

## AGENDA

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

#### **Regular Commission Meeting *In Person Meeting***

**December 14, 2023  
12:30 p.m.**

- 1. Call to Order and Roll Call**
- 2. Approval of Agenda**
- 3. Public Comment Period**  
*- Limit 5 minutes per individual*
- 4. Chair's Comments**
- 5. Consent Items**  
*- Recommended Action: Approval*
  - A. Minutes of the September 21, 2023 Regular Meeting (Attachment 5A)**
  - B. Employee Leave Policy (Attachment 5B)**
  - C. Supplement to Resolution – Amendments to HRBT Project Agreement for Funding and Administration (PAFA) and HRBT 2021 TIFIA Toll Backed and HRTF Loan Agreements (Attachment 5C)**
- 6. Action Items**  
*- Recommended Action: Discussion/Endorsement/Recommendation/Direction*
  - A. Update to the Approved FY2024-FY2030 Plan of Finance Update – Six Year Operating and Capital Program of Projects – Transit Regional High Priority Projects – Mid-Cycle Project Application (Attachment 6A)** - Executive Director Page - **Recommended Action:** Recommended Action: Endorsement and Authorization to Conduct a Public Hearing
- 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 – April 18, 2024, 12:30 p.m.**
- 8. Adjournment**

## **5. A. Minutes of the September 21, 2023 Regular Meeting**

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

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

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

**Date: December 14, 2023**

**Re: September 21, 2023 Regular Meeting Minutes**

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**Recommendation:**

The Commission is asked to approve the Commission's September 21, 2023 Regular Meeting minutes.

**Background:**

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

**Fiscal Impact:**

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

**Suggested Motion:**

**Motion:** The Commission approves and adopts the minutes of the Commission's Regular Meeting on September 21, 2023.



**Hampton Roads Transportation  
Accountability Commission (HRTAC)  
Summary Minutes of the September 21, 2023 Regular Commission  
Meeting**

The Hampton Roads Transportation Accountability Commission (HRTAC) Regular Meeting was called to order at 12:34 p.m. with the following in attendance:

**HRTAC Members in Attendance:**

Mayor Richard "Rick" West, Chair	Mayor Bobby Dyer, VB
Council Member Chris Bowman, HA (in for Mayor Donnie Tuck)	Supervisor Thomas G. Shepperd, YK*
Supervisor William McCarty, IW	Mayor Doug Pons, WM
Supervisor Michael Hipple, JC	Delegate Amanda Batten, VGA
Council Member Cleon Long, NN (in for Phillip Jones)	Delegate Anne Ferrell Tata, VGA
Mayor Shannon Glover, PO	Delegate Barry Knight, VGA
Council Member Charles Southall, PQ (in for Mayor Gordon Helsel)	Senator Monty Mason, VGA
Mayor Michael Duman, SU	Senator Louise Lucas, VGA

**HRTAC Executive Director**

Kevin Page

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

Board Member Frederick T. Stant III, CTB	Officer Barb Nelson, VPA
Commissioner Stephen Brich, VDOT	

**Other Participants:**

Chris Price, CH	Patrick Duhaney, VB
Jason Mitchell, HA	Andrew Trivette, WM
Scott Stevens, JC	Wayne Coleman, CTB
John Stevenson, NO	William Harrell, HRT
J. Randall Wheeler, PQ	District Engineer Chris Hall, VDOT
Brian Swets, PO	Thelma Drake, VIPRA
Brian Thrower, SH	Tom Inglima, Willcox & Savage
Al Moor, SU	

**HRTAC Voting Members Absent:**

Mayor Robert Cutchins, FR	Supervisor Christopher Cornwell, SH
Mayor Kenneth Alexander, NO	

**HRTAC Ex-Officio Members Absent:**

Director Jennifer Debruhl, DRPT

\* Denotes Late Arrival or Early Departure

**Others Recorded Attending:**

David Westcott Jr. (CH); Jerri Wilson (NN); Jessica Dennis (NO); Andrew Damon (VB); Will Smith (Senator L. Louise Lucas's Office); Jim Calpin (Bank of America); Noelle Pinkard (HRT); Ashlynn Herring (POV); Ed Reed (Two Capitols Consulting VB/HPT); Diane Kaufman (U.S. Senator Tim Kaine's Office); Todd Halacy (VDOT); Colleen Gregory-Gettel (Veterans Reporters); Mark Burns (Wells Fargo); Courtney Whelan (Willcox & Savage); Rob Cofield, Danetta Jankosky, Andrew Margason, Twanesha Murray, Joe Turner, Chris Vaigneur, Sheila Wilson (HRPDC); Lynn Coen, Jennifer Hodnett (HRTAC); Bob Crum, John Mihaly, Pavithra Parthasarathi (HRTPO)

**Call to Order and Roll Call**

Chair Richard West called the meeting to order at 12:34 p.m. and a roll call of all Members was taken in order to confirm a quorum:

Chair Rick West: Present  
Mayor Robert Cutchins : No Response  
Council Member Chris Bowman: Present  
Supervisor William McCarty: Present  
Supervisor Michael Hipple: Present  
Council Member Cleon Long: Present  
Mayor Kenneth Alexander: No Response  
Council Member Charles Southall: Present  
Mayor Shannon Glover: Present  
Supervisor Christopher Cornwell: No Response  
Mayor Michael Duman: Present  
Mayor Robert Dyer: Present  
Mayor Doug Pons: Present  
Supervisor Thomas Shepperd: Present  
Senator Louise Lucas: Present  
Senator Monty Mason: Present  
Delegate Barry Knight: Present  
Delegate Amanda Batten: Present  
Delegate Anne Ferrell Tata: Present  
CTB Board Member Frederick Stant: Present  
VDOT Commissioner Stephen Brich: Present  
Director Jennifer Debruhl: No Response  
Ms. Barb Nelson: Present

The quorum was confirmed by Mr. John Mihaly.

## **Approval of Agenda**

Supervisor Michael Hipple Moved to approve the agenda; Seconded by Supervisor William McCarty. 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**

Chair West stated that he and several other Mayors and business leaders had the opportunity to travel to Germany for a workforce mission.

Mr. Doug Smith, CEO of Hampton Roads Alliance, explained that the trip was to learn about Germany's development and preparation of its workforce. He indicated that the group was presented with a model of the boring machine used for the Hampton Roads Bridge-Tunnel expansion. The boring machine was built near Stuttgart, Germany. A model of the machine was displayed and Mr. Smith gave a synopsis of how Herrenknecht, the manufacturer, started and the different industries in which they are involved and looking to get involved.

## **Consent Items**

- A. Minutes of the June 15, 2023 Annual Organizational Meeting
- B. Fiscal Year 2023 Annual Report to the Joint Commission on Transportation Accountability Relating to the Hampton Roads Transportation Fund
- C. HRTAC Investment Policy – Update re: Verification of Deposits
- D. I-64/Denbigh Boulevard Interchange Project, Phase 2 Preliminary Engineering and Right of Way (UPC 123656) Standard Project Agreement
- E. I-64/I-464 Interchange, Exit 291 Flyover Ramp Improvements, UPCs 120375 and 123222 Standard Project Agreement
- F. Bowers Hill Interchange Study, UPC 111427 Standard Project Agreement Second Amendment

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

## **Action Items**

### **A. Fiscal Year 2023 Audited Financial and Compliance Report**

Kevin Page, HRTAC Executive Director, explained that the Commission is audited annually by the Auditor of Public Accounts (APA) in accordance with HRTAC's enabling legislation. He stated that PBMares is an outside auditing firm that was engaged by the APA to conduct this independent audit. Executive Director Page indicated that the Finance Committee received a full report at their September 21, 2023 meeting.

HRTAC Finance Committee Chair Michael Hipple stated that the Finance Committee had a detailed discussion and that following discussion the Finance Committee recommended approval of the FY2023 Draft Audited and Financial Compliance Report for HRTAC.

Mayor Shannon Glover Moved that the Commission (i) approves the draft Fiscal Year 2023 Audited Financial and Compliance Report for HRTAC and (ii) authorizes the Executive Director to work with the Auditor of Public Accounts to finalize and provide its distribution; Seconded by Mayor Michael Duman. The Motion Carried.

**B. 2023 HRTF Backed TIFIA Loan and Associated Bond Anticipation Note Authorizations - HRELN Segment 4C, Resolution 2023-02**

Executive Director Page reviewed the proposed action with the Commission, noting that the two-prong financing structure, comprised of Bond Anticipation Notes and a TIFIA Loan, had been used by HRTAC in previous financings.

Ms. Liang Shan, PFM, reminded the Commission that this is the third time this funding approach has been utilized and that based on the current markets, the Commission may achieve favorable economic benefits again.

Mr. Eric Ballou, Kaufman and Canoles, HRTAC Bond Counsel, reviewed HRTAC Resolution 2023-02 with the Commission. He summarized the three major areas of the Resolution, which included (1) approval of borrowing/transaction, (2) approval of financing documentation associated with the transaction, and (3) the delegation of power to the Commission Chair and Executive Director to finalize the transaction. He noted that the delegation of power had certain parameters.

HRTAC Finance Committee Chair Michael Hipple stated that the Finance Committee had detailed discussions and recommends Commission adoption of Resolution 2023-02.

Commission discussion ensued regarding the proposed transaction.

Mr. Ballou summarized the parameters set out in Resolution 2023-02 regarding the interest rate, TIFIA Loan amount and maturity date. He also explained the limitations on the delegation of authority to the Chair and the Executive Director.

Mayor Dyer Moved that the Commission adopt Resolution 2023-02; Seconded by Supervisor Hipple. The Motion Carried.

**C. Amended and Restated Project Agreement for Funding and Administration for the I-64 Hampton Roads Bridge-Tunnel Expansion Project – Actions in Support of VDOT's Efforts Re: Project Issues – To Be Addressed in Resolution 2023-03 – Closed Session**

Supervisor Hipple Moved that a closed session be held for discussions regarding the Hampton Roads Bridge-Tunnel Expansion Project and the agreements related to the construction and funding of the Project, in accordance with Virginia Code Section 2.2-3711(A)(8) for the purpose of consulting with legal counsel regarding specific legal matters requiring the provision of legal advice by such counsel, which communications with counsel will be covered by attorney-client privilege and the common interest doctrine; Seconded by Senator Monty Mason. The Motion Carried.

*Supervisor Thomas Shepperd Leaves*

Closed session began at 12:56 p.m. and ended at 1:25 p.m.

Mr. Tom Inglima, HRTAC Counsel, read the following certification:

The Hampton Roads Transportation Accountability Commission hereby certifies that to the best of each member's knowledge, only public business matters lawfully exempted from open meeting requirements under the Virginia Freedom of Information Act and only such public business matters as were identified in the motion by which the closed meeting was convened, were heard, discussed, or considered in the closed meeting just concluded. A roll call vote was taken:

Chair Rick West: Yes

Mayor Robert Cutchins : No Response

Council Member Chris Bowman: Yes

Supervisor William McCarty: Yes

Supervisor Michael Hipple: Yes

Council Member Cleon Long: Yes

Mayor Kenneth Alexander: No Response

Council Member Charles Southall: Yes

Mayor Shannon Glover: Yes

Supervisor Christopher Cornwell: No Response

Mayor Michael Duman: Yes

Mayor Robert Dyer: Yes

Mayor Doug Pons: Yes

Supervisor Thomas Shepperd: No Response

Senator Louise Lucas: Yes

Senator Monty Mason: Yes

Delegate Barry Knight: Yes

Delegate Amanda Batten: Yes

Delegate Anne Ferrell Tata: Yes

CTB Board Member Frederick Stant: Yes

VDOT Commissioner Stephen Brich: Yes  
Director Jennifer Debruhl: No Response  
Officer Barb Nelson: Yes

Supervisor McCarty Moved that the Commission approves and adopts Resolution 2023-03; Seconded by Supervisor Hipple. The Motion Carried.

## **Information Items**

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

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

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

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

### **C. HRTAC Regular Meeting - December 14, 2023**

## **Adjournment**

With no further business to come before the Hampton Roads Transportation Accountability Commission, the meeting adjourned at 1:29 p.m.

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Dr. Richard "Rick" West,  
HRTAC Chair

## **5. B. Employee Leave Policy**

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

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

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

**Date: December 14, 2023**

**Re: Employee Leave Policy**

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**Recommendation:**

The Finance Committee recommends that the Commission approve the proposed Employee Leave Policy.

**Background:**

In connection with its most recent audit, PB Mares suggested that the Commission adopt its own employee leave policy. In response, the Commission's Human Resources Staff developed the attached proposed Employee Leave Policy for regular full-time and regular part-time HRTAC employees eligible to receive and use paid leave benefits. Its terms are consistent with the policy of the HRPDC with the exception that HRTAC provides Family Leave and the HRPDC offers a Leave Bank and Birthday Leave. At the December 14, 2023 Finance Committee meeting, the Finance Committee endorsed the proposed Employee Leave Policy, made recommendation that the Commission Approve the proposed Employee Leave Policy at its December 14, 2023 Regular Meeting, and authorized the Finance Committee Chair to communicate the action of the Finance Committee to the Commission at its December 14, 2023 Regular Meeting.

**Fiscal Impact:**

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

**Suggested Motion:**

**Motion:** The Commission Approves the proposed Employee Leave Policy.



# **HAMPTON ROADS TRANSPORTATION ACCOUNTABILITY COMMISSION**

## **EMPLOYEE LEAVE POLICY**

All regular full-time and regular part-time HRTAC employees shall be eligible to receive and use paid leave benefits as described below or as described in an employment contract agreement. Leave benefits accrue from the first day of employment. Employees are encouraged to use their leave to meet their personal and family needs. The Executive Director will make every reasonable effort to grant requests for leave provided operational and staffing requirements can be met. Employees are responsible for managing their leave within established parameters. Employees are not permitted to carry a negative leave balance unless approved in advance by the Executive Director.

### **A. Annual Leave – Full-time Employees – VRS Plan 1 & Plan 2 Employees Only**

#### **1) Accrual Rate**

All regular full-time employees who participate in VRS Plans 1 & 2 are eligible to accumulate annual leave. Annual leave is intended to cover vacations and absences for personal business and is accrued according to length of service as follows:

Months of Continuous Service	Accrual Rate Per Month (hours)	Annual Accrual (Hours/Days)
< 60	8	96/12
60 – 119	10	120/15
120 – 179	12	144/18
180 – 239	14	168/21
240+	16	192/24

If at any time an employee is on unpaid leave, annual leave accrual will be pro-rated based on the number of hours worked each pay period.

#### **2) Maximum Amount of Leave Accrual**

An employee is not required to use the annual leave credited each year, but no more than twice the annual entitlement may be carried forward after December 31st of each year or be compensated for upon separation from HRTAC without written authorization from the Executive Director.

#### **3) Anniversary/Leave Accrual Increase**

Leave accrual will increase every fifth year of continuous employment with HRTAC through the 20th year based on the month the employee was hired. If an employee is hired between the first and fifteenth (15) day of the month, the accrual rate will increase on the first day of the anniversary month. If an employee is hired between the 16th and last day of the month, the accrual rate will increase on the 16th of the anniversary month.

#### **4) Requests for Leave**

All annual leave must be requested from and approved by the Executive Director. The minimum amount of annual leave that can be authorized is one hour and must be taken in full-hour increments.

5) Payment Upon Termination

Unused annual leave will be paid for on a one-for-one basis upon termination of employment. Should an employee die while on active status at HRTAC, any unused annual leave will be paid to his or her estate in accordance with the payment policy in effect at time of death.

**B. Sick Leave – Full Time Employees – VRS Plan 1 & Plan 2 Employees Only**

1) Accrual Rate

All regular full-time employees in VRS Plans 1 & 2 are eligible to accumulate hours of sick leave. Sick leave is credited to the employee annually based on their employment contract. If at any time an employee is on unpaid leave, sick leave accrual will be pro-rated based on the number of hours worked each pay period.

Employees are encouraged to use their leave to meet personal and family needs. Sick leave may be used to care for the employee's immediate family (father/stepfather, mother/stepmother, sister, brother, husband, wife, child, grandchild, grandparent, parent-in-law, guardian, or close relative residing in the same household as the employee). Employees are responsible for managing their leave within established parameters. Employees are not permitted to carry a negative leave balance.

2) Maximum Amount of Leave Accrual

There is no limit to the number of sick leave days an employee can accumulate.

3) Requests for Leave

All sick leave must be requested from and approved by the Executive Director. The minimum amount of annual leave that can be authorized is one hour and must be taken in full-hour increments.

4) Medical Documentation

A doctor's certificate/medical documentation shall be required from the employee if requested by the Executive Director for any sick leave request of more than 24 hours.

5) Payment Upon Termination

Unused accumulated sick leave at the time of retirement, resignation, or uncontested termination, will be reimbursed based on the following schedule:

a) All regular full-time employees of HRTAC who participate in VRS Plans 1 and 2 are eligible to receive payment at their rate of pay at separation for any accumulated but unused sick leave balance based on the following schedule:

Years of Continuous Service*	% of Balance	Maximum \$
Less than 5 years of continuous service	0	0
Over 5 years of continuous service,* but less than 10 years	25%	\$2,500
Over 10 years of continuous service, but less than 15 years	25%	\$3,500
Over 15 years of continuous service, but less than 20 years	25%	\$5,000
Over 20 years of continuous service, But less than 25 years	25%	\$6,500

Over 25 years of continuous service	25%	\$7,500
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\*Service begins at the date of full-time hire for all employees.

Should an employee die while on active status at HRTAC, unused sick leave will be paid to his or her estate in accordance with the payment policy in effect at the time of death.

6) Family Medical Leave Act

When it becomes evident an employee will be unable to be at work for more than five (5) consecutive workdays or must take intermittent leave due to reasons applicable under the Family Medical Leave Act, the Executive Director will notify the Human Resources Administrator and paperwork will be initiated. HRTAC may request a physician's statement indicating the expected date on which the employee will be able to return and perform normal work duties, with or without accommodation.

## C. Paid Time Off – VRS Hybrid Plan Employees Only

All regular full-time employees of HRTAC who participate in the VRS Hybrid Retirement Plan are eligible to accrue paid time off (PTO). PTO is intended to cover vacations, illnesses, and absences for personal business. Employees are responsible for managing their leave within established parameters and are not permitted to carry a negative leave balance.

1) Accrual Rate

All full-time, regular employees of HRTAC who participate in the VRS Hybrid Retirement Plan will accrue PTO according to length of service.

Months of Continuous Service	Accrual Rate Per Month (hours)	Annual Accrual (Hours/Days)
< 60	12	144/18
60 – 119	14	168/21
120 – 179	16	192/24
180 – 239	18	216/27
240+	20	240/30

If at any time an employee is on unpaid leave for reasons unrelated to short-term disability under the Virginia Local Disability Program, PTO accrual will be pro-rated based on the number of hours worked each pay period. PTO will not accrue during approved periods of short-term disability under the Virginia Local Disability Program (VLDP). PTO accrual will resume once an employee returns to work, either on a part-time or full-time basis.

2) Maximum Amount of Leave Accrual

An employee is not required to use the PTO credited each year, but no more than twice the annual entitlement may be carried forward after December 31st of each year or be compensated for upon separation from HRTAC without written authorization from the Executive Director.

### Requests for Leave

All PTO must be requested from the Executive Director. The minimum amount of PTO that can be authorized is one hour and must be taken in full hour increments.

3) Family Medical Leave Act

When it becomes evident an employee will be unable to be at work for more than five (5) consecutive workdays or must take intermittent leave due to reasons applicable under the Family Medical Leave Act, the Executive Director will notify the Human Resources Administrator and paperwork will be initiated. HRTAC may request a physician's statement indicating the expected date on which the employee will be able to return and perform normal work duties, with or without accommodation.

4) Medical Documentation

A doctor's certificate/medical documentation shall be required from the employee if requested by the Executive Director for any PTO leave request of more than 24 hours due to illness or reasons applicable under the FMLA.

5) Payment Upon Termination

Unused PTO will be paid for on a one-for-one basis upon termination of employment up to the maximum accrual allowed. Should an employee die while on active status at HRTAC, any unused PTO will be paid to the employee's estate in accordance with the payment policy in effect at time of death.

## **D. Family Leave – All Full-time Employees**

1) Accrual Rate

All regular full-time employees are eligible to receive 40 hours of family leave a year. Family leave is intended to cover vacations, family, sick, and absences for personal business. Family leave is credited to the employee on January 1<sup>st</sup> each year at the rate of 40 hours or 5 days per year.

2) Maximum Amount of Family Leave Accrual

A maximum of 80 hours family leave may be accumulated and carried over by an employee. Accumulated Family leave balances in excess of 80 hours prior to January 1, 2024 will be classified as Grandfathered Family Leave and available for use by the employee.

3) Requests for Leave

All family leave must be requested from and approved by the Executive Director. The minimum amount of family leave that can be authorized is one hour and must be taken in full-hour increments.

4) Payment Upon Termination

Unused Family leave will be paid for on a one-for-one basis upon termination of employment for up to the maximum accumulated balance plus any Grandfathered Family Leave balance. Should an employee die while on active status at HRTAC, any unused annual leave will be paid to his or her estate in accordance with the payment policy in effect at time of death.

## **E. Anniversary/Leave Increase Policy**

The following defines specific dates on which leave accruals are based:

- 1) Employment Date: The actual date on which original employment began. This date never changes. For full-time staff, this affects VRS career credit.

2) Annual/PTO Leave Accrual Increase Date: The 1st or 16th day of the month, depending on whether the employee entered his/her original full-time employment between the 1st and the 15th of the month, or between the 16<sup>th</sup> and the last day of the month.

This is an example of the relationship between the two dates:

If the Employment Date is:	Increase in annual leave is:
1st-15th	1st
16th-Month End	16th

A change in position will have no effect on the Annual Leave Date. Annual leave increases remain relative to the original full-time employment date. Should an employee change from part-time to full-time status, the pro-rated years worked in the part-time position will be calculated to determine the annual leave increase date.

## **F. Civil Leave**

An employee summoned or required to render jury service or who has been subpoenaed as a witness in any court or other proceeding before an agency empowered to issue subpoenas, will be continued on the HRTAC payroll without penalty while serving. The employee must submit a copy of the official summons for jury duty or witness subpoena to their supervisor and the Human Resources Administrator prior to the beginning date of such service. Such leave shall not be granted in any instance when the proceeding involves personal interests of the employee or in any instance when litigation is instituted by them or an organization of which they are members.

Any fees derived from jury duty may be retained by the employee. If jury duty requires four hours or less, the employee is expected to return to work for the remainder of the day. Civil leave must be verified and recorded on the employee's timesheet.

## **G. Military Duty Leave**

Two kinds of military leave may be granted. Any extended period will be considered Extended Active-Duty Service Leave; training periods of one to fifteen days are considered Active Duty for Training Leave.

- 1) *Active Duty for Training Leave* may be considered as an authorized absence by HRTAC. The Executive Director may approve a request for such leave upon presentation of the employee's written military orders. Such leave may be authorized for employees who have been on the HRTAC staff for more than six months, but it cannot exceed fifteen days per year or training period. Use of this leave does not encroach on any other types of accrued leave. The employee will continue to receive full HRTAC pay and benefits during military training service.
- 2) *Extended Active Duty Service Leave* is available to full-time employees of HRTAC who receive orders to report for extended active military service. The employee should request military leave from the Executive Director. HRTAC will place the employee in inactive status (Military Leave) and his/her personnel records will be maintained in an HRTAC Military Leave file. All accrued benefits and a certificate reinstatement will be credited to the employee upon his/her being granted military leave. No further benefits will accrue. Upon discharge from active military service, the employee will have ninety days in which to apply to HRTAC for reinstatement to full-time employment.

## **H. Funeral Leave**

Funeral leave is defined as leave with pay granted to regular employees upon the death of an immediate family member. A maximum of three days funeral leave will be granted to the employee upon request. If more than three days is required, the employee may use accrued paid time off, annual or sick leave. For purposes of this policy, immediate family is defined as father/stepfather, mother/stepmother, sister, sister-in-law, brother, brother-in-law, husband, wife, child, grandchild, grandparent, parent-in-law, grandparent-in-law, guardian, or close relative residing in the same household as the employee.

## **I. Leave Without Pay**

The Executive Director has discretion to grant leave without pay for a period not to exceed thirty (30) days where there is insufficient accumulation of annual leave or sick leave to cover an authorized absence. Leave without pay is an approved absence from duty without pay, during which time the employee retains employee status without loss of certain employment benefits, such as health and life insurance coverage, or administrative conveniences that normally cease upon termination of employment.

