



**HAMPTON ROADS TRANSPORTATION FUND
FINANCIAL REPORT
FY2014 – FY2018
Period Ending December 31, 2018**

The HRTAC staff has prepared the attached December 2018 financial report based on data received to date from the Virginia Department of Transportation.

Revenues

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

Expenditures

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

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 |

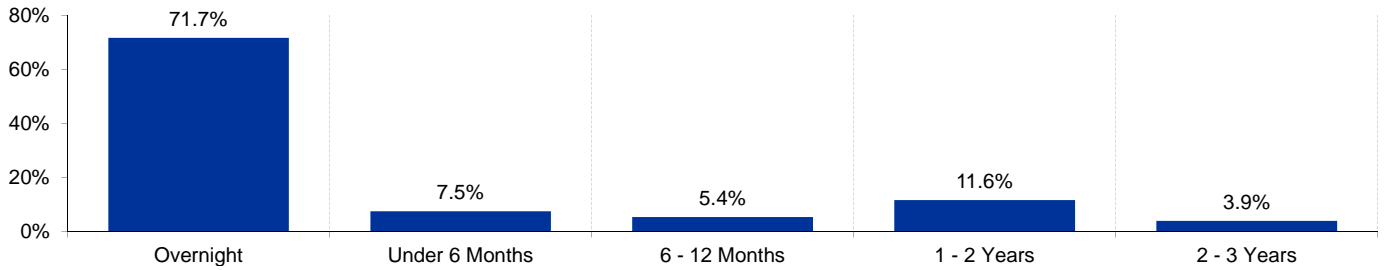
Hampton Roads Transportation Accountability Commission

Summary of Cash and Investments

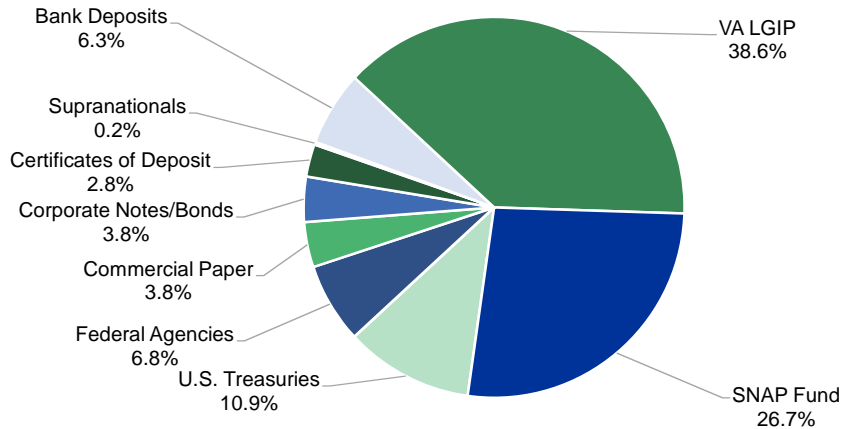
For December 2018

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

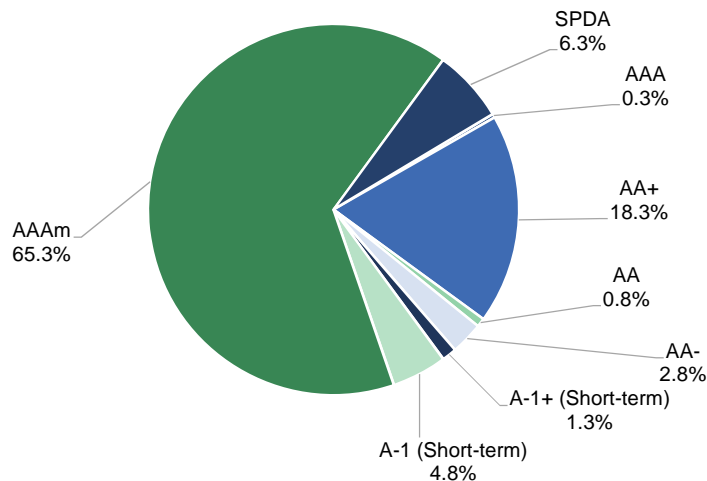
Total Maturity Distribution



Sector Distribution



Credit Distribution



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

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

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.

