

AGENDA

Hampton Roads Transportation Accountability Commission

Regular Meeting

Meeting by Conference Call*

March 18, 2021

12:30 p.m.

Dial Toll Free Telephone Number to Attend: (855) 735-2639

**In light of the Governor's Declared State of Emergency due to COVID-19, it is impracticable and unsafe for the Commission to assemble in a single location, so the meeting will be held electronically, by telephone, pursuant to the 2020 or 2021 Appropriation Act, as applicable; the purpose of the meeting is to discuss or transact the business statutorily required or necessary to continue operations of the Commission and the discharge of its lawful purposes, duties, and responsibilities. The public is welcome to use the number above to attend the meeting electronically. The Commission will make available a recording or transcript of the meeting on its website in accordance with the timeframes established in Sections 2.2-3707 and 2.2-3707.1 of the Code of Virginia.*

1. Call to Order, Declaration re: Purpose of Meeting, and Roll Call

2. Approval of Agenda

3. Public Comment Period

- Limit 5 minutes per individual

4. Chair's Comments

5. Consent Items

- Recommended Action: Approval

A. Minutes of the January 21, 2021 Special Meeting

6. Action Items

- Recommended Action: Discussion/Endorsement/Recommendation/Direction

A. HRTAC FY2022 Administrative Budget – Endorsement and Authorization to Conduct a Public Hearing (Attachment 6A) – Finance Committee Chair Hipple and Executive Director Page

B. HRTAC FY2022-FY2027 Plan of Finance Update – Endorsement and Authorization to Conduct a Public Hearing (Attachment 6B) – Finance

Committee Chair Hipple, Executive Director Page, and David Miller, Liang Shan PFM Financial Advisors

- C. **HRTAC Proposed 2045 Long Range Plan of Finance Update – Endorsement and Authorization to Conduct a Public Hearing (Attachment 6C)** – Finance Committee Chair Hipple, Executive Director Page, and David Miller, Liang Shan PFM Financial Advisors
- D. **Briefing re: Hampton Roads Bridge Tunnel Project Financing and HRTAC Hampton Roads Express Lanes Network Funding Plan Update (Attachment 6D)** Executive Director Page and David Miller, Liang Shan PFM Financial Advisors- Recommended Action: Discussion
- E. **Briefing re: Hampton Roads Express Lanes Network Project Development (Attachment 6E)** VDOT Hampton Roads Administrator Hall - Recommended Action: Discussion

7. Information Items

- A. **HRTAC Monthly Financial Report – (Attachment 7A)** – Finance Committee Chair Hipple
- B. **VDOT Project Updates - (Attachment 7B)** – VDOT Hampton Roads Administrator Hall
- C. **HRTAC Special Meeting – April 15, 2021, 8:30 a.m. (Pending Progress of Debt Financing Matters)**
- D. **HRTAC Annual Organizational Meeting – June 17, 2021, 12:30 p.m.**

8. Adjournment

**Anyone wishing to make a public comment should contact Executive Director Page at kpage@hrtac.org 24 hours in advance of the meeting to register. Please do so by 12:30 p.m. on Wednesday, March 17, 2021.

Agenda Item 5A
Consent Item

To: Chair Tuck and the other members of HRTAC

From: Kevin B. Page, Executive Director

Date: March 18, 2021

Re: January 21, 2021 Special Meeting Minutes

Recommendation:

The Commission is asked to approve the Commission's January 21, 2021 Special Meeting minutes.

Background:

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

Fiscal Impact:

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

Suggested Motion:

Motion: The Commission approves and adopts the minutes of the Commission's Special Meeting on January 21, 2021.

**Hampton Roads Transportation
Accountability Commission (HRTAC)
Summary Minutes of the January 21, 2021 Special Commission Meeting**

The Hampton Roads Transportation Accountability Commission (HRTAC) Special Meeting was called to order at 8:30 a.m. by conference call due to COVID-19, with the following in attendance by telephone:

HRTAC Members in Attendance:

Donnie Tuck, Acting Chair	Gordon Helsel, PQ
Rick West, CH	Christopher Cornwell, SH
Frank Rabil, FR	Michael Duman, SU
William McCarty, IW	Thomas G. Shepperd, YK
Michael Hipple, JC	Robert Dyer, VB
McKinley Price, NN	Delegate Clint Jenkins, VGA*
Martin Thomas (in for) Kenneth Alexander, NO	Delegate Mike Mullin, VGA
Shannon Glover, PO	

HRTAC Executive Director:

Kevin Page

HRTAC Ex-Officio Members in Attendance:

Stephen Brich, VDOT	Cathie Vick VPA*
John Malbon, CTB	

Other Participants:

Chris Price, CH	Al Moor, SU
Amanda Jarratt, FR	Patrick Duhaney, VB
Scott Stevens, JC	Christopher Hall, VDOT
J. Randall Wheeler, PQ	Pat Dent, WM
Michael Johnson, SH	Tom Inglima, Willcox & Savage

HRTAC Voting Members Absent:

Senator Louise Lucas, VGA	Senator Monty Mason, VGA
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HRTAC Ex-Officio Members Absent:

Jennifer Mitchell, DRPT

* Denotes Late Arrival or Early Departure

Others Recorded Attending:

Jim Calpin, Scott Detar (Bank of America/Merrill Lynch); William Harrell (HRT); David Miller (PFM); Eric Ballou (Kaufman and Canoles); Danetta Jankosky, Tiffany Smith, Sheila Wilson (HRPDC); Lynn Coen, Jennifer Hodnett (HRTAC); Bob Crum, John Mihaly (HRTPO)

Declaration re: Purpose of Meeting, Call to Order and Roll Call

Mr. Thomas Inglima, HRTAC General Counsel, proceeded to read the following declaration for the Members:

In light of the Governor's Declared State of Emergency due to COVID-19, it is impracticable and unsafe for the Commission to assemble in a single location, so the meeting will be held electronically, by telephone, pursuant to the 2020 Appropriation Act. The purpose of the meeting is to discuss or transact the business statutorily required or necessary to continue operations of the Commission and the discharge of its lawful purposes, duties, and responsibilities. The public is welcome to use the number to attend the meeting electronically. The Commission will make available a recording or transcript of the meeting on its website in accordance with the timeframes established in Sections 2.2-3707 and 2.2-3707.1 of the Code of Virginia.

A roll call vote of all Members was taken in order to confirm a quorum:

Mayor Rick West: Present
Mayor Frank Rabil: Present
Acting Chair Donnie Tuck: Present
Supervisor William McCarty: Present
Supervisor Michael Hipple: Present
Mayor McKinley Price: Present
Mr. Martin Thomas: Present
Mayor Gordon Helsel: Present
Mayor Shannon Glover: Present
Supervisor Christopher Cornwell: Present
Mayor Michael Duman: Present
Mayor Robert Dyer: Present
Mayor Doug Pons: No Response
Supervisor Thomas Shepperd: Present
Senator Louise Lucas: No Response
Senator Monty Mason: No Response
Delegate Clint Jenkins: No Response
Delegate Mike Mullin: Present
Board Member John Malbon: Present
Commissioner Stephen Brich: Present
Director Jennifer Mitchell: No Response
Officer Cathie Vick: Present

The quorum was confirmed by Mr. John Mihaly.

Approval of Agenda

Delegate Clint Jenkins arrived.

Mayor Bobby Dyer Moved to approve the agenda, Seconded by Supervisor William McCarty. A roll call vote of the voting Members was taken:

Mayor Rick West: Yes
Mayor Frank Rabil: Yes
Acting Chair Donnie Tuck: Yes
Supervisor William McCarty: Yes
Supervisor Michael Hipple: Yes
Mayor McKinley Price: Yes
Mr. Martin Thomas: Yes
Mayor Gordon Helsel: Yes
Mayor Shannon Glover: Yes
Supervisor Christopher Cornwell: Yes
Mayor Michael Duman: Yes
Mayor Robert Dyer: Yes
Mayor Doug Pons: No Response
Supervisor Thomas Shepperd: Yes
Senator Louise Lucas: No Response
Senator Monty Mason: No Response
Delegate Clint Jenkins: Yes
Delegate Mike Mullin: Yes

Mr. John Mihaly confirmed The Motion Carried.*

Public Comment Period (limit 5 minutes per individual)

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

Chair's Comments

HRTAC Acting Chair, Donnie Tuck, welcomed new Members from Portsmouth, Suffolk and Poquoson and noted the authorized designee from Norfolk.

Consent Items

- A. Minutes of the December 10, 2020 Regular Meeting
- B. Amendment to the Approved HRTAC FY2021 Administrative and Project Development Budget – Investment Grade Traffic and Revenue Study and TIFIA Loan Application Costs
- C. Amendment to the Approved HRTAC FY2021-FY2026 HRTAC Six Year Improvement Plan – HRBT Project Toll Facility Collection Equipment Construction and Integration Plan
- D. Amendment to the Approved FY2021-2026 HRTAC Six Year Improvement Plan – Phase 1 Preliminary Engineering for Hampton Roads Express Lanes Network Segments 1, 4A, 4B, and 4C

* Pat Dent and Michael Duman were present and acting during the meeting, but did not appear to have met the procedural requirements to vote, so for purposes of determining whether motions in these Minutes were approved or “carried”, the votes cast by each of them were disregarded.

E. Official Intent for Allocation of Bond Proceeds to Reimburse HRTAC Expenditures on Hampton Roads Express Lanes Project

Mayor Bobby Dyer Moved to approve the consent agenda items; Seconded by Supervisor Thomas Shepperd. A roll call vote of the voting Members was taken:

Mayor Rick West: Yes
Mayor Frank Rabil: Yes
Acting Chair Donnie Tuck: Yes
Supervisor William McCarty: Yes
Supervisor Michael Hipple: Yes
Mayor McKinley Price: Yes
Mr. Martin Thomas: Yes
Mayor Gordon Helsel: Yes
Mayor Shannon Glover: Yes
Supervisor Christopher Cornwell: Yes
Mayor Michael Duman: Yes
Mayor Robert Dyer: Yes
Mayor Doug Pons: No Response
Supervisor Thomas Shepperd: Yes
Senator Louise Lucas: No Response
Senator Monty Mason: No Response
Delegate Clint Jenkins: Yes
Delegate Mike Mullin: Yes

Mr. John Mihaly confirmed The Motion Carried.

Action Item

A. Special Election of Chair and, if necessary, Vice Chair of the Commission

Mr. Tom Ingle, HRTAC Counsel, informed the Commission of the vacancy in its Chair office as a result of the end of Mayor John's term in Suffolk. He reminded the Members that under the Bylaws, the vacancy is to be filled by special election. In addition, if Mayor Tuck who currently serves as Vice Chair is elected as Chair, a vacancy for the Vice Chair office would result and the election of Mayor Tuck's successor would need to be addressed. He reminded the Commission that each vacancy would be voted on separately and of the requirements for nominees.

Nominating Committee Chair, Mayor Frank Rabil, voiced the Nominating Committee's recommendation for the office of Chair to be filled by Mayor Donnie Tuck. No other nominations were brought forward by Members.

Supervisor Michael Hipple Moved to close the Chair Nominations and elect Mayor Donnie Tuck as Chair; Seconded by Mayor Frank Rabil. A roll call vote was taken to approve Mayor Tuck as the Chair of the Commission:

Mayor Rick West: Yes

Mayor Frank Rabil: Yes
Acting Chair Donnie Tuck: Yes
Supervisor William McCarty: Yes
Supervisor Michael Hipple: Yes
Mayor McKinley Price: Yes
Mr. Martin Thomas: Yes
Mayor Gordon Helsel: No Response
Mayor Shannon Glover: Yes
Supervisor Christopher Cornwell: Yes
Mayor Michael Duman: Yes
Mayor Robert Dyer: Yes
Mayor Doug Pons: No Response
Supervisor Thomas Shepperd: Yes
Senator Louise Lucas: No Response
Senator Monty Mason: No Response
Delegate Clint Jenkins: Yes
Delegate Mike Mullin: Yes

Mr. John Mihaly confirmed The Motion Carried.

Nominating Committee Chair, Mayor Frank Rabil, voiced the Nominating Committee's recommendation for the office of Vice Chair to be filled by Mayor Rick West. No other nominations were brought forward by Members.

Supervisor Michael Hipple Moved to close the Vice Chair Nominations and elect Mayor Rick West as Vice Chair; Seconded by Mayor Frank Rabil. A roll call vote was taken to approve Mayor Rick West as the Vice Chair of the Commission:

Mayor Rick West: Yes
Mayor Frank Rabil: Yes
Acting Chair Donnie Tuck: Yes
Supervisor William McCarty: Yes
Supervisor Michael Hipple: Yes
Mayor McKinley Price: Yes
Mr. Martin Thomas: Yes
Mayor Gordon Helsel: No Response
Mayor Shannon Glover: Yes
Supervisor Christopher Cornwell: Yes
Mayor Michael Duman: Yes
Mayor Robert Dyer: Yes
Mayor Doug Pons: No Response
Supervisor Thomas Shepperd: Yes
Senator Louise Lucas: No Response
Senator Monty Mason: No Response
Delegate Clint Jenkins: Yes
Delegate Mike Mullin: Yes

Mr. John Mihaly confirmed The Motion Carried.

Discussion Item

B. Briefing RE: Hampton Roads Bridge Tunnel Project Financing and HRTAC Hampton Roads Express Lanes Network Funding Plan Update

Mr. Kevin Page, HRTAC Executive Director, informed the Commission that this agenda item was for discussion only and would assist the Members in other critical action agenda items. He reviewed a map of the Hampton Roads Express Lanes Network (HRELN) which identified the segments included in each construction phase of the HRELN project.

Mr. David Miller, PFM, outlined the current status of the Hampton Roads Bridge Tunnel (HRBT) financing. He clarified that the financing documents included in today's agenda for approval would keep the financing moving forward and that the documents did not authorize the issuance of debt. He next turned to the toll revenue investment-grade ratings required in connection with the TIFIA loans and stated that HRTAC receive one investment grade rating in December 2020 and expected to receive a second rating by January 22, 2021. Mr. Miller stated that HRTAC was on track to close the TIFIA loans by July 2021.

Members were shown a graph detailing the construction budget and funding sources for the HRBT project. Mr. Miller explained the financing reserve budget, including the sources and amounts, noting that the Toll Revenue Stabilization Fund would require an increase from \$4M to \$10M due to the rating agencies' feedback based on the stress tests that had been conducted. He emphasized that the Toll Revenue Stabilization Fund was for credit enhancement only and in the base case is not expected to be used.

Mr. Miller next outlined the HRELN Phase II and Phase III Project construction cost estimates received in December and summarized the preliminary funding plan for those Projects.

Mr. Page stated that this same presentation had been given to the HRTAC Finance Committee and the Committee Chair, Supervisor Michael Hipple, felt it prudent to be shared with the full Commission for transparency. He also noted that when completed by approximately October 2025, the HRELN project would add an additional 44 lane miles, which is a major accomplishment.

Members questioned whether the South Trestle Repair monies were included in the project funding.

Mr. Page responded that those costs were itemized as a VDOT responsibility and were not part of HRTAC's funding commitment.

Action Items

C. Hampton Roads Express Lanes Network Initial Tolling Policy

Mr. Kevin Page, HRTAC Executive Director, explained that the HRELN Initial Toll Policy was a component in an interconnected network of decisions. He stated that the action taken today was laying the framework for future decisions.

He highlighted the Toll Policy Resolution 2021-02 before the Commission included the minimum toll cost of 6 cents per mile with a target speed of 45 miles per hour before dynamic tolling begins.

Mr. Tom Inglima reviewed the Resolution with the Members. He indicated that the Resolution covered three fundamental areas: recitals; language adopting the Policy; and the specifics of the Policy, which are attached to the Resolution.

He explained that the recitals provided the background and context for the HRELN Initial Tolling Policy and stated that once adopted by HRTAC, they would be presented to the Commissioner of Highways and the Commonwealth Transportation Board (CTB) in accordance with the Master Tolling Agreement for assessment regarding whether they would cause an adverse effect from a safety or operational perspective. Mr. Inglima then outlined the contents of the Policy, including, but not limited to, the hours of operation, toll collection methods, minimum rate escalator, permitted vehicles and exceptions.

Mr. Page summarized the dynamic tolling method for the Commission and the next steps once the Resolution was approved.

Mayor Bobby Dyer Moved that the Commission: (1) adopt the Resolution authorizing the initial tolling policies of the Hampton Roads Express Lanes Network Resolution 2021-02; and (2) authorize and direct the Executive Director for and on behalf of the Commission to provide the initial tolling policies to the Commissioner of Highways and request in accordance with Section 5.02(a)(iii) of the Master Agreement for Development and Tolling of Hampton Roads Express Lanes Network the issuance of a "No Exception Notice" under such agreement; Seconded by Supervisor Thomas Shepperd. A roll call vote was taken:

Mayor Rick West: Yes
Mayor Frank Rabil: Yes
Acting Chair Donnie Tuck: Yes
Supervisor William McCarty: Yes
Supervisor Michael Hipple: Yes
Mayor McKinley Price: Yes
Mr. Martin Thomas: Yes
Mayor Gordon Helsel: No Response
Mayor Shannon Glover: Yes
Supervisor Christopher Cornwell: Yes
Mayor Michael Duman: Yes
Mayor Robert Dyer: Yes
Mayor Doug Pons: No Response
Supervisor Thomas Shepperd: Yes
Senator Louise Lucas: No Response

Senator Monty Mason: No Response
Delegate Clint Jenkins: Yes
Delegate Mike Mullin: Yes

Mr. John Mihaly confirmed The Motion Carried.

D. HRTAC Toll Revenue Bond Resolution – Toll Revenue Bond Indenture and Financings Structure

Mr. Eric Ballou, Kaufman and Canoles, identified the two financing resolutions before the Commission – one to approve the legal structure, documentation, and steps for the issuance of toll revenue bonds, and another to validate the financing structure. He reminded the Commission that the first resolution was not for any issuance of debt but only to establish the structure and documentation for issuance and that Commission authorization would be needed for debt issuance at a later time.

Members were briefed on the Master Toll Indenture and its purpose and the bond validation process. Mr. Ballou summarized the proposed financing resolutions for the Members.

Mayor West Moved that the Commission: (1) approve Resolution 2021-03 for Authorizing Indenture for Toll Roads System Revenue Bonds; and (2) approve Resolution 2021-04 for Authorizing Certain Legal Proceedings to Establish the Validity of Toll Roads System Revenue Bonds; Seconded by Supervisor Thomas Shepperd. A roll call vote was taken:

Mayor Rick West: Yes
Mayor Frank Rabil: Yes
Acting Chair Donnie Tuck: Yes
Supervisor William McCarty: Yes
Supervisor Michael Hipple: Yes
Mayor McKinley Price: Yes
Mr. Martin Thomas: Yes
Mayor Gordon Helsel: No Response
Mayor Shannon Glover: Yes
Supervisor Christopher Cornwell: Yes
Mayor Michael Duman: Yes
Mayor Robert Dyer: Yes
Mayor Doug Pons: No Response
Supervisor Thomas Shepperd: Yes
Senator Louise Lucas: No Response
Senator Monty Mason: No Response
Delegate Clint Jenkins: Yes
Delegate Mike Mullin: Yes

Mr. John Mihaly confirmed The Motion Carried.

Information Items

A. HRTAC Monthly Financial Report

Finance Chair, Supervisor Hipple highlighted the Monthly Financial Report with the Commission

B. VDOT/HRTAC Project Updates, HRBT/Other

Mr. Jim Utterback, VDOT HRBT Project Manager, stated that two regional projects, Segment III of 64 and 64/264 Interchange Phase II, were scheduled to be completed this calendar year.

Mr. Christopher Hall, VDOT District Administrator, indicated positive progress and highlighted the milestones that had been reached for a series of projects.

C. Commission Meeting Schedule for Calendar Year 2021

Chair Tuck indicated that the Commission Meeting Schedule for Calendar Year 2021 was included in the agenda packet.

D. Next HRTAC Regular Meeting – March 18, 2021, 12:30 p.m.

Adjournment

With no further business to come before the Hampton Roads Transportation Accountability Commission, the meeting adjourned at 9:47 a.m.