Leave without pay must be requested in advance and in writing from the employee. For reasons other than those that fall under the Family Medical Leave Act, the request must state the reason, the starting date and the probable date of return. Any leave not authorized will be considered leave without pay. No holiday leave will be paid while on Leave Without Pay status.

An employee on leave without pay during any month shall not earn credit for retirement in the Virginia Retirement System nor will employee or employer contributions be made to VRS.

It is the employee's responsibility to make arrangements with the Accounting Department for payment of any regular deductions typically withheld from their pay that are used for additional benefits, such as Health Insurance and Optional Life Insurance.

## **J. Special Leave**

The Executive Director has discretion to grant an employee an extended leave without pay for special reasons such as study, illness or maternity. No salary will be paid during a special leave, nor will benefits to the employee (retirement, Social Security, health premiums, etc.) be paid or accrued. At the expiration of a Special Leave, employees may be reinstated to their former staff position in accordance with a written agreement signed by the employee and Executive Director. Special Leave may be granted for no more than one year. It is not intended to supplement or replace general leave. No holiday leave will be paid while on Special Leave.

Because the absence of an employee for more than a month can adversely affect the operations of HRTAC, it must be understood that requests for Special Leave must be carefully reviewed.

## **K. Unscheduled Leave**

In general, HRTAC follows the practice of its member local governments and federal government agencies with regard to excused absence of staff in order to vote, attend required religious services, etc. All leave needs to be confirmed and approved by the Executive Director.

## **L. Holidays**

Regular full-time employees of HRTAC will follow the Commonwealth of Virginia's holiday schedule and receive certain days off with pay as holidays. If a holiday falls in a period of other authorized leave, it will not be counted as leave time. Full-time employees must work both the day before and the day after a holiday or be on authorized paid leave to receive holiday pay. If a holiday falls on a Sunday, it will be observed the following Monday; if it falls on a Saturday, the preceding Friday will be the day off. The following are standard HRTAC holidays:

- New Year's Day (January first)
- Martin Luther King Day (third Monday in January)
- Presidents' Day (third Monday in February)
- Memorial Day (last Monday in May)
- Juneteenth (Nineteenth of June)
- Independence Day (Fourth of July)
- Labor Day (first Monday in September)
- Columbus Day (second Monday in October)
- Election Day (First Tuesday in November)
- Veteran's Day (Eleventh of November)
- Thanksgiving Day (fourth Thursday of November)
- Thanksgiving Friday (day after Thanksgiving)
- Christmas Day (December twenty-fifth)

In addition, should the Governor announce extra state holidays, HRTAC may follow the Governor's announcement.

**5. C. Supplement to Resolution – Amendments to HRBT  
Project Agreement for Funding and Administration  
(PAFA) and HRBT 2021 TIFIA Toll Backed and HRTF  
Loan Agreements**

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

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

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

**Date: December 14, 2023**

**Re: Supplement to Resolution – Amendments to HRBT Project Agreement for Funding and Administration (PAFA) and HRBT 2021 TIFIA Toll Backed and HRTF Loan Agreements**

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**Recommendation:**

The Finance Committee recommends that the Commission adopt a resolution clarifying that under HRTAC Resolution 2023-03, the authority granted to the HRTAC Representative (as defined in that Resolution) to execute and deliver additional agreements, certificates or documents in connection with the execution, delivery and implementation of the PAFA Amendment (as defined in the Resolution) extends to the execution and delivery of such amendments to the HRBT 2021 TIFIA Toll Backed and HRTF Loan Agreements as the United States Department of Transportation (“USDOT”) may require in connection with granting its consent to the PAFA Amendment and the CA Amendment (as defined in the Resolution).

**Background:**

The Commission is a party to the Amended and Restated Project Agreement for Funding and Administration for the I-64 Hampton Roads Bridge-Tunnel Expansion Project (the “Project”), dated December 16, 2021, by and between the Virginia Department of Transportation (“VDOT”) and HRTAC, as amended (the “PAFA”). Under the PAFA, VDOT is responsible for the development, design, construction and administration of the Project, and HRTAC provides the primary funding. VDOT has procured the principal work relating to the Project pursuant to a Comprehensive Agreement dated April 3, 2019 (the “Comprehensive Agreement”) with Hampton Roads Connector Partners (the “Design-Builder”).

At the Commission’s September 21, 2023 meeting, the Commission was briefed on certain proposed modifications to the Comprehensive Agreement and certain related proposed modifications to the PAFA, and the Commission approved and adopted Resolution 2023-03, which, principally, granted the Chair and Vice Chair of the Commission authority to (a) work with VDOT (with the advice of the Commission’s Executive Director and general counsel) to finalize the terms of PAFA Amendment (including approving the form of the CA Amendment that will be attached to the PAFA Amendment as an exhibit), and (b) execute and deliver the PAFA Amendment. The Resolution further granted the HRTAC Representative authority to



execute and deliver any and all other agreements, certificates or documents as the HRTAC Representative, with the advice of the Executive Director of the Commission and the Commission's general counsel, may deem necessary or appropriate in connection with the execution, delivery and implementation of the PAFA Amendment.

In accordance with the respective terms of the HRBT 2021 TIFIA Toll Backed and HRTF Loan Agreements (the "Loan Agreements"), the Commission notified USDOT of the proposed CA Amendment and the proposed PAFA Amendment and solicited USDOT's consent to each. In connection with granting its consent, USDOT requested certain amendments to the Loan Agreements which relate to certain time elements and to the use and allocation of the proceeds under the Loan Agreements, which amendments are not expected to adversely affect the Financial Plan for the HRBT Project.

At the December 14, 2023 Finance Committee Meeting, the Finance Committee was briefed on the foregoing and (i) endorsed the suggested motion set forth below, (ii) recommended that the Commission adopt it, and (iii) authorized the Finance Committee Chair to communicate the Finance Committee's action to the Commission at its December 14, 2023 Regular Meeting.

**Fiscal Impact:**

There is no fiscal impact under the Loan Agreements in relation to this Consent Item.

**Suggested Motion:**

Motion: The Chair or the Vice-Chair of the Commission, either of whom may act (the "HRTAC Representative"), is authorized, for and on behalf of the Commission, to execute and deliver such amendments to the HRBT 2021 TIFIA Toll Backed Loan Agreement, the HRBT 2021 HRTF Loan Agreement, and all other related agreements, certificates or documents, as, in each case, the HRTAC Representative, with the advice of the Executive Director of the Commission and the Commission's general counsel, may deem necessary or appropriate to obtain USDOT's consent to the proposed CA Amendment and the proposed PAFA Amendment (as each is referenced and defined in Resolution 2023-03), including, without limitation, amendments that relate to the project costs payable with the loan proceeds, the disbursement schedule of the Commission's loans from USDOT or the funding order of the Commission's plan of finance relating to the Project, and supplements and amendments to the related bond indentures to correspond with the amendments to the Loan Agreements, provided that such amendments shall not, without further Commission approval, modify the original stated principal (other than such increases permitted by original authorizing resolutions for the Loan Agreements), interest rate or maturity terms under the Loan Agreements.



**6. A. Update to the Approved FY2024-FY2030 Plan of Finance  
Update – Six Year Operating and Capital Program of  
Projects – Transit Regional High Priority Projects – Mid-  
Cycle Project Application**

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

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

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

**Date: December 14, 2023**

**Re: Update to the Approved FY2024-FY2030 Plan of Finance Update – Six Year Operating and Capital Program of Projects – Transit Regional High Priority Projects – Mid-Cycle Project Application**

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**Recommendation:**

The Finance Committee recommends that the Commission endorse the Proposed Update to the Adopted FY2024-FY2030 Plan of Finance Update – Six Year Operating and Capital Program of Projects – Transit Regional High Priority Projects – Mid-Cycle Project Application and authorize the Executive Director to conduct a public hearing and report back public comments for consideration in the Commission's action.

**Background:**

At the June HRTAC Annual Organizational Meeting, the Commission approved the FY2024-FY2030 Plan of Finance Update – Six Year Operating and Capital Program of Projects – Transit Regional High Priority Projects as an update to the Commission's adopted Transit Financial Plan. HRT has submitted a mid-cycle request for consideration of including additional projects to the Approved FY2024-FY2030 Plan of Finance Update – Six Year Operating and Capital Program of Projects – Transit Regional High Priority Projects which has been reviewed by Commission Staff and Financial Advisors. The application for \$7,436,431 in Hampton Roads Regional Transit Funds will fund the purchase of four new forty-foot buses (\$2,936,431) to support the Regional Transit Service and to fund the continued development of the Evelyn T. Butts Transfer Center Replacement (\$4,500,000). The Commission will need to conduct a public hearing on the Proposed Update to the Approved FY2024-FY2030 Plan of Finance – Six Year Operating and Capital Program of Projects – Transit Regional High Priority Projects to receive public comments for consideration in the Commission's action, which action is expected to be taken not later than at its April 18, 2024 Regular meeting. At the December 14, 2023 Finance Committee Meeting, the Finance Committee took action and recommended that the Commission endorse the Proposed Update to the Adopted FY2024-FY2030 Plan of Finance Update – Six Year Operating and Capital Program of Projects – Transit Regional High Priority Projects – Mid-Cycle Project Application and authorize the Executive Director to conduct a public hearing and report back public comments for consideration in the Commission's action.



**Fiscal Impact:**

There is no fiscal impact in relation to this Action Item authorizing a public hearing. Once adopted, the proposed Update to the FY2024-FY2030 Plan of Finance – Six Year Operating and Capital Program of Projects – Transit Regional High Priority Projects will include funding to provide an additional \$7,436,431 of Hampton Roads Regional Transit Funds for transit regional high priority projects in the FY2024-FY2030 Plan of Finance – Transit Regional High Priority Projects.

**Suggested Motion:**

**Motion:** The Commission endorses the Proposed Update to the Adopted FY2024-FY2030 Plan of Finance Update – Six Year Operating and Capital Program of Projects – Transit Regional High Priority Projects – Mid-Cycle Project Application and authorizes the Executive Director to conduct a public hearing and report back public comments for consideration in the Commission's action, which action is expected to be taken not later than at its April 18, 2024 Regular meeting.





# HAMPTON ROADS TRANSIT

December 4, 2023

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

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

*Kevin*  
Mr. Page,

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

This application is in the amount of \$7,436,431. This funding is to cover two capital projects (buses and passenger facility), for the Hampton Roads Regional Transit Program as incorporated in the strategic plan scheduled to be approved by the Transportation District Commission of Hampton Roads (d/b/a Hampton Roads Transit, "HRT") at the December 14, 2023, board meeting.

I certify that the projects comprising this application are direct component parts to the regional Program 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 #202402 (two pages)

**Project Name: Evelyn T. Butts Transfer Center Replacement**

Project ID: 202402 B

Programmed into Transit Strategic Plan: Yes

Type of Project: Major Expansion

**Summary****Total HRRTF Request:** \$4,500,000**Project Cost:** \$8,500,000**Asset Type:** Passenger Facility**Description:**

This project covers engineering, design, land purchase and construction to replace the existing Evelyn T. Butts transit center with a new facility on the scale of Wards Corner transfer center and will be coordinated with the City of Norfolk. The goals of the project are to provide HRT customers a more conveniently located transit center with upgraded amenities and that is not “on-street”. The existing transit center serves a large number of riders but is poorly located and provides minimal amenities like lighting and shelters. This is a “short-term” (1-3 years implementation) project. When completed the expected useful life of this facility is 20 years.

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

Source	FY2024	Amount \$	Source	FY2025	Amount \$	Source	FY2026	Amount \$	Source	FY2027	Amount \$
HRRTF (FY 24)	\$4,500		HRRTF (FY 25)	\$2,000							
			*State Discretionary (FY 25)	\$2,000							
<b>Total</b>	<b>\$4,500</b>		<b>Total</b>	<b>\$4,000</b>		<b>Total</b>			<b>Total</b>		

Source	FY2028	Amount \$	Source	FY2029	Amount \$
<b>Total</b>			<b>Total</b>		<b>\$0</b>

**HRRTF Disbursement Schedule**

Date	Amount \$
May 1, 2024	\$4,500,000
<b>Total</b>	<b>\$4,500,000</b>

\*HRT will defer state merit program funding request until FY 26 to meet Commonwealth engineering and design requirements for major expansion projects.

**Project Name:** Transit Bus Expansion

Project ID: 202402H

Programmed into Transit Strategic Plan: Yes

Type of Project: Minor Enhancement

**Summary****Total HRRTF Request:** \$2,936,431**Project Cost:** \$2,936,431**Asset Type:** Vehicles

**Description:** Project to procure new buses for system expansion to support the implementation of HRT's Regional Transit System (RTS). This project covers the purchase of four (4) 40 foot buses to accommodate additional service on RTS routes.

**Costs and Funding**

Source	FY2024	Amount \$	Source	FY2025	Amount \$	Source	FY2026	Amount \$	Source	FY2027	Amount \$
HRRTF (FY 24)		\$2,936,431									
Total		\$2,936,431	Total			Total		\$		Total	

Source	FY2028	Amount \$	Source	FY2029	Amount \$	HRRTF Disbursement Schedule	
						Date	Amount \$
Total		\$3,580	Total		\$0	May 1, 2024	\$2,936,431
						Total	\$2,936,431

## **Agenda Item 6A:**

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

Including Mid-Cycle Application Projects

# Transit Regional Priority Projects (in \$MM)

## Transit Regional Priority Projects Costs and Expenses

	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
Admin & Project Development Costs	\$0.62	\$0.28	\$0.30	\$0.31	\$0.33	\$0.35	\$0.36	\$0.38	\$2.93
Transit Bus Expansion Project (Group A&B)	\$13.69	\$0.77							\$14.46
Transit Bus Expansion			\$2.94						\$2.94
Bus Stop Amenity Program		\$3.27							\$3.27
Regional Transit System Technology		\$0.60							\$0.60
Net Center Replacement		\$0.06							\$0.06
New Bus Operating Facility - Southside	\$8.31	\$11.51	\$8.39	\$2.49	\$1.96				\$32.66
Robert Hall Transfer Center Replacement		\$0.10							\$0.10
Evelyn T. Butts Project		\$0.10	\$4.50	\$2.00					\$6.60
RTS Operations and Maintenance	\$24.40	\$25.98	\$36.44	\$37.72	\$38.77	\$39.72	\$40.71	\$41.73	\$285.47
RTS Development and Support Services		\$4.95							\$4.95
Bus Amenity Program		\$5.33	\$1.07						\$6.39
Paratransit Fleet		\$0.47							\$0.47
Non-Revenue Fleet		\$0.95	\$0.33						\$1.28
<b>Total</b>	<b>\$62.82</b>	<b>\$47.37</b>	<b>\$47.13</b>	<b>\$40.52</b>	<b>\$41.06</b>	<b>\$40.07</b>	<b>\$41.08</b>	<b>\$42.12</b>	<b>\$362.16</b>

## Funding Sources

	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total	
HRTAC HRRTF		\$62.82	\$47.37	\$47.13	\$40.52	\$41.06	\$40.07	\$41.08	\$42.12	\$362.16

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

# HRRTF Cash Flow

	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
<b>Revenues</b>									
Grantor's Tax	\$23,806,719	\$6,300,000	\$6,500,000	\$6,800,000	\$7,100,000	\$7,400,000	\$7,400,000	\$7,400,000	\$72,706,719
Transient Occupancy Tax	\$19,526,651	\$11,000,000	\$11,200,000	\$11,400,000	\$11,700,000	\$11,900,000	\$12,100,000	\$12,400,000	\$101,226,651
Recordation Tax Transfer	\$60,000,000	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000	\$20,000,000	\$200,000,000
<b>Total</b>	<b>\$103,333,370</b>	<b>\$37,300,000</b>	<b>\$37,700,000</b>	<b>\$38,200,000</b>	<b>\$38,800,000</b>	<b>\$39,300,000</b>	<b>\$39,500,000</b>	<b>\$39,800,000</b>	<b>\$373,933,370</b>
HRRTF Investment Revenues:									
HRRTF Interest Income	\$2,654,800	\$272,518	\$135,429	\$116,961	\$141,724	\$115,663	\$127,532	\$98,335	\$3,662,962
HRRTF Investment Income		\$3,045,091	\$1,008,190	\$773,242	\$850,343	\$693,981	\$684,646	\$590,011	\$7,645,503
<b>Total</b>	<b>\$2,654,800</b>	<b>\$3,317,609</b>	<b>\$1,143,619</b>	<b>\$890,202</b>	<b>\$992,067</b>	<b>\$809,644</b>	<b>\$812,178</b>	<b>\$688,346</b>	<b>\$11,308,465</b>
<b>Total Revenues</b>	<b>\$105,988,170</b>	<b>\$40,617,609</b>	<b>\$38,843,619</b>	<b>\$39,090,202</b>	<b>\$39,792,067</b>	<b>\$40,109,644</b>	<b>\$40,312,178</b>	<b>\$40,488,346</b>	<b>\$385,241,835</b>
<b>Payments</b>									
HRRTF Admin & Proj. Dev. Budget	\$619,772	\$281,885	\$296,684	\$312,260	\$328,654	\$345,908	\$364,068	\$383,182	\$2,932,415
Paygo Allocation for Transit Projects	\$62,204,625	\$47,088,235	\$46,835,980	\$40,205,183	\$40,729,910	\$39,721,432	\$40,714,468	\$41,732,329	\$359,232,162
Deallocated Funding Returned									
<b>Total Payments</b>	<b>\$62,824,397</b>	<b>\$47,370,120</b>	<b>\$47,132,664</b>	<b>\$40,517,443</b>	<b>\$41,058,564</b>	<b>\$40,067,340</b>	<b>\$41,078,536</b>	<b>\$42,115,512</b>	<b>\$362,164,577</b>
<b>HRRTF Cash Unobligated</b>									
Annual Deposit (Draws)	\$40,508,973	-\$6,752,512	-\$8,289,045	-\$1,427,241	-\$1,266,497	\$42,304	-\$766,358	-\$1,627,166	\$23,077,258
Carry Over from Prior Year		\$43,163,773	\$36,411,261	\$28,122,216	\$26,694,975	\$25,428,478	\$25,470,782	\$24,704,424	
Ending Balance	\$40,508,973	\$36,411,261	\$28,122,216	\$26,694,975	\$25,428,478	\$25,470,782	\$24,704,424	\$23,077,258	

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



**HAMPTON ROADS TRANSPORTATION FUND and**  
**HAMPTON ROADS REGIONAL TRANSIT FUND**  
**FINANCIAL REPORTS**  
**FY2014 – FY2024**  
**Period Ending August 31, 2023**

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

<b><u>Revenues</u></b>	<b><u>Inception to August 2023</u></b>	<b><u>FY2024 YTD</u></b>	<b><u>August 2023</u></b>
<b>Total Gross Revenues<sup>1</sup></b>	<b>5,001,647,754</b>	<b>63,412,071</b>	<b>33,295,034</b>
HRTF - State Sales Tax & Local Fuels Tax	1,989,660,412	43,883,741	23,695,818
HRRTF – Fees, Taxes & other Revenue	107,188,304	3,854,933	1,774,467
Interest and Investment Income	157,593,589	15,673,397	7,824,749
Other Income	759,274	-	-
Bond and Debt Net Proceeds	2,746,446,175	-	-
<b>Modified Cash Position at August 31, 2023</b>	<b>1,948,965,644</b>		
<b>Items not using or providing cash since inception:</b>			
Amortization - Bond Premium and Gain on Defeasance	(119,705,236)		
Purchase of Capital Assets	(4,372)		
Gain not affecting cash	(759,274)		
Capitalized interest added to long-term debt	13,837,290		
Assets not requiring current use of cash	(55,146,423)		
Liabilities not requiring current sources of cash	<u>79,386,738</u>		
<b>Actual cash and investments at August 31, 2023</b>	<b><u>\$ 1,866,574,367</u></b>		

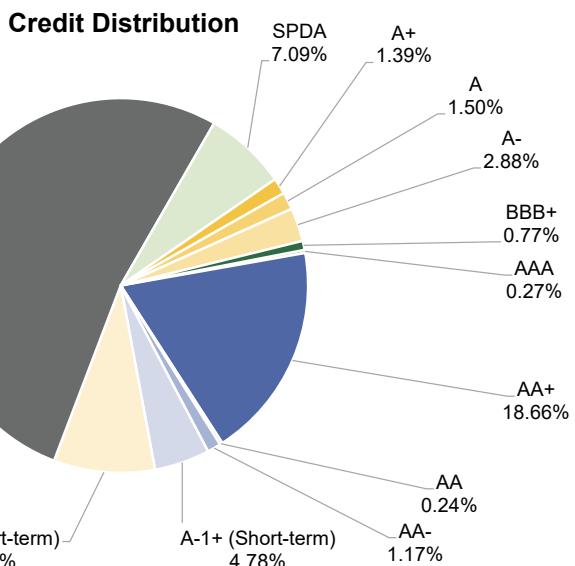
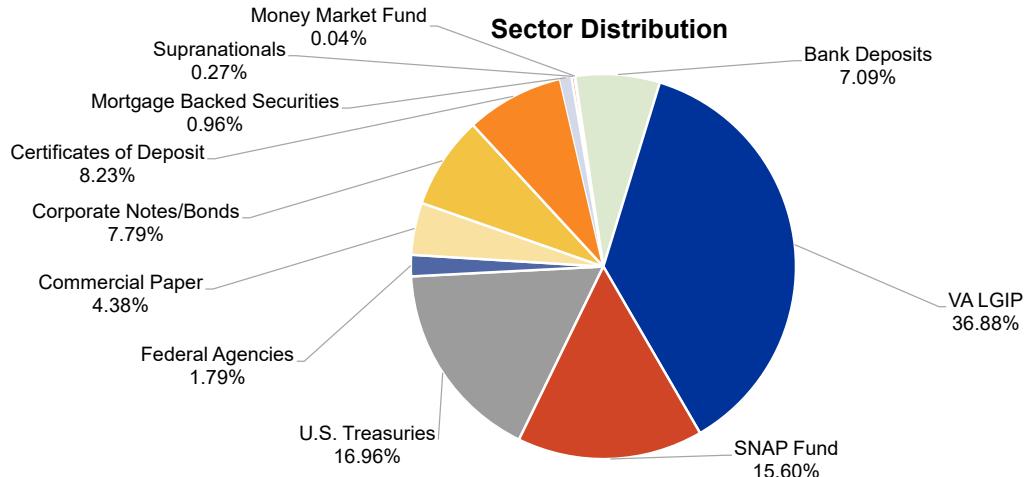
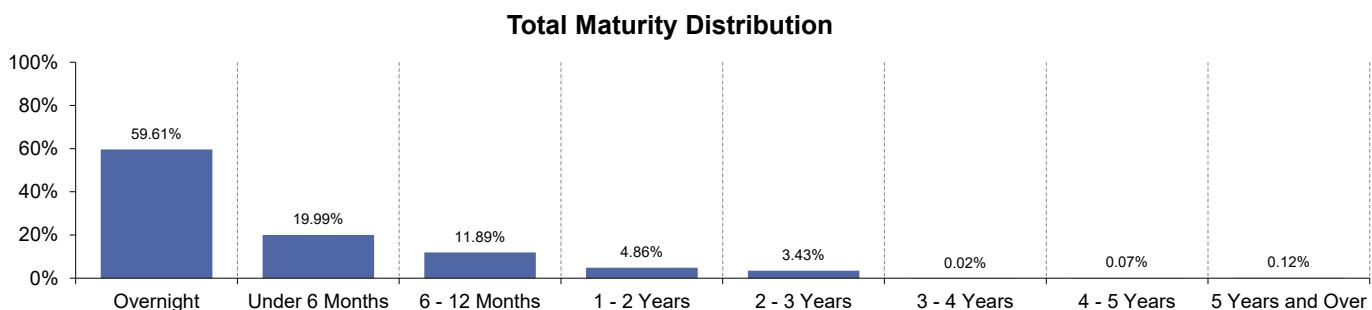
<sup>1</sup> Beginning in June 2020, State Sales Tax and Local Fuels Tax are recorded either one month (sales tax) or two months (fuels tax) earlier than in previous periods, due to additional information received from the Commonwealth of Virginia on the timing of the source transactions for tax revenues.

