

AGENDA

Hampton Roads Transportation Accountability Commission

Regular Commission Meeting *In Person Meeting*

**December 12, 2024
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 19, 2024 Regular Meeting (Attachment 5A)**
 - B. **Other Post Employment Benefits (OPEB) Trust (Attachment 5B)**
 - C. **Hampton Roads Express Lanes Network Traffic Management Plan Agreement Amendment (Attachment 5C)**
- 6. Action Items**
 - *Recommended Action: Discussion/Endorsement/Recommendation/Direction*
 - A. **Amendment to the Approved FY2025-FY2030 Plan of Finance Update – Six Year Operating and Capital Program of Projects – Highway Regional High Priority Projects - to Amend the I-264/I-64 Interchange Phase IIIA Project and the Hampton Roads Express Lanes Segment 1B Project (Attachment 6A) – Finance Committee Chair Hipple and Executive Director Page - Recommended Action: Approval**

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

- B. **Hampton Roads Regional Transit Fund Project 2023-01C RTS Program Costs - Human Resources (RTS Wages), Fringe, and Operations and Maintenance (Attachment 6B) - Executive Director Page - Recommended Action by the Six Cities of HRT: Discussion/Approval**

7. Information Items

- A. **HRTAC Monthly Financial Report - (Attachment 7A)** – Finance Committee Chair Hipple
- B. **VDOT Project Updates - (Attachment 7B)** – VDOT Hampton Roads Administrator Hall
- C. **HRTAC Regular Meeting – Thursday, March 20, 2025, 12:30 p.m.**

8. Adjournment

5. A. Minutes of the September 19, 2024 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 12, 2024

Re: September 19, 2024 Regular Meeting Minutes

Recommendation:

The Commission is asked to approve the Commission's September 19, 2024 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 19, 2024.

**Hampton Roads Transportation
Accountability Commission (HRTAC)
Summary Minutes of the September 19, 2024 Regular Commission
Meeting**

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

HRTAC Members in Attendance:

Mayor Richard West, Chair	Supervisor Christopher Cornwell, SH
Councilmember Steve Brown (in for Mayor Donnie Tuck), HA	Mayor Michael Duman, SU
Supervisor William McCarty, IW	
Supervisor Michael Hipple, JC	Mayor Bobby Dyer, VB
Mayor Kenneth Alexander, NO	Supervisor Thomas G. Shepperd, YK
Mayor Shannon Glover, PO	Delegate Bonita Anthony, VGA
Councilmember David Hux (in for Mayor Gordon Helsel), PQ	Delegate Jackie Glass, VGA
	Delegate Anne Ferrell Tata, VGA

HRTAC Executive Director

Kevin Page

HRTAC Ex-Officio Members in Attendance:

Board Member Frederick T. Stant III, CTB	Barb Nelson, VPA
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Other Participants:

Chris Price, CH	Patrick Duhaney, VB
Scott Stevens, JC	District Engineer Chris Hall, VDOT
Brian Thrower, SH	Tom Inglima, Willcox & Savage
Al Moor, SU	

HRTAC Voting Members Absent:

Mayor Robert “Bobby” Cutchins, FR	Senator Louise Lucas, VGA
Mayor Phillip Jones, NN	Senator Mamie Locke, VGA
Mayor Doug Pons, WM	

HRTAC Ex-Officio Members Absent:

Acting Director Zach Trogon, DRPT	Commissioner Stephen Brich, VDOT
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* Denotes Late Arrival or Early Departure

Others Recorded Attending:

David Westcott Jr. (CH); John Stevenson (NO); Jerri Wilson (NN); Trey Burke (PO); Charles M. Southall (PQ); Brent McKenzie (VB); Drew Lumpkin (Hampton Roads Executive Roundtable); Brenda Roberts (Representative Jen Kiggans VA District 02 Office); Kirsten Krug (Stifel); Karen McPherson (VHB); Tiago Campos (Virginia General Assembly 93rd House District); Earlina Ontreal King (Veterans Reporters); Rob Cofield, Greg Grootendorst, Andrew Margason, Otesa Mitchell, Jaquil Tatum, Quanda Tynes, Chris Vaigneur, Sheila Wilson (HRPDC); Lynn Coen, Jennifer Hodnett, Danetta Jankosky (HRTAC); Bob Crum, John Mihaly, Pavithra Parthasarathi (HRTPO); KG Bryant (Citizen)

Call to Order and Roll Call

Chair Richard West called the meeting to order at 12:36 p.m. and a roll call vote of all Members was taken in order to confirm a quorum:

Chair Rick West: Present
Mayor Robert Cutchins : No Response
Councilmember Steve Brown: Present
Supervisor William McCarty: Present
Supervisor Michael Hipple: Present
Mayor Phillip Jones: No Response
Mayor Kenneth Alexander: Present
Councilmember David Hux: Present
Mayor Shannon Glover: Present
Supervisor Christopher Cornwell: Present
Mayor Michael Duman: Present
Mayor Robert Dyer: Present
Mayor Doug Pons: No Response
Supervisor Thomas Shepperd: Present
Senator Louise Lucas: No Response
Senator Mamie Locke: No Response
Delegate Bonita Anthony: Present
Delegate Jackie Glass: Present
Delegate Anne Ferrell Tata: Present
CTB Board Member Frederick Stant: Present
VDOT District Engineer Chris Hall: Present
Acting Director Zach Trogon: 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 Mayor Bobby Dyer.
The Motion Carried.

Public Comment Period (limit 5 minutes per individual)

No members of the public addressed the Commission.

Chair's Comments

Chair West thanked everyone for their attendance and introduced a new member of the Commission, Delegate Jackie Glass. Additionally, he highlighted the upcoming bond sale to further finance the Hampton Roads Express Lanes Project and reminded the Commission of the regional transportation work being completed.

Consent Items

- A. Minutes of the June 20, 2024 Annual Organizational Meeting
- B. Fiscal Year 2024 Annual Report to the Joint Commission on Transportation Accountability relating to the Hampton Roads Transportation Fund
- C. Title VI Policy
- D. Authorizations relating to the HRTAC Chief Financial Officer
- E. I-64/I-264 Interchange Phase IIIA Preliminary Engineering and Right of Way (UPC 125602) Standard Project Agreement

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

Action Items

A. Fiscal Year 2024 Audited Financial and Compliance Report

Mr. Michael Garber, PB Mares, reported that the FY24 Audit had been completed in draft form. He indicated that the Auditor of Public Accounts still needs to approve it and that it is due with the state by September 30th. He said he did not see any complications meeting that deadline. Mr. Garber further reported that the result of the audit was unmodified opinion, meaning a clean audit without any issues.

He reviewed the attachments and report included with the Agenda and noted that the HRTAC Finance Committee had been briefed in greater detail earlier that morning.

HRTAC Finance Committee Chair, Michael Hipple, noted that HRTAC has had clean audits since the Commission's inception, commending the superior work of HRTAC's staff and support team. He also informed the Commission that the Finance Committee recommended approval of the FY24 Audited Financial and Compliance Report.

Supervisor Shepperd noted that at the Finance Committee meeting, Mr. Garber reviewed the new requirements under the Virginia Code which require political subdivisions to verify balances once per quarter. Mr. Shepperd wanted to make sure that other localities knew for their own compliance programs.

Mayor Shannon Glover Moved that the Commission (1) approve the draft Fiscal Year 2024 Audited Financial and Compliance Report for HRTAC and (2) authorize the Executive Director to work with the Auditor of Public Accounts to finalize and provide its distribution; Seconded by Supervisor Thomas Shepperd. The Motion Carried.

Information Items

A. HRTAC Monthly Financial Report

Mr. Kevin Page, HRTAC Executive Director, reviewed the Monthly Financial Report with the Commission.

B. VDOT Project Updates

Mr. Kevin Page, HRTAC Executive Director, indicated the monthly project reports provided by VDOT were included in the Agenda.

C. HRTAC Regular Meeting – December 12, 2024

Chair West recognized Mrs. Sheila Wilson, HRTAC's Chief Financial Officer, will be retiring on November 30, 2024. He highlighted her service to HRTAC since 2018 and stated that she has been integral to the success of HRTAC and will be missed.

Adjournment

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

Dr. Richard "Rick" West
HRTAC Chair

5. B. Other Post Employment Benefits (OPEB) Trust

Agenda Item 5B
Consent Item

To: Chair West and the other members of the Commission

From: Kevin B. Page, Executive Director

Date: December 12, 2024

Re: Other Post Employment Benefits (OPEB) Trust

Recommendation:

The Finance Committee recommends that the Commission, in preparation for the Commission's first member meeting in 2025, at which time the Commission will be presented for further action a resolution regarding the Commission participation in the VACo/VML Pooled OPEB Trust and the corresponding funding of its OPEB liabilities, authorize the Executive Director to take all actions that are reasonably necessary to prepare for the Commission's participation in the VACo/VML Pooled OPEB Trust, including but not limited to (i) immediately requesting that one of the County members of the Commission authorize the Commission's participation in the VACo/VML Pooled OPEB Trust, (ii) preparing draft participation paperwork and proposing potential appointees to the "Local Finance Board" that the Commission must appoint under Virginia law, (iii) preparing the transfer to VACo/VML Pooled OPEB Trust of the funds required to fund the full current OPEB liability, approximately \$189,000, and (iv) identifying for the Local Finance Board the two permitted investment portfolios from which they may select the initial investment strategy.

Background:

Local governments, school districts, and authorities that provide retiree health insurance and other non-pension post-employment benefits ("OPEB") type benefits to retirees are required by governmental accounting standards to quantify and report the future costs of benefits in their financial statements.

The Commission provides post-retirement health benefits ("Plan") to eligible retirees. None of the assets in the Plan are currently accumulated in a trust or otherwise funded and therefore do not meet trust accounting requirements for OPEB liabilities per GASB Statement No. 75. HRTAC's current OPEB liability is \$189,073, as determined by VIA Actuarial Solutions with respect to its annual audit of HRTAC's OPEB liability under GASB Statement 75 for fiscal year ended June 30, 2024, with the required explanation of the unfunded status at Note 8 of the audit report.



In order to avoid reporting potentially large and increasing liabilities, and to demonstrate strong financial management, well-run political subdivisions in Virginia often choose to fund their OPEB liabilities as they accrue. According to the VACo/VML Pooled OPEB Trust, since ignoring OPEB liabilities can be an indication of financial weakness, the vast majority of highly rated governments in Virginia opt to fund their liabilities as they accrue through a designated trust/investment vehicle. Governments also benefit because invested funds generate earnings that can help reduce the long-term cost of OPEB by as much as 40% or more.

The VACo/VML Pooled OPEB Trust offers a streamlined and cost-effective investment vehicle specifically designed for OPEB. As the only pooled OPEB trust fund in Virginia, the VACo/VML Pooled OPEB Trust offers participants professional investment management on par with the services provided by major pension funds. The VACo/VML Pooled OPEB Trust is also the simplest and lowest cost option available — and the expense and complexity of forming a separately-managed trust fund for a small benefit plan with relatively limited assets is avoided.

With invested assets of more than \$1.5 billion, the VACo/VML Pooled OPEB Trust is among the largest of its kind in the nation. Investment decisions are made by a Board of Trustees composed of local officials elected at an Annual Meeting of participants. The investment consultant is Asset Consulting Group based in St. Louis, Missouri.

The process by which the Commission would participate in the VACo/VML Pooled OPEB Trust is summarized as follows:

1. Obtain approval from local governing body by resolution: The first step is for the local governing body of one of the Commission's voting members to pass a resolution approving the Commission's participation in the Trust. This is a requirement of the Virginia Code (Section 15.2-1544).
2. Commission's Governing Body adopts a resolution: The next step is for the Commission's governing body to pass a resolution agreeing to participate in the VACo/VML Pooled OPEB Trust. This resolution would be presented for action at the Commission's first meeting in 2025.
3. Commission's Governing Body appoints a "Local Finance Board": Through the resolution, the Commission's governing body also appoints a Local Finance Board to serve as trustee for the Commission's participation in the VACo/VML Pooled OPEB Trust. The use of a Local Finance Board is a requirement of the enabling OPEB trust legislation passed by the General Assembly.
4. Execute a Trust Joinder Agreement: The resolution directs the newly appointed Local Finance Board to execute a Trust Joinder Agreement, which is an agreement between

the Board of Trustees of the VACo/VML Pooled OPEB Trust and the local finance board establishing the governmental entity's participation, which incorporates by reference the applicable Trust Agreement of the VACo/VML Pooled OPEB Trust.

5. Local Finance Board to Select Investment Portfolio: The Pooled OPEB Trust offers two investment portfolios that generally use the same investment managers but, due to different manager allocations, have different targeted rates of return. Portfolio I targets a return of 7.5% (more risk) while Portfolio II targets 6.0% (less risk). Each Participating Employer's assets must be in one portfolio or the other.

At the December 12, 2024 Finance Committee meeting, the Finance Committee recommended to the Commission that it approve having the Executive Director take all actions that are reasonably necessary to prepare the Commission's participation in the VACo/VML Pooled OPEB Trust.

Fiscal Impact

There is no fiscal impact in respect of the preparatory work, but, if further authorizing action is taken by the Commission at its first meeting in 2025, HRTAC will fund the VaCo/VML Pooled Trust with \$189,000.

Suggested Motion:

Motion: The Commission, in preparation for the Commission's first member meeting in 2025, at which time the Commission will be presented for further action a resolution regarding the Commission participation in the VACo/VML Pooled OPEB Trust and the corresponding funding of its OPEB liabilities, authorizes and approves the Executive Director taking all actions that are reasonably necessary to prepare for the Commission's participation in the VACo/VML Pooled OPEB Trust, including but not limited to (i) immediately requesting that one of the County members of the Commission authorize the Commission's participation in the VACo/VML Pooled OPEB Trust, (ii) preparing draft participation paperwork and proposing potential appointees to the "Local Finance Board" that the Commission must appoint under Virginia law, (iii) preparing the transfer to VACo/VML Pooled OPEB Trust of the funds required to fund the full current OPEB liability, approximately \$189,000, and (iv) identifying for the Local Finance Board the two permitted investment portfolios from which they may select the initial investment strategy.

**5. C. Hampton Roads Express Lanes Network Traffic
Management Plan Agreement Amendment**

Agenda Item 5C
Consent Item

To: Chair West and the other members of the Commission

From: Kevin B. Page, Executive Director

Date: December 12, 2024

Re: Hampton Roads Express Lanes Network Traffic Management Plan Agreement Amendment

Recommendation:

The Finance Committee recommends that the Commission approve the Hampton Roads Express Lanes Network Traffic Management Plan Agreement Amendment.

Background:

On May 9, 2024, the Commission entered into an agreement with VDOT for the funding and administration of the Hampton Roads Express Lanes Transportation Management Plan (TMP) Project (UPC 122999). Working with the TMP Project Steering Committee, VDOT has requested that the Commission shift available funding between the various strategies identified in Appendix B of the TMP Project Agreement. HRTAC Staff has reviewed the request and recommends approval.

TMP STRATEGY	UPC	ORIGINAL BUDGET	NEW PROPOSED BUDGET
Prog Management Support	123921	\$1,000,000	\$770,000
VDOT Communications Support	123923	\$2,030,000	\$1,250,000
Updated Incident Response & Detour Plans & Major Bridge Crossing Support Tool	123925	\$770,000	\$770,000
Detection Upgrades at Signalized Intersections	TBD	\$1,150,000	\$2,673,600
Updated Signal Timings	TBD	\$450,000	\$677,800
Performance Monitoring Tools and Dashboards	123922	\$500,000	\$500,000
Funding for Local Spot Improvements	123156 (Hampton)	\$1,200,000	\$1,200,000
Portable CCTV Cameras and PCMS	123926	\$500,000	\$158,600
Traffic Analysis Support	123924	\$400,000	\$0
	Total	\$8,000,000	\$8,000,000

At the December 12, 2024 Finance Committee meeting, the Finance Committee recommended



to the Commission approval of the Hampton Roads Express Lanes Network Traffic Management Plan Agreement Amendment.

Fiscal Impact:

There is no fiscal impact to the Hampton Roads Transportation Fund relating to this line item shift within the approved budget.

Suggested Motion:

Motion: The Commission: i. Approves the Hampton Roads Express Lanes Network Traffic Management Plan Agreement Amendment; and ii. Authorizes the Chair to execute and deliver such agreement to the Virginia Department of Transportation with such changes, insertions or omissions as may be finalized by the Chair, with the advice of the Executive Director and the Commission's general counsel.

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

**HAMPTON ROADS EXPRESS LANES NETWORK PROJECT ELEMENTS -
HREL – Transportation Management Plan (TMP) PROJECT
UPC 122999**

THIS AMENDMENT TO STANDARD PROJECT AGREEMENT FOR FUNDING AND ADMINISTRATION (this "Amendment"), dated as the date of last execution below (the "Effective Date"), is made by and between the HAMPTON ROADS TRANSPORTATION ACCOUNTABILITY COMMISSION ("HRTAC"), and the VIRGINIA DEPARTMENT OF TRANSPORTATION ("VDOT").

RECITALS

A. The parties entered into a Standard Project Agreement for Funding and Administration for HREL – Transportation Management Plan (TMP) Project (UPC 122999) dated as of May 9, 2024 (the "Transportation Management Plan (TMP) Project SPA").

B. Capitalized terms not defined when used herein shall have the meanings given those terms under the TMP Project SPA.

C. Pursuant to Appendix B of the initial TMP Project SPA, HRTAC's total commitment with respect to the project was \$8,000,000, which was divided amongst various strategies identified for the components of the TMP.

D. VDOT has notified HRTAC that the TMP Project Steering Committee has recommended a shift in the available funding between the various strategies identified in Appendix B of the TMP Project SPA.

E. The parties now desire to amend the TMP Project SPA on the terms set forth below to enable VDOT to shift funding among and implement the various strategies identified in Appendix B as a part of the TMP Project SPA.

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

I. Appendix B of the TMP Project SPA is hereby amended and restated in its entirety as set forth in the document attached hereto as Attachment 1, to modify the cost estimates identified for the various strategies relating to the construction for the TMP Project.

2. Except as modified by the provisions of this Amendment, all other terms of the TMP Project SPA shall remain in full force and effect.

3. This Amendment may be executed in any number of counterparts, and by each

party on a separate counterpart, each of which, when so executed and delivered, shall be deemed to be an original and all of which taken together shall constitute one and the same instrument.

IN WITNESS WHEREOF, the parties have executed this Amendment by their duly authorized representative, intending it to be effective as of the date of last execution.

HAMPTON ROADS TRANSPORTATION ACCOUNTABILITY COMMISSION

By: _____

Name: _____

Title: _____

Date: _____

VIRGINIA DEPARTMENT OF TRANSPORTATION

By: _____

Name: _____

Title: _____

Date: _____

ATTACHMENT 1

APPENDIX B (AS AMENDED AND RESTATED) HAMPTON ROADS EXPRESS LANES NETWORK ELEMENTS HREL-TRANSPORTATION MANAGEMENT PLAN (TMP) PROJECT UPC 122999

PROJECT BUDGET AND PROJECT SCHEDULE

Project Budget• UPC 122999:

- Total Project Cost Estimate:
 - Construction (CN): \$8,000,000
 - Total Cost: \$ 8,000,000

- Breakdown of Total Project Cost Estimate by Strategy, as amended:
 - Program Management Support: \$770,000
 - VDOT Communications Support: \$1,250,000
 - Updated Incident Response & Detour Plans & Major Bridge Crossing Decision Support Tool: \$770,000
 - Detection Upgrades at Signalized Intersections: \$2,673,600
 - Updated Signal Timings: \$677,800
 - Performance Monitoring Tools and Dashboards: \$500,000
 - Funding for Local Spot Improvements: \$1,200,000
 - Portable CCTV Cameras and PCMS: \$158,600
 - Traffic Analysis Support: \$0
 - Total: \$8,000,000

The work associated with this Standard Project Agreement for the HREL Transportation Management Plan (TMP) Project, as amended, is to continue and implement the various strategies identified for the components above that have been scoped and prioritized as a part of the TMP Project. These strategies include the proposed implementation of efforts for the entire HREL Network.

