TRANSPORTATION IMPROVEMENT PROGRAM

FY 2024-2027

May 2023
T23-06

HAMPTON ROADS TPO

TRANSPORTATION IMPROVEMENT PROGRAM
FISCAL YEARS 2024-2027

Approved by the HRTPO Board on May 18, 2023

The preparation of this report was financed in part by the Federal Highway Administration, Federal Transit Administration, Virginia Department of Transportation and the Virginia Department of Rail and Public Transportation.

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

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

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FISCAL YEARS 2024 – 2027

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

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

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

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

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Overview

Section I

INTRODUCTION

The Hampton Roads Transportation Planning Organization (HRTPO) is the Metropolitan Planning Organization (MPO) for the Hampton Roads Metropolitan Planning Area (MPA). Prepared by HRTPO staff, the Fiscal Year (FY) 2024 – 2027 Transportation Improvement Program (TIP) is a four-year program for the implementation of surface transportation projects within the Hampton Roads MPA. The TIP contains all federally-funded projects and/or regionally significant projects that require an action by the Federal Highway Administration (FHWA) or Federal Transit Administration (FTA). Before any federally-funded and/or regionally significant surface transportation project can be built in the Hampton Roads MPA, it must be included in the current TIP that has been approved by the HRTPO Board.

As the federally designated MPO, the HRTPO is responsible for coordinating the transportation planning activities for the Hampton Roads MPA. This includes the planning and programming of Federal funds through the TIP. To ensure compliance, the FY 2024 – 2027 TIP was developed in adherence to all applicable Federal regulations associated with the current Federal transportation legislation entitled the *Infrastructure Investment and Jobs Act (IIJA),* otherwise known as the *Bipartisan Infrastructure Law (BIL).*

The FY 2024 – 2027 TIP was developed by HRTPO staff in cooperation with the Virginia Department of Transportation (VDOT), the Virginia Department of Rail and Public Transportation (DRPT), Hampton Roads Transit (HRT), Suffolk Transit, and the Williamsburg Area Transit Authority (WATA). The HRTPO Board-approved TIP is incorporated into the Statewide Transportation Improvement Program (STIP), which is submitted to FHWA and FTA for approval. The TIP, which must be consistent with the current fiscally-constrained long-range transportation plan, identifies near-term programming of Federal, state, and local transportation funds.

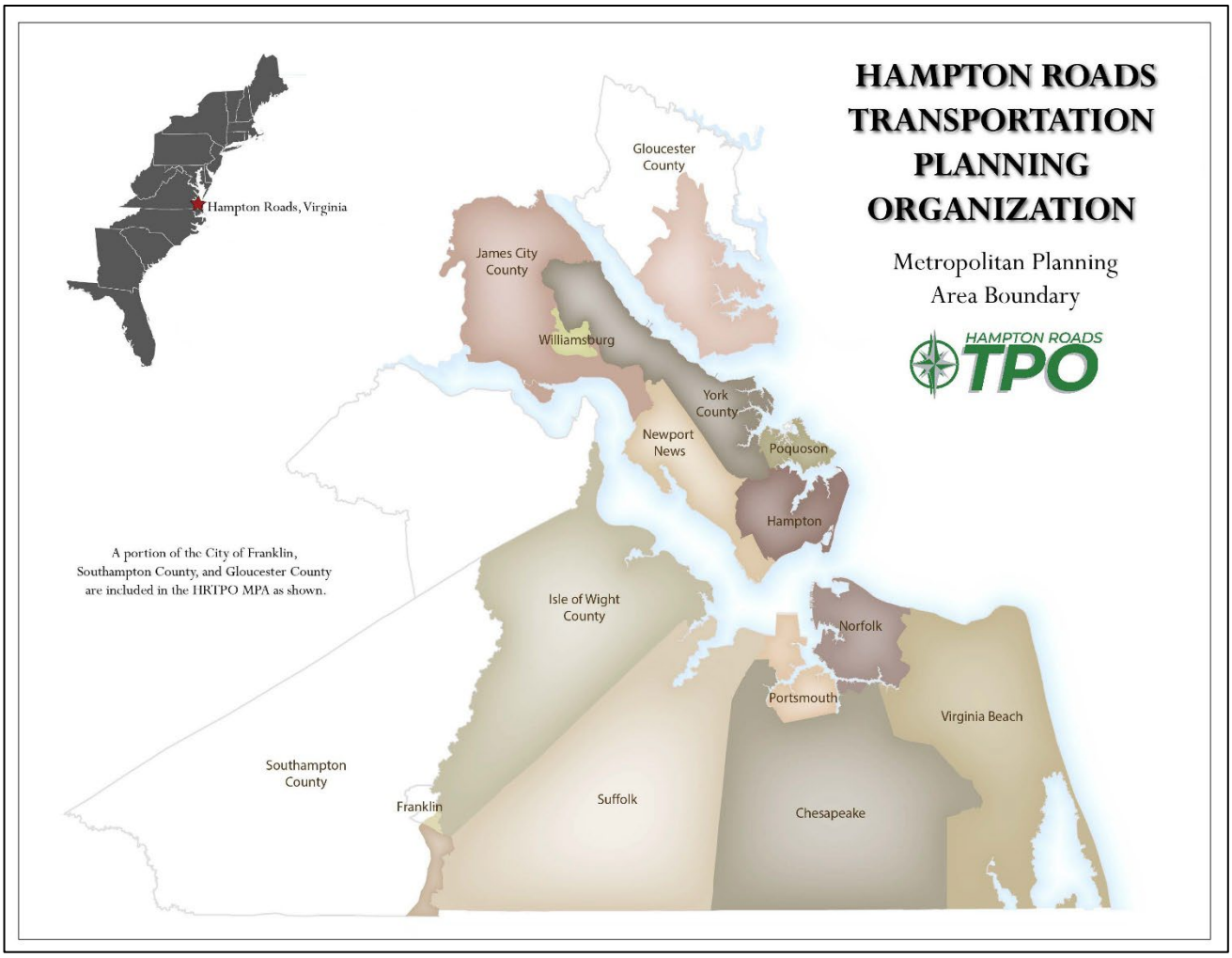
The TIP must be financially constrained – meaning that the amount of funding programmed cannot exceed the amount of funding reasonably expected to be available. Once the TIP is approved by the HRTPO Board, the approved TIP may be revised in order to add new projects, delete projects, and update or change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

REGIONAL OVERVIEW

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

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

Figure 1 | Hampton Roads Metropolitan Planning Area



TRANSPORTATION IMPROVEMENT PROGRAM DEVELOPMENT PROCESS

Figure 2 | TIP Development Process

There is public involvement throughout the TIP Development Process.



As shown in **Figure 2** on the previous page, the development of the Transportation Improvement Program (TIP) begins with the approved Long-Range Transportation Plan (LRTP), which is financially-constrained, has a planning horizon of at least 20 years, and includes transportation projects on which activity is planned to take place during the 20-year period. Information on the current HRTPO 2045 LRTP can be found on the HRTPO website page Long-Range Transportation Planning.

The TIP, a four-year document, must be financially-constrained and consistent with the LRTP, and is the transition from transportation planning to programming. The draft TIP project list is provided by VDOT and DRPT, with HRTPO staff ensuring that the projects are either included in the current LRTP or consistent with the current LRTP.

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

REVISIONS TO THE TIP

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

Amendments

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

- Addition/deletion of a project.
- Addition/deletion of a project phase.
- Major change in design concept, scope, or termini.
- Major change in project phase initiation date (6 to 12 month delay).
- Ungrouping of a TIP project to add back into the TIP as an individual project.
- Major change in project cost as determined by the Sliding Scales below:

Highway-FHWA Project/Phase Cost Increase Thresholds for Amendments

Approved STIP Total Estimate Project Cost Estimate	Estimate Increase Requiring Amendment
Up to $2,000,000	Greater than 100%
Greater than $2,000,000 to $10,000,000	Greater than 50%
Greater than $10,000,000 to $20,000,000	Greater than 25%
Greater than $20,000,000 to $35,000,000	Greater than 15%
Greater than $35,000,000	Greater than 10%

Transit-FTA Project/Phase Cost Increase Thresholds for Amendments

Approved STIP Total Estimate Project Cost Estimate	Estimate Increase Requiring Amendment
Up to $2,000,000	Greater than 100%
Greater than $2,000,000 to $10,000,000	Greater than 50%
Greater than $10,000,000 to $20,000,000	Greater than 25%
Greater than $20,000,000 to $35,000,000	Greater than 15%
Greater than $35,000,000	Greater than 10%

Administrative Modifications

An Administrative Modification (Ad-Mod) involves a minor change to the TIP. Administrative Modifications will be included as attachments to a standing HRTPO Board agenda note each month to inform Board members of the status of locality/agency TIP projects. The following are examples of items that may be processed as Administrative Modifications:

- Minor changes in project/phase costs (see Sliding Scales on previous page).
- Adding/transferring/swapping/deleting allocations to a project, including CMAQ and RSTP funds
- Adding/removing obligations.
- Splitting or combining individually listed projects with no major change in scope/termini
- Minor project schedule changes. Ad-mods with subsequent schedule project delays will be reviewed on a case-by-case basis.
- Project name/description change with no major change in scope.
- Minor changes to funding sources of previously included projects, including a change in the source of funds (e.g: change from non-Federal to Federal, change in type of Federal funds, or change in type of non-Federal funds).

TIP Performance Measures

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

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

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

HRTPO staff has developed a website Regional Performance Measures & Targets | Hampton Roads, VA that describes these performance measures and targets, and also prepares a report on performance measures and targets on an annual basis. This report includes a description of the methodology used to calculate each measure, historical data trends for each of the areas, information on statewide targets, a description of the targets that have been established by the HRTPO, and the progress being made towards meeting the established targets. The first version of the Regional Performance Measures – System Performance Report was approved by the HRTPO Board in April 2019.

Each performance measure and currently established HRTPO target is discussed individually below and on the following pages.

Roadway Safety

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

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

Based on the advice of the Performance Measures working group and the Hampton Roads Transportation Technical Advisory Committee (TTAC), the HRTPO Board established initial annual roadway safety targets in 2018 and updated the targets since then on an annual basis. The HRTPO set the following regional targets for the year 2025 at its February 2025 meeting:

2025 HRTPO Safety Performance Targets	
Fatalities	**139**
Fatality Rate* (per 100 Million VMT)	**0.878**
Serious Injuries	**1,514**
Serious Injury Rate* (per 100 Million VMT)	**9.54**
Number of Bike/Pedestrian Fatalities and Serious Injuries Combined	**182**

* Assumes 2.4% annual increase in VMT

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

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

HSIP

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

The Highway Safety Improvement Program was established as a core Federal-aid program in 2005. Funding for HSIP has greatly increased since it was created under SAFETEA-LU, with further increases included in the current federal surface transportation authorization program, the Infrastructure Investment and Jobs Act (IIJA). Nearly $3 billion was allocated to the Highway Safety Improvement Program under the IIJA in FFY 2022, and this number will increase annually, up to $3.2 billion in FFY 2026.

Virginia's HSIP funding has also greatly increased since the creation of the program. Virginia received an average apportionment of just over $25 million in FY 2006-2009 under SAFETEA-LU. Under the IIJA, the apportionment for FFY 2025 is approximately $83.5 million.

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

SMART SCALE

Virginia's SMART SCALE refers to selecting the right transportation projects for funding and ensuring the best use of limited tax dollars. SMART stands for System for the Management and Allocation of Resources for Transportation and SCALE refers to the six evaluation factors – Safety, Congestion mitigation, Accessibility, Land use, and Economic development and environment. It is the method of scoring planned projects included in Virginia's Transportation Plan (VTrans) that are funded by House Bill 1887. Transportation projects are scored based on an objective, outcome-based process that is transparent to the public and allows decision-makers to be held accountable to taxpayers. Once projects are scored and prioritized, the Commonwealth Transportation Board (CTB) has the best information possible to select the right projects for funding.

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

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

[a] 100% for Transit and Transportation Demand Management projects.

More information about the SMART SCALE project prioritization process, including a technical guide for applicants, is available at the following web page: Virginia's SMART SCALE .

RSTP Project Prioritization Process

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

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

The process for obtaining RSTP funding for transportation projects is competitive with proposed projects evaluated and ranked by HRTPO staff using a specific set of criteria approved by the HRTPO Board. The HRTPO's Transportation Programming Subcommittee (TPS) takes into account the available funding, policies and priorities of the HRTPO and Commonwealth Transportation Board (CTB) and uses the ranked project lists as a guide. The TPS produces a list of recommended projects and funding allocations for consideration by the HRTPO Transportation Technical Advisory Committee (TTAC) and the HRTPO Board. For more information on the CMAQ/RSTP Project Selection Process and the evaluation of CMAQ and RSTP candidate projects, see the guide posted on the HRTPO website on the Funding Topic page Congestion Mitigation and Air Quality (CMAQ) Improvement Program and Regional Surface Transportation Program (RSTP).

RSTP Project Evaluation

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

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

2045 LRTP Project Prioritization Weighting Factors - Project Utility

Highway Projects	
PROJECT UTILITY	
Congestion Level	**40.00**
% Reduction in Existing and Future V/C Ratios (Daily Delay)	*10.00*
Existing Peak Period Congestion/Level of Service	*10.00*
Person Throughput	*5.00*
Person Hours of Delay	*5.00*
Impact to Nearby Roadways	*10.00*
Travel Time Reliabililty	**15.00**
Level of Travel Time Reliability (LOTTR)	*10.00*
Truck Travel Time Reliability (TTTR)	*5.00*
System Continuity and Connectivity	**25.00**
Degree of Regional Impact	*15.00*
Improves Access to Major Employment or Population Centers	*3.00*
Resiliency	*5.00*
Addresses a Gap	*2.00*
Safety and Security	**15.00**
Reduction of EPDO of Fatal and Serious Injury Crashes	*5.00*
Reduction of EPDO Rate of Fatal and Serious Injury Crashes	*5.00*
Improvement to Incident Management or Evacuation Routes	*5.00*
Modal Enhancements	**5.00**
Enhances Other Modal Categories	*3.00*
Access to Multimodal Choices	*2.00*
PROJECT UTILITY TOTAL	***100.00***

2045 LRTP Project Prioritization Weighting Factors - Project Utility

Interchange Projects	
PROJECT UTILITY	
Congestion Level	**40.00**
Existing Queue Conditions: Number of Approaches with Queues	*10.00*
Queue Improvements: Number of Approaches Improved	*10.00*
Person Throughput	*5.00*
Person Hours of Delay	*5.00*
Number of Movements Added or Improved	*10.00*
Travel Time Reliabililty	**15.00**
Level of Travel Time Reliability (LOTTR)	*10.00*
Truck Travel Time Reliability (TTTR)	*5.00*
System Continuity and Connectivity	**25.00**
Degree of Regional Impact	*15.00*
Improves Access to Major Employment or Population Centers	*3.00*
Resiliency	*5.00*
Addresses a Gap	*2.00*
Safety and Security	**15.00**
Reduction of EPDO of Fatal and Serious Injury Crashes	*5.00*
Reduction of EPDO Rate of Fatal and Serious Injury Crashes	*5.00*
Improvement to Incident Management or Evacuation Routes	*5.00*
Modal Enhancements	**5.00**
Enhances Other Modal Categories	*3.00*
Access to Multimodal Choices	*2.00*
PROJECT UTILITY TOTAL	***100.00***

2045 LRTP Project Prioritization Weighting Factors - Project Utility

Bridge & Tunnel Projects	
PROJECT UTILITY	
Congestion Level	**40.00**
% Reduction in Existing and Future V/C Ratios (Daily Delay)	*10.00*
Existing Peak Period Congestion/Level of Service	*10.00*
Person Throughput	*5.00*
Person Hours of Delay	*5.00*
Impact to Nearby Roadways	*10.00*
Travel Time Reliabililty	**15.00**
Level of Travel Time Reliability (LOTTR)	*10.00*
Truck Travel Time Reliability (TTTR)	*5.00*
Infrastructure Condition	**15.00**
Bridge State of Good Repair Ratings:	
Condition Factor	*5.50*
Importance Factor	*4.50*
Design Redundancy Factor	*3.00*
Structure Capacity	*2.00*
Tunnels:	
Age of Tunnel	*5.00*
Last Major Repair	*5.00*
Costs for Necessary Repairs/Upgrades	*5.00*
System Continuity and Connectivity	**15.00**
Degree of Regional Impact	*5.00*
Improves Access to Major Employment or Population Centers	*3.00*
Resiliency	*5.00*
Addresses a Gap	*2.00*
Safety and Security	**10.00**
Reduction of EPDO of Fatal and Serious Injury Crashes	*2.50*
Reduction of EPDO Rate of Fatal and Serious Injury Crashes	*2.50*
Improvement to Incident Management or Evacuation Routes	*3.00*
Diversion Impact Due to Failure (Impact of Detour to Alternate Crossing)	*2.00*
Modal Enhancements	**5.00**
Enhances Other Modal Categories	*2.00*
Access to Multimodal Choices	*2.00*
Provides Continuous Maritime Crossing	*1.00*
PROJECT UTILITY TOTAL	***100.00***

Transit Projects	
PROJECT UTILITY	
Congestion - Percent of Trips Removed from Roadways	**10.00**
Existing Usage and/or Prospective Ridership, Coverage Area/ Population Served	**20.00**
System Continuity and Connectivity	**25.00**
Degree of Regional Impact	*9.00*
Improves Access to Major Employment or Population Centers	*9.00*
Resiliency	*5.00*
Addresses a Gap	*2.00*
User Benefit	**35.00**
Annual Travel Time Savings per Rider	*10.00*
New Project	*5.00*
Increased Travel Time Reliability	*5.00*
Operating Efficiency	*5.00*
Accessibility (including ADA) and/or Customer Experience	*5.00*
Safety and Security	*5.00*
Modal Enhancements	**10.00**
Enhances Other Modal Categories	*6.00*
Access to Multimodal Choices	*4.00*
PROJECT UTILITY TOTAL	***100.00***

2045 LRTP Project Prioritization Weighting Factors - Project Utility

Active Transportation Projects	
PROJECT UTILITY	
Existing Usage and/or User Demand	**20.00**
System Continuity and Connectivity	**30.00**
Access to Transit, Local, or Regional Destinations	*10.00*
Regional Significance	*5.00*
Connections to Existing Bicycle/Pedestrian Facilities	*5.00*
Elimination of Barriers to Major Destinations	*5.00*
Resiliency	*5.00*
Safety	**30.00**
Crash History	*15.00*
Level of Separation/Network Quality	*10.00*
Associated with Safe Routes to School	*5.00*
Modal Enhancements	**20.00**
Enhances Other Modal Categories	*10.00*
Enhances First Mile - Last Mile Connections	*6.00*
Access to Multimodal Choices	*4.00*
PROJECT UTILITY TOTAL	***100.00***

Systems/Demand Management Projects	
PROJECT UTILITY	
Congestion Level	**40.00**
Existing Congestion Level	*20.00*
Project Improves Level of Service or Increases Service Capacity	*10.00*
Person Throughput	*5.00*
Person Hours of Delay	*5.00*
Travel Time Reliabililty	**15.00**
Level of Travel Time Reliability (LOTTR)	*10.00*
Truck Travel Time Reliability (TTTR)	*5.00*
System Continuity and Connectivity	**15.00**
Degree of Regional Impact	*5.00*
Resiliency	*5.00*
Improves Access to Major Employment or Population Centers	*3.00*
Addresses a Gap	*2.00*
Safety and Security	**15.00**
Degree Project Will Reduce Crashes (use EPDO data when possible)	*5.00*
Improvement to Incident Management or Evacuation Routes	*5.00*
Emergency Preemption or Incident Detection	*5.00*
Project Type Dependent Measures	**10.00**
(refer to Project Type Measures for specifics)	*10.00*
Modal Enhancements	**5.00**
Enhances Other Modal Categories	*3.00*
Access to Multimodal Choices	*2.00*
PROJECT UTILITY TOTAL	***100.00***

Active Transportation Projects

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

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

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

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

The amount of funding devoted to the BPSP is 10% of the annual HSIP allocation that Virginia receives. Under the HSIP allocation levels, each active transportation project can be financed with 90% coming from federal HSIP funding, with the state or locality providing the remaining 10% match.

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

Transit Asset Management

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

- Rolling Stock – Buses, ferry boats, light rail vehicles, and trolley buses
- Equipment/Service Vehicles – Non-revenue automobiles, trucks, and other vehicles
- Infrastructure – Light rail
- Facilities – Passenger, parking, maintenance, and administrative facilities

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

Hampton Roads Transit (HRT), as a Tier I transit agency, must develop and carry out its own TAM plans. As Tier II transit agencies, the Williamsburg Area Transit Authority (WATA) and Suffolk Transit are eligible to participate in group TAM plans. WATA and Suffolk Transit are using the statewide targets that were established by the Virginia Department of Rail and Public Transportation (DRPT). HRTPO staff prepared a recommended list of regional transit asset management targets, based on a weighted average of HRT, WATA, and Suffolk Transit Fiscal Year 2025 targets. These targets – which were approved by the HRTPO Board at its February 2025 meeting are:

Asset Type	Performance Measure	Asset Classes	2025 HRTPO Target
Rolling Stock	% of revenue vehicles within each asset class that have met or exceeded their useful life benchmark	Bus	< 9%
		Cutaway Buses	< 54%
		Ferry Boat	0%
		Light Rail Vehicles	0%
		Minibus	< 20%
		Trolley Buses	0%
		Van	< 0.5%
Equipment/ Service Vehicles	% of vehicles that have met or exceeded their useful life benchmark	Non-Revenue/ Service Vehicles	< 55%
		Trucks & Other Rubber Tire Vehicles	< 26%
Infrastructure	% of track segments, signals, and systems with performance restrictions	Light Rail Infrastructure	< 0.7%
Facilities	% of facilities in each asset class rated under 3.0 on FTA's TERM scale	Passenger/Parking	< 0.4%
		Maintenance	< 9%
		Administrative	< 9%

The programmatic ways that the TIP will assist Hampton Roads in meeting these transit asset management targets include:

CMAQ/RSTP Project Prioritization Process

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

The process for obtaining CMAQ/RSTP funding for transportation projects is competitive. Proposed projects are evaluated and ranked by HRTPO staff using a specific set of criteria that have been approved by the HRTPO Board. The HRTPO's Transportation Programming Subcommittee (TPS) takes into account the available funding, policies, and priorities of the HRTPO and Commonwealth Transportation Board (CTB), and uses the ranked project lists as a guide. The TPS produces a list of recommended projects and funding allocations for consideration by the HRTPO Transportation Technical Advisory Committee (TTAC) and the HRTPO Board. For more information on the CMAQ/RSTP Project Selection Process, see the guide posted on the HRTPO website on the Funding Topic page Congestion Mitigation and Air Quality (CMAQ) Improvement Program and Regional Surface Transportation Program (RSTP).

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

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

Locality/Agency:	
Project Name:	
Fill out all applicable sections below:	
Section 1: New or Expanded Transit Service	
_____	Estimated number of new boardings per day
_____	Number of new round trips per day
_____	Number of days per year service is available
_____	Length of round trip (miles)
Emissions rates of vehicles to be used for service (specify units: grams/brake-horsepower-hour or grams/mile):	
(rate) (units)	Volatile Organic Compounds (VOCs) (aka Total Hydrocarbons)
(rate) (units)	Nitrogen Oxides (NOx)
(rate) (units)	Non-Methane Hydrocarbons (NMHCs) (if NOx and/or VOC is not available)

Section 2: Vehicle Purchase/Replacement	
_____	Number of new vehicles
_____	Estimated average vehicle-miles per year
Emissions rates of new vehicles (specify units: grams/brake-horsepower-hour or grams/mile):	
(rate) (units)	VOC
(rate) (units)	NOx
(rate) (units)	NMHCs (if NOx and/or VOC is not available)
If old vehicles are to be retired:	
Number of vehicles being retired, by age (include model year [MY], number of buses [Number], and estimated average annual vehicle miles per bus [miles])*:	
MY	**Number** **Miles**
_____	_____ _____
Section 3: Transit Shelters/Facilities	
_____	Number of shelters/facilities to be added or replaced
_____	Estimated number of new boardings per day *due to added/replaced shelter/facility.*
List all route(s) served by shelters/facilities:	

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

Transit Safety

There are four transit safety categories that MPOs are required to establish targets and monitor progress for:

- Fatalities
- Injuries
- Safety Events
- System Reliability

HRTPO staff prepared a recommended list of regional transit safety targets, based on a weighted average of HRT, WATA, and Suffolk Transit targets. These 2025 targets are:

Category	Measure	Bus	Demand Response	Light Rail	Vanpool
Fatalities	Total number of reportable fatalities per year	0	0	0	0
	Rate per total vehicle revenue miles	0 per 100,000 revenue miles	0 per 100,000 revenue miles	0 per 100,000 revenue miles	0 per 100,000 revenue miles
Injuries	Total number of reportable injuries per year	< 83	0	0	0
	Rate per total vehicle revenue miles	< 7.62 per 100,000 revenue miles	0 per 100,000 revenue miles	0 per 100,000 revenue miles	0 per 100,000 revenue miles
Safety Events	Total number of safety events per year	< 71	< 1	< 5	0
	Rate per total vehicle revenue miles	< 5.70 per 100,000 revenue miles	< 0.04 per 100,000 revenue miles	< 15.40 per 100,000 revenue miles	0 per 100,000 revenue miles
System Reliability	Distance between major failures	> 10,000 miles	> 29,249 miles	> 9,470 miles	> 498,800 miles

Similar to transit asset management, Tier I transit agencies such as HRT must develop and carry out its own Public Transportation Agency Safety Plans (PTASPs), and Tier II transit agencies such as WATA and Suffolk Transit are eligible to participate in the statewide PTASP.

Remaining Measures

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

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

Targets in the areas of pavement condition, bridge condition, roadway performance, and freight must be established for a four-year period (2025). Most of the proposed regional targets are based on either the statewide targets approved by the Commonwealth Transportation Board (CTB) or VDOT projections that would assist with meeting the statewide targets. However, one of the recommended HRTPO regional targets differs from the approved statewide targets. The HRTPO target for Non-Interstate National Highway System (NHS) pavement in good condition was determined based on maintaining the current level due to significant differences between statewide and regional percentages.

The 2025 targets in each of these areas are:

Measure	HRTPO 4-Year Target (2025)	Target Basis
Bridge: NHS Deck Area – Good Condition	> 25.1%	Match state target
Bridge: NHS Deck Area – Poor Condition	< 3.6%	Match state target
Pavement: Interstate – Good Condition	> 45%	Match state target
Pavement: Interstate – Poor Condition	< 3%	Match state target
Pavement: Non-Interstate NHS – Good Condition	> 14%	Maintain current level
Pavement: Non-Interstate NHS – Poor Condition	< 5%	Match state target
Roadway Performance: Interstate Reliability (LOTTR)	> 94%	VDOT Projection
Roadway Performance: Non-Interstate NHS Reliability (LOTTR)	> 88%	VDOT Projection
Freight: Reliability (TTTR)	< 1.99	VDOT Projection

AIR QUALITY CONFORMITY

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

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

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

During the development of the FY 2024-2027 TIP, it was assessed to ensure that the program of projects met applicable Federal, State, and Local requirements relating to transportation conformity, based on the November 2018 EPA Guidance.

The Regional Conformity Assessment (RCA) for the Amended 2045 LRTP and FY 2024-2027 TIP was coordinated through the HRTPO and VDOT. For more information, please go to the HRTPO webpage Hampton Roads Regional Transportation Conformity | Hampton Roads, VA.

PUBLIC PARTICIPATION

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

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

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

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

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

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

- When the draft TIP is ready, the HRTPO Public Involvement Staff issues a press release regarding public comment opportunities on the draft TIP to the media, posts the opportunity on the HRTPO website, E-Newsletter (via the e-mail distribution list), Facebook page, and X feed, and solicits comment from the region.

- In addition, stakeholders, civic groups, community groups, and nonprofit organizations throughout the region are notified and provided with opportunities to comment on the draft TIP. They are also provided with links to the HRTPO public comment portal to place on their respective websites and social media sites.

- All public comment opportunities are provided in English, Spanish, and Tagalog in accordance with the HRTPO Title VI and Limited English Proficient (LEP) policies.

- HRTPO staff reviews and responds to all public comments received. Comments are also forwarded to state agencies, local jurisdictions, and transit operations, as applicable.

- Comments received from the public regarding the proposed TIP are summarized, analyzed, and fully considered in the development of the program. The final TIP is adopted by the HRTPO Board.

- The HRTPO provides a public review and comment period of no less than 14 days for TIP amendments.

- The Annual Obligation Report (AOR), a listing of federal obligations on projects from the previous Federal fiscal year, is posted continuously on the HRTPO website for public review and will be mailed upon request.

The HRTPO believes that the regional transportation planning and programming process benefits from public input. The public has valuable knowledge and insight regarding the problems and needs of our communities. The HRTPO also recognizes that it is our responsibility to provide as many opportunities as possible for the community to be informed and aware of the decisions that will affect the future of this region. As such, the public was invited and encouraged to participate throughout the development of the FY 2024-2027 TIP.

Please see Appendix A for:

- Public opportunities provided during the development of the FY 2024-2027 TIP
- Public comments during the development of the FY 2024-2027 TIP

Financial Plan

Section II

FINANCIAL PLAN

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

Projected expenditures, or commitments, were derived by VDOT as follows: The federal revenues are based on apportionment tables prepared by FHWA. The amounts are from the figures included in VDOT's FY 2024-2029 Six-Year Financial Plan and corresponding annual budget. The amounts also included reconciling adjustments from previous years that were not previously budgeted. The expected federal funds have been reduced by a factor to represent obligation authority.

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

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

Table 1, on the following page, depicts the financial constraint demonstration for highway and other projects that fall under the purview of the Virginia Department of Transportation (VDOT), while **Table 2** depicts the financial constraint demonstration for projects that fall under the purview of the Virginia Department of Rail and Public Transportation (DRPT). It should be noted that **Table 2** includes several funding sources for which allocations are determined annually by grantee application. For this reason, it was not possible to show the financial constraint demonstration beyond the first year of the TIP and the figures listed are estimates for FY 2025-2027. However, the eventual allocation of funds will not exceed the available revenue for those funding sources.

Table 1 | Hampton Roads FY 2024 – 2027 Transportation Improvement Program Financial Constraint Demonstration Highway Projects

TABLE 1 | Hampton Roads FY 2024 -2027 Transportation Improvement Program Financial Constraint Demonstration — Highway Projects

Fund Source	FFY 2024		FFY 2025		FFY 2026		FFY 2027		TOTAL	
	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation
Federal										
BR	$3,105,514	$3,105,514	$130,000	$130,000	$58,075,000	$58,075,000	$0	$0	$61,310,514	$61,310,514
CMAQ (1)	$15,406,125	$15,406,125	$16,998,300	$16,998,300	$8,269,141	$8,269,141	$5,959,168	$5,959,168	$46,632,734	$46,632,734
DEMO	$8,360,000	$8,360,000	$8,000	$8,000	$1,676,000	$1,676,000	$0	$0	$10,044,000	$10,044,000
FLH	$0	$0	$206,400	$206,400	$0	$0	$0	$0	$206,400	$206,400
HIP/F	$13,144,500	$13,144,500	$2,619,574	$2,619,574	$0	$0	$0	$0	$15,764,074	$15,764,074
HIP/U	($684,850)	($684,850)	$0	$0	$0	$0	$0	$0	($684,850)	($684,850)
HSIP	$5,658,049	$5,658,049	$3,399,749	$3,399,749	$1,287,414	$1,287,414	$0	$0	$10,345,212	$10,345,212
NHFP	$43,985,276	$43,985,276	$0	$0	$0	$0	$0	$0	$43,985,276	$43,985,276
NHPP/E	$2,098,117	$2,098,117	$1,091,363	$1,091,363	$0	$0	$534,116	$534,116	$3,723,596	$3,723,596
NHS/NHPP	$104,024,724	$104,024,724	$30,305,783	$30,305,783	$5,894,001	$5,894,001	$8,561,756	$8,561,756	$148,786,264	$148,786,264
RSTP (1)	$48,858,261	$48,858,261	$8,058,791	$8,058,791	$9,500,720	$9,500,720	$31,382,032	$31,382,032	$97,799,804	$97,799,804
STP/STBG	$29,493,245	$29,493,245	$1,547,875	$1,547,875	$5,961,260	$5,961,260	$2,742,020	$2,742,020	$39,744,400	$39,744,400
TAP	$4,118,650	$4,118,650	$1,494,140	$1,494,140	$2,731,874	$2,731,874	$832,640	$832,640	$9,177,304	$9,177,304
Subtotal -- Federal	**$277,567,611**	**$277,567,611**	**$65,859,975**	**$65,859,975**	**$93,395,410**	**$93,395,410**	**$50,011,732**	**$50,011,732**	**$486,834,728**	**$486,834,728**
Other										
Non-Federal	$168,470,462	$168,470,462	$3,963,838	$3,963,838	$8,342,037	$8,342,037	$205,458,200	$205,458,200	$386,234,537	$386,234,537
State Match	$61,994,694	$61,994,694	$9,696,546	$9,696,546	$6,966,905	$6,966,905	$11,761,685	$11,761,685	$90,419,830	$90,419,830
Subtotal -- Other	**$230,465,156**	**$230,465,156**	**$13,660,384**	**$13,660,384**	**$15,308,942**	**$15,308,942**	**$217,219,885**	**$217,219,885**	**$476,654,367**	**$476,654,367**
Total	**$508,032,767**	**$508,032,767**	**$79,520,359**	**$79,520,359**	**$108,704,352**	**$108,704,352**	**$267,231,617**	**$267,231,617**	**$963,489,095**	**$963,489,095**

(1) CMAQ/RSTP includes funds for TRANSIT projects

Table Continued on Next Page

Table 1 | Hampton Roads FY 2024 – 2027 Transportation Improvement Program Financial Constraint Demonstration Highway Projects (Continued)

Fund Source	FFY 2024		FFY 2025		FFY 2026		FFY 2027		TOTAL	
	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation
Federal - ACC (2)										
BR	$0	$0	$0	$0	$1,286,667	$1,286,667	$0	$0	$1,286,667	$1,286,667
CMAQ (1)	$288,000	$288,000	$1,592,592	$1,592,592	$216,000	$216,000	$676,000	$676,000	$2,772,592	$2,772,592
HSIP	$172,328	$172,328	$402,758	$402,758	$0	$0	$0	$0	$575,086	$575,086
NHFP	$0	$0	$17,560,192	$17,560,192	$13,628,228	$13,628,228	$0	$0	$31,188,420	$31,188,420
NHS/NHPP	$2,761,248	$2,761,248	$67,007,587	$67,007,587	$55,711,873	$55,711,873	$54,386,837	$54,386,837	$179,867,545	$179,867,545
RAIL	$0	$0	$2,079,021	$2,079,021	$0	$0	$0	$0	$2,079,021	$2,079,021
RSTP (1)	$0	$0	$6,647,600	$6,647,600	$5,757,871	$5,757,871	$9,440,000	$9,440,000	$21,845,471	$21,845,471
STP/STBG	$0	$0	$1,075,229	$1,075,229	$2,509,233	$2,509,233	$1,215,997	$1,215,997	$4,800,459	$4,800,459
				FFY 2024 - 2027						
TAP	$30,482	$30,482	$0	$0	$0	$0	$0	$0	$30,482	$30,482
Subtotal -- Federal - ACC (2)	**$3,252,058**	**$3,252,058**	**$96,364,979**	**$96,364,979**	**$79,109,872**	**$79,109,872**	**$65,718,834**	**$65,718,834**	**$244,445,743**	**$244,445,743**
Statewide and/or Multiple MPO - Federal (3)										
CMAQ (1)	$5,229,927	$5,229,927	$0	$0	$0	$0	$0	$0	$5,229,927	$5,229,927
NHS/NHPP	$8,896,327	$8,896,327	$7,864,709	$7,864,709	$7,863,525	$7,863,525	$7,863,845	$7,863,845	$32,488,406	$32,488,406
Subtotal -- Statewide and/or Multiple MPO - Federal (3)	**$14,126,254**	**$14,126,254**	**$7,864,709**	**$7,864,709**	**$7,863,525**	**$7,863,525**	**$7,863,845**	**$7,863,845**	**$37,718,333**	**$37,718,333**
Maintenance - Federal (4)										
NHFP	$1,996,466	$1,996,466	$1,996,466	$1,996,466	$1,996,466	$1,996,466	$1,996,466	$1,996,466	$7,985,864	$7,985,864
NHPP/E	$0	$0	$1,000,000	$1,000,000	$0	$0	$0	$0	$1,000,000	$1,000,000
NHS/NHPP	$20,005,454	$20,005,454	$19,141,414	$19,141,414	$19,491,414	$19,491,414	$32,594,281	$32,594,281	$91,232,563	$91,232,563
STP/STBG	$16,426,353	$16,426,353	$16,492,252	$16,492,252	$16,559,274	$16,559,274	$16,627,433	$16,627,433	$66,105,312	$66,105,312
Subtotal -- Maintenance - Federal (4)	**$38,428,273**	**$38,428,273**	**$38,630,132**	**$38,630,132**	**$38,047,154**	**$38,047,154**	**$51,218,180**	**$51,218,180**	**$166,323,739**	**$166,323,739**

(1) CMAQ/RSTP includes funds for TRANSIT projects
(2) ACC -- Advance Construction -- Funding included in Federal Category based on year of AC Conversion
(3) Statewide and/or Multiple MPO - Federal - Funding to be obligated in Multiple MPO Regions and/or Statewide for projects as identified
(4) Maintenance Projects - Funding to be obligated for maintenance projects as identified

Table 2 | Hampton Roads FY 2024 – 2027 Transportation Improvement Program Financial Constraint Demonstration [1] Public Transportation Projects

FEDERAL FISCAL CONSTRAINT DEMONSTRATION [1]

	FY 2024[2]				FY 2025[2]			
		Non-Federal Revenue				Non-Federal Revenue		
	Federal Revenue	Estimated State Revenue	Estimated local Revenue	Total Estimated Revenue	Estimated Federal Revenue	Estimated State Revenue	Estimated Local Revenue	Total Estimated Revenue
Section 5303 - Hampton Roads [3]	$ 961,398	$ 21,045	$ 21,045	$ 1,003,488	$ 990,240	$ 21,676	$ 21,676	$ 1,033,593
Section 5307/5340 Hampton Roads [4]	$ 28,573,385	$ 5,714,677	$ 1,428,669	$ 35,716,731	$ 29,430,587	$ 5,886,117	$ 1,471,529	$ 36,788,233
Section 5339 - Hampton Roads [5]	$ 2,308,005	$ 461,601	$ 115,400	$ 2,885,006	$ 2,377,245	$ 475,449	$ 118,862	$ 2,971,556
Section 5310 - Hampton Roads	$ 1,884,096	$ 376,819	$ 94,205	$ 2,355,120	$ 1,940,619	$ 388,124	$ 97,031	$ 2,425,774
TOTAL	**$ 33,726,884**	**$ 6,574,142**	**$ 1,659,319**	**$ 41,960,346**	**$ 34,738,691**	**$ 6,771,366**	**$ 1,709,099**	**$ 43,219,156**

	FY 2026[2]				FY 2027[2]			
		Non-Federal Revenue				Non-Federal Revenue		
	Estimated Federal Revenue	Estimated State Revenue	Estimated Local Revenue	Total Estimated Revenue	Estimated Federal Revenue	Estimated State Revenue	Estimated local Revenue	Total Estimated Revenue
Section 5303 - Hampton Roads [3]	$ 1,050,546	$ 22,996	$ 22,996	$ 1,096,538	$ 1,082,062	$ 23,686	$ 23,686	$ 1,129,435
Section 5307/5340 Hampton Roads [4]	$ 31,222,909	$ 6,244,582	$ 1,561,145	$ 39,028,637	$ 32,159,597	$ 6,431,919	$ 1,607,980	$ 40,199,496
Section 5339 - Hampton Roads [5]	$ 2,522,019	$ 504,404	$ 126,101	$ 3,152,524	$ 2,597,680	$ 519,536	$ 129,884	$ 3,247,100
Section 5310 - Hampton Roads	$ 2,058,803	$ 411,761	$ 102,940	$ 2,573,503	$ 2,120,567	$ 424,113	$ 106,028	$ 2,650,708
TOTAL	**$ 36,854,277**	**$ 7,183,743**	**$ 1,813,183**	**$ 45,851,202**	**$ 37,959,905**	**$ 7,399,255**	**$ 1,867,578**	**$ 47,226,739**

[1] Calculations in this spreadsheet are based on FTA apportionments only and do not include CMAQ or STP funds that have been flexed into 5307. We are showing FY2024-27 allocations at the level of FY2023 funding, with a 3% inflation factor. For all additional years beyond FY2027, DRPT recommends using a straight line projection.

[2] Designates State fiscal year. Includes FTA apportionment tables posted on January 23, 2023 (FY2023 Allocations).

[3] For FTA 5303, state and local match ratios set at 10% and 10%, respectively.

[4] For 5307, match is 80% state, 20% local (assume being used on capital).

[5] Funding amount for FY2023 based on total FTA 5339 (State controlled) Divided by 7 small urban jurisdictions statewide added to HRT's direct 5339 allocation. State and local match ratios set at 16%.

Table 3 | Hampton Roads FY 2024 – 2027 Transportation Improvement Program Financial Constraint Demonstration Public Transportation Projects: HRTPO – DRPT Transit Revenues

HRTPO - DRPT Transit Revenues (in $1,000's)						
Hampton Roads TPO	**FY 2024**	**FY 2025**	**FY 2026**	**FY 2027**	**Total FY 2024 - 2027**	
FTA 5303	$10	$10	$10	$10	FTA 5303	$40
FTA 5307	$40,889	$35,544	$30,008	$30,575	*FTA 5307*	$137,016
Smart Scale	$0	$110	$0	$0	*FTA 5307h*	$110
FTA 5310	$1,048	$1,181	$1,211	$1,211	*FTA 5310*	$4,651
FTA 5311	$530	$557	$1,422	$909	*FTA 5311*	$3,418
FTA 5337	$3,384	$4,826	$3,202	$5,747	*FTA 5337*	$17,159
FTA 5339	$1,079	$560	$1,033	$180	*FTA5339*	$2,852
Flexible STP	$1,885	$1,049	$1,437	$233	*Fexible STP*	$4,604
CMAQ	$5,798	$5,809	$4,400	$1,953	*CMAQ*	$17,960
RSTP	$15,281	$19,676	$18,480	$2,753	*RSTP*	$56,190
Other Federal	$180	$180	$180	$180	*Other Federal*	$720
State	$41,365	$43,032	$22,037	$20,009	*State*	$126,443
Local	$29,126	$33,748	$21,047	$19,027	*Local*	$102,948
Revenues	$1,643	$1,725	$1,777	$1,830	*Revenues*	$6,975
Totals	$142,218	$148,007	$106,244	$84,618		$481,087

Source: HRTPO Staff rollup of DRPT Data

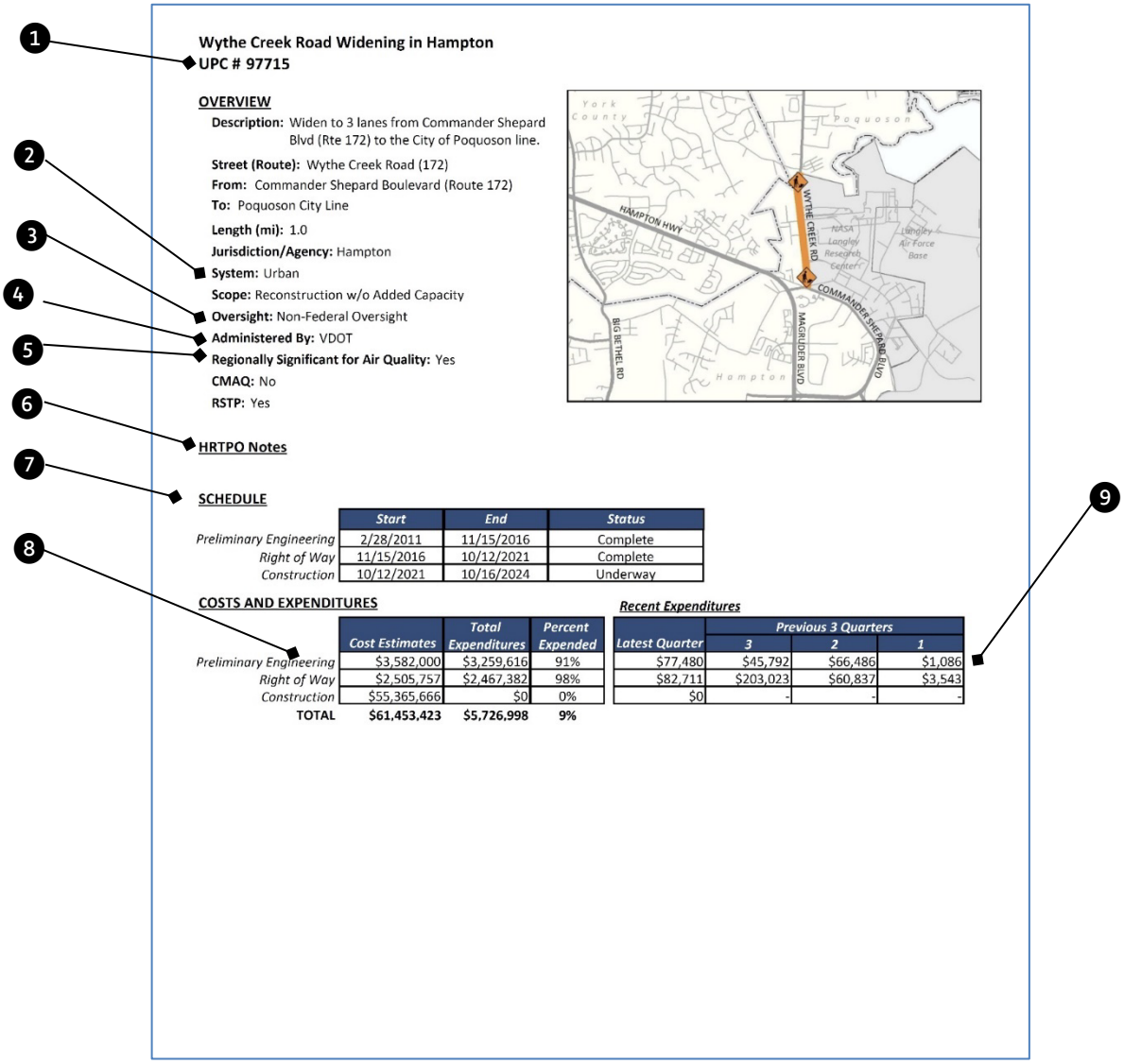
How to Read the Project Summary Sheet

Section III

How to Read the Project Summary Sheet

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

Figure 3 | Project Guide Sheet



Wythe Creek Road Widening in Hampton
UPC # 97715

OVERVIEW

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

Street (Route): Wythe Creek Road (172)
From: Commander Shepard Boulevard (Route 172)
To: Poquoson City Line
Length (mi): 1.0
Jurisdiction/Agency: Hampton
System: Urban
Scope: Reconstruction w/o Added Capacity
Oversight: Non-Federal Oversight
Administered By: VDOT
Regionally Significant for Air Quality: Yes
CMAQ: No
RSTP: Yes

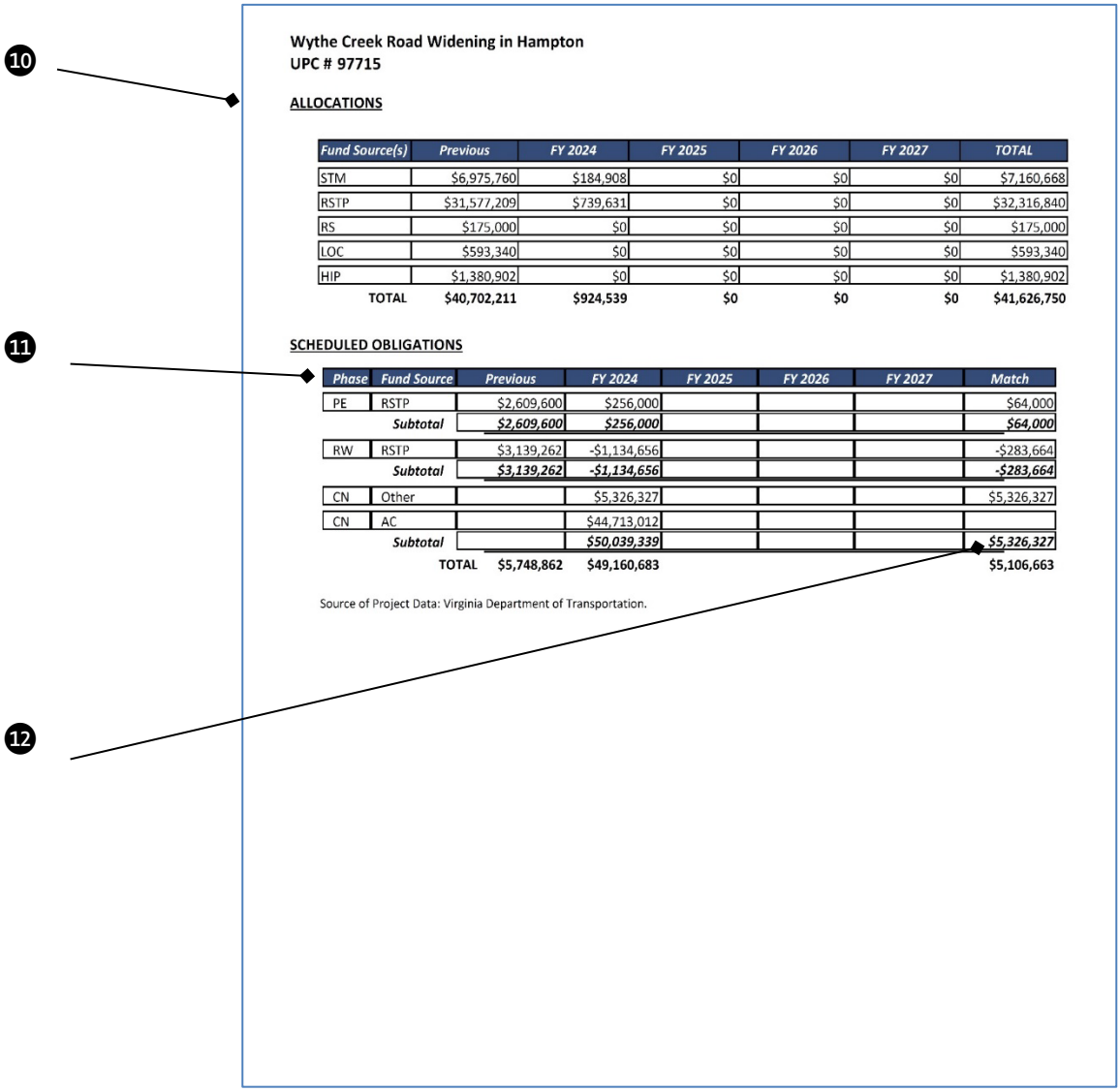
HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	2/28/2011	11/15/2016	Complete
Right of Way	11/15/2016	10/12/2021	Complete
Construction	10/12/2021	10/16/2024	Underway

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures: Latest Quarter	Previous 3 Quarters: 3	2	1
Preliminary Engineering	$3,582,000	$3,259,616	91%	$77,480	$45,792	$66,486	$1,086
Right of Way	$2,505,757	$2,467,382	98%	$82,711	$203,023	$60,837	$3,543
Construction	$55,365,666	$0	0%	$0	-	-	-
TOTAL	**$61,453,423**	**$5,726,998**	**9%**				



Wythe Creek Road Widening in Hampton
UPC # 97715

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STM	$6,975,760	$184,908	$0	$0	$0	$7,160,668
RSTP	$31,577,209	$739,631	$0	$0	$0	$32,316,840
RS	$175,000	$0	$0	$0	$0	$175,000
LOC	$593,340	$0	$0	$0	$0	$593,340
HIP	$1,380,902	$0	$0	$0	$0	$1,380,902
TOTAL	**$40,702,211**	**$924,539**	**$0**	**$0**	**$0**	**$41,626,750**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	RSTP	$2,609,600	$256,000				$64,000
	Subtotal	***$2,609,600***	***$256,000***				***$64,000***
RW	RSTP	$3,139,262	-$1,134,656				-$283,664
	Subtotal	***$3,139,262***	***-$1,134,656***				***-$283,664***
CN	Other		$5,326,327				$5,326,327
CN	AC		$44,713,012				
	Subtotal		***$50,039,339***				***$5,326,327***
	TOTAL	**$5,748,862**	**$49,160,683**				**$5,106,663**

Source of Project Data: Virginia Department of Transportation.

TERM DEFINITIONS

❶ **Universal Project Code** (UPC) – The number assigned to a project when it is entered into the VDOT database. The UPC number remains with the project until completion and provides a good way to identify or check on the status of a project.

❷ **System** – Indicates which system, program, or mode of transportation the project falls within: Interstate, Primary, Urban, Secondary, Miscellaneous, Enhancement, Rail, or Public Transportation. All projects are listed alphabetically by jurisdiction within each system. Descriptions of the systems and how the projects are sorted within each system are as follows:

- The **Interstate** system contains projects identified as being part of the limited-access system of highways that carry interstate designations such as I-64, I-264, I-464, I-564, and I-664.
- The **Primary** system contains projects located along major roadways that carry a route designation of less than 600.
- The **Urban** system contains projects located within cities and towns.
- The **Secondary** system contains projects located along minor roadways that carry a route designation of 600 or greater. Projects listed in this category are primarily located within counties.
- The **Miscellaneous** system contains projects that are generally regional in nature and do not clearly fall into one of the above systems.
- **The Enhancement** system contains projects that receive funds under the Transportation Alternatives (TA) Set-Aside program. These projects are usually active transportation projects.
- **The Rail** system contains projects that are specifically related to rail transit.
- **The Public Transportation** system contains projects that are transit related.

❸ **Oversight** – Federal Oversight indicates the Federal Oversight in the project construction, contracting, and management. Non-Federal Oversight indicates Non-Federal Oversight in the construction, contracting, and management, and does not affect the standard environmental review process for transportation projects.

❹ **Administered By** – Indicates the party responsible for administering the project.

❺ **Regionally Significant for Air Quality –** A transportation project that is new construction or a widening project that involves added through capacity. The addition of any regionally significant project to the TIP will trigger a new air quality conformity determination. A Regional Conformity Assessment (RCA) must be completed, including a public review and comment period, and approved by the HRTPO Board. The approved RCA will be forwarded to the FHWA and FTA for a new conformity determination. HRTPO staff limits the number of RCAs as it is a time consuming process, with limited staff at the regional, state, and federal level, to conduct back-to-back conformity assessments.

❻ **HRTPO Notes** – A field available for comments by HRTPO staff in order to provide more details regarding the project and any amendments or administrative modifications.

❼ **Schedule** – The anticipated schedule for each phase of the project.

❽ **Costs and Expenditures** – The costs and expenditures for each phase of a project (Preliminary Engineering [PE], Right of Way [RW}, and Construction [CN]). The estimated cost of the project is shown by phase and reflects the best overall estimate available.

❾ **Recent Expenditures** – This table shows expenditures for the most recent four quarters and is used to track the trends of expenditures as a measure of activity on a project.

❿ **Allocations** – The funds that are available each fiscal year as identified in VDOT's budget and Six-Year Improvement Plan (SYIP). Allocation amounts include federal funds, state funds, and local/state matching funds to be used on projects.

⓫ **Scheduled Obligations** – Obligations are the commitments by the Federal government to reimburse the State for the Federal share of a project's eligible costs. Obligations are identified in the TIP by project and project phase (PE, RW, CN) and are forecasted across the four-year timeframe of the TIP.

⓬ **Match** – Most of the time, the use of Federal funds require matching funds from a non-Federal source. The ratio of Federal share to matching funds may be 90/10, 80/20, or some other combination.

PROJECT PHASES

The Schedule, Costs and Expenditures, Recent Expenditures, and Scheduled Obligations tables include data for each project phase. Descriptions of the project phases are as follows:

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

FUND SOURCES

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

Table 3 | Highway Fund Sources

Abbreviation	Fund Source
AC	Advance Construction (will be replaced with an actual fund source)
AC-Conversion	Conversion of AC to Federal Funds
AC-Other	AC funds that will be replaced with an actual fund source
BOM	Bond Match
BR	Bridge Funds
BR/BROS	Bridge/Off-System Bridge
CBBT Gen	Chesapeake Bay Bridge Tunnel General Fund
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CPR	Capital Project Revenue Bonds
CRP	Carbon Reduction Program
CRRSA	Coronavirus Response and Relief Supplemental Act
DEALC	Deallocation of Funds
DEMO	Federal Demonstration
DGP	District Grants Program
EB/MG	Equity Bonus/Minimum Guarantee
FAST Act	Fixing America's Surface Transportation Act
FLAP	Federal Lands Access Program
FRAN	Federal Reimbursement Anticipation Note
GARV	Grant Anticipation Revenue Vehicle (GARVEE) Bonds
HES	Hazard Elimination Safety Program
HIP	Highway Infrastructure Program
HIP>200K	Highway Infrastructure Program (CRRSA Allocation of over $200K)
HIP-CRRSA	Highway Infrastructure Program-Coronavirus Response and Relief Supplemental Act
HIP-F	Highway Infrastructure Program – Flex
HIP-S	Highway Infrastructure Program – State
HIP-U	Highway Infrastructure Program – Urban
HPD	High Priority DEMO Funds
HPP	High Priority Projects
HRTAC	Hampton Roads Transportation Accountability Commission
HRTF	Hampton Roads Transportation Fund
HSIP	Highway Safety Improvement Program
IIJA	Infrastructure Investment and Jobs Act
IM	Interstate Maintenance
IOEP	Interstate Operations and Enhancement Program
LOC	Local Funds
LOM	Local Match
MAP-21	Moving Ahead for Progress in the 21st Century Act
MIX	Federal/State Mix
NHFP	National Highway Freight Program
NHPP	National Highway Performance Program
NHPP-E	National Highway Performance Program – Exempt
NHS	National Highway System
NHS/NHPP	National Highway System/National Highway Performance Program

OCF	Open Container Funds
OPR	Operating Revenue
Other	Other Funds
PPTA	Public-Private Transportation Act
PROTECT	Promoting Resilient Operations for Transformative, Efficient, Cost-saving Transportation (program)
PTF	Priority Transportation Fund
Rail	Rail Funds
RS	Revenue Sharing
RSTP	Regional Surface Transportation Program
RTAP	Regional Transportation Alternatives Program
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A legacy for Users
Secondary	Secondary Funds
SFTY	Safety Funds
SIC	State Interstate Corridor
Soft Match	Federal Toll Credits
SRS	Safe Routes to School
SS4A	Safet Streets and Roads for All (Grant program)
STBG	Surface Transportation Block Grant
STF	State Funds
STM	State Match
STP	Surface Transportation Program
ST-SPS	State – Special Structures
STP/STBG	Surface Transportation Program/Surface Transportation Block Grant
STP-SU	Surface Transportation Program – Small Urban
Urban	Urban Funds
TAP	Transportation Alternatives Program (TA Set-Aside Program)
TAP-F	Transportation Alternatives Program – Flex (TA Set-Aside Program)
TEF	Transportation Enhancement Funds
TELE	Telecommunication Funds
TEP	Transportation Enhancement Program
TFRA	Toll Facility Revolving Account
TIFIA	Transportation Infrastructure Finance and Innovation Act
TIGF-S	Transportation Initiatives General Fund – State
TI-S	Transportation Initiatives – State
Toll	Toll Funds
TREV	Toll Revenue Bonds
VA SFTY	Virginia Safety Funds
VTIB	Virginia Transportation Infrastructure Bank

Table 4 | Transit Fund Sources

Abbreviation	Fund Source
EB	Equity Bonus
Flexible CMAQ	Flexible Congestion Mitigation and Air Quality Improvement Program
Flexible NHPP	Flexible National Highway Performance Program
Flexible STP/STBG	Flexible Surface Transportation Program/Surface Transportation Block Grant
FTA 5303	Metropolitan Transportation Planning
FTA 5304	Statewide Transportation Planning
FTA 5305	Transportation Planning Programs
FTA 5307	Urbanized Area Formula Grants
FTA 5309	Capital Investment Grants
FTA 5310	Enhanced Mobility of Seniors and Individuals with Disabilities
FTA 5311	Formula Grants for Rural Areas
FTA 5314	Human Resources and Training
FTA 5337	State of Good Repair Grants
FTA 5339	Grants for Buses and Bus Facilities Formula Program
Local	Local Funds
Other	Other Federal Funds
RTAP	Rural Transit Assistance Program
State	State Funds

Interstate System Projects

Section IV

I-64 Southside Widening and High Rise Bridge - Phase I (HRTAC revenue) (Project in Financial Closeout)
UPC # 106692

OVERVIEW



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

Street (Route): I-64

From: 1.02 miles east of I-464

To: 0.3 miles east of I-264 (at Bowers Hill)

Length (mi): 9.03

Jurisdiction/Agency: Chesapeake

System: Interstate

Scope: Reconstruction w/ Added Capacity

Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No

HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	2/2/2015	1/13/2021	Complete
Right of Way	1/13/2021	12/14/2016	Complete
Construction	12/14/2016	7/9/2021	Complete

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures: Latest Quarter	Previous 3 Quarters: 3	2	1
Preliminary Engineering	$12,200,000	$12,189,268	100%	$170	-	-	-
Right of Way	$18,726,000	$11,114,472	59%	$352,056	$99,065	$76,792	$69,626
Construction	$401,030,220	$345,914,161	86%	$171,470,431	$20,607,198	$26,181,423	$7,293,657
TOTAL	**$431,956,220**	**$369,217,901**	**85%**				

I-64 Southside Widening and High Rise Bridge - Phase I (HRTAC revenue) (Project in Financial Closeout)
UPC # 106692

ALLOCATIONS

Fund Source(s)	*Previous*	*FY 2024*	*FY 2025*	*FY 2026*	*FY 2027*	*TOTAL*
HRTAC	$431,956,220	$0	$0	$0	$0	$431,956,220
TOTAL	**$431,956,220**	**$0**	**$0**	**$0**	**$0**	**$431,956,220**

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

I-64 Southside Widening and High Rise Bridge - Phase 1 (Child project of UPC 106692)
UPC # 108990

OVERVIEW

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

Street (Route): I-64

From: I-464

To: I-664/I-264

Length (mi): 8.2

Jurisdiction/Agency: Chesapeake

System: Interstate

Scope: Reconstruction w/ Added Capacity

Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

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

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures: Latest Quarter	Previous 3 Quarters: 3	2	1
Preliminary Engineering	$0	$0	-	$0	-	-	-
Right of Way	$0	$0	-	$0	-	-	-
Construction	$92,657,545	$92,675,085	100%	$17,503	$83	-	$68,912
TOTAL	**$92,657,545**	**$92,675,085**	**100%**				

I-64 Southside Widening and High Rise Bridge - Phase 1 (Child project of UPC 106692)
UPC # 108990

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
GARV	$92,657,545	$0	$0	$0	$0	$92,657,545
TOTAL	**$92,657,545**	**$0**	**$0**	**$0**	**$0**	**$92,657,545**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
CN	NHS/NHPP	$22,399,442	$4,925,477				
CN	AC-Conv			$5,175,510	$5,438,118	$5,713,762	
CN	AC		$65,332,626				
	Subtotal	***$22,399,442***	***$70,258,103***	***$5,175,510***	***$5,438,118***	***$5,713,762***	
	TOTAL	**$22,399,442**	**$70,258,103**	**$5,175,510**	**$5,438,118**	**$5,713,762**	

Source of Project Data: Virginia Department of Transportation.

I-64 Southside Widening and High-Rise Bridge - Phase 1 - GARVEE Debt Service
UPC # 111982

OVERVIEW

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

Street (Route): I-64

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Chesapeake

System: Interstate

Scope: Debt Service

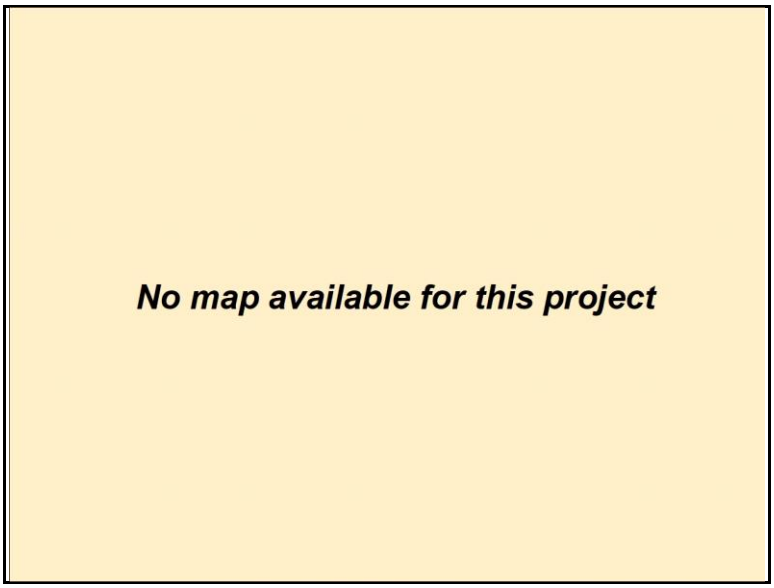
Oversight: Unknown

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	3/15/2018	6/30/2034	Underway
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures: Latest Quarter	Previous 3 Quarters: 3	2	1
Preliminary Engineering	$113,996,386	$0	0%	$0	-	-	-
Right of Way	$0	$0	-	$0	-	-	-
Construction	$0	$33,120,793	-	$11,574,119	-	$3,858,173	-
TOTAL	**$113,996,386**	**$33,120,793**	**29%**				

I-64 Southside Widening and High-Rise Bridge - Phase 1 - GARVEE Debt Service
UPC # 111982

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
NHPP	$36,978,766	$7,715,506	$7,715,429	$7,716,657	$7,715,351	$67,841,709
TOTAL	**$36,978,766**	**$7,715,506**	**$7,715,429**	**$7,716,657**	**$7,715,351**	**$67,841,709**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	NHS/NHPP	$18,438,503	$2,789,132				
PE	AC-Conv			$2,539,759	$2,277,715	$2,002,421	
PE	AC		$12,298,206				
	Subtotal	***$18,438,503***	***$15,087,338***	***$2,539,759***	***$2,277,715***	***$2,002,421***	
	TOTAL	**$18,438,503**	**$15,087,338**	**$2,539,759**	**$2,277,715**	**$2,002,421**	

Source of Project Data: Virginia Department of Transportation.

I-64/I-464 Interchange - Exit 291 Ramp Improvements
UPC # 120375

OVERVIEW



Description: Alternative 4A - Ramp Improvements - I-64 eastbound to I-464 southbound (to Route 168) flyover separating I-464 southbound traffic going to Route 17 and Route 168.

Street (Route): I-64

From: I-64 Eastbound at Exit 292/I-464 Southbound (Mile post 291)

To: I-464 Southbound/Route 168 (Mile post 292.62)

Length (mi): 2.044

Jurisdiction/Agency: Chesapeake

System: Interstate

Scope: Reconstruction w/ Added Capacity

Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant: Yes

CMAQ: No

RSTP: No

TAP: No

CRP: No

HRTPO Notes

Revised 11/1/2024: Administrative Modification to revise the phase cost estimates, schedule, allocations, and obligations as part of the rollover process. Update allocations as follows: remove FY Previous NHPP/STF allocation of $52,365,444; remove FY 2024 NHPP/STF allocation of $19,823,944; remove FY 2025 NHPP/STF allocation of $21,383,053; remove FY 2026 NHPP/STF allocation of $22,687,422; remove FY 2027 NHPP/STF allocation of $23,740,137; add FY Previous NHPP allocation of $14,065,174; add FY 2024 NHPP allocation of $29,688,605; add FY 2025 NHPP allocation of $38,577,964; add FY 2026 NHPP allocation of $21,984,271; add FY 2027 NHPP allocation of $18,380,916; add FY Previous STF allocation of $7,162,155. Update obligations as follows: add FY Previous PE Phase NHPP obligation of $4,420,000; add FY Previous RW Phase NHPP obligation of $1,685,720; remove FY 2024 RW Phase AC obligation of $14,560,000; add FY Previous CN Phase AC-NHPP obligation of $46,427,559; add FY Previous CN Phase NHPP obligation of $37,583,151; add FY Previous CN Phase AC-Other obligation of $38,365,178; add FY 2024 CN Phase AC-Other obligation of ($8,414,661); add FY 2024 CN Phase AC obligation of ($3,450,000); remove FY 2026 CN Phase AC obligation of $116,940,000; add FY 2024 CN Phase NHS/NHPP obligation of $23,383,053; add FY 2025 CN Phase AC-Conversion obligation of $20,237,422; add FY 2026 CN Phase AC-Conversion obligation of $22,740,137.

SCHEDULE

	Start	End	Status
Preliminary Engineering	1/21/2022	8/10/2023	Complete
Right of Way	8/10/2023	8/10/2023	Complete
Construction	8/10/2023	11/8/2027	Underway

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$4,420,000	$2,466,031	56%
Right of Way	$1,685,720	$0	0%
Construction	$133,894,280	$10,477,246	8%
TOTAL	**$140,000,000**	**$12,943,277**	**9%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

I-64/I-464 Interchange - Exit 291 Ramp Improvements
UPC # 120375

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STF	$7,162,155	$0	$0	$0	$0	$7,162,155
NHPP	$14,065,174	$29,688,605	$38,577,964	$21,984,271	$18,380,916	$122,696,930
TOTAL	**$21,227,329**	**$29,688,605**	**$38,577,964**	**$21,984,271**	**$18,380,916**	**$129,859,085**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	NHPP	$4,420,000					
	Subtotal	***$4,420,000***					
RW	NHPP	$1,685,720					
	Subtotal	***$1,685,720***					
CN	AC-NHPP	$46,427,559					
CN	AC-Conversi			$20,237,422	$22,740,137		
CN	NHS/NHPP		$23,383,053				
CN	AC-Other	$38,365,178	-$8,414,661				
CN	NHPP	$37,583,151					
CN	AC		-$3,450,000				
	Subtotal	***$122,375,888***	***$11,518,392***	***$20,237,422***	***$22,740,137***		
	TOTAL	**$128,481,608**	**$11,518,392**	**$20,237,422**	**$22,740,137**		

Source of Project Data: Virginia Department of Transportation.

I-64/464 Interchange Exit 291 Ramp Improvements (Linked to UPC 120375 for tracking HRTAC Funds)
UPC # 123322

OVERVIEW

Description: Improve the I-64/464 Interchange Configuration (Alternative 4A) - Linked to UPC 120375 for HRTAC Tracking.

Street (Route): I-64 and I-464

From: 1.815 miles east of intersection of I-464 SBL

To: 0.229 miles west of intersectionof I-464 SBL

Length (mi): 2.044

Jurisdiction/Agency: Chesapeake

System: Interstate

Scope: Reconstruction w/ Added Capacity

Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant: Yes

CMAQ: No

RSTP: No

TAP: No

CRP: No



HRTPO Notes

Revised 11/1/2024: Administrative Modification to add a previous TIP project as part of the FY 2024-2027 rollover process.

SCHEDULE

	Start	End	Status
Preliminary Engineering	N/A	N/A	N/A
Right of Way	N/A	N/A	N/A
Construction	5/14/2024	1/12/2026	Underway

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$0	$0	-
Right of Way	$0	$0	-
Construction	$40,862,923	$0	0%
TOTAL	**$40,862,923**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

I-64/464 Interchange Exit 291 Ramp Improvements (Linked to UPC 120375 for tracking HRTAC Funds)
UPC # 123322

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
HRTAC	$0	$40,862,923	$0	$0	$0	$40,862,923
TOTAL	**$0**	**$40,862,923**	**$0**	**$0**	**$0**	**$40,862,923**

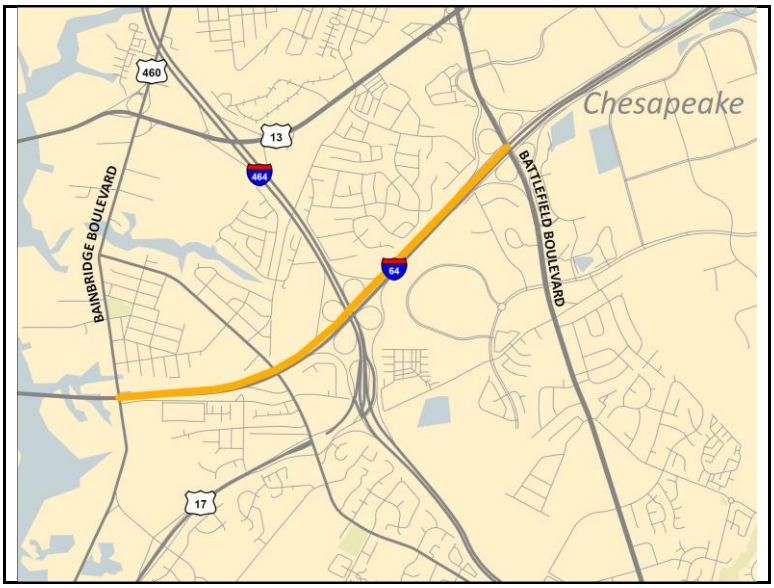
SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
CN	Other		$40,862,923				
	Subtotal		***$40,862,923***				
	TOTAL		**$40,862,923**				

Source of Project Data: Virginia Department of Transportation.

I-64/I-464 Interchange - Phase A
UPC # 127093

OVERVIEW



Description: Construct a 3-lane section added capacity, splitting into 2 lanes merging into I-64 WB Mainline and 1 into CD WB lanes. CD lanes shift east of I-64/I-464 interchange, braiding under the 2-lane bridge. I-464 NB will get added capacity for lane balance.

Street (Route): I-64/I-464

From: Bainbridge Boulevard

To: Battlefield Boulevard

Length (mi): Unknown

Jurisdiction/Agency: Chesapeake

System: Interstate

Scope: Reconstruction w/Added Capacity

Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant: Yes

CMAQ: No

RSTP: No

TAP: No

CRP: No

HRTPO Notes

Revised 7/31/2025: Amendment to add project to the TIP.

SCHEDULE

	Start	End	Status
Preliminary Engineering	1/21/2026	11/18/2026	FFY 2026
Right of Way	11/18/2026	11/27/2026	FFY 2027
Construction	11/27/2026	7/17/2028	FFY 2027

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$7,755,555	$0	0%
Right of Way	$11,889,699	$0	0%
Construction	$119,354,746	$0	0%
TOTAL	**$139,000,000**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

I-64/I-464 Interchange - Phase A
UPC # 127093

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
HRTAC	$0	$0	$0	$1,551,108	$3,102,231	$4,653,339
TOTAL	**$0**	**$0**	**$0**	**$1,551,108**	**$3,102,231**	**$4,653,339**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	AC-Other				$3,102,231		
PE	Other				$4,653,324		
	Subtotal				***$7,755,555***		
	TOTAL				**$7,755,555**		

Source of Project Data: Virginia Department of Transportation.

Bowers Hill Interchange (PE Only)
UPC # 111427

OVERVIEW

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

Street (Route): I-64

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Chesapeake

System: Interstate

Scope: Study

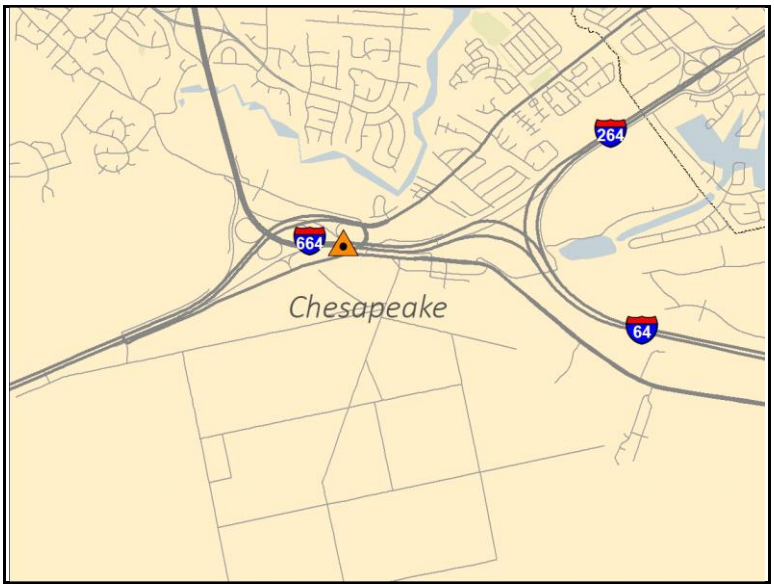
Oversight: Unknown

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	10/2/2017	8/22/2024	Underway
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$7,904,630	$5,596,550	71%
Right of Way	$0	$0	-
Construction	$0	$0	-
TOTAL	**$7,904,630**	**$5,596,550**	**71%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
$2,061,833	$392,345	$681,168	$199,071
$0	-	-	-
$0	-	-	-

Bowers Hill Interchange (PE Only)
UPC # 111427

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
LOC	$7,904,630	$0	$0	$0	$0	$7,904,630
TOTAL	**$7,904,630**	**$0**	**$0**	**$0**	**$0**	**$7,904,630**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	Other		$3,904,630				
	Subtotal		***$3,904,630***				
	TOTAL		**$3,904,630**				

Source of Project Data: Virginia Department of Transportation.

I-64 Express Lanes - Segment 4C - Phase 1 (PE Only) (Project in Financial Closeout)
UPC # 117841

OVERVIEW

Description: Widen EB and WB of I-64 from the eastern end of the LaSalle Avneue to approximately 2,000 feet east of the Settlers Landing Road overpass.

Street (Route): I-64

From: 0.14 miles east of LaSalle Avenue

To: 0.34 miles east of Settlers Landing Road

Length (mi): 2.5

Jurisdiction/Agency: Hampton

System: Interstate

Scope: Bridge Replacement w/ Added Capacity

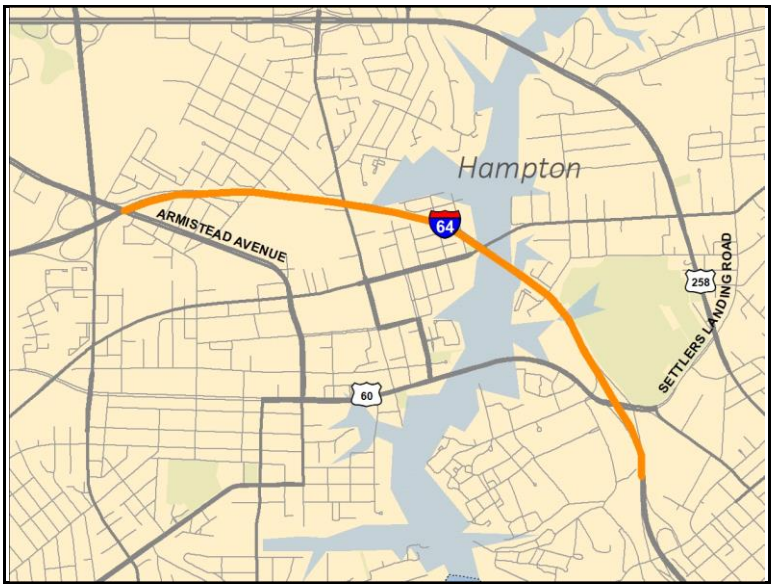
Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	9/22/2020	11/27/2023	Complete
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$15,421,200	$6,049,276	39%
Right of Way	$0	$0	-
Construction	$0	$0	-
TOTAL	**$15,421,200**	**$6,049,276**	**39%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
$3,185,650	$801,244	$1,316,632	$562,494
$0	-	-	-
$0	-	-	-

I-64 Express Lanes - Segment 4C - Phase 1 (PE Only) (Project in Financial Closeout)
UPC # 117841

ALLOCATIONS

Fund Source(s)	*Previous*	*FY 2024*	*FY 2025*	*FY 2026*	*FY 2027*	*TOTAL*
LOC	$15,421,200	$0	$0	$0	$0	$15,421,200
TOTAL	**$15,421,200**	**$0**	**$0**	**$0**	**$0**	**$15,421,200**

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

HRELN - Segment 4C (Associated with UPC 117841)
UPC # 119638

OVERVIEW

Description: Widen eastbound and westbound of I-64 from the eastern end of the LaSalle Avenue Bridge to east of Settlers Landing Road - a portion of PE is being completed under UPC 117841.

Street (Route): I-64

From: 0.14 miles east of LaSalle Avenue

To: 0.38 miles east of Settlers Landing Road

Length (mi): 2.43

Jurisdiction/Agency: Hampton

System: Interstate

Scope: Bridge Replacement w/ Added Capacity

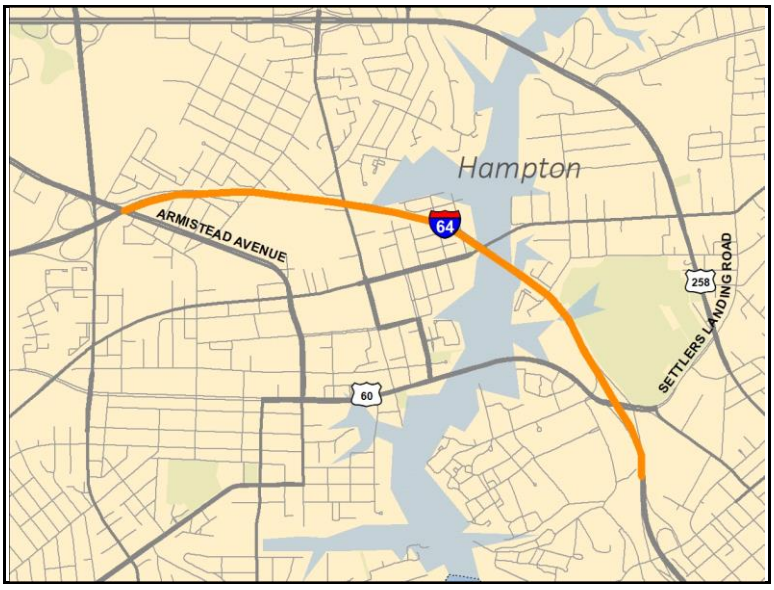
Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	2/15/2022	6/24/2022	Complete
Right of Way	6/24/2022	6/27/2022	Complete
Construction	6/27/2022	12/30/2026	Underway

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$4,578,800	$1,168	0%
Right of Way	$8,000,000	$631,035	8%
Construction	$399,048,878	$25,763,452	6%
TOTAL	**$411,627,678**	**$26,395,655**	**6%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

HRELN - Segment 4C (Associated with UPC 117841)
UPC # 119638

ALLOCATIONS

Fund Source(s)	*Previous*	*FY 2024*	*FY 2025*	*FY 2026*	*FY 2027*	*TOTAL*
HRTAC	$9,305,319	$0	$0	$0	$0	$9,305,319
HRTAC	$80,428,276	$94,350,684	$92,017,361	$90,350,688	$45,175,350	$402,322,359
TOTAL	**$89,733,595**	**$94,350,684**	**$92,017,361**	**$90,350,688**	**$45,175,350**	**$411,627,678**

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

I-64 Gap Widening - Segment C
UPC # 123129

OVERVIEW



Description: Widen I-64 from four to six travel lanes from the New Kent County/James City County line at mile point 224.3 to 1.15 miles west of Route 199 (Exit 234) at mile point 233.3 in both directions.

Street (Route): I-64

From: New Kent County/James City County line at mile point 224.3

To: 1.15 miles west of Route 199 (Exit 234) at mile point 233.3

Length (mi): 9.0

Jurisdiction/Agency: James City County

System: Interstate

Scope: Reconstruction w/ Added Capacity

Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No

HRTPO Notes

Revised 3/21/2024: Amendment to add project to the TIP as part of the FY 2024-2027 rollover process.

SCHEDULE

	Start	End	Status
Preliminary Engineering	7/20/2023	10/17/2023	Complete
Right of Way	10/17/2023	11/7/2023	Complete
Construction	11/7/2023	11/19/2027	Underway

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$21,754,440	$0	0%
Right of Way	$1,000,000	$0	0%
Construction	$206,237,152	$0	0%
TOTAL	**$228,991,592**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

I-64 Gap Widening - Segment C
UPC # 123129

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
HPP	$0	$21,811,995	$27,808,159	$0	$0	$49,620,154
TI	$136,528,293	$43,117,254	$0	$0	$0	$179,645,547
TOTAL	**$136,528,293**	**$64,929,249**	**$27,808,159**	**$0**	**$0**	**$229,265,701**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	Other	$21,754,440					
	Subtotal	***$21,754,440***					
RW	Other		$1,000,000				
	Subtotal		***$1,000,000***				
CN	Other		$206,237,152				
	Subtotal		***$206,237,152***				
	TOTAL	**$21,754,440**	**$207,237,152**				

Source of Project Data: Virginia Department of Transportation.

Transportation Management Plan (TMP) - HRELN
UPC # 122999

OVERVIEW

Description: HRLEN TMP - implementation of strategies identified for the scoped and prioritized components of the entire HRLEN. Parent project of UPCs 123921 - 123922 - 123923 - 123924 - 123925 - 123926.

Street (Route): I-64

From: I-64 at Jefferson Avenue

To: I-664 Bowers Hill Interchange

Length (mi): N/A

Jurisdiction/Agency: Multi-Jurisdictional

System: Interstate

Scope: Traffic Management/Engineering

Oversight: Non-Federal Oversight

Administered By: VDOT

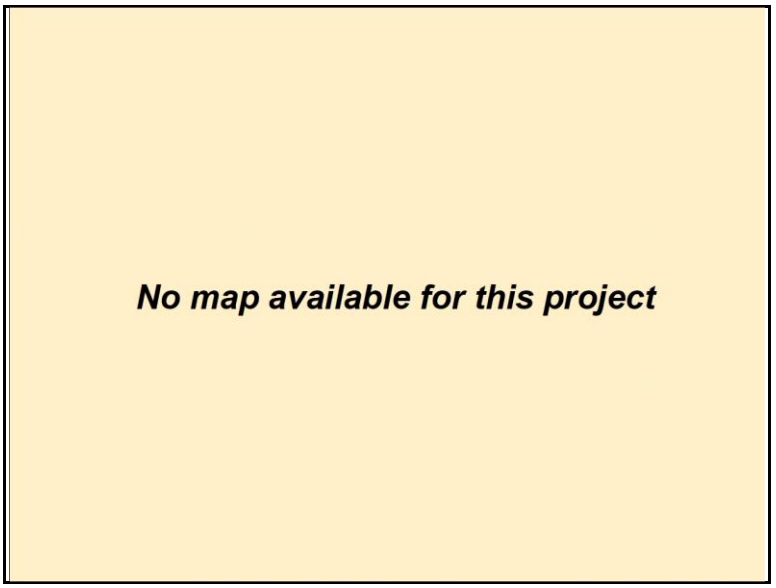
Regionally Significant: No

CMAQ: No

RSTP: No

TAP: No

CRP: No



HRTPO Notes

Revised 2/4/2025: Administrative Modification to add a previously approved project to the TIP as part of the FY 2024-2027 rollover process. Revised 4/4/2025: Administrative Modification to revise the cost estimate, allocations, and obligations. HRTAC and VDOT entered into a Standard Project Agreement (SPA) for funding and administration of the HRELN TMP project, which is executed under UPC 122999. This UPC is the parent project to several subprojects, which were created to show the various components of the TMP. Each subproject has an individual UPC with the allocated funds shown per the SPA. UPC 122999 will remain in the FY 2024-2027 TIP with no cost estimate, allocations, or obligations, and reference the subprojects UPC 123921 - UPC 123922 - UPC 123923 - UPC 123924 - UPC 123925 - UPC 123926 to remain consistent with the HRTAC SPA. Revise cost estimate to be $0. Update allocations as follows: remove FY 2025 HRTAC allocation of $1,590,000. Update obligations as follows: remove FY 2024 CN Phase Other obligation of $500,000.

SCHEDULE

	Start	End	Status
Preliminary Engineering	N/A	N/A	N/A
Right of Way	N/A	N/A	N/A
Construction	4/3/2023	6/30/2025	Underway

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$0	$0	-
Right of Way	$0	$0	-
Construction	$0	$0	-
TOTAL	**$0**	**$0**	**-**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Transportation Management Plan (TMP) - HRELN
UPC # 122999

ALLOCATIONS

Fund Source(s)	*Previous*	*FY 2024*	*FY 2025*	*FY 2026*	*FY 2027*	*TOTAL*
	$0	$0	$0	$0	$0	$0
TOTAL	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

SCHEDULED OBLIGATIONS

Phase	*Fund Source*	*Previous*	*FY 2024*	*FY 2025*	*FY 2026*	*FY 2027*	*Match*
	Subtotal						
	TOTAL						

Source of Project Data: Virginia Department of Transportation.

Program Management Support HRELN (subproject of UPC 122999)
UPC # 123921

OVERVIEW

Description: Fund consultant staff to support program management activities for the HRELN TMP.

Street (Route): N/A

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Multi-Jurisdictional

System: Interstate

Scope: Traffic Management/Engineering

Oversight: Non-Federal Oversight

Administered By: VDOT

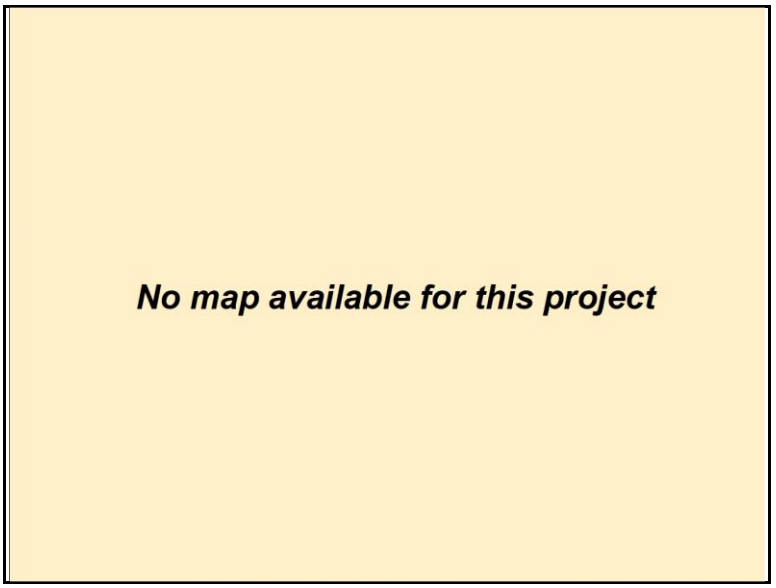
Regionally Significant: No

CMAQ: No

RSTP: No

TAP: No

CRP: No



HRTPO Notes

Revised 2/4/2025: Administrative Modification to add a previously approved project to the TIP as part of the FY 2024-2027 rollover process. Revised 4/4/2025: Administrative Modification to revise the cost estimate and allocations. Revise cost estimate to be $770,000. Update allocations as follows: revise FY Previous HRTAC allocation to be $770,000.

SCHEDULE

	Start	*End*	*Status*
Preliminary Engineering	N/A	N/A	N/A
Right of Way	N/A	N/A	N/A
Construction	8/10/2023	8/16/2024	Complete

COSTS AND EXPENDITURES

	Cost Estimates	*Total Expenditures*	*Percent Expended*
Preliminary Engineering	$0	$0	-
Right of Way	$0	$0	-
Construction	$770,000	$258,949	34%
TOTAL	**$770,000**	**$258,949**	**34%**

Recent Expenditures

Latest Quarter	*Previous 3 Quarters*		
	3	*2*	*1*
	-	-	-
	-	-	-
	-	-	-

Program Management Support HRELN (subproject of UPC 122999)
UPC # 123921

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
HRTAC	$770,000	$0	$0	$0	$0	$770,000
TOTAL	**$770,000**	**$0**	**$0**	**$0**	**$0**	**$770,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
CN	Other	$1,000,000					
	Subtotal	***$1,000,000***					
	TOTAL	**$1,000,000**					

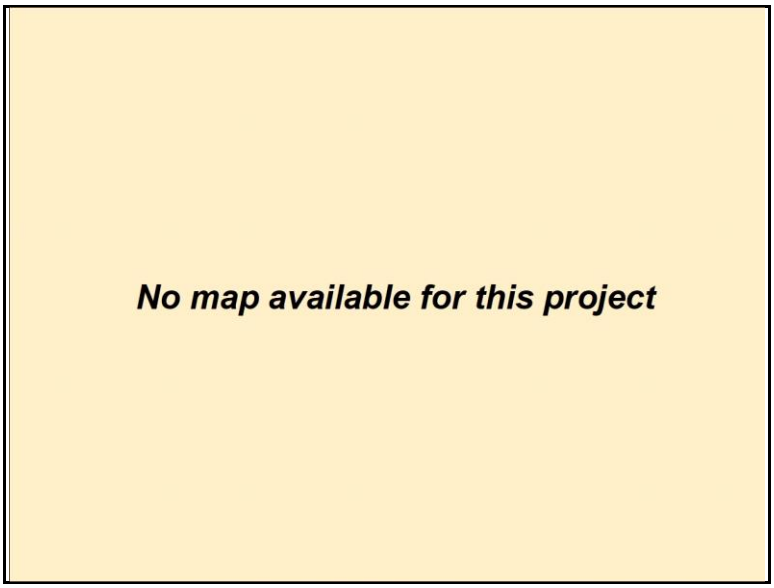
Source of Project Data: Virginia Department of Transportation.

Performance Monitoring Tools and Dashboards HRELN (child project of UPC 122999)
UPC # 123922

OVERVIEW

Description: Strategize resources dedicated to analyzing and producing reports and sharing said reports with relevant stakeholders as part of the HRELN TMP.

Street (Route): N/A
From: N/A
To: N/A
Length (mi): N/A
Jurisdiction/Agency: Multi-Jurisdictional
System: Interstate
Scope: Traffic Management/Engineering
Oversight: Non-Federal Oversight
Administered By: VDOT
Regionally Significant: No
CMAQ: No
RSTP: No
TAP: No
CRP: No



HRTPO Notes

Revised 2/4/2025: Administrative Modification to add a previously approved project to the TIP as part of the FY 2024-2027 rollover process.

SCHEDULE

	Start	End	Status
Preliminary Engineering	N/A	N/A	N/A
Right of Way	N/A	N/A	N/A
Construction	8/10/2023	8/16/2024	Complete

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$0	$0	-
Right of Way	$0	$0	-
Construction	$500,000	$81,604	16%
TOTAL	**$500,000**	**$81,604**	**16%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Performance Monitoring Tools and Dashboards HRELN (child project of UPC 122999)
UPC # 123922

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
HRTAC	$500,000	$0	$0	$0	$0	$500,000
TOTAL	**$500,000**	**$0**	**$0**	**$0**	**$0**	**$500,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
CN	Other	$500,000					
	Subtotal	***$500,000***					
	TOTAL	**$500,000**					

Source of Project Data: Virginia Department of Transportation.

