

## **AGENDA**

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

**June 16, 2022  
12:30 p.m.**

- 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 April 21, 2022 Regular Meeting (Attachment 5A)**
  - B. HRTAC FY2023-FY2028 Plan of Finance Update – Six Year Operating and Capital Program of Projects for the Region's High Priority Projects and the Hampton Roads Regional Transit Fund (Attachment 5B)**
  - C. HRTAC 2045 Long Range Plan of Finance Update for the Region's High Priority Projects and the Hampton Roads Regional Transit Fund Update (Attachment 5C)**
  - D. FY2023 HRTAC Meeting Schedule (Attachment 5D)**
- 6. Action Items**  
- *Recommended Action: Discussion/Endorsement/Recommendation/Direction*
  - A. Election of FY2023 Officers of the Commission (Attachment 6A)** – General Counselor Inglima and Nominating Committee Chair Rabil - Recommended Action: Nominations/Discussion/Voting
  - B. 2019A Bond Anticipation Note Retirement (Attachment 6B)** – Finance Committee Chair Hipple, Executive Director Page, Bond Counselor Ballou and General Counselor Inglima – Recommended Action: Approval
  - C. HRELN Segment 4C Standard Project Agreement (Attachment 6C)** - Executive Director Page and General Counselor Inglima – Recommended Action: Approval
  - D. HRTAC's Written Policy On All-Virtual Public Meetings (Attachment 6D)** - Executive Director Page and General Counselor Inglima – Recommended Action: Approval

- E. **I-464/I-64 Interchange Improvements – Full Interchange Access Report Development (Attachment 6E)** – Finance Committee Chair Hipple and Executive Director Page

*Action Item 6F - Recommended Action by the Commissioners of the Member Jurisdictions of Chesapeake, Hampton, Newport News, Norfolk, Portsmouth, and Virginia Beach (the 'Six Cities of HRT') for the Distribution of the Hampton Roads Regional Transit Funds: Discussion/Approval*

- F. **Hampton Roads Regional Transit Fund – Transportation District Commission of Hampton Roads FY2023 Application for Funding (Attachment 6F)** - Executive Director Page - Recommended Action by the Six Cities of HRT: Discussion/Approval

## **7. Information Items**

- A. **HRTAC Monthly Financial Report – (Attachment 7A)** – Finance Committee Chair Hipple
- B. **VDOT Project Updates - (Attachment 7B)** – VDOT Hampton Roads Administrator Hall
- C. **HRTAC Regular Meeting – September 15, 2022, 12:30 p.m. (Provided Affirmative Action Item 5D)**

## **8. Adjournment**

**Consent Item 5.A.**  
**Minutes of the April 21, 2022 Regular Meeting**

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

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

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

**Date: June 16, 2022**

**Re: April 21, 2022 Regular Meeting Minutes**

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**Recommendation:**

The Commission is asked to approve the Commission's April 21, 2022 Regular Meeting minutes.

**Background:**

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

**Fiscal Impact:**

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

**Suggested Motion:**

**Motion:** The Commission approves and adopts the minutes of the Commission's Regular Meeting on April 21, 2022.



**Hampton Roads Transportation  
Accountability Commission (HRTAC)  
Summary Minutes of the April 21, 2022 Regular Meeting**

The Hampton Roads Transportation Accountability Commission (HRTAC) Regular Meeting was called to order at 12:36 p.m. with the following in attendance:

**HRTAC Members in Attendance:**

Mayor Donnie Tuck, Chair	Mayor Michael Duman, SU
Council Member Debbie Ritter, CH (in for Mayor Rick West)	Supervisor Thomas G. Shepperd, YK
Mayor Frank Rabil, FR	Mayor Bobby Dyer, VB
Supervisor William McCarty, IW	Mayor Doug Pons, WM
Supervisor Michael Hipple, JC	Delegate Clint Jenkins, VGA
Mayor McKinley Price, NN	Senator Monty Mason, VGA

**HRTAC Executive Director:**

Kevin Page

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

Board Member Frederick T. Stant, III, CTB	Vice President Barb Nelson, VPA (in for Director Stephen Edwards)
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**Other Participants:**

Chris Price, CH	Al Moor, SU
Jason Mitchell, HA	Todd Halacy, VDOT
Scott Stevens, JC	Andrew Trivette, WM
Patrick Roberts, NO	Megan Gilliland, Kaufman & Canoles
Bob Baldwin, PO	Tom Inglima, Willcox & Savage
J. Randall Wheeler, PQ	

**HRTAC Voting Members Absent:**

Mayor Shannon Glover, PO	Senator Louise Lucas, VGA
Mayor Gordon Helsel, PQ	Delegate Mike Mullen, VGA
Supervisor Christopher Cornwell, SH	

**HRTAC Ex-Officio Members Absent:**

Acting Director Jennifer DeBruhl, DRPT	Commissioner Stephen Brich, VDOT
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**Others Recorded Attending:**

Jessica Dennis, (NO); Mark Guduldig-Yatrofsky (HRPDC/HRTPO Community Advisory Committee Member); Robert E. Lee, (HRT); Ed Reed (Two Capitols Consulting); Renee Cordero Larkin (Veterans Reporters); Julie Burger, (Wells Fargo); Sheila Wilson (HRPDC); Lynn Coen, Jennifer Hodnett (HRTAC); Bob Crum, John Mihaly, Pavithra Parthasarathi, Dimitry Rekhter (HRTPO)

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

HRTAC Chair, Mayor Donnie Tuck, called the meeting to order at 12:36 p.m. and a roll call vote of all Members was taken in order to confirm a quorum:

Council Member Debbie Ritter: Present  
Mayor Frank Rabil: Present  
Chair Donnie Tuck: Present  
Supervisor William McCarty: Present  
Supervisor Michael Hipple: Present  
Mayor McKinley Price: Present  
Mayor Kenneth Alexander: Present  
Mayor Gordon Helsel: No Response  
Mayor Shannon Glover: No Response  
Supervisor Christopher Cornwell: No Response  
Mayor Michael Duman: No Response  
Mayor Robert Dyer: Present  
Mayor Doug Pons: Present  
Supervisor Thomas Shepperd: Present  
Senator Louise Lucas: No Response  
Senator Monty Mason: Present  
Delegate Clint Jenkins: Present  
Delegate Mike Mullin: No Response  
Board Member Frederick Stant: Present  
Commissioner Stephen Brich: No Response  
Mr. Todd Halacy: Present  
Vice President Barb Nelson: Present  
Acting Director Jennifer DeBruhl: No Response

The quorum was confirmed by Mr. John Mihaly.

## **Approval of Agenda**

Senator Monty Mason Moved to approve the Agenda; Seconded by Supervisor Michael Hipple. 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**

### **A. Nominating Committee for the FY2023 Slate of Officers**

Chair Tuck reminded the Commission that the annual election of the HRTAC Chair and Vice Chair would occur at the HRTAC Annual Organizational Meeting on June 16, 2022. A

Nominating Committee consisting of Mayor Kenneth Alexander, Mayor Frank Rabil and Supervisor Hipple would develop a slate of officers at the next meeting.

### **Consent Items**

- A. Minutes of the March 17, 2022 Special Meeting
- B. HRTAC FY2023 Administrative and Project Development Budget

Supervisor Hipple Moved to approve the consent agenda items; Seconded by Mayor McKinley Price. The Motion Carried.

### **Action Item**

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

HRTAC Executive Director, Kevin Page, reviewed the actions taken by the Commission since the 2045 Long Range Plan of Finance was developed and communicated to the Hampton Roads Transportation Planning Organization (HRTPO) four years ago. He indicated that the process for developing the plan of finance allows for discussions and updates to the plan of finance, as needed.

HRTAC Finance Committee Chair, Supervisor Hipple, stated that the Finance Committee met on April 19, 2022 and that after thorough Committee discussion, the Finance Committee elected to endorse the HRTAC 2045 Long Range Plan of Finance Update for the Region's High Priority Projects and the Hampton Roads Regional Transit Fund.

Supervisor Hipple Moved that the Commission endorses the HRTAC 2045 Long Range Plan of Finance Update for the Region's High Priority Projects and the Hampton Roads Regional Transit Fund and authorizes the Executive Director to conduct a public hearing on the proposed HRTAC 2045 Proposed Long Range Plan of Finance Update; Seconded by Mayor Alexander. The Motion Carried.

### **Discussion Item**

#### **A. HRTAC Financing Activities Update**

Executive Director Page summarized the actions taken at the Commission's March 17, 2022 Special Meeting in regards to project financings and bond activities. He reminded the Commission that any bond action would require a net positive financial benefit. Executive Director Page noted that the defeasance of the 2018A Bonds and associated cash optimization in addition to the issuance of a new 2022A Bond Anticipation Note (BAN) to replace the 2019A BAN were initially anticipated to have a cumulative net present value of \$70M in savings. However, market conditions subsequently shifted compromising the opportunity to issue a new 2022A BAN. Thus, the net present value of savings was now expected to be about \$40M.

HRTAC Bond Counsel, Ms. Megan Gilliland, explained the cash optimization process to the Members. She noted that it was a two-step process and that step one, which consisted of defeasing a portion of the 2018A Bonds for \$264M, had already been completed. She explained that there are rules in place requiring a period of time between the first step (defeasance) and the second step (issuance of the new bonds) of the cash optimization process.

## **Information Items**

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

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

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

Executive Director Page noted that VDOT project updates were included in the Agenda packet.

Commonwealth Transportation Board (CTB) Member, Frederick Stant, informed the Commission that a new CTB Member from the Hampton Roads area had been appointed, Mr. Wayne Coleman.

### **C. HRTAC Annual Organizational Meeting – June 16, 2022**

#### **Adjournment**

With no further business to come before the Hampton Roads Transportation Accountability Commission, the meeting adjourned at 12:50 p.m.

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Donnie Tuck  
HRTAC Chair

**Consent Item 5.B.**

**HRTAC FY2023-FY2028 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**

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

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

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

**Date: June 16, 2022**

**Re: HRTAC FY2023-FY2028 Plan of Finance Update – Six Year Operating and Capital Program of Projects for the Region’s High Priority Projects and the Hampton Roads Regional Transit Fund**

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**Recommendation:**

The Finance Committee recommends that the Commission approve the HRTAC FY2023-FY2028 Plan of Finance Update – Six Year Operating and Capital Program of Projects for the Region’s High Priority Projects and the Hampton Roads Regional Transit Fund reflected in the enclosed Plan of Finance Update presentation.

**Background:**

At the March 17, 2022 Special Commission meeting, the Commission endorsed the Proposed HRTAC FY2023-FY2028 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 2022-2027 Financial Plan and authorized the Executive Director to conduct a public hearing and report back public comments for consideration in the Commission’s action by no later than its June 16, 2022 Annual Organizational meeting. The Executive Director conducted a public hearing on April 11, 2022 at 10:30 a.m. There were no oral or written comments received.

**Fiscal Impact:**

Once adopted, the proposed HRTAC FY2023-FY2028 Plan of Finance Update – Six Year Operating and Capital Program of Projects updates the funding plan for the Commission to provide \$6,415 million for high priority congestion relief projects and support costs and \$253.4 million for the Hampton Roads Regional Transit Fund projects and support costs from FY2023 through FY2028.

**Suggested Motion:**

**Motion:** The Commission approves the Proposed HRTAC FY2023-FY2028 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.



## Agenda Item 5B: HRTAC FY2023-FY2028 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

### FY2023-FY2028 Six Year Operating and Capital Program – Highway Regional High Priority Projects

- Project Costs and Funding
- HRTF Cash Flow
- Toll Revenue Cash Flow

### FY2023-FY2028 Six Year Operating and Capital Program – Transit Regional High Priority Projects –Hampton Roads Regional Transit Fun

- Project Costs and Funding
- HRRTF Cash Flow

## Updates from the Program Endorsed by the Commission in March

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- At the March 17, 2022 Special Commission meeting, the Commission endorsed the Proposed HRTAC FY2023-FY2028 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.
- The Program for the Highway Regional High Priority Projects has been updated to incorporate the result of the cash defeasance of a portion of the 2018A Bonds and the issuance of the 2022A Bonds as well as the impact of interest rate changes on future debt planning:
  - In the HRBT's funding plan, HRTF paygo funding is reduced by \$412M and HRTF debt funding is increased by \$412M;
  - In the HRELN's funding plan with future planned debt impacted by interest rate changes, toll TIFIA loan is reduced from \$270M to \$243M, which is compensated by additional HRTF debt and HRTF paygo;
  - HRTF debt service through FY 2028 is reduced by \$7M;
  - Initial funding for the HRTF TIFIA Debt Service Reserve Fund is pushed from FY 2022 to FY 2023, in line with the delayed completion of the Six Initial Projects.
- There has been no changes on the Program for the Hampton Roads Regional Transit Fund

# Highway Regional Priority Projects (in \$MM)

## Highway Regional Priority Projects Costs and Expenses

	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total	HRTAC HRTF Paygo	HRTAC HRTF Debt	HRTAC Toll Debt	VDOT & Other
Admin & Project Development Costs	\$25	\$7	\$8	\$8	\$8	\$7	\$7	\$69	\$69			
I-64 Peninsula Widening	\$531							\$531		\$310		\$221
I-64/I-264 Interchange Improvement	\$362							\$362	\$10	\$280		\$72
I-64 Southside/High Rise Bridge	\$527							\$527		\$432		\$95
Project Development	\$46							\$46	\$46			
HRBT	\$2,284	\$546	\$532	\$381	\$20			\$3,762	\$1,269	\$1,948	\$345	\$200
HRELN	\$77	\$123	\$315	\$341	\$219	\$42		\$1,117	\$286	\$318	\$243	\$270
<b>Total</b>	<b>\$3,852</b>	<b>\$676</b>	<b>\$854</b>	<b>\$730</b>	<b>\$248</b>	<b>\$48</b>	<b>\$7</b>	<b>\$6,415</b>	<b>\$1,680</b>	<b>\$3,289</b>	<b>\$588</b>	<b>\$858</b>

## Funding Sources

	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
VDOT & Other	\$394	\$80	\$154	\$165	\$49	\$16		\$858
HRTAC HRTF Paygo	\$488	\$553	\$395	\$177	\$28	\$32	\$7	\$1,680
HRTAC HRTF Debt	\$2,970	\$43	\$271	\$4				\$3,289
HRTAC Toll Debt				\$34	\$384	\$170		\$588
<b>Total</b>	<b>\$3,852</b>	<b>\$676</b>	<b>\$854</b>	<b>\$730</b>	<b>\$248</b>	<b>\$48</b>	<b>\$7</b>	<b>\$6,415</b>

\*HRELN VDOT Other Funding assumes: \$93.1M state appropriation approved in June 2022, \$124M IIJA Bridge funds, \$24M VDOT IOEP funds, and up to, on a last dollar in basis, \$28M VDOT TFRA funds for toll integration (CTB allocation applies)

# HRTF Cash Flow

## HRTF Six-Year Improvement Plan

	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
<b>Revenues</b>								
HRTF Tax Revenues:								
Sales Tax	\$1,268,731,211	\$186,800,000	\$192,200,000	\$197,000,000	\$198,200,000	\$199,200,000	\$200,000,000	\$2,442,131,211
Fuels Tax	\$410,992,465	\$58,900,000	\$59,700,000	\$60,200,000	\$60,700,000	\$61,700,000	\$63,100,000	\$775,292,465
Total	\$1,679,723,676	\$245,700,000	\$251,900,000	\$257,200,000	\$258,900,000	\$260,900,000	\$263,100,000	\$3,217,423,676
Investment Revenues:								
Interest Income	\$2,358,847	\$4,631,563	\$3,076,139	\$1,755,847	\$1,286,241	\$2,314,314	\$2,360,870	\$17,783,821
Investment Income	\$60,840,417	\$12,844,458	\$9,334,185	\$4,451,023	\$3,758,114	\$4,905,259	\$6,074,006	\$102,207,462
Total	\$63,199,264	\$17,476,021	\$12,410,324	\$6,206,870	\$5,044,355	\$7,219,573	\$8,434,876	\$119,991,283
<b>Total Revenues</b>	<b>\$1,742,922,940</b>	<b>\$263,176,021</b>	<b>\$264,310,324</b>	<b>\$263,406,870</b>	<b>\$263,944,355</b>	<b>\$268,119,573</b>	<b>\$271,534,876</b>	<b>\$3,337,414,959</b>
<b>Payments</b>								
HRTF Debt Payments:	\$179,922,882	\$54,444,413	\$61,057,350	\$77,676,250	\$78,184,777	\$114,076,044	\$114,671,236	\$680,032,952
HRTF Subordinate Lien DSRF - Ongoing Deposit			\$648,920	\$684,971		\$1,496,693	\$893,799	\$3,724,383
HRTF Admin & Proj. Dev. Budget	\$24,789,106	\$7,140,611	\$7,515,494	\$7,910,057	\$8,325,335	\$6,618,702	\$6,966,184	\$69,265,489
HRTF Operating Reserve Fund Deposit (Release)	\$7,854,673	\$412,370	\$434,020	\$456,806	-\$1,877,296	\$382,230	\$402,297	\$8,065,099
Total	\$32,643,779	\$7,552,982	\$7,949,513	\$8,366,863	\$6,448,039	\$7,000,932	\$7,368,481	\$77,330,588
Paygo Allocation to Highway Projects	\$462,895,381	\$545,663,727	\$387,674,713	\$168,738,259	\$20,116,982	\$25,375,000		\$1,610,464,063
Paygo Payments to Financing Costs:								
Toll TIFIA DSRF - Initial Deposit							\$38,120,172	\$38,120,172
Tolling M&R Reserve - Initial Deposit								\$9,000,000
Toll Revenue Stabilization Fund								\$10,000,000
HRTF TIFIA DSRF - Initial Deposit		\$24,010,039						\$65,266,341
2021 Successor Loan Reimbursement		-\$83,996,867						-\$83,996,867
2018A Cash Defeasance	\$412,791,056							\$412,791,056
Total	\$412,791,056	-\$59,986,827						\$451,180,702
<b>Total Payments</b>	<b>\$1,080,398,426</b>	<b>\$547,674,294</b>	<b>\$457,330,496</b>	<b>\$255,466,344</b>	<b>\$155,006,099</b>	<b>\$147,948,668</b>	<b>\$171,053,688</b>	<b>\$2,822,732,688</b>
<b>HRTF Cash Unobligated</b>								
Annual Deposit (Draws)		-\$284,498,273	-\$193,020,172	\$7,940,526	\$108,938,256	\$120,170,905	\$100,481,188	\$514,682,271
Carry Over from Prior Year		\$654,669,841	\$370,171,568	\$177,151,396	\$185,091,922	\$294,030,178	\$414,201,082	
Ending Balance	\$654,669,841	\$370,171,568	\$177,151,396	\$185,091,922	\$294,030,178	\$414,201,082	\$514,682,271	

\*Negative annual deposits indicate drawing on previous year's cash available balance

\*\* Paygo Allocation to Highway Projects does not include admin and project development cost payments

\*\*\* Interest payments on the 2018A Bonds are TIFIA eligible costs, and HRTAC can apply \$84M borrowed under the related TIFIA loan agreement to reimburse itself for prior use of HRTF revenues to make the interest payments

# Toll Revenue Cash Flow

	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	Total
<b>Revenues</b>						
Gross Revenues		\$11,134,939	\$29,929,650	\$42,591,281	\$47,395,565	\$131,051,434
Investment Earnings				\$254,460	\$511,790	\$766,250
<b>Total Revenues</b>		<b>\$11,134,939</b>	<b>\$29,929,650</b>	<b>\$42,845,741</b>	<b>\$47,907,355</b>	<b>\$131,817,685</b>
<b>Payments</b>						
Tolling O&M Expenditure		\$202,656	\$13,632,153	\$15,937,751	\$16,863,792	\$46,636,352
Tolling O&M Reserve Deposit				\$576,400	\$231,510	\$807,910
Debt Service Fund - Mandatory						
Debt Service Fund - Scheduled					\$19,348,698	\$19,348,698
TIFIA DSRF Deposit						
Tolling M&R Reserve		\$13,037,998	\$26,331,590	\$11,463,354	\$50,832,941	
<b>Total Payments</b>		<b>\$202,656</b>	<b>\$26,670,150</b>	<b>\$42,845,741</b>	<b>\$47,907,355</b>	<b>\$117,625,902</b>
<b>Toll Revenues Unobligated</b>						
Annual Deposit(Draws)		\$10,932,284	\$3,259,499			\$14,191,783
Carry Over from Prior Year			\$10,932,284	\$14,191,783	\$14,191,783	
Ending Balance		\$10,932,284	\$14,191,783	\$14,191,783	\$14,191,783	

# Transit Regional Priority Projects (in \$MM)

## Transit Regional Priority Projects Costs and Expenses

	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Admin & Project Development Costs	\$0.40	\$0.25	\$0.27	\$0.28	\$0.30	\$0.31	\$0.33	\$2.13
Transit Bus Expansion Project (Group A&B)	\$9.31	\$4.38						\$13.69
Bus Shelter	\$3.27							\$3.27
Regional Transit System Technology	\$0.60							\$0.60
Net Center Replacement	\$0.06							\$0.06
New Bus Operating Facility - Southside	\$1.00							\$1.00
Robert Hall Transfer Center Replacement	\$0.10							\$0.10
Evelyn T. Butts Project	\$0.10							\$0.10
RTS Operations and Maintenance	\$5.73	\$18.67	\$28.98	\$36.44	\$37.72	\$38.77	\$39.72	\$206.03
RTS Development and Support Services	\$4.95							\$4.95
New Bus Operating Division	\$6.71	\$0.60	\$2.49	\$2.49	\$2.49			\$14.78
Bus Stop Amenity Program RTS Network	\$5.33							\$5.33
Paratransit Fleet		\$0.47						\$0.47
Non-Revenue Fleet		\$0.95						\$0.95
<b>Total</b>	<b>\$37.54</b>	<b>\$25.32</b>	<b>\$31.74</b>	<b>\$39.21</b>	<b>\$40.50</b>	<b>\$39.08</b>	<b>\$40.05</b>	<b>\$253.44</b>

## Funding Sources

	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
HRTAC HRRTF		\$37.54	\$25.32	\$31.74	\$39.21	\$40.50	\$39.08	\$40.05

\*Include a funding application presented to HRTAC for FY 2023 funds and projected Operation and Maintenance costs in future years

# HRRTF Cash Flow

	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
<b>Revenues</b>								
Grantor's Tax	\$15,755,462	\$8,200,000	\$8,200,000	\$8,200,000	\$8,200,000	\$8,200,000	\$8,200,000	\$64,955,462
Transient Occupancy Tax	\$12,671,691	\$11,700,000	\$12,300,000	\$12,900,000	\$13,000,000	\$13,000,000	\$13,000,000	\$88,571,691
Recordation Tax Transfer	\$40,000,000	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000	\$160,000,000
<b>Total</b>	<b>\$68,427,153</b>	<b>\$39,900,000</b>	<b>\$40,500,000</b>	<b>\$41,100,000</b>	<b>\$41,200,000</b>	<b>\$41,200,000</b>	<b>\$41,200,000</b>	<b>\$313,527,153</b>
HRRTF Investment Revenues:								
HRRTF Interest Income	\$82,644	\$584,210	\$1,096,183	\$724,791	\$298,821	\$389,534	\$329,724	\$3,505,907
HRRTF Investment Income		\$1,620,158	\$3,326,238	\$1,837,326	\$873,090	\$825,629	\$848,308	\$9,330,748
<b>Total</b>	<b>\$82,644</b>	<b>\$2,204,368</b>	<b>\$4,422,421</b>	<b>\$2,562,118</b>	<b>\$1,171,911</b>	<b>\$1,215,162</b>	<b>\$1,178,031</b>	<b>\$12,836,654</b>
<b>Total Revenues</b>	<b>\$68,509,797</b>	<b>\$42,104,368</b>	<b>\$44,922,421</b>	<b>\$43,662,118</b>	<b>\$42,371,911</b>	<b>\$42,415,162</b>	<b>\$42,378,031</b>	<b>\$326,363,807</b>
<b>Payments</b>								
HRRTF Admin & Proj. Dev. Budget	\$399,166	\$253,228	\$266,522	\$280,514	\$295,241	\$310,742	\$327,055	\$2,132,468
Paygo Allocation for Transit Projects	\$37,142,096	\$25,062,529	\$31,469,945	\$38,933,980	\$40,205,183	\$38,772,910	\$39,721,432	\$251,308,075
Deallocated Funding Returned								
<b>Total Payments</b>	<b>\$37,541,262</b>	<b>\$25,315,757</b>	<b>\$31,736,467</b>	<b>\$39,214,494</b>	<b>\$40,500,424</b>	<b>\$39,083,652</b>	<b>\$40,048,487</b>	<b>\$253,440,543</b>
<b>HRRTF Cash Unobligated</b>								
Annual Deposit (Draws)	\$30,885,891	\$16,788,611	\$13,185,954	\$4,447,623	\$1,871,486	\$3,331,511	\$2,329,544	\$72,923,264
Carry Over from Prior Year		\$30,968,535	\$47,757,146	\$60,943,100	\$65,390,723	\$67,262,209	\$70,593,720	
<b>Ending Balance</b>	<b>\$30,885,891</b>	<b>\$47,757,146</b>	<b>\$60,943,100</b>	<b>\$65,390,723</b>	<b>\$67,262,209</b>	<b>\$70,593,720</b>	<b>\$72,923,264</b>	

**Consent Item 5.C.**

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

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

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

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

**Date: June 16, 2022**

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

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**Recommendation:**

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

**Background:**

At the March 17, 2022 Special Commission meeting, the Commission endorsed the Proposed HRTAC 2045 Long Range Plan of Finance Update as an update to the HRTAC-adopted 2045 Long Range Plan of Finance and authorized the Executive Director to conduct a public hearing and report back public comments for consideration in the Commission's action by no later than its June 16, 2022 Annual Organizational meeting. The Executive Director conducted a public hearing on May 23, 2022 at 2:30 p.m. There were no oral or written comments received.

**Fiscal Impact:**

Once adopted, the proposed HRTAC 2045 Long Range Plan of Finance Update represents \$11,406 million in regional congestion relief Highway Projects and \$1,043 million in Transit Projects.