# **Hampton Roads Transportation Fund**

## **Summary of Cash and Investments**

### **For August 2023**

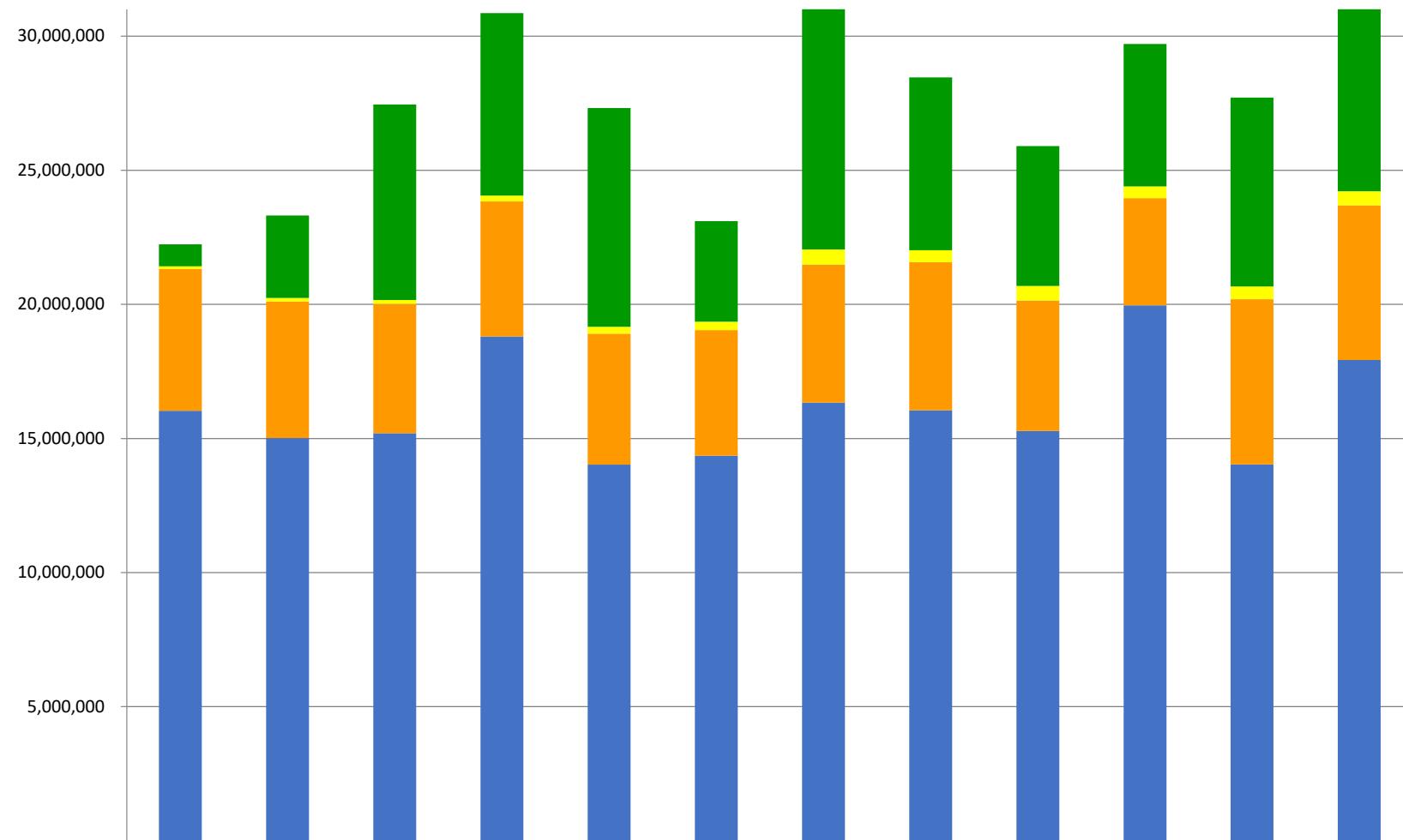
Portfolio	Yield at Cost	Yield at Market	Balances at Cost	Balances at Market	% of Total
<b>Union Checking</b>	0.00%	0.00%	1,000,000	1,000,000	0.06%
<b>Union Sweep</b>	5.00%	5.00%	8,816,817	8,816,817	0.53%
<b>Union Money Market</b>	5.00%	5.00%	38,829	38,829	0.00%
<b>Union General</b>	5.00%	5.00%	108,338,198	108,338,198	6.50%
<b>VA LGIP</b>	5.44%	5.44%	615,035,592	615,035,592	36.88%
<b>Enhanced Cash Portfolio</b>	4.84%	5.54%	533,099,318	538,470,277	32.29%
<b>Core Portfolio</b>	3.27%	5.06%	138,780,819	135,746,188	8.14%
<b>SNAP Fund</b>	5.57%	5.57%	260,046,340	260,046,340	15.60%
<b>Total</b>			<b>\$ 1,665,155,912</b>	<b>\$ 1,667,492,241</b>	<b>100.00%</b>



*All charts are based on market value as of 8/31/23*

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

## HRTF Revenue



	September 2022	October 2022	November 2022	December 2022	January 2023	February 2023	March 2023	April 2023	May 2023	June 2023	July 2023	August 2023
<b>Total</b>	22,237,036	23,316,732	27,450,620	30,859,311	27,320,342	23,107,624	31,959,099	28,467,096	25,899,862	29,712,046	27,712,934	31,194,257
■ Investment Income	817,794	3,079,032	7,284,502	6,800,210	8,157,267	3,755,132	9,910,489	6,443,548	5,210,110	5,315,886	7,047,675	6,975,624
■ Interest	101,406	126,679	141,944	219,226	255,437	307,182	562,384	453,423	543,594	437,481	477,335	522,816
■ Fuel Tax	5,288,001	5,098,898	4,827,882	5,037,441	4,879,915	4,683,925	5,151,258	5,514,452	4,865,482	3,997,619	6,156,518	5,764,717
■ Sales & Use Tax	16,029,835	15,012,122	15,196,293	18,802,434	14,027,723	14,361,384	16,334,967	16,055,673	15,280,675	19,961,061	14,031,406	17,931,101

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 - August 2023**

	FY2014 - FY2017	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	Total
HRTF Interest Income	\$ 2,277,312	\$ 1,000,093	\$ 669,108	\$ 363,661	\$ 296,307	\$ 3,273,956	\$ 1,000,151	\$ 8,880,587
HRTF Investment Income	<u>\$ 14,211,356</u>	<u>\$ 29,869,111</u>	<u>\$ 26,275,750</u>	<u>\$ 3,240,310</u>	<u>\$ (3,394,409)</u>	<u>\$ 61,182,839</u>	<u>\$ 14,023,299</u>	<u>\$ 145,408,256</u>
<b>Total</b>	<b><u>\$ 16,488,667</u></b>	<b><u>\$ 30,869,204</u></b>	<b><u>\$ 26,944,858</u></b>	<b><u>\$ 3,603,971</u></b>	<b><u>\$ (3,098,103)</u></b>	<b><u>\$ 64,456,795</u></b>	<b><u>\$ 15,023,451</u></b>	<b><u>\$ 154,288,843</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 includes income from PFMAM (US Bank & TD Wealth) 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**

	Revenue							Expenditures							Cumulative Balance 7/1/13 - 8/31/23
	Sales & Use Tax	Fuels Tax	Interest	Investment Income	Other Income	Bond Proceeds	Total	Projects	Dept of Tax Admin Fee	Investment Fees	Bond Expenses	Operating Expenses	Total		
July 2013 - August 2022	\$ 1,310,514,317	\$ 424,855,314	\$ 4,731,679	\$ 74,610,985	\$ 759,274	\$ 2,451,605,237	\$ 4,267,076,806	\$ 2,377,120,036	\$ 1,042,620	\$ 1,863,335	\$ 168,505,559	\$ 19,296,085	\$ 2,567,827,635	\$ 1,699,249,171	
September 2022	16,029,835	5,288,001	101,406	817,794	-	-	22,237,036	5,197,310	-	-	4,567,360	95,697	9,860,367	1,711,625,840	
October 2022	15,012,122	5,098,898	126,679	3,079,032	-	299,000,000	322,316,732	(240,612)	-	40,430	4,766,150	285,919	4,851,887	2,029,090,685	
November 2022	15,196,293	4,827,882	141,944	7,284,502	-	-	27,450,620	9,683,717	-	33,505	5,034,619	59,890	14,811,730	2,041,729,575	
December 2022	18,802,434	5,037,441	219,226	6,800,210	-	-	30,859,311	19,480,989	-	35,177	5,033,971	224,111	24,774,248	2,047,814,637	
January 2023	14,027,723	4,879,915	255,437	8,157,267	-	-	27,320,342	35,152,026	-	35,221	5,027,635	122,894	40,337,777	2,034,797,202	
February 2023	14,361,384	4,683,925	307,182	3,755,132	-	31,000,000	54,107,624	45,170,803	-	31,833	5,051,463	268,036	50,522,135	2,038,382,691	
March 2023	16,334,967	5,151,258	562,384	9,910,489	-	(35,159,063)	(3,199,964)	40,595,375	-	35,138	(1,945,362)	265,722	38,950,873	1,996,231,854	
April 2023	16,055,673	5,514,452	453,423	6,443,548	-	-	28,467,096	37,983,758	-	34,260	3,726,187	260,159	42,004,363	1,982,694,587	
May 2023	15,280,675	4,865,482	543,594	5,210,110	-	-	25,899,862	43,536,542	-	-	3,726,187	238,861	47,501,589	1,961,092,860	
June 2023	19,961,061	3,997,619	437,481	5,315,886	-	-	29,712,047	165,483,093	71,429	70,158	3,726,576	417,448	169,768,703	1,821,036,204	
July 2023	14,031,406	6,156,518	477,335	7,047,675	-	-	27,712,934	-	-	35,848	3,759,051	117,299	3,912,198	1,844,836,939	
August 2023	17,931,101	5,764,717	522,816	6,975,624	-	-	31,194,258	-	93	35,947	3,759,051	114,753	3,909,844	1,872,121,353	
Total 12 Months	\$ 193,024,673	\$ 61,266,108	\$ 4,148,908	\$ 70,797,270	\$ -	\$ 294,840,938	\$ 624,077,897	\$ 402,043,001	\$ 71,522	\$ 387,515	\$ 46,232,887	\$ 2,470,790	\$ 451,205,715		
Grand Totals	\$ 1,503,538,990	\$ 486,121,422	\$ 8,880,587	\$ 145,408,255	\$ 759,274	\$ 2,746,446,175	\$ 4,891,154,703	\$ 2,779,163,037	\$ 1,114,142	\$ 2,250,850	\$ 214,738,446	\$ 21,766,875	\$ 3,019,033,350		
Less Balance of Encumbered (through FY2028)															(2,364,937,560)
Total Net Available *															(492,816,207)

Notes:

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

## Table 1 - Total HRTF Revenues

Hampton Roads Transportation Fund (HRTF)

*Total of Sales & Use Taxes and Fuels Taxes*

Fiscal Year 2024

Locality	Total FY2014 - FY2023	Previous FY2024	August 2023	FY 2024 YTD	Total
<i>Chesapeake</i>	\$ 356,494,992	\$ 3,443,746	\$ 4,186,349	\$ 7,630,095	\$ 364,125,087
<i>Franklin</i>	21,122,685	291,096	265,636	556,732	21,679,417
<i>Hampton</i>	141,771,513	1,419,575	1,771,498	3,191,073	144,962,586
<i>Isle of Wight</i>	30,993,193	306,439	343,810	650,249	31,643,442
<i>James City</i>	85,305,886	927,713	1,107,353	2,035,066	87,340,952
<i>Newport News</i>	206,892,137	1,931,542	2,512,148	4,443,690	211,335,827
<i>Norfolk</i>	272,988,241	2,885,785	3,188,807	6,074,592	279,062,833
<i>Poquoson</i>	5,324,878	57,067	67,445	124,512	5,449,390
<i>Portsmouth</i>	70,140,988	725,428	871,072	1,596,500	71,737,488
<i>Southampton</i>	10,198,426	83,051	121,684	204,735	10,403,161
<i>Suffolk</i>	104,904,026	1,155,758	1,325,489	2,481,247	107,385,273
<i>Virginia Beach</i>	517,936,416	5,717,017	6,537,475	12,254,492	530,190,908
<i>Williamsburg</i>	36,424,494	343,795	380,140	723,936	37,148,430
<i>York</i>	85,278,796	899,912	1,016,912	1,916,824	87,195,620
<b>Total <sup>d</sup></b>	<b>\$ 1,945,776,671</b>	<b>\$ 20,187,924</b>	<b>\$ 23,695,817</b>	<b>\$ 43,883,741</b>	<b>\$ 1,989,660,412</b>
Interest <sup>a</sup>	7,880,436	477,335	522,816	1,000,151	8,880,587
Investment Income(Loss) <sup>b</sup>	131,384,956	7,047,675	6,975,624	14,023,299	145,408,255
Other Income	759,274	-	-	-	759,274
Bond & TIFIA Proceeds	2,746,446,175	-	-	-	2,746,446,175
<b>Total Revenues</b>	<b>\$ 4,832,247,512</b>	<b>\$ 27,712,934</b>	<b>\$ 31,194,257</b>	<b>\$ 58,907,191</b>	<b>\$ 4,891,154,703</b>
Project Expenses	(2,779,163,037)	-	-	-	(2,779,163,037)
DMV & Dept. of Tax Admin Fees	(1,114,049)	-	(93)	(93)	(1,114,142)
Investment Fees (Sterling&PFMAM)	(2,179,055)	(35,848)	(35,947)	(71,795)	(2,250,850)
Bond Interest Expenses	(207,220,344)	(3,759,051)	(3,759,051)	(7,518,102)	(214,738,446)
Operating Expense	(21,534,823)	(117,299)	(114,753)	(232,052)	(21,766,875)
Modified Cash Position	\$ 1,821,036,204	\$ 23,800,736	\$ 27,284,413	\$ 51,085,149	\$ 1,872,121,353
Less Balance of Encumbered	(2,364,937,561)				(2,364,937,560)
Net Modified Cash Position	<u>\$ (543,901,357)</u>				<u>\$ (492,816,207)</u>
Updated Forecast	1,855,838,517	23,774,149	23,339,636	47,113,785	1,902,952,302
Total Revenue - Forecast (under)/over	89,938,154	(3,586,225)	356,181	(3,230,044)	86,708,110

**Table 1A - State Sales & Use Tax**  
**Hampton Roads Transportation Fund (HRTF)**  
**Fiscal Year 2024**

Locality	Total FY2014 - FY2023	Previous FY2024	August 2023	FY 2024 YTD	Total
Chesapeake	\$ 267,781,778	\$ 2,376,920	\$ 3,189,699	\$ 5,566,619	\$ 273,348,397
Franklin	10,866,067	101,277	107,719	208,996	11,075,063
Hampton	102,816,728	896,230	1,228,228	2,124,458	104,941,186
Isle of Wight	18,692,766	180,261	230,208	410,469	19,103,235
James City	69,377,167	614,109	887,123	1,501,232	70,878,399
Newport News	160,209,027	1,395,199	1,843,088	3,238,287	163,447,314
Norfolk	213,349,044	2,077,944	2,481,926	4,559,870	217,908,914
Poquoson	3,943,361	39,939	53,890	93,829	4,037,190
Portsmouth	49,300,279	470,902	620,163	1,091,064	50,391,343
Southampton	4,473,134	39,050	54,316	93,366	4,566,500
Suffolk	68,748,894	699,865	871,973	1,571,838	70,320,732
Virginia Beach	409,027,186	4,212,679	5,258,728	9,471,407	418,498,593
Williamsburg	28,657,707	293,103	334,513	627,616	29,285,323
York	64,333,345	633,928	769,527	1,403,456	65,736,801
<b>Total<sup>1</sup></b>	<b>\$ 1,471,576,483</b>	<b>\$ 14,031,406</b>	<b>\$ 17,931,101</b>	<b>\$ 31,962,507</b>	<b>\$ 1,503,538,990</b>
Updated Forecast	1,378,144,223	18,122,935	17,238,457	35,361,392	1,413,505,615
Diff(under)/over	93,432,260	(4,091,529)	692,644	(3,398,885)	90,033,375

**Table 1B - Local Fuels Tax**  
**Hampton Roads Transportation Fund (HRTF)**  
**Fiscal Year 2024**

Locality	Total FY2014 - FY2023	Previous FY2024	August 2023	FY 2024 YTD	Total
<i>Chesapeake</i>	\$ 88,713,218	\$ 1,066,826	\$ 996,650	\$ 2,063,476	\$ 90,776,694
<i>Franklin</i>	10,256,619	189,819	157,917	347,736	10,604,355
<i>Hampton</i>	38,954,787	523,345	543,269	1,066,615	40,021,402
<i>Isle of Wight</i>	12,300,427	126,178	113,602	239,780	12,540,207
<i>James City</i>	15,928,715	313,603	220,231	533,834	16,462,549
<i>Newport News</i>	46,683,113	536,343	669,060	1,205,403	47,888,516
<i>Norfolk</i>	59,639,196	807,841	706,881	1,514,722	61,153,918
<i>Poquoson</i>	1,381,517	17,128	13,556	30,683	1,412,200
<i>Portsmouth</i>	20,840,714	254,526	250,909	505,435	21,346,149
<i>Southampton</i>	5,725,293	44,001	67,368	111,369	5,836,662
<i>Suffolk</i>	36,155,142	455,893	453,516	909,409	37,064,551
<i>Virginia Beach</i>	108,909,220	1,504,338	1,278,747	2,783,085	111,692,305
<i>Williamsburg</i>	7,766,782	50,692	45,627	96,320	7,863,102
<i>York</i>	20,945,445	265,983	247,385	513,368	21,458,813
<b>Total<sup>1</sup></b>	<b>\$ 474,200,188</b>	<b>\$ 6,156,518</b>	<b>\$ 5,764,717</b>	<b>\$ 11,921,234</b>	<b>\$ 486,121,422</b>
Updated Forecast	477,694,293	5,651,214	6,101,179	11,752,393	489,446,686
Diff(under)/over	(3,494,105)	505,304	(336,462)	168,841	(3,325,264)

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)**  
**Fiscal Year 2024**

Project	Total FY2014 - FY2023	Previous FY2024	August 2023	FY 2024 YTD	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	159,559,703	-	-	-	159,559,703
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	7,500,000	-	-	-	7,500,000
UPC 122714 - I-464/I-64 Interchange Improvements - Full Interchange Access Report Development Project	2,500,000	-	-	-	2,500,000
<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>HRELN Segment 1 Phase 1 PE - UPC</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	6,062,743	-	-	-	6,062,743
UPC 119637 - Segment 1A - PE/ROW/Construction	92,079,565	-	-	-	92,079,565
UPC 120863 - Segment 1B - PE/ROW/Construction	5,860,180	-	-	-	5,860,180
UPC 119824 - Segment 4A/4B - PE/ROW	6,074,638	-	-	-	6,074,638
UPC 119824 - Segment 4A/4B - Construction	-	-	-	-	-
UPC 119638 - Segment 4C - PE/ROW/Construction	407,153,311	-	-	-	407,153,311
UPC 122714 - I-464/I-64 Full Interchange Access	-	-	-	-	-
<i>HRCS Preferred Alternative Refinement - HRBT</i>	<i>UPC 110577 - SEIS</i>	30,000,000	-	-	30,000,000
460/58/13 Connector Study - UPC 106694 - PE	1,095,368	-	-	-	1,095,368
<i>Bowers Hill Interchange Study - UPC 111427</i>	7,904,630	-	-	-	7,904,630
<i>HR Regional Connector Study - HRTPO (Remaining Projects of Third Crossing)</i>	7,000,000	-	-	-	7,000,000
<b>Total</b>	<b>\$ 5,144,100,599</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 5,144,100,599</b>

**Table 3 - Expenditures**  
**Hampton Roads Transportation Fund (HRTF)**  
**Fiscal Year 2024**

Project	Total FY2014 - FY2023	Previous FY2024	August 2023	FY 2024 YTD	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	159,559,703	-	-	-	159,559,703
UPC 109790/106689 - Segment 3 - PE	5,754,521	-	-	-	5,754,521
UPC 109790/106689 - Segment 3 - Construction	91,846,978	-	-	-	91,846,978
<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	122,235,275	-	-	-	122,235,275
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	6,119,431	-	-	-	6,119,431
UPC 122714 - I-464/I-64 Interchange Improvement - Full Interchange Access Report Development Project	-	-	-	-	-
<i>I-64 Southside Widening/High-Rise Bridge</i>					
UPC 106692 - Phase I - PE	12,189,098	-	-	-	12,189,098
UPC 106692/108990 - Phase I - ROW/Construction	360,673,832	-	-	-	360,673,832
<i>I-64 HRBT Expansion Project</i>					
UPC 115008 - I-64 HRBT Expansion Project D-B Contract	1,627,306,147	-	-	-	1,627,306,147
UPC 115009 - I-64 HRBT Expansion Project Owners Oversight	116,275,041	-	-	-	116,275,041
<i>HRELN Segment 1 Phase 1 PE - UPC</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	6,062,743	-	-	-	6,062,743
UPC 119637 - Segment 1A - PE/ROW/Construction	2,671,455	-	-	-	2,671,455
UPC 120863 - Segment 1B - PE/ROW/Construction	1,636,100	-	-	-	1,636,100
UPC 119824 -Segment 4A/4B - PE/ROW	1,827,276	-	-	-	1,827,276
UPC 119824 -Segment 4A/4B - Construction	-	-	-	-	-
UPC 119638 - Segment 4C - PE/ROW/Construction	57,817,978	-	-	-	57,817,978
UPC122714 - I-464/I-64 Full Interchange Access	-	-	-	-	-
<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>					
460/58/13 Connector Study - UPC 106694 - PE	1,095,368	-	-	-	1,095,368
<i>Bowers Hill Interchange Study - UPC 111427</i>					
Bowers Hill Interchange Study - UPC 111427	5,905,879	-	-	-	5,905,879
<i>HR Regional Connector Study - HRTPO (Remaining Projects of Third Crossing)</i>					
HR Regional Connector Study - HRTPO (Remaining Projects of Third Crossing)	5,418,917	-	-	-	5,418,917
<b>Total</b>	<b>\$ 2,779,163,039</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,779,163,039</b>

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

Hampton Roads Transportation Fund (HRTF)

Fiscal Year 2024

Project	Total FY2014 - FY2023	Previous FY2024	August 2023	FY 2024 YTD	Total
<i>I-64 Peninsula Widening</i>					
<i>UPC 104905/111926 - Segment 1 - PE/Construction</i>	\$ 10,063,882	\$ -	\$ -	\$ -	\$ 10,063,882
<i>UPC 106665 - Segment 2 - PE/ROW/Construction</i>	159,559,703	-	-	-	159,559,703
<i>UPC 109790/106689 - Segment 3 - PE</i>	5,693,804	-	-	-	5,693,804
<i>UPC 109790/106689 - Segment 3 - Construction</i>	87,210,472	-	-	-	87,210,472
<i>I-64/264 Interchange Improvement</i>					
<i>UPC 57048/108042 - Phase I - PE/ROW</i>	15,071,063	-	-	-	15,071,063
<i>UPC 57048/108042 - Phase I - Construction</i>	121,364,711	-	-	-	121,364,711
<i>UPC 17630/108041 - Phase II - PE/ROW</i>	54,592,576	-	-	-	54,592,576
<i>UPC 17630/108041 - Phase II - Construction</i>	65,786,903	-	-	-	65,786,903
<i>UPC 106693 - Phase III - PE &amp; ROW</i>	-	-	-	-	-
<i>UPC 122714 - I-464/I-64 Interchange Improvements - Full Interchange Access Report Development Project</i>	-	-	-	-	-
<i>I-64 Southside Widening/High-Rise Bridge</i>					
<i>UPC 106692 - Phase I - PE</i>	12,189,098	-	-	-	12,189,098
<i>UPC 106692/108990 - Phase I - ROW/Construction</i>	257,901,644	-	-	-	257,901,644
<i>I-64 HRBT Expansion Project</i>					
<i>UPC 115008 - I-64 HRBT Expansion Project D-B Contract</i>	1,098,111,167	-	-	-	1,098,111,167
<i>UPC 115009 - I-64 HRBT Expansion Project Owners Oversight</i>	72,990,559	-	-	-	72,990,559
<i>HRELN Segment 1 Phase 1 PE - UPC</i>					
<i>UPC 117840 - Segment 1 Phase 1 - PE</i>	-	-	-	-	-
<i>UPC 117839 - Segment 4A/4B Phase 1 - PE</i>	-	-	-	-	-
<i>UPC 117841 - Segment 4C Phase 1 - PE</i>	-	-	-	-	-
<i>UPC 119637 - Segment 1A - PE/ROW/Construction</i>	-	-	-	-	-
<i>UPC 120863 - Segment 1B - PE/ROW/Construction</i>	-	-	-	-	-
<i>UPC 119824 - Segment 4A/4B - PE/ROW</i>	-	-	-	-	-
<i>UPC 119824 - Segment 4A/4B - Construction</i>	-	-	-	-	-
<i>UPC 119638 - Segment 4C - PE/ROW/Construction</i>	-	-	-	-	-
<i>UPC 122714 - I-464/I-64 Full Interchange Access</i>	-	-	-	-	-
<i>HRCS Preferred Alternative Refinement - HRBT</i>					
<i>UPC 110577 - SEIS</i>	-	-	-	-	-
<i>460/58/13 Connector Study - UPC 106694 - PE</i>	-	-	-	-	-
<i>Bowers Hill Interchange Study - UPC 111427</i>	-	-	-	-	-
<i>HR Regional Connector Study - HRTPO (Remaining Projects of Third Crossing)</i>	-	-	-	-	-
<b>Total</b>	<b>\$ 1,960,535,582</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,960,535,582</b>