Donnie Tuck
HRTAC Chair

To: Chair Tuck and the other members of HRTAC

From: Kevin B. Page, Executive Director

Date: March 18, 2021

Re: HRTAC FY2022 Administrative Budget – Endorsement and Authorization to Conduct a Public Hearing

Recommendation:

The Finance Committee recommends that the Commission endorse the Proposed HRTAC FY2022 Administrative and Project Development Budget reflected in the enclosed Budget (the “Proposed HRTAC FY2022 Administrative and Project Development Budget”) and authorize the Executive Director to hold a public hearing regarding the proposed budget.

Background:

Each year, HRTAC develops, adopts, and tracks its annual operating budget to provide for the Administrative and Project Development activities of the Commission. For FY2022, the HRTAC Staff has developed the Proposed HRTAC FY2022 Administrative and Project Development Budget. The Draft HRTAC FY2022 Administrative and Project Development Budget is based on Staff review of prior expenditure flows and anticipated additional needs of the Commission for the upcoming business year. The proposed budget of \$6,702,873 includes the addition of one full time accounting position and a two percent cost of living increase for full time employees. Pursuant to § 33.2-2605 of the Code of Virginia, the budgeted General Administrative expenses will be paid from the Hampton Roads Transportation Fund and the Hampton Roads Regional Transit Fund on an approximately pro rata basis. At the March 16, 2021 Finance Committee Meeting, the Finance Committee endorsed the Proposed HRTAC FY2022 Administrative and Project Development Budget and authorized 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 FY2022 Administrative and Project Development Budget.

Fiscal Impact:

There is a \$6,702,873 fiscal impact in relation to this Action Item.

Suggested Motion:

Motion: The Commission endorses the Proposed HRTAC FY2022 Administrative and Project Development Budget and authorizes the Executive Director to conduct a public hearing on the Proposed HRTAC FY2022 Administrative and Project Development Budget.





**Proposed FY2022 Administrative and Project
Development Budget**

CATEGORY	FY2022 Proposed HRTAC Budget**	FY2022 Proposed HRTF General Administrative **	FY2022 Proposed HRRTF General Administrative **	FY2022 Proposed HRTF Direct Administrative	FY2022 Proposed HRRTF Direct Administrative	FY2022 Proposed HRTF Program/Project Development	FY2022 Proposed HRRTF Program/Project Development
REVENUES							
HRTF Revenues	\$ 6,476,073	\$ 1,238,073	\$ -	\$ 523,000	\$ -	\$ 4,715,000	\$ -
HRRTF Revenues	226,800	-	196,800	-	-	-	30,000
TOTAL REVENUE	\$ 6,702,873	\$ 1,238,073	\$ 196,800	\$ 523,000	\$ -	\$ 4,715,000	\$ 30,000
EXPENDITURES							
PERSONNEL*							
HRTAC Staff/Fringes/Leave Reserve	\$ 664,017	\$ 572,944	\$ 91,073	\$ -	\$ -	\$ -	\$ -
HRTPO/HRPDC Support Staff*	226,685	195,594	31,091	-	-	-	-
SUBTOTAL PERSONNEL	890,702	768,538	122,164	-	-	-	-
PROFESSIONAL SERVICES							
Audit	128,000	51,771	8,229	68,000	-	-	-
Rating Agency Annual Fees	80,000	-	-	80,000	-	-	-
Trustee	20,000	-	-	20,000	-	-	-
Bank Fees & Investment Services	355,000	-	-	355,000	-	-	-
Legal	1,045,000	323,567	51,433	-	-	650,000	20,000
Financial Advisors	605,000	-	-	-	-	595,000	10,000
Insurance - D&O/Liability	10,000	8,628	1,372	-	-	-	-
Recruiting	2,000	1,726	274	-	-	-	-
Bond Issuance Expense/TIFIA/T&R Study	3,465,000	-	-	-	-	3,465,000	-
SUBTOTAL PROFESSIONAL SERVICES	5,710,000	385,692	61,308	523,000	-	4,710,000	30,000
TECHNOLOGY/COMMUNICATION*							
IT/Communications	7,500	6,471	1,029	-	-	-	-
LAN system/ Cloud	10,000	8,628	1,372	-	-	-	-
Website Consultant	2,000	1,726	274	-	-	-	-
SUBTOTAL TECHNOLOGY/COMMUNICATION	19,500	16,825	2,675	-	-	-	-
ADMINISTRATIVE *							
Public Notices/Advertising	3,456	2,982	474	-	-	-	-
Office Space	20,000	17,257	2,743	-	-	-	-
Office Supplies*	6,000	4,314	686	-	-	1,000	-
Furniture	3,000	2,589	411	-	-	-	-
Printing/Copying*	6,000	1,726	274	-	-	4,000	-
Dues/Subscriptions/Computer Licenses	3,000	2,589	411	-	-	-	-
Travel	8,000	6,903	1,097	-	-	-	-
Meeting Expenses*	15,250	13,158	2,092	-	-	-	-
Telephone*	2,465	2,127	338	-	-	-	-
Postage*	500	431	69	-	-	-	-
General Consulting Services*	10,000	8,628	1,372	-	-	-	-
Professional Development	5,000	4,314	686	-	-	-	-
SUBTOTAL ADMINISTRATIVE	82,671	67,018	10,653	-	-	5,000	-
TOTAL EXPENDITURES	\$ 6,702,873	\$ 1,238,073	\$ 196,800	\$ 523,000	\$ -	\$ 4,715,000	\$ 30,000

*Includes items to be reimbursed to HRPDC/HRTPO

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

Fund	Estimated FY2022 Revenues Provided by VDOT \$M	% of Tax Revenue by Fund	Administrative Costs Shared	Proposed Direct Administrative	Program Development Costs	Proposed Budget Costs by Fund
HRRTF	\$ 32.3	13.72%	\$ 196,799.99	\$ -	\$ 30,000.00	\$ 226,799.99
HRTF	203.2	86.28%	1,238,073.01	523,000.00	4,715,000.00	6,476,073.01
Total	\$ 235.5	100.00%	\$ 1,434,873.00	\$ 523,000.00	\$ 4,745,000.00	\$ 6,702,873.00



Agenda Item 6B
Action Item

To: Chair Tuck and the other members of HRTAC

From: Kevin B. Page, Executive Director

Date: March 18, 2021

Re: Proposed HRTAC FY2022-FY2027 Plan of Finance Update – Endorsement and Authorization to Conduct a Public Hearing

Recommendation:

The Finance Committee is requesting that the Commission endorse the Proposed HRTAC FY2022-FY2027 Plan of Finance Update – Six Year Operating and Capital Program of Projects for the Region’s High Priority Projects and the Hampton Roads Regional Transit Fund as an update to the HRTAC-adopted 2021-2026 Financial Plan and authorize the Executive Director to conduct a public hearing and report back public comments for consideration in the Commission’s action by no later than its June 17, 2021 Annual Organizational meeting.

Background:

During FY2021, HRTAC Staff developed a Proposed HRTAC FY2022-FY2027 Plan of Finance Update – Six Year Operating and Capital Program of Projects for the Region’s High Priority Projects (With Toll Revenues to HRTAC) as an update to the Commission’s Adopted Financial Plan for the Region’s High Priority Projects. This effort to update the Financial Plan included employing financial consultant services, general and bond counsel, and traffic and revenue estimators, and included input provided by VDOT, HRTAC and HRTPO Staff. The purpose of updating the Financial Plan is to provide current direction on project financing, revenue assumptions, and timing that will be used as the Commission’s current financial plan. The proposed HRTAC FY2022-FY2027 Plan of Finance Update provides clarity to the I-64 HRBT Expansion Project financing, includes full funding of the Hampton Roads Express Lanes Network, and programs funding for the Hampton Roads Regional Transit Fund. The Update also provides for a Plan of Finance for the new Hampton Roads Regional Transit Fund. This update will guide the Commission and inform others through advancing project construction readiness, project finance, bonding, tolling, and environmental planning. The Commission will need to conduct a public hearing on the Proposed HRTAC FY2022-FY2027 Plan of Finance Update – Six Year Operating and Capital Program of Projects to receive public comments for consideration in the Commission’s action by no later than its June 17, 2021 Annual Organizational meeting. At the March 16, 2021 Finance Committee Meeting, the Finance Committee endorsed the Proposed HRTAC



FY2022-FY2027 Plan of Finance Update – Six Year Operating and Capital Program of Projects for the Region’s High Priority Projects and the Hampton Roads Regional Transit Fund as an update to the HRTAC-adopted 2021-2026 Financial Plan and authorized 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 by no later than its June 17, 2021 Annual Organizational meeting.

Fiscal Impact:

There is no fiscal impact in relation to this Action Item authorizing a public hearing. Once adopted, the proposed HRTAC FY2022-FY2027 Plan of Finance Update – Six Year Operating and Capital Program of Projects updates the funding plan for the Commission to provide \$5,393 million for high priority congestion relief projects and support costs and \$217 million for the Hampton Roads Regional Transit Fund projects and support costs from FY2014 through FY2027.

Suggested Motion:

Motion: The Commission endorses the Proposed HRTAC FY2022-FY2027 Plan of Finance Update – Six Year Operating and Capital Program of Projects for the Region’s High Priority Projects and the Hampton Roads Regional Transit Fund as an update to the HRTAC-adopted 2021-2026 Financial Plan and authorizes the Executive Director to conduct a public hearing and report back public comments for consideration in the Commission’s action by no later than its June 17, 2021 Annual Organizational meeting.



Regular Meeting Agenda Item 6B

March 18, 2021

Agenda Item 6B:

HRTAC FY2022-FY2027 Plan of Finance Update

- Highway Regional Priority Projects
- Transit Regional Priority Projects
- HRTF Cash Flow
- HRRTF Cash Flow
- Toll Revenue Cash Flow

Highway Regional Priority Projects (in \$MM)

Highway Regional Priority Projects Costs and Expenses

	Prior Years	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total	HRTAC Cost Share	VDOT Funds	Other Funds
Admin & Project Development Costs	\$24	\$7	\$7	\$7	\$8	\$8	\$6	\$66	\$66		
I-64 Peninsula Widening	\$531							\$531	\$310	\$221	
I-64/I-264 Interchange Improvement	\$354	\$8						\$362	\$290	\$67	\$5
I-64 Southside/High Rise Bridge	\$527							\$527	\$432	\$95	
Project Development	\$46							\$46	\$46		
HRBT	\$1,570	\$714	\$546	\$532	\$381	\$20		\$3,762	\$3,562	\$200	
HRELN	\$22	\$33	\$182	\$229	\$218	\$122		\$806	\$687	\$119	
Total	\$3,075	\$761	\$735	\$767	\$606	\$150	\$6	\$6,100	\$5,393	\$702	\$5

Funding Sources

	Prior Years	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total
VDOT Funds	\$376	\$8		\$170	\$150			\$702
Other Funds	\$5							\$5
HRTAC Cost Share	\$2,694	\$754	\$735	\$598	\$457	\$150	\$6	\$5,393
Total	\$3,075	\$761	\$735	\$767	\$606	\$150	\$6	\$6,100

Note:

1. HRELN cost estimates provided by VDOT in January 2021. Including \$26M tolling integration costs and excluding approximately \$20M tolling capex projects for Segment 3.
2. VDOT funds include \$93.1M of the HRELN Project to be determined by HRTAC in coordination with the Commonwealth Transportation Board

Transit Regional Priority Projects (in \$000)

Transit Regional Priority Projects Costs and Expenses

	Prior Years	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total
Admin & Project Development Costs	\$220	\$227	\$239	\$251	\$264	\$278	\$293	\$1,772
HR Regional Transit System - 757 Express	\$24,880	\$31,073	\$31,361	\$31,749	\$32,136	\$32,222	\$32,207	\$215,628
Total	\$25,100	\$31,300	\$31,600	\$32,000	\$32,400	\$32,500	\$32,500	\$217,400

Funding Sources

	Prior Years	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total
HRTAC HRRTF	\$25,100	\$31,300	\$31,600	\$32,000	\$32,400	\$32,500	\$32,500	\$217,400

Note:

1. No project schedule currently available: HRT 10-Year Funding Plan under development
2. Assume annual revenue receipts, after retaining \$1M for operating budget payments, are completely drawn out for construction

HRTF Cash Flow (in dollars)

	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
HRTF Revenues						
HRTF Tax Revenues						
Sales Tax	142,800,000	146,800,000	150,200,000	157,800,000	165,400,000	169,900,000
Fuels Tax	60,400,000	62,200,000	63,500,000	64,300,000	65,500,000	67,200,000
Total	203,200,000	209,000,000	213,700,000	222,100,000	230,900,000	237,100,000
HRTAC Investment Revenues						
HRTF Interest Income	255,262	103,129	216,327	252,307	403,212	437,768
HRTF Investment Income	1,223,007	1,867,368	2,084,249	2,453,867	2,344,428	2,789,089
Total	1,478,269	1,970,497	2,300,576	2,706,174	2,747,640	3,226,857
TOTAL HRTF Revenue Sources	204,678,269	210,970,497	216,000,576	224,806,174	233,647,640	240,326,857
HRTF Revenue Payments						
Admin and Project Development Budget	6,476,073	6,816,067	7,173,910	7,550,541	7,946,944	5,817,390
HRTF Debt Payments						
Total	74,800,025	62,307,571	62,307,571	81,250,150	106,907,851	118,700,885
HRTF Paygo for Construction	578,812,227	384,760,524	156,545,059	180,403,607	71,034,186	0
HRTF Paygo for Financing Reserves						
HRTF TIFIA DSRF	28,675,339	0	0	0	38,489,689	0
Toll TIFIA DSRF	0	0	0	0	37,104,969	0
Toll Revenue Stabilization Fund	0	0	0	0	8,000,000	0
Tolling M&R Reserve	0	0	0	0	10,000,000	0
Sub-Total	28,675,339	0	0	0	93,594,658	0
Total Payments	688,763,664	453,884,162	226,026,540	269,204,298	279,483,639	124,518,275
HRTF Revenues Unobligated						
Annual Deposit(Draws)	-484,085,395	-242,913,665	-10,025,964	-44,398,124	-45,835,999	115,808,582
Beginning Balance	929,651,399	445,566,004	202,652,339	192,626,375	148,228,251	102,392,252
Ending Balance	445,566,004	202,652,339	192,626,375	148,228,251	102,392,252	218,200,834

Note: Negative annual deposits indicate drawing on previous year's cash available balance

HRRTF Cash Flow (in dollars)

	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
HRRTF Revenues						
Grantor's Tax	4,900,000	4,900,000	4,900,000	4,900,000	4,900,000	4,900,000
Transient Occupancy Tax	7,400,000	7,700,000	8,100,000	8,500,000	8,600,000	8,600,000
Recordation Tax Transfer	20,000,000	20,000,000	20,000,000	20,000,000	20,000,000	20,000,000
Total	32,300,000	32,600,000	33,000,000	33,400,000	33,500,000	33,500,000
HRRTF Investment Revenues						
HRRTF Interest Income	25,600	38,180	68,735	82,574	134,724	136,898
HRRTF Investment Income	0	25,747	106,820	124,587	199,102	226,166
Sub-Total	25,600	63,927	175,555	207,161	333,826	363,064
TOTAL HRRTF Revenue Sources	32,325,600	32,663,927	33,175,555	33,607,161	33,833,826	33,863,064
HRRTF Revenue Payments						
Admin and Project Development Budget	226,800	238,707	251,239	264,429	278,312	292,923
Paygo for Construction, Capital Equipment, and Operations	31,300,000	31,600,000	32,000,000	32,400,000	32,500,000	32,500,000
Total Payments	31,526,800	31,838,707	32,251,239	32,664,429	32,778,312	32,792,923
HRRTF Revenues Unobligated						
Annual Residual Revenues	798,800	825,220	924,316	942,732	1,055,514	1,070,141
Beginning Balance	1,000,000	1,798,800	2,624,020	3,548,336	4,491,068	5,546,582
Ending Balance	1,798,800	2,624,020	3,548,336	4,491,068	5,546,582	6,616,723

Toll Revenue Cash Flow (in dollars)

	FY 2025	FY 2026	FY 2027
Toll Revenues			
Gross Revenues	0	30,166,467	41,186,892
Investment Earnings	0	30,000	606,731
<i>TOTAL Revenue Sources</i>			
Toll Revenue Payments			
Tolling O&M Expenditure	0	23,346,198	15,452,436
Tolling O&M Reserve - Ongoing Deposit	0	0	0
Debt Service Fund	0	0	0
Debt Service Reserve Fund - Ongoing Deposit	0	0	1,091,323
Tolling M&R Reserve - Ongoing Deposit	0	0	1,941,921
Additional Network Cost Payment Fund	0	0	0
VDOT Repayment Fund	0	0	0
HRTAC HRTF Repayment Fund	0	0	0
<i>Total Payments</i>	0	23,346,198	18,485,679
Toll Revenues Unobligated			
Annual Residual Revenues	0	6,820,269	22,701,213
Beginning Balance	0	0	6,820,269
Ending Balance	0	6,820,269	29,521,482

Note:

1. Assume the full HRELN
2. Assume HRTAC Transition Date in FY 2026 upon HRBT opening
3. Assume VDOT contributes \$5.8M initial deposits to the Tolling O&M Reserve and supports operations prior to the Transition Date pursuant to the MTA



Hampton Roads Transportation Accountability Commission



Agenda Item 6C
Action Item

To: Chair Tuck and the other members of HRTAC

From: Kevin B. Page, Executive Director

Date: March 18, 2021

Re: Proposed HRTAC 2045 Long Range Plan of Finance Update – Endorsement and Authorization to Conduct a Public Hearing

Recommendation:

The Finance Committee recommends that the Commission endorse the Proposed 2045 Long Range Plan of Finance Update for the HRTAC High Priority Projects to the Commission, and requests that the Commission authorize the Executive Director to hold a public hearing and report back public comments for consideration in the Commission's action at a future meeting to communicate the 2045 Long Range Plan of Finance Update for the HRTAC High Priority Projects to the HRTPO.

Background:

Three 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. This current effort is to update information and develop a 2045 Long Range Plan of Finance Update for the HRTAC High Priority Projects. HRTAC efforts have included employing financial consultant services, general and bond counsel, and included input provided by VDOT, HRTAC and HRTPO Staff. The purpose of developing the 2045 Long Range Plan of Finance Update for the HRTAC High Priority Projects is to provide current direction on project financing and timing that will be used in the HRTPO's long range transportation plan. The proposed HRTAC 2045 Long Range Plan of Finance Update includes: (1) \$9,550 million in Highway Projects, further refining the Hampton Roads Express Lanes Network and adding additional regional high priority congestion relief projects identified in the HRTPO Draft 2045 Long Range Transportation Plan; and, (2) \$552 million in Transit Projects. This update will guide the Region and inform others through advancing project construction readiness, project finance, bonding, tolling, and environmental planning.

The 2045 Long Range Plan of Finance Update for the HRTAC High Priority Projects process includes HRTAC conducting a public hearing for the purpose of sharing the proposed update with the public and soliciting public input for the Commission to be aware of prior to the Commission taking action on the 2045 Long Range Plan of Finance Update for the HRTAC High Priority Projects at a future meeting. At the March 16, 2021 Finance



Committee Meeting, the Finance Committee endorsed the Proposed 2045 Long Range Plan of Finance Update for the HRTAC High Priority Projects to the Commission, and requested that the Commission authorize the Executive Director to hold a public hearing and report back public comments for consideration in the Commission's action at a future meeting to approve communicating the 2045 Long Range Plan of Finance Update for the HRTAC High Priority Projects to the HRTPO.

Fiscal Impact:

There is no fiscal impact in relation to this Action Item authorizing a public hearing. The proposed HRTAC 2045 Long Range Plan of Finance Update represents \$9,550 million in regional congestion relief Highway Projects and \$552 million in Transit Projects.

Suggested Motion:

Motion: The Commission endorses the Proposed 2045 Long Range Plan of Finance Update for the HRTAC High Priority Projects and authorizes the Executive Director to hold a public hearing and report back public comments for consideration in the Commission's action at a future meeting to approve communicating the 2045 Long Range Plan of Finance Update for the HRTAC High Priority Projects to the HRTPO.



