

**Hampton Roads Transportation Planning Organization**  
**Board Meeting – January 16, 2025**  
**The Regional Board Room**  
**723 Woodlake Drive, Chesapeake, Virginia**  
**Agenda**  
**Call to Order – 10:30 a.m.**

- 1: Call to Order
- 2: Approval of Agenda ***[Action Requested]***
- 3: Public Comments
  - A. Submitted Public Comments
  - B. Public Comment Period *(limit 3 minutes per individual)*
- 4: Executive Director's Report
- 5: Employee Recognition
- 6: Election of Officers ***[Action Requested]***
- 7: Approval of Consent Agenda ***[Action Requested]***
  - A. Minutes from the October 17, 2024 and November 21, 2024 HRTPO Board Meetings
  - B. HRTPO Financial Statement
  - C. Fiscal Year 2025 Budget Amendment
  - D. 2050 LRTP Draft List of Candidate Projects
  - E. 2024 CMAQ and RSTP Project Selection Process: Projects and Allocations
  - F. Calendar Year 2025 Schedule for the Hampton Roads Regional Meetings: HRPDC/HRTPO/HRTAC/HRMFFA
  - G. Executive Director's Contract
  - H. HRPDC Personnel Manual Update
  - I. FY 2024-2027 Transportation Improvement Program (TIP) Amendments  
*Exempt Conformity Amendments*
  - J. FY 2024-2027 Transportation Improvement Program (TIP) Amendments  
*Non-Exempt Conformity Amendments – Programmatic*
- 8: Briefing on the State of the Airport – *Mark A. Perryman, Norfolk Airport Authority (NAA)*
- 9: goCommute Commuter Options, Annual Update, and Rebrand – *Amy Jordan, goCommute*
- 10: Hampton Roads Rail Crossing Study – *Keith Nichols, HRTPO*
- 11: Commonwealth Transportation Board Members Update
- 12: Virginia Department of Transportation Update

- 13: Virginia Department of Rail and Public Transportation Update
- 14: Virginia Passenger Rail Authority
- 15: Virginia Port Authority Update
- 16: Hampton Roads Transit and Williamsburg Area Transit Authority Updates
- 17: Freight Transportation Advisory Committee Update
- 18: Community Advisory Committee Update
- 19: Military Liaisons Update
- 20: Airport Representatives Update
- 21: HRTPO Board Three Month Tentative Schedule
- 22: Minutes of HRTPO Advisory Committee Meetings
- 23: For Your Information
- 24: Old/New Business
- 25: Adjournment

## **ITEM #1: CALL TO ORDER**

The Hampton Roads Transportation Planning Organization (HRTPO) Board meeting is scheduled to be called to order by the chair at 10:30 a.m.

## **ITEM #2: APPROVAL OF AGENDA *[Action Requested]***

Members are provided an opportunity to add or delete items from the agenda. Any item for which a member desires consideration by the HRTPO Board should be submitted at this time, as opposed to under “Old/New Business.”

### **RECOMMENDED ACTION:**

Approve the agenda.

## **ITEM #3: PUBLIC COMMENTS**

### **A. Submitted Public Comments**

There were no submitted public comments. Any written public comments received after the preparation of this agenda will be announced at the meeting.

### **B. Public Comment Period *(limit 3 minutes per individual)***

Members of the public are invited to address the HRTPO Board. Each speaker is limited to three minutes.

**ITEM #4: EXECUTIVE DIRECTOR'S REPORT**

The Executive Director will provide a report to the HRTPO Board.

Attachment 4



## HRPDC/HRTPO COMMUNITY ADVISORY COMMITTEE (CAC)

The CAC held its regular meeting on December 12 at Norfolk International Airport and received a briefing from Executive Director and CEO Mark Perryman on the current state of the Airport and its future capital improvement program. This interactive session provided the CAC members an opportunity to ask questions about trends at the Airport and to provide input on future plans.



## WILLIAM AND MARY AND VIRGINIA INSTITUTE OF MARINE SCIENCE (VIMS)

On November 18, the HRPDC/HRTPO staff attended a tour of the William and Mary Campus and the VIMS facility. Our staff received briefings on the following areas:

- Welcome and Overview of current efforts and future plans by Dr. Katherine Rowe, President, William and Mary
- School of Computing, Data Sciences, and Physics
- Global Research Institute, Institute for Integrative Conservation, Whole of Government Center of Excellence
- Entrepreneurship Hub
- Tour of Batten School and VIMS
  - Acuff Center for Aquaculture
  - Multispecies Research Group
  - Environmental Chemistry and Marine Pollution Lab

The tour provided the HRPDC/HRTPO staff team with comprehensive information on efforts at the William and Mary Main Campus and VIMS facility that can be incorporated into our regional planning initiatives. We want to thank President Rowe and Monty Mason, Senior Director of Community Affairs and Partnerships, for their hospitality and efforts to arrange this visit and information briefing.



### REGIONAL TRANSIT ADVISORY PANEL (RTAP)

The RTAP held its regularly scheduled meeting at the Regional Building on January 3. Approximately 40 RTAP members attended and participated in an engaged discussion on the following agenda topics:

- HRT briefing on legislative initiatives related to sustainable and predictable funding for the Tide Light Rail system and increased statewide operating and capital funding
- HRTPO/HRPDC Regional Legislative Agenda and the need for adequate funding to support Hampton Roads Transit, Williamsburg Area Transit Authority, and Suffolk Transit
- Overview of Paratransit Services and Coverage Zones
- Information sharing roundtable discussion by RTAP members



### VIRGINIA OUTDOORS COALITION

On January 7, the Executive Director provided a presentation to the Virginia Outdoors Coalition on biking/walking trail plans and funding needs in the Hampton Roads region. This session included a discussion of the Great Outdoors Act legislation that is expected to be considered in the upcoming General Assembly session.

### HOUSING PRESENTATION TO THE VIRGINIA CHAMBER OF COMMERCE

On December 9, the Executive Director was invited to provide a presentation to the Housing Executive Committee of the Virginia Chamber of Commerce. This Committee is in the process of collecting information on housing issues, challenges and needs that can be incorporated into Blueprint Virginia 2030. The Executive Director provided background information on housing trends and needs in Hampton Roads and discussed the regional housing assessment that will be advanced by the HRPDC.



### OTHER MEETINGS AND EXECUTIVE DIRECTOR OUTREACH

- Met with a representative of the Future of Hampton Roads on November 29 to discuss HRPDC and HRTPO regional initiatives
- Attended the Hampton State of the City Address on December 3
- Attended a meeting of the Greater Norfolk Corporation and the Norfolk Innovation Corridor on December 5
- Participated in a meeting with the Virginia Association of Planning District Commissions on December 5 to discuss potential energy planning issues that are anticipated to be considered at the upcoming Virginia General Assembly session
- Attended the December 12 meeting of the Hampton Roads Military and Federal Facilities Alliance
- Provided staff support at the December 13 meeting of the Southside Network Authority
- Met with representatives of GO Virginia on December 17 to discuss potential broadband funding opportunities
- Participated in a meeting of the Elizabeth River Foundation on December 18

### ADMINISTRATION/MANAGEMENT

- Year-end administrative tasks
- Project Management and oversight for the Regional Building parking lot project
- SNA Executive Director onboarding
- Preparation for the upcoming General Assembly session
- Oversight for Regional Building meeting support, maintenance, and repairs
- IT management
- GIS server project management
- Financial management, human resources, meeting and IT support for the HRPDC, HRTPO, HRTAC, HRMFFA, SNA, and visiting organizations and community groups

## **ITEM #5: EMPLOYEE RECOGNITION**

The employees listed below are recognized for their outstanding service to the HRTPO and for reaching a milestone anniversary between January 1, 2024 and December 31, 2024.

- 25 years: Sam Belfield  
HRTPO Senior Transportation Engineer
- 25 years: Keith Nichols  
HRTPO Principal Transportation Engineer
- 10 years: John Mihaly  
HRTPO Principal Transportation Planner

**ITEM #6: ELECTION OF OFFICERS *[Action Requested]***

The HRTPO Bylaws provide that the election of HRTPO Board officers is to take place during the first meeting after January 1st of each year. The officers of the HRTPO Board consist of the Chair, Vice-Chair, and Secretary. The officers are elected by a majority of those present and voting at the Annual Meeting.

All officers shall be elected at the Annual Meeting of the HRTPO Board for a term of one year, or until their successors are elected or until they resign or are removed from office. The Chair and Vice-Chair may serve up to two consecutive one-year terms in succession.

During the November 21, 2024 meeting of the HRTPO Board, Chair William McCarty requested that the HRTPO Nominating Committee prepare recommendations of nominees for the officer positions for the upcoming year. At the annual meeting, the Nominating Committee shall submit the names of one or more persons who are willing to serve for each office to be filled.

Further nominations may be made by any voting member at the meeting at which the election is held. The election of officers shall be by recorded vote.

Mayor Kenneth Alexander, Nominating Committee Chair, will present the Committee's recommendations to the HRTPO Board.

**RECOMMENDED ACTION:**

Elect HRTPO Officers for 2025.

**ITEM #7: APPROVAL OF CONSENT AGENDA *[Action Requested]***

**A. Minutes from the October 17, 2024 and November 21, 2024 HRTPO Board Meetings**

Minutes from the October 17, 2024 and November 21, 2024 HRTPO Board meetings are attached.

Attachment 7Ai

Attachment 7Aii

**RECOMMENDED ACTION:**

Approve the sets of minutes.

**Hampton Roads Transportation Planning Organization  
Board Meeting Minutes of October 17, 2024**

The October 17, 2024 meeting of the Hampton Roads Transportation Planning Organization (HRTPO) Board was called to order by the Chair at 10:33 a.m. in the Regional Board Room at 723 Woodlake Drive in Chesapeake, Virginia.

**HRTPO Voting Members in Attendance:**

William McCarty, Chair (IW)  
Rick West (CH)  
Phillip Bazzani (GL Alternate)  
Donnie Tuck (HA)  
Ruth Larson (JC)  
Cleon Long (NN Alternate)  
Kenneth Alexander (NO)\*  
Shannon Glover (PO)\*  
Robert Dyer (VB)\*  
Doug Pons (WM)

Thomas Shepperd (YK)  
Zach Trogdon (DRPT)  
Senator Mamie Locke (GA)  
Senator Angelia Graves (GA)\*  
Delegate Jeion Ward (GA)  
Delegate Bonita Anthony (GA)  
William Harrell (HRT)  
Matthew Scalia (WATA)  
Chris Hall (VDOT)  
Thomas Cross (VPA Alternate)

**HRTPO Nonvoting Members in Attendance:**

Chris Price (CH)  
Rosylen Oglesby (FR)  
Carol Steele (GL)  
Mary Bunting (HA)  
Randy Keaton (IW)  
Alan Archer (NN)\*  
Patrick Roberts (NO)  
Randy Wheeler (PQ)

Brian Thrower (SH)  
Al Moor (SU)  
Andrew Trivette (WM)  
Mark Bellamy (YK)  
Mark Geduldig-Yatrofsky (CAC)\*  
Bob Eveleigh (FTAC)  
Steve Sterling (NAA Alternate)

**HRTPO Executive Director:**

Robert A. Crum, Jr., Secretary

**HRTPO Other Participants:**

Ella Ward (CH)  
Phillip Bazzani (GL)

Capt. David Dees (USN)

**HRTPO Voting Members Absent:**

Gordon Helsel, Vice-Chair (PQ)  
Bobby Cutchins (FR)

William Gillette (SH)  
Mike Duman (SU)

**HRTPO Nonvoting Members Absent:**

Scott Stevens (JC)  
Steven Carter (PO)  
Patrick Duhaney (VB)  
Greg Campbell (DOAV)

Jeffrey Breeden (FAA)  
Terry Garcia Crews (FTA)  
Robert Gay (PAC Alternate)

**HRTPO Staff in Attendance:**

Pavithra Parthasarathi  
Sam Belfield  
Rob Case  
Matthew Harrington

Keith Nichols  
Jeff Raliski  
Dale Stith

*\*Denotes late arrival or early departure*

**Others Recorded Attending:**

David Westcott (CH); Angela Rico and Jerri Wilson (NN); John Stevenson (NO); Bill Landfair and Sherri Neil (PO); Leroy Bennett and Robert Lewis (SU); Sheila Noll (YK); Drew Lumpkin (Hampton Roads Executive Roundtable); Mike Garber (PB Mares); Brenda Roberts (Representative Jen Kiggans' Office); Tracy Black (USAF); Michael King (USN); Gavin Stone (The Virginian Pilot); Todd Halacy (VDOT); Karen McPherson (VHB); and Kelli Arledge, Rob Cofield, Jeffrey DiScala, Simone Elmore, Greg Grootendorst, Markay Hall, Matt Klepeisz, Quan McLaurin, Otesa Mitchell, Cynthia Mulkey, Tiffany Smith, Jaquil Tatum, Tho Tran, Quanda Tynes, Joe Turner, Chris Vaigneur, Eric Walberg, and Sheila Wilson (HRPDC Staff)

Chair William M. McCarty, Sr. welcomed and introduced Franklin City Manager Rosylen Oglesby as a new HRTPO Board non-voting member. Ms. Oglesby thanked everyone for the warm welcome and said that she is looking forward to working with the HRTPO Board.

**Approval of Agenda**

Chair McCarty requested a motion to approve or amend the October 17, 2024 HRTPO Board meeting agenda.

**Motion:** Mayor Donnie Tuck Moved to approve the agenda as presented; seconded by Mayor Shannon Glover. The Motion Carried.

**Public Comments**

Mr. Robert A. Crum, Jr., HRPDC/HRTPO Executive Director, reported that no public comments were received in advance of the meeting.

Members of the public were invited to address the HRTPO Board. There were no in-person requests to comment.

**Executive Director's Report**

Mr. Crum referenced his printed report in the agenda packet and offered to answer any questions. Hearing none, he announced that the HRPDC and HRTPO will host the Hampton Roads Caucus meeting on October 28, 2024. He invited the Board members to attend and noted that the agenda would be distributed in advance of the meeting.



Mr. Crum shared the sad news that Mr. Troy Eisenberger passed away on October 5, 2024. Mr. Eisenberger was a devoted public servant, having spent most of his career working in government as an engineering project manager and for the past five years as the City Traffic Engineer for Chesapeake. Mr. Crum said a few words about Mr. Eisenberger and his active membership on the HRTPO Transportation Technical Advisory Committee (TTAC) and other subcommittees. Mr. Crum asked for a moment of silence in Mr. Eisenberger's honor.

*\*Mr. Alan Archer arrived*

### **Commonwealth Transportation Board (CTB) Members Update**

There was no CTB representative present.

### **Virginia Department of Transportation (VDOT) Update**

Mr. Christopher Hall provided the HRTPO Board with an update on several major projects in Hampton Roads. He announced that Mary, the tunnel boring machine for the Hampton Roads Bridge Tunnel (HRBT) expansion project, was scheduled to start the mining process towards Norfolk. The boring of the second tunnel should be finished in eight to nine months. Mr. Hall also noted that the contractor is underway for the Hampton Roads portion of the I-64 Gap widening project beginning with shoulder strengthening and median clearing. VDOT anticipates the reversible express lanes at the I-564 interchange will be reopened to full access by the end of the month. Mr. Hall concluded his remarks by announcing one additional traffic shift planned for the remainder of 2024. On the Peninsula, in preparation for the widening of the bridge at LaSalle Avenue, VDOT will be extending the lane closures to the I-664 interchange.

*\*Senator Angelia Graves and Mayor Kenneth Alexander arrived*

### **Virginia Department of Rail and Public Transportation (DRPT) Update**

Mr. Zach Trogdon reported that transit ridership levels are almost back to pre-pandemic numbers. Mr. Trogdon mentioned that DRPT and HRTPO staff met to discuss maximizing the number of applicants and funding requests for the Federal Transit Administration (FTA) 5310 program, which aims to enhance mobility for seniors (ages 65 and older) and individuals with disabilities by removing barriers to transportation services and expanding transportation mobility options. DRPT oversees the annual awarding of FTA 5310 funding across the state, and any unused funds from the region are returned to FTA.

Mr. Trogdon announced that the Port of Virginia's (POV) expanded central rail yard project at Norfolk International Terminal (NIT) was completed in August. POV used a \$20 million federal grant and a \$20 million grant from DRPT to build two new rail track bundles and purchase three all-electric cantilever rail-mounted gantry cranes. DRPT recently offered support to Suffolk and to Chesapeake for the Portlock Road area through the Federal Railroad Administration's (FRA) new Railroad Crossing Elimination Grant program, which provides funding for highway-rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods.

Mr. Trogdon concluded his remarks by announcing the recent groundbreaking ceremony for the Long Bridge project in Washington D.C. The new bridge will be constructed adjacent to the existing bridge, a 119-year-old river crossing that currently operates at 98% capacity during peak periods, and will relieve one of the largest rail traffic bottlenecks on the East Coast. Further, the new bridge will aid the state in separating passenger rail from freight rail, improving the on-time performance of both.

#### **Virginia Passenger Rail Authority (VPRA) Update**

There was no VPRA representative present.

#### **Virginia Port Authority (VPA) Update**

Mr. Thomas Cross stated that he did not have an update to present to the Board.

#### **Hampton Roads Transit (HRT) Update**

Mr. William Harrell announced that HRT was celebrating its 25th anniversary since the voluntary merger between Peninsula Transit (PENTRAN) and Tidewater Regional Transit (TRT) on the Southside. He also announced that for Election Day on Tuesday, November 5, 2024 HRT fares would be waived for buses, light rail, ferry, and paratransit as well as for OnDemand microtransit zones in Newport News and Virginia Beach.

#### **Williamsburg Area Transit Authority (WATA) Update**

Mr. Matthew Scalia announced that WATA will also provide free fares for Election Day. He reported that WATA saw increased ridership from Fiscal Year 2024 and is anticipating breaking the pre-pandemic levels within this fiscal year. Mr. Scalia reported that WATA will set conditions for implementing phase one of its transit strategic plan for next year, including all-day frequency along Route 1, which runs between Lee Hall and the Williamsburg Transportation Center on North Boundary Street, and Route 2, which links the Transportation Center to Walmart on East Rochambeau Drive via Richmond Road. Mr. Scalia concluded his remarks by announcing WATA will issue an invitation for bids for the Northern Transit Center within the week, and an invitation for bids for the Operations and Maintenance Facility will go back out to bid in November.

#### **Freight Transportation Advisory Committee (FTAC) Update**

Mr. Robert Eveleigh reported that FTAC received an updated list of the 2050 Long-Range Transportation Plan (LRTP) projects and provided additional input and clarification on freight-related requests. FTAC also received updates on the Rail Crossing Elimination Study and the Rail Crossings Study to identify particularly hazardous rail crossings using revised methodology.

## **Military Liaisons Updates**

Captain David Dees stated that the war in Ukraine and actions in the South China Sea have caused military growth and the expansion of the North Atlantic Treaty Organization (NATO). Shipyards are undergoing logistical expansions, which offer partnership opportunities, and there has been a significant refocus on onshore manufacturing of military supplies. Captain Dees indicated that a lesson always learned during combat is that supplies are exhausted quicker than anticipated. He said that as conflicts continue to evolve around the world, the military is reevaluating all plans and directions. He mentioned that the military appreciates the HRTPO Board's continued support, and he specifically thanked Mayor Rick West for Chesapeake's support of the LS GreenLink manufacturing facility to produce high-voltage submarine power cables. Captain Dees concluded his remarks by sharing that the recent 2024 Naval Air Station (NAS) Oceana Air Show was successful, and he invited the HRTPO Board members to Naval Station Norfolk Fleet Fest, which will be free and open to the public on October 19, 2024.

## **Peninsula Airport Commission (PAC) Update**

There was no PAC representative present.

## **Norfolk Airport Authority (NAA) Update**

Mr. Steve Sterling reported that Norfolk International Airport continues its year-over-year increase in passenger traffic. Mr. Sterling announced that the moving walkway project is in progress with the installation of the equipment scheduled to begin in the upcoming days. He also announced that the airport's new 80-space Park and Wait lot is a free waiting area for patrons picking up passengers. The parking lot is located around the corner from the Arrivals Terminal curbside pickup area. Alternately, patrons picking up passengers can park free of charge for less than 30 minutes in any airport parking lot or garage. The Arrivals Terminal curbside is now a passenger loading zone only, with no parking or waiting permitted.

The federal inspection services international arrivals facility and Concourse A expansion are currently under construction with tentative completion dates at the end of 2025. Additionally, a project to improve the intersection at the airport is in design for which NAA applied for a \$20 million grant through the Bipartisan Infrastructure Law (BIL) Airport Terminals Program funding.

*\*Mr. Mark Geduldig-Yatrofsky arrived*

## **Community Advisory Committee (CAC) Update**

Mr. Mark Geduldig-Yatrofsky reported that the CAC held a regularly scheduled meeting on Thursday, October 10, 2024 at the Mariners Museum and Park in Newport News. The main agenda/discussion items included the Regional Legislative Agenda and rethinking recycling.

*\*Mayor Robert Dyer departed*

## **Fiscal Year (FY) 2024 Audited Financial Statements**

Mr. Crum introduced Mr. Michael Garber, Partner at PBMares, to brief the HRTPO Board on the FY 2024 Audited Financial Statements. Mr. Crum added that Mr. Garber presented the detailed results to the Personnel & Budget (P&B) Committee that morning, and the P&B Committee recommended approval.

Mr. Garber reported that PBMares completed its annual review of the FY 2024 financial statements of the Hampton Roads Planning District Commission (HRPDC)/HRTPO. He announced that the HRPDC/HRTPO received an unmodified opinion on the financial statements. Opinions on internal controls and compliance as well as controls and compliance on federal dollars spent resulted in no reports or findings. No Governmental Accounting Standard Board (GASB) pronouncements needed to be adopted this year. Mr. Garber stated that overall, it was a successful audit. He added that all inquiries, observations, and procedures went smoothly, questions were answered timely, and documents were provided as requested.

He concluded his remarks by commending Ms. Sheila Wilson, HRPDC/HRTPO Chief Financial Officer, and her team for another clean audit with no findings, and he wished Ms. Wilson the best in her upcoming retirement.

The FY 2024 Audited Financial Statements are available on the HRTPO website using the following link: <https://www.hrtpo.org/ArchiveCenter/ViewFile/Item/235>.

Chair McCarty thanked Ms. Wilson and stated that she has been a great asset to the organization.

Mr. Crum added that formal recognition of Sheila and her service will be held at her last HRTPO Board meeting in November.

**Motion:** Mayor Tuck Moved to approve the FY 2024 Audited Financial Statements as presented; seconded by Mr. Harrell. The Motion Carried.

Mayor Tuck asked for more information regarding the CAC's position on recycling.

Mr. Geduldig-Yatrofsky responded that the CAC received a staff presentation regarding a specific grant that the region obtained. No policy position was taken and additional information is being collected.

Mr. Crum added that the region received an Environmental Protection Agency (EPA) grant, which funds a public education program to clarify misconceptions about recycling across the region. He indicated that more information regarding this grant will be shared soon.

*\*Mayor Kenneth Alexander departed*

## **2050 Long-Range Transportation Plan (LRTP): Regional Needs and Candidate Project Summary**

Mr. Crum introduced Ms. Dale Stith, HRTPO Principal Transportation Planner, to provide an update on identifying regional transportation needs for the 2050 LRTP.

Ms. Stith stated that the LRTP is a 20-year transportation blueprint identifying projects the region can reasonably afford. Regionally significant projects cannot advance to construction if they are not identified and fiscally constrained in an LRTP. One of the goals of the 2050 LRTP is to simplify the messaging for the public. The vision is to provide Transportation for All, ensuring that the transportation system is resilient, can accommodate future growth, and provide safe and efficient mobility for all users.

When considering the next twenty years, there is much that is unknown. To address this challenge, the 2050 LRTP is being developed using exploratory scenario planning, a technique that involves considering a range of possible futures that could impact transportation, such as population and economic growth, climate change, and technological advances. This approach allows transportation planners to anticipate and prepare for uncertainty by identifying potential risks and opportunities. The LRTP planning milestones include preparing the framework, developing a 2050 forecast, identifying the vision and goals, identifying needs, evaluating and prioritizing projects, and demonstrating fiscal constraint. For the past few months, staff have been collaborating with stakeholders to identify the needs for the plan.

Ms. Stith stated that the LRTP does not need to individually list every type of transportation project as it would be too many. Therefore, the LRTP only analyzes regionally significant projects. Examples of regionally significant transportation projects in the LRTP are as follows:

- Dedicated regional bike lanes and pedestrian trails that improve safety and reduce car traffic.
- Improved fixed-guideway public transportation with more options, connectivity, and ridership.
- New/widened highways, bridges, tunnels, and major roads to alleviate congestion and increase reliability.

While projects not considered regionally significant are not listed in the LRTP, there are set-asides for these projects, and they are separately accounted for in the Transportation Improvement Program (TIP).

To summarize regional needs identified to date, Ms. Stith referred to the interactive work session held in July to gather big-picture transportation project ideas from the HRTPO Board members to support future growth and address regional needs. Staff collected over 200 regional transportation ideas during that session. A summary of the type of ideas included the following categories:

- Various Roadway Project Improvements (interstate, primary, secondary, and local)
- Transit-Oriented Development (improved multi-modal transportation systems)
- Better Connections Across the Region

- Port-Expansion Considerations
- Transportation Technology (autonomous cars, air taxis, flying cars, AI-controlled traffic lights, drone delivery systems)
- Sea Level Rise, Resiliency, and Evacuation Considerations
- Housing Considerations
- Affordable Fares, Free Fares

Ms. Stith shared various maps highlighting some of the roadway, transit, and trail suggestions. In addition to the Board member feedback in July, staff has been collecting feedback from other sources including the current LRTP for the horizon year of 2045, numerous HRTPO studies, public submissions gathered through a candidate project portal, several committees, and other community groups. The total number of project ideas submitted through these activities was 674.

HRTPO staff have been working with technical stakeholder staff to confirm support for project ideas and confirm the suggestions align with locality and agency comprehensive plans. Ms. Stith encouraged feedback from the localities on project ideas to ensure the HRTPO is not missing a transportation idea that is important to a locality's future growth and not prioritizing a project that may have a negative impact on a locality

Ms. Stith indicated that the draft candidate project list will be provided to the HRTPO Board at a future meeting for consideration and approval. Staff would then evaluate the projects using the prioritization process which takes approximately six months. The draft prioritization scores will be provided to the HRTPO Board, which will be followed by identifying available funding and applying fiscal constraint.