The parties agree that \$8,000,000 in funding shall be made available by HRTAC under this Agreement for the Transportation Management Plan (TMP), as amended, whether such work is undertaken before or subsequent to execution of this Agreement. The parties further agree that the HREL TMP Steering Committee may, in its review of the status and implementation of the strategies set forth herein, recommend from time to time adjustment of the estimated costs among the strategies. HRTAC agrees that should the HREL TMP Steering Committee recommend adjustment of the estimated costs among the strategies set forth herein, VDOT shall be permitted to adjust its expenditure of funds consistent with the recommendations of the Steering Committee without further amendment of this Agreement, provided however, that the total funding made available by HRTAC for the TMP Project shall not exceed \$8,000,000. The details and descriptions for each of the strategies identified above are included the 'Detailed Strategy Forms' that were developed for the HREL Network TMP:

Project Schedule: (all dates are estimates):

- Construction (CN):
 - CN Start: April 2023
 - CN End: June 2025

ANNEX I TO APPENDIX B -PROJECT BUDGET & CASH FLOW

PROJECT IDENTIFICATION AND PROPOSED FUNDING

HRTAC Project Title: Hampton Roads Express Lane (HREL) - Transportation Management Plan (TMP) Project
 Scope of Project Services: Standard Project Services to Support CN Phase for HREL Transportation Management Plan (TMP) Project (UPC 122999)
 Recipient Entity: Virginia Department of Transportation
 VDOT Project Contact: Todd Halacy (757) 956-3010

Baseline Schedule:	PE: N/A	VDOT Programming Schedule:	PE: N/A
	RW: N/A	(SPA Project Schedule)	RW: N/A
	CN: Start April 2023; End June 2025		CN: Start April 2023; End June 2025

PROJECT COSTS & FUNDING SOURCE

Project Cost Category	Total Project Costs	HRTAC PayGo Funds	HRTAC Financed Funds	Description Other Sources of Funds	Amount Other Sources of Funds	Recipient Entity Funds
Design Work	\$ -	\$ -	\$ -		\$ -	\$ -
Engineering						
Environmental Work						
Right-of-Way Acquisition	\$ -	\$ -				
Construction	\$ 8,000,000.00	\$ 8,000,000.00				
Contract Administration						
Testing Services						
Inspection Services						
Capital Asset Acquisitions						
Other						
Total Estimated Cost	\$ 8,000,000.00	\$ 8,000,000.00	\$ -		\$ -	\$ -

FISCAL YEAR ANNUAL PROJECT CASH FLOW

Project Phase	Total Fiscal Year 2023		Total Fiscal Year 2024		Total Fiscal Year 2025	
	PayGo	Financed	PayGo	Financed	PayGo	Financed
Design Work	\$ -		\$ -		\$ -	
Engineering						
Environmental Work						
Right-of-Way Acquisition	\$ -		\$ -		\$ -	
Construction	\$ 3,384,616.00		\$ 2,307,696.00		\$ 2,307,688.00	
Other						
Total Estimated Cost	\$ 3,384,616.00	\$ -	\$ 2,307,696.00	\$ -	\$ 2,307,688.00	\$ -

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

FISCAL YEAR ESTIMATED PROJECT CASH FLOW

	FY 23 Mthly Cash Flow		FY 24 Mthly Cash Flow		FY 25 Mthly Cash Flow	
	PayGo	Financed	PayGo	Financed	PayGo	Financed
July	\$ -		192,308.00		192,308.00	
August	\$ -		192,308.00		192,308.00	
September	\$ -		192,308.00		192,308.00	
October	\$ -		192,308.00		192,308.00	
November	\$ -		192,308.00		192,308.00	
December	\$ -		192,308.00		192,308.00	
January	\$ -		192,308.00		192,308.00	
February	\$ -		192,308.00		192,308.00	
March	\$ -		192,308.00		192,308.00	
April	\$ 3,000,000.00		192,308.00		192,308.00	
May	\$ 192,308.00		192,308.00		192,308.00	
June	\$ 192,308.00		192,308.00		192,300.00	
Total per Fiscal Year	\$ 3,384,616.00	\$ -	\$ 2,307,696.00	\$ -	\$ 2,307,688.00	\$ -

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

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

Virginia Department of Transportation

Hampton Roads Transportation Accountability Commission

 Signature
 Commissioner
 Title

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

 Signature
 HRTAC Chairman
 Title

 Date
 Dr. Richard W. "Rick" West
 Print name of person signing

6. A. Amendment to the Approved FY2025-FY2030 Plan of Finance Update – Six Year Operating and Capital Program of Projects – Highway Regional High Priority Projects - to Amend the Hampton Roads Express Lanes Segment 1B Project and the I-264/I-64 Interchange Phase IIIA Project

Agenda Item 6A
Action Item

To: Chair West and the other members of the Commission

From: Kevin B. Page, Executive Director

Date: December 12, 2024

Re: Amendment to the Approved FY2025-FY2030 Plan of Finance Update – Six Year Operating and Capital Program of Projects – Highway Regional High Priority Projects - to Amend the Hampton Roads Express Lanes Segment 1B Project and the I-264/I-64 Interchange Phase IIIA Project

Recommendation:

The Finance Committee recommends that the Commission approve the Amendment to the Approved FY2025-FY2030 Plan of Finance Update – Six Year Operating and Capital Program of Projects – Highway Regional High Priority Projects - to Amend the Hampton Roads Express Lanes Segment 1B Project and the I-264/I-64 Interchange Phase IIIA Project.

Background:

At the June 20, 2024, Annual Organizational meeting, the Commission approved the HRTAC FY2025-FY2030 Plan of Finance Update – Six Year Operating and Capital Program of Projects – Highway Regional High Priority Projects which included the Hampton Roads Express Lanes Segment 1B Project and the I-264/I-64 Interchange Phase IIIA Project. On November 15, 2024, VDOT provided updated cost estimates to these two projects which require an amendment to the Approved Plan of Finance Update to increase the allocation of HRTAC funds to these two projects.

The Hampton Roads Express Lanes Segment 1B Project - Current cost estimates provided by VDOT for the Hampton Roads Express Lanes Segment 1B Project exceed the initial project budget allocation by \$80,400,000.

The I-264/I-64 Interchange Phase IIIA Project – Current cost estimates provided by VDOT for the I-264/I-64 Project exceed the initial project budget in the Approved FY2025-FY2030 Plan of Finance Update – Six Year Operating and Capital Program of Projects – Highway Regional High Priority Projects by \$42,179,537.

A public hearing to seek public comments to advise the Commission was conducted on December 3, 2024. No public comments were received.



At the December 12, 2024 Finance Committee meeting, the Finance Committee recommended to the Commission approval of the Amendment to the Approved FY2025-FY2030 Plan of Finance Update – Six Year Operating and Capital Program of Projects – Highway Regional High Priority Projects - to Amend the Hampton Roads Express Lanes Segment 1B Project and the I-264/I-64 Interchange Phase IIIA Project.

Fiscal Impact:

The \$122,579,537 combined anticipated cost increase allocation to the Approved FY2025-FY2030 Plan of Finance Update – Six Year Operating and Capital Program of Projects – Highway Regional High Priority Projects will be provided by a combination of unobligated and future anticipated Hampton Roads Transportation Fund balances.

	Project	UPC	Increase Amount
1	HRELN Segment 1B	120863	\$80,400,000
2	I-264/I-64 Interchange Phase IIIA	125602	\$42,179,537

Suggested Motion:

Motion: The Commission approves the Amendment to the Approved FY2025-FY2030 Plan of Finance Update – Six Year Operating and Capital Program of Projects – Highway Regional High Priority Projects - to Amend the Hampton Roads Express Lanes Segment 1B Project and the I-264/I-64 Interchange Phase IIIA Project.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Hampton Roads District

7511 Burbage Drive
Suffolk, Virginia 23435

Stephen C. Brich, P.E.
Commissioner

November 15, 2024

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

RE: Request to Amend HRTAC's FY2025-2030 Plan of Finance – Six Year Operating and Capital Program of Projects

Dear Mr. Page,

I am writing to follow up on our recent discussions regarding the desire to amend HRTAC's FY2025-2030 Plan of Finance – Six Year Operating and Capital Program of Projects to increase HRTAC's commitment of funds to account for increases in project costs for the HREL Segment 1B and I-64/I-264 Interchange Phase 3A projects.

We have identified proposed HRTAC commitment of funds increases for the following projects in the table below:

	Project	UPC	Increase Amount
1	HREL Segment 1B	120863	\$80,400,000
2	I-64/I-264 Interchange Phase 3A	125602	\$42,179,537

As you are aware, these additional costs are due to various factors to include necessary roadway and bridge shoulder widening to address safety concerns along both corridors.

Thank you for your consideration.

Sincerely,

Christopher G. Hall, P.E.
District Engineer

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

**6. B. Hampton Roads Regional Transit Fund Project 2023-01C
RTS Program Costs - Human Resources (RTS Wages), Fringe,
and Operations and Maintenance**

Agenda Item 6B
Action Item

To: Chair West and the other members of the Commission

From: Kevin B. Page, Executive Director

Date: December 12, 2024

Re: Hampton Roads Regional Transit Fund Project 2023-01C RTS Program Costs - Human Resources (RTS Wages), Fringe, and Operations and Maintenance

Recommendation:

The Finance Committee recommends to the six cities of HRTAC that participate in Hampton Roads Transit approve Hampton Roads Transit's request relating to additional reimbursements in respect of Hampton Roads Regional Transit Fund Project 2023-01C RTS Program Costs - Human Resources (RTS Wages), Fringe, and Operations and Maintenance.

Background:

At the June 20, 2024, Annual Organizational Meeting, the six cities of HRTAC that participate in Hampton Roads Transit approved the deallocation of funds from the Hampton Roads Regional Transit Fund Project 2023-01C, and on June 24, 2024, the Commission executed an Amendment to Project Funding Agreement for HRRTF Disbursements releasing \$10,675,504.27 that was obligated to the project (the "Float Down Amendment"). Following further evaluation of the financial expenditures, Hampton Roads Transit (HRT) realized that before closing out of the project and executing the Float Down Amendment, they should have requested an additional \$1,316,780.71 to reimburse incurred project costs. On October 9, 2024, followed by additional HRT detail provided on December 3, 2024, Hampton Roads Transit requested that the Commission consider re-opening the 2023-01C project and modifying the Float Down Amendment to permit the Commission to provide the additional \$1,316,780.71 reimbursement.

At the December 12, 2024 Finance Committee meeting, the Finance Committee recommended to the Six Cities of HRTAC that participate in Hampton Roads Transit that they approve Hampton Roads Transit's request relating to additional reimbursements in respect of Hampton Roads Regional Transit Fund Project 2023-01C RTS Program Costs - Human Resources (RTS Wages), Fringe, and Operations and Maintenance.

Fiscal Impact:

\$1,316,780.71 will be provided by a combination of unobligated Hampton Roads Regional



Transit Fund balances.

Suggested Motion:

Motion: The six cities of HRTAC that participate in Hampton Roads Transit: i. approve Hampton Roads Transit's request to reimburse the additional \$1,316,780.71 in Hampton Roads Regional Transit Fund Project 2023-01C RTS Program Costs - Human Resources (RTS Wages), Fringe, and Operations and Maintenance; and ii. authorize the Chair to execute and deliver an amendment to the Project Funding Agreement for HRTF Disbursements with the Transportation District Commission of Hampton Roads (HRT) to support the reimbursement of such amount on such terms and conditions as the Chair, with the advice of the Executive Director and the Commission's general counsel, deems necessary or advisable.

From: [Conner Burns](#)
To: [Kevin Page](#); [Jennifer Hodnett](#)
Cc: [William E. Harrell](#); [Brian Smith](#); [Donna Brumbaugh](#); [Angela Glass](#); [Farahnaz Karimi Tabrizi](#)
Subject: FW: HRT Wage Reimbursement FY 2023 and FY 2024
Date: Tuesday, December 3, 2024 2:09:27 PM
Attachments: [Fund 3010-RTS Expense Report- FY 23 Catch up Burns.pdf](#)

Good afternoon Kevin

As always, it was nice talking with you yesterday. Per our conversation, I am adding to this email string in regards to the FY2023 Program Costs. We have finalized our reviews regarding our audits mentioned below. In addition to the wages listed, we have supplied an additional \$172,047.63 in Program Expenses for submittal. We have sent the associated attachments to your Agency in a separate email.

The following is an update request for FY2023 listed from the earlier email. The attached is the formal requisition for your Board.

FY 2023:

Project ID: 202301C-RTS Program Costs, Human Resources
(RTS Wages) & Fringe
Reimbursement Request: \$1,144,733.08

FY 2023:

Project ID: 202301C-RTS Program Costs, Human Resources
(RTS Wages) & Fringe
Reimbursement Request: \$172,047.63

Total Draw \$1,316,780.71

Thank you again Kevin,
Please let me know if I can offer any assistance.

Sincerely
Conner

From: Conner Burns
Sent: Wednesday, October 9, 2024 3:42 PM
To: Kevin Page <kpage@hrtac.org>; Jennifer Hodnett <JHodnett@hrtac.org>
Cc: William E. Harrell <wharrell@hrtransit.org>; Ray Amoruso <ramoruso@hrtransit.org>; Donna Brumbaugh <dbrumbaugh@hrtransit.org>; Angela Glass <aglass@hrtransit.org>; Farahnaz Karimi Tabrizi <fkarimitabrizi@hrtransit.org>; Robert Lee <rlee@hrtransit.org>
Subject: HRT Wage Reimbursement FY 2023 and FY 2024

Kevin

It was very nice talking with you last Thursday and thank you for your assistance.

Mr. Harrell asked me to follow up with you regarding the RTS Wages conversation you had on Monday, September 30, 2024.

As I shared, we are in the final stages of completing our FY2022 External Audit which will

be published in the next few weeks.

During our audit work and assembling our FY2023 and FY2024 audit worksheets and through our improvement in the audit process, we discovered that the Agency had not invoiced certain Human Resources RTS Wages and Fringe costs to HRTAC.

Listed below is a break-down of the eligible costs and reimbursement request for each year. We understand that although FY2023 funds have been de-allocated, however, there are eligible monies remaining which can accommodate the request.

We have also attached supporting documentation for your review and consideration. The Summary(2) tab is the overview.

FY 2023:

Project ID: 202301C-RTS Program Costs, Human Resources
(RTS Wages) & Fringe
Reimbursement Request: \$1,144,733.08

FY 2024:

Project ID: 202401C-RTS Program Costs, Human Resources
(RTS Wages) & Fringe

Reimbursement Request: \$3,718,104.66 Eligible and Remaining

The attached analysis for FY2024 totals \$3,767,908.05 and exceeds the reimbursement request listed above. As noted, we are requesting eligible and remaining funds.

We are in regular billing cadence for FY2025.

Thank you again Kevin, particularly for FY2023. Please process at your earliest convenience.

As always, I appreciate you and your team. Please send my regards to your crew.

Sincerely

Conner

[MISSION: To connect Hampton Roads with transportation solutions that are reliable, safe, efficient, and sustainable.](#)

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December 1 , 2024
Kevin B. Page, Executive Director
Hampton Roads Transportation Accountability Commision
723 Woodlake Drive
Chesapeake, VA 23320

Subject: Drawdown 2023-3

Dear Mr. Page,

Please find attached Hampton Roads Transit's requisitions for a disbursement from the Hampton Roads Regional Transit Fund (HRRTF) as captured below:

Drawdown 2023-03					
Draws	Beginning Balance	Previous Draws	This Period	Cumulative	Remaining Balance
FY 23 Catch up, Wages					
202301C/ O & M	10,675,504.27	7,993,504.73	172,047.63	8,165,552.36	10,503,456.64
202301C/ Wages	10,503,456.64	8,165,552.36	1,144,733.08	9,310,285.44	9,358,723.56
Total for this draw:			<u>1,316,780.71</u>		

Prepared by:

Farahnaz Karimi Tabrizi
RTS Senior Staff Accountant

Date: 12/1/2024

7. A. HRTAC Monthly Financial Report



HAMPTON ROADS TRANSPORTATION FUND and
HAMPTON ROADS REGIONAL TRANSIT FUND
FINANCIAL REPORTS
FY2014 – FY2025
Period Ending August 31, 2024

The HRTAC staff has prepared the attached August 2024 financial report based on data received to date from the Virginia Department of Transportation.

Revenues

	<u>Inception to August 2024</u>	<u>FY2025 YTD</u>	<u>August 2024</u>
Total Gross Revenues¹	\$ 5,613,203,716	\$ 63,160,163	\$ 32,487,352
HRTF - State Sales Tax & Local Fuels Tax	2,253,385,338	43,996,238	23,163,600
HRRTF – Fees, Taxes & other Revenue	142,604,750	3,958,457	1,859,462
Interest and Investment Income	250,542,026	15,205,468	7,464,290
Other Income	809,274	-	-
Bond and Debt Net Proceeds	2,965,862,328	-	-

Expenditures

Total Expenditures	\$ 3,691,818,084	\$ 23,069,515	\$ 18,525,932
Projects	3,397,203,842	14,191,713	14,191,713
Operating Expenses & Investment Fees	30,475,661	236,790	13,713
Bond Interest Expenses	264,138,581	8,641,012	4,320,506

Modified Cash Position at August 31, 2024 **\$ 1,921,385,632**

Items not using or providing cash since inception:

Amortization - Bond Premium and Gain on Defeasance	(151,750,288)
Purchase of Capital Assets	(12,953)
Gain not affecting cash	(759,274)
Capitalized interest added to long-term debt	35,850,975
Assets not requiring current use of cash	(252,080,573)
Liabilities not requiring current sources of cash	<u>34,322,622</u>

Actual cash and investments at August 31, 2024 **\$ 1,586,956,141**

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

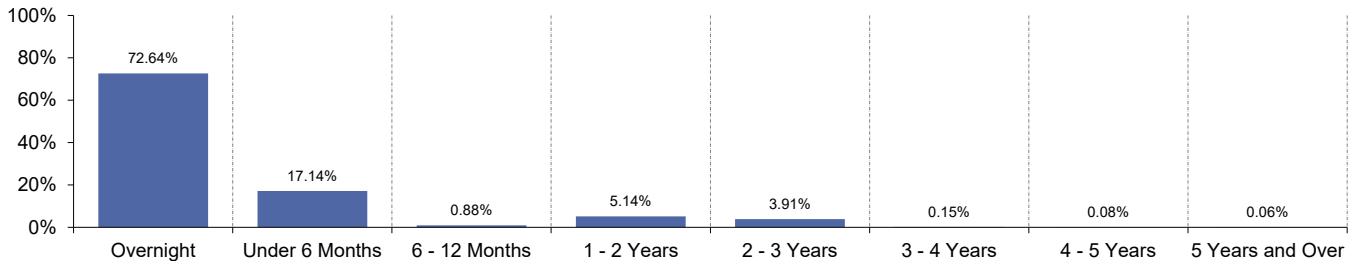
Hampton Roads Transportation Fund

Summary of Cash and Investments

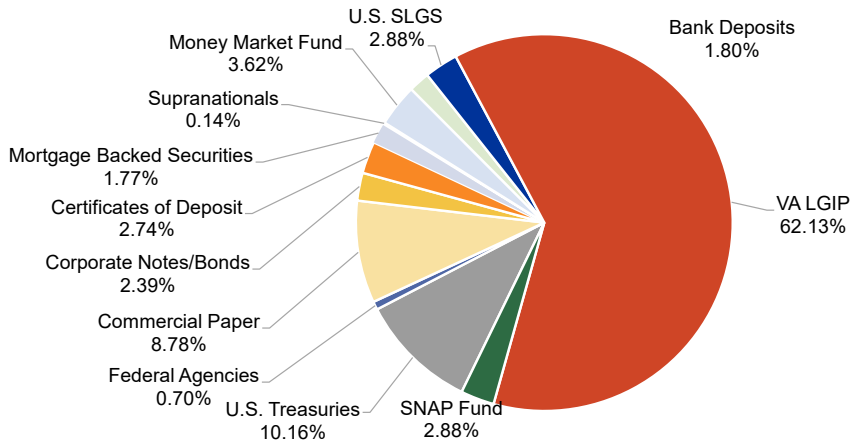
For August 2024

Portfolio	Yield at Cost	Yield at Market	Balances at Cost	Balances at Market	% of Total
Union Checking	0.00%	0.00%	1,000,000	1,000,000	0.07%
Union Sweep	5.09%	5.09%	7,499,787	7,499,787	0.52%
Union Money Market	5.12%	5.12%	44,092	44,092	0.00%
Union General	5.22%	5.22%	17,347,062	17,347,062	1.20%
Wilmington Trust	Variable	Variable	41,334,075	41,334,075	2.85%
VA LGIP	5.40%	5.40%	891,826,117	891,826,117	61.56%
Enhanced Cash Portfolio	5.16%	5.22%	301,376,864	303,930,898	20.98%
Core Portfolio	4.51%	4.24%	142,877,048	144,423,422	9.97%
SNAP Fund	5.42%	5.42%	41,371,151	41,371,151	2.86%
Total			\$ 1,444,676,196	\$ 1,448,776,603	100.00%

