

## **AGENDA**

### **Hampton Roads Transportation Accountability Commission**

#### **Finance Committee Meeting** *In Person Meeting*

**April 19, 2022**  
**10:30 a.m.**

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

##### **2. Approval of Agenda**

##### **3. Public Comment Period**

*- Limit 5 minutes per individual*

##### **4. Consent Items**

*- Recommended Action: Approval*

###### **A. Minutes of the March 15, 2022 Finance Committee Meeting (Attachment 4A)**

##### **5. Action Items**

*- Recommended Action: Discussion/Endorsement/Recommendation*

###### **A. Annual Evaluation of Executive Director and Employment Agreement - Closed Session as needed** – Finance Committee Chair Hipple and Counselor Inglima

###### **B. Recommendations RE: Employment Agreement and Merit/Cost of Living Salary Adjustments** – Finance Committee Chair Hipple and Counselor Inglima - Recommended Action: Recommendation to the Commission for Approval

###### **C. HRTAC 2045 Long Range Plan of Finance Update for the Region's High Priority Projects and the Hampton Roads Regional Transit Fund (Attachment 5C)** - Executive Director Page – Recommended Action: Endorsement and Recommendation to the Commission to Conduct a Public Hearing and Approve

##### **6. Discussion Items**

*- Recommended Action: Discussion*

###### **A. HRTAC Financing Activities Update** - Executive Director Page, Bond Counselor Ballou, and General Counselor Inglima – Recommended Action: Discussion

##### **7. Information Items**

###### **A. HRTAC Monthly Financial Report – (Attachment 7A)** – Executive Director Page

##### **8. Adjournment**

**Agenda Item 4A**  
**Consent Item**

**To: Chair Hipple and the other members of the Finance Committee**

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

**Date: April 19, 2022**

**Re: March 15, 2022 Meeting Minutes**

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**Recommendation:**

The Finance Committee is asked to approve the March 15, 2022 Finance Committee meeting minutes.

**Background:**

The Finance Committee approves meeting minutes for the permanent record of the Finance Committee.

**Fiscal Impact:**

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

**Suggested Motion:**

Motion is to approve the minutes of the HRTAC Finance Committee meeting on March 15, 2022.



**Hampton Roads Transportation  
Accountability Commission (HRTAC)**  
**Summary Minutes of the March 15, 2022 Finance Committee Meeting**

The Hampton Roads Transportation Accountability Commission (HRTAC) Finance Committee Meeting was called to order at 9:16 a.m. with the following in attendance:

**HRTAC Members in Attendance:**

Supervisor Michael Hipple, JC, Chair  
Supervisor Thomas G. Shepperd, YK

Senator Monty Mason, VGA

**HRTAC Executive Director:**

Kevin Page

**Other Participants:**

Eric Ballou, Kaufman and Canoles  
David Calvert, PFM  
Tom Inglima, Willcox & Savage

Dong Kim, PFM  
David Miller, PFM  
Liang Shan, PFM

**HRTAC Voting Members Absent:**

Supervisor William McCarty, IW

Mayor McKinley Price, NN

**Others Recorded Attending:**

Ben Wills (Kaufman and Canoles); Danetta Jankosky (HRTPO); Lynn Coen, Jennifer Hodnett (HRTAC); Renee Larkin (Veterans Reporters)

**Call to Order and Roll Call**

HRTAC Finance Committee Chair, Supervisor Michael Hipple, called the meeting to order and a roll call vote of all Members was taken:

Chair Michael Hipple: Present  
Supervisor William McCarty: No Response  
Mayor McKinley Price: No Response  
Supervisor Thomas Shepperd: Present  
Senator Monty Mason: Present

The quorum was confirmed by HRTAC General Counsel, Tom Inglima.

**Approval of Agenda**

Supervisor Thomas Shepperd Moved to approve the agenda as presented; Seconded by Senator Monty Mason. The Motion Carried.

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

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

**Consent Items**

A. Minutes of the June 10, 2021 Finance Committee Meeting

Supervisor Shepperd Moved to approve the consent agenda item; Seconded by Senator Mason. The Motion Carried.

**Action Items**

**A. Custodial Banking Services**

HRTAC Executive Director, Kevin Page, reminded the Committee of the Security Custody Services Request for Proposals (RFP) issued by the Commission on September 30, 2021. He informed the Committee that two bidders had submitted proposals, and an Ad-Hoc RFP Evaluation Committee had been established to evaluate the proposals and make a recommendation to the Commission. Executive Director Page noted that the finalist would be identified at the March 17, 2022 HRTAC Special Meeting.

Committee Members inquired as to the process for selecting the finalist. Evaluation Committee Spokesperson, Danetta Jankosky, explained that each proposal was scored separately and then discussed by the Evaluation Committee. Ms. Jankosky stated that a major factor taken into consideration by the Evaluation Committee was the significantly lower management fee charged by the recommended finalist.

Senator Mason Moved that the Finance Committee approves the recommendation of the Security Custody Services RFP Evaluation Committee and authorizes the Finance Committee Chair to communicate the action of the Finance Committee to recommend Commission approval and authorization of the HRTAC Chair to execute the prepared Security Custody Services Agreement with the final offeror to be announced at the meeting; Seconded by Supervisor Shepperd. The Motion Carried.

**B. HRBT Right-of-Way Acquisition**

Executive Director Page reminded the Committee that the Project Agreement for Funding and Administration (PAFA) for the Hampton Roads Bridge Tunnel (HRBT) Expansion Project requires that the Virginia Department of Transportation (VDOT) obtain the Commission's prior written approval before the Design Builder may proceed with the acquisition of Additional Right-of-Way for the Project. Executive Director Page explained that as construction of the HRBT Expansion Project has progressed, the acquisition and removal of an approximately 333 square foot portion of a pier and approximately seven wood pilings had been determined to be necessary for the HRBT Expansion Project. Because negotiations between VDOT and the pier owners had come to an impasse, VDOT and the Design Builder had begun the process of filing for condemnation. Executive Director Page indicated that HRTAC's approval was needed pursuant to the PAFA for VDOT to proceed with the acquisition of the Additional Right-of-Way.

Executive Director Page noted that the fiscal impact was \$25,000, based on an independent appraisal of the estimated impact of the proposed acquisition, and a copy of the Additional Right-of-Way plat was included in the agenda materials.

Committee Members requested clarification as to the property owners' rights considering the pier and pilings are situated on a VDOT right-of-way.

Mr. Inglima stated that the property is likely subject to a lease and that the condemnation was a matter of determining the monetary value of terminating such lease.

Senator Mason Moved that the Finance Committee endorses and recommends that the Commission: (i) approve the Department's January 27, 2022 request for written consent to file a "Certificate of Take" under the eminent domain statutes in order for the Design Builder to acquire and then remove a portion of a pier and pilings that are currently located by permit on Commonwealth of Virginia land within Willoughby Bay; and (ii) authorizes the Finance Committee Chair to communicate the action of the Finance Committee to recommend Commission approval and authorization of the HRTAC Chair to transmit such written consent to the Commissioner of Highways; Seconded by Supervisor Shepperd. The Motion Carried.

**C. HREL Segment 1 Standard Project Agreement – Bifurcation/Replacement with Segment 1A and Segment 1B Standard Project Agreements**

Executive Director Page reminded the Committee of HRTAC's funding of the pre-preliminary engineering of Segment 1 in the early phases of the development of the Hampton Roads Express Lanes (HREL). At the December 16, 2021 Commission meeting, the Commission authorized the Chair to finalize and execute agreements for Preliminary Engineering and Right-of-Way for construction. As the project progressed, a need to split Segment 1 into two distinct segments had been identified. To achieve the bifurcation of the Segment 1 work, replacement of the previously executed December 16, 2021 Segment 1 project agreement with two new Standard Project Agreements was required. Executive Director Page noted that the fiscal impact would not change and that only the allocation of funds would change.

Supervisor Shepperd Moved that the Finance Committee endorses and recommends that the Commission: (i) adjust the approved FY2022-FY2027 HRTAC Six Year Improvement Plan for the Hampton Roads Express Lanes Network to reflect the specific Segment 1A and Segment 1B projects; (ii) approve the Standard Project Agreements for Funding and Administration with respect to the Hampton Roads Express Lanes Network – Segment 1A and Segment 1B, Preliminary Engineering and Right-of-Way for Construction work; and (iii) authorizes the Finance Committee Chair to communicate the Finance Committee's endorsement and recommendation to the Commission at its next meeting; Seconded by Senator Mason. The Motion Carried.

**D. HRTAC FY2023 Administrative and Project Development Budget**

Executive Director Page reviewed the proposed FY2023 Administrative and Project Development Budget with the Committee. He indicated that the Budget included an additional \$647,000 for a Consultant Engineer to fulfill HRTAC's obligations under the TIFIA Loan Agreement.

Committee Members inquired as to who would be selected as the Consultant Engineer. Executive Director Page stated that the Consultant Engineer would be selected through the public procurement process.

Committee Members asked how the line item amount for the Consultant Engineer reflected in the Budget was determined. Executive Director Page explained that the amount was computed based on research of the average industry costs. Executive Director Page clarified that the amount was subject to change upon final selection of the Consultant Engineer.

Committee Members inquired about the duration of the Consultant Engineer contract. Executive Director Page explained that the Consultant Engineer would be employed for the duration of the active term of the TIFIA Loan.

HRTAC Bond Counsel, Eric Ballou, noted that it is common for toll road operators to have consultant engineers for a term of at least five years, procured through a competitive solicitation.

Committee Members discussed the Commission's desire to keep overhead costs as low as possible and ensure regional money was being spent responsibly.

Executive Director Page also indicated that there would likely be a fee increase depending on whether HRTAC or a consultant is ultimately the toll operator for the HREL. A decision as to the responsible party would be made by June 2023.

Committee discussion ensued in regard to toll collection activities and potential costs.

Supervisor Shepperd Moved that the Finance Committee endorses the proposed HRTAC FY2023 Administrative and Project Development Budget and authorizes the Finance Committee Chair to recommend the proposed budget to the Commission and request that the Commission authorize the Executive Director to conduct a public hearing on the Proposed HRTAC FY2023 Administrative and Project Development Budget; Seconded by Senator Mason. The Motion Carried.