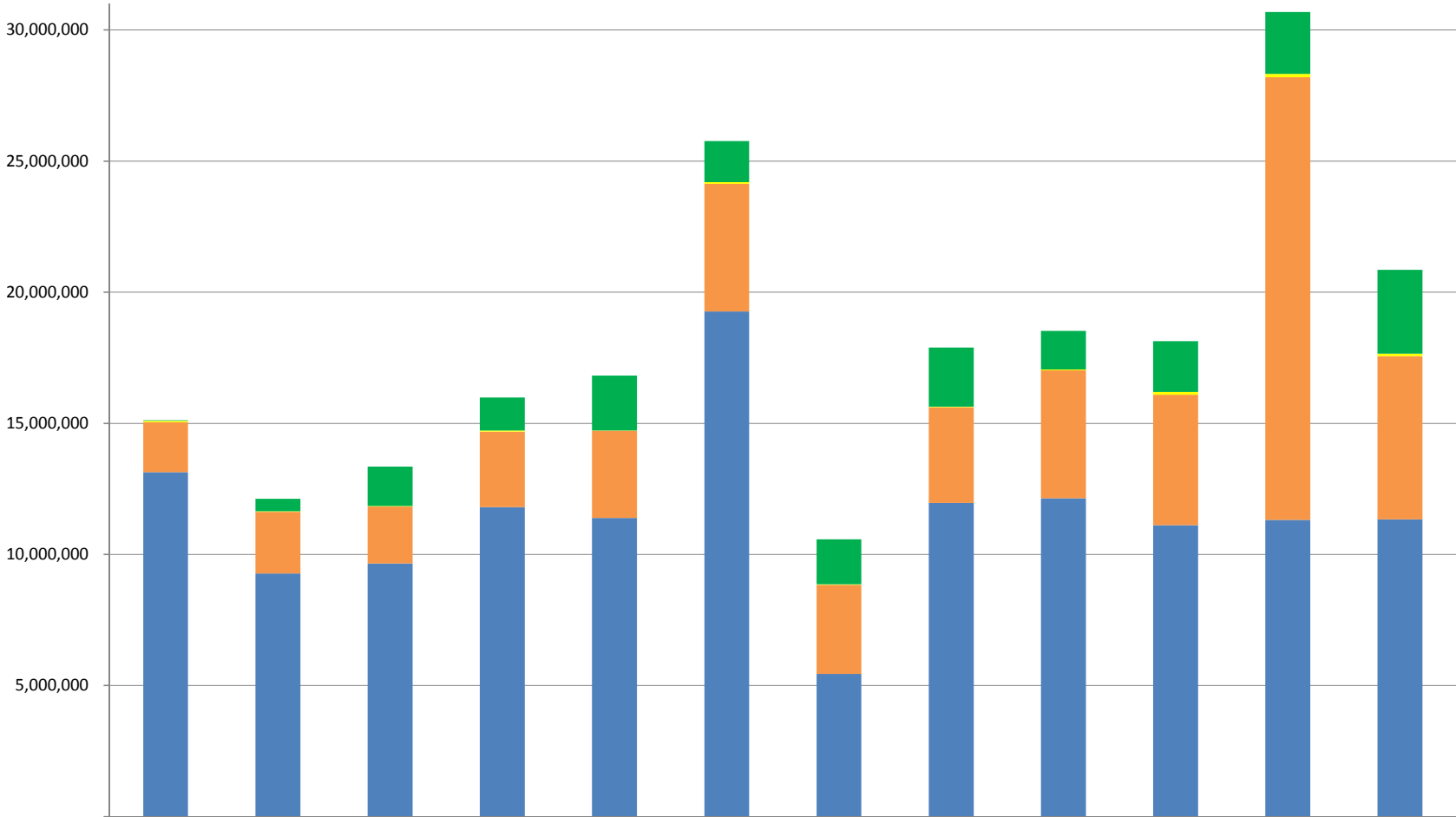
"HRTF Investment Income" in FY2019 includes income from PFMAM (US Bank) core and enhanced cash portfolios, LGIP, and SNAP accounts. FY2014-2018 totals also include income from Sterling and Union Bank.

