

Transportation Improvement Program



FY 2021-2024



T20-03

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**TRANSPORTATION IMPROVEMENT PROGRAM
FISCAL YEARS 2021 – 2024**

Approved by the HRTPO Board on March 19, 2020

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This document was prepared by the Hampton Roads Transportation Planning Organization (HRTPO) in cooperation with the Virginia Department of Transportation, Virginia Department of Rail and Public Transportation, Hampton Roads Transit, Williamsburg Area Transit Authority and the localities of Chesapeake, Franklin, Gloucester County, Hampton, Isle of Wight County, James City County, Newport News, Norfolk, Poquoson, Portsmouth, Southampton County, Suffolk, Virginia Beach, Williamsburg, and York County.

The HRTPO is the Metropolitan Planning Organization (MPO) for the Hampton Roads area. As such, it is a federally mandated transportation policy board comprised of representatives from local, state, and Federal governments, transit agencies, and other stakeholders and is responsible for transportation planning and programming for the Hampton Roads metropolitan planning area. See <http://www.hrtpo.org> for more information.

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ABSTRACT

The Transportation Improvement Program (TIP) is a multi-year program for the implementation of surface transportation projects within the Hampton Roads metropolitan planning area (MPA). The TIP contains all federally-funded and/or regionally significant projects that require an action by the Federal Highway Administration or the Federal Transit Administration. Before any federally funded and/or regionally significant surface transportation project can be built in the Hampton Roads MPA, it must be included in a current TIP that has been approved by the Hampton Roads Transportation Planning Organization.

ACKNOWLEDGMENTS

This document was prepared in cooperation with the U.S. Department of Transportation (USDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Virginia Department of Transportation (VDOT), Virginia Department of Rail and Public Transportation (DRPT), Hampton Roads Transit (HRT), and Williamsburg Area Transit Authority (WATA). The contents of this report reflect the views of the Hampton Roads Transportation Planning Organization (HRTPO). The HRTPO staff is responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the FHWA, FTA, VDOT or DRPT. This report does not constitute a standard, specification, or regulation. FHWA, FTA, VDOT or DRPT acceptance of this report as evidence of fulfillment of the objectives of this program does not constitute endorsement/approval of the need for any recommended improvements nor does it constitute approval of their location and design or a commitment to fund any such improvements. Additional project level environmental impact assessments and/or studies of alternatives may be necessary.

NON-DISCRIMINATION

The HRTPO assures that no person shall, on the ground of race, color, national origin, handicap, sex, age, or income status as provided by Title VI of the Civil Rights Act of 1964 and subsequent authorities, be excluded from participation in, be denied the benefits of, or be otherwise subject to discrimination under any program or activity. The HRTPO Title VI Plan provides this assurance, information about HRTPO responsibilities, and a Discrimination Complaint Form.

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Federal regulations allow projects that are not considered to be of appropriate scale for individual identification to be grouped by function, work type, and/or geographic area. The grouping of projects increases flexibility and reduces the number of TIP revisions needed throughout the year. VDOT and HRTPO staffs coordinate on projects that may be grouped

Section XIII – Projects Included for Administrative Purposes

Projects in this section generally fall into the following categories: projects that are complete, but have not been processed through financial close out; projects that have received federal earmarks, but are not active projects; and projects that are related to other currently active projects.

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Overview

Section I

INTRODUCTION

The Hampton Roads Transportation Planning Organization (HRTPO) is the Metropolitan Planning Organization (MPO) for the Hampton Roads Metropolitan Planning Area (MPA). Prepared by the HRTPO, the Fiscal Year (FY) 2021 – 2024 Transportation Improvement Program (TIP) is a four-year program for the implementation of surface transportation projects within the Hampton Roads MPA. The TIP contains all federally-funded projects and/or regionally significant projects that require an action by the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA). Before any federally-funded and/or regionally significant surface transportation project can be built in the Hampton Roads MPA, it must be included in the current TIP that has been approved by the HRTPO.

As the federally designated MPO, the HRTPO is responsible for coordinating the transportation planning activities for the Hampton Roads MPA. This includes the planning and programming of Federal funds through the TIP. To ensure compliance, the FY 2021 – 2024 TIP was developed in adherence to all applicable Federal regulations associated with the current Federal transportation legislation entitled the *Fixing America's Surface Transportation (FAST) Act*.

The FY 2021 – 2024 TIP was developed by the HRTPO in cooperation with the Virginia Department of Transportation (VDOT), the Virginia Department of Rail and Public Transportation (DRPT), Hampton Roads Transit (HRT), Suffolk Transit, and the Williamsburg Area Transit Authority (WATA). The HRTPO Board-approved TIP is incorporated into the Statewide Transportation Improvement Program (STIP), which is submitted to the FHWA and FTA for approval. The TIP, which must be consistent with the current fiscally-constrained long-range transportation plan, identifies near-term programming of Federal, state, and local transportation funds.

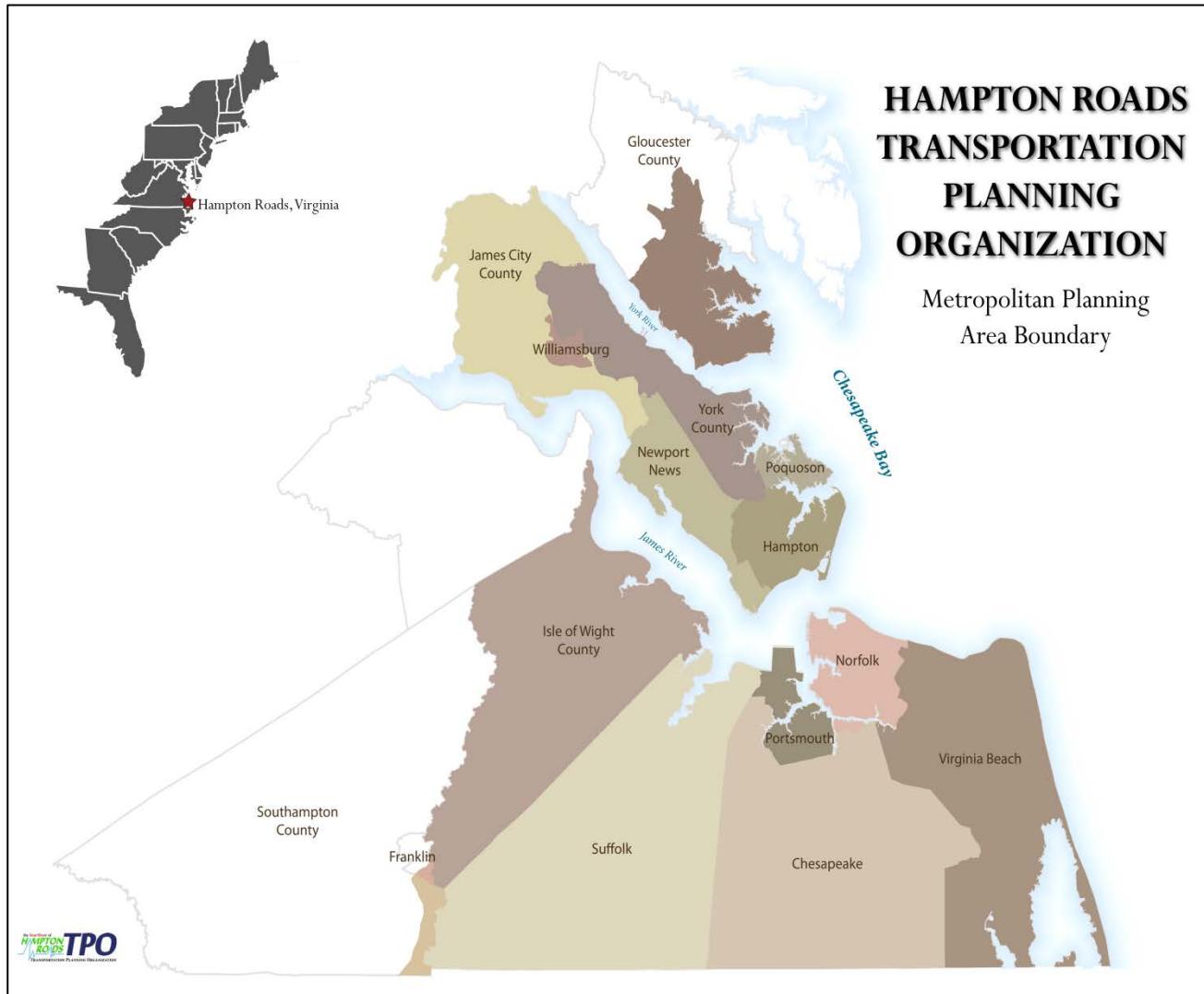
The TIP must be financially constrained – meaning that the amount of funding programmed cannot exceed the amount of funding reasonably expected to be available. Once the TIP is approved by the HRTPO Board, the approved TIP may be revised in order to add new projects, delete projects, and update or change information associated with projects. In order to add projects to the TIP, sufficient revenues must be available, other projects must be deferred, or new revenues must be identified. Consequently, the TIP is a list of projects with funding commitments during the timeframe of the TIP.

REGIONAL OVERVIEW

The Hampton Roads Metropolitan Planning Area (MPA) includes the cities of Chesapeake, Hampton, Newport News, Norfolk, Poquoson, Portsmouth, Suffolk, Virginia Beach, and Williamsburg; the counties of Isle of Wight, James City, and York; a portion of the city of Franklin; and portions of the counties of Gloucester and Southampton (see **Figure 1**).

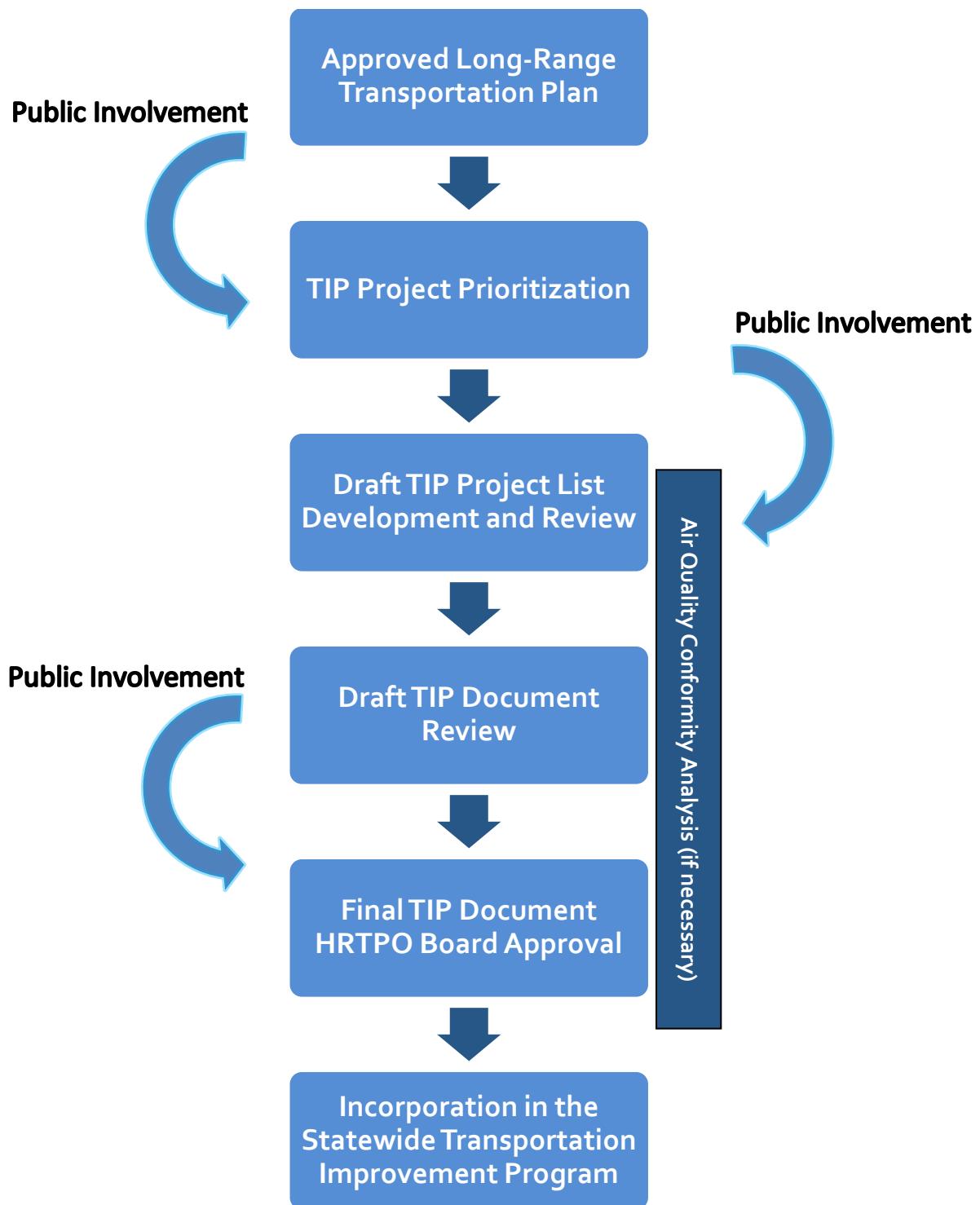
The Hampton Roads MPA is located in Southeastern Virginia adjacent to the Atlantic Ocean and the Chesapeake Bay and is divided by the James River and the Hampton Roads harbor. The current population within the MPA is approximately 1.7 million. The region has a strong military presence anchored by the largest naval station in the world – Naval Station Norfolk – and each branch of the armed forces has one or more bases within the MPA. Hampton Roads is home to four state-operated port facilities, several private port facilities, 83 Federal facilities, two international airports, three Amtrak stations, and multiple freight rail lines, and shipyards. Providing links to these facilities is a complex network of roads, bridges and tunnels, transit routes, and bicycle and pedestrian facilities. The region's significant water features make necessary a large number of bridges and tunnels, which entail higher construction and maintenance costs than more standard roadway facilities. The combination of these factors present special challenges in developing a safe, efficient, and well maintained regional transportation system.

Figure 1 | Hampton Roads Metropolitan Planning Area



TRANSPORTATION IMPROVEMENT PROGRAM DEVELOPMENT PROCESS

Figure 2 | TIP Development Process



As shown in **Figure 2**, the development of the Transportation Improvement Program (TIP) begins with the approved Long-Range Transportation Plan (LRTP), which is financially-constrained, has a planning horizon of at least 20 years, and includes transportation projects on which activity is planned to take place during the 20-year period.

The TIP, which must be financially-constrained and consistent with the LRTP, is where the transition is made from transportation planning to programming. Given available funding and drawing from the current LRTP, the HRTPO, state agencies, localities and transit operators develop a draft list of projects and studies on which activity is expected to occur during the four-year period of the TIP.

Based on the draft TIP project list and financial plan, the draft TIP document is prepared by the HRTPO staff and made available for technical and public review. Comments received on the draft TIP document are reviewed and addressed, as appropriate, and a final TIP document is prepared and presented to the HRTPO Board for final approval. Upon approval by the HRTPO Board, the TIP is forwarded to the Governor for approval and incorporation into the Statewide Transportation Improvement Program (STIP). The STIP is then forwarded for review by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Approved STIPs and TIPs typically become effective on October 1, the first day of the federal fiscal year.

REVISIONS TO THE TIP

A TIP revision is a change that is made between full updates of the TIP. The TIP is regularly revised to update project information, as well as to add or delete projects. There are two types of TIP revisions – Amendments and Administrative Modifications.

An Amendment involves a major change to a project in the TIP. An amendment to the TIP requires an opportunity for review and comment by the public. A revision request that involves any of the following items must be processed as an amendment:

- Addition or deletion of a project
- Major changes in project cost
- Major changes in project/phase initiation dates
- Major changes in design concept or design scope
- Any change that requires a new air quality conformity determination
- Any change that requires re-demonstration of fiscal constraint

Administrative Modifications

An Administrative modification involves a minor change to the TIP. An administrative modification does not require public review and comment, re-demonstration of fiscal constraint, or a new air quality conformity determination. The following are examples of items that may be processed as administrative modifications:

- Minor changes in project/phase costs
- Minor changes to funding sources of previously-included projects
- Minor changes to project/phase initiation dates
- Splitting or combining individually listed projects, as long as cost, schedule, and scope remain unchanged.

TIP PERFORMANCE MEASURES

A key feature of MAP-21 (and continued under the FAST Act) is the establishment of national performance goals in the areas of safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays. This legislation also requires Metropolitan Planning Organizations (MPOs) to prepare and set targets for the following federally-established performance measures:

- Roadway Safety
- Pavement Condition
- Bridge Condition
- Roadway Performance
- Freight Movement
- Transit Asset Management and Safety
- On-road mobile source emissions and traffic congestion for CMAQ Program

The FAST Act also requires that Transportation Improvement Programs (TIPs) include a description of the anticipated effect of the TIP toward achieving the performance targets identified by the MPO. The TIP must also link investment priorities to the achievement of performance targets in the plans.

HRTPO has developed a website (<https://www.hrtpo.org/page/regional-performance-measures-and-targets/>) that describes these performance measures and targets, and the agency also prepares a report on performance measures and targets on an annual basis. This report includes a description of the methodology used to calculate each measure, historical data trends for each of the areas, information on statewide targets, a description of the targets that have been established by the HRTPO, and the progress being made towards meeting the established targets. The first version of the Regional Performance Measures – System Performance Report was approved by the HRTPO Board in April 2019.

Each performance measure and currently established HRTPO target is discussed individually below.

Roadway Safety

The first performance targets that had to be established by MPOs are in the area of roadway safety. There are five safety measures that MPOs are required to establish targets and monitor progress for:

- Fatalities
- Fatality Rate

- Serious Injuries
- Serious Injury Rate
- Bike/Pedestrian Fatalities & Serious Injuries (combined)

Based on the advice of the Performance Measures working group and the Hampton Roads Transportation Technical Advisory Committee (TTAC), the HRTPO Board established initial annual roadway safety targets in 2018 and updated the targets for 2019 and 2020. The HRTPO set the following regional targets for the year 2020 at their January 2020 meeting:

| 2020 Safety Performance Targets | |
|---|--------------|
| Fatalities | 124 |
| Fatality Rate (per 100 Million VMT) | 0.84 |
| Serious Injuries | 1,448 |
| Serious Injury Rate (per 100 Million VMT) | 9.85 |
| Number of Bike/Pedestrian Fatalities and Serious Injuries Combined | 163 |

Each of these safety targets is based on the Vision Zero concept, where the number of fatalities, serious injuries, and non-motorized fatalities and serious injuries is reduced by a set amount each year to reach a goal of zero by 2045, the horizon of the upcoming Hampton Roads Long-Range Transportation Plan.

There are a number of programmatic ways that the TIP will help Hampton Roads meet these targets:

HSIP

The Highway Safety Improvement Program (HSIP) is a core program administered at the federal level by the U.S. Department of Transportation (USDOT) Federal Highway Administration's (FHWA) Office of Safety. HSIP's purpose is to make significant progress in reducing fatalities and serious injuries on all public roadways.

The Highway Safety Improvement Program was established as a core Federal-aid program in 2005. Funding for HSIP was greatly increased in 2012 under the Moving Ahead for Progress in the 21st Century Act (MAP-21) transportation authorization program. Over \$2.4 billion was allocated annually to the Highway Safety Improvement Program under MAP-21. Funding levels decreased slightly under the current transportation authorization program, The Fixing America's Surface Transportation (FAST) Act. About \$2.2 billion was

allocated to the Highway Safety Improvement Program in FY 2016, increasing to \$2.4 billion in FY 2020.

Virginia's HSIP funding has also increased in recent years. Virginia received an average apportionment of \$38.3 million in Federal Fiscal Years (FFY) 2006-2009 under SAFETEA-LU, and \$42.8 million in FFY 2010-2012 under SAFETEA-LU extensions. Under MAP-21, Virginia was allocated \$60 - \$65 million in HSIP funds in each Federal Fiscal Year from 2013 to 2015. Under the FAST Act, Virginia was allocated \$59.6 million in HSIP funds in FFY 2016, which has increased to \$64.1 million in FFY 2020.

To be eligible for HSIP funding, a project must be a strategy, activity, or project on a public road that corrects or improves a hazardous road location or feature, or addresses a highway safety problem.

SMART SCALE

Virginia's SMART SCALE is about selecting the right transportation projects for funding and ensuring the best use of limited tax dollars. It is the method of scoring planned projects included in VTrans that are funded by House Bill 1887. Transportation projects are scored based on an objective, outcome-based process that is transparent to the public and allows decision-makers to be held accountable to taxpayers. Once projects are scored and prioritized, the Commonwealth Transportation Board (CTB) has the best information possible to select the right projects for funding.

Two SMART SCALE safety measures evaluate how each project addresses multimodal transportation safety concerns through implementation of crash reduction strategies. Listed below are brief summaries of the two measures.

| ID | Measure Name | Measure Description | Measure Objective | Measure Weight |
|-----|---------------------------------------|--|--|------------------|
| S.1 | EPDO of Fatal and Injury crashes | Equivalent property damage only (EPDO) of fatal and injury crashes expected to be avoided due to project implementation | Estimate number of fatalities and injury crashes (weighted by "equivalent property damage only" crash value used by FHWA) at the project location and the expected effectiveness of project specific counter-measures in reducing crash occurrence | 50% ^a |
| S.2 | EPDO Rate of Fatal and Injury crashes | Equivalent property damage only (EPDO) of fatal and injury crashes per 100 million vehicle miles traveled (VMT) expected to be avoided due to project implementation | Similar to S.1, but by focusing on the change in fatality and injury crashes (weighted by "equivalent property damage only" value used by FHWA) per VMT. The measure considers projects that address areas with a high rate of crashes that may be outside of high-volume roadways | 50% |

^a 100% for Transit and Transportation Demand Management projects.

More information about the SMART SCALE project prioritization process, including a technical guide for applicants, is available at www.vasmartscale.org.

RSTP Project Prioritization Process

As the metropolitan planning organization (MPO) for the Hampton Roads metropolitan planning area (MPA), the Hampton Roads Transportation Planning Organization (HRTPO) is responsible for project selection and allocation of funds under two federal funding programs – the Congestion Mitigation and Air Quality (CMAQ) improvement program and the Regional Surface Transportation Program (RSTP).

The FAST Act converted the long-standing Surface Transportation Program (STP) into the Surface Transportation Block Grant Program (STBGP). The STBGP promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs. Regional Surface Transportation Program (RSTP) funds are STBGP funds that are apportioned to specific regions within the State.

The process for obtaining RSTP funding for transportation projects is a competitive one. Proposed projects are evaluated and ranked by HRTPO staff using a specific set of criteria that have been approved by the HRTPO Board. HRTPO's Transportation Programming Subcommittee (TPS) – taking into account the available funding, policies and priorities of the HRTPO and Commonwealth Transportation Board (CTB), and using the ranked project lists as a guide – produces a list of recommended projects and funding allocations for consideration by the Transportation Technical Advisory Committee (TTAC) and the HRTPO

Board. For more information on the CMAQ/RSTP Project Selection Process, see the guide posted on the HRTPO website (<https://www.hrtpo.org/page/cmaq-and-rstp/>).

RSTP candidate project evaluation methodology includes several project categories that address safety as an integral part of the overall scoring. RSTP candidate project categories that include a safety component are listed below:

Other Transit, Other Fixed Guideway and Transit ITS Projects

| Evaluation Consideration | Points |
|--|---------------|
| Will the project increase service reliability of the transit system? | 0-25 |
| Will the project improve passenger safety, comfort and convenience? | 0-30 |
| Does the project improve efficiency of the transit system? | 0-10 |
| Does the project improve the revenue collection? | 0-25 |
| Does the project improve transit data collection system? | 0-10 |

Alternatives Analysis and Feasibility Studies

| Evaluation Consideration | Points | Yes or No |
|---|---------------|------------------|
| 1. Is the study necessary to address a major issue or to revise the LRTP? | 0-25 | |
| 2. Is the study necessary to address a safety issue? | 0-15 | |
| 3. Is the study concerned with encouraging multimodal transportation? | 0-10 | |
| 4. Does the study address the mobility or accessibility needs of the region? | 0-20 | |
| 5. Is the study well defined in terms of purpose, design concept and scope? | 0-10 | |
| 6. Do the goals and objectives of the study show support for economic development? | 0-10 | |
| 7. Do the goals and objectives demonstrate preservation or protection of the environment? | 0-10 | |

Intelligent Transportation Systems Projects

| Evaluation Consideration | Points |
|---|-------------|
| Will the project improve traffic flow during peak congestion periods and special events? | 0-15 |
| Will the project directly reduce the number or severity of accidents, which occur on roadways? | 0-25 |
| Will the project improve level of service, increase service capacity, or contribute to incident management? | 0-20 |
| Does the project address the mobility or accessibility needs of the region? | 0-10 |
| Does the project improve the linkage and communications among various operating agencies to provide better and accurate traffic information to the motorists? | 0-20 |
| Is the project part of the Regional ITS Strategic Plan? | 0-10 |

RSTP Highway Projects

RSTP highway-type candidate projects are scored using the HRTPO Project Prioritization Tool. The Project Prioritization Tool evaluates projects for utility, viability, and economic vitality when scoring candidate projects. The Tool is separated into categories (ie: highway, bridge/tunnel, interchange etc.) as the evaluation for these project types differ.

The weighting factors for safety fall into the project utility factor and are listed below:

| Highway Projects Weighting Factors | |
|---|---------------|
| Criteria and Sub-criteria | Weighting |
| PROJECT UTILITY | |
| Congestion Level: | 30.00 |
| % Reduction in Existing and Future V/C Ratios (Daily Delay) | 10.00 |
| Existing V/C Ratio | 10.00 |
| Impact to Nearby Roadways | 10.00 |
| System Continuity and Connectivity | 25.00 |
| Safety and Security: | 15.00 |
| Crash Ratio | 8.00 |
| Improvement to Incident Management or Evacuation Routes | 7.00 |
| Cost Effectiveness (Cost/VMT) | 15.00 |
| Land Use/Future Development Compatibility | 10.00 |
| Modal Enhancements: | 5.00 |
| Enhances Other Categories | 3.00 |
| Improves Vehicular Access | 2.00 |
| PROJECT UTILITY TOTAL | 100.00 |

| Interchange Projects Weighting Factors | | |
|--|---------------|--|
| Criteria and Sub-criteria | Weighting | |
| PROJECT UTILITY | | |
| Congestion Level: | 30.00 | |
| <i>Existing Queue Conditions: Number of Approaches with Queues</i> | 10.00 | |
| <i>Queue Improvements: Number of Approaches Improved</i> | 10.00 | |
| <i>Number of Movements Added or Improved</i> | 10.00 | |
| System Continuity and Connectivity | 25.00 | |
| Safety and Security: | 15.00 | |
| <i>Crash Ratio</i> | 8.00 | |
| <i>Improvement to Incident Management or Evacuation Routes</i> | 7.00 | |
| Cost Effectiveness (Cost/VMT) | 15.00 | |
| Land Use/Future Development Compatibility | 10.00 | |
| Modal Enhancements: | 5.00 | |
| <i>Enhances Other Categories</i> | 3.00 | |
| <i>Improves Vehicular Access</i> | 2.00 | |
| PROJECT UTILITY TOTAL | 100.00 | |

| Bridge & Tunnel Projects Weighting Factors | | |
|---|---------------|--|
| Criteria and Sub-criteria | Weighting | |
| PROJECT UTILITY | | |
| Congestion Level: | 30.00 | |
| <i>% Reduction in Existing and Future V/C Ratios (Daily Delay)</i> | 10.00 | |
| <i>Existing V/C Ratio</i> | 10.00 | |
| <i>Impact to Nearby Roadways</i> | 10.00 | |
| Infrastructure Condition (Bridge Sufficiency, Tunnel Condition, Obsolescence) | 20.00 | |
| System Continuity and Connectivity | 10.00 | |
| Safety and Security: | 10.00 | |
| <i>Crash Ratio</i> | 4.50 | |
| <i>Improvement to Incident Management or Evacuation Routes</i> | 3.00 | |
| <i>Failure Impact (Impact of Detour to Alternate Crossing)</i> | 2.50 | |
| Cost Effectiveness (Cost/VMT) | 15.00 | |
| Land Use/Future Development Compatibility | 10.00 | |
| Modal Enhancements: | 5.00 | |
| <i>Improves Vehicular Access</i> | 2.00 | |
| <i>Enhances Other Categories</i> | 1.50 | |
| <i>Provides Continuous Maritime Crossing</i> | 1.50 | |
| PROJECT UTILITY TOTAL | 100.00 | |

Active Transportation Projects

In general, Active Transportation (AT) projects are planned and constructed to benefit the safety and mobility of all AT users. There are a number of Federal, State, Regional, and Local funding sources that can be used for AT improvements. While many are specifically dedicated to transportation uses, others are non-transportation sources, which can be flexed for use in active transportation purposes. Two of the largest funding sources dedicated to AT improvements are the Transportation Alternatives (TA) Set-Aside Program and the Bicycle and Pedestrian Safety Program:

TA Set-Aside Program – The Transportation Alternatives Program (TAP) was first authorized in the Moving Ahead for Progress in the 21st Century Act (MAP-21) Federal surface transportation authorization program and provides funding for programs and projects defined as transportation alternatives. These include on- and off-road pedestrian and bicycle facilities, infrastructure for improving non-automobile access to public transit and enhanced mobility, community improvement activities, and environmental mitigation. The FAST Act eliminated TAP and replaced it with a set-aside of Surface Transportation Block Grant (STBG) Program funding for Transportation Alternatives (TA). Also included in the TA Set-Aside is the Safe Routes to School program projects and Complete Streets.

VDOT's Local Assistance Division (LAD) coordinates the application process and scoring of proposed projects. Localities submit eligible projects to VDOT for review and scoring. The Commonwealth Transportation Board (CTB) allocates a portion of available TA Set-Aside funding pursuant to VDOT guidance. Within Metropolitan Planning Areas (MPAs) and Transportation Management Areas (TMAs), the responsible Metropolitan Planning Organization (MPO) is also responsible for selecting scored projects for MPO-administered funding allocations. More information on the TA Set-Aside Program can be found at: <http://www.virginiadot.org/business/prehancegrants.asp>.

Bicycle and Pedestrian Safety Program – Within VDOT's administration of the Highway Safety Improvement Program is the Bicycle and Pedestrian Safety Program (BPSP). VDOT developed the BPSP due to the limitations of assessing and prioritizing non-motorized improvements. Because active transportation safety improvement proposals typically do not have the sufficient crash numbers needed to rank well for project selection under the typical HSIP project selection methods, BPSP proposals are selected based on risk factors that are compared to other active transportation projects.

The amount of funding devoted to the BPSP is 10% of the annual HSIP allocation that Virginia receives. Under the HSIP allocation levels included in the FAST act, the BPSP annual apportionment is approximately \$6 million. Each active transportation project can be

financed with 90% coming from federal HSIP funding, with the state or locality providing the remaining 10% match.

Eligible BPSP proposals must address documented non-motorized safety concerns on any public road, public surface transportation facility, or publicly owned bicycle or pedestrian pathway or trail.

Transit Asset Management

The Federal Transit Administration's (FTA) Performance-Based Planning final rule requires transit performance measures in the area of state of good repair, also referred to as transit asset management (TAM). There are four TAM asset categories that MPOs are required to establish regional targets and monitor progress for:

- Rolling Stock
- Equipment/Service Vehicles
- Infrastructure
- Facilities

For the rolling stock and equipment/service vehicles asset classes, performance measures are based on the percentage of vehicles that have met or exceeded their useful life benchmark. The performance measures for infrastructure are based on track segments

| Asset Type | Performance Measure | Asset Classes |
|-----------------------------------|--|--|
| Rolling Stock | % of revenue vehicles within each asset class that have met or exceeded their useful life benchmark | Buses, ferry boats, light rail vehicles, trolley buses, vans. |
| Equipment/Service Vehicles | % of vehicles that have met or exceeded their useful life benchmark | Non-revenue automobiles, trucks, other rubber tire vehicles |
| Infrastructure | % of track segments, signals, and systems with performance restrictions | Light rail infrastructure |
| Facilities | % of facilities in each asset class rated under 3.0 on FTA's TERM scale | Passenger facilities, parking facilities, maintenance facilities, administrative facilities |

with restrictions, and the performance measures for facilities are based on the percentage rated below adequate condition.

Hampton Roads Transit (HRT), as a Tier I transit agency, must develop and carry out their own TAM plans. As Tier II transit agencies, the Williamsburg Area Transit Authority (WATA) and Suffolk Transit are eligible to participate in group TAM plans. WATA and Suffolk Transit are using the statewide targets that were established by the Virginia Department of Rail and Public Transportation (DRPT).

HRTPO staff prepared a recommended list of regional transit asset management targets, based on a weighted average of HRT, WATA, and Suffolk Transit Fiscal Year 2020 targets. These targets – which were approved by the HRTPO Board at its January 2020 meeting – are:

| Asset Type | Performance Measure | Asset Classes | 2020 HRTPO Target |
|----------------------------|---|---------------------------------|-------------------|
| Rolling Stock | % of revenue vehicles within each asset class that have met or exceeded their useful life benchmark | Bus | < 19% |
| | | Cutaway Buses | < 1% |
| | | Ferry Boat | < 33% |
| | | Light Rail Vehicles | 0% |
| | | Minibus | < 20% |
| | | Trolley Buses | < 3% |
| | | Van | < 25% |
| Equipment/Service Vehicles | % of vehicles that have met or exceeded their useful life benchmark | Non-Revenue/Service Vehicles | < 66% |
| | | Trucks & Other Rubber Tire Vehs | < 13% |
| Infrastructure | % of track segments, signals, and systems with performance restrictions | Light Rail Infrastructure | < 1% |
| Facilities | % of facilities in each asset class rated under 3.0 on FTA's TERM scale | Passenger/Parking | < 1% |
| | | Maintenance | < 10% |
| | | Administrative | < 10% |

The programmatic ways that the TIP will help Hampton Roads meet these transit asset management targets include:

CMAQ/RSTP Project Prioritization Process

As the Metropolitan Planning Organization (MPO) for the Hampton Roads Metropolitan Planning Area (MPA), the Hampton Roads Transportation Planning Organization (HRTPO) is responsible for project selection and allocation of funds under two federal funding programs – the Congestion Mitigation and Air Quality (CMAQ) improvement program and the Regional Surface Transportation Program (RSTP).

The process for obtaining CMAQ/RSTP funding for transportation projects is competitive. Proposed projects are evaluated and ranked by HRTPO staff using a specific set of criteria that have been approved by the HRTPO Board. HRTPO's Transportation Programming

Subcommittee (TPS) – taking into account the available funding, policies and priorities of the HRTPO and Commonwealth Transportation Board (CTB), and using the ranked project lists as a guide – produces a list of recommended projects and funding allocations for consideration by the Transportation Technical Advisory Committee (TTAC) and the HRTPO Board. For more information on the CMAQ/RSTP Project Selection Process, see the guide posted on the HRTPO website (<https://www.hrtpo.org/page/cmaq-and-rstp/>).

CMAQ/RSTP candidate project evaluation methodology includes several project categories that address transit asset management as an integral part of the overall scoring. The rolling stock asset type performance measure is based on the percentage of revenue vehicles within each asset class that have met or exceeded their useful life benchmark. The facility asset type performance measure is based on the percentage of facilities in each asset class rated under 3.0 on FTA's TERM scale.

The RSTP Project Selection Process includes the application of points to some types of projects based emissions. An excerpt from an RSTP candidate project form, *Transit and Fixed Guideway Vehicle Replacement and Purchase*, which includes a reference to “useful life” of vehicles, as well as the anticipated benefit in air quality improvement, is listed below:

- _____ Number of new vehicles requested
- _____ Total number of vehicles in fleet
- _____ Average daily revenue miles (DRM) per new vehicle
- _____ Average operational days per year per new vehicle
- _____ Average daily ridership per new vehicle (anticipated: please provide documentation)
- _____ Type of vehicles to be purchased: _____

Emissions rates of new vehicles: (specify units: grams/brake-horsepower-hour or grams/mile):
(rate) (units) Volatile Organic Compounds (VOCs)
(rate) (units) Nitrogen Oxides (NOx)

If old vehicles are to be retired:

- _____ Number of vehicles being retired
- _____ Average DRM per vehicle being retired
- _____ Average operational days per year per vehicle being retired
- _____ Average age of vehicles being retired (yrs)
- _____ Number of vehicles in fleet that are 12 years and older
- _____ Average mileage of vehicles being retired

The CMAQ Project Selection Process includes the application of points to some types of projects based on emissions. An excerpt from a CMAQ candidate project form, *Transit and Fixed Guideway Projects*, which includes a reference to "shelters and facilities", is listed below:

Locality/Agency:

Project Name:

Fill out all applicable sections below:

Section 1: New or Expanded Transit Service

____ Estimated number of new boardings per day
____ Number of new round trips per day
____ Number of days per year service is available
____ Length of round trip (miles)

Emissions rates of vehicles to be used for service (specify units: grams/brake-horsepower-hour or grams/mile):

| | |
|------------------------------|---|
| <u>(rate)</u> <u>(units)</u> | Volatile Organic Compounds (VOCs) (aka Total Hydrocarbons) |
| <u>(rate)</u> <u>(units)</u> | Nitrogen Oxides (NOx) |
| <u>(rate)</u> <u>(units)</u> | Non-Methane Hydrocarbons (NHMCs) (if NOx and/or VOC is not available) |

Section 2: Vehicle Purchase/Replacement

____ Number of new vehicles
____ Estimated average vehicle-miles per year

Emissions rates of new vehicles (specify units: grams/brake-horsepower-hour or grams/mile):

| | |
|------------------------------|--|
| <u>(rate)</u> <u>(units)</u> | VOC |
| <u>(rate)</u> <u>(units)</u> | NOx |
| <u>(rate)</u> <u>(units)</u> | NHMCs (if NOx and/or VOC is not available) |

If old vehicles are to be retired:

Number of vehicles being retired, by age (include model year [MY], number of buses [Number], and estimated average annual vehicle miles per bus [miles]):*

| MY | Number | Miles |
|------|--------|-------|
| ____ | ____ | ____ |
| ____ | ____ | ____ |
| ____ | ____ | ____ |
| ____ | ____ | ____ |
| ____ | ____ | ____ |

**if more space is required, please attach an additional sheet.*

Section 3: Transit Shelters/Facilities

Number of shelters/facilities to be added or replaced

Estimated number of new boardings per day *due to added/replaced shelter/facility.*

List all route(s) served by shelters/facilities:

The CMAQ/RSTP Project Selection Process is conducted annually with the completion of candidate project scoring by the end of September each year. Since 2019, the scoring process includes consideration of the FTA's TERM scale for the facilities asset type performance measure.

Transit Safety

In addition to Transit Asset Management, MPOs will also have to measure and set targets in the area of transit safety performance. The Public Transportation Agency Safety Plan final rule – which requires transit agencies to develop and implement safety plans – also requires MPOs to adopt regional targets for transit fatalities, injuries, safety events, and system reliability.

Transit agencies must have their safety plans in place by July 20, 2020, and each MPO's initial transit safety targets must be set by January 20, 2021. The HRTPO Board is expected to adopt their initial transit safety targets at their November 2020 meeting.

Remaining Measures

The Pavement Condition, Bridge Condition, Roadway Performance, and Freight measures and targets were required to be addressed in the TIP prior to any amendments on or after May 20, 2019. The on-road mobile source emissions and traffic congestion for CMAQ Program measure is not applicable for the HRTPO since Hampton Roads is currently classified as an attainment area for ozone.

For each of the above listed performance measures and targets, the TIP includes a description of the anticipated effect of the TIP toward achieving the performance targets identified by the MPO. The TIP must also link investment priorities to the achievement of performance targets.

The current Hampton Roads regional four-year targets established by the HRTPO Board in 2018 for Pavement Condition, Bridge Condition, Roadway Performance, and Freight are summarized below.

Bridge Condition

This measure examines the condition of bridges on the National Highway System (NHS) – including on- and off-ramps connected to the NHS – on a regional basis. In order to be included, the bridge must meet National Bridge Inventory (NBI) standards.

The HRTPO Board approved a four-year target (2021) for NHS bridge deck area in good condition of at least 20% and a target of less than 3% for NHS bridge deck area in poor condition.

Bridge projects that are included in the TIP are scored using the HRTPO Project Prioritization Tool. The infrastructure condition is evaluated on the basis of the structure's:

- Condition Factor
- Importance Factor
- Design Redundancy Factor
- Structure Capacity

Bridge projects that have received RSTP funding include:

- UPC 107039 – Campostella Bridge Rehabilitation in Norfolk
- UPC 108984 – Speights Spillway Bridge Replacement in Suffolk

Pavement Condition

This measure examines the condition of roadway pavement on the National Highway System (NHS). The percentage of the region's Interstate system pavement in good and poor condition is measured as is the percentage of the region's Non-Interstate NHS pavement. This measure only includes through travel lanes; ramps, shoulders, and turn lanes are not included.

The HRTPO Board approved the following regional targets for pavement condition:

- > 45%, Percentage of Interstate System Pavement in Good Condition
- < 3%, Percentage of Interstate System Pavement in Poor Condition
- > 25%, Percentage of Non-Interstate NHS Pavement in Good Condition
- < 5%, Percentage of Non-Interstate NHS Pavement in Poor Condition

Each of these targets mirror the Statewide four-year targets (2018-2021). Current performance, performance data from recent history, and predicted performance trends over the next ten years were used in the development of Virginia's pavement targets for both interstates and non-interstate NHS pavements. Additional details of the target setting methodology and analyses are documented in a technical memorandum titled "Federal Pavement Performance Measure Modeling" which was developed in support of Virginia's Transportation Asset Management Plan (TAMP).

Highway preventive maintenance and system preservation type projects are represented in the TIP in the grouped category. Federal regulations allow for certain projects that are not considered to be of appropriate scale for individual identification in a given program year to be grouped by function, work type, and/or geographic area.

Roadway Performance

This measure examines the roadway performance of the National Highway System (NHS) based on the person-miles travelled that are classified as reliable. The reliability of the system is calculated using a new metric referred to as the Level of Travel Time Reliability (LOTTR). The LOTTR is defined as the ratio of the 80th percentile travel time to the mean (50th percentile) travel time. Travel time information – which is provided through the National Performance Management Research Data Set (NPMRDS) – is collected throughout the year on each segment of the NHS in 15-minute intervals.

The HRTPO Board approved a four-year target (2021) of 82% for interstate travel time reliability and 82.5% for non-interstate NHS travel time reliability. Both of these targets mirror the Statewide four-year targets (2018-2021).

Highway, intermodal, interchange, bridge, and tunnel projects that are included in the TIP are scored using the HRTPO Project Prioritization Tool. The Level of Travel Time Reliability (LOTTR) is a weighting factor under the project utility criteria of the tool that is used to evaluate these types of projects.

Freight

This measure examines the reliability of moving freight via truck on the regional Interstate system. The reliability of freight movement is calculated using a new metric referred to as the Truck Travel Time Reliability (TTTR) Index. The TTTR ratio is defined as the ratio of the 95th percentile travel time for trucks to the mean (50th percentile) travel time for trucks.

The HRTPO Board approved a four-year target (2021) for the Truck Travel Time Reliability Index of 2.13.

Highway, intermodal, interchange, bridge, and tunnel projects that are included in the TIP are scored using the HRTPO Project Prioritization Tool. The Truck Travel Time Reliability (TTTR) Index is a weighting factor under the project utility criteria of the tool that is used to evaluate these types of projects.

AIR QUALITY CONFORMITY

Metropolitan Planning Organizations and the Virginia Department of Transportation (VDOT) are required under Federal regulation 23 CFR 450 to make air quality conformity determinations on the newly adopted or amended Transportation improvement Program (TIP). Air Quality Conformity is a process that ensures Federal funding and approval goes to transportation activities that are consistent with our air quality goals. This process applies to both the Long-Range Transportation Plan (LRTP) and the TIP. The U.S. Department of Transportation (USDOT) cannot fund, authorize, or approve Federal actions to support projects that do not conform to Clean Air Act requirements. Hampton Roads is currently in attainment of the 2018 eight-hour ozone National Ambient Air Quality Standards (NAAQS).

The Hampton Roads region was in “maintenance” for the 1997 NAAQS for ozone and so was subject to transportation conformity rule requirements before EPA revoked that standard effective April 6, 2015 (Federal Register, Volume 80, Number 44, March 6, 2015.) With that revocation, transportation conformity requirements were no longer applicable for the Hampton Roads region.

On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit issued its decision in *South Coast Air Quality Mgmt. District v. EPA* (“South Coast II,” 882 F.3d 1138) and held that transportation conformity determinations must be made in all so-called “orphan” areas nation-wide that were either nonattainment or maintenance for the 1997 ozone NAAQS and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. The Hampton Roads region met both conditions, and therefore, conformity requirements for the 1997 ozone NAAQS were once again applicable for Hampton Roads.

On April 23, 2018, in response to the South Coast II court decision, FHWA and FTA issued *Interim Guidance on Conformity Requirements for the 1997 Ozone NAAQS*, which specified that any updates and amendments to the Long-Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) for projects “*not exempt from transportation conformity may not proceed until transportation conformity with the 1997 ozone NAAQS is determined.*” In November 2018, EPA issued “*Transportation Conformity Guidance for the South Coast II Court Decision*” that eliminated modeling requirements for orphan areas (given the revocation of the applicable 1997 ozone NAAQS), which substantially streamlined the reinstated conformity requirements for those areas.

The FY 2021-2024 TIP is assessed to ensure that the program of projects meet applicable Federal, State, and Local requirements relating to transportation conformity, based on the November 2018 EPA Guidance. The Regional Conformity Assessment (RCA) for the FY

2021-2024 TIP is being coordinated through the HRTPO and VDOT. The HRTPO Board is scheduled to approve the FY 2021-2024 TIP on March 19, 2020 and the RCA will begin on March 4, 2020. The RCA report will be on the HRTPO Board agenda for approval on March 19, 2020. The Federal Highway Administration (FHWA) has 45 days to issue a conformity finding.

PUBLIC PARTICIPATION

The HRTPO is fully committed to involving and collaborating with Hampton Roads citizens in a public involvement process that is grounded in community partnership, mutual problem solving and understanding. In other words, a process whereby citizens feel a sense of ownership and satisfaction in knowing their voice has been legitimately heard and their thoughts, ideas, and opinions have the potential to impact future HRTPO decisions. In Hampton Roads, the cost of needed improvements to the transportation system far exceeds the funding available to address those needs and difficult decisions must be made regarding the use of scarce transportation dollars. For each project that is chosen for construction, many others will not be able to be built. The long term effect such decisions can have on so many lives makes it critical that the public be provided with ongoing, dynamic opportunities to participate in the planning and programming processes associated with the complex system of roads, mass transit, rail, waterways, pedestrian and bicycle facilities, and related infrastructure that make up the transportation system.

The HRTPO understands the public to mean all of those who have the potential to affect or be affected by the Hampton Roads transportation system. From bicyclists to motorists, public transportation users to freight haulers, social to environmental activists – Hampton Roads residents have a stake in the future of our transportation system.

Equally important, the HRTPO recognizes that not all communities and community members have enjoyed the same level of access or representation in transportation and other decisions made by public agencies. Therefore, as part of its public involvement strategy, the HRTPO takes special steps and measures to understand and consider the wants, needs, and aspirations of minority, low-income, and other under-served groups in Hampton Roads.

Understanding how important public involvement is, the HRTPO takes every available step to engage the public in conversations promoting mutual understanding and problem solving. It is a process defined by two-way communication and interaction. We want to help create an efficient, equitable Hampton Roads transportation system together and are committed to gaining public input and feedback.

The HRTPO is committed to meeting Federal regulations requiring that we, as the designated Metropolitan Planning Organization for the Hampton Roads Metropolitan Planning Area, provide all individuals of the region with an opportunity to comment on during the development and maintenance of the Transportation Improvement Program (TIP). The HRTPO firmly believes that public involvement is vital to the transportation planning and programming processes in order to bring ideas to reality. Further, the HRTPO realizes that effective planning cannot be achieved without the consent, cooperation, and consideration of interested parties and stakeholders throughout our region. As part of a comprehensive effort to inform, increase awareness and engage interested parties in the HRTPO transportation planning and programming processes, the HRTPO offers interested individuals and stakeholders opportunities to review and comment on HRTPO

transportation priorities for the next four fiscal years throughout the development of the TIP.

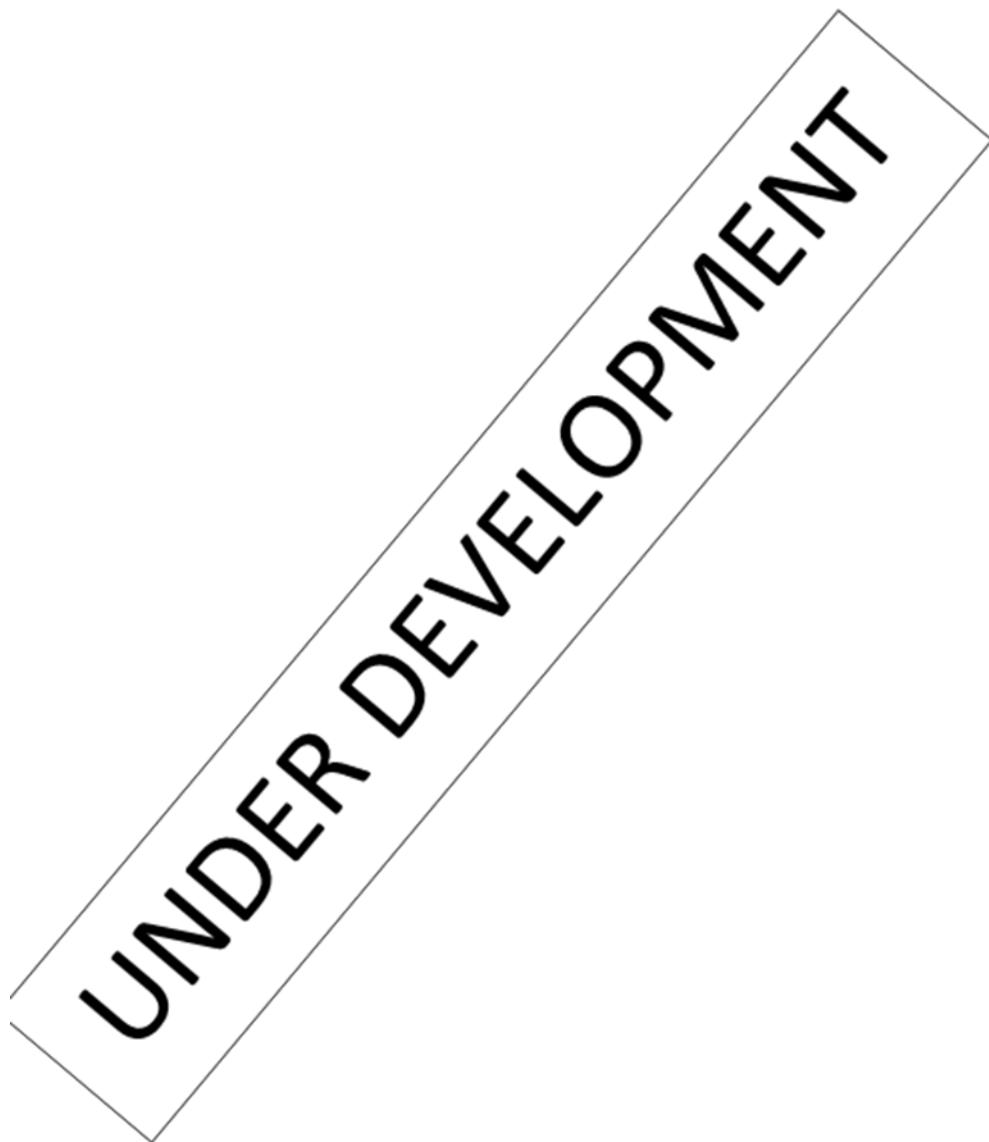
The HRTPO public involvement and community outreach process provides opportunities to review the TIP during its development and as it goes into the approval process. Information below provides the procedures used by the HRTPO to inform and engage all interested parties – as detailed in the HRTPO Public Participation Plan:

- When the draft TIP is ready, the public involvement staff issues a press release regarding public comment opportunities on the draft TIP to the media, posts the opportunity on the HRTPO website, E-Newsletter (via the e-mail distribution list), Facebook page and Twitter feed, and solicits comment from the region.
- In addition, stakeholders, civic groups, community groups, and nonprofit organizations throughout the region are notified and provided with opportunities to comment on the draft TIP. They are also provided with links to the HRTPO public comment portal to place on their respective websites and social media sites.
- All public comment opportunities are provided in English, Spanish, and Tagalog in accordance with the HRTPO Title VI and LEP policies.
- HRTPO staff reviews and responds to all public comments received. Comments are also forwarded to state agencies, local jurisdictions, and transit operations, as applicable.
- Comments received from the public regarding the proposed TIP are summarized, analyzed, and fully considered in the development of the program. The final TIP is adopted by the HRTPO Board.
- The HRTPO provides a public review and comment period of no less than 14 days for TIP amendments.
- The Annual Obligation Report (AOR), a listing of federal obligations on projects from the previous Federal fiscal year, is posted continuously on the HRTPO website for public review and will be mailed upon request.

The HRTPO believes that the regional transportation planning and programming process benefits from public input. The public has valuable knowledge and insight about the problems and needs of our communities. The HRTPO also recognizes that it is our responsibility to provide as many opportunities as possible for the community to be informed and aware of the decisions that will affect the future of this region. As such, the public was invited and encouraged to participate throughout the development of the FY 2021-2024 TIP.

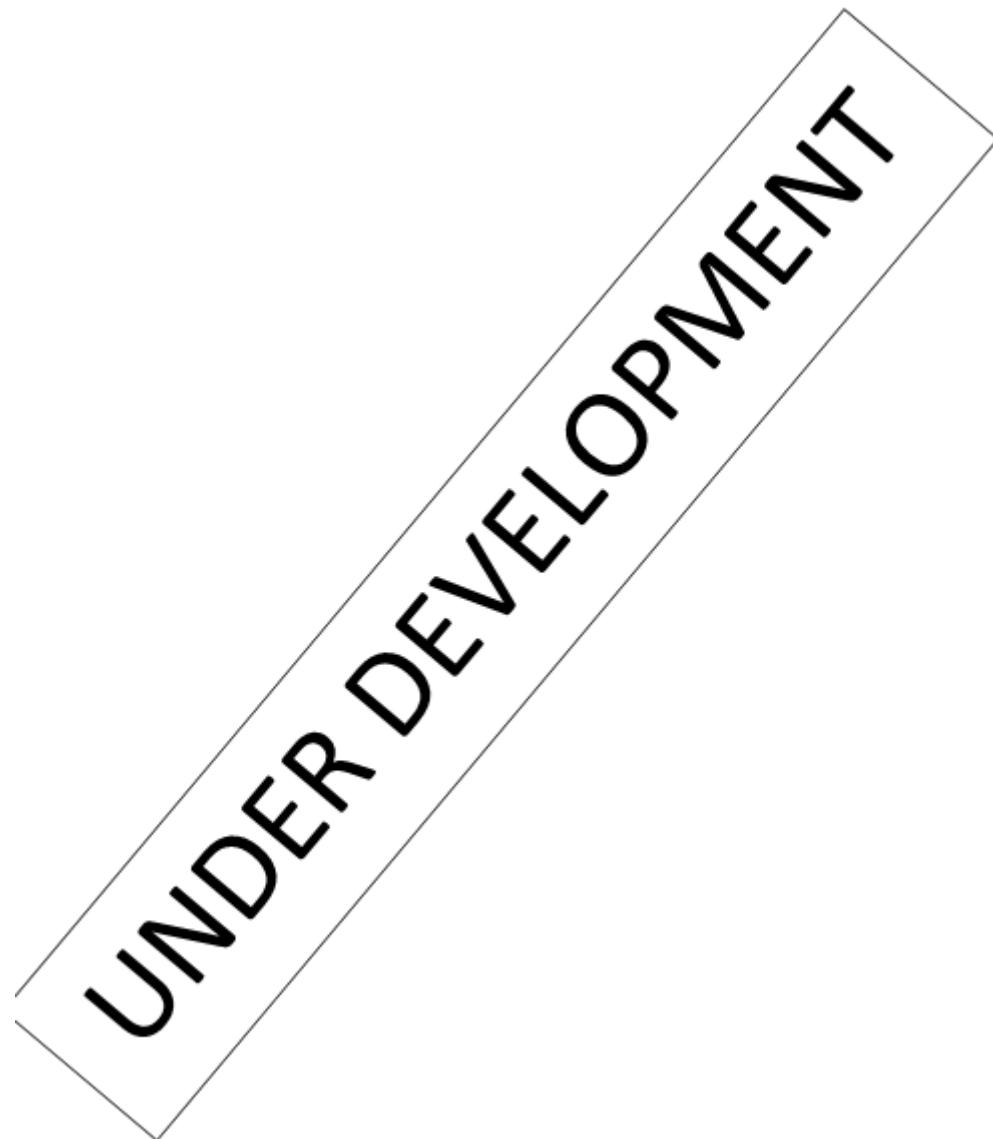
In addition to inviting the public to view and comment on the draft FY 2021-2024 TIP, from February 3, 2020 through March 4, 2020, the HRTPO used the public comment period to conduct education on the TIP, with a goal of informing the public about the TIP, its purpose, and how to navigate the HRTPO TIP website to gain information. While comments on the TIP were invited during this public education effort, the main goal is to spur the public to visit the HRTPO TIP website and view the information contained there. This campaign was conducted on Facebook and Instagram and targeted the Hampton Roads region across all demographics including income, gender and race.

Facebook Campaign



People that responded to the Facebook outreach effort by clicking on the Facebook ad were taken to a page on the TIP website that was specifically tailored to them and the HRTPO education effort. The information contained on the site was consistent with the TIP website overall, but was modified for general public consumption, containing graphs and images that depicted the region and the TIP development process. The public was also invited to download view the Draft 2021-2024 TIP.

TIP Education Webpage



Public Education Results

The public education campaign ran on Facebook and Instagram from February 3, 2020 to March 3, 2020. The ad appeared on Facebook ____ times and ____ individuals clicked on the ad and were taken to the HRTPO TIP Education Webpage specifically created for this effort. Of those ____ individuals, ____ downloaded the Draft FY 2021-2024 TIP.

Financial Plan

Section II



FINANCIAL PLAN

Federal regulations require that the TIP include a financial plan that demonstrates there is enough money available to fund projects listed in the TIP for each given year. To certify that this requirement has been met, the tables on the following pages have been included to demonstrate financial constraint of the TIP. Each table shows the revenues expected to be available and the proposed expenditures, or commitments, for each fiscal year.

Projected expenditures, or commitments, were derived by VDOT as follows: The federal revenues are based on apportionment tables prepared by FHWA. The 2020 amounts are from the figures included in VDOT's fiscal year 2020-2025 Six-Year Financial Plan and corresponding annual budget. The amounts also included reconciling adjustments from previous years that were not previously budgeted. The expected federal funds have been reduced by a factor to represent obligation authority.

Planned obligations are based on funding anticipated to be obligated by federal fiscal year based on project estimates and activity dates.

In nonattainment and maintenance areas, projects in the first two years of the STIP are projects for which funds are available or committed.

Table 1 depicts the financial constraint demonstration for highway and other projects that fall under the purview of the Virginia Department of Transportation, while **Table 2** depicts the financial constraint demonstration for projects that fall under the purview of Virginia Department of Rail and Public Transportation. It should be noted that **Table 2** includes several funding sources for which allocations are determined annually by grantee application. For this reason, it was not possible to show the financial constraint demonstration beyond the first year of the TIP. However, the eventual allocation of funds will not exceed the available revenue for those funding sources.

Table 1 | Hampton Roads FY 2021 – 2024 Transportation Improvement Program Financial Constraint Demonstration
Highway Projects

| Fund Source | FY 2021 | | FY 2022 | | FY 2023 | | FY 2024 | | TOTAL | |
|--------------------------|------------------------|------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|------------------------|------------------------|
| | Estimated Revenue | Proposed Commitment | Estimated Revenue | Proposed Commitment | Estimated Revenue | Proposed Commitment | Estimated Revenue | Proposed Commitment | Estimated Revenue | Proposed Commitment |
| <i>Federal</i> | | | | | | | | | | |
| BR | \$1,732,829 | \$1,732,829 | \$502,224 | \$502,224 | \$0 | \$0 | \$0 | \$0 | \$2,235,053 | \$2,235,053 |
| CMAC ¹ | \$21,515,904 | \$21,515,904 | \$4,339,151 | \$4,339,151 | \$1,781,332 | \$1,781,332 | \$3,376,269 | \$3,376,269 | \$31,012,656 | \$31,012,656 |
| DEMO | \$624,075 | \$624,075 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$624,075 | \$624,075 |
| HIP/F | \$8,262,508 | \$8,262,508 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$8,262,508 | \$8,262,508 |
| HSP | \$4,892,333 | \$4,892,333 | \$4,139,619 | \$4,139,619 | \$3,878,437 | \$3,878,437 | \$2,644,324 | \$2,644,324 | \$15,554,713 | \$15,554,713 |
| NHPP/E | \$0 | \$0 | \$0 | \$0 | \$520,603 | \$520,603 | \$0 | \$0 | \$520,603 | \$520,603 |
| NHS/NHPP | \$74,884,660 | \$74,884,660 | \$714,000 | \$714,000 | \$616,500 | \$616,500 | \$4,380,178 | \$4,380,178 | \$80,595,338 | \$80,595,338 |
| RAIL | \$0 | \$0 | \$320,000 | \$320,000 | \$0 | \$0 | \$1,174,440 | \$1,174,440 | \$1,494,440 | \$1,494,440 |
| RSTP ¹ | \$13,353,332 | \$13,353,332 | \$34,523,308 | \$34,523,308 | \$6,293,575 | \$6,293,575 | \$8,320,000 | \$8,320,000 | \$62,490,215 | \$62,490,215 |
| SAFETEA-LU | \$791,693 | \$791,693 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$791,693 | \$791,693 |
| STP/STBG | \$7,937,946 | \$7,937,946 | \$339,988 | \$339,988 | \$1,504,397 | \$1,504,397 | \$8,748,002 | \$8,748,002 | \$18,530,333 | \$18,530,333 |
| TAP | \$5,500,773 | \$5,500,773 | \$3,252,202 | \$3,252,202 | \$0 | \$0 | \$45,000 | \$45,000 | \$8,797,975 | \$8,797,975 |
| Subtotal: Federal | \$139,496,053 | \$139,496,053 | \$48,130,492 | \$48,130,492 | \$14,594,844 | \$14,594,844 | \$28,688,213 | \$28,688,213 | \$230,909,602 | \$230,909,602 |
| <i>Other</i> | | | | | | | | | | |
| Non-Federal ² | \$1,203,373,938 | \$1,203,373,938 | \$715,033,367 | \$715,033,367 | \$545,663,727 | \$545,663,727 | \$421,645,778 | \$421,645,778 | \$2,885,716,810 | \$2,885,716,810 |
| State Match ³ | \$29,514,779 | \$29,514,779 | \$11,179,921 | \$11,179,921 | \$2,439,557 | \$2,439,557 | \$5,244,919 | \$5,244,919 | \$48,379,176 | \$48,379,176 |
| Subtotal: Other | \$1,232,888,717 | \$1,232,888,717 | \$726,213,288 | \$726,213,288 | \$548,103,284 | \$548,103,284 | \$426,890,697 | \$426,890,697 | \$2,934,095,986 | \$2,934,095,986 |
| Total | \$1,372,384,770 | \$1,372,384,770 | \$774,343,780 | \$774,343,780 | \$562,698,128 | \$562,698,128 | \$455,578,910 | \$455,578,910 | \$3,165,005,588 | \$3,165,005,588 |

Source: Virginia Department of Transportation

¹ CMAQ/RSTP includes funds for Transit projects.

² Other: Non-Federal includes Hampton Roads Transportation Fund (HRTF), the local portion of Revenue Sharing funds, and TIFIA funds.

³ Other: State Match includes all state matching funds associated with the Federal Fund Source portion of the table, as well as the state portion of Revenue Sharing funds.

Table continued on next page

**Table 1 | Hampton Roads FY 2021 – 2024 Transportation Improvement Program Financial Constraint Demonstration
Highway Projects (Continued)**

| Fund Source | FY 2021 | | FY 2022 | | FY 2023 | | FY 2024 | | Estimated Revenue | Proposed Commitment | Proposed Commitment | Proposed Commitment | Proposed Commitment | TOTAL |
|--|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| | Estimated Revenue | Proposed Commitment | | | | | | |
| Federal - ACC⁴ | | | | | | | | | | | | | | |
| BR | \$0 | \$0 | \$1,264,991 | \$1,264,991 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,264,991 |
| CMAQ ¹ | \$0 | \$0 | \$317,843 | \$317,843 | \$0 | \$0 | \$0 | \$0 | \$1,560,000 | \$1,560,000 | \$1,877,843 | \$1,877,843 | \$1,877,843 | \$1,877,843 |
| HSIP | \$0 | \$0 | \$1,780,396 | \$1,780,396 | \$586,271 | \$586,271 | \$1,589,351 | \$1,589,351 | \$3,956,018 | \$3,956,018 | \$3,956,018 | \$3,956,018 | \$3,956,018 | \$3,956,018 |
| NHFP | \$0 | \$0 | \$0 | \$0 | \$16,282,670 | \$16,282,670 | \$8,449,010 | \$8,449,010 | \$24,731,680 | \$24,731,680 | \$24,731,680 | \$24,731,680 | \$24,731,680 | \$24,731,680 |
| NHPP/E | \$0 | \$0 | \$80,631 | \$80,631 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$80,631 | \$80,631 | \$80,631 | \$80,631 |
| NHS/NHPP | \$10,211,900 | \$10,211,900 | \$78,758,364 | \$78,758,364 | \$58,038,898 | \$58,038,898 | \$67,041,912 | \$67,041,912 | \$214,051,074 | \$214,051,074 | \$214,051,074 | \$214,051,074 | \$214,051,074 | \$214,051,074 |
| RSTP ¹ | \$5,146,758 | \$5,146,758 | \$463,636 | \$463,636 | \$640,000 | \$640,000 | \$0 | \$0 | \$0 | \$0 | \$6,250,394 | \$6,250,394 | \$6,250,394 | \$6,250,394 |
| STP/STB6 | \$15,572,466 | \$15,572,466 | \$9,591,585 | \$9,591,585 | \$9,946,223 | \$9,946,223 | \$5,428,099 | \$5,428,099 | \$40,538,373 | \$40,538,373 | \$40,538,373 | \$40,538,373 | \$40,538,373 | \$40,538,373 |
| Subtotal: Federal - ACC | \$30,931,124 | \$30,931,124 | \$92,257,446 | \$92,257,446 | \$85,494,062 | \$85,494,062 | \$84,068,372 | \$84,068,372 | \$292,751,004 | \$292,751,004 | \$292,751,004 | \$292,751,004 | \$292,751,004 | \$292,751,004 |
| Statewide - Federal⁵ | | | | | | | | | | | | | | |
| CMAQ ¹ | \$288,000 | \$288,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$288,000 |
| Subtotal: Statewide - Federal⁶ | \$288,000 | \$288,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$288,000 |
| Maintenance - Federal⁶ | | | | | | | | | | | | | | |
| NHFP | \$2,500,000 | \$2,500,000 | \$2,500,000 | \$2,500,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,000,000 |
| NHS/NHPP | \$8,499,286 | \$8,499,286 | \$7,366,465 | \$7,366,465 | \$8,499,886 | \$8,499,886 | \$8,499,886 | \$8,499,886 | \$32,866,123 | \$32,866,123 | \$32,866,123 | \$32,866,123 | \$32,866,123 | \$32,866,123 |
| STP/STB6 | \$36,531,607 | \$36,531,607 | \$25,295,035 | \$25,295,035 | \$42,644,220 | \$42,644,220 | \$37,885,864 | \$37,885,864 | \$142,356,726 | \$142,356,726 | \$142,356,726 | \$142,356,726 | \$142,356,726 | \$142,356,726 |
| Subtotal: Maintenance - Federal | \$47,531,493 | \$47,531,493 | \$35,161,500 | \$35,161,500 | \$51,144,106 | \$51,144,106 | \$46,385,750 | \$46,385,750 | \$180,222,849 | \$180,222,849 | \$180,222,849 | \$180,222,849 | \$180,222,849 | \$180,222,849 |

Source: Virginia Department of Transportation

¹ CMAQ/RSTP includes funds for Transit projects.

⁴ ACC – Advance Construction Conversion – Funding included in Federal Category based on year of AC Conversion.

⁵ Statewide Category – Funding may be obligated outside of the Hampton Roads Metropolitan Planning Area.

⁶ Maintenance Projects - Funding to be obligated for maintenance projects as identified.

Table 2 | Hampton Roads FY 2021 – 2024 Transportation Improvement Program Financial Constraint Demonstration¹
Public Transportation Projects

| | FY 2021 ² | | | | FY 2022 ² | | | |
|--|---------------------------|---------------------|-------------------------|-------------------------|---------------------------|---------------------|-------------------------|-------------------------|
| | Estimated Federal Revenue | Non-Federal Revenue | Estimated State Revenue | Total Estimated Revenue | Estimated Federal Revenue | Non-Federal Revenue | Estimated State Revenue | Total Estimated Revenue |
| Section 5303 ³ | \$ 735,801 | \$ 91,975 | \$ 2,415,823 | \$ 91,975 | \$ 719,928 | \$ 89,991 | \$ 89,991 | \$ 899,910 |
| Section 5307/5340 | \$ 19,326,581 | \$ - | \$ 337,000 | \$ 24,158,226 | \$ 19,326,581 | \$ 2,415,823 | \$ 2,415,823 | \$ 24,158,226 |
| Section 5311 ⁵ | \$ 337,000 | \$ - | \$ 452,935 | \$ 113,234 | \$ 674,000 | \$ 337,000 | \$ - | \$ 674,000 |
| Section 5339 - Hampton Rd portion ⁴ | \$ 2,264,676 | \$ 212,000 | \$ 317,000 | \$ 2,830,845 | \$ 2,264,676 | \$ 452,935 | \$ 113,234 | \$ 2,830,845 |
| Section 5310 - Hampton Rd portion | \$ 1,415,000 | \$ 3,172,733 | \$ 3,275,032 | \$ 30,526,823 | \$ 1,179,000 | \$ 218,000 | \$ 252,000 | \$ 1,649,000 |
| TOTAL | \$ 24,079,058 | \$ 3,176,749 | \$ 3,215,047 | \$ 30,827,185 | \$ 3,176,749 | \$ 3,208,047 | \$ 30,211,981 | |
| | FY 2023 ² | | | | FY 2024 ² | | | |
| | Estimated Federal Revenue | Non-Federal Revenue | Estimated State Revenue | Total Estimated Revenue | Estimated Federal Revenue | Non-Federal Revenue | Estimated State Revenue | Total Estimated Revenue |
| Section 5303 ³ | \$ 719,928 | \$ 89,991 | \$ 2,415,823 | \$ 91,975 | \$ 899,910 | \$ 719,928 | \$ 89,991 | \$ 899,910 |
| Section 5307/5340 | \$ 19,326,581 | \$ - | \$ 337,000 | \$ 24,158,226 | \$ 19,326,581 | \$ 2,415,823 | \$ 2,415,823 | \$ 24,158,226 |
| Section 5311 ⁵ | \$ 337,000 | \$ - | \$ 452,935 | \$ 113,234 | \$ 674,000 | \$ 337,000 | \$ - | \$ 674,000 |
| Section 5339 - Hampton Rd portion ⁴ | \$ 2,264,676 | \$ 218,000 | \$ 259,000 | \$ 2,830,845 | \$ 2,264,676 | \$ 452,935 | \$ 113,234 | \$ 2,830,845 |
| Section 5310 - Hampton Rd portion | \$ 1,207,000 | \$ 3,176,749 | \$ 3,215,047 | \$ 30,246,981 | \$ 1,684,000 | \$ 1,103,000 | \$ 219,000 | \$ 1,572,000 |
| TOTAL | \$ 23,855,185 | \$ 3,176,749 | \$ 3,215,047 | \$ 30,246,981 | \$ 23,751,185 | \$ 3,177,749 | \$ 3,206,047 | \$ 30,134,981 |

Source : Virginia Department of Rail and Public Transportation

¹ Calculations in this spreadsheet are based on FTA apportionments only and do not include CMAs or STP funds that have been flexed into 5307. With the exception of 5303, we have opted for a conservative approach and are showing FY 2022-2024 allocations at the level of FY 2021 funding, without an inflation factor.

² Designates State fiscal year. Includes full year FTA apportionments published on February 3, 2020.

³ Section 5303 for FY 2021 based on full year FTA apportionments published on February 3, 2020 plus carryover from FY 2020. FY 2022-2024 based on full year FTA apportionments published on February 3, 2020 with no carryover.

⁴ State and local match ratios set at 16% and 4%, respectively.

⁵ Section 5311 capital allocations are discretionary, therefore this forecast only includes 5311 operating assistance based on the draft FY 2021-2024 TIP provided by WATA.

How to Read the Project Summary Sheet

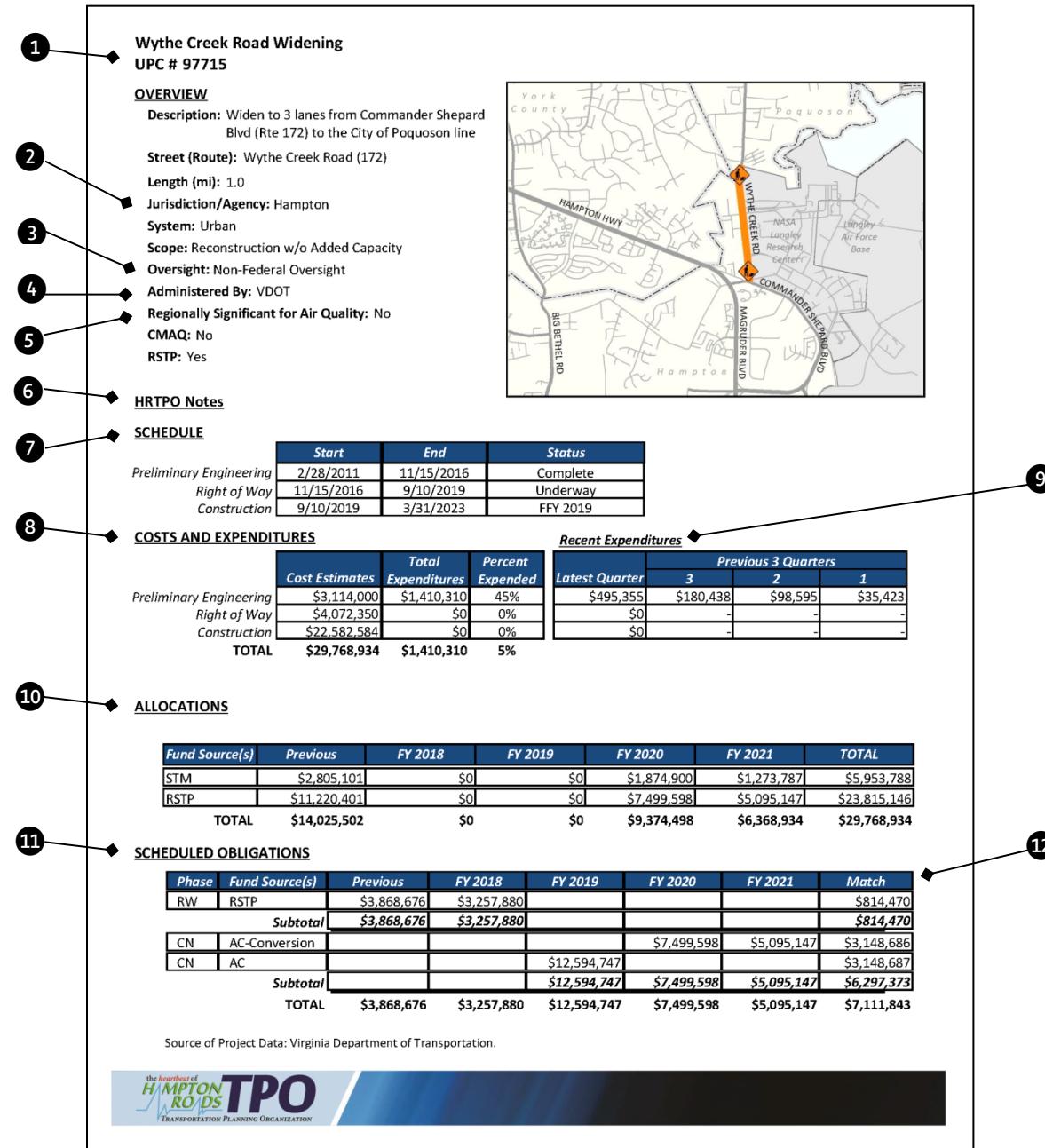
Section III



HOW TO READ THE PROJECT SUMMARY SHEET

Figure 3 depicts a sample HRTPO project summary sheet from the TIP. Descriptions of various fields included in the project entry are included below.

Figure 3 | Project Guide Sheet



TERM DEFINITIONS

- ① **Universal Project Code (UPC)** – The number assigned to a project when it is entered into the VDOT database. The UPC number remains with the project until completion and provides a good way to identify or check on the status of a project.
- ② **System** – Indicates which system, program or mode of transportation the project falls within: Interstate, Primary, Urban, Secondary, Miscellaneous or Public Transportation. Descriptions of the systems and how the projects are sorted within each system are as follows:
 - The **Interstate** system contains projects identified as being part of the limited-access system of highways that carry route designations such as I-64, I-264, I-464, I-564 and I-664. Projects listed in this category are organized by route number and listed by jurisdiction.
 - The **Primary** system contains projects located along major roadways that carry a route designation of less than 600. Projects listed in this category are organized by route number and listed by jurisdiction.
 - The **Urban** system contains projects located within cities and towns. Projects are organized by jurisdiction and listed by street name.
 - The **Secondary** system contains projects located along minor roadways that carry a route designation of 600 or greater. Projects listed in this category are primarily located within counties and are organized by route number and listed by jurisdiction.
 - **Miscellaneous** projects are generally regional in nature and do not clearly fall into one of the above systems. Projects in this category are organized by jurisdiction.
- ③ **Oversight** – Federal Oversight indicates the Federal Oversight in the project construction contracting and management. Non-Federal Oversight indicates Non-Federal Oversight in the construction contracting and management issues and does not affect the standard environmental review process for transportation projects.
- ④ **Administered By** – Indicates the party responsible for administering the project.
- ⑤ **Regionally Significant for Air Quality** – A transportation project that is on a facility that serves regional transportation needs, such as access to and from: the area outside the region, major activity centers in the region, and/or major planned developments. At a minimum, this includes all principal arterial highways and all fixed guideway transit facilities that offer a significant alternative to regional highway travel. Regionally significant projects must be included in the modeling of the transportation network for the metropolitan area for the purposes of the air quality conformity analysis.