**E. HREL Plan of Finance Update – Adjusted Cost Estimates, Updated Traffic and Revenue Analysis, Funding Analysis and Determination of Revenue Assumptions**

Mr. David Miller, PFM, reviewed the Hampton Roads Express Lanes project phases and the cost estimates associated with each phase. He highlighted that the updated current cost estimate regarding the costs to be paid by HRTAC had increased by \$162 million, making the \$93.1 million even more important.

Committee Members asked about the cost increase. Executive Director Page indicated that the 2022 estimate had been further refined since VDOT's commencement of the pre-preliminary engineering work for the project.

Mr. Miller explained that the updated cost estimate also included an additional \$124 million in work supported by federal Infrastructure Investment and Jobs Act (IIJA) bridge funds, \$24 million in work supported by federal Interstate Operations and Enhancement Program (IOEP) funds, and up to \$28 million in toll integration costs.

Executive Director Page gave examples of sections of Segment 1A and Segment 1B of the HREL where connecting ramps, shoulder running lanes and increased lane miles had driven cost increases.

Mr. Miller clarified that the \$28 million in VDOT TFRA funds were a loan to HRTAC. Executive Director Page noted that the repayment would be made from excess revenue.

Mr. Miller next reviewed the legislation that appropriated \$93.1 million to the project and highlighted that the legislation required traffic and revenue (T&R) modeling of summer weekend traffic volumes to determine if all of the funding was needed.

Committee discussion ensued regarding the \$93.1 million for the HRELN project and the language in the legislation regarding the circumstances in which funds would be allocated to the I-64 improvements between exit 205 and exit 234. Executive Director Page clarified that the exit 205 to exit 234 corridor was not identified as an HRTAC prioritized project.

Mr. Miller summarized the 2021 T&R Study required by the Appropriation Act. He stated that the T&R Study observed summer peak weekend tolling at the HRBT and said an increase of toll revenue was about \$5 million.

Committee Members were presented with graphs detailing the average Saturday congestion levels for Eastbound and Westbound traffic.

Mr. Miller reiterated that the T&R Study was conducted to discover revenue not previously accounted for and not to explore scenarios that would require a change in toll policy. He also noted that VDOT presented other scenarios to the consultant for additional information.

Senator Mason Moved that the Finance Committee recommends that the Commission approve the Proposed HRTAC Hampton Roads Express Lanes Plan of Finance Update, including the determination therein regarding the need for \$93.1M in state Appropriation Act provided funding, and authorizes the Finance Committee Chair to recommend to the Commission at its next meeting that it approve such Plan of Finance Update and determination; Seconded by Supervisor Shepperd. The Motion Carried.

#### **F. HRTF/Toll Debt Management Plan Update**

Mr. Miller reviewed HRTAC's debt financings for the Six Initial Projects, the HRBT and the HRELN and stated that the most recent forecast by the Department of Tax (December 2021) showed that Hampton Roads Transportation Fund (HRTF) revenues through FY 2026 are projected to be \$195 million higher than estimated in December 2020.

Mr. Miller explained that the Commission had healthy cash flow, thus the HRBT project was still viable even with increase of \$162 million.

Supervisor Shepperd Moved that the Finance Committee recommends that the Commission approve Proposed HRTAC HRTF/Toll Debt Management Plan Update and authorizes the Finance Committee Chair to recommend approval of the Proposed HRTAC HRTF/Toll Debt Management Plan Update to the Commission; Seconded by Senator Mason. The Motion Carried.

**G. FY2023-FY2028 Plan of Finance Update – Six Year Operating and Capital Program of Projects – Highway Regional High Priority Projects**

Ms. Liang Shan, PFM, reviewed HRTAC's Highway Regional Priority Projects Costs and Expenses and funding sources.

Committee Members asked about the tracking of the budget and Executive Director Page assured members daily tracking was occurring.

Executive Director Page clarified that HRTAC would receive toll revenues regardless of whether toll operations were outsourced.

Senator Mason Moved that the Finance Committee endorses the Proposed FY2023-FY2028 Plan of Finance Update – Six Year Operating and Capital Program of Projects – Highway Regional High Priority Projects as an update to the HRTAC-adopted 2022-2027 Financial Plan and authorizes the Finance Committee Chair to communicate the action of the Finance Committee and to request the Commission to authorize 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 16, 2022 Annual Organizational meeting; Seconded by Supervisor Shepperd. The Motion Carried.

**H. FY2023-FY2028 Plan of Finance Update – Six Year Operating and Capital Program of Projects – Transit Regional High Priority Projects**

Ms. Shan noted that the proposed FY2023-FY2028 Plan of Finance Update – Six Year Operating and Capital Program of Projects – Transit Regional High Priority Projects includes the FY2023 funding request made by Hampton Roads Transit (HRT) and the related continued support of the operations and maintenance of eligible regional transit services.

The Committee reviewed a table detailing the expenditures for FY2023-FY2028.

Executive Director Page highlighted the various projects included in the Hampton Roads Regional Transit Fund (HRRTF) Program and identified the crucial benefits those projects would bring to the region.

Supervisor Shepperd Moved that the Finance Committee endorses the Proposed FY2023-FY2028 Plan of Finance Update – Six Year Operating and Capital Program of Projects –

Transit Regional High Priority Projects as an update to the HRTAC-adopted 2022-2027 Financial Plan and authorizes the Finance Committee Chair to communicate the action of the Finance Committee and to request the Commission to authorize 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 16, 2022 Annual Organizational Meeting; Seconded by Senator Mason. The Motion Carried.

**I. Authorization to Issue up to \$501,000,000 of Additional Bond Anticipation Notes to Refund and Extend HRTF Series 2019A Bond Anticipation Notes (BANs) – Resolution 2022-01**

Mr. Miller reviewed with the Committee the structure of the Series 2019A BANs. He reminded the Committee that in September 2021, the Commission took advantage of favorable market conditions to modify the Series 2019 TIFIA loan and lower its rate. Under the TIFIA program and the modified TIFIA loan, the Commission has until July 2022 to make an initial draw on that loan. Mr. Miller explained that the Commission may realize a financial benefit to "roll over" the Series 2019A BANs to continue interim financing of the initial six projects before such draw, provided it can be done on a basis that is fiscally advantageous to the Commission. Mr. Miller stated that the interest rates on the BAN were 1.3% versus the TIFIA loan interest rates, which were at 1.86%. By issuing a series of BANs to extend or "roll-over" the Series 2019A BANs, the amount drawn on the TIFIA loan would be reduced, creating an economic benefit over the life of the TIFIA Loan.

Committee discussion ensued in regards to the economic benefits of the TIFIA program.

Mr. Ballou reminded the Committee that the interest rate on the new BANs was subject to market conditions and that Resolution 2022-01 made clear that the rolling over of the BAN would only be completed if there was a minimum monetary benefit of \$100,000.

Mr. Ballou reviewed with the Committee the bond documents and structure of the proposed transaction. He explained that an escrow agreement would provide for a short term period, such as thirty days, to place the new BAN proceeds in escrow, only to be used to pay off the 2019A BAN.

Mr. Ballou explained that a bidding agent could potentially be used, which is a common practice in the bond market, and the underwriter would be selected from HRTAC's existing underwriting team.

Supervisor Shepperd Moved that the Finance Committee endorses Resolution 2022-01 and authorizes the Finance Committee Chair to communicate the Finance Committee's endorsement to the Commission at its March 17, 2022 Special Meeting; Seconded by Senator Mason. The Motion Carried.

**J. Authorization to Defease and Redeem up to \$468,000,000 of Series 2018A Bonds from Available Funds and Related Actions – Resolution 2022-02; and**

**K. Authorization to Issue up to \$590,000,000 of HRTF Series 2022A Senior Lien Bonds (to fund certain HRBT Project Cost) – Resolution 2022-03**

Mr. Ballou explained the proposed use of presently uncommitted HRTF cash balances to “defease” (or pay off) up to \$486,000,000 of the Commission’s HRTF Senior Lien Revenue Bonds, Series 2018A. He outlined the steps HRTAC would need to take to establish an escrow to defease selected higher interest rate 2018A Bonds.

Mr. Miller next explained the second step to implement the “cash optimization” program. By using existing paygo capital funds to defease outstanding debt instead of issuing refunding bonds, the new money capital project(s) are funded with a new money debt issuance instead of existing paygo capital. This allows HRTAC, through establishment of a defeasance escrow, to pay off relatively high interest costs bonds and to continue funding for the HRBT Expansion Project through the issuance of an additional series of HRTF new money bonds at a relatively lower interest cost. Mr. Miller emphasized that the cash optimization process would be two distinct steps, as required by law. The estimated net present value of economic benefit would be approximately \$70 million.

Mr. Miller noted that action would only be taken if meaningful overall economic benefit could be achieved.

Mr. Ballou outlined alternative methods to refinance the 2018A Bonds and reviewed the risks with the Committee Members. He indicated that the cash optimization option did require two steps and a thirty-day separation period to complete the second step after completion of step 1, which creates some interest rate risk.

Mr. Miller acknowledged that although the market conditions could change, it would take an increase by 150 basis points for HRTAC to not realize any economic benefit after the thirty-day waiting period. He noted that based on research a sharp increase of that magnitude was not likely.

Committee Members asked about the time delay between the defeasance and issuance of the bonds. Mr. Ballou explained that the transactions needed to be priced in an unrelated manner, such as separated by 15 days, and also a 30-day waiting period between closings to allow time for the Commission to thoroughly carry out all requirements for closing a bond offering.

Senator Mason Moved that the Finance Committee endorses Resolutions 2022-02 and 2022-03 and authorizes the Finance Committee Chair to communicate the Finance Committee’s endorsement to the Commission at its March 17, 2022 Special Meeting; Seconded by Supervisor Shepperd. The Motion Carried.

### **Discussion Item**

#### **A. HRTF and HRRTF 2045 Long Range Plan of Finance Update for the Region’s High Priority Projects and the Hampton Roads Regional Transit Fund**

Executive Director Page reviewed the projects included in the HRTAC 2045 Long Range Plan of Finance and indicated that the list of projects was prioritized by the Hampton Roads Transportation Planning Organization based on project readiness. He stated that the I-64/I-264 Independence Interchange and the widening of 264 from Witchduck to

Independence Boulevard were the next projects to be financed, as VDOT continues to advance funding on the I-64/I-464 loop ramps.