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

Hampton Roads Transportation Fund (HRTF)

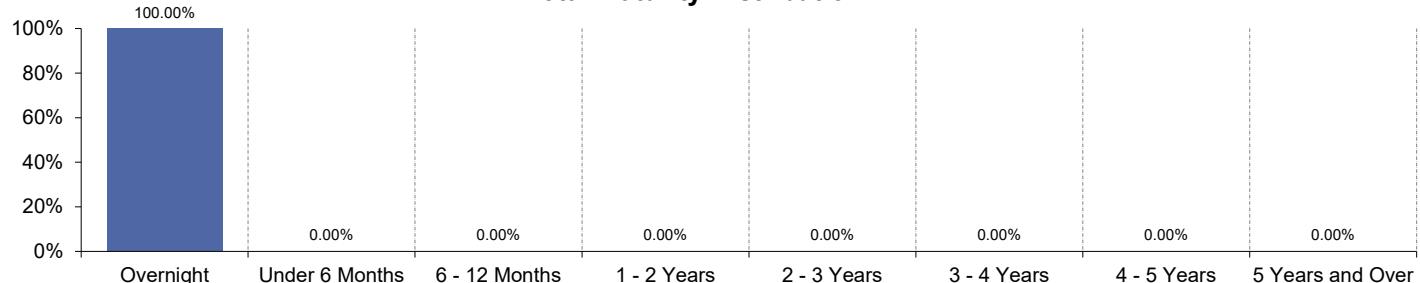
Fiscal Year 2024

Project	Total FY2014 - FY2023	Previous FY2024	August 2023	FY 2024 YTD	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	60,716	-	-	-	60,716
UPC 109790/106689 - Segment 3 - Construction	4,636,506	-	-	-	4,636,506
<i>I-64/264 Interchange Improvement</i>					
UPC 57048/108042 - Phase I - PE/ROW	-	-	-	-	-
UPC 57048/108042 - Phase I - Construction	870,564	-	-	-	870,564
UPC 17630/108041 - Phase II - PE/ROW	-	-	-	-	-
UPC 17630/108041 - Phase II - Construction	7,370,159	-	-	-	7,370,159
UPC 106693 - Phase III - PE & ROW	6,119,431	-	-	-	6,119,431
UPC 106693 - Phase III - PE & ROW	-	-	-	-	-
<i>I-64 Southside Widening/High-Rise Bridge</i>					
UPC 106692 - Phase I - PE	-	-	-	-	-
UPC 106692/108990 - Phase I - ROW/Construction	102,772,188	-	-	-	102,772,188
<i>I-64 HRBT Expansion Project</i>					
UPC 115008 - I-64 HRBT Expansion Project D-B Contract	529,194,979	-	-	-	529,194,979
UPC 115009 - I-64 HRBT Expansion Project Owners Oversight	43,284,481	-	-	-	43,284,481
<i>HRELN Segment 1 Phase 1 PE - UPC</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	6,062,743	-	-	-	6,062,743
UPC 119637 - Segment 1A - PE/ROW/Construction	2,671,455	-	-	-	2,671,455
UPC 120863 - Segment 1B - PE/ROW/Construction	1,636,100	-	-	-	1,636,100
UPC 119824 - Segment 4A/4B - PE/ROW	1,827,276	-	-	-	1,827,276
UPC 119824 - Segment 4A/4B - Construction	-	-	-	-	-
UPC 119638 - Segment 4C - PE/ROW/Construction	57,817,978	-	-	-	57,817,978
UPC122714 - I-464/I-64 Full Interchange Access	-	-	-	-	-
<i>HRCS Preferred Alternative Refinement - HRBT</i>	<i>UPC</i>				
110577 - SEIS	28,800,287	-	-	-	28,800,287
460/58/13 Connector Study - UPC 106694 - PE	1,095,368	-	-	-	1,095,368
Bowers Hill Interchange Study - UPC 111427	5,905,879	-	-	-	5,905,879
HR Regional Connector Study - HRTPO (Remaining Projects of Third Crossing)	5,418,917	-	-	-	5,418,917
<b>Total</b>	<b>\$ 818,627,454</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 818,627,454</b>

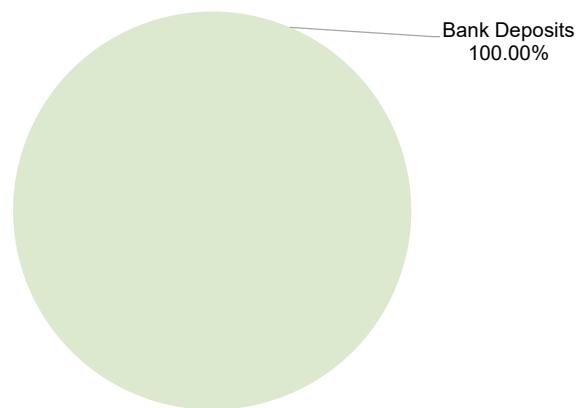
**Hampton Roads Regional Transit Fund**  
**Summary of Cash and Investments**  
**For August 2023**

Portfolio	Yield at Cost	Yield at Market	Balances at Cost	Balances at Market	% of Total
Union Checking	0.00%	0.00%	1,000,000	1,000,000	1.27%
Union Sweep	5.00%	5.00%	77,939,459	77,939,459	98.73%
<b>Total</b>			<b>\$ 78,939,459</b>	<b>\$ 78,939,459</b>	<b>100.00%</b>

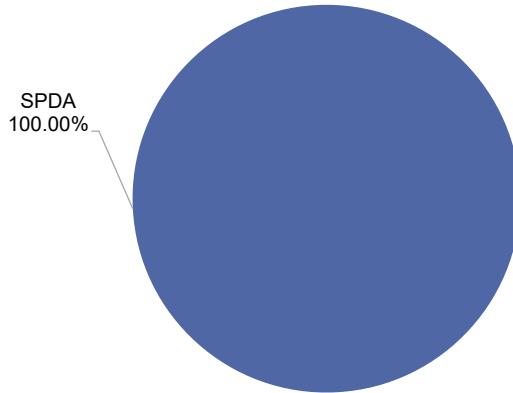
**Total Maturity Distribution**



**Sector Distribution**



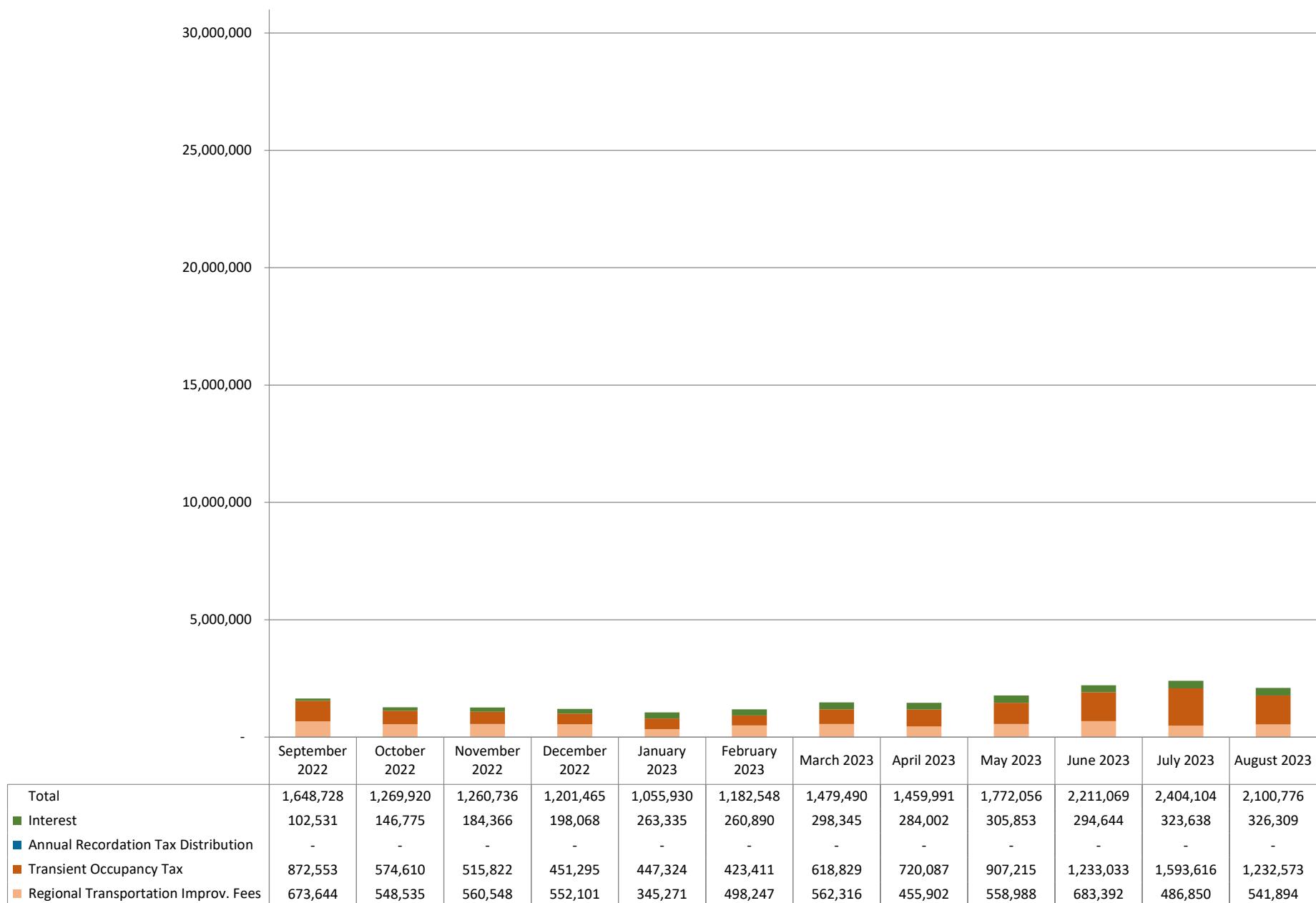
**Credit Distribution**



All charts are based on market value as of 8/31/23

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

## HRRTF Revenue



Hampton Roads Transportation Accountability Commission  
Interest and Investment Income  
Inception - August 2023

	FY2021	FY2022	FY2023	FY2024	Total
HRRTF Interest Income	57,044	97,432	2,500,324	649,947	3,304,747
HRRTF Investment Income	-	-	-	-	-
<b>Total</b>	<b>57,044</b>	<b>97,432</b>	<b>2,500,324</b>	<b>649,947</b>	<b>3,304,747</b>

**Hampton Roads Regional Transit Fund (HRRTF)**  
**Revenue and Expenditures**  
**Summary**

	Gross Revenue					Expenditures			Cumulative Balance	
	Regional		Annual			Operating				
	Transportation Improv. Fees	Transient Occupancy Tax	Recordation Tax Distribution	Interest	Total Revenue	Project Expenses	Expenses	Total		
<b>July 2020 - August 2022</b>	\$ 18,367,775	\$ 12,762,471	\$ 60,000,000	\$ 315,992	\$ 91,446,238	\$ 599,531	\$ 394,316	\$ 993,847	\$ 90,452,391	
September 2022	673,644	872,553	-	102,531	1,648,728	9,099,298	1,429	9,100,727	83,000,391	
October 2022	548,535	574,610	-	146,775	1,269,920	-	40,399	40,399	84,229,912	
November 2022	560,548	515,822	-	184,366	1,260,736	-	744	744	85,489,904	
December 2022	552,101	451,295	-	198,068	1,201,465	-	744	744	86,690,625	
January 2023	345,271	447,324	-	263,335	1,055,930	-	35,117	35,117	87,711,438	
February 2023	498,247	423,411	-	260,890	1,182,548	-	4,053	4,053	88,889,933	
March 2023	562,316	618,829	-	298,345	1,479,490	11,550,107	3,036	11,553,142	78,816,281	
April 2023	455,902	720,087	-	284,002	1,459,991	-	45,164	45,164	80,231,107	
May 2023	558,988	907,215	-	305,853	1,772,056	-	836	836	82,002,327	
June 2023	683,392	1,233,033	-	294,644	2,211,069	11,775,210	93,942	11,869,152	72,344,245	
July 2023	486,850	1,593,616	-	323,638	2,404,104	-	1,620	1,620	74,746,728	
August 2023	541,894	1,232,573	-	326,309	2,100,776	-	3,214	3,214	76,844,291	
<b>Total 12 Months</b>	<b>6,467,689</b>	<b>9,590,369</b>	<b>-</b>	<b>2,988,755</b>	<b>19,046,813</b>	<b>32,424,614</b>	<b>230,298</b>	<b>32,654,911</b>		
<b>Total</b>	<b>\$ 24,835,464</b>	<b>\$ 22,352,840</b>	<b>\$ 60,000,000</b>	<b>\$ 3,304,747</b>	<b>\$ 110,493,051</b>	<b>\$ 33,024,146</b>	<b>\$ 624,614</b>	<b>\$ 33,648,760</b>		
Less Balance of Encumbered (through FY2028)									(68,832,283)	
<b>Total Net Available</b>									<b>\$ 8,012,008</b>	

**Table 1 - Revenues**  
**Hampton Roads Regional Transit Fund (HRRTF)**  
**Fiscal Year 2024**

Locality	Total FY2020 - FY2023	Previous FY2024	August 2023	FY 2024 YTD	Total
<i>Regional Taxes and Fees</i>					
Chesapeake	\$ 7,116,831	\$ 195,687	\$ 198,715	\$ 394,402	\$ 7,511,233
Hampton	3,482,206	111,205	99,779	210,984	3,693,190
Newport News	3,653,408	121,976	93,385	215,361	3,868,769
Norfolk	6,515,772	272,510	244,618	517,128	7,032,900
Portsmouth	1,715,091	59,497	59,080	118,577	1,833,668
Virginia Beach	<u>20,850,062</u>	<u>1,319,591</u>	<u>1,078,890</u>	<u>2,398,481</u>	<u>23,248,542</u>
Total Transportaion Improvement Fees	<u>\$ 43,333,370</u>	<u>2,080,467</u>	<u>1,774,467</u>	<u>3,854,934</u>	<u>\$ 47,188,304</u>
Annual Recordation Tax Distribution	<u>60,000,000</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>60,000,000</u>
Total Tax and Fees Revenue	<u>\$ 103,333,370</u>	<u>\$ 2,080,467</u>	<u>\$ 1,774,467</u>	<u>\$ 3,854,934</u>	<u>\$ 107,188,304</u>
Interest	<u>2,654,800</u>	<u>323,638</u>	<u>326,309</u>	<u>649,947</u>	<u>3,304,747</u>
Total Revenue	<u>\$ 105,988,170</u>	<u>2,404,105</u>	<u>2,100,776</u>	<u>4,504,881</u>	<u>\$ 110,493,051</u>
Project Expenses	<u>(33,024,146)</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>\$ (33,024,146)</u>
Operating Expense	<u>(619,780)</u>	<u>(1,620)</u>	<u>(3,214)</u>	<u>(4,834)</u>	<u>\$ (624,614)</u>
Modified Cash Position	<u>\$ 72,344,244</u>	<u>\$ 2,402,485</u>	<u>\$ 2,097,562</u>	<u>\$ 4,500,047</u>	<u>\$ 76,844,291</u>
Less Balance of Encumbered	<u>(29,180,479)</u>				<u>(68,832,283)</u>
Net Modified Cash Position	<u>\$ 43,163,765</u>				<u>\$ 8,012,008</u>
Forecast	<u>99,155,259</u>	<u>2,526,755</u>	<u>2,097,243</u>	<u>4,623,998</u>	<u>103,779,257</u>
Total Revenue - Forecast (under)/over	<u>4,178,111</u>	<u>(446,288)</u>	<u>(322,776)</u>	<u>(769,064)</u>	<u>3,409,047</u>

**Table 1A - Regional Transportation Improvement Fees**  
**Hampton Roads Regional Transit Fund (HRRTF)**  
**Fiscal Year 2024**

Locality	Total FY2020 - FY2023	Previous FY2024	August 2023	FY 2024 YTD	Total
<i>Regional Transit Improvement Fees</i>					
Chesapeake	\$ 5,224,050	\$ 112,197	\$ 115,911	\$ 228,108	\$ 5,452,158
Hampton	2,191,369	30,986	40,110	71,096	2,262,465
Newport News	2,376,102	48,626	44,330	92,956	2,469,058
Norfolk	3,735,275	82,231	105,062	187,293	3,922,568
Portsmouth	1,449,630	33,550	42,932	76,482	1,526,112
Virginia Beach	<u>8,830,294</u>	<u>179,260</u>	<u>193,549</u>	<u>372,809</u>	<u>9,203,103</u>
<b>Total RTI Fees</b>	<b><u>\$ 23,806,720</u></b>	<b>\$ 486,850</b>	<b>\$ 541,894</b>	<b>\$ 1,028,744</b>	<b>\$ 24,835,464</b>
<i>Forecast</i>	<u>21,700,002</u>	<u>627,319</u>	<u>650,354</u>	<u>1,277,673</u>	<u>22,977,675</u>
Total Revenue - Forecast (under)/over	2,106,718	(140,469)	(108,460)	(248,929)	1,857,789

**Table 1B - Transient Occupancy Tax**  
**Hampton Roads Regional Transit Fund (HRRTF)**  
**Fiscal Year 2024**

Locality	Total FY2020 FY2023	Previous FY2024	August 2023		FY 2024	YTD	Total
<i>Transient Occupancy Tax</i>							
<i>Chesapeake</i>	\$ 1,892,781	\$ 83,490	\$ 82,804	\$ 166,294	\$ 2,059,075		
<i>Hampton</i>	1,290,837	80,219	59,669	139,888	1,430,725		
<i>Newport News</i>	1,277,306	73,350	49,055	122,405	1,399,711		
<i>Norfolk</i>	2,780,497	190,279	139,556	329,835	3,110,332		
<i>Portsmouth</i>	265,461	25,947	16,148	42,095	307,556		
<i>Virginia Beach</i>	<u>12,019,769</u>	<u>1,140,331</u>	<u>885,341</u>	<u>2,025,672</u>	<u>14,045,441</u>		
<b>Total</b>	<b><u>\$ 19,526,651</u></b>	<b><u>\$ 1,593,616</u></b>	<b><u>\$ 1,232,573</u></b>	<b><u>\$ 2,826,189</u></b>	<b><u>\$ 22,352,840</u></b>		
<i>Forecast</i>	<u>17,455,256</u>	<u>1,899,436</u>	<u>1,446,889</u>	<u>3,346,325</u>	<u>20,801,581</u>		
Total Revenue - Forecast (under)/over	2,071,395	(305,820)	(214,316)	(520,136)	1,551,259		

**Table 2 - Allocations**  
**Hampton Roads Regional Transit Fund (HRRTF)**  
**Fiscal Year 2024**

Project	Total FY2020 - FY2023	Previous FY2024	August 2023	FY 2024 YTD	Total
<i>Regional Transit System - 757 Express</i>					
Transit Bus Expansion (Group A) - Project 202101A	\$ 9,306,000	\$ -	\$ -	\$ -	\$ 9,306,000
Transit Bus Expansion (Group B) - Project 202301H	4,380,520	769,142	-	769,142	5,149,662
<i>Bus Stop Amenity Program</i>					
- Project 202101B	3,265,000	-	-	-	3,265,000
- Project 202201F	5,326,000	-	-	-	5,326,000
- Project 202401F	-	1,065,000	-	1,065,000	1,065,000
<i>Regional Transit System Technology</i>					
- Project 202101C	80,000	-	-	-	80,000
- Project 202201G	518,000	-	-	-	518,000
<i>Regional Transit Services</i>					
Operations & Maintenance RTS - Project 202201C	5,730,123	-	-	-	5,730,123
Development & Support Services RTS - Project 202201D	4,946,973	-	-	-	4,946,973
Operations & Maintenance RTS - Project 202301C	18,669,009	-	-	-	18,669,009
Operations & Maintenance RTS - Project 202401C	-	25,975,300	-	25,975,300	25,975,300
<i>Net Center Replacement</i>					
- Project 202101D	62,000	-	-	-	62,000
Robert Hall Blvd (Chesapeake) - Project 202201A	100,000	-	-	-	100,000
Evelyn T. Butts (Norfolk) - Project 202201B	100,000	-	-	-	100,000
<i>New Bus Operating Division - Southside</i>					
- Project 202101E	1,000,000	-	-	-	1,000,000
- Project 202201E	6,708,000	-	-	-	6,708,000
- Project 202301E	597,000	-	-	-	597,000
- Project 202401E	-	11,514,000	-	11,514,000	11,514,000
<i>Non-Revenue Fleet</i>					
- Project 202301J	951,000	292,421	-	292,421	1,243,421
- Project 202401J	-	35,941	-	35,941	35,941
<i>Paratransit Fleet</i>					
- Project 202301I	465,000	-	-	-	465,000
Total Allocations	\$ 62,204,625	\$ 39,651,804	\$ -	\$ 39,651,804	\$ 101,856,429

**Table 3 - Expenditures**  
**Hampton Roads Regional Transit Fund (HRRTF)**  
**Fiscal Year 2024**

Project	Total FY2020 - FY2023	Previous FY2024	August 2023	FY 2024	YTD	Total
<i>Regional Transit System - 757 Express</i>						
Transit Bus Expansion (Group A) - Project 202101A	\$ 9,099,298	\$ -	\$ -	\$ -	\$ -	\$ 9,099,298
Transit Bus Expansion (Group B) - Project 202301H	1,406	-	-	-	-	1,406
<i>Bus Stop Amenity Program</i>						
- Project 202101B	4,495,188	-	-	-	-	4,495,188
- Project 202201F	609,778	-	-	-	-	609,778
<i>Regional Transit System Technology</i>						
- Project 202101C	143,884	-	-	-	-	143,884
- Project 202201G	296,664	-	-	-	-	296,664
<i>Regional Transit Services</i>						
Operations & Maintenance RTS - Project 202201C	3,523,222	-	-	-	-	3,523,222
Development & Support Services RTS - Project 202201D	1,923,442	-	-	-	-	1,923,442
Operations & Maintenance RTS - Project 202301C	7,385,807	-	-	-	-	7,385,807
<i>Net Center Replacement</i>						
- Project 202101D	61,869	-	-	-	-	61,869
Robert Hall Blvd (Chesapeake) - Project 202201A	1,226,271	-	-	-	-	1,226,271
Evelyn T. Butts (Norfolk) - Project 202201B	-	-	-	-	-	-
<i>New Bus Operating Division - Southside</i>						
- Project 202101E	1,436,087	-	-	-	-	1,436,087
- Project 202201E	2,390,426	-	-	-	-	2,390,426
- Project 202301E	-	-	-	-	-	-
<i>Non-Revenue Fleet</i>						
- Project 202301J	-	-	-	-	-	-
<i>Paratransit Fleet</i>						
- Project 202301I	430,804	-	-	-	-	430,804
<b>Total Expenditures</b>	<b>\$ 33,024,146</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 33,024,146</b>

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



# HRTAC PROGRAM MONTHLY EXECUTIVE REPORT

November 2023

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## **ORIGINAL MAJOR PROJECTS**

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

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

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

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

**Project Financial Summary:**

<u>Project Budget (\$111,608,384):</u>	<u>Funds Expended (as of 10/31/2023):</u>	<u>Project Cost Over:</u>
○ PE \$ 2,738,567	\$ 2,738,567	\$ 0
○ RW \$ 32,494	\$ 32,494	\$ 0
○ CN \$ 108,837,323	<u>\$ 108,837,323</u>	<u>\$ 0</u>
	\$ 111,608,384	

