

Transportation Improvement Program

FY 2021-2024



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March 2020

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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.

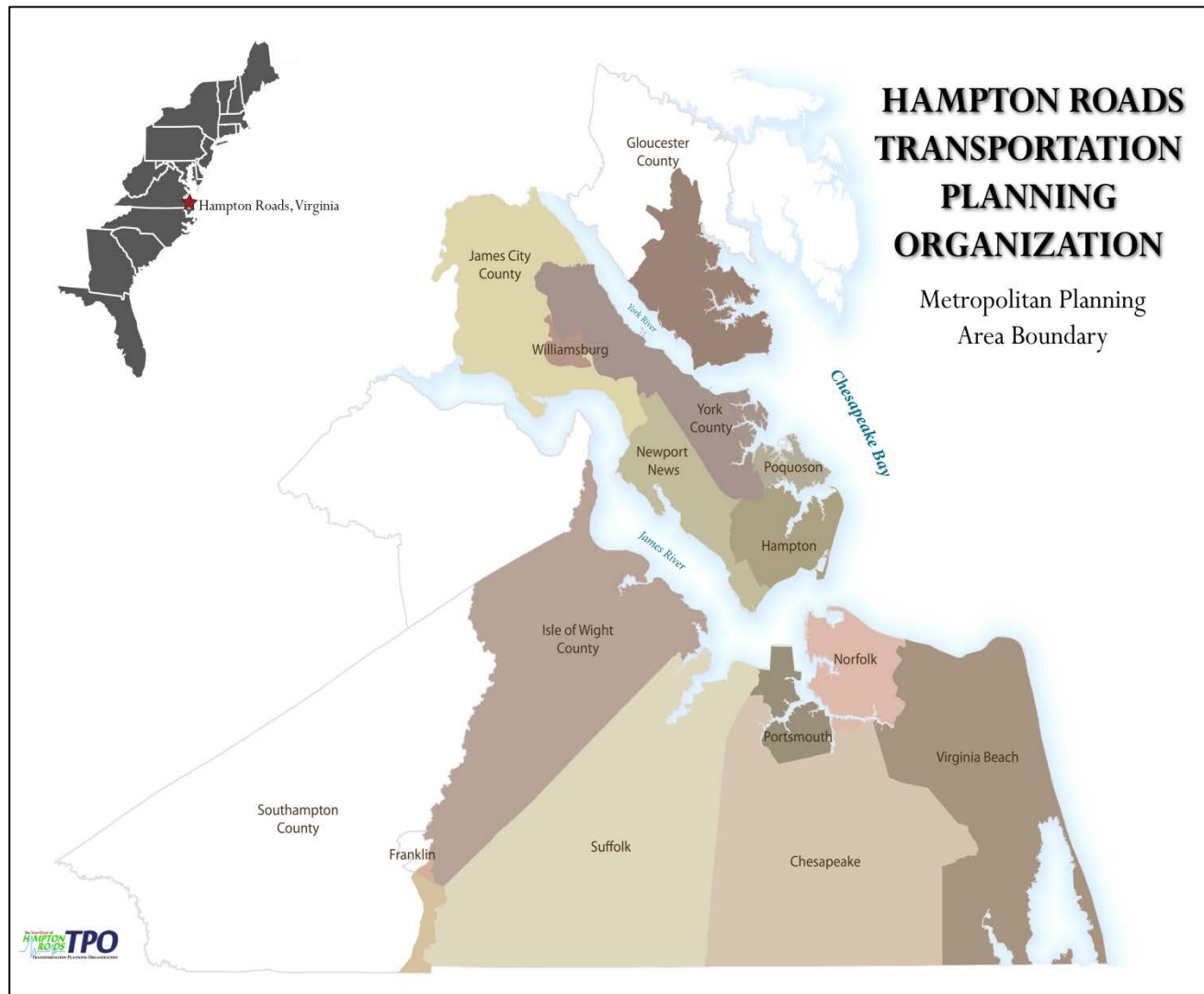
The TIP must be financially constrained – meaning that the amount of funding programmed cannot exceed the amount of funding reasonably expected to be available. Once the TIP is approved by the HRTPO Board, the approved TIP may be revised in order to add new projects, delete projects, and update or change 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**).

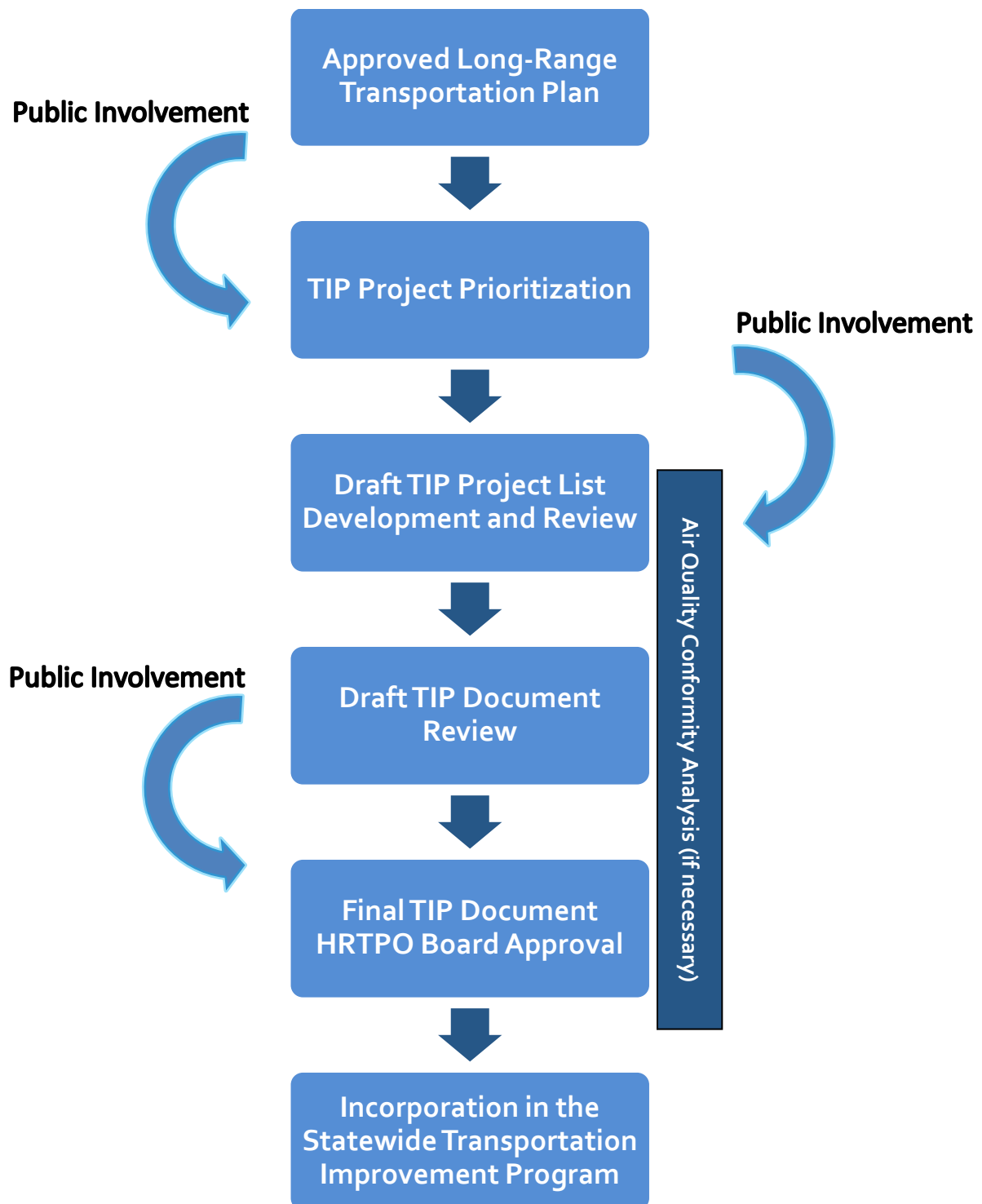
The Hampton Roads MPA is located in Southeastern Virginia adjacent to the Atlantic Ocean and the Chesapeake Bay and is divided by the James River and the Hampton Roads harbor. The current population within the MPA is approximately 1.7 million. The region has a strong military presence anchored by the 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
<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
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

Interchange Projects Weighting Factors	
Criteria and Sub-criteria	Weighting
PROJECT UTILITY	
Congestion Level:	30.00
Existing Queue Conditions: Number of Approaches with Queues	10.00
Queue Improvements: Number of Approaches Improved	10.00
Number of Movements Added or Improved	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

Bridge & Tunnel 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
Infrastructure Condition (Bridge Sufficiency, Tunnel Condition, Obsolescence)	20.00
System Continuity and Connectivity	10.00
Safety and Security:	10.00
Crash Ratio	4.50
Improvement to Incident Management or Evacuation Routes	3.00
Failure Impact (Impact of Detour to Alternate Crossing)	2.50
Cost Effectiveness (Cost/VMT)	15.00
Land Use/Future Development Compatibility	10.00
Modal Enhancements:	5.00
Improves Vehicular Access	2.00
Enhances Other Categories	1.50
Provides Continuous Maritime Crossing	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 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):

(rate)	(units)	Volatile Organic Compounds (VOCs) (aka Total Hydrocarbons)
(rate)	(units)	Nitrogen Oxides (NOx)
(rate)	(units)	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):

(rate)	(units)	VOC
(rate)	(units)	NOx
(rate)	(units)	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.

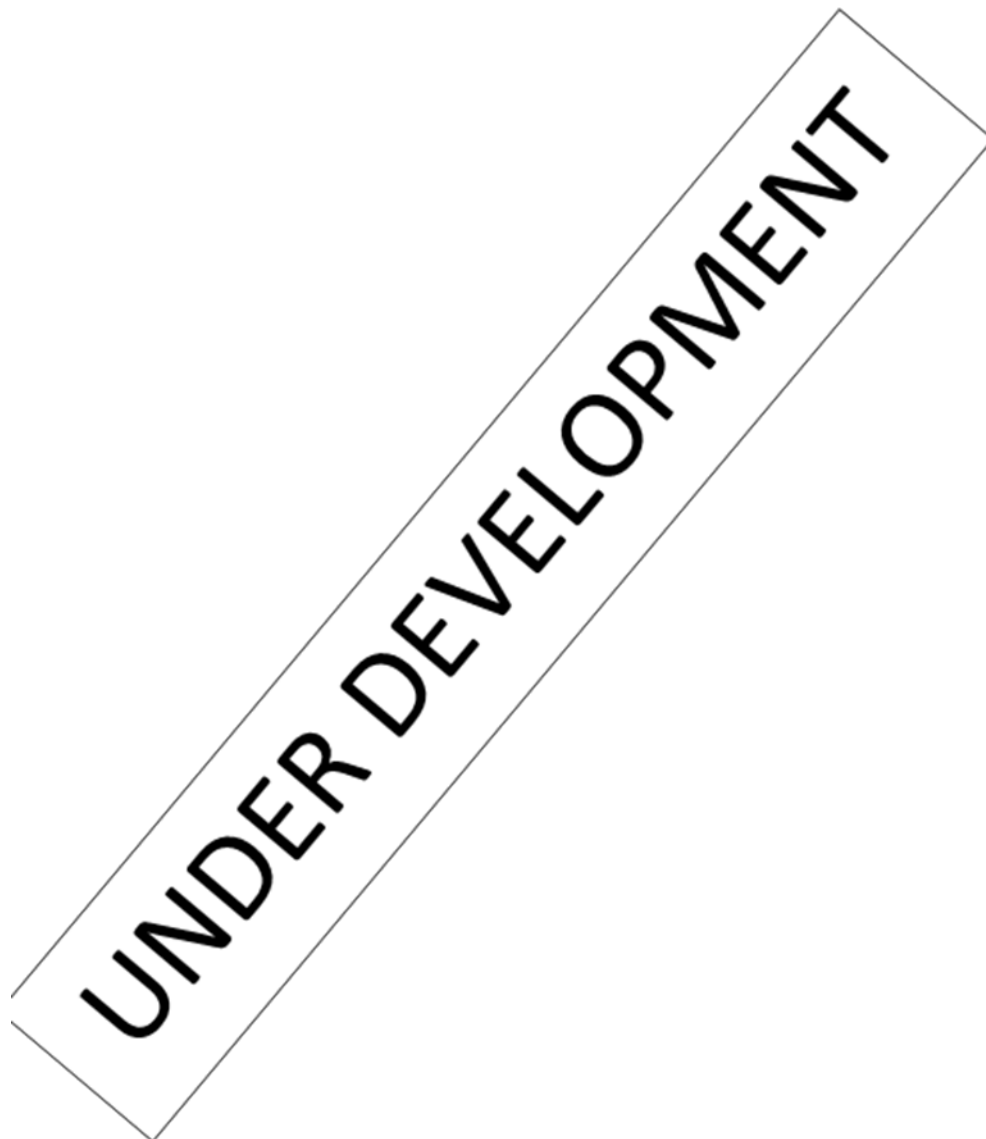
The HRTPO public involvement and community outreach process provides opportunities to review the TIP during its development and as it goes into the approval process. Information below provides the procedures used by the HRTPO to inform and engage all interested parties – as detailed in the HRTPO Public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

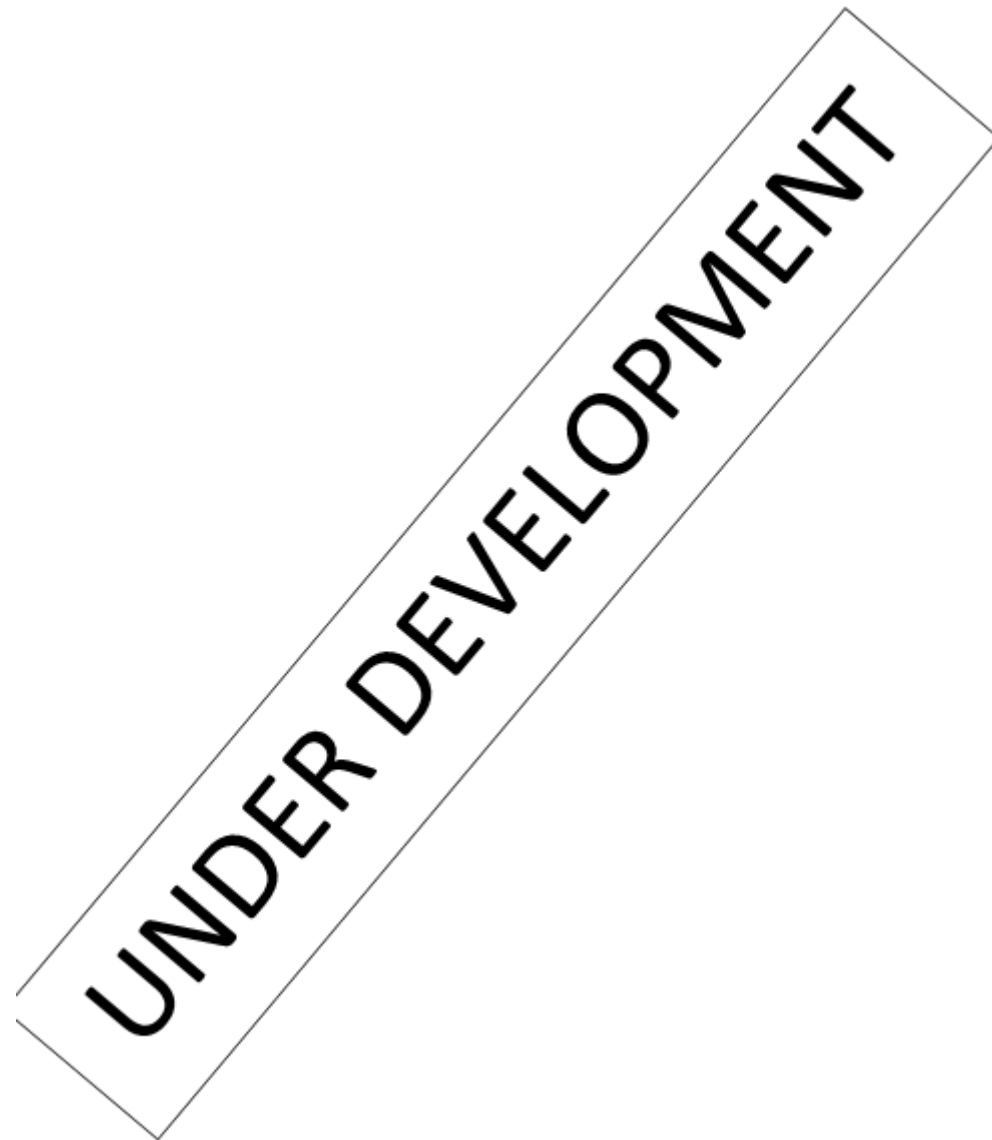
In addition to inviting the public to view and comment on the draft FY 2021-2024 TIP, from February 3, 2020 through March 4, 2020, the HRTPO used the public comment period to conduct education on the TIP, with a goal of informing the public about the TIP, its purpose, and how to navigate the HRTPO TIP 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	FFY 2021		FFY 2022		FFY 2023		FFY 2024		TOTAL	
	Estimated Revenue	Proposed Commitment	Estimated Revenue	Proposed Commitment	Estimated Revenue	Proposed Commitment	Estimated Revenue	Proposed Commitment	Estimated Revenue	Proposed Commitment
Federal										
BR	\$1,732,829	\$1,732,829	\$502,224	\$502,224	\$0	\$0	\$0	\$0	\$2,235,053	\$2,235,053
CMAQ 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
HSIP	\$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
Other										
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	FFY 2021		FFY 2022		FFY 2023		FFY 2024		TOTAL	
	Estimated Revenue	Proposed Commitment	Estimated Revenue	Proposed Commitment	Estimated Revenue	Proposed Commitment	Estimated Revenue	Proposed Commitment	Estimated Revenue	Proposed Commitment
Federal - ACC ⁴										
BR	\$0	\$0	\$1,264,991	\$1,264,991	\$0	\$0	\$0	\$0	\$1,264,991	\$1,264,991
CMAQ ¹	\$0	\$0	\$317,843	\$317,843	\$0	\$0	\$1,560,000	\$1,560,000	\$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
NHFP	\$0	\$0	\$0	\$0	\$16,282,670	\$16,282,670	\$8,449,010	\$8,449,010	\$24,731,680	\$24,731,680
NHPP/E	\$0	\$0	\$80,631	\$80,631	\$0	\$0	\$0	\$0	\$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
RSTP ¹	\$5,146,758	\$5,146,758	\$463,636	\$463,636	\$640,000	\$640,000	\$0	\$0	\$6,250,394	\$6,250,394
STP/STBG	\$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
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
Statewide - Federal ⁵										
CMAQ ¹	\$288,000	\$288,000							\$288,000	\$288,000
Subtotal: Statewide - Federal	\$288,000	\$288,000	\$0	\$0	\$0	\$0	\$0	\$0	\$288,000	\$288,000
Maintenance - Federal ⁶										
NHFP	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$0	\$0	\$0	\$0	\$5,000,000	\$5,000,000
NHS/NHPP	\$8,499,886	\$8,499,886	\$7,366,465	\$7,366,465	\$8,499,886	\$8,499,886	\$8,499,886	\$8,499,886	\$32,866,123	\$32,866,123
STP/STBG	\$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
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

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 Demonstration ¹
Public Transportation Projects

	FY 2021 ²				FY 2022 ²			
	Estimated Federal Revenue	Non-Federal Revenue		Total Estimated Revenue	Estimated Federal Revenue	Non-Federal Revenue		Total Estimated Revenue
		Estimated State Revenue	Estimated Local Revenue			Estimated State Revenue	Estimated Local Revenue	
Section 5303 ³	\$ 735,801	\$ 91,975	\$ 91,975	\$ 919,751	\$ 719,928	\$ 89,991	\$ 89,991	\$ 899,910
Section 5307/5340	\$ 19,326,581	\$ 2,415,823	\$ 2,415,823	\$ 24,158,226	\$ 19,326,581	\$ 2,415,823	\$ 2,415,823	\$ 24,158,226
Section 5311 ⁵	\$ 337,000	\$ -	\$ 337,000	\$ 674,000	\$ 337,000	\$ -	\$ 337,000	\$ 674,000
Section 5339 - Hampton Rd portion ⁴	\$ 2,264,676	\$ 452,935	\$ 113,234	\$ 2,830,845	\$ 2,264,676	\$ 452,935	\$ 113,234	\$ 2,830,845
Section 5310 - Hampton Rd portion	\$ 1,415,000	\$ 212,000	\$ 317,000	\$ 1,944,000	\$ 1,179,000	\$ 218,000	\$ 252,000	\$ 1,649,000
TOTAL	\$ 24,079,058	\$ 3,172,733	\$ 3,275,032	\$ 30,526,823	\$ 23,827,185	\$ 3,176,749	\$ 3,208,047	\$ 30,211,981

	FY 2023 ²				FY 2024 ²			
	Estimated Federal Revenue	Non-Federal Revenue		Total Estimated Revenue	Estimated Federal Revenue	Non-Federal Revenue		Total Estimated Revenue
		Estimated State Revenue	Estimated Local Revenue		Estimated State Revenue	Estimated Local Revenue		
Section 5303 ³	\$ 719,928	\$ 89,991	\$ 89,991	\$ 899,910	\$ 719,928	\$ 89,991	\$ 89,991	\$ 899,910
Section 5307/5340	\$ 19,326,581	\$ 2,415,823	\$ 2,415,823	\$ 24,158,226	\$ 19,326,581	\$ 2,415,823	\$ 2,415,823	\$ 24,158,226
Section 5311 ⁵	\$ 337,000	\$ -	\$ 337,000	\$ 674,000	\$ 337,000	\$ -	\$ 337,000	\$ 674,000
Section 5339 - Hampton Rd portion ⁴	\$ 2,264,676	\$ 452,935	\$ 113,234	\$ 2,830,845	\$ 2,264,676	\$ 452,935	\$ 113,234	\$ 2,830,845
Section 5310 - Hampton Rd portion	\$ 1,207,000	\$ 218,000	\$ 259,000	\$ 1,684,000	\$ 1,103,000	\$ 219,000	\$ 250,000	\$ 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 CMAQ 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 FY2021 funding, without an inflation factor.