- ⑥ **HRTPO Notes** – A field available for comments by the HRTPO, such as information on revisions made on the project.
- ⑦ **Schedule** – The anticipated schedule for each phase of the project.
- ⑧ **Costs and Expenditures** – The costs and expenditures for each phase of a project (Preliminary Engineering, Right of Way, and Construction). The estimated cost of the project is shown by phase and reflects the best overall estimate available.
- ⑨ **Recent Expenditures** – This table will show expenditures for the most recent four quarters and will be used to track the trends of expenditures as a measure of activity on a project.
- ⑩ **Allocations** – **Allocations** – The funds that are available each fiscal year as identified in VDOT's budget and Six-Year Improvement Plan. Allocation amounts include federal funds, state funds, and local/state matching funds.
- ⑪ **Scheduled Obligations** – Obligations are commitments by the Federal government to reimburse the state for the Federal share of a project's eligible costs. Obligations are identified in the TIP by project and project phase (Preliminary Engineering, Right of Way, and Construction) and are forecasted across a four-year timeframe.
- ⑫ **Match** – Most of the time, the use of Federal funds require matching funds from a non-Federal source. The ratio of Federal share to matching funds may be 90/10, 80/20, or some other combination.

PROJECT PHASES

To the left of each fund source listed under Schedule, Costs and Expenditures, Recent Expenditures, and Scheduled Obligations is the project phase that is being funded. Descriptions of the project phases are as follows:

- **Preliminary Engineering (PE)** – In this phase, a preliminary field survey, utility location, environmental/historical studies, road design alternatives, drawings, final field inspections, and public hearings are done. This process can take a few months to several years to complete.
- **Right of Way (RW)** – This is the portion of the project in which negotiations with property owners take place, payments are made, and arrangements with utility companies are finalized to obtain the land necessary for the project. Right of Way work does not begin until most of the Preliminary Engineering steps are complete.
- **Construction (CN)** – In this phase, the project is advertised to prospective contractors for bids. Once the bids are opened and a contract is awarded, construction can begin.

FUND SOURCES

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) administer several Federal funding sources for TIP projects. Multiple non-Federal programs also provide funding for TIP projects. All current TIP fund sources are listed in **Table 3** and **Table 4**, with abbreviations.



Table 3 | Highway Fund Sources

| ABBREVIATION | FUND SOURCE |
|---------------|--|
| AC | Advanced Construction (ultimate funding to be determined) |
| AC Conversion | Conversion of AC to Federal Funds |
| ARRA | American Recovery and Reinvestment Act |
| BOM | Bond Match |
| BR / BROS | Bridge / Off-System Bridge |
| CMAQ / CM | Congestion Mitigation and Air Quality Improvement Program |
| CPR | Capital Project Revenue Bonds |
| DBT | Debt Service |
| DEMO | Federal Demonstration |
| EB/MG | Equity Bonus/ Minimum Guarantee |
| EN / STP/EN | Enhancement Program |
| FBD | Ferry Boat Discretionary |
| FH | Forest Highway |
| FRAN | Federal Revenue Anticipation Note |
| GARV | Grant Anticipation Revenue Vehicles (GARVEE) Bonds |
| HES | Hazard Elimination Safety Program |
| HRTF / HRTAC | Hampton Roads Transportation Fund / Hampton Roads Transportation Accountability Commission |
| HPD | High Priority Demo Funds |
| HSIP | Highway Safety Improvement Program |
| IM | Interstate Maintenance |
| LOC | Local Funds |
| LOM | Local Match |
| MIX | Federal/State Mix |
| NHFP | National Highway Freight Program |
| NHPP | National Highway Performance Program |
| NH / NHS | National Highway System |
| OC | Open Container Funds |
| OPR | Operating Revenue |
| PPT | Public-Private Transportation Infrastructure Finance and Innovation Act (TIFIA) |
| PTF | Priority Transportation Fund |
| Rail | Rail Highway Crossing |
| RR | Railroad Funds |
| RS / REVSHARE | Revenue Sharing Funds |
| RSTP | Regional Surface Transportation Program |
| RTAP | Regional Transportation Alternatives Program Funds |
| SAFETEA-LU | Federal funds earmarked in SAFETEA-LU |
| SOFTMATCH | Federal Toll Credits |
| SRTS / SRS | Safe Routes to School |
| STBG | Surface Transportation Block Grant |
| STF | State Funds |
| STM | State Match |
| STP | Surface Transportation Program |
| TAP | Transportation Alternatives Program |
| TBD | To be determined |
| TOLL | Toll Funds |
| TRAN | Transportation Funds |
| Other | Other funds |

Table 4 | Transit Fund Sources

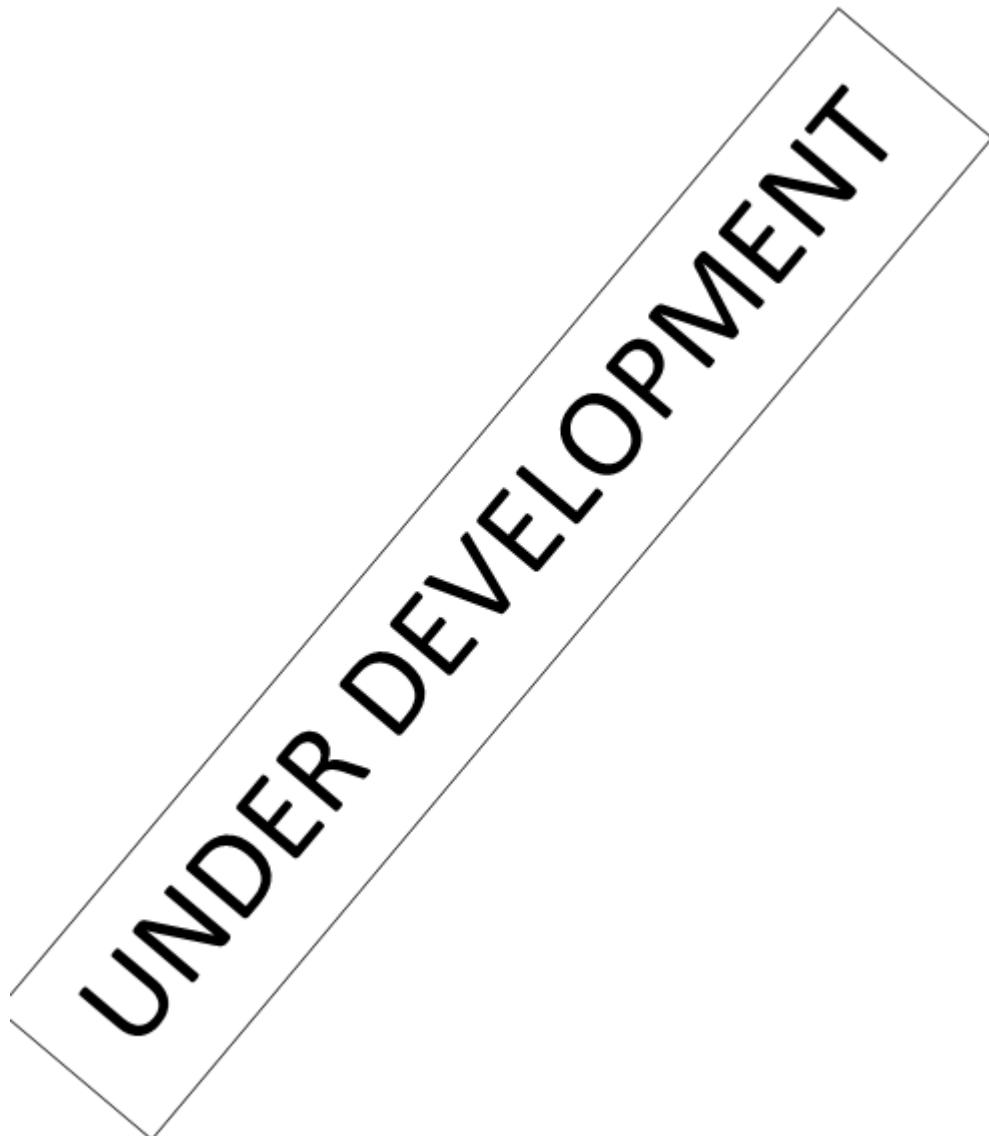
| ABBREVIATION | FUND SOURCE |
|---------------------|---|
| Equity Bonus | Equity Bonus |
| Federal Stimulus | American Recovery and Reinvestment Act (ARRA) |
| Flexible CMAQ | Congestion Mitigation and Air Quality Improvement Program |
| Flexible NHPP | National Highway Performance Program |
| Flexible STP / STBG | Surface Transportation Program / Surface Transportation Block Grant |
| FTA 5303 | Metropolitan Transportation Planning |
| FTA 5304 | Statewide Transportation Planning |
| FTA 5305 | Transportation Planning Programs |
| FTA 5307 | Urbanized Area Formula Grants |
| FTA 5309 | Capital Investment Grants |
| FTA 5310 | Enhanced Mobility of Seniors & Individuals with Disabilities |
| FTA 5311 | Formula Grants for Rural Areas |
| FTA 5314 | Human Resources and Training |
| FTA 5337 | State of Good Repair Grants |
| FTA 5339 | Grants for Buses and Bus Facilities Formula Program |
| Local | Local funds |
| Other | Other Federal funds |
| RTAP | Rural Transit Assistance Program |
| State | State funds |
| TIGER | Transportation Investment Generating Economic Recovery Program |



Interstate System Projects

Section IV

Figure 4 | Interstate System Projects



I-64 Southside Widening and High Rise Bridge - Phase 1 (HRTAC revenue)

UPC # 106692

OVERVIEW

Description: Widen I-64 to 6 lanes from I-464 to I-64/I-264/I-664 at Bowers Hill and construct a new 4 lane High-Rise Bridge south of the existing bridge. Three 3 EB and three 3 WB lanes with new lanes built in the median to be managed lanes.

Street (Route): I-64 (64)

Length (mi): 8.8

Jurisdiction/Agency: Chesapeake

System: Interstate

Scope: Reconstruction w/Added Capacity

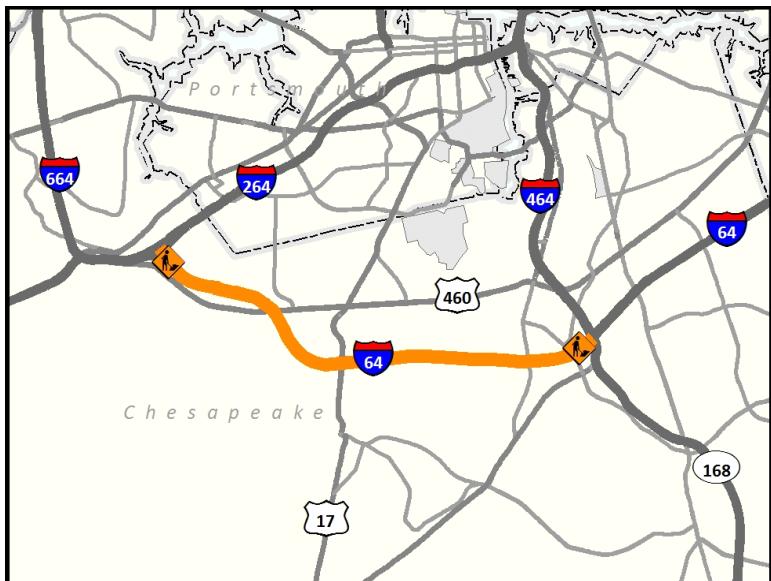
Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 2/2/2015 | 12/12/2016 | Complete |
| Right of Way | 12/12/2016 | 12/14/2016 | Complete |
| Construction | 12/14/2016 | 7/30/2021 | Underway |

COSTS AND EXPENDITURES

| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> |
|-------------------------|-----------------------|---------------------------|-------------------------|
| Preliminary Engineering | \$12,200,000 | \$12,201,002 | 100% |
| Right of Way | \$18,726,000 | \$10,315,945 | 55% |
| Construction | \$401,030,220 | \$51,381,392 | 13% |
| TOTAL | \$431,956,220 | \$73,898,339 | 17% |

Recent Expenditures

| <i>Latest Quarter</i> | <i>Previous 3 Quarters</i> | | |
|-----------------------|----------------------------|----------|----------|
| | <i>3</i> | <i>2</i> | <i>1</i> |
| \$0 | - | - | - |
| \$0 | - | - | - |
| \$0 | - | - | - |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|----------------------|---------------------|----------------|----------------|----------------|----------------------|
| HRTAC | \$352,844,849 | \$79,111,371 | \$0 | \$0 | \$0 | \$431,956,220 |
| TOTAL | \$352,844,849 | \$79,111,371 | \$0 | \$0 | \$0 | \$431,956,220 |

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

I-64 Southside Widening and High Rise Bridge - Phase 1 (Child project of UPC 106692)

UPC # 108990

OVERVIEW

Description: Child project of UPC 106692 - For future Fed/State funding (Parent project UPC 106692 is for HRTAC revenue only)

Street (Route): I-64 (64)

No map available for this project

Length (mi): 8.2

Jurisdiction/Agency: Chesapeake

System: Interstate

Scope: Reconstruction w/Added Capacity

Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No

HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|------------|-----|--------|
| Preliminary Engineering | N/A | N/A | N/A |
| Right of Way | N/A | N/A | N/A |
| Construction | 12/14/2016 | N/A | N/A |

COSTS AND EXPENDITURES

| | Recent Expenditures | | |
|-------------------------|---------------------|---------------------|------------------|
| | Cost Estimates | Total Expenditures | Percent Expended |
| Preliminary Engineering | \$0 | \$0 | - |
| Right of Way | \$0 | \$0 | - |
| Construction | \$92,657,545 | \$92,823,292 | 100% |
| TOTAL | \$92,657,545 | \$92,823,292 | 100% |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|---------------------|------------|------------|------------|------------|---------------------|
| GARV | \$92,657,545 | \$0 | \$0 | \$0 | \$0 | \$92,657,545 |
| TOTAL | \$92,657,545 | \$0 | \$0 | \$0 | \$0 | \$92,657,545 |

I-64 Southside Widening and High Rise Bridge - Phase 1 (Child project of UPC 106692)

UPC # 108990

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-----------------|-------------|--------------------|---------------------|--------------------|--------------------|--------------------|-------|
| CN | NHS/NHPP | \$8,996,669 | \$4,249,634 | | | | |
| CN | AC-Conversi | | | \$4,642,539 | \$4,690,600 | \$4,925,477 | |
| CN | AC | | \$79,411,242 | | | | |
| <i>Subtotal</i> | | \$8,996,669 | \$83,660,876 | \$4,642,539 | \$4,690,600 | \$4,925,477 | |
| TOTAL | | \$8,996,669 | \$83,660,876 | \$4,642,539 | \$4,690,600 | \$4,925,477 | |

Source of Project Data: Virginia Department of Transportation.

I-64 Southside Widening & High-Rise Bridge Phase 1 GARVEE Debt Service

UPC # 111982

OVERVIEW

Description: Debt Service related to I-64 Southside Widening and High-Rise Bridge (UPC 106692)

Street (Route): I-64

Length (mi): N/A

Jurisdiction/Agency: Chesapeake

System: Interstate

Scope: Deb Service

Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No

No map available for this project

HRPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 3/15/2018 | 9/15/2036 | Underway |
| Right of Way | N/A | N/A | N/A |
| Construction | N/A | N/A | N/A |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | | | | | |
|-------------------------|----------------------------|---------------------------|-------------------------|----------------------------|----------|----------|----------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> | <i>Previous 3 Quarters</i> | | | |
| | | | | <i>Latest Quarter</i> | <i>3</i> | <i>2</i> | <i>1</i> |
| Preliminary Engineering | \$135,467,976 | \$0 | 0% | \$0 | - | - | - |
| Right of Way | \$0 | \$0 | - | \$0 | - | - | - |
| Construction | \$0 | \$9,973,714 | - | \$0 | - | - | - |
| TOTAL | \$135,467,976 | \$9,973,714 | 7% | | | | |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|---------------------|--------------------|--------------------|--------------------|--------------------|---------------------|
| NHPP | \$12,366,122 | \$6,141,360 | \$7,648,161 | \$8,567,772 | \$8,568,339 | \$43,291,754 |
| TOTAL | \$12,366,122 | \$6,141,360 | \$7,648,161 | \$8,567,772 | \$8,568,339 | \$43,291,754 |

I-64 Southside Widening & High-Rise Bridge Phase 1 GARVEE Debt Service

UPC # 111982

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-----------------|-------------|--------------------|---------------------|--------------------|--------------------|--------------------|-------|
| PE | NHS/NHPP | \$8,691,832 | \$3,467,601 | | | | |
| PE | AC-Conversi | | | \$3,252,518 | \$3,026,552 | \$2,789,132 | |
| PE | AC | | \$21,366,408 | | | | |
| <i>Subtotal</i> | | \$8,691,832 | \$24,834,009 | \$3,252,518 | \$3,026,552 | \$2,789,132 | |
| TOTAL | | \$8,691,832 | \$24,834,009 | \$3,252,518 | \$3,026,552 | \$2,789,132 | |

Source of Project Data: Virginia Department of Transportation.

Bowers Hill Interchange (PE Only)

UPC # 111427

OVERVIEW

Description: Study to identify short and long term operational improvements to the I-64/I-264/I-664 and Route 58/460 Interchange

Street (Route): I-64 (64)

Length (mi): N/A

Jurisdiction/Agency: Chesapeake

System: Interstate

Scope: Reconstruction w/Added Capacity

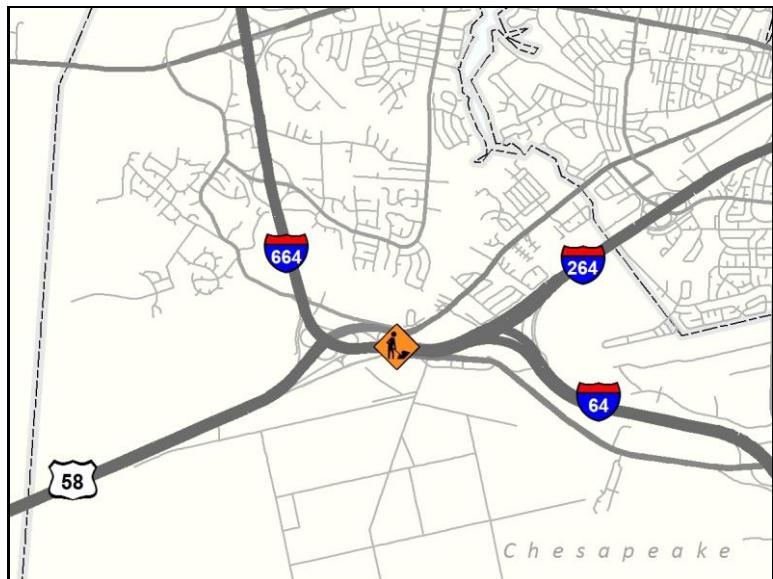
Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|-----------|----------|----------|
| Preliminary Engineering | 10/2/2017 | 3/9/2021 | Underway |
| Right of Way | N/A | N/A | N/A |
| Construction | N/A | N/A | N/A |

COSTS AND EXPENDITURES

| | Cost Estimates | Total Expenditures | Percent Expended |
|-------------------------|--------------------|--------------------|------------------|
| Preliminary Engineering | \$4,000,000 | \$1,938,799 | 48% |
| Right of Way | \$0 | \$0 | - |
| Construction | \$0 | \$0 | - |
| TOTAL | \$4,000,000 | \$1,938,799 | 48% |

Recent Expenditures

| Latest Quarter | Previous 3 Quarters | | |
|----------------|---------------------|---|---|
| | 3 | 2 | 1 |
| \$0 | - | - | - |
| \$0 | - | - | - |
| \$0 | - | - | - |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|--------------------|------------|------------|------------|------------|--------------------|
| LOC | \$4,000,000 | \$0 | \$0 | \$0 | \$0 | \$4,000,000 |
| TOTAL | \$4,000,000 | \$0 | \$0 | \$0 | \$0 | \$4,000,000 |

Bowers Hill Interchange (PE Only)

UPC # 111427

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-----------------|-------------|----------|--------------------|---------|---------|---------|-------|
| PE | AC | | \$4,000,000 | | | | |
| <i>Subtotal</i> | | | \$4,000,000 | | | | |
| TOTAL | | | \$4,000,000 | | | | |

Source of Project Data: Virginia Department of Transportation.

HRCS Preferred Alternative Refinement

UPC # 110577

OVERVIEW

Description: Preliminary work to begin needed geotechnical exploration and survey in the water and on land along the I-64 corridor from I-664 in Hampton to I-564 in Norfolk for the Hampton Roads Crossing Study (HRCS) Preferred Alternative.

Street (Route): I-64 (64)

Length (mi): 14.7

Jurisdiction/Agency: Hampton Roads

System: Interstate

Scope: Other

Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|----------|----------|----------|
| Preliminary Engineering | 1/3/2017 | 2/4/2020 | Complete |
| Right of Way | N/A | N/A | N/A |
| Construction | N/A | N/A | N/A |

COSTS AND EXPENDITURES

| | Cost Estimates | Total Expenditures | Percent Expended |
|-------------------------|---------------------|---------------------|------------------|
| Preliminary Engineering | \$30,000,000 | \$28,800,287 | 96% |
| Right of Way | \$0 | \$0 | - |
| Construction | \$0 | \$0 | - |
| TOTAL | \$30,000,000 | \$28,800,287 | 96% |

Recent Expenditures

| Latest Quarter | Previous 3 Quarters | | |
|----------------|---------------------|---|---|
| | 3 | 2 | 1 |
| \$0 | - | - | - |
| \$0 | - | - | - |
| \$0 | - | - | - |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|---------------------|------------|------------|------------|------------|---------------------|
| TBD | \$30,000,000 | \$0 | \$0 | \$0 | \$0 | \$30,000,000 |
| TOTAL | \$30,000,000 | \$0 | \$0 | \$0 | \$0 | \$30,000,000 |

HRCS Preferred Alternative Refinement

UPC # 110577

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|----------|---------------------|---------|---------|---------|-------|
| PE | Other | | \$30,000,000 | | | | |
| | <i>Subtotal</i> | | \$30,000,000 | | | | |
| | TOTAL | | \$30,000,000 | | | | |

Source of Project Data: Virginia Department of Transportation.

Hampton Roads Express Lanes Network Study

UPC # 113543

OVERVIEW

Description: Traffic and Revenue Study for a full Express Lanes Network in Hampton Roads

Street (Route): Hampton Roads

Length (mi): N/A

No map available for this project

Jurisdiction/Agency: Hampton Roads

System: Interstate

Scope: Other

Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No

HRPTO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 7/16/2018 | 11/17/2021 | Underway |
| Right of Way | N/A | N/A | N/A |
| Construction | N/A | N/A | N/A |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | |
|-------------------------|----------------------------|---------------------------|-------------------------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> |
| Preliminary Engineering | \$1,500,000 | \$1,296,547 | 86% |
| Right of Way | \$0 | \$0 | - |
| Construction | \$0 | \$0 | - |
| TOTAL | \$1,500,000 | \$1,296,547 | 86% |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|--------------------|----------------|----------------|----------------|----------------|--------------------|
| TOL | \$1,500,000 | \$0 | \$0 | \$0 | \$0 | \$1,500,000 |
| TOTAL | \$1,500,000 | \$0 | \$0 | \$0 | \$0 | \$1,500,000 |

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

I-64 HRBT Expansion Project - Design-Build Contract - HRTAC

UPC # 115008

OVERVIEW

Description: Widen I-64 from Settlers Landing Rd to I-564; widen the landside 4-lane sections in Hampton and Norfolk to 6 lanes, plus 2 part-time drivable shoulder lanes; expand the HRBT by building twin 2-lane bored tunnels west of the existing eastbound tunnel.

Street (Route): I-64

Length (mi): 9.1

Jurisdiction/Agency: Hampton Roads

System: Interstate

Scope: New Construction

Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 1/22/2019 | 3/4/2020 | Underway |
| Right of Way | N/A | N/A | N/A |
| Construction | 3/4/2020 | 4/20/2026 | FFY 2020 |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | |
|-------------------------|----------------------------|---------------------------|-------------------------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> |
| Preliminary Engineering | \$0 | \$0 | - |
| Right of Way | \$0 | \$0 | - |
| Construction | \$3,004,569,251 | \$142,986,203 | 5% |
| TOTAL | \$3,004,569,251 | \$142,986,203 | 5% |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|----------------------|------------------------|----------------------|----------------------|----------------------|------------------------|
| HRTAC | \$250,000,000 | \$1,076,175,698 | \$657,026,122 | \$495,010,086 | \$368,828,395 | \$2,847,040,301 |
| TOTAL | \$250,000,000 | \$1,076,175,698 | \$657,026,122 | \$495,010,086 | \$368,828,395 | \$2,847,040,301 |

I-64 HRBT Expansion Project - Design-Build Contract - HRTAC

UPC # 115008

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|----------------------|------------------------|----------------------|----------------------|----------------------|-------|
| CN | Other | \$250,000,000 | \$1,076,175,698 | \$657,026,122 | \$495,010,086 | \$368,828,395 | |
| | <i>Subtotal</i> | \$250,000,000 | \$1,076,175,698 | \$657,026,122 | \$495,010,086 | \$368,828,395 | |
| | TOTAL | \$250,000,000 | \$1,076,175,698 | \$657,026,122 | \$495,010,086 | \$368,828,395 | |

Source of Project Data: Virginia Department of Transportation.

I-64 HRBT Expansion Project - Owners Oversight - HRTAC Portion (Child project of UPC 115008)

UPC # 115009

OVERVIEW

Description: HRTAC portion of Owners Oversight costs, including Preliminary Engineering (PE), Right of Way (RW), Incentive, and Contingency/Scope Validation funds for the overall project

Street (Route): I-64

Length (mi): N/A

Jurisdiction/Agency: Hampton Roads

System: Interstate

Scope: New Construction

Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|-----------|------------|----------|
| Preliminary Engineering | 4/30/2019 | 11/30/2025 | Underway |
| Right of Way | 4/30/2019 | 4/1/2021 | Underway |
| Construction | 4/30/2019 | 11/30/2025 | Underway |

COSTS AND EXPENDITURES

| | Recent Expenditures | | | Latest Quarter | 3 | 2 | 1 |
|-------------------------|----------------------|---------------------|------------------|----------------|---|---|---|
| | Cost Estimates | Total Expenditures | Percent Expended | | | | |
| Preliminary Engineering | \$118,472,054 | \$5,968,656 | 5% | \$0 | - | - | - |
| Right of Way | \$15,000,000 | \$6,353,099 | 42% | \$0 | - | - | - |
| Construction | \$415,428,276 | \$4,003,816 | 1% | \$0 | - | - | - |
| TOTAL | \$548,900,330 | \$16,325,571 | 3% | | | | |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|----------------------|---------------------|---------------------|---------------------|---------------------|----------------------|
| HRTAC | \$191,063,852 | \$52,818,643 | \$56,577,245 | \$50,653,641 | \$52,817,383 | \$403,930,764 |
| TOTAL | \$191,063,852 | \$52,818,643 | \$56,577,245 | \$50,653,641 | \$52,817,383 | \$403,930,764 |

**I-64 HRBT Expansion Project - Owners Oversight - HRTAC Portion (Child project of UPC 115008)
UPC # 115009**

SCHEDULED OBLIGATIONS

| <i>Phase</i> | <i>Fund Source</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>Match</i> |
|--------------|------------------------|-----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|--------------|
| PE | Other | \$26,063,852 | \$23,694,411 | \$23,694,411 | \$17,770,808 | \$17,770,808 | |
| | <i>Subtotal</i> | <i>\$26,063,852</i> | <i>\$23,694,411</i> | <i>\$23,694,411</i> | <i>\$17,770,808</i> | <i>\$17,770,808</i> | |
| CN | Other | \$150,000,000 | \$29,124,232 | \$32,882,834 | \$32,882,833 | \$35,046,575 | |
| | <i>Subtotal</i> | <i>\$150,000,000</i> | <i>\$29,124,232</i> | <i>\$32,882,834</i> | <i>\$32,882,833</i> | <i>\$35,046,575</i> | |
| | TOTAL | \$176,063,852 | \$52,818,643 | \$56,577,245 | \$50,653,641 | \$52,817,383 | |

Source of Project Data: Virginia Department of Transportation.

I-64 HRBT Expansion Project - Design-Build Contract - SMART SCALE Portion (Child project of UPC 115008)

UPC # 115010

OVERVIEW

Description: SMART SCALE portion of costs for the Design-Build contract

Street (Route): I-64

Length (mi): N/A

Jurisdiction/Agency: Hampton Roads

System: Interstate

Scope: New Construction

Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No



HRPTO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | N/A | N/A | N/A |
| Right of Way | N/A | N/A | N/A |
| Construction | 4/30/2019 | 11/30/2025 | Underway |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | |
|----------------------------|----------------------------|---------------------------|-------------------------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> |
| Preliminary Engineering | \$0 | \$0 | - |
| Right of Way | \$0 | \$0 | - |
| Construction | \$200,000,000 | \$0 | 0% |
| TOTAL | \$200,000,000 | \$0 | 0% |
| <i>Previous 3 Quarters</i> | | | |
| <i>Latest Quarter</i> | 3 | 2 | 1 |
| | \$0 | - | - |
| <i>Latest Quarter</i> | 3 | 2 | 1 |
| | \$0 | - | - |
| <i>Latest Quarter</i> | 3 | 2 | 1 |
| | \$0 | - | - |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|-----------------|----------------|----------------|----------------|----------------------|----------------------|
| GARV | \$0 | \$0 | \$0 | \$0 | \$110,000,000 | \$110,000,000 |
| TOTAL | \$0 | \$0 | \$0 | \$0 | \$110,000,000 | \$110,000,000 |

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

I-64 HRBT Expansion Project - South Trestles (Child project of UPC 115008)

UPC # 115011

OVERVIEW

Description: VDOT portion of Construction (CN) and Preliminary Engineering (PE) costs for a subset of the overall project: replace existing marine bridges between the Norfolk shoreline and the HRBT South Island

Street (Route): I-64

Length (mi): N/A

Jurisdiction/Agency: Hampton Roads

System: Interstate

Scope: New Construction

Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|-----------|------------|----------|
| Preliminary Engineering | 4/30/2019 | 11/30/2025 | Underway |
| Right of Way | N/A | N/A | N/A |
| Construction | 4/30/2019 | 11/30/2025 | Underway |

COSTS AND EXPENDITURES

Recent Expenditures

| | Cost Estimates | Total Expenditures | Percent Expended | Previous 3 Quarters | | | |
|-------------------------|----------------------|--------------------|------------------|---------------------|---|---|---|
| | | | | Latest Quarter | 3 | 2 | 1 |
| Preliminary Engineering | \$3,527,946 | \$0 | 0% | \$0 | - | - | - |
| Right of Way | \$0 | \$0 | - | \$0 | - | - | - |
| Construction | \$104,999,700 | \$0 | 0% | \$0 | - | - | - |
| TOTAL | \$108,527,646 | \$0 | 0% | | | | |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|---------------------|------------------|--------------------|--------------------|---------------------|---------------------|
| TBD | \$6,881,607 | \$516,980 | \$749,307 | \$1,367,109 | \$266,818 | \$9,781,821 |
| STP | \$0 | \$0 | \$0 | \$0 | \$1,596,497 | \$1,596,497 |
| STF | \$23,773,688 | \$0 | \$0 | \$0 | \$0 | \$23,773,688 |
| NHPP | \$0 | \$102,066 | \$4,962,899 | \$1,992,769 | \$240,000 | \$7,297,734 |
| NHFP | \$0 | \$0 | \$0 | \$0 | \$16,282,670 | \$16,282,670 |
| TOTAL | \$30,655,295 | \$619,046 | \$5,712,206 | \$3,359,878 | \$18,385,985 | \$58,732,410 |

I-64 HRBT Expansion Project - South Trestles (Child project of UPC 115008)

UPC # 115011

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|----------|----------------------|--------------------|---------------------|---------------------|-------|
| PE | HIP/F | | \$3,527,946 | | | | |
| | <i>Subtotal</i> | | \$3,527,946 | | | | |
| CN | NHS/NHPP | | \$5,064,965 | | | | |
| CN | HIP/F | | \$3,353,661 | | | | |
| CN | AC-Conversi | | | \$1,992,769 | \$16,522,670 | \$17,969,710 | |
| CN | AC | | \$96,581,074 | | | | |
| | <i>Subtotal</i> | | \$104,999,700 | \$1,992,769 | \$16,522,670 | \$17,969,710 | |
| | TOTAL | | \$108,527,646 | \$1,992,769 | \$16,522,670 | \$17,969,710 | |

Source of Project Data: Virginia Department of Transportation.

I-64 Capacity Improvements - Segment 1 Debt Service

UPC # 109383

OVERVIEW

Description: Debt service line item for I-64 Peninsula Widening - 'Segment 1 project

Street (Route): I-64 (64)

Length (mi): N/A

Jurisdiction/Agency: Hampton Roads District-wide

System: Interstate

Scope: Debt Service

Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No

No map available for this project

HRPTO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 6/16/2016 | 4/18/2019 | Complete |
| Right of Way | N/A | N/A | N/A |
| Construction | N/A | N/A | N/A |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | | | | |
|-------------------------|----------------------------|---------------------------|-------------------------|----------------------------|----------|----------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> | <i>Previous 3 Quarters</i> | | |
| | <i>Latest Quarter</i> | <i>3</i> | <i>2</i> | <i>1</i> | <i>3</i> | <i>2</i> |
| Preliminary Engineering | \$100,692,685 | \$6,011,115 | 6% | \$0 | - | - |
| Right of Way | \$0 | \$0 | - | \$0 | - | - |
| Construction | \$0 | \$21,843,880 | - | \$0 | - | - |
| TOTAL | \$100,692,685 | \$27,854,995 | 28% | | | |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|---------------------|--------------------|--------------------|--------------------|--------------------|---------------------|
| NHPP | \$31,915,248 | \$7,417,918 | \$7,418,904 | \$7,417,387 | \$7,248,669 | \$61,418,126 |
| TOTAL | \$31,915,248 | \$7,417,918 | \$7,418,904 | \$7,417,387 | \$7,248,669 | \$61,418,126 |

I-64 Capacity Improvements - Segment 1 Debt Service

UPC # 109383

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-----------------|-------------|---------------------|---------------------|--------------------|--------------------|--------------------|-------|
| PE | NHS/NHPP | \$35,274,066 | \$7,417,814 | | | | |
| PE | AC-Conversi | | | \$7,418,329 | \$7,333,417 | \$7,248,308 | |
| PE | AC | | \$55,545,438 | | | | |
| <i>Subtotal</i> | | \$35,274,066 | \$62,963,252 | \$7,418,329 | \$7,333,417 | \$7,248,308 | |
| TOTAL | | \$35,274,066 | \$62,963,252 | \$7,418,329 | \$7,333,417 | \$7,248,308 | |

Source of Project Data: Virginia Department of Transportation.

I-64 Peninsula Widening - Segment 2

UPC # 106665

OVERVIEW

Description: Addition of a lane and full shoulder in each direction, reconstruction of existing lanes, and repair and widening of 9 existing bridges and 6 major culverts from 0.5 miles east of Rte 238 (Exit 247) to 1.05 miles west of Rte 199 (Exit 242).

Street (Route): I-64 (64)

Length (mi): 7.08

Jurisdiction/Agency: Hampton Roads

System: Interstate

Scope: Reconstruction with added capacity

Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 4/21/2015 | 4/21/2015 | Complete |
| Right of Way | 4/21/2015 | 7/21/2015 | Complete |
| Construction | 7/21/2015 | 5/24/2019 | Complete |

COSTS AND EXPENDITURES

| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> |
|-------------------------|-----------------------|---------------------------|-------------------------|
| Preliminary Engineering | \$6,000,000 | \$2,822,101 | 47% |
| Right of Way | \$1,511,548 | \$520,569 | 34% |
| Construction | \$168,321,349 | \$151,270,652 | 90% |
| TOTAL | \$175,832,897 | \$154,613,322 | 88% |

Recent Expenditures

| <i>Latest Quarter</i> | <i>Previous 3 Quarters</i> | | |
|-----------------------|----------------------------|----------|----------|
| | <i>3</i> | <i>2</i> | <i>1</i> |
| \$0 | - | - | - |
| \$0 | - | - | - |
| \$0 | - | - | - |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|----------------------|----------------|----------------|----------------|----------------|----------------------|
| HRTAC | \$175,832,897 | \$0 | \$0 | \$0 | \$0 | \$175,832,897 |
| TOTAL | \$175,832,897 | \$0 | \$0 | \$0 | \$0 | \$175,832,897 |

I-64 Peninsula Widening - Segment 2

UPC # 106665

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|----------|----------------------|---------|---------|---------|-------|
| PE | AC | | \$6,000,000 | | | | |
| | <i>Subtotal</i> | | \$6,000,000 | | | | |
| RW | AC | | \$1,511,548 | | | | |
| | <i>Subtotal</i> | | \$1,511,548 | | | | |
| CN | AC | | \$168,321,349 | | | | |
| | <i>Subtotal</i> | | \$168,321,349 | | | | |
| | TOTAL | | \$175,832,897 | | | | |

Source of Project Data: Virginia Department of Transportation.

I-64 Peninsula Widening - Segment 3

UPC # 106689

OVERVIEW

Description: Extend the 3 lane section of I-64 from Rt 199 East of Williamsburg (Exit 242) to Rt 199 West of Williamsburg (Exit 234). Work to include one additional EB and WB 12' wide travel lane and 12' wide shoulder lane within the existing median space.

Street (Route): I-64 (64)

Length (mi): 8.23

Jurisdiction/Agency: Hampton Roads

System: Interstate

Scope: Reconstruction with added capacity

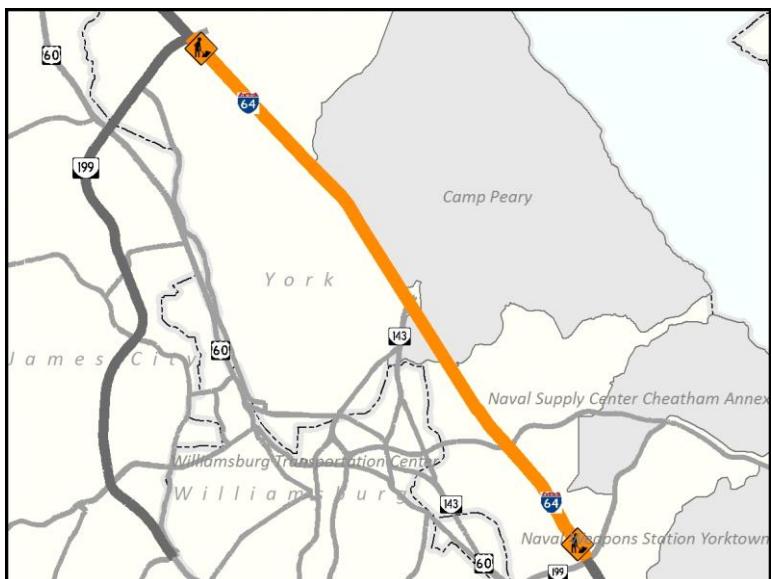
Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 3/1/2016 | 6/21/2017 | Complete |
| Right of Way | 6/21/2017 | 6/21/2017 | Complete |
| Construction | 6/21/2017 | 9/24/2021 | Underway |

COSTS AND EXPENDITURES

| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> |
|-------------------------|-----------------------|---------------------------|-------------------------|
| Preliminary Engineering | \$10,000,000 | \$5,291,519 | 53% |
| Right of Way | \$0 | \$0 | - |
| Construction | \$112,893,996 | \$12,092,634 | 11% |
| TOTAL | \$122,893,996 | \$17,384,153 | 14% |

Recent Expenditures

| <i>Latest Quarter</i> | <i>Previous 3 Quarters</i> | | |
|-----------------------|----------------------------|----------|----------|
| | <i>3</i> | <i>2</i> | <i>1</i> |
| \$0 | - | - | - |
| \$0 | - | - | - |
| \$0 | - | - | - |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|----------------------|--------------------|----------------|----------------|----------------|----------------------|
| HRTAC | \$116,474,798 | \$6,419,198 | \$0 | \$0 | \$0 | \$122,893,996 |
| TOTAL | \$116,474,798 | \$6,419,198 | \$0 | \$0 | \$0 | \$122,893,996 |

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

I-64 Peninsula Widening - Segment 3 (SMART SCALE - related to UPC 106689)

UPC # 109790

OVERVIEW

Description: Extend the 3 lane section of I-64 from Rt 199 East of Williamsburg (Exit 242) to Rt 199 West of Williamsburg (Exit 234). Work to include one additional EB and WB 12' wide travel lane and 12' wide shoulder lane within the existing median space.

Street (Route): I-64 (64)

Length (mi): 8.23

Jurisdiction/Agency: Hampton Roads

System: Interstate

Scope: Reconstruction with added capacity

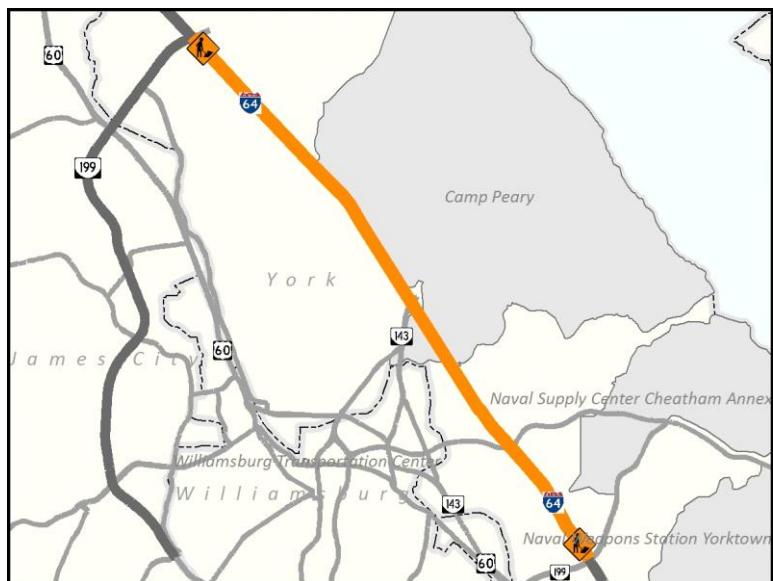
Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | N/A | N/A | N/A |
| Right of Way | 6/21/2017 | 6/21/2017 | Complete |
| Construction | 6/21/2017 | N/A | N/A |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | |
|-------------------------|----------------------------|---------------------------|-------------------------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> |
| Preliminary Engineering | \$0 | \$0 | - |
| Right of Way | \$12,000,000 | \$438,694 | 4% |
| Construction | \$109,151,977 | \$61,117,137 | 56% |
| TOTAL | \$121,151,977 | \$61,555,831 | 51% |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|---------------------|---------------------|----------------|----------------|----------------|----------------------|
| STP | \$37,401,927 | \$16,643,808 | \$0 | \$0 | \$0 | \$54,045,735 |
| STF | \$22,790,549 | \$0 | \$0 | \$0 | \$0 | \$22,790,549 |
| NHPP | \$10,111,276 | \$16,500,196 | \$0 | \$0 | \$0 | \$26,611,472 |
| HIP | \$1,857,155 | \$0 | \$0 | \$0 | \$0 | \$1,857,155 |
| EB/MG | \$0 | \$15,847,066 | \$0 | \$0 | \$0 | \$15,847,066 |
| TOTAL | \$72,160,907 | \$48,991,070 | \$0 | \$0 | \$0 | \$121,151,977 |

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

MMMBT Control Room Upgrade Plan (PE Only)

UPC # 105388

OVERVIEW

Description: Develop a project plan for upgrades to the MMMBT communications to support lane control, CCTW and other smart roadway technologies

Street (Route): I-664 (664)

Length (mi): N/A

Jurisdiction/Agency: Hampton Roads District-wide

System: Interstate

Scope: Safety/Traffic Opers/TSM

Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No

No map available for this project

HRTPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 5/8/2014 | 10/8/2020 | Underway |
| Right of Way | N/A | N/A | N/A |
| Construction | N/A | N/A | N/A |

COSTS AND EXPENDITURES

| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> |
|-------------------------|-----------------------|---------------------------|-------------------------|
| Preliminary Engineering | \$570,488 | \$433,930 | 76% |
| Right of Way | \$0 | \$0 | - |
| Construction | \$0 | \$0 | - |
| TOTAL | \$570,488 | \$433,930 | 76% |

Recent Expenditures

| <i>Latest Quarter</i> | <i>Previous 3 Quarters</i> | | |
|-----------------------|----------------------------|----------|----------|
| | <i>3</i> | <i>2</i> | <i>1</i> |
| \$0 | - | - | - |
| \$0 | - | - | - |
| \$0 | - | - | - |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|------------------|----------------|----------------|----------------|----------------|------------------|
| STF | \$570,448 | \$0 | \$0 | \$0 | \$0 | \$570,448 |
| NHPP | \$50,000 | \$0 | \$0 | \$0 | \$0 | \$50,000 |
| TOTAL | \$620,448 | \$0 | \$0 | \$0 | \$0 | \$620,448 |

MMMBT Control Room Upgrade Plan (PE Only)

UPC # 105388

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|----------|------------------|---------|---------|---------|-------|
| PE | DEMO | | \$50,000 | | | | |
| PE | AC | | \$470,488 | | | | |
| | <i>Subtotal</i> | | \$520,488 | | | | |
| | TOTAL | | \$520,488 | | | | |

Source of Project Data: Virginia Department of Transportation.

Denbigh Boulevard Bridge Replacement over I-64

UPC # 93077

OVERVIEW

Description: Replacement of the bridge on Denbigh Blvd over I-64 and CSX railroad

Street (Route): Denbigh Boulevard (173)

Length (mi): N/A

Jurisdiction/Agency: Newport News

System: Interstate

Scope: Bridge Replacement w/o Added Capacity

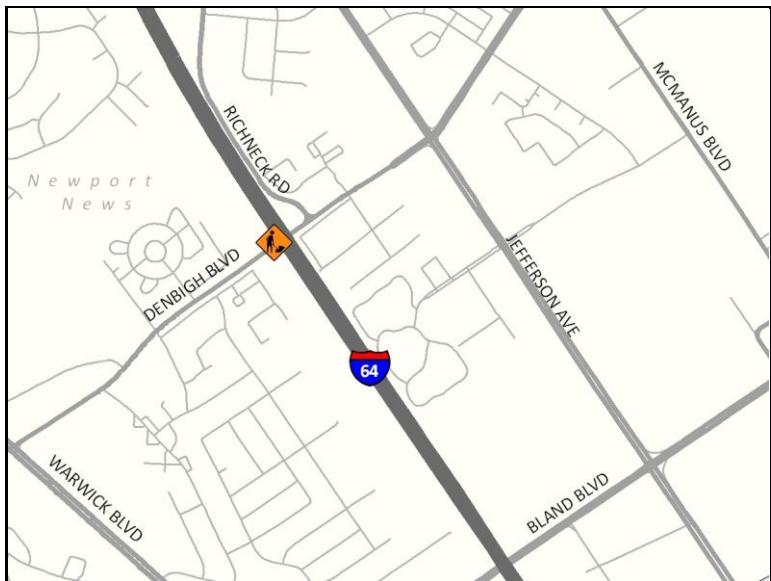
Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRPTO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 3/15/2012 | 10/28/2016 | Complete |
| Right of Way | 10/28/2016 | 9/11/2018 | Complete |
| Construction | 9/11/2018 | 7/27/2021 | Underway |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | |
|-------------------------|----------------------------|---------------------------|-------------------------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> |
| Preliminary Engineering | \$2,688,000 | \$2,672,333 | 99% |
| Right of Way | \$2,509,213 | \$806,613 | 32% |
| Construction | \$29,529,369 | \$4,799,993 | 16% |
| TOTAL | \$34,726,582 | \$8,278,939 | 24% |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|---------------------|----------------|----------------|----------------|----------------|---------------------|
| TBD | \$1,240,020 | \$0 | \$0 | \$0 | \$0 | \$1,240,020 |
| STM | \$268,692 | \$0 | \$0 | \$0 | \$0 | \$268,692 |
| STF | \$26,791,848 | \$0 | \$0 | \$0 | \$0 | \$26,791,848 |
| NHS | \$160,000 | \$0 | \$0 | \$0 | \$0 | \$160,000 |
| NHPP | \$4,266,022 | \$0 | \$0 | \$0 | \$0 | \$4,266,022 |
| IM | \$2,000,000 | \$0 | \$0 | \$0 | \$0 | \$2,000,000 |
| TOTAL | \$34,726,582 | \$0 | \$0 | \$0 | \$0 | \$34,726,582 |

Denbigh Boulevard Bridge Replacement over I-64

UPC # 93077

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

I-264 Downtown Tunnel PPTA

UPC # 97175

OVERVIEW

Description: Public-Private Transportation Act (PPTA) project development and management

Street (Route): Downtown Tunnel (264)

Length (mi): N/A

Jurisdiction/Agency: Hampton Roads

System: Interstate

Scope: Preliminary Engineering

Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No

No map available for this project

HRPTO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 4/17/2012 | 10/1/2012 | Complete |
| Right of Way | N/A | N/A | N/A |
| Construction | N/A | N/A | N/A |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | | | | | |
|-------------------------|----------------------------|---------------------------|-------------------------|----------------------------|----------|----------|----------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> | <i>Previous 3 Quarters</i> | | | |
| | | | | <i>Latest Quarter</i> | <i>3</i> | <i>2</i> | <i>1</i> |
| Preliminary Engineering | \$1,960,416 | \$1,404,316 | 72% | \$0 | - | - | - |
| Right of Way | \$0 | \$0 | - | \$0 | - | - | - |
| Construction | \$0 | \$0 | - | \$0 | - | - | - |
| TOTAL | \$1,960,416 | \$1,404,316 | 72% | | | | |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|--------------------|----------------|----------------|----------------|----------------|--------------------|
| STM | \$21,917 | \$0 | \$0 | \$0 | \$0 | \$21,917 |
| STF | \$104 | \$0 | \$0 | \$0 | \$0 | \$104 |
| NHS | \$1,015,946 | \$0 | \$0 | \$0 | \$0 | \$1,015,946 |
| NHPP | \$598,745 | \$0 | \$0 | \$0 | \$0 | \$598,745 |
| IM | \$197,257 | \$0 | \$0 | \$0 | \$0 | \$197,257 |
| BOM | \$126,551 | \$0 | \$0 | \$0 | \$0 | \$126,551 |
| TOTAL | \$1,960,520 | \$0 | \$0 | \$0 | \$0 | \$1,960,520 |

I-264 Downtown Tunnel PPTA**UPC # 97175****SCHEDULED OBLIGATIONS**

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|------------------|--------------------|---------|---------|---------|-------|
| PE | NHS/NHPP | \$197,257 | \$1,614,691 | | | | |
| PE | AC | | \$126,551 | | | | |
| | <i>Subtotal</i> | \$197,257 | \$1,741,242 | | | | |
| RW | NHS/NHPP | | | | | | |
| RW | AC | | | | | | |
| | <i>Subtotal</i> | | | | | | |
| | TOTAL | \$197,257 | \$1,741,242 | | | | |

Source of Project Data: Virginia Department of Transportation.

Midtown Tunnel/Downtown Tunnel/MLK Extension Debt Service - Interstate

UPC # 103037

OVERVIEW

Description: Interstate System debt service for the Midtown Tunnel/Downtown Tunnel/MLK Extension Construction

Street (Route): I-264 (264)

Length (mi): N/A

Jurisdiction/Agency: Hampton Roads

System: Interstate

Scope: Debt Service

Oversight: N/A

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No

No map available for this project

HRTPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 9/6/2012 | 7/1/2027 | Underway |
| Right of Way | N/A | N/A | N/A |
| Construction | N/A | N/A | N/A |

COSTS AND EXPENDITURES

| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> |
|-------------------------|-----------------------|---------------------------|-------------------------|
| Preliminary Engineering | \$15,283,687 | \$4,217,898 | 28% |
| Right of Way | \$0 | \$0 | - |
| Construction | \$0 | \$2,941,606 | - |
| TOTAL | \$15,283,687 | \$7,159,504 | 47% |

Recent Expenditures

| <i>Latest Quarter</i> | <i>Previous 3 Quarters</i> | | |
|-----------------------|----------------------------|----------|----------|
| | <i>3</i> | <i>2</i> | <i>1</i> |
| \$0 | - | - | - |
| \$0 | - | - | - |
| \$0 | - | - | - |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|--------------------|------------------|------------------|------------------|------------------|---------------------|
| NHPP | \$7,710,674 | \$996,147 | \$996,540 | \$946,984 | \$943,110 | \$11,593,455 |
| TOTAL | \$7,710,674 | \$996,147 | \$996,540 | \$946,984 | \$943,110 | \$11,593,455 |

Midtown Tunnel/Downtown Tunnel/MLK Extension Debt Service - Interstate

UPC # 103037

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-----------------|-------------|--------------------|--------------------|------------------|------------------|------------------|-------|
| CN | NHS/NHPP | \$8,155,427 | \$995,838 | | | | |
| CN | AC-Conversi | | | \$973,115 | \$944,235 | \$943,277 | |
| CN | AC | | \$2,890,829 | | | | |
| <i>Subtotal</i> | | \$8,155,427 | \$3,886,667 | \$973,115 | \$944,235 | \$943,277 | |
| TOTAL | | \$8,155,427 | \$3,886,667 | \$973,115 | \$944,235 | \$943,277 | |

Source of Project Data: Virginia Department of Transportation.

Public Contribution for DT/MT/MLK - Interstate

UPC # 101852

OVERVIEW

Description: Provides direct freeway-to-freeway CN Rt 58 from I-264 to the Midtown Tunnel - work related to toll gantries

Street (Route): I-264 (264)

Length (mi): N/A

Jurisdiction/Agency: Hampton Roads District-wide

System: Interstate

Scope: Preliminary Engineering

Oversight: N/A

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No

No map available for this project

HRTPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 12/5/2011 | 10/22/2012 | Complete |
| Right of Way | 10/22/2012 | 5/28/2014 | Complete |
| Construction | 10/22/2012 | 5/11/2018 | Complete |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | |
|-------------------------|----------------------------|---------------------------|-------------------------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> |
| Preliminary Engineering | \$4,745,379 | \$4,725,149 | 100% |
| Right of Way | \$791,800 | \$750,774 | 95% |
| Construction | \$9,512,231 | \$9,583,606 | 101% |
| TOTAL | \$15,049,410 | \$15,059,529 | 100% |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|---------------------|----------------|----------------|----------------|----------------|---------------------|
| STF | \$2,269,076 | \$0 | \$0 | \$0 | \$0 | \$2,269,076 |
| GARV | \$12,790,454 | \$0 | \$0 | \$0 | \$0 | \$12,790,454 |
| TOTAL | \$15,059,530 | \$0 | \$0 | \$0 | \$0 | \$15,059,530 |

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

ERC Task Order Funding - Downtown/Midtown Tunnel

UPC # 105900

OVERVIEW

Description: Account for additional payments owed by VDOT as a result of CN phase change orders including revisions to operating directions for full weekend tunnel closures.

Street (Route): Downtown Tunnel (264)

Length (mi): N/A

Jurisdiction/Agency: Hampton Roads

System: Interstate

Scope: Restoration and Rehabilitation

Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No

No map available for this project

HRTPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | N/A | N/A | N/A |
| Right of Way | N/A | N/A | N/A |
| Construction | 4/25/2014 | 3/31/2019 | Complete |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | |
|-------------------------|----------------------------|---------------------------|-------------------------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> |
| Preliminary Engineering | \$0 | \$0 | - |
| Right of Way | \$0 | \$0 | - |
| Construction | \$8,000,000 | \$3,980,560 | 50% |
| TOTAL | \$8,000,000 | \$3,980,560 | 50% |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|--------------------|----------------|----------------|----------------|----------------|--------------------|
| NHS | \$1,277,174 | \$0 | \$0 | \$0 | \$0 | \$1,277,174 |
| NHPP | \$6,383,263 | \$0 | \$0 | \$0 | \$0 | \$6,383,263 |
| CPR | \$70,739 | \$0 | \$0 | \$0 | \$0 | \$70,739 |
| BOM | \$268,824 | \$0 | \$0 | \$0 | \$0 | \$268,824 |
| TOTAL | \$8,000,000 | \$0 | \$0 | \$0 | \$0 | \$8,000,000 |

ERC Task Order Funding - Downtown/Midtown Tunnel

UPC # 105900

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|--------------------|-----------------|---------|---------|---------|-----------------|
| CN | NHS/NHPP | \$7,870,646 | \$56,591 | | | | \$14,148 |
| | <i>Subtotal</i> | \$7,870,646 | \$56,591 | | | | \$14,148 |
| | TOTAL | \$7,870,646 | \$56,591 | | | | \$14,148 |

Source of Project Data: Virginia Department of Transportation.

I-64 Express Lanes - Segment II (PE Only)

UPC # 112923

OVERVIEW

Description: Extend I-64 HOT lanes - 2 lanes from I-64/I-264 interchange to I-664/I-264 Interchange at Bowers Hill

Street (Route): I-64

Length (mi): N/A

Jurisdiction/Agency: Hampton Roads

System: Interstate

Scope: Traffic Management

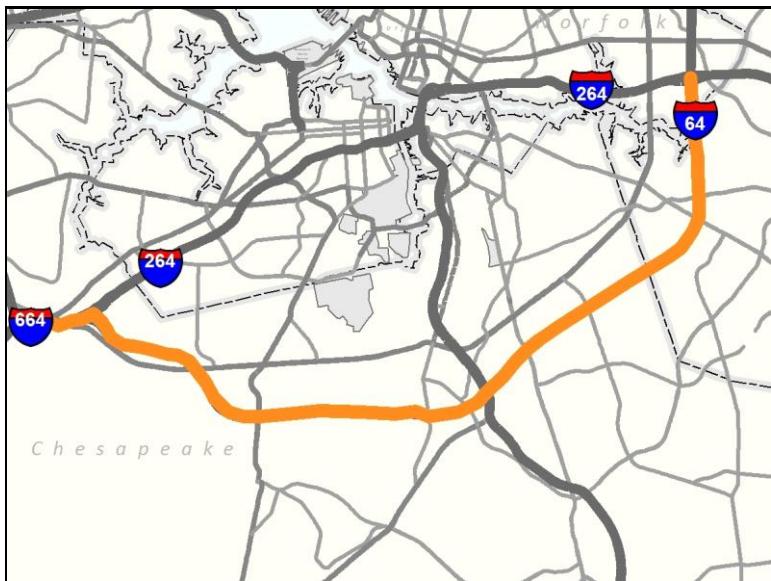
Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|-----------|-----------|----------|
| Preliminary Engineering | 7/11/2018 | 5/12/2020 | Underway |
| Right of Way | N/A | N/A | N/A |
| Construction | 5/12/2020 | 7/30/2021 | FFY 2020 |

COSTS AND EXPENDITURES

| | Cost Estimates | Total Expenditures | Percent Expended |
|-------------------------|---------------------|--------------------|------------------|
| Preliminary Engineering | \$3,500,000 | \$1,884,325 | 54% |
| Right of Way | \$0 | \$0 | - |
| Construction | \$6,500,000 | \$0 | 0% |
| TOTAL | \$10,000,000 | \$1,884,325 | 19% |

Recent Expenditures

| Latest Quarter | Previous 3 Quarters | | |
|----------------|---------------------|---|---|
| | 3 | 2 | 1 |
| \$0 | - | - | - |
| \$0 | - | - | - |
| \$0 | - | - | - |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|---------------------|------------|------------|------------|------------|---------------------|
| TOL | \$10,000,000 | \$0 | \$0 | \$0 | \$0 | \$10,000,000 |
| TOTAL | \$10,000,000 | \$0 | \$0 | \$0 | \$0 | \$10,000,000 |

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

I-264 West Off-Ramp Improvements at Ballentine Boulevard

UPC # 111788

OVERVIEW

Description: Addition of dual right turn lane on the I-264 West off-ramp at Ballentine Boulevard

Street (Route): N/A

Length (mi): 0.09

Jurisdiction/Agency: Norfolk

System: Interstate

Scope: Traffic Management/Engineering

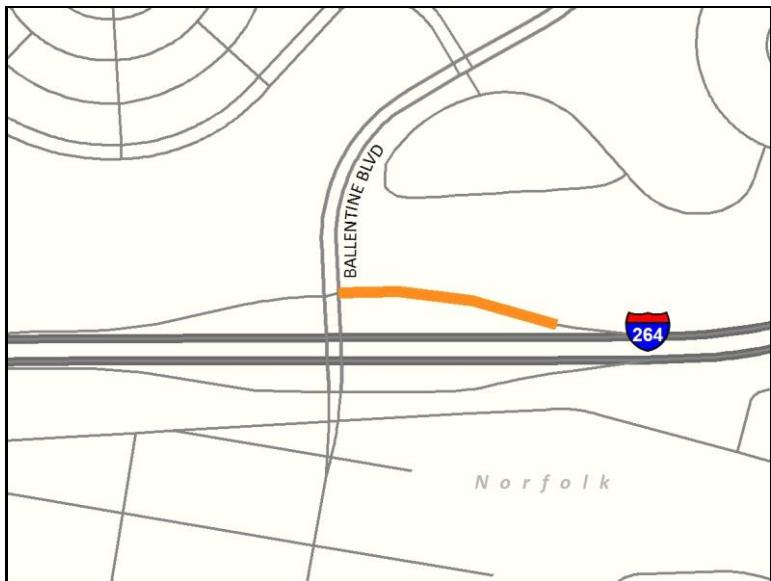
Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 12/2/2019 | 7/14/2022 | Underway |
| Right of Way | 7/14/2022 | 10/10/2023 | FFY 2022 |
| Construction | 10/10/2023 | 11/6/2024 | FFY 2024 |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | |
|-------------------------|----------------------------|---------------------------|-------------------------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> |
| <i>Latest Quarter</i> | <i>3</i> | <i>2</i> | <i>1</i> |
| Preliminary Engineering | \$0 | - | - |
| Right of Way | \$0 | - | - |
| Construction | \$0 | - | - |
| TOTAL | \$1,710,000 | \$0 | 0% |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|------------------|------------------|------------------|------------------|----------------|--------------------|
| STP | \$0 | \$180,000 | \$820,000 | \$510,000 | \$0 | \$1,510,000 |
| STF | \$200,000 | \$0 | \$0 | \$0 | \$0 | \$200,000 |
| TOTAL | \$200,000 | \$180,000 | \$820,000 | \$510,000 | \$0 | \$1,710,000 |

I-264 West Off-Ramp Improvements at Ballentine Boulevard

UPC # 111788

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|----------|------------------|------------------|---------|--------------------|--------------------|
| PE | STP/STBG | | \$200,000 | | | | |
| | <i>Subtotal</i> | | \$200,000 | | | | |
| RW | STP/STBG | | | \$180,000 | | | |
| | <i>Subtotal</i> | | | \$180,000 | | | |
| CN | STP/STBG | | | | | \$1,130,000 | |
| CN | AC | | | | | \$200,000 | |
| | <i>Subtotal</i> | | | | | \$1,330,000 | |
| | TOTAL | | \$200,000 | \$180,000 | | | \$1,330,000 |

Source of Project Data: Virginia Department of Transportation.

I-64/I-264 Interchange Phase III (PE Only) in Norfolk

UPC # 106693

OVERVIEW

Description: Analyze all movements between I-64 and I-264 except I-64 West to I-264 East (which was addressed in UPC #57048)

Street (Route): I-64/I-264

Length (mi): N/A

Jurisdiction/Agency: Norfolk

System: Interstate

Scope: Reconstruction w/Added Capacity

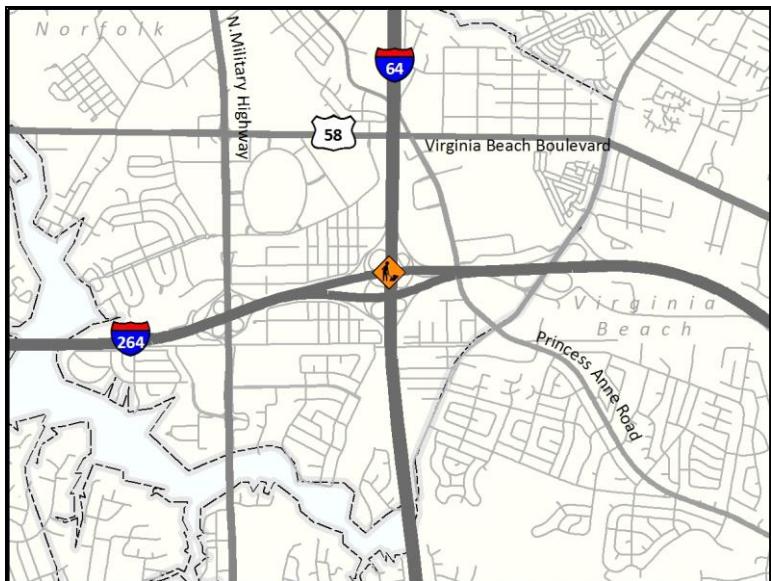
Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|----------|-----------|----------|
| Preliminary Engineering | 2/2/2017 | 5/18/2020 | Underway |
| Right of Way | N/A | N/A | N/A |
| Construction | N/A | N/A | N/A |

COSTS AND EXPENDITURES

| | <u>Recent Expenditures</u> | | |
|-------------------------|----------------------------|---------------------------|-------------------------|
| | <u>Cost Estimates</u> | <u>Total Expenditures</u> | <u>Percent Expended</u> |
| Preliminary Engineering | \$10,000,000 | \$2,109,828 | 21% |
| Right of Way | \$0 | \$0 | - |
| Construction | \$0 | \$0 | - |
| TOTAL | \$10,000,000 | \$2,109,828 | 21% |

ALLOCATIONS

| <u>Fund Source(s)</u> | <u>Previous</u> | <u>FY 2021</u> | <u>FY 2022</u> | <u>FY 2023</u> | <u>FY 2024</u> | <u>TOTAL</u> |
|-----------------------|---------------------|----------------|----------------|----------------|----------------|---------------------|
| HRTAC | \$10,000,000 | \$0 | \$0 | \$0 | \$0 | \$10,000,000 |
| TOTAL | \$10,000,000 | \$0 | \$0 | \$0 | \$0 | \$10,000,000 |

I-64/I-264 Interchange Phase III (PE Only) in Norfolk

UPC # 106693

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-----------------|-------------|----------|---------------------|---------|---------|---------|-------|
| PE | AC | | \$10,000,000 | | | | |
| <i>Subtotal</i> | | | \$10,000,000 | | | | |
| TOTAL | | | \$10,000,000 | | | | |

Source of Project Data: Virginia Department of Transportation.

I-564 Intermodal Connector

UPC # 18968

OVERVIEW

Description: Construct Intermodal Connector from I-564 to the Norfolk Naval Base/Norfolk International Terminal

Street (Route): I-564 (564)

Length (mi): 1.6

Jurisdiction/Agency: Norfolk

System: Interstate

Scope: New Construction

Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|-----------|-----------|----------|
| Preliminary Engineering | 7/1/1998 | 4/24/2001 | Complete |
| Right of Way | 4/24/2001 | 3/16/2015 | Complete |
| Construction | 3/16/2015 | 3/15/2019 | Complete |

COSTS AND EXPENDITURES

| | Recent Expenditures | | |
|-------------------------|---------------------|---------------------|------------------|
| | Cost Estimates | Total Expenditures | Percent Expended |
| Preliminary Engineering | \$10,995,515 | \$10,820,669 | 98% |
| Right of Way | \$25,964,832 | \$25,912,759 | 100% |
| Construction | \$0 | \$757 | - |
| TOTAL | \$36,960,347 | \$36,734,185 | 99% |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|---------------------|------------|------------|------------|------------|---------------------|
| TBD | \$1,949,070 | \$0 | \$0 | \$0 | \$0 | \$1,949,070 |
| STM | \$1,291,302 | \$0 | \$0 | \$0 | \$0 | \$1,291,302 |
| STF | \$7,401,888 | \$0 | \$0 | \$0 | \$0 | \$7,401,888 |
| NHS | \$10,203,486 | \$0 | \$0 | \$0 | \$0 | \$10,203,486 |
| FRAN | \$3,404,000 | \$0 | \$0 | \$0 | \$0 | \$3,404,000 |
| DEMO | \$16,137,144 | \$0 | \$0 | \$0 | \$0 | \$16,137,144 |
| CPR | \$1,425 | \$0 | \$0 | \$0 | \$0 | \$1,425 |
| BOM | \$2,652,227 | \$0 | \$0 | \$0 | \$0 | \$2,652,227 |
| TOTAL | \$43,040,542 | \$0 | \$0 | \$0 | \$0 | \$43,040,542 |

I-564 Intermodal Connector

UPC # 18968

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|----------|------------------|---------|---------|---------|------------------|
| PE | SAFETEA-LU | | \$791,693 | | | | \$197,923 |
| PE | HPD | | \$201,309 | | | | \$50,327 |
| | <i>Subtotal</i> | | \$993,002 | | | | \$248,250 |
| | TOTAL | | \$993,002 | | | | \$248,250 |

Source of Project Data: Virginia Department of Transportation.

Air Terminal Interchange

UPC # 59175

OVERVIEW

Description: Construct a new interchange on I-564 at Chambers Field Air Station

Street (Route): I-564 (564)

Length (mi): N/A

Jurisdiction/Agency: Norfolk

System: Interstate

Scope: New Construction

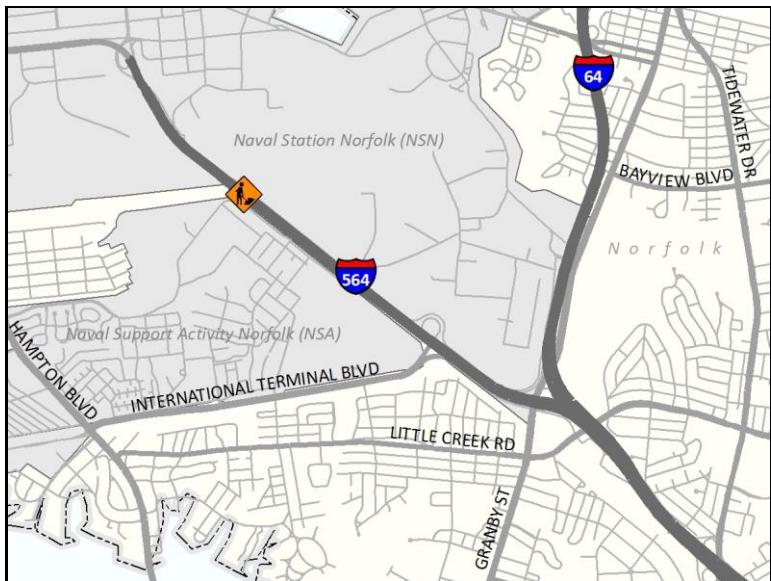
Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 9/8/2014 | 1/31/2020 | Complete |
| Right of Way | 1/31/2020 | 9/13/2022 | Underway |
| Construction | 9/13/2022 | 4/27/2027 | FFY 2022 |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | |
|-------------------------|----------------------------|---------------------------|-------------------------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> |
| Preliminary Engineering | \$10,000,000 | \$482,983 | 5% |
| Right of Way | \$3,000,000 | \$0 | 0% |
| Construction | \$124,421,369 | \$0 | 0% |
| TOTAL | \$137,421,369 | \$482,983 | 0% |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|---------------------|----------------|----------------|----------------|----------------|---------------------|
| STF | \$9,813,068 | \$0 | \$0 | \$0 | \$0 | \$9,813,068 |
| NHPP | \$186,932 | \$0 | \$0 | \$0 | \$0 | \$186,932 |
| TOTAL | \$10,000,000 | \$0 | \$0 | \$0 | \$0 | \$10,000,000 |

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

I-264 Interchange Improvements at I-64 and Witchduck Road

UPC # 17630

OVERVIEW

Description: Extend new C-D roadway (see UPC 57048) from Newtown Rd to Witchduck Rd, reconfigure Newtown Rd and Witchduck Rd interchange ramps south of I-264, and construct overpass connecting Greenwich Rd south of I-264 and Cleveland St on north side.

Street (Route): I-264 (264)

Length (mi): 2.3

Jurisdiction/Agency: Virginia Beach

System: Interstate

Scope: Reconstruction w/added capacity

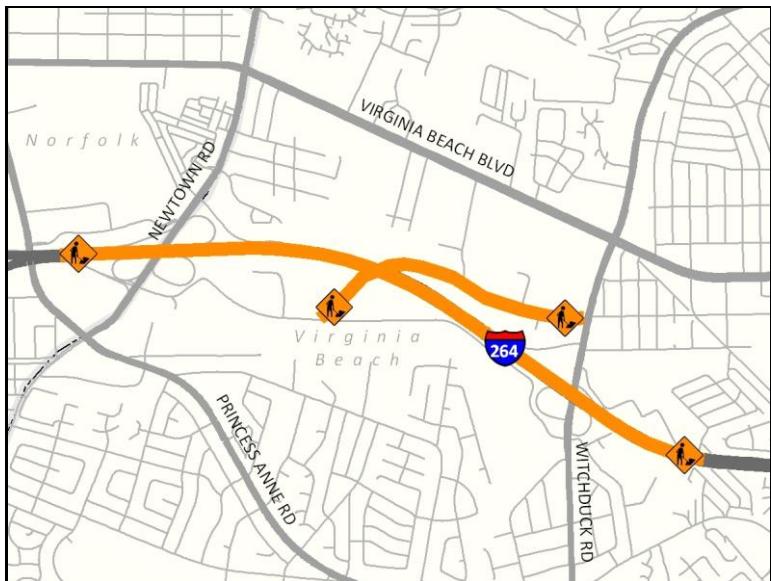
Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: Yes



HRPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 12/8/2000 | 4/30/2015 | Complete |
| Right of Way | 4/30/2015 | 7/25/2017 | Complete |
| Construction | 7/25/2017 | 10/13/2021 | Underway |

COSTS AND EXPENDITURES

| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> |
|-------------------------|-----------------------|---------------------------|-------------------------|
| Preliminary Engineering | \$13,882,900 | \$13,882,900 | 100% |
| Right of Way | \$0 | \$0 | - |
| Construction | \$52,871,349 | \$41,413,121 | 78% |
| TOTAL | \$66,754,249 | \$55,296,021 | 83% |

Recent Expenditures

| <i>Latest Quarter</i> | <i>Previous 3 Quarters</i> | | |
|-----------------------|----------------------------|----------|----------|
| | <i>3</i> | <i>2</i> | <i>1</i> |
| \$0 | - | - | - |
| \$0 | - | - | - |
| \$0 | - | - | - |

I-264 Interchange Improvements at I-64 and Witchduck Road

UPC # 17630

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|---------------------|--------------------|--------------------|------------|------------|---------------------|
| STP | \$11,438,526 | \$2,756,222 | \$7,608,946 | \$0 | \$0 | \$21,803,694 |
| STM | \$653,476 | \$0 | \$0 | \$0 | \$0 | \$653,476 |
| STF | \$14,949,139 | \$0 | \$0 | \$0 | \$0 | \$14,949,139 |
| RSTP | \$2,365,000 | \$0 | \$0 | \$0 | \$0 | \$2,365,000 |
| NHS | \$610,394 | \$0 | \$0 | \$0 | \$0 | \$610,394 |
| NHPP | \$3,480,000 | \$0 | \$0 | \$0 | \$0 | \$3,480,000 |
| LOC | \$2,871,294 | \$0 | \$0 | \$0 | \$0 | \$2,871,294 |
| IM | \$5,880,479 | \$0 | \$0 | \$0 | \$0 | \$5,880,479 |
| FRAN | \$1,250,000 | \$0 | \$0 | \$0 | \$0 | \$1,250,000 |
| EB/MG | \$346,699 | \$0 | \$0 | \$0 | \$0 | \$346,699 |
| CPR | \$12,428,848 | \$0 | \$0 | \$0 | \$0 | \$12,428,848 |
| BOM | \$115,226 | \$0 | \$0 | \$0 | \$0 | \$115,226 |
| TOTAL | \$56,389,081 | \$2,756,222 | \$7,608,946 | \$0 | \$0 | \$66,754,249 |

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|----------|--------------------|---------|---------|---------|-------|
| PE | Other | | \$431,714 | | | | |
| | <i>Subtotal</i> | | <i>\$431,714</i> | | | | |
| CN | AC-Conversi | | \$7,608,946 | | | | |
| | <i>Subtotal</i> | | <i>\$7,608,946</i> | | | | |
| | TOTAL | | \$8,040,660 | | | | |

Source of Project Data: Virginia Department of Transportation.

I-264 - Witchduck Rd Interchange & Ramp Ext (C-D Road) w/17630

UPC # 108041

OVERVIEW

Description: This project is for tracking UPC 17630 project charges associated with HRTAC funding.

Street (Route): I-264

Length (mi): N/A

Jurisdiction/Agency: Virginia Beach

System: Interstate

Scope: Reconstruction

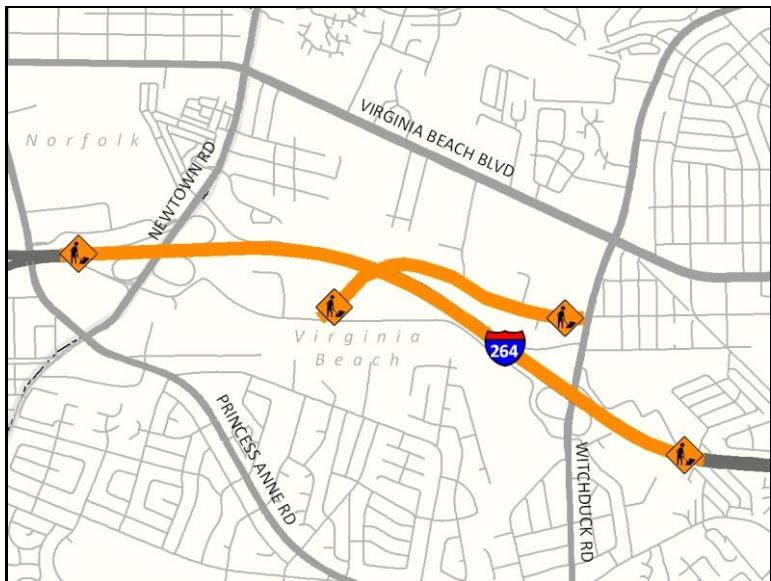
Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 12/8/2000 | 4/30/2015 | Complete |
| Right of Way | 4/30/2015 | 7/25/2017 | Complete |
| Construction | 7/25/2017 | 10/9/2025 | Underway |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | |
|-------------------------|----------------------------|---------------------------|-------------------------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> |
| Preliminary Engineering | \$199,910 | \$199,910 | 100% |
| Right of Way | \$54,392,666 | \$50,517,698 | 93% |
| Construction | \$73,157,062 | \$0 | 0% |
| TOTAL | \$127,749,638 | \$50,717,608 | 40% |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|----------------------|---------------------|----------------|----------------|----------------|----------------------|
| HRTAC | \$103,830,173 | \$23,919,465 | \$0 | \$0 | \$0 | \$127,749,638 |
| TOTAL | \$103,830,173 | \$23,919,465 | \$0 | \$0 | \$0 | \$127,749,638 |

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|---------------------|---------------------|---------|---------|---------|-------|
| CN | Other | \$49,237,597 | \$23,919,465 | | | | |
| | <i>Subtotal</i> | \$49,237,597 | \$23,919,465 | | | | |
| | TOTAL | \$49,237,597 | \$23,919,465 | | | | |

Source of Project Data: Virginia Department of Transportation.

I-264 Interchange Improvements at Lynnhaven Parkway - Phase II

UPC # 19005

OVERVIEW

Description: Project to reconfigure the interchange to improve capacity and enhance safety.