Committee Members inquired about the Fort Eustis Boulevard Interchange project. Executive Director Page indicated that the project was moved out of the 2045 Long Range Plan of Finance by the Hampton Roads Transportation Planning Organization. He also noted that congestion relief needs are taken into consideration in prioritizing projects.

Committee discussion ensued regarding projects on the Peninsula.

The Committee reiterated the importance of the fuels tax for the region and discussed the negative effects that would be caused if the recently proposed legislation to eliminate the gas tax under the new administration were passed.

**Information Item**

**A. HRTAC Monthly Financial Report**

Executive Director Page reviewed the HRTAC Monthly Financial Report with the Committee.

**Adjournment**

With no further business to come before the Finance Committee the meeting adjourned at 11:54 a.m.

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Michael Hipple  
HRTAC Finance Committee Chair

**Agenda Item 5A**  
**Action Item**

**To: Chair Hipple and the other members of HRTAC Finance Committee**

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

**Date: April 19, 2022**

**Re: Annual Evaluation of Executive Director and Employment Agreement - Closed Session as needed**

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**Recommendation:**

The Finance Committee is asked to perform the Annual Evaluation of the Executive Director.

**Background:**

The Executive Director's Employment Agreement calls for the annual review and evaluation of the Executive Director's performance. In accordance with the Third Amended and Restated Bylaws of the Commission, the Chair assigned the annual evaluation of the Executive Director to the Finance Committee. The Finance Committee distributed the Executive Director's performance survey to the members and the findings of the survey will be discussed by the Chair with Counsel's assistance at the Finance Committee meeting. Following the review of the Executive Director's performance, the Finance Committee will provide the Commission with its assessment and recommendations.

**Fiscal Impact:**

There is no Fiscal Impact related to this Action Item.

**Suggested Motion (to be modified as necessary):**

Motion is the Finance Committee has determined that the Executive Director has met alt. exceeded expectations for the review period.

**Agenda Item 5B**  
**Action Item**

**To: Chair Hipple and the other members of HRTAC Finance Committee**

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

**Date: April 19, 2022**

**Re: Recommendations RE: Employment Agreement and Merit/Cost of Living Salary Adjustments**

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**Recommendation:**

The Endorsed FY2023 Proposed Budget includes a 5.0 percent Cost of Living Adjustment (COLA) for staff. The Finance Committee is asked to consider recommending to the Commission an amendment to the Executive Director's employment agreement to reflect that the 5.0 percent COLA extends to him.

**Background:**

Following the review of the Executive Director's performance, the Finance Committee will consider recommending a 5.0 percent Cost of Living Adjustment (COLA) for the Executive Director, consistent with the COLA included for all current staff in the Endorsed FY2023 Proposed Budget.

**Fiscal Impact:**

The 5.0 percent COLA cost is included in the Endorsed FY2023 Budget.

**Suggested Motion (to be modified as necessary):**

Motion is the Finance Committee recommends amending the Executive Director's employment agreement to reflect a 5.0 percent Cost of Living adjustment (COLA) to the Executive Director's salary beginning FY 2023, which COLA is included for all current staff in the Endorsed FY2023 Proposed Budget, and authorizes the Finance Committee Chair to communicate the Finance Committee's recommendation to the Commission at its April 21, 2022 Regular Meeting.

**Agenda Item 5C**  
**Action Item**

**To: Chair Hipple and the other members of the Finance Committee**

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

**Date: April 19, 2022**

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

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**Recommendation:**

HRTAC Staff and advisors have developed the 2045 Long Range Plan of Finance Update. Staff is requesting that the Finance Committee endorse the Proposed 2045 Long Range Plan of Finance Update for the HRTAC High Priority Projects, including Highway Projects and Transit Projects, as reflected in the enclosed presentation and authorize the Executive Director to hold a public hearing regarding the proposed 2045 Long Range Plan of Finance Update.

**Background:**

Four years ago, HRTAC Staff developed a 2045 Long Range Plan of Finance for the HRTAC High Priority Projects and communicated the plan to the HRTPO. HRTAC efforts to update the Commission's 2045 Long Range Plan of Finance have included employing financial consultant services, general and bond counsel, and included input provided by VDOT, HRTAC, HRT, and HRTPO Staff followed by input from the Finance Committee at its March 15, 2022 meeting. The proposed HRTAC 2045 Long Range Plan of Finance Update will be presented at the Finance Committee meeting.

**Fiscal Impact:**

Once adopted, the proposed HRTAC 2045 Long Range Plan of Finance Update represents \$11,391 million in regional congestion relief Highway Projects and \$1,043 million in Transit Projects.

**Suggested Motion:**

**Motion:** The Finance Committee 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 Finance Committee Chair to recommend the proposed 2045 Long Range Plan of Finance Update to the Commission and request that the Commission



authorize the Executive Director to conduct a public hearing on the proposed HRTAC 2045 Proposed Long Range Plan of Finance Update.





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

**Finance Committee Meeting**

**April 19, 2022**

## **Agenda Item 5E:**

HRTAC Proposed 2045 Long Range Plan of Finance Update

- Highway Regional Priority Projects
- Transit Regional Priority Projects

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

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

	Six Initial Projects	HRBT	HRELN	I-264/Independence Boulevard Interchange & I-264 Widening	Bowers Hill Interchange	I-664 Widening to Colledge Blvd	I-64/I-464 Loop Ramps	I-64/I-264 Interchange: Phase IIIA	I-64/Denbigh Boulevard Interchange Project	VA-164 Widening	VA-168 Bypass
Inflated Costs (\$MM)	\$1,420	\$3,762	\$1,117	\$876	\$771	\$1,529	\$339	\$510	\$219	\$493	\$355
Construction End Year	2023	2026	2027	2032	2033	2034	2036	2038	2040	2045	2045

Total YOE Costs (\$MM) \$11,391

Funded by (\$MM):

Existing HRTF Debt \$2,623  
 Existing Toll Debt \$345  
 Future HRTF Debt TBD  
 Future Toll Debt<sup>[1]</sup> TBD  
 HRTF Paygo TBD  
 VDOT - SMART SCALE<sup>[2],[3]</sup> \$1,559  
 VDOT - IOEP Funding<sup>[4]</sup> TBD  
 VDOT - Other Funding<sup>[5]</sup> \$121  
 IIJA Funding<sup>[6]</sup> TBD

### Assumptions:

- [1] Pending public hearing results and further developments, Bowers Hill Interchange and I-664 Widening to Colledge Blvd may contain managed lanes that produce toll revenues
- [2] \$588M existing VDOT and other local funding for the Six Initial Projects and HRBT
- [3] \$971M SMART SCALE available for new projects after HRELN provided by HRTPO
- [4] Possible improvements could be addressed through the Interstate Operations and Enhancement Program (IOEP); \$24M assumed for HRELN
- [5] \$93M General Assembly Appropriation for the HRELN Project (to be committed in June 2022) and \$28M VDOT Funding for HRELN toll integration costs
- [6] Infrastructure Investment & Jobs Act (IIJA) could potentially provide funding to assist; \$124M assumed for HRELN

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

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

HRRTF Supported Projects	
O&M Costs (\$MM) <sup>1</sup>	\$876
Capital Costs (\$MM) <sup>2,3</sup>	\$167
Fiscally Constrained Construction End Year	2045
 Total Cost (\$MM)	\$1,043
Funded by HRRTF Debt	\$0
Funded by HRRTF Pay-Go	\$1,043

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 2028 estimate provided by the Department of Tax
3. Assume capital project costs are aggregate HRRTF revenues net of O&M costs

**Agenda Item 6A**  
**Discussion Item**

**To: Chair Hipple and the other members of the Finance Committee**

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

**Date: April 19, 2022**

**Re: HRTAC Financing Activities Update**

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**Recommendation:**

HRTAC Staff, Bond and General Counsels, and Financial Advisors will brief the Finance Committee on the HRTAC financing activities that have occurred since the March 15, 2022 Finance Committee meeting.

**Background:**

Following the March 17, 2022 Commission Special Meeting, market conditions shifted negating the opportunity to issue a new 2022A Bond Anticipation Note (BAN) to replace the 2019A BAN. The HRTAC financing team redirected its focus to prepare to close the 2019A BAN, draw the 2021 TIFIA Loan for the first six projects and defease the 2019A BAN, defease the 2018A Bonds with cash, and issue new HRTF-backed bonds to support the HRBT project. HRTAC Staff, Counsels, and Financial Advisors will brief the Finance Committee on HRTAC financing activities that have occurred since the March 15, 2022 Finance Committee meeting.

**Fiscal Impact:**

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

**Suggested Motion:**

**Motion:** There no motion contemplated for this discussion item.



**HAMPTON ROADS TRANSPORTATION FUND and  
HAMPTON ROADS REGIONAL TRANSIT FUND  
FINANCIAL REPORTS  
FY2014 – FY2022  
Period Ending December 31, 2021**

The HRTAC staff has prepared the attached December 2021 financial report based on data received to date from the Virginia Department of Transportation.

<b><u>Revenues</u></b>	<b><u>Inception to Dec 2021</u></b>	<b><u>FY2022 YTD</u></b>	<b><u>December 2021</u></b>
<b>Total Gross Revenues<sup>1</sup></b>	4,477,106,174	1,139,897,023	22,669,691
State Sales & Use Tax	1,186,458,701	91,673,525	16,758,962
Local Fuels Tax	385,027,611	30,286,562	4,802,130
Regional Transportation Fees	12,472,735	4,917,273	1,016,409
Transient Occupancy Tax	6,155,545	4,683,854	363,654
Annual Recordation Tax Distribution	40,000,000	20,000,000	-
Interest	4,541,377	174,161	41,024
Investment Income	72,988,223	(608,304)	(312,488)
Bond Proceeds	2,769,461,982	988,769,952	-
<b><u>Expenditures</u></b>	<b><u>Inception to Dec 2021</u></b>	<b><u>FY2022 YTD</u></b>	<b><u>December 2021</u></b>
<b>Total Expenditures</b>	2,099,256,354	258,411,925	73,607,256
Projects	1,939,742,963	226,070,264	68,569,919
DMV & DOT Admin. Fees	976,653	-	-
Investment Fees	1,709,042	117,933	19,729
Bond Interest Expenses	139,995,753	29,152,596	4,913,362
Operating Expenses	16,831,943	3,071,132	104,246
<b><u>Cash Balance</u></b>			
December 31, 2021 Ending Cash/Cash Equivalents			<b>2,377,849,820</b>
<b><u>Encumbered Balance</u></b>			
Balance of Encumbered (through FY2027)			<b>2,755,963,690</b>
Allocation			4,695,706,652
Less: Project Expenditures			1,939,742,962

<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.