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

³ Section 5303 for FY2021 based on full year FTA apportionments published on February 3, 2020 plus carryover from FY2020; 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 FY2021-2024 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

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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: No
CMAQ: No
RSTP: Yes

HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	2/28/2011	11/15/2016	Complete
Right of Way	11/15/2016	9/10/2019	Underway
Construction	9/10/2019	3/31/2023	FFY 2019

COSTS AND EXPENDITURES

	Recent Expenditures		
	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	\$3,114,000	\$1,410,310	45%
Right of Way	\$4,072,350	\$0	0%
Construction	\$22,582,584	\$0	0%
TOTAL	\$29,768,934	\$1,410,310	5%

ALLOCATIONS

Fund Source(s)	Previous	FY 2018	FY 2019	FY 2020	FY 2021	TOTAL
STM	\$2,805,101	\$0	\$0	\$1,874,900	\$1,273,787	\$5,953,788
RSTP	\$11,220,401	\$0	\$0	\$7,499,598	\$5,095,147	\$23,815,146
TOTAL	\$14,025,502	\$0	\$0	\$9,374,498	\$6,368,934	\$29,768,934

SCHEDULED OBLIGATIONS

Phase	Fund Source(s)	Previous	FY 2018	FY 2019	FY 2020	FY 2021	Match
RW	RSTP	\$3,868,676	\$3,257,880				\$814,470
Subtotal		\$3,868,676	\$3,257,880				\$814,470
CN	AC-Conversion				\$7,499,598	\$5,095,147	\$3,148,686
CN	AC			\$12,594,747			\$3,148,687
Subtotal				\$12,594,747	\$7,499,598	\$5,095,147	\$6,297,373
TOTAL		\$3,868,676	\$3,257,880	\$12,594,747	\$7,499,598	\$5,095,147	\$7,111,843

Source of Project Data: Virginia Department of Transportation.

the heartbeat of HAMPTON ROADS TPO
TRANSPORTATION PLANNING ORGANIZATION

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TERM DEFINITIONS

- ❶ **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.
- ❷ **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.
- ❸ **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.
- ❹ **Administered By** – Indicates the party responsible for administering the project.
- ❺ **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

UNDER DEVELOPMENT

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 buildt 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

	Start	End	Status
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

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$12,200,000	\$12,201,002	100%	\$0	-	-	-
Right of Way	\$18,726,000	\$10,315,945	55%	\$0	-	-	-
Construction	\$401,030,220	\$51,381,392	13%	\$0	-	-	-
TOTAL	\$431,956,220	\$73,898,339	17%				

ALLOCATIONS

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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)

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

No map available for this project

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	Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$0	\$0	-	\$0	-	-	-
Right of Way	\$0	\$0	-	\$0	-	-	-
Construction	\$92,657,545	\$92,823,292	100%	\$0	-	-	-
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				
Subtotal		\$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

HRTPO Notes

SCHEDULE

	Start	End	Status
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

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
					3	2	1
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

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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				
Subtotal		\$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

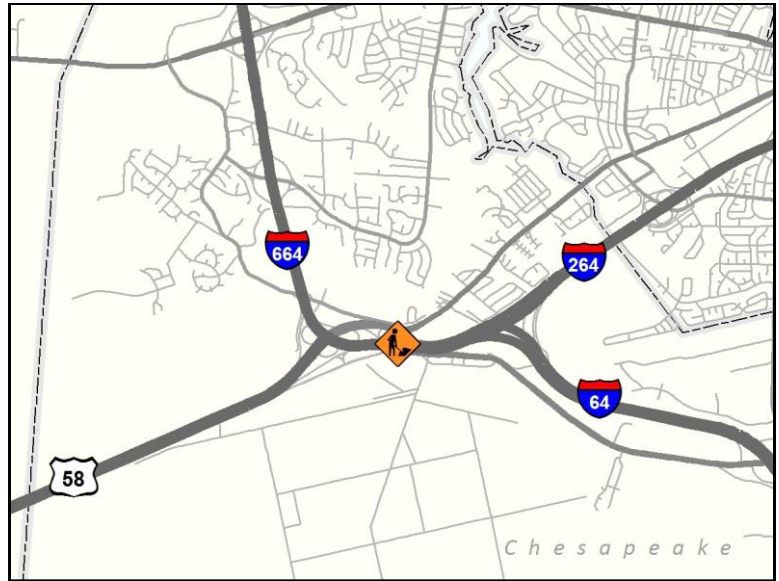
Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	<i>Start</i>	<i>End</i>	<i>Status</i>
<i>Preliminary Engineering</i>	10/2/2017	3/9/2021	Underway
<i>Right of Way</i>	N/A	N/A	N/A
<i>Construction</i>	N/A	N/A	N/A

COSTS AND EXPENDITURES

	<i>Cost Estimates</i>	<i>Total Expenditures</i>	<i>Percent Expended</i>	<i>Recent Expenditures</i>			
				<i>Latest Quarter</i>	<i>Previous 3 Quarters</i>		
					<i>3</i>	<i>2</i>	<i>1</i>
<i>Preliminary Engineering</i>	\$4,000,000	\$1,938,799	48%	\$0	-	-	-
<i>Right of Way</i>	\$0	\$0	-	\$0	-	-	-
<i>Construction</i>	\$0	\$0	-	\$0	-	-	-
TOTAL	\$4,000,000	\$1,938,799	48%				

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>
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				
	Subtotal		\$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

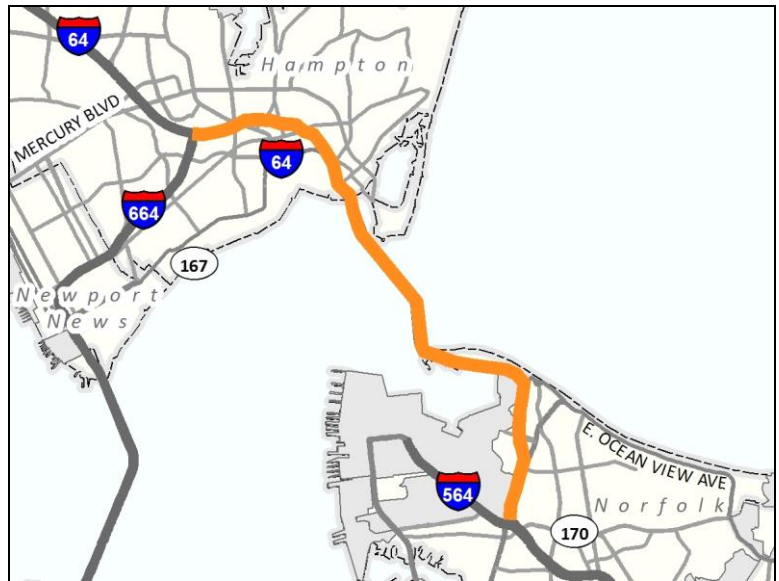
Oversight: Federal Oversight

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	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$30,000,000	\$28,800,287	96%	\$0	-	-	-
Right of Way	\$0	\$0	-	\$0	-	-	-
Construction	\$0	\$0	-	\$0	-	-	-
TOTAL	\$30,000,000	\$28,800,287	96%				

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				
	Subtotal		\$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

Jurisdiction/Agency: Hampton Roads

System: Interstate

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

	Start	End	Status
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

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$1,500,000	\$1,296,547	86%	\$0	-	-	-
Right of Way	\$0	\$0	-	\$0	-	-	-
Construction	\$0	\$0	-	\$0	-	-	-
TOTAL	\$1,500,000	\$1,296,547	86%				

ALLOCATIONS

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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

	Start	End	Status
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

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
Preliminary Engineering	\$0	\$0	-	\$0	3	2	1
Right of Way	\$0	\$0	-	\$0	-	-	-
Construction	\$3,004,569,251	\$142,986,203	5%	\$0	-	-	-
TOTAL	\$3,004,569,251	\$142,986,203	5%				

ALLOCATIONS

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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	
	Subtotal	\$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

	<i>Start</i>	<i>End</i>	<i>Status</i>
<i>Preliminary Engineering</i>	4/30/2019	11/30/2025	Underway
<i>Right of Way</i>	4/30/2019	4/1/2021	Underway
<i>Construction</i>	4/30/2019	11/30/2025	Underway

COSTS AND EXPENDITURES

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

Phase	Fund Source	Previous	FY 2021	FY 2022	FY 2023	FY 2024	Match
PE	Other	\$26,063,852	\$23,694,411	\$23,694,411	\$17,770,808	\$17,770,808	
	Subtotal	\$26,063,852	\$23,694,411	\$23,694,411	\$17,770,808	\$17,770,808	
CN	Other	\$150,000,000	\$29,124,232	\$32,882,834	\$32,882,833	\$35,046,575	
	Subtotal	\$150,000,000	\$29,124,232	\$32,882,834	\$32,882,833	\$35,046,575	
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



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	4/30/2019	11/30/2025	Underway

COSTS AND EXPENDITURES

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

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters		
					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				
Subtotal			\$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				
Subtotal			\$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

HRTPO 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

Recent Expenditures

	<i>Cost Estimates</i>	<i>Total Expenditures</i>	<i>Percent Expended</i>	<i>Latest Quarter</i>	<i>Previous 3 Quarters</i>		
					<i>3</i>	<i>2</i>	<i>1</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				
Subtotal		\$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

	Start	End	Status
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

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$6,000,000	\$2,822,101	47%	\$0	-	-	-
Right of Way	\$1,511,548	\$520,569	34%	\$0	-	-	-
Construction	\$168,321,349	\$151,270,652	90%	\$0	-	-	-
TOTAL	\$175,832,897	\$154,613,322	88%				

ALLOCATIONS

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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				
Subtotal			\$6,000,000				
RW	AC		\$1,511,548				
Subtotal			\$1,511,548				
CN	AC		\$168,321,349				
Subtotal			\$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

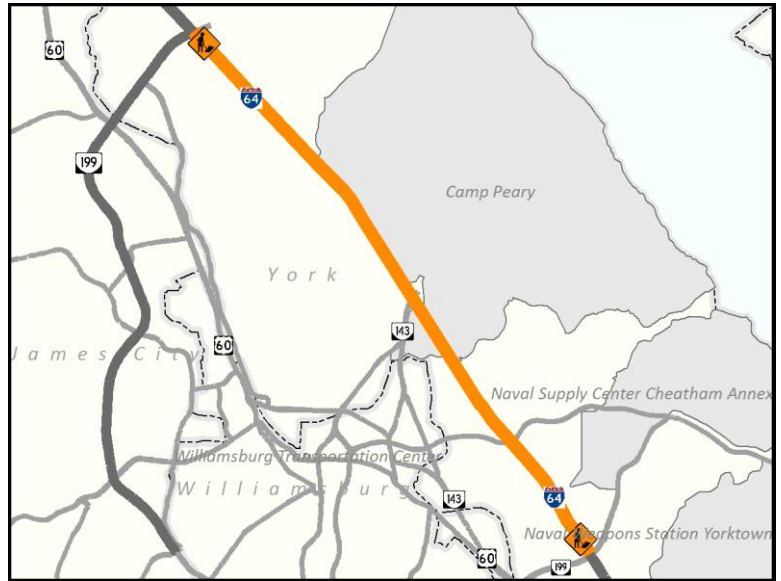
Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
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

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$10,000,000	\$5,291,519	53%	\$0	-	-	-
Right of Way	\$0	\$0	-	\$0	-	-	-
Construction	\$112,893,996	\$12,092,634	11%	\$0	-	-	-
TOTAL	\$122,893,996	\$17,384,153	14%				

ALLOCATIONS

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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

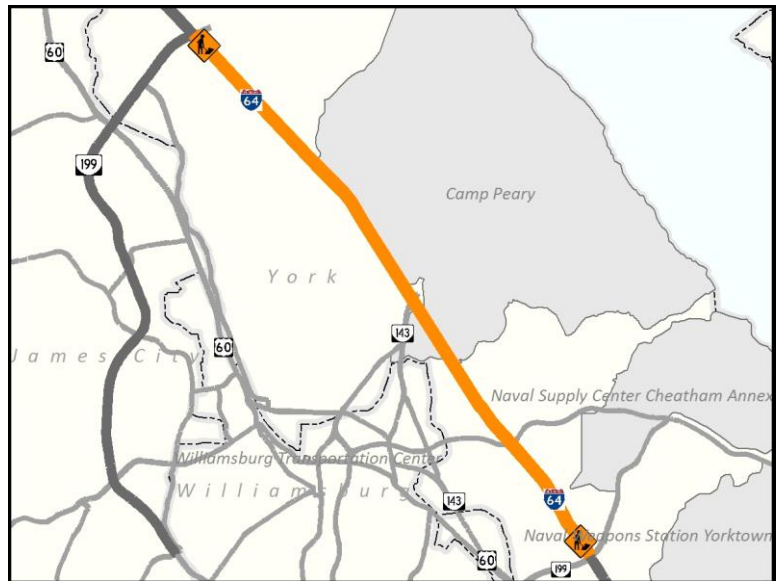
Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
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

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$0	\$0	-	\$0	-	-	-
Right of Way	\$12,000,000	\$438,694	4%	\$0	-	-	-
Construction	\$109,151,977	\$61,117,137	56%	\$0	-	-	-
TOTAL	\$121,151,977	\$61,555,831	51%				

ALLOCATIONS

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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

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

UPC # 109790

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

	Start	End	Status
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

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$570,488	\$433,930	76%	\$0	-	-	-
Right of Way	\$0	\$0	-	\$0	-	-	-
Construction	\$0	\$0	-	\$0	-	-	-
TOTAL	\$570,488	\$433,930	76%				

ALLOCATIONS

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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				
Subtotal			\$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

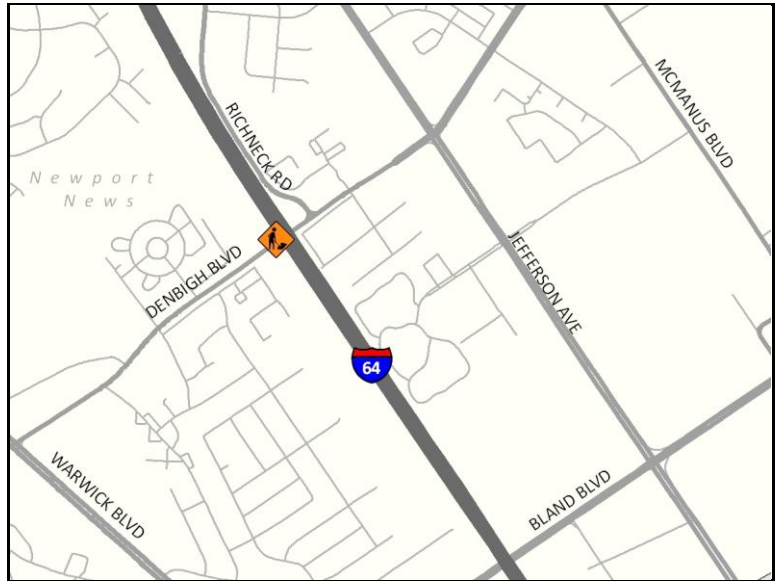
Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO 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>Cost Estimates</i>	<i>Total Expenditures</i>	<i>Percent Expended</i>	<i>Recent Expenditures</i>			
				<i>Latest Quarter</i>	<i>Previous 3 Quarters</i>		
Preliminary Engineering	\$2,688,000	\$2,672,333	99%	\$0	3	2	1
Right of Way	\$2,509,213	\$806,613	32%	\$0	-	-	-
Construction	\$29,529,369	\$4,799,993	16%	\$0	-	-	-
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

HRTPO 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>Cost Estimates</i>	<i>Total Expenditures</i>	<i>Percent Expended</i>	<i>Recent Expenditures</i>			
				<i>Latest Quarter</i>	<i>Previous 3 Quarters</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				
Subtotal		\$197,257	\$1,741,242				
RW	NHS/NHPP						
RW	AC						
Subtotal							
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

	Start	End	Status
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

Recent Expenditures

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$15,283,687	\$4,217,898	28%	\$0	-	-	-
Right of Way	\$0	\$0	-	\$0	-	-	-
Construction	\$0	\$2,941,606	-	\$0	-	-	-
TOTAL	\$15,283,687	\$7,159,504	47%				

ALLOCATIONS

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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				
Subtotal		\$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

	Start	End	Status
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

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures			
				Latest Quarter	3	2	1
Preliminary Engineering	\$4,745,379	\$4,725,149	100%	\$0	-	-	-
Right of Way	\$791,800	\$750,774	95%	\$0	-	-	-
Construction	\$9,512,231	\$9,583,606	101%	\$0	-	-	-
TOTAL	\$15,049,410	\$15,059,529	100%				

ALLOCATIONS

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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

	Start	End	Status
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

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$0	\$0	-	\$0	-	-	-
Right of Way	\$0	\$0	-	\$0	-	-	-
Construction	\$8,000,000	\$3,980,560	50%	\$0	-	-	-
TOTAL	\$8,000,000	\$3,980,560	50%				

ALLOCATIONS

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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
	Subtotal	\$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

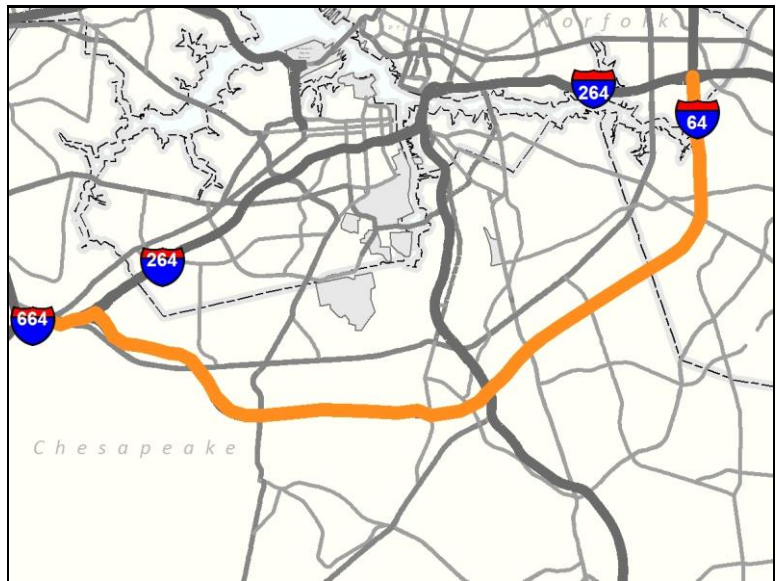
Oversight: Federal Oversight

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	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$3,500,000	\$1,884,325	54%	\$0	-	-	-
Right of Way	\$0	\$0	-	\$0	-	-	-
Construction	\$6,500,000	\$0	0%	\$0	-	-	-
TOTAL	\$10,000,000	\$1,884,325	19%				

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

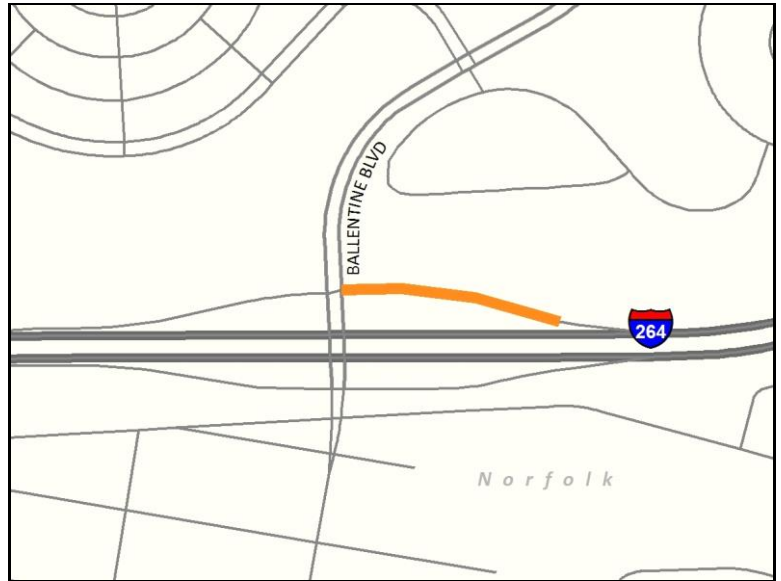
Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO 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>Cost Estimates</i>	<i>Total Expenditures</i>	<i>Percent Expended</i>	<i>Recent Expenditures</i>			
				<i>Latest Quarter</i>	<i>Previous 3 Quarters</i>		
					<i>3</i>	<i>2</i>	<i>1</i>
Preliminary Engineering	\$200,000	\$0	0%	\$0	-	-	-
Right of Way	\$180,000	\$0	0%	\$0	-	-	-
Construction	\$1,330,000	\$0	0%	\$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				
Subtotal			\$200,000				
RW	STP/STBG			\$180,000			
Subtotal				\$180,000			
CN	STP/STBG					\$1,130,000	
CN	AC					\$200,000	
Subtotal						\$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

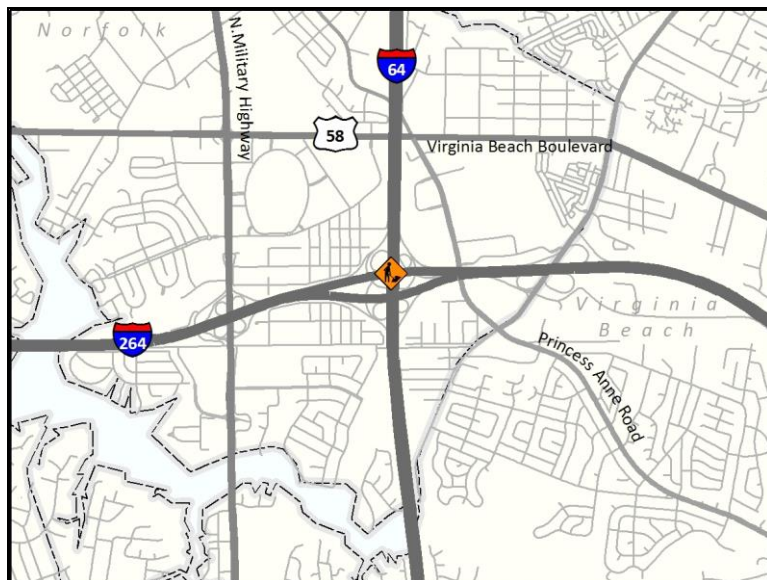
Oversight: Federal Oversight

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

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
Preliminary Engineering	\$10,000,000	\$2,109,828	21%	\$0	3	2	1
Right of Way	\$0	\$0	-	\$0	-	-	-
Construction	\$0	\$0	-	\$0	-	-	-
TOTAL	\$10,000,000	\$2,109,828	21%				

