Hampton Roads Transportation Planning Organization
Board Meeting – February 21, 2019
The Regional Board Room, 723 Woodlake Drive, Chesapeake, Virginia

10:30 am  1. Call to Order
           2. Approval of Agenda
           3. Executive Director Report

WORKSHOP AGENDA
10:35 am  4. Commonwealth Transportation Board Members Update
           5. Virginia Department of Transportation Update
           6. Virginia Department of Rail and Public Transportation Update
           7. Virginia Port Authority Update
           8. HRT and WATA Updates
           9. Community Transportation Advisory Committee Update
          10. Military Liaisons Updates
          11. 2045 Long-Range Transportation Plan: Status Update – Dale Stith, HRTPO
          12. Regional Connectors Study: Status Update – Staff of Michael Baker International, RCS Consultant
          13. Community Transportation Advisory Committee: Opportunities to Expand Responsibilities – Robert Crum, HRTPO

MEETING AGENDA
11:45 am  14. Public Comment Period (limit 3 minutes per individual)
           15. Submitted Public Comments
           16. Transcribed Public Comments from Previous HRTPO Meeting

ACTION ITEMS
17. Approval of Consent Items
    A. Minutes
    B. HRTPO Financial Statement
    C. FY 2018-2021 TIP Amendment Request: UPC 110577
       HRCS Preferred Alternative Refinement
    D. FY 2018-2021 TIP Amendment Request: UPC 69050
       Shoulders Hill Road/Route 17 Intersection Improvements in Suffolk
    E. FY 2018-2021 TIP Amendment Request: UPC 105222
       Route 134 Bridge Replacement over Brick Kiln Creek
    F. FY 2018-2021 TIP Amendment Request: UPC 100921
       Longhill Road Widening in James City County
G. FY 2018-2021 TIP Revision: Request to Transfer RSTP Funding: UPC 102734, 109075, 109076
   Multimodal High-Speed and Intercity Passenger Rail Station Development (PE Only) in Newport News
   Newport News Transportation Center – Grading, Drainage, & Utilities
   Newport News Transportation Center – Station, Platform, & Site Finishes
H. FY 2018-2021 TIP Revision: Request to Transfer RSTP Funding: UPC 112318
   Elbow Road Extended Phase II-D in Virginia Beach
I. 2019 INFRA Grant Program: Request for HRTPO Resolution of Support for the I-64 HRBT Expansion Project
J. 2019 INFRA Grant Program: Letter of Endorsement Request: Laskin Road Phase I-B
K. Hampton Roads 2045 Socioeconomic Forecast and Transportation Analysis Zone (TAZ) Allocation: Final Report
L. Authorizing Resolutions for FY 2020 Federal and State Grant Applications
M. Regional Connectors Study
   1. Approve the recommendation from the RCS Steering Committee and Working Group to decouple the timelines for the RCS and the 2045 LRTP.
   2. Approve the Regional Connectors Study (scaled-down) Phase 2 Scope of Work, Schedule, and Cost and authorize the Executive Director to enter into a contract with the consultant.
N. Community Transportation Advisory Committee: Opportunities to Expand Responsibilities

INFORMATION ITEMS

18. HRTPO Board Three-Month Tentative Schedule
19. Minutes of HRTPO Advisory Committee Meetings
20. For Your Information
   A. HRTF Monthly Financial Statement
   B. HRTAC Program Development Monthly Executive Report
   C. SMART SCALE Round 3 Update
21. Old/New Business

12:00 pm  22. Adjournment
ITEM #1: CALL TO ORDER

The meeting is scheduled to be called to order by the chair at 10:30 a.m.

ITEM #2: APPROVAL OF AGENDA

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

ITEM #3: EXECUTIVE DIRECTOR REPORT

The Hampton Roads Transportation Planning Organization Executive Director will provide a report to the HRTPO Board.

Attachment 3
TO: HRPDC/HRTPO Board Members  
FROM: Robert A. Crum, Jr., Executive Director  
RE: Executive Director’s Report – February 2019

On February 28, 2019, HRPDC/HRTPO General Services Manager Mike Long will retire after more than 31 years of service to the organization. Please join us in congratulating Mike on a great career. We wish Mike and his wife Kelley all the best and a very happy retirement!!!

On January 31, HRPDC Chair Michael Hipple and the Executive Director briefed the Hampton Roads General Assembly Caucus in Richmond on the regional legislative priorities approved by the HRPDC and HRTPO.

The HRTPO staff is preparing a grant application through the Federal INFRA program requesting funding for the Hampton Roads Bridge Tunnel project. This funding request will be submitted in March.

On January 17, the HRTPO Board discussed the Elizabeth River Crossing (ERC) Agreement and formed a Task Force comprised of the following members to study this issue and make recommendations for approaches to address the impact of this agreement on the Hampton Roads region:

- Thomas Shepperd, HRTPO Chair - York County
- John Rowe, HRTPO Vice Chair - Portsmouth
- Michael Hipple, HRTAC Chair - James City County
- Kenneth Alexander - Norfolk
- Donnie Tuck - Hampton
- Sheppard Miller - Commonwealth Transportation Board
- John Reinhart - Virginia Port Authority
- Terry Danaher - Community Transportation Advisory Committee

The Chief Administrative Officer Committee held its regularly scheduled monthly meeting on February 6 in James City County. Agenda items included:

- Restructuring of the Hampton Roads Economic Development Alliance (HREDA) and discussion of a Memorandum of Agreement between government and private sector entities to implement this effort.
• Elizabeth River Crossing (ERC) Agreement
• Discussion of items related to the preparation of local budgets for Fiscal Year 2020.

All 18 Hampton Roads Managers/Administrators attended and participated in this meeting. Steven Herbert, Interim President and CEO for HREDA, also attended and participated in this session.

The HRPDC Subcommittee on Coastal Resiliency met on January 11 and February 8. Members of this Subcommittee, which were appointed by the HRPDC, are as follows:

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<tr>
<th>Name</th>
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<tr>
<td>Andria McClellan, Chair</td>
<td>Norfolk</td>
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<tr>
<td>Mayor Donnie Tuck, Vice Chair</td>
<td>Hampton</td>
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<tr>
<td>Barbara Henley</td>
<td>Virginia Beach</td>
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<tr>
<td>Mayor John Rowe</td>
<td>Portsmouth</td>
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<td>Dr. Ella Ward</td>
<td>Chesapeake</td>
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<tr>
<td>David Jenkins</td>
<td>Newport News</td>
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The agendas for the January and February meetings were as follows:

**January 11**

- Review of the Mission and Direction for the Subcommittee
- Update on General Assembly Session
- Review of HRPDC Inventory of Coastal Resiliency Projects, Programs and Policies

**February 8**

- Review of HRPDC Structure/Budget and Resources for Coastal Resiliency
- Update on Regional Inventory of Coastal Resiliency Projects, Programs and Policies
- Discussion of Need for Regional Stormwater Hydraulic Model
- General Assembly Update

The HRTPO staff continues to provide staff support and assistance related to the Regional Connectors Study, including supporting meetings of the project Policy Committee and Technical Committee.

The HRPDC staff is working with the region’s 17 local governments to develop a regional geographic information system (GIS) data sharing system.

On January 22, the Executive Director provided a presentation to the Future of Hampton Roads Board on the work of the HRPDC and HRTPO.
On January 24, HRPDC Vice Chair Andria McClellan and Chesapeake City Council Member Susan Vitale, and the Executive Director attended meetings in Richmond with representatives of the Virginia Economic Development Partnership and Department of Housing and Community Development to discuss the importance of the region’s fiber initiative to economic development and job creation. Ms. McClellan and Ms. Vitale are both members of the Regional Broadband Steering Committee and were appointed by the Steering Committee to advocate for funding for the fiber ring initiative.

On January 25, the Executive Director and HRPDC staff met with Dr. Larry (Chip) Filer from Old Dominion University (ODU) to discuss the HR Cyber program. Staff was able to connect ODU staff with the region’s Chief Information Officers to discuss opportunities related to this program.

The Executive Director attended and participated in the monthly Regional Roundtable meeting which was hosted by the Greater Peninsula Workforce Board on January 25 in Newport News.

The Executive Director attended the winter meeting of the Virginia Association of Planning District Commissions (VAPDC) in Richmond on January 31 and February 1 in Richmond.

On February 5, the Executive Director chaired a meeting to discuss the Route 460/58/13 Study. The goal of this study is to identify safety improvements in this corridor that may be eligible for SMART SCALE funding. Representatives from VDOT, the Southeastern Public Service Authority (SPSA) and the cities of Chesapeake and Suffolk participated in this meeting.

On February 6, the HRPDC staff held a meeting to discuss the Regional Economic Development Sites Inventory project with representatives of Reinvent Hampton Roads, HREDA, Virginia Port Authority, private utility providers and the project consultant (Timmons Group). The HRPDC will provide a briefing on this project at its February 21 meeting.

On February 7, the HRTPO Deputy Executive Director provided a presentation to the Hampton Roads Realtors Association on the work of the HRTPO, the status and funding of the Regional Priority Projects, and the 2019 Legislative agendas of the HRPDC and HRTPO.

The HRPDC/HRTPO Management Team continues to advance work on the following initiatives:

- Research on the establishment of a trust fund related to the Agency’s long-term pension liabilities.
- Preparation of the FY 2020 budget.
- Recruitment for vacant positions, including interviews for the General Services Manager position.
- Provision of financial and human resource management services to the HRTAC and HRMFFA.
• Title VI, Civil Rights and Community Involvement
• IT management
ITEM #4: COMMONWEALTH TRANSPORTATION BOARD MEMBERS UPDATE

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

ITEM #5: VIRGINIA DEPARTMENT OF TRANSPORTATION UPDATE

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

ITEM #6: VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION UPDATE

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

ITEM #7: VIRGINIA PORT AUTHORITY UPDATE

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

ITEM #8: HRT AND WATA UPDATES

Transit agency representatives are invited to address the HRTPO Board.

ITEM #9: COMMUNITY TRANSPORTATION ADVISORY COMMITTEE (CTAC) UPDATE

The CTAC representative is invited to address the HRTPO Board.

ITEM #10: MILITARY LIAISONS UPDATES

Military liaisons are invited to address the HRTPO Board.
ITEM #11:  2045 LONG-RANGE TRANSPORTATION PLAN (LRTP): STATUS UPDATE  

Dale Stith, HRTPO

As the region’s Metropolitan Planning Organization (MPO), one of the core functions of the HRTPO is to develop, approve, and maintain a fiscally-constrained Long Range Transportation Plan (LRTP). With a planning horizon of at least 20 years, the LRTP serves as the blueprint for enhancing the region’s multimodal transportation system. The LRTP is updated periodically to reflect changing conditions such as new planning priorities, population projections, economic change, and anticipated travel demand.

HRTPO staff is working on the 2045 LRTP and will provide an update on tasks completed to date along with tasks currently underway, and modifications being considered to the HRTPO Prioritization Tool.

Ms. Dale M. Stith, HRTPO Principal Transportation Planner, will brief the Board on this item.

RECOMMENDED ACTION:

For informational purposes.
ITEM #12: REGIONAL CONNECTORS STUDY: STATUS UPDATE  

Staff of Michael Baker International, RCS Consultant

The Regional Connectors Study (RCS) consultant team, led by Michael Baker International, is nearing completion of Phase 1 of the study which included:

- Developing an Engagement Program and Outreach Plan, which included:
  - Conducting Stakeholder Interviews with local governments, state and federal agencies, and other entities identified by the Working Group
  - Developing a Study Website
  - Conducting a Statistically-Valid Public Survey
- Evaluating the Regional Travel Demand Model
- Determining Scenario Planning Options
- Updating Existing Conditions Information
- Determining the Scope for Phase 2 of the Study

A joint meeting of the RCS Steering (Policy) Committee and Working Group was held on January 29, 2019 to brief members on the status of Phase 1, the draft scope of work for Phase 2, and the relationship between the 2045 Long-Range Transportation Plan (LRTP) and the RCS. There have been concerns among members of the Working Group and Steering Committee that keeping the timelines of the RCS and the 2045 LRTP coupled may not provide sufficient time to complete the work envisioned for the RCS. The joint group agreed to review the draft scope for Phase 2 of the study and to consider whether the timelines of the RCS and the 2045 LRTP should be decoupled and to meet again on February 13, 2019 to determine a recommendation on those two items for the HRTPO Board.

During the meeting on February 13, 2019, the RCS Steering Committee voted unanimously to decouple the timelines for the RCS and the 2045 LRTP process. The Steering Committee and Working Group also agreed that more time was needed to consider technical comments received on the draft Phase 2 scope that was under review. In order to keep the RCS effort moving forward, it was agreed that a scaled-down version of the Phase 2 scope (along with revised schedule and cost estimate) would be prepared for consideration by the HRTPO Board on February 21, 2019 – the expectation being that the HRTPO Board could authorize the Executive Director to enter into a contract with the consultant team for the scaled-down scope, while providing additional time for the RCS Working Group and Steering Committee to work out the details of the remainder of the full scope that has been under review by those groups. The scaled-down scope allows work to continue on baseline study tasks that will not be affected by the fine-tuning of the larger scope to address the comments under consideration.

The scaled-down Phase 2 scope and revised schedule and cost estimate was provided to the RCS Working Group on February 14, 2019, and the Working Group was asked to submit comments on those documents by noon on Monday, February 18, 2019. The documents, revised to account for comments received, will be made available to the HRTPO Board by COB on Tuesday, February 19, 2019.

Staff from Michael Baker International, RCS Consultant, will brief the Board on this item.
RECOMMENDED ACTION:

A. Approve the recommendation from the RCS Steering Committee and Working Group to decouple the timelines for the RCS and the 2045 LRTP.