Hampton Roads Transportation Fund (HRTF)
Total of Sales & Use and Fuels Taxes
Summary

| | Gross Revenue | | | | | Expenditures | | | | | | Cummulative Balance |
|---|-----------------------|----------------------|-------------------|----------------------|-----------------------|--------------------|-----------------------|-------------------|----------------------|---------------------|-----------------------|---------------------|
| | Sales & Use Tax | Fuels Tax | Interest | Investment Income | Total | Projects | Dept of Tax Admin Fee | Investment Fees | Bond Expenses | Operating Expenses | Total | 7/1/13 - 12/31/18 |
| | | | | | | | | | | | | |
| <i>July 2013 - Dec 2017</i> | \$ 557,847,384 | \$ 145,141,987 | \$ 2,072,150 | \$ 7,275,445 | \$ 712,336,967 | \$ 174,164,938 | \$ 598,214 | \$ 777,735 | \$ 30,000 | \$ 2,682,993 | \$ 178,253,880 | 534,083,086 |
| <i>January 2018</i> | 13,136,088 | 1,911,499 | 50,649 | 21,604 | 15,119,840 | 16,833,224 | - | 19,180 | 175,000 | 73,543 | 17,100,947 | 532,101,980 |
| <i>February 2018</i> | 9,277,902 | 2,345,825 | 26,162 | 472,937 | 12,122,826 | 13,923,265 | - | 17,354 | 3,300,396 | 71,907 | 17,312,921 | 526,911,885 |
| <i>Bond Proceeds</i> | - | - | - | - | 583,270,073 | - | - | - | - | - | - | 1,110,181,958 |
| <i>March 2018</i> | 9,653,043 | 2,175,834 | 14,047 | 1,510,926 | 13,353,851 | 8,607,495 | - | 19,211 | 1,967,782 | 67,100 | 10,661,588 | 1,112,874,220 |
| <i>April 2018</i> | 11,808,571 | 2,875,877 | 38,679 | 1,261,322 | 15,984,450 | 3,340,415 | - | 8,068 | 1,970,232 | 40,065 | 5,358,780 | 1,123,499,890 |
| <i>May 2018</i> | 11,396,920 | 3,315,903 | 11,448 | 2,102,371 | 16,826,642 | 18,222,108 | - | 19,196 | 1,967,782 | 30,931 | 20,240,018 | 1,120,086,514 |
| <i>June 2018</i> | 19,261,622 | 4,872,732 | 64,177 | 1,566,751 | 25,765,281 | 32,034,580 | 28,531 | 37,264 | 1,967,782 | 89,399 | 34,157,557 | 1,111,694,238 |
| <i>July 2018</i> | 5,441,719 | 3,397,281 | 22,876 | 1,713,874 | 10,575,751 | - | - | 19,272 | 2,154,506 | 79,415 | 2,253,193 | 1,120,016,797 |
| <i>August 2018</i> | 11,967,441 | 3,650,132 | 23,076 | 2,246,682 | 17,887,332 | - | - | 19,294 | 2,154,506 | 72,478 | 2,246,278 | 1,135,657,851 |
| <i>September 2018</i> | 12,140,239 | 4,887,644 | 22,427 | 1,475,698 | 18,526,009 | 7,821,297 | - | 18,693 | 2,154,506 | 408,115 | 10,402,612 | 1,143,781,247 |
| <i>October 2018</i> | 11,112,906 | 4,981,889 | 106,220 | 1,929,878 | 18,130,893 | 16,378,984 | - | 19,444 | 2,154,506 | 111,549 | 18,664,483 | 1,143,247,657 |
| <i>November 2018</i> | 11,313,107 | 16,885,289 | 132,745 | 2,354,239 | 30,685,379 | 9,588,541 | - | 18,741 | 2,154,506 | 280,895 | 12,042,682 | 1,161,890,354 |
| <i>December 2018</i> | 11,338,876 | 6,222,494 | 91,681 | 3,204,732 | 20,857,783 | - | - | 19,391 | 2,140,042 | 119,889 | 2,279,322 | 1,180,468,816 |
| Total 12 Months | \$ 137,848,434 | \$ 57,522,402 | \$ 604,187 | \$ 19,861,014 | \$ 799,106,110 | 126,749,909 | \$ 28,531 | \$ 235,107 | \$ 24,261,549 | \$ 1,445,285 | \$ 152,720,381 | |
| Grand Totals | 695,695,818 | 202,664,389 | 2,676,338 | 27,136,459 | 1,511,443,077 | 300,914,847 | 626,745 | 1,012,842 | 24,291,549 | 4,128,278 | 330,974,261 | |
| Less Balance of Encumbered (through FY2022) | | | | | | | | | | | | (905,013,248) |
| Total Net Available | | | | | | | | | | | | 275,455,568 |