ALLOCATIONS

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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				
	Subtotal		\$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

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$10,995,515	\$10,820,669	98%	\$0	-	-	-
Right of Way	\$25,964,832	\$25,912,759	100%	\$0	-	-	-
Construction	\$0	\$757	-	\$0	-	-	-
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
Subtotal			\$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

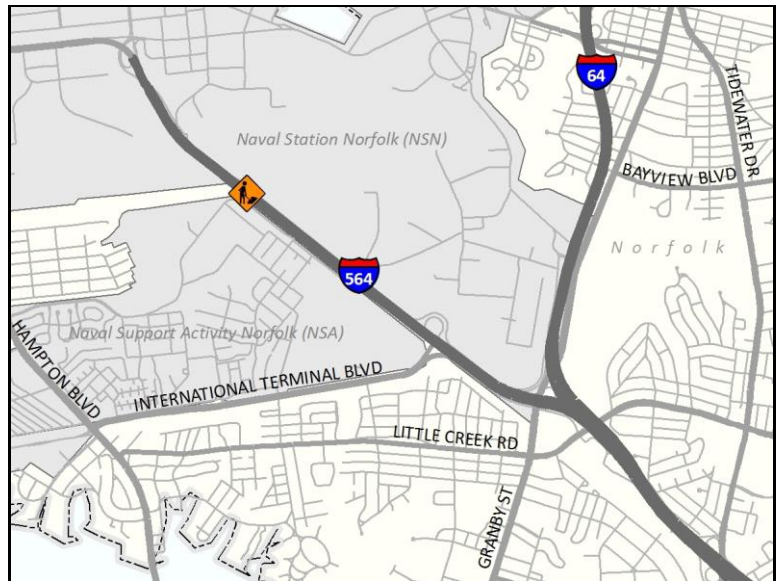
Oversight: Federal Oversight

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>Cost Estimates</i>	<i>Total Expenditures</i>	<i>Percent Expended</i>	<i>Recent Expenditures</i>			
				<i>Latest Quarter</i>	<i>Previous 3 Quarters</i>		
					<i>3</i>	<i>2</i>	<i>1</i>
Preliminary Engineering	\$10,000,000	\$482,983	5%	\$0	-	-	-
Right of Way	\$3,000,000	\$0	0%	\$0	-	-	-
Construction	\$124,421,369	\$0	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

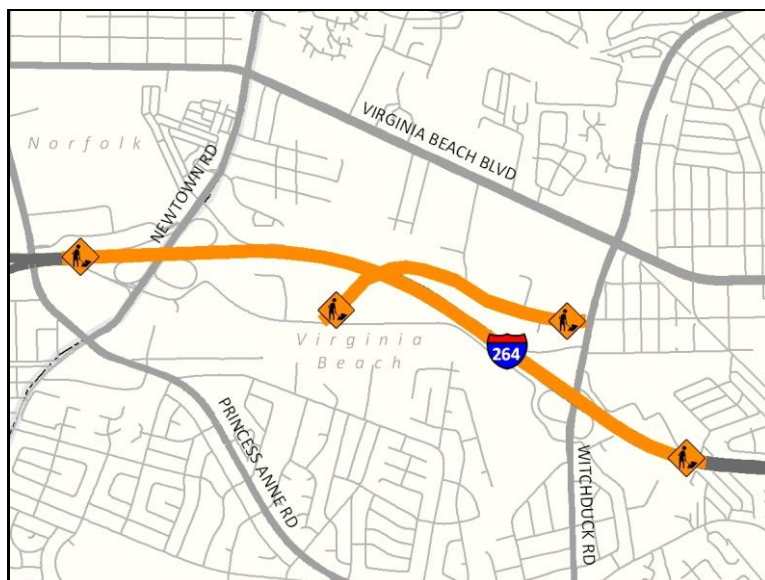
Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: Yes



HRTPO Notes

SCHEDULE

	Start	End	Status
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>	<i>Latest Quarter</i>	<i>Previous 3 Quarters</i>		
					<i>3</i>	<i>2</i>	<i>1</i>
<i>Preliminary Engineering</i>	\$13,882,900	\$13,882,900	100%	\$0	-	-	-
<i>Right of Way</i>	\$0	\$0	-	\$0	-	-	-
<i>Construction</i>	\$52,871,349	\$41,413,121	78%	\$0	-	-	-
TOTAL	\$66,754,249	\$55,296,021	83%				

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

UPC # 17630

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	\$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

<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		\$431,714				
	Subtotal		\$431,714				
CN	AC-Conversi		\$7,608,946				
	Subtotal		\$7,608,946				
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

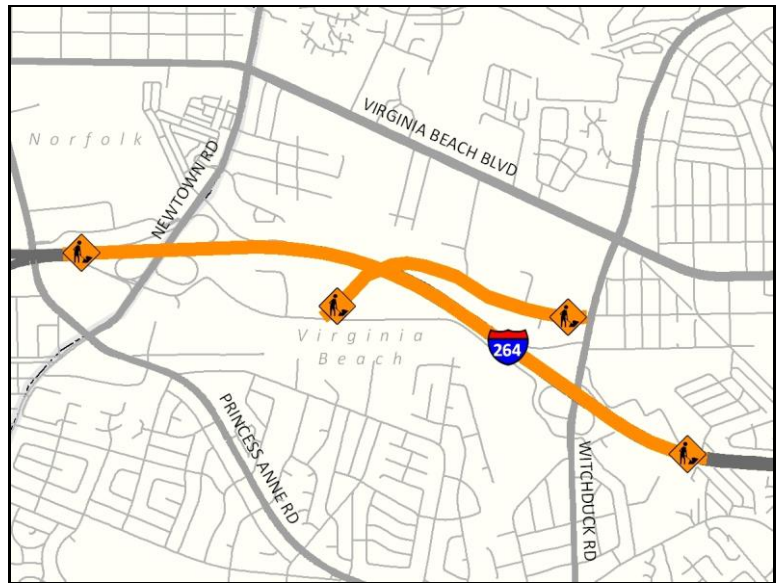
Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
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

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$199,910	\$199,910	100%	\$0	-	-	-
Right of Way	\$54,392,666	\$50,517,698	93%	\$0	-	-	-
Construction	\$73,157,062	\$0	0%	\$0	-	-	-
TOTAL	\$127,749,638	\$50,717,608	40%				

ALLOCATIONS

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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

I-264 - Witchduck Rd Interchange & Ramp Ext (C-D Road) w/17630
UPC # 108041

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2021	FY 2022	FY 2023	FY 2024	Match
CN	Other	\$49,237,597	\$23,919,465				
	Subtotal	\$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

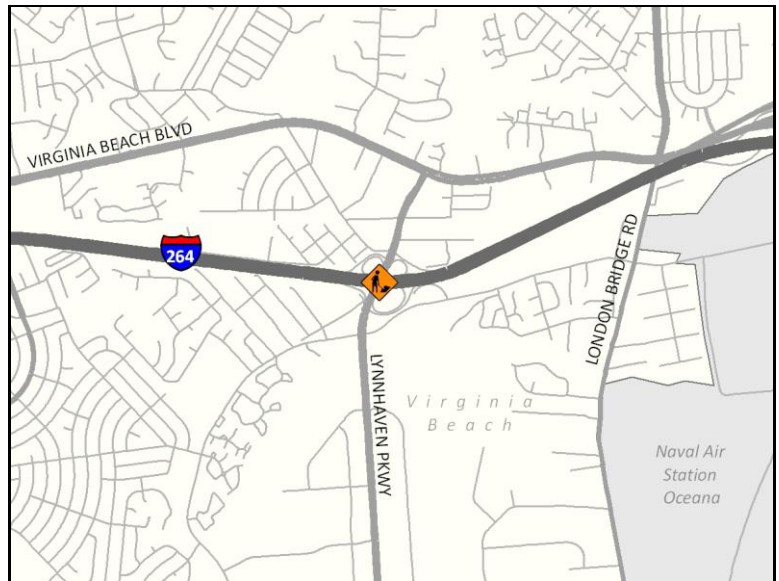
Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: Yes



HRTPO 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>Cost Estimates</i>	<i>Total Expenditures</i>	<i>Percent Expended</i>	<i>Recent Expenditures</i>			
				<i>Latest Quarter</i>	<i>Previous 3 Quarters</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

UNDER DEVELOPMENT

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

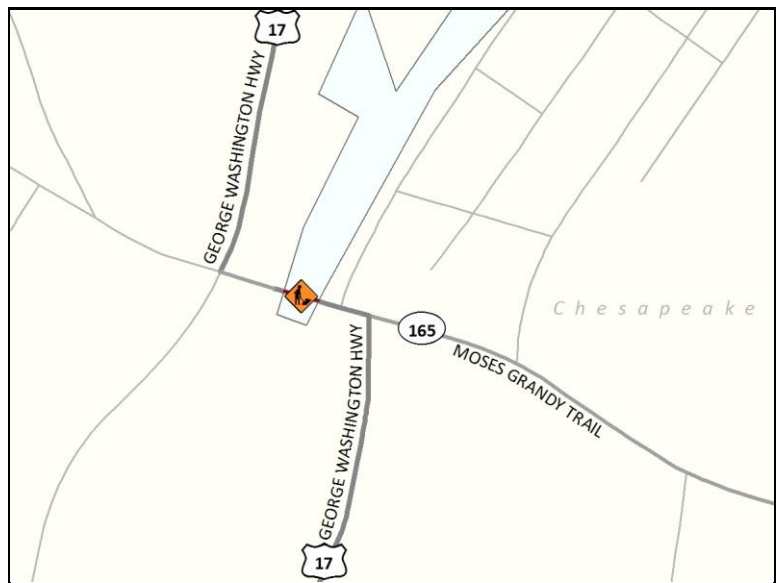
Oversight: N/A

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

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
Preliminary Engineering	\$6,400,000	\$35,644	1%	\$0	3	2	1
Right of Way	\$8,000,000	\$0	0%	\$0	-	-	-
Construction	\$34,068,000	\$0	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				
	Subtotal		\$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

	Start	End	Status
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

Recent Expenditures

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$3,000,000	\$0	0%	\$0	-	-	-
Right of Way	\$4,000,000	\$0	0%	\$0	-	-	-
Construction	\$23,673,073	\$0	0%	\$0	-	-	-
TOTAL	\$30,673,073	\$0	0%				

ALLOCATIONS

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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
Subtotal				\$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

HRTPO Notes

SCHEDULE

	Start	End	Status
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

Recent Expenditures

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$579,256,089	\$142,923,520	25%	\$0	-	-	-
Right of Way	\$0	\$0	-	\$0	-	-	-
Construction	\$0	\$114,183,901	-	\$0	-	-	-
TOTAL	\$579,256,089	\$257,107,421	44%				

ALLOCATIONS

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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				
Subtotal		\$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

HRTPO Notes

SCHEDULE

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

COSTS AND EXPENDITURES

Recent Expenditures

	<i>Cost Estimates</i>	<i>Total Expenditures</i>	<i>Percent Expended</i>	<i>Latest Quarter</i>	<i>Previous 3 Quarters</i>		
					<i>3</i>	<i>2</i>	<i>1</i>
<i>Preliminary Engineering</i>	\$153,433,914	\$152,779,810	100%	\$0	-	-	-
<i>Right of Way</i>	\$25,601,549	\$24,275,024	95%	\$0	-	-	-
<i>Construction</i>	\$307,562,127	\$387,859,562	126%	\$0	-	-	-
TOTAL	\$486,597,590	\$564,914,396	116%				

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

HRTPO Notes

SCHEDULE

	Start	End	Status
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

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$385,000	\$277,435	72%	\$0	-	-	-
Right of Way	\$0	\$0	-	\$0	-	-	-
Construction	\$0	\$0	-	\$0	-	-	-
TOTAL	\$385,000	\$277,435	72%				

ALLOCATIONS

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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				
	Subtotal		\$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

	Start	End	Status
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

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
					3	2	1
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

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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				
Subtotal		\$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

	Start	End	Status
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

Recent Expenditures

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$0	\$0	-	\$0	-	-	-
Right of Way	\$0	\$0	-	\$0	-	-	-
Construction	\$901,275	\$811,274	90%	\$0	-	-	-
TOTAL	\$901,275	\$811,274	90%				

ALLOCATIONS

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$1,400,000	\$930,728	66%	\$0	-	-	-
Right of Way	\$493,847	\$3,209	1%	\$0	-	-	-
Construction	\$4,876,153	\$0	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

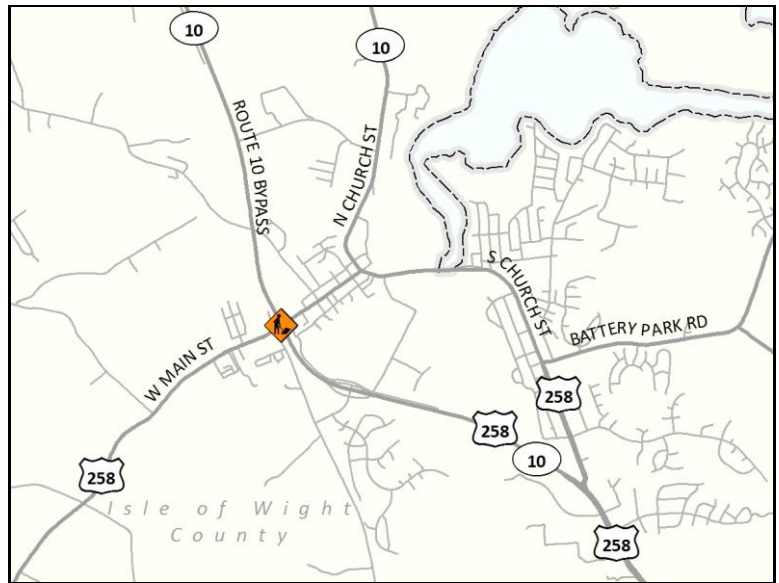
Oversight: Non-Federal Oversight

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

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
Preliminary Engineering	\$135,000	\$13,678	10%	\$0	3	2	1
Right of Way	\$0	\$0	-	\$0	-	-	-
Construction	\$971,095	\$0	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				
Subtotal			\$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

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
					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%				

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				
Subtotal			\$31,000				
CN	AC		\$181,000				
Subtotal			\$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

	Start	End	Status
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

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

ALLOCATIONS

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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
	Subtotal				\$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

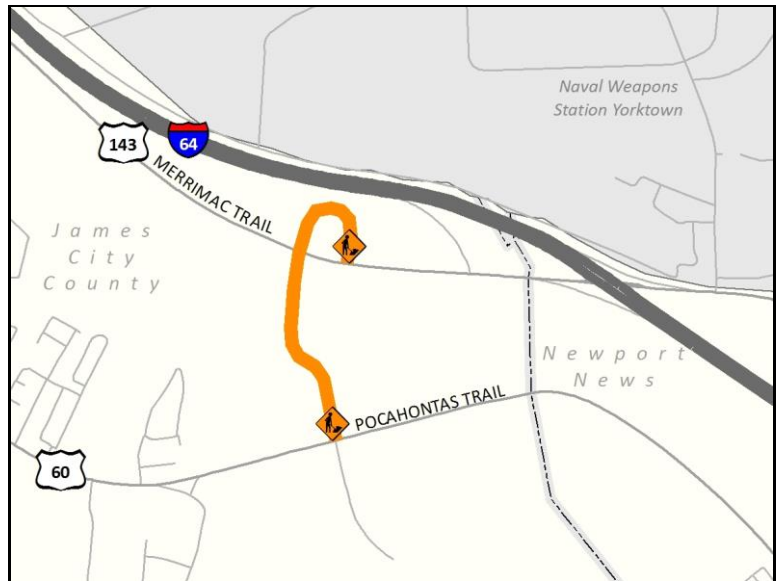
Oversight: Federal Oversight

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

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$3,790,403	\$2,322,962	61%	\$0	-	-	-
Right of Way	\$3,793,550	\$0	0%	\$0	-	-	-
Construction	\$42,919,747	\$0	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
	Subtotal		\$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

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
Preliminary Engineering	\$2,935,000	\$250,978	9%	\$0	3	2	1
Right of Way	\$7,897,200	\$0	0%	\$0	-	-	-
Construction	\$19,848,319	\$0	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

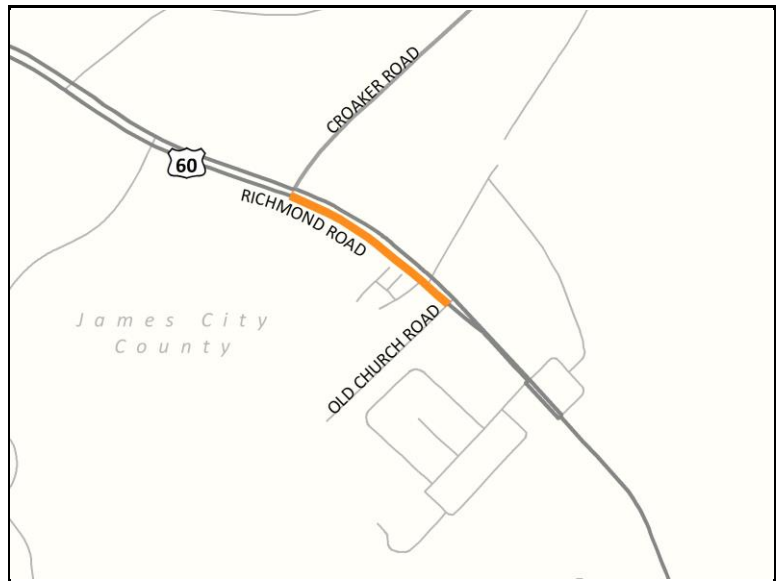
Oversight: Non-Federal Oversight

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

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$602,000	\$393,435	65%	\$0	-	-	-
Right of Way	\$1,501,825	\$0	0%	\$0	-	-	-
Construction	\$1,446,175	\$0	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

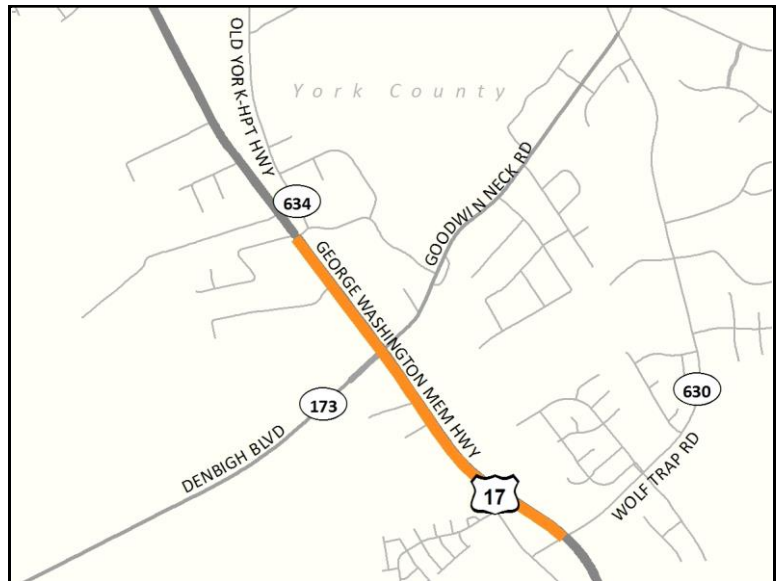
Oversight: Federal Oversight

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

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters		
					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				
Subtotal			\$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				
Subtotal			\$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

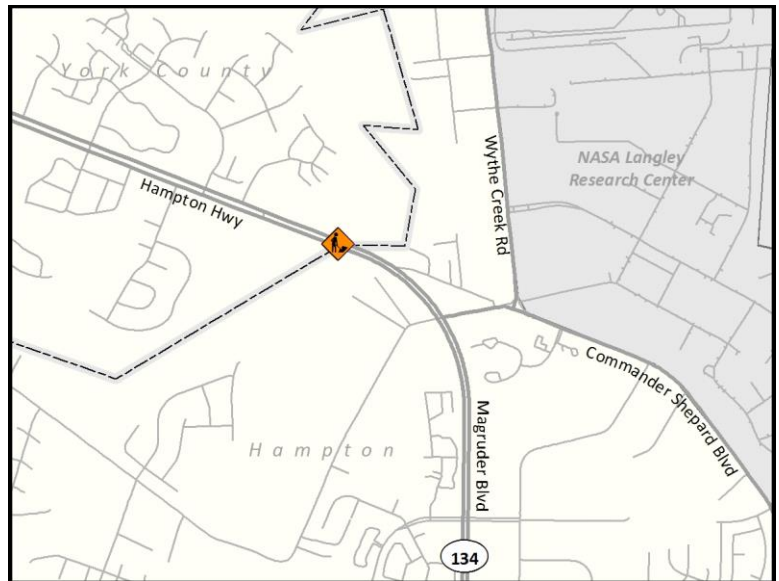
Oversight: Non-Federal Oversight

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	Latest Quarter	Previous 3 Quarters		
					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				
Subtotal			\$17,456				
RW	AC		\$6,270				
Subtotal			\$6,270				
CN	AC		\$3,293,951				
Subtotal			\$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

Recent Expenditures

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$793,397	\$0	0%	\$0	-	-	-
Right of Way	\$271,222	\$0	0%	\$0	-	-	-
Construction	\$3,578,640	\$0	0%	\$0	-	-	-
TOTAL	\$4,643,259	\$0	0%				

ALLOCATIONS

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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				
Subtotal			\$793,396				
RW	AC			\$271,222			
Subtotal				\$271,222			
CN	AC				\$3,578,640		
Subtotal					\$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

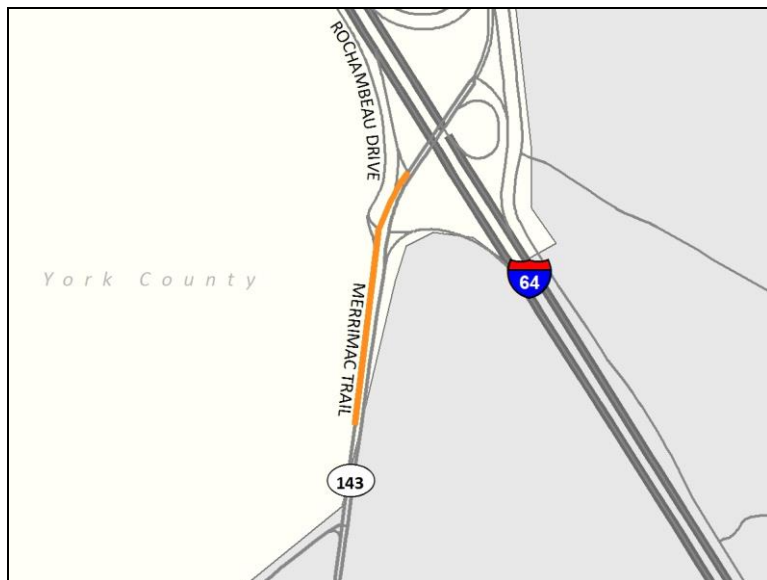
Oversight: Non-Federal Oversight

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

Recent Expenditures

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$525,442	\$525,442	100%	\$0	-	-	-
Right of Way	\$0	\$0	-	\$0	-	-	-
Construction	\$1,225,565	\$1,225,565	100%	\$0	-	-	-
TOTAL	\$1,751,007	\$1,751,007	100%				

ALLOCATIONS

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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

<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	HSIP	\$580,565	-\$55,123				
Subtotal		\$580,565	-\$55,123				
CN	HSIP	\$1,273,154	-\$66,112				
Subtotal		\$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



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	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$23,309	\$0	0%	\$0	-	-	-
Right of Way	\$0	\$0	-	\$0	-	-	-
Construction	\$99,835	\$0	0%	\$0	-	-	-
TOTAL	\$123,144	\$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

UPC # 113632

Phase	Fund Source	Previous	FY 2021	FY 2022	FY 2023	FY 2024	Match
PE	HSIP				\$23,300		
PE	AC-Conversi					\$9	
PE	AC				\$9		
Subtotal					\$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

	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	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$67,665	\$0	0%	\$0	-	-	-
Right of Way	\$0	\$0	-	\$0	-	-	-
Construction	\$347,118	\$0	0%	\$0	-	-	-
TOTAL	\$414,783	\$0	0%				

ALLOCATIONS

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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		
	Subtotal				\$67,665		
TOTAL					\$67,665		

Source of Project Data: Virginia Department of Transportation.