B. Approve the Regional Connectors Study (scaled-down) Phase 2 Scope of Work, Schedule, and Cost and authorize the Executive Director to enter into a contract with the consultant.
ITEM #13: COMMUNITY TRANSPORTATION ADVISORY COMMITTEE: OPPORTUNITIES TO EXPAND RESPONSIBILITIES

Robert Crum, HRTPO

As a recipient of federal funds, the Hampton Roads Planning District Commission (HRPDC) is required to comply with Title VI of the Civil Rights Act of 1964. Title VI prohibits discrimination on the basis of race, color, or national origin in any program or activity that receives Federal funds or other Federal financial assistance. Recipients of federal support are also required to address Environmental Justice principles, which pertain to the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations and policies.

Over the past year, the Executive Director has held discussions with representatives of the Federal Highway Administration (FHWA) and the Virginia Department of Transportation (VDOT) on opportunities to expand public involvement in the HRPDC’s regional planning activities. In response to this discussion, the Executive Director recently completed a staff reorganization to create a Community Affairs and Civil Rights Department to coordinate public involvement for both the HRPDC and HRTPO.

Since 2010, the HRTPO has worked with a Community Transportation Advisory Committee (CTAC) to receive grassroots, community level involvement in the transportation planning process. The CTAC assists the HRTPO staff with keeping the public’s view in mind as it completes its transportation planning work on behalf of the region, and also works with staff to report the public’s input to the HRTPO.

The Executive Director recommends that the role of the CTAC be expanded to provide input on both HRPDC and HRTPO planning activities.

Mr. Robert Crum, HRTPO Executive Director, will brief the Board on this item.

RECOMMENDED ACTION:

Endorse expanding the duties of the Community Transportation Advisory Committee (CTAC) to include both HRPDC and HRTPO activities.
ITEM #14: PUBLIC COMMENT PERIOD

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

ITEM #15: SUBMITTED PUBLIC COMMENTS

There were 99 submitted public comments regarding the I-64 Hampton Roads Bridge-Tunnel (HRBT) Expansion Transportation Improvement Program (TIP) Amendment. Those comments will be provided to the Board once HRTPO staff has completed its review and addressed the comments.

Any written public comments received after the preparation of this agenda will be distributed as a handout at the meeting.

ITEM #16: TRANSCRIBED PUBLIC COMMENTS FROM PREVIOUS HRTPO MEETING

The transcribed public comments from the January 17, 2019 HRTPO Board meetings are attached.

Attachment 16
Transcribed Public Comments from the January 17, 2019 HRTPO Board Meeting

The views and opinions expressed during the public comment period do not necessarily reflect the opinion or policy of the HRTPO.

Three people requested to address the HRTPO Boards at the January 17, 2019 Meeting. HRTPO Chair Shepperd asked them to limit their comments to three minutes.

Mark Geduldig-Yatrofsky
Portsmouth

Good morning, Mr. Chair, Honorable Commissioners, and fellow interested parties. My inner parliamentarian dictates that I have to call you out of order for your motion not to endorse. Robert’s Rules of Order, you do not make a motion not to do something. But to the main text, a crisis too valuable to miss. I believe that the current discussion in the General Assembly about expanding Interstate 81 is a crisis that could provide us an opportunity to address transportation across the Commonwealth. The approaches that have been used to avoid dealing with it holistically have been the creation of two taxes in the Commonwealth, one in Northern Virginia and one in Hampton Roads. So, that we have started a vulcanization. But the extent of the expansion of Interstate 81 is so large within the Commonwealth that you can’t address it that way. Not only that, the less densely populated sections of the Commonwealth would not provide you enough revenue to address the needs that have been identified using a tack approach. So what do we do? I think we have a conversation within the Commonwealth about what is the rational way to fund transportation projects from a maintenance and construction standpoint and revisit it. The approach that I favor is a sense model where you pay by what you drive and the weight of the vehicle you’re driving. Does that mean tolling? It could, but there are other ways in this high tech world that we live in today that would not be tolling per se. Rather, you could receive an annual bill for your mileage, and that would be allocated among the highways and byways of the Commonwealth, but we really need to have this discussion and Interstate 81 should not be addressed in isolation. Thank you very much.

Terry Danaher
Portsmouth

I don’t need to speak now. We covered my stuff.

Anthony Goodwin
Portsmouth

Good morning, Chairman, Dignitaries here at the meeting today. My name is Tony Goodwin and it’s been a long time since I’ve spoken to this organization. Back when we were fighting the ERC tunnel toll proposals and the patriots that I’ve obviously worked with one hundred and sixty constituents, as well as plaintiffs in that case, I was part of that. One of the biggest questions we ask, and this is going back to looking at Mr. Jim Oliver’s article and saying go
back and look at some of the history of where did all this come from. There was a group of citizens just like you here today sometime in the mid-1940s that decided to come up with a solution to cross that river called the Elizabeth River Tunnels Commission, and they did that inside our locality more so than outside of the state, and they basically found that funding and charged either a dime or a quarter up until 1982 when that toll had to be removed by legislation, by law, when it was fully paid for. And I don't know, and that conversation I had with Mayor Alexander then at the time he was Senator I believe, in front of the Portsmouth courthouse was did that legislation get removed? Did that law get taken off the books? And I don't know if that answer was ever answered. So the question is today, that you have three tunnels that were paid for by the public, buy the constituents in the community up until 1982 when it came off, and then you got it tolled again in 2012 or '11. At this point, we were fighting a facility that had been fully paid for and given to VDOT in 1982 to just maintain and build the third tunnel. By 1996, the legislation decided to come along and approve the 1996 Transportation Act to give away that tunnel to a private consortium which is obviously what happened, and we're paying that price again. My daughter at the time, and there’s a lots of things that’s we learn during that time when we turned around and a lot of history was learned during that process of fighting this project, and at the time I told myself my daughter who is at five or six years old will be 68 years old when this tunnel is finally paid for, and by the way two of those tunnels will be well of a hundred years old. So it’s a question will they even be usable at that point in time. So we’ve got a hard thing to sit here and look at. When we talk about the studies, the HOT study and everything, we’re talking the impact on the businesses, really the problem is the traveling public and the traveling public are the one’s footing this bill and to pay a thirteenth house payment coming out of 2008 was absolutely horrid, and they’re paying that today. So I implore you to look at the removal of this contract in some way, shape, or form because it’s crippling our community.
ITEM #17: APPROVAL OF CONSENT ITEMS

A. MINUTES
Minutes from the January 17, 2019 HRTPO Board meeting are attached.

Attachment 17-A

RECOMMENDED ACTION:
Approve the minutes.

B. HRTPO FINANCIAL STATEMENT
The Statement of Revenues and Expenditures for the activities of December 2018 is attached. This statement reflects the financial status of the HRTPO as a whole.

Attachment 17-B

RECOMMENDED ACTION:
Accept the HRTPO Financial Statement.
The Hampton Roads TPO Board Meeting was called to order at 10:36 a.m. in the Regional Board Room, 723 Woodlake Drive, Chesapeake, Virginia, with the following in attendance:

**HRTPO Voting Members in Attendance:**
- Thomas Shepperd, Jr. Chair (YK)
- John Rowe, Vice Chair (PO)
- Rick West (CH)
- Barry Cheatham (FR)
- Donnie Tuck (HA)*
- Joel Acree (IW)
- Michael Hipple (JC)*
- Kenneth Alexander (NO)*
- McKinley Price (NN)
- Herbert Green (Alternate, PQ)
- Barry Porter (SH)
- Linda Johnson (SU)*
- Robert Dyer (VB)
- Christopher Hall (VDOT)
- Ray Amoroso (Alternate, HRT)
- Cathie Vick (VPA)

**HRTPO Nonvoting Members in Attendance:**
- James Baker (CH)
- J. Brent Fedors (GL)
- Mary Bunting (HA)
- Randy Keaton (IW)*
- Doug Smith (NO)*
- Randy Wheeler (PQ)
- Michael W. Johnson (SH)
- Patrick Roberts (SU)
- Dave Hansen (VB)
- Neil Morgan (YK)
- Andrew Trivette (WM)
- Terry Danaher (CTAC)
- John Malbon (CTB)
- Shep Miller (CTB)
- Chris Arabia (DRPT)
- Jessie Yung (FHWA)
- Robert Bowen (ORF)
- Michael Giardino (PHP)*
- CAPT Michael Moore (U.S. Navy)

**HRTPO Executive Director:**
- Robert A. Crum, Jr.

**Other Participants:**
- Ella Ward (Alternate CH)
- Wynter Benda (NO)*
- Shannon Glover (PO)
- Chris Arabia (DRPT)

**HRTPO Voting Members Absent:**
- Phillip Bazzani (GL)
- Paul Freiling (WM)
- Jennifer Mitchell (DRPT)
- Senator Locke
- Senator Wagner
- Delegate David Yancey (GA)
- Delegate Chris Stolle (GA)
- Zach Trogdon (WATA)

**HRTPO Nonvoting Members Absent:**
- Scott Stevens (JC)
- Clarence Monday (FR)
- Terry Garcia Crews (FTA)
- Art Moye (FTAC)
Vice-Chair Mayor John Rowe introduced Mr. Shannon Glover as the newest HRTPO Voting Alternate member representing the City of Portsmouth.

Approval of Agenda

Chair Shepperd asked for any additions or deletions to the agenda. Hearing none, Mr. Cheatham Moved to approve the agenda; seconded by Mayor Johnson. The Motion Carried.

Executive Director Report

Mr. Robert Crum, HRTPO Executive Director, provided a summary of current work activities with a particular note of the following:

- HRTPO staff is working with the Community Transportation Advisory Committee (CTAC) to expand its scope to provide input into other regional planning initiatives. A briefing will be provided to the Board next month.
- On January 31, 2019, HRPDC and HRTPO members will present the region’s legislative priorities to the Hampton Roads Caucus in Richmond.

Others Recorded Attending:

Jamie Kiser (Citizen); Jason Bocker, John Mazur (FHWA); Eric Stringfield, Dawn Odom, Robin Grier (VDOT); Bob Baldwin (PO); Beth Arnold (Michael Baker Int); Brendan Ponton (WTKR); Bryan Stilley, Bridjette Parker, Angela Hopkins (NN); Doug Wilson (ERC); Tony Goodwin (Citizen); Erin Carter (Congresswoman Elaine Luria); Barbara Nelson (Port of Virginia); Karen McPherson (McPherson Consulting); Earl Sorey (CH); Michael King (US Navy); Shelia Noll (YK); Leroy Bennett (SU); Drew Lumpkin (Senator Warner); Mark Geduldig-Yatrofsky (atlantisishr.us); Judith Brown (League of Women Voters); Amanda Baxter (Kimley-Horn); Amy Inman (NO); Brian DeProfio (HA); Keith Cannady, Rob Cofield, Sheila Wilson, Greg Grootendorst, Kelli Arledge, Whitney Katchmark, Matt Smith, Cynthia Mulkey, Mike Long, Joe Turner, Chris Vaigneur (HRPDC Staff).
• On December 13, 2018, the HRTPO Board took action to approve a Transportation Improvement Program (TIP) Amendment to add the I-64 Hampton Roads Bridge-Tunnel (HRBT) Expansion Project including a Hampton Roads Transportation Fund allocation of $3.562 billion with the condition that the public comment period would proceed from December 13, 2018 through January 4, 2019. HRTPO staff received 248 public comments, none of which rose to the level that would hinder the project from moving forward. Staff is currently responding to these comments.

• HRTPO staff recently received news that the State has recommended approval of the HRTPO SMART SCALE application for $200 million for the I-64 HRBT Expansion project. The Commonwealth Transportation Board (CTB) will take action on the SMART SCALE recommendations in June 2019. He recognized HRTPO staff member John Mihaly for his excellent work on this application.

*Mr. Keaton arrives

Workshop Agenda

Commonwealth Transportation Board Member Comments and Updates

Mr. John Malbon stated that two companies presented their technical proposals for the I-64 HRBT Expansion project to the CTB this past week. He noted that the HRTPO SMART SCALE submittal for that project received scores of 100 percent in both the congestion mitigation and accessibility sub-categories; within the District Grants Program, 23 projects in the region were recommended to receive SMART SCALE funds.

Mr. Sheppard Miller stated that the proposed I-64 HRBT Expansion project scored the highest in eight of the 14 sub-categories of the SMART Scale scoring process.

Virginia Department of Transportation

Mr. Christopher Hall reported that the Hampton Roads region had the most recommended projects within the state for the SMART SCALE District Grants Program. He indicated that the January 2019 HRTAC Program Development Monthly Executive Report was included at the table as a handout. He stated that work is in the final stages for Segment II of the I-64 Peninsula Widening project and is on schedule for completion in May 2019. Median clearing and lane shifting is currently underway on Segment III of the I-64 Peninsula Widening project. The two main bridges of the I-64/I-264 Interchange Improvements Phase I project will soon open to traffic and completion of this phase is also on schedule. Finally, the I-64 Southside Widening and High Rise Bridge – Phase I project is moving forward and the State has received all permits required by the Army Corps of Engineers and the Coast Guard, and the contractor is now able to begin work on the bridge fender system in the Elizabeth River.
Virginia Department of Rail and Public Transportation

Mr. Chris Arabia reported that the application period for the DRPT Grant programs is currently underway with a submission deadline of February 1, 2019.

Virginia Port Authority Update

Ms. Cathie Vick reported that four new ship-to-shore cranes, the largest cranes within both North and South America, have arrived at the Virginia International Gateway (VIG) Facility in Portsmouth. With the cranes in place, only the south rail bundle is needed to complete the project. At Norfolk International Terminals (NIT), nine new rail-mounted gantry crane stacks are now online. The Norfolk Harbor Deepening and Widening project is moving forward with the sampling and design work. The bid package for Thimble Shoals West will be out by June of this year with dredges in the water by January 2020. The VPA received a BUILD grant to enhance the capacity of the Virginia Inland Port and to complete a grade separation at the gates. Finally, the Freight Transportation Advisory Committee (FTAC) to the HRTPO has reconvened and will hold bi-monthly meetings.