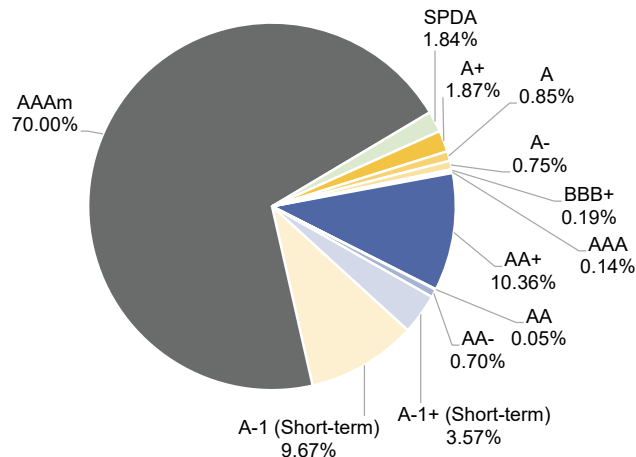
Total Maturity Distribution



Sector Distribution



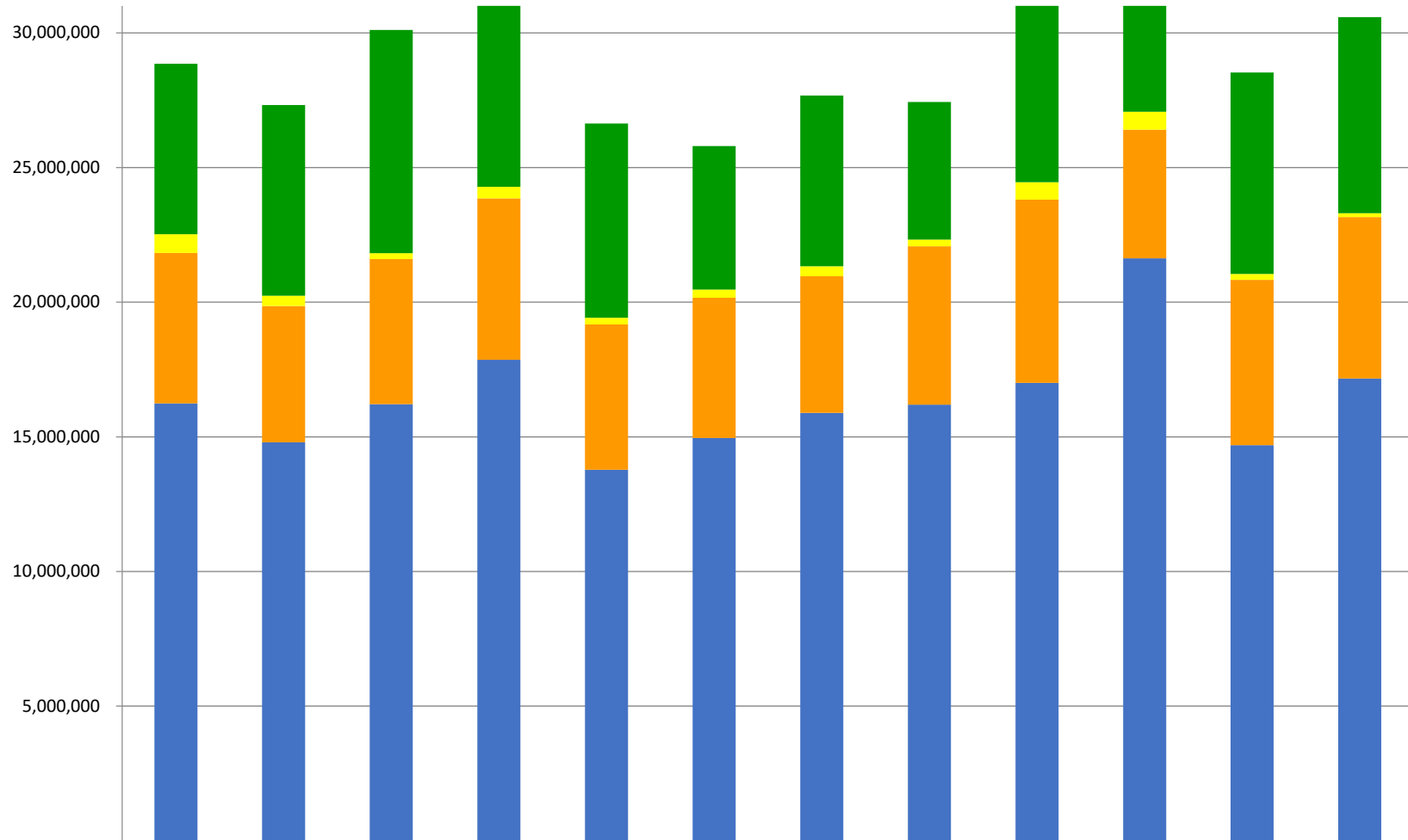
Credit Distribution



All charts are based on market value as of August 31, 2024

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

HRTF Revenue



Notes: November 2018 Wholesale Fuels Tax revenue includes a \$9,865,900 Special Audit Assessment adjustment sourced from vendor audit settlement.
 January 2019 Wholesale Fuels Tax revenue includes \$510,330 in adjustments from a Special Audit Assessment and a vendor audit settlement.
 February 2019 Wholesale Fuels Tax revenue includes \$806,491 from a vendor audit assessment.
 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 2024

	FY2014 - FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	Total
HRTF Interest Income	\$ 2,277,312	\$ 1,000,093	\$ 669,108	\$ 363,661	\$ 296,307	\$ 3,273,956	\$ 5,202,784	\$ 358,039	\$ 13,441,259
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>82,726,184</u>	<u>14,762,914</u>	<u>228,874,054</u>
Total	<u>\$ 16,488,667</u>	<u>\$ 30,869,204</u>	<u>\$ 26,944,858</u>	<u>\$ 3,603,971</u>	<u>\$ (3,098,103)</u>	<u>\$ 64,456,795</u>	<u>\$ 87,928,968</u>	<u>\$ 15,120,953</u>	<u>\$ 242,315,313</u>

Notes:

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

"HRTF Investment Income" in FY2019 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
	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	7/1/13 - 8/31/24
<i>July 2013 - August 2023</i>	\$ 1,503,538,989	\$ 486,121,423	\$ 8,880,588	\$ 145,408,255	\$ 759,274	\$ 2,746,446,175	\$ 4,891,154,703	\$ 2,779,163,038	\$ 1,114,142	\$ 2,250,849	\$ 214,738,446	\$ 21,766,875	\$ 3,019,033,350	\$ 1,872,121,353
<i>September 2023</i>	16,240,455	5,587,353	695,023	6,329,061	-	-	28,851,893	23,725,295	-	34,839	3,759,051	226,681	27,745,866	1,873,227,379
<i>October 2023</i>	14,798,638	5,063,758	376,020	7,080,626	-	-	27,319,041	40,333,110	-	35,039	3,759,051	260,825	44,388,026	1,856,158,395
<i>November 2023</i>	16,214,789	5,384,752	219,906	8,288,937	-	148,626,690	178,735,075	44,242,019	-	35,573	4,026,342	561,906	48,865,840	1,986,027,630
<i>December 2023</i>	17,861,253	5,994,188	425,653	9,584,551	12,500	-	33,878,146	47,358,761	-	36,246	4,026,390	555,963	51,977,360	1,967,928,417
<i>January 2024</i>	13,779,845	5,390,553	250,532	7,218,770	-	-	26,639,699	44,932,375	-	-	4,169,864	214,936	49,317,175	1,945,250,941
<i>February 2024</i>	14,955,920	5,204,299	303,560	5,335,396	-	-	25,799,175	95,617,686	-	36,317	4,169,858	129,188	99,953,048	1,871,097,068
<i>March 2024</i>	15,890,741	5,069,732	370,343	6,343,418	12,500	-	27,686,734	56,520,259	-	32,770	4,169,864	149,405	60,872,298	1,837,911,504
<i>April 2024</i>	16,192,604	5,885,237	248,380	5,111,120	-	-	27,437,341	353,382	-	33,766	4,169,873	181,587	4,738,607	1,860,610,237
<i>May 2024</i>	17,001,456	6,809,278	647,775	6,664,848	-	70,789,463	101,912,820	74,507,253	38,129	-	4,169,873	99,409	78,814,663	1,883,708,394
<i>June 2024</i>	21,633,397	4,770,439	665,440	6,746,157	25,000	-	33,840,433	123,693,603	-	70,947	4,338,958	1,517,778	129,621,286	1,787,927,541
<i>July 2024</i>	14,692,012	6,140,626	216,387	7,485,149	-	-	28,534,175	-	-	19,991	4,320,506	177,332	4,517,830	1,811,943,887
<i>August 2024</i>	17,165,196	5,998,404	141,652	7,277,765	-	-	30,583,018	14,191,713	-	18,907	4,320,506	33,895	18,565,021	1,823,961,883
Total 12 Months	\$ 196,426,307	\$ 67,298,620	\$ 4,560,671	\$ 83,465,799	\$ 50,000	\$ 219,416,153	\$ 571,217,550	\$ 565,475,455	\$ 38,129	\$ 354,396	\$ 49,400,135	\$ 4,108,905	\$ 619,377,021	
Grand Totals	\$ 1,699,965,296	\$ 553,420,041	\$ 13,441,259	\$ 228,874,054	\$ 809,274	\$ 2,965,862,328	\$ 5,462,372,254	\$ 3,344,638,493	\$ 1,152,271	\$ 2,605,246	\$ 264,138,581	\$ 25,875,780	\$ 3,638,410,371	
Less Balance of Encumbered (through FY2028)														(1,977,272,362)
Total Net Available *														(153,310,479)

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 2025

Locality	Total FY2014 - FY2024	Previous FY2025	August 2024	FY 2025 YTD	Total
<i>Chesapeake</i>	\$ 403,428,728	\$ 3,673,311	\$ 3,929,391	\$ 7,602,701	\$ 411,031,430
<i>Franklin</i>	24,010,790	186,820	231,153	417,974	24,428,764
<i>Hampton</i>	161,227,344	1,361,385	1,672,988	3,034,372	164,261,717
<i>Isle of Wight</i>	35,578,122	327,569	455,218	782,788	36,360,910
<i>James City</i>	97,300,267	954,440	1,082,479	2,036,919	99,337,186
<i>Newport News</i>	234,185,647	2,067,117	2,340,784	4,407,900	238,593,548
<i>Norfolk</i>	309,973,862	3,034,368	3,316,916	6,351,284	316,325,146
<i>Poquoson</i>	6,107,904	58,277	65,459	123,736	6,231,640
<i>Portsmouth</i>	80,064,008	741,216	827,623	1,568,839	81,632,847
<i>Southampton</i>	11,619,210	948,433	110,870	1,059,303	12,678,513
<i>Suffolk</i>	120,494,177	370,139	1,393,009	1,763,148	122,257,326
<i>Virginia Beach</i>	588,358,783	5,893,514	6,417,572	12,311,086	600,669,870
<i>Williamsburg</i>	40,593,836	288,229	333,941	622,170	41,216,006
<i>York</i>	96,446,419	927,820	986,198	1,914,018	98,360,437
Total ^d	\$ 2,209,389,100	\$ 20,832,639	\$ 23,163,600	\$ 43,996,239	\$ 2,253,385,339
Interest ^a	13,083,220	216,387	141,652	358,039	13,441,259
Investment Income(Loss) ^b	214,111,140	7,485,149	7,277,765	14,762,914	228,874,054
Other Income	809,274	-	-	-	809,274
Bond & TIFIA Proceeds	2,965,862,328	-	-	-	2,965,862,328
Total Revenues	\$ 5,403,255,061	\$ 28,534,175	\$ 30,583,018	\$ 59,117,192	\$ 5,462,372,254
Project Expenses	(3,330,446,780)	-	(14,191,713)	(14,191,713)	(3,344,638,493)
DMV & Dept. of Tax Admin Fees	(1,152,271)	-	-	-	(1,152,271)
Investment Fees (Sterling&PFMAM)	(2,566,348)	(19,991)	(18,907)	(38,898)	(2,605,246)
Bond Interest Expenses	(255,497,568)	(4,320,506)	(4,320,506)	(8,641,012)	(264,138,581)
Operating Expense	(25,664,553)	(177,332)	(33,895)	(211,227)	(25,875,780)
Modified Cash Position	\$ 1,787,927,540	\$ 24,016,345	\$ 12,017,996	\$ 36,034,342	\$ 1,823,961,883
Less Balance of Encumbered	(1,991,464,075)				(1,977,272,362)
Net Modified Cash Position	\$ (203,536,535)				\$ (153,310,478)
Updated Forecast	2,121,638,518	23,774,149	23,339,636	47,113,785	2,168,752,303
Total Revenue - Forecast (under)/over	87,750,582	(2,941,510)	(176,036)	(3,117,546)	84,633,036

Table 1A - State Sales & Use Tax

Hampton Roads Transportation Fund (HRTF)

Fiscal Year 2025

Locality	Total FY2014 - FY2024	Previous FY2025	August 2024	FY 2025 YTD	Total
<i>Chesapeake</i>	\$ 302,801,678	\$ 2,546,445	\$ 2,917,445	\$ 5,463,890	\$ 308,265,568
<i>Franklin</i>	12,230,709	89,324	101,189	190,513	12,421,222
<i>Hampton</i>	116,514,150	914,322	1,146,444	2,060,766	118,574,916
<i>Isle of Wight</i>	21,527,789	195,310	296,873	492,183	22,019,972
<i>James City</i>	78,424,755	657,097	811,318	1,468,415	79,893,169
<i>Newport News</i>	180,733,684	1,464,312	1,731,506	3,195,818	183,929,502
<i>Norfolk</i>	241,438,192	2,234,169	2,527,561	4,761,730	246,199,921
<i>Poquoson</i>	4,584,055	42,965	54,169	97,134	4,681,189
<i>Portsmouth</i>	56,552,182	478,073	609,474	1,087,547	57,639,729
<i>Southampton</i>	5,113,345	883,931	51,049	934,980	6,048,325
<i>Suffolk</i>	78,946,841	(139,475)	859,299	719,825	79,666,665
<i>Virginia Beach</i>	464,248,484	4,447,295	5,056,454	9,503,749	473,752,232
<i>Williamsburg</i>	32,335,699	240,303	298,565	538,868	32,874,568
York	72,656,528	637,941	703,850	1,341,791	73,998,319
Total ¹	<u>\$ 1,668,108,088</u>	<u>\$ 14,692,012</u>	<u>\$ 17,165,196</u>	<u>\$ 31,857,208</u>	<u>\$ 1,699,965,296</u>
Updated Forecast	<u>1,576,344,223</u>	<u>18,122,935</u>	<u>17,238,457</u>	<u>35,361,392</u>	<u>1,611,705,615</u>
Diff(under)/over	91,763,865	(3,430,923)	(73,261)	(3,504,184)	88,259,681

Table 1B - Local Fuels Tax
Hampton Roads Transportation Fund (HRTF)
Fiscal Year 2025

Locality	Total FY2014 - FY2024	Previous FY2025	August 2024	FY 2025 YTD	Total
<i>Chesapeake</i>	\$ 100,627,055	\$ 1,126,866	\$ 1,011,946	\$ 2,138,811	\$ 102,765,866
<i>Franklin</i>	11,780,082	97,496	129,964	227,460	12,007,543
<i>Hampton</i>	44,713,197	447,063	526,543	973,607	45,686,803
<i>Isle of Wight</i>	14,050,333	132,259	158,346	290,605	14,340,938
<i>James City</i>	18,875,509	297,343	271,161	568,504	19,444,013
<i>Newport News</i>	53,451,967	602,805	609,278	1,212,082	54,664,049
<i>Norfolk</i>	68,535,669	800,199	789,355	1,589,555	70,125,224
<i>Poquoson</i>	1,523,849	15,312	11,290	26,602	1,550,451
<i>Portsmouth</i>	23,511,832	263,143	218,149	481,292	23,993,123
<i>Southampton</i>	6,505,866	64,502	59,821	124,323	6,630,189
<i>Suffolk</i>	41,547,347	509,614	533,710	1,043,324	42,590,670
<i>Virginia Beach</i>	124,110,290	1,446,220	1,361,118	2,807,338	126,917,627
<i>Williamsburg</i>	8,258,132	47,926	35,376	83,302	8,341,434
<i>York</i>	23,789,885	289,879	282,348	572,227	24,362,112
Total¹	<u>\$ 541,281,011</u>	<u>\$ 6,140,626</u>	<u>\$ 5,998,404</u>	<u>\$ 12,139,030</u>	<u>\$ 553,420,041</u>
Updated Forecast	<u>545,294,294</u>	<u>5,651,214</u>	<u>6,101,179</u>	<u>11,752,393</u>	<u>557,046,687</u>
Diff(under)/over	(4,013,283)	489,412	(102,775)	386,637	(3,626,646)

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

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

Table 2 - Allocations

Hampton Roads Transportation Fund (HRTF)

Fiscal Year 2025

Project	Total FY2014 - FY2024	Previous FY2025	August 2024	FY 2025 YTD	Total
I-64 Peninsula Widening					
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
UPC 123656 - Denbigh Blvd Interchange Phase 2 East Bound	26,643,026	-	-	-	26,643,026
I-64/264 Interchange Improvement					
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
I-64 Southside Widening/High-Rise Bridge					
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-64 HRBT Expansion Project					
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
Hampton Roads Express Lanes Network (HRELN)					
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/Construction	136,611,494	-	-	-	136,611,494
UPC 119638 - Segment 4C - PE/ROW/Construction	399,153,311	-	-	-	399,153,311
UPC 122999 - Transportation Management Plan	8,000,000	-	-	-	8,000,000
UPC 122714 - I-464/I-64 Interchange Improvements - Full Interchange Access Report Development Project	2,500,000	-	-	-	2,500,000
UPC 120375 & 123322 - I-64/I-464 Interchange Exit 291 Flyover Ramp Improvements	15,380,374	-	-	-	15,380,374
HRCS Preferred Alternative Refinement - HRBT					
UPC 110577 - SEIS	30,000,000	-	-	-	30,000,000
UPC 106694 - 460/58/13 Connector Study - PE	1,095,368	-	-	-	1,095,368
UPC 111427 - Bowers Hill Interchange Study	11,904,630	-	-	-	11,904,630
UPC 122761 - I-264 Independence Blvd Interchange IAR	1,250,000	-	-	-	1,250,000
HR Regional Connector Study - HRTPO <i>(Remaining Projects of Third Crossing)</i>	7,000,000	-	-	-	7,000,000
Total	\$ 5,321,910,855	\$ -	\$ -	\$ -	\$ 5,321,910,855

Table 3 - Expenditures
Hampton Roads Transportation Fund (HRTF)
Fiscal Year 2025

Project	Total FY2014 - FY2024	Previous FY2025	August 2024	FY 2025 YTD	Total
I-64 Peninsula Widening					
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	5,762,848	-	-	-	5,762,848
UPC 109790/106689 - Segment 3 - Construction	91,887,556	-	-	-	91,887,556
UPC 123656 - Denbigh Blvd Interchange Phase 2 East Bound - Design/ROW	1,032,299	-	-	-	1,032,299
I-64/264 Interchange Improvement					
UPC 57048/108042 - Phase I - PE/ROW	15,071,063	-	-	-	15,071,063
UPC 57048/108042 - Phase I - Construction	125,024,039	-	-	-	125,024,039
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	7,484,554	-	-	-	7,484,554
I-64 Southside Widening/High-Rise Bridge					
UPC 106692 - Phase I - PE	12,189,098	-	-	-	12,189,098
UPC 106692/108990 - Phase I - ROW/Construction	355,441,980	-	-	-	355,441,980
I-64 HRBT Expansion Project					
UPC 115008 - I-64 HRBT Expansion Project D-B Contract	1,985,096,067	-	14,405,268	14,405,268	1,999,501,334
UPC 115009 - I-64 HRBT Expansion Project Owners Oversight	227,755,669	-	(213,555)	(213,555)	227,542,115
HRELN Segment 1 Phase 1 PE - UPC					
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	2,708,292	-	-	-	2,708,292
UPC 120863 - Segment 1B - PE/ROW/Construction	2,841,379	-	-	-	2,841,379
UPC 119824 - Segment 4A/4B - PE/ROW/Construction	12,229,024	-	-	-	12,229,024
UPC 119638 - Segment 4C - PE/ROW/Construction	124,231,140	-	-	-	124,231,140
UPC 122999 - Transportation Management Plan	-	-	-	-	-
UPC 122714 - I-464/I-64 Interchange Improvements - Full Interchange Access Report Development Project	928,675	-	-	-	928,675
UPC 120375 & 123322 - I-64/I-464 Interchange Exit 291 Flyover Ramp Improvements	-	-	-	-	-
HRCS Preferred Alternative Refinement - HRBT					
UPC 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					
UPC 122761 - I-264 Independence Blvd Interchange IAR	335,848	-	-	-	335,848
HR Regional Connector Study - HRTPO (Remaining Projects of Third Crossing)					
UPC 122761 - I-264 Independence Blvd Interchange IAR	7,000,000	-	-	-	7,000,000
Total	\$ 3,330,446,780	\$ -	\$ 14,191,713	\$ 14,191,713	\$ 3,344,638,493

Table 3A - Bond-Reimbursed Expenditures

Hampton Roads Transportation Fund (HRTF)

Fiscal Year 2025

Project	Total FY2014 - FY2024	Previous FY2025	August 2024	FY 2025 YTD	Total
I-64 Peninsula Widening					
UPC 104905/111926 - Segment 1 - PE/Construction	\$ 10,063,882	\$ -	\$ -	\$ -	\$ 10,063,882
UPC 106665 - Segment 2 - PE/ROW/Construction	159,559,703	-	-	-	159,559,703
UPC 109790/106689 - Segment 3 - PE	5,693,804	-	-	-	5,693,804
UPC 109790/106689 - Segment 3 - Construction	87,210,472	-	-	-	87,210,472
UPC 123656 - Denbigh Blvd Interchange Phase 2 East Bound	-	-	-	-	-
I-64/264 Interchange Improvement					
UPC 57048/108042 - Phase I - PE/ROW	15,071,063	-	-	-	15,071,063
UPC 57048/108042 - Phase I - Construction	121,364,711	-	-	-	121,364,711
UPC 17630/108041 - Phase II - PE/ROW	54,592,576	-	-	-	54,592,576
UPC 17630/108041 - Phase II - Construction	65,786,903	-	-	-	65,786,903
UPC 106693 - Phase III - PE & ROW	-	-	-	-	-
I-64 Southside Widening/High-Rise Bridge					
UPC 106692 - Phase I - PE	12,189,098	-	-	-	12,189,098
UPC 106692/108990 - Phase I - ROW/Construction	257,901,644	-	-	-	257,901,644
I-64 HRBT Expansion Project					
UPC 115008 - I-64 HRBT Expansion Project D-B Contract	1,316,824,662	-	-	-	1,316,824,662
UPC 115009 - I-64 HRBT Expansion Project Owners Oversight	99,280,854	-	-	-	99,280,854
HRELN Segment 1 Phase 1 PE - UPC					
UPC 117840 - Segment 1 Phase 1 - PE	-	-	-	-	-
UPC 117839 - Segment 4A/4B Phase 1 - PE	-	-	-	-	-
UPC 117841 - Segment 4C Phase 1 - PE	-	-	-	-	-
UPC 119637 - Segment 1A - PE/ROW/Construction	-	-	-	-	-
UPC 120863 - Segment 1B - PE/ROW/Construction	-	-	-	-	-
UPC 119824 - Segment 4A/4B - PE/ROW/Construction	-	-	-	-	-
UPC 119638 - Segment 4C - PE/ROW/Construction	57,971,938	-	-	-	57,971,938
UPC 122999 - Transportation Management Plan	-	-	-	-	-
UPC 122714 - I-464/I-64 Interchange Improvements - Full Interchange Access Report Development Project	-	-	-	-	-
UPC 120375 & 123322 - I-64/I-464 Interchange Exit 291 Flyover Ramp Improvements	-	-	-	-	-
HRCS Preferred Alternative Refinement - HRBT					
UPC 110577 - SEIS	-	-	-	-	-
460/58/13 Connector Study - UPC 106694 - PE					
UPC 106694 - PE	-	-	-	-	-
Bowers Hill Interchange Study - UPC 111427					
UPC 111427	-	-	-	-	-
UPC 122761 - I-264 Independence Blvd Interchange IAR					
UPC 122761 - IAR	-	-	-	-	-
HR Regional Connector Study - HRTPO (Remaining Projects of Third Crossing)					
UPC 122761 - HRTPO	-	-	-	-	-
Total	\$ 2,263,511,311	\$ -	\$ -	\$ -	\$ 2,263,511,311