Urban System Projects

Section VI

Figure 6 | Urban System Projects

UNDER DEVELOPMENT

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

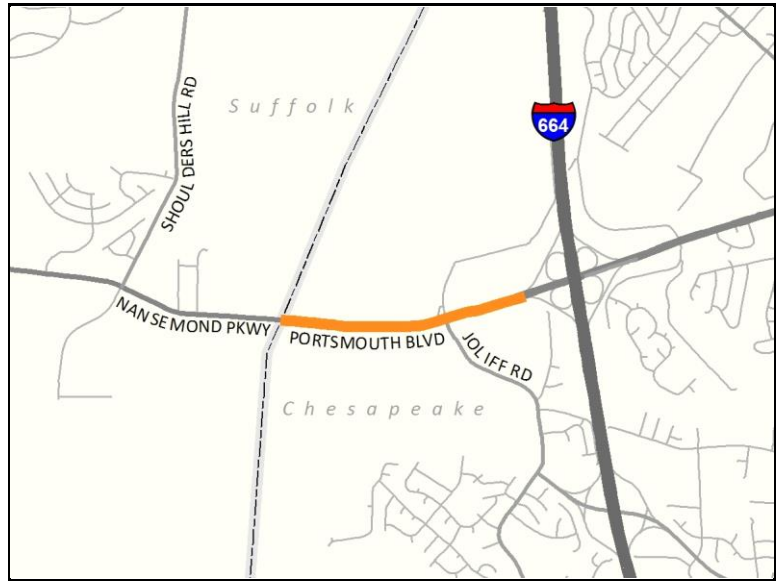
Oversight: Non-Federal Oversight

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

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$1,651,672	\$1,651,672	100%	\$0	-	-	-
Right of Way	\$6,298,110	\$5,729,697	91%	\$0	-	-	-
Construction	\$10,469,893	\$10,127,642	97%	\$0	-	-	-
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				
Subtotal			\$5,823				
RW	Other		\$568,684				
Subtotal			\$568,684				
CN	RSTP	\$6,694,798	\$149,060				\$37,265
CN	AC		\$1,441,311				\$360,328
Subtotal		\$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

	Start	End	Status
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

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

ALLOCATIONS

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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

	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	Latest Quarter	Previous 3 Quarters		
					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 2
UPC # 107032

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2021	FY 2022	FY 2023	FY 2024	Match
PE	CMAQ		\$120,000				\$30,000
	Subtotal		\$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	Latest Quarter	Previous 3 Quarters		
					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
	Subtotal		\$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

	Start	End	Status
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

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters		
					3	2	1
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

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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
	Subtotal				\$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 Opsers/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	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

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters		
					3	2	1
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

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

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
Subtotal			\$16,000				\$4,000
CN	CMAQ		\$147,200				\$36,800
Subtotal			\$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

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures			
				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
	Subtotal		\$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

HRTPO Notes

SCHEDULE

	Start	End	Status
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

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$616,500	\$0	0%	\$0	-	-	-
Right of Way	\$0	\$0	-	\$0	-	-	-
Construction	\$5,384,208	\$0	0%	\$0	-	-	-
TOTAL	\$6,000,708	\$0	0%				

ALLOCATIONS

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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		
	Subtotal				\$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

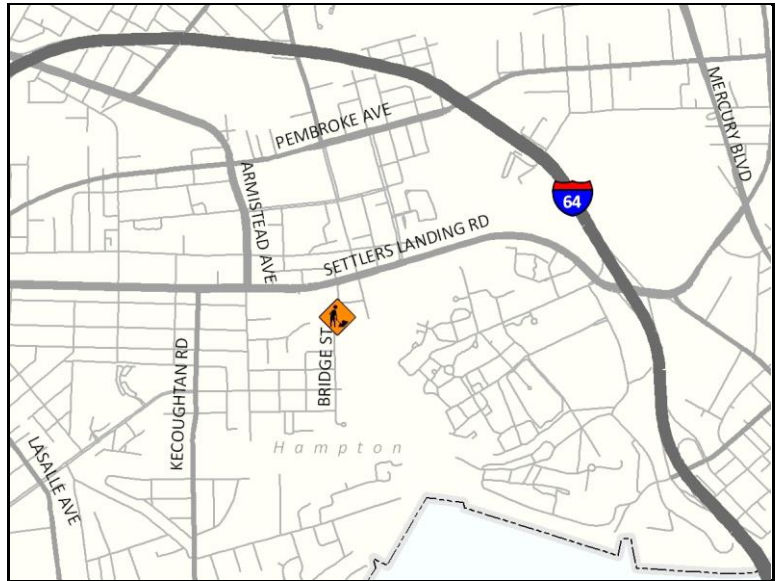
Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO 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>Cost Estimates</i>	<i>Total Expenditures</i>	<i>Percent Expended</i>	<i>Recent Expenditures</i>			
				<i>Latest Quarter</i>	<i>Previous 3 Quarters</i>		
					<i>3</i>	<i>2</i>	<i>1</i>
Preliminary Engineering	\$61,806	\$61,806	100%	\$0	-	-	-
Right of Way	\$300,955	\$300,955	100%	\$0	-	-	-
Construction	\$5,323,634	\$3,634,425	68%	\$0	-	-	-
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				
Subtotal		\$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

	Start	End	Status
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

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
					3	2	1
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

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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
Subtotal			\$271,000				\$271,000
RW	Other		\$315,931				\$315,931
Subtotal			\$315,931				\$315,931
CN	Other		\$711,490				\$711,490
CN	AC		\$2,857,020				
Subtotal			\$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

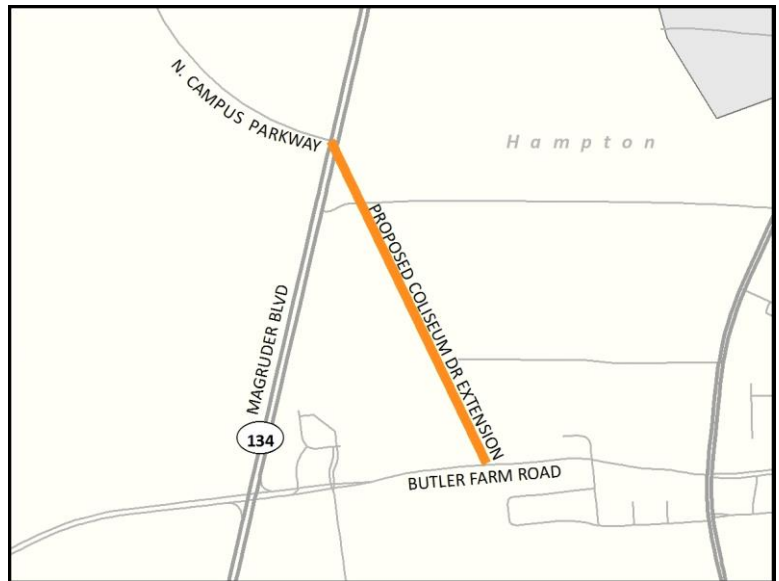
Oversight: N/A

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	<i>Start</i>	<i>End</i>	<i>Status</i>
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

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

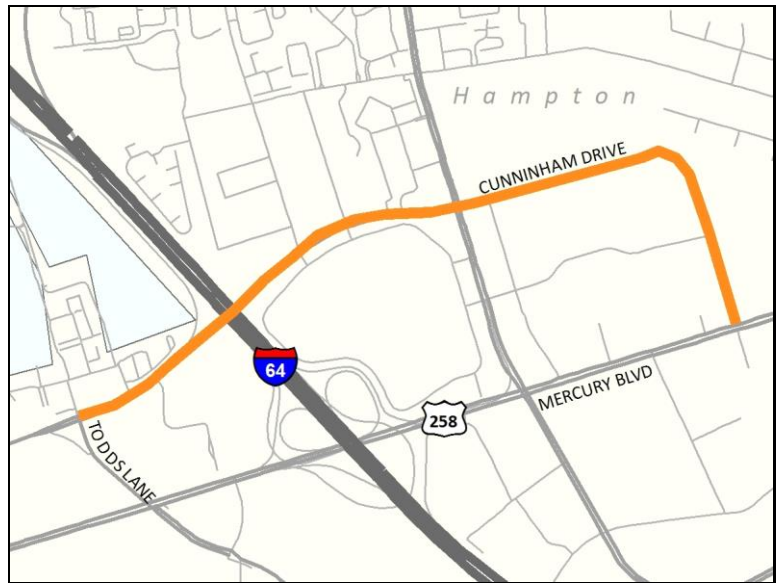
Oversight: N/A

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
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

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
					3	2	1
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

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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
Subtotal				\$160,000			\$40,000
CN	CMAQ				\$480,000		\$120,000
Subtotal					\$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

	Start	End	Status
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

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

ALLOCATIONS

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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
	Subtotal	\$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	Latest Quarter	Previous 3 Quarters		
					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				
	Subtotal		\$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

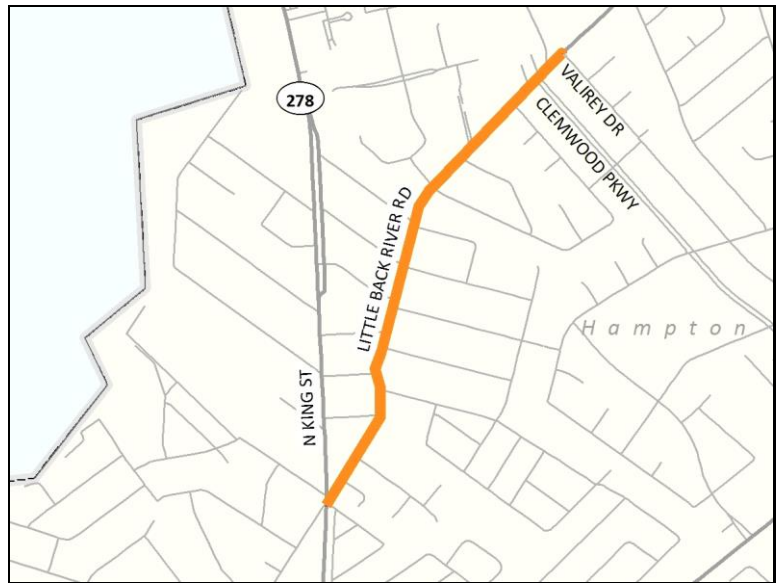
Oversight: N/A

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

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$1,110,000	\$1,698	0%	\$0	-	-	-
Right of Way	\$1,350,000	\$0	0%	\$0	-	-	-
Construction	\$6,810,000	\$0	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

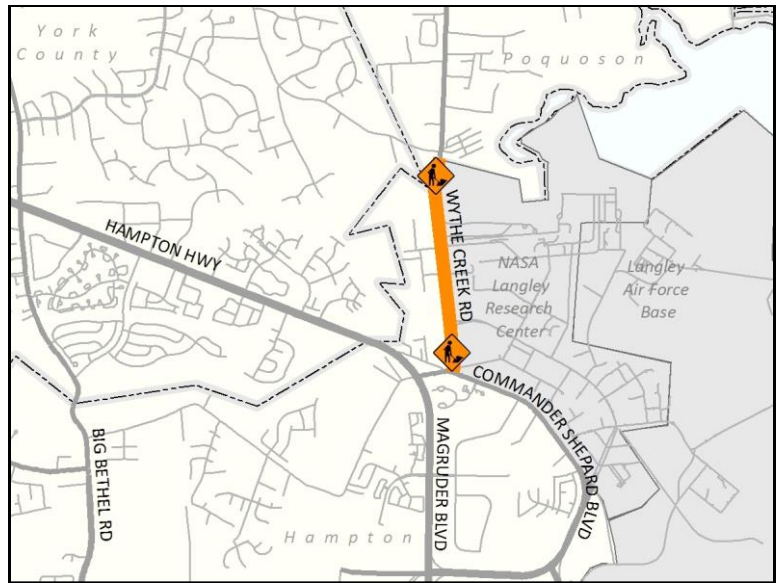
Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: Yes



HRTPO Notes

SCHEDULE

	Start	End	Status
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

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
					3	2	1
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

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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
Subtotal		\$2,491,246	-\$46				-\$12
RW	RSTP	\$3,139,262	-\$472,144				-\$118,036
Subtotal		\$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 Opsers/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	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

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters		
					3	2	1
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

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

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
	Subtotal		\$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

	Start	End	Status
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

Recent Expenditures

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$1,907,447	\$1,907,447	100%	\$0	-	-	-
Right of Way	\$4,981,868	\$4,981,868	100%	\$0	-	-	-
Construction	\$7,523,595	\$7,523,595	100%	\$0	-	-	-
TOTAL	\$14,412,910	\$14,412,910	100%				

ALLOCATIONS

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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
	Subtotal	\$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

	Start	End	Status
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

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters		
					3	2	1
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

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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
	Subtotal		\$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: 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

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

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
					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			
Subtotal				\$133,500			
RW	AC				\$117,000		
Subtotal					\$117,000		
CN	AC					\$503,000	
Subtotal						\$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

	Start	End	Status
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

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$680,000	\$0	0%	\$0	-	-	-
Right of Way	\$185,000	\$0	0%	\$0	-	-	-
Construction	\$2,864,000	\$0	0%	\$0	-	-	-
TOTAL	\$3,729,000	\$0	0%				

ALLOCATIONS

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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	
Subtotal						\$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

	Start	End	Status
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

Recent Expenditures

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$520,603	\$0	0%	\$0	-	-	-
Right of Way	\$466,069	\$0	0%	\$0	-	-	-
Construction	\$2,248,264	\$0	0%	\$0	-	-	-
TOTAL	\$3,234,936	\$0	0%				

ALLOCATIONS

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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

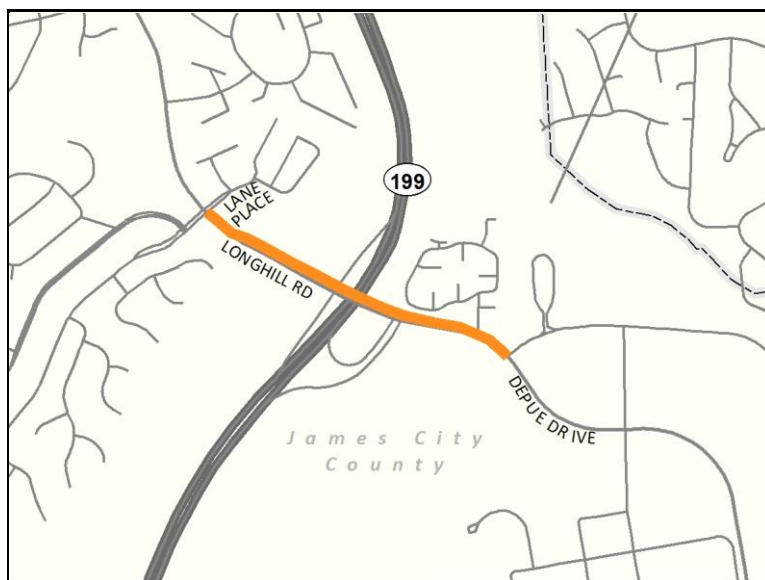
Oversight: Federal Oversight

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	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$530,000	\$0	0%	\$0	-	-	-
Right of Way	\$270,000	\$0	0%	\$0	-	-	-
Construction	\$3,600,000	\$0	0%	\$0	-	-	-
TOTAL	\$4,400,000	\$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				
Subtotal			\$530,000		\$530,000		
RW	STP/STBG				\$270,000		
Subtotal					\$270,000		
CN	STP/STBG					\$2,300,000	
CN	AC					\$1,300,000	
Subtotal						\$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

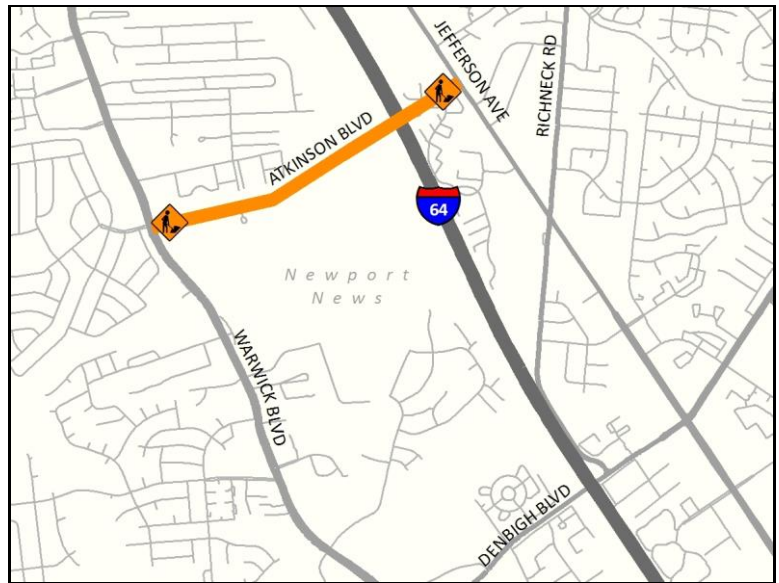
Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: Yes



HRTPO 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>Cost Estimates</i>	<i>Total Expenditures</i>	<i>Percent Expended</i>	<i>Recent Expenditures</i>			
				<i>Latest Quarter</i>	<i>Previous 3 Quarters</i>		
Preliminary Engineering	\$5,692,574	\$5,692,574	100%	\$0	3	2	1
Right of Way	\$1,891,136	\$694,587	37%	\$0	-	-	-
Construction	\$60,537,493	\$39,304,624	65%	\$0	-	-	-
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

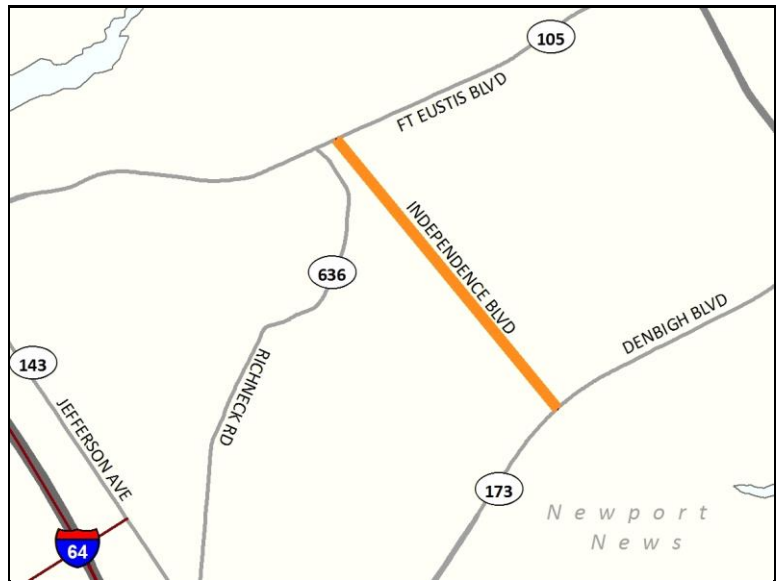
Oversight: N/A

Administered By: Locality

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
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

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$250,000	\$8,157	3%	\$0	-	-	-
Right of Way	\$1,500,000	\$0	0%	\$0	-	-	-
Construction	\$13,500,000	\$0	0%	\$0	-	-	-
TOTAL	\$15,250,000	\$8,157	0%				

ALLOCATIONS

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2021	FY 2022	FY 2023	FY 2024	Match
PE	AC		\$96,198				
Subtotal			\$96,198				
RW	AC		\$1,500,000				
Subtotal			\$1,500,000				
CN	AC		\$13,500,000				
Subtotal			\$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 Opsers/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