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

HRTF Revenue



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

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

| Locality | Total FY2014 - FY2018 | Previous FY2019 | December 2018 | Total YTD FY2019 | Total |
|--|--------------------------|-------------------|-------------------|---------------------|----------------------|
| <i>Chesapeake</i> | \$ 147,236,022 | \$ 14,175,594 | \$ 3,318,882 | \$ 17,494,476 | \$ 164,730,498 |
| <i>Franklin</i> | 6,948,460 | 2,119,159 | 197,602 | 2,316,760 | 9,265,220 |
| <i>Hampton</i> | 58,500,732 | 5,403,127 | 1,304,305 | 6,707,432 | 65,208,163 |
| <i>Isle of Wight</i> | 12,642,687 | 1,261,999 | 275,785 | 1,537,785 | 14,180,472 |
| <i>James City</i> | 36,264,394 | 4,106,989 | 693,139 | 4,800,128 | 41,064,522 |
| <i>Newport News</i> | 84,666,138 | 9,246,040 | 1,961,969 | 11,208,008 | 95,874,147 |
| <i>Norfolk</i> | 110,055,359 | 12,545,702 | 2,536,418 | 15,082,121 | 125,137,480 |
| <i>Poquoson</i> | 1,951,914 | 348,882 | 55,535 | 404,416 | 2,356,330 |
| <i>Portsmouth</i> | 27,556,845 | 3,149,845 | 605,778 | 3,755,623 | 31,312,468 |
| <i>Southampton</i> | 3,884,792 | 537,217 | 117,103 | 654,320 | 4,539,112 |
| <i>Suffolk</i> | 38,008,550 | 5,105,056 | 980,426 | 6,085,481 | 44,094,031 |
| <i>Virginia Beach</i> | 213,559,761 | 22,553,893 | 4,384,191 | 26,938,084 | 240,497,845 |
| <i>Williamsburg</i> | 17,504,774 | 1,422,709 | 354,657 | 1,777,366 | 19,282,141 |
| <i>York</i> | 36,240,760 | 3,801,436 | 775,581 | 4,577,017 | 40,817,777 |
| Total | <u>795,021,187</u> | <u>85,777,648</u> | <u>17,561,370</u> | <u>103,339,018</u> | <u>898,360,207</u> |
| Interest ^a | 2,277,311 | 307,345 | 91,681 | 399,026 | 2,676,338 |
| Investment Income ^b | 14,211,356 | 9,720,371 | 3,204,732 | 12,925,103 | 27,136,459 |
| Bond Proceeds | 583,270,073 | - | - | - | 583,270,073 |
| Total Revenues | <u>1,394,779,928</u> | <u>95,805,364</u> | <u>20,857,783</u> | <u>116,663,147</u> | <u>1,511,443,077</u> |
| Project Expenses | (267,126,025) | (33,788,822) | - | (33,788,822) | (300,914,847) |
| DMV and Dept of Tax Admin Fees | (626,745) | - | - | - | (626,745) |
| Investment Fees (Sterling&PFMAM) | (898,008) | (95,443) | (19,391) | (114,834) | (1,012,842) |
| Bond Expenses | (11,378,976) | (10,772,531) | (2,140,042) | (12,912,573) | (24,291,549) |
| Operating Expense | (3,055,937) | (952,452) | (119,889) | (1,072,341) | (4,128,278) |
| Cash Balance | <u>1,111,694,238</u> | <u>50,196,116</u> | <u>18,578,461</u> | <u>68,774,577</u> | <u>1,180,468,816</u> |
| Less Balance of Encumbered | | | | | (905,013,248) |
| Net Available Cash | | | | | <u>275,455,568</u> |
| Updated Forecast | 819,145,037 | 52,656,595 | 16,169,971 | 84,698,062 | 903,843,099 |
| Total Revenue - Forecast (under)/over | (21,846,538) | 33,121,053 | 1,391,399 | 18,640,956 | (3,205,582) |