VDOT Communications Support (subproject of UPC 122999)
UPC # 123923

OVERVIEW

Description: Work performed with this project will reduce congestion during construction activities, incident management, and management demand in the corridors.

Street (Route): N/A

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Multi-Jurisdictional

System: Interstate

Scope: Traffic Management/Engineering

Oversight: Non-Federal Oversight

Administered By: VDOT

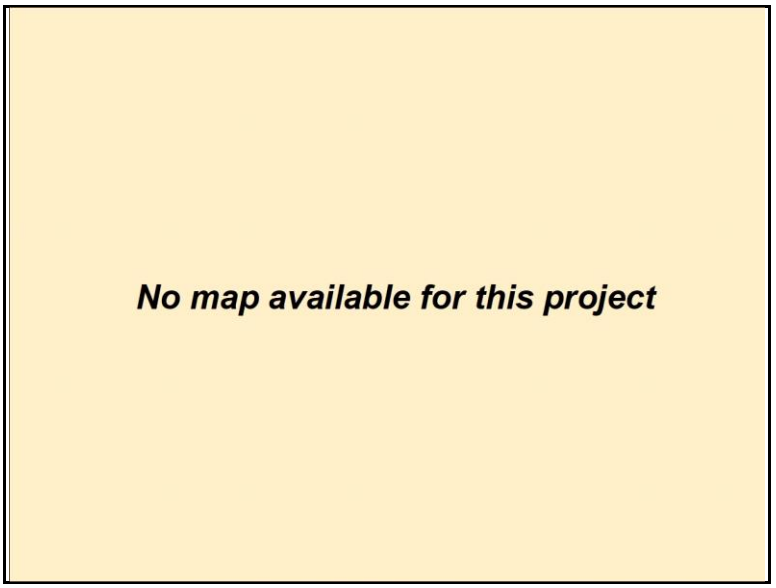
Regionally Significant: No

CMAQ: No

RSTP: No

TAP: No

CRP: No



HRTPO Notes

Revised 2/4/2025: Administrative Modification to add a previously approved project to the TIP as part of the FY 2024-2027 rollover process. Revised 4/4/2025: Administrative Modification to revise the cost estimate, allocations, and obligations. Revise cost estimate to be $1,250,000. Update allocations as follows: revise FY Previous HRTAC allocation to be $1,250,000; remove FY 2024 HRTAC allocation of $145,384. Update obligations as follows: remove FY 2024 CN Phase Other obligation of $145,384.

SCHEDULE

	Start	End	Status
Preliminary Engineering	N/A	N/A	N/A
Right of Way	N/A	N/A	N/A
Construction	8/10/2023	8/16/2024	Complete

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$0	$0	-
Right of Way	$0	$0	-
Construction	$1,250,000	$404,270	32%
TOTAL	**$1,250,000**	**$404,270**	**32%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

VDOT Communications Support (subproject of UPC 122999)
UPC # 123923

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
HRTAC	$1,250,000	$0	$0	$0	$0	$1,250,000
TOTAL	**$1,250,000**	**$0**	**$0**	**$0**	**$0**	**$1,250,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
CN	Other	$1,884,616					
	Subtotal	***$1,884,616***					
	TOTAL	**$1,884,616**					

Source of Project Data: Virginia Department of Transportation.

Traffic Analysis Support (child project of UPC 122999)
UPC # 123924

OVERVIEW

Description: Conduct traffic impact analysis to determine the extent of impacts on freeway and parallel arterials in select locations. Includes developing a detour plan and updated timing plan for a more balanced network.

Street (Route): N/A

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Multi-Jurisdictional

System: Interstate

Scope: Traffic Management/Engineering

Oversight: Non-Federal Oversight

Administered By: VDOT

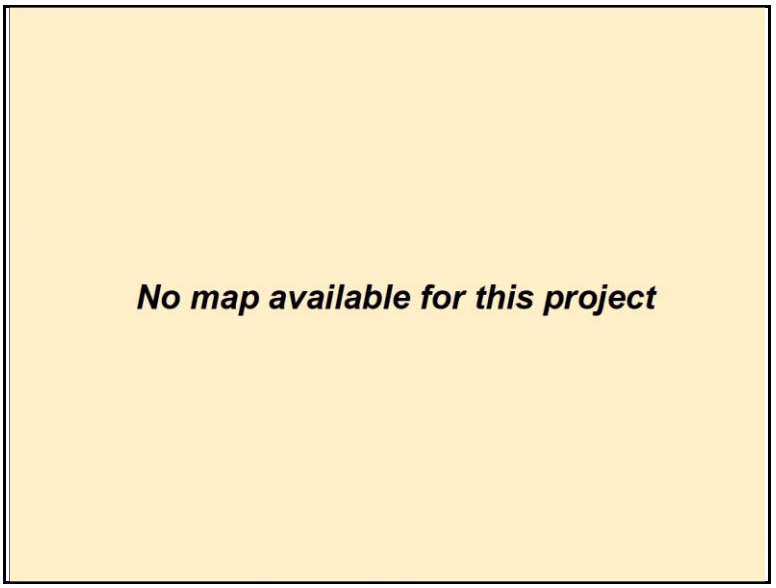
Regionally Significant: No

CMAQ: No

RSTP: No

TAP: No

CRP: No



HRTPO Notes

Revised 2/4/2025: Administrative Modification to add a previously approved project to the TIP as part of the FY 2024-2027 rollover process.

SCHEDULE

	Start	End	Status
Preliminary Engineering	N/A	N/A	N/A
Right of Way	N/A	N/A	N/A
Construction	8/10/2023	8/16/2024	Complete

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$0	$0	-
Right of Way	$0	$0	-
Construction	$400,000	$140	0%
TOTAL	**$400,000**	**$140**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Traffic Analysis Support (child project of UPC 122999)
UPC # 123924

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
HRTAC	$400,000	$0	$0	$0	$0	$400,000
TOTAL	**$400,000**	**$0**	**$0**	**$0**	**$0**	**$400,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
CN	Other		$400,000				
	Subtotal		***$400,000***				
	TOTAL		**$400,000**				

Source of Project Data: Virginia Department of Transportation.

Incident Response Detour Plan and Major Bridge Crossing (child project of UPC 122999)
UPC # 123925

OVERVIEW

Description: Help reduce congestion during construction activities, avoid/clear incidents faster, and provide better intelligence to VDOT/localities to be prepared to respond to incidents.

Street (Route): N/A

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Multi-Jurisdictional

System: Interstate

Scope: Traffic Management/Engineering

Oversight: Non-Federal Oversight

Administered By: VDOT

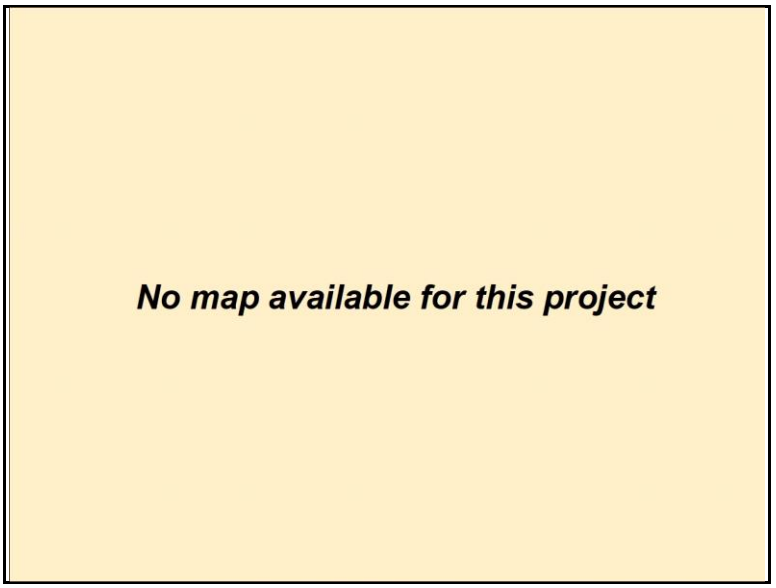
Regionally Significant: No

CMAQ: No

RSTP: No

TAP: No

CRP: No



HRTPO Notes

Revised 2/4/2025: Administrative Modification to add a previously approved project to the TIP as part of the FY 2024-2027 rollover process.

SCHEDULE

	Start	End	Status
Preliminary Engineering	N/A	N/A	N/A
Right of Way	N/A	N/A	N/A
Construction	8/10/2023	8/16/2024	Complete

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$0	$0	-
Right of Way	$0	$0	-
Construction	$770,000	$514,539	67%
TOTAL	**$770,000**	**$514,539**	**67%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
	-	-	-
	-	-	-
	-	-	-

Incident Response Detour Plan and Major Bridge Crossing (child project of UPC 122999)
UPC # 123925

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
HRTAC	$0	$500,000	$270,000	$0	$0	$770,000
TOTAL	**$0**	**$500,000**	**$270,000**	**$0**	**$0**	**$770,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
CN	Other		$500,000				
	Subtotal		***$500,000***				
	TOTAL		**$500,000**				

Source of Project Data: Virginia Department of Transportation.

Portable CCTV Cameras and Portable Changeable Message Signs (subproject of UPC 122999)
UPC # 123926

OVERVIEW

Description: Deploy portable closed-circuit television cameras and portable changeable message signs to support operations within and adjacent to work zone.

Street (Route): N/A

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Multi-Jurisdictional

System: Interstate

Scope: Traffic Management/Engineering

Oversight: Non-Federal Oversight

Administered By: VDOT

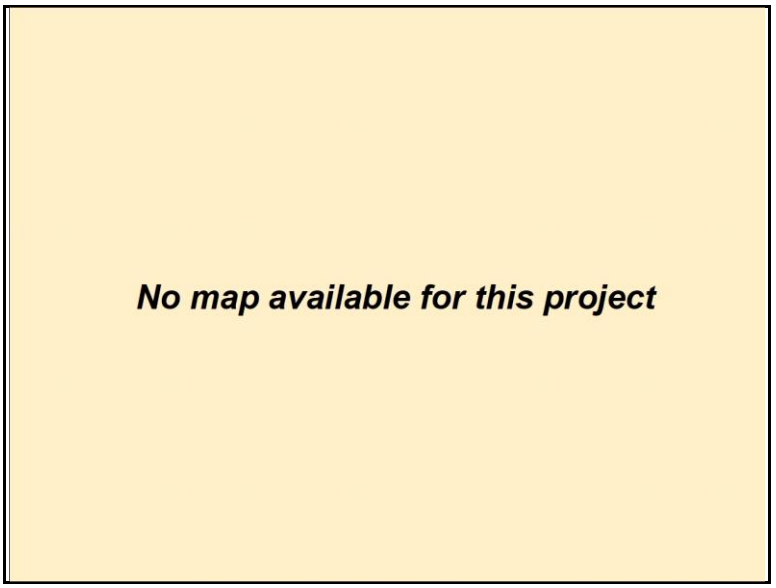
Regionally Significant: No

CMAQ: No

RSTP: No

TAP: No

CRP: No



HRTPO Notes

Revised 2/4/2025: Administrative Modification to add a previously approved project to the TIP as part of the FY 2024-2027 rollover process. Revised 4/4/2025: Administrative Modification to revise the cost estimate, allocations, and obligations. Revise cost estimate to be $158,600. Update allocations as follows: revise FY 2025 HRTAC allocation to be $106,288. Update obligations as follows: remove FY 2024 CN Phase Other obligation of $52,312.

SCHEDULE

	Start	End	Status
Preliminary Engineering	N/A	N/A	N/A
Right of Way	N/A	N/A	N/A
Construction	2/10/2026	1/27/2027	FFY 2026

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$0	$0	-
Right of Way	$0	$0	-
Construction	$158,600	$0	0%
TOTAL	**$158,600**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Portable CCTV Cameras and Portable Changeable Message Signs (subproject of UPC 122999)
UPC # 123926

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
HRTAC	$0	$52,312	$106,288	$0	$0	$158,600
TOTAL	**$0**	**$52,312**	**$106,288**	**$0**	**$0**	**$158,600**

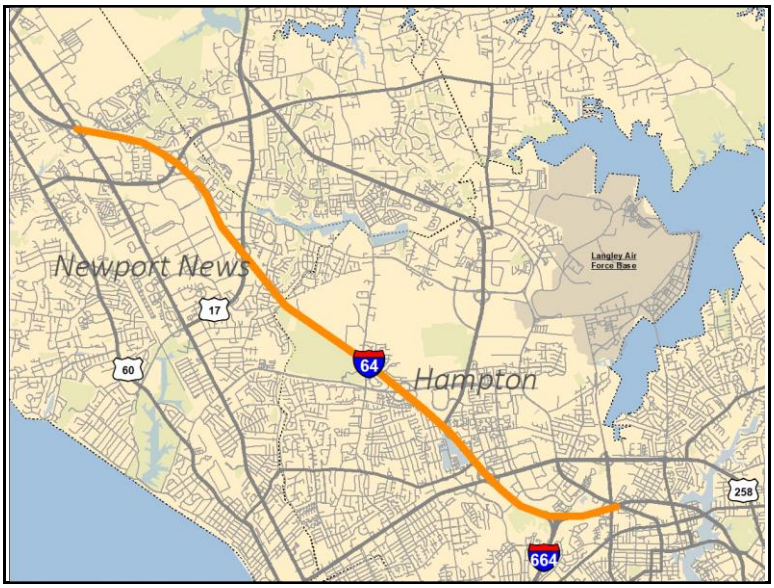
SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
	Subtotal						
	TOTAL						

Source of Project Data: Virginia Department of Transportation.

HRELN - Segment 4A/4B (Associated with UPC 117839)
UPC # 119824

OVERVIEW



Description: Convert existing HOV lane into an HOT managed lane for the portion of the segment where these lanes are located - a portion of PE is being completed under UPC 117839.

Street (Route): I-64

From: 1.2 miles west of Denbigh Boulevard

To: 0.139 miles east of LaSalle Avenue

Length (mi): 13.39

Jurisdiction/Agency: Newport News

System: Interstate

Scope: Reconstruction w/ Added Capacity

Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant: Yes

CMAQ: No

RSTP: No

HRTPO Notes

Revised 8/19/2024: Administrative Modification to revise the cost estimate, schedule, allocations, and obligations. Revise cost estimate to be $136,611,494 (a decrease). Update allocations as follows: remove FY Previous LOC allocation of $12,421,553; remove FY 2024 LOC allocation of $53,376,876; remove FY 2025 LOC allocation of $53,376,876; remove FY 2026 LOC allocation of $31,130,626; add FY Previous HRTAC allocation of $7,421,553; add FY 2024 HRTAC allocation of $53,376,876; add FY 2025 HRTAC allocation of $53,376,876; add FY 2026 HRTAC allocation of $22,436,189.

SCHEDULE

	Start	End	Status
Preliminary Engineering	5/2/2022	1/19/2023	Complete
Right of Way	1/19/2023	11/21/2023	Complete
Construction	11/21/2023	7/19/2027	Underway

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$4,874,638	$3,346,678	69%
Right of Way	$77,782	$43,390	56%
Construction	$131,659,074	$7,097,548	5%
TOTAL	**$136,611,494**	**$10,487,616**	**8%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

HRELN - Segment 4A/4B (Associated with UPC 117839)
UPC # 119824

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
HRTAC	$7,421,553	$53,376,876	$53,376,876	$22,436,189	$0	$136,611,494
TOTAL	**$7,421,553**	**$53,376,876**	**$53,376,876**	**$22,436,189**	**$0**	**$136,611,494**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	Other	$4,874,638					
	Subtotal	***$4,874,638***					
RW	Other	$1,200,000					
	Subtotal	***$1,200,000***					
CN	Other		$108,100,667				
	Subtotal		***$108,100,667***				
	TOTAL	**$6,074,638**	**$108,100,667**				

Source of Project Data: Virginia Department of Transportation.

HRELN - Segment 4A-4B - Bridge Maintenance Years 2-5
UPC # 121054

OVERVIEW

Description: Perform preventive maintenance and rehabilitiation activities on existing bridges. Work will be done in conjunction with UPC 117839 and UPC 119824.

Street (Route): I-64

From: 1.2 miles west of Denbigh Boulevard

To: 0.139 miles east of LaSalle Avenue

Length (mi): N/A

Jurisdiction/Agency: Multi-Jurisdictional

System: Interstate

Scope: Reconstruction w/ Added Capacity

Oversight: Unknown

Administered By: VDOT

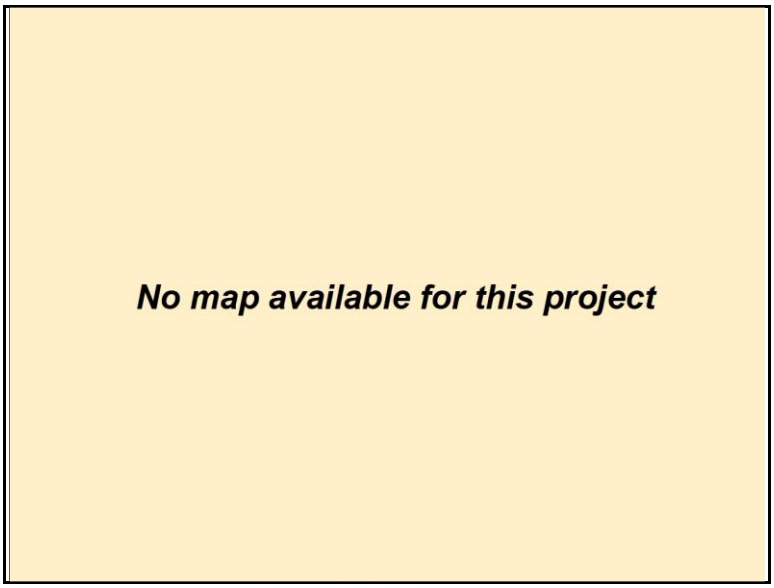
Regionally Significant: No

CMAQ: No

RSTP: No

TAP: No

CRP: No



HRTPO Notes

Revised 12/6/2024: Administrative Modification to revise the cost estimate, schedule, allocations, and obligations as part of the FY 2024-2027 rollover process. Revise cost estimate to be $19,484,713. Update allocations as follows: revise FY 2025 BR/BROS allocation to be $4,000,000; revise FY 2026 BR/BROS allocation to be $1,484,713. Update obligations as follows: add FY Previous PE Phase HIP/F obligation of $1,500,000; remove FY 2024 PE Phase BR obligation of $1,500,000.

SCHEDULE

	Start	End	Status
Preliminary Engineering	5/2/2022	11/21/2023	Complete
Right of Way	N/A	N/A	N/A
Construction	11/21/2023	5/11/2026	Underway

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$1,000,000	$186,466	19%
Right of Way	$0	$0	-
Construction	$18,484,713	$904,209	5%
TOTAL	**$19,484,713**	**$1,090,675**	**6%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

HRELN - Segment 4A-4B - Bridge Maintenance Years 2-5
UPC # 121054

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
BR/BROS	$12,000,000	$2,000,000	$4,000,000	$1,484,713	$0	$19,484,713
TOTAL	**$12,000,000**	**$2,000,000**	**$4,000,000**	**$1,484,713**	**$0**	**$19,484,713**

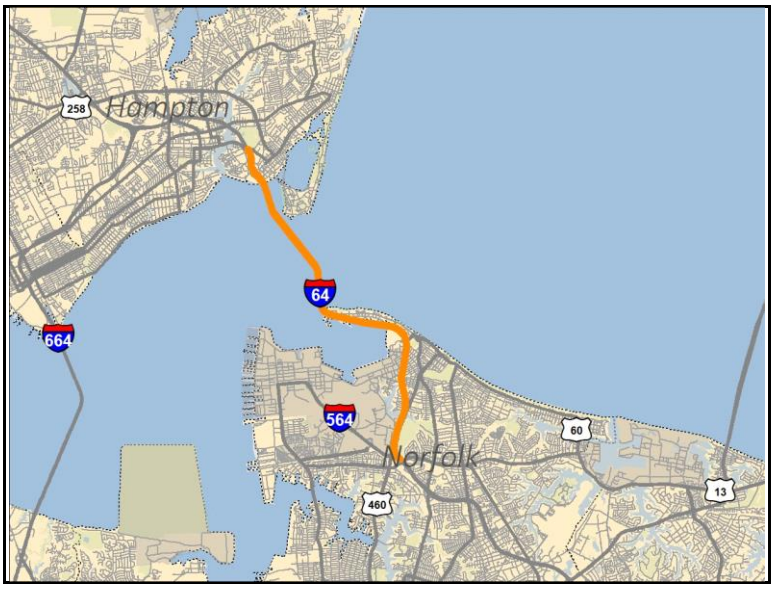
SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	HIP/F	$1,500,000					
	Subtotal	***$1,500,000***					
CN	BR				$16,500,000		
	Subtotal				***$16,500,000***		
	TOTAL	**$1,500,000**			**$16,500,000**		

Source of Project Data: Virginia Department of Transportation.

I-64 HRBT Expansion Project - Design-Build Contract
UPC # 115008

OVERVIEW



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

Street (Route): I-64

From: Settlers Landing Road

To: I-564

Length (mi): 9.1

Jurisdiction/Agency: Multi-Jurisdictional

System: Interstate

Scope: New Construction

Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No

HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	1/3/2017	10/18/2018	Complete
Right of Way	N/A	N/A	N/A
Construction	10/18/2018	11/17/2025	Underway

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$0	$0	-
Right of Way	$0	$0	-
Construction	$3,004,569,251	###########	46%
TOTAL	**$3,004,569,251**	**###########**	**46%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
$0	-	-	-
$0	-	-	-
$547,031,000	$109,743,684	$232,280,192	$46,707,915

I-64 HRBT Expansion Project - Design-Build Contract
UPC # 115008

ALLOCATIONS

Fund Source(s)	*Previous*	*FY 2024*	*FY 2025*	*FY 2026*	*FY 2027*	*TOTAL*
HRTAC	$2,478,211,906	$368,828,395	$157,528,950	$0	$0	$3,004,569,251
TOTAL	**$2,478,211,906**	**$368,828,395**	**$157,528,950**	**$0**	**$0**	**$3,004,569,251**

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

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

OVERVIEW

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

Street (Route): I-64

From: Settlers Landing Road

To: I-564

Length (mi): 9.1

Jurisdiction/Agency: Multi-Jurisdictional

System: Interstate

Scope: New Construction

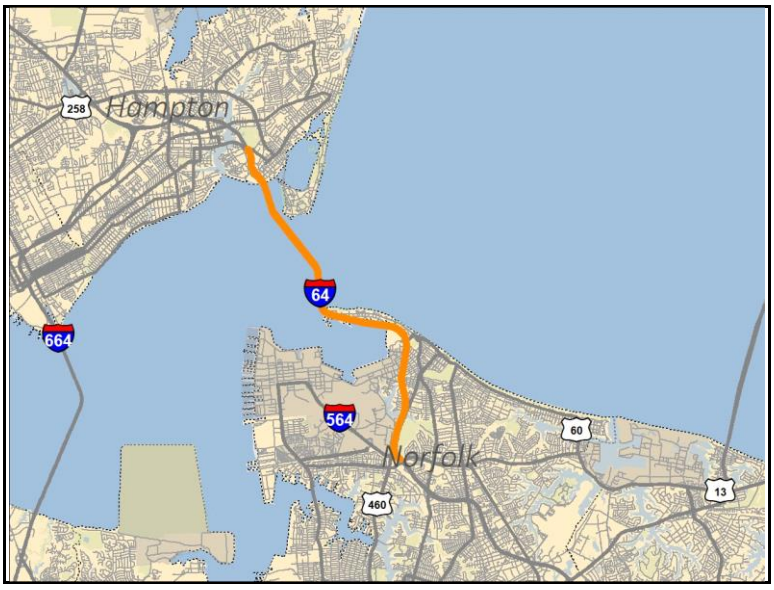
Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

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

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$118,472,054	$65,533,727	55%
Right of Way	$15,000,000	$8,721,182	58%
Construction	$415,428,276	$22,513,782	5%
TOTAL	**$548,900,330**	**$96,768,691**	**18%**

Recent Expenditures

	Previous 3 Quarters			
Latest Quarter	3	2	1
$33,761,975	$4,561,891	$8,137,142	$2,551,708
$2,216,940	$26,431	$9,693	$480
$18,368,986	$403	-	$110,103

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

ALLOCATIONS

Fund Source(s)	*Previous*	*FY 2024*	*FY 2025*	*FY 2026*	*FY 2027*	*TOTAL*
HRTAC	$349,513,381	$52,817,383	$133,501,765	$11,467,801	$0	$547,300,330
TOTAL	**$349,513,381**	**$52,817,383**	**$133,501,765**	**$11,467,801**	**$0**	**$547,300,330**

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

I-64 HRBT Expansion Project - Design-Build Contract - SMART SCALE Portion (Child project of UPC 115008)
UPC # 115010

OVERVIEW

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

Street (Route): I-64

From: Settlers Landing Road

To: I-564

Length (mi): 9.1

Jurisdiction/Agency: Multi-Jurisdictional

System: Interstate

Scope: New Construction

Oversight: Federal Oversight

Administered By: VDOT

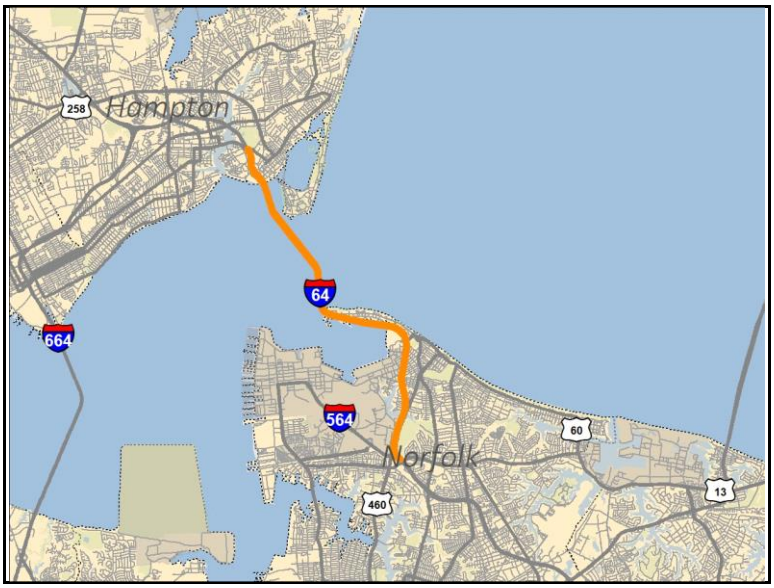
Regionally Significant: Yes

CMAQ: No

RSTP: No

TAP: No

CRP: No



HRTPO Notes

Revised 12/6/2024: Administrative Modification to revise the allocations and obligations as part of the FY 2024-2027 rollover process. Update allocations as follows: revise FY Previous NHPP allocation to be $96,738,312; revise FY 2024 NHPP allocation to be $30,200,596; remove FY 2025 NHPP allocation of $6,130,676; revise FY 2026 NHPP allocation to be $1,662,540; revise FY 2025 NHFP allocation to be $3,840,790; remove FY Previous EB/MG allocation of $5,932,748; add FY Previous STF allocation of $3,289,886. Update obligations as follows: remove FY Previous CN Phase STP/STBG obligation of $14,509,048; remove FY Previous CN Phase NHS/NHPP obligation of $90,805,568; remove FY 2024 CN Phase NHS/NHPP obligation of $26,214,354; revise FY Previous CN Phase NHFP obligation to be $28,684,522; remove FY 2024 CN Phase NHFP obligation of $11,244,322; add FY 2024 CN Phase AC-Conversion obligation of $7,130,676; remove FY 2025 CN Phase AC-Conversion obligation of $11,779,458; add FY Previous CN Phase AC obligation of $18,910,134; remove FY 2024 CN Phase AC obligation of $11,779,458; add FY Previous CN Phase STP/F obligation of $15,322,072; add FY Previous CN Phase NHPP obligation of $116,821,990; add FY Previous CN Phase MISC obligation of $20,261,282.

SCHEDULE

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

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$0	$0	-
Right of Way	$0	$0	-
Construction	$200,000,000	$200,000,000	100%
TOTAL	**$200,000,000**	**$200,000,000**	**100%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
$0	-	-	-
$0	-	-	-
$200,000,000	-	-	-

I-64 HRBT Expansion Project - Design-Build Contract - SMART SCALE Portion (Child project of UPC 115008)
UPC # 115010

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STF	$3,289,886	$0	$0	$0	$0	$3,289,886
STP	$35,583,354	$0	$0	$0	$0	$35,583,354
NHPP	$96,738,312	$30,200,596	$0	$1,662,540	$0	$128,601,448
NHFP	$18,440,195	$10,244,327	$3,840,790	$0	$0	$32,525,312
TOTAL	**$154,051,747**	**$40,444,923**	**$3,840,790**	**$1,662,540**	**$0**	**$200,000,000**

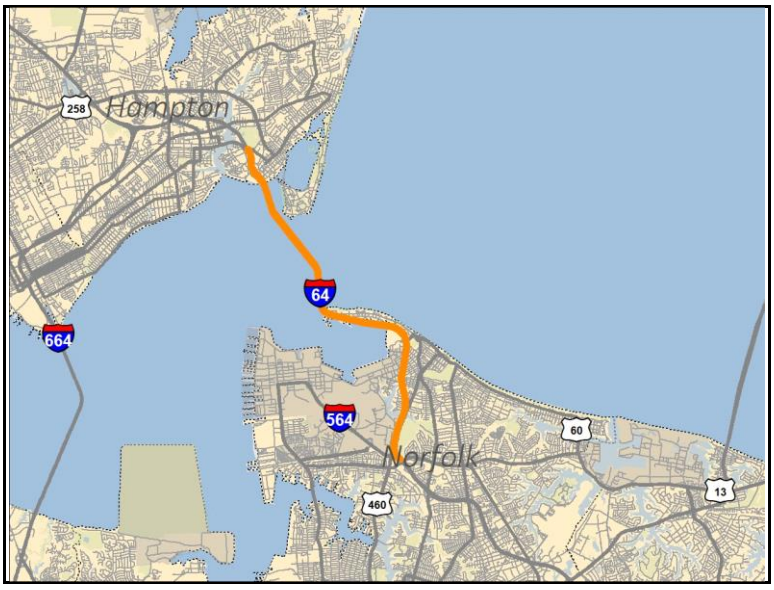
SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
CN	NHPP	$116,821,990					
CN	STP/F	$15,322,072					
CN	STP/STBG		$813,024				
CN	NHFP	$28,684,522					
CN	AC-Conv		$7,130,676				
CN	AC	$18,910,134					
CN	MISC	$20,261,282					
	Subtotal	***$200,000,000***	***$7,943,700***				
	TOTAL	**$200,000,000**	**$7,943,700**				

Source of Project Data: Virginia Department of Transportation.

I-64 HRBT Expansion Project - South Trestles (Child project of UPC 115008)
UPC # 115011

OVERVIEW



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

Street (Route): I-64

From: Willoughby Spit Shoreline

To: HRBT South Island Shoreline

Length (mi): Unknown

Jurisdiction/Agency: Multi-Jurisdictional

System: Interstate

Scope: New Construction

Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant: Yes

CMAQ: No

RSTP: No

TAP: No

CRP: No

HRTPO Notes

Revised 12/6/2024: Administrative Modification to revise the allocations and obligations. Update allocations as follows: remove FY Previous HIP allocation of $7,569,502; remove FY Previous STF allocation of $23,773,688; revise FY Previous NHPP allocation to be $6,537,251; remove FY 2025 NHPP allocation of $592,099; revise FY 2026 NHPP allocation to be $1,495,873; revise FY 2024 NHFP allocation to be $13,713,418; revise FY 2025 NHFP allocation to be $15,661,646; add FY 2024 PROTECT allocation of $23,773,688; add FY 2025 PROTECT allocation of $2,015,217; add FY Previous CTB/BR allocation of $6,881,607. Update obligations as follows: add FY Previous PE Phase HIP/U obligation of $3,527,946; add FY Previous CN Phase HIP/U obligation of $3,353,661; add FY Previous CN Phase NHPP obligation of $6,028,150; add FY Previous CN Phase AC-NHFP obligation of $47,782,735; add FY Previous CN Phase AC-Other obligation of $16,834,534; add FY Previous CN Phase PROTECT obligation of $23,773,688; remove FY Previous CN Phase NHS/NHPP obligation of $5,339,805; remove FY 2024 CN Phase NHS/NHPP obligation of $1,280,444; remove FY 2024 CN Phase NHFP obligation of $32,740,954; remove FY 2025 CN Phase AC-Conversion obligation of $18,052,250; remove FY 2026 CN Phase AC-Conversion obligation of $17,027,488; remove FY 2024 CN Phase AC obligation of $59,541,321.

SCHEDULE

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

COSTS AND EXPENDITURES

	Cost Estimates	*Total Expenditures*	*Percent Expended*
Preliminary Engineering	$3,527,946	$5,041,597	143%
Right of Way	$0	$0	-
Construction	$104,999,700	$77,411,737	74%
TOTAL	**$108,527,646**	**$82,453,334**	**76%**

Recent Expenditures

Latest Quarter	*Previous 3 Quarters*		
	3	*2*	*1*
$4,418,143	$358,916	$146,172	$27,642
$0	-	-	-
$75,906,726	$1,505,011	-	-

I-64 HRBT Expansion Project - South Trestles (Child project of UPC 115008)
UPC # 115011

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
CTB/BR	$6,881,607	$0	$0	$0	$0	$6,881,607
PROTECT	$0	$23,773,688	$2,015,217	$0	$0	$25,788,905
NHPP	$6,537,251	$688,345	$0	$1,495,873	$3,399,260	$12,120,729
NHFP	$3,172,921	$13,713,418	$15,661,646	$17,560,192	$13,628,228	$63,736,405
TOTAL	**$16,591,779**	**$38,175,451**	**$17,676,863**	**$19,056,065**	**$17,027,488**	**$108,527,646**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	HIP/U	$3,527,946					
	Subtotal	***$3,527,946***					
CN	PROTECT	$23,773,688					
CN	AC-Other	$16,834,534					
CN	AC-NHFP	$47,782,735					
CN	NHPP	$6,028,150					
CN	NHFP	$2,743,515					
CN	HIP/U	$3,353,661					
	Subtotal	***$100,516,283***					
	TOTAL	**$104,044,229**					

Source of Project Data: Virginia Department of Transportation.

I-64 Capacity Improvements - Segment 1 Debt Service
UPC # 109383

OVERVIEW

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

Street (Route): I-64

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Hampton Roads

System: Interstate

Scope: Debt Service

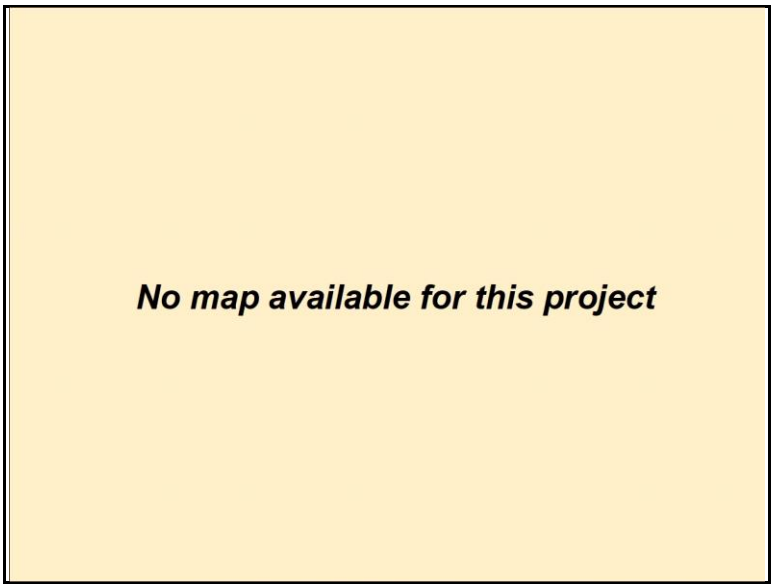
Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	6/16/2016	6/30/2032	Underway
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$100,692,685	$6,011,115	6%
Right of Way	$0	$0	-
Construction	$0	$44,099,094	-
TOTAL	**$100,692,685**	**$50,110,209**	**50%**

Recent Expenditures

	Previous 3 Quarters			
Latest Quarter	3	2	1
$0	-	-	-
$0	-	-	-
$11,127,525	-	$3,708,617	-

I-64 Capacity Improvements - Segment 1 Debt Service
UPC # 109383

ALLOCATIONS

Fund Source(s)	*Previous*	*FY 2024*	*FY 2025*	*FY 2026*	*FY 2027*	*TOTAL*
NHPP	$53,818,975	$7,248,670	$7,248,088	$7,248,085	$7,247,618	$82,811,436
TOTAL	**$53,818,975**	**$7,248,670**	**$7,248,088**	**$7,248,085**	**$7,247,618**	**$82,811,436**

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

I-64 Peninsula Widening - Segment 2 (Project in Financial Closeout)
UPC # 106665

OVERVIEW

Description: Addition of a lane and full shoulder in each direction, reconstruction of existing lanes, and repair and widening of 9 existing bridges and 6 major culverts from 0.54 miles east of Rte 238 (Exit 247) to 1.05 miles west of Rte 199 (Exit 242).

Street (Route): I-64

From: 0.54 miles east of Route 238 (Exit 247 - Yorktown Road)

To: 1.05 miles west of Route 199 (Exit 242)

Length (mi): 7.08

Jurisdiction/Agency: Muti-Jurisdictional

System: Interstate

Scope: Reconstruction w/ Added Capacity

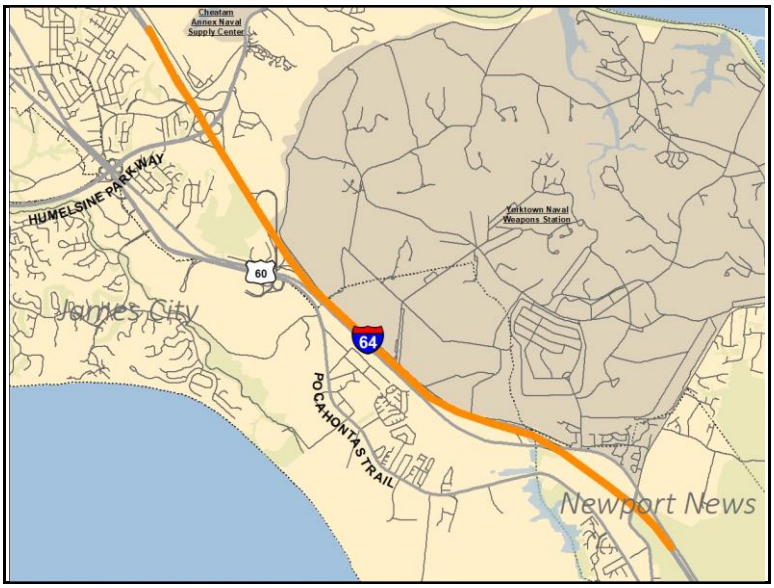
Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	4/21/2015	4/21/2015	Complete
Right of Way	4/21/2015	7/21/2015	Complete
Construction	7/21/2015	11/15/2019	Complete

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$6,000,000	$2,869,659	48%
Right of Way	$1,511,548	$530,122	35%
Construction	$168,321,349	$156,159,922	93%
TOTAL	**$175,832,897**	**$159,559,703**	**91%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
$0	-	-	-
$2,399	$3,001	$1,343	$114
$4,453,786	$13,286	$80,568	$3,574

I-64 Peninsula Widening - Segment 2 (Project in Financial Closeout)
UPC # 106665

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
HRTAC	$175,832,897	$0	$0	$0	$0	$175,832,897
TOTAL	**$175,832,897**	**$0**	**$0**	**$0**	**$0**	**$175,832,897**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	Other	$6,170,000	-$170,000				
	Subtotal	***$6,170,000***	***-$170,000***				
CN	Other	$181,426,123	-$13,104,774				
	Subtotal	***$181,426,123***	***-$13,104,774***				
	TOTAL	**$187,596,123**	**-$13,274,774**				

Source of Project Data: Virginia Department of Transportation.

I-64 Peninsula Widening - Segment 3 (Project in Financial Closeout)
UPC # 106689

OVERVIEW

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

Street (Route): I-64

From: Route 199 east of Williamsburg (Exit 242)

To: Route 199 west of Williamsburg (Exit 234)

Length (mi): 8.36

Jurisdiction/Agency: Mulit-Jurisdictional

System: Interstate

Scope: Reconstruction w/ Added Capacity

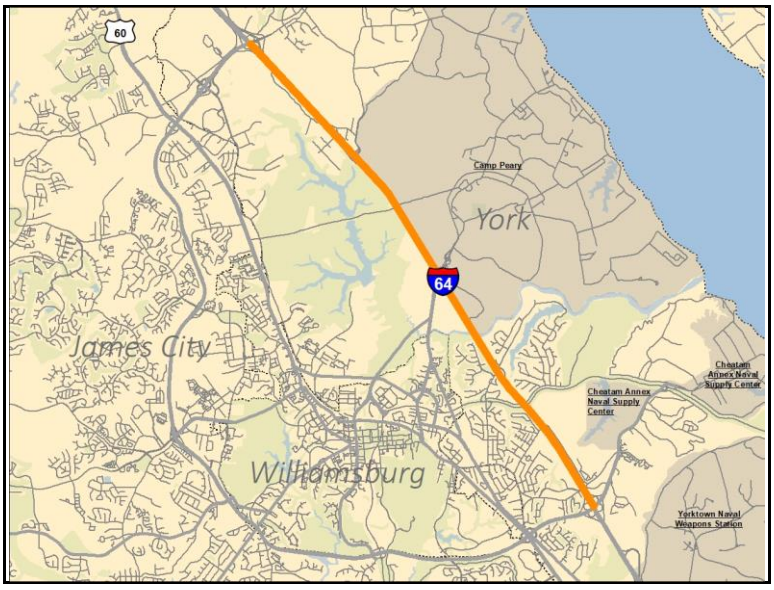
Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	3/1/2016	9/7/2017	Complete
Right of Way	9/7/2017	10/10/2017	Complete
Construction	10/10/2017	12/6/2021	Complete

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures: Latest Quarter	Previous 3 Quarters: 3	2	1
Preliminary Engineering	$10,000,000	$5,763,189	58%	$141,867	$28,074	$64,848	$26,676
Right of Way	$0	$0	-	$0	-	-	-
Construction	$112,893,996	$88,907,818	79%	$39,529,670	$13,467,800	$16,717,193	$9,222,751
TOTAL	**$122,893,996**	**$94,671,007**	**77%**				

I-64 Peninsula Widening - Segment 3 (Project in Financial Closeout)
UPC # 106689

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
HRTAC	$122,893,996	$0	$0	$0	$0	$122,893,996
TOTAL	**$122,893,996**	**$0**	**$0**	**$0**	**$0**	**$122,893,996**

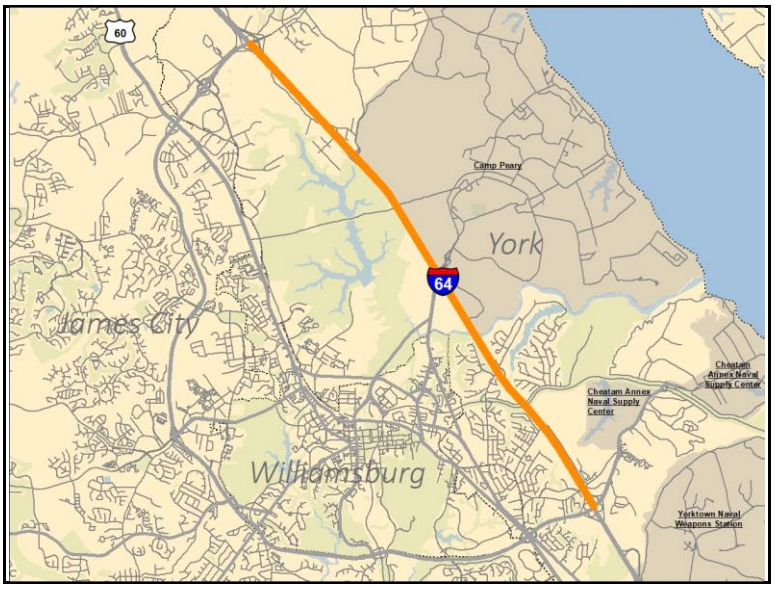
SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
CN	Other	$109,577,147	$3,316,849				
	Subtotal	***$109,577,147***	***$3,316,849***				
	TOTAL	**$109,577,147**	**$3,316,849**				

Source of Project Data: Virginia Department of Transportation.

I-64 Peninsula Widening - Segment 3 (SMART SCALE - related to UPC 106689) (Project in Financial Closeout)
UPC # 109790

OVERVIEW



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

Street (Route): I-64

From: Route 199 east of Williamsburg (Exit 242)

To: Route 199 west of Williamsburg (Exit 234)

Length (mi): 8.25

Jurisdiction/Agency: York County

System: Interstate

Scope: Reconstruction w/ Added Capacity

Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No

HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	N/A	N/A	N/A
Right of Way	6/21/2017	6/21/2017	Complete
Construction	6/21/2017	12/6/2021	Complete

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$0	$0	-
Right of Way	$12,000,000	$904,877	8%
Construction	$109,151,977	$109,151,058	100%
TOTAL	**$121,151,977**	**$110,055,935**	**91%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
$0	-	-	-
$151,428	$124,167	$23,361	$619
-$7,606	-	$403,739	-

I-64 Peninsula Widening - Segment 3 (SMART SCALE - related to UPC 106689) (Project in Financial Closeout)
UPC # 109790

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STP	$61,341,476	$0	$0	$0	$0	$61,341,476
STF	$3,129,317	$0	$0	$0	$0	$3,129,317
NHPP	$38,976,963	$0	$0	$0	$0	$38,976,963
HIP	$1,857,155	$0	$0	$0	$0	$1,857,155
EB/MG	$15,847,066	$0	$0	$0	$0	$15,847,066
TOTAL	**$121,151,977**	**$0**	**$0**	**$0**	**$0**	**$121,151,977**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
RW	NHS/NHPP	$16,500,196	-$16,500,196				
RW	NHPP/E	$15,847,066	-$5,704,221				
	Subtotal	***$32,347,262***	***-$22,204,417***				
CN	NHS/NHPP	$22,476,767	$16,500,196				
CN	NHPP/E		$5,704,221				
CN	AC		$3,129,316				
	Subtotal	***$22,476,767***	***$25,333,733***				
	TOTAL	**$54,824,029**	**$3,129,316**				

Source of Project Data: Virginia Department of Transportation.

MMMBT Control Room Upgrade Plan (PE Only) (Project in Financial Closeout)
UPC # 105388

OVERVIEW

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

Street (Route): I-664

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Hampton Roads

System: Interstate

Scope: Safety

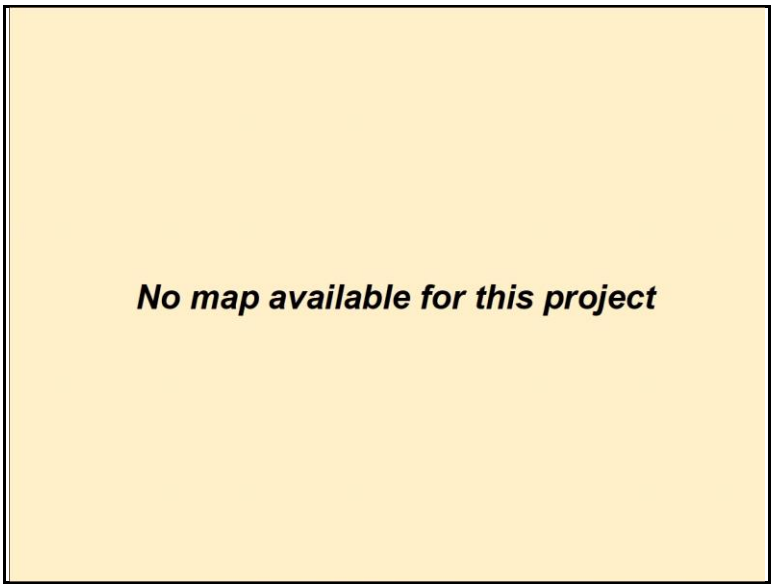
Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	5/8/2014	10/8/2020	Complete
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$620,448	$492,822	79%
Right of Way	$0	$0	-
Construction	$0	$0	-
TOTAL	**$620,448**	**$492,822**	**79%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
$7,186	-	$6,528	-
$0	-	-	-
$0	-	-	-

MMMBT Control Room Upgrade Plan (PE Only) (Project in Financial Closeout)
UPC # 105388

ALLOCATIONS

Fund Source(s)	*Previous*	*FY 2024*	*FY 2025*	*FY 2026*	*FY 2027*	*TOTAL*
STF	$570,448	$0	$0	$0	$0	$570,448
NHPP	$50,000	$0	$0	$0	$0	$50,000
TOTAL	**$620,448**	**$0**	**$0**	**$0**	**$0**	**$620,448**

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

I-264 Downtown Tunnel PPTA (Project in Financial Closeout)
UPC # 97175

OVERVIEW

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

Street (Route): Downtown Tunnel

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Hampton Roads

System: Interstate

Scope: Preliminary Engineering

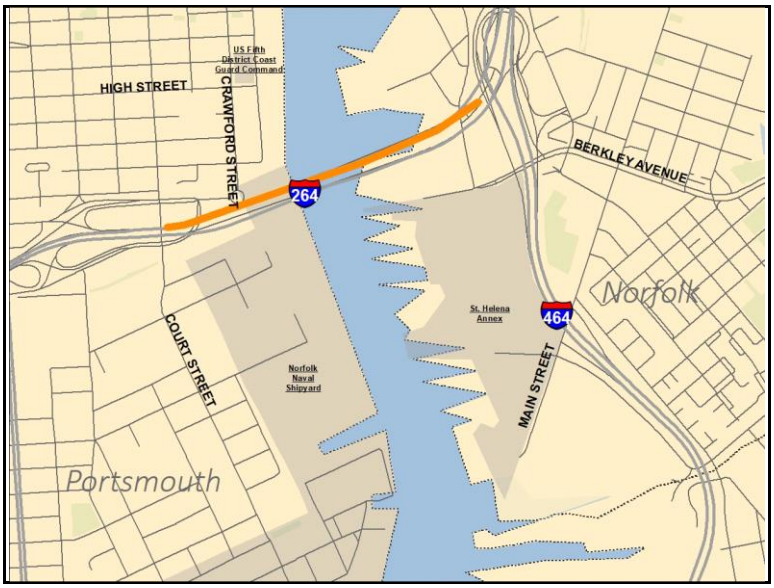
Oversight: Unknown

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	4/17/2012	10/1/2012	Complete
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$1,960,416	$1,404,316	72%
Right of Way	$0	$0	-
Construction	$0	$0	-
TOTAL	**$1,960,416**	**$1,404,316**	**72%**

Recent Expenditures

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

I-264 Downtown Tunnel PPTA (Project in Financial Closeout)
UPC # 97175

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STM	$21,917	$0	$0	$0	$0	$21,917
STF	$26,485	$0	$0	$0	$0	$26,485
NHS	$593,977	$0	$0	$0	$0	$593,977
NHPP	$227,920	$0	$0	$0	$0	$227,920
IM	$197,257	$0	$0	$0	$0	$197,257
BOM	$336,760	$0	$0	$0	$0	$336,760
TOTAL	**$1,404,316**	**$0**	**$0**	**$0**	**$0**	**$1,404,316**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	NHS/NHPP	$197,257	$821,897				
	Subtotal	***$197,257***	***$821,897***				
	TOTAL	**$197,257**	**$821,897**				

Source of Project Data: Virginia Department of Transportation.

Midtown Tunnel/Downtown Tunnel/MLK Extension Debt Service - Interstate
UPC # 103037

OVERVIEW

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

Street (Route): N/A

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Hampton Roads

System: Interstate

Scope: Debt Service

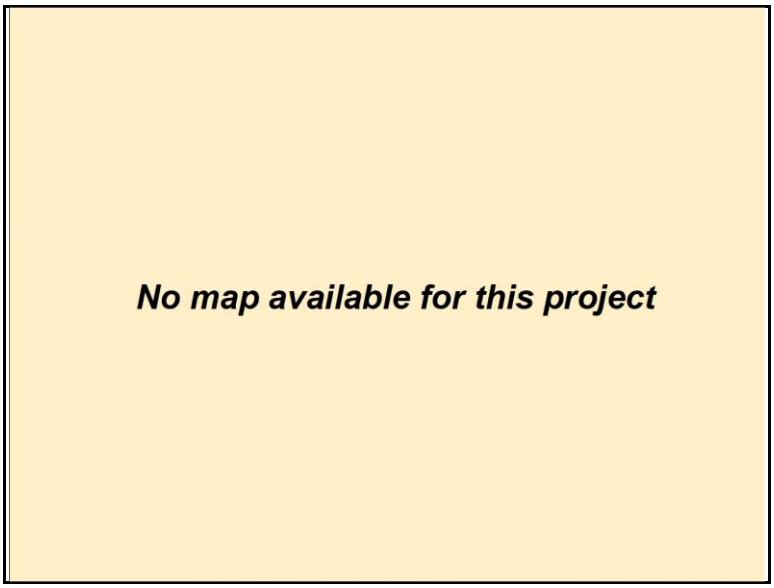
Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	9/6/2012	6/30/2029	Underway
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures: Latest Quarter	Previous 3 Quarters: 3	2	1
Preliminary Engineering	$15,283,687	$4,217,898	28%	$0	-	-	-
Right of Way	$0	$0	-	$0	-	-	-
Construction	$0	$5,906,482	-	$1,470,154	-	$498,799	-
TOTAL	**$15,283,687**	**$10,124,380**	**66%**				

Midtown Tunnel/Downtown Tunnel/MLK Extension Debt Service - Interstate
UPC # 103037

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
NHPP	$10,597,750	$943,110	$943,384	$943,411	$942,381	$14,370,036
TOTAL	**$10,597,750**	**$943,110**	**$943,384**	**$943,411**	**$942,381**	**$14,370,036**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	NHS/NHPP	$11,068,614	$943,278				
PE	AC-Conv			$943,382	$943,407	$943,359	
PE	AC		$2,890,829				
	Subtotal	***$11,068,614***	***$3,834,107***	***$943,382***	***$943,407***	***$943,359***	
	TOTAL	**$11,068,614**	**$3,834,107**	**$943,382**	**$943,407**	**$943,359**	

Source of Project Data: Virginia Department of Transportation.

HRELN - Segment 2 (Project in Financial Closeout)
UPC # 112923

OVERVIEW

Description: Convert the existing HOV lanes to HOT lanes along the I-64 corridor from the I-64/I-264 Interchange to the I-64/I-464 Interchange.

Street (Route): I-64

From: I-64/I-264 Interchange

To: I-64/I-464 Interchange

Length (mi): 7.65

Jurisdiction/Agency: Multi-Jurisdictional

System: Interstate

Scope: Traffic Management/Engineering

Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	7/11/2018	6/23/2020	Complete
Right of Way	N/A	N/A	N/A
Construction	6/23/2020	8/21/2022	Complete

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$2,543,662	$2,543,662	100%
Right of Way	$0	$0	-
Construction	$22,462,000	$21,895,612	97%
TOTAL	**$25,005,662**	**$24,439,274**	**98%**

Recent Expenditures

	Previous 3 Quarters			
	Latest Quarter	3	2	1
Preliminary Engineering	$2,290	-	$25,376	$44,494
Right of Way	$0	-	-	-
Construction	$15,289,041	$5,003,102	$1,601,367	$2,102

HRELN - Segment 2 (Project in Financial Closeout)
UPC # 112923

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
TOL	$24,800,000	$0	$0	$0	$0	$24,800,000
TOTAL	**$24,800,000**	**$0**	**$0**	**$0**	**$0**	**$24,800,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	Other	$3,000,000	-$456,338				
	Subtotal	***$3,000,000***	***-$456,338***				
CN	Other	$22,000,000	$462,000				
	Subtotal	***$22,000,000***	***$462,000***				
	TOTAL	**$25,000,000**	**$5,662**				

Source of Project Data: Virginia Department of Transportation.

HRELN - Segment 2B - Unveiling Project (Project in Financial Closeout)
UPC # 122037

OVERVIEW

Description: Provide express lane connectivity between the I-64 Express Lanes Segment 1 reversible lanes in Norfolk and the High-Rise Bridge project in Chesapeake.

Street (Route): I-64

From: 0.4 miles west of I-464

To: 2 miles east of Indian River Road

Length (mi): 8.0

Jurisdiction/Agency: Multi-Jurisdictional

System: Interstate

Scope: Traffic Management/Engineering

Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant: No

CMAQ: No

RSTP: No

TAP: No

CRP: No



HRTPO Notes

Revised 12/6/2024: Administrative Modification to revise the schedule and obligations as part of the FY 2024-2027 rollover process. Update obligations as follows: add FY Previous CN Phase AC-Other obligation of $3,100,000; remove FY 2024 CN Phase AC obligation of $3,100,000.

SCHEDULE

	Start	End	Status
Preliminary Engineering	N/A	N/A	N/A
Right of Way	N/A	N/A	N/A
Construction	3/28/2023	7/31/2024	Complete

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$0	$0	-
Right of Way	$0	$0	-
Construction	$3,100,000	$3,297,342	106%
TOTAL	**$3,100,000**	**$3,297,342**	**106%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

HRELN - Segment 2B - Unveiling Project (Project in Financial Closeout)
UPC # 122037

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
TOL	$3,100,000	$0	$0	$0	$0	$3,100,000
TOTAL	**$3,100,000**	**$0**	**$0**	**$0**	**$0**	**$3,100,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
CN	AC-Other	$3,100,000					
	Subtotal	***$3,100,000***					
	TOTAL	**$3,100,000**					

Source of Project Data: Virginia Department of Transportation.

HRELN - Segment 3
UPC # 118376

OVERVIEW

Description: Install overhead signage, toll gantries, and Intelligent Transportation System (ITS) infrastructure needed for express lane operations within the HRBT project limits.

Street (Route): I-64

From: 0.808 miles west of Mallory Street Interchange

To: 0.174 miles west of Tidewater Drive Interchange

Length (mi): 10.42

Jurisdiction/Agency: Multi-Jurisdictional

System: Interstate

Scope: Reconstruction w/ Added Capacity

Oversight: Non-Federal Oversight

Administered By: VDOT

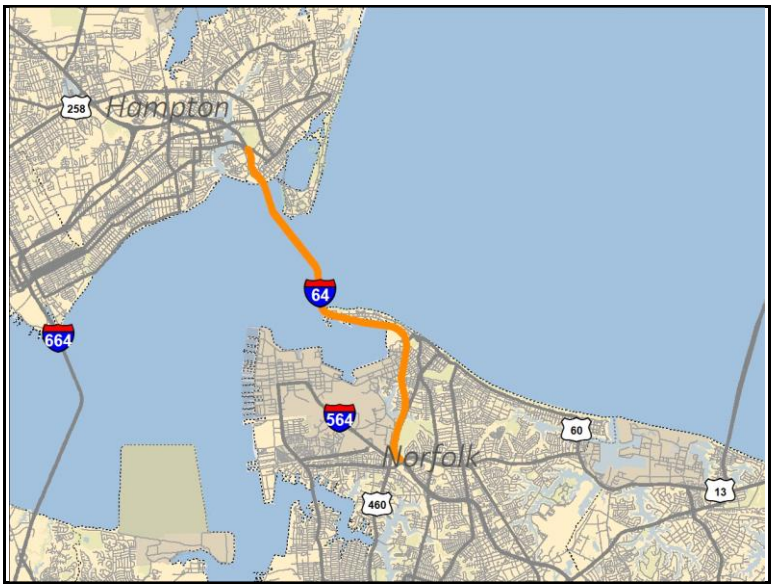
Regionally Significant: Yes

CMAQ: No

RSTP: No

TAP: No

CRP: No



HRTPO Notes

Revised 7/28/2025: Administrative Modification to revise the description, cost estimate, schedule, allocations, and obligations. Revise cost estimate to be $22,789,474. Update allocations as follows: Remove FY Previous LOC allocation of $9,115,396; remove FY 2024 LOC allocation of $8,000,000; remove FY 2025 LOC allocation of $1,674,078; add FY Previous HRTAC allocation of $9,115,396; add FY 2024 HRTAC allocation of $8,000,000; add FY 2025 HRTAC allocation of $1,674,474. Update obligations as follows: revise FY 2024 PE Phase Other obligation to be $1,600,000; add FY 2025 PE Other obligation of $734,000.

SCHEDULE

	Start	End	Status
Preliminary Engineering	9/29/2022	8/12/2025	Underway
Right of Way	N/A	N/A	N/A
Construction	8/12/2025	8/27/2027	FFY 2025

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$2,334,000	$1,886,173	81%
Right of Way	$0	$0	-
Construction	$20,455,474	$0	0%
TOTAL	**$22,789,474**	**$1,886,173**	**8%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
$1,886,173	-	-	-
$0	-	-	-
$0	-	-	-

HRELN - Segment 3
UPC # 118376

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
HRTAC	$9,115,396	$8,000,000	$1,674,474	$0	$0	$18,789,870
TOTAL	**$9,115,396**	**$8,000,000**	**$1,674,474**	**$0**	**$0**	**$18,789,870**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	Other		$1,600,000	$734,000			
	Subtotal		***$1,600,000***	***$734,000***			
	TOTAL		**$1,600,000**	**$734,000**			

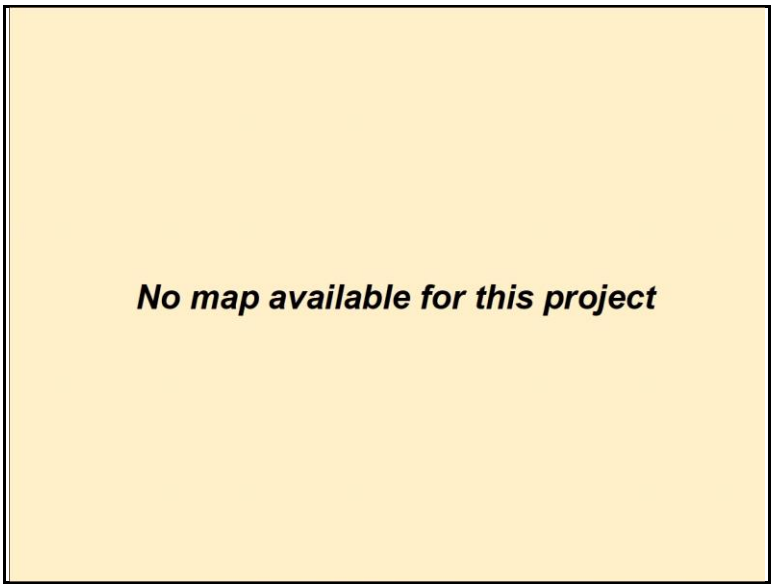
Source of Project Data: Virginia Department of Transportation.

HREL Toll integration - Systems Integrator - HRTAC
UPC # T24778

OVERVIEW

Description: Provide a tolling system integrator to complete the operating tolling system for Segments 1, 3, 4A, 4B, and 4C of the HRELN. This project is for HRTAC accounting purposes and is associated with UPC 116741.

Street (Route): I-64
From: N/A
To: N/A
Length (mi): N/A
Jurisdiction/Agency: Hampton Roads
System: Interstate
Scope: Other
Oversight: Federal Oversight
Administered By: VDOT
Regionally Significant for Air Quality: No
CMAQ: No
RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	4/1/2021	5/10/2022	Complete
Right of Way	N/A	N/A	N/A
Construction	5/10/2022	12/31/2025	Underway

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$5,873,452	$0	0%
Right of Way	$0	$0	-
Construction	$33,382,898	$0	0%
TOTAL	**$39,256,350**	**$0**	**0%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
	-	-	-
	-	-	-
	-	-	-

HREL Toll integration - Systems Integrator - HRTAC
UPC # T24778

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
HRTAC	$23,873,452	$10,000,000	$5,282,899	$0	$0	$39,156,351
TOTAL	**$23,873,452**	**$10,000,000**	**$5,282,899**	**$0**	**$0**	**$39,156,351**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	Other		$5,873,452				
	Subtotal		***$5,873,452***				
CN	Other		$33,282,898				
	Subtotal		***$33,282,898***				
	TOTAL		**$39,156,350**				

Source of Project Data: Virginia Department of Transportation.

HRCS Preferred Alternative Refinement (Project in Financial Closeout)
UPC # 110577

OVERVIEW



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

Street (Route): I-64

From: I-664 In Hampton

To: I-564 in Norfolk

Length (mi): 14.7

Jurisdiction/Agency: Multi-Jurisdictional

System: Interstate

Scope: Study

Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No

HRTPO Notes

SCHEDULE

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

COSTS AND EXPENDITURES

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

Recent Expenditures

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

HRCS Preferred Alternative Refinement (Project in Financial Closeout)
UPC # 110577

ALLOCATIONS

Fund Source(s)	*Previous*	*FY 2024*	*FY 2025*	*FY 2026*	*FY 2027*	*TOTAL*
LOC	$30,000,000	$0	$0	$0	$0	$30,000,000
TOTAL	**$30,000,000**	**$0**	**$0**	**$0**	**$0**	**$30,000,000**

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

Hampton Roads Express Lanes Network Study (Project in Financial Closeout)
UPC # 113543

OVERVIEW

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

Street (Route): I-64 and I-664

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Hampton Roads

System: Interstate

Scope: Study

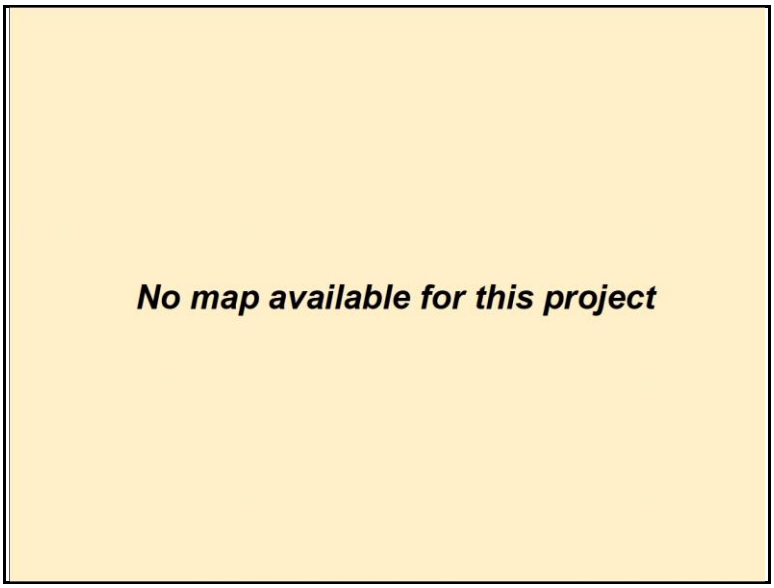
Oversight: Unknown

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	7/16/2018	11/17/2021	Complete
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$1,500,000	$2,023,138	135%
Right of Way	$0	$0	-
Construction	$0	$0	-
TOTAL	**$1,500,000**	**$2,023,138**	**135%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters 3	2	1
$76,329	$106,909	$63,341	$61,621
$0	-	-	-
$0	-	-	-

Hampton Roads Express Lanes Network Study (Project in Financial Closeout)
UPC # 113543

ALLOCATIONS

Fund Source(s)	*Previous*	*FY 2024*	*FY 2025*	*FY 2026*	*FY 2027*	*TOTAL*
TOL	$1,500,000	$0	$0	$0	$0	$1,500,000
TOTAL	**$1,500,000**	**$0**	**$0**	**$0**	**$0**	**$1,500,000**

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

I-64 Denbigh Boulevard Interchange Phase 2 - EB
UPC # 123656

OVERVIEW

Description: Construct the I-64 EB on and off ramps on Denbigh Boulevard and widen the Denbigh Boulevard Bridge to reduce traffic congestion, queuing, and improve safety.

Street (Route): I-64 and Denbigh Boulevard (Route 173)

From: 0.24 miles north of Denbigh Boulevard (Route 173)

To: 0.23 miles south of Denbigh Boulevard (Route 173)

Length (mi): 0.47

Jurisdiction/Agency: Newport News

System: Interstate

Scope: Reconstruction w/ Added Capacity

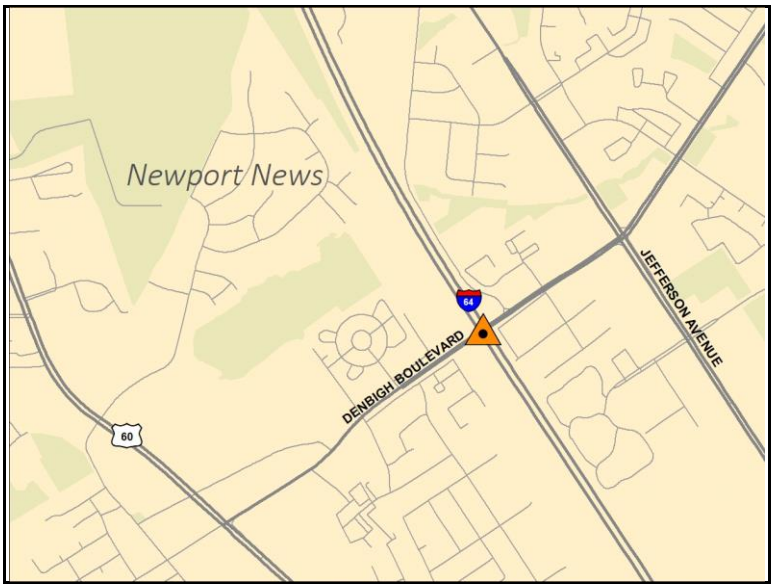
Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant: Yes

CMAQ: No

RSTP: No



HRTPO Notes

Revised 3/21/2024: Amendment to add project to the TIP as part of the FY 2024-2027 rollover process.

SCHEDULE

	Start	End	Status
Preliminary Engineering	9/6/2023	10/2/2024	Underway
Right of Way	10/2/2024	10/25/2024	FFY 2025
Construction	10/25/2024	2/25/2025	FFY 2025

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$17,712,000	$0	0%
Right of Way	$8,931,026	$0	0%
Construction	$161,420,044	$0	0%
TOTAL	**$188,063,070**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

I-64 Denbigh Boulevard Interchange Phase 2 - EB
UPC # 123656

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
HRTAC	$0	$2,133,980	$2,560,776	$6,277,766	$5,534,370	$16,506,892
TOTAL	**$0**	**$2,133,980**	**$2,560,776**	**$6,277,766**	**$5,534,370**	**$16,506,892**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	Other	$2,133,980					
	Subtotal	***$2,133,980***					

TOTAL **$2,133,980**

Source of Project Data: Virginia Department of Transportation.

Denbigh Boulevard Bridge Replacement over I-64 (Project in Financial Closeout)
UPC # 93077

OVERVIEW

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

Street (Route): miles east of Richneck Road

From: 0.438 miles west of Richneck Road

To: 0.083

Length (mi): 0.52

Jurisdiction/Agency: Newport News

System: Primary

Scope: Bridge Replacement w/o Added Capacity

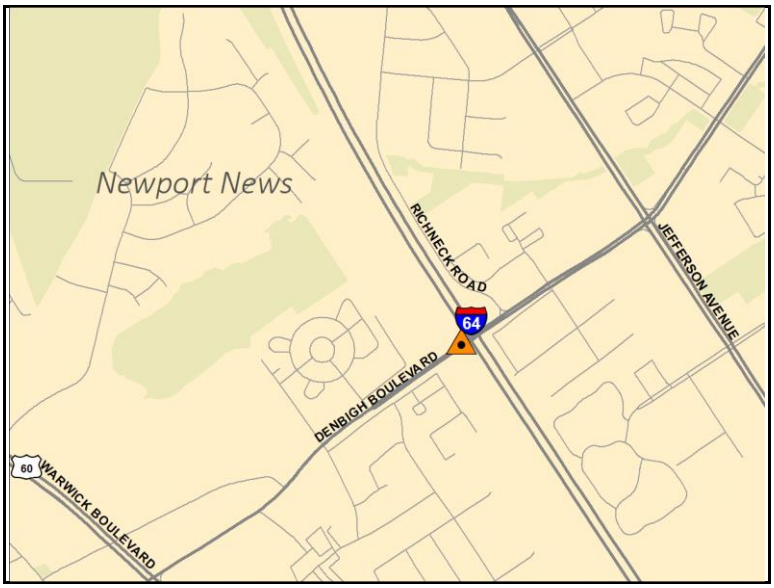
Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	3/15/2012	10/28/2016	Complete
Right of Way	10/28/2016	9/11/2018	Complete
Construction	9/11/2018	7/27/2021	Complete

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$2,672,333	$2,672,333	100%
Right of Way	$2,646,543	$2,646,543	100%
Construction	$29,529,369	$27,606,820	93%
TOTAL	**$34,848,245**	**$32,925,696**	**94%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
$0	-	-	-
$0	$2,121	$37,641	$3,492
$10,024,607	$1,785,265	$2,840,602	$825,472

Denbigh Boulevard Bridge Replacement over I-64 (Project in Financial Closeout)
UPC # 93077

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STF	$1,377,349	$0	$0	$0	$0	$1,377,349
STP/BR	$3,828,977	$0	$0	$0	$0	$3,828,977
STM	$268,692	$0	$0	$0	$0	$268,692
STF	$9,894,631	$0	$0	$0	$0	$9,894,631
NHS	$160,000	$0	$0	$0	$0	$160,000
NHPP	$17,318,596	$0	$0	$0	$0	$17,318,596
IM	$2,000,000	$0	$0	$0	$0	$2,000,000
TOTAL	**$34,848,245**	**$0**	**$0**	**$0**	**$0**	**$34,848,245**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	AC		$1,015				
	Subtotal		***$1,015***				
RW	AC		$137,330				
	Subtotal		***$137,330***				
CN	AC	$9,785,213	$1,067,555				
	Subtotal	***$9,785,213***	***$1,067,555***				
	TOTAL	**$9,785,213**	**$1,205,900**				

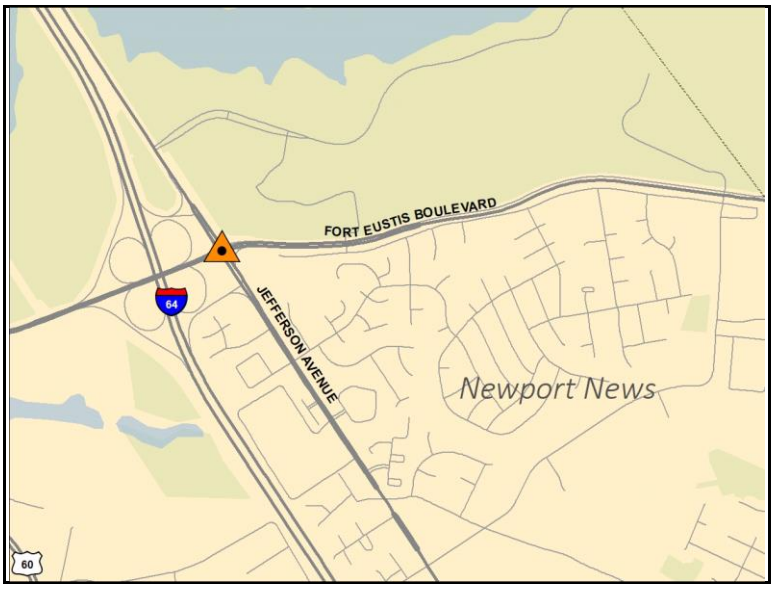
Source of Project Data: Virginia Department of Transportation.

I-64 Access Evaluation (Project in Financial Closeout)
UPC # 114812

OVERVIEW

Description: I-64 Access Evaluation

Street (Route): N/A
From: Jefferson Avenue
To: Ft. Eustis Boulevard
Length (mi): N/A
Jurisdiction/Agency: Newport News
System: Interstate
Scope: Study
Oversight: Unknown
Administered By: VDOT
Regionally Significant for Air Quality: No
CMAQ: No
RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	2/20/2019	6/22/2022	Complete
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$225,000	$0	0%
Right of Way	$0	$0	-
Construction	$0	$0	-
TOTAL	**$225,000**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

I-64 Access Evaluation (Project in Financial Closeout)
UPC # 114812

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STF	$225,000	$0	$0	$0	$0	$225,000
TOTAL	**$225,000**	**$0**	**$0**	**$0**	**$0**	**$225,000**

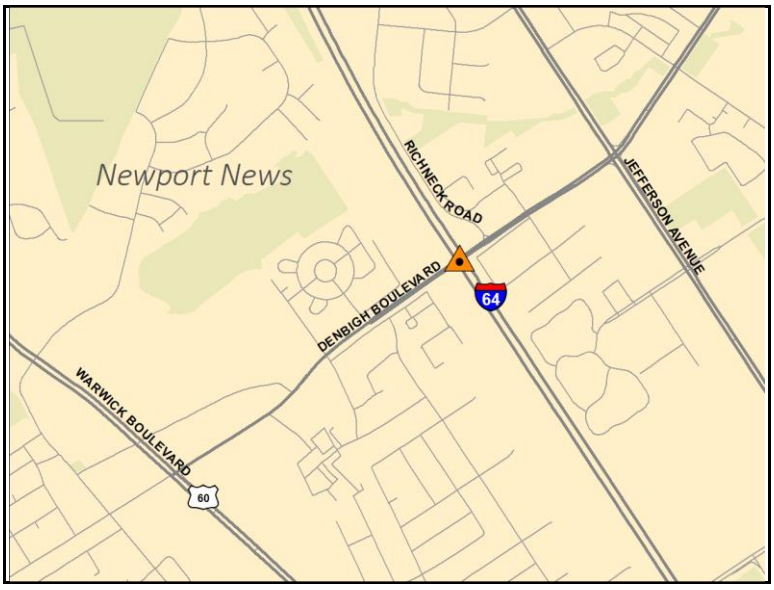
SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	AC		$225,000				
	Subtotal		***$225,000***				
	TOTAL		**$225,000**				

Source of Project Data: Virginia Department of Transportation.

I-64 Denbigh Boulevard Interchange - Phase 1
UPC # 119217

OVERVIEW



Description: New Phase 1 interchange on I-64 at Denbigh Blvd, including WB on and off-ramps, widening of Denbigh Blvd, and intersection improvements for Denbigh/Warwick/Jefferson. Includes retaining wall repair and bridge abutment.

Street (Route): I-64

From: 0.393 miles north of Route 173 (Denbigh Blvd)

To: 0.405 miles south of Route 173

Length (mi): 0.7980

Jurisdiction/Agency: Newport News

System: Interstate

Scope: Reconstruction w/ Added Capacity

Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant: Yes

CMAQ: No

RSTP: No

TAP: No

CRP: No

HRTPO Notes

Revised 1/16/2025: Amendment to revise the project description, cost estimate, schedule, allocations, and obligations. Revise cost estimate to be $93,420,101. The cost increase is due to a safety issue with the existing retaining wall which is to be repaired along with improvements to the bridge abutment. Update allocations as follows: Add FY Previous PTF allocation of $27,210,755; remove FY Previous STF allocation of $27,210,755; revise FY 2025 STF allocation to be $379,214; add FY 2026 STF allocation of $365,327; remove FY 2026 NHPP allocation of $11,748,555; revise FY 2027 NHPP allocation to be $19,860,169; remove FY 2026 NHFP allocation of $7,616,772; add FY 2027 NHFP allocation of $738,287; remove FY 2025 EB/MG allocation of $3,796,302; add FY 2027 SGR allocation of $200,000. Update obligations as follows: add FY Previous PE Phase NHPP/E obligation of $4,217,172; add FY 2025 PE Phase AC obligation of $1,159,759; add FY 2026 PE Phase AC-Conversion obligation of $5,376,931; add FY 2025 RW Phase AC obligation of $15,234,000; remove FY 2026 RW Phase AC obligation of $8,628,579; add FY 2025 RW Phase AC-Conversion obligation of $15,234,000; add FY 2027 RW Phase AC-Conversion obligation of $12,475; add FY 2025 CN Phase Other obligation of $47,571,645; add FY 2025 CN Phase AC obligation of $25,237,525; add FY 2027 CN Phase AC-Conversion obligation of $12,612,525.

SCHEDULE

	Start	End	Status
Preliminary Engineering	8/31/2022	2/26/2025	Underway
Right of Way	2/26/2025	3/25/2025	FFY 2025
Construction	3/25/2025	5/4/2029	FFY 2025

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$5,376,931	$1,547,692	29%
Right of Way	$15,234,000	$0	0%
Construction	$72,809,170	$0	0%
TOTAL	**$93,420,101**	**$1,547,692**	**2%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

I-64 Denbigh Boulevard Interchange - Phase 1
UPC # 119217

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
SGR	$0	$0	$0	$0	$200,000	$200,000
PTF	$27,210,755	$0	$0	$0	$0	$27,210,755
STF	$0	$0	$379,214	$365,327	$0	$744,541
NHPP	$0	$0	$0	$0	$19,860,169	$19,860,169
NHFP	$0	$0	$0	$0	$738,287	$738,287
TOTAL	**$27,210,755**	**$0**	**$379,214**	**$365,327**	**$20,798,456**	**$48,753,752**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	AC-Conv				$5,376,931		
PE	AC			$1,159,759			
PE	NHPP/E	$4,217,172					
	Subtotal	***$4,217,172***		***$1,159,759***	***$5,376,931***		
RW	AC-Conv			$15,234,000		$12,475	
RW	AC			$15,234,000			
	Subtotal			***$30,468,000***		***$12,475***	
CN	AC-Conv					$12,612,525	
CN	AC			$25,237,525			
CN	Other			$47,571,645			
	Subtotal			***$72,809,170***		***$12,612,525***	
	TOTAL	**$4,217,172**		**$104,436,929**	**$5,376,931**	**$12,625,000**	

Source of Project Data: Virginia Department of Transportation.

I-64 EB Exit 256 - Extend Acceleration Lane
UPC # 120324

OVERVIEW

Description: Extend the I-64 EB acceleration lane at the I-64 Victory Boulevard Interchange.

Street (Route): I-64

From: Mile post 256

To: Mile post 257

Length (mi): 1.0

Jurisdiction/Agency: Newport News

System: Interstate

Scope: Safety/Traffic

Oversight: Unknown

Administered By: VDOT

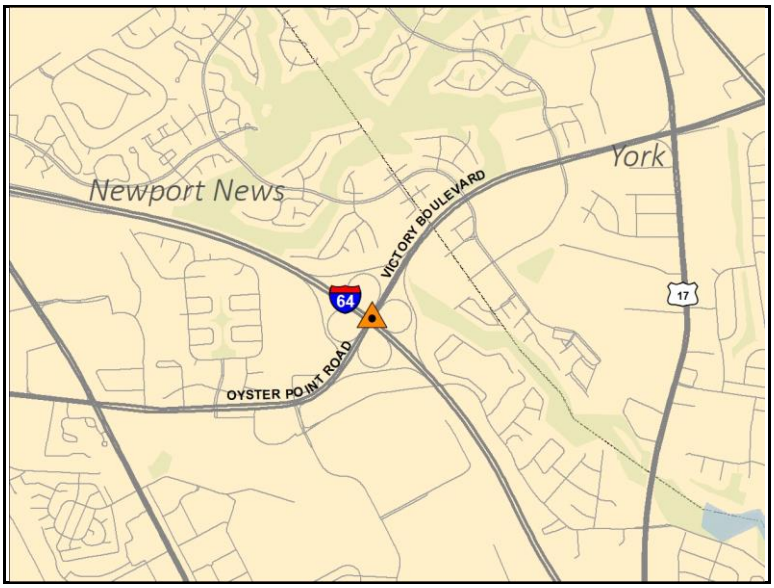
Regionally Significant: No

CMAQ: No

RSTP: No

TAP: No

CRP: No



HRTPO Notes

Revised 4/2/2025: Administrative Modification to revise the cost estimate, schedule, allocations, and obligations. Revise cost estimate to be $2,283,972. Update allocations as follows: add FY Previous STF allocation of $200,001; revise FY Previous NHPP/STF allocation to be $783,333; revise FY 2025 NHPP/STF allocation to be $775,638; remove FY 2026 NHPP/STF allocation of $583,333. Update obligations as follows: add FY Previous PE Phase NHPP obligation of $600,000; remove FY 2024 PE Phase NHS/NHPP obligation of $600,000; add FY Previous RW Phase State-Other obligation of $650,000; remove FY 2024 RW Phase NHS/NHPP obligation of $183,333; remove FY 2024 Phase AC obligation of $466,667; add FY Previous CN Phase NHPP obligation of $1,616,666; add FY Previous CN Phase AC-NHPP obligation of $583,333; add FY 2024 CN Phase NHS/NHPP obligation of $1,616,666; add FY 2024 CN Phase AC-Other obligation of $200,001; add FY 2024 CN Phase AC obligation of $583,333; remove FY 2025 CN Phase AC obligation of $1,750,000; add FY 2025 CN Phase AC-Conversion obligation of $583,333.

SCHEDULE

	Start	End	Status
Preliminary Engineering	1/23/2022	1/19/2023	Complete
Right of Way	1/19/2023	11/21/2023	Complete
Construction	11/21/2023	5/11/2026	Underway

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$600,000	$48,229	8%
Right of Way	$0	$0	-
Construction	$1,683,972	$198,793	12%
TOTAL	**$2,283,972**	**$247,022**	**11%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

I-64 EB Exit 256 - Extend Acceleration Lane
UPC # 120324

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
NHPP/STF	$783,333	$525,000	$775,638	$0	$0	$2,083,971
STF	$200,001	$0	$0	$0	$0	$200,001
TOTAL	**$983,334**	**$525,000**	**$775,638**	**$0**	**$0**	**$2,283,972**

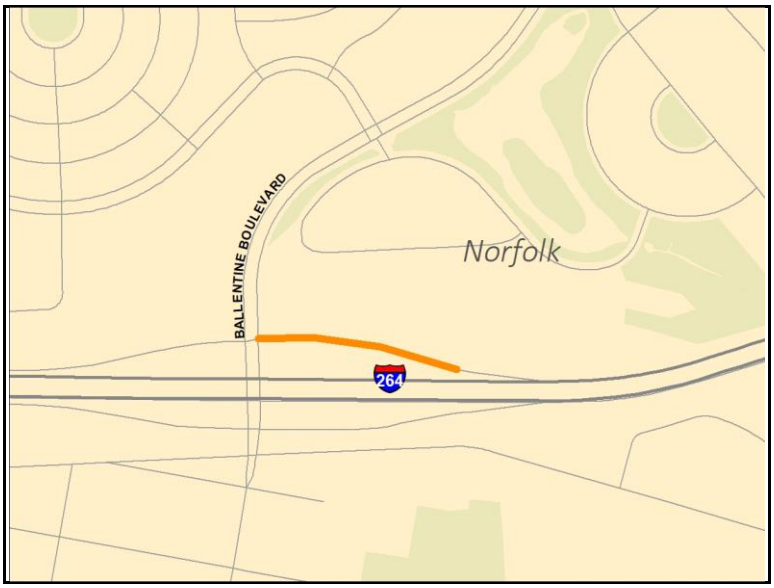
SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	NHPP	$600,000					
	Subtotal	***$600,000***					
RW	State-Other	$650,000					
	Subtotal	***$650,000***					
CN	NHPP	$1,616,666					
CN	AC-Conversi			$583,333			
CN	AC-Other		$200,001				
CN	NHS/NHPP		$1,616,666				
CN	AC		$583,333				
CN	AC-NHPP	$583,333					
	Subtotal	***$2,199,999***	***$2,400,000***	***$583,333***			
	TOTAL	**$3,449,999**	**$2,400,000**	**$583,333**			

Source of Project Data: Virginia Department of Transportation.

I-264 West Off-Ramp Improvements at Ballentine Boulevard
UPC # 111788

OVERVIEW



Description: Addition of dual right turn lanes on the I-264 West off-ramp at Ballentine Boulevard to reduce ramp queues that impact the interstate and improve capacity of a complex intersection involving the interstate, a TIDE LRT crossing, and City streets.

Street (Route): I-264 West Ramp - Exit 12A

From: 450 feet east of Ballentine Boulevard

To: Ballentine Boulevard

Length (mi): 0.12

Jurisdiction/Agency: Norfolk

System: Interstate

Scope: Traffic Management/Engineering

Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant: No

CMAQ: No

RSTP: No

TAP: No

CRP: No

HRTPO Notes

Revised 8/6/2024: Administrative Modification to revise the cost estimate, schedule, allocations, and obligations. Revise cost estimate to be $1,910,648. Update allocations as follows: revise FY Previous STP allocation to be $711,011; revise FY Previous STF allocation to be $1,074,223; add FY 2024 STF allocation of $30,828. Update obligations as follows: add FY Previous PE Phase STP/F obligation of $200,000; remove FY 2024 RW Phase STP/STBG obligation of $180,000; add FY 2024 CN Phase AC-Other obligation of $1,199,637; remove FY 2024 CN Phase AC obligation of $1,000,000; revise FY 2025 CN Phase STP/STBG obligation to be $331,011. Revised 11/21/2024: Amendment to revise cost estimate, schedule, and obligations. Revise cost estimate to be $2,047,989. Update obligations as follows: remove FY 2024 CN Phase AC-Other obligation of $1,199,637; add FY 2024 CN Phase Other obligation of $1,336,978.

SCHEDULE

	Start	End	Status
Preliminary Engineering	11/25/2019	10/11/2023	Complete
Right of Way	N/A	N/A	N/A
Construction	6/11/2024	9/30/2024	Complete

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$380,000	$282,760	74%
Right of Way	$0	$0	-
Construction	$1,667,989	$0	0%
TOTAL	**$2,047,989**	**$282,760**	**14%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
$282,760	-	-	-
$0	-	-	-
$0	-	-	-

I-264 West Off-Ramp Improvements at Ballentine Boulevard
UPC # 111788

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STP	$711,011	$0	$0	$0	$0	$711,011
STF	$1,074,223	$30,828	$0	$0	$0	$1,105,051
TOTAL	**$1,785,234**	**$30,828**	**$0**	**$0**	**$0**	**$1,816,062**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	STP/F	$200,000					
	Subtotal	***$200,000***					
CN	STP/STBG			$331,011			
CN	Other		$1,336,978				
	Subtotal		***$1,336,978***	***$331,011***			
	TOTAL	**$200,000**	**$1,336,978**	**$331,011**			

Source of Project Data: Virginia Department of Transportation.

I-64 EB-WB - Exits 278 - 284
UPC # 121258

OVERVIEW

Description: Extend acceleration lanes of I-64 eastbound and westbound Exits 278, 282, and 284.

Street (Route): I-64

From: Mile Post 278 - Chesapeake Boulevard

To: Mile Post 285 - Northampton Boulevard

Length (mi): N/A

Jurisdiction/Agency: Norfolk

System: Interstate

Scope: Reconstruction w/o Added Capacity

Oversight: Unknown

Administered By: VDOT

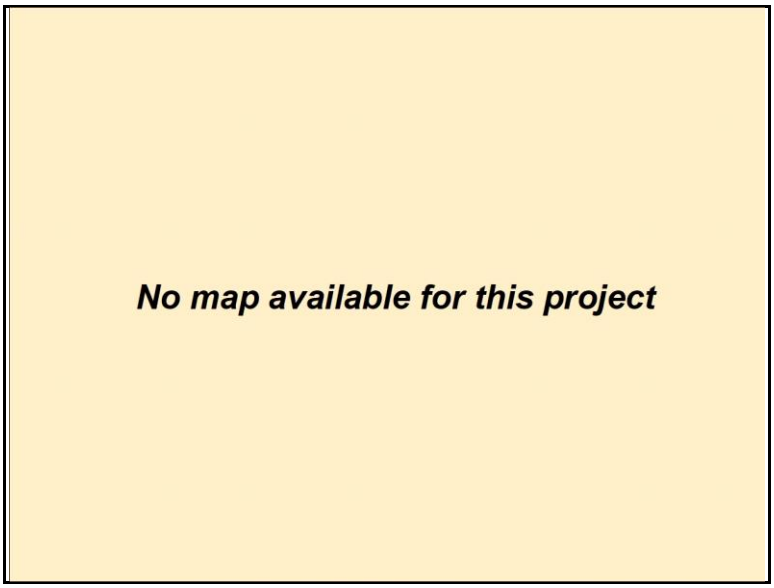
Regionally Significant: No

CMAQ: No

RSTP: No

TAP: No

CRP: No



HRTPO Notes

Revised 11/21/2024: Amendment to revise the schedule, allocations, and obligations. Update allocations as follows: remove FY Previous NHPP/STF allocation of $7,200,000; remove FY 2024 NHPP/STF allocation of $2,215,833; remove FY 2025 NHPP/STF allocation of $5,594,166; remove FY 2026 NHPP/STF allocation of $5,103,334; remove FY 2027 NHPP/STF allocation of $1,286,667; add FY Previous NHPP allocation of $3,733,333; add FY 2025 NHPP allocation of $3,217,936; add FY 2026 NHPP allocation of $3,594,046; add FY 2027 NHPP allocation of $1,286,667; add FY Previous STF allocation of $9,568,018. Update obligations as follows: add FY Previous PE Phase NHPP obligation of $3,700,000; remove FY 2024 NHS/NHPP obligation of $3,700,000; remove FY 2024 RW Phase NHS/NHPP obligation of $2,365,000; add FY 2025 RW Phase NHS/NHPP obligation of $2,365,000; revise FY 2025 CN Phase NHS/NHPP obligation to be $4,480,315; revise FY 2025 CN Phase AC obligation to be $1,286,667; add FY 2025 CN Phase Other obligation of $9,568,018.

SCHEDULE

	Start	End	Status
Preliminary Engineering	5/26/2022	2/17/2025	Underway
Right of Way	2/17/2025	2/26/2025	FFY 2025
Construction	2/26/2025	11/29/2029	FFY 2025

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$3,700,000	$177,384	5%
Right of Way	$2,365,000	$0	0%
Construction	$15,335,000	$0	0%
TOTAL	**$21,400,000**	**$177,384**	**1%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

I-64 EB-WB - Exits 278 - 284
UPC # 121258

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STF	$9,568,018	$0	$0	$0	$0	$9,568,018
NHPP	$3,733,333	$0	$3,217,936	$3,594,046	$1,286,667	$11,831,982
TOTAL	**$13,301,351**	**$0**	**$3,217,936**	**$3,594,046**	**$1,286,667**	**$21,400,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	NHPP	$3,700,000					
	Subtotal	***$3,700,000***					
RW	NHS/NHPP			$2,365,000			
	Subtotal			***$2,365,000***			
CN	Other			$9,568,018			
CN	AC-Conv				$1,286,667		
CN	AC			$1,286,667			
CN	NHS/NHPP			$4,480,315			
	Subtotal			***$15,335,000***	***$1,286,667***		
	TOTAL	**$3,700,000**		**$17,700,000**	**$1,286,667**		

Source of Project Data: Virginia Department of Transportation.