Street (Route): I-264 (264)

Length (mi): N/A

Jurisdiction/Agency: Virginia Beach

System: Interstate

Scope: Reconstruction w/o added capacity

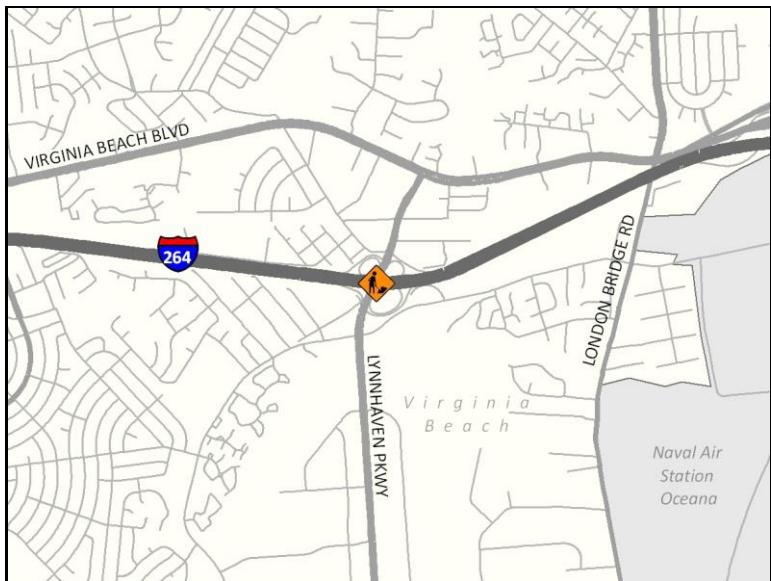
Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: Yes



HRPTO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 10/1/2001 | 1/18/2023 | Underway |
| Right of Way | 1/18/2023 | 2/6/2024 | FFY 2023 |
| Construction | 2/6/2024 | 5/29/2026 | FFY 2024 |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | | | | | |
|-------------------------|----------------------------|---------------------------|-------------------------|-----------------------|----------|----------|----------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> | | | | |
| | | | | <i>Latest Quarter</i> | <i>3</i> | <i>2</i> | <i>1</i> |
| Preliminary Engineering | \$11,661,632 | \$1,758,605 | 15% | \$0 | - | - | - |
| Right of Way | \$11,744,000 | \$0 | 0% | \$0 | - | - | - |
| Construction | \$102,751,621 | \$0 | 0% | \$0 | - | - | - |
| TOTAL | \$126,157,253 | \$1,758,605 | 1% | | | | |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|--------------------|----------------|----------------|----------------|----------------|--------------------|
| STM | \$93,691 | \$0 | \$0 | \$0 | \$0 | \$93,691 |
| STF | \$331,314 | \$0 | \$0 | \$0 | \$0 | \$331,314 |
| RSTP | \$184,444 | \$0 | \$0 | \$0 | \$0 | \$184,444 |
| NHS | \$148,249 | \$0 | \$0 | \$0 | \$0 | \$148,249 |
| MIX | \$279,460 | \$0 | \$0 | \$0 | \$0 | \$279,460 |
| IM | \$509,664 | \$0 | \$0 | \$0 | \$0 | \$509,664 |
| CMAQ | \$111,783 | \$0 | \$0 | \$0 | \$0 | \$111,783 |
| BOM | \$100,000 | \$0 | \$0 | \$0 | \$0 | \$100,000 |
| TOTAL | \$1,758,605 | \$0 | \$0 | \$0 | \$0 | \$1,758,605 |

I-264 Interchange Improvements at Lynnhaven Parkway - Phase II

UPC # 19005

SCHEDULED OBLIGATIONS

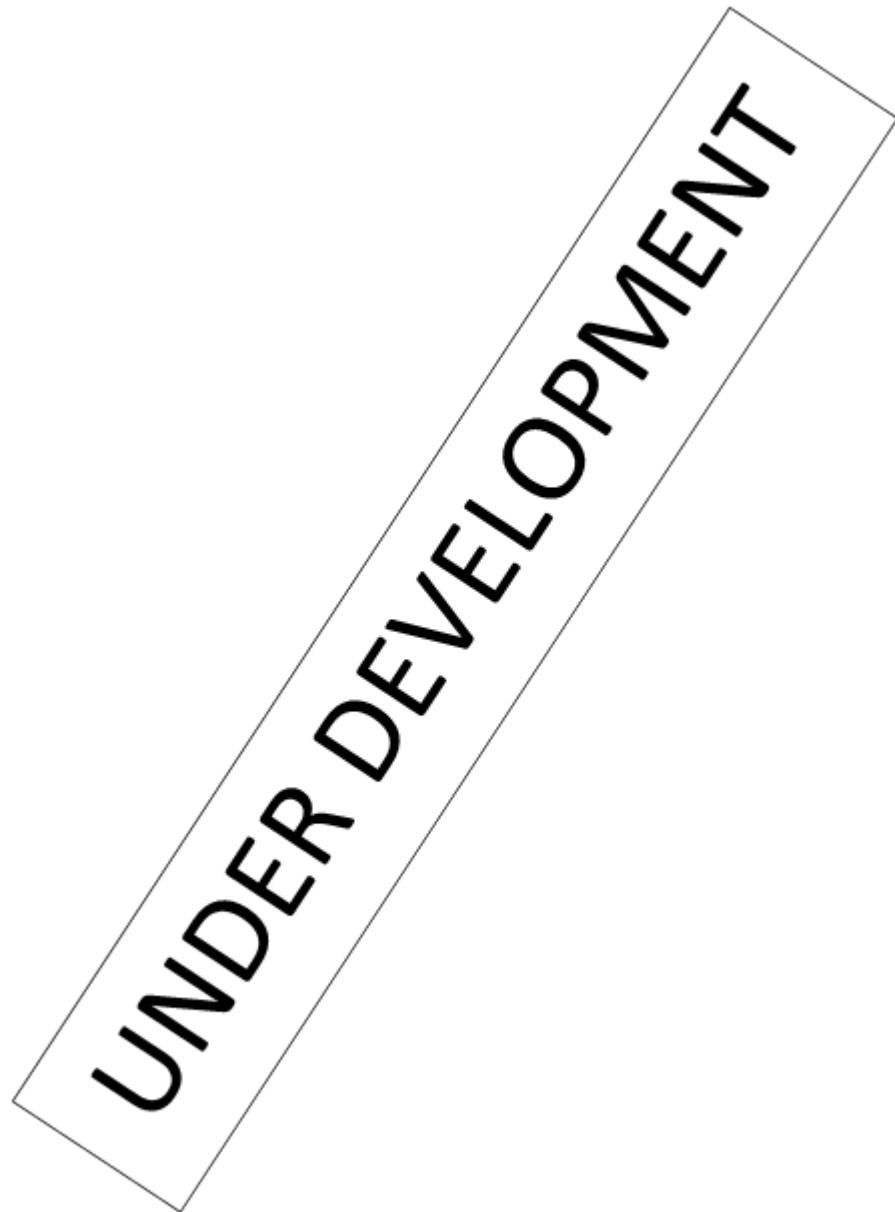
Source of Project Data: Virginia Department of Transportation.



Primary System Projects

Section V

Figure 5 | Primary System Projects



Deep Creek Bridge Replacement

UPC # 109382

OVERVIEW

Description: Replace existing 2-lane drawbridge on US 17 Bus/George Washington Highway with a 5-lane drawbridge

Street (Route): George Washington Highway (17)

Length (mi): 0.79

Jurisdiction/Agency: Chesapeake

System: Primary

Scope: Bridge Replacement w/ Added Capacity

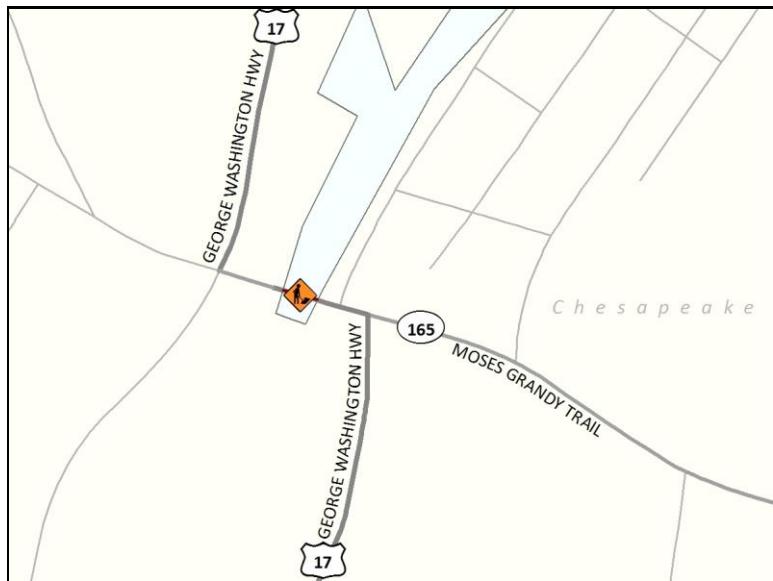
Oversight: N/A

Administered By: Locality

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|-----------|-----------|----------|
| Preliminary Engineering | 5/28/2015 | 1/9/2017 | Complete |
| Right of Way | 1/9/2017 | 2/19/2020 | Complete |
| Construction | 2/19/2020 | 9/1/2022 | Underway |

COSTS AND EXPENDITURES

| | Recent Expenditures | | |
|-------------------------|---------------------|--------------------|------------------|
| | Cost Estimates | Total Expenditures | Percent Expended |
| Preliminary Engineering | \$6,400,000 | \$35,644 | 1% |
| Right of Way | \$8,000,000 | \$0 | 0% |
| Construction | \$34,068,000 | \$0 | 0% |
| TOTAL | \$48,468,000 | \$35,644 | 0% |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|---------------------|---------------------|--------------------|------------|------------|---------------------|
| STP | \$2,547,407 | \$0 | \$0 | \$0 | \$0 | \$2,547,407 |
| STF | \$2,000,000 | \$0 | \$1,219,375 | \$0 | \$0 | \$3,219,375 |
| NHPP | \$100,000 | \$14,133,218 | \$0 | \$0 | \$0 | \$14,233,218 |
| LOC | \$28,468,000 | \$0 | \$0 | \$0 | \$0 | \$28,468,000 |
| TOTAL | \$33,115,407 | \$14,133,218 | \$1,219,375 | \$0 | \$0 | \$48,468,000 |

Deep Creek Bridge Replacement

UPC # 109382

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-----------------|-------------|----------|---------------------|---------|---------|---------|-------|
| CN | AC | | \$31,687,375 | | | | |
| <i>Subtotal</i> | | | \$31,687,375 | | | | |
| TOTAL | | | \$31,687,375 | | | | |

Source of Project Data: Virginia Department of Transportation.

George Washington Highway (Route 17) Widening - Phase 1

UPC # 110627

OVERVIEW

Description: Widening of George Washington Highway (Route 17) in Gloucester County from a 4-lane to a 6-lane road from Farmwood Road to Hook Road

Street (Route): George Washington Hwy (17)

Length (mi): 1.5

Jurisdiction/Agency: Gloucester County

System: Primary

Scope: Reconstruction w/Added Capacity

Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: Yes

No map available for this project

HRTPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 7/29/2022 | 12/26/2025 | FFY 2022 |
| Right of Way | 12/26/2025 | 12/8/2026 | FFY 2026 |
| Construction | 12/8/2026 | 2/16/2028 | FFY 2027 |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | |
|-------------------------|----------------------------|---------------------------|-------------------------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> |
| Preliminary Engineering | \$3,000,000 | \$0 | 0% |
| Right of Way | \$4,000,000 | \$0 | 0% |
| Construction | \$23,673,073 | \$0 | 0% |
| TOTAL | \$30,673,073 | \$0 | 0% |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|-----------------|----------------|----------------|--------------------|--------------------|---------------------|
| STM | \$0 | \$0 | \$0 | \$440,000 | \$1,600,000 | \$2,040,000 |
| RSTP | \$0 | \$0 | \$0 | \$1,760,000 | \$6,400,000 | \$8,160,000 |
| TOTAL | \$0 | \$0 | \$0 | \$2,200,000 | \$8,000,000 | \$10,200,000 |

George Washington Highway (Route 17) Widening - Phase 1

UPC # 110627

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-----------------|-------------|----------|---------|--------------------|------------------|---------|------------------|
| PE | RSTP | | | \$1,760,000 | | | \$440,000 |
| PE | AC-Conversi | | | | \$640,000 | | \$160,000 |
| PE | AC | | | \$640,000 | | | \$160,000 |
| <i>Subtotal</i> | | | | \$2,400,000 | \$640,000 | | \$760,000 |
| TOTAL | | | | \$2,400,000 | \$640,000 | | \$760,000 |

Source of Project Data: Virginia Department of Transportation.

Midtown Tunnel/Downtown Tunnel/MLK Extension Debt Service - Primary

UPC # 103036

OVERVIEW

Description: Primary System debt service for the Midtown Tunnel/Downtown Tunnel/MLK Extension Construction

Street (Route): Midtown Tunnel (58)

Length (mi): N/A

Jurisdiction/Agency: Hampton Roads

System: Primary

Scope: Debt Service

Oversight: N/A

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No

No map available for this project

HRTP Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 9/6/2012 | 7/1/2027 | Underway |
| Right of Way | N/A | N/A | N/A |
| Construction | N/A | N/A | N/A |

COSTS AND EXPENDITURES

| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> |
|-------------------------|-----------------------|---------------------------|-------------------------|
| Preliminary Engineering | \$579,256,089 | \$142,923,520 | 25% |
| Right of Way | \$0 | \$0 | - |
| Construction | \$0 | \$114,183,901 | - |
| TOTAL | \$579,256,089 | \$257,107,421 | 44% |

Recent Expenditures

| <i>Latest Quarter</i> | <i>Previous 3 Quarters</i> | | |
|-----------------------|----------------------------|----------|----------|
| | <i>3</i> | <i>2</i> | <i>1</i> |
| \$0 | - | - | - |
| \$0 | - | - | - |
| \$0 | - | - | - |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|----------------------|---------------------|---------------------|---------------------|---------------------|----------------------|
| NHPP | \$278,088,665 | \$38,771,725 | \$38,526,041 | \$35,891,548 | \$40,718,564 | \$431,996,543 |
| TOTAL | \$278,088,665 | \$38,771,725 | \$38,526,041 | \$35,891,548 | \$40,718,564 | \$431,996,543 |

Midtown Tunnel/Downtown Tunnel/MLK Extension Debt Service - Primary

UPC # 103036

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-----------------|-------------|----------------------|----------------------|---------------------|---------------------|---------------------|-------|
| CN | NHS/NHPP | \$260,161,774 | \$38,622,175 | | | | |
| CN | AC-Conversi | | | \$37,887,933 | \$36,861,541 | \$36,738,006 | |
| CN | AC | | \$244,900,360 | | | | |
| <i>Subtotal</i> | | \$260,161,774 | \$283,522,535 | \$37,887,933 | \$36,861,541 | \$36,738,006 | |
| TOTAL | | \$260,161,774 | \$283,522,535 | \$37,887,933 | \$36,861,541 | \$36,738,006 | |

Source of Project Data: Virginia Department of Transportation.

Project Contribution for DT/MT/MLK - Primary

UPC # 101851

OVERVIEW

Description: Provides direct freeway-to-freeway CN Rt 58 from I-264 to the Midtown Tunnel - work related to toll gantries

Street (Route): MLK Frwy (58)

Length (mi): N/A

Jurisdiction/Agency: Hampton Roads District-wide

System: Primary

Scope: Preliminary Engineering

Oversight: N/A

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No

No map available for this project

HRTP Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 12/5/2011 | 10/22/2012 | Complete |
| Right of Way | 10/22/2012 | 5/28/2014 | Complete |
| Construction | 10/22/2012 | 5/11/2018 | Complete |

COSTS AND EXPENDITURES

| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> |
|-------------------------|-----------------------|---------------------------|-------------------------|
| Preliminary Engineering | \$153,433,914 | \$152,779,810 | 100% |
| Right of Way | \$25,601,549 | \$24,275,024 | 95% |
| Construction | \$307,562,127 | \$387,859,562 | 126% |
| TOTAL | \$486,597,590 | \$564,914,396 | 116% |

Recent Expenditures

| <i>Latest Quarter</i> | <i>Previous 3 Quarters</i> | | |
|-----------------------|----------------------------|----------|----------|
| | <i>3</i> | <i>2</i> | <i>1</i> |
| \$0 | - | - | - |
| \$0 | - | - | - |
| \$0 | - | - | - |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|----------------------|----------------|----------------|----------------|----------------|----------------------|
| STF | \$73,356,372 | \$0 | \$0 | \$0 | \$0 | \$73,356,372 |
| GARV | \$491,558,024 | \$0 | \$0 | \$0 | \$0 | \$491,558,024 |
| TOTAL | \$564,914,396 | \$0 | \$0 | \$0 | \$0 | \$564,914,396 |

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

Intelligent Transportation System Improvements

UPC # 105404

OVERVIEW

Description: ITS improvements between Newport News City line and New Kent County line

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: Hampton Roads

System: Primary

Scope: Safety

Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No

No map available for this project

HRPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 8/18/2014 | 1/2/2019 | Complete |
| Right of Way | N/A | N/A | N/A |
| Construction | N/A | N/A | N/A |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | |
|-------------------------|----------------------------|---------------------------|-------------------------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> |
| Preliminary Engineering | \$385,000 | \$277,435 | 72% |
| Right of Way | \$0 | \$0 | - |
| Construction | \$0 | \$0 | - |
| TOTAL | \$385,000 | \$277,435 | 72% |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|------------------|----------------|----------------|----------------|----------------|------------------|
| STF | \$385,000 | \$0 | \$0 | \$0 | \$0 | \$385,000 |
| TOTAL | \$385,000 | \$0 | \$0 | \$0 | \$0 | \$385,000 |

Intelligent Transportation System Improvements

UPC # 105404

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-----------------|-------------|----------|------------------|---------|---------|---------|-------|
| PE | AC | | \$385,000 | | | | |
| <i>Subtotal</i> | | | \$385,000 | | | | |
| TOTAL | | | \$385,000 | | | | |

Source of Project Data: Virginia Department of Transportation.

Replace Ferry Boat Pocahontas Engines and Drive Systems

UPC # 108490

OVERVIEW

Description: Replace Ferry Boat Pocahontas Engines and Drive Systems

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: Hampton Roads

System: Primary

Scope: Ferry Boats

Oversight: N/A

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No

No map available for this project

HRTPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | N/A | N/A | N/A |
| Right of Way | N/A | N/A | N/A |
| Construction | 5/17/2017 | 1/16/2020 | Complete |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | | | | | |
|-------------------------|----------------------------|---------------------------|-------------------------|----------------------------|----------|----------|----------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> | <i>Previous 3 Quarters</i> | | | |
| | <i>Latest Quarter</i> | <i>3</i> | <i>2</i> | <i>1</i> | <i>3</i> | <i>2</i> | <i>1</i> |
| Preliminary Engineering | \$0 | \$0 | - | \$0 | - | - | - |
| Right of Way | \$0 | \$0 | - | \$0 | - | - | - |
| Construction | \$2,624,254 | \$2,336,719 | 89% | \$0 | - | - | - |
| TOTAL | \$2,624,254 | \$2,336,719 | 89% | | | | |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|--------------------|----------------|----------------|----------------|----------------|--------------------|
| STM | \$15,654 | \$0 | \$0 | \$0 | \$0 | \$15,654 |
| STF | \$136,431 | \$0 | \$0 | \$0 | \$0 | \$136,431 |
| DEMO | \$2,472,169 | \$0 | \$0 | \$0 | \$0 | \$2,472,169 |
| TOTAL | \$2,624,254 | \$0 | \$0 | \$0 | \$0 | \$2,624,254 |

Replace Ferry Boat Pocahontas Engines and Drive Systems

UPC # 108490

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|--------------------|------------------|---------|---------|---------|-------|
| CN | DEMO | \$2,099,403 | \$372,766 | | | | |
| CN | AC | | \$15,399 | | | | |
| | <i>Subtotal</i> | \$2,099,403 | \$388,165 | | | | |
| | TOTAL | \$2,099,403 | \$388,165 | | | | |

Source of Project Data: Virginia Department of Transportation.

Ferry Boat Pocahontas Engines and Drive Systems Replacement

UPC # 105456

OVERVIEW

Description: Design, purchase, and install equipment to replace the VDOT Pocahontas Ferry Boat engines and drive systems

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: Hampton Roads

System: Primary

Scope: Ferry Boats

Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No

No map available for this project

HRTPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | N/A | N/A | N/A |
| Right of Way | N/A | N/A | N/A |
| Construction | 5/9/2016 | 1/17/2020 | Complete |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | |
|-------------------------|----------------------------|---------------------------|-------------------------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> |
| Preliminary Engineering | \$0 | \$0 | - |
| Right of Way | \$0 | \$0 | - |
| Construction | \$901,275 | \$811,274 | 90% |
| TOTAL | \$901,275 | \$811,274 | 90% |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|------------------|----------------|----------------|----------------|----------------|------------------|
| STM | \$18,019 | \$0 | \$0 | \$0 | \$0 | \$18,019 |
| STF | \$162,236 | \$0 | \$0 | \$0 | \$0 | \$162,236 |
| DEMO | \$721,020 | \$0 | \$0 | \$0 | \$0 | \$721,020 |
| TOTAL | \$901,275 | \$0 | \$0 | \$0 | \$0 | \$901,275 |

Ferry Boat Pocahontas Engines and Drive Systems Replacement

UPC # 105456

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

Route 17/Route 258 Intersection Improvements

UPC # 109481

OVERVIEW

Description: Reconstruction with added capacity. Project will add westbound leg to the intersection that will serve as access to a large, mixed-use center development.

Street (Route): Carrollton Blvd (17)

Length (mi): N/A

Jurisdiction/Agency: Isle of Wight County

System: Primary

Scope: Reconstruction w/added capacity

Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|------------|------------|----------|
| Preliminary Engineering | 10/24/2016 | 8/19/2019 | Complete |
| Right of Way | 8/19/2019 | 11/10/2020 | Underway |
| Construction | 11/10/2020 | 8/31/2021 | FFY 2021 |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | |
|-------------------------|----------------------------|---------------------------|-------------------------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> |
| Preliminary Engineering | \$1,400,000 | \$930,728 | 66% |
| Right of Way | \$493,847 | \$3,209 | 1% |
| Construction | \$4,876,153 | \$0 | 0% |
| TOTAL | \$6,770,000 | \$933,937 | 14% |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|--------------------|--------------------|--------------------|------------|------------|--------------------|
| STP | \$425,000 | \$0 | \$0 | \$0 | \$0 | \$425,000 |
| STF | \$0 | \$0 | \$1,000,000 | \$0 | \$0 | \$1,000,000 |
| NHPP | \$845,000 | \$2,000,000 | \$0 | \$0 | \$0 | \$2,845,000 |
| LOC | \$2,500,000 | \$0 | \$0 | \$0 | \$0 | \$2,500,000 |
| TOTAL | \$3,770,000 | \$2,000,000 | \$1,000,000 | \$0 | \$0 | \$6,770,000 |

Route 17/Route 258 Intersection Improvements

UPC # 109481

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

Main Street Pedestrian Improvements

UPC # 102951

OVERVIEW

Description: Construct sidewalks to connect existing sidewalks in Smithfield to the Park and Ride Lot at the intersection of Main St and Route 10

Street (Route): Main St (258)

Length (mi): N/A

Jurisdiction/Agency: Isle of Wight County

System: Primary

Scope: Facilities for Pedestrians and Bicycles

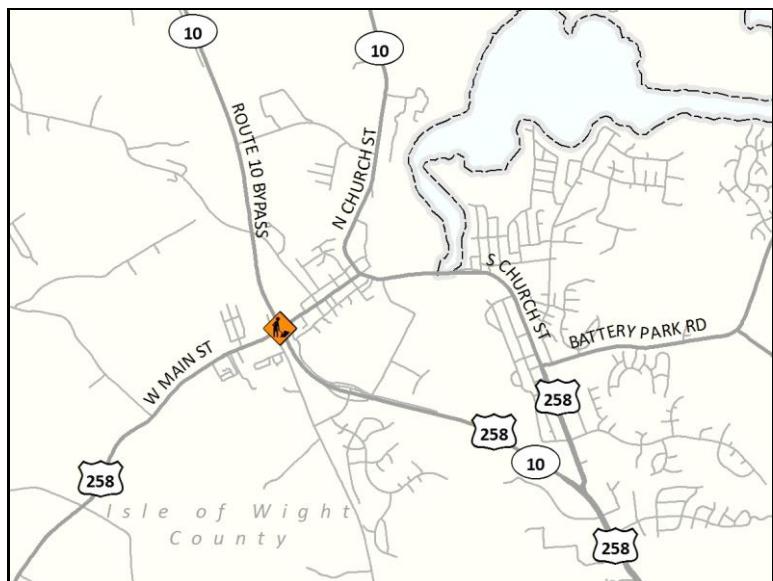
Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No



HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|-----------|-----------|----------|
| Preliminary Engineering | 1/24/2019 | 8/28/2020 | Underway |
| Right of Way | N/A | N/A | N/A |
| Construction | 8/28/2020 | 3/21/2022 | FFY 2020 |

COSTS AND EXPENDITURES

| | Recent Expenditures | | |
|-------------------------|---------------------|--------------------|------------------|
| | Cost Estimates | Total Expenditures | Percent Expended |
| Preliminary Engineering | \$135,000 | \$13,678 | 10% |
| Right of Way | \$0 | \$0 | - |
| Construction | \$971,095 | \$0 | 0% |
| TOTAL | \$1,106,095 | \$13,678 | 1% |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|------------------|------------------|-----------------|------------|------------|--------------------|
| STM | \$33,000 | \$65,047 | \$0 | \$0 | \$0 | \$98,047 |
| STF | \$324,049 | \$93,489 | \$78,635 | \$0 | \$0 | \$496,173 |
| MIX | \$19,689 | \$0 | \$0 | \$0 | \$0 | \$19,689 |
| LOC | \$100,000 | \$0 | \$0 | \$0 | \$0 | \$100,000 |
| CMAQ | \$132,000 | \$260,186 | \$0 | \$0 | \$0 | \$392,186 |
| TOTAL | \$608,738 | \$418,722 | \$78,635 | \$0 | \$0 | \$1,106,095 |

Main Street Pedestrian Improvements

UPC # 102951

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|----------|------------------|---------|---------|---------|-----------------|
| CN | CMAQ | | \$284,186 | | | | \$71,047 |
| CN | AC | | \$615,862 | | | | |
| | <i>Subtotal</i> | | \$900,048 | | | | \$71,047 |
| | TOTAL | | \$900,048 | | | | \$71,047 |

Source of Project Data: Virginia Department of Transportation.

Carrollton Boulevard (Route 17) Crosswalks in Isle of Wight County

UPC # 115513

OVERVIEW

Description: Install a crosswalk on Carrollton Boulevard (Route 17) at the intersection of Carrollton Boulevard and Eagle Harbor Parkway and a second crosswalk at Smith's Neck Road and Graystone Drive

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: Isle of Wight County

System: Urban

Scope: Safety and Education of Pedestrians/Bicyclists

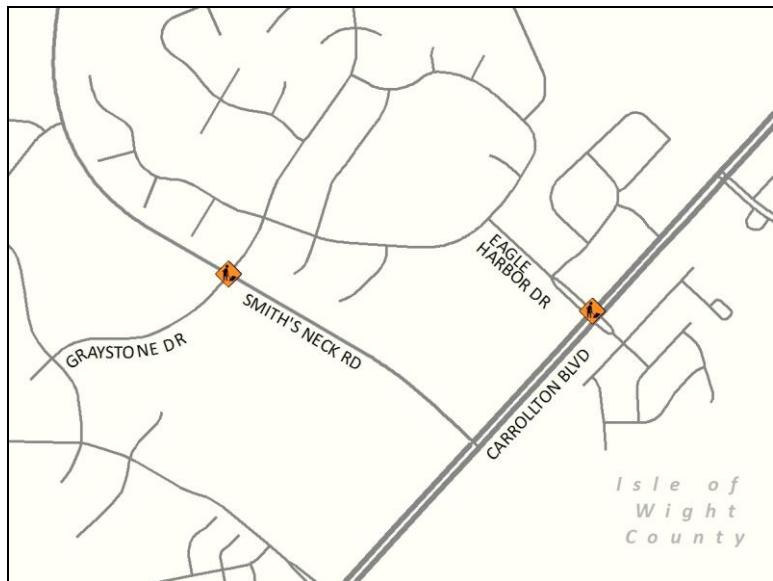
Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|-----------|------------|----------|
| Preliminary Engineering | 12/2/2019 | 6/9/2020 | Underway |
| Right of Way | N/A | N/A | N/A |
| Construction | 6/9/2020 | 12/23/2020 | FFY 2020 |

COSTS AND EXPENDITURES

| | Recent Expenditures | | | |
|-------------------------|---------------------|--------------------|------------------|------------|
| | Cost Estimates | Total Expenditures | Percent Expended | |
| | Latest Quarter | 3 | 2 | 1 |
| Preliminary Engineering | \$31,000 | \$0 | 0% | \$0 |
| Right of Way | \$0 | \$0 | - | \$0 |
| Construction | \$181,000 | \$0 | 0% | \$0 |
| TOTAL | \$212,000 | \$0 | 0% | \$0 |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|-----------------|------------------|------------|------------|------------|------------------|
| STF | \$31,000 | \$181,000 | \$0 | \$0 | \$0 | \$212,000 |
| TOTAL | \$31,000 | \$181,000 | \$0 | \$0 | \$0 | \$212,000 |

Carrollton Boulevard (Route 17) Crosswalks in Isle of Wight County

UPC # 115513

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-----------------|-------------|----------|------------------|---------|---------|---------|-------|
| PE | AC | | \$31,000 | | | | |
| <i>Subtotal</i> | | | \$31,000 | | | | |
| CN | AC | | \$181,000 | | | | |
| <i>Subtotal</i> | | | \$181,000 | | | | |
| TOTAL | | | \$212,000 | | | | |

Source of Project Data: Virginia Department of Transportation.

James City County Transportation Master Plan

UPC # 111237

OVERVIEW

Description: Develop a transportation master plan

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: James City County

System: Primary

Scope: Safety

Oversight: Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: Yes

No map available for this project

HRTPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 1/5/2023 | 7/25/2024 | FFY 2023 |
| Right of Way | N/A | N/A | N/A |
| Construction | N/A | N/A | N/A |

COSTS AND EXPENDITURES

Recent Expenditures

| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> | <i>Previous 3 Quarters</i> | | | |
|-------------------------|-----------------------|---------------------------|-------------------------|----------------------------|----------|----------|----------|
| | | | | <i>Latest Quarter</i> | <i>3</i> | <i>2</i> | <i>1</i> |
| Preliminary Engineering | \$50,000 | \$0 | 0% | \$0 | - | - | - |
| Right of Way | \$0 | \$0 | - | \$0 | - | - | - |
| Construction | \$0 | \$0 | - | \$0 | - | - | - |
| TOTAL | \$50,000 | \$0 | 0% | | | | |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|-----------------|----------------|----------------|-----------------|------------------|------------------|
| STM | \$0 | \$0 | \$0 | \$10,000 | \$90,000 | \$100,000 |
| RSTP | \$0 | \$0 | \$0 | \$40,000 | \$360,000 | \$400,000 |
| TOTAL | \$0 | \$0 | \$0 | \$50,000 | \$450,000 | \$500,000 |

James City County Transportation Master Plan

UPC # 111237

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|--------------|---------|---------|-----------------|---------|-----------------|
| PE | RSTP | | | | \$40,000 | | \$10,000 |
| | <i>Subtotal</i> | | | | \$40,000 | | \$10,000 |
| | | TOTAL | | | \$40,000 | | \$10,000 |

Source of Project Data: Virginia Department of Transportation.

Skiffes Creek Connector

UPC # 100200

OVERVIEW

Description: Construction of a connector road between Pocahontas Tr (Rte 60) and Merrimac Tr (Rte 143) in James City County

Street (Route): Skiffes Creek Connector

Length (mi): TBD

Jurisdiction/Agency: James City County

System: Primary

Scope: New Construction

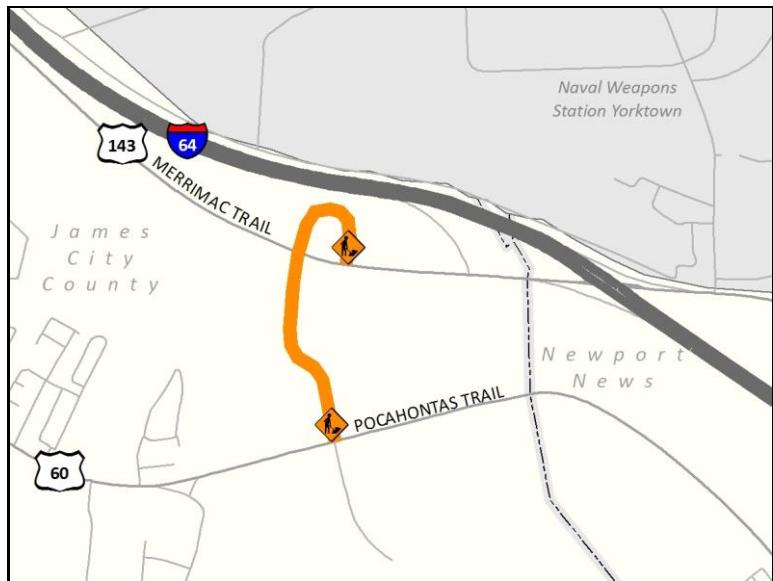
Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: Yes



HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|-----------|------------|----------|
| Preliminary Engineering | 6/29/2011 | 8/1/2019 | Complete |
| Right of Way | 8/1/2019 | 8/1/2019 | Complete |
| Construction | 8/1/2019 | 10/27/2022 | Underway |

COSTS AND EXPENDITURES

| | <u>Recent Expenditures</u> | | |
|-------------------------|----------------------------|--------------------|------------------|
| | Cost Estimates | Total Expenditures | Percent Expended |
| Preliminary Engineering | \$3,790,403 | \$2,322,962 | 61% |
| Right of Way | \$3,793,550 | \$0 | 0% |
| Construction | \$42,919,747 | \$0 | 0% |
| TOTAL | \$50,503,700 | \$2,322,962 | 5% |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|---------------------|---------------------|--------------------|------------------|------------|---------------------|
| STP | \$0 | \$0 | \$1,544,766 | \$0 | \$0 | \$1,544,766 |
| STM | \$4,383,968 | \$2,005,220 | \$1,286,689 | \$115,909 | \$0 | \$7,791,786 |
| RSTP | \$27,535,872 | \$8,020,882 | \$5,146,758 | \$463,636 | \$0 | \$41,167,148 |
| TOTAL | \$31,919,840 | \$10,026,102 | \$7,978,213 | \$579,545 | \$0 | \$50,503,700 |

Skiffes Creek Connector

UPC # 100200

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|----------|--------------------|------------------|---------|---------|--------------------|
| CN | AC-Conversi | | \$6,691,521 | \$463,636 | | | \$1,402,599 |
| | <i>Subtotal</i> | | \$6,691,521 | \$463,636 | | | \$1,402,599 |
| | TOTAL | | \$6,691,521 | \$463,636 | | | \$1,402,599 |

Source of Project Data: Virginia Department of Transportation.

Pocahontas Trail Multimodal Corridor

UPC # 102980

OVERVIEW

Description: Upgrade Pocahontas Trail to include 5 ft sidewalk, 5 ft paved shoulder, pedestrian lighting, and bus pull offs.

Street (Route): Pocahontas Trail (60)

Length (mi): 1.8

Jurisdiction/Agency: James City County

System: Primary

Scope: Facilities for Pedestrians and Bicycles

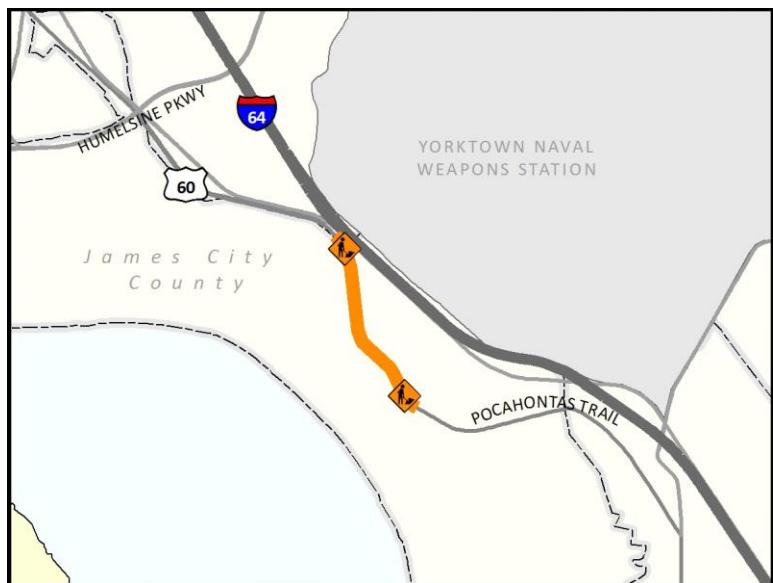
Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: Yes



HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|------------|------------|----------|
| Preliminary Engineering | 6/20/2014 | 11/22/2023 | Underway |
| Right of Way | 11/22/2023 | 12/9/2025 | FFY 2024 |
| Construction | 12/9/2025 | 12/30/2027 | FFY 2026 |

COSTS AND EXPENDITURES

| | <u>Recent Expenditures</u> | | |
|-------------------------|----------------------------|--------------------|------------------|
| | Cost Estimates | Total Expenditures | Percent Expended |
| Preliminary Engineering | \$2,935,000 | \$250,978 | 9% |
| Right of Way | \$7,897,200 | \$0 | 0% |
| Construction | \$19,848,319 | \$0 | 0% |
| TOTAL | \$30,680,519 | \$250,978 | 1% |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|--------------------|------------|------------|--------------------|--------------------|--------------------|
| STM | \$460,971 | \$0 | \$0 | \$458,813 | \$559,029 | \$1,478,813 |
| STF | \$196,000 | \$0 | \$0 | \$0 | \$0 | \$196,000 |
| RSTP | \$1,680,000 | \$0 | \$0 | \$1,235,253 | \$1,636,116 | \$4,551,369 |
| CMAQ | \$947,884 | \$0 | \$0 | \$600,000 | \$600,000 | \$2,147,884 |
| TOTAL | \$3,284,855 | \$0 | \$0 | \$2,294,066 | \$2,795,145 | \$8,374,066 |

Pocahontas Trail Multimodal Corridor

UPC # 102980

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

Richmond Road Multi-Use Trail

UPC # 17633

OVERVIEW

Description: Construct a sidewalk and bike lane on Richmond Road (Route 60) from Croaker Road to Old Church Road

Street (Route): Richmond Road (60)

Length (mi): 0.4

Jurisdiction/Agency: James City County

System: Primary

Scope: Facilities for Pedestrians and Bicycles

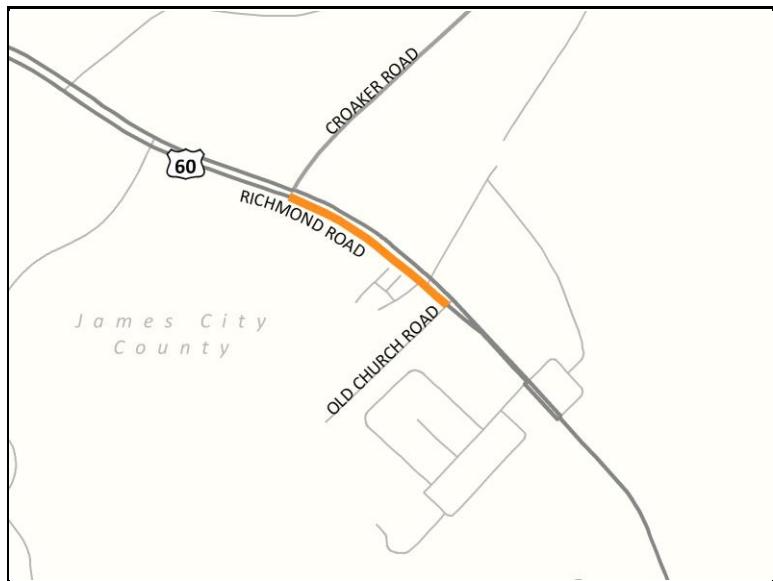
Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: Yes



HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|-----------|-----------|----------|
| Preliminary Engineering | 9/30/1997 | 8/19/2021 | Underway |
| Right of Way | 8/19/2021 | 11/8/2022 | FFY 2021 |
| Construction | 11/8/2022 | 2/6/2024 | FFY 2023 |

COSTS AND EXPENDITURES

| | <u>Recent Expenditures</u> | | |
|-------------------------|----------------------------|--------------------|------------------|
| | Cost Estimates | Total Expenditures | Percent Expended |
| Preliminary Engineering | \$602,000 | \$393,435 | 65% |
| Right of Way | \$1,501,825 | \$0 | 0% |
| Construction | \$1,446,175 | \$0 | 0% |
| TOTAL | \$3,550,000 | \$393,435 | 11% |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|--------------------|------------|------------|------------|------------|--------------------|
| STM | \$388,400 | \$0 | \$0 | \$0 | \$0 | \$388,400 |
| STF | \$57,341 | \$0 | \$0 | \$0 | \$0 | \$57,341 |
| RSTP | \$307,480 | \$0 | \$0 | \$0 | \$0 | \$307,480 |
| CMAQ | \$1,936,433 | \$0 | \$0 | \$0 | \$0 | \$1,936,433 |
| TOTAL | \$2,689,654 | \$0 | \$0 | \$0 | \$0 | \$2,689,654 |

Richmond Road Multi-Use Trail

UPC # 17633

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

Route 17 Widening in Yorktown (PE Only)

UPC # 111787

OVERVIEW

Description: Widen Route 17 (George Washington Memorial Highway) from 4 to 6 lanes between Route 630 (Wolf Trap Road) and Route 173 (Denbigh Boulevard/Goodwin Neck Road) and northbound from 2 to 3 lanes from Route 173 (Denbigh Boulevard/Goodwin Neck Road) to Route 634

Street (Route): George Washington Memorial Highway (17)

Length (mi): N/A

Jurisdiction/Agency: York County

System: Primary

Scope: Reconstruction w/ added Capacity

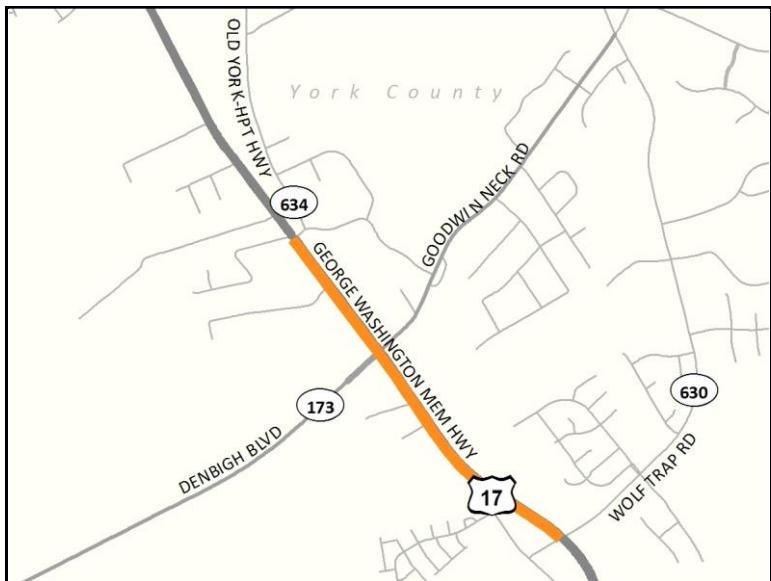
Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|-----------|-----------|----------|
| Preliminary Engineering | 8/14/2018 | 7/29/2021 | Underway |
| Right of Way | 7/29/2021 | 5/13/2025 | FFY 2021 |
| Construction | 5/13/2025 | 5/7/2027 | FFY 2025 |

COSTS AND EXPENDITURES

| | Recent Expenditures | | | Previous 3 Quarters | | |
|-------------------------|---------------------|--------------------|------------------|---------------------|---|---|
| | Cost Estimates | Total Expenditures | Percent Expended | Latest Quarter | 3 | 2 |
| | | | | | 1 | - |
| Preliminary Engineering | \$1,189,575 | \$290,420 | 24% | \$0 | - | - |
| Right of Way | \$9,575,690 | \$0 | 0% | \$0 | - | - |
| Construction | \$8,556,953 | \$0 | 0% | \$0 | - | - |
| TOTAL | \$19,322,218 | \$290,420 | 2% | | | |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|------------------|--------------------|--------------------|--------------------|--------------------|---------------------|
| STP | \$433,033 | \$0 | \$691,522 | \$0 | \$0 | \$1,124,555 |
| STF | \$0 | \$356,542 | \$0 | \$0 | \$0 | \$356,542 |
| NHPP | \$400,000 | \$0 | \$4,534,469 | \$5,085,180 | \$0 | \$10,019,649 |
| NHPE | \$0 | \$0 | \$0 | \$0 | \$1,063,093 | \$1,063,093 |
| LOC | \$0 | \$1,000,000 | \$1,000,000 | \$1,118,500 | \$0 | \$3,118,500 |
| TOTAL | \$833,033 | \$1,356,542 | \$6,225,991 | \$6,203,680 | \$1,063,093 | \$15,682,339 |

Route 17 Widening in Yorktown (PE Only)

UPC # 111787

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|----------|--------------------|--------------------|---------|-----------------|-----------------|
| PE | AC-Conversi | | \$356,542 | | | | |
| | <i>Subtotal</i> | | \$356,542 | | | | |
| RW | STP/STBG | | \$258,489 | | | | |
| RW | NHS/NHPP | | \$4,177,927 | | | | |
| RW | AC-Conversi | | | \$5,085,180 | | \$54,094 | |
| RW | AC | | \$5,139,274 | | | | |
| | <i>Subtotal</i> | | \$9,575,690 | \$5,085,180 | | \$54,094 | |
| | TOTAL | | \$9,932,232 | \$5,085,180 | | | \$54,094 |

Source of Project Data: Virginia Department of Transportation.

Route 134 Bridge Replacement over Brick Kiln Creek

UPC # 105222

OVERVIEW

Description: Replace bridge over Brick Kiln Creek

Street (Route): Hampton Highway (134)

Length (mi): 0.27

Jurisdiction/Agency: York County

System: Primary

Scope: Bridge Replacement w/o Added Capacity

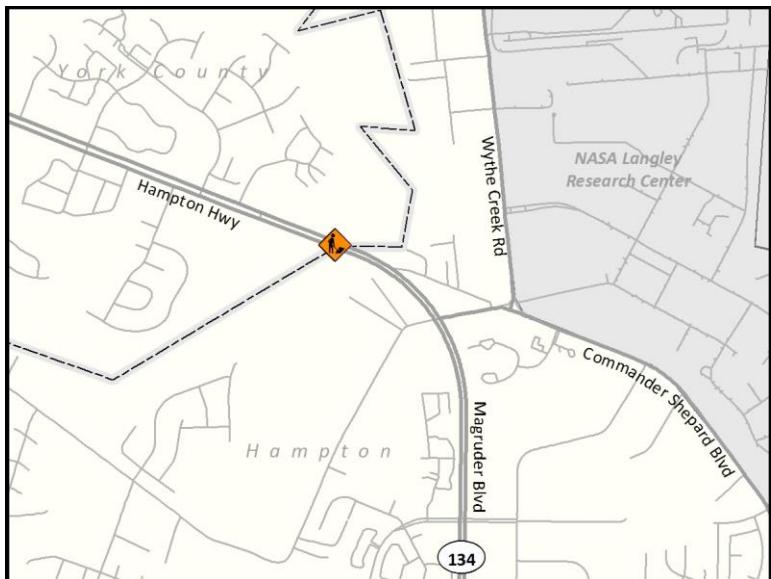
Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|-----------|-----------|----------|
| Preliminary Engineering | 5/29/2014 | 6/14/2017 | Complete |
| Right of Way | 6/14/2017 | 6/11/2019 | Complete |
| Construction | 6/11/2019 | 5/26/2021 | Underway |

COSTS AND EXPENDITURES

Recent Expenditures

| | Cost Estimates | Total Expenditures | Percent Expended | Previous 3 Quarters | | | |
|-------------------------|--------------------|--------------------|------------------|---------------------|---|---|---|
| | | | | Latest Quarter | 3 | 2 | 1 |
| Preliminary Engineering | \$1,092,000 | \$1,103,658 | 101% | \$0 | - | - | - |
| Right of Way | \$230,565 | \$224,361 | 97% | \$0 | - | - | - |
| Construction | \$5,653,978 | \$300,929 | 5% | \$0 | - | - | - |
| TOTAL | \$6,976,543 | \$1,628,948 | 23% | | | | |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|--------------------|------------|------------|------------|------------|--------------------|
| STP/BR | \$406,592 | \$0 | \$0 | \$0 | \$0 | \$406,592 |
| STF | \$3,317,677 | \$0 | \$0 | \$0 | \$0 | \$3,317,677 |
| NHPP | \$3,252,274 | \$0 | \$0 | \$0 | \$0 | \$3,252,274 |
| TOTAL | \$6,976,543 | \$0 | \$0 | \$0 | \$0 | \$6,976,543 |

Route 134 Bridge Replacement over Brick Kiln Creek

UPC # 105222

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|----------|--------------------|---------|---------|---------|-------|
| PE | AC | | \$17,456 | | | | |
| | <i>Subtotal</i> | | \$17,456 | | | | |
| RW | AC | | \$6,270 | | | | |
| | <i>Subtotal</i> | | \$6,270 | | | | |
| CN | AC | | \$3,293,951 | | | | |
| | <i>Subtotal</i> | | \$3,293,951 | | | | |
| | TOTAL | | \$3,317,677 | | | | |

Source of Project Data: Virginia Department of Transportation.

Route 171 Widening Between Route 17 and Route 134 in York County

UPC # 111791

OVERVIEW

Description: Widening of Route 171 (Victory Boulevard) from five to six lanes between Route 17 and Route 134

Street (Route): Route 171

Length (mi): 0.370

Jurisdiction/Agency: York County

System: Primary

Scope: Reconstruction w/Added Capacity

Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|-----------|-----------|----------|
| Preliminary Engineering | 12/2/2019 | 5/3/2022 | Underway |
| Right of Way | 5/3/2022 | 7/11/2023 | FFY 2022 |
| Construction | 7/11/2023 | 10/7/2024 | FFY 2023 |

COSTS AND EXPENDITURES

| | <u>Recent Expenditures</u> | | |
|-------------------------|----------------------------|---------------------------|-------------------------|
| | <u>Cost Estimates</u> | <u>Total Expenditures</u> | <u>Percent Expended</u> |
| Preliminary Engineering | \$793,397 | \$0 | 0% |
| Right of Way | \$271,222 | \$0 | 0% |
| Construction | \$3,578,640 | \$0 | 0% |
| TOTAL | \$4,643,259 | \$0 | 0% |

ALLOCATIONS

| <u>Fund Source(s)</u> | <u>Previous</u> | <u>FY 2021</u> | <u>FY 2022</u> | <u>FY 2023</u> | <u>FY 2024</u> | <u>TOTAL</u> |
|-----------------------|------------------|------------------|------------------|--------------------|----------------|--------------------|
| STF | \$356,542 | \$436,854 | \$271,222 | \$3,523,641 | \$0 | \$4,588,259 |
| TOTAL | \$356,542 | \$436,854 | \$271,222 | \$3,523,641 | \$0 | \$4,588,259 |

Route 171 Widening Between Route 17 and Route 134 in York County

UPC # 111791

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|----------|------------------|------------------|--------------------|---------|-------|
| PE | AC | | \$793,396 | | | | |
| | <i>Subtotal</i> | | \$793,396 | | | | |
| RW | AC | | | \$271,222 | | | |
| | <i>Subtotal</i> | | | \$271,222 | | | |
| CN | AC | | | | \$3,578,640 | | |
| | <i>Subtotal</i> | | | | \$3,578,640 | | |
| | TOTAL | | \$793,396 | \$271,222 | \$3,578,640 | | |

Source of Project Data: Virginia Department of Transportation.

Intersection Safety Improvements - Route 143 at F-137 and I-64 Exit 238 in York County

UPC # 104337

OVERVIEW

Description: Intersection Safety Improvements on Route 143 from 1,550 feet South of intersection with Rochambeau Drive to 600 feet North of intersection with Rochambeau Drive

Street (Route): Route 143 (143)

Length (mi): 0.4

Jurisdiction/Agency: York County

System: Primary

Scope: Reconstruction w/o Added Capacity

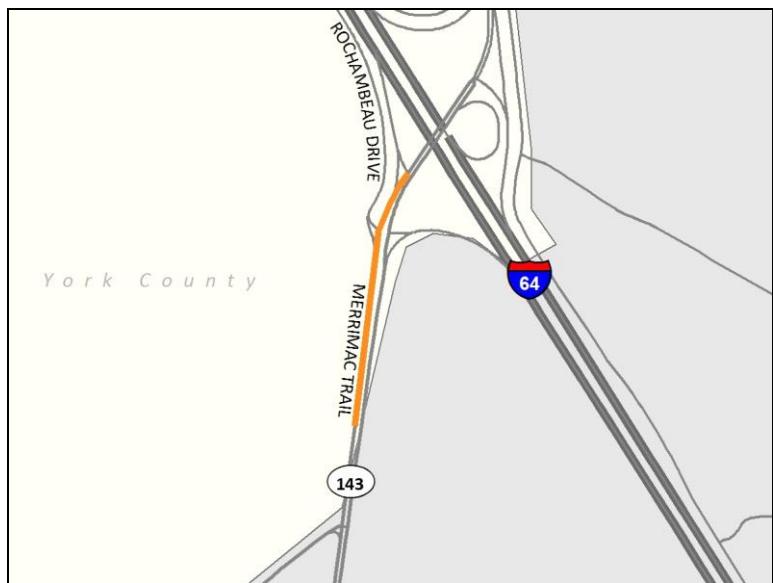
Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|------------|------------|----------|
| Preliminary Engineering | 8/13/2013 | 12/12/2017 | Complete |
| Right of Way | N/A | N/A | N/A |
| Construction | 12/12/2017 | 11/9/2018 | Complete |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | |
|-------------------------|----------------------------|---------------------------|-------------------------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> |
| Preliminary Engineering | \$525,442 | \$525,442 | 100% |
| Right of Way | \$0 | \$0 | - |
| Construction | \$1,225,565 | \$1,225,565 | 100% |
| TOTAL | \$1,751,007 | \$1,751,007 | 100% |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|--------------------|----------------|----------------|----------------|----------------|--------------------|
| STM | \$18,523 | \$0 | \$0 | \$0 | \$0 | \$18,523 |
| SFTY | \$3,022,279 | \$0 | \$0 | \$0 | \$0 | \$3,022,279 |
| TOTAL | \$3,040,802 | \$0 | \$0 | \$0 | \$0 | \$3,040,802 |

Intersection Safety Improvements - Route 143 at F-137 and I-64 Exit 238 in York County

UPC # 104337

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|--------------------|-------------------|---------|---------|---------|-------|
| PE | HSIP | \$580,565 | -\$55,123 | | | | |
| | <i>Subtotal</i> | \$580,565 | -\$55,123 | | | | |
| CN | HSIP | \$1,273,154 | -\$66,112 | | | | |
| | <i>Subtotal</i> | \$1,273,154 | -\$66,112 | | | | |
| | TOTAL | \$1,853,719 | -\$121,235 | | | | |

Source of Project Data: Virginia Department of Transportation.

Route 60 (Pocahontas Trail) Intersection Lighting in York County

UPC # 113632

OVERVIEW

Description: Install intersection lighting at multiple intersections along Route 60 (Pocahontas Rail) in York County

Street (Route): Route 60

Length (mi): 0.36

Jurisdiction/Agency: York County

System: Primary

Scope: Safety

Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No

No map available for this project

HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|------------|------------|----------|
| Preliminary Engineering | 10/31/2022 | 12/10/2024 | FFY 2023 |
| Right of Way | N/A | N/A | N/A |
| Construction | 12/10/2024 | 10/14/2025 | FFY 2025 |

COSTS AND EXPENDITURES

| | Cost Estimates | Total Expenditures | Percent Expended |
|-------------------------|------------------|--------------------|------------------|
| Preliminary Engineering | \$23,309 | \$0 | 0% |
| Right of Way | \$0 | \$0 | - |
| Construction | \$99,835 | \$0 | 0% |
| TOTAL | \$123,144 | \$0 | 0% |

Recent Expenditures

| Latest Quarter | Previous 3 Quarters | | |
|----------------|---------------------|---|---|
| | 3 | 2 | 1 |
| \$0 | - | - | - |
| \$0 | - | - | - |
| \$0 | - | - | - |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|------------|------------|------------|-----------------|------------|-----------------|
| SFTY | \$0 | \$0 | \$0 | \$23,300 | \$0 | \$23,300 |
| TOTAL | \$0 | \$0 | \$0 | \$23,300 | \$0 | \$23,300 |

Route 60 (Pocahontas Trail) Intersection Lighting in York County

UPC # 113632

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-----------------|-------------|----------|---------|---------|-----------------|------------|-------|
| PE | HSIP | | | | \$23,300 | | |
| PE | AC-Conversi | | | | | \$9 | |
| PE | AC | | | | \$9 | | |
| <i>Subtotal</i> | | | | | \$23,309 | \$9 | |
| TOTAL | | | | | \$23,309 | \$9 | |

Source of Project Data: Virginia Department of Transportation.

Route 171 (Victory Blvd) Right Turn Lane Extension in York County

UPC # 113633

OVERVIEW

Description: Extend the westbound Victory Blvd right turn lane at Kiln Creek

Street (Route): Victory Boulevard

Length (mi): 0.14

Jurisdiction/Agency: York County

System: Primary

Scope: Safety

Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No

No map available for this project

HRTPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 10/31/2022 | 12/10/2024 | FFY 2023 |
| Right of Way | N/A | N/A | N/A |
| Construction | 12/10/2024 | 10/14/2025 | FFY 2025 |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | | | | | |
|--------------------------------|----------------------------|---------------------------|-------------------------|----------------------------|----------|----------|----------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> | <i>Previous 3 Quarters</i> | | | |
| <i>Preliminary Engineering</i> | \$67,665 | \$0 | 0% | <i>Latest Quarter</i> | <i>3</i> | <i>2</i> | <i>1</i> |
| <i>Right of Way</i> | \$0 | \$0 | - | \$0 | - | - | - |
| <i>Construction</i> | \$347,118 | \$0 | 0% | \$0 | - | - | - |
| TOTAL | \$414,783 | \$0 | 0% | \$0 | - | - | - |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|-----------------|----------------|----------------|-----------------|----------------|-----------------|
| SFTY | \$0 | \$0 | \$0 | \$67,665 | \$0 | \$67,665 |
| TOTAL | \$0 | \$0 | \$0 | \$67,665 | \$0 | \$67,665 |

Route 171 (Victory Blvd) Right Turn Lane Extension in York County

UPC # 113633

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|--------------|---------|---------|-----------------|---------|-------|
| PE | HSIP | | | | \$67,665 | | |
| | <i>Subtotal</i> | | | | \$67,665 | | |
| | | TOTAL | | | \$67,665 | | |

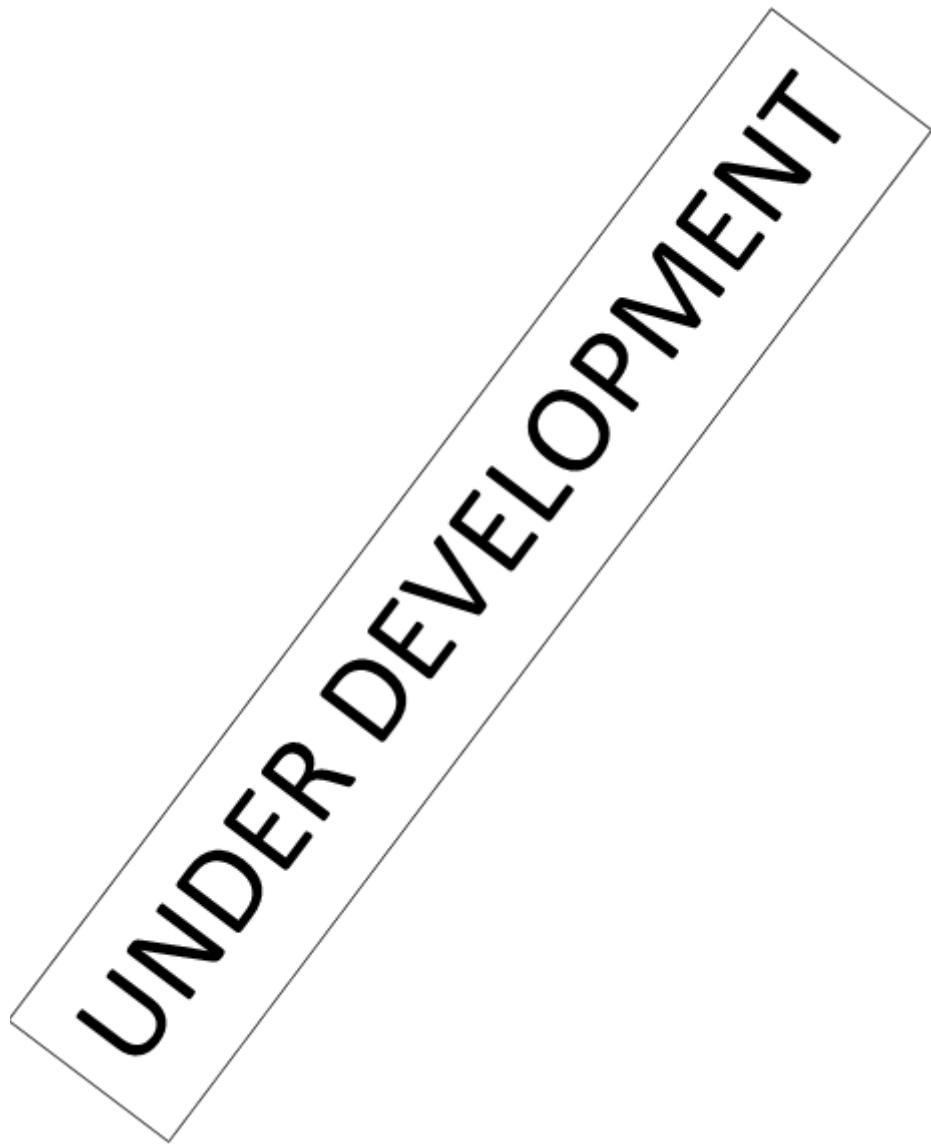
Source of Project Data: Virginia Department of Transportation.



Urban System Projects

Section VI

Figure 6 | Urban System Projects



Portsmouth Boulevard Widening

UPC # 18591

OVERVIEW

Description: Widen Portsmouth Boulevard to 4 lanes from the Suffolk city line to eastbound ramp to I-664 South

Street (Route): Portsmouth Boulevard (337)

Length (mi): 1.02

Jurisdiction/Agency: Chesapeake

System: Urban

Scope: Reconstruction w/ Added Capacity

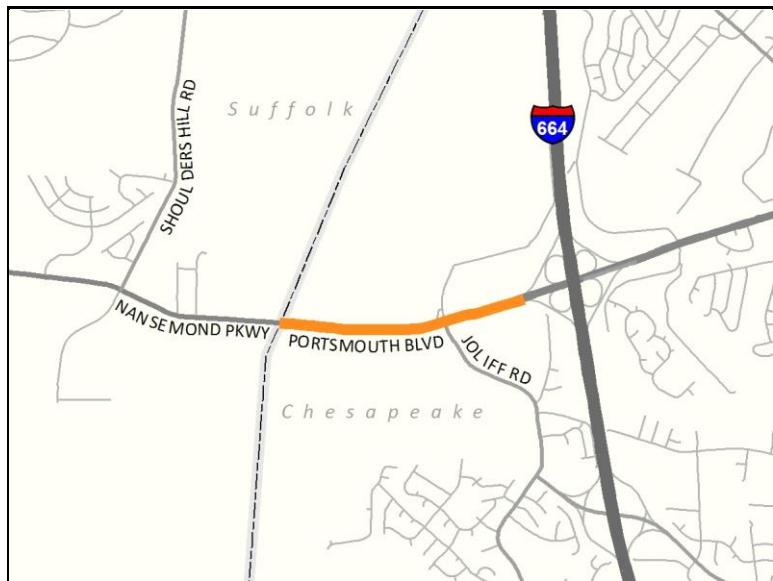
Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: Yes



HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|-----------|-----------|----------|
| Preliminary Engineering | 7/13/2007 | 7/8/2014 | Complete |
| Right of Way | 7/8/2014 | 8/21/2016 | Complete |
| Construction | 8/21/2016 | 7/31/2018 | Complete |

COSTS AND EXPENDITURES

Recent Expenditures

| | Recent Expenditures | | |
|-------------------------|---------------------|---------------------|------------------|
| | Cost Estimates | Total Expenditures | Percent Expended |
| Preliminary Engineering | \$1,651,672 | \$1,651,672 | 100% |
| Right of Way | \$6,298,110 | \$5,729,697 | 91% |
| Construction | \$10,469,893 | \$10,127,642 | 97% |
| TOTAL | \$18,419,675 | \$17,509,011 | 95% |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|---------------------|------------|------------|------------|------------|---------------------|
| STP | \$4,151 | \$0 | \$0 | \$0 | \$0 | \$4,151 |
| STF | \$970,574 | \$0 | \$0 | \$0 | \$0 | \$970,574 |
| RSTP | \$15,806,007 | \$0 | \$0 | \$0 | \$0 | \$15,806,007 |
| RS | \$1,063,760 | \$0 | \$0 | \$0 | \$0 | \$1,063,760 |
| MIX | \$86,594 | \$0 | \$0 | \$0 | \$0 | \$86,594 |
| LOM | \$16,106 | \$0 | \$0 | \$0 | \$0 | \$16,106 |
| LOC | \$8,066 | \$0 | \$0 | \$0 | \$0 | \$8,066 |
| EB/MG | \$99,277 | \$0 | \$0 | \$0 | \$0 | \$99,277 |
| BOM | \$365,140 | \$0 | \$0 | \$0 | \$0 | \$365,140 |
| TOTAL | \$18,419,675 | \$0 | \$0 | \$0 | \$0 | \$18,419,675 |

Portsmouth Boulevard Widening

UPC # 18591

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|--------------------|--------------------|---------|---------|---------|------------------|
| PE | Other | | \$5,823 | | | | |
| | <i>Subtotal</i> | | \$5,823 | | | | |
| RW | Other | | \$568,684 | | | | |
| | <i>Subtotal</i> | | \$568,684 | | | | |
| CN | RSTP | \$6,694,798 | \$149,060 | | | | \$37,265 |
| CN | AC | | \$1,441,311 | | | | \$360,328 |
| | <i>Subtotal</i> | \$6,694,798 | \$1,590,371 | | | | \$397,593 |
| | TOTAL | \$6,694,798 | \$2,164,878 | | | | \$397,593 |

Source of Project Data: Virginia Department of Transportation.

Chesapeake Signal Timing - Phase 1B

UPC # 109803

OVERVIEW

Description: Signal Timing - Phase 1B

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: Chesapeake

System: Urban

Scope: Safety/Traffic Opers/TSM

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No

No map available for this project

HRTPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 9/25/2020 | 5/13/2022 | FFY 2020 |
| Right of Way | N/A | N/A | N/A |
| Construction | N/A | N/A | N/A |

COSTS AND EXPENDITURES

Recent Expenditures

| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> | <i>Previous 3 Quarters</i> | | | |
|-------------------------|-----------------------|---------------------------|-------------------------|----------------------------|----------|----------|----------|
| | | | | <i>Latest Quarter</i> | <i>3</i> | <i>2</i> | <i>1</i> |
| Preliminary Engineering | \$115,000 | \$0 | 0% | \$0 | - | - | - |
| Right of Way | \$0 | \$0 | - | \$0 | - | - | - |
| Construction | \$0 | \$0 | - | \$0 | - | - | - |
| TOTAL | \$115,000 | \$0 | 0% | | | | |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|-----------------|------------------|----------------|----------------|----------------|------------------|
| STM | \$0 | \$23,000 | \$0 | \$0 | \$0 | \$23,000 |
| CMAQ | \$0 | \$92,000 | \$0 | \$0 | \$0 | \$92,000 |
| TOTAL | \$0 | \$115,000 | \$0 | \$0 | \$0 | \$115,000 |

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

Chesapeake Signal Timing - Phase 2

UPC # 107032

OVERVIEW

Description: Signal Timing - Phase 2

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: Chesapeake

System: Urban

Scope: Safety/Traffic Opers/TSM

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No

No map available for this project

HRTPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 10/14/2020 | 5/31/2022 | FFY 2021 |
| Right of Way | N/A | N/A | N/A |
| Construction | N/A | N/A | N/A |

COSTS AND EXPENDITURES

Recent Expenditures

| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> | <i>Previous 3 Quarters</i> | | | |
|-------------------------|-----------------------|---------------------------|-------------------------|----------------------------|----------|----------|----------|
| | | | | <i>Latest Quarter</i> | <i>3</i> | <i>2</i> | <i>1</i> |
| Preliminary Engineering | \$150,000 | \$0 | 0% | \$0 | - | - | - |
| Right of Way | \$0 | \$0 | - | \$0 | - | - | - |
| Construction | \$0 | \$0 | - | \$0 | - | - | - |
| TOTAL | \$150,000 | \$0 | 0% | | | | |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|-----------------|------------------|----------------|----------------|----------------|------------------|
| STM | \$0 | \$30,000 | \$0 | \$0 | \$0 | \$30,000 |
| CMAQ | \$0 | \$120,000 | \$0 | \$0 | \$0 | \$120,000 |
| TOTAL | \$0 | \$150,000 | \$0 | \$0 | \$0 | \$150,000 |

Chesapeake Signal Timing - Phase 2

UPC # 107032

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|----------|------------------|---------|---------|---------|-----------------|
| PE | CMAQ | | \$120,000 | | | | \$30,000 |
| | <i>Subtotal</i> | | \$120,000 | | | | \$30,000 |
| | TOTAL | | \$120,000 | | | | \$30,000 |

Source of Project Data: Virginia Department of Transportation.

Chesapeake Signal Timing - Phase 3

UPC # 107033

OVERVIEW

Description: Signal Timing - Phase 3

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: Chesapeake

System: Urban

Scope: Safety/Traffic Opers/TSM

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No

No map available for this project

HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|------------|-----------|----------|
| Preliminary Engineering | 10/14/2020 | 5/31/2022 | FFY 2021 |
| Right of Way | N/A | N/A | N/A |
| Construction | N/A | N/A | N/A |

COSTS AND EXPENDITURES

Recent Expenditures

| | Cost Estimates | Total Expenditures | Percent Expended | Previous 3 Quarters | | | |
|-------------------------|------------------|--------------------|------------------|---------------------|---|---|---|
| | | | | Latest Quarter | 3 | 2 | 1 |
| Preliminary Engineering | \$150,000 | \$0 | 0% | \$0 | - | - | - |
| Right of Way | \$0 | \$0 | - | \$0 | - | - | - |
| Construction | \$0 | \$0 | - | \$0 | - | - | - |
| TOTAL | \$150,000 | \$0 | 0% | | | | |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|------------|------------------|------------|------------|------------|------------------|
| STM | \$0 | \$30,000 | \$0 | \$0 | \$0 | \$30,000 |
| CMAQ | \$0 | \$120,000 | \$0 | \$0 | \$0 | \$120,000 |
| TOTAL | \$0 | \$150,000 | \$0 | \$0 | \$0 | \$150,000 |

Chesapeake Signal Timing - Phase 3

UPC # 107033

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|----------|------------------|---------|---------|---------|-----------------|
| PE | CMAQ | | \$120,000 | | | | \$30,000 |
| | <i>Subtotal</i> | | \$120,000 | | | | \$30,000 |
| | TOTAL | | \$120,000 | | | | \$30,000 |

Source of Project Data: Virginia Department of Transportation.

Chesapeake Signal System - Phase 4

UPC # 110801

OVERVIEW

Description: Phase 4 of citywide traffic signal system

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: Chesapeake

System: Urban

Scope: Traffic Management/Engineering

Oversight: Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No

No map available for this project

HRTPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 1/18/2023 | 12/24/2024 | FFY 2023 |
| Right of Way | N/A | N/A | N/A |
| Construction | 12/24/2024 | 4/16/2026 | FFY 2025 |

COSTS AND EXPENDITURES

Recent Expenditures

| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> | <i>Previous 3 Quarters</i> | | | |
|-------------------------|-----------------------|---------------------------|-------------------------|----------------------------|----------|----------|----------|
| | | | | <i>Latest Quarter</i> | <i>3</i> | <i>2</i> | <i>1</i> |
| Preliminary Engineering | \$80,000 | \$0 | 0% | \$0 | - | - | - |
| Right of Way | \$0 | \$0 | - | \$0 | - | - | - |
| Construction | \$420,000 | \$0 | 0% | \$0 | - | - | - |
| TOTAL | \$500,000 | \$0 | 0% | | | | |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|-----------------|----------------|----------------|-----------------|------------------|------------------|
| STM | \$0 | \$0 | \$0 | \$16,000 | \$44,000 | \$60,000 |
| CMAQ | \$0 | \$0 | \$0 | \$64,000 | \$176,000 | \$240,000 |
| TOTAL | \$0 | \$0 | \$0 | \$80,000 | \$220,000 | \$300,000 |

Chesapeake Signal System - Phase 4

UPC # 110801

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|--------------|---------|---------|-----------------|---------|-----------------|
| PE | CMAQ | | | | \$64,000 | | \$16,000 |
| | <i>Subtotal</i> | | | | \$64,000 | | \$16,000 |
| | | TOTAL | | | \$64,000 | | \$16,000 |

Source of Project Data: Virginia Department of Transportation.

Chesapeake Traffic Signal System Preemption Upgrade

UPC # 113828

OVERVIEW

Description: Traffic Signal System Preemption Upgrade

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: Chesapeake

System: Urban

Scope: Safety/Traffic Opers/TSM

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No

No map available for this project

HRTPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 8/30/2019 | 2/19/2021 | Underway |
| Right of Way | N/A | N/A | N/A |
| Construction | 2/19/2021 | 7/1/2022 | FFY 2021 |

COSTS AND EXPENDITURES

Recent Expenditures

| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> | <i>Previous 3 Quarters</i> | | | |
|-------------------------|-----------------------|---------------------------|-------------------------|----------------------------|----------|----------|----------|
| | | | | <i>Latest Quarter</i> | <i>3</i> | <i>2</i> | <i>1</i> |
| Preliminary Engineering | \$20,000 | \$409 | 2% | \$0 | - | - | - |
| Right of Way | \$0 | \$0 | - | \$0 | - | - | - |
| Construction | \$184,000 | \$0 | 0% | \$0 | - | - | - |
| TOTAL | \$204,000 | \$409 | 0% | | | | |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|------------------|----------------|----------------|----------------|----------------|------------------|
| STM | \$40,800 | \$0 | \$0 | \$0 | \$0 | \$40,800 |
| CMAQ | \$163,200 | \$0 | \$0 | \$0 | \$0 | \$163,200 |
| TOTAL | \$204,000 | \$0 | \$0 | \$0 | \$0 | \$204,000 |

Chesapeake Traffic Signal System Preemption Upgrade

UPC # 113828

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|----------|------------------|---------|---------|---------|-----------------|
| PE | CMAQ | | \$16,000 | | | | \$4,000 |
| | <i>Subtotal</i> | | \$16,000 | | | | \$4,000 |
| CN | CMAQ | | \$147,200 | | | | \$36,800 |
| | <i>Subtotal</i> | | \$147,200 | | | | \$36,800 |
| | TOTAL | | \$163,200 | | | | \$40,800 |

Source of Project Data: Virginia Department of Transportation.

Chesapeake Signal Timing and Incident Management Plan

UPC # 109418

OVERVIEW

Description: Analysis and development of new signal timings and the development of an incident management plan. Corridors to study are Greenbrier Parkway, Military Highway, and Battlefield Blvd.

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: Chesapeake

System: Urban

Scope: Traffic Management/Engineering

Oversight: Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No

No map available for this project

HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|------------|----------|----------|
| Preliminary Engineering | 10/12/2021 | 5/8/2023 | FFY 2022 |
| Right of Way | N/A | N/A | N/A |
| Construction | N/A | N/A | N/A |

COSTS AND EXPENDITURES

| | Recent Expenditures | | | Previous 3 Quarters | | |
|-------------------------|---------------------|--------------------|------------------|---------------------|---|---|
| | Cost Estimates | Total Expenditures | Percent Expended | Latest Quarter | 3 | 2 |
| | | | | | 1 | - |
| Preliminary Engineering | \$150,000 | \$0 | 0% | \$0 | - | - |
| Right of Way | \$0 | \$0 | - | \$0 | - | - |
| Construction | \$0 | \$0 | - | \$0 | - | - |
| TOTAL | \$150,000 | \$0 | 0% | | | |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|------------|------------|------------------|------------|------------|------------------|
| STM | \$0 | \$0 | \$30,000 | \$0 | \$0 | \$30,000 |
| CMAQ | \$0 | \$0 | \$120,000 | \$0 | \$0 | \$120,000 |
| TOTAL | \$0 | \$0 | \$150,000 | \$0 | \$0 | \$150,000 |

Chesapeake Signal Timing and Incident Management Plan

UPC # 109418

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|----------|------------------|---------|---------|---------|-----------------|
| PE | CMAQ | | \$120,000 | | | | \$30,000 |
| | <i>Subtotal</i> | | \$120,000 | | | | \$30,000 |
| | TOTAL | | \$120,000 | | | | \$30,000 |

Source of Project Data: Virginia Department of Transportation.

Mt. Pleasant Road and the Great Bridge Bypass Interchange Improvements

UPC # 115526

OVERVIEW

Description: Interchange ramp reconfiguration and geometric improvements

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: Chesapeake

System: Urban

Scope: Reconstruction w/o Added Capacity

Oversight: Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No

No map available for this project

HRPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 8/31/2023 | 4/29/2025 | FFY 2023 |
| Right of Way | N/A | N/A | N/A |
| Construction | 4/29/2025 | 9/9/2026 | FFY 2025 |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | |
|-------------------------|----------------------------|---------------------------|-------------------------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> |
| Preliminary Engineering | \$616,500 | \$0 | 0% |
| Right of Way | \$0 | \$0 | - |
| Construction | \$5,384,208 | \$0 | 0% |
| TOTAL | \$6,000,708 | \$0 | 0% |
| | | | |
| | <i>Previous 3 Quarters</i> | | |
| | <i>Latest Quarter</i> | 3 | 2 |
| | \$0 | - | - |
| | \$0 | - | - |
| | \$0 | - | - |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|-----------------|----------------|----------------|----------------|------------------|------------------|
| NHPP | \$0 | \$0 | \$0 | \$0 | \$616,500 | \$616,500 |
| TOTAL | \$0 | \$0 | \$0 | \$0 | \$616,500 | \$616,500 |

Mt. Pleasant Road and the Great Bridge Bypass Interchange Improvements

UPC # 115526

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|--------------|---------|---------|------------------|---------|-------|
| PE | NHS/NHPP | | | | \$616,500 | | |
| | <i>Subtotal</i> | | | | \$616,500 | | |
| | | TOTAL | | | \$616,500 | | |

Source of Project Data: Virginia Department of Transportation.