**Project Schedule:**

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

**Enabling Funding**

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

**Project Status:**

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

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

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

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

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

**Project Financial Summary:**

Project Budget (\$159,559,703):	Funds Expended (as of 10/31/2023):	Project Cost Over:
○ PE \$ 2,869,659	\$ 2,869,659	\$ 0
○ RW \$ 530,122	\$ 530,122	\$ 0
○ CN \$ 156,159,922	<u>\$ 156,159,922</u>	\$ 0
	\$ 159,559,703	

**Project Schedule:**

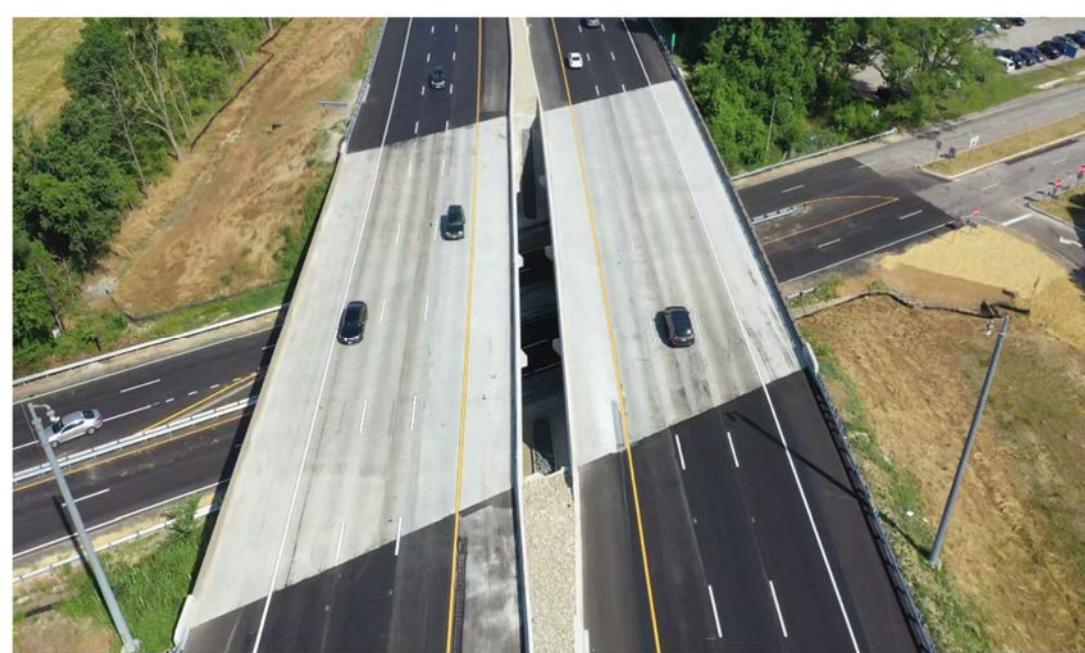
Notice To Proceed	February 2016
Project Completion	May 2019
Schedule Status	Completed

**Enabling Funding**

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

**Project Status:**

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

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

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

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

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

**Project Financial Summary:**

<u>Project Budget (\$244,045,973):</u>	<u>Funds Expended (as of 10/31/2023):</u>	<u>Project Cost Over/(Under):</u>
○ PE \$ 10,000,000	\$ 5,766,837	\$ 0
○ RW \$ 12,000,000	\$ 905,214	\$ 0
○ CN \$ 222,045,973	<u>\$ 201,006,721</u>	<u>\$ 0</u>
	\$ 207,678,772	

**Project Schedule:**

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

**Enabling Funding**

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

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

**Project Status:**

- In final contract close out

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

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

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

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

**Project Financial Summary:**

<u>Project Budget (\$158,730,023):</u>	<u>Funds Expended (as of 10/31/2023):</u>	<u>Project Cost Over:</u>
○ PE \$ 10,135,307	\$ 10,135,307	\$ 0
○ RW \$ 11,571,063	\$ 20,458,115	\$ 8,887,052
○ CN \$ 137,023,653	<u>\$ 122,305,951</u>	\$ 0
	\$ 152,899,373	

**Project Schedule:**

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

**Project Status:**

- In final contract close out

**Enabling Funding**

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

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

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

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

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

**Project Financial Summary:**

<u>Project Budget (\$194,503,887):</u>	<u>Funds Expended (as of 10/31/2023):</u>	<u>Project Cost Over:</u>
○ PE \$ 14,082,810	\$ 14,082,810	\$ 0
○ RW \$ 54,392,666	\$ 56,043,990	\$ 1,651,324*
○ CN \$ 126,028,411	<u>\$ 134,302,306</u>	<u>\$ 8,273,895**</u>
	\$ 204,429,106	

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

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

**Project Schedule:**

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

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

\*The Project Fixed Completion Date was extended from September 2021 to November 2022 due to additional scope and differing site conditions.

**Project Status:**

- In final contract close out

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

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

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

**Project Scope:**

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

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

**Project Financial Summary:**

<u>Project Budget (\$524,613,765):</u>	<u>Funds Expended (as of 10/31/2023):</u>	<u>Project Cost Over:</u>
○ PE \$ 12,200,000	\$ 12,189,268	\$ 0
○ RW \$ 18,726,000	\$ 11,351,642	\$ 0
○ CN \$ 493,687,765	<u>\$ 445,355,575</u>	<u>\$ 0</u>
	<u>\$ 468,896,485</u>	

**Project Schedule:**

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

**Enabling Funding**

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

- (1) The Project Fixed Completion Date was extended to December 2022 to add roadway/drainage infrastructure for future Part-Time Shoulder Express Lanes.
- (2) Open project to traffic 12/2023 and begin tolling 02/2024

**Project Status:**

- New HRB completed and open to traffic
- Great Bridge Blvd Bridge – Bridge open to traffic. Approach roadway and drainage completed. Traffic in final roadway configuration. Sidewalk and miscellaneous work continue.
- I-64 Bridge Widening over Military Highway, Yadkin Road, and Shell Road completed and open to traffic
- Drainage/stormwater, BMPs, plantings, pavement, ITS testing, signing, barriers, guardrail, punchlist activities continue at various locations throughout the corridor



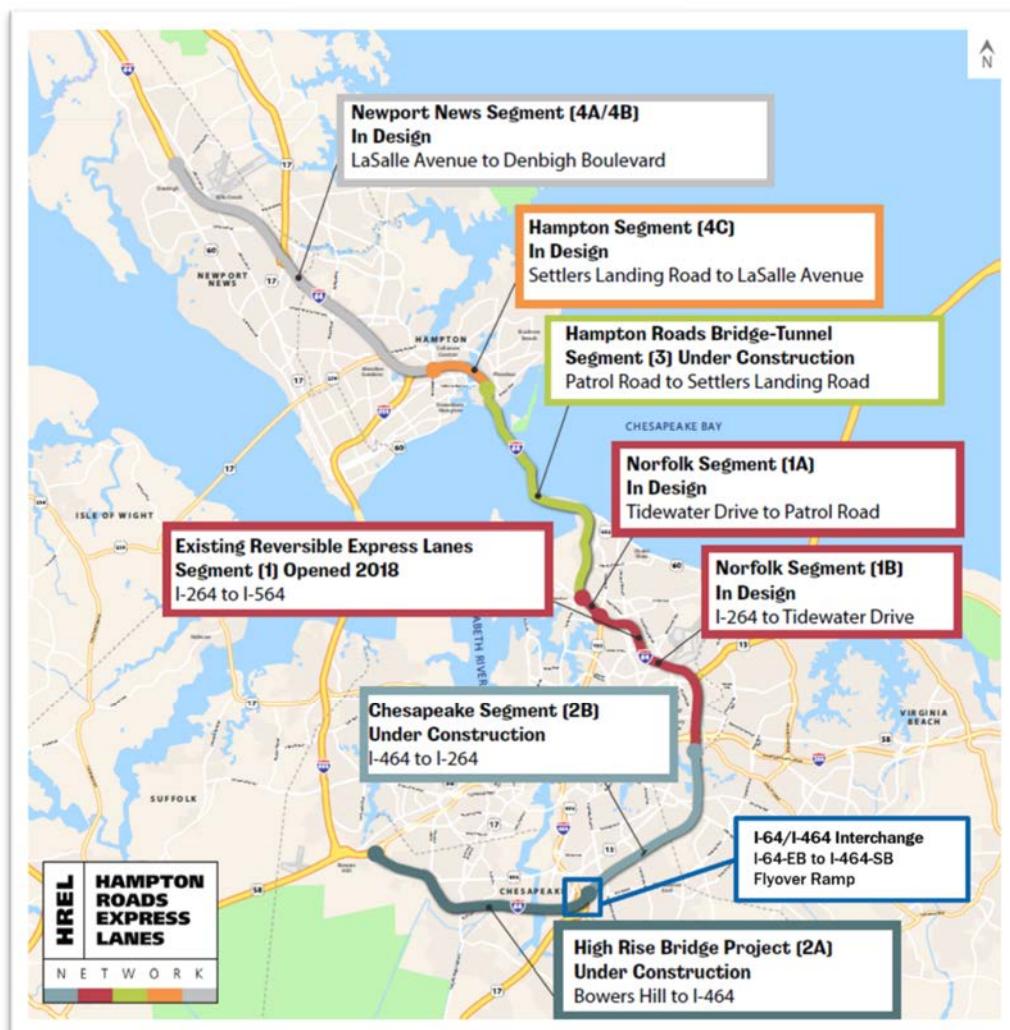
**Traffic on new High Rise Bridge (looking west)**



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

## HREL PROJECTS

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



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

From 0.078 Miles East of Patrol Road to 0.558 Miles East of Tidewater Drive, an existing General Purpose shoulder will be converted into a Part Time Shoulder Express Lane in each direction

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

**Project Financial Summary:**

<u>Project Budget (\$197,612,207):*</u>	<u>Funds Expended (as of 10/31/2023):</u>	<u>Project Cost Over:</u>
o PE \$ 4,900,000*	\$ 8,292,955	\$ 3,392,955**
o RW \$ 500,000	\$ 7,790	\$ 0
o CN \$ 192,212,207	<u>\$ 1,134,016</u>	\$ 0
	\$ 9,434,761	

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

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

**Project Schedule:**

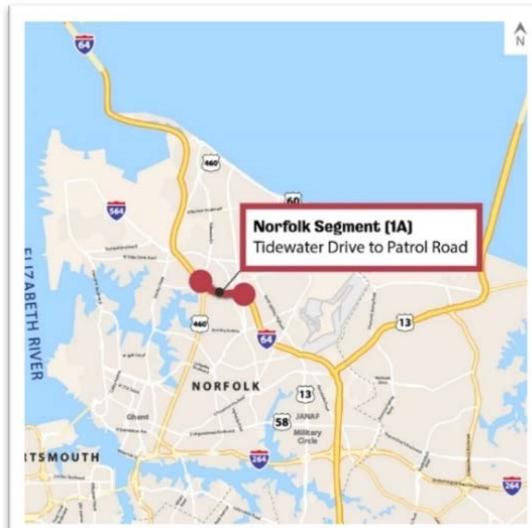
DB Notice to Proceed	December 20, 2022
Fixed Completion Date	January 15, 2026
Schedule Status	On-Schedule

**Enabling Funding**

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

**Project Status:**

- o VDOT has approved all 8 Stage 1 bridge reports and the Stage 2 packages have been submitted for review
- o VDOT has approved one advanced work package and shoulder strengthening and temporary pavement construction has started
- o VDOT has received the revised Field Inspection/Right of Way plan and is currently reviewing
- o VDOT has received the Advanced Work Package #2 and is currently reviewing



**HREL Segment 1B (Norfolk)**

**UPC 117840 (HRTAC) Phase 1-PE**  
**UPC 120863**

**Project Scope:**

From 0.558 Miles East of Tidewater Drive to 1.04 miles East of I-264, an existing General Purpose shoulder will be converted into a Part Time Shoulder Express Lane in each direction

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

**Project Financial Summary:**

<u>Project Budget (\$315,885,943):*</u>	<u>Funds Expended (as of 10/31/2023):</u>	<u>Project Cost Over:</u>
○ PE \$ 13,700,000*	\$ 1,874,015	\$ 0
○ RW \$ 2,865,000	\$ 0	\$ 0
○ CN \$ 299,320,943	<u>\$ 0</u>	<u>\$ 0</u>
	\$ 1,874,015	

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

**Project Schedule**

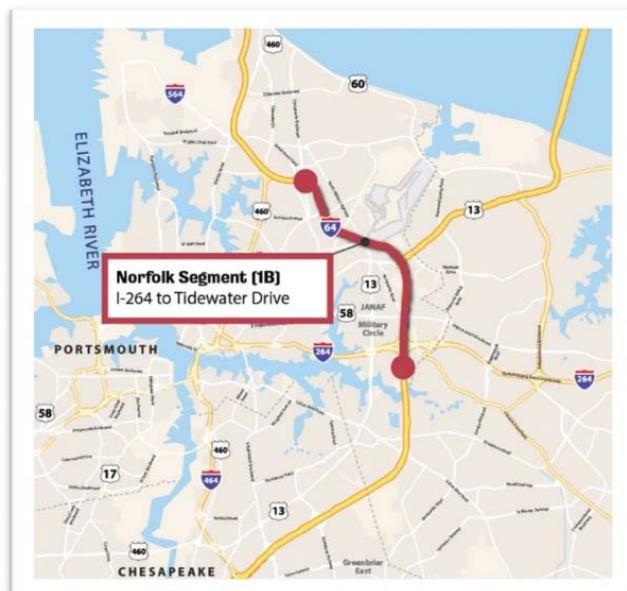
Public Hearing	December 1 & 2, 2021
Request for Qualifications	May 2024
Request for Proposals	September 2024
Notice to Proceed	July 2025
Fixed Completion Date	October 2028
Schedule Status	On-Schedule

**Enabling Funding**

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

**Project Status:**

- The preliminary design continues for the RFQ release



**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 10/31/2023):</u>	<u>Project Cost Over:</u>
○ PE \$ 2,538,000	\$ 2,543,662	\$ 5,662
○ RW \$ 0	\$ 0	\$ 0
○ CN \$ 22,462,000	\$ 22,373,265	\$ 0
	\$ 24,916,927	

**Project Schedule:**

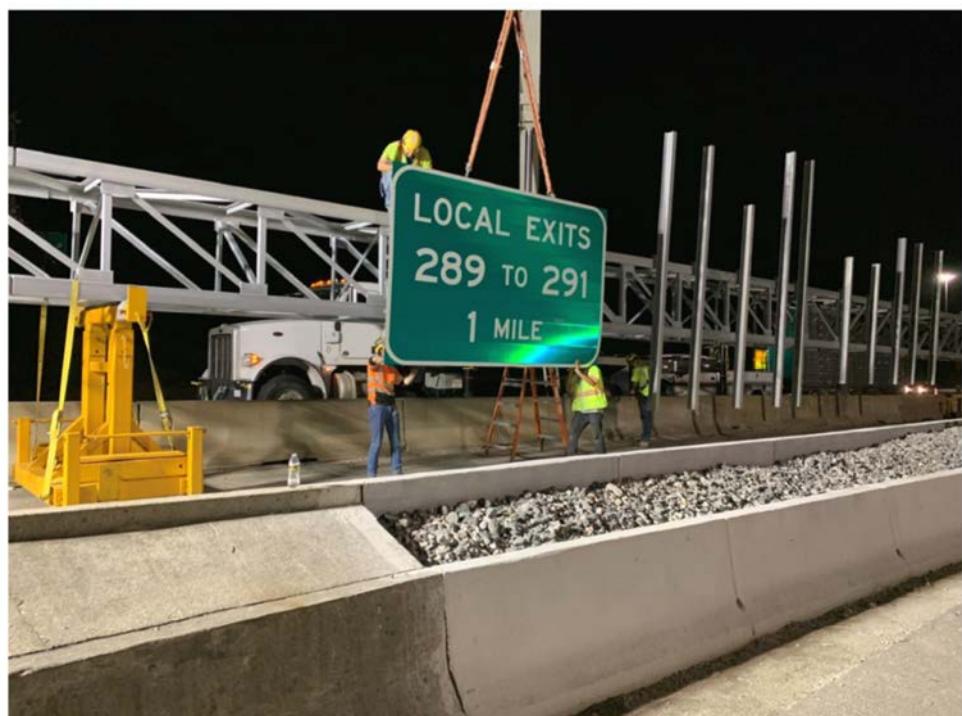
Notice to Proceed	October 2020
Project Completion	September 2022
Schedule Status	Completed

**Enabling Funding**

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

**Project Status:**

- In final contract close out (request to financially close has been submitted to PIM)

**Local Exit Sign for the Express Lanes**

**HREL Segment 3**

**UPC 118376**

Project Scope:

From 0.398 miles East of Settlers Landing Road to 0.078 miles East of Patrol Road, Express Lane tolling infrastructure is being installed in each direction for 9.7 miles within the HRBT expansion project limits. Enhancements to the Over Height Vehicle Detection System (OHVDS) will also be added in the Westbound direction of I-64 within the project limits.

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

Project Financial Summary:

<u>Project Budget (\$18,789,474):</u>	<u>Funds Expended (as of 10/31/2023):</u>	<u>Project Cost Over:</u>
○ PE \$ 1,361,556	\$ 154,063	\$ 0
○ RW \$ 0	\$ 0	\$ 0
○ CN \$ 17,427,918	\$ 0	\$ 0
	\$ 154,063	

Project Schedule:

Willingness Posted	April 26, 2023 *
Design Approval	March 6, 2024
Advertisement	January 14, 2025**
Award	May 22, 2025**
Project Completion	June 2027 **
Schedule Status	On-Schedule

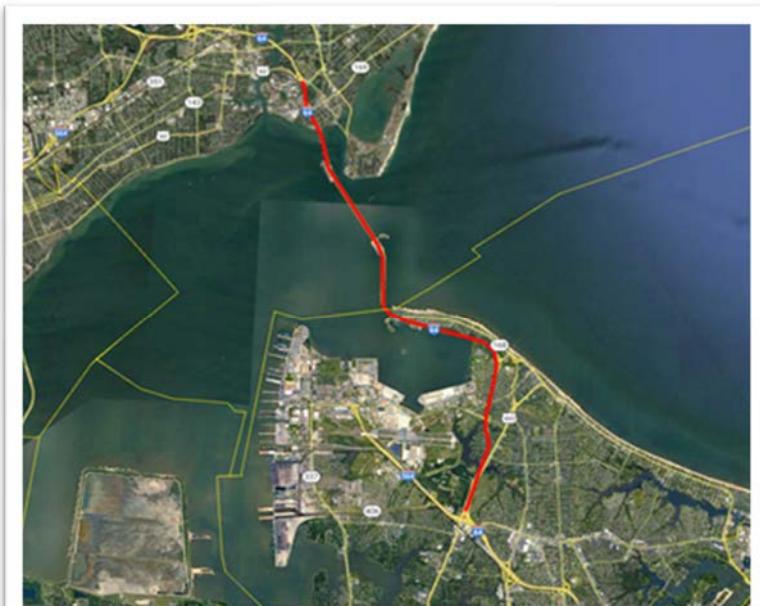
<u>Enabling Funding</u>	
HRTAC	\$ 18,789,474
State/Federal	\$ _____
	\$ 18,789,474

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

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

Project Status:

- Refining Tolling and OHVDS design and documents for Design Approval
- Revising schedule and estimate to incorporate additional Express Lane scope



**HREL Segment 4A/4B (Newport News)****UPC 117839 (HRTAC) Phase 1-PE**  
**UPC 119824****Project Scope:**

From 1.20 miles west of Denbigh Boulevard 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 0.139 miles east of 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 three bridges (EB/WB Armistead Avenue, EB/WB Billy Woods Canal, and EB/EB J. Clyde Morris Blvd)
- Includes tolling gantries, and overhead signage

**Project Financial Summary:**

<u>Project Budget (\$172,220,184):*</u>	<u>Funds Expended (as of 10/31/2023):</u>	<u>Project Cost Over:</u>
○ PE \$ 12,891,063*	\$ 8,394,700	\$ 0
○ RW \$ 1,850,000	\$ 43,209	\$ 0
○ CN \$ 157,479,121	\$ 0	\$ 0
	\$ 8,437,909	

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

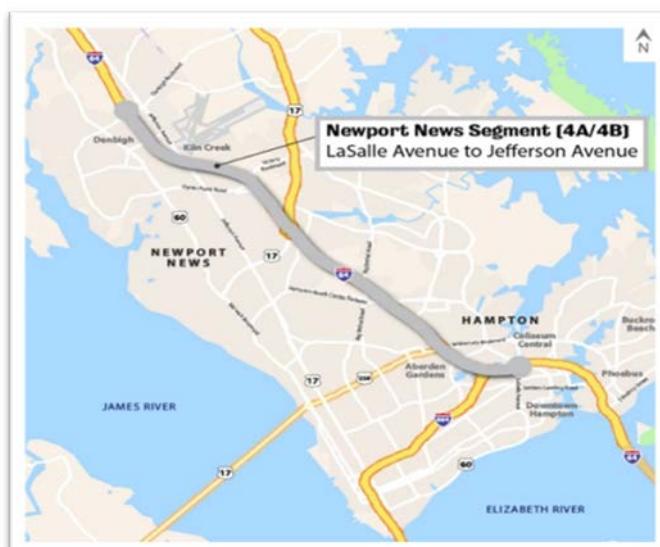
**Project Schedule:**

Public Hearing	September 29 & 30, 2021
Advertisement	November 9, 2023
Notice to Proceed	February 21, 2024
Fixed Completion Date	November 29, 2027
Schedule Status	On-Schedule

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

**Project Status:**

- Received Design Approval from Central Office on February 18, 2022
- Technical design and plan production continues to progress
- Federal authorization received May 4, 2022
- Advertisement submission completed September 19, 2023



**HREL Segment 4C (Hampton)****UPC 117841 (HRTAC) Phase 1- PE**  
**UPC 119638****Project Scope:**

From 0.139 miles East of LaSalle Avenue to 0.379 miles East of Settlers Landing Road, one Express Lane will be constructed, and one general purpose lane will be converted into an Express Lane in each direction for 2.4 miles

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

**Project Financial Summary:**

<u>Project Budget (\$407,922,054):</u>	<u>Funds Expended (as of 10/31/2023):</u>	<u>Project Cost Over:</u>
○ PE \$ 6,167,176	\$ 6,169,373	\$ 2,197
○ RW \$ 8,000,000	\$ 1,482,328	\$ 0
○ CN \$ 393,754,878	<u>\$67,170,439</u>	\$ 0
	\$74,822,140	

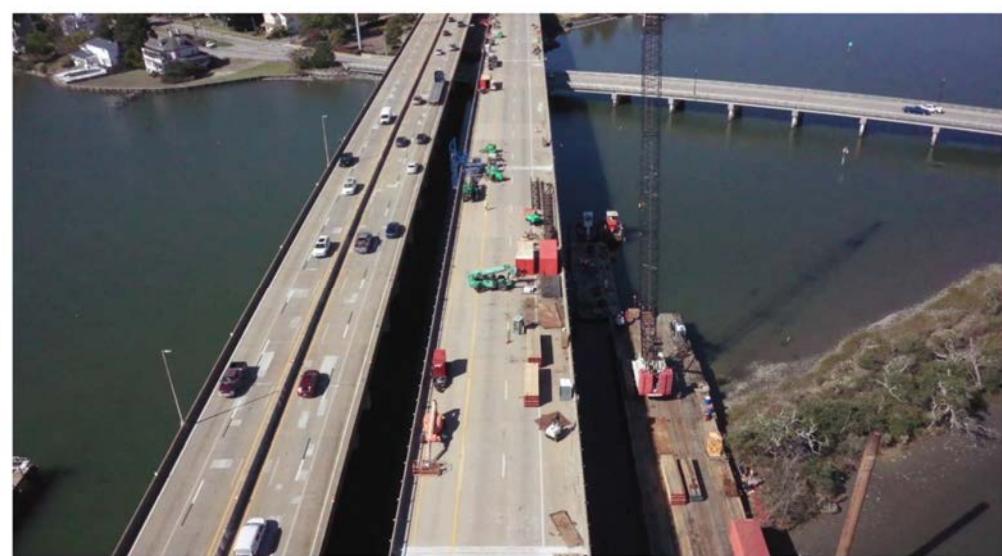
**Project Schedule:**

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

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

**Project Status:**

- Project Awarded to Shirley-Branch Joint Venture (SBJV)
- JPA Environmental Permit was approved in September 2023
- 100% Roadway Plans are approved. Bridge plans are currently under review
- Traffic switch onto EB 64 Hampton River bridge has been implemented
- Bridge rehabilitation work on the WB Hampton River bridge is underway
- Roadway widening work in the median continues