**Suggested Motion:**

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



## Agenda Item 5C:

### HRTAC 2045 Long Range Plan of Finance Update

- Highway Regional Priority Projects
- Transit Regional Priority Projects

## Updates from the 2045 LRTP Endorsed by the Commission in March

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- At the March 17, 2022 Special Commission meeting, the Commission endorsed the Proposed HRTAC 2045 Long Range Plan of Finance Update.
- The Plan for the Highway Regional High Priority Projects has been updated:
  - As a result of discussions with the VDOT staff and HRTPO staff on non-HRTAC funding and inflation rate assumptions, all future projects' target completion dates remain unchanged, except for the I-64/I-264 Interchange Phase IIIA: the completion is pushed back from 2038 to 2039, and its inflated costs are adjusted accordingly.
- There has been no changes on the Plan for the Transit Regional Priority Projects.

# 2045 LRTP – Highway Regional Priority Projects (\$MM)

	Six Initial Projects	HRBT	HRELN	I-264/Independence Boulevard Interchange & I-264 Widening	Bowers Hill Interchange	I-664 Widening to College Blvd	I-64/I-464 Loop Ramps	I-64/I-264 Interchange: Phase IIIA	I-64/Denbigh Boulevard Interchange Project	VA-164 Widening	VA-168 Bypass
Inflated Costs (\$MM)	\$1,420	\$3,762	\$1,117	\$876	\$771	\$1,529	\$339	\$525	\$219	\$493	\$355
Construction End Year	2023	2026	2027	2032	2033	2034	2036	2039	2040	2045	2045

Total YOE Costs (\$MM) <sup>[1]</sup>	\$11,406
<u>Funded by (\$MM):</u>	
Existing HRTAC HRTF Debt	\$3,053
Existing HRTAC Toll Debt	\$345
Existing HRTAC HRTF Paygo	\$1,613
Future HRTAC HRTF Debt <sup>[2]</sup>	\$1,072
Future HRTAC Toll Debt <sup>[2], [3]</sup>	\$243
Future HRTAC HRTF Paygo <sup>[2]</sup>	\$3,252
VDOT - SMART SCALE <sup>[4], [5]</sup>	\$1,559
VDOT - IOEP Funding <sup>[6]</sup>	\$24
VDOT - Other Funding <sup>[7]</sup>	\$121
IIJA Funding <sup>[8]</sup>	\$124
Total Funding	\$11,406

## Assumptions:

- [1] Inflation costs provided by VDOT or HRTPO
- [2] Future HRTAC paygo and debt funding depend on revenue availabilities and interest rates at the time of debt issuance
- [3] \$243M assumed in the HRELN financing; pending public hearing results and further developments, Bowers Hill Interchange and I-664 Widening to College Blvd may contain managed lanes that produce toll revenues
- [4] \$588M existing VDOT and other local funding for the Six Initial Projects and HRBT
- [5] Assume additional \$971M SMART SCALE awarded prior to FY 2034 for new projects after HRELN; I-664 Widening to College Blvd completion in FY 2034 conditioned upon this assumption
- [6] \$24M assumed for HRELN; additional IOEP funding may be available
- [7] \$93M General Assembly Appropriation for HRELN approved in June 2022; assume \$28M VDOT Funding for HRELN toll integration costs
- [8] \$124M Infrastructure Investment & Jobs Act (IIJA) funding assumed for HRELN; additional IIJA funding may be available

## 2045 LRTP – Transit Regional Priority Projects (\$MM)

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

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

**Consent Item 5.D.**  
**FY2023 HRTAC Meeting Schedule**

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

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

**Date: June 16, 2022**

**RE: FY2023 HRTAC Meeting Schedule**

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**Recommendation:**

The Executive Director recommends approval of the proposed meeting schedule of the Commission for FY2023.

**Background:**

The Commission meets regularly on a quarterly basis. The proposed meeting schedule below identifies the meeting dates of the Commission for FY2023. Special Meetings may be called by the Chair in accordance with Article IV, C. of the Third Amended and Restated Bylaws of HRTAC.

**Meeting Dates and Times for FY2023:**

Thursday, September 15, 2022, 12:30 p.m. – Regular Meeting

Thursday, December 15, 2022, 12:30 p.m. – Regular Meeting

Thursday, March 16, 2023, 12:30 p.m. – Regular Meeting (General Assembly Short Session)

Thursday, June 15, 2023, 12:30 p.m. – Annual Organizational Meeting (Election of Officers)

**Suggested Motion:**

Motion is to approve the proposed meeting schedule of the Commission for FY2023.

**FY 2023 Hampton Roads Regional  
Meetings (July 2022 – June 2023)  
HRPDC/HRTPO/HRMFFA/HRTAC**

Date	HRTPC 10:30 AM	HRPDC 12:30 PM	HRMFFA 10:30 AM	HRTAC 12:30 PM
JULY 21, 2022	✓	✓		
AUGUST 18, 2022	<b>No Meetings Currently Scheduled</b>			
SEPTEMBER 15, 2022			✓	✓
OCTOBER 20, 2022	✓	✓		
NOVEMBER 17, 2022	✓	✓		
DECEMBER 15, 2022			✓	✓
JANUARY 19, 2023	✓*	✓*		
FEBRUARY 16, 2023	✓	✓		
MARCH 16, 2023			✓	✓
APRIL 20, 2023	✓	✓		
MAY 18, 2023	✓	✓		
JUNE 15, 2023			✓*	✓*

*\*Annual Meeting*



**Action Item 6.A.**  
**Election of FY2023 Officers of the Commission**

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

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

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

**Date: June 16, 2022**

**Re: Election of FY2023 Officers of the Commission**

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**Recommendation:**

The Nominating Committee recommends that the Commission adopt the proposed FY2023 Slate of Officers.

**Background:**

Sections III.A. and IV.A. of the HRTAC Amended and Restated Bylaws of the Commission require that the Commission annually elect from its voting Members a Chair and a Vice-Chair at its Annual Organizational Meeting. At its April 21, 2022 Regular Meeting, the HRTAC Chair appointed a Nominating Committee. The chair of the Nominating Committee conferred with each member informally to discuss whether the current Chair and Vice Chair should be invited to serve a successive term each. The consensus of the Nominating Committee is that they should continue to serve; thus, the proposed FY2023 Slate of Officers is the following: Donnie R. Tuck (Hampton Mayor), as Chair, and Doctor Richard W. "Rick" West (Chesapeake Mayor), as Vice Chair.

**Fiscal Impact:**

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

**Suggested Motion\*:**

Motion is the Commission approve the recommended FY2023 Slate of Officers for Chair and Vice Chair.

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



**Action Item 6.B.**  
**2019A Bond Anticipation Note Retirement**

**To: Newly Elected Chair and the other members of HRTAC**

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

**Date: June 16, 2022**

**Re: 2019A Bond Anticipation Note Retirement**

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**Recommendation:**

HRTAC Staff and Bond Counsel recommend that the Commission approve the prepared Resolution 2022-04 Authorizing Application of Funds in Connection with Payment and Retirement of Hampton Roads Transportation Fund Intermediate Lien Bond Anticipation Notes, Series 2019A.

**Background:**

To provide financing on an interim basis for certain projects (the “Initial Financed Projects”), the Commission issued its \$414,345,000 Hampton Roads Transportation Fund Intermediate Lien Bond Anticipation Notes, Series 2019A (the “2019A BANs”). To provide long term financing for the Initial Financed Projects, the Commission has also issued its \$500,789,463 Subordinate Lien Revenue Bond, TIFIA Successor Series 2021 (the “TIFIA Successor Series 2021 Bond”). The 2019A BANs mature and come due for payment on July 1, 2022. The proceeds of the TIFIA Successor Series 2021 Bond may be used to pay or redeem the 2019A BANs, and the Commission has submitted a requisition to the TIFIA lender for a disbursement of funds under the TIFIA Successor Series 2021 Bond and the related 2021 Successor TIFIA Loan Agreement to be used, together with unspent proceeds of the 2019A BANs and other available amounts, to pay the 2019A BANs at their maturity. Market conditions make it fiscally advantageous for the Commission to use a portion of its available funds to pay the 2019A BANs (since the interest rate on the TIFIA Successor Series 2021 Bond is higher than the investment earnings rate on HRTAC’s available funds), and the Commission desires to authorize and approve the use of available amounts from the Hampton Roads Transportation Fund in connection with the payment of the 2019A BANs at their maturity.

The requested action of the Commission authorizes and approves the use of available funds, as described above, to pay the 2019A BANs, including the use of amounts from the Hampton Roads Transportation Fund to the extent that disbursements from the TIFIA lender under the 2021 Successor TIFIA Loan Agreement and unspent 2019A BANs proceeds are insufficient for such purpose. The maximum amount of Hampton Roads Transportation Fund funds that may be used to provide for payment of the 2019A BANs shall not exceed their principal amount. The Chair or Vice Chair of the Commission or the Executive Director, any of whom may act will be authorized and directed to take such action and to execute and deliver any such documents, certificates, undertakings, agreements or other instruments as each such officer,



with the advice of counsel, may deem necessary or appropriate to provide for the payment and retirement of the 2019A BANs and any other action contemplated by Resolution 2022-04.

**Fiscal Impact:**

There is a fiscal impact in relation to this Action Item. To retire the 2019A BANs HRTAC Staff and advisors have assembled the various sources listed below to fully retire the 2019A BANs (excluding accrued interest):

2019A Remaining Unspent Project Fund Proceeds – approximately \$230,647,400  
HRTAC HRTF Unrestricted PayGo Funds – approximately \$83,697,600  
First draw under TIFIA Successor Series 2021 Bond - \$100,000,000

**Suggested Motion:**

**Motion:** The Commission approves Resolution 2022-04 Authorizing Application of Funds in Connection with Payment and Retirement of Hampton Roads Transportation Fund Intermediate Lien Bond Anticipation Notes, Series 2019A.



## **HRTAC RESOLUTION 2022-04**

### **RESOLUTION AUTHORIZING APPLICATION OF FUNDS IN CONNECTION WITH PAYMENT AND RETIREMENT OF HAMPTON ROADS TRANSPORTATION FUND INTERMEDIATE LIEN BOND ANTICIPATION NOTES, SERIES 2019A**

**WHEREAS**, the Hampton Roads Transportation Accountability Commission (the “Commission”) is a political subdivision of the Commonwealth of Virginia (the “Commonwealth”) having the powers set forth in Chapter 26, Title 33.2, of the Code of Virginia of 1950, as amended (the “HRTAC Act”);

**WHEREAS**, to provide financing on an interim basis for certain projects (the “Initial Financed Projects”), the Commission issued its \$414,345,000 Hampton Roads Transportation Fund Intermediate Lien Bond Anticipation Notes, Series 2019A (the “2019A BANs”), pursuant to the terms of the HRTAC Act, a Master Indenture of Trust (as amended and supplemented from time to time, the “Master Indenture”) between the Commission and Wilmington Trust, National Association, as trustee (the “Trustee”) and dated as of February 1, 2018, and a Third Supplemental Series Indenture of Trust (the “Third Supplemental Indenture”), between the Commission and the Trustee and dated as of December 15, 2019;

**WHEREAS**, to provide long term financing for the Initial Financed Projects, the Commission has also issued its \$500,789,463 Subordinate Lien Revenue Bond, TIFIA Successor Series 2021 (the “TIFIA Series 2021 Bond”), pursuant to the terms of the HRTAC Act, the Master Indenture, and a Seventh Supplemental Series Indenture of Trust (the “Seventh Supplemental Indenture”), between the Commission and the Trustee and dated as of September 21, 2021, and in connection therewith entered into a 2021 Successor TIFIA Loan Agreement, dated as of September 21, 2021 (the “2021 Successor TIFIA Loan Agreement”), between the Commission and the United States Department of Transportation, an agency of the United States of America, acting by and through the Executive Director of the Build America Bureau (the “TIFIA Lender”);

**WHEREAS**, the 2019A BANs mature and come due for payment on July 1, 2022;

**WHEREAS**, proceeds of the TIFIA Series 2021 Bond may be used to pay or redeem the 2019A BANs, and the Commission has submitted a requisition to the TIFIA Lender for a disbursement of funds under the TIFIA Series 2021 Bond and the 2021 Successor TIFIA Loan Agreement to be used, together with unspent proceeds of the 2019A BANs and other available amounts, to pay the 2019A BANs at their maturity; and

**WHEREAS**, market conditions make it fiscally advantageous for the Commission to use a portion of its available funds to pay the 2019A BANs, and the Commission desires to authorize and approve the use of available amounts from the Hampton Roads Transportation Fund in connection with the payment of the 2019A BANs at their maturity;

**NOW, THEREFORE, BE IT RESOLVED BY THE HAMPTON ROADS  
TRANSPORTATION ACCOUNTABILITY COMMISSION:**

1. The Commission authorizes and approves the use of available funds, as described above, to pay the 2019A BANs, including the use of amounts from the Hampton Roads Transportation Fund to the extent that disbursements from the TIFIA Lender under the 2021 Successor TIFIA Loan Agreement and unspent 2019A BANs proceeds are insufficient for such purpose.

2. The maximum amount of Hampton Roads Transportation Fund funds that may be used to provide for payment of the 2019A BANs shall not exceed the principal amount thereof.

3. The Chair or Vice Chair of the Commission or the Executive Director, any of whom may act are hereby authorized and directed (without limitation except as may be expressly set forth herein) to take such action and to execute and deliver any such documents, certificates, undertakings, agreements or other instruments as each such officer, with the advice of counsel, may deem necessary or appropriate to provide for the payment and retirement of the 2019A BANs and any other action contemplated by this Resolution.

4. This Resolution shall take effect immediately. This Resolution shall constitute the resolution contemplated by Section 8.5 of the Master Indenture as to the use of amounts in the General Fund.

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

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Chair, Hampton Roads Transportation  
Accountability Commission

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Vice Chair, Hampton Roads Transportation  
Accountability Commission

**Action Item 6.C.**  
**HRELN Segment 4C Standard Project Agreement**

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

**To: Newly Elected Chair and the other members of HRTAC**

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

**Date: June 16, 2022**

**HRELN Segment 4C Standard Project Agreement**

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**Recommendation:**

The Commission is being asked to approve an amendment to the Standard Project Agreement relating to Hampton Roads Express Lanes Network – Segment 4C, which will enable the Full Build (Preliminary Engineering, Right-of-Way and Construction).

**Background:**

The Master Agreement for Development and Tolling of the Hampton Roads Express Lanes Network (a.k.a the “Master Tolling Agreement”) executed by and among VDOT, the Commonwealth Transportation Board, and HRTAC provides for the development of segments of the Hampton Roads Express Lanes Network (“HRELN”). The HRELN Project Segments and updated costs are included in the Approved FY2023-FY2028 HRTAC Six Year Improvement Plan allowing for project specific elements to be added over time.

At the December 16, 2021 Regular Meeting, the Commission authorized a Standard Project Agreement regarding the HRELN Segment 4C (the “Existing Segment 4c SPA”), which covered the following activities: 1. Phase 1 Preliminary Engineering to provide for a more defined project scope and cost estimate for the project segments warranting advancing the next step of project construction development that includes advancing Preliminary Engineering and Right-of-Way; and, 2. Preliminary Engineering and Right-of-Way for construction to develop the full scope of the project segment. The project has matured, construction estimates have been refined, and VDOT is prepared to award a construction contract. In that connection, VDOT and HRTAC desire to amend the Existing Segment 4c SPA to principally cover the construction and related activities.

**Fiscal Impact:**

There is a fiscal impact to the Hampton Roads Transportation Fund of \$411,627,678.00 associated with this Action Item Segment 4C – UPC 119638.



**Suggested Motion:**

Motion is that the Commission: i. Approves the proposed Amendment to the existing Standard Project Agreement for Funding and Administration with respect to Segment 4c of the Hampton Roads Express Lanes Network; and, ii. Authorizes the Chair to execute and deliver such Amendment with such changes, insertions or omissions as may be finalized by the Chair, with the advice of the Executive Director and the Commission's general counsel.



**AMENDMENT TO  
STANDARD PROJECT AGREEMENT FOR FUNDING AND ADMINISTRATION  
BETWEEN  
HAMPTON ROADS TRANSPORTATION ACCOUNTABILITY COMMISSION  
AND  
VIRGINIA DEPARTMENT OF TRANSPORTATION**

**HAMPTON ROADS EXPRESS LANES NETWORK PROJECT ELEMENTS –  
SEGMENT 4C – FULL BUILD POTENTIAL SCOPE PROJECT  
UPC 119638 (Advanced Activity UPC 117841 linked)**

THIS AMENDMENT TO STANDARD PROJECT AGREEMENT FOR FUNDING AND ADMINISTRATION (this “Amendment”) dated as of June 17, 2022 (the “Effective Date”), is made by and between the HAMPTON ROADS TRANSPORTATION ACCOUNTABILITY COMMISSION (“HRTAC”), and the VIRGINIA DEPARTMENT OF TRANSPORTATION (“VDOT”).

**RECITALS**

A. The parties entered into that certain Standard Project Agreement for Funding and Administration for Segment 4C (Full Build Potential Scope) Project (UPC 119638 (Advanced Activity UPC 117841 linked)) dated as of December 16, 2021 (the “Segment 4C SPA”).

B. Notwithstanding the sequence of events as set forth in Section 3.01(c) of the Master Agreement, which contemplated a SPA for preliminary engineering and a separate SPA for project delivery, the parties entered into the Segment 4C SPA, intending to address the Preliminary Engineering, Right of Way and construction phases of the Project in a single SPA.

C. At the time the parties entered into the Segment 4C SPA, only details and funding for the Preliminary Engineering and Right of Way phases of the Project were available, and the parties agreed that the SPA would have to be amended to add construction and additional project delivery details, as well as funding, if (and before) any award was made.

D. VDOT has notified HRTAC that VDOT has advertised the project and is now prepared to award the contract for the construction phase of the Project.

E. The parties now desire to amend the Segment 4C SPA on the terms set forth below to enable VDOT to procure and award the necessary contract for construction and delivery of the Project..

**NOW, THEREFORE**, in consideration of the premises, the mutual covenants and agreement set forth in this Amendment, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties hereby agree to amend the Segment 4C SPA as follows:

1. Appendix A, Appendix B and the Detailed Paygo Request Form of the Segment 4C SPA are hereby amended and restated in their entirety as set forth in the documents attached hereto

as Attachment 1, Attachment 2 (which includes an Annex I), and Attachment 3, respectively, to add the scope of work, project budget (and cash flow estimates), and schedule relating to the construction for Segment 4C.

2. Appendix E is supplemented to include the additional authorizing documents that are appended hereto as Attachment 4.

3. In addition to, and without limiting the terms of the Segment 4C SPA, VDOT agrees that:

(a) VDOT shall provide a periodic report to HRTAC (not less frequently than every calendar quarter), which describes:

(i) The unused portion of the contingency in the budget, and

(ii) Any potential claims and/or notices of intent to file a claim that would reduce the contingency; and

(b) VDOT shall not use the contingency unless HRTAC gives its prior written consent or the applicable use is in accordance with a protocol approved by HRTAC, and, without limiting the foregoing, HRTAC's approval rights over any settlement of a claim or notice of intent to file a claim shall extend to the claims and notices of intent to file a claim described in clause (a) above.

4. Except as modified by the provisions of this Amendment, all other terms of the Segment 4C SPA shall remain in full force and effect.

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

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

**HAMPTON ROADS TRANSPORTATION ACCOUNTABILITY COMMISSION**

By: \_\_\_\_\_

Name: Donnie R. Tuck \_\_\_\_\_

Title: Chairman, HRTAC \_\_\_\_\_

Date: \_\_\_\_\_

**VIRGINIA DEPARTMENT OF TRANSPORTATION**

By: \_\_\_\_\_

Name: Stephen C. Brich, P.E.

Title: Commissioner of Highways

Date: \_\_\_\_\_

## ATTACHMENT 1--APPENDIX A (As Amended and Restated))

### HAMPTON ROADS EXPRESS LANES NETWORK PROJECT ELEMENTS

#### SEGMENT 4C (FULL BUILD POTENTIAL SCOPE) PROJECT – UPC 119638

**Scope:** The work associated with this Standard Project Agreement for the Segment 4C (Full Build Potential Scope) project, as amended, is to continue and complete the Preliminary Engineering activities that were started under the Phase 1 PE agreement (UPC 117841) and to complete the services required to complete the currently anticipated Right of Way (RW) activities in support of the construction of Segment 4C of the Hampton Roads Express Lane Network and to encompass construction of the Segment. The Segment 4C project is located in the City of Hampton. The purpose is to widen EB and WB I-64 from 0.139 miles East of LaSalle Avenue to 0.379 miles East of Settlers Landing Road. The 3 existing EB and WB general purpose lanes in each direction will be converted into 2 Express lanes, and 2 general purpose (GP) lanes in each direction. This will extend the full roadway section of the HRBT Expansion project to the west for 2.4 miles. The western end of the project will connect to a typical section with 1 Express and 2 general purpose lanes. The proposed improvements include rehabilitation of the existing lanes and an additional 12' wide travel lane in each direction. This section of interstate includes 6 mainline bridges, 1 pedestrian underpass and 1 triple 48" RCP section carrying Brights Creek beneath I-64. It is anticipated that the EB Hampton River bridges will be replaced and the WB Hampton River Bridge will be widened and rehabilitated. It is anticipated that the EB and WB portions of the bridge over King Street will be widened and rehabilitated. It is anticipated that the WB portion of the bridge over Settlers Landing will be widened and rehabilitated with the EB portion rehabilitated with no widening. It is anticipated that the bridge over Rip Rap Road will be rehabilitated with no widening. The widening is expected to occur mostly in the median of the existing interstate. This limits the amount of right of way required to construct the project and avoids impacts to existing interchanges. Interstate ramps will be realigned as needed. Work includes construction of an auxiliary lane connecting the acceleration lane for the I-64 EB On-Ramp from LaSalle Avenue to the deceleration lane for the I-64 Exit Ramp to Rip Rap Road. It is anticipated that right of way and/or easements will be acquired along the EB and WB directions with approximately 54 parcels impacted. The number of impacted parcels is an

estimate and will ultimately depend on design of drainage ditches, roadway embankments, retaining walls, noise barrier wall, and potential utility relocations. The parties acknowledge and agree that the proper operation of the Express Lanes described above within the Initial Interstate 64 Express Lanes Network (as defined in the Master Agreement) is predicated upon the implementation described above complying with all applicable federal and state laws, such that HRTAC may exercise its power to impose and collect tolls throughout the Express Lanes; as such (and consistent with Section 3.07 of the Master Agreement), before advancing the work described above beyond Foundational PE (defined below), the parties shall take such actions (with VDOT taking the lead) as may be reasonably necessary to confirm that the implementation does so comply and that HRTAC's imposition and collection of tolls is not subject to any further federal or state approvals, authorizations or permissions (without limiting the foregoing, VDOT shall obtain from the Federal Highway Administration any approvals, authorizations or permissions required under or contemplated by any of 23 U.S.C. § 166(b), 23 U.S.C. § 129, 23 C.F.R. 810.108(b) or 23 C.F.R. 810.102). If and when each party (acting in its sole discretion) is satisfied that such confirmation has been obtained, the parties shall memorialize in writing that the foregoing condition precedent (to the continuation of the work) has been satisfied. As used herein, "Foundational PE" means the Preliminary Engineering activities, but only to the extent reasonably necessary to obtain the confirmation described above.

**ATTACHMENT 2--APPENDIX B (As Amended and Restated)**

**HAMPTON ROADS EXPRESS LANES NETWORK ELEMENTS**

**SEGMENT 4C FULL BUILD POTENTIAL SCOPE PROJECT - UPC 119638**

**PROJECT BUDGET AND PROJECT SCHEDULE**

***Project Budget: SEGMENT 4C (FULL BUILD POTENTIAL SCOPE) PROJECT:***

<b>*Preliminary Engineering (PE)</b>	<b>\$4,578,800</b>
Right of Way (RW)	\$8,000,000
<b>**Construction (CN)</b>	<b>\$399,048,878</b>
<b>Total Cost</b>	<b>\$411,627,678</b>

\*VDOT and HRTAC entered into a Standard Project Agreement dated April 1<sup>st</sup>, 2021 to address some initial preliminary engineering and right of way activities relating to this project (the “Linked Activities”), using UPC 117841 (the “Linked Activities SPA”). The Linked Activities SPA remains in effect, only a portion of the funds made available through the Linked Activities SPA have been drawn, and the unexpended funds will remain available for the Linked Activities. The PE and RW activities administered under UPC 119638 will be funded under this Standard Project Agreement.

\*\*Notwithstanding the sequence of events as set forth in Section 3.01 (c) of the Master Agreement, which contemplates a SPA for preliminary engineering and a separate SPA for project delivery, the Parties agree that this SPA, as amended, addresses Preliminary Engineering, Right of Way, and Construction phases and additional project delivery details and funding on an integrated basis. The line item for Construction costs includes (i.e. subsumes) a 15% contingency.

The work associated with this Standard Project Agreement for the Segment 4C, as amended, is to continue and complete the Preliminary Engineering activities that were started under the Phase 1 PE agreement (UPC 117841), including development of the RFP package, to complete the anticipated Right of Way (RW) activities including the early acquisition of parcels 036 and 037 located at 538 River Street, Hampton, Virginia, in accordance with the Early Acquisition Statute of 23 CFR 710.50 in support of, and to complete, the construction of Segment 4C of the Hampton Roads Express Lane Network.

These tasks include but are not limited to the following:

NEPA Categorical Exclusion investigation and documentation, cost estimate & schedule refinements, HREL Network communication plan, public information meetings with localities and others as requested, finalize RFP plans and contract requirements, acquire RW, obtain permits, complete two phase best value Design-Build contractor procurement processes

necessary to award for construction, scheduled for an estimated date of July 2022, and complete construction of the Segment 4C (Full Build Potential Scope) project as set forth in Appendix A.