Bridge Street Bridge Replacement over Salters Creek

UPC # 93081

OVERVIEW

Description: Replacement of the bridge on Bridge St over Salters Creek

Street (Route): Bridge Street

Length (mi): N/A

Jurisdiction/Agency: Hampton

System: Urban

Scope: Bridge Replacement w/o Added Capacity

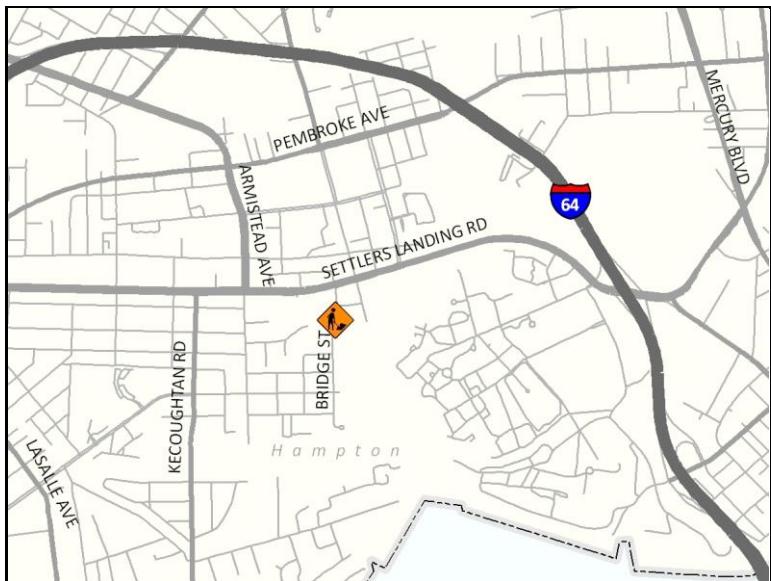
Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRPTO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 1/31/2011 | 3/24/2014 | Complete |
| Right of Way | 3/24/2014 | 9/22/2015 | Complete |
| Construction | 9/22/2015 | 7/27/2018 | Complete |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | |
|-------------------------|----------------------------|---------------------------|-------------------------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> |
| Preliminary Engineering | \$61,806 | \$61,806 | 100% |
| Right of Way | \$300,955 | \$300,955 | 100% |
| Construction | \$5,323,634 | \$3,634,425 | 68% |
| TOTAL | \$5,686,395 | \$3,997,186 | 70% |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|--------------------|----------------|----------------|----------------|----------------|--------------------|
| STP/BROS | \$1,167,075 | \$0 | \$0 | \$0 | \$0 | \$1,167,075 |
| STP/BR | \$13,750 | \$0 | \$0 | \$0 | \$0 | \$13,750 |
| STP | \$857,466 | \$0 | \$0 | \$0 | \$0 | \$857,466 |
| STF | \$737,823 | \$0 | \$0 | \$0 | \$0 | \$737,823 |
| LOM | \$4,795 | \$0 | \$0 | \$0 | \$0 | \$4,795 |
| LOC | \$798,809 | \$0 | \$0 | \$0 | \$0 | \$798,809 |
| EB/MG | \$886,185 | \$0 | \$0 | \$0 | \$0 | \$886,185 |
| BR/BROS | \$919,234 | \$0 | \$0 | \$0 | \$0 | \$919,234 |
| BOM | \$301,258 | \$0 | \$0 | \$0 | \$0 | \$301,258 |
| TOTAL | \$5,686,395 | \$0 | \$0 | \$0 | \$0 | \$5,686,395 |

Bridge Street Bridge Replacement over Salters Creek

UPC # 93081

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|--------------------|--------------------|---------|---------|---------|-------|
| CN | BR | \$1,747,362 | \$26,974 | | | | |
| CN | AC | | \$1,314,564 | | | | |
| | <i>Subtotal</i> | \$1,747,362 | \$1,341,538 | | | | |
| | TOTAL | \$1,747,362 | \$1,341,538 | | | | |

Source of Project Data: Virginia Department of Transportation.

Coliseum Drive Extension

UPC # 108731

OVERVIEW

Description: Extend Coliseum Drive from Hampton Roads Center Parkway to Butler Farm Road

Street (Route): Coliseum Drive

Length (mi): 0.2900

Jurisdiction/Agency: Hampton

System: Urban

Scope: New Construction Roadway

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 9/19/2016 | 1/3/2019 | Complete |
| Right of Way | 1/3/2019 | 12/10/2019 | Complete |
| Construction | 12/10/2019 | 9/15/2021 | Underway |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | | | | | |
|-------------------------|----------------------------|---------------------------|-------------------------|----------------------------|----------|----------|----------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> | <i>Previous 3 Quarters</i> | | | |
| | | | | <i>Latest Quarter</i> | <i>3</i> | <i>2</i> | <i>1</i> |
| Preliminary Engineering | \$542,000 | \$492,877 | 91% | \$0 | - | - | - |
| Right of Way | \$631,862 | \$593,660 | 94% | \$0 | - | - | - |
| Construction | \$4,280,000 | \$0 | 0% | \$0 | - | - | - |
| TOTAL | \$5,453,862 | \$1,086,537 | 20% | | | | |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|--------------------|----------------|----------------|----------------|----------------|--------------------|
| STF | \$2,823,000 | \$0 | \$0 | \$0 | \$0 | \$2,823,000 |
| RS | \$2,596,843 | \$0 | \$0 | \$0 | \$0 | \$2,596,843 |
| LOC | \$34,020 | \$0 | \$0 | \$0 | \$0 | \$34,020 |
| TOTAL | \$5,453,863 | \$0 | \$0 | \$0 | \$0 | \$5,453,863 |

Coliseum Drive Extension

UPC # 108731

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|----------|--------------------|---------|---------|---------|--------------------|
| PE | Other | | \$271,000 | | | | \$271,000 |
| | <i>Subtotal</i> | | \$271,000 | | | | \$271,000 |
| RW | Other | | \$315,931 | | | | \$315,931 |
| | <i>Subtotal</i> | | \$315,931 | | | | \$315,931 |
| CN | Other | | \$711,490 | | | | \$711,490 |
| CN | AC | | \$2,857,020 | | | | |
| | <i>Subtotal</i> | | \$3,568,510 | | | | \$711,490 |
| | TOTAL | | \$4,155,441 | | | | \$1,298,421 |

Source of Project Data: Virginia Department of Transportation.

Coliseum Drive Extension Study - Segment B (PE Only)

UPC # 113988

OVERVIEW

Description: Investigate the extension of proposed Coliseum Drive from Butler Farm Road to N. Campus Parkway and Magruder Boulevard

Street (Route): Coliseum Drive

Length (mi): N/A

Jurisdiction/Agency: Hampton

System: Urban

Scope: Other

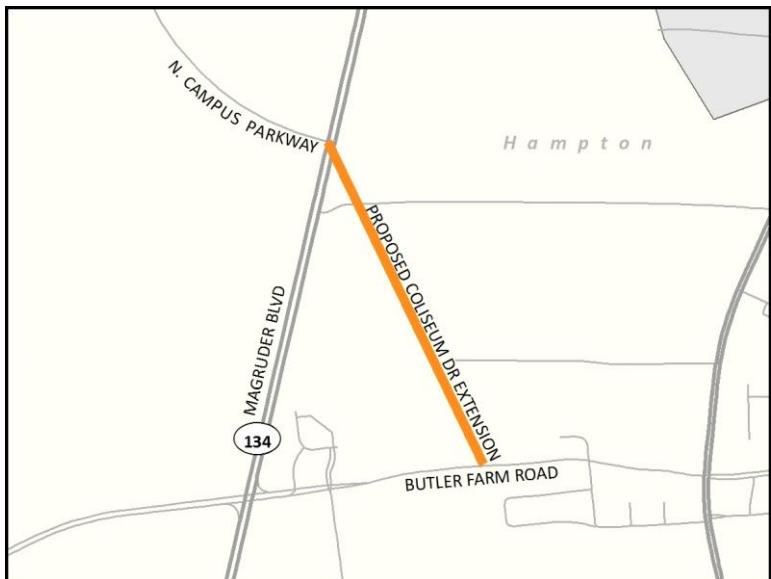
Oversight: N/A

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|-----------|-----------|----------|
| Preliminary Engineering | 3/11/2019 | 9/24/2020 | Underway |
| Right of Way | N/A | N/A | N/A |
| Construction | N/A | N/A | N/A |

COSTS AND EXPENDITURES

| | Cost Estimates | | | Total Expenditures | | | Percent Expended | | | Recent Expenditures | | | |
|--------------|-------------------------|--------------|--------------|--------------------|-----|-----|------------------|--|--|---------------------|---|---|---|
| | Preliminary Engineering | Right of Way | Construction | | | | | | | Latest Quarter | 3 | 2 | 1 |
| | \$731,055 | \$0 | \$0 | \$410 | \$0 | \$0 | 0% | | | \$0 | - | - | - |
| | | | | | | | | | | \$0 | - | - | - |
| | | | | | | | | | | \$0 | - | - | - |
| TOTAL | \$731,055 | | | \$410 | | | 0% | | | | | | |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|------------------|---------|---------|---------|---------|------------------|
| STP | \$51,466 | \$0 | \$0 | \$0 | \$0 | \$51,466 |
| LOC | \$214,608 | \$0 | \$0 | \$0 | \$0 | \$214,608 |
| EB/MG | \$576,427 | \$0 | \$0 | \$0 | \$0 | \$576,427 |
| TOTAL | \$842,501 | | | | | \$842,501 |

Coliseum Drive Extension Study - Segment B (PE Only)

UPC # 113988

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

Cunningham Drive Sidewalk Project

UPC # 102866

OVERVIEW

Description: Sidewalk along Cunningham Drive from Todds Lane to Mercury Boulevard.

Street (Route): Cunningham Drive

Length (mi): 1.6

Jurisdiction/Agency: Hampton

System: Urban

Scope: Facilities for Pedestrians and Bicycles

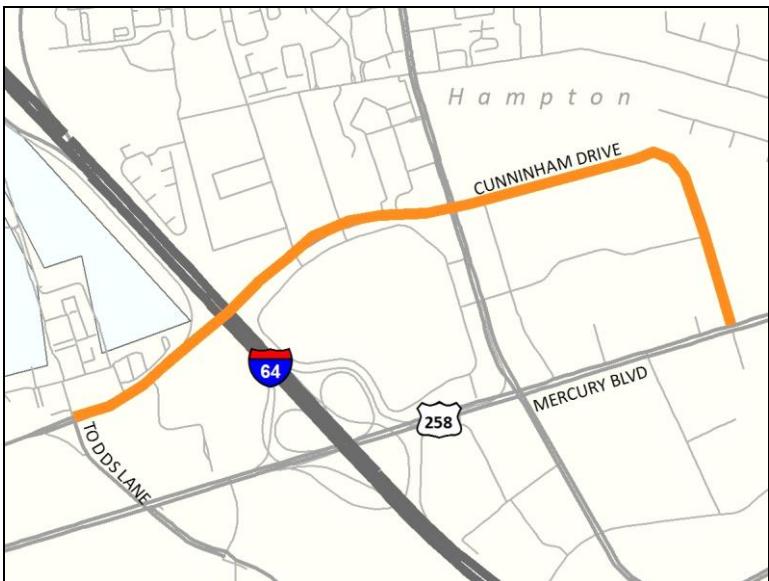
Oversight: N/A

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No



HRPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 9/15/2020 | 10/5/2021 | FFY 2020 |
| Right of Way | 10/5/2021 | 10/21/2022 | FFY 2022 |
| Construction | 10/21/2022 | 10/24/2023 | FFY 2023 |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | | | | |
|-------------------------|----------------------------|---------------------------|-------------------------|----------------------------|----------|----------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> | <i>Previous 3 Quarters</i> | | |
| | | | | <i>Latest Quarter</i> | <i>3</i> | <i>2</i> |
| Preliminary Engineering | \$120,000 | \$0 | 0% | \$0 | - | - |
| Right of Way | \$200,000 | \$0 | 0% | \$0 | - | - |
| Construction | \$600,000 | \$0 | 0% | \$0 | - | - |
| TOTAL | \$920,000 | \$0 | 0% | | | |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|-----------------|------------------|----------------|----------------|----------------|------------------|
| STM | \$0 | \$184,000 | \$0 | \$0 | \$0 | \$184,000 |
| CMAQ | \$0 | \$736,000 | \$0 | \$0 | \$0 | \$736,000 |
| TOTAL | \$0 | \$920,000 | \$0 | \$0 | \$0 | \$920,000 |

Cunningham Drive Sidewalk Project

UPC # 102866

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|----------|---------|------------------|------------------|---------|------------------|
| RW | CMAQ | | | \$160,000 | | | \$40,000 |
| | <i>Subtotal</i> | | | \$160,000 | | | \$40,000 |
| CN | CMAQ | | | | \$480,000 | | \$120,000 |
| | <i>Subtotal</i> | | | | \$480,000 | | \$120,000 |
| | TOTAL | | | \$160,000 | \$480,000 | | \$160,000 |

Source of Project Data: Virginia Department of Transportation.

Hampton Signal Upgrades - Phase IV

UPC # 102865

OVERVIEW

Description: Upgrade communications components in traffic signals citywide

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: Hampton

System: Urban

Scope: Safety/Traffic Opers/TSM

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No

No map available for this project

HRTPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 6/28/2016 | 3/18/2020 | Underway |
| Right of Way | N/A | N/A | N/A |
| Construction | N/A | N/A | N/A |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | | |
|-------------------------|----------------------------|---------------------------|-------------------------|----------------------------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> | <i>Previous 3 Quarters</i> |
| | \$200,000 | \$75,709 | 38% | <i>Latest Quarter</i> |
| Preliminary Engineering | \$0 | - | - | 3 |
| Right of Way | \$0 | - | - | 2 |
| Construction | \$0 | - | - | 1 |
| TOTAL | \$200,000 | \$75,709 | 38% | - |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|------------------|----------------|----------------|----------------|----------------|------------------|
| STM | \$110,600 | \$0 | \$0 | \$0 | \$0 | \$110,600 |
| CMAQ | \$442,400 | \$0 | \$0 | \$0 | \$0 | \$442,400 |
| TOTAL | \$553,000 | \$0 | \$0 | \$0 | \$0 | \$553,000 |

Hampton Signal Upgrades - Phase IV

UPC # 102865

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|------------------|-------------------|---------|---------|---------|------------------|
| PE | CMAQ | \$442,400 | -\$282,400 | | | | -\$70,600 |
| | <i>Subtotal</i> | \$442,400 | -\$282,400 | | | | -\$70,600 |
| | TOTAL | \$442,400 | -\$282,400 | | | | -\$70,600 |

Source of Project Data: Virginia Department of Transportation.

Hampton Traffic Signal System Retiming

UPC # 102867

OVERVIEW

Description: Citywide Traffic Signal Optimization

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: Hampton

System: Urban

Scope: Traffic Management/Engineering

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No

No map available for this project

HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 6/28/2016 | 3/1/2021 | Underway |
| Right of Way | N/A | N/A | N/A |
| Construction | N/A | N/A | N/A |

COSTS AND EXPENDITURES

Recent Expenditures

| | Cost Estimates | Total Expenditures | Percent Expended | Previous 3 Quarters | | | |
|-------------------------|-----------------------|---------------------------|-------------------------|----------------------------|----------|----------|----------|
| | | | | Latest Quarter | 3 | 2 | 1 |
| Preliminary Engineering | \$1,392,000 | \$397,095 | 29% | \$0 | - | - | - |
| Right of Way | \$0 | \$0 | - | \$0 | - | - | - |
| Construction | \$0 | \$0 | - | \$0 | - | - | - |
| TOTAL | \$1,392,000 | \$397,095 | 29% | | | | |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|-----------------------|------------------|----------------|----------------|----------------|----------------|------------------|
| STM | \$139,600 | \$0 | \$0 | \$0 | \$0 | \$139,600 |
| CMAQ | \$558,400 | \$0 | \$0 | \$0 | \$0 | \$558,400 |
| TOTAL | \$698,000 | \$0 | \$0 | \$0 | \$0 | \$698,000 |

Hampton Traffic Signal System Retiming

UPC # 102867

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-----------------|-------------|----------|------------------|---------|---------|---------|-------|
| PE | AC | | \$694,000 | | | | |
| <i>Subtotal</i> | | | \$694,000 | | | | |
| TOTAL | | | \$694,000 | | | | |

Source of Project Data: Virginia Department of Transportation.

Little Back River Road Reconstruction

UPC # 109304

OVERVIEW

Description: Reconstruct/realign Little Back River Road from N King Street to Valirey Drive with 1 reversible center lane from N King Street to Clemwood Parkway for peak hours only.

Street (Route): Little Back River Road

Length (mi): 0.85

Jurisdiction/Agency: Hampton

System: Urban

Scope: Reconstruction

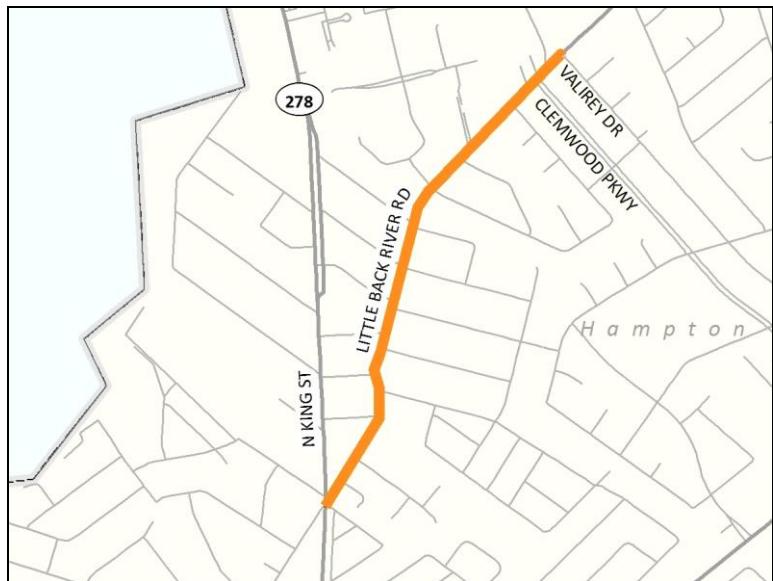
Oversight: N/A

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|-----------|-----------|----------|
| Preliminary Engineering | 6/25/2019 | 7/29/2021 | Underway |
| Right of Way | 7/29/2021 | 9/23/2022 | FFY 2021 |
| Construction | 9/23/2022 | 9/2/2025 | FFY 2022 |

COSTS AND EXPENDITURES

| | Recent Expenditures | | |
|-------------------------|---------------------|--------------------|------------------|
| | Cost Estimates | Total Expenditures | Percent Expended |
| Preliminary Engineering | \$1,110,000 | \$1,698 | 0% |
| Right of Way | \$1,350,000 | \$0 | 0% |
| Construction | \$6,810,000 | \$0 | 0% |
| TOTAL | \$9,270,000 | \$1,698 | 0% |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|------------------|------------------|--------------------|--------------------|--------------------|--------------------|
| STP | \$300,000 | \$0 | \$0 | \$0 | \$3,000,000 | \$3,300,000 |
| STF | \$0 | \$867,024 | \$1,292,976 | \$3,810,000 | \$0 | \$5,970,000 |
| TOTAL | \$300,000 | \$867,024 | \$1,292,976 | \$3,810,000 | \$3,000,000 | \$9,270,000 |

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

Wythe Creek Road Widening

UPC # 97715

OVERVIEW

Description: Widen to 3 lanes from Commander Shepard Blvd (Rte 172) to the City of Poquoson line

Street (Route): Wythe Creek Road (172)

Length (mi): 1.0

Jurisdiction/Agency: Hampton

System: Urban

Scope: Reconstruction w/o Added Capacity

Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: Yes



HRPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 2/28/2011 | 11/15/2016 | Complete |
| Right of Way | 11/15/2016 | 9/10/2019 | Complete |
| Construction | 9/10/2019 | 4/12/2024 | Underway |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | | | | | |
|-------------------------|----------------------------|---------------------------|-------------------------|----------------------------|----------|----------|----------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> | <i>Previous 3 Quarters</i> | | | |
| | | | | <i>Latest Quarter</i> | <i>3</i> | <i>2</i> | <i>1</i> |
| Preliminary Engineering | \$3,114,000 | \$2,993,790 | 96% | \$0 | - | - | - |
| Right of Way | \$3,333,898 | \$1,759,910 | 53% | \$0 | - | - | - |
| Construction | \$29,601,252 | \$0 | 0% | \$0 | - | - | - |
| TOTAL | \$36,049,150 | \$4,753,700 | 13% | | | | |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|---------------------|--------------------|----------------|----------------|----------------|---------------------|
| STM | \$4,312,783 | \$1,273,787 | \$0 | \$0 | \$0 | \$5,586,570 |
| RSTP | \$19,087,217 | \$5,095,147 | \$0 | \$0 | \$0 | \$24,182,364 |
| TOTAL | \$23,400,000 | \$6,368,934 | \$0 | \$0 | \$0 | \$29,768,934 |

Wythe Creek Road Widening

UPC # 97715

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|--------------------|-------------------|---------|---------|---------|-------------------|
| PE | RSTP | \$2,491,246 | -\$46 | | | | -\$12 |
| | <i>Subtotal</i> | \$2,491,246 | -\$46 | | | | -\$12 |
| RW | RSTP | \$3,139,262 | -\$472,144 | | | | -\$118,036 |
| | <i>Subtotal</i> | \$3,139,262 | -\$472,144 | | | | -\$118,036 |
| | TOTAL | \$5,630,508 | -\$472,190 | | | | -\$118,048 |

Source of Project Data: Virginia Department of Transportation.

Hampton Emergency Vehicle Preemption

UPC # 113752

OVERVIEW

Description: Emergency Vehicle Preemption

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: Hampton

System: Urban

Scope: Safety/Traffic Opers/TSM

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No

No map available for this project

HRTPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 7/11/2019 | 12/28/2020 | Underway |
| Right of Way | N/A | N/A | N/A |
| Construction | 12/28/2020 | 5/11/2022 | FFY 2021 |

COSTS AND EXPENDITURES

Recent Expenditures

| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> | <i>Previous 3 Quarters</i> | | | |
|-------------------------|-----------------------|---------------------------|-------------------------|----------------------------|----------|----------|----------|
| | | | | <i>Latest Quarter</i> | <i>3</i> | <i>2</i> | <i>1</i> |
| Preliminary Engineering | \$20,000 | \$833 | 4% | \$0 | - | - | - |
| Right of Way | \$0 | \$0 | - | \$0 | - | - | - |
| Construction | \$183,988 | \$0 | 0% | \$0 | - | - | - |
| TOTAL | \$203,988 | \$833 | 0% | | | | |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|------------------|----------------|----------------|----------------|----------------|------------------|
| STM | \$40,800 | \$0 | \$0 | \$0 | \$0 | \$40,800 |
| CMAQ | \$163,200 | \$0 | \$0 | \$0 | \$0 | \$163,200 |
| TOTAL | \$204,000 | \$0 | \$0 | \$0 | \$0 | \$204,000 |

Hampton Emergency Vehicle Preemption

UPC # 113752

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|----------|------------------|---------|---------|---------|-----------------|
| CN | CMAQ | | \$147,190 | | | | \$36,798 |
| | <i>Subtotal</i> | | \$147,190 | | | | \$36,798 |
| | TOTAL | | \$147,190 | | | | \$36,798 |

Source of Project Data: Virginia Department of Transportation.

Saunders Road Widening

UPC # 57047

OVERVIEW

Description: Widen Saunders Road from two lanes to a 4-lane divided road with raised median, landscaping, street lighting, water, sanitary sewer, sidewalk and multi-purpose trail

Street (Route): Saunders Road

Length (mi): 0.75

Jurisdiction/Agency: Hampton

System: Urban

Scope: Reconstruction w/Added Capacity

Oversight: Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: Yes

No map available for this project

HRTPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 3/3/2006 | 7/13/2012 | Complete |
| Right of Way | 7/13/2012 | 9/30/2014 | Complete |
| Construction | 9/30/2014 | 10/1/2016 | Complete |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | |
|-------------------------|----------------------------|---------------------------|-------------------------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> |
| Preliminary Engineering | \$1,907,447 | \$1,907,447 | 100% |
| Right of Way | \$4,981,868 | \$4,981,868 | 100% |
| Construction | \$7,523,595 | \$7,523,595 | 100% |
| TOTAL | \$14,412,910 | \$14,412,910 | 100% |

| | <i>Previous 3 Quarters</i> | | | |
|--|----------------------------|----------|----------|----------|
| | <i>Latest Quarter</i> | <i>3</i> | <i>2</i> | <i>1</i> |
| | \$0 | - | - | - |
| | \$0 | - | - | - |
| | \$0 | - | - | - |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|---------------------|----------------|----------------|----------------|----------------|---------------------|
| RSTP | \$16,251,000 | \$0 | \$0 | \$0 | \$0 | \$16,251,000 |
| TOTAL | \$16,251,000 | \$0 | \$0 | \$0 | \$0 | \$16,251,000 |

Saunders Road Widening

UPC # 57047

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-----------------|-------------|--------------------|---------------------|---------|---------|---------|-------------------|
| CN | RSTP | \$7,105,141 | -\$1,086,265 | | | | -\$271,566 |
| <i>Subtotal</i> | | \$7,105,141 | -\$1,086,265 | | | | -\$271,566 |
| TOTAL | | \$7,105,141 | -\$1,086,265 | | | | -\$271,566 |

Source of Project Data: Virginia Department of Transportation.

Hampton Traffic Signal System Retimings - Phase II

UPC # 109410

OVERVIEW

Description: Retiming of 21 arterials in Hampton Citywide

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: Hampton

System: Urban

Scope: Traffic Management/Engineering

Oversight: Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No

No map available for this project

HRTPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 7/28/2021 | 1/23/2023 | FFY 2021 |
| Right of Way | N/A | N/A | N/A |
| Construction | N/A | N/A | N/A |

COSTS AND EXPENDITURES

Recent Expenditures

| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> | <i>Previous 3 Quarters</i> | | | |
|-------------------------|-----------------------|---------------------------|-------------------------|----------------------------|----------|----------|----------|
| | | | | <i>Latest Quarter</i> | <i>3</i> | <i>2</i> | <i>1</i> |
| Preliminary Engineering | \$1,055,000 | \$0 | 0% | \$0 | - | - | - |
| Right of Way | \$0 | \$0 | - | \$0 | - | - | - |
| Construction | \$0 | \$0 | - | \$0 | - | - | - |
| TOTAL | \$1,055,000 | \$0 | 0% | | | | |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|-----------------|----------------|--------------------|----------------|----------------|--------------------|
| STM | \$0 | \$0 | \$211,000 | \$0 | \$0 | \$211,000 |
| CMAQ | \$0 | \$0 | \$844,000 | \$0 | \$0 | \$844,000 |
| TOTAL | \$0 | \$0 | \$1,055,000 | \$0 | \$0 | \$1,055,000 |

Hampton Traffic Signal System Retimings - Phase II

UPC # 109410

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|----------|------------------|---------|---------|---------|------------------|
| PE | CMAQ | | \$844,000 | | | | \$211,000 |
| | <i>Subtotal</i> | | \$844,000 | | | | \$211,000 |
| | TOTAL | | \$844,000 | | | | \$211,000 |

Source of Project Data: Virginia Department of Transportation.

Power Plant Parkway Sidewalks in Hampton

UPC # 111016

OVERVIEW

Description: Install sidewalks along Power Plant Parkway and safety improvements and access at the Pine Chapel Road intersection

Street (Route): Power Plant Parkway

Length (mi): 0.5

Jurisdiction/Agency: Hampton

System: Urban

Scope: Facilitates for Pedestrians and Bicycles

Oversight: Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No

No map available for this project

HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|-----------|-----------|----------|
| Preliminary Engineering | 10/5/2021 | 4/4/2023 | FFY 2022 |
| Right of Way | 4/4/2023 | 4/16/2024 | FFY 2023 |
| Construction | 4/16/2024 | 7/25/2025 | FFY 2024 |

COSTS AND EXPENDITURES

Recent Expenditures

| | Cost Estimates | Total Expenditures | Percent Expended | Previous 3 Quarters | | | |
|-------------------------|------------------|--------------------|------------------|---------------------|---|---|---|
| | | | | Latest Quarter | 3 | 2 | 1 |
| Preliminary Engineering | \$133,500 | \$0 | 0% | \$0 | - | - | - |
| Right of Way | \$117,000 | \$0 | 0% | \$0 | - | - | - |
| Construction | \$503,000 | \$0 | 0% | \$0 | - | - | - |
| TOTAL | \$753,500 | \$0 | 0% | | | | |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|----------------|------------|------------------|------------------|------------------|------------------|
| STP | \$0 | \$0 | \$129,238 | \$0 | \$0 | \$129,238 |
| STF | \$0 | \$0 | \$4,262 | \$117,000 | \$498,500 | \$619,762 |
| LOC | \$4,500 | \$0 | \$0 | \$0 | \$0 | \$4,500 |
| TOTAL | \$4,500 | \$0 | \$133,500 | \$117,000 | \$498,500 | \$753,500 |

Power Plant Parkway Sidewalks in Hampton

UPC # 111016

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|--------------|-----------------|----------|---------|------------------|------------------|------------------|-------|
| PE | STP/STBG | | | \$129,238 | | | |
| PE | AC | | | \$4,262 | | | |
| | <i>Subtotal</i> | | | \$133,500 | | | |
| RW | AC | | | | \$117,000 | | |
| | <i>Subtotal</i> | | | | \$117,000 | | |
| CN | AC | | | | | \$503,000 | |
| | <i>Subtotal</i> | | | | | \$503,000 | |
| TOTAL | | | | \$133,500 | \$117,000 | \$503,000 | |

Source of Project Data: Virginia Department of Transportation.

Victory Blvd Enhancements - Poquoson Segment

UPC # 115524

OVERVIEW

Description: Intersection, turn lane, and shoulder improvements with a shared use path along Victory Blvd (Route 171) between Cary's Chapel Road and Wythe Creek Road

Street (Route): Victory Blvd (171)

Length (mi): N/A

Jurisdiction/Agency: Hampton Roads

System: Urban

Scope: Reconstruction w/Added Capacity

Oversight: Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No

No map available for this project

HRTPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 10/30/2023 | 6/3/2025 | FFY 2024 |
| Right of Way | 6/3/2025 | 5/1/2026 | FFY 2025 |
| Construction | 5/1/2026 | 9/13/2027 | FFY 2026 |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | |
|-------------------------|----------------------------|---------------------------|-------------------------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> |
| Preliminary Engineering | \$680,000 | \$0 | 0% |
| Right of Way | \$185,000 | \$0 | 0% |
| Construction | \$2,864,000 | \$0 | 0% |
| TOTAL | \$3,729,000 | \$0 | 0% |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|-----------------|----------------|----------------|----------------|------------------|------------------|
| STF | \$0 | \$0 | \$0 | \$0 | \$865,000 | \$865,000 |
| TOTAL | \$0 | \$0 | \$0 | \$0 | \$865,000 | \$865,000 |

Victory Blvd Enhancements - Poquoson Segment

UPC # 115524

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|--------------|------------------------|-----------------|----------------|----------------|----------------|----------------|------------------|
| PE | AC | | | | | | \$680,000 |
| | <i>Subtotal</i> | | | | | | \$680,000 |
| | | TOTAL | | | | | \$680,000 |

Source of Project Data: Virginia Department of Transportation.

Route 460 at Route 258 Turn Lane Improvements in Isle of Wight County

UPC # 115528

OVERVIEW

Description: Widen along the east side of US Route 258 at the US Route 460 intersection to accommodate new left turn lanes and pedestrian facilities

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: Isle of Wight County

System: Urban

Scope: Reconstruction w/o Added Capacity

Oversight: Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No

No map available for this project

HRTPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 8/29/2023 | 4/3/2025 | FFY 2023 |
| Right of Way | 4/3/2025 | 3/4/2026 | FFY 2025 |
| Construction | 3/4/2026 | 7/14/2027 | FFY 2026 |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | |
|-------------------------|----------------------------|---------------------------|-------------------------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> |
| Preliminary Engineering | \$520,603 | \$0 | 0% |
| Right of Way | \$466,069 | \$0 | 0% |
| Construction | \$2,248,264 | \$0 | 0% |
| TOTAL | \$3,234,936 | \$0 | 0% |

| | <i>Previous 3 Quarters</i> | | |
|--|----------------------------|----------|----------|
| | <i>Latest Quarter</i> | <i>3</i> | <i>2</i> |
| | \$0 | - | - |
| | \$0 | - | - |
| | \$0 | - | - |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|-----------------|----------------|----------------|----------------|--------------------|--------------------|
| EB/MG | \$0 | \$0 | \$0 | \$0 | \$1,000,000 | \$1,000,000 |
| TOTAL | \$0 | \$0 | \$0 | \$0 | \$1,000,000 | \$1,000,000 |

Route 460 at Route 258 Turn Lane Improvements in Isle of Wight County

UPC # 115528

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|--------------|---------|---------|------------------|---------|-------|
| PE | NHPP/E | | | | \$520,603 | | |
| | <i>Subtotal</i> | | | | \$520,603 | | |
| | | TOTAL | | | \$520,603 | | |

Source of Project Data: Virginia Department of Transportation.

Longhill Road Shared Use Path in James City County

UPC # 115512

OVERVIEW

Description: Construction of a shared use path to fill gaps on Longhill Road from DePue Drive to Lane Place

Street (Route): Longhill Road

Length (mi): N/A

Jurisdiction/Agency: James City County

System: Urban

Scope: Facilities for Pedestrians and Bicycles

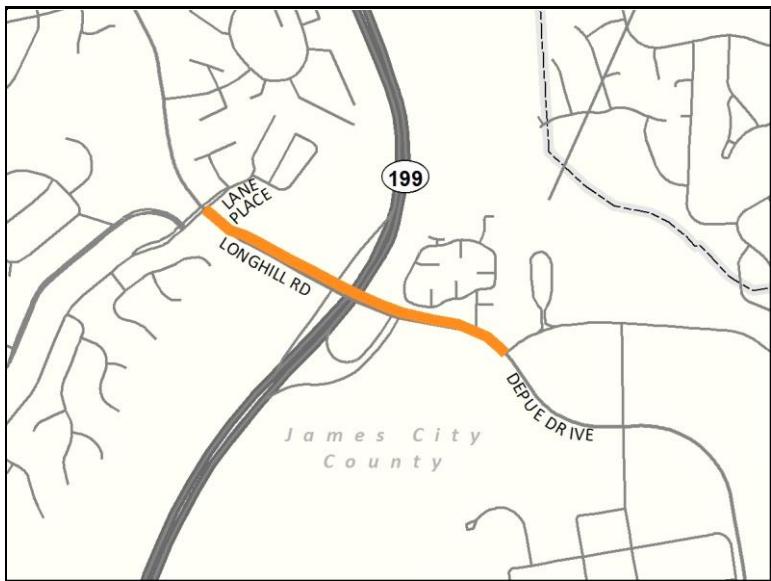
Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|-----------|------------|----------|
| Preliminary Engineering | 12/2/2019 | 2/15/2023 | Underway |
| Right of Way | 2/15/2023 | 2/13/2024 | FFY 2023 |
| Construction | 2/13/2024 | 12/16/2024 | FFY 2024 |

COSTS AND EXPENDITURES

| | Cost Estimates | Total Expenditures | Percent Expended |
|-------------------------|--------------------|--------------------|------------------|
| Preliminary Engineering | \$530,000 | \$0 | 0% |
| Right of Way | \$270,000 | \$0 | 0% |
| Construction | \$3,600,000 | \$0 | 0% |
| TOTAL | \$4,400,000 | \$0 | 0% |

Recent Expenditures

| Latest Quarter | Previous 3 Quarters | | |
|----------------|---------------------|---|---|
| | 3 | 2 | 1 |
| \$0 | - | - | - |
| \$0 | - | - | - |
| \$0 | - | - | - |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|------------------|------------------|------------------|------------------|--------------------|--------------------|
| STP | \$0 | \$0 | \$0 | \$0 | \$1,700,000 | \$1,700,000 |
| STF | \$194,920 | \$335,080 | \$270,000 | \$500,000 | \$0 | \$1,300,000 |
| TOTAL | \$194,920 | \$335,080 | \$270,000 | \$500,000 | \$1,700,000 | \$3,000,000 |

Longhill Road Shared Use Path in James City County

UPC # 115512

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|----------|------------------|---------|------------------|--------------------|--------------------|
| PE | AC-Conversi | | | | \$530,000 | | |
| PE | AC | | \$530,000 | | | | |
| | <i>Subtotal</i> | | \$530,000 | | \$530,000 | | |
| RW | STP/STBG | | | | \$270,000 | | |
| | <i>Subtotal</i> | | | | \$270,000 | | |
| CN | STP/STBG | | | | | \$2,300,000 | |
| CN | AC | | | | | \$1,300,000 | |
| | <i>Subtotal</i> | | | | | \$3,600,000 | |
| | TOTAL | | \$530,000 | | \$800,000 | | \$3,600,000 |

Source of Project Data: Virginia Department of Transportation.

Atkinson Boulevard Construction

UPC # 4483

OVERVIEW

Description: Construct a 4 lane roadway from Warwick Blvd (Rte 60) to Jefferson Ave (Rte 143)

Street (Route): Atkinson Boulevard

Length (mi): 1.2

Jurisdiction/Agency: Newport News

System: Urban

Scope: New Construction

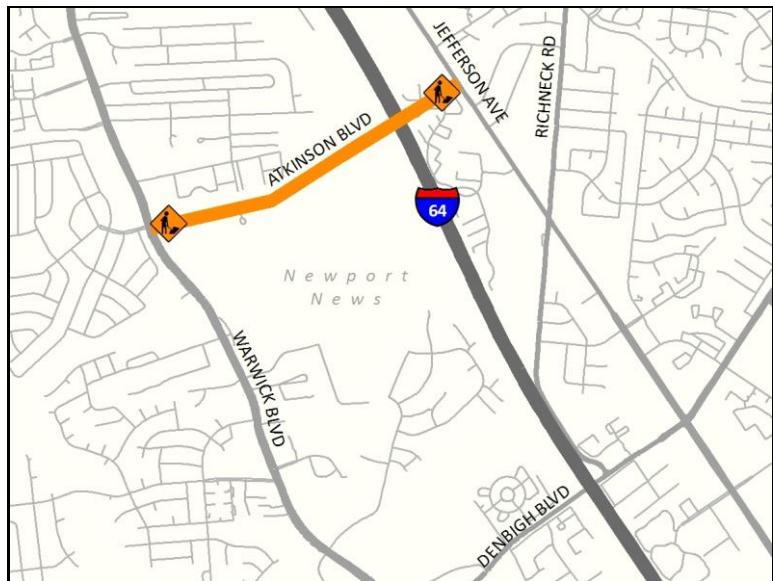
Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: Yes



HRPTO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 6/8/1987 | 9/14/2016 | Complete |
| Right of Way | 9/14/2016 | 5/11/2017 | Complete |
| Construction | 5/11/2017 | 9/23/2020 | Underway |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | | |
|-------------------------|----------------------------|---------------------------|-------------------------|------------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> | |
| | \$5,692,574 | \$5,692,574 | 100% | |
| Preliminary Engineering | \$1,891,136 | \$694,587 | 37% | |
| Right of Way | \$60,537,493 | \$39,304,624 | 65% | |
| Construction | TOTAL | \$68,121,203 | \$45,691,785 | 67% |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|---------------------|----------------|----------------|----------------|----------------|---------------------|
| STP | \$800,000 | \$0 | \$0 | \$0 | \$0 | \$800,000 |
| STM | \$9,632,321 | \$0 | \$0 | \$0 | \$0 | \$9,632,321 |
| STF | \$7,700,726 | \$0 | \$0 | \$0 | \$0 | \$7,700,726 |
| RSTP | \$40,529,277 | \$0 | \$0 | \$0 | \$0 | \$40,529,277 |
| RS | \$9,500,000 | \$0 | \$0 | \$0 | \$0 | \$9,500,000 |
| LOM | \$20,408 | \$0 | \$0 | \$0 | \$0 | \$20,408 |
| LOC | \$835 | \$0 | \$0 | \$0 | \$0 | \$835 |
| BOM | \$200,000 | \$0 | \$0 | \$0 | \$0 | \$200,000 |
| TOTAL | \$68,383,567 | \$0 | \$0 | \$0 | \$0 | \$68,383,567 |

Atkinson Boulevard Construction

UPC # 4483

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

Independence Boulevard

UPC # 108725

OVERVIEW

Description: Construct new road from Denbigh Boulevard to Fort Eustis Boulevard

Street (Route): Independence Boulevard

Length (mi): 1.85

Jurisdiction/Agency: Newport News

System: Urban

Scope: New Construction

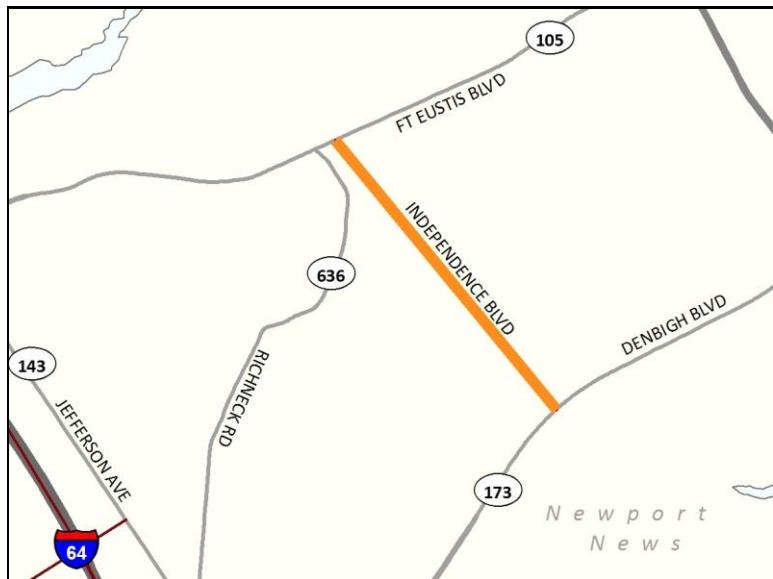
Oversight: N/A

Administered By: Locality

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No



HRPTO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 1/14/2019 | 4/13/2020 | Underway |
| Right of Way | 4/13/2020 | 4/21/2021 | FFY 2020 |
| Construction | 4/21/2021 | 10/12/2022 | FFY 2021 |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | |
|-------------------------|----------------------------|---------------------------|-------------------------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> |
| Preliminary Engineering | \$250,000 | \$8,157 | 3% |
| Right of Way | \$1,500,000 | \$0 | 0% |
| Construction | \$13,500,000 | \$0 | 0% |
| TOTAL | \$15,250,000 | \$8,157 | 0% |

| | <i>Previous 3 Quarters</i> | | | |
|-------------------------|----------------------------|----------|----------|----------|
| | <i>Latest Quarter</i> | <i>3</i> | <i>2</i> | <i>1</i> |
| Preliminary Engineering | \$0 | - | - | - |
| Right of Way | \$0 | - | - | - |
| Construction | \$0 | - | - | - |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|---------------------|----------------|----------------|----------------|----------------|---------------------|
| RS | \$153,802 | \$0 | \$0 | \$0 | \$0 | \$153,802 |
| LOC | \$15,096,198 | \$0 | \$0 | \$0 | \$0 | \$15,096,198 |
| TOTAL | \$15,250,000 | \$0 | \$0 | \$0 | \$0 | \$15,250,000 |

Independence Boulevard

UPC # 108725

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|----------|---------------------|---------|---------|---------|-------|
| PE | AC | | \$96,198 | | | | |
| | <i>Subtotal</i> | | \$96,198 | | | | |
| RW | AC | | \$1,500,000 | | | | |
| | <i>Subtotal</i> | | \$1,500,000 | | | | |
| CN | AC | | \$13,500,000 | | | | |
| | <i>Subtotal</i> | | \$13,500,000 | | | | |
| | TOTAL | | \$15,096,198 | | | | |

Source of Project Data: Virginia Department of Transportation.

Newport News Citywide Signal Retiming

UPC # 107058

OVERVIEW

Description: Project will retime approximately 169 traffic signals citywide.

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: Newport News

System: Urban

Scope: Safety/Traffic Opers/TSM

Oversight: N/A

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No

No map available for this project

HRPTO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 2/3/2021 | 10/7/2022 | FFY 2021 |
| Right of Way | N/A | N/A | N/A |
| Construction | N/A | N/A | N/A |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | | | | | | |
|-------------------------|----------------------------|---------------------------|-------------------------|----------------------------|----------|----------|----------|---|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> | <i>Previous 3 Quarters</i> | | | | |
| | | | | <i>Latest Quarter</i> | <i>3</i> | <i>2</i> | <i>1</i> | |
| Preliminary Engineering | \$500,000 | \$0 | 0% | \$0 | - | - | - | - |
| Right of Way | \$0 | \$0 | - | \$0 | - | - | - | - |
| Construction | \$0 | \$0 | - | \$0 | - | - | - | - |
| TOTAL | \$500,000 | \$0 | 0% | | | | | |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|-----------------|------------------|----------------|----------------|----------------|------------------|
| STM | \$0 | \$100,000 | \$0 | \$0 | \$0 | \$100,000 |
| CMAQ | \$0 | \$400,000 | \$0 | \$0 | \$0 | \$400,000 |
| TOTAL | \$0 | \$500,000 | \$0 | \$0 | \$0 | \$500,000 |

Newport News Citywide Signal Retiming

UPC # 107058

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|----------|------------------|---------|---------|---------|------------------|
| PE | CMAQ | | \$400,000 | | | | \$100,000 |
| | <i>Subtotal</i> | | <i>\$400,000</i> | | | | <i>\$100,000</i> |
| | TOTAL | | \$400,000 | | | | \$100,000 |

Source of Project Data: Virginia Department of Transportation.

Newport News Intelligent Transportation System Upgrades

UPC # 100608

OVERVIEW

Description: Expand and upgrade existing signal system on Warwick Blvd, Denbigh Blvd, Huntington St, 25th St, and Jefferson Ave - UPC #114388 is child project

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: Newport News

System: Urban

Scope: Safety/Traffic Opers/TSM

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No

No map available for this project

HRTPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 11/7/2016 | 4/16/2021 | Underway |
| Right of Way | N/A | N/A | N/A |
| Construction | N/A | N/A | N/A |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | |
|-------------------------|----------------------------|---------------------------|-------------------------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> |
| Preliminary Engineering | \$744,575 | \$660,065 | 89% |
| Right of Way | \$0 | \$0 | - |
| Construction | \$0 | \$0 | - |
| TOTAL | \$744,575 | \$660,065 | 89% |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|------------------|----------------|----------------|----------------|----------------|------------------|
| STM | \$20,746 | \$0 | \$0 | \$0 | \$0 | \$20,746 |
| CMAQ | \$723,829 | \$0 | \$0 | \$0 | \$0 | \$723,829 |
| TOTAL | \$744,575 | \$0 | \$0 | \$0 | \$0 | \$744,575 |

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

Citywide Intelligent Transportation System Upgrades

UPC # 114388

OVERVIEW

Description: The design, analysis and purchase of equipment to upgrade the traffic communications infrastructure citywide - child project of UPC #100608

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: Newport News

System: Urban

Scope: Safety/Traffic Opers/TSM

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No

No map available for this project

HRTPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | N/A | N/A | N/A |
| Right of Way | N/A | N/A | N/A |
| Construction | 12/31/2019 | 6/24/2021 | Underway |

COSTS AND EXPENDITURES

Recent Expenditures

| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> | <i>Previous 3 Quarters</i> | | | |
|-------------------------|-----------------------|---------------------------|-------------------------|----------------------------|----------|----------|----------|
| | | | | <i>Latest Quarter</i> | <i>3</i> | <i>2</i> | <i>1</i> |
| Preliminary Engineering | \$0 | \$0 | - | \$0 | - | - | - |
| Right of Way | \$0 | \$0 | - | \$0 | - | - | - |
| Construction | \$2,291,162 | \$0 | 0% | \$0 | - | - | - |
| TOTAL | \$2,291,162 | \$0 | 0% | | | | |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|--------------------|----------------|----------------|----------------|----------------|--------------------|
| STM | \$458,233 | \$0 | \$0 | \$0 | \$0 | \$458,233 |
| CMAQ | \$1,832,929 | \$0 | \$0 | \$0 | \$0 | \$1,832,929 |
| TOTAL | \$2,291,162 | \$0 | \$0 | \$0 | \$0 | \$2,291,162 |

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

Newport News Pedestrian Improvements

UPC # 103059

OVERVIEW

Description: Improve pedestrian accommodations at signalized intersections

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: Newport News

System: Urban

Scope: Facilities for Pedestrians and Bicycles

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No

No map available for this project

HRTPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 11/16/2018 | 5/13/2020 | Underway |
| Right of Way | N/A | N/A | N/A |
| Construction | 5/13/2020 | 10/12/2021 | FFY 2020 |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | |
|-------------------------|----------------------------|---------------------------|-------------------------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> |
| Preliminary Engineering | \$100,000 | \$18,002 | 18% |
| Right of Way | \$0 | \$0 | - |
| Construction | \$1,157,015 | \$0 | 0% |
| TOTAL | \$1,257,015 | \$18,002 | 1% |

| | <i>Previous 3 Quarters</i> | | | |
|-------------------------|----------------------------|----------|----------|----------|
| | <i>Latest Quarter</i> | <i>3</i> | <i>2</i> | <i>1</i> |
| Preliminary Engineering | \$0 | - | - | - |
| Right of Way | \$0 | - | - | - |
| Construction | \$0 | - | - | - |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|--------------------|----------------|----------------|----------------|----------------|--------------------|
| STM | \$251,403 | \$0 | \$0 | \$0 | \$0 | \$251,403 |
| CMAQ | \$1,005,612 | \$0 | \$0 | \$0 | \$0 | \$1,005,612 |
| TOTAL | \$1,257,015 | \$0 | \$0 | \$0 | \$0 | \$1,257,015 |

Newport News Pedestrian Improvements

UPC # 103059

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|----------|------------------|---------|---------|---------|------------------|
| CN | CMAQ | | \$925,612 | | | | \$231,403 |
| | <i>Subtotal</i> | | \$925,612 | | | | \$231,403 |
| | TOTAL | | \$925,612 | | | | \$231,403 |

Source of Project Data: Virginia Department of Transportation.

Newport News Signal Timing Improvements

UPC # 103016

OVERVIEW

Description: Collect and analyze traffic volumes to improve signal timings citywide.

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: Newport News

System: Urban

Scope: Safety/Traffic Opers/TSM

Oversight: N/A

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No

No map available for this project

HRTPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 12/14/2017 | 1/12/2021 | Underway |
| Right of Way | N/A | N/A | N/A |
| Construction | N/A | N/A | N/A |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | | | | | | |
|-------------------------|----------------------------|---------------------------|-------------------------|----------------------------|----------|----------|----------|---|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> | <i>Previous 3 Quarters</i> | | | | |
| | | | | <i>Latest Quarter</i> | <i>3</i> | <i>2</i> | <i>1</i> | |
| Preliminary Engineering | \$450,000 | \$11,330 | 3% | \$0 | - | - | - | - |
| Right of Way | \$0 | \$0 | - | \$0 | - | - | - | - |
| Construction | \$0 | \$0 | - | \$0 | - | - | - | - |
| TOTAL | \$450,000 | \$11,330 | 3% | | | | | |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|------------------|----------------|----------------|----------------|----------------|------------------|
| STM | \$180,000 | \$0 | \$0 | \$0 | \$0 | \$180,000 |
| CMAQ | \$720,000 | \$0 | \$0 | \$0 | \$0 | \$720,000 |
| TOTAL | \$900,000 | \$0 | \$0 | \$0 | \$0 | \$900,000 |

Newport News Signal Timing Improvements

UPC # 103016

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|------------------|-------------------|---------|---------|---------|------------------|
| PE | CMAQ | \$720,000 | -\$360,000 | | | | -\$90,000 |
| | <i>Subtotal</i> | \$720,000 | -\$360,000 | | | | -\$90,000 |
| | TOTAL | \$720,000 | -\$360,000 | | | | -\$90,000 |

Source of Project Data: Virginia Department of Transportation.

Briarfield Road Sidewalk

UPC # 108980

OVERVIEW

Description: Install a sidewalk from Marshall Avenue to Chestnut Avenue on Briarfield Road

Street (Route): Briarfield Road

Length (mi): 0.51

Jurisdiction/Agency: Newport News

System: Urban

Scope: Facilities for Pedestrians and Bicycles

Oversight: Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No



HRPTO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 4/24/2020 | 3/1/2022 | FFY 2020 |
| Right of Way | 3/1/2022 | 1/27/2023 | FFY 2022 |
| Construction | 1/27/2023 | 6/7/2024 | FFY 2023 |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | |
|-------------------------|----------------------------|---------------------------|-------------------------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> |
| Preliminary Engineering | \$170,743 | \$0 | 0% |
| Right of Way | \$137,269 | \$0 | 0% |
| Construction | \$506,895 | \$0 | 0% |
| TOTAL | \$814,907 | \$0 | 0% |
| | | | |
| | <i>Previous 3 Quarters</i> | | |
| | <i>Latest Quarter</i> | <i>3</i> | <i>2</i> |
| | \$0 | - | - |
| | \$0 | - | - |
| | \$0 | - | - |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|------------------|----------------|------------------|----------------|----------------|------------------|
| STM | \$42,981 | \$0 | \$120,000 | \$0 | \$0 | \$162,981 |
| CMAQ | \$171,926 | \$0 | \$480,000 | \$0 | \$0 | \$651,926 |
| TOTAL | \$214,907 | \$0 | \$600,000 | \$0 | \$0 | \$814,907 |

Briarfield Road Sidewalk

UPC # 108980

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|----------|---------|------------------|------------------|---------|------------------|
| RW | CMAQ | | | \$109,815 | | | \$27,454 |
| | <i>Subtotal</i> | | | \$109,815 | | | \$27,454 |
| CN | CMAQ | | | | \$405,516 | | \$101,379 |
| | <i>Subtotal</i> | | | | \$405,516 | | \$101,379 |
| | TOTAL | | | \$109,815 | \$405,516 | | \$128,833 |

Source of Project Data: Virginia Department of Transportation.

Warwick Boulevard Sidewalk Widening

UPC # 108981

OVERVIEW

Description: Install an 8 ft. wide sidewalk on Warwick Boulevard from Lucas Creek Road to Atkinson Way

Street (Route): Warwick Boulevard

Length (mi): 1.5

Jurisdiction/Agency: Newport News

System: Urban

Scope: Facilities for Pedestrians and Bicycles

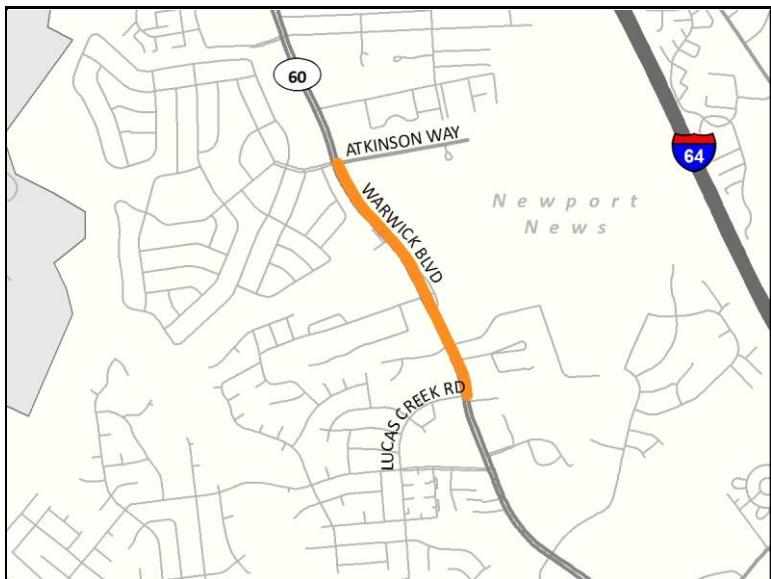
Oversight: Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No



HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|-----------|------------|----------|
| Preliminary Engineering | 4/15/2020 | 9/3/2021 | FFY 2020 |
| Right of Way | 9/3/2021 | 8/4/2022 | FFY 2021 |
| Construction | 8/4/2022 | 12/19/2023 | FFY 2022 |

COSTS AND EXPENDITURES

| | Cost Estimates | Total Expenditures | Percent Expended |
|-------------------------|--------------------|--------------------|------------------|
| Preliminary Engineering | \$187,965 | \$0 | 0% |
| Right of Way | \$138,186 | \$0 | 0% |
| Construction | \$790,670 | \$0 | 0% |
| TOTAL | \$1,116,821 | \$0 | 0% |

Recent Expenditures

| Latest Quarter | Previous 3 Quarters | | |
|----------------|---------------------|---|---|
| | 3 | 2 | 1 |
| \$0 | - | - | - |
| \$0 | - | - | - |
| \$0 | - | - | - |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|------------------|------------|------------------|------------|------------|--------------------|
| STM | \$123,364 | \$0 | \$100,000 | \$0 | \$0 | \$223,364 |
| CMAQ | \$493,457 | \$0 | \$400,000 | \$0 | \$0 | \$893,457 |
| TOTAL | \$616,821 | \$0 | \$500,000 | \$0 | \$0 | \$1,116,821 |

Warwick Boulevard Sidewalk Widening

UPC # 108981

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|----------|------------------|------------------|---------|---------|------------------|
| RW | CMAQ | | \$110,548 | | | | \$27,637 |
| | <i>Subtotal</i> | | \$110,548 | | | | \$27,637 |
| CN | CMAQ | | | \$632,536 | | | \$158,134 |
| | <i>Subtotal</i> | | | \$632,536 | | | \$158,134 |
| | TOTAL | | \$110,548 | \$632,536 | | | \$185,771 |

Source of Project Data: Virginia Department of Transportation.

Jefferson Avenue and Yorktown Road Intersection Improvements

UPC # 111091

OVERVIEW

Description: Construct a second eastbound lane through the intersection

Street (Route): N/A

Length (mi): 0.5

Jurisdiction/Agency: Newport News

System: Urban

Scope: Reconstruction w/Added Capacity

Oversight: Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No

No map available for this project

HRPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 9/13/2021 | 3/13/2023 | FFY 2021 |
| Right of Way | 3/13/2023 | 6/14/2024 | FFY 2023 |
| Construction | 6/14/2024 | 11/21/2025 | FFY 2024 |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | | | | | |
|-------------------------|----------------------------|---------------------------|-------------------------|----------------------------|----------|----------|----------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> | <i>Previous 3 Quarters</i> | | | |
| | | | | <i>Latest Quarter</i> | <i>3</i> | <i>2</i> | <i>1</i> |
| Preliminary Engineering | \$395,000 | \$0 | 0% | \$0 | - | - | - |
| Right of Way | \$508,000 | \$0 | 0% | \$0 | - | - | - |
| Construction | \$1,557,000 | \$0 | 0% | \$0 | - | - | - |
| TOTAL | \$2,460,000 | \$0 | 0% | | | | |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|-----------------|----------------|------------------|--------------------|----------------|--------------------|
| STP | \$0 | \$0 | \$903,000 | \$1,557,000 | \$0 | \$2,460,000 |
| TOTAL | \$0 | \$0 | \$903,000 | \$1,557,000 | \$0 | \$2,460,000 |

Jefferson Avenue and Yorktown Road Intersection Improvements

UPC # 111091

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-----------------|-------------|----------|------------------|---------|------------------|--------------------|--------------------|
| PE | STP/STBG | | \$395,000 | | | | |
| <i>Subtotal</i> | | | \$395,000 | | | | |
| RW | STP/STBG | | | | \$508,000 | | |
| <i>Subtotal</i> | | | | | \$508,000 | | |
| CN | STP/STBG | | | | | \$1,557,000 | |
| <i>Subtotal</i> | | | | | | \$1,557,000 | |
| TOTAL | | | \$395,000 | | \$508,000 | | \$1,557,000 |

Source of Project Data: Virginia Department of Transportation.

Canon Blvd Signal - Oyster Point Access Improvements

UPC # 113986

OVERVIEW

Description: Convert the existing single sweep right turn lane from northbound Canon Blvd to eastbound Oyster Point Road to a signalized dual right turn lane

Street (Route): Canon Blvd

Length (mi): N/A

Jurisdiction/Agency: Newport News

System: Urban

Scope: Reconstruction w/Added Capacity

Oversight: Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No

No map available for this project

HRTPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 5/20/2019 | 12/21/2020 | Underway |
| Right of Way | 12/21/2020 | 11/17/2021 | FFY 2021 |
| Construction | 11/17/2021 | 1/20/2023 | FFY 2022 |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | |
|-------------------------|----------------------------|---------------------------|-------------------------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> |
| Preliminary Engineering | \$78,359 | \$0 | 0% |
| Right of Way | \$160,000 | \$0 | 0% |
| Construction | \$540,000 | \$0 | 0% |
| TOTAL | \$778,359 | \$0 | 0% |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|------------------|----------------|----------------|----------------|----------------|------------------|
| STF | \$97,758 | \$0 | \$0 | \$0 | \$0 | \$97,758 |
| LOC | \$675,000 | \$0 | \$0 | \$0 | \$0 | \$675,000 |
| TOTAL | \$772,758 | \$0 | \$0 | \$0 | \$0 | \$772,758 |

Canon Blvd Signal - Oyster Point Access Improvements

UPC # 113986

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|----------|------------------|------------------|---------|---------|------------------|
| PE | AC | | \$62,687 | | | | \$15,672 |
| | <i>Subtotal</i> | | \$62,687 | | | | \$15,672 |
| RW | AC | | \$128,000 | | | | \$32,000 |
| | <i>Subtotal</i> | | \$128,000 | | | | \$32,000 |
| CN | AC | | | \$432,000 | | | \$108,000 |
| | <i>Subtotal</i> | | | \$432,000 | | | \$108,000 |
| | TOTAL | | \$190,687 | \$432,000 | | | \$155,672 |

Source of Project Data: Virginia Department of Transportation.

Campostella Bridge Rehabilitation

UPC # 107039

OVERVIEW

Description: Rehabilitation of Campostella Bridge from Kimball Terrace to Filmore Street

Street (Route): Campostella Road

Length (mi): 0.6

Jurisdiction/Agency: Norfolk

System: Urban

Scope: Bridge Rehab w/o Added Capacity

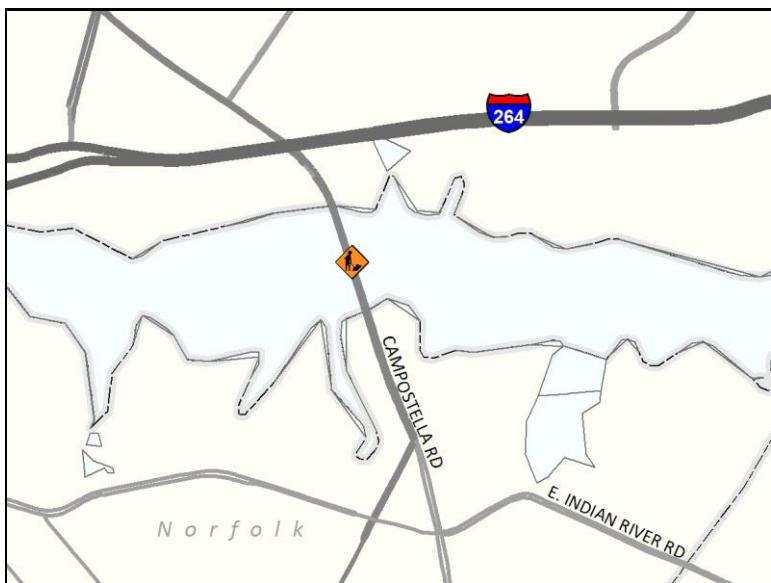
Oversight: N/A

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: Yes



HRPTO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 1/27/2021 | 12/8/2022 | FFY 2021 |
| Right of Way | N/A | N/A | N/A |
| Construction | 12/8/2022 | 10/10/2023 | FFY 2023 |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | | | | |
|-------------------------|----------------------------|---------------------------|-------------------------|----------------------------|----------|----------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> | <i>Previous 3 Quarters</i> | | |
| | | | | <i>Latest Quarter</i> | <i>3</i> | <i>2</i> |
| Preliminary Engineering | \$30,000 | \$0 | 0% | \$0 | - | - |
| Right of Way | \$0 | \$0 | - | \$0 | - | - |
| Construction | \$5,970,000 | \$0 | 0% | \$0 | - | - |
| TOTAL | \$6,000,000 | \$0 | 0% | | | |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|-----------------|--------------------|----------------|----------------|----------------|--------------------|
| STM | \$0 | \$1,200,000 | \$0 | \$0 | \$0 | \$1,200,000 |
| RSTP | \$0 | \$4,800,000 | \$0 | \$0 | \$0 | \$4,800,000 |
| TOTAL | \$0 | \$6,000,000 | \$0 | \$0 | \$0 | \$6,000,000 |

Campostella Bridge Rehabilitation

UPC # 107039

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|----------|-----------------|--------------------|---------|---------|--------------------|
| PE | RSTP | | \$24,000 | | | | \$6,000 |
| | <i>Subtotal</i> | | \$24,000 | | | | \$6,000 |
| CN | RSTP | | | \$4,776,000 | | | \$1,194,000 |
| | <i>Subtotal</i> | | | \$4,776,000 | | | \$1,194,000 |
| | TOTAL | | \$24,000 | \$4,776,000 | | | \$1,200,000 |

Source of Project Data: Virginia Department of Transportation.

Military Highway Widening

UPC # 1765

OVERVIEW

Description: Widen Military Hwy to 6 and 8 lanes from 0.3 miles south of Northampton Blvd (Rte 13) to 0.45 miles north of Northampton Blvd, including construction of a continuous flow intersection.

Street (Route): Military Highway (13)

Length (mi): 0.76

Jurisdiction/Agency: Norfolk

System: Urban

Scope: Reconstruction w/added capacity

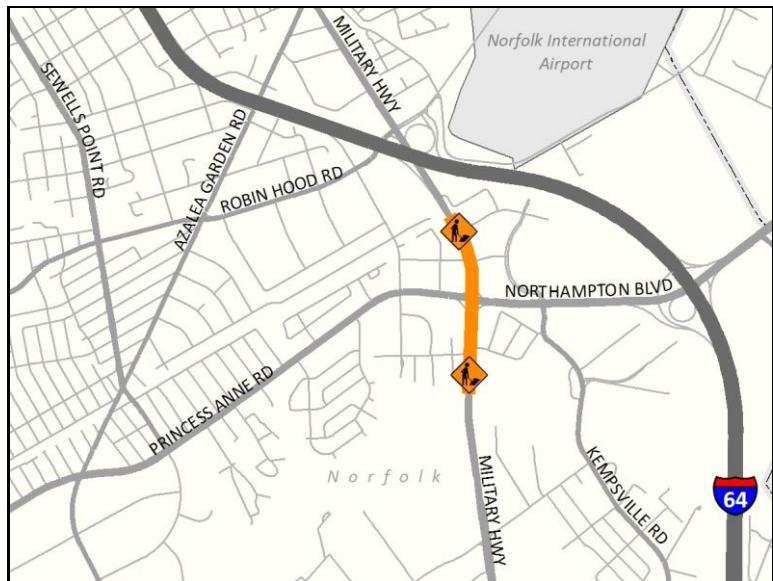
Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|-----------|------------|----------|
| Preliminary Engineering | 7/31/1985 | 4/16/2015 | Complete |
| Right of Way | 4/16/2015 | 4/17/2015 | Complete |
| Construction | 4/17/2015 | 11/16/2018 | Complete |

COSTS AND EXPENDITURES

Recent Expenditures

| | Cost Estimates | Total Expenditures | Percent Expended | Previous 3 Quarters | | | |
|-------------------------|----------------|--------------------|------------------|---------------------|---|---|---|
| | | | | Latest Quarter | 3 | 2 | 1 |
| Preliminary Engineering | | | - | | - | - | - |
| Right of Way | | | - | | - | - | - |
| Construction | | | - | | - | - | - |
| TOTAL | \$0 | | - | | | | |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|---------------------|------------|------------|------------|------------|---------------------|
| STP | \$240,323 | \$0 | \$0 | \$0 | \$0 | \$240,323 |
| STF | \$533,070 | \$0 | \$0 | \$0 | \$0 | \$533,070 |
| MIX | \$3,838,233 | \$0 | \$0 | \$0 | \$0 | \$3,838,233 |
| LOM | \$156,243 | \$0 | \$0 | \$0 | \$0 | \$156,243 |
| GARV | \$50,077,832 | \$0 | \$0 | \$0 | \$0 | \$50,077,832 |
| EB/MG | \$4,864,369 | \$0 | \$0 | \$0 | \$0 | \$4,864,369 |
| CPR | \$500,000 | \$0 | \$0 | \$0 | \$0 | \$500,000 |
| BOM | \$266,025 | \$0 | \$0 | \$0 | \$0 | \$266,025 |
| TOTAL | \$60,476,095 | \$0 | \$0 | \$0 | \$0 | \$60,476,095 |

Military Highway Widening

UPC # 1765

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-----------------|-------------|--------------------|---------------------|--------------------|--------------------|--------------------|------------------|
| RW | STP/STBG | \$2,224,911 | \$2,329,616 | | | | |
| RW | AC-Conversi | | | \$2,447,266 | \$2,571,741 | \$2,701,248 | |
| RW | AC | | \$10,935,933 | | | | |
| Subtotal | | \$2,224,911 | \$13,265,549 | \$2,447,266 | \$2,571,741 | \$2,701,248 | |
| CN | STP/STBG | \$864,369 | \$540,401 | | | | \$135,100 |
| CN | AC | | \$31,337,749 | | | | |
| Subtotal | | \$864,369 | \$31,878,150 | | | | \$135,100 |
| TOTAL | | \$3,089,280 | \$45,143,699 | \$2,447,266 | \$2,571,741 | \$2,701,248 | \$135,100 |

Source of Project Data: Virginia Department of Transportation.

Military Highway Widening

UPC # 9783

OVERVIEW

Description: Widen Military Hwy to 8 lanes from 0.023 mi south of Lowery Rd to 0.012 mi south of Northampton Blvd (Rte 13)

Street (Route): Military Highway (13)

Length (mi): 0.82

Jurisdiction/Agency: Norfolk

System: Urban

Scope: Reconstruction w/ Added Capacity

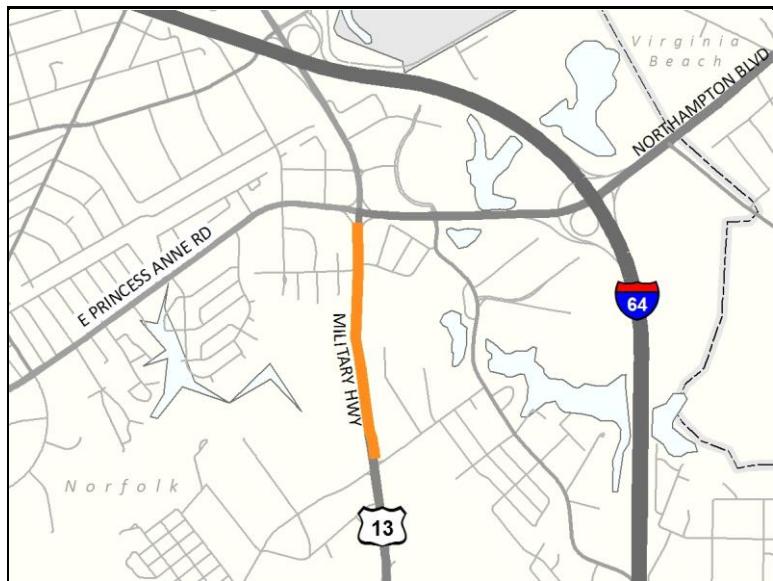
Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: Yes



HRTP Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|-----------|------------|----------|
| Preliminary Engineering | 7/31/1985 | 7/2/2010 | Complete |
| Right of Way | 7/2/2010 | 4/17/2015 | Complete |
| Construction | 4/17/2015 | 11/16/2018 | Complete |

COSTS AND EXPENDITURES

| | <u>Recent Expenditures</u> | | |
|-------------------------|----------------------------|---------------------------|-------------------------|
| | <u>Cost Estimates</u> | <u>Total Expenditures</u> | <u>Percent Expended</u> |
| Preliminary Engineering | \$3,062,614 | \$3,062,614 | 100% |
| Right of Way | \$2,946,884 | \$2,946,884 | 100% |
| Construction | \$20,263,772 | \$15,447,309 | 76% |
| TOTAL | \$26,273,270 | \$21,456,807 | 82% |

ALLOCATIONS

| <u>Fund Source(s)</u> | <u>Previous</u> | <u>FY 2021</u> | <u>FY 2022</u> | <u>FY 2023</u> | <u>FY 2024</u> | <u>TOTAL</u> |
|-----------------------|---------------------|----------------|----------------|----------------|----------------|---------------------|
| STP | \$1,428,816 | \$0 | \$0 | \$0 | \$0 | \$1,428,816 |
| STM | \$2,157,270 | \$0 | \$0 | \$0 | \$0 | \$2,157,270 |
| STF | \$8,180,705 | \$0 | \$0 | \$0 | \$0 | \$8,180,705 |
| RSTP | \$11,629,081 | \$0 | \$0 | \$0 | \$0 | \$11,629,081 |
| MIX | \$610,734 | \$0 | \$0 | \$0 | \$0 | \$610,734 |
| LOM | \$249,838 | \$0 | \$0 | \$0 | \$0 | \$249,838 |
| EB/MG | \$1,342,049 | \$0 | \$0 | \$0 | \$0 | \$1,342,049 |
| BOM | \$681,624 | \$0 | \$0 | \$0 | \$0 | \$681,624 |
| TOTAL | \$26,280,117 | \$0 | \$0 | \$0 | \$0 | \$26,280,117 |

Military Highway Widening

UPC # 9783

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|------------------|--------------------|---------|---------|---------|------------------|
| CN | STP/STBG | \$381,791 | \$781,348 | | | | \$195,337 |
| CN | AC | | \$7,134,301 | | | | \$229,608 |
| | <i>Subtotal</i> | \$381,791 | \$7,915,649 | | | | \$424,945 |
| | TOTAL | \$381,791 | \$7,915,649 | | | | \$424,945 |

Source of Project Data: Virginia Department of Transportation.

Military Highway Widening - GARVEE Debt Service

UPC # 110385

OVERVIEW

Description: Debt Service related to Military Highway Widening - UPC 1765

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: Norfolk

System: Urban

Scope: Debt Service

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No

No map available for this project

HRPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 3/1/2017 | 6/30/2034 | Underway |
| Right of Way | N/A | N/A | N/A |
| Construction | N/A | N/A | N/A |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | | | |
|--------------------------------|----------------------------|---------------------------|-------------------------|----------------------------|----------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> | <i>Previous 3 Quarters</i> | |
| <i>Preliminary Engineering</i> | \$62,771,154 | \$0 | 0% | <i>Latest Quarter</i> | <i>3</i> |
| <i>Right of Way</i> | \$0 | \$0 | - | \$0 | - |
| <i>Construction</i> | \$0 | \$9,042,517 | - | \$0 | - |
| TOTAL | \$62,771,154 | \$9,042,517 | 14% | | |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|---------------------|--------------------|--------------------|--------------------|--------------------|---------------------|
| NHPP | \$11,910,042 | \$4,100,223 | \$4,099,780 | \$4,100,234 | \$4,100,478 | \$28,310,757 |
| TOTAL | \$11,910,042 | \$4,100,223 | \$4,099,780 | \$4,100,234 | \$4,100,478 | \$28,310,757 |

Military Highway Widening - GARVEE Debt Service

UPC # 110385

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-----------------|-------------|--------------------|---------------------|--------------------|--------------------|--------------------|-------|
| PE | NHS/NHPP | \$6,305,060 | \$1,737,932 | | | | |
| PE | AC-Conversi | | | \$1,620,003 | \$1,496,101 | \$1,365,913 | |
| PE | AC | | \$9,904,321 | | | | |
| <i>Subtotal</i> | | \$6,305,060 | \$11,642,253 | \$1,620,003 | \$1,496,101 | \$1,365,913 | |
| TOTAL | | \$6,305,060 | \$11,642,253 | \$1,620,003 | \$1,496,101 | \$1,365,913 | |

Source of Project Data: Virginia Department of Transportation.

Military Highway Widening - Phase I

UPC # 84243

OVERVIEW

Description: Widen Military Hwy from 4 to 6 lanes from 0.3 mi north of Northampton Blvd (Rte 13) to the I-64 ramp to Robin Hood Rd

Street (Route): Military Highway (165)

Length (mi): 0.5

Jurisdiction/Agency: Norfolk

System: Urban

Scope: Reconstruction w/ Added Capacity

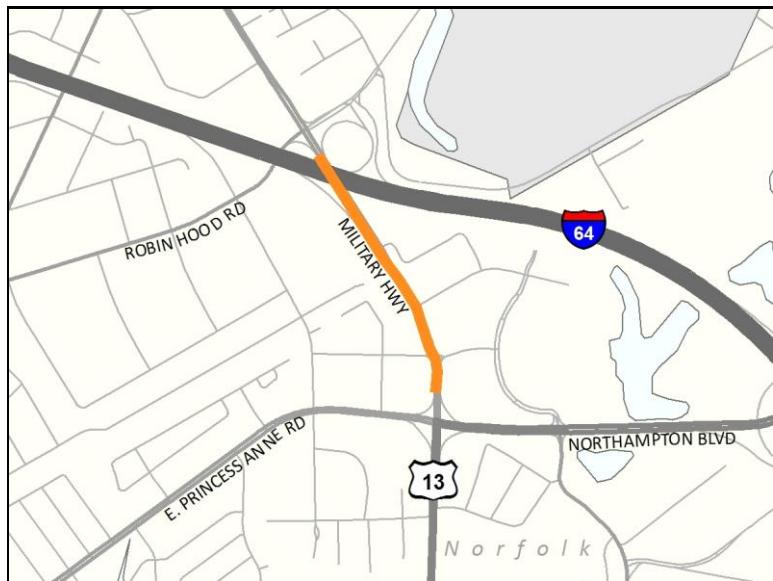
Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: Yes



HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|------------|------------|----------|
| Preliminary Engineering | N/A | N/A | N/A |
| Right of Way | 12/19/2008 | 4/17/2015 | Complete |
| Construction | 4/17/2015 | 11/16/2018 | Complete |

COSTS AND EXPENDITURES

| | Recent Expenditures | | |
|-------------------------|---------------------|---------------------|------------------|
| | Cost Estimates | Total Expenditures | Percent Expended |
| Preliminary Engineering | \$0 | \$0 | - |
| Right of Way | \$989,447 | \$987,273 | 100% |
| Construction | \$20,058,321 | \$18,091,784 | 90% |
| TOTAL | \$21,047,768 | \$19,079,057 | 91% |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|---------------------|------------|------------|------------|------------|---------------------|
| STP | \$3,568,756 | \$0 | \$0 | \$0 | \$0 | \$3,568,756 |
| STM | \$938,688 | \$0 | \$0 | \$0 | \$0 | \$938,688 |
| STF | \$3,338,798 | \$0 | \$0 | \$0 | \$0 | \$3,338,798 |
| RSTP | \$6,754,752 | \$0 | \$0 | \$0 | \$0 | \$6,754,752 |
| MIX | \$6,859,878 | \$0 | \$0 | \$0 | \$0 | \$6,859,878 |
| LOM | \$298,095 | \$0 | \$0 | \$0 | \$0 | \$298,095 |
| GARV | \$4,267,199 | \$0 | \$0 | \$0 | \$0 | \$4,267,199 |
| EB/MG | \$28,424 | \$0 | \$0 | \$0 | \$0 | \$28,424 |
| BOM | \$810,786 | \$0 | \$0 | \$0 | \$0 | \$810,786 |
| TOTAL | \$26,865,376 | \$0 | \$0 | \$0 | \$0 | \$26,865,376 |

Military Highway Widening - Phase I

UPC # 84243

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-----------------|-------------|--------------------|--------------------|--------------------|------------------|------------------|------------------|
| CN | STP/STBG | \$5,536,359 | \$2,730,356 | | | | \$682,589 |
| CN | NHS/NHPP | \$688,301 | \$200,657 | | | | |
| CN | AC-Conversi | | | \$2,006,570 | \$210,846 | \$232,737 | |
| CN | AC | | \$1,106,999 | | | | |
| Subtotal | | \$6,224,660 | \$4,038,012 | \$2,006,570 | \$210,846 | \$232,737 | \$682,589 |
| TOTAL | | \$6,224,660 | \$4,038,012 | \$2,006,570 | \$210,846 | \$232,737 | \$682,589 |

Source of Project Data: Virginia Department of Transportation.