Notes:

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

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

Table 1A - State Sales & Use Tax

Hampton Roads Transportation Fund (HRTF)

State Sales & Use Tax

Fiscal Year 2019

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

Table 1B - Local Fuels Tax

Hampton Roads Transportation Fund (HRTF)

Local Fuels Tax

Fiscal Year 2019

| Locality | Total FY2014 - FY2018 | Previous FY2019 | December 2018 | Total YTD FY2019 | Total |
|-----------------------|--------------------------|----------------------|---------------------|----------------------|-----------------------|
| <i>Chesapeake</i> | \$ 32,964,834 | \$ 4,885,474 | \$ 1,201,691 | \$ 6,087,165 | \$ 39,051,999 |
| <i>Franklin</i> | 2,089,426 | 1,723,634 | 96,230 | 1,819,864 | 3,909,290 |
| <i>Hampton</i> | 13,700,483 | 1,918,130 | 504,127 | 2,422,258 | 16,122,741 |
| <i>Isle of Wight</i> | 5,310,660 | 642,823 | 142,049 | 784,872 | 6,095,533 |
| <i>James City</i> | 4,429,602 | 1,599,432 | 154,737 | 1,754,169 | 6,183,771 |
| <i>Newport News</i> | 15,334,871 | 3,673,752 | 662,042 | 4,335,794 | 19,670,665 |
| <i>Norfolk</i> | 17,829,365 | 5,029,180 | 873,549 | 5,902,729 | 23,732,094 |
| <i>Poquoson</i> | 436,681 | 222,788 | 26,121 | 248,909 | 685,590 |
| <i>Portsmouth</i> | 7,305,327 | 1,543,553 | 252,364 | 1,795,917 | 9,101,244 |
| <i>Southampton</i> | 2,016,362 | 401,629 | 82,664 | 484,293 | 2,500,656 |
| <i>Suffolk</i> | 11,333,907 | 2,897,620 | 447,198 | 3,344,818 | 14,678,725 |
| <i>Virginia Beach</i> | 38,445,252 | 7,683,604 | 1,417,018 | 9,100,622 | 47,545,874 |
| <i>Williamsburg</i> | 3,629,614 | 293,323 | 79,017 | 372,340 | 4,001,954 |
| <i>York</i> | 7,813,274 | 1,287,295 | 283,687 | 1,570,981 | 9,384,255 |
| Total | <u>162,639,659</u> | <u>\$ 33,802,236</u> | <u>\$ 6,222,494</u> | <u>\$ 40,024,730</u> | <u>\$ 202,664,389</u> |
| Updated Forecast | <u>192,000,002</u> | <u>18,749,715</u> | <u>5,034,439</u> | <u>23,784,154</u> | <u>215,784,156</u> |
| Diff(under)/over | (29,360,344) | 15,052,521 | 1,188,055 | 16,240,576 | (13,119,767) |