***Project Schedule: Segment 4C (FULL BUILD POTENTIAL SCOPE) Project (all dates are estimates):***

- **Preliminary Engineering (PE):**
  - PE Start (Adv Act): September 22, 2020 (Advanced Activity UPC 117841)
  - PE Start (Full Build Potential Scope): October 21, 2021
  - PE End: July 30, 2022
- **Right of Way (RW):**
  - RW Early Acquisition Start (Parcels 036, 037): November 23, 2021
  - RW Start: July 30, 2022
  - RW End: August 1, 2022
- **Construction (CN):**
  - CN Start: August 1, 2022
  - CN End: December 30, 2026

***Project Cash Flow Schedule: See Annex I to this Appendix B (which is incorporated herein by this references as if set out in full).***



ANNEX I TO APPENDIX B -PROJECT BUDGET & CASH FLOW

PROJECT IDENTIFICATION AND PROPOSED FUNDING

HRTAC Project Title:	Hampton Roads Express Lane (HREL) - Segment 4C
Scope of Project Services:	Amendment to Standard Project Services to Support PE/RW/CN Phases for HREL Segment 4C (UPC 119638)
Recipient Entity:	Virginia Department of Transportation
VDOT Project Contact:	Todd Halacy (757) 956-3010
Baseline Schedule:	PE: Start Oct 2021, End July 2022 RW: Early Acquisition Nov 2021; RW Start July 2022, End Aug 2022 CN: Start Aug 2022, End Dec 2026

PROJECT COSTS & FUNDING SOURCE

Project Cost Category	Total Project Costs	HRTAC PayGo Funds	HRTAC Financed Funds	Description of Other Sources of Funds	Amount Other Sources of Funds	Recipient Entity Funds
Design Work	\$ 4,578,800.00	\$ 4,578,800.00	\$ -		\$ -	\$ -
Engineering						
Environmental Work						
Right-of-Way Acquisition	\$ 8,000,000.00	\$ 8,000,000.00				
Construction	\$ 399,048,878.00	\$ 399,048,878.00				
Contract Administration						
Testing Services						
Inspection Services						
Capital Asset Acquisitions						
Other						
<b>Total Estimated Cost</b>	<b>\$ 411,627,678.00</b>	<b>\$ 411,627,678.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

FISCAL YEAR ANNUAL PROJECT CASH FLOW

Project Phase	Total Fiscal Year 2023		Total Fiscal Year 2024		Total Fiscal Year 2025		Total Fiscal Year 2026		Total Fiscal Year 2027	
	PayGo	Financed								
Design Work	\$ 4,578,800.00		\$ -							
Engineering										
Environmental Work										
Right-of-Way Acquisition	2,807,294.00		4,812,504.00		2,005,202.00					
Construction	82,484,204.00		89,982,768.00		89,982,768.00		89,982,768.00		44,991,370.00	
Contract Administration										
Testing Services										
Inspection Services										
Capital Asset Acquisitions										
Other										
<b>Total Estimated Cost</b>	<b>\$ 89,870,298.00</b>	<b>\$ -</b>	<b>\$ 94,795,272.00</b>	<b>\$ -</b>	<b>\$ 91,987,970.00</b>	<b>\$ -</b>	<b>\$ 89,982,768.00</b>	<b>\$ -</b>	<b>\$ 44,991,370.00</b>	<b>\$ -</b>

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

FISCAL YEAR ESTIMATED PROJECT CASH FLOW

	FY 23 Mthly Cash Flow		FY 24 Mthly Cash Flow		FY 25 Qtrly Cash Flow		FY 26 Qtrly Cash Flow		FY 27 Qtrly Cash Flow	
	PayGo	Financed								
July	\$ 54,578,800		7,899,606.00		7,899,606.00		7,498,564.00		7,498,564.00	
August	\$ 7,498,564.00		7,899,606.00		7,899,606.00		7,498,564.00		7,498,564.00	
September	\$ 7,498,564.00		7,899,606.00		7,899,606.00		7,498,564.00		7,498,564.00	
October	\$ 7,498,564.00		7,899,606.00		7,899,606.00		7,498,564.00		7,498,564.00	
November	\$ 7,498,564.00		7,899,606.00		7,899,598.00		7,498,564.00		7,498,564.00	
December	\$ 7,899,606.00		7,899,606.00		7,498,564.00		7,498,564.00		7,498,550.00	
January	\$ 7,899,606.00		7,899,606.00		7,498,564.00		7,498,564.00			
February	\$ 7,899,606.00		7,899,606.00		7,498,564.00		7,498,564.00			
March	\$ 7,899,606.00		7,899,606.00		7,498,564.00		7,498,564.00			
April	\$ 7,899,606.00		7,899,606.00		7,498,564.00		7,498,564.00			
May	\$ 7,899,606.00		7,899,606.00		7,498,564.00		7,498,564.00			
June	\$ 7,899,606.00		7,899,606.00		7,498,564.00		7,498,564.00			
<b>Total per Fiscal Year</b>	<b>\$ 89,870,298.00</b>	<b>\$ -</b>	<b>\$ 94,795,272.00</b>	<b>\$ -</b>	<b>\$ 91,987,970.00</b>	<b>\$ -</b>	<b>\$ 89,982,768.00</b>	<b>\$ -</b>	<b>\$ 44,991,370.00</b>	<b>\$ -</b>

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

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

Virginia Department of Transportation

Hampton Roads Transportation Accountability Commission

Signature  
Commissioner  
Title

Signature  
HRTAC Chairman  
Title

Date  
Stephen C. Brich, P.E.  
Print name of person signing

Date  
Donnie R. Tuck  
Print name of person signing

### **ATTACHMENT 3--DETAILED PAYGO REQUEST**

Draw Request Number: \_\_\_\_\_  
 HRTAC Project Number: UPC 119638

Request Date: \_\_\_\_\_  
 Project Title: HRELN Segment 4C

Cost Category	HRTAC Approved Project Costs	Total PayGo Requests Previously Received	PayGo Requisition Amount this Period	Remaining PAYGO Project Budget (Calculation)
<b>Project Starting Balance</b>	\$4,578,800			\$ -
Design Work/ Engineering	\$4,578,800	\$ -	\$ -	\$ -
Engineering	-	-	-	\$ -
Environmental Work	-	-	-	\$ -
Right-of-Way Work	\$8,000,000	-	-	\$ -
Construction	\$399,048,878	-	-	\$ -
Contract Administration	-	-	-	\$ -
Testing Services	-	-	-	\$ -
Inspection Services	-	-	-	\$ -
Capital Asset Acquisitions	-	-	-	\$ -
<b>Other (please explain)</b>	-	-	-	\$ -
<b>TOTALS</b>	\$411,627,678	\$ -	\$ -	\$ -

### **LISTING OF ATTACHED INVOICES**

Vendor/Contractor Name	Item Number	Invoice Number	Cost Category	Amount
	1			\$ -
	2			-
	3			-
	4			-
	5			-
	6			-
	7			-
	8			-
	9			-
	10			-
	11			-
	12			-
<b>Requisition Amount</b>				\$ -

#### **Instructions**

1. Column B-Please list approved PayGo Project Cost per category.
2. Column C-Please list Total PayGo Amounts per Category Previously Reimbursed by HRTAC
3. Column D- Please list invoice amounts summarized by Category from the Listing of Attached Invoices
4. Column E - Is a calculation of the Remaining PAYGO Budget per Category

**Instructions-Listing of Attached Invoices: (please list each invoice separately)**

1. Column A- Please list the name as it appears on the Invoice
2. Column B- Please manually number the invoices attached with the corresponding Item number in this schedule.
3. Column C- Please list the invoice number as it appears on the Invoice
4. Column D- Please list the appropriate Cost Category based on the Project Category breakout above
5. Column E- Please enter the dollar amount listed on the invoice.
6. The calculated Requisition Amount should equal the total in Column D in the Schedule above.

**ATTACHMENT 4—SUPPLEMENTAL OFFICIAL AUTHORIZING DOCUMENTS**

**(see attached)**

**Action Item 6.D.**  
**HRTAC's Written Policy On All-Virtual Public Meetings**

**Agenda Item 6D**  
**Action Item**

**To: Newly Elected Chair and the other members of HRTAC**

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

**Date: June 16, 2022**

**Re: Policy on All-Virtual Public Meetings**

---

**Recommendation:**

HRTAC Staff recommends that the Commission approve the All-Virtual Public Meeting Policy.

**Background:**

Effective September 1, 2022, public bodies may hold all-virtual public meetings pursuant to Section 2.2-3708.3 of the Code of Virginia (the “Code”), provided that the public body has adopted a policy as described in subsection D of that Section and the public body follows the other requirements of Chapter 37 of Title 2.2 of the Code. “All-virtual public meeting” means a public meeting (i) conducted by a public body using electronic communication means, (ii) during which all members of the Commission who participate do so remotely rather than being assembled in one physical location, and (iii) to which public access is provided through electronic communication means.

The policy included with the Agenda packet is intended to serve as the Commission’s policy for purposes of the Code. Notably, consistent with the limitations set forth in the Code, the policy limits the all-virtual public meetings to two (2) times per calendar year, or twenty-five percent (25%) of the Commission meetings held per calendar year rounded up to the next whole number, whichever is greater. Also, no more than two members of the Commission may be together in any one remote location during an all-virtual public meeting unless that remote location is open to the public to physically access it.

**Fiscal Impact:**

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

**Suggested Motion:**

**Motion:** The Commission approves the Hampton Roads Transportation Accountability Commission Policy on All-Virtual Public Meetings.



## **Hampton Roads Transportation Accountability Commission**

### **Policy on All-Virtual Public Meetings**

#### Introduction

Effective September 1, 2022, public bodies may hold all-virtual public meetings pursuant to Section 2.2-3708.3 of the Code of Virginia (the “Code”), provided that the public body has adopted a policy as described in subsection D of that Section and the public body follows the other requirements of Chapter 37 of Title 2.2 of the Code. The Commission hereby adopts the following as the Commission’s written policy applicable to its all-virtual public meetings.

#### Commission Policy

1. The Commission may hold “all-virtual public meetings” as defined in Chapter 37 of Title 2.2 of the Code, which generally means: a public meeting (i) conducted by a public body using electronic communication means, (ii) during which all members of the Commission who participate do so remotely rather than being assembled in one physical location, and (iii) to which public access is provided through electronic communication means.
2. The Chair (or the Vice Chair, when, pursuant to Article III.E. of the Commission’s Bylaws, he or she is performing the duties conferred on the Chair) shall determine when the Commission will use an all-virtual public meeting, and he or she may make the determination based upon his or her good faith judgment that, taking into account health, safety, time or similar circumstances, it is in the best interests of the Commission to use an all-virtual public meeting.
3. The Commission may hold an all-virtual public meeting two (2) times per calendar year, or twenty-five percent (25%) of the Commission meetings held per calendar year rounded up to the next whole number, whichever is greater; provided, however, that the Commission may not convene an all-virtual public meeting consecutively with another all-virtual public meeting.
4. The Commission may use an all-virtual public meeting under this policy only if the Commission:
  - A. Gives an indication that the meeting will be an all-virtual public meeting in the required meeting notice along with a statement notifying the public that the method by which the Commission chooses to meet shall not be changed unless the Commission provides a new meeting notice in accordance with the provisions of Section 2.2-3707 of the Code;
  - B. Makes arrangements for public access to such meeting via electronic communication means, which electronic communication means allows the public to hear all members of the Commission participating in the meeting and, when audio-visual technology is available, to see the members of the Commission as well;
  - C. Provides a phone number or other live contact information to alert the Commission if the audio or video transmission of the meeting provided by the Commission fails,

and the Commission monitors such designated means of communication during the meeting and takes a recess until public access is restored if the transmission fails for the public;

D. Provides a copy of the proposed agenda and all agenda packages and, unless exempt, all materials furnished to the members of the Commission for the meeting are made available to the public in electronic format at the same time that such materials are provided to members of the Commission; and

E. Affords the public the opportunity to comment through electronic means, including by way of written comments, at those public meetings when public comment is customarily received.

5. No more than two members of the Commission may be together in any one remote location unless that remote location is open to the public to physically access it.

6. If a closed session is held during an all-virtual public meeting, transmission of the meeting to the public shall resume before the Commission votes to certify the closed meeting as required by subsection D of Section 2.2-3712 of the Code.

7. Minutes of all-virtual public meetings held by electronic communication means shall be taken as required by Section 2.2-3707 of the Code and include the fact that the meeting was held by electronic communication means and the type of electronic communication means by which the meeting was held. If a member's participation from a remote location pursuant to subsection C of Virginia Code Section 2.2-3708.3 is disapproved because such participation would violate this policy, such disapproval shall be recorded in the minutes with specificity.

8. Votes taken during any meeting conducted through electronic communication means shall be recorded by name in roll-call fashion and included in the minutes.

9. This policy shall be applied strictly and uniformly, without exception, to the entire membership of the Commission and without regard to the matters that will be considered or voted on at the meeting.

10. This policy is adopted on behalf of, and may be used by, each committee formed to advise the Commission, including, without limitation, each committee specified in the Commission's Bylaws.

Adopted: \_\_\_\_\_, 2022

**Action Item 6.E.**

**I-464/I-64 Interchange Improvements – Full Interchange**

**Access Report Development**

**Agenda Item 6E**  
**Action Item**

**To: Newly Elected Chair and the other members of HRTAC**

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

**Date: June 16, 2022**

**I-464/I-64 Interchange Improvements – Full Interchange Access Report Development**

**Recommendation:**

The Commission is being asked to: i. Endorse the VDOT request for the deallocation of \$2,500,000.00 of unused HRTAC HRTF committed funds from the I-264/I-64 Phase 3A project (UPC 106693) and request for allocation of \$2,500,000.00 for the I-464/I-64 Interchange Improvements – Full Interchange Access Report Development; and, ii. Authorize the Executive Director to conduct a public hearing on the addition of the I-464/I-64 Interchange Improvements Interchange Access Report (IAR).

**Background:**

The Master Agreement for Development and Tolling of the Hampton Roads Express Lanes Network (a.k.a the 'Master Tolling Agreement') executed by and among VDOT, the Commonwealth Transportation Board, and HRTAC provides for the development of segments of the Hampton Roads Express Lanes Network ('HRELN'). The HRELN Project Segments and updated costs are included in the Approved FY2023-FY2028 HRTAC Six Year Improvement Plan allowing for project specific elements and new elements to be added over time, such as the I-464/I-64 Interchange Improvements.

The Commonwealth has recently allocated \$140M of Interstate Operations and Enhancement Program (IOEP) funds to install a flyover ramp from I-64 eastbound to I-464 southbound and perform improvements to separate I-464 southbound traffic going to Route 17 and Route 168 north of the interchange. These improvements are in addition to the loop ramp replacements to this interchange that are included in the Commissions 2045 Long Range Funding Plan. VDOT is currently completing an operational analysis on the installation of the flyover ramp funded under the IOEP. Prior to moving forward with HRTAC's loop ramp project identified in the 2045 Long Range Funding Plan, VDOT is recommending that an IAR be funded to evaluate the full build of the I-464/I-64 Interchange and Route 168 ramp configuration contemplated by HRTAC and the HRTPO.

Before adding the I-464/I-64 Interchange Improvements Access Report Development to the Six Year Improvement Plan, HRTAC needs to conduct a public hearing to seek public comments to advise the Commission at a future meeting prior to action on the addition of the



I-464/I-64 Interchange Improvements Interchange Access Report (IAR).

**Fiscal Impact:**

There is no fiscal impact to the Hampton Roads Transportation Fund to endorse and authorize the public hearing.

**Suggested Motion:**

Motion is that the Commission: i. Endorses the VDOT request for the deallocation of \$2,500,000.00 of unused HRTAC HRTF committed funds from the I-264/I-64 Phase 3A project (UPC 106693) and request for allocation of \$2,500,000.00 for the I-464/I-64 Interchange Improvements – Full Interchange Access Report Development; and, ii. Authorizes the Executive Director to conduct a public hearing on the addition of the I-464/I-64 Interchange Improvements Interchange Access Report (IAR).





## COMMONWEALTH of VIRGINIA

### DEPARTMENT OF TRANSPORTATION HAMPTON ROADS DISTRICT

7511 Burbage Drive  
SUFFOLK, VIRGINIA 23435

**Stephen C. Brich, P.E.**  
Commissioner  
April 28, 2022

Mr. Kevin B. Page  
Executive Director  
Hampton Roads Transportation Accountability Commission  
723 Woodlake Drive  
Chesapeake, VA 23320

RE: I-464/I-64 Interchange Access Report (IAR) Request

Dear Mr. Page:

I am writing as a follow up to our recent discussion on accelerating the development of a full Interchange Access Report (IAR) for the I-464/I-64 Interchange.

The Virginia Department of Transportation (VDOT) has recently allocated \$140M of Interstate Operations & Enhancement Program (IOEP) funds to install a flyover ramp from I-64 eastbound to I-464 southbound and perform improvements to separate I-464 southbound traffic going to Route 17 and Route 168 north of the interchange. These improvements are in addition to the proposed loop ramp replacements at this interchange as identified in the 2045 Long Range Transportation Plan (LRTP).

VDOT is currently completing an operational analysis on the installation of the flyover ramp funded under the IOEP. Prior to moving forward with the additional improvements identified in the 2045 LRTP for this interchange, VDOT is recommending an IAR to look at the full I-464/I-64 Interchange and Route 168 ramp configuration be completed.

VDOT requests an investment of \$2.5 million to perform the full IAR referenced above. VDOT is anticipating a surplus of HRTAC funding on the I-264/I-64 Phase 3A project (UPC 106693) on the \$10M initially allocated to complete the 30% design. There is an available balance of \$2.5M that can be redirected.

We respectfully request that the HRTAC implement the necessary steps to redirect funds to proceed with this Interchange Access Report.

Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "Christopher G. Hall".

Christopher G. Hall, P.E.  
District Engineer

**RECEIVED**  
MAY 09 2022  
**HRTAC**

**Action Item 6.F.**

**Hampton Roads Regional Transit Fund – Transportation  
District Commission of Hampton Roads FY2023 Application for  
Funding**

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

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

**Date: June 16, 2022**

**Hampton Roads Regional Transit Fund – Transportation District Commission of Hampton Roads FY2023 Application for Funding**

---

**Recommendation:**

The Chair of the Regional Transit Committee recommends to the Commissioners of the Member Jurisdictions of Chesapeake, Hampton, Newport News, Norfolk, Portsmouth, and Virginia Beach (the "Six Cities of HRT") that they approve the Transportation District Commission of Hampton Roads ("TDCHR") FY2023 Application for Funding, a \$25,062,529.00 disbursement from the Hampton Roads Regional Transit Fund ("HRRTF") in connection therewith, and a funding agreement to make such disbursement.

**Background:**

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

**Fiscal Impact:**

There is a \$25,062,529.00 fiscal impact to the Hampton Roads Regional Transit Fund relating to this action item. Allocation of funds will be from existing prior year unobligated fund balances and anticipated FY2023 Hampton Roads Regional Transit Fund revenues.

**Suggested Motion:**

Motion: The Commissioners of the Member Jurisdictions of Chesapeake, Hampton, Newport News, Norfolk, Portsmouth, and Virginia Beach: i. Approve the FY2023 Application for Funding made by the Transportation District Commission of Hampton



Roads; ii. Authorize the Chair to execute and deliver a funding agreement relating to such application, in a form consistent with past practice, with such changes, insertions or omissions as may be finalized by such officer, with the advice of the Executive Director and the Commission's general counsel; and iii. Authorize the Chair and Executive Director, either of whom may act, to take such action as may be deemed necessary or appropriate to provide for the payment of the disbursement of \$25,062,529.00 from the Hampton Roads Regional Transit Fund when required under such funding agreement.



Hampton Roads Transportation Accountability Commission



# HAMPTON ROADS TRANSIT

March 01, 2022

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

Subject: Application for Hampton Roads Regional Transit Fund (HRRTF) FY2023  
disbursements

*Kevin*  
Mr. Page,

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

This application is in the amount of \$25,062,529. In addition to capital items, this funding is to cover Operations and Maintenance through June 30, 2023, for the Hampton Roads Regional Transit Program as incorporated in the strategic plan adopted by the Transportation District Commission of Hampton Roads (d/b/a Hampton Roads Transit, "HRT") on December 9, 2021.

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

Sincerely,

William E. Harrell  
President and CEO

Enclosure/ HRRTF Application #202301 (five pages)

## Project Name: RTS Bus Operations/ Program Costs

Project ID: 202301C

Programmed into Transit Strategic Plan: Yes

Type of Project: Operations and Maintenance

## Summary

HRRTF Request: \$18,669,009

Project Cost: \$19,827,247

Asset Type: Operations and Maintenance

**Description:** This project covers expenses for Bus Operations that are part of the Regional Transit Service program in fiscal year 2023 (July 1, 2022 through June 30, 2023). This includes eleven (11) regional Metro Area Express (MAX) in addition to five (5) Peninsula Commuter Service (PCS) routes (Hampton and Newport News) connecting to the Newport News Shipyard. Additionally, RTS routes 101,112, and 114 will begin operation as part of Group A and Rt.21 extension the circulator service will begin on Norfolk Naval Station. Covers costs to develop, maintain, improve, and operate a core and connected regional network of transit routes and related infrastructure, rolling stock, and support facilities. These costs are segmented in six discrete categories: Planning, Human Resources; Marketing and Communications; Technology; Safety and Security; Engineering and Facilities

## HRRTF Disbursement Schedule

Date	Amount \$
07/01/2022	\$4,667,252.25
10/01/2022	\$4,667,252.25
01/01/2023	\$4,667,252.25
04/01/2023	\$4,667,252.25
<b>Total</b>	<b>\$18,669,009</b>

## Service Costs and Funding

Table A: FY2023 RTS Bus Operations / Program Costs

Item	Description	Expenses (YOE\$ Millions)
RTS Bus Operations	Limited/Express routes: MAX 121, MAX 919, MAX 922, MAX 960, MAX 961, MAX 966, MAX 967, MAX 970, MAX 972, MAX 980, MAX 962, PCS 403, PCS 405, PCS 414, PCS 415, PCS 430. Regional Backbone routes: Route 101, Route 112, Route 114, Route 21 extension for Naval Station Norfolk circulator service.	\$10,142,168
Planning	RTS Program annual update (Transit Strategic Plan); 10-year RTS Capital Program update.	\$230,596
Human Resources	Direct RTS Program staffing: RTS Program staffing: Bus Operators (106); Mechanics/Servicers (12); Operations Supervisors (8); Asst. Mgr. Bus Ops; Operations Admin.; Customer Service Reps (5); Passenger Amenities Techs (6); Facility Mechanics (3); HR Assistant Spec. (3); Management Analyst; RTS Program Manager; Scheduler; Safety Spec. (2); Security Asst. Mgr. (2); Transit Safety Officer (2); ITS Network Security Engineer; Technology Helpdesk; RTS Technology Project Manager (Temp); Talent Acquisition Specialist I (Temp-2); Outreach Coordinators (2 Temp) Bus Training Instructor; associated hiring costs: DOT physicals, drug tests, background check fees, referral incentives, job board listings, job fairs, uniforms, and tool allowance.	\$5,372,271
Marketing and Communications	Targeted Recruitment advertising; Bus Wraps production; Promotional media; System map development/printing; Marketing contract services.	\$363,000
Technology	Real-time displays O&M; Transit Wi-Fi; Networking; Datacenter hardware and software; Microsoft server/client/ cloud services expansion and licensing; website re-branding (one-time); staff equipment costs; Mobile and communication services / WAN / Internet / telephony; Endpoint protection expansion (one-time).	\$814,551
Safety and Security	Safety/risk assessments; insurance; enhanced security personnel and administrative support; security infrastructure configuration enhancements.	\$231,087
Facilities	Contracted cleaning; Shelter maintenance and material; Professional fees for shelter replacements / transfer center replacements Evelyn T. Butts; Robert Hall.	\$1,515,336
	Net of fare revenue and grant funds	<b>Total</b> <b>\$18,669,009</b>

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

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

Project ID: 202301E

Programmed in Transit Strategic Plan: Yes

Type of Project: Major Expansion

**Summary****HRRTF Request:** \$597,000**Project Cost:** \$2,000,000 (Design and Engineering)**Asset Type:** Operations and Maintenance Facility

**Description:** Project 202301E is for a new Bus Operating Division on the Southside to replace the Virginia Beach Parks Avenue operating base. This is a “short-term” (1-3 years implementation) project. The expected useful life of the new facility is 50 years. The existing facility suffers from numerous deficiencies: it is well past its useful life, too small to accommodate any additional vehicles, lacks ADA compliance, is unable to accommodate anything but the most basic bus maintenance functions and lacks the facilities to operate outside the peak summer season. A new facility will allow for all-year operations and be large enough to support the storage, maintenance, and operation of the Regional Transit System. The schedule and fund programming targets delivery in time to serve RTS Group B & C service as documented in HRT's Transit Strategic Plan.

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

Source	FY2021	Amount \$	Source	FY2022	Amount \$	Source	FY2023	Amount \$	Source	FY2024	Amount \$
							HRRTF (FY23)	\$597		HRRTF (FY24)	\$2,490
							Federal 5339 (FY21)	\$403		Fed. 5307 (FY 21)	\$1,397
							State (FY23)	\$1,000		Fed. 5339 (FY 23)	\$1,093
										State (FY 24)	\$4,980
<b>Total</b>				<b>Total</b>			<b>Total</b>	\$2,000		<b>Total</b>	\$9,960

Source	FY2025	Amount \$	Source	FY2026	Amount \$
HRRTF (FY 25)	\$2,490		HRRTF (FY 26)	\$2,490	
Fed. 5307 (FY23)	\$1,554		Fed. 5307 (FY 24)	\$1,547	
Fed. 5339 (FY 24)	\$936		Fed. 5339 (FY 25)	\$943	
State (FY 25)	\$4,980		State (FY 26 )	\$4,980	
<b>Total</b>	\$9,960		<b>Total</b>	\$14,940	

**HRRTF Disbursement Schedule**

Date	Amount \$
07/01/2022	\$149,250
10/01/2022	\$149,250
01/01/2023	\$149,250
04/01/2023	\$149,250
<b>Total</b>	\$597,000

Notes:

**Project Name:** Transit Bus Expansion (Group B)

Project ID: 202301H

Programmed into Transit Strategic Plan: Yes

Type of Project: Major Expansion

**Summary****Total FY2022-23 HRRTF Request:** \$4,380,520**Project Cost:** \$6,637,152**Asset Type:** Vehicles

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

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

Source	FY2021	Amount \$	Source	FY2022	Amount \$	Source	FY2023	Amount \$	Source	FY2024	Amount \$
							HRRTF (FY 23)	\$4,380,520			
							State (FY22)	\$2,256,632			
<b>Total</b>			<b>Total</b>				<b>Total</b>	\$6,637,152		<b>Total</b>	

**HRRTF Disbursement Schedule**

Source	FY2025	Amount \$	Source	FY2026	Amount \$
<b>Total</b>			<b>Total</b>		

Date	Amount \$
07/01/2022	\$4,380,520
<b>Total</b>	\$4,380,520

Notes:

**Project Name:** Paratransit FleetProject ID: 202301I  
eEnhancement

Programmed into Transit Strategic Plan: Yes

Type of Project: Minor

**Summary****Total FY2022 HRRTF Request:** \$465,000**Project Cost:** \$465,000**Asset Type:** Vehicles

**Description:** Project to purchase six additional paratransit vehicles associated with the RTS network. Implementation of the RTS network will generate additional paratransit operating requirements as part of Group A operations. This project will fund the replacement of these vehicles as dictated by their useful life benchmarks on regular intervals.