*Mr. Giardino arrives

HRT and WATA Updates

Mr. Ray Amoruso stated that HRT is currently surveying both its customers and non-HRT customers regarding transit with the survey accessible online at www.transformtransit.com. HRT plans to redefine its transit network with a blank slate approach reviewing different service scenarios and bringing them forth to its partners and the general public. HRT has submitted its Six-Year Capital Improvement Plan to DRPT under deadline.

There was no representative in attendance from WATA.

Community Transportation Advisory Committee (CTAC) Update

Ms. Terry Danaher reported that CTAC has been in discussion with HRTPO staff regarding expanding its role within the HRTPO and HRPDC. CTAC elected Mr. Carlton Hardy as its Vice-Chair. CTAC received a legislative update from HRTPO Executive Director Crum with CTAC transmitting a letter of support to the Hampton Roads Caucus in support of the legislative priorities of the HRTPO.

Military Liaisons Comments and Updates

Captain Michael Moore, representing the U.S. Navy, provided VDOT with concurrence of the initial design and layout of the HRBT and is standing by to review the final design following the next milestone.
There was no representative in attendance for Joint Langley-Eustis.

There was no representative in attendance for the U.S. Coast Guard.

*Mayor Tuck, Mayor Alexander, Mr. Hipple and Mr. Benda arrive*

**Hampton Roads Regional Express Lanes Operational Analysis**

Mr. Chris Hall, VDOT District Engineer, and Ms. Amanda Baxter, Kimley-Horn, provided a status report on the Hampton Roads Express Lanes Network Study. The purpose of the study is to analyze the addition of the current major projects into a Regional Express Lanes Network. The study will look at the impacts to the networks following the new capacity additions, identify travel time and reliability improvements that may result from a regional HOT lanes network, and inform regional leaders as they formulate and prioritize future network improvements. The study is a system-wide operational analysis of the network based on the 2025 opening of the HRBT facility.

The study will evaluate the operational characteristics and efficiencies of the following three HOT lane implementations:

- HOT lanes included in the I-64 Hampton Roads Bridge-Tunnel Expansion project
- Current I-64 Reversible Lanes from I-564 to I-264
- HOT lanes included in the I-64 Southside Widening and High-Rise Bridge project

The study will also evaluate the operational characteristics and efficiencies of a proposed HOT lanes network along I-64 that would extend from the western end of the I-64 Hampton Roads Bridge-Tunnel Expansion project (vicinity of Settlers Landing) to the Bowers Hill Interchange in Chesapeake.

The two scenarios presented are listed below:

**Scenario 1**

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<tr>
<th>SEGMENTS</th>
<th>WESTBOUND</th>
<th>EASTBOUND</th>
</tr>
</thead>
<tbody>
<tr>
<td>Segment 3 (HRBT)</td>
<td>Two (2) General Purpose</td>
<td>Two (2) General Purpose</td>
</tr>
<tr>
<td></td>
<td>One (1) full-time HOT-3</td>
<td>One (1) full-time HOT-3</td>
</tr>
<tr>
<td></td>
<td>One (1) part-time shoulder HOT-3</td>
<td>One (1) part-time shoulder HOT-3</td>
</tr>
<tr>
<td>Segment 1 (64 Express Lanes)</td>
<td>Three (3) General Purpose</td>
<td>Three (3) General Purpose</td>
</tr>
<tr>
<td></td>
<td>Two (2) HOT-2 Reversible – WB/AM only</td>
<td>Two (2) HOT-2 Reversible – EB/PM only</td>
</tr>
</tbody>
</table>
He highlighted key facts about the study which include:

- The basis for the travel demand model will be max throughput for traffic forecasting, not max revenue generation.
- Express Lanes segments:
  - Scenario 1: HOT Bi-Directional Hours of Operations – 24 hours per day / 7 days per week; HOT Reversible – 5-9am and 2-6pm
  - Scenario 2: HOT Bi-Directional Hours of Operations – 24 hours per day / 7 days per week; HOT Reversible – 23 hours per day / 7 days per week
- Segment 3 is HOT-3 toll exempt for Scenarios 1 and 2, consistent with the existing procurement activities for HRBT
- Under Scenario 2, Segments 1, 2a, 2b, will operate as HOT-2 toll exempt

<table>
<thead>
<tr>
<th>SEGMENTS</th>
<th>WESTBOUND</th>
<th>EASTBOUND</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Segment 3</strong></td>
<td>Two (2) General Purpose</td>
<td>Two (2) General Purpose</td>
</tr>
<tr>
<td>(HRBT - transition for HOT lanes is shifted to just east of LaSalle Avenue)</td>
<td>One (1) full-time HOT-3</td>
<td>One (1) full-time HOT-3</td>
</tr>
<tr>
<td></td>
<td>One (1) part-time shoulder HOT</td>
<td>One (1) part-time shoulder HOT</td>
</tr>
<tr>
<td><strong>Segment 1</strong></td>
<td>Three (3) General Purpose</td>
<td>Three (3) General Purpose</td>
</tr>
<tr>
<td>(64 Express Lanes)</td>
<td>Two (2) HOT-2 Reversible – WB/AM only</td>
<td>Two (2) HOT-2 Reversible – EB/PM only</td>
</tr>
<tr>
<td><strong>Segment 2b</strong></td>
<td>Three (3) General Purpose</td>
<td>Three (3) General Purpose</td>
</tr>
<tr>
<td>(Between I-264 &amp; I-464)</td>
<td>One (1) HOT-2</td>
<td>One (1) HOT-2</td>
</tr>
<tr>
<td><strong>Segment 2a</strong></td>
<td>Two (2) General Purpose</td>
<td>Two (2) General Purpose</td>
</tr>
<tr>
<td>(High Rise Bridge)</td>
<td>One (1) HOT-2</td>
<td>One (1) HOT-2</td>
</tr>
</tbody>
</table>

He highlighted key facts about the study which include:

- The basis for the travel demand model will be max throughput for traffic forecasting, not max revenue generation.
- Express Lanes segments:
  - Scenario 1: HOT Bi-Directional Hours of Operations – 24 hours per day / 7 days per week; HOT Reversible – 5-9am and 2-6pm
  - Scenario 2: HOT Bi-Directional Hours of Operations – 24 hours per day / 7 days per week; HOT Reversible – 23 hours per day / 7 days per week
- Segment 3 is HOT-3 toll exempt for Scenarios 1 and 2, consistent with the existing procurement activities for HRBT
- Under Scenario 2, Segments 1, 2a, 2b, will operate as HOT-2 toll exempt
• Trucks precluded from using the Express Lanes.

Next steps include:

• January 17, 2019 HRTPO Board Presentation requesting endorsement of the Study Framework Document
• February 15, 2019 Draft Traffic Volumes (Future Horizon year – 2025)
• April 12, 2019 Traffic Volumes + Preliminary In-Progress Operational Analysis Results
• May 3, 2019 DRAFT Traffic Operational Analysis Results
• May 16, 2019 Presentation of Draft findings to Stakeholders at TPO Board Meeting
• June 20, 2019 Presentation of Draft findings to Stakeholders at HRTAC
• Late June/Early July 2019 follow up meeting with Stakeholders, Final Traffic Operational Analysis Results
• July 18, 2019 Presentation of Findings to Stakeholders at HRTPO Board meeting

Following the presentation, the HRTPO Board held an extensive discussion about the scope for this study and the Framework Document. Major comments/areas of concern included the following:

• The study should consider “price sensitivity” and the impact of the proposed HOT network and tolls on regional travel patterns including the movement of freight. Also understanding the value of determining an updated baseline, the current baseline analysis assumes HOT lanes in certain areas
• Member stated that while there is value in establishing an updated baseline, the baseline should not assume HOT lanes. HOT lanes and a HOT lanes network should be evaluated after the new baseline is established
• Concern was expressed that the proposed HOT Lanes network continues to expand in size, and that the Elizabeth River Crossing (ERC) Agreement may be driving the need for HOT lanes rather than congestion relief and regional traffic mobility
• Members also expressed concern about the loss of general purpose lanes to HOT lanes. Members suggested exploring and advocating for a scenario where HOV lanes become HOT lanes only during peak periods opposed to 24/7
• Questions were raised regarding where motorist could enter and exit the proposed HOT Lanes network and what defines the network
• Members asked who is paying for the study and would the study meet the intent of HRTAC funding
• Members stated the region is already paying for these roads and commuters will be paying again through tolls

Mayor Rowe moved to not endorse the VDOT scoping Framework Document in its current scope and requested that VDOT address the comments raised by the HRTPO Board; seconded by Mayor Alexander. The Board unanimously agreed.
Elizabeth River Crossings (ERC) Agreement: Overview and Discussion

Mr. Robert Crum, HRTPO Executive Director, provided background information on the Elizabeth River Crossings (ERC) Agreement. He explained that in April of 2005, the VDOT Commissioner recommended VDOT pursue procurement for, development and operation of a new two-lane tunnel at the Midtown Tunnel and maintenance, safety, and operational improvements to the existing Midtown Tunnel, Existing Downtown Tunnels, and extension of Martin Luther King Freeway from London Boulevard to I-264. In December of 2011, the comprehensive agreement was executed, at a project cost of $2.1 billion, between VDOT and Elizabeth River Crossing (ERC) OPCO LLC for a term of 58 years. ERC was to finance, build, operate, and maintain facilities during the term. VDOT would retain ownership and oversight of the tunnels. Mr. Crum reported ERC has exclusive rights to impose, charge, collect, use and enforce collection and payment of toll revenues in accordance to the terms and agreement. He reported toll rates are set in accordance with the Toll Rate Schedule which he reviewed with the Board. The tolling peak periods are Monday- Friday 5:30 a.m. – 9:30 a.m. and 2:30 p.m. - 7:00 p.m.

Mr. Michael Kimbrel, HRTPO Deputy Executive Director, explained that per the agreement, ERC has the right to receive compensation for financial damages resulting from improvements to “alternate facilities”. ERC damages are based on the difference in the projected cost and revenue related to the project immediately prior to the occurrence of the compensation event and after taking into account the impact of the compensation event.

Facilities listed below that are built and open to traffic during the term of the agreement are considered alternate facilities:

- Construction of Patriots Crossing/Hampton Roads Third Crossing or any other crossing of the James River between the HRBT and MMBT
- Construction of additional general purpose lanes on I-64, including the High Rise Bridge, between I-464 and Bowers Hill
- Expansion of the HRBT
- Construction or capacity expansion of any other facility owned or operated by VDOT that crosses the Elizabeth River or the Southern Branch Elizabeth River north of I-64

After discussion Mayor Rowe recommended creation of a working group comprised of the following HRTPO Board members; Mr. Thomas Shepperd – HRTPO Chair, Mr. Michael Hipple – HRTAC Chair, mayor Rowe, HRTPO Vice Chair, Mayor Alexander – Norfolk, Mr. Sheppard Miller – CTB, Mayor Donnie Tuck – Hampton, Ms. Theresa Danaher – CTAC Chair, Mr. John Reinhart - Virginia Port Authority. The HRTPO Board unanimously agreed.

*Mr. Glover and Mr. Smith depart

HRBT and VITAL Infrastructure

Mr. Keith Nichols, HRTPO Principal Transportation Engineer, briefed the board on the Hampton Roads Bridge Tunnel (HRBT) and a VDOT report pertaining to Very Large,
Indispensable Transportation Asset List (VITAL) structures in Hampton Roads. He noted statewide there are 25 structures; 13 of those are located within Hampton Roads. Mr. Nichols reported VDOT estimates that the thirty year statewide funding needs for VITAL Infrastructure totals $3.6 billion in 2018 dollars. Nearly $2.3 billion is needed for VITAL structures in Hampton Roads. The structure with the highest need throughout Virginia is the South approach bridge structures to the HRBT, at $476 million. This structure was rated as “poor” by bridge inspectors during its most recent inspection. All of the other VITAL structures in Hampton Roads are in “fair” condition.

*Mayor Johnson departs

**Meeting Agenda**

**Public Comment Period**

Mr. Mark Gedulig-Yatrofsky from Portsmouth expressed his concern regarding the proposed tolling of I-81 throughout the Commonwealth.

Mr. Anthony Goodwin from Portsmouth expressed his concern with regard to the ERC agreement.

*A transcription of the public comments made orally during HRTPO Board meetings will be included in the HRTPO Agenda each month. The transcript will also be posted on the HRTPO website when available.*

**Submitted Public Comments**

Chair Shepperd reported there were no submitted public comments in the Agenda packet.

**Consent Agenda**

Approval of Consent Items

A. Minutes
B. HRTPO Financial Statement
C. FY 2019 Budget Amendment
D. MAP 21/FAST Act 2019 Regional Safety Performance Measures and Targets
E. HRTPO Freight Transportation Advisory Committee (FTAC) Membership
F. 2019 Schedule for the Hampton Roads Regional Meetings

Mayor Rowe Moved to approve the Consent Agenda; seconded by Mr. Cheatham. The Motion Carried.

**HRTPO Board Three-Month Tentative Schedule**

Chair Shepperd outlined the HRTPO Board three-month tentative schedule in the Agenda packet.
Minutes of HRTPO Advisory Committee Meetings

Chair Shepperd noted there were summary minutes from the HRTPO Advisory Committee meetings included in the Agenda packet.

For Your Information

Chair Shepperd highlighted the items in the For Your Information section of the Agenda packet.

Old/New Business

There was no Old/New Business

Adjournment

With no further business to come before the Hampton Roads TPO, the meeting adjourned at 12:26 p.m.