Ms. Stith's presentation is available on the HRTPO website using the following link:  
<https://www.hrtpo.org/DocumentCenter/View/13632/101724-TPO-16-Presentation-2050-LRTP-Regional-Needs-PDF?bidId=>

Chair McCarty stressed the importance that the HRTPO Board members review the project ideas and provide their feedback to HRTPO staff.

Supervisor Thomas Shepperd thanked Ms. Stith for the presentation and asked for clarification regarding prioritization percentages. He asked if the HRTPO Board would be consulted before those percentages potentially change.

Ms. Stith responded in the affirmative that if there were to be any changes to the weighting process, staff would work through the technical committees as well as present it to the Board for consideration. She clarified that there are no current plans to significantly change the weights of project criteria.

Supervisor Shepperd referred to the congestion relief criteria used for the current projects underway and suggested that new projects be prioritized by the different criteria.

Ms. Stith responded that the congestion relief criterion is the main weight for HRTAC funded projects since these regional priority projects must address the most congestion relief for the

greatest number of residents. However, the HRTPO Project Prioritization Tool used in the LRTP encompasses significantly more criteria beyond congestion, adding that there are over 70 measures unique to the region. She estimated that congestion relief represents 30% of the prioritization tool.

Supervisor Shepperd stressed that Board members be aware of the weighted criteria for clarification regarding project prioritization.

Chair McCarty confirmed that staff will keep the Board members apprised of any changes to the algorithms.

Mayor Tuck expressed his concern that the legislation in 2013 was primarily for congestion relief and mitigation projects. He commented that the transportation improvement projects currently underway only benefit certain communities, and yet, all the localities in the region have needs. He referenced previous discussions about the Primary and Secondary Road fund. In Virginia, there are elections every year. He suggested that there is no convenient time to discuss a tax increase and asked when the HRTPO Board will begin to advocate with the General Assembly for the additional funding that is needed.

Chair McCarty thanked Mayor Tuck for his comments and indicated there would be further discussion.

Mr. Crum emphasized that the HRTF funds through HRTAC have been instrumental in the suite of interstate projects recently completed or currently underway. He clarified that the LRTP Prioritization Process is for a number of funding program sources. He said that congestion relief is a portion of a holistic process.

Ms. Stith confirmed that the HRTF is only one of the different funding sources considered in the LRTP. She added that the Project Prioritization Tool is dynamic enough that staff can isolate the outputs to ensure that projects are matched with a specific funding source considering its caveats.

Chair McCarty indicated that the list of candidate projects would be considered for approval at the meeting in November and requested that the HRTPO Board members review the documentation provided and provide feedback to the HRTPO staff.

Supervisor Shepperd asked when the Board would consider action regarding the Primary and Secondary Road Fund.

Chair McCarty responded that he asked Mr. Crum to reconvene the Legislative Committee and expressed his commitment to continue this discussion at the November meeting.

Chair McCarty reported that a quorum was no longer present.

Mr. Crum commended the efforts of Ms. Stith and the LRTP team.

Supervisor Ruth Larson asked if the Board would be given the opportunity to provide comments on specific projects before the HRTPO Board considers approval.

Mr. Crum confirmed that Board members would receive a number of opportunities to provide input. He further clarified that nothing would end up in the LRTP without action by the HRTPO Board.

### **VDOT Functional Classification Update**

Chair McCarty introduced Mr. Keith Nichols, HRTPO Principal Transportation Engineer, to brief the Board on the Roadway Functional Classification Update.

Mr. Nichols began his presentation by describing and providing background information on functional classification. Each roadway in the region, from the busiest interstates to local neighborhood roadways, has a functional classification designation based on the character of service (mobility and accessibility) the roadway provides. Functional classification is used to determine eligibility for transportation funding, maintenance payments, road design and access management standards, and data recording requirements.

*\*Mayor Shannon Glover departed*

Mr. Nichols presented the existing Roadway Functional Classification map, which is also available on VDOT's website. VDOT is conducting a statewide update to the Roadway Functional Classification maps. These updates occur every ten years following the Census, and the previous update was approved by FHWA in 2014. Throughout Virginia, MPOs were asked by VDOT to review these maps and to coordinate with locality staff on recommended changes. During the last few months, HRTPO staff have reviewed the maps and worked with locality staff to produce a list of recommendations. There was a total of 73 recommendations for changes to the functional classification network. These are in addition to VDOT's recommended changes, which are more administrative such as mapping errors; whereas, the HRTPO recommendations were more about the characters of the roadway and which ones should be updated. The list of recommended changes was shared with VDOT, and their comments were shared with locality staff and incorporated.

Chair McCarty commented that because a quorum was no longer present, the recommended actions on the VDOT Functional Classification Update item would be considered at the meeting in November.

Mr. Nichols' presentation is available on the HRTPO website using the following link:  
[https://www.hrtpo.org/DocumentCenter/View/13633/101724-TPO-17 Presentation-Functional-Class-Update-PDF?bidId=](https://www.hrtpo.org/DocumentCenter/View/13633/101724-TPO-17-Presentation-Functional-Class-Update-PDF?bidId=).

Supervisor Shepperd asked if the list of recommended changes was included in the agenda packet.

Chair McCarty confirmed that it was included directly following Agenda Item 17.



## **Public Engagement Plan (PEP)**

Mr. Crum introduced Mr. Quan McLaurin, HRPDC/HRTPO DEI & Title VI/Civil Rights Liaison, to provide an overview presentation of the proposed PEP.

Mr. McLaurin began his presentation by describing and providing background information on the PEP. The PEP provides the framework and an outline for regional planning organizations on how to engage with the public to ensure they are involved in the planning process. The new plan replaces the previous Public Participation Plans (PPP) for the HRPDC and HRTPO. Not only are these federally required plans that outline the organization's public involvement procedures related to regional planning efforts, but this update provided an opportunity for the HRPDC and HRTPO to align their public involvement practices with how various communities engage with planning processes.

Rather than two individual plans, the proposed PEP is a joint, organizationally universal approach to public engagement practices. The new plan ensures that the plan is accessible and that planning efforts are accessible to the region's residents. The PEP includes an overview of regional planning by program area as well as streamlined resources on how to get involved for those less familiar with planning processes. The new plan also focuses on engagement efforts that have been most effective post-pandemic and incorporates best practices, such as the International Association of Public Participation (IAP2) recommendations and spectrum of Public Participation.

Mr. McLaurin referenced the new and improved websites and recognized the efforts of the HRPDC/HRTPO Communications team. Furthermore, the organization's social media presence has increased significantly. The HRPDC Facebook page utilizes a revised strategy to engage the public through enhanced visuals and paid advertising utilizing audience-building techniques to improve visibility and consistent posting to stay relevant. Impressions for the HRPDC have increased from eight in 2020 to 41,426 in 2024. The HRTPO Facebook page provides engaging content that resonates with the audience through advertising and paid promotion. Impressions for the HRTPO have increased from 16 in 2020 to 23,264 in 2024. Mr. McLaurin encouraged the HRTPO Board members to follow the HRPDC and HRTPO on Facebook. Additionally, the HRPDC and HRTPO are present on LinkedIn, and in August 2022, the HRTPO established agency accounts for NextDoor.

Mr. McLaurin also summarized some public involvement highlights including outreach surveys, in-person feedback, new and deeper connections, and public information presentations. The goal of the new PEP is to create connections, increase accessibility, provide meaningful engagement, and be inclusive of the perspectives and needs of socially- and transportation-vulnerable populations.

Mr. McLaurin reported that the draft Public Engagement Plan would be available on the HRTPO website following the meeting. The public comment period will run for 45 days, from October 17, 2024, until December 2, 2024. Mr. McLaurin encouraged the HRTPO Board members to review the PEP and submit any comments to him. He also asked for help sharing and socializing the plan among the communities through their local community engagement representatives, Community-Based Organizations (CBOs), Public Information Officers (PIOs), and involved residents. During that time, the HRPDC/HRTPO will work to socialize the plan with regional stakeholders and

community members to solicit and incorporate feedback. The updated PEP will be presented to the HRTPO in January for approval and adoption.

Mr. McLaurin's presentation is available on the HRTPO website using the following link: [https://www.hrtpo.org/DocumentCenter/View/13634/101724-TPO-18\\_Presentation-Public-Engagement-Plan-PDF?bidId=](https://www.hrtpo.org/DocumentCenter/View/13634/101724-TPO-18_Presentation-Public-Engagement-Plan-PDF?bidId=).

Delegate Bonita Anthony asked when the draft document would be uploaded.

Mr. McLaurin responded that the full draft plan would be uploaded following the meeting.

Mr. Geduldig-Yatrofsky asked if there was an associated QR Code.

Mr. McLaurin answered that he could provide a QR Code.

Mr. Crum thanked Mr. McLaurin for his efforts and stated that the organization's outreach has increased exponentially with his assistance. Mr. Crum asked Board members to consider socializing the HRTPO and HRPDC Facebook pages within their communities and asked that they consider inviting HRPDC/HRTPO staff to community meetings for briefings.

Chair McCarty recognized the Communications team's efforts to improve the websites and asked that the HRTPO Board members visit the websites and provide feedback to staff.

Senator Angelia Graves asked how to find the websites and social media accounts.

Mr. Matt Klepeisz, HRPDC/HRTPO Communications Administrator, provided the following web addresses: <https://www.hrtpo.org/> and <https://www.hrpdcva.gov/>, which include links to the respective social media accounts.

### **Approval of Consent Agenda**

Chair McCarty reported that because a quorum was no longer present, the recommended actions on the Consent Agenda would be considered at the meeting in November.

### **HRTPO Board Three Month Tentative Schedule**

Mr. Crum noted that, per the Regional Meetings Schedule, the next regularly scheduled HRTPO Board meeting would be held on November 21, 2024. There is no meeting scheduled in December.

### **Minutes of HRTPO Advisory Committee Meetings**

Mr. Crum stated that links to the HRTPO Advisory Committee meeting minutes approved since the last HRTPO Board meeting were included in the agenda packet for information purposes.

### **For Your Information**

Mr. Crum mentioned the various correspondence of interest included in the agenda packet for HRTPO Board member information.

### **Old/New Business**

Mayor Tuck suggested that the General Assembly HRTPO Board members, when present, should be given the opportunity to provide comments to the Board.

The General Assembly members in attendance did not have any comments.

### **Adjournment**

With no further business to come before the HRTPO Board, the meeting was adjourned at 11:51 a.m.

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William M. McCarty, Sr.  
Chair

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Robert A. Crum, Jr.  
Executive Director/ Secretary

**Hampton Roads Transportation Planning Organization  
Board Meeting Minutes of November 21, 2024**

The November 21, 2024 meeting of the Hampton Roads Transportation Planning Organization (HRTPO) Board was called to order by the Chair at 10:33 a.m. in the Regional Board Room at 723 Woodlake Drive in Chesapeake, Virginia.

**HRTPO Voting Members in Attendance:**

William McCarty, Chair (IW)  
Rick West (CH)  
Phillip Bazzani (GL Alternate)\*  
Donnie Tuck (HA)  
John McGlennon (JC Alternate)  
Kenneth Alexander (NO)  
Shannon Glover (PO)  
David Hux (PQ Alternate)  
Mike Duman (SU)

Robert Dyer (VB)  
Doug Pons (WM)  
Thomas Shepperd (YK)\*  
Zach Trogdon (DRPT)  
Delegate Bonita Anthony (GA)  
William Harrell (HRT)  
Matthew Scalia (WATA)  
Chris Hall (VDOT)  
Barb Nelson (VPA Alternate)

**HRTPO Nonvoting Members in Attendance:**

Randy Keaton, Treasurer (IW)  
Chris Price (CH)  
Rosylen Oglesby (FR)  
Carol Steele (GL)\*  
Scott Stevens (JC)  
Randy Wheeler (PQ)  
Alan Archer (NN)  
Patrick Roberts (NO)

Brian Thrower (SH)  
Al Moor (SU)  
Patrick Duhaney (VB)  
Mark Bellamy (YK)  
Mark Geduldig-Yatrofsky (CAC)  
Bob Eveleigh (FTAC)  
Charlie Braden (NAA Alternate)  
Robert Gay (PAC Alternate)

**HRTPO Executive Director:**

Robert A. Crum, Jr., Secretary

**HRTPO Other Participants:**

Ella Ward (CH)  
Frederick Stant (CTB)

Wayne Coleman (CTB)  
Captain David Dees (USN)

**HRTPO Voting Members Absent:**

Bobby Cutchins (FR)  
Phillip Jones (NN)  
William Gillette (SH)

Senator Mamie Locke (GA)  
Senator Angelia Graves (GA)  
Delegate Jeion Ward (GA)

**HRTPO Nonvoting Members Absent:**

Mary Bunting (HA)  
Steven Carter (PO)  
Andrew Trivette (WM)  
Ivan Rucker (FHWA)

Terry Garcia Crews (FTA)  
Jeffrey Breeden (FAA)  
Greg Campbell (VDOA)

**HRTPO Staff in Attendance:**

Pavithra Parthasarathi  
Sam Belfield  
Theresa Brooks  
Rob Case  
Kyle Gilmer

Kathlene Grauberger  
John Mihaly  
Keith Nichols  
Jeff Raliski  
Dale Stith

*\*Denotes late arrival or early departure*

**Others Recorded Attending:**

Brian DeProfio (HA); Angela Hopkins (NN); Bryan Pennington and John Stevenson (NO); Bill Landfair (PO); Andrew Damon and Brent McKenzie (VB); Amy Jordan (goCommute); Gretchen Heal (Hampton Roads Chamber); Drew Lumpkin (Hampton Roads Executive Roundtable); Rick Dwyer and Todd Nichols (HRMFFA); Kevin Page (HRTAC); Brenda Roberts (Representative Jen Kiggans' Office); Diane Kaufman (Senator Tim Kaine's Office); Angela Effah-Amponsah and Dinah Oliver (VDOT); CAPT Peggy Britton and LCDR Justin Strassfield (USCG); Michael King (USN); and Kelli Arledge, Rob Cofield, Jeffrey DiScala, Simone Elmore, Greg Grootendorst, Markay Hall, Tealen Hansen, Teresa Johnson, Matt Klepeisz, Andrew Margason, Otesa Mitchell, Cynthia Mulkey, Jaquil Tatum, Tho Tran, Joe Turner, Quanda Tynes, Chris Vaigneur, and Sheila Wilson (HRPDC Staff)

Chair William M. McCarty, Sr. announced and welcomed new HRTPO Board alternate voting member for Poquoson Mayor-Elect David Hux.

**Approval of Agenda**

Chair McCarty requested a motion to approve the November 21, 2024 HRTPO Board meeting agenda as presented.

**Motion:** Mayor Donnie Tuck Moved to approve the agenda as presented; seconded by Mayor Mike Duman. The Motion Carried.

**Public Comments**

Mr. Robert A. Crum, Jr., HRPDC/HRTPO Executive Director, reported that one written public comment was received in advance of the meeting. A letter from the Hampton Roads Chamber expressing support for including the primary and secondary road fund as part of the Regional Legislative Agenda was provided as a handout.

Members of the public were invited to address the HRTPO Board. There were no in-person requests to comment.

**Executive Director's Report**

Mr. Crum announced that this would be the last HRTPO Board meeting for Sheila Wilson, HRPDC/HRTPO Chief Financial Officer (CFO) as she was soon retiring. Ms. Wilson joined the

HRPDC/HRTPO in 2001 and progressed upward through the organization. In 2018, Ms. Wilson was promoted to CFO. As CFO, Ms. Wilson managed the finances for the HRPDC, HRTPO, HRTAC, HRMFFA, and SNA. For these five organizations, she has consistently produced clean audits. Mr. Crum stated that she is not only an incredible employee, she is an unbelievable person. Mr. Crum recommended the HRTPO Board approve a resolution in recognition of her decades of service and invaluable contributions to the Hampton Roads community. The resolution was presented as a token of the HRPDC, HRTPO Board, and staff's appreciation and gratitude for her hard work.

**Motion:** Mr. William Harrell Moved to approve the resolution; seconded by Mayor Donnie Tuck. The Motion Carried.

Ms. Wilson thanked the HRTPO Board members and stated that it has been a pleasure working for the HRPDC/HRTPO for the last 23 years. She also thanked her staff for helping her succeed in her position as CFO.

*\*Commissioners Phillip Bazzani and Carol Steele arrived*

Mr. Crum also recognized outgoing HRTPO Board members Franklin Mayor Bobby Cutchins, Hampton Mayor Donnie Tuck, Poquoson Mayor and HRTPO Vice-Chair Gordon Helsel, and Portsmouth Councilmember Lisa Lucas-Burke.

Mr. Crum arranged a photograph of Ms. Wilson with Chair McCarty and the outgoing HRTPO Board members in attendance.

Mr. Crum introduced and welcomed new employees Ms. Tealen Hansen as the organization's new CFO and Ms. Teresa Johnson as a temporary Administrative Assistant.

Chair McCarty welcomed Ms. Hansen and Ms. Johnson and thanked Ms. Wilson for her many contributions to the community and the region.

### **Approval of Consent Agenda**

Chair McCarty asked Mr. Crum to briefly describe the Consent Items, which included the following:

- A. Minutes from the July 18, 2024 HRTPO Board Meeting
- B. HRTPO Financial Statement
- C. FY 2025 Unified Planning Work Program (UPWP) Amendments
- D. Regional Performance Measures – System Performance Report 2024 Update: Final
- E. HRTPO SMART SCALE Guidebook: Update
- F. 2023 CMAQ and RSTP Project Selection Process Report
- G. VDOT Functional Classification Update
- H. FY 2024-2027 Transportation Improvement Program (TIP) Amendments Exempt Conformity Projects
- I. FY 2024-2027 Transportation Improvement Program (TIP) Amendments Non-Exempt Conformity Projects – Programmatic

- J. FY 2024-2027 Transportation Improvement Program (TIP) Amendments Non-Exempt Conformity Projects
- K. Amended 2045 Long-Range Transportation Plan (LRTP) and FY 2024-2027 Transportation Improvement Program (TIP) Regional Conformity Assessment (RCA) for Proposed Non-Exempt, Regionally Significant TIP Amendments
- L. Community Advisory Committee Amended Bylaws 2024

**Motion:** Mayor Tuck Moved to approve the consent agenda as presented; seconded by Mayor Mike Duman. The Motion Carried.

### **Appointment of HRTPO Nominating Committee**

The HRTPO Bylaws provide that, at its Annual Meeting, the HRTPO Board will elect a Chair, Vice-Chair, and Secretary to serve during the upcoming year. The Nominating Committee is composed of seven voting HRTPO Board members, each representing an HRTPO member locality and a representative of VDOT, who is a voting member of the HRTPO Board.

Chair McCarty requested the following HRTPO Board members serve on the HRTPO Nominating Committee and provide a report to the HRTPO Board at its Annual Meeting in January 2025:

- Kenneth Alexander, Chair (NO)
- Phillip Jones (NN)
- William Gillette (SH)
- Robert M. Dyer (VB)
- Douglas G. Pons (WM)
- William Harrell (HRT)
- Christopher Hall (VDOT)

### **Regional Legislative Agenda**

Mr. Crum reported that for the past nine years, the HRPDC and HRTPO have adopted a Regional Legislative Agenda to convey to the General Assembly and Federal Delegation issues of regional significance that should be addressed on behalf of Hampton Roads. The agenda is typically approved by the Commission and HRTPO Board at their October or November meetings to allow these regional legislative priorities to be shared with Hampton Roads Caucus members before the start of the General Assembly session in January.

In 2021, a Joint HRPDC and HRTPO Regional Legislative Committee was formed to develop a recommendation for a Regional Legislative Agenda to be considered by the Commission and HRTPO Board. The current membership of this Hampton Roads Legislative Committee is as follows:

William McCarty, Isle of Wight County	HRTPO Chair
Douglas Pons, Williamsburg	HRPDC Chair
Gordon Helsel, Poquoson	HRTPO Vice-Chair

Shannon Glover, Portsmouth  
Mary Bunting, Hampton  
Chris Price, Chesapeake

HRPDC Vice-Chair  
CAO Committee Chair  
CAO Committee Vice-Chair

The process for preparation and approval of the Regional Legislative Agenda included public meetings with the HRPDC/HRTPO Legislative Committee and Legislative Liaisons, CAO Committee, Freight Transportation Advisory Committee (FTAC), Regional Transit Advisory Panel (RTAP), and Community Advisory Committee (CAC) Committee. In 2023, the CAO Committee recommended dividing the agenda into two categories: 1) priority areas that the HRPDC/HRTPO will actively advocate for and 2) position statements, which will be monitored during the General Assembly session and supported or opposed as appropriate.

Mr. Crum stated that the agenda should only include items with unanimous support from the region's localities and should be complementary to local priorities. The following transportation-related legislative priorities were identified:

- Provide state funding to help support an interconnected regional biking and walking trail network in Hampton Roads
  - The HRTPO requests funding to assist the region in advancing the following biking and walking trails in Hampton Roads:
    - Dismal Swamp Trail VA Section (\$3 million)
      - 5 miles of trail to complete the gap between the Virginia and North Carolina sections
    - Elizabeth River Trail (\$50 million)
      - Approximately 7 – 10 miles planned eastern expansion
    - South Hampton Roads Trail (\$25 million)
      - Complete sections of trail in Portsmouth
    - Trail757 (\$300 million)
      - Approximately 60 miles of trail that would extend the 52-mile Virginia Capital Trail to over 100 miles connecting the Hampton Roads region and Richmond
    - Virginia Beach Trail (\$55 million)
      - Funding for the design and construction of a critical 7-mile segment of the VB trail
  - The HRTPO requests funding to assist the region in advancing the following biking and walking trails in Hampton Roads:
    - Dismal Swamp Trail VA Section (\$3 million)
      - 5 miles of trail to complete the gap between the Virginia and North Carolina sections
    - Elizabeth River Trail (\$50 million)
      - Approximately 7 – 10 miles planned eastern expansion
    - South Hampton Roads Trail (\$25 million)
      - Complete sections of trail in Portsmouth
    - Trail757 (\$300 million)
      - Approximately 60 miles of trail that would extend the 52-mile Virginia Capital Trail to over 100 miles connecting the Hampton Roads region and Richmond
    - Virginia Beach Trail (\$55 million)
      - Funding for the design and construction of a critical 7-mile segment of the VB trail
- Support faster and more reliable passenger rail service between Hampton Roads, Richmond and the Northeast Corridor
- Support adequate funding for Hampton Roads three transit providers
- Continue efforts to mitigate the impact of tolls at the Downtown and Midtown Tunnels
- Consider the formation of a Primary and Secondary Road Fund

Mr. Crum reported that Adequate Funding for Transportation Network Maintenance and Repair was recommended as a transportation-related position statement:



Mr. Crum's full presentation is available on the HRTPO website using the following link:  
[https://hrtpo.org/DocumentCenter/View/13793/112124-TPO-07A Presentation-Transportation-Legislative-Items?bidId=](https://hrtpo.org/DocumentCenter/View/13793/112124-TPO-07A-Presentation-Transportation-Legislative-Items?bidId=).

Mr. Crum provided additional information regarding the potential legislative priority to consider the formation of a Primary and Secondary Road Fund. He provided information on the success the region has experienced through HRTAC and the Hampton Roads Transportation (HRTF). While monies have been used to address congestion relief along the region's interstate network, needs exist on the region's primary and secondary roads. The Regional Transportation Vision Plan has identified approximately 150 unfunded projects on the Peninsula and Southside, valued at over \$50 billion. If a dedicated funding source is identified for primary and secondary road improvements, potential project criteria could be broader and could include considerations such as economic development, safety, resilience, and equity. The HRTPO Project Prioritization Tool, used in the last three LRTP cycles, considers over 75 different measures within project utility, economic vitality, and project viability. The tool is built so that criteria can be adjusted, so if a Primary and Secondary Road Fund were created, HRTPO staff would already have a tool in place to prioritize projects among a broader range of criteria. If the HRTPO Board decides to make this Primary and Secondary Road Fund a legislative priority and if approved at the 2025 General Assembly Session, revenues for this dedicated funding would begin in July 2025 and is estimated at approximately \$80 million per year, which can be leveraged and financed by HRTAC.

Mr. Crum suggested Chair McCarty invite Mr. Kevin Page, HRTAC Executive Director, to add supplemental comments before asking the Board members to share their perspectives on the topic.

Mr. Page reported that VDOT, HRTAC, and HRTPO staff worked to identify a potential list of projects that would qualify for the proposed program. There were 35 qualifying projects, totaling \$1.37 billion, considered to have sufficient construction capacity to move forward. Mr. Page explained that increasing the Hampton Roads Regional Sales and Use Tax by 0.3% could account for approximately \$84.1 million annually. HRTAC Financial Advisors worked with VDOT to adjust the project cost estimates with an FY 2029 and FY 2034 completion. Finishing construction five years earlier would save approximately \$110 million in additional inflationary costs. Mr. Page described a potential funding plan developed and proposed by the HRTAC Financial Advisors that included a combination of fund sources.

Mr. Page's presentation slide is available on the HRTPO website using the following link:  
[https://hrtpo.org/DocumentCenter/View/13794/112124-TPO-07B Presentation-Hampton-Roads-Interstate-Highway-Corridor-Improvement-Program-and-Fund?bidId=](https://hrtpo.org/DocumentCenter/View/13794/112124-TPO-07B-Presentation-Hampton-Roads-Interstate-Highway-Corridor-Improvement-Program-and-Fund?bidId=).

Mayor Douglas Pons stated that the Hampton Roads Regional Sales and Use Tax has been tremendously successful. He asked what the likelihood and timeline were that these projects would be accomplished if this new initiative is not supported by the Board.

Mr. Page estimated the projects would take 20 to 40 years to complete. He added that if HRTF was not available, many of the projects currently underway may not have been achieved in his lifetime.

Chair McCarty asked what the timeline was within the proposed initiative.

Mr. Page responded that the approximate completion date would either be the 2029 to 2034 timeframe depending on the debt profile.