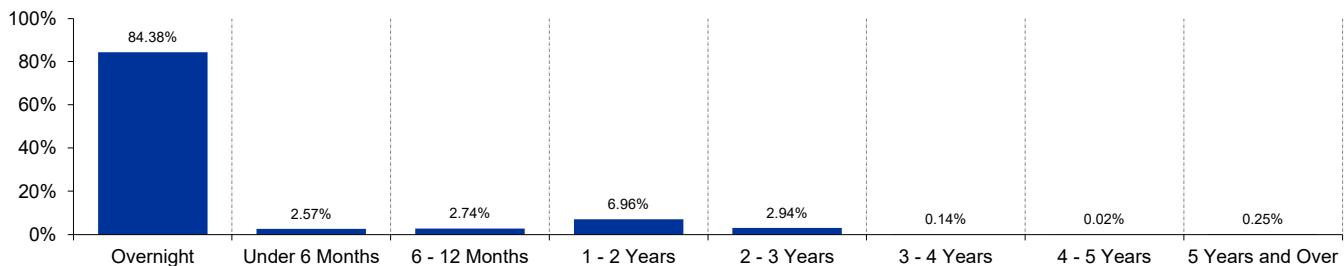
# Hampton Roads Transportation Fund

## Summary of Cash and Investments

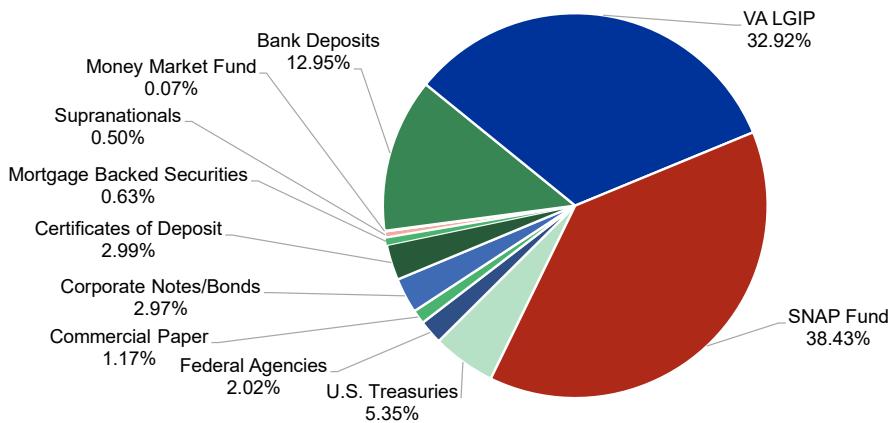
### For December 2021

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	0.04%
Union Sweep	0.10%	0.10%	6,946,840	6,946,840	0.31%
Union Money Market	0.10%	0.10%	2,810	2,810	0.00%
Union General	0.10%	0.10%	280,167,593	280,167,593	12.60%
VA LGIP	0.09%	0.09%	732,281,549	732,281,549	32.92%
Enhanced Cash Portfolio	0.40%	0.48%	212,835,957	211,689,386	9.52%
Core Portfolio	0.64%	0.71%	138,131,669	137,319,948	6.17%
SNAP Fund	0.07%	0.07%	854,820,293	854,820,293	38.43%
<b>Total</b>			<b>\$ 2,226,186,714</b>	<b>\$ 2,224,228,421</b>	<b>100.00%</b>

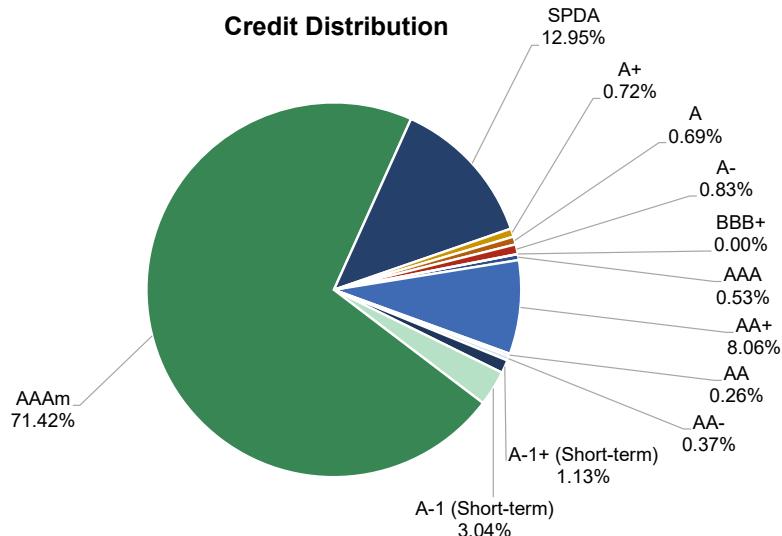
#### Total Maturity Distribution



#### Sector Distribution

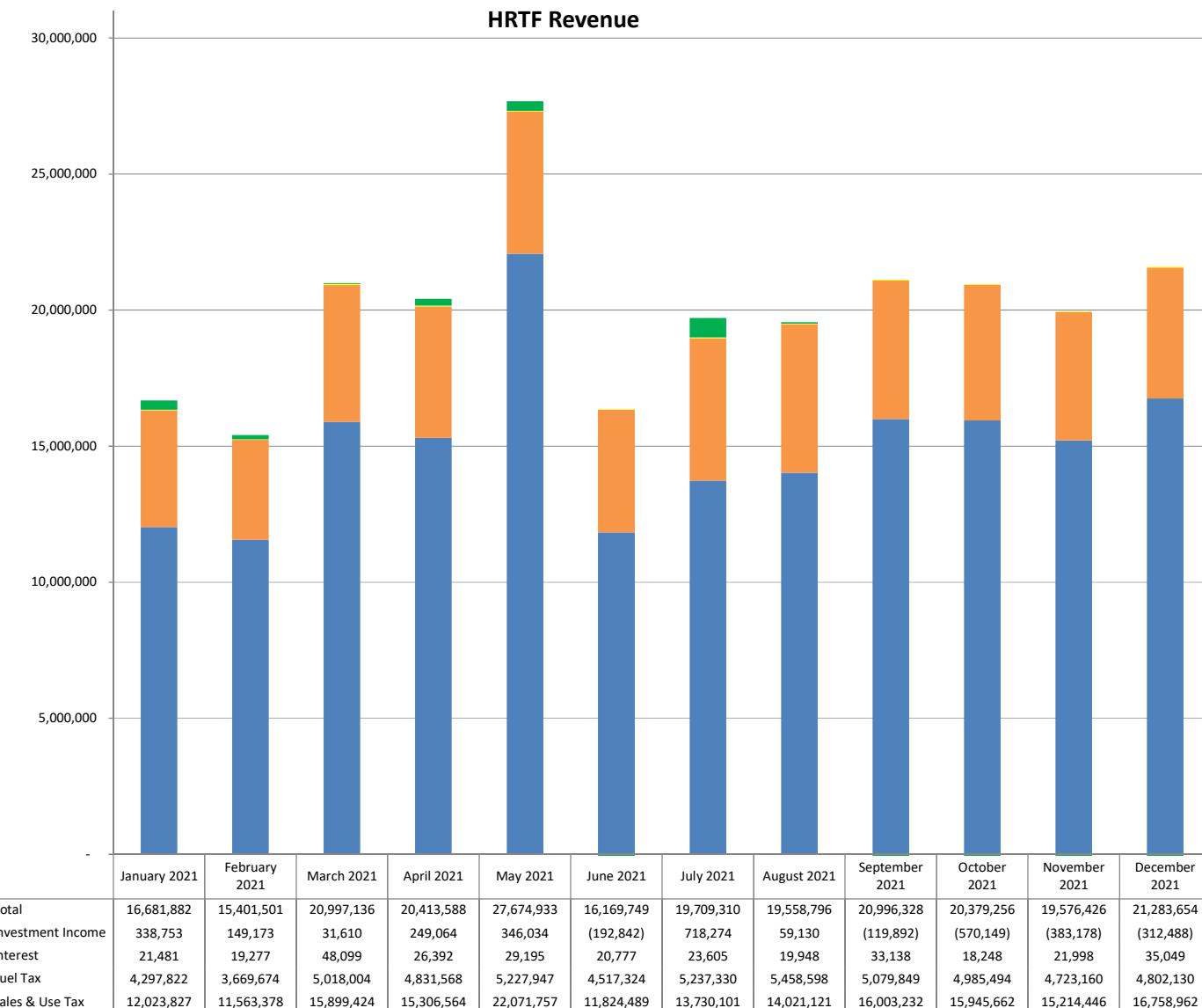


#### Credit Distribution



All charts are based on market value as of 12/31/21

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 - December 2021**

	<u>FY2014</u>	<u>FY2015</u>	<u>FY2016</u>	<u>FY2017</u>	<u>FY2018</u>	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>Total</u>
HRTF Interest Income	\$ 363,854	\$ 1,027,959	\$ 272,261	\$ 291,738	\$ 321,499	\$ 1,000,093	\$ 669,108	\$ 363,660	\$ 151,986	\$ 4,462,159
HRTF Investment Income	<u>-</u>	<u>368,310</u>	<u>3,993,773</u>	<u>980,870</u>	<u>8,868,404</u>	<u>29,869,111</u>	<u>26,275,750</u>	<u>3,240,310</u>	<u>(608,304)</u>	<u>72,988,223</u>
<b>Total</b>	<b>\$ 363,854</b>	<b>\$ 1,396,269</b>	<b>\$ 4,266,033</b>	<b>\$ 1,272,608</b>	<b>\$ 9,189,903</b>	<b>\$ 30,869,204</b>	<b>\$ 26,944,858</b>	<b>\$ 3,603,970</b>	<b>\$ (456,318)</b>	<b>\$ 77,450,382</b>