**HREL 4C installation of temporary trestle along the WB 64 Hampton River bridge**

### I-64/I-464 Interchange Exit 291 Ramp Improvements

UPC 120375

#### Project Scope:

To improve the I-64/I-464 Interchange and provide a direct connection between I-64 EB and Route 168 SB (Chesapeake Expressway) via I-464 SB. The project limits on I-64 are from 1.815 miles east of the Intersection of I-464 southbound to 0.229 miles west of the Intersection of I-464 southbound. The project includes the following:

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

#### Project Financial Summary:

Project Budget (\$180,862,923):	Funds Expended (as of 10/31/2023):	Project Cost Over:
○ PE \$ 4,420,000	\$ 1,744,544	\$ 0
○ RW \$ 1,685,720	\$ 0	\$ 0
○ CN \$174,757,203	\$ 0	\$ 0
	\$ 1,744,544	

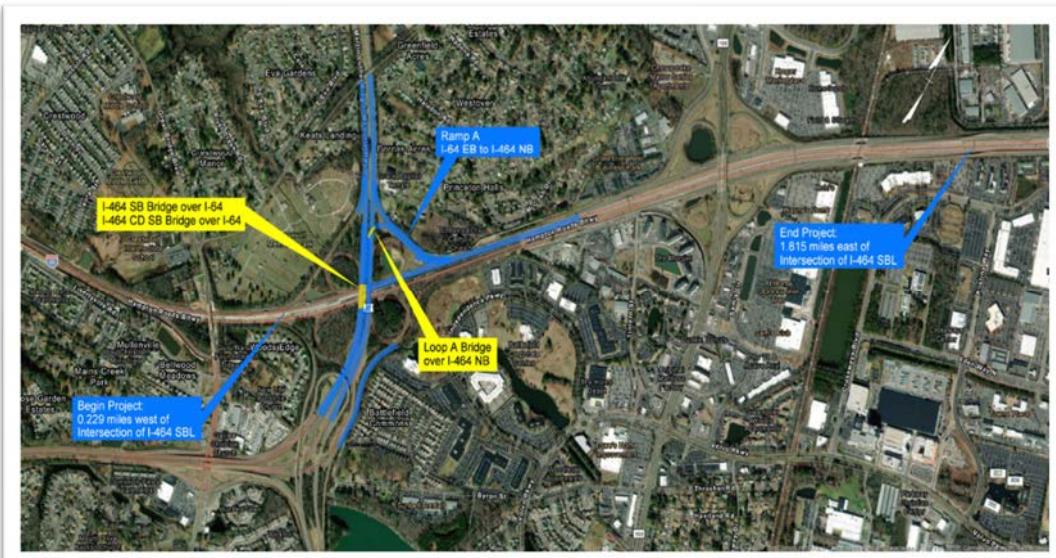
#### Project Schedule:

Request for Qualifications	April 12, 2023
Public Hearing	May 2023
Request For Proposals	July 11, 2023
Notice to Proceed	February 15, 2024
Project Completion	September 7, 2027
Schedule Status	On-Schedule

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

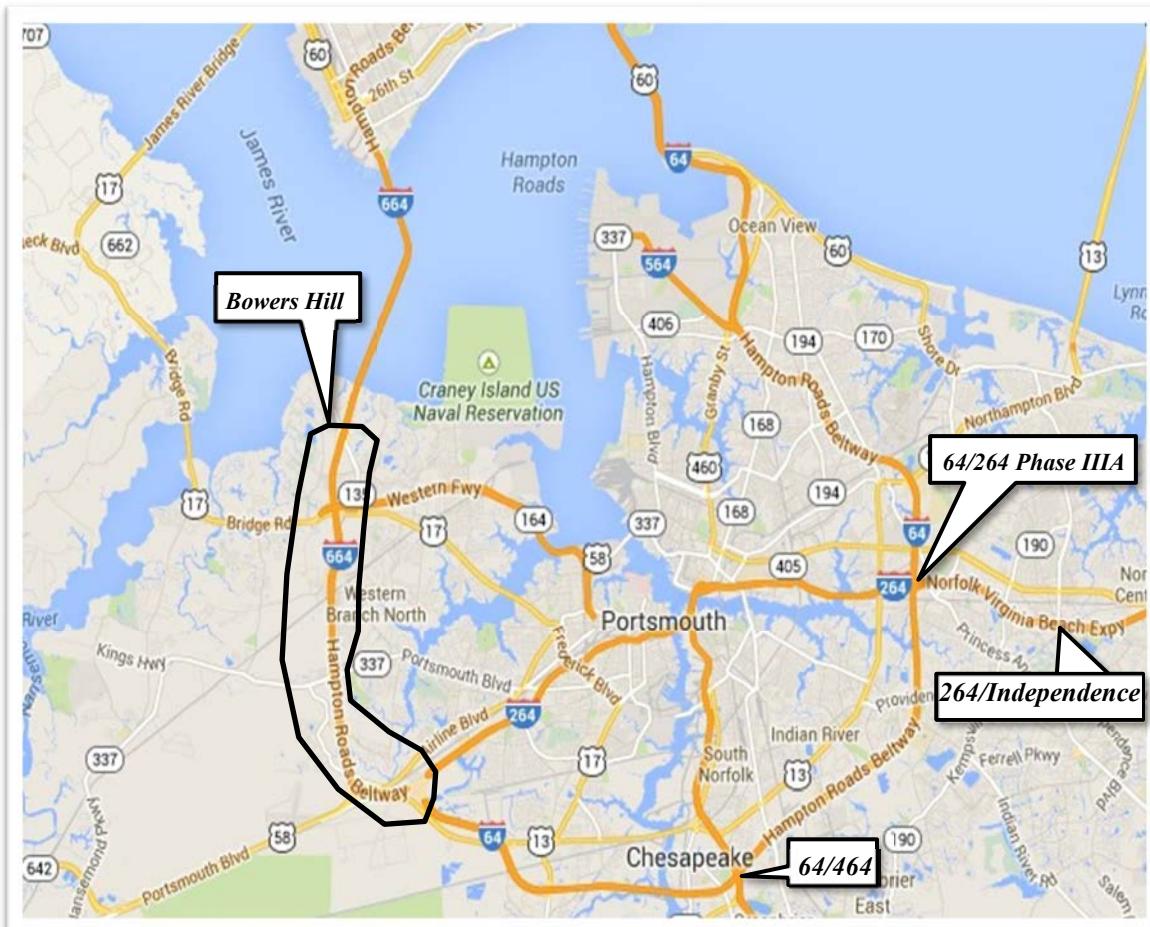
#### Project Status:

- RFQ release occurred on April 12, 2023
- Public Hearing occurred on May 23, 2023
- RFP was released on July 11, 2023
- RFP Addendum released on September 12, 2023
- Design-Builder selection process is underway



## OTHER MAJOR PROJECTS

I-264/I-64 Interchange Phase III-A	In Design
Bowers Hill Interchange	Under Study
I-64/I-464 Interchange IAR	Under Study
I-264/Independence Blvd Interchange IAR	Under Study
I-64 Denbigh Blvd Interchange, Phase 2	In Design



**I-64/I-264 Phase III-A****UPC 106693 (HRTAC)****Project Scope:**

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

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

**Project Financial Summary:**

<u>Project Budget (\$7,500,000):</u>	<u>Funds Expended (as 10/31/2023):</u>	<u>Project Cost Over:</u>
○ PE \$ 7,500,000	\$ 6,136,020	\$ 0
○ RW \$ 0	\$ 0	\$ 0
○ CN \$ 0	<u>\$ 0</u>	<u>\$ 0</u>
	\$ 6,136,020	

**Project Schedule:**

IMR Final Approval	October 2020
Complete Preliminary Design	January 2023
Request for Qualifications	December 2024
Request for Proposals	May 2025
Award	December 2025
Schedule Status	On-Schedule

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

**Project Status:**

- Preliminary design and plans for Subproject III-A complete
- PFI-level project cost estimate for Subproject III-A complete
- Continued development of revised NEPA document
- Seeking approvals for Design Waivers and Exceptions
- Finalizing procurement contract for DB Contract Development – NTP to begin January 2024

**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.
- Scope also includes the IAR of the Bowers Hill interchange and the I-664 widening to College Drive. HRTAC added \$4 million of funding to the UPC in July 2023 for the IAR study.

**Study Financial Summary:**

<u>Project Budget (\$11,904,630):</u>	<u>Funds Expended (as of 10/31/2023):</u>	<u>Project Cost Over:</u>
○ PE \$ 11,904,630	\$ 6,075,047	\$ 0
○ RW \$ 0	\$ 0	\$ 0
○ CN \$ 0	\$ 0	\$ 0
	\$ 6,075,047	

**Study Schedule:**

Begin NEPA Process	July 2020
Preferred NEPA Alternative Recommendation	February 2022
NEPA Completion	March 2024*
IAR Consultant NTP	June 2023
IAR Completion March	June 2025
Schedule Status	On-Schedule

<u>Enabling Funding</u>	
HRTAC	\$ 11,904,630
State/Federal	\$ _____.
	\$ 11,904,630

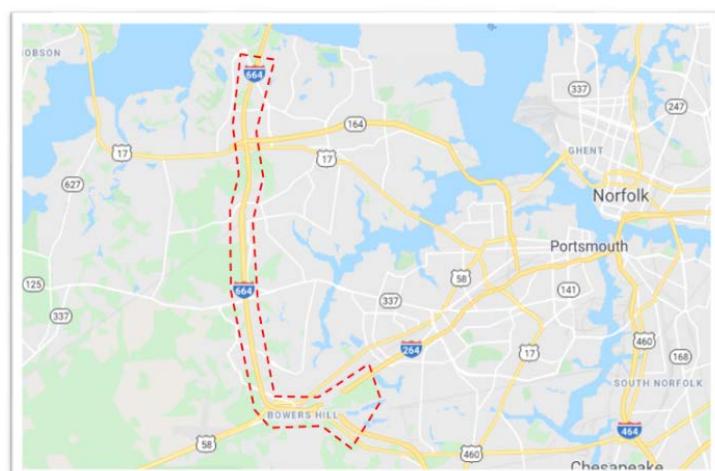
\*Pending FHWA's final decision on the Record of Decision (ROD)

**Study Status:****NEPA**

- Coordination with FHWA VA Division, U.S. Army Corps of Engineers, and U.S. Environmental Protection Agency on comments received on the Draft EIS continues

**IAR**

- IAR Kickoff meeting occurred on July 26, 2023
- Traffic Data Collection was completed 10/15/23-10/21/23 for the IAR
- IAR Final Framework finalization is currently being worked on and anticipated to be submitted for final signatures by early November



**I-64/I-464 Interchange IAR****UPC 122714 (HRTAC)****Study Scope:**

Study and develop an IAR of the entire interchange

**Study Financial Summary:**

<u>Project Budget (\$2,500,000):</u>	<u>Funds Expended (as of 10/31/2023):</u>	<u>Project Cost Over:</u>
o PE \$ 2,500,000	\$ 35,646	\$ 0
o RW \$ 0	\$ 0	\$ 0
o CN \$ 0	\$ 0	\$ 0
	\$ 35,646	

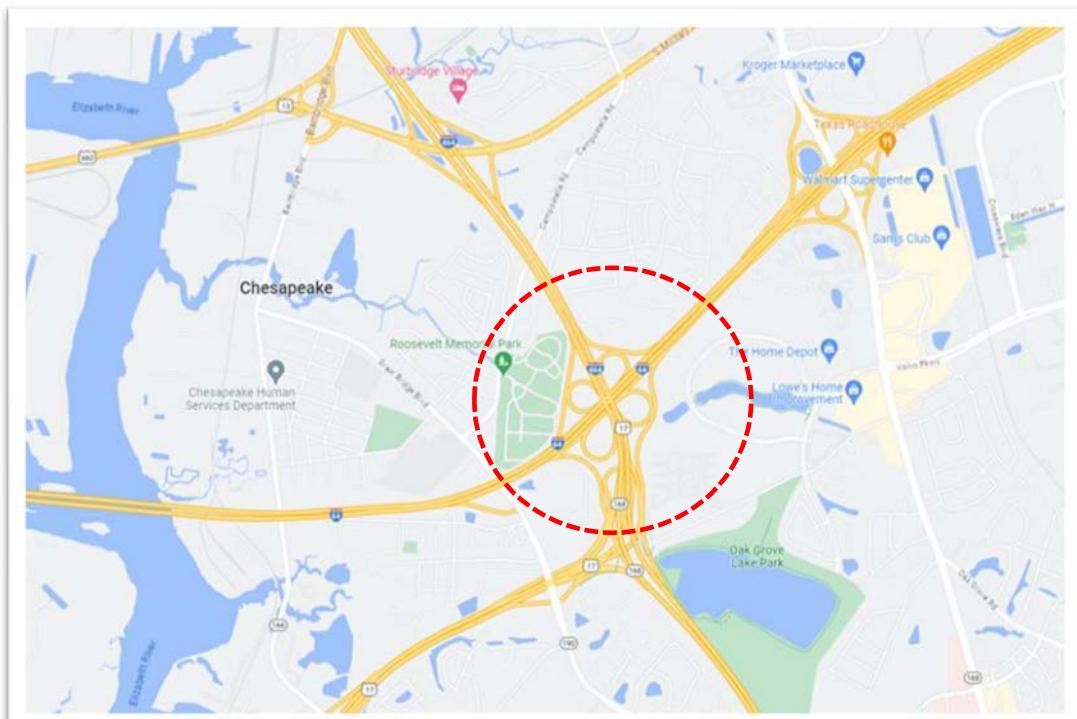
**Study Schedule:**

Study Authorization	January 2023
LD-459 Framework Document	April 2023
Preferred Alternatives	January 2024
Public Hearing/CIM	April 2024
Final IAR Submission	October 2024
Schedule Status	On-Schedule

<u>Enabling Funding</u>	
HRTAC	\$ 2,500,000
State/Federal	\$ _____
	\$ 2,500,000

**Study Status:**

- o Framework Document signed and approved April 14, 2023
- o Data Collection completed in the first week of May 2023
- o No Build Conditions have been sent to review team
- o Existing Conditions package has been resubmitted to review for final approval



I-264/Independence Blvd Interchange IAR

**UPC 122761 (HRTAC)**

### Study Scope:

Study and develop an IAR of the entire interchange

## Study Financial Summary:

<u>Project Budget (\$1,250,000):</u>	<u>Funds Expended (as of 10/31/2023):</u>	<u>Project Cost Over:</u>
o PE \$ 1,250,000	\$ 18,455	\$ 0
o RW \$ 0	\$ 0	\$ 0
o CN \$ 0	<u>\$ 0</u>	\$ 0
	\$ 18,455	

## Study Schedule:

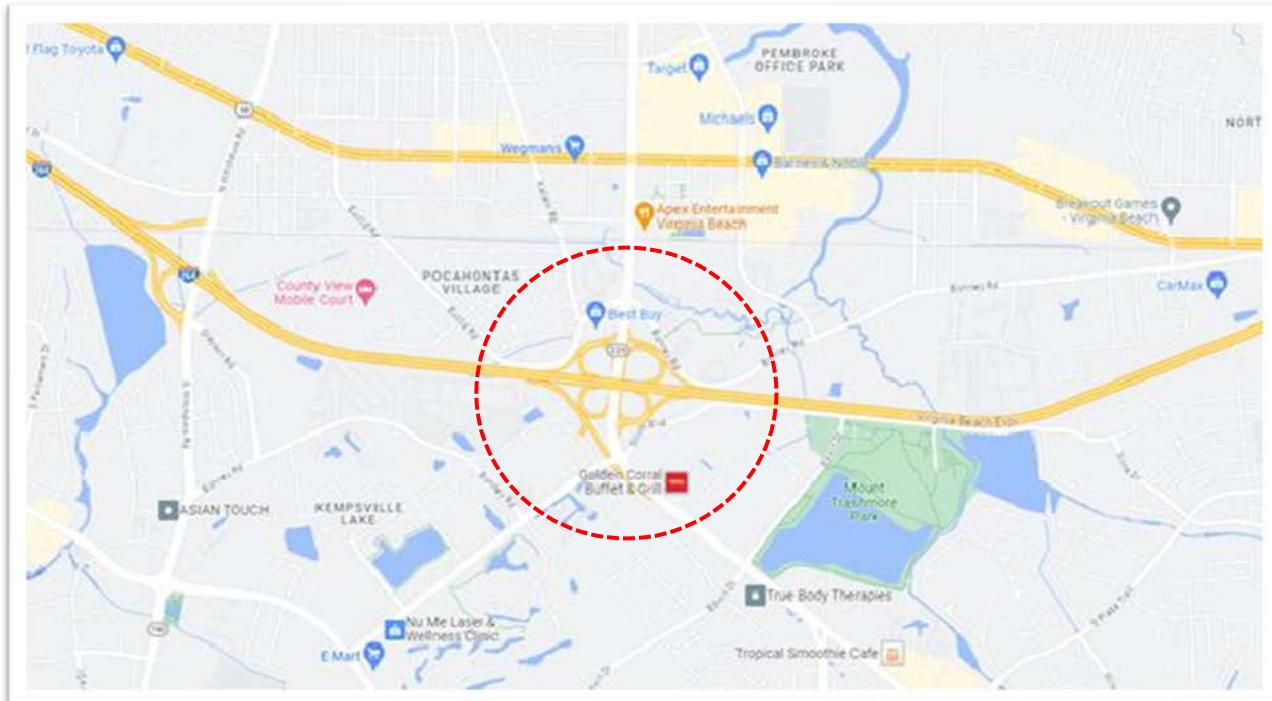
Framework Document	September 2023
Existing Conditions Analysis	December 2023
Future Design Year Volumes	January 2024
Tier 1 Concept Development & Screening	June 2024
Tier 2 Final Alternatives Summary and Selection	December 2024
Project Prioritization/Phasing Memo	March 2025
Study Completion	July 2025
Schedule Status	On Schedule

## Enabling Funding

HRTAC \$ 1,250,000  
State/Federal \$ \_\_\_\_\_.  
\$ 1,250,000

### Study Status:

- VDOT/Consultant coordination meeting was held on 10/17/23 to discuss project progress and updates
- Draft framework document was submitted on 10/18/23 for review with comments due by 10/27/23
- Raw Traffic count data was submitted by consultants on 10/31 for review



**I-64 Denbigh Blvd. Interchange, Phase 2****UPC 123656 (HRTAC)****Project Scope:**

Study/design to construct a new interchange on Interstate 64 at Denbigh Boulevard in Newport News. Project limits are from 0.24 mi. North of Rte 173 (Denbigh Blvd.) to 0.23 mi. South of Rte 173 (Denbigh Blvd.)

- Includes widening the existing Denbigh Boulevard bridge over I-64 and CSXT railroad
- Includes the construction of new access ramps, sound walls, and stormwater management facilities

**Project Financial Summary:**

<u>Project Budget (\$188,063,070):</u>	<u>Funds Expended (as 09/30/2023):</u>	<u>Project Cost Over:</u>
○ PE \$ 17,712,000	\$ 0	\$ 0
○ RW \$ 8,931,026	\$ 0	\$ 0
○ CN \$161,420,044	<u>\$ 0</u>	\$ 0
	\$ 0	

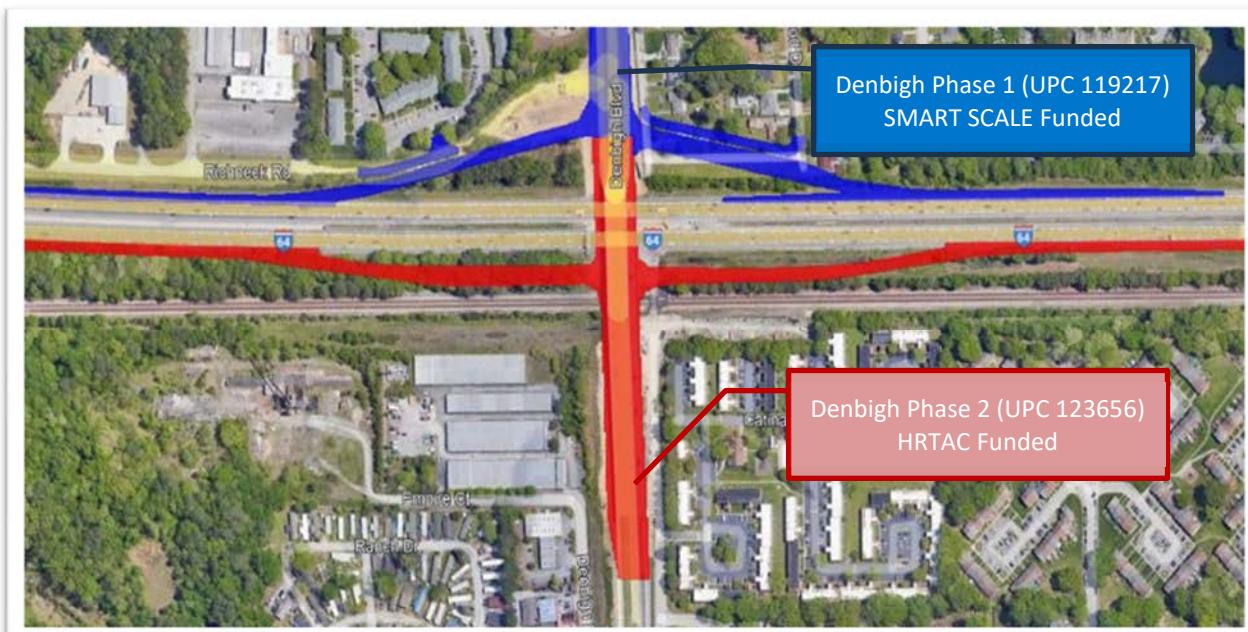
**Project Schedule:**

Public Hearing	June 2024
Advertisement	April 2030
Notice to Proceed	August 2030
Fixed Completion Date	August 2033
Schedule Status	On-Schedule

<u>Enabling Funding</u>	
HRTAC	\$ 188,063,070
State/Federal	\$ _____.
	\$188,063,070

**Project Status:**

- PE Authorized September 6, 2023
- Preliminary design and plans are underway
- VDOT/Newport News meeting held on October 26, 2023 to present project scope, challenges, and schedules
- Preliminary right of way coordination with CSXT railroad is in progress





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

**Report No. 55**  
Project No. 0064-M06-032



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**Issue Date: November 7, 2023**

Prepared by:

Virginia Department of Transportation

[www.hrbtexpansion.org](http://www.hrbtexpansion.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 September 24, 2023 – October 21, 2023. The Design-Builder for the project is Hampton Roads Connector Partners (HRCP), a consortium that includes lead contractors Dragados, Vinci, Flatiron, and Dodin Campenon Bernard, with lead designers HDR and Mott MacDonald.

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

During this reporting period, project accomplishments included the following:

- South Island Progress:
  - Ballast delivery system installation at the headwall in Cell 1 at 85% complete.
- Tunnel Progress:
  - Excavated 876 ft this period (2,546 ft total excavation) for High Occupancy Toll (HT) tunnel.
- North Island Progress:
  - Jet grout approach plug at 70% complete.
  - Installation of concrete for headwall 44% complete.
  - Installation of rebar for Cell 1 base slab at 75% complete.
- Landside Progress:
  - Completed installation of steel girders at 1<sup>st</sup> View Street Bridge for eastbound widening.
- Marine Progress:
  - North Trestle eastbound piles 90% complete.
  - North Trestle westbound piles 51% complete.
  - South Trestle eastbound decks 33% complete.
  - South Trestle westbound MOT beams 84% complete.

### 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 50 (data date: September 24, 2023), and the schedule information in this report reflects this update. Schedule 50 was returned Approved as Noted on October 16, 2023.

- Contractual Substantial and Final Completion Dates remain unchanged.
- HRCP's Schedule Update 50 is reporting Substantial Completion on September 24, 2026.
- HRCP's Schedule Update 50 is reporting Final Completion on November 23, 2026.

### Project Budget

The project budget summary below now includes all incurred to date costs through September 23, 2023 and does not include forecasted cost outside of the reporting period.