Regular Meeting Agenda Item 6C

March 18, 2021

Agenda Item 6C:

HRTAC Proposed 2045 Long Range Plan of Finance Update

- Highway Regional Priority Projects
- Transit Regional Priority Projects

Highway Regional Priority Projects through FY 2045 (in \$MM)

	Six Initial Projects	HRBT	HRELN	I-64/I-464 Loop Ramps	I-64/I-264 Interchange: Phase IIIA	I-264/Independence Boulevard Interchange	I-664 Widening (including Bowers Hill Interchange)	I-64/Denbigh Boulevard Interchange Project	I-264 Widening	VA-164 Widening	VA-168 Bypass
Inflated Costs (MM)	\$1,420	\$3,762	\$806	\$339	\$510	\$207	\$771	\$219	\$669	\$493	\$355
Fiscally Constrained Construction End Year	2022	2026	2026	2029	2031	2033	2038	2040	2045	2045	2045

Total YOE Cost	\$9,550
Funded by HRTF Debt	\$2,888
Funded by Toll Debt	\$602
Funded by HRTAC Pay-Go	\$4,382
Funded by VDOT and Other Pay-Go*	\$1,678

* Assume

[1] \$588M existing VDOT and other local funding for the Six Initial Projects and HRBT

[2] plus \$93M General Assembly Appropriation for the HRELN Project (to be committed)

[3] plus \$26M VDOT TRFA funding for the HRELN Project's tolling integration costs

[4] plus \$971M SMART SCALE available for new projects after HRELN provided by HRTPO

Transit Regional Priority Projects through FY 2045 (in \$MM)

	Hampton Roads Regional Transit System - 757 Express
Inflated Costs (MM)	\$552
Fiscally Constrained Construction End Year	2045
<hr/>	
Total FV Cost	\$552
Funded by HRRTF Debt	\$0
Funded by HRRTF Pay-Go	\$552

Note:

1. No project schedule currently available: HRT 10-Year Funding Plan under development
2. Assume completion in 2045



Hampton Roads Transportation Accountability Commission



Agenda Item 6D
Discussion Item

To: Chair Tuck and the other members of HRTAC

From: Kevin B. Page, Executive Director

Date: March 18, 2021

**RE: Briefing re: Hampton Roads Bridge Tunnel Project Financing and HRTAC
Hampton Roads Express Lanes Network Funding Plan Update**

Recommendation:

The Executive Director recommends that the Commission hear the presentation regarding, and engage in discussion of, the HRBT Financing and the Hampton Roads Express Lanes Network Funding Plan update that will be provided by the Commission's staff and advisors.

Background:

HRTAC Staff, legal team, and professional advisors continue to implement the Approved HRTAC Plan of Finance and Debt Management Plan. Since the Finance Committee's January 21, 2021 Special Meeting, progress has been made in project finance and delivery. The HRTAC Executive Director and financing team will provide a presentation to bring the Finance Committee up to date on Commission's financing activities and progress, to include discussion on the development of the Hampton Roads Express Lanes Network Funding Plan, and the recommendations relating to decisions that the Commission will be making over the next several months. The Finance Committee was briefed on this matter at the March 16, 2021 Finance Committee Meeting. The presentation is attached to this briefing memo.

Fiscal Impact

There is no specific fiscal impact to this discussion item. Future actions will result in fiscal impacts that will be brought to the Commission on a case by case basis.

Suggested Motion:

Not applicable.





Regular Meeting Agenda Item 6D

March 18, 2021

Agenda Item 6D:

Funding Plan Update:

Hampton Roads Bridge Tunnel Project Financing and
Hampton Roads Express Lanes Network

HRBT Funding Update

Construction Budget

(in \$ millions)

Construction Budget	\$3,758
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Funds

VDOT SMART SCALE	\$200
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HRTAC Funding

HRTF Paygo	\$1,710
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HRTF Senior 2020A Bonds	\$743
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HRTF 2021 TIFIA Loan	\$760
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Toll 2021 TIFIA Loan	\$345
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Total	\$3,758
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Financing Reserve Budget (Initial Deposits)

	Amount	Sources
Tolling O&M Reserve	\$2.9M	VDOT
Tolling M&R Reserve	\$5.0M	HRTAC HRTF
Toll Revenue Debt Service Reserve Fund	\$22.4M	HRTAC HRTF
Toll Revenue Stabilization Fund	\$10M	HRTAC HRTF
HRTF Debt Service Reserve Fund	\$37.0M	HRTAC HRTF

**Subject to change*

Notes:

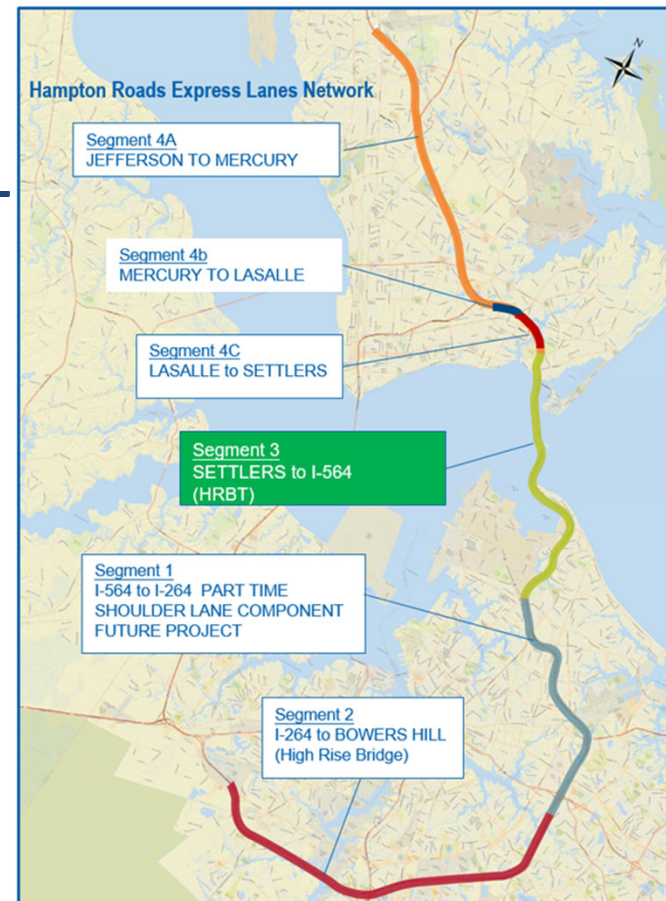
- Toll Revenue Stabilization Fund: The RSF is capped at \$10 million per year and is intended for credit enhancement; In the base case the RSF is not expected to be used.
- \$20.6M Segment 3 tolling capex cost that would be funded by HRTAC's HRBT contingency funding; \$3.0M Segment 3 tolling integration cost would be funded by VDOT TRFA (reimbursable with toll revenues)

HRBT Financing Status Update

- Bond Counsel has drafted an initial toll revenue master trust indenture
- Seeking Commission approvals on various documents this Spring to move forward next step approvals with the financing
 - Approvals to authorize debt issuance
- Credit Ratings:
 - Two toll financing investment grade indicative ratings received
 - One HRTF rating affirmation underway reviewing the Revenue Stabilization Fund use of the HRTF
- TIFIA Loans
 - A full creditworthiness review meeting held in February
 - Negotiation of business terms underway
 - On track to close the loans by July 2021
- T&R Study – CDM Smith authorized to conduct weekend and summer peak study

HRELN Activity Update

- HRTAC HRELN Adopted Initial Tolling Policy submitted February 25, 2021 - under review by VDOT
- Standard Project Agreements Advancing:
 - Initial preliminary engineering of Phases II and III segments
 - Segment 3 HRBT Tolling Infrastructure
 - Tolling Services integrator
- General Assembly Actions:
 - State Budget conference report adopted included \$93.1M to fund HRELN funding gap to complete all three phases by October 2025
 - Conditioned to an HRTAC completion of summer months traffic and revenue analysis and determination of funding need.
 - Any of the \$93.1M funds unused by HRTAC will be applied to the 30 mile section of I-64 between Exit 234 and Bottoms Bridge.



HRELN Phase II and Phase III

- Phase II Projects:
 - Segment 1 – modifications to 564 interchange to facilitate 2 lane HOT2 WB transition
 - Segment 4b – one HOT2 lane in each direction Lasalle Ave to Mercury Blvd interchange
 - Segment 4c – provides 2 lane HOT2 entrance EB transition
- Phase III Projects:
 - Segment 1 - provides single bi-directional HOT2 part time shoulder lane to operate in concert with reversible lanes
 - Segment 4a – converts existing HOV lanes to one HOT2 lane in each direction
- In December 2020, HRTAC received preliminary toll revenue projections and project budgets & tolling expenses estimates (*assuming FY 2026 completion*).

Project Budgets (in millions)

Phase II		Phase III		Phase II & III Combined
Projects	Costs	Projects	Costs	Costs
Seg. 1 Modification	\$54	Seg. 1 PTSL	\$138	
Seg. 4b	\$95	Seg 4a	\$63	
Seg. 4c	\$430			
Sub-total	\$579	Sub-total	\$201	\$780
Toll Integration	\$13	Toll Integration	\$13	\$26
Total	\$592	Total	\$214	\$806

HRELN Phase II and Phase III – Preliminary Funding Plan Update

- VDOT controlled TFRA monies will pay toll integration costs which shall be reimbursed with toll revenues.
- Based on preliminary cost and revenue estimates:
 - All Phases could be completed by FY 2026 opening day of HRBT.
 - \$93.1M to be committed by the General Assembly Appropriation - to be determined by HRTAC in coordination with the Commonwealth Transportation Board

	HRBT	Phase 2 Projects	Phase 2 Projects plus 4A	Phase 2 plus Phase 3
Costs	\$3,861,997,227	\$592,000,000	\$661,000,000	\$806,000,000
HRTAC Funding				
HRTF Debt	\$1,502,940,898	\$247,899,065	\$293,815,900	\$293,815,900
HRTF Paygo	\$1,705,528,683	\$133,107,930	\$127,448,779	\$127,448,779
Toll Revenue Debt	\$345,000,000	\$197,993,005	\$219,735,321	\$265,605,321
SMART Scale	\$200,000,000	\$0	\$0	\$0
General Assembly Approp.				\$93,130,000
Total	\$3,753,469,581	\$579,000,000	\$641,000,000	\$780,000,000
VDOT Funding	\$108,527,646	\$13,000,000	\$20,000,000	\$26,000,000
	South Trestle	toll integration	toll integration	toll integration

Next Steps

- Complete preparation for debt financing and Commission action
- Continue documentation of sources and uses of funds for HRELN
- Conduct procurement for Trustee services for the Toll Revenue backed debt
- Continue TIFIA loan due diligence and development of business terms, followed by preparation and negotiation of TIFIA Loan Agreements and related financing documentation
- Evaluate TIFIA BANs; Anticipate authorization at April meeting
- Finalize Standard Project Agreements Underway:
 - Initial preliminary engineering of Phases II and III segments
 - Segment 3 HRBT Tolling Infrastructure
 - HRELN Tolling Services integrator



Hampton Roads Transportation Accountability Commission



Agenda Item 6E
Discussion Item

To: Chair Tuck and the other members of HRTAC

From: Kevin B. Page, Executive Director

Date: March 18, 2021

RE: Briefing re: Hampton Roads Express Lanes Network Project Development

Recommendation:

The Executive Director recommends that the Commission hear the presentation regarding, and engage in discussion of, the Hampton Roads Express Lanes Network Project Development that will be provided by the VDOT Hampton Roads District Administrator.

Background:

The Commission and VDOT continue their engagement in the development of the Hampton Roads Express Lanes Network Project. Progress has been made in the development of the Hampton Roads Express Lanes Network Project through VDOT and HRTAC's project development efforts. The VDOT Hampton Roads District Administrator will provide a presentation to bring the Commission on the project development activities regarding the Hampton Roads Express Lanes Network.

Fiscal Impact

There is no specific fiscal impact to this discussion item. Future actions will result in fiscal impacts that will be brought to the Commission on a case by case basis.

Suggested Motion:

Not applicable.





**HAMPTON ROADS TRANSPORTATION FUND and
HAMPTON ROADS REGIONAL TRANSIT FUND
FINANCIAL REPORTS
FY2014 – FY2021
Period Ending November 30, 2020**

The HRTAC staff has prepared the attached November 2020 financial report based on data received to date from the Virginia Department of Transportation.

<u>Revenues</u>	<u>Inception to November 2020</u>	<u>FY2021 YTD</u>	<u>November 2020</u>
Total Gross Revenues¹	3,192,627,366	860,306,032	18,750,295
State Sales & Use Tax ¹	989,866,536	66,686,962	13,410,040
Local Fuels Tax ¹	322,525,134	23,789,684	4,247,129
Regional Transportation Fees	3,017,845	3,017,845	674,882
Annual Recordation Tax Distribution	20,000,000	20,000,000	--
Interest	4,146,310	199,798	38,012
Investment Income	72,379,511	2,023,294	380,231
Bond Proceeds	1,780,692,030	744,588,450	--

<u>Expenditures</u>	<u>Inception to October 2020</u>	<u>FY2021 YTD</u>	<u>November 2020</u>
Total Expenditures	1,293,826,401	372,413,819	132,009,023
Projects	1,192,236,949	346,639,723	126,180,247
DMV & DOT Admin. Fees	909,463	--	--
Investment Fees	1,454,995	95,172	18,302
Bond Interest Expenses	87,451,985	23,011,719	5,684,444
Operating Expenses	11,773,008	2,667,205	126,030

Cash Balance

November 30, 2020 Ending Cash/Cash Equivalents **\$ 1,898,800,965**

Encumbered Balance

Balance of Encumbered (through FY2027) **\$ 3,439,368,482**

Allocation	4,631,605,431
Less: Project Expenditures	1,192,236,948

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 previous periods, due to additional information received from the Commonwealth of Virginia on the timing of the source transactions for tax revenues.

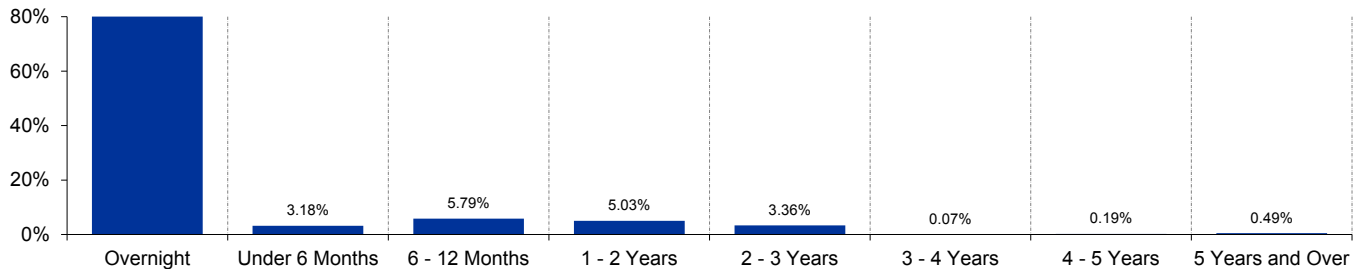
Hampton Roads Transportation Fund

Summary of Cash and Investments

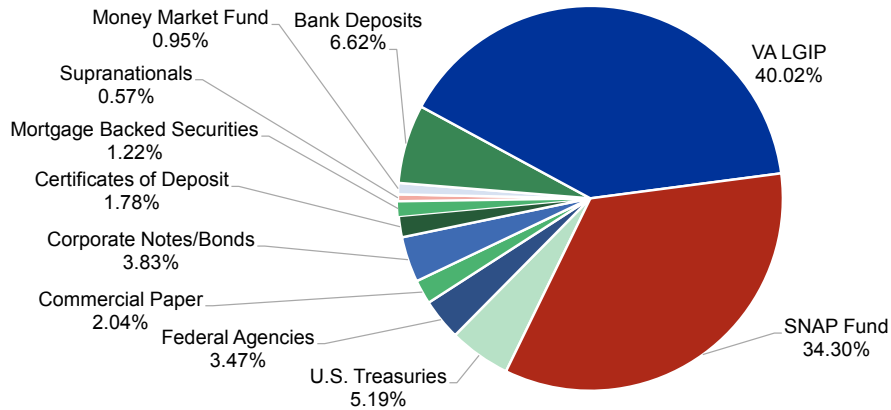
For November 2020

Portfolio	Yield at Cost	Yield at Market	Balances at Cost	Balances at Market	% of Total
Union Checking	0.00%	0.00%	1,000,000	1,000,000	0.05%
Union Sweep	0.35%	0.35%	7,545,936	7,545,936	0.41%
Union Money Market	0.35%	0.35%	3,955	3,955	0.00%
Union General	0.35%	0.35%	112,946,609	112,946,609	6.16%
VA LGIP	0.15%	0.15%	733,988,913	733,988,913	40.02%
Enhanced Cash Portfolio	1.19%	0.31%	210,869,940	211,787,431	11.55%
Core Portfolio	1.60%	0.39%	135,490,848	137,811,320	7.51%
SNAP Fund	0.15%	0.15%	629,129,464	629,129,464	34.30%
Total			\$ 1,830,975,665	\$ 1,834,213,629	100.00%

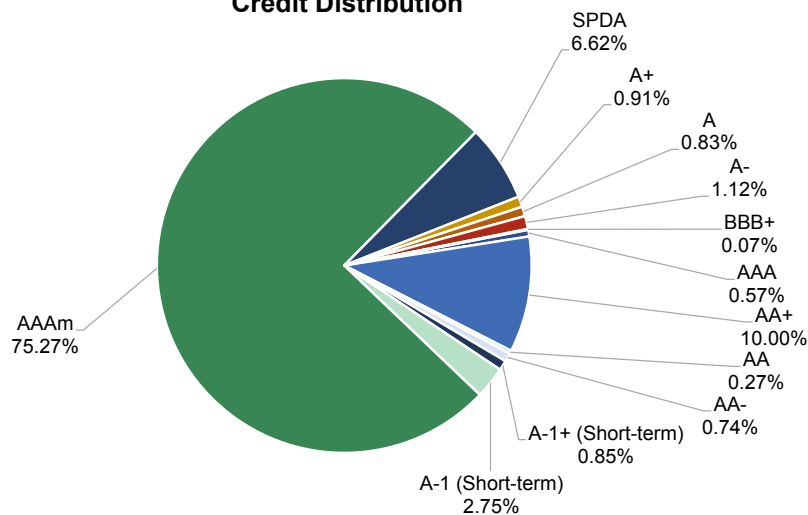
Total Maturity Distribution



Sector Distribution



Credit Distribution



All charts are based on market value as of 11/30/20

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

Hampton Roads Transportation Fund
Interest and Investment Income
Inception - November 2020