I-564 Intermodal Connector (Project in Financial Closeout)
UPC # 18968

OVERVIEW

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

Street (Route): I-564

From: I-564

To: Norfolk Naval Base/Norfolk International Terminal

Length (mi): 1.6

Jurisdiction/Agency: Norfolk

System: Interstate

Scope: New Construction

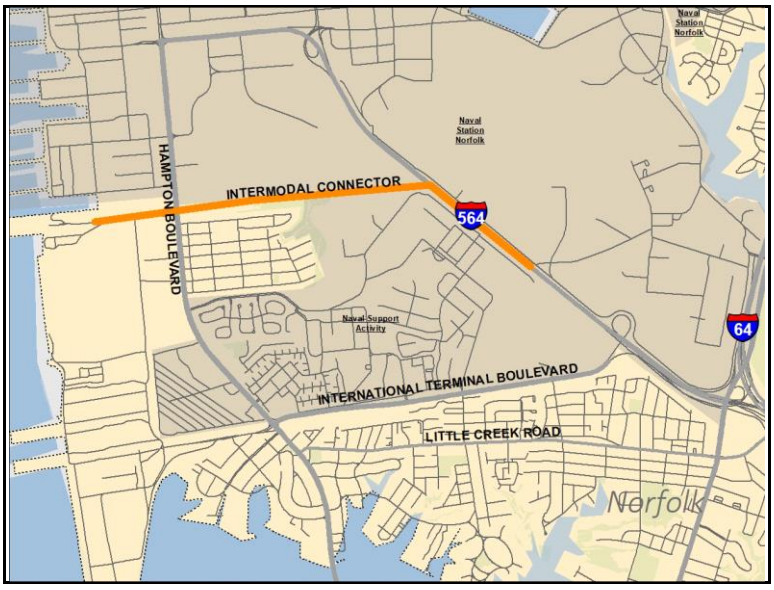
Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

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

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$10,995,515	$10,938,255	99%
Right of Way	$25,964,832	$26,042,133	100%
Construction	$0	$0	-
TOTAL	**$36,960,347**	**$36,980,388**	**100%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters 3	2	1
$77,008	$16,536	$11,910	$1,672
$109,234	$15,229	$4,761	-
$0	-	-	-

I-564 Intermodal Connector (Project in Financial Closeout)
UPC # 18968

ALLOCATIONS

Fund Source(s)	*Previous*	*FY 2024*	*FY 2025*	*FY 2026*	*FY 2027*	*TOTAL*
TBD	$1,949,070	$0	$0	$0	$0	$1,949,070
STM	$1,291,302	$0	$0	$0	$0	$1,291,302
STF	$7,401,888	$0	$0	$0	$0	$7,401,888
NHS	$10,203,486	$0	$0	$0	$0	$10,203,486
FRAN	$3,404,000	$0	$0	$0	$0	$3,404,000
DEMO	$16,137,144	$0	$0	$0	$0	$16,137,144
CPR	$1,425	$0	$0	$0	$0	$1,425
BOM	$2,652,227	$0	$0	$0	$0	$2,652,227
TOTAL	**$43,040,542**	**$0**	**$0**	**$0**	**$0**	**$43,040,542**

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

HRELN - Segment 1 (Project in Financial Closeout)
UPC # 110321

OVERVIEW

Description: Convert existing reversible HOV-2 lanes to HOT-2 lanes on I-64 from I-264 to I-564.

Street (Route): I-64

From: I-264

To: I-564

Length (mi): 8.4

Jurisdiction/Agency: Norfolk

System: Interstate

Scope: Traffic Management/Engineering

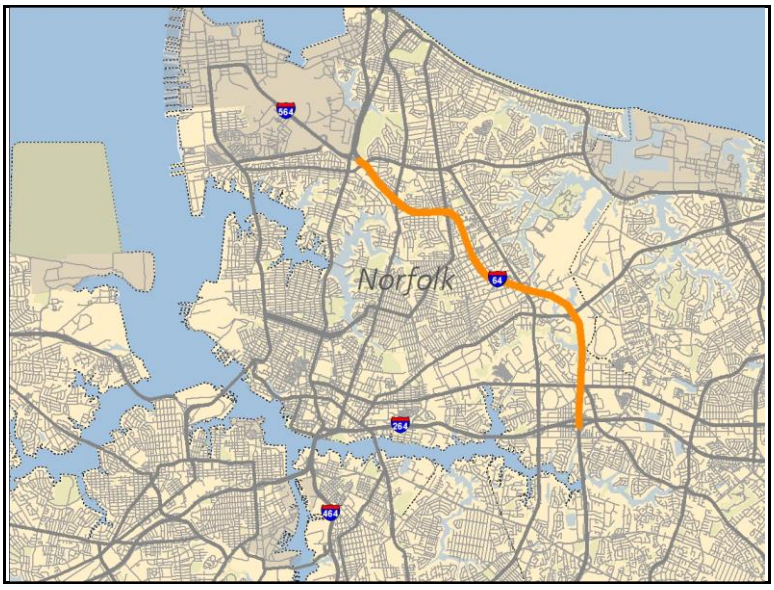
Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	11/17/2016	1/10/2017	Complete
Right of Way	N/A	N/A	N/A
Construction	1/10/2017	12/1/2017	Complete

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$2,845,988	$2,845,988	100%
Right of Way	$0	$0	-
Construction	$16,100,000	$14,659,092	91%
TOTAL	**$18,945,988**	**$17,505,080**	**92%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

HRELN - Segment 1 (Project in Financial Closeout)
UPC # 110321

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
TOL	$19,000,000	$0	$0	$0	$0	$19,000,000
TOTAL	**$19,000,000**	**$0**	**$0**	**$0**	**$0**	**$19,000,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	Other		$2,845,988				
	Subtotal		***$2,845,988***				
CN	Other		$16,100,000				
	Subtotal		***$16,100,000***				
	TOTAL		**$18,945,988**				

Source of Project Data: Virginia Department of Transportation.

HRELN - Segment 1A (Associated with UPC 117840)
UPC # 119637

OVERVIEW

Description: Convert the inside shoulder along I-64 to a part-time HOT managed lane from 0.15 miles east of Patrol Road to 0.661 miles east of Tidewater Drive - a portion of PE is being completed under UPC 117840.

Street (Route): I-64

From: 0.15 miles east of Patrol Road

To: 0.663 miles east of Tidewater Drive

Length (mi): 2.2

Jurisdiction/Agency: Norfolk

System: Interstate

Scope: Reconstruction w/ Added Capacity

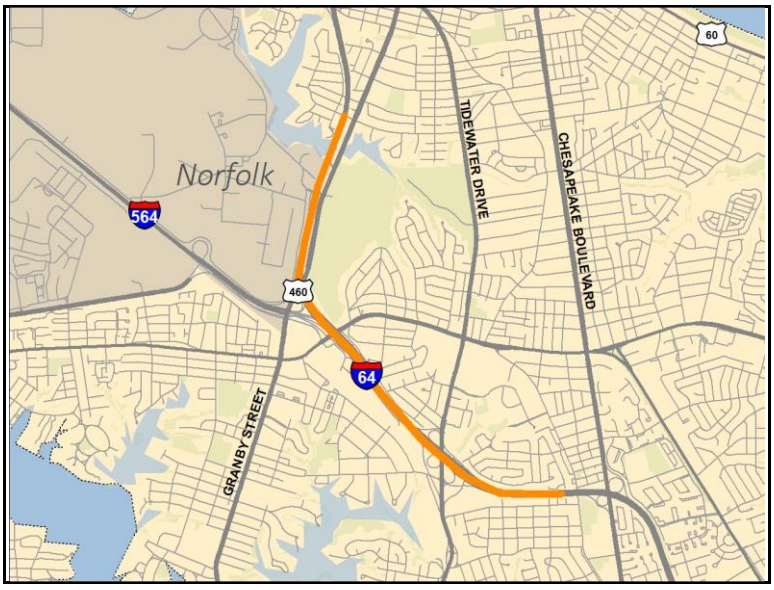
Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	5/23/2022	7/17/2024	Underway
Right of Way	7/17/2024	7/26/2024	FFY 2024
Construction	7/26/2024	3/27/2026	FFY 2024

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$2,918,320	$2,296,984	79%
Right of Way	$500,000	$0	0%
Construction	$57,911,759	$0	0%
TOTAL	**$61,330,079**	**$2,296,984**	**4%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

HRELN - Segment 1A (Associated with UPC 117840)
UPC # 119637

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
HRTAC	$13,999,602	$19,157,195	$18,782,196	$9,391,086	$0	$61,330,079
TOTAL	**$13,999,602**	**$19,157,195**	**$18,782,196**	**$9,391,086**	**$0**	**$61,330,079**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	Other		$2,918,320				
	Subtotal		***$2,918,320***				
RW	Other		$500,000				
	Subtotal		***$500,000***				
CN	Other		$57,911,759				
CN	AC		$30,749,486				
	Subtotal		***$88,661,245***				
	TOTAL		**$92,079,565**				

Source of Project Data: Virginia Department of Transportation.

HRELN - Segment 1A - CN Only (child project of UPC 119637)
UPC # 121360

OVERVIEW

Description: Convert inside shoulder along I-64 to part-time HOT managed lane from 0.15 miles east of Patrol Rd to 0.663 miles east of Tidewater Dr. UPC 121360 was created in order for VDOT to separately track HIP-CRRSA funding, a COVID-19 relief funding source.

Street (Route): I-64

From: 0.15 miles east of Patrol Road

To: 0.663 miles east of Tidewater Drive

Length (mi): 2.0

Jurisdiction/Agency: Norfolk

System: Interstate

Scope: Reconstruction w/ Added Capacity

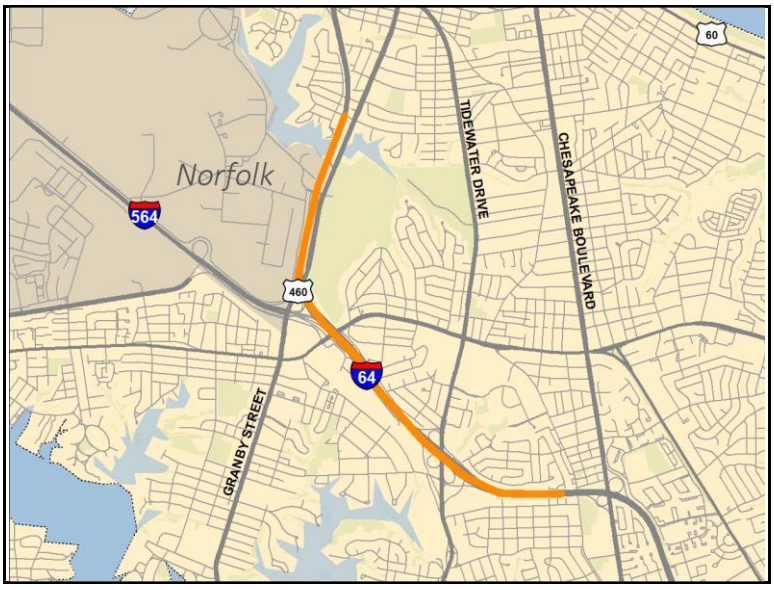
Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	N/A	N/A	N/A
Right of Way	N/A	N/A	N/A
Construction	7/26/2024	3/27/2026	FFY 2024

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$0	$0	-
Right of Way	$0	$0	-
Construction	$85,068,097	$0	0%
TOTAL	**$85,068,097**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

HRELN - Segment 1A - CN Only (child project of UPC 119637)
UPC # 121360

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
HIP/STF	$85,068,097	$0	$0	$0	$0	$85,068,097
TOTAL	**$85,068,097**	**$0**	**$0**	**$0**	**$0**	**$85,068,097**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
CN	HIP/F		$784,690				$196,173
CN	AC		$36,602,567				
	Subtotal		***$37,387,257***				***$196,173***
	TOTAL		**$37,387,257**				**$196,173**

Source of Project Data: Virginia Department of Transportation.

HRELN - Segment 1A - CN Only (child project of UPC 119637)
UPC # 121361

OVERVIEW

Description: Convert inside shoulder along I-64 to part-time HOT managed lane from 0.15 miles east of Patrol Rd to 0.663 miles east of Tidewater Dr. UPC 121361 was created in order for VDOT to separately track HIP Bridge funding, a COVID-19 relief funding source.

Street (Route): I-64

From: 0.15 miles east of Patrol Road

To: 0.663 miles east of Tidewater Drive

Length (mi): 2.0

Jurisdiction/Agency: Norfolk

System: Interstate

Scope: Reconstruction w/ Added Capacity

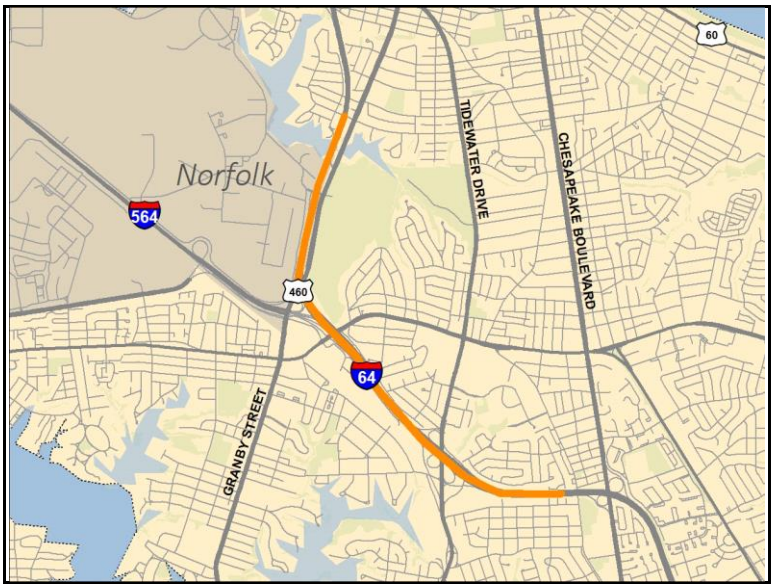
Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	N/A	N/A	N/A
Right of Way	N/A	N/A	N/A
Construction	7/26/2024	3/27/2026	FFY 2024

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$0	$0	-
Right of Way	$0	$0	-
Construction	$8,031,903	$0	0%
TOTAL	**$8,031,903**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

HRELN - Segment 1A - CN Only (child project of UPC 119637)
UPC # 121361

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
HIP/STF	$8,031,903	$0	$0	$0	$0	$8,031,903
TOTAL	**$8,031,903**	**$0**	**$0**	**$0**	**$0**	**$8,031,903**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
CN	HIP/F		$6,425,522				$1,606,381
	Subtotal		***$6,425,522***				***$1,606,381***
	TOTAL		**$6,425,522**				**$1,606,381**

Source of Project Data: Virginia Department of Transportation.

HRELN - Segment 1B (Associated with UPC 117840)
UPC # 120863

OVERVIEW

Description: Convert the inside shoulder along I-64 to a part-time HOT managed lane from 0.661 miles east of Tidewater Drive to 1.04 miles east of I-264. Includes shoulder widening to assist with safety and refuge. A portion of PE is being completed under UPC 117840.

Street (Route): I-64

From: 0.661 miles east of Tidewater Drive

To: 1.04 miles east of I-264

Length (mi): 7.0

Jurisdiction/Agency: Norfolk

System: Interstate

Scope: Reconstruction w/ Added Capacity

Oversight: Federal Oversight

Administered By: VDOT

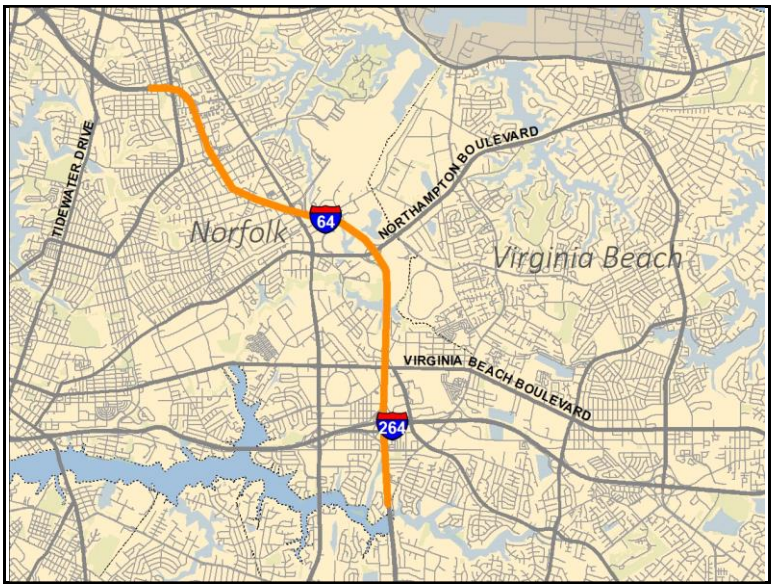
Regionally Significant: Yes

CMAQ: No

RSTP: No

TAP: No

CRP: No



HRTPO Notes

Revised 11/21/2024: Amendment to revise the cost estimate, schedule, and obligations. Revise cost estimate to be $296,687,828. Update obligations as follows: remove FY 2024 PE Phase Other obligation of $5,360,180; add FY 2025 RW Phase Other obligation of $500,000; remove FY 2026 RW Phase Other obligation of $500,000; add FY 2025 CN Phase Other obligation of $257,427,648; remove FY 2027 CN Phase Other obligation of $203,000,000. Revised 1/16/2025: Amendment to revise the project description, cost estimate, schedule, allocations, and obligations. Revise cost estimate to be $343,687,828. The cost increase is due to shoulder widening to assist with safety and refuge. Update allocations as follows: revise FY 2025 HRTAC allocation to be $143,069,867; revise FY 2026 HRTAC allocation to be $116,889,184. Update obligations as follows: add FY 2025 PE Phase Other obligation of $4,050,000; revise FY 2025 CN Phase Other obligation to be $333,777,648.

SCHEDULE

	Start	End	Status
Preliminary Engineering	5/26/2022	2/17/2025	Underway
Right of Way	2/17/2025	3/5/2025	FFY 2025
Construction	3/5/2025	11/30/2029	FFY 2025

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$9,410,180	$3,022,313	32%
Right of Way	$500,000	$0	0%
Construction	$333,777,648	$0	0%
TOTAL	**$343,687,828**	**$3,022,313**	**1%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

HRELN - Segment 1B (Associated with UPC 117840)
UPC # 120863

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
HRTAC	$4,849,693	$52,853,436	$143,069,867	$116,889,184	$26,025,648	$343,687,828
TOTAL	**$4,849,693**	**$52,853,436**	**$143,069,867**	**$116,889,184**	**$26,025,648**	**$343,687,828**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	Other			$4,050,000			
	Subtotal			***$4,050,000***			
RW	Other			$500,000			
	Subtotal			***$500,000***			
CN	Other			$333,777,648			
	Subtotal			***$333,777,648***			
	TOTAL			**$338,327,648**			

Source of Project Data: Virginia Department of Transportation.

HRELN - Segment 1B - Bridge Maintenance Years 2-5
UPC # 121052

OVERVIEW

Description: Perform preventive maintenance and rehabilitation activities on existing bridges. Work will be done in conjunction with HREL Segment 1B (UPCs 117840 and UPC 120863).

Street (Route): I-64

From: 0.661 miles east of Tidewater Drive

To: 1.04 miles east of I-264

Length (mi): N/A

Jurisdiction/Agency: Norfolk

System: Interstate

Scope: Reconstruction w/ Added Capacity

Oversight: Unknown

Administered By: VDOT

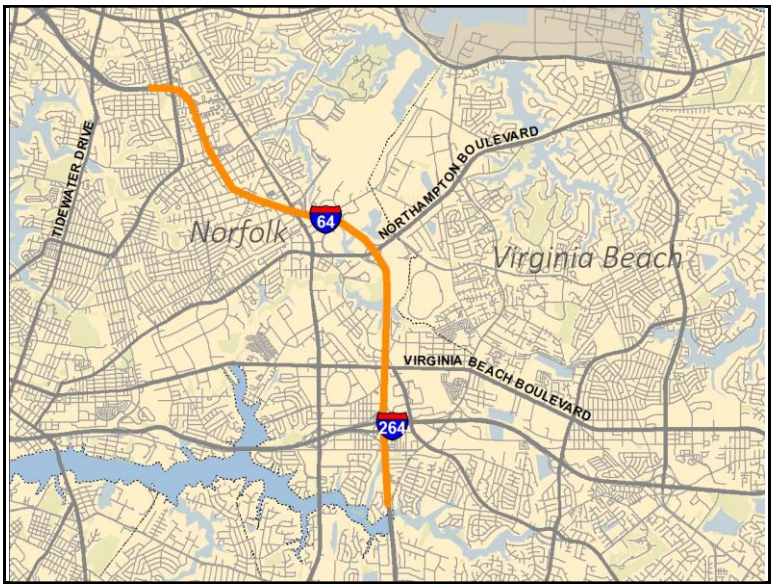
Regionally Significant: No

CMAQ: No

RSTP: No

TAP: No

CRP: No



HRTPO Notes

Revised 11/21/2024: Amendment to revise the cost estimate, schedule, allocations, and obligations. Revise cost estimate to be $56,600,000. Update allocations as follows: add FY Previous PROTECT allocation of $15,873,276; add FY 2024 PROTECT allocation of $726,724; revise FY 2024 BR/BROS allocation to be $5,000,000; revise FY 2025 BR/BROS allocation to be $19,932,828. Update obligations as follows: add FY Previous PE Phase BR obligation of $1,000,000; remove FY 2024 PE Phase BR obligation of $1,000,000; add FY 2026 CN Phase PROTECT obligation of $16,600,000.

SCHEDULE

	Start	End	Status
Preliminary Engineering	4/21/2022	11/12/2025	Underway
Right of Way	N/A	N/A	N/A
Construction	11/13/2025	11/29/2029	FFY 2026

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$1,000,000	$26,832	3%
Right of Way	$0	$0	-
Construction	$55,600,000	$0	0%
TOTAL	**$56,600,000**	**$26,832**	**0%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
	-	-	-
	-	-	-
	-	-	-

HRELN - Segment 1B - Bridge Maintenance Years 2-5
UPC # 121052

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
PROTECT	$15,873,276	$726,724	$0	$0	$0	$16,600,000
BR/BROS	$10,067,172	$5,000,000	$19,932,828	$5,000,000	$0	$40,000,000
TOTAL	**$25,940,448**	**$5,726,724**	**$19,932,828**	**$5,000,000**	**$0**	**$56,600,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	BR	$1,000,000					
	Subtotal	***$1,000,000***					
CN	PROTECT				$16,600,000		
CN	BR				$39,000,000		
	Subtotal				***$55,600,000***		
	TOTAL	**$1,000,000**			**$55,600,000**		

Source of Project Data: Virginia Department of Transportation.

Willoughby Bay Bridge - HRBT Expansion - Bridge Repair Work Option
UPC # 120731

OVERVIEW



Description: Perform rehabilitation and maintenance work on the eastbound and westbound segments of 13 bridges. Termini is from 0.48 miles from 4th View Street to 0.57 miles to the Hampton City line.

Street (Route): I-64

From: 0.48 miles from 4th View Street

To: 0.57 miles from Hampton City Line

Length (mi): 0.89

Jurisdiction/Agency: Norfolk

System: Interstate

Scope: Bridge Rehabilitation w/o Added Capacity

Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No

HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	N/A	N/A	N/A
Right of Way	N/A	N/A	N/A
Construction	3/10/2022	6/24/2024	Underway

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$0	$0	-
Right of Way	$0	$0	-
Construction	$39,637,410	$2,394,706	6%
TOTAL	**$39,637,410**	**$2,394,706**	**6%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Willoughby Bay Bridge - HRBT Expansion - Bridge Repair Work Option
UPC # 120731

ALLOCATIONS

Fund Source(s)	*Previous*	*FY 2024*	*FY 2025*	*FY 2026*	*FY 2027*	*TOTAL*
STF	$12,220,958	$2,455,231	$12,741,193	$12,220,028	$0	$39,637,410
TOTAL	**$12,220,958**	**$2,455,231**	**$12,741,193**	**$12,220,028**	**$0**	**$39,637,410**

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

I-564 Intermodal Connector (Project in Financial Closeout)
UPC # 104000

OVERVIEW

Description: New construction to improve the I-564 Interchange.

Street (Route): I-564

From: I-564

To: Norfolk Naval Base/Norfolk International Terminals

Length (mi): 1.6

Jurisdiction/Agency: Norfolk

System: Interstate

Scope: New Construction Roadway

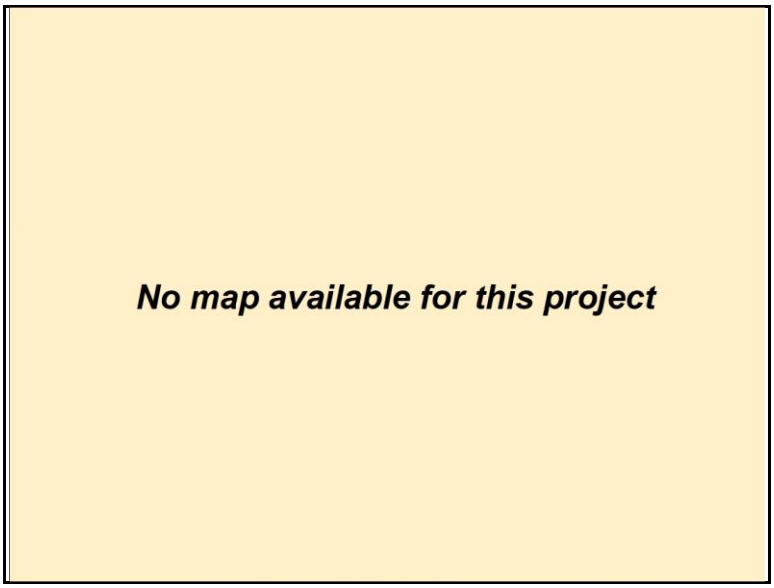
Oversight: Federal Oversight

Administered By: Other

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	N/A	N/A	N/A
Right of Way	4/1/2015	5/15/2015	Complete
Construction	5/15/2015	7/1/2019	Complete

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$0	$0	-
Right of Way	$0	$0	-
Construction	$164,441,946	$123,461,458	75%
TOTAL	**$164,441,946**	**$123,461,458**	**75%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
$0	-	-	-
$0	-	-	-
$1,479,321	$2,523,782	$2,970,138	$158,997

I-564 Intermodal Connector (Project in Financial Closeout)
UPC # 104000

ALLOCATIONS

Fund Source(s)	*Previous*	*FY 2024*	*FY 2025*	*FY 2026*	*FY 2027*	*TOTAL*
TIP	$27,560,206	$0	$0	$0	$0	$27,560,206
TBD	$2,780,458	$0	$0	$0	$0	$2,780,458
STF	$2,663,275	$0	$0	$0	$0	$2,663,275
NHS	$177,557	$0	$0	$0	$0	$177,557
NHPP	$4,501,161	$0	$0	$0	$0	$4,501,161
HPP	$2,149,352	$0	$0	$0	$0	$2,149,352
DEMO	$166,214	$0	$0	$0	$0	$166,214
CPR	$108,060,590	$0	$0	$0	$0	$108,060,590
BOM	$8,597,070	$0	$0	$0	$0	$8,597,070
TOTAL	**$156,655,883**	**$0**	**$0**	**$0**	**$0**	**$156,655,883**

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

I-64/I-264 Interchange - Phase III (PE Only) in Norfolk
UPC # 106693

OVERVIEW

Description: Analyze remaining I-64/I-264 movements to include I-64 EB movements to I-264 and I-264 WB to I-64 EB. Other movements were addressed in UPC 57048.

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

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Norfolk

System: Interstate

Scope: Study

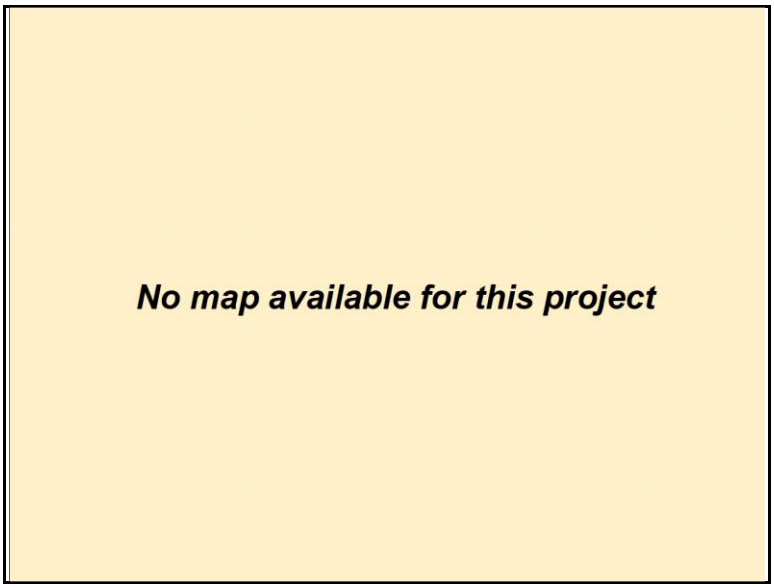
Oversight: Unknown

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	2/2/2017	5/27/2025	Underway
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$10,000,000	$5,188,942	52%
Right of Way	$0	$0	-
Construction	$0	$0	-
TOTAL	**$10,000,000**	**$5,188,942**	**52%**

Recent Expenditures

	Previous 3 Quarters			
Latest Quarter	3	2	1
$2,875,762	$3,930	$28,258	$5,243
$0	-	-	-
$0	-	-	-

I-64/I-264 Interchange - Phase III (PE Only) in Norfolk
UPC # 106693

ALLOCATIONS

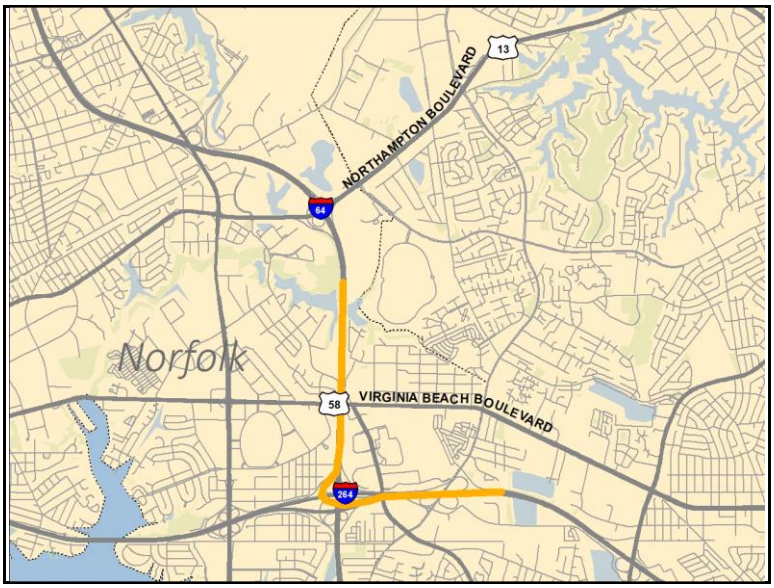
Fund Source(s)	*Previous*	*FY 2024*	*FY 2025*	*FY 2026*	*FY 2027*	*TOTAL*
HRTAC	$10,000,000	$0	$0	$0	$0	$10,000,000
TOTAL	**$10,000,000**	**$0**	**$0**	**$0**	**$0**	**$10,000,000**

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

I-64/I-264 Interchange - Phase IIIA
UPC # 125602

OVERVIEW



Description: Widen I-64 EB from four to five lanes, including the reconstruction of the interchange flyover ramp from I-64 EB to I-264 EB, and the widening of three existing bridges. Managed lane infrastructure will be installed in the eastbound median.

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

From: 0.081 miles south of Northampton Boulevard

To: 1.04 miles east of I-264

Length (mi): Unknown

Jurisdiction/Agency: Norfolk

System: Interstate

Scope: Reconstruction w/ Added Capacity

Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant: Yes

CMAQ: No

RSTP: No

TAP: No

CRP: No

HRTPO Notes

Revised 11/21/2024: Amendment to add project to the TIP. Revised 3/25/2025: Administrative Modification to revise the schedule, allocations, and obligations. Update allocations as follows: revise FY 2025 HRTAC allocation to be $43,388,111. Update obligations as follows: add FY 2026 RW Phase Other obligation of $8,037,000; add FY 2026 CN Phase Other obligation of $97,397,600; add FY 2027 CN Phase Other obligation of $114,656,358.

SCHEDULE

	Start	End	Status
Preliminary Engineering	10/18/2024	12/1/2025	Underway
Right of Way	12/1/2025	12/2/2025	FFY 2026
Construction	12/2/2025	4/30/2030	FFY 2026

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$1,880,000		-
Right of Way	$8,037,000		-
Construction	$507,099,000		-
TOTAL	**$517,016,000**		**-**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
	-	-	-
	-	-	-
	-	-	-

I-64/I-264 Interchange - Phase IIIA
UPC # 125602

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
HRTAC	$0	$0	$43,388,111	$63,926,489	$114,656,358	$221,970,958
TOTAL	**$0**	**$0**	**$43,388,111**	**$63,926,489**	**$114,656,358**	**$221,970,958**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	Other			$1,880,000			
	Subtotal			***$1,880,000***			
RW	Other				$8,037,000		
	Subtotal				***$8,037,000***		
CN	Other				$97,397,600	$114,656,358	
	Subtotal				***$97,397,600***	***$114,656,358***	
	TOTAL			**$1,880,000**	**$105,434,600**	**$114,656,358**	

Source of Project Data: Virginia Department of Transportation.

ERC I-264 Noise Barriers (Breakout project from UPC 76642)
UPC # 117033

OVERVIEW

Description: Construction of a noise barrier east and westbound on I-264 near the interchange of the MLK Expressway. This is a breakout project from UPC 76642 - Midtown Tunnel PPTA.

Street (Route): I-264

From: Portsmouth Boulevard

To: Effingham Street

Length (mi): 2.3

Jurisdiction/Agency: Portsmouth

System: Interstate

Scope: Other

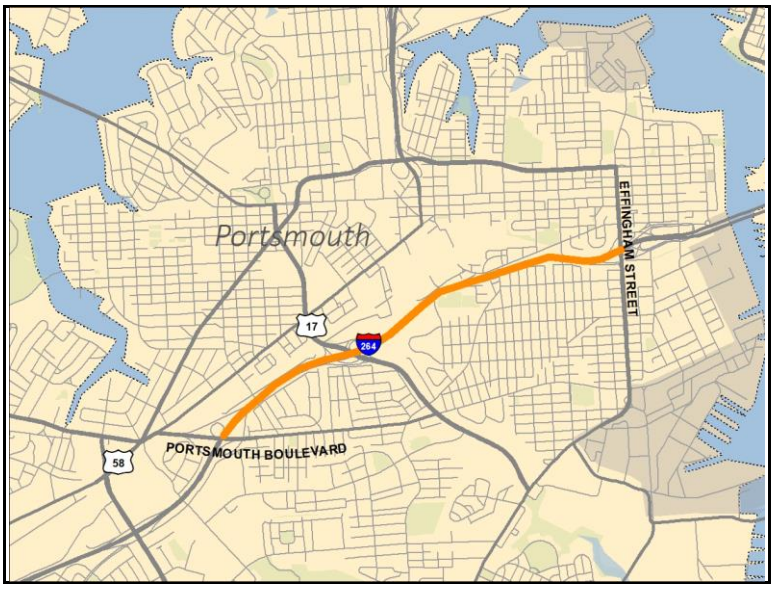
Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	9/11/2020	1/24/2022	Complete
Right of Way	1/24/2022	9/13/2022	Complete
Construction	9/13/2022	8/25/2025	Underway

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$1,692,011	$1,531,519	91%
Right of Way	$0	$0	-
Construction	$22,721,912	$0	0%
TOTAL	**$24,413,923**	**$1,531,519**	**6%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
$763,852	$382,009	$360,961	$15,279
$0	-	-	-
$0	-	-	-

ERC I-264 Noise Barriers (Breakout project from UPC 76642)
UPC # 117033

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
NHS	$185,204	$0	$0	$0	$0	$185,204
NHPP	$1,391,511	$0	$0	$0	$0	$1,391,511
CPR	$21,821,354	$0	$0	$0	$0	$21,821,354
TOTAL	**$23,398,069**	**$0**	**$0**	**$0**	**$0**	**$23,398,069**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
CN	AC	$21,706,058	$1,015,854				
	Subtotal	***$21,706,058***	***$1,015,854***				
	TOTAL	**$21,706,058**	**$1,015,854**				

Source of Project Data: Virginia Department of Transportation.

Statewide Technology for Operations Program
UPC # 115869

OVERVIEW

Description: Statewide Technology for Operations Program

Street (Route): N/A

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Statewide

System: Interstate

Scope: Safety

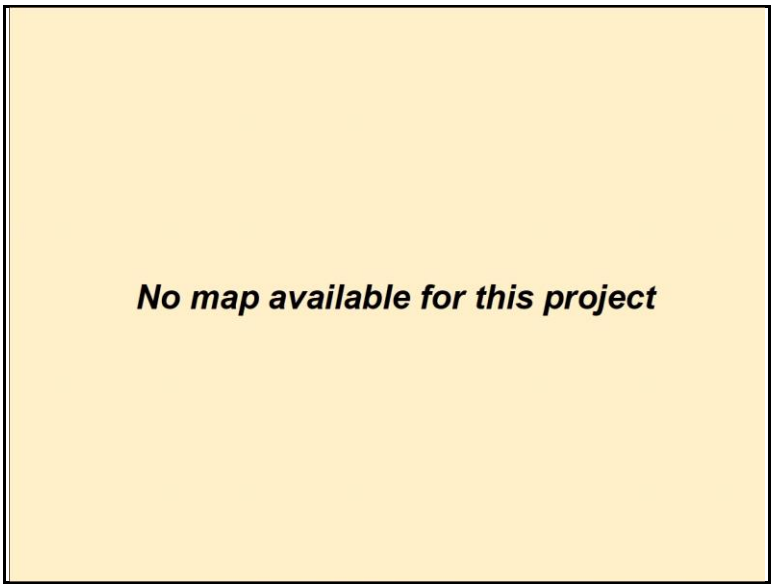
Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	N/A	N/A	N/A
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$0	$0	-
Right of Way	$0	$0	-
Construction	$0	$0	-
TOTAL	**$0**	**$0**	**-**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
	-	-	-
	-	-	-
	-	-	-

Statewide Technology for Operations Program
UPC # 115869

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STF	$100,000	$0	$0	$0	$0	$100,000
NHPP	$913,491	$0	$0	$0	$0	$913,491
ITTF	$986,509	$0	$0	$0	$0	$986,509
TOTAL	**$2,000,000**	**$0**	**$0**	**$0**	**$0**	**$2,000,000**

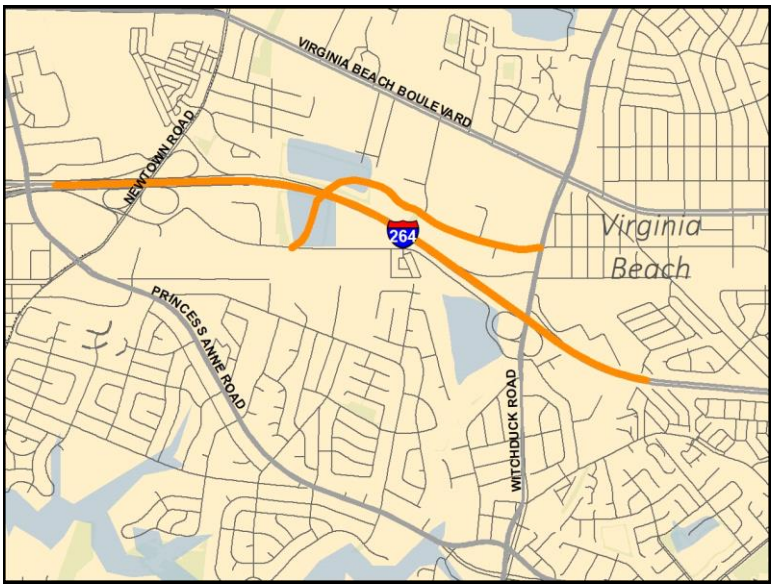
SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	NHS/NHPP		$913,491				
PE	AC		$1,086,509				
	Subtotal		***$2,000,000***				
	TOTAL		**$2,000,000**				

Source of Project Data: Virginia Department of Transportation.

I-264/Witchduck Road Interchange and Ramp Extension (Project in Financial Closeout)
UPC # 17630

OVERVIEW



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

Street (Route): I-264

From: 0.383 miles east of I-64 Wesbound Lane

To: 0.472 miles east of Witchduck Road

Length (mi): 2.3

Jurisdiction/Agency: Virginia Beach

System: Interstate

Scope: Reconstruction w/ Added Capacity

Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: Yes

HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	12/8/2000	4/30/2015	Complete
Right of Way	4/30/2015	7/25/2017	Complete
Construction	7/25/2017	10/13/2021	Complete

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$13,882,900	$13,882,900	100%
Right of Way	$0	$0	-
Construction	$52,871,349	$55,690,929	105%
TOTAL	**$66,754,249**	**$69,573,829**	**104%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
$0	-	-	-
$0	-	-	-
$2,812,500	-	-	-

I-264/Witchduck Road Interchange and Ramp Extension (Project in Financial Closeout)
UPC # 17630

ALLOCATIONS

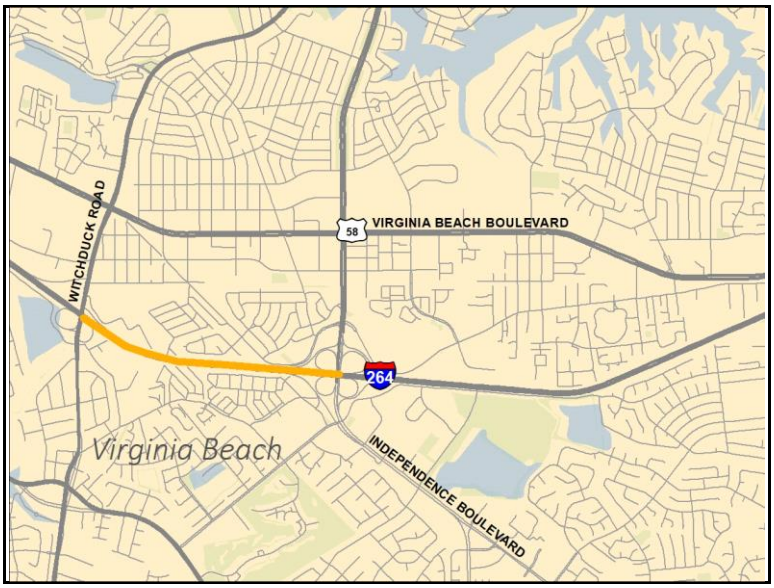
Fund Source(s)	*Previous*	*FY 2024*	*FY 2025*	*FY 2026*	*FY 2027*	*TOTAL*
STP	$16,708,313	$0	$0	$0	$0	$16,708,313
STM	$653,476	$0	$0	$0	$0	$653,476
STF	$13,285,449	$0	$0	$0	$0	$13,285,449
RSTP	$2,365,000	$0	$0	$0	$0	$2,365,000
NHS	$610,394	$0	$0	$0	$0	$610,394
NHPP	$10,239,071	$0	$0	$0	$0	$10,239,071
LOC	$2,871,294	$0	$0	$0	$0	$2,871,294
IM	$5,880,479	$0	$0	$0	$0	$5,880,479
FRAN	$1,250,000	$0	$0	$0	$0	$1,250,000
EB/MG	$346,699	$0	$0	$0	$0	$346,699
CPR	$12,428,848	$0	$0	$0	$0	$12,428,848
BOM	$115,226	$0	$0	$0	$0	$115,226
TOTAL	**$66,754,249**	**$0**	**$0**	**$0**	**$0**	**$66,754,249**

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

I-264 Independence Boulevard Interchange Improvement Interchange Access Report (IAR) - Study
UPC # 122761

OVERVIEW



Description: Evaluate the long-term operational improvements to the I-264/Independence Boulevard ramp and configuration, identify I-264 mainline needs, and determine independent utility of sub-projects based on preferred alternative.

Street (Route): I-264

From: I-264 Independence Boulevard Interchange

To: I-264 Witchduck Road Interchange

Length (mi): N/A

Jurisdiction/Agency: Virginia Beach

System: Interstate

Scope: Other - Study

Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant: Yes/Conformity Exempt

CMAQ: No

RSTP: No

HRTPO Notes

Revised 7/18/2024: Amendment to add a previously approved project to the TIP as part of the FY 2024-2027 rollover process.

SCHEDULE

	Start	End	Status
Preliminary Engineering	4/20/2023	9/8/2026	Underway
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$1,250,000	$287,382	23%
Right of Way	$0	$0	-
Construction	$0	$0	-
TOTAL	**$1,250,000**	**$287,382**	**23%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

I-264 Independence Boulevard Interchange Improvement Interchange Access Report (IAR) - Study
UPC # 122761

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
HRTAC	$312,500	$937,500	$0	$0	$0	$1,250,000
TOTAL	**$312,500**	**$937,500**	**$0**	**$0**	**$0**	**$1,250,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	Other	$120,000					
	Subtotal	***$120,000***					
	TOTAL	**$120,000**					

Source of Project Data: Virginia Department of Transportation.

Primary System Projects

Section V

Chesapeake Bay Bridge and Tunnel Parallel Thimble Shoal Tunnel
UPC # T15554

OVERVIEW

Description: Construction of a new two-lane tunnel parallel to the existing tunnel under Thimble Shoal Channel.

Street (Route): Route 13

From: Parallel Entrance of Thimble Shoals Channel Tunnel

To: Parallel Exit of Thimble Shoals Channel Tunnel

Length (mi): 3.13

Jurisdiction/Agency: CBBTD

System: Primary

Scope: New Construction

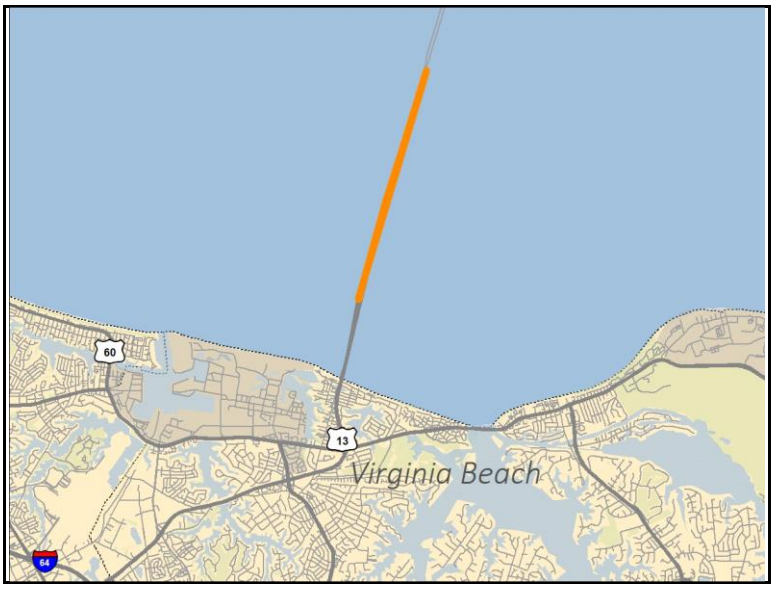
Oversight: Unknown

Administered By: CBBTD

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	5/1/2013	7/1/2016	Complete
Right of Way	N/A	N/A	N/A
Construction	7/1/2016	11/1/2024	Underway

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$20,630,720	$0	0%
Right of Way	$0	$0	-
Construction	$904,160,004	$0	0%
TOTAL	**$924,790,724**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Chesapeake Bay Bridge and Tunnel Parallel Thimble Shoal Tunnel
UPC # T15554

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
CBBT Gen	$212,309,052	$0	$0	$0	$0	$212,309,052
TIFIA	$338,528,672	$0	$0	$0	$0	$338,528,672
TREV	$323,953,000	$0	$0	$0	$0	$323,953,000
VTIB	$50,000,000	$0	$0	$0	$0	$50,000,000
TOTAL	**$924,790,724**	**$0**	**$0**	**$0**	**$0**	**$924,790,724**

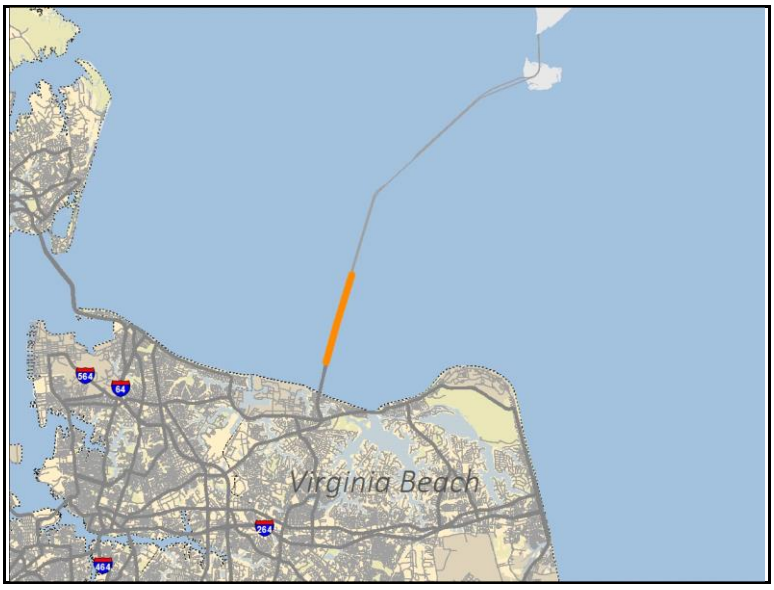
SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	CBBT Gen	$20,558,720	$24,000	$24,000	$24,000		
	Subtotal	***$20,558,720***	***$24,000***	***$24,000***	***$24,000***		
CN	CBBT Gen	$76,582,054			$50,430,113	$64,666,165	
CN	TIFIA	$9,478,776	$130,000,000	$130,000,000	$69,049,896		
CN	TREV	$283,944,123	$40,008,877				
CN	VTIB	$1,400,500	$7,882,041	$16,348,734	$24,368,725		
	Subtotal	***$371,405,453***	***$177,890,918***	***$146,348,734***	***$143,848,734***	***$64,666,165***	
	TOTAL	**$391,964,173**	**$177,914,918**	**$146,372,734**	**$143,872,734**	**$64,666,165**	

Source of Project Data: Virginia Department of Transportation.

Chesapeake Bay Bridge and Tunnel Parallel Chesapeake Tunnel (PE and RW Only)
UPC # T24867

OVERVIEW



Description: PE and RW Only - Construction of a new two-lane concrete tunnel and bridge approaches, to parallel existing tunnel across the Chesapeake Channel between Northampton County and Virginia Beach.

Street (Route): Route 13

From: Parallel Entrance of Chesapeake Tunnel

To: Parallel Exit of Chesapeake Tunnel

Length (mi): 1.8

Jurisdiction/Agency: CBBTD

System: Primary

Scope: New Construction

Oversight: Unknown

Administered By: CBBTD

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No

HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	5/1/2020	1/31/2024	Underway
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$4,800,000	$0	0%
Right of Way	$0	$0	-
Construction	$0	$0	-
TOTAL	**$4,800,000**	**$0**	**0%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
	-	-	-
	-	-	-
	-	-	-

Chesapeake Bay Bridge and Tunnel Parallel Chesapeake Tunnel (PE and RW Only)
UPC # T24867

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
CBBT Gen	$0	$4,800,000	$0	$0	$0	$4,800,000
TOTAL	**$0**	**$4,800,000**	**$0**	**$0**	**$0**	**$4,800,000**

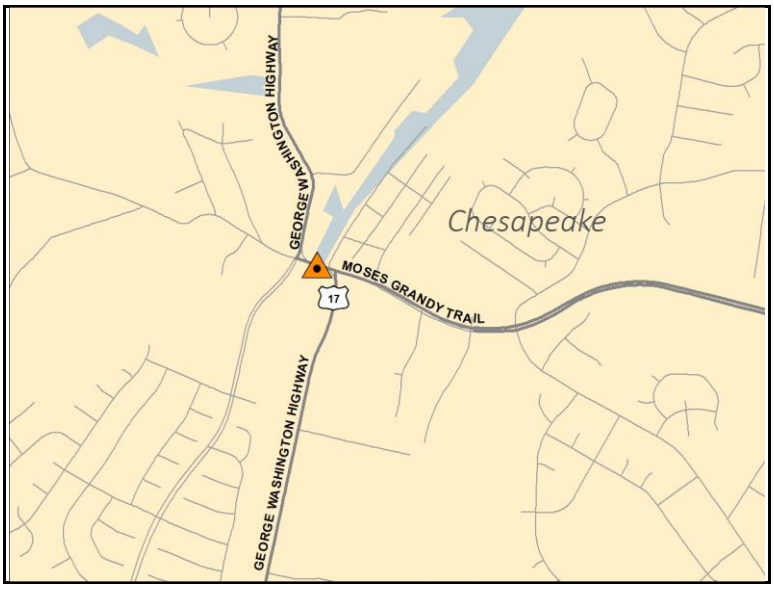
SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	Other		$4,800,000				
	Subtotal		***$4,800,000***				
	TOTAL		**$4,800,000**				

Source of Project Data: Virginia Department of Transportation.

Deep Creek Bridge Replacement
UPC # 109382

OVERVIEW



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

Street (Route): George Washington Highway/Moses Grandy Trail

From: George Washington Highway North

To: George Washington Highway South

Length (mi): 0.79

Jurisdiction/Agency: Chesapeake

System: Primary

Scope: Bridge Rehab w/ Added Capacity

Oversight: Non-Federal Oversight

Administered By: ACOE

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No

HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	5/28/2015	11/21/2019	Complete
Right of Way	11/21/2019	7/14/2022	Complete
Construction	7/14/2022	7/31/2024	Underway

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$6,544,000	$67,362	1%
Right of Way	$9,840,000	$0	0%
Construction	$45,883,013	$0	0%
TOTAL	**$62,267,013**	**$67,362**	**0%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
$21,414	$3,368	$1,990	$313
$0	-	-	-
$0	-	-	-

Deep Creek Bridge Replacement
UPC # 109382

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STF	$20,673,956	$0	$0	$0	$0	$20,673,956
LOC	$41,427,000	$0	$0	$0	$0	$41,427,000
TOTAL	**$62,100,956**	**$0**	**$0**	**$0**	**$0**	**$62,100,956**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
RW	AC		$9,840,000				
	Subtotal		***$9,840,000***				
CN	AC		$45,883,013				
	Subtotal		***$45,883,013***				
	TOTAL		**$55,723,013**				

Source of Project Data: Virginia Department of Transportation.

Route 17 Widening - Short Lane to Main Street (Bus 17) - Study
UPC # 119182

OVERVIEW

Description: Evaluate the feasibility of adding travel lanes Northbound and Southbound, a sidewalk, and a shared-use path. Additional lanes to address current/future congestion and multimodal needs will also be studied.

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

From: Burleigh/Short Lane

To: Main Street Intersection

Length (mi): 1.1

Jurisdiction/Agency: Gloucester County

System: Primary

Scope: Study

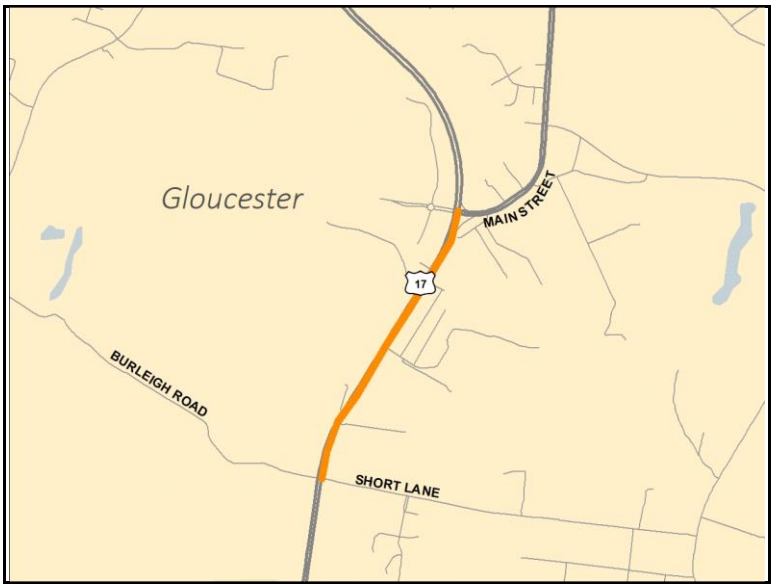
Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: Yes



HRTPO Notes

Revised 2/15/2024: Amendment to ungroup project and add it back in as an individual project to the TIP.

SCHEDULE

	Start	End	Status
Preliminary Engineering	8/21/2026	12/3/2029	FFY 2026
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$250,000	$0	0%
Right of Way	$0	$0	-
Construction	$0	$0	-
TOTAL	**$250,000**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Route 17 Widening - Short Lane to Main Street (Bus 17) - Study
UPC # 119182

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
RSTP Match	$0	$0	$0	$0	$50,000	$50,000
RSTP	$0	$0	$0	$0	$200,000	$200,000
TOTAL	**$0**	**$0**	**$0**	**$0**	**$250,000**	**$250,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	RSTP				$200,000		$50,000
	Subtotal				***$200,000***		***$50,000***
	TOTAL				**$200,000**		**$50,000**

Source of Project Data: Virginia Department of Transportation.

Route 17 and 17B Bicycle/Pedestrian Improvements
UPC # 124263

OVERVIEW



Description: Install a 1.2-mile 10-foot-wide shared-use path on Route 17 Business and install pedestrian accommodations at the existing Route 17B/Route 17 intersection.

Street (Route): Route 17B

From: 0.04 miles west of Route 17

To: Ware House Road

Length (mi): 1.138

Jurisdiction/Agency: Gloucester County

System: Primary

Scope: Facilities for Pedestrians and Bicycles

Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant: No

CMAQ: No

RSTP: No

TAP: No

CRP: No

HRTPO Notes

Revised 1/16/2025: Amendment to add project to the TIP.

SCHEDULE

	Start	End	Status
Preliminary Engineering	9/12/2023	4/3/2026	Underway
Right of Way	4/3/2026	7/13/2027	FFY 2026
Construction	7/13/2027	6/29/2028	FFY 2027

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$1,289,368	$0	0%
Right of Way	$2,268,660	$0	0%
Construction	$7,853,375	$0	0%
TOTAL	**$11,411,403**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Route 17 and 17B Bicycle/Pedestrian Improvements
UPC # 124263

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STF	$1,690,129	$2,468,647	$100,000	$2,530,261	$991,502	$7,780,539
NHPP	$229,239	$601,353	$441,224	$0	$0	$1,271,816
HSIP	$0	$0	$1,058,776	$0	$0	$1,058,776
TOTAL	**$1,919,368**	**$3,070,000**	**$1,600,000**	**$2,530,261**	**$991,502**	**$10,111,131**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	HSIP	$1,058,776					
PE	NHPP	$230,592					
	Subtotal	***$1,289,368***					
RW	Other				$1,227,436		
RW	NHS/NHPP				$1,041,224		
	Subtotal				***$2,268,660***		
CN	Other					$7,853,375	
	Subtotal					***$7,853,375***	
	TOTAL	**$1,289,368**			**$2,268,660**	**$7,853,375**	

Source of Project Data: Virginia Department of Transportation.

George Washington Highway (Route 17) Widening - Phase 1
UPC # 110627

OVERVIEW

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

Street (Route): George Washington Highway (17)

From: Farmwood Road

To: Hook Road

Length (mi): 1.5

Jurisdiction/Agency: Gloucester County

System: Primary

Scope: Reconstruction w/ Added Capacity

Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant: Yes

CMAQ: No

RSTP: Yes

TAP: No

CRP: No



HRTPO Notes

Revised 1/26/2024: Administrative Modification to revise the obligations. FHWA informed VDOT that per the Bipartisan Budget Amendment, all HIP-CRRSA funds would be rescinded if not obligated by May 31, 2023. VDOT processed all necessary allocation transfers on May 31, 2023. The obligation is now reflected in the TIP with this Ad-Mod. Update obligations as follows: add FY 2023 PE Phase HIP-CRRSA obligation of $1,000,000. Revised 9/30/2024: Administrative Modification to revise the allocations due to RSTP reductions in VDOT's FY 2025-2030 SYIP. Update allocations as follows: remove FY 2025 RSTP allocation of $2,065,715 and $516,429 RSTP match; remove FY 2026 RSTP allocation of $213,626 and $53,406 RSTP match. There is also an FY 2028 out-year reduction of $1,018,700 and $254,675 RSTP match which will be reflected in the HRTPO RSTP Tracking Table. Revised 7/1/2025: SYIP Reduction Letter to balance VDOT's FY 2026-2031 SYIP. At the March 21, 2025 TPS meeting, Gloucester County agreed to reduce its RSTP allocations. Update allocations as follows: remove FY 2026 RSTP allocation of $1,932,916 and $483,229 RSTP match; remove FY 2027 RSTP allocation of $875,690 and $218,922 RSTP match. There is a reduction of the FY 2028 RSTP allocation of $1,438,070 and $359,517 RSTP match. Since it is outside of the current TIP years, it will be reflected solely in the HRTPO RSTP Tracking Table. It is the intent of HRTPO staff to make the project whole as soon as possible via a TIP Ad-Mod.

SCHEDULE

	Start	End	Status
Preliminary Engineering	8/7/2023	1/29/2027	Underway
Right of Way	1/29/2027	12/14/2027	FFY 2027
Construction	12/14/2027	7/25/2029	FFY 2028

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$4,428,564	$480,904	11%
Right of Way	$21,529,808	$0	0%
Construction	$35,888,548	$0	0%
TOTAL	**$61,846,920**	**$480,904**	**1%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
$480,904	-	-	-
$0	-	-	-
$0	-	-	-

George Washington Highway (Route 17) Widening - Phase 1
UPC # 110627

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
HIP-CRRSA	$1,000,000	$0	$0	$0	$0	$1,000,000
RSTP Match	$240,000	$1,600,000	$1,283,571	$660,418	$723,456	$4,507,445
RSTP	$960,000	$6,400,000	$5,134,285	$2,641,670	$2,893,822	$18,029,777
TOTAL	**$2,200,000**	**$8,000,000**	**$6,417,856**	**$3,302,088**	**$3,617,278**	**$23,537,222**

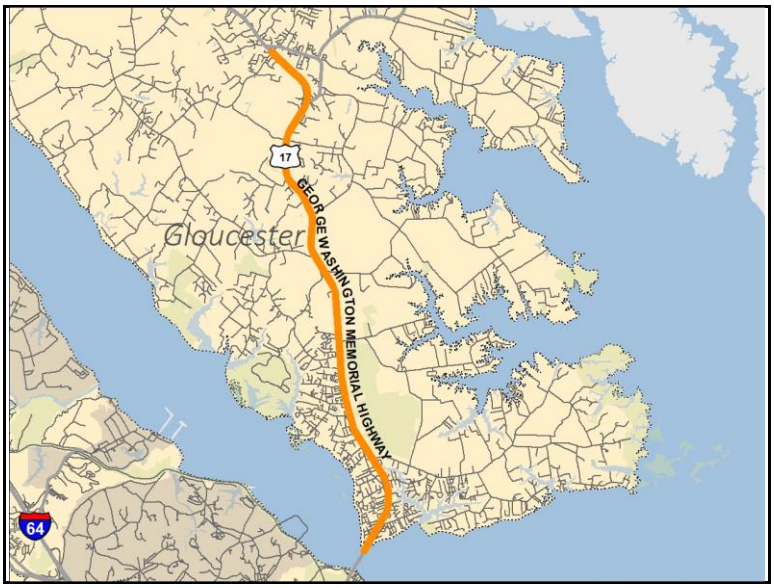
SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	HIP-CRRSA	$1,000,000					
PE	RSTP		$2,742,851				$685,713
PE	HIP/F		$1,000,000				
	Subtotal	***$1,000,000***	***$3,742,851***				***$685,713***
RW	RSTP					$17,223,846	$4,305,962
	Subtotal					***$17,223,846***	***$4,305,962***
	TOTAL	**$1,000,000**	**$3,742,851**			**$17,223,846**	**$4,991,674**

Source of Project Data: Virginia Department of Transportation.

Route 17 Signal Updates (Project in Financial Closeout)
UPC # 98806

OVERVIEW



Description: Signal coordination along George Washington Memorial Hwy from the Coleman Bridge to the Route 17/Route 17 Bus intersection.

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

From: Coleman Bridge

To: Route 17/Route 17 Business Intersection

Length (mi): 11.3

Jurisdiction/Agency: Gloucester County

System: Primary

Scope: Safety/Traffic Opers/TSM

Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant: No

CMAQ: Yes

RSTP: No

TAP: No

CRP: No

HRTPO Notes

Revised 3/10/2025: Administrative Modification to revise the allocations. Update allocations as follows: transfer FY 2017 CMAQ allocation of $227,698, plus $56,925 CMAQ match, to the HRTPO CMAQ Reserve Account. Project name changed to match VDOT's database.

SCHEDULE

	Start	End	Status
Preliminary Engineering	7/18/2012	2/11/2015	Complete
Right of Way	2/11/2015	10/25/2016	Complete
Construction	10/25/2016	12/31/2019	Complete

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$570,568	$570,696	100%
Right of Way	$90,146	$90,146	100%
Construction	$2,140,281	$1,955,771	91%
TOTAL	**$2,800,995**	**$2,616,613**	**93%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
$0	-	-	-
$0	-	-	-
$0	$50,557	$1,421	-

Route 17 Signal Updates (Project in Financial Closeout)
UPC # 98806

ALLOCATIONS

Fund Source(s)	*Previous*	*FY 2024*	*FY 2025*	*FY 2026*	*FY 2027*	*TOTAL*
CMAQ Match	$327,449	$0	$0	$0	$0	$327,449
CMAQ	$2,188,923	$0	$0	$0	$0	$2,188,923
TOTAL	**$2,516,372**	**$0**	**$0**	**$0**	**$0**	**$2,516,372**

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

Safety Improvements on Route 258
UPC # 118380

OVERVIEW

Description: Safety and operational improvements at the interchange and approaches.

Street (Route): Route 258

From: Eastbount Route 58 Ramp

To: Amber Street

Length (mi): 0.55

Jurisdiction/Agency: Multi-Jurisdictional

System: Primary

Scope: Safety

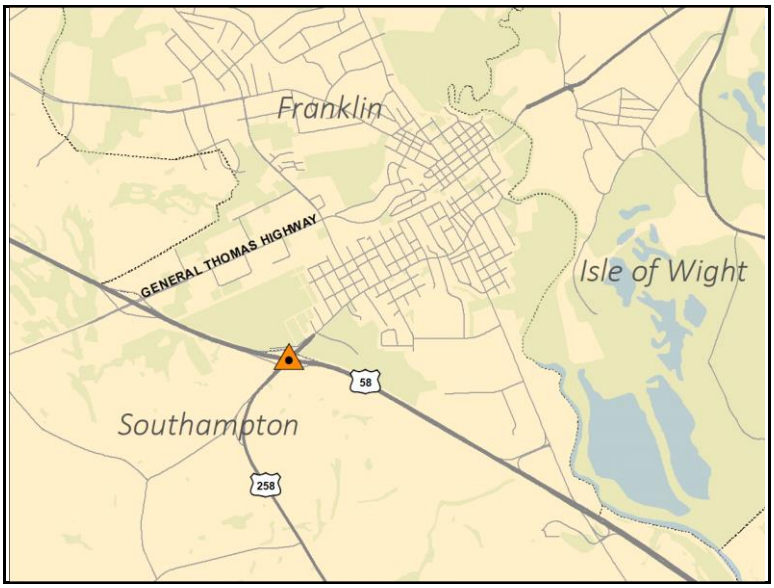
Oversight: Unknown

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: Yes



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	6/1/2021	7/8/2022	Complete
Right of Way	7/8/2022	2/14/2023	Complete
Construction	2/14/2023	2/26/2024	Underway

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$325,000	$212,907	66%
Right of Way	$0	$0	-
Construction	$1,381,906	$0	0%
TOTAL	**$1,706,906**	**$212,907**	**12%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
$212,907	-	-	-
$0	-	-	-
$0	-	-	-

Safety Improvements on Route 258
UPC # 118380

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STM	$405,772	$0	$0	$0	$0	$405,772
RSTP	$1,623,094	$0	$0	$0	$0	$1,623,094
TOTAL	**$2,028,866**	**$0**	**$0**	**$0**	**$0**	**$2,028,866**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
CN	RSTP		$1,105,525				$276,381
	Subtotal		***$1,105,525***				***$276,381***
	TOTAL		**$1,105,525**				**$276,381**

Source of Project Data: Virginia Department of Transportation.

Midtown Tunnel/Downtown Tunnel/MLK Extension Debt Service - Primary
UPC # 103036

OVERVIEW

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

Street (Route): N/A

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Hampton Roads

System: Primary

Scope: Debt Service

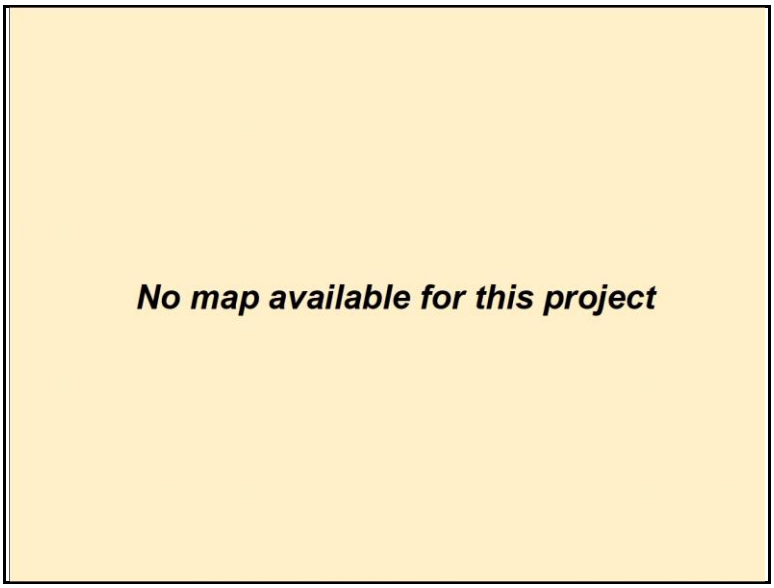
Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	9/6/2012	6/30/2029	Underway
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures: Latest Quarter	Previous 3 Quarters: 3	2	1
Preliminary Engineering	$579,256,089	$142,923,520	25%	$0	-	-	-
Right of Way	$0	$0	-	$0	-	-	-
Construction	$0	$229,320,143	-	$57,170,911	-	$19,339,197	-
TOTAL	**$579,256,089**	**$372,243,663**	**64%**				

Midtown Tunnel/Downtown Tunnel/MLK Extension Debt Service - Primary
UPC # 103036

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
NHPP	$371,875,698	$36,732,891	$36,741,226	$36,742,038	$36,708,093	$518,799,946
EB/MG	$18,885,054	$0	$0	$0	$0	$18,885,054
TOTAL	**$390,760,752**	**$36,732,891**	**$36,741,226**	**$36,742,038**	**$36,708,093**	**$537,685,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	NHS/NHPP	$373,533,424	$36,738,006				
PE	AC-Conv			$36,741,485	$36,741,356	$36,740,024	
PE	AC			$118,421,868			
	Subtotal	***$373,533,424***	***$36,738,006***	***$155,163,353***	***$36,741,356***	***$36,740,024***	
	TOTAL	**$373,533,424**	**$36,738,006**	**$155,163,353**	**$36,741,356**	**$36,740,024**	

Source of Project Data: Virginia Department of Transportation.

Intelligent Transportation System Improvements (Project in Financial Closeout)
UPC # 105404

OVERVIEW

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

Street (Route): N/A

From: Newport News City Line

To: New Kent County Line

Length (mi): N/A

Jurisdiction/Agency: Multi-Jurisdictional

System: Primary

Scope: Safety

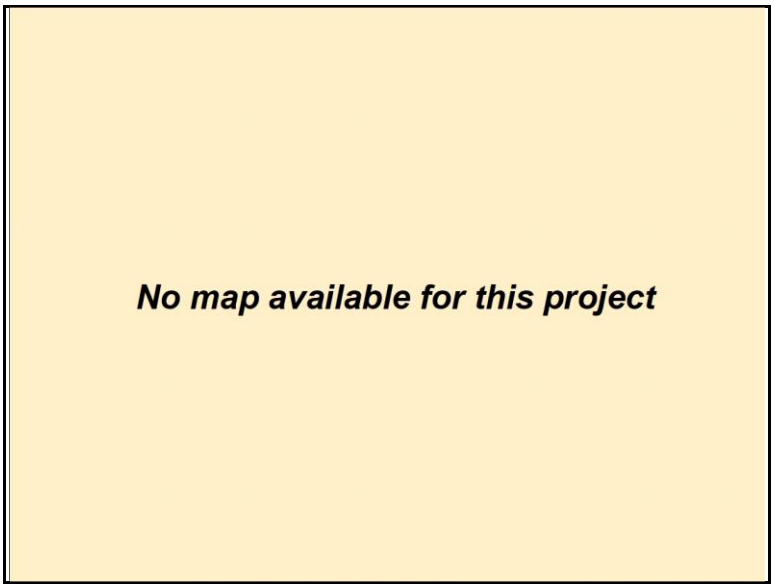
Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	8/18/2014	4/27/2020	Complete
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$277,435	$277,435	100%
Right of Way	$0	$0	-
Construction	$0	$0	-
TOTAL	**$277,435**	**$277,435**	**100%**

Recent Expenditures

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

Intelligent Transportation System Improvements (Project in Financial Closeout)
UPC # 105404

ALLOCATIONS

Fund Source(s)	*Previous*	*FY 2024*	*FY 2025*	*FY 2026*	*FY 2027*	*TOTAL*
STF	$277,435	$0	$0	$0	$0	$277,435
TOTAL	**$277,435**	**$0**	**$0**	**$0**	**$0**	**$277,435**

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

Midtown Tunnel PPTA (Project in Financial Closeout)
UPC # 76642

OVERVIEW

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

Street (Route): Midtown Tunnel

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Hampton Roads

System: Primary

Scope: Preliminary Engineering

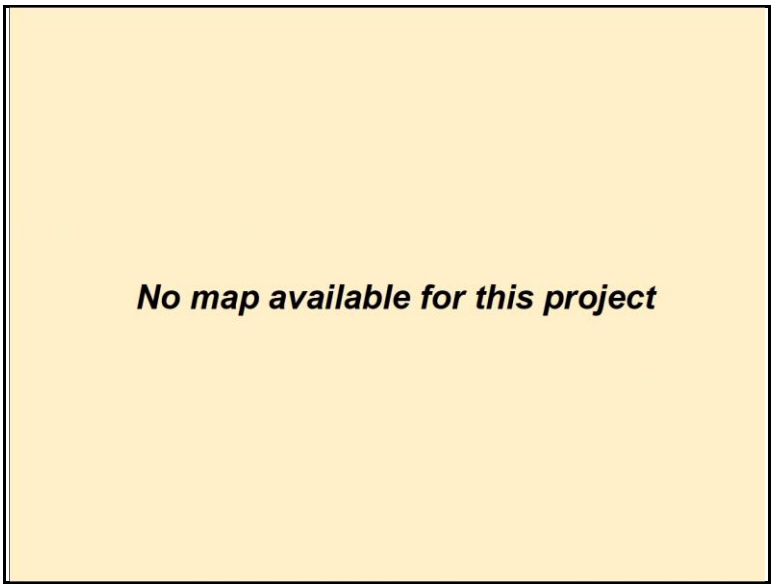
Oversight: Unknown

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	10/13/2005	3/31/2019	Complete
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$49,951,826	$49,951,826	100%
Right of Way	$0	$0	-
Construction	$0	$0	-
TOTAL	**$49,951,826**	**$49,951,826**	**100%**

Recent Expenditures

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

Midtown Tunnel PPTA (Project in Financial Closeout)
UPC # 76642

ALLOCATIONS

Fund Source(s)	*Previous*	*FY 2024*	*FY 2025*	*FY 2026*	*FY 2027*	*TOTAL*
STP	$6,100,994	$0	$0	$0	$0	$6,100,994
STF	$613,402	$0	$0	$0	$0	$613,402
NHS	$1,262,803	$0	$0	$0	$0	$1,262,803
NHPP	$10,491,491	$0	$0	$0	$0	$10,491,491
LOC	$6,854,803	$0	$0	$0	$0	$6,854,803
EB/MG	$13,515,171	$0	$0	$0	$0	$13,515,171
CPR	$8,022,500	$0	$0	$0	$0	$8,022,500
BOM	$3,112,827	$0	$0	$0	$0	$3,112,827
TOTAL	**$49,973,991**	**$0**	**$0**	**$0**	**$0**	**$49,973,991**

SCHEDULED OBLIGATIONS

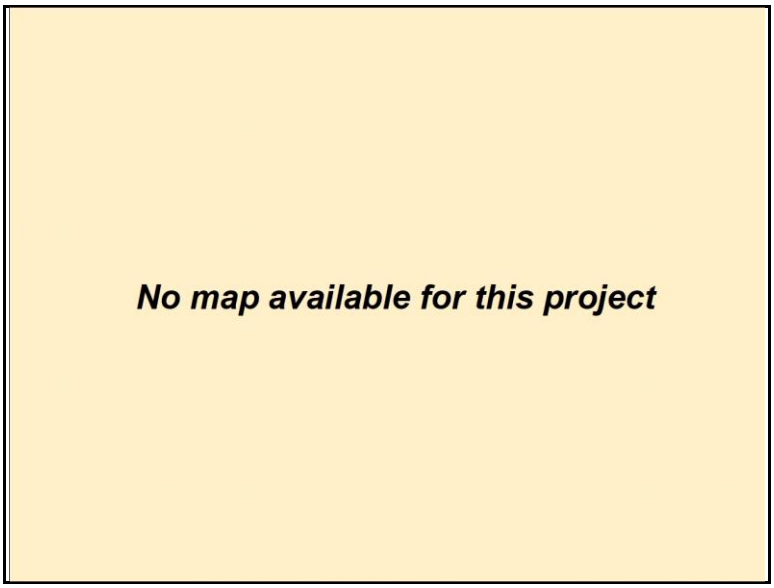
Source of Project Data: Virginia Department of Transportation.

Regionwide HOV Marketing and Analysis (Project in Financial Closeout)
UPC # 50651

OVERVIEW

Description: HOV Marketing and Analysis - Regionwide

Street (Route): N/A
From: N/A
To: N/A
Length (mi): N/A
Jurisdiction/Agency: Hampton Roads
System: Primary
Scope: Preliminary Engineering
Oversight: Federal Oversight
Administered By: VDOT
Regionally Significant for Air Quality: No
CMAQ: Yes
RSTP: No



HRTPO Notes

SCHEDULE

	Start	*End*	*Status*
Preliminary Engineering	1/8/1999	3/8/2015	Complete
Right of Way	3/8/2015	1/1/2020	Complete
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	*Total Expenditures*	*Percent Expended*
Preliminary Engineering	$7,515,700	$4,029,233	54%
Right of Way	$35,000	$33,244	95%
Construction	$0	$0	-
TOTAL	**$7,550,700**	**$4,062,477**	**54%**

Recent Expenditures

Latest Quarter	*Previous 3 Quarters*		
	3	*2*	*1*
$93,203	$14,652	$53,180	-
$0	-	-	-
$0	-	-	-

Regionwide HOV Marketing and Analysis (Project in Financial Closeout)
UPC # 50651

ALLOCATIONS

Fund Source(s)	*Previous*	*FY 2024*	*FY 2025*	*FY 2026*	*FY 2027*	*TOTAL*
STP	$932,000	$0	$0	$0	$0	$932,000
STM	$952,940	$0	$0	$0	$0	$952,940
CMAQ	$5,665,760	$0	$0	$0	$0	$5,665,760
TOTAL	**$7,550,700**	**$0**	**$0**	**$0**	**$0**	**$7,550,700**

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

I-664/Bridge Road Integrated Corridor Management
UPC # 125030

OVERVIEW

Description: Improve driver communication and incident management using automated control and notification systems.

Street (Route): N/A

From: James River Bridge

To: I-664

Length (mi): 16.87

Jurisdiction/Agency: Isle of Wight County

System: Primary

Scope: Traffic Management/Engineering

Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant: No

CMAQ: No

RSTP: No

TAP: No

CRP: No



HRTPO Notes

Revised 11/21/2024: Amendment to add project to the TIP.

SCHEDULE

	Start	End	Status
Preliminary Engineering	10/22/2024	3/17/2025	Underway
Right of Way	N/A	N/A	N/A
Construction	3/17/2025	9/22/2025	FFY 2025

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$750,000	$0	0%
Right of Way	$0	$0	-
Construction	$4,090,000	$0	0%
TOTAL	**$4,840,000**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

I-664/Bridge Road Integrated Corridor Management
UPC # 125030

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
ITFF	$1,000,000	$0	$0	$40,000	$0	$1,040,000
NHPP	$0	$800,000	$0	$3,000,000	$0	$3,800,000
TOTAL	**$1,000,000**	**$800,000**	**$0**	**$3,040,000**	**$0**	**$4,840,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	NHS/NHPP			$750,000			
	Subtotal			***$750,000***			
CN	Other			$1,040,000			
CN	NHS/NHPP			$3,050,000			
	Subtotal			***$4,090,000***			
	TOTAL			**$4,840,000**			

Source of Project Data: Virginia Department of Transportation.

Route 17 at Route 258 Intersection Improvements (Project in Financial Closeout)
UPC # 109481

OVERVIEW

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

Street (Route): Carrollton Blvd (17)

From: 0.185 miles south Route 258

To: 0.106 miles North Route 258

Length (mi): 0.29

Jurisdiction/Agency: Isle of Wight County

System: Primary

Scope: Reconstruction w/ Added Capacity

Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	10/24/2016	8/19/2019	Complete
Right of Way	8/19/2019	11/4/2020	Complete
Construction	11/4/2020	9/26/2022	Complete

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$1,205,885	$1,205,885	100%
Right of Way	$234,810	$234,810	100%
Construction	$3,878,242	$3,492,013	90%
TOTAL	**$5,318,937**	**$4,932,708**	**93%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
$0	$231	$27,296	$35,611
$0	-	$125,421	$36,796
$3,155,512	$336,501	-	-

Route 17 at Route 258 Intersection Improvements (Project in Financial Closeout)
UPC # 109481

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STP	$425,000	$0	$0	$0	$0	$425,000
STF	$999,542	$0	$0	$0	$0	$999,542
NHPP	$2,845,000	$0	$0	$0	$0	$2,845,000
NHPE	$379,178	$0	$0	$0	$0	$379,178
LOC	$53,000	$0	$0	$0	$0	$53,000
HIP	$620,822	$0	$0	$0	$0	$620,822
TOTAL	**$5,322,542**	**$0**	**$0**	**$0**	**$0**	**$5,322,542**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	NHPP/E		$190				
	Subtotal		***$190***				
RW	NHPP/E	$235,000	-$190				
	Subtotal	***$235,000***	***-$190***				
	TOTAL	**$235,000**	**$0**				

Source of Project Data: Virginia Department of Transportation.

Main Street Pedestrian Improvements
UPC # 102951

OVERVIEW



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

Street (Route): Main St (258)

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Isle of Wight County

System: Primary

Scope: Facilities for Pedestrians and Bicycles

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant: No

CMAQ: Yes

RSTP: No

TAP: No

CRP: No

HRTPO Notes

Revised 8/20/2024: Administrative Modification to update the allocations as follows: receive FY 2022 CMAQ allocation of $94,235, plus $23,559 CMAQ match, from the HRTPO CMAQ Reserve Account; receive FY 2023 CMAQ allocation of $22,098, plus $5,524 CMAQ match, from the HRTPO CMAQ Reserve Account. Revised 8/13/2025: Administrative Modification to receive FY 2025 CMAQ allocation of $40,000, plus $10,000 CMAQ match, from the HRTPO CMAQ Reserve Account. Revised 11/10/2025: Administrative Modification to update allocations. Update allocations as follows: receive FY 2011 CMAQ Federal only allocation of $90 from the HRTPO CMAQ Reserve Account; receive FY 2025 CMAQ allocation of $72,794, plus $18,199 CMAQ Match, from the HRTPO CMAQ Reserve Account.

SCHEDULE

	Start	End	Status
Preliminary Engineering	1/24/2019	2/8/2022	Complete
Right of Way	2/8/2022	7/31/2023	Complete
Construction	7/31/2023	8/23/2024	Complete

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$150,181	$167,224	111%
Right of Way	$5,000	$0	0%
Construction	$1,337,160	$610,673	46%
TOTAL	**$1,492,341**	**$777,897**	**52%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
$131,110	$16,317	$2,767	$123
$0	-	-	-
$610,673	-	-	-

Main Street Pedestrian Improvements
UPC # 102951

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STF	$586,786	$0	$0	$0	$0	$586,786
MIX	$19,689	$0	$0	$0	$0	$19,689
LOC	$227,010	$0	$0	$0	$0	$227,010
CMAQ	$861,478	$0	$112,794	$0	$0	$974,272
CMAQ Match	$175,136	$0	$28,199	$0	$0	$203,335
TOTAL	**$1,870,099**	**$0**	**$140,993**	**$0**	**$0**	**$2,011,092**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	CMAQ	$108,000	$12,145				$3,036
	Subtotal	***$108,000***	***$12,145***				***$3,036***
RW	CMAQ		$4,000				$1,000
	Subtotal		***$4,000***				***$1,000***
CN	STP/STBG		$19,689				
CN	CMAQ		$620,910				$155,228
CN	AC		$541,333				
	Subtotal		***$1,181,932***				***$155,228***
	TOTAL	**$108,000**	**$1,198,077**				**$159,264**

Source of Project Data: Virginia Department of Transportation.

Main Street (US Route 258) at Route 10 Bypass
UPC # 120650

OVERVIEW



Description: Construct a second through lane along the EB and WB approaches, make improvements to the existing left-turn lanes, provide access management and sidewalk improvements along W. Main Street, and reconfigure the existing Park-and-Ride lot.

Street (Route): Main Street (258)

From: Main Street

To: Route 10

Length (mi): Unknown

Jurisdiction/Agency: Isle of Wight County

System: Primary

Scope: Reconstruction w/ Added Capacity

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant: No

CMAQ: No

RSTP: No

TAP: No

CRP: No

HRTPO Notes

Revised 3/5/2025: Administrative Modification to revise the schedule, allocations, and obligations as part of the FY 2024-2027 rollover process. Update allocations as follows: remove FY Previous STF allocation of $8,451,458; add FY Previous PTF allocation of $8,451,458. Update obligations as follows: add FY Previous PE Phase AC-Other obligation of $944,115.

SCHEDULE

	Start	End	Status
Preliminary Engineering	4/11/2023	4/2/2025	Underway
Right of Way	4/2/2025	9/2/2026	FFY 2025
Construction	9/2/2026	6/30/2028	FFY 2026

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$944,115	$541,881	57%
Right of Way	$720,598	$0	0%
Construction	$6,786,745	$0	0%
TOTAL	**$8,451,458**	**$541,881**	**6%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
	-	-	-
	-	-	-
	-	-	-

Main Street (US Route 258) at Route 10 Bypass
UPC # 120650

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
PTF	$8,451,458	$0	$0	$0	$0	$8,451,458
TOTAL	**$8,451,458**	**$0**	**$0**	**$0**	**$0**	**$8,451,458**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	AC-Other	$944,115	$944,115				
	Subtotal	***$944,115***	***$944,115***				
RW	AC-Other		$720,598				
	Subtotal		***$720,598***				
CN	AC-Other				$6,786,745		
	Subtotal				***$6,786,745***		
	TOTAL	**$944,115**	**$1,664,713**		**$6,786,745**		

Source of Project Data: Virginia Department of Transportation.

Benns Church Boulevard (Route 10) at Turner Drive (Route 644)
UPC # 119216

OVERVIEW

Description: Benns Church Boulevard (Route 10) at Turner Drive (Route 644).

Street (Route): Benns Church Boulevard (10)

From: Turner Drive

To: 0.77 East of Turner Drive

Length (mi): 0.08

Jurisdiction/Agency: Isle of Wight County

System: Primary

Scope: Reconstruction w/o Added Capacity

Oversight: Unknown

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	8/21/2025	3/14/2028	FFY 2025
Right of Way	N/A	N/A	N/A
Construction	3/14/2028	3/16/2029	FFY 2028

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$141,680	$0	0%
Right of Way	$0	$0	-
Construction	$830,564	$0	0%
TOTAL	**$972,244**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Benns Church Boulevard (Route 10) at Turner Drive (Route 644)
UPC # 119216

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STF	$0	$0	$0	$500,000	$472,244	$972,244
TOTAL	**$0**	**$0**	**$0**	**$500,000**	**$472,244**	**$972,244**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	AC			$141,680			
	Subtotal			***$141,680***			
	TOTAL			**$141,680**			

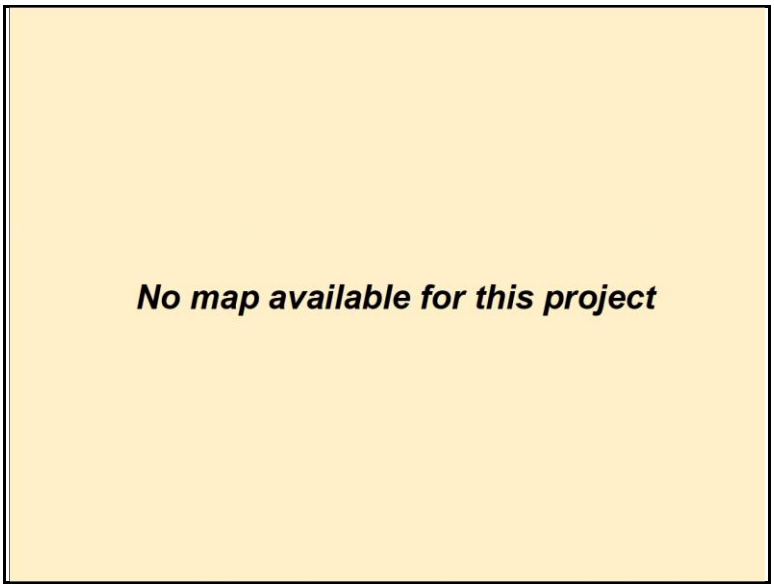
Source of Project Data: Virginia Department of Transportation.

James City County Transportation Master Plan
UPC # 111237

OVERVIEW

Description: Develop a transportation master plan.

Street (Route): N/A
From: N/A
To: N/A
Length (mi): N/A
Jurisdiction/Agency: James City County
System: Primary
Scope: Safety
Oversight: Federal Oversight
Administered By: Locality
Regionally Significant: No
CMAQ: No
RSTP: Yes
TAP: No
CRP: No



HRTPO Notes

Revised 10/22/2024: Administrative Modification to update the allocations as follows: Transfer FY 2024 RSTP allocation of $360,000, plus $90,000 RSTP match, to UPC 102980 in order to focus on fully funding and completing existing projects that are currently in process. Note: When the FY 2024-2027 TIP was developed, the cost estimate for UPC 111237 was incorrectly shown as $50,000, rather than $500,000. After this TIP Ad-Mod, the correct cost estimate will be $50,000; therefore, the cost estimate is still reflected on the TIP sheet as $50,000.

SCHEDULE

	Start	End	Status
Preliminary Engineering	1/5/2023	7/25/2024	Complete
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$50,000	$0	0%
Right of Way	$0	$0	-
Construction	$0	$0	-
TOTAL	**$50,000**	**$0**	**0%**

Recent Expenditures

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

James City County Transportation Master Plan
UPC # 111237

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
RSTP Match	$10,000	$0	$0	$0	$0	$10,000
RSTP	$40,000	$0	$0	$0	$0	$40,000
TOTAL	**$50,000**	**$0**	**$0**	**$0**	**$0**	**$50,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	RSTP		$40,000				$10,000
	Subtotal		***$40,000***				***$10,000***
	TOTAL		**$40,000**				**$10,000**

Source of Project Data: Virginia Department of Transportation.

Skiffes Creek Connector (Project in Financial Closeout)
UPC # 100200

OVERVIEW

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

Street (Route): Skiffes Creek Connector

From: Pocahontas Trail (Route 60)

To: Merrimac Trail (Route 143)

Length (mi): Unknown

Jurisdiction/Agency: James City County

System: Primary

Scope: New Construction Roadway

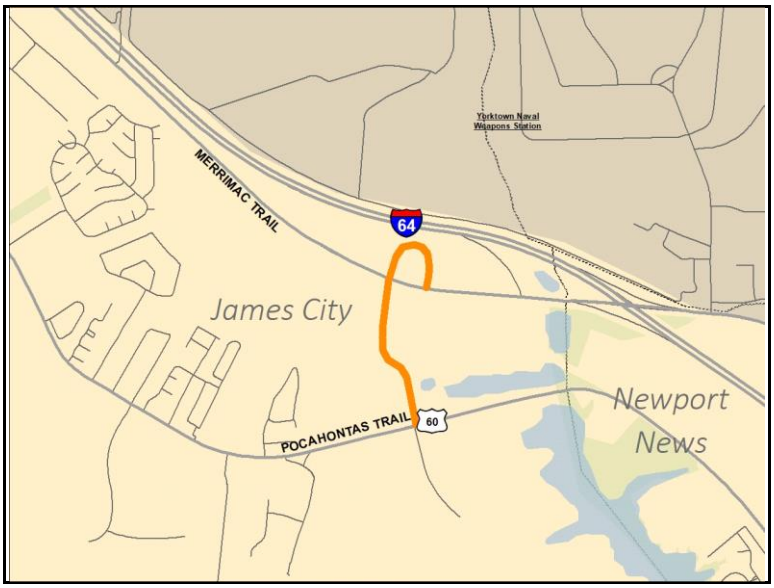
Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: Yes



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	6/29/2011	8/1/2019	Complete
Right of Way	8/1/2019	8/1/2019	Complete
Construction	8/1/2019	10/22/2021	Complete

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$3,790,403	$3,086,600	81%
Right of Way	$3,172,150	$1,056,686	33%
Construction	$33,679,283	$26,386,327	78%
TOTAL	**$40,641,836**	**$30,529,613**	**75%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
$152,277	$63,391	$124,584	$17,838
$192,551	$77,533	$771,048	$485
$18,214,220	$2,113,102	$1,248,562	$724,731

Skiffes Creek Connector (Project in Financial Closeout)
UPC # 100200

ALLOCATIONS

Fund Source(s)	*Previous*	*FY 2024*	*FY 2025*	*FY 2026*	*FY 2027*	*TOTAL*
STP	$1,544,766	$0	$0	$0	$0	$1,544,766
STM	$6,972,652	$0	$0	$0	$0	$6,972,652
RSTP	$37,890,610	$0	$0	$0	$0	$37,890,610
TOTAL	**$46,408,028**	**$0**	**$0**	**$0**	**$0**	**$46,408,028**

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

US Route 60 (Pocahontas Trail) Widening and Complete Street
UPC # 102980

OVERVIEW



Description: Upgrade Pocahontas Trail to include five-foot sidewalk, eight-foot shared-use path, a continuous center left turn lane, pedestrian lighting, and bus pull offs.