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

Source	FY2021	Amount \$	Source	FY2022	Amount \$	Source	FY2023	Amount \$	Source	FY2024	Amount \$
				HRRTF (FY22)	\$465						
<b>Total</b>				<b>Total</b>	<b>\$465</b>						

Source	FY2025	Amount \$	Source	FY2026	Amount \$
<b>Total</b>				<b>Total</b>	<b>\$0</b>

**HRRTF Disbursement Schedule**

Date	Amount \$
07/01/2022	\$465,000
<b>Total</b>	<b>\$465,000</b>

Notes:

**Project Name:** Non-Revenue Fleet

Project ID: 202301J

Programmed into Transit Strategic Plan: Yes

Type of Project: Major Expansion

**Summary****Total FY2022 HRRTF Request:** \$951,000**Project Cost:** \$951,000**Asset Type:** Vehicles**Description:**

This project funds the non-revenue vehicles dedicated to the RTS network for street supervisors, security, vehicle maintenance, and facility maintenance. HRT programmed funds in FY 2022 to purchase 26 vehicles for RTS operations as part of the approved 10-Year Transit Strategic Plan.

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

Source	FY2021	Amount \$	Source	FY2022	Amount \$	Source	FY2023	Amount \$	Source	FY2024	Amount \$
			HRRTF (FY 22)		\$951						
<b>Total</b>			<b>Total</b>		<b>\$951</b>		<b>Total</b>			<b>Total</b>	

Source	FY2025	Amount \$	Source	FY2026	Amount \$
<b>Total</b>			<b>Total</b>		<b>\$0</b>

**HRRTF Disbursement Schedule**

Date	Amount \$
07/01/2022	\$951,000
<b>Total</b>	<b>\$951,000</b>

Notes:

**Information Items 7.A. & 7.B.**

**A. HRTAC Monthly Financial Report**

**B. VDOT Project Updates**



**HAMPTON ROADS TRANSPORTATION FUND and  
HAMPTON ROADS REGIONAL TRANSIT FUND  
FINANCIAL REPORTS  
FY2014 – FY2022  
Period Ending February 28, 2022**

The HRTAC staff has prepared the attached February 2022 financial report based on data received to date from the Virginia Department of Transportation.

<b><u>Revenues</u></b>	<b><u>Inception to Feb 2022</u></b>	<b><u>FY2022 YTD</u></b>	<b><u>February 2022</u></b>
<b>Total Gross Revenues<sup>1</sup></b>	4,511,055,911	1,173,846,758	17,880,082
State Sales & Use Tax	1,211,763,774	116,978,597	13,085,257
Local Fuels Tax	393,884,968	39,143,918	4,628,446
Regional Transportation Fees	13,786,992	6,231,530	583,332
Transient Occupancy Tax	6,819,079	5,347,387	380,982
Annual Recordation Tax Distribution	40,000,000	20,000,000	-
Interest	4,603,446	236,230	32,725
Investment Income	70,735,670	(2,860,857)	(830,660)
Bond Proceeds	2,769,461,982	988,769,952	-
<b><u>Expenditures</u></b>	<b><u>Inception to Feb 2022</u></b>	<b><u>FY2022 YTD</u></b>	<b><u>February 2022</u></b>
<b>Total Expenditures</b>	2,215,164,068	374,319,640	60,811,773
Projects	2,045,056,366	331,383,667	55,264,823
DMV & DOT Admin. Fees	976,653	-	-
Investment Fees	1,746,516	155,407	17,773
Bond Interest Expenses	149,822,477	38,979,320	4,913,362
Operating Expenses	17,562,056	3,801,246	615,814
<b><u>Cash Balance</u></b>			
February 28, 2022 Ending Cash/Cash Equivalents			<b>2,295,891,842</b>
<b><u>Encumbered Balance</u></b>			
Balance of Encumbered (through FY2027)			<b>2,650,650,286</b>
Allocation			4,695,706,652
Less: Project Expenditures			2,045,056,365

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

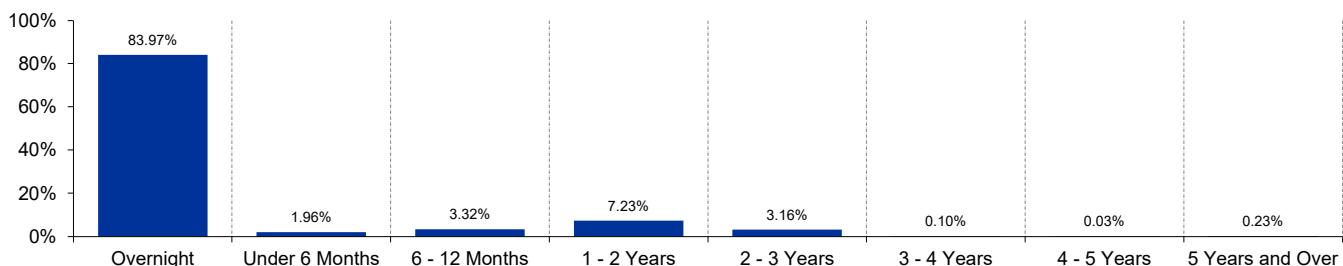
# Hampton Roads Transportation Fund

## Summary of Cash and Investments

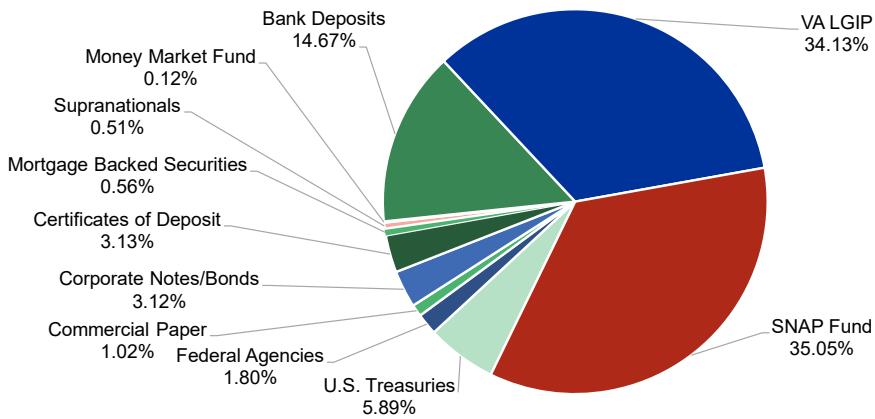
### For February 2022

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	0.10%	0.10%	7,345,773	7,345,773	0.34%
Union Money Market	0.12%	0.12%	3,342	3,342	0.00%
Union General	0.12%	0.12%	306,325,119	306,325,119	14.28%
VA LGIP	0.13%	0.13%	732,420,881	732,420,881	34.13%
Enhanced Cash Portfolio	0.46%	1.23%	212,840,511	210,616,781	9.82%
Core Portfolio	0.70%	1.53%	138,259,860	135,882,087	6.33%
SNAP Fund	0.11%	0.11%	752,125,586	752,125,586	35.05%
<b>Total</b>			<b>\$ 2,150,321,072</b>	<b>\$ 2,145,719,570</b>	<b>100.00%</b>

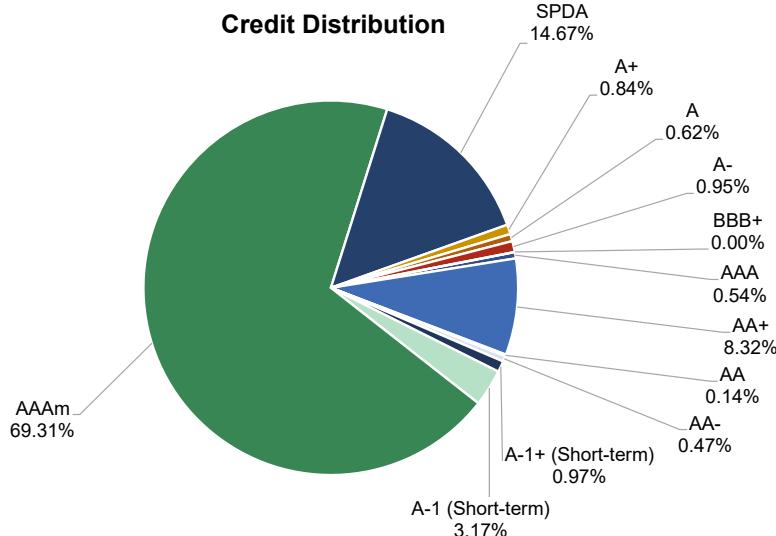
#### Total Maturity Distribution



#### Sector Distribution

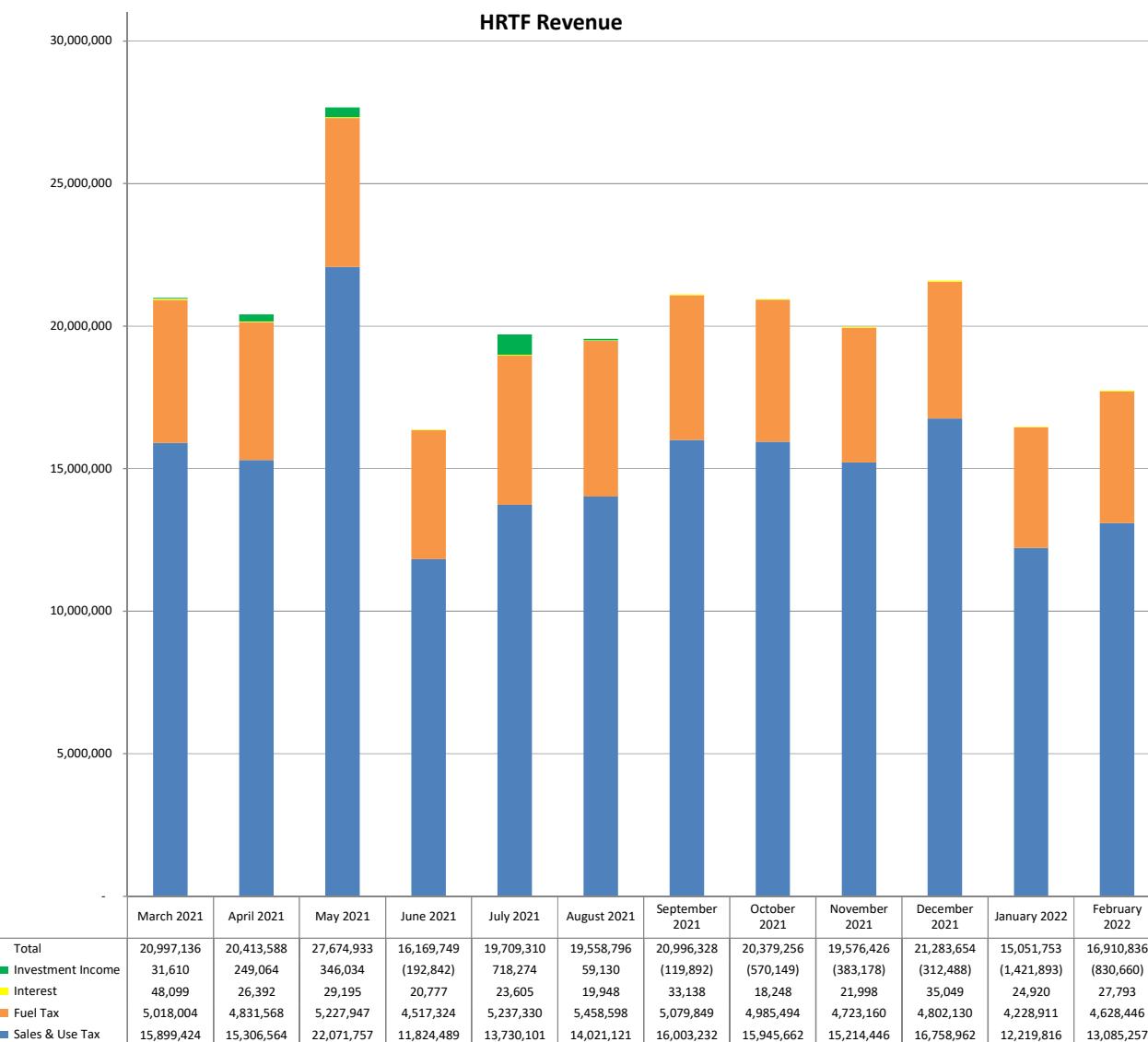


#### Credit Distribution



All charts are based on market value as of 2/28/22

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



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

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

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

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

**Hampton Roads Transportation Fund (HRTF)**  
**Interest and Investment Income**  
**Inception - February 2022**

	<u>FY2014</u>	<u>FY2015</u>	<u>FY2016</u>	<u>FY2017</u>	<u>FY2018</u>	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	<u>Total</u>
HRTF Interest Income	\$ 363,854	\$ 1,027,959	\$ 272,261	\$ 291,738	\$ 321,499	\$ 1,000,093	\$ 669,108	\$ 363,660	\$ 204,699	\$ 4,514,872
HRTF Investment Income	<u>-</u>	<u>368,310</u>	<u>3,993,773</u>	<u>980,870</u>	<u>8,868,404</u>	<u>29,869,111</u>	<u>26,275,750</u>	<u>3,240,310</u>	<u>(2,860,857)</u>	<u>70,735,670</u>
<b>Total</b>	<b><u>\$ 363,854</u></b>	<b><u>\$ 1,396,269</u></b>	<b><u>\$ 4,266,033</u></b>	<b><u>\$ 1,272,608</u></b>	<b><u>\$ 9,189,903</u></b>	<b><u>\$ 30,869,204</u></b>	<b><u>\$ 26,944,858</u></b>	<b><u>\$ 3,603,970</u></b>	<b><u>\$ (2,656,157)</u></b>	<b><u>\$ 75,250,542</u></b>

Notes:

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

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

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

	Gross Revenue						Expenditures						Cumulative Balance 7/1/13 - 2/28/22	
	Sales & Use Tax		Investment Interest		Bond Proceeds		Dept of Tax Projects		Investment Fees		Bond Expenses			
	Fuels Tax	Interest	Income	Total	Admin Fee	Total	Fees	Expenses	Expenses	Total				
<b>July 2013 - February 2021</b>	\$ 1,029,682,942	\$ 335,146,207	\$ 4,185,709	\$ 73,162,660	\$ 1,780,692,030	\$ 3,222,869,547	\$ 1,354,788,865	\$ 909,463	\$ 1,511,869	\$ 96,302,565	\$ 12,446,033	\$ 1,465,958,796	\$ 1,756,910,752	
<i>March 2021</i>	15,899,424	5,018,004	48,099	31,610	-	20,997,136	63,185,283	-	19,931	6,233,335	111,006	69,549,556	1,708,358,332	
<i>April 2021</i>	15,306,564	4,831,568	26,392	249,064	-	20,413,588	58,742,722	-	19,468	6,233,335	210,561	65,206,087	1,663,565,833	
<i>May 2021</i>	22,071,757	5,227,947	29,195	346,034		27,674,933	56,889,549		20,245	6,233,335	101,938	63,245,068	1,627,995,699	
<i>June 2021</i>	11,824,489	4,517,324	20,777	(192,842)		16,169,749	179,466,747	67,190	19,596	(4,159,414)	724,897	176,119,017	1,468,046,431	
<i>July 2021</i>	13,730,101	5,237,330	23,605	718,274	-	19,709,310	-	-	20,216	4,501,211	65,198	4,586,624	1,483,169,116	
<i>August 2021</i>	14,021,121	5,458,598	19,948	59,130	-	19,558,796	29,247,513	-	20,242	4,501,211	237,386	34,006,351	1,468,721,561	
<i>September 2021</i>	16,003,232	5,079,849	33,138	(119,892)	988,769,952	1,009,766,281	37,799,809	-	19,329	5,410,088	1,500,077	44,729,303	2,433,758,539	
<i>October 2021</i>	15,945,662	4,985,494	18,248	(570,149)	-	20,379,256	44,884,841	-	19,433	4,913,362	692,328	50,509,964	2,403,627,830	
<i>November 2021</i>	15,214,446	4,723,160	21,998	(383,178)	-	19,576,426	45,568,181	-	18,984	4,913,362	457,040	50,957,567	2,372,246,690	
<i>December 2021</i>	16,758,962	4,802,130	35,049	(312,488)	-	21,283,654	68,569,919	-	19,729	4,913,362	24,372	73,527,383	2,320,002,960	
<i>January 2022</i>	12,219,816	4,228,911	24,920	(1,421,893)	-	15,051,753	50,048,580	-	19,702	4,913,362	110,834	55,092,478	2,279,962,236	
<i>February 2022</i>	13,085,257	4,628,446	27,793	(830,660)	-	16,910,836	55,264,823	-	17,773	4,913,362	595,280	60,791,238	2,236,081,834	
<b>Total 12 Months</b>	<b>\$ 182,080,832</b>	<b>\$ 58,738,761</b>	<b>\$ 329,163</b>	<b>\$ (2,426,989)</b>	<b>\$ 988,769,952</b>	<b>\$ 1,227,491,719</b>	<b>\$ 689,667,969</b>	<b>\$ 67,190</b>	<b>\$ 234,648</b>	<b>\$ 53,519,912</b>	<b>\$ 4,830,917</b>	<b>\$ 748,320,636</b>		
<i>Grand Totals</i>	<i>\$ 1,211,763,774</i>	<i>\$ 393,884,968</i>	<i>\$ 4,514,872</i>	<i>\$ 70,735,671</i>	<i>\$ 2,769,461,982</i>	<i>\$ 4,450,361,266</i>	<i>\$ 2,044,456,834</i>	<i>\$ 976,653</i>	<i>\$ 1,746,517</i>	<i>\$ 149,822,477</i>	<i>\$ 17,276,950</i>	<i>\$ 2,214,279,432</i>		
Less Balance of Encumbered (through FY2027)													<i>\$ (2,614,107,722)</i>	
<b>Total Net Available*</b>													<b>\$ (378,025,888)</b>	

Notes:

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

**Table 1 - Total HRTF Revenues**

**Hampton Roads Transportation Fund (HRTF)**

**Total of Sales & Use Taxes and Fuels Taxes**

**Fiscal Year 2022**

Locality	Total FY2014 - FY2021	Previous FY2022	February 2022	Total YTD FY2022	Total
<i>Chesapeake</i>	\$ 266,103,968	\$ 25,245,654	\$ 3,351,579	\$ 28,597,233	\$ 294,701,201
<i>Franklin</i>	15,887,289	1,425,608	186,630	1,612,238	17,499,527
<i>Hampton</i>	105,769,245	10,115,351	1,288,566	11,403,916	117,173,161
<i>Isle of Wight</i>	23,105,977	2,193,699	275,044	2,468,743	25,574,720
<i>James City</i>	62,885,144	6,359,799	696,066	7,055,865	69,941,009
<i>Newport News</i>	154,446,946	14,447,203	1,899,111	16,346,313	170,793,259
<i>Norfolk</i>	203,710,857	19,268,141	2,520,796	21,788,938	225,499,794
<i>Poquoson</i>	3,888,635	413,734	50,196	463,930	4,352,565
<i>Portsmouth</i>	51,763,311	4,962,479	682,510	5,644,989	57,408,300
<i>Southampton</i>	7,632,617	723,875	89,206	813,081	8,445,698
<i>Suffolk</i>	76,263,338	7,735,469	1,071,174	8,806,643	85,069,981
<i>Virginia Beach</i>	385,270,813	37,399,107	4,598,477	41,997,584	427,268,397
<i>Williamsburg</i>	28,954,564	2,056,025	276,391	2,332,417	31,286,980
<i>York</i>	63,843,522	6,062,670	727,956	6,790,626	70,634,148
Total <sup>d</sup>	1,449,526,226	\$ 138,408,813	17,713,702	156,122,516	1,605,648,741
Interest <sup>a</sup>	4,310,173	176,906	27,793	204,699	4,514,872
Investment Income <sup>b</sup>	73,596,527	(2,030,197)	(830,660)	(2,860,857)	70,735,671
Bond Proceeds	1,780,692,030	988,769,952	-	988,769,952	2,769,461,982
Total Revenues	3,308,124,956	1,125,325,474	16,910,836	1,142,236,310	4,450,361,266
Project Expenses	(1,713,073,167)	(276,118,843)	(55,264,823)	(331,383,667)	(2,044,456,834)
DMV & Dept. of Tax Admin Fees	(976,653)	-	-	-	(976,653)
Investment Fees (PFMAM)	(1,591,109)	(137,634)	(17,773)	(155,407)	(1,746,517)
Bond Interest Expenses <sup>e</sup>	(110,843,157)	(34,065,958)	(4,913,362)	(38,979,320)	(149,822,477)
Operating Expense	(13,594,435)	(3,087,235)	(595,280)	(3,682,515)	(17,276,950)
Cash Balance	\$ 1,468,046,432	\$ 811,915,804	(43,880,402)	\$ 768,035,402	\$ 2,236,081,834
Less Balance of Encumbered	(2,945,491,388)				(2,614,107,722)
Net Available Cash	\$ (1,477,444,956)				\$ (378,025,888)
Updated forecast <sup>c</sup>	1,399,854,685	118,760,422	15,124,793	133,885,215	1,533,739,900
Total Revenue - Forecast (under)/over	\$ 49,671,541	\$ 19,648,391	\$ 2,588,909	\$ 22,237,301	\$ 71,908,840

**Notes:**

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

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

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

## Table 1A - State Sales & Use Tax

### Hampton Roads Transportation Fund (HRTF)

#### *State Sales & Use Tax*

#### *Fiscal Year 2022*

Locality	Total FY2014 - FY2021	Previous FY2022	February 2022	Total YTD FY2022	Total
<i>Chesapeake</i>	\$ 199,026,505	\$ 18,881,706	\$ 2,508,133	\$ 21,389,839	\$ 220,416,344
<i>Franklin</i>	8,305,493	693,491	87,468	780,959	9,086,452
<i>Hampton</i>	77,006,417	7,110,840	895,209	8,006,049	85,012,466
<i>Isle of Wight</i>	13,314,438	1,450,760	185,349	1,636,108	14,950,546
<i>James City</i>	51,818,316	5,078,031	505,754	5,583,785	57,402,101
<i>Newport News</i>	120,158,841	11,106,567	1,457,793	12,564,360	132,723,200
<i>Norfolk</i>	159,545,962	14,726,135	1,937,427	16,663,562	176,209,524
<i>Poquoson</i>	2,785,976	326,153	40,290	366,443	3,152,419
<i>Portsmouth</i>	35,946,617	3,505,833	481,422	3,987,255	39,933,872
<i>Southampton</i>	3,268,679	309,673	39,177	348,849	3,617,528
<i>Suffolk</i>	49,410,649	5,039,456	706,579	5,746,035	55,156,684
<i>Virginia Beach</i>	303,628,218	29,560,332	3,481,065	33,041,396	336,669,614
<i>Williamsburg</i>	22,410,873	1,557,874	232,132	1,790,006	24,200,879
<i>York</i>	48,158,193	4,546,491	527,460	5,073,951	53,232,143
<b>Total <sup>1</sup></b>	<b>\$ 1,094,785,176</b>	<b>\$ 103,893,341</b>	<b>\$ 13,085,257</b>	<b>\$ 116,978,597</b>	<b>\$ 1,211,763,774</b>
Updated Forecast	1,043,862,676	83,132,010	9,934,617	93,066,627	1,136,929,303
Diff(under)/over	50,922,500	20,761,331	3,150,640	23,911,970	74,834,471

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

**Table 1B - Local Fuels Tax**

**Hampton Roads Transportation Fund (HRTF)**

***Local Fuels Tax***

***Fiscal Year 2022***

Locality	Total FY2014 - FY2021	Previous FY2022	February 2022	Total YTD FY2022	Total
<i>Chesapeake</i>	\$ 67,077,466	\$ 6,363,948	\$ 843,447	\$ 7,207,395	\$ 74,284,861
<i>Franklin</i>	7,581,798	732,118	99,161	831,279	8,413,077
<i>Hampton</i>	28,762,830	3,004,511	393,357	3,397,868	32,160,697
<i>Isle of Wight</i>	9,791,540	742,939	89,696	832,635	10,624,174
<i>James City</i>	11,066,824	1,281,768	190,312	1,472,080	12,538,904
<i>Newport News</i>	34,288,108	3,340,635	441,318	3,781,953	38,070,061
<i>Norfolk</i>	44,164,893	4,542,006	583,369	5,125,375	49,290,269
<i>Poquoson</i>	1,102,659	87,581	9,906	97,487	1,200,145
<i>Portsmouth</i>	15,816,700	1,456,646	201,088	1,657,733	17,474,433
<i>Southampton</i>	4,363,938	414,202	50,029	464,232	4,828,170
<i>Suffolk</i>	26,852,698	2,696,013	364,596	3,060,609	29,913,307
<i>Virginia Beach</i>	81,642,586	7,838,775	1,117,413	8,956,188	90,598,773
<i>Williamsburg</i>	6,543,686	498,152	44,259	542,411	7,086,097
<i>York</i>	15,685,325	1,516,179	200,496	1,716,675	17,402,000
<b>Total <sup>1</sup></b>	<b>\$ 354,741,050</b>	<b>\$ 34,515,473</b>	<b>\$ 4,628,446</b>	<b>\$ 39,143,918</b>	<b>\$ 393,884,968</b>
Updated Forecast	355,992,009	35,628,412	5,190,176	40,818,588	396,810,597
Diff(under)/over	(1,250,959)	(1,112,939)	(561,730)	(1,674,670)	(2,925,629)