Mayor Kenneth Alexander agreed that the projects are crucial and that funding for primary and secondary roads in Hampton Roads is needed, but he explained that it is highly unlikely the entire General Assembly will impose a tax increase in 2025. He suggested proposing legislation to establish a fund and a list of projects without requesting approval to increase the regional sales and use tax. Mayor Alexander also cautioned that there are competing requests that also do not have a dedicated revenue source such as stormwater projects, school construction, the Regional Sports Authority, etc.

Chair McCarty agreed that requests need to begin early for General Assembly consideration.

Mayor Duman expressed that the City of Suffolk fully supports the creation of a Primary and Secondary Road Fund. He stated he recently ran for re-election and traffic congestion was a top concern of residents. He shared his belief that a tax increase of three-tenths of one cent to improve traffic congestion on primary and secondary roads in the region would resonate well with Suffolk residents.

Mayor Alexander clarified that he fully supports the projects and initiative, but he cautioned HRTPO Board member expectations for the upcoming General Assembly Session. He added that if the General Assembly decides to pass the legislation, the members may amend the wish list of projects to align with their priorities based on politics and who is on the committees.

Chair McCarty asked Mr. Crum or Mr. Page to comment on the potential process for the management of the project list.

Mr. Crum responded that as the federally designated Metropolitan Planning Organization (MPO), the HRTPO Board is responsible for identifying, planning, prioritizing, and approving transportation investments within the region. He said that any legislation that goes forward must reference the HRTPO Board's federally designated planning process.

Mayor Rick West agreed with Mayor Alexander that the initiative is unlikely to proceed past committee. He asked if, from a strategic point of view, it is better to try and fail and then try again or to get the authority and then come back next year for the money.

Chair McCarty said there were most likely differing opinions on the answer to that question. He shared his opinion that any time the HRTPO Board members can raise awareness of the region's needs to the General Assembly, it would benefit the Hampton Roads residents. He indicated that the Board may provide the concept of the three-tenths of one cent and the State may be willing to create the fund but want to fund it in a different way, which is also okay. From a regional perspective, the HRPTO Board would be exhibiting the proven ability and a willingness to update,

upgrade, and manage the transportation processes in the region that affect economic development, education, senior services, public safety, etc.

*\*Supervisor Thomas Shepperd arrived*

Supervisor John McGlennon commented that he recently attended a panel that Chair McCarty spoke on at a Virginia Association of Counties (VACo) meeting, and he heard one of their colleagues from another part of the state talk about how their severe transportation problems could only be addressed by other people's money. He stated that the HRTPO Board recognizes a solution will only come through their own willingness to take on the responsibility of dealing with these issues. He shared his support for the concept; although, he agreed with Mayor Alexander that the upcoming session will be a tough time to ask for any funding to occur in the coming year. He also recognized that there will be competing priorities for the same funding. He indicated, for instance, that transit is facing the potential of significant shortfalls from previous funding levels. That being said, he shared his belief that it is a good idea to raise the issue at the state level to begin discussion. He recommended emphasizing that the projects presented are illustrative and not necessarily the ones that would ultimately be financed.

Mayor Tuck commented that he fully understands Mayor Alexander's perspective. He said the 2013 legislation allowed the seven-tenths of one cent tax increase for all the region's residents but has not necessarily benefited all jurisdictions as the related projects are primarily interstate improvements. He indicated that overall, people are willing to spend money on the things they value, and these transportation improvements are something that the region's residents value. He concluded his remarks by reiterating that he supported making the ask.

Mr. Bob Eveleigh reported that FTAC had a long discussion about the issues surrounding the proposed increase in local taxes, and the entire group was unanimous in their opposition. FTAC members commented that real estate taxes are increasing in excess of inflation rates and personal property tax rates and values are also increasing significantly. The committee members' opinions were to not encourage making a state funding issue an additional local funding issue. The FTAC members suggested looking at local land use first with transportation in mind before approving additional projects. Mr. Eveleigh added that there has been an excess of demand over what construction companies can provide, and when demand exceeds supply, costs go up. He stated that there was a general consensus among FTAC to carefully weigh the balance.

Chair McCarty asked for clarification on the makeup of FTAC membership.

Mr. Eveleigh responded that FTAC consists of nine members, largely from private industry.

Chair McCarty thanked Mr. Eveleigh for sharing FTAC's concerns. He commented that there are many roads and bridges in disrepair that have nothing to do with developmental issues. He shared that clearly outlining the cost versus reward to residents is key.

Supervisor Thomas Shepperd shared that Delegate Chad Green, who used to be a Supervisor in York County, recently visited a Board of Supervisors meeting to provide a legislative update. There

were two items mentioned by Delegate Green that were of particular interest to Supervisor Shepperd. One was that the current Virginia House of Delegates includes the largest freshman class in Virginia since the reconstruction. Supervisor Shepperd asked how many new representatives had local government experience, to which Delegate Green replied approximately five. The second item that interested Supervisor Shepperd was the Delegate's support for the three-tenths of one cent tax increase to improve primary and secondary roads. Supervisor Shepperd shared the Delegate's comments that three-tenths of a percent is such a small amount of money that no one will feel it, but they will continue to feel the bumps in the roads. Supervisor Shepperd stressed that the HRTPO Board needs to have the courage to request approval to locally collect the funds needed to improve the roads.

Delegate Bonita Anthony offered a correction that while the Virginia House of Delegates does have the largest number of freshmen to enter the General Assembly, many of them have served in local government. Delegate Anthony shared that there are many members who have subject matter expertise and diverse experience, particularly at the local level. She shared that she was appointed to the HRTPO Board because of her interconnected thinking and knowledge that transportation is at the center of solving the housing crisis, accessibility to healthcare, and outmigration. She offered that framing the request around the multitude of current issues that local transportation improvements can solve, could be well received.

Mr. Alan Archer reported that Newport News' Council representative was unable to participate due to a family emergency. He shared that while Councilmember Cleon Long was not able to attend and engage in discussion and debate, he would have been prepared to express his concerns about the impact of a regional sales tax increase on Newport News residents.

Mr. Patrick Roberts asked if there was a motion on the floor.

Chair McCarty responded that there was not.

Mr. Roberts commented that he was prepared to ask Mayor Alexander to make a motion requesting legislation to create a Primary and Secondary Road Fund, provide the delegation with a list of projects, and direct HRTPO staff to delete any reference to any tax increase in the Regional Legislative Agenda. He indicated that if a potential motion were to be framed without reference to a tax increase, the motion would be more likely to have unanimous support.

Chair McCarty asked if Mr. Roberts had his motion in writing.

Mr. Roberts indicated that as a non-voting member, he was unable to make a motion. He stated he was offering the suggestion for discussion or consideration by a voting member.

Supervisor Shepperd asked for clarification regarding the suggested motion.

Mr. Roberts stated that earlier in the meeting Mayor Alexander suggested presenting the creation of a fund with a list of identified projects as a regional priority to the General Assembly, without requesting a tax increase.

Supervisor Shepperd asked where the money would come from.

Mr. Roberts stated that there are a number of funding sources at either the local, regional, or state level that could be identified but the primary purpose would be to outline for the General Assembly that this is an important issue, there are unmet needs, and there is a need to identify funding.

Mayor Alexander expressed his support for the concept, the projects, and establishing the fund; however, he said any legislation referencing a tax increase would be dead on arrival. He suggested requesting legislation to establish a fund in order to socialize the request properly with the members of the General Assembly.

Supervisor Shepperd agreed that what Mayor Alexander was proposing made sense considering how long it took to get the 2013 bill passed. Supervisor Shepperd offered to make the motion.

Mayor Alexander seconded Mr. Shepperd's motion.

Chair McCarty indicated that he was not yet recognizing a formal motion.

Mayor Duman expressed his support for the motion as described.

Supervisor Phillip Bazzani stated that last November, Gloucester County had a referendum on the ballot to add two cents to the real estate tax to provide funding for a new firehouse and to do some improvements to the park, but the residents were so averse to any type of tax increase that they voted resoundingly 60% no to any kind of increase. He expressed his support for socializing the fund with the General Assembly without reference to a tax increase.

Chair McCarty cautioned against presenting a problem without including a potential solution. He also advised that it would be premature for the HRTPO Board to provide a list of projects.

Mr. Crum offered two considerations. The HRTF is fully allocated for the payment of debt services on the current slate of projects under construction. He suggested making it clear as the General Assembly looks for sources of money, that it should not come from the HRTF. He also stated that while there is a list of projects VDOT considered shovel-ready, a project list had yet to be approved by the Board. He advised that there is more work to do before presenting a list of projects.

Mayor Duman suggested including possible funding alternatives, of which one would be the 0.3% increase when requesting the creation of a fund. He said that offering the increase as one potential option among others may provide the opportunity for further discussion.

Mr. Randy Wheeler emphasized that there is no priority list of projects that has been approved by the Board. He said the sample list was intended to simply illustrate types of projects. Mr. Wheeler also agreed with Mr. Duman's suggestion of including potential funding options.

Mayor Pons thanked everyone for the conversation. He likened the request to an extension of a proven funding model in the region. He said the initiative has not yet been socialized well, but he believed the argument could be made that the HRTPO and HRTAC have a track record of success. He suggested requesting the creation of the fund with the proven model as a funding option.

**Motion:** Mayor Tuck Moved to approve the transportation-related items for inclusion in the 2025 Regional Legislative Agenda as presented, which included requesting the General Assembly to establish a fund with a three-tenths of one cent sales tax increase; seconded by Mayor Pons.

Supervisor Shepperd asked about the status of a previous motion.

Chair McCarty responded there had been discussion but no actual formal proposal.

Supervisor Shepperd said he thought he made a motion and asked for clarification regarding the current status.

Mayor Alexander recalled that there was a motion and second earlier.

Chair McCarty responded that he did not entertain a formal motion earlier as the Board was still in a robust discussion.

Mayor Alexander stated that he respects the Chair's decision that he did not recognize that a motion was made and properly seconded earlier.

Chair McCarty clarified the motion currently being considered was to adopt the legislative priorities as presented.

**Motion:** Delegate Anthony Moved to adopt the transportation-related items for inclusion in the 2025 Regional Legislative Agenda without any mention of a tax increase; seconded by Supervisor Bazzani.

Chair McCarty indicated that the original motion would be set aside as a substitute motion was now on the floor for consideration.

Supervisor Shepperd asked for confirmation that the original motion included the request for a tax increase and the substitute motion did not.

Chair McCarty clarified that the current motion for consideration was to adopt the legislative priorities including the request to establish a Primary and Secondary Road Fund but without mentioning potential funding sources.

Mayor Duman stated he was not sure he could support the motion without including some potential funding sources.

Chair McCarty commented that staff having the approval to socialize the fund was important.

Delegate Anthony commented that she appreciated Mayor Duman's approach. She also agreed that socializing the fund with General Assembly members was appropriate. She added that to get things started, the HRTPO Board could request the establishment of the fund with direct appropriation. Then, if the Board decided to offer alternative funding mechanisms to consider, that would also be appropriate.

Mayor Alexander expressed support for what both Delegate Anthony and Mayor Duman outlined for the motion with the language of direct appropriation from existing funds as long as it doesn't take from the HRTF.

Mayor Robert Dyer agreed with Mayor Alexander and also expressed support for what Delegate Anthony and Mayor Duman outlined. He agreed this was the correct path for now and added that this may only be the beginning of a multi-year process.

Chair McCarty indicated that in previous meetings, it was discussed that staff was not supposed to discuss things of this nature with the State Legislature until the Board took formal action. The current motion would allow for further discussion of options, plans, etc.

Chair McCarty asked staff to conduct a roll call vote for the motion to adopt the legislative priorities without reference to a potential tax increase.

A roll call vote was conducted and the votes were recorded as follows:

<b>Chesapeake</b>	Mayor Rick West	Aye
<b>Franklin</b>	Mayor Bobby Cutchins	Absent
<b>Gloucester County</b>	Supervisor Phillip Bazzani	Aye
<b>Hampton</b>	Mayor Donnie Tuck	Aye
<b>Isle of Wight County</b>	Supervisor William McCarty	Aye
<b>James City County</b>	Supervisor John McGlennon	Abstain
<b>Newport News</b>	Mayor Phillip Jones	Absent
<b>Norfolk</b>	Mayor Kenneth Alexander	Aye
<b>Poquoson</b>	Council Member David Hux	Aye
<b>Portsmouth</b>	Mayor Shannon Glover	Aye
<b>Southampton County</b>	Supervisor William Gillette	Absent
<b>Suffolk</b>	Mayor Mike Duman	Aye
<b>Virginia Beach</b>	Mayor Robert Dyer	Aye
<b>Williamsburg</b>	Mayor Douglas Pons	Aye
<b>York County</b>	Supervisor Thomas Shepperd	Aye

<b>HRT</b>	Mr. William Harrell	Aye
<b>WATA</b>	Mr. Matthew Scalia	Aye
<b>VDOT</b>	Mr. Christopher Hall	Abstain
<b>DRPT</b>	Mr. Zach Trogdon	Abstain
<b>VPA</b>	Ms. Barb Nelson	Abstain
<b>General Assembly</b>	Senator Mamie Locke	Absent
<b>General Assembly</b>	Senator Angelia Graves	Absent
<b>General Assembly</b>	Delegate Bonita Anthony	Aye
<b>General Assembly</b>	Delegate Jeion Ward	Absent

The Motion Carried with 14 votes in favor, none against, and four abstentions.

Chair McCarty stated it was commendable that the Board finally has something to begin socializing at the state level and that staff is empowered to discuss options with the state legislature. He thanked everyone for their comments.

#### **TRAFFIX Commuter Options, Annual Update, and Rebrand**

Due to time constraints, this item was deferred.

#### **Bus Stop Audit Pilot for 757 Express**

Due to time constraints, this item was deferred.

#### **Comments and Updates from State and Federal Agencies and Military Liaisons**

Due to time constraints, these items were deferred.

#### **HRTPO Board Three Month Tentative Schedule**

Per the Regional Meetings Schedule, there was no HRTPO Board meeting scheduled in December. The next regularly scheduled meeting will be held on January 16, 2025.

#### **Minutes of HRTPO Advisory Committee Meetings**

Links to the HRTPO Advisory Committee meeting minutes approved since the last HRTPO Board meeting were included in the agenda for information purposes.

#### **For Your Information**

Various correspondences of interest were included in the agenda packet for HRTPO Board member information.



## **Old/New Business**

There was no old or new business.

## **Adjournment**

With no further business to come before the HRTPO Board, the meeting was adjourned at 11:51 a.m.

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William M. McCarty, Sr.  
Chair

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Robert A. Crum, Jr.  
Executive Director/ Secretary

## **B. HRTPO Financial Statement**

The Statement of Revenues and Expenditures for the activities of November 2024 is attached. This statement reflects the financial status of the HRTPO as a whole.

Attachment 7B

### **RECOMMENDED ACTION:**

Approve the HRTPO Financial Statement.

**FISCAL YEAR 2025**  
**11/30/24**  
**STATEMENT OF REVENUES AND EXPENDITURES**  
**42% OF FISCAL YEAR COMPLETE**

<b>REVENUES</b>	<b>Budget</b>	<b>Previous YTD</b>	<b>Current Month</b>	<b>YTD</b>	<b>% Received /Expended</b>
VDOT-PL SEC 112	\$ 5,398,229	\$ -	\$ 484,496	\$ 484,496	9%
HRTAC	301,645	-	-	-	0%
VDRPT 5303/ Pass Through	1,208,508	-	245,011	245,011	20%
SP&R	72,500	-	16,699	16,699	23%
<b>Total Revenue</b>	<b>6,980,882</b>	<b>-</b>	<b>746,206</b>	<b>746,206</b>	11%
<b>EXPENDITURES</b>					
PERSONNEL	\$ 3,224,064	\$ 770,079	\$ 196,840	\$ 966,919	30%
STANDARD CONTRACTS	141,583	-	-	-	0%
SPECIAL CONTRACTS/PASS THROUGH	3,108,479	26,722	20,506	47,228	2%
OFFICE SERVICES	506,756	88,653	7,759	96,412	19%
INDIRECT COSTS	-	281,763	72,021	353,784	0%
<b>Total Expenses</b>	<b>6,980,882</b>	<b>1,167,216</b>	<b>297,127</b>	<b>1,464,343</b>	21%
<b>TOTALS</b>	<b>\$ -</b>	<b>\$ (1,167,216)</b>	<b>\$ 449,079</b>	<b>\$ (718,137) *</b>	

\* HRTPO grants operate on a quarterly reimbursement basis; as such the total YTD does not reflect the commission's current financial position.

### C. Fiscal Year 2025 Budget Amendment

The current Fiscal Year (FY) 2024 HRPDC/HRTPO Budget was approved on May 16, 2024. Subsequently, the HRPDC/HRTPO received new awards and adjustments to existing awards. This agenda note summarizes the changes to the approved budget through December 31, 2024.

The previously approved budget totaled **\$44,750,415**. This budget amendment results in an increase of **\$131,967**, bringing the total Operating and Pass-Through budget to **\$44,882,382**. The additional **\$131,967** is the result of the following changes:

+ \$1,504,600	New federal awards received from the Department of Homeland Security (DHS) (\$1,286,665 of which will <b>pass-through</b> to consultants).
+ \$333,000	New federal award received from the Department of Environmental Quality (DEQ) (\$300,001 of which will pass-through to consultants).
+ \$44,532	New state award received from Wetlands Water/VOF (all of which will <b>pass-through</b> to consultants).
+ \$83,956	FY 2024 funds carried forward for the HRTPO (all of which will <b>pass-through</b> to Hampton Roads Transit).
+ \$19,086	HRPDC deferred revenue carried forward from previous years (\$19,815 of which will <b>pass-through</b> to existing consultant contracts).
- (\$1,850,207)	Various adjustments to previous awards; this increase mainly affected <b>pass-through</b> expenditures.
<b>+ \$131,967</b>	<b>FY 2025 Budget Increase</b>

Attachment 7C

#### RECOMMENDED ACTION:

Approve the FY 2025 Budget Amendment.

**HAMPTON ROADS PLANNING DISTRICT COMMISSION**  
**HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION**  
**FY2025 SUMMARY DECEMBER 2024 BUDGET AMENDMENT**

	TOTAL APPROVED BUDGET	Current 12/31/2024 AMEND	FY2025 PROPOSED AMENDED BUDGET				
			TOTAL BUDGET	TPO PASS-THRU	PDC PASS-THRU	TPO OPER BUDGET	PDC OPER BUDGET
<b>REVENUES</b>							
Local Contributions Member Dues (Note 1)	1,753,239	0	1,753,239	0	0	636,024	1,117,215
Local Program Contributions	1,073,815	0	1,073,815	0	0	0	1,073,815
Other Local Projects	20,832	527	21,359	0	0	0	21,359
Miscellaneous/Other	287,815	0	287,815	0	0	0	287,815
HRMFFA	55,000	0	55,000	0	0	0	55,000
SNA	80,000	0	80,000	0	0	0	80,000
HRTAC	301,645	0	301,645	0	0	301,645	0
HRTAC - HRCS	0	0	0	0	0	0	0
Federal & State Grants:	7,077,699	384,154	7,461,853	0	0	5,651,713	1,810,140
Transportation (Fed & State)	5,651,713	0	5,651,713	0	0	5,651,713	0
Planning District - Federal	1,130,543	334,848	1,465,390	0	0	0	1,465,390
Planning District - State	104,500	49,306	153,807	0	0	0	153,807
Planning District - State Allocation DHCD (Note 2)	190,943	0	190,943	0	0	0	190,943
<b>TOTAL OPERATING REVENUE</b>	<b>10,650,045</b>	<b>384,681</b>	<b>11,034,726</b>	<b>0</b>	<b>0</b>	<b>6,589,382</b>	<b>4,445,344</b>
Deferred	284,627	(729)	283,898	0	0	0	283,898
Pass-Thru Revenues	33,815,743	(251,985)	33,563,758	475,456	33,088,302	0	0
<b>TOTAL REVENUE FOR FISCAL YEAR</b>	<b>44,750,415</b>	<b>131,967</b>	<b>44,882,382</b>	<b>475,456</b>	<b>33,088,302</b>	<b>6,589,382</b>	<b>4,729,242</b>

0

<b>EXPENDITURES</b>							
Personnel (Note 3)	6,743,418	0	6,743,418	0	0	3,224,064	3,519,354
Standard Contracts (Note 4)	275,935	20,000	295,935	0	0	151,583	144,352
Special Contracts (Note 5)	505,438	61,902	567,340	0	0	392,519	174,821
Expenditures Schedules Operation (Note 6)	1,023,892	38,600	1,062,492	0	0	537,856	524,636
<b>TOTAL OPERATING EXPENDITURES</b>	<b>8,548,683</b>	<b>120,502</b>	<b>8,669,185</b>	<b>0</b>	<b>0</b>	<b>4,306,022</b>	<b>4,363,163</b>
Pass-Thru Expenditures	33,815,743	(251,985)	33,563,758	475,456	33,088,302	0	0
Deferred Contingencies (Note 7)	2,385,989	263,450	2,649,439	0	0	2,283,360	366,079
<b>TOTAL EXPENDITURES FOR FISCAL YEAR</b>	<b>44,750,415</b>	<b>131,967</b>	<b>44,882,382</b>	<b>475,456</b>	<b>33,088,302</b>	<b>6,589,382</b>	<b>4,729,242</b>

**Note 1:** Local Member Contributions were reduced by \$0.02 in FY2013 to \$0.80 per capita. Increase to \$0.85 in FY22, \$0.90 in FY23 & \$1.00 in FY24

**Note 2:** State Allocation grant has been reduced from a high of \$366,628 in FY2001 to \$151,943. Increase to \$165,943 in FY22, Increase to \$190,943 in FY25

**Note 3:** Funding for 50 Full-Time positions.

**Note 4:** Standard Contracts include: Space, Insurance, Equipment Rental, Maintenance & Repairs, Legal, & Audit.

**Note 5:** Special Contracts include Internet/Web hosting, design, and maintenance; recycling; public involvement.

**Note 6:** Schedules: Includes hospitality for mtgs, consumables, equip, copy costs, telephone, memberships, travel.

**Note 7:** Contingencies consist of those revenues received in current fiscal year that it is anticipated won't be spent until a future fiscal year.

#### **D. 2050 LRTP Draft List of Candidate Projects**

As part of the ongoing development of the 2050 Long-Range Transportation Plan (LRTP), HRTPO staff and stakeholders have worked and collaborated to refine a draft list of candidate projects to be considered for inclusion in the 2050 LRTP. This process has incorporated input from a variety of sources, including the public, HRTPO Board, technical stakeholders, community, and advisory committees, as well as recommendations from the current 2045 LRTP and regional planning efforts. The LRTP Subcommittee has been instrumental in ensuring the alignment of candidate projects with locality and agency growth plans.

At the January 8, 2025 TTAC meeting, members recommended approval of the Draft 2050 LRTP Candidate Project List. The List was made available for public review and comment from December 18, 2024 through January 6, 2025 to confirm that no critical projects have been overlooked. Following HRTPO Board approval, staff will proceed with initiating the evaluation and prioritization process of the candidate projects.

The Draft 2050 LRTP List of Candidate Projects is available on the HRTPO website using the following link:

[https://www.hrtpo.org/DocumentCenter/View/13617/DRAFT\\_2050LRTP\\_CandidateProjects](https://www.hrtpo.org/DocumentCenter/View/13617/DRAFT_2050LRTP_CandidateProjects)

#### **RECOMMENDED ACTION:**

Approve the Draft 2050 LRTP List of Candidate Projects.

## E. 2024 CMAQ and RSTP Project Selection Process: Projects and Allocations

The HRTPO selection process for projects proposed to be funded under both the Congestion Mitigation and Air Quality (CMAQ) Improvement Program and Regional Surface Transportation Program (RSTP) is conducted annually. The 2024 CMAQ/RSTP Project Selection Process will allocate CMAQ and RSTP funds to eligible projects in the Hampton Roads region for FY 2031.

“Penciled-in” requests are funding requests included in the original CMAQ or RSTP project application for years beyond the first year for which funds were requested. The Hampton Roads Transportation Planning Organization (HRTPO) Board recommended at its July 18, 2024 meeting not to accept new projects for the 2024 RSTP Project Selection Process due to the “penciled-in” amounts for previously approved RSTP projects exceeding the anticipated available funding in FY 2031. Instead, all available FY 2031 RSTP funding will be directed to previously approved projects.

For the CMAQ selection process, approximately \$13 million in FY 2031 CMAQ funding is projected to be available for distribution after consideration of the “penciled-in” amounts for previously approved CMAQ projects. During the 2024 CMAQ Project Selection Process, HRTPO staff received applications for 29 proposed CMAQ projects. HRTPO staff evaluated and scored the proposed projects using the methodologies approved by the TTAC and HRTPO Board as outlined in the *Guide to the HRTPO CMAQ and RSTP Project Selection Process*.

<https://www.hrtpo.org/DocumentCenter/View/685/Guide-to-the-HRTPO-CMAQ--RSTP-Project-Selection-Process-PDF?bidId=>

The Transportation Technical Advisory Committee (TTAC) met on January 8, 2025 and made FY 2031 funding recommendations for both the CMAQ and RSTP programs as listed in the attached tables.

Attachment 7E

Mr. Jeff Raliski, HRTPO Transportation Analyst III, will be available to answer questions on this item.

### **RECOMMENDED ACTION:**

Approve the FY 2031 CMAQ and RSTP projects and allocations as shown in Tables 1 and 2.