Street (Route): Pocahontas Trail (60)

From: Fire Station #2 (8429 Pocahontas Trail)

To: JC Elementary School (8901 Pocahontas Trail)

Length (mi): 1.8

Jurisdiction/Agency: James City County

System: Primary

Scope: Facilities for Pedestrians and Bicycles

Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant: No

CMAQ: Yes

RSTP: Yes

TAP: No

CRP: No

HRTPO Notes

Revised 1/26/2024: Administrative Modification to revise the obligations and to evenly swap HIP-CRRSA funds and RSTP funds with UPC 69050 and UPC 112318. FHWA informed VDOT that per the Bipartisan Budget Amendment, all HIP-CRRSA funds would be rescinded if not obligated by May 31, 2023. VDOT processed all necessary allocation transfers on May 31, 2023 and then VDOT and TPO staff worked out the details for said projects. Per VDOT, HIP-CRRSA funds were obligated on May 31, 2023 in the amount of $145,000. The obligation is reflected in this Ad-Mod. Update allocations as follows: transfer FY 2022 HIP-CRRSA allocation of $914,044 to UPC 69050; transfer FY 2022 HIP-CRRSA allocation of $1,560,530 to UPC 112318; receive FY 2025 RSTP allocation of $731,325, plus $182,809 RSTP match, from UPC 69050; receive FY 2026 RSTP allocation of $1,248,424, plus $312,106 RSTP match, from UPC 112318. Update obligations as follows: add FY 2023 PE Phase HIP-CRRSA obligation of $145,000. Revised 9/12/2024: Per James City County's request, HRTPO and VDOT staff reviewed all allocations on UPC 102980 and after extensive coordination, the HRTPO and VDOT databases are now aligned. Some CMAQ allocations were changed within both databases as VDOT recently completed a few old transfers, while some CMAQ allocations had to be removed from the HRTPO database since when the transfers were requested, there were insufficient funds in the reserve account to cover the amounts. The HRTPO CMAQ Tracking Table has been updated with detailed notes to reflect these changes. The HRTPO and VDOT databases are aligned on all RSTP allocations. This TIP Alignment for UPC 102980 also includes the following allocation updates: add FY Previous CRP allocation of $2,000,000; remove FY 2026 CMAQ allocation of $1,417,496 and $354,374 CMAQ match due to a FAST ACT reduction that occurred in January 2023; remove FY 2027 CMAQ allocation of $1,301,912 and $325,478 CMAQ match due to a FAST Act reduction that occurred in January 2023; remove FY 2026 RSTP allocation of $1,219,870 and $304,967 RSTP match due to the recent RSTP reductions needed in order to balance the FY 2025-2030 SYIP; add FY 2027 RS-State allocation of $606,405; add FY 2027 RS-Local allocation of $606,405. Revised 10/21/2024: Administrative Modification to evenly swap CRP and RSTP funds between the project and the HRTPO RSTP Reserve Account. The swap is necessary as the CRP funds were inadvertently allocated to the project yet the project was not eligible to receive CRP funding. Update allocations as follows: transfer FY 2022 CRP allocation of $1,000,000 to the HRTPO CRP Reserve Account; transfer FY 2023 CRP allocation of $1,000,000 to the HRTPO CRP Reserve Account; receive FY 2022 RSTP allocation of $1,476,547, plus $369,138 RSTP match, from the HRTPO RSTP Reserve Account; receive FY 2023 RSTP allocation of $123,452, plus $30,863 RSTP match, from the HRTPO RSTP Reserve Account. Revised 10/22/2024: Administrative Modification to update the allocations as follows: receive FY 2024 RSTP allocation of $360,000, plus $90,000 RSTP match, from UPC 111237. The funds are being transferred in order to focus on fully funding and completing existing projects that are currently in process.

US Route 60 (Pocahontas Trail) Widening and Complete Street
UPC # 102980

SCHEDULE

	Start	End	Status
Preliminary Engineering	6/20/2014	2/13/2025	Underway
Right of Way	2/13/2025	5/4/2028	FFY 2025
Construction	5/4/2028	1/21/2030	FFY 2028

COSTS AND EXPENDITURES

Recent Expenditures

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters 3	2	1
Preliminary Engineering	$2,935,000	$1,468,208	50%	$743,201	$43,093	$128,729	$23,567
Right of Way	$24,577,292	$0	0%	$0	-	-	-
Construction	$22,684,865	$0	0%	$0	-	-	-
TOTAL	**$50,197,157**	**$1,468,208**	**3%**				

US Route 60 (Pocahontas Trail) Widening and Complete Street
UPC # 102980

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
RS-Local	$0	$0	$0	$0	$606,405	$606,405
RS-State	$0	$0	$0	$0	$606,405	$606,405
HIP-CRRSA	$145,000	$0	$0	$0	$0	$145,000
STF	$196,000	$0	$0	$0	$0	$196,000
RSTP	$3,451,315	$1,996,116	$2,606,657	$28,554	$5,064,970	$13,147,612
RSTP Match	$862,830	$499,029	$651,664	$7,139	$1,266,243	$3,286,905
LOC	$8,433,958	$0	$0	$0	$0	$8,433,958
CMAQ	$2,805,617	$1,533,450	$3,704,462	$6,201,704	$1,910,436	$16,155,669
CMAQ Match	$436,545	$383,363	$926,117	$1,550,426	$477,609	$3,774,060
TOTAL	**$16,331,265**	**$4,411,958**	**$7,888,900**	**$7,787,823**	**$9,932,068**	**$46,352,014**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	HIP-CRRSA	$145,000					
	Subtotal	***$145,000***					
RW	RSTP			$4,746,791			$1,186,698
RW	HIP/F			$2,619,574			$654,894
RW	CMAQ			$11,312,911			$2,828,228
RW	AC-Conv				$982,557		$245,639
RW	AC			$982,557			$245,639
	Subtotal			***$19,661,833***	***$982,557***		***$5,161,098***
	TOTAL	**$145,000**		**$19,661,833**	**$982,557**		**$5,161,098**

Source of Project Data: Virginia Department of Transportation.

Richmond Road Multi-Use Trail
UPC # 17633

OVERVIEW

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

Street (Route): Richmond Road (60)

From: Croaker Road

To: Old Church Road

Length (mi): 0.33

Jurisdiction/Agency: James City County

System: Primary

Scope: Facilities for Pedestrians and Bicycles

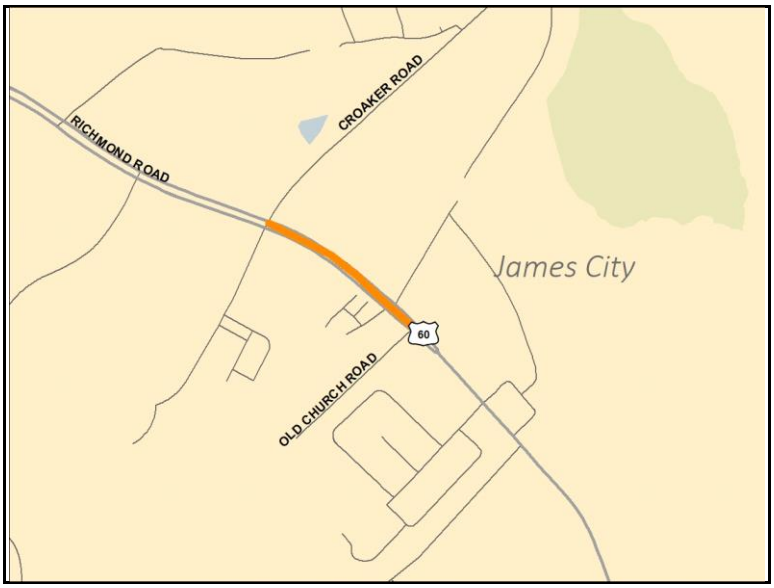
Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: Yes



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	9/30/1997	9/17/2020	Complete
Right of Way	9/17/2020	8/9/2022	Complete
Construction	8/9/2022	1/4/2024	Complete

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$980,259	$908,401	93%
Right of Way	$1,117,949	$1,238,376	111%
Construction	$1,668,820	$780	0%
TOTAL	**$3,767,028**	**$2,147,557**	**57%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
$210,379	$15,338	$26,453	$23,918
$804,962	$390,336	$43,078	-
$780	-	-	-

Richmond Road Multi-Use Trail
UPC # 17633

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STM	$595,791	$0	$0	$0	$0	$595,791
STF	$97,764	$0	$0	$0	$0	$97,764
RSTP	$1,042,426	$0	$0	$0	$0	$1,042,426
CMAQ	$2,031,047	$0	$0	$0	$0	$2,031,047
TOTAL	**$3,767,028**	**$0**	**$0**	**$0**	**$0**	**$3,767,028**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
CN	CMAQ	$1,318,265	$15,147				$3,787
CN	AC		$2,054				
	Subtotal	***$1,318,265***	***$17,201***				***$3,787***
	TOTAL	**$1,318,265**	**$17,201**				**$3,787**

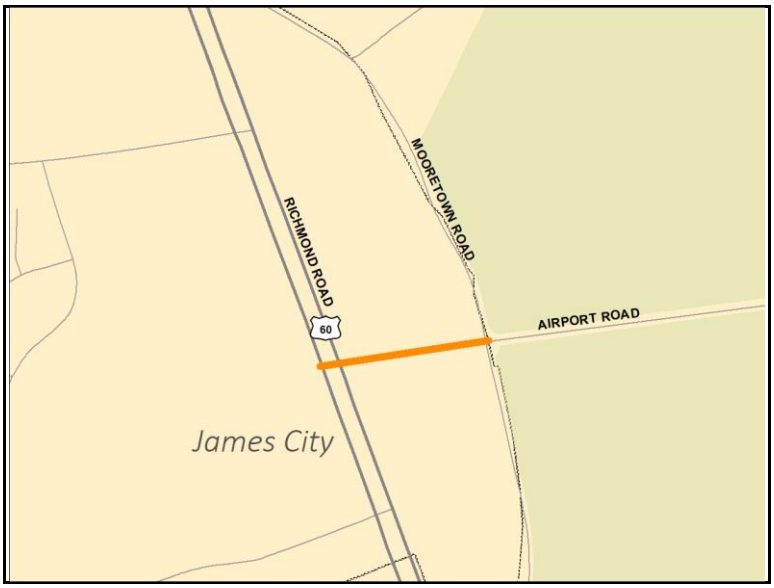
Source of Project Data: Virginia Department of Transportation.

Airport Road - Mooretown Road - Richmond Road Improvements
UPC # 119376

OVERVIEW

Description: Intersection improvements

Street (Route): Airport Road
From: Intersection of Richmond Road
To: Intersection of Mooretown Road
Length (mi): 0.14
Jurisdiction/Agency: James City County
System: Primary
Scope: Reconstruction w/o Added Capacity
Oversight: Non-Federal Oversight
Administered By: VDOT
Regionally Significant for Air Quality: No
CMAQ: No
RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	9/5/2025	3/30/2029	FFY 2025
Right of Way	3/30/2029	3/12/2030	FFY 2029
Construction	3/12/2030	12/24/2031	FFY 2030

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$1,221,396	$0	0%
Right of Way	$330,359	$0	0%
Construction	$11,017,458	$0	0%
TOTAL	**$12,569,213**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Airport Road - Mooretown Road - Richmond Road Improvements
UPC # 119376

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STF	$6,538,825	$3,700,000	$0	$0	$0	$10,238,825
STF	$1,624,940	$0	$0	$0	$705,448	$2,330,388
TOTAL	**$8,163,765**	**$3,700,000**	**$0**	**$0**	**$705,448**	**$12,569,213**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	Other			$1,221,396			
	Subtotal			***$1,221,396***			
	TOTAL			**$1,221,396**			

Source of Project Data: Virginia Department of Transportation.

Denbigh Fringe Park and Ride Improvements
UPC # 115559

OVERVIEW

Description: Repave and restripe existing park and ride lot.

Street (Route): Warwick Boulevard

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Newport News

System: Primary

Scope: Restoration and Rehabilitation

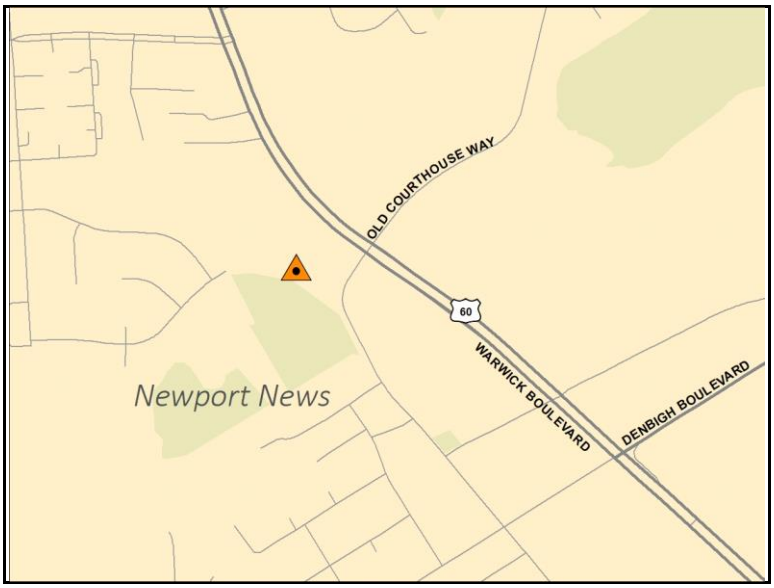
Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	7/15/2021	9/12/2023	Complete
Right of Way	N/A	N/A	N/A
Construction	9/12/2023	7/19/2024	Underway

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$19,695	$0	0%
Right of Way	$0	$0	-
Construction	$180,670	$0	0%
TOTAL	**$200,365**	**$0**	**0%**

Recent Expenditures

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

Denbigh Fringe Park and Ride Improvements
UPC # 115559

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STM	$0	$0	$40,073	$0	$0	$40,073
CMAQ	$0	$0	$160,292	$0	$0	$160,292
TOTAL	**$0**	**$0**	**$200,365**	**$0**	**$0**	**$200,365**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	CMAQ		$15,756				$3,939
	Subtotal		***$15,756***				***$3,939***
CN	CMAQ		$144,536				$36,134
	Subtotal		***$144,536***				***$36,134***
	TOTAL		**$160,292**				**$40,073**

Source of Project Data: Virginia Department of Transportation.

Warwick Boulevard and Oyster Point Road Intersection Improvements
UPC # 115504

OVERVIEW



Description: Install a third southbound left turn lane on Warwick Boulevard as well as a corresponding receiving lane eastbound on Oyster Point Road to alleviate congestion for the soutbound left and northbound through traffic on Warwick Boulevard.

Street (Route): Warwick Blvd/Oyster Point Rd

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Newport News

System: Primary

Scope: Safety

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant: No

CMAQ: No

RSTP: No

TAP: No

CRP: No

HRTPO Notes

Revised 7/31/2025: Amendment to ungroup project and add it back in as an individual project to the TIP.

SCHEDULE

	Start	End	Status
Preliminary Engineering	8/2/2022	11/3/2025	Underway
Right of Way	11/3/2025	5/4/2028	FFY 2026
Construction	5/4/2028	12/27/2029	FFY 2028

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$380,000	$0	0%
Right of Way	$927,294	$0	0%
Construction	$4,143,443	$0	0%
TOTAL	**$5,450,737**	**$0**	**0%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
	-	-	-
	-	-	-
	-	-	-

Warwick Boulevard and Oyster Point Road Intersection Improvements
UPC # 115504

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
DGP/State	$4,241,155	$0	$0	$0	$0	$4,241,155
DGP/NHPP	$750,000	$454,582	$0	$0	$0	$1,204,582
TOTAL	**$4,991,155**	**$454,582**	**$0**	**$0**	**$0**	**$5,445,737**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	NHS/NHPP			$5,000			
PE	NHPP	$375,000					
	Subtotal	***$375,000***		***$5,000***			
RW	Other				$102,172		
RW	NHS/NHPP				$824,582		
	Subtotal				***$926,754***		
	TOTAL	**$375,000**		**$5,000**	**$926,754**		

Source of Project Data: Virginia Department of Transportation.

Jefferson Avenue and Oyster Point Road Intersection Improvements
UPC # 115241

OVERVIEW

Description: Install a third eastbound left turn lane on Oyster Point Rd and a third westbound receiving lane on Oyster Point Rd to couple with signal timing changes to improve operational efficiency for all movements.

Street (Route): Jefferson Ave/Oyster Point Rd

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Newport News

System: Primary

Scope: Safety

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant: No

CMAQ: No

RSTP: No

TAP: No

CRP: No



HRTPO Notes

Revised 7/31/2025: Amendment to ungroup project and add it back in as an individual project to the TIP.

SCHEDULE

	Start	End	Status
Preliminary Engineering	8/25/2022	4/8/2026	Underway
Right of Way	4/8/2026	5/26/2028	FFY 2026
Construction	5/26/2028	5/28/2029	FFY 2028

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$450,000	$0	0%
Right of Way	$5,724,984	$0	0%
Construction	$5,358,034	$0	0%
TOTAL	**$11,533,018**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Jefferson Avenue and Oyster Point Road Intersection Improvements
UPC # 115241

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
HPP/State	$0	$90,000	$0	$96,954	$0	$186,954
HPP/NHPP	$0	$360,000	$0	$0	$3,447,816	$3,807,816
TOTAL	**$0**	**$450,000**	**$0**	**$96,954**	**$3,447,816**	**$3,994,770**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	NHPP	$450,000					
	Subtotal	***$450,000***					
RW	Other				$2,277,168		
RW	NHS/NHPP				$3,447,816		
	Subtotal				***$5,724,984***		
	TOTAL	**$450,000**			**$5,724,984**		

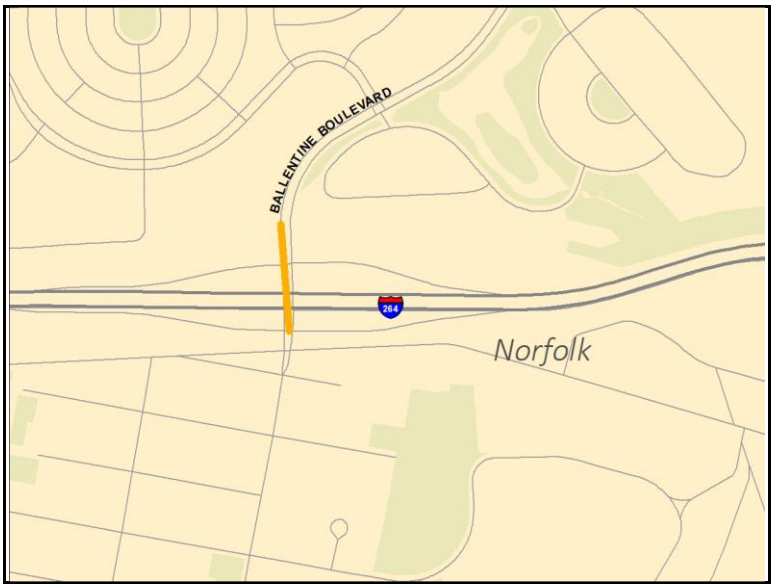
Source of Project Data: Virginia Department of Transportation.

Ballentine Boulevard Lane Improvements
UPC # 115235

OVERVIEW

Description: Lane realignment and lengthening of the right-turn lane at the complex interchange of Ballentine Boulevard and I-264, which also includes the Tide LRT Crossing and City streets.

Street (Route): Ballentine Boulevard
From: I-264 WB
To: Middle Towne Crescent
Length (mi): 0.15
Jurisdiction/Agency: Norfolk
System: Primary
Scope: Reconstruction w/ Added Capacity
Oversight: Non-Federal Oversight
Administered By: Locality
Regionally Significant: No
CMAQ: No
RSTP: No
TAP: No
CRP: No



HRTPO Notes

Revised 5/15/2025: Amendment to ungroup project and add it back into the TIP as an individual project.

SCHEDULE

	Start	End	Status
Preliminary Engineering	12/21/2023	12/22/2025	Underway
Right of Way	12/22/2025	6/16/2026	FFY 2026
Construction	6/16/2026	5/15/2028	FFY 2026

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$229,798	$3,037	1%
Right of Way	$0	$0	-
Construction	$1,309,394	$0	0%
TOTAL	**$1,539,192**	**$3,037**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Ballentine Boulevard Lane Improvements
UPC # 115235

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
LOC	$0	$0	$471,804	$0	$0	$471,804
DGP/State	$0	$140,000	$332,730	$0	$0	$472,730
DGP Sup/State	$0	$0	$594,658	$0	$0	$594,658
TOTAL	**$0**	**$140,000**	**$1,399,192**	**$0**	**$0**	**$1,539,192**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	Other		$140,000	$89,798			
	Subtotal		***$140,000***	***$89,798***			
CN	Other				$1,309,394		
	Subtotal				***$1,309,394***		
	TOTAL		**$140,000**	**$89,798**	**$1,309,394**		

Source of Project Data: Virginia Department of Transportation.

St. Paul's Infrastructure Improvements - Phase 1
UPC # 117138

OVERVIEW

Description: Creation of 2,750 linear feet of new roadway insfrastructure which will realign Fenchurch Street, extend Freemason Street across St. Paul's Boulevard, and construct a new road into the Downtown Transit Center.

Street (Route): N/A

From: N/A

To: N/A

Length (mi): 0.5

Jurisdiction/Agency: Norfolk

System: Primary

Scope: New Construction

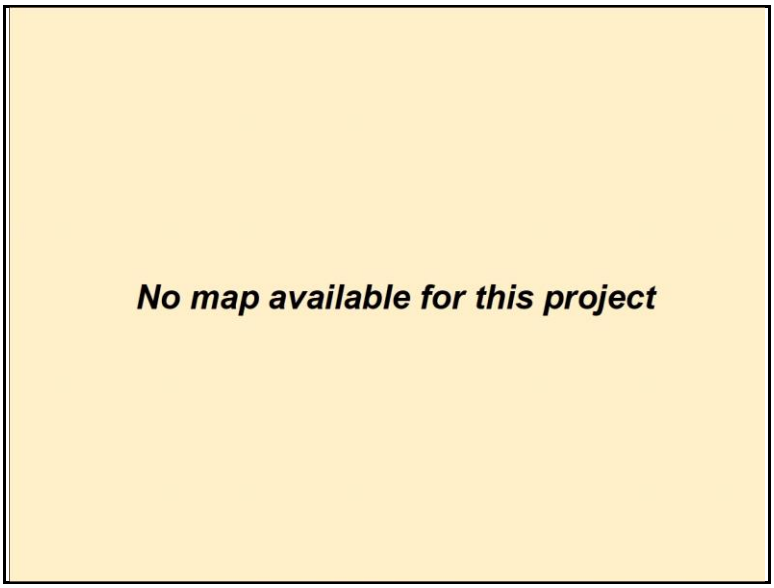
Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	N/A	N/A	N/A
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$0	$0	-
Right of Way	$0	$0	-
Construction	$0	$0	-
TOTAL	**$0**	**$0**	**-**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

St. Paul's Infrastructure Improvements - Phase 1
UPC # 117138

ALLOCATIONS

Fund Source(s)	*Previous*	*FY 2024*	*FY 2025*	*FY 2026*	*FY 2027*	*TOTAL*
RS	$5,832,776	$3,705,348	$0	$0	$0	$9,538,124
LOC	$6,747,849	$0	$0	$0	$0	$6,747,849
TOTAL	**$12,580,625**	**$3,705,348**	**$0**	**$0**	**$0**	**$16,285,973**

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

Signal System Upgrade for Incident Management Project
UPC # 125975

OVERVIEW

Description: A long-term system reliability upgrade that will facilitate a sustainable and cohesive regional incident management system. Provide fiber to signalized intersections that do not currently have communications. Project aligns with the HRELN TMP.

Street (Route): N/A

From: N/A

To: N/A

Length (mi): 2.5

Jurisdiction/Agency: Norfolk

System: Primary

Scope: Traffic Management/Engineering

Oversight: Federal Oversight

Administered By: Locality

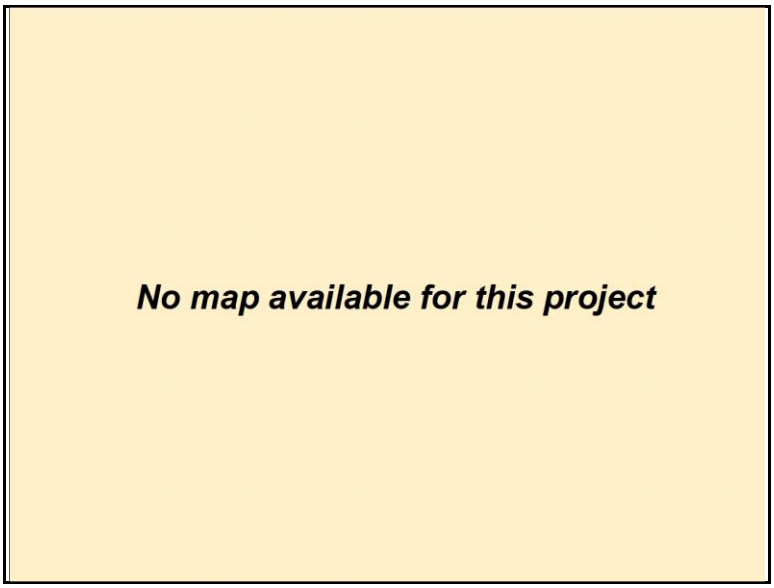
Regionally Significant: No

CMAQ: No

RSTP: No

TAP: No

CRP: Yes



HRTPO Notes

Revised 7/18/2024: Amendment to add project to the TIP as the HRTPO tracks all Carbon Reduction Program (CRP) funds. Revised 7/31/2025: Amendment to revise the cost estimate, schedule, allocations, and obligations. Revise cost estimate to be $3,000,000. Update allocations as follows: add FY 2025 LOC allocation of $254,442. Update obligations as follows: add FY 2025 PE Phase CRP/F obligation of $377,900.

SCHEDULE

	Start	End	Status
Preliminary Engineering	6/17/2025	11/2/2027	Underway
Right of Way	N/A	N/A	N/A
Construction	11/2/2027	10/18/2028	FFY 2028

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$377,900	$0	0%
Right of Way	$0	$0	-
Construction	$2,622,100	$0	0%
TOTAL	**$3,000,000**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Signal System Upgrade for Incident Management Project
UPC # 125975

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
LOC	$0	$0	$254,442	$0	$0	$254,442
CRP	$0	$745,558	$1,000,000	$1,000,000	$0	$2,745,558
TOTAL	**$0**	**$745,558**	**$1,254,442**	**$1,000,000**	**$0**	**$3,000,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	CRP/F			$377,900			
	Subtotal			***$377,900***			
	TOTAL			**$377,900**			

Source of Project Data: Virginia Department of Transportation.

Terminal Boulevard/Diven Street Intersection Improvements
UPC # 115236

OVERVIEW

Description: Reconfigure lane assignments to reduce queues and provide better turning movements for vehicles.

Street (Route): N/A

From: Terminal Boulevard

To: Matthew Henson Street

Length (mi): 0.05

Jurisdiction/Agency: Norfolk

System: Primary

Scope: Traffic Management/Engineering

Oversight: Non-Federal Oversight

Administered By: Locality

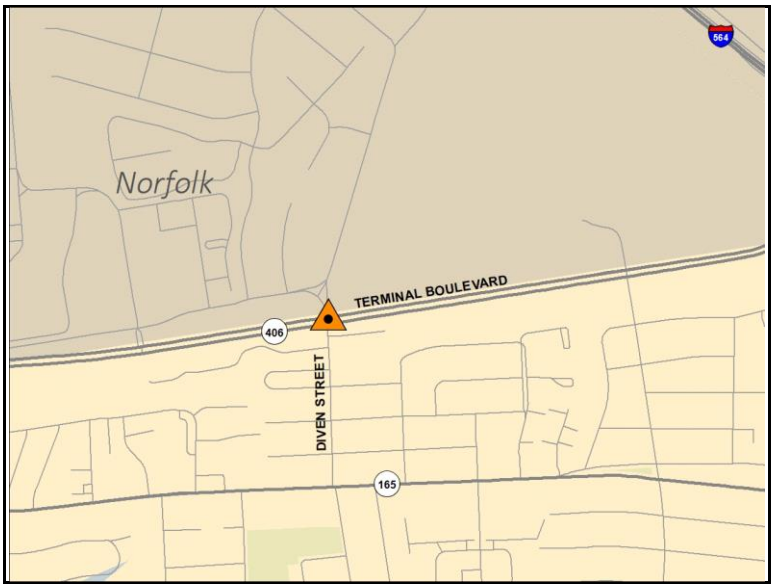
Regionally Significant: No

CMAQ: No

RSTP: No

TAP: No

CRP: No



HRTPO Notes

Revised 1/16/2025: Amendment to ungroup project and add it back in as an individual TIP project.

SCHEDULE

	Start	End	Status
Preliminary Engineering	1/9/2024	2/12/2026	Underway
Right of Way	2/12/2026	8/10/2026	FFY 2026
Construction	8/10/2026	11/30/2027	FFY 2026

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$250,000	$0	0%
Right of Way	$25,000	$0	0%
Construction	$1,457,600	$0	0%
TOTAL	**$1,732,600**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Terminal Boulevard/Diven Street Intersection Improvements
UPC # 115236

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STF	$0	$0	$0	$250,000	$500,000	$750,000
STP/F	$0	$250,000	$732,600	$0	$0	$982,600
TOTAL	**$0**	**$250,000**	**$732,600**	**$250,000**	**$500,000**	**$1,732,600**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	STP/STBG		$250,000				
	Subtotal		***$250,000***				
RW	STP/STBG				$25,000		
	Subtotal				***$25,000***		
CN	Other				$750,000		
CN	STP/STBG				$707,600		
	Subtotal				***$1,457,600***		
	TOTAL		**$250,000**		**$1,482,600**		

Source of Project Data: Virginia Department of Transportation.

Route 460 PPTA Debt Service
UPC # 103754

OVERVIEW

Description: Debt service line item for Route 460 Public-Private Transportation Act (PPTA).

Street (Route): Route 460

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Statewide

System: Primary

Scope: Debt Service

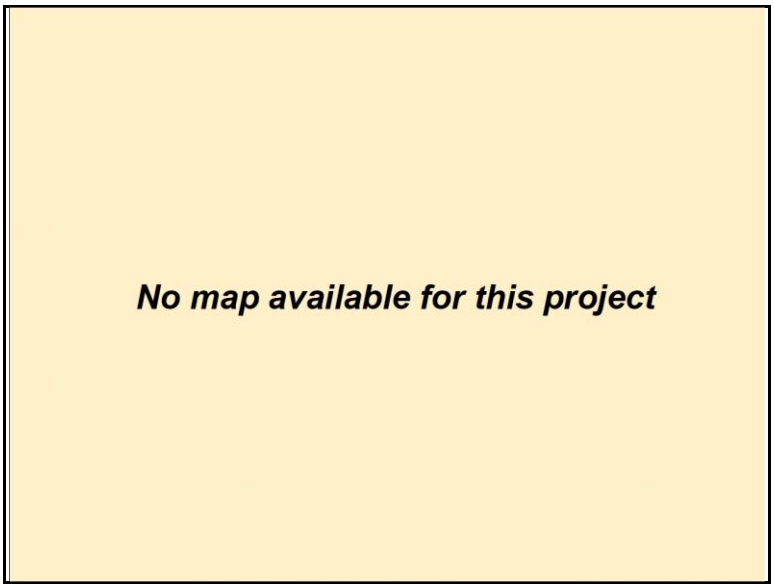
Oversight: Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	12/1/2012	6/30/2029	Underway
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$155,924,903	$56,917,372	37%
Right of Way	$0	$0	-
Construction	$0	$48,336,951	-
TOTAL	**$155,924,903**	**$105,254,323**	**68%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
$0	-	-	-
$0	-	-	-
$12,147,177	-	-	-

Route 460 PPTA Debt Service
UPC # 103754

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
NHPP	$109,302,743	$7,864,990	$7,864,301	$7,864,205	$7,863,445	$140,759,684
TOTAL	**$109,302,743**	**$7,864,990**	**$7,864,301**	**$7,864,205**	**$7,863,445**	**$140,759,684**

SCHEDULED OBLIGATIONS

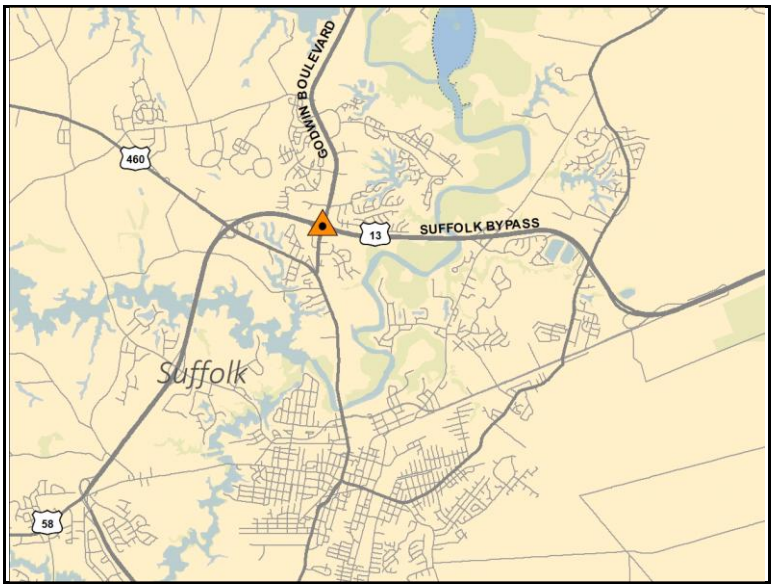
Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	NHS/NHPP	$113,235,658	$7,864,630				
PE	AC-Conv			$7,864,709	$7,863,525	$7,863,845	
PE	AC		$31,454,523				
	Subtotal	***$113,235,658***	***$39,319,153***	***$7,864,709***	***$7,863,525***	***$7,863,845***	
	TOTAL	**$113,235,658**	**$39,319,153**	**$7,864,709**	**$7,863,525**	**$7,863,845**	

Source of Project Data: Virginia Department of Transportation.

Route 10/32 (Godwin Boulevard) Diverging Diamond Interchange
UPC # 120648

OVERVIEW

Description: Convert Godwin Blvd interchange with Suffolk Bypass (US 460/58/13) from partial cloverleaf design to diverging diamond interchange. On-ramps in NW and SE quadrants to be widened and EB Suffolk bypass off-ramp to Godwin Blvd will be a new alignment.



Street (Route): Godwin Boulevard (10/32)

From: N/A

To: N/A

Length (mi): 0.5

Jurisdiction/Agency: Suffolk

System: Primary

Scope: Reconstruction w/ Added Capacity

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant: No

CMAQ: No

RSTP: No

TAP: No

CRP: No

HRTPO Notes

Revised 4/2/2025: Administrative Modification to revise the schedule and obligations. Update obligations as follows: add FY Previous PE Phase AC-Other obligation of $1,698,001. Revised 5/15/2025: Amendment to revise the cost estimate, schedule, allocations, and obligations. Revise cost estimate to be $25,920,860. Update allocations as follows: remove FY Previous STF allocation of $12,901,046; add FY Previous PTF allocation of $12,901,046. Update obligations as follows: remove FY 2024 RW Phase AC-Other obligation of $541,081; add FY 2025 RW Phase Other obligation of $1,335,000; remove FY 2025 CN Phase AC-Other obligation of $14,161,964.

SCHEDULE

	Start	End	Status
Preliminary Engineering	1/18/2023	6/30/2025	Underway
Right of Way	6/30/2025	1/29/2027	FFY 2025
Construction	1/29/2027	10/30/2029	FFY 2027

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$1,698,003	$309,944	18%
Right of Way	$1,335,000	$0	0%
Construction	$22,887,857	$0	0%
TOTAL	**$25,920,860**	**$309,944**	**1%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters 3	2	1
	-	-	-
	-	-	-
	-	-	-

Route 10/32 (Godwin Boulevard) Diverging Diamond Interchange
UPC # 120648

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
PTF	$12,901,046	$0	$0	$0	$0	$12,901,046
LOC	$3,500,000	$0	$0	$0	$0	$3,500,000
TOTAL	**$16,401,046**	**$0**	**$0**	**$0**	**$0**	**$16,401,046**

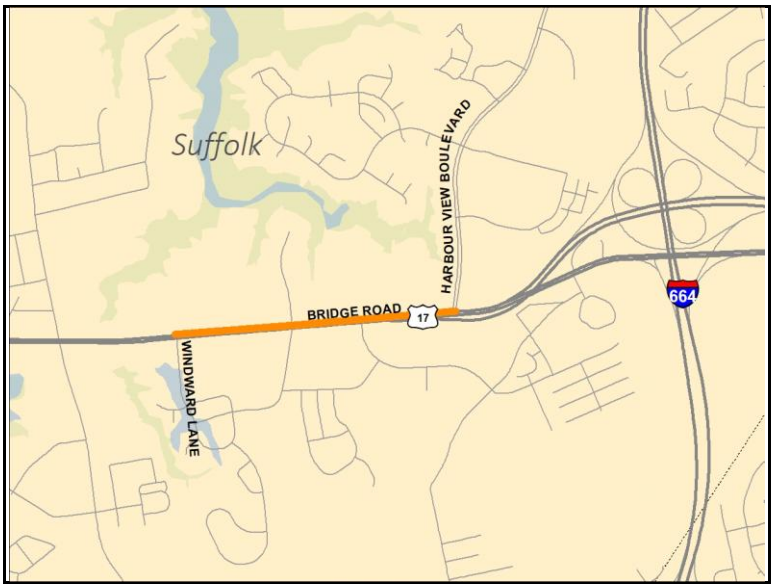
SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	AC-Other	$1,698,001					
	Subtotal	***$1,698,001***					
RW	Other			$1,335,000			
	Subtotal			***$1,335,000***			
	TOTAL	**$1,698,001**		**$1,335,000**			

Source of Project Data: Virginia Department of Transportation.

Bridge Road (Route 17) Roadway Widening
UPC # 120649

OVERVIEW



Description: Improvements along Bridge Road (Route 17) from Windward Lane to Harbour View Boulevard, including road widening from two to three lanes.

Street (Route): Bridge Road (17)

From: Windward Lane

To: Harbour View Boulevard

Length (mi): 1

Jurisdiction/Agency: Suffolk

System: Primary

Scope: Reconstruction w/ Added Capacity

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant: Yes

CMAQ: No

RSTP: No

TAP: No

CRP: No

HRTPO Notes

Revised 8/19/2024: Administrative Modification to revise the schedule and obligations. Update obligations as follows: remove FY 2024 PE Phase AC obligation of $1,505,499; add FY Previous PE Phase AC-Other obligation of $1,505,499; remove FY 2024 RW Phase AC obligation of $3,763,744; add FY 2024 RW Phase AC-Other obligation of $3,763,744; remove FY 2025 CN Phase AC obligation of $7,527,488; add FY 2025 CN Phase AC-Other obligation of $7,527,488. Revised 7/31/2025: Amendment to revise the cost estimate, schedule, and obligations. Revise cost estimate to be $24,195,829. Update obligations as follows: remove FY Previous PE Phase AC-Other obligation of $1,505,499; add FY Previous PE Phase Other-State obligation of $1,505,499; remove FY 2024 RW Phase AC-Other obligation of $3,763,744; add FY 2025 RW Phase Other obligation of $3,894,166; remove FY 2025 CN Phase AC-Other obligation of $7,527,488.

SCHEDULE

	Start	*End*	*Status*
Preliminary Engineering	12/30/2022	8/21/2025	Underway
Right of Way	8/21/2025	3/30/2026	FFY 2025
Construction	3/30/2026	4/1/2027	FFY 2026

COSTS AND EXPENDITURES

	Cost Estimates	*Total Expenditures*	*Percent Expended*
Preliminary Engineering	$1,930,000	$470,949	24%
Right of Way	$3,894,166	$0	0%
Construction	$18,371,663	$0	0%
TOTAL	**$24,195,829**	**$470,949**	**2%**

Recent Expenditures

Latest Quarter	*Previous 3 Quarters*		
	3	*2*	*1*
	-	-	-
	-	-	-
	-	-	-

Bridge Road (Route 17) Roadway Widening
UPC # 120649

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
PTF	$9,796,731	$0	$0	$0	$0	$9,796,731
LOC	$3,000,000	$0	$0	$0	$0	$3,000,000
TOTAL	**$12,796,731**	**$0**	**$0**	**$0**	**$0**	**$12,796,731**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	Other-State	$1,505,499					
	Subtotal	***$1,505,499***					
RW	Other			$3,894,166			
	Subtotal			***$3,894,166***			
	TOTAL	**$1,505,499**		**$3,894,166**			

Source of Project Data: Virginia Department of Transportation.

SPSA Interchange Improvements
UPC # 118375

OVERVIEW

Description: Improvements to the SPSA Interchange on Route 13/58/460.

Street (Route): Route 13/58/460

From: 0.4 miles east of Route 13/58/460

To: 2.5 miles west of Suffolk City Limits

Length (mi): 1.1

Jurisdiction/Agency: Suffolk

System: Primary

Scope: Safety

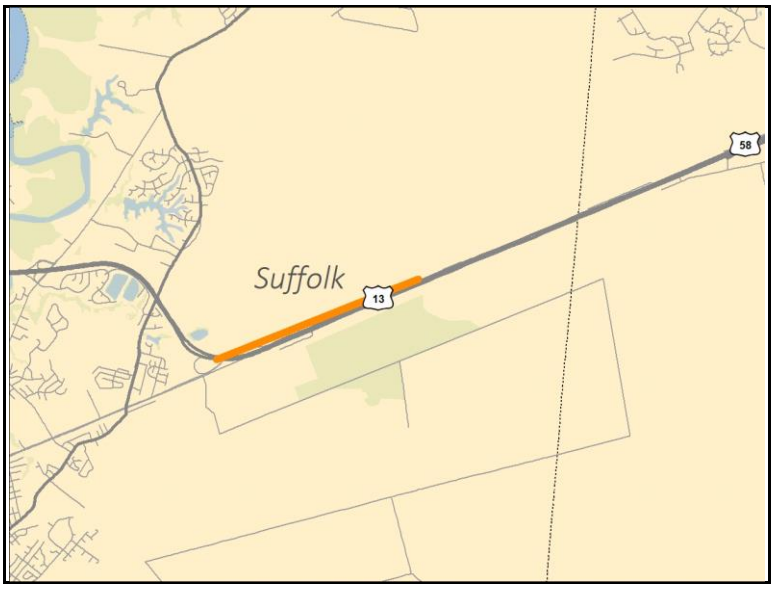
Oversight: Unknown

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	9/24/2021	12/2/2022	Complete
Right of Way	12/2/2022	11/14/2023	Complete
Construction	11/14/2023	4/29/2026	Underway

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$6,720,000	$1,930,060	29%
Right of Way	$3,697,500	$0	0%
Construction	$29,776,775	$0	0%
TOTAL	**$40,194,275**	**$1,930,060**	**5%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

SPSA Interchange Improvements
UPC # 118375

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
LOC	$6,728,908	$6,894,005	$12,821,652	$12,821,645	$0	$39,266,210
TOTAL	**$6,728,908**	**$6,894,005**	**$12,821,652**	**$12,821,645**	**$0**	**$39,266,210**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
CN	AC		$29,776,775				
	Subtotal		***$29,776,775***				
	TOTAL		**$29,776,775**				

Source of Project Data: Virginia Department of Transportation.

VDOT Oversight - Entrance Access to Camp Pendleton (Project in Financial Closeout)
UPC # 117776

OVERVIEW

Description: Entrance access to Camp Pendleton - VDOT oversight.

Street (Route): N/A

From: General Booth Boulevard

To: Headquarters Road

Length (mi): N/A

Jurisdiction/Agency: Virginia Beach

System: Primary

Scope: Other

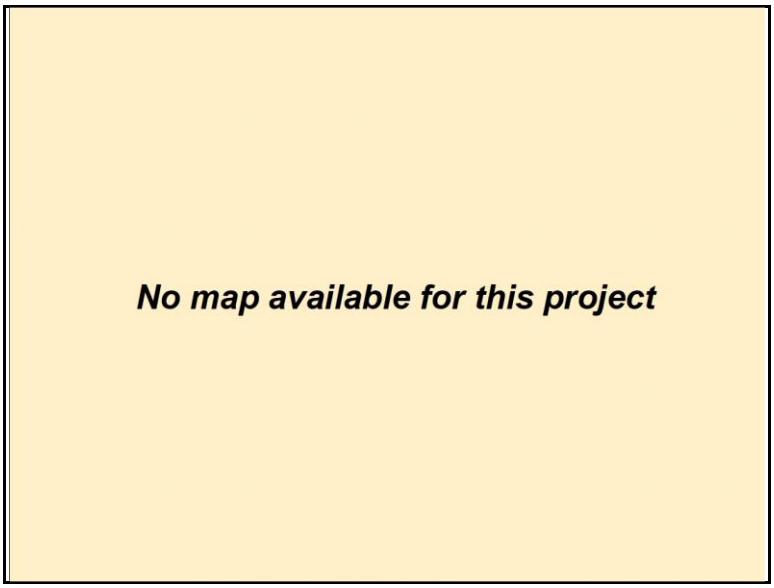
Oversight: Unknown

Administered By: Other

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	11/17/2020	11/29/2021	Complete
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$10,000	$0	0%
Right of Way	$0	$0	-
Construction	$0	$0	-
TOTAL	**$10,000**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

VDOT Oversight - Entrance Access to Camp Pendleton (Project in Financial Closeout)
UPC # 117776

ALLOCATIONS

Fund Source(s)	*Previous*	*FY 2024*	*FY 2025*	*FY 2026*	*FY 2027*	*TOTAL*
DEMO	$10,000	$0	$0	$0	$0	$10,000
TOTAL	**$10,000**	**$0**	**$0**	**$0**	**$0**	**$10,000**

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

Shore Drive Bridge Replacement - Lesner Bridge (Project in Financial Closeout)
UPC # 97737

OVERVIEW

Description: Replacement of the Lesner Bridge on Shore Drive over the Lynnhaven Inlet.

Street (Route): Shore Drive (60)

From: East Stratford Road

To: Vista Circle

Length (mi): 0.59

Jurisdiction/Agency: Virginia Beach

System: Primary

Scope: Bridge Replacement w/o Added Capacity

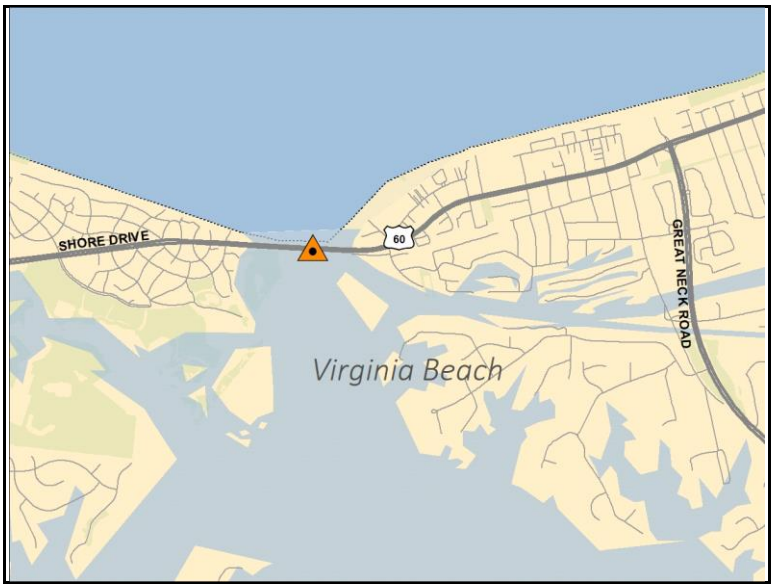
Oversight: Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	N/A	N/A	N/A
Right of Way	2/1/2012	9/20/2013	Complete
Construction	9/20/2013	11/15/2019	Complete

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$0	$0	-
Right of Way	$2,514,769	$2,514,769	100%
Construction	$95,885,692	$88,835,229	93%
TOTAL	**$98,400,461**	**$91,349,998**	**93%**

Recent Expenditures

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

Shore Drive Bridge Replacement - Lesner Bridge (Project in Financial Closeout)
UPC # 97737

ALLOCATIONS

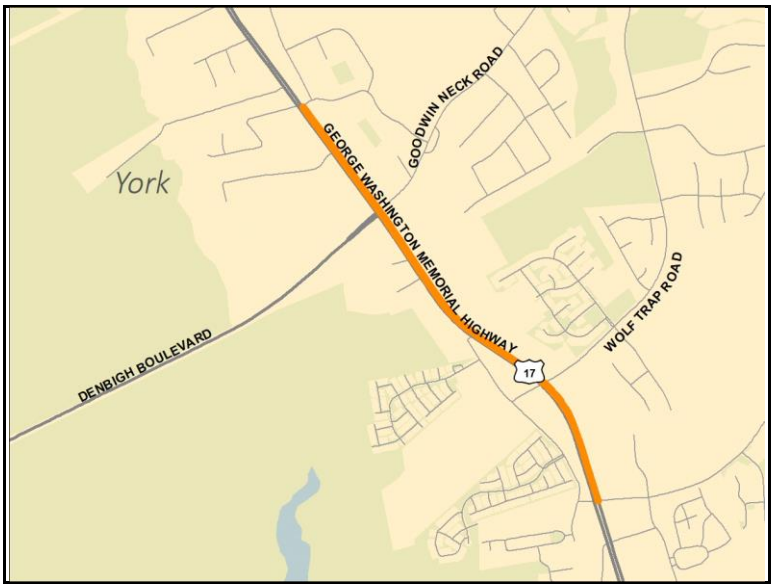
Fund Source(s)	*Previous*	*FY 2024*	*FY 2025*	*FY 2026*	*FY 2027*	*TOTAL*
STF	$27,220,117	$0	$0	$0	$0	$27,220,117
RS	$10,652,654	$0	$0	$0	$0	$10,652,654
NHPP	$10,453,200	$0	$0	$0	$0	$10,453,200
LOC	$270,000	$0	$0	$0	$0	$270,000
DEMO	$749,872	$0	$0	$0	$0	$749,872
CPR	$49,054,618	$0	$0	$0	$0	$49,054,618
TOTAL	**$98,400,461**	**$0**	**$0**	**$0**	**$0**	**$98,400,461**

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

George Washington Memorial Highway (Route 17) Widening in York County
UPC # 111787

OVERVIEW



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

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

From: Route 630 (Wolf Trap Road)

To: Route 634 (Old York-Hampton Highway)

Length (mi): 0.71

Jurisdiction/Agency: York County

System: Primary

Scope: Reconstruction w/ Added Capacity

Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No

HRTPO Notes

SCHEDULE

	Start	*End*	*Status*
Preliminary Engineering	9/10/2018	8/10/2023	Complete
Right of Way	8/10/2023	9/8/2026	Underway
Construction	9/8/2026	9/12/2029	FFY 2026

COSTS AND EXPENDITURES

	Cost Estimates	*Total Expenditures*	*Percent Expended*
Preliminary Engineering	$1,739,531	$990,707	57%
Right of Way	$8,796,162	$0	0%
Construction	$12,714,114	$0	0%
TOTAL	**$23,249,807**	**$990,707**	**4%**

Recent Expenditures

Latest Quarter	*Previous 3 Quarters*		
	3	*2*	*1*
$530,501	$25,593	$15,084	-
$0	-	-	-
$0	-	-	-

George Washington Memorial Highway (Route 17) Widening in York County
UPC # 111787

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STP	$1,124,555	$0	$0	$0	$0	$1,124,555
STM	$0	$0	$0	$0	$300,000	$300,000
STF	$8,726,191	$0	$0	$0	$0	$8,726,191
RSTP	$0	$0	$0	$0	$1,200,000	$1,200,000
NHPP	$400,000	$1,250,000	$1,000,000	$0	$0	$2,650,000
NHPE	$0	$1,063,093	$860,264	$0	$0	$1,923,357
LOC	$3,118,500	$0	$0	$0	$0	$3,118,500
TOTAL	**$13,369,246**	**$2,313,093**	**$1,860,264**	**$0**	**$1,500,000**	**$19,042,603**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	NHS/NHPP	$400,000	$214,976				
	Subtotal	***$400,000***	***$214,976***				
RW	NHS/NHPP		$1,705,464				
RW	NHPP/E		$2,098,117				
RW	AC-Conv				$1,200,000	$840,000	$510,000
RW	AC		$4,482,581				$510,000
	Subtotal		***$8,286,162***		***$1,200,000***	***$840,000***	***$1,020,000***
CN	AC				$12,714,114		
	Subtotal				***$12,714,114***		
	TOTAL	**$400,000**	**$8,501,138**		**$13,914,114**	**$840,000**	**$1,020,000**

Source of Project Data: Virginia Department of Transportation.

Victory Boulevard (Route 171) Widening in York County
UPC # 111791

OVERVIEW

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

Street (Route): Victory Boulevard (Route 171)

From: Route 17

To: Route 134

Length (mi): 0.34

Jurisdiction/Agency: York County

System: Primary

Scope: Reconstruction w/ Added Capacity

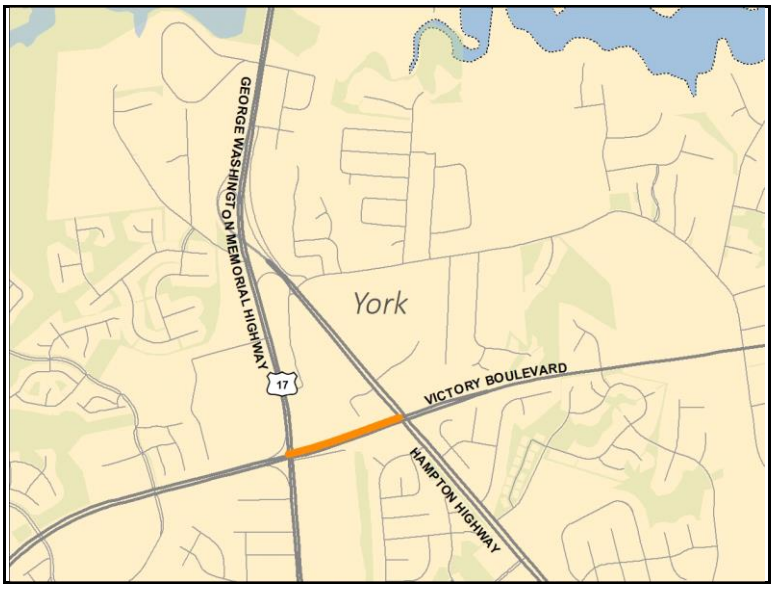
Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	12/26/2019	1/24/2023	Complete
Right of Way	1/24/2023	7/9/2024	Underway
Construction	7/9/2024	10/1/2025	FFY 2024

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$842,135	$488,352	58%
Right of Way	$675,411	$33,386	5%
Construction	$3,070,265	$0	0%
TOTAL	**$4,587,811**	**$521,738**	**11%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters 3	2	1
$227,747	$24,452	$35,199	$2,448
$33,386	-	-	-
$0	-	-	-

Victory Boulevard (Route 171) Widening in York County
UPC # 111791

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STP	$1,920,758	$0	$0	$0	$0	$1,920,758
STF	$2,667,501	$0	$0	$0	$0	$2,667,501
TOTAL	**$4,588,259**	**$0**	**$0**	**$0**	**$0**	**$4,588,259**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
RW	STP/STBG		$675,411				
	Subtotal		***$675,411***				
CN	STP/STBG		$403,212				
CN	AC		$2,667,053				
	Subtotal		***$3,070,265***				
	TOTAL		**$3,745,676**				

Source of Project Data: Virginia Department of Transportation.

Victory Boulevard (Route 171) Right Turn Lane Extension in York County
UPC # 113633

OVERVIEW

Description: Extend the westbound Victory Boulevard right turn lane at Kiln Creek Parkway.

Street (Route): Victory Boulevard (171)

From: 0.04 miles west of intersection with Kiln Creek Parkway

To: 0.18 miles west of intersection with Kiln Creek Parkway

Length (mi): 0.14

Jurisdiction/Agency: York County

System: Primary

Scope: Safety

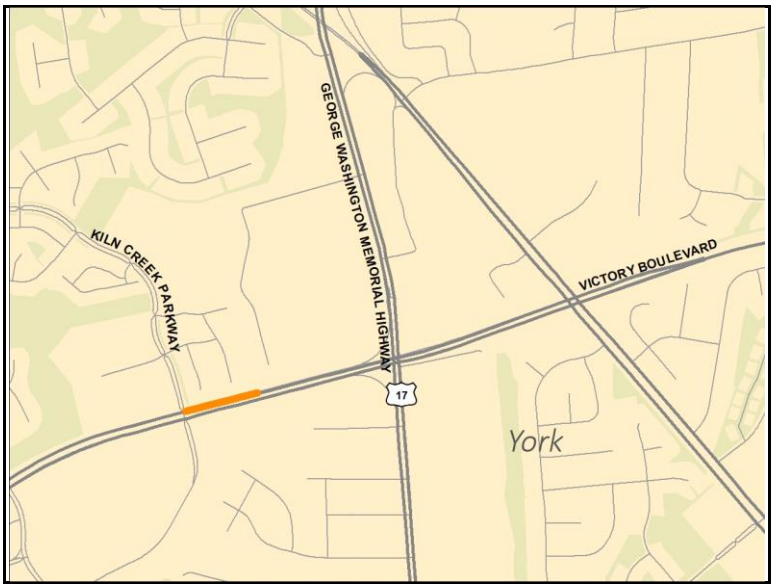
Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

Revised 2/15/2024: Amendment to revise the cost estimate, schedule, allocations, and obligations. Revise cost estimate to be $1,970,000. Update allocations as follows: remove FY Previous SFTY allocation of $67,665; remove FY 2025 SFTY allocation of $387,271; add FY Previous HSIP allocation of $1,118,529; add FY 2024 HSIP allocation of $464,200; add FY 2025 HSIP allocation of $387,271. Update obligations as follows: revise FY 2024 PE Phase HSIP obligation to be $182,535; revise FY 2024 CN Phase HSIP obligation to be $1,719,800.

SCHEDULE

	Start	End	Status
Preliminary Engineering	10/12/2022	10/8/2024	Underway
Right of Way	N/A	N/A	N/A
Construction	10/8/2024	8/13/2025	FFY 2025

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$250,200	$5,569	2%
Right of Way	$0	$0	-
Construction	$1,719,800	$0	0%
TOTAL	**$1,970,000**	**$5,569**	**0%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
$5,569	-	-	-
$0	-	-	-
$0	-	-	-

Victory Boulevard (Route 171) Right Turn Lane Extension in York County
UPC # 113633

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
HSIP	$1,118,529	$464,200	$387,271	$0	$0	$1,970,000
TOTAL	**$1,118,529**	**$464,200**	**$387,271**	**$0**	**$0**	**$1,970,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	HSIP	$67,665	$182,535				
	Subtotal	***$67,665***	***$182,535***				
CN	HSIP		$1,719,800				
	Subtotal		***$1,719,800***				
	TOTAL	**$67,665**	**$1,902,335**				

Source of Project Data: Virginia Department of Transportation.

I-64 Gap Widening - Segment C - Park and Ride
UPC # 123832

OVERVIEW

Description: Pave the Lightfoot Park and Ride to accommodate 65 vehicle parking spaces and 10 bicycle parking spaces.

Street (Route): East Rochambeau Drive

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: York County

System: Primary

Scope: Other

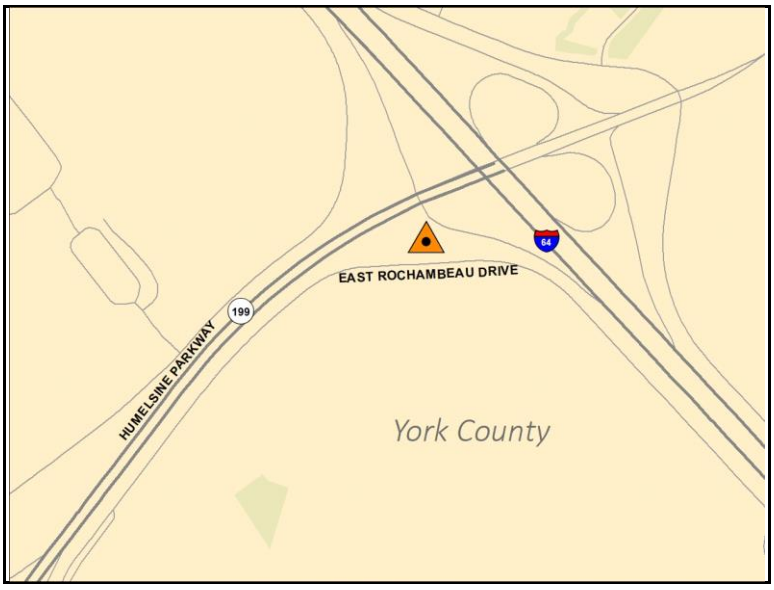
Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant: No

CMAQ: No

RSTP: No



HRTPO Notes

Revised 7/18/2024: Amendment to add a previously approved project to the TIP as part of the FY 2024-2027 rollover process.

SCHEDULE

	Start	End	Status
Preliminary Engineering	10/12/2023	10/23/2023	Complete
Right of Way	N/A	N/A	N/A
Construction	10/23/2023	11/19/2027	Underway

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$500,000	$89,048	18%
Right of Way	$0	$0	-
Construction	$1,920,023	$0	0%
TOTAL	**$2,420,023**	**$89,048**	**4%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
	-	-	-
	-	-	-
	-	-	-

I-64 Gap Widening - Segment C - Park and Ride
UPC # 123832

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
CRP	$2,525,891	$0	$0	$0	$0	$2,525,891
TOTAL	**$2,525,891**	**$0**	**$0**	**$0**	**$0**	**$2,525,891**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	CRP/F		$500,000				
	Subtotal		***$500,000***				
CN	Other		$274,109				
CN	CRP/F		$2,025,891				
	Subtotal		***$2,300,000***				
	TOTAL		**$2,800,000**				

Source of Project Data: Virginia Department of Transportation.

Urban System Projects

Section VI

Kempsville and Battlefield Intersection Improvements
UPC # 123040

OVERVIEW

Description: Construct one additional WB right-turn lane at Battlefield/Kempsville, reconfigure the WB approach to consist of two left-turn lanes, one thru/right-turn lane, two right-turn lanes, and improve the SB 168 Exit 13 on-ramp from NB Battlefield Blvd.

Street (Route): N/A

From: Battlefield Boulevard

To: Oak Grove Connector

Length (mi): 1.0

Jurisdiction/Agency: Chesapeake

System: Urban

Scope: Reconstruction w/ Added Capacity

Oversight: Non-Federal Oversight

Administered By: Locality

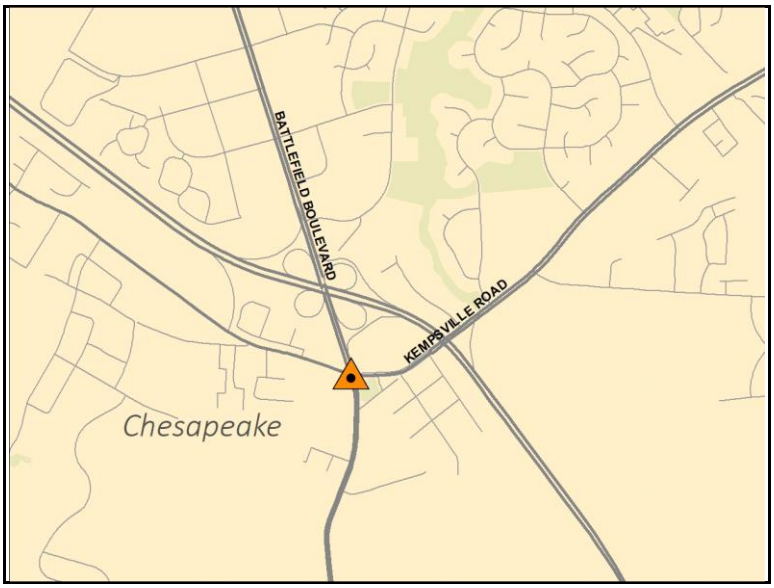
Regionally Significant: No

CMAQ: No

RSTP: No

TAP: No

CRP: No



HRTPO Notes

Revised 1/16/2025: Amendment to add project to the TIP.

SCHEDULE

	Start	End	Status
Preliminary Engineering	12/26/2025	5/18/2029	FFY 2026
Right of Way	5/18/2029	3/29/2030	FFY 2029
Construction	3/29/2030	11/10/2031	FFY 2030

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$3,964,910	$0	0%
Right of Way	$692,010	$0	0%
Construction	$22,653,781	$0	0%
TOTAL	**$27,310,701**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Kempsville and Battlefield Intersection Improvements
UPC # 123040

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STF	$0	$0	$0	$329,063	$2,104,361	$2,433,424
TOTAL	**$0**	**$0**	**$0**	**$329,063**	**$2,104,361**	**$2,433,424**

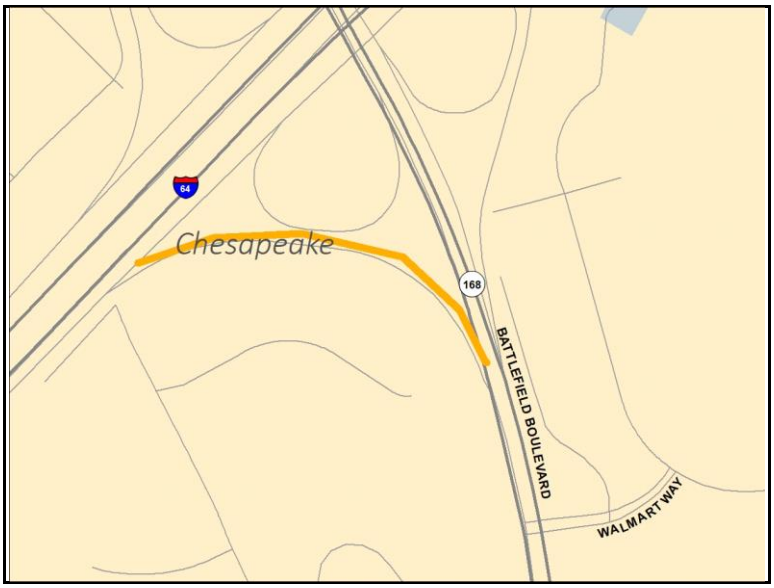
SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	AC				$3,964,910		
	Subtotal				***$3,964,910***		
	TOTAL				**$3,964,910**		

Source of Project Data: Virginia Department of Transportation.

Battlefield Boulevard and I-64 Ramp Improvements Walmart
UPC # 123041

OVERVIEW



Description: Construct a signalized off-ramp approximately 1,000' north of Battlefield Blvd/Walmart Way intersection to allow access to Walmart Way for WB I-64 to SB Battlefield Blvd traffic currently restricted due to a short weave distance.

Street (Route): Battlefield Boulevard

From: Charterhouse Road

To: Battlefield Boulevard

Length (mi): 0.5

Jurisdiction/Agency: Chesapeake

System: Urban

Scope: Reconstruction w/ Added Capacity

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant: No

CMAQ: No

RSTP: No

TAP: No

CRP: No

HRTPO Notes

Revised 1/16/2025: Amendment to add project to the TIP.

SCHEDULE

	Start	End	Status
Preliminary Engineering	12/26/2025	2/18/2028	FFY 2026
Right of Way	2/18/2028	11/10/2028	FFY 2028
Construction	11/10/2028	10/29/2029	FFY 2029

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$1,549,502	$0	0%
Right of Way	$171,828	$0	0%
Construction	$8,816,375	$0	0%
TOTAL	**$10,537,705**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Battlefield Boulevard and I-64 Ramp Improvements Walmart
UPC # 123041

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STF	$0	$0	$0	$500,000	$750,000	$1,250,000
TOTAL	**$0**	**$0**	**$0**	**$500,000**	**$750,000**	**$1,250,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	AC				$1,549,502		
	Subtotal				***$1,549,502***		
	TOTAL				**$1,549,502**		

Source of Project Data: Virginia Department of Transportation.

Battlefield Boulevard/Volvo Parkway Intersection Improvements
UPC # 115350

OVERVIEW

Description: Improvements at the Battlefield Boulevard and Volvo Parkway intersection to include construction of new lanes along both Volvo Parkway approaches and modifications to the signal and medians.

Street (Route): Battlefield Blvd/Volvo Pkwy
From: N/A
To: N/A
Length (mi): N/A
Jurisdiction/Agency: Chesapeake
System: Urban
Scope: Reconstruction w/ Added Capacity
Oversight: Non-Federal Oversight
Administered By: Locality
Regionally Significant: No
CMAQ: No
RSTP: No
TAP: No
CRP: No



HRTPO Notes

Revised 7/31/2025: Amendment to ungroup project and add it back in as an individual project to the TIP.

SCHEDULE

	Start	End	Status
Preliminary Engineering	12/8/2022	1/8/2026	Underway
Right of Way	1/8/2026	10/1/2026	FFY 2026
Construction	10/1/2026	6/15/2028	FFY 2027

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$385,000	$0	0%
Right of Way	$265,000	$0	0%
Construction	$2,580,000	$0	0%
TOTAL	**$3,230,000**	**$0**	**0%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
	-	-	-
	-	-	-
	-	-	-

Battlefield Boulevard/Volvo Parkway Intersection Improvements
UPC # 115350

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
NHS/NHPP	$0	$547,129	$0	$0	$900,000	$1,447,129
LOC	$28,000	$0	$0	$0	$0	$28,000
TOTAL	**$28,000**	**$547,129**	**$0**	**$0**	**$900,000**	**$1,475,129**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	NHS/NHPP	$282,492		$102,508			
	Subtotal	***$282,492***		***$102,508***			
RW	Other				$102,871		
RW	NHS/NHPP				$162,129		
	Subtotal				***$265,000***		
	TOTAL	**$282,492**		**$102,508**	**$265,000**		

Source of Project Data: Virginia Department of Transportation.

Military Highway Safety Improvements and Access Management
UPC # 123039

OVERVIEW

Description: Provide safey improvements and access management throughout Military Highway. Install an RCUT, upgrade span wire to mast arms w/split phasing, construct shared-use path, and install a high-visibility ped crossing and refuge isle at various locations.

Street (Route): Military Highway

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Chesapeake

System: Urban

Scope: Other

Oversight: Non-Federal Oversight

Administered By: Locality

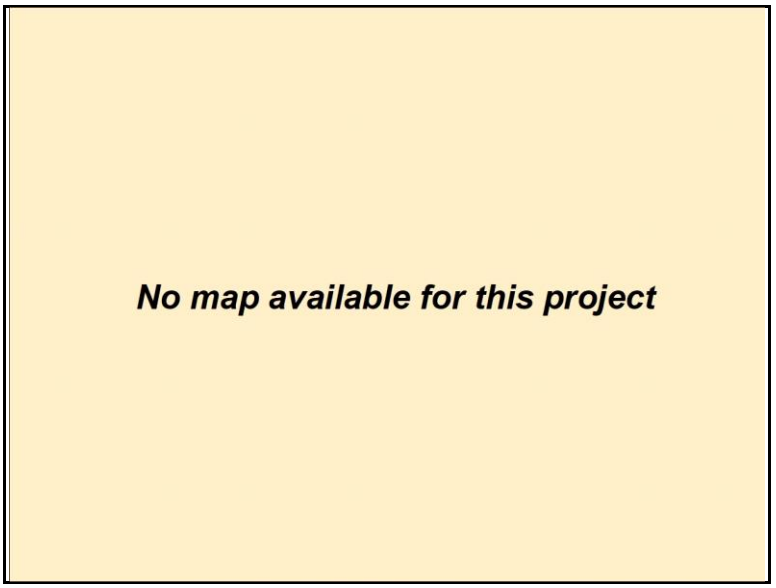
Regionally Significant: No

CMAQ: No

RSTP: No

TAP: No

CRP: No



HRTPO Notes

Revised 1/16/2025: Amendment to add project to the TIP.

SCHEDULE

	Start	End	Status
Preliminary Engineering	12/26/2025	2/18/2028	FFY 2026
Right of Way	2/18/2028	11/10/2028	FFY 2028
Construction	11/10/2028	10/29/2029	FFY 2029

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$348,949	$0	0%
Right of Way	$27,941	$0	0%
Construction	$1,885,435	$0	0%
TOTAL	**$2,262,325**	**$0**	**0%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
	-	-	-
	-	-	-
	-	-	-

Military Highway Safety Improvements and Access Management
UPC # 123039

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STF	$0	$0	$0	$400,000	$0	$400,000
TOTAL	**$0**	**$0**	**$0**	**$400,000**	**$0**	**$400,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	AC				$348,949		
	Subtotal				***$348,949***		
	TOTAL				**$348,949**		

Source of Project Data: Virginia Department of Transportation.

Chesapeake Pedestrian Crossing Improvements
UPC # 125080

OVERVIEW

Description: Improve pedestrian crossings at 33 signalized intersections primarily along US 13, Route 337, and Route 168. Improvements include high-visibility crosswalks, pedestrian signal poles, push buttons, and curb ramps with detectable warnings.

Street (Route): Various

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Chesapeake

System: Urban

Scope: Safety

Oversight: Non-Federal Oversight

Administered By: Locality

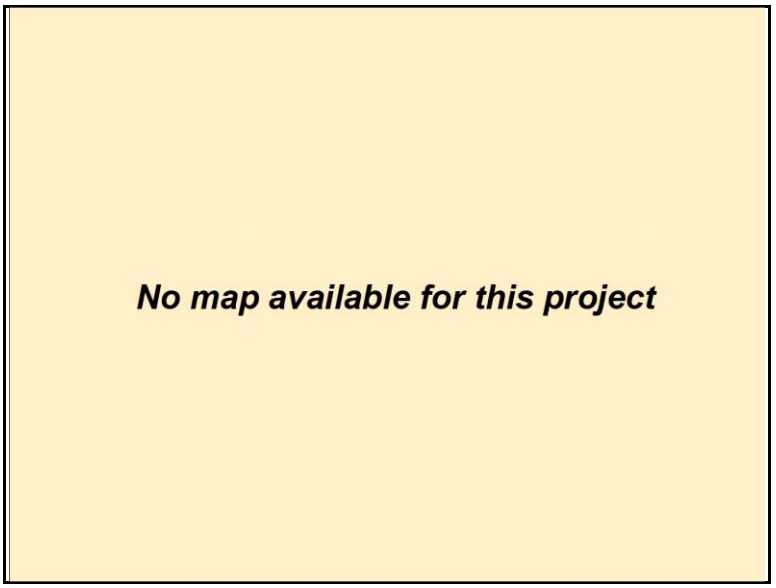
Regionally Significant: No

CMAQ: No

RSTP: No

TAP: No

CRP: No



HRTPO Notes

Revised 1/16/2025: Amendment to add project to the TIP.

SCHEDULE

	Start	End	Status
Preliminary Engineering	2/18/2025	1/5/2027	FFY 2025
Right of Way	1/5/2027	9/28/2027	FFY 2027
Construction	9/28/2027	9/13/2028	FFY 2027

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$684,390	$0	0%
Right of Way	$1,157,625	$0	0%
Construction	$2,282,985	$0	0%
TOTAL	**$4,125,000**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Chesapeake Pedestrian Crossing Improvements
UPC # 125080

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
HSIP	$0	$0	$600,000	$250,000	$200,000	$1,050,000
TOTAL	**$0**	**$0**	**$600,000**	**$250,000**	**$200,000**	**$1,050,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	HSIP			$684,390			
	Subtotal			***$684,390***			
RW	HSIP					$1,157,625	
	Subtotal					***$1,157,625***	
CN	AC					$1,825,000	
CN	HSIP					$457,985	
	Subtotal					***$2,282,985***	
	TOTAL			**$684,390**		**$3,440,610**	

Source of Project Data: Virginia Department of Transportation.

Route 460/58/13 Safety Improvements
UPC # 119271

OVERVIEW

Description: Address systemic safety concerns along the Route 460/58/13 corridor by installing a system of Restricted Crossing U-Turns (RCUTs).

Street (Route): Route 460/58/13

From: N/A

To: N/A

Length (mi): 0.01

Jurisdiction/Agency: Chesapeake

System: Urban

Scope: Traffic Management/Engineering

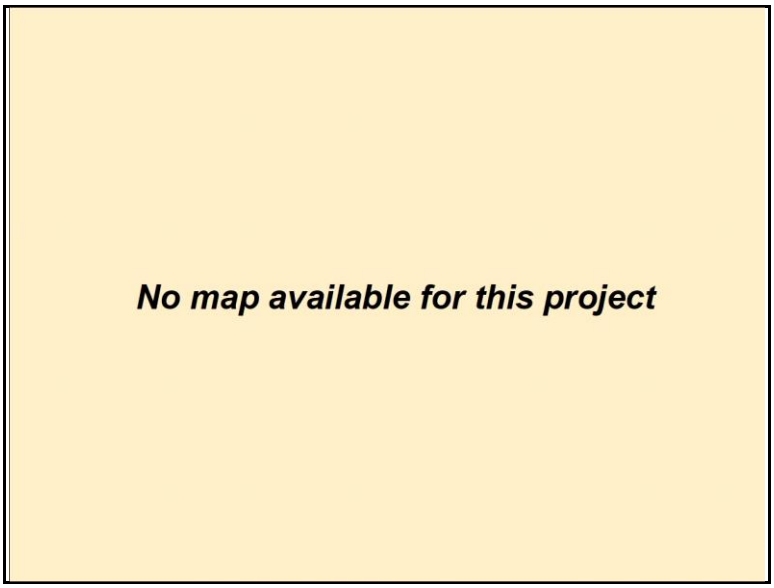
Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant: Yes

CMAQ: Yes

RSTP: No



HRTPO Notes

Revised 3/21/2024: Amendment to ungroup project and add it back in as an individual Chesapeake project as it contains CMAQ funds.

SCHEDULE

	Start	End	Status
Preliminary Engineering	6/4/2024	8/13/2026	FFY 2024
Right of Way	8/13/2026	5/6/2027	FFY 2026
Construction	5/6/2027	4/21/2028	FFY 2027

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$1,608,800	$0	0%
Right of Way	$2,750,000	$0	0%
Construction	$9,827,304	$0	0%
TOTAL	**$14,186,104**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Route 460/58/13 Safety Improvements
UPC # 119271

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
CMAQ Match	$0	$0	$0	$0	$321,760	$321,760
CMAQ	$0	$0	$0	$0	$1,287,040	$1,287,040
TOTAL	**$0**	**$0**	**$0**	**$0**	**$1,608,800**	**$1,608,800**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	AC-Conv				$1,287,040		$321,760
PE	AC		$1,287,040				$321,760
	Subtotal		***$1,287,040***		***$1,287,040***		***$643,520***
RW	AC-Conv					$2,200,000	$550,000
RW	AC				$2,200,000		$550,000
	Subtotal				***$2,200,000***	***$2,200,000***	***$1,100,000***
CN	AC-Other					$4,913,651	
CN	AC					$3,930,922	$982,731
	Subtotal					***$8,844,573***	***$982,731***
	TOTAL		**$1,287,040**		**$3,487,040**	**$11,044,573**	**$2,726,251**

Source of Project Data: Virginia Department of Transportation.

Poindexter Sidewalks Extension
UPC # 121886

OVERVIEW

Description: Construct a new five-foot wide sidewalk with pedestrian facilities along the south side of Poindexter Street at the I-464 overpass.

Street (Route): Poindexter Street

From: Jordan Bridge/Truxton Street

To: Bainbridge Boulevard

Length (mi): Unknown

Jurisdiction/Agency: Chesapeake

System: Urban

Scope: Facilities for Pedestrians and Bicycles

Oversight: Non-Federal Oversight

Administered By: Locality

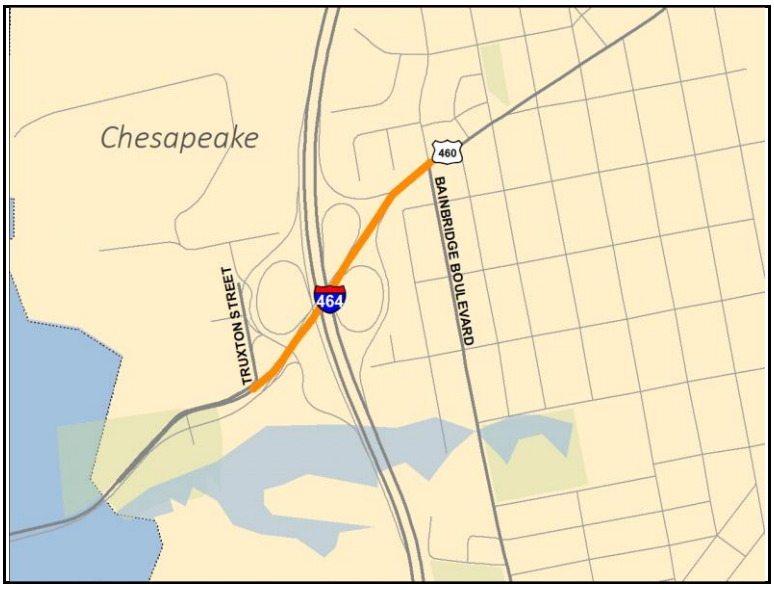
Regionally Significant: No

CMAQ: No

RSTP: No

TAP: No

CRP: No



HRTPO Notes

Revised 1/16/2025: Amendment to revise the cost estimate, schedule, allocations, and obligations. Revise cost estimate to be $3,747,159. Update allocations as follows: add FY Previous LOC allocation of $1,050,000. Update obligations as follows: add FY Previous PE Phase DEMO Federal obligation of $295,000; revise FY 2024 PE Phase DEMO Federal obligation to be $14,311; revise PE Phase DEMO Match obligation to be $3,578; add FY Previous PE Phase AC obligation of $295,000; remove FY 2026 CN Phase DEMO obligation of $1,676,000 and $240,551 DEMO match. Revised 8/11/2025: Administrative Modification to revise the cost estimate, schedule, allocations, and obligations. Revise cost estimate to be $4,414,576. Update allocations as follows: remove FY Previous HIP/STF allocation of $2,400,000; add FY Previous HIP allocation of $2,400,000; add FY 2026 LOC allocation of $964,576. Update obligations as follows: remove FY Previous PE Phase AC-Other obligation of $295,000; remove FY Previous PE Phase DEMO obligation of $295,000; add FY Previous PE Phase DEMO obligation of $232,000, plus $58,000 DEMO match; remove FY 2024 PE Phase DEMO obligation of $14,311 and $3,578 DEMO match; add FY 2025 PE Phase DEMO obligation of $19,921, plus $4,980 DEMO match; revise FY 2025 RW Phase DEMO Federal obligation to be $4,000; revise RW Phase DEMO Match obligation to be $1,000; add FY 2026 CN Phase DEMO obligation of $2,144,079, plus $536,020 DEMO match; add FY 2026 CN Phase Other obligation of $1,414,576.

SCHEDULE

	Start	End	Status
Preliminary Engineering	8/23/2023	7/23/2025	Complete
Right of Way	7/23/2025	9/26/2025	Underway
Construction	9/26/2025	9/14/2026	FFY 2025

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$314,902	$4,377	1%
Right of Way	$5,000	$0	0%
Construction	$4,094,674	$0	0%
TOTAL	**$4,414,576**	**$4,377**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Poindexter Sidewalks Extension
UPC # 121886

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
HIP	$2,400,000	$0	$0	$0	$0	$2,400,000
LOC	$1,050,000	$0	$0	$964,576	$0	$2,014,576
TOTAL	**$3,450,000**	**$0**	**$0**	**$964,576**	**$0**	**$4,414,576**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	DEMO	$232,000		$19,921			$62,980
	Subtotal	***$232,000***		***$19,921***			***$62,980***
RW	DEMO			$4,000			$1,000
	Subtotal			***$4,000***			***$1,000***
CN	Other				$1,414,576		
CN	DEMO				$2,144,079		$536,020
	Subtotal				***$3,558,655***		***$536,020***
	TOTAL	**$232,000**		**$23,921**	**$3,558,655**		**$600,000**

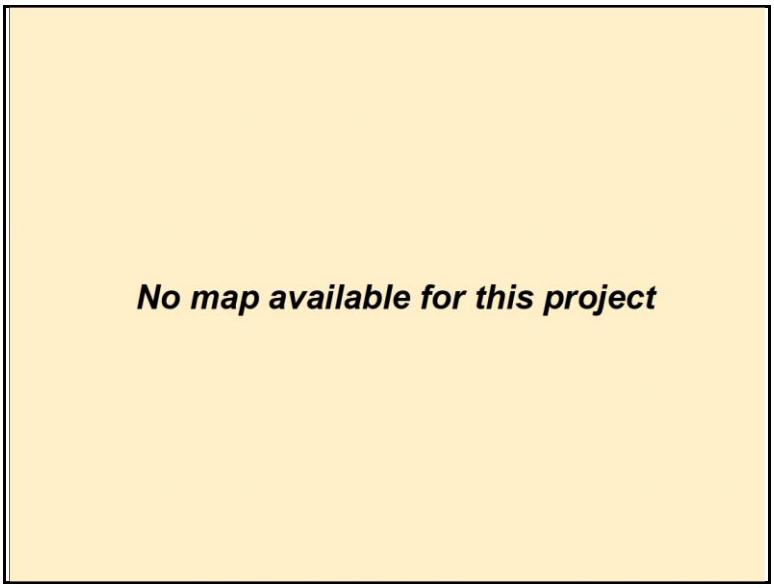
Source of Project Data: Virginia Department of Transportation.

Chesapeake Signal Timing - Phase 1B (Project in Financial Closeout)
UPC # 109803

OVERVIEW

Description: Signal Timing - Phase 1B.

Street (Route): N/A
From: N/A
To: N/A
Length (mi): N/A
Jurisdiction/Agency: Chesapeake
System: Urban
Scope: Safety
Oversight: Non-Federal Oversight
Administered By: Locality
Regionally Significant for Air Quality: No
CMAQ: Yes
RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	9/24/2020	5/31/2022	Complete
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$117,057	$113,731	97%
Right of Way	$0	$0	-
Construction	$0	$0	-
TOTAL	**$117,057**	**$113,731**	**97%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
$112,428	$291	$1,012	-
$0	-	-	-
$0	-	-	-

Chesapeake Signal Timing - Phase 1B (Project in Financial Closeout)
UPC # 109803

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STM	$23,000	$0	$0	$0	$0	$23,000
LOC	$2,057	$0	$0	$0	$0	$2,057
CMAQ	$92,000	$0	$0	$0	$0	$92,000
TOTAL	**$117,057**	**$0**	**$0**	**$0**	**$0**	**$117,057**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	CMAQ	$92,000	$2,057				$514
	Subtotal	***$92,000***	***$2,057***				***$514***
	TOTAL	**$92,000**	**$2,057**				**$514**

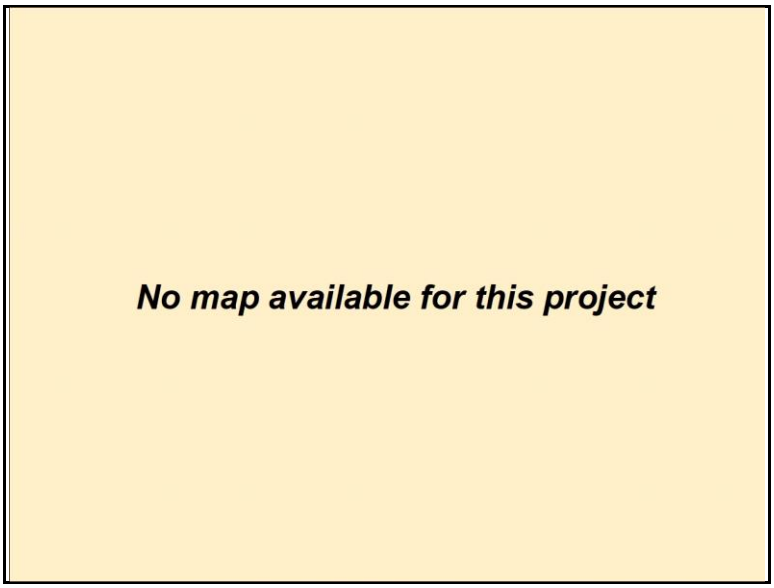
Source of Project Data: Virginia Department of Transportation.

Chesapeake Signal Timing - Phase 2 (Project in Financial Closeout)
UPC # 107032

OVERVIEW

Description: Signal Timings - Phase 2.

Street (Route): N/A
From: N/A
To: N/A
Length (mi): N/A
Jurisdiction/Agency: Chesapeake
System: Urban
Scope: Traffic Management/Engineering
Oversight: Non-Federal Oversight
Administered By: Locality
Regionally Significant for Air Quality: No
CMAQ: Yes
RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	10/14/2020	1/5/2023	Complete
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$173,671	$49,270	28%
Right of Way	$0	$0	-
Construction	$0	$0	-
TOTAL	**$173,671**	**$49,270**	**28%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters 3	2	1
$48,293	$562	$415	-
$0	-	-	-
$0	-	-	-

Chesapeake Signal Timing - Phase 2 (Project in Financial Closeout)
UPC # 107032

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STM	$30,000	$0	$0	$0	$0	$30,000
LOC	$4,734	$0	$0	$0	$0	$4,734
CMAQ	$138,937	$0	$0	$0	$0	$138,937
TOTAL	**$173,671**	**$0**	**$0**	**$0**	**$0**	**$173,671**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	Other		$4,734				
PE	AC	$120,000	$18,937				
	Subtotal	***$120,000***	***$23,671***				
	TOTAL	**$120,000**	**$23,671**				

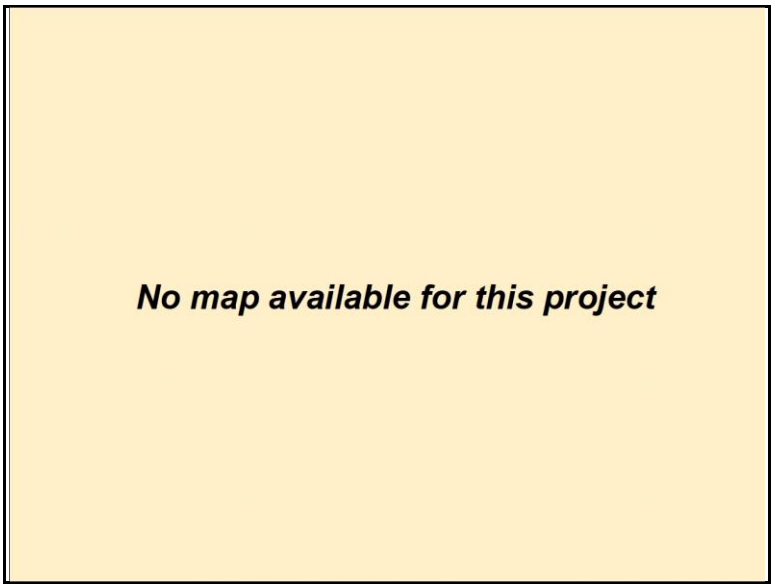
Source of Project Data: Virginia Department of Transportation.

Chesapeake Signal Timing - Phase 3 (Project in Financial Closeout)
UPC # 107033

OVERVIEW

Description: Signal Timings - Phase 3.

Street (Route): N/A
From: N/A
To: N/A
Length (mi): N/A
Jurisdiction/Agency: Chesapeake
System: Urban
Scope: Traffic Managemenet/Engineering
Oversight: Non-Federal Oversight
Administered By: Locality
Regionally Significant for Air Quality: No
CMAQ: Yes
RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	11/17/2020	1/5/2023	Complete
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$150,000	$2,285	2%
Right of Way	$0	$0	-
Construction	$0	$0	-
TOTAL	**$150,000**	**$2,285**	**2%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
$1,558	$312	$415	-
$0	-	-	-
$0	-	-	-

Chesapeake Signal Timing - Phase 3 (Project in Financial Closeout)
UPC # 107033

ALLOCATIONS

Fund Source(s)	*Previous*	*FY 2024*	*FY 2025*	*FY 2026*	*FY 2027*	*TOTAL*
STM	$30,000	$0	$0	$0	$0	$30,000
CMAQ	$120,000	$0	$0	$0	$0	$120,000
TOTAL	**$150,000**	**$0**	**$0**	**$0**	**$0**	**$150,000**

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

Chesapeake Signal System Upgrade with Feasibility Study
UPC # 110801

OVERVIEW

Description: Citywide signal system upgrade w/ feasibility study and subsequent central system upgrades, ITS elements, and intersection upgrades. Potential improvements include detection, FYA, and pedestrian enhancements (signing, marking, ramps, and sidewalks).