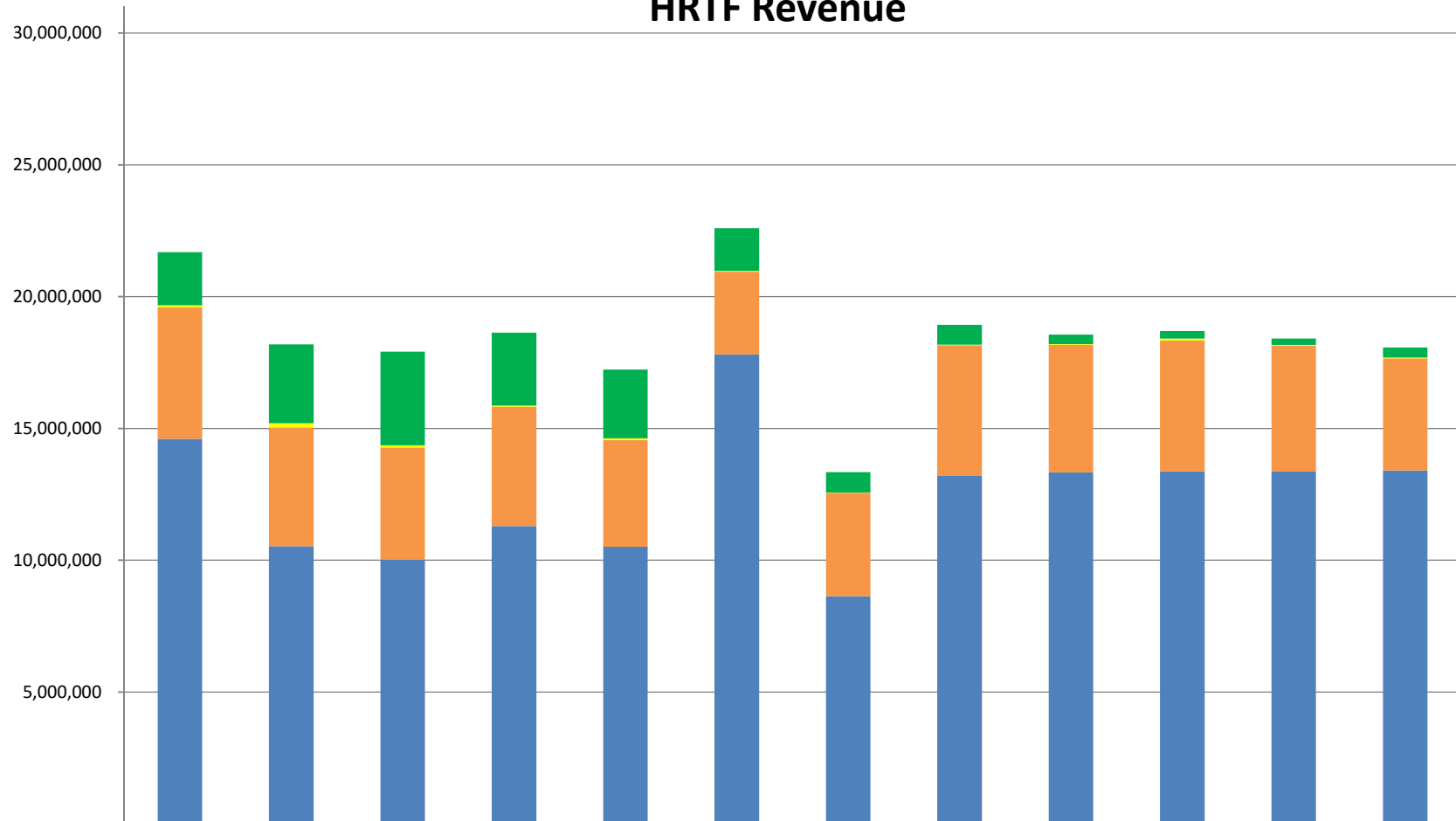
	<u>FY2014</u>	<u>FY2015</u>	<u>FY2016</u>	<u>FY2017</u>	<u>FY2018</u>	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>Total</u>
HRTF Interest Income	\$ 363,854	\$ 1,027,959	\$ 272,261	\$ 291,738	\$ 321,499	\$ 1,000,093	\$ 669,108	\$ 171,498	\$ 4,118,011
HRTF Investment Income	<u>-</u>	<u>368,310</u>	<u>3,993,773</u>	<u>980,870</u>	<u>8,868,404</u>	<u>29,869,111</u>	<u>26,275,750</u>	<u>2,023,294</u>	<u>\$ 72,379,511</u>
Total	<u>\$ 363,854</u>	<u>\$ 1,396,269</u>	<u>\$ 4,266,033</u>	<u>\$ 1,272,608</u>	<u>\$ 9,189,903</u>	<u>\$ 30,869,204</u>	<u>\$ 26,944,858</u>	<u>\$ 2,194,792</u>	<u>\$ 76,497,522</u>

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.

HRTF Revenue



Notes: November 2018 Wholesale Fuels Tax revenue includes a \$9,865,900 Special Audit Assessment adjustment sourced from vendor audit settlement.
 January 2019 Wholesale Fuels Tax revenue includes \$510,330 in adjustments from a Special Audit Assessment and a vendor audit settlement.
 February 2019 Wholesale Fuels Tax revenue includes \$806,491 from a vendor audit assessment.

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

	Gross Revenue							Expenditures						Cumulative Balance
	Investment							Dept of Tax			Operating			7/1/13 - 11/30/20
	Sales & Use	Tax	Fuels Tax	Interest	Income	Bond	Proceeds	Total	Projects	Admin Fee	Investment Fees	Bond Expenses	Expenses	
July 2013 - November 2019	\$ 839,765,940	\$ 269,326,904	\$ 3,497,851	\$ 54,022,526	\$ 583,270,073	\$ 1,749,883,294		\$ 602,645,831	\$ 826,678	\$ 1,223,603	\$ 48,005,582	\$ 6,249,460	\$ 658,951,155	\$ 1,090,932,139
December 2019	14,608,830	4,995,007	68,154	2,020,466	452,833,507	474,525,965		12,188,878	-	19,789	2,960,177	1,059,078	16,227,922	1,549,230,182
January 2020	10,537,969	4,504,735	156,360	2,985,826		18,184,890		19,348,861	-	19,751	3,880,944	171,694	23,421,249	1,543,993,823
February 2020	10,013,105	4,267,340	78,131	3,559,448		17,918,024		32,785,799	-	18,480	3,880,944	171,762	36,856,984	1,525,054,863
March 2020	11,294,866	4,529,544	45,257	2,766,621		18,636,288		44,512,900	-	19,830	3,880,944	239,547	48,653,221	1,495,037,929
April 2020	10,513,497	4,050,540	65,506	2,603,561		17,233,104		12,842,838	-	19,243	3,880,944	149,574	16,892,600	1,495,378,433
May 2020	17,813,127	3,134,001	26,500	1,627,145		22,600,772		16,011,917	-	19,872	3,880,944	162,423	20,075,156	1,497,904,049
June 2020	8,632,239	3,927,379	8,754	770,625		13,338,997		105,260,202	82,785	19,255	(5,930,212)	902,264	100,334,294	1,410,908,752
July 2020	13,212,686	4,947,480	20,765	746,248		18,927,179		-	-	19,848	3,880,944	167,463	4,068,255	1,425,767,676
August 2020	13,328,767	4,849,437	20,084	364,694	-	18,562,982		2,089,463	-	19,905	3,880,944	268,006	6,258,318	1,438,072,340
September 2020	13,371,704	4,969,314	67,980	293,903	-	18,702,901		11,457,285	-	19,009	3,880,944	299,762	15,657,000	1,441,118,241
October 2020	13,363,765	4,776,324	30,691	238,217	744,588,450	762,997,445		206,912,728	-	18,108	5,684,444	1,781,241	214,396,521	1,989,719,165
November 2020	13,410,040	4,247,129	31,979	380,231	-	18,069,379		126,180,247	-	18,302	5,684,444	124,612	132,007,605	1,875,780,940
Total 12 Months	\$ 150,100,596	\$ 53,198,230	\$ 620,160	\$ 18,356,985	\$ 1,197,421,957	\$ 1,419,697,927		\$ 589,591,118	\$ 82,785	\$ 231,392	\$ 39,446,403	\$ 5,497,428	\$ 634,849,127	
Grand Totals	\$ 989,866,536	\$ 322,525,134	\$ 4,118,011	\$ 72,379,511	\$ 1,780,692,030	\$ 3,169,581,222		\$ 1,192,236,949	\$ 909,463	\$ 1,454,995	\$ 87,451,985	\$ 11,746,889	\$ 1,293,800,281	
Less Balance of Encumbered (through FY2027)														\$ (3,439,368,482)
Total Net Available														\$ (1,563,587,542.93)

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

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

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

December 2019 Revenues include proceeds from the issuance of Intermediate Lien Bond Anticipation Notes, Series 2019A, dated December 17, 2019.

Table 1 - Total Revenues
Hampton Roads Transportation Fund (HRTF)
Total of Sales & Use Taxes and Fuels Taxes
Fiscal Year 2021

Locality	Total FY2014 - FY2020	Previous FY2021	November 2020	Total YTD FY2021	Total
<i>Chesapeake</i>	\$ 223,633,516	\$ 13,574,822	\$ 3,297,237	\$ 16,872,059	\$ 240,505,575
<i>Franklin</i>	13,388,549	890,961	147,055	1,038,015	14,426,565
<i>Hampton</i>	89,038,564	5,316,067	1,295,021	6,611,088	95,649,652
<i>Isle of Wight</i>	19,466,436	1,121,342	267,459	1,388,802	20,855,238
<i>James City</i>	54,046,414	2,752,171	715,197	3,467,368	57,513,783
<i>Newport News</i>	130,358,262	7,594,005	1,851,947	9,445,952	139,804,214
<i>Norfolk</i>	171,444,852	10,357,397	2,495,680	12,853,077	184,297,929
<i>Poquoson</i>	3,233,039	203,864	57,163	261,027	3,494,066
<i>Portsmouth</i>	43,286,558	2,720,071	638,429	3,358,500	46,645,058
<i>Southampton</i>	6,426,959	392,506	100,545	493,051	6,920,010
<i>Suffolk</i>	62,657,267	4,306,340	1,160,035	5,466,375	68,123,642
<i>Virginia Beach</i>	325,024,589	19,580,828	4,591,431	24,172,259	349,196,849
<i>Williamsburg</i>	25,350,751	1,101,345	292,301	1,393,646	26,744,397
<i>York</i>	54,559,268	2,907,757	747,669	3,655,425	58,214,694
Total ^d	1,221,915,024	72,819,477	17,657,169	90,476,646	1,312,391,671
Interest ^a	3,946,512	139,520	31,979	171,498	4,118,011
Investment Income ^b	70,356,217	1,643,062	380,231	2,023,294	72,379,510
Bond Proceeds	1,036,103,580	744,588,450	-	744,588,450	1,780,692,030
Total Revenues	2,332,321,334	819,190,508	18,069,379	837,259,888	3,169,581,222
Project Expenses	(845,597,225)	(220,459,477)	(126,180,247)	(346,639,723)	(1,192,236,948)
DMV & Dept. of Tax Admin Fees	(909,463)	-	-	-	(909,463)
Investment Fees (Sterling&PFMAM)	(1,359,823)	(76,869)	(18,302.45)	(95,172)	(1,454,995)
Bond Interest Expenses ^e	(64,440,266)	(17,327,275)	(5,684,444)	(23,011,719)	(87,451,985)
Operating Expense	(9,105,803)	(2,516,473)	(124,612)	(2,641,085)	(11,746,889)
Cash Balance	\$ 1,410,908,753	\$ 578,810,414	(113,938,226)	\$ 464,872,188	1,875,780,940
Less Balance of Encumbered	(3,782,103,576)				(3,439,368,482)
Net Available Cash	(2,371,194,823)				\$ (1,563,587,542)
Updated forecast ^c	\$ 1,215,454,951	64,363,949	\$ 13,953,461	\$ 78,317,410	\$ 1,293,772,361
Total Revenue - Forecast (under)/over	\$ 6,460,073	\$ 8,455,528	\$ 3,703,708	\$ 12,159,236	\$ 18,619,310

Notes:

^a Includes interest from Union Bank money market, sweep, and general accounts, as well as Regional Tax Interest/Interest Refund Adjustments.

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

^d 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 2021

Locality	Total FY2014 - FY2020	Previous FY2021	November 2020	Total YTD FY2021	Total
<i>Chesapeake</i>	\$ 167,101,988	\$ 9,928,183	\$ 2,503,210	\$ 12,431,393	\$ 179,533,381
<i>Franklin</i>	7,099,174	372,999	95,117	468,116	7,567,291
<i>Hampton</i>	65,011,642	3,665,382	928,206	4,593,588	69,605,230
<i>Isle of Wight</i>	10,958,098	682,116	179,889	862,005	11,820,103
<i>James City</i>	44,784,453	2,140,685	573,653	2,714,338	47,498,791
<i>Newport News</i>	101,448,008	5,777,476	1,416,030	7,193,506	108,641,515
<i>Norfolk</i>	134,953,873	7,692,940	1,905,727	9,598,667	144,552,540
<i>Poquoson</i>	2,275,728	150,626	46,048	196,673	2,472,401
<i>Portsmouth</i>	29,916,585	1,859,231	463,851	2,323,082	32,239,667
<i>Southampton</i>	2,735,028	154,367	47,784	202,151	2,937,179
<i>Suffolk</i>	40,302,525	2,644,830	825,061	3,469,892	43,772,417
<i>Virginia Beach</i>	255,804,258	15,243,588	3,634,401	18,877,989	274,682,247
<i>Williamsburg</i>	19,633,099	843,031	222,941	1,065,972	20,699,071
<i>York</i>	41,155,115	2,121,467	568,122	2,689,590	43,844,704
Total ¹	<u>\$ 923,179,574</u>	<u>\$ 53,276,922</u>	<u>\$ 13,410,040</u>	<u>\$ 66,686,962</u>	<u>\$ 989,866,536</u>
Updated Forecast	<u>914,271,042</u>	<u>34,307,902</u>	<u>9,909,592</u>	<u>54,664,240</u>	<u>968,935,282</u>
Diff(under)/over	8,908,532	18,969,020	3,500,448	12,022,722	20,931,254

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 1B - Local Fuels Tax

Hampton Roads Transportation Fund (HRTF)

Local Fuels Tax

Fiscal Year 2021

Locality	Total FY2014 - FY2020	Previous FY2021	November 2020	Total YTD FY2021	Total
<i>Chesapeake</i>	56,531,528	\$ 3,646,639	\$ 794,027	\$ 4,440,666	\$ 60,972,194
<i>Franklin</i>	6,289,375	517,961	51,938	569,899	6,859,274
<i>Hampton</i>	24,026,922	1,650,685	366,816	2,017,501	26,044,422
<i>Isle of Wight</i>	8,508,339	439,226	87,571	526,797	9,035,135
<i>James City</i>	9,261,961	611,486	141,545	753,031	10,014,992
<i>Newport News</i>	28,910,253	1,816,528	435,918	2,252,446	31,162,699
<i>Norfolk</i>	36,490,980	2,664,457	589,953	3,254,410	39,745,390
<i>Poquoson</i>	957,311	53,238	11,115	64,354	1,021,664
<i>Portsmouth</i>	13,369,972	860,840	174,577	1,035,418	14,405,390
<i>Southampton</i>	3,691,931	238,139	52,761	290,900	3,982,831
<i>Suffolk</i>	22,354,741	1,661,510	334,974	1,996,484	24,351,225
<i>Virginia Beach</i>	69,220,331	4,337,240	957,030	5,294,270	74,514,601
<i>Williamsburg</i>	5,717,652	258,314	69,360	327,674	6,045,326
<i>York</i>	13,404,154	786,290	179,546	965,836	14,369,990
Total ¹	<u>\$ 298,735,450</u>	<u>\$ 19,542,555</u>	<u>\$ 4,247,129.48</u>	<u>\$ 23,789,684</u>	<u>\$ 322,525,134</u>
Updated Forecast	<u>301,183,909</u>	<u>15,816,797</u>	<u>4,043,869</u>	<u>23,653,170</u>	<u>324,837,079</u>
Diff(under)/over	(2,448,459)	3,725,758	203,260	136,514	(2,311,945)

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 2021

Project	Total FY2014 - FY2020	Previous FY2021	November 2020	Total YTD FY2021	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 & 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 Owers Oversight</i>	548,900,330	-	-	-	548,900,330
<i>HRCS Preferred Alternative Refinement - HRBT 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>	4,000,000	3,904,630	-	3,904,630	7,904,630
<i>HR Regional Connector Study - HRTPO (Remaining Projects of Third Crossing)</i>	7,000,000	-	-	-	7,000,000
Total	<u>\$ 4,627,700,801</u>	<u>\$ 3,904,630</u>	<u>\$ -</u>	<u>\$ 3,904,630</u>	<u>\$ 4,631,605,431</u>

* Remaining project funds were deallocated based on action Consent Item 5B of the 11/21/2019 HRTAC Regular Meeting. SPA Floatdown agreement with VDOT was executed 12/11/2019.

Table 3 - Expenditures
Hampton Roads Transportation Fund (HRTF)
Expenditures
Fiscal Year 2021

Project	Total FY2014 - FY2020	Previous FY2021	November 2020	Total YTD FY2021	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>	154,979,139	6,184	-	6,184	154,985,323
<i>UPC 109790/106689 - Segment 3 - PE</i>	5,468,986	13,523	-	13,523	5,482,509
<i>UPC 109790/106689 - Segment 3 - Construction</i>	-	-	-	-	-
<i>I-64/264 Interchange Improvement</i>					
<i>UPC 57048/108042 - Phase I - PE/ROW</i>	15,071,063	-	-	-	15,071,063
<i>UPC 57048/108042 - Phase I - Construction</i>	119,720,152	29,188	-	29,188	119,749,340
<i>UPC 17630/108041 - Phase II - PE/ROW</i>	54,592,299	5,028,789	-	5,028,789	59,621,088
<i>UPC 17630/108041 - Phase II - Construction</i>	16,266,772	52,532	-	52,532	16,319,305
<i>UPC 106693 - Phase III - PE & ROW</i>	2,201,527	45,765	-	45,765	2,247,291
<i>I-64 Southside Widening/High-Rise Bridge</i>					
<i>UPC 106692 - Phase I - PE</i>	12,189,098	-	-	-	12,189,098
<i>UPC 106692/108990 - Phase I - ROW/Construction</i>	116,813,882	8,020,063	-	8,020,063	124,833,945
<i>I-64 HRBT Expansion Project</i>					
<i>UPC 115008 - I-64 HRBT Expansion Project D-B Contract</i>	276,300,147	206,912,728	125,886,543	332,799,271	609,099,418
<i>UPC 115009 - I-64 HRBT Expansion Project Owners Oversight</i>	25,730,830	185,152	293,703	478,856	26,209,686
<i>HRCS Preferred Alternative Refinement - HRBT UPC 110577 - SEIS</i>	28,800,287	-	-	-	28,800,287
<i>460/58/13 Connector Study - UPC 106694 - PE</i>	1,095,368	-	-	-	1,095,368
<i>Bowers Hill Interchange Study - UPC 111427</i>	2,064,879	69,098	-	69,098	2,133,977
<i>HR Regional Connector Study - HRTPO (Remaining Projects of Third Crossing)</i>	2,694,413	96,453	-	96,453	2,790,866
Total	<u>\$ 845,597,225</u>	<u>\$ 220,459,477</u>	<u>\$ 126,180,247</u>	<u>\$ 346,639,723</u>	<u>\$ 1,192,236,948</u>

Table 3A - Bond-Reimbursed Expenditures

Hampton Roads Transportation Fund (HRTF)
Bond Reimbursements
Fiscal Year 2021

Project	Total FY2014 - FY2020	Previous FY2021	November 2020	Total YTD FY2021	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>	154,979,139	6,184	-	6,184	154,985,323
<i>UPC 109790/106689 - Segment 3 - PE</i>	5,468,986	13,523	-	13,523	5,482,509
<i>UPC 109790/106689 - Segment 3 - Construction</i>	-	-	-	-	-
<i>I-64/264 Interchange Improvement</i>					
<i>UPC 57048/108042 - Phase I - PE/ROW</i>	15,071,063	-	-	-	15,071,063
<i>UPC 57048/108042 - Phase I - Construction</i>	119,720,152	29,188	-	29,188	119,749,340
<i>UPC 17630/108041 - Phase II - PE/ROW</i>	54,592,299	5,028,789	-	5,028,789	59,621,088
<i>UPC 17630/108041 - Phase II - Construction</i>	16,266,772	52,532	-	52,532	16,319,304
<i>UPC 106693 - Phase III - PE & ROW</i>	-	-	-	-	-
<i>I-64 Southside Widening/High-Rise Bridge</i>					
<i>UPC 106692 - Phase I - PE</i>	12,189,098	-	-	-	12,189,098
<i>UPC 106692/108990 - Phase I - ROW/Construction</i>	116,813,882	8,020,063	-	8,020,063	124,833,945
<i>I-64 HRBT Expansion Project</i>					
<i>UPC 115008 - I-64 HRBT Expansion Project D-B Contract</i>	-	206,912,728	125,886,543	332,799,271	332,799,271
<i>UPC 115009 - I-64 HRBT Expansion Project Owners Oversight</i>	-	-	293,703	293,703	293,703
<i>HRCS Preferred Alternative Refinement - HRBT UPC 110577 - SEIS</i>	-	-	-	-	-
<i>460/58/13 Connector Study - UPC 106694 - PE</i>	-	-	-	-	-
<i>Bowers Hill Interchange Study - UPC 111427</i>	-	-	-	-	-
<i>HR Regional Connector Study - HRTPO (Remaining Projects of Third Crossing)</i>	-	-	-	-	-
Total	<u>\$ 505,165,273</u>	<u>\$ 220,063,008</u>	<u>\$ 126,180,247</u>	<u>\$ 346,243,255</u>	<u>\$ 851,408,528</u>