**Table 1: 2024 CMAQ/RSTP Project Selection Process - Recommended FY 2031 CMAQ Allocations**

#	UPC/ ID#	Jurisdiction	Project Description	Proposed Allocations FY - 31
Previously Approved Projects				
1	110801	Chesapeake	Chesapeake Signal System Upgrade with Feasibility Study	* \$250,000
2	119268	Portsmouth	Citywide Traffic Signal System Upgrades	* \$225,000
3	103928	Virginia Port Authority	Green Operator Program	* \$1,000,000
4	123639	Norfolk	26th Street/Lafayette Blvd Lane Repurposing	* \$895,854
New Projects				
5	NO8CM	Norfolk	Traffic Management Center (TMC) Upgrade	\$44,900
6	NO2CM	Norfolk	Citywide Signal Retiming Phase VI	\$1,060,300
7	HR1CM	Hampton Roads Transit	Bus Vehicle Replacement	\$6,000,000
8	VB1CM	Virginia Beach	Citywide Traffic Signal Retiming	\$616,000
9	CH1CM	Chesapeake	Citywide Signal Retiming -- Phases 1-5	\$150,000
10	NO1CM	Norfolk	Advanced Traffic Management System (ATMS) Phase 5	\$163,800
11	NN1CM	Newport News	Citywide ITS Upgrades	\$500,000
12	NN2CM	Newport News	Citywide Signal Retiming	\$500,000
13	NO3CM	Norfolk	Citywide Signal System Upgrades	\$374,400
14	HA1CM	Hampton	Traffic Signal Systems Retiming	* \$1,500,000
15	NO4CM	Norfolk	Traffic Signal Detection Upgrades	\$99,000
16	WA1CM	WATA	Bus Vehicle Replacement	\$800,000
17	NN3CM	Newport News	Warwick Boulevard/Main Street Intersection Improvements	\$190,000
18	JC2CM	James City County	Richmond Road Sidewalk Infill Segment 1	\$240,509
19	CH3CM	Chesapeake	Cedar Road Sidewalk -- Cedar Lakes to Bartell East	\$110,000
			FY-31 Mark	\$15,361,905
			Total FY-31 Allocations	\$14,719,763
			Total Left in Reserve/Balance Entry	\$642,142

\* Project is fully funded with the proposed FY 2031 allocation.



**Table 2: 2024 CMAQ/RSTP Project Selection Process - Recommended FY 2031 RSTP Allocations**

#	UPC #	Jurisdiction	Project Description	Proposed Allocations FY - 31
Previously Approved Projects				
1	T14104	HRT	goCommute Program	\$1,000,000
2	119275	Virginia Beach	Laskin Rd Phase III	* \$9,233,275
3	123588	Norfolk	Citywide Fiber Upgrades	\$1,707,100
4	123765	Suffolk	Citywide Traffic Signal System Timing	* \$95,000
5	123636	Chesapeake	Military Hwy Near Bainbridge Blvd Safety Improvement	\$117,000
6	123635	Norfolk	Military Highway at Poplar Hall Shared Use Path	\$2,066,975
7	123587	Chesapeake	Rt 17/460 Intersection Improvement	\$1,380,686
8	110627	Gloucester County	George Washington Memorial Highway (Route 17) Widening Phase 1	* \$4,122,551
9	T19477	HRT	Penninsula BRT	\$4,000,000
10	119275	Virginia Beach	Laskin Road Phase III	* \$441,850
11	115543	Virginia Beach	Nimmo Parkway -- Phase VIIB	* \$2,759,495
12		Gloucester County	Rt. 17 Gloucester Point Shared Use Path	\$4,050,000
13	123585	Virginia Beach	Laskin Road Phase I-B	\$4,050,000
			FY-31 Mark	\$37,078,513
			Total FY-31 Allocations	\$35,023,932
			Total Left in Reserve/Balance Entry	\$2,054,581

\* Project is fully funded with the proposed FY 2031 allocation.

**F. Calendar Year 2025 Schedule for the Hampton Roads Regional Meetings:  
HRPDC/HRTPO/HRTAC/HRMFFA**

Attached is the Calendar Year 2025 schedule for the regional meetings of the Hampton Roads Planning District Commission (HRPDC), Hampton Roads Transportation Planning Organization (HRTPO), Hampton Roads Transportation Accountability Commission (HRTAC), and Hampton Roads Military and Federal Facilities Alliance (HRMFFA).

Attachment 7F

**RECOMMENDED ACTION:**

Approve the Calendar Year 2025 meeting schedule.

**CY 2025 Hampton Roads Regional Meetings  
(January 2025 – December 2025)  
HRPDC/HRTPO/HRTAC/HRMFFA**

<b>Date</b>	<b>HRTPO 10:30 AM</b>	<b>HRPDC 12:30 PM</b>	<b>HRMFFA 10:30 AM</b>	<b>HRTAC 12:30 PM</b>
<b>JANUARY 16, 2025</b>	✓*	✓*		
<b>FEBRUARY 20, 2025</b>	✓	✓		
<b>MARCH 20, 2025</b>			✓	✓
<b>APRIL 17, 2025</b>	✓	✓		
<b>MAY 15, 2025</b>	✓	✓		
<b>JUNE 12, 2025</b>			✓*	✓*
<b>JULY 17, 2025</b>	✓	✓		
<b>AUGUST 21, 2025</b>	<b>No Meetings Currently Scheduled</b>			
<b>SEPTEMBER 18, 2025</b>			✓	✓
<b>OCTOBER 16, 2025</b>	✓	✓		
<b>NOVEMBER 20, 2025</b>	✓	✓		
<b>DECEMBER 11, 2025</b>			✓	✓

***\*Annual Meeting***

***Please note modified meeting dates for June & December 2025***

## **G. Executive Director's Contract**

The HRPDC/HRTPO Executive Director's contract expired June 30, 2024. Per the terms and conditions, the contract continues on a month-to-month basis until and unless another contract is put into place as approved by the HRTPO and HRPDC. At the request of the HRPDC/HRTPO Joint Personnel and Budget (P&B) Committee, the contract has been updated to reflect the current salary, terms, and conditions as follows:

- The effective date of the new contract shall be January 16, 2025
- The salary has been updated to reflect the current annual salary of \$228,218
- The contract is extended an additional three (3) years to January 31, 2028
- The July 2022 action by the HRPDC and HRTPO Board of a cell phone allowance of \$100 per month has been added to the contract
- All other provisions in the contract as approved by the HRPDC and HRTPO Board remain unchanged

### **RECOMMENDED ACTION:**

Approve the Executive Director's Contract.

## H. HRPDC Personnel Manual Update

The Personnel Manual is a reference for employees of the HRPDC/HRTPO that provides information on current human resource policies, procedures, and benefits provided by the organization. The manual is regularly reviewed to ensure the most accurate and up-to-date information is provided to employees as it relates to their employment, and updated policies are communicated to staff once they are approved and incorporated as revised policies as appropriate. Recently, the Personnel Manual has undergone a full revision to reflect the current policies and practices of the HRPDC/HRTPO. The Personnel and Budget Committee met with the HRPDC/HRTPO Executive Director and Deputy Executive Director for Administration and Operations on November 21, 2024 and January 16, 2025 to review the updated manual, provide input, and ask questions.

**Recommended Action:** The HRPDC/HRTPO Personnel and Budget Committee recommends approval of the Personnel Manual.

## **I. FY 2024-2027 Transportation Improvement Program (TIP) Amendments**

### ***Exempt Conformity Amendments***

#### **i. Chesapeake FY 2024-2027 TIP Amendment**

##### **UPC 121104 - Chesapeake Trail – Phase 2**

The Virginia Department of Transportation (VDOT) has requested to amend the FY 2024-2027 HRTPO Transportation Improvement Program (TIP) to revise the cost estimate, schedule, allocations, and obligations for UPC 121104, a Chesapeake project.

The specifics of the request are described below:

- **UPC 121104 – Chesapeake Trail – Phase 2**
  - Revise Cost Estimate as follows:
    - Preliminary Engineering (PE): \$25,000
    - Right of Way (RW): \$0
    - Construction (CN): \$1,042,190
    - Total Cost Estimate: \$1,067,190
  - Revise Schedule as follows:
    - PE Start: 12/21/2022; End: 7/26/2024
    - RW Start: 7/26/2024; End: 1/6/2025
    - CN Start: 1/6/2025; End: 3/31/2026
  - Revise Allocations as follows:
    - Remove FY Previous Transportation Alternatives Program (TAP) Match allocation of \$6,250
    - Remove FY 2024 TAP Match allocation of \$139,486
    - Revise FY Previous Local (LOC) allocation to be \$275,314
    - Add FY 2024 LOC allocation of \$139,486
      - Add FY 2025 LOC allocation of \$69,446
  - Revise Obligations as follows:
    - Add FY Previous PE Phase Transportation Alternatives Program/Flex (TAP/F) Federal obligation of \$50,482
    - Add FY 2025 PE Phase TAP/F Federal obligation of (\$30,482)
    - Revise PE Phase TAP/F Match obligation to be \$5,000
    - Remove FY 2025 RW Phase TAP/F allocation of \$331,840 and \$82,960 TAP/F match
    - Add FY 2025 CN Phase TAP/F Federal obligation of \$562,944
    - Remove FY 2026 CN Phase TAP/F Federal obligation of \$200,622
    - Revise CN Phase TAP/F Match obligation to be \$140,736
    - Add FY 2025 CN Phase Other obligation of \$338,510

UPC 121104 is being revised in the Hampton Roads FY 2024-2027 TIP, is consistent with the HRTPO 2045 Long-Range Transportation Plan (LRTP), and is fiscally constrained as required by Federal Code 40 CFR 93.108. This proposed amendment is exempt from conformity under the *Air Quality* provision contained in conformity rule 40 CFR 93.126 (Table 2 Exempt projects), as it is a bicycle and pedestrian facility. A new conformity determination is not required per the [Procedures for Inter-Agency Consultation for Conformity for Hampton Roads.](#)

This request was made available for public review and comment from December 27, 2024 through January 10, 2025. The Transportation Technical Advisory Committee (TTAC) has recommended approval of the TIP Amendment.

**RECOMMENDED ACTION:**

Approve the TIP amendment.

**ii. Chesapeake – FY 2024-2027 TIP Amendment – Rollover  
UPC 121886 – Poindexter Sidewalks Extension**

The Virginia Department of Transportation (VDOT) has requested to amend the FY 2024-2027 HRTPO Transportation Improvement Program (TIP) to revise the cost estimate, schedule, allocations, and obligations for UPC 121886, a Chesapeake project, as part of the FY 2024-2027 rollover process.

The specifics of the request are described below:

- **UPC 121886 – Poindexter Sidewalks Extension**
  - Revise Cost Estimate as follows:
    - Preliminary Engineering (PE): \$307,889
    - Right of Way (RW): \$10,000
    - Construction (CN): \$3,429,270
    - Total Cost Estimate: \$3,747,159
  - Revise Schedule as follows:
    - PE Start: 8/23/2023; End: 12/9/2025
    - RW Start: 12/9/2025; End: 9/1/2026
    - CN Start: 9/1/2026; End: 8/18/2027
  - Revise Allocations as follows:
    - Add FY Previous Local (LOC) allocation of \$1,050,000
  - Revise Obligations as follows:
    - Add FY Previous PE Phase Federal Demonstration (DEMO) Federal obligation of \$295,000
    - Revise FY 2024 PE Phase DEMO Federal obligation to be \$14,311
    - Revise PE Phase DEMO Match obligation to be \$3,578
    - Add FY Previous PE Phase Advance Construction (AC) obligation of \$295,000
    - Remove FY 2026 CN Phase DEMO obligation of \$1,676,000 and \$240,551 DEMO match

UPC 121886 is being revised in the Hampton Roads FY 2024-2027 TIP, is consistent with the HRTPO 2045 Long-Range Transportation Plan (LRTP), and is fiscally constrained as required by Federal Code 40 CFR 93.108. This proposed amendment is exempt from conformity under the *Air Quality* provision contained in conformity rule 40 CFR 93.126 (Table 2 Exempt projects), as it is a bicycle and pedestrian facility. A new conformity determination is not required per the [Procedures for Inter-Agency Consultation for Conformity for Hampton Roads](#).

This request was made available for public review and comment from December 27, 2024 through January 10, 2025. The Transportation Technical Advisory Committee (TTAC) has recommended approval of the TIP Amendment.

**RECOMMENDED ACTION:**

Approve the TIP amendment.



**iii. Chesapeake – FY 2024-2027 TIP Amendment**  
**UPC 123039 – Military Highway Safety Improvements and Access Management**

The Virginia Department of Transportation (VDOT) has requested to amend the FY 2024-2027 HRTPO Transportation Improvement Program (TIP) to add UPC 123039, a Chesapeake project.

The specifics of the request are described below:

- **UPC 123039 – Military Highway Safety Improvements and Access Management**
  - Add project to TIP
  - Description: Provide safety improvements and access management throughout Military Highway by installing an RCUT (Military Highway/Rokeby Avenue), upgrading span wire to mast arms with split phasing (Military Highway/Sparrow Road), provide split phasing (Military Highway/Paramount Avenue), construct a shared-use path (SB Military Highway/Rokeby Avenue/Paramount Avenue), and install a high-visibility pedestrian crossing and refuge isle (Military Highway/Paramount Avenue).
  - Jurisdiction/Agency: Chesapeake
  - Length: N/A
  - Termini: N/A
  - System: Urban
  - Scope: Other
  - Oversight: Non-Federal Oversight
  - Administered by: Locality
  - Regionally Significant: No
  - Cost Estimate as follows:
    - Preliminary Engineering (PE): \$348,949
    - Right of Way (RW): \$27,941
    - Construction (CN): \$1,885,435
    - Total Cost Estimate: \$2,262,325
  - Schedule as follows:
    - PE Start: 12/26/2025; End: 2/18/2028
    - RW Start: 2/18/2028; End: 11/10/2028
    - CN Start: 11/10/2028; End: 10/29/2029
  - Allocations as follows:
    - Add FY 2026 State Funds (STF) allocation of \$400,000
  - Obligations as follows:
    - Add FY 2026 PE Phase Advance Construction (AC) obligation of \$348,949

UPC 123039 is being added to the Hampton Roads FY 2024-2027 TIP, is consistent with the HRTPO 2045 Long-Range Transportation Plan (LRTP), and is fiscally constrained as required by Federal Code 40 CFR 93.108. This proposed amendment is exempt from conformity under the *Safety* provision contained in conformity rule 40 CFR 93.126 (Table 2 Exempt projects), as it improves hazardous locations. A new conformity determination is not required per the [Procedures for Inter-Agency Consultation for Conformity for Hampton Roads.](#)

This request was made available for public review and comment from December 27, 2024 through January 10, 2025. The Transportation Technical Advisory Committee (TTAC) has recommended approval of the TIP Amendment.

**RECOMMENDED ACTION:**

Approve the TIP amendment.

**iv. Chesapeake – FY 2024-2027 TIP Amendment**  
**UPC 123041 – Battlefield Boulevard and I-64 Ramp Improvements Walmart**

The Virginia Department of Transportation (VDOT) has requested to amend the FY 2024-2027 HRTPO Transportation Improvement Program (TIP) to add UPC 123041, a Chesapeake project.

The specifics of the request are described below:

- **UPC 123041 – Battlefield Boulevard and I-64 Ramp Improvements Walmart**
  - Add project to TIP
  - Description: Construct a signalized off-ramp approximately 1,000 feet north of the Battlefield Boulevard at Walmart Way intersection to allow access to Walmart Way for westbound I-64 to southbound Battlefield Boulevard traffic as it is currently restricted due to a short weave distance. In addition to the off-ramp improvements, the southbound left-turn lane from Battlefield Boulevard to Walmart Way will be extended. Improvements are expected to reduce the southbound U-turn volume at Battlefield Boulevard and Volvo Parkway.
  - Jurisdiction/Agency: Chesapeake
  - Length: 0.5 miles
  - Termini: From Charterhouse Road to Battlefield Boulevard
  - System: Urban
  - Scope: Reconstruction w/Added Capacity
  - Oversight: Non-Federal Oversight
  - Administered by: Locality
  - Regionally Significant: No
  - Cost Estimate as follows:
    - Preliminary Engineering (PE): \$1,549,502
    - Right of Way (RW): \$171,828
    - Construction (CN): \$8,816,375
    - Total Cost Estimate: \$10,537,705
  - Schedule as follows:
    - PE Start: 12/26/2025; End: 2/18/2028
    - RW Start: 2/18/2028; End: 11/10/2028
    - CN Start: 11/10/2028; End: 10/29/2029
  - Allocations as follows:
    - Add FY 2026 State Funds (STF) allocation of \$500,000
    - Add FY 2027 STF allocation of \$750,000
  - Obligations as follows:
    - Add FY 2026 PE Phase Advance Construction (AC) obligation of \$1,549,502

UPC 123041 is being added to the Hampton Roads FY 2024-2027 TIP, is consistent with the HRTPO 2045 Long-Range Transportation Plan (LRTP), and is fiscally constrained as required by Federal Code 40 CFR 93.108. This proposed amendment is exempt from conformity under the *Safety* provision contained in conformity rule 40 CFR 93.126 (Table 2 Exempt projects), as it improves hazardous features. A new conformity determination is not required per the [Procedures for Inter-Agency Consultation for Conformity for Hampton Roads.](#)

This request was made available for public review and comment from December 27, 2024 through January 10, 2025. The Transportation Technical Advisory Committee (TTAC) has recommended approval of the TIP Amendment.

**RECOMMENDED ACTION:**

Approve the TIP amendment.

**v. Chesapeake – FY 2024-2027 TIP Amendment**  
**UPC 125080 – Chesapeake Pedestrian Crossing Improvements**

The Virginia Department of Transportation (VDOT) has requested to amend the FY 2024-2027 HRTPO Transportation Improvement Program (TIP) to add UPC 125080, a Chesapeake project.

The specifics of the request are described below:

- **UPC 125080 – Chesapeake Pedestrian Crossing Improvements**
  - Add project to TIP
  - Description: Improve pedestrian crossings at 33 signalized intersections primarily along US 13 (Military Highway), Route 337 (Portsmouth Boulevard), and Route 168 (Battlefield Boulevard). Improvements include high-visibility crosswalks, pedestrian signal poles, push buttons, and curb ramps with detectable warnings.
  - Jurisdiction/Agency: Chesapeake
  - Length: N/A
  - Termini: N/A
  - System: Urban
  - Scope: Safety
  - Oversight: Non-Federal Oversight
  - Administered by: Locality
  - Regionally Significant: No
  - Cost Estimate as follows:
    - Preliminary Engineering (PE): \$684,390
    - Right of Way (RW): \$1,157,625
    - Construction (CN): \$2,282,985
    - Total Cost Estimate: \$4,125,000
  - Schedule as follows:
    - PE Start: 2/18/2025; End: 1/5/2027
    - RW Start: 1/5/2027; End: 9/28/2027
    - CN Start: 9/28/2027; End: 9/13/2028
  - Allocations as follows:
    - Add FY 2025 Highway Safety Improvement Program (HSIP) allocation of \$600,000
    - Add FY 2026 HSIP allocation of \$250,000
    - Add FY 2027 HSIP allocation of \$200,000
  - Obligations as follows:
    - Add FY 2025 PE Phase HSIP obligation of \$684,390
    - Add FY 2027 RW Phase HSIP obligation of \$1,157,625
    - Add FY 2027 CN Phase HSIP obligation of \$457,985
    - Add FY 2027 CN Phase Advance Construction (AC) obligation of \$1,825,000

UPC 125080 is being added to the Hampton Roads FY 2024-2027 TIP, is consistent with the HRTPO 2045 Long-Range Transportation Plan (LRTP), and is fiscally constrained as required by Federal Code 40 CFR 93.108. This proposed amendment is exempt from conformity under the *Air Quality* provision contained in conformity rule 40 CFR 93.126 (Table 2 Exempt projects), as it is bicycle and pedestrian improvements. A new conformity determination is not required per the [Procedures for Inter-Agency Consultation for Conformity for Hampton Roads.](#)

This request was made available for public review and comment from December 27, 2024 through January 10, 2025. The Transportation Technical Advisory Committee (TTAC) has recommended approval of the TIP Amendment.

**RECOMMENDED ACTION:**

Approve the TIP amendment.

**vi. Gloucester County – FY 2024-2027 TIP Amendment**  
**UPC 124263 – Route 17 and 17B Bicycle/Pedestrian Improvements**

The Virginia Department of Transportation (VDOT) has requested to amend the FY 2024-2027 HRTPO Transportation Improvement Program (TIP) to ungroup UPC 124263, a Gloucester County project, and add it back in as an individual TIP project.

The specifics of the request are described below:

- **UPC 124263 – Route 17 and 17B Bicycle/Pedestrian Improvements**
  - Ungroup project and add it back into the TIP as an individual project
  - Description: Provide pedestrian and bicycle facilities by installing a 1.2-mile, 10-foot-wide shared-use path along Route 17 Business southbound from Route 3/Route 14 intersection to Route 17 intersection and installing pedestrian accommodations at the existing Route 17B/Route 17 intersection to assist pedestrians travelling across Route 17 to the expanding Fox Mill Shopping Center.
  - Jurisdiction/Agency: Gloucester County
  - Length: 1.138 miles
  - Termini: 0.04 miles west of Route 17 to Ware House Road
  - System: Primary
  - Scope: Facilities for Pedestrians and Bicycles
  - Oversight: Non-Federal Oversight
  - Administered by: VDOT
  - Regionally Significant: No
  - Cost Estimate as follows:
    - Preliminary Engineering (PE): \$1,289,368
    - Right of Way (RW): \$2,268,660
    - Construction (CN): \$7,853,375
    - Total Cost Estimate: \$11,411,403
  - Schedule as follows:
    - PE Start: 9/12/2023; End: 4/3/2026
    - RW Start: 4/3/2026; End: 7/13/2027
    - CN Start: 7/13/2027; End: 6/29/2028
  - Allocations as follows:
    - Add FY 2025 Highway Safety Improvement Program (HSIP) allocation of \$1,058,776
    - Add FY Previous National Highway Performance Program (NHPP) allocation of \$229,239
    - Add FY 2024 NHPP allocation of \$601,353
    - Add FY 2025 NHPP allocation of \$441,224
    - Add FY Previous State Funds (STF) allocation of \$1,690,129
    - Add FY 2024 STF allocation of \$2,468,647
    - Add FY 2025 STF allocation of \$100,000

- Add FY 2026 STF allocation of \$2,530,261
- Add FY 2027 STF allocation of \$991,502
- Obligations as follows:
  - Add FY Previous PE Phase NHPP obligation of \$230,592
  - Add FY Previous PE Phase HSIP obligation of \$1,058,776
  - Add FY 2026 RW Phase National Highway System/National Highway Performance Program (NHS/NHPP) obligation of \$1,041,224
  - Add FY 2026 RW Phase Other obligation of \$1,227,436
  - Add FY 2027 CN Phase Other obligation of \$7,853,375

UPC 124263 is being ungrouped in the Hampton Roads FY 2024-2027 TIP and added back into the TIP as an individual project, is consistent with the HRTPO 2045 Long-Range Transportation Plan (LRTP), and is fiscally constrained as required by Federal Code 40 CFR 93.108. This proposed amendment is exempt from conformity under the *Air Quality* provision contained in conformity rule 40 CFR 93.126 (Table 2 Exempt projects), as it is a bicycle and pedestrian facility. A new conformity determination is not required per the [Procedures for Inter-Agency Consultation for Conformity for Hampton Roads.](#)

This request was made available for public review and comment from December 27, 2024 through January 10, 2025. The Transportation Technical Advisory Committee (TTAC) has recommended approval of the TIP Amendment.

**RECOMMENDED ACTION:**

Approve the TIP amendment.



**vii. Newport News – FY 2024-2027 TIP Amendment  
UPC 119217 – I-64 Denbigh Boulevard Interchange – Phase 1**

The Virginia Department of Transportation (VDOT) has requested to amend the FY 2024-2027 HRTPO Transportation Improvement Program (TIP) to revise the project description, cost estimate, schedule, allocations, and obligations for UPC 119217, a Newport News project. The cost increase is due to a safety issue with the existing retaining wall which is to be repaired along with improvements to the bridge abutment.

The specifics of the request are described below:

- **UPC 119217 – I-64 Denbigh Boulevard Interchange – Phase 1**
  - Revise the Description to be:
    - Phase 1 of a full interchange on I-64 at Denbigh Boulevard, including I-64 WB off-ramp, widening of I-64 to support off-ramp, I-64 WB on-ramp and signal, widening of Denbigh Boulevard, and intersection improvements for Denbigh Boulevard/Warwick Avenue/Jefferson Avenue. Also includes repairs to the retaining wall due to settlement and the incorporation of bridge abutment improvements.
  - Revise Cost Estimate as follows:
    - Preliminary Engineering (PE): \$5,376,931
    - Right of Way (RW): \$15,234,000
    - Construction (CN): \$72,809,170
    - Total Cost Estimate: \$93,420,101
  - Revise Schedule as follows:
    - PE Start: 8/31/2022; End: 2/26/2025
    - RW Start: 2/26/2025; End: 3/25/2025
    - CN Start: 3/25/2025; End: 5/4/2029
  - Revise Allocations as follows:
    - Add FY Previous Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) allocation of \$27,210,755
    - Remove FY Previous State Funds (STF) allocation of \$27,210,755
    - Revise FY 2025 STF allocation to be \$379,214
    - Add FY 2026 STF allocation of \$365,327
    - Remove FY 2026 National Highway Performance Program (NHPP) allocation of \$11,748,555
    - Revise FY 2027 NHPP allocation to be \$19,860,169
    - Remove FY 2026 National Highway Freight Program (NHFP) allocation of \$7,616,772
    - Add FY 2027 NHFP allocation of \$738,287

- Remove FY 2025 Equity Bonus/Minimum Guarantee (EB/MG) allocation of \$3,796,302
- Add FY 2027 State of Good Repair (STG) allocation of \$200,000
- Revise Obligations as follows:
  - Add FY Previous PE Phase National Highway Performance Program/Exempt (NHPP/E) obligation of \$4,217,172
  - Add FY 2025 PE Phase Advance Construction (AC) obligation of \$1,159,759
  - Add FY 2026 PE Phase AC-Conversion obligation of \$5,376,931
  - Add FY 2025 RW Phase AC obligation of \$15,234,000
  - Remove FY 2026 RW Phase AC obligation of \$8,628,579
  - Add FY 2025 RW Phase AC-Conversion obligation of \$15,234,000
  - Add FY 2027 RW Phase AC-Conversion obligation of \$12,475
  - Add FY 2025 CN Phase Other obligation of \$47,571,645
  - Add FY 2025 CN Phase AC obligation of \$25,237,525
  - Add FY 2027 CN Phase AC-Conversion obligation of \$12,612,525

UPC 119217 is being revised in the Hampton Roads FY 2024-2027 TIP, is included in the HRTPO 2045 Long-Range Transportation Plan (LRTP), and is fiscally constrained as required by Federal Code 40 CFR 93.108. This proposed amendment is exempt from conformity under the *Safety* provision contained in conformity rule 40 CFR 93.126 (Table 2 Exempt projects), as it is bridge wall reconstruction. A new conformity determination is not required per the [Procedures for Inter-Agency Consultation for Conformity for Hampton Roads.](#)

This request was made available for public review and comment from December 31, 2024 through January 14, 2025. The Transportation Technical Advisory Committee (TTAC) has recommended approval of the TIP Amendment.