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

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

**Table 2 - Allocations**

**Hampton Roads Transportation Fund (HRTF)**

**Allocations**

**Fiscal Year 2022**

Project	Total FY2014 - FY2021	Previous FY2022	February 2022	Total YTD FY2022	Total
<i>I-64 Peninsula Widening</i>					
UPC 104905 - Segment 1 - Construction	\$ 11,608,385	\$ -	\$ -	\$ -	\$ 11,608,385
UPC 106665 - Segment 2 - PE/ROW/Construction	175,832,897	-	-	-	175,832,897
UPC 109790/106689 - Segment 3 - PE	10,000,000	-	-	-	10,000,000
UPC 109790/106689 - Segment 3 - Construction	112,893,996	-	-	-	112,893,996
<i>I-64/264 Interchange Improvement</i>		-			
UPC 57048/108042 - Phase I - PE/ROW	15,071,063	-	-	-	15,071,063
UPC 57048/108042 - Phase I - Construction	137,023,653	-	-	-	137,023,653
UPC 17630/108041 - Phase II - PE/ROW	54,592,576	-	-	-	54,592,576
UPC 17630/108041 - Phase II - Construction	73,157,062	-	-	-	73,157,062
UPC 106693 - Phase III - PE & ROW	10,000,000	-	-	-	10,000,000
<i>I-64 Southside Widening/High-Rise Bridge</i>		-			
UPC 106692 - Phase I - PE	12,200,000	-	-	-	12,200,000
UPC 106692/108990 - Phase I - ROW/Construction	419,756,220	-	-	-	419,756,220
<i>I-64 HRBT Expansion Project</i>		-			
UPC 115008 - I-64 HRBT Expansion Project D-B Contract	3,004,569,251	-	-	-	3,004,569,251
UPC 115009 - I-64 HRBT Expansion Project Owners Oversight	548,900,330	-	-	-	548,900,330
<i>HR Express Lanes Network</i>		-			
UPC 117840 - Segment 1 Phase 1 - PE	5,621,500	-	-	-	5,621,500
UPC 117839 - Segment 4A/4B Phase 1 - PE	5,916,425	-	-	-	5,916,425
UPC 117841 - Segment 4C Phase 1 - PE	15,421,200	-	-	-	15,421,200
<i>HRCS Preferred Alternative Refinement - HRBT</i>					
UPC 110577 - SEIS	30,000,000	-	-	-	30,000,000
<i>460/58/13 Connector Study - UPC 106694 - PE</i>	1,095,368	-	-	-	1,095,368
<i>Bowers Hill Interchange Study - UPC 111427</i>	7,904,630	-	-	-	7,904,630
<i>HR Regional Connector Study - HRTPO (Remaining Projects of Third Crossing)</i>	7,000,000	-	-	-	7,000,000
<b>Total</b>	<b>\$ 4,658,564,556</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 4,658,564,556</b>

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

Project	Total FY2014 - FY2021	Previous FY2022	February 2022	Total YTD FY2022	Total
<i>I-64 Peninsula Widening</i>					
UPC 104905/111926 - Segment 1 - PE/Construction	\$ 11,608,384	\$ -	\$ -	\$ -	\$ 11,608,384
UPC 106665 - Segment 2 - PE/ROW/Construction	155,254,086	4,300,741	4,669	4,305,411	159,559,496
UPC 109790/106689 - Segment 3 - PE	5,611,689	40,977	18,182	59,160	5,670,849
UPC 109790/106689 - Segment 3 - Construction	57,467,586	16,522,886	353,304	16,876,190	74,343,776
<i>I-64/264 Interchange Improvement</i>		-			
UPC 57048/108042 - Phase I - PE/ROW	15,071,063	-	-	-	15,071,063
UPC 57048/108042 - Phase I - Construction	121,035,247	93,740	50,704	144,444	121,179,691
UPC 17630/108041 - Phase II - PE/ROW	54,592,576	-	-	-	54,592,576
UPC 17630/108041 - Phase II - Construction	49,616,398	5,913,956	2,629,699	8,543,655	58,160,053
UPC 106693 - Phase III - PE & ROW	2,317,884	41,999	9,070	51,069	2,368,954
<i>I-64 Southside Widening/High-Rise Bridge</i>		-			
UPC 106692 - Phase I - PE	12,384,497	(195,399)	-	(195,399)	12,189,098
UPC 106692/108990 - Phase I - ROW/Construction	199,906,667	26,599,841	10,412,272	37,012,113	236,918,780
<i>I-64 HRBT Expansion Project</i>		-			
UPC 115008 - I-64 HRBT Expansion Project D-B Contract	935,437,999	205,965,423	38,167,136	244,132,558	1,179,570,558
UPC 115009 - I-64 HRBT Expansion Project Owners Oversight	44,329,676	13,539,039	2,183,308	15,722,347	60,052,024
<i>HRELN Segment 1 Phase 1 PE - UPC</i>		-			
UPC 117840 - Segment 1 Phase 1 - PE	4,133,745	966,307	521,448	1,487,755	5,621,500
UPC 117839 - Segment 4A/4B Phase 1 - PE	3,714,819	1,058,269	738,573	1,796,841	5,511,661
UPC 117841 - Segment 4C Phase 1 - PE	3,207,672	807,368	156,923	964,291	4,171,964
<i>HRCS Preferred Alternative Refinement - HRBT</i> UPC 110577 - SEIS	28,800,287	-	-	-	28,800,287
460/58/13 Connector Study - UPC 106694 - PE	1,095,368	-	-	-	1,095,368
<i>Bowers Hill Interchange Study - UPC 111427</i>	3,776,804	350,577	19,535	370,113	4,146,917
<i>HR Regional Connector Study - HRTPO</i> (Remaining Projects of Third Crossing)	3,710,718	113,119	-	113,119	3,823,838
<b>Total</b>	<b>\$ 1,713,073,167</b>	<b>\$ 276,118,843</b>	<b>\$ 55,264,823</b>	<b>\$ 331,383,667</b>	<b>\$ 2,044,456,834</b>

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

Hampton Roads Transportation Fund (HRTF)

*Bond Reimbursements*

*Fiscal Year 2022*

Project	Total FY2014 - FY2021	Previous FY2022	February 2022	Total YTD FY2022	Total
<i>I-64 Peninsula Widening</i>					
UPC 104905/111926 - Segment 1 - PE/Construction	\$ 10,063,882	\$ -	\$ -	\$ -	\$ 10,063,882
UPC 106665 - Segment 2 - PE/ROW/Construction	155,254,086	4,300,741	4,669	4,305,411	159,559,496
UPC 109790/106689 - Segment 3 - PE	5,611,689	40,977	18,182	59,160	5,670,849
UPC 109790/106689 - Segment 3 - Construction	57,467,586	16,522,886	353,304	16,876,190	74,343,776
<i>I-64/264 Interchange Improvement</i>		-	-		
UPC 57048/108042 - Phase I - PE/ROW	15,071,063	-	-	-	15,071,063
UPC 57048/108042 - Phase I - Construction	121,035,247	93,740	50,704	144,444	121,179,691
UPC 17630/108041 - Phase II - PE/ROW	54,592,576	-	-	-	54,592,576
UPC 17630/108041 - Phase II - Construction	49,616,398	5,913,956	2,629,699	8,543,655	58,160,053
UPC 106693 - Phase III - PE & ROW	-	-	-	-	-
<i>I-64 Southside Widening/High-Rise Bridge</i>		-	-		
UPC 106692 - Phase I - PE	12,384,497	(195,399)	-	(195,399)	12,189,098
UPC 106692/108990 - Phase I - ROW/Construction	199,906,667	26,599,841	10,412,272	37,012,113	236,918,780
<i>I-64 HRBT Expansion Project</i>		-	-		
UPC 115008 - I-64 HRBT Expansion Project D-B Contract	436,991,392	205,965,423	38,167,136	244,132,558	681,123,950
UPC 115009 - I-64 HRBT Expansion Project Owners Oversight	5,411,257	13,539,039	2,183,308	15,722,347	21,133,605
<i>HRELN Segment 1 Phase 1 PE - UPC</i>		-	-		
UPC 117840 - Segment 1 Phase 1 - PE	-	-	-	-	-
UPC 117839 - Segment 4A/4B Phase 1 - PE	-	-	-	-	-
UPC 117841 - Segment 4C Phase 1 - PE	-	-	-	-	-
<i>HRCS Preferred Alternative Refinement - HRBT</i>		-	-	-	-
UPC 110577 - SEIS	-	-	-	-	-
460/58/13 Connector Study - UPC 106694 - PE	-	-	-	-	-
<i>Bowers Hill Interchange Study - UPC 111427</i>	-	-	-	-	-
<i>HR Regional Connector Study - HRTPO (Remaining Projects of Third Crossing)</i>	-	-	-	-	-
<b>Total</b>	<b>\$ 1,123,406,341</b>	<b>\$ 272,781,204</b>	<b>\$ 53,819,275</b>	<b>\$ 326,600,478</b>	<b>\$ 1,450,006,819</b>

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

Hampton Roads Transportation Fund (HRTF)

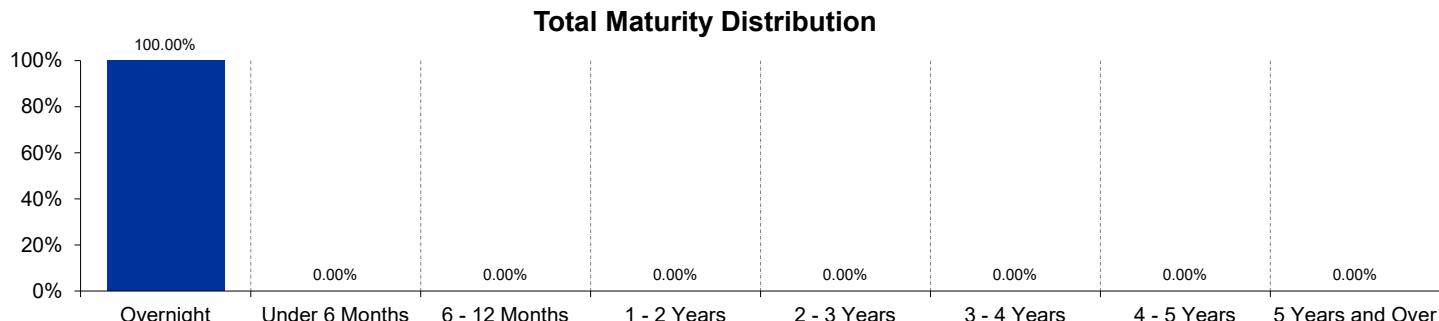
*Expenditures*

*Fiscal Year 2022*

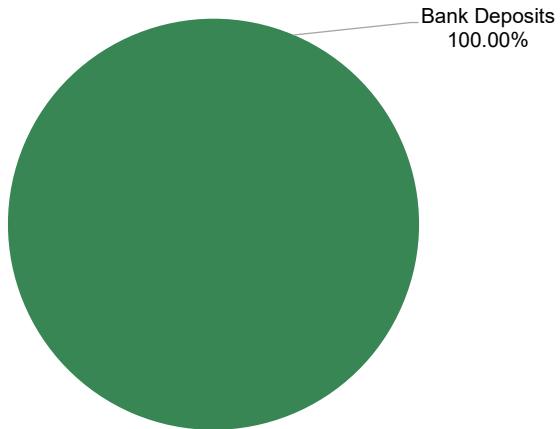
Project	Total FY2014 - FY2021	Previous FY2022	February 2022	Total YTD FY2022	Total
<i>I-64 Peninsula Widening</i>					
UPC 104905/111926 - Segment 1 - PE/Construction	\$ 1,544,502	\$ -	\$ -	\$ -	\$ 1,544,502
UPC 106665 - Segment 2 - PE/ROW/Construction	-	-	-	-	-
UPC 109790/106689 - Segment 3 - PE	-	-	-	-	-
UPC 109790/106689 - Segment 3 - Construction	-	-	-	-	-
<i>I-64/264 Interchange Improvement</i>		-			
UPC 57048/108042 - Phase I - PE/ROW	-	-	-	-	-
UPC 57048/108042 - Phase I - Construction	-	-	-	-	-
UPC 17630/108041 - Phase II - PE/ROW	-	-	-	-	-
UPC 17630/108041 - Phase II - Construction	-	-	-	-	-
UPC 106693 - Phase III - PE & ROW	2,317,884	41,999	9,070	51,069	2,368,954
<i>I-64 Southside Widening/High-Rise Bridge</i>		-			
UPC 106692 - Phase I - PE	-	-	-	-	-
UPC 106692/108990 - Phase I - ROW/Construction	-	-	-	-	-
<i>I-64 HRBT Expansion Project</i>		-			
UPC 115008 - I-64 HRBT Expansion Project D-B Contract	498,446,607	-	-	-	498,446,607
UPC 115009 - I-64 HRBT Expansion Project Owners Oversight	38,918,419	-	-	-	38,918,419
<i>HRELN Segment 1 Phase 1 PE</i>		-			
UPC 117840 - Segment 1 Phase 1 - PE	4,133,745	966,307	521,448	1,487,755	5,621,500
UPC 117839 - Segment 4A/4B Phase 1 - PE	3,714,819	1,058,269	738,573	1,796,841	5,511,661
UPC 117841 - Segment 4C Phase 1 - PE	3,207,672	807,368	156,923	964,291	4,171,964
<i>HRCS Preferred Alternative Refinement - HRBT</i>					
UPC 110577 - SEIS	28,800,287	-	-	-	28,800,287
<i>460/58/13 Connector Study - UPC 106694 - PE</i>	1,095,368	-	-	-	1,095,368
<i>Bowers Hill Interchange Study - UPC 111427</i>	3,776,804	350,577	19,535	370,113	4,146,917
<i>HR Regional Connector Study - HRTPO (Remaining Projects of Third Crossing)</i>	3,710,718	113,119	-	113,119	3,823,838
<b>Total</b>	<b>\$ 589,666,826</b>	<b>\$ 3,337,640</b>	<b>\$ 1,445,549</b>	<b>\$ 4,783,188</b>	<b>\$ 594,450,015</b>

**Hampton Roads Regional Transit Fund**  
**Summary of Cash and Investments**  
**For February 2022**

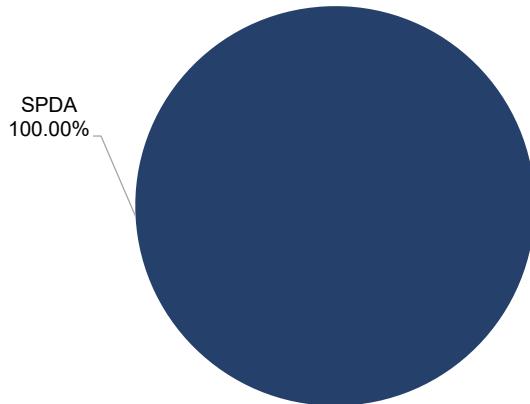
Portfolio	Yield at Cost	Yield at Market	Balances at Cost	Balances at Market	% of Total
Union Checking	0.00%	0.00%	1,000,000	1,000,000	1.82%
Union Sweep	0.10%	0.10%	53,981,075	53,981,075	98.18%
<b>Total</b>			<b>\$ 54,981,075</b>	<b>\$ 54,981,075</b>	<b>100.00%</b>



**Sector Distribution**

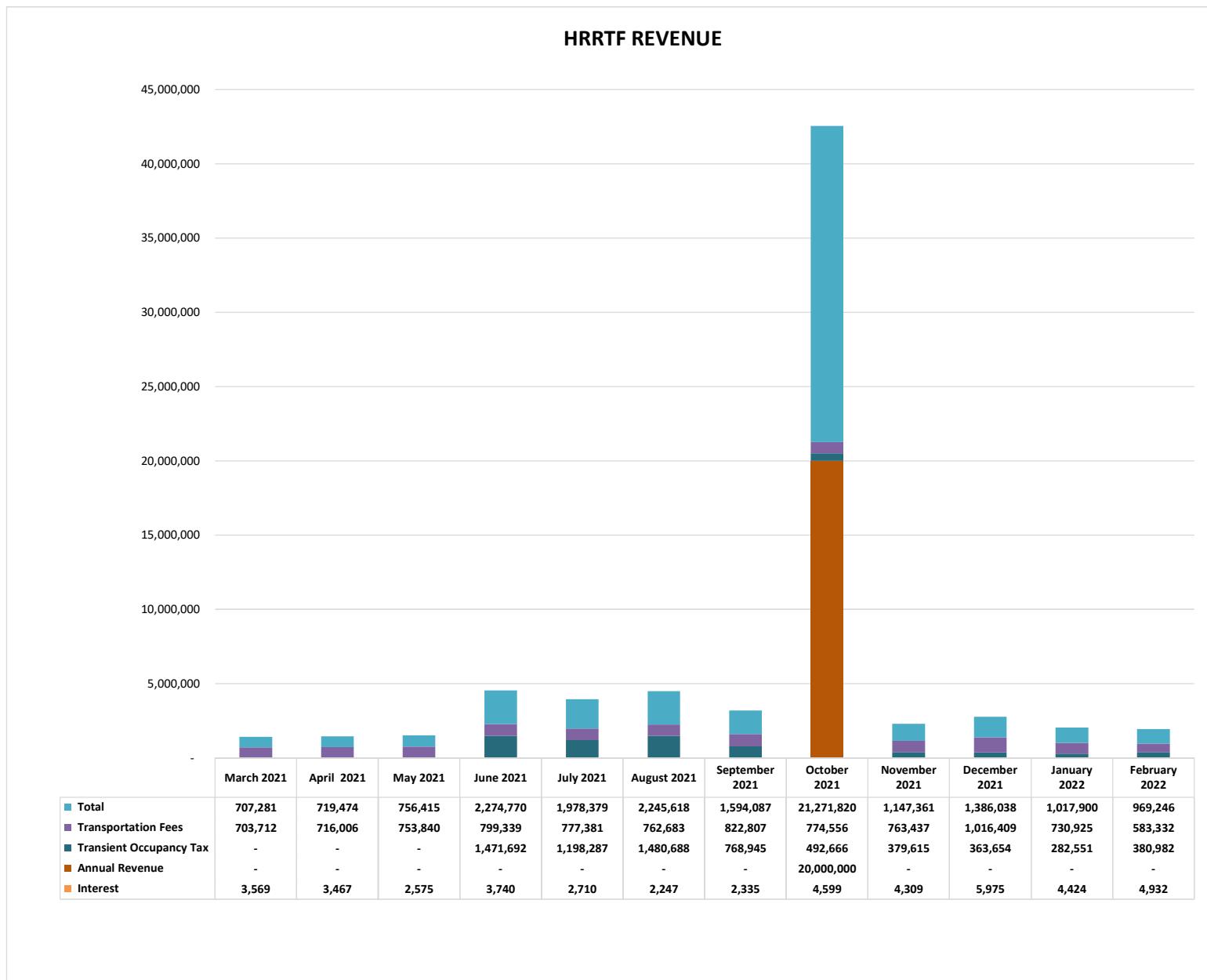


**Credit Distribution**



All charts are based on market value as of 2/28/22

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 - February 2022

	<u>FY2021</u>	<u>FY2022</u>	<u>Total</u>
Interest Income	\$ 57,044	\$ 31,530	\$ 88,574
Investment Income	—	—	—
Total	<u>\$ 57,044</u>	<u>\$ 31,530</u>	<u>\$ 88,574</u>

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

	Gross Revenue					Expenditures			Cumulative Balance
	Regional Transportation Imprv. Fees	Transient Occupancy Tax	Annual Recordation Tax Distribution	Interest	Total Revenue	Project Expenses	Operating Expenses	Total	
									7/1/20 - 2/28/2022
<i>July 2020 - February 2021</i>	\$ 4,582,565	\$ -	\$ 20,000,000	\$ 43,693	\$ 24,626,257	\$ -	\$ 53,312	\$ 53,312	\$ 24,572,945
<i>March 2021</i>	703,712	-	-	3,569	707,281	-	78,025	78,025	25,202,200
<i>April 2021</i>	716,006	-	-	3,467	719,474	-	3,492	3,492	25,918,183
<i>May 2021</i>	753,840	-	-	2,575	756,415	-	921	921	26,673,677
<i>June 2021</i>	799,339	1,471,692	-	3,740	2,274,770	599,531	30,625	630,157	28,318,291
<i>July 2021</i>	777,381	1,198,287	-	2,710	1,978,379	-	2,525	2,525	30,294,144
<i>August 2021</i>	762,683	1,480,688	-	2,247	2,245,618	-	7,758	7,758	32,532,004
<i>September 2021</i>	822,807	768,945	-	2,335	1,594,087	-	915	915	34,125,176
<i>October 2021</i>	774,556	492,666	20,000,000	4,599	21,271,820	-	2,237	2,237	55,394,759
<i>November 2021</i>	763,437	379,615	-	4,309	1,147,361	-	1,423	1,423	56,540,696
<i>December 2021</i>	1,016,409	363,654	-	5,975	1,386,038	-	79,874	79,874	57,846,861
<i>January 2022</i>	730,925	282,551	-	4,424	1,017,900	-	3,465	3,465	58,861,297
<i>February 2022</i>	583,332	380,982	-	4,932	969,246	-	20,534	20,534	59,810,008
<i>Total 12 months</i>	\$ 9,204,427	\$ 6,819,079	\$ 20,000,000	\$ 44,882	\$ 36,068,388	\$ 599,531	\$ 231,794	\$ 831,325	
<i>Total</i>	\$ 13,786,992	\$ 6,819,079	\$ 40,000,000	\$ 88,574	\$ 60,694,645	\$ 599,531	\$ 285,106	\$ 884,638	
Less Balance of Encumbered (through FY2027)									(36,542,565)
<i>Total Net Available</i>									\$ 23,267,443

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

Locality	FY 2021	Previous FY 2022	February 2022	Total YTD FY2022	Total
Regional Taxes and Fees					
<i>Chesapeake</i>	\$ 1,751,607	\$ 1,810,710	\$ 178,523	\$ 1,989,232	\$ 3,740,840
<i>Hampton</i>	788,625	771,370	90,157	861,527	1,650,152
<i>Newport News</i>	855,312	874,050	127,577	1,001,627	1,856,939
<i>Norfolk</i>	1,134,671	1,553,382	144,465	1,697,847	2,832,519
<i>Portsmouth</i>	470,791	351,562	36,527	388,089	858,880
<i>Virginia Beach</i>	4,026,147	5,253,529	387,066	5,640,595	9,666,742
Total Regional Taxes and Fees	9,027,154	10,614,603	964,314	11,578,917	20,606,071
Annual Recordation Tax Distribution	20,000,000	20,000,000	-	20,000,000	40,000,000
Total Tax and Fees Revenue	29,027,154	30,614,603	964,314	31,578,917	60,606,071
Interest <sup>a</sup>	57,044	26,598	4,932	31,530	88,574
Total Revenues	29,084,198	30,641,201	969,246	31,610,448	60,694,645
Project Expenses	(599,531)	-	-	-	(599,531)
Operating Expense	(166,376)	(98,196)	(20,534)	(118,731)	(285,106)
Cash Balance	\$ 28,318,291	\$30,543,005	\$ 948,712	\$ 31,491,717	\$ 59,810,008
Less Balance of Encumbered					(36,542,565)
Net Available Cash					\$ 23,267,443
Updated forecast	26,100,000	27,175,000	1,025,000	28,200,000	54,300,000
Total Revenue - Forecast (under)/over	\$ 2,927,154	\$ 3,439,603	\$ (60,686)	\$ 3,378,917	\$ 6,306,070

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

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

***Fiscal Year 2022***

Locality	FY 2021	Previous FY 2022	February 2022	Total YTD FY2022	Total
<b>Regional Transit Improvement Fees</b>					
<i>Chesapeake</i>	\$ 1,751,607	\$ 1,226,448	\$ 133,080	\$ 1,359,528	\$ 3,111,136
<i>Hampton</i>	650,700	521,031	40,842	561,873	1,212,573
<i>Newport News</i>	709,171	599,470	86,733	686,202	1,395,373
<i>Norfolk</i>	1,127,962	978,926	66,287	1,045,213	2,173,174
<i>Portsmouth</i>	443,948	296,933	29,129	326,062	770,010
<i>Virginia Beach</i>	<u>2,872,074</u>	<u>2,025,391</u>	<u>227,262</u>	<u>2,252,652</u>	<u>5,124,726</u>
<b>Total RTI Fees</b>	<u>\$ 7,555,462</u>	<u>\$ 5,648,198</u>	<u>\$ 583,332</u>	<u>\$ 6,231,530</u>	<u>\$ 13,786,992</u>
Forecast	<u>6,100,000</u>	<u>4,316,667</u>	<u>616,667</u>	<u>4,933,334</u>	<u>11,033,334</u>
Total Revenue - Forecast (under)/over	\$ 1,455,462	\$ 1,331,531	\$ (33,335)	\$ 1,298,196	\$ 2,753,658

**Table 1B - Transient Occupancy Tax**

Hampton Roads Regional Transit Fund (HRRTF)

*Fiscal Year 2022*

Locality	FY 2021	Previous FY 2022	February 2022	Total YTD FY2022	Total
Transient Occupancy Tax					
<i>Chesapeake</i>	\$ -	\$ 584,262	\$ 45,443	\$ 629,704	\$ 629,704
<i>Hampton</i>	137,925	250,339	49,316	299,655	437,580
<i>Newport News</i>	146,141	274,581	40,844	315,425	461,566
<i>Norfolk</i>	6,710	574,456	78,178	652,634	659,344
<i>Portsmouth</i>	26,843	54,629	7,397	62,027	88,870
<i>Virginia Beach</i>	1,154,073	3,228,138	159,805	3,387,943	4,542,016
<b>Total Transient Occupancy Tax</b>	<b>\$ 1,471,692</b>	<b>\$ 4,966,405</b>	<b>\$ 380,982</b>	<b>\$ 5,347,387</b>	<b>\$ 6,819,079</b>
Forecast	-	2,858,333	408,333	3,266,667	3,266,667
Total Revenue - Forecast (under)/over	\$ 1,471,692	\$ 2,108,072	\$ (27,351)	\$ 2,080,721	\$ 3,552,412

