Transportation (VDOT) have prepared a report to inform the JCTA on the uses of the Hampton Roads Transportation Fund (HRTF) for Fiscal Year 2015.

**Fiscal Impact:**

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

**Suggested Motion:**

Motion: The Commission authorizes the Executive Director to work with VDOT to submit the Report to the Joint Commission on Transportation Accountability.





Hampton Roads Transportation Accountability Commission

723 Woodlake Drive

Chesapeake, Virginia 23320

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

Financial Reporting Provided by:



## Executive Summary

Item 1 of Chapter 665 of the 2015 Session included the requirement that the Joint Commission on Transportation Accountability (JCTA) shall regularly review, and provide oversight of the usage of funding generated pursuant to the provisions of HB 2313 (2013 Session of the General Assembly). To meet this requirement, the Hampton Roads Transportation Accountability Commission (HRTAC) and the Virginia Department of Transportation (VDOT) have prepared this report to inform the JCTA on the uses of the Hampton Roads Transportation Fund (HRTF) for Fiscal Year 2015.

## Background

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

During the 2014 General Assembly Session, the Hampton Roads Transportation Accountability Commission (HRTAC) was created to administer the funding in the HRTF. House Bill 1253 and Senate Bill 513, (Chapters 678 and 545 respectively), created HRTAC as a political subdivision of the Commonwealth to procure, finance, build, and operate critical projects in the region. The Commission has 23 Members, consisting of the chief elected officers of the governing bodies of the 14 localities in Planning District 23, two members of the Virginia Senate, three members of the House of Delegates, and four nonvoting ex officio members (Commissioner of Highways, Director of Rail and Public Transportation, Executive Director of the Virginia Port Authority, and a member of the Commonwealth Transportation Board). HRTAC was authorized to issue bonds and use the revenue generated by HB2313 in Planning District 23 to, among other things, support the debt service. HRTAC would not replace the planning functions that are provided by the HRTPO. The new commission will utilize the HRTPO prioritized projects as its program of projects. The authority of the funding for the HRTF transitioned on July 1, 2014 to the HRTAC from the HRTPO.

## Revenue Collections

### Sources

#### Retail Sales and Use Tax

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

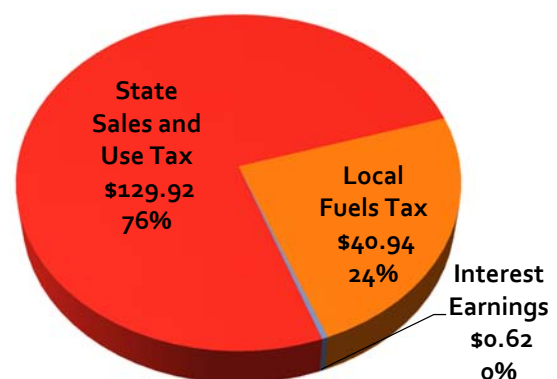
#### Local Fuels Tax

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

#### Total Collections

Revenue collected and interest earned in FY 2015 totaled \$171.5 million.

**FY 2015 Revenue Collections**  
(in millions)



HRTAC completed the organizational and administrative tasks necessary to receive the funding collected from VDOT during FY 2015. In May 2015, VDOT transferred all funding collected to date net of project expenditures. Through June 30, 2015, HRTAC incurred the following administrative expenditures:

Description	Amount
Legal Services	\$279,260
HRPDC/HRTPO Assistance	164,049
Insurance	\$2,813
<b>Total</b>	<b>\$446,122</b>

Year-end cash balances of the HRTAC totaled \$293.5 million in both operating and investment accounts. Beginning in June 2015, monthly revenue collections from the previous accounting period are transferred to HRTAC by VDOT.

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## Allocations

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The HRTPO approved an allocation of \$44 million from the HRTF for the I-64 Capacity Improvements, Segment I in January 2014. Additional projects have funding allocated during FY 2015 for partial funding to support project advancement by the HRTAC. Project details through June 30, 2015 are provided below.