**RECOMMENDED ACTION:**

Approve the TIP amendment.

**viii. Norfolk – FY 2024-2027 TIP Amendment  
UPC 120863 – HREL – Segment 1B**

The Virginia Department of Transportation (VDOT) has requested to amend the FY 2024-2027 HRTPO Transportation Improvement Program (TIP) to revise the project description, cost estimate, schedule, allocations, and obligations for UPC 120863, a Norfolk project. The cost increase is due to shoulder widening to assist with safety and refuge.

The specifics of the request are described below:

- **UPC 120863 – HREL – Segment 1B**
  - Revise Project Description to be:
    - Convert the inside shoulder along I-64 to a part-time HOT managed lane from 0.661 miles east of Tidewater Drive to 1.04 miles east of I-264. Also includes shoulder widening to assist with safety and refuge.
  - Revise Cost Estimate as follows:
    - Preliminary Engineering (PE): \$9,410,180
    - Right of Way (RW): \$500,000
    - Construction (CN): \$333,777,648
    - Total Cost Estimate: \$343,687,828
  - Revise Schedule as follows:
    - PE Start: 5/26/2022; End: 2/17/2025
    - RW Start: 2/17/2025; End: 3/5/2025
    - CN Start: 3/5/2025; End: 11/30/2029
  - Revise Allocations as follows:
    - Revise FY 2025 Hampton Roads Transportation Accountability Commission (HRTAC) allocation to be \$143,069,867
    - Revise FY 2026 HRTAC allocation to be \$116,889,184
  - Revise Obligations as follows:
    - Add FY 2025 PE Phase Other obligation of \$4,050,000
    - Revise FY 2025 CN Phase Other obligation to be \$333,777,648

UPC 120863 is being revised in the Hampton Roads FY 2024-2027 TIP, is included in the HRTPO 2045 Long-Range Transportation Plan (LRTP), and is fiscally constrained as required by Federal Code 40 CFR 93.108. This proposed amendment is exempt from conformity under the *Safety* provision contained in conformity rule 40 CFR 93.126 (Table 2 Exempt projects), as it is shoulder widening. A new conformity determination is not required per the [Procedures for Inter-Agency Consultation for Conformity for Hampton Roads.](#)

This request was made available for public review and comment from December 27, 2024 through January 10, 2025. The Transportation Technical Advisory Committee (TTAC) has recommended approval of the TIP Amendment.

**RECOMMENDED ACTION:**

Approve the TIP amendment.

**ix. Norfolk – FY 2024-2027 TIP Amendment**  
**UPC 125359 – Intersection Improvements and Pedestrian Crossings**

The Virginia Department of Transportation (VDOT) has requested to amend the FY 2024-2027 HRTPO Transportation Improvement Program (TIP) to add UPC 125359 – a Norfolk project.

The specifics of the request are described below:

- **UPC 125359 – Intersection Improvements and Pedestrian Crossings**
  - Add project to TIP
  - Description: Make improvements up to 119 unsignalized intersections along Ocean View Avenue and Tidewater Drive. Create or enhance 80 pedestrian crossings along Granby Street, Ocean View Avenue, and Tidewater Drive.
  - Jurisdiction/Agency: Norfolk
  - Length: N/A
  - Termini: N/A
  - System: Urban
  - Scope: Safety
  - Oversight: Non-Federal Oversight
  - Administered by: Locality
  - Regionally Significant: No
  - Cost Estimate as follows:
    - Preliminary Engineering (PE): \$556,200
    - Right of Way (RW): \$0
    - Construction (CN): \$5,860,305
    - Total Cost Estimate: \$6,416,505
  - Schedule as follows:
    - PE Start: 8/8/2024; End: 1/7/2027
    - RW: N/A
    - CN Start: 1/7/2027; End: 12/24/2027
  - Allocations as follows:
    - Add FY Previous Highway Safety Improvement Program (HSIP) allocation of \$1,055,374
    - Add FY 2024 HSIP allocation of \$40,000
    - Add FY 2025 HSIP allocation of \$500,000
    - Add FY 2026 HSIP allocation of \$2,440,742
    - Add FY 2027 HSIP allocation of \$100,811
    - Add FY Previous State Funds (STF) allocation of \$397,533
    - Add FY 2026 STF allocation of \$800,000
    - Add FY 2027 STF allocation of \$1,082,045
  - Obligations as follows:
    - Add FY 2024 PE Phase HSIP obligation of \$556,200

UPC 125359 is being added to the Hampton Roads FY 2024-2027 TIP, is consistent with the HRTPO 2045 Long-Range Transportation Plan (LRTP), and is fiscally constrained as required by Federal Code 40 CFR 93.108. This proposed amendment is exempt from conformity under the *Safety* provision contained in conformity rule 40 CFR 93.126 (Table 2 Exempt projects), as it improves hazardous locations. A new conformity determination is not required per the [Procedures for Inter-Agency Consultation for Conformity for Hampton Roads.](#)

This request was made available for public review and comment from December 27, 2024 through January 10, 2025. The Transportation Technical Advisory Committee (TTAC) has recommended approval of the TIP Amendment.

**RECOMMENDED ACTION:**

Approve the TIP amendment.

**x. Virginia Beach – FY 2024-2027 TIP Amendment  
UPC 121098 – Pungo Ferry Road Improvements**

The City of Virginia Beach has requested to amend the FY 2024-2027 HRTPO Transportation Improvement Program (TIP) to add UPC 121098, a Virginia Beach project.

The specifics of the request are described below:

- **UPC 121098 – Pungo Ferry Road Improvements**
  - Add project to TIP
  - Description: Raise Pungo Ferry Road from Blackwater Road to the west side of the Pungo Ferry Road Bridge approach to minimize recurring flooding and address sea level rise where practicable. Includes shoulder and fill slope improvements along with bike accommodations.
  - Jurisdiction/Agency: Virginia Beach
  - Length: 2 miles
  - Termini: From Blackwater Road to the west side of the Pungo Ferry Road Bridge approach
  - System: Urban
  - Scope: Reconstruction w/o Added Capacity
  - Oversight: Non-Federal Oversight
  - Administered by: Locality
  - Regionally Significant: No
  - Cost Estimate as follows:
    - Preliminary Engineering (PE): \$1,415,000
    - Right of Way (RW): \$269,000
    - Construction (CN): \$34,416,800
    - Total Cost Estimate: \$36,100,800
  - Schedule as follows:
    - PE Start: 12/1/2024; End: 6/30/2029
    - RW Start: 12/1/2024; End: 12/31/2029
    - CN Start: 8/1/2030; End: 6/30/2034
  - Allocations as follows:
    - Add FY Previous Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) allocation of \$19,012,917
    - Add FY Previous Local (LOC) allocation of \$17,087,883

UPC 121098 is being added to the Hampton Roads FY 2024-2027 TIP, is consistent with the HRTPO 2045 Long-Range Transportation Plan (LRTP), and is fiscally constrained as required by Federal Code 40 CFR 93.108. This proposed amendment is exempt from conformity under the *Safety* provision contained in conformity rule 40 CFR 93.126 (Table 2 Exempt projects), as it improves a hazardous location. A new conformity determination is not required per the [Procedures for Inter-Agency Consultation for Conformity for Hampton Roads](#).

This request was made available for public review and comment from December 27, 2024 through January 10, 2025. The Transportation Technical Advisory Committee (TTAC) has recommended approval of the TIP Amendment.

**RECOMMENDED ACTION:**

Approve the TIP amendment.

**xi. WATA – FY 2024-2027 TIP Amendment**  
**UPC T11779 – Purchase Replacement Compressed Natural Gas (CNG) Buses**

The Williamsburg Area Transit Authority (WATA) has requested to amend the FY 2024-2027 HRTPO Transportation Improvement Program (TIP) to add a previous WATA TIP project, UPC T11779, to the HRTPO TIP in order to individually track Congestion Mitigation and Air Quality (CMAQ) Improvement Program funds.

The specifics of the request are described below:

- **UPC T11779 – Purchase Replacement Compressed Natural Gas (CNG) Buses**
  - Add project to TIP
  - Description: Purchase Replacement CNG Buses.
  - Jurisdiction/Agency: WATA-DRPT
  - Length: N/A
  - Termini: N/A
  - System: Public Transportation
  - Scope: Transit
  - Oversight: Federal Oversight
  - Administered by: WATA-DRPT
  - Regionally Significant: No
  - CMAQ: Yes
  - RSTP: No
  - Cost Estimate as follows:
    - Preliminary Engineering (PE): \$3,073,000
    - Right of Way (RW): \$0
    - Construction (CN): \$0
    - Total Cost Estimate: \$3,073,000
  - Schedule as follows:
    - PE Start: 11/15/2024; End: 1/15/2027
    - RW: N/A
    - CN: N/A
  - Allocations as follows:
    - Add FY 2021 CMAQ allocation of \$2,458,400, plus \$614,600 CMAQ match

UPC T11779 is being added to the Hampton Roads FY 2024-2027 TIP, is consistent with the HRTPO 2045 Long-Range Transportation Plan (LRTP), and is fiscally constrained as required by Federal Code 40 CFR 93.108. This proposed amendment is exempt from conformity under the *Mass Transit* provision contained in conformity rule 40 CFR 93.126 (Table 2 Exempt projects), as it is bus replacement. A new conformity determination is not required per the [Procedures for Inter-Agency Consultation for Conformity for Hampton Roads](#).



This request was made available for public review and comment from December 27, 2024 through January 10, 2025. The Transportation Technical Advisory Committee (TTAC) has recommended approval of the TIP Amendment.

**RECOMMENDED ACTION:**

Approve the TIP amendment.

**xii. York County – FY 2024-2027 TIP Amendment  
UPC 125241 – Trail 757 York Section 1**

The Virginia Department of Transportation (VDOT) has requested to amend the FY 2024-2027 HRTPO Transportation Improvement Program (TIP) to add UPC 125241, a York County project.

The specifics of the request are described below:

- **UPC 125241 – Trail 757 York Section 1**
  - Add project to TIP
  - Description: Construct a 10-foot-wide asphalt shared use path beginning at Oriana Road, tying into the existing trail system at the McReynolds Complex, to the Dominion power line easement and terminating at Harwood's Mill Treatment Plant.
  - Jurisdiction/Agency: York County
  - Length: Unknown
  - Termini: From Oriana Road to Route 17
  - System: Enhancement
  - Scope: Facilities for Pedestrians and Bicycles
  - Oversight: Non-Federal Oversight
  - Administered by: Locality
  - Regionally Significant: No
  - Cost Estimate as follows:
    - Preliminary Engineering (PE): \$483,925
    - Right of Way (RW): \$247,786
    - Construction (CN): \$2,077,530
    - Total Cost Estimate: \$2,809,241
  - Schedule as follows:
    - PE Start: 8/2/2024; End: 8/14/2026
    - RW Start: 8/14/2026; End: 5/7/2027
    - CN Start: 5/7/2027; End: 4/24/2028
  - Allocations as follows:
    - Add FY Previous Transportation Alternatives Program (TAP) allocation of \$1,747,392, plus \$436,849 TAP match
    - Add FY 2026 TAP allocation of \$500,000, plus \$125,000 TAP match
  - Obligations as follows:
    - Add FY 2025 PE Phase Transportation Alternatives Program/Flex (TAP/F) obligation of \$387,140, plus \$96,785 TAP/F match
    - Add FY 2026 RW Phase TAP/F obligation of \$198,229, plus \$49,557 TAP/F match
    - Add FY 2027 CN Phase TAP/F obligation of \$1,662,024, plus \$415,506 TAP/F match

UPC 125241 is being added to the Hampton Roads FY 2024-2027 TIP, is consistent with the HRTPO 2045 Long-Range Transportation Plan (LRTP), and is fiscally constrained as required by Federal Code 40 CFR 93.108. This proposed amendment is exempt from conformity under the *Air Quality* provision contained in conformity rule 40 CFR 93.126 (Table 2 Exempt projects), as it is a bicycle and pedestrian facility. A new conformity determination is not required per the [Procedures for Inter-Agency Consultation for Conformity for Hampton Roads.](#)

This request was made available for public review and comment from December 27, 2024 through January 10, 2025. The Transportation Technical Advisory Committee (TTAC) has recommended approval of the TIP Amendment.

**RECOMMENDED ACTION:**

Approve the TIP amendment.

**J. FY 2024-2027 Transportation Improvement Program (TIP) Amendments**  
***Non-Exempt Conformity Amendments – Programmatic***

**i. Chesapeake – FY 2024-2027 TIP Amendment**  
**UPC 123040 – Kempsville and Battlefield Intersection Improvements**

The Virginia Department of Transportation (VDOT) has requested to amend the FY 2024-2027 HRTPO Transportation Improvement Program (TIP) to add UPC 123040, a Chesapeake project.

The specifics of the request are described below:

- **UPC 123040 – Kempsville and Battlefield Intersection Improvements**
  - Add project to TIP
  - Description: Construct one additional WB channelized right-turn lane at Battlefield/Kempsville, reconfigure the WB approach to consist of two left-turns lanes, one thru/right-turn lane, two right-turn lanes, and improve the SB 168 Exit 13 on-ramp from NB Battlefield Boulevard by constructing a second receiving lane from the new channelized right-turn lane.
  - Jurisdiction/Agency: Chesapeake
  - Length: 1.0 miles
  - Termini: From Battlefield Boulevard to Oak Grove Connector
  - System: Urban
  - Scope: Reconstruction w/Added Capacity
  - Oversight: Non-Federal Oversight
  - Administered by: Locality
  - Regionally Significant: No
  - Cost Estimate as follows:
    - Preliminary Engineering (PE): \$3,964,910
    - Right of Way (RW): \$692,010
    - Construction (CN): \$22,653,781
    - Total Cost Estimate: \$27,310,701
  - Schedule as follows:
    - PE Start: 12/26/2025; End: 5/18/2029
    - RW Start: 5/18/2029; End: 3/29/2030
    - CN Start: 3/29/2030; End: 11/10/2031
  - Allocations as follows:
    - Add FY 2026 State Funds (STF) allocation of \$329,063
    - Add FY 2027 STF allocation of \$2,104,361
  - Obligations as follows:
    - Add FY 2026 PE Phase Advance Construction (AC) obligation of \$3,964,910

UPC 123040 is being added to the Hampton Roads FY 2024-2027 TIP. It is consistent with the HRTPO 2045 Long-Range Transportation Plan (LRTP) and is fiscally constrained as required by Federal Code 40 CFR 93.108. This proposed amendment qualifies for an FHWA/FTA programmatic conformity finding since it meets the fiscal constraint criteria, and the project is non-exempt and not regionally significant. The programmatic conformity finding is effective with HRTPO Board approval of the proposed amendment per the [Procedures for Inter-Agency Consultation for Conformity for Hampton Roads](#).

This request was made available for public review and comment from December 27, 2024 through January 10, 2025. Per the IACC procedures, stakeholders were provided a consultation opportunity via the HRTPO Transportation Technical Advisory Committee (TTAC). The TTAC has recommended approval of the TIP amendment.

**RECOMMENDED ACTION:**

Approve the TIP amendment.

**ii. HRT – FY 2024-2027 TIP Amendment**  
**STIP ID HRT0127 – Transfer Station Relocation**

Hampton Roads Transit (HRT) has requested to amend the FY 2024-2027 HRTPO Transportation Improvement Program (TIP) to add STIP ID HRT0127, an HRT project.

The specifics of the request are described below:

- **STIP ID HRT0127 – Transfer Station Relocation**
  - Add project to TIP
  - Add FY 2025 FTA Community Project Funding (Earmark) obligation of \$500,000
  - Add FY 2025 Local obligation of \$125,000

STIP ID HRT0127 is being added to the Hampton Roads FY 2024-2027 TIP, is consistent with the HRTPO 2045 Long-Range Transportation Plan (LRTP), and is fiscally constrained as required by Federal Code 40 CFR 93.108. This proposed amendment qualifies for an FHWA/FTA programmatic conformity finding since it meets the fiscal constraint criteria, and the project is non-exempt and not regionally significant. The programmatic conformity finding is effective with HRTPO Board approval of the proposed amendment per the [Procedures for Inter-Agency Consultation for Conformity for Hampton Roads.](#)

This request was made available for public review and comment from December 27, 2024 through January 10, 2025. Per the IACC procedures, stakeholders were provided a consultation opportunity via the HRTPO Transportation Technical Advisory Committee (TTAC). The TTAC has recommended approval of the TIP amendment.

**RECOMMENDED ACTION:**

Approve the TIP amendment.

**iii. Norfolk – FY 2024-2027 TIP Amendment**  
**UPC 115236 – Terminal Boulevard/Diven Street Intersection Improvements**

The Virginia Department of Transportation (VDOT) has requested to amend the FY 2024-2027 HRTPO Transportation Improvement Program (TIP) to ungroup UPC 115236, a Norfolk project, and add it back in as an individual TIP project.

The specifics of the request are described below:

- **UPC 115236 – Terminal Boulevard/Diven Street Intersection Improvements**
  - Ungroup project and add it back into the TIP as an individual project
  - Description: Reconfigure lane assignments to reduce queues and provide better turning movements for vehicles.
  - Jurisdiction/Agency: Norfolk
  - Length: 0.05 miles
  - Termini: From Terminal Boulevard to Matthew Henson Street
  - System: Primary
  - Scope: Traffic Management/Engineering
  - Oversight: Non-Federal Oversight
  - Administered by: Locality
  - Regionally Significant: No
  - Cost Estimate as follows:
    - Preliminary Engineering (PE): \$250,000
    - Right of Way (RW): \$25,000
    - Construction (CN): \$1,457,600
    - Total Cost Estimate: \$1,732,600
  - Schedule as follows:
    - PE Start: 1/9/2024; End: 2/12/2026
    - RW Start: 2/12/2026; End: 8/10/2026
    - CN Start: 8/10/2026; End: 11/30/2027
  - Allocations as follows
    - Add FY 2024 Surface Transportation Program/Flex (STP/F) allocation of \$250,000
    - Add FY 2025 STP/F allocation of \$732,600
    - Add FY 2026 State Funds (STF) allocation of \$250,000
    - Add FY 2027 STF allocation of \$500,000
  - Obligations as follows:
    - Add FY 2024 PE Phase Surface Transportation Program/Surface Transportation Block Grant (STP/STBG) obligation of \$250,000
    - Add FY 2026 RW Phase STP/STBG obligation of \$25,000
    - Add FY 2026 CN Phase STP/STBG obligation of \$707,600
    - Add FY 2026 CN Phase Other obligation of \$750,000

UPC 115236 is being ungrouped in the Hampton Roads FY 2024-2027 TIP and added back into the TIP as an individual project, is consistent with the HRTPO 2045 Long-Range Transportation Plan (LRTP), and is fiscally constrained as required by Federal Code 40 CFR 93.108. This proposed amendment qualifies for an FHWA/FTA programmatic conformity finding since it meets the fiscal constraint criteria, and the project is non-exempt and not regionally significant. The programmatic conformity finding is effective with HRTPO Board approval of the proposed amendment per the [Procedures for Inter-Agency Consultation for Conformity for Hampton Roads](#).

This request was made available for public review and comment from December 27, 2024 through January 10, 2025. Per the IACC procedures, stakeholders were provided a consultation opportunity via the HRTPO Transportation Technical Advisory Committee (TTAC). The TTAC has recommended approval of the TIP amendment.

**RECOMMENDED ACTION:**

Approve the TIP amendment.



**ITEM #8: BRIEFING ON THE STATE OF THE AIRPORT**  
***Mark A. Perryman, Norfolk Airport Authority (NAA)***

Members of the Airport Authority staff will brief the HRTPO Board on the current state of the airport and its future capital program. Staff will also detail and discuss the airport lands that will soon become available for development due to the proposed closure of Runway 14/32 and receive input from the HRTPO Board on the briefing.

Mr. Mark A. Perryman, NAA President and CEO, will brief the HRTPO Board on this item.

**RECOMMENDED ACTION:**

For discussion and informational purposes.

**ITEM #9: GOCOMMUTE COMMUTER OPTIONS, ANNUAL UPDATE, AND REBRAND**  
*Amy Jordan, goCommute*

The goCommute Commuter Options Program advocates for and supports vanpool, carpool, active transportation, transit, and telework options for commuters throughout Hampton Roads as the region's Transportation Demand Management (TDM) Program. The HRTPO has authorized annual funding for goCommute, a service of Hampton Roads Transit, through Congestion Mitigation and Air Quality (CMAQ) and/or Regional Surface Transportation Program (RSTP) funding since 1995. During the pandemic, participation in carpool and vanpool dropped significantly and has been slow to recover. During the past year, the goCommute program has developed a new vision, mission, and strategies to increase smarter transportation options in the region. Links to the goCommute (formerly TRAFFIX) Annual Report and CAP Strategic Plan can be found using the following links:

- [TRAFFIX Annual Report 2024](#)
- [CAP Strategic Plan](#)

Ms. Amy Jordan, goCommute Executive Director, will brief the HRTPO Board on this item.

**RECOMMENDED ACTION:**

For discussion and informational purposes.

**ITEM #10: HAMPTON ROADS RAIL CROSSING STUDY**  
***Keith Nichols, HRTPO***

The Port of Virginia (POV) is one of the most important drivers of the Hampton Roads economy. However, the waterways and railroads that support the Port of Virginia also create a number of intermodal conflict points, which are locations in the transportation system where one mode crosses – and impedes – the flow of another mode.

The most common intermodal conflict point is where roadways and railroads intersect. These highway-rail crossings can cause not only extensive delays for roadway travelers but can also contribute to a number of collisions between trains and vehicles each year. There are over 600 crossings throughout Hampton Roads, nearly 500 of which are at-grade.

Based on new federal funding opportunities and the importance of freight movement to the Hampton Roads economy, HRTPO staff are working on a regional Rail Crossing Study to prepare and better position the region for the new funding sources.

HRTPO staff, in coordination with various committees, recently developed an at-grade rail crossing prioritization methodology based on various factors including traffic volumes, safety, roadway characteristics, train volumes, estimated delay, and area/equity factors. HRTPO staff has used this methodology to develop a draft prioritized list of the 307 public, at-grade crossings in the region.

Mr. Keith Nichols, Principal Transportation Engineer, will brief the HRTPO Board on this item.

**RECOMMENDED ACTION:**

For discussion and informational purposes.

**ITEM #11: COMMONWEALTH TRANSPORTATION BOARD MEMBERS UPDATE**

The Commonwealth Transportation Board (CTB) members are invited to address the HRTPO Board.

**ITEM #12: VIRGINIA DEPARTMENT OF TRANSPORTATION UPDATE**

The Virginia Department of Transportation (VDOT) representative is invited to address the HRTPO Board.

**ITEM #13: VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION UPDATE**

The Virginia Department of Rail and Public Transportation (DRPT) representative is invited to address the HRTPO Board.

**ITEM #14: VIRGINIA PASSENGER RAIL AUTHORITY**

The Virginia Passenger Rail Authority (VPRA) representative is invited to address the HRTPO Board.

**ITEM #15: VIRGINIA PORT AUTHORITY UPDATE**

The Virginia Port Authority (VPA) representative is invited to address the HRTPO Board.

**ITEM #16: HAMPTON ROADS TRANSIT AND WILLIAMSBURG AREA TRANSIT AUTHORITY UPDATES**

The Hampton Roads Transit (HRT) and Williamsburg Area Transit Authority (WATA) representatives are invited to address the HRTPO Board.

**ITEM #17: FREIGHT TRANSPORTATION ADVISORY COMMITTEE UPDATE**

The Freight Transportation Advisory Committee (FTAC) representative is invited to address the HRTPO Board.

**ITEM #18: COMMUNITY ADVISORY COMMITTEE UPDATE**

The Community Advisory Committee (CAC) representative is invited to address the HRTPO Board.

**ITEM #19: MILITARY LIAISONS UPDATE**

Military liaisons for the U.S. Coast Guard (USCG), the Joint U.S. Air Force (USAF), and U.S. Army (USA), and the U.S. Navy (USN) are invited to address the HRTPO Board.

**ITEM #20: AIRPORT REPRESENTATIVES UPDATE**

The Norfolk Airport Authority (NAA) and Peninsula Airport Commission (PAC) representatives are invited to address the HRTPO Board.

## **ITEM #21: HRTPO BOARD THREE MONTH TENTATIVE SCHEDULE**

### **February 2025**

***February 20, 2025: 10:30 a.m. – 12:00 p.m.***

- Multimodal Tool: Bus Stops
- Regional Performance Targets
- State of Transportation in Hampton Roads

### **March 2025**

***Per the approved HRTPO Board meeting calendar, there is no meeting scheduled in March***

### **April 2025**

***April 17, 2025: 10:30 a.m. – 12:00 p.m.***

- Public Engagement Plan
- Regional Bridge Study
- TIP/STIP Process Update

## **ITEM #22: MINUTES OF HRTPO ADVISORY COMMITTEE MEETINGS**

### **A. Community Advisory Committee (CAC)**

The CAC meeting minutes approved since the last HRTPO Board meeting are available on the HRTPO website at the following links:

- [Meeting Minutes – June 8, 2023](#)
- [Meeting Minutes – August 10, 2023](#)
- [Meeting Minutes – October 12, 2023](#)
- [Meeting Minutes – December 14, 2023](#)
- [Meeting Minutes – February 8, 2024](#)
- [Meeting Minutes – April 11, 2024](#)
- [Meeting Minutes – June 13, 2024](#)
- [Meeting Minutes – August 14, 2024](#)
- [Meeting Minutes – October 10, 2024](#)

### **B. Freight Transportation Advisory Committee (FTAC)**

The FTAC meeting minutes approved since the last HRTPO Board meeting are available on the HRTPO website at the following links:

- [Meeting Minutes – June 24, 2024](#)
- [Meeting Minutes – September 25, 2024](#)

### **C. Regional Transit Advisory Panel (RTAP)**

The RTAP meeting minutes approved since the last HRTPO Board meeting are available on the HRTPO website at the following links:

- [Meeting Minutes – September 30, 2024](#)

### **D. Transportation Technical Advisory Committee (TTAC)**

The TTAC meeting minutes approved since the last HRTPO Board meeting are available on the HRTPO website at the following links:

- [Meeting Minutes – November 6, 2024](#)

## **ITEM #23: FOR YOUR INFORMATION**

### **A. Monthly FY 2024-2027 Transportation Improvement Program (TIP) Administrative Modifications**

In order to move projects forward more efficiently in Hampton Roads, the HRTPO has implemented streamlined procedures for processing TIP Administrative Modifications and TIP Amendments. For transparency purposes, monthly TIP Administrative Modifications have been listed in order by HRTPO Staff action date and are available at:

<https://hrtpo.org/DocumentCenter/View/13941/TIP-Administrative-Modifications-Jan2025-PDF>

### **B. HRBT Expansion HRTAC Report**

VDOT provides monthly reports to the HRTAC staff on the status of the Hampton Roads Bridge Tunnel (HRBT) Expansion project. The report for December 2024 is attached.