**Table 2 - Allocations**

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

**Allocations**

**Fiscal Year 2022**

Project	FY 2021	Previous FY 2022	February 2022	Total YTD FY2022	Total
<i>Regional Transit System - 757 Express</i>					
Transit Bus Expansion (Group A) - Project 202101A	\$ 9,306,000	\$ -	\$ -	\$ -	\$ 9,306,000
<i>Bus Stop Amenity Program</i>					
- Project 202101B	3,265,000	-	-	-	3,265,000
- Project 202201F	-	5,326,000	-	5,326,000	5,326,000
<i>Regional Transit System Technology</i>					
- Project 202101C	80,000	-	-	-	80,000
- Project 202201G	-	518,000	-	518,000	518,000
<i>Regional Transit Services</i>					
Operations and Maintenance RTS - Project 202201C	-	5,730,123.00	-	5,730,123	5,730,123
Development and Support Services RTS - Project 202201D	-	4,946,973	-	4,946,973	4,946,973
<i>Net Center Replacement/Passenger Facility</i>					
- Project 202101D	62,000	-	-	-	62,000
Robert Hall Blvd (Chesapeake) - Project 202201A	-	100,000.00	-	100,000	100,000
Evelyn T. Butts (Norfolk) - Project 202201B	-	100,000	-	100,000	100,000
<i>New Bus Operating Division - Southside</i>					
- Project 202101E	1,000,000	-	-	-	1,000,000
- Project 202201E	-	6,708,000	-	6,708,000	6,708,000
<b>Total</b>	<b>\$ 13,713,000</b>	<b>\$ 23,429,096</b>	<b>\$ -</b>	<b>\$ 23,429,096</b>	<b>\$ 37,142,096</b>

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

Project	FY 2021	Previous	February	Total YTD	Total
		FY 2022	2022	FY2022	
<i>Regional Transit System - 757 Express</i>					
<i>Bus Stop Amenity Program - 202101B</i>	\$ 399,516	\$ -	\$ -	\$ -	\$ 399,516
<i>Regional Transit System Technology - 202101C</i>	-	-	-	-	-
<i>Net Center Replacement - 202101D</i>	14,056	-	-	-	14,056
<i>New Bus Operating Division - Southside - 202101E</i>	185,959	-	-	-	185,959
<b>Total</b>	<b>\$ 599,531</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 599,531</b>



## **MAJOR PROJECTS IN CONSTRUCTION**

<b>I-64 Peninsula Widening- Segment I</b>	<b>Construction Completed</b>
<b>I-64 Peninsula Widening- Segment II</b>	<b>Construction Completed</b>
<b>I-64 Peninsula Widening- Segment III</b>	<b>Construction Completed</b>
<b>I-64/I-264- Phase I</b>	<b>Construction Completed</b>
<b>I-64/I-264- Phase II</b>	<b>Under Construction</b>
<b>I-64 Southside Widening and High Rise Bridge Phase I</b>	<b>Under Construction</b>
<b>HREL Segment 2B (Chesapeake)</b>	<b>Under Construction</b>

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

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

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

**Project Financial Summary:**

<u>Project Budget (\$114,000,000):</u>	<u>Funds Expended (as of 05/31/2022):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 2,738,567	\$ 2,738,567	\$ 0
○ RW \$ 32,494	\$ 32,494	\$ 0
○ CN \$ 111,228,939	<u>\$ 108,837,323</u>	<u>\$ 0</u>
	\$ 111,608,384	

**Project Schedule:**

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

**Enabling Funding**

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

**Project Status:**

- Completion achieved on December 1, 2017

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

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

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

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

**Project Financial Summary:**

<u>Project Budget (\$175,832,897):</u>	<u>Funds Expended (as of 05/31/2022):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 6,000,000	\$ 2,869,659	\$ 0
○ RW \$ 1,511,548	\$ 530,122	\$ 0
○ CN \$ 168,321,349	<u>\$ 156,159,922</u>	\$ 0
	\$ 159,559,703	

**Project Schedule:**

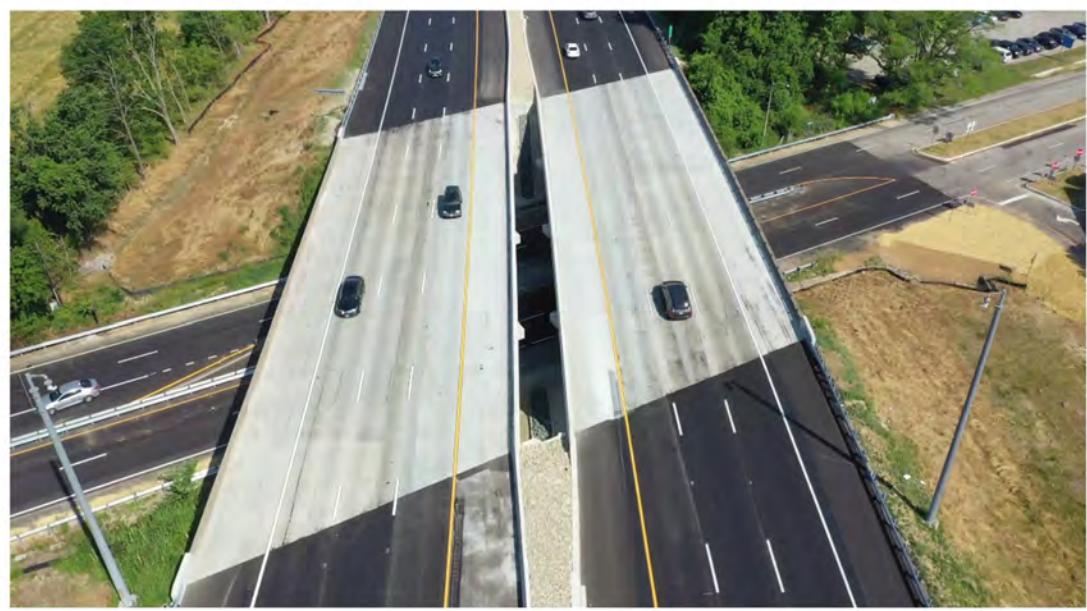
Notice To Proceed	February 2016
Project Completion	May 2019
Schedule Status	Completed

**Enabling Funding**

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

**Project Status:**

- In final contract close out



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

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

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

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

**Project Financial Summary:**

<u>Project Budget (\$244,045,973):</u>	<u>Funds Expended (as of 05/31/2022):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 10,000,000	\$ 5,717,211	\$ 0
○ RW \$ 12,000,000	\$ 900,219	\$ 0
○ CN \$ 222,045,973	<u>\$196,821,762</u>	<u>\$ 0</u>
		\$203,439,192

**Project Schedule:**

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

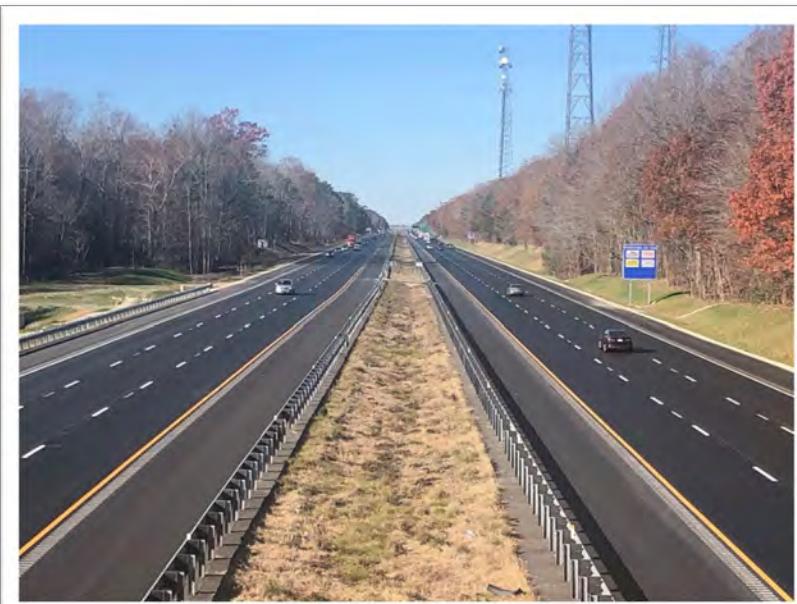
**Enabling Funding**

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

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

**Project Status:**

- The Project was accepted as complete on December 6, 2021
- Ribbon cutting ceremony was held on December 20, 2021
- In final contract close out

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

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

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

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

**Project Financial Summary:**

<u>Project Budget (\$158,730,023):</u>	<u>Funds Expended (as of 05/31/2022):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 10,135,307	\$ 10,135,307	\$ 0
○ RW \$ 11,571,063	\$ 20,458,115	\$ 8,887,052
○ CN \$ 137,023,653	<u>\$ 121,417,682</u>	\$ 0
	\$ 152,011,104	

**Project Schedule:**

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

**Project Status:**

- In final contract close out

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

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

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

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

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

**Project Financial Summary:**

<u>Project Budget (\$194,503,887):</u>	<u>Funds Expended (as of 05/31/2022):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 14,082,810	\$ 14,082,810	\$ 0
○ RW \$ 54,392,666	\$ 55,994,463	\$1,601,797
○ CN \$ 126,028,411	<u>\$ 124,625,634</u>	\$ 0
	\$ 194,702,907	

**Project Schedule:**

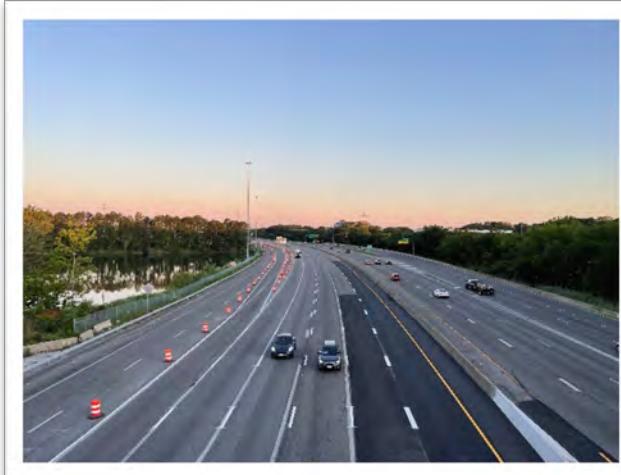
Award	December 2017
Notice to Proceed	February 2018
Projected Completion	September 2021
Schedule Status	Complete Summer 2022

**Enabling Funding**

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

**Project Status:**

- B601 (Newtown Bridge) –installing topsoil and seed at gore area and slopes
- I-264 Mainline – shifted traffic left at the flyover bridge to final configuration
- CD lanes and mainline ramps barrier and drainage complete, preparing for final shoulder pavement
- Grading stormwater ponds 4 and 5 at Witchduck
- B603 Greenwich Flyover) installing pedestrian fencing

**I-264 Eastbound Traffic Shifted at Flyover****Flyover Bridge with Pedestrian Fence and Wave Panels**

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

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

**Project Scope:**

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

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

**Project Financial Summary:**

<u>Project Budget (\$524,613,765):</u>	<u>Funds Expended (as of 05/31/2022):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 12,200,000	\$ 12,189,268	\$ 0
○ RW \$ 18,726,000	\$ 10,853,698	\$ 0
○ CN \$ 493,687,765	<u>\$ 366,677,988</u>	<u>\$ 0</u>
	<u>\$ 389,720,954</u>	

**Project Schedule:**

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

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

\* 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 – completed. HRB Superstructure – beam erection completed; deck forming, deck pours, parapets continue. Approach fills/MSE walls completed. Wall copings and moment slabs continue.
- Great Bridge Blvd Bridge – Bridge construction, MSE walls completed. Bridge open to traffic. Approach roadway and drainage continue. Old bridge demolition completed.
- I-64 Bridge Widenings over Military Highway, Yadkin Road, and Shell Road – substructures and superstructures completed. Parapets and approach slabs on Military Highway bridges continue.
- Earthwork, drainage/stormwater, roadway fill, pavement, retaining walls, noise barriers, ITS, signing, median barriers, guardrail continue on all five roadway segments.



**Completed Yadkin Road Bridge Widenings (Looking Southwest)**

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

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

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

**Project Financial Summary:**

<u>Project Budget (\$25,000,000):</u>	<u>Funds Expended (as of 05/31/2022):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 2,538,000	\$ 2,543,662	\$ 5,662
○ RW \$ 0	\$ 0	\$ 0
○ CN \$ 22,462,000	<u>\$ 19,049,324</u>	\$ 0
	\$ 21,592,986	

**Project Schedule:**

Award	September 20, 2020
Notice to Proceed	October 30, 2020
Project Completion	September 22, 2022
Schedule Status	On Schedule

**Enabling Funding**

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

**Project Status:**

- The contractor met the Interim Milestone. There are 4 remaining overhead signs to erect
- All overhead sign foundations are complete
- All vehicle detectors and generator site civil components are complete

**Overhead Sign Structure at Greenbrier Parkway Exit on I-64 WB**

# **HREL PROJECTS UNDER DESIGN**

## **HREL Segment 1 (Norfolk)**

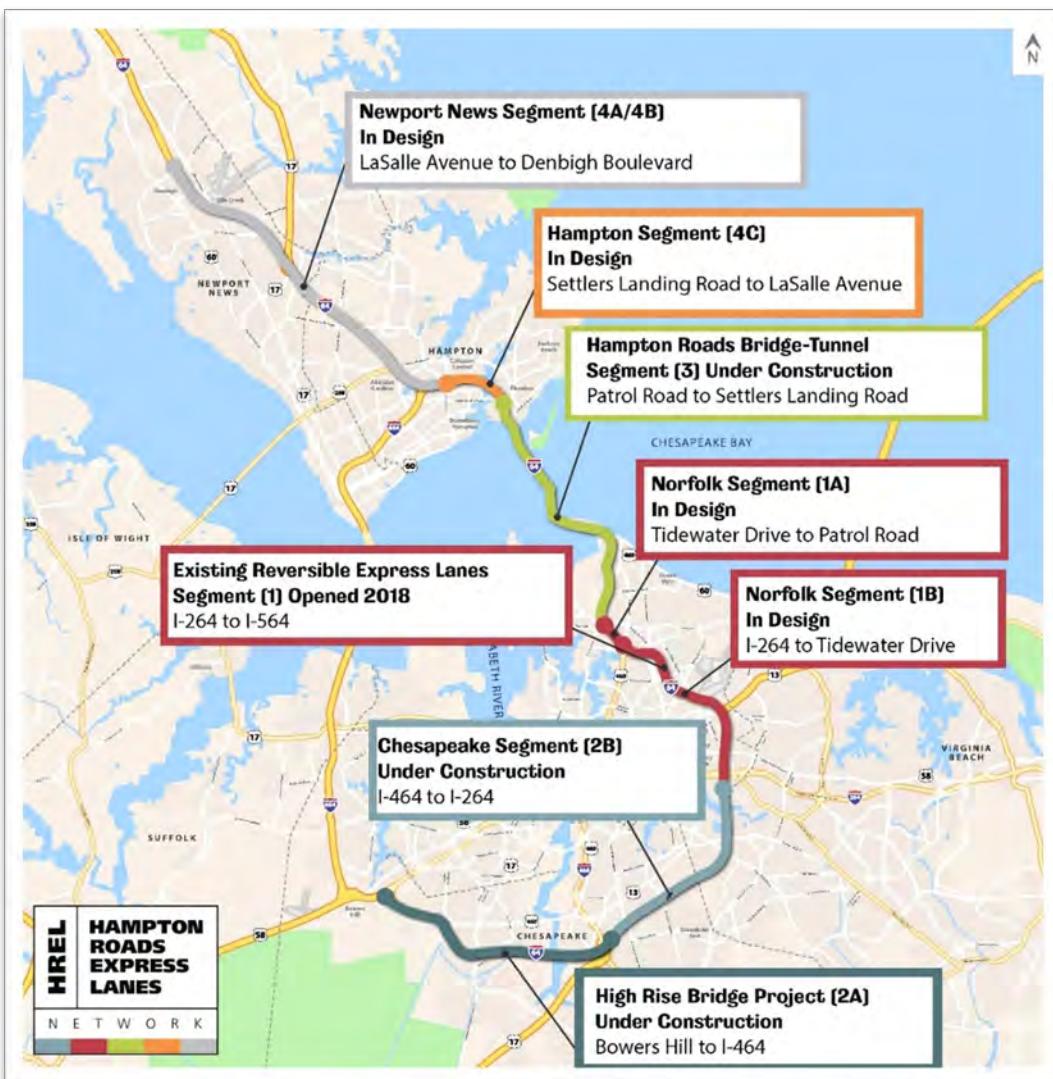
**In Design**

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

**In Design**

## **HREL Segment 4C (Hampton)**

**In Design**



**HREL Segment 1 (Norfolk)**

**UPC 117840 (HRTAC) Phase 1-PE**  
**UPC 119637**

**Project Scope:**

From Patrol Road to I-264, an existing General Purpose shoulder will be converted into a Part Time Shoulder Express Lane in each direction for approximately two miles

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

**Project Financial Summary:**

<u>Project Budget (\$5,621,500):</u>	<u>Funds Expended (as of 05/31/2022):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 5,621,500	\$ 7,170,462	\$ 1,548,962
○ RW \$ 0	\$ 0	\$ 0
○ CN \$ 0	\$ 0	\$ 0
	<b>\$ 7,170,462</b>	

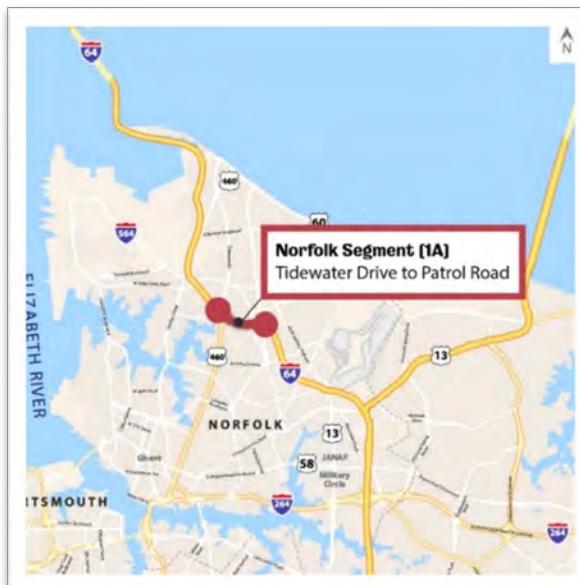
**Project Schedule:**

	<u>Segment 1A</u>	<u>Segment 1B</u>
Request for Qualifications	January 20, 2022	Under Development
Public Hearing	December 1 & 2, 2021	December 1 & 2, 2021
Request for Proposals	April 28, 2022	December 16, 2022
Notice to Proceed	November 19, 2022	August 8, 2023
Fixed Completion Date	December 31, 2025	November 1, 2026

<u>Enabling Funding</u>	
HRTAC	\$ 5,621,500
State/Federal	\$ _____ \$ 5,621,500

**Project Status:**

- The RFP for Segment 1A was released on April 28, 2022 and the Technical Proposals are due August 10, 2022 and preliminary design continues for the RFQ release for Segment 1B
- Expected to award Segment 1A in Fall 2022 and award Segment 1B in Summer 2023



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

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

**Project Scope:**

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

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

**Project Financial Summary:**

<u>Project Budget (\$5,916,425):</u>	<u>Funds Expended (as of 05/31/2022):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 5,916,425	\$ 6,934,686	\$ 1,018,261
○ RW \$ 0	\$ 0	\$ 0
○ CN \$ 0	\$ 0	\$ 0
	\$ 6,934,686	

**Project Schedule:**

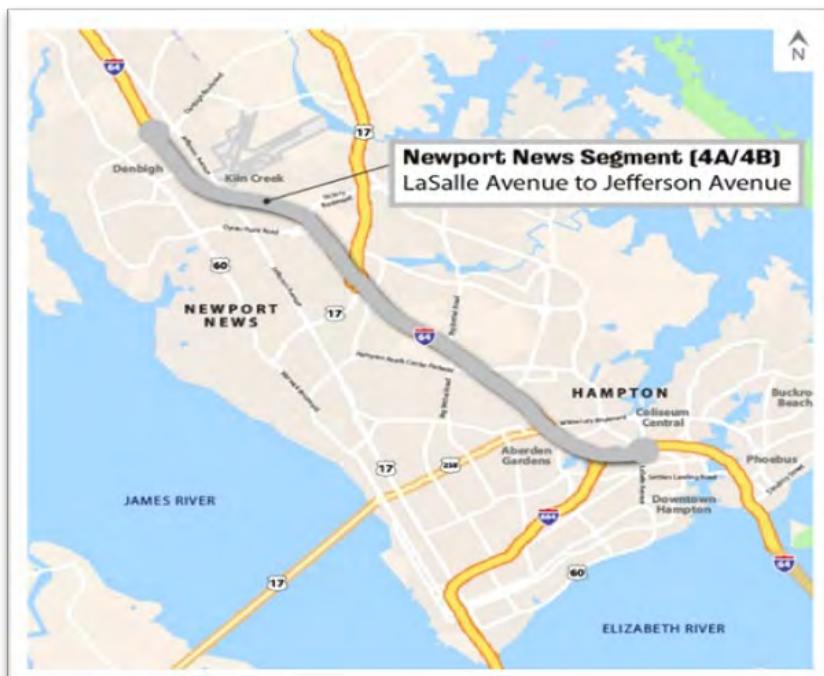
Public Hearing	September 29 & 30, 2021
Advertisement	May 14, 2024
Notice to Proceed	September 11, 2024
Fixed Completion Date	December 30, 2026

**Enabling Funding**

HRTAC	\$ 5,916,425
State/Federal	\$ _____
	\$ 5,916,425

**Project Status:**

- Received Design Approval from Central Office on February 18, 2022
- Right of Way plan review completed February 28, 2022
- Technical design and plan production continues to progress
- Project schedule updated to match Segment 4C Fixed Completion Date



**HREL Segment 4C (Hampton)**

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

**Project Scope:**

From LaSalle Avenue to Settlers Landing Road, one Express Lane will be constructed, and one general purpose lane will be converted into an Express Lane in each direction for 2.5 miles

- Replacing two bridges (EB Hampton River) and rehabilitating one bridge (Rip Rap Road)
- Rehabilitating/widening three bridges (WB Hampton River, EB/WB King Street, EB/WB Settlers Landing Road)
- Widening 2.4 miles of EB and WB roadway
- Includes noise walls, tolling gantries, and overhead signage

**Project Financial Summary:**

<u>Project Budget (\$429,754,878):</u>	<u>Funds Expended (as of 05/31/2022):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 20,000,000	\$ 5,104,125	\$ 0
○ RW \$ 8,000,000	\$ 581,688	\$ 0
○ CN \$ 401,754,878	\$ 0	\$ 0
	\$ 5,685,813	

**Project Schedule:**

Request for Qualifications	April 9, 2021
Public Hearing	September 23, 2021
Request for Proposals	November 10, 2021
Notice to Proceed	August 1, 2022
Fixed Completion Date	December 30, 2026

<u>Enabling Funding</u>	
HRTAC	\$ 427,048,878
State/Federal	\$ 2,706,000
	\$ 429,754,878

**Project Status:**

- NEPA clearance received on December 15, 2021
- Offeror Technical Proposals received May 12, 2022: Price Proposals due June 16, 2022
- CTB Award scheduled for July 20, 2022



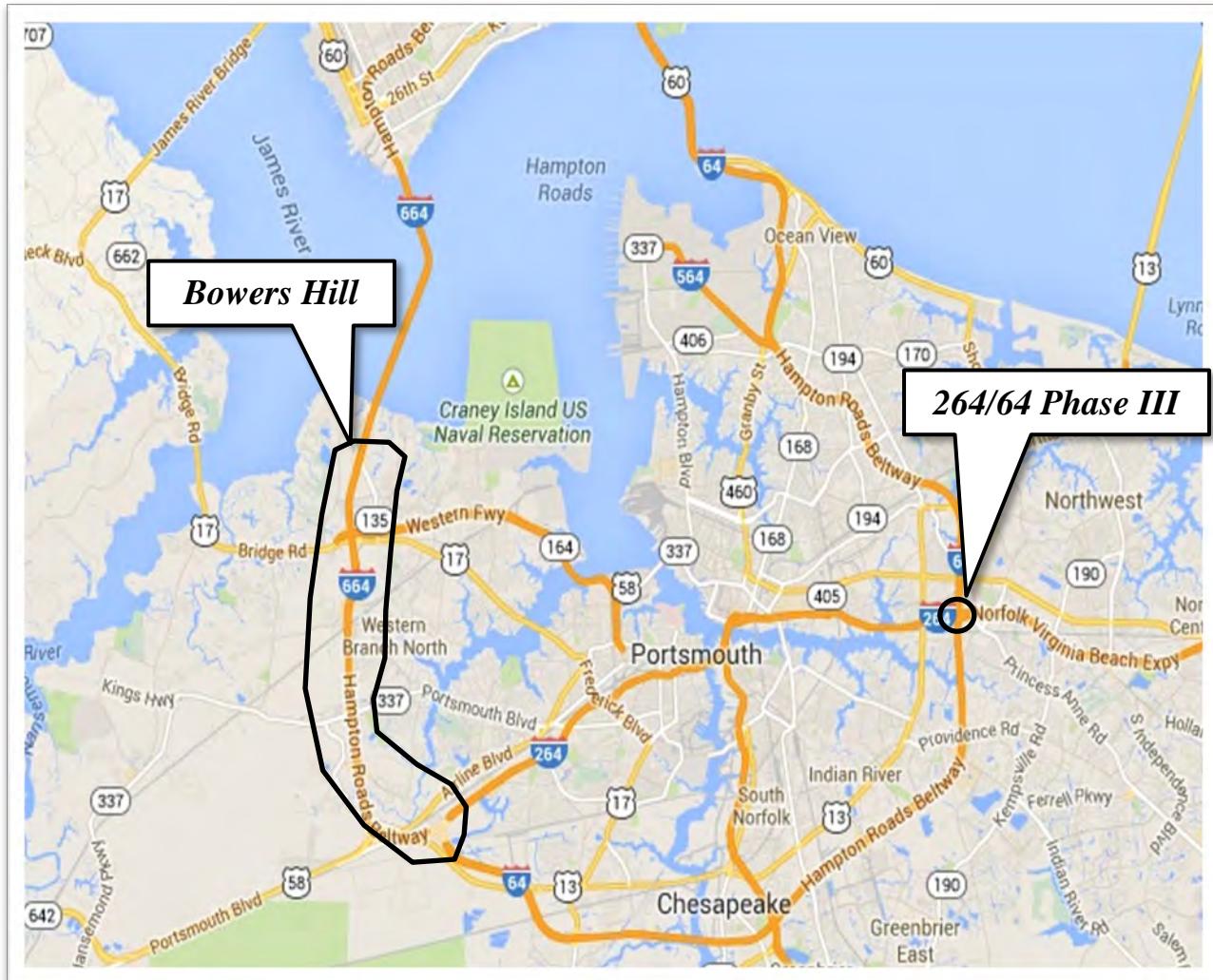
## OTHER MAJOR PROJECTS

**Bowers Hill Interchange**

**Under Study**

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

**Under Design**



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

**UPC 106693 (HRTAC)**

**Project Scope:**

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

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

**Project Financial Summary:**

<u>Project Budget (\$10,000,000):</u>	<u>Funds Expended (as 05/31/2022):</u>	<u>Projected Cost Over/(Under):</u>
○ PE \$ 10,000,000	\$ 2,650,968	\$ 0
○ RW \$ 0	\$ 0	\$ 0
○ CN \$ 0	<u>\$ 0</u>	<u>\$ 0</u>
	\$ 2,650,968	