Table 3B - Non-Bond Reimbursed Expenditures

*Hampton Roads Transportation Fund (HRTF)
Expenditures
Fiscal Year 2021*

Project	Total FY2014 - FY2020	Previous FY2021	November 2020	Total YTD FY2021	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 & ROW</i>	2,201,527	45,765	-	45,765	2,247,291
<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>	276,300,147	-	-	-	276,300,147
<i>UPC 115009 - I-64 HRBT Expansion Project Owners Oversight</i>	25,730,830	185,152	-	185,152	25,915,982
<i>HRCS Preferred Alternative Refinement - HRBT UPC 110577 - SEIS</i>	28,800,287	-	-	-	28,800,287
<i>460/58/13 Connector Study - UPC 106694 - PE</i>	1,095,368	-	-	-	1,095,368
<i>Bowers Hill Interchange Study - UPC 111427</i>	2,064,879	69,098	-	69,098	2,133,977
<i>HR Regional Connector Study - HRTPO (Remaining Projects of Third Crossing)</i>	2,694,413	96,453	-	96,453	2,790,866
Total	<u><u>\$ 340,431,951</u></u>	<u><u>\$ 396,469</u></u>	<u><u>\$ -</u></u>	<u><u>\$ 396,469</u></u>	<u><u>\$ 340,828,420</u></u>

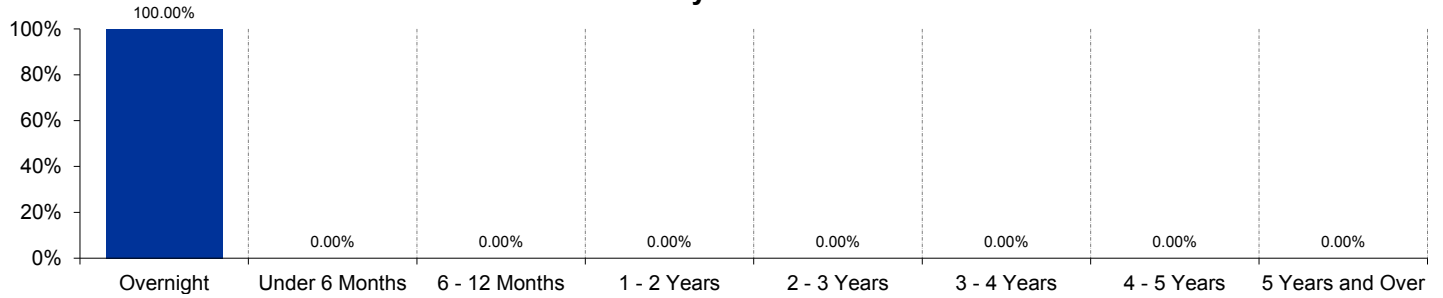
Hampton Roads Regional Transit Fund

Summary of Cash and Investments

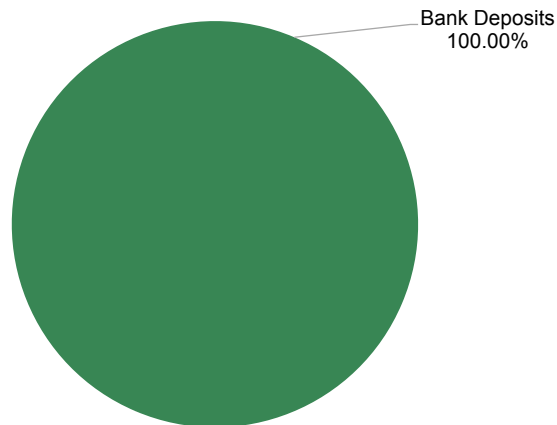
For November 2020

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	4.47%
Union Sweep	0.35%	0.35%	21,347,924	21,347,924	95.53%
VA LGIP	0.00%	0.00%	-	-	0.00%
Core Portfolio	0.00%	0.00%	-	-	0.00%
Total			\$ 22,347,924	\$ 22,347,924	100.00%

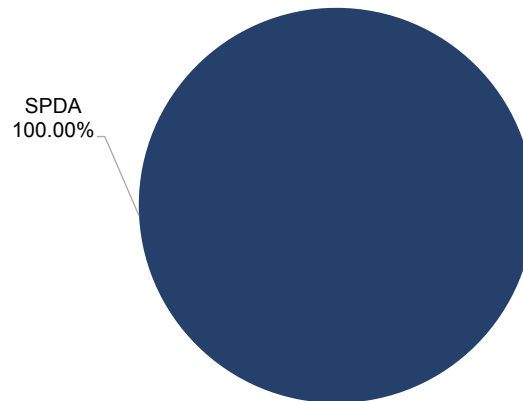
Total Maturity Distribution



Sector Distribution



Credit Distribution



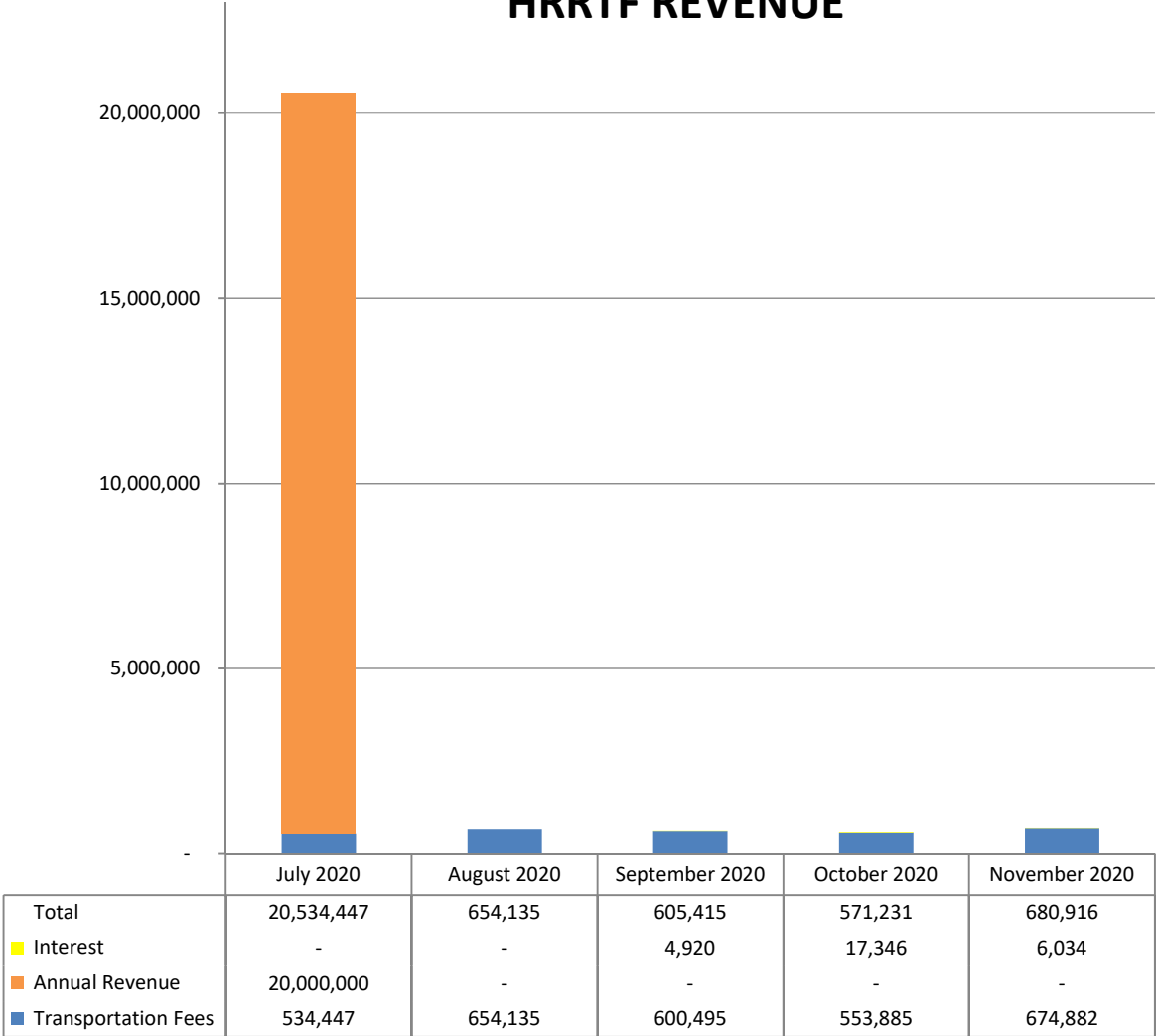
All charts are based on market value as of 11/30/20

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

Hampton Roads Regional Transit Fund
Interest and Investment Income
Inception - November 2020

	<u>FY2021</u>
Interest Income	\$ 28,299
Investment Income	<u>-</u>
Total	<u>\$ 28,299</u>

HRRTF REVENUE



Notes: November 2018 Wholesale Fuels Tax revenue includes a \$9,865,900 Special Audit Assessment adjustment sourced from vendor audits
 January 2019 Wholesale Fuels Tax revenue includes \$548,328 in adjustments sourced from a Special Audit Assessment and vendor audits.

Hampton Roads Regional Transit Fund
Revenue and Expenditures
Summary

	Gross Revenue				Expenditures	Cumulative Balance
	Regional Transportation Improvement Fees	Annual Recordation Tax Distribution	Interest	Total Revenue	Operating Expenses	7/1/20 - 11/30/20
<i>July 2020</i>	\$ 534,447	\$ 20,000,000	\$ -	\$ 20,534,447	\$ -	\$ 20,534,447
<i>August 2020</i>	654,135	-	-	654,135	2,286	21,186,296
<i>September 2020</i>	600,495	-	4,920	605,415	15,067	21,776,644
<i>October 2020</i>	553,885	-	17,346	571,231	7,349	22,340,526
<i>November 2020</i>	674,882	-	6,034	680,916	1,417	23,020,025
<i>Total</i>	<u>\$ 3,017,845</u>	<u>\$ 20,000,000</u>	<u>\$ 28,299</u>	<u>\$ 23,046,144</u>	<u>\$ 26,119</u>	
Total Net Available						<u>\$ 23,020,025</u>

-

Table 1 - Revenues
Hampton Roads Regional Transit Fund (HRRTF)
Fiscal Year 2021

Locality	Previous FY2021	November 2020	Total
Regional Transportation Improvement Fees			
<i>Chesapeake</i>	\$ 588,057	\$ 149,909	\$ 737,966
<i>Hampton</i>	155,951	76,210	232,160
<i>Newport News</i>	237,379	68,476	305,855
<i>Norfolk</i>	335,761	75,326	411,086
<i>Portsmouth</i>	128,588	29,724	158,312
<i>Virginia Beach</i>	897,227	275,239	1,172,466
Total Transportation Improvement Fees	2,342,963	674,882	3,017,845
Annual Recordation Tax Distribution	20,000,000	-	20,000,000
Total Tax and Fees Revenue	22,342,963	674,882	23,017,845
Interest ^a	22,266	6,034	28,299
Total Revenues	22,365,228	680,916	23,046,144
Operating Expense	(24,702)	(1,417)	(26,119)
Cash Balance	22,340,526	679,499	23,020,025
Updated forecast	21,881,866	628,710	22,510,576
Total Revenue - Forecast (under)/over	\$ 458,660	\$ 50,789	\$ 509,449

Notes:

^a Includes interest from Atlantic Union Bank money market and sweep accounts, as well as interest income from the Commonwealth of Vi

I-64 Peninsula Widening- Segment II

UPC 106665 (HRTAC)

Project Scope:

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

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

Project Financial Summary:

Project Budget (\$175,832,897):

- PE \$ 6,000,000
- RW \$ 1,511,548
- CN \$ 168,321,349

Funds Expended (as of 02/28/2021):

\$ 2,869,659
\$ 524,500
\$ 151,688,733
\$ 155,082,892

Projected Cost Over/(Under):

\$ 0
\$ 0
\$ 0

Project Schedule:

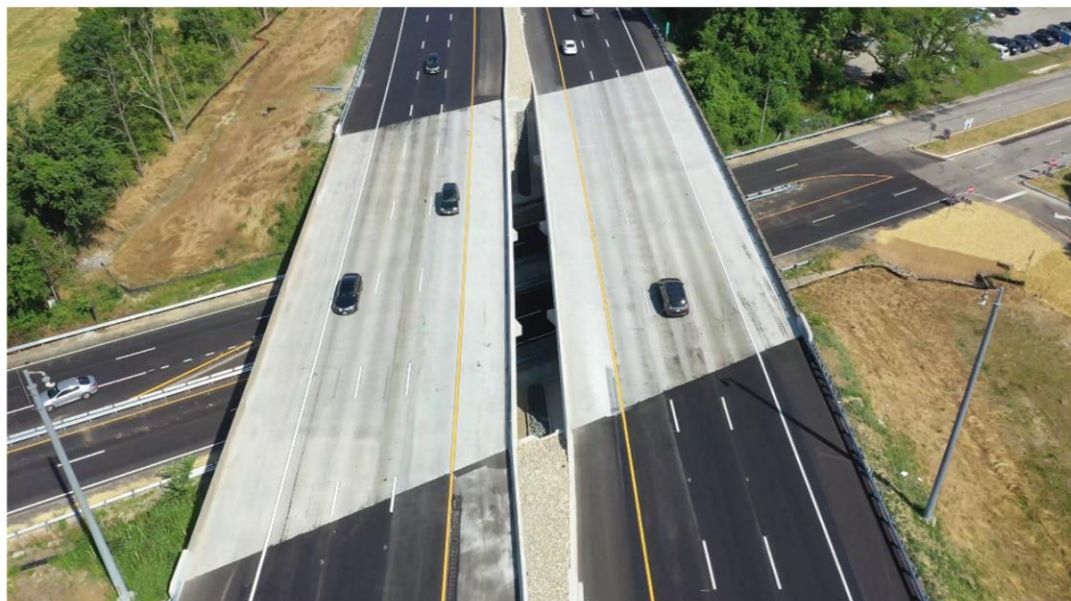
Notice To Proceed	February 2016
Project Completion	May 2019
Schedule Status	Completed

Enabling Funding

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

Project Status:

- In final contract close out



Project Site (Looking West from the Yorktown Road overpass)

HRTAC Program Development Monthly Executive Report March 2021

Hampton Roads District
7511 Burbage Drive
Suffolk

I-64 Peninsula Widening- Segment III

UPC 106689 (HRTAC)
UPC 109790 (State / Federal)

Project Scope:

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

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

Project Financial Summary:

<u>Project Budget (\$244,045,973):</u>	<u>Funds Expended (as of 02/28/2021):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 10,000,000	\$ 5,575,567	\$ 0
○ RW \$ 12,000,000	\$ 628,446	\$ 0
○ CN \$ 222,045,973	<u>\$142,556,329</u>	\$ 0
	\$148,760,342	

Project Schedule:

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

Enabling Funding

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

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

Project Status:

- Eastbound and Westbound traffic has been switched from the outside lanes to inside lanes
- Bridge widening construction complete at the Colonial Parkway bridges
- Demolition of the existing eastbound Queens Creek Bridge is complete and new bridge construction is underway
- Noisewall construction is underway between the eastern project limits and the Queens Creek bridges



Queens Creek Bridge Construction

HRTAC Program Development Monthly Executive Report March 2021

Hampton Roads District
7511 Burbage Drive
Suffolk

I-64/I-264- Phase I

UPC 108042 (HRTAC)
UPC 57048 (State / Federal)

Project Scope:

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

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

Project Financial Summary:

Project Budget (\$158,730,023):

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

Funds Expended (as of 02/28/2021):

\$ 10,135,307
\$ 20,450,561
\$ 120,628,439
\$ 151,214,307

Projected Cost Over/(Under):

\$ 0
\$ 8,879,498
\$ 0

Project Schedule:

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

Enabling Funding

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

Project Status:

- In final contract close out



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

HRTAC Program Development Monthly Executive Report March 2021

Hampton Roads District
7511 Burbage Drive
Suffolk

I-64/I-264- Phase II

UPC 108041 (HRTAC)
UPC 17630 (State / Federal)

Project Scope:

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

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

Project Financial Summary:

Project Budget (\$194,503,887):	Funds Expended (as of 02/28/2021):	Projected Cost Over/(Under):
○ PE \$ 14,082,810	\$ 14,082,810	\$ 0
○ RW \$ 54,392,666	\$ 54,470,441	\$ 77,775
○ CN \$ 126,028,411	<u>\$ 87,461,076</u>	\$ 0
	\$ 156,014,327	

Project Schedule:

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

Enabling Funding

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

Project Status:

- B601 (Newtown Bridge) Abutment B piles 90%.
- B602 (RR Bridge) Ground improvements piles west side 81% complete. Wick drain installation 60%.
- B603 (I-264 Flyover Bridge) Deck grooved west vehicle parapet 70%.
- B603 phased opening and closure of Greenwich Road at Witchduck for off ramp construction scheduled March 8th.
- Utility and storm sewer work along Greenwich, Grayson, and Cleveland continues



Cleveland Street Approach to Flyover Bridge



Flyover Bridge Deck Sidewalk and Parapet

Approach Work and Flyover Bridge Deck Work in Preparation for Phased Opening

HRTAC Program Development Monthly Executive Report March 2021

Hampton Roads District
7511 Burbage Drive
Suffolk

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

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

Project Scope:

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

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

Project Financial Summary:

Project Budget (\$524,613,765):

- PE \$ 12,200,000
- RW \$ 18,726,000
- CN \$ 493,687,765

Funds Expended (as of 02/28/2021):

\$ 12,189,098
\$ 10,645,113
\$ 245,776,669
\$ 268,610,880

Projected Cost Over/(Under):

\$ 0
\$ 0
\$ 0

Project Schedule:

Award	October 2017
Notice to Proceed	November 2017
Project Completion	December 2022 *
Schedule Status	On Schedule

Enabling Funding

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

* The Project Fixed Completion Date was extended to December 2022 to add roadway/drainage infrastructure for future Part-Time Shoulder Express Lanes.