Table 3B - Non-Bond Reimbursed Expenditures

Hampton Roads Transportation Fund (HRTF)

Fiscal Year 2025

Project	Total FY2014 - FY2024	Previous FY2025	August 2024	FY 2025 YTD	Total
I-64 Peninsula Widening					
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	69,043	-	-	-	69,043
UPC 109790/106689 - Segment 3 - Construction	4,677,083	-	-	-	4,677,083
UPC 123656 - Denbigh Blvd Interchange Phase 2 East Bound	1,032,299	-	-	-	1,032,299
I-64/264 Interchange Improvement					
UPC 57048/108042 - Phase I - PE/ROW	-	-	-	-	-
UPC 57048/108042 - Phase I - Construction	3,659,328	-	-	-	3,659,328
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	7,484,554	-	-	-	7,484,554
I-64 Southside Widening/High-Rise Bridge					
UPC 106692 - Phase I - PE	-	-	-	-	-
UPC 106692/108990 - Phase I - ROW/Construction	97,540,336	-	-	-	97,540,336
I-64 HRBT Expansion Project					
UPC 115008 - I-64 HRBT Expansion Project D-B Contract	668,271,404	-	14,405,268	14,405,268	682,676,672
UPC 115009 - I-64 HRBT Expansion Project Owners Oversight	128,474,816	-	(213,555)	(213,555)	128,261,262
HRELN Segment 1 Phase 1 PE - UPC					
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	2,708,292	-	-	-	2,708,292
UPC 120863 - Segment 1B - PE/ROW/Construction	2,841,379	-	-	-	2,841,379
UPC 119824 - Segment 4A/4B - PE/ROW/Construction	12,229,024	-	-	-	12,229,024
UPC 119638 - Segment 4C - PE/ROW/Construction	66,259,202	-	-	-	66,259,202
UPC 122999 - Transportation Management Plan	-	-	-	-	-
UPC 122714 - I-464/I-64 Interchange Improvements - Full Interchange Access Report Development Project	928,675	-	-	-	928,675
UPC 120375 & 123322 - I-64/I-464 Interchange Exit 291 Flyover Ramp Improvements	-	-	-	-	-
HRCS Preferred Alternative Refinement - HRBT					
UPC 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	7,013,201	-	-	-	7,013,201
UPC 122761 - I-264 Independence Blvd Interchange IAR	335,848	-	-	-	335,848
HR Regional Connector Study - HRTPO (Remaining Projects of Third Crossing)					
UPC 122761 - I-264 Independence Blvd Interchange IAR	7,000,000	-	-	-	7,000,000
Total	\$ 1,066,935,469	\$ -	\$ 14,191,713	\$ 14,191,713	\$ 1,081,127,182

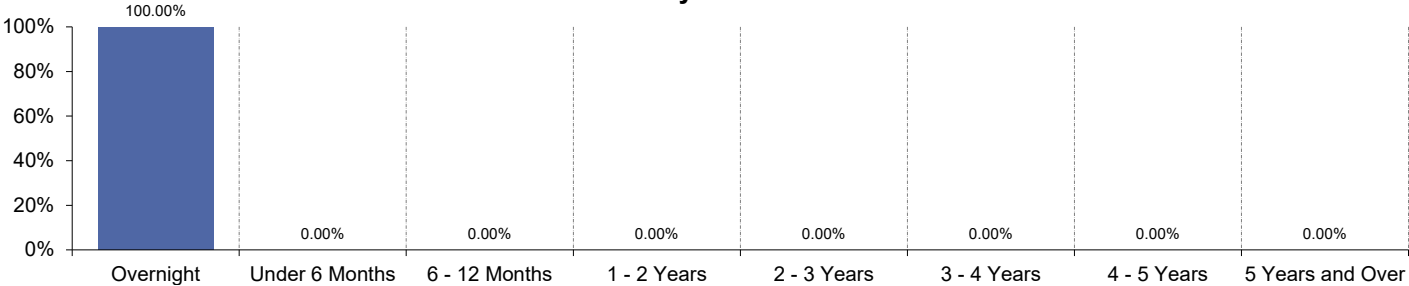
Hampton Roads Regional Transit Fund

Summary of Cash and Investments

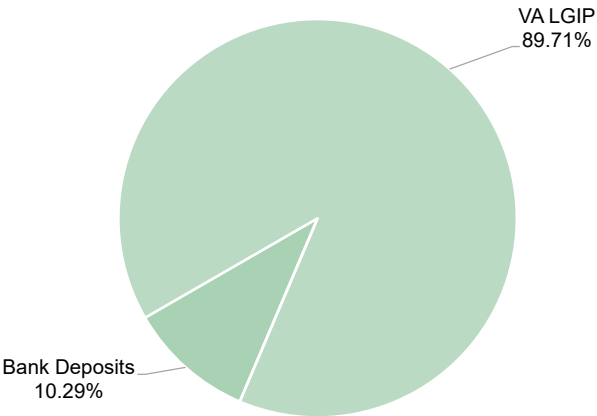
For August 2024

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	1.08%
Union Sweep	5.09%	5.09%	8,493,599	8,493,599	9.21%
VA LGIP	5.40%	5.40%	82,775,271	82,775,271	89.71%
Total			\$ 92,268,870	\$ 92,268,870	100.00%

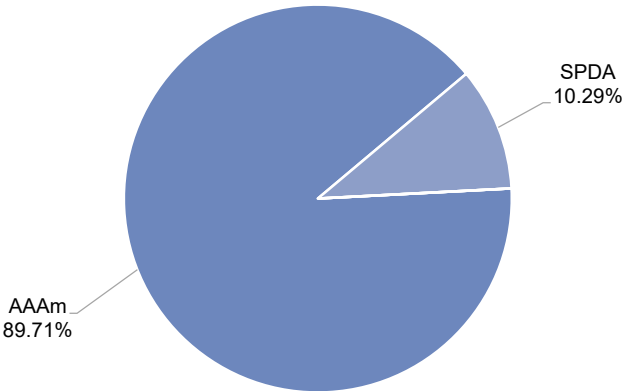
Total Maturity Distribution



Sector Distribution

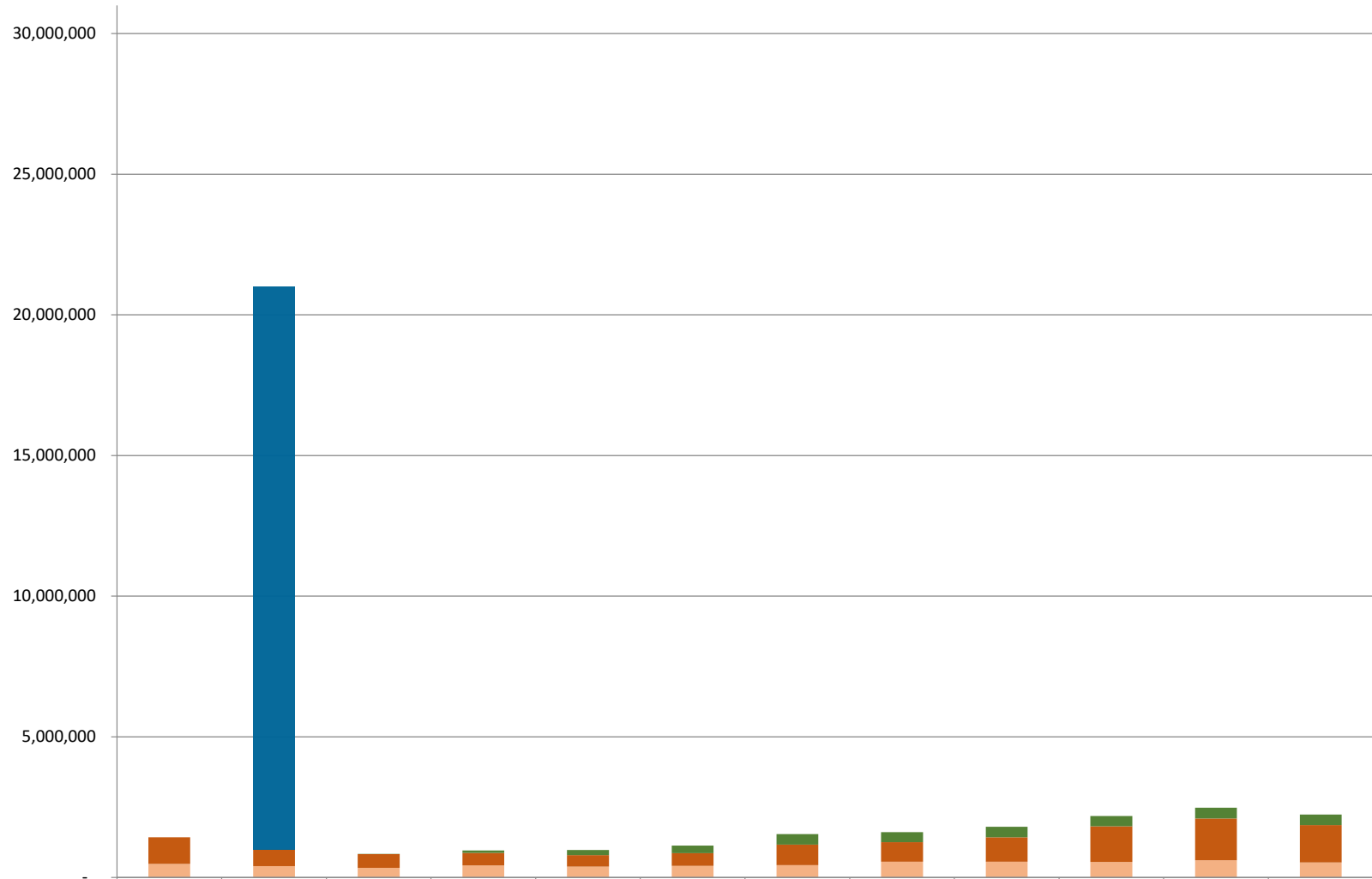


Credit Distribution



All charts are based on market value as of August 31, 2024.
 This material is for general informational purposes only and is not intended to provide specific advice or a specific recommendation.

HRRTF Revenue



	September 2023	October 2023	November 2023	December 2023	January 2024	February 2024	March 2024	April 2024	May 2024	June 2024	July 2024	August 2024
Total	1,756,676	21,413,952	1,234,865	1,322,144	1,212,621	1,272,834	1,591,716	1,665,976	1,838,749	2,230,878	2,515,625	2,282,376
Investments	-	-	3,069	94,014	187,857	262,823	373,631	361,523	374,076	363,249	376,988	378,041
Annual Recordation Tax Distribution	-	20,000,000	-	-	-	-	-	-	-	-	-	-
Transient Occupancy Tax	949,529	599,093	485,483	439,656	407,660	457,693	722,609	691,577	870,840	1,272,517	1,490,838	1,328,982
Regional Transportation Improv. Fees	482,483	402,475	344,508	428,997	384,305	409,458	441,926	559,464	559,049	548,667	608,157	530,480

Hampton Roads Regional Transit Fund (HRRTF)
Interest and Investment Income
Inception - August 2024

	FY2021	FY2022	FY2023	FY2024	FY2025	Total
HRRTF Interest Income	57,044	97,432	2,500,324	2,712,127	84,515	5,451,442
HRRTF Investment Income	<u>-</u>	<u>-</u>	<u>-</u>	<u>2,020,242</u>	<u>755,029</u>	<u>2,775,271</u>
Total	<u>\$ 57,044</u>	<u>\$ 97,432</u>	<u>\$ 2,500,324</u>	<u>\$ 4,732,369</u>	<u>\$ 839,544</u>	<u>\$ 8,226,713</u>

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

[illegible]

Table 1 - Revenues

Hampton Roads Regional Transit Fund (HRRTF)

Fiscal Year 2025

Locality	Total FY2020 - FY2024	Previous FY2025	August 2024	FY 2025 YTD	Total
<i>Regional Taxes and Fees</i>					
<i>Chesapeake</i>	\$ 9,327,019	\$ 230,904	\$ 229,688	\$ 460,592	\$ 9,787,611
<i>Hampton</i>	4,618,670	115,952	124,006	239,958	4,858,628
<i>Newport News</i>	4,827,142	136,284	104,499	240,783	5,067,925
<i>Norfolk</i>	9,074,825	302,675	257,728	560,403	9,635,228
<i>Portsmouth</i>	2,284,757	55,093	52,500	107,593	2,392,350
<i>Virginia Beach</i>	28,513,878	1,258,087	1,091,041	2,349,128	30,863,005
Total	\$ 58,646,291	\$ 2,098,995	\$ 1,859,462	\$ 3,958,457	\$ 62,604,748
Annual Recordation Tax Distribution	80,000,000	-	-	-	80,000,000
Total Tax and Fees Revenue	\$ 138,646,291	\$ 2,098,995	\$ 1,859,462	\$ 3,958,457	\$ 142,604,748
Interest	5,366,927	39,643	44,873	84,515	5,451,442
Investments	2,020,242	376,988	378,041	755,029	2,775,271
Total Revenue	\$ 146,033,460	\$ 2,515,625	\$ 2,282,376	\$ 4,798,001	\$ 150,831,462
Project Expenses	(52,565,350)	-	-	-	(52,565,350)
Operating Expense	(855,700)	(827)	(4,745)	(5,572)	(861,272)
Modified Cash Position	\$ 92,612,410	\$ 2,514,798	\$ 2,277,631	\$ 4,792,429	\$ 97,404,840
Less Balance of Encumbered	(33,385,143)				(96,695,494)
Net Modified Cash Position	\$ 59,227,267				\$ 709,346
Forecast	137,087,920	2,097,243	1,630,097	3,727,340	140,815,260
Total Revenue - Forecast (under)/over	1,558,371	1,752	229,365	231,117	1,789,488

Table 1A - Regional Transportation Improvement Fees
Hampton Roads Regional Transit Fund (HRRTF)
Fiscal Year 2025

Locality	Total FY2020 FY2024	Previous FY2025	August 2024	FY 2025 YTD	Total
<i>Regional Transit Improvement Fees</i>					
<i>Chesapeake</i>	\$ 6,473,029	\$ 120,156	\$ 121,631	\$ 241,787	\$ 6,714,816
<i>Hampton</i>	2,607,605	40,902	51,453	92,355	2,699,960
<i>Newport News</i>	2,958,146	81,991	52,122	134,113	3,092,259
<i>Norfolk</i>	4,688,449	112,568	82,490	195,058	4,883,507
<i>Portsmouth</i>	1,842,016	37,900	36,138	74,038	1,916,054
<i>Virginia Beach</i>	10,827,551	214,640	186,646	401,286	11,228,837
Total RTI Fees	<u>\$ 29,396,797</u>	<u>\$ 608,157</u>	<u>\$ 530,480</u>	<u>\$ 1,138,637</u>	<u>\$ 30,535,433</u>
<i>Forecast</i>	<u>27,996,817</u>	<u>650,354</u>	<u>622,044</u>	<u>1,272,398</u>	<u>29,269,215</u>
Total Revenue - Forecast (under)/over	1,399,980	(42,197)	(91,564)	(133,761)	1,266,218

Table 1B - Transient Occupancy Tax
Hampton Roads Regional Transit Fund (HRRTF)
Fiscal Year 2025

Locality	Total FY2020 FY2024	Previous FY2025	August 2024	FY 2025 YTD	Total
<i>Transient Occupancy Tax</i>					
<i>Chesapeake</i>	\$ 2,853,990	\$ 110,748	\$ 108,057	\$ 218,805	\$ 3,072,795
<i>Hampton</i>	2,011,065	75,050	72,553	147,603	2,158,668
<i>Newport News</i>	1,868,996	54,293	52,377	106,670	1,975,666
<i>Norfolk</i>	4,386,376	190,107	175,238	365,345	4,751,721
<i>Portsmouth</i>	442,741	17,193	16,362	33,555	476,296
<i>Virginia Beach</i>	<u>17,686,329</u>	<u>1,043,447</u>	<u>904,395</u>	<u>1,947,842</u>	<u>19,634,171</u>
Total	<u>\$ 29,249,497</u>	<u>\$ 1,490,838</u>	<u>\$ 1,328,982</u>	<u>\$ 2,819,820</u>	<u>\$ 32,069,317</u>
<i>Forecast</i>	<u>29,091,102</u>	<u>1,446,889</u>	<u>1,008,053</u>	<u>2,454,942</u>	<u>31,546,044</u>
Total Revenue - Forecast (under)/over	158,395	43,949	320,929	364,878	523,273

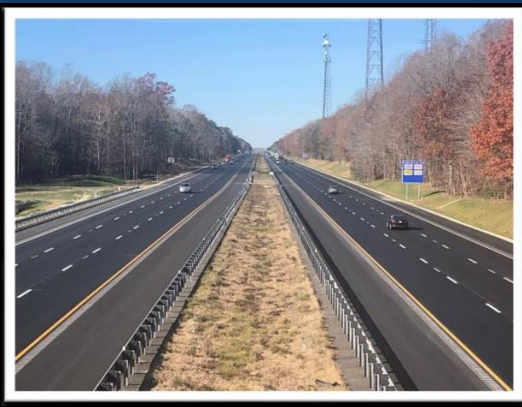
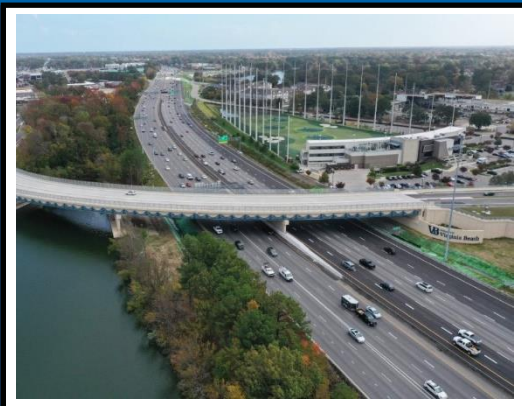
Table 2 - Allocations
Hampton Roads Regional Transit Fund (HRRTF)
Fiscal Year 2025

Project	Total FY2020 - FY2024	Previous FY2025	August 2024	FY 2025 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	5,149,662	-	-	-	5,149,662
Transit Bus Expansion - Project 202402H	2,936,431	-	-	-	2,936,431
Transit Bus Expansion - Project 202501H	-	2,198,000	-	2,198,000	2,198,000
<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
- Project 202501F	-	2,753,000		2,753,000	2,753,000
<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	3,523,222	-	-	-	3,523,222
Development & Support Services RTS - Project 202201D	1,923,442	-	-	-	1,923,442
Operations & Maintenance RTS - Project 202301C	7,993,505	-	-	-	7,993,505
Operations & Maintenance RTS - Project 202401C	25,975,300	-	-	-	25,975,300
Operations & Maintenance RTS - Project 202501C	-	25,307,000	-	25,307,000	25,307,000
<i>Net Center Replacement</i>					
- Project 202101D	62,000	-	-	-	62,000
Robert Hall Blvd (Chesapeake) - Project 202201A	100,000	-	-	-	100,000
Robert Hall Blvd (Chesapeake) - Project 202501A	-	500,000		500,000	500,000
Evelyn T. Butts (Norfolk) - Project 202201B	100,000	-	-	-	100,000
Evelyn T. Butts (Norfolk) - Project 202402B	4,500,000	-	-	-	4,500,000
Evelyn T. Butts (Norfolk) - Project 202501B	-	2,000,000		2,000,000	2,000,000
Orcutt Transfer Center - Project 202501D	-	258,000		258,000	258,000
<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
- Project 202501E	-	22,852,000	-	22,852,000	22,852,000
<i>Non-Revenue Fleet</i>					
- Project 202301J	1,243,421	-	-	-	1,243,421
- Project 202401J	35,941	-	-	-	35,941
- Project 202501J	-	5,920		5,920	5,920
<i>Paratransit Fleet</i>					
- Project 202301I	465,000	-	-	-	465,000
Total Allocations	\$ 93,386,924	\$ 55,873,920	\$ -	\$ 55,873,920	\$ 149,260,844

Table 3 - Expenditures
Hampton Roads Regional Transit Fund (HRRTF)
Fiscal Year 2025