### PAY-AS-YOU-GO PROJECT ALLOCATIONS TO DATE

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	HRTF Allocations	Total Project Estimate	Total Allocations	HRTF Expenditures to Date (Billed to HRTAC)	Total Expenditures to Date
<b>I-64 Capacity Improvements – Segment I</b>					
<b>Project 104905</b>					
<ul style="list-style-type: none"> <li>Median widening from 4 to 6 lanes from Jefferson Ave/Rte 123 (Exit 255) to Yorktown Rd/Rte 238 (Exit 247)</li> <li>Adding 12' median shoulders</li> <li>Design-Build</li> </ul>	\$44,000,000	\$144,000,000	\$144,000,000	\$1,544,502.42	\$4,666,492.52
<b>I-264 Interchange Improvements</b>					
<b>Projects 57048 and 17630</b>	Segment I (57048):				
<ul style="list-style-type: none"> <li>Adding a second exit lane on I-64 WB</li> <li>Widening the off-ramp from I-64 WB to I-264 EB</li> <li>Adding a new 2-lane Collector-Distributor (C-D) roadway from I-64 to the Witchduck Rd Interchange</li> </ul>	15,071,063	153,709,251	20,118,763	-	4,887,709.89
<ul style="list-style-type: none"> <li>Reconfiguring Newtown Rd and Witchduck Rd Interchanges south of I-264</li> <li>Adding new overpass that connects Greenwich Rd and Cleveland St</li> <li>Segment I (UPC 57048) – I-64 WB to I-264 EB just before Newtown Rd Interchange</li> <li>Segment II (UPC 17630) - I-264 EB from Newtown Rd to Witchduck Interchanges</li> </ul>	Segment II (17630): 54,592,576	190,031,747	66,195,476	-	7,877,546.05
<b>I-64 Capacity Improvements, Segment II</b>					
<b>Project 106665</b>					
<ul style="list-style-type: none"> <li>Median widening from 4 to 6 lanes from Yorktown Rd/Rte 238 (Exit 247) to Humelsine Pkwy/Rte 199 (Exit 242)</li> <li>Reconstruct Existing Pavement</li> <li>Adding 12-foot median shoulders</li> <li>Design-Build</li> </ul>	PE Only: 6,000,000	213,592,853	213,592,853	-	65.25
<b>I-64 Southside Widening including the High Rise Bridge</b>					
<b>Project 106692</b>					
<ul style="list-style-type: none"> <li>Widen I-64 from Exit 291 (I-464) to Exit 299 (I-64/I-264/I-464) at Bowers Hill</li> <li>Replace High Rise Bridge</li> <li>Reconfigure the following interchanges: <ul style="list-style-type: none"> <li>I-464 – Exit 291</li> <li>Route 17 (George Washington Hwy) – Exit 297</li> <li>Route 13 (Military Hwy) – Exit 297</li> </ul> </li> </ul>	PE Only: 20,000,000	20,000,000	20,000,000	-	-
	HRTF Allocations	Total Project Estimate	Total Allocations	HRTF Expenditures to Date (Billed to HRTAC)	Total Expenditures to Date
<b>Hampton Roads Crossing Study</b>					
<b>Project 106724</b>	5,000,000	5,000,000	5,000,000	-	2,938.93
Supplemental EIS					
<b>TOTAL</b>	<b>\$144,663,639</b>	<b>\$726,333,851</b>	<b>\$468,907,092</b>	<b>\$1,544,502.42</b>	<b>\$17,434,752.64</b>

# HAMPTON ROADS TRANSPORTATION FUND

## FINANCIAL REPORT

### FY2014 – FY2016

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

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

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

#### **Revenues**

Total Gross Revenues (as of October 31, 2015): \$365,186,505

- State Sales and Use Tax : \$274,714,031
- Local Fuels Tax : \$88,869,203
- Interest : \$1,603,271