Table 2 - Allocations

Hampton Roads Transportation Fund (HRTF)

Allocations

Fiscal Year 2019

| Project | Total FY2014 - FY2018 | Previous FY2019 December 2018 | | Total YTD FY2019 | Total |
|---|--------------------------|-------------------------------|------------------------|------------------------|-------------------------|
| <i>I-64 Peninsula Widening</i> | | | | | |
| <i>UPC 104905 - Segment 1 - Construction</i> | \$ 44,000,000 | \$ (15,000,000) | \$ (15,000,000) | \$ (30,000,000) | \$ 14,000,000 |
| <i>UPC 106665 - Segment 2 - PE/Construction</i> | 189,707,675 | \$ - | - | - | 189,707,675 |
| <i>UPC 109790/106689 - Segment 3 - PE</i> | 10,000,000 | \$ - | - | - | 10,000,000 |
| <i>UPC 109790/106689 - Segment 3 -ROW/Construction</i> | 156,376,066 | \$ - | - | - | 156,376,066 |
| <i>I-64/264 Interchange Improvement</i> | | | | | |
| <i>UPC 57048/10842 - Phase I - PE/ROW</i> | 15,071,063 | - | - | - | 15,071,063 |
| <i>UPC 57048/10842 - Phase I - Construction</i> | 137,023,653 | - | - | - | 137,023,653 |
| <i>UPC 17630/108041 - Phase II - PE/ROW</i> | 54,592,576 | - | - | - | 54,592,576 |
| <i>UPC 17630/108041 - Phase II - Construction</i> | 73,157,062 | - | - | - | 73,157,062 |
| <i>UPC 106693 - Phase III - PE</i> | 10,000,000 | - | - | - | 10,000,000 |
| <i>I-64 Southside Widening/High-Rise Bridge</i> | | | | | |
| <i>UPC 106692/108990 - Phase I - PE</i> | 20,000,000 | - | - | - | 20,000,000 |
| <i>UPC 106692/108990 - Phase I - ROW/Construction</i> | 480,000,000 | - | - | - | 480,000,000 |
| <i>HRCS Preferred Alternative Refinement - HRBT UPC 110577 - SEIS</i> | 25,000,000 | - | 5,000,000 | 5,000,000 | 30,000,000 |
| <i>460/58/13 Connector Study - UPC 106694 - PE</i> | 5,000,000 | - | - | - | 5,000,000 |
| <i>Bowers Hill Interchange Study - UPC 111427</i> | 4,000,000 | - | - | - | 4,000,000 |
| <i>HR Regional Connector Study - HRTPO (Remaining Projects of Third Crossing)</i> | 7,000,000 | - | - | - | 7,000,000 |
| Total | <u>\$ 1,230,928,095</u> | <u>\$ (15,000,000)</u> | <u>\$ (10,000,000)</u> | <u>\$ (25,000,000)</u> | <u>\$ 1,205,928,095</u> |

Table 3 - Expenditures

Hampton Roads Transportation Fund (HRTF)