Project	Total FY2020 - FY2024	Previous FY2025	August 2024	FY 2025 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	4,487,893	-	-	-	4,487,893
Transit Bus Expansion - Project 202402H	-	-	-	-	-
Transit Bus Expansion - Project 202501H	-	-	-	-	-
<i>Bus Stop Amenity Program</i>					
- Project 202101B	3,265,000	-	-	-	3,265,000
- Project 202201F	3,417,711	-	-	-	3,417,711
- Project 202401F	-	-	-	-	-
- Project 202501F	-	-	-	-	-
<i>Regional Transit System Technology</i>					
- Project 202101C	79,732	-	-	-	79,732
- Project 202201G	438,865	-	-	-	438,865
<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	7,993,505	-	-	-	7,993,505
Operations & Maintenance RTS - Project 202401C	12,556,013	-	-	-	12,556,013
Operations & Maintenance RTS - Project 202501C	-	-	-	-	-
<i>Net Center Replacement</i>					
- Project 202101D	61,869	-	-	-	61,869
Robert Hall Blvd (Chesapeake) - Project 202201A	-	-	-	-	-
Robert Hall Blvd (Chesapeake) - Project 202501A	-	-		-	-
Evelyn T. Butts (Norfolk) - Project 202201B	42,521	-	-	-	42,521
Evelyn T. Butts (Norfolk) - Project 202402B	-	-	-	-	-
Evelyn T. Butts (Norfolk) - Project 202501B	-			-	-
Orcutt Transfer Center - Project 202501D	-	-		-	-
<i>New Bus Operating Division - Southside</i>					
- Project 202101E	1,439,139	-	-	-	1,439,139
- Project 202201E	3,016,167	-	-	-	3,016,167
- Project 202301E	-	-	-	-	-
- Project 202401E	-	-	-	-	-
- Project 202501E	-	-	-	-	-
<i>Non-Revenue Fleet</i>					
- Project 202301J	786,960	-	-	-	786,960
- Project 202401J	-	-	-	-	-
- Project 202501J	-	-		-	-
<i>Paratransit Fleet</i>					
- Project 202301I	434,014	-	-	-	434,014
Total Expenditures	\$ 52,565,350	\$ -	\$ -	\$ -	\$ 52,565,350

7. B. VDOT Project Updates



HRTAC PROGRAM MONTHLY EXECUTIVE REPORT

November 2024

ORIGINAL MAJOR PROJECTS

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

HRTAC Program Development Monthly Executive Report November 2024

Hampton Roads District
7511 Burbage Drive
Suffolk

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 10/31/2024):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 2,738,567	\$ 2,738,567	\$ 0
○ RW \$ 32,494	\$ 32,494	\$ 0
○ CN \$ 108,837,323	<u>\$ 108,837,323</u>	\$ 0
	\$ 111,608,384	

Project Schedule (Design-Build – Shirley Contracting Co., LLC):

DB Notice to Proceed	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:

<u>Project Budget (\$159,559,703):</u>	<u>Funds Expended (as of 10/31/2024):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ 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 (Design-Builder – Allan Myers VA, Inc.):

DB 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 10/31/2024):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 10,000,000	\$ 5,766,837	\$ 4,233,163
○ RW \$ 12,000,000	\$ 928,486	\$ 11,071,514
○ CN \$ 222,045,973	<u>\$ 201,047,181</u>	\$ 20,998,792
	\$ 207,742,504	

Enabling Funding

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

Project Schedule (Design-Builder – Shirley Contracting Co., LLC):

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

*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 (Environmental and NPDES permits are closed out; Preparing close-out request package for Programming Division; Cost savings will be transferred before project can be financially closed)



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 10/31/2024):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 10,135,307	\$ 10,135,307	\$ 0
○ RW \$ 11,571,063	\$ 20,458,115	- \$ 8,887,052*
○ CN \$ 137,023,653	<u>\$ 125,397,222</u>	\$ 11,626,431
	\$ 155,990,644	

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

Project Schedule (Contractor – Tutor Perini Corp.):

Construction Notice to Proceed	October 2016
Project Completion	October 2019
Schedule Status	Completed

Enabling Funding

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

Project Status:

- In final contract close out (in claim litigation)



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 10/31/2024):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 14,082,810	\$ 14,082,810	\$ 0
○ RW \$ 54,392,666	\$ 56,054,113	- \$ 1,661,447*
○ CN \$ 126,028,411	<u>\$ 134,876,592</u>	- \$ 8,848,181**
	\$ 205,013,515	

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

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

Enabling Funding

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

Project Schedule (Contractor – The Lane Construction Corp.):

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

***Note: 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 (Environmental and NPDES permits are in close out; NoT package has been sent to CO and permit termination is pending; Waiting for final charges from permit termination activities. Cost overruns will be transferred to project before project can be financially closed)



I-264 EB at Cleveland Street Flyover



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

HRTAC Program Development Monthly Executive Report November 2024

Hampton Roads District
7511 Burbage Drive
Suffolk

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

UPC 106692 (HRTAC)

UPC 108990 (State/Federal)

Project Scope:

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

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

Project Financial Summary:

<u>Project Budget (\$524,613,765):</u>	<u>Funds Expended (as of 10/31/2024):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 12,200,000	\$ 12,189,268	\$ 10,732
○ RW \$ 18,726,000	\$ 11,439,956	\$ 7,286,044
○ CN \$ 493,687,765	<u>\$ 423,997,329</u>	\$ 69,690,436
	\$ 447,626,553	

Enabling Funding

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

Project Schedule (*Design-Builder – Granite-Parsons-Corman, JV*):

DB Notice to Proceed	November 2017
Fixed Completion Date	January 2023*
Projected Completion	October 2024

* Note: The Project Fixed Completion Date was extended to December 2022 to add roadway/drainage infrastructure for future Part-Time Shoulder Express Lanes. Then it was extended to January 2023 to add milling and overlay.

Project Status:

- VDOT Final Project Acceptance was October 31, 2024.
- Post-Construction and Close-out phase of project has begun.



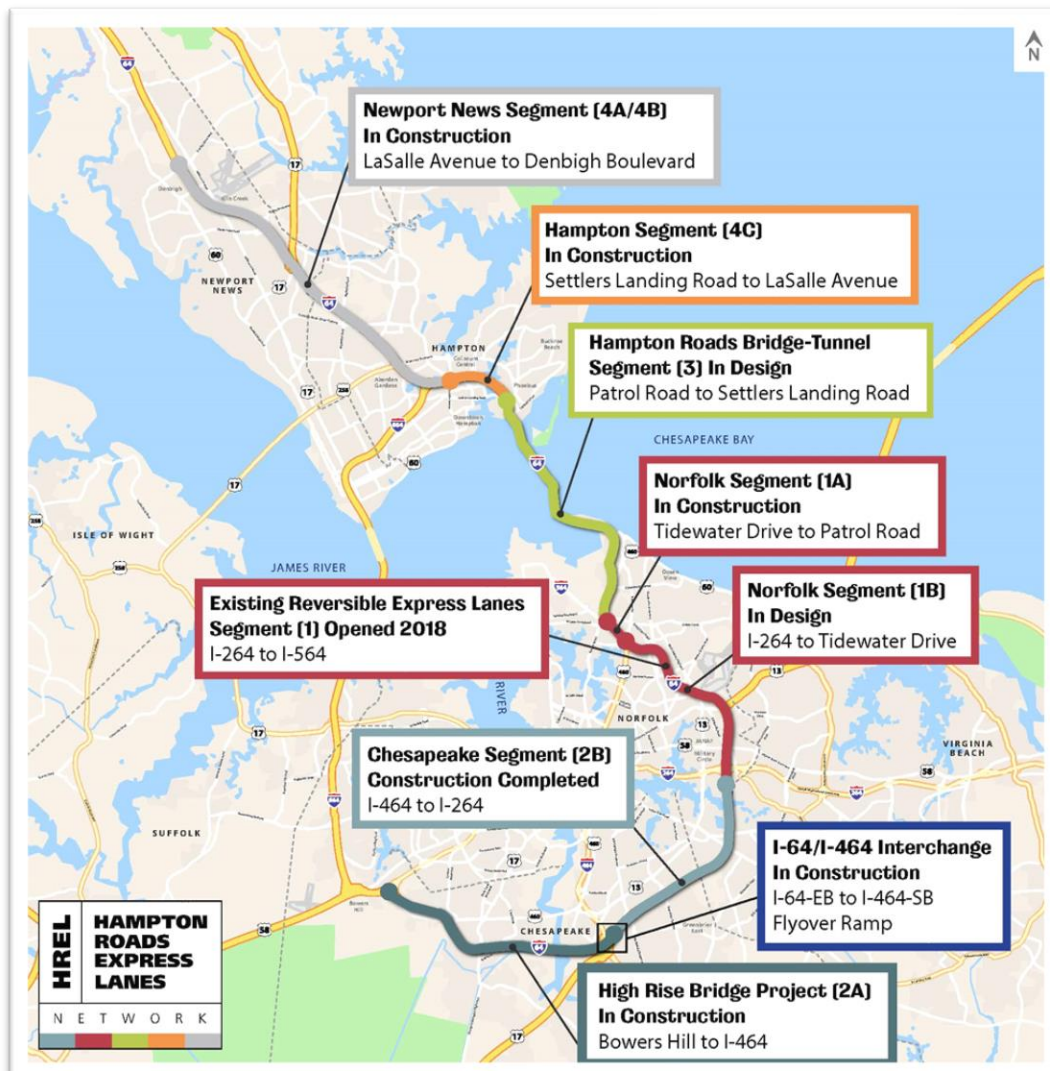
Traffic on new High Rise Bridge
(looking west)



Traffic on I-64 just West of Great Bridge Blvd
(looking west)

HREL PROJECTS

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



HREL Segment 1A (Norfolk)

UPC 117840 (HRTAC) Phase 1-PE
UPC 119637 (HRTAC) PE, RW, CN
UPCs 120944, 121360, 121361 (State/Federal)

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

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

Project Financial Summary:

<u>Project Budget (\$197,612,207):*</u>	<u>Funds Expended (as of 10/31/2024):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 4,900,000*	\$ 2,671,455	\$ 2,228,545
○ RW \$ 500,000	\$ 38,407	\$ 461,593
○ CN \$ 192,212,207	<u>\$ 80,544,764</u>	\$ 111,667,443
	\$ 83,254,626	

*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.

Project Schedule (Design-Builder – Allan Myers, Inc.):

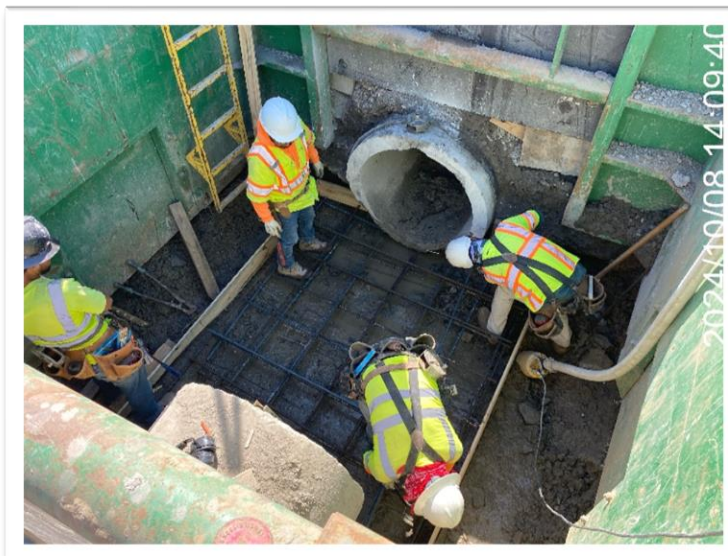
DB Notice to Proceed	December 20, 2022
Project Completion	January 15, 2026
Schedule Status	On-Schedule

Enabling Funding

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

Project Status:

- I-64 mainline traffic shifted towards the median, with most work occurring on the shoulders through early 2025
- Ongoing bridge work on reversible lanes over 564/Little Creek, I-64-EB over I-64-WB to I-564-WB ramp, I-64-EB and I-64 WB over Little Creek Rd, I-64-EB and I-64 WB over Granby St, I-64-EB and I-64 WB over Tidewater Dr
- The I64 Reversible closure was lifted in October and the one lane closure on I-64 EB to I-564 EB will be through the middle of November



Proposed Cast in Place Drainage Structure 8-10

HRTAC Program Development Monthly Executive Report November 2024

Hampton Roads District
7511 Burbage Drive
Suffolk

HREL Segment 1B (Norfolk)

UPC 117840 (HRTAC) Phase 1-PE
UPC 120863 (HRTAC) PE, RW, CN
UPCs 121052, 121258 (State/Federal)

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 (\$361,727,648):*</u>	<u>Funds Expended (as of 10/31/2024):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 15,400,000*	\$ 8,936,873	\$ 6,463,127
○ RW \$ 2,865,000	\$ 0	\$ 0
○ CN \$ 343,462,648	\$ 0	\$ 0
	\$ 8,936,873	

* 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	November 2024
Request for Proposals	March 2025
Notice of Intent to Award	August 2025
DB Notice to Proceed	Nov 2025
Project Completion	Nov 2029
Schedule Status	On-Schedule

Enabling Funding

HRTAC	\$300,327,648*
State/Federal	\$ 61,400,000
	\$361,727,648

Project Status:

- The preliminary design continues for the RFQ release. Final RFQ plans were submitted in August 2024
- VDOT is preparing the RFQ package for a November 2024 release



HREL Segment 2B (Chesapeake)

UPC 112923 (TIFRA)

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 (\$24,919,901):</u>	<u>Funds Expended (as of 10/31/2024):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 2,543,662	\$ 2,543,662	\$ 0
○ RW \$ 0	\$ 0	\$ 0
○ CN \$ 22,376,239	\$ 22,365,696	\$10,543
	\$ 24,909,358	

Project Schedule (Contractor – Aldridge Electric, Inc.):

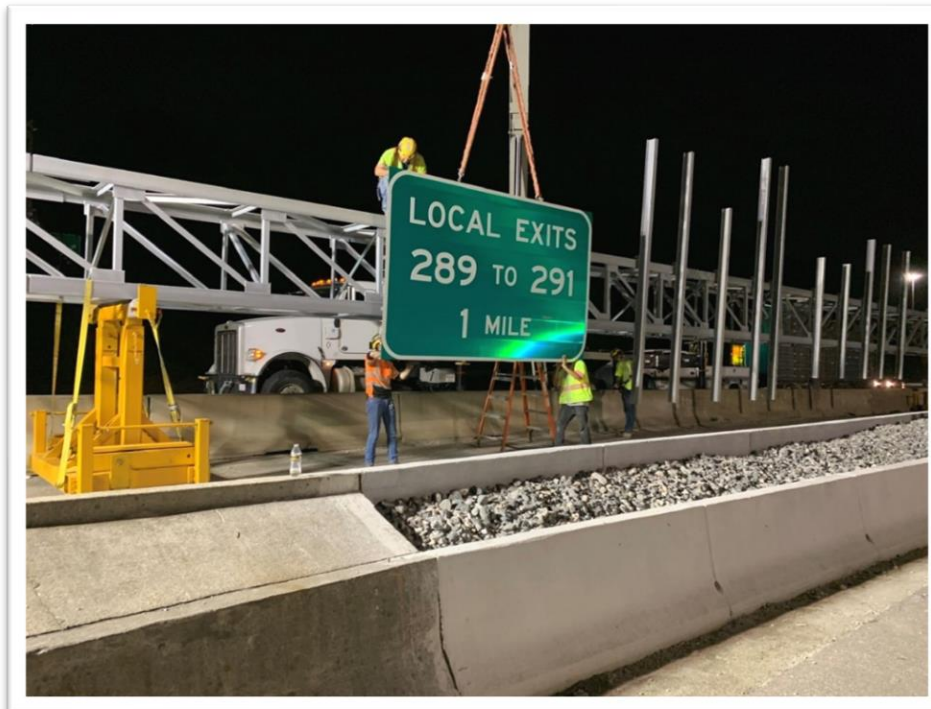
Construction Notice to Proceed	October 2020
Project Completion	September 2022
Schedule Status	Completed

Enabling Funding

TIFRA	\$ 24,919,901
State/Federal	\$ _____.
	\$ 24,919,901

Project Status:

- The HREL 2B Unveiling project was completed on 7/31/2024.
- In final contract close out (Final payment made. Remaining project funds have been transferred. Working with PIM to execute final close-out).



Local Exit Sign for the Express Lanes

HREL Segment 3

UPC 118376 (HRTAC)

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 10/31/2024):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 1,361,556	\$ 1,204,473	\$ 157,083
○ RW \$ 0	\$ 0	\$ 0
○ CN \$ 17,427,918	\$ 0	\$ 17,427,918
	\$ 1,204,473	

Project Schedule:

Willingness Posted	April 26, 2023
Design Approval	August 15, 2024
Advertisement	January 14, 2025
Construction Notice to Proceed	May 2025*
Project Completion	April 2027 *
Schedule Status	On-Schedule

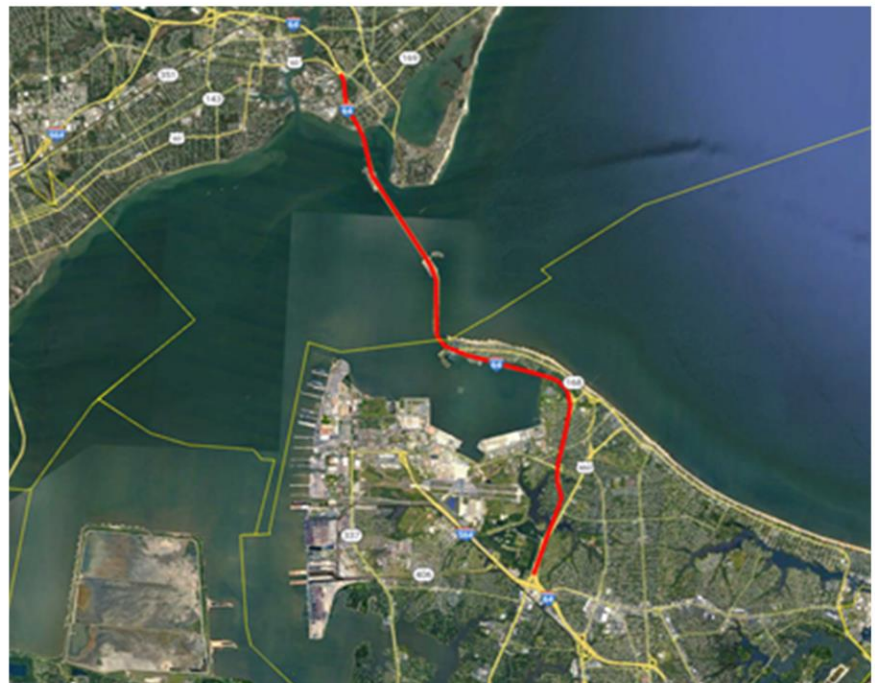
Enabling Funding

HRTAC	\$ 18,789,474
State/Federal	\$ _____
	\$ 18,789,474

*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:

- Scoping Approval received 04/10/24
- Design Approval received 08/15/24
- Submission for Advertisement 08/20/24.
- Plans are being revised to add overhead sign structures that were previously going to be done by the HRBT project
- IIPM product selected and approvals being pursued



HREL Segment 4A/4B (Newport News)

UPC 117839 (HRTAC) Phase 1-PE
UPC 119824 (HRTAC) PE, RW, CN
UPCs 120324, 121054 (State/Federal)

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 (\$163,527,919):*</u>	<u>Funds Expended (as of 10/31/2024):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 12,391,063*	\$ 9,555,620	\$ 2,835,443
○ RW \$ 77,782	\$ 43,531	\$ 34,251
○ CN \$ 151,059,074	<u>\$ 14,919,261</u>	\$ 136,139,813
	\$ 24,518,412	

* 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 (Contractor – The Lane Construction Corp.):

Construction Notice to Proceed	March 2024
Project Completion	May 2027
Schedule Status	On-Schedule

Enabling Funding

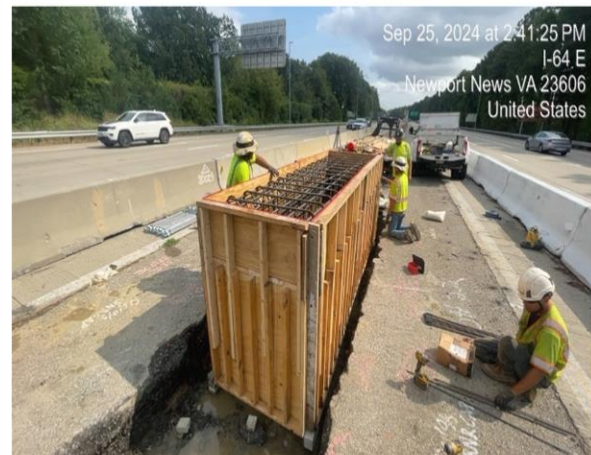
HRTAC	\$ 142,527,909*
State/Federal	<u>\$ 21,000,000</u>
	\$ 163,527,919

Project Status:

- Installing new drainage, overhead signage, toll gantries, and barrier wall in the I-64 median between Denbigh Boulevard and J. Clyde Morris Boulevard
- Widening I-64 EB/WB from I-664 interchange to LaSalle Ave
- Demolition of the existing I-64 EB/WB bridges over LaSalle Avenue and reconstruction of these bridges is expected to start late fall 2024. Further widening and reconstruction of I-64 EB/WB between I-664 and Armistead Avenue will continue as well



Asphalt Placement I-64 EB Outside Shoulder



Forming OHSS in I-64 Median

HREL Segment 4C (Hampton)

UPC 117841 (HRTAC) Phase 1- PE
UPC 119638 (HRTAC) PE, RW, CN
UPC 120880 (State/Federal)

Project Scope:

From 0.136 miles East of LaSalle Avenue to 0.398 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 2.415 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 10/31/2024):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 6,167,176	\$ 6,207,235	- \$ 40,059
○ RW \$ 8,000,000	\$ 1,647,767	\$ 6,352,233
○ CN \$ 393,754,878	<u>\$141,758,354</u>	\$ 251,996,524
	\$149,613,356	