______________________________   ______________________________
Thomas G. Shepperd, Jr.               Robert A. Crum, Jr.
Chair                                 Executive Director/Secretary
### HRTPO
#### FISCAL YEAR 2019
#### 12/31/18
#### STATEMENT OF REVENUES AND EXPENDITURES
#### 50% OF FISCAL YEAR COMPLETE

<table>
<thead>
<tr>
<th>REVENUES</th>
<th>Budget</th>
<th>Previous YTD</th>
<th>Current Month</th>
<th>YTD</th>
<th>% Received /Expended</th>
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<td>VDOT-PL SEC 112</td>
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<td>460,574</td>
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<tr>
<td>HRTAC</td>
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<td>28,597</td>
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<tr>
<td>HRTAC - SEIS Feasibility Study</td>
<td>2,865,000</td>
<td>158,821</td>
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<tr>
<td>VDRPT 5303</td>
<td>386,398</td>
<td>114,777</td>
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<td>114,777</td>
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<tr>
<td>SP&amp;R</td>
<td>72,500</td>
<td>26,313</td>
<td></td>
<td>26,313</td>
<td>36%</td>
</tr>
<tr>
<td>Special Contracts/Deferred/Pass Through</td>
<td>409,151</td>
<td>-</td>
<td></td>
<td>-</td>
<td>0%</td>
</tr>
<tr>
<td><strong>Total Revenue</strong></td>
<td><strong>6,563,579</strong></td>
<td><strong>789,083</strong></td>
<td><strong>-</strong></td>
<td><strong>789,083</strong></td>
<td><strong>12%</strong></td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>EXPENDITURES</th>
<th>Budget</th>
<th>Previous YTD</th>
<th>Current Month</th>
<th>YTD</th>
<th>% Received /Expended</th>
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</thead>
<tbody>
<tr>
<td>PERSONNEL</td>
<td>$2,318,996</td>
<td>$766,651</td>
<td>$147,255</td>
<td>$913,905</td>
<td>39%</td>
</tr>
<tr>
<td>STANDARD CONTRACTS</td>
<td>42,638</td>
<td>3,071</td>
<td>1,533</td>
<td>4,604</td>
<td>11%</td>
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<tr>
<td>SPECIAL CONTRACTS/PASS THROUGH</td>
<td>3,179,655</td>
<td>211,985</td>
<td>279,352</td>
<td>491,337</td>
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<tr>
<td>OFFICE SERVICES</td>
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<td>30,692</td>
<td>4,438</td>
<td>35,130</td>
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</tr>
<tr>
<td>INDIRECT COSTS</td>
<td>-</td>
<td>350,903</td>
<td>67,400</td>
<td>418,302</td>
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<tr>
<td><strong>Total Expenses</strong></td>
<td><strong>6,563,579</strong></td>
<td><strong>1,363,301</strong></td>
<td><strong>499,978</strong></td>
<td><strong>1,863,279</strong></td>
<td><strong>28%</strong></td>
</tr>
</tbody>
</table>

| TOTALS                          | -           | $(574,219)   | $(499,978)    | $(1,074,197) |                     |

Attachment 17-B
C. FY 2018-2021 TIP AMENDMENT REQUEST: UPC 110577
HAMPTON ROADS CROSSING STUDY (HRCS) PREFERRED ALTERNATIVE REFINEMENT

The Virginia Department of Transportation (VDOT) has requested to amend the Fiscal Year (FY) 2018-2021 Transportation Improvement Program (TIP) to revise the cost estimate, schedule, allocations, and obligations for one project as described below:

- 110577 – HRCS Preferred Alternative Refinement
  - Revise Cost Estimate as follows:
    - Preliminary Engineering (PE): $30,000,000
    - Right of Way (RW): N/A
    - Construction (CN): N/A
    - Total Cost Estimate: $30,000,000
  - Revise Schedule as follows:
    - Preliminary Engineering (PE) Start: 1/3/2017; End: 2/4/2020
    - Right of Way (RW): N/A
    - Construction (CN): N/A
  - Revise Allocations as follows:
    - Add FY 2019 allocation of $5,000,000 Hampton Roads Transportation Fund (HRTF)
  - Revise Obligations as follows:
    - Remove FY Previous PE Phase Advanced Construction (AC) obligation of $25,000,000
    - Add FY Previous PE Phase Other obligation of $25,000,000
    - Add FY 2019 PE Phase Other obligation of $5,000,000

This request was made available for public review and comment from January 4, 2019 through January 18, 2019. The Transportation Technical Advisory Committee (TTAC) has recommended approval of the TIP amendment.

RECOMMENDED ACTION:
Approve the TIP amendment.
D. FY 2018-2021 TIP AMENDMENT REQUEST: UPC 69050 SHOULders HILL ROAD/ROUTE 17 INTERSECTION IMPROVEMENTS IN SUFFOLK

The Virginia Department of Transportation (VDOT) has requested to amend the Fiscal Year (FY) 2018-2021 Transportation Improvement Program (TIP) to revise the cost estimate, schedule, allocations, and obligations for one project as described below:

- 69050 – Shoulders Hill Road/Route 17 Intersection Improvements
  - Revise Cost Estimate as follows:
    - Preliminary Engineering (PE): $2,875,779
    - Right of Way (RW): $11,000,000
    - Construction (CN) Start: $10,203,728
    - Total Cost Estimate: $24,079,507
  - Revise Schedule as follows:
    - Preliminary Engineering (PE) Start: 9/24/2003; End: 4/1/2019
    - Right of Way (RW) Start: 4/1/2019; End: 12/15/2021
    - Construction (CN) Start: 12/15/2021; End: 10/2/2023
  - Revise Allocations as follows:
    - Revise FY 2018 District Grants Program-State Funds (DGP-STF) allocation to be $4,629,919
    - Revise FY 2019 DGP-STF allocation to be $4,497,299, plus $1,124,325 state match
    - Revise FY 2020 DGP-STF allocation to be $881,423, plus $220,356 state match
    - Revise FY 2021 DGP-STF allocation to be $3,043,452
    - Remove FY Previous Bond Match (BOM) allocation of $159,064
    - Add FY 2018 BOM allocation of $159,064
    - Add FY 2019 BOM allocation of $7,000,631
  - Revise Obligations as follows:
    - Remove FY Previous PE Phase Other obligation of $6,061
    - Remove FY Previous PE Phase Surface Transportation Program/Surface Transportation Block Grant (STP/STBG) obligation of $402,334
    - Revise FY Previous PE Phase Equity Bonus (EB) obligation to be $11,485, plus $2,871 match
    - Add FY Previous PE Phase STP obligation of $792,873, plus $158,205 match
    - Add FY Previous PE Phase Minimum Guarantee (MG) obligation of $42,326, plus $10,582 match
    - Add FY Previous PE Phase Advanced Construction (AC)-Other obligation of $1,857,437
    - Remove FY 2018 PE Phase STP/STBG obligation of $443,138 and $110,785 match
    - Remove FY 2018 PE Phase AC obligation of $1,487,162 and $371,791 match
    - Remove FY 2018 RW Phase AC obligation of $4,000,000 and $1,000,000 match
    - Add FY 2019 RW Phase Highway Infrastructure Program (HIP) obligation of $3,764,187
- Add FY 2019 RW Phase National Highway System/National Highway Performance Program (NHS/NHPP) obligation of $1,101,779
- Add FY 2019 RW Phase AC-Other obligation of $6,134,034

This request was made available for public review and comment from January 4, 2019 through January 18, 2019. The Transportation Technical Advisory Committee (TTAC) has recommended approval of the TIP amendment.

**RECOMMENDED ACTION:**

Approve the TIP amendment.
E. FY 2018-2021 TIP AMENDMENT REQUEST: UPC 105222
ROUTE 134 BRIDGE REPLACEMENT OVER BRICK KILN CREEK

The Virginia Department of Transportation (VDOT) has requested to amend the Fiscal Year (FY) 2018-2021 Transportation Improvement Program (TIP) to revise the cost estimate, schedule, allocations, and obligations for one project as described below:

- 105222 – Route 134 Bridge Replacement over Brick Kiln Creek
  - Revise Cost Estimate as follows:
    - Preliminary Engineering (PE): $961,600
    - Right of Way (RW): $1,026,519
    - Construction (CN) Start: $4,988,424
    - Total Cost Estimate: $6,976,543
  - Revise Schedule as follows:
    - Preliminary Engineering (PE) Start: 5/29/2014; End: 6/14/2017
    - Right of Way (RW) Start: 6/14/2017; End: 6/11/2019
  - Revise Allocations as follows:
    - Remove FY 2018 Surface Transportation Program (STP) allocation of $373,326 and $93,332 match
    - Remove FY 2019 STP allocation of $1,466,325 and $366,581 match
    - Remove FY 2019 Commonwealth Transportation Board/Bridge System (CTB/BRS) allocation of $1,054,881
    - Add FY 2019 CTB allocation of $3,317,677
  - Revise Obligations as follows:
    - Revise FY Previous RW Phase National Highway Performance Program (NHPP) obligation to be $186,312
    - Add FY 2019 CN Phase National Highway System/National Highway Performance Program (NHS/NHPP) obligation of $1,696,410
    - Add FY 2019 CN Phase Advanced Construction (AC) Other obligation of $3,292,014

This request was made available for public review and comment from January 30, 2019 through February 13, 2019. The Transportation Technical Advisory Committee (TTAC) has recommended approval of the TIP amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.
F. FY 2018-2021 TIP AMENDMENT REQUEST: UPC 100921
LONGHILL ROAD WIDENING IN JAMES CITY COUNTY

The Virginia Department of Transportation (VDOT) has requested to amend the Fiscal Year (FY) 2018-2021 Transportation Improvement Program (TIP) to revise the cost estimate, schedule, allocations, and obligations for one project as described below:

- 100921 – Longhill Road Widening
  - Revise Cost Estimate as follows:
    - Preliminary Engineering (PE): $1,731,043
    - Right of Way (RW): $6,466,583
    - Construction (CN): $12,748,742
    - Total Cost Estimate: $20,946,368
  - Revise Schedule as follows:
    - PE Start: 8/24/2016; End: 10/19/2017
    - RW Start: 10/19/2017; End: 4/9/2019
    - CN Start: 4/9/2019; End: 12/16/2021
  - Revise Allocations as follows:
    - Add FY 2018 District Grants Program (DGP) allocation of $2,000,000
    - Add FY 2019 DGP allocation of $2,071,824
    - Remove FY 2021 DGP allocation of $5,408,756
    - Add FY 2018 Urban allocation of $1,146,368
    - Add FY 2019 Federal Demonstration (DEMO) allocation of $1,069,545
    - Add FY 2019 State Match (STM) Funds allocation of $267,387
  - Revise Obligations as follows:
    - Add FY 2019 PE Phase DEMO obligation of $203,795
    - Remove FY 2018 RW Phase Other obligation of $2,333,027
    - Revise FY 2018 RW Phase DEMO obligation to be $7,937,966
    - Add FY 2019 CN Phase DEMO obligation of $1,267,588
    - Add FY 2019 CN Phase Advanced Construction (AC)-Other obligation of $11,481,154

This request was made available for public review and comment from January 4, 2019 through January 18, 2019. The Transportation Technical Advisory Committee (TTAC) has recommended approval of the TIP amendment.

RECOMMENDED ACTION:

Approve the TIP amendment.
G. FY 2018-2021 TIP REVISION: REQUEST TO TRANSFER RSTP FUNDING: UPC 102734, 109075, 109076
MULTIMODAL HIGH-SPEED AND INTERCITY PASSENGER RAIL STATION DEVELOPMENT (PE ONLY) IN NEWPORT NEWS
NEWPORT NEWS TRANSPORTATION CENTER – GRADING, DRAINAGE, & UTILITIES
NEWPORT NEWS TRANSPORTATION CENTER – STATION, PLATFORM, & SITE FINISHES

The City of Newport News has requested to amend the Fiscal Year (FY) 2018-2021 Transportation Improvement Program (TIP) to revise the cost estimates on one project and two of its child projects and to transfer a total of $2,984,472 in Regional Surface Transportation Program (RSTP) funds from one project to these three eligible projects due to cost overruns. The specifics of the request are described:

- **UPC 102734 – Multimodal High-Speed and Intercity Passenger Rail Station Development (PE Only)**
  - Revise Cost Estimate as follows:
    - Preliminary Engineer (PE): $5,361,283
    - Right of Way (RW): N/A
    - Construction (CN): N/A
    - Total: $5,361,283
  - Receive FY 2011 allocation of $246,626 RSTP funds, including state match, from UPC 4483 – Atkinson Boulevard Construction project

- **UPC 109075 – Newport News Transportation Center – Grading, Drainage, & Utilities (child project of UPC 102734)**
  - Revise Cost Estimate as follows:
    - Preliminary Engineer (PE): N/A
    - Right of Way (RW): N/A
    - Construction (CN): $8,142,550
    - Total: $8,142,550
  - Receive FY 2011 allocation of $54,794 FY 2011 RSTP funds, including state match, from UPC 4483 – Atkinson Boulevard Construction project
  - Receive FY 2019 allocation of $2,262,132 FY 2019 RSTP funds, including state match, from UPC 4483 – Atkinson Boulevard Construction project

- **UPC 109076 – Newport News Transportation Center – Station, Platform, & Site Finishes (child project of UPC 102734)**
  - Revise Cost Estimate as follows:
    - Preliminary Engineer (PE): N/A
    - Right of Way (RW): N/A
    - Construction (CN): $14,632,204
    - Total: $14,632,204
  - Receive FY 2011 allocation of $98,580 FY 2011 RSTP funds, including state match, from UPC 4483 – Atkinson Boulevard Construction project
  - Receive FY 2020 allocation of $322,340 FY 2020 RSTP funds, including state match, from UPC 4483 – Atkinson Boulevard Construction project
Should the HRTPO approve the funding transfers described above, the FY 2018-2021 Transportation Improvement Program (TIP) will be amended to update the funding information associated with the projects. This request was made available for public review and comment from January 30, 2019 through February 13, 2019. The Transportation Technical Advisory Committee (TTAC) has recommended approval of the TIP amendment.