**Project Schedule:**

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

<u>Enabling Funding</u>	
HRTAC	\$ 10,000,000
State/Federal	\$ _____.
	\$ 10,000,000

**Project Status:**

- IMR is complete
- Advancing the preliminary design phase of Subproject III-A that will include the NEPA study, PFI-level design, and updated project cost estimate
- Survey completed. Geotechnical field exploration completed. Traffic analyses, preliminary roadway and drainage design, and bridge alternatives evaluation underway



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

**Bowers Hill Interchange**

**UPC 111427 (HRTAC)**

**Study Scope:**

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

**Study Financial Summary:**

<u>Project Budget (\$7,904,630):</u>	<u>Funds Expended (as of 05/31/2022):</u>	<u>Projected Cost Over/(Under):</u>
o PE \$ 7,904,630	\$ 5,035,697	\$ 0
o RW \$ 0	\$ 0	\$ 0
o CN \$ 0	\$ 0	\$ 0
	\$ 5,035,697	

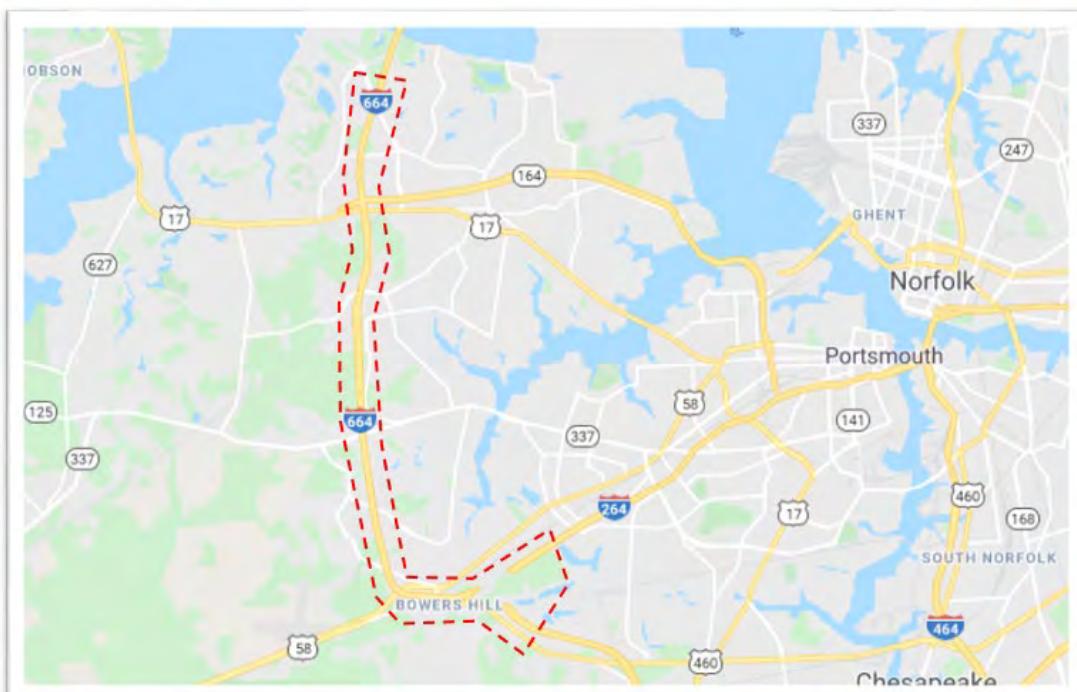
**Study Schedule:**

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

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

**Study Status:**

- o VDOT held a virtual public meeting and an in-person public hearing on a preferred alternative on April 26 and 27, respectively; the public comment period on a preferred alternative closed on May 7
- o VDOT briefed HRTPO's TTAC and Policy Board in May
- o Agency concurrence on a preferred alternative was requested in May
- o Development of chapters for the Draft Environmental Impact Statement continue to progress





## May 2022 Monthly Project Report

### I-64 HAMPTON ROADS BRIDGE-TUNNEL EXPANSION

**Report No. 38**

Project No. 0064-M06-032



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**Issue Date: June 9, 2022**

Prepared by:

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

## 1. Executive Summary

### 1.1 Overview

This report provides an overview of accomplishments and activities for the Hampton Roads Bridge-Tunnel Expansion Project from April 24, 2022 – May 21, 2022. The Design-Builder for the project is Hampton Roads Connector Partners (HRCP), a consortium that includes lead contractors Dragados, Vinci, Flatiron, and Dodin Campenon Bernard, with lead designers HDR and Mott MacDonald.

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

During this reporting period, the following project accomplishments included:

- South Island Progress:
  - Initial TBM assembly operations began.
  - Gantry Crane assembly began.
  - Deep soil mixing for ground improvement along tunnel path completed.
  - Mass excavation of TBM Launch Pit to 89%.
  - Launch Pit Cell 3 base slab waterproofing to 17%.
  - Jet Grouting at tunnel approach plug to 14%.
- North Island Progress:
  - Slurry walls to 40%.
- Landside Progress:
  - Pile cap placement for Evans St Bridge westbound widened section completed.
  - Wick drain installation on I-64 EB adjacent to 4<sup>th</sup> View St Bridge completed.
  - Gravity retaining wall Bay Ave and Evans St eastbound widening completed.
- Marine Progress:
  - North Trestle WB piles to 9%.
  - South Trestle piles to 63%.

### 1.2 Priorities

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

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

## 1.3 Key Updates

### Project Schedule

The last approved schedule for the project is Update 26 (data date: September 19, 2021), and the schedule information in this report reflects this update. HRCP is developing a revised baseline schedule.

- HRCP is reporting Substantial Completion in accordance with the contract milestone of September 1, 2025.
- HRCP is reporting Final Completion in accordance with the contract milestone of November 1, 2025.

### Project Budget

The project budget summary below now includes all incurred to date costs through May 2022 and does not include forecasted cost outside of the reporting period.

Project budget overview:

Current total project budget:	\$ 3,935,451,641
Total costs to date:	\$ 1,360,678,447
<b>Remaining project budget:</b>	<b>\$ 2,574,773,194</b>

- Design-build contract overview:

Design-build contract original amount:	\$ 3,299,997,227
Net change orders:	\$ 2,183,729
Exercised Options:	\$ 73,454,414
Design-build contract sum to date:	\$ 3,375,635,370
Expenditures to date:	\$ 1,297,208,868
<b>Remaining design-build contract amount:</b>	<b>\$ 2,078,426,502</b>

- Design-build progress to date:

Project Management:	42.4%
Design:	86.6%
Physical Construction Progress:	22.1%
<b>Overall:</b>	<b>38.2%</b>

## Environmental

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

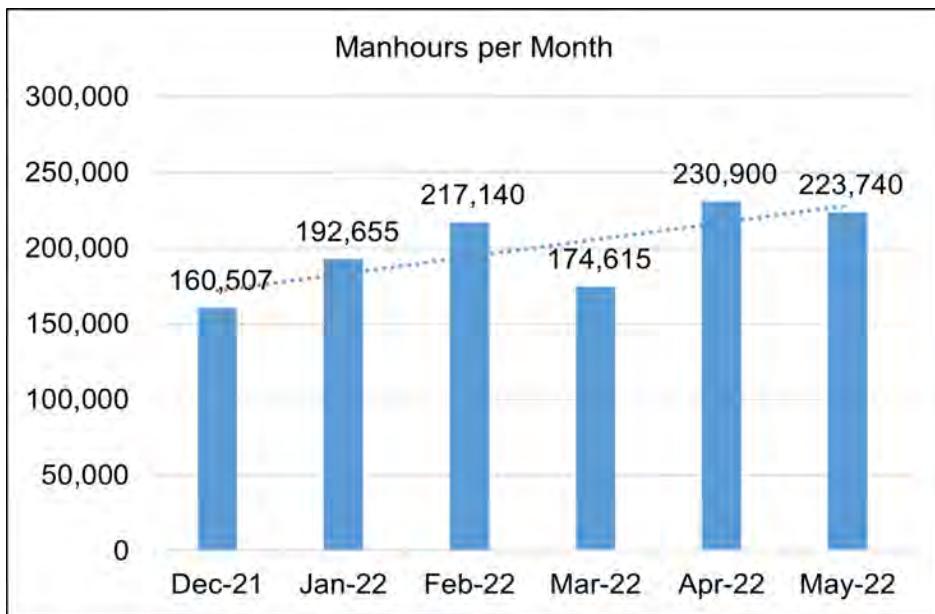
- HRCP submitted the final mixing model report to Department of Environment Quality on April 29, 2022 addressing the discharge pipe configurations covered under the Virginia Pollutant Discharge Elimination System permit.
- HRCP submitted JPA permit modification #7 to the agencies on May 3, 2022.
- Project has returned to green status for VDOT Environmental Compliance rating.

## Construction

Progress updates for this reporting period include:

- Landside Roadways
  - Ground improvement installed along I-64 eastbound between 15<sup>th</sup> View St and 13<sup>th</sup> View St and adjacent to 4<sup>th</sup> View St Bridge Abutment A.
  - Drainage installed along I-64 median between Willoughby Bay and 4<sup>th</sup> View St.
  - Embankment and retaining wall installed along I-64 EB between Bay Ave. and Evans St.
- Marine Works
  - Caps placed at the North eastbound MOT trestle (3 installed).
  - Caps placed at the North eastbound permanent trestle (4 installed).
  - Beams placed at the North eastbound permanent trestle (7 installed).
  - Piles driven at the North westbound permanent trestle (5 installed).
  - Caps placed at the North westbound permanent trestle (1 installed).
  - Piles driven at the South eastbound MOT trestle (10 installed).
  - Beams placed at the South eastbound MOT trestle (4 installed).
  - Piles driven at the South westbound MOT trestle (5 installed).
  - Piles driven at the South permanent trestle (18 installed).
  - Caps placed at the South permanent trestle (1 installed).
- Tunnels and Islands
  - Waterproofing installation began for Cell 3 base slab.
  - TBM tail skin welding began.
  - Assembly of spoils treatment plant to support jet grouting operation completed.
- Landside Bridges
  - Pile driving at Mallory St Phase 1 Bridge Replacement completed.
  - Cap placed at Willoughby Bay Bridge widening westbound (1 installed).
  - Piles driven at Bay Ave Bridge widening (4 installed).
  - Cap placement at Evans St Bridge widening westbound completed.

The number of construction manhours worked each month is provided by HRCP and is current as of May 31, 2022:



## Operations

The following operations activities took place during this reporting period:

- Short-term lane closure near I-64 at Willoughby Bridge and Willoughby Shore.
- Long-term lane closures at Bay Avenue, Bayview Blvd, and Mallory St.
- Nightly detours on the West Bay Ave on-ramps.

## Quality

Quality updates for this reporting period include:

- VDOT continues to monitor HRCP's QA and QC material testing. VDOT also performed Independent Testing and Verification Testing on materials in accordance with VDOT requirements and coordinated with VDOT Materials Division for shop inspections as required.
- VDOT has completed and closed audits of 8 material book record volumes.
- VDOT continues to engage HRCP in discussions on HRCP's implementation of their Quality Management System Procedures (QMSP) and the effectiveness of the plan.

## Safety

Safety procedures and activities during this reporting period include:

- VDOT continued to conduct routine visits to promote safe work practices throughout the project.
- The following safety performance indicator information is provided by HRCP and is current as of May 31, 2022:
  - Total Recordable Incidence Rate: 1.72 (National Average: 2.5)
  - Lost Time Incidence Rate: 0.20 (National Average 1.6)

## Civil Rights & DBE/SWaM Business Opportunities

To date, HRCP has awarded **305** subcontracts, subconsultant agreements, and purchase orders to certified DBE/SWaM firms on the project. These contract awards represent a total of **\$423 million** to certified DBE/SWaM firms.

- HRCP continued to make progress towards the 80 participant On-the-Job Training (OJT) contract goal. To date, 13 have graduated with 17 currently active in the program.
- VDOT and HRCP met on May 17, 2022 to discuss compliance with state and federal requirements.
- VDOT and HRCP participated in several business outreach events during the reporting period, which included the VA Asian Chamber of Commerce's 757 Connecting Success and the Asian American Entrepreneurship Networking events.

## Public Outreach & Media

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

- HRBT Project Team presented to Old Point Comfort Yacht Club.
- HRBT Project Team presented to the Greater Williamsburg African American Business Owners.
- HRBT Project Team hosted local news media for a tour of the Cape Charles Precast Plant.
- HRBT Project featured in Virginia Business Magazine.

## 2. Project Schedule

### 2.1 Schedule Status

The following table depicts key milestone dates outlined in the contract requirements. This table will be used as a benchmark to track milestone achievements and has been updated as of the current approved schedule. HRCP and VDOT have collaborated and determined that a Revised Baseline schedule is appropriate, with the design of the project nearing completion and construction sequencing becoming more finalized. HRCP is currently in the process of developing a Revised Baseline schedule. The last approved schedule for the project is Update 26 (data date: September 19, 2021), and the schedule information in this report reflects this update.

	Contract Requirement	Schedule of Record Dates	September 2021 (Update 26)	Actual
<b>NTP</b>		Sep 9, 2020	Sep 11, 2020	Sep 11, 2020
<b>Substantial Completion</b>	Sep 1, 2025	Aug 27, 2025	Sep 1, 2025	
<b>Final Completion</b>	Nov 1, 2025	Nov 1, 2025	Nov 1, 2025	

### 2.2 Longest Path

The longest path in Project Schedule Update 26 is driven by the following activities:

- South Portal Launching Pit Capping Beam Cell 1,2,3
- South Portal Launching Pit Excavation Part 2,3,4
- South Portal Cell 1 Place Lean Concrete
- South Portal Temporary Headwall Cell 1
- Assembly of the Tunnel Boring Machine (TBM) in launching pit
- TBM drive in High Occupancy Toll (HOT) Tunnel
- TBM U-Turn
- TBM drive in General Purpose (GP) Tunnel
- TBM Disassembly in south pit
- South Portal Cut & Cover Structures Phase 4 Cell 1
- South Portal Mechanical, Electrical, and Plumbing (MEP)
- GP Tunnel Site Integration Acceptance
- Tunnel Systems Integration-ITS
- Commissioning and Testing of all Systems (Roadway, Bridges, Structures, Tunnels)
- Substantial Completion

## 2.3 Impact Analysis

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Several elements of work are near-critical and could affect schedule performance if they are not addressed diligently. VDOT and HRCP are closely monitoring these activities. The following work elements have been identified as critical or near critical, meaning there is less than one month of float in the Schedule Update 26:

### Design

- Design Segment 3 Roadway

### Procurement

- North EB MOT Trestle procurement
- South WB MOT Trestle procurement

### Construction

#### South Portal

- Dewatering-Testing & Commissioning
- Launch Pit Excavation Part 1
- Launch Pit Temporary Headwall-Partial Excavation
- Launch Pit Demolish Abandoned Slurry Wall
- Launch Pit Stiffening Columns & Struts
- Base Slab Concrete Works Phase 1
- Rectilinear section on-shore U-Wall
- Jet Grout Break-in/out Phase 2

#### North Portal

- Receiving Pit Slurry Walls
- North Ground Improvement-Bore Proximity slurry walls

#### North Trestle

- EB Zone 1 (Pier Caps, Beams Deck)
- EB Zone 2 (Pier Caps)
- EB Zone 3 (Piles, Pier Caps, Abutment)
- EB MOT Zone 5 (Piles)
- WB Zone 6 (Piles)

#### South Trestle

- EB MOT Zone 3 (Piles, Pier Caps, Beams, Deck, Abutment, Finishes)
- WB MOT Zone 4 (Piles, Pier Caps, Beams)

#### Roadway

- Segment 3 Roadway from South Trestle to Mason Creek Rd

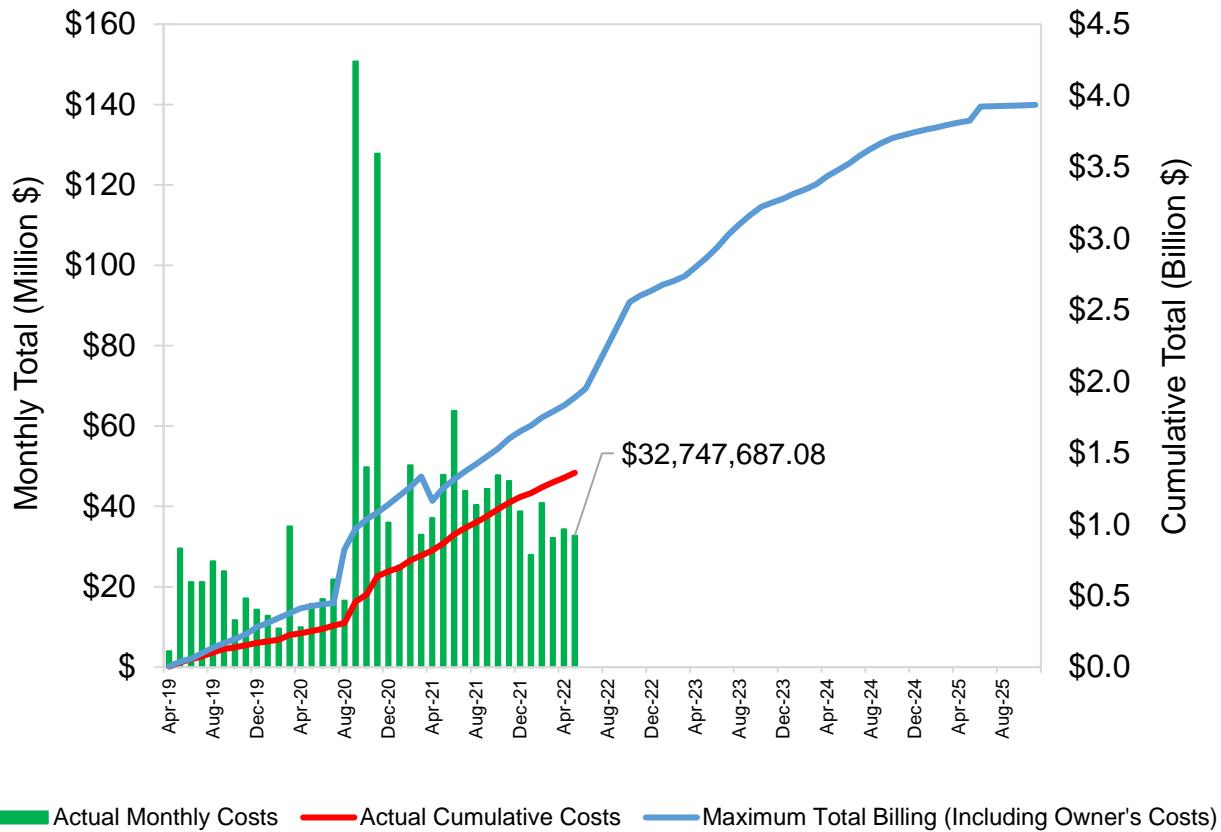
### 3. Project Budget

#### 3.1 Overall Budget

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

	Amount this Period:	Total to Date:	Original Total Budget:	Total Remaining Budget:	Percent To-date:
<b><u>Comprehensive Agreement</u></b>					
<i>Construction</i>	\$31,339,773.49	\$1,284,110,246.66	\$3,299,997,227.00	\$2,015,886,980.34	38.91%
<b><u>Owner Costs</u></b>					
<i>Administration</i>	\$336,318.45	\$50,894,953.11	\$122,000,000.00	\$71,105,046.89	41.72%
<i>Right of Way</i>	\$11,414.39	\$8,574,626.25	\$15,000,000.00	\$6,425,373.75	57.16%
<i>No-Excuses Incentive</i>	\$0.00	\$0.00	\$90,000,000.00	\$90,000,000.00	0.00%
<i>Contingency</i>	\$767,072.07	\$16,413,652.81	\$335,000,000.00	\$318,586,347.19	4.90%
<i>Bridge Repair Work Option</i>	\$293,108.68	\$684,968.56	\$73,454,413.96	\$72,769,445.40	0.93%
<b><u>Total</u></b>	<b>\$32,747,687.08</b>	<b>\$1,360,678,447.39</b>	<b>\$3,935,451,640.96</b>	<b>\$2,574,773,193.57</b>	<b>34.57%</b>

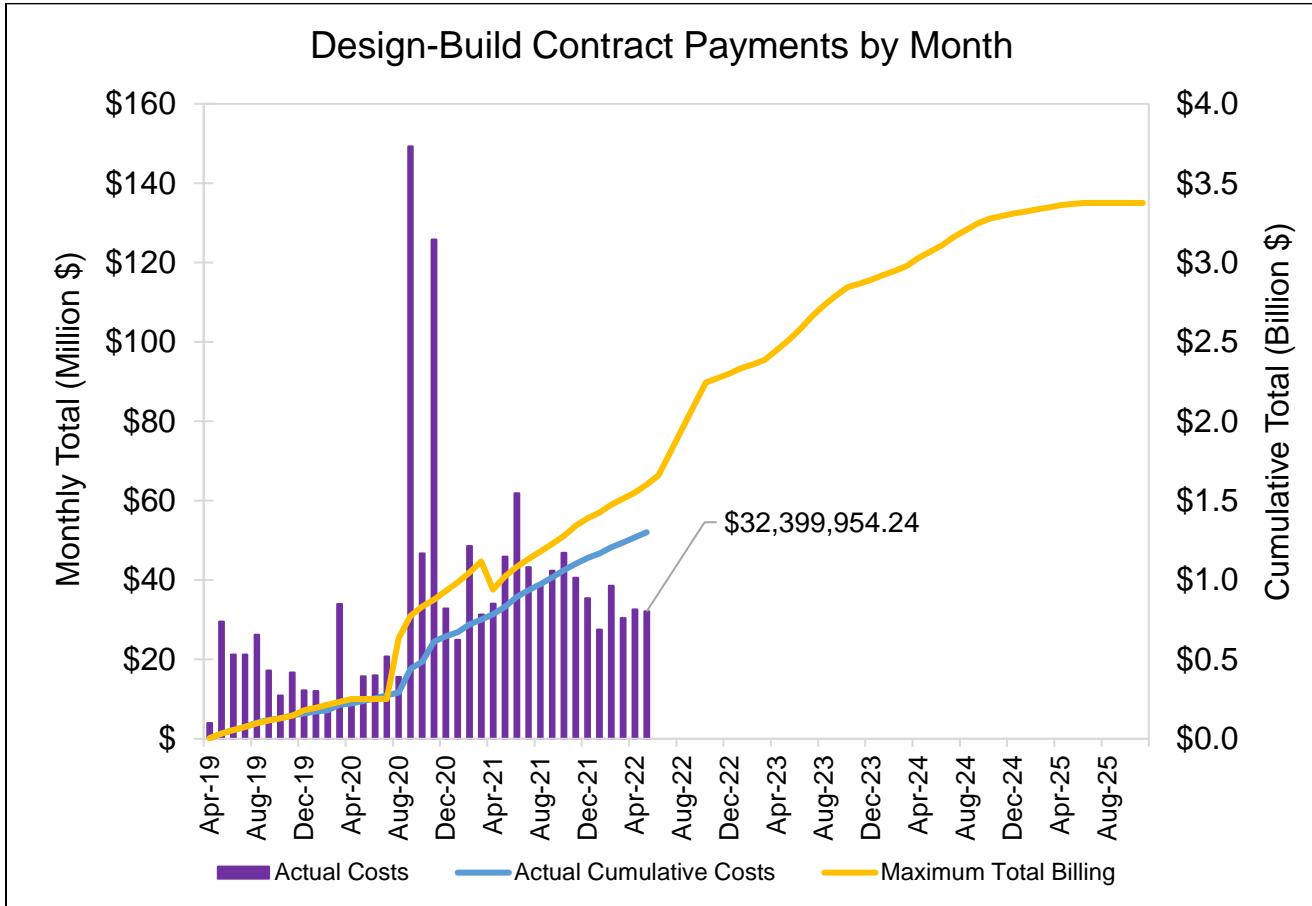
## Overall Payments by Month



\*The Maximum Total Billing (Including Owner's Costs) is now showing an adjustment in May 2021 due to the executed Change Order #40 – Update Maximum Cumulative Cost Curve