Expenditures

Fiscal Year 2019

| Project | Total FY2014 - FY2018 | Previous FY2019 | December 2018 | Total YTD FY2019 | Total |
|---|--------------------------|----------------------|---------------|----------------------|-----------------------|
| <i>I-64 Peninsula Widening</i> | | | | | |
| <i>UPC 104905 - Segment 1 - Construction</i> | \$ 1,544,502 | \$ - | \$ - | \$ - | \$ 1,544,502 |
| <i>UPC 106665 - Segment 2 - PE/Construction</i> | 114,353,557 | \$ 14,581,507 | - | 14,581,507 | 128,935,064 |
| <i>UPC 109790/106689 - Segment 3 - PE</i> | 4,514,165 | \$ 107,202 | - | 107,202 | 4,621,367 |
| <i>UPC 109790/106689 - Segment 3 -ROW/Construction</i> | - | \$ - | - | - | - |
| <i>I-64/264 Interchange Improvement</i> | | | | | |
| <i>UPC 57048/108042 - Phase I - PE/ROW</i> | 15,071,063 | - | - | - | 15,071,063 |
| <i>UPC 57048/108042 - Phase I - Construction</i> | 66,399,635 | 13,264,585 | - | 13,264,585 | 79,664,219 |
| <i>UPC 17630/108041 - Phase II - PE/ROW</i> | 35,941,934 | 1,500,468 | - | 1,500,468 | 37,442,402 |
| <i>UPC 17630/108041 - Phase II - Construction</i> | - | - | - | - | - |
| <i>UPC 106693 - Phase III - PE</i> | 57,220 | 137,104 | - | 137,104 | 194,325 |
| <i>I-64 Southside Widening/High-Rise Bridge</i> | | | | | |
| <i>UPC 106692/108990 - Phase I - PE</i> | 12,189,098 | - | - | - | 12,189,098 |
| <i>UPC 106692/108990 - Phase I - ROW/ Construction</i> | - | - | - | - | - |
| <i>HRCS Preferred Alternative Refinement - HRBT UPC 110577 - SEIS</i> | 15,891,087 | 3,626,182 | - | 3,626,182 | 19,517,269 |
| <i>460/58/13 Connector Study - UPC 106694 - PE</i> | 790,111 | 215,249 | - | 215,249 | 1,005,360 |
| <i>Bowers Hill Interchange Study - UPC 111427</i> | 224,407 | 356,525 | - | 356,525 | 580,932 |
| <i>HR Regional Connector Study - HRTPO (Remaining Projects of Third Crossing)</i> | 149,245 | - | - | - | 149,245 |
| Total | <u>\$ 267,126,025</u> | <u>\$ 33,788,822</u> | <u>\$ -</u> | <u>\$ 33,788,822</u> | <u>\$ 300,914,847</u> |

Table 3A - Bond-Reimbursed Expenditures

Hampton Roads Transportation Fund (HRTF)

Bond Reimbursements

Fiscal Year 2019

| Project | Total FY2014 - FY2018 | Previous FY2019 | December 2018 | Total YTD FY2019 | Total |
|--|--------------------------|----------------------|---------------|----------------------|-----------------------|
| <i>I-64 Peninsula Widening</i> | | | | | |
| <i>UPC 104905 - Segment 1 - Construction</i> | \$ - | \$ - | \$ - | \$ - | \$ - |
| <i>UPC 106665 - Segment 2 - PE/Construction</i> | 114,353,557 | \$ 14,581,507 | - | 14,581,507 | 128,935,064 |
| <i>UPC 109790/106689 - Segment 3 - PE</i> | 4,514,165 | \$ 107,202 | - | 107,202 | 4,621,367 |
| <i>UPC 109790/106689 - Segment 3 -ROW/Construction</i> | - | \$ - | - | - | - |
| <i>I-64/264 Interchange Improvement</i> | | | | | |
| <i>UPC 57048/108042 - Phase I - PE/ROW</i> | 15,071,063 | - | - | - | 15,071,063 |
| <i>UPC 57048/108042 - Phase I - Construction</i> | 66,399,635 | 13,264,585 | - | 13,264,585 | 79,664,219 |
| <i>UPC 17630/108041 - Phase II - PE/ROW</i> | 35,941,934 | 1,500,468 | - | 1,500,468 | 37,442,402 |
| <i>UPC 17630/108041 - Phase II - Construction</i> | - | - | - | - | - |
| <i>UPC 106693 - Phase III - PE</i> | - | - | - | - | - |
| <i>I-64 Southside Widening/High-Rise Bridge</i> | | | | | |
| <i>UPC 106692/108990 - Phase I - PE</i> | 12,189,098 | - | - | - | 12,189,098 |
| <i>UPC 106692/108990 - Phase I - ROW/ Construction</i> | - | - | - | - | - |
| <i>HRCS Preferred Alternative Refinement - HRBT</i> | | | | | |
| <i>UPC 110577 - SEIS</i> | - | - | - | - | - |
| <i>460/58/13 Connector Study - UPC 106694 - PE</i> | | | | | |
| | - | - | - | - | - |
| <i>Bowers Hill Interchange Study - UPC 111427</i> | | | | | |
| | - | - | - | - | - |
| <i>HR Regional Connector Study - HRTPO</i> | | | | | |
| <i>(Remaining Projects of Third Crossing)</i> | | | | | |
| | - | - | - | - | - |
| Total | <u>\$ 248,469,452</u> | <u>\$ 29,453,762</u> | <u>\$ -</u> | <u>\$ 29,453,762</u> | <u>\$ 277,923,214</u> |