**RECOMMENDED ACTION:**
Approve the proposed project funding transfers and associated TIP amendment.
H. FY 2018-2021 TIP REVISION: REQUEST TO TRANSFER RSTP FUNDING: UPC 112318 ELBOW ROAD EXTENDED PHASE II-D IN VIRGINIA BEACH

The City of Virginia Beach has requested to amend the Fiscal Year (FY) 2018-2021 Transportation Improvement Program (TIP) to transfer a total of $9,081,732 in FY 2024 Regional Surface Transportation Program (RSTP) funds from one project to another eligible project within the City. The specifics of the request are described below:

- UPC 112318 – Elbow Road Extended Phase II-D (child project of UPC 15828)
  - Receive $9,081,732 in FY 2024 RSTP funds, including state match, from UPC 15828 – Elbow Road Extended Phase II-B

Should the HRTPO approve the funding transfers described above, the FY 2018-2021 Transportation Improvement Program (TIP) will be amended to update the funding information associated with the projects. This request was made available for public review and comment from January 4, 2019 through January 18, 2019. The Transportation Technical Advisory Committee (TTAC) has recommended approval of the TIP amendment.

RECOMMENDED ACTION:

Approve the proposed funding transfer and the associated TIP amendment.
I. 2019 INFRA GRANT PROGRAM: REQUEST FOR HRTPO RESOLUTION OF SUPPORT FOR THE I-64 HAMPTON ROADS BRIDGE-TUNNEL (HRBT) EXPANSION PROJECT

On December 21, 2018, the U.S. Department of Transportation published a Notice of Funding Opportunity to apply for $950 million in discretionary grant funding through the Infrastructure for Rebuilding America (INFRA) program.

Projects for INFRA will be evaluated based on four key objectives:

- Supporting economic vitality at the national and regional level
- Leveraging Federal funding to attract non-Federal sources of infrastructure investment
- Deploying innovative technology, encouraging innovative approaches to project delivery, and incentivizing the use of innovative financing
- Holding grant recipients accountable for their performance

The HRTPO intends to file an INFRA grant program application for the I-64 HRBT Expansion project which is the number one regional priority project in the Hampton Roads region. The project will expand the Hampton Roads Bridge-Tunnel to allow for eight lanes of capacity across the Hampton Roads Harbor and improve the I-64 corridor to provide six lanes of capacity from Settlers Landing Road interchange in Hampton to the I-564 interchange in Norfolk. The total cost of the project is approximately $3.562 billion.

The deadline to submit an application for the FY 2019 INFRA discretionary grants program is March 4, 2019 by 8:00 p.m. EST.

Attachment 17-1

RECOMMENDED ACTION:

Approve Resolution 2019-03 for the HRTPO submittal of the I-64 HRBT Expansion project for the INFRA Grant program.
HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION
BOARD RESOLUTION 2019-03

A RESOLUTION OF SUPPORT FROM THE HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION FOR SUBMISSION OF THE INTERSTATE 64 HAMPTON ROADS BRIDGE-TUNNEL EXPANSION PROJECT FOR EVALUATION UNDER THE INFRA GRANT PROGRAM.

WHEREAS, On December 21, 2018, the U.S. Department of Transportation published a Notice of Funding Opportunity to apply for $950 million in discretionary grant funding through the Infrastructure for Rebuilding America (INFRA) program; and

WHEREAS, Projects for INFRA will be evaluated based on four key objectives:
- Supporting economic vitality at the national and regional level
- Leveraging Federal funding to attract non-Federal sources of infrastructure investment
- Deploying innovative technology, encouraging innovative approaches to project delivery, and incentivizing the use of innovative financing
- Holding grant recipients accountable for their performance; and

WHEREAS, the Hampton Roads Transportation Planning Organization (HRTPO), during its meeting on February 21, 2019, approved the I-64 Hampton Roads Bridge-Tunnel Expansion Project to be submitted for evaluation under the INFRA Grant program; and

WHEREAS, the I-64 HRBT Expansion project is the number one regional priority project in the Hampton Roads region and currently has no federal or state funding on it; and

WHEREAS, the project will expand the Hampton Roads Bridge-Tunnel to allow for eight lanes of capacity across the Hampton Roads Harbor and improve the I-64 corridor to provide six lanes of capacity from Settlers Landing Road interchange in Hampton to the I-564 interchange in Norfolk.

NOW, THEREFORE, BE IT RESOLVED, that the HRTPO hereby supports the following project to be submitted for evaluation under the INFRA Grant Program:

- I-64 Hampton Roads Bridge-Tunnel Expansion Project

This Action was APPROVED and ADOPTED by the Hampton Roads Transportation Planning Organization Board at its meeting on the 21st day of February, 2019.

__________________________________  ____________________________________
Thomas G. Shepperd, Jr.                    Robert A. Crum, Jr.
Chair                                      Executive Director
Hampton Roads Transportation              Hampton Roads Transportation
Planning Organization                     Planning Organization

Attachment 17-I
J. 2019 INFRA GRANT PROGRAM: LETTER OF ENDORSEMENT REQUEST: LASKIN ROAD PHASE I-B

On December 21, 2018, the U.S. Department of Transportation published a Notice of Funding Opportunity to apply for $950 million in discretionary grant funding through the Infrastructure for Rebuilding America (INFRA) program.

Projects for INFRA will be evaluated based on four key objectives:

- Supporting economic vitality at the national and regional level
- Leveraging Federal funding to attract non-Federal sources of infrastructure investment
- Deploying innovative technology, encouraging innovative approaches to project delivery, and incentivizing the use of innovative financing
- Holding grant recipients accountable for their performance

The City of Virginia Beach intends to file an INFRA grant program application for the Laskin Road Phase I-B project. The total cost for the Laskin Road Phase I-B project is approximately $32.2 million. Roughly $2.2 million of local funds have been expended on the project for preliminary engineering leaving a $30 million balance to complete. The City’s INFRA Grant application will request 60% of the $30 million balance to complete ($18 million) with the City funding the remaining 40% ($12 million).

The deadline to submit an application for the FY 2019 INFRA discretionary grants program is March 4, 2019 by 8:00 p.m. EST.

The City of Virginia Beach has requested an HRTPO Letter of Endorsement to accompany its INFRA grant application submittal.

The Transportation Technical Advisory Committee (TTAC) has recommended approval of the endorsement letter.

RECOMMENDED ACTION:

Approve a Letter of Endorsement for the proposed INFRA project submittal for the Virginia Beach.
K. HAMPTON ROADS 2045 SOCIOECONOMIC FORECAST AND TRANSPORTATION ANALYSIS ZONE (TAZ) ALLOCATION: FINAL REPORT

As part of the development of the regional Long-Range Transportation Plan (LRTP), candidate transportation projects are evaluated for project utility, economic vitality, and project viability. An important tool in evaluating candidate projects is the regional travel demand, which requires existing and future socioeconomic data at the Transportation Analysis Zone (TAZ) level (TAZs represent an area containing similar land use and socioeconomic data such as population, employment, automobile ownership, etc., and are the base geographic unit of analysis used in the regional travel demand model to forecast trip volumes, commuting patterns, and modes of travel).

In July of 2017, the HRTPO Board approved the 2045 Socioeconomic Forecast. In July of 2018, the HRTPO Board approved updated base year (2015) socioeconomic data and TAZ boundaries. In August of 2018, localities were asked to allocate the 2045 Socioeconomic Control Totals for Households and Employment (Total, Retail, Industrial, Office, and Other Non-Retail Employment) to their respective TAZs. Using this submitted data allocation, and in consultation and coordination with locality staff, HRTPO staff calculated the remaining socioeconomic TAZ totals for Population, Passenger Vehicles, and Workers.

The draft report was presented to the HRTPO Transportation Technical Advisory Committee (TTAC) at its January 9, 2019 meeting. The report was made available for public review and comment from January 9, 2019 through January 23, 2019. No public comments were received.

Enclosure 17-K: Hampton Roads 2045 Socioeconomic Forecast and Transportation Analysis Zone (TAZ) Allocation

RECOMMENDED ACTION:

Approve the report for public distribution.
L. **AUTHORIZING RESOLUTIONS FOR FY 2020 FEDERAL AND STATE GRANT APPLICATIONS**

Each year, the HRTPO applies for regional planning funds under two federal programs that supplement the primary planning funds the HRTPO receives under the Federal Highway Administration (FHWA) Section 112 Metropolitan Planning (PL) Funds program. One is the Federal Transit Administration (FTA) Section 5303 program and the other is the FHWA State Planning and Research (SPR) Funds program.

Section 5303 funds are designated for transit planning and research activities. The FTA apportions Section 5303 funds for Virginia to the Virginia Department of Rail and Public Transportation (DRPT). Virginia Metropolitan Planning Organizations (MPOs) receive their apportionments from DRPT based on an urbanized area population-based formula. These funds require a 20% match, which is typically divided between the state and the MPO or transit agency, each contributing 10%. The HRTPO retains a portion of Section 5303 funds and allots the remaining funds to Hampton Roads Transit, Williamsburg Area Transit Authority, and Suffolk Transit via pass-through agreements.

SPR funds are administered by VDOT and are the primary source of funding for statewide long-range transportation planning in non-urbanized areas within the Commonwealth. SPR funds require matching funds of 20%.

Both programs require a resolution authorizing the HRTPO Executive Director to:

- File an application for the funds on behalf of the HRTPO
- Execute and file all necessary certifications and assurances, as well as any other documents or information required for the application
- Execute a grant agreement on behalf of the HRTPO

The resolutions (attached) also certify that the local share required to match the federal funds shall be made available from resources available to the HRTPO.

Attachment 17-L1: HRTPO Board Resolution 2019-01 – FTA Section 5303 Program
Attachment 17-L2: HRTPO Board Resolution 2019-02 – SPR Program

**RECOMMENDED ACTION:**

Approve the resolutions and authorize the Executive Director to file applications and execute the associated documents for the FY 2020 FTA Section 5303 and SPR funding programs.
HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION
BOARD RESOLUTION 2019-01

A RESOLUTION OF THE HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION
AUTHORIZING THE FILING OF AN APPLICATION WITH THE VIRGINIA DEPARTMENT OF RAIL
AND PUBLIC TRANSPORTATION FOR GRANTS OF FEDERAL FUNDS UNDER THE FEDERAL
TRANSIT ADMINISTRATION SECTION 5303 PROGRAM AND STATE MATCHING FUNDS.

WHEREAS, the contract for financial assistance will impose certain obligations upon this Body,
including the provision of the local funds to support project costs; and

WHEREAS, a recipient of Federal Transit Administration Funding is required to provide
certifications and assurances that all pertinent Federal statutes, regulations, executive orders and
directives will be obeyed and it is the intent of this Body to comply fully with all required
certifications and assurances.

NOW, THEREFORE, BE IT RESOLVED by the Hampton Roads Transportation Planning Organization
that the Executive Director is authorized to:

1. Prepare and file an application on behalf of Hampton Roads Transportation Planning
   Organization with the Virginia Department of Rail and Public Transportation for federal and
   state financial assistance under the Federal Transit Administration Section 5303 Program
   and State Aid Program;

2. Execute and file with such application all necessary certifications and assurances or any
   other documents or information required by Virginia Department of Rail and Public
   Transportation in connection with the application or the project;

3. Execute a grant agreement on behalf of the Hampton Roads Transportation Planning
   Organization with the Virginia Department of Rail and Public Transportation for the use of
   FTA Section 5303 Program and State Aid Program funds.

BE IT FURTHER RESOLVED that the Hampton Roads Transportation Planning Organization
certifies that the local share required to match the federal funds identified in the application shall
be made available from resources available to this Body.

APPROVED and ADOPTED by the Hampton Roads Transportation Planning Organization Board at
its meeting on the 21st day of February, 2019.

______________________________________  _______________________________________
Thomas G. Shepperd, Jr.                     Robert A. Crum, Jr.
Chair                                        Executive Director/Secretary
Hampton Roads Transportation Planning Organization
Hampton Roads Transportation Planning Organization
HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION
BOARD RESOLUTION 2019-02

A RESOLUTION OF THE HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION DIRECTING STAFF TO ASSIST THE VIRGINIA DEPARTMENT OF TRANSPORTATION IN TRANSPORTATION RELATED MATTERS AS NECESSARY TO COMPLY WITH THE PROVISIONS OF 23 USC 135.

WHEREAS, the Virginia Department of Transportation (VDOT) is seeking assistance in transportation planning related matters for the Hampton Roads Transportation Planning Organization (HRTPO) to comply with based on the provisions of 23 USC 135; and

WHEREAS, the Federal State, Planning and Research (SP&R) funds in the amount of $58,000 are being made available to the HRTPO for the period of July 1, 2019, through June 30, 2020; and

WHEREAS, the HRTPO elects to provide the local share match of $14,500 to utilize SP&R funds for the benefit of the local jurisdictions comprising the Hampton Roads region.

NOW, THEREFORE, BE IT RESOLVED by the Hampton Roads Transportation Planning Organization that the Executive Director is directed, for and on behalf of the Hampton Roads Transportation Planning Organization, to furnish such documents and other information as may be required to qualify for authorization under the agreement with VDOT and to administer such SP&R funds made available, certifying that they shall be administered in accordance with the provisions of 23 CFR Part 420, State, Planning and Research Program Administration.

APPROVED and ADOPTED by the Hampton Roads Transportation Planning Organization Board at its meeting on the 21st day of February, 2019.