Notes:

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

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

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

	Gross Revenue						Expenditures						Cumulative Balance 7/1/13 - 12/31/21
	Sales & Use Tax		Fuels Tax	Interest	Investment Income	Bond Proceeds	Total	Dept of Tax		Investment Fees	Bond Expenses	Operating Expenses	Total
								Projects	Admin Fee				
<b>July 2013 - December 2020</b>	\$ 1,006,095,737	\$ 327,178,711	\$ 4,144,951	\$ 72,674,734	\$ 1,780,692,030	\$ 3,190,786,163	\$ 1,232,331,245	\$ 909,463	\$ 1,474,414	\$ 83,835,894	\$ 12,065,236	\$ 1,330,616,252	\$ 1,860,169,911
<b>January 2021</b>	12,023,827	4,297,822	21,481	338,753	-	16,681,883	28,145,029	-	19,643	6,233,335	225,223	34,623,231	1,842,228,564
<b>February 2021</b>	11,563,378	3,669,674	19,277	149,173	-	15,401,501	94,312,591	-	17,812	6,233,335	155,574	100,719,313	1,756,910,753
<b>March 2021</b>	15,899,424	5,018,004	48,099	31,610	-	20,997,136	63,185,283	-	19,931	6,233,335	111,006	69,549,556	1,708,358,333
<b>April 2021</b>	15,306,564	4,831,568	26,392	249,064	-	20,413,588	58,742,722	-	19,468	6,233,335	210,561	65,206,087	1,663,565,834
<b>May 2021</b>	22,071,757	5,227,947	29,195	346,034	-	27,674,933	56,889,549	-	20,245	6,233,335	101,938	63,245,068	1,627,995,700
<b>June 2021</b>	11,824,489	4,517,324	20,777	(192,842)	-	16,169,749	179,466,747	67,190	19,596	(4,159,414)	724,897	176,119,017	1,468,046,432
<b>July 2021</b>	13,730,101	5,237,330	23,605	718,274	-	19,709,310	-	-	20,216	4,501,211	65,198	4,586,624	1,483,169,117
<b>August 2021</b>	14,021,121	5,458,598	19,948	59,130	-	19,558,796	29,247,513	-	20,242	4,501,211	237,386	34,006,351	1,468,721,562
<b>September 2021</b>	16,003,232	5,079,849	33,138	(119,892)	988,769,952	1,009,766,281	37,799,809	-	19,329	5,410,088	1,500,077	44,729,303	2,433,758,540
<b>October 2021</b>	15,945,662	4,985,494	18,248	(570,149)	-	20,379,256	44,884,841	-	19,433	4,913,362	692,328	50,509,964	2,403,627,831
<b>November 2021</b>	15,214,446	4,723,160	21,998	(383,178)	-	19,576,426	45,568,181	-	18,984	4,913,362	457,040	50,957,567	2,372,246,691
<b>December 2021</b>	16,758,962	4,802,130	35,049	(312,488)	-	21,283,654	68,569,919	-	19,729	4,913,362	24,372	73,527,383	2,320,002,962
<b>Total 12 Months</b>	\$ 180,362,964	\$ 57,848,900	\$ 317,208	\$ 313,489	\$ 988,769,952	\$ 1,227,612,514	\$ 706,812,186	\$ 67,190	\$ 234,628	\$ 56,159,859	\$ 4,505,599	\$ 767,779,463	
<b>Grand Totals</b>	\$ 1,186,458,701	\$ 385,027,611	\$ 4,462,159	\$ 72,988,223	\$ 2,769,461,982	\$ 4,418,398,677	\$ 1,939,143,431	\$ 976,653	\$ 1,709,042	\$ 139,995,753	\$ 16,570,836	\$ 2,098,395,715	
<b>Less Balance of Encumbered (through FY2027)</b>													\$ (2,719,421,125)
<b>Total Net Available*</b>													\$ (399,418,163)

Notes:

\* Total Net Available does not include TIFIA loans not drawn on or HRTF future revenues through FY2027.

## Table 1 - Total HRTF Revenues

Hampton Roads Transportation Fund (HRTF)

*Total of Sales & Use Taxes and Fuels Taxes*

*Fiscal Year 2022*

Locality	Total FY2014 - FY2021	Previous FY2022	December 2021	Total YTD FY2022	Total
<i>Chesapeake</i>	\$ 266,103,968	\$ 17,852,582	\$ 4,258,689	\$ 22,111,271	\$ 288,215,238
<i>Franklin</i>	15,887,289	1,003,285	247,741	1,251,026	17,138,315
<i>Hampton</i>	105,769,245	7,219,056	1,670,145	8,889,202	114,658,447
<i>Isle of Wight</i>	23,105,977	1,567,631	353,771	1,921,402	25,027,379
<i>James City</i>	62,885,144	4,569,651	1,148,261	5,717,913	68,603,057
<i>Newport News</i>	154,446,946	10,178,328	2,493,014	12,671,342	167,118,287
<i>Norfolk</i>	203,710,857	13,705,131	3,231,530	16,936,661	220,647,518
<i>Poquoson</i>	3,888,635	292,079	71,834	363,913	4,252,548
<i>Portsmouth</i>	51,763,311	3,526,906	815,468	4,342,374	56,105,685
<i>Southampton</i>	7,632,617	505,157	124,895	630,053	8,262,670
<i>Suffolk</i>	76,263,338	5,469,671	1,318,853	6,788,524	83,051,862
<i>Virginia Beach</i>	385,270,813	28,679,609	4,476,868	33,156,477	418,427,290
<i>Williamsburg</i>	28,954,564	1,467,147	353,246	1,820,394	30,774,957
<i>York</i>	<u>63,843,522</u>	<u>4,362,761</u>	<u>996,776</u>	<u>5,359,536</u>	<u>69,203,059</u>
Total <sup>d</sup>	<u>1,449,526,226</u>	<u>\$ 100,398,994</u>	<u>21,561,092</u>	<u>121,960,087</u>	<u>1,571,486,312</u>
Interest <sup>a</sup>	4,310,173	116,937	35,049	151,986	4,462,159
Investment Income <sup>b</sup>	73,596,527	(295,816)	(312,488)	(608,304)	72,988,223
Bond Proceeds	1,780,692,030	988,769,952	-	988,769,952	2,769,461,982
Total Revenues	<u>3,308,124,956</u>	<u>1,088,990,067</u>	<u>21,283,654</u>	<u>1,110,273,721</u>	<u>4,418,398,677</u>
Project Expenses	(1,713,073,167)	(157,500,344)	(68,569,919)	(226,070,264)	(1,939,143,431)
DMV & Dept. of Tax Admin Fees	(976,653)	-	-	-	(976,653)
Investment Fees (PFMAM)	(1,591,109)	(98,203)	(19,729)	(117,933)	(1,709,042)
Bond Interest Expenses <sup>e</sup>	(110,843,157)	(24,239,234)	(4,913,362)	(29,152,596)	(139,995,753)
Operating Expense	(13,594,435)	(2,952,028)	(24,372)	(2,976,401)	(16,570,836)
Cash Balance	<u>\$ 1,468,046,432</u>	<u>\$ 904,200,258</u>	<u>\$ (52,243,730)</u>	<u>\$ 851,956,528</u>	<u>\$ 2,320,002,962</u>
Less Balance of Encumbered	(2,945,491,388)				(2,719,421,125)
Net Available Cash	<u>\$ (1,477,444,956)</u>				<u>\$ (399,418,163)</u>
Updated forecast <sup>c</sup>	<u>1,399,854,685</u>	<u>85,502,173</u>	<u>18,912,654</u>	<u>104,414,827</u>	<u>1,504,269,512</u>
Total Revenue - Forecast (under)/over	<u>\$ 49,671,541</u>	<u>\$ 14,896,821</u>	<u>\$ 2,648,438</u>	<u>\$ 17,545,260</u>	<u>\$ 67,216,800</u>

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

<sup>c</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 1A - State Sales & Use Tax

### Hampton Roads Transportation Fund (HRTF)

#### *State Sales & Use Tax*

#### *Fiscal Year 2022*

Locality	Total FY2014 - FY2021	Previous FY2022	December 2021	Total YTD FY2022	Total
<i>Chesapeake</i>	\$ 199,026,505	\$ 13,170,262	\$ 3,361,080	\$ 16,531,342	\$ 215,557,847
<i>Franklin</i>	8,305,493	479,035	135,753	614,789	8,920,281
<i>Hampton</i>	77,006,417	5,005,490	1,247,965	6,253,455	83,259,873
<i>Isle of Wight</i>	13,314,438	1,016,782	257,581	1,274,363	14,588,801
<i>James City</i>	51,818,316	3,625,685	959,312	4,584,996	56,403,313
<i>Newport News</i>	120,158,841	7,694,523	2,037,319	9,731,842	129,890,682
<i>Norfolk</i>	159,545,962	10,360,475	2,594,602	12,955,077	172,501,040
<i>Poquoson</i>	2,785,976	227,213	60,080	287,293	3,073,269
<i>Portsmouth</i>	35,946,617	2,449,636	618,587	3,068,223	39,014,839
<i>Southampton</i>	3,268,679	212,686	57,930	270,616	3,539,295
<i>Suffolk</i>	49,410,649	3,488,074	934,371	4,422,445	53,833,094
<i>Virginia Beach</i>	303,628,218	22,865,604	3,415,413	26,281,017	329,909,235
<i>Williamsburg</i>	22,410,873	1,089,145	284,110	1,373,255	23,784,128
<i>York</i>	48,158,193	3,229,953	794,858	4,024,811	52,183,003
<b>Total <sup>1</sup></b>	<b>\$ 1,094,785,176</b>	<b>\$ 74,914,563</b>	<b>\$ 16,758,962</b>	<b>\$ 91,673,525</b>	<b>\$ 1,186,458,701</b>
Updated Forecast	1,043,862,676	59,246,939	13,932,140	73,179,079	1,117,041,755
Diff(under)/over	50,922,500	15,667,624	2,826,822	18,494,446	69,416,946