Street (Route): N/A

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Chesapeake

System: Urban

Scope: Traffic Management/Engineering

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant: No

CMAQ: Yes

RSTP: No

TAP: No

CRP: No

No map available for this project

HRTPO Notes

Revised 11/16/2023: Amendment to reverse the original FY 2021-2024 TIP Amendment approved by the HRTPO Board at its April 20, 2023 meeting and to transfer a total of $64,328 in CMAQ funds from the HRTPO CMAQ Reserve Account. Per VDOT, the funds were to be directly transferred from two CMAQ projects in financial closeout to the recipient CMAQ project. However, VDOT CO transferred surplus CMAQ funds to the CMAQ Reserve Account to facilitate project closeout based on the Appropriation Act which required transfer action by May 1, 2023. Update allocations to transfer funds from UPC 110801 to the original projects as follows: transfer FY 2010 CMAQ Match allocation of $60,212 to UPC 72799 (reversal of April 20, 2023 TIP Amendment); transfer FY 2017 CMAQ allocation of $2,573, plus $643 CMAQ match, to UPC 106997 (reversal of April 20, 2023 TIP Amendment). Update allocations to transfer funds from the original projects to the HRTPO CMAQ Reserve Account as follows: transfer FY 2010 CMAQ Match allocation of $60,212 from UPC 72799 to the HRTPO CMAQ Reserve Account; transfer FY 2017 CMAQ allocation of $2,573, plus $643 CMAQ match, from UPC 106997 to the HRTPO CMAQ Reserve Account. Update allocations for UPC 110801 to receive funds from the HRTPO CMAQ Reserve Account as follows: receive FY 2010 CMAQ Match allocation of $60,212 from the HRTPO CMAQ Reserve Account; receive FY 2017 CMAQ allocation of $2,573, plus $643 CMAQ match, from the HRTPO CMAQ Reserve Account. NOTE: On May 19, 2022, there were six HRTPO Board-approved actions: revise the project name, description, cost estimate, and transfer CMAQ funds from three separate projects (one completed project, one project double funded with SMART SCALE, and one project being advanced with local funding). All actions were reflected in the FY 2021-2024 TIP except two of the CMAQ transfers as at the time, they were FY 2027 out-year transfers and these were reflected in the HRTPO CMAQ Tracking Table. As such, HRTPO staff has carried all Board actions forward to the FY 2024-2027 TIP. It is requested that VDOT update its database to include these Board actions. The cost estimate increase and CMAQ transfers from May 19, 2022 were as follows: revise cost estimate to be $2,247,102; receive FY 2015 CMAQ allocation of $12,482, plus $3,120 CMAQ match, from UPC 113828; receive FY 2027 CMAQ allocation of $444,400, plus $111,100 CMAQ match, from UPC 119270; receive FY 2027 CMAQ allocation of $120,000, plus $30,000 CMAQ match, from UPC 119267. Revised 11/21/2024: Amendment to revise cost estimate and transfer a total of $1,625,000 in CMAQ funds from UPCs 115369 and 119246 as the City is cancelling these two projects since the scope of UPC 110801 covers both a feasibility study and upgrades to the traffic signal system recommended by the Study. Revise cost estimate to be $4,112,000. Update allocations as follows: receive FY 2025 CMAQ allocation of $140,000, plus $35,000 CMAQ match, from UPC 115369; receive FY 2026 CMAQ allocation of $140,000, plus $35,000 CMAQ match, from UPC 115369; receive FY 2027 CMAQ allocation of $140,000, plus $35,000 CMAQ match, from UPC 115369; receive FY 2027 CMAQ allocation of $200,000, plus $50,000

Chesapeake Signal System Upgrade with Feasibility Study
UPC # 110801

CMAQ match, from UPC 119246. UPC 110801 is also receiving out-year CMAQ funds from both UPC 115369 and UPC 119246. These CMAQ allocation transfers will be reflected in the HRTPO CMAQ Tracking Table. All CMAQ allocations have been transferred off of UPCs UPC 115369 and 119246. The CMAQ obligations on UPCs 115369 and 119246 have been removed and the projects have been deleted from the TIP per the City's request. Revised 2/28/2025: Amendment to revise the schedule, allocations, and obligations. Update allocations as follows: add FY Previous LOC allocation of $1,673,572; revise FY Previous CMAQ Federal allocation to be $79,055; revise FY Previous CMAQ Match allocation to be $79,975. Update obligations as follows: remove FY 2024 PE Phase CMAQ obligation of $64,000 and $16,000 CMAQ match; add FY 2025 PE Phase CMAQ obligation of $200,000, plus $50,000 CMAQ match; remove FY 2025 CN Phase CMAQ obligation of $336,000 and $84,000 CMAQ match; add FY 2026 CN Phase CMAQ obligation of $862,573, plus $215,643 CMAQ match; add FY 2026 CN Phase AC obligation of $880,000; add FY 2026 CN Phase Other obligation of $1,953,784; add FY 2027 CN Phase AC-Conversion obligation of $340,000.

SCHEDULE

	Start	End	Status
Preliminary Engineering	9/6/2024	3/20/2026	Underway
Right of Way	N/A	N/A	N/A
Construction	3/20/2026	3/8/2027	FFY 2026

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$200,000	$0	0%
Right of Way	$0	$0	-
Construction	$3,912,000	$0	0%
TOTAL	**$4,112,000**	**$0**	**0%**

Recent Expenditures

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

Chesapeake Signal System Upgrade with Feasibility Study
UPC # 110801

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
LOC	$1,673,572	$0	$0	$0	$0	$1,673,572
CMAQ Match	$79,975	$44,000	$75,000	$35,000	$226,100	$460,075
CMAQ	$79,055	$176,000	$300,000	$140,000	$904,400	$1,599,455
TOTAL	**$1,832,602**	**$220,000**	**$375,000**	**$175,000**	**$1,130,500**	**$3,733,102**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	CMAQ			$200,000			$50,000
	Subtotal			***$200,000***			***$50,000***
CN	AC-Conversi					$340,000	
CN	Other				$1,953,784		
CN	AC				$880,000		
CN	CMAQ				$862,573		$215,643
	Subtotal				***$3,696,357***	***$340,000***	***$215,643***
	TOTAL			**$200,000**	**$3,696,357**	**$340,000**	**$265,643**

Source of Project Data: Virginia Department of Transportation.

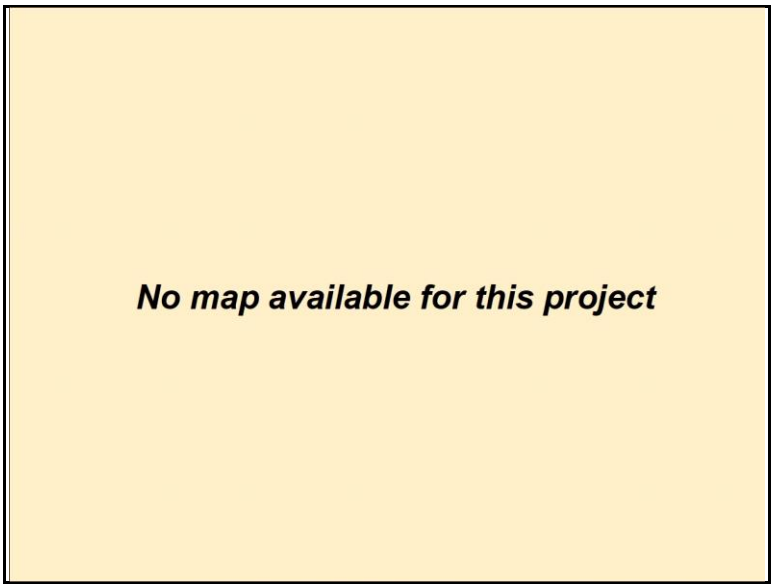
Chesapeake Signal Timing and Incident Management Plan (Project in Financial Closeout)
UPC # 109418

OVERVIEW

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

Street (Route): N/A
From: N/A
To: N/A

Length (mi): N/A
Jurisdiction/Agency: Chesapeake
System: Urban
Scope: Traffic Management/Engineering
Oversight: Non-Federal Oversight
Administered By: Locality
Regionally Significant for Air Quality: No
CMAQ: Yes
RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	1/28/2022	8/30/2023	Complete
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$150,000	$117	0%
Right of Way	$0	$0	-
Construction	$0	$0	-
TOTAL	**$150,000**	**$117**	**0%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
$117	-	-	-
$0	-	-	-
$0	-	-	-

Chesapeake Signal Timing and Incident Management Plan (Project in Financial Closeout)
UPC # 109418

ALLOCATIONS

Fund Source(s)	*Previous*	*FY 2024*	*FY 2025*	*FY 2026*	*FY 2027*	*TOTAL*
CMAQ Match	$30,000	$0	$0	$0	$0	$30,000
CMAQ	$120,000	$0	$0	$0	$0	$120,000
TOTAL	**$150,000**	**$0**	**$0**	**$0**	**$0**	**$150,000**

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

Mt. Pleasant Road and Great Bridge Bypass Interchange Improvements
UPC # 115526

OVERVIEW

Description: Interchange ramp reconfiguration and geometric improvements.

Street (Route): Mt. Pleasant Rd/Great Bridge Bypass

From: Mt. Pleasant Road

To: Chesapeake Expressway (Route 168)

Length (mi): N/A

Jurisdiction/Agency: Chesapeake

System: Urban

Scope: Reconstruction w/o Added Capacity

Oversight: Non-Federal Oversight

Administered By: Locality

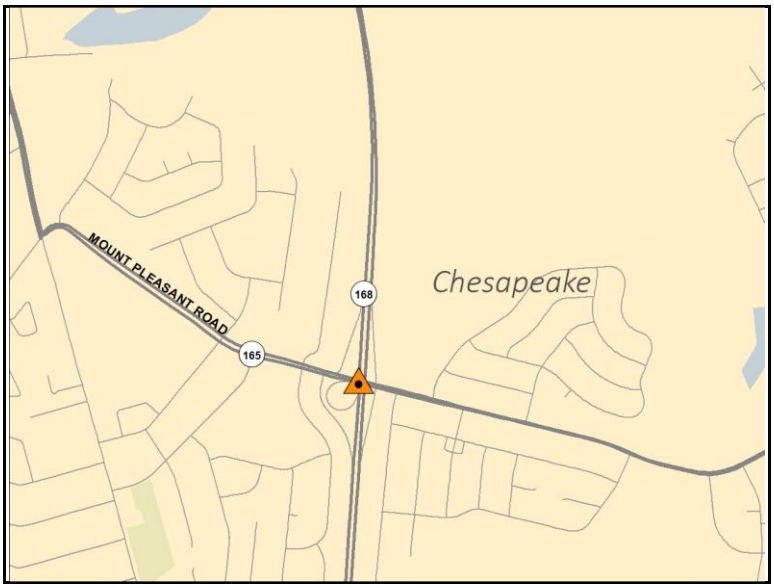
Regionally Significant: No

CMAQ: No

RSTP: No

TAP: No

CRP: No



HRTPO Notes

Revised 5/15/2025: Amendment to add the RW Phase and revise the cost estimate, schedule, allocations, and obligations. Revise the cost estimate to be $9,397,476. Update allocations as follows: add FY Previous DGP-State allocation of $2,500,000; remove FY 2024 NHPP allocation of $616,500; remove FY 2025 NHPP allocation of $5,347,008; add FY 2025 DGP-State allocation of $1,431,209; add FY 2026 DGP-State allocation of $915,799; add FY 2026 DGP-NHPP allocation of $616,500; add FY 2027 LOC allocation of $3,000,000. Update obligations as follows: remove FY 2024 PE Phase NHS/NHPP obligation of $616,500; add FY 2025 PE Phase Other obligation of $513,681; add FY 2026 RW Phase other obligation of $516,363; remove FY 2025 CN Phase NHS/NHPP obligation of $5,347,008; remove FY 2025 CN Phase AC obligation of $37,200.

SCHEDULE

	Start	End	Status
Preliminary Engineering	8/18/2023	7/1/2026	Underway
Right of Way	7/1/2026	3/1/2027	FFY 2026
Construction	3/1/2027	12/1/2028	FFY 2027

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$1,130,181	$1,650	0%
Right of Way	$516,363	$0	0%
Construction	$7,750,932	$0	0%
TOTAL	**$9,397,476**	**$1,650**	**0%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
$1,650	-	-	-
$0	-	-	-
$0	-	-	-

Mt. Pleasant Road and Great Bridge Bypass Interchange Improvements
UPC # 115526

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
DGP-NHPP	$0	$0	$0	$616,500	$0	$616,500
DGP-State	$2,500,000	$0	$1,431,209	$915,799	$0	$4,847,008
LOC	$37,200	$0	$0	$0	$3,000,000	$3,037,200
TOTAL	**$2,537,200**	**$0**	**$1,431,209**	**$1,532,299**	**$3,000,000**	**$8,500,708**

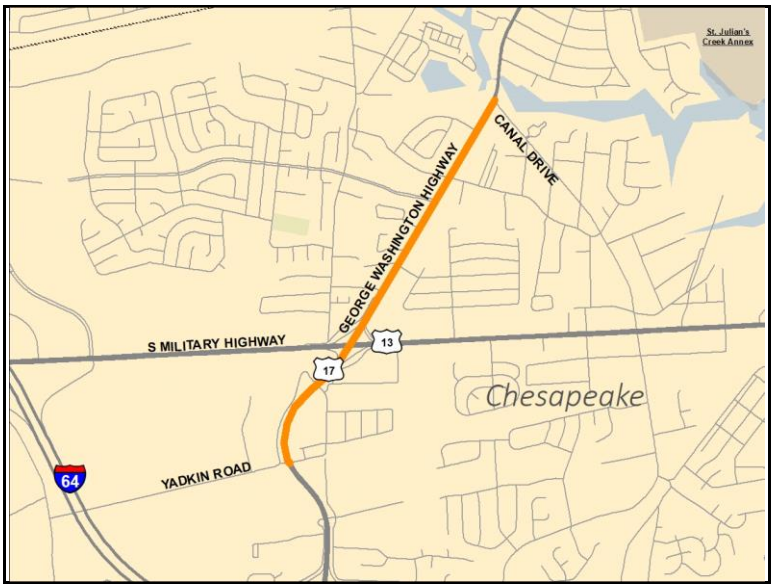
SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	Other			$513,681			
	Subtotal			***$513,681***			
RW	Other				$516,363		
	Subtotal				***$516,363***		
	TOTAL			**$513,681**	**$516,363**		

Source of Project Data: Virginia Department of Transportation.

George Washington Highway Widening
UPC # 115423

OVERVIEW



Description: Expand the existing three-lane Route 17 undivided roadway to a four-lane divided roadway from Yadkin Rd to Canal Dr. Project to include new pedestrian facilities, and intersection, safety, and access mgmt improvements.

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

From: Yadkin Road

To: Canal Drive

Length (mi): 1.5

Jurisdiction/Agency: Chesapeake

System: Urban

Scope: Reconstruction w/ Added Capacity

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant: Yes

CMAQ: No

RSTP: Yes

TAP: No

CRP: No

HRTPO Notes

Revised 1/26/2024: Administrative Modification to evenly swap HIP-CRRSA and RSTP funds with UPC 69050. FHWA informed VDOT that per the Bipartisan Budget Amendment, all HIP-CRRSA funds would be rescinded if not obligated by May 31, 2023. VDOT processed all necessary allocation transfers on May 31, 2023 and then VDOT and TPO staff worked out the details for said projects. Update allocations as follows: transfer FY 2022 HIP-CRRSA allocation of $1,000,000 to UPC 69050; receive FY 2026 RSTP allocation of $800,000, plus $200,000 RSTP match, from UPC 69050. Revised 11/21/2024: Amendment to revise the cost estimate, schedule, allocations, and obligations. Revise cost estimate to be $60,113,792. Update allocations as follows: revise FY 2025 RS allocation to be $3,000,000; add FY 2025 RS Match allocation of $3,000,000; revise FY 2026 RS allocation to be $3,615,123; add FY 2026 RS Match allocation of $3,615,123; add FY 2027 RS allocation of $1,600,000, plus $1,600,000 RS match. Update obligations as follows: remove FY 2024 PE Phase RSTP Federal obligation of $800,000; add FY 2025 PE Phase RSTP Federal obligation of $1,403,196; revise PE Phase RSTP Match obligation to be $350,979; remove FY 2024 PE Phase HIP/F obligation of $1,000,000; revise FY 2025 PE Phase AC-Conversion obligation to be $1,396,084; revise FY 2026 PE Phase AC-Conversion obligation to be $310,928; revise PE Phase AC-Conversion Match obligation to be $426,595; revise FY 2026 RW Phase AC-Conversion obligation to be $3,265,016; remove FY 2027 RW Phase AC-Conversion obligation of $1,585,674; add FY 2026 RW Phase RSTP obligation of $2,013,445, plus $503,361 RSTP match; remove FY 2025 CN Phase AC obligation of $36,117,745 and $1,753,582 AC match; remove FY 2027 CN Phase AC-Conversion obligation of $7,014,326 and $1,753,582 AC-Conversion match.

SCHEDULE

	Start	End	Status
Preliminary Engineering	10/27/2023	12/11/2025	Underway
Right of Way	12/11/2025	10/26/2026	FFY 2026
Construction	10/26/2026	2/26/2029	FFY 2027

COSTS AND EXPENDITURES

Recent Expenditures

George Washington Highway Widening
UPC # 115423

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters 3	2	1
Preliminary Engineering	$3,887,873	$1,236	0%		-	-	-
Right of Way	$8,722,936	$0	0%		-	-	-
Construction	$47,502,983	$0	0%		-	-	-
TOTAL	**$60,113,792**	**$1,236**	**0%**				

George Washington Highway Widening
UPC # 115423

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
RSTP Match	$0	$0	$200,000	$500,000	$893,829	$1,593,829
RSTP	$0	$0	$800,000	$2,000,000	$3,575,314	$6,375,314
RS Match	$0	$0	$3,000,000	$3,615,123	$1,600,000	$8,215,123
RS	$0	$0	$3,000,000	$3,615,123	$1,600,000	$8,215,123
LOC	$15,872,903	$0	$0	$0	$0	$15,872,903
TOTAL	**$15,872,903**	**$0**	**$7,000,000**	**$9,730,246**	**$7,669,143**	**$40,272,292**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	RSTP			$1,403,916			$350,979
PE	AC-Conv			$1,396,084	$310,298		$426,595
PE	AC		$1,396,084				$349,021
	Subtotal		***$1,396,084***	***$2,800,000***	***$310,298***		***$1,126,595***
RW	RSTP				$2,013,445		$503,361
RW	AC-Conv				$3,265,016		$1,241,226
RW	AC		$4,964,904				$1,241,226
	Subtotal		***$4,964,904***		***$5,278,461***		***$2,985,813***
	TOTAL		**$6,360,988**	**$2,800,000**	**$5,588,759**		**$4,112,408**

Source of Project Data: Virginia Department of Transportation.

Battlefield Boulevard Continuous Right Turn Lane - Volvo to Walmart Way
UPC # 119232

OVERVIEW

Description: Convert the existing right-turn lane on Battlefield Boulevard at Coastal Way to a through-lane. Additionally, a new right-turn lane will be added at Coastal Way.

Street (Route): Battlefield Boulevard Northbound

From: Coastal Way

To: 270' North of Coastal Way

Length (mi): 0.27

Jurisdiction/Agency: Chesapeake

System: Urban

Scope: Reconstruction w/ Added Capacity

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant: No

CMAQ: No

RSTP: No

TAP: No

CRP: No



HRTPO Notes

Revised 7/28/2025: Administrative Modification to revise the description, cost estimate, schedule, allocations, and obligations. Revise cost estimate to be $2,836,382. Update allocations as follows: add FY 2025 DGP-Sup-State allocation of $700,000; remove FY 2026 STF allocation of $1,400,000; add FY 2026 DGP-State allocation of $1,400,000; add FY 2027 DGP-State allocation of $736,382; remove FY 2027 STF allocation of $1,436,382. Update the obligations as follows: remove FY 2025 PE Phase AC obligation of $328,878; add FY 2025 PE Phase Other obligation of $328,378; add FY 2025 RW Phase Other obligation of $1,727,157; add FY 2026 CN Phase Phase Other obligation of $780,848.

SCHEDULE

	Start	End	Status
Preliminary Engineering	11/22/2024	8/5/2025	Complete
Right of Way	8/5/2025	9/10/2026	Underway
Construction	9/10/2026	8/30/2027	FFY 2026

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$328,378	$1,096	0%
Right of Way	$1,727,157	$0	0%
Construction	$780,847	$0	0%
TOTAL	**$2,836,382**	**$1,096**	**0%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
	-	-	-
	-	-	-
	-	-	-

Battlefield Boulevard Continuous Right Turn Lane - Volvo to Walmart Way
UPC # 119232

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
DGP-State	$0	$0	$0	$1,400,000	$736,382	$2,136,382
DGP-Sup-State	$0	$0	$700,000	$0	$0	$700,000
TOTAL	**$0**	**$0**	**$700,000**	**$1,400,000**	**$736,382**	**$2,836,382**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	Other			$328,378			
	Subtotal			***$328,378***			
RW	Other			$1,727,157			
	Subtotal			***$1,727,157***			
CN	Other				$780,848		
	Subtotal				***$780,848***		
	TOTAL			**$2,055,535**	**$780,848**		

Source of Project Data: Virginia Department of Transportation.

Great Bridge Boulevard Right Turn Lane
UPC # 110753

OVERVIEW

Description: Great Bridge Boulevard Right Turn Lane at the Great Bridge Boulevard/Battlefield Boulevard/Kempsville Road intersection.

Street (Route): Great Bridge Boulevard

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Chesapeake

System: Urban

Scope: Safety

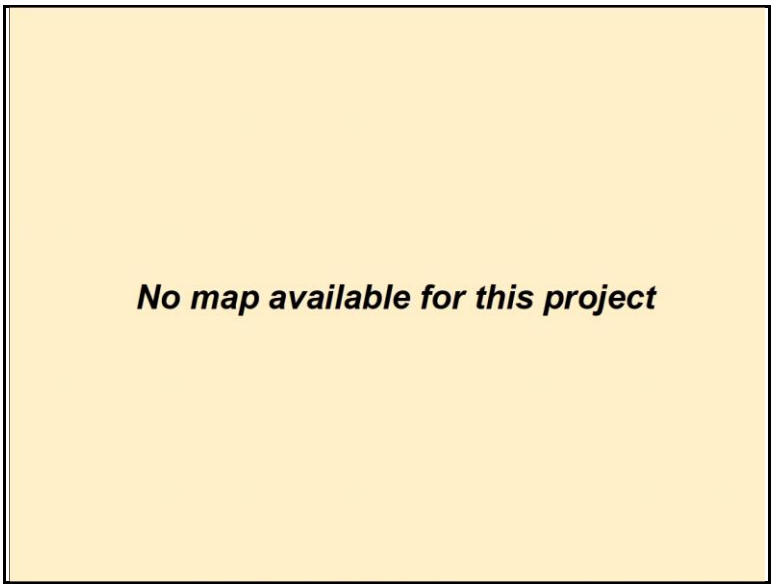
Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	7/6/2018	6/29/2021	Complete
Right of Way	6/29/2021	6/30/2023	Complete
Construction	6/30/2023	5/28/2024	Underway

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$283,000	$0	0%
Right of Way	$232,500	$0	0%
Construction	$815,338	$0	0%
TOTAL	**$1,330,838**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Great Bridge Boulevard Right Turn Lane
UPC # 110753

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
LOM	$24,200	$0	$0	$0	$0	$24,200
LOC	$1,185,800	$0	$0	$0	$0	$1,185,800
TOTAL	**$1,210,000**	**$0**	**$0**	**$0**	**$0**	**$1,210,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	AC		$283,000				
	Subtotal		***$283,000***				
RW	AC		$232,500				
	Subtotal		***$232,500***				
CN	AC		$815,338				
	Subtotal		***$815,338***				
	TOTAL		**$1,330,838**				

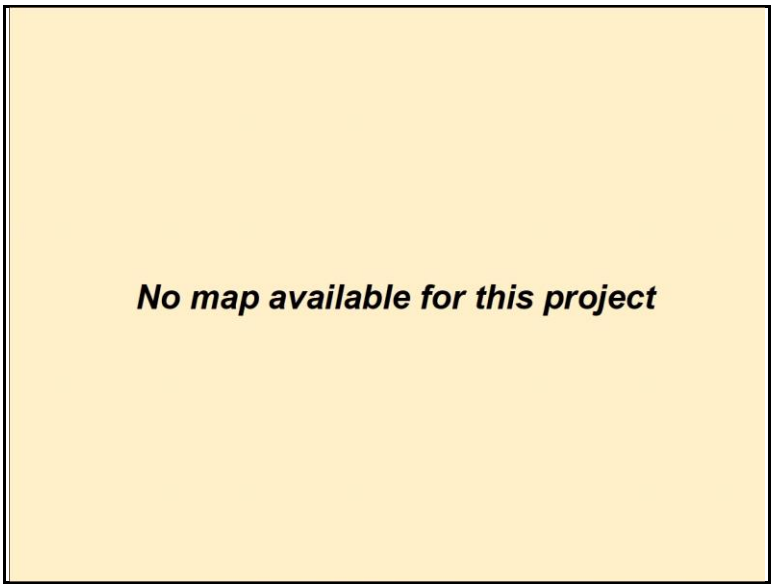
Source of Project Data: Virginia Department of Transportation.

Citywide Traffic Signal System Update
UPC # 115369

OVERVIEW

Description: Signal system update in Chesapeake.

Street (Route): N/A
From: N/A
To: N/A
Length (mi): N/A
Jurisdiction/Agency: Chesapeake
System: Urban
Scope: Traffic Management/Engineering
Oversight: Non-Federal Oversight
Administered By: Locality
Regionally Significant for Air Quality: No
CMAQ: No
RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	1/3/2025	8/26/2026	FFY 2025
Right of Way	N/A	N/A	N/A
Construction	8/26/2026	1/12/2028	FFY 2026

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$125,000	$0	0%
Right of Way	$0	$0	-
Construction	$750,000	$0	0%
TOTAL	**$875,000**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Citywide Traffic Signal System Update
UPC # 115369

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STM	$0	$0	$35,000	$35,000	$35,000	$105,000
CMAQ	$0	$0	$140,000	$140,000	$140,000	$420,000
TOTAL	**$0**	**$0**	**$175,000**	**$175,000**	**$175,000**	**$525,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	CMAQ			$100,000			$25,000
	Subtotal			***$100,000***			***$25,000***
CN	CMAQ				$320,000		$80,000
CN	AC-Conv					$140,000	$35,000
CN	AC				$315,000		$35,000
	Subtotal				***$635,000***	***$140,000***	***$150,000***
	TOTAL			**$100,000**	**$635,000**	**$140,000**	**$175,000**

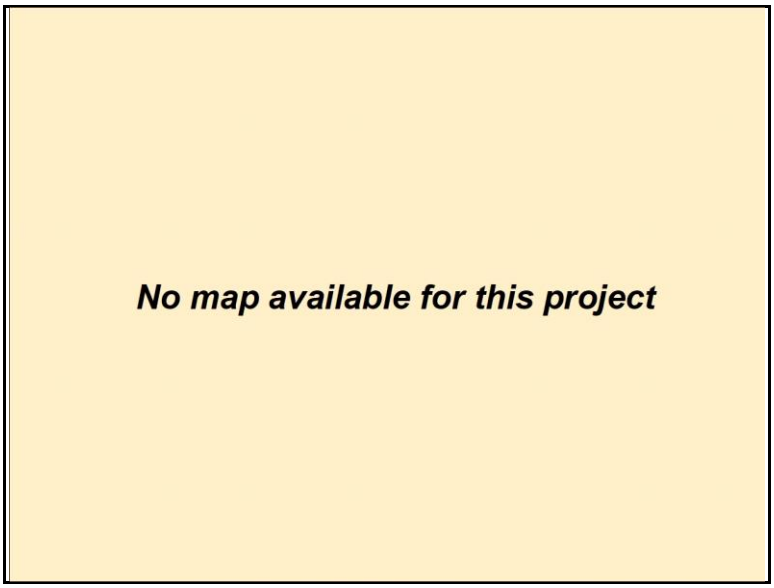
Source of Project Data: Virginia Department of Transportation.

Chesapeake Signal Timing - All Phases
UPC # 115520

OVERVIEW

Description: Signal timing of all phases in Chesapeake.

Street (Route): N/A
From: N/A
To: N/A
Length (mi): N/A
Jurisdiction/Agency: Chesapeake
System: Urban
Scope: Traffic Management/Engineering
Oversight: Unknown
Administered By: Locality
Regionally Significant for Air Quality: No
CMAQ: No
RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	1/3/2025	7/24/2026	FFY 2025
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$600,000	$0	0%
Right of Way	$0	$0	-
Construction	$0	$0	-
TOTAL	**$600,000**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Chesapeake Signal Timing - All Phases
UPC # 115520

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STM	$0	$0	$30,000	$30,000	$30,000	$90,000
CMAQ	$0	$0	$120,000	$120,000	$120,000	$360,000
TOTAL	**$0**	**$0**	**$150,000**	**$150,000**	**$150,000**	**$450,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	CMAQ			$240,000			$60,000
PE	AC-Conv				$120,000	$120,000	$60,000
PE	AC			$240,000			$60,000
	Subtotal			***$480,000***	***$120,000***	***$120,000***	***$180,000***
	TOTAL			**$480,000**	**$120,000**	**$120,000**	**$180,000**

Source of Project Data: Virginia Department of Transportation.

Battlefield Boulevard and Johnstown Road Intersection Improvements
UPC # 119209

OVERVIEW

Description: Improvements to the Battlefield Boulevard and Johnstown Road intersection.

Street (Route): N/A

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Chesapeake

System: Urban

Scope: Reconstruction w/ Added Capacity

Oversight: Unknown

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	1/19/2024	7/14/2025	Underway
Right of Way	7/14/2025	8/19/2026	FFY 2025
Construction	8/19/2026	8/5/2027	FFY 2026

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$663,323	$0	0%
Right of Way	$806,199	$0	0%
Construction	$1,778,184	$0	0%
TOTAL	**$3,247,706**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Battlefield Boulevard and Johnstown Road Intersection Improvements
UPC # 119209

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STF	$0	$0	$0	$1,000,000	$1,197,706	$2,197,706
TOTAL	**$0**	**$0**	**$0**	**$1,000,000**	**$1,197,706**	**$2,197,706**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	AC		$663,323				
	Subtotal		***$663,323***				
RW	AC			$806,199			
	Subtotal			***$806,199***			
CN	AC				$1,778,184		
	Subtotal				***$1,778,184***		
	TOTAL		**$663,323**	**$806,199**	**$1,778,184**		

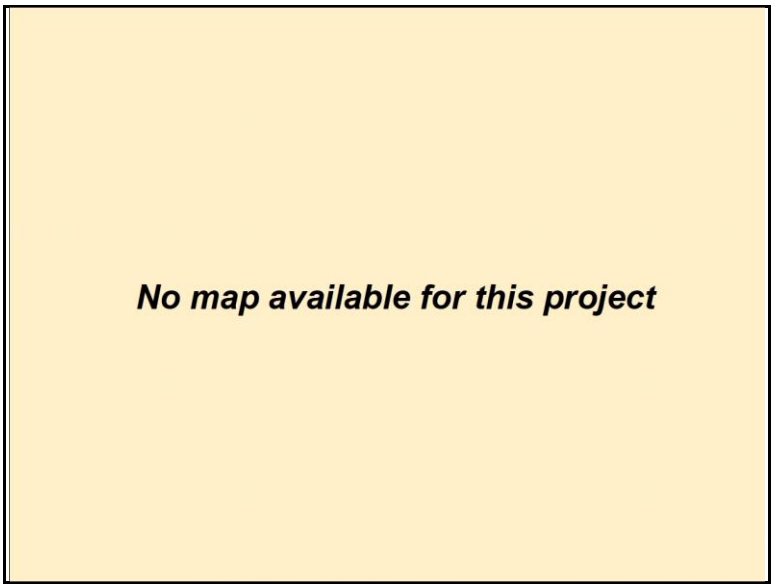
Source of Project Data: Virginia Department of Transportation.

Deep Creek Elementary School Traffic Signal Improvements
UPC # 119264

OVERVIEW

Description: Traffic signal improvements

Street (Route): George Washington Highway (17)
From: N/A
To: N/A
Length (mi): N/A
Jurisdiction/Agency: Chesapeake
System: Urban
Scope: Traffic Management/Engineering
Oversight: Unknown
Administered By: Locality
Regionally Significant for Air Quality: No
CMAQ: Yes
RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	6/3/2027	8/30/2029	FFY 2027
Right of Way	8/30/2029	6/7/2030	FFY 2029
Construction	6/7/2030	6/11/2031	FFY 2030

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$150,000	$0	0%
Right of Way	$150,000	$0	0%
Construction	$1,800,000	$0	0%
TOTAL	**$2,100,000**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Deep Creek Elementary School Traffic Signal Improvements
UPC # 119264

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STM	$0	$0	$0	$0	$30,000	$30,000
CMAQ	$0	$0	$0	$0	$120,000	$120,000
TOTAL	**$0**	**$0**	**$0**	**$0**	**$150,000**	**$150,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	CMAQ					$120,000	$30,000
	Subtotal					***$120,000***	***$30,000***
	TOTAL					**$120,000**	**$30,000**

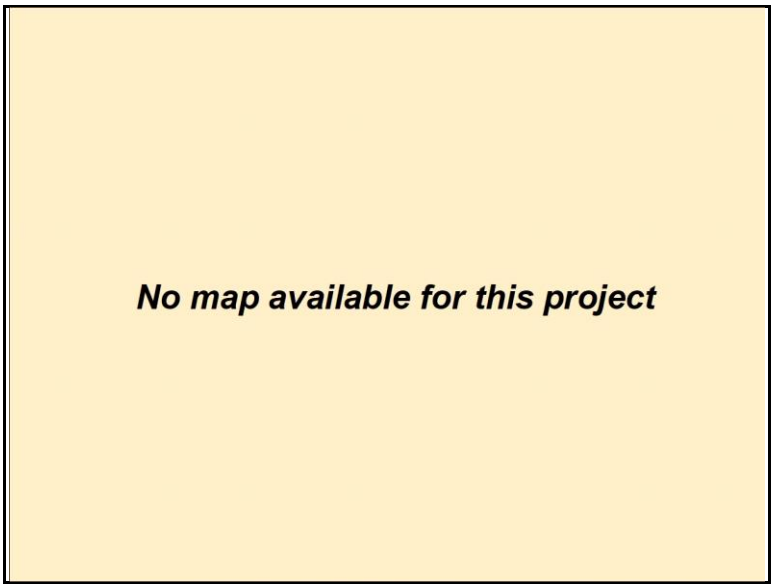
Source of Project Data: Virginia Department of Transportation.

Chesapeake Signal Timing - Phases 1-4
UPC # 119409

OVERVIEW

Description: Signal retimings

Street (Route): N/A
From: N/A
To: N/A
Length (mi): N/A
Jurisdiction/Agency: Chesapeake
System: Urban
Scope: Traffic Management/Engineering
Oversight: Unknown
Administered By: Locality
Regionally Significant for Air Quality: No
CMAQ: Yes
RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	9/29/2027	1/28/2030	FFY 2027
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$600,000	$0	0%
Right of Way	$0	$0	-
Construction	$0	$0	-
TOTAL	**$600,000**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Chesapeake Signal Timing - Phases 1-4
UPC # 119409

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STM	$0	$0	$0	$0	$30,000	$30,000
CMAQ	$0	$0	$0	$0	$120,000	$120,000
TOTAL	**$0**	**$0**	**$0**	**$0**	**$150,000**	**$150,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	CMAQ					$240,000	$60,000
PE	AC					$300,000	
	Subtotal					***$540,000***	***$60,000***
	TOTAL					**$540,000**	**$60,000**

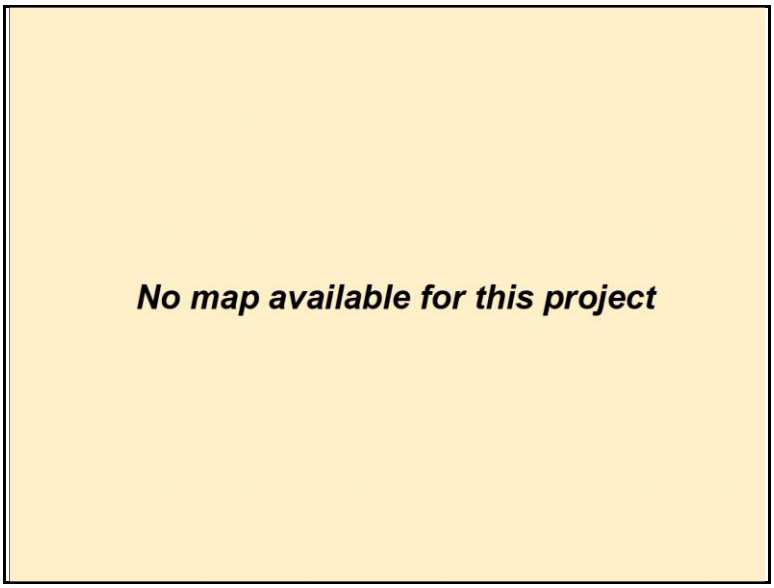
Source of Project Data: Virginia Department of Transportation.

Chesapeake Traffic Signal System Preemption Upgrade (Project in Financial Closeout)
UPC # 113828

OVERVIEW

Description: Traffic Signal System Preemption Upgrade.

Street (Route): N/A
From: N/A
To: N/A
Length (mi): N/A
Jurisdiction/Agency: Chesapeake
System: Urban
Scope: Traffic Management/Engineering
Oversight: Non-Federal Oversight
Administered By: Locality
Regionally Significant for Air Quality: No
CMAQ: Yes
RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	11/6/2019	7/30/2020	Complete
Right of Way	N/A	N/A	N/A
Construction	7/30/2020	3/11/2021	Complete

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures: Latest Quarter	Previous 3 Quarters: 3	2	1
Preliminary Engineering	$13,490	$13,490	100%	$0	$52	$4,032	$258
Right of Way	$0	$0	-	$0	-	-	-
Construction	$174,907	$174,907	100%	$173,029	$770	$935	$173
TOTAL	**$188,397**	**$188,397**	**100%**				

Chesapeake Traffic Signal System Preemption Upgrade (Project in Financial Closeout)
UPC # 113828

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STM	$40,800	$0	$0	$0	$0	$40,800
LOC	$55,548	$0	$0	$0	$0	$55,548
CMAQ	$163,200	$0	$0	$0	$0	$163,200
TOTAL	**$259,548**	**$0**	**$0**	**$0**	**$0**	**$259,548**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	CMAQ	$16,000	-$5,208				-$1,302
	Subtotal	***$16,000***	***-$5,208***				***-$1,302***
	TOTAL	**$16,000**	**-$5,208**				**-$1,302**

Source of Project Data: Virginia Department of Transportation.

Battlefield Boulevard/Volvo Parkway Intersection Improvements
UPC # 115516

OVERVIEW

Description: Improvements to the intersection to include construction of new lanes along both Volvo Parkway approaches and modifications to the signal and medians.

Street (Route): N/A

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Chesapeake

System: Urban

Scope: Reconstruction w/ Added Capacity

Oversight: Non-Federal Oversight

Administered By: Chesapeake

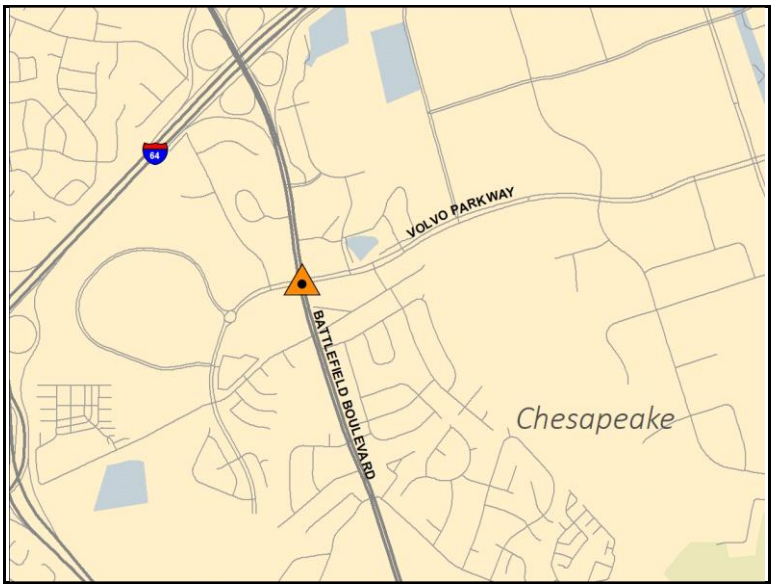
Regionally Significant: No

CMAQ: Yes

RSTP: No

TAP: No

CRP: No



HRTPO Notes

Revised 2/15/2024: Amendment to ungroup project and add it back in as an individual project to the TIP. Revised 8/11/2025: Administrative Modification to receive FY 2015 CMAQ allocation of $34,538, plus $8,635 CMAQ match, from UPC 100538.

SCHEDULE

	Start	End	Status
Preliminary Engineering	1/3/2025	8/4/2026	Underway
Right of Way	8/4/2026	7/2/2027	FFY 2026
Construction	7/2/2027	11/14/2028	FFY 2027

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$127,500	$0	0%
Right of Way	$190,000	$0	0%
Construction	$510,000	$0	0%
TOTAL	**$827,500**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Battlefield Boulevard/Volvo Parkway Intersection Improvements
UPC # 115516

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
CMAQ Match	$8,635	$0	$63,500	$102,000	$0	$174,135
CMAQ	$34,538	$0	$254,000	$408,000	$0	$696,538
TOTAL	**$43,173**	**$0**	**$317,500**	**$510,000**	**$0**	**$870,673**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	CMAQ			$102,000			$25,500
	Subtotal			***$102,000***			***$25,500***
RW	CMAQ				$152,000		$38,000
	Subtotal				***$152,000***		***$38,000***
CN	CMAQ					$408,000	$102,000
	Subtotal					***$408,000***	***$102,000***
	TOTAL			**$102,000**	**$152,000**	**$408,000**	**$165,500**

Source of Project Data: Virginia Department of Transportation.

Citywide Traffic Signal System Upgrades
UPC # 119246

OVERVIEW

Description: Ongoing technology upgrades to share real-time data and provide improved operational efficiences of central system upgrades, ITS elements, and local intersection operations/equipment upgrades.

Street (Route): N/A

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Chesapeake

System: Urban

Scope: Traffic Management/Engineering

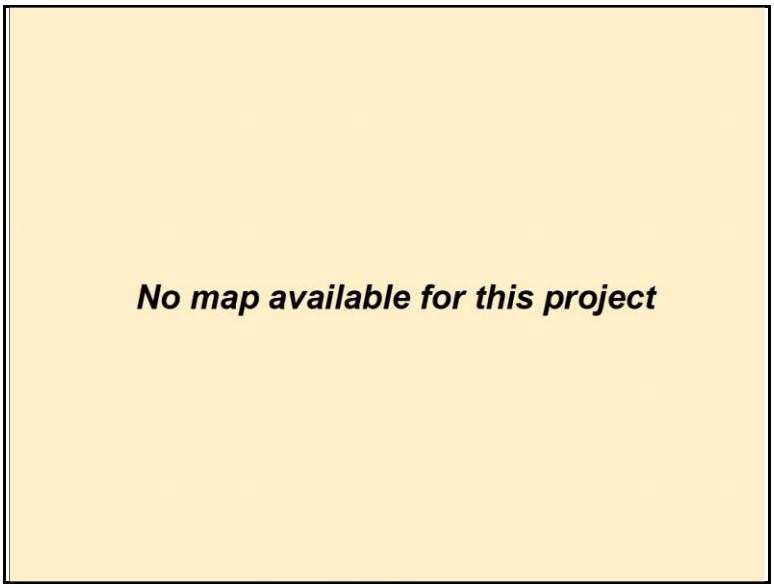
Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No



HRTPO Notes

Revised 2/15/2024: Amendment to ungroup project and add it back in as an individual project to the TIP.

SCHEDULE

	Start	End	Status
Preliminary Engineering	9/28/2027	3/29/2030	FFY 2027
Right of Way	N/A	N/A	N/A
Construction	3/29/2030	4/2/2031	FFY 2030

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$350,000	$0	0%
Right of Way	$0	$0	-
Construction	$900,000	$0	0%
TOTAL	**$1,250,000**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Citywide Traffic Signal System Upgrades
UPC # 119246

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
CMAQ Match	$0	$0	$0	$0	$50,000	$50,000
CMAQ	$0	$0	$0	$0	$200,000	$200,000
TOTAL	**$0**	**$0**	**$0**	**$0**	**$250,000**	**$250,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	CMAQ					$280,000	$70,000
	Subtotal					***$280,000***	***$70,000***
	TOTAL					**$280,000**	**$70,000**

Source of Project Data: Virginia Department of Transportation.

Centerville Turnpike/Elbow Road Intersection Improvements
UPC # 119269

OVERVIEW

Description: Widen the Southbound approach to include an additional through lane and an exclusive right turn lane as well as continuing through the intersection approximately 1,000 feet to provide adequate receiving lanes.

Street (Route): N/A

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Chesapeake

System: Urban

Scope: Traffic Management/Engineering

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No



HRTPO Notes

Revised 2/15/2024: Amendment to ungroup project and add it back in as an individual project to the TIP.

SCHEDULE

	Start	End	Status
Preliminary Engineering	11/24/2026	3/6/2029	FFY 2027
Right of Way	3/6/2029	12/6/2029	FFY 2029
Construction	12/6/2029	11/25/2030	FFY 2030

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$380,000	$0	0%
Right of Way	$1,250,000	$0	0%
Construction	$4,360,000	$0	0%
TOTAL	**$5,990,000**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Centerville Turnpike/Elbow Road Intersection Improvements
UPC # 119269

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
CMAQ Match	$0	$0	$0	$0	$61,600	$61,600
CMAQ	$0	$0	$0	$0	$246,400	$246,400
TOTAL	**$0**	**$0**	**$0**	**$0**	**$308,000**	**$308,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	CMAQ					$304,000	$76,000
	Subtotal					***$304,000***	***$76,000***
	TOTAL					**$304,000**	**$76,000**

Source of Project Data: Virginia Department of Transportation.

Elbow Road Widening - Phase 2
UPC # 113199

OVERVIEW

Description: Widen Elbow Road lanes to 12-foot lanes with a 4-foot paved shoulder on the inside shoulder and an 8-10 foot paved shoulder on the outside. Improvements will also be made to the shoulders and ditches.

Street (Route): Elbow Road

From: N/A

To: N/A

Length (mi): Unknown

Jurisdiction/Agency: Chesapeake

System: Urban

Scope: Reconstruction w/o Added Capacity

Oversight: Non-Federal Oversight

Administered By: Locality

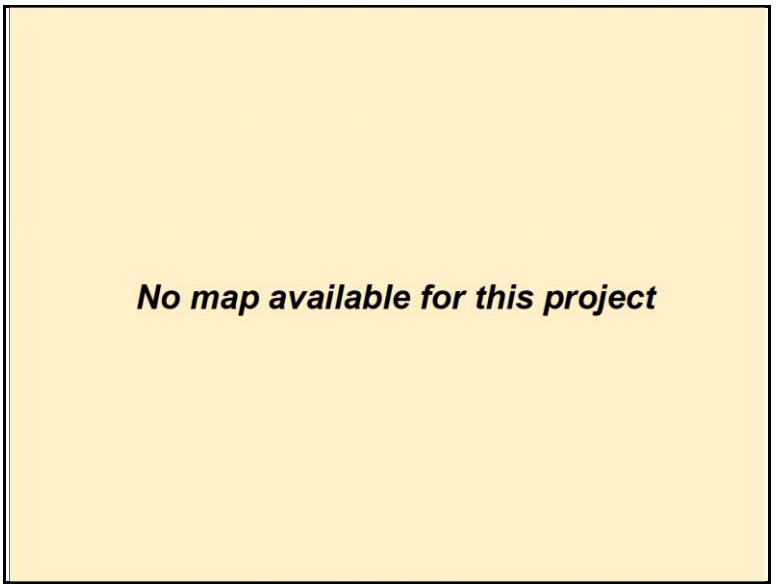
Regionally Significant: No

CMAQ: No

RSTP: No

TAP: No

CRP: No



HRTPO Notes

Revised 11/21/2024: Amendment to add project to TIP.

SCHEDULE

	Start	End	Status
Preliminary Engineering	10/31/2018	10/31/2024	Complete
Right of Way	10/31/2024	1/1/2026	Underway
Construction	1/1/2026	3/7/2028	FFY 2026

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$2,000,000	$872,646	44%
Right of Way	$8,700,000	$0	0%
Construction	$9,500,000	$0	0%
TOTAL	**$20,200,000**	**$872,646**	**4%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
	-	-	-
	-	-	-
	-	-	-

Elbow Road Widening - Phase 2
UPC # 113199

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
RS LOC match	$6,500,000	$3,500,000	$0	$0	$0	$10,000,000
RS match	$264,557	$0	$0	$0	$0	$264,557
RS	$6,235,443	$3,500,000	$0	$0	$0	$9,735,443
LOC	$200,000	$0	$0	$0	$0	$200,000
TOTAL	**$13,200,000**	**$7,000,000**	**$0**	**$0**	**$0**	**$20,200,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
RW	Other			$4,350,000			$4,350,000
	Subtotal			***$4,350,000***			***$4,350,000***
CN	Other				$4,850,000		$4,650,000
	Subtotal				***$4,850,000***		***$4,650,000***
	TOTAL			**$4,350,000**	**$4,850,000**		**$9,000,000**

Source of Project Data: Virginia Department of Transportation.

Greate Road (Route 1208) Pedestrian Improvements
UPC # 110626

OVERVIEW

Description: Pedestrian Improvements at Greate Road and Lafayette Heights Drive.

Street (Route): Greate Road (1208)

From: 0.522 miles south of Lafayette Heights Drive

To: 0.002 miles north of Lafayette Heights Drive

Length (mi): 0.524

Jurisdiction/Agency: Gloucester County

System: Urban

Scope: Facilities for Pedestrians and Bicycles

Oversight: Non-Federal Oversight

Administered By: VDOT

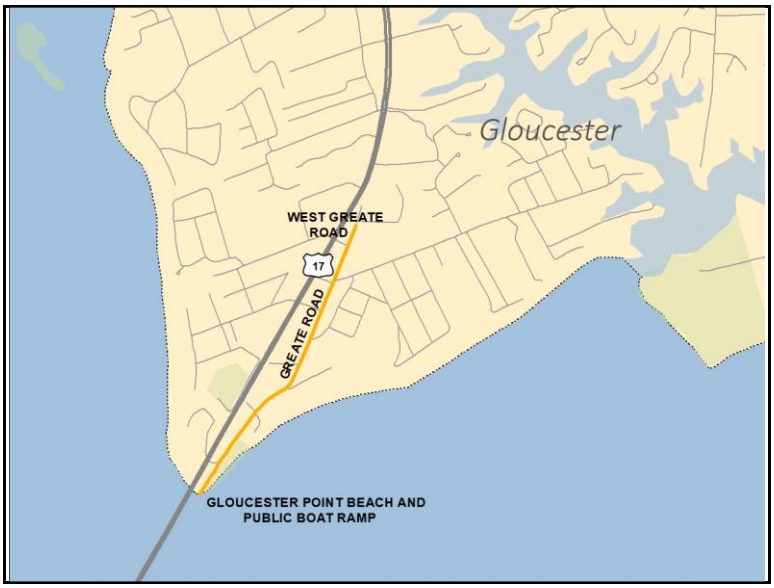
Regionally Significant: No

CMAQ: Yes

RSTP: No

TAP: No

CRP: No



HRTPO Notes

Revised 2/15/2024: Amendment to ungroup and add it back in as an individual project to the TIP. Revised 4/15/2025: Administrative Modification to revise the allocations. Update allocations as follows: receive FY 2005 CMAQ Federal only allocation of $2,398 from the HRTPO CMAQ Reserve Account; receive FY 2007 CMAQ Match only allocation of $16,354 from the HRTPO CMAQ Reserve Account; receive FY 2009 CMAQ allocation of $340,531, plus $66,322 CMAQ match (not an 80/20 percent split), from the HRTPO CMAQ Reserve Account; receive FY 2010 CMAQ Federal only allocation of $24,697 from the HRTPO CMAQ Reserve Account; receive FY 2011 CMAQ Federal only allocation of $50,450 from the HRTPO CMAQ Reserve Account; receive FY 2012 CMAQ Federal only allocation of $130,626 from the HRTPO CMAQ Reserve Account; receive FY 2017 CMAQ allocation of $227,698, plus $56,925 CMAQ match, from the HRTPO CMAQ Reserve Account; receive FY 2018 CMAQ allocation of $43,176, plus $10,794 CMAQ match; receive FY 2020 CMAQ allocation of $8,494, plus $2,123 CMAQ match, from the HRTPO CMAQ Reserve Account; receive FY 2023 CMAQ allocation of $192,802, plus $48,200 CMAQ match, from the HRTPO CMAQ Reserve Account; receive FY 2024 CMAQ allocation of $467,814, plus $116,954 CMAQ match, from the HRTPO CMAQ Reserve Account; receive FY 2025 CMAQ allocation of $69,946, plus $17,487 CMAQ match, from the HRTPO CMAQ Reserve Account.

SCHEDULE

	Start	End	Status
Preliminary Engineering	11/4/2019	9/3/2024	Complete
Right of Way	9/3/2024	8/11/2026	Underway
Construction	8/11/2026	12/9/2027	FFY 2026

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$660,000	$560,387	85%
Right of Way	$669,936	$0	0%
Construction	$3,053,885	$0	0%
TOTAL	**$4,383,821**	**$560,387**	**13%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
$434,089	$88,300	$9,409	$1,222
$0	-	-	-
$0	-	-	-

Greate Road (Route 1208) Pedestrian Improvements
UPC # 110626

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STF	$58,123	$0	$0	$0	$0	$58,123
SEC Match	$30,251	$0	$0	$0	$0	$30,251
SEC	$647,256	$0	$0	$0	$0	$647,256
EB/MG	$228,873	$0	$0	$0	$0	$228,873
MIX	$478,669	$0	$0	$0	$0	$478,669
BOM	$26,968	$0	$0	$0	$0	$26,968
CMAQ Match	$462,265	$116,954	$17,487	$0	$0	$596,706
CMAQ	$2,067,059	$467,814	$69,946	$0	$0	$2,604,819
TOTAL	**$3,999,464**	**$584,768**	**$87,433**	**$0**	**$0**	**$4,671,665**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	CMAQ	$128,000	$535,949				$165,987
PE	STP/F	$400,000					$100,000
	Subtotal	***$528,000***	***$535,949***				***$265,987***
	TOTAL	**$528,000**	**$535,949**				**$265,987**

Source of Project Data: Virginia Department of Transportation.

West Queen Street Corridor Improvements
UPC # 123173

OVERVIEW

Description: Existing 4-lane undivided facility will be reduced to 2 lanes with the north side lanes converted to a 10' shared-use path. Additional segments of sidewalk will be added to missing sections.

Street (Route): West Queen Street

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Hampton

System: Urban

Scope: Facilities for Pedestrians and Bicycles

Oversight: Non-Federal Oversight

Administered By: Locality

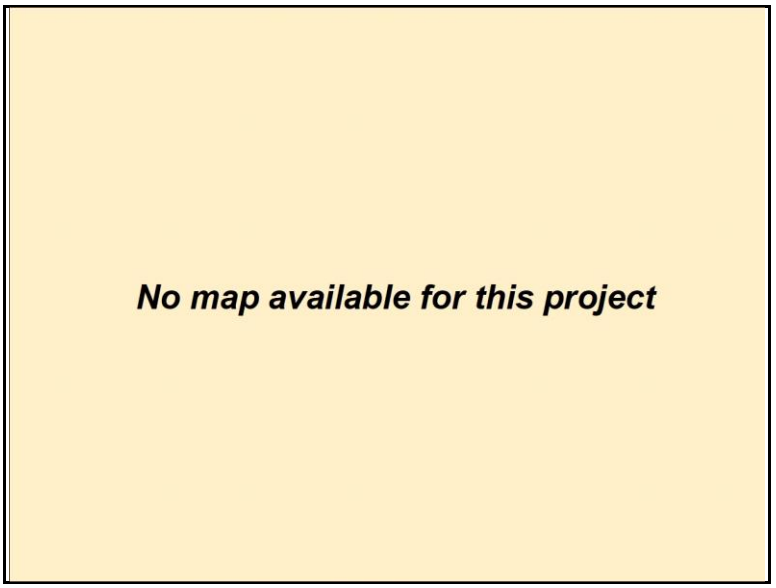
Regionally Significant: No

CMAQ: No

RSTP: No

TAP: No

CRP: No



HRTPO Notes

Revised 7/31/2025: Amendment to add project to the TIP.

SCHEDULE

	Start	End	Status
Preliminary Engineering	8/1/2025	12/17/2027	FFY 2025
Right of Way	N/A	N/A	N/A
Construction	12/17/2027	12/4/2028	FFY 2028

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$612,022	$0	0%
Right of Way	$0	$0	-
Construction	$3,932,782	$0	0%
TOTAL	**$4,544,804**	**$0**	**0%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
	-	-	-
	-	-	-
	-	-	-

West Queen Street Corridor Improvements
UPC # 123173

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
DGP-Sup-State	$0	$0	$200,000	$35,000	$400,000	$635,000
TOTAL	**$0**	**$0**	**$200,000**	**$35,000**	**$400,000**	**$635,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	Other			$612,022			
	Subtotal			***$612,022***			
	TOTAL			**$612,022**			

Source of Project Data: Virginia Department of Transportation.

Hampton Roads Center Parkway Bike and Pedestrian Access
UPC # 115242

OVERVIEW

Description: Hampton Roads Center Parkway Bike and Pedestrian Access.

Street (Route): Hampton Roads Center Parkway

From: North Armistead Avenue

To: Coliseum Drive

Length (mi): 0.4

Jurisdiction/Agency: Hampton

System: Urban

Scope: Facilities for Pedestrians and Bicycles

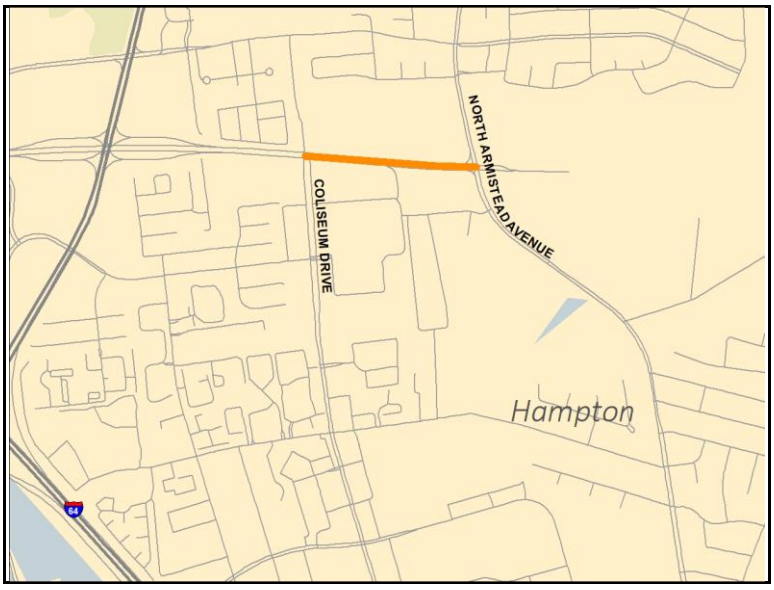
Oversight: Unknown

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	11/13/2023	11/21/2025	Underway
Right of Way	11/21/2025	11/24/2026	FFY 2026
Construction	11/24/2026	4/11/2028	FFY 2027

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$445,918	$0	0%
Right of Way	$21,000	$0	0%
Construction	$1,696,407	$0	0%
TOTAL	**$2,163,325**	**$0**	**0%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
	-	-	-
	-	-	-
	-	-	-

Hampton Roads Center Parkway Bike and Pedestrian Access
UPC # 115242

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STF	$0	$240,918	$0	$0	$0	$240,918
NHPP	$0	$200,000	$1,717,407	$0	$0	$1,917,407
LOC	$5,000	$0	$0	$0	$0	$5,000
TOTAL	**$5,000**	**$440,918**	**$1,717,407**	**$0**	**$0**	**$2,163,325**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	NHS/NHPP		$445,918				
	Subtotal		***$445,918***				
RW	NHS/NHPP				$21,000		
	Subtotal				***$21,000***		
CN	NHS/NHPP					$1,450,489	
CN	AC					$245,918	
	Subtotal					***$1,696,407***	
	TOTAL		**$445,918**		**$21,000**	**$1,696,407**	

Source of Project Data: Virginia Department of Transportation.

Little Back River Peak Directional and Two-Way Left Turn
UPC # 115527

OVERVIEW

Description: Little Back River peak directional and two-way left turn.

Street (Route): Little Back River Road

From: Harris Creek Road

To: Clemwood parkway

Length (mi): 1.2

Jurisdiction/Agency: Hampton

System: Urban

Scope: Reconstruction w/ Added Cappacity

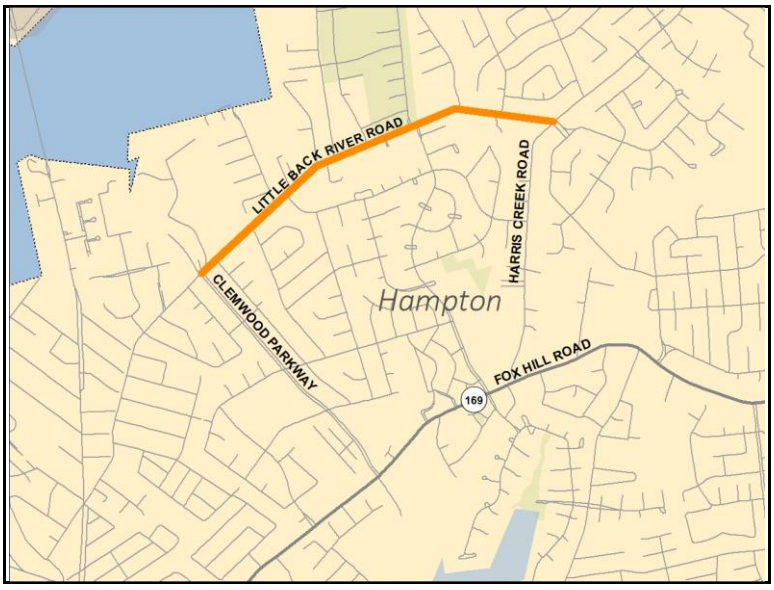
Oversight: Unknown

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	10/10/2024	10/23/2026	FFY 2025
Right of Way	10/23/2026	10/3/2028	FFY 2027
Construction	10/3/2028	6/27/2030	FFY 2029

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$955,000	$0	0%
Right of Way	$580,000	$0	0%
Construction	$7,300,000	$0	0%
TOTAL	**$8,835,000**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Little Back River Peak Directional and Two-Way Left Turn
UPC # 115527

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STP	$0	$4,500,000	$3,500,000	$0	$0	$8,000,000
STF	$500,000	$252,180	$82,820	$0	$0	$835,000
TOTAL	**$500,000**	**$4,752,180**	**$3,582,820**	**$0**	**$0**	**$8,835,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	STP/STBG			$955,000			
	Subtotal			***$955,000***			
RW	STP/STBG					$580,000	
	Subtotal					***$580,000***	
	TOTAL			**$955,000**		**$580,000**	

Source of Project Data: Virginia Department of Transportation.

Traffic Mitigation Efforts - Settlers Landing Road and Mallory Street
UPC # 123156

OVERVIEW

Description: Traffic mitigation efforts in the direct area of Settlers Landing Road, Mallory Street, I-64 ramps, Hampton Harbor, Eaton Street, and Harvey Way: red-light camera devices/structures/technology, signal development/structures/testing.

Street (Route): N/A

From: Settlers Landing Road

To: Mallory Street

Length (mi): N/A

Jurisdiction/Agency: Hampton

System: Urban

Scope: Traffic Management/Engineering

Oversight: Non-Federal Oversight

Administered By: Locality

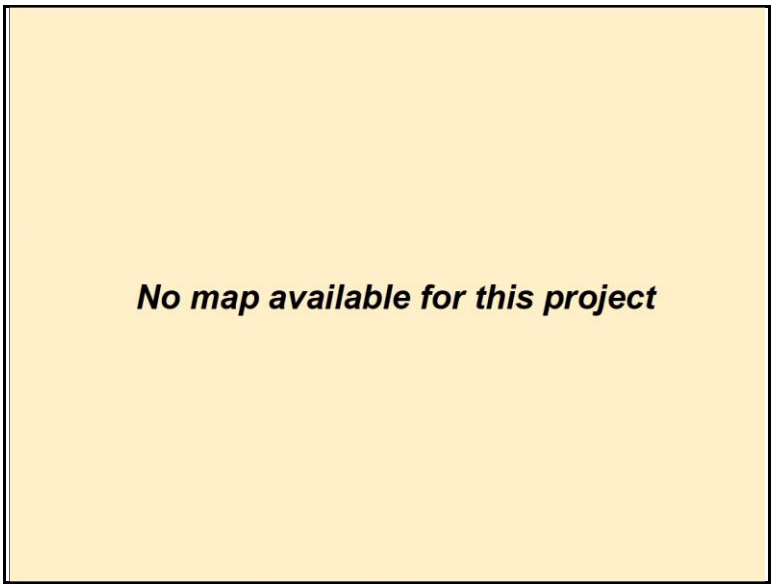
Regionally Significant: No

CMAQ: No

RSTP: No

TAP: No

CRP: No



HRTPO Notes

Revised 7/18/2024: Amendment to add a previously approved project to the TIP as part of the FY 2024-2027 rollover process. Revised 4/7/2025: Administrative Modification to revise the cost estimate, allocations, and obligations. Revise cost estimate to be $1,200,000. Update allocations as follows: remove FY 2024 LOC allocation of $5,344; revise FY 2024 HRTAC allocation to be $815,384. Update obligations as follows: remove FY 2024 CN Phase Other obligation of $825,384.

SCHEDULE

	Start	End	Status
Preliminary Engineering	N/A	N/A	N/A
Right of Way	N/A	N/A	N/A
Construction	12/29/2023	3/7/2025	Complete

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$0	$0	-
Right of Way	$0	$0	-
Construction	$1,200,000	$96,056	8%
TOTAL	**$1,200,000**	**$96,056**	**8%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Traffic Mitigation Efforts - Settlers Landing Road and Mallory Street
UPC # 123156

ALLOCATIONS

Fund Source(s)	*Previous*	*FY 2024*	*FY 2025*	*FY 2026*	*FY 2027*	*TOTAL*
HRTAC	$384,616	$815,384	$0	$0	$0	$1,200,000
TOTAL	**$384,616**	**$815,384**	**$0**	**$0**	**$0**	**$1,200,000**

SCHEDULED OBLIGATIONS

Phase	*Fund Source*	*Previous*	*FY 2024*	*FY 2025*	*FY 2026*	*FY 2027*	*Match*
CN	Other	$384,616					
	Subtotal	***$384,616***					
	TOTAL	**$384,616**					

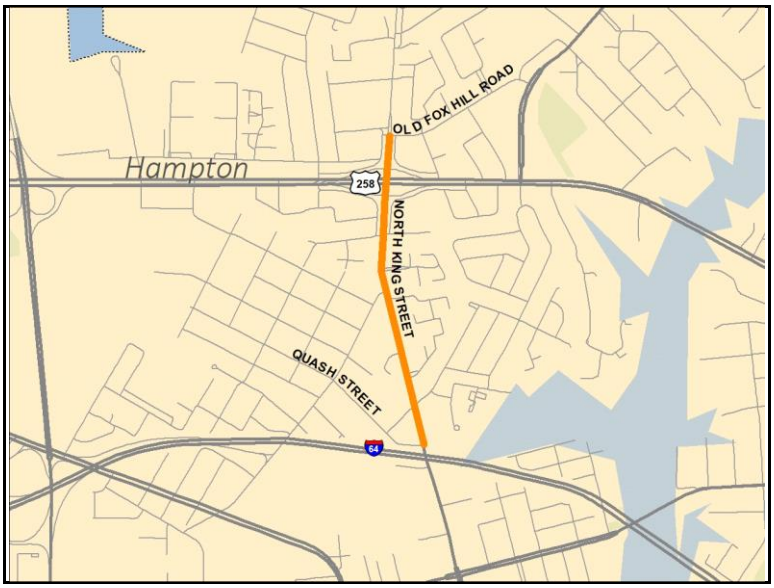
Source of Project Data: Virginia Department of Transportation.

North King Street Corridor Improvements - Segment 5
UPC # 119212

OVERVIEW

Description: Improvements to North King Street.

Street (Route): North King Street
From: Quash Street
To: Old Fox Hill Road
Length (mi): 0.72
Jurisdiction/Agency: Hampton
System: Urban
Scope: Facilities for Pedestrians and Bicycles
Oversight: Unknown
Administered By: Locality
Regionally Significant for Air Quality: No
CMAQ: No
RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	11/3/2025	2/8/2028	FFY 2026
Right of Way	2/8/2028	11/7/2028	FFY 2028
Construction	11/7/2028	11/9/2029	FFY 2029

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$565,765	$0	0%
Right of Way	$159,887	$0	0%
Construction	$4,293,207	$0	0%
TOTAL	**$5,018,859**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

North King Street Corridor Improvements - Segment 5
UPC # 119212

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STF	$0	$0	$0	$2,518,859	$2,500,000	$5,018,859
TOTAL	**$0**	**$0**	**$0**	**$2,518,859**	**$2,500,000**	**$5,018,859**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	AC				$565,765		
	Subtotal				***$565,765***		
	TOTAL				**$565,765**		

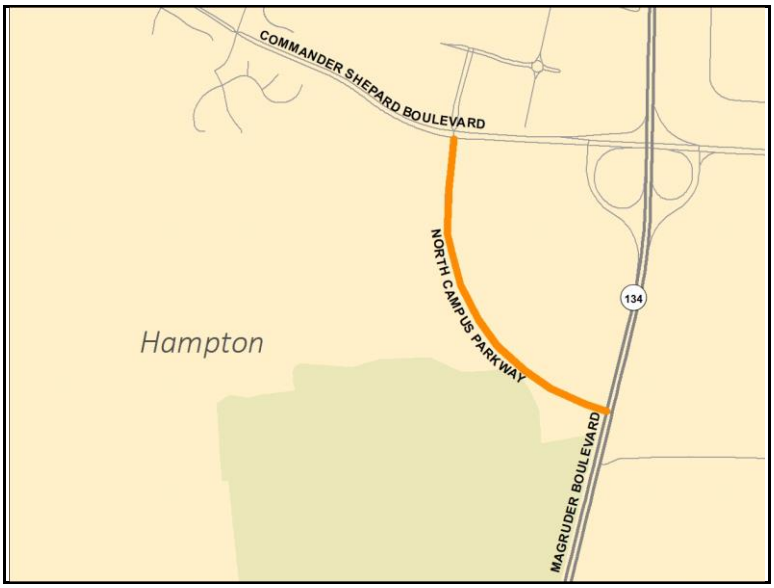
Source of Project Data: Virginia Department of Transportation.

North Campus Parkway Bicycle and Pedestrian Improvements
UPC # 119233

OVERVIEW

Description: Bicycle and pedestrian improvements

Street (Route): North Campus Parkway
From: Magruder Boulevard
To: Commandar Shepard Boulevard
Length (mi): 0.75
Jurisdiction/Agency: Hampton
System: Urban
Scope: Facilities for Pedestrians and Bicycles
Oversight: Unknown
Administered By: Locality
Regionally Significant for Air Quality: No
CMAQ: No
RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	11/3/2025	2/8/2028	FFY 2026
Right of Way	2/8/2028	11/7/2028	FFY 2028
Construction	11/7/2028	11/9/2029	FFY 2029

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$480,625	$0	0%
Right of Way	$399,718	$0	0%
Construction	$2,285,753	$0	0%
TOTAL	**$3,166,096**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

North Campus Parkway Bicycle and Pedestrian Improvements
UPC # 119233

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STF	$0	$0	$0	$1,500,000	$1,666,096	$3,166,096
TOTAL	**$0**	**$0**	**$0**	**$1,500,000**	**$1,666,096**	**$3,166,096**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	AC				$480,625		
	Subtotal				***$480,625***		
	TOTAL				**$480,625**		

Source of Project Data: Virginia Department of Transportation.

Coliseum Drive Extension Study - Segment B (PE Only) (Project in Financial Closeout)
UPC # 113988

OVERVIEW

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

Street (Route): Coliseum Drive

From: Butler Farm Road

To: North Campus Parkway and Magruder Boulevard

Length (mi): N/A

Jurisdiction/Agency: Hampton

System: Urban

Scope: Study

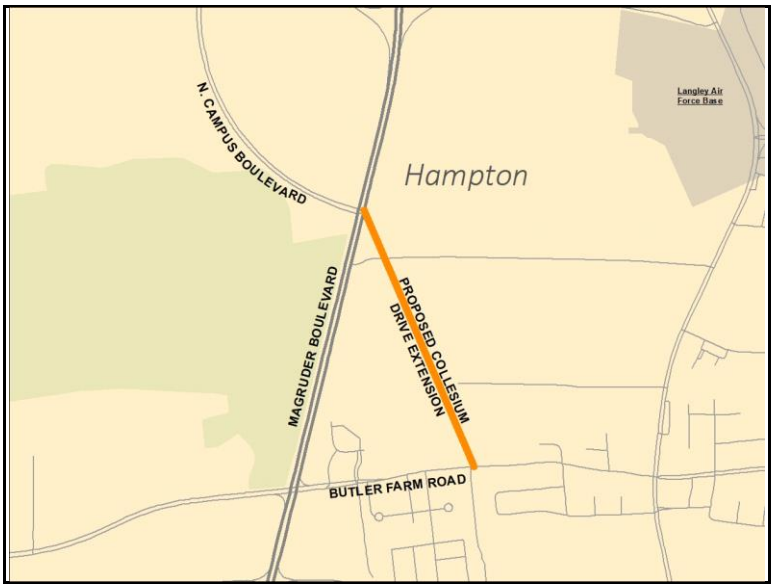
Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	3/11/2019	10/30/2023	Complete
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$2,342,501	$563,037	24%
Right of Way	$0	$0	-
Construction	$0	$0	-
TOTAL	**$2,342,501**	**$563,037**	**24%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters 3	2	1
$8,652	-	$22,106	$410
$0	-	-	-
$0	-	-	-

Coliseum Drive Extension Study - Segment B (PE Only) (Project in Financial Closeout)
UPC # 113988

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
HIP	$1,500,000	$0	$0	$0	$0	$1,500,000
STP	$51,466	$0	$0	$0	$0	$51,466
LOC	$214,608	$0	$0	$0	$0	$214,608
EB/MG	$576,427	$0	$0	$0	$0	$576,427
TOTAL	**$2,342,501**	**$0**	**$0**	**$0**	**$0**	**$2,342,501**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	Other		$214,705				
PE	AC	$533,378	$1,396,740				
	Subtotal	***$533,378***	***$1,611,445***				
	TOTAL	**$533,378**	**$1,611,445**				

Source of Project Data: Virginia Department of Transportation.

Cunningham Drive Sidewalk Project
UPC # 102866

OVERVIEW

Description: Provide a sidewalk along Cunningham Drive from Todds Lane to Executive Drive.

Street (Route): Cunningham Drive

From: Todds Lane

To: Executive Drive

Length (mi): 1.6

Jurisdiction/Agency: Hampton

System: Urban

Scope: Facilities for Pedestrians and Bicycles

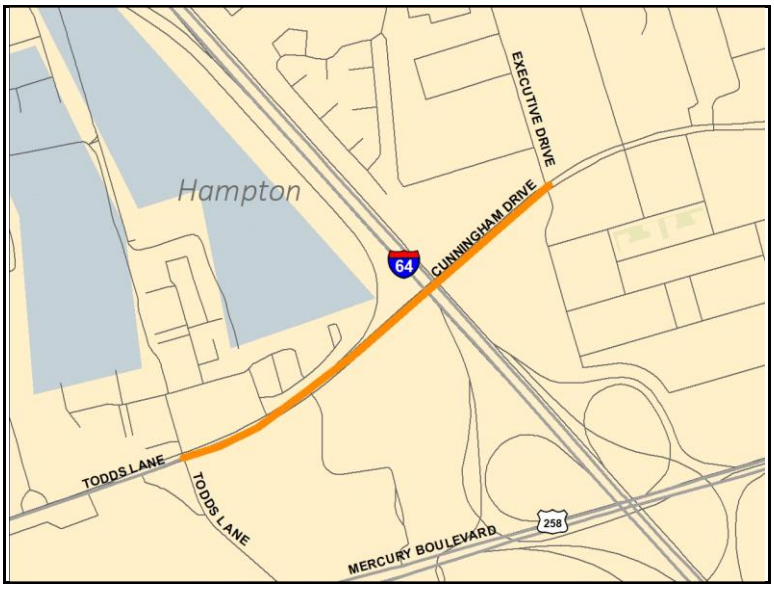
Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant: No

CMAQ: Yes

RSTP: No



HRTPO Notes

Revised 11/16/2023: Amendment to revise the cost estimate, schedule, and allocations. Revise cost estimate to be $1,072,988. Update allocation as follows: receive FY 2024 CMAQ allocation of $122,390, plus $30,598 CMAQ match, from the HRTPO CMAQ Reserve Account. Revised 6/24/2024: Administrative Modification to update the allocations as follows: transfer FY 2024 CMAQ allocation of $46,090, plus $11,523 CMAQ match, to UPC 109410.

SCHEDULE

	Start	End	Status
Preliminary Engineering	3/5/2021	11/6/2023	Complete
Right of Way	N/A	N/A	N/A
Construction	11/6/2023	5/4/2024	Complete

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$172,000	$93,297	54%
Right of Way	$0	$0	-
Construction	$900,988	$0	0%
TOTAL	**$1,072,988**	**$93,297**	**9%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
$92,611	$686	-	-
$0	-	-	-
$0	-	-	-

Cunningham Drive Sidewalk Project
UPC # 102866

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
CMAQ Match	$184,000	$19,075	$0	$0	$0	$203,075
CMAQ	$736,000	$76,300	$0	$0	$0	$812,300
TOTAL	**$920,000**	**$95,375**	**$0**	**$0**	**$0**	**$1,015,375**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
CN	CMAQ		$613,301				$153,325
	Subtotal		***$613,301***				***$153,325***
	TOTAL		**$613,301**				**$153,325**

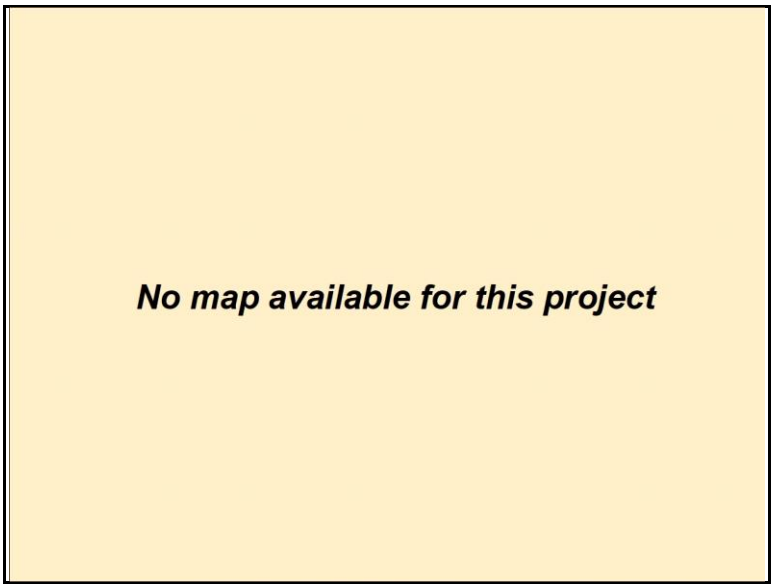
Source of Project Data: Virginia Department of Transportation.

Hampton Traffic Signal System Retimings - Phase II
UPC # 109410

OVERVIEW

Description: Retiming of 21 arterials in Hampton citywide.

Street (Route): N/A
From: N/A
To: N/A
Length (mi): N/A
Jurisdiction/Agency: Hampton
System: Urban
Scope: Traffic Management/Engineering
Oversight: Non-Federal Oversight
Administered By: Locality
Regionally Significant: No
CMAQ: Yes
RSTP: No
TAP: No
CRP: No



HRTPO Notes

Revised 11/16/2023: Amendment to reverse the original FY 2021-2024 TIP Amendment (submitted by VDOT) approved by the HRTPO Board at its April 20, 2023 meeting and to transfer a total of $77,757 CMAQ funds from the HRTPO CMAQ Reserve Account. Per VDOT, the funds were to be directly transferred from two CMAQ projects in financial closeout to the recipient CMAQ project. However, VDOT CO transferred surplus CMAQ funds to the HRTPO CMAQ Reserve Account to facilitate project closeout based on the Appropriation Act which required transfer action by May 1, 2023. There is a local match that is also addressed. Per the HRTPO CMAQ Tracking Table, there is only $13,371 in FY 2005 for UPC 97717. This Amendment includes the transfer of $43,057 in CMAQ Federal funds from FY 2007 to FY 2005 for UPC 97717 as the FY 2007 project funds are currently aligned with the June 20, 2013 HRTPO Board-approved action letter and the HRTPO CMAQ Tracking Table. With this transfer, a total of $56,428 will be transferred to the HRTPO CMAQ Reserve Account in order for VDOT to close out UPC 97717. Update allocations to transfer funds from UPC 109410 back to the original projects as follows: transfer FY 2005 STF allocation of $56,428 to UPC 97717 (reversal of April 20, 2023 TIP Amendment); transfer FY 2007 CMAQ Federal allocation of $56,428 to UPC 97717 (reversal of April 20, 2023 TIP Amendment); transfer FY 2011 CMAQ Match allocation of $14,107 to UPC 97717 (reversal of April 20, 2023 TIP Amendment); transfer FY 2009 CMAQ allocation of $17,063, plus $4,266 CMAQ match, to UPC 84331 (reversal of April 20, 2023 TIP Amendment); transfer FY 2009 STF allocation of $21,932 to UPC 84331 (reversal of April 20, 2023 TIP Amendment). Update allocation years for UPC 97717 as follows: transfer FY 2007 CMAQ Federal allocation of $43,057 to FY 2005 in order for VDOT to close out UPC 97717. Update allocations to transfer funds from the original projects to the HRTPO CMAQ Reserve Account as follows: transfer FY 2005 CMAQ Federal allocation of $56,428 from UPC 97717 to the HRTPO CMAQ Reserve Account; transfer FY 2009 CMAQ allocation of $17,063, plus $4,266 CMAQ match, from UPC 84331 to the HRTPO CMAQ Reserve Account. Update allocations for UPC 109410 to add a local match and receive funds from the HRTPO CMAQ Reserve Account as follows: add FY 2011 LOM allocation of $14,107; receive FY 2005 CMAQ Federal allocation of $56,428 from the HRTPO CMAQ Reserve Account; receive FY 2009 CMAQ allocation of $17,063, plus $4,266 CMAQ match, from the HRTPO CMAQ Reserve Account. Revised 11/16/2023: Amendment to partially redo the original FY 2021-2024 TIP Amendment approved by the HRTPO Board at its April 20, 2023 meeting, and to re-transfer a total of $260,311 CMAQ funds from completed CMAQ project UPC 102867. VDOT did not complete the original April 20, 2023 transfer from UPC 102867 as questions arose after the amendment was approved by the HRTPO Board. Since the FY 2024-2027 TIP became effective October 1, 2023, the transfer can be completed as a re-transfer rather than a reversal of the same amount of funds from the same completed project. The April 20, 2023 TIP Amendment also had a transfer of an FY 2022 LOM allocation of $65,077 from UPC 102867. Per VDOT, this allocation did not exist on UPC 102867 and therefore, the LOM allocation will be revised as an addition, rather than a transfer, by the City of Hampton. Although the original FY 2021-2024 TIP Amendment revised the cost estimate, the FY 2024-2027 TIP, effective October 1, 2023 included this revision. The schedule change will be addressed in this amendment. The CMAQ funds from UPC 102867 are pre-2005. The HRTPO tracks all FY Previous CMAQ and RSTP funds, and although VDOT has consolidated all FY Previous funds before FY 2005 into FY 2005, the HRTPO must use the actual fiscal years in

order to maintain the integrity of the HRTPO CMAQ/RSTP Tracking Tables. VDOT and HRTPO staff have agreed that the HRTPO Tracking Tables will be the acknowledged source for determining the fiscal years of any transfer of such pre-2005 CMAQ funds. The April 20, 2023 TIP Amendment for UPC 109410 received funds for UPC 113752. Since VDOT was able to complete the transfer in April 2023, it will be addressed in the FY 2024-2027 TIP during the upcoming rollover process, Update allocations for UPC 109410 as follows: revise FY 2002 LOM "transfer" allocation of $65,077 (from UPC 102867) to a LOM "add" allocation, from the City; receive FY 2002 CMAQ Federal only allocation of $260,311 from UPC 102867. Revised 5/28/2024: Administrative Modification to revise the cost estimate, schedule, allocations, and obligations as part of the FY 2024-2027 rollover process. Revise cost estimate to be $1,578,859. Update allocations as follows: revise FY Previous CMAQ Federal allocation to be $1,200,400; revise FY Previous CMAQ Match allocation to be $220,915; remove FY Previous LOM allocation of $79,094; add FY Previous LOC allocation of $79,185; add FY 2024 LOC allocation of $78,359. Update obligations as follows: add FY Previous PE Phase CMAQ obligation of $844,000, plus $211,000 CMAQ match; add FY 2024 PE Phase CMAQ obligation of $22,598, plus $5,650 CMAQ match; add FY Previous PE Phase AC-Other obligation of $495,611. Revised 6/24/2024: Administrative Modification to revise the allocations as follows: receive FY 2024 CMAQ allocation of $46,090, plus $11,523 CMAQ match, from UPC 102866. Revised 1/3/2025: Administrative Modification to revise the cost estimate, schedule, and allocations. Revise cost estimate to be $2,129,447. Update allocations as follows: receive FY 2005 CMAQ Federal only allocation of $457,068 from UPC 116318; add FY 2005 LOM allocation of $114,267.

SCHEDULE

	Start	End	Status
Preliminary Engineering	7/29/2021	12/31/2024	Underway
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$1,578,859	$706,550	45%
Right of Way	$0	$0	-
Construction	$0	$0	-
TOTAL	**$1,578,859**	**$706,550**	**45%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
$706,550	-	-	-
$0	-	-	-
$0	-	-	-

Hampton Traffic Signal System Retimings - Phase II
UPC # 109410

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
CMAQ	$1,200,400	$46,090	$0	$0	$0	$1,246,490
CMAQ Match	$220,915	$11,523	$0	$0	$0	$232,438
LOM	$79,185	$78,359	$0	$0	$0	$157,544
TOTAL	**$1,500,500**	**$135,972**	**$0**	**$0**	**$0**	**$1,636,472**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	AC-Other	$495,611					
PE	CMAQ	$844,000	$22,598				$216,650
	Subtotal	***$1,339,611***	***$22,598***				***$216,650***
	TOTAL	**$1,339,611**	**$22,598**				**$216,650**

Source of Project Data: Virginia Department of Transportation.

Little Back River Road Reconstruction
UPC # 109304

OVERVIEW



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

Street (Route): Little Back River Road

From: North King Street

To: Valirey Drive

Length (mi): 0.85

Jurisdiction/Agency: Hampton

System: Urban

Scope: Reconstruction w/o Added Capacity

Oversight: Unknown

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No

HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	6/25/2019	7/29/2021	Complete
Right of Way	7/29/2021	6/30/2023	Complete
Construction	6/30/2023	6/9/2026	Underway

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$1,674,759	$1,150,629	69%
Right of Way	$1,435,000	$0	0%
Construction	$6,160,241	$0	0%
TOTAL	**$9,270,000**	**$1,150,629**	**12%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
$511,371	$108,485	$253,994	$728
$0	-	-	-
$0	-	-	-

Little Back River Road Reconstruction
UPC # 109304

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STF	$1,000,000	$2,500,000	$0	$0	$0	$3,500,000
STP	$1,550,000	$0	$0	$0	$0	$1,550,000
STF	$4,072,658	$147,342	$0	$0	$0	$4,220,000
TOTAL	**$6,622,658**	**$2,647,342**	**$0**	**$0**	**$0**	**$9,270,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	AC		$124,759				
	Subtotal		***$124,759***				
RW	AC		$1,435,000				
	Subtotal		***$1,435,000***				
CN	AC		$6,160,241				
	Subtotal		***$6,160,241***				
	TOTAL		**$7,720,000**				

Source of Project Data: Virginia Department of Transportation.

Wythe Creek Road - Widen to 3 Lanes
UPC # 97715

OVERVIEW

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

Street (Route): Wythe Creek Road (172)

From: Commander Shepard Boulevard (Route 172)

To: Poquoson City Line

Length (mi): 1.0

Jurisdiction/Agency: Hampton

System: Urban

Scope: Reconstruction w/ Added Capacity

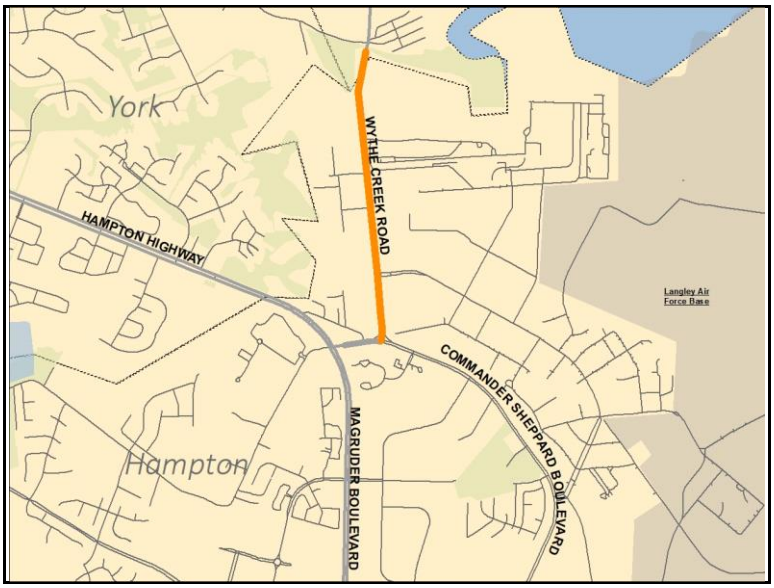
Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant: Yes

CMAQ: No

RSTP: Yes



HRTPO Notes

Revised 3/25/2024: Administrative Modification to revise the project name, cost estimate, allocations, and obligations as part of the FY 2024-2027 rollover process. Revise cost estimate to be $60,131,449. Update allocations as follows: Revise FY Previous RSTP allocation to be $30,842,372; revise FY Previous RSTP Match allocation to be $7,710,597; revise FY 2024 RSTP allocation to be $4,136,586; revise FY 2024 RSTP Match allocation to be $1,034,147; add FY 2025 RSTP allocation of $4,753,237, plus $1,188,309 RSTP match; add FY 2026 RSTP allocation of $6,972,377, plus $1,743,094 RSTP match; add FY 2027 RSTP allocation of $1,120,000, plus $280,000 RSTP match. Update obligations as follows: revise FY Previous RS allocation to be $87,500; add FY Previous RS Match allocation of $87,500; revise FY Previous HIP allocation to be $734,837; revise FY Previous PE Phase RSTP obligation to be $2,865,600; remove FY 2024 PE Phase RSTP obligation of $256,000; revise PE Phase RSTP Match obligation to be $716,401; revise FY Previous RW Phase RSTP obligation to be $2,004,606; revise RW Phase RSTP Match obligation to be $501,152; add FY Previous CN Phase RSTP obligation of $42,573,136, plus $10,643,284 RSTP match; add FY Previous CN Phase RS obligation of $87,500, plus $87,500 RS match; add FY Previous CN Phase HIP/F obligation of $1,380,902; remove FY 2024 CN Phase Other obligation of $5,326,327, plus $5,326,327 Other match; remove FY 2024 CN Phase AC obligation of $44,713,012; add FY 2024 CN Phase AC-Conversion obligation of $4,753,237, plus $1,188,309 AC-Conversion match. This Ad-mod rollover includes RSTP funds that VDOT is obligating before the allocation year. The rollover also includes an even swap of HIP funds and RSTP funds between UPC 97715 and UPC 69050 from August 29, 2023 by VDOT CO. VDOT CO identified additional projects that required transfers in order to avoid lapsed funds due to time-sensitive HIP allocations. The HIP funds from UPC 97715 were evenly swapped with out-year (FY 2026) RSTP funds from UPC 69050. Revised 3/25/2024: Administrative Modification to update the allocations as follows: transfer FY 2026 RSTP allocation of $1,057,580, plus $264,395 RSTP match, to UPC 13427.

SCHEDULE

	Start	End	Status
Preliminary Engineering	2/28/2011	11/15/2016	Complete
Right of Way	11/15/2016	11/9/2021	Complete
Construction	11/9/2021	6/26/2025	Underway

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$3,582,000	$3,451,006	96%
Right of Way	$2,505,757	$2,474,268	99%
Construction	$54,043,692	$0	0%
TOTAL	**$60,131,449**	**$5,925,274**	**10%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
$268,870	$45,792	$66,486	$1,086
$89,597	$203,023	$60,837	$3,543
$0	-	-	-

Wythe Creek Road - Widen to 3 Lanes
UPC # 97715

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
RSTP Match	$7,710,597	$1,034,147	$1,188,309	$1,478,699	$280,000	$11,691,752
RSTP	$30,842,372	$4,136,586	$4,753,237	$5,914,797	$1,120,000	$46,766,992
RS Match	$87,500	$0	$0	$0	$0	$87,500
RS	$87,500	$0	$0	$0	$0	$87,500
LOC	$593,340	$0	$0	$0	$0	$593,340
HIP	$734,837	$0	$0	$0	$0	$734,837
TOTAL	**$40,056,146**	**$5,170,733**	**$5,941,546**	**$7,393,496**	**$1,400,000**	**$59,961,921**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	RSTP	$2,865,600					$716,401
	Subtotal	***$2,865,600***					***$716,401***
RW	RSTP	$2,004,606					$501,152
	Subtotal	***$2,004,606***					***$501,152***
CN	HIP/F	$1,380,902					
CN	RS	$87,500					$87,500
CN	AC-Conv		$4,753,237				$1,188,309
CN	RSTP	$42,573,136					$10,643,284
	Subtotal	***$44,041,538***	***$4,753,237***				***$11,919,093***
	TOTAL	**$48,911,744**	**$4,753,237**				**$13,136,646**

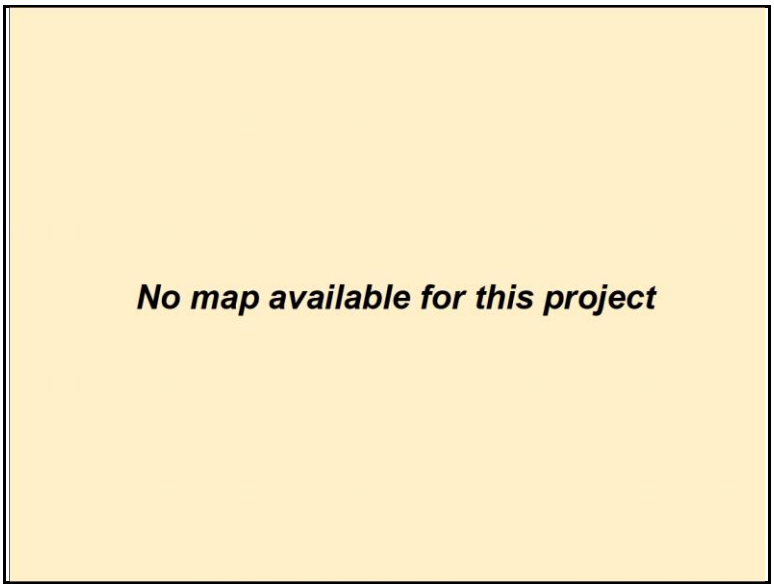
Source of Project Data: Virginia Department of Transportation.