Military Highway Widening - Phase I - GARVEE Debt Service

UPC # 110387

OVERVIEW

Description: Debt Service related to Military Highway Widening - Phase I - UPC 84243

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: Norfolk

System: Urban

Scope: Debt Service

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No

No map available for this project

HRTPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 3/1/2017 | 6/30/2032 | Underway |
| Right of Way | N/A | N/A | N/A |
| Construction | N/A | N/A | N/A |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | | | | |
|-------------------------|----------------------------|---------------------------|-------------------------|----------------------------|----------|----------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> | <i>Previous 3 Quarters</i> | | |
| | | | | <i>Latest Quarter</i> | <i>3</i> | <i>2</i> |
| Preliminary Engineering | \$5,067,320 | \$0 | 0% | \$0 | - | - |
| Right of Way | \$0 | \$0 | - | \$0 | - | - |
| Construction | \$0 | \$972,486 | - | \$0 | - | - |
| TOTAL | \$5,067,320 | \$972,486 | 19% | | | |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|--------------------|------------------|------------------|------------------|------------------|--------------------|
| NHPP | \$1,143,113 | \$341,227 | \$341,226 | \$341,226 | \$341,258 | \$2,508,050 |
| TOTAL | \$1,143,113 | \$341,227 | \$341,226 | \$341,226 | \$341,258 | \$2,508,050 |

Military Highway Widening - Phase I - GARVEE Debt Service

UPC # 110387

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-----------------|-------------|------------------|------------------|------------------|------------------|------------------|-------|
| PE | NHS/NHPP | \$625,428 | \$140,546 | | | | |
| PE | AC-Conversi | | | \$130,388 | \$119,714 | \$108,498 | |
| PE | AC | | \$752,561 | | | | |
| <i>Subtotal</i> | | \$625,428 | \$893,107 | \$130,388 | \$119,714 | \$108,498 | |
| TOTAL | | \$625,428 | \$893,107 | \$130,388 | \$119,714 | \$108,498 | |

Source of Project Data: Virginia Department of Transportation.

Norfolk Signal Timing Improvements - Phase III

UPC # 102950

OVERVIEW

Description: Retime arterial streets in Norfolk

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: Norfolk

System: Urban

Scope: Safety/Traffic Opers/TSM

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No

No map available for this project

HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 1/29/2016 | 5/12/2017 | Complete |
| Right of Way | N/A | N/A | N/A |
| Construction | N/A | N/A | N/A |

COSTS AND EXPENDITURES

Recent Expenditures

| | Cost Estimates | Total Expenditures | Percent Expended | Previous 3 Quarters | | | |
|-------------------------|-----------------------|---------------------------|-------------------------|----------------------------|----------|----------|----------|
| | | | | Latest Quarter | 3 | 2 | 1 |
| Preliminary Engineering | \$600,000 | \$148,637 | 25% | \$0 | - | - | - |
| Right of Way | \$0 | \$0 | - | \$0 | - | - | - |
| Construction | \$0 | \$0 | - | \$0 | - | - | - |
| TOTAL | \$600,000 | \$148,637 | 25% | | | | |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|-----------------------|------------------|----------------|----------------|----------------|----------------|------------------|
| STM | \$120,000 | \$0 | \$0 | \$0 | \$0 | \$120,000 |
| CMAQ | \$480,000 | \$0 | \$0 | \$0 | \$0 | \$480,000 |
| TOTAL | \$600,000 | \$0 | \$0 | \$0 | \$0 | \$600,000 |

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

Norfolk Signal System Improvements - Phase 4C

UPC # 105592

OVERVIEW

Description: Continue deployment, upgrade and expansion of the City's Advanced Traffic Management System (ATMS). Child project of UPC 98828, Norfolk Signal System Improvements - Phase IV.

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: Norfolk

System: Urban

Scope: Safety/Traffic Opers/TSM

Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No

No map available for this project

HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|------------|------------|----------|
| Preliminary Engineering | 8/4/2016 | 10/26/2018 | Complete |
| Right of Way | N/A | N/A | N/A |
| Construction | 10/26/2018 | 10/20/2020 | Underway |

COSTS AND EXPENDITURES

Recent Expenditures

| | Cost Estimates | Total Expenditures | Percent Expended | Previous 3 Quarters | | | |
|-------------------------|--------------------|--------------------|------------------|---------------------|---|---|---|
| | | | | Latest Quarter | 3 | 2 | 1 |
| Preliminary Engineering | \$530,608 | \$530,761 | 100% | \$0 | - | - | - |
| Right of Way | \$0 | \$0 | - | \$0 | - | - | - |
| Construction | \$1,581,646 | \$46,042 | 3% | \$0 | - | - | - |
| TOTAL | \$2,112,254 | \$576,803 | 27% | | | | |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|--------------------|------------|------------|------------|------------|--------------------|
| STM | \$327,794 | \$0 | \$0 | \$0 | \$0 | \$327,794 |
| LOC | \$480,864 | \$0 | \$0 | \$0 | \$0 | \$480,864 |
| CMAQ | \$1,657,342 | \$0 | \$0 | \$0 | \$0 | \$1,657,342 |
| TOTAL | \$2,466,000 | \$0 | \$0 | \$0 | \$0 | \$2,466,000 |

Norfolk Signal System Improvements - Phase 4C

UPC # 105592

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|--------------------|------------------|---------|---------|---------|-----------------|
| PE | CMAQ | \$420,000 | \$4,486 | | | | \$1,122 |
| | <i>Subtotal</i> | \$420,000 | \$4,486 | | | | \$1,122 |
| CN | CMAQ | \$1,096,568 | \$136,288 | | | | \$34,072 |
| CN | AC | | \$40,576 | | | | |
| | <i>Subtotal</i> | \$1,096,568 | \$176,864 | | | | \$34,072 |
| | TOTAL | \$1,516,568 | \$181,350 | | | | \$35,194 |

Source of Project Data: Virginia Department of Transportation.

Norfolk Traffic Control System Platform Upgrade

UPC # 109303

OVERVIEW

Description: Upgrade traffic control system citywide

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: Norfolk

System: Urban

Scope: Traffic Management/Engineering

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No

No map available for this project

HRTPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 1/30/2017 | 9/6/2018 | Complete |
| Right of Way | N/A | N/A | N/A |
| Construction | 9/6/2018 | 6/26/2020 | Underway |

COSTS AND EXPENDITURES

Recent Expenditures

| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> | <i>Previous 3 Quarters</i> | | |
|-------------------------|-----------------------|---------------------------|-------------------------|----------------------------|----------|----------|
| | | | | <i>Latest Quarter</i> | <i>3</i> | <i>2</i> |
| Preliminary Engineering | \$138,116 | \$138,116 | 100% | \$0 | - | - |
| Right of Way | \$0 | \$0 | - | \$0 | - | - |
| Construction | \$2,828,630 | \$288,431 | 10% | \$0 | - | - |
| TOTAL | \$2,966,746 | \$426,547 | 14% | | | |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|--------------------|----------------|----------------|----------------|----------------|--------------------|
| STF | \$2,966,746 | \$0 | \$0 | \$0 | \$0 | \$2,966,746 |
| TOTAL | \$2,966,746 | \$0 | \$0 | \$0 | \$0 | \$2,966,746 |

Norfolk Traffic Control System Platform Upgrade

UPC # 109303

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-----------------|-------------|----------|--------------------|---------|---------|---------|-------|
| PE | AC | | \$138,116 | | | | |
| <i>Subtotal</i> | | | \$138,116 | | | | |
| CN | AC | | \$2,828,630 | | | | |
| <i>Subtotal</i> | | | \$2,828,630 | | | | |
| TOTAL | | | \$2,966,746 | | | | |

Source of Project Data: Virginia Department of Transportation.

Ocean View Avenue Signal Upgrades

UPC # 92748

OVERVIEW

Description: Signal upgrades and corridor integration on Ocean View Ave from 4th View St to Shore Dr (Rte 60)/Little Creek Rd (Rte 170)

Street (Route): Ocean View Avenue (60)

Length (mi): N/A

Jurisdiction/Agency: Norfolk

System: Urban

Scope: Safety/Traffic Opers/TSM

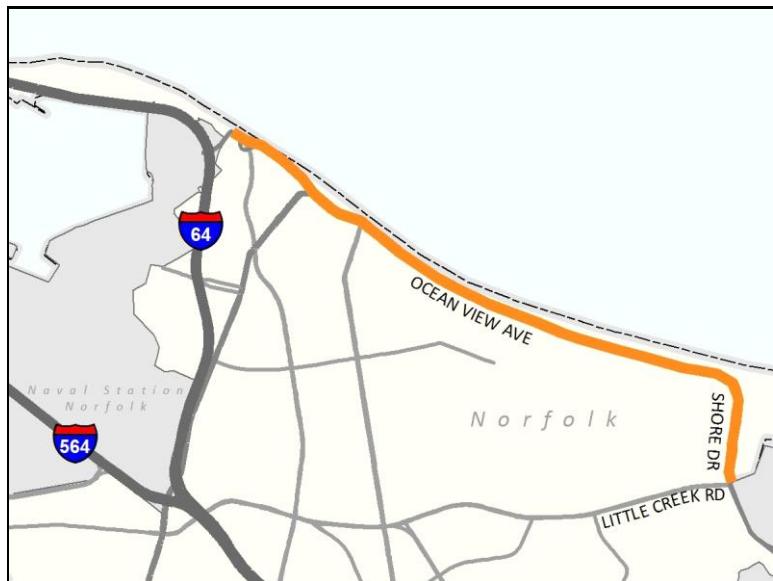
Oversight: N/A

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No



HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|------------|-----------|----------|
| Preliminary Engineering | N/A | N/A | N/A |
| Right of Way | N/A | N/A | N/A |
| Construction | 11/25/2009 | 4/30/2018 | Complete |

COSTS AND EXPENDITURES

| | Cost Estimates | | | Total Expenditures | | | Percent Expended | | | Recent Expenditures | | | |
|--|-------------------------|--------------|--------------|--------------------|-----------|-----------|------------------|------|--|---------------------|---|---|---|
| | Preliminary Engineering | Right of Way | Construction | | | | | | | Latest Quarter | 3 | 2 | 1 |
| | \$0 | \$0 | \$500,422 | | \$0 | \$500,626 | | 100% | | \$0 | - | - | - |
| | | | TOTAL | | \$500,422 | \$500,626 | | 100% | | \$0 | - | - | - |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|-----------|---------|---------|---------|---------|-----------|
| CMAQ | \$536,199 | \$0 | \$0 | \$0 | \$0 | \$536,199 |
| TOTAL | \$536,199 | \$0 | \$0 | \$0 | \$0 | \$536,199 |

Ocean View Avenue Signal Upgrades

UPC # 92748

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|------------------|-------------------|---------|---------|---------|-------|
| CN | CMAQ | \$613,208 | -\$112,786 | | | | |
| | <i>Subtotal</i> | \$613,208 | -\$112,786 | | | | |
| | TOTAL | \$613,208 | -\$112,786 | | | | |

Source of Project Data: Virginia Department of Transportation.

Norfolk Emergency Vehicle Preemption

UPC # 113866

OVERVIEW

Description: Emergency Vehicle Preemption

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: Norfolk

System: Urban

Scope: Safety/Traffic Opers/TSM

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No

No map available for this project

HRTPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 1/30/2019 | 10/26/2020 | Underway |
| Right of Way | N/A | N/A | N/A |
| Construction | 10/26/2020 | 10/27/2021 | FFY 2021 |

COSTS AND EXPENDITURES

Recent Expenditures

| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> | <i>Previous 3 Quarters</i> | | | |
|-------------------------|-----------------------|---------------------------|-------------------------|----------------------------|----------|----------|----------|
| | | | | <i>Latest Quarter</i> | <i>3</i> | <i>2</i> | <i>1</i> |
| Preliminary Engineering | \$85,000 | \$0 | 0% | \$0 | - | - | - |
| Right of Way | \$0 | \$0 | - | \$0 | - | - | - |
| Construction | \$118,988 | \$0 | 0% | \$0 | - | - | - |
| TOTAL | \$203,988 | \$0 | 0% | | | | |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|------------------|----------------|----------------|----------------|----------------|------------------|
| STM | \$40,800 | \$0 | \$0 | \$0 | \$0 | \$40,800 |
| CMAQ | \$163,200 | \$0 | \$0 | \$0 | \$0 | \$163,200 |
| TOTAL | \$204,000 | \$0 | \$0 | \$0 | \$0 | \$204,000 |

Norfolk Emergency Vehicle Preemption

UPC # 113866

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|----------|-----------------|------------------|---------|---------|-----------------|
| PE | CMAQ | | \$16,000 | \$52,000 | | | \$13,000 |
| | <i>Subtotal</i> | | \$16,000 | \$52,000 | | | \$13,000 |
| CN | CMAQ | | | \$95,190 | | | \$23,798 |
| | <i>Subtotal</i> | | | \$95,190 | | | \$23,798 |
| | TOTAL | | \$16,000 | \$147,190 | | | \$36,798 |

Source of Project Data: Virginia Department of Transportation.

Brambleton Avenue and Tidewater Drive Intersection Improvements

UPC # 111017

OVERVIEW

Description: Add second left turn lane from Tidewater Drive onto Brambleton Avenue

Street (Route): Tidewater Drive

Length (mi): 0.08

Jurisdiction/Agency: Norfolk

System: Urban

Scope: Reconstruction w/Added Capacity

Oversight: Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No

No map available for this project

HRTPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 8/17/2020 | 2/27/2023 | FFY 2020 |
| Right of Way | N/A | N/A | N/A |
| Construction | 2/27/2023 | 2/4/2025 | FFY 2023 |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | | | | | |
|-------------------------|----------------------------|---------------------------|-------------------------|----------------------------|----------|----------|----------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> | <i>Previous 3 Quarters</i> | | | |
| | | | | <i>Latest Quarter</i> | <i>3</i> | <i>2</i> | <i>1</i> |
| Preliminary Engineering | \$113,000 | \$0 | 0% | \$0 | - | - | - |
| Right of Way | \$0 | \$0 | - | \$0 | - | - | - |
| Construction | \$532,500 | \$0 | 0% | \$0 | - | - | - |
| TOTAL | \$645,500 | \$0 | 0% | | | | |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|-----------------|------------------|----------------|------------------|----------------|------------------|
| STP | \$0 | \$0 | \$0 | \$445,500 | \$0 | \$445,500 |
| NHPP | \$0 | \$113,000 | \$0 | \$87,000 | \$0 | \$200,000 |
| TOTAL | \$0 | \$113,000 | \$0 | \$532,500 | \$0 | \$645,500 |

Brambleton Avenue and Tidewater Drive Intersection Improvements

UPC # 111017

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-----------------|-------------|----------|---------|---------|------------------|---------|-------|
| CN | STP/STBG | | | | \$532,500 | | |
| <i>Subtotal</i> | | | | | \$532,500 | | |
| TOTAL | | | | | \$532,500 | | |

Source of Project Data: Virginia Department of Transportation.

Brambleton Avenue and Park Avenue Intersection Improvements

UPC # 111019

OVERVIEW

Description: Add a northbound right turn lane on Park Avenue

Street (Route): Park Avenue

Length (mi): 0.05

Jurisdiction/Agency: Norfolk

System: Urban

Scope: Reconstruction w/Added Capacity

Oversight: Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No

No map available for this project

HRPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 8/25/2020 | 2/7/2022 | FFY 2020 |
| Right of Way | 2/7/2022 | 3/7/2023 | FFY 2022 |
| Construction | 3/7/2023 | 2/12/2025 | FFY 2023 |

COSTS AND EXPENDITURES

Recent Expenditures

| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> | <i>Recent Expenditures</i> | | | |
|-------------------------|-----------------------|---------------------------|-------------------------|----------------------------|----------|----------|----------|
| | | | | <i>Latest Quarter</i> | <i>3</i> | <i>2</i> | <i>1</i> |
| Preliminary Engineering | \$93,000 | \$0 | 0% | \$0 | - | - | - |
| Right of Way | \$67,000 | \$0 | 0% | \$0 | - | - | - |
| Construction | \$434,000 | \$0 | 0% | \$0 | - | - | - |
| TOTAL | \$594,000 | \$0 | 0% | | | | |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|-----------------|-----------------|-----------------|------------------|----------------|------------------|
| STF | \$0 | \$93,000 | \$67,000 | \$434,000 | \$0 | \$594,000 |
| TOTAL | \$0 | \$93,000 | \$67,000 | \$434,000 | \$0 | \$594,000 |

Brambleton Avenue and Park Avenue Intersection Improvements

UPC # 111019

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|--------------|---------|-----------------|------------------|------------------|-------|
| RW | AC | | | \$67,000 | | | |
| | <i>Subtotal</i> | | | \$67,000 | | | |
| CN | AC | | | | \$434,000 | | |
| | <i>Subtotal</i> | | | | \$434,000 | | |
| | | TOTAL | | \$67,000 | | \$434,000 | |

Source of Project Data: Virginia Department of Transportation.

Granby Street Bike Lanes

UPC # 111021

OVERVIEW

Description: Construct new bike lanes on Granby Street

Street (Route): Granby Street

Length (mi): 2

Jurisdiction/Agency: Norfolk

System: Urban

Scope: Facilities for Pedestrian and Bicycles

Oversight: Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No

No map available for this project

HRTPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 8/17/2020 | 10/20/2022 | FFY 2020 |
| Right of Way | N/A | N/A | N/A |
| Construction | 10/20/2022 | 10/3/2024 | FFY 2023 |

COSTS AND EXPENDITURES

Recent Expenditures

| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> | <i>Previous 3 Quarters</i> | | |
|-------------------------|-----------------------|---------------------------|-------------------------|----------------------------|----------|----------|
| | | | | <i>Latest Quarter</i> | <i>3</i> | <i>2</i> |
| Preliminary Engineering | \$108,000 | \$0 | 0% | \$0 | - | - |
| Right of Way | \$0 | \$0 | - | \$0 | - | - |
| Construction | \$714,000 | \$0 | 0% | \$0 | - | - |
| TOTAL | \$822,000 | \$0 | 0% | | | |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|-----------------|------------------|------------------|------------------|----------------|------------------|
| NHPP | \$0 | \$108,000 | \$522,000 | \$192,000 | \$0 | \$822,000 |
| TOTAL | \$0 | \$108,000 | \$522,000 | \$192,000 | \$0 | \$822,000 |

Granby Street Bike Lanes

UPC # 111021

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|--------------|---------|------------------|---------|---------|-------|
| CN | NHS/NHPP | | | \$714,000 | | | |
| | <i>Subtotal</i> | | | \$714,000 | | | |
| | | TOTAL | | \$714,000 | | | |

Source of Project Data: Virginia Department of Transportation.

Install and upgrade Countdown Pedestrian Signals in Norfolk

UPC # 111023

OVERVIEW

Description: Installation and upgrade of countdown pedestrian signals in Norfolk

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: Norfolk

System: Urban

Scope: Facilities for Pedestrians and Bicycles

Oversight: Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No

No map available for this project

HRPTO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 3/4/2020 | 3/9/2022 | FFY 2020 |
| Right of Way | N/A | N/A | N/A |
| Construction | 3/9/2022 | 9/13/2023 | FFY 2022 |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | |
|-------------------------|----------------------------|---------------------------|-------------------------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> |
| Preliminary Engineering | \$104,000 | \$0 | 0% |
| Right of Way | \$0 | \$0 | - |
| Construction | \$1,801,944 | \$0 | 0% |
| TOTAL | \$1,905,944 | \$0 | 0% |
| | | | |
| | <i>Previous 3 Quarters</i> | | |
| | <i>Latest Quarter</i> | 3 | 2 |
| | \$0 | - | - |
| | \$0 | - | - |
| | \$0 | - | - |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|------------------|------------------|----------------|----------------|--------------------|--------------------|
| SFTY | \$104,000 | \$801,944 | \$0 | \$0 | \$1,000,000 | \$1,905,944 |
| TOTAL | \$104,000 | \$801,944 | \$0 | \$0 | \$1,000,000 | \$1,905,944 |

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

South Lawson Park Multi-Use Path

UPC # 102982

OVERVIEW

Description: Construct Multi-Use Path for pedestrians and bicycles from 1000' south of Poquoson Avenue to South Lawson Park

Street (Route): South Lawson Road

Length (mi): N/A

Jurisdiction/Agency: Poquoson

System: Urban

Scope: Facilities for Pedestrians and Bicycles

Oversight: N/A

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No



HRTP Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|-----------|------------|----------|
| Preliminary Engineering | 2/11/2020 | 7/6/2021 | Underway |
| Right of Way | N/A | N/A | N/A |
| Construction | 7/6/2021 | 12/16/2022 | FFY 2021 |

COSTS AND EXPENDITURES

| | Cost Estimates | Total Expenditures | Percent Expended |
|-------------------------|------------------|--------------------|------------------|
| Preliminary Engineering | \$64,000 | \$0 | 0% |
| Right of Way | \$0 | \$0 | - |
| Construction | \$131,000 | \$0 | 0% |
| TOTAL | \$195,000 | \$0 | 0% |

Recent Expenditures

| Latest Quarter | Previous 3 Quarters | | |
|----------------|---------------------|---|---|
| | 3 | 2 | 1 |
| \$0 | - | - | - |
| \$0 | - | - | - |
| \$0 | - | - | - |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|------------------|------------|------------|------------|------------|------------------|
| STM | \$39,020 | \$0 | \$0 | \$0 | \$0 | \$39,020 |
| CMAQ | \$156,080 | \$0 | \$0 | \$0 | \$0 | \$156,080 |
| TOTAL | \$195,100 | \$0 | \$0 | \$0 | \$0 | \$195,100 |

South Lawson Park Multi-Use Path

UPC # 102982

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|----------|------------------|---------|---------|---------|-----------------|
| CN | CMAQ | | \$104,800 | | | | \$26,200 |
| | <i>Subtotal</i> | | \$104,800 | | | | \$26,200 |
| | TOTAL | | \$104,800 | | | | \$26,200 |

Source of Project Data: Virginia Department of Transportation.

Wythe Creek Road Traffic Signal Upgrade

UPC # 102999

OVERVIEW

Description: Upgrade the traffic signals on Wythe Creek Road to connect to the City of Hampton traffic signal network

Street (Route): Wythe Creek (172)

Length (mi): N/A

Jurisdiction/Agency: Poquoson

System: Urban

Scope: Traffic Management/Engineering

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No

No map available for this project

HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|----------|------------|----------|
| Preliminary Engineering | 4/2/2018 | 8/6/2020 | Underway |
| Right of Way | N/A | N/A | N/A |
| Construction | 8/6/2020 | 10/12/2021 | FFY 2020 |

COSTS AND EXPENDITURES

| | Recent Expenditures | | |
|-------------------------|---------------------|--------------------|------------------|
| | Cost Estimates | Total Expenditures | Percent Expended |
| Preliminary Engineering | \$60,000 | \$5,447 | 9% |
| Right of Way | \$0 | \$0 | - |
| Construction | \$218,000 | \$0 | 0% |
| TOTAL | \$278,000 | \$5,447 | 2% |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|------------------|------------|------------|------------|------------|------------------|
| STM | \$55,600 | \$0 | \$0 | \$0 | \$0 | \$55,600 |
| CMAQ | \$222,400 | \$0 | \$0 | \$0 | \$0 | \$222,400 |
| TOTAL | \$278,000 | \$0 | \$0 | \$0 | \$0 | \$278,000 |

Wythe Creek Road Traffic Signal Upgrade

UPC # 102999

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|----------|------------------|---------|---------|---------|-----------------|
| CN | CMAQ | | \$174,400 | | | | \$43,600 |
| | <i>Subtotal</i> | | \$174,400 | | | | \$43,600 |
| | TOTAL | | \$174,400 | | | | \$43,600 |

Source of Project Data: Virginia Department of Transportation.

Wythe Creek Road Widening - Phase I

UPC # 13427

OVERVIEW

Description: Widen Wythe Creek Rd from Alphus Street to the Hampton City line

Street (Route): Wythe Creek Road (172)

Length (mi): 1.0

Jurisdiction/Agency: Poquoson

System: Urban

Scope: Major Widening

Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: Yes



HRPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 9/12/2001 | 2/3/2017 | Complete |
| Right of Way | 2/3/2017 | 6/9/2020 | Underway |
| Construction | 6/9/2020 | 1/9/2025 | FFY 2020 |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | |
|-------------------------|----------------------------|---------------------------|-------------------------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> |
| Preliminary Engineering | \$2,690,585 | \$2,576,549 | 96% |
| Right of Way | \$3,392,253 | \$2,269,124 | 67% |
| Construction | \$11,116,915 | \$0 | 0% |
| TOTAL | \$17,199,753 | \$4,845,673 | 28% |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|---------------------|------------------|----------------|----------------|----------------|---------------------|
| STP | \$557,104 | \$0 | \$0 | \$0 | \$0 | \$557,104 |
| STM | \$2,280,001 | \$124,000 | \$0 | \$0 | \$0 | \$2,404,001 |
| STF | \$1,327,113 | \$0 | \$0 | \$0 | \$0 | \$1,327,113 |
| RSTP | \$13,878,999 | \$496,000 | \$0 | \$0 | \$0 | \$14,374,999 |
| MIX | \$21,017 | \$0 | \$0 | \$0 | \$0 | \$21,017 |
| LOM | \$60,266 | \$0 | \$0 | \$0 | \$0 | \$60,266 |
| EB/MG | \$777,503 | \$0 | \$0 | \$0 | \$0 | \$777,503 |
| BOM | \$300,901 | \$0 | \$0 | \$0 | \$0 | \$300,901 |
| TOTAL | \$19,202,904 | \$620,000 | \$0 | \$0 | \$0 | \$19,822,904 |

Wythe Creek Road Widening - Phase I

UPC # 13427

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

George Washington Highway Corridor Improvements

UPC # 107035

OVERVIEW

Description: Corridor Improvements along George Washington Highway from Andrews Street to Mulberry Street, including the George Washington Highway/Elm Avenue intersection.

Street (Route): George Washington Hwy.

Length (mi): 0.4

Jurisdiction/Agency: Portsmouth

System: Urban

Scope: Safety/Traffic Opers/TSM

Oversight: N/A

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: Yes



HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|-----------|------------|----------|
| Preliminary Engineering | 4/23/2021 | 5/18/2023 | FFY 2021 |
| Right of Way | 5/18/2023 | 6/5/2024 | FFY 2023 |
| Construction | 6/5/2024 | 12/15/2025 | FFY 2024 |

COSTS AND EXPENDITURES

Recent Expenditures

| | Cost Estimates | Total Expenditures | Percent Expended | Previous 3 Quarters | | | |
|-------------------------|--------------------|--------------------|------------------|---------------------|---|---|---|
| | | | | Latest Quarter | 3 | 2 | 1 |
| Preliminary Engineering | \$550,000 | \$0 | 0% | \$0 | - | - | - |
| Right of Way | \$1,500,000 | \$0 | 0% | \$0 | - | - | - |
| Construction | \$3,900,000 | \$0 | 0% | \$0 | - | - | - |
| TOTAL | \$5,950,000 | \$0 | 0% | | | | |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|------------|------------------|------------|--------------------|--------------------|--------------------|
| STM | \$0 | \$110,000 | \$0 | \$300,000 | \$780,000 | \$1,190,000 |
| RSTP | \$0 | \$440,000 | \$0 | \$1,200,000 | \$3,120,000 | \$4,760,000 |
| TOTAL | \$0 | \$550,000 | \$0 | \$1,500,000 | \$3,900,000 | \$5,950,000 |

George Washington Highway Corridor Improvements

UPC # 107035

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|--------------|-----------------|----------|------------------|---------|--------------------|--------------------|--------------------|
| PE | RSTP | | \$440,000 | | | | \$110,000 |
| | <i>Subtotal</i> | | <i>\$440,000</i> | | | | <i>\$110,000</i> |
| RW | RSTP | | | | \$1,200,000 | | \$300,000 |
| | <i>Subtotal</i> | | | | <i>\$1,200,000</i> | | <i>\$300,000</i> |
| CN | RSTP | | | | | \$3,120,000 | \$780,000 |
| | <i>Subtotal</i> | | | | | <i>\$3,120,000</i> | <i>\$780,000</i> |
| TOTAL | | | \$440,000 | | \$1,200,000 | \$3,120,000 | \$1,190,000 |

Source of Project Data: Virginia Department of Transportation.

Portsmouth Signal Timing Improvements - Phase IV

UPC # 98824

OVERVIEW

Description: Optimize citywide signal timing

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: Portsmouth

System: Urban

Scope: Safety/Traffic Opers/TSM

Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No

No map available for this project

HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|-----------|------------|----------|
| Preliminary Engineering | 7/13/2016 | 12/31/2020 | Underway |
| Right of Way | N/A | N/A | N/A |
| Construction | N/A | N/A | N/A |

COSTS AND EXPENDITURES

Recent Expenditures

| | Cost Estimates | Total Expenditures | Percent Expended | Previous 3 Quarters | | | |
|-------------------------|------------------|--------------------|------------------|---------------------|---|---|---|
| | | | | Latest Quarter | 3 | 2 | 1 |
| Preliminary Engineering | \$135,000 | \$21,440 | 16% | \$0 | - | - | - |
| Right of Way | \$0 | \$0 | - | \$0 | - | - | - |
| Construction | \$0 | \$0 | - | \$0 | - | - | - |
| TOTAL | \$135,000 | \$21,440 | 16% | | | | |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|------------------|------------|------------|------------|------------|------------------|
| STM | \$26,400 | \$0 | \$0 | \$0 | \$0 | \$26,400 |
| LOC | \$3,000 | \$0 | \$0 | \$0 | \$0 | \$3,000 |
| CMAQ | \$105,600 | \$0 | \$0 | \$0 | \$0 | \$105,600 |
| TOTAL | \$135,000 | \$0 | \$0 | \$0 | \$0 | \$135,000 |

Portsmouth Signal Timing Improvements - Phase IV

UPC # 98824

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|----------|----------------|---------|---------|---------|-------|
| PE | AC | | \$3,000 | | | | |
| | <i>Subtotal</i> | | \$3,000 | | | | |
| | TOTAL | | \$3,000 | | | | |

Source of Project Data: Virginia Department of Transportation.

Portsmouth Traffic Signal Upgrades

UPC # 103025

OVERVIEW

Description: Upgrade traffic signals citywide to improve progression and safety

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: Portsmouth

System: Urban

Scope: Traffic Management/Engineering

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No

No map available for this project

HRPTO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 6/29/2017 | 9/15/2021 | Underway |
| Right of Way | N/A | N/A | N/A |
| Construction | 9/15/2021 | 11/23/2022 | FFY 2021 |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | |
|-------------------------|----------------------------|---------------------------|-------------------------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> |
| Preliminary Engineering | \$720,000 | \$258,322 | 36% |
| Right of Way | \$0 | \$0 | - |
| Construction | \$4,216,344 | \$0 | 0% |
| TOTAL | \$4,936,344 | \$258,322 | 5% |

| | <i>Recent Expenditures</i> | | |
|-------------------------|----------------------------|----------------------------|----------|
| | <i>Latest Quarter</i> | <i>Previous 3 Quarters</i> | |
| | <i>3</i> | <i>2</i> | <i>1</i> |
| Preliminary Engineering | \$0 | - | - |
| Right of Way | \$0 | - | - |
| Construction | \$0 | - | - |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|--------------------|----------------|----------------|----------------|----------------|--------------------|
| STM | \$1,336,344 | \$0 | \$0 | \$0 | \$0 | \$1,336,344 |
| CMAQ | \$3,600,000 | \$0 | \$0 | \$0 | \$0 | \$3,600,000 |
| TOTAL | \$4,936,344 | \$0 | \$0 | \$0 | \$0 | \$4,936,344 |

Portsmouth Traffic Signal Upgrades

UPC # 103025

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|----------|--------------------|---------|---------|---------|------------------|
| CN | CMAQ | | \$3,024,000 | | | | \$756,000 |
| CN | AC | | \$436,344 | | | | |
| | <i>Subtotal</i> | | \$3,460,344 | | | | \$756,000 |
| | TOTAL | | \$3,460,344 | | | | \$756,000 |

Source of Project Data: Virginia Department of Transportation.

Westhaven Bicycle Improvements

UPC # 102985

OVERVIEW

Description: Construct bike lanes and multi-use path to connect existing bicycle lanes on Clifford St and Airline Blvd. Project runs from the Clifford St/Powhatan Ave intersection to the Airline Blvd/Bart St intersection

Street (Route): South Street

Length (mi): 1.15

Jurisdiction/Agency: Portsmouth

System: Urban

Scope: Facilities for Pedestrians and Bicycles

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No



HRTP Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|-----------|----------|----------|
| Preliminary Engineering | 1/22/2019 | 9/1/2021 | Underway |
| Right of Way | N/A | N/A | N/A |
| Construction | 9/1/2021 | 1/5/2023 | FFY 2021 |

COSTS AND EXPENDITURES

| | Recent Expenditures | | |
|-------------------------|---------------------|--------------------|------------------|
| | Cost Estimates | Total Expenditures | Percent Expended |
| Preliminary Engineering | \$60,000 | \$42,930 | 72% |
| Right of Way | \$0 | \$0 | - |
| Construction | \$440,000 | \$0 | 0% |
| TOTAL | \$500,000 | \$42,930 | 9% |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|------------------|------------|------------|------------|------------|------------------|
| STM | \$100,000 | \$0 | \$0 | \$0 | \$0 | \$100,000 |
| CMAQ | \$400,000 | \$0 | \$0 | \$0 | \$0 | \$400,000 |
| TOTAL | \$500,000 | \$0 | \$0 | \$0 | \$0 | \$500,000 |

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

Portsmouth Emergency Vehicle Preemption

UPC # 113830

OVERVIEW

Description: Emergency Vehicle Preemption

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: Portsmouth

System: Urban

Scope: Safety/Traffic Opers/TSM

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No

No map available for this project

HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|----------|-----------|----------|
| Preliminary Engineering | 5/8/2019 | 4/2/2021 | Underway |
| Right of Way | N/A | N/A | N/A |
| Construction | 4/2/2021 | 8/12/2022 | FFY 2021 |

COSTS AND EXPENDITURES

Recent Expenditures

| | Cost Estimates | Total Expenditures | Percent Expended | Previous 3 Quarters | | | |
|-------------------------|------------------|--------------------|------------------|---------------------|---|---|---|
| | | | | Latest Quarter | 3 | 2 | 1 |
| Preliminary Engineering | \$24,049 | \$826 | 3% | \$0 | - | - | - |
| Right of Way | \$0 | \$0 | - | \$0 | - | - | - |
| Construction | \$277,760 | \$0 | 0% | \$0 | - | - | - |
| TOTAL | \$301,809 | \$826 | 0% | | | | |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|------------------|------------|------------|------------|------------|------------------|
| STM | \$40,800 | \$0 | \$0 | \$0 | \$0 | \$40,800 |
| CMAQ | \$163,200 | \$0 | \$0 | \$0 | \$0 | \$163,200 |
| TOTAL | \$204,000 | \$0 | \$0 | \$0 | \$0 | \$204,000 |

Portsmouth Emergency Vehicle Preemption

UPC # 113830

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|----------|-----------------|------------------|---------|---------|-----------------|
| PE | CMAQ | | \$15,392 | \$3,847 | | | \$962 |
| | <i>Subtotal</i> | | \$15,392 | \$3,847 | | | \$962 |
| CN | CMAQ | | | \$222,208 | | | \$55,552 |
| | <i>Subtotal</i> | | | \$222,208 | | | \$55,552 |
| | TOTAL | | \$15,392 | \$226,055 | | | \$56,514 |

Source of Project Data: Virginia Department of Transportation.

Bridge Road Traffic Signal Upgrades

UPC # 102991

OVERVIEW

Description: Upgrade signal equipment to create coordinated signal corridor on Bridge Road from College Drive to Eclipse Drive

Street (Route): Bridge Rd (17)

Length (mi): 6.8

Jurisdiction/Agency: Suffolk

System: Urban

Scope: Traffic Management/Engineering

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No



HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|-----------|-----------|----------|
| Preliminary Engineering | 4/19/2018 | 2/12/2021 | Underway |
| Right of Way | N/A | N/A | N/A |
| Construction | 2/12/2021 | 4/7/2022 | FFY 2021 |

COSTS AND EXPENDITURES

| | Cost Estimates | | | Total Expenditures | | | Percent Expended | | |
|-------------------------|--------------------|--------------------|------------------|--------------------|---|---|------------------|--|--|
| | Cost Estimates | Total Expenditures | Percent Expended | Latest Quarter | 3 | 2 | 1 | | |
| Preliminary Engineering | \$185,000 | \$106,866 | 58% | \$0 | - | - | - | | |
| Right of Way | \$0 | \$0 | - | \$0 | - | - | - | | |
| Construction | \$1,072,000 | \$0 | 0% | \$0 | - | - | - | | |
| TOTAL | \$1,257,000 | \$106,866 | 9% | | | | | | |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|--------------------|------------|------------|------------|------------|--------------------|
| STM | \$251,400 | \$0 | \$0 | \$0 | \$0 | \$251,400 |
| CMAQ | \$1,005,600 | \$0 | \$0 | \$0 | \$0 | \$1,005,600 |
| TOTAL | \$1,257,000 | \$0 | \$0 | \$0 | \$0 | \$1,257,000 |

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

Holland Road Widening

UPC # 100937

OVERVIEW

Description: Widen Holland Rd, upgrade traffic signals, and construct a multi-use path from the Suffolk Bypass (Rte 13/58/32) to 0.7 miles west of Manning Bridge Rd

Street (Route): Holland Road (58)

Length (mi): 3.1

Jurisdiction/Agency: Suffolk

System: Urban

Scope: Reconstr. With Added Capacity

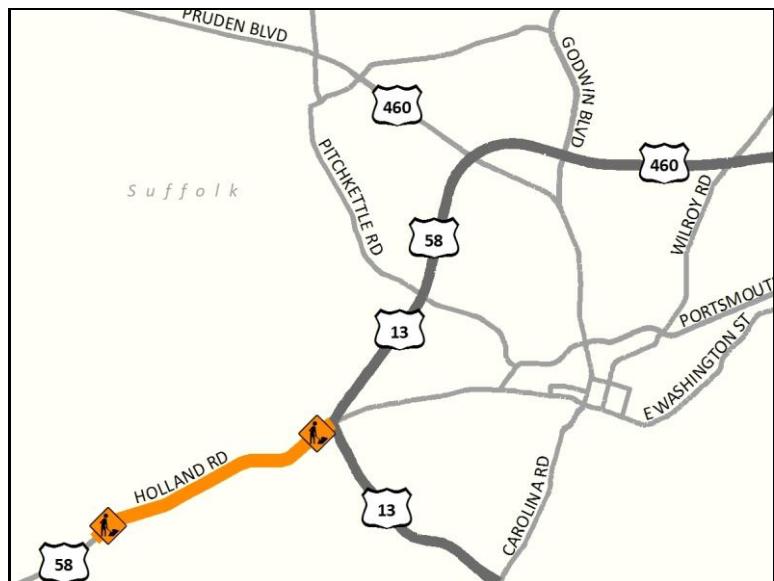
Oversight: Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|-----------|-----------|----------|
| Preliminary Engineering | 5/2/2012 | 7/20/2015 | Complete |
| Right of Way | 7/20/2015 | 5/4/2020 | Underway |
| Construction | 5/4/2020 | 11/2/2022 | FFY 2020 |

COSTS AND EXPENDITURES

| | Recent Expenditures | | |
|-------------------------|---------------------|--------------------|------------------|
| | Cost Estimates | Total Expenditures | Percent Expended |
| Preliminary Engineering | \$3,695,424 | \$211,010 | 6% |
| Right of Way | \$34,134,544 | \$6,551,833 | 19% |
| Construction | \$39,488,000 | \$0 | 0% |
| TOTAL | \$77,317,968 | \$6,762,843 | 9% |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|---------------------|---------------------|------------|------------|------------|---------------------|
| STP | \$131,635 | \$0 | \$0 | \$0 | \$0 | \$131,635 |
| STF | \$60,424 | \$0 | \$0 | \$0 | \$0 | \$60,424 |
| RS | \$34,000,000 | \$0 | \$0 | \$0 | \$0 | \$34,000,000 |
| MIX | \$5,000 | \$0 | \$0 | \$0 | \$0 | \$5,000 |
| LOC | \$3,500,000 | \$0 | \$0 | \$0 | \$0 | \$3,500,000 |
| GARV | \$27,088,000 | \$12,500,000 | \$0 | \$0 | \$0 | \$39,588,000 |
| BOM | \$32,909 | \$0 | \$0 | \$0 | \$0 | \$32,909 |
| TOTAL | \$64,817,968 | \$12,500,000 | \$0 | \$0 | \$0 | \$77,317,968 |

Holland Road Widening

UPC # 100937

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-----------------|-------------|------------------|---------------------|--------------------|--------------------|--------------------|------------------|
| PE | AC | | \$3,660,424 | | | | |
| <i>Subtotal</i> | | | \$3,660,424 | | | | |
| RW | Other | | \$790,550 | | | | \$790,550 |
| RW | NHS/NHPP | \$414,520 | \$1,059,305 | | | | |
| RW | AC-Conversi | | | \$1,581,567 | \$1,661,678 | \$1,745,675 | |
| RW | AC | | \$31,079,620 | | | | |
| <i>Subtotal</i> | | \$414,520 | \$32,929,475 | \$1,581,567 | \$1,661,678 | \$1,745,675 | \$790,550 |
| TOTAL | | \$414,520 | \$36,589,899 | \$1,581,567 | \$1,661,678 | \$1,745,675 | \$790,550 |

Source of Project Data: Virginia Department of Transportation.

Holland Road Widening - GARVEE Debt Service

UPC # 110389

OVERVIEW

Description: Debt Service related to Holland Road Widening - UPC 100937

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: Suffolk

System: Urban

Scope: Debt Service

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No

No map available for this project

HRPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 3/1/2017 | 6/30/2036 | Underway |
| Right of Way | N/A | N/A | N/A |
| Construction | N/A | N/A | N/A |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | | | | | |
|-------------------------|----------------------------|---------------------------|-------------------------|----------------------------|----------|----------|----------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> | <i>Previous 3 Quarters</i> | | | |
| | | | | <i>Latest Quarter</i> | <i>3</i> | <i>2</i> | <i>1</i> |
| Preliminary Engineering | \$53,551,419 | \$0 | 0% | \$0 | - | - | - |
| Right of Way | \$0 | \$0 | - | \$0 | - | - | - |
| Construction | \$0 | \$585,667 | - | \$0 | - | - | - |
| TOTAL | \$53,551,419 | \$585,667 | 1% | | | | |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------------|
| NHPP | \$1,224,072 | \$2,071,840 | \$3,185,560 | \$3,510,959 | \$3,511,550 | \$13,503,981 |
| TOTAL | \$1,224,072 | \$2,071,840 | \$3,185,560 | \$3,510,959 | \$3,511,550 | \$13,503,981 |

Holland Road Widening - GARVEE Debt Service

UPC # 110389

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-----------------|-------------|------------------|---------------------|--------------------|--------------------|--------------------|-------|
| PE | NHS/NHPP | \$376,656 | \$1,086,008 | | | | |
| PE | AC-Conversi | | | \$1,513,828 | \$1,454,214 | \$1,370,095 | |
| PE | AC | | \$12,577,247 | | | | |
| <i>Subtotal</i> | | \$376,656 | \$13,663,255 | \$1,513,828 | \$1,454,214 | \$1,370,095 | |
| TOTAL | | \$376,656 | \$13,663,255 | \$1,513,828 | \$1,454,214 | \$1,370,095 | |

Source of Project Data: Virginia Department of Transportation.

Nansemond Parkway Widening

UPC # 61407

OVERVIEW

Description: Widen Nansemond Pkwy to 4 lanes from 0.37 mi east of Shoulders Hill Rd to 0.75 mi east of Shoulders Hill Rd

Street (Route): Nansemond Parkway (337)

Length (mi): 0.38

Jurisdiction/Agency: Suffolk

System: Urban

Scope: Reconstruction w/ Added Capacity

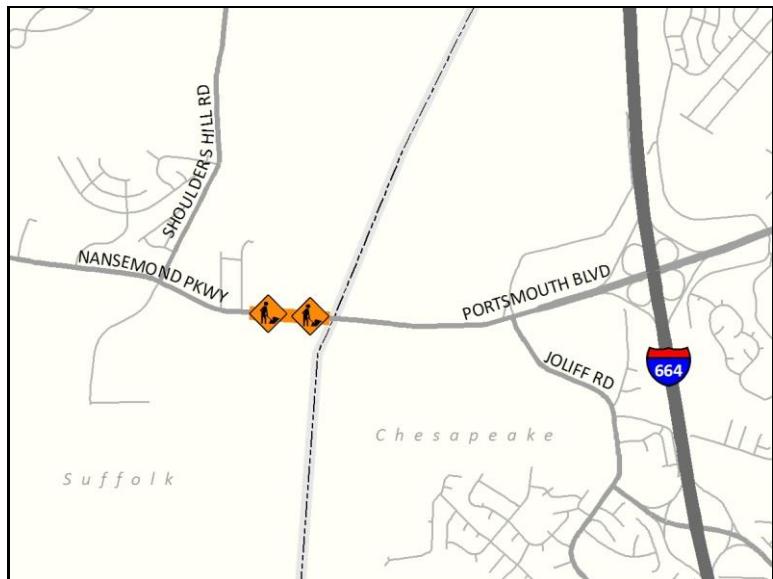
Oversight: N/A

Administered By: Locality

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: Yes



HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|-----------|------------|----------|
| Preliminary Engineering | 12/5/1997 | 7/11/2014 | Complete |
| Right of Way | 7/11/2014 | 8/21/2016 | Complete |
| Construction | 8/21/2016 | 12/23/2019 | Complete |

COSTS AND EXPENDITURES

| | <u>Recent Expenditures</u> | | |
|-------------------------|----------------------------|---------------------------|-------------------------|
| | <u>Cost Estimates</u> | <u>Total Expenditures</u> | <u>Percent Expended</u> |
| Preliminary Engineering | \$711,697 | \$743,885 | 105% |
| Right of Way | \$6,442,360 | \$2,791,052 | 43% |
| Construction | \$5,539,538 | \$2,939,056 | 53% |
| TOTAL | \$12,693,595 | \$6,473,993 | 51% |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|---------------------|------------|------------|------------|------------|---------------------|
| STP | \$2,929,792 | \$0 | \$0 | \$0 | \$0 | \$2,929,792 |
| STM | \$200,000 | \$0 | \$0 | \$0 | \$0 | \$200,000 |
| STF | \$143,513 | \$0 | \$0 | \$0 | \$0 | \$143,513 |
| RSTP | \$800,000 | \$0 | \$0 | \$0 | \$0 | \$800,000 |
| RS | \$624,446 | \$0 | \$0 | \$0 | \$0 | \$624,446 |
| MIX | \$3,638,214 | \$0 | \$0 | \$0 | \$0 | \$3,638,214 |
| LOM | \$82,766 | \$0 | \$0 | \$0 | \$0 | \$82,766 |
| LOC | \$2,410,261 | \$0 | \$0 | \$0 | \$0 | \$2,410,261 |
| EB/MG | \$916,864 | \$0 | \$0 | \$0 | \$0 | \$916,864 |
| BR/BROS | \$947,739 | \$0 | \$0 | \$0 | \$0 | \$947,739 |
| TOTAL | \$12,693,595 | \$0 | \$0 | \$0 | \$0 | \$12,693,595 |

Nansemond Parkway Widening

UPC # 61407

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-----------------|-------------|----------|--------------------|---------|---------|---------|------------------|
| RW | BR | | \$858,420 | | | | \$214,605 |
| RW | AC | | \$195,600 | | | | \$48,900 |
| <i>Subtotal</i> | | | \$1,054,020 | | | | \$263,505 |
| CN | Other | | \$312,223 | | | | \$312,223 |
| CN | BR | | \$89,319 | | | | \$22,330 |
| CN | AC | | \$528,386 | | | | |
| <i>Subtotal</i> | | | \$929,928 | | | | \$334,553 |
| TOTAL | | | \$1,983,948 | | | | \$598,058 |

Source of Project Data: Virginia Department of Transportation.

Nansemond Parkway/Wilroy Road Overpass Over Commonwealth Railway

UPC # 110634

OVERVIEW

Description: Realign intersection of Nansemond Parkway and Wilroy Road to provide a grade separated overpass for Nansemond Parkway over the Commonwealth Railway tracks

Street (Route): Nansemond Parkway

Length (mi): 0.72

Jurisdiction/Agency: Suffolk

System: Urban

Scope: New Construction

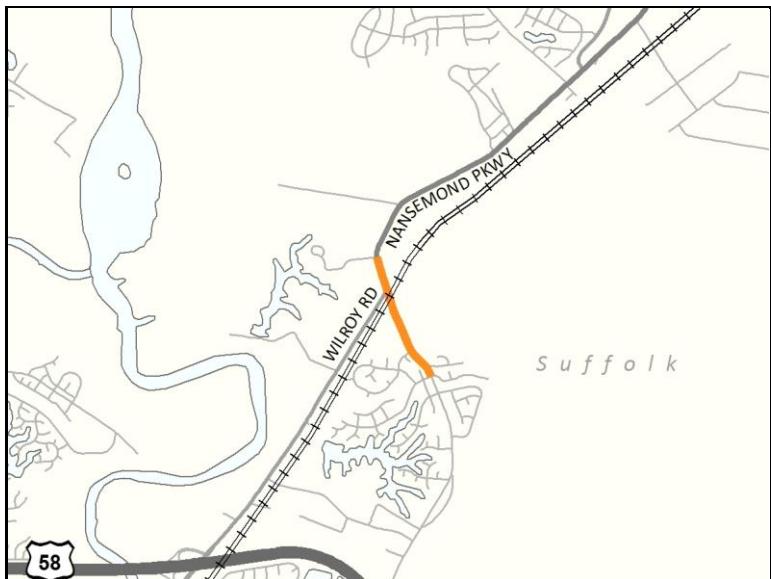
Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|------------|------------|----------|
| Preliminary Engineering | 8/9/2017 | 9/2/2020 | Underway |
| Right of Way | 9/2/2020 | 10/21/2021 | FFY 2020 |
| Construction | 10/21/2021 | 4/26/2024 | FFY 2022 |

COSTS AND EXPENDITURES

| | Cost Estimates | | | Recent Expenditures | | |
|-------------------------|---------------------|------------------|----------------|---------------------|---|---|
| | Total Expenditures | Percent Expended | Latest Quarter | 3 | 2 | 1 |
| Preliminary Engineering | \$1,301,450 | \$740,643 | 57% | \$0 | - | - |
| Right of Way | \$3,700,683 | \$0 | 0% | \$0 | - | - |
| Construction | \$22,476,608 | \$0 | 0% | \$0 | - | - |
| TOTAL | \$27,478,741 | \$740,643 | 3% | | | |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|---------------------|--------------------|--------------------|------------|------------|---------------------|
| STP | \$4,023,059 | \$0 | \$0 | \$0 | \$0 | \$4,023,059 |
| RS | \$1,699,398 | \$0 | \$0 | \$0 | \$0 | \$1,699,398 |
| RAIL | \$8,632,737 | \$1,429,591 | \$2,079,021 | \$0 | \$0 | \$12,141,349 |
| LOC | \$9,614,935 | \$0 | \$0 | \$0 | \$0 | \$9,614,935 |
| TOTAL | \$23,970,129 | \$1,429,591 | \$2,079,021 | \$0 | \$0 | \$27,478,741 |

Nansemond Parkway/Wilroy Road Overpass Over Commonwealth Railway

UPC # 110634

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

Shoulders Hill Road Multi-Use Path

UPC # 102992

OVERVIEW

Description: Construct a multi-use path along Shoulders Hill Road from Bennetts Creek Park Road to 1090 ft. south of Bennetts Creek Park Road

Street (Route): Shoulders Hill Road (626)

Length (mi): 0.25

Jurisdiction/Agency: Suffolk

System: Urban

Scope: Facilities for Pedestrians and Bicycles

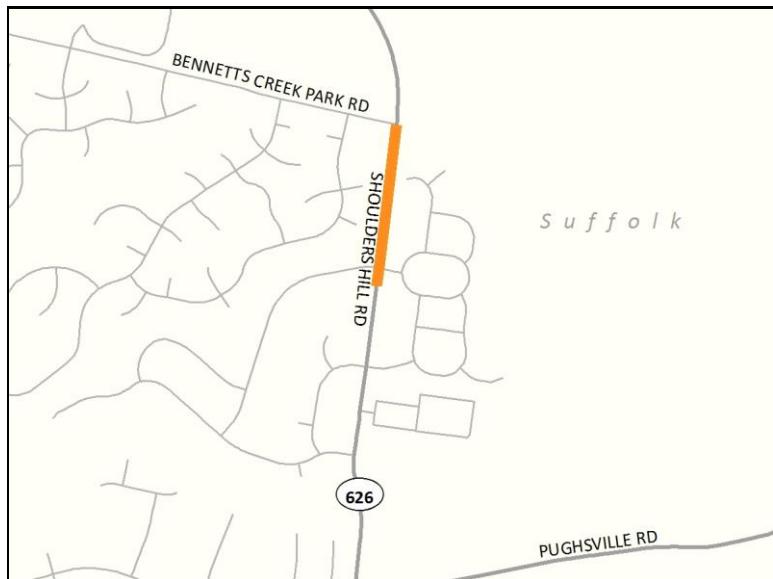
Oversight: N/A

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No



HRTP Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|-----------|-----------|----------|
| Preliminary Engineering | 10/8/2020 | 8/17/2022 | FFY 2021 |
| Right of Way | N/A | N/A | N/A |
| Construction | 8/17/2022 | 4/18/2024 | FFY 2022 |

COSTS AND EXPENDITURES

| | <u>Recent Expenditures</u> | | |
|-------------------------|----------------------------|--------------------|------------------|
| | Cost Estimates | Total Expenditures | Percent Expended |
| Preliminary Engineering | \$30,000 | \$0 | 0% |
| Right of Way | \$0 | \$0 | - |
| Construction | \$242,000 | \$0 | 0% |
| TOTAL | \$272,000 | \$0 | 0% |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|------------|------------------|------------|------------|------------|------------------|
| STM | \$0 | \$54,400 | \$0 | \$0 | \$0 | \$54,400 |
| CMAQ | \$0 | \$217,600 | \$0 | \$0 | \$0 | \$217,600 |
| TOTAL | \$0 | \$272,000 | \$0 | \$0 | \$0 | \$272,000 |

Shoulders Hill Road Multi-Use Path

UPC # 102992

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|--------------|---------|------------------|---------|---------|-----------------|
| CN | CMAQ | | | \$193,600 | | | \$48,400 |
| | <i>Subtotal</i> | | | \$193,600 | | | \$48,400 |
| | | TOTAL | | \$193,600 | | | \$48,400 |

Source of Project Data: Virginia Department of Transportation.

Shoulders Hill Road/Route 17 Intersection Improvements

UPC # 69050

OVERVIEW

Description: Project provides for full build out of Shoulders Hill Road/Route 17 intersection. Features include added through lanes in each direction, turn lane improvements, traffic signal improvements

Street (Route): Shoulders Hill Road

Length (mi): 0.2

Jurisdiction/Agency: Suffolk

System: Urban

Scope: Safety/Traffic Opers/TSM

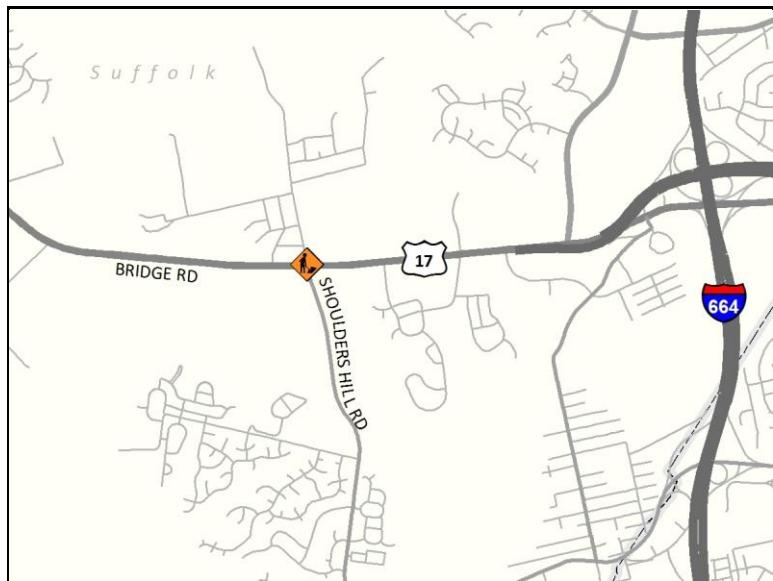
Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|------------|------------|----------|
| Preliminary Engineering | 9/24/2003 | 8/20/2019 | Complete |
| Right of Way | 8/20/2019 | 12/15/2021 | Underway |
| Construction | 12/15/2021 | 10/2/2023 | FFY 2022 |

COSTS AND EXPENDITURES

Recent Expenditures

| | Cost Estimates | Total Expenditures | Percent Expended | Previous 3 Quarters | | | |
|-------------------------|---------------------|--------------------|------------------|---------------------|---|---|---|
| | | | | Latest Quarter | 3 | 2 | 1 |
| Preliminary Engineering | \$1,590,000 | \$706,711 | 44% | \$0 | - | - | - |
| Right of Way | \$10,958,582 | \$306 | 0% | \$0 | - | - | - |
| Construction | \$11,530,925 | \$0 | 0% | \$0 | - | - | - |
| TOTAL | \$24,079,507 | \$707,017 | 3% | | | | |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|---------------------|------------|--------------------|--------------------|------------|---------------------|
| STP | \$397,486 | \$0 | \$0 | \$1,600,000 | \$0 | \$1,997,486 |
| STM | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| STF | \$6,668,365 | \$0 | \$2,367,054 | \$443,452 | \$0 | \$9,478,871 |
| RSTP | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| RS | \$1,400,000 | \$0 | \$0 | \$0 | \$0 | \$1,400,000 |
| MIX | \$6,061 | \$0 | \$0 | \$0 | \$0 | \$6,061 |
| LOM | \$11,078 | \$0 | \$0 | \$0 | \$0 | \$11,078 |
| LOC | \$2,659,695 | \$0 | \$0 | \$0 | \$0 | \$2,659,695 |
| HIP | \$3,583,178 | \$0 | \$0 | \$0 | \$0 | \$3,583,178 |
| EB/MG | \$443,138 | \$0 | \$0 | \$0 | \$0 | \$443,138 |
| TOTAL | \$15,169,001 | \$0 | \$2,367,054 | \$2,043,452 | \$0 | \$19,579,507 |

Shoulders Hill Road/Route 17 Intersection Improvements

UPC # 69050

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

Suffolk Bypass ITS Improvements

UPC # 102994

OVERVIEW

Description: Provide fiber optic connectivity to the VDOT Smart Traffic Center, install traffic sensors, and dynamic message systems from Holland Road to Chesapeake C.L.

Street (Route): Suffolk Bypass (58)

Length (mi): 11.6

Jurisdiction/Agency: Suffolk

System: Urban

Scope: Traffic Management/Engineering

Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: Yes

No map available for this project

HRTPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 1/23/2018 | 8/4/2020 | Underway |
| Right of Way | N/A | N/A | N/A |
| Construction | 8/4/2020 | 4/4/2022 | FFY 2020 |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | |
|-------------------------|----------------------------|---------------------------|-------------------------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> |
| Preliminary Engineering | \$135,000 | \$129,089 | 96% |
| Right of Way | \$0 | \$0 | - |
| Construction | \$1,515,000 | \$0 | 0% |
| TOTAL | \$1,650,000 | \$129,089 | 8% |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|--------------------|----------------|----------------|----------------|----------------|--------------------|
| STM | \$330,000 | \$0 | \$0 | \$0 | \$0 | \$330,000 |
| RSTP | \$1,320,000 | \$0 | \$0 | \$0 | \$0 | \$1,320,000 |
| TOTAL | \$1,650,000 | \$0 | \$0 | \$0 | \$0 | \$1,650,000 |

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

Traffic Signal Coordination - Nansemond Parkway, Shoulders Hill Road, Wilroy Road

UPC # 102990

OVERVIEW

Description: Upgrade signal equipment to create coordinated signal corridor on Shoulders Hill Road, Nansemond Parkway, and Wilroy Road

Street (Route): Multiple

Length (mi): N/A

Jurisdiction/Agency: Suffolk

System: Urban

Scope: Traffic Management/Engineering

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No



HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|------------|------------|----------|
| Preliminary Engineering | 12/20/2018 | 2/9/2021 | Underway |
| Right of Way | N/A | N/A | N/A |
| Construction | 2/9/2021 | 10/28/2022 | FFY 2021 |

COSTS AND EXPENDITURES

| | Recent Expenditures | | |
|-------------------------|---------------------|--------------------|------------------|
| | Cost Estimates | Total Expenditures | Percent Expended |
| Preliminary Engineering | \$294,000 | \$128 | 0% |
| Right of Way | \$0 | \$0 | - |
| Construction | \$2,454,000 | \$0 | 0% |
| TOTAL | \$2,748,000 | \$128 | 0% |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|--------------------|------------|------------|------------|------------|--------------------|
| STM | \$549,600 | \$0 | \$0 | \$0 | \$0 | \$549,600 |
| CMAQ | \$2,198,400 | \$0 | \$0 | \$0 | \$0 | \$2,198,400 |
| TOTAL | \$2,748,000 | \$0 | \$0 | \$0 | \$0 | \$2,748,000 |

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

West End Suffolk Bypass IMR Study

UPC # 107057

OVERVIEW

Description: Interchange Modification Report (IMR)
Study for West End of Suffolk Bypass

Street (Route): Suffolk Bypass (58)

Length (mi): N/A

Jurisdiction/Agency: Suffolk

System: Urban

Scope: Study

Oversight: N/A

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: Yes

No map available for this project

HRPTO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 1/14/2021 | 1/17/2023 | FFY 2021 |
| Right of Way | N/A | N/A | N/A |
| Construction | N/A | N/A | N/A |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | | |
|-------------------------|----------------------------|---------------------------|-------------------------|----------------------------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> | <i>Previous 3 Quarters</i> |
| <i>Latest Quarter</i> | <i>3</i> | <i>2</i> | <i>1</i> | |
| Preliminary Engineering | \$200,000 | \$0 | 0% | \$0 - - |
| Right of Way | \$0 | \$0 | - | \$0 - - |
| Construction | \$0 | \$0 | - | \$0 - - |
| TOTAL | \$200,000 | \$0 | 0% | |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|-----------------|------------------|----------------|----------------|----------------|------------------|
| STM | \$0 | \$40,000 | \$0 | \$0 | \$0 | \$40,000 |
| RSTP | \$0 | \$160,000 | \$0 | \$0 | \$0 | \$160,000 |
| TOTAL | \$0 | \$200,000 | \$0 | \$0 | \$0 | \$200,000 |

West End Suffolk Bypass IMR Study

UPC # 107057

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|----------|------------------|---------|---------|---------|-----------------|
| PE | RSTP | | \$160,000 | | | | \$40,000 |
| | <i>Subtotal</i> | | \$160,000 | | | | \$40,000 |
| | TOTAL | | \$160,000 | | | | \$40,000 |

Source of Project Data: Virginia Department of Transportation.

Speights Spillway Bridge Replacement

UPC # 108984

OVERVIEW

Description: Replace a narrow, structurally deficient bridge located on Turlington Road that spans over the spillway between Speights Run Reservoir and Kilby Creek.

Street (Route): Turlington Road

Length (mi): N/A

Jurisdiction/Agency: Suffolk

System: Urban

Scope: Bridge replacement w/o added capacity

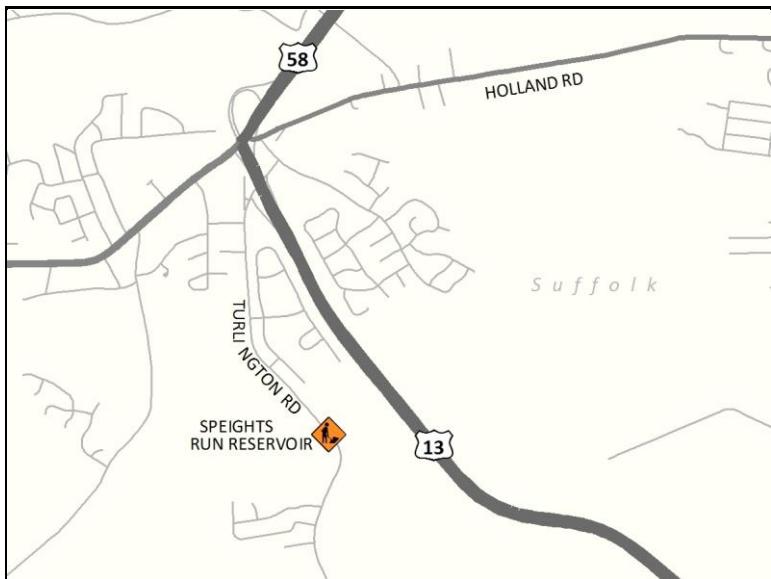
Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: Yes



HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|------------|------------|----------|
| Preliminary Engineering | 5/22/2019 | 10/12/2021 | Underway |
| Right of Way | 10/12/2021 | 3/31/2023 | FFY 2022 |
| Construction | 3/31/2023 | 10/4/2024 | FFY 2023 |

COSTS AND EXPENDITURES

| | Cost Estimates | | | Recent Expenditures | | |
|-------------------------|--------------------|------------------|----------------|---------------------|---|---|
| | Total Expenditures | Percent Expended | Latest Quarter | 3 | 2 | 1 |
| Preliminary Engineering | \$275,000 | \$191 | 0% | \$0 | - | - |
| Right of Way | \$5,000 | \$0 | 0% | \$0 | - | - |
| Construction | \$1,848,000 | \$0 | 0% | \$0 | - | - |
| TOTAL | \$2,128,000 | \$191 | 0% | | | |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|------------------|------------------|--------------------|------------|------------|--------------------|
| STM | \$0 | \$0 | \$270,000 | \$0 | \$0 | \$270,000 |
| STF | \$100,000 | \$678,000 | \$0 | \$0 | \$0 | \$778,000 |
| RSTP | \$0 | \$0 | \$1,080,000 | \$0 | \$0 | \$1,080,000 |
| TOTAL | \$100,000 | \$678,000 | \$1,350,000 | \$0 | \$0 | \$2,128,000 |

Speights Spillway Bridge Replacement

UPC # 108984

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

City of Suffolk Emergency Vehicle Preemption Development

UPC # 113826

OVERVIEW

Description: Emergency Vehicle Preemption Development

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: Suffolk

System: Urban

Scope: Safety/Traffic Opers/TSM

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No

No map available for this project

HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|-----------|-----------|----------|
| Preliminary Engineering | 2/22/2019 | 6/18/2020 | Underway |
| Right of Way | N/A | N/A | N/A |
| Construction | 6/18/2020 | 9/22/2021 | FFY 2020 |

COSTS AND EXPENDITURES

Recent Expenditures

| | Cost Estimates | Total Expenditures | Percent Expended | Previous 3 Quarters | | | |
|-------------------------|------------------|--------------------|------------------|---------------------|---|---|---|
| | | | | Latest Quarter | 3 | 2 | 1 |
| Preliminary Engineering | \$17,688 | \$17,460 | 99% | \$0 | - | - | - |
| Right of Way | \$0 | \$0 | - | \$0 | - | - | - |
| Construction | \$174,521 | \$0 | 0% | \$0 | - | - | - |
| TOTAL | \$192,209 | \$17,460 | 9% | | | | |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|------------------|------------|------------|------------|------------|------------------|
| STM | \$40,800 | \$0 | \$0 | \$0 | \$0 | \$40,800 |
| CMAQ | \$163,200 | \$0 | \$0 | \$0 | \$0 | \$163,200 |
| TOTAL | \$204,000 | \$0 | \$0 | \$0 | \$0 | \$204,000 |

City of Suffolk Emergency Vehicle Preemption Development

UPC # 113826

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|----------------|------------------|---------|---------|---------|-----------------|
| PE | CMAQ | \$8,000 | \$6,150 | | | | \$1,538 |
| | <i>Subtotal</i> | \$8,000 | \$6,150 | | | | \$1,538 |
| CN | CMAQ | | \$139,617 | | | | \$34,904 |
| | <i>Subtotal</i> | | \$139,617 | | | | \$34,904 |
| | TOTAL | \$8,000 | \$145,767 | | | | \$36,442 |

Source of Project Data: Virginia Department of Transportation.

Suffolk Transportation Operation Center

UPC # 108982

OVERVIEW

Description: Design and construct the Suffolk Transportation Operation Center

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: Suffolk

System: Urban

Scope: Other

Oversight: Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No

No map available for this project

HRPTO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 1/18/2022 | 12/8/2023 | FFY 2022 |
| Right of Way | N/A | N/A | N/A |
| Construction | 12/8/2023 | 7/17/2025 | FFY 2024 |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | | | | |
|-------------------------|----------------------------|---------------------------|-------------------------|----------------------------|----------|----------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> | <i>Previous 3 Quarters</i> | | |
| | | | | <i>Latest Quarter</i> | <i>3</i> | <i>2</i> |
| Preliminary Engineering | \$50,000 | \$0 | 0% | \$0 | - | - |
| Right of Way | \$0 | \$0 | - | \$0 | - | - |
| Construction | \$2,000,000 | \$0 | 0% | \$0 | - | - |
| TOTAL | \$2,050,000 | \$0 | 0% | | | |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|-----------------|----------------|-----------------|------------------|----------------|------------------|
| STM | \$0 | \$0 | \$10,000 | \$150,000 | \$0 | \$160,000 |
| CMAQ | \$0 | \$0 | \$40,000 | \$600,000 | \$0 | \$640,000 |
| TOTAL | \$0 | \$0 | \$50,000 | \$750,000 | \$0 | \$800,000 |

Suffolk Transportation Operation Center

UPC # 108982

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|--------------|---------|-----------------|---------|---------|-----------------|
| PE | CMAQ | | | \$40,000 | | | \$10,000 |
| | <i>Subtotal</i> | | | \$40,000 | | | \$10,000 |
| | | TOTAL | | \$40,000 | | | \$10,000 |

Source of Project Data: Virginia Department of Transportation.

Suffolk Citywide Signal Timings

UPC # 108983

OVERVIEW

Description: Citywide signal retimings

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: Suffolk

System: Urban

Scope: Traffic Management/Engineering

Oversight: Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No

No map available for this project

HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|-----------|-----------|----------|
| Preliminary Engineering | 2/10/2022 | 2/14/2024 | FFY 2022 |
| Right of Way | N/A | N/A | N/A |
| Construction | N/A | N/A | N/A |

COSTS AND EXPENDITURES

Recent Expenditures

| | Cost Estimates | Total Expenditures | Percent Expended | Previous 3 Quarters | | | |
|-------------------------|------------------|--------------------|------------------|---------------------|---|---|---|
| | | | | Latest Quarter | 3 | 2 | 1 |
| Preliminary Engineering | \$370,000 | \$0 | 0% | \$0 | - | - | - |
| Right of Way | \$0 | \$0 | - | \$0 | - | - | - |
| Construction | \$0 | \$0 | - | \$0 | - | - | - |
| TOTAL | \$370,000 | \$0 | 0% | | | | |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|------------|------------|------------------|------------------|------------|------------------|
| STM | \$0 | \$0 | \$28,000 | \$46,000 | \$0 | \$74,000 |
| CMAQ | \$0 | \$0 | \$112,000 | \$184,000 | \$0 | \$296,000 |
| TOTAL | \$0 | \$0 | \$140,000 | \$230,000 | \$0 | \$370,000 |

Suffolk Citywide Signal Timings

UPC # 108983

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|--------------|---------|------------------|---------|---------|-----------------|
| PE | CMAQ | | | \$296,000 | | | \$74,000 |
| | <i>Subtotal</i> | | | \$296,000 | | | \$74,000 |
| | | TOTAL | | \$296,000 | | | \$74,000 |

Source of Project Data: Virginia Department of Transportation.

Norfolk Bus Shelters and Pedestrian Improvements

UPC # 109572

OVERVIEW

Description: Installation of 72 new bus shelters

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: Norfolk

System: Urban

Scope: Transit

Oversight: Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No

No map available for this project

HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|-----------|------------|----------|
| Preliminary Engineering | 4/21/2022 | 4/16/2024 | FFY 2022 |
| Right of Way | N/A | N/A | N/A |
| Construction | 4/16/2024 | 10/22/2025 | FFY 2024 |

COSTS AND EXPENDITURES

Recent Expenditures

| | Cost Estimates | Total Expenditures | Percent Expended | Previous 3 Quarters | | | |
|-------------------------|------------------|--------------------|------------------|---------------------|---|---|---|
| | | | | Latest Quarter | 3 | 2 | 1 |
| Preliminary Engineering | \$15,000 | \$0 | 0% | \$0 | - | - | - |
| Right of Way | \$0 | \$0 | - | \$0 | - | - | - |
| Construction | \$685,000 | \$0 | 0% | \$0 | - | - | - |
| TOTAL | \$700,000 | \$0 | 0% | | | | |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|------------|------------|------------------|------------------|------------------|------------------|
| STM | \$0 | \$0 | \$63,000 | \$44,000 | \$30,000 | \$137,000 |
| CMAQ | \$0 | \$0 | \$252,000 | \$176,000 | \$120,000 | \$548,000 |
| TOTAL | \$0 | \$0 | \$315,000 | \$220,000 | \$150,000 | \$685,000 |

Norfolk Bus Shelters and Pedestrian Improvements

UPC # 109572

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|----------|---------|-----------------|---------|------------------|------------------|
| PE | CMAQ | | | \$12,000 | | | \$3,000 |
| | <i>Subtotal</i> | | | \$12,000 | | | \$3,000 |
| CN | CMAQ | | | | | \$536,000 | \$134,000 |
| | <i>Subtotal</i> | | | | | \$536,000 | \$134,000 |
| | TOTAL | | | \$12,000 | | \$536,000 | \$137,000 |

Source of Project Data: Virginia Department of Transportation.

Suffolk Bypass and Godwin Blvd IMR

UPC # 111036

OVERVIEW

Description: IMR for Route 58 Bypass at Bodwin Blvd from Wilroy Road Interchange to Pruden Blvd Interchange

Street (Route): Route 58

Length (mi): 3.5

Jurisdiction/Agency: Suffolk

System: Urban

Scope: Traffic Management/Engineering

Oversight: Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: Yes

No map available for this project

HRTP Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 2/12/2024 | 2/11/2026 | FFY 2024 |
| Right of Way | N/A | N/A | N/A |
| Construction | N/A | N/A | N/A |

COSTS AND EXPENDITURES

| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> |
|-------------------------|-----------------------|---------------------------|-------------------------|
| Preliminary Engineering | \$2,000,000 | \$0 | 0% |
| Right of Way | \$0 | \$0 | - |
| Construction | \$0 | \$0 | - |
| TOTAL | \$2,000,000 | \$0 | 0% |

Recent Expenditures

| <i>Latest Quarter</i> | <i>Previous 3 Quarters</i> | | |
|-----------------------|----------------------------|----------|----------|
| | <i>3</i> | <i>2</i> | <i>1</i> |
| \$0 | - | - | - |
| \$0 | - | - | - |
| \$0 | - | - | - |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|-----------------|----------------|----------------|-----------------|--------------------|--------------------|
| STM | \$0 | \$0 | \$0 | \$10,000 | \$390,000 | \$400,000 |
| RSTP | \$0 | \$0 | \$0 | \$40,000 | \$1,560,000 | \$1,600,000 |
| TOTAL | \$0 | \$0 | \$0 | \$50,000 | \$1,950,000 | \$2,000,000 |

Suffolk Bypass and Godwin Blvd IMR

UPC # 111036

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|----------|---------|---------|---------|--------------------|------------------|
| PE | RSTP | | | | | \$1,600,000 | \$400,000 |
| | <i>Subtotal</i> | | | | | \$1,600,000 | \$400,000 |
| | TOTAL | | | | | \$1,600,000 | \$400,000 |

Source of Project Data: Virginia Department of Transportation.

Suffolk Seaboard Coastline Trail - Segment 1

UPC # 115525

OVERVIEW

Description: Segment 1 of the Suffolk Seaboard Coastline Trail, a 1.5 mile, 10-ft wide multi-use path, which is part of an 11 mile trail

Street (Route): N/A

Length (mi): 1.5

Jurisdiction/Agency: Suffolk

System: Urban

Scope: Facilities for Pedestrians and Bicycles

Oversight: Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No

No map available for this project

HRTP Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 7/28/2023 | 3/4/2025 | FFY 2023 |
| Right of Way | 3/4/2025 | 1/30/2026 | FFY 2025 |
| Construction | 1/30/2026 | 6/11/2027 | FFY 2026 |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | |
|-------------------------|----------------------------|---------------------------|-------------------------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> |
| Preliminary Engineering | \$355,949 | \$0 | 0% |
| Right of Way | \$77,875 | \$0 | 0% |
| Construction | \$3,789,265 | \$0 | 0% |
| TOTAL | \$4,223,089 | \$0 | 0% |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|-----------------|----------------|----------------|----------------|--------------------|--------------------|
| STF | \$0 | \$0 | \$0 | \$0 | \$2,000,000 | \$2,000,000 |
| TOTAL | \$0 | \$0 | \$0 | \$0 | \$2,000,000 | \$2,000,000 |

Suffolk Seaboard Coastline Trail - Segment 1

UPC # 115525

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-----------------|-------------|----------|---------|---------|------------------|---------|-------|
| PE | AC | | | | \$355,949 | | |
| <i>Subtotal</i> | | | | | \$355,949 | | |
| TOTAL | | | | | \$355,949 | | |

Source of Project Data: Virginia Department of Transportation.