### 3.2 Design-Build Contract Cost Status

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



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

### 3.3 Budget by Funding Source

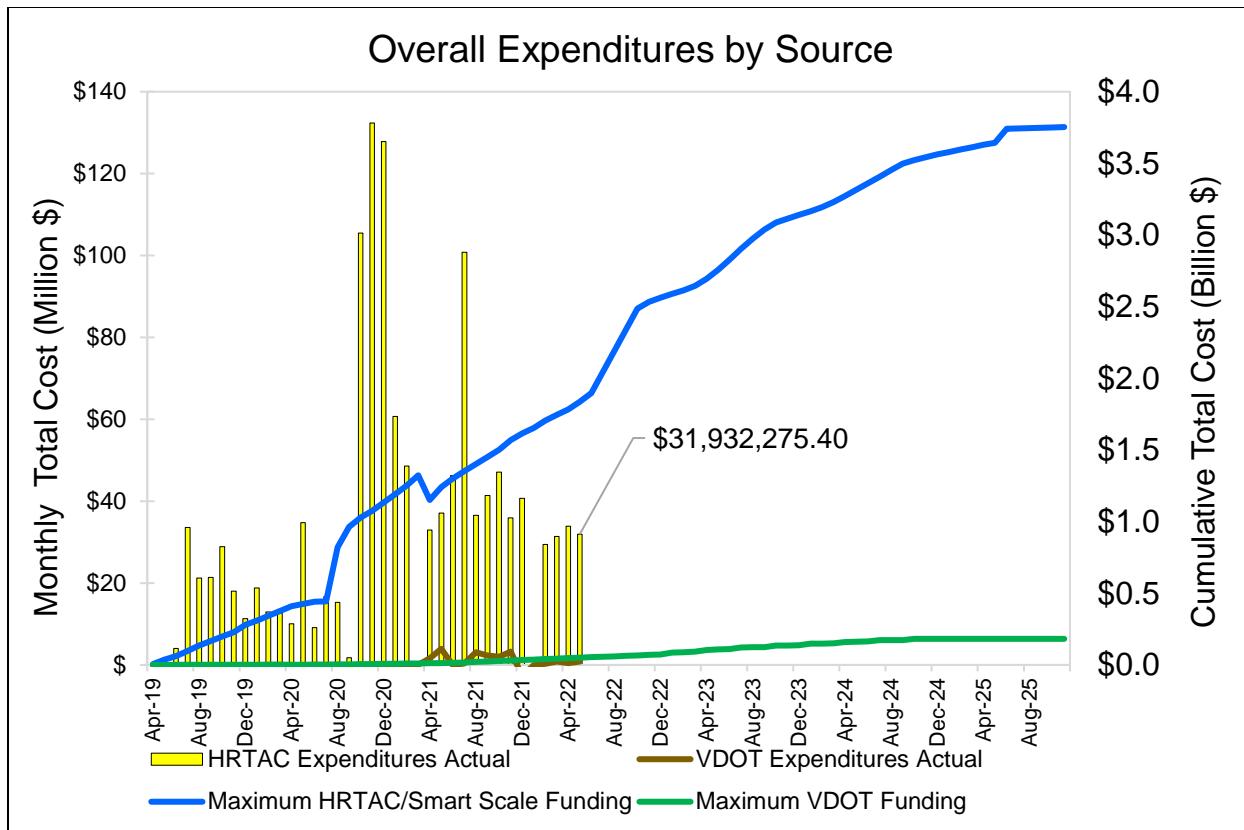
The budget for expenditures by funding source is based on the terms and conditions of Article 3 (Project Funding) and Exhibit 5 of the PAFA. This section outlines planned expenditures of both HRTAC and VDOT funds. The cost curve has been developed based on the monthly maximum cumulative compensation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

#### 3.3.1 HRTAC and Smart Scale

	Amount Spent this Period:	Total Spent to Date:	Original Total Budget:	Total Remaining Budget:	Percent Spent To-date:
<b>Comprehensive Agreement</b>					
<i>Construction</i>	\$30,858,773.49	\$1,271,999,251.90	\$3,204,569,251.00	\$1,932,569,999.10	39.69%
<b>Owner Costs</b>					
<i>Administration</i>	\$295,015.45	\$49,783,758.32	\$118,472,054.00	\$68,688,295.68	42.02%
<i>Right of Way</i>	\$11,414.39	\$8,574,626.25	\$15,000,000.00	\$6,425,373.75	57.16%
<i>No-Excuses Incentive</i>	\$0.00	\$0.00	\$90,000,000.00	\$90,000,000.00	0.00%
<i>Contingency</i>	\$767,072.07	\$15,428,686.68	\$325,428,276.00	\$309,999,589.32	4.74%
<b>Total</b>	<b>\$31,932,275.40</b>	<b>\$1,345,786,323.15</b>	<b>\$3,753,469,581.00</b>	<b>\$2,407,683,257.85</b>	<b>35.85%</b>

#### 3.3.2 VDOT

	Amount Spent this Period:	Total Spent to Date:	Original Total Budget:	Total Remaining Budget:	Percent Spent To-date:
<b>Comprehensive Agreement</b>					
<i>Construction</i>	\$481,000.00	\$12,110,994.76	\$95,427,976.00	\$83,316,981.24	12.69%
<b>Owner Costs</b>					
<i>Administration</i>	\$41,303.00	\$1,111,194.79	\$3,527,946.00	\$2,416,751.21	31.50%
<i>Right of Way</i>	\$0.00	\$0.00	\$0.00	\$0.00	0.00%
<i>No-Excuses Incentive</i>	\$0.00	\$0.00	\$0.00	\$0.00	0.00%
<i>Contingency</i>	\$0.00	\$984,966.13	\$9,571,724.00	\$8,586,757.87	10.29%
<i>Bridge Repair Work Option</i>	\$293,108.68	\$684,968.56	\$73,454,413.96	\$72,769,445.40	0.93%
<b>Total</b>	<b>\$815,411.68</b>	<b>\$14,892,124.24</b>	<b>\$181,982,059.96</b>	<b>\$167,089,935.72</b>	<b>8.18%</b>



### 3.4 Contingency

#### Contract Changes

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

CO-15	South Island Ground Improvement Value Engineering Change Proposal (VECP)	9/17/2020	\$ (5,338,000.00)	0 days
CO-16	Navy Security Fencing Design	7/15/2021	\$ 150,000.00	0 days
CO-17	Westbound ITT Reduced Instrumentation	10/30/2020	\$ (184,277.50)	0 days
CO-18	Willoughby Bay Bridge Barriers	9/10/2020	\$ -	0 days
CO-19	GeoPak Version Software Updates	8/3/2020	\$ -	0 days
CO-21	Material Price Adjustment for Asphalt Materials	2/26/2021	\$ -	0 days
CO-22	South Island Asbestos Conduits	9/16/2020	\$ 81,973.93	0 days
CO-23	Island & Tunnel Baseline Monitoring Requirements	7/22/2020	\$ -	0 days
CO-24	Construction Water Supply	9/10/2020	\$ (609,157.27)	0 days
CO-25	Solids Handling Pumps Requirements	11/12/2020	\$ -	0 days
CO-26	Mass Notification Independent System Requirements	11/12/2020	\$ -	0 days
CO-27	Fixed Fire Fighting System Requirements	11/16/2020	\$ -	0 days
CO-28	HOT Lane Shoulder Width	3/29/2021	\$ 2,950,000.00	0 days
CO-30	Willoughby Bay Bridges Fender & Lighting Replacement	2/12/2021	\$ 1,495,000.00	0 days
CO-31	Builder's Risk Insurance	10/21/2021	\$ 1,500,000.00	0 days
CO-32	VCU Fisheries and SAV Mitigation Plan	4/16/2021	\$ (1,042,144.00)	0 days
CO-33	Tunnel Finishes Height	12/18/2020	\$ -	0 days
CO-38	H-Piles in Aggressive Soils	12/18/2020	\$ (47,541.00)	0 days
CO-39	Re-use of existing drainage pipes	4/20/2021	\$ (100,984.25)	0 days
CO-40	Update Maximum Cumulative Cost Curve	7/15/2021	\$ -	0 days
CO-41	Wetland Mitigation Costs	4/26/2021	\$ 3,503,400.00	0 days
CO-43	Hybrid Trestle Beam Design	7/2/2021	\$ -	0 days
CO-44	SCADA Control of Deluge Valves	7/27/2021	\$ -	0 days
CO-45	HRCP Project Executive/Representative Change	5/24/2021	\$ -	0 days
CO-46	Tunnel Sprinkler Heads Material Change	7/28/2021	\$ -	0 days
CO-49	HRCP Senior Representative Change	7/2/2021	\$ -	0 days
CO-50	Change in Precast Form Tolerance & Change in Curing Methods	1/10/2022	\$ -	0 days
CO-53	Sound Wall Quantity Reconciliation	12/6/2021	\$ (16,561,217.63)	0 days
CO-57	Design-Builder's Senior and Representative Changes	1/11/2022	\$ -	0 days
<b>TOTAL</b>			<b>\$ 75,638,143.47</b>	<b>0 days</b>

### Material Price Adjustments

This progress period included the following material price adjustments through August 2021:

Material	Amount Invoiced this Period	Total to Date
Asphalt	\$ -	\$ 11,896.42
Fuel	\$ -	\$ 2,804.76
Steel	\$ -	\$ 16,749.84

## 4. Environmental

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

### Permits:

- HRCP submitted the final mixing model report to DEQ on April 29, 2022, addressing the discharge pipe configurations covered under the Virginia Pollutant Discharge Elimination System permit.
- HRCP submitted JPA permit modification #7 to the agencies on May 3, 2022. This modification includes changes to configuration of the water treatment plant discharge pipes located on the North and South Islands.
- HRCP received and is reviewing a draft air permit from DEQ covering the temporary generators at the South Island and plans to hold a meeting with DEQ to review the permit.

### Marine Mammal Protection:

- Dolphin sightings have occurred during the reporting period but did not result in any project delays.

### Bird Mitigation:

- HRCP continued use of patrol dogs and handlers on the North Island, South Island, and Willoughby Spit to deter birds from nesting within the project.

### Programmatic Agreement:

- No new activities during the reporting period.

### Archeological Discoveries:

- No new discoveries during the reporting period.

## 5. Construction

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

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



## 5.1 Construction Area 1: Landside Roadways

### I-64 (Segment 3):

- Completed temporary wire wall and surcharge installation between the South Trestle and 15<sup>th</sup> View St for eastbound widening.
- Completed wick drain installation adjacent to 4<sup>th</sup> View St Bridge Abutment A for eastbound widening.
- Continued drainage installation along I-64 median between Willoughby Bay and 4<sup>th</sup> View St for westbound widening.
- Completed drainage jack and bore at I-64 eastbound on-ramp from 4<sup>th</sup> View St.
- Began undercut for gravity retaining wall between 4<sup>th</sup> View St and Mason Creek Rd for eastbound widening.

### I-64 (Segment 4):

- Continued fill placement for embankment between Bay Avenue and Evans St for eastbound widening.
- Completed gravity retaining wall between Bay Ave and Evans St. for eastbound widening.
- Began existing sound wall demolition between Evans St. and Oastes Creek for eastbound widening.



#### ► I-64 EB

Abutment A foundation excavation at Mason Creek Rd

## 5.2 Construction Area 2: Marine Trestle Work

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### North Trestle:

- **Eastbound MOT Trestle**
  - No piles driven during this period (16 out of 21 total piles driven).
  - 3 caps placed during this period (4 out of 5 total caps/footers placed).
- **Eastbound Trestle**
  - No piles driven during this period (185 out of 254 total piles driven).
  - 4 caps placed during this period (18.5 out of 37 total caps/footers placed).
  - 7 beams placed during this period (25 out of 296 total beams placed).
- **Westbound Trestle**
  - 5 piles installed during this period (24 out of 261 total piles driven).
  - 1 cap placed during this period (2.5 out of 46 total caps/footers placed).

### South Trestle:

- **Eastbound MOT Trestle**
  - 10 piles driven during this period (65 out of 122 total piles driven).
  - No caps placed during this period (8 out of 28 total caps/footers placed).
  - 4 beams placed during this period (20 out of 98 total beams placed).
- **Westbound MOT Trestle**
  - 5 piles driven during this period (35 out of 109 total piles driven).
- **Permanent Trestle**
  - 18 piles driven during this period (302 out of 531 total piles driven).
  - 1 cap placed during this period (2 out of 70 total caps placed).

## 5.3 Construction Area 3: Tunnels and Islands

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### South Island:

- Completed deep soil mixing for ground improvement along tunnel path.
- 14% complete for jet grouting operations at tunnel approach plug.
- 89% complete for mass excavation of TBM launch pit.
- Began gantry crane assembly at the TBM quay.
- Drove sheet pile wall to support Cell 2 step wall installation.
- Prepared slurry wall surfaces for waterproofing installation.
- Began waterproofing installation for the base slab.
- Completed assembly of spoils treatment plant and began processing spoils to assist jet grouting operation.
- Continued work on the slurry treatment plant slab.

### North Island:

- 40% complete for slurry wall installation at North Island receiving pit and approach section.
- Began field trial program for jet grouting operation.
- Resumed work on circulation dock.

### Tunnel:

- 12.4% complete for precast tunnel segment liner production.
- Began assembly of TBM components.

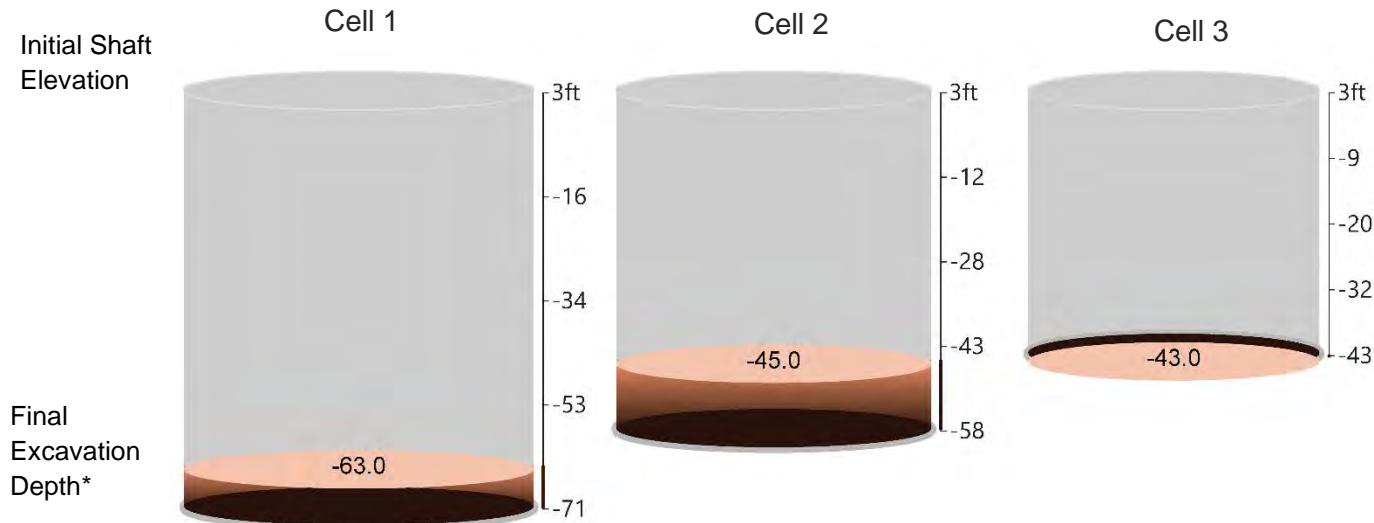


► **South Island**

Excavation at north end of  
Cell 1

Total Segments Required:	Conforming Segments Cast To-Date:	Percentage Complete:
21,492	2,655	12.4%

South Island Launching Pit – Mass Excavation Progress  
Progress of Shaft Excavation by Average Elevation



\*Final excavation depth in each cell increases with proximity to tunnel opening.

## 5.4 Construction Area 4: Landside Bridges

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### **Mallory Street Bridge:**

- Completed pile driving at Abutment B for Phase 1 Replacement (18 out of 18 total piles installed).

### **Oastes Creek Bridge:**

- Continued removal of temporary trestle.

### **Bayview Boulevard Bridge:**

- Repair/rehabilitation of existing eastbound and westbound bridges.

### **Evans St Bridge:**

- Mobilized for eastbound abutment pile driving.
- Completed pier caps for westbound widened section (2 out of 2 total piers completed).

### **Bay Avenue Bridge:**

- Continued setting girders for eastbound widening (3 out of 37 total girder spans installed).
- Continued setting precast caps for eastbound widening (5 out of 34 total precast caps installed).
- Began installing formwork for cast-in-place bent caps for eastbound widening.
- Continued pile driving for eastbound widening (39 out of 108 total piles installed).
- Continued existing deck and bent cap partial demolition on existing eastbound on-ramp exterior.

### **Mason Creek Road Bridge:**

- Continued pile driving for eastbound widening (35 out of 38 total piles installed).
- Installed both pier footings and one set of pier columns for eastbound widening,

### **Willoughby Bay Bridge:**

- Continued setting girders for eastbound widening (9 out of 80 total girder spans installed).
- Continued setting precast caps for eastbound widening (57 out of 79 total caps installed).
- Repair/rehabilitation for existing eastbound bridge.
- Continued removal of temporary trestle at eastbound south side.
- Continued installation of temporary trestle at eastbound north side.



◀ **Mason Creek Rd Bridge**

Placing concrete for Pier 2  
footing for eastbound  
widening



◀ **Bay Avenue Bridge**

Installing formwork for cast-in-  
place cap for eastbound  
widening

## 6. Operations

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

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

- Willoughby eastbound bridge and the North eastbound trestle to facilitate concrete pile and cap placement ongoing.
- I-64 near Oastes Creek in Norfolk for temporary lighting installation.
- Willoughby Bridge and Willoughby Shore for temporary lighting installation.
- Striping maintenance throughout the project corridor.
- Mallory St short term stoppages to move a crane in the median.

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

- Bay Avenue in Norfolk to facilitate access to a staging area for the widening of the Oastes Creek Bridge.
- Bayview Blvd in Norfolk and Mallory St in Hampton to facilitate bridge widening.

### **Hampton Lane Shifts:**

- No new activities this period.

### **Norfolk Lane Shifts:**

- No new activities this period.

### **Detours:**

- Long-term detour at West Evans St to facilitate bridge widening.
- Continued nightly detours on the West Bay Ave on-ramps for bridge widening work.
- Long-term detour at Mason Creek Rd in Norfolk to facilitate bridge widening.

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

- Began preparation for relocation of ITS devices.

### **Routine Maintenance:**

- HRCP performed routine incident management and maintenance operations within the corridor.
- VDOT continues to monitor HRCP's performance with respect to the approved maintenance management plan.
- Quarterly Concept of Operations Meeting occurred on May 10, 2022.

## 7. Quality

Quality updates for this reporting period include:

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

- VDOT reviews these updates as part of final “Released for Construction” (RFC) design packages and “Notice of Design Change” (NDC) packages. There were 4 updates reviewed this period, including the CQMP updates for NDC packages received. These updates included specific testing and inspection plans for the work shown in the corresponding RFC plans and a staffing matrix showing quality assurance and quality control staffing for the work.

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

- VDOT continues to monitor HRCP’s QA and QC material testing. VDOT also performed Independent Testing and Verification Testing on materials in accordance with VDOT requirements and coordinates with VDOT Materials Department for shop inspections as required. This testing includes oversight of the HRCP Precast Yard in Chesapeake and Technopref’s Precast Yard in Cape Charles producing the tunnel lining segments. VDOT is also monitoring HRCP’s progress in obtaining a PCI certification for their planned prestressed girder production. VDOT also reviews HRCP’s Frequency of Testing data to confirm that QA and QC are performing the required tests.

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

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

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

- HRCP submitted the quarterly updates of the Quality Management System Plan, Construction Quality Management Plan, and the Design Quality Management Plan for the second quarter of 2022. VDOT completed the review of these submitted plans and returned them to HRCP as approved as noted.

### **Tunnel Quality Plan (TQP):**

- HRCP continues to update its Tunnel Quality Plan and address VDOT’s comments. VDOT reviewed Revision 3 and returned the plan to HRCP with comments.

### **Material Book Records:**

- VDOT to date completed and closed audits of 8 Material Book record volumes. HRCP continues to submit records for subsequent volumes of material books according to the established audit schedule.
- VDOT conducted a monthly review of the current records, and HRCP is responding to audit comments provided by VDOT. Review of the Material Book records includes confirming that HRCP is completing the proper documentation for Buy America compliance.

**Routine Quality Activities:**

- VDOT's quality team conducted reviews of written deficiency notices (WDNs) and nonconformance reports (NCRs) and coordinated with VDOT's resident engineers for acceptance of root cause analyses and dispositions of deficiencies. VDOT also conducted reviews of QA and QC records for accuracy and quality issues and coordinated documentation reviews through VDOT's Material Department. VDOT also continues a review of current construction quality by performing inspections based on VDOT's Construction Quality Improvement Program (CQIP).

## 8. Safety

Safety procedures and activities during this reporting period include:

### **COVID-19 Update:**

- VDOT and HRCP continue to follow latest CDC Guidelines regarding COVID-19.

### **Safety Site Visits:**

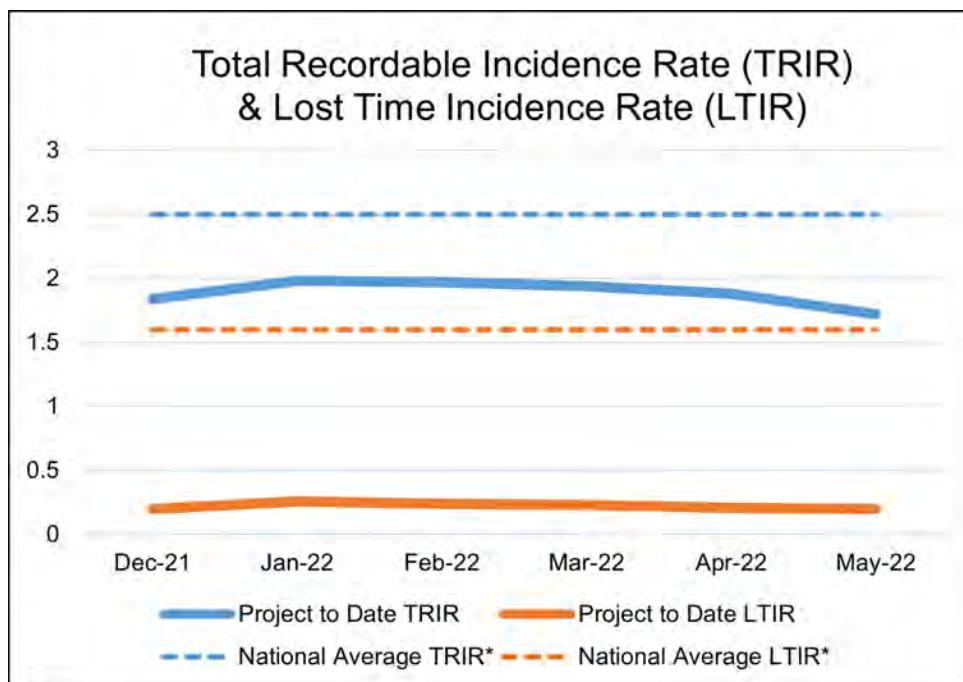
- VDOT continued to conduct routine visits to promote safe work practices throughout the project.

### **Emergency Response Planning (Rescue Drill):**

- VDOT and HRCP continue collaboration on Emergency Response Planning.
- Emergency Rescue Drill conducted on the South Island.

### **Safety Performance Indicators:**

- The following safety performance indicator information is provided by HRCP and is current as of May 31, 2022.



\*National averages are from the Bureau of Labor Statistics, US Department of Labor – 2020 Data for Construction Industry, Published November 3, 2021.

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

To date, HRCP awarded **305** subcontracts, subconsultant agreements and purchase orders to certified DBE/SWaM firms. There was a slight increase in contract awards for a total of **\$423 million** due to change orders issued to active DBE/SWaM firms on the project. Currently, 80% of the DBE/SWaM firms are Virginia-based.

### Compliance Activities:

- VDOT and HRCP met on May 17, 2022 to discuss civil rights compliance matters. Discussions continued to focus on procurement opportunities, prompt payments to subcontractors, supply chain challenges and material cost escalation affecting small businesses on the project, and compliance document submissions.

### Workforce Development Activities:

- HRCP continued to progress towards the 80 participant On-the-Job Training (OJT) contract goal. To date, 13 have graduated with 17 currently active in the program.
- Project workforce participation represents: 52% minority and 13% women.
- During the reporting period, HRCP participated in the following workforce development events:
  - April 27, 2022 – HRCP EEO Compliance Training (Managers & Staff)

### Business Development Activities:

- During this reporting period, other business development and outreach activities included:
  - April 25-26, 2022 – Ohio Civil Rights & DBE Symposium
  - April 28, 2022 – Virginia Asian Chamber of Commerce, 757 Connecting Success Networking Event
  - May 12, 2022 – Virginia Beach Minority Business Council Contractor Roundtable
  - May 18, 2022 – District Department of Transportation DBE Virtual Networking Event
  - May 19, 2022 – Asian American Entrepreneurship Celebration & Networking

## 10. Public Outreach & Media

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

### Public Outreach

- May 7, 2022 – HRBT Project Team presented to Old Point Comfort Yacht Club
- May 17, 2022 – HRBT Project Team presented to the Greater Williamsburg African American Business Owners
- May 18, 2022 – HRBT Project Team hosted local news media for a tour of the Cape Charles Precast Plant to view the tunnel segments



◀ May 18, 2022

HRBT Project Team and local news media tour the Cape Charles Precast Plant

### Media

- April 28, 2022, Virginia Business Magazine – [Digging In](#)
- May 18, 2022, WTKR TV – [Crews hard at work to create segments that will form new tunnels at HRBT](#)
- May 18, 2022, WAVY TV – [An inside look at the HRBT Expansion Project](#)
- May 18, 2022, WVEC TV – [VDOT gives inside look at tunnel production for massive HRBT Expansion Project](#)



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