_________________________  ____________________________
Thomas G. Shepperd, Jr.    Robert A. Crum, Jr.
Chair                      Executive Director
Hampton Roads Transportation Planning Organization

Attachment 17-L2
M. REGIONAL CONNECTORS STUDY

This item was presented under Workshop Agenda Item #12.

RECOMMENDED ACTION:

A. Approve the recommendation from the RCS Steering Committee and Working Group to decouple the timeline for the RCS and the 2045 LRTP.

B. Approve the Regional Connectors Study (scaled-down) Phase 2 Scope of Work, Schedule, and Cost and authorize the Executive Director to enter into a contract with the consultant.

N. COMMUNITY TRANSPORTATION ADVISORY COMMITTEE: OPPORTUNITIES TO EXPAND RESPONSIBILITIES

This item was presented under Workshop Agenda Item #13.

RECOMMENDED ACTION:

Endorse expanding the duties of the Community Transportation Advisory Committee (CTAC) to include both HRPDC and HRTPO activities.
ITEM #18: HRTPO BOARD THREE-MONTH TENTATIVE SCHEDULE

March 2019
*Thursday, March 21, 2019: 10:30 a.m. – 12:00 p.m.*
*Per the regional meeting schedule, there is no March Board meeting*

April 2019
*Thursday, April 18, 2019: 10:30 a.m. – 12:00 p.m.*

- Southampton County Active Transportation Plan: Final
- FY 2020 Unified Planning Work Program: Draft
- Regional Performance Measures – System Performance Report
- Economic Impact of Bike Facilities – Phase One: Final Report
- Congestion Management Study: Update

May 16, 2019
*Thursday, May 16, 2019: 10:30 a.m. – 12:00 p.m.*

- FY 2020 Unified Planning Work Program: Final
- Transportation Improvement Program (TIP) Amendment: Performance Measures Update
ITEM #19: MINUTES OF HRTPO ADVISORY COMMITTEE MEETINGS

FREIGHT TRANSPORTATION ADVISORY COMMITTEE (FTAC)
The summary minutes of the December 12, 2018 meeting of the Freight Transportation Advisory Committee can be found on the HRTPO website at the following link: https://www.hrtpo.org/uploads/docs/FTAC%20Minutes%20-%2012-12-18.pdf

TRANSPORTATION TECHNICAL ADVISORY COMMITTEE (TTAC)
The summary minutes of the January 9, 2019 meeting of the Transportation Technical Advisory Committee can be found on the HRTPO website at the following link: https://www.hrtpo.org/uploads/docs/010919%20TTAC%20Minutes.pdf
ITEM #20: FOR YOUR INFORMATION

A. HAMPTON ROADS TRANSPORTATION FUND (HRTF): MONTHLY FINANCIAL REPORT

The Virginia Department of Transportation (VDOT) provides the HRTPO with monthly financial reports relating to the HRTF including the following information:

- Revenue from sources as detailed by the collecting agency
- Interest earnings
- Expenditures reflecting both the program (HRTF) total as well as project totals
- The current cash position/balance in the HRTF as well as forecasted cash position/balance

Attachment 20-A

B. HRTAC PROGRAM DEVELOPMENT MONTHLY EXECUTIVE REPORT

VDOT provides monthly reports to the Hampton Roads Transportation Accountability Commission (HRTAC) staff on the status of the Regional Priority Projects.

Handout

C. SMART SCALE ROUND 3 UPDATE

SMART SCALE is about investing limited tax dollars in the right projects that meet the most critical transportation needs in Virginia. In accordance with the SMART SCALE Policy Guide, the Office of Intermodal Planning and Investment, the Virginia Department of Transportation, and the Virginia Department of Rail and Public Transportation have completed evaluation of the SMART SCALE applications. As scheduled, the SMART SCALE project scores were released to the public and presented to the Commonwealth Transportation Board (CTB) on January 15, 2019.

In a presentation to the CTB, Deputy Secretary of Transportation Nick Donohue briefly discussed the process to-date and presented a SMART SCALE Recommended Scenario of projects and funding for consideration by the CTB. The Recommended Scenario lists projects recommended for funding in each VDOT construction district based on Benefit Score/SMART SCALE Cost ranks. The CTB will consider the Recommended Scenario over the next few months and may make changes to the projects that will ultimately be funded.

Deputy Secretary Donohue’s presentation to the CTB may be accessed on the CTB website at: http://www.ctb.virginia.gov/resources/2019/jan/pres/6_smart_scale_round_3.pdf

For more information on SMART SCALE, including detailed scoring information for each of the 433 projects evaluated this year, visit the SMART SCALE website at vasmartscale.org/.
The HRTAC staff has prepared the attached December 2018 financial report based on data received to date from the Virginia Department of Transportation.

**Revenues**

<table>
<thead>
<tr>
<th>Description</th>
<th>Inception to December 2018</th>
<th>FY2019 YTD</th>
<th>December 2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Gross Revenues</td>
<td>1,511,443,077.04</td>
<td>116,663,147.16</td>
<td>20,857,783.08</td>
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<tr>
<td>State Sales &amp; Use Tax</td>
<td>695,695,818.07</td>
<td>63,314,287.94</td>
<td>11,338,875.67</td>
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<td>Local Fuels Tax(^1)</td>
<td>202,664,388.95</td>
<td>40,024,730.29</td>
<td>6,222,494.45</td>
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<td>Interest</td>
<td>2,676,337.68</td>
<td>399,026.23</td>
<td>91,681.31</td>
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<tr>
<td>Investment Income</td>
<td>27,136,459.01</td>
<td>12,925,102.70</td>
<td>3,204,731.65</td>
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<tr>
<td>Bond Proceeds</td>
<td>583,270,073</td>
<td>-</td>
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</table>

**Expenditures**

<table>
<thead>
<tr>
<th>Description</th>
<th>Inception to December 2018</th>
<th>FY2019 YTD</th>
<th>December 2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Expenditures</td>
<td>330,974,261.49</td>
<td>47,888,570.09</td>
<td>2,279,321.83</td>
</tr>
<tr>
<td>Projects</td>
<td>300,914,846.70</td>
<td>33,788,821.98</td>
<td>-</td>
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<tr>
<td>Total DMV &amp; Dept. of Tax</td>
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<tr>
<td>Administrative Fees</td>
<td>626,745.07</td>
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<td>Investment Fees</td>
<td>1,012,842.10</td>
<td>114,833.91</td>
<td>19,391.03</td>
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<td>Bond Expenses</td>
<td>24,291,548.94</td>
<td>12,912,573.22</td>
<td>2,140,041.97</td>
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<td>Operating Expenses</td>
<td>4,128,277.68</td>
<td>1,072,340.98</td>
<td>119,888.83</td>
</tr>
</tbody>
</table>

**Cash Balance**

- **December 31, 2018 Ending Cash Balance**: $1,180,468,816

**Encumbered Balance**

- **Balance of Encumbered (through FY2022)**: $905,013,248
  - Allocation: 1,205,928,095
  - Less: Project Expenditures: 300,914,847

Attachment 20-A
<table>
<thead>
<tr>
<th>Portfolio</th>
<th>Yield at Cost</th>
<th>Yield at Market</th>
<th>Balances at Cost</th>
<th>Balances at Market</th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Union Checking</td>
<td>0.00%</td>
<td>0.00%</td>
<td>1,000,000</td>
<td>1,000,000</td>
<td>0.09%</td>
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<tr>
<td>Union Sweep</td>
<td>2.00%</td>
<td>2.00%</td>
<td>18,022,879</td>
<td>18,022,879</td>
<td>1.55%</td>
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<td>Union Money Market</td>
<td>2.00%</td>
<td>2.00%</td>
<td>38,563,715</td>
<td>38,563,715</td>
<td>3.32%</td>
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<tr>
<td>Union General</td>
<td>2.00%</td>
<td>2.00%</td>
<td>16,085,451</td>
<td>16,085,451</td>
<td>1.38%</td>
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<tr>
<td>VA LGIP</td>
<td>2.45%</td>
<td>2.45%</td>
<td>448,721,549</td>
<td>448,721,549</td>
<td>38.59%</td>
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<tr>
<td>Enhanced Cash Portfolio</td>
<td>2.32%</td>
<td>2.66%</td>
<td>201,997,863</td>
<td>202,053,586</td>
<td>17.38%</td>
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<tr>
<td>Core Portfolio</td>
<td>2.07%</td>
<td>2.61%</td>
<td>128,216,016</td>
<td>127,738,701</td>
<td>10.98%</td>
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<tr>
<td>SNAP Fund</td>
<td>2.57%</td>
<td>2.57%</td>
<td>310,685,820</td>
<td>310,685,820</td>
<td>26.72%</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>$ 1,163,293,294</strong></td>
<td><strong>$ 1,162,871,702</strong></td>
<td></td>
<td></td>
<td><strong>100.00%</strong></td>
</tr>
</tbody>
</table>

**Total Maturity Distribution**

- Overnight: 71.7%
- Under 6 Months: 7.5%
- 6 - 12 Months: 5.4%
- 1 - 2 Years: 11.6%
- 2 - 3 Years: 3.9%

**Sector Distribution**

- U.S. Treasuries: 10.9%
- VA LGIP: 38.6%
- SNAP Fund: 26.7%
- Federal Agencies: 6.8%
- Certificates of Deposit: 2.8%
- Corporate Notes/Bonds: 3.8%
- Commercial Paper: 3.8%
- Supranationals: 0.2%
- Bank Deposits: 6.3%

**Credit Distribution**

- AAAm: 65.3%
- AAA: 0.3%
- AA+: 18.3%
- AA: 0.8%
- AA-: 2.8%
- A-1+ (Short-term): 1.3%
- A-1 (Short-term): 4.8%
- SPDA: 6.3%

*All charts are based on market value as of 12/31/18
This material is for general informational purposes only and is not intended to provide specific advice or a specific recommendation.*
### Hampton Roads Transportation Accountability Commission

#### Interest and Investment Income

**Inception - December 2018**

<table>
<thead>
<tr>
<th></th>
<th>FY2014</th>
<th>FY2015</th>
<th>FY2016</th>
<th>FY2017</th>
<th>FY2018</th>
<th>FY2019</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>HRTF Interest Income</strong></td>
<td>363,855</td>
<td>1,027,959</td>
<td>272,261</td>
<td>291,738</td>
<td>321,499</td>
<td>399,026</td>
<td>2,676,338</td>
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<td><strong>HRTF Investment Income</strong></td>
<td>-</td>
<td>368,310</td>
<td>3,993,773</td>
<td>980,870</td>
<td>8,868,404</td>
<td>12,925,103</td>
<td>27,136,460</td>
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<tr>
<td><strong>Total</strong></td>
<td>363,855</td>
<td>1,396,269</td>
<td>4,266,033</td>
<td>1,272,608</td>
<td>9,189,903</td>
<td>13,324,129</td>
<td>29,812,798</td>
</tr>
</tbody>
</table>

**Notes:**

"HRTF Interest Income" includes interest from Union Bank money market, sweep, and general accounts, as well as Regional Tax Interest Refund adjustments in November and December 2018.

"HRTF Investment Income" in FY2019 includes income from PFMAM (US Bank) core and enhanced cash portfolios, LGIP, and SNAP accounts. FY2014-2018 totals also include income from Sterling and Union Bank.
# Cumulative Balance of Funds

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<tbody>
<tr>
<td><strong>Gross Revenue</strong></td>
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<tr>
<td>Sales &amp; Use Tax</td>
<td>$557,847,384</td>
<td>$145,141,987</td>
<td>$2,072,150</td>
<td>$7,275,445</td>
<td>$174,164,938</td>
<td>$598,214</td>
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<td>$12,694,909</td>
<td>$30,000</td>
<td>$2,682,993</td>
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<tr>
<td>Fuels Tax</td>
<td>$145,141,987</td>
<td>$2,072,150</td>
<td>$7,275,445</td>
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<td>$598,214</td>
<td>$777,735</td>
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<td>$30,000</td>
<td>$2,682,993</td>
</tr>
<tr>
<td>Interest</td>
<td>$7,275,445</td>
<td>$2,072,150</td>
<td>$7,275,445</td>
<td>$174,164,938</td>
<td>$598,214</td>
<td>$777,735</td>
<td>$30,000</td>
<td>$2,682,993</td>
<td>$178,253,880</td>
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<tr>
<td><strong>Total</strong></td>
<td>$137,848,343</td>
<td>$17,414,198</td>
<td>$2,072,150</td>
<td>$7,275,445</td>
<td>$174,164,938</td>
<td>$598,214</td>
<td>$777,735</td>
<td>$30,000</td>
<td>$2,682,993</td>
<td>$178,253,880</td>
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<td><strong>Expenditures</strong></td>
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<tr>
<td>Projects</td>
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<td>$178,253,880</td>
<td>$30,000</td>
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<td>Operating Expenses</td>
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<tr>
<td><strong>Total</strong></td>
<td>$12,694,909</td>
<td>$30,000</td>
<td>$2,682,993</td>
<td>$178,253,880</td>
<td>$30,000</td>
<td>$2,682,993</td>
<td>$178,253,880</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Cumulative Balance</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total 1/13 - 12/18</td>
<td>$534,083,086</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Note: November 2018 Wholesale Fuels Tax revenue included a $9,865,900 Special Audit Assessment adjustment sourced from vendor audit settlement.
<table>
<thead>
<tr>
<th>Month</th>
<th>Total</th>
<th>Investment Income</th>
<th>Interest</th>
<th>Fuel Tax</th>
<th>Sales &amp; Use Tax</th>
</tr>
</thead>
<tbody>
<tr>
<td>January 2018</td>
<td>15,119,840</td>
<td>21,604</td>
<td>50,649</td>
<td>1,911,499</td>
<td>13,136,088</td>
</tr>
<tr>
<td>February 2018</td>
<td>12,122,826</td>
<td>472,937</td>
<td>26,162</td>
<td>2,345,825</td>
<td>9,277,902</td>
</tr>
<tr>
<td>March 2018</td>
<td>13,353,850</td>
<td>1,510,926</td>
<td>14,047</td>
<td>2,175,834</td>
<td>9,653,043</td>
</tr>
<tr>
<td>April 2018</td>
<td>15,984,450</td>
<td>1,261,322</td>
<td>38,679</td>
<td>2,875,877</td>
<td>11,808,571</td>
</tr>
<tr>
<td>May 2018</td>
<td>16,826,642</td>
<td>2,102,371</td>
<td>11,448</td>
<td>3,315,903</td>
<td>11,396,920</td>
</tr>
<tr>
<td>June 2018</td>
<td>25,765,281</td>
<td>1,566,751</td>
<td>64,177</td>
<td>4,872,732</td>
<td>19,261,622</td>
</tr>
<tr>
<td>July 2018</td>
<td>10,575,751</td>
<td>1,713,874</td>
<td>22,876</td>
<td>3,397,281</td>
<td>5,441,719</td>
</tr>
<tr>
<td>August 2018</td>
<td>17,887,332</td>
<td>2,246,682</td>
<td>23,076</td>
<td>3,650,132</td>
<td>11,967,441</td>
</tr>
<tr>
<td>September 2018</td>
<td>18,526,009</td>
<td>1,475,698</td>
<td>22,427</td>
<td>4,887,644</td>
<td>12,140,239</td>
</tr>
<tr>
<td>October 2018</td>
<td>18,130,893</td>
<td>1,929,878</td>
<td>106,220</td>
<td>4,981,889</td>
<td>11,112,906</td>
</tr>
<tr>
<td>November 2018</td>
<td>30,685,379</td>
<td>2354239</td>
<td>132745</td>
<td>16,885,289</td>
<td>11,313,107</td>
</tr>
<tr>
<td>December 2018</td>
<td>20,857,783</td>
<td>3204732</td>
<td>91681</td>
<td>6,222,494</td>
<td>11,338,876</td>
</tr>
</tbody>
</table>