Hampton Traffic Signal System Retimings - Phase II
UPC # 109410

OVERVIEW

Description: Retiming of 21 arterials in Hampton citywide.

Street (Route): N/A
From: N/A
To: N/A
Length (mi): N/A
Jurisdiction/Agency: Hampton
System: Urban
Scope: Traffic Management/Engineering
Oversight: Non-Federal Oversight
Administered By: Locality
Regionally Significant: No
CMAQ: Yes
RSTP: No



HRTPO Notes

Revised 11/16/2023: Amendment to reverse the original FY 2021-2024 TIP Amendment (submitted by VDOT) approved by the HRTPO Board at its April 20, 2023 meeting and to transfer a total of $77,757 CMAQ funds from the HRTPO CMAQ Reserve Account. Per VDOT, the funds were to be directly transferred from two CMAQ projects in financial closeout to the recipient CMAQ project. However, VDOT CO transferred surplus CMAQ funds to the HRTPO CMAQ Reserve Account to facilitate project closeout based on the Appropriation Act which required transfer action by May 1, 2023. There is a local match that is also addressed. Per the HRTPO CMAQ Tracking Table, there is only $13,371 in FY 2005 for UPC 97717. This Amendment includes the transfer of $43,057 in CMAQ Federal funds from FY 2007 to FY 2005 for UPC 97717 as the FY 2007 project funds are currently aligned with the June 20, 2013 HRTPO Board-approved action letter and the HRTPO CMAQ Tracking Table. With this transfer, a total of $56,428 will be transferred to the HRTPO CMAQ Reserve Account in order for VDOT to close out UPC 97717. Update allocations to transfer funds from UPC 109410 back to the original projects as follows: transfer FY 2005 STF allocation of $56,428 to UPC 97717 (reversal of April 20, 2023 TIP Amendment); transfer FY 2007 CMAQ Federal allocation of $56,428 to UPC 97717 (reversal of April 20, 2023 TIP Amendment); transfer FY 2011 CMAQ Match allocation of $14,107 to UPC 97717 (reversal of April 20, 2023 TIP Amendment); transfer FY 2009 CMAQ allocation of $17,063, plus $4,266 CMAQ match, to UPC 84331 (reversal of April 20, 2023 TIP Amendment); transfer FY 2009 STF allocation of $21,932 to UPC 84331 (reversal of April 20, 2023 TIP Amendment). Update allocation years for UPC 97717 as follows: transfer FY 2007 CMAQ Federal allocation of $43,057 to FY 2005 in order for VDOT to close out UPC 97717. Update allocations to transfer funds from the original projects to the HRTPO CMAQ Reserve Account as follows: transfer FY 2005 CMAQ Federal allocation of $56,428 from UPC 97717 to the HRTPO CMAQ Reserve Account; transfer FY 2009 CMAQ allocation of $17,063, plus $4,266 CMAQ match, from UPC 84331 to the HRTPO CMAQ Reserve Account. Update allocations for UPC 109410 to add a local match and receive funds from the HRTPO CMAQ Reserve Account as follows: add FY 2011 LOM allocation of $14,107; receive FY 2005 CMAQ Federal allocation of $56,428 from the HRTPO CMAQ Reserve Account; receive FY 2009 CMAQ allocation of $17,063, plus $4,266 CMAQ match, from the HRTPO CMAQ Reserve Account. Revised 11/16/2023: Amendment to partially redo the original FY 2021-2024 TIP Amendment approved by the HRTPO Board at its April 20, 2023 meeting, and to re-transfer a total of $260,311 CMAQ funds from completed CMAQ project UPC 102867. VDOT did not complete the original April 20, 2023 transfer from UPC 102867 as questions arose after the amendment was approved by the HRTPO Board. Since the FY 2024-2027 TIP became effective October 1, 2023, the transfer can be completed as a re-transfer rather than a reversal of the same amount of funds from the same completed project. The April 20, 2023 TIP Amendment also had a transfer of an FY 2022 LOM allocation of $65,077 from UPC 102867. Per VDOT, this allocation did not exist on UPC 102867 and therefore, the LOM allocation will be revised as an addition, rather than a transfer, by the City of Hampton. Although the original FY 2021-2024 TIP Amendment revised the cost estimate, the FY 2024-2027 TIP, effective October 1, 2023 included this revision. The schedule change will be addressed in this amendment. The CMAQ funds from UPC 102867 are pre-2005. The HRTPO tracks all FY Previous CMAQ and RSTP funds, and although VDOT has consolidated all FY Previous funds before FY 2005 into FY 2005, the HRTPO must use the actual fiscal years in order to maintain the integrity of the HRTPO CMAQ/RSTP Tracking Tables. VDOT and HRTPO staff have agreed that the HRTPO Tracking Tables will be the acknowledged source for determining the fiscal years of any transfer of such pre-2005 CMAQ funds. The April 20, 2023 TIP Amendment for UPC 109410 received funds for UPC 113752. Since VDOT was able to complete the transfer

Hampton Traffic Signal System Retimings - Phase II
UPC # 109410

in April 2023, it will be addressed in the FY 2024-2027 TIP during the upcoming rollover process, Update allocations for UPC 109410 as follows: revise FY 2002 LOM "transfer" allocation of $65,077 (from UPC 102867) to a LOM "add" allocation, from the City; receive FY 2002 CMAQ Federal only allocation of $260,311 from UPC 102867. Revised 5/28/2024: Administrative Modification to revise the cost estimate, schedule, allocations, and obligations as part of the FY 2024-2027 rollover process. Revise cost estimate to be $1,578,859. Update allocations as follows: revise FY Previous CMAQ Federal allocation to be $1,200,400; revise FY Previous CMAQ Match allocation to be $220,915; remove FY Previous LOM allocation of $79,094; add FY Previous LOC allocation of $79,185; add FY 2024 LOC allocation of $78,359. Update obligations as follows: add FY Previous PE Phase CMAQ obligation of $844,000, plus $211,000 CMAQ match; add FY 2024 PE Phase CMAQ obligation of $22,598, plus $5,650 CMAQ match; add FY Previous PE Phase AC-Other obligation of $495,611. Revised 6/24/2024: Administrative Modification to revise the allocations as follows: receive FY 2024 CMAQ allocation of $46,090, plus $11,523 CMAQ match, from UPC 102866.

SCHEDULE

	Start	End	Status
Preliminary Engineering	7/29/2021	12/31/2024	Underway
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

Recent Expenditures

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters 3	2	1
Preliminary Engineering	$1,578,859	$644,628	41%	$644,628	-	-	-
Right of Way	$0	$0	-	$0	-	-	-
Construction	$0	$0	-	$0	-	-	-
TOTAL	**$1,578,859**	**$644,628**	**41%**				

Hampton Traffic Signal System Retimings - Phase II
UPC # 109410

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
LOC	$79,185	$78,359	$0	$0	$0	$157,544
CMAQ Match	$220,915	$11,523	$0	$0	$0	$232,438
CMAQ	$1,200,400	$46,090	$0	$0	$0	$1,246,490
TOTAL	**$1,500,500**	**$135,972**	**$0**	**$0**	**$0**	**$1,636,472**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	AC-Other	$495,611					
PE	CMAQ	$844,000	$22,598				$216,650
	Subtotal	***$1,339,611***	***$22,598***				***$216,650***
	TOTAL	**$1,339,611**	**$22,598**				**$216,650**

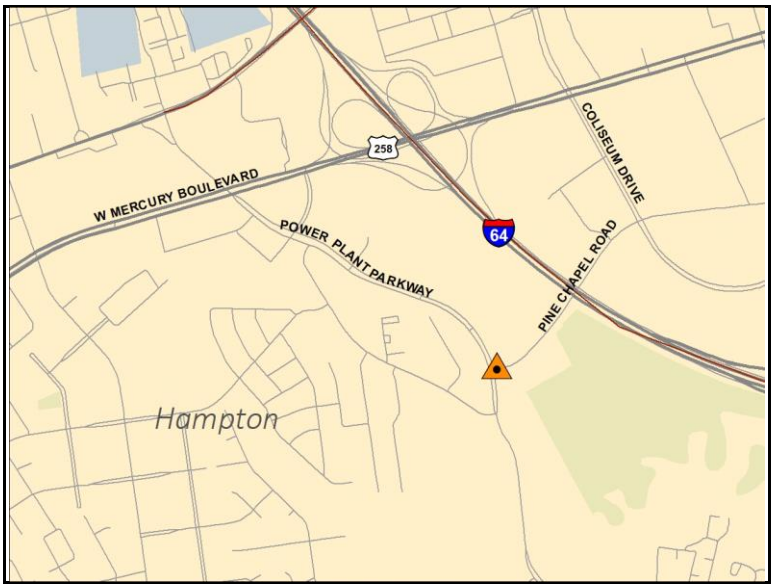
Source of Project Data: Virginia Department of Transportation.

Power Plant Parkway Sidewalks
UPC # 111016

OVERVIEW

Description: Provide pedestrian, ADA access, and associated amenities along Power Plant Parkway. Also includes safety improvements and access at the Pine Chapel Road intersection.

Street (Route): Power Plant Parkway
From: Pine Chapel Road
To: Briarfield Road
Length (mi): 0.5
Jurisdiction/Agency: Hampton
System: Urban
Scope: Safety
Oversight: Non-Federal Oversight
Administered By: Locality
Regionally Significant: No
CMAQ: No
RSTP: No
TAP:
CRP:



HRTPO Notes

Revised 8/2/2024: Administrative Modification to revise the cost estimate, schedule, allocations, and obligations. Revise cost estimate to be $929,919. Update allocations as follows: revise FY 2024 STP allocation to be $16,933; revise FY 2024 STF allocation to be $481,567; add FY 2024 LOC allocation of $195,062. Update obligations as follows: remove FY 2024 PE Phase STP/STBG obligation of $4,262; remove FY 2024 RW Phase STP/STBG obligation of $4,252; remove FY 2024 RW Phase AC obligation of $112,748; revise FY 2024 CN Phase AC-Other obligation to be $737,748; add FY 2024 CN Phase STP/STBG obligation of $12,671. An HRTPO staff data correction was made to the scope changing it from "Facilities for Bicycles and Pedestrians" to "Safety" as it was incorrect on the current FY 2024-2027 TIP sheet.

SCHEDULE

	Start	End	Status
Preliminary Engineering	9/24/2021	3/28/2023	Complete
Right of Way	N/A	N/A	N/A
Construction	4/11/2024	3/31/2025	Underway

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$133,500	$120,493	90%
Right of Way	$0	$0	-
Construction	$796,419	$0	0%
TOTAL	**$929,919**	**$120,493**	**13%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
$120,493	-	-	-
$0	-	-	-
$0	-	-	-

Power Plant Parkway Sidewalks
UPC # 111016

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STP	$129,238	$16,933	$0	$0	$0	$146,171
STF	$121,262	$481,567	$0	$0	$0	$602,829
LOC	$4,500	$195,062	$0	$0	$0	$199,562
TOTAL	**$255,000**	**$693,562**	**$0**	**$0**	**$0**	**$948,562**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	STP/STBG	$129,238					
	Subtotal	***$129,238***					
CN	STP/STBG		$12,671				
CN	AC-Other		$737,748				
	Subtotal		***$750,419***				
	TOTAL	**$129,238**	**$750,419**				

Source of Project Data: Virginia Department of Transportation.

Citywide Traffic Signal Upgrades Phase IV - CN Only (child project of UPC 102865) (Project in Financial Closeo
UPC # 116318

OVERVIEW

Description: Upgrade communication components in traffic signals citywide.

Street (Route): N/A

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Hampton

System: Urban

Scope: Traffic Management/Engineering

Oversight: Unknown

Administered By: Locality

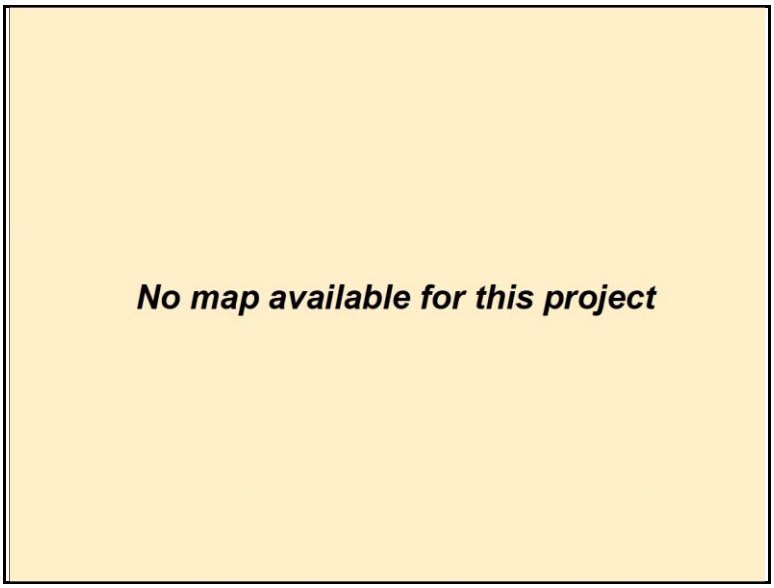
Regionally Significant: No

CMAQ: Yes

RSTP: No

TAP: No

CRP: No



HRTPO Notes

Revised 1/3/2025: Administrative Modification to transfer FY 2005 CMAQ Federal only allocation of $457,068 to UPC 109410.

SCHEDULE

	Start	End	Status
Preliminary Engineering	N/A	N/A	N/A
Right of Way	N/A	N/A	N/A
Construction	4/19/2021	8/3/2022	Complete

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$0	$0	-
Right of Way	$0	$0	-
Construction	$2,770,021	$2,102,206	76%
TOTAL	**$2,770,021**	**$2,102,206**	**76%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
$0	-	-	-
$0	-	-	-
$2,102,206	-	-	-

Citywide Traffic Signal Upgrades Phase IV - CN Only (child project of UPC 102865) (Project in Financial Closeo
UPC # 116318

ALLOCATIONS

Fund Source(s)	*Previous*	*FY 2024*	*FY 2025*	*FY 2026*	*FY 2027*	*TOTAL*
STM	$202,317	$0	$0	$0	$0	$202,317
LOC	$392,697	$0	$0	$0	$0	$392,697
CMAQ	$2,355,965	$0	$0	$0	$0	$2,355,965
TOTAL	**$2,950,979**	**$0**	**$0**	**$0**	**$0**	**$2,950,979**

SCHEDULED OBLIGATIONS

Phase	*Fund Source*	*Previous*	*FY 2024*	*FY 2025*	*FY 2026*	*FY 2027*	*Match*
CN	CMAQ	$1,901,860	$314,156				$78,539
	Subtotal	***$1,901,860***	***$314,156***				***$78,539***
	TOTAL	**$1,901,860**	**$314,156**				**$78,539**

Source of Project Data: Virginia Department of Transportation.

Hampton Emergency Vehicle Preemption Software and Hardware (Project in Financial Closeout)
UPC # 113752

OVERVIEW

Description: Emergency Vehicle Preemption Software and Hardware.

Street (Route): N/A

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Hampton

System: Urban

Scope: Traffic Management/Engineering

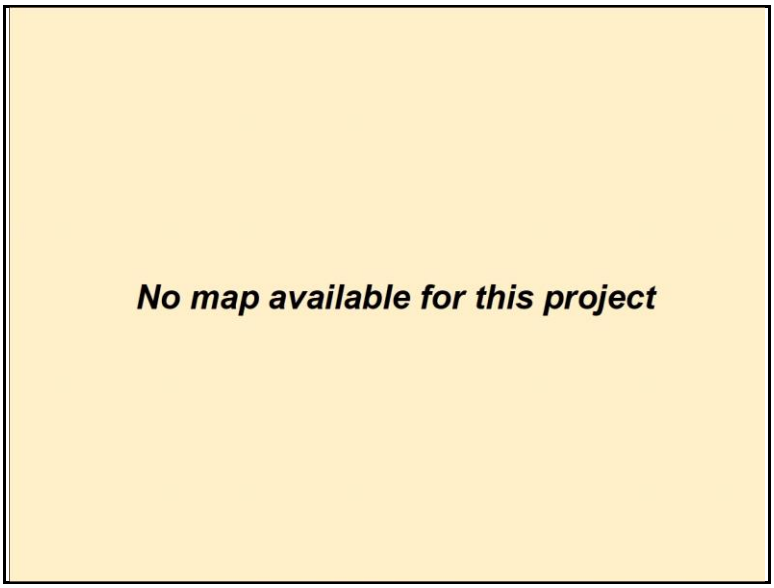
Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	7/11/2019	1/26/2021	Complete
Right of Way	N/A	N/A	N/A
Construction	1/26/2021	5/11/2022	Complete

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$32,671	$40,675	124%
Right of Way	$0	$0	-
Construction	$171,329	$135,078	79%
TOTAL	**$204,000**	**$175,753**	**86%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters 3	2	1
$8,419	$5,030	$13,612	$678
$0	-	-	-
$134,288	$790	-	-

Hampton Emergency Vehicle Preemption Software and Hardware (Project in Financial Closeout)
UPC # 113752

ALLOCATIONS

Fund Source(s)	*Previous*	*FY 2024*	*FY 2025*	*FY 2026*	*FY 2027*	*TOTAL*
STM	$40,800	$0	$0	$0	$0	$40,800
CMAQ	$163,200	$0	$0	$0	$0	$163,200
TOTAL	**$204,000**	**$0**	**$0**	**$0**	**$0**	**$204,000**

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

Tide Mill Pedestrian Improvements
UPC # 123163

OVERVIEW



Description: Construct a shared-use path, install ADA-compliant ramps, and a high-visibility crosswalk. Includes repaving EB Tide Mil Lane from west of Ruby Court to Charlton Drive to remove the EB right-turn lane at Tide Mill Lane/Charlton Drive.

Street (Route): Tide Mill Lane

From: North Armistead Avenue

To: Charlton Drive

Length (mi): Unknown

Jurisdiction/Agency: Hampton

System: Urban

Scope: Facilities for Pedestrians and Bicycles

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant: No

CMAQ: No

RSTP: No

TAP: No

CRP: No

HRTPO Notes

Revsied 5/15/2025: Amendment to add project to the TIP.

SCHEDULE

	Start	*End*	*Status*
Preliminary Engineering	8/1/2025	9/24/2027	FFY 2025
Right of Way	9/24/2027	6/16/2028	FFY 2027
Construction	6/16/2028	6/4/2029	FFY 2028

COSTS AND EXPENDITURES

	Cost Estimates	*Total Expenditures*	*Percent Expended*
Preliminary Engineering	$466,732		-
Right of Way	$2,574,896		-
Construction	$2,296,648		-
TOTAL	**$5,338,276**		**-**

Recent Expenditures

Latest Quarter	*Previous 3 Quarters*		
	3	*2*	*1*
	-	-	-
	-	-	-
	-	-	-

Tide Mill Pedestrian Improvements
UPC # 123163

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
DGP	$0	$0	$0	$500,000	$500,000	$1,000,000
TOTAL	**$0**	**$0**	**$0**	**$500,000**	**$500,000**	**$1,000,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	Other			$466,732			
	Subtotal			***$466,732***			
RW	Other					$774,896	
RW	STP/STBG					$1,800,000	
	Subtotal					***$2,574,896***	
	TOTAL			**$466,732**		**$2,574,896**	

Source of Project Data: Virginia Department of Transportation.

Route 460 at Route 258 Turn Lane Improvements in Isle of Wight County
UPC # 115528

OVERVIEW

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

Street (Route): N/A

From: N/A

To: N/A

Length (mi): 0.15

Jurisdiction/Agency: Isle of Wight County

System: Urban

Scope: Reconstruction w/o Added Capacity

Oversight: Unknown

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	11/7/2022	6/18/2024	Underway
Right of Way	6/18/2024	3/20/2026	FFY 2024
Construction	3/20/2026	12/20/2027	FFY 2026

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$520,603	$0	0%
Right of Way	$466,069	$0	0%
Construction	$2,248,264	$0	0%
TOTAL	**$3,234,936**	**$0**	**0%**

Recent Expenditures

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

Route 460 at Route 258 Turn Lane Improvements in Isle of Wight County
UPC # 115528

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STF	$52,718	$0	$0	$0	$0	$52,718
NHPP	$700,000	$800,000	$682,218	$1,000,000	$0	$3,182,218
TOTAL	**$752,718**	**$800,000**	**$682,218**	**$1,000,000**	**$0**	**$3,234,936**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	NHS/NHPP		$520,603				
	Subtotal		***$520,603***				
RW	NHS/NHPP		$466,069				
	Subtotal		***$466,069***				
CN	NHS/NHPP				$2,195,546		
CN	AC				$52,718		
	Subtotal				***$2,248,264***		
	TOTAL		**$986,672**		**$2,248,264**		

Source of Project Data: Virginia Department of Transportation.

Alternative Analysis for Benns Church Blvd/Route 258/Route 10 Bypass (Project in Financial Closeout)
UPC # 110508

OVERVIEW

Description: Alternative Analysis for Benns Church Boulevard/Route 258/Route 10 Bypass.

Street (Route): Benns Church Boulevard

From: Benns Church Boulevard

To: Route 10 Bypass

Length (mi): N/A

Jurisdiction/Agency: Isle of Wight County

System: Primary

Scope: Study

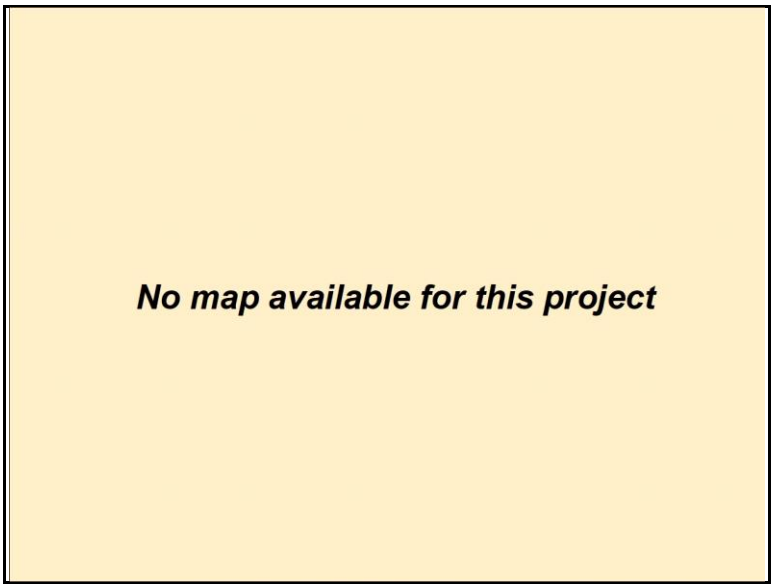
Oversight: Non-Federal Oversight

Administered By: Unknown

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	3/21/2017	10/5/2018	Complete
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$180,470	$150,934	84%
Right of Way	$0	$0	-
Construction	$0	$0	-
TOTAL	**$180,470**	**$150,934**	**84%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters 3	2	1
	-	-	-
	-	-	-
	-	-	-

Alternative Analysis for Benns Church Blvd/Route 258/Route 10 Bypass (Project in Financial Closeout)
UPC # 110508

ALLOCATIONS

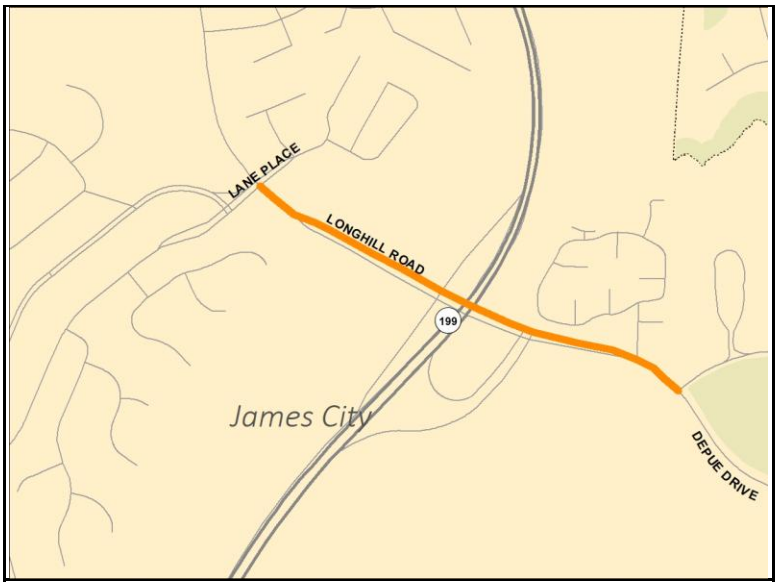
Fund Source(s)	*Previous*	*FY 2024*	*FY 2025*	*FY 2026*	*FY 2027*	*TOTAL*
STF	$176,861	$0	$0	$0	$0	$176,861
LOC	$3,609	$0	$0	$0	$0	$3,609
TOTAL	**$180,470**	**$0**	**$0**	**$0**	**$0**	**$180,470**

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

Longhill Road Shared Use Path
UPC # 115512

OVERVIEW



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

Street (Route): Longhill Road

From: DePue Drive

To: Lane Place

Length (mi): N/A

Jurisdiction/Agency: James City County

System: Urban

Scope: Facilities for Pedestrians and Bicycles

Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant: No

CMAQ: No

RSTP: No

TAP: No

CRP: Yes

HRTPO Notes

Revised 12/2/2024: Administrative Modification to revise the cost estimate, schedule, allocations, and obligations as part of the FY 2024-2027 rollover process. Revise cost estimate to be $7,305,152. Update allocations as follows: remove FY Previous STF allocation of $1,300,000; add FY Previous HPP/State allocation of $94,920; add FY Previous DGP/State allocation of $1,205,080; add FY 2025 LOC allocation of $1,254,324; add FY 2027 LOC allocation of $619,486; add FY 2026 CRP allocation of $411,854. Update obligations as follows: add FY Previous PE Phase STP/F obligation of $695,000; add FY 2024 PE Phase STP/STBG obligation of $168,956; remove FY 2024 RW Phase Other obligation of $1,300,000; remove FY 2024 RW Phase STP/STBG obligation of $540,369 and $135,092 STP/STBG match; add FY 2025 RW Phase STP/STBG obligation of $826,307; remove FY 2024 CN Phase AC obligation of $1,523,631 and $380,908 AC match. Revised 12/10/2025: Administrative Modification to revise the cost estimate and allocations. Revise cost estimate to be $7,440,828. Update allocations as follows: receive FY 2023 CRP allocation of $400,000, plus $100,000 CRP match, from the HRTPO CRP Reserve Account; receive FY 2024 CRP allocation of $712,000, plus $178,000 CRP match, from the HRTPO CRP Reserve Account.

SCHEDULE

	Start	End	Status
Preliminary Engineering	12/2/2019	7/17/2025	Complete
Right of Way	7/17/2025	1/12/2027	Underway
Construction	1/12/2027	5/4/2028	FFY 2027

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$1,005,264	$864,640	86%
Right of Way	$594,865	$0	0%
Construction	$5,840,699	$0	0%
TOTAL	**$7,440,828**	**$864,640**	**12%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
$686,338	$7,423	$117,700	$10,543
$0	-	-	-
$0	-	-	-

Longhill Road Shared Use Path
UPC # 115512

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
CRP Match	$100,000	$178,000	$0	$82,371	$0	$360,371
CRP	$400,000	$712,000	$0	$329,483	$0	$1,441,483
LOC	$0	$0	$1,254,324	$0	$619,486	$1,873,810
DGP/State	$1,205,080	$0	$0	$0	$0	$1,205,080
HPP/State	$94,920	$0	$0	$0	$0	$94,920
STP/F	$0	$1,700,000	$1,400,000	$0	$0	$3,100,000
TOTAL	**$1,800,000**	**$2,590,000**	**$2,654,324**	**$411,854**	**$619,486**	**$8,075,664**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	STP/STBG		$168,956				
PE	STP/F	$695,000					
	Subtotal	***$695,000***	***$168,956***				
RW	STP/STBG			$826,307			
	Subtotal			***$826,307***			
	TOTAL	**$695,000**	**$168,956**	**$826,307**			

Source of Project Data: Virginia Department of Transportation.

Victory Boulevard Enhancements - Poquoson Segment
UPC # 115524

OVERVIEW

Description: Intersection, turn lane, and shoulder improvements with a shared use path along Victory Boulevard (Route 171) between Wythe Creek Road and East Yorktown Road.

Street (Route): Victory Boulevard (171)

From: Wythe Creek Road

To: East Yorktown Road

Length (mi): Unknown

Jurisdiction/Agency: Poquoson

System: Urban

Scope: Reconstruction w/ Added Capacity

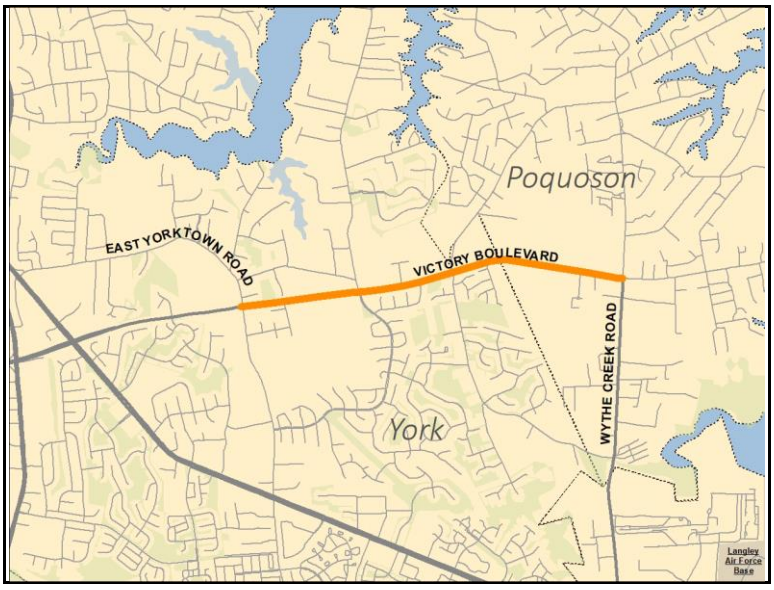
Oversight: Unknown

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	10/30/2023	6/3/2025	Underway
Right of Way	6/3/2025	5/1/2026	FFY 2025
Construction	5/1/2026	9/13/2027	FFY 2026

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$680,000	$0	0%
Right of Way	$185,000	$0	0%
Construction	$2,864,000	$0	0%
TOTAL	**$3,729,000**	**$0**	**0%**

Recent Expenditures

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

Victory Boulevard Enhancements - Poquoson Segment
UPC # 115524

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STF	$0	$0	$1,252,952	$0	$0	$1,252,952
STP	$0	$0	$1,306,862	$0	$0	$1,306,862
STF	$0	$865,000	$261,186	$0	$0	$1,126,186
LOC	$43,000	$0	$0	$0	$0	$43,000
TOTAL	**$43,000**	**$865,000**	**$2,821,000**	**$0**	**$0**	**$3,729,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	STP/STBG		$680,000				
	Subtotal		***$680,000***				
RW	STP/STBG			$185,000			
	Subtotal			***$185,000***			
CN	STP/STBG				$1,694,814		
CN	AC				$1,169,186		
	Subtotal				***$2,864,000***		
	TOTAL		**$680,000**	**$185,000**	**$2,864,000**		

Source of Project Data: Virginia Department of Transportation.

Harpersville Road Sidewalk
UPC # 113820

OVERVIEW

Description: Install a sidewalk along Harpersville Road from Bayberry Drive to Daphia Circle.

Street (Route): Harpersville Road

From: Bayberry Drive

To: Daphia Circle

Length (mi): Unknown

Jurisdiction/Agency: Newport News

System: Urban

Scope: Facilities for Pedestrians and Bicycles

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

Revised 2/15/2024: Amendment to revise the cost estimate, schedule, allocations, and obligations. Revise cost estimate to be $5,272,600. Update allocations as follows: remove FY Previous SFTY allocation of $175,000; remove FY 2024 SFTY allocation of $768,320; remove FY 2025 SFTY allocation of $329,280; add FY Previous HSIP allocation of $175,000; add FY 2024 HSIP allocation of $768,320; add FY 2025 HSIP allocation of $329,280. Update obligations as follows: add FY Previous PE Phase HSIP obligation of $370,000; add FY 2024 PE Phase HSIP obligation of $200,000; add FY Previous RW Phase HSIP obligation of $100,000; add FY 2025 RW Phase HSIP obligation of $702,600; add FY 2025 RW Phase AC-Other obligation of $1,297,400; add FY Previous CN Phase HSIP obligation of $802,600; remove FY 2024 CN Phase HSIP obligation of $1,097,600; add FY 2027 CN Phase AC-Other obligation of $2,702,600.

SCHEDULE

	Start	End	Status
Preliminary Engineering	1/14/2022	1/30/2025	Underway
Right of Way	1/30/2025	10/5/2026	FFY 2025
Construction	10/5/2026	5/29/2028	FFY 2027

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$570,000	$49,672	9%
Right of Way	$2,000,000	$0	0%
Construction	$2,702,600	$0	0%
TOTAL	**$5,272,600**	**$49,672**	**1%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Harpersville Road Sidewalk
UPC # 113820

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
HSIP	$175,000	$768,320	$329,280	$0	$0	$1,272,600
TOTAL	**$175,000**	**$768,320**	**$329,280**	**$0**	**$0**	**$1,272,600**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	HSIP	$370,000	$200,000				
	Subtotal	***$370,000***	***$200,000***				
RW	AC-Other			$1,297,400			
RW	HSIP	$100,000		$702,600			
	Subtotal	***$100,000***		***$2,000,000***			
CN	AC-Other					$2,702,600	
CN	HSIP	$802,600					
	Subtotal	***$802,600***				***$2,702,600***	
	TOTAL	**$1,272,600**	**$200,000**	**$2,000,000**		**$2,702,600**	

Source of Project Data: Virginia Department of Transportation.

Jefferson Avenue Sidewalk
UPC # 113849

OVERVIEW



Description: Install sidewalks along both sides of Jefferson Avenue from Shields Road to Sea Pine Lane with pedestrian signals, crosswalks, and CCTV cameras at the intersections with Industrial Park Drive and Shields Road.

Street (Route): Jefferson Avenue

From: Shields Road

To: Sea Pine Lane

Length (mi): Unknown

Jurisdiction/Agency: Newport News

System: Urban

Scope: Facilities for Pedestrians and Bicycles

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant: No

CMAQ: No

RSTP: No

TAP: No

CRP: No

HRTPO Notes

Revised 5/10/2024: Administrative Modification to revise the phase cost estimates, schedule, allocations, and obligations as part of the FY 2024-2027 rollover process. Update allocations as follows: remove FY Previous SFTY allocation of $175,000; remove FY 2024 SFTY allocation of $584,500; remove FY 2025 SFTY allocation of $250,500; add FY Previous HSIP allocation of $175,000; add FY 2024 HSIP allocation of $584,500; add FY 2025 HSIP allocation of $250,500. Update obligations as follows: add FY Previous PE Phase HSIP obligation of $75,000; add FY 2024 PE Phase HSIP obligation of $360,000; add FY 2025 RW Phase HSIP obligation of $100,000; remove FY 2024 CN Phase HSIP obligation of $835,000; add FY 2026 CN Phase HSIP obligation of $475,000. Revised 5/15/2025: Amendment to revise the cost estimate, schedule, allocations, and obligations. Revise cost estimate to be $3,503,362. Update allocations as follows: add FY Previous STF allocation of $493,362; revise FY 2024 HSIP allocation to be $526,050. Update obligations as follows: add FY 2025 PE Phase HSIP obligation of $190,000; remove FY 2026 CN Phase HSIP obligation of $475,000; add FY 2027 CN Phase HSIP obligation of $285,000; add FY 2027 CN Phase Other obligation of $493,362; add FY 2027 CN Phase AC obligation of $2,000,000.

SCHEDULE

	Start	End	Status
Preliminary Engineering	2/1/2022	8/29/2025	Underway
Right of Way	8/29/2025	2/2/2027	FFY 2025
Construction	2/2/2027	9/26/2028	FFY 2027

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$625,000	$234,525	38%
Right of Way	$100,000	$0	0%
Construction	$2,778,362	$0	0%
TOTAL	**$3,503,362**	**$234,525**	**7%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Jefferson Avenue Sidewalk
UPC # 113849

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STF	$493,362					
HSIP	$175,000	$526,050	$250,500	$0	$0	$951,550
TOTAL	**$668,362**	**$526,050**	**$250,500**	**$0**	**$0**	**$1,444,912**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	HSIP	$75,000	$360,000	$190,000			
	Subtotal	***$75,000***	***$360,000***	***$190,000***			
RW	HSIP			$100,000			
	Subtotal			***$100,000***			
CN	AC					$2,000,000	
CN	Other					$493,362	
CN	HSIP					$285,000	
	Subtotal					***$2,778,362***	
	TOTAL	**$75,000**	**$360,000**	**$290,000**		**$2,778,362**	

Source of Project Data: Virginia Department of Transportation.

Atkinson Boulevard Construction (Project in Financial Closeout)
UPC # 4483

OVERVIEW

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

Street (Route): Atkinson Boulevard

From: Warwick Boulevard (Route 60)

To: Jefferson Avenue (Route 143)

Length (mi): 1.2

Jurisdiction/Agency: Newport News

System: Urban

Scope: New Construction

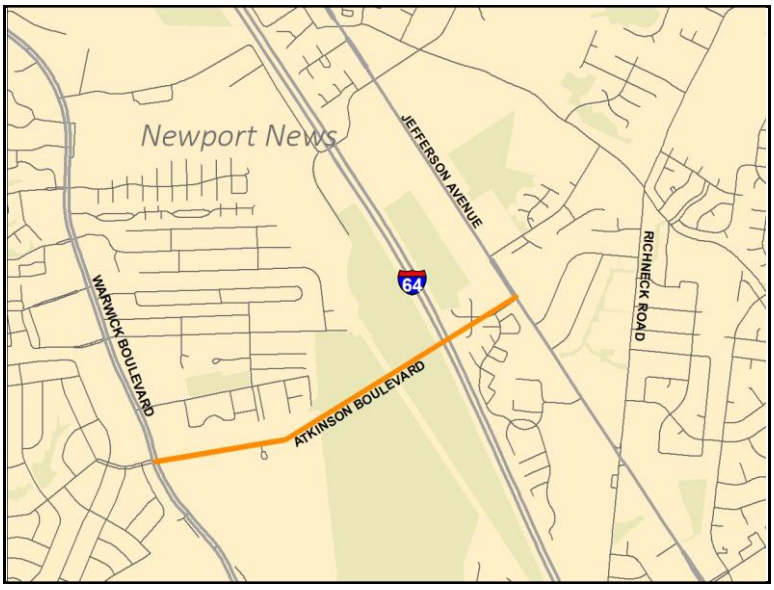
Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: Yes



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	6/8/1987	9/14/2016	Complete
Right of Way	9/14/2016	5/11/2017	Complete
Construction	5/11/2017	9/1/2020	Complete

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$5,692,574	$5,692,574	100%
Right of Way	$1,389,174	$694,587	50%
Construction	$60,537,493	$56,231,904	93%
TOTAL	**$67,619,241**	**$62,619,065**	**93%**

Recent Expenditures

	Latest Quarter	Previous 3 Quarters		
		3	2	1
Preliminary Engineering	$0	-	-	-
Right of Way	$0	-	-	-
Construction	$121,228	$591,749	$2,028,653	$6,049,347

Atkinson Boulevard Construction (Project in Financial Closeout)
UPC # 4483

ALLOCATIONS

Fund Source(s)	*Previous*	*FY 2024*	*FY 2025*	*FY 2026*	*FY 2027*	*TOTAL*
STP	$1,305,610	$0	$0	$0	$0	$1,305,610
STM	$9,632,321	$0	$0	$0	$0	$9,632,321
STF	$7,195,116	$0	$0	$0	$0	$7,195,116
RSTP	$40,529,277	$0	$0	$0	$0	$40,529,277
RS	$9,500,000	$0	$0	$0	$0	$9,500,000
LOM	$20,408	$0	$0	$0	$0	$20,408
LOC	$62	$0	$0	$0	$0	$62
BOM	$200,000	$0	$0	$0	$0	$200,000
TOTAL	**$68,382,794**	**$0**	**$0**	**$0**	**$0**	**$68,382,794**

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

J. Clyde Morris Boulevard Intersection Improvements
UPC # 115237

OVERVIEW

Description: Improve efficiency for three consecutive intersections with two 500-foot-long sections of lane infill.

Street (Route): J. Clyde Morris Boulevard

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Newport News

System: Urban

Scope: Safety

Oversight: Non-Federal Oversight

Administered By: Locality

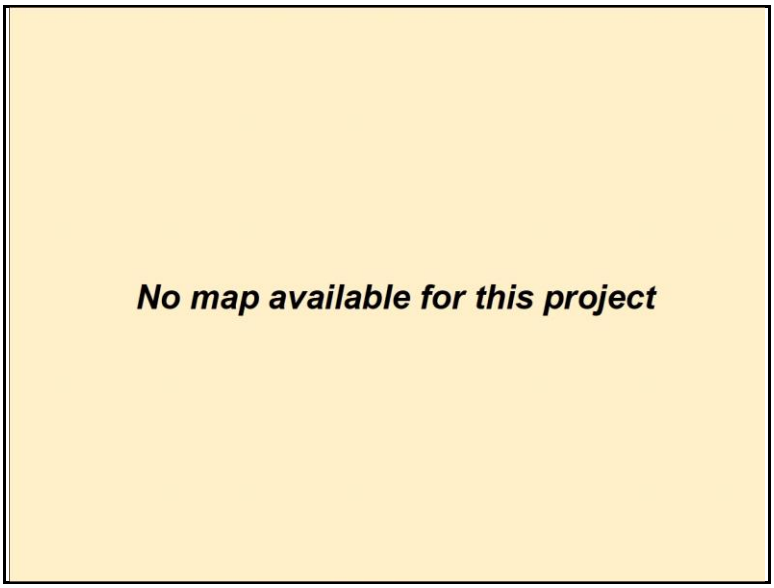
Regionally Significant: No

CMAQ: No

RSTP: No

TAP: No

CRP: No



HRTPO Notes

Revised 7/31/2025: Amendment to ungroup project and add it back in as an individual project to the TIP.

SCHEDULE

	Start	End	Status
Preliminary Engineering	8/2/2022	6/24/2025	Complete
Right of Way	6/24/2025	6/15/2027	Underway
Construction	6/15/2027	8/9/2028	FFY 2027

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$200,000	$0	0%
Right of Way	$25,000	$0	0%
Construction	$1,543,528	$0	0%
TOTAL	**$1,768,528**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

J. Clyde Morris Boulevard Intersection Improvements
UPC # 115237

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
DGP/State	$25,000	$0	$0	$0	$1,000,000	$1,025,000
DGP/NHPP	$200,000	$0	$0	$0	$0	$200,000
TOTAL	**$225,000**	**$0**	**$0**	**$0**	**$1,000,000**	**$1,225,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	NHPP	$200,000					
	Subtotal	***$200,000***					
RW	Other			$25,000			
	Subtotal			***$25,000***			
CN	Other					$1,543,528	
	Subtotal					***$1,543,528***	
	TOTAL	**$200,000**		**$25,000**		**$1,543,528**	

Source of Project Data: Virginia Department of Transportation.

Oyster Point Widening II
UPC # 123179

OVERVIEW

Description: Construct sidewalk on WB Oyster Point Rd Arboretum Way to Warwick Blvd, on EB Oyster Point Rd Nettles Dr to Radcliff Lane. Add/improve Island, high-visibility crosswalks w/ADA ramps and pedestrian signals, bus stop on WB Oyster Point Rd, and EB turn lane

Street (Route): Oyster Point Road

From: Warwick Boulevard

To: Radcliff Lane

Length (mi): 0.36

Jurisdiction/Agency: Newport News

System: Urban

Scope: Reconstruction w/ Added Capacity

Oversight: Non-Federal Oversight

Administered By: Locality

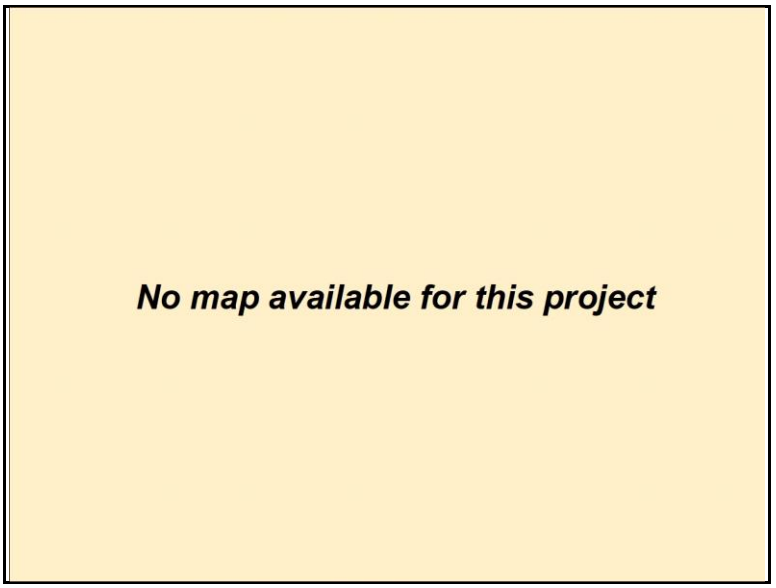
Regionally Significant: No

CMAQ: No

RSTP: No

TAP: No

CRP: No



HRTPO Notes

Revised 7/31/2025: Amendment to add project to the TIP.

SCHEDULE

	Start	End	Status
Preliminary Engineering	12/26/2025	2/18/2028	FFY 2026
Right of Way	2/18/2028	11/10/2028	FFY 2028
Construction	11/10/2028	10/29/2029	FFY 2029

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$1,113,119	$0	0%
Right of Way	$3,980,472	$0	0%
Construction	$6,190,918	$0	0%
TOTAL	**$11,284,509**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Oyster Point Widening II
UPC # 123179

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
DGP/State	$0	$0	$0	$1,000,000	$2,000,000	$3,000,000
TOTAL	**$0**	**$0**	**$0**	**$1,000,000**	**$2,000,000**	**$3,000,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	Other				$1,113,119		
	Subtotal				***$1,113,119***		
	TOTAL				**$1,113,119**		

Source of Project Data: Virginia Department of Transportation.

Citywide Signal System Upgrade
UPC # 107058

OVERVIEW

Description: Project will retime traffic signals citywide and make equipment upgrades to facilitate intelligent communication and a coordinated approach to traffic signal operation, information, and highway incident response and event management.

Street (Route): N/A

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Newport News

System: Urban

Scope: Safety

Oversight: Non-Federal Oversight

Administered By: Locality

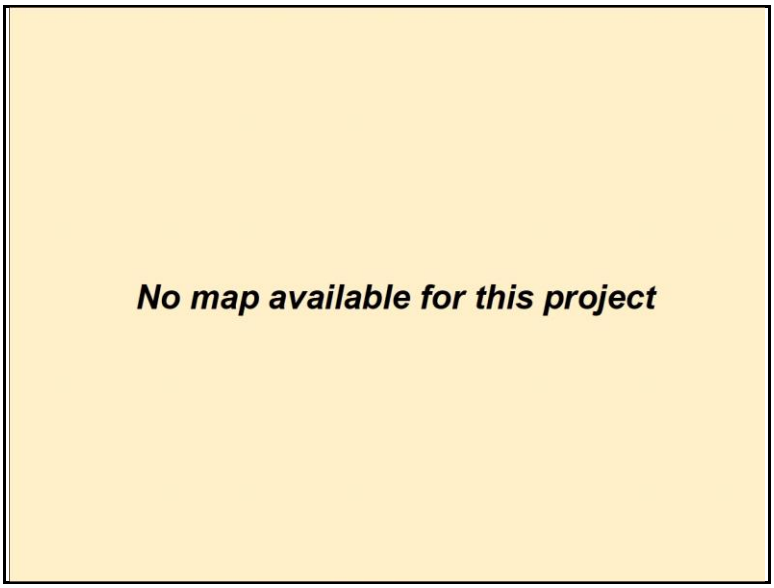
Regionally Significant: No

CMAQ: Yes

RSTP: No

TAP: No

CRP: No



HRTPO Notes

Revised 11/16/2023: Amendment to reverse the original FY 2021-2024 TIP Amendment approved by the HRTPO Board at its April 20, 2023 meeting and to transfer a total of $158,453 in CMAQ funds from the HRTPO CMAQ Reserve Account. Per VDOT, the funds were to be directly transferred from one CMAQ project in financial closeout to the recipient CMAQ project. However, VDOT CO transferred surplus CMAQ funds to the HRTPO CMAQ Reserve Account to facilitate project closeout based on the Appropriation Act which required transfer action by May 1, 2023. Update allocations to transfer funds from UPC 107058 back to the original project as follows: transfer FY 2010 CMAQ Match allocation of $38,453 to UPC 83252 (reversal of April 20, 2023 TIP Amendment); transfer FY 2011 CMAQ Match allocation of $120,000 to UPC 83252 (reversal of April 20, 2023 TIP Amendment). Update allocations to transfer funds from the original project to the HRTPO CMAQ Reserve Account as follows: transfer FY 2010 CMAQ Match allocation of $38,453 from UPC 83252 to the HRTPO CMAQ Reserve Account; transfer FY 2011 CMAQ Match allocation of $120,000 from UPC 83252 to the HRTPO CMAQ Reserve Account. Update allocations for UPC 107058 to receive funds from the HRTPO CMAQ Reserve Account as follows: receive FY 2010 CMAQ Match allocation of $38,453 from the HRTPO CMAQ Reserve Account; receive FY 2011 CMAQ Match allocation of $120,000 from the HRTPO CMAQ Reserve Account. Revised 8/19/2024: Administrative Modification to revise the title, cost estimate, schedule, allocations, and obligations. Revise the cost estimate to be $1,910,000. Update allocations as follows: revise FY Previous CMAQ Match allocation to be $315,695; remove FY Previous ITTF allocation of $220,000; add FY Previous HPP allocation of $220,000. Update obligations as follows: add FY Previous PE Phase CMAQ obligation of $224,000, plus $56,000 CMAQ match; remove FY 2024 CN Phase Other obligation of $354,075; add FY 2024 CN Phase Other-STF obligation of $220,000; add FY 2024 CN Phase Other-LOC obligation of $134,075. Revised 12/17/2024: Administrative Modification to revise the cost estimate, schedule, and allocations. Revise cost estimate to be $3,430,000. Update allocations as follows: receive FY 2012 CMAQ allocation of $38,064, plus $9,516 CMAQ match, from UPC 83254; revise FY Previous LOC allocation to be $86,495. Revised 9/2/2025: Administrative Modification to revise the cost estimate, schedule, and allocations. Revise cost estimate to be $1,910,000. Update allocations as follows: receive FY 2019 CMAQ allocation of $74,991, plus $18,748 CMAQ match, from UPC 103016; revise FY Previous LOC allocation to be $67,718. Revised 12/8/2025: Administrative Modification to revise the schedule and allocations. Update allocations as follows: receive FY 2009 CMAQ allocation of $54,174, plus $13,544 CMAQ match, from UPC 114388; remove FY Previous LOC allocation of $67,718.

Citywide Signal System Upgrade
UPC # 107058

SCHEDULE

	Start	End	Status
Preliminary Engineering	10/4/2021	2/1/2026	Underway
Right of Way	N/A	N/A	N/A
Construction	2/1/2026	5/1/2027	FFY 2026

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures: Latest Quarter	Previous 3 Quarters: 3	2	1
Preliminary Engineering	$255,929	$199,458	78%	$199,458	-	-	-
Right of Way	$0	$0	-	$0	-	-	-
Construction	$1,654,071	$0	0%	$0	-	-	-
TOTAL	**$1,910,000**	**$199,458**	**10%**				

Citywide Signal System Upgrade
UPC # 107058

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
HPP	$220,000	$0	$0	$0	$0	$220,000
CMAQ	$1,332,497	$0	$0	$0	$0	$1,332,497
CMAQ Match	$357,503	$0	$0	$0	$0	$357,503
TOTAL	**$1,910,000**	**$0**	**$0**	**$0**	**$0**	**$1,910,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	CMAQ	$224,000					$56,000
	Subtotal	***$224,000***					***$56,000***
CN	Other-LOC		$134,075				
CN	Other-STF		$220,000				
CN	CMAQ		$834,008				$208,502
	Subtotal		***$1,188,083***				***$208,502***
	TOTAL	**$224,000**	**$1,188,083**				**$264,502**

Source of Project Data: Virginia Department of Transportation.

Newport News Pedestrian Improvements
UPC # 103059

OVERVIEW

Description: Improve pedestrian accomodations at signalized intersections.

Street (Route): N/A

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Newport News

System: Urban

Scope: Facilities for Pedestrians and Bicycles

Oversight: Non-Federal Oversight

Administered By: Locality

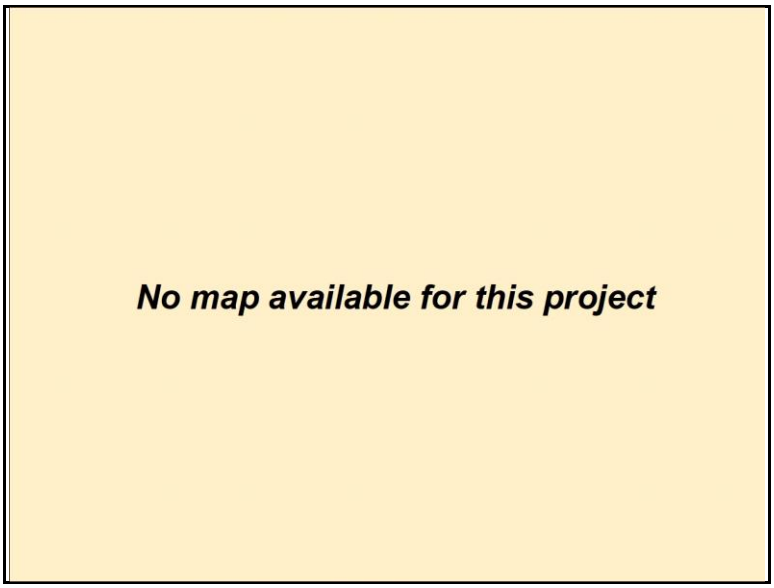
Regionally Significant: No

CMAQ: Yes

RSTP: No

TAP: No

CRP: No



HRTPO Notes

Revised 11/21/2024: Administrative Modification to revise the cost estimate, schedule, allocations, and obligations. Revise the cost estimate to be $2,452,692. Update allocations as follows: add FY 2024 LOC allocation of $597,985; add FY 2025 LOC allocation of $472,692. Update obligations as follows: add FY Previous PE Phase CMAQ obligation of $91,200, plus $22,800 CMAQ match; add FY 2024 PE Phase CMAQ obligation of $800, plus $200 CMAQ match; add FY Previous RW Phase CMAQ obligation of $80,000, plus $20,000 CMAQ match; revise FY 2024 CN Phase CMAQ obligation to be $933,612 and $233,403 CMAQ match; remove FY 2024 CN Phase AC obligation of $8,585; add FY 2024 CN Phase AC-Other obligation of $103,713. Revised 12/17/2024: Administrative Modification to revise the cost estimate, schedule, and allocations. Revise cost estimate to be $2,452,692. Update allocations as follows: receive FY 2012 CMAQ allocation of $478,388, plus $119,597 CMAQ match, from UPC 83254; remove FY 2024 LOC allocation of $597,985. Revised 12/8/2025: Administrative Modification to revise the cost estimate, schedule, and allocations. Revise cost estimate to be $2,408,632. Update allocations as follows: receive FY 2009 CMAQ allocation of $342,906, plus $85,726 CMAQ match, from UPC 114388; remove FY 2025 LOC allocation of $428,632. Per VDOT, FY 2025 only had a LOC allocation of $428,632, rather than $472,692 as previously shown in the TIP.

SCHEDULE

	Start	*End*	*Status*
Preliminary Engineering	11/16/2018	2/26/2021	Complete
Right of Way	2/26/2021	8/29/2024	Complete
Construction	8/29/2024	12/4/2025	Underway

COSTS AND EXPENDITURES

	Cost Estimates	*Total Expenditures*	*Percent Expended*
Preliminary Engineering	$144,403	$144,403	100%
Right of Way	$201,537	$201,537	100%
Construction	$2,062,692	$437,435	21%
TOTAL	**$2,408,632**	**$783,375**	**33%**

Recent Expenditures

Latest Quarter	*Previous 3 Quarters*		
	3	*2*	*1*
$35,520	$2,395	$10,792	$382
$200,564	$973	-	-
$437,435	-	-	-

Newport News Pedestrian Improvements
UPC # 103059

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
LOC	$25,000	$0	$0	$0	$0	$25,000
CMAQ Match	$456,726	$0	$0	$0	$0	$456,726
CMAQ	$1,926,906	$0	$0	$0	$0	$1,926,906
TOTAL	**$2,408,632**	**$0**	**$0**	**$0**	**$0**	**$2,408,632**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	CMAQ	$91,200	$800				$23,000
	Subtotal	***$91,200***	***$800***				***$23,000***
RW	CMAQ	$80,000					$20,000
	Subtotal	***$80,000***					***$20,000***
CN	AC-Other		$103,713				
CN	CMAQ		$933,612				$233,403
	Subtotal		***$1,037,325***				***$233,403***
	TOTAL	**$171,200**	**$1,038,125**				**$276,403**

Source of Project Data: Virginia Department of Transportation.

Newport News Signal Timing Improvements (Project in Financial Closeout)
UPC # 103016

OVERVIEW

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

Street (Route): N/A

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Newport News

System: Urban

Scope: Traffic Management/Engineering

Oversight: Non-Federal Oversight

Administered By: Locality

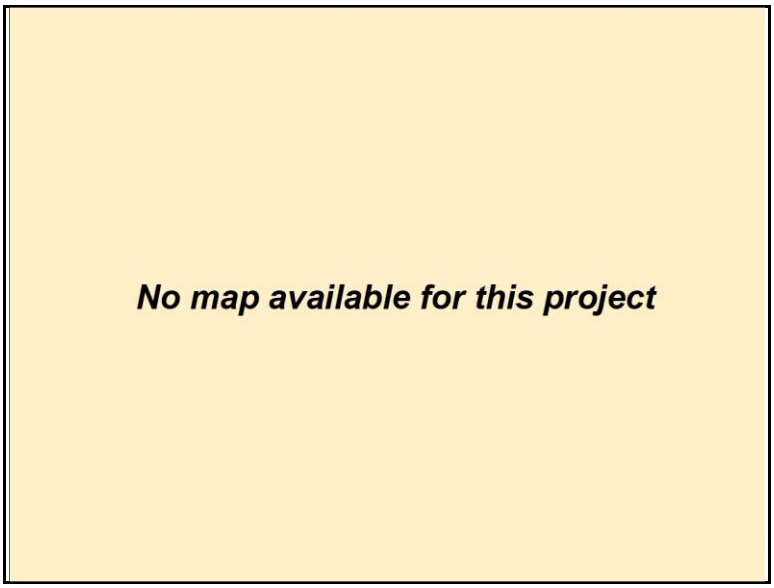
Regionally Significant: No

CMAQ: Yes

RSTP: No

TAP: No

CRP: No



HRTPO Notes

Revised 9/2/2025: Administrative Modification to transfer FY 2019 CMAQ allocation of $74,991, plus $18,748 CMAQ match, to UPC 107058.

SCHEDULE

	Start	End	Status
Preliminary Engineering	12/14/2017	1/12/2021	Complete
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures: Latest Quarter	Previous 3 Quarters: 3	2	1
Preliminary Engineering	$1,000,000	$906,261	91%	$692,731	$25,443	$23,434	$594
Right of Way	$0	$0	-	$0	-	-	-
Construction	$0	$0	-	$0	-	-	-
TOTAL	**$1,000,000**	**$906,261**	**91%**				

Newport News Signal Timing Improvements (Project in Financial Closeout)
UPC # 103016

ALLOCATIONS

Fund Source(s)	*Previous*	*FY 2024*	*FY 2025*	*FY 2026*	*FY 2027*	*TOTAL*
CMAQ Match	$181,252	$0	$0	$0	$0	$181,252
CMAQ	$725,009	$0	$0	$0	$0	$725,009
TOTAL	**$906,261**	**$0**	**$0**	**$0**	**$0**	**$906,261**

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

Briarfield Road Sidewalk
UPC # 108980

OVERVIEW

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

Street (Route): Briarfield Road

From: Marshall Avenue

To: Chestnut Avenue

Length (mi): 0.51

Jurisdiction/Agency: Newport News

System: Urban

Scope: Facilities for Pedestrians and Bicycles

Oversight: Non-Federal Oversight

Administered By: Locality

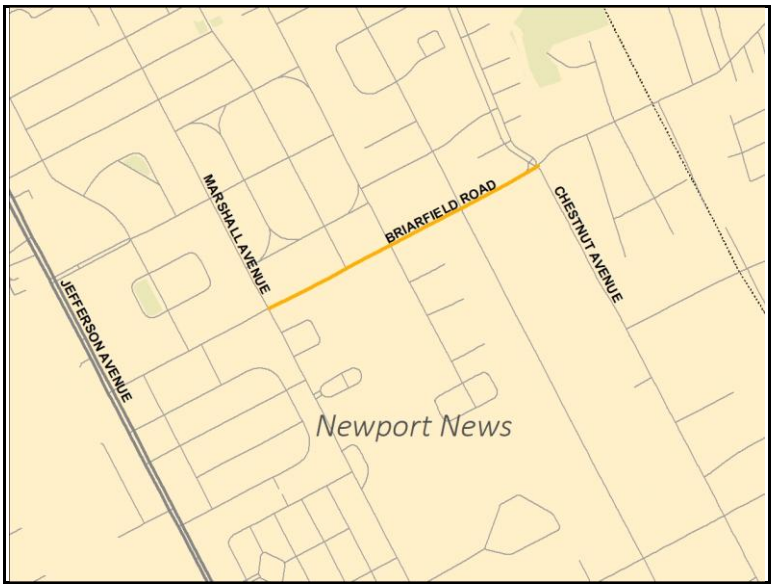
Regionally Significant: No

CMAQ: Yes

RSTP: No

TAP: No

CRP: No



HRTPO Notes

Revised 12/8/2025: Administrative Modification to revise the cost estimate, schedule, and allocations. Revise cost estimate to be $1,895,136. Update allocations as follows: receive FY 2009 CMAQ allocation of $269,931, plus $67,483 CMAQ match, from UPC 114388; receive FY 2012 CMAQ allocation of $27,135, plus $6,784 CMAQ match, from UPC 114388; receive FY 2015 CMAQ allocation of $23,814, plus $5,954 CMAQ match, from UPC 114388; remove FY 2023 LOC allocation of $94,367 -- this allocation was not previously accounted for in the TIP.

SCHEDULE

	Start	End	Status
Preliminary Engineering	4/2/2020	4/4/2024	Complete
Right of Way	4/4/2024	5/11/2026	Underway
Construction	5/11/2026	11/22/2027	FFY 2026

COSTS AND EXPENDITURES

Recent Expenditures

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters 3	2	1
Preliminary Engineering	$217,136	$200,043	92%	$169,585	$26,936	$3,522	-
Right of Way	$108,000	$27,910	26%	$27,910	-	-	-
Construction	$1,570,000	$0	0%	$0	-	-	-
TOTAL	**$1,895,136**	**$227,953**	**12%**				

Briarfield Road Sidewalk
UPC # 108980

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
CMAQ Match	$296,228	$0	$0	$0	$0	$296,228
CMAQ	$1,184,908	$0	$0	$0	$0	$1,184,908
TOTAL	**$1,481,136**	**$0**	**$0**	**$0**	**$0**	**$1,481,136**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
RW	CMAQ			$364,194			$91,049
	Subtotal			***$364,194***			***$91,049***
CN	CMAQ			$322,234			$80,559
CN	AC		$413,096				
	Subtotal		***$413,096***	***$322,234***			***$80,559***
	TOTAL		**$413,096**	**$686,428**			**$171,607**

Source of Project Data: Virginia Department of Transportation.

Warwick Boulevard Sidewalk Widening
UPC # 108981

OVERVIEW

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

Street (Route): Warwick Boulevard

From: Lucas Creek Road

To: Atkinson Way

Length (mi): 1.5

Jurisdiction/Agency: Newport News

System: Urban

Scope: Facilities for Pedestrians and Bicycles

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant: No

CMAQ: Yes

RSTP: No

TAP: No

CRP: No



HRTPO Notes

Revised 6/20/2024: Administrative Modification to reverse the original FY 2021-2024 TIP Amendment approved by the HRTPO Board at its February 16, 2023 meeting, to revise the cost estimate and schedule, and to transfer a total of $402,441 in CMAQ funds from the HRTPO CMAQ Reserve Account to this project. Per VDOT, there were insufficient funds in the HRTPO CMAQ Reserve Account for FY 2022 to complete the transfer from February 2023; therefore, the transfer did not occur. However, HRTPO staff updated the FY 2021-2024 TIP with the transfer. This transfer would have been captured in the VDOT rollover for this project for the FY 2024-2027 TIP but since there were insufficient funds and VDOT couldn't make the transfer, there is no need to reverse the February 2023 amendment for the FY 2024-2027 TIP. In the HRTPO CMAQ Tracking Table, the figures and comments for this project will be updated. Revise the cost estimate to be $1,519,262. Update allocations as follows: receive FY 2013 CMAQ allocation of $5,589, plus $1,397 CMAQ match, from the HRTPO CMAQ Reserve Account; receive FY 2017 CMAQ allocation of $5,762, plus $1,439 CMAQ match, from the HRTPO CMAQ Reserve Account; receive FY 2021 CMAQ allocation of $160,292, plus $40,073 CMAQ match, from the HRTPO CMAQ Reserve Account; receive FY 2022 CMAQ allocation of $150,311, plus $37,578 CMAQ match, from the HRTPO CMAQ Reserve Account. Revised 12/8/2025: Administrative Modification to revise the cost estimate, schedule, and allocations. Revise cost estimate to be $1,648,082. Update allocations as follows: receive FY 2015 CMAQ allocation of $103,057, plus $25,764 CMAQ match, from UPC 114388.

SCHEDULE

	Start	End	Status
Preliminary Engineering	4/2/2020	9/6/2024	Complete
Right of Way	9/6/2024	6/17/2027	Underway
Construction	6/17/2027	2/9/2029	FFY 2027

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$250,000	$246,936	99%
Right of Way	$216,000	$6,572	3%
Construction	$1,182,082	$0	0%
TOTAL	**$1,648,082**	**$253,508**	**15%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
$198,680	$43,730	$4,526	-
$6,572	-	-	-
$0	-	-	-

Warwick Boulevard Sidewalk Widening
UPC # 108981

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
CMAQ Match	$329,615	$0	$0	$0	$0	$329,615
CMAQ	$1,318,468	$0	$0	$0	$0	$1,318,468
TOTAL	**$1,648,083**	**$0**	**$0**	**$0**	**$0**	**$1,648,083**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	CMAQ	$150,372	-$27,663				-$6,916
	Subtotal	***$150,372***	***-$27,663***				***-$6,916***
RW	CMAQ		$166,913				$41,728
	Subtotal		***$166,913***				***$41,728***
CN	CMAQ		$603,835				$150,959
CN	AC		$122,850				
	Subtotal		***$726,685***				***$150,959***
	TOTAL	**$150,372**	**$865,935**				**$185,771**

Source of Project Data: Virginia Department of Transportation.

Jefferson Avenue and Yorktown Road Intersection Improvements
UPC # 111091

OVERVIEW

Description: Construct a second eastbound lane through the intersection.

Street (Route): Yorktown Road

From: 0.25 miles south of Jefferson Avenue

To: 0.25 miles north of Jefferson Avenue

Length (mi): 0.5

Jurisdiction/Agency: Newport News

System: Urban

Scope: Reconstruction w/ Added Capacity

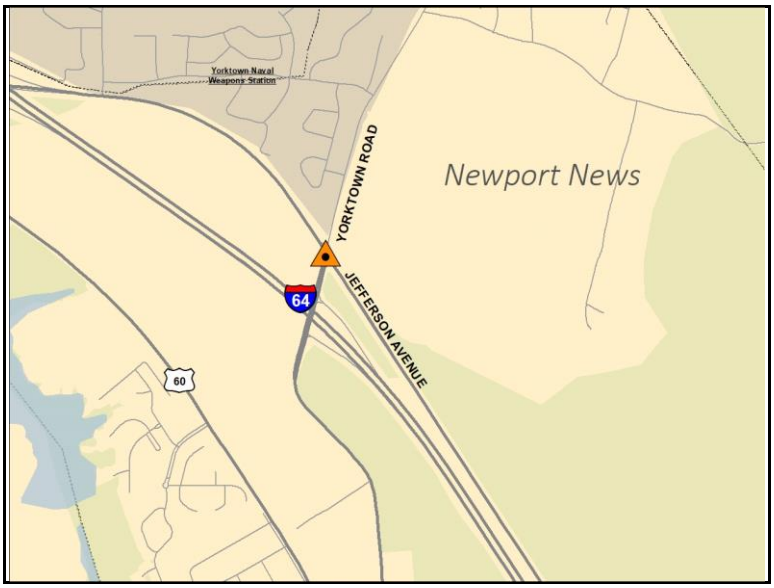
Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	12/2/2021	3/16/2023	Complete
Right of Way	3/16/2023	6/12/2024	Underway
Construction	6/12/2024	11/13/2025	FFY 2024

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$395,000	$3,700	1%
Right of Way	$508,000	$0	0%
Construction	$1,557,000	$0	0%
TOTAL	**$2,460,000**	**$3,700**	**0%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
$3,700	-	-	-
$0	-	-	-
$0	-	-	-

Jefferson Avenue and Yorktown Road Intersection Improvements
UPC # 111091

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STP	$1,954,390	$0	$0	$0	$0	$1,954,390
STF	$505,610	$0	$0	$0	$0	$505,610
TOTAL	**$2,460,000**	**$0**	**$0**	**$0**	**$0**	**$2,460,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
RW	STP/STBG		$508,000				
	Subtotal		***$508,000***				
CN	STP/STBG		$1,051,390				
CN	AC		$505,610				
	Subtotal		***$1,557,000***				
	TOTAL		**$2,065,000**				

Source of Project Data: Virginia Department of Transportation.

Oakland Industrial Park Sidewalk - Phase 2 (Project in Financial Closeout)
UPC # 100856

OVERVIEW

Description: Construct two different sidewalks - one along Harwood Drive from Enterprise Drive to Enterprise Drive (Harwood Drive is U-shaped) - and one on Pickett's Line, from Enterprise Drive to Warwick Boulevard.

Street (Route): Harwood Drive and Pickett's Line

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Newport News

System: Urban

Scope: Facilities for Pedestrians and Bicycles

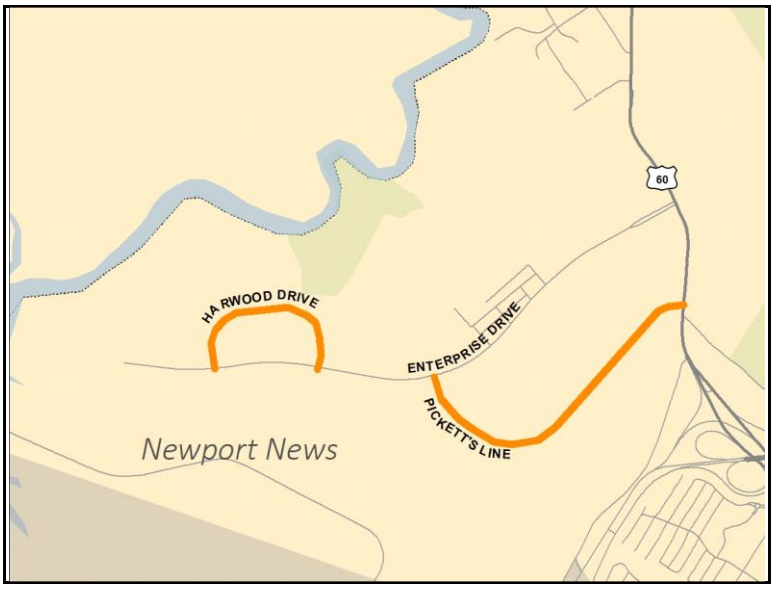
Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	10/7/2013	7/26/2016	Complete
Right of Way	7/26/2016	3/21/2018	Complete
Construction	3/21/2018	10/17/2019	Complete

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$116,256	$116,256	100%
Right of Way	$33,357	$33,357	100%
Construction	$447,682	$447,682	100%
TOTAL	**$597,295**	**$597,295**	**100%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Oakland Industrial Park Sidewalk - Phase 2 (Project in Financial Closeout)
UPC # 100856

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STM	$33,648	$0	$0	$0	$0	$33,648
STF	$98,000	$0	$0	$0	$0	$98,000
LOM	$2,370	$0	$0	$0	$0	$2,370
LOC	$66,250	$0	$0	$0	$0	$66,250
CMAQ	$473,597	$0	$0	$0	$0	$473,597
BOM	$18,132	$0	$0	$0	$0	$18,132
TOTAL	**$691,997**	**$0**	**$0**	**$0**	**$0**	**$691,997**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
CN	CMAQ	$184,627	$173,518				$43,380
	Subtotal	***$184,627***	***$173,518***				***$43,380***
	TOTAL	**$184,627**	**$173,518**				**$43,380**

Source of Project Data: Virginia Department of Transportation.

Jefferson Avenue Streetscaping (Project in Financial Closeout)
UPC # 102969

OVERVIEW

Description: Streetscaping, storm and sanitary sewers, underground utilities along Jefferson Avenue from 24th Street to 12th Street.

Street (Route): Jefferson Avenue

From: 24th Street

To: 12th Street

Length (mi): 0.7

Jurisdiction/Agency: Newport News

System: Urban

Scope: Safety/Traffic Opers/TSM

Oversight: Unknown

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	5/24/2013	11/2/2015	Complete
Right of Way	11/2/2015	6/18/2018	Complete
Construction	6/18/2018	2/24/2022	Complete

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$966,624	$483,312	50%
Right of Way	$2,121,058	$1,060,529	50%
Construction	$8,871,354	$4,435,677	50%
TOTAL	**$11,959,036**	**$5,979,518**	**50%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Jefferson Avenue Streetscaping (Project in Financial Closeout)
UPC # 102969

ALLOCATIONS

Fund Source(s)	*Previous*	*FY 2024*	*FY 2025*	*FY 2026*	*FY 2027*	*TOTAL*
RS	$12,624,426	$0	$0	$0	$0	$12,624,426
LOC	$876,292	$0	$0	$0	$0	$876,292
TOTAL	**$13,500,718**	**$0**	**$0**	**$0**	**$0**	**$13,500,718**

SCHEDULED OBLIGATIONS

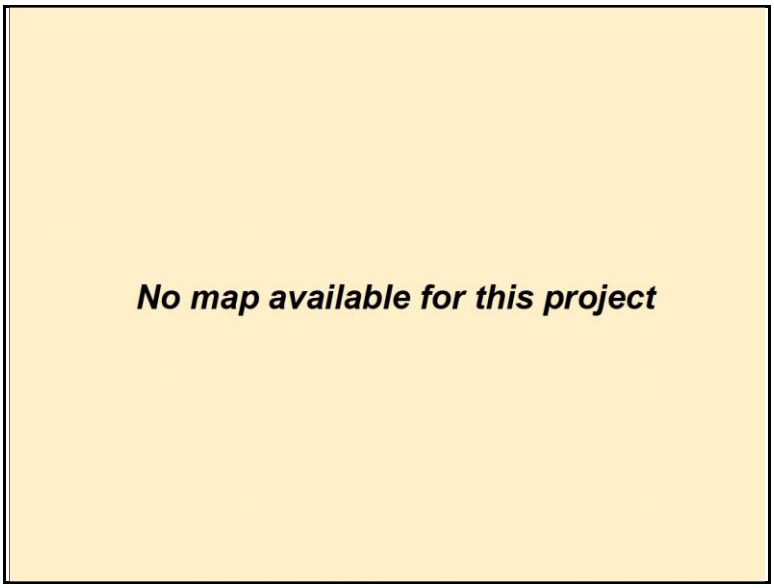
Source of Project Data: Virginia Department of Transportation.

Opticom Emergency Vehicle Preemption
UPC # 115373

OVERVIEW

Description: Opticom emergency vehicle preemption.

Street (Route): N/A
From: N/A
To: N/A
Length (mi): N/A
Jurisdiction/Agency: Newport News
System: Urban
Scope: Traffic Management/Engineering
Oversight: Unknown
Administered By: Locality
Regionally Significant for Air Quality: No
CMAQ: No
RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	12/3/2025	7/28/2027	FFY 2026
Right of Way	N/A	N/A	N/A
Construction	7/28/2027	12/11/2028	FFY 2027

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$50,000	$0	0%
Right of Way	$0	$0	-
Construction	$725,000	$0	0%
TOTAL	**$775,000**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Opticom Emergency Vehicle Preemption
UPC # 115373

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STM	$0	$0	$82,500	$72,500	$0	$155,000
CMAQ	$0	$0	$330,000	$290,000	$0	$620,000
TOTAL	**$0**	**$0**	**$412,500**	**$362,500**	**$0**	**$775,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	CMAQ			$40,000			$10,000
	Subtotal			***$40,000***			***$10,000***
CN	CMAQ				$580,000		$145,000
	Subtotal				***$580,000***		***$145,000***
	TOTAL			**$40,000**	**$580,000**		**$155,000**

Source of Project Data: Virginia Department of Transportation.

Permanent Message Boards
UPC # 115376

OVERVIEW

Description: Permanent message boards in various locations.

Street (Route): N/A

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Newport News

System: Urban

Scope: Traffic Management/Engineering

Oversight: Non-Federal Oversight

Administered By: Locality

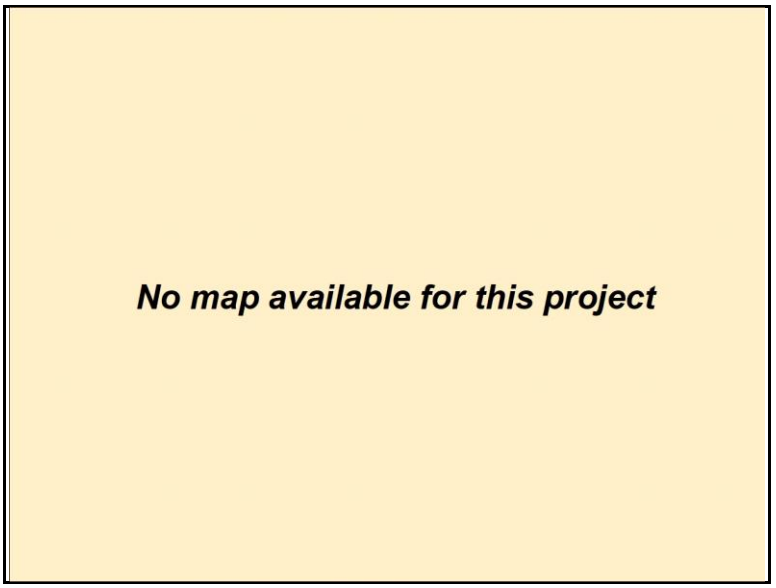
Regionally Significant: No

CMAQ: Yes

RSTP: No

TAP: No

CRP: No



HRTPO Notes

Revised 10/16/2025: Amendment to add the RW Phase and to revise the cost estimate, schedule, and obligations. Revise cost estimate to be $1,230,000. Update obligations as follows: remove FY 2025 PE Phase CMAQ obligation of $80,000 and $20,000 CMAQ match; add FY 2026 PE Phase CMAQ obligation of $136,000, plus $34,000 CMAQ match; remove FY 2027 CN Phase CMAQ obligation of $320,000 and $80,000 CMAQ match. Revised 12/8/2025: Administrative Modification to revise the cost estimate and allocations. Revise cost estimate to be $1,245,412. Update allocations as follows: receive FY 2015 CMAQ allocation of $36,330, plus $9,082 CMAQ match, from UPC 114388; receive FY 2017 CMAQ allocation of $240,000, plus $60,000 CMAQ match, from UPC 114388; receive FY 2025 CMAQ allocation of $320,000, plus $80,000 CMAQ match, from the HRTPO CMAQ Reserve Account; remove FY 2026 LOC allocation of $730,000 -- this allocation was not previously accounted for in the TIP.

SCHEDULE

	Start	End	Status
Preliminary Engineering	1/23/2026	6/30/2028	FFY 2026
Right of Way	6/30/2028	4/5/2030	FFY 2028
Construction	4/5/2030	3/24/2031	FFY 2030

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$175,000	$0	0%
Right of Way	$50,000	$0	0%
Construction	$1,020,412	$0	0%
TOTAL	**$1,245,412**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Permanent Message Boards
UPC # 115376

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
CMAQ Match	$69,082	$0	$100,000	$80,000	$0	$249,082
CMAQ	$276,330	$0	$400,000	$320,000	$0	$996,330
TOTAL	**$345,412**	**$0**	**$500,000**	**$400,000**	**$0**	**$1,245,412**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	CMAQ				$136,000		$34,000
	Subtotal				***$136,000***		***$34,000***
	TOTAL				**$136,000**		**$34,000**

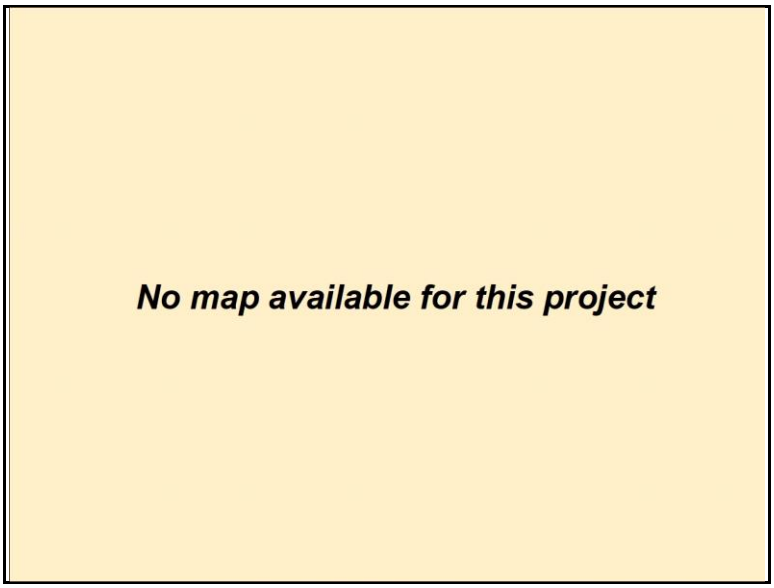
Source of Project Data: Virginia Department of Transportation.

Signal Retiming Improvements
UPC # 115519

OVERVIEW

Description: Signal retiming improvements.

Street (Route): N/A
From: N/A
To: N/A
Length (mi): N/A
Jurisdiction/Agency: Newport News
System: Urban
Scope: Traffic Management/Engineering
Oversight: Unknown
Administered By: Locality
Regionally Significant for Air Quality: No
CMAQ: No
RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	12/3/2025	6/24/2027	FFY 2026
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$1,350,000	$0	0%
Right of Way	$0	$0	-
Construction	$0	$0	-
TOTAL	**$1,350,000**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Signal Retiming Improvements
UPC # 115519

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STM	$0	$0	$90,000	$90,000	$90,000	$270,000
CMAQ	$0	$0	$360,000	$360,000	$360,000	$1,080,000
TOTAL	**$0**	**$0**	**$450,000**	**$450,000**	**$450,000**	**$1,350,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	CMAQ				$1,080,000		$270,000
	Subtotal				***$1,080,000***		***$270,000***
	TOTAL				**$1,080,000**		**$270,000**

Source of Project Data: Virginia Department of Transportation.

Oyster Point Road Improvements
UPC # 119360

OVERVIEW

Description: Bicycle and pedestrian improvements on Oyster Point Road.

Street (Route): Oyster Point Road

From: Jefferson Avenue

To: Operation Drive

Length (mi): 0.15

Jurisdiction/Agency: Newport News

System: Urban

Scope: Facilities for Pedestrians and Bicycles

Oversight: Unknown

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	1/5/2026	4/5/2028	FFY 2026
Right of Way	4/5/2028	1/9/2029	FFY 2028
Construction	1/9/2029	1/11/2030	FFY 2029

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$1,263,597	$0	0%
Right of Way	$5,416,457	$0	0%
Construction	$9,305,627	$0	0%
TOTAL	**$15,985,681**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters 3	2	1
	-	-	-
	-	-	-
	-	-	-

Oyster Point Road Improvements
UPC # 119360

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STP	$0	$961,783	$1,060,494	$0	$0	$2,022,277
STF	$1,798,816	$50,000	$0	$409,046	$905,542	$3,163,404
NHPP	$2,000,000	$450,000	$250,000	$6,000,000	$2,100,000	$10,800,000
TOTAL	**$3,798,816**	**$1,461,783**	**$1,310,494**	**$6,409,046**	**$3,005,542**	**$15,985,681**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	NHS/NHPP				$1,010,877		$252,719
	Subtotal				***$1,010,877***		***$252,719***
	TOTAL				**$1,010,877**		**$252,719**

Source of Project Data: Virginia Department of Transportation.

Citywide Intelligent Transportation System (ITS) Upgrades - CN Phase (Project in Financial Closeout)
UPC # 114388

OVERVIEW

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

Street (Route): N/A

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Newport News

System: Urban

Scope: Safety

Oversight: Non-Federal Oversight

Administered By: Locality

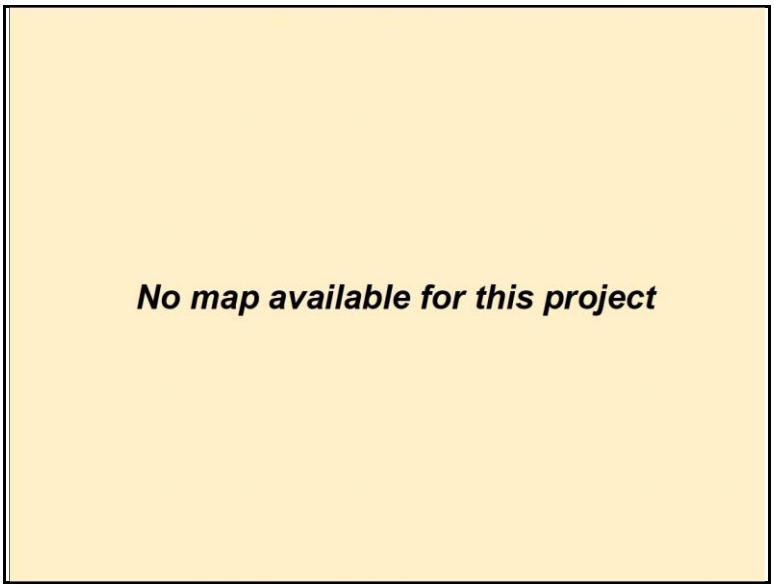
Regionally Significant: No

CMAQ: Yes

RSTP: No

TAP: No

CRP: No



HRTPO Notes

Revised 12/8/2025: Administrative Modification to transfer surplus CMAQ funds to several active RSTP projects in Newport News. Update allocations as follows: transfer FY 2009 CMAQ allocation of $342,906, plus $85,726 CMAQ match, to UPC 103059; transfer FY 2009 CMAQ allocation of $54,174, plus $13,544 CMAQ match, to UPC 107058; transfer FY 2009 CMAQ allocation of $269,931, plus $67,483 CMAQ match, to UPC 108980; transfer FY 2012 CMAQ allocation of $27,135, plus $6,784 CMAQ match, to UPC 108980; transfer FY 2015 CMAQ allocation of $23,814, plus $5,954 CMAQ match, to UPC 108980; transfer FY 2015 CMAQ allocation of $103,057, plus $25,764 CMAQ match, to UPC 108981; transfer FY 2015 CMAQ allocation of $36,330, plus $9,082 CMAQ match, to UPC 115376; transfer FY 2017 CMAQ allocation of $240,000, plus $60,000 CMAQ match, to UPC 115376.

SCHEDULE

	Start	End	Status
Preliminary Engineering	N/A	N/A	N/A
Right of Way	N/A	N/A	N/A
Construction	4/21/2020	8/25/2021	Complete

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$0	$0	-
Right of Way	$0	$0	-
Construction	$1,119,497	$919,479	82%
TOTAL	**$1,119,497**	**$919,479**	**82%**

Recent Expenditures

	Latest Quarter	Previous 3 Quarters		
		3	2	1
Preliminary Engineering	$0	-	-	-
Right of Way	$0	-	-	-
Construction	$26,528	$654	$891,614	$134

Citywide Intelligent Transportation System (ITS) Upgrades - CN Phase (Project in Financial Closeout)
UPC # 114388

ALLOCATIONS

Fund Source(s)	*Previous*	*FY 2024*	*FY 2025*	*FY 2026*	*FY 2027*	*TOTAL*
CMAQ Match	$183,896	$0	$0	$0	$0	$183,896
CMAQ	$735,582	$0	$0	$0	$0	$735,582
TOTAL	**$919,478**	**$0**	**$0**	**$0**	**$0**	**$919,478**

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

Citywide Newport News Signal System Progression
UPC # 111081

OVERVIEW

Description: Procurement and installation of hardware and software components for the City's centralized signal system.

Street (Route): N/A

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Newport News

System: Urban

Scope: Safety

Oversight: Non-Federal Oversight

Administered By: Locality

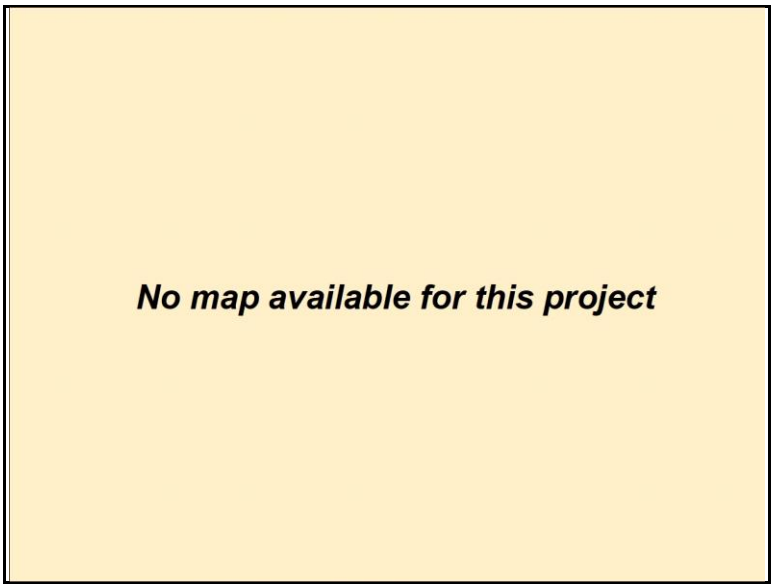
Regionally Significant: No

CMAQ: Yes

RSTP: No

TAP: No

CRP: No



HRTPO Notes

Revised 5/15/2025: Amendment to ungroup project and add back into the TIP as an individual project.

SCHEDULE

	Start	End	Status
Preliminary Engineering	4/18/2024	4/21/2027	Underway
Right of Way	N/A	N/A	N/A
Construction	4/21/2027	4/6/2028	FFY 2027

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$210,000	$2,085	1%
Right of Way	$0	$0	-
Construction	$1,040,000	$0	0%
TOTAL	**$1,250,000**	**$2,085**	**0%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
$2,085	-	-	-
$0	-	-	-
$0	-	-	-

Citywide Newport News Signal System Progression
UPC # 111081

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
CMAQ Match	$20,000	$90,000	$90,000	$0	$0	$200,000
CMAQ	$80,000	$360,000	$360,000	$0	$0	$800,000
TOTAL	**$100,000**	**$450,000**	**$450,000**	**$0**	**$0**	**$1,000,000**

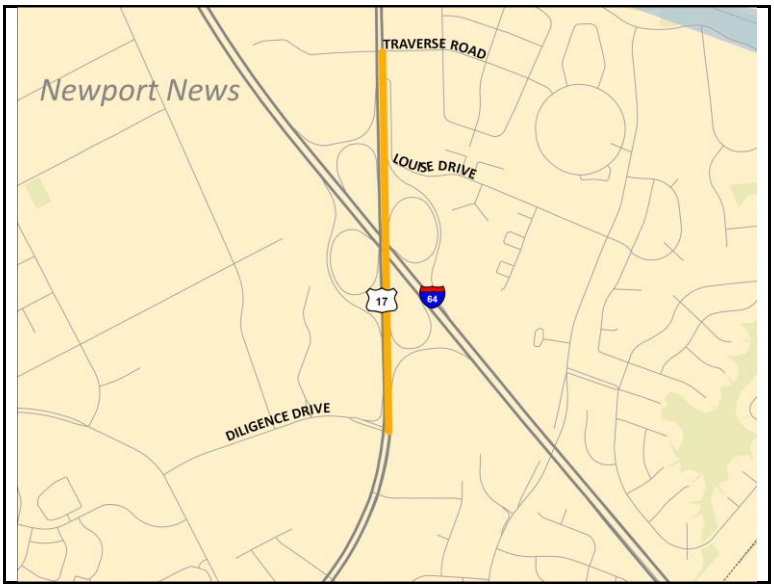
SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	CMAQ	$440,000	$168,000			$832,000	$360,000
PE	AC-CMAQ	$560,000					$140,000
	Subtotal	***$1,000,000***	***$168,000***			***$832,000***	***$500,000***
	TOTAL	**$1,000,000**	**$168,000**			**$832,000**	**$500,000**

Source of Project Data: Virginia Department of Transportation.

J. Clyde Morris Boulevard (US 17) Widening
UPC # 123160

OVERVIEW



Description: Widen northbound US 17 from 2 to 3 lanes from Diligence Drive to Louise Drive by restriping existing unused pavement and extend EB I-64 on-ramp 2nd lane on NB US 17. Modify traffic signal at US 17/Diligence Drive. Reconstruct 55' of sidewalk NB US 17.