Attachment 23B

### **C. VDOT's HRTAC Program Development Monthly Executive Report**

VDOT provides monthly reports to the Hampton Roads Transportation Accountability Commission (HRTAC) staff on the status of the Regional Priority Projects. The report for December 2024 is attached.

Attachment 23C

### **D. Letter of Support for Families of Autism Coming Together (FACT)**

Attached is a letter of support dated January 5, 2025 from Mr. Robert A. Crum Jr., HRTPO Executive Director, to Mr. Tyler Williamson, FACT Chief Executive Officer, for their application to the Federal Transit Administration (FTA) 5310 program.

Attachment 23D

### **E. Letter of Support for Senior Services of Southeastern Virginia (SSSEVA)**

Attached is a letter of support dated December 18, 2024 from Mr. Robert A. Crum Jr., HRTPO Executive Director, to Mr. Steve Zollos, SSSEVA Chief Executive Officer, for their application to the Federal Transit Administration (FTA) 5310 program.

Attachment 23E

### **F. Letter of Support for Colonial Behavioral Health (CBH)**

Attached is a letter of support dated December 13, 2024 from Mr. Robert A. Crum Jr., HRTPO Executive Director, to Mr. David A. Coe, CBH Executive Director, for their application to the Federal Transit Administration (FTA) 5310 program.

Attachment 23F



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

**Report No. 68**  
Project No. 0064-M06-032





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**Issue Date: December 6, 2024**

Prepared by:

Virginia Department of Transportation

<https://hrbtexpansion.vdot.virginia.gov/>

## 1. Executive Summary

### 1.1 Overview

This report provides an overview of accomplishments and activities for the Hampton Roads Bridge-Tunnel Expansion Project from October 20, 2024 – November 23, 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 24<sup>th</sup> of each month.

During this reporting period, project accomplishments included the following:

- South Island Progress:
  - Completed south portal perimeter external walls.
  - Installation of south portal internal walls 41% complete.
- Tunnel Progress:
  - 5.5% complete for General Purpose (GP) tunnel excavation (441 ft out of 7,961 total ft excavated).
  - 59 concrete tunnel rings installed this period (59 out of 1,194 total rings installed).
  - Gantry 4 was connected to the TBM. The TBM is in final configuration.
- North Island Progress:
  - Excavation for the rectilinear approach 92% complete.
  - Base slab waterproofing for the rectilinear approach 68% complete.
- Landside Progress:
  - Completed auger cast piles at retaining wall 310 near 4<sup>th</sup> View St.
  - Began excavation of retaining wall 307 along Bayville St.
- Marine Progress:
  - South Trestle MOT westbound beams completed.
  - North Trestle westbound piles 55% complete.

### 1.2 Priorities

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

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

## 1.3 Key Updates

### Project Schedule

The last approved schedule for the project is Update 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. Schedule Update 64 is due within one week.

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 November 23, 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:	\$	2,601,190,083
<b>Remaining project budget:</b>	<b>\$</b>	<b>1,334,261,558</b>

- Design-build contract overview:

Design-build contract original amount:	\$	3,299,997,227
Net change orders:	\$	11,258,062
Exercised Options:	\$	73,454,414
Material Price Adjustments to Date:	\$	108,942,284
Assessed Liquidated Damages (LD):	\$	(1,076,000)
Design-build contract sum to date:	\$	3,492,575,988
Expenditures to date:	\$	2,471,134,219
<b>Remaining design-build contract amount:</b>	<b>\$</b>	<b>1,021,441,768</b>

- Design-build progress to date:

Project Management:	88.3%
Design:	95.5%
Physical Construction Progress:	52.9%
<b>Overall:</b>	<b>70.8%</b>

## Environmental

Environmental updates for this reporting period include:

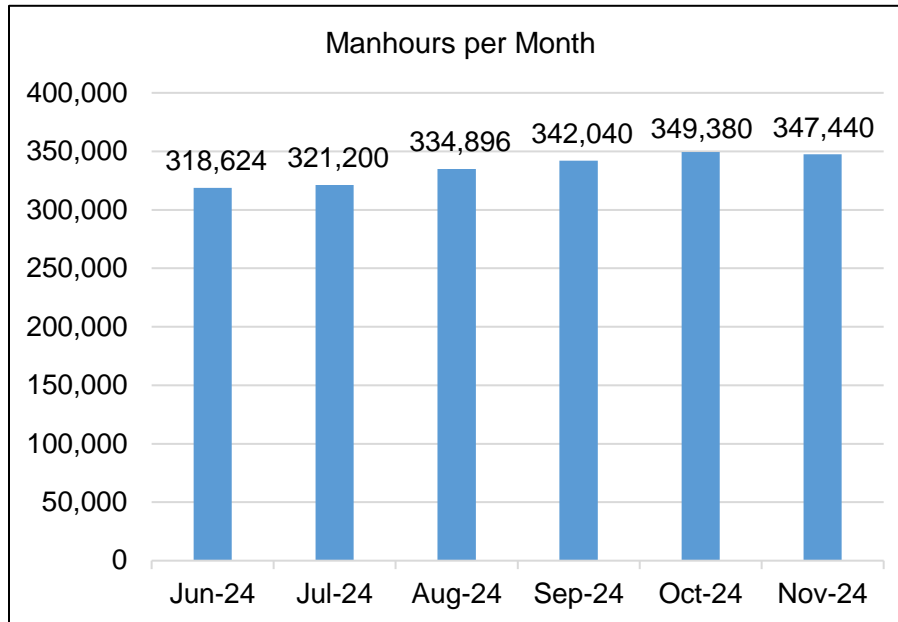
- HRCP provides weekly inspection report summaries to the U.S. Army Corps of Engineers (USACE).
- HRCP completed the six-month monitoring of restored temporary impact areas.
- HRCP met with representatives from the Virginia Marine Resources Commission (VMRC) on November 8, 2024, to review procedures and protocol for reviewing the placement of concrete demolition material at VMRC-approved artificial reef sites.

## Construction

Summary progress updates for this reporting period include:

- Landside Roadways
  - Continued installation of panels at retaining wall 406 near W. Evans St.
  - Completed installation of sound wall panels for wall 3-3 along the 4<sup>th</sup> View St. eastbound on-ramp.
- Marine Works
  - Placed decks at South HOT trestle (6 placed this period).
  - Placed beams at North westbound permanent trestle (12 installed this period).
- Tunnels and Islands
  - 5.5% complete for General Purpose (GP) tunnel excavation (441 ft out of 7,961 total ft excavated).
  - 10% complete for HT tunnel egress structure L-walls.
  - 27% complete for HT tunnel low point pump station concrete structures.
  - 33% complete for HT tunnel installation of egress footer.
  - 55% complete for all roadway slabs at the South Island portal.
- Landside Bridges
  - Completed demolition of center pier at Mallory Street Bridge eastbound.
  - Completed installation of concrete overlay at Spans 68-77 at Willoughby Bay Bridge eastbound.
  - Completed concrete deck pour at Spans 19-21 at Willoughby Bay Bridge eastbound.
  - Completed driving piles at Piers 1-2 at Willoughby Bay Bridge westbound.

The number of construction manhours worked each month is provided by HRCP and is current as of November 30, 2024:



**Project Manhours to Date:**  
13,526,968

## Operations

The following operations activities took place during this reporting period:

- Slow rolls on I-64 eastbound for barrier wall installation.
- Slow rolls on I-64 westbound for equipment mobilization and temporary lighting installation.
- Temporary detour of westbound I-64 off ramp to W. Bay Avenue for attenuator repairs.
- Temporary detour of I-64 eastbound on ramp from Mallory Street for equipment mobilization.

## 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 November 30, 2024:

- Total Recordable Incidence Rate: 1.60 (National Average: 2.5)
- Lost Time Incidence Rate: 0.25 (National Average 1.6)

## Civil Rights & DBE/SWaM Business Opportunities

HRCP has awarded **381** subcontracts, subconsultant agreements, and purchase orders to certified DBE/SWaM firms on the project. These contract awards represent a total of **\$602.9 million** to certified DBE/SWaM firms.

## Public Outreach & Media

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

- HRBT Expansion Project Director Ryan Banas received both the Honorable Ray LaHood Award from the Women's Transportation Seminar Hampton Roads Chapter and the ICON Award from the Hampton Roads Chamber.
- HRBT Expansion Team published the Fall 2024 Project Magazine  
<https://hrbtexpansion.vdot.virginia.gov/newsroom/magazine/>
- HBRT Expansion Team published a video highlighting Mary the Tunnel Boring Machine's October 17, 2024 launch to bore the expansion's second twin tunnel.  
<https://vimeo.com/manage/videos/1025589354>

## 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
<b>NTP</b>		Sep 11, 2020	Sep 11, 2020
<b>Substantial Completion</b>	Feb 26, 2027	Mar 3, 2027	
<b>Final Completion</b>	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

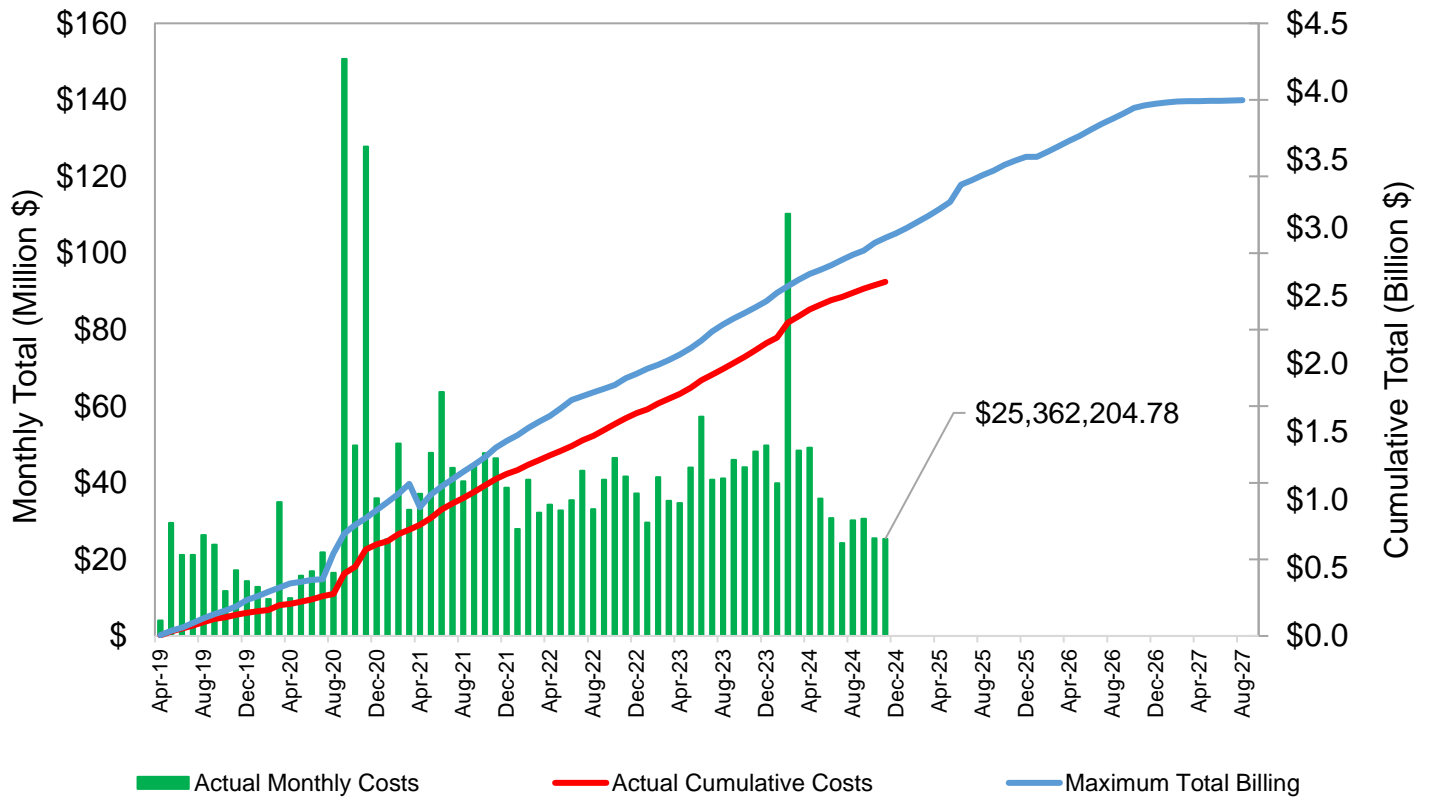
### 3. Project Budget

#### 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:
<b><u>Comprehensive Agreement</u></b>					
<i>Construction</i>	\$22,002,299.53	\$2,308,925,063.25	\$3,299,997,227.00	\$991,072,163.75	69.97%
<b><u>Owner Costs</u></b>					
<i>Administration</i>	\$1,962,164.39	\$116,498,502.84	\$122,000,000.00	\$5,501,497.16	95.49%
<i>Right of Way</i>	\$1,055.85	\$9,557,360.33	\$15,000,000.00	\$5,442,639.67	63.72%
<i>No-Excuses Incentive</i>	\$0.00	\$0.00	\$90,000,000.00	\$90,000,000.00	0.00%
<i>Contingency</i>	\$1,189,940.14	\$156,356,709.31	\$335,000,000.00	\$178,643,290.69	46.67%
<i>Bridge Repair Work Option</i>	\$206,744.87	\$9,852,446.91	\$73,454,413.96	\$63,601,967.05	13.41%
<b><u>Total</u></b>	<b>\$25,362,204.78</b>	<b>\$2,601,190,082.64</b>	<b>\$3,935,451,640.96</b>	<b>\$1,334,261,558.32</b>	<b>66.10%</b>

## Overall Payments by Month\* \*\*

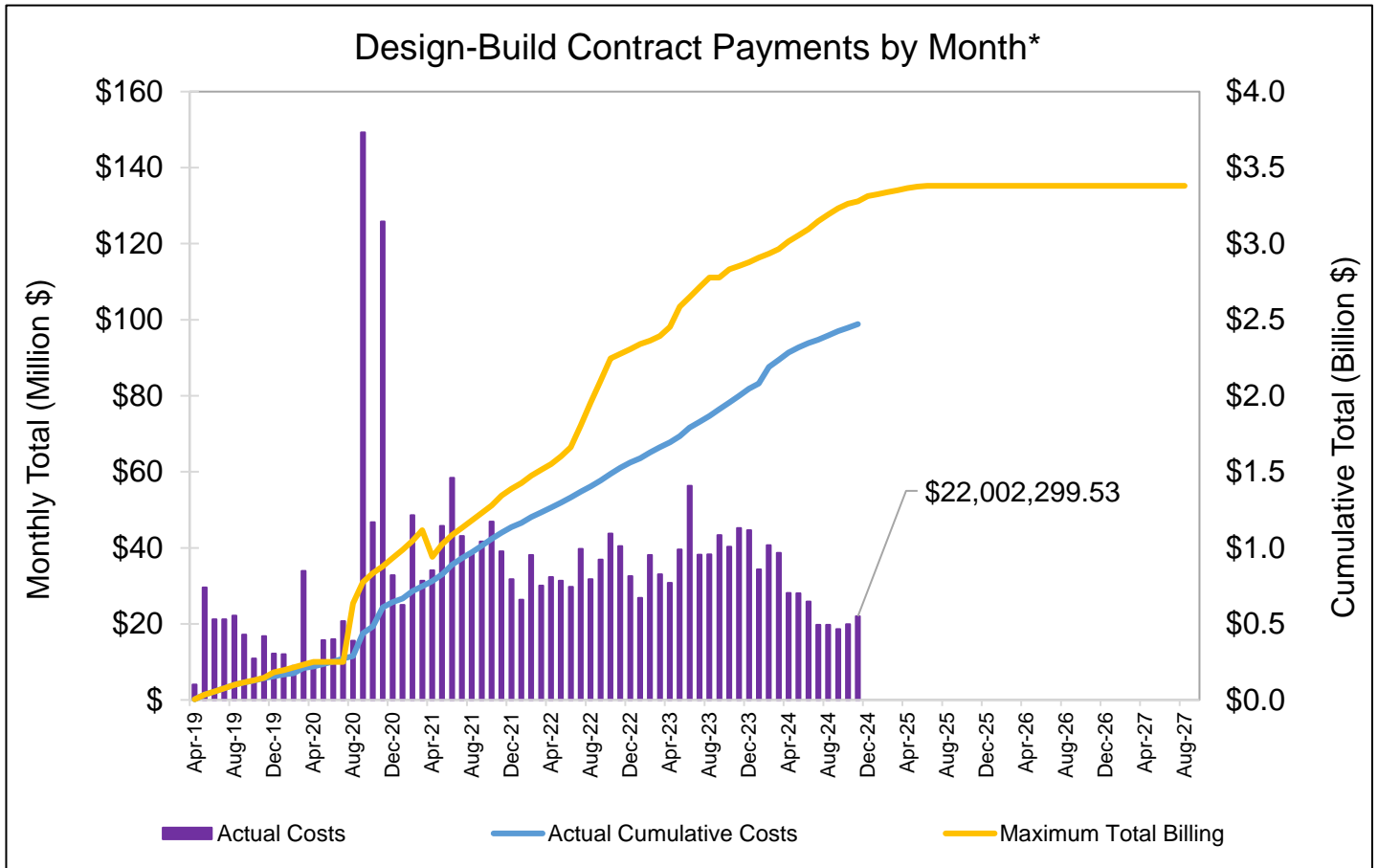


\*The Maximum Total Billing showed an adjustment in May 2021 due to the executed Change Order #40 – Update Maximum Cumulative Cost Curve.

\*\*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:
<b><u>Comprehensive Agreement</u></b>					
Construction	\$20,390,410.47	\$2,256,018,238.25	\$3,204,569,251.00	\$948,551,012.75	70.40%
<b><u>Owner Costs</u></b>					
Administration	\$1,843,245.11	\$111,163,498.87	\$118,472,054.00	\$7,308,555.13	93.83%
Right of Way	\$1,055.85	\$9,557,360.33	\$15,000,000.00	\$5,442,639.67	63.72%
No-Excuses Incentive	\$0.00	\$0.00	\$90,000,000.00	\$90,000,000.00	0.00%
Contingency	\$1,187,249.31	\$128,317,421.01	\$325,428,276.00	\$197,110,854.99	39.43%
<b><u>Total</u></b>	<b>\$23,421,960.74</b>	<b>\$2,505,056,518.46</b>	<b>\$3,753,469,581.00</b>	<b>\$1,248,413,062.54</b>	<b>66.74%</b>

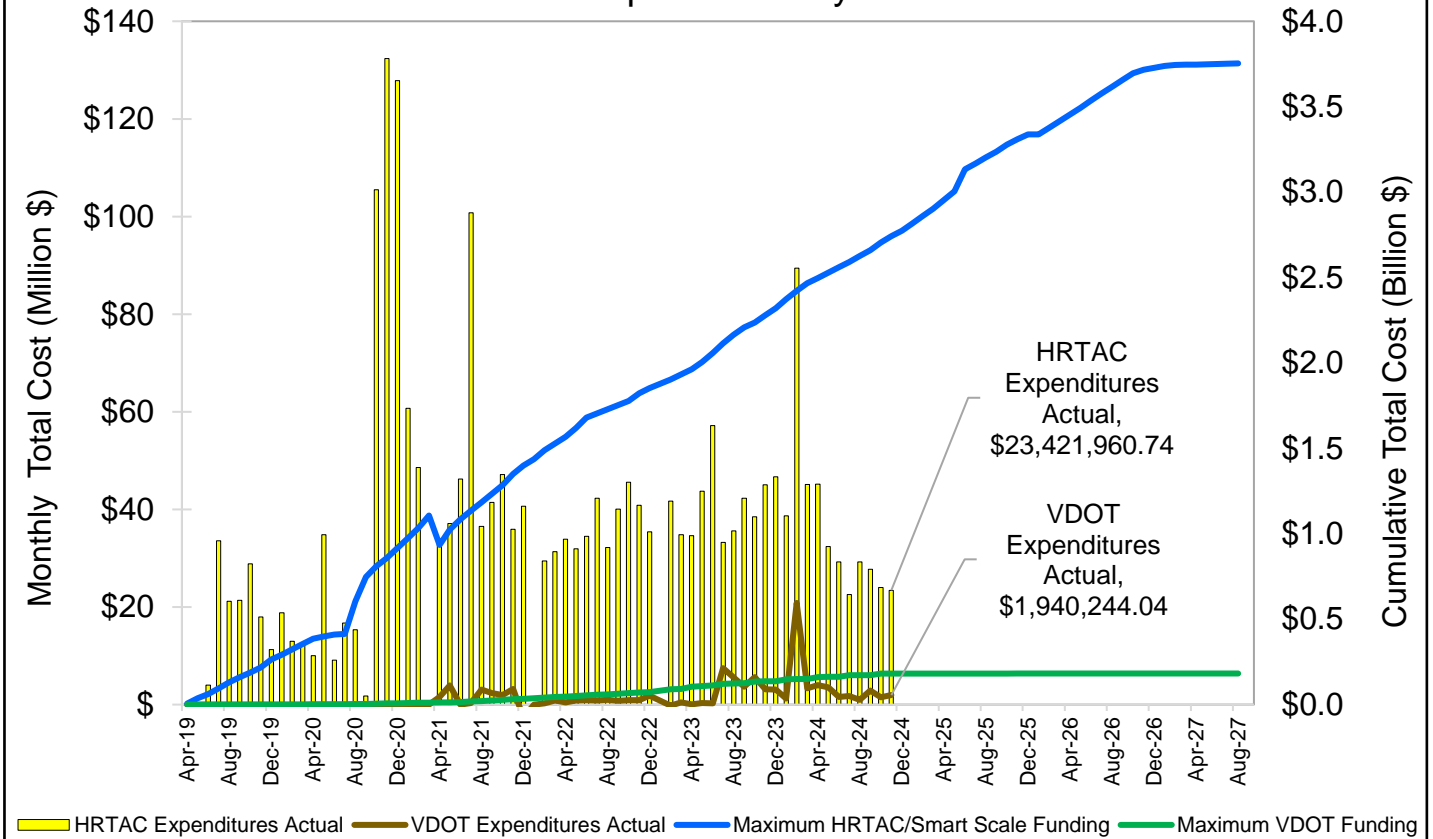
#### 3.3.2 VDOT

	Amount Spent this Period:	Total Spent to Date:	Original Total Budget:	Total Remaining Budget:	Percent Spent To-date:
<b><u>Comprehensive Agreement</u></b>					
Construction	\$1,611,889.06	\$52,906,825.00	\$95,427,976.00	\$42,521,151.00	55.44%
<b><u>Owner Costs</u></b>					
Administration	\$118,919.28	\$5,335,003.97	\$3,527,946.00	(\$1,807,057.97)	151.22%
Right of Way	\$0.00	\$0.00	\$0.00	\$0.00	0.00%
No-Excuses Incentive	\$0.00	\$0.00	\$0.00	\$0.00	0.00%
Contingency	\$2,690.83	\$28,039,288.30	\$9,571,724.00	(\$18,467,564.30)	292.94%
Bridge Repair Work Option	\$206,744.87	\$9,852,446.91	\$73,454,413.96	\$63,601,967.05	13.41%
<b><u>Total</u></b>	<b>\$1,940,244.04</b>	<b>\$96,133,564.18</b>	<b>\$181,982,059.96</b>	<b>\$85,848,495.78</b>	<b>52.83%</b>

\* 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.

## Overall Expenditures by Source



### 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 ILM-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
CO-97	Security Fence	11/8/2024	\$ 863,079.73	0 days
<b>TOTAL</b>			<b>\$ 84,712,476.45</b>	<b>0 days</b>



### 3.4.2 Material Price Adjustments

This progress period included the following material price adjustments:

Material	Current Amount	Total to Date	Material Price Adjustment Through*
<b>Per Contract Adjustments (Federally Eligible Costs)</b>			
Exhibit 9 - Asphalt	\$0.00	\$215,416.26	September 2024
Exhibit 10 - Fuel	\$5,297.66	\$555,014.04	September 2024
Exhibit 11 - Steel	\$61,587.10	\$6,864,327.97	May 2024
Total	\$66,884.76	\$7,634,758.27	
<b>Per CA Amendment Adjustments (Non-Federally Eligible Costs)</b>			
Exhibit 9 - Asphalt	\$0.00	\$0.00	September 2024
Exhibit 10 - Fuel	\$557.09	\$41,663.44	September 2024
Exhibit 11 - Steel	\$413,463.38	\$9,652,787.41	May 2024
Exhibit 10A – Fuel (Atypical Items)	\$13,138.90	\$1,529,102.65	September 2024
Exhibit 15A – Index-Adjusted Commodities	\$438,919.09	\$69,346,313.66	May 2024
Exhibit 15B – Escrow-Adjusted Commodities	\$0.00	\$20,737,658.69	September 2024
Total	\$866,078.46	\$101,307,525.85	

\*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 provided weekly inspection report summaries to the U.S. Army Corps of Engineers (USACE).
- HRCP notified the Department of Environmental Quality (DEQ) on October 22, 2024, that the North Island bi-component plant start-up occurred on October 17, 2024.
- HRCP completed the six-month monitoring of restored temporary impact areas.
- HRCP met with representatives from the Virginia Marine Resources Commission (VMRC) on November 8, 2024, to review procedures and protocol for reviewing the placement of concrete demolition material at VMRC-approved artificial reef sites.
- HRCP initiated the maintenance dredging around the South Island conveyor and quay on November 7, 2024, and the work was completed during the week of November 18, 2024. This work was authorized through JPA permit modification #11.
- HRCP provided registration information on the project's above-ground storage tanks (AST's) to DEQ on November 22, 2024.