Project Status:

- HRB substructure (piles, footings, columns, caps) continues. Superstructure (beam erection, deck forming) and approach fills/MSE walls continues
- Great Bridge Blvd Bridge substructures, approach fills/MSE walls, beams, decks completed. MSE wall copings/moment slabs continues
- Construction of substructures on I-64 Bridge Widening over Military Highway, Yadkin Road, and Shell Road continues
- Clearing and grubbing, earthwork, drainage/stormwater, roadway widening continues on all five roadway segments
- Construction of pavement on West 1 roadway segment and special wall on West 3 roadway segment continues



(Panoramic View of High Rise Bridge Looking North)

I-64/I-264- Phase III

UPC 106693 (HRTAC)

Project Scope:

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

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

Project Financial Summary:

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

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

Funds Expended (as 02/28/2021):

\$ 2,308,716
\$ 0
\$ 0
\$ 2,308,716

Projected Cost Over/(Under):

\$ 0
\$ 0
\$ 0

Project Schedule:

IMR Submittal to FHWA
IMR Conditional Approval
Schedule Status
Advance to Design

December 2019
Spring 2020
October 30, 2020
Waiting on Funding

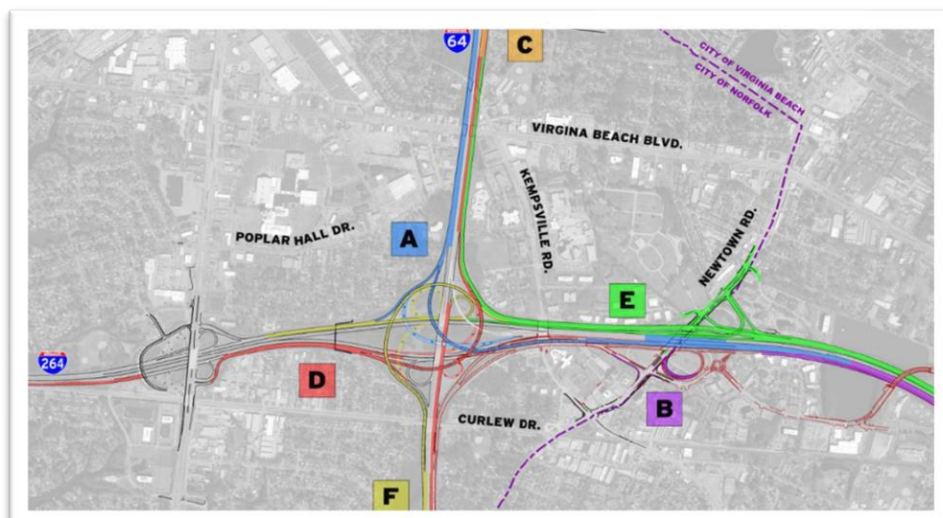
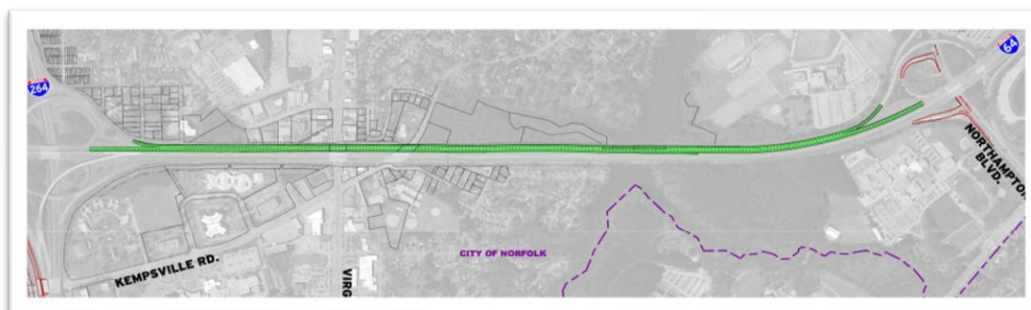
Enabling Funding

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

Project Status:

- In coordination with HRTPO, Subproject I submitted for Round 4 Smart Scale application. Subproject I widens eastbound I-64 to five lanes from the Northampton Boulevard interchange to I-264

Subproject I (originally part of Subproject A)



Bowers Hill Interchange

UPC 111427 (HRTAC)

Study Scope:

Develop NEPA document and supporting studies for improvements to the I-64/I-264/I-664 Interchange and the Route 58/Route 460 Interchange (Bowers Hill) extending north to approximately the College Drive Interchange. Original scope modified to include extending study to College Drive interchange with 664 and add Managed Lane component through Bowers Hill interchange to College Drive Interchange to reflect HRTPO directed changes.

Study Financial Summary:

<u>Project Budget (\$4,000,000):</u>	<u>Funds Expended (as of 02/28/2021):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$4,000,000	\$ 3,126,046	\$ 0
○ RW \$ 0	\$ 0	\$ 0
○ CN \$ 0	\$ 0	\$ 0
	\$ 3,126,046	

Study Schedule:

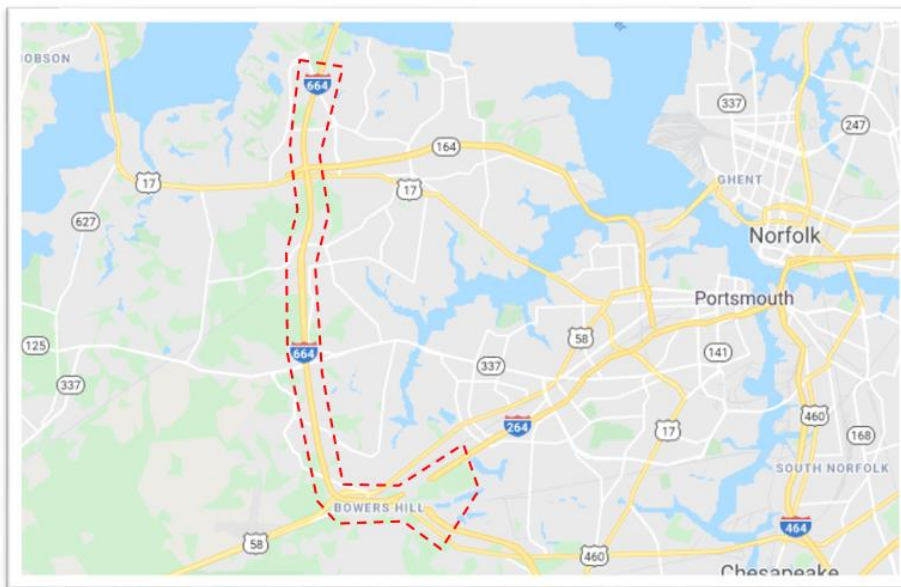
Begin NEPA Process	July 2020
Completion	December 2023
Schedule Status	On-Schedule

Enabling Funding

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

Study Status:

- The February public newsletter was distributed
- VDOT briefed the HRTPO Policy Board and HRTPO Working Group in February. VDOT will brief HRTPO TTAC in early March.
- VDOT is coordinating monthly with agencies to discuss range of options and will continue until anticipated agency concurrence in May 2021.
- A public comment opportunity is underway. Meeting materials were posted to the study's website on February 12, 2021 with a virtual presentation on March 15, 2021. The citizen comment period will end on March 25, 2021.
- Technical studies and traffic analyses continue to progress.





February 2021
Monthly Project Report

I-64 HAMPTON ROADS BRIDGE-TUNNEL EXPANSION

Report 23

Project No. 0064-M06-032



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Issue Date: March 12, 2021

Prepared by:
Virginia Department of Transportation

www.hrbtextension.org

1. Executive Summary

1.1 Overview

This report provides an overview of accomplishments and activities for the Hampton Roads Bridge-Tunnel Expansion Project from January 24, 2021 – February 20, 2021. The Design-BUILDER for the Project is Hampton Roads Connector Partners (HRCP), a consortium that includes lead contractors Dragados, Vinci, Flatiron, and Dodin Campenon Bernard, with lead designers HDR and Mott MacDonald.

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

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

- The design of the project continues to progress, with 25% of the project construction plans Released for Construction (RFC).
- Active construction operations were initiated landside in the City of Norfolk.
- At the South Island, 63 out of 94 Tricell and Bore Proximity Starter slurry-wall panels have been completed to date.
- North Island Expansion activities continue with placement of the rock establishing the perimeter bund.
- HRCP received the Virginia Pollutant Discharge Elimination System (VPDES) Industrial Minor Permit and the VPDES Watershed General Permit.
- HRCP enrolled two candidates in the On-the-Job Training (OJT) Program as equipment operator classifications.
- VDOT and HRCP held a Construction Virtual Open House with 522 attendees.
- HRCP opened discussions with Hampton University concerning a requested Temporary Construction Easement in the Strawberry Banks area.

1.2 Priorities

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

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

1.3 Key Updates

Project Schedule

Schedule updates for this reporting period include:

- HRCP remains on track to achieve Substantial Completion in advance of the contract milestone of September 1, 2025.
- HRCP remains on track to achieve Final Completion in advance of the contract milestone of November 1, 2025.
- Approximately 26% of the estimated scheduled time has progressed to date.

Project Budget

Updates through the February 2021 payment application, including pending payment:

- Project budget overview:

Original total project budget:	\$ 3,861,997,227
Total expenditures to date:	\$ 779,919,104
Remaining project budget:	\$ 3,082,241,537

- Design-build contract overview:

Design-build contract original amount:	\$ 3,299,997,227
Net change orders:	\$ 11,784,675
Exercised options:	\$ 73,454,414
Design-build contract sum to date:	\$ 3,385,236,316
Expenditures to date:	\$ 746,818,751
Remaining design-build contract amount:	\$ 2,638,417,565

- Design-build progress to date:

Overall:	22.01 %
Project Management:	20.09%
Design:	63.86%
Physical Construction Progress:	7.4%

Environmental

During this reporting period, HRCP took the following steps in support of environmental management for the project:

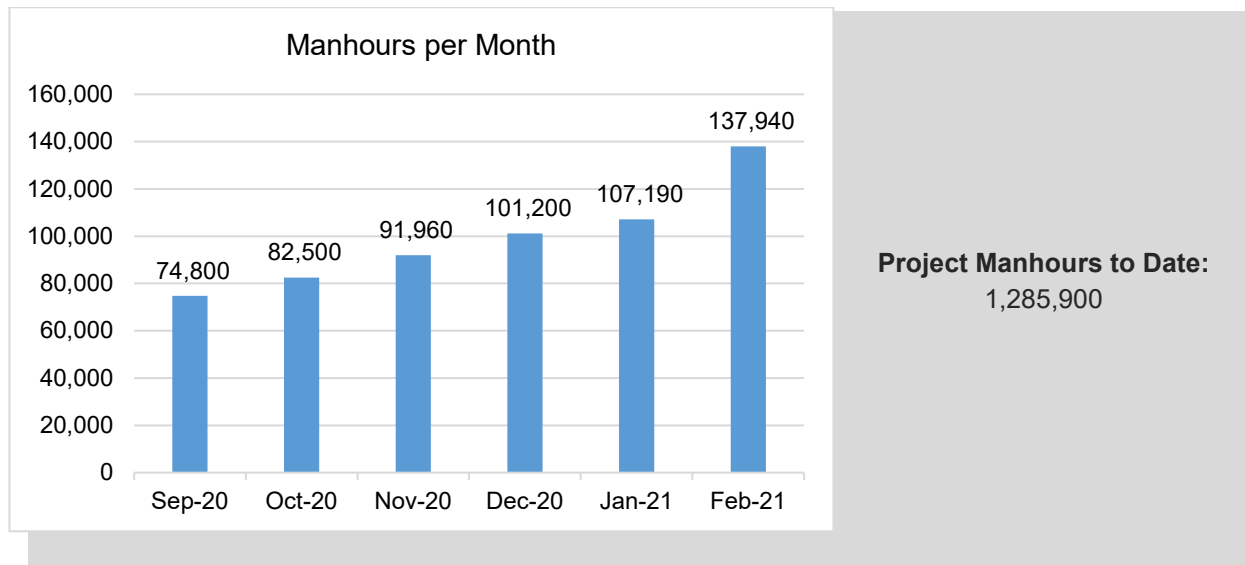
- The Department of Environmental Quality (DEQ) issued the Virginia Pollutant Discharge Elimination General Permit.
- HRCP sent a second round of sound wall surveys and included approximately 62 recipients that were missed during the first mailout.
- HRCP's Health and Safety Team began conducting noise monitoring for construction activities, including both landside and waterside construction work.
- VDOT received a formal response from the Virginia Department of Historic Resources (DHR) concerning the timbers found during dredging near Hampton. Marine work activities have resumed in the area and the project team is working to address the additional assessment requested by DHR.
- HRCP has begun to restore and install measures to discourage birds from using the South Island, including wire grid over recycled asphalt.

Construction

Progress updates for this reporting period include:

- Hampton Landside
 - No construction activity during this period.
- Marine Works
 - Continued construction of the N1 temporary construction trestle to be used to build the new permanent North Trestle.
 - Completed the Test Pile Program for the South Trestle and began the work for the Willoughby Bay structures.
 - Began construction of the Settlement Mitigation Cut-off Wall on the North Island.
 - Continued placement of bund material for expansion of the North Island.
- Islands and Tunnels
 - 63 out of 94 Tricell and Bore Proximity Starter slurry-wall panels completed to date on the South Island.
 - Ongoing installation of the conveyor piles at the South Island.
 - Ongoing construction for the temporary substation on the South Island to power the tunnel boring machine.
 - Mobilization continued for the jet grout mixing plant on the South Island.
 - Began operation for the continuous flight auger pile cut-off wall operation on the North Island.
 - Began work on the drainage and outfall system for the North Island.
- Norfolk Landside
 - Continued tree clearing and grading near Patrol Road and Oastes Creek.
 - Mobilized crane to Bay Avenue for temporary work trestle.

The number of construction manhours worked continues to increase each month across the Project. The following data is provided by HRCP and is current as of February 28, 2021:



- Tunnel Boring Machine (TBM) Progress as of February 2021:
 - TBM Design-----100%
 - Manufacturing of Components-----99%
 - Final Assembly for Factory Tests-----56%

Operations

The following operations activities took place during this reporting period:

- HRCP continued to coordinate the North Island power outages to complete the switchover of the relocated medium voltage power.
- Continued installation of the temporary TBM power at the Norfolk shore to connect to Dominion service.
- Continued installation of instrumentation and monitoring across the project to establish baselines in advance of tunnel boring and bridge construction.

Quality

Quality updates for this reporting period include:

- VDOT reviewed 23 Construction Quality Management Plan (CQMP) updates this period.
- HRCP conducted 3 Preparatory Meetings during this reporting period.
- VDOT continued coordination with HRCP's tunnel group to define the Tunnel Quality Control Plan.
- VDOT continues to track Owner's Independent Assurance (OIA) and Owner's Verification Sampling and Testing (OVST) and conduct the testing as needed.
- VDOT continues to monitor HRCP's material book records for compliance.

Safety

Safety procedures and activities during this reporting period include:

- Updated COVID-19 policy to reflect current guidelines with the CDC.
- VDOT conducted 18 safety site visits out of the 20 work days in this period. Minor safety deficiencies were noted and corrected.
- Performed Man Overboard training with barge crews.
- Special work group meetings were also held with the City of Norfolk and the City of Hampton to address safety concerns and questions.
- The following safety performance indicator information is provided by HRCP and is current as of February 28, 2021. HRCP is performing better than the national averages.
 - Total Recordable Incidence Rate: 1.71 (National Average: 2.8)
 - Lost Time Incidence Rate: 0.00 (National Average: 1.1)

Civil Rights & DBE/SWaM Business Opportunities

As of this reporting period, HRCP has awarded a total of **201** subcontracts, subconsultant agreements, and purchase orders to DBE/SWaM certified firms for a total of **\$115.8 million**, towards a project goal of \$394.5 million.

Civil Rights activities attended, including DBE and SWaM business opportunities, for this reporting period are as follows:

- Conference of Minority Transportation Official (COMTO) Hampton Roads General Membership Meeting
- The Hampton Roads Committee of 200+ Men Inc. General Membership Meeting
- Department of Small Business and Supplier Diversity (SBSD) SWaM Certification Workshop

Public Outreach & Media

Public outreach and project media updates provided by VDOT and HRCP for this reporting period are as follows:

- HRBT Project Team presented to VDOT Networking: VDOT Projects Keep Virginia Moving
- HRBT Project Leadership presented at the HRBT Stakeholder's Committee Meeting.
- HRBT Project Leadership met with Hampton University Leadership.
- HRCP hosted a Construction Virtual Open House for the Project.
- HRCP provided a technical presentation to ASHE local chapter on slurry walls.
- HRCP presented at the Virginia Career Works Virtual Hiring Event.
- HRBT Project Team presented to the Optima Health Director's Meeting.
- VDOT Leadership presented to the Virginia Peninsula Chamber's LEAD program.
- HRBT Project Team presented to the Kiwanis Club of Norfolk.
- Smithfield Times article published.
- WAVY-TV update on the Project released.
- COVA Biz Magazine article published.
- American DBE Magazine article published.

2. Project Schedule

2.1 Schedule Status

The following table depicts key milestone dates outlined in the contract requirements. This table will be updated to reflect these dates and used as a benchmark to track milestone achievements and has been updated as of the current approved schedule. The dates below are still reflective of the most recent approved schedule update, which is Schedule of Record Update 17 version 2.

Key Dates	Contract Requirement	Schedule of Record Dates	December 2020 Update	Actual
LNTP1		April 12, 2019	April 12, 2019	April 12, 2019
LNTP1 Completion Milestone		September 25, 2019	September 24, 2019	September 24, 2019
LNTP2		September 29, 2019	September 25, 2019	September 25, 2019
LNTP3		October 9, 2019	September 25, 2019	September 25, 2019
NTP		September 9, 2020	September 11, 2020	September 11, 2020
Substantial Completion	September 1, 2025	August 27, 2025	August 23, 2025	
Final Completion	November 1, 2025	November 1, 2025	October 28, 2025	

2.2 Longest Path

The longest path to achieve the completion date of the Project schedule is driven by the following activities:

- South Island Slurry Walls Construction
- Completion of South Portal Launching Pit
- Assembly of the Tunnel Boring Machine (TBM) in the launching pit
- TBM drive in High Occupancy Toll (HOT) Tunnel
- U-turn then drive in General Purpose (GP) Tunnel
- Finishing works and Mechanical, Electrical and Plumbing (MEP) works
- System operation integration of New and Existing Systems

2.3 Impact Analysis

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

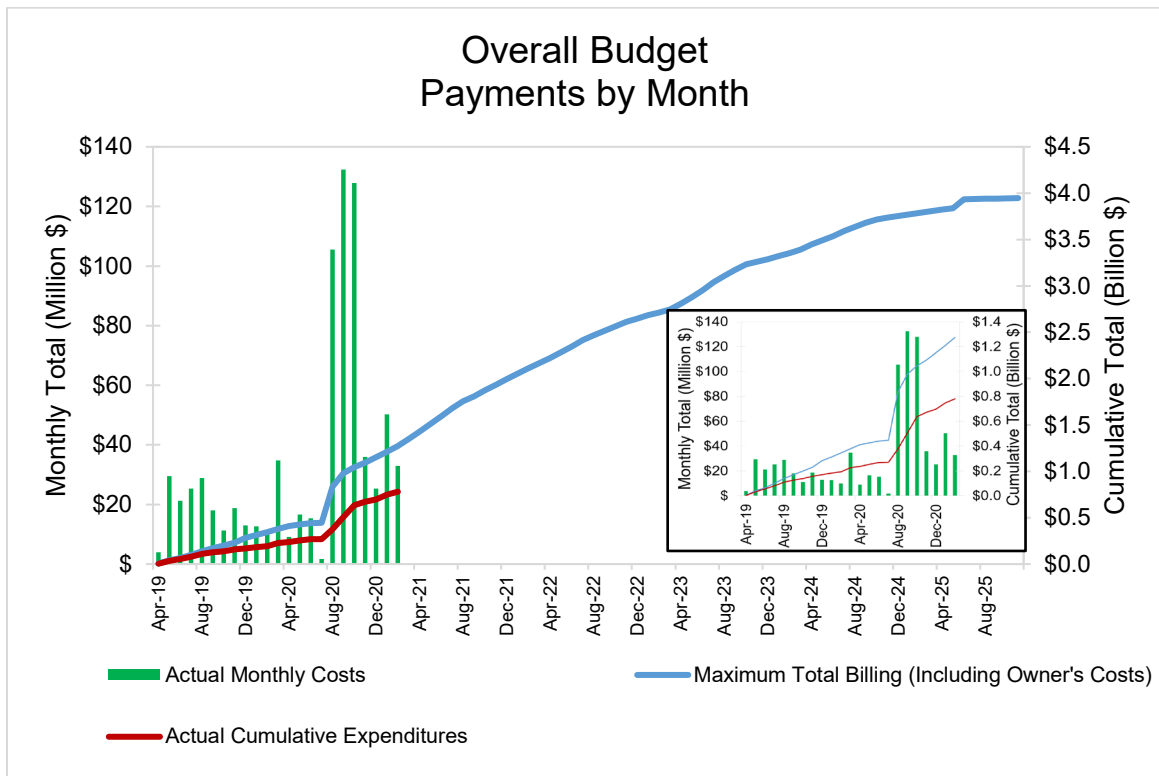
- South Portal Ground Improvement Procurement
- North Island Expansion
- Procure Tunnel Lining
- Bored Tunnel Design Stage 2
- Utility relocations
- South Trestle MOT Design Stage 2
- North Trestle Structural Material Procurement and Subcontract Execution