Street (Route): J. Clyde Morris Boulevard (17)

From: Diligence Drive

To: Traverse Road

Length (mi): 0.797

Jurisdiction/Agency: Newport News

System: Urban

Scope: Reconstruction w/Added Capacity

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant: Yes

CMAQ: No

RSTP: No

TAP: No

CRP: No

HRTPO Notes

Revised 7/31/2025: Amendment to add project to the TIP.

SCHEDULE

	Start	End	Status
Preliminary Engineering	12/26/2025	2/18/2028	FFY 2026
Right of Way	2/18/2028	11/10/2028	FFY 2028
Construction	11/10/2028	10/29/2029	FFY 2029

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$900,188	$0	0%
Right of Way	$783,686	$0	0%
Construction	$3,386,376	$0	0%
TOTAL	**$5,070,250**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

J. Clyde Morris Boulevard (US 17) Widening
UPC # 123160

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
DGP/State				$1,000,000	$500,000	$1,500,000
TOTAL				**$1,000,000**	**$500,000**	

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	Other				$900,188		
	Subtotal				***$900,188***		
	TOTAL				**$900,188**		

Source of Project Data: Virginia Department of Transportation.

Air Terminal Interchange - Intermodal Connector Eastern
UPC # 123154

OVERVIEW

Description: Construct a new interchange to connect Navy residences to Hampton Boulevard and the Air Terminal Building crossing over the newly completed I-564 Intermodal Connector Eastern Intersection.

Street (Route): N/A

From: I-564

To: Hampton Boulevard

Length (mi): 2.27

Jurisdiction/Agency: Norfolk

System: Urban

Scope: New Construction Roadway

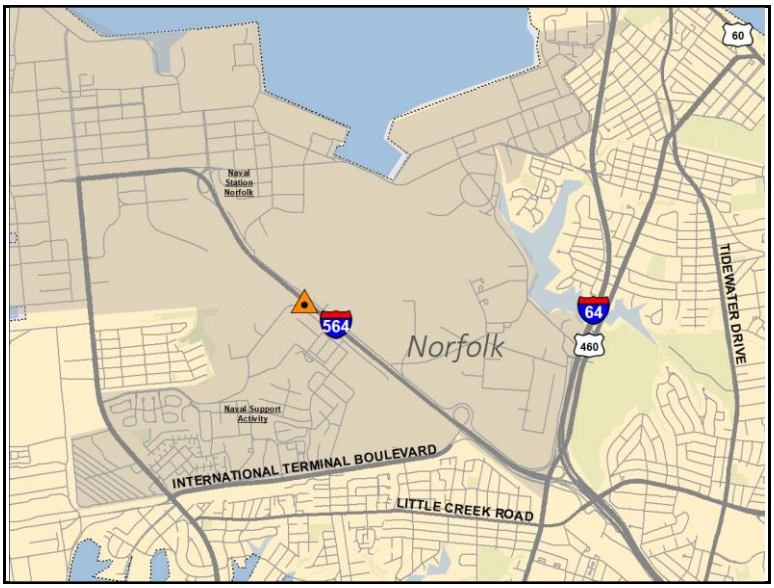
Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No



HRTPO Notes

Revised 3/21/2024: Amendment to add project to the TIP as part of the FY 2024-2027 rollover process.

SCHEDULE

	Start	End	Status
Preliminary Engineering	8/4/2023	1/5/2027	Underway
Right of Way	1/5/2027	12/10/2030	FFY 2027
Construction	12/10/2030	5/7/2036	FFY 2031

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$6,670,000	$0	0%
Right of Way	$2,210,000	$0	0%
Construction	$100,160,000	$0	0%
TOTAL	**$109,040,000**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Air Terminal Interchange - Intermodal Connector Eastern
UPC # 123154

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
PTF Match	$29,870	$0	$0	$0	$0	$29,870
PTF	$6,640,130	$0	$0	$0	$0	$6,640,130
TOTAL	**$6,670,000**	**$0**	**$0**	**$0**	**$0**	**$6,670,000**

SCHEDULED OBLIGATIONS

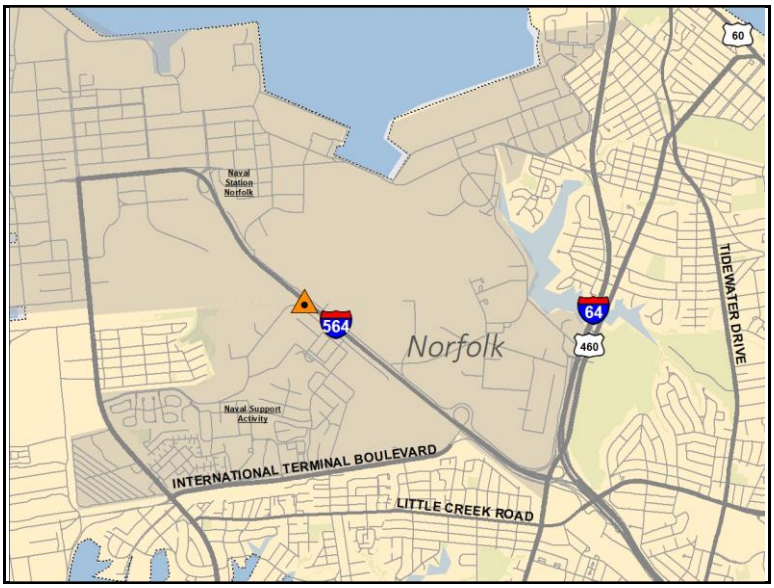
Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	AC-Other	$6,670,000					
	Subtotal	***$6,670,000***					

TOTAL $6,670,000

Source of Project Data: Virginia Department of Transportation.

Air Terminal Interchange - Intermodal Connector - Western
UPC # 59175

OVERVIEW



Description: Design and construct an intersection within the newly constructed I-564 Intermodal Connector (IMC) and expand the Public Connector Roadway to accommodate bi-directional traffic.

Street (Route): I-564

From: Seabee Road Interchange

To: I-564 IMC median

Length (mi): 0.33

Jurisdiction/Agency: Norfolk

System: Urban

Scope: New Construction Roadway

Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant: Yes

CMAQ: No

RSTP: No

TAP: No

CRP: No

HRTPO Notes

Revised 5/28/2024: Administrative Modification to revise the cost estimate, schedule, allocations, and obligations as part of the FY 2024-2027 rollover process. Revise cost estimate to be $24,468,539. Update allocations as follows: remove FY Previous STF allocation of $9,813,068; add FY Previous DEMO allocation of $1,175,858; add FY Previous PTF allocation of $3,143,068; add FY 2024 PTF allocation of $1,500,000; add FY 2025 PTF allocation of $2,000,000; add FY 2026 PTF allocation of $8,000,000; add FY 2027 PTF allocation of $8,300,000. Update obligations as follows: add FY Previous PE Phase NHPP obligation of $186,932; add FY Previous PE Phase AC-Other obligation of $1,967,210; add FY Previous PE Phase DEMO obligation of $1,175,858; remove FY 2024 RW Phase AC obligation of $4,000,000; add FY 2024 RW Phase AC-Other obligation of $659,490. Revised 3/25/2025: Administrative Modification to revise the project description, cost estimate, schedule, allocations, and obligations. Revise cost estimate to be $24,468,540. Update allocations as follows: revise FY Previous DEMO allocation to be $48,000; remove FY Previous PTF allocation of $3,143,068; add FY Previous PTF Match allocation of $3,143,068; revise FY 2025 PTF allocation to be $1,000,000; revise FY 2026 PTF allocation to be $6,000,000; revise FY 2027 PTF allocation to be $6,300,000. Update obligations as follows: remove FY Previous PE Phase DEMO obligation of $1,175,858; remove FY Previous PE Phase AC-Other obligation of $1,967,210; add FY Previous PE Phase Other-State obligation of $1,967,210; add FY 2025 PE Phase DEMO obligation of $1,175,858; add FY 2025 PE Phase Other obligation of $808,000; remove FY 2024 RW Phase AC-Other obligation of $659,490; add FY 2025 RW Phase Other obligation of $326,977; add FY 2025 CN Phase Other obligation of $20,003,563.

SCHEDULE

	Start	End	Status
Preliminary Engineering	9/8/2024	2/7/2025	Complete
Right of Way	2/7/2025	7/8/2025	Underway
Construction	7/8/2025	11/25/2025	FFY 2025

COSTS AND EXPENDITURES

Recent Expenditures

Air Terminal Interchange - Intermodal Connector - Western
UPC # 59175

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	$4,138,000	$2,963,060	72%	$2,324,777	$37,981	$21,732	$1,179
Right of Way	$326,977	$0	0%	$0	-	-	-
Construction	$20,003,563	$0	0%	$0	-	-	-
TOTAL	**$24,468,540**	**$2,963,060**	**12%**				

Air Terminal Interchange - Intermodal Connector - Western
UPC # 59175

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
PTF Match	$3,143,068	$0	$0	$0	$0	$3,143,068
PTF	$0	$1,500,000	$1,000,000	$6,000,000	$6,300,000	$14,800,000
DEMO	$48,000	$0	$0	$0	$0	$48,000
NHPP	$186,932	$0	$0	$0	$0	$186,932
TOTAL	**$3,378,000**	**$1,500,000**	**$1,000,000**	**$6,000,000**	**$6,300,000**	**$18,178,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	Other			$808,000			
PE	DEMO			$1,175,858			
PE	Other-State	$1,967,210					
PE	NHPP	$186,932					
	Subtotal	***$2,154,142***		***$1,983,858***			
RW	Other			$326,977			
	Subtotal			***$326,977***			
CN	Other			$20,003,563			
	Subtotal			***$20,003,563***			
	TOTAL	**$2,154,142**		**$22,314,398**			

Source of Project Data: Virginia Department of Transportation.

St. Paul's Infrastructure Improvements - Phase 2
UPC # 118642

OVERVIEW

Description: Creation of 7,000 linear feet of new roadway extending Freemason Street to Tidewater Drive - also the reconstruction of the grid network in the Tidewater Gardens area. Additional work includes dedicated bike facilities and widening of sidewalks.



Street (Route): N/A

From: Freemason Street (Tidewater Garden area)

To: South of Brambleton Avenue

Length (mi): 1.3

Jurisdiction/Agency: Norfolk

System: Urban

Scope: Reconstruction w/ Added Capacity

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant: Yes

CMAQ: No

RSTP: No

TAP: No

CRP: No

HRTPO Notes

Revised 11/21/2024: Amendment to revise the cost estimate, schedule, allocations, and obligations. Revise cost estimate to be $62,643,118. Update allocations as follows: remove FY Previous RS allocation of $3,000,000; remove FY 2024 RS allocation of $1,289,546; add FY Previous RS/State allocation of $1,500,000; add FY 2024 RS/State allocation of $644,773; add FY Previous RS/LOC allocation of $1,500,000; add FY 2024 RS/LOC allocation of $644,773; revise FY Previous LOC allocation to be $2,103,719; add FY 2024 LOC allocation of $32,602,004; add FY Previous CDBG allocation of $965,000; add FY Previous BUILD allocation of $14,400,000; add FY Previous BUILD LOC Match of $6,200,000; add FY 2025 Earmark allocation of $1,666,279, plus $416,570 Earmark match. Update obligations as follows: add FY Previous PE Phase RS obligation of $451,633, plus $451,633 RS match; add FY 2025 PE Phase Other obligation of $13,944; add FY Previous CN Phase RS obligation of $1,693,140, plus $1,693,140 RS match; add FY Previous CN Phase AC-Other obligation of $3,063,720; add FY Previous CN Phase Other obligation of $20,600,000; add FY 2025 CN Phase DEMO obligation of $1,666,279; add FY 2025 CN Phase Other obligation of $58,366,489, plus $1,693,140 Other match.

SCHEDULE

	Start	End	Status
Preliminary Engineering	3/14/2023	12/29/2023	Complete
Right of Way	N/A	N/A	N/A
Construction	12/29/2023	12/3/2026	Underway

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$917,210	$35,714	4%
Right of Way	$0	$0	-
Construction	$61,725,908	$0	0%
TOTAL	**$62,643,118**	**$35,714**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

St. Paul's Infrastructure Improvements - Phase 2
UPC # 118642

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
Earmark Match	$0	$0	$416,570	$0	$0	$416,570
Earmark	$0	$0	$1,666,279	$0	$0	$1,666,279
BUILD L-Match	$6,200,000	$0	$0	$0	$0	$6,200,000
BUILD	$14,400,000	$0	$0	$0	$0	$14,400,000
CDBG	$965,000	$0	$0	$0	$0	$965,000
RS-LOC	$1,500,000	$644,773	$0	$0	$0	$2,144,773
RS-State	$1,500,000	$644,773	$0	$0	$0	$2,144,773
LOC	$2,103,719	$32,602,004	$0	$0	$0	$34,705,723
TOTAL	**$26,668,719**	**$33,891,550**	**$2,082,849**	**$0**	**$0**	**$62,643,118**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	Other			$13,944			
PE	RS	$451,633					$451,633
	Subtotal	***$451,633***		***$13,944***			***$451,633***
CN	DEMO			$1,666,279			
CN	Other	$20,600,000		$58,366,489			$1,693,140
CN	AC-Other	$3,063,720					
CN	RS	$1,693,140					$1,693,140
	Subtotal	***$25,356,860***		***$60,032,768***			***$3,386,280***
	TOTAL	**$25,808,493**		**$60,046,712**			**$3,837,913**

Source of Project Data: Virginia Department of Transportation.

Virginia Beach Boulevard Widening - George Street to Newtown
UPC # 115244

OVERVIEW

Description: Widen Virginia Beach into a 6-lane section from George Street to Newtown Road. Project will remove the service lanes and include improved intersection and pedestrian enhancements.

Street (Route): Virginia Beach Boulevard

From: George Street

To: Newtown Road

Length (mi): 0.44

Jurisdiction/Agency: Norfolk

System: Urban

Scope: Reconstruction w/ Added Capacity

Oversight: Non-Federal Oversight

Administered By: Locality

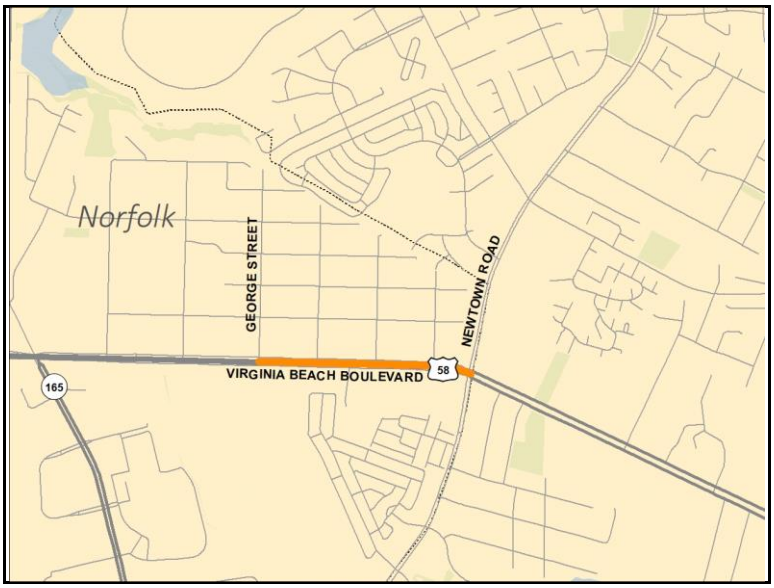
Regionally Significant: Yes

CMAQ: No

RSTP: No

TAP: No

CRP: No



HRTPO Notes

Revised 3/25/2025: Administrative Modification to revise the schedule, allocations, and obligations. Update allocations as follows: add FY Previous State Funds (STF) allocation of $31,325; add FY 2024 NHPP allocation of $1,534,696; add FY 2026 STF allocation of $452,754; add FY 2027 STF allocation of $2,132,246. Update obligations as follows: add FY 2025 PE Phase NHS/NHPP obligation of $1,242,538; add FY 2027 RW Phase NHS/NHPP obligation of $292,158; add FY 2027 RW Phase AC obligation of $5,457,536.

SCHEDULE

	Start	End	Status
Preliminary Engineering	11/9/2023	10/29/2026	Underway
Right of Way	10/29/2026	3/13/2028	FFY 2027
Construction	3/13/2028	7/4/2029	FFY 2028

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$1,242,538	$0	0%
Right of Way	$5,749,694	$0	0%
Construction	$8,708,789	$0	0%
TOTAL	**$15,701,021**	**$0**	**0%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
	-	-	-
	-	-	-
	-	-	-

Virginia Beach Boulevard Widening - George Street to Newtown
UPC # 115244

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
NHPP	$0	$1,534,696	$0	$0	$0	$1,534,696
STF	$31,325	$0	$0	$452,754	$2,132,246	$2,616,325
TOTAL	**$31,325**	**$1,534,696**	**$0**	**$452,754**	**$2,132,246**	**$4,151,021**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	NHS/NHPP			$1,242,538			
	Subtotal			***$1,242,538***			
RW	AC					$5,457,536	
RW	NHS/NHPP					$292,158	
	Subtotal					***$5,749,694***	
	TOTAL			**$1,242,538**		**$5,749,694**	

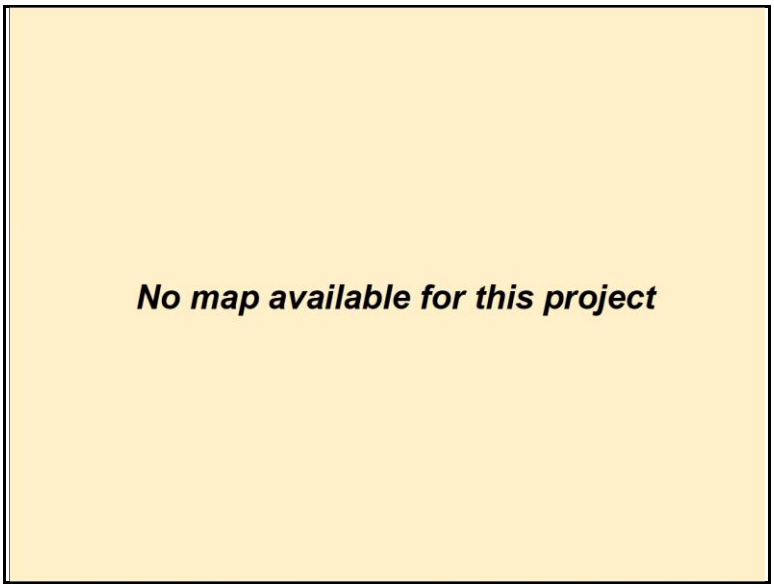
Source of Project Data: Virginia Department of Transportation.

Traffic Signal Detection Upgrades
UPC # 115370

OVERVIEW

Description: Traffic signal detection upgrades in Norfolk.

Street (Route): N/A
From: N/A
To: N/A
Length (mi): N/A
Jurisdiction/Agency: Norfolk
System: Urban
Scope: Traffic Management/Engineering
Oversight: Unknown
Administered By: Locality
Regionally Significant for Air Quality: No
CMAQ: No
RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	1/28/2025	9/17/2026	FFY 2025
Right of Way	N/A	N/A	N/A
Construction	9/17/2026	2/4/2028	FFY 2026

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$100,000	$0	0%
Right of Way	$0	$0	-
Construction	$900,000	$0	0%
TOTAL	**$1,000,000**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Traffic Signal Detection Upgrades
UPC # 115370

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STM	$0	$0	$200,000	$0	$0	$200,000
CMAQ	$0	$0	$800,000	$0	$0	$800,000
TOTAL	**$0**	**$0**	**$1,000,000**	**$0**	**$0**	**$1,000,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	CMAQ			$80,000			$20,000
	Subtotal			***$80,000***			***$20,000***
CN	CMAQ				$720,000		$180,000
	Subtotal				***$720,000***		***$180,000***
	TOTAL			**$80,000**	**$720,000**		**$200,000**

Source of Project Data: Virginia Department of Transportation.

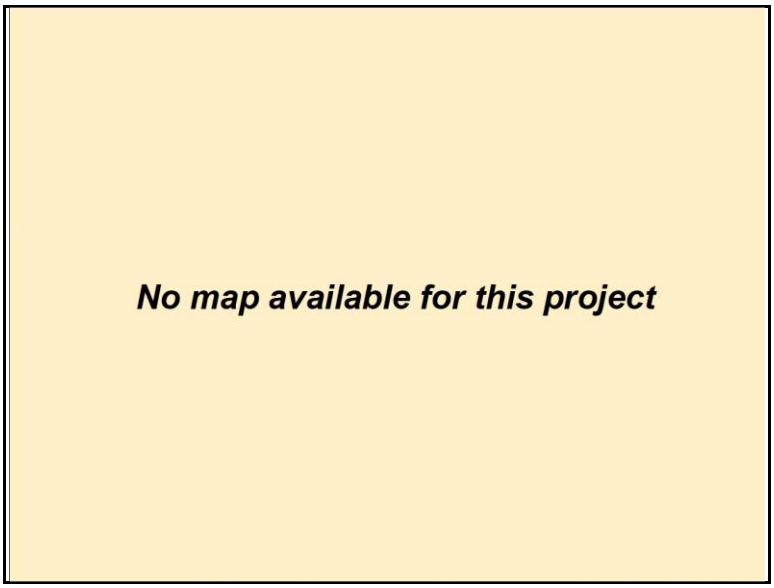
Transportation Information and Decision Support System
UPC # 115372

OVERVIEW

Description: Transportation information and decision support system.

Street (Route): N/A
From: N/A
To: N/A

Length (mi): N/A
Jurisdiction/Agency: Norfolk
System: Urban
Scope: Traffic Management/Engineering
Oversight: Unknown
Administered By: Locality
Regionally Significant for Air Quality: No
CMAQ: Yes
RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	1/28/2025	9/17/2026	FFY 2025
Right of Way	N/A	N/A	N/A
Construction	9/17/2026	2/4/2028	FFY 2026

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$100,000	$0	0%
Right of Way	$0	$0	-
Construction	$700,000	$0	0%
TOTAL	**$800,000**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Transportation Information and Decision Support System
UPC # 115372

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STM	$0	$0	$20,000	$140,000	$0	$160,000
CMAQ	$0	$0	$80,000	$560,000	$0	$640,000
TOTAL	**$0**	**$0**	**$100,000**	**$700,000**	**$0**	**$800,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	CMAQ			$80,000			$20,000
	Subtotal			***$80,000***			***$20,000***
CN	CMAQ				$560,000		$140,000
	Subtotal				***$560,000***		***$140,000***
	TOTAL			**$80,000**	**$560,000**		**$160,000**

Source of Project Data: Virginia Department of Transportation.

Traffic Signal System Communications Network Upgrades
UPC # 115377

OVERVIEW

Description: Upgrades of the traffic signal system communications network.

Street (Route): N/A

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Norfolk

System: Urban

Scope: Traffic Management/Engineering

Oversight: Unknown

Administered By: Locality

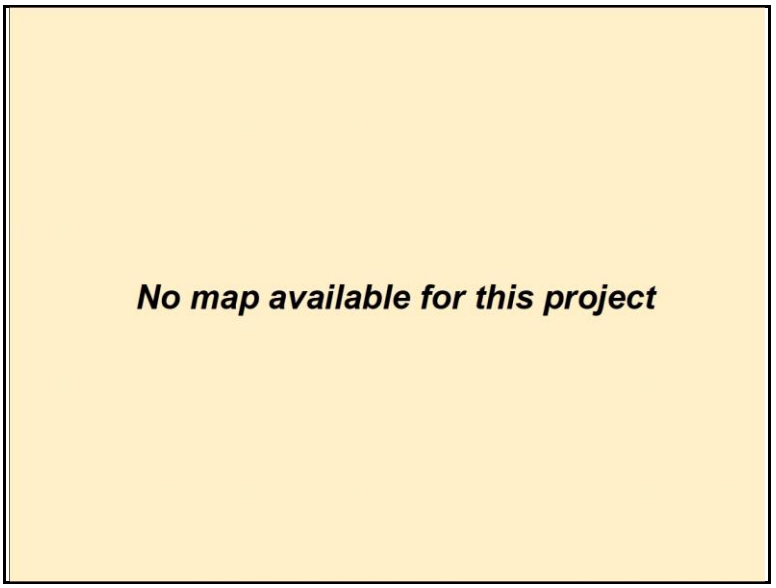
Regionally Significant: No

CMAQ: Yes

RSTP: No

TAP: No

CRP: No



HRTPO Notes

Revised 11/21/2024: Administrative Modification to revise the cost estimate and allocations. Revise the cost estimate to be $1,553,992. Update the allocations follows: receive FY 2017 CMAQ allocation of $431,217, plus $107,805 CMAQ match, from UPC 105592; receive FY 2018 CMAQ allocation of $11,976, plus $2,994 CMAQ match, from UPC 102950.

SCHEDULE

	Start	End	Status
Preliminary Engineering	1/28/2025	9/17/2026	FFY 2025
Right of Way	N/A	N/A	N/A
Construction	9/17/2026	2/4/2028	FFY 2026

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$250,000	$0	0%
Right of Way	$0	$0	-
Construction	$1,303,992	$0	0%
TOTAL	**$1,553,992**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Traffic Signal System Communications Network Upgrades
UPC # 115377

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
CMAQ Match	$110,799	$0	$50,000	$150,000	$0	$310,799
CMAQ	$443,193	$0	$200,000	$600,000	$0	$1,243,193
TOTAL	**$553,992**	**$0**	**$250,000**	**$750,000**	**$0**	**$1,553,992**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	CMAQ			$200,000			$50,000
	Subtotal			***$200,000***			***$50,000***
CN	CMAQ				$600,000		$150,000
	Subtotal				***$600,000***		***$150,000***
	TOTAL			**$200,000**	**$600,000**		**$200,000**

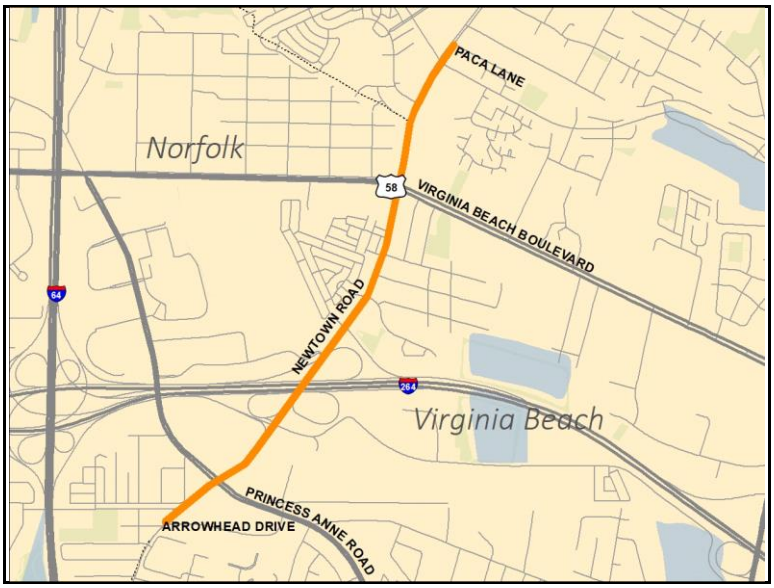
Source of Project Data: Virginia Department of Transportation.

Newtown Road Corridor Study
UPC # 115379

OVERVIEW

Description: Corridor study of Newtown Road.

Street (Route): Newtown Road
From: Arrowhead Drive
To: Paca Lane
Length (mi): 1.69
Jurisdiction/Agency: Norfolk
System: Urban
Scope: Preliminary Engineering
Oversight: Unknown
Administered By: Locality
Regionally Significant for Air Quality: No
CMAQ: No
RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	1/30/2025	8/18/2026	FFY 2025
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$250,000	$0	0%
Right of Way	$0	$0	-
Construction	$0	$0	-
TOTAL	**$250,000**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Newtown Road Corridor Study
UPC # 115379

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STM	$0	$0	$50,000	$0	$0	$50,000
RSTP	$0	$0	$200,000	$0	$0	$200,000
TOTAL	**$0**	**$0**	**$250,000**	**$0**	**$0**	**$250,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	CMAQ			$200,000			$50,000
	Subtotal			***$200,000***			***$50,000***
	TOTAL			**$200,000**			**$50,000**

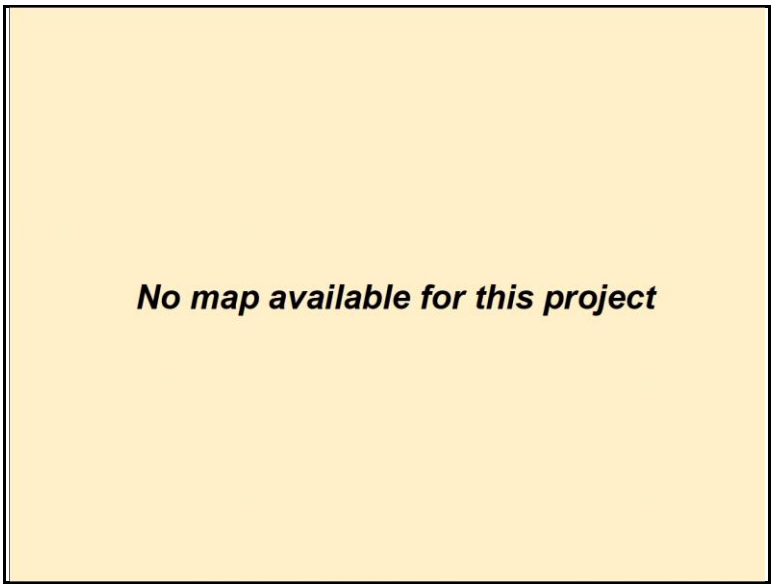
Source of Project Data: Virginia Department of Transportation.

Southside Bike Lane Network
UPC # 115424

OVERVIEW

Description: Southside bike lane network.

Street (Route): N/A
From: N/A
To: N/A
Length (mi): 3.4
Jurisdiction/Agency: Norfolk
System: Urban
Scope: Facilities for Pedetrians and Bicycles
Oversight: Unknown
Administered By: Locality
Regionally Significant for Air Quality: No
CMAQ: No
RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	10/30/2024	6/26/2026	FFY 2025
Right of Way	N/A	N/A	N/A
Construction	6/26/2026	11/8/2027	FFY 2026

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$104,000	$0	0%
Right of Way	$0	$0	-
Construction	$911,900	$0	0%
TOTAL	**$1,015,900**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Southside Bike Lane Network
UPC # 115424

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STM	$0	$0	$20,800	$182,380	$0	$203,180
RSTP	$0	$0	$83,200	$729,520	$0	$812,720
TOTAL	**$0**	**$0**	**$104,000**	**$911,900**	**$0**	**$1,015,900**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	RSTP		$83,200				$20,800
	Subtotal		***$83,200***				***$20,800***
CN	RSTP				$729,520		$182,380
	Subtotal				***$729,520***		***$182,380***
	TOTAL		**$83,200**		**$729,520**		**$203,180**

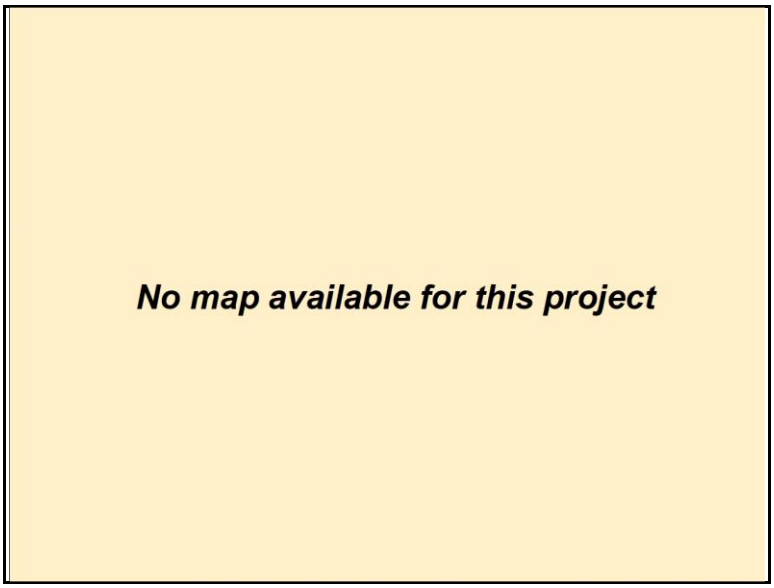
Source of Project Data: Virginia Department of Transportation.

Citywide Signal Retiming Phase 4
UPC # 115518

OVERVIEW

Description: Signal retimings.

Street (Route): N/A
From: N/A
To: N/A
Length (mi): N/A
Jurisdiction/Agency: Norfolk
System: Urban
Scope: Traffic Management/Engineering
Oversight: Unknown
Administered By: Locality
Regionally Significant for Air Quality: No
CMAQ: Yes
RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	4/3/2025	10/21/2026	FFY 2025
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$340,000	$0	0%
Right of Way	$0	$0	-
Construction	$0	$0	-
TOTAL	**$340,000**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Citywide Signal Retiming Phase 4
UPC # 115518

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STM	$0	$0	$34,000	$34,000	$0	$68,000
CMAQ	$0	$0	$136,000	$136,000	$0	$272,000
TOTAL	**$0**	**$0**	**$170,000**	**$170,000**	**$0**	**$340,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	CMAQ			$272,000			$68,000
	Subtotal			***$272,000***			***$68,000***
	TOTAL			**$272,000**			**$68,000**

Source of Project Data: Virginia Department of Transportation.

Brambleton Avenue Bridge Rehabilitation
UPC # 119276

OVERVIEW

Description: Bridge Rehab

Street (Route): Brambleton Avenue
From: 2nd Street
To: Boteourt Street
Length (mi): 0.12
Jurisdiction/Agency: Norfolk
System: Urban
Scope: Bridge Rehab w/o Added Capacity
Oversight: Unknown
Administered By: Locality
Regionally Significant for Air Quality: No
CMAQ: No
RSTP: Yes



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	N/A	N/A	N/A
Right of Way	N/A	N/A	N/A
Construction	11/2/2026	3/21/2028	FFY 2027

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$0	$0	-
Right of Way	$0	$0	-
Construction	$4,000,000	$0	0%
TOTAL	**$4,000,000**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Brambleton Avenue Bridge Rehabilitation
UPC # 119276

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STM	$0	$0	$0	$0	$600,000	$600,000
RSTP	$0	$0	$0	$0	$2,400,000	$2,400,000
TOTAL	**$0**	**$0**	**$0**	**$0**	**$3,000,000**	**$3,000,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
CN	RSTP					$3,200,000	$800,000
	Subtotal					***$3,200,000***	***$800,000***
	TOTAL					**$3,200,000**	**$800,000**

Source of Project Data: Virginia Department of Transportation.

Campostella Bridge Rehabilitation
UPC # 107039

OVERVIEW

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

Street (Route): Campostella Road

From: Kimball Terrace

To: Filmore Street

Length (mi): 0.6

Jurisdiction/Agency: Norfolk

System: Urban

Scope: Bridge Rehab w/o Added Capacity

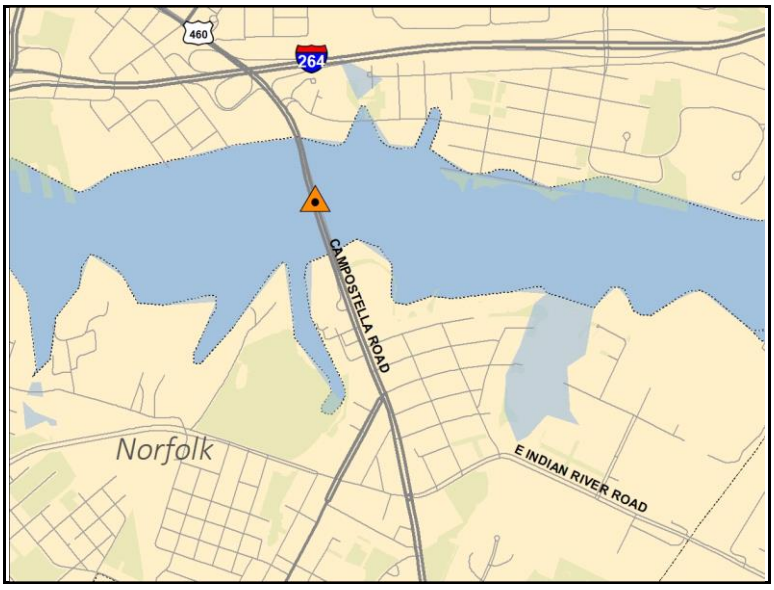
Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant: No

CMAQ: No

RSTP: Yes



HRTPO Notes

Revised 5/24/2024: Administrative Modification to revise the cost estimate, schedule, allocations, and obligations for UPC 107039 as part of the FY 2024-2027 rollover process. Revise the cost estimate to be $6,383,159. Update allocations as follows: add FY Previous LOC allocation of $2,506,389. Update obligations as follows: add FY Previous PE Phase RSTP obligation of $40,608, plus $10,152 RSTP match; add FY Previous CN Phase RSTP Federal obligation of $4,759,392; remove FY 2024 CN Phase RSTP Federal obligation of $4,759,392; add FY Previous CN Phase AC-Other obligation of $2,285,168.

SCHEDULE

	Start	End	Status
Preliminary Engineering	7/13/2021	3/17/2023	Complete
Right of Way	N/A	N/A	N/A
Construction	3/17/2023	9/27/2024	Underway

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$50,760	$36,397	72%
Right of Way	$0	$0	-
Construction	$6,332,399	$5,119	0%
TOTAL	**$6,383,159**	**$41,516**	**1%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
$36,397	-	-	-
$0	-	-	-
$5,119	-	-	-

Campostella Bridge Rehabilitation
UPC # 107039

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
RSTP Match	$1,200,000	$0	$0	$0	$0	$1,200,000
RSTP	$4,800,000	$0	$0	$0	$0	$4,800,000
LOC	$2,506,389	$0	$0	$0	$0	$2,506,389
TOTAL	**$8,506,389**	**$0**	**$0**	**$0**	**$0**	**$8,506,389**

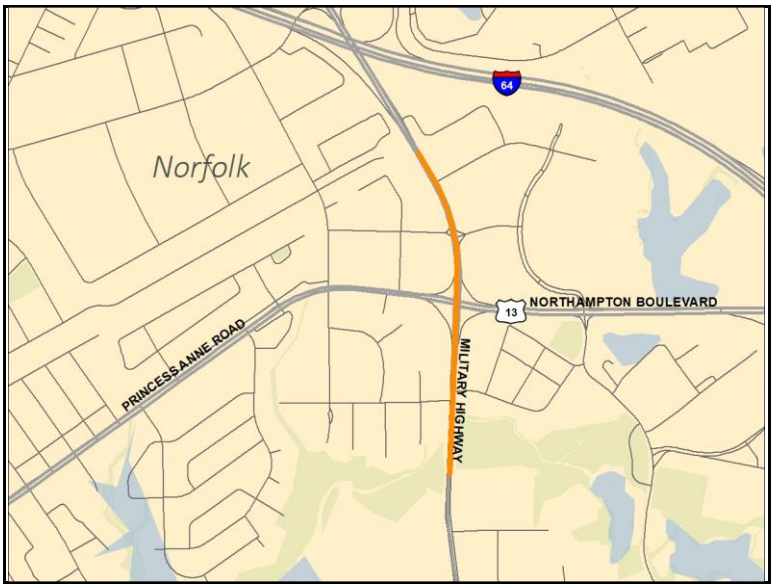
SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	RSTP	$40,608					$10,152
	Subtotal	***$40,608***					***$10,152***
CN	RSTP	$4,759,392					$1,189,848
CN	AC-Other	$2,285,168					
	Subtotal	***$7,044,560***					***$1,189,848***
	TOTAL	**$7,085,168**					**$1,200,000**

Source of Project Data: Virginia Department of Transportation.

Military Highway Widening (Project in Financial Closeout)
UPC # 1765

OVERVIEW



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

Street (Route): Military Highway (13)

From: 0.3 miles south of Northampton Boulevard (Route 13)

To: 0.45 miles north of Northampton Boulevard

Length (mi): 0.76

Jurisdiction/Agency: Norfolk

System: Urban

Scope: Reconstruction w/ Added Capacity

Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No

HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	N/A	N/A	N/A
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering			-
Right of Way			-
Construction			-
TOTAL	**$0**		**-**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	$19
	-	-	-

Military Highway Widening (Project in Financial Closeout)
UPC # 1765

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STP	$295,562	$0	$0	$0	$0	$295,562
STF	$2,460,364	$0	$0	$0	$0	$2,460,364
MIX	$3,838,233	$0	$0	$0	$0	$3,838,233
LOM	$156,243	$0	$0	$0	$0	$156,243
GARV	$50,077,832	$0	$0	$0	$0	$50,077,832
EB/MG	$929,547	$0	$0	$0	$0	$929,547
CPR	$500,000	$0	$0	$0	$0	$500,000
BOM	$278,454	$0	$0	$0	$0	$278,454
TOTAL	**$58,536,235**	**$0**	**$0**	**$0**	**$0**	**$58,536,235**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
RW	AC-Conv		$2,701,248	$2,838,328	$2,982,177	$3,132,973	
	Subtotal		***$2,701,248***	***$2,838,328***	***$2,982,177***	***$3,132,973***	
	TOTAL		**$2,701,248**	**$2,838,328**	**$2,982,177**	**$3,132,973**	

Source of Project Data: Virginia Department of Transportation.

Military Highway Widening (Project in Financial Closeout)
UPC # 9783

OVERVIEW

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

Street (Route): Military Highway (13)

From: 0.023 miles south of Lowery Road

To: 0.012 miles south of Northampton Boulevard (Route 13)

Length (mi): 0.82

Jurisdiction/Agency: Norfolk

System: Urban

Scope: Reconstruction w/ Added Capacity

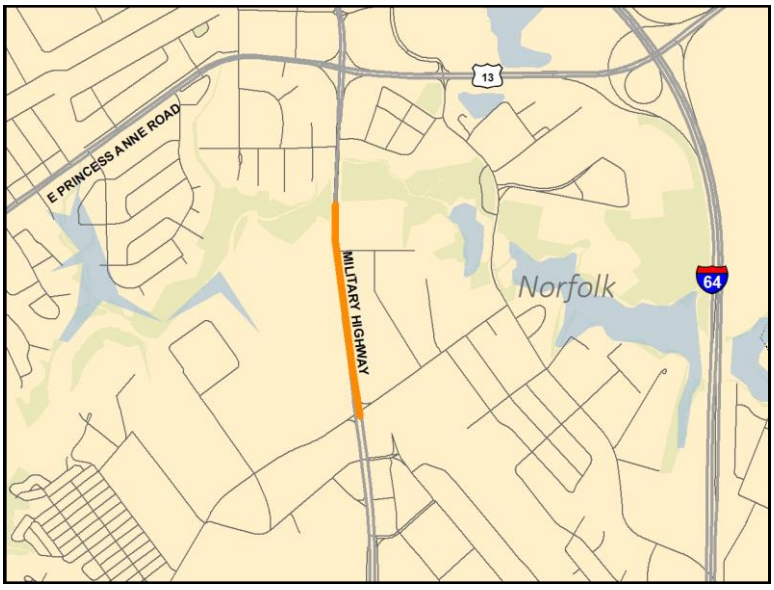
Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: Yes



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	7/31/1985	7/2/2010	Complete
Right of Way	7/2/2010	4/17/2015	Complete
Construction	4/17/2015	11/15/2018	Complete

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$3,062,614	$3,062,614	100%
Right of Way	$2,946,884	$2,946,884	100%
Construction	$15,447,392	$15,447,392	100%
TOTAL	**$21,456,890**	**$21,456,890**	**100%**

Recent Expenditures

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

Military Highway Widening (Project in Financial Closeout)
UPC # 9783

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STP	$1,428,816	$0	$0	$0	$0	$1,428,816
STM	$1,673,593	$0	$0	$0	$0	$1,673,593
STF	$6,253,411	$0	$0	$0	$0	$6,253,411
RSTP	$9,694,372	$0	$0	$0	$0	$9,694,372
MIX	$3,560,576	$0	$0	$0	$0	$3,560,576
LOM	$249,838	$0	$0	$0	$0	$249,838
EB/MG	$1,348,671	$0	$0	$0	$0	$1,348,671
BOM	$681,624	$0	$0	$0	$0	$681,624
TOTAL	**$24,890,901**	**$0**	**$0**	**$0**	**$0**	**$24,890,901**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
CN	AC		$1,114,109				$278,527
	Subtotal		***$1,114,109***				***$278,527***
	TOTAL		**$1,114,109**				**$278,527**

Source of Project Data: Virginia Department of Transportation.

Military Highway Widening - GARVEE Debt Service
UPC # 110385

OVERVIEW

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

Street (Route): Military Highway

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Norfolk

System: Urban

Scope: Debt Service

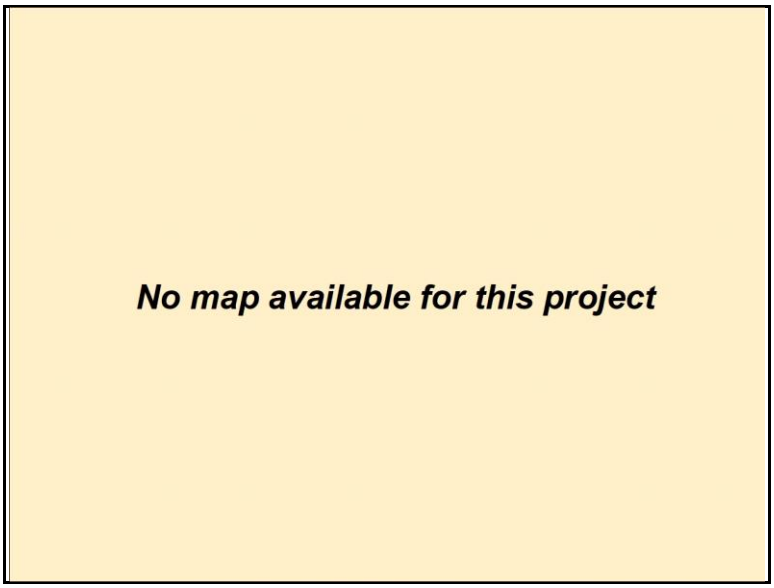
Oversight: Unknown

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	3/1/2017	6/30/2034	Underway
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$60,264,462	$0	0%
Right of Way	$0	$0	-
Construction	$0	$21,244,573	-
TOTAL	**$60,264,462**	**$21,244,573**	**35%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
$0	-	-	-
$0	-	-	-
$6,101,065	-	$2,033,752	-

Military Highway Widening - GARVEE Debt Service
UPC # 110385

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
NHPP	$23,278,350	$4,067,559	$4,067,300	$4,067,739	$4,067,584	$39,548,532
TOTAL	**$23,278,350**	**$4,067,559**	**$4,067,300**	**$4,067,739**	**$4,067,584**	**$39,548,532**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	NHS/NHPP	$11,159,097	$1,365,913	$1,229,161	$1,085,462	$934,493	
PE	AC		$6,788,216				
	Subtotal	***$11,159,097***	***$8,154,129***	***$1,229,161***	***$1,085,462***	***$934,493***	
	TOTAL	**$11,159,097**	**$8,154,129**	**$1,229,161**	**$1,085,462**	**$934,493**	

Source of Project Data: Virginia Department of Transportation.

Military Highway Widening - Phase I (Project in Financial Closeout)
UPC # 84243

OVERVIEW

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

Street (Route): Military Highway (165)

From: 0.3 miles north of Northamnpton Boulevard (Route 13)

To: I-64 Ramp to Robin Hood Road

Length (mi): 0.5

Jurisdiction/Agency: Norfolk

System: Urban

Scope: Reconstruction w/ Added Capacity

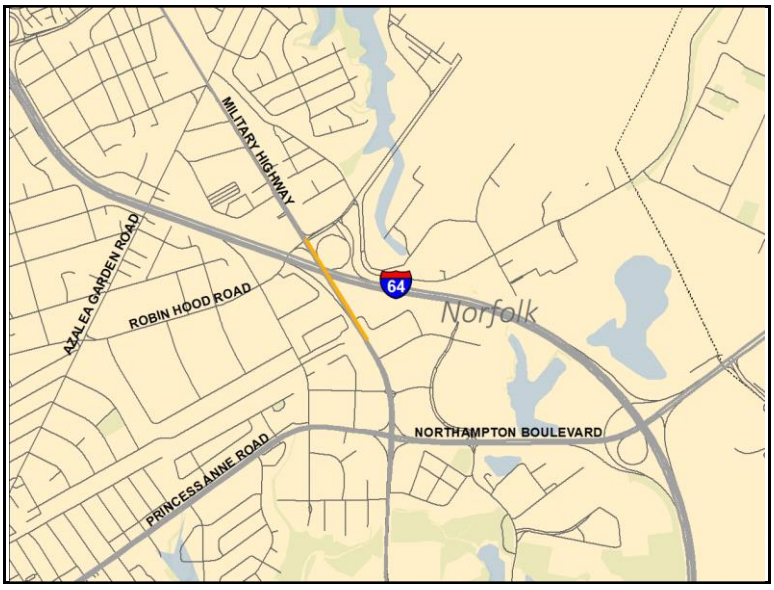
Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: Yes



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	N/A	N/A	N/A
Right of Way	12/19/2008	4/17/2015	Complete
Construction	4/17/2015	11/15/2018	Complete

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$0	$0	-
Right of Way	$987,273	$987,273	100%
Construction	$18,092,014	$18,092,014	100%
TOTAL	**$19,079,287**	**$19,079,287**	**100%**

Recent Expenditures

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

Military Highway Widening - Phase I (Project in Financial Closeout)
UPC # 84243

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STP	$3,513,517	$0	$0	$0	$0	$3,513,517
STM	$1,422,365	$0	$0	$0	$0	$1,422,365
STF	$3,338,798	$0	$0	$0	$0	$3,338,798
RSTP	$8,689,461	$0	$0	$0	$0	$8,689,461
MIX	$3,910,036	$0	$0	$0	$0	$3,910,036
LOM	$298,095	$0	$0	$0	$0	$298,095
GARV	$4,267,199	$0	$0	$0	$0	$4,267,199
EB/MG	$28,424	$0	$0	$0	$0	$28,424
BOM	$798,357	$0	$0	$0	$0	$798,357
TOTAL	**$26,266,252**	**$0**	**$0**	**$0**	**$0**	**$26,266,252**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
CN	NHS/NHPP	$1,321,344	$232,737				
CN	AC-Conv			$244,550	$256,924	$269,912	
CN	AC		$1,888,514				
	Subtotal	***$1,321,344***	***$2,121,251***	***$244,550***	***$256,924***	***$269,912***	
	TOTAL	**$1,321,344**	**$2,121,251**	**$244,550**	**$256,924**	**$269,912**	

Source of Project Data: Virginia Department of Transportation.

Military Highway Widening - Phase I - GARVEE Debt Service
UPC # 110387

OVERVIEW

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

Street (Route): Military Highway

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Norfolk

System: Urban

Scope: Debt Service

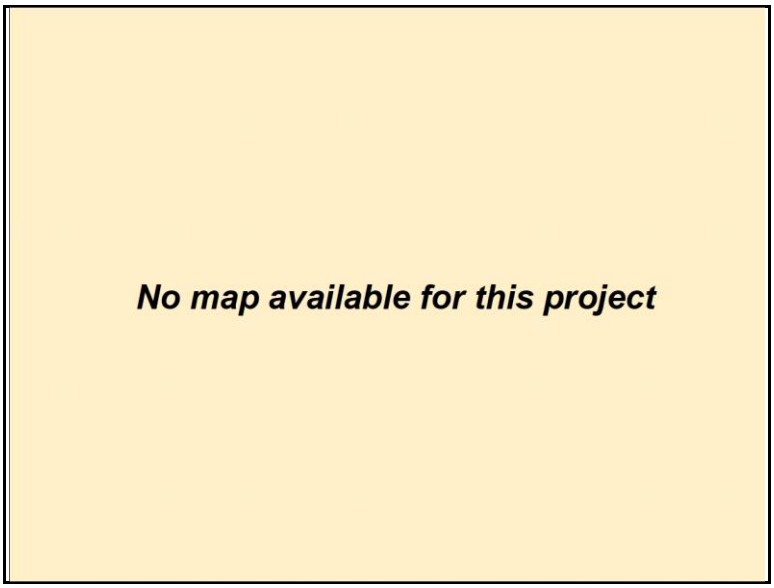
Oversight: Unknown

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	3/1/2017	6/30/2032	Underway
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$5,067,313	$0	0%
Right of Way	$0	$0	-
Construction	$0	$1,996,166	-
TOTAL	**$5,067,313**	**$1,996,166**	**39%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
$0	-	-	-
$0	-	-	-
$511,828	-	$170,609	-

Military Highway Widening - Phase I - GARVEE Debt Service
UPC # 110387

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
NHPP	$2,166,788	$341,258	$341,239	$341,255	$341,274	$3,531,814
TOTAL	**$2,166,788**	**$341,258**	**$341,239**	**$341,255**	**$341,274**	**$3,531,814**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	NHS/NHPP	$1,016,076	$108,498				
PE	AC-Conv			$96,716	$84,336	$71,328	
PE	AC		$393,962				
	Subtotal	***$1,016,076***	***$502,460***	***$96,716***	***$84,336***	***$71,328***	
	TOTAL	**$1,016,076**	**$502,460**	**$96,716**	**$84,336**	**$71,328**	

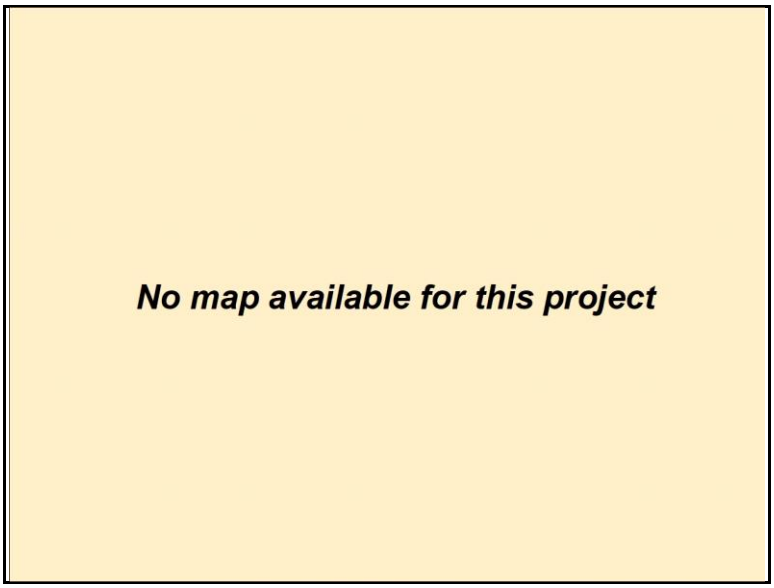
Source of Project Data: Virginia Department of Transportation.

Norfolk Signal Timing Improvements - Phase III (Project in Financial Closeout)
UPC # 102950

OVERVIEW

Description: Retime arterial streets in Norfolk.

Street (Route): N/A
From: N/A
To: N/A
Length (mi): N/A
Jurisdiction/Agency: Norfolk
System: Urban
Scope: Traffic Management/Engineering
Oversight: Non-Federal Oversight
Administered By: Locality
Regionally Significant: No
CMAQ: Yes
RSTP: No
TAP: No
CRP: No



HRTPO Notes

Revised 11/21/2024: Administrative Modification to update the allocations as follows: transfer FY 2018 CMAQ allocation of $11,976, plus $2,994 CMAQ match, to UPC 115377.

SCHEDULE

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

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$600,000	$585,030	98%
Right of Way	$0	$0	-
Construction	$0	$0	-
TOTAL	**$600,000**	**$585,030**	**98%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
$402,293	$124	$640	$124
$0	-	-	-
$0	-	-	-

Norfolk Signal Timing Improvements - Phase III (Project in Financial Closeout)
UPC # 102950

ALLOCATIONS

Fund Source(s)	*Previous*	*FY 2024*	*FY 2025*	*FY 2026*	*FY 2027*	*TOTAL*
CMAQ Match	$117,006	$0	$0	$0	$0	$117,006
CMAQ	$468,024	$0	$0	$0	$0	$468,024
TOTAL	**$585,030**	**$0**	**$0**	**$0**	**$0**	**$585,030**

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

Norfolk ATMS Signal System Improvements - Phase 4C (Project in Financial Closeout)
UPC # 105592

OVERVIEW

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

Street (Route): N/A

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Norfolk

System: Urban

Scope: Traffic Management/Engineering

Oversight: Non-Federal Oversight

Administered By: Locality

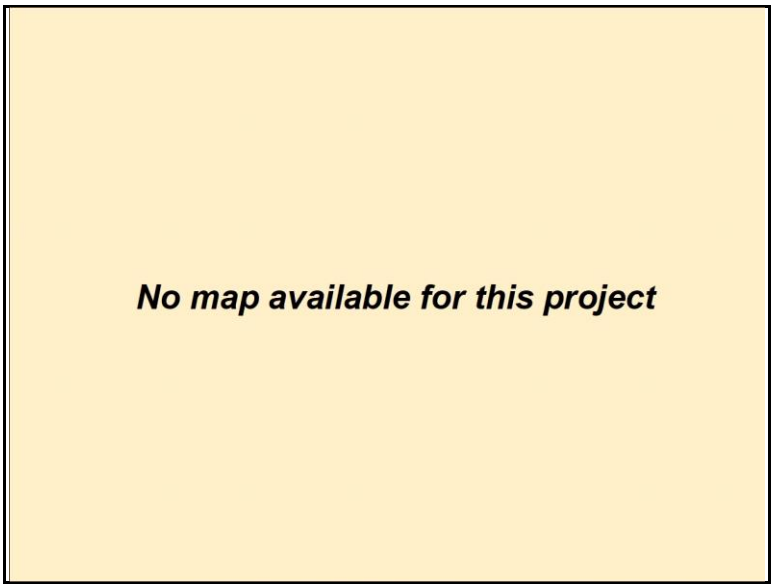
Regionally Significant: No

CMAQ: Yes

RSTP: No

TAP: No

CRP: No



HRTPO Notes

Revised 11/21/2024: Administrative Modification to update the allocations as follows: transfer FY 2017 CMAQ allocation of $431,217 plus $107,805 CMAQ match, to UPC 115377.

SCHEDULE

	Start	End	Status
Preliminary Engineering	8/4/2016	10/26/2018	Complete
Right of Way	N/A	N/A	N/A
Construction	10/26/2018	2/1/2021	Complete

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$530,761	$530,761	100%
Right of Way	$0	$0	-
Construction	$1,575,885	$949,355	60%
TOTAL	**$2,106,646**	**$1,480,116**	**70%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
$0	-	-	-
$0	-	-	-
$337,502	$1,131	$144,153	$116,260

Norfolk ATMS Signal System Improvements - Phase 4C (Project in Financial Closeout)
UPC # 105592

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
CMAQ Match	$229,146	$0	$0	$0	$0	$229,146
CMAQ	$1,332,127	$0	$0	$0	$0	$1,332,127
LOC	$103,886	$0	$0	$0	$0	$103,886
TOTAL	**$1,665,159**	**$0**	**$0**	**$0**	**$0**	**$1,665,159**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	CMAQ	$420,000	$4,609				$1,152
	Subtotal	***$420,000***	***$4,609***				***$1,152***
CN	CMAQ	$1,096,568	$164,140				$41,035
	Subtotal	***$1,096,568***	***$164,140***				***$41,035***
	TOTAL	**$1,516,568**	**$168,749**				**$42,187**

Source of Project Data: Virginia Department of Transportation.

Brambleton Avenue and Park Avenue Intersection Improvements
UPC # 111019

OVERVIEW

Description: Add a northbound right turn lane on Park Avenue.

Street (Route): Park Avenue

From: Park Avenue

To: Brambleton

Length (mi): 0.05

Jurisdiction/Agency: Norfolk

System: Urban

Scope: Reconstruction w/ Added Capacity

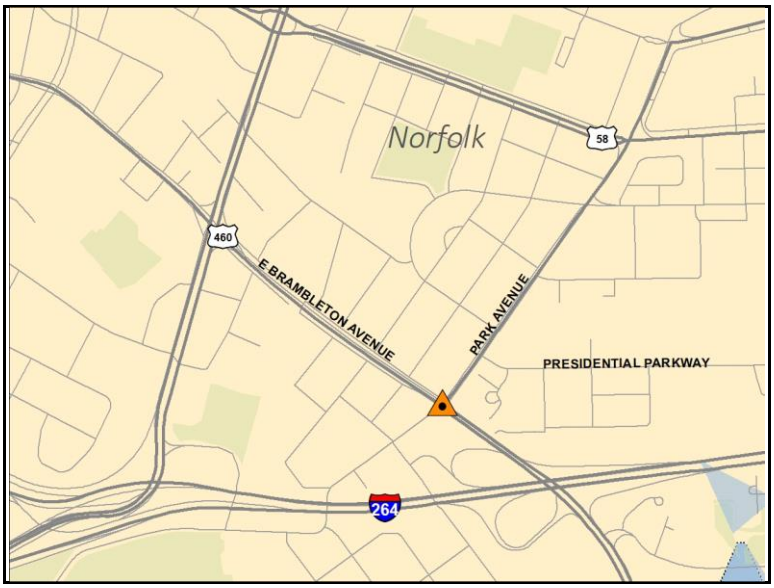
Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant: No

CMAQ: No

RSTP: No



HRTPO Notes

Revised 8/19/2024: Administrative Modification to revise the phase cost estimates, schedule, allocations, and obligations. Update allocations as follows: add FY Previous LOC allocation of $183,075. Update obligations as follows: add FY Previous PE Phase STP/F obligation of $157,510; remove FY 2024 PE Phase STP/STBG obligation of $157,510; add FY Previous PE Phase AC-Other obligation of $167,737; remove FY 2024 PE Phase AC obligation of $167,737; add FY Previous RW Phase AC-Other obligation of $187,504; remove FY 2024 RW Phase AC obligation of $187,504; add FY Previous CN Phase AC-Other obligation of $826,504; remove FY 2024 RW Phase AC obligation of $826,504.

SCHEDULE

	Start	End	Status
Preliminary Engineering	12/8/2022	2/10/2025	Underway
Right of Way	2/10/2025	2/17/2026	FFY 2025
Construction	2/17/2026	12/24/2027	FFY 2026

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$325,247	$126,692	39%
Right of Way	$187,504	$0	0%
Construction	$826,326	$0	0%
TOTAL	**$1,339,077**	**$126,692**	**9%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
$126,692	-	-	-
$0	-	-	-
$0	-	-	-

Brambleton Avenue and Park Avenue Intersection Improvements
UPC # 111019

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STP	$157,510	$0	$0	$0	$0	$157,510
STF	$1,181,567	$0	$0	$0	$0	$1,181,567
LOC	$183,075	$0	$0	$0	$0	$183,075
TOTAL	**$1,522,152**	**$0**	**$0**	**$0**	**$0**	**$1,522,152**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	AC-Other	$167,737					
PE	STP/F	$157,510					
	Subtotal	***$325,247***					
RW	AC-Other	$187,504					
	Subtotal	***$187,504***					
CN	AC-Other	$826,504					
	Subtotal	***$826,504***					
	TOTAL	**$1,339,255**					

Source of Project Data: Virginia Department of Transportation.

Granby Street Bike Lanes
UPC # 111021

OVERVIEW

Description: Construct new bike lanes on Granby Street.

Street (Route): Granby Street
From: Willow Wood Drive
To: Admiral Taussig Boulevard
Length (mi): 2.0
Jurisdiction/Agency: Norfolk
System: Urban
Scope: Facilities for Pedestrians and Bicycles
Oversight: Non-Federal Oversight
Administered By: Locality
Regionally Significant for Air Quality: No
CMAQ: No
RSTP: No



HRTPO Notes

Revised 2/15/2024: Amendment to revise the cost estimate, schedule, allocations, and obligations. Revise cost estimate to be $2,191,000. Update allocations as follows: remove FY Previous STF allocation of $630,000; remove FY Previous NHPP allocation of $192,000; add FY Previous DGP allocation of $783,600, plus $38,400 DGP match; add FY 2024 LOC allocation of $1,369,000. Update obligations as follows: add FY Previous PE Phase NHPP obligation of $108,000; add FY 2024 PE Phase NHS/NHPP obligation of $45,600; add FY 2024 PE Phase AC-Other obligation of $37,400; remove FY 2024 CN Phase NHS/NHPP obligation of $84,000; remove FY 2024 CN Phase obligation of $630,000; add FY 2025 CN Phase AC obligation of $2,000,000.

SCHEDULE

	Start	*End*	*Status*
Preliminary Engineering	3/28/2022	12/26/2024	Underway
Right of Way	N/A	N/A	N/A
Construction	12/26/2024	12/16/2025	FFY 2025

COSTS AND EXPENDITURES

	Cost Estimates	*Total Expenditures*	*Percent Expended*
Preliminary Engineering	$191,000	$1,128	1%
Right of Way	$0	$0	-
Construction	$2,000,000	$0	0%
TOTAL	**$2,191,000**	**$1,128**	**0%**

Recent Expenditures

Latest Quarter	*Previous 3 Quarters*		
	3	*2*	*1*
$1,128	-	-	-
$0	-	-	-
$0	-	-	-

Granby Street Bike Lanes
UPC # 111021

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
DGP Match	$38,400	$0	$0	$0	$0	$38,400
DGP	$783,600	$0	$0	$0	$0	$783,600
LOC	$0	$1,369,000	$0	$0	$0	$1,369,000
TOTAL	**$822,000**	**$1,369,000**	**$0**	**$0**	**$0**	**$2,191,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	AC-Other		$37,400				
PE	NHPP	$108,000					
PE	NHS/NHPP		$45,600				
	Subtotal	***$108,000***	***$83,000***				
CN	AC		$2,000,000				
	Subtotal		***$2,000,000***				
	TOTAL	**$108,000**	**$2,083,000**				

Source of Project Data: Virginia Department of Transportation.

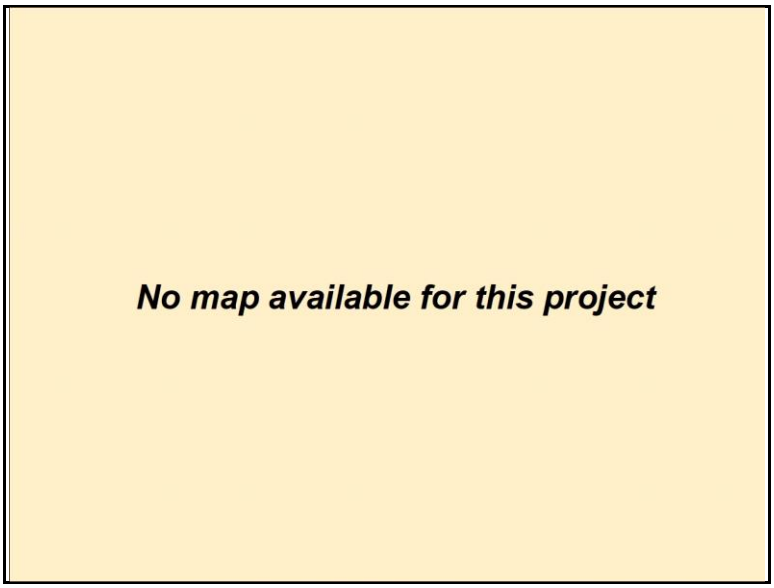
Install and Upgrade Countdown Pedestrian Signals in Norfolk (Project in Financial Closeout)
UPC # 111023

OVERVIEW

Description: Installation and upgrade of countdown pedestrian signals in Norfolk.

Street (Route): N/A
From: N/A
To: N/A

Length (mi): N/A
Jurisdiction/Agency: Norfolk
System: Urban
Scope: Facilities for Pedestrians and Bicycles
Oversight: Non-Federal Oversight
Administered By: Locality
Regionally Significant for Air Quality: No
CMAQ: No
RSTP: No



HRTPO Notes

SCHEDULE

	Start	*End*	*Status*
Preliminary Engineering	11/9/2020	9/2/2022	Complete
Right of Way	N/A	N/A	N/A
Construction	9/2/2022	9/12/2023	Complete

COSTS AND EXPENDITURES

	Cost Estimates	*Total Expenditures*	*Percent Expended*
Preliminary Engineering	$203,954	$179,860	88%
Right of Way	$0	$0	-
Construction	$1,919,979	$528	0%
TOTAL	**$2,123,933**	**$180,388**	**8%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	*3*	*2*	*1*
$177,483	$1,030	$1,347	-
$0	-	-	-
$528	-	-	-

Install and Upgrade Countdown Pedestrian Signals in Norfolk (Project in Financial Closeout)
UPC # 111023

ALLOCATIONS

Fund Source(s)	*Previous*	*FY 2024*	*FY 2025*	*FY 2026*	*FY 2027*	*TOTAL*
SFTY	$1,203,933	$920,000	$0	$0	$0	$2,123,933
TOTAL	**$1,203,933**	**$920,000**	**$0**	**$0**	**$0**	**$2,123,933**

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

Citywide Pedestrian Safety Improvements - Intersections
UPC # 112758

OVERVIEW

Description: Construct intersection safety improvements addressing safety issues to include crosswalks, curb ramps, pedestrian refuges, traffic calming measures, signal enhancements, and lighting.

Street (Route): N/A

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Norfolk

System: Urban

Scope: Facilities for Pedestrians and Bicycles

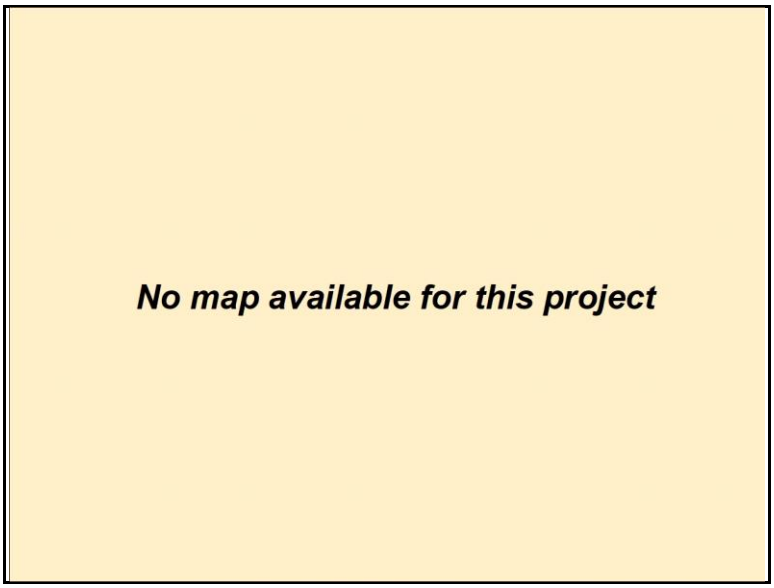
Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	7/17/2018	1/12/2022	Complete
Right of Way	1/12/2022	6/30/2023	Complete
Construction	6/30/2023	12/22/2025	Underway

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$679,000	$182,081	27%
Right of Way	$0	$0	-
Construction	$2,540,000	$0	0%
TOTAL	**$3,219,000**	**$182,081**	**6%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
	-	-	-
	-	-	-
	-	-	-

Citywide Pedestrian Safety Improvements - Intersections
UPC # 112758

ALLOCATIONS

Fund Source(s)	*Previous*	*FY 2024*	*FY 2025*	*FY 2026*	*FY 2027*	*TOTAL*
MIX	$2,940,000	$0	$0	$0	$0	$2,940,000
LOC	$60,000	$0	$0	$0	$0	$60,000
TOTAL	**$3,000,000**	**$0**	**$0**	**$0**	**$0**	**$3,000,000**

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

Citywide Pedestrian Safety Improvements - Corridors
UPC # 112759

OVERVIEW

Description: Safety improvements to one or more corridor segments to include median refuges, bump outs, pedestrian signals, crosswalks, signage, curb ramps, signal enhancements, lighting, and traffic calming measures at selected locations citywide.

Street (Route): N/A

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Norfolk

System: Urban

Scope: Facilities for Pedestrians and Bicycles

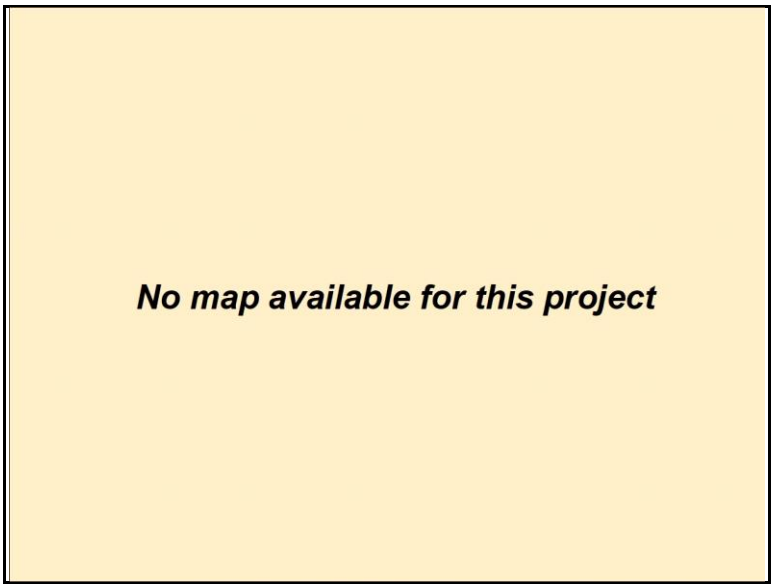
Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	6/8/2018	11/19/2020	Complete
Right of Way	11/19/2020	5/12/2023	Complete
Construction	5/12/2023	8/27/2024	Underway

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$750,000	$164,545	22%
Right of Way	$100,000	$0	0%
Construction	$2,150,000	$0	0%
TOTAL	**$3,000,000**	**$164,545**	**5%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Citywide Pedestrian Safety Improvements - Corridors
UPC # 112759

ALLOCATIONS

Fund Source(s)	*Previous*	*FY 2024*	*FY 2025*	*FY 2026*	*FY 2027*	*TOTAL*
MIX	$2,940,000	$0	$0	$0	$0	$2,940,000
LOC	$60,000	$0	$0	$0	$0	$60,000
TOTAL	**$3,000,000**	**$0**	**$0**	**$0**	**$0**	**$3,000,000**

SCHEDULED OBLIGATIONS

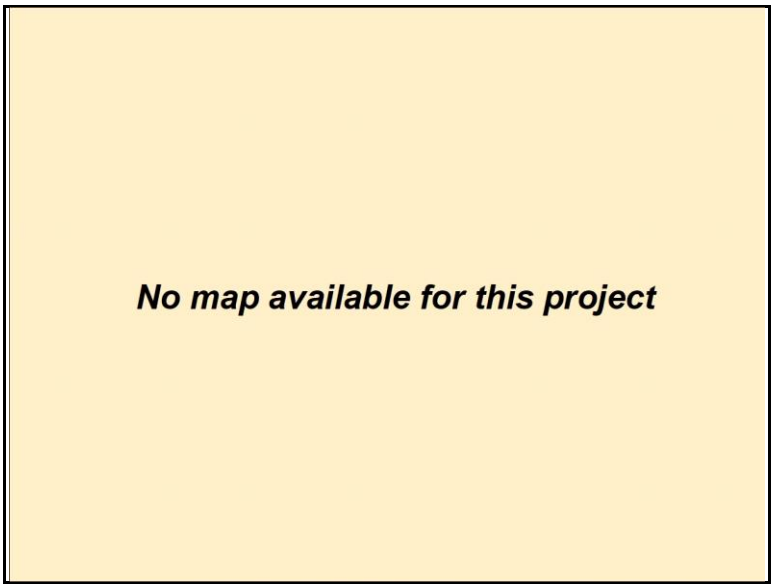
Source of Project Data: Virginia Department of Transportation.

Norfolk Emergency Vehicle Preemption (Project in Financial Closeout)
UPC # 113866

OVERVIEW

Description: Emergency Vehicle Preemption.

Street (Route): N/A
From: N/A
To: N/A
Length (mi): N/A
Jurisdiction/Agency: Norfolk
System: Urban
Scope: Traffic Management/Engineering
Oversight: Non-Federal Oversight
Administered By: Locality
Regionally Significant for Air Quality: No
CMAQ: Yes
RSTP: No



HRTPO Notes

SCHEDULE

	Start	*End*	*Status*
Preliminary Engineering	1/30/2019	8/26/2022	Complete
Right of Way	N/A	N/A	N/A
Construction	8/26/2022	7/13/2023	Complete

COSTS AND EXPENDITURES

	Cost Estimates	*Total Expenditures*	*Percent Expended*
Preliminary Engineering	$57,173	$46,604	82%
Right of Way	$0	$0	-
Construction	$180,140	$1,030	1%
TOTAL	**$237,313**	**$47,634**	**20%**

Recent Expenditures

Latest Quarter	*Previous 3 Quarters*		
	3	*2*	*1*
$11,288	$360	$11,483	$19,937
$0	-	-	-
$1,030	-	-	-

Norfolk Emergency Vehicle Preemption (Project in Financial Closeout)
UPC # 113866

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STM	$40,800	$0	$0	$0	$0	$40,800
LOC	$33,313	$0	$0	$0	$0	$33,313
CMAQ	$163,200	$0	$0	$0	$0	$163,200
TOTAL	**$237,313**	**$0**	**$0**	**$0**	**$0**	**$237,313**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	CMAQ	$68,000	-$22,262				-$5,566
	Subtotal	***$68,000***	***-$22,262***				***-$5,566***
RW	CMAQ	$95,200	$22,262				$5,566
	Subtotal	***$95,200***	***$22,262***				***$5,566***
CN	AC		$33,312				
	Subtotal		***$33,312***				
	TOTAL	**$163,200**	**$33,312**				**$0**

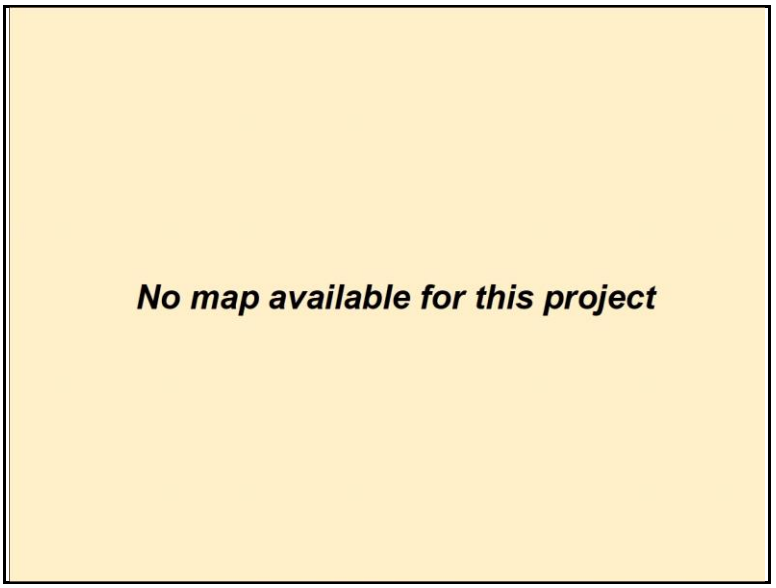
Source of Project Data: Virginia Department of Transportation.

Intersection Improvements and Pedestrian Crossings
UPC # 125359

OVERVIEW

Description: Make improvements up to 119 unsignalized intersections along Ocean View Avenue and Tidewater Drive. Create or enhance 80 pedestrian crossings along Granby Street, Ocean View Avenue, and Tidewater Drive.

Street (Route): Various
From: N/A
To: N/A
Length (mi): N/A
Jurisdiction/Agency: Norfolk
System: Urban
Scope: Safety
Oversight: Non-Federal Oversight
Administered By: Locality
Regionally Significant: No
CMAQ: No
RSTP: No
TAP: No
CRP: No



HRTPO Notes

Revised 1/16/2025: Amendment to add project to the TIP.

SCHEDULE

	Start	End	Status
Preliminary Engineering	8/8/2024	1/7/2027	Underway
Right of Way	N/A	N/A	N/A
Construction	1/7/2027	12/24/2027	FFY 2027

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$556,200	$0	0%
Right of Way	$0	$0	-
Construction	$5,860,305	$0	0%
TOTAL	**$6,416,505**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters 3	2	1
	-	-	-
	-	-	-
	-	-	-

Intersection Improvements and Pedestrian Crossings
UPC # 125359

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STF	$397,533	$0	$0	$800,000	$1,082,045	$2,279,578
HSIP	$1,055,374	$40,000	$500,000	$2,440,742	$100,811	$4,136,927
TOTAL	**$1,452,907**	**$40,000**	**$500,000**	**$3,240,742**	**$1,182,856**	**$6,416,505**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	HSIP		$556,200				
	Subtotal		***$556,200***				
	TOTAL		**$556,200**				

Source of Project Data: Virginia Department of Transportation.

South Lawson Park Multi-Use Path (Project in Financial Closeout)
UPC # 102982

OVERVIEW

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

Street (Route): South Lawson Road

From: 1,000 feet south of Poquoson Avenue

To: South Lawson Park

Length (mi): 0.01

Jurisdiction/Agency: Poquoson

System: Urban

Scope: Facilities for Pedestrians and Bicycles

Oversight: Non-Federal Oversight

Administered By: Locality

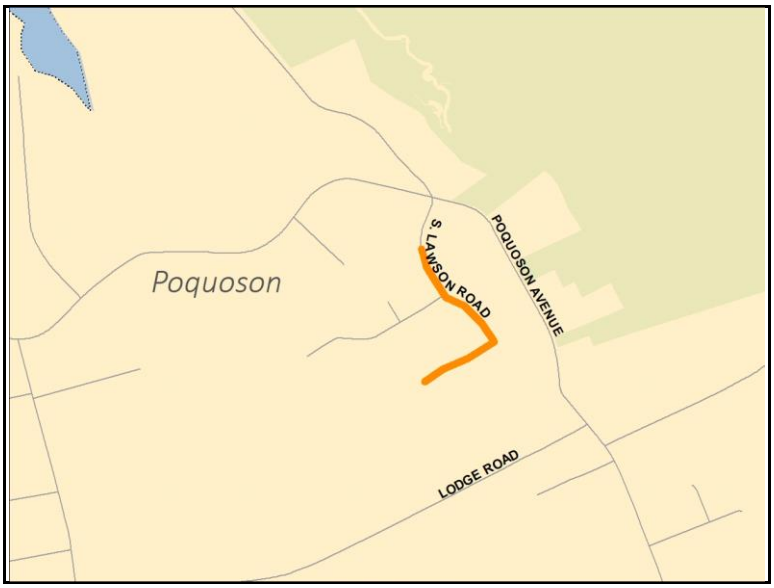
Regionally Significant: No

CMAQ: Yes

RSTP: No

TAP: No

CRP: No



HRTPO Notes

Revised 5/24/2024: Administrative Modification to revise the cost estimate, schedule, allocations, and obligations. Revise the cost estimate to be $242,262. Update allocations as follows: add FY Previous LOC allocation of $47,162. Update obligations as follows: add FY Previous PE Phase CMAQ obligation of $51,200, plus $12,800 CMAQ match; add FY Previous CN Phase CMAQ obligation of $104,800, plus $26,200 CMAQ match; add FY Previous CN Phase AC-Other obligation of $47,262. Revised 2/4/2025: Administrative Modification to transfer FY 2020 CMAQ allocation of $8,494, plus $2,123 CMAQ match, to the HRTPO CMAQ Reserve Account.

SCHEDULE

	Start	End	Status
Preliminary Engineering	12/31/2019	11/7/2022	Complete
Right of Way	N/A	N/A	N/A
Construction	11/7/2022	3/8/2024	Complete

COSTS AND EXPENDITURES

Recent Expenditures

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters 3	2	1
Preliminary Engineering	$64,000	$50,134	78%	$45,352	$1,157	$982	$574
Right of Way	$0	$0	-	$0	-	-	-
Construction	$178,262	$134,349	75%	$134,349	-	-	-
TOTAL	**$242,262**	**$184,483**	**76%**				

South Lawson Park Multi-Use Path (Project in Financial Closeout)
UPC # 102982

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
LOC	$47,162	$0	$0	$0	$0	$47,162
CMAQ Match	$36,897	$0	$0	$0	$0	$36,897
CMAQ	$147,586	$0	$0	$0	$0	$147,586
TOTAL	**$231,645**	**$0**	**$0**	**$0**	**$0**	**$231,645**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	CMAQ	$51,200					$12,800
	Subtotal	***$51,200***					***$12,800***
CN	AC-Other	$47,262					
CN	CMAQ	$104,800					$26,200
	Subtotal	***$152,062***					***$26,200***
	TOTAL	**$203,262**					**$39,000**

Source of Project Data: Virginia Department of Transportation.

Wythe Creek Road Traffic Signal Upgrade (Project in Financial Closeout)
UPC # 102999

OVERVIEW

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

Street (Route): Wythe Creek Road (172)

From: Hampton City Line

To: Yorktown Road

Length (mi): N/A

Jurisdiction/Agency: Poquoson

System: Urban

Scope: Traffic Management/Engineering

Oversight: Non-Federal Oversight

Administered By: Locality

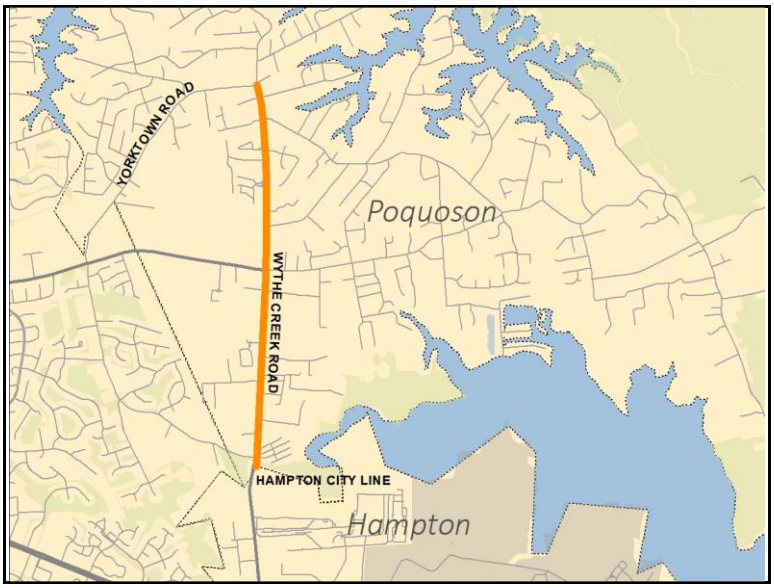
Regionally Significant: No

CMAQ: Yes

RSTP: No

TAP: No

CRP: No



HRTPO Notes

Revised 2/4/2025: Administrative Modification to transfer FY 2018 CMAQ allocation of $43,176, plus $10,794 CMAQ match, to the HRTPO CMAQ Reserve Account.

SCHEDULE

	Start	End	Status
Preliminary Engineering	4/2/2018	8/28/2020	Complete
Right of Way	N/A	N/A	N/A
Construction	8/28/2020	8/12/2021	Complete

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$95,621	$95,621	100%
Right of Way	$0	$0	-
Construction	$122,909	$128,408	104%
TOTAL	**$218,530**	**$224,029**	**103%**

Recent Expenditures

	Previous 3 Quarters			
Latest Quarter	3	2	1
$69	$33	$92	$1,193
$0	-	-	-
$125,796	$1,738	$756	$118

Wythe Creek Road Traffic Signal Upgrade (Project in Financial Closeout)
UPC # 102999

ALLOCATIONS

Fund Source(s)	*Previous*	*FY 2024*	*FY 2025*	*FY 2026*	*FY 2027*	*TOTAL*
CMAQ Match	$44,806	$0	$0	$0	$0	$44,806
CMAQ	$179,224	$0	$0	$0	$0	$179,224
TOTAL	**$224,030**	**$0**	**$0**	**$0**	**$0**	**$224,030**

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

Wythe Creek Road Widening in Poquoson - Phase I
UPC # 13427

OVERVIEW

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

Street (Route): Wythe Creek Road (172)

From: Alphus Street

To: Hampton City Line

Length (mi): 1.0

Jurisdiction/Agency: Poquoson

System: Urban

Scope: Reconstruction w/ Added Capacity

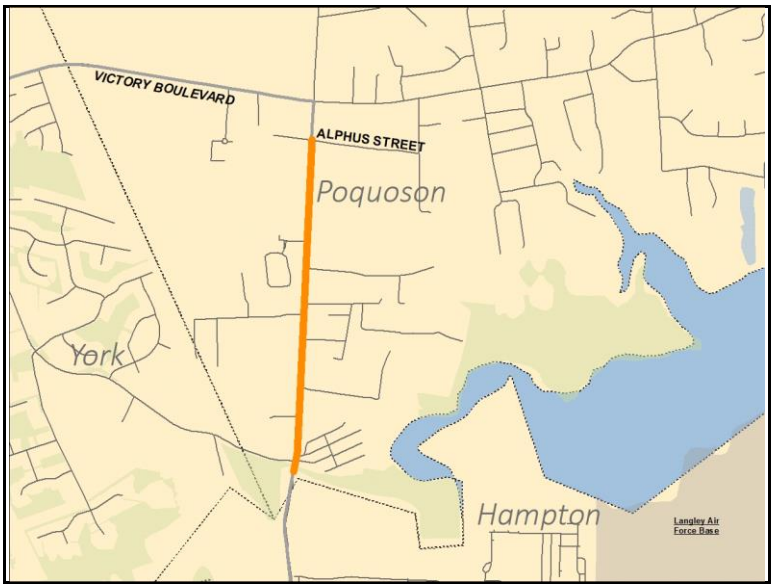
Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant: Yes

CMAQ: No

RSTP: Yes



HRTPO Notes

Revised 3/25/2024: Administrative Modification to revise the cost estimate, allocations, and obligations as part of the FY 2024-2027 rollover process. Revise cost estimate to be $18,436,360. Update allocations as follows: revise FY Previous STP allocation to be $525,000; revise FY Previous STM allocation to be $294,772; revise FY Previous RSTP allocation to be $8,699,813; add FY Previous RSTP Match allocation of $2,174,954; add FY 2024 RSTP allocation of $1,183,045, plus $295,761 RSTP match; add FY 2025 RSTP allocation of $686,763, plus 171,691 RSTP match; add FY 2026 RSTP allocation of $686,763, plus $171,691 RSTP match; revise FY Previous LOM allocation to be $14,219; revise FY Previous BOM allocation to be $6,129; add FY Previous STP/SU allocation of $32,104; add FY Previous LOC allocation of $46,047. Update obligations as follows: add FY Previous PE Phase STP obligation of $343,637, plus $101,363 STP match; revise FY Previous PE Phase RSTP obligation to be $2,190,067; revise FY 2024 PE Phase RSTP obligation to be $16,364; revise PE Phase RSTP Match obligation to be $551,609; revise FY Previous RW Phase RSTP obligation to be $3,246,080; remove FY 2024 RW Phase RSTP obligation of $432,281; revise RW Phase RSTP Match obligation to be $811,520; add FY Previous CN Phase RSTP obligation of $4,143,074, plus $1,035,769 RSTP match; add FY 2024 CN Phase RSTP obligation of $670,399, plus $167,600 RSTP match; add FY Previous CN Phase AC-Other obligation of $4,228,009; add FY Previous CN Phase STP/F obligation of $517,104, plus $129,276 STP/F match; add FY 2024 CN Phase AC obligation of $686,763, plus $171,691 AC match; add FY 2025 CN Phase AC-Other obligation of ($1,880,485); add FY 2025 CN Phase AC-Conversion obligation of $686,763, $171,691 AC-Conversion match. Revised 3/25/2024: Administrative Modification to update the allocations as follows: receive FY 2026 RSTP allocation of $1,057,580, plus $264,395 RSTP match, from UPC 97715.

SCHEDULE

	Start	End	Status
Preliminary Engineering	9/12/2001	2/3/2017	Complete
Right of Way	2/3/2017	11/9/2021	Complete
Construction	11/9/2021	6/20/2025	Underway

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$3,187,585	$3,105,286	97%
Right of Way	$4,057,600	$3,870,236	95%
Construction	$11,191,175	$0	0%
TOTAL	**$18,436,360**	**$6,975,522**	**38%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
$184,645	$97,971	$194,397	$4,076
$776,993	$23,754	$236,546	$90,008
$0	-	-	-

Wythe Creek Road Widening in Poquoson - Phase I
UPC # 13427

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STP/SU	$32,104	$0	$0	$0	$0	$32,104
STP	$525,000	$0	$0	$0	$0	$525,000
STM	$294,772	$0	$0	$0	$0	$294,772
STF	$1,327,113	$0	$0	$0	$0	$1,327,113
RSTP Match	$2,174,954	$295,761	$171,691	$436,086	$0	$3,078,492
RSTP	$8,699,813	$1,183,045	$686,763	$1,744,343	$0	$12,313,964
MIX	$21,017	$0	$0	$0	$0	$21,017
LOC	$46,047	$0	$0	$0	$0	$46,047
LOM	$14,219	$0	$0	$0	$0	$14,219
EB/MG	$777,503	$0	$0	$0	$0	$777,503
BOM	$6,129	$0	$0	$0	$0	$6,129
TOTAL	**$13,918,671**	**$1,478,806**	**$858,454**	**$2,180,429**	**$0**	**$18,436,360**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	STP	$343,637					$101,363
PE	RSTP	$2,190,067	$16,364				$551,609
	Subtotal	***$2,533,704***	***$16,364***				***$652,972***
RW	RSTP	$3,246,080					$811,520
	Subtotal	***$3,246,080***					***$811,520***
CN	AC-Conv			$686,763			$171,691
CN	AC		$686,763				$171,691
CN	STP/F	$517,104					$129,276
CN	AC-Other	$4,228,009	-$1,880,485				
CN	RSTP	$4,143,074	$670,399				$1,203,369
	Subtotal	***$8,888,187***	***-$523,323***	***$686,763***			***$1,676,027***
	TOTAL	**$14,667,971**	**-$506,959**	**$686,763**			**$3,140,519**

Source of Project Data: Virginia Department of Transportation.