Project Schedule (Design-Builder – Shirley-Branch, JV):

DB Notice to Proceed	August 1, 2022
Interim Milestone (tie into HRBT)	May 2026
All Lanes Open to Traffic	November 2026
Project Completion	December 2026
Schedule Status	On-Schedule

Enabling Funding

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

Project Status:

- Continuing to shift traffic from outside lanes to inside lanes between Lasalle and Hampton River Bridge
- Part Time Should Lane Design nearing completion, specifically internally illuminated pavement markings (IIPMs)
- Bridge rehabilitation work on the WB Hampton River, Rip Rap Road, King Street and Settlers Landing bridges continuing, placed first deck pour HRB
- One through lane in Eastbound direction on Settlers Landing Road under I-64 is closed for approximately one year starting October 2024
- All concrete beams on WB I-64 bridge over Hampton River are set, now installing steel beams
- Roadway widening and reconstruction work in the median continues
- Installing soundwall foundations



HREL 4C Quality Control Manager using 10-foot straight edge to measure bridge deck smoothness over King Street

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

UPC 123322 (HRTAC)
UPC 120375 (State Federal)

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:

<u>Project Budget (\$155,380,374):</u>	<u>Funds Expended (as of 10/31/2024):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 4,420,000	\$ 2,486,564	\$ 1,933,436
○ RW \$ 1,276,469	\$ 0	\$ 1,276,469
○ CN \$149,683,905	\$ 11,831,058	\$ 137,852,847
	\$ 14,317,622	

Project Schedule (Design-Builder – Joseph B. Fay Co.):

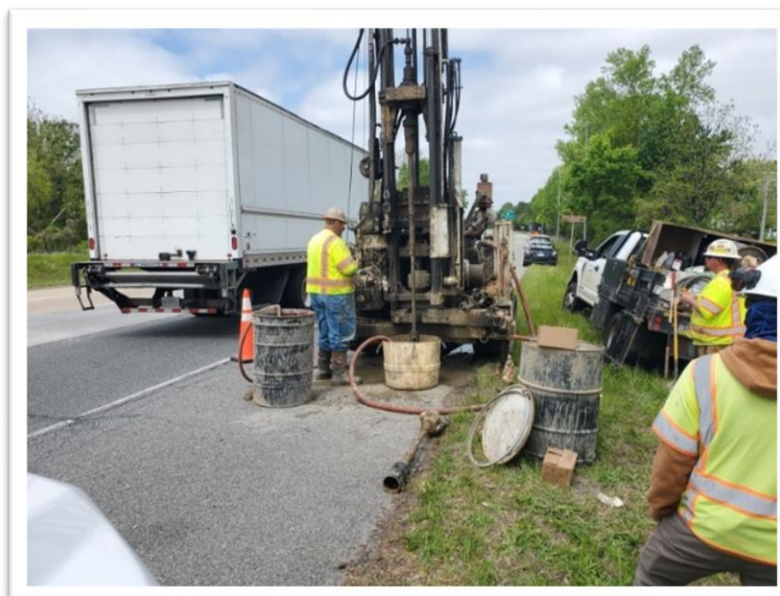
DB Notice to Proceed	February 2024
Project Completion	September 2027
Schedule Status	On-Schedule

Enabling Funding

HRTAC	\$ 15,380,374
State/Federal	<u>\$ 140,000,000</u>
	\$ 155,380,374

Project Status:

- Scope validation closed on September 20, 2024
- Joint Permit Application submitted to the USACE on September 20, 2024
- Preliminary Traffic Package was accepted on October 3, 2024
- Major pending submittals include Early Works Package, Early Works Package VPDES, Noise Analysis, and Geotechnical Engineering Report



Supplemental Borings on Exit 291 Ramp

OTHER MAJOR PROJECTS

I-264/I-64 Interchange Phase III-A	In Design
Bowers Hill Interchange IAR	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



Legend: Projects in Design Phase; Projects in Study Phase

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

UPCs 106693, 125602 (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 (\$524,516,000):</u>	<u>Funds Expended (as of 10/31/2024):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 9,380,000	\$ 7,871,537	\$ 1,508,463
○ RW \$ 8,037,000	\$ 0	\$ 8,037,000
○ CN \$ 507,099,000	\$ 0	\$ 507,099,000
	\$ 7,871,537	

Project Schedule:

IMR Final Approval	October 2020
Complete Preliminary Design	January 2023
Start DB Contract Development and Procurement	February 2024
Request for Qualifications	July 2025
Request for Proposals	December 2025
Notice of Intent to Award	May 2026
DB Notice to Proceed	August 2026
Project Completion	April 2030
Schedule Status	On-Schedule

Enabling Funding

HRTAC	\$ 524,516,000
State/Federal	\$ _____
	\$ 524,516,000

Project Status:

- Preliminary design and plans for Subproject III-A complete
- Continued coordination with HREL 1B project
- Geotechnical Field Investigation complete. Draft GDR received 07/30/24 for review
- Seeking approvals for Design Waivers and Exceptions
- PFI meeting held 06/10/24. Final Public Hearing Plans received 09/24/24 for review. Public Hearing held 10/24/24
- Draft CE document approved by FHWA for public availability January 24, 2024



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

Bowers Hill Interchange IAR

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 10/31/2024):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE 11,904,630	\$ 7,420,446	\$ 4,484,184
○ RW \$ 0	\$ 0	\$ 0
○ CN \$ 0	\$ 0	\$ 0
	\$ 7,420,446	

Study Schedule:

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

Enabling Funding

HRTAC	\$ 11,904,630
State/Federal	\$ _____
	\$ 11,904,630

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

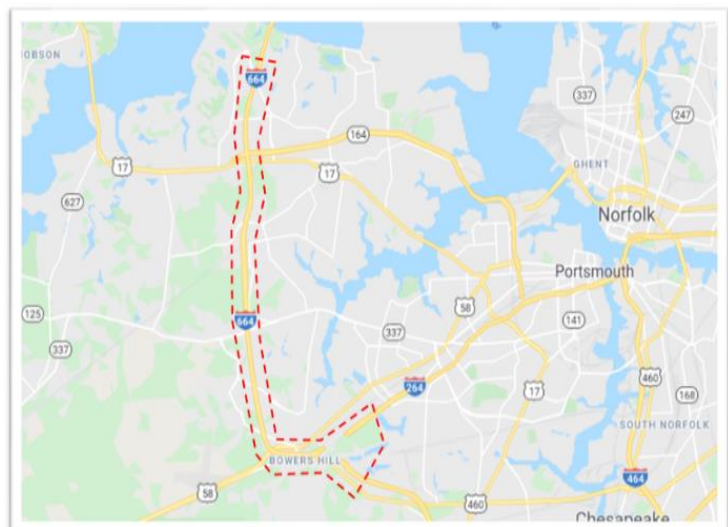
Study Status:

NEPA

- VDOT is working to resolve federal agency comments from the August 2023 public hearing for the Draft EIS
- Comment resolution taking longer than expected, therefore, dates for the FEIS and ROD approvals are uncertain
- We are conducting additional wetland analysis to determine the quality of wetlands within the limits of disturbance; we are also working on a preliminary stormwater analysis to determine whether needed stormwater basins/BMPs can be accommodated within the LOD
- Next agency meeting with USEPA, USACE, and FHWA scheduled for October 8

IAR

- IAR Kickoff meeting occurred on July 26, 2023
- IAR Final Framework approved by all parties November 29, 2023
- A preferred alternative will be determined by April 2025
- Alternatives are being narrowed down to three by end of November. Meeting was held October 25 to determine 3 finalists.



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 10/31/2024):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 2,500,000	\$ 1,147,563	\$ 1,352,437
○ RW \$ 0	\$ 0	\$ 0
○ CN \$ 0	\$ 0	\$ 0
	\$ 1,147,563	

Study Schedule:

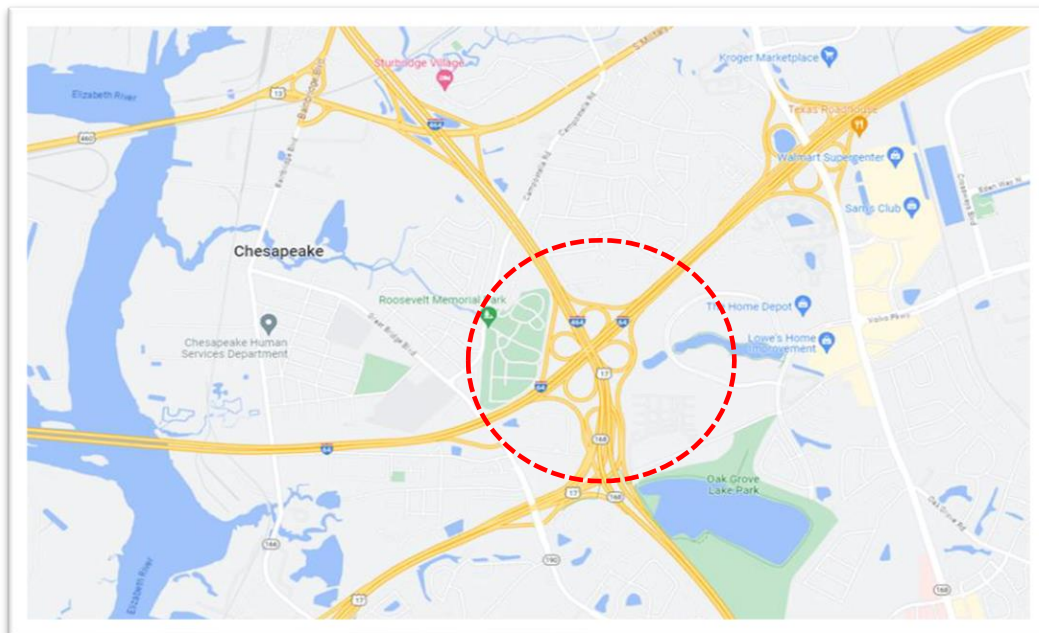
Study Authorization	January 2023
LD-459 Framework Document	April 2023
Preferred Alternatives	April 2024
Citizen Information Meeting	July 2024
Final IAR Submission	November 1, 2024
Schedule Status	Submitted for Review

Enabling Funding

HRTAC	\$ 2,500,000
State/Federal	\$ _____.
	\$ 2,500,000

Study Status:

- Existing Conditions package approved November 21, 2023
- The Preferred Alternative was selected on April 26, 2024 and is undergoing review for operations, constructability, and phasing
- The Citizens Information Meeting was held on July 24, 2024
- The Design Review Meeting was held September 16, 2024. Working on responses
- The IAR has been submitted to District November 1, 2024. Once approved, it will go to Central Office for approval, and FHWA for approval.



I-264/Independence Blvd Interchange IAR

UPC 122761 (HRTAC)

Study Scope:

This IAR will address the existing operational and safety issues at the interchange, associated ramps, and adjacent intersections, while also considering future long-term regional transportation needs for this key growth area within the City of Virginia Beach.

Study Financial Summary:

<u>Project Budget (\$1,250,000):</u>	<u>Funds Expended (as of 10/31/2024):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
o PE \$ 1,250,000	\$ 364,519	\$ 885,481
o RW \$ 0	\$ 0	\$ 0
o CN \$ 0	\$ 0	\$ 0
	\$ 364,519	

Study Schedule:

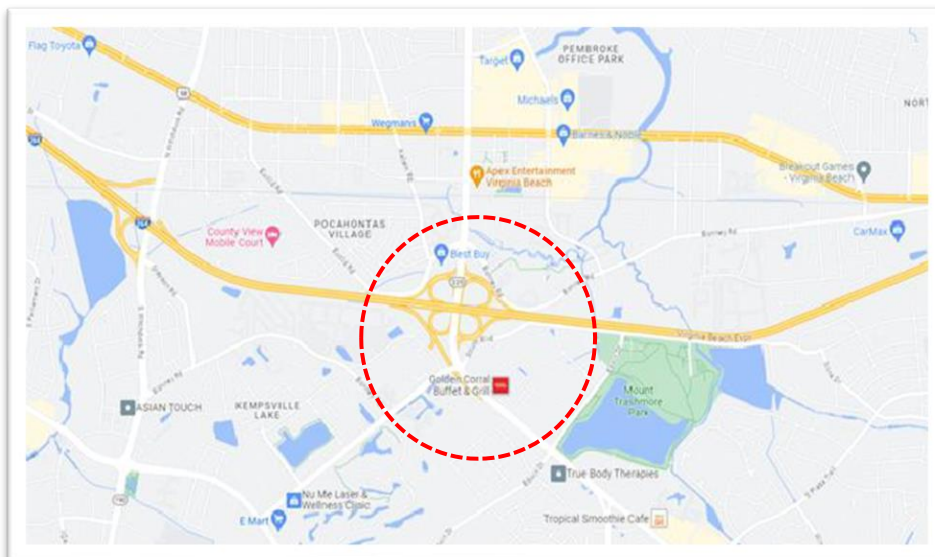
Framework Document Approval	November 2023
Existing Conditions Analysis	January 2024
Future Design Year Volumes	February 2024
Tier 1 Concept Development & Screening	August 2024
Citizen Information Meeting	November 2024
Tier 2 Final Alternatives Summary and Selection	December 2024
Project Prioritization/Phasing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

Enabling Funding

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

Study Status:

- o The No-Build Model Analyses have been completed and were reviewed by Stakeholders
- o VDOT/Consultant Coordination meeting held on 10/26 to discuss status of IAR
- o A meeting is being scheduled for early November to review preliminary concepts for Rosemont Rd and Witchduck Rd.
- o Next Steps: A Stakeholder meeting will be held in November to review updated concepts for Independence Blvd and developed concepts for Witchduck Rd and Rosemont Rd



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 0.41 mi. North of Rte 173 (Denbigh Blvd.) to 0.41 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 of 10/31/2024):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 17,712,000	\$ 1,184,691	\$ 16,527,309
○ RW \$ 8,931,026	\$ 0	\$ 8,931,026
○ CN \$161,420,044	\$ 0	\$ 161,420,044
	\$ 1,184,691	

Project Schedule:

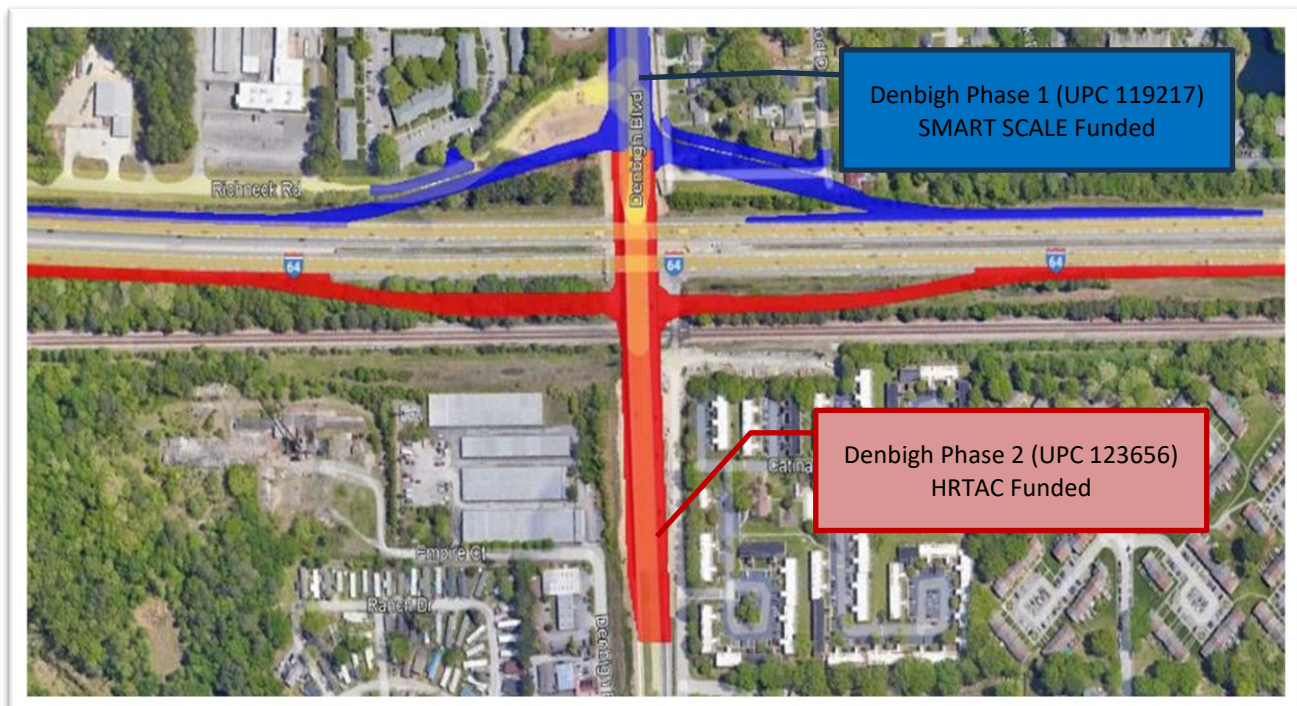
Public Hearing	June 2024
Advertisement	April 2030
Construction Notice to Proceed	August 2030
Fixed Completion Date	July 2034
Schedule Status	On-Schedule

Enabling Funding

HRTAC	\$ 188,063,070
State/Federal	\$ _____
	\$188,063,070

Project Status:

- FI Plans and Stage 1 Bridge Report in development
- CSX coordination meeting held on October 9, 2024
- FHWA signed FONSI for project NEPA EA on October 16, 2024





October 2024
Monthly Project Report
**I-64 HAMPTON ROADS
BRIDGE-TUNNEL
EXPANSION**

Report No. 67
Project No. 0064-M06-032



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Issue Date: November 7, 2024

Prepared by:

Virginia Department of Transportation

www.hrbtextension.org

1. Executive Summary

1.1 Overview

This report provides an overview of accomplishments and activities for the Hampton Roads Bridge-Tunnel Expansion Project from September 22, 2024 – October 19, 2024. The Design-Builder for the project is Hampton Roads Connector Partners (HRCP), a consortium that includes lead contractors Dragados, Vinci, Flatiron, and Dodin Campenon Bernard, with lead designers HDR and Mott MacDonald.

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

During this reporting period, project accomplishments included the following:

- South Island Progress:
 - Installation of south portal perimeter external walls 95% complete.
 - Installation of south portal internal walls 39% complete.
- Tunnel Progress:
 - General Purpose (GP) tunnel break-in on October 17, 2024.
 - Excavated 21ft this period for GP tunnel.
 - Completed testing and commissioning of TBM in launch configuration.
 - Began placing concrete for the egress corridor L-wall in the HT tunnel.
- North Island Progress:
 - Excavation for the rectilinear approach 90% complete.
 - Base slab waterproofing for the rectilinear approach 40% complete.
- Landside Progress:
 - Completed demolition of old bridge at Mallory St. overpass.
 - Began driving piles at Pier 1 at Willoughby Bay Bridge westbound.
 - Completed installation of deck concrete at all spans at 1st View St. Bridge eastbound.
- Marine Progress:
 - South Trestle MOT westbound piles completed.
 - South Trestle MOT westbound caps completed.

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 62 (data date: September 22, 2024), and the schedule information in this report reflects this update. Schedule 62 was returned Approved as Noted on October 15, 2024.

Contractual Substantial and Final Completion Dates in the contract remain unchanged.

However, in Update 62 the Projected Schedule Completion dates reflected:

- Substantial Completion on March 3, 2027
- Final Completion on September 1, 2027

Project Budget

The project budget summary below now includes all billed to date costs through October 19, 2024 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:	\$	2,575,827,878
Remaining project budget:	\$	1,359,623,763

- Design-build contract overview:

Design-build contract original amount:	\$	3,299,997,227
Net change orders:	\$	10,394,983
Exercised Options:	\$	73,454,414
Material Price Adjustments to Date:	\$	108,009,321
Assessed Liquidated Damages (LD):	\$	(957,500)
Design-build contract sum to date:	\$	3,490,898,445
Expenditures to date:	\$	2,447,735,235
Remaining design-build contract amount:	\$	1,043,163,210

- Design-build progress to date:

Project Management:	87.1%
Design:	95.1%
Physical Construction Progress:	52.2%
Overall:	70.1%

Environmental

Environmental updates for this reporting period include:

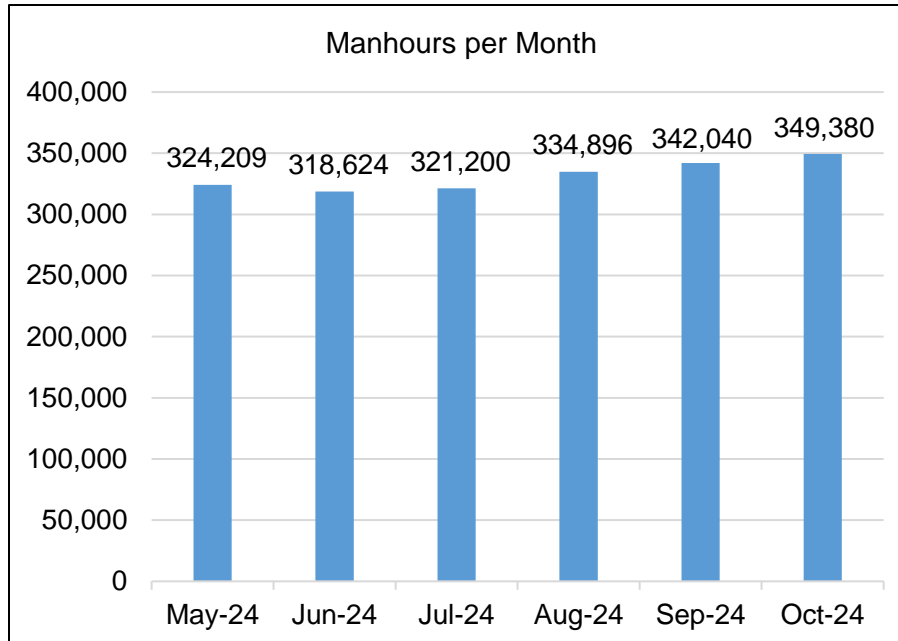
- HRCP provides weekly inspection report summaries to the U.S. Army Corps of Engineers (USACE).
- HRCP received approval from the Virginia Department of Environmental Quality (DEQ) for Joint Permit Application (JPA) modification request #11.
- HRCP held a meeting with DEQ on September 30, 2024, to discuss components of the air permit modification request for the North Island and South Island generators.
- HRCP held a meeting with the DEQ on September 25, 2024, to clarify the waste stream associated with the North Island Wastewater Treatment Plant (WTP) VPDES permit modification request.