Centerville Turnpike Widening - Phase 2

UPC # 103005

OVERVIEW

Description: Widen Centerville Turnpike from a two-lane to a four-lane undivided road from Kempsville Road to Indian River Road

Street (Route): Centerville Turnpike

Length (mi): 1.83

Jurisdiction/Agency: Virginia Beach

System: Urban

Scope: Reconstruction w/added capacity

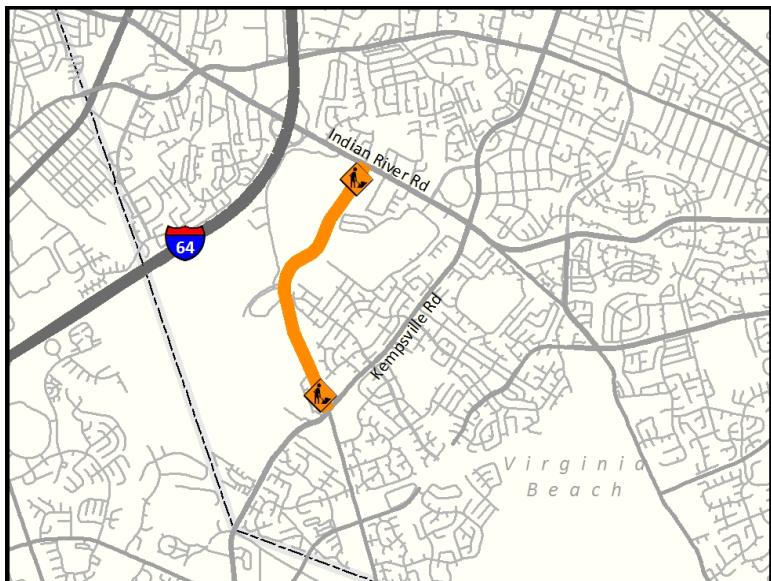
Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: Yes



HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|------------|-----------|----------|
| Preliminary Engineering | 12/26/2013 | 7/29/2015 | Complete |
| Right of Way | 7/29/2015 | 3/31/2021 | Underway |
| Construction | 3/31/2021 | 5/15/2024 | FFY 2021 |

COSTS AND EXPENDITURES

| | <u>Recent Expenditures</u> | | |
|-------------------------|----------------------------|---------------------------|-------------------------|
| | <u>Cost Estimates</u> | <u>Total Expenditures</u> | <u>Percent Expended</u> |
| Preliminary Engineering | \$2,600,939 | \$733,328 | 28% |
| Right of Way | \$11,774,759 | \$615,666 | 5% |
| Construction | \$29,098,527 | \$0 | 0% |
| TOTAL | \$43,474,225 | \$1,348,994 | 3% |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|---------------------|------------|------------|------------|------------|---------------------|
| STM | \$2,598,067 | \$0 | \$0 | \$0 | \$0 | \$2,598,067 |
| RSTP | \$10,392,275 | \$0 | \$0 | \$0 | \$0 | \$10,392,275 |
| RS | \$20,000,000 | \$0 | \$0 | \$0 | \$0 | \$20,000,000 |
| MIX | \$2,000,000 | \$0 | \$0 | \$0 | \$0 | \$2,000,000 |
| LOM | \$40,816 | \$0 | \$0 | \$0 | \$0 | \$40,816 |
| LOC | \$8,443,067 | \$0 | \$0 | \$0 | \$0 | \$8,443,067 |
| TOTAL | \$43,474,225 | \$0 | \$0 | \$0 | \$0 | \$43,474,225 |

Centerville Turnpike Widening - Phase 2

UPC # 103005

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-----------------|-------------|----------|---------------------|---------|---------|---------|---------------------|
| CN | Other | | \$10,000,000 | | | | \$10,000,000 |
| CN | RSTP | | \$1,225,094 | | | | \$306,274 |
| CN | HIP/F | | \$1,380,901 | | | | |
| CN | AC | | \$6,035,781 | | | | |
| Subtotal | | | \$18,641,776 | | | | \$10,306,274 |
| TOTAL | | | \$18,641,776 | | | | \$10,306,274 |

Source of Project Data: Virginia Department of Transportation.

Centerville Turnpike Widening Phase III

UPC # 109381

OVERVIEW

Description: Reconstruct and add capacity on roadway from Kempsville Road to Chesapeake City line.

Street (Route): Centerville Turnpike

Length (mi): 1.15

Jurisdiction/Agency: Virginia Beach

System: Urban

Scope: Reconstruction w/added Capacity

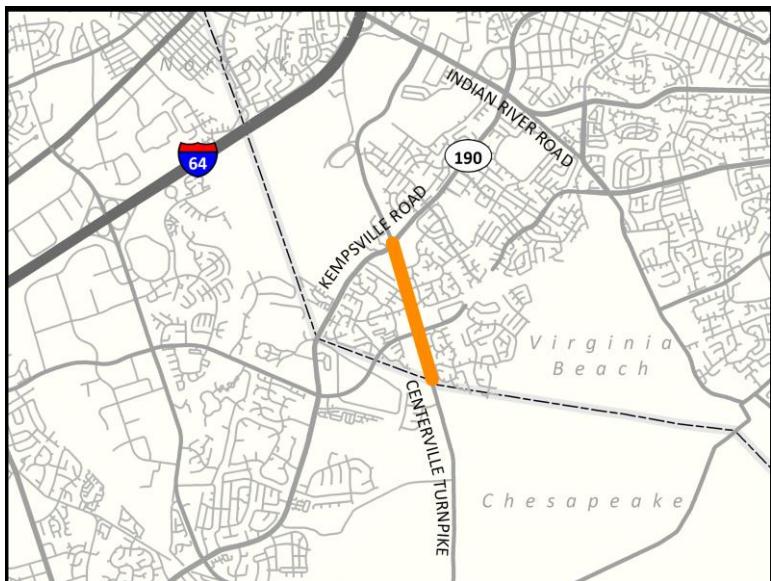
Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No



HRTP Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|------------|-----------|----------|
| Preliminary Engineering | 10/26/2016 | 8/10/2021 | Underway |
| Right of Way | 8/10/2021 | 9/10/2024 | FFY 2021 |
| Construction | 9/10/2024 | 4/9/2027 | FFY 2024 |

COSTS AND EXPENDITURES

| | Cost Estimates | Total Expenditures | Percent Expended |
|-------------------------|---------------------|--------------------|------------------|
| Preliminary Engineering | \$2,106,851 | \$503,667 | 24% |
| Right of Way | \$8,150,000 | \$0 | 0% |
| Construction | \$27,789,974 | \$0 | 0% |
| TOTAL | \$38,046,825 | \$503,667 | 1% |

Recent Expenditures

| Latest Quarter | Previous 3 Quarters | | |
|----------------|---------------------|---|---|
| | 3 | 2 | 1 |
| \$0 | - | - | - |
| \$0 | - | - | - |
| \$0 | - | - | - |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|---------------------|--------------------|--------------------|---------------------|--------------------|---------------------|
| STF | \$2,000,000 | \$2,290,000 | \$1,710,000 | \$0 | \$0 | \$6,000,000 |
| LOC | \$8,256,851 | \$2,579,972 | \$1,084,180 | \$13,598,342 | \$3,527,480 | \$29,046,825 |
| TOTAL | \$10,256,851 | \$4,869,972 | \$2,794,180 | \$13,598,342 | \$3,527,480 | \$35,046,825 |

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

Elbow Road Extended Phase II-B

UPC # 15828

OVERVIEW

Description: Construct two lanes from Meadow Crest Way/Margaret Drive to the Chesapeake City Line to serve as the future eastbound lanes in the ultimate 4-lane divided roadway configuration, including two lanes of the realigned Elbow Road Bridge.

Street (Route): Elbow Road

Length (mi): 3.1

Jurisdiction/Agency: Virginia Beach

System: Urban

Scope: New Construction

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: Yes



HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|-----------|-----------|----------|
| Preliminary Engineering | 3/26/1996 | 3/10/2006 | Complete |
| Right of Way | 3/10/2006 | 5/28/2020 | Underway |
| Construction | 5/28/2020 | 2/26/2024 | FFY 2020 |

COSTS AND EXPENDITURES

| | Recent Expenditures | | | Latest Quarter | 3 | 2 | 1 |
|-------------------------|---------------------|--------------------|------------------|----------------|---|---|---|
| | Cost Estimates | Total Expenditures | Percent Expended | | | | |
| Preliminary Engineering | \$6,870,000 | \$3,697,597 | 54% | \$0 | - | - | - |
| Right of Way | \$5,500,000 | \$1,571,778 | 29% | \$0 | - | - | - |
| Construction | \$31,454,000 | \$0 | 0% | \$0 | - | - | - |
| TOTAL | \$43,824,000 | \$5,269,375 | 12% | | | | |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|---------------------|------------|------------|------------|------------|---------------------|
| STP | \$3,052,400 | \$0 | \$0 | \$0 | \$0 | \$3,052,400 |
| STM | \$2,129,797 | \$0 | \$0 | \$0 | \$0 | \$2,129,797 |
| RSTP | \$10,502,081 | \$0 | \$0 | \$0 | \$0 | \$10,502,081 |
| RS | \$18,000,000 | \$0 | \$0 | \$0 | \$0 | \$18,000,000 |
| LOC | \$12,733,709 | \$0 | \$0 | \$0 | \$0 | \$12,733,709 |
| EB/MG | \$591,782 | \$0 | \$0 | \$0 | \$0 | \$591,782 |
| TOTAL | \$47,009,769 | \$0 | \$0 | \$0 | \$0 | \$47,009,769 |

Elbow Road Extended Phase II-B

UPC # 15828

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

Elbow Road Extended Phase II-C

UPC # 112317

OVERVIEW

Description: Construct two westbound lanes, including the final two bridge lanes, from Meadow Crest Way/Margaret Drive to the Chesapeake City Line and the full 4-lane section from Meadow Crest Way/Margaret Drive to Salem Road

Street (Route): Elbow Road

Length (mi): N/A

Jurisdiction/Agency: Virginia Beach

System: Urban

Scope: New Construction

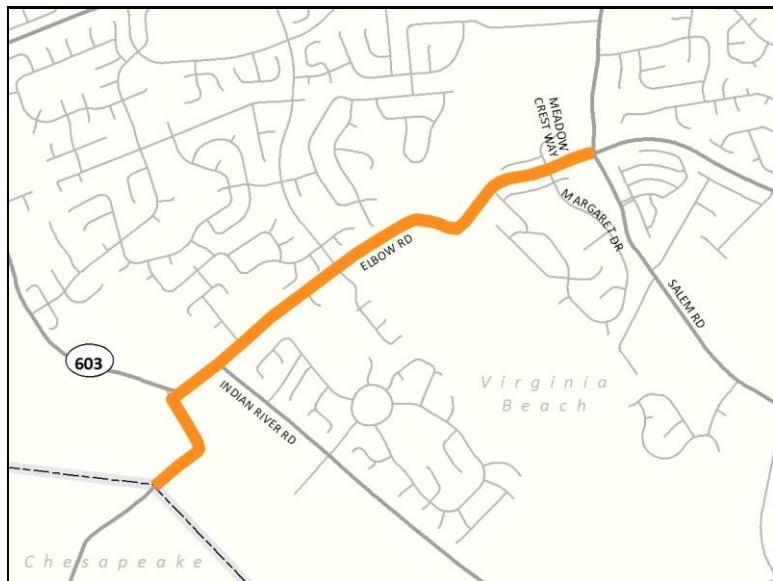
Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: Yes



HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|-----------|-----------|----------|
| Preliminary Engineering | 1/10/2019 | 7/1/2022 | Underway |
| Right of Way | N/A | N/A | N/A |
| Construction | 7/1/2022 | 1/23/2025 | FFY 2022 |

COSTS AND EXPENDITURES

| | Cost Estimates | Total Expenditures | Percent Expended |
|-------------------------|---------------------|--------------------|------------------|
| Preliminary Engineering | \$500,000 | \$6,346 | 1% |
| Right of Way | \$0 | \$0 | - |
| Construction | \$24,334,137 | \$0 | 0% |
| TOTAL | \$24,834,137 | \$6,346 | 0% |

Recent Expenditures

| Latest Quarter | Previous 3 Quarters | | |
|----------------|---------------------|---|---|
| | 3 | 2 | 1 |
| \$0 | - | - | - |
| \$0 | - | - | - |
| \$0 | - | - | - |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|------------------|------------|---------------------|---------------------|------------|---------------------|
| STM | \$0 | \$0 | \$2,722,559 | \$2,144,268 | \$0 | \$4,866,827 |
| RSTP | \$500,000 | \$0 | \$10,890,236 | \$8,577,074 | \$0 | \$19,967,310 |
| TOTAL | \$500,000 | \$0 | \$13,612,795 | \$10,721,342 | \$0 | \$24,834,137 |

Elbow Road Extended Phase II-C

UPC # 112317

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|--------------|---------|---------------------|---------|---------|--------------------|
| CN | RSTP | | | \$19,467,309 | | | \$4,866,827 |
| | <i>Subtotal</i> | | | \$19,467,309 | | | \$4,866,827 |
| | | TOTAL | | \$19,467,309 | | | \$4,866,827 |

Source of Project Data: Virginia Department of Transportation.

Elbow Road Phase 2D in Virginia Beach

UPC # 112318

OVERVIEW

Description: Construct two additional westbound lanes from Salem Road to the Virginia Beach Amphitheatre West Parking area

Street (Route): Elbow Road

Length (mi): 0.5

Jurisdiction/Agency: Virginia Beach

System: Urban

Scope: New Construction Roadway

Oversight: Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: Yes

No map available for this project

HRTPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 7/11/2022 | 8/13/2024 | FFY 2022 |
| Right of Way | 8/13/2024 | 7/14/2025 | FFY 2024 |
| Construction | 7/14/2025 | 11/9/2027 | FFY 2025 |

COSTS AND EXPENDITURES

| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> |
|-------------------------|-----------------------|---------------------------|-------------------------|
| Preliminary Engineering | \$500,000 | \$0 | 0% |
| Right of Way | \$4,500,000 | \$0 | 0% |
| Construction | \$22,273,632 | \$0 | 0% |
| TOTAL | \$27,273,632 | \$0 | 0% |

Recent Expenditures

| <i>Latest Quarter</i> | <i>Previous 3 Quarters</i> | | |
|-----------------------|----------------------------|----------|----------|
| | <i>3</i> | <i>2</i> | <i>1</i> |
| \$0 | - | - | - |
| \$0 | - | - | - |
| \$0 | - | - | - |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|-----------------|----------------|----------------|------------------|--------------------|--------------------|
| STM | \$0 | \$0 | \$0 | \$100,000 | \$1,816,346 | \$1,916,346 |
| RSTP | \$0 | \$0 | \$0 | \$400,000 | \$7,265,386 | \$7,665,386 |
| TOTAL | \$0 | \$0 | \$0 | \$500,000 | \$9,081,732 | \$9,581,732 |

Elbow Road Phase 2D in Virginia Beach

UPC # 112318

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|----------|---------|------------------|---------|--------------------|--------------------|
| PE | RSTP | | | \$400,000 | | | \$100,000 |
| | <i>Subtotal</i> | | | \$400,000 | | | \$100,000 |
| RW | RSTP | | | | | \$3,600,000 | \$900,000 |
| | <i>Subtotal</i> | | | | | \$3,600,000 | \$900,000 |
| | TOTAL | | | \$400,000 | | \$3,600,000 | \$1,000,000 |

Source of Project Data: Virginia Department of Transportation.

Indian River Road Widening - Phase 7A

UPC # 15829

OVERVIEW

Description: Multi-phase project to widen Indian River Road from Lynnhaven Parkway to Elbow Road Extended. Phase 7A will construct the two southbound lanes. Work will include shared-use path, sidewalks, LED lighting.

Street (Route): Indian River Road (407)

Length (mi): 2.2

Jurisdiction/Agency: Virginia Beach

System: Urban

Scope: Reconstruction w/added capacity

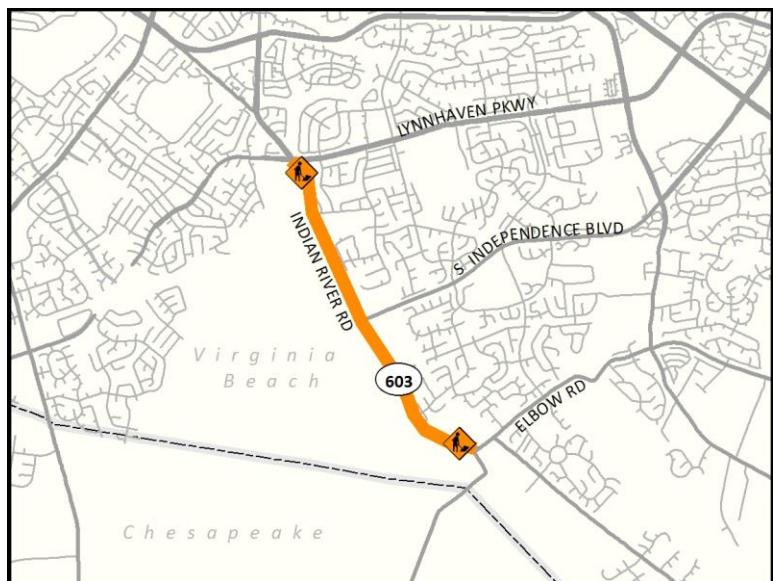
Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|-----------|-----------|----------|
| Preliminary Engineering | 3/26/1996 | 3/10/2006 | Complete |
| Right of Way | 3/10/2006 | 7/1/2021 | Underway |
| Construction | 7/1/2021 | 9/6/2024 | FFY 2021 |

COSTS AND EXPENDITURES

| | Recent Expenditures | | |
|-------------------------|---------------------|--------------------|------------------|
| | Cost Estimates | Total Expenditures | Percent Expended |
| Preliminary Engineering | \$5,171,700 | \$3,824,804 | 74% |
| Right of Way | \$12,550,000 | \$2,788,070 | 22% |
| Construction | \$36,743,300 | \$0 | 0% |
| TOTAL | \$54,465,000 | \$6,612,874 | 12% |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|---------------------|------------|------------|------------|------------|---------------------|
| STP | \$3,275,028 | \$0 | \$0 | \$0 | \$0 | \$3,275,028 |
| MIX | \$1,824,022 | \$0 | \$0 | \$0 | \$0 | \$1,824,022 |
| LOC | \$31,003,950 | \$0 | \$0 | \$0 | \$0 | \$31,003,950 |
| GARV | \$20,000,000 | \$0 | \$0 | \$0 | \$0 | \$20,000,000 |
| TOTAL | \$56,103,000 | \$0 | \$0 | \$0 | \$0 | \$56,103,000 |

Indian River Road Widening - Phase 7A

UPC # 15829

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|--------------------|---------------------|------------------|--------------------|--------------------|----------------|
| PE | STP/STBG | \$3,069,282 | \$29,778 | | | | \$7,445 |
| PE | AC | | \$1,297,874 | | | | |
| | Subtotal | \$3,069,282 | \$1,327,652 | | | | \$7,445 |
| RW | STP/STBG | \$3,310,704 | \$705,345 | | | | |
| RW | AC-Conversi | | | \$741,164 | \$1,027,688 | \$1,076,980 | |
| RW | AC | | \$6,925,160 | | | | |
| | Subtotal | \$3,310,704 | \$7,630,505 | \$741,164 | \$1,027,688 | \$1,076,980 | |
| CN | AC | | \$36,743,300 | | | | |
| | Subtotal | | \$36,743,300 | | | | |
| | TOTAL | \$6,379,986 | \$45,701,457 | \$741,164 | \$1,027,688 | \$1,076,980 | \$7,445 |

Source of Project Data: Virginia Department of Transportation.

Indian River Road Widening - Phase 7B

UPC # 110804

OVERVIEW

Description: Widen Indian River Road from Lynnhaven Parkway to Elbow Road. Phase 7B will construct the two northbound lanes. Work to include a shared-use path, sidewalks, and LED lighting.

Street (Route): Indian River Road

Length (mi): 2.2

Jurisdiction/Agency: Virginia Beach

System: Urban

Scope: Reconstruction w/Added Capacity

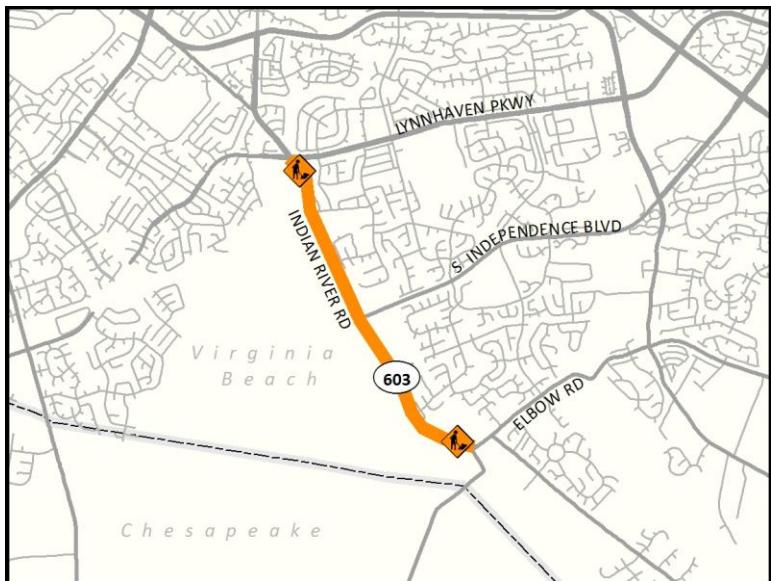
Oversight: Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|------------|-----------|----------|
| Preliminary Engineering | 11/27/2019 | 1/5/2022 | Underway |
| Right of Way | 1/5/2022 | 12/2/2022 | FFY 2022 |
| Construction | 12/2/2022 | 4/23/2025 | FFY 2023 |

COSTS AND EXPENDITURES

| | Recent Expenditures | | |
|-------------------------|---------------------|--------------------|------------------|
| | Cost Estimates | Total Expenditures | Percent Expended |
| Preliminary Engineering | \$860,000 | \$0 | 0% |
| Right of Way | \$710,000 | \$0 | 0% |
| Construction | \$9,860,000 | \$0 | 0% |
| TOTAL | \$11,430,000 | \$0 | 0% |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|------------------|------------------|--------------------|--------------------|------------|---------------------|
| STF | \$860,000 | \$710,000 | \$1,742,085 | \$1,687,915 | \$0 | \$5,000,000 |
| LOC | \$0 | \$0 | \$6,430,000 | \$0 | \$0 | \$6,430,000 |
| TOTAL | \$860,000 | \$710,000 | \$8,172,085 | \$1,687,915 | \$0 | \$11,430,000 |

Indian River Road Widening - Phase 7B

UPC # 110804

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|----------|---------|------------------|--------------------|---------|-------|
| RW | AC | | | \$710,000 | | | |
| | <i>Subtotal</i> | | | \$710,000 | | | |
| CN | AC | | | | \$9,860,000 | | |
| | <i>Subtotal</i> | | | | \$9,860,000 | | |
| | TOTAL | | | \$710,000 | \$9,860,000 | | |

Source of Project Data: Virginia Department of Transportation.

Indian River Road/Kempsville Road Intersection Improvements

UPC # 84366

OVERVIEW

Description: Construct improvements at the intersection of Indian River Rd and Kempsville Rd (Rte 190)

Street (Route): Indian River Road (407)

Length (mi): N/A

Jurisdiction/Agency: Virginia Beach

System: Urban

Scope: Reconstruction w/o Added Capacity

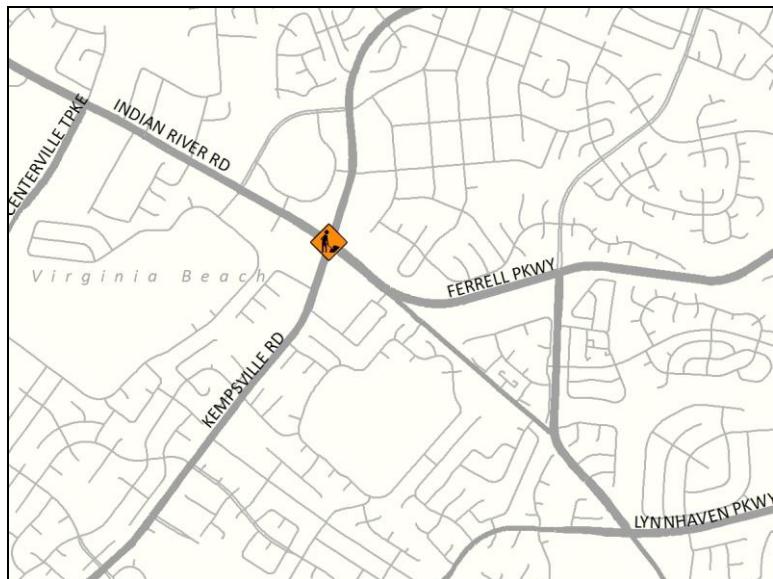
Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No



HRPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|-----------|-----------|----------|
| Preliminary Engineering | 8/8/2008 | 8/5/2013 | Complete |
| Right of Way | 8/5/2013 | 5/28/2017 | Complete |
| Construction | 5/28/2017 | 8/14/2020 | Underway |

COSTS AND EXPENDITURES

| | <u>Recent Expenditures</u> | | |
|-------------------------|----------------------------|---------------------------|-------------------------|
| | <u>Cost Estimates</u> | <u>Total Expenditures</u> | <u>Percent Expended</u> |
| Preliminary Engineering | \$1,200,000 | \$1,195,610 | 100% |
| Right of Way | \$7,600,000 | \$6,070,564 | 80% |
| Construction | \$14,313,848 | \$6,679,516 | 47% |
| TOTAL | \$23,113,848 | \$13,945,690 | 60% |

ALLOCATIONS

| <u>Fund Source(s)</u> | <u>Previous</u> | <u>FY 2021</u> | <u>FY 2022</u> | <u>FY 2023</u> | <u>FY 2024</u> | <u>TOTAL</u> |
|-----------------------|---------------------|--------------------|----------------|----------------|----------------|---------------------|
| STM | \$2,486,279 | \$200,000 | \$0 | \$0 | \$0 | \$2,686,279 |
| MIX | \$2,101,107 | \$0 | \$0 | \$0 | \$0 | \$2,101,107 |
| LOM | \$15 | \$0 | \$0 | \$0 | \$0 | \$15 |
| LOC | \$3,160,249 | \$0 | \$0 | \$0 | \$0 | \$3,160,249 |
| CMAQ | \$14,120,558 | \$800,000 | \$0 | \$0 | \$0 | \$14,920,558 |
| BOM | \$245,640 | \$0 | \$0 | \$0 | \$0 | \$245,640 |
| TOTAL | \$22,113,848 | \$1,000,000 | \$0 | \$0 | \$0 | \$23,113,848 |

Indian River Road/Kempsville Road Intersection Improvements

UPC # 84366

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

Laskin Road Widening

UPC # 12546

OVERVIEW

Description: Widen Laskin Rd to 6 lanes from 0.2 mi west of First Colonial Rd (Rte 408) to 0.3 mi east of Birdneck Rd

Street (Route): Laskin Road (58)

Length (mi): 2.1

Jurisdiction/Agency: Virginia Beach

System: Urban

Scope: Major Widening

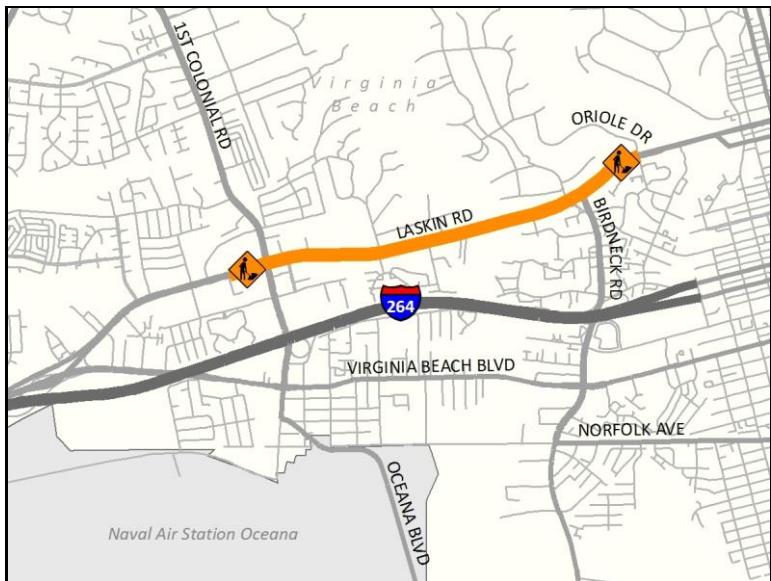
Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|-----------|-----------|----------|
| Preliminary Engineering | 4/12/1993 | 2/21/2002 | Complete |
| Right of Way | 2/21/2002 | 1/22/2019 | Complete |
| Construction | 1/22/2019 | 8/16/2023 | Underway |

COSTS AND EXPENDITURES

| | Recent Expenditures | | |
|-------------------------|---------------------|---------------------|------------------|
| | Cost Estimates | Total Expenditures | Percent Expended |
| Preliminary Engineering | \$9,405,589 | \$9,379,445 | 100% |
| Right of Way | \$35,133,063 | \$34,161,802 | 97% |
| Construction | \$41,521,989 | \$2,323,386 | 6% |
| TOTAL | \$86,060,641 | \$45,864,633 | 53% |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|---------------------|------------|--------------------|--------------------|------------|---------------------|
| STP | \$19,204,839 | \$0 | \$0 | \$1,203,702 | \$0 | \$20,408,541 |
| STF | \$7,500,000 | \$0 | \$918,454 | \$0 | \$0 | \$8,418,454 |
| NHPP | \$10,383,673 | \$0 | \$331,546 | \$4,501,605 | \$0 | \$15,216,824 |
| NHPE | \$3,578,265 | \$0 | \$0 | \$0 | \$0 | \$3,578,265 |
| MIX | \$511,190 | \$0 | \$0 | \$0 | \$0 | \$511,190 |
| LOM | \$399,517 | \$0 | \$0 | \$0 | \$0 | \$399,517 |
| LOC | \$20,267,639 | \$0 | \$0 | \$0 | \$0 | \$20,267,639 |
| EB/MG | \$5,321,783 | \$0 | \$0 | \$0 | \$0 | \$5,321,783 |
| CPR | \$6,424,743 | \$0 | \$0 | \$0 | \$0 | \$6,424,743 |
| BOM | \$5,513,685 | \$0 | \$0 | \$0 | \$0 | \$5,513,685 |
| TOTAL | \$79,105,334 | \$0 | \$1,250,000 | \$5,705,307 | \$0 | \$86,060,641 |

Laskin Road Widening

UPC # 12546

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

Laskin Road Phase 1-A

UPC # 111711

OVERVIEW

Description: Construction of an 8-lane divided highway along Laskin Road from Republic Road to Freemac Drive and construction of a 6-lane divided highway on First Colonial Road from Laurel Lane to I-264.

Street (Route): 58

Length (mi): N/A

Jurisdiction/Agency: Virginia Beach

System: Urban

Scope: Reconstruction w/added Capacity

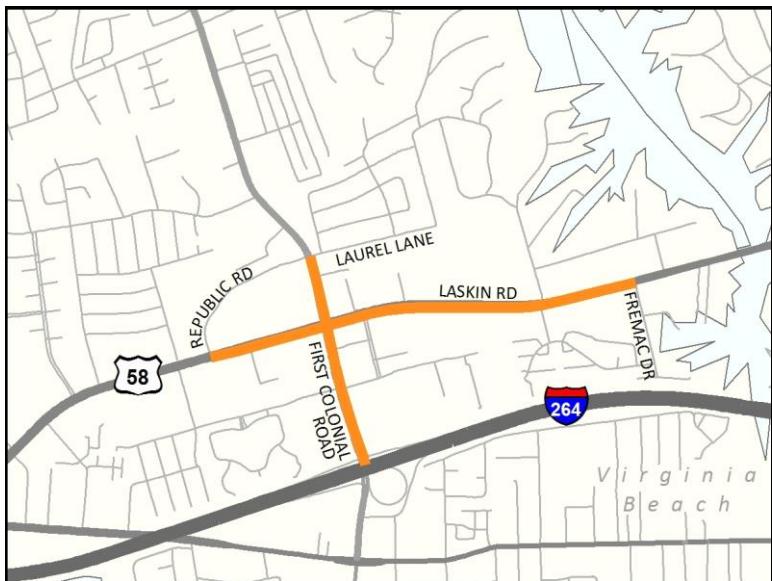
Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|------------|------------|----------|
| Preliminary Engineering | 12/6/2017 | 10/10/2018 | Complete |
| Right of Way | 10/10/2018 | 1/22/2019 | Complete |
| Construction | 1/22/2019 | 8/17/2023 | Underway |

COSTS AND EXPENDITURES

Recent Expenditures

| | Cost Estimates | Total Expenditures | Percent Expended | Previous 3 Quarters | | | |
|-------------------------|---------------------|--------------------|------------------|---------------------|---|---|---|
| | | | | Latest Quarter | 3 | 2 | 1 |
| Preliminary Engineering | \$1,170,000 | \$1,100,570 | 94% | \$0 | - | - | - |
| Right of Way | \$4,992,976 | \$1,618,919 | 32% | \$0 | - | - | - |
| Construction | \$49,616,391 | \$3,000,520 | 6% | \$0 | - | - | - |
| TOTAL | \$55,779,367 | \$5,720,009 | 10% | | | | |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|---------------------|--------------------|---------------------|--------------------|------------|---------------------|
| STP | \$0 | \$0 | \$6,418,757 | \$1,920,758 | \$0 | \$8,339,515 |
| STF | \$6,429,689 | \$0 | \$2,826,578 | \$0 | \$0 | \$9,256,267 |
| NHPP | \$2,019,946 | \$4,456,101 | \$1,987,650 | \$2,714,582 | \$0 | \$11,178,279 |
| NHPE | \$0 | \$0 | \$0 | \$80,631 | \$0 | \$80,631 |
| LOC | \$26,924,675 | \$0 | \$0 | \$0 | \$0 | \$26,924,675 |
| TOTAL | \$35,374,310 | \$4,456,101 | \$11,232,985 | \$4,715,971 | \$0 | \$55,779,367 |

Laskin Road Phase 1-A

UPC # 111711

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|--------------------|---------------------|--------------------|---------|---------|-------|
| RW | NHS/NHPP | \$4,992,976 | \$4,992,976 | | | | |
| | <i>Subtotal</i> | \$4,992,976 | \$4,992,976 | | | | |
| CN | AC-Conversi | | \$8,406,407 | \$4,715,971 | | | |
| | <i>Subtotal</i> | | \$8,406,407 | \$4,715,971 | | | |
| | TOTAL | \$4,992,976 | \$13,399,383 | \$4,715,971 | | | |

Source of Project Data: Virginia Department of Transportation.

Witchduck Road Widening

UPC # 55202

OVERVIEW

Description: Widen Witchduck Rd to 6 lanes from I-264 to Virginia Beach Blvd (58)

Street (Route): Witchduck Road (190)

Length (mi): 0.7

Jurisdiction/Agency: Virginia Beach

System: Urban

Scope: Reconstruction w/ Added Capacity

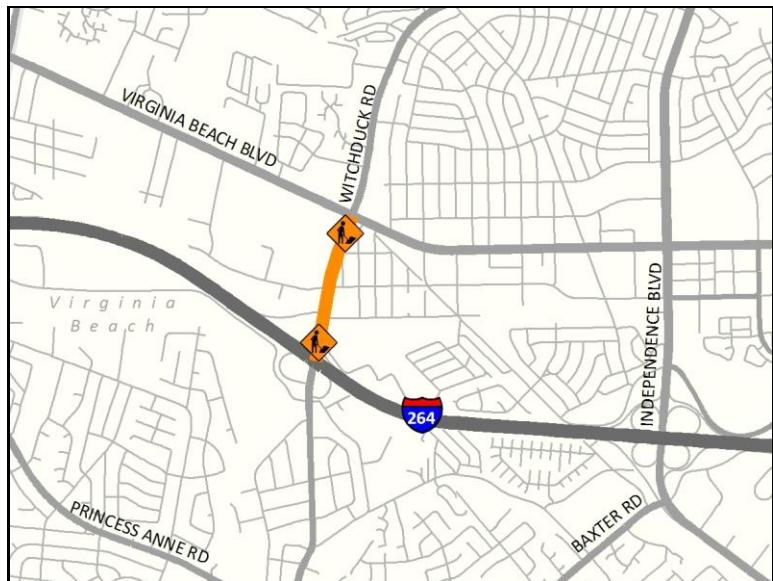
Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No



HRPTO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 3/26/2001 | 10/10/2013 | Complete |
| Right of Way | 10/10/2013 | 6/12/2016 | Complete |
| Construction | 6/12/2016 | 12/31/2020 | Underway |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | | | |
|-------------------------|----------------------------|---------------------------|-------------------------|----------------------------|----------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> | <i>Previous 3 Quarters</i> | |
| | | | | <i>Latest Quarter</i> | <i>3</i> |
| Preliminary Engineering | \$2,884,486 | \$2,752,360 | 95% | \$0 | - |
| Right of Way | \$27,882,384 | \$22,705,658 | 81% | \$0 | - |
| Construction | \$26,927,288 | \$9,770,508 | 36% | \$0 | - |
| TOTAL | \$57,694,158 | \$35,228,526 | 61% | | |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|---------------------|----------------|----------------|----------------|----------------|---------------------|
| STP | \$350,019 | \$0 | \$0 | \$0 | \$0 | \$350,019 |
| STF | \$1,097,603 | \$0 | \$0 | \$0 | \$0 | \$1,097,603 |
| RS | \$10,000,000 | \$0 | \$0 | \$0 | \$0 | \$10,000,000 |
| MIX | \$1,735,483 | \$0 | \$0 | \$0 | \$0 | \$1,735,483 |
| LOM | \$22,400 | \$0 | \$0 | \$0 | \$0 | \$22,400 |
| LOC | \$14,047,473 | \$0 | \$0 | \$0 | \$0 | \$14,047,473 |
| EB/MG | \$387,711 | \$0 | \$0 | \$0 | \$0 | \$387,711 |
| CPR | \$30,053,469 | \$0 | \$0 | \$0 | \$0 | \$30,053,469 |
| TOTAL | \$57,694,158 | \$0 | \$0 | \$0 | \$0 | \$57,694,158 |

Witchduck Road Widening

UPC # 55202

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|----------|---------------------|---------|---------|---------|--------------------|
| RW | Other | | \$2,911,606 | | | | \$2,911,606 |
| RW | AC | | \$20,316,789 | | | | |
| | <i>Subtotal</i> | | \$23,228,395 | | | | \$2,911,606 |
| CN | AC | | \$26,052,278 | | | | |
| | <i>Subtotal</i> | | \$26,052,278 | | | | |
| | TOTAL | | \$49,280,673 | | | | \$2,911,606 |

Source of Project Data: Virginia Department of Transportation.

Cleveland Street - Phase IV

UPC # 110803

OVERVIEW

Description: Widen Cleveland Street to provide two travel lanes with a two-way left-turn lane from Witchduck Road to Independence Boulevard

Street (Route): Cleveland Street

Length (mi): 1.2

Jurisdiction/Agency: Virginia Beach

System: Urban

Scope: Reconstruction w/Added Capacity

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|------------|-----------|----------|
| Preliminary Engineering | 12/17/2019 | 4/15/2021 | Underway |
| Right of Way | 4/15/2021 | 9/29/2023 | FFY 2021 |
| Construction | 9/29/2023 | 9/26/2025 | FFY 2023 |

COSTS AND EXPENDITURES

| | Cost Estimates | | | Recent Expenditures | | | |
|-------------------------|---------------------|--------------------|------------------|---------------------|---|---|---|
| | Cost Estimates | Total Expenditures | Percent Expended | Latest Quarter | 3 | 2 | 1 |
| Preliminary Engineering | \$2,220,000 | \$141 | 0% | \$0 | - | - | - |
| Right of Way | \$8,733,000 | \$0 | 0% | \$0 | - | - | - |
| Construction | \$13,394,000 | \$0 | 0% | \$0 | - | - | - |
| TOTAL | \$24,347,000 | \$141 | 0% | | | | |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|--------------------|---------------------|--------------------|--------------------|--------------------|---------------------|
| STP | \$1,761,000 | \$0 | \$0 | \$2,691,720 | \$3,361,837 | \$7,814,557 |
| STF | \$250,000 | \$0 | \$1,935,443 | \$0 | \$0 | \$2,185,443 |
| LOC | \$0 | \$11,027,250 | \$0 | \$1,332,340 | \$1,987,410 | \$14,347,000 |
| TOTAL | \$2,011,000 | \$11,027,250 | \$1,935,443 | \$4,024,060 | \$5,349,247 | \$24,347,000 |

Cleveland Street - Phase IV

UPC # 110803

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|------------------------|----------|---------------------------|---------------------------|----------------------------|---------|-------|
| RW | STP/STBG | | \$1,541,000 | | | | |
| RW | AC-Conversi | | | \$4,024,060 | \$3,167,940 | | |
| RW | AC | | \$7,192,000 | | | | |
| | <i>Subtotal</i> | | <i>\$8,733,000</i> | <i>\$4,024,060</i> | <i>\$3,167,940</i> | | |
| CN | STP/STBG | | | | \$193,897 | | |
| CN | AC | | | | \$13,200,103 | | |
| | <i>Subtotal</i> | | | | <i>\$13,394,000</i> | | |
| | TOTAL | | \$8,733,000 | \$4,024,060 | \$16,561,940 | | |

Source of Project Data: Virginia Department of Transportation.

Bus Stop Infrastructure and Accessibility Improvements

UPC # 107064

OVERVIEW

Description: Bus Stop Infrastructure and Accessibility Improvements

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: Virginia Beach

System: Urban

Scope: Transit

Oversight: N/A

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: Yes

No map available for this project

HRTPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 1/14/2021 | 1/5/2023 | FFY 2021 |
| Right of Way | N/A | N/A | N/A |
| Construction | 1/5/2023 | 12/29/2023 | FFY 2023 |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | |
|-------------------------|----------------------------|---------------------------|-------------------------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> |
| Preliminary Engineering | \$82,000 | \$0 | 0% |
| Right of Way | \$0 | \$0 | - |
| Construction | \$316,969 | \$0 | 0% |
| TOTAL | \$398,969 | \$0 | 0% |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|-----------------|------------------|----------------|----------------|----------------|------------------|
| STM | \$0 | \$79,794 | \$0 | \$0 | \$0 | \$79,794 |
| RSTP | \$0 | \$319,175 | \$0 | \$0 | \$0 | \$319,175 |
| TOTAL | \$0 | \$398,969 | \$0 | \$0 | \$0 | \$398,969 |

Bus Stop Infrastructure and Accessibility Improvements

UPC # 107064

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|----------|-----------------|---------|------------------|---------|-----------------|
| PE | RSTP | | \$65,600 | | | | \$16,400 |
| | <i>Subtotal</i> | | \$65,600 | | | | \$16,400 |
| CN | RSTP | | | | \$253,575 | | \$63,394 |
| | <i>Subtotal</i> | | | | \$253,575 | | \$63,394 |
| | TOTAL | | \$65,600 | | \$253,575 | | \$79,794 |

Source of Project Data: Virginia Department of Transportation.

Indian River Road Widening PH7A - GARVEE Debt Service

UPC # 110386

OVERVIEW

Description: Debt Service related to Indian River Road Widening - UPC 15829

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: Virginia Beach

System: Urban

Scope: Debt Service

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No

No map available for this project

HRPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 3/1/2017 | 6/30/2033 | Underway |
| Right of Way | N/A | N/A | N/A |
| Construction | N/A | N/A | N/A |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | | | | |
|-------------------------|----------------------------|---------------------------|-------------------------|----------------------------|----------|----------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> | <i>Previous 3 Quarters</i> | | |
| | | | | <i>Latest Quarter</i> | <i>3</i> | <i>2</i> |
| Preliminary Engineering | \$24,513,125 | \$0 | 0% | \$0 | - | - |
| Right of Way | \$0 | \$0 | - | \$0 | - | - |
| Construction | \$0 | \$3,418,469 | - | \$0 | - | - |
| TOTAL | \$24,513,125 | \$3,418,469 | 14% | | | |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|--------------------|------------------|------------------|------------------|------------------|--------------------|
| STP | \$3,330,333 | \$317,685 | \$148,458 | \$276,563 | \$460,410 | \$4,533,449 |
| TOTAL | \$3,330,333 | \$317,685 | \$148,458 | \$276,563 | \$460,410 | \$4,533,449 |

Indian River Road Widening PH7A - GARVEE Debt Service

UPC # 110386

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-----------------|-------------|--------------------|--------------------|------------------|------------------|------------------|-------|
| PE | STP/STBG | \$1,088,439 | \$494,047 | | | | |
| PE | AC-Conversi | | | \$458,337 | \$609,466 | \$568,871 | |
| PE | AC | | \$4,334,077 | | | | |
| <i>Subtotal</i> | | \$1,088,439 | \$4,828,124 | \$458,337 | \$609,466 | \$568,871 | |
| TOTAL | | \$1,088,439 | \$4,828,124 | \$458,337 | \$609,466 | \$568,871 | |

Source of Project Data: Virginia Department of Transportation.

Virginia Beach Regional EVP (Opticom) Project

UPC # 113818

OVERVIEW

Description: Regional EVP (Opticom) Project

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: Virginia Beach

System: Urban

Scope: Safety/Traffic Opers/TSM

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No

No map available for this project

HRTPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 4/16/2019 | 3/26/2021 | Underway |
| Right of Way | N/A | N/A | N/A |
| Construction | 3/26/2021 | 8/5/2022 | FFY 2021 |

COSTS AND EXPENDITURES

Recent Expenditures

| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> | <i>Previous 3 Quarters</i> | | | |
|-------------------------|-----------------------|---------------------------|-------------------------|----------------------------|----------|----------|----------|
| | | | | <i>Latest Quarter</i> | <i>3</i> | <i>2</i> | <i>1</i> |
| Preliminary Engineering | \$10,000 | \$722 | 7% | \$0 | - | - | - |
| Right of Way | \$0 | \$0 | - | \$0 | - | - | - |
| Construction | \$194,000 | \$0 | 0% | \$0 | - | - | - |
| TOTAL | \$204,000 | \$722 | 0% | | | | |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|------------------|----------------|----------------|----------------|----------------|------------------|
| STM | \$40,800 | \$0 | \$0 | \$0 | \$0 | \$40,800 |
| CMAQ | \$163,200 | \$0 | \$0 | \$0 | \$0 | \$163,200 |
| TOTAL | \$204,000 | \$0 | \$0 | \$0 | \$0 | \$204,000 |

Virginia Beach Regional EVP (Opticom) Project

UPC # 113818

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|----------|------------------|---------|---------|---------|-----------------|
| CN | CMAQ | | \$155,200 | | | | \$38,800 |
| | <i>Subtotal</i> | | \$155,200 | | | | \$38,800 |
| | TOTAL | | \$155,200 | | | | \$38,800 |

Source of Project Data: Virginia Department of Transportation.

Laskin Road Improvements

UPC # 14601

OVERVIEW

Description: Widen Laskin Road to 6 lanes from Birdneck Road to Pacific Avenue

Street (Route): Laskin Road (58)

Length (mi): 0.42

No map available for this project

Jurisdiction/Agency: Virginia

System: Urban

Scope: Reconstruction w/Added Capacity

Oversight: Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No

HRTPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 6/14/1995 | 7/1/2020 | Underway |
| Right of Way | 7/1/2020 | 7/1/2021 | FFY 2020 |
| Construction | 7/1/2021 | 4/30/2024 | FFY 2021 |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | | |
|-------------------------|----------------------------|---------------------------|-------------------------|----------------------------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> | <i>Previous 3 Quarters</i> |
| <i>Latest Quarter</i> | <i>3</i> | <i>2</i> | <i>1</i> | |
| Preliminary Engineering | \$301,083 | \$301,083 | 100% | \$0 |
| Right of Way | \$0 | \$0 | - | \$0 |
| Construction | \$0 | \$0 | - | \$0 |
| TOTAL | \$301,083 | \$301,083 | 100% | |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|------------------|----------------|----------------|----------------|----------------|------------------|
| MIX | \$301,083 | \$0 | \$0 | \$0 | \$0 | \$301,083 |
| LOC | \$6,145 | \$0 | \$0 | \$0 | \$0 | \$6,145 |
| TOTAL | \$307,228 | \$0 | \$0 | \$0 | \$0 | \$307,228 |

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

Virginia Beach Citywide Signal Retiming

UPC # 97768

OVERVIEW

Description: Phase 3 of Cityside signal retiming

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: Virginia Beach

System: Urban

Scope: Safety

Oversight: Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No

No map available for this project

HRTPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 2/1/2011 | 12/17/2019 | Complete |
| Right of Way | N/A | N/A | N/A |
| Construction | N/A | N/A | N/A |

COSTS AND EXPENDITURES

Recent Expenditures

| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> | <i>Previous 3 Quarters</i> | | | |
|-------------------------|-----------------------|---------------------------|-------------------------|----------------------------|----------|----------|----------|
| | | | | <i>Latest Quarter</i> | <i>3</i> | <i>2</i> | <i>1</i> |
| Preliminary Engineering | \$2,254,845 | \$2,245,677 | 100% | \$0 | - | - | - |
| Right of Way | \$0 | \$0 | - | \$0 | - | - | - |
| Construction | \$0 | \$0 | - | \$0 | - | - | - |
| TOTAL | \$2,254,845 | \$2,245,677 | 100% | | | | |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|--------------------|----------------|----------------|----------------|----------------|--------------------|
| STM | \$292,711 | \$0 | \$0 | \$0 | \$0 | \$292,711 |
| LOM | \$173 | \$0 | \$0 | \$0 | \$0 | \$173 |
| LOC | \$402 | \$0 | \$0 | \$0 | \$0 | \$402 |
| CMAQ | \$1,933,408 | \$0 | \$0 | \$0 | \$0 | \$1,933,408 |
| BOM | \$28,151 | \$0 | \$0 | \$0 | \$0 | \$28,151 |
| TOTAL | \$2,254,845 | \$0 | \$0 | \$0 | \$0 | \$2,254,845 |

Virginia Beach Citywide Signal Retiming

UPC # 97768

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|--------------------|-----------------|---------|---------|---------|-----------------|
| PE | CMAQ | \$1,803,876 | -\$7,334 | | | | -\$1,834 |
| | <i>Subtotal</i> | \$1,803,876 | -\$7,334 | | | | -\$1,834 |
| | TOTAL | \$1,803,876 | -\$7,334 | | | | -\$1,834 |

Source of Project Data: Virginia Department of Transportation.

Virginia Beach Corridor Signal Retiming

UPC # 108955

OVERVIEW

Description: Signal timing improvements in the Kempsville Road and Newtown Road Area

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: Virginia Beach

System: Urban

Scope: Traffic Management/Engineering

Oversight: Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No

No map available for this project

HRPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 10/12/2021 | 10/6/2023 | FFY 2022 |
| Right of Way | N/A | N/A | N/A |
| Construction | 10/6/2023 | 1/31/2025 | FFY 2024 |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | |
|-------------------------|----------------------------|---------------------------|-------------------------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> |
| Preliminary Engineering | \$5,000 | \$0 | 0% |
| Right of Way | \$0 | \$0 | - |
| Construction | \$516,180 | \$0 | 0% |
| TOTAL | \$521,180 | \$0 | 0% |

| | <i>Recent Expenditures</i> | | |
|-------------------------|----------------------------|----------------------------|----------|
| | <i>Latest Quarter</i> | <i>Previous 3 Quarters</i> | |
| | <i>3</i> | <i>2</i> | <i>1</i> |
| Preliminary Engineering | \$0 | - | - |
| Right of Way | \$0 | - | - |
| Construction | \$0 | - | - |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|-----------------|----------------|------------------|----------------|----------------|------------------|
| STM | \$0 | \$0 | \$104,236 | \$0 | \$0 | \$104,236 |
| CMAQ | \$0 | \$0 | \$416,944 | \$0 | \$0 | \$416,944 |
| TOTAL | \$0 | \$0 | \$521,180 | \$0 | \$0 | \$521,180 |

Virginia Beach Corridor Signal Retiming

UPC # 108955

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|----------|---------|----------------|---------|------------------|------------------|
| PE | CMAQ | | | \$4,000 | | | \$1,000 |
| | <i>Subtotal</i> | | | \$4,000 | | | \$1,000 |
| CN | CMAQ | | | | | \$412,944 | \$103,236 |
| | <i>Subtotal</i> | | | | | \$412,944 | \$103,236 |
| | TOTAL | | | \$4,000 | | \$412,944 | \$104,236 |

Source of Project Data: Virginia Department of Transportation.

Independence Blvd and Edwin Drive Intersection Improvements

UPC # 108956

OVERVIEW

Description: Intersection improvements to include the addition of a second westbound left turn lane on Edwin Drive and increasing the westbound right turn lane

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: Virginia Beach

System: Urban

Scope: Traffic Management/Engineering

Oversight: Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No

No map available for this project

HRTPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 10/13/2021 | 8/17/2023 | FFY 2022 |
| Right of Way | 8/17/2023 | 7/17/2024 | FFY 2023 |
| Construction | 7/17/2024 | 11/4/2025 | FFY 2024 |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | |
|-------------------------|----------------------------|---------------------------|-------------------------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> |
| Preliminary Engineering | \$68,000 | \$0 | 0% |
| Right of Way | \$22,000 | \$0 | 0% |
| Construction | \$557,000 | \$0 | 0% |
| TOTAL | \$647,000 | \$0 | 0% |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|-----------------|----------------|------------------|----------------|----------------|------------------|
| STM | \$0 | \$0 | \$129,400 | \$0 | \$0 | \$129,400 |
| CMAQ | \$0 | \$0 | \$517,600 | \$0 | \$0 | \$517,600 |
| TOTAL | \$0 | \$0 | \$647,000 | \$0 | \$0 | \$647,000 |

Independence Blvd and Edwin Drive Intersection Improvements

UPC # 108956

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|----------|---------|-----------------|-----------------|------------------|------------------|
| PE | CMAQ | | | \$54,400 | | | \$13,600 |
| | <i>Subtotal</i> | | | \$54,400 | | | \$13,600 |
| RW | CMAQ | | | \$17,600 | | | \$4,400 |
| | <i>Subtotal</i> | | | \$17,600 | | | \$4,400 |
| CN | CMAQ | | | | | \$445,600 | \$111,400 |
| | <i>Subtotal</i> | | | | | \$445,600 | \$111,400 |
| | TOTAL | | | \$54,400 | \$17,600 | \$445,600 | \$129,400 |

Source of Project Data: Virginia Department of Transportation.

Rosemont Road and South Plaza Trail Intersection Improvements

UPC # 108966

OVERVIEW

Description: Improvements to South Plaza Trail on the west side of the intersection with Rosemont Road - includes increasing the left turn lane storage and adding a dedicated right turn lane

Street (Route): N/A

Length (mi):

Jurisdiction/Agency: Virginia Beach

System: Urban

Scope: Traffic Management/Engineering

Oversight: Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No

No map available for this project

HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|------------|-----------|----------|
| Preliminary Engineering | 10/13/2021 | 8/17/2023 | FFY 2022 |
| Right of Way | 8/17/2023 | 7/17/2024 | FFY 2023 |
| Construction | 7/17/2024 | 11/4/2025 | FFY 2024 |

COSTS AND EXPENDITURES

| | Recent Expenditures | | |
|-------------------------|---------------------|--------------------|------------------|
| | Cost Estimates | Total Expenditures | Percent Expended |
| Preliminary Engineering | \$51,000 | \$0 | 0% |
| Right of Way | \$13,000 | \$0 | 0% |
| Construction | \$299,000 | \$0 | 0% |
| TOTAL | \$363,000 | \$0 | 0% |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|------------|------------|------------------|------------|------------|------------------|
| STM | \$0 | \$0 | \$72,600 | \$0 | \$0 | \$72,600 |
| CMAQ | \$0 | \$0 | \$290,400 | \$0 | \$0 | \$290,400 |
| TOTAL | \$0 | \$0 | \$363,000 | \$0 | \$0 | \$363,000 |

Rosemont Road and South Plaza Trail Intersection Improvements

UPC # 108966

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|--------------|-----------------|----------|---------|-----------------|-----------------|------------------|-----------------|
| PE | CMAQ | | | \$40,800 | | | \$10,200 |
| | <i>Subtotal</i> | | | \$40,800 | | | \$10,200 |
| RW | CMAQ | | | \$10,400 | | | \$2,600 |
| | <i>Subtotal</i> | | | \$10,400 | | | \$2,600 |
| CN | CMAQ | | | | | \$239,200 | \$59,800 |
| | <i>Subtotal</i> | | | | | \$239,200 | \$59,800 |
| TOTAL | | | | \$40,800 | \$10,400 | \$239,200 | \$72,600 |

Source of Project Data: Virginia Department of Transportation.

Dam Neck Road and Holland Road Intersection Improvements

UPC # 110802

OVERVIEW

Description: Add second left turn lane from westbound Dam Neck Road to southbound Holland Road

Street (Route): Dam Neck Road

Length (mi): N/A

Jurisdiction/Agency: Virginia Beach

System: Urban

Scope: Reconstruction w/Added Capacity

Oversight: Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: Yes

CMAQ: Yes

RSTP: No

No map available for this project

HRTP Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|-----------|-----------|----------|
| Preliminary Engineering | 1/18/2023 | 8/5/2024 | FFY 2023 |
| Right of Way | 8/5/2024 | 7/18/2025 | FFY 2024 |
| Construction | 7/18/2025 | 2/1/2027 | FFY 2025 |

COSTS AND EXPENDITURES

| | <u>Recent Expenditures</u> | | |
|-------------------------|----------------------------|--------------------|------------------|
| | Cost Estimates | Total Expenditures | Percent Expended |
| Preliminary Engineering | \$180,000 | \$0 | 0% |
| Right of Way | \$250,000 | \$0 | 0% |
| Construction | \$1,760,000 | \$0 | 0% |
| TOTAL | \$2,190,000 | \$0 | 0% |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|------------|------------|------------|------------------|--------------------|--------------------|
| STM | \$0 | \$0 | \$0 | \$86,000 | \$352,000 | \$438,000 |
| CMAQ | \$0 | \$0 | \$0 | \$344,000 | \$1,408,000 | \$1,752,000 |
| TOTAL | \$0 | \$0 | \$0 | \$430,000 | \$1,760,000 | \$2,190,000 |

Dam Neck Road and Holland Road Intersection Improvements

UPC # 110802

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|----------|---------|------------------|---------|------------------|-----------------|
| PE | CMAQ | | | \$144,000 | | | \$36,000 |
| | <i>Subtotal</i> | | | \$144,000 | | | \$36,000 |
| RW | CMAQ | | | | | \$200,000 | \$50,000 |
| | <i>Subtotal</i> | | | | | \$200,000 | \$50,000 |
| | TOTAL | | | \$144,000 | | \$200,000 | \$86,000 |

Source of Project Data: Virginia Department of Transportation.

N. Great Neck Road/London Bridge Road and Virginia Beach Blvd Intersection Improvements

UPC # 115371

OVERVIEW

Description: Add a second southbound left turn lane along N. Great Neck Road onto eastbound Virginia Beach Blvd.

Street (Route): N. Great Neck Road

Length (mi): N/A

Jurisdiction/Agency: Virginia Beach

System: Urban

Scope: Traffic Management/Engineering

Oversight: Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No

No map available for this project

HRTPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 9/27/2024 | 5/27/2026 | FFY 2024 |
| Right of Way | N/A | N/A | N/A |
| Construction | 5/27/2026 | 10/6/2027 | FFY 2026 |

COSTS AND EXPENDITURES

| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> |
|-------------------------|-----------------------|---------------------------|-------------------------|
| Preliminary Engineering | \$292,896 | \$0 | 0% |
| Right of Way | \$0 | \$0 | - |
| Construction | \$1,864,204 | \$0 | 0% |
| TOTAL | \$2,157,100 | \$0 | 0% |

Recent Expenditures

| <i>Latest Quarter</i> | <i>Previous 3 Quarters</i> | | |
|-----------------------|----------------------------|----------|----------|
| | <i>3</i> | <i>2</i> | <i>1</i> |
| \$0 | - | - | - |
| \$0 | - | - | - |
| \$0 | - | - | - |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|-----------------|----------------|----------------|----------------|----------------|--------------|
| STM | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| CMAQ | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| TOTAL | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |

N. Great Neck Road/London Bridge Road and Virginia Beach Blvd Intersection Improvements

UPC # 115371

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|----------|---------|---------|---------|------------------|-----------------|
| PE | CMAQ | | | | | \$234,317 | \$58,579 |
| | <i>Subtotal</i> | | | | | \$234,317 | \$58,579 |
| | TOTAL | | | | | \$234,317 | \$58,579 |

Source of Project Data: Virginia Department of Transportation.

Virginia Beach Traffic Adaptive Corridor Implementation on Indian River Road

UPC # 108959

OVERVIEW

Description: Upgrade existing traffic signal system to an adaptive system to measure traffic conditions along Indian River Road between Military Highway and Indian Lakes Blvd.

Street (Route): Indian River Road

Length (mi): 1.0

Jurisdiction/Agency: Virginia Beach

System: Urban

Scope: Traffic Management/Engineering

Oversight: Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No

No map available for this project

HRTPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 10/13/2021 | 11/17/2023 | FFY 2022 |
| Right of Way | N/A | N/A | N/A |
| Construction | 11/17/2023 | 5/30/2025 | FFY 2024 |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | |
|-------------------------|----------------------------|---------------------------|-------------------------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> |
| Preliminary Engineering | \$45,000 | \$0 | 0% |
| Right of Way | \$0 | \$0 | - |
| Construction | \$345,000 | \$0 | 0% |
| TOTAL | \$390,000 | \$0 | 0% |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|-----------------|----------------|------------------|----------------|----------------|------------------|
| STM | \$0 | \$0 | \$78,000 | \$0 | \$0 | \$78,000 |
| CMAQ | \$0 | \$0 | \$312,000 | \$0 | \$0 | \$312,000 |
| TOTAL | \$0 | \$0 | \$390,000 | \$0 | \$0 | \$390,000 |

Virginia Beach Traffic Adaptive Corridor Implementation on Indian River Road

UPC # 108959

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|----------|-----------------|---------|---------|------------------|-----------------|
| PE | CMAQ | | \$36,000 | | | | \$9,000 |
| | <i>Subtotal</i> | | \$36,000 | | | | \$9,000 |
| CN | CMAQ | | | | | \$276,000 | \$69,000 |
| | <i>Subtotal</i> | | | | | \$276,000 | \$69,000 |
| | TOTAL | | \$36,000 | | | \$276,000 | \$78,000 |

Source of Project Data: Virginia Department of Transportation.

Nimmo Parkway Wetland Mitigation Site

UPC # 91334

OVERVIEW

Description: Design and build a 2- acre compensatory wetland mitigation site for the Nimmo Parkway project on property off of West Neck Rd

Street (Route): West Neck Road

Length (mi): N/A

Jurisdiction/Agency: Virginia Beach

System: Urban

Scope: Environmentally Related

Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No

No map available for this project

HRTPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | N/A | N/A | N/A |
| Right of Way | N/A | N/A | N/A |
| Construction | 5/1/2009 | 12/22/2020 | Underway |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | |
|-------------------------|----------------------------|---------------------------|-------------------------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> |
| Preliminary Engineering | \$0 | \$0 | - |
| Right of Way | \$0 | \$0 | - |
| Construction | \$0 | \$1,278,920 | - |
| TOTAL | \$0 | \$1,278,920 | - |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|--------------------|----------------|----------------|----------------|----------------|--------------------|
| STP | \$1,269,774 | \$0 | \$0 | \$0 | \$0 | \$1,269,774 |
| LOM | \$31,744 | \$0 | \$0 | \$0 | \$0 | \$31,744 |
| BOM | \$285,699 | \$0 | \$0 | \$0 | \$0 | \$285,699 |
| TOTAL | \$1,587,217 | \$0 | \$0 | \$0 | \$0 | \$1,587,217 |

Nimmo Parkway Wetland Mitigation Site

UPC # 91334

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|----------|------------|---------|---------|---------|-------|
| CN | AC | | \$2 | | | | |
| | <i>Subtotal</i> | | \$2 | | | | |
| | TOTAL | | \$2 | | | | |

Source of Project Data: Virginia Department of Transportation.

Ironbound Road Improvements - Phase 2

UPC # 111018

OVERVIEW

Description: Construct an additional eastbound lane on Ironbound Road from Longhill Road to Richmond Road; from Middle Street to Treyburn Drive, and installation of sidewalks and multi-use path

Street (Route): Ironbound Road

Length (mi): 0.5

Jurisdiction/Agency: Williamsburg

System: Urban

Scope: Reconstruction w/Added Capacity

Oversight: Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No

No map available for this project

HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|------------|------------|----------|
| Preliminary Engineering | 12/10/2021 | 12/19/2023 | FFY 2022 |
| Right of Way | 12/19/2023 | 12/18/2024 | FFY 2024 |
| Construction | 12/18/2024 | 10/3/2025 | FFY 2025 |

COSTS AND EXPENDITURES

| | Recent Expenditures | | |
|-------------------------|---------------------|--------------------|------------------|
| | Cost Estimates | Total Expenditures | Percent Expended |
| Preliminary Engineering | \$310,100 | \$0 | 0% |
| Right of Way | \$469,000 | \$0 | 0% |
| Construction | \$1,143,600 | \$0 | 0% |
| TOTAL | \$1,922,700 | \$0 | 0% |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|------------|------------|------------------|--------------------|------------|--------------------|
| STF | \$0 | \$0 | \$310,100 | \$1,612,600 | \$0 | \$1,922,700 |
| TOTAL | \$0 | \$0 | \$310,100 | \$1,612,600 | \$0 | \$1,922,700 |

Ironbound Road Improvements - Phase 2

UPC # 111018

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|--------------|---------|------------------|---------|------------------|-------|
| PE | AC | | | \$310,000 | | | |
| | <i>Subtotal</i> | | | \$310,000 | | | |
| RW | AC | | | | | \$469,000 | |
| | <i>Subtotal</i> | | | | | \$469,000 | |
| | | TOTAL | | \$310,000 | | \$469,000 | |

Source of Project Data: Virginia Department of Transportation.

Ironbound Road Improvements - Phase 3

UPC # 111020

OVERVIEW

Description: Widen Ironbound Road from Treyburn Drive to DePue Drive and installation of a sidewalk on the south side and a multi-use path on the north side of the road

Street (Route): Ironbound Road

Length (mi): 1.0

Jurisdiction/Agency: Williamsburg

System: Urban

Scope: Reconstruction w/Added Capacity

Oversight: Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No

No map available for this project

HRTPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 12/10/2021 | 12/19/2023 | FFY 2022 |
| Right of Way | 12/19/2023 | 12/18/2024 | FFY 2024 |
| Construction | 12/18/2024 | 1/12/2026 | FFY 2025 |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | |
|-------------------------|----------------------------|---------------------------|-------------------------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> |
| Preliminary Engineering | \$451,600 | \$0 | 0% |
| Right of Way | \$1,117,100 | \$0 | 0% |
| Construction | \$1,743,700 | \$0 | 0% |
| TOTAL | \$3,312,400 | \$0 | 0% |

ALLOCATIONS

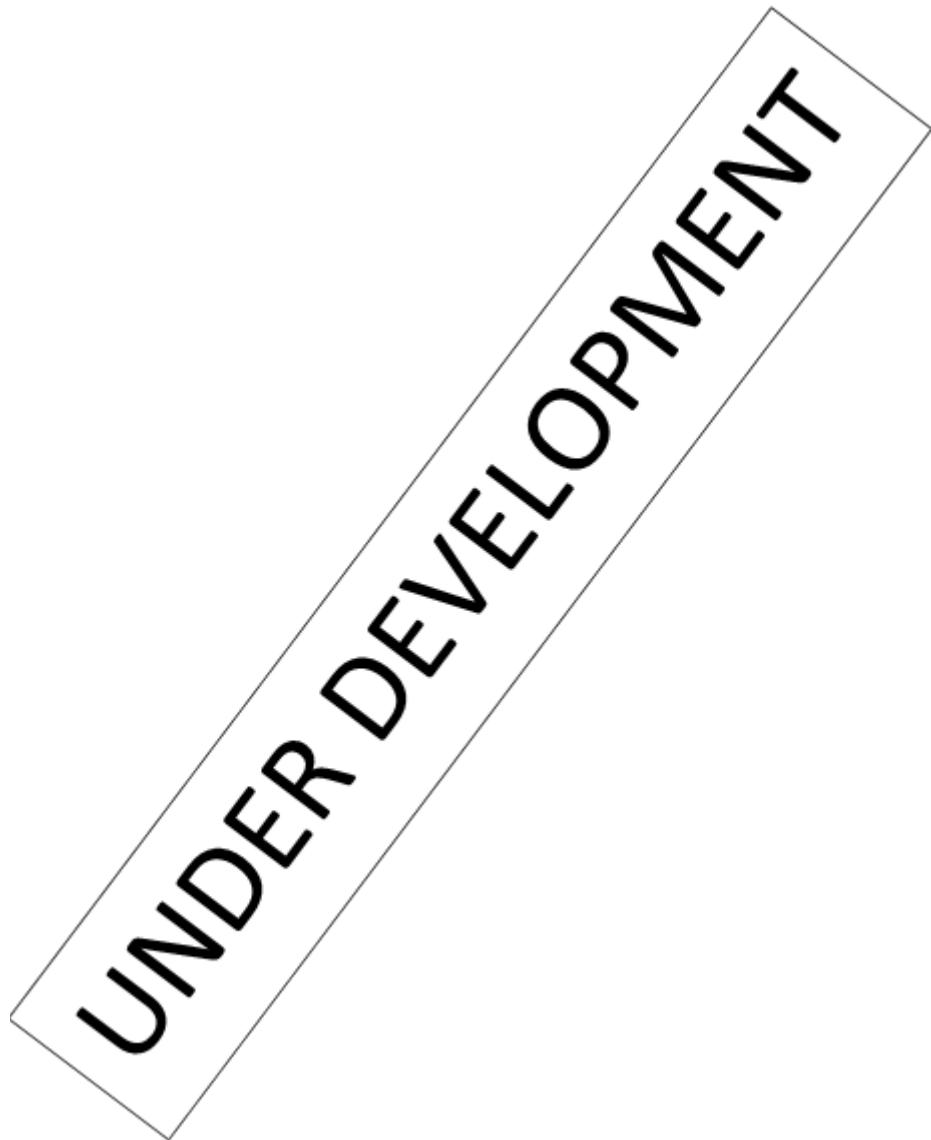
| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|-----------------|----------------|------------------|----------------|--------------------|--------------------|
| STF | \$0 | \$0 | \$451,600 | \$0 | \$1,117,100 | \$1,568,700 |
| TOTAL | \$0 | \$0 | \$451,600 | \$0 | \$1,117,100 | \$1,568,700 |



Secondary System Projects

Section VII

Figure 7 | Secondary System Projects



Route 619 (Fiddler's Green Road) Right Turn Lane in Gloucester County

UPC # 114873

OVERVIEW

Description: Intersection improvements to construct a right turn lane onto Route 17 southbound

Street (Route): Fiddler's Green Road

Length (mi): 0.02

Jurisdiction/Agency: Gloucester County

System: Secondary

Scope: Reconstruction w/Added Capacity

Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No

No map available for this project

HRPTO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | N/A | N/A | N/A |
| Right of Way | N/A | N/A | N/A |
| Construction | 12/16/2020 | 4/21/2021 | FFY 2021 |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | | | | | |
|--------------------------------|----------------------------|---------------------------|-------------------------|----------------------------|----------|----------|----------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> | <i>Previous 3 Quarters</i> | | | |
| <i>Preliminary Engineering</i> | \$0 | \$0 | - | <i>Latest Quarter</i> | <i>3</i> | <i>2</i> | <i>1</i> |
| <i>Right of Way</i> | \$0 | \$0 | - | \$0 | - | - | - |
| <i>Construction</i> | \$102,199 | \$0 | 0% | \$0 | - | - | - |
| TOTAL | \$102,199 | \$0 | 0% | | | | |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|------------------|----------------|----------------|----------------|----------------|------------------|
| STF | \$102,199 | \$0 | \$0 | \$0 | \$0 | \$102,199 |
| TOTAL | \$102,199 | \$0 | \$0 | \$0 | \$0 | \$102,199 |

Route 619 (Fiddler's Green Road) Right Turn Lane in Gloucester County

UPC # 114873

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-----------------|-------------|----------|------------------|---------|---------|---------|-------|
| CN | AC | | \$102,199 | | | | |
| <i>Subtotal</i> | | | \$102,199 | | | | |
| TOTAL | | | \$102,199 | | | | |

Source of Project Data: Virginia Department of Transportation.

Greater Road (Route 1208) Pedestrian Improvements

UPC # 110626

OVERVIEW

Description: Pedestrian Improvements from 0.04 miles east of Intersection West Greater Road and Greater Road to Gloucester Point Beach and Public Boat Ramp

Street (Route): Greater Road (1208)

Length (mi): 0.74

Jurisdiction/Agency: Gloucester County

System: Secondary

Scope: Facilities for Pedestrians and Bicycles

Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No



HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|-----------|-----------|----------|
| Preliminary Engineering | 4/14/2022 | 5/20/2025 | FFY 2022 |
| Right of Way | 5/20/2025 | 5/12/2026 | FFY 2025 |
| Construction | 5/12/2026 | 2/3/2027 | FFY 2026 |

COSTS AND EXPENDITURES

| | Recent Expenditures | | |
|-------------------------|---------------------|--------------------|------------------|
| | Cost Estimates | Total Expenditures | Percent Expended |
| Preliminary Engineering | \$500,000 | \$0 | 0% |
| Right of Way | \$780,000 | \$0 | 0% |
| Construction | \$1,110,140 | \$0 | 0% |
| TOTAL | \$2,390,140 | \$0 | 0% |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|--------------------|------------------|------------------|------------|------------|--------------------|
| STM | \$0 | \$90,400 | \$93,600 | \$0 | \$0 | \$184,000 |
| STF | \$705,379 | \$0 | \$0 | \$0 | \$0 | \$705,379 |
| MIX | \$478,669 | \$0 | \$0 | \$0 | \$0 | \$478,669 |
| EB/MG | \$228,873 | \$0 | \$0 | \$0 | \$0 | \$228,873 |
| CMAQ | \$0 | \$361,600 | \$374,400 | \$0 | \$0 | \$736,000 |
| BOM | \$57,219 | \$0 | \$0 | \$0 | \$0 | \$57,219 |
| TOTAL | \$1,470,140 | \$452,000 | \$468,000 | \$0 | \$0 | \$2,390,140 |

Greater Road (Route 1208) Pedestrian Improvements

UPC # 110626

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|--------------|---------|------------------|---------|---------|------------------|
| PE | CMAQ | | | \$400,000 | | | \$100,000 |
| | <i>Subtotal</i> | | | \$400,000 | | | \$100,000 |
| | | TOTAL | | \$400,000 | | | \$100,000 |

Source of Project Data: Virginia Department of Transportation.

Roaring Springs Road (616) Bicycle/Pedestrian Improvements

UPC # 107414

OVERVIEW

Description: Construct a 4 foot wide bike path along Roaring Springs Road from Route 17 Business to Beaverdam Park

Street (Route): Roaring Springs Rd (616)

Length (mi): 2.4

Jurisdiction/Agency: Gloucester County

System: Secondary

Scope: Facilities for Pedestrians and Bicycles

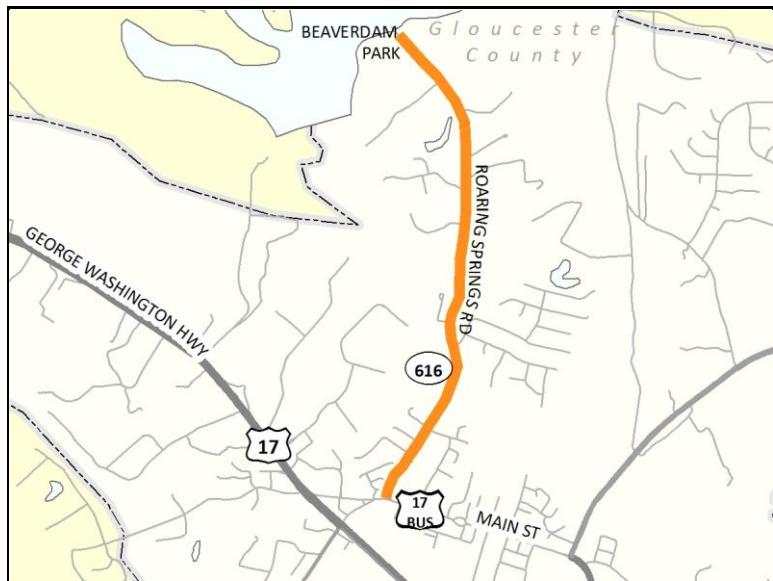
Oversight: N/A

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No



HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|-----------|-----------|----------|
| Preliminary Engineering | 7/29/2022 | 9/4/2025 | FFY 2022 |
| Right of Way | 9/4/2025 | 8/11/2026 | FFY 2025 |
| Construction | 8/11/2026 | 5/4/2027 | FFY 2026 |

COSTS AND EXPENDITURES

| | Recent Expenditures | | |
|-------------------------|---------------------|--------------------|------------------|
| | Cost Estimates | Total Expenditures | Percent Expended |
| Preliminary Engineering | \$315,000 | \$0 | 0% |
| Right of Way | \$950,000 | \$0 | 0% |
| Construction | \$1,725,000 | \$0 | 0% |
| TOTAL | \$2,990,000 | \$0 | 0% |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|------------|------------|--------------------|-----------------|------------------|--------------------|
| STM | \$0 | \$0 | \$414,000 | \$13,000 | \$171,000 | \$598,000 |
| CMAQ | \$0 | \$0 | \$1,656,000 | \$52,000 | \$684,000 | \$2,392,000 |
| TOTAL | \$0 | \$0 | \$2,070,000 | \$65,000 | \$855,000 | \$2,990,000 |

Roaring Springs Road (616) Bicycle/Pedestrian Improvements

UPC # 107414

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|--------------|---------|------------------|---------|---------|-----------------|
| PE | CMAQ | | | \$252,000 | | | \$63,000 |
| | <i>Subtotal</i> | | | \$252,000 | | | \$63,000 |
| | | TOTAL | | \$252,000 | | | \$63,000 |

Source of Project Data: Virginia Department of Transportation.