### 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.
- Continued excavation at retaining wall 103 near Abutment A at Mallory St.

### I-64 (Segment 3):

- Continued installation of base leveling pads, moment slab, and wall panels at retaining wall 302 on Bayville Street between 13<sup>th</sup> View and eastbound off-ramp.
- Continued drainage work at retaining wall 302 near Bayville St. eastbound.
- Completed installation of panels at sound wall 3-3 along the 4<sup>th</sup> View St. eastbound on-ramp.
- Continued installation of panels and moment slab at retaining wall 306 near Abutment A at Willoughby Bay Bridge eastbound.
- Completed auger cast piles at retaining wall 310 near 4<sup>th</sup> View St.
- Began auger cast piles at retaining wall 309 near 4<sup>th</sup> View St.
- Began excavation of retaining wall 307 along Bayville 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 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 406 near W. Evans St.



◀ **Retaining Wall 310 near 4<sup>th</sup> View St.**  
Auger cast piles and lagging.

## 5.2 Construction Area 2: Marine Trestle Work

### North Trestle:

- **Westbound Trestle**
  - 12 beams placed during this period (124 out of 280 total beams placed).
  - 2.5 caps placed during this period (23 out of 46 total caps placed).
  - 3 decks placed during this period (17 out of 45 total decks placed).
  - 9 piles driven during this period (144 out of 261 total piles driven).

### South Trestle:

- **Westbound MOT Trestle**
  - Completed beams placed during this period.
  - 3 decks placed during this period (3 out of 23 total decks placed).
- **HOT Lanes Trestle**
  - 3 decks placed during this period (6 out of 16 total decks placed).



◀ **North Trestle  
Westbound  
Bent 12 pile  
driving**



### 5.3 Construction Area 3: Tunnels and Islands

#### South Island:

- Completed south portal external walls.
- 41% complete for south portal internal walls.
- 18% complete for south portal headwall external wall.
- 20% complete for rectilinear approach excavation.
- 55% complete for all south portal roadway slabs.

#### North Island:

- 92% complete for rectilinear approach excavation.
- 68% complete for rectilinear approach base slab waterproofing.
- 73% complete for rectilinear approach upper and lower mud slabs.

#### Tunnel:

- 5.5% complete for General Purpose (GP) tunnel excavation (441 ft out of 7,961 total ft excavated).
- 59 concrete tunnel rings installed this period (59 out of 1,194 total rings installed).
- Gantry 4 was connected to the TBM. The TBM is in final configuration.
- Continued work on concrete tunnel egress structures in the HT Tunnel.
- 33% complete for HT tunnel installation of egress footer.
- 10% complete for HT tunnel installation of egress structure L-walls.
- 27% complete for HT tunnel low point pump station concrete structures.
- 76% complete for HT tunnel stage 1 installation of cement-treated base (CTB ballast for tunnel roadway).



#### ◀ TBM

Installation of precast ballast inverts.

## 5.4 Construction Area 4: Landside Bridges

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### **Mallory Street Bridge:**

- Completed demolition of center pier.
- Continued excavation at Abutment A.

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

- Completed placement of backwall concrete 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.
- Continued installation of trestle at Abutment A for westbound widening.
- Completed installation of concrete overlay at Spans 68-77 for eastbound widening.
- Completed concrete deck pour at Spans 19-21 for eastbound widening.
- Completed driving piles at Pier 1 for westbound widening.
- Completed driving piles at Pier 2 for westbound widening.
- Completed concrete deck placement at Span 18 for eastbound widening.
- Completed installation of pile at Bent 3 for westbound widening.

### **4<sup>th</sup> 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.

### **Mason Creek Bridge:**

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

### **1<sup>st</sup> View St. Bridge:**

- Continued repair/rehabilitation 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.
- Began installation of footing and backwall at Abutment B 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.
- Completed installation of Abutment A backwall for eastbound widening.



◀ **Willoughby Bay  
Bridge Westbound**  
Installation of OH Jacks  
from Bent 13 to Bent 40



◀ **Evans St. Bridge  
Eastbound**  
Installation of footing and  
backwall at Abutment B



## 6. Operations

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

### Short-Term Lane Closures:

- Willoughby Bay Bridge, North Trestle, and South Trestle eastbound 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 for barrier wall installation.
- Slow rolls westbound for equipment mobilization and temporary lighting installation.

### Long-Term Lane Closures:

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

### Detours:

- Temporary detour of westbound I-64 off ramp to W. Bay Avenue for attenuator repairs.
- Temporary detour of I-64 eastbound on ramp from Mallory Street for equipment mobilization.
- Temporary detour of W. Bay Ave. eastbound on ramp 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.

### Overhead Sign Structures:

- Foundation installation.

### 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 reviewed this period with one returned as Approved and one returned as Approved as Noted.
- HRCP’s Quarterly update V19 of the CQMP was reviewed this period and returned as Revise and Resubmit.

### **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’s Quarterly update V26 of the QMSP was reviewed this period and returned as Revise and Resubmit.

### **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-six volumes of Material Book records and is currently auditing two 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 35 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

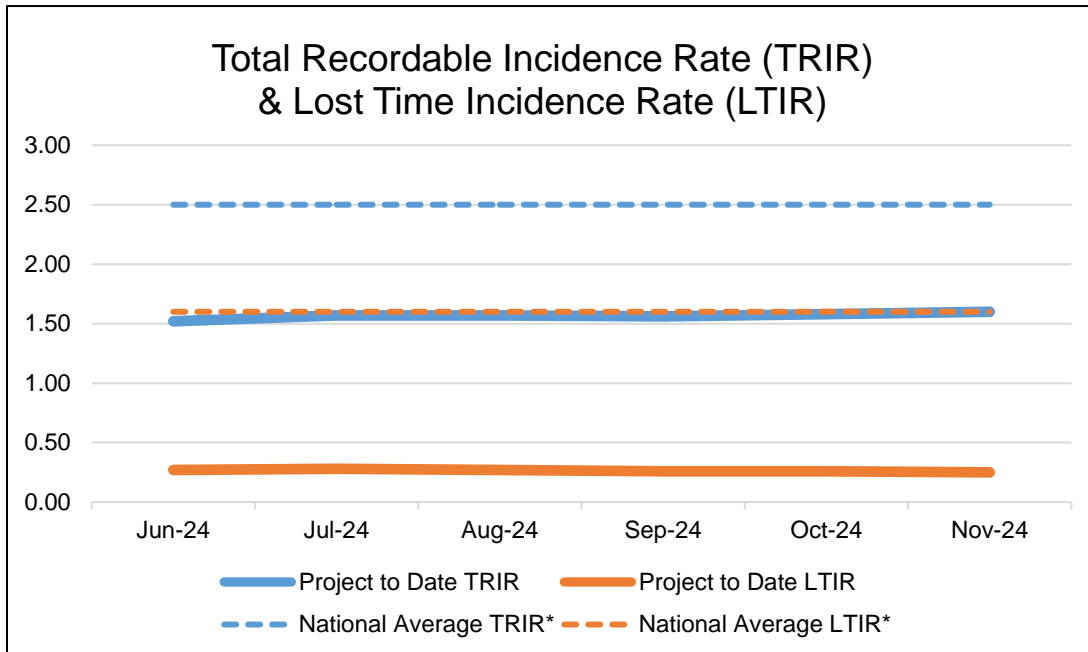
Safety procedures and activities during this reporting period include:

### Safety Activities:

- HRCP hired additional safety coordinators for the Marine and Islands/Portals construction areas.
- HRCP continued OSHA/Safety Refresher Training for supervisors and foremen.
- HRCP updated the Tunnel Refresher Training for current operations in the HT tunnel.
- HRCP completed Overhead Hazard Training for all crew members and subcontractors.
- HRCP completed 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 November 30, 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 **381** subcontracts, subconsultant agreements and purchase orders to certified DBE/SWaM firms. The total contract award is at **\$602.9 million** to date. A total of **\$480.9 million** has been paid for work completed by DBE/SWaM firms. HRCP has exceeded both commitment and attainment goals.

### Compliance Activities:

- During this reporting period, HRCP and VDOT met on November 19, 2024, for its monthly Civil Rights Workgroup Meeting. The focus of the discussion included the Design-Builder's current challenges with subcontract payment disputes. Vendor payment processing has improved but further streamlining efforts are needed.

### Workforce Development Activities:

- HRCP's On-the-Job Training Program currently has 40 graduates, achieving 50% of the contract goal of 80. There are 15 active enrollees as of this reporting period.
- On October 25, 2024, HRCP hosted its first OJT Appreciation and Networking Celebration. A luncheon was held in honor of past and current OJT enrollees and assigned training mentors for their successful participation in the program administered by VDOT and the Virginia Transportation Construction Alliance (VTCA). HRCP's DBE Manager, Elonda Mackey, provided an overview of the program and highlighted the various training classifications available through the program. Speakers included HRCP Executive Director Juan Miguel Perez, VDOT's District Civil Rights Manager Queen Crittendon, and other HRCP project managers.

### Business Development Activities:

- November 21, 2024 – Christopher Newport University's SWaM Outreach, Newport News

## 10. Public Outreach & Media

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

### Public Outreach

- October 22, 2024 – HRBT Expansion team provided project updates to the Southside Old Point Bank Board of Directors.
- October 23, 2024 – HRBT Expansion team provided project updates to Peninsula Old Point Bank Board of Directors.
- October 23, 2024 – HRBT Expansion team hosted a site visit for members of the Commonwealth Transportation Board.
- October 24, 2024 – HRBT Expansion Project Director Ryan Banas provided project updates at the annual Governor's Transportation Conference in Norfolk.
- October 24, 2024 – HRBT Expansion Project Fall 2024 Magazine is scheduled for release.
- October 28, 2024 – HRBT Expansion team provided project updates to residents of Westminster-Canterbury on Chesapeake Bay in Virginia Beach.
- October 31, 2024 – VDOT Hampton Roads District Engineer Christopher Hall and HRBT Expansion Project Director Ryan Banas presented project updates and hosted a site visit for members of the FHWA Virginia Division.
- November 1, 2024 – HRBT Expansion Project Deputy Construction Manager Phillip Casteen presented project updates to the senior Civil Engineering students at Old Dominion University.
- November 1, 2024 – HRBT Expansion Project Director Ryan Banas presented project updates at Virginia Tech's Vecellio Distinguished Lecture Series in Blacksburg.
- November 6, 2024 – HRBT Expansion team presented project updates and hosted a site visit for members of the FHWA Richmond Office staff.
- November 7, 2024 – HRCP hosted a site tour for members of Underground Construction Association's Women in Tunneling group. Attendees also visited the project Welcome Center.
- November 7, 2024 – HRBT Expansion Project Director Ryan Banas received the Honorable Ray LaHood Award at the Women's Transportation Seminar (WTS) Annual Awards Reception in Virginia Beach.
- November 12, 2024 – HRBT Expansion team hosted civilian NAVFAC staff members for a construction and procurement briefing.
- November 12, 2024 – HRBT Expansion team presented project updates to the Little Creek Lions Club in Norfolk.

- November 13, 2024 – HRBT Expansion team presented project updates to representatives from S.L. Nusbaum Realty Co.
- November 13, 2024 – Residents from Cottage Line and Bayview Civic Leagues visited the HRBT Welcome Center for project updates and a tour of the facility.
- November 14, 2024 – HRBT Expansion Project Director Ryan Banas presented project updates during the 2024 Virginia Transportation Construction Alliance (VTCA) Hampton Roads District Dialogue event.
- November 14, 2024 – HRBT Expansion Project Director Ryan Banas received the ICON Award from the Hampton Roads Chamber in Virginia Beach.
- November 15, 2024 – HRBT Expansion Project Director Ryan Banas presented project updates to members of the International Right of Way Association at Fort Monroe.
- November 22, 2024 – HRBT Expansion Project Director Ryan Banas presented project updates and a technical overview to industry professionals at the Associated Pennsylvania Constructors Fall Seminar in Hershey, PA.

## Media

- October 24, 2024 – (HRBT Expansion Project) Fall 2024 Project Magazine <https://hrbtexpansion.vdot.virginia.gov/newsroom/magazine/>
- November 4, 2024 – (WAVY) VDOT: Over 1,300 cubic yards of concrete poured for HRBT Expansion Project <https://www.msn.com/en-us/news/technology/vdot-over-1300-cubic-yards-of-concrete-poured-for-hrbt-expansion-project>
- November 5, 2024 – (HRBT Expansion Project) HRBT Expansion Team published a video highlighting Mary the Tunnel Boring Machine's October 17, 2024 launch to bore the expansion's second twin tunnel. <https://vimeo.com/manage/videos/1025589354>
- November 11, 2024 – (HRBT Tunnel Talk Podcast) Environmental Permitting <https://hrbtexpansion.vdot.virginia.gov/newsroom/podcast/>
- November 15, 2024 – (HRBT Expansion Project) Critical Concrete Work at Twilight <https://vimeo.com/1029372491>
- November 15, 2024 – (HRBT Expansion Project) HRBT Expansion Project November Newsletter <https://conta.cc/4fNUv1L>

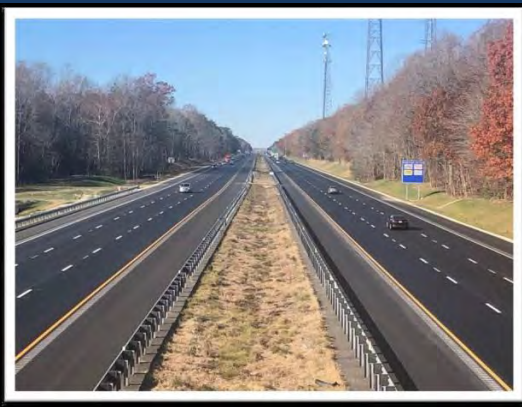
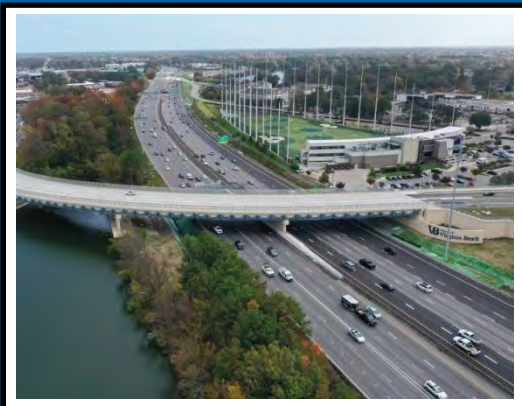
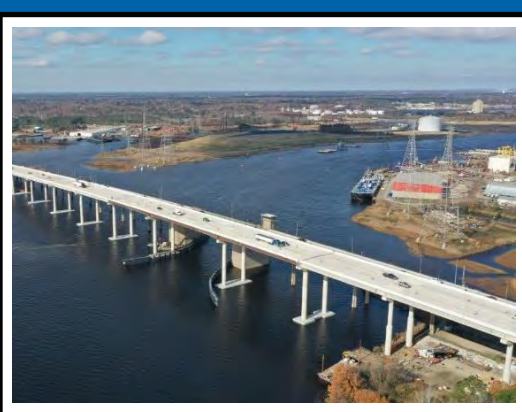
## Lane Closures/Advisories

- October 25, 2024 – Weekly Lane Closure Report
- November 1, 2024 – Weekly Lane Closure Report
- November 8, 2024 – Weekly Lane Closure Report
- November 15, 2024 – Weekly Lane Closure Report

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

<https://hrbtexpansion.vdot.virginia.gov/>





# HRTAC PROGRAM MONTHLY EXECUTIVE REPORT

December 2024

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## **ORIGINAL MAJOR PROJECTS**

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



# HRTAC Program Development Monthly Executive Report December 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 11/30/2024):</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 11/30/2024):</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.):

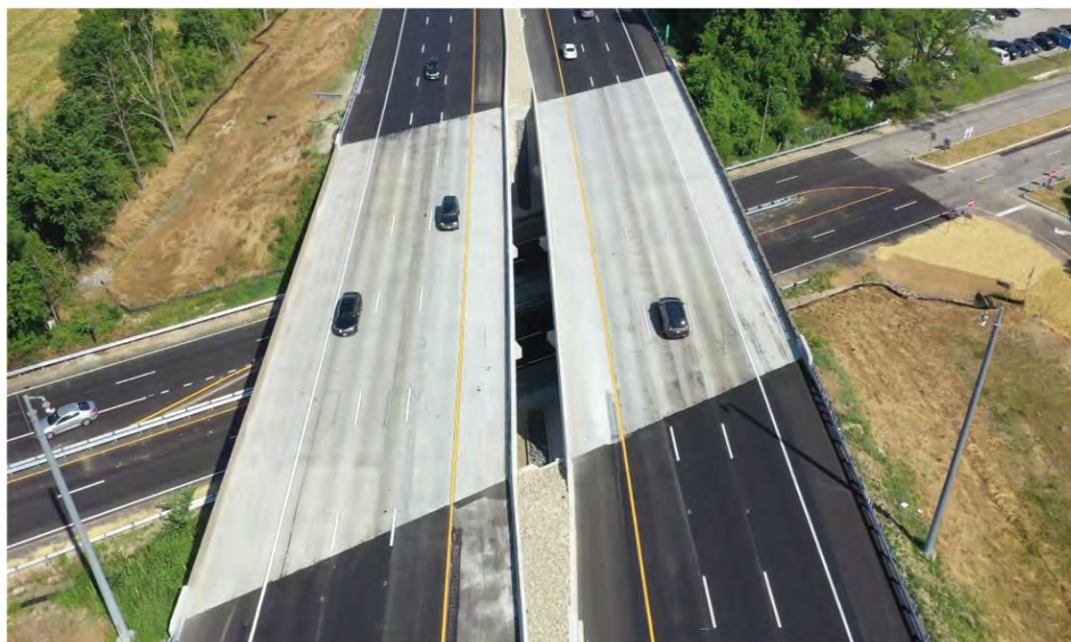
DB Notice to Proceed	February 2016
Project Completion	May 2019
Schedule Status	Completed

#### 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)**

# HRTAC Program Development Monthly Executive Report December 2024

Hampton Roads District  
7511 Burbage Drive  
Suffolk

## I-64 Peninsula Widening- Segment III

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

### Project Scope:

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

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

### Project Financial Summary:

<u>Project Budget (\$244,045,973):</u>	<u>Funds Expended (as of 11/30/2024):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 10,000,000	\$ 5,766,837	\$ 4,233,163
○ RW \$ 12,000,000	\$ 932,645	\$ 11,067,355
○ CN \$ 222,045,973	<u>\$ 201,050,592</u>	\$ 20,995,381
	\$ 207,750,074	

#### Enabling Funding

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

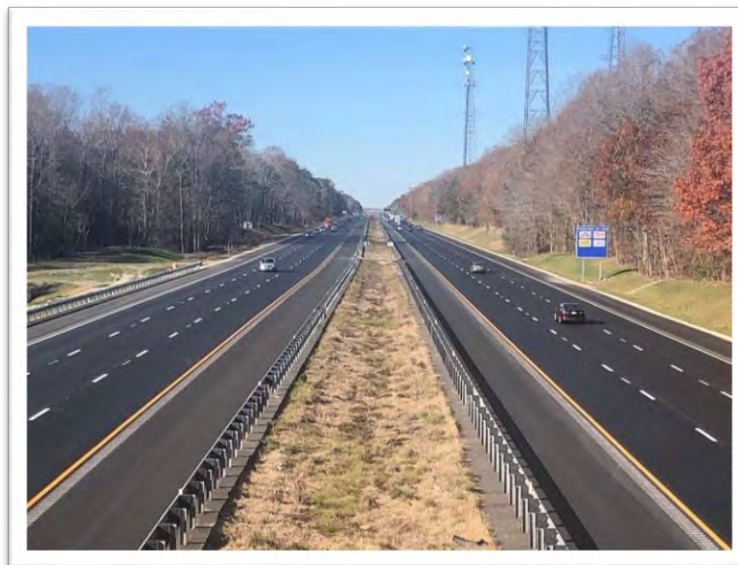
### Project Schedule (Design-Builder – Shirley Contracting Co., LLC):

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:

- Completion achieved on December 6, 2021
- In final contract close out: Environmental and NPDES permits are closed out; Preparing close-out request package for Programming Division.



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



# HRTAC Program Development Monthly Executive Report December 2024

## 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 11/30/2024):</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>\$ 125,560,868</u>	\$ 11,462,785
	\$ 156,154,290	

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

### Project Schedule (Contractor – Tutor Perini Corp.):

Construction Notice to Proceed	October 2016
Project Completion	May 2020
Schedule Status	Completed

#### Enabling Funding

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

### Project Status:

- Completion achieved on May 18, 2020
- In final contract close out: In claim litigation. Claim settled; waiting for formal claim settlement agreement.



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 11/30/2024):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 14,082,810	\$ 14,082,810	\$ 0
○ RW \$ 54,392,666	\$ 56,063,931	- \$ 1,671,265*
○ CN \$ 126,028,411	<u>\$ 134,877,309</u>	- \$ 8,848,898**
	\$ 205,024,050	

\*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:

- Completion achieved on November 11, 2022
- In final contract close out: NPDES permit closed-out. Environmental permit close-out ongoing; Coordination ongoing to complete environmental punchlist items.



I-264 EB at Cleveland Street Flyover



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

# HRTAC Program Development Monthly Executive Report December 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 11/30/2024):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 12,200,000	\$ 12,189,268	\$ 10,732
○ RW \$ 18,726,000	\$ 11,444,837	\$ 7,281,163
○ CN \$ 493,687,765	<u>\$ 421,381,175</u>	\$ 72,306,590
	\$ 445,015,280	

### Enabling Funding

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

### Project Schedule (Design-Build – Granite-Parsons-Corman, JV):

DB Notice to Proceed	November 2017
Fixed Completion Date	January 2023*
Project Completion	October 2024
Schedule Status	Completed

\* 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:

- Completion achieved on October 31, 2024
- Post-Construction and Close-out phase of project underway



Traffic on new High Rise Bridge  
(looking west)

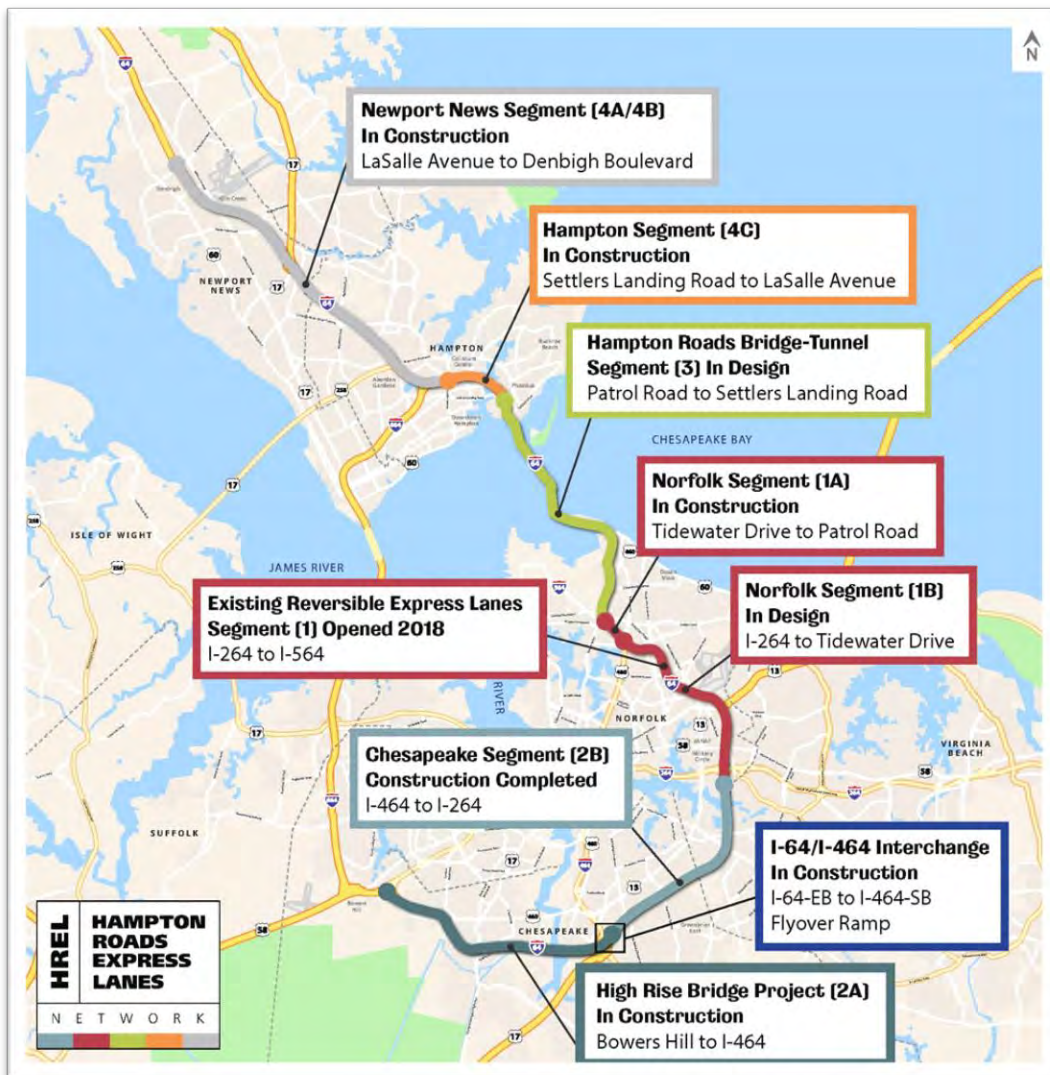


Traffic on I-64 just West of Great Bridge Blvd  
(looking west)



## HREL PROJECTS

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



## 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 11/30/2024):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 4,900,000*	\$ 2,671,455	\$ 2,228,545
○ RW \$ 500,000	\$ 38,492	\$ 461,508
○ CN \$ 192,212,207	<u>\$ 88,082,551</u>	\$ 104,129,656
	\$ 90,792,498	

\*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 was lifted mid-November



**Cement Treated Aggregate placement along median barrier**



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 (\$425,327,648):*</u>	<u>Funds Expended (as of 11/30/2024):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 17,750,000*	\$ 8,944,603	\$ 8,805,397
○ RW \$ 2,865,000	\$ 0	\$ 0
○ CN \$ 404,712,648	<u>\$ 0</u>	\$ 0
	\$ 8,944,603	