	Start	End	Status
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

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

ALLOCATIONS

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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
	Subtotal		\$400,000				\$100,000
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

	Start	End	Status
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

Recent Expenditures

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$744,575	\$660,065	89%	\$0	-	-	-
Right of Way	\$0	\$0	-	\$0	-	-	-
Construction	\$0	\$0	-	\$0	-	-	-
TOTAL	\$744,575	\$660,065	89%				

ALLOCATIONS

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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

	Start	End	Status
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

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters		
					3	2	1
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

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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

	Start	End	Status
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

Recent Expenditures

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$100,000	\$18,002	18%	\$0	-	-	-
Right of Way	\$0	\$0	-	\$0	-	-	-
Construction	\$1,157,015	\$0	0%	\$0	-	-	-
TOTAL	\$1,257,015	\$18,002	1%				

ALLOCATIONS

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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
	Subtotal		\$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 Opsers/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

	Start	End	Status
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

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
					3	2	1
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

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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
	Subtotal	\$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



HRTPO Notes

SCHEDULE

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

COSTS AND EXPENDITURES

	<i>Cost Estimates</i>	<i>Total Expenditures</i>	<i>Percent Expended</i>	<i>Recent Expenditures</i>			
				<i>Latest Quarter</i>	<i>Previous 3 Quarters</i>		
					<i>3</i>	<i>2</i>	<i>1</i>
<i>Preliminary Engineering</i>	\$170,743	\$0	0%	\$0	-	-	-
<i>Right of Way</i>	\$137,269	\$0	0%	\$0	-	-	-
<i>Construction</i>	\$506,895	\$0	0%	\$0	-	-	-
TOTAL	\$814,907	\$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
Subtotal				\$109,815			\$27,454
CN	CMAQ				\$405,516		\$101,379
Subtotal					\$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

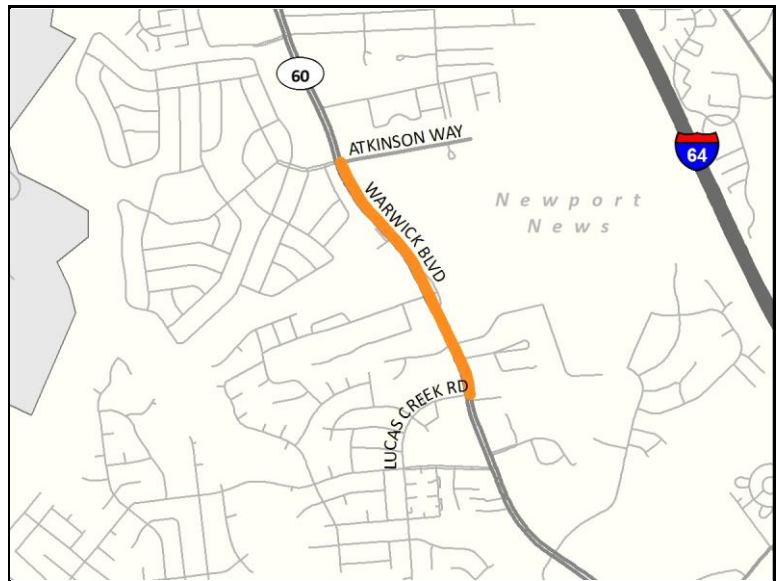
Oversight: Federal Oversight

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	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$187,965	\$0	0%	\$0	-	-	-
Right of Way	\$138,186	\$0	0%	\$0	-	-	-
Construction	\$790,670	\$0	0%	\$0	-	-	-
TOTAL	\$1,116,821	\$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

<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>
RW	CMAQ		\$110,548				\$27,637
Subtotal			\$110,548				\$27,637
CN	CMAQ			\$632,536			\$158,134
Subtotal				\$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

HRTPO Notes

SCHEDULE

	Start	End	Status
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

Recent Expenditures

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters		
					3	2	1
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

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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				
	Subtotal		\$395,000				
RW	STP/STBG				\$508,000		
	Subtotal				\$508,000		
CN	STP/STBG					\$1,557,000	
	Subtotal					\$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

	Start	End	Status
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

Recent Expenditures

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$78,359	\$0	0%	\$0	-	-	-
Right of Way	\$160,000	\$0	0%	\$0	-	-	-
Construction	\$540,000	\$0	0%	\$0	-	-	-
TOTAL	\$778,359	\$0	0%				

ALLOCATIONS

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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
Subtotal			\$62,687				\$15,672
RW	AC		\$128,000				\$32,000
Subtotal			\$128,000				\$32,000
CN	AC			\$432,000			\$108,000
Subtotal				\$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

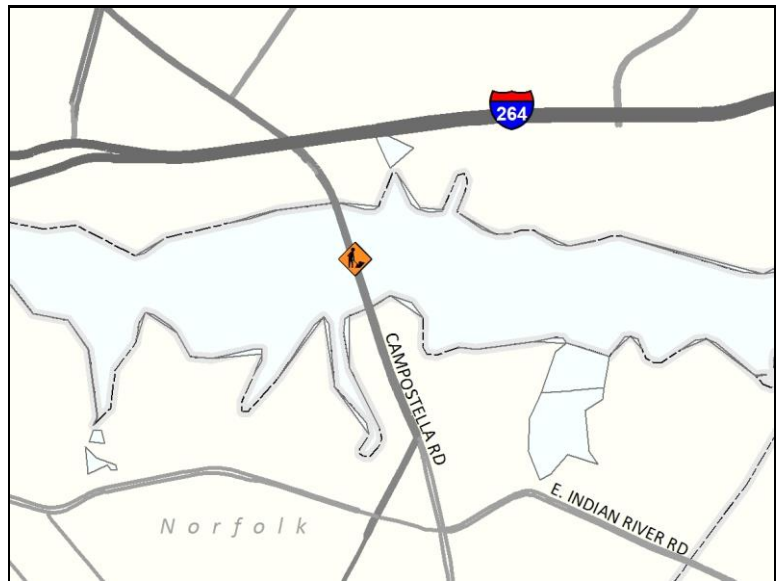
Oversight: N/A

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: Yes



HRTPO 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>Cost Estimates</i>	<i>Total Expenditures</i>	<i>Percent Expended</i>	<i>Recent Expenditures</i>			
				<i>Latest Quarter</i>	<i>Previous 3 Quarters</i>		
Preliminary Engineering	\$30,000	\$0	0%	\$0	3	2	1
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
Subtotal			\$24,000				\$6,000
CN	RSTP			\$4,776,000			\$1,194,000
Subtotal				\$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

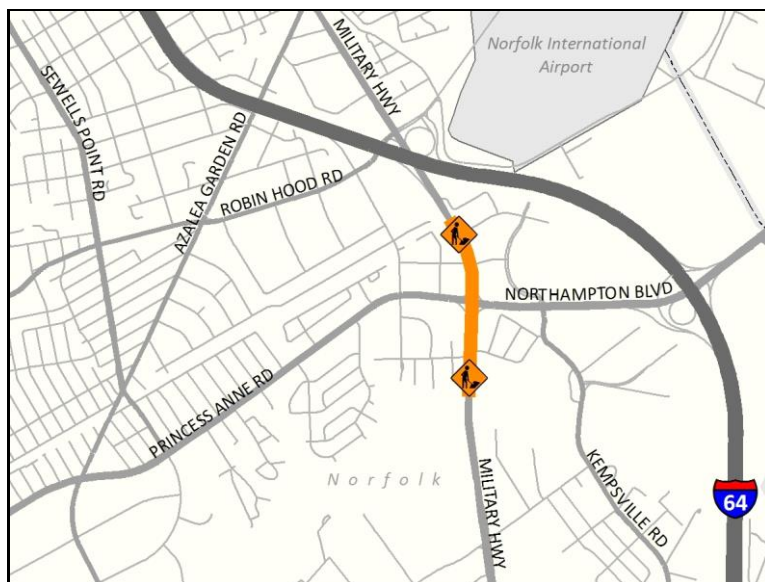
Oversight: Non-Federal Oversight

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	Latest Quarter	Previous 3 Quarters		
					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

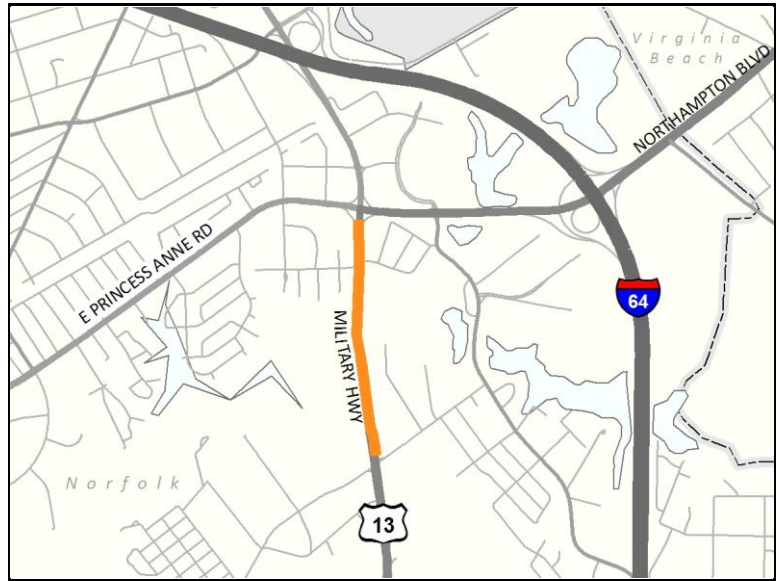
Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: Yes



HRTPO 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

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$3,062,614	\$3,062,614	100%	\$0	-	-	-
Right of Way	\$2,946,884	\$2,946,884	100%	\$0	-	-	-
Construction	\$20,263,772	\$15,447,309	76%	\$0	-	-	-
TOTAL	\$26,273,270	\$21,456,807	82%				

ALLOCATIONS

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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
Subtotal		\$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

HRTPO Notes

SCHEDULE

	Start	End	Status
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

Recent Expenditures

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$62,771,154	\$0	0%	\$0	-	-	-
Right of Way	\$0	\$0	-	\$0	-	-	-
Construction	\$0	\$9,042,517	-	\$0	-	-	-
TOTAL	\$62,771,154	\$9,042,517	14%				

ALLOCATIONS

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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				
Subtotal		\$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

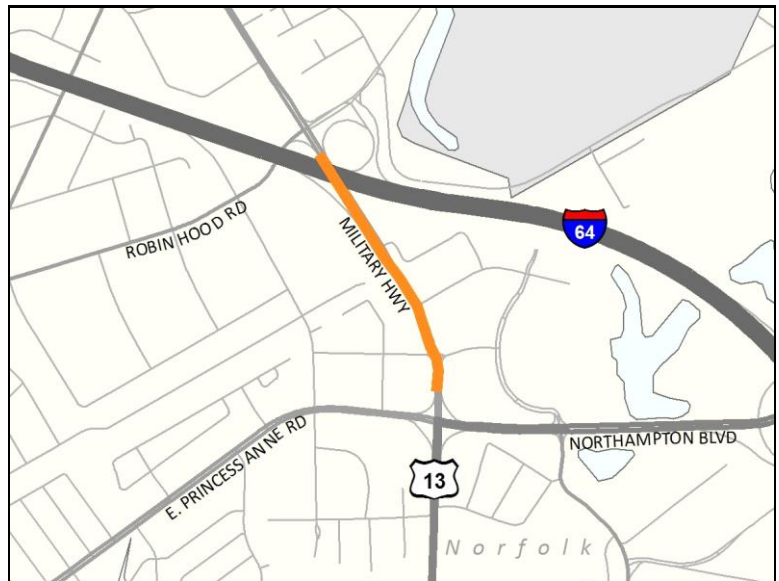
Oversight: Non-Federal Oversight

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

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
Preliminary Engineering	\$0	\$0	-	\$0	3	2	1
Right of Way	\$989,447	\$987,273	100%	\$0	-	-	-
Construction	\$20,058,321	\$18,091,784	90%	\$0	-	-	-
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>Cost Estimates</i>	<i>Total Expenditures</i>	<i>Percent Expended</i>	<i>Recent Expenditures</i>			
				<i>Latest Quarter</i>	<i>Previous 3 Quarters</i>		
					<i>3</i>	<i>2</i>	<i>1</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				
Subtotal		\$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

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
					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 Ops/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	Latest Quarter	Previous 3 Quarters		
					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
Subtotal		\$420,000	\$4,486				\$1,122
CN	CMAQ	\$1,096,568	\$136,288				\$34,072
CN	AC		\$40,576				
Subtotal		\$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

	Start	End	Status
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

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters		
					3	2	1
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

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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

<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	AC		\$138,116				
Subtotal			\$138,116				
CN	AC		\$2,828,630				
Subtotal			\$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 Opsers/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			
				Latest Quarter	Previous 3 Quarters		
Preliminary Engineering	\$0	\$0	-	\$0	3	2	1
Right of Way	\$0	\$0	-	\$0	-	-	-
Construction	\$500,422	\$500,626	100%	\$0	-	-	-
TOTAL	\$500,422	\$500,626	100%				

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				
	Subtotal	\$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 Opsers/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>
<i>Preliminary Engineering</i>	1/30/2019	10/26/2020	Underway
<i>Right of Way</i>	N/A	N/A	N/A
<i>Construction</i>	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>Latest Quarter</i>	<i>Previous 3 Quarters</i>		
					<i>3</i>	<i>2</i>	<i>1</i>
<i>Preliminary Engineering</i>	\$85,000	\$0	0%	\$0	-	-	-
<i>Right of Way</i>	\$0	\$0	-	\$0	-	-	-
<i>Construction</i>	\$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
Subtotal		\$16,000	\$52,000				\$13,000
CN	CMAQ		\$95,190				\$23,798
Subtotal			\$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

	Start	End	Status
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

Recent Expenditures

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters		
					3	2	1
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

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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

HRTPO Notes

SCHEDULE

	Start	End	Status
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

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters		
					3	2	1
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

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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			
Subtotal				\$67,000			
CN	AC				\$434,000		
Subtotal					\$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

	Start	End	Status
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

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters		
					3	2	1
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

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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			
	Subtotal			\$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

HRTPO Notes

SCHEDULE

	Start	End	Status
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

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

ALLOCATIONS

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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



HRTPO 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	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
Preliminary Engineering	\$64,000	\$0	0%	\$0	3	2	1
Right of Way	\$0	\$0	-	\$0	-	-	-
Construction	\$131,000	\$0	0%	\$0	-	-	-
TOTAL	\$195,000	\$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
	Subtotal		\$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	Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$60,000	\$5,447	9%	\$0	-	-	-
Right of Way	\$0	\$0	-	\$0	-	-	-
Construction	\$218,000	\$0	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
	Subtotal		\$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 Alphas Street to the Hampton City line

Street (Route): Wythe Creek Road (172)

Length (mi): 1.0

Jurisdiction/Agency: Poquoson

System: Urban

Scope: Major Widening

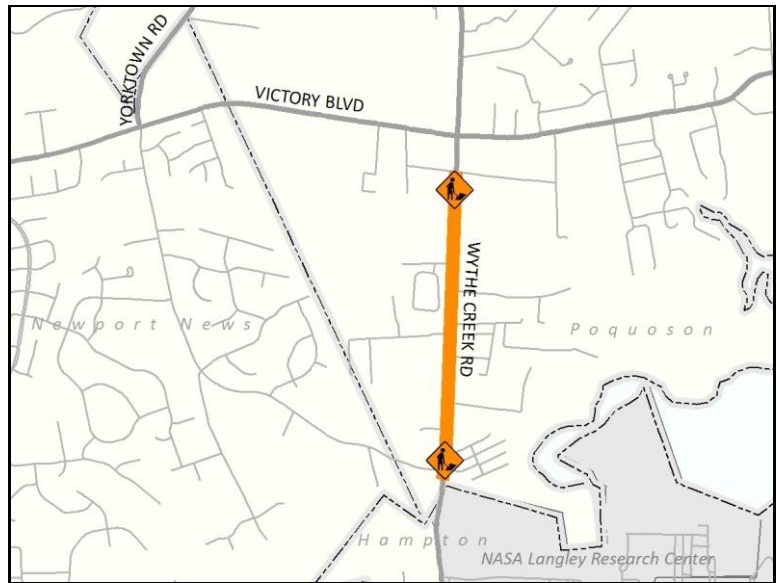
Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: Yes



HRTPO 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>Cost Estimates</i>	<i>Total Expenditures</i>	<i>Percent Expended</i>	<i>Recent Expenditures</i>			
				<i>Latest Quarter</i>	<i>Previous 3 Quarters</i>		
					<i>3</i>	<i>2</i>	<i>1</i>
Preliminary Engineering	\$2,690,585	\$2,576,549	96%	\$0	-	-	-
Right of Way	\$3,392,253	\$2,269,124	67%	\$0	-	-	-
Construction	\$11,116,915	\$0	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 Ops/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

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
					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
Subtotal			\$440,000				\$110,000
RW	RSTP				\$1,200,000		\$300,000
Subtotal					\$1,200,000		\$300,000
CN	RSTP					\$3,120,000	\$780,000
Subtotal						\$3,120,000	\$780,000
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

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
					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				
	Subtotal		\$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

HRTPO Notes

SCHEDULE

	Start	End	Status
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

Recent Expenditures

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$720,000	\$258,322	36%	\$0	-	-	-
Right of Way	\$0	\$0	-	\$0	-	-	-
Construction	\$4,216,344	\$0	0%	\$0	-	-	-
TOTAL	\$4,936,344	\$258,322	5%				

ALLOCATIONS

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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				
Subtotal			\$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



HRTPO 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

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
Preliminary Engineering	\$60,000	\$42,930	72%	\$0	3	2	1
Right of Way	\$0	\$0	-	\$0	-	-	-
Construction	\$440,000	\$0	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 Opsers/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	Latest Quarter	Previous 3 Quarters		
					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
Subtotal		\$15,392	\$3,847				\$962
CN	CMAQ		\$222,208				\$55,552
Subtotal			\$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

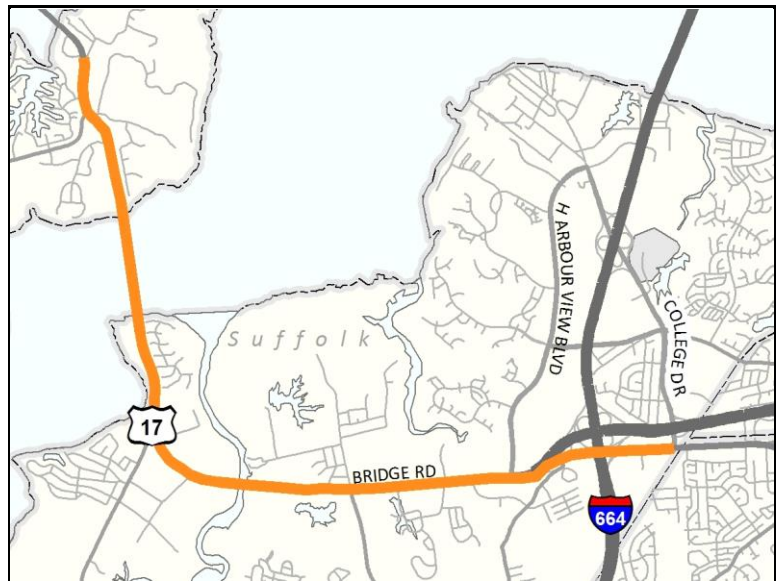
Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No



HRTPO Notes

SCHEDULE

	<i>Start</i>	<i>End</i>	<i>Status</i>
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

	<i>Cost Estimates</i>	<i>Total Expenditures</i>	<i>Percent Expended</i>	<i>Recent Expenditures</i>			
				<i>Latest Quarter</i>	<i>Previous 3 Quarters</i>		
					<i>3</i>	<i>2</i>	<i>1</i>
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

<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	\$251,400	\$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

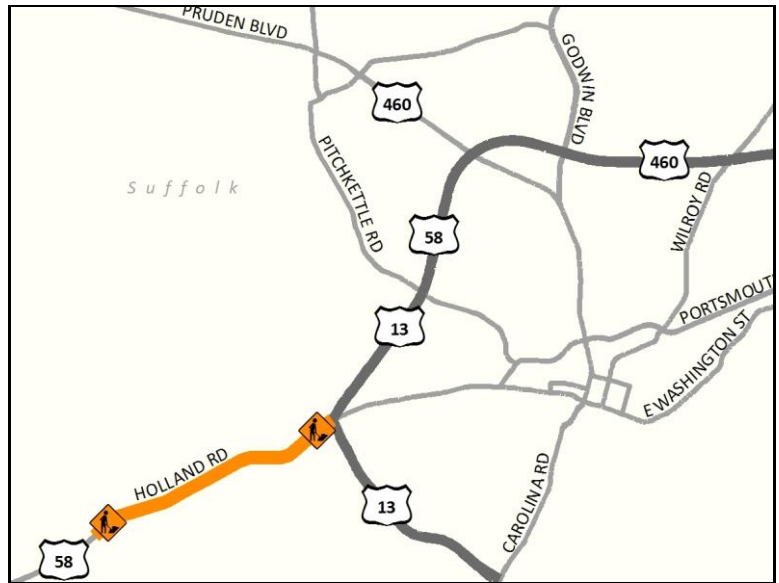
Oversight: Federal Oversight

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

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$3,695,424	\$211,010	6%	\$0	-	-	-
Right of Way	\$34,134,544	\$6,551,833	19%	\$0	-	-	-
Construction	\$39,488,000	\$0	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				
Subtotal			\$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				
Subtotal		\$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

HRTPO Notes

SCHEDULE

	Start	End	Status
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

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
					3	2	1
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

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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				
Subtotal		\$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