Croaker Road Widening

UPC # 100920

OVERVIEW

Description: Widen Croaker Rd to 4 lanes from the James City County Library to Richmond Rd (Rte 60)

Street (Route): Croaker Road (607)

Length (mi): 1.0

Jurisdiction/Agency: James City County

System: Secondary

Scope: Reconstruction w/ Added Capacity

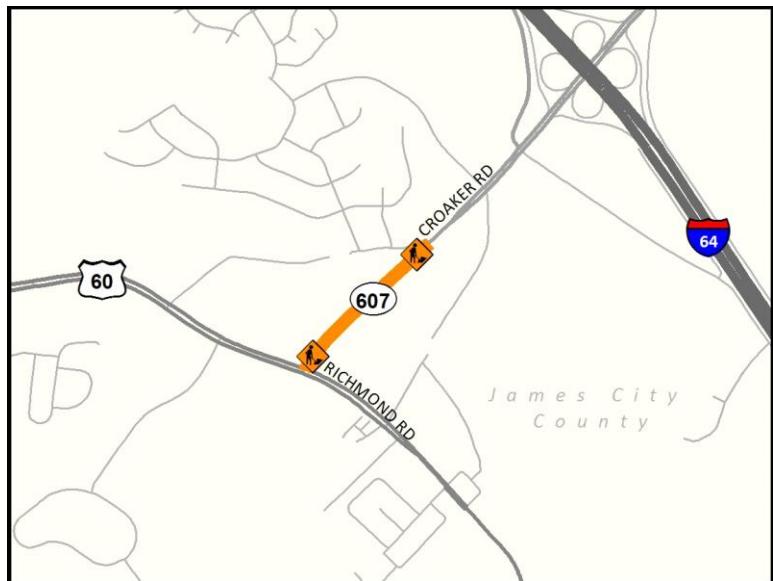
Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: Yes



HRPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 2/8/2012 | 8/30/2021 | Underway |
| Right of Way | 8/30/2021 | 12/12/2023 | FFY 2021 |
| Construction | 12/12/2023 | 3/31/2026 | FFY 2024 |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | |
|-------------------------|----------------------------|---------------------------|-------------------------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> |
| Preliminary Engineering | \$1,452,300 | \$727,303 | 50% |
| Right of Way | \$2,585,045 | \$0 | 0% |
| Construction | \$16,680,292 | \$0 | 0% |
| TOTAL | \$20,717,637 | \$727,303 | 4% |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|--------------------|----------------|----------------|--------------------|------------------|---------------------|
| STP | \$616,072 | \$0 | \$0 | \$0 | \$0 | \$616,072 |
| STM | \$700,000 | \$0 | \$0 | \$1,720,000 | \$0 | \$2,420,000 |
| STF | \$598,029 | \$6,067 | \$6,067 | \$220,228 | \$246,498 | \$1,076,889 |
| RSTP | \$2,800,000 | \$0 | \$0 | \$6,880,000 | \$0 | \$9,680,000 |
| MIX | \$538,917 | \$0 | \$0 | \$0 | \$0 | \$538,917 |
| BOM | \$154,018 | \$0 | \$0 | \$0 | \$0 | \$154,018 |
| TOTAL | \$5,407,036 | \$6,067 | \$6,067 | \$8,820,228 | \$246,498 | \$14,485,896 |

Croaker Road Widening

UPC # 100920

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

Longhill Road Widening

UPC # 100921

OVERVIEW

Description: Widen Longhill Rd from Route 199 Overpass to Olde Towne Road (Rte 658)

Street (Route): Longhill Road (612)

Length (mi): 0.75

Jurisdiction/Agency: James City County

System: Secondary

Scope: Reconstruction w/ Added Capacity

Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No



HRPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 8/24/2016 | 10/19/2017 | Complete |
| Right of Way | 10/19/2017 | 4/9/2019 | Complete |
| Construction | 4/9/2019 | 10/1/2021 | Underway |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | |
|-------------------------|----------------------------|---------------------------|-------------------------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> |
| Preliminary Engineering | \$1,889,707 | \$1,890,341 | 100% |
| Right of Way | \$4,549,146 | \$3,294,915 | 72% |
| Construction | \$13,330,913 | \$56,771 | 0% |
| TOTAL | \$19,769,766 | \$5,242,027 | 27% |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|---------------------|----------------|----------------|----------------|----------------|---------------------|
| TBD | \$528,313 | \$0 | \$0 | \$0 | \$0 | \$528,313 |
| STF | \$9,530,745 | \$0 | \$0 | \$0 | \$0 | \$9,530,745 |
| RSTP | \$43,368 | \$0 | \$0 | \$0 | \$0 | \$43,368 |
| MIX | \$199,006 | \$0 | \$0 | \$0 | \$0 | \$199,006 |
| LOC | \$1,174,435 | \$0 | \$0 | \$0 | \$0 | \$1,174,435 |
| DEMO | \$9,266,209 | \$0 | \$0 | \$0 | \$0 | \$9,266,209 |
| BOM | \$232,359 | \$0 | \$0 | \$0 | \$0 | \$232,359 |
| TOTAL | \$20,974,435 | \$0 | \$0 | \$0 | \$0 | \$20,974,435 |

Longhill Road Widening

UPC # 100921

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-----------------|-------------|----------|---------------------|---------|---------|---------|-------|
| PE | AC | | \$312,706 | | | | |
| <i>Subtotal</i> | | | \$312,706 | | | | |
| CN | AC | | \$9,874,660 | | | | |
| <i>Subtotal</i> | | | \$9,874,660 | | | | |
| TOTAL | | | \$10,187,366 | | | | |

Source of Project Data: Virginia Department of Transportation.

Centerville Road/News Road Intersection Improvements

UPC # 102944

OVERVIEW

Description: Add right turn lane on News Road, add right and left turn lanes on Centerville Road, and signalize the intersection.

Street (Route): Centerville Rd (614)

Length (mi): N/A

Jurisdiction/Agency: James City County

System: Secondary

Scope: New Construction

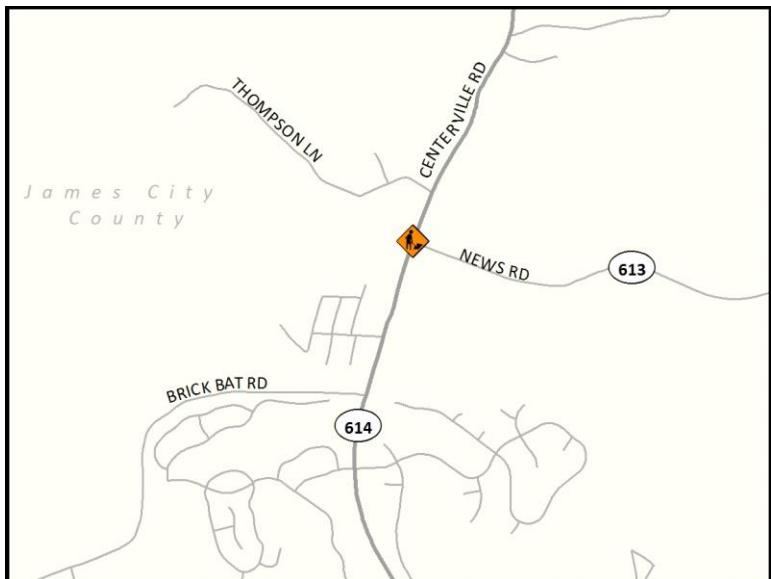
Oversight: N/A

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No



HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|-----------|------------|----------|
| Preliminary Engineering | 8/4/2014 | 11/9/2017 | Complete |
| Right of Way | 11/9/2017 | 8/13/2019 | Complete |
| Construction | 8/13/2019 | 11/20/2020 | Underway |

COSTS AND EXPENDITURES

| | <u>Recent Expenditures</u> | | |
|-------------------------|----------------------------|--------------------|------------------|
| | Cost Estimates | Total Expenditures | Percent Expended |
| Preliminary Engineering | \$503,300 | \$530,259 | 105% |
| Right of Way | \$525,858 | \$491,477 | 93% |
| Construction | \$3,042,355 | \$0 | 0% |
| TOTAL | \$4,071,513 | \$1,021,736 | 25% |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|--------------------|------------------|------------------|------------|------------|--------------------|
| STM | \$167,500 | \$24,000 | \$0 | \$0 | \$0 | \$191,500 |
| STF | \$477,896 | \$0 | \$240,431 | \$0 | \$0 | \$718,327 |
| MIX | \$809,959 | \$0 | \$0 | \$0 | \$0 | \$809,959 |
| LOC | \$136,641 | \$0 | \$0 | \$0 | \$0 | \$136,641 |
| CMAQ | \$2,119,086 | \$96,000 | \$0 | \$0 | \$0 | \$2,215,086 |
| TOTAL | \$3,711,082 | \$120,000 | \$240,431 | \$0 | \$0 | \$4,071,513 |

Centerville Road/News Road Intersection Improvements

UPC # 102944

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|--------------------|------------------|---------|---------|---------|------------------|
| CN | CMAQ | \$1,338,672 | \$428,486 | | | | \$107,122 |
| CN | AC | | \$66,359 | | | | |
| | <i>Subtotal</i> | \$1,338,672 | \$494,845 | | | | \$107,122 |
| | TOTAL | \$1,338,672 | \$494,845 | | | | \$107,122 |

Source of Project Data: Virginia Department of Transportation.

Turner Drive/Benns Church Boulevard Intersection Improvements

UPC # 103021

OVERVIEW

Description: Construct a right-turn lane on Turner Drive at the intersection with Benns Church Boulevard

Street (Route): Turner Dr (644)

Length (mi): N/A

Jurisdiction/Agency: Isle of Wight County

System: Secondary

Scope: Traffic Management/Engineering

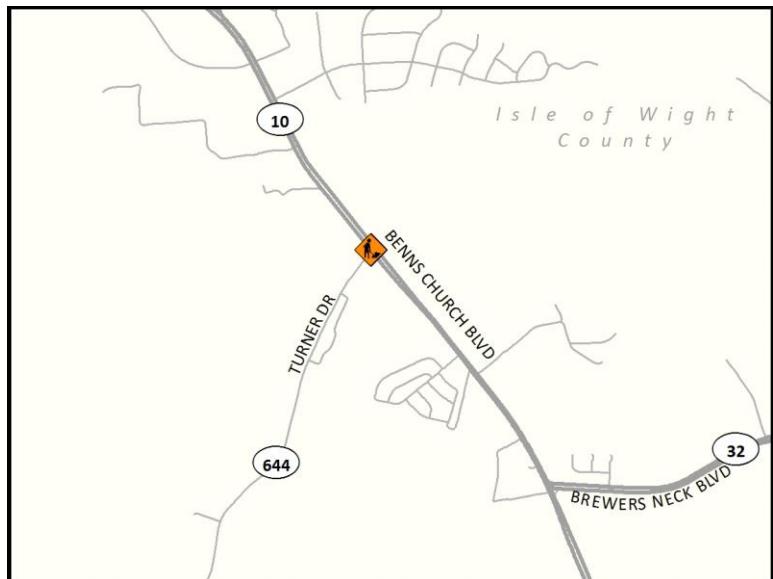
Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: Yes



HRTP Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|-----------|------------|----------|
| Preliminary Engineering | 7/1/2017 | 8/15/2018 | Complete |
| Right of Way | 8/15/2018 | 4/9/2019 | Complete |
| Construction | 4/9/2019 | 12/24/2020 | Underway |

COSTS AND EXPENDITURES

| | <u>Recent Expenditures</u> | | |
|-------------------------|----------------------------|---------------------------|-------------------------|
| | <u>Cost Estimates</u> | <u>Total Expenditures</u> | <u>Percent Expended</u> |
| Preliminary Engineering | \$94,355 | \$8,727 | 9% |
| Right of Way | \$0 | \$0 | - |
| Construction | \$1,431,953 | \$3,429 | 0% |
| TOTAL | \$1,526,308 | \$12,156 | 1% |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|--------------------|------------|------------|------------|------------|--------------------|
| STM | \$60,000 | \$0 | \$0 | \$0 | \$0 | \$60,000 |
| STF | \$139,023 | \$0 | \$0 | \$0 | \$0 | \$139,023 |
| RSTP | \$357,073 | \$0 | \$0 | \$0 | \$0 | \$357,073 |
| MIX | \$10,058 | \$0 | \$0 | \$0 | \$0 | \$10,058 |
| LOC | \$956,274 | \$0 | \$0 | \$0 | \$0 | \$956,274 |
| TOTAL | \$1,522,428 | \$0 | \$0 | \$0 | \$0 | \$1,522,428 |

Turner Drive/Ben's Church Boulevard Intersection Improvements

UPC # 103021

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-----------------|-------------|----------|--------------------|---------|---------|---------|-------|
| CN | AC | | \$1,096,662 | | | | |
| <i>Subtotal</i> | | | \$1,096,662 | | | | |
| TOTAL | | | \$1,096,662 | | | | |

Source of Project Data: Virginia Department of Transportation.

Nike Park Road Extension

UPC # 109314

OVERVIEW

Description: Extend Nike Park Road from Reynolds Drive to Route 17

Street (Route): Nike Park Road (669)

Length (mi): 1.44

Jurisdiction/Agency: Isle of Wight County

System: Secondary

Scope: New Construction Roadway

Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No



HRPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 10/24/2016 | 6/2/2021 | Underway |
| Right of Way | 6/2/2021 | 11/8/2022 | FFY 2021 |
| Construction | 11/8/2022 | 1/22/2024 | FFY 2023 |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | | | | |
|-------------------------|----------------------------|---------------------------|-------------------------|----------------------------|----------|----------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> | <i>Previous 3 Quarters</i> | | |
| | | | | <i>Latest Quarter</i> | <i>3</i> | <i>2</i> |
| Preliminary Engineering | \$2,166,000 | \$914,492 | 42% | \$0 | - | - |
| Right of Way | \$3,694,543 | \$0 | 0% | \$0 | - | - |
| Construction | \$9,737,274 | \$0 | 0% | \$0 | - | - |
| TOTAL | \$15,597,817 | \$914,492 | 6% | | | |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------------|
| TBD | \$178,208 | \$0 | \$0 | \$0 | \$0 | \$178,208 |
| STP | \$415,817 | \$20,000 | \$180,000 | \$0 | \$1,736,080 | \$2,351,897 |
| STF | \$2,557,951 | \$2,659,548 | \$1,709,002 | \$1,120,394 | \$0 | \$8,046,895 |
| TOTAL | \$3,151,976 | \$2,679,548 | \$1,889,002 | \$1,120,394 | \$1,736,080 | \$10,577,000 |

Nike Park Road Extension

UPC # 109314

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|--------------|-----------------|----------|--------------------|---------|---------------------|--------------------|-------|
| PE | AC-Conversi | | | | \$1,550,183 | | |
| | <i>Subtotal</i> | | | | \$1,550,183 | | |
| RW | AC-Conversi | | | | \$185,897 | \$1,081,000 | |
| RW | AC | | \$3,694,543 | | | | |
| | <i>Subtotal</i> | | \$3,694,543 | | \$185,897 | \$1,081,000 | |
| CN | AC | | | | \$9,737,274 | | |
| | <i>Subtotal</i> | | | | \$9,737,274 | | |
| TOTAL | | | \$3,694,543 | | \$11,473,354 | \$1,081,000 | |

Source of Project Data: Virginia Department of Transportation.

Penniman Road/Government Road Improvements

UPC # 16314

OVERVIEW

Description: Convert intersection of Penniman Road and Government Road from a "Y" to a "T" configuration; widen Penniman Road between Fillmore Road and Alexander Lee Parkway; incorporate curb and gutter, underground stormwater drainage, and bicycle accommodations

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: York County

System: Secondary

Scope: Reconstruction w/o Added Capacity

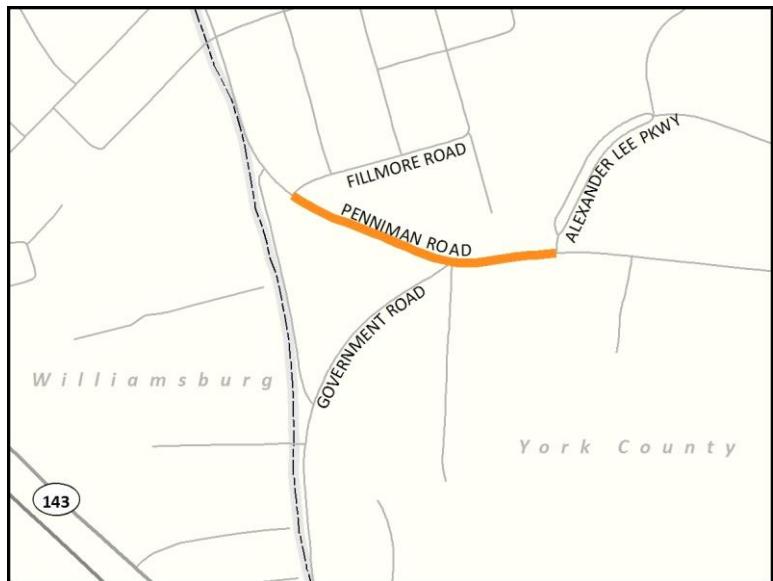
Oversight: N/A

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: Yes



HRPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|-----------|-----------|----------|
| Preliminary Engineering | 8/24/2000 | 3/24/2020 | Underway |
| Right of Way | 3/24/2020 | 5/10/2022 | FFY 2020 |
| Construction | 5/10/2022 | 6/19/2023 | FFY 2022 |

COSTS AND EXPENDITURES

| | Recent Expenditures | | | Latest Quarter | 3 | 2 | 1 |
|-------------------------|---------------------|--------------------|------------------|----------------|---|---|---|
| | Cost Estimates | Total Expenditures | Percent Expended | | | | |
| Preliminary Engineering | \$748,781 | \$575,262 | 77% | \$0 | - | - | - |
| Right of Way | \$1,427,470 | \$0 | 0% | \$0 | - | - | - |
| Construction | \$3,568,079 | \$0 | 0% | \$0 | - | - | - |
| TOTAL | \$5,744,330 | \$575,262 | 10% | | | | |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|--------------------|------------------|------------------|------------------|------------------|--------------------|
| STP | \$129,058 | \$0 | \$0 | \$0 | \$0 | \$129,058 |
| STF | \$1,386,866 | \$227,259 | \$227,259 | \$227,259 | \$227,259 | \$2,295,902 |
| RSTP | \$961,089 | \$0 | \$0 | \$0 | \$0 | \$961,089 |
| MIX | \$662,299 | \$0 | \$0 | \$0 | \$0 | \$662,299 |
| EB/MG | \$178,558 | \$0 | \$0 | \$0 | \$0 | \$178,558 |
| BR/BROS | \$225,514 | \$0 | \$0 | \$0 | \$0 | \$225,514 |
| BOM | \$133,283 | \$0 | \$0 | \$0 | \$0 | \$133,283 |
| TOTAL | \$3,676,667 | \$227,259 | \$227,259 | \$227,259 | \$227,259 | \$4,585,703 |

Penniman Road/Government Road Improvements

UPC # 16314

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|----------|--------------------|---------|---------|---------|------------------|
| PE | RSTP | | \$164,758 | | | | \$41,190 |
| | <i>Subtotal</i> | | \$164,758 | | | | \$41,190 |
| RW | RSTP | | \$604,112 | | | | \$151,028 |
| RW | BR | | \$225,514 | | | | \$56,379 |
| RW | AC | | \$312,350 | | | | \$78,088 |
| | <i>Subtotal</i> | | \$1,141,976 | | | | \$285,495 |
| CN | AC | | \$3,568,079 | | | | |
| | <i>Subtotal</i> | | \$3,568,079 | | | | |
| | TOTAL | | \$4,874,813 | | | | \$326,685 |

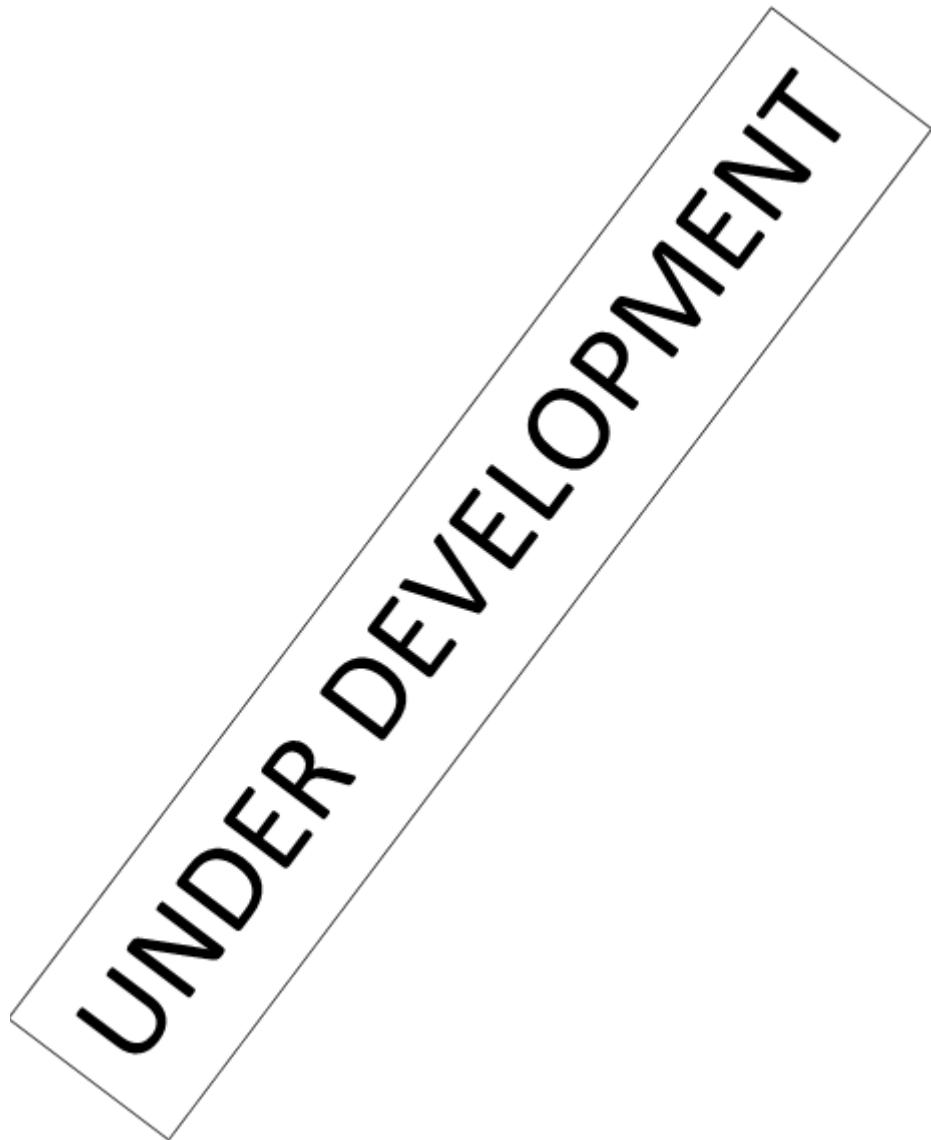
Source of Project Data: Virginia Department of Transportation.



Miscellaneous Projects

Section VIII

Figure 8 | Miscellaneous Projects



Port of Virginia ITS Master Plan for Hampton Roads

UPC # 109409

OVERVIEW

Description: ITS Master Plan for the four Port of Virginia operations located in Hampton Roads (NIT, PMT, VIG, and NNMT)

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: Hampton Roads

System: Miscellaneous

Scope: Preliminary Engineering

Oversight: Federal Oversight

Administered By: Other

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: Yes

No map available for this project

HRTP Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 9/29/2021 | 4/25/2023 | FFY 2021 |
| Right of Way | N/A | N/A | N/A |
| Construction | N/A | N/A | N/A |

COSTS AND EXPENDITURES

| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> |
|-------------------------|-----------------------|---------------------------|-------------------------|
| Preliminary Engineering | \$150,000 | \$0 | 0% |
| Right of Way | \$0 | \$0 | - |
| Construction | \$0 | \$0 | - |
| TOTAL | \$150,000 | \$0 | 0% |

Recent Expenditures

| <i>Latest Quarter</i> | <i>Previous 3 Quarters</i> | | |
|-----------------------|----------------------------|----------|----------|
| | <i>3</i> | <i>2</i> | <i>1</i> |
| \$0 | - | - | - |
| \$0 | - | - | - |
| \$0 | - | - | - |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|-----------------|----------------|------------------|----------------|----------------|------------------|
| STM | \$0 | \$0 | \$30,000 | \$0 | \$0 | \$30,000 |
| RSTP | \$0 | \$0 | \$120,000 | \$0 | \$0 | \$120,000 |
| TOTAL | \$0 | \$0 | \$150,000 | \$0 | \$0 | \$150,000 |

Port of Virginia ITS Master Plan for Hampton Roads

UPC # 109409

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|--------------|---------|------------------|---------|---------|-----------------|
| PE | RSTP | | | \$120,000 | | | \$30,000 |
| | <i>Subtotal</i> | | | \$120,000 | | | \$30,000 |
| | | TOTAL | | \$120,000 | | | \$30,000 |

Source of Project Data: Virginia Department of Transportation.

Green Operator Truck Replacement Program

UPC # 103928

OVERVIEW

Description: Provide an incentive to replace old drayage trucks with models meeting new EPA criteria.

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: Hampton Roads

System: Miscellaneous

Scope: Environmentally Related

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No

No map available for this project

HRTP Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 12/3/2014 | 8/31/2017 | Complete |
| Right of Way | N/A | N/A | N/A |
| Construction | N/A | N/A | N/A |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | | | | | | |
|-------------------------|----------------------------|---------------------------|-------------------------|----------------------------|----------|----------|----------|---|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> | <i>Previous 3 Quarters</i> | | | | |
| | | | | <i>Latest Quarter</i> | <i>3</i> | <i>2</i> | <i>1</i> | |
| Preliminary Engineering | \$5,042,249 | \$2,766,306 | 55% | \$0 | - | - | - | - |
| Right of Way | \$0 | \$0 | - | \$0 | - | - | - | - |
| Construction | \$0 | \$0 | - | \$0 | - | - | - | - |
| TOTAL | \$5,042,249 | \$2,766,306 | 55% | | | | | |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|--------------------|-----------------|------------------|----------------|----------------|--------------------|
| STM | \$567,820 | \$16,508 | \$24,122 | \$0 | \$0 | \$608,450 |
| CMAQ | \$2,271,279 | \$66,032 | \$96,488 | \$0 | \$0 | \$2,433,799 |
| TOTAL | \$2,839,099 | \$82,540 | \$120,610 | \$0 | \$0 | \$3,042,249 |

Green Operator Truck Replacement Program

UPC # 103928

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|--------------------|--------------------|---------|---------|---------|-----------------|
| PE | CMAQ | \$2,337,311 | \$96,488 | | | | \$24,122 |
| PE | AC | | \$2,000,000 | | | | |
| | <i>Subtotal</i> | \$2,337,311 | \$2,096,488 | | | | \$24,122 |
| | TOTAL | \$2,337,311 | \$2,096,488 | | | | \$24,122 |

Source of Project Data: Virginia Department of Transportation.

Regional Traffic Signal Preemption Plan

UPC # 103004

OVERVIEW

Description: Develop and execute a regional traffic signal pre-emption coding plan

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: Hampton Roads District-wide

System: Miscellaneous

Scope: Traffic Management/Engineering

Oversight: Non-Federal Oversight

Administered By: N/A

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: Yes

No map available for this project

HRTP Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 10/1/2017 | 3/30/2020 | Underway |
| Right of Way | N/A | N/A | N/A |
| Construction | N/A | N/A | N/A |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | | | | | |
|-------------------------|----------------------------|---------------------------|-------------------------|----------------------------|----------|----------|----------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> | <i>Previous 3 Quarters</i> | | | |
| | | | | <i>Latest Quarter</i> | <i>3</i> | <i>2</i> | <i>1</i> |
| Preliminary Engineering | \$133,000 | \$0 | 0% | \$0 | - | - | - |
| Right of Way | \$0 | \$0 | - | \$0 | - | - | - |
| Construction | \$0 | \$0 | - | \$0 | - | - | - |
| TOTAL | \$133,000 | \$0 | 0% | | | | |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|------------------|----------------|----------------|----------------|----------------|------------------|
| STM | \$26,600 | \$0 | \$0 | \$0 | \$0 | \$26,600 |
| RSTP | \$106,400 | \$0 | \$0 | \$0 | \$0 | \$106,400 |
| TOTAL | \$133,000 | \$0 | \$0 | \$0 | \$0 | \$133,000 |

Regional Traffic Signal Preemption Plan

UPC # 103004

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|--------------|------------------|---------|---------|---------|-----------------|
| PE | RSTP | | \$106,400 | | | | \$26,600 |
| | <i>Subtotal</i> | | \$106,400 | | | | \$26,600 |
| | | TOTAL | \$106,400 | | | | \$26,600 |

Source of Project Data: Virginia Department of Transportation.

Hampton Roads Transportation Operations Strategic Plan

UPC # 105492

OVERVIEW

Description: Regional Transportation Operations Strategic Plan to guide the HRTPO in allocating RSTP and CMAQ funds to transportation operations projects for the Hampton Roads cities in order to uniformly achieve the most efficient use of 'limited' funding.

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: Hampton Roads District-wide

System: Miscellaneous

Scope: Studies Only

Oversight: N/A

Administered By:

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: Yes

No map available for this project

HRTPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 8/4/2014 | 9/29/2020 | Underway |
| Right of Way | N/A | N/A | N/A |
| Construction | N/A | N/A | N/A |

COSTS AND EXPENDITURES

| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> |
|-------------------------|-----------------------|---------------------------|-------------------------|
| Preliminary Engineering | \$400,000 | \$206,215 | 52% |
| Right of Way | \$0 | \$0 | - |
| Construction | \$0 | \$0 | - |
| TOTAL | \$400,000 | \$206,215 | 52% |

Recent Expenditures

| <i>Latest Quarter</i> | <i>Previous 3 Quarters</i> | | |
|-----------------------|----------------------------|----------|----------|
| | <i>3</i> | <i>2</i> | <i>1</i> |
| \$0 | - | - | - |
| \$0 | - | - | - |
| \$0 | - | - | - |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|------------------|----------------|----------------|----------------|----------------|------------------|
| RSTP | \$400,000 | \$0 | \$0 | \$0 | \$0 | \$400,000 |
| TOTAL | \$400,000 | \$0 | \$0 | \$0 | \$0 | \$400,000 |

Hampton Roads Transportation Operations Strategic Plan

UPC # 105492

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

Expanded Marine Highway Barge Service

UPC # 112053

OVERVIEW

Description: Port of Virginia barge service expansion between the Hampton Roads and Richmond marine terminals

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: Hampton Roads

System: Miscellaneous

Scope: Other

Oversight: Non-Federal Oversight

Administered By: Other

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No

No map available for this project

HRTP Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 5/1/2017 | 1/15/2019 | Complete |
| Right of Way | N/A | N/A | N/A |
| Construction | N/A | N/A | N/A |

COSTS AND EXPENDITURES

| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> |
|-------------------------|-----------------------|---------------------------|-------------------------|
| Preliminary Engineering | \$4,543,620 | \$0 | 0% |
| Right of Way | \$0 | \$0 | - |
| Construction | \$0 | \$0 | - |
| TOTAL | \$4,543,620 | \$0 | 0% |

Recent Expenditures

| <i>Latest Quarter</i> | <i>Previous 3 Quarters</i> | | |
|-----------------------|----------------------------|----------|----------|
| | <i>3</i> | <i>2</i> | <i>1</i> |
| \$0 | - | - | - |
| \$0 | - | - | - |
| \$0 | - | - | - |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|--------------------|----------------|----------------|----------------|----------------|--------------------|
| STM | \$900,000 | \$0 | \$0 | \$0 | \$0 | \$900,000 |
| CMAQ | \$3,600,000 | \$0 | \$0 | \$0 | \$0 | \$3,600,000 |
| TOTAL | \$4,500,000 | \$0 | \$0 | \$0 | \$0 | \$4,500,000 |

Expanded Marine Highway Barge Service

UPC # 112053

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|--------------------|------------------|---------|---------|---------|------------------|
| PE | CMAQ | \$3,200,000 | \$400,000 | | | | \$100,000 |
| PE | AC | | \$43,620 | | | | |
| | <i>Subtotal</i> | \$3,200,000 | \$443,620 | | | | \$100,000 |
| | TOTAL | \$3,200,000 | \$443,620 | | | | \$100,000 |

Source of Project Data: Virginia Department of Transportation.

Statewide Vehicle Fuel Conversion Program

UPC # T11802

OVERVIEW

Description: Statewide vehicle fuel conversion program

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: Statewide

System: Miscellaneous

Scope: Other

Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No

No map available for this project

HRTPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | N/A | N/A | N/A |
| Right of Way | N/A | N/A | N/A |
| Construction | 8/1/2012 | 8/1/2018 | Complete |

COSTS AND EXPENDITURES

Recent Expenditures

| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> | <i>Previous 3 Quarters</i> | | | |
|-------------------------|-----------------------|---------------------------|-------------------------|----------------------------|----------|----------|----------|
| | | | | <i>Latest Quarter</i> | <i>3</i> | <i>2</i> | <i>1</i> |
| Preliminary Engineering | \$0 | | - | | - | - | - |
| Right of Way | \$0 | | - | | - | - | - |
| Construction | \$8,640,000 | | - | | - | - | - |
| TOTAL | \$8,640,000 | | - | | | | |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|--------------------|--------------------|----------------|----------------|----------------|--------------------|
| STM | \$68,394 | \$0 | \$0 | \$0 | \$0 | \$68,394 |
| CMAQ | \$5,817,344 | \$2,754,262 | \$0 | \$0 | \$0 | \$8,571,606 |
| TOTAL | \$5,885,738 | \$2,754,262 | \$0 | \$0 | \$0 | \$8,640,000 |

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

Statewide Vehicle Fuel Conversion Program Marketing

UPC # T20741

OVERVIEW

Description: Marketing for the Vehicle Fuel Conversion Program

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: Statewide

System: Miscellaneous

Scope: Other

Oversight: Federal Oversight

Administered By: Other

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No

No map available for this project

HRTPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | N/A | N/A | N/A |
| Right of Way | N/A | N/A | N/A |
| Construction | 8/1/2012 | 8/1/2018 | Complete |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | |
|-------------------------|----------------------------|---------------------------|-------------------------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> |
| Preliminary Engineering | \$0 | | - |
| Right of Way | \$0 | | - |
| Construction | \$360,000 | | - |
| TOTAL | \$360,000 | | - |

| | <i>Previous 3 Quarters</i> | | |
|-------------------------|----------------------------|----------|----------|
| | <i>Latest Quarter</i> | <i>3</i> | <i>2</i> |
| Preliminary Engineering | | - | - |
| Right of Way | | - | - |
| Construction | | - | - |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|------------------|----------------|----------------|----------------|----------------|------------------|
| CMAQ | \$360,000 | \$0 | \$0 | \$0 | \$0 | \$360,000 |
| TOTAL | \$360,000 | \$0 | \$0 | \$0 | \$0 | \$360,000 |

Statewide Vehicle Fuel Conversion Program Marketing

UPC # T20741

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|----------|------------------|---------|---------|---------|-----------------|
| CN | CMAQ | | \$288,000 | | | | \$72,000 |
| | <i>Subtotal</i> | | \$288,000 | | | | \$72,000 |
| | TOTAL | | \$288,000 | | | | \$72,000 |

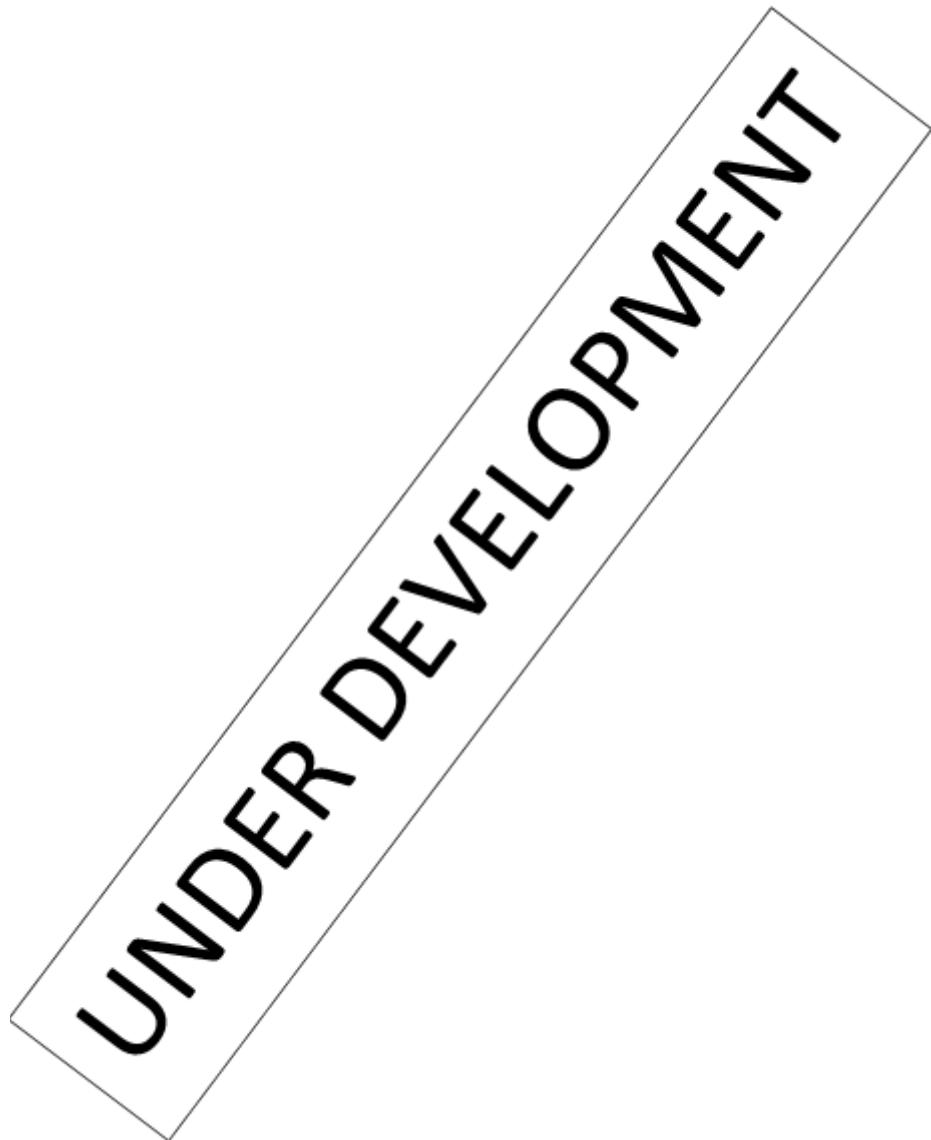
Source of Project Data: Virginia Department of Transportation.



Transportation Alternatives Projects

Section IX

Figure 9 | Transportation Alternatives Projects



Great Bridge Battlefield and Waterway Visitor Center - Phase 2

UPC # 106449

OVERVIEW

Description: Great Bridge Battlefield and Waterway Park Visitor Center at the base of the Great Bridge . (Child project of UPC #63564).

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: Chesapeake

System: Enhancement

Scope: Environmentally Related

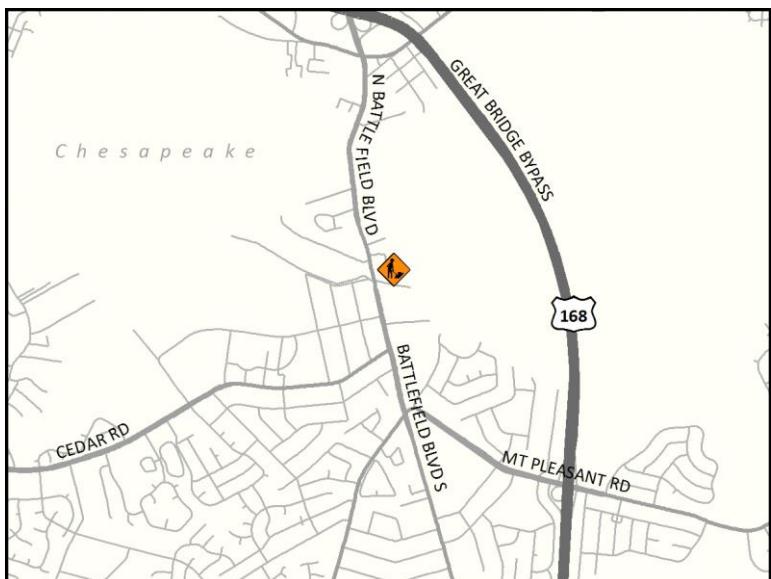
Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|-----------|------------|----------|
| Preliminary Engineering | N/A | N/A | N/A |
| Right of Way | N/A | N/A | N/A |
| Construction | 8/27/2015 | 11/13/2018 | Complete |

COSTS AND EXPENDITURES

| | Recent Expenditures | | |
|-------------------------|---------------------|--------------------|------------------|
| | Cost Estimates | Total Expenditures | Percent Expended |
| Preliminary Engineering | \$0 | \$0 | - |
| Right of Way | \$0 | \$0 | - |
| Construction | \$3,754,468 | \$1,439,950 | 38% |
| TOTAL | \$3,754,468 | \$1,439,950 | 38% |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|--------------------|------------|------------|------------|------------|--------------------|
| TAP | \$245,000 | \$0 | \$0 | \$0 | \$0 | \$245,000 |
| RTAP | \$500,000 | \$0 | \$0 | \$0 | \$0 | \$500,000 |
| LOC | \$2,322,424 | \$0 | \$0 | \$0 | \$0 | \$2,322,424 |
| EN | \$687,044 | \$0 | \$0 | \$0 | \$0 | \$687,044 |
| TOTAL | \$3,754,468 | \$0 | \$0 | \$0 | \$0 | \$3,754,468 |

Great Bridge Battlefield and Waterway Visitor Center - Phase 2

UPC # 106449

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|--------------------|--------------------|---------|---------|---------|------------------|
| CN | TAP/F | \$1,196,810 | \$529,532 | | | | \$132,383 |
| CN | AC | | \$1,302,496 | | | | |
| | <i>Subtotal</i> | \$1,196,810 | \$1,832,028 | | | | \$132,383 |
| | TOTAL | \$1,196,810 | \$1,832,028 | | | | \$132,383 |

Source of Project Data: Virginia Department of Transportation.

HRT Systemwide Bus Stop

UPC # 107665

OVERVIEW

Description: Bus stop infrastructure and accessibility improvements

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: Hampton Roads

System: Enhancement

Scope: Safety

Oversight: Federal Oversight

Administered By: HRT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No

No map available for this project

HRTPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 1/14/2016 | 1/16/2018 | Complete |
| Right of Way | N/A | N/A | N/A |
| Construction | 1/16/2018 | 10/2/2018 | Complete |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | |
|-------------------------|----------------------------|---------------------------|-------------------------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> |
| Preliminary Engineering | \$40,000 | \$0 | 0% |
| Right of Way | \$0 | \$0 | - |
| Construction | \$310,000 | \$0 | 0% |
| TOTAL | \$350,000 | \$0 | 0% |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|------------------|----------------|----------------|----------------|----------------|------------------|
| TAP | \$280,000 | \$0 | \$0 | \$0 | \$0 | \$280,000 |
| LOC | \$70,000 | \$0 | \$0 | \$0 | \$0 | \$70,000 |
| TOTAL | \$350,000 | \$0 | \$0 | \$0 | \$0 | \$350,000 |

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

Isle of Wight Multi-Use Trail

UPC # 91219

OVERVIEW

Description: Construct multi-use trail from the Cypress Creek Bridge to Nike Park, following South Church St, Battery Park Rd, and Nike Park Rd

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: Isle of Wight County

System: Enhancement

Scope: Facilities for Pedestrians and Bicycles

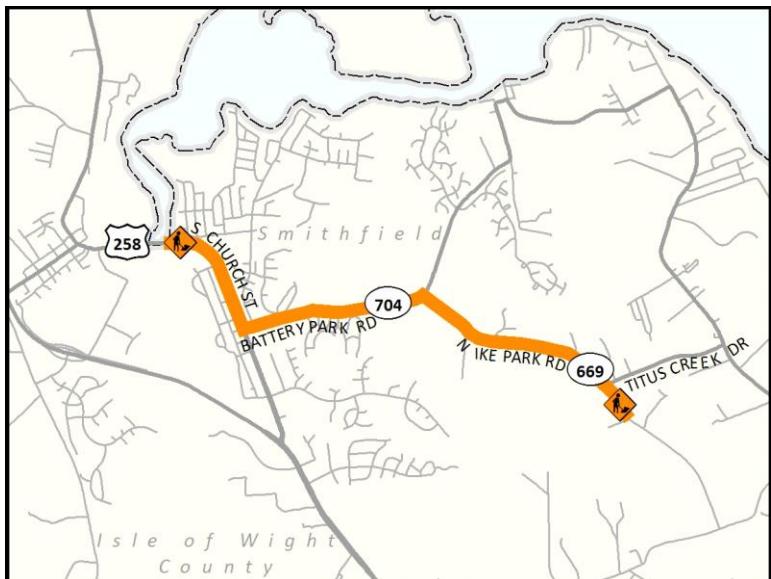
Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTP Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|-----------|----------|----------|
| Preliminary Engineering | 2/25/2009 | 8/8/2019 | Complete |
| Right of Way | N/A | N/A | N/A |
| Construction | N/A | N/A | N/A |

COSTS AND EXPENDITURES

| | <u>Recent Expenditures</u> | | |
|-------------------------|----------------------------|--------------------|------------------|
| | Cost Estimates | Total Expenditures | Percent Expended |
| Preliminary Engineering | \$850,000 | \$713,117 | 84% |
| Right of Way | \$0 | \$0 | - |
| Construction | \$0 | \$0 | - |
| TOTAL | \$850,000 | \$713,117 | 84% |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|------------------|------------|------------|------------|------------|------------------|
| RTAP | \$300,025 | \$0 | \$0 | \$0 | \$0 | \$300,025 |
| LOC | \$170,000 | \$0 | \$0 | \$0 | \$0 | \$170,000 |
| EN | \$379,975 | \$0 | \$0 | \$0 | \$0 | \$379,975 |
| TOTAL | \$850,000 | \$0 | \$0 | \$0 | \$0 | \$850,000 |

Isle of Wight Multi-Use Trail

UPC # 91219

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|------------------|-----------------|---------|---------|---------|----------------|
| PE | TAP/F | \$647,000 | \$33,000 | | | | \$8,250 |
| | <i>Subtotal</i> | \$647,000 | \$33,000 | | | | \$8,250 |
| | TOTAL | \$647,000 | \$33,000 | | | | \$8,250 |

Source of Project Data: Virginia Department of Transportation.

Isle of Wight Multi-Use Trail - Segment 1

UPC # 101793

OVERVIEW

Description: Construct a pedestrian and bicycle trail along Battery Park Road from Nike Park Road to South Church Street in the Town of Smithfield. Project is linked with UPC 91219.

Street (Route): Battery Park Rd (704)

Length (mi): 1.3

Jurisdiction/Agency: Isle of Wight

System: Enhancement

Scope: Facilities for Pedestrians and Bicycles

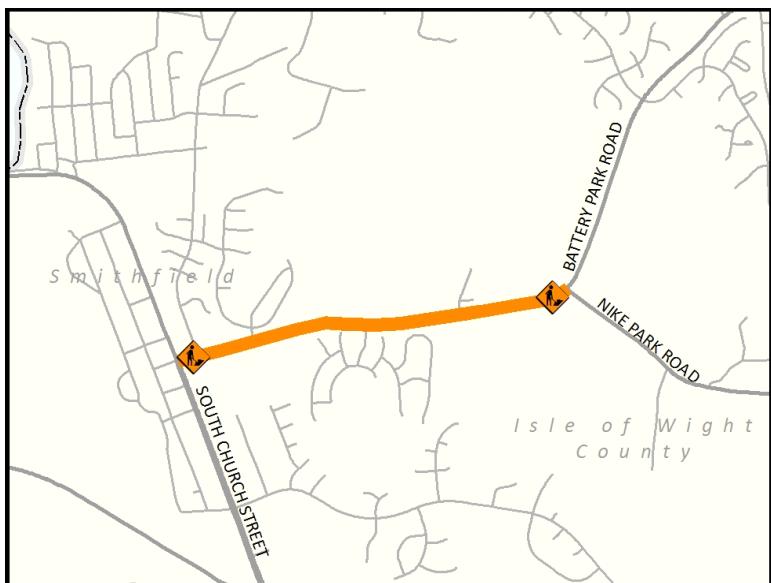
Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | N/A | N/A | N/A |
| Right of Way | 5/30/2014 | 3/3/2017 | Complete |
| Construction | 3/3/2017 | 1/23/2019 | Complete |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | |
|-------------------------|----------------------------|---------------------------|-------------------------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> |
| Preliminary Engineering | \$0 | \$0 | - |
| Right of Way | \$262,710 | \$215,447 | 82% |
| Construction | \$1,299,629 | \$923,060 | 71% |
| TOTAL | \$1,562,339 | \$1,138,507 | 73% |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|--------------------|----------------|----------------|----------------|----------------|--------------------|
| STF | \$57,581 | \$0 | \$0 | \$0 | \$0 | \$57,581 |
| RTAP | \$875,594 | \$0 | \$0 | \$0 | \$0 | \$875,594 |
| LOC | \$300,952 | \$0 | \$0 | \$0 | \$0 | \$300,952 |
| EN | \$328,213 | \$0 | \$0 | \$0 | \$0 | \$328,213 |
| TOTAL | \$1,562,340 | \$0 | \$0 | \$0 | \$0 | \$1,562,340 |

Isle of Wight Multi-Use Trail - Segment 1

UPC # 101793

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|------------------|-----------------|---------|---------|---------|-----------------|
| CN | TAP/F | \$118,045 | \$46,063 | | | | \$11,516 |
| | <i>Subtotal</i> | \$118,045 | \$46,063 | | | | \$11,516 |
| | TOTAL | \$118,045 | \$46,063 | | | | \$11,516 |

Source of Project Data: Virginia Department of Transportation.

Isle of Wight Multi-Use Trail - Segment 2

UPC # 101794

OVERVIEW

Description: Construct a pedestrian and bicycle trail along Nike Park Road from Battery Park Road to the Carrolton Nike Park. Project is linked with UPC 91219.

Street (Route): Nike Park Road (669)

Length (mi): 1.8

Jurisdiction/Agency: Isle of Wight

System: Enhancement

Scope: Facilities for Pedestrians and Bicycles

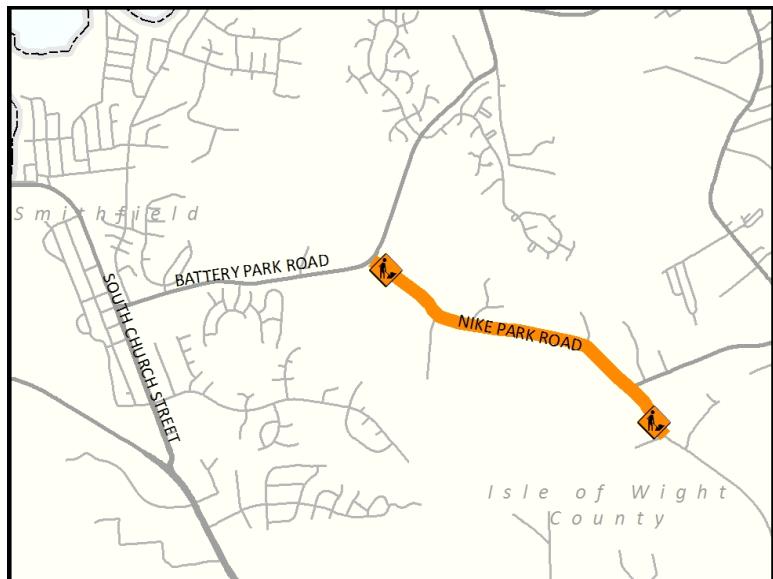
Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|----------|------------|----------|
| Preliminary Engineering | N/A | N/A | N/A |
| Right of Way | 9/8/2014 | 3/3/2017 | Complete |
| Construction | 3/3/2017 | 10/24/2018 | Complete |

COSTS AND EXPENDITURES

| | Recent Expenditures | | |
|-------------------------|---------------------|--------------------|------------------|
| | Cost Estimates | Total Expenditures | Percent Expended |
| Preliminary Engineering | \$0 | \$0 | - |
| Right of Way | \$256,782 | \$184,710 | 72% |
| Construction | \$5,519,061 | \$1,724,478 | 31% |
| TOTAL | \$5,775,843 | \$1,909,188 | 33% |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|--------------------|------------|------------|------------|------------|--------------------|
| STP | \$37,718 | \$0 | \$0 | \$0 | \$0 | \$37,718 |
| STF | \$774,090 | \$0 | \$0 | \$0 | \$0 | \$774,090 |
| RTAP | \$174,606 | \$0 | \$0 | \$0 | \$0 | \$174,606 |
| RS | \$2,628,875 | \$0 | \$0 | \$0 | \$0 | \$2,628,875 |
| MIX | \$16,236 | \$0 | \$0 | \$0 | \$0 | \$16,236 |
| LOC | \$1,070,614 | \$0 | \$0 | \$0 | \$0 | \$1,070,614 |
| EN | \$1,064,275 | \$0 | \$0 | \$0 | \$0 | \$1,064,275 |
| BOM | \$9,429 | \$0 | \$0 | \$0 | \$0 | \$9,429 |
| TOTAL | \$5,775,843 | \$0 | \$0 | \$0 | \$0 | \$5,775,843 |

Isle of Wight Multi-Use Trail - Segment 2

UPC # 101794

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|------------------|--------------------|------------------|---------|---------|--------------------|
| CN | Other | | \$1,923,565 | | | | \$1,923,565 |
| CN | TAP/F | \$858,848 | | \$428,568 | | | \$107,142 |
| | <i>Subtotal</i> | \$858,848 | \$1,923,565 | \$428,568 | | | \$2,030,707 |
| | TOTAL | \$858,848 | \$1,923,565 | \$428,568 | | | \$2,030,707 |

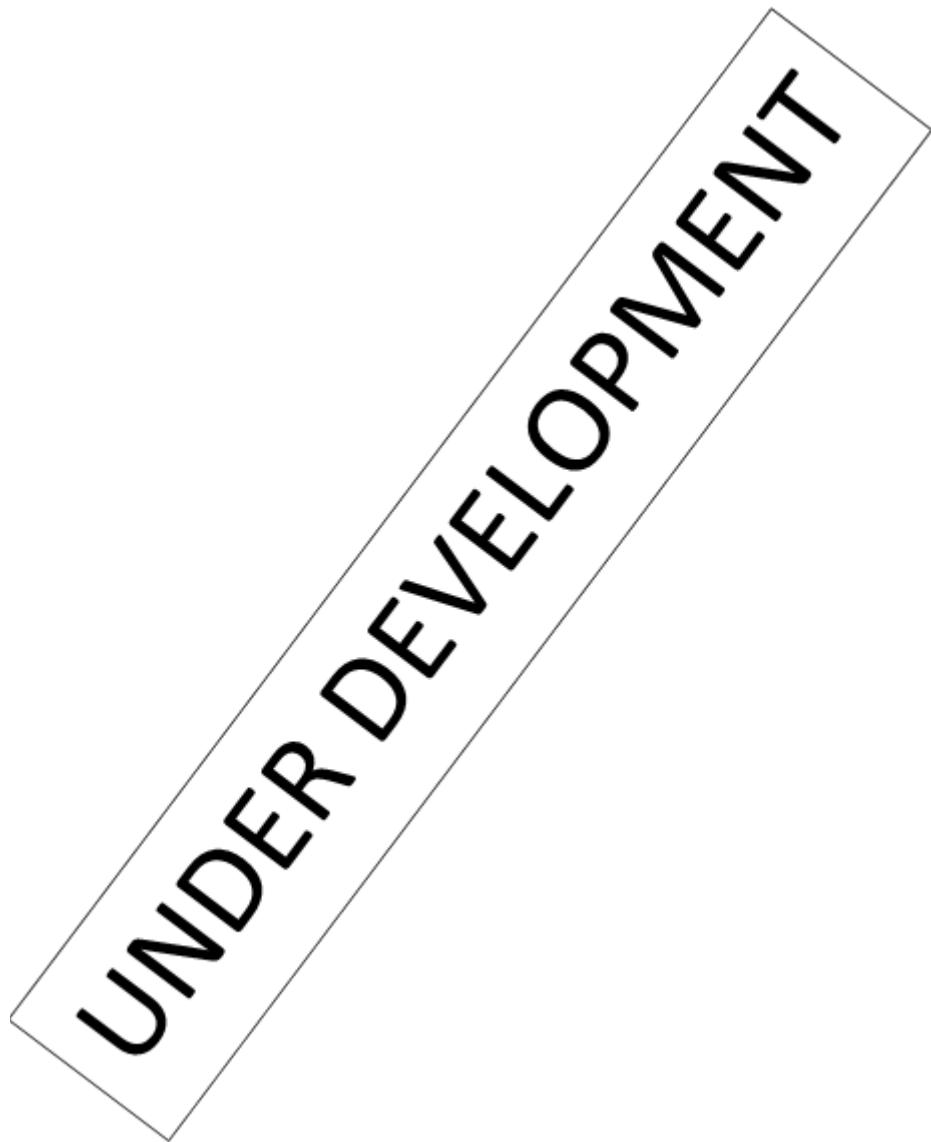
Source of Project Data: Virginia Department of Transportation.



Public Transportation Projects

Section X

Figure 4 | Public Transportation Projects



Regional Fixed Guideway Studies & ROW

UPC # T9093

OVERVIEW

Description: Study of extending light rail to Naval Station Norfolk and Corridor level fixed-guideway studies in Hampton and Newport News

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: HRT - DRPT

System: Public Transportation

Scope: Transit

Oversight: Federal Oversight

Administered By: DRPT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: Yes

No map available for this project

HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|-----------|-----------|----------|
| Preliminary Engineering | 10/1/2010 | 9/30/2015 | Complete |
| Right of Way | N/A | N/A | N/A |
| Construction | N/A | N/A | N/A |

COSTS AND EXPENDITURES

| | <u>Recent Expenditures</u> | | |
|-------------------------|----------------------------|--------------------|------------------|
| | Cost Estimates | Total Expenditures | Percent Expended |
| Preliminary Engineering | \$30,913,307 | | - |
| Right of Way | \$0 | | - |
| Construction | \$0 | | - |
| TOTAL | \$30,913,307 | | - |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|---------------------|------------|--------------------|--------------------|------------|---------------------|
| STM | \$4,726,132 | \$0 | \$400,001 | \$1,200,000 | \$0 | \$6,326,133 |
| RSTP | \$18,904,531 | \$0 | \$1,599,999 | \$4,800,000 | \$0 | \$25,304,530 |
| TOTAL | \$23,630,663 | \$0 | \$2,000,000 | \$6,000,000 | \$0 | \$31,630,663 |

Regional Fixed Guideway Studies & ROW

UPC # T9093

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|---------------------|---------|--------------------|--------------------|---------|--------------------|
| PE | RSTP | \$18,521,205 | | \$1,599,999 | \$4,800,000 | | \$1,600,000 |
| | <i>Subtotal</i> | \$18,521,205 | | \$1,599,999 | \$4,800,000 | | \$1,600,000 |
| | TOTAL | \$18,521,205 | | \$1,599,999 | \$4,800,000 | | \$1,600,000 |

Source of Project Data: Virginia Department of Transportation.

Purchase 29-ft Replacement Buses

UPC # T11777

OVERVIEW

Description: Purchase 29 new 29-ft buses

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: HRT - DRPT

System: Public Transportation

Scope: Transit

Oversight: Federal Oversight

Administered By: DRPT

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No

No map available for this project

HRTPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 10/1/2016 | 10/1/2019 | Complete |
| Right of Way | N/A | N/A | N/A |
| Construction | N/A | N/A | N/A |

COSTS AND EXPENDITURES

Recent Expenditures

| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> | <i>Previous 3 Quarters</i> | | | |
|-------------------------|-----------------------|---------------------------|-------------------------|----------------------------|----------|----------|----------|
| | | | | <i>Latest Quarter</i> | <i>3</i> | <i>2</i> | <i>1</i> |
| Preliminary Engineering | \$10,875,000 | | - | | - | - | - |
| Right of Way | \$0 | | - | | - | - | - |
| Construction | \$0 | | - | | - | - | - |
| TOTAL | \$10,875,000 | | - | | | | |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|--------------------|----------------|----------------|----------------|----------------|--------------------|
| STM | \$1,685,034 | \$0 | \$0 | \$0 | \$0 | \$1,685,034 |
| CMAQ | \$6,740,131 | \$0 | \$0 | \$0 | \$0 | \$6,740,131 |
| TOTAL | \$8,425,165 | \$0 | \$0 | \$0 | \$0 | \$8,425,165 |

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

Purchase 40-ft Replacement Buses

UPC # T11778

OVERVIEW

Description: Purchase 41 new 40-ft buses

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: HRT - DRPT

System: Public Transportation

Scope: Transit

Oversight: Federal Oversight

Administered By: DRPT

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: Yes

No map available for this project

HRTPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 10/1/2017 | 10/1/2020 | Underway |
| Right of Way | N/A | N/A | N/A |
| Construction | N/A | N/A | N/A |

COSTS AND EXPENDITURES

Recent Expenditures

| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> | <i>Previous 3 Quarters</i> | | | |
|-------------------------|-----------------------|---------------------------|-------------------------|----------------------------|----------|----------|----------|
| | | | | <i>Latest Quarter</i> | <i>3</i> | <i>2</i> | <i>1</i> |
| Preliminary Engineering | \$16,195,000 | | - | | - | - | - |
| Right of Way | \$0 | | - | | - | - | - |
| Construction | \$0 | | - | | - | - | - |
| TOTAL | \$16,195,000 | | - | | | | |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|--------------------|----------------|----------------|----------------|----------------|--------------------|
| STM | \$1,754,042 | \$0 | \$0 | \$0 | \$0 | \$1,754,042 |
| RSTP | \$3,330,280 | \$0 | \$0 | \$0 | \$0 | \$3,330,280 |
| CMAQ | \$3,685,883 | \$0 | \$0 | \$0 | \$0 | \$3,685,883 |
| TOTAL | \$8,770,205 | \$0 | \$0 | \$0 | \$0 | \$8,770,205 |

Purchase 40-ft Replacement Buses

UPC # T11778

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

TRAFFIX Program

UPC # T14104

OVERVIEW

Description: Ongoing regional Traffic Demand Management (TDM) Program

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: HRT-DRPT

System: Public Transportation

Scope: Transit

Oversight: Federal Oversight

Administered By: DRPT

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: Yes

No map available for this project

HRTPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 7/1/2013 | 6/30/2019 | Complete |
| Right of Way | N/A | N/A | N/A |
| Construction | N/A | N/A | N/A |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | | | | | |
|-------------------------|----------------------------|---------------------------|-------------------------|----------------------------|----------|----------|----------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> | <i>Previous 3 Quarters</i> | | | |
| | | | | <i>Latest Quarter</i> | <i>3</i> | <i>2</i> | <i>1</i> |
| Preliminary Engineering | \$7,892,141 | | - | | - | - | - |
| Right of Way | \$0 | | - | | - | - | - |
| Construction | \$0 | | - | | - | - | - |
| TOTAL | \$7,892,141 | | - | | | | |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------------|
| STM | \$1,378,431 | \$200,000 | \$200,000 | \$200,000 | \$200,000 | \$2,178,431 |
| RSTP | \$0 | \$800,000 | \$800,000 | \$800,000 | \$800,000 | \$3,200,000 |
| CMAQ | \$5,513,710 | \$0 | \$0 | \$0 | \$0 | \$5,513,710 |
| TOTAL | \$6,892,141 | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$10,892,141 |

TRAFFIX Program**UPC # T14104****SCHEDULED OBLIGATIONS**

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-----------------|-------------|--------------------|--------------------|------------------|---------|---------|------------------|
| PE | CMAQ | \$5,513,710 | \$800,000 | | | | |
| PE | AC-Conversi | | | \$317,843 | | | \$79,461 |
| PE | AC | | \$317,843 | | | | \$79,461 |
| <i>Subtotal</i> | | \$5,513,710 | \$1,117,843 | \$317,843 | | | \$158,922 |
| TOTAL | | \$5,513,710 | \$1,117,843 | \$317,843 | | | \$158,922 |

Source of Project Data: Virginia Department of Transportation.

Transit Bus Replacement

UPC # T16054

OVERVIEW

Description: Purchase Replacement 29, 35, and 40-foot Transit Buses

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: HRT-DRPT

System: Public Transportation

Scope: Transit

Oversight: Federal Oversight

Administered By: DRPT

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: Yes

No map available for this project

HRTPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 10/15/2020 | 5/20/2022 | FFY 2021 |
| Right of Way | N/A | N/A | N/A |
| Construction | N/A | N/A | N/A |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | | | | | | |
|-------------------------|----------------------------|---------------------------|-------------------------|----------------------------|----------|----------|----------|---|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> | <i>Previous 3 Quarters</i> | | | | |
| | | | | <i>Latest Quarter</i> | <i>3</i> | <i>2</i> | <i>1</i> | |
| Preliminary Engineering | \$10,870,710 | | - | | - | - | - | - |
| Right of Way | \$0 | | - | | - | - | - | - |
| Construction | \$0 | | - | | - | - | - | - |
| TOTAL | \$10,870,710 | | - | | | | | |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|-----------------|---------------------|--------------------|--------------------|--------------------|---------------------|
| STM | \$0 | \$2,174,142 | \$1,156,265 | \$1,148,078 | \$1,191,016 | \$5,669,501 |
| RSTP | \$0 | \$7,326,836 | \$1,945,622 | \$0 | \$2,382,030 | \$11,654,488 |
| CMAQ | \$0 | \$1,369,732 | \$2,679,442 | \$4,592,314 | \$2,382,030 | \$11,023,518 |
| TOTAL | \$0 | \$10,870,710 | \$5,781,329 | \$5,740,392 | \$5,955,076 | \$28,347,507 |

Transit Bus Replacement

UPC # T16054

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|----------|--------------------|---------|---------|---------|--------------------|
| PE | RSTP | | \$7,326,836 | | | | \$1,831,709 |
| PE | CMAQ | | \$1,712,165 | | | | \$428,041 |
| | <i>Subtotal</i> | | \$9,039,001 | | | | \$2,259,750 |
| | TOTAL | | \$9,039,001 | | | | \$2,259,750 |

Source of Project Data: Virginia Department of Transportation.

Light Rail Extension to Chesapeake (Study only)

UPC # 108954

OVERVIEW

Description: Study to explore potential options to connect the TIDE to the Greenbrier area

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: HRT-DRPT

System: Public Transportation

Scope: Transit

Oversight: Federal Oversight

Administered By: DRPT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: Yes

No map available for this project

HRTPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 10/6/2021 | 4/3/2023 | FFY 2022 |
| Right of Way | N/A | N/A | N/A |
| Construction | N/A | N/A | N/A |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | | |
|-------------------------|----------------------------|---------------------------|-------------------------|----------------------------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> | <i>Previous 3 Quarters</i> |
| <i>Latest Quarter</i> | <i>3</i> | <i>2</i> | <i>1</i> | |
| Preliminary Engineering | \$2,000,000 | \$0 | 0% | \$0 - - |
| Right of Way | \$0 | \$0 | - | \$0 - - |
| Construction | \$0 | \$0 | - | \$0 - - |
| TOTAL | \$2,000,000 | \$0 | 0% | |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|-----------------|----------------|--------------------|----------------|----------------|--------------------|
| STM | \$0 | \$0 | \$400,000 | \$0 | \$0 | \$400,000 |
| RSTP | \$0 | \$0 | \$1,600,000 | \$0 | \$0 | \$1,600,000 |
| TOTAL | \$0 | \$0 | \$2,000,000 | \$0 | \$0 | \$2,000,000 |

Light Rail Extension to Chesapeake (Study only)

UPC # 108954

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|--------------|---------|--------------------|---------|---------|------------------|
| PE | RSTP | | | \$1,600,000 | | | \$400,000 |
| | <i>Subtotal</i> | | | \$1,600,000 | | | \$400,000 |
| | | TOTAL | | \$1,600,000 | | | \$400,000 |

Source of Project Data: Virginia Department of Transportation.

OVERVIEW

Description: Study to identify a locally preferred alternative to be advanced into the project development phase of the FTA New Starts funding program

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: HRT - DRPT

System: Public Transportation

Scope: Transit

Oversight: Federal Oversight

Administered By: DRPT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: Yes

No map available for this project

HRTPO Notes**SCHEDULE**

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 1/5/2023 | 7/25/2024 | FFY 2023 |
| Right of Way | N/A | N/A | N/A |
| Construction | N/A | N/A | N/A |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | |
|-------------------------|----------------------------|---------------------------|-------------------------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> |
| Preliminary Engineering | \$8,000,000 | | - |
| Right of Way | \$0 | | - |
| Construction | \$0 | | - |
| TOTAL | \$8,000,000 | | - |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|-----------------|----------------|----------------|--------------------|--------------------|--------------------|
| STM | \$0 | \$0 | \$0 | \$409,029 | \$1,190,971 | \$1,600,000 |
| RSTP | \$0 | \$0 | \$0 | \$1,636,115 | \$4,763,885 | \$6,400,000 |
| TOTAL | \$0 | \$0 | \$0 | \$2,045,144 | \$5,954,856 | \$8,000,000 |

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

Naval Station Norfolk Transit Extension Study FEIS/PE

UPC # T17990

OVERVIEW

Description: Study to provide mobility options within the City and transit connectivity throughout the City and the Hampton Roads region

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: HRT-DRPT

System: Public Transportation

Scope: Transit

Oversight: Federal Oversight

Administered By: DRPT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: Yes

No map available for this project

HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|----------|----------|----------|
| Preliminary Engineering | 7/1/2021 | 7/1/2024 | FFY 2021 |
| Right of Way | N/A | N/A | N/A |
| Construction | N/A | N/A | N/A |

COSTS AND EXPENDITURES

| | Recent Expenditures | | |
|-------------------------|---------------------|--------------------|------------------|
| | Cost Estimates | Total Expenditures | Percent Expended |
| Preliminary Engineering | \$12,000,000 | | - |
| Right of Way | \$0 | | - |
| Construction | \$0 | | - |
| TOTAL | \$12,000,000 | | - |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|------------|------------|--------------------|------------|------------|--------------------|
| STM | \$0 | \$0 | \$1,200,000 | \$0 | \$0 | \$1,200,000 |
| RSTP | \$0 | \$0 | \$4,800,000 | \$0 | \$0 | \$4,800,000 |
| TOTAL | \$0 | \$0 | \$6,000,000 | \$0 | \$0 | \$6,000,000 |

Naval Station Norfolk Transit Extension Study FEIS/PE

UPC # T17990

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|--------------|---------|--------------------|---------|---------|--------------------|
| PE | RSTP | | | \$4,800,000 | | | \$1,200,000 |
| | <i>Subtotal</i> | | | \$4,800,000 | | | \$1,200,000 |
| | | TOTAL | | \$4,800,000 | | | \$1,200,000 |

Source of Project Data: Virginia Department of Transportation.

Multimodal High-Speed and Intercity Passenger Rail Station Development (PE only)

UPC # 102734

OVERVIEW

Description: Construct a new multimodal station located in the vicinity of Bland Boulevard near the Newport News/Williamsburg International Airport (PHF). (Related to UPCs 109075 & 109076)

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: Newport News

System: Public Transportation

Scope: Passenger Rail Facility

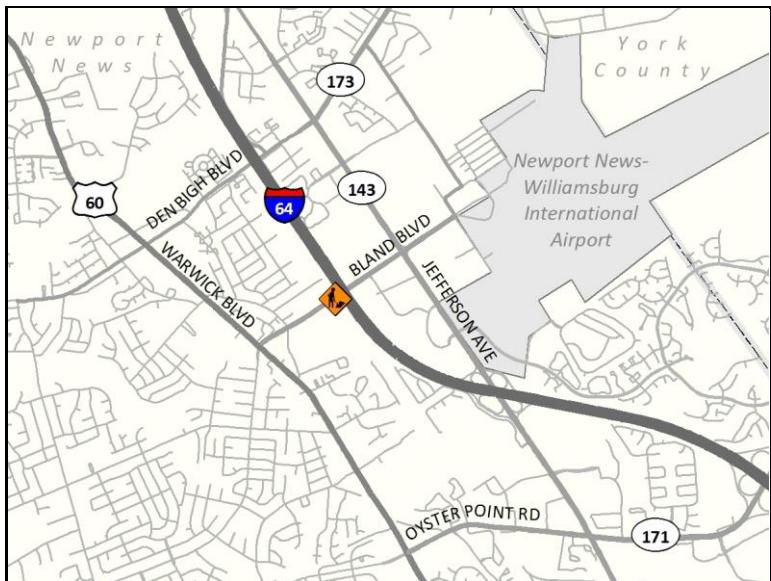
Oversight: Federal Oversight

Administered By: DRPT

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: Yes



HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|------------|-----------|----------|
| Preliminary Engineering | 12/19/2012 | 9/27/2019 | Complete |
| Right of Way | N/A | N/A | N/A |
| Construction | N/A | N/A | N/A |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | |
|-------------------------|----------------------------|---------------------------|-------------------------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> |
| Preliminary Engineering | \$5,361,283 | \$2,920,000 | 54% |
| Right of Way | \$0 | \$0 | - |
| Construction | \$0 | \$0 | - |
| TOTAL | \$5,361,283 | \$2,920,000 | 54% |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|--------------------|----------------|----------------|----------------|----------------|--------------------|
| STM | \$437,385 | \$0 | \$0 | \$0 | \$0 | \$437,385 |
| RSTP | \$2,246,626 | \$0 | \$0 | \$0 | \$0 | \$2,246,626 |
| LOC | \$185,547 | \$0 | \$0 | \$0 | \$0 | \$185,547 |
| CMAQ | \$2,491,725 | \$0 | \$0 | \$0 | \$0 | \$2,491,725 |
| TOTAL | \$5,361,283 | \$0 | \$0 | \$0 | \$0 | \$5,361,283 |

Multimodal High-Speed and Intercity Passenger Rail Station Development (PE only)

UPC # 102734

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|--------------------|------------------|---------|---------|---------|------------------|
| PE | RSTP | \$1,788,437 | \$500,590 | | | | \$125,148 |
| | <i>Subtotal</i> | \$1,788,437 | \$500,590 | | | | \$125,148 |
| | TOTAL | \$1,788,437 | \$500,590 | | | | \$125,148 |

Source of Project Data: Virginia Department of Transportation.

Newport News Transportation Center - Grading, Drainage, & Utilities

UPC # 109075

OVERVIEW

Description: Initial construction stage - Provide necessary civil infrastructure to enable development of multimodal station (Child project of UPC 102734)

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: Newport News

System: Public Transportation

Scope: Passenger Rail Facility

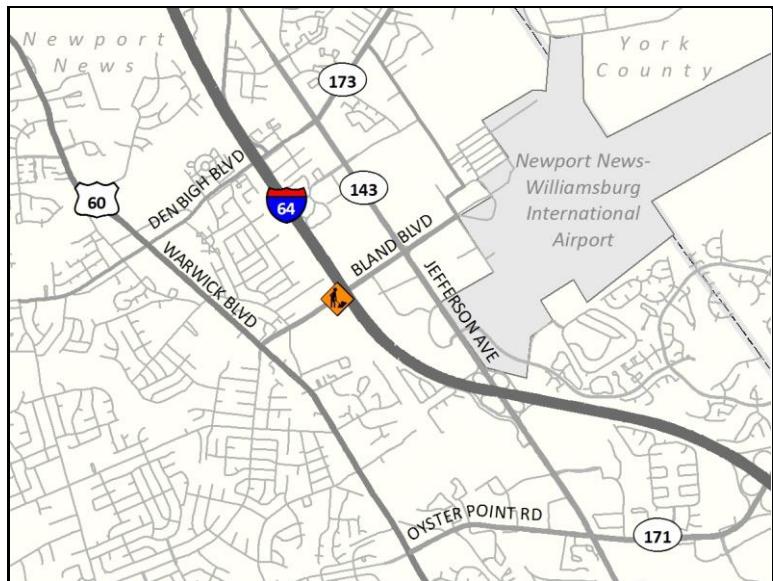
Oversight: N/A

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No



HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|----------|------------|----------|
| Preliminary Engineering | N/A | N/A | N/A |
| Right of Way | N/A | N/A | N/A |
| Construction | 6/9/2020 | 12/28/2022 | FFY 2020 |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | | | | | |
|-------------------------|----------------------------|---------------------------|-------------------------|-----------------------|----------|----------|----------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> | | | | |
| | | | | <i>Latest Quarter</i> | <i>3</i> | <i>2</i> | <i>1</i> |
| Preliminary Engineering | \$0 | \$0 | - | \$0 | - | - | - |
| Right of Way | \$0 | \$0 | - | \$0 | - | - | - |
| Construction | \$8,142,550 | \$0 | 0% | \$0 | - | - | - |
| TOTAL | \$8,142,550 | \$0 | 0% | | | | |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|--------------------|------------|------------|------------|------------|--------------------|
| STM | \$1,184,208 | \$0 | \$0 | \$0 | \$0 | \$1,184,208 |
| STF | \$2,123,378 | \$0 | \$0 | \$0 | \$0 | \$2,123,378 |
| RSTP | \$1,864,500 | \$0 | \$0 | \$0 | \$0 | \$1,864,500 |
| LOC | \$43,334 | \$0 | \$0 | \$0 | \$0 | \$43,334 |
| CMAQ | \$2,927,130 | \$0 | \$0 | \$0 | \$0 | \$2,927,130 |
| TOTAL | \$8,142,550 | \$0 | \$0 | \$0 | \$0 | \$8,142,550 |

Newport News Transportation Center - Grading, Drainage, & Utilities

UPC # 109075

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

Newport News Transportation Center - Station, Platform, & Site Finishes

UPC # 109076

OVERVIEW

Description: Final construction stage - Includes station and site finishes for multimodal station (Child project of UPC 102734)

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: Newport News

System: Public Transportation

Scope: Passenger Rail Facility

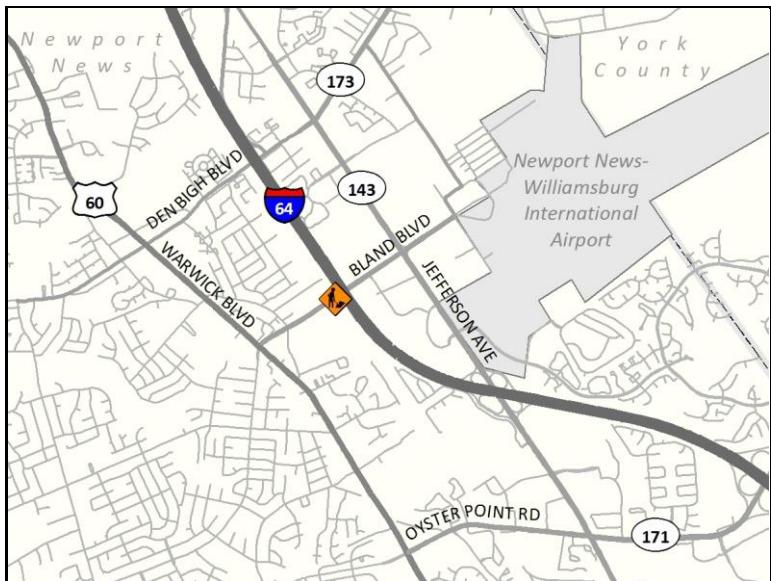
Oversight: N/A

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: Yes



HRTPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | N/A | N/A | N/A |
| Right of Way | N/A | N/A | N/A |
| Construction | 3/1/2021 | 10/11/2023 | FFY 2021 |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | |
|-------------------------|----------------------------|---------------------------|-------------------------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> |
| Preliminary Engineering | \$0 | \$0 | - |
| Right of Way | \$0 | \$0 | - |
| Construction | \$14,632,204 | \$0 | 0% |
| TOTAL | \$14,632,204 | \$0 | 0% |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|---------------------|----------------|----------------|----------------|----------------|---------------------|
| STM | \$2,514,578 | \$0 | \$0 | \$0 | \$0 | \$2,514,578 |
| RSTP | \$4,214,314 | \$0 | \$0 | \$0 | \$0 | \$4,214,314 |
| LOC | \$1,714,433 | \$0 | \$0 | \$0 | \$0 | \$1,714,433 |
| CMAQ | \$6,188,879 | \$0 | \$0 | \$0 | \$0 | \$6,188,879 |
| TOTAL | \$14,632,204 | \$0 | \$0 | \$0 | \$0 | \$14,632,204 |

Newport News Transportation Center - Station, Platform, & Site Finishes

UPC # 109076

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-----------------|-------------|----------|---------------------|---------|---------|---------|--------------------|
| CN | RSTP | | \$4,145,337 | | | | \$1,036,334 |
| CN | CMAQ | | \$6,188,879 | | | | \$1,547,220 |
| CN | AC | | \$1,714,434 | | | | |
| <i>Subtotal</i> | | | \$12,048,650 | | | | \$2,583,554 |
| TOTAL | | | \$12,048,650 | | | | \$2,583,554 |

Source of Project Data: Virginia Department of Transportation.