- Project budget overview:

Current total project budget:	\$ 3,935,451,641
Total costs to date:	\$ 2,052,913,679
<b>Remaining project budget:</b>	<b>\$ 1,882,537,962</b>

- Design-build contract overview:

Design-build contract original amount:	\$ 3,299,997,227
Net change orders:	\$ (10,798,042)
Exercised Options:	\$ 73,454,414
Material Price Adjustments to Date:	\$ 3,143,666
Assessed Liquidated Damages (LD):	\$ (939,000)
Design-build contract sum to date:	\$ 3,364,858,266
Expenditures to date:	\$ 1,954,699,553
<b>Remaining design-build contract amount:</b>	<b>\$ 1,410,158,712</b>

- Design-build progress to date:

Project Management:	69.7%
Design:	91.5%
Physical Construction Progress:	40.5%
<b>Overall:</b>	<b>58.1%</b>

## Environmental

Environmental updates for this reporting period include:

- HRCP provided response letters dated September 26 and 29, 2023, addressing correspondence from the U.S. Army Corps of Engineers (USACE), DEQ, and VDOT regarding HRCP's environmental performance and plan for improvement.
- HRCP submitted a post-removal survey of the Cluster 109 mitigation measures to USACE on October 16, 2023.
- DEQ provided comments on September 29, 2023 following their review of the revised Wastewater Treatment Plant Operation & Maintenance Manual. HRCP provided initial responses to DEQ's questions on October 11, 2023.

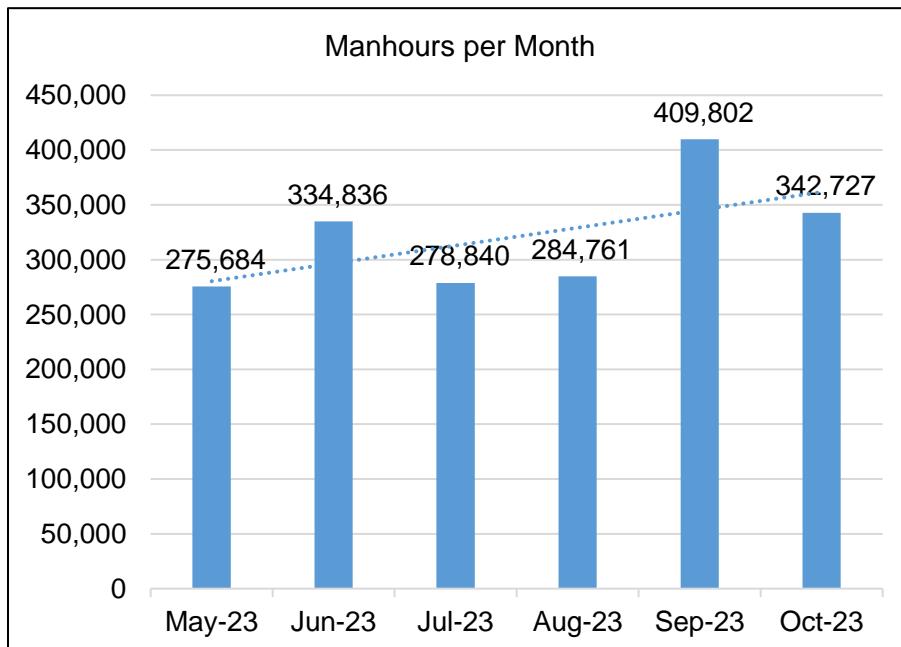
## Construction

Summary progress updates for this reporting period include:

- Landside Roadways
  - Completed placement of asphalt in median between 15<sup>th</sup> View St. and 13<sup>th</sup> View St. for westbound widening.
  - Completed retaining wall 407 tie-in to Oastes Creek Abutment A for eastbound widening.
- Marine Works
  - Placed beams at North eastbound permanent trestle (18 installed this period).
  - Drove piles at North westbound permanent trestle (2 installed this period).
  - Drove piles at South westbound permanent trestle (8 installed this period).
  - Placed beams at South westbound MOT trestle (10 installed this period).
- Tunnels and Islands
  - Excavated 876 ft this period (2,546 ft total excavation) for High Occupancy Toll (HT) tunnel.
  - Jet grout approach plug at 70% complete at the North Island.
  - Installation of concrete for headwall at 44% complete at the North Island.
- Landside Bridges
  - Completed concrete placement of Spans 50, 51, and 79 decks and Spans 51 – 64 parapet wall at Willoughby Bay Bridge for eastbound widening.
  - Began and completed installation of steel girders at 1<sup>st</sup> View Street Bridge for eastbound widening.
  - Completed concrete placement for backwall at Abutment A at Bay Avenue Bridge for eastbound widening.
  - Completed Bent 20 pile driving and cap installation, and installation of Span 21 girders at Bay Avenue Bridge for eastbound widening.
  - Completed placement of footings and pedestals at Abutment A at Evans Street Bridge for eastbound widening.
  - Completed placement of footing at Abutment B at Bayview Bridge for eastbound widening.

- Completed pile driving at Abutment A at Patrol Road Bridge for eastbound widening.

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



**Project Manhours to Date:**  
9,277,438

## Operations

The following operations activities took place during this reporting period:

- Short-term lane closure at Mallory westbound for overhead sign structure #12 and installation of drilled shaft foundations.
- Slow rolls and all stops on I-64 for Mallory Bridge girder, overhang, and deck pan installation.
- Lane shift on eastbound I-64 on Willoughby Spit in Norfolk.

## Quality

Quality updates for this reporting period include:

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



## Safety

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

- Total Recordable Incidence Rate: 1.64 (National Average: 2.5)
- Lost Time Incidence Rate: 0.26 (National Average 1.6)

## Civil Rights & DBE/SWaM Business Opportunities

HRCP has awarded **346** subcontracts, subconsultant agreements, and purchase orders to certified DBE/SWaM firms on the project. These contract awards represent a total of **\$542.2 million** to certified DBE/SWaM firms.

## Public Outreach & Media

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

- HRBT Project Director presented at Virginia Governor's Transportation Conference in Northern Virginia.
- Project team hosted an information booth at the NASA Langley Open House in Hampton.

## 2. Project Schedule

### 2.1 Schedule Status

The following table depicts key milestone dates for the project and has been updated as of the current approved schedule. The last approved schedule for the project is Update 50 (data date: September 24, 2023), and the schedule information in this report reflects this update. Contractual Substantial and Final Completion dates remain unchanged.

	Contract Requirement	September 2023 Schedule	Actual
<b>NTP</b>		Sep 11, 2020	Sep 11, 2020
<b>Substantial Completion</b>	Sep 1, 2025	Sep 24, 2026	
<b>Final Completion</b>	Nov 1, 2025	Nov 23, 2026	

### 2.2 Longest Path

The longest path/critical path in Project Schedule Update 50 is driven by the following activities:

- TBM drive in High Occupancy Toll Tunnel
- TBM U-Turn on North Island
- TBM drive in General Purpose Tunnel
- TBM disassembly in south pit
- General Purpose Tunnel Interior Fit Out – Section 8
- General Purpose Egress Corridor – Fire Life Safety System
- Commissioning – General Purpose Tunnel – Functional Testing
- Commissioning – High Occupancy Toll and General Purpose Operational Testing
- Commissioning – Tunnel, Buildings, Roadways, and Trestles Integration Testing
- ITT Reversal
- Substantial Completion

### 2.3 Impact Analysis

Several elements of work are near-critical and could affect schedule performance if they are not addressed diligently. VDOT and HRCP are closely monitoring these activities. The following work elements have been identified as near critical, meaning there is less than one month of float in Schedule Update 50.

## South Portal

- South Island Expansion – Rectilinear Approach Construction – Cell 1 Mud Slab, Cell 2 Mud Slab, Base Slab, Ballast Concrete, & Exterior Walls
- South Portal – Rectilinear Approach Permanent Structures
- South Portal Cell 1 & 2 Permanent Structures – Exterior Walls, Interior Walls & Slabs, Roof Slabs

## South Island

- South Island – Temporary Private Utilities (Verizon & VDOT/Cox)
- Slurry Treatment Plant Disassembly & Demobilization
- South Island Buildings – Ventilation Building, Flood Gate House Building, Inspection Booths, Generator Building, and Fuel & Water Tanks

## Tunneling

- Tunneling U-Turn – Preparation, Gantry 3 & 4
- General Purpose Tunnel – Interior Structures Construction

## North Portal

- North Portal – Temporary Headwall Construction
- North Portal – Cell 2 Excavation & Strut Installation
- North Portal Cell 1 & 2 Permanent Structures – Cell 2 Mud Slab & Base Slab, Cell 1 & 2 Exterior Walls, Interior Walls & Slabs
- North Portal – Rectilinear Approach Permanent Structures

## North Island

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

## Roadway and Land Bridges

- Segment 1 Phase 1 – I-64 North Shore Roadway, Waterline Relocation, Drainage, and RW108
- Segment 1 – Shore Feeder Medium Voltage Cable Relocation
- Segment 1, 3, 3b, 3d, & 4 – ITS – Lane Use Signals, Overhead Sign Structure, Dynamic Messaging Sign, and Overheight Detector
- Segment 3b Phase 1, 2, 2A, 3A, 4 – I-64 Willoughby Spit PV Drains/Ground Improvement, Retaining Walls, Drainage, Roadway, and Temporary Lighting
- Segment 3b – Rockfish Substation
- Segment 3b Phase 4 – 13<sup>th</sup> Avenue Ramp C & F Construction
- Segment 3d Phase 1, 2, 2A, 3 & 4 – Willoughby Bridge to Mason Creek – Median Widening, Retaining Walls, Storm Drainage and Roadway
- Segment 3d 4<sup>th</sup> View Ramp H & I – Surcharge and Ramp Construction

- Segment 4 Phase 2, 2A, 3, 4, 4A – Norfolk to Navy – Median Widening, Retaining Walls, Storm Drainage, and Roadway
- Mallory Bridge – Phase 1 & 2
- 13<sup>th</sup> Avenue Bridge – Eastbound Substructure & Superstructure
- 13<sup>th</sup> Avenue Bridge – Westbound Median Pier 1 & 2, West Bound Rehabilitation – Expansion Joints & Decks
- Willoughby Bay Bridge – Eastbound Superstructure Construction & Rehabilitation, Westbound Substructure, Superstructure Construction & Rehabilitation
- 4<sup>th</sup> View Bridge – West Bound Rehabilitation
- Mason Creek – East Bound Substructure Construction, West Bound Rehabilitation
- 1<sup>st</sup> View Bridge – East Bound Substructure Construction, West Bound Rehabilitation
- Bay Avenue Bridge – West Bound Rehabilitation
- Evans Street Bridge – East Bound Substructure Construction & Rehabilitation, West Bound Rehabilitation
- Bay View Bridge – East Bound Substructure & Superstructure Construction, West Bound Rehabilitation
- Oastes Creek Bridge – Westbound Substructure, Superstructure Construction & Rehabilitation

### **Trestles**

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

### **Commissioning and Integration**

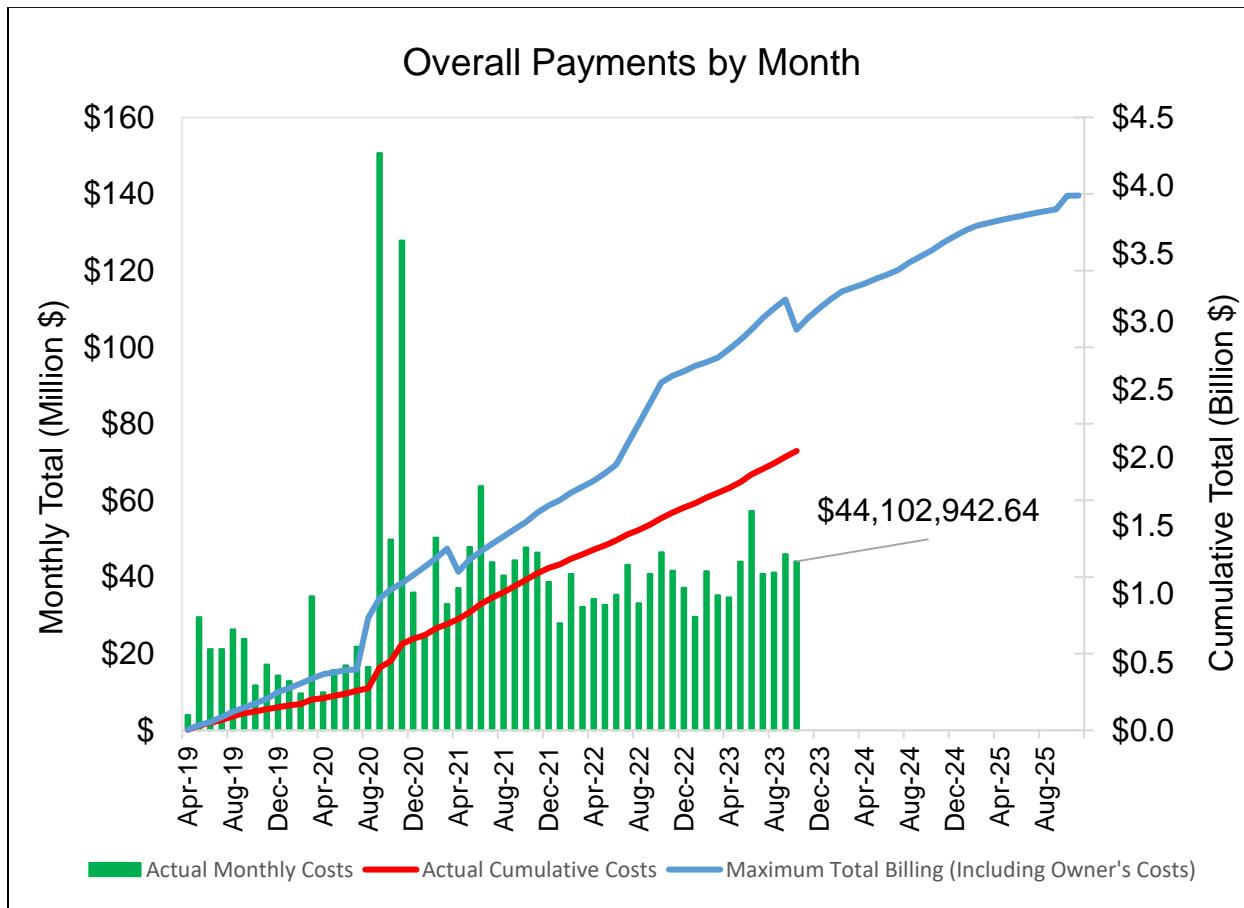
- General Purpose Tunnel – Functional Testing – Low Point Pump Station Drainage, Fire Suppression and Detection, Booster Fans, Lighting
- North Island Buildings – Functional Testing – Mechanical Pressurization
- South Island Buildings – Functional Testing – Electrical Medium Voltage/Low Voltage
- Commissioning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

### 3. Project Budget

#### 3.1 Overall Budget

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

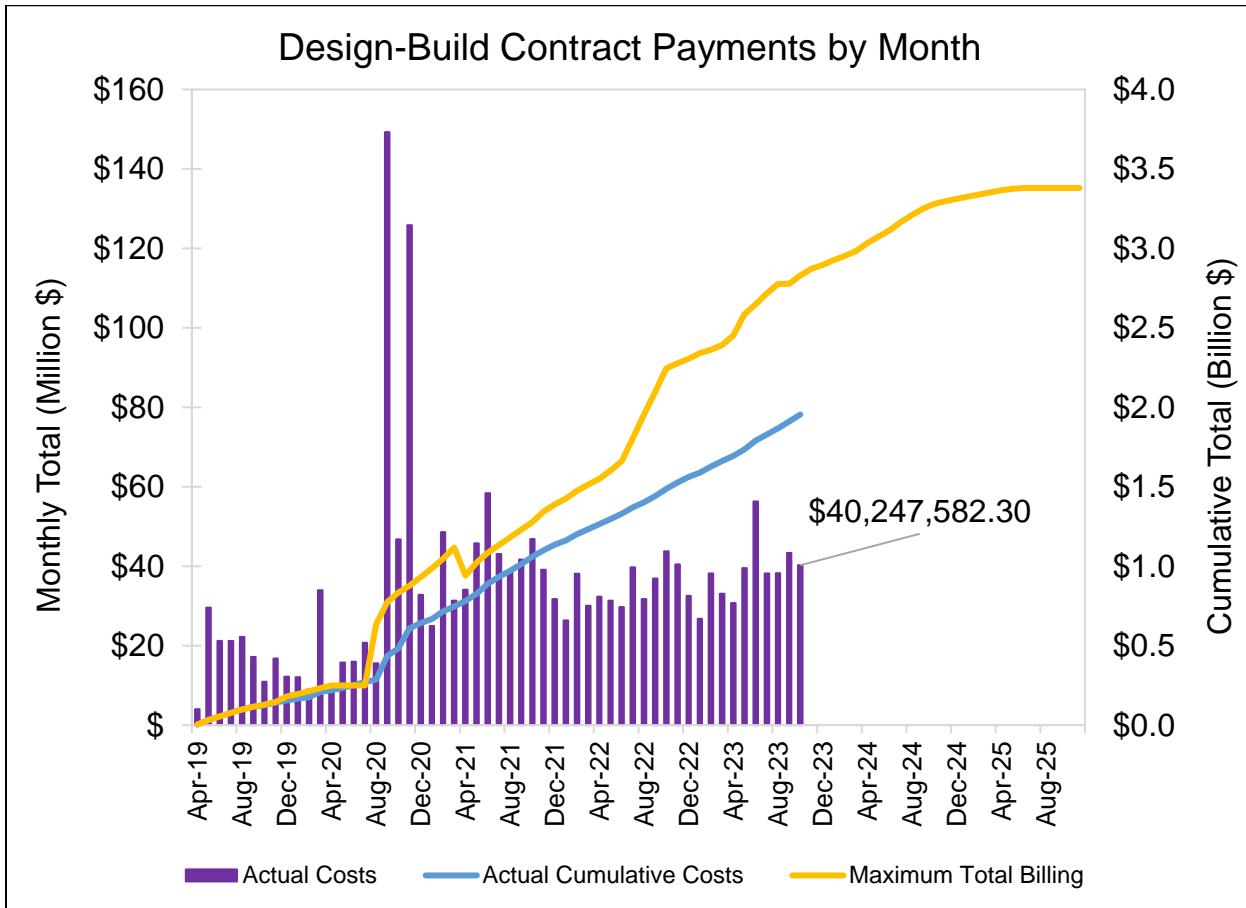
	Amount Spent this Period:	Total Spent to Date:	Original Total Budget:	Total Remaining Budget:	Percent Spent To-date:
<b><u>Comprehensive Agreement</u></b>					
<i>Construction</i>	\$40,247,582.30	\$1,923,376,565.06	\$3,299,997,227.00	\$1,376,620,661.94	58.28%
<b><u>Owner Costs</u></b>					
<i>Administration</i>	\$732,520.72	\$85,329,026.79	\$122,000,000.00	\$36,670,973.21	69.94%
<i>Right of Way</i>	\$25,785.63	\$8,885,098.87	\$15,000,000.00	\$6,114,901.13	59.23%
<i>No-Excuses Incentive</i>	\$0.00	\$0.00	\$90,000,000.00	\$90,000,000.00	0.00%
<i>Contingency</i>	\$2,896,824.68	\$30,231,589.49	\$335,000,000.00	\$304,768,410.51	9.02%
<i>Bridge Repair Work Option</i>	\$200,229.31	\$5,091,398.69	\$73,454,413.96	\$68,363,015.27	6.93%
<b><u>Total</u></b>	<b>\$44,102,942.64</b>	<b>\$2,052,913,678.90</b>	<b>\$3,935,451,640.96</b>	<b>\$1,882,537,962.06</b>	<b>52.16%</b>



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

### 3.3 Budget by Funding Source

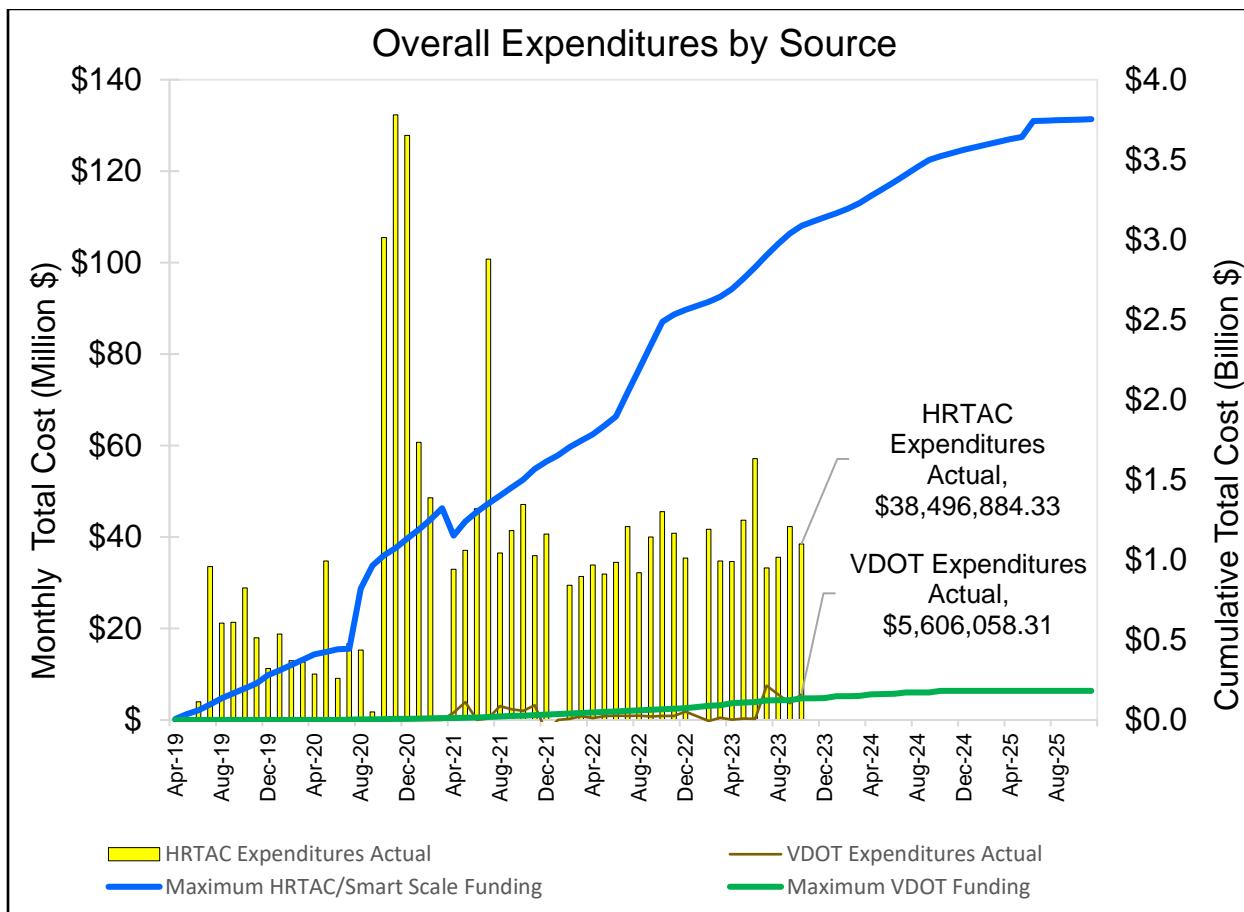
The budget for expenditures by funding source is based on the terms and conditions of Article 3 (Project Funding) and Exhibit 5 of the PAFA. This section outlines planned expenditures of both HRTAC and VDOT funds. The cost curve has been developed based on the monthly maximum cumulative compensation 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>	\$38,046,714.39	\$1,889,013,744.39	\$3,204,569,251.00	\$1,315,555,506.61	58.95%
<b>Owner Costs</b>					
<i>Administration</i>	\$363,398.63	\$82,435,159.33	\$118,472,054.00	\$36,036,894.67	69.58%
<i>Right of Way</i>	\$25,785.63	\$8,885,098.87	\$15,000,000.00	\$6,114,901.13	59.23%
<i>No-Excuses Incentive</i>	\$0.00	\$0.00	\$90,000,000.00	\$90,000,000.00	0.00%
<i>Contingency</i>	\$60,985.68	\$26,142,951.71	\$325,428,276.00	\$299,285,324.29	8.03%
<b>Total</b>	<b>\$38,496,884.33</b>	<b>\$2,006,476,954.30</b>	<b>\$3,753,469,581.00</b>	<b>\$1,746,992,626.70</b>	<b>53.46%</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>	\$2,200,867.91	\$34,362,820.67	\$95,427,976.00	\$61,065,155.33	36.01%
<b>Owner Costs</b>					
<i>Administration</i>	\$369,122.09	\$2,893,867.46	\$3,527,946.00	\$634,078.54	82.03%
<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>	\$2,835,839.00	\$4,088,637.78	\$9,571,724.00	\$5,483,086.22	42.72%
<i>Bridge Repair Work Option</i>	\$200,229.31	\$5,091,398.69	\$73,454,413.96	\$68,363,015.27	6.93%
<b>Total</b>	<b>\$5,606,058.31</b>	<b>\$46,436,724.60</b>	<b>\$181,982,059.96</b>	<b>\$135,545,335.36</b>	<b>25.52%</b>