<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 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 2022*

Locality	Total FY2014 - FY2021	Previous FY2022	December 2021	Total YTD FY2022	Total
<i>Chesapeake</i>	\$ 67,077,466	\$ 4,682,320	\$ 897,608	\$ 5,579,929	\$ 72,657,395
<i>Franklin</i>	7,581,798	524,249	111,988	636,237	8,218,035
<i>Hampton</i>	28,762,830	2,213,567	422,180	2,635,746	31,398,576
<i>Isle of Wight</i>	9,791,540	550,848	96,190	647,039	10,438,578
<i>James City</i>	11,066,824	943,967	188,950	1,132,916	12,199,740
<i>Newport News</i>	34,288,108	2,483,805	455,695	2,939,500	37,227,608
<i>Norfolk</i>	44,164,893	3,344,656	636,928	3,981,584	48,146,477
<i>Poquoson</i>	1,102,659	64,866	11,754	76,620	1,179,278
<i>Portsmouth</i>	15,816,700	1,077,270	196,881	1,274,152	17,090,851
<i>Southampton</i>	4,363,938	292,471	66,966	359,437	4,723,375
<i>Suffolk</i>	26,852,698	1,981,597	384,482	2,366,078	29,218,776
<i>Virginia Beach</i>	81,642,586	5,814,005	1,061,455	6,875,460	88,518,046
<i>Williamsburg</i>	6,543,686	378,002	69,136	447,138	6,990,824
<i>York</i>	<u>15,685,325</u>	<u>1,132,808</u>	<u>201,918</u>	<u>1,334,726</u>	<u>17,020,051</u>
<b>Total<sup>1</sup></b>	<b><u>\$ 354,741,050</u></b>	<b><u>\$ 25,484,432</u></b>	<b><u>\$ 4,802,130</u></b>	<b><u>\$ 30,286,562</u></b>	<b><u>\$ 385,027,611</u></b>
Updated Forecast	<u>355,992,009</u>	<u>26,255,234</u>	<u>4,980,514</u>	<u>31,235,748</u>	<u>387,227,757</u>
Diff(under)/over	(1,250,959)	(770,802)	(178,384)	(949,186)	(2,200,146)

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 2022**

Project	Total FY2014 - FY2021	Previous FY2022	December 2021	Total YTD FY2022	Total
<i>I-64 Peninsula Widening</i>					
<i>UPC 104905 - Segment 1 - Construction</i>	\$ 11,608,385	\$ -	\$ -	\$ -	\$ 11,608,385
<i>UPC 106665 - Segment 2 - PE/ROW/Construction</i>	175,832,897	-	-	-	175,832,897
<i>UPC 109790/106689 - Segment 3 - PE</i>	10,000,000	-	-	-	10,000,000
<i>UPC 109790/106689 - Segment 3 - Construction</i>	112,893,996	-	-	-	112,893,996
<i>I-64/264 Interchange Improvement</i>					
<i>UPC 57048/108042 - Phase I - PE/ROW</i>	15,071,063	-	-	-	15,071,063
<i>UPC 57048/108042 - Phase I - Construction</i>	137,023,653	-	-	-	137,023,653
<i>UPC 17630/108041 - Phase II - PE/ROW</i>	54,592,576	-	-	-	54,592,576
<i>UPC 17630/108041 - Phase II - Construction</i>	73,157,062	-	-	-	73,157,062
<i>UPC 106693 - Phase III - PE &amp; ROW</i>	10,000,000	-	-	-	10,000,000
<i>I-64 Southside Widening/High-Rise Bridge</i>					
<i>UPC 106692 - Phase I - PE</i>	12,200,000	-	-	-	12,200,000
<i>UPC 106692/108990 - Phase I - ROW/Construction</i>	419,756,220	-	-	-	419,756,220
<i>I-64 HRBT Expansion Project</i>		-			
<i>UPC 115008 - I-64 HRBT Expansion Project D-B Contract</i>	3,004,569,251	-	-	-	3,004,569,251
<i>UPC 115009 - I-64 HRBT Expansion Project Owners Oversight</i>	548,900,330	-	-	-	548,900,330
<i>HR Express Lanes Network</i>					
<i>UPC 117840 - Segment 1 Phase 1 - PE</i>	5,621,500	-	-	-	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>	15,421,200	-	-	-	15,421,200
<i>HRCS Preferred Alternative Refinement - HRBT</i>					
<i>UPC 110577 - SEIS</i>	30,000,000	-	-	-	30,000,000
<i>460/58/13 Connector Study - UPC 106694 - PE</i>	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>\$ 4,658,564,556</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 4,658,564,556</b>

**Table 3 - Expenditures**  
**Hampton Roads Transportation Fund (HRTF)**  
*Expenditures*  
*Fiscal Year 2022*

Project	Total FY2014 - FY2021	Previous FY2022	December 2021	Total YTD FY2022	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>	155,254,086	223	4,300,518	4,300,741	159,554,827
<i>UPC 109790/106689 - Segment 3 - PE</i>	5,611,689	24,623	15,535	40,158	5,651,847
<i>UPC 109790/106689 - Segment 3 - Construction</i>	57,467,586	30,031	5,306,218	5,336,249	62,803,835
<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>	121,035,247	5,547	35,538	41,085	121,076,332
<i>UPC 17630/108041 - Phase II - PE/ROW</i>	54,592,299	-	-	-	54,592,299
<i>UPC 17630/108041 - Phase II - Construction</i>	49,616,676	27,524	5,775,830	5,803,354	55,420,030
<i>UPC 106693 - Phase III - PE &amp; ROW</i>	2,317,884	6,879	31,564	38,443	2,356,327
<i>I-64 Southside Widening/High-Rise Bridge</i>					
<i>UPC 106692 - Phase I - PE</i>	12,384,497	-	(195,399)	(195,399)	12,189,098
<i>UPC 106692/108990 - Phase I - ROW/Construction</i>	199,906,667	2,433,223	16,276,644	18,709,867	218,616,534
<i>I-64 HRBT Expansion Project</i>					
<i>UPC 115008 - I-64 HRBT Expansion Project D-B Contract</i>	935,437,999	144,892,134	34,920,101	179,812,235	1,115,250,235
<i>UPC 115009 - I-64 HRBT Expansion Project Owners Oversight</i>	44,329,676	9,939,190	-	9,939,190	54,268,866
<i>HRELN Segment 1 Phase 1 PE - UPC</i>					
<i>UPC 117840 - Segment 1 Phase 1 - PE</i>	4,133,745	18,148	845,801	863,949	4,997,694
<i>UPC 117839 - Segment 4A/4B Phase 1 - PE</i>	3,714,819	14,254	535,093	549,347	4,264,166
<i>UPC 117841 - Segment 4C Phase 1 - PE</i>	3,207,672	64,212	572,170	636,382	3,844,054
<i>HRCS Preferred Alternative Refinement - HRBT</i>					
<i>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>	3,776,804	10,672	150,308	160,980	3,937,784
<i>HR Regional Connector Study - HRTPO (Remaining Projects of Third Crossing)</i>	3,710,718	33,682	-	33,682	3,744,401
<b>Total</b>	<b>\$ 1,713,073,167</b>	<b>\$ 157,500,344</b>	<b>\$ 68,569,919</b>	<b>\$ 226,070,264</b>	<b>\$ 1,939,143,431</b>

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

Hampton Roads Transportation Fund (HRTF)

*Bond Reimbursements  
Fiscal Year 2022*

Project	Total FY2014 - FY2021	Previous FY2022	December 2021	Total YTD FY2022	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>	155,254,086	223	4,300,518	4,300,741	159,554,827
<i>UPC 109790/106689 - Segment 3 - PE</i>	5,611,689	24,623	15,535	40,158	5,651,847
<i>UPC 109790/106689 - Segment 3 - Construction</i>	57,467,586	30,031	5,306,218	5,336,249	62,803,835
<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>	121,035,247	5,547	35,538	41,085	121,076,332
<i>UPC 17630/108041 - Phase II - PE/ROW</i>	54,592,299	-	-	-	54,592,299
<i>UPC 17630/108041 - Phase II - Construction</i>	49,616,675	27,524	5,775,830	5,803,354	55,420,029
<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>	12,384,497	-	(195,399)	(195,399)	12,189,098
<i>UPC 106692/108990 - Phase I - ROW/Construction</i>	199,906,667	2,433,223	16,276,644	18,709,867	218,616,534
<i>I-64 HRBT Expansion Project</i>		-			
<i>UPC 115008 - I-64 HRBT Expansion Project D-B Contract</i>	436,991,392	144,892,134	34,920,101	179,812,235	616,803,628
<i>UPC 115009 - I-64 HRBT Expansion Project Owners Oversight</i>	5,411,257	9,939,190	-	9,939,190	15,350,447
<i>HRELN Segment 1 Phase 1 PE - UPC</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>HRCS Preferred Alternative Refinement - HRBT</i>	-	-	-	-	-
<i>UPC 110577 - SEIS</i>	-	-	-	-	-
<i>460/58/13 Connector Study - UPC 106694 - PE</i>	-	-	-	-	-
<i>Bowers Hill Interchange Study - UPC 111427</i>	-	-	-	-	-
<i>HR Regional Connector Study - HRTPO (Remaining Projects of Third Crossing)</i>	-	-	-	-	-
<b>Total</b>	<b>\$ 1,123,406,341</b>	<b>\$ 157,352,496</b>	<b>\$ 66,434,984</b>	<b>\$ 223,787,481</b>	<b>\$ 1,347,193,822</b>