Construction

Summary progress updates for this reporting period include:

- Landside Roadways
 - Began installation of panels at retaining wall 406 near W. Evans St.
 - Continued installation of sound wall panels for wall 3-3 along the 4th View St. eastbound on-ramp.
- Marine Works
 - Placed beams at South HOT trestle (15 installed this period).
 - Placed beams at North westbound permanent trestle (14 installed this period).
- Tunnels and Islands
 - GP tunnel break-in on October 17, 2024.
 - Excavated 21ft this period for GP tunnel.
 - Continued work on concrete tunnel egress structures and low point pump station concrete structures in the HT tunnel.
 - 27% complete for HT tunnel installation of egress footer.
 - Continued work on the Cell 1 roadway slab at the South Island portal.
- Landside Bridges
 - Completed deck reinforcement and concrete placement for Spans 1 – 3 at 4th View St. Bridge eastbound.
 - Completed deck reinforcement at existing 1st View St. Bridge eastbound.
 - Completed installation of concrete overlay at Spans 60 – 67 at Willoughby Bay Bridge eastbound.

The number of construction manhours worked each month is provided by HRCP and is current as of October 31, 2024:



Project Manhours to Date:
13,179,528

Operations

The following operations activities took place during this reporting period:

- Slow rolls on I-64 eastbound for temporary lighting installation and sign structure removal.
- Minor shift on I-64 westbound South Trestle to support MOT trestle construction.
- Temporary detour of westbound I-64 at 4th View St. for overhead sign structure installation.
- Temporary detour of I-64 eastbound at Mallory St. for bridge demolition activities.

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, 2024:

- Total Recordable Incidence Rate: 1.58 (National Average: 2.5)
- Lost Time Incidence Rate: 0.26 (National Average 1.6)

Civil Rights & DBE/SWaM Business Opportunities

HRCP has awarded **379** subcontracts, subconsultant agreements, and purchase orders to certified DBE/SWaM firms on the project. These contract awards represent a total of **\$596.2 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:

- A new HRBT Tunnel Talk podcast for a discussion of the new HRBT Expansion Project Welcome Center <https://tunneltalktoday.libsyn.com/the-new-hrbt-expansion-project-welcome-center>
- Drone video footage from the HT tunnel showing progress underground. <https://hrbtexpansion.org/videos/>. <https://www.linkedin.com/posts/hrbt-expansion-project>. <https://www.facebook.com/groups/HRBTExpansionProject>.
- A video of North Island Cell 3 construction showing TBM reassembly prior to boring the GP tunnel. <https://hrbtexpansion.org/videos/>. <https://www.linkedin.com/posts/hrbt-expansion-project>. <https://www.facebook.com/groups/HRBTExpansionProject>.

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 62 (data date: September 22, 2024), and the schedule information in this report reflects this update. Contractual Substantial and Final Completion dates remain unchanged from the Contract Amendment; February 26, 2027 and August 27, 2027 respectively. However, the Projected Schedule Update 62 Substantial and Final Completion reflect March 3, 2027 and September 1, 2027 respectively.

	Contract Requirement	September 2024 Schedule	Actual
NTP		Sep 11, 2020	Sep 11, 2020
Substantial Completion	Feb 26, 2027	Mar 3, 2027	
Final Completion	Aug 27, 2027	Sep 1, 2027	

2.2 Longest Path

The longest path/critical path in Project Schedule Update 62 is driven by the following activities:

- TBM U-Turn on North Island
- TBM Break-in General Purpose Tunnel
- General Purpose Tunneling - Mining
- TBM disassembly in south pit
- South Island Tri-Cell Permanent Structures
- South Island Ventilation Building and Commissioning
- 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 the current schedule.

South Portal – Work Below Grade

- South Portal Cell 1 Permanent Structures – Exterior Headwall & Roadway Slab
- South Portal Cell 2 Permanent Structures – Keystone Columns, Interior Walls, Roadway Level Slabs & Walls, Plenum Level Slabs & Walls, Roof Slabs
- South Portal Cell 3 Permanent Structures – Interior Walls
- South Portal - Cell 1 GP Permanent Structure Construction after TBM Extraction
- South Island Rectilinear Construction in South Island Expansion Cell 2 – Mud Slab & Waterproofing, Base Slabs, Exterior Walls & Waterproofing, Roadway Concrete

South Island – Work Above Grade

- South Island Ventilation Building – Phase 1 Construction
- South Island Generator, Fuel & Water Tanks Building
- South Island Buildings Final MEP Work, Commissioning and Functional Testing

Tunneling

- North Island U-Turn – Gantry 3 Umbilical's installation, Assembly quick unloading system, Reassembly Permanent Umbilical's installation
- TBM Slurry treatment plant – Disassembly, Demobilization
- High Occupancy Tunnel – Interior Structures – South to North Sta. 677+85 to 598+44
- General Purpose Tunnel – Interior Structures – North to South Sta. 598+44 to 677+85
- General Purpose Tunnel – Final MEP Construction

North Portal – Work Below Grade

- North Portal Cell 2 Permanent Structures – External Walls
- North Portal Cell 1 Permanent Structures – Headwall, External Walls, Internal Walls, Plenum Slabs, Roof Slabs

North Island – Work Above Grade

- North Island Ventilation Building – Phase 2 Construction
- North Island Buildings Final MEP Work, Commissioning and Functional Testing

Roadway and Land Bridges

- Roadway Segment 1 Phase 1A, 2, 2A, 2B – I-64 North Shore Roadway Widening & Asphalt, Lighting, Permanent Barrier Wall.
- Storm Drainage, Retaining Walls
- ITS Segment 1 Phases 2 & 2A – Installation
- Mallory Bridge Phase 2 – Demolition and Reconstruction

Trestles

- North Trestle Temporary Work Trestle N3 – Construction & Demolition
- North Trestle Temporary Work Trestle N4 – Construction
- North Trestle – Eastbound Zone 4 Construction, Westbound Zones 7, 8, & 9 Construction

- North Trestle Utilities – Eastbound Zone 3A, Westbound Phase 4 & 7
- North Trestle Demolition Existing Eastbound Trestle
- South Trestle – Zone 2 Final Median Barrier
- South Island Expansion – Marine Work – Rock Placement & Substructure

Commissioning and Integration

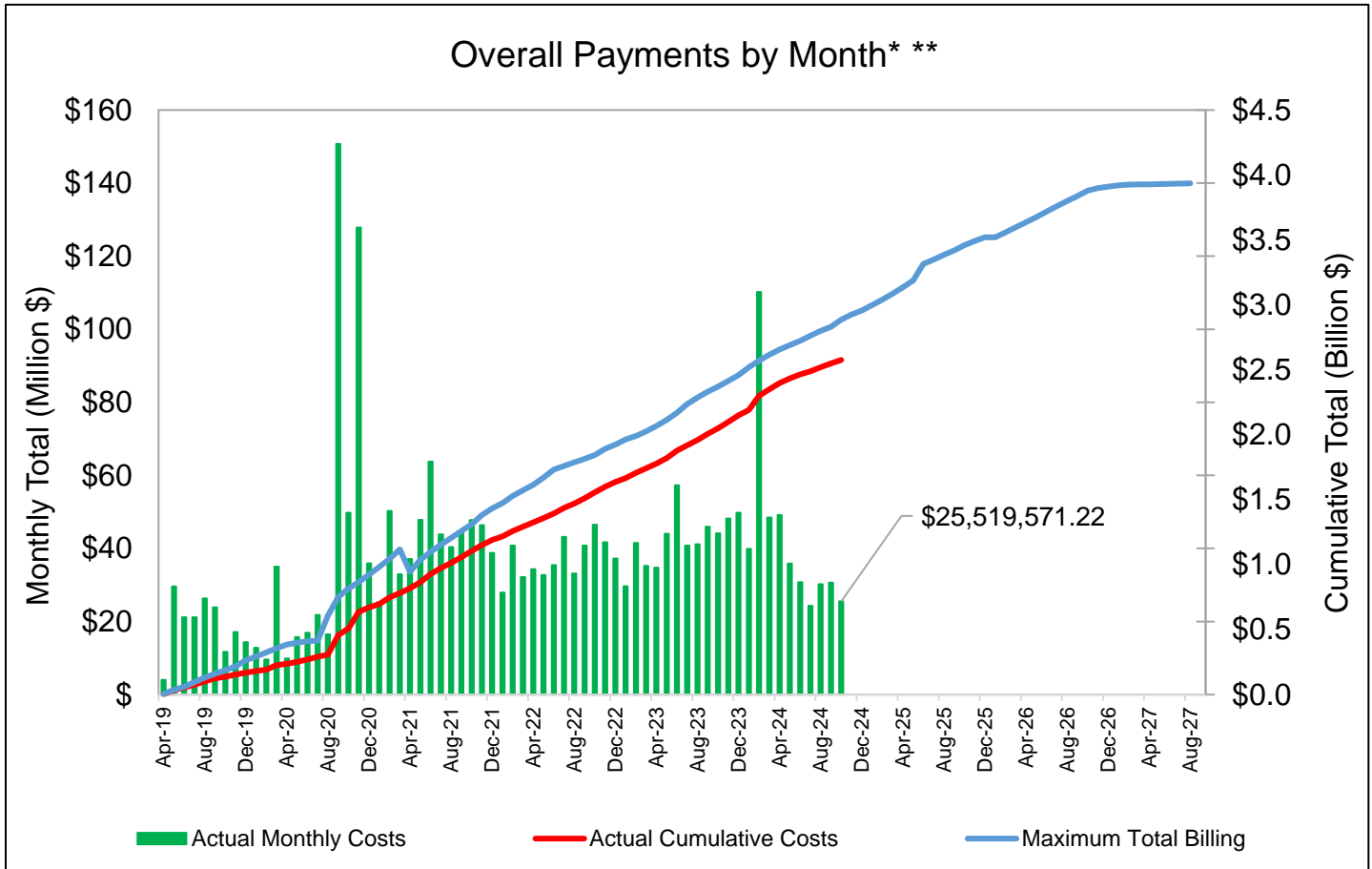
- Operational Testing – General Purpose Tunnel – Egress Corridor Pressurization System
- Commissioning Integration – Existing Westbound Tunnel, Existing Eastbound Tunnel, General Purpose Tunnel
- ITT Reversal – Preparation Work for Eastbound Tunnel Traffic Direction Change, Roadway Median Barrier Walls after EB ITT Reversal

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:
<u>Comprehensive Agreement</u>					
<i>Construction</i>	\$19,940,495.96	\$2,286,922,763.72	\$3,299,997,227.00	\$1,013,074,463.28	69.30%
<u>Owner Costs</u>					
<i>Administration</i>	\$2,168,140.07	\$114,536,338.45	\$122,000,000.00	\$7,463,661.55	93.88%
<i>Right of Way</i>	\$871.95	\$9,556,304.48	\$15,000,000.00	\$5,443,695.52	63.71%
<i>No-Excuses Incentive</i>	\$0.00	\$0.00	\$90,000,000.00	\$90,000,000.00	0.00%
<i>Contingency</i>	\$3,211,960.02	\$155,166,769.17	\$335,000,000.00	\$179,833,230.83	46.32%
<i>Bridge Repair Work Option</i>	\$198,103.22	\$9,645,702.04	\$73,454,413.96	\$63,808,711.92	13.13%
<u>Total</u>	\$25,519,571.22	\$2,575,827,877.86	\$3,935,451,640.96	\$1,359,623,763.10	65.45%

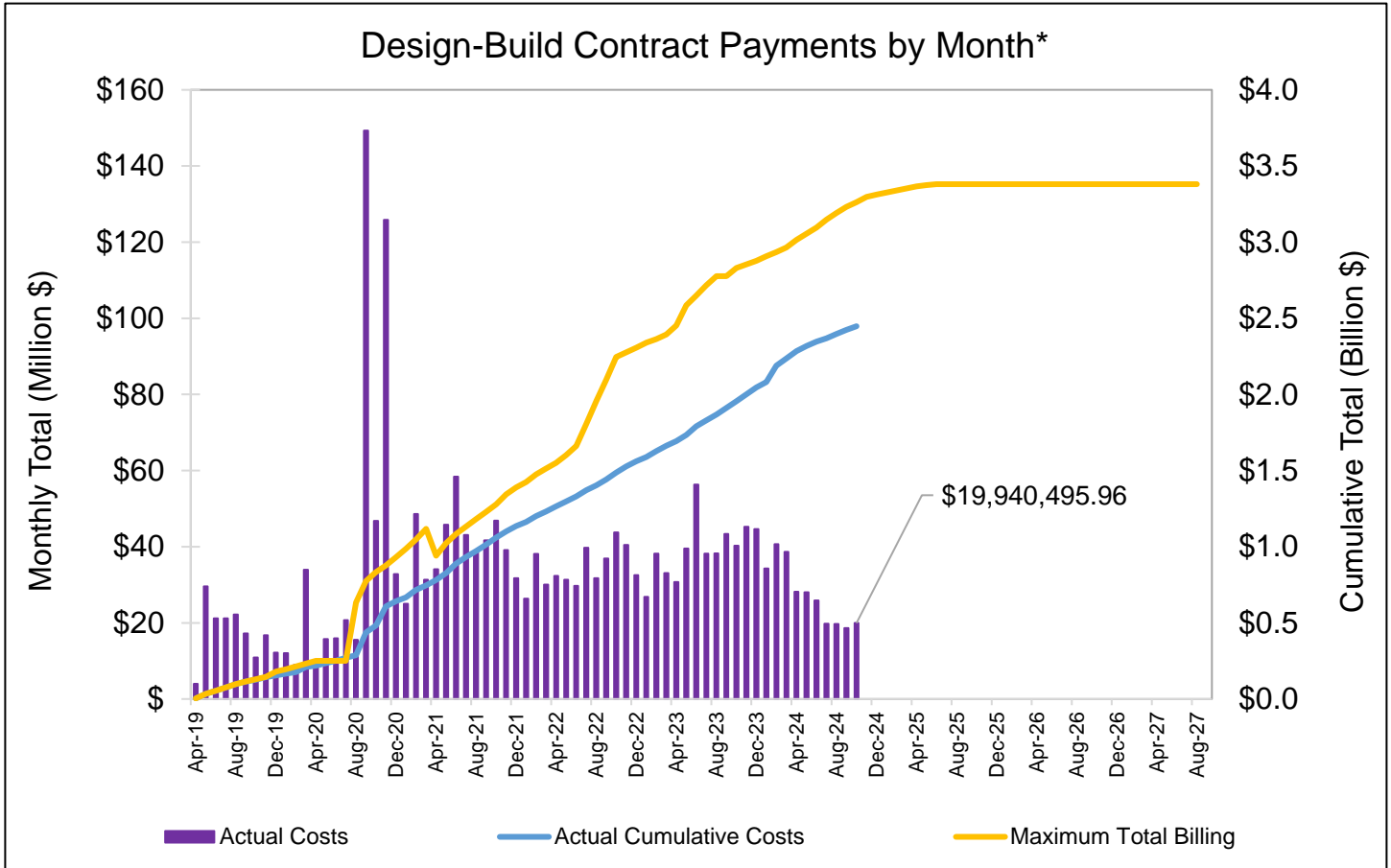


*The Maximum Total Billing showed an adjustment in May 2021 due to the executed Change Order #40 – Update Maximum Cumulative Cost Curve.

** The increase to monthly costs during February 2024 is primarily due to initial Material Price Adjustments associated with CA Amendment #1.

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 HRCF refines its design, construction means-and-methods, activity sequences, and project resourcing.

3.3.1 HRTAC and Smart Scale

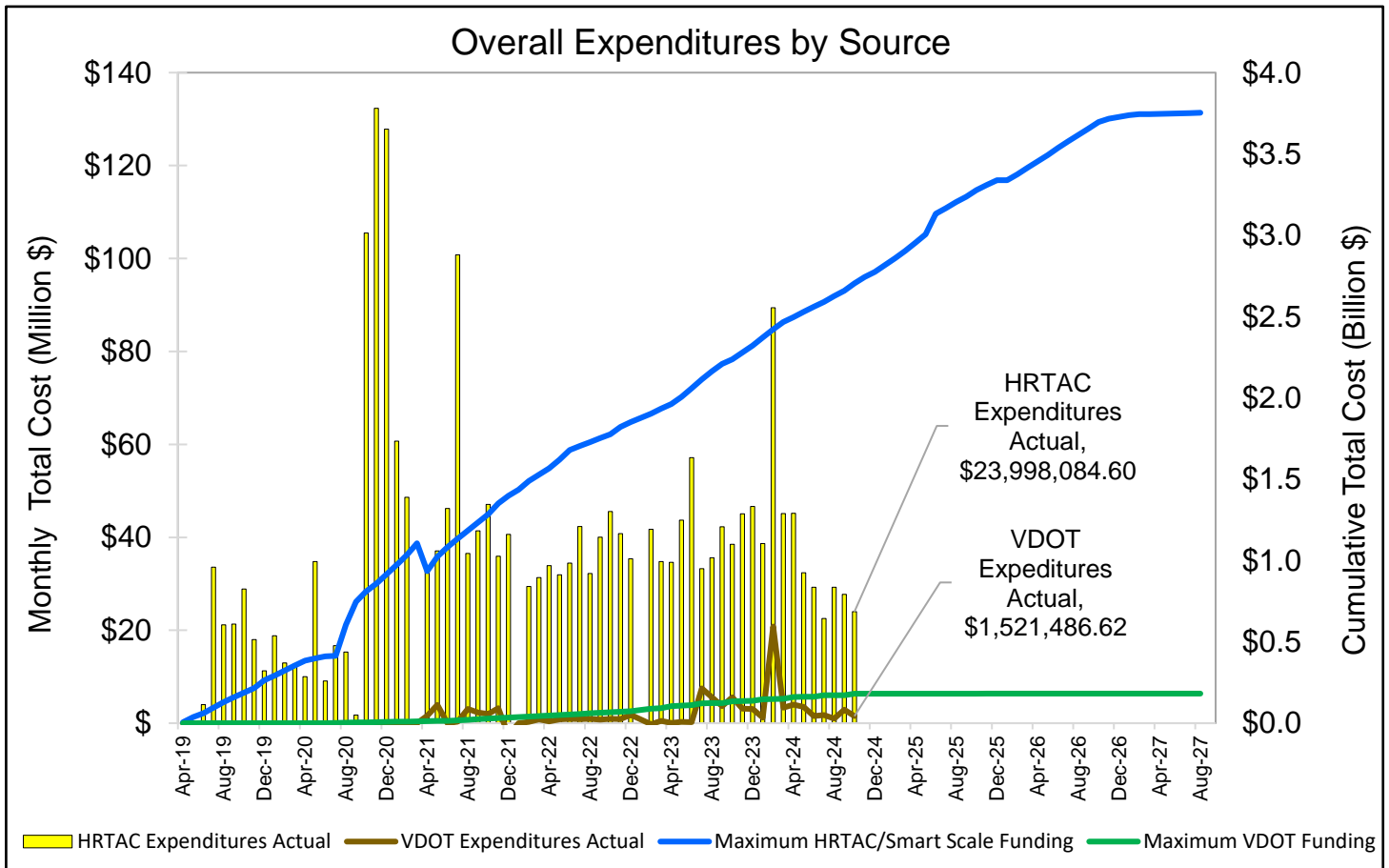
	Amount Spent this Period:	Total Spent to Date:	Original Total Budget:	Total Remaining Budget:	Percent Spent To-date:
<u>Comprehensive Agreement</u>					
<i>Construction</i>	\$18,757,509.98	\$2,235,627,827.78	\$3,204,569,251.00	\$968,941,423.22	69.76%
<u>Owner Costs</u>					
<i>Administration</i>	\$2,035,393.38	\$109,320,253.76	\$118,472,054.00	\$9,151,800.24	92.28%
<i>Right of Way</i>	\$871.95	\$9,556,304.48	\$15,000,000.00	\$5,443,695.52	63.71%
<i>No-Excuses Incentive</i>	\$0.00	\$0.00	\$90,000,000.00	\$90,000,000.00	0.00%
<i>Contingency</i>	\$3,204,309.29	\$127,130,171.70	\$325,428,276.00	\$198,298,104.30	39.07%
<u>Total</u>	\$23,998,084.60	\$2,481,634,557.72	\$3,753,469,581.00	\$1,271,835,023.28	66.12%

3.3.2 VDOT

	Amount Spent this Period:	Total Spent to Date:	Original Total Budget:	Total Remaining Budget:	Percent Spent To-date:
<u>Comprehensive Agreement</u>					
<i>Construction</i>	\$1,182,985.98	\$51,294,935.94	\$95,427,976.00	\$44,133,040.06	53.75%
<u>Owner Costs</u>					
<i>Administration</i>	\$132,746.69	\$5,216,084.69	\$3,527,946.00	(\$1,688,138.69)	147.85%
<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>	\$7,650.73	\$28,036,597.47	\$9,571,724.00	(\$18,464,873.47)	292.91%
<i>Bridge Repair Work Option</i>	\$198,103.22	\$9,645,702.04	\$73,454,413.96	\$63,808,711.92	13.13%
<u>Total</u>	\$1,521,486.62	\$94,193,320.14	\$181,982,059.96	\$87,788,739.82	51.76%

* The VDOT Administration costs are due to higher Owners Costs for South Trestle work oversight, bird management, bridge repair oversight, and Visitor Center Costs.