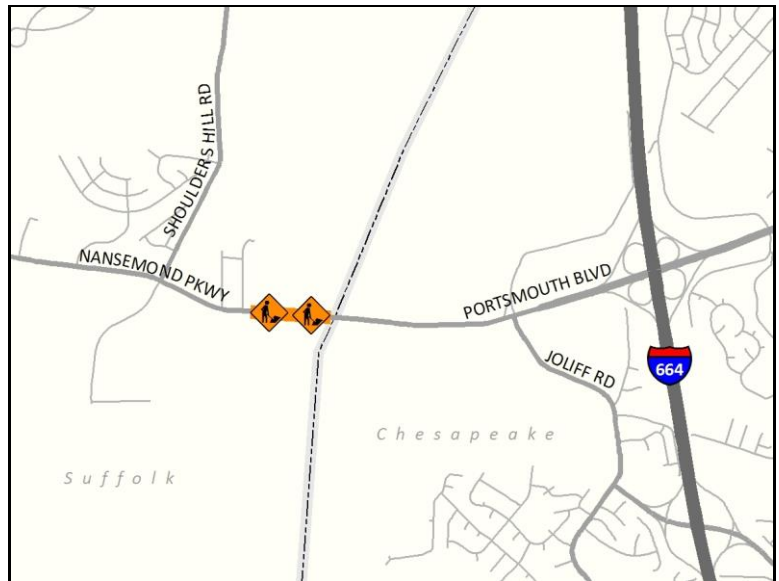
Oversight: N/A

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

Recent Expenditures

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$711,697	\$743,885	105%	\$0	-	-	-
Right of Way	\$6,442,360	\$2,791,052	43%	\$0	-	-	-
Construction	\$5,539,538	\$2,939,056	53%	\$0	-	-	-
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
Subtotal			\$1,054,020				\$263,505
CN	Other		\$312,223				\$312,223
CN	BR		\$89,319				\$22,330
CN	AC		\$528,386				
Subtotal			\$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	Total Expenditures	Percent Expended	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
					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

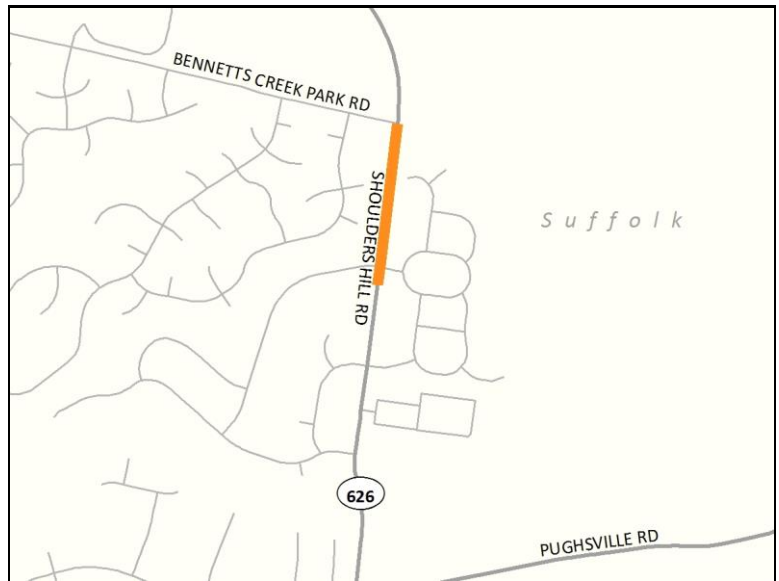
Oversight: N/A

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No



HRTPO Notes

SCHEDULE

	<i>Start</i>	<i>End</i>	<i>Status</i>
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

	<i>Cost Estimates</i>	<i>Total Expenditures</i>	<i>Percent Expended</i>	<i>Recent Expenditures</i>			
				<i>Latest Quarter</i>	<i>Previous 3 Quarters</i>		
Preliminary Engineering	\$30,000	\$0	0%	\$0	3	2	1
Right of Way	\$0	\$0	-	\$0	-	-	-
Construction	\$242,000	\$0	0%	\$0	-	-	-
TOTAL	\$272,000	\$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	\$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
	Subtotal			\$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 Ops/TSM

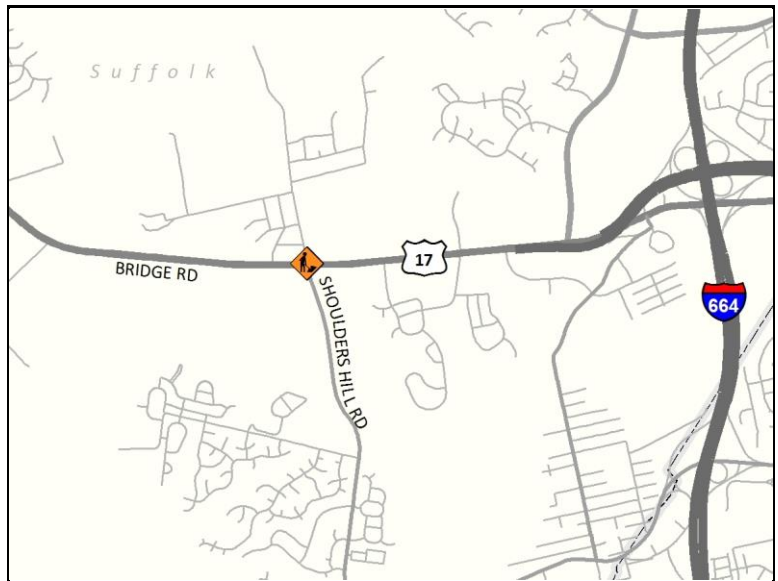
Oversight: Non-Federal Oversight

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

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures			
				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

	Start	End	Status
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

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures			
				Latest Quarter	3	2	1
Preliminary Engineering	\$135,000	\$129,089	96%	\$0	-	-	-
Right of Way	\$0	\$0	-	\$0	-	-	-
Construction	\$1,515,000	\$0	0%	\$0	-	-	-
TOTAL	\$1,650,000	\$129,089	8%				

ALLOCATIONS

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
Preliminary Engineering	\$294,000	\$128	0%	\$0	3	2	1
Right of Way	\$0	\$0	-	\$0	-	-	-
Construction	\$2,454,000	\$0	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

HRTPO Notes

SCHEDULE

	Start	End	Status
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

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

ALLOCATIONS

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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
	Subtotal		\$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

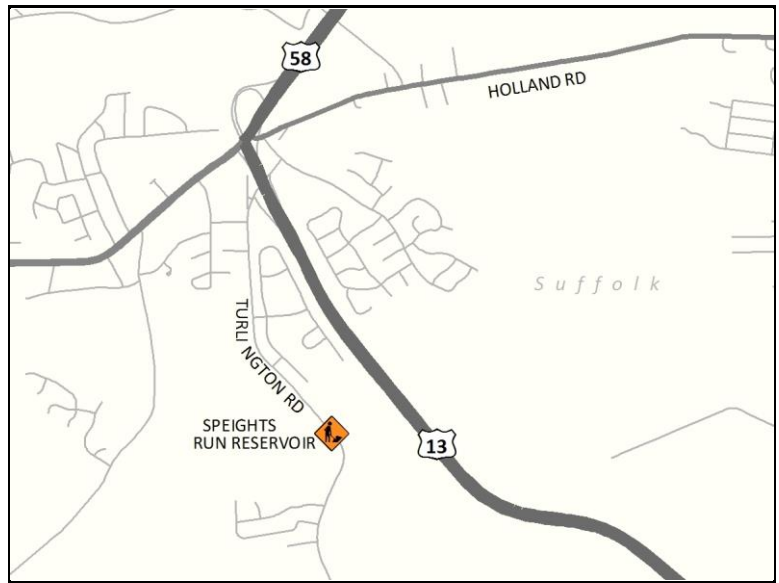
Oversight: Non-Federal Oversight

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	Total Expenditures	Percent Expended	Recent Expenditures			
				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 Opsers/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	Latest Quarter	Previous 3 Quarters		
					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
Subtotal		\$8,000	\$6,150				\$1,538
CN	CMAQ		\$139,617				\$34,904
Subtotal			\$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

HRTPO Notes

SCHEDULE

	Start	End	Status
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

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
					3	2	1
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

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2021	FY 2022	FY 2023	FY 2024	Match
PE	CMAQ			\$40,000			\$10,000
	Subtotal			\$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	Latest Quarter	Previous 3 Quarters		
					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
	Subtotal			\$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: Installlation 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	Latest Quarter	Previous 3 Quarters		
					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
Subtotal				\$12,000			\$3,000
CN	CMAQ					\$536,000	\$134,000
Subtotal						\$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

HRTPO Notes

SCHEDULE

	Start	End	Status
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

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
					3	2	1
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

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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
	Subtotal					\$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

HRTPO Notes

SCHEDULE

	Start	End	Status
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

Recent Expenditures

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$355,949	\$0	0%	\$0	-	-	-
Right of Way	\$77,875	\$0	0%	\$0	-	-	-
Construction	\$3,789,265	\$0	0%	\$0	-	-	-
TOTAL	\$4,223,089	\$0	0%				

ALLOCATIONS

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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

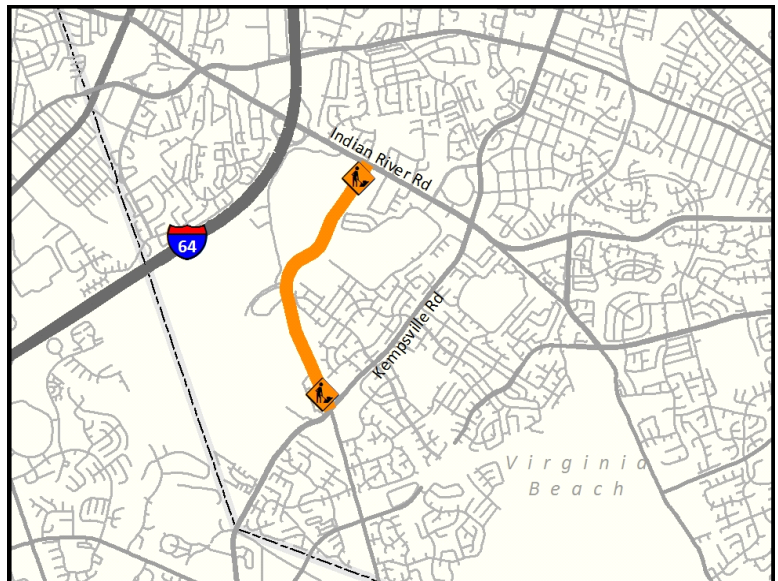
Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: Yes



HRTPO Notes

SCHEDULE

	<i>Start</i>	<i>End</i>	<i>Status</i>
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

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

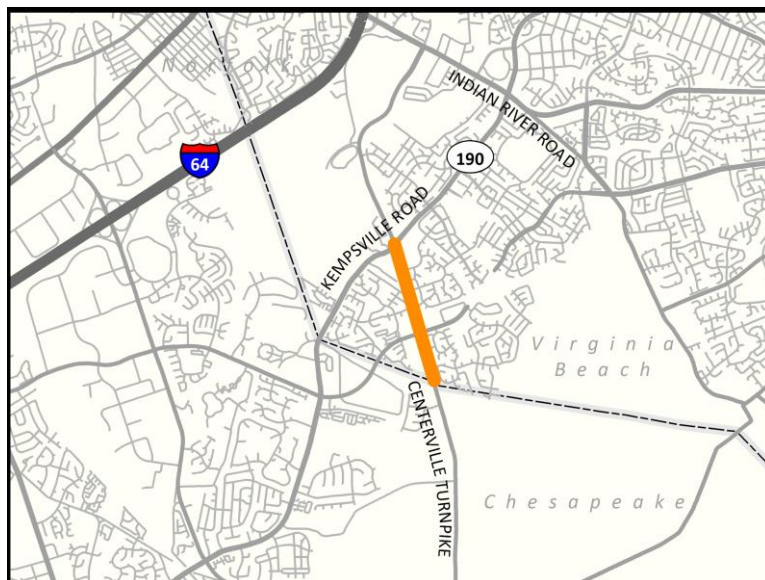
Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No



HRTPO 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	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$2,106,851	\$503,667	24%	\$0	-	-	-
Right of Way	\$8,150,000	\$0	0%	\$0	-	-	-
Construction	\$27,789,974	\$0	0%	\$0	-	-	-
TOTAL	\$38,046,825	\$503,667	1%				

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

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
					3	2	1
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

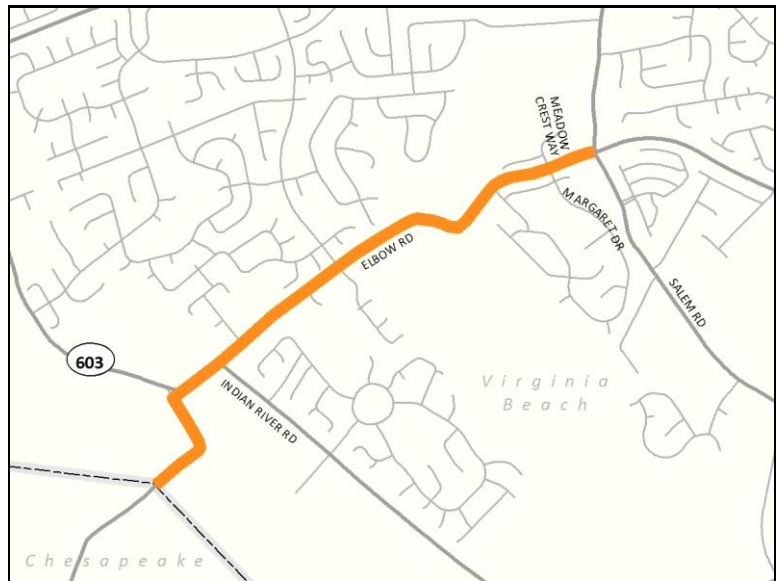
Oversight: Non-Federal Oversight

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	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$500,000	\$6,346	1%	\$0	-	-	-
Right of Way	\$0	\$0	-	\$0	-	-	-
Construction	\$24,334,137	\$0	0%	\$0	-	-	-
TOTAL	\$24,834,137	\$6,346	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
	Subtotal			\$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

	Start	End	Status
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

Recent Expenditures

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$500,000	\$0	0%	\$0	-	-	-
Right of Way	\$4,500,000	\$0	0%	\$0	-	-	-
Construction	\$22,273,632	\$0	0%	\$0	-	-	-
TOTAL	\$27,273,632	\$0	0%				

ALLOCATIONS

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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
Subtotal				\$400,000			\$100,000
RW	RSTP					\$3,600,000	\$900,000
Subtotal						\$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

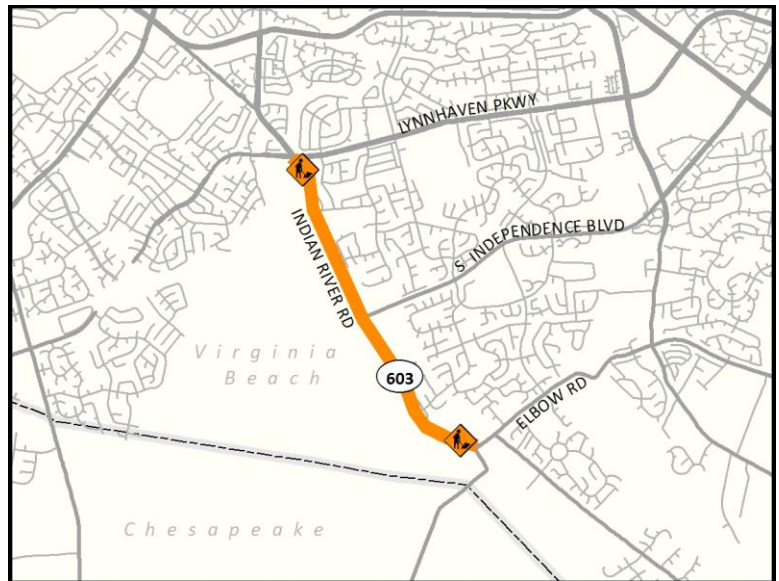
Oversight: Non-Federal Oversight

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

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$5,171,700	\$3,824,804	74%	\$0	-	-	-
Right of Way	\$12,550,000	\$2,788,070	22%	\$0	-	-	-
Construction	\$36,743,300	\$0	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-Conversion			\$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

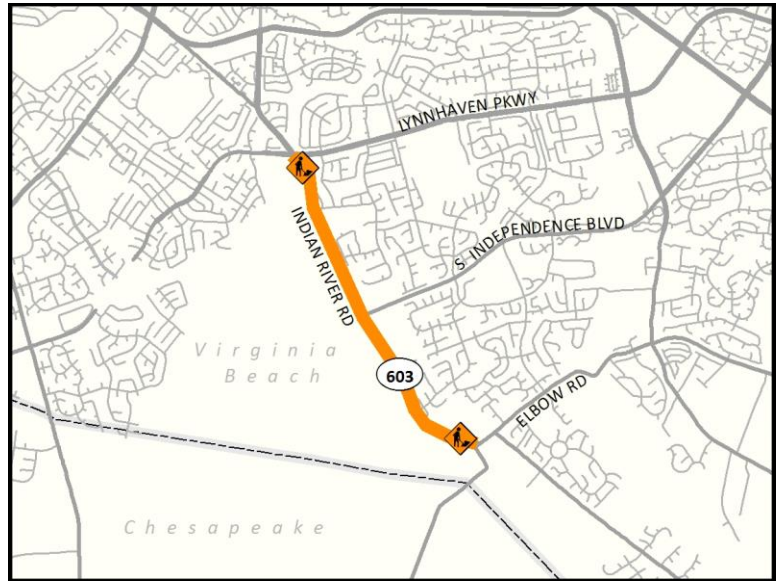
Oversight: Federal Oversight

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

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$860,000	\$0	0%	\$0	-	-	-
Right of Way	\$710,000	\$0	0%	\$0	-	-	-
Construction	\$9,860,000	\$0	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			
Subtotal				\$710,000			
CN	AC				\$9,860,000		
Subtotal					\$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

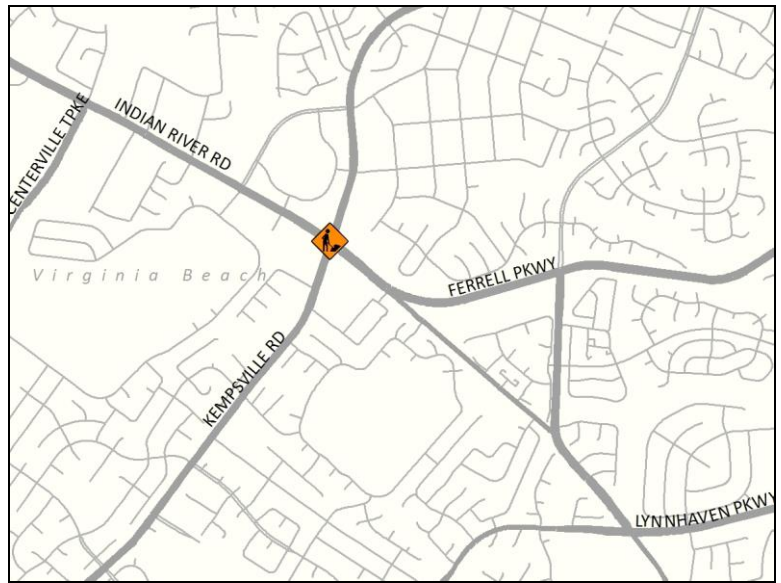
Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No



HRTPO 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

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
Preliminary Engineering	\$1,200,000	\$1,195,610	100%	\$0	3	2	1
Right of Way	\$7,600,000	\$6,070,564	80%	\$0	-	-	-
Construction	\$14,313,848	\$6,679,516	47%	\$0	-	-	-
TOTAL	\$23,113,848	\$13,945,690	60%				

ALLOCATIONS

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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

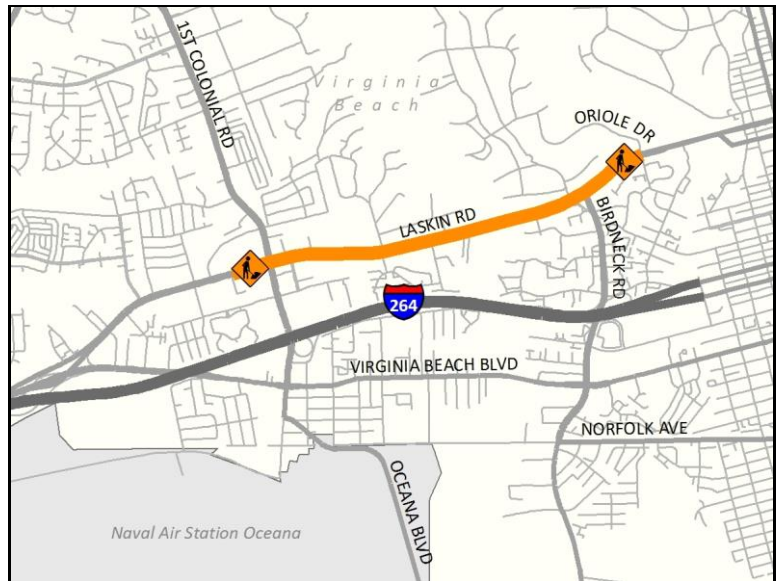
Oversight: Non-Federal Oversight

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

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$9,405,589	\$9,379,445	100%	\$0	-	-	-
Right of Way	\$35,133,063	\$34,161,802	97%	\$0	-	-	-
Construction	\$41,521,989	\$2,323,386	6%	\$0	-	-	-
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

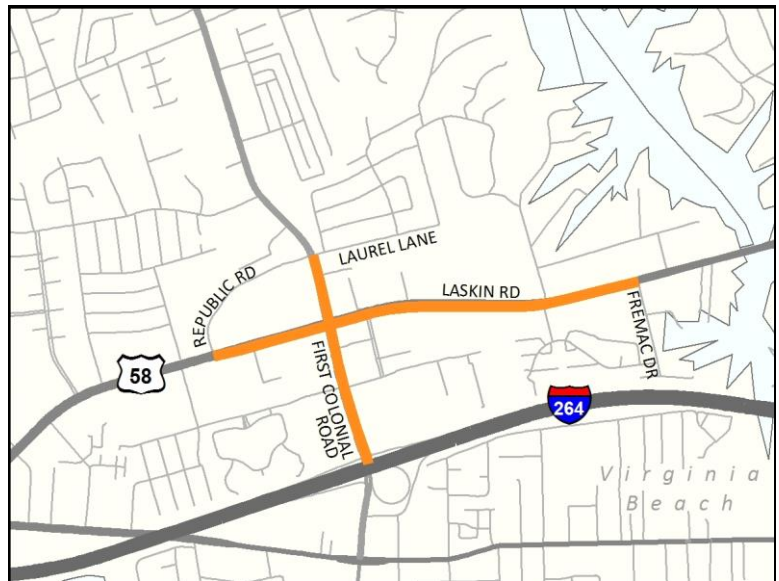
Oversight: Federal Oversight

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

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
Preliminary Engineering	\$1,170,000	\$1,100,570	94%	\$0	3	2	1
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**