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

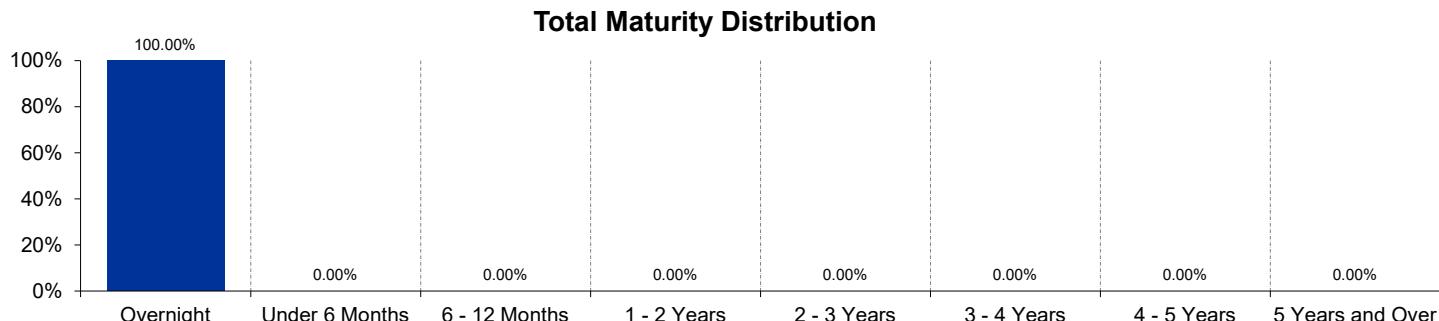
Hampton Roads Transportation Fund (HRTF)

*Expenditures  
Fiscal Year 2022*

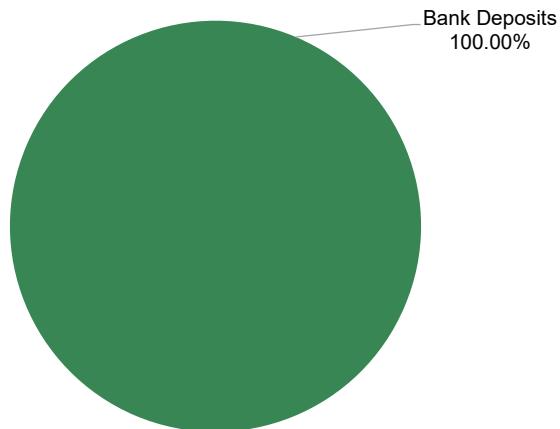
Project	Total FY2014 - FY2021	Previous FY2022	December 2021	Total YTD FY2022	Total
<i>I-64 Peninsula Widening</i>					
<i>UPC 104905/111926 - Segment 1 - PE/Construction</i>	\$ 1,544,502	\$ -	-	\$ -	\$ 1,544,502
<i>UPC 106665 - Segment 2 - PE/ROW/Construction</i>	-	-	-	-	-
<i>UPC 109790/106689 - Segment 3 - PE</i>	-	-	-	-	-
<i>UPC 109790/106689 - Segment 3 - Construction</i>	-	-	-	-	-
<i>I-64/264 Interchange Improvement</i>					
<i>UPC 57048/108042 - Phase I - PE/ROW</i>	-	-	-	-	-
<i>UPC 57048/108042 - Phase I - Construction</i>	-	-	-	-	-
<i>UPC 17630/108041 - Phase II - PE/ROW</i>	-	-	-	-	-
<i>UPC 17630/108041 - Phase II - Construction</i>	-	-	-	-	-
<i>UPC 106693 - Phase III - PE &amp; ROW</i>	2,317,884	6,879	31,564	38,443	2,356,327
<i>I-64 Southside Widening/High-Rise Bridge</i>					
<i>UPC 106692 - Phase I - PE</i>	-	-	-	-	-
<i>UPC 106692/108990 - Phase I - ROW/Construction</i>	-	-	-	-	-
<i>I-64 HRBT Expansion Project</i>					
<i>UPC 115008 - I-64 HRBT Expansion Project D-B Contract</i>	498,446,607	-	-	-	498,446,607
<i>UPC 115009 - I-64 HRBT Expansion Project Owners Oversight</i>	38,918,419	-	-	-	38,918,419
<i>HRELN Segment 1 Phase 1 PE</i>					
<i>UPC 117840 - Segment 1 Phase 1 - PE</i>	4,133,745	18,148	845,801	863,949	4,997,694
<i>UPC 117839 - Segment 4A/4B Phase 1 - PE</i>	3,714,819	14,254	535,093	549,347	4,264,166
<i>UPC 117841 - Segment 4C Phase 1 - PE</i>	3,207,672	64,212	572,170	636,382	3,844,054
<i>HRCS Preferred Alternative Refinement - HRBT</i>					
<i>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>	3,776,804	10,672	150,308	160,980	3,937,784
<i>HR Regional Connector Study - HRTPO (Remaining Projects of Third Crossing)</i>	3,710,718	33,682	-	33,682	3,744,401
<b>Total</b>	<b>\$ 589,666,826</b>	<b>\$ 147,848</b>	<b>\$ 2,134,935</b>	<b>\$ 2,282,783</b>	<b>\$ 591,949,609</b>

**Hampton Roads Regional Transit Fund**  
**Summary of Cash and Investments**  
**For December 2021**

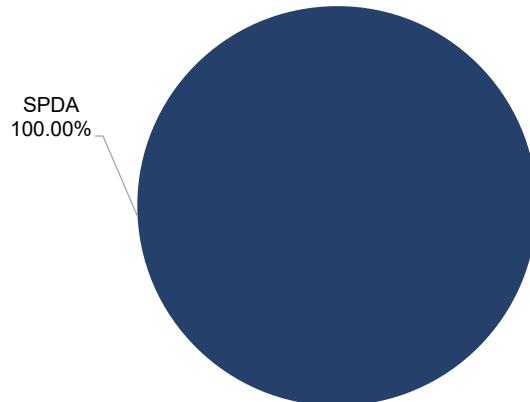
Portfolio	Yield at Cost	Yield at Market	Balances at Cost	Balances at Market	% of Total
Union Checking	0.00%	0.00%	1,000,000	1,000,000	1.90%
Union Sweep	0.10%	0.10%	51,505,240	51,505,240	98.10%
<b>Total</b>			<b>\$ 52,505,240</b>	<b>\$ 52,505,240</b>	<b>100.00%</b>



**Sector Distribution**



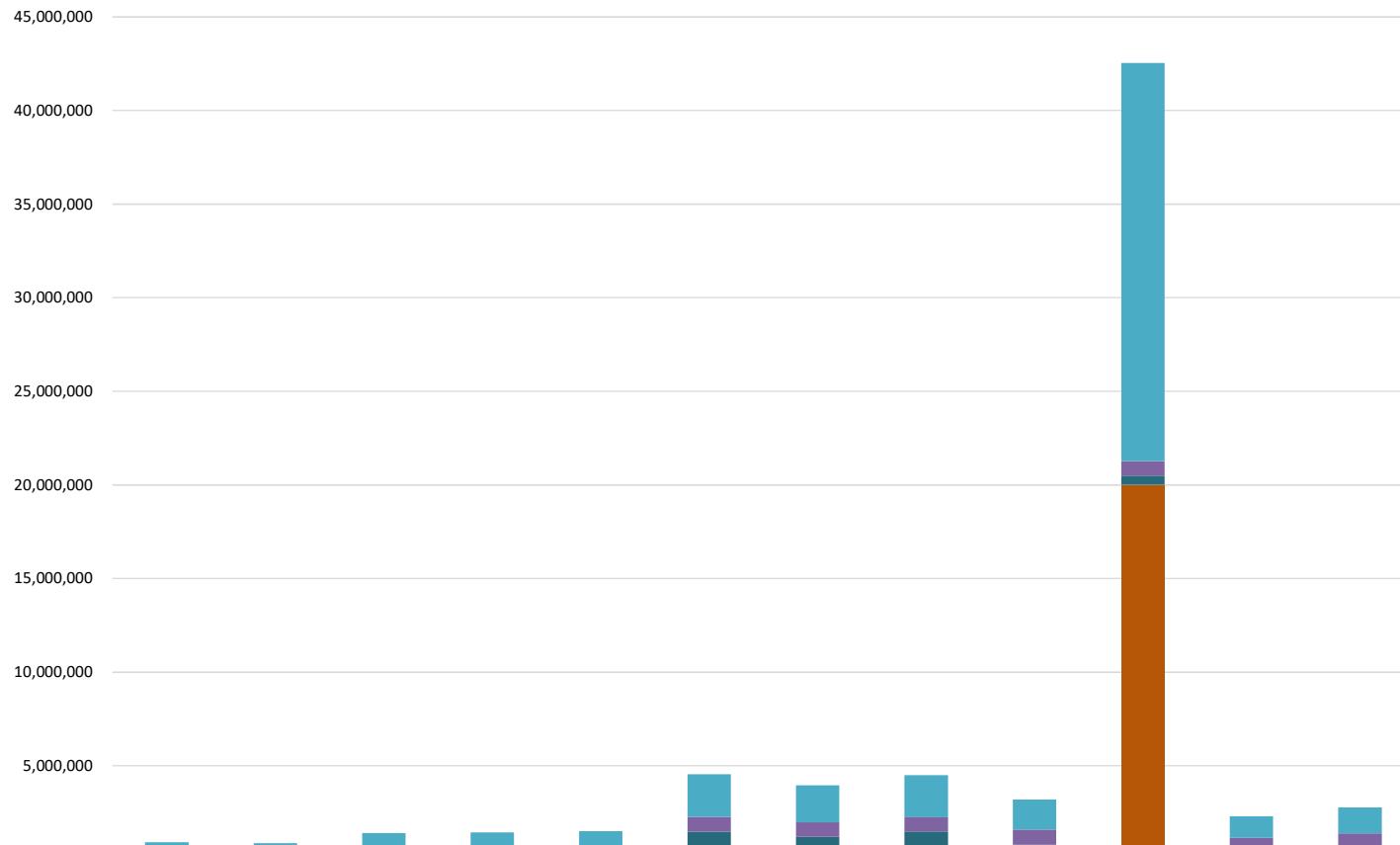
**Credit Distribution**



All charts are based on market value as of 12/31/21

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

## HRRTF REVENUE



	January 2021	February 2021	March 2021	April 2021	May 2021	June 2021	July 2021	August 2021	September 2021	October 2021	November 2021	December 2021
Total	457,124	426,377	707,281	719,474	756,415	2,274,770	1,978,379	2,245,618	1,594,087	21,271,820	1,147,361	1,386,038
Transportation Fees	451,666	422,886	703,712	716,006	753,840	799,339	777,381	762,683	822,807	774,556	763,437	1,016,409
Transient Occupancy Tax	-	-	-	-	-	1,471,692	1,198,287	1,480,688	768,945	492,666	379,615	363,654
Annual Revenue	-	-	-	-	-	-	-	-	-	20,000,000	-	-
Interest	5,458	3,491	3,569	3,467	2,575	3,740	2,710	2,247	2,335	4,599	4,309	5,975