** The VDOT Contingency costs are primarily due to the VDOT portion of the CA Amendment material price adjustments.



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	HRCF 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	HRCF 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-66	Additional Design Costs – CSPM Code Changes and Island Security Fencing - Unilateral	8/14/2024	\$ 3,541,051.00	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-73	Pile Jackets – Additional Chloride Sampling/Testing	1/10/2024	\$ 118,665.12	0 days
CO-74	South Island – Asbestos Pipes	7/7/2023	\$ 128,883.51	0 days
CO-76	Northern Long-Eared Bat (NLEB) Consultation Process	5/1/2024	\$ 45,463.00	0 days
CO-77	Scope Reduction – Segment 5 ITS Trunk Line	11/12/2023	\$ (153,079.38)	0 days
CO-78	Steel Escalation Price Adjustments	9/19/2023	\$ 2,835,839.00	0 days
CO-79	WB Willoughby Bay Bridge Obstructions	1/10/2024	\$ 50,682.44	0 days
CO-80	Marine Fleet Safe Harbor – Hurricane Ian	1/10/2024	\$ 452,075.00	0 days
CO-81	3-Coat Paint System for Steel on Applicable Bridges	1/10/2024	\$ 140,000.00	0 days
CO-82	CA Amendment Disputed Items Resolution	3/21/2024	\$ 9,910,582.34	0 days
CO-83	Marine Fleet Safe Harbor – Tropical Storms Idalia/Ophelia	1/11/2024	\$ 200,262.16	0 days
CO-84	Bird Management Outside of South Island 2023	2/29/2024	\$ 458,375.51	0 days
CO-85	DRBISC #08 SMOT WB Rock Removal	4/3/2024	\$ 1,135,513.87	0 days
CO-86	OHSS No. 36 Foundation – Archaeologist Assessment	2/20/2024	\$ 14,641.81	0 days
CO-87	Traffic IIM-TE-395	8/12/2024	\$ 787,510.46	0 days
CO-88	Bird Management 2024 to Project Completion	5/1/2024	\$ 2,369,359.64	0 days
CO-91	DRBISC #08 ST Zone 6 Rock Removal	5/8/2024	\$ 1,710,784.92	0 days
CO-93	Construction General Permit - 2024	10/15/2024	\$ 411,136.65	0 days
CO-94	HRCP Representative Change	6/11/2024	\$ -	0 days
TOTAL			\$ 83,849,396.72	0 days

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*
Per Contract Adjustments (Federally Eligible Costs)			
Exhibit 9 - Asphalt	\$0.00	\$215,416.26	August 2024
Exhibit 10 - Fuel	\$10,782.45	\$549,716.38	August 2024
Exhibit 11 - Steel	\$38,290.24	\$6,802,740.87	April 2024
Total	\$49,072.69	\$7,567,873.51	
Per CA Amendment Adjustments (Non-Federally Eligible Costs)			
Exhibit 9 - Asphalt	\$0.00	\$0.00	August 2024
Exhibit 10 - Fuel	\$765.30	\$41,106.35	August 2024
Exhibit 11 - Steel	\$290,192.96	\$9,239,324.03	April 2024
Exhibit 10A – Fuel (Atypical Items)	\$10,933.90	\$1,515,963.75	August 2024
Exhibit 15A – Index-Adjusted Commodities	\$2,773,241.11	\$68,907,394.57	April 2024
Exhibit 15B – Escrow-Adjusted Commodities	\$0.00	\$20,737,658.69	August 2024
Total	\$3,075,133.27	\$100,441,447.39	

* Steel price adjustments are based on Federal index data finalized 4 months after each period.

4. Environmental

The following environmental management activities occurred during this reporting period:

Permits:

- HRCP notified the Department of Environmental Quality (DEQ) on September 25, 2024, regarding the start-up of construction on the North Island bi-component plant.
- HRCP held a meeting with DEQ to discuss the modification of the VPDES permit for the North Island Water Treatment Plant.
- HRCP held a meeting on September 30, 2024, with the DEQ to discuss the air permit modification for the North and South Island generators.
- DEQ approved Construction General Permit (CGP) Modification 8 – Revision 4 on October 3, 2024.
- HRCP received the final approval needed from the DEQ on October 4, 2024, for the Joint Permit Application (JPA) modification #11 request.
- HRCP notified the permitting agencies on October 7, 2024, on their intent to initiate maintenance dredging around the South Island quay and conveyor sometime in October 2024.
- HRCP received notification from DEQ on October 10, 2024, that a modification of the existing VPDES permit for the North Island WTP was not required as long as TBM slurry/grout will continue to be processed at the South Island.
- HRCP provided the South Island drainage improvements - maintenance plan on October 14, 2024, to the agencies for their review.

Marine Mammal Protection:

- No new activities.

Bird Mitigation:

- No new activities.

Programmatic Agreement:

- No new activities.

Archeological Discoveries:

- No new activities.

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 installation of sidewalk and approach grade work at retaining wall 105 near Abutment B at Mallory Street Bridge.
- Continued Ramp E and Ramp H asphalt work for Mallory Street Phase 1 bridge shift.

I-64 (Segment 3):

- Continued installation of base leveling pads, moment slab, and wall panels at retaining wall 302 on Bayville Street between 13th View and eastbound off-ramp.
- Continued drainage work at retaining wall 302 near Bayville St. eastbound.
- Continued drainage work at 4th View St. eastbound off-ramp.
- Continued installation of coping at retaining wall 308 between Willoughby Bay Bridge and 4th View eastbound.
- Continued formwork for coping and moment slab at retaining wall 302 along Bayville Rd.
- Continued installation of panels at sound wall 3-3 along the 4th View St. eastbound on-ramp.
- Continued installation of panels at retaining wall 306 near Abutment A at Willoughby Bay Bridge eastbound.
- Began auger cast piles at retaining wall 310 near 4th View St.

I-64 (Segment 4):

- Continued installation of coping and moment slab at retaining wall 407 between Bayview Bridge and Oastes Creek Bridge.
- Continued installation of coping and level up pad at retaining wall 405 near Evans St. Bridge.
- Continued installation of panels and columns for sound wall 4-1A near Mason Creek Road.
- Continued drainage work at retaining wall 501 at Abutment B at Patrol Road Bridge eastbound.
- Continued installation of panels at retaining wall 409 between Oastes Creek Bridge and Patrol Road Bridge.
- Began installation of panels at retaining wall 406 near W. Evans St.



◀ **Retaining Wall 306
along 13th View St.**
Completed at Abutment A

5.2 Construction Area 2: Marine Trestle Work

North Trestle:

- **Westbound Trestle**
 - 14 beams placed during this period (112 out of 280 total beams placed).
 - 1 cap placed during this period (20.5 out of 46 total caps placed).
 - 3 decks placed during this period (14 out of 45 total decks placed).

South Trestle:

- **Westbound Trestle**
 - 8 piles driven during this period (25 out of 92 total piles driven).
- **Westbound MOT Trestle**
 - Completed piles driven during this period.
 - Completed caps placed during this period.
- **HOT Lanes Trestle**
 - 15 beams placed during this period (40 out of 80 total beams placed).
 - 1 deck placed during this period (3 out of 16 total decks placed).



◀ **North Trestle
Westbound**
Installation of
Span 20 girders

5.3 Construction Area 3: Tunnels and Islands

South Island:

- 95% complete for south portal external walls.
- 39% complete for south portal internal walls.
- 7% complete for south portal headwall external wall.
- 4% complete for rectilinear approach excavation.

North Island:

- 90% complete for rectilinear approach excavation.
- 40% complete for rectilinear approach base slab waterproofing.
- 41% complete for rectilinear approach upper and lower mud slabs.

Tunnel:

- General Purpose (GP) tunnel break-in on October 17, 2024.
- Excavated 21ft this period for GP tunnel.
- Completed testing and commissioning of TBM in launch configuration.
- Continued work on concrete tunnel egress structures in the HT Tunnel.
- 27% complete for HT tunnel installation of egress footer.
- 4% complete for HT tunnel installation of egress structure L-walls.
- 15% complete for HT tunnel low point pump station concrete structures.
- Completed advances for rings and installed temporary steel rings.



◀ GP Tunnel

Building of temporary steel rings (-5), (-6), and (-7) are visible against the thrust frame.

5.4 Construction Area 4: Landside Bridges

Mallory Street Bridge:

- Continued installation of pedestrian fence for eastbound widening.
- Completed demolition of old bridge.

Bayville/13th View Street Bridge:

- Began formwork for Abutment A for eastbound widening.

Willoughby Bay Bridge:

- Continued repair/rehabilitation of existing westbound bridge.
- Continued installation of precast caps for westbound widening.
- Continued installation of stay-in-place (SIP) deck formwork for eastbound widening.
- Completed installation of girders at Bent 38 for westbound widening.
- Continued installation of trestle at Abutment A for westbound widening.
- Completed installation of concrete overlay at Spans 60 – 67 for eastbound widening.
- Began driving piles at Pier 1 for westbound widening.

4th View St. Bridge:

- Continued installation of pads and beam seats for eastbound widening.
- Continued installation of jacking beams for eastbound widening.
- Continued installation of SIP deck formwork for eastbound widening.
- Completed deck reinforcement and concrete deck placement for Spans 1 – 3 for eastbound widening.

Mason Creek Bridge:

- Continued repair/rehabilitation of existing eastbound and westbound bridges.
- Continued parapet work and closure pours.

1st View St. Bridge:

- Continued repair/rehabilitation of existing eastbound bridge.
- Completed installation of deck reinforcement of existing eastbound bridge.
- Completed installation of deck concrete at all spans of existing eastbound bridge.

Bay Avenue Bridge:

- Continued installation of mainline SIP deck forms and overhangs for eastbound widening.

Evans St. Bridge:

- Continued repair/rehabilitation of existing substructure for eastbound bridge.

Bayview Blvd. Bridge:

- Continued repair/rehabilitation of existing substructure for eastbound bridge.

Oastes Creek Bridge:

- Continued installation of sound wall for eastbound widening.

Patrol Road Bridge:

- Continued repair/rehabilitation of existing substructure for eastbound bridge.
- Continued installation of jacking beams for eastbound widening.



◀ **Mallory Street Bridge**
Demolition of old bridge.



◀ **Willoughby Bay Bridge Eastbound**
Rehabilitation and widening of bridge

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 and westbound to facilitate beam placement as well as concrete placement for piles, caps, and decks.
- Striping maintenance throughout project corridor.
- Lane closures eastbound and westbound for sign structure foundation installation.
- Slow rolls eastbound and westbound for Mallory Bridge demolition activities.
- Slow rolls eastbound for temporary lighting installation and sign structure removal.

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.
- 4th View St. in Norfolk traffic shift to facilitate bridge widening.
- Patrol Rd. in Norfolk traffic shift to facilitate bridge rehabilitation and widening.
- 13th 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 Traffic Shifts:

- Minor shift on I-64 westbound South Trestle to support MOT trestle construction.

Detours:

- Temporary detour of westbound I-64 at 4th View St. for overhead sign structure installation.
- Temporary detour of I-64 eastbound at Mallory St. for bridge demolition activities.
- Temporary detour of W. Bay Ave. eastbound onramp for bridge widening activities.
- Long-term detour on Mason Creek Road to facilitate bridge widening.

Intelligent Transportation System (ITS):

- Installation of ITS, Medium Voltage power, and private utility conduit on South Trestle and landside.
- Preparations for relocation of RCU-44 at westbound South MOT Trestle.
- Installation of temporary DMS and land control signals on South Trestle westbound.

Overhead Sign Structures:

- Installation of Overhead Sign Structure 37.
- Removal of existing sign structure spanning I-64 westbound near 4th View St.

Roadway Lighting:

- Continued permanent lighting installation on Willoughby Bay Bridge and Oastes Creek Bridge.
- Continued temporary lighting installation at South MOT bridge.

- Addressing maintenance of temporary lighting throughout the 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. Two packages were received this period and currently under review.
- HRCP submitted quarterly update V19 of the CQMP this period and it is currently under review.

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.

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.
- HRCP submitted quarterly update V26 of the QMSP this period, and it is currently under review.

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 thirty-five volumes of Material Book records and is currently auditing three additional volumes of 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 26 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

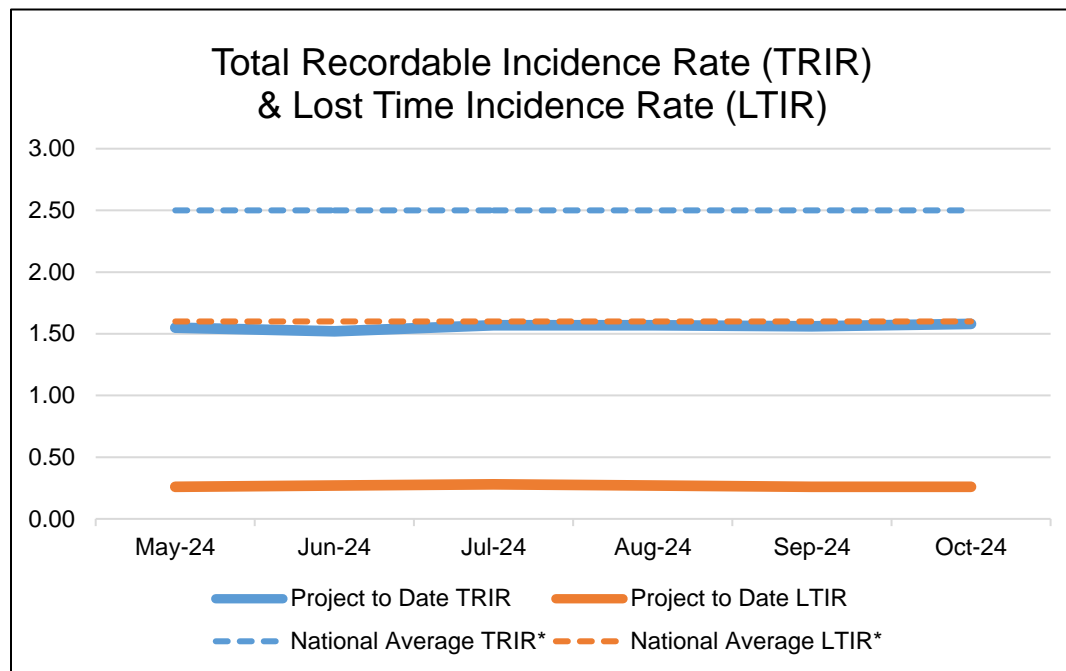
Safety procedures and activities during this reporting period include:

Safety Activities:

- HRCP continued driver training for crew members.
- HRCP continued OSHA/Safety Refresher Training for supervisors and foremen.
- HRCP updated the Tunnel Safety Plan for current operations in the HT tunnel.
- HRCP conducted Overhead Hazard Training for all crew members and subcontractors.
- HRCP conducted Crisis Management Training for all supervisors and foremen.

Safety Performance Indicators:

- The following safety performance indicator information is provided by HRCP and is current as of October 31, 2024:



**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 **379** subcontracts, subconsultant agreements and purchase orders to certified DBE/SWaM firms. The total contract award is at **\$596.2 million** to date. A total of **\$468.7 million** has been paid for work completed by DBE/SWaM firms. HRCP has exceeded both commitment and attainment goals.

Compliance Activities:

- HRCP's 3rd Quarter DBE/SWaM Good Faith Efforts Report/C-111, DBE/SWaM Utilization Plan, and Workforce Participation Plan were submitted on October 15, 2024, as required by the Comprehensive Agreement for VDOT's formal review.

Workforce Development Activities:

- HRCP's On-the-Job Training Program remained at 39 graduates for the reporting period with 15 active enrollments. HRCP continued to make plans for hosting a recognition luncheon to celebrate candidates completing their individual training programs and their training mentors. The event is scheduled for October 25, 2024.

Business Development Activities:

- Discussion continues between HRCP and VDOT regarding the solicitation of the support buildings, representing potential procurement opportunities available for DBE/SWaM businesses.

10. Public Outreach & Media

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

Public Outreach

- September 23, 2024 – HRBT Expansion Project Director Ryan Banas presented project updates and hosted a site visit for the San Diego Association of Governments (a California Transportation Agency).
- September 25, 2024 – HRBT Expansion Communications team published the September 2024 edition of the project newsletter.
- October 2, 2024 – HRBT Expansion team hosted a table at Sheriff Joe Baron’s annual senior services seminar in Norfolk.
- October 3, 2024 – HRBT Expansion Communications Director Paula Miller presented project updates to the Virginia Beach Anglers Club in Virginia Beach.
- October 4, 2024 – HRBT Expansion Project Director Ryan Banas presented project updates and hosted a site visit for staff from the Office of Congresswoman Jen Kiggans.
- October 10, 2024 – HRBT Expansion team presented project updates to the Willoughby Civic League.
- October 10, 2024 – HRBT Expansion team presented project updates to the Peninsula Ski Club in Hampton.
- October 15, 2024 – HRBT Expansion Project team provided project updates to residents of Nansemond on the Bay High Rise.
- October 17, 2024 – The TBM began excavation of the General Purpose (GP) tunnel, and the milestone was announced to the public via social media.
- October 17-18, 2024 – The HRBT Expansion Team hosted a booth at the annual Naval Station Norfolk Fleet Fest STEM Day.
- October 17, 2024 - Project Director Ryan Banas was the keynote speaker at the Virginia Society of Civil Engineers (VSCE) Virginia Section Annual Soiree in Charlottesville.
- October 22, 2024 – HRBT Expansion staff provided project updates to the Southside Old Point Bank Board of Directors.

Media

- September 24, 2024 – (HRBT Expansion Project) HRBT Expansion Team released a video of the Fall 2024 Project Tour. <https://www.linkedin.com/company/hrbt-expansion-project>. <https://www.facebook.com/groups/HRBTExpansionProject/>
- September 26, 2024 – (Tunnel Talk Today Podcast) Hampton Roads Express Lanes Network, featuring HRTAC Executive Director Kevin Page and VDOT Hampton Roads District Engineer Chris Hall <https://tunneltalktoday.libsyn.com/hampton-roads-express-lanes-network-updates>
- October 1, 2024 – (Construction Magazine) Virginia’s Largest Infrastructure Project Set to Begin Boring Second Chesapeake Bay Tunnel This Fall

<https://constructionmagazine.news/CON/article/7ADD690C-virginia-s-largest-infrastructure-project-set-to-begin-boring-second-chesapeake-bay-tunnel-this-fall>

- October 3, 2024 – (WAVY) 65 feet below, Mary's ready to bore again – to make a new tunnel for HRBT <https://www.msn.com/en-us/news/us/65-feet-below-mary-s-ready-to-bore-again-to-make-a-new-tunnel-for-hrbt>
- October 4, 2024 – (WTKR) VDOT showcases HRBT Expansion Project 65 feet below the surface <https://www.wtkr.com/news/in-the-community/norfolk/vdot-showcases-hrbt-expansion-project-65-feet-below-the-surface>
- October 7, 2024 – (Tunnel Talk Today Podcast) The new HRBT Expansion Project Welcome Center <https://tunneltalktoday.libsyn.com/the-new-hrbt-expansion-project-welcome-center>
- October 8, 2024 – (HRBT Expansion Project) HRBT Expansion Team released a video of North Island Cell 3 construction showing TBM reassembly prior to boring the GP tunnel. <https://hrbtexpansion.org/videos/>. <https://www.linkedin.com/posts/hrbt-expansion-project>. <https://www.facebook.com/groups/HRBTExpansionProject>.
- October 9, 2024 – (HRBT Expansion Project) HRBT Expansion Team released drone video footage from the HT tunnel showing progress underground. <https://hrbtexpansion.org/videos/>. <https://www.linkedin.com/posts/hrbt-expansion-project>. <https://www.facebook.com/groups/HRBTExpansionProject>.
- October 14, 2024 – (WVEC) Traffic Alert: Eastbound HRBT reopens after being temporarily shut down for unplanned road work <https://www.13newsnow.com/article/traffic/eastbound-hrbt-temporarily-shut-down-unplanned-road-work-willoughby-bay-bridge-traffic>
- October 18, 2024 – (WAVY) Mary's on the move again — making progress on HRBT Expansion Project <https://www.wavy.com/video/marys-on-the-move-again-making-progress-on-hrbt-expansion-project>
- October 18, 2024 – (WTKR) Mary, the tunnel-boring machine, starts work again on the HRBT Expansion Project <https://www.wtkr.com/transportation/mary-the-tunnel-boring-machine-starts-work-again-on-the-hrbt-expansion-project>

Lane Closures/Advisories

- September 27, 2024 – Weekly Lane Closure Report
- October 4, 2024 – Weekly Lane Closure Report
- October 11, 2024 – Weekly Lane Closure Report
- October 14, 2024 – Temporary closure of I-64 E at HRBT
- October 18, 2024 – Weekly Lane Closure Report

Visit our website to view more information:

www.hrbtexpansion.org