Note: November 2018 Wholesale Fuels Tax revenue included a $9,865,900 Special Audit Assessment adjustment sourced from vendor audit settlement.
### Table 1 - Total HRTF Revenues

**Hampton Roads Transportation Fund (HRTF)**

**Total of Sales & Use and Fuels Taxes**

**Fiscal Year 2019**

<table>
<thead>
<tr>
<th>Locality</th>
<th>Total FY2018 - FY2018</th>
<th>Previous FY2019</th>
<th>December 2018</th>
<th>Total YTD FY2019</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chesapeake</td>
<td>$147,236,022</td>
<td>$14,175,594</td>
<td>$3,318,882</td>
<td>$17,494,476</td>
<td>$164,730,498</td>
</tr>
<tr>
<td>Franklin</td>
<td>6,948,460</td>
<td>2,119,159</td>
<td>197,602</td>
<td>2,316,760</td>
<td>9,265,220</td>
</tr>
<tr>
<td>Hampton</td>
<td>58,500,732</td>
<td>5,403,127</td>
<td>1,304,305</td>
<td>6,707,432</td>
<td>65,208,163</td>
</tr>
<tr>
<td>Isle of Wight</td>
<td>12,642,687</td>
<td>1,261,999</td>
<td>275,785</td>
<td>1,537,785</td>
<td>14,180,472</td>
</tr>
<tr>
<td>James City</td>
<td>36,264,394</td>
<td>4,106,989</td>
<td>693,139</td>
<td>4,800,128</td>
<td>41,064,522</td>
</tr>
<tr>
<td>Newport News</td>
<td>84,666,138</td>
<td>9,246,040</td>
<td>1,961,969</td>
<td>11,208,008</td>
<td>95,874,147</td>
</tr>
<tr>
<td>Norfolk</td>
<td>110,055,359</td>
<td>12,545,702</td>
<td>2,536,418</td>
<td>15,082,121</td>
<td>125,137,480</td>
</tr>
<tr>
<td>Poquoson</td>
<td>1,951,914</td>
<td>348,882</td>
<td>55,535</td>
<td>404,416</td>
<td>2,356,330</td>
</tr>
<tr>
<td>Portsmouth</td>
<td>27,556,845</td>
<td>3,149,845</td>
<td>605,778</td>
<td>3,755,623</td>
<td>31,312,468</td>
</tr>
<tr>
<td>Southampton</td>
<td>3,884,792</td>
<td>537,217</td>
<td>117,103</td>
<td>654,320</td>
<td>4,539,112</td>
</tr>
<tr>
<td>Suffolk</td>
<td>38,008,550</td>
<td>5,105,056</td>
<td>980,426</td>
<td>6,085,481</td>
<td>44,094,031</td>
</tr>
<tr>
<td>Virginia Beach</td>
<td>213,559,761</td>
<td>22,553,893</td>
<td>4,384,191</td>
<td>26,938,084</td>
<td>240,497,845</td>
</tr>
<tr>
<td>Williamsburg</td>
<td>17,504,774</td>
<td>1,422,709</td>
<td>354,657</td>
<td>1,777,366</td>
<td>19,282,141</td>
</tr>
<tr>
<td>York</td>
<td>36,240,760</td>
<td>3,801,436</td>
<td>775,581</td>
<td>4,577,017</td>
<td>40,817,777</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>795,021,187</td>
<td>85,777,648</td>
<td>17,561,370</td>
<td>103,339,018</td>
<td>898,360,207</td>
</tr>
<tr>
<td>Interest&lt;sup&gt;a&lt;/sup&gt;</td>
<td>2,277,311</td>
<td>307,345</td>
<td>91,681</td>
<td>399,026</td>
<td>2,676,338</td>
</tr>
<tr>
<td>Investment Income&lt;sup&gt;b&lt;/sup&gt;</td>
<td>14,211,356</td>
<td>9,720,371</td>
<td>3,204,732</td>
<td>12,925,103</td>
<td>27,136,459</td>
</tr>
<tr>
<td>Bond Proceeds</td>
<td>583,270,073</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>583,270,073</td>
</tr>
<tr>
<td><strong>Total Revenues</strong></td>
<td>1,394,779,928</td>
<td>95,805,364</td>
<td>20,857,783</td>
<td>116,663,147</td>
<td>1,511,443,077</td>
</tr>
<tr>
<td>Project Expenses</td>
<td>(267,126,025)</td>
<td>(33,788,822)</td>
<td>-</td>
<td>(33,788,822)</td>
<td>(300,914,847)</td>
</tr>
<tr>
<td>DVM and Dept of Tax Admin Fees</td>
<td>(626,745)</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>(626,745)</td>
</tr>
<tr>
<td>Investment Fees (Sterling&amp;PFMAM)</td>
<td>(898,008)</td>
<td>(95,443)</td>
<td>(19,391)</td>
<td>(114,834)</td>
<td>(1,012,842)</td>
</tr>
<tr>
<td>Bond Expenses</td>
<td>(11,378,976)</td>
<td>(10,772,531)</td>
<td>(2,140,042)</td>
<td>(12,912,573)</td>
<td>(24,291,549)</td>
</tr>
<tr>
<td>Operating Expense</td>
<td>(3,055,937)</td>
<td>(952,452)</td>
<td>(119,889)</td>
<td>(1,072,341)</td>
<td>(4,128,278)</td>
</tr>
<tr>
<td>Cash Balance</td>
<td>1,111,694,238</td>
<td>50,196,116</td>
<td>18,578,461</td>
<td>68,774,577</td>
<td>1,180,468,816</td>
</tr>
<tr>
<td>Less Balance of Encumbered</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>(905,013,248)</td>
</tr>
<tr>
<td>Net Available Cash</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>275,455,568</td>
</tr>
<tr>
<td>Updated Forecast</td>
<td>819,145,037</td>
<td>52,656,595</td>
<td>16,169,971</td>
<td>84,698,062</td>
<td>903,843,099</td>
</tr>
<tr>
<td>Total Revenue - Forecast (under)/over</td>
<td>(21,846,538)</td>
<td>33,121,053</td>
<td>1,391,399</td>
<td>18,640,956</td>
<td>(3,205,582)</td>
</tr>
</tbody>
</table>

Notes:

<sup>a</sup> Includes interest from Union Bank money market, sweep, and general accounts, as well as Regional Tax Interest Refund adjustments in November and December 2018.

<sup>b</sup> FY2019 includes income from PFMAM (US Bank), LGIP, and SNAP accounts. FY2014-2018 total also includes income from Sterling and Union Bank.

Source: VDOT report "Revenues By Locality"
Prepared by HRTAC on 2/1/2019

Attachment 20-A
## Table 1A - State Sales & Use Tax

**Hampton Roads Transportation Fund (HRTF)**

**State Sales & Use Tax**

**Fiscal Year 2019**

<table>
<thead>
<tr>
<th>Locality</th>
<th>Total FY2014 -FY2018</th>
<th>Previous FY2019</th>
<th>December 2018</th>
<th>Total YTD FY2019</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chesapeake</td>
<td>$114,271,188</td>
<td>$9,290,121</td>
<td>$2,117,191</td>
<td>$11,407,312</td>
<td>$125,678,500</td>
</tr>
<tr>
<td>Franklin</td>
<td>4,859,034</td>
<td>395,525</td>
<td>101,372</td>
<td>496,897</td>
<td>5,355,930</td>
</tr>
<tr>
<td>Hampton</td>
<td>44,800,249</td>
<td>3,484,997</td>
<td>800,177</td>
<td>4,285,174</td>
<td>49,085,423</td>
</tr>
<tr>
<td>Isle of Wight</td>
<td>7,332,026</td>
<td>619,176</td>
<td>133,737</td>
<td>752,913</td>
<td>8,084,939</td>
</tr>
<tr>
<td>James City</td>
<td>31,834,792</td>
<td>2,507,557</td>
<td>538,402</td>
<td>3,045,959</td>
<td>34,880,751</td>
</tr>
<tr>
<td>Newport News</td>
<td>69,331,269</td>
<td>5,572,288</td>
<td>1,299,926</td>
<td>6,872,214</td>
<td>76,203,483</td>
</tr>
<tr>
<td>Norfolk</td>
<td>92,225,994</td>
<td>7,516,523</td>
<td>1,662,869</td>
<td>9,179,392</td>
<td>101,405,386</td>
</tr>
<tr>
<td>Poquoson</td>
<td>1,515,231</td>
<td>126,094</td>
<td>29,414</td>
<td>155,507</td>
<td>1,670,739</td>
</tr>
<tr>
<td>Portsmouth</td>
<td>20,251,519</td>
<td>1,606,292</td>
<td>353,414</td>
<td>1,959,706</td>
<td>22,211,224</td>
</tr>
<tr>
<td>Southampton</td>
<td>1,868,430</td>
<td>135,588</td>
<td>34,438</td>
<td>170,026</td>
<td>2,038,456</td>
</tr>
<tr>
<td>Suffolk</td>
<td>26,674,643</td>
<td>2,207,436</td>
<td>533,227</td>
<td>2,740,663</td>
<td>29,415,306</td>
</tr>
<tr>
<td>Virginia Beach</td>
<td>175,114,509</td>
<td>14,870,289</td>
<td>2,967,173</td>
<td>17,837,462</td>
<td>192,951,971</td>
</tr>
<tr>
<td>Williamsburg</td>
<td>13,875,162</td>
<td>1,129,386</td>
<td>275,640</td>
<td>1,405,026</td>
<td>15,280,188</td>
</tr>
<tr>
<td>York</td>
<td>28,427,486</td>
<td>2,514,141</td>
<td>491,895</td>
<td>3,006,036</td>
<td>31,433,522</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$632,381,530</td>
<td>$51,975,412</td>
<td>$11,338,876</td>
<td>$63,314,288</td>
<td>$695,695,818</td>
</tr>
</tbody>
</table>

| Updated Forecast | 626,271,042           | 49,778,376      | 11,135,532    | 60,913,908      | 687,184,950 |
| Diff(under)/over | 6,110,488             | 2,197,036       | 203,344       | 2,400,380       | 8,510,868 |

Source: VDOT report "Revenues By Locality"
Prepared by HRTAC on 2/1/2019
### Table 1B - Local Fuels Tax