#### **Expenditures**

Total Expenditures: \$2,142,715

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

#### **Cash Balance**

Ending Cash Balance: \$363,043,790

#### **Encumbered Balance**

Balance of Encumbered: \$350,711,990

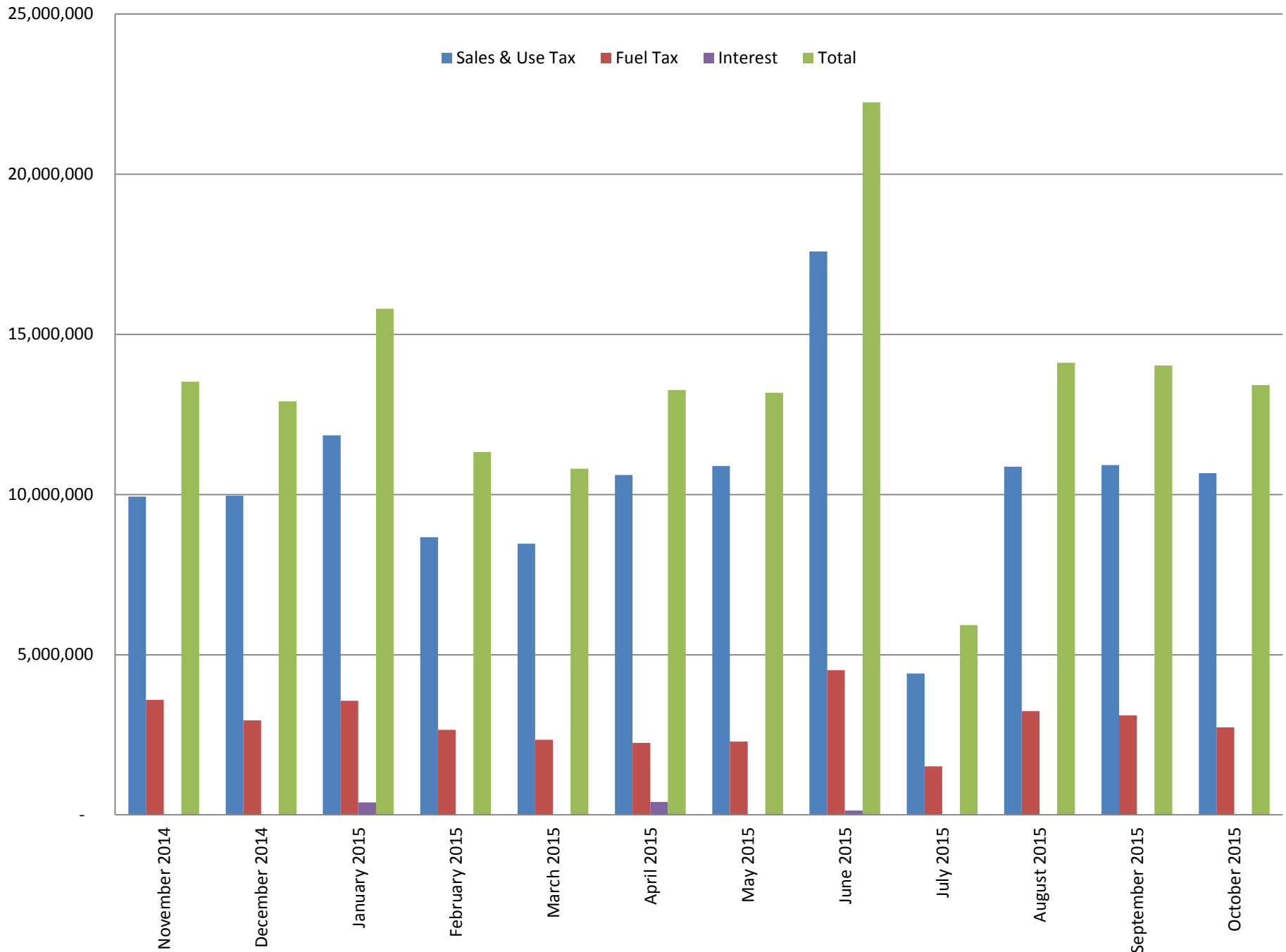
- Allocation: \$352,256,492
- Less Construction Expenditures: \$1,544,502