<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>
RW	NHS/NHPP	\$4,992,976	\$4,992,976				
Subtotal		\$4,992,976	\$4,992,976				
CN	AC-Conversi		\$8,406,407	\$4,715,971			
Subtotal			\$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

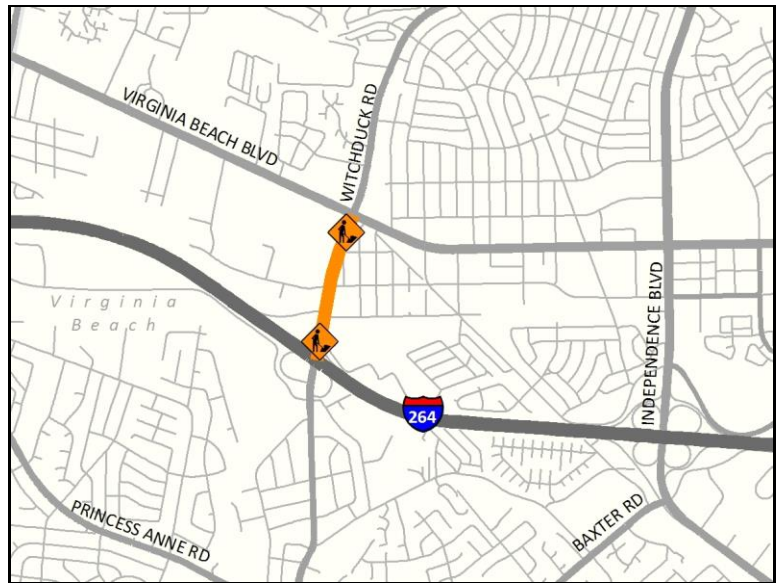
Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
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

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
Preliminary Engineering	\$2,884,486	\$2,752,360	95%	\$0	3	2	1
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

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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				
Subtotal			\$23,228,395				\$2,911,606
CN	AC		\$26,052,278				
Subtotal			\$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	Total Expenditures	Percent Expended	Recent Expenditures			
				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				
Subtotal			\$8,733,000	\$4,024,060	\$3,167,940		
CN	STP/STBG				\$193,897		
CN	AC				\$13,200,103		
Subtotal					\$13,394,000		
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

	Start	End	Status
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

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$82,000	\$0	0%	\$0	-	-	-
Right of Way	\$0	\$0	-	\$0	-	-	-
Construction	\$316,969	\$0	0%	\$0	-	-	-
TOTAL	\$398,969	\$0	0%				

ALLOCATIONS

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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
Subtotal			\$65,600				\$16,400
CN	RSTP				\$253,575		\$63,394
Subtotal					\$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

HRTPO Notes

SCHEDULE

	Start	End	Status
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

Recent Expenditures

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters		
					3	2	1
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

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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				
Subtotal		\$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

	Start	End	Status
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

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters		
					3	2	1
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

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

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
	Subtotal		\$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

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

No map available for this project

HRTPO Notes

SCHEDULE

	Start	End	Status
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

Recent Expenditures

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters		
					3	2	1
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

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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

	Start	End	Status
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

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters		
					3	2	1
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

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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
	Subtotal	\$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

HRTPO Notes

SCHEDULE

	Start	End	Status
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

Recent Expenditures

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$5,000	\$0	0%	\$0	-	-	-
Right of Way	\$0	\$0	-	\$0	-	-	-
Construction	\$516,180	\$0	0%	\$0	-	-	-
TOTAL	\$521,180	\$0	0%				

ALLOCATIONS

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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
Subtotal				\$4,000			\$1,000
CN	CMAQ					\$412,944	\$103,236
Subtotal						\$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

	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	Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$68,000	\$0	0%	\$0	-	-	-
Right of Way	\$22,000	\$0	0%	\$0	-	-	-
Construction	\$557,000	\$0	0%	\$0	-	-	-
TOTAL	\$647,000	\$0	0%				

ALLOCATIONS

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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
Subtotal				\$54,400			\$13,600
RW	CMAQ				\$17,600		\$4,400
Subtotal					\$17,600		\$4,400
CN	CMAQ					\$445,600	\$111,400
Subtotal						\$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	Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$51,000	\$0	0%	\$0	-	-	-
Right of Way	\$13,000	\$0	0%	\$0	-	-	-
Construction	\$299,000	\$0	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
Subtotal				\$40,800			\$10,200
RW	CMAQ				\$10,400		\$2,600
Subtotal					\$10,400		\$2,600
CN	CMAQ					\$239,200	\$59,800
Subtotal						\$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

HRTPO 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

Recent Expenditures

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$180,000	\$0	0%	\$0	-	-	-
Right of Way	\$250,000	\$0	0%	\$0	-	-	-
Construction	\$1,760,000	\$0	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
Subtotal				\$144,000			\$36,000
RW	CMAQ					\$200,000	\$50,000
Subtotal						\$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

	Start	End	Status
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

Recent Expenditures

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$292,896	\$0	0%	\$0	-	-	-
Right of Way	\$0	\$0	-	\$0	-	-	-
Construction	\$1,864,204	\$0	0%	\$0	-	-	-
TOTAL	\$2,157,100	\$0	0%				

ALLOCATIONS

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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
	Subtotal					\$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

	Start	End	Status
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

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures			
				Latest Quarter	3	2	1
Preliminary Engineering	\$45,000	\$0	0%	\$0	-	-	-
Right of Way	\$0	\$0	-	\$0	-	-	-
Construction	\$345,000	\$0	0%	\$0	-	-	-
TOTAL	\$390,000	\$0	0%				

ALLOCATIONS

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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
Subtotal			\$36,000				\$9,000
CN	CMAQ					\$276,000	\$69,000
Subtotal						\$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

	Start	End	Status
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

Recent Expenditures

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$0	\$0	-	\$0	-	-	-
Right of Way	\$0	\$0	-	\$0	-	-	-
Construction	\$0	\$1,278,920	-	\$0	-	-	-
TOTAL	\$0	\$1,278,920	-				

ALLOCATIONS

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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				
Subtotal			\$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	Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$310,100	\$0	0%	\$0	-	-	-
Right of Way	\$469,000	\$0	0%	\$0	-	-	-
Construction	\$1,143,600	\$0	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			
Subtotal				\$310,000			
RW	AC					\$469,000	
Subtotal						\$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

	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	1/12/2026	FFY 2025

COSTS AND EXPENDITURES

Recent Expenditures

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$451,600	\$0	0%	\$0	-	-	-
Right of Way	\$1,117,100	\$0	0%	\$0	-	-	-
Construction	\$1,743,700	\$0	0%	\$0	-	-	-
TOTAL	\$3,312,400	\$0	0%				

ALLOCATIONS

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
STF	\$0	\$0	\$451,600	\$0	\$1,117,100	\$1,568,700
TOTAL	\$0	\$0	\$451,600	\$0	\$1,117,100	\$1,568,700

Figure 7 | Secondary System Projects

UNDER DEVELOPMENT

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

HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	N/A	N/A	N/A
Right of Way	N/A	N/A	N/A
Construction	12/16/2020	4/21/2021	FFY 2021

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$0	\$0	-	\$0	-	-	-
Right of Way	\$0	\$0	-	\$0	-	-	-
Construction	\$102,199	\$0	0%	\$0	-	-	-
TOTAL	\$102,199	\$0	0%				

ALLOCATIONS

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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				
	Subtotal		\$102,199				
TOTAL			\$102,199				

Source of Project Data: Virginia Department of Transportation.

Greate Road (Route 1208) Pedestrian Improvements

UPC # 110626

OVERVIEW

Description: Pedestrian Improvements from 0.04 miles east of Intersection West Greate Road and Greate Road to Gloucester Point Beach and Public Boat Ramp

Street (Route): Greate 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

	<i>Start</i>	<i>End</i>	<i>Status</i>
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

	<i>Cost Estimates</i>	<i>Total Expenditures</i>	<i>Percent Expended</i>	<i>Recent Expenditures</i>			
				<i>Latest Quarter</i>	<i>Previous 3 Quarters</i>		
					<i>3</i>	<i>2</i>	<i>1</i>
Preliminary Engineering	\$500,000	\$0	0%	\$0	-	-	-
Right of Way	\$780,000	\$0	0%	\$0	-	-	-
Construction	\$1,110,140	\$0	0%	\$0	-	-	-
TOTAL	\$2,390,140	\$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	\$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

Greate 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
	Subtotal			\$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

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$315,000	\$0	0%	\$0	-	-	-
Right of Way	\$950,000	\$0	0%	\$0	-	-	-
Construction	\$1,725,000	\$0	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
	Subtotal			\$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

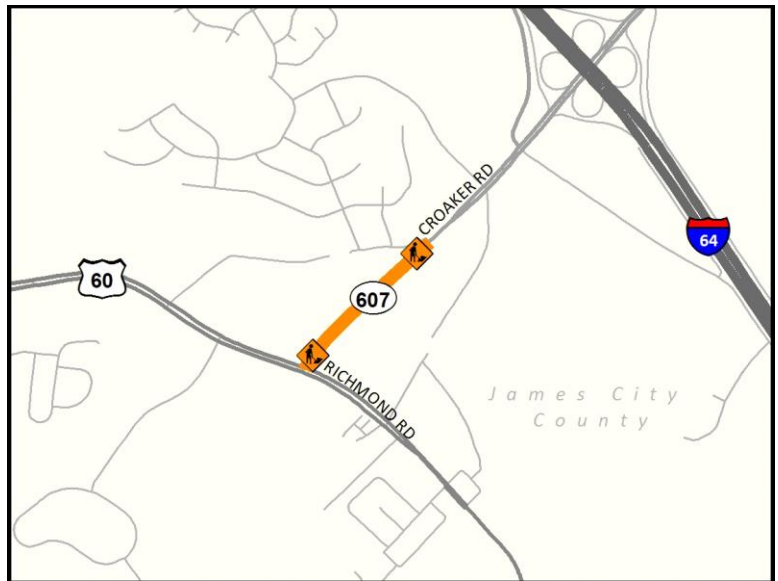
Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: Yes



HRTPO 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>Cost Estimates</i>	<i>Total Expenditures</i>	<i>Percent Expended</i>	<i>Recent Expenditures</i>			
				<i>Latest Quarter</i>	<i>Previous 3 Quarters</i>		
Preliminary Engineering	\$1,452,300	\$727,303	50%	\$0	3	2	1
Right of Way	\$2,585,045	\$0	0%	\$0	-	-	-
Construction	\$16,680,292	\$0	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



HRTPO 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>Cost Estimates</i>	<i>Total Expenditures</i>	<i>Percent Expended</i>	<i>Recent Expenditures</i>			
				<i>Latest Quarter</i>	<i>Previous 3 Quarters</i>		
Preliminary Engineering	\$1,889,707	\$1,890,341	100%	\$0	3	2	1
Right of Way	\$4,549,146	\$3,294,915	72%	\$0	-	-	-
Construction	\$13,330,913	\$56,771	0%	\$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				
Subtotal			\$312,706				
CN	AC		\$9,874,660				
Subtotal			\$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

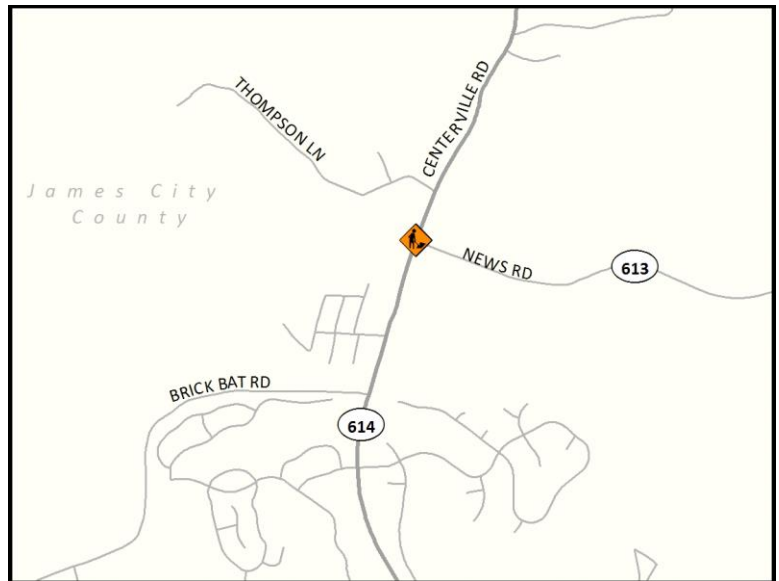
Oversight: N/A

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

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
Preliminary Engineering	\$503,300	\$530,259	105%	\$0	3	2	1
Right of Way	\$525,858	\$491,477	93%	\$0	-	-	-
Construction	\$3,042,355	\$0	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				
Subtotal		\$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

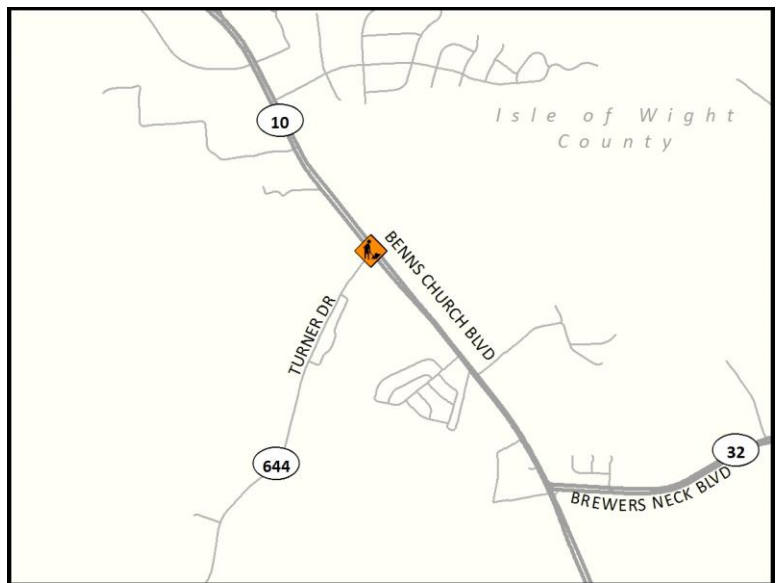
Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: Yes



HRTPO 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

Recent Expenditures

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$94,355	\$8,727	9%	\$0	-	-	-
Right of Way	\$0	\$0	-	\$0	-	-	-
Construction	\$1,431,953	\$3,429	0%	\$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/Benns 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				
	Subtotal		\$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



HRTPO Notes

SCHEDULE

	Start	End	Status
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

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
					3	2	1
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

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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		
Subtotal					\$1,550,183		
RW	AC-Conversi				\$185,897	\$1,081,000	
RW	AC		\$3,694,543				
Subtotal			\$3,694,543		\$185,897	\$1,081,000	
CN	AC				\$9,737,274		
Subtotal					\$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

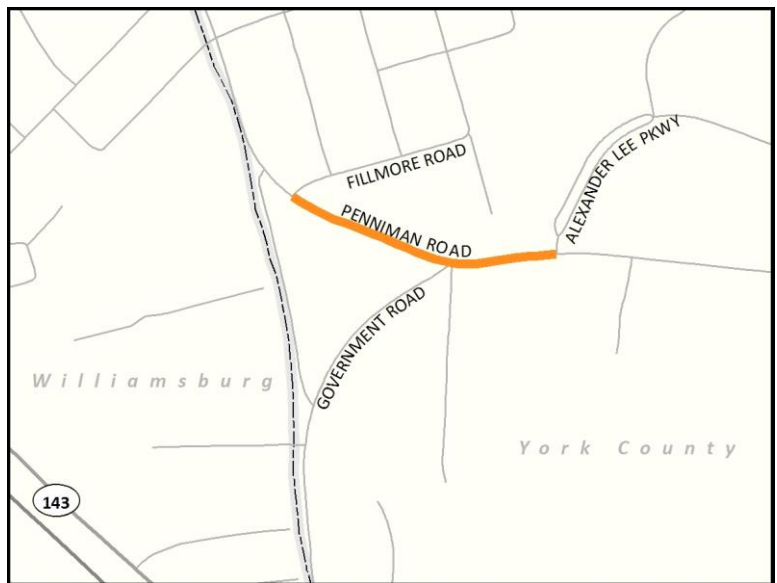
Oversight: N/A

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: Yes



HRTPO 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

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures			
				Latest Quarter	3	2	1
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
Subtotal			\$164,758				\$41,190
RW	RSTP		\$604,112				\$151,028
RW	BR		\$225,514				\$56,379
RW	AC		\$312,350				\$78,088
Subtotal			\$1,141,976				\$285,495
CN	AC		\$3,568,079				
Subtotal			\$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

UNDER DEVELOPMENT

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

HRTPO Notes

SCHEDULE

	Start	End	Status
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

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
					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
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
	Subtotal			\$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

HRTPO 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>Cost Estimates</i>	<i>Total Expenditures</i>	<i>Percent Expended</i>	<i>Recent Expenditures</i>			
				<i>Latest Quarter</i>	<i>Previous 3 Quarters</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				
Subtotal		\$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

HRTPO Notes

SCHEDULE

	Start	End	Status
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

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

ALLOCATIONS

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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
	Subtotal		\$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

	Start	End	Status
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

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures			
				Latest Quarter	3	2	1
Preliminary Engineering	\$400,000	\$206,215	52%	\$0	-	-	-
Right of Way	\$0	\$0	-	\$0	-	-	-
Construction	\$0	\$0	-	\$0	-	-	-
TOTAL	\$400,000	\$206,215	52%				

ALLOCATIONS

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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

HRTPO Notes

SCHEDULE

	Start	End	Status
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

Recent Expenditures

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$4,543,620	\$0	0%	\$0	-	-	-
Right of Way	\$0	\$0	-	\$0	-	-	-
Construction	\$0	\$0	-	\$0	-	-	-
TOTAL	\$4,543,620	\$0	0%				

ALLOCATIONS

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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				
Subtotal		\$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

	Start	End	Status
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

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$0		-		-	-	-
Right of Way	\$0		-		-	-	-
Construction	\$8,640,000		-		-	-	-
TOTAL	\$8,640,000		-				

ALLOCATIONS

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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

	Start	End	Status
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

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$0		-		-	-	-
Right of Way	\$0		-		-	-	-
Construction	\$360,000		-		-	-	-
TOTAL	\$360,000		-				

ALLOCATIONS

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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
	Subtotal		\$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

UNDER DEVELOPMENT

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

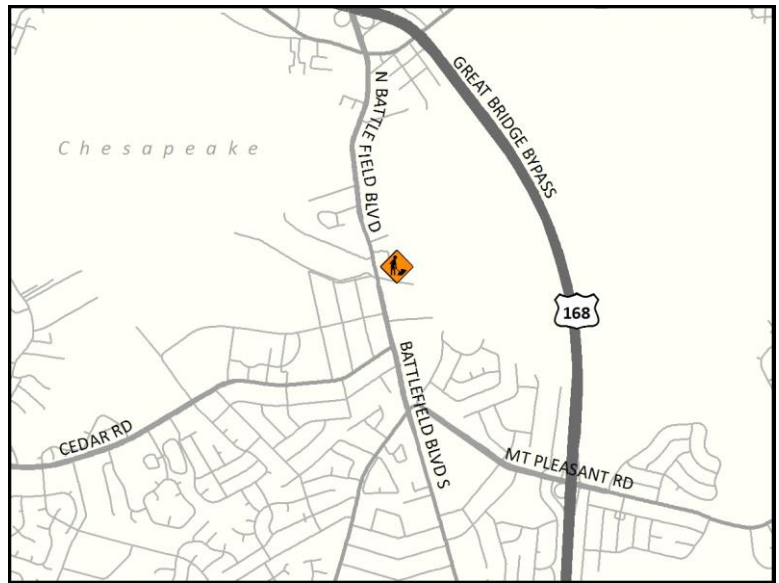
Oversight: Non-Federal Oversight

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

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$0	\$0	-	\$0	-	-	-
Right of Way	\$0	\$0	-	\$0	-	-	-
Construction	\$3,754,468	\$1,439,950	38%	\$0	-	-	-
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				
Subtotal		\$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>Cost Estimates</i>	<i>Total Expenditures</i>	<i>Percent Expended</i>	<i>Recent Expenditures</i>			
				<i>Latest Quarter</i>	<i>Previous 3 Quarters</i>		
					<i>3</i>	<i>2</i>	<i>1</i>
Preliminary Engineering	\$40,000	\$0	0%	\$0	-	-	-
Right of Way	\$0	\$0	-	\$0	-	-	-
Construction	\$310,000	\$0	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

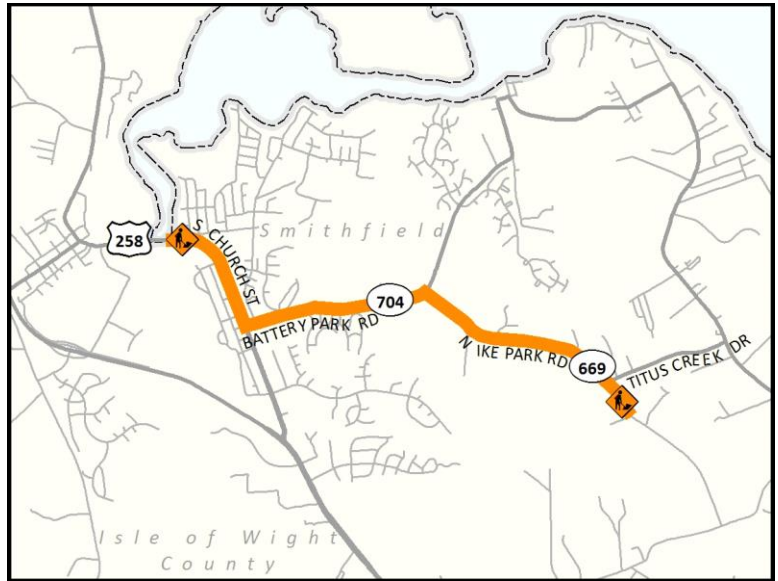
Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO 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