Hampton Roads Regional Transit Fund  
Interest and Investment Income  
Inception - December 2021

	<u>FY2021</u>	<u>FY2022</u>	<u>Total</u>
Interest Income	\$ 57,044	\$ 22,174	\$ 79,218
Investment Income	—	—	—
Total	<u>\$ 57,044</u>	<u>\$ 22,174</u>	<u>\$ 79,218</u>

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

	Gross Revenue					Expenditures			Cumulative Balance	
	Regional Transportation	Transient Occupancy	Annual Recordation		Total Revenue	Project Expenses	Operating Expenses	Total	7/1/20 - 12/31/2021	
	Imprv. Fees	Tax	Tax Distribution	Interest						
<i>July 2020 - December 2020</i>	\$ 3,708,012	\$ -	\$ 20,000,000	\$ 34,743	\$ 23,742,755	\$ -	\$ 46,536	\$ 46,536	\$ 23,696,219	
<i>January 2021</i>	451,666	-	-	5,458	457,124	-	6,528	6,528	24,146,816	
<i>February 2021</i>	422,886	-	-	3,491	426,377	-	248	248	24,572,944	
<i>March 2021</i>	703,712	-	-	3,569	707,281	-	78,025	78,025	25,202,200	
<i>April 2021</i>	716,006	-	-	3,467	719,474	-	3,492	3,492	25,918,183	
<i>May 2021</i>	753,840	-	-	2,575	756,415	-	921	921	26,673,677	
<i>June 2021</i>	799,339	1,471,692	-	3,740	2,274,770	599,531	30,625	630,157	28,318,291	
<i>July 2021</i>	777,381	1,198,287	-	2,710	1,978,379	-	2,525	2,525	30,294,144	
<i>August 2021</i>	762,683	1,480,688	-	2,247	2,245,618	-	7,758	7,758	32,532,004	
<i>September 2021</i>	822,807	768,945	-	2,335	1,594,087	-	915	915	34,125,176	
<i>October 2021</i>	774,556	492,666	20,000,000	4,599	21,271,820	-	2,237	2,237	55,394,759	
<i>November 2021</i>	763,437	379,615	-	4,309	1,147,361	-	1,423	1,423	56,540,696	
<i>December 2021</i>	1,016,409	363,654	-	5,975	1,386,038	-	79,874	79,874	57,846,861	
<i>Total 12 months</i>	<u>\$ 8,764,723</u>	<u>\$ 6,155,545</u>	<u>\$ 20,000,000</u>	<u>\$ 44,475</u>	<u>\$ 34,964,744</u>	<u>\$ 599,531</u>	<u>\$ 214,571</u>	<u>\$ 814,102</u>		
<i>Total</i>	<u>\$ 12,472,735</u>	<u>\$ 6,155,545</u>	<u>\$ 40,000,000</u>	<u>\$ 79,218</u>	<u>\$ 58,707,499</u>	<u>\$ 599,531</u>	<u>\$ 261,107</u>	<u>\$ 860,638</u>		
<i>Less Balance of Encumbered (through FY2027)</i>										(36,542,565)
<i>Total Net Available</i>										<u>\$ 21,304,296</u>

**Table 1 - Revenues**  
**Hampton Roads Regional Transit Fund (HRRTF)**  
*Fiscal Year 2022*

Locality	FY 2021	Previous FY 2022	December 2021	Total YTD FY2022	Total
Regional Taxes and Fees					
<i>Chesapeake</i>	\$ 1,751,607	\$ 1,324,932	\$ 273,972	\$ 1,598,903	\$ 3,350,511
<i>Hampton</i>	788,625	587,194	118,436	705,630	1,494,255
<i>Newport News</i>	855,312	537,034	192,386	729,420	1,584,732
<i>Norfolk</i>	1,134,671	1,107,720	246,737	1,354,457	2,489,129
<i>Portsmouth</i>	470,791	257,804	51,278	309,081	779,872
<i>Virginia Beach</i>	4,026,147	4,406,380	497,256	4,903,636	8,929,782
Total Regional Taxes and Fees	<u>9,027,154</u>	<u>\$ 8,221,064</u>	<u>1,380,064</u>	<u>9,601,127</u>	<u>18,628,281</u>
Annual Recordation Tax Distribution	<u>20,000,000</u>	<u>20,000,000</u>	<u>-</u>	<u>20,000,000</u>	<u>40,000,000</u>
Total Tax and Fees Revenue	<u>29,027,154</u>	<u>28,221,064</u>	<u>1,380,064</u>	<u>29,601,127</u>	<u>58,628,281</u>
Interest <sup>a</sup>	<u>57,044</u>	<u>16,199</u>	<u>5,975</u>	<u>22,174</u>	<u>79,218</u>
Total Revenues	<u>29,084,198</u>	<u>28,237,263</u>	<u>1,386,038</u>	<u>29,623,301</u>	<u>58,707,499</u>
Project Expenses	<u>(599,531)</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>(599,531)</u>
Operating Expense	<u>(166,376)</u>	<u>(14,858)</u>	<u>(79,874)</u>	<u>(94,731)</u>	<u>(261,107)</u>
Cash Balance	<u>\$ 28,318,291</u>	<u>\$ 28,222,405</u>	<u>\$ 1,306,165</u>	<u>\$ 29,528,570</u>	<u>\$ 57,846,861</u>
Less Balance of Encumbered					<u>(36,542,565)</u>
Net Available Cash					<u>\$ 21,304,296</u>
Updated forecast	<u>26,100,000</u>	<u>25,125,000</u>	<u>1,025,000</u>	<u>26,150,000</u>	<u>52,250,000</u>
Total Revenue - Forecast (under)/over	<u>\$ 2,927,154</u>	<u>\$ 3,096,063</u>	<u>\$ 355,064</u>	<u>\$ 3,451,127</u>	<u>\$ 6,378,281</u>

**Table 1A - Regional Transit Improvement Fees****Hampton Roads Regional Transit Fund (HRRTF)*****Fiscal Year 2022***

Locality	FY 2021	Previous FY 2022	December 2021	Total YTD FY2022	Total
Regional Transit Improvement Fees					
<i>Chesapeake</i>	\$ 1,751,607	\$ 869,792	\$ 211,186	\$ 1,080,979	\$ 2,832,586
<i>Hampton</i>	650,700	386,613	84,322	470,935	1,121,635
<i>Newport News</i>	709,171	335,655	144,551	480,206	1,189,376
<i>Norfolk</i>	1,127,962	631,161	202,370	833,530	1,961,492
<i>Portsmouth</i>	443,948	212,667	46,837	259,504	703,452
<i>Virginia Beach</i>	<u>2,872,074</u>	<u>1,464,977</u>	<u>327,144</u>	<u>1,792,120</u>	<u>4,664,194</u>
<b>Total RTI Fees</b>	<b><u>\$ 7,555,462</u></b>	<b><u>\$ 3,900,864</u></b>	<b><u>\$ 1,016,409</u></b>	<b><u>\$ 4,917,273</u></b>	<b><u>\$ 12,472,735</u></b>
Forecast	<u>6,100,000</u>	<u>3,083,333</u>	<u>616,667</u>	<u>3,700,000</u>	<u>9,800,000</u>
Total Revenue - Forecast (under)/over	<u>\$ 1,455,462</u>	<u>\$ 817,531</u>	<u>\$ 399,743</u>	<u>\$ 1,217,273</u>	<u>\$ 2,672,735</u>

**Table 1B - Transient Occupancy Tax**

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

***Fiscal Year 2022***

Locality	FY 2021	Previous FY 2022	December 2021	Total YTD FY2022	Total
Transient Occupancy Tax					
<i>Chesapeake</i>	\$ -	\$ 455,139	\$ 62,785	\$ 517,925	\$ 517,925
<i>Hampton</i>	137,925	200,582	34,113	234,695	372,620
<i>Newport News</i>	146,141	201,379	47,835	249,214	395,355
<i>Norfolk</i>	6,710	476,560	44,367	520,927	527,637
<i>Portsmouth</i>	26,843	45,137	4,441	49,577	76,420
<i>Virginia Beach</i>	<u>1,154,073</u>	<u>2,941,403</u>	<u>170,113</u>	<u>3,111,516</u>	<u>4,265,588</u>
<b>Total Transient Occupancy Tax</b>	<u><b>\$ 1,471,692</b></u>	<u><b>\$ 4,320,200</b></u>	<u><b>\$ 363,654</b></u>	<u><b>\$ 4,683,854</b></u>	<u><b>\$ 6,155,545</b></u>
Forecast	-	2,041,667	408,333	2,450,000	2,450,000
Total Revenue - Forecast (under)/over	\$ 1,471,692	\$ 2,278,533	\$ (44,679)	\$ 2,233,854	\$ 3,705,545

**Table 2 - Allocations**

Hampton Roads Regional Transit Fund (HRRTF)  
*Allocations*  
*Fiscal Year 2022*

Project	FY 2021	Previous FY 2022	December 2021	Total YTD FY2022	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	5,326,000
<i>Regional Transit System Technology</i>					
- Project 202101C	80,000	-	-	-	80,000
- Project 202201G	-	518,000	-	518,000	518,000
<i>Regional Transit Services</i>					
Operations and Maintenance RTS - Project 202201C	-	5,730,123	-	5,730,123	5,730,123
Development and Support Services RTS - Project 202201D	-	4,946,973	-	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	100,000
Evelyn T. Butts (Norfolk) - Project 202201B	-	100,000	-	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	6,708,000
<b>Total</b>	<b>\$ 13,713,000</b>	<b>\$ 23,429,096</b>	<b>\$ -</b>	<b>\$ 23,429,096</b>	<b>\$ 37,142,096</b>

**Table 3 - Expenditures**  
**Hampton Roads Regional Transit Fund (HRRTF)**  
*Expenditures*  
*Fiscal Year 2022*

Project	FY 2021	Previous FY 2022	December 2021	Total YTD FY2022	Total
<i>Regional Transit System - 757 Express</i>					
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>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 599,531</b>