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

	Gross Revenue				Expenditures				Cummulative Balance
	Sales & Use Tax	Fuel Tax	Interest	Total	Construction	Dept of Tax Admin Fee	DMV Admin Fee	Total	7/1/13 - 10/31/15
<i>July 2013 - October 2014</i>	\$ 149,878,708	\$ 54,120,140	\$ 648,276	\$ 204,647,124	\$ 1,480,413	\$ 485,054	\$ 98,695	\$ 2,064,162	\$ 202,582,962
<i>November 2014</i>	9,933,770	3,590,415	-	13,524,185	39,547	11,377	-	50,924	216,056,223
<i>December 2014</i>	9,964,325	2,947,347	-	12,911,672	16,049	7,055	-	23,104	228,944,791
<i>January 2015</i>	11,849,200	3,561,879	391,282	15,802,361	23,415	-	-	23,415	244,723,737
<i>February 2015</i>	8,667,143	2,657,036	-	11,324,180	(14,922)	(3,969)	-	(18,891)	256,066,808
<i>March 2015</i>	8,463,030	2,347,171	-	10,810,201	-	-	-	-	266,877,009
<i>April 2015</i>	10,608,274	2,249,595	405,386	13,263,256	-	-	-	-	280,140,265
<i>May 2015</i>	10,889,809	2,287,393	-	13,177,202	-	-	-	-	293,317,467
<i>June 2015</i>	17,587,265	4,519,545	137,371	22,244,181	-	-	-	-	315,561,648
<i>July 2015</i>	4,412,902	1,513,488	-	5,926,390	-	-	-	-	321,488,038
<i>August 2015</i>	10,870,438	3,240,804	-	14,111,242	-	-	-	-	335,599,280
<i>September 2015</i>	10,921,675	3,103,960	-	14,025,635	-	-	-	-	349,624,913
<i>October 2015</i>	10,667,491	2,730,430	20,956	13,418,877	-	-	-	-	363,043,790
									363,043,790
Total 12 Months	<u>\$ 124,835,323</u>	<u>\$ 34,749,063</u>	<u>\$ 954,995</u>	<u>\$ 160,539,382</u>	<u>\$ 64,089</u>	<u>\$ 14,464</u>	<u>\$ -</u>	<u>\$ 78,552</u>	
Grand Totals	<u>\$ 274,714,031</u>	<u>\$ 88,869,203</u>	<u>\$ 1,603,271</u>	<u>\$ 365,186,505</u>	<u>\$ 1,544,502</u>	<u>\$ 499,518</u>	<u>\$ 98,695</u>	<u>\$ 2,142,715</u>	
Less Balance of Encumbered									\$ (350,711,990)
Total Net Available									<u>12,331,800</u>

# HRTF Revenue



# Table 1 - Total HRTF Revenues

Hampton Roads Transportation Fund (HRTF)

Total of Sales & Use and Fuels Taxes

Fiscal Year 2016

Locality	Total FY2014 & FY 2015	Previous FY2016	October 2015	Total YTD FY2016	Total
Chesapeake	\$ 57,563,089	\$ 5,917,770	\$ 2,428,924	\$ 8,346,694	\$ 65,909,783
Franklin	2,865,973	253,073	113,540	366,613	3,232,586
Hampton	23,542,897	2,398,458	947,248	3,345,706	26,888,603
Isle of Wight	5,282,253	505,054	191,453	696,507	5,978,760
James City	14,177,964	1,670,633	642,124	2,312,757	16,490,721
Newport News	33,547,498	3,463,864	1,466,299	4,930,163	38,477,661
Norfolk	43,822,384	4,579,484	1,849,008	6,428,492	50,250,876
Poquoson	850,501	88,194	31,262	119,456	969,957
Portsmouth	11,236,094	1,244,454	475,401	1,719,855	12,955,949
Southampton	1,597,572	158,402	63,997	222,399	1,819,971
Suffolk	14,942,594	1,522,124	627,910	2,150,034	17,092,628
Virginia Beach	85,034,171	9,812,652	3,668,260	13,480,912	98,515,083
Williamsburg	7,022,217	768,470	292,521	1,060,991	8,083,208
York	14,636,839	1,680,635	599,974	2,280,609	16,917,448
Total	\$ 316,122,046	\$ 34,063,267	\$ 13,397,921	\$ 47,461,188	\$ 363,583,234
Interest	1,582,315	-	20,956	20,956	1,603,271
Total Revenues	\$ 317,704,361	\$ 34,063,267	\$ 13,418,877	\$ 47,482,144	\$ 365,186,505
Construction	(1,544,502)	-	-	-	(1,544,502)
Dept of Tax Admin Fees	(499,518)	-	-	-	(499,518)
DMV Admin Fees	(98,695)	-	-	-	(98,695)
Cash Balance	\$ 315,561,646	\$ 34,063,267	\$ 13,418,877	\$ 47,482,144	\$ 363,043,790
Less Balance of Encumbered					(350,711,990)
Net Available Cash					\$ 12,331,800
Forecast	331,869,992	36,408,737	14,670,415	51,079,152	382,949,144
Total Revenue - Forecast (under)/over	(14,165,631)	(2,345,470)	(1,251,538)	(3,597,008)	(17,762,639)