3. Project Budget

3.1 Overall Budget

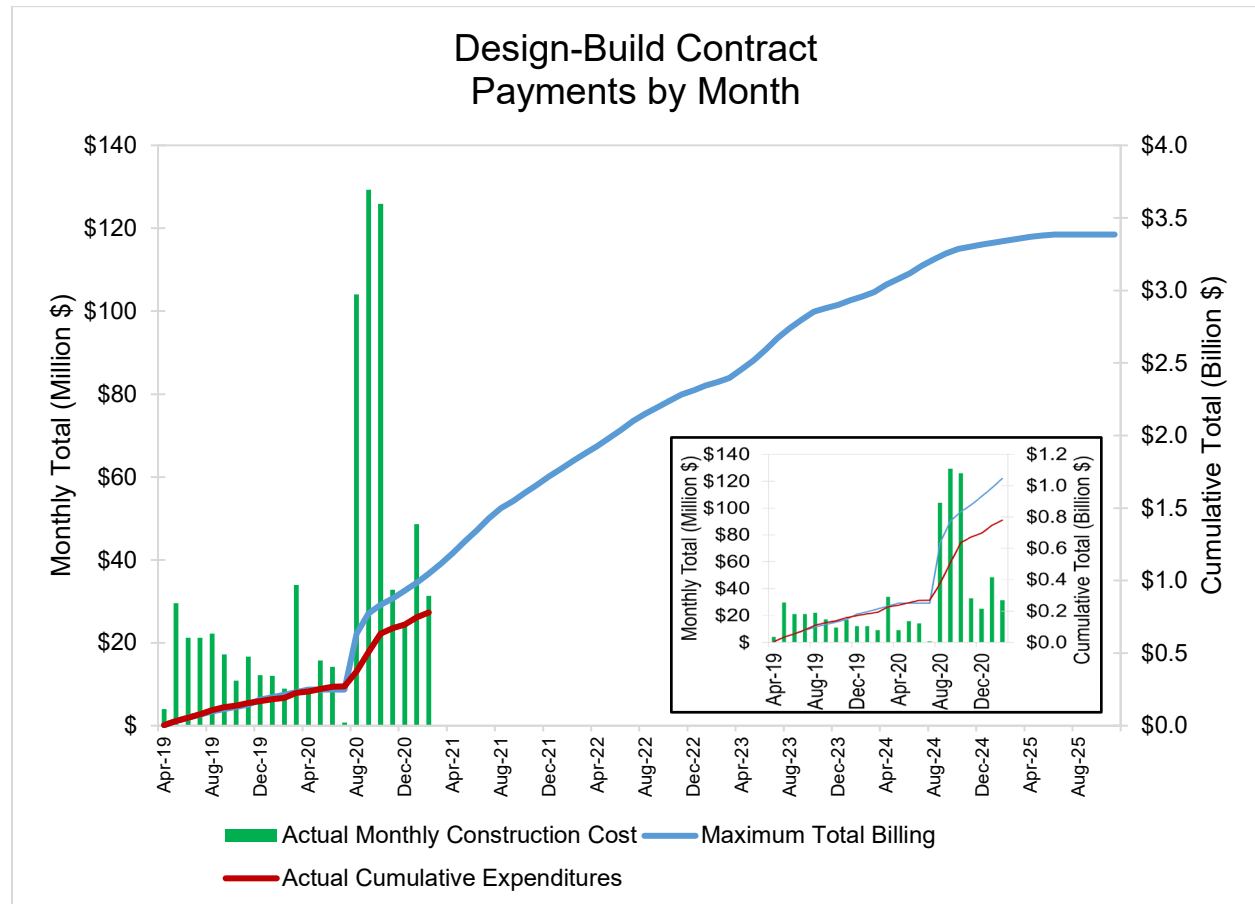
The overall budget outlined in this report is based on the terms and conditions of Article 3 (Project Funding) in the Project Agreement for Funding and Administration (PAFA). The cost curve is based on Exhibit 6 of the Comprehensive Agreement (monthly maximum cumulative compensation amount). Amounts this period reflects payments invoiced for Construction, Engineering Administration, Right of Way, and Contingency between January 24, 2021 – February 20, 2021.

	Amount Invoiced this Period	Total Spent to Date:	Original Total Budget:	Total Remaining Budget:	Percent Spent To-date:
<u>Comprehensive Agreement</u>					
Construction	\$31,323,647.79	\$746,958,574.89	\$3,299,997,227.00	\$2,553,182,066.87	22.63%
<u>Owner Costs</u>					
Administration	\$1,630,593.88	\$22,489,321.63	\$122,000,000.00	\$99,510,678.37	18.43%
Right of Way	\$2,696.50	\$6,471,208.26	\$15,000,000.00	\$8,528,791.74	43.14%
No-Excuses Incentive	\$0.00	\$0.00	\$90,000,000.00	\$90,000,000.00	0.00%
Contingency	\$0.00	\$4,000,000.00	\$335,000,000.00	\$331,000,000.00	1.19%
<u>Total</u>	\$32,956,938.17	\$779,919,104.78	\$3,861,997,227.00	\$3,082,221,536.98	20.19%



3.2 Design-Build Contract Cost Status

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



3.3 Budget by Funding Source

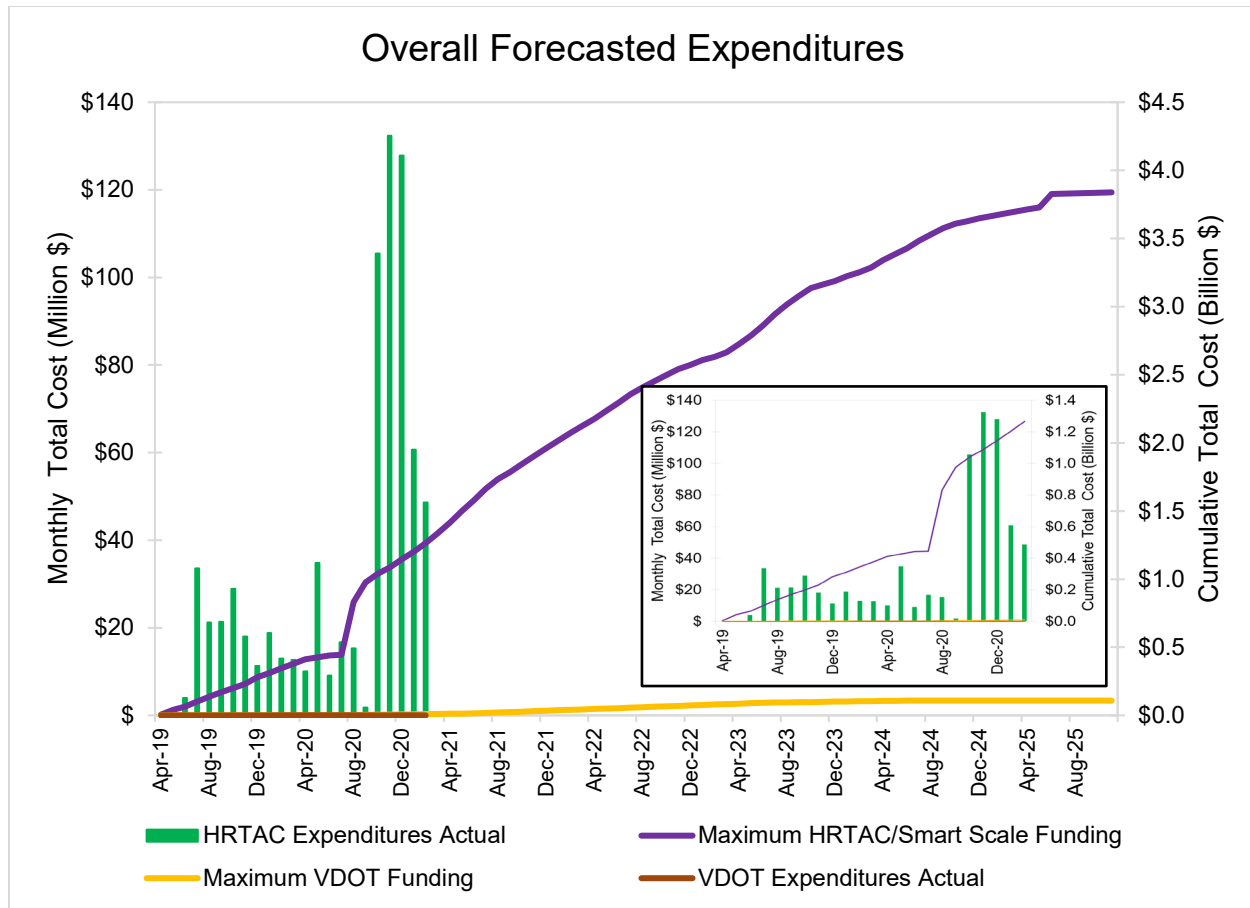
The budget for expenditures by funding source is based on the terms and conditions of Article 3 (Project Funding) and Exhibit 5 of the PAFA. This section outlines planned expenditures of both HRTAC and VDOT funds. The cost curve has been developed based on the monthly maximum cumulative compensation amount in the Comprehensive Agreement and will be updated as HRCF refines its design, construction means-and-methods, activity sequences, and project resourcing. Amounts this period reflect amounts paid for Construction, Engineering, Administration, Right of Way, and Contingency between January 24, 2021 – February 20, 2021.

3.3.1 HRTAC and Smart Scale

	Amount Spent this Period:	Total Spent to Date:	Original Total Budget Including Smart Scale:	Total Remaining Budget:	Percent Spent To-date:
<u>Comprehensive Agreement</u>					
Construction	\$48,590,457.23	\$715,491,512.34	\$3,204,569,251.00	\$2,489,077,738.66	22.33%
<u>Owner Costs</u>					
Administration	\$0.00	\$20,858,727.75	\$118,472,054.00	\$97,613,326.25	17.61%
Right of Way	\$0.00	\$6,468,511.76	\$15,000,000.00	\$8,531,488.24	43.12%
No-Excuses Incentive	\$0.00	\$0.00	\$90,000,000.00	\$90,000,000.00	0.00%
Contingency	\$0.00	\$4,000,000.00	\$325,428,277.00	\$321,428,277.00	1.23%
<u>Total</u>	\$48,590,457.23	\$746,818,751.85	\$3,753,469,582.00	\$3,006,650,830.15	19.90%

3.3.2 VDOT

	Amount Spent this Period:	Total Spent to Date:	Original Total Budget:	Total Remaining Budget:	Percent Spent To-date:
<u>Comprehensive Agreement</u>					
Construction	\$0.00	\$0.00	\$95,427,976.00	\$95,427,976.00	0.00%
<u>Owner Costs</u>					
Administration	\$392.69	\$251,829.65	\$3,527,946.00	\$3,276,116.35	7.14%
Right of Way	\$0.00	\$0.00	\$0.00	\$0.00	0.00%
No-Excuses Incentive	\$0.00	\$0.00	\$0.00	\$0.00	0.00%
Contingency	\$0.00	\$0.00	\$9,571,724.00	\$9,571,724.00	0.00%
<u>Total</u>	\$392.69	\$251,829.65	\$108,527,646.00	\$108,275,816.35	0.23%



3.4 Contingency

Contract Changes

	Description	Date	Value	Time
CO-1	Department's Acquisition of Willoughby Staging Area	2/11/2020	\$ (3,000,000.00)	0 days
CO-2	Minor Revisions to Technical Requirements	3/18/2020	\$ -	0 days
CO-3	Tunnel Approach Structure Support of Excavation Requirements Refinement	4/28/2020	\$ -	0 days
CO-4	Dispute Resolution Board (DRB) Allowance	5/12/2020	\$ 200,000.00	0 days
CO-5	North Island Armor Stone Value Engineering Change Proposal (VECP)	4/28/2020	\$ (2,011,117.50)	0 days
CO-6	Exit Ramp at Bayville Avenue	5/29/2020	\$ 46,906.29	0 days
CO-7	Minor revisions to the Technical Requirements	7/16/2020	\$ -	0 days
CO-8	Zero Spread Drainage	9/16/2020	\$ 3,239,212.24	0 days

CO-9	Roadway and Bridge Scope Validation Issues	9/4/2020	\$ 15,516,248.00	0 days
CO-10	Slurry Walls as Permanent Structures	8/28/2020	\$ -	0 days
CO-12	Road and Bridge Lighting Requirements	8/27/2020	\$ 2,495,000.00	0 days
CO-13	Bridge Repair Work-Exercise Option	10/9/2020	\$ 73,454,313.00	0 days
CO-14	Trestle Barrier Form Liner elimination	7/29/2020	\$ (99,571.80)	0 days
CO-15	South Island Ground Improvement Value Engineering Change Proposal (VECP)	9/17/2020	\$ (5,338,000.00)	0 days
CO-17	Westbound ITT Reduced Instrumentation	10/30/2020	\$ (184,277.50)	0 days
CO-18	Willoughby Bay Bridge Barriers	9/10/2020	\$ -	0 days
CO-19	GeoPak Version Software Updates	8/3/2020	\$ -	0 days
CO-22	South Island Asbestos Conduits	9/16/2020	\$ 81,973.93	0 days
CO-23	Island & Tunnel Baseline Monitoring Requirements	7/22/2020	\$ -	0 days
CO-24	Construction Water Supply	9/10/2020	\$ (609,157.27)	0 days
CO-25	Solids Handling Pumps Requirements	11/12/2020	\$ -	0 days
CO-26	Mass Notification Independent System Requirements	11/12/2020	\$ -	0 days
CO-27	Fixed Fire Fighting System Requirements	11/16/2020	\$ -	0 days
CO-30	Willoughby Bay Bridges Fender & Lighting Replacement	2/12/2021	\$ 1,495,000.00	0 days
CO-33	Tunnel Finishes Height	12/18/2020	\$ -	0 days
CO-38	H-Piles in Aggressive Soils	12/18/2020	\$ (47,541.00)	0 days

Material Price Adjustments

- No Change Orders have been issued to date for adjustments.

Miscellaneous

- Unsuccessful Offeror Payment – executed 5/8/2019 for \$4,000,000.00.

4. Environmental

HRCP has completed or is performing several compliance tasks included in permit conditions:

Permits - DEQ issued the Virginia Pollutant Discharge Elimination General Permit for Nutrient Discharge (Nutrient GP), NTGP Permit Number VAN040176, and VPDES Industrial Minor Permit VA0093084, effective February 1, 2021. Currently, HRCP is still operating under the Hampton Roads Sanitation District (HRSD) permit.

Sound Wall Surveys - HRCP sent a second round of sound wall surveys on February 5, 2021, due to receiving fewer responses than required to the initial survey. Surveys were sent to approximately 62 additional recipients that were missed during the first mailouts. The second comment period will end on March 5, 2021.

Noise Monitoring - HRCP continues to coordinate with Virginia Commonwealth University (VCU) to develop and schedule approved underwater acoustic noise monitoring during piledriving.

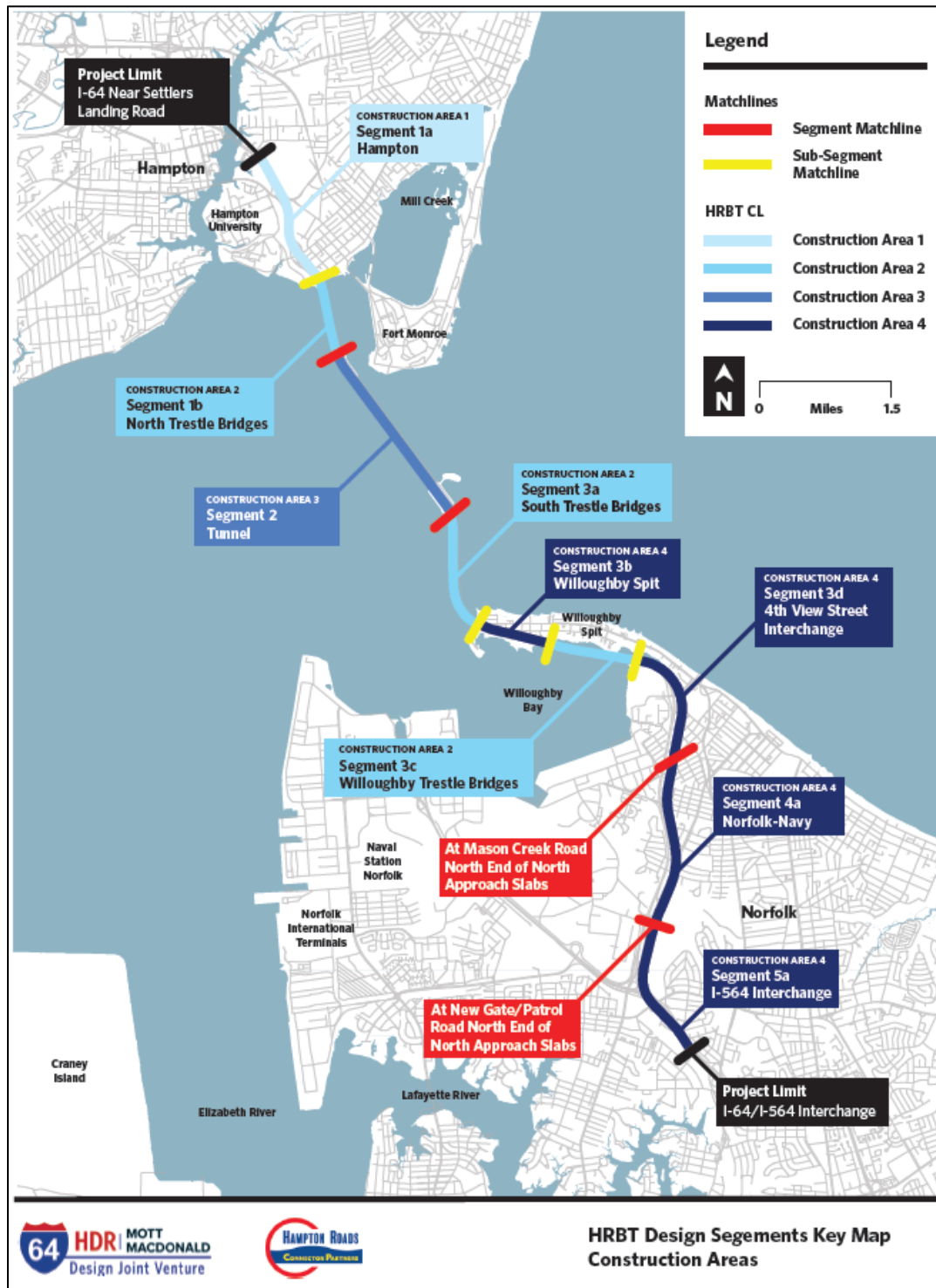
NOAA/Proposed Rule - NOAA published the Proposed Rule for the Letter of Authorization (LOA) in the Federal Register on January 8, 2021, and the public comment period ended on February 8, 2021. No major comments were received, and HRCP has submitted responses to NOAA. NOAA is expected to publish the LOA in the Federal Register in March 2021.

Archeological Assessment - HRCP completed an archeological/historical assessment of timbers found while dredging near the North Island and submitted on January 21, 2021 for VDOT review and coordination with the Department of Historic Resources (DHR). On February 4, 2021, DHR responded that HRCP may resume operations around the North Island where the wooden timbers were discovered. On February 12, 2021, DHR provided additional comments to the Department that request additional documentation and actions.

Bird Mitigation - HRCP has begun to restore and install measures to discourage birds from using the South Island, including wire grid over recycled asphalt.

5. Construction

The figure below illustrates the project limits and the four construction areas throughout the project identified by HRCP.



5.1 Area 1: Hampton Landside

No construction activity during the reporting period. The Commercial Ready-Mix Products (CRMP) batch plant continues to operate and provide concrete for project operations.

5.2 Area 2: Marine Work

During the reporting period, HRCP performed the following work in Area 2:

N1 Temporary Construction Trestle - Continued to drive piles, set beams, and install decking to extend the N1 temporary construction trestle towards the Hampton Shore. A crane was mobilized onto the trestle. This trestle will be used for building the new permanent North Trestle.

Test Pile Program - Completed dynamic and static load tests for the Test Pile Program at the South Trestle. Similar pile tests continue at the Willoughby Bay structures.

North Island Expansion Work - Continued expansion of the North Island. Multiple crews are working at the north and south termini of the work to place small diameter stone (“bund”) to define the perimeter of the expanded island. Layers of progressively larger stone are being placed on the bayside of the smaller stone.