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
Preliminary Engineering	\$850,000	\$713,117	84%	\$0	3	2	1
Right of Way	\$0	\$0	-	\$0	-	-	-
Construction	\$0	\$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
	Subtotal	\$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

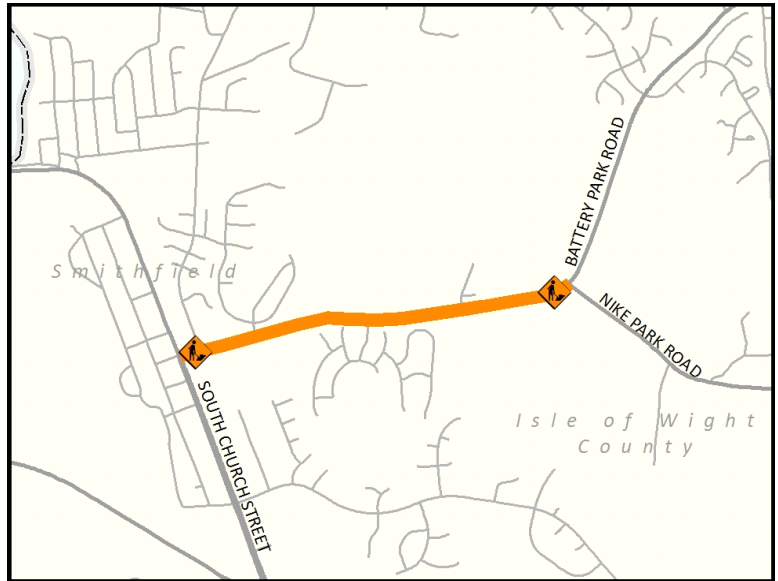
Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
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

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$0	\$0	-	\$0	-	-	-
Right of Way	\$262,710	\$215,447	82%	\$0	-	-	-
Construction	\$1,299,629	\$923,060	71%	\$0	-	-	-
TOTAL	\$1,562,339	\$1,138,507	73%				

ALLOCATIONS

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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
	Subtotal	\$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

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
Preliminary Engineering	\$0	\$0	-	\$0	3	2	1
Right of Way	\$256,782	\$184,710	72%	\$0	-	-	-
Construction	\$5,519,061	\$1,724,478	31%	\$0	-	-	-
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
	Subtotal	\$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

Recent Expenditures

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters		
					3	2	1
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
	Subtotal	\$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

	Start	End	Status
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

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$10,875,000		-		-	-	-
Right of Way	\$0		-		-	-	-
Construction	\$0		-		-	-	-
TOTAL	\$10,875,000		-				

ALLOCATIONS

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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

	Start	End	Status
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

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$16,195,000		-		-	-	-
Right of Way	\$0		-		-	-	-
Construction	\$0		-		-	-	-
TOTAL	\$16,195,000		-				

ALLOCATIONS

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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

	Start	End	Status
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

Recent Expenditures

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$7,892,141		-		-	-	-
Right of Way	\$0		-		-	-	-
Construction	\$0		-		-	-	-
TOTAL	\$7,892,141		-				

ALLOCATIONS

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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**

<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	CMAQ	\$5,513,710	\$800,000				
PE	AC-Conversi			\$317,843			\$79,461
PE	AC		\$317,843				\$79,461
Subtotal		\$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

	Start	End	Status
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

Recent Expenditures

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$10,870,710		-		-	-	-
Right of Way	\$0		-		-	-	-
Construction	\$0		-		-	-	-
TOTAL	\$10,870,710		-				

ALLOCATIONS

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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
Subtotal			\$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

	Start	End	Status
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

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures			
				Latest Quarter	3	2	1
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

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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
	Subtotal			\$1,600,000			\$400,000
TOTAL				\$1,600,000			\$400,000

Source of Project Data: Virginia Department of Transportation.

Peninsula Corridor DESI/Conceptual Engineering

UPC # T19477

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

	Start	End	Status
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

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$8,000,000		-		-	-	-
Right of Way	\$0		-		-	-	-
Construction	\$0		-		-	-	-
TOTAL	\$8,000,000		-				

ALLOCATIONS

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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	Latest Quarter	Previous 3 Quarters		
					3	2	1
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
	Subtotal			\$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

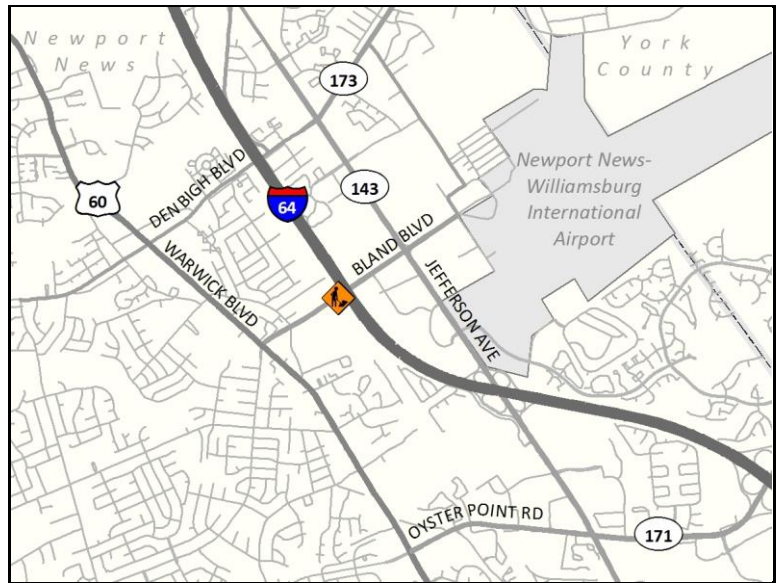
Oversight: Federal Oversight

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

	Cost Estimates	Total Expenditures	Percent Expended
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%

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	\$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
	Subtotal	\$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

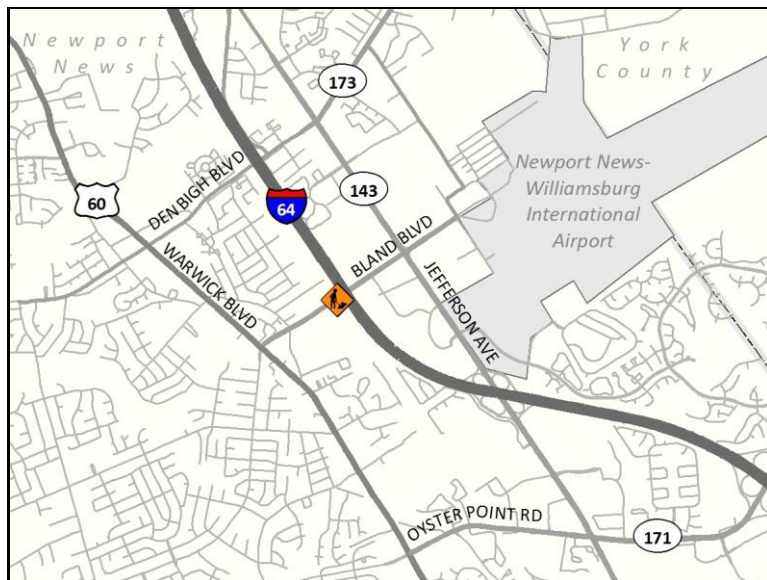
Oversight: N/A

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

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
					3	2	1
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

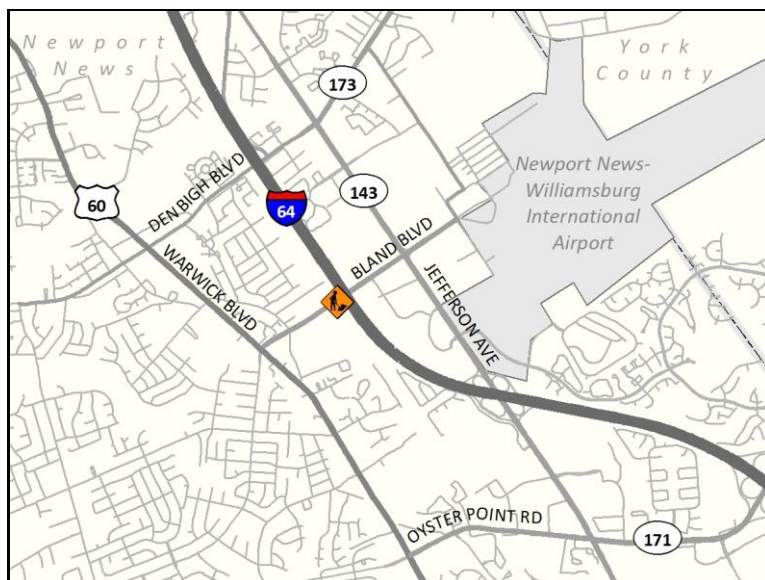
Oversight: N/A

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: Yes



HRTPO Notes

SCHEDULE

	Start	End	Status
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

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures			
				Latest Quarter	Previous 3 Quarters		
Preliminary Engineering	\$0	\$0	-	\$0	3	2	1
Right of Way	\$0	\$0	-	\$0	-	-	-
Construction	\$14,632,204	\$0	0%	\$0	-	-	-
TOTAL	\$14,632,204	\$0	0%				

ALLOCATIONS

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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				
Subtotal			\$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

	Start	End	Status
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

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

ALLOCATIONS

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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	
Subtotal						\$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	Latest Quarter	Previous 3 Quarters		
					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
	Subtotal	\$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

HRTPO Notes

SCHEDULE

	Start	End	Status
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

Recent Expenditures

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$200,000		-		-	-	-
Right of Way	\$800,000		-		-	-	-
Construction	\$8,000,000		-		-	-	-
TOTAL	\$9,000,000		-				

ALLOCATIONS

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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

HRTPO Notes

SCHEDULE

	Start	End	Status
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

Recent Expenditures

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$3,073,000		-		-	-	-
Right of Way	\$0		-		-	-	-
Construction	\$0		-		-	-	-
TOTAL	\$3,073,000		-				

ALLOCATIONS

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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
	Subtotal		\$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

HRTPO Notes

SCHEDULE

	Start	End	Status
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

Recent Expenditures

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$1,233,555		-		-	-	-
Right of Way	\$30,000		-		-	-	-
Construction	\$45,000		-		-	-	-
TOTAL	\$1,308,555		-				

ALLOCATIONS

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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	Latest Quarter	Previous 3 Quarters		
					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
Subtotal					\$57,600		\$18,000
RW	CMAQ					\$14,400	\$3,600
Subtotal						\$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 neat 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

	Start	End	Status
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

Recent Expenditures

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$500,000		-		-	-	-
Right of Way	\$25,000		-		-	-	-
Construction	\$1,975,000		-		-	-	-
TOTAL	\$2,500,000		-				

ALLOCATIONS

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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**

<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	CMAQ			\$400,000			\$100,000
Subtotal				\$400,000			\$100,000
RW	CMAQ			\$20,000			\$5,000
Subtotal				\$20,000			\$5,000
CN	CMAQ			\$1,580,000			\$395,000
Subtotal				\$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

	Start	End	Status
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

Recent Expenditures

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	\$1,564,817		-		-	-	-
Right of Way	\$0		-		-	-	-
Construction	\$0		-		-	-	-
TOTAL	\$1,564,817		-				

ALLOCATIONS

Fund Source(s)	Previous	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
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

**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:

HRTPO Notes:

STIP ID: HRT0052		Title: Transfer Center Upgrades		Recipient: Hampton Roads Transit		
FTA 5307	-	-	779	-	316	1,095
State	-	-	1,891	-	767	2,658
Local	-	-	111	-	45	156
Year Total:	-	-	2,781	-	1,128	3,909

DRPT Notes:

HRTPO Notes:

STIP ID: HRT0054		Title: Preventive Maintenance		Recipient: Hampton Roads Transit		
FTA 5307	-	12,182	11,956	11,725	11,482	47,345
FTA 5309	-	-	-	-	-	-
State	-	-	-	-	-	-
Local	-	3,356	3,304	3,252	3,175	13,087
FTA 5337	-	1,239	1,261	1,282	1,326	5,108
Year Total:	-	16,777	16,521	16,259	15,983	65,540

DRPT Notes:

HRTPO Notes:

STIP ID: HRT0066		Title: Light Rail Capital Projects		Recipient: Hampton Roads Transit		
FTA 5307	-	-	-	-	-	-
State	-	416	2,993	517	1,533	5,459
Local	-	24	176	30	90	320
FTA 5337	-	171	1,232	213	631	2,247
Year Total:	-	611	4,401	760	2,254	8,026

DRPT Notes:

HRTPO Notes:

STIP ID: HRT0067		Title: Capital Cost of Contracting		Recipient: Hampton Roads Transit		
FTA 5307	-	2,252	2,256	2,253	2,247	9,008
State	-	-	-	-	-	-
Local	-	563	563	563	562	2,251
Year Total:	-	2,815	2,819	2,816	2,809	11,259

DRPT Notes:

HRTPO 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: 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

**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 Replacem			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 Authorit	
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 Authorit	
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 Authorit	
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 Authorit	
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

**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	480
State	96	-	-	48	48	96
Local	24	-	-	12	12	24
Year Total:	600	-	-	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

DRPT Notes:

HRTPO 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	-	-	-	-	-

DRPT Notes:

HRTPO 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: 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:

HRTPO Notes:

STIP ID: WAT0042		Title: ADP Software		Recipient: Williamsburg Area Transit Authorit		
Flexible STP	108	32	-	-	-	32
State	21	6	-	-	-	6
Local	6	2	-	-	-	2
Year Total:	135	40	-	-	-	40

DRPT Notes:

HRTPO Notes:

STIP ID: WAT0046		Title: Real Estate Acquisition Lightfoot Transfer Cen		Recipient: Williamsburg Area Transit Authorit		
Flexible STP	1,000	-	1,000	-	-	1,000
State	200	-	200	-	-	200
Local	50	-	50	-	-	50
Year Total:	1,250	-	1,250	-	-	1,250

DRPT Notes:

HRTPO Notes:

STIP ID: WAT0047		Title: Bus Third Party Audit		Recipient: Williamsburg Area Transit Authorit		
Flexible STP	-	12	12	12	-	36
State	-	2	2	2	-	6
Local	-	1	1	1	-	3
Year Total:	-	15	15	15	-	45

DRPT Notes:

HRTPO 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:

HRTPO 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:

HRTPO 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:

HRTPO 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:

HRTPO 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:

HRTPO Notes:

STIP ID: WAT0055		Title: Project Administration		Recipient: Williamsburg Area Transit Authorit		
FTA 5307	33	-	-	-	-	-
State	-	-	-	-	-	-
Local	8	-	-	-	-	-
Year Total:	41	-	-	-	-	-

DRPT Notes:

HRTPO 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:

HRTPO 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:

HRTPO 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:

HRTPO 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:

HRTPO Notes:

STIP ID: WAT0062		Title: Intelligent Transportation System Study		Recipient: Williamsburg Area Transit Authorit		
FTA 5307	48	-	-	-	-	-
Local	12	-	-	-	-	-
Year Total:	60	-	-	-	-	-

DRPT Notes:

HRTPO 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:

HRTPO 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:

HRTPO Notes:

STIP ID: EGS0001		Title: Paratransit Vehicles		Recipient: Eggleston Services		
FTA 5310	-	284	-	-	-	284
State	-	-	-	-	-	-
Local	-	71	-	-	-	71
Year Total:	-	355	-	-	-	355

DRPT Notes:

HRTPO 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:

HRTPO 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:

HRTPO 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:

HRTPO 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:

HRTPO 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:

HRTPO 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:

HRTPO 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

**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:

HRTPO Notes:

STIP ID: SUF0012		Title: Force Account - Construction of Sidewalk		Recipient: Suffolk Transit		
FTA 5307	-	12	12	12	12	48
State	-	2	2	2	2	8
Local	-	1	1	1	1	4
Year Total:	-	15	15	15	15	60

DRPT Notes:

HRTPO Notes:

STIP ID: SUF0013		Title: Capital Cost of Contracting		Recipient: Suffolk Transit		
FTA 5307	-	277	384	189	150	1,000
State	-	-	-	-	-	-
Local	-	98	136	137	158	529
Year Total:	-	375	520	326	308	1,529

DRPT Notes:

HRTPO Notes:

STIP ID: SUF0014		Title: Transit Operations Facility		Recipient: Suffolk Transit		
FTA 5307	-	-	128	-	-	128
State	-	-	26	-	-	26
Local	-	-	6	-	-	6
Year Total:	-	-	160	-	-	160

DRPT Notes:

HRTPO Notes:

STIP ID: TAW0001		Title: Paratransit Vehicles		Recipient: The ARC of Greater Williamsburg		
FTA 5310	-	-	96	96	-	192
State	-	-	-	-	-	-
Local	-	-	24	24	-	48
Year Total:	-	-	120	120	-	240

DRPT Notes:

HRTPO Notes:

STIP ID: VAR0001		Title: Paratransit Vehicles		Recipient: VersAbility Resources, Inc.		
FTA 5310	-	140	120	144	120	524
State	-	-	-	-	-	-
Local	-	35	30	36	30	131
Year Total:	-	175	150	180	150	655

DRPT Notes:

HRTPO Notes:

Source of Project Data: Virginia Department of Rail and Public Transportation

Figure 5 | Rail Projects and Studies

UNDER DEVELOPMENT

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, Fredricksburg	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, Fredricksburg	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, Fredricksburg	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	\$ 7,915,004	\$ 37,087,324
Capital Equipment Contribution for Intercity Passenger Rail Service									
Hampton Roads/ Richmond, NOVA, Fredricksburg	Newport News Route 47	Amtrak	IPROC	\$ 3,189,899	\$ 1,359,262	\$ 1,389,845	\$ 1,421,117	\$ 1,453,092	\$ 8,813,215
Hampton Roads/ Richmond, NOVA, Fredricksburg	Amtrak Station SOGR	Amtrak	IPROC	\$ -	\$ 1,341,060	\$ 1,381,292	\$ 1,422,731	\$ 1,465,412	\$ 5,610,495
Hampton Roads/ Richmond, NOVA, Fredricksburg	Norfolk Train 3	Amtrak	IPROC	\$ -	\$ -	\$ 500,000	\$ 511,250	\$ 522,753	\$ 1,534,003
Hampton Roads/ Richmond, NOVA, Fredricksburg	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	\$ 5,657,846	\$ 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	\$ 16,721,164	\$ 3,343,421	\$ -	\$ -	\$ -	\$ 20,064,586
			Local/Private	\$ 7,166,213	\$ 1,432,895	\$ -	\$ -	\$ -	\$ 8,599,108
Subtotal				\$ 23,887,378	\$ 4,776,316	\$ -	\$ -	\$ -	\$ 28,663,694
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	\$ 1,391,593	\$ 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	\$ -	\$ -	\$ 59,845,662
Total Intercity Passenger and Freight Rail				\$ 60,629,289	\$ 20,238,375	\$ 17,728,346	\$ 13,536,344	\$ 13,851,580	\$ 125,983,934

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					
ROUTE/STREET						TOTAL COST	\$58,951,267
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24	
PE	Federal - AC CONVERSION	\$248,263	\$993,053	\$0	\$0	\$0	\$0
	Federal - BR	(\$22,500)	\$0	(\$90,000)	\$0	\$0	\$0
PE TOTAL		\$225,763	\$993,053	(\$90,000)	\$0	\$0	\$0
RW	Federal - AC CONVERSION	\$19,267	\$0	\$77,069	\$0	\$0	\$0
	Federal - BR	\$167,106	\$198,321	\$470,101	\$0	\$0	\$0
RW TOTAL		\$186,373	\$198,321	\$547,170	\$0	\$0	\$0
RW AC	Federal - AC	\$24,242	\$77,069	\$19,899	\$0	\$0	\$0
CN	Federal - AC CONVERSION	\$4,000,405	\$6,874,655	\$9,126,965	\$0	\$0	\$0
	Federal - BR	\$114,101	\$334,281	\$122,123	\$0	\$0	\$0
CN TOTAL		\$4,114,506	\$7,208,936	\$9,249,088	\$0	\$0	\$0
CN AC	Federal - AC	\$2,920,408	\$7,877,268	\$1,204,365	\$2,600,000	\$0	\$0

GROUPING		Construction : Federal Lands Highway					
ROUTE/STREET						TOTAL COST	\$2,664,134
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24	
		\$0	\$0	\$0	\$0	\$0	\$0

GROUPING		Construction : Rail					
ROUTE/STREET						TOTAL COST	\$4,675,532
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24	
PE	Federal - RAIL	\$2,778	\$0	\$0	\$0	\$25,000	\$25,000
CN	Federal - RAIL	\$163,271	\$0	\$320,000	\$0	\$1,149,440	\$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	\$47,480,117
	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	\$40,793,189
	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	\$91,949,543
	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	\$255,000
	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	\$3,476,768
	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

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 Ops/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
		Total Cost:	\$7,550,700

SCHEDULED OBLIGATIONS

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 Ops/TSM	Administered By:	VDOT
System:	Interstate	Oversight:	Non-Federal Oversight
		Total Cost:	\$

SCHEDULED OBLIGATIONS

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
		Total Cost:	\$47,319,540

SCHEDULED OBLIGATIONS

HRTPO NOTES

Source of Project Data: Virginia Department of Transportation

Overhead Toll Gantries for DT/MT/MLK

UPC # 101861

OVERVIEW

Description:	Procurement and delivery of Overhead Toll Gantries		
Street (Route)	I-264 (264)	Jurisdiction/Agency:	Hampton Roads
Scope:	Other	Administered By:	VDOT
System:	Interstate	Oversight:	Federal Oversight
		Total Cost:	\$60,000

SCHEDULED OBLIGATIONS

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
		Total Cost:	\$6,635,307

SCHEDULED OBLIGATIONS

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
		Total Cost:	\$4,247,000

SCHEDULED OBLIGATIONS

HRTPO NOTES

Source of Project Data: Virginia Department of Transportation

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

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

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.