Source: VDOT report "Revenues By Locality"

Prepared by Hampton Roads Transportation Planning Organization on 12/11/2015

## Table 1A - State Sales & Use Tax

Hampton Roads Transportation Fund (HRTF)

*State Sales & Use Tax*

*Fiscal Year 2016*

Locality	Total FY2014 & FY 2015	Previous FY2016	October 2015	Total YTD FY2016	Total
<i>Chesapeake</i>	\$ 42,602,215	\$ 4,427,431	\$ 1,916,561	\$ 6,343,992	\$ 48,946,207
<i>Franklin</i>	1,855,105	179,858	80,646	260,504	2,115,609
<i>Hampton</i>	17,539,754	1,791,742	738,725	2,530,467	20,070,221
<i>Isle of Wight</i>	2,663,976	283,808	111,611	395,419	3,059,395
<i>James City</i>	12,098,166	1,419,382	560,759	1,980,141	14,078,307
<i>Newport News</i>	25,985,257	2,648,313	1,200,306	3,848,619	29,833,876
<i>Norfolk</i>	35,121,631	3,664,645	1,530,329	5,194,974	40,316,605
<i>Poquoson</i>	558,003	60,442	22,481	82,923	640,926
<i>Portsmouth</i>	7,793,823	866,279	345,497	1,211,776	9,005,599
<i>Southampton</i>	617,250	64,749	27,713	92,462	709,712
<i>Suffolk</i>	9,516,894	1,034,587	433,877	1,468,464	10,985,358
<i>Virginia Beach</i>	65,279,448	7,851,353	2,981,034	10,832,387	76,111,835
<i>Williamsburg</i>	5,391,622	613,443	247,331	860,774	6,252,396
<i>York</i>	10,818,381	1,298,982	470,621	1,769,603	12,587,984
<b>Total</b>	<u>\$ 237,841,525</u>	<u>\$ 26,205,015</u>	<u>\$ 10,667,491</u>	<u>\$ 36,872,506</u>	<u>\$ 274,714,031</u>
Updated Forecast	<u>236,871,040</u>	<u>27,306,172</u>	<u>10,896,164</u>	<u>38,202,336</u>	<u>275,073,376</u>
Diff(under)/over	970,485	(1,101,157)	(228,673)	(1,329,830)	(359,345)