### 3.4 Contingency

#### 3.4.1 Contract Changes

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

CO-15	South Island Ground Improvement Value Engineering Change Proposal (VECP)	9/17/2020	\$ (5,338,000.00)	0 days
CO-16	Navy Security Fencing Design	7/15/2021	\$ 150,000.00	0 days
CO-17	Westbound ITT Reduced Instrumentation	10/30/2020	\$ (184,277.50)	0 days
CO-18	Willoughby Bay Bridge Barriers	9/10/2020	\$ -	0 days
CO-19	GeoPak Version Software Updates	8/3/2020	\$ -	0 days
CO-21	Material Price Adjustment for Asphalt Materials	2/26/2021	\$ -	0 days
CO-22	South Island Asbestos Conduits	9/16/2020	\$ 81,973.93	0 days
CO-23	Island & Tunnel Baseline Monitoring Requirements	7/22/2020	\$ -	0 days
CO-24	Construction Water Supply	9/10/2020	\$ (609,157.27)	0 days
CO-25	Solids Handling Pumps Requirements	11/12/2020	\$ -	0 days
CO-26	Mass Notification Independent System Requirements	11/12/2020	\$ -	0 days
CO-27	Fixed Fire Fighting System Requirements	11/16/2020	\$ -	0 days
CO-28	HOT Lane Shoulder Width	3/29/2021	\$ 2,950,000.00	0 days
CO-30	Willoughby Bay Bridges Fender & Lighting Replacement	2/12/2021	\$ 1,495,000.00	0 days
CO-31	Builder's Risk Insurance	10/21/2021	\$ 1,500,000.00	0 days
CO-32	VCU Fisheries and SAV Mitigation Plan	4/16/2021	\$ (1,042,144.00)	0 days
CO-33	Tunnel Finishes Height	12/18/2020	\$ -	0 days
CO-38	H-Piles in Aggressive Soils	12/18/2020	\$ (47,541.00)	0 days
CO-39	Re-use of Existing Drainage Pipes	4/20/2021	\$ (100,984.25)	0 days
CO-40	Update Maximum Cumulative Cost Curve	7/15/2021	\$ -	0 days
CO-41	Wetland Mitigation Costs	4/26/2021	\$ 3,503,400.00	0 days
CO-42	Navy Gate 22 Drainage Design and Construction	8/19/2022	\$ 1,524,940.16	0 days
CO-43	Hybrid Trestle Beam Design	7/2/2021	\$ -	0 days
CO-44	SCADA Control of Deluge Valves	7/27/2021	\$ -	0 days
CO-45	HRCP Project Executive/Representative Change	5/24/2021	\$ -	0 days
CO-46	Tunnel Sprinkler Heads Material Change	7/28/2021	\$ -	0 days
CO-47	Evans Street Approach Slab Settlement Repair	6/22/2022	\$ 34,082.83	0 days
CO-48	Scope Reduction – City of Hampton	8/24/2022	\$ (6,072,941.31)	0 days
CO-49	HRCP Senior Representative Change	7/2/2021	\$ -	0 days
CO-50	Change in Precast Form Tolerance & Curing Methods	1/10/2022	\$ -	0 days
CO-53	Sound Wall Quantity Reconciliation	12/6/2021	\$ (16,561,217.63)	0 days
CO-54	4th View Interchange Design and Construction Drainage	8/17/2022	\$ 984,598.45	0 days
CO-55	HREL Overlap Scope Change in Norfolk - Proposal Costs	8/12/2022	\$ 157,237.34	0 days
CO-56	Building Code Changes - Design	10/21/2022	\$ 2,186,150.00	0 days
CO-57	Design-Builder's Senior and Representative Changes	1/11/2022	\$ -	0 days
CO-58	Scope Reduction – City of Norfolk	5/16/2023	\$ (18,739,670.82)	0 days
CO-59	Fisheries and SAV Mitigation Plan - VCU	6/16/2022	\$ (70,238.22)	0 days
CO-60	Navy Fence (remaining design costs)	8/17/2022	\$ 180,142.36	0 days
CO-61	HRELN Tie-In Zero Drainage Spread	11/29/2022	\$ 2,965,469.69	0 days
CO-62	SIP Forms for Marine Bridges	6/28/2022	\$ -	0 days
CO-63	Bridge Repair Item – Insert Plates - New Unit Prices	8/30/2023	\$ -	0 days
CO-64	Tolling Infrastructure Proposal Costs	10/21/2022	\$ 645,242.40	0 days

CO-65	Snowplowable Raised Pavement Markers (SRPMs)	3/3/2023	\$ 256,174.09	0 days
CO-68	Buoyancy Calculations	3/3/2023	\$ -	0 days
CO-69	Change of Department's Senior Representative	4/6/2023	\$ -	0 days
CO-70	Reuse of Existing Pipe 29-26 to 29-31	7/26/2023	\$ (117,734.20)	0 days
CO-71	Addendum to WO-24 Water Supply Line	4/25/2023	\$ -	0 days
CO-72	Bay Avenue Approach Ramp	6/29/2023	\$ 120,053.43	0 days
CO-74	South Island – Asbestos Pipes	7/7/2023	\$ 128,883.51	0 days
CO-78	Steel Escalation Price Adjustments	9/19/2023	\$ 2,835,839.00	0 days
		<b>TOTAL</b>	<b>\$ 62,656,372.18</b>	<b>0 days</b>

### 3.4.2 Material Price Adjustments

This progress period included the following material price adjustments:

Material	Current Amount	Total to Date	Material Price Adjustment Through
Asphalt	\$ 24,575.50	\$ 108,182.98	August 2023
Fuel	\$ 16,420.09	\$ 363,836.66	August 2023
Steel	\$ 19,990.09	\$ 2,671,646.62	April 2023
<b>Total</b>	<b>\$ 60,985.68</b>	<b>\$ 3,143,666.26</b>	

## 4. Environmental

The following environmental management activities occurred during this reporting period:

### Permits:

- HRCP provided a response letter dated September 26, 2023, addressing the Joint Agency letter from USACE, DEQ, and VDOT dated September 6, 2023 regarding HRCP's environmental performance and plan for improvement.
- HRCP provided an additional response letter dated September 29, 2023, addressing USACE comments on September 28, 2023.
- HRCP submitted a post-removal survey of the Cluster 109 mitigation measures to USACE on October 16, 2023.
- DEQ provided comments on September 29, 2023 following their review of the revised Wastewater Treatment Plant Operation & Maintenance Manual. HRCP provided initial responses to DEQ's questions on October 11, 2023.
- HRCP held discussions on October 19, 2023, with Virginia Marine Resources Commission representatives regarding activities proposed as part of JPA Permit Modification 10.
- HRCP forwarded final demolition plans for the Eastbound South Trestle to USACE on October 19, 2023.
- HRCP continued to conduct additional in-house environmental compliance training with work crews from landside, islands, and trestle construction areas.

### Marine Mammal Protection:

- No new activities.

### Bird Mitigation:

- No new activities.

### Programmatic Agreement:

- No new activities.

### Archeological Discoveries:

- VDOT notified HRCP on October 19, 2023, that the Department of Historic Resources completed their review of a buried ship anchor recovered near the 4<sup>th</sup> View ramp, concluding the post-review discovery is an isolated find and not eligible for listing in the National Register of Historic Places.

### Protected Species:

- No new activities.

## 5. Construction

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

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



## 5.1 Construction Area 1: Landside Roadways

### I-64 (Segment 1):

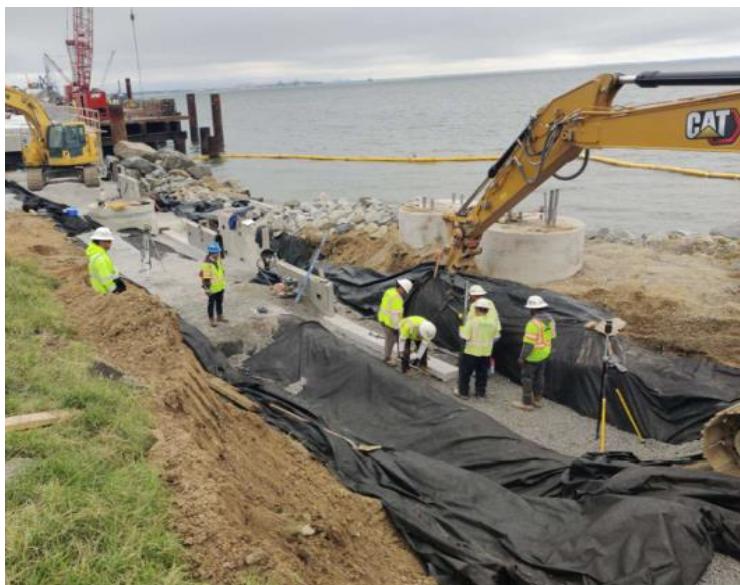
- Continued drainage work in I-64 median in Hampton.
- Began and completed demolition of duct bank along retaining wall 108 at Hampton shoreline for eastbound widening.
- Began panel installation for retaining wall 108 at Hampton shoreline for eastbound widening.

### I-64 (Segment 3):

- Began and completed installation of wick drain working platform between 13<sup>th</sup> View St. and Willoughby Bay Bridge for eastbound widening.
- Began drainage work for sound wall 3-3 along I-64 eastbound between 4<sup>th</sup> View St. and Mason Creek Rd. for eastbound widening.
- Installed permanent ditches and drainage pipe/structure between 4<sup>th</sup> View St. and Mason Creek Rd. for eastbound widening.
- Completed placement of asphalt in median between 15<sup>th</sup> View St. and 13<sup>th</sup> View St. for westbound widening.
- Completed placement of asphalt and permanent guardrail in median between 13<sup>th</sup> View St. and Willoughby Bay Bridge for eastbound widening.
- Began and completed placement of asphalt and permanent guardrail in median between Willoughby Bay Bridge and 4<sup>th</sup> View St. for westbound widening.

### I-64 (Segment 4):

- Completed retaining wall 407 tie-in to Oastes Creek Abutment A for eastbound widening.
- Completed drainage work within retaining wall 407 area between Bayview Blvd. Abutment B and Oastes Creek Abutment A.
- Continued grading for embankment between Mason Creek and 1<sup>st</sup> View bridges for eastbound widening.
- Began drainage work at Patrol Rd.



◀ Retaining Wall 108  
Eastbound  
Panel installation near  
Hampton shoreline

## 5.2 Construction Area 2: Marine Trestle Work

### North Trestle:

- **Eastbound Trestle**
  - 7 piles driven during this period (230 out of 256 total piles driven).
  - 18 beams placed during this period (242 out of 296 total beams placed).
  - 1 deck placed during this period (25.5 out of 36 total decks placed).
- **Westbound Trestle**
  - 2 piles driven during this period (133 out of 261 total piles driven).

### South Trestle:

- **Eastbound Trestle**
  - 8 decks placed during this period (17.5 out of 53 total decks placed).
- **Westbound Trestle MOT**
  - 10 beams placed during this period (68 out of 81 total beams placed).
- **Westbound Trestle**
  - 8 piles driven during this period (13 out of 92 total piles driven).
- **HOT Lanes Trestle**
  - 10 beams placed during this period (15 out of 80 total beams placed).
- **Ramp A**
  - 16 piles driven during this period (16 out of 33 total piles driven).
  - 1 cap placed during this period (1 out of 8 total caps placed).
- **Ramp B**
  - 6 piles driven during this period (6 out of 28 total piles driven).



◀ **North Trestle  
Eastbound**  
Pile driving at Bent 28

## 5.3 Construction Area 3: Tunnels and Islands

### South Island:

- 85% complete for installation of ballast delivery system at headwall in Cell 1 for upcoming placement of roadway ballast material within tunnel.
- 61% complete for installation of additional shear keys for slurry wall.
- Continued installation of struts at rectilinear approach section leading into Cell 3.

### North Island:

- 70% complete for jet grout plug at approach section (866 of 1240 total columns).
- 44% complete for headwall concrete placement at Cell 1 of receiving shaft.
- 75% complete for installation of rebar for Cell 1 base slab of receiving shaft.
- 35% complete for installation of level 2 struts in Cell 2.
- 75% complete for installation of rebar for Cell 1 base slab of receiving shaft.

### Tunnel:

- 32% complete for High Occupancy Toll (HT) tunnel excavation (2,546 ft out of 7940 total ft excavated).
- 132 concrete tunnel rings installed this period (376 out of 1,194 total rings installed).
- 89% complete for precast tunnel segment liner production.



◀ **South Island**  
Assembling ballast delivery system at tunnel entrance

Total Segments Required:	Conforming Segments Cast To-Date:	Percentage Complete:
21,492	19,128	89%

## 5.4 Construction Area 4: Landside Bridges

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### **Mallory Street Bridge:**

- Continued installation of deck overhangs and formwork for eastbound widening.

### **Bayville/13<sup>th</sup> View Bridge:**

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

### **Willoughby Bay Bridge:**

- Began repair/rehabilitation of existing westbound bridge.
- Continued pile driving at Bents 21 – 24 for westbound widening.
- Completed placement of Spans 50, 51, and 79 decks for eastbound widening.
- Completed placement of Spans 51 – 64 parapet wall for eastbound widening.
- Completed Phase 2 expansion joint reconstruction in Units 18 – 26 for eastbound widening.
- Continued installation of temporary trestle at south end for westbound widening.

### **4<sup>th</sup> View Street Bridge:**

- Began grading at abutments for slope protection for eastbound widening.

### **Mason Creek Bridge:**

- Continued repair/rehabilitation of existing eastbound and westbound bridges.
- Completed slope protection at Abutment A for eastbound widening.

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

- Completed slope protection at Abutment A for eastbound widening.
- Continued repair/rehabilitation of existing eastbound bridge.
- Began and completed installation of steel girders for eastbound widening.

### **Bay Avenue Bridge:**

- Completed backwall at Abutment A for eastbound widening.
- Continued installation of mainline stay-in-place (SIP) deck forms and overhangs for eastbound widening.
- Began installation of formwork, reinforcing, and concrete for mainline diaphragms for eastbound widening.
- Continued demolition of mainline parapet and deck overhang for eastbound widening.
- Completed Bent 20 pile driving and installation of cap, and installation of Span 21 girders for eastbound widening.

### **Evans Street Bridge:**

- Continued repair/rehabilitation of existing eastbound bridge.
- Completed placement of pedestals at Abutment A for eastbound bridge.

### **Bayview Boulevard Bridge:**

- Continued repair/rehabilitation of existing eastbound and westbound bridges.
- Completed placement of footing at Abutment B for eastbound widening.

### **Oastes Creek Bridge:**

- Began installation of formwork for footing for Abutment A for eastbound widening.

**Patrol Road Bridge:**

- Completed placement of columns for median pier for westbound widening.
- Completed pile driving at Abutment A for eastbound widening.
- Completed placement of cap for median pier for eastbound widening.



◀ 1<sup>st</sup> View St.  
Bridge  
Setting steel  
girder for Span B

## 6. Operations

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

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

- Willoughby Bay Bridge, North Trestle, and South Trestle eastbound to facilitate ongoing beam placement as well as concrete placement for piles, caps, and decks.
- North Trestle and South Trestle westbound for concrete pours.
- Willoughby eastbound and westbound for paving.
- Striping maintenance and pavement marker removal throughout project corridor.
- Mallory eastbound and westbound for bridge girder placement.
- Mallory westbound for overhead sign structure #12 drilled shaft foundations.
- Slow rolls and all stops on I-64 for Mallory Bridge girder, overhangs, and deck pan installation.

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

- Bay Ave. in Norfolk to facilitate staging-area access for widening Oastes Creek Bridge.
- Bayview Blvd. in Norfolk and Mallory St. in Hampton to facilitate bridge widening.
- West Ocean Ave. in Norfolk traffic shift to facilitate bridge widening.
- 4<sup>th</sup> View St. in Norfolk traffic shift to facilitate bridge widening.
- Patrol Rd. in Norfolk traffic shift to facilitate bridge rehabilitation and widening.
- 13<sup>th</sup> View St. underpass beneath I-64 reduced to one lane to facilitate utility work. Traffic is controlled by temporary automatic one-lane, two-way traffic control signal.

### **Norfolk Lane Shifts:**

- Lane shift on eastbound I-64 on Willoughby Spit.

### **Detours:**

- Short-term daily detours at W. Bay Avenue on-ramp eastbound to facilitate bridge widening.
- Long-term detour at W. Evans St. to facilitate bridge widening.
- Long-term detour on 1<sup>st</sup> View St. to facilitate bridge widening.

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

- Relocation activities associated with RCU #10 at North Island.
- Installation of ITS and private utility conduit on the North Trestle.

### **Overhead Sign Structures:**

- Installation of overhead sign structure foundations at various locations through corridor.

### **Routine Maintenance:**

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

## 7. Quality

Quality updates for this reporting period include:

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

- VDOT reviews CQMP updates as part of final “Released for Construction” (RFC) design packages and “Notice of Design Change” (NDC) packages. There was one package submitted this period and returned to HRCP as Revise and Resubmit.
- HRCP submitted 4<sup>th</sup> Quarter Update V15 of the CQMP for review. The plan review is ongoing.

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

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

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

- VDOT continues to engage HRCP in discussions on HRCP’s implementation of their QMSP and the effectiveness of the plan, which is updated quarterly.
- HRCP submitted 4<sup>th</sup> Quarter Update V22 of the QMSP for review. The plan review is ongoing.

### **Design Quality Management Plan (DQMP):**

- HRCP submitted 4<sup>th</sup> Quarter Update V19 of the DQMP for review. The plan was reviewed and returned Approved.

### **Material Book Records:**

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

### **Routine Quality Activities:**

- VDOT’s quality team conducted reviews of written deficiency notices (WDNs), non-conformance reports (NCRs), root cause analyses and dispositions of deficiencies, with 27 NCRs reviewed for concurrence during this period. VDOT conducted reviews of QA and QC records for accuracy and quality issues and coordinated documentation reviews through VDOT’s Material Department. VDOT also continues a review of current construction quality by performing inspections based on VDOT’s Construction Quality Improvement Program (CQIP).

## 8. Safety

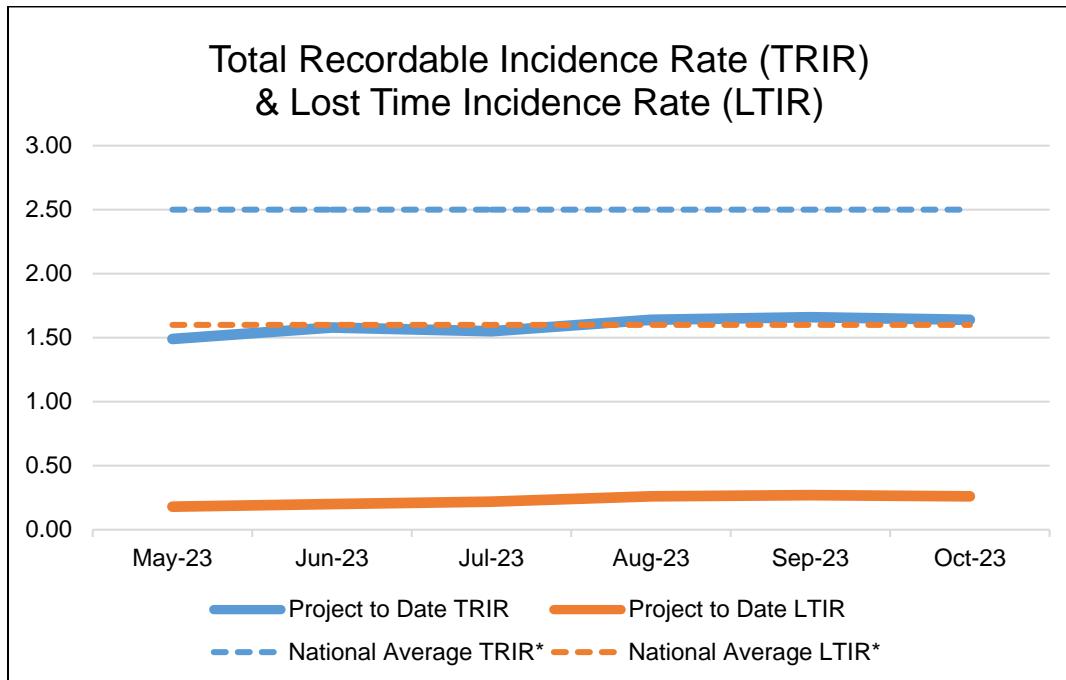
Safety procedures and activities during this reporting period include:

### Safety Activities:

- The Hampton and Norfolk Fire Departments have completed Tunnel Rescue Training and are now prepared for mine rescue, with a HRCP crew in place for assistance.
- HRCP continues OSHA 10 and 30 hour training for supervisors and foremen.

### Safety Performance Indicators:

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



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

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

To date, HRCP has awarded **346** subcontracts, subconsultant agreements and purchase orders to certified DBE/SWaM firms. There was an increase in contract awards for a total of **\$542.2 million** due to newly issued agreements and change orders issued to active DBE/SWaM firms on the project. A total of **\$338.3 million** has been paid for work completed by DBE/SWaM firms.

### Compliance Activities:

- HRCP and VDOT Civil Rights Work Group met on October 17, 2023 for the monthly project and compliance update.
- During the reporting period, HRCP submitted the quarterly DBE/SWaM Good Faith Efforts Report, DBE/SWaM Utilization Plan, and Workforce Participation Plan. The Design-Builder is compliant with required report submissions.

### Workforce Development Activities:

- For this reporting period, HRCP remained at 32 graduates toward a goal of 80 candidates for VDOT/VTCA's On-the-Job Training (OJT) program. There are currently 16 candidates enrolled.
- VDOT participated in the Hampton Public Schools' "My Future, My Journey" Career Exploration Fair held on October 3, 2023. The event included introducing high school students to a wide range of careers, including those in the transportation and construction industries.
- HRCP and VDOT will host the first joint construction hiring expo on October 26, 2023, at the Hampton Roads Workforce Council Resource Center in Norfolk. The event is designed to promote current and upcoming employment opportunities.

### Business Development Activities:

- During this reporting period, business development and outreach activities included:
  - September 27, 2023 – VDOT & Accomac Planning District Commission, DBE/SWaM Eastern Shore Outreach Event
  - October 3, 2023 – Black Brand, B-Force Accelerator Business Development Program, Norfolk
  - October 11, 2023 – USDOT Small Business Transportation Resource Center, Coffee with Contractors hosted by Virginia Union University, Richmond
  - October 12, 2023 – VA Asian Chamber of Commerce, ProcureCon Region 757
  - October 13, 2023 – City of Norfolk, Food Business Forum & Vendor Fair

## 10. Public Outreach & Media

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

### Public Outreach

- September 25, 2023 – Project team presented to The Shriners of the Peninsula in York County, Virginia.
- October 6, 2023 – Project team hosted a site visit for college students exploring tunnel-related careers as part of the Underground Construction Association's "Down for That" program.
- October 18, 2023 – HRBT Project Director presented to the "No Boundaries" group from the Federal Highway Administration at the Hampton Roads District Office.
- October 19, 2023 – HRBT Project Director presented at the Virginia Governor's Transportation Conference in Northern Virginia.
- October 20, 2023 – Project team hosted an information booth at Norfolk Fleet Week STEM Day at Naval Station Norfolk.
- October 21, 2023 – Project team hosted an information booth at the NASA Langley Open House in Hampton.

### Lane Closures/Advisories

- September 26, 2023 – Traffic Advisory: I-64 Mallory Street Bridge Impacts
- September 29, 2023 – Weekly Lane Closure Report
- October 6, 2023 – Weekly Lane Closure Report
- October 13, 2023 – Weekly Lane Closure Report
- October 20, 2023 – Weekly Lane Closure Report

### Media

- October 9, 2023 – (Virginia Mercury) State's financial commitments to Hampton-Roads Bridge-Tunnel expansion could increase with delays  
<https://www.virginiamercury.com/blog-va/states-financial-commitments-to-hampton-roads-bridge-tunnel-expansion-could-increase-with-delays/>
- October 17, 2023 – (Infrastructure Junkies Podcast) HRBT Project Director featured in The Bridge that Goes Underwater <https://infrastructurejunkies.com/episodes>
- October 20, 2023 – (WTKR 3) Fleet Fest, STEM Day gives students a behind-the-scenes look at Naval Station Norfolk <https://www.wtkr.com/news/in-the-community/norfolk/fleet-fest-stem-day-give-people-a-behind-the-scenes-look-at-naval-station-norfolk>

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

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