Table 3B - Non-Bond Reimbursed Expenditures

Hampton Roads Transportation Fund (HRTF)

Expenditures

Fiscal Year 2019

| Project | Total FY2014 - FY2018 | Previous FY2019 | December 2018 | Total YTD FY2019 | Total |
|---|--------------------------|---------------------|---------------|---------------------|----------------------|
| <i>I-64 Peninsula Widening</i> | | | | | |
| <i>UPC 104905 - Segment 1 - Construction</i> | \$ 1,544,502 | \$ - | \$ - | \$ - | \$ 1,544,502 |
| <i>UPC 106665 - Segment 2 - PE/Construction</i> | - | \$ - | - | - | - |
| <i>UPC 109790/106689 - Segment 3 - PE</i> | - | \$ - | - | - | - |
| <i>UPC 109790/106689 - Segment 3 -ROW/Construction</i> | - | \$ - | - | - | - |
| <i>I-64/264 Interchange Improvement</i> | | | | | |
| <i>UPC 57048/108042 - Phase I - PE/ROW</i> | - | - | - | - | - |
| <i>UPC 57048/108042 - Phase I - Construction</i> | - | - | - | - | - |
| <i>UPC 17630/108041 - Phase II - PE/ROW</i> | - | - | - | - | - |
| <i>UPC 17630/108041 - Phase II - Construction</i> | - | - | - | - | - |
| <i>UPC 106693 - Phase III - PE</i> | 57,220 | 137,104 | - | 137,104 | 194,325 |
| <i>I-64 Southside Widening/High-Rise Bridge</i> | | | | | |
| <i>UPC 106692/108990 - Phase I - PE</i> | - | - | - | - | - |
| <i>UPC 106692/108990 - Phase I - ROW/ Construction</i> | - | - | - | - | - |
| <i>HRCS Preferred Alternative Refinement - HRBT UPC 110577 - SEIS</i> | 15,891,087 | 3,626,182 | - | 3,626,182 | 19,517,269 |
| <i>460/58/13 Connector Study - UPC 106694 - PE</i> | 790,111 | 215,249 | - | 215,249 | 1,005,360 |
| <i>Bowers Hill Interchange Study - UPC 111427</i> | 224,407 | 356,525 | - | 356,525 | 580,932 |
| <i>HR Regional Connector Study - HRTPO (Remaining Projects of Third Crossing)</i> | 149,245 | - | - | - | 149,245 |
| Total | <u>\$ 18,656,573</u> | <u>\$ 4,335,060</u> | <u>\$ -</u> | <u>\$ 4,335,060</u> | <u>\$ 22,991,633</u> |