Newport News Shipyard - Gloucester HRT MAX Service

UPC # 115871

OVERVIEW

Description: HRT is seeking funding for the purchase of two buses to create express commuter bus service between Gloucester, York County, and the Newport News Shipyard

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: Hampton Roads

System: Public Transportation

Scope: Transit

Oversight: Federal Oversight

Administered By: DRPT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No

No map available for this project

HRTPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | N/A | N/A | N/A |
| Right of Way | N/A | N/A | N/A |
| Construction | 3/25/2024 | 4/23/2026 | FFY 2024 |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | |
|-------------------------|----------------------------|---------------------------|-------------------------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> |
| Preliminary Engineering | \$0 | \$0 | - |
| Right of Way | \$0 | \$0 | - |
| Construction | \$1,200,000 | \$0 | 0% |
| TOTAL | \$1,200,000 | \$0 | 0% |

| | <i>Previous 3 Quarters</i> | | |
|--|----------------------------|----------|----------|
| | <i>Latest Quarter</i> | <i>3</i> | <i>2</i> |
| | \$0 | - | - |
| | \$0 | - | - |
| | \$0 | - | - |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|-----------------|----------------|----------------|----------------|------------------|------------------|
| STP | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| STF | \$0 | \$0 | \$0 | \$0 | \$600,000 | \$600,000 |
| TOTAL | \$0 | \$0 | \$0 | \$0 | \$600,000 | \$600,000 |

Newport News Shipyard - Gloucester HRT MAX Service

UPC # 115871

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|----------|---------|---------|---------|--------------------|-------|
| CN | STP/STBG | | | | | \$600,000 | |
| CN | AC | | | | | \$600,000 | |
| | <i>Subtotal</i> | | | | | \$1,200,000 | |
| | TOTAL | | | | | \$1,200,000 | |

Source of Project Data: Virginia Department of Transportation.

Purchase Replacement Buses

UPC # T11780

OVERVIEW

Description: Purchase 8 replacement transit buses

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: WATA - DRPT

System: Public Transportation

Scope: Transit

Oversight: Federal Oversight

Administered By: DRPT

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No

No map available for this project

HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|----------|----------|----------|
| Preliminary Engineering | 7/1/2023 | 7/1/2023 | FFY 2023 |
| Right of Way | N/A | N/A | N/A |
| Construction | N/A | N/A | N/A |

COSTS AND EXPENDITURES

Recent Expenditures

| | Cost Estimates | Total Expenditures | Percent Expended | Previous 3 Quarters | | | |
|-------------------------|--------------------|--------------------|------------------|---------------------|---|---|---|
| | | | | Latest Quarter | 3 | 2 | 1 |
| Preliminary Engineering | \$6,480,000 | | - | | - | - | - |
| Right of Way | \$0 | | - | | - | - | - |
| Construction | \$0 | | - | | - | - | - |
| TOTAL | \$6,480,000 | | - | | | | |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|--------------------|--------------------|------------|------------|------------|--------------------|
| STM | \$323,098 | \$654,346 | \$0 | \$0 | \$0 | \$977,444 |
| CMAQ | \$1,292,392 | \$2,617,386 | \$0 | \$0 | \$0 | \$3,909,778 |
| TOTAL | \$1,615,490 | \$3,271,732 | \$0 | \$0 | \$0 | \$4,887,222 |

Purchase Replacement Buses

UPC # T11780

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|--------------------|--------------------|---------|---------|---------|------------------|
| PE | CMAQ | \$1,232,392 | \$2,617,386 | | | | \$654,347 |
| | <i>Subtotal</i> | \$1,232,392 | \$2,617,386 | | | | \$654,347 |
| | TOTAL | \$1,232,392 | \$2,617,386 | | | | \$654,347 |

Source of Project Data: Virginia Department of Transportation.

WATA Administration and Operations Facility: Phase 1

UPC # T11932

OVERVIEW

Description: Project planning & management, engineering, site selection, land acquisition, study related items, & construction of new ADA compliant Admin & Operations Facility for WATA, to include rehabilitation of existing structures & equipment on the property.

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: WATA - DRPT

System: Public Transportation

Scope: Transit

Oversight: Federal Oversight

Administered By: DRPT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: Yes

No map available for this project

HRTP Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 7/1/2017 | 3/30/2018 | Complete |
| Right of Way | 3/30/2018 | 6/30/2018 | Complete |
| Construction | 6/30/2018 | 6/30/2020 | Underway |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | | | | | |
|-------------------------|----------------------------|---------------------------|-------------------------|----------------------------|----------|----------|----------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> | <i>Previous 3 Quarters</i> | | | |
| | | | | <i>Latest Quarter</i> | <i>3</i> | <i>2</i> | <i>1</i> |
| Preliminary Engineering | \$200,000 | | - | | - | - | - |
| Right of Way | \$800,000 | | - | | - | - | - |
| Construction | \$8,000,000 | | - | | - | - | - |
| TOTAL | \$9,000,000 | | - | | | | |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|---------------------|----------------|----------------|----------------|----------------|---------------------|
| STM | \$2,279,460 | \$0 | \$0 | \$0 | \$0 | \$2,279,460 |
| RSTP | \$8,847,340 | \$0 | \$0 | \$0 | \$0 | \$8,847,340 |
| TOTAL | \$11,126,800 | \$0 | \$0 | \$0 | \$0 | \$11,126,800 |

WATA Administration and Operations Facility: Phase 1

UPC # T11932

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

CNG Bus Replacement

UPC # T11779

OVERVIEW

Description: Purchase 7 replacement Compressed Natural Gas (CNG) Buses

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: WATA - DRPT

System: Public Transportation

Scope: Transit

Oversight: N/A

Administered By: DRPT

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No

No map available for this project

HRPTO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 7/1/2024 | 7/1/2024 | FFY 2024 |
| Right of Way | N/A | N/A | N/A |
| Construction | N/A | N/A | N/A |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | | | | | |
|-------------------------|----------------------------|---------------------------|-------------------------|----------------------------|----------|----------|----------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> | <i>Previous 3 Quarters</i> | | | |
| | | | | <i>Latest Quarter</i> | <i>3</i> | <i>2</i> | <i>1</i> |
| Preliminary Engineering | \$3,073,000 | | - | | - | - | - |
| Right of Way | \$0 | | - | | - | - | - |
| Construction | \$0 | | - | | - | - | - |
| TOTAL | \$3,073,000 | | - | | | | |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|-----------------|--------------------|----------------|----------------|----------------|--------------------|
| STM | \$0 | \$614,600 | \$0 | \$0 | \$0 | \$614,600 |
| CMAQ | \$0 | \$2,458,400 | \$0 | \$0 | \$0 | \$2,458,400 |
| TOTAL | \$0 | \$3,073,000 | \$0 | \$0 | \$0 | \$3,073,000 |

CNG Bus Replacement

UPC # T11779

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|----------|--------------------|---------|---------|---------|------------------|
| PE | CMAQ | | \$2,458,400 | | | | \$614,600 |
| | <i>Subtotal</i> | | \$2,458,400 | | | | \$614,600 |
| | TOTAL | | \$2,458,400 | | | | \$614,600 |

Source of Project Data: Virginia Department of Transportation.

WATA - Upper York Kent County Connector Demonstration Routes

UPC # T19494

OVERVIEW

Description: New demonstration routes to an unserved area of James City County

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: WATA-DRPT

System: Public Transportation

Scope: Transit

Oversight: Federal Oversight

Administered By: DRPT

Regionally Significant for Air Quality: Yes

CMAQ: Yes

RSTP: No

No map available for this project

HRPTO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 9/30/2022 | 3/29/2024 | FFY 2022 |
| Right of Way | 4/2/2024 | 10/31/2024 | FFY 2024 |
| Construction | 11/1/2024 | 12/23/2025 | FFY 2025 |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | | | | | |
|-------------------------|----------------------------|---------------------------|-------------------------|----------------------------|----------|----------|----------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> | <i>Previous 3 Quarters</i> | | | |
| | | | | <i>Latest Quarter</i> | <i>3</i> | <i>2</i> | <i>1</i> |
| Preliminary Engineering | \$1,233,555 | | - | | - | - | - |
| Right of Way | \$30,000 | | - | | - | - | - |
| Construction | \$45,000 | | - | | - | - | - |
| TOTAL | \$1,308,555 | | - | | | | |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|-----------------|----------------|----------------|------------------|------------------|------------------|
| STM | \$0 | \$0 | \$0 | \$74,506 | \$77,363 | \$151,869 |
| CMAQ | \$0 | \$0 | \$0 | \$298,024 | \$309,450 | \$607,474 |
| TOTAL | \$0 | \$0 | \$0 | \$372,530 | \$386,813 | \$759,343 |

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

WATA Expansion of Bus Shelters

UPC # T19468

OVERVIEW

Description: Construct 12 new transit bus shelters

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: WATA-DRPT

System: Public Transportation

Scope: Transit

Oversight: Federal Oversight

Administered By: DRPT

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No

No map available for this project

HRTPO Notes

SCHEDULE

| | Start | End | Status |
|-------------------------|-----------|-----------|----------|
| Preliminary Engineering | 12/5/2022 | 4/29/2024 | FFY 2023 |
| Right of Way | 4/29/2024 | 3/28/2025 | FFY 2024 |
| Construction | 3/28/2025 | 5/26/2026 | FFY 2025 |

COSTS AND EXPENDITURES

Recent Expenditures

| | Cost Estimates | Total Expenditures | Percent Expended | Previous 3 Quarters | | | |
|-------------------------|------------------|--------------------|------------------|---------------------|---|---|---|
| | | | | Latest Quarter | 3 | 2 | 1 |
| Preliminary Engineering | \$72,000 | | - | | - | - | - |
| Right of Way | \$18,000 | | - | | - | - | - |
| Construction | \$144,000 | | - | | - | - | - |
| TOTAL | \$234,000 | | - | | | | |

ALLOCATIONS

| Fund Source(s) | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | TOTAL |
|----------------|------------|------------|------------|------------------|------------------|------------------|
| STM | \$0 | \$0 | \$0 | \$23,400 | \$23,400 | \$46,800 |
| CMAQ | \$0 | \$0 | \$0 | \$93,600 | \$93,600 | \$187,200 |
| TOTAL | \$0 | \$0 | \$0 | \$117,000 | \$117,000 | \$234,000 |

WATA Expansion of Bus Shelters

UPC # T19468

SCHEDULED OBLIGATIONS

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|-------|-----------------|----------|---------|---------|-----------------|-----------------|-----------------|
| PE | CMAQ | | | | \$57,600 | | \$18,000 |
| | <i>Subtotal</i> | | | | \$57,600 | | \$18,000 |
| RW | CMAQ | | | | | \$14,400 | \$3,600 |
| | <i>Subtotal</i> | | | | | \$14,400 | \$3,600 |
| | TOTAL | | | | \$57,600 | \$14,400 | \$21,600 |

Source of Project Data: Virginia Department of Transportation.

WATA Transfer Station Hub

UPC # T17898

OVERVIEW

Description: Construct a new transfer station to replace the previously leased station. Proposed location is near the intersection of Route 199 and Route 60.

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: WATA-DRPT

System: Public Transportation

Scope: Transit

Oversight: Federal Oversight

Administered By: DRPT

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No

No map available for this project

HRTPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 7/1/2021 | 9/30/2021 | FFY 2021 |
| Right of Way | 9/30/2021 | 1/31/2022 | FFY 2021 |
| Construction | 1/31/2022 | 9/30/2022 | FFY 2022 |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | |
|-------------------------|----------------------------|---------------------------|-------------------------|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> |
| <i>Latest Quarter</i> | <i>3</i> | <i>2</i> | <i>1</i> |
| Preliminary Engineering | \$500,000 | | - |
| Right of Way | \$25,000 | | - |
| Construction | \$1,975,000 | | - |
| TOTAL | \$2,500,000 | | - |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|-----------------|----------------|--------------------|----------------|----------------|--------------------|
| STM | \$0 | \$0 | \$500,000 | \$0 | \$0 | \$500,000 |
| CMAQ | \$0 | \$0 | \$2,000,000 | \$0 | \$0 | \$2,000,000 |
| TOTAL | \$0 | \$0 | \$2,500,000 | \$0 | \$0 | \$2,500,000 |

WATA Transfer Station Hub**UPC # T17898****SCHEDULED OBLIGATIONS**

| Phase | Fund Source | Previous | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Match |
|--------------|-----------------|----------|---------|--------------------|---------|---------|------------------|
| PE | CMAQ | | | \$400,000 | | | \$100,000 |
| | <i>Subtotal</i> | | | \$400,000 | | | \$100,000 |
| RW | CMAQ | | | \$20,000 | | | \$5,000 |
| | <i>Subtotal</i> | | | \$20,000 | | | \$5,000 |
| CN | CMAQ | | | \$1,580,000 | | | \$395,000 |
| | <i>Subtotal</i> | | | \$1,580,000 | | | \$395,000 |
| TOTAL | | | | \$2,000,000 | | | \$500,000 |

Source of Project Data: Virginia Department of Transportation.

WATA - York County Southeast Demonstration Route

UPC # T17890

OVERVIEW

Description: New demonstration routes on Route 143, 238, and 17.

Street (Route): N/A

Length (mi): N/A

Jurisdiction/Agency: WATA-DRPT

System: Public Transportation

Scope: Transit

Oversight: Federal Oversight

Administered By: DRPT

Regionally Significant for Air Quality: Yes

CMAQ: Yes

RSTP: No

No map available for this project

HRTPO Notes

SCHEDULE

| | <i>Start</i> | <i>End</i> | <i>Status</i> |
|-------------------------|--------------|------------|---------------|
| Preliminary Engineering | 7/1/2021 | 12/31/2024 | FFY 2021 |
| Right of Way | N/A | N/A | N/A |
| Construction | N/A | N/A | N/A |

COSTS AND EXPENDITURES

| | <i>Recent Expenditures</i> | | | | | | | |
|-------------------------|----------------------------|---------------------------|-------------------------|----------------------------|----------|----------|----------|---|
| | <i>Cost Estimates</i> | <i>Total Expenditures</i> | <i>Percent Expended</i> | <i>Previous 3 Quarters</i> | | | | |
| | | | | <i>Latest Quarter</i> | <i>3</i> | <i>2</i> | <i>1</i> | |
| Preliminary Engineering | \$1,564,817 | | - | | - | - | - | - |
| Right of Way | \$0 | | - | | - | - | - | - |
| Construction | \$0 | | - | | - | - | - | - |
| TOTAL | \$1,564,817 | | - | | | | | |

ALLOCATIONS

| <i>Fund Source(s)</i> | <i>Previous</i> | <i>FY 2021</i> | <i>FY 2022</i> | <i>FY 2023</i> | <i>FY 2024</i> | <i>TOTAL</i> |
|-----------------------|-----------------|----------------|------------------|------------------|------------------|--------------------|
| STM | \$0 | \$0 | \$119,595 | \$94,333 | \$99,035 | \$312,963 |
| CMAQ | \$0 | \$0 | \$478,382 | \$377,333 | \$396,139 | \$1,251,854 |
| TOTAL | \$0 | \$0 | \$597,977 | \$471,666 | \$495,174 | \$1,564,817 |

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

**Virginia Department of Rail and Public Transportation Statewide Transportation Improvement Program
Transit Costs (in \$1,000)**

| Funding Source | Previous Funding | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total FY 21-24 |
|------------------|---|---------|---------|----------------------------------|---------|----------------|
| STIP ID: HRT0003 | Title: Replacement Vans - Paratransit and TRAFFIX | | | Recipient: Hampton Roads Transit | | |
| FTA 5307 | - | - | - | - | - | - |
| State | - | 696 | - | - | - | 696 |
| Local | - | 41 | - | - | - | 41 |
| FTA 5339 | - | 287 | - | - | - | 287 |
| Year Total: | - | 1,024 | - | - | - | 1,024 |

DRPT Notes:

HRTPO Notes:

| STIP ID: HRT0004 | Title: Support Vehicles | Recipient: Hampton Roads Transit | | | | |
|------------------|-------------------------|----------------------------------|-----|-----|----|-------|
| FTA 5307 | - | 288 | 160 | 135 | 15 | 598 |
| State | - | 699 | 389 | 328 | 37 | 1,453 |
| Local | - | 41 | 23 | 19 | 2 | 85 |
| FTA 5337 | - | - | - | - | - | - |
| Year Total: | - | 1,028 | 572 | 482 | 54 | 2,136 |

DRPT Notes:

HRTPO Notes:

| STIP ID: HRT0026 | Title: Replacement Rolling Stock | Recipient: Hampton Roads Transit | | | | |
|------------------|----------------------------------|----------------------------------|-------|-------|-------|--------|
| FTA 5307 | - | - | - | - | - | - |
| State | - | 3,487 | 6,119 | 4,436 | 4,189 | 18,231 |
| Local | - | 205 | 360 | 261 | 246 | 1,072 |
| FTA 5339 | - | 1,436 | 2,519 | 1,826 | 1,725 | 7,506 |
| Year Total: | - | 5,128 | 8,998 | 6,523 | 6,160 | 26,809 |

DRPT Notes:

HRTPO Notes:

| STIP ID: HRT0032 | Title: ADP Software | Recipient: Hampton Roads Transit | | | | |
|------------------|---------------------|----------------------------------|-------|-----|-------|-------|
| FTA 5307 | - | 816 | 639 | 203 | 758 | 2,416 |
| State | - | 1,982 | 1,552 | 492 | 1,840 | 5,866 |
| Local | - | 117 | 91 | 29 | 108 | 345 |
| FTA 5337 | - | - | - | - | - | - |
| Year Total: | - | 2,915 | 2,282 | 724 | 2,706 | 8,627 |

DRPT Notes:

HRTPO Notes:

| STIP ID: HRT0033 | Title: ADP Hardware | Recipient: Hampton Roads Transit | | | | |
|------------------|---------------------|----------------------------------|-------|---|---|-------|
| FTA 5307 | - | 139 | 927 | - | - | 1,066 |
| State | - | 339 | 2,251 | - | - | 2,590 |
| Local | - | 20 | 132 | - | - | 152 |
| Year Total: | - | 498 | 3,310 | - | - | 3,808 |

DRPT Notes:

HRTPO Notes:

Source of Project Data: Virginia Department of Rail and Public Transportation



FY 2021 – 2024 Transportation Improvement Program
Public Transportation Projects | Section X - 36

**Virginia Department of Rail and Public Transportation Statewide Transportation Improvement Program
Transit Costs (in \$1,000)**

| Funding Source | Previous Funding | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total FY 21-24 | |
|------------------|------------------|------------------------------|---------|---------|---------|----------------------------------|--|
| STIP ID: HRT0041 | | Title: CIP Program - General | | | | Recipient: Hampton Roads Transit | |
| FTA 5307 | - | - | - | - | - | - | |
| State | - | 238 | - | - | - | 238 | |
| Local | - | 112 | - | - | - | 112 | |
| Year Total: | - | 350 | - | - | - | 350 | |

DRPT Notes:

HRPTO Notes:

| STIP ID: HRT0052 | Title: Transfer Center Upgrades | Recipient: Hampton Roads Transit |
|------------------|---------------------------------|----------------------------------|
| FTA 5307 | - | 779 |
| State | - | 1,891 |
| Local | - | 111 |
| Year Total: | - | 2,781 |

DRPT Notes:

HRPTO Notes:

| STIP ID: HRT0054 | Title: Preventive Maintenance | Recipient: Hampton Roads Transit |
|------------------|-------------------------------|----------------------------------|
| FTA 5307 | - | 12,182 |
| FTA 5309 | - | - |
| State | - | - |
| Local | - | 3,356 |
| FTA 5337 | - | 1,239 |
| Year Total: | - | 16,777 |

DRPT Notes:

HRPTO Notes:

| STIP ID: HRT0066 | Title: Light Rail Capital Projects | Recipient: Hampton Roads Transit |
|------------------|------------------------------------|----------------------------------|
| FTA 5307 | - | - |
| State | - | 416 |
| Local | - | 24 |
| FTA 5337 | - | 171 |
| Year Total: | - | 611 |

DRPT Notes:

HRPTO Notes:

| STIP ID: HRT0067 | Title: Capital Cost of Contracting | Recipient: Hampton Roads Transit |
|------------------|------------------------------------|----------------------------------|
| FTA 5307 | - | 2,252 |
| State | - | - |
| Local | - | 563 |
| Year Total: | - | 2,815 |

DRPT Notes:

HRPTO Notes:

Source of Project Data: Virginia Department of Rail and Public Transportation



FY 2021 – 2024 Transportation Improvement Program
Public Transportation Projects | Section X - 37

**Virginia Department of Rail and Public Transportation Statewide Transportation Improvement Program
Transit Costs (in \$1,000)**

| Funding Source | Previous Funding | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total FY 21-24 | |
|------------------|------------------|-----------------------|---------|---------|---------|----------------------------------|--|
| STIP ID: HRT0068 | | Title: ADA Operations | | | | Recipient: Hampton Roads Transit | |
| FTA 5307 | - | 1,924 | 1,960 | 1,997 | 2,034 | 7,915 | |
| State | - | - | - | - | - | - | |
| Local | - | 481 | 490 | 499 | 509 | 1,979 | |
| Year Total: | - | 2,405 | 2,450 | 2,496 | 2,543 | 9,894 | |

DRPT Notes:

HRTPO Notes:

| STIP ID: HRT0075 | Title: Surveillance/Security Equipment | Recipient: Hampton Roads Transit | | | | |
|------------------|--|----------------------------------|-------|---|---|-------|
| FTA 5307 | - | 825 | 891 | - | - | 1,716 |
| State | - | 2,081 | 2,163 | - | - | 4,244 |
| Local | - | 122 | 127 | - | - | 249 |
| FTA 5337 | - | 32 | - | - | - | 32 |
| Year Total: | - | 3,060 | 3,181 | - | - | 6,241 |

DRPT Notes:

HRTPO Notes:

| STIP ID: HRT0082 | Title: Rehab/Renov of Admin/Maint Facility | Recipient: Hampton Roads Transit | | | | |
|------------------|--|----------------------------------|---|---|---|-------|
| FTA 5307 | - | 323 | - | - | - | 323 |
| State | - | 783 | - | - | - | 783 |
| Local | - | 46 | - | - | - | 46 |
| Year Total: | - | 1,152 | - | - | - | 1,152 |

DRPT Notes:

HRTPO Notes:

| STIP ID: HRT0090 | Title: Transit Bus Mid-Life Overhaul/Repower | Recipient: Hampton Roads Transit | | | | |
|------------------|--|----------------------------------|-----|-------|---|-------|
| FTA 5307 | - | - | - | - | - | - |
| State | - | 616 | 516 | 2,960 | - | 4,092 |
| Local | - | 36 | 30 | 174 | - | 240 |
| FTA 5339 | - | 254 | 213 | 1,219 | - | 1,686 |
| Year Total: | - | 906 | 759 | 4,353 | - | 6,018 |

DRPT Notes:

HRTPO Notes:

| STIP ID: HRT0103 | Title: Light Rail Vehicle SGR | Recipient: Hampton Roads Transit | | | | |
|------------------|-------------------------------|----------------------------------|-------|-------|-------|--------|
| FTA 5307 | - | - | - | - | - | - |
| State | - | 556 | 2,213 | 2,132 | 2,198 | 7,099 |
| Local | - | 33 | 130 | 125 | 129 | 417 |
| FTA 5337 | - | 229 | 911 | 878 | 905 | 2,923 |
| Year Total: | - | 818 | 3,254 | 3,135 | 3,232 | 10,439 |

DRPT Notes:

HRTPO Notes:

Source of Project Data: Virginia Department of Rail and Public Transportation



FY 2021 – 2024 Transportation Improvement Program
Public Transportation Projects | Section X - 38

**Virginia Department of Rail and Public Transportation Statewide Transportation Improvement Program
Transit Costs (in \$1,000)**

| Funding Source | Previous Funding | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total FY 21-24 |
|------------------|---|---------|---------|----------------------------------|---------|----------------|
| STIP ID: HRT0109 | Title: Virginia Beach Parks Avenue Facility Replacement | | | Recipient: Hampton Roads Transit | | |
| FTA 5307 | - | 1,260 | - | - | - | 1,260 |
| State | - | 3,060 | - | - | - | 3,060 |
| Local | - | 180 | - | - | - | 180 |
| Year Total: | - | 4,500 | - | - | - | 4,500 |

DRPT Notes:

HRTPO Notes:

| STIP ID: WAT0001 | Title: Operating Assistance | | | Recipient: Williamsburg Area Transit Authority | | |
|------------------|-----------------------------|-------|-------|--|-------|--------|
| FTA 5307 | 380 | 390 | 400 | 425 | 425 | 1,640 |
| FTA 5311 | 318 | 337 | 337 | 337 | 337 | 1,348 |
| Other Federal | 190 | 180 | 180 | 180 | 180 | 720 |
| State | 1,750 | 1,875 | 1,970 | 2,049 | 2,112 | 8,006 |
| Local | 1,329 | 1,538 | 1,200 | 1,437 | 1,606 | 5,781 |
| Revenues | 2,215 | 2,340 | 2,368 | 2,331 | 2,391 | 9,430 |
| Year Total: | 6,182 | 6,660 | 6,455 | 6,759 | 7,051 | 26,925 |

DRPT Notes:

HRTPO Notes:

| STIP ID: WAT0014 | Title: Transit Enhancements | | | Recipient: Williamsburg Area Transit Authority | | |
|------------------|-----------------------------|----|----|--|----|-----|
| FTA 5307 | - | - | - | - | - | - |
| Flexible STP | 64 | 12 | 20 | 24 | 24 | 80 |
| State | 12 | 2 | 4 | 5 | 5 | 16 |
| Local | 4 | 1 | 1 | 1 | 1 | 4 |
| Year Total: | 80 | 15 | 25 | 30 | 30 | 100 |

DRPT Notes:

HRTPO Notes:

| STIP ID: WAT0017 | Title: Bus Shelters | | | Recipient: Williamsburg Area Transit Authority | | |
|------------------|---------------------|-----|-----|--|-----|-----|
| Flexible STP | 545 | 112 | 120 | - | 94 | 326 |
| State | 84 | 22 | 20 | - | 19 | 61 |
| Local | 52 | 6 | 10 | - | 4 | 20 |
| SMART SCALE | - | - | 209 | - | 255 | 464 |
| Year Total: | 681 | 140 | 359 | - | 372 | 871 |

DRPT Notes:

HRTPO Notes:

| STIP ID: WAT0022 | Title: Support Vehicle Replacement | | | Recipient: Williamsburg Area Transit Authority | | |
|------------------|------------------------------------|----|----|--|----|-----|
| FTA 5307 | - | - | - | - | - | - |
| Flexible STP | 136 | 24 | 36 | 67 | 68 | 195 |
| State | 27 | 5 | 7 | 13 | 14 | 39 |
| Local | 7 | 1 | 2 | 4 | 3 | 10 |
| Year Total: | 170 | 30 | 45 | 84 | 85 | 244 |

DRPT Notes:

HRTPO Notes:

Source of Project Data: Virginia Department of Rail and Public Transportation



FY 2021 – 2024 Transportation Improvement Program
Public Transportation Projects | Section X - 39

Virginia Department of Rail and Public Transportation Statewide Transportation Improvement Program
Transit Costs (in \$1,000)

| Funding Source | Previous Funding | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total FY 21-24 |
|------------------|---|---------|---------|---|---------|----------------|
| STIP ID: WAT0025 | Title: Lease Bus Related Facility- Multimodal Transit | | | Recipient: Williamsburg Area Transit Authorit | | |
| Flexible STP | - | - | 40 | 41 | 42 | 123 |
| State | - | - | 8 | 8 | 8 | 24 |
| Local | - | - | 2 | 2 | 2 | 6 |
| Year Total: | - | - | 50 | 51 | 52 | 153 |

DRPT Notes:

HRTPO Notes:

| STIP ID: WAT0028 | | Title: Office Furniture | | | Recipient: Williamsburg Area Transit Authorit | | |
|------------------|-----|-------------------------|---|-----|---|-----|-----|
| Flexible STP | 480 | - | - | 240 | 240 | 240 | 480 |
| State | 96 | - | - | 48 | 48 | 48 | 96 |
| Local | 24 | - | - | 12 | 12 | 12 | 24 |
| Year Total: | 600 | - | - | 300 | 300 | 300 | 600 |

DRPT Notes:

HRTPO Notes:

| STIP ID: WAT0030 | | Title: Spare Parts, ACM | | Recipient: Williamsburg Area Transit Authorit | | | |
|------------------|----|-------------------------|---|---|---|---|---|
| Flexible STP | 60 | - | - | - | - | - | - |
| State | 12 | - | - | - | - | - | - |
| Local | 3 | - | - | - | - | - | - |
| Year Total: | 75 | - | - | - | - | - | - |

DRPT Notes:

HRTPO Notes:

| STIP ID: WAT0032 | | Title: Miscellaneous Support Equipment | | | Recipient: Williamsburg Area Transit Authorit | | |
|------------------|-----|--|----|---|---|---|-----|
| Flexible STP | 582 | 60 | 40 | - | - | - | 100 |
| State | 115 | 12 | 8 | - | - | - | 20 |
| Local | 30 | 3 | 2 | - | - | - | 5 |
| Year Total: | 727 | 75 | 50 | - | - | - | 125 |

DRPT Notes:

HRTPO Notes:

| STIP ID: WAT0036 | | Title: ADP Hardware - APC | | Recipient: Williamsburg Area Transit Authorit | | | |
|------------------|-----|---------------------------|---|---|---|---|----|
| FTA 5307 | 40 | - | - | - | - | - | - |
| Flexible STP | 260 | 16 | - | - | - | - | 16 |
| State | 52 | 3 | - | - | - | - | 3 |
| Local | 23 | 1 | - | - | - | - | 1 |
| Year Total: | 375 | 20 | - | - | - | - | 20 |

DRDT Notes

UPTOQ Notes

| STIP ID: WAT0037 | | Title: Bus Engineering & Design of Admin Building | | Recipient: Williamsburg Area Transit Authorit | | | |
|------------------|-----|---|---|---|---|---|---|
| Flexible STP | 160 | - | - | - | - | - | - |
| State | 32 | - | - | - | - | - | - |
| Local | 8 | - | - | - | - | - | - |
| Year Total: | 200 | - | - | - | - | - | - |

DBPT Notes:

HRTRQ Notes:

Source of Project Data: Virginia Department of Rail and Public Transportation



FY 2021 – 2024 Transportation Improvement Program
Public Transportation Projects | Section X - 40

**Virginia Department of Rail and Public Transportation Statewide Transportation Improvement Program
Transit Costs (in \$1,000)**

| Funding Source | Previous Funding | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total FY 21-24 | |
|------------------|------------------|--|---------|---------|---------|---|--|
| STIP ID: WAT0038 | | Title: Surveillance / Security Equipment | | | | Recipient: Williamsburg Area Transit Authorit | |
| Flexible STP | - | - | 80 | - | 80 | 160 | |
| State | - | - | 16 | - | 16 | 32 | |
| Local | - | - | 4 | - | 4 | 8 | |
| Year Total: | - | - | 100 | - | 100 | 200 | |

DRPT Notes:

HRPTO Notes:

| STIP ID: WAT0042 | Title: ADP Software | Recipient: Williamsburg Area Transit Authorit |
|------------------|---------------------|---|
| Flexible STP | 108 | 32 |
| State | 21 | 6 |
| Local | 6 | 2 |
| Year Total: | 135 | 40 |

DRPT Notes:

HRPTO Notes:

| STIP ID: WAT0046 | Title: Real Estate Acquisition Lightfoot Transfer Cen | Recipient: Williamsburg Area Transit Authorit |
|------------------|---|---|
| Flexible STP | 1,000 | 1,000 |
| State | 200 | 200 |
| Local | 50 | 50 |
| Year Total: | 1,250 | 1,250 |

DRPT Notes:

HRPTO Notes:

| STIP ID: WAT0047 | Title: Bus Third Party Audit | Recipient: Williamsburg Area Transit Authorit |
|------------------|------------------------------|---|
| Flexible STP | - 12 | 12 |
| State | - 2 | 2 |
| Local | - 1 | 1 |
| Year Total: | - 15 | 15 |

DRPT Notes:

HRPTO Notes:

| STIP ID: WAT0048 | Title: Purchase Expansion Buses | Recipient: Williamsburg Area Transit Authorit |
|------------------|---------------------------------|---|
| Flexible STP | - - | - - |
| State | - - | - - |
| Local | - - | - - |
| SMART SCALE | - 125 | 125 |
| Year Total: | - 125 | 125 |

DRPT Notes:

HRPTO Notes:

| STIP ID: WAT0049 | Title: Rehab/Rebuild Buses | Recipient: Williamsburg Area Transit Authorit |
|------------------|----------------------------|---|
| Flexible STP | 72 | - - |
| State | 14 | - - |
| Local | 4 | - - |
| Year Total: | 90 | - - |

DRPT Notes:

HRPTO Notes:

Source of Project Data: Virginia Department of Rail and Public Transportation

**Virginia Department of Rail and Public Transportation Statewide Transportation Improvement Program
Transit Costs (in \$1,000)**

| Funding Source | Previous Funding | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total FY 21-24 | |
|------------------|------------------|--------------------------------|---------|---------|---------|---|--|
| STIP ID: WAT0050 | | Title: Replacement Bus Trolley | | | | Recipient: Williamsburg Area Transit Authorit | |
| Flexible STP | 648 | - | - | - | - | - | |
| State | 130 | - | - | - | - | - | |
| Local | 32 | - | - | - | - | - | |
| Year Total: | 810 | - | - | - | - | - | |

DRPT Notes:

HRPTO Notes:

| STIP ID: WAT0053 | Title: Capital Cost of Contracting | | | Recipient: Williamsburg Area Transit Authorit | | |
|------------------|------------------------------------|-------|-------|---|-------|-------|
| FTA 5307 | 1,257 | 1,485 | 1,640 | 1,659 | 1,698 | 6,482 |
| State | - | - | - | - | - | - |
| Local | 316 | 371 | 410 | 415 | 425 | 1,621 |
| Year Total: | 1,573 | 1,856 | 2,050 | 2,074 | 2,123 | 8,103 |

DRPT Notes:

HRPTO Notes:

| STIP ID: WAT0054 | Title: Preventive Maintenance | | | Recipient: Williamsburg Area Transit Authorit | | |
|------------------|-------------------------------|-----|-----|---|-----|-------|
| FTA 5307 | 100 | 200 | 225 | 225 | 225 | 875 |
| State | - | - | - | - | - | - |
| Local | 25 | 50 | 56 | 56 | 56 | 218 |
| Year Total: | 125 | 250 | 281 | 281 | 281 | 1,093 |

DRPT Notes:

HRPTO Notes:

| STIP ID: WAT0055 | Title: Project Administration | | | Recipient: Williamsburg Area Transit Authorit | | |
|------------------|-------------------------------|---|---|---|---|---|
| FTA 5307 | 33 | - | - | - | - | - |
| State | - | - | - | - | - | - |
| Local | 8 | - | - | - | - | - |
| Year Total: | 41 | - | - | - | - | - |

DRPT Notes:

HRPTO Notes:

| STIP ID: WAT0056 | Title: Safety and Security Training and Materials | | | Recipient: Williamsburg Area Transit Authorit | | |
|------------------|---|----|----|---|----|-----|
| FTA 5307 | 35 | 35 | 35 | 35 | 35 | 140 |
| State | - | - | - | - | - | - |
| Local | 9 | 9 | 9 | 9 | 9 | 36 |
| Year Total: | 44 | 44 | 44 | 44 | 44 | 176 |

DRPT Notes:

HRPTO Notes:

| STIP ID: WAT0057 | Title: Bus Construction, NEPA, Architectural and En | | | Recipient: Williamsburg Area Transit Authorit | | |
|------------------|---|---|-----|---|---|-----|
| Flexible STP | 667 | - | - | - | - | - |
| State | 133 | - | 500 | - | - | 500 |
| Local | 33 | - | - | - | - | - |
| Year Total: | 833 | - | 500 | - | - | 500 |

DRPT Notes:

HRPTO Notes:

Source of Project Data: Virginia Department of Rail and Public Transportation

**Virginia Department of Rail and Public Transportation Statewide Transportation Improvement Program
Transit Costs (in \$1,000)**

| Funding Source | Previous Funding | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total FY 21-24 | |
|------------------|------------------|-------------------------------------|---------|---------|---------|---|--|
| STIP ID: WAT0058 | | Title: 3rd Party Project Management | | | | Recipient: Williamsburg Area Transit Authorit | |
| Flexible STP | 320 | - | 200 | - | - | 200 | |
| State | 64 | - | 40 | - | - | 40 | |
| Local | 16 | - | 10 | - | - | 10 | |
| Year Total: | 400 | - | 250 | - | - | 250 | |

DRPT Notes:

HRPTO Notes:

| STIP ID: WAT0059 | Title: 3rd Party Legal Services - Facility Projects | | | Recipient: Williamsburg Area Transit Authorit | | |
|------------------|---|----|---|---|---|----|
| Flexible STP | 12 | 12 | - | - | - | 12 |
| State | 2 | 2 | - | - | - | 2 |
| Local | 1 | 1 | - | - | - | 1 |
| Year Total: | 15 | 15 | - | - | - | 15 |

DRPT Notes:

HRPTO Notes:

| STIP ID: WAT0062 | Title: Intelligent Transportation System Study | | | Recipient: Williamsburg Area Transit Authorit | | |
|------------------|--|---|---|---|---|---|
| FTA 5307 | 48 | - | - | - | - | - |
| Local | 12 | - | - | - | - | - |
| Year Total: | 60 | - | - | - | - | - |

DRPT Notes:

HRPTO Notes:

| STIP ID: WAT0064 | Title: CAD/AVL Replacement | | | Recipient: Williamsburg Area Transit Authorit | | |
|------------------|----------------------------|-----|-----|---|---|-------|
| FTA 5307 | - | - | - | - | - | - |
| Flexible STP | - | 620 | 180 | 16 | - | 816 |
| State | - | 124 | 36 | 3 | - | 163 |
| Local | - | 31 | 9 | 1 | - | 41 |
| Year Total: | - | 775 | 225 | 20 | - | 1,020 |

DRPT Notes:

HRPTO Notes:

| STIP ID: CBH0001 | Title: Paratransit Vehicles | | | Recipient: Colonial Behavioral Health | | |
|------------------|-----------------------------|----|----|---------------------------------------|----|-----|
| FTA 5310 | - | 46 | 46 | 46 | 46 | 184 |
| State | - | - | - | - | - | - |
| Local | - | 18 | 18 | 18 | 36 | 90 |
| Year Total: | - | 64 | 64 | 64 | 82 | 274 |

DRPT Notes:

HRPTO Notes:

| STIP ID: EGS0001 | Title: Paratransit Vehicles | | | Recipient: Eggleston Services | | |
|------------------|-----------------------------|-----|---|-------------------------------|---|-----|
| FTA 5310 | - | 284 | - | - | - | 284 |
| State | - | - | - | - | - | - |
| Local | - | 71 | - | - | - | 71 |
| Year Total: | - | 355 | - | - | - | 355 |

DRPT Notes:

HRPTO Notes:

Source of Project Data: Virginia Department of Rail and Public Transportation

**Virginia Department of Rail and Public Transportation Statewide Transportation Improvement Program
Transit Costs (in \$1,000)**

| Funding Source | Previous Funding | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total FY 21-24 | |
|------------------|------------------|-----------------------------|---------|---------|---------|-------------------------------------|--|
| STIP ID: HNN0001 | | Title: Paratransit Vehicles | | | | Recipient: Hampton Newport News CSB | |
| FTA 5310 | - | 108 | 108 | 108 | 108 | 432 | |
| State | - | - | - | - | - | - | |
| Local | - | 27 | 27 | 27 | 27 | 108 | |
| Year Total: | - | 135 | 135 | 135 | 135 | 540 | |

DRPT Notes:

HRPTO Notes:

| STIP ID: NRH0005 | Title: New Freedom Operating Assistance | Recipient: Norfolk Redevelopment & Housing | | | | |
|------------------|---|--|-----|-----|-----|-------|
| FTA 5310 | - | 225 | 225 | 225 | 225 | 900 |
| State | - | 180 | 180 | 180 | 180 | 720 |
| Local | - | 45 | 45 | 45 | 45 | 180 |
| Year Total: | - | 450 | 450 | 450 | 450 | 1,800 |

DRPT Notes:

HRPTO Notes:

| STIP ID: PAA0002 | Title: Paratransit Vehicles | Recipient: Peninsula Agency on Aging | | | | |
|------------------|-----------------------------|--------------------------------------|-----|-----|-----|-----|
| FTA 5310 | - | 96 | 96 | 96 | 96 | 384 |
| State | - | - | - | - | - | - |
| Local | - | 24 | 24 | 24 | 24 | 96 |
| Year Total: | - | 120 | 120 | 120 | 120 | 480 |

DRPT Notes:

HRPTO Notes:

| STIP ID: PAA0004 | Title: New Freedom Mobility Management | Recipient: Peninsula Agency on Aging | | | | |
|------------------|--|--------------------------------------|-----|-----|-----|-----|
| FTA 5310 | - | 110 | 148 | 152 | 156 | 566 |
| State | - | 22 | 30 | 30 | 31 | 113 |
| Local | - | 5 | 7 | 8 | 8 | 28 |
| Year Total: | - | 137 | 185 | 190 | 195 | 707 |

DRPT Notes:

HRPTO Notes:

| STIP ID: POR0001 | Title: Paratransit Vehicles | Recipient: PORTCO, Inc. | | | | |
|------------------|-----------------------------|-------------------------|-----|-----|-----|-----|
| FTA 5310 | - | 96 | 96 | 96 | 96 | 384 |
| State | - | - | - | - | - | - |
| Local | - | 24 | 24 | 24 | 24 | 96 |
| Year Total: | - | 120 | 120 | 120 | 120 | 480 |

DRPT Notes:

HRPTO Notes:

| STIP ID: SSV0001 | Title: Paratransit Vehicles | Recipient: Senior Services of Southeastern VA | | | | |
|------------------|-----------------------------|---|-----|-----|-----|-------|
| FTA 5310 | - | 260 | 204 | 204 | 216 | 884 |
| State | - | - | - | - | - | - |
| Local | - | 65 | 51 | 51 | 54 | 221 |
| Year Total: | - | 325 | 255 | 255 | 270 | 1,105 |

DRPT Notes:

HRPTO Notes:

Source of Project Data: Virginia Department of Rail and Public Transportation

**Virginia Department of Rail and Public Transportation Statewide Transportation Improvement Program
Transit Costs (in \$1,000)**

| Funding Source | Previous Funding | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total FY 21-24 | |
|------------------|------------------|--|---------|---------|---------|---|--|
| STIP ID: SSV0002 | | Title: New Freedom Mobility Management | | | | Recipient: Senior Services of Southeastern VA | |
| FTA 5310 | - | 50 | 40 | 40 | 40 | 170 | |
| State | - | 10 | 8 | 8 | 8 | 34 | |
| Year Total: | - | 60 | 48 | 48 | 48 | 204 | |

DRPT Notes:

HRTPO Notes:

| STIP ID: SUF0001 | Title: Operating Assistance | Recipient: Suffolk Transit | | | | |
|------------------|-----------------------------|----------------------------|-------|-------|-----|-------|
| FTA 5307 | - | 193 | 195 | 197 | 95 | 680 |
| State | - | 206 | 208 | 210 | 212 | 836 |
| Local | - | 547 | 552 | 558 | 564 | 2,221 |
| Revenues | - | 78 | 79 | 80 | 81 | 318 |
| Year Total: | - | 1,024 | 1,034 | 1,045 | 952 | 4,055 |

DRPT Notes:

HRTPO Notes:

| STIP ID: SUF0003 | Title: Expansion Buses | Recipient: Suffolk Transit | | | | |
|------------------|------------------------|----------------------------|---|---|-----|-----|
| FTA 5307 | - | - | - | - | 88 | 88 |
| State | - | - | - | - | 18 | 18 |
| Local | - | - | - | - | 4 | 4 |
| Year Total: | - | - | - | - | 110 | 110 |

DRPT Notes:

HRTPO Notes:

| STIP ID: SUF0004 | Title: Replacement Buses | Recipient: Suffolk Transit | | | | |
|------------------|--------------------------|----------------------------|-----|-----|-----|-------|
| FTA 5307 | - | 98 | 33 | 137 | 283 | 551 |
| State | - | 33 | 20 | 41 | 70 | 164 |
| Local | - | 8 | 5 | 10 | 18 | 41 |
| FTA 5339 | - | 68 | 66 | 67 | 69 | 270 |
| Year Total: | - | 207 | 124 | 255 | 440 | 1,026 |

DRPT Notes:

HRTPO Notes:

| STIP ID: SUF0008 | Title: Administrative, Training and Indirect Costs | Recipient: Suffolk Transit | | | | |
|------------------|--|----------------------------|----|----|----|----|
| FTA 5307 | - | - | - | - | - | - |
| State | - | - | - | - | - | - |
| Local | - | 10 | 10 | 10 | 10 | 40 |
| Other Revenues | - | 10 | 10 | 10 | 10 | 40 |
| Year Total: | - | 20 | 20 | 20 | 20 | 80 |

DRPT Notes:

HRTPO Notes:

Source of Project Data: Virginia Department of Rail and Public Transportation



FY 2021 – 2024 Transportation Improvement Program
Public Transportation Projects | Section X - 45

**Virginia Department of Rail and Public Transportation Statewide Transportation Improvement Program
Transit Costs (in \$1,000)**

| Funding Source | Previous Funding | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total FY 21-24 | |
|------------------|------------------|-----------------------------|---------|---------|---------|----------------------------|--|
| STIP ID: SUF0009 | | Title: Transit Improvements | | | | Recipient: Suffolk Transit | |
| FTA 5307 | - | - | 12 | 12 | 12 | 36 | |
| State | - | 9 | 2 | 2 | 2 | 15 | |
| Local | - | 9 | 1 | 1 | 1 | 12 | |
| FTA 5339 | - | - | - | - | - | - | |
| Year Total: | - | 18 | 15 | 15 | 15 | 63 | |

DRPT Notes:

HRPTO Notes:

| STIP ID: SUF0012 | Title: Force Account - Construction of Sidewalk | Recipient: Suffolk Transit |
|------------------|---|----------------------------|
| FTA 5307 | - | 12 |
| State | - | 2 |
| Local | - | 1 |
| Year Total: | - | 15 |
| | | 15 |
| | | 15 |
| | | 60 |

DRPT Notes:

HRPTO Notes:

| STIP ID: SUF0013 | Title: Capital Cost of Contracting | Recipient: Suffolk Transit |
|------------------|------------------------------------|----------------------------|
| FTA 5307 | - | 277 |
| State | - | - |
| Local | - | 98 |
| Year Total: | - | 375 |
| | | 520 |
| | | 326 |
| | | 308 |
| | | 1,529 |

DRPT Notes:

HRPTO Notes:

| STIP ID: SUF0014 | Title: Transit Operations Facility | Recipient: Suffolk Transit |
|------------------|------------------------------------|----------------------------|
| FTA 5307 | - | 128 |
| State | - | 26 |
| Local | - | 6 |
| Year Total: | - | 160 |
| | | - |
| | | - |
| | | 160 |

DRPT Notes:

HRPTO Notes:

| STIP ID: TAW0001 | Title: Paratransit Vehicles | Recipient: The ARC of Greater Williamsburg |
|------------------|-----------------------------|--|
| FTA 5310 | - | 96 |
| State | - | - |
| Local | - | 24 |
| Year Total: | - | 120 |
| | | 120 |
| | | - |
| | | 240 |

DRPT Notes:

HRPTO Notes:

| STIP ID: VAR0001 | Title: Paratransit Vehicles | Recipient: VersAbility Resources, Inc. |
|------------------|-----------------------------|--|
| FTA 5310 | - | 140 |
| State | - | - |
| Local | - | 35 |
| Year Total: | - | 175 |
| | | 150 |
| | | 180 |
| | | 150 |
| | | 655 |

DRPT Notes:

HRPTO Notes:

Source of Project Data: Virginia Department of Rail and Public Transportation

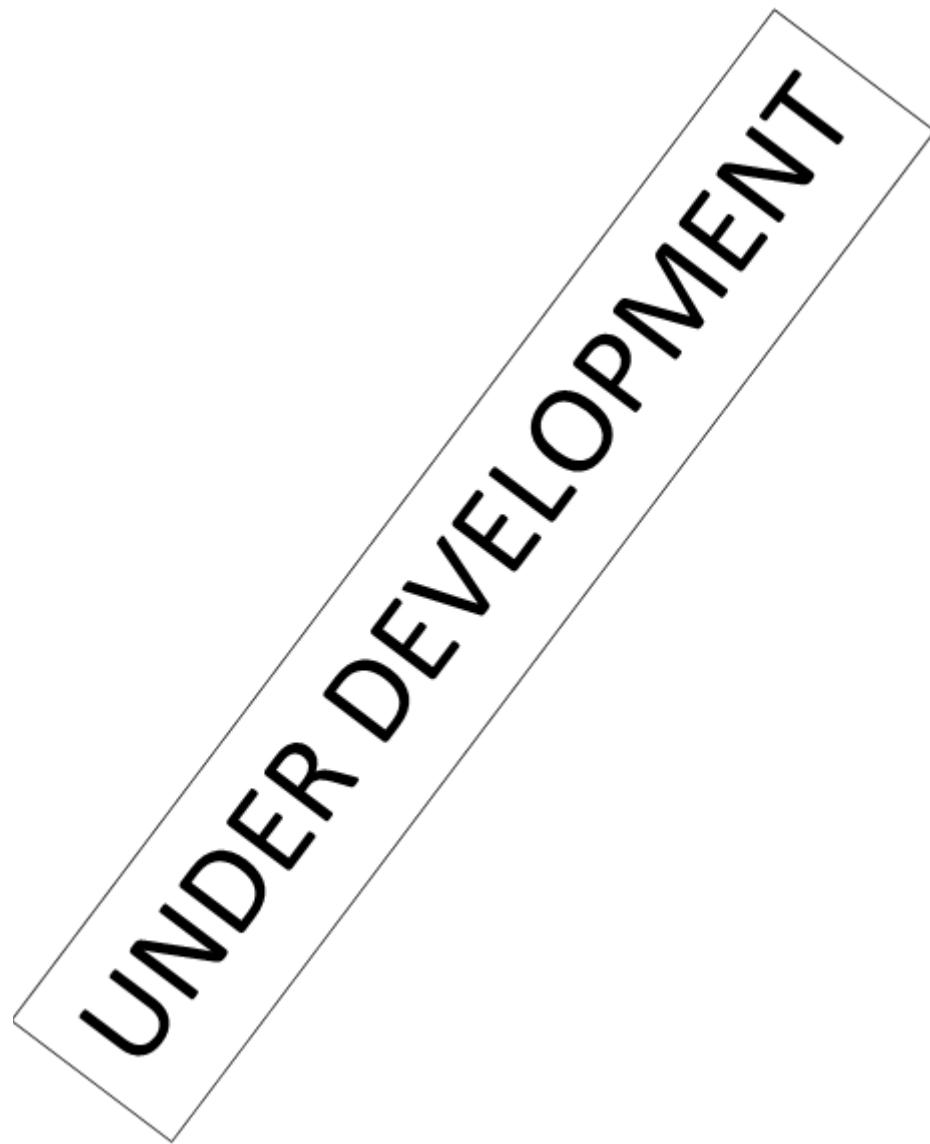


Rail Projects and Studies



Section XI

Figure 5 | Rail Projects and Studies



Intercity Passenger and Freight Rail Program

| Districts | Project Description | Applicant | Fund Source | Previous Allocations | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total Programmed |
|--|---|------------------------|-----------------|----------------------|----------------------|----------------------|----------------------|----------------------|-----------------------|
| Operating Cost for Intercity Passenger Rail Service | | | | | | | | | |
| Hampton Roads/ Richmond, NOVA, Fredericksburg | Newport News Route 47 | Amtrak | IPROC | \$ 4,383,101 | \$ 3,017,048 | \$ 3,084,932 | \$ 3,154,343 | \$ 3,225,315 | \$ 16,864,739 |
| Hampton Roads/ Richmond, NOVA, Fredericksburg | Norfolk Route 50 Service | Amtrak | IPROC | \$ 4,211,335 | \$ 2,249,500 | \$ 2,300,114 | \$ 2,351,866 | \$ 2,404,783 | \$ 13,517,598 |
| Hampton Roads/ Richmond, NOVA, Fredericksburg | Norfolk Train 3 | Amtrak | IPROC | \$ - | \$ 2,185,454 | \$ 2,234,627 | \$ 2,284,906 | \$ 6,704,987 | |
| Total Intercity Passenger Rail Operating Costs | | | | \$ 8,594,436 | \$ 5,266,548 | \$ 7,570,500 | \$ 7,740,836 | \$ 7,915,064 | \$ 37,087,324 |
| Capital Equipment Contribution for Intercity Passenger Rail Service | | | | | | | | | |
| Hampton Roads/ Richmond, NOVA, Fredericksburg | Newport News Route 47 | Amtrak | IPROC | \$ 3,189,889 | \$ 1,359,262 | \$ 1,389,845 | \$ 1,421,117 | \$ 1,453,082 | \$ 8,813,215 |
| Hampton Roads/ Richmond, NOVA, Fredericksburg | Amtrak Station SOGR | Amtrak | IPROC | \$ 1,341,060 | \$ 1,381,292 | \$ 1,422,731 | \$ 1,465,412 | \$ 5,610,495 | |
| Hampton Roads/ Richmond, NOVA, Fredericksburg | Norfolk Train 3 | Amtrak | IPROC | \$ - | \$ 500,000 | \$ 511,250 | \$ 522,753 | \$ 1,534,003 | |
| Hampton Roads/ Richmond, NOVA, Fredericksburg | Norfolk Route 50 Service | Amtrak | IPROC | \$ 3,436,607 | \$ 2,334,190 | \$ 2,386,709 | \$ 2,440,410 | \$ 2,495,319 | \$ 13,093,235 |
| Total Capital Equipment Contribution | | | | \$ 6,626,506 | \$ 5,034,512 | \$ 5,637,846 | \$ 5,795,508 | \$ 5,936,576 | \$ 29,050,948 |
| Port of Virginia and Serving Rail Improvements | | | | | | | | | |
| Hampton Roads | NIT Central Rail Yard Expansion | VPA | REF | \$ 10,583,020 | \$ 3,075,000 | \$ 3,075,000 | \$ - | \$ - | \$ 16,733,020 |
| | | | Local/Private | \$ 4,535,580 | \$ 1,425,000 | \$ 1,425,000 | \$ - | \$ - | \$ 7,385,580 |
| | | | Subtotal | \$ 15,118,600 | \$ 4,500,000 | \$ 4,500,000 | \$ - | \$ - | \$ 24,118,600 |
| Hampton Roads | Commonwealth Railway Marshalling Yard Expansion | VPA | REF | \$ 16,721,163 | \$ 3,343,421 | \$ - | \$ - | \$ - | \$ 20,064,586 |
| | | | Local/Private | \$ 7,166,213 | \$ 1,432,895 | \$ - | \$ - | \$ - | \$ 8,599,108 |
| | | | Subtotal | \$ 23,887,378 | \$ 4,776,316 | \$ - | \$ - | \$ - | \$ 28,663,594 |
| Hampton Roads | CenterPoint Intermodal Study | CenterPoint Properties | REF | \$ 1,234,609 | \$ - | \$ - | \$ - | \$ - | \$ 1,234,609 |
| | | | Local/Private | \$ 529,118 | \$ - | \$ - | \$ - | \$ - | \$ 529,118 |
| | | | Subtotal | \$ 1,763,727 | \$ - | \$ - | \$ - | \$ - | \$ 1,763,727 |
| Hampton Roads | Shoulders Hill Road Siding | Commonwealth Railway | REF | \$ 3,247,049 | \$ 462,951 | \$ - | \$ - | \$ - | \$ 3,710,000 |
| | | | Local/Private | \$ 1,331,593 | \$ 198,048 | \$ - | \$ - | \$ - | \$ 1,589,641 |
| | | | Subtotal | \$ 4,638,642 | \$ 660,999 | \$ - | \$ - | \$ - | \$ 5,299,641 |
| | Total Capacity and Speed Contribution | | | \$ 45,408,347 | \$ 9,937,315 | \$ 4,500,000 | \$ - | \$ - | \$ 59,845,362 |
| Total Intercity Passenger and Freight Rail | | | | \$ 60,629,289 | \$ 20,233,375 | \$ 17,728,346 | \$ 13,536,344 | \$ 13,851,580 | \$ 125,983,334 |

Source of Project Data: Virginia Department of Rail and Public Transportation.



Project Groups



Section XII

PROJECT GROUPS

Federal regulations allow projects that are not considered to be of appropriate scale for individual identification to be grouped by function, work type, and/or geographic area. The grouping of projects increases flexibility and reduces the number of TIP revisions needed throughout the year. VDOT and HRTPO staffs coordinate on projects that may be grouped.

The following project groups are included in the HRTPO TIP:

Construction: Bridge Rehabilitation/Replacement/Reconstruction

Group includes bridge construction projects such as: bridge or drainage structure rehabilitation, structure reconstruction or replacement when work is on or adjacent to the current alignment.

Federal Lands Highway

Group includes projects funded and/or administered by the Federal Lands Highway Division.

Construction: Rail

Group includes projects for rail/highway grade crossing improvements, regardless of funding source. Projects may include: improvements to warning devices, crossing surfaces, and construction of grade separation to replace existing at-grade railroad crossings at the same location.

Construction: Safety/ITS/Operational Improvements

Group includes safety improvement projects such as: those qualifying for Hazard Elimination Safety (HES) program or Highway Safety Improvement Program (HSIP) funding, shoulder improvements, increasing sight distance, traffic control devices, guardrails, median barriers, pavement resurfacing/rehabilitation, pavement marking, fencing, lighting improvements, intersection channelization/signalization/reconfiguration projects, traffic calming, improvements to crossovers or clear zones, addition/extension of turn lanes, extension of acceleration/deceleration lanes, minor drainage improvements, etc. Group also includes improvements to and modernization of rest areas, toll facilities, and weigh stations; Intelligent Transportation System (ITS) activities; and traffic operations improvement projects.

Construction: Transportation Enhancement/Byway/Non-Traditional

Group includes projects eligible for funding under the Transportation Alternatives programs, regardless of funding source. Projects may include: construction of interpretive pull-offs and overlooks; rehabilitation/restoration/reconstruction of historic buildings; tourist and welcome centers; transportation museums; pedestrian/bicycle facilities; parking facilities; wildflower plantings.

Maintenance: Preventive Maintenance and System Preservation

Group includes projects such as: area wide programs for cleaning of drainage facilities, corrosion protection activities, and highway sign face cleaning; any corrective, restorative, resurfacing, or rehabilitative/reconstruction of highway pavement which extends the service life of the pavement; retrofitting of dowel bars; and shoulder pulling and wedging for pavement edge drop-off mitigation.

Maintenance: Preventive Maintenance for Bridges

Group includes projects such as: sealing/replacing/reconstructing joints, deck overlays, painting, cathodic protection, debris removal, retrofit of fracture critical members and fatigue prone details, and some concrete repairs.

Maintenance: Traffic and Safety Operations

Group includes work related to signs, traffic signals, pavement markings and markers, guardrail installation/replacement, replacement and preventive maintenance of roadway lighting, maintenance/replacement/upgrade of traffic calming devices, etc.

Transit: System Preservation

Group includes operating assistance to transit agencies and the purchase of office, shop, and operating equipment for existing facilities. Includes preventative maintenance and non-fixed route ADA (Americans with Disabilities) paratransit services.

Transit: Vehicles

Group includes purchase/lease of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet; rehabilitation of transit vehicles; and the purchase of support vehicles. Also includes the purchase of operating equipment for vehicles (e.g. radios, fare boxes, lifts, etc.).

Information on Individual Projects Included in Each Project Group

The listing of individual projects included in each project group is maintained electronically by the VDOT Federal Program Management Division and will be accessible via a VDOT website. The VDOT website providing access to this information is under development at this time. When the web link is available, it will be included in the HRTPO TIP.

Hampton Roads MPO

Project Groupings

| GROUPING | | Construction : Bridge Rehabilitation/Replacement/Reconstruction | | | | TOTAL COST | \$58,951,267 |
|--------------|-------------------------|---|-------------|-------------|-------------|-------------|--------------|
| ROUTE/STREET | | FUND SOURCE | MATCH | FY21 | FY22 | FY23 | FY24 |
| PE | Federal - AC CONVERSION | | \$248,263 | \$993,053 | \$0 | \$0 | \$0 |
| | Federal - BR | | (\$22,500) | \$0 | (\$90,000) | \$0 | \$0 |
| PE TOTAL | | | \$225,763 | \$993,053 | (\$90,000) | \$0 | \$0 |
| RW | Federal - AC CONVERSION | | \$19,267 | \$0 | \$77,069 | \$0 | \$0 |
| | Federal - BR | | \$167,106 | \$198,321 | \$470,101 | \$0 | \$0 |
| RW TOTAL | | | \$186,373 | \$198,321 | \$547,170 | \$0 | \$0 |
| RW AC | Federal - AC | | \$24,242 | \$77,069 | \$19,899 | \$0 | \$0 |
| CN | Federal - AC CONVERSION | | \$4,000,405 | \$6,874,655 | \$9,126,965 | \$0 | \$0 |
| | Federal - BR | | \$114,101 | \$334,281 | \$122,123 | \$0 | \$0 |
| CN TOTAL | | | \$4,114,506 | \$7,208,936 | \$9,249,088 | \$0 | \$0 |
| CN AC | Federal - AC | | \$2,920,408 | \$7,877,268 | \$1,204,365 | \$2,600,000 | \$0 |

| GROUPING | | Construction : Federal Lands Highway | | | | TOTAL COST | \$2,664,134 |
|--------------|--|--------------------------------------|-------|------|------|------------|-------------|
| ROUTE/STREET | | FUND SOURCE | MATCH | FY21 | FY22 | FY23 | FY24 |
| | | | \$0 | \$0 | \$0 | \$0 | \$0 |

| GROUPING | | Construction : Rail | | | | TOTAL COST | \$4,675,532 |
|--------------|----------------|---------------------|-----------|------|-----------|------------|-------------|
| ROUTE/STREET | | FUND SOURCE | MATCH | FY21 | FY22 | FY23 | FY24 |
| PE | Federal - RAIL | | \$2,778 | \$0 | \$0 | \$0 | \$25,000 |
| CN | Federal - RAIL | | \$163,271 | \$0 | \$320,000 | \$0 | \$1,149,440 |

Source of Project Data: Virginia Department of Transportation

| GROUPING | | Construction : Safety/ITS/Operational Improvements | | | | |
|--------------|-------------------------|--|-------------|-------------|-------------|---------------|
| ROUTE/STREET | | | | | TOTAL COST | \$182,421,443 |
| | FUND SOURCE | MATCH | FY21 | FY22 | FY23 | FY24 |
| PE | Federal - AC CONVERSION | \$114,886 | \$0 | \$105,000 | \$118,971 | \$360,000 |
| | Federal - CMAQ | \$182,500 | \$0 | \$0 | \$280,000 | \$450,000 |
| | Federal - HSIP | \$136,997 | \$285,000 | \$791,969 | \$0 | \$156,000 |
| | Federal - NHS/NHPP | \$1,095,045 | \$0 | \$0 | \$0 | \$4,380,178 |
| | Federal - STP/STBG | \$770,251 | \$0 | \$0 | \$0 | \$3,081,002 |
| PE TOTAL | | \$2,299,677 | \$285,000 | \$896,969 | \$398,971 | \$8,427,180 |
| PE AC | Federal - AC | \$354,790 | \$105,000 | \$118,971 | \$970,000 | \$349,617 |
| RW | Federal - AC CONVERSION | \$301,667 | \$0 | \$0 | \$0 | \$1,215,000 |
| | Federal - CMAQ | \$116,554 | \$0 | \$0 | \$466,216 | \$0 |
| | Federal - HSIP | \$94,794 | \$60,000 | \$223,147 | \$570,000 | \$0 |
| | Federal - STP/STBG | \$487 | \$1,947 | \$0 | \$0 | \$0 |
| | Other | \$0 | \$94,013 | \$0 | \$0 | \$0 |
| RW TOTAL | | \$513,502 | \$155,960 | \$223,147 | \$1,036,216 | \$1,215,000 |
| RW AC | Federal - AC | \$483,086 | \$999 | \$0 | \$2,169,551 | \$0 |
| | Federal - AC OTHER | \$0 | \$2,773,041 | \$0 | \$0 | \$0 |
| RW AC | | \$483,086 | \$2,774,040 | \$0 | \$2,169,551 | \$0 |
| CN | Federal - AC CONVERSION | \$413,004 | \$0 | \$1,675,396 | \$467,300 | \$1,574,342 |
| | Federal - CMAQ | \$141,952 | \$0 | \$0 | \$0 | \$567,808 |
| | Federal - HSIP | \$1,499,874 | \$4,668,568 | \$3,124,503 | \$3,217,472 | \$2,488,324 |
| | Federal - STP/STBG | \$90,828 | \$363,313 | \$0 | \$0 | \$0 |
| | Other | \$0 | \$443,533 | \$0 | \$0 | \$0 |
| CN TOTAL | | \$2,145,659 | \$5,475,414 | \$4,799,899 | \$3,684,772 | \$4,630,474 |
| CN AC | Federal - AC | \$1,457,141 | \$4,932,729 | \$4,367,300 | \$820,488 | \$2,993,756 |

| GROUPING | | Construction : Transportation Enhancement/Byway/Non-Traditional | | | | |
|--------------|------------------|---|-------------|-------------|------------|--------------|
| ROUTE/STREET | | | | | TOTAL COST | \$46,047,510 |
| | FUND SOURCE | MATCH | FY21 | FY22 | FY23 | FY24 |
| RW | Federal - RTAP | \$22,875 | \$91,500 | \$0 | \$0 | \$0 |
| | Federal - TAP/F | \$18,750 | \$30,000 | \$0 | \$0 | \$45,000 |
| | Other | \$0 | \$100,000 | \$0 | \$0 | \$0 |
| RW TOTAL | | \$41,625 | \$221,500 | \$0 | \$0 | \$45,000 |
| CN | Federal - RTAP | \$1,118,917 | \$2,738,063 | \$1,737,605 | \$0 | \$0 |
| | Federal - TAP/F | \$731,504 | \$1,604,047 | \$1,321,967 | \$0 | \$0 |
| | Federal - TAP/SU | \$48,158 | \$0 | \$192,630 | \$0 | \$0 |
| | Other | \$0 | \$1,580,000 | \$1,430,000 | \$0 | \$0 |
| CN TOTAL | | \$1,898,578 | \$5,922,110 | \$4,682,202 | \$0 | \$0 |
| CN AC | Federal - AC | \$1,245,586 | \$2,112,131 | \$2,100,211 | \$770,000 | \$0 |

Source of Project Data: Virginia Department of Transportation

| | | | | | | |
|--------------|---|-------|-------------|-------------|--------------|--------------|
| GROUPING | Maintenance : Preventive Maintenance and System Preservation | | | | | |
| PROGRAM NOTE | Funding identified to be obligated districtwide as projects are identified. | | | | | |
| ROUTE/STREET | | | | | | TOTAL COST |
| | FUND SOURCE | MATCH | FY21 | FY22 | FY23 | FY24 |
| CN | Federal - NHS/NHPP | \$0 | \$7,499,886 | \$6,366,465 | \$7,499,886 | \$7,499,886 |
| | Federal - STP/STBG | \$0 | \$2,455,247 | \$0 | \$8,719,906 | \$7,438,841 |
| CN TOTAL | | \$0 | \$9,955,133 | \$6,366,465 | \$16,219,792 | \$14,938,727 |

| | | | | | | |
|--------------|---|-------|-------------|-------------|--------------|--------------|
| GROUPING | Maintenance : Preventive Maintenance for Bridges | | | | | |
| PROGRAM NOTE | Funding identified to be obligated districtwide as projects are identified. | | | | | |
| ROUTE/STREET | | | | | | TOTAL COST |
| | FUND SOURCE | MATCH | FY21 | FY22 | FY23 | FY24 |
| CN | Federal - NHS/NHPP | \$0 | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 |
| | Federal - STP/STBG | \$0 | \$5,611,870 | \$7,241,753 | \$13,800,224 | \$10,139,342 |
| CN TOTAL | | \$0 | \$6,611,870 | \$8,241,753 | \$14,800,224 | \$11,139,342 |

| | | | | | | |
|--------------|---|-------|--------------|--------------|--------------|--------------|
| GROUPING | Maintenance : Traffic and Safety Operations | | | | | |
| PROGRAM NOTE | Funding identified to be obligated districtwide as projects are identified. | | | | | |
| ROUTE/STREET | | | | | | TOTAL COST |
| | FUND SOURCE | MATCH | FY21 | FY22 | FY23 | FY24 |
| CN | Federal - NHFP | \$0 | \$2,500,000 | \$2,500,000 | \$0 | \$0 |
| | Federal - STP/STBG | \$0 | \$28,464,490 | \$18,053,282 | \$20,124,090 | \$20,307,681 |
| CN TOTAL | | \$0 | \$30,964,490 | \$20,553,282 | \$20,124,090 | \$20,307,681 |

| | | | | | | |
|--------------|---------------------|----------|------|------|------|------------|
| GROUPING | Transit : Amenities | | | | | |
| ROUTE/STREET | | | | | | TOTAL COST |
| | FUND SOURCE | MATCH | FY21 | FY22 | FY23 | FY24 |
| PE | Federal - STP/STBG | \$10,000 | \$0 | \$0 | \$0 | \$40,000 |
| RW | Federal - STP/STBG | \$10,000 | \$0 | \$0 | \$0 | \$40,000 |

| | | | | | | |
|--------------|-------------------------|-----------|------|-----------|-------------|------------|
| GROUPING | Transit : Vehicles | | | | | |
| ROUTE/STREET | | | | | | TOTAL COST |
| | FUND SOURCE | MATCH | FY21 | FY22 | FY23 | FY24 |
| PE | Federal - STP/STBG | \$6,750 | \$0 | \$27,000 | \$0 | \$0 |
| RW | Federal - STP/STBG | \$938 | \$0 | \$3,750 | \$0 | \$0 |
| CN | Federal - AC CONVERSION | \$75,827 | \$0 | \$0 | \$303,308 | \$0 |
| CN AC | Federal - AC | \$861,505 | \$0 | \$303,308 | \$3,142,710 | \$0 |

Source of Project Data: Virginia Department of Transportation



FY 2021 - 2024 Transportation Improvement Program
Project Groups | Section XII-6

Projects Included for Administrative Purposes

Section XIII



George Washington Memorial Highway Signal Timing Improvements

UPC # 98806

OVERVIEW

| | | | |
|-----------------------|--|-----------------------------|-------------------|
| Description: | Signal coordination along George Washington Memorial Hwy from the Coleman Bridge to the Route 17/Route 17 Bus intersection | | |
| Street (Route) | George Washington Memorial Highway (17) | Jurisdiction/Agency: | Gloucester County |
| Scope: | Safety/Traffic Opers/TSM | Administered By: | VDOT |
| System: | Primary | Oversight: | Federal Oversight |
| | | Total Cost: | \$2,800,995 |

SCHEDULED OBLIGATIONS

HRTPO NOTES

Midtown Tunnel PPTA

UPC # 76642

OVERVIEW

| | | | |
|-----------------------|---|-----------------------------|-----------------------|
| Description: | Public-Private Transportation Act (PPTA) project development and management | | |
| Street (Route) | Midtown Tunnel (58) | Jurisdiction/Agency: | Hampton Roads |
| Scope: | Preliminary Engineering | Administered By: | VDOT |
| System: | Primary | Oversight: | Non-Federal Oversight |
| | | Total Cost: | \$65,086,784 |

SCHEDULED OBLIGATIONS

HRTPO NOTES

MLK/DT/MT Primary Construction

UPC # T11487

OVERVIEW

| | | | |
|-----------------------|--|-----------------------------|-------------------|
| Description: | Construction of the DT/MT/MLK and related work | | |
| Street (Route) | N/A | Jurisdiction/Agency: | Hampton Roads |
| Scope: | Bridge/New Construction | Administered By: | VDOT |
| System: | Primary | Oversight: | Federal Oversight |
| | | Total Cost: | \$1,530,199,250 |

SCHEDULED OBLIGATIONS

HRTPO NOTES

Source of Project Data: Virginia Department of Transportation

Regionwide HOV Marketing and Analysis

UPC # 50651

OVERVIEW

| | | | |
|------------------------------|---|----------------------|--------------------------------|
| Description: | HOV Marketing and Analysis - Regionwide | | |
| Street (Route) | N/A | Jurisdiction/Agency: | Hampton Roads |
| Scope: | Preliminary Engineering | Administered By: | VDOT |
| System: | Primary | Oversight: | Federal Oversight |
| SCHEDULED OBLIGATIONS | | | Total Cost: \$7,550,700 |

HRTPO NOTES

HRBT Control Room Upgrade Plan (PE Only)

UPC # 105368

OVERVIEW

| | | | |
|------------------------------|---|----------------------|-------------------------|
| Description: | Develop a project plan for upgrading the HRBT Control Room operations to support smart roadway technology advancement | | |
| Street (Route) | I-64 (64) | Jurisdiction/Agency: | Hampton Roads District- |
| Scope: | Safety/Traffic Operers/TSM | Administered By: | VDOT |
| System: | Interstate | Oversight: | Non-Federal Oversight |
| SCHEDULED OBLIGATIONS | | | Total Cost: \$ |

HRTPO NOTES

DT/MT/MLK Interstate Construction

UPC # T11488

OVERVIEW

| | | | |
|------------------------------|-----------------------------------|----------------------|---------------------------------|
| Description: | Construction of DT/MT/MLK project | | |
| Street (Route) | N/A | Jurisdiction/Agency: | Hampton Roads |
| Scope: | Bridge/New Construction | Administered By: | VDOT |
| System: | Interstate | Oversight: | Federal Oversight |
| SCHEDULED OBLIGATIONS | | | Total Cost: \$47,319,540 |

HRTPO NOTES

Source of Project Data: Virginia Department of Transportation



FY 2021 – 2024 Transportation Improvement Program
Projects Included for Administrative Purposes | Section XIII - 2

Overhead Toll Gantry for DT/MT/MLK

UPC # 101861

OVERVIEW

| | | | |
|------------------------------|--|----------------------|-----------------------------|
| Description: | Procurement and delivery of Overhead Toll Gantry | | |
| Street (Route) | I-264 (264) | Jurisdiction/Agency: | Hampton Roads |
| Scope: | Other | Administered By: | VDOT |
| System: | Interstate | Oversight: | Federal Oversight |
| SCHEDULED OBLIGATIONS | | | Total Cost: \$60,000 |

HRTPO NOTES

I-264 Interchange Improvements at I-64

UPC # 57048

OVERVIEW

| | | | |
|------------------------------|---|----------------------|--------------------------------|
| Description: | Add a second exit lane on WB I-64 and widen the ramp from WB I-64 to EB I-264, introduce a new two-lane C-D roadway from I-64 to the Newtown Road Interchange and a new two-lane flyover ramp from WB I-64 to the existing EB I-264 C-D road. | | |
| Street (Route) | I-264 (264) | Jurisdiction/Agency: | Norfolk |
| Scope: | Reconstruction w/ Added Capacity | Administered By: | VDOT |
| System: | Interstate | Oversight: | Federal Oversight |
| SCHEDULED OBLIGATIONS | | | Total Cost: \$6,635,307 |

HRTPO NOTES

Purchase Replacement Ferry

UPC # 103974

OVERVIEW

| | | | |
|------------------------------|---|----------------------|--------------------------------|
| Description: | Purchase a replacement T-Class Passenger Ferry boat, with a maximum capacity of 150 people, for HRT service between Norfolk and Portsmouth. | | |
| Street (Route) | N/A | Jurisdiction/Agency: | HRT - DRPT |
| Scope: | Transit | Administered By: | Locality |
| System: | Public Transportation | Oversight: | Non-Federal Oversight |
| SCHEDULED OBLIGATIONS | | | Total Cost: \$4,247,000 |

HRTPO NOTES

Source of Project Data: Virginia Department of Transportation



FY 2021 – 2024 Transportation Improvement Program
Projects Included for Administrative Purposes | Section XIII - 3

I-264 - Interchange Improvements I-64 West to 264 East w/57048

UPC # 108042

OVERVIEW

| | | | |
|----------------|---|----------------------|-------------------|
| Description: | This project is for tracking UPC 57048 project charges associated with HRTAC funding. | | |
| Street (Route) | I-264 | Jurisdiction/Agency: | Norfolk |
| Scope: | Reconstruction | Administered By: | VDOT |
| System: | Interstate | Oversight: | Federal Oversight |
| | | Total Cost: | \$152,094,716 |

SCHEDULED OBLIGATIONS

HRTPO NOTES

I-564 Intermodal Connector

UPC # 104000

OVERVIEW

| | | | |
|----------------|---|----------------------|-------------------|
| Description: | New construction to improve the I-564 Interchange | | |
| Street (Route) | I-564 (564) | Jurisdiction/Agency: | Norfolk |
| Scope: | New construction roadway | Administered By: | Other |
| System: | Interstate | Oversight: | Federal Oversight |
| | | Total Cost: | \$164,442,004 |

SCHEDULED OBLIGATIONS

HRTPO NOTES

I-564 Intermodal Connector (PE Only)

UPC # 104010

OVERVIEW

| | | | |
|----------------|-------------------------|----------------------|-------------------|
| Description: | Preliminary Engineering | | |
| Street (Route) | I-564 (564) | Jurisdiction/Agency: | Norfolk |
| Scope: | Preliminary Engineering | Administered By: | Other |
| System: | Interstate | Oversight: | Federal Oversight |
| | | Total Cost: | \$75,000 |

SCHEDULED OBLIGATIONS

HRTPO NOTES

Source of Project Data: Virginia Department of Transportation



FY 2021 – 2024 Transportation Improvement Program
Projects Included for Administrative Purposes | Section XIII - 4

Shore Drive Bridge Replacement - Lesner Bridge

UPC # 97737

OVERVIEW

| | | | |
|----------------|--|----------------------|-------------------|
| Description: | Replacement of the Lesner Bridge on Shore Drive over the Lynnhaven Inlet | | |
| Street (Route) | Shore Drive (60) | Jurisdiction/Agency: | Virginia Beach |
| Scope: | Bridge Replacement w/o Added Capacity | Administered By: | Locality |
| System: | Primary | Oversight: | Federal Oversight |
| | | Total Cost: | \$98,400,461 |

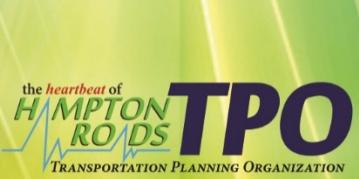
SCHEDULED OBLIGATIONS

HRTPO NOTES

Source of Project Data: Virginia Department of Transportation



FY 2021 – 2024 Transportation Improvement Program
Projects Included for Administrative Purposes | Section XIII - 5



Appendix – Public Comments

Section XIV

PUBLIC COMMENTS

Public comments received during the public comment and review periods during the development of the FY 2021-2024 Transportation Improvement Program will be included in subsequent pages.