Willoughby Spit - Began assembly of a crane to be used in construction of a temporary construction trestle that will extend from the south shore of Willoughby Spit to the north to aid in construction of the proposed EB South Trestle.



◀ **Willoughby Spit**
Crane Mobilization for Temporary
Construction Trestle

5.3 Area 3: Tunnels and Islands

During the reporting period, HRCP performed the following work in Area 3:

Slurry Wall Construction - Slurry wall construction continued for the tri-cell TBM launching pit as well as the bored tunnel proximity walls. Excavation for the walls was accomplished using two hydromill excavators and one clamshell bucket working 24 hours a day. The slurry wall panel reinforcing cages continue to be fabricated on-site and placed utilizing a crawler crane followed by concrete placement. Multiple rebar cages that utilize GFRP (glass fiber) reinforcing were installed during this reporting period including panels at the TBM soft eye. To date, 63 out of 94 Tricell and Bore Proximity Starter slurry wall panels have been completed and 39,600 CY of concrete placed for the South Island slurry walls. Work has also begun on the first Y-panel at the joint between cells in the tri-cell structure.

TBM Quay Install - Installation of support piles continued for the quay (dock); 9 steel pipe pile top sections were spliced on to the previously driven bottom sections in preparation for driving the piles to final grade, to date 9 piles have been driven to final grade and 11 piles are in progress on the west side of the South Island, which will enable delivery of the TBM and tunnel construction materials.

Temporary Substation - Continued construction for the temporary electrical substation on the South Island to power the tunnel boring machine.

Jet Grouting Operation - Continued mobilization for the jet grouting operation for soil treatment along the path of the tunnel, including the assembly of the grout mixing plant. The field trial program for the break-in/break-out jet grout block is scheduled to begin in the coming weeks.

North Island Early Works - Completed early works on the North Island, including permanent electrical duct bank, fiber optic, and septic field relocations.

North Island Cut-Off-Wall Operation - Began installation of Continuous Flight Auger (CFA) piles to mitigate potential settlement induced by the North Island Expansion and potential impacts to the existing eastbound tunnel and approach structure.



◀ **South Island**
Slurry Wall Panel Rebar
Cage Fabrication



◀ **North Island**

Cut-off Wall - CFA Pile Installation



◀ **North Island**

Water Treatment Plant
Slab Pour

Herrenknecht, the TBM manufacturer, reported the following progress in February 2021:



◀ Overview of TBM Assembly

Copyright Herrenknecht

TBM Schedule Milestones:

- TBM Ordered by HRCP-----Feb 2020
- TBM Factory Tests & Acceptance-----May 2021
- Delivery at Project Site-----Fall 2021
- Planned Start of TBM Excavation-----Spring 2022

Progress:

- TBM Design-----100%
- Manufacturing of Components-----99%
- Final Assembly for Factory Tests-----56%

Final Assembly by Component:

- Shield-----75%
- Cutterhead-----0%
- Main Drive-----100%
- Screw Conveyor-----100%
- Erector-----95%
- Systems-----25%
- Man Locks-----0%
- Gantries-----60%



TBM Shield Concept

Copyright Herrenknecht

5.4 Area 4: Norfolk Landside

During the reporting period, HRCP performed the following work in Area 4:

Tree Clearing and Grading for Temporary Access Road - Continued clearing of vegetation and initial grading for temporary access road to Oastes Creek Bridge. Access road will be used for construction of temporary work trestle adjacent to Oastes Creek Bridge.

Crane Mobilization - Mobilized crane to Bay Avenue in preparation for construction of Temporary Work Trestle 2 adjacent to the I-64 eastbound on-ramp.



◀ **Oastes Creek**
Cleared Area Next to
Eastbound Bridge



◀ **Bay Avenue**
Crane Assembled on Site

6. Operations

Operation activities include shoulder and lane closures, creation, and maintenance of intelligent transportation system (ITS) architecture, other maintenance within the corridor, coordination with existing VDOT Operations, coordination with first responders, and communication with the Hampton Roads Harbor Tunnels (HRHT) facility. The following operation activities occurred during this reporting period:

Shoulder and Lane Closures - Conducted for maintenance of equipment for tunnel baseline instrumentation and monitoring, installation of North and South Trestle instrumentation and monitoring equipment, and corridor wide clearing and grubbing.

Long Term Lane Closure - Implemented on Bay Avenue in Norfolk to facilitate access to a staging area for the widening of the Oastes Creek Bridge.

Temporary Power for the Tunnel Boring Machine - Installed conduit and cable on the Norfolk Shore to connect from the Dominion service to the previously installed trestle power cables.

Routine Management - HRCP performed routine incident management and maintenance operations within the corridor. VDOT continues to monitor HRCP's approved maintenance management plan for compliance.

7. Quality

Quality updates for this reporting period include:

Construction Quality Management Plan (CQMP) Updates - VDOT reviews as part of final “Released for Construction” (RFC) design packages. There were 23 updates reviewed this period. The CQMP updates include specific testing and inspection plans for the work shown in the corresponding RFC plans and a staffing matrix showing quality assurance and quality control staffing for the work.

Material Book Records - HRCP continues to update the material book records in response to VDOT’s first audit of the material notebook. VDOT monitored this process and reviewed updated documentation for compliance. VDOT also conducted a monthly review of the current records.

Routine Quality Activities - Ongoing reviews of deficiencies and nonconformance records (NCRs) and coordination with the resident engineers for acceptance of root causes and dispositions of deficiencies, ongoing reviews of QA and QC records for accuracy and quality issues, coordination of documentation reviews by VDOT’s Material Department, and ongoing discussions of quality issues with HRCP’s QA/QC staff.

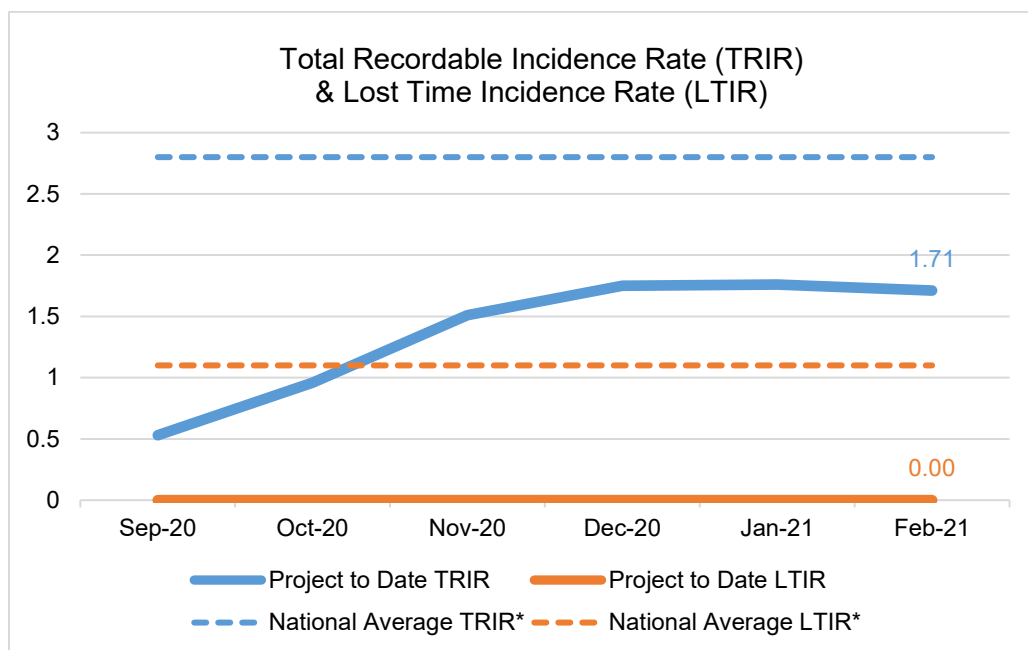
8. Safety

Safety procedures and activities during this reporting period include:

COVID-19 Policies - HRCP and VDOT continue to enforce COVID-19 policies on the job site and at the project office. VDOT and HRCP office staff have returned to divided work schedules of “A” and “B” Teams to limit potential exposure to illness. The COVID-19 policy has been updated to reflect current guidelines from the CDC.

Safety Site Visits - VDOT conducted 18 safety site visits out of the 20 work days in this period. Minor safety deficiencies were noted and corrected. A “Man Overboard” training was conducted with crews working on barges.

Safety Performance Indicators - The following safety performance indicator information is provided by HRCP and is current as of February 28, 2021. HRCP is performing better than the national averages.



**National averages are from the Bureau of Labor Statistics, US Department of Labor – 2019 Data for Construction Industry, Published November 4, 2020.*

9. Civil Rights & DBE/SWaM Business Opportunities


As of this reporting period, HRCP has awarded a total of **201** subcontracts, subconsultant agreements, and purchase orders to DBE/SWaM certified firms for a total of **\$115.8 million**, towards a project goal of \$394.5 million. Contract awards include those issued to lowered-tiered subcontractors. HRCP continues to demonstrate good faith efforts towards achieving the established DBE/SWaM and On-the-Job Training (OJT) contract goals.

Compliance Activities - VDOT HRBT Civil Rights Compliance Work Group continues to meet bi-weekly (January 27 and February 10, 2021) to discuss civil rights, labor, and DBE/EEO matters to best coordinate compliance activities between HRCP and VDOT. HRCP and VDOT Civil Rights Work Group met on February 16, 2021 for the monthly project and compliance update. As the project progresses, the Work Group focused its attention on VDOT's prompt payment provision and a mechanism for tracking data for compliance, which requires all subcontractors to be paid within 7 days after the prime contractor has been paid. There were multiple meetings during this period to discuss compliance, and two potential applications are under consideration for tracking purposes.

Workforce Development Activities - Discussions were held on February 11, 2021 regarding the engagement of Historically Black Colleges & Universities/Minority-Serving Institutions (HBCU/MSI) in promoting employment opportunities on the project for all trades, technical and professional levels. While HRCP graduated its first candidate in the OJT Program, two candidates were enrolled in equipment operator classifications. Due to the unique work being performed on the project, HRCP has identified three new classifications for consideration by VDOT and Virginia Transportation Construction Alliance (VTCA) for inclusion in the OJT Program Manual for Standard Pre-Approved Job Classifications.

Business Development Activities - HRCP and VDOT participated in the kickoff for the second HRBT-hosted Bonding Education Program (BEP) in partnership with the USDOT Small Business Transportation Resource Center (SBTRC) held on January 27, 2021. Fourteen firms are scheduled to participate in the 3-week program. Sessions will include supportive services, banking and financing, bonding and insurance, construction accounting and financial management, project management, prequalification, bidding/estimating, and DBE/EEO contract compliance.

Financial Assistance Guidelines were disseminated during this reporting period to DBE firms on the HRBT Project to learn about grant funding opportunities to grow their businesses. VDOT Business Opportunity Workforce Development Program (BOWD) offers supportive services to assist certified DBEs participating on federal-aid highway construction projects.



BONDING EDUCATION PROGRAM SERIES
An Interactive Virtual Program

SBTRC
Small Business Transportation Resource Center

HAMPTON ROADS BRIDGE TUNNEL EXPANSION
Subcontract Opportunities for DBE Businesses

The Bonding Education Program (BEP) is a collaboration between the U.S. Department of Transportation (USDOT), Virginia Department of Transportation (VDOT), and the Hampton Roads Connector Partners, designed to help DBE and SWaM businesses become bond-ready and learn about upcoming opportunities to participate with the Hampton Roads Bridge Tunnel Project.

ATTEND ONLINE
Attend live sessions online. Sessions include live Q&A so you can get immediate answers to questions specific to your small business concerns.

ACCESS TO INDUSTRY EXPERTS
Connect with technical experts with real-world experience. Get professional advice you can immediately apply to strengthen your business.

EARN YOUR CERTIFICATE
Upon completion of all online courses you will graduate the program and earn a certificate from the U.S. Department of Transportation (USDOT).

OPPORTUNITIES
Learn about upcoming opportunities on the US Hampton Roads Bridge Tunnel Project and how you can get involved.

FOR AN APPLICATION OR MORE INFORMATION:
Alyssa Maki, Project Director
amaki@TheInstituteNC.org | 919.954.2331

CLASS DATES

- February 16, 2021
- February 18, 2021
- February 23, 2021
- February 25, 2021
- March 2, 2021
- March 4, 2021

CLASS TIMES
Each class session:
8:00AM—10:00 AM

VDOT
Virginia Department of Transportation

HAMPTON VA ECONOMIC DEVELOPMENT

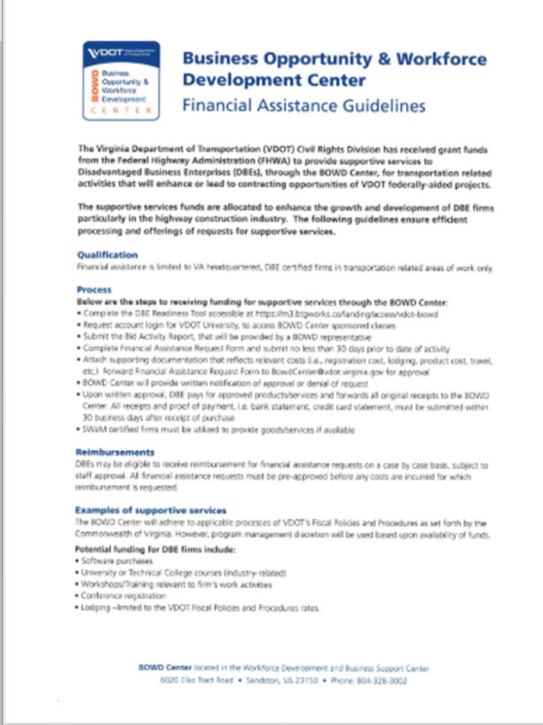
SBSD
Small Business Development Center

AMERICAN ROAD & BUILDING

INSURANCE SERVICES
Small Business Development Center

CENTENNIAL
SUPPORT ASSOCIATES, INCORPORATED

NORFOLK
Small Business Development Center



Business Opportunity & Workforce Development Center
Financial Assistance Guidelines

The Virginia Department of Transportation (VDOT) Civil Rights Division has received grant funds from the Federal Highway Administration (FHWA) to provide supportive services to Disadvantaged Business Enterprises (DBEs), through the BOWD Center, for transportation related activities that will enhance or lead to contracting opportunities of VDOT federally-aided projects.

The supportive services funds are allocated to enhance the growth and development of DBE firms particularly in the highway construction industry. The following guidelines ensure efficient processing and offerings of requests for supportive services.

Qualification
Financial assistance is limited to VA headquartered, DBE certified firms in transportation related areas of work only.

Process
Below are the steps to receiving funding for supportive services through the BOWD Center:

- Complete the DBE Readiness Tool accessible at <https://m3.bisworks.com/landingpages/vdot-bowd>
- Request account login for VDOT University, to access BOWD Center sponsored classes
- Submit the Bid Activity Report, that will be provided by a BOWD representative
- Complete Financial Assistance Request Form and submit no less than 30 days prior to date of activity
- Attach supporting documentation that reflects relevant costs (i.e., registration cost, lodging, product cost, travel, etc.) Forward Financial Assistance Request Form to BowdCenter@vdot.virginia.gov for approval
- BOWD Center will provide written notification of approval or denial of request
- Upon written approval, DBE pays for approved products/services and forwards all original receipts to the BOWD Center. All receipts and proof of payment, i.e. bank statement, credit card statement, must be submitted within 30 business days after receipt of purchase
- SWaM certified firms must be utilized to provide goods/services if available

Reimbursements
DBEs may be eligible to receive reimbursement for financial assistance requests on a case by case basis, subject to staff approval. All financial assistance requests must be pre-approved before any costs are incurred for which reimbursement is requested.

Examples of supportive services
The BOWD Center will adhere to applicable processes of VDOT's Fiscal Policies and Procedures as set forth by the Commonwealth of Virginia. However, program management discretion will be used based upon availability of funds.

Potential funding for DBE firms include:

- Software purchases
- University or Technical College courses (industry-related)
- Workshops/Training relevant to firm's work activities
- Conference registration
- Lodging—limited to the VDOT Fiscal Policies and Procedures rates.

BOWD Center located in the Workforce Development and Business Support Center
8020 Dick Trout Road • Sandston, VA 23150 • Phone: 804-328-3002

VDOT and HRCP participated in 16 DBE/SWaM introductory meetings during the BOWD reporting period. Discussions were held between VDOT and HRCP in identifying and promoting upcoming procurement opportunities available for tugboat services, demolition, transportation of materials, and landfill services. Meetings were held with the Cities of Norfolk and Hampton to discuss a joint virtual small business outreach event scheduled for March 16-17, 2021 where HRCP will provide a project update and VDOT's BOWD will serve as a virtual resource exhibitor.

OUTREACH/TRAINING EVENTS - HRCP and VDOT's Civil Rights staff continued to participate in the following virtual events to engage and share information about business and workforce development opportunities available on the Project and the Hampton Roads District.

- February 8, 2021 - COMTO Hampton Roads General Membership Meeting
- February 13, 2021 - The Hampton Roads Committee of 200+ Men Inc. General Membership Meeting
- February 16, 2021 - SBSD SWaM Certification Workshop

10. Public Outreach & Media

A Construction Virtual Open House was held and provided citizens with an overview of the HRBT Project, as well as breakout sessions with interactive questions and answers by the Project team. The three breakout sessions focused on roadway construction, portals and tunnels construction, and marine construction. Connecting to the virtual event were 522 attendees. To view a recording of the Open House, visit <https://www.hrbtexansion.org/openhouse>.

PUBLIC OUTREACH -

- January 26, 2021 - VDOT Networking: VDOT Projects Keep Virginia Moving
- January 27, 2021 - HRBT Stakeholders Committee Meeting
- January 27, 2021 - Hampton University Leadership Project Update
- January 28, 2021 - Construction Virtual Open House for HRBT Expansion Project with 522 attendees
- January 28, 2021 - ASHE local chapter on slurry walls
- February 4, 2021 - Virginia Career Works Virtual Hiring Event
- February 16, 2021 - Optima Health Directors meeting
- February 18, 2021 - Virginia Peninsula Chamber's LEAD program as part of their Transportation Day
- February 18, 2021 - Kiwanis Club of Norfolk

MEDIA -

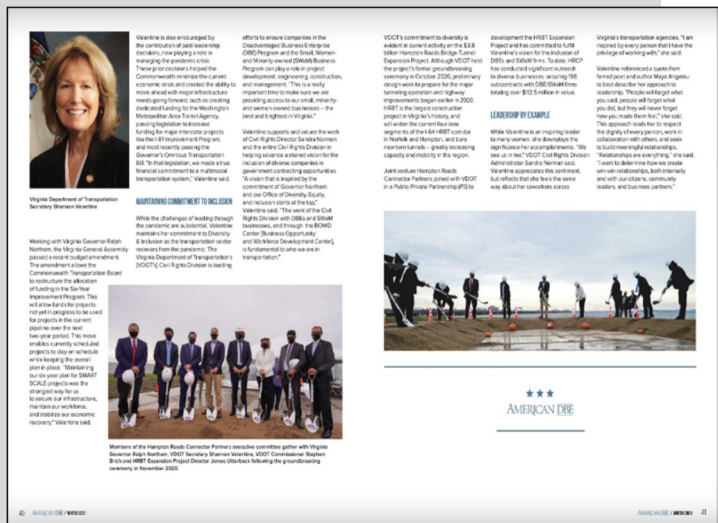
- January 26, 2021 - Smithfield Times article "[Virtual update set for HRBT Expansion Project](#)."
- January 28, 2021 - WAVY-TV story on "[HRBT expansion project moving full speed ahead; officials share update on progress](#)."
- February 4, 2021 - COVA Biz Magazine article on "[Stories to Watch 2021: HRBT Builds a Bridge to the Future](#)."
- February 10, 2021 (Winter 2021 issue) - American DBE Magazine article on "[Transportation Secretary Shannon Valentine Maintains Commitment to DBEs During Pandemic](#)".



▲ **WAVY-TV**
Story following the Construction Virtual Open House



▲ **American DBE Magazine**
Winter 2021 issue features the HRBT Expansion Project and photos from the Groundbreaking Ceremony



Visit our website to view more information:

www.hrbtexpansion.org