\* 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

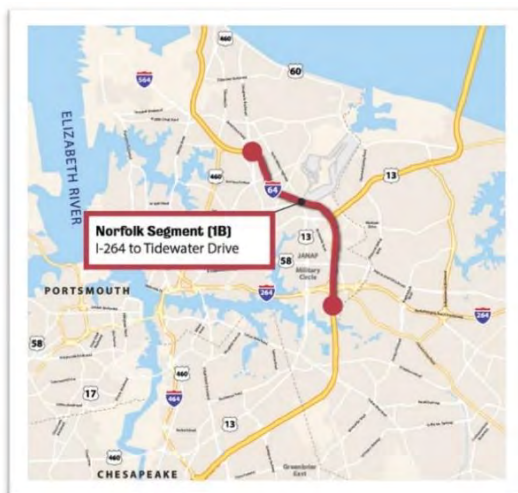
Public Hearing	December 1 & 2, 2021
Request for Qualifications	December 4, 2024
Request for Proposals	March 2025
Notice of Intent to Award	September 2025
DB Notice to Proceed	December 2025
Project Completion	December 2029
Schedule Status	On-Schedule

### Enabling Funding

HRTAC	\$347,327,648*
State/Federal	<u>\$ 78,000,000</u>
	\$425,327,648

Project Status:

- Cost, Schedule, Risk Analysis (CSRA) Workshop was held on November 21-22, 2024
- RFQ was advertised on December 4, 2024
- Preliminary design, contract development, and RFP package underway for March RFP 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 11/30/2024):</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.):

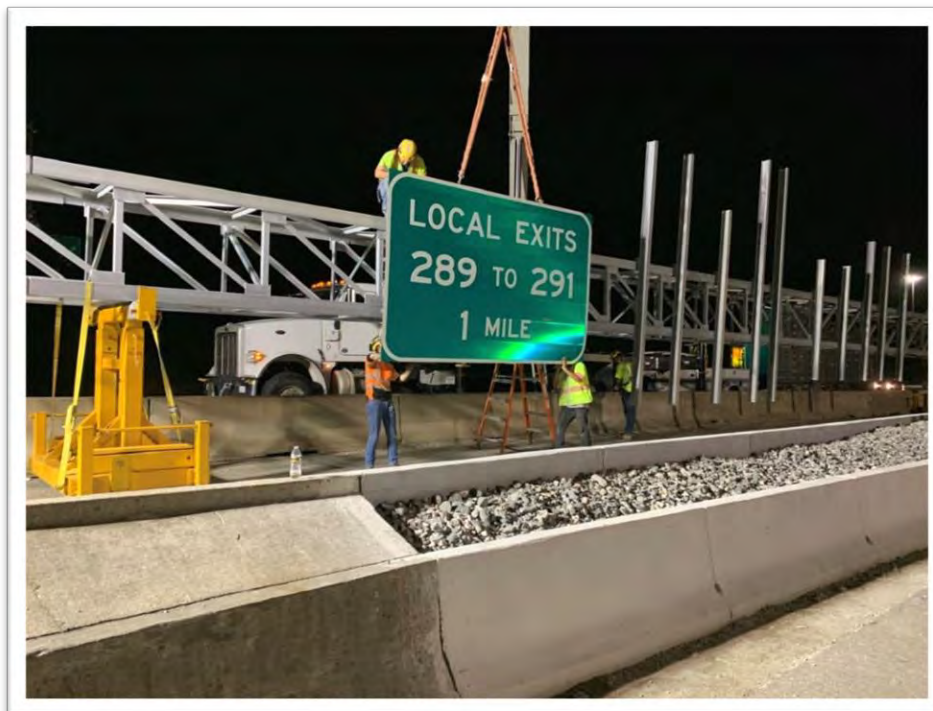
Construction Notice to Proceed	October 2020
Project Completion	August 2022
Schedule Status	Completed

#### Enabling Funding

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

### Project Status:

- Completion achieved on August 22, 2022
- 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**

# HRTAC Program Development Monthly Executive Report December 2024

Hampton Roads District  
7511 Burbage Drive  
Suffolk

## 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 11/30/2024):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 1,361,556	\$ 1,217,211	\$ 144,345
○ RW \$ 0	\$ 0	\$ 0
○ CN \$ 17,427,918	\$ 0	\$ 17,427,918
	\$ 1,217,211	

### Project Schedule:

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

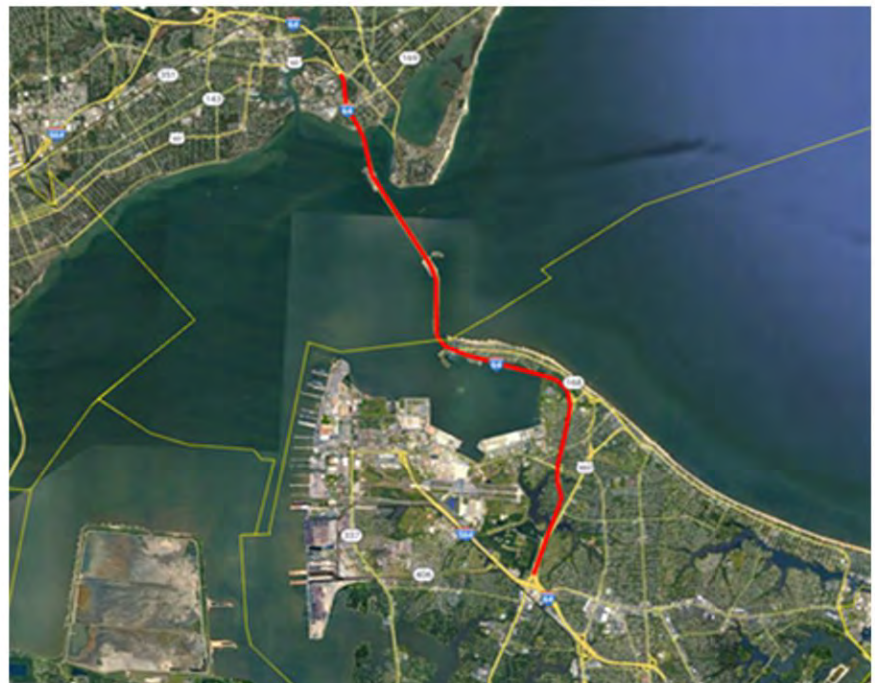
#### Enabling Funding

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.
- IIPM product selected and approved 11/19/24
- Project in Biddability review





## 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 11/30/2024):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 12,391,063*	\$ 9,555,673	\$ 2,835,390
○ RW \$ 77,782	\$ 43,531	\$ 34,251
○ CN \$ 151,059,074	<u>\$ 18,866,157</u>	\$ 132,192,917
	\$ 28,465,361	

\* 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

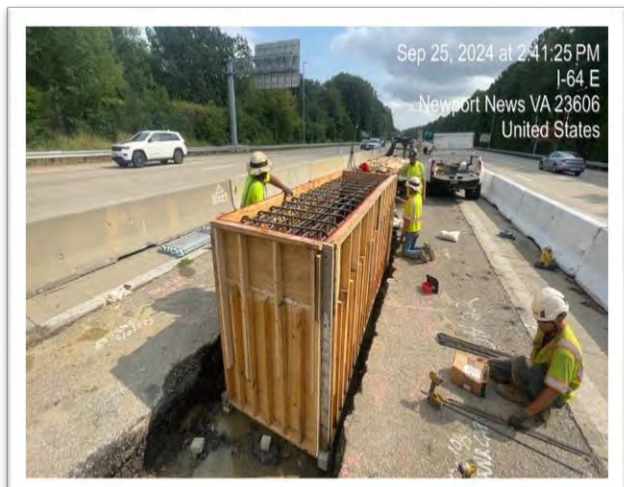
HRTAC	\$ 142,527,909*
State/Federal	<u>\$ 21,000,000</u>
	\$ 163,527,919

### Project Status:

- Installing new drainage, overhead signage, toll gantries, and barrier wall in the I-64 median between Denbigh Boulevard and Mercury 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 December 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**

# HRTAC Program Development Monthly Executive Report December 2024

Hampton Roads District  
7511 Burbage Drive  
Suffolk

## 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:

Project Budget (\$407,922,054):	Funds Expended (as of 11/30/2024):	Budget Remaining (+) / Overrun (-):
○ PE \$ 6,167,176	\$ 6,164,656	\$ 2,520
○ RW \$ 8,000,000	\$ 1,669,195	\$ 6,330,805
○ CN \$ 393,754,878	<u>\$151,979,591</u>	\$ 241,775,287
	\$159,813,442	

### 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:

- Traffic shifted from outside lanes to inside lanes between Lasalle and Hampton River Bridge
- Approval to use the selected internally illuminated pavement markings (IIPMs) received.
- Bridge rehabilitation work on the WB Hampton River, Rip Rap Road, King Street and Settlers Landing bridges continuing. Test Drilled shaft installed at Settlers Landing.
- One through lane in Eastbound direction on Settlers Landing Road under I-64 is closed for approximately one year starting October 2024
- All beams on WB I-64 bridge over Hampton River are now set.
- Roadway widening and reconstruction work in the median continues from Settlers Landing to Mallory.
- Installing soundwall and overhead sign foundations



VDOT Hampton Roads District Engineer receives briefing from Hampton River Bridge Contractor on concrete placement for widened bridge.

## 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 11/30/2024):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 4,420,000	\$ 2,499,552	\$ 1,920,448
○ RW \$ 1,276,469	\$ 0	\$ 1,276,469
○ CN \$149,683,905	\$ 12,407,926	\$ 137,275,979
	\$ 14,907,539	

### 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	\$ 140,000,000
	\$ 155,380,374

### Project Status:

- Scope validation closed on September 20, 2024
- Joint Permit Application submitted to the USACE on September 20, 2024
- Final Traffic Package was returned to Design Build Team on October 28, 2024
- Major pending submittals include Final Early Works Package, Final Early Works Package VPDES, Final Noise Analysis, Geotechnical Engineering Report for Embankment and Roadway, and Geotechnical Engineering Report for Structures



**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 11/30/2024):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 9,380,000	\$ 7,885,087	\$ 1,494,913
○ RW \$ 8,037,000	\$ 0	\$ 8,037,000
○ CN \$ 507,099,000	\$ 0	\$ 507,099,000
	\$ 7,885,087	

### 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 11/30/2024):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE 11,904,630	\$ 7,470,636	\$ 4,433,994
○ RW \$ 0	\$ 0	\$ 0
○ CN \$ 0	\$ 0	\$ 0
	\$ 7,470,636	

### Study Schedule:

Begin NEPA Process	July 2020
Preferred NEPA Alternative Recommendation	February 2022
NEPA Completion	Winter 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)

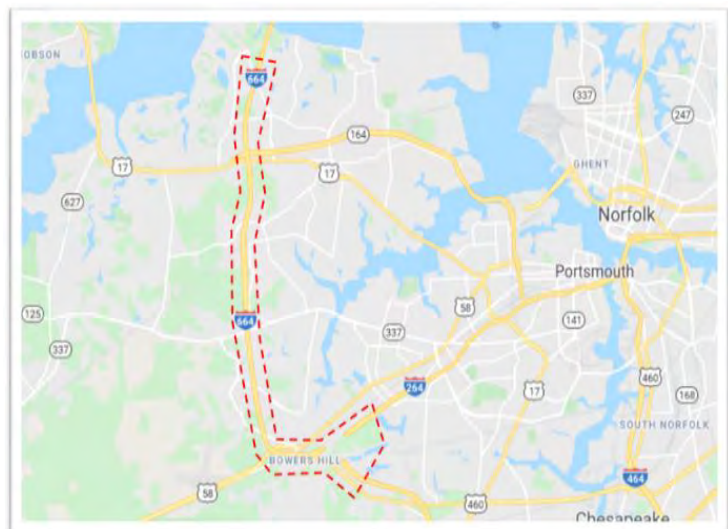
### Study Status:

#### 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
- Currently, working on finalizing three alternatives



## 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 11/30/2024):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 2,500,000	\$ 1,226,616	\$ 1,273,384
○ RW \$ 0	\$ 0	\$ 0
○ CN \$ 0	\$ 0	\$ 0
	\$ 1,226,616	

### Study Schedule:

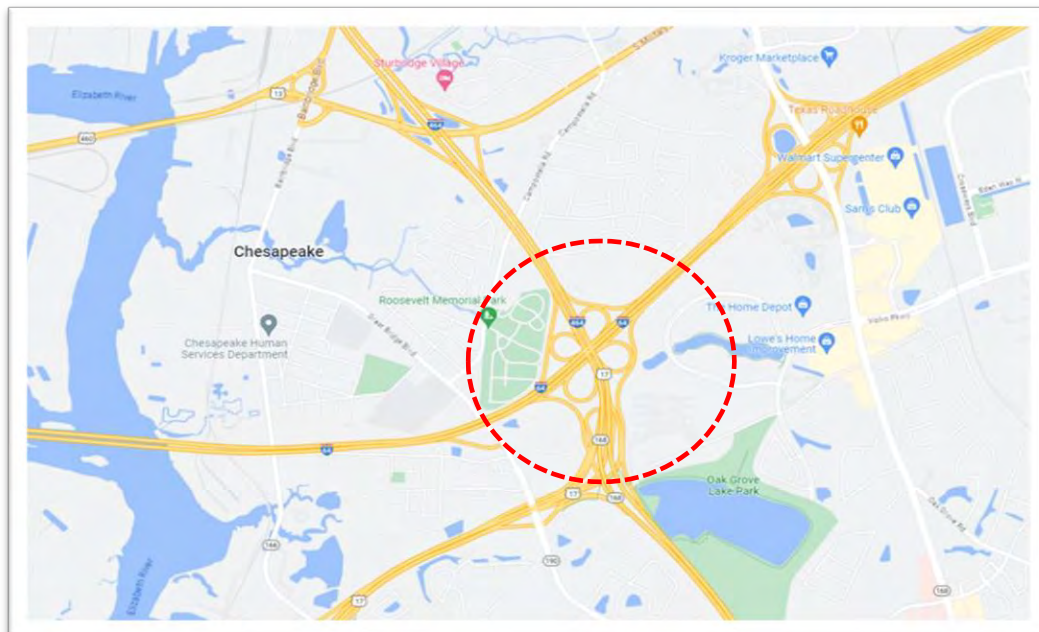
Study Authorization	January 2023
LD-459 Framework Document	April 2023
Preferred Alternatives	April 2024
Citizen Information Meeting	July 2024
Final IAR Submission	November 1, 2024
Schedule Status	Submitted for Review

#### 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. At this time, we have received comments from District and revising for final submission.



## 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 11/30/2024):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 1,250,000	\$ 385,045	\$ 864,955
○ RW \$ 0	\$ 0	\$ 0
○ CN \$ 0	\$ 0	\$ 0
	\$ 385,045	

### Study Schedule:

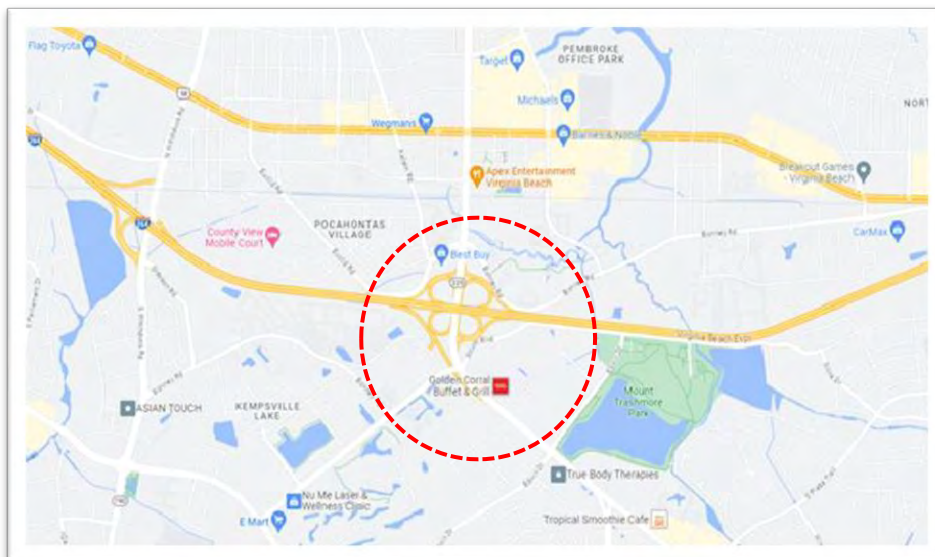
Framework Document Approval	November 2023
Existing Conditions Analysis	January 2024
Future Design Year Volumes	February 2024
Tier 1 Concept Development & Screening	August 2024
Citizen Information Meeting	November 2024
Tier 2 Final Alternatives Summary and Selection	December 2024
Project Prioritization/Phasing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

#### Enabling Funding

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

### Study Status:

- The No-Build Model Analyses have been completed and were reviewed by Stakeholders
- VDOT/Consultant Coordination meeting held on October 26 to discuss status of IAR
- A Stakeholder meeting was 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 11/30/2024):</u>	<u>Budget Remaining (+) / Overrun (-):</u>
○ PE \$ 17,712,000	\$ 1,203,098	\$ 16,508,902
○ RW \$ 8,931,026	\$ 0	\$ 8,931,026
○ CN \$161,420,044	\$ 0	\$ 161,420,044
	\$ 1,203,098	

### Project Schedule:

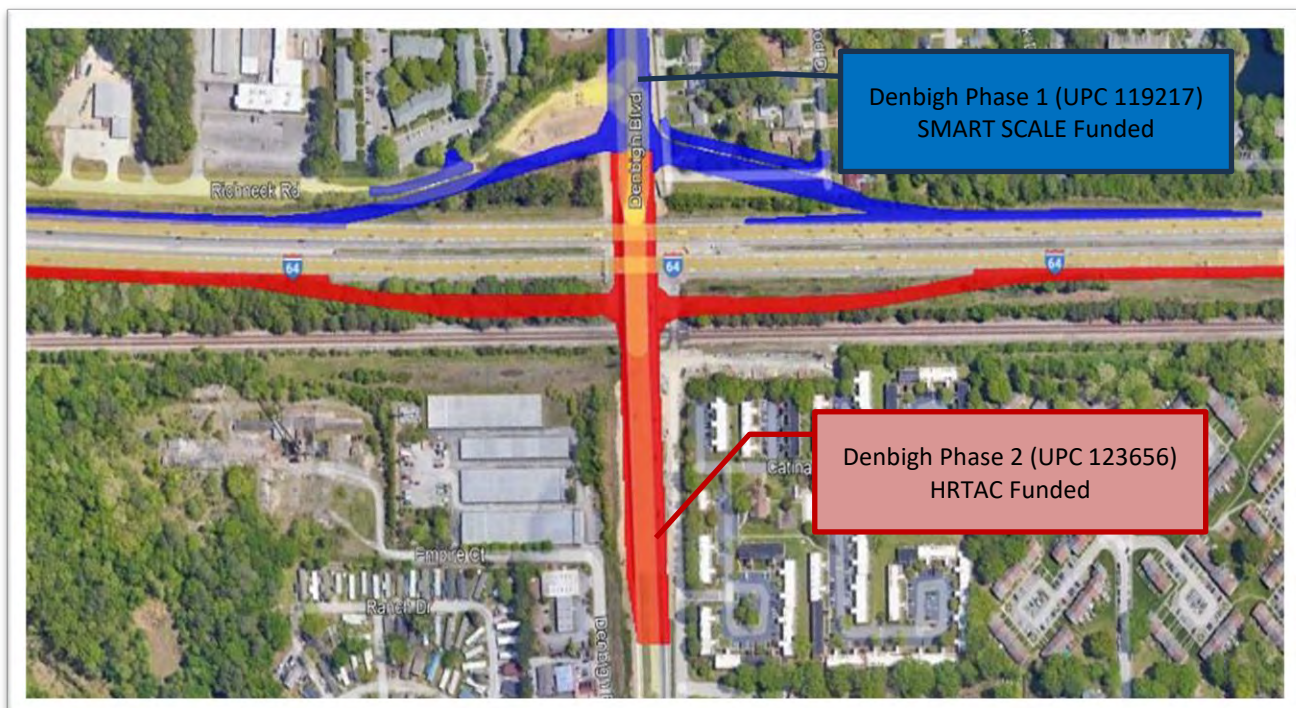
Public Hearing	June 2024
FONSI	October 2024
Advertisement	April 2030
Construction Notice to Proceed	August 2030
Fixed Completion Date	July 2034
Schedule Status	On-Schedule

#### Enabling Funding

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

### Project Status:

- Stage 1 Bridge Report Submitted for Review
- Value Engineering Study Finalized
- Advancement of ground improvement and H&HA for FI Plans



January 3, 2025

Mr. Tyler Williamson  
Chief Executive Officer  
Families of Autism Coming Together  
3509 Virginia Beach Boulevard  
Virginia Beach, VA 23452

Re: TIP FY 2024-2027 (5310 Program)

Dear Mr. Williamson:

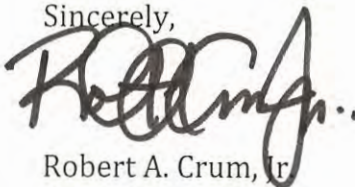
I am writing in response to your letter of December 30, 2024, to the Hampton Roads Transportation Planning Organization (HRTPO) in regard to your request for funding under the Federal Transit Administration (FTA) Section 5310 program to purchase five (5) 14-passenger Body on Chassis (BOC) minibuses equipped with hydraulic wheelchair lifts at a total cost of approximately \$593,815.

The Families of Autistic Children of Tidewater, Inc. a/k/a FACT (Families of Autism Coming Together) application request is for 90% of the total cost (including the available state match), and the agency will supply the remaining required 10% match of \$59,382. As detailed in your correspondence, the FACT organization provides client-based transportation for hundreds of children and adults with autism to various social and recreational programs, such as summer camps, after-school programs, weekend community outings, and adult programs during the day. The new equipment, if funded, would replace three existing vehicles nearing the end of their service lives.

This is to assure you that your project, if funded, will be included in the appropriate program year of the Hampton Roads Transportation Improvement Program (TIP) for approval by the HRTPO.

Please let me know if I may be of further assistance to you in this matter.

Sincerely,



Robert A. Crum, Jr.  
Executive Director

JR/cm

Copy: Jessica Maffey, DRPT





William McCarty, Chair | Gordon C. Helsel, Jr., Vice-Chair  
Robert A. Crum, Jr., Executive Director

January 3, 2025

Mr. Steve Zollos  
Chief Executive Officer  
Senior Services of Southeastern Virginia  
2551 Eltham Avenue, Suite Q  
Norfolk, VA 23513

Re: TIP FY 2024-2027 (5310 and MERIT Programs)

Dear Mr. Zollos:

I am writing in response to your letter of December 18, 2024, to the Hampton Roads Transportation Planning Organization (HRTPO) in regard to your current requests for funding under both the Federal Transit Administration (FTA) Section 5310 and Virginia Department of Rail and Public Transportation (DRPT) MERIT grant programs.

Specifically, an FTA Section 5310 grant application is being advanced both to support the purchase of three (3) wheelchair capable vehicles and also to cover related operating costs, salary, fringe and related expenses for the agency's existing Mobility Management efforts. The estimated total combined cost is \$407,970. The federal share of the project would be 80%, with the Virginia Department of Rail and Public Transportation (DRPT) matching up to 16% of non-federal share with state funds and Senior Services of Southeastern Virginia being responsible for the remaining 4% (exact balance to be determined based on available State match).

The 5310 grant would permit Senior Services to provide seniors and persons with disabilities with expanded transportation services and options to locations such as essential human services, medical appointments, grocery stores, and other destinations that support independence for target populations.

The MERIT Special Programs -Technical Assistance grant application is seeking a total of \$35,000, with a state and local match matching requirement of 50%. Written correspondence indicates that DRPT anticipates covering this match requirement. Funds will provide Senior Services with technical assistance to conduct a feasibility study on the viability of introducing one or more electronic vehicles with charging stations to the agency's fleet.

This is to assure you that your projects, if funded, will be included in the appropriate program year of the Hampton Roads Transportation Improvement Program (TIP) for approval by the HRTPO.

Please let me know if I may be of further assistance to you in this matter.

Sincerely,

Robert A. Crum, Jr.  
Executive Director

JR/cm

Copy: Jessica Maffey, DRPT



William McCarty, Chair | Gordon C. Helsel, Jr., Vice-Chair  
Robert A. Crum, Jr., Executive Director

December 13, 2024

Mr. David A. Coe  
Executive Director  
Colonial Behavioral Health  
473 McLaws Circle  
Williamsburg, VA 23185

Re: TIP FY 2024-2027 (5310 Program)

Dear Mr. Coe:

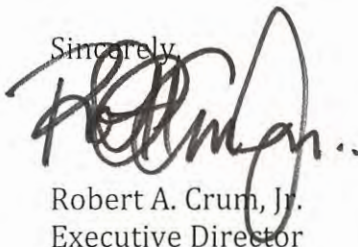
I am writing in response to your letter of December 6, 2024, to the Hampton Roads Transportation Planning Organization (HRTPO) in regard to your request for funding under the Federal Transit Administration (FTA) Section 5310 grant program to purchase a replacement 14-passenger Body on Chassis (BOC) minibus with a hydraulic wheelchair lift with a total cost of approximately \$118,783.

The application request is for 90% of the total cost (\$106,905), with the agency supplying the required 10% match of \$11,878. As detailed in your correspondence, Colonial Behavior Health (CBH) will utilize this minibus to provide transportation services both to individuals receiving services through CHB's developmental disabilities and psycho-social rehabilitation day programs, as well as to other individuals with disabilities and seniors receiving other services. The new minibus is intended to replace a 14-passenger BOC minibus that has passed its useful service life.

This is to assure you that your project, if funded, will be included in the appropriate program year of the Hampton Roads Transportation Improvement Program (TIP) for approval by the HRTPO.

Please let me know if I may be of further assistance to you in this matter.

Sincerely,



Robert A. Crum, Jr.  
Executive Director

Copy: Jessica Maffey, DRPT

**ITEM #24: OLD/NEW BUSINESS**

**ITEM #25: ADJOURNMENT**