## Table 1B - Local Fuels Tax

### Hampton Roads Transportation Fund (HRTF)

#### *Local Fuels Tax*

#### *Fiscal Year 2016*

Locality	Total FY2014 & FY 2015	Previous FY2016	October 2015	Total YTD FY2016	Total
<i>Chesapeake</i>	\$ 14,960,876	\$ 1,490,339	\$ 512,363	\$ 2,002,702	\$ 16,963,578
<i>Franklin</i>	1,010,868	73,214	32,894	106,108	1,116,976
<i>Hampton</i>	6,003,145	606,716	208,523	815,239	6,818,384
<i>Isle of Wight</i>	2,618,275	221,246	79,843	301,089	2,919,364
<i>James City</i>	2,079,798	251,251	81,365	332,616	2,412,414
<i>Newport News</i>	7,562,240	815,551	265,993	1,081,544	8,643,784
<i>Norfolk</i>	8,700,754	914,840	318,679	1,233,519	9,934,273
<i>Poquoson</i>	292,497	27,753	8,781	36,534	329,031
<i>Portsmouth</i>	3,442,272	378,175	129,904	508,079	3,950,351
<i>Southampton</i>	980,321	93,653	36,283	129,936	1,110,257
<i>Suffolk</i>	5,425,699	487,537	194,034	681,571	6,107,270
<i>Virginia Beach</i>	19,754,723	1,961,298	687,226	2,648,524	22,403,247
<i>Williamsburg</i>	1,630,595	155,026	45,189	200,215	1,830,810
<i>York</i>	3,818,458	381,653	129,353	511,006	4,329,464
<b>Total</b>	<u>78,280,521</u>	<u>\$ 7,858,252</u>	<u>\$ 2,730,430</u>	<u>\$ 10,588,682</u>	<u>\$ 88,869,203</u>
Updated Forecast	<u>94,200,002</u>	<u>9,102,565</u>	<u>3,740,527</u>	<u>12,843,092</u>	<u>107,043,094</u>
Diff(under)/over	(15,919,481)	(1,244,313)	(1,010,097)	(2,254,410)	(18,173,891)

## Table 2A - Dept of Tax Administrative Fee

### Hampton Roads Transportation Fund (HRTF)

#### *Administrative Fee*

*Fiscal Year 2016*

Locality	Total FY2014 & FY 2015	Previous FY2016	October 2015	Total YTD FY2016	Total
<i>Chesapeake</i>	\$ 88,870	\$ -		\$ -	\$ 88,870
<i>Franklin</i>	3,817	-		-	3,817
<i>Hampton</i>	36,711	-		-	36,711
<i>Isle of Wight</i>	5,729	-		-	5,729
<i>James City</i>	27,205	-		-	27,205
<i>Newport News</i>	54,648	-		-	54,648
<i>Norfolk</i>	74,054	-		-	74,054
<i>Poquoson</i>	1,120	-		-	1,120
<i>Portsmouth</i>	15,747	-		-	15,747
<i>Southampton</i>	1,366	-		-	1,366
<i>Suffolk</i>	19,302	-		-	19,302
<i>Virginia Beach</i>	136,884	-		-	136,884
<i>Williamsburg</i>	11,448	-		-	11,448
<i>York</i>	22,617	-		-	22,617
<b>Total</b>	<u>\$ 499,518</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 499,518</u>
<b>% of Sales &amp; Use Tax Revenue</b>	0.21%	0.00%	0.00%	0.00%	0.18%

## Table 2B - DMV Administrative Fee

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

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

### Table 3 - Allocations

#### Hampton Roads Transportation Fund (HRTF)

#### Allocations

Fiscal Year 2016

Project	Total FY2014 & FY 2015	Previous FY2016	October 2015	Total YTD FY2016	Total
<i>I-64 Peninsula Widening</i>					
- UPC 104905 (Segment 1) -Construction	\$ 44,000,000	\$ -		\$ -	\$ 44,000,000
- UPC 106665 (Segment 2) - PE & Construction	6,000,000	207,592,853		207,592,853	213,592,853
<i>I-64/264 Interchange Improvement</i>					
- UPC 17630 - PE/ROW	54,592,576	-		-	54,592,576
- UPC 57048 - PE/ROW	15,071,063	-		-	15,071,063
<i>Third Crossing - UPC 106724 - SEIS</i>	5,000,000	-		-	5,000,000
<i>I-64 Southside/High-Rise Bridge - UPC 106692 - PE</i>	20,000,000	-		-	20,000,000
<b>Total</b>	<u>\$ 144,663,639</u>	<u>\$ 207,592,853</u>	<u>\$ -</u>	<u>\$ 207,592,853</u>	<u>\$ 352,256,492</u>



## Table 4 - Expenditures

### Hampton Roads Transportation Fund (HRTF)

#### Expenditures

#### Fiscal Year 2016

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