**Hampton Roads Transportation Fund (HRTF)**

*Local Fuels Tax*

*Fiscal Year 2019*

<table>
<thead>
<tr>
<th>Locality</th>
<th>Total FY2014 - FY2018</th>
<th>Previous FY2019</th>
<th>December 2018</th>
<th>Total YTD FY2019</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chesapeake</td>
<td>$32,964,834</td>
<td>$4,885,474</td>
<td>$1,201,691</td>
<td>$6,087,165</td>
<td>$39,051,999</td>
</tr>
<tr>
<td>Franklin</td>
<td>2,089,426</td>
<td>1,723,634</td>
<td>96,230</td>
<td>1,819,864</td>
<td>3,909,290</td>
</tr>
<tr>
<td>Hampton</td>
<td>13,700,483</td>
<td>1,918,130</td>
<td>504,127</td>
<td>2,422,258</td>
<td>16,122,741</td>
</tr>
<tr>
<td>Isle of Wight</td>
<td>5,310,660</td>
<td>642,823</td>
<td>142,049</td>
<td>784,872</td>
<td>6,095,533</td>
</tr>
<tr>
<td>James City</td>
<td>4,429,602</td>
<td>1,599,432</td>
<td>154,737</td>
<td>1,754,169</td>
<td>6,183,771</td>
</tr>
<tr>
<td>Newport News</td>
<td>15,334,871</td>
<td>3,673,752</td>
<td>662,042</td>
<td>4,335,794</td>
<td>19,670,665</td>
</tr>
<tr>
<td>Norfolk</td>
<td>17,829,365</td>
<td>5,029,180</td>
<td>873,549</td>
<td>5,902,729</td>
<td>23,732,094</td>
</tr>
<tr>
<td>Poquoson</td>
<td>436,681</td>
<td>222,788</td>
<td>26,121</td>
<td>248,909</td>
<td>685,590</td>
</tr>
<tr>
<td>Portsmouth</td>
<td>7,305,327</td>
<td>1,543,553</td>
<td>252,364</td>
<td>1,795,917</td>
<td>9,101,244</td>
</tr>
<tr>
<td>Southampton</td>
<td>2,016,362</td>
<td>401,629</td>
<td>82,664</td>
<td>484,293</td>
<td>2,500,656</td>
</tr>
<tr>
<td>Suffolk</td>
<td>11,333,907</td>
<td>2,897,620</td>
<td>447,198</td>
<td>3,344,818</td>
<td>14,678,725</td>
</tr>
<tr>
<td>Virginia Beach</td>
<td>38,445,252</td>
<td>7,683,604</td>
<td>1,417,018</td>
<td>9,100,622</td>
<td>47,545,874</td>
</tr>
<tr>
<td>Williamsburg</td>
<td>3,629,614</td>
<td>293,323</td>
<td>79,017</td>
<td>372,340</td>
<td>4,001,954</td>
</tr>
<tr>
<td>York</td>
<td>7,813,274</td>
<td>1,287,295</td>
<td>283,687</td>
<td>1,570,981</td>
<td>9,384,255</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>162,639,659</td>
<td>$33,802,236</td>
<td>$6,222,494</td>
<td>$40,024,730</td>
<td>$202,664,389</td>
</tr>
</tbody>
</table>

| Updated Forecast  | 192,000,002            | 18,749,715      | 5,034,439     | 23,784,154       | 215,784,156 |
| Diff(under)/over  | (29,360,344)           | 15,052,521      | 1,188,055     | 16,240,576       | (13,119,767) |

*Source:* VDOT report "Revenues By Locality"  
Prepared by HRTAC on 2/1/2019
### Table 2 - Allocations

**Hampton Roads Transportation Fund (HRTF) Allocations**

**Fiscal Year 2019**

<table>
<thead>
<tr>
<th>Project</th>
<th>Total FY2014 - FY2018</th>
<th>Previous FY2019 December 2018</th>
<th>Total YTD FY2019</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-64 Peninsula Widening</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>UPC 104905 - Segment 1 - Construction</td>
<td>$44,000,000</td>
<td>$(15,000,000)</td>
<td>$(15,000,000)</td>
<td>$30,000,000</td>
</tr>
<tr>
<td>UPC 106665 - Segment 2 - PE/Construction</td>
<td>$189,707,675</td>
<td>$</td>
<td></td>
<td></td>
</tr>
<tr>
<td>UPC 109790/106869 - Segment 3 - PE</td>
<td>$10,000,000</td>
<td>$</td>
<td></td>
<td></td>
</tr>
<tr>
<td>UPC 109790/106869 - Segment 3 - ROW/Construction</td>
<td>$156,376,066</td>
<td>$</td>
<td></td>
<td></td>
</tr>
<tr>
<td>I-64/264 Interchange Improvement</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>UPC 57048/10842 - Phase I - PE/ROW</td>
<td>$15,071,063</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>UPC 57048/10842 - Phase I - Construction</td>
<td>$137,023,653</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>UPC 17630/108041 - Phase II - PE/ROW</td>
<td>$54,592,576</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>UPC 17630/108041 - Phase II - Construction</td>
<td>$73,157,062</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>UPC 106693 - Phase III - PE</td>
<td>$10,000,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>I-64 Southside Widening/High-Rise Bridge</td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>UPC 106692/108990 - Phase I - PE</td>
<td>$20,000,000</td>
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</tr>
<tr>
<td>UPC 106692/108990 - Phase I - ROW/Construction</td>
<td>$480,000,000</td>
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<tr>
<td>HRCS Preferred Alternative Refinement - HRBT</td>
<td>25,000,000</td>
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<td>5,000,000</td>
<td>5,000,000</td>
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<tr>
<td>UPC 110577 - SEIS</td>
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<tr>
<td>460/58/13 Connector Study - UPC 106694 - PE</td>
<td>$5,000,000</td>
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</tr>
<tr>
<td>Bowers Hill Interchange Study - UPC 111427</td>
<td>$4,000,000</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>HR Regional Connector Study - HRTPO (Remaining Projects of Third Crossing)</td>
<td>$7,000,000</td>
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</tbody>
</table>

**Total** | **$1,230,928,095** | **$(15,000,000)** | **$(10,000,000)** | **$(25,000,000)** | **$1,205,928,095**

---

**Attachment 20-A**

Prepared by HRTAC on 2/1/2019
### Table 3 - Expenditures

**Hampton Roads Transportation Fund (HRTF)**

**Expenditures**

**Fiscal Year 2019**

<table>
<thead>
<tr>
<th>Project</th>
<th>Total FY2014 - FY2018</th>
<th>Previous FY2019</th>
<th>December 2018</th>
<th>Total YTD FY2019</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-64 Peninsula Widening</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>UPC 104905 - Segment 1 - Construction</strong></td>
<td>$1,544,502</td>
<td>-</td>
<td>-</td>
<td>$ -</td>
<td>$1,544,502</td>
</tr>
<tr>
<td><strong>UPC 106665 - Segment 2 - PE/Construction</strong></td>
<td>114,353,557</td>
<td>$14,581,507</td>
<td>-</td>
<td>14,581,507</td>
<td>128,935,064</td>
</tr>
<tr>
<td><strong>UPC 109790/106689 - Segment 3 - PE</strong></td>
<td>4,514,165</td>
<td>$107,202</td>
<td>-</td>
<td>107,202</td>
<td>4,621,367</td>
</tr>
<tr>
<td><strong>UPC 109790/106689 - Segment 3 - ROW/Construction</strong></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>I-64/264 Interchange Improvement</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>UPC 57048/108042 - Phase I - PE/ROW</strong></td>
<td>15,071,063</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>15,071,063</td>
</tr>
<tr>
<td><strong>UPC 57048/108042 - Phase I - Construction</strong></td>
<td>66,399,635</td>
<td>13,264,585</td>
<td>-</td>
<td>13,264,585</td>
<td>79,664,219</td>
</tr>
<tr>
<td><strong>UPC 17630/108041 - Phase II - PE/ROW</strong></td>
<td>35,941,934</td>
<td>1,500,468</td>
<td>-</td>
<td>1,500,468</td>
<td>37,442,402</td>
</tr>
<tr>
<td><strong>UPC 17630/108041 - Phase II - Construction</strong></td>
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<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>UPC 106693 - Phase III - PE</strong></td>
<td>57,220</td>
<td>137,104</td>
<td>-</td>
<td>137,104</td>
<td>194,325</td>
</tr>
<tr>
<td>I-64 Southside Widening/High-Rise Bridge</td>
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</tr>
<tr>
<td><strong>UPC 106692/108990 - Phase I - PE</strong></td>
<td>12,189,098</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>12,189,098</td>
</tr>
<tr>
<td><strong>UPC 106692/108990 - Phase I - ROW/Construction</strong></td>
<td>-</td>
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<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>HRCS Preferred Alternative Refinement - HRBT UPC 110577 - SEIS</strong></td>
<td>15,891,087</td>
<td>3,626,182</td>
<td>-</td>
<td>3,626,182</td>
<td>19,517,269</td>
</tr>
<tr>
<td><strong>460/58/13 Connector Study - UPC 106694 - PE</strong></td>
<td>790,111</td>
<td>215,249</td>
<td>-</td>
<td>215,249</td>
<td>1,005,360</td>
</tr>
<tr>
<td><strong>Bowers Hill Interchange Study - UPC 111427</strong></td>
<td>224,407</td>
<td>356,525</td>
<td>-</td>
<td>356,525</td>
<td>580,932</td>
</tr>
<tr>
<td><strong>HR Regional Connector Study - HRTPO (Remaining Projects of Third Crossing)</strong></td>
<td>149,245</td>
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<td>-</td>
<td>-</td>
<td>149,245</td>
</tr>
<tr>
<td><strong>Total</strong></td>
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<td>$33,788,822</td>
<td>-</td>
<td>$33,788,822</td>
<td>$300,914,847</td>
</tr>
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</table>

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Prepared by HRTAC on 2/1/2019

Attachment 20-A
## Table 3A - Bond-Reimbursed Expenditures

**Hampton Roads Transportation Fund (HRTF)**

**Bond Reimbursements**

**Fiscal Year 2019**

<table>
<thead>
<tr>
<th>Project</th>
<th>Total FY2014 - FY2018</th>
<th>Previous FY2019</th>
<th>December 2018</th>
<th>Total YTD FY2019</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-64 Peninsula Widening</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>UPC 104905 - Segment 1 - Construction</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td>UPC 106665 - Segment 2 - PE/Construction</td>
<td>114,353,557</td>
<td>$ 14,581,507</td>
<td>-</td>
<td>14,581,507</td>
<td>128,935,064</td>
</tr>
<tr>
<td>UPC 109790/106689 - Segment 3 - PE</td>
<td>4,514,165</td>
<td>$ 107,202</td>
<td>-</td>
<td>107,202</td>
<td>4,621,367</td>
</tr>
<tr>
<td>UPC 109790/106689 - Segment 3 - ROW/Construction</td>
<td>-</td>
<td>$ -</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>I-64/264 Interchange Improvement</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>UPC 57048/108042 - Phase I - PE/ROW</td>
<td>15,071,063</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>15,071,063</td>
</tr>
<tr>
<td>UPC 57048/108042 - Phase I - Construction</td>
<td>66,399,635</td>
<td>13,264,585</td>
<td>-</td>
<td>13,264,585</td>
<td>79,664,219</td>
</tr>
<tr>
<td>UPC 17630/108041 - Phase II - PE/ROW</td>
<td>35,941,934</td>
<td>1,500,468</td>
<td>-</td>
<td>1,500,468</td>
<td>37,442,402</td>
</tr>
<tr>
<td>UPC 17630/108041 - Phase II - Construction</td>
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<td>UPC 106693 - Phase III - PE</td>
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</tr>
<tr>
<td>I-64 Southside Widening/High-Rise Bridge</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>UPC 106692/108990 - Phase I - PE</td>
<td>12,189,098</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>12,189,098</td>
</tr>
<tr>
<td>UPC 106692/108990 - Phase I - ROW/Construction</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>HRCS Preferred Alternative Refinement - HRBT</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>UPC 110577 - SEIS</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>460/58/13 Connector Study - UPC 106694 - PE</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Bowers Hill Interchange Study - UPC 111427</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>HR Regional Connector Study - HRTPO (Remaining Projects of Third Crossing)</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

**Total**

| | $ 248,469,452 | $ 29,453,762 | $ - | $ 29,453,762 | $ 277,923,214 |

---

Prepared by HRTAC on 2/1/2019

Attachment 20-A
## Table 3B - Non-Bond Reimbursed Expenditures

**Hampton Roads Transportation Fund (HRTF)**  
**Expenditures**  
**Fiscal Year 2019**

<table>
<thead>
<tr>
<th>Project</th>
<th>Total FY2014 - FY2018</th>
<th>Previous FY2019</th>
<th>December 2018</th>
<th>Total YTD FY2019</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>I-64 Peninsula Widening</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>UPC 104905 - Segment 1 - Construction</strong></td>
<td>$1,544,502</td>
<td>$</td>
<td>-</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td><strong>UPC 106665 - Segment 2 - PE/Construction</strong></td>
<td>-</td>
<td></td>
<td>$</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>UPC 109790/106689 - Segment 3 - PE</strong></td>
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<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>UPC 109790/106689 - Segment 3 - ROW/Construction</strong></td>
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<td>-</td>
<td>-</td>
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<tr>
<td><strong>I-64/264 Interchange Improvement</strong></td>
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<td></td>
<td></td>
</tr>
<tr>
<td><strong>UPC 57048/108042 - Phase I - PE/ROW</strong></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>UPC 57048/108042 - Phase I - Construction</strong></td>
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<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>UPC 17630/108041 - Phase II - PE/ROW</strong></td>
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<td>-</td>
</tr>
<tr>
<td><strong>UPC 17630/108041 - Phase II - Construction</strong></td>
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<td>-</td>
</tr>
<tr>
<td><strong>UPC 106693 - Phase III - PE</strong></td>
<td>57,220</td>
<td>137,104</td>
<td>-</td>
<td>137,104</td>
<td>194,325</td>
</tr>
<tr>
<td><strong>I-64 Southside Widening/High-Rise Bridge</strong></td>
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<td></td>
<td></td>
</tr>
<tr>
<td><strong>UPC 106692/108990 - Phase I - PE</strong></td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>UPC 106692/108990 - Phase I - ROW/Construction</strong></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>HRCS Preferred Alternative Refinement - HRBT</strong></td>
<td>15,891,087</td>
<td>3,626,182</td>
<td>-</td>
<td>3,626,182</td>
<td>19,517,269</td>
</tr>
<tr>
<td><strong>UPC 110577 - SEIS</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>460/58/13 Connector Study - UPC 106694 - PE</strong></td>
<td>790,111</td>
<td>215,249</td>
<td>-</td>
<td>215,249</td>
<td>1,005,360</td>
</tr>
<tr>
<td><strong>Bowers Hill Interchange Study - UPC 111427</strong></td>
<td>224,407</td>
<td>356,525</td>
<td>-</td>
<td>356,525</td>
<td>580,932</td>
</tr>
<tr>
<td><strong>HR Regional Connector Study - HRTPO</strong></td>
<td>149,245</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>149,245</td>
</tr>
<tr>
<td><strong>(Remaining Projects of Third Crossing)</strong></td>
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</tr>
<tr>
<td><strong>Total</strong></td>
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<td>$4,335,060</td>
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Attachment 20-A