Portsmouth Railroad Crossing Message Signs
UPC # 115351

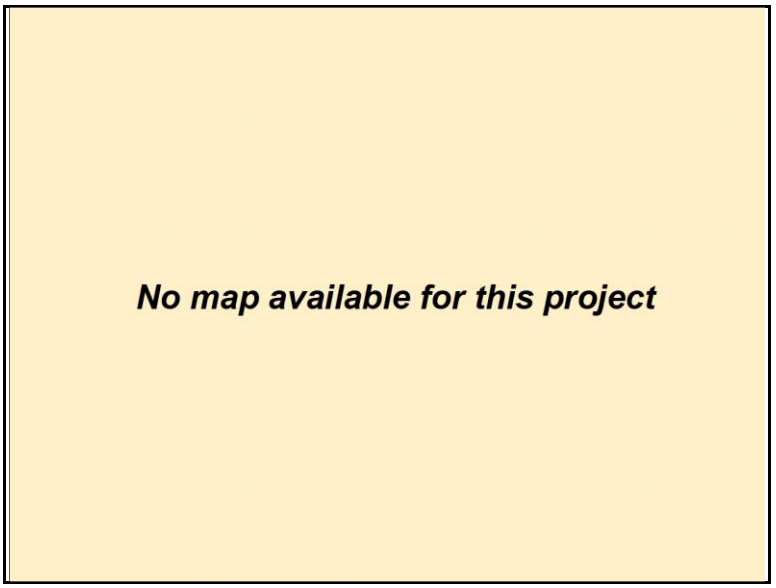
OVERVIEW

Description: Install fixed message signs near four at-grade railroad crossings to notify travelers of the presence of trains. The signs will allow travelers to use alternate routes and reduce time waiting for the trains to clear.

Street (Route): N/A
From: N/A
To: N/A

Length (mi): N/A
Jurisdiction/Agency: Portsmouth
System: Urban
Scope: Rail/Highway Crossing
Oversight: Non-Federal Oversight
Administered By: Locality
Regionally Significant: No
CMAQ: No
RSTP: No

TAP: No
CRP: No



HRTPO Notes

Revised 5/15/2025: Amendment to ungroup project and add it back into the TIP as an individual project.

SCHEDULE

	Start	End	Status
Preliminary Engineering	2/1/2023	6/27/2025	Underway
Right of Way	N/A	N/A	N/A
Construction	6/27/2025	12/17/2026	FFY 2025

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$223,795	$8,416	4%
Right of Way	$0	$0	-
Construction	$1,976,000	$0	0%
TOTAL	**$2,199,795**	**$8,416**	**0%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
	-	-	-
	-	-	-
	-	-	-

Portsmouth Railroad Crossing Message Signs
UPC # 115351

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
LOC	$203,699	$0	$1,426,096	$0	$0	$1,629,795
DGP/NHPP	$0	$100,000	$0	$0	$0	$100,000
DGP/State	$0	$0	$470,000	$0	$0	$470,000
TOTAL	**$203,699**	**$100,000**	**$1,896,096**	**$0**	**$0**	**$2,199,795**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	Other			$20,096			
PE	AC	$203,699					
	Subtotal	***$203,699***		***$20,096***			
CN	Other			$1,976,000			
	Subtotal			***$1,976,000***			
	TOTAL	**$203,699**		**$1,996,096**			

Source of Project Data: Virginia Department of Transportation.

Frederick/Airline Neighborhood Pedestrian Improvements
UPC # 113822

OVERVIEW

Description: Improvements for pedestrian signals, ADA ramps, and sidewalk connections.

Street (Route): N/A

From: Frederick Boulevard

To: Airline Boulevard

Length (mi): N/A

Jurisdiction/Agency: Portsmouth

System: Urban

Scope: Facilities for Pedestrians and Bicycles

Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant: No

CMAQ: No

RSTP: No

No map available for this project

HRTPO Notes

Revised 7/18/2024: Amendment to ungroup project and add it back in as an individual project to the TIP as part of the FY 2024-2027 rollover process as the HRTPO individually tracks all active transportation projects.

SCHEDULE

	Start	*End*	*Status*
Preliminary Engineering	2/2/2022	6/9/2026	Underway
Right of Way	N/A	N/A	N/A
Construction	6/9/2026	5/26/2027	FFY 2026

COSTS AND EXPENDITURES

	Cost Estimates	*Total Expenditures*	*Percent Expended*
Preliminary Engineering	$70,000	$4,525	6%
Right of Way	$0	$0	-
Construction	$740,500	$0	0%
TOTAL	**$810,500**	**$4,525**	**1%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	*3*	*2*	*1*
	-	-	-
	-	-	-
	-	-	-

Frederick/Airline Neighborhood Pedestrian Improvements
UPC # 113822

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
HSIP	$810,500	$0	$0	$0	$0	$810,500
TOTAL	**$810,500**	**$0**	**$0**	**$0**	**$0**	**$810,500**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	HSIP	$70,000					
	Subtotal	***$70,000***					
CN	HSIP		$740,500				
	Subtotal		***$740,500***				
	TOTAL	**$70,000**	**$740,500**				

Source of Project Data: Virginia Department of Transportation.

George Washington Highway Corridor Improvements
UPC # 107035

OVERVIEW



Description: Corridor Improvements along George Washington Highway, including the George Washington Highway/Elm Avenue intersection. Appropriate cross sections per approach to address access management issues, railroad crossings, and bike/pedestrian accommodations.

Street (Route): George Washington Highway

From: Andrews Street

To: Mulberry St, including George Washington Highway/Elm Avenue Intersection

Length (mi): 0.4

Jurisdiction/Agency: Portsmouth

System: Urban

Scope: Safety

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant: No

CMAQ: No

RSTP: Yes

TAP: No

CRP: No

HRTPO Notes

Revised 1/26/2024: Administrative Modification to revise the obligations and to evenly swap HIP-CRRSA funds and RSTP funds with UPC 69050. FHWA informed VDOT that per the Bipartisan Budget Amendment, all HIP-CRRSA funds would be rescinded if not obligated by May 31, 2023. VDOT processed all necessary allocation transfers on May 31, 2023 and VDOT and TPO staff have since worked out the details for said projects. Update allocations as follows: transfer FY 2022 HIP-CRRSA allocation of $1,034,234 to UPC 69050; receive FY 2026 RSTP allocation of $827,387, plus $206,847 RSTP match from UPC 69050. Update obligations as follows: add FY 2022 PE Phase HIP-CRRSA obligation of $550,000. Per VDOT this obligation was obligated on January 30, 2022; however, the TPO did not receive an Ad-Mod request at that time and therefore, the obligation is reflected now in the TIP. Revised 7/31/2025: Amendment to revise the description, cost estimate, schedule, allocations, and obligations. Revise cost estimate to be $11,346,348. Update allocations as follows: add FY 2025 LOC allocation of $5,396,348. Update obligations as follows: add FY 2025 PE Phase RSTP obligation of $369,072, plus $92,268 RSTP match; remove FY 2024 RW Phase RSTP Federal obligation of $372,613; add FY 2026 RW Phase RSTP Federal obligation of $1,781,648; revise RW Phase RSTP Match obligation to be $445,412; remove FY 2024 RW Phase HIP/F obligation of $1,034,234; remove FY 2025 CN Phase RSTP obligation of $3,120,000 and $780,000 RSTP match.

SCHEDULE

	Start	End	Status
Preliminary Engineering	2/2/2022	3/31/2026	Underway
Right of Way	3/31/2026	3/27/2029	FFY 2026
Construction	3/27/2029	8/27/2030	FFY 2029

COSTS AND EXPENDITURES

Recent Expenditures

George Washington Highway Corridor Improvements
UPC # 107035

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	$1,011,340	$10,675	1%	$10,675	-	-	-
Right of Way	$2,227,060	$0	0%	$0	-	-	-
Construction	$8,107,948	$0	0%	$0	-	-	-
TOTAL	**$11,346,348**	**$10,675**	**0%**				

George Washington Highway Corridor Improvements
UPC # 107035

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
LOC	$0	$0	$5,396,348	$0	$0	$5,396,348
HIP-CRRSA	$550,000	$0	$0	$0	$0	$550,000
RSTP Match	$410,000	$463,153	$0	$206,847	$0	$1,080,000
RSTP	$1,640,000	$1,852,613	$0	$827,387	$0	$4,320,000
TOTAL	**$2,600,000**	**$2,315,766**	**$5,396,348**	**$1,034,234**	**$0**	**$11,346,348**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	RSTP			$369,072			$92,268
PE	HIP-CRRSA	$550,000					
	Subtotal	***$550,000***		***$369,072***			***$92,268***
RW	RSTP				$1,781,648		$445,412
	Subtotal				***$1,781,648***		***$445,412***
	TOTAL	**$550,000**		**$369,072**	**$1,781,648**		**$537,680**

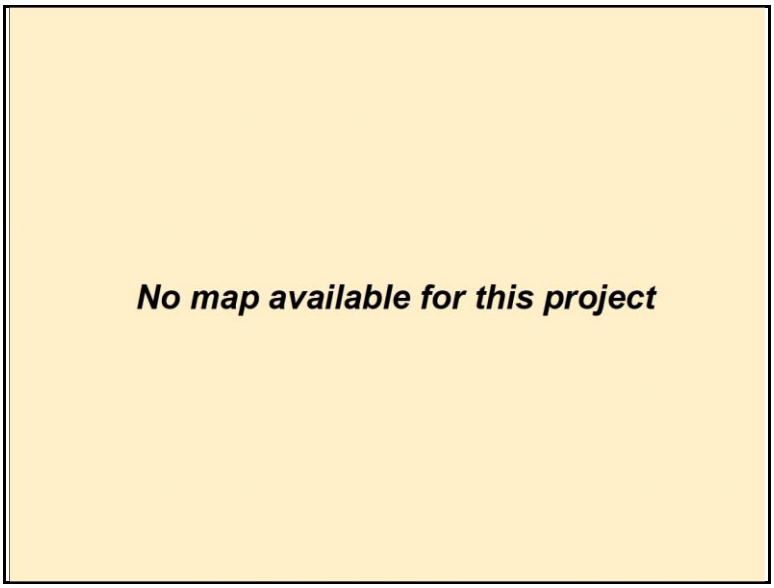
Source of Project Data: Virginia Department of Transportation.

Portsmouth Signal Timing Improvements - Phase IV (Project in Financial Closeout)
UPC # 98824

OVERVIEW

Description: Optimize citywide signal timing.

Street (Route): N/A
From: N/A
To: N/A
Length (mi): N/A
Jurisdiction/Agency: Portsmouth
System: Urban
Scope: Safety
Oversight: Non-Federal Oversight
Administered By: VDOT
Regionally Significant for Air Quality: No
CMAQ: Yes
RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	7/13/2016	6/6/2023	Complete
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$135,000	$77,049	57%
Right of Way	$0	$0	-
Construction	$0	$0	-
TOTAL	**$135,000**	**$77,049**	**57%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters 3	2	1
$24,180	$27,520	$516	$252
$0	-	-	-
$0	-	-	-

Portsmouth Signal Timing Improvements - Phase IV (Project in Financial Closeout)
UPC # 98824

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STM	$26,400	$0	$0	$0	$0	$26,400
LOC	$3,000	$0	$0	$0	$0	$3,000
CMAQ	$105,600	$0	$0	$0	$0	$105,600
TOTAL	**$135,000**	**$0**	**$0**	**$0**	**$0**	**$135,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	AC		$3,000				
	Subtotal		***$3,000***				
	TOTAL		**$3,000**				

Source of Project Data: Virginia Department of Transportation.

Portsmouth Traffic Signal Upgrades
UPC # 103025

OVERVIEW

Description: Upgrade traffic signals citywide to improve progression and safety.

Street (Route): N/A

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Portsmouth

System: Urban

Scope: Safety

Oversight: Non-Federal Oversight

Administered By: Locality

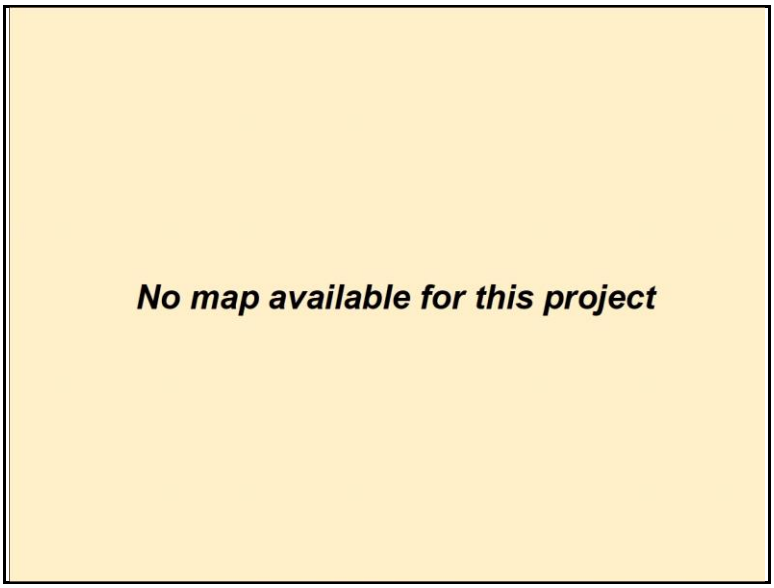
Regionally Significant: No

CMAQ: Yes

RSTP: No

TAP: No

CRP: No



HRTPO Notes

Revised 12/6/2024: Administrative Modification to revise the cost estimate, schedule, allocations, and obligations as part of the FY 2024-2027 rollover process. Revise cost estimate to be $6,415,053. Update allocations as follows: add FY 2025 LOC allocation of $1,478,709. Update obligations as follows: add FY Previous PE Phase CMAQ obligation of $1,152,000, plus $288,000 CMAQ match; remove FY 2024 CN Phase CMAQ obligation of $3,099,812 and $774,953 CMAQ match.

SCHEDULE

	Start	End	Status
Preliminary Engineering	6/29/2017	11/25/2024	Complete
Right of Way	N/A	N/A	N/A
Construction	11/25/2024	9/19/2025	Underway

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$720,000	$543,256	75%
Right of Way	$0	$0	-
Construction	$5,695,053	$0	0%
TOTAL	**$6,415,053**	**$543,256**	**8%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
$63,167	$73,500	$723	$50,675
$0	-	-	-
$0	-	-	-

Portsmouth Traffic Signal Upgrades
UPC # 103025

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
CMAQ Match	$1,260,532	$0	$0	$0	$0	$1,260,532
CMAQ	$3,675,812	$0	$0	$0	$0	$3,675,812
LOC	$0	$0	$1,478,709	$0	$0	$1,478,709
TOTAL	**$4,936,344**	**$0**	**$1,478,709**	**$0**	**$0**	**$6,415,053**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	CMAQ	$1,152,000					$288,000
	Subtotal	***$1,152,000***					***$288,000***
	TOTAL	**$1,152,000**					**$288,000**

Source of Project Data: Virginia Department of Transportation.

Westhaven Bicycle Improvements (Project in Financial Closeout)
UPC # 102985

OVERVIEW

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

Street (Route): South Street

From: Intersection of Clifford Street and Powhatan Avenue

To: Intersection of Bart Street

Length (mi): 1.15

Jurisdiction/Agency: Portsmouth

System: Urban

Scope: Facilities for Pedestrians and Bicycles

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant: No

CMAQ: Yes

RSTP: No

TAP: No

CRP: No



HRTPO Notes

Revised 7/31/2025: Amendment to transfer FY 2019 CMAQ allocation of $148,519, plus $37,130 CMAQ match, to UPC 113830. An amendment was required for the transfer as the cost esitmate increase for UPC 113830 was outside the Sliding Scale.

SCHEDULE

	Start	End	Status
Preliminary Engineering	1/22/2019	2/8/2022	Complete
Right of Way	N/A	N/A	N/A
Construction	2/8/2022	2/22/2023	Complete

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$130,000	$68,218	52%
Right of Way	$0	$0	-
Construction	$307,456	$246,133	80%
TOTAL	**$437,456**	**$314,351**	**72%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
$8,914	$5,187	$1,123	$200
$0	-	-	-
$246,133	-	-	-

Westhaven Bicycle Improvements (Project in Financial Closeout)
UPC # 102985

ALLOCATIONS

Fund Source(s)	*Previous*	*FY 2024*	*FY 2025*	*FY 2026*	*FY 2027*	*TOTAL*
CMAQ Match	$62,870	$0	$0	$0	$0	$62,870
CMAQ	$251,481	$0	$0	$0	$0	$251,481
TOTAL	**$314,351**	**$0**	**$0**	**$0**	**$0**	**$314,351**

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

Portsmouth Emergency Vehicle Preemption Software and Hardware
UPC # 113830

OVERVIEW

Description: Emergency Vehicle Preemption Software and Hardware.

Street (Route): N/A

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Portsmouth

System: Urban

Scope: Safety

Oversight: Non-Federal Oversight

Administered By: Locality

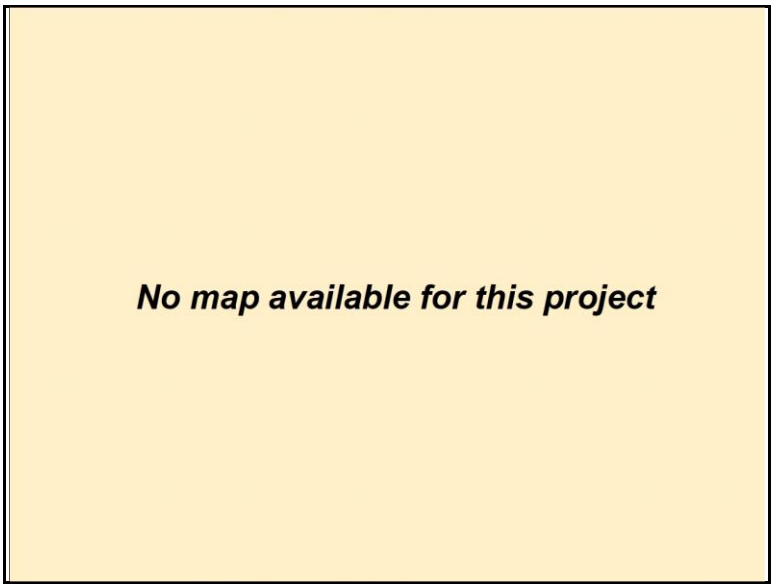
Regionally Significant: No

CMAQ: Yes

RSTP: No

TAP: No

CRP: No



HRTPO Notes

Revised 4/25/2024: Administrative Modification to revise the allocations. VDOT CO reviewed CMAQ funds associated with final vouchered projects in 2021 that had remaining unexpended CMAQ funds beyond the 36-month timeframe set forth in the Appropriation Act. VDOT CO transferred the unexpended funds from Portmouth project UPC 98827 to the HRTPO CMAQ Reserve Account in order to finish closeout. These funds must be re-allocated before May 1, 2024. If not, the CTB will re-allocate them statewide. Update allocations as follows: receive FY 2012 CMAQ allocation of $6,143, plus $1,536 CMAQ match, from the HRTPO CMAQ Reserve Account. Revised 7/31/2025: Amendment to revise the cost estimate and allocations. Revise cost estimate to be $723,981. Update allocations as follows: receive FY 2019 CMAQ allocation of $148,519, plus $37,130 CMAQ match, from UPC 102985; revise FY Previous LOC allocation to be $191,945.

SCHEDULE

	Start	End	Status
Preliminary Engineering	5/8/2019	9/2/2022	Complete
Right of Way	N/A	N/A	N/A
Construction	9/2/2022	11/21/2023	Complete

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$24,049	$23,302	97%
Right of Way	$0	$0	-
Construction	$699,932	$0	0%
TOTAL	**$723,981**	**$23,302**	**3%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
$17,387	$2,437	$542	$367
$0	-	-	-
$0	-	-	-

Portsmouth Emergency Vehicle Preemption Software and Hardware
UPC # 113830

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
LOC	$191,945	$0	$0	$0	$0	$191,945
CMAQ Match	$99,028	$0	$0	$0	$0	$99,028
CMAQ	$433,008	$0	$0	$0	$0	$433,008
TOTAL	**$723,981**	**$0**	**$0**	**$0**	**$0**	**$723,981**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
CN	CMAQ		$259,107				$64,777
	Subtotal		***$259,107***				***$64,777***
	TOTAL		**$259,107**				**$64,777**

Source of Project Data: Virginia Department of Transportation.

Portsmouth Citywide Signal Timing - Phase 1
UPC # 110757

OVERVIEW

Description: Develop new signal timings along major City corridors including George Washington Highway, Airline Boulevard, High Street, Cedar Lane, and Towne Point Road.

Street (Route): N/A

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Portsmouth

System: Urban

Scope: Traffic Management/Engineering

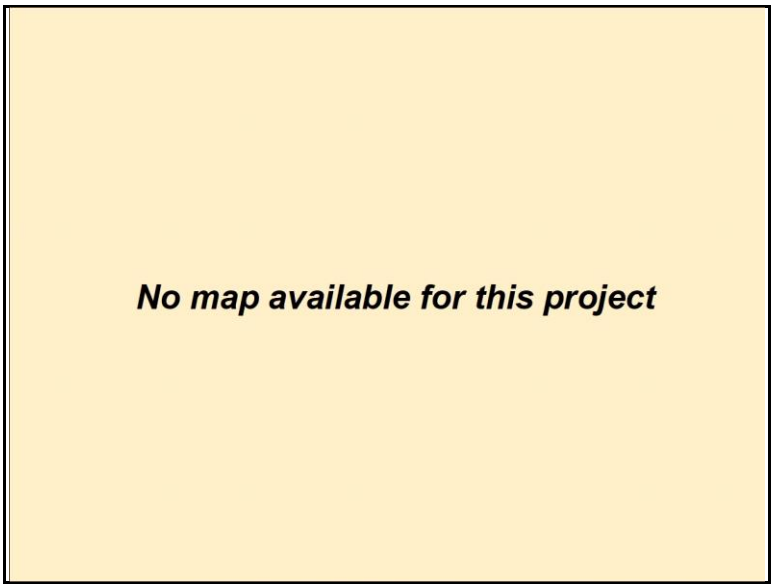
Oversight: Unknown

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	1/5/2023	7/25/2024	Underway
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$120,000	$0	0%
Right of Way	$0	$0	-
Construction	$0	$0	-
TOTAL	**$120,000**	**$0**	**0%**

Recent Expenditures

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

Portsmouth Citywide Signal Timing - Phase 1
UPC # 110757

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STM	$24,000	$0	$0	$0	$0	$24,000
CMAQ	$96,000	$0	$0	$0	$0	$96,000
TOTAL	**$120,000**	**$0**	**$0**	**$0**	**$0**	**$120,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	CMAQ		$96,000				$24,000
	Subtotal		***$96,000***				***$24,000***
	TOTAL		**$96,000**				**$24,000**

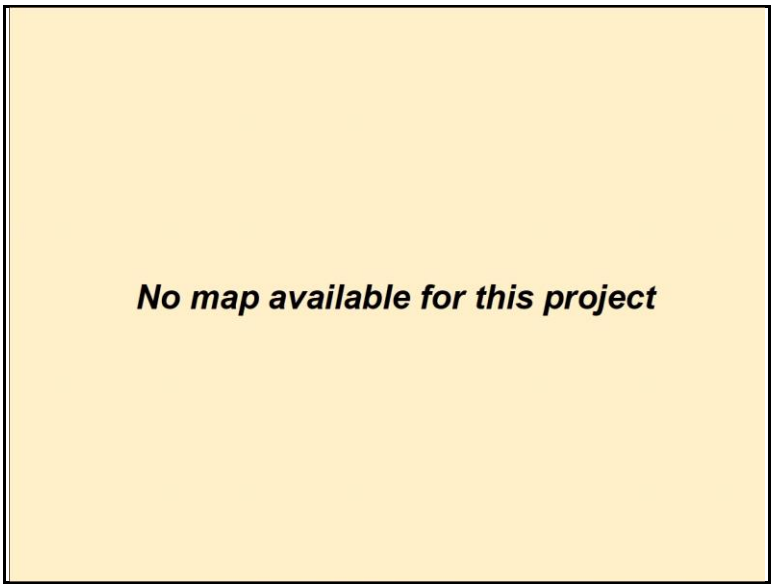
Source of Project Data: Virginia Department of Transportation.

Portsmouth Signal Timing - Phases 1-4
UPC # 115863

OVERVIEW

Description: Signal Timings

Street (Route): N/A
From: N/A
To: N/A
Length (mi): N/A
Jurisdiction/Agency: Portsmouth
System: Urban
Scope: Traffic Management/Engineering
Oversight: Unknown
Administered By: Locality
Regionally Significant for Air Quality: No
CMAQ: Yes
RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	6/3/2025	11/27/2026	FFY 2025
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$480,000	$0	0%
Right of Way	$0	$0	-
Construction	$0	$0	-
TOTAL	**$480,000**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Portsmouth Signal Timing - Phases 1-4
UPC # 115863

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STM	$0	$0	$24,000	$24,000	$24,000	$72,000
CMAQ	$0	$0	$96,000	$96,000	$96,000	$288,000
TOTAL	**$0**	**$0**	**$120,000**	**$120,000**	**$120,000**	**$360,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	CMAQ			$192,000			$48,000
PE	AC-Conv				$96,000	$96,000	$48,000
PE	AC			$192,000			$48,000
	Subtotal			***$384,000***	***$96,000***	***$96,000***	***$144,000***
	TOTAL			**$384,000**	**$96,000**	**$96,000**	**$144,000**

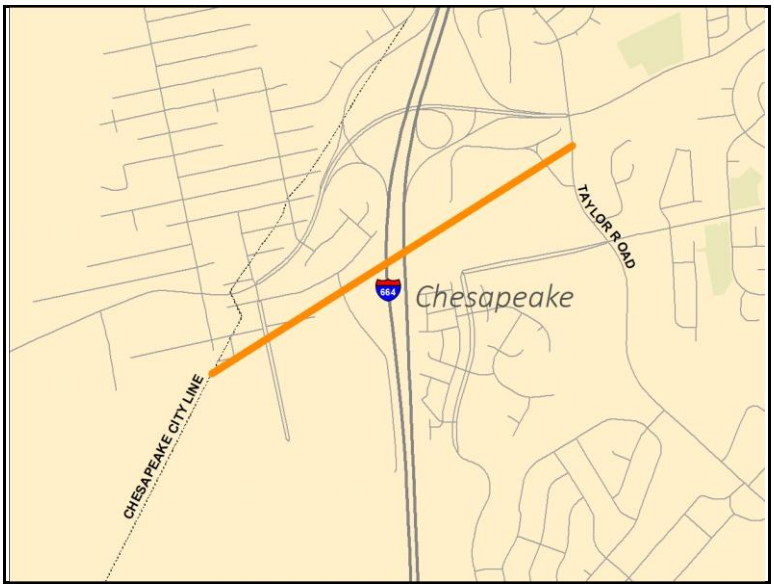
Source of Project Data: Virginia Department of Transportation.

Western Branch Rails to Trails - Phase 2
UPC # 119219

OVERVIEW

Description: Western Branch Rails to Trails - Phase 2.

Street (Route): Gum Road
From: Chesapeake City Line
To: Taylor Road
Length (mi): Unknown
Jurisdiction/Agency: Chesapeake
System: Urban
Scope: Facilities for Pedestrians and Bicycles
Oversight: Unknown
Administered By: Locality
Regionally Significant for Air Quality: No
CMAQ: No
RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	8/26/2026	11/28/2028	FFY 2026
Right of Way	11/28/2028	8/30/2029	FFY 2029
Construction	8/30/2029	9/3/2030	FFY 2029

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$464,466	$0	0%
Right of Way	$264,365	$0	0%
Construction	$1,846,897	$0	0%
TOTAL	**$2,575,728**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Western Branch Rails to Trails - Phase 2
UPC # 119219

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STF	$0	$0	$0	$1,300,000	$1,275,728	$2,575,728
TOTAL	**$0**	**$0**	**$0**	**$1,300,000**	**$1,275,728**	**$2,575,728**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	AC				$464,466		
	Subtotal				***$464,466***		
	TOTAL				**$464,466**		

Source of Project Data: Virginia Department of Transportation.

King's Highway Bridge Replacement (PE only)
UPC # 125360

OVERVIEW

Description: Provide 30% of the design associated with the replacement of King's Highway Bridge, complete the NEPA phase of the project, develop the Bridge Type/Size/Location (TSL) report, and complete the geo-technical work.

Street (Route): Route 125
From: Route 125
To: Route 10
Length (mi): 0.45
Jurisdiction/Agency: Suffolk
System: Urban
Scope: Preliminary Engineering
Oversight: Non-Federal Oversight
Administered By: Locality
Regionally Significant: No
CMAQ: No
RSTP: No
TAP: No
CRP: No



HRTPO Notes

Revised 11/21/2024: Amendment to add project to the TIP.

SCHEDULE

	Start	End	Status
Preliminary Engineering	5/9/2025	4/12/2027	FFY 2025
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$3,800,000	$0	0%
Right of Way	$0	$0	-
Construction	$0	$0	-
TOTAL	**$3,800,000**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters 3	2	1
	-	-	-
	-	-	-
	-	-	-

King's Highway Bridge Replacement (PE only)
UPC # 125360

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
LOM	$0	$0	$760,000	$0	$0	$760,000
Earmark/HIP	$0	$0	$3,040,000	$0	$0	$3,040,000
TOTAL	**$0**	**$0**	**$3,800,000**	**$0**	**$0**	**$3,800,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	DEMO			$3,040,000			$760,000
	Subtotal			***$3,040,000***			***$760,000***
	TOTAL			**$3,040,000**			**$760,000**

Source of Project Data: Virginia Department of Transportation.

Shoulders Hill Road Widening - Phase 2
UPC # 121102

OVERVIEW

Description: Widen Shoulders Hill Road from 2 - 4 lanes between Laycock Lane and Bennett's Creek Park Road.

Street (Route): Shoulders Hill Road

From: Laycock Lane

To: Bennett's Creek Park Road

Length (mi): 0.65

Jurisdiction/Agency: Suffolk

System: Urban

Scope: Reconstruction w/ Added Capacity

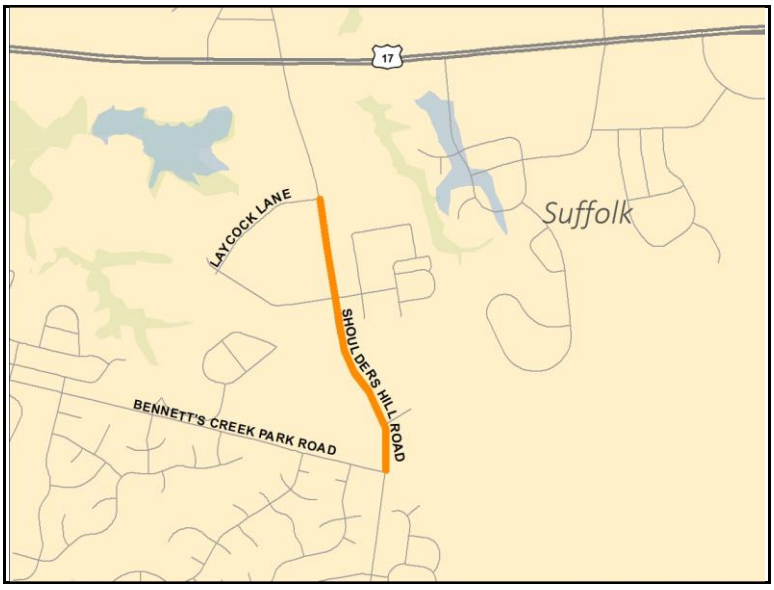
Oversight: Unknown

Administered By: Locality

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	9/21/2026	11/13/2028	FFY 2026
Right of Way	11/13/2028	8/6/2029	FFY 2029
Construction	8/6/2029	7/23/2030	FFY 2029

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$950,466	$0	0%
Right of Way	$344,506	$0	0%
Construction	$8,308,372	$0	0%
TOTAL	**$9,603,344**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Shoulders Hill Road Widening - Phase 2
UPC # 121102

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
RS	$0	$0	$3,000,000	$3,430,702	$0	$6,430,702
TOTAL	**$0**	**$0**	**$3,000,000**	**$3,430,702**	**$0**	**$6,430,702**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	AC				$950,466		
	Subtotal				***$950,466***		
	TOTAL				**$950,466**		

Source of Project Data: Virginia Department of Transportation.

Shoulders Hill Road Widening - Phase 3
UPC # 121101

OVERVIEW

Description: Widen Shoulders Hill Road from 2 - 4 lanes between Bennett's Creek Park Road to Pughsville Road.

Street (Route): Shoulders Hill Road

From: Bennett's Creek Park Road

To: Pughsville Road

Length (mi): 0.75

Jurisdiction/Agency: Suffolk

System: Urban

Scope: Reconstruction w/ Added Capacity

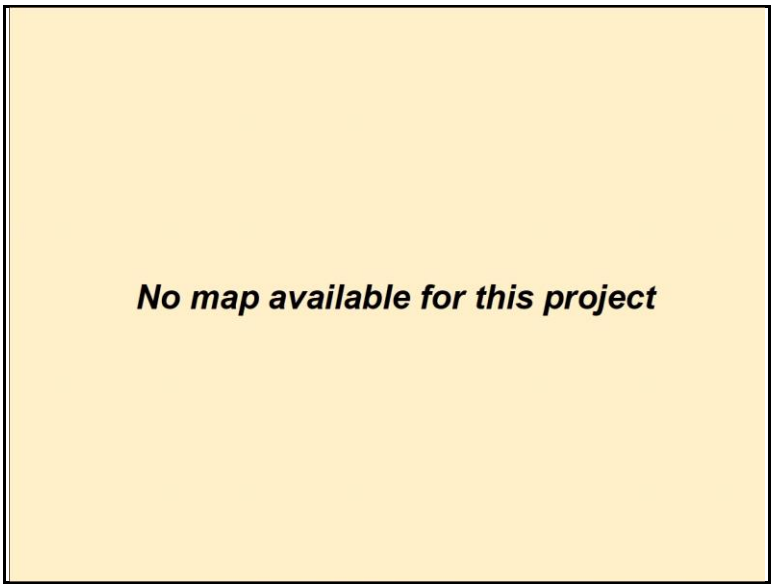
Oversight: Unknown

Administered By: Locality

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	9/20/2027	2/10/2031	FFY 2027
Right of Way	2/10/2031	12/22/2031	FFY 2031
Construction	12/22/2031	8/2/2033	FFY 2032

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$1,399,639	$0	0%
Right of Way	$2,914,691	$0	0%
Construction	$11,401,463	$0	0%
TOTAL	**$15,715,793**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters 3	2	1
	-	-	-
	-	-	-
	-	-	-

Shoulders Hill Road Widening - Phase 3
UPC # 121101

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
RS	$0	$0	$2,000,000	$1,164,786	$0	$3,164,786
TOTAL	**$0**	**$0**	**$2,000,000**	**$1,164,786**	**$0**	**$3,164,786**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	AC					$1,399,639	
	Subtotal					***$1,399,639***	
	TOTAL					**$1,399,639**	

Source of Project Data: Virginia Department of Transportation.

City of Suffolk Downtown Signal System Upgrade
UPC # 111088

OVERVIEW

Description: Upgrade the signal system to TS-2 cabinets and install fiber optic connectivity which will enhance the ability of city staff to respond and correct a defect in a much shorter period, thus minimizing the impacts that will delay and back up traffic.

Street (Route): N/A

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Suffolk

System: Urban

Scope: Safety

Oversight: Non-Federal Oversight

Administered By: Locality

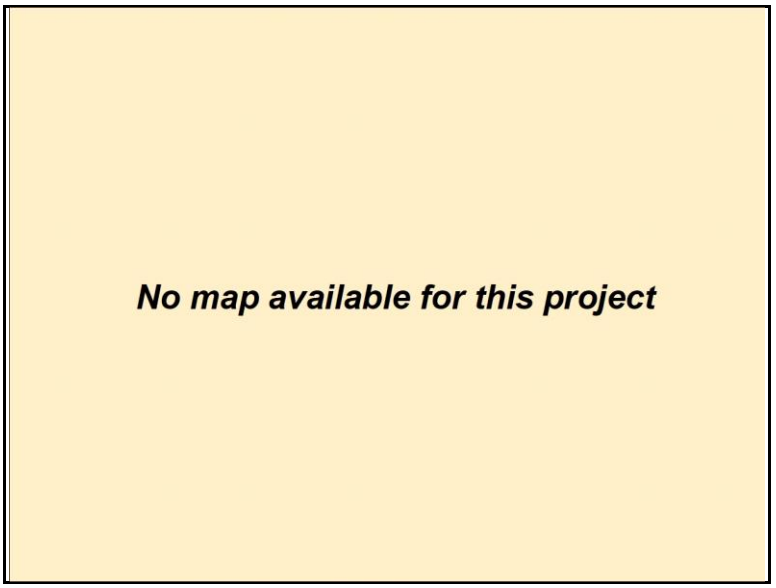
Regionally Significant: No

CMAQ: Yes

RSTP: No

TAP: No

CRP: No



HRTPO Notes

Revised 7/31/2025: Amendment to ungroup project and add it back in as an individual project to the TIP.

SCHEDULE

	Start	End	Status
Preliminary Engineering	1/4/2024	1/6/2026	Underway
Right of Way	N/A	N/A	N/A
Construction	1/6/2026	7/15/2027	FFY 2026

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$200,000	$0	0%
Right of Way	$0	$0	-
Construction	$1,450,000	$0	0%
TOTAL	**$1,650,000**	**$0**	**0%**

Recent Expenditures

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

City of Suffolk Downtown Signal System Upgrade
UPC # 111088

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
CMAQ Match	$10,676	$172,980	$0	$0	$0	$183,656
CMAQ	$42,704	$691,918	$0	$0	$0	$734,622
TOTAL	**$53,380**	**$864,898**	**$0**	**$0**	**$0**	**$918,278**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	CMAQ		$120,000	$40,000			$40,000
	Subtotal		***$120,000***	***$40,000***			***$40,000***
CN	CMAQ				$574,622		$143,656
CN	AC-Conversi					$585,378	$146,345
CN	AC				$585,378		$146,345
	Subtotal				***$1,160,000***	***$585,378***	***$436,346***
	TOTAL		**$120,000**	**$40,000**	**$1,160,000**	**$585,378**	**$476,346**

Source of Project Data: Virginia Department of Transportation.

Wilroy Road at Progress Road Intersection
UPC # 119378

OVERVIEW

Description: Intersection improvements

Street (Route): Wilroy Road
From: N/A
To: N/A
Length (mi): N/A
Jurisdiction/Agency: Suffolk
System: Urban
Scope: Reconstruction w/ Added Capacity
Oversight: Unknown
Administered By: Locality
Regionally Significant for Air Quality: No
CMAQ: Yes
RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	6/30/2026	9/27/2028	FFY 2026
Right of Way	9/27/2028	7/5/2029	FFY 2028
Construction	7/5/2029	7/9/2030	FFY 2029

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$300,000	$0	0%
Right of Way	$1,800,000	$0	0%
Construction	$400,000	$0	0%
TOTAL	**$2,500,000**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Wilroy Road at Progress Road Intersection
UPC # 119378

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STM	$0	$0	$0	$0	$60,000	$60,000
CMAQ	$0	$0	$0	$0	$240,000	$240,000
TOTAL	**$0**	**$0**	**$0**	**$0**	**$300,000**	**$300,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	CMAQ			$240,000			$60,000
	Subtotal			***$240,000***			***$60,000***
	TOTAL			**$240,000**			**$60,000**

Source of Project Data: Virginia Department of Transportation.

Constance Road at Wilroy Road Intersection
UPC # 119266

OVERVIEW

Description: Constance Road at Wilroy Road Intersection

Street (Route): Constance Road
From: N/A
To: N/A
Length (mi): N/A
Jurisdiction/Agency: Suffolk
System: Urban
Scope: Reconstruction w/ Added Capacity
Oversight: Unknown
Administered By: Locality
Regionally Significant for Air Quality: No
CMAQ: Yes
RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	6/30/2026	9/27/2028	FFY 2026
Right of Way	9/27/2028	7/5/2029	FFY 2028
Construction	7/5/2029	7/9/2030	FFY 2029

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$300,000	$0	0%
Right of Way	$2,200,000	$0	0%
Construction	$400,000	$0	0%
TOTAL	**$2,900,000**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Constance Road at Wilroy Road Intersection
UPC # 119266

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STM	$0	$0	$0	$0	$60,000	$60,000
CMAQ	$0	$0	$0	$0	$240,000	$240,000
TOTAL	**$0**	**$0**	**$0**	**$0**	**$300,000**	**$300,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	CMAQ				$240,000		$60,000
	Subtotal				***$240,000***		***$60,000***
	TOTAL				**$240,000**		**$60,000**

Source of Project Data: Virginia Department of Transportation.

Seaboard Coastline Trail - Phase 3A
UPC # 119230

OVERVIEW

Description: Segment 3A of the Seaboard Coastline Trail, a 1.75-mile section of the 11-mile trail in Suffolk.

Street (Route): N/A

From: Driver Lane

To: Nansemond River High School

Length (mi): 1.75

Jurisdiction/Agency: Suffolk

System: Urban

Scope: Facilities for Pedestrians and Bicycles

Oversight: Non-Federal Oversight

Administered By: Locality

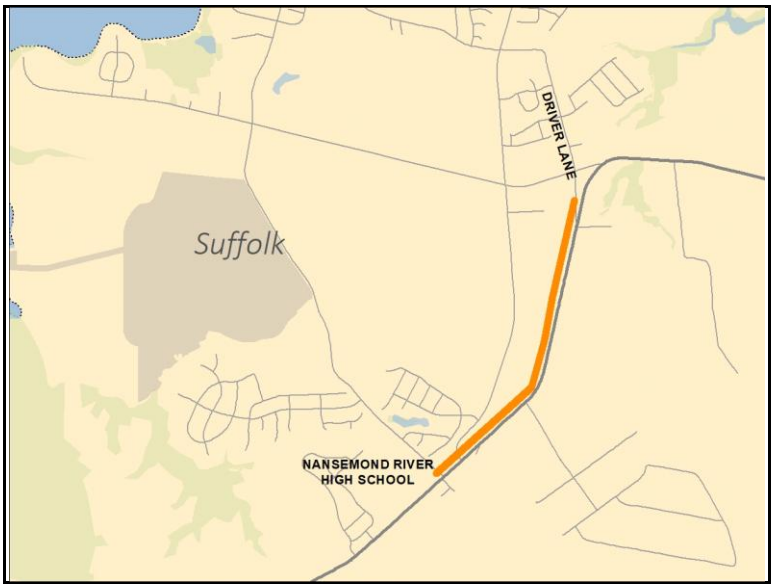
Regionally Significant: No

CMAQ: No

RSTP: No

TAP: No

CRP: No



HRTPO Notes

Revised 4/25/2025: Administrative Modification to revise the schedule, allocations, and obligations. Update allocations as follows: add FY Previous HPP allocation of $812,652; add FY 2024 LOC allocation of $339,586; add FY 2025 HPP allocation of $500,000; add FY 2026 HPP allocation of $800,000; remove FY 2026 STF allocation of $1,500,000; remove FY 2027 STF allocation of $1,612,652; add FY 2027 HPP allocation of $1,000,000. Update obligations as follows: remove FY 2025 PE Phase AC obligation of $405,501; add FY 2025 PE Phase Other obligation of $405,501; add FY 2025 RW Phase Other obligation of $934,644; add FY 2027 CN Phase Other obligation of $2,112,093.

SCHEDULE

	Start	End	Status
Preliminary Engineering	12/15/2023	8/18/2025	Underway
Right of Way	8/18/2025	12/1/2026	FFY 2025
Construction	12/1/2026	6/19/2028	FFY 2027

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$405,501	$169,562	42%
Right of Way	$934,644	$0	0%
Construction	$2,112,093	$0	0%
TOTAL	**$3,452,238**	**$169,562**	**5%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
	-	-	-
	-	-	-
	-	-	-

Seaboard Coastline Trail - Phase 3A
UPC # 119230

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
LOC	$0	$339,586	$0	$0	$0	$339,586
HPP	$812,652	$0	$500,000	$800,000	$1,000,000	$3,112,652
TOTAL	**$812,652**	**$339,586**	**$500,000**	**$800,000**	**$1,000,000**	**$3,452,238**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	Other			$405,501			
	Subtotal			***$405,501***			
RW	Other			$934,644			
	Subtotal			***$934,644***			
CN	Other					$2,112,093	
	Subtotal					***$2,112,093***	
	TOTAL			**$1,340,145**		**$2,112,093**	

Source of Project Data: Virginia Department of Transportation.

Bridge Road Traffic Signal Upgrades (Project in Financial Closeout)
UPC # 102991

OVERVIEW

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

Street (Route): Bridge Rd (17)

From: College Drive

To: Eclipse Drive

Length (mi): 6.8

Jurisdiction/Agency: Suffolk

System: Urban

Scope: Traffic Management/Engineering

Oversight: Non-Federal Oversight

Administered By: Locality

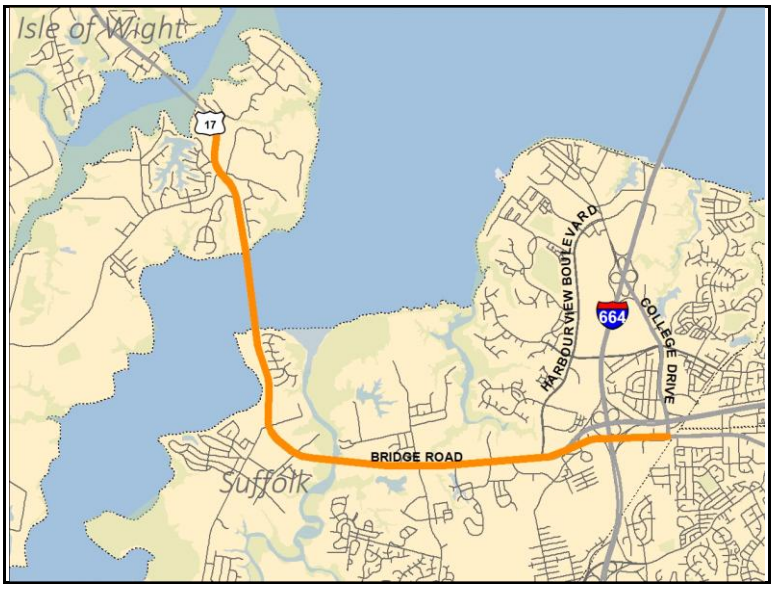
Regionally Significant: No

CMAQ: Yes

RSTP: No

TAP: No

CRP: No



HRTPO Notes

Revised 11/16/2023: Amendment to reverse the original FY 2021-2024 TIP Amendment approved by the HRTPO Board at its April 20, 2023 meeting and to transfer a total of $25,738 in CMAQ funds from the HRTPO CMAQ Reserve Account. Per VDOT, the funds were to be directly transferred from four CMAQ projects in financial closeout to the recipient CMAQ project. However, VDOT CO transferred surplus CMAQ funds to the HRTPO CMAQ Reserve Account to facilitate project closeout based on the Appropriation Act which required transfer action by May 1, 2023. The local matches are also affected and will be addressed in this amendment. This amendment includes the transfer of $9,962 in CMAQ matching funds from one FY to another for UPC 100607 as the FY 2006 project funds are currently aligned with the June 20, 2013 HRTPO Board-approved action letter and the HRTPO CMAQ Tracking Table. The funds will be transferred to FY 2007 in order for VDOT to close out UPC 100607. Update allocations to transfer funds from UPC 102991 back to the original projects as follows: transfer FY 2005 CMAQ Federal allocation of $2,398 to UPC 99172 (reversal of April 20, 2023 TIP Amendment); transfer FY 2005 LOM allocation of $600 to UPC 99172 (reversal of April 20, 2023 TIP Amendment); transfer FY 2013 CMAQ allocation of $5,589, plus $1,397 CMAQ match to UPC 100605 (reversal of April 20, 2023 TIP Amendment); transfer FY 2006 CMAQ Match allocation of $9,962 to UPC 100607 (reversal of April 20, 2023 TIP Amendment); transfer FY 2007 CMAQ Match allocation of $6,392 to UPC 100604 (reversal of April 20, 2023 TIP Amendment); transfer FY 2007 LOM allocation of ($102) - rounded down from ($102.11) - to UPC 100604 (reversal of April 20, 2023 TIP Amendment). Update allocation years for UPC 100607 as follows: transfer FY 2006 CMAQ Match allocation of $9,962 to FY 2007 in order for VDOT to close out UPC 100607. Update allocations to transfer funds from the original projects to the HRTPO CMAQ Reserve Account: transfer FY 2005 CMAQ Federal allocation of $2,398 from UPC 99172 to the HRTPO CMAQ Reserve Account; transfer FY 2013 CMAQ allocation of $5,589, plus $1,397 CMAQ Match, from UPC 100605 to the HRTPO CMAQ Reserve Account; transfer FY 2007 CMAQ Match allocation of $9,962 from UPC 100607 to the HRTPO CMAQ Reserve Account; transfer FY 2007 CMAQ Match allocation of $6,392 from UPC 100604 to the HRTPO CMAQ Reserve Account. Update allocations for UPC 102991 to add a local match and receive funds from the HRTPO CMAQ Reserve Account as follows: add FY 2005 LOM allocation of $600; receive FY 2005 CMAQ Federal allocation of $2,398 from the HRTPO CMAQ Reserve Account; receive FY 2013 CMAQ allocation of $5,589, plus $1,397 CMAQ match, from the HRTPO CMAQ Reserve Account; receive FY 2007 CMAQ Match allocation of $9,962, from the HRTPO CMAQ Reserve Account; receive FY 2007 CMAQ Match allocation of $6,392 from the HRTPO CMAQ Reserve Account. Revised 9/2/2025: Data/Information Adjustment Letter to remove FY 2005 LOM allocation per VDOT's instructions as the local match was inadvertently associated with this UPC number.

Bridge Road Traffic Signal Upgrades (Project in Financial Closeout)
UPC # 102991

SCHEDULE

	Start	End	Status
Preliminary Engineering	4/19/2018	11/19/2020	Complete
Right of Way	N/A	N/A	N/A
Construction	11/19/2020	10/24/2022	Complete

COSTS AND EXPENDITURES

Recent Expenditures

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters 3	2	1
Preliminary Engineering	$194,010	$181,132	93%	$9,849	-	$6,159	$143
Right of Way	$0	$0	-	$0	-	-	-
Construction	$2,138,148	$1,864,760	87%	$1,864,145	$615	-	-
TOTAL	**$2,332,158**	**$2,045,892**	**88%**				

Bridge Road Traffic Signal Upgrades (Project in Financial Closeout)
UPC # 102991

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
CMAQ Match	$461,774	$0	$0	$0	$0	$461,774
LOC	$5,823	$0	$0	$0	$0	$5,823
CMAQ	$1,870,384	$0	$0	$0	$0	$1,870,384
TOTAL	**$2,337,981**	**$0**	**$0**	**$0**	**$0**	**$2,337,981**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
CN	CMAQ	$1,691,886	$18,632				$4,658
	Subtotal	***$1,691,886***	***$18,632***				***$4,658***
	TOTAL	**$1,691,886**	**$18,632**				**$4,658**

Source of Project Data: Virginia Department of Transportation.

Holland Road Widening
UPC # 100937

OVERVIEW

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

Street (Route): Holland Road (58)

From: Suffolk Bypass (Route 13/58/32)

To: 0.7 miles west of Manning Bridge Road

Length (mi): 3.1

Jurisdiction/Agency: Suffolk

System: Urban

Scope: Reconstruction w/ Added Capacity

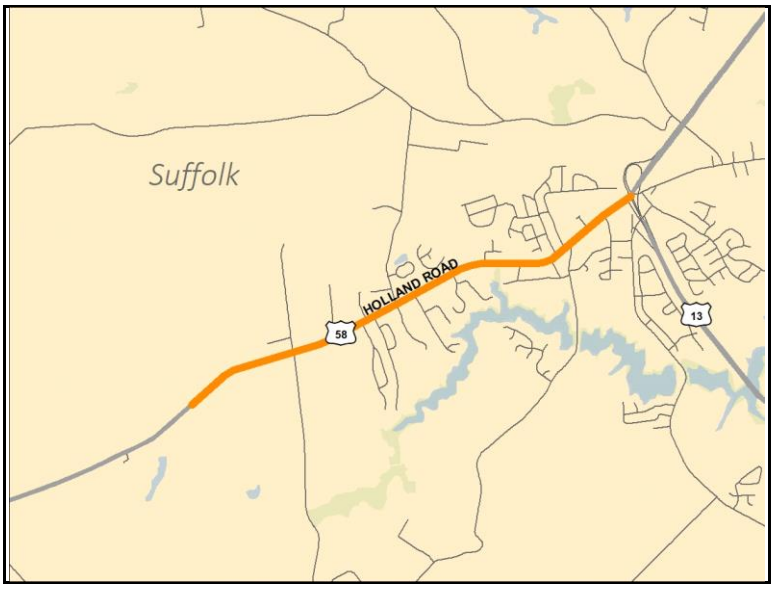
Oversight: Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	5/2/2012	7/20/2015	Complete
Right of Way	7/20/2015	9/30/2020	Complete
Construction	9/30/2020	1/31/2025	Underway

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$3,695,424	$239,404	6%
Right of Way	$34,134,544	$15,401,501	45%
Construction	$45,951,216	$12,607,337	27%
TOTAL	**$83,781,184**	**$28,248,242**	**34%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
$0	$170	$946	$817
$5,794,187	-	-	-
$12,603,535	$3,802	-	-

Holland Road Widening
UPC # 100937

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STP	$131,635	$0	$0	$0	$0	$131,635
STF	$60,424	$0	$0	$0	$0	$60,424
RS	$27,767,324	$6,232,676	$0	$0	$0	$34,000,000
MIX	$5,000	$0	$0	$0	$0	$5,000
LOC	$9,963,216	$0	$0	$0	$0	$9,963,216
GARV	$39,588,000	$0	$0	$0	$0	$39,588,000
BOM	$32,909	$0	$0	$0	$0	$32,909
TOTAL	**$77,548,508**	**$6,232,676**	**$0**	**$0**	**$0**	**$83,781,184**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	NHS/NHPP	$662,342	$937,764				
PE	AC-Conv			$1,894,342	$32,557		
PE	AC		$1,926,899				
	Subtotal	***$662,342***	***$2,864,663***	***$1,894,342***	***$32,557***		
RW	AC-Conv				$2,060,668	$2,183,602	
RW	AC		$29,890,274				
	Subtotal		***$29,890,274***		***$2,060,668***	***$2,183,602***	
CN	Other		$17,000,000				$17,000,000
CN	STP/STBG		$140,544				
CN	AC		$11,810,672				
	Subtotal		***$28,951,216***				***$17,000,000***
	TOTAL	**$662,342**	**$61,706,153**	**$1,894,342**	**$2,093,225**	**$2,183,602**	**$17,000,000**

Source of Project Data: Virginia Department of Transportation.

Holland Road Widening - GARVEE Debt Service
UPC # 110389

OVERVIEW

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

Street (Route): Holland Road

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Suffolk

System: Urban

Scope: Debt Service

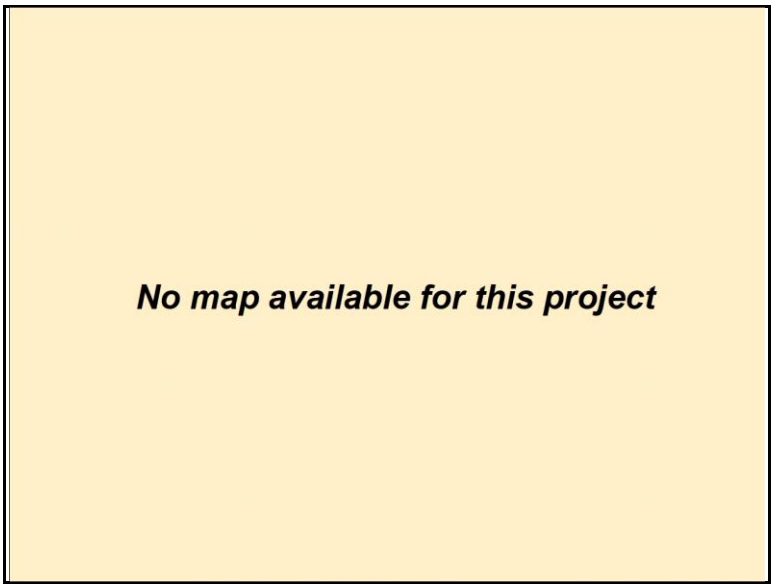
Oversight: Unknown

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	3/1/2017	6/30/2039	Underway
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$53,501,428	$0	0%
Right of Way	$0	$0	-
Construction	$0	$1,202,165	-
TOTAL	**$53,501,428**	**$1,202,165**	**2%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
$0	-	-	-
$0	-	-	-
$308,242	-	$102,747	-

Holland Road Widening - GARVEE Debt Service
UPC # 110389

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
NHPP	$2,152,556	$2,733,044	$3,566,760	$3,569,996	$3,567,908	$15,590,264
TOTAL	**$2,152,556**	**$2,733,044**	**$3,566,760**	**$3,569,996**	**$3,567,908**	**$15,590,264**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	NHS/NHPP	$611,918	$742,994				
PE	AC-Conv			$1,478,541	$1,495,355	$1,404,239	
PE	AC		$12,852,512				
	Subtotal	***$611,918***	***$13,595,506***	***$1,478,541***	***$1,495,355***	***$1,404,239***	
	TOTAL	**$611,918**	**$13,595,506**	**$1,478,541**	**$1,495,355**	**$1,404,239**	

Source of Project Data: Virginia Department of Transportation.

Nansemond Parkway/Wilroy Road Overpass Over Commonwealth Railway
UPC # 110634

OVERVIEW



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

Street (Route): Nansemond Parkway

From: South of Nansemond Parkway/Wilroy Intersection

To: North of Bridlewood Lane/Nansemond Parkway

Length (mi): 0.72

Jurisdiction/Agency: Suffolk

System: Urban

Scope: New Construction Roadway

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant: No

CMAQ: No

RSTP: No

TAP: No

CRP: No

HRTPO Notes

Revised 2/24/2025: Administrative Modification to revise the cost estimate, schedule, allocations, and obligations. Revise cost estimate to be $27,727,648. Update allocations as follows: revise FY Previous RS allocation to be $1,349,699; add FY Previous RS Match allocation of $1,349,699; revise FY Previous LOC allocation to be $3,910,720; revise FY 2024 RS allocation to be $2,476,561; add FY 2024 RS Match allocation of $2,476,561; add FY 2024 Rail allocation of $2,079,021; remove FY 2026 Rail allocation of $2,079,021. Update obligations as follows: add FY Previous PE Phase STP/Rail obligation of $1,501,450; add FY Previous RW Phase STP/Rail obligation of $3,701,000; add FY Previous CN Phase STP/Rail obligation of $4,859,878; add FY Previous CN Phase Other/RS obligation of $3,826,260, plus $3,826,260 Other/RS match; add FY Previous CN Phase AC obligation of $9,763,893; remove FY 2024 CN Phase Other obligation of $3,826,260 and $3,826,260; remove FY 2024 CN Phase AC obligation of $9,763,893; remove FY 2024 CN Phase STP/STBG obligation of $4,859,878.

SCHEDULE

	Start	*End*	*Status*
Preliminary Engineering	8/9/2017	4/9/2021	Complete
Right of Way	4/9/2021	3/31/2023	Complete
Construction	3/31/2023	7/24/2025	Underway

COSTS AND EXPENDITURES

	Cost Estimates	*Total Expenditures*	*Percent Expended*
Preliminary Engineering	$1,600,000	$1,614,122	101%
Right of Way	$4,456,793	$2,237,450	50%
Construction	$21,670,855	$12,008,078	55%
TOTAL	**$27,727,648**	**$15,859,650**	**57%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	*3*	*2*	*1*
$606,548	$118,329	$19,803	$5,316
$2,235,514	$1,936	-	-
$12,008,078	-	-	-

Nansemond Parkway/Wilroy Road Overpass Over Commonwealth Railway
UPC # 110634

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
RS Match	$1,349,699	$2,476,561	$0	$0	$0	$3,826,260
RS	$1,349,699	$2,476,561	$0	$0	$0	$3,826,260
RAIL	$10,062,328	$2,079,021	$0	$0	$0	$12,141,349
LOC	$3,910,720	$0	$0	$0	$0	$3,910,720
CPR	$4,023,059	$0	$0	$0	$0	$4,023,059
TOTAL	**$20,695,505**	**$7,032,143**	**$0**	**$0**	**$0**	**$27,727,648**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	STP/Rail	$1,501,450					
	Subtotal	***$1,501,450***					
RW	STP/Rail	$3,701,000					
	Subtotal	***$3,701,000***					
CN	Other/RS	$3,826,260					$3,826,260
CN	AC-Conv			$2,079,021			
CN	AC	$9,763,893					
CN	STP/Rail	$4,859,878					
	Subtotal	***$18,450,031***		***$2,079,021***			***$3,826,260***
	TOTAL	**$23,652,481**		**$2,079,021**			**$3,826,260**

Source of Project Data: Virginia Department of Transportation.

Shoulders Hill Road Multi-Use Path (Project in Financial Closeout)
UPC # 102992

OVERVIEW



Description: Construct a multi-use path along Shoulders Hill Road from Bennetts Creek Park Road to Weatherby Way/Belmont Boulevard - 1,090 ft. south of Bennetts Creek Park Road.

Street (Route): Shoulders Hill Road (626)

From: Bennetts Creek Park Road

To: Weatherby Way/Belmond Blvd. - 1,090 feet south of Bennetts Creek Park Road

Length (mi): 0.25

Jurisdiction/Agency: Suffolk

System: Urban

Scope: Facilities for Pedestrians and Bicycles

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant: No

CMAQ: Yes

RSTP: No

TAP: No

CRP: No

HRTPO Notes

Revised 9/17/2024: Administrative Modification to revise the cost estimate, schedule, allocations, and obligations as part of the FY 2024-2027 rollover process. Revise cost estimate to be $692,069. Update allocations as follows: Add FY Previous LOC allocation of $25,671; revise FY Previous CMAQ allocation to be $610,132; revise FY Previous CMAQ Match allocation to be $152,533. Update obligations as follows: add FY Previous PE Phase CMAQ obligation of $96,000, plus $24,000 CMAQ match; add FY Previous PE Phase AC-Other obligation of $8,000; add FY Previous RW Phase CMAQ obligation of $20,000, plus $5,000 CMAQ match; add FY Previous RW Phase AC-Other obligation of $1,000; Add FY Previous CN Phase AC-Other obligation of $16,672; add FY Previous CN Phase CMAQ Federal obligation of $494,131; remove FY 2024 CN Phase CMAQ Federal obligation of $403,825; revise CN Phase CMAQ Match obligation to be $123,533.

SCHEDULE

	Start	End	Status
Preliminary Engineering	9/24/2020	1/10/2022	Complete
Right of Way	1/10/2022	11/22/2022	Complete
Construction	11/22/2022	10/13/2023	Complete

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$131,208	$131,208	100%
Right of Way	$23,095	$23,095	100%
Construction	$537,766	$537,766	100%
TOTAL	**$692,069**	**$692,069**	**100%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
$128,432	$2,776	-	-
$23,095	-	-	-
$537,766	-	-	-

Shoulders Hill Road Multi-Use Path (Project in Financial Closeout)
UPC # 102992

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
CMAQ Match	$152,533	$0	$0	$0	$0	$152,533
CMAQ	$610,132	$0	$0	$0	$0	$610,132
LOC	$25,671	$0	$0	$0	$0	$25,671
TOTAL	**$788,336**	**$0**	**$0**	**$0**	**$0**	**$788,336**

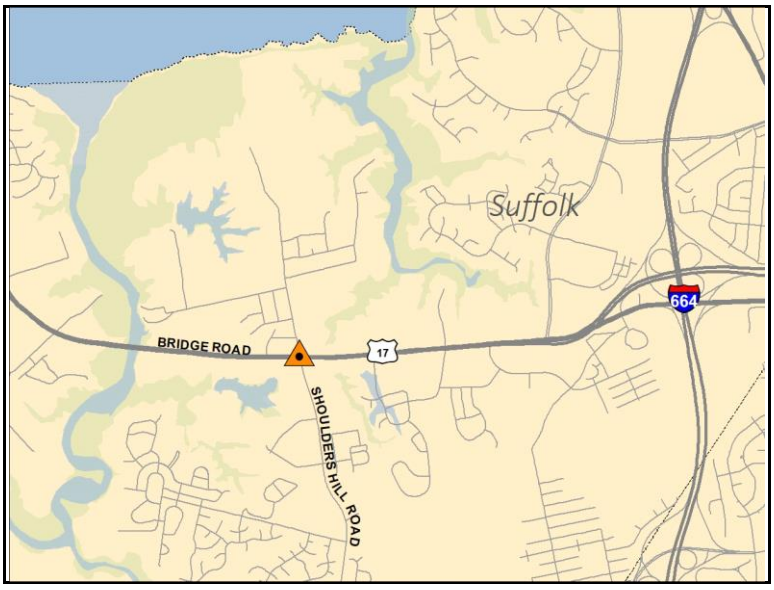
SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	AC-Other	$8,000					
PE	CMAQ	$96,000					$24,000
	Subtotal	***$104,000***					***$24,000***
RW	AC-Other	$1,000					
RW	CMAQ	$20,000					$5,000
	Subtotal	***$21,000***					***$5,000***
CN	CMAQ	$494,131					$123,533
CN	AC-Other	$16,672					
	Subtotal	***$510,803***					***$123,533***
	TOTAL	**$635,803**					**$152,533**

Source of Project Data: Virginia Department of Transportation.

Bridge Road/Shoulders Hill Road Intersection Improvements
UPC # 69050

OVERVIEW



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

Street (Route): Bridge Road

From: N/A

To: N/A

Length (mi): 0.2

Jurisdiction/Agency: Suffolk

System: Urban

Scope: Reconstruction w/o Added Capacity

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant: No

CMAQ: No

RSTP: No

TAP: No

CRP: No

HRTPO Notes

Revised 1/26/2024: Administrative Modification to evenly swap HIP-CRRSA and RSTP funds between the HRTPO HIP-CRRSA Reserve Account and the HRTPO RSTP Reserve Account. FHWA informed VDOT that per the Bipartisan Budget Amendment, all HIP-CRRSA funds would be rescinded if not obligated by May 31, 2023. VDOT processed all necessary allocation transfers on May 31, 2023 and then VDOT and TPO staff worked out the details for said projects. Update allocations as follows: receive FY 2022 HIP-CRRSA allocation of $220,759 from the HRTPO HIP-CRRSA Reserve Account; transfer FY 2025 RSTP allocation of $176,607, plus $44,152 RSTP match, to the HRTPO Reserve Account. Revised 1/26/2024: Administrative Modification to evenly swap HIP-CRRSA and RSTP funds with UPC 115423. FHWA informed VDOT that per the Bipartisan Budget Amendment, all HIP-CRRSA funds would be rescinded if not obligated by May 31, 2023. VDOT processed all necessary allocation transfers on May 31, 2023 and then VDOT and TPO staff worked out the details for said projects. Update allocations as follows: transfer FY 2026 RSTP allocation of $800,000, plus $200,000 RSTP match, to UPC 115423; receive FY 2022 HIP-CRRSA allocation of $1,000,000 from UPC 115423. Revised 1/26/2024: Administrative Modification to evenly swap HIP-CRRSA funds and RSTP funds with UPC 107035. FHWA informed VDOT that per the Bipartisan Budget Amendment, all HIP-CRRSA funds would be rescinded if not obligated by May 31, 2023. VDOT processed all necessary allocation transfers on May 31, 2023 and then VDOT and TPO staff worked out the details for said projects. Update allocations as follows: transfer FY 2026 RSTP allocation of $827,387, plus $206,847 RSTP match, to UPC 107035; receive FY 2022 HIP-CRRSA allocation of $1,034,234 from UPC 107035. Revised 1/26/2024: Administrative Modification to evenly swap HIP-CRRSA funds and RSTP funds with UPC 102980. FHWA informed VDOT that per the Bipartisan Budget Amendment, all HIP-CRRSA funds would be rescinded if not obligated by May 31, 2023. VDOT processed all necessary allocation transfers on May 31, 2023 and then VDOT and TPO staff worked out the details for said projects. Update allocations as follows: transfer FY 2025 RSTP allocation of $731,325, plus $182,809 RSTP match, to UPC 102980; receive FY 2022 HIP-CRRSA allocation of $914,044 from UPC 102980. Revised 1/26/2024: Administrative Modification to evenly swap HIP-CRRSA funds and RSTP funds with UPC 112317. FHWA informed VDOT that per the Bipartisan Budget Amendment, all HIP-CRRSA funds would be rescinded if not obligated by May 31, 2023. VDOT processed all necessary allocation transfers on May 31, 2023 and then VDOT and TPO staff worked out the details for said projects. Update allocations as follows: transfer FY 2025 RSTP allocation of $1,201,258, plus $300,315 RSTP match, to UPC 112317; receive FY 2022 HIP-CRRSA allocation of $1,501,573 from UPC 112317. Revised 3/21/2024: Amendment to evenly swap HIP-CRRSA funds and RSTP funds with UPC T16054. FHWA informed VDOT that per the Bipartisan Budget Amendment, all HIP-CRRSA funds would be rescinded if not obligated by May 31, 2023. VDOT processed all necessary allocation transfers on May 31, 2023. This swap was on hold as UPC T16054 had to be added back to the TIP. Update allocations as follows: receive FY 2022 HIP-CRRSA allocation of $977,538 from UPC T16054; transfer FY 2025 RSTP allocation of $782,030, plus $195,508 RSTP match, to UPC T16054. Revised

Bridge Road/Shoulders Hill Road Intersection Improvements
UPC # 69050

2/28/2025: Amendment to revise the cost estimate, schedule, allocations, and obligations. Revise cost estimate to be $36,037,470. Update allocations as follows: add FY Previous MAP-21/STP allocation of $128,045, plus $32,012 MAP-21/STP match; revise FY Previous RS allocation to be $2,210,243; add FY Previous RS Match allocation of $2,210,243; revise FY Previous HIP allocation to be $1,485,951; add FY Previous HIP Match allocation of $371,487; revise FY Previous NHPP allocation to be $6,619,457; add FY Previous NHPP Match allocation of $1,654,864; revise FY Previous STP allocation to be $237,429; add FY Previous DGP/HIP allocation of $2,866,542, plus $716,636 DGP/HIP match; add FY Previous DGP/STP allocation of $1,600,000; remove FY Previous STF allocation of $1,204,550; remove FY Previous MIX allocation of $6,061; remove FY Previous LOC allocation of $159,064; add FY Previous STF Match/U allocation of $159,064; add FY Previous DGP/State allocation of $1,204,550; add FY Previous SEC allocation of $6,061; revise FY 2024 RS allocation of $2,000,000; add FY 2024 RS Match allocation of $2,000,000; add FY 2024 LOC allocation of $3,363,108; revise FY 2026 RSTP Federal allocation to be $146,662; revise FY 2026 RSTP Match allocation to be $36,666. Update obligations as follows: revise FY Previous PE Phase HIP/U obligation to be $1,172,587; add FY Previous PE Phase STP/F obligation of $243,490, plus $60,873 STP/F match; add FY Previous PE Phase STP/F Federal only obligation of $160,057; add FY Previous PE Phase MG/F obligation of $195,912, plus $48,878 MG/F match; add FY Previous PE Phase MG State obligation of $193,912, plus $48,478 MG State match; add FY Previous PE Phase MG obligation of $42,326, plus $10,582 MG match; add FY Previous PE Phase EB obligation of $11,485, plus $2,871 EB match; revise FY 2024 PE Phase HIP/U obligation to be ($447,345); add FY Previous RW Phase HIP/F obligation of $4,775,772; add FY Previous RW Phase NHPP obligation of $5,463,762; remove FY Previous RW Phase NHS/NHPP obligation of $5,463,815; revise FY 2024 RW Phase NHS/NHPP obligation to be ($53); remove FY 2024 RW Phase STP/STBG obligation of $1,361,359; add FY Previous CN Phase NHPP obligation of $1,007,250; add FY Previous CN Phase AC obligation of $6,860,000, plus $1,715,000 AC match; add FY Previous CN Phase Other-RS obligation of $1,299,016, plus $1,229,016 Other-RS match; add FY Previous CN Phase AC-Conversion obligation of $1,299,016, plus $900,000 AC-Conversion match; add FY Previous CN Phase HIP/F obligation of $30,824; add FY 2024 CN Phase HIP/F obligation of $447,345; add FY 2024 CN Phase AC obligation of ($6,713,338), plus ($1,678,335) AC match; add FY 2024 CN Phase AC-Other obligation of $4,566,141; revise FY 2024 CN Phase Other obligation to be $2,911,227 and $2,911,227 Other match; revise FY 2024 CN Phase NHS/NHPP obligation to be $53; remove FY 2024 CN Phase STP/STBG obligation of $1,361,359; revise FY 2024 CN Phase RSTP obligation to be $708,870 and $177,218 RSTP match; revise FY 2025 CN Phase AC-Conversion Federal obligation to be $146,662; revise CN Phase AC-Conversion Match obligation to be $936,666. VDOT, on August 29, 2023, swapped even amounts of HIP funds and RSTP funds between UPC 100920 and UPC 69050 and UPC 97715 and UPC 69050. At that time, it was necessary for VDOT to identify projects that required transfers in order to avoid lapsed funds due to time-sensitive HIP allocations. The HIP allocations from UPC 100920 and UPC 97715 were evenly swapped with FY 2026 RSTP allocations from UPC 69050. This amendment reflects the revised figures.

SCHEDULE

	Start	End	Status
Preliminary Engineering	9/24/2003	8/20/2019	Complete
Right of Way	8/20/2019	4/14/2022	Complete
Construction	4/14/2022	10/10/2025	Underway

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$2,428,435	$1,648,551	68%
Right of Way	$10,239,534	$6,314,995	62%
Construction	$23,369,501	$2,831,358	12%
TOTAL	**$36,037,470**	**$10,794,904**	**30%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
$493,843	-	$443,190	$117
$6,314,710	-	-	-
$2,831,358	-	-	-

Bridge Road/Shoulders Hill Road Intersection Improvements
UPC # 69050

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STP	$237,429	$0	$0	$0	$0	$237,429
RSTP Match	$0	$0	$177,216	$36,666	$0	$213,882
EB/MG	$443,138	$0	$0	$0	$0	$443,138
HIP	$1,485,951	$0	$0	$0	$0	$1,485,951
HIP Match	$371,487	$0	$0	$0	$0	$371,487
LOC	$0	$3,363,108	$0	$0	$0	$3,363,108
LOM	$11,078	$0	$0	$0	$0	$11,078
NHPP	$6,619,457	$0	$0	$0	$0	$6,619,457
NHPP Match	$1,654,864	$0	$0	$0	$0	$1,654,864
RSTP	$0	$0	$708,870	$146,662	$0	$855,532
RS Match	$2,210,243	$2,000,000	$0	$0	$0	$4,210,243
SEC	$6,061	$0	$0	$0	$0	$6,061
HIP-CRRSA	$5,648,148	$0	$0	$0	$0	$5,648,148
MAP-21/STP	$128,045	$0	$0	$0	$0	$128,045
MAP-21/STP M	$32,012	$0	$0	$0	$0	$32,012
DGP/HIP	$2,866,542	$0	$0	$0	$0	$2,866,542
DGP/HIP M	$716,636	$0	$0	$0	$0	$716,636
DGP/STP	$1,600,000	$0	$0	$0	$0	$1,600,000
STF Match/U	$159,064	$0	$0	$0	$0	$159,064
DGP/State	$1,204,550	$0	$0	$0	$0	$1,204,550
RS	$2,210,243	$2,000,000	$0	$0	$0	$4,210,243
TOTAL	**$27,604,948**	**$7,363,108**	**$886,086**	**$183,328**	**$0**	**$36,037,470**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	STP/F	$403,547					$60,873
PE	MG/F	$195,912					$48,878
PE	MG State	$193,912					$48,478
PE	MG	$42,326					$10,582
PE	EB	$11,485					$2,871
PE	HIP/U	$1,172,587	-$447,345				
	Subtotal	***$2,019,769***	***-$447,345***				***$171,682***
RW	NHPP	$5,463,762					
RW	NHS/NHPP		-$53				
RW	HIP/F	$4,775,772					
	Subtotal	***$10,239,534***	***-$53***				
CN	Other		$2,911,227				$2,911,227

Bridge Road/Shoulders Hill Road Intersection Improvements
UPC # 69050

CN	AC-Conv	$1,299,016		$146,662			$936,666
CN	AC	$6,860,000	-$6,713,338				$36,665
CN	Other-RS	$1,299,016					$1,299,016
CN	HIP/F	$30,824	$447,345				
CN	AC-Other		$4,566,141				
CN	NHS/NHPP		$53				
CN	RSTP		$708,870				$177,218
CN	NHPP	$1,007,250					
	Subtotal	***$10,496,106***	***$1,920,298***	***$146,662***			***$5,360,792***
	TOTAL	**$22,755,409**	**$1,472,900**	**$146,662**			**$5,532,474**

Source of Project Data: Virginia Department of Transportation.

Suffolk Bypass ITS Improvements (Project in Financial Closeout)
UPC # 102994

OVERVIEW



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

Street (Route): Suffolk Bypass (58)

From: Chesapeake City Line

To: Holland Road

Length (mi): 11.6

Jurisdiction/Agency: Suffolk

System: Urban

Scope: Traffic Management/Engineering

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant: No

CMAQ: No

RSTP: Yes

TAP: No

CRP: No

HRTPO Notes

Revsied 5/24/2024: Administrative Modification to revise the cost estimate, schedule, allocations, and obligations. Revise the cost estimate to be $2,403,015. Update allocations as follows: revise FY Previous RSTP Federal allocation to be $1,869,847; revise FY Previous RSTP Match allocation to be $467,462. Update obligations as follows: remove FY 2024 PE Phase Federal obligation of $800; revise PE Phase RSTP Match obligation to be $39,000; revise FY Previous CN Phase RSTP Federal obligation to be $1,713,847; remove FY 2024 CN Phase RSTP Federal obligation of $417,047; revise CN Phase RSTP Match obligation to be $428,462; add FY Previous CN Phase AC-Other obligation of $64,717; remove FY 2024 CN Phase AC obligation of $65,717. Revised 12/10/2025: Administrative Modification to revise the cost estimate and allocations. Revise cost estimate to be $1,848,894. Update allocations as follows: transfer FY 2019 RSTP allocation of $201,038, plus $50,260 RSTP match, to UPC 108984; transfer FY 2019 RSTP allocation of $56,000, plus $14,000 RSTP match, to UPC 111036; transfer FY 2021 RSTP allocation of $124,000, plus $31,000 RSTP match, to UPC 108984.

SCHEDULE

	Start	End	Status
Preliminary Engineering	1/23/2018	12/15/2020	Complete
Right of Way	N/A	N/A	N/A
Construction	12/15/2020	8/30/2024	Complete

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$195,989	$195,989	100%
Right of Way	$0	$0	-
Construction	$1,652,905	$1,665,022	101%
TOTAL	**$1,848,894**	**$1,861,011**	**101%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
$2,719	$821	$322	$7,206
$0	-	-	-
$1,665,022	-	-	-

Suffolk Bypass ITS Improvements (Project in Financial Closeout)
UPC # 102994

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
RSTP Match	$372,202	$0	$0	$0	$0	$372,202
RSTP	$1,488,809	$0	$0	$0	$0	$1,488,809
LOC	$65,717	$0	$0	$0	$0	$65,717
TOTAL	**$1,926,728**	**$0**	**$0**	**$0**	**$0**	**$1,926,728**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	RSTP	$156,000					$39,000
	Subtotal	***$156,000***					***$39,000***
CN	RSTP	$1,713,847					$428,462
CN	AC-Other	$64,717					
	Subtotal	***$1,778,564***					***$428,462***
	TOTAL	**$1,934,564**					**$467,462**

Source of Project Data: Virginia Department of Transportation.

Nansemond Parkway Traffic Signal Upgrades
UPC # 102990

OVERVIEW

Description: Upgrade signal equipment to create a coordinated signal corridor on Nansemond Parkway.

Street (Route): Nansemond Parkway

From: Intersection of Bridge Road and Shoulders Hill Road

To: Intersection of Wilroy Road and Route 58

Length (mi): Unknown

Jurisdiction/Agency: Suffolk

System: Urban

Scope: Traffic Management/Engineering

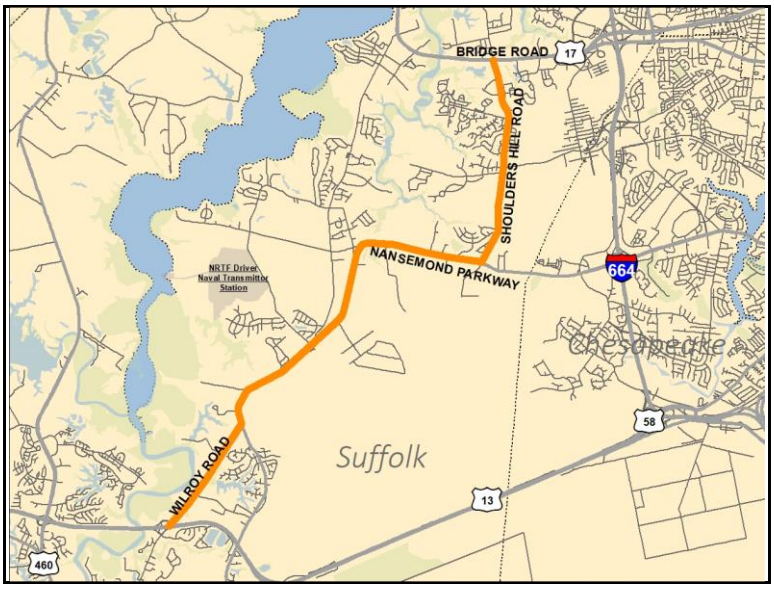
Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	12/20/2018	5/6/2021	Complete
Right of Way	N/A	N/A	N/A
Construction	5/6/2021	10/18/2023	Complete

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$294,000	$182,164	62%
Right of Way	$0	$0	-
Construction	$1,107,969	$189,807	17%
TOTAL	**$1,401,969**	**$371,971**	**27%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
$30,908	$34,661	$40,062	$378
$0	-	-	-
$189,807	-	-	-

Nansemond Parkway Traffic Signal Upgrades
UPC # 102990

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STM	$339,226	$0	$0	$0	$0	$339,226
CMAQ	$1,356,906	$0	$0	$0	$0	$1,356,906
TOTAL	**$1,696,132**	**$0**	**$0**	**$0**	**$0**	**$1,696,132**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
CN	CMAQ	$1,040,824	-$154,449				-$38,612
	Subtotal	***$1,040,824***	***-$154,449***				***-$38,612***
	TOTAL	**$1,040,824**	**-$154,449**				**-$38,612**

Source of Project Data: Virginia Department of Transportation.

Suffolk Bypass and Godwin Boulevard - IMR
UPC # 111036

OVERVIEW



Description: Interstate Modification Report (IMR) for Route 58 Suffolk Bypass at Godwin Boulevard and Pruden Blvd at Pitchkettle Road, from the Wilroy Road Interchange to the Holland Road/Route 13 Interchange.

Street (Route): Route 58

From: Wilroy Road Interchange

To: Holland Rd/Route 13 Interchange

Length (mi): 6.1

Jurisdiction/Agency: Suffolk

System: Urban

Scope: Study

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant: No

CMAQ: No

RSTP: Yes

TAP: No

CRP: No

HRTPO Notes

Revised 3/21/2024: Amendment to evenly swap HIP-CRRSA funds and RSTP funds with UPC T16054. FHWA informed VDOT that per the Bipartisan Budget Amendment, all HIP-CRRSA funds would be rescinded if not obligated by May 31, 2023. VDOT processed all necessary allocation transfers on May 31, 2023. This swap was put on hold as UPC T16054 had to be added back to the TIP. Update allocations as follows: receive FY 2022 HIP-CRRSA allocation of $2,000,000 from UPC T16054; transfer FY 2023 RSTP allocation of $40,000, plus $10,000 RSTP match, to UPC T16054; transfer FY 2024 RSTP allocation of $1,560,000, plus $390,000 RSTP match, to UPC T16054. Revised 1/23/2025: Administrative Modification to revise the cost estimate and allocations. Revise cost estimate to be $2,001,186. Update allocations as follows: receive FY 2024 RSTP allocation of $949, plus $237 RSTP match, from UPC 107057. Revised 4/8/2025: Administrative Modification to revise the project title, description, termini, scope, project length, schedule, and obligations. Update obligations as follows: add FY Previous PE Phase RSTP Federal obligation of $1,600,000; remove FY 2024 PE Phase RSTP Federal obligation of $1,600,000. Revised 12/10/2025: Administrative Modification to revise the cost estimate and allocations. Revise cost estimate to be $2,070,000. Update allocations as follows: receive FY 2019 RSTP allocation of $56,000, plus $14,000 RSTP match, from UPC 102994.

SCHEDULE

	Start	End	Status
Preliminary Engineering	1/6/2023	7/14/2027	Underway
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$2,070,000	$1,264,654	61%
Right of Way	$0	$0	-
Construction	$0	$0	-
TOTAL	**$2,070,000**	**$1,264,654**	**61%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
$1,264,654	-	-	-
$0	-	-	-
$0	-	-	-

Suffolk Bypass and Godwin Boulevard - IMR
UPC # 111036

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
HIP-CRRSA	$2,000,000	$0	$0	$0	$0	$2,000,000
RSTP Match	$14,237	$0	$0	$0	$0	$14,237
RSTP	$56,949	$0	$0	$0	$0	$56,949
TOTAL	**$2,071,186**	**$0**	**$0**	**$0**	**$0**	**$2,071,186**

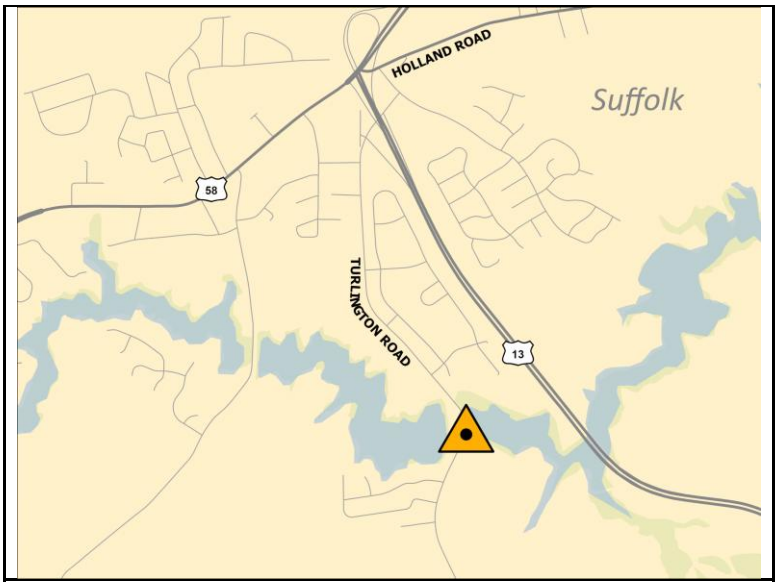
SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	RSTP	$1,600,000					$400,000
	Subtotal	***$1,600,000***					***$400,000***
	TOTAL	**$1,600,000**					**$400,000**

Source of Project Data: Virginia Department of Transportation.

Speights Spillway Bridge Replacement
UPC # 108984

OVERVIEW



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

Street (Route): Turlington Road

From: Speights Run Reservoir

To: Kilby Creek

Length (mi): 0.1

Jurisdiction/Agency: Suffolk

System: Urban

Scope: Bridge Replacement w/o Added Capacity

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant: No

CMAQ: No

RSTP: Yes

TAP: No

CRP: No

HRTPO Notes

Revised 12/10/2025: Administrative Modification to revise the cost estimate and allocations. Revise cost estimate to be $2,534,298. Update allocations as follows: receive FY 2019 RSTP allocation of $201,038, plus $50,260 RSTP match, from UPC 102994; receive FY 2021 RSTP allocation of $124,000, plus $31,000 RSTP match, from UPC 102994.

SCHEDULE

	Start	End	Status
Preliminary Engineering	5/22/2019	7/26/2022	Complete
Right of Way	7/26/2022	4/21/2023	Complete
Construction	4/21/2023	3/28/2024	Complete

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$275,000	$22,286	8%
Right of Way	$5,000	$68	1%
Construction	$2,254,298	$0	0%
TOTAL	**$2,534,298**	**$22,354**	**1%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
$21,003	$299	-	-
$68	-	-	-
$0	-	-	-

Speights Spillway Bridge Replacement
UPC # 108984

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STF	$778,000	$0	$0	$0	$0	$778,000
RSTP Match	$351,260	$0	$0	$0	$0	$351,260
RSTP	$1,405,038	$0	$0	$0	$0	$1,405,038
TOTAL	**$2,534,298**	**$0**	**$0**	**$0**	**$0**	**$2,534,298**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
RW	RSTP		$4,000				$1,000
	Subtotal		***$4,000***				***$1,000***
CN	RSTP		$856,000				$214,000
CN	AC		$778,000				
	Subtotal		***$1,634,000***				***$214,000***
	TOTAL		**$1,638,000**				**$215,000**

Source of Project Data: Virginia Department of Transportation.

Suffolk Transportation Operation Center
UPC # 108982

OVERVIEW

Description: Design and construct the Suffolk Transportation Operation Center.

Street (Route): Carolina Road

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Suffolk

System: Urban

Scope: Other

Oversight: Unknown

Administered By: Locality

Regionally Significant: No

CMAQ: Yes

RSTP: No

TAP: No

CRP: No



HRTPO Notes

Revised 11/21/2024: Amendment to revise the cost estimate and allocations. Revise cost estimate to be $3,122,839. Update allocations as follows: receive FY 2024 CMAQ allocation of $844,800, plus $211,200 CMAQ match, from UPC 111086 as the project has twice come in over the engineer's estimate.

SCHEDULE

	Start	End	Status
Preliminary Engineering	1/10/2022	12/11/2023	Complete
Right of Way	N/A	N/A	N/A
Construction	12/11/2023	7/17/2025	Underway

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$120,000	$91,248	76%
Right of Way	$0	$0	-
Construction	$3,002,839	$0	0%
TOTAL	**$3,122,839**	**$91,248**	**3%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
$91,248	-	-	-
$0	-	-	-
$0	-	-	-

Suffolk Transportation Operation Center
UPC # 108982

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
LOC	$89,309	$0	$0	$0	$0	$89,309
CMAQ Match	$401,506	$211,200	$0	$0	$0	$612,706
CMAQ	$1,606,024	$844,800	$0	$0	$0	$2,450,824
TOTAL	**$2,096,839**	**$1,056,000**	**$0**	**$0**	**$0**	**$3,152,839**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
CN	CMAQ		$1,550,024				$387,506
CN	AC		$89,309				
	Subtotal		***$1,639,333***				***$387,506***
	TOTAL		**$1,639,333**				**$387,506**

Source of Project Data: Virginia Department of Transportation.

Suffolk Citywide Signal Timings and Equipment Installation
UPC # 108983

OVERVIEW

Description: Citywide signal retimings and equipment installation.

Street (Route): N/A

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Suffolk

System: Urban

Scope: Traffic Management/Engineering

Oversight: Unknown

Administered By: Locality

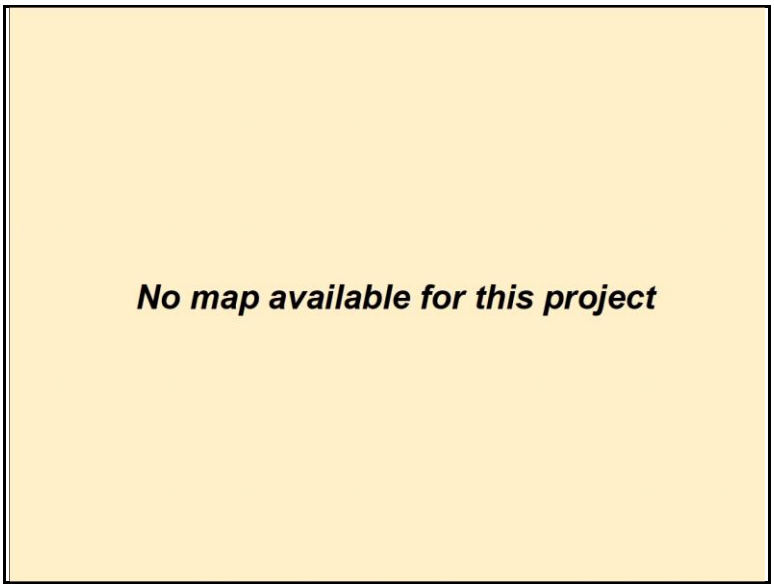
Regionally Significant: No

CMAQ: Yes

RSTP: No

TAP: No

CRP: No



HRTPO Notes

Revised 9/17/2024: Administrative Modification to revise the cost estimate and allocations. Revise cost estimate to be $797,278. Update allocations as follows: receive FY 2022 CMAQ allocation of $56,478, plus $14,119 CMAQ match, from UPC 102992.

SCHEDULE

	Start	End	Status
Preliminary Engineering	4/18/2022	9/27/2024	Underway
Right of Way	N/A	N/A	N/A
Construction	9/27/2024	9/26/2025	FFY 2024

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$370,597	$1,585	0%
Right of Way	$0	$0	-
Construction	$426,681	$0	0%
TOTAL	**$797,278**	**$1,585**	**0%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
$1,585	-	-	-
$0	-	-	-
$0	-	-	-

Suffolk Citywide Signal Timings and Equipment Installation
UPC # 108983

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
LOC	$71,336	$0	$0	$0	$0	$71,336
CMAQ Match	$88,119	$0	$0	$0	$0	$88,119
CMAQ	$637,823	$0	$0	$0	$0	$637,823
TOTAL	**$797,278**	**$0**	**$0**	**$0**	**$0**	**$797,278**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
CN	CMAQ		$341,345				$85,336
	Subtotal		***$341,345***				***$85,336***
	TOTAL		**$341,345**				**$85,336**

Source of Project Data: Virginia Department of Transportation.

Suffolk Bypass/Godwin Boulevard - Wilroy Road - Pruden Boulevard IMR
UPC # 111036

OVERVIEW



Description: Interstate Modification Report (IMR) for Route 58 Bypass at Godwin Boulevard from Wilroy Road Interchange to Pruden Boulevard Interchange.

Street (Route): Route 58

From: Wilroy Road Interchange

To: Pruden Boulevard Interchange

Length (mi): 3.5

Jurisdiction/Agency: Suffolk

System: Urban

Scope: Traffic Management/Engineering

Oversight: Unknown

Administered By: Locality

Regionally Significant: No

CMAQ: No

RSTP: Yes

TAP: No

CRP: No

HRTPO Notes

Revised 3/21/2024: Amendment to evenly swap HIP-CRRSA funds and RSTP funds with UPC T16054. FHWA informed VDOT that per the Bipartisan Budget Amendment, all HIP-CRRSA funds would be rescinded if not obligated by May 31, 2023. VDOT processed all necessary allocation transfers on May 31, 2023. This swap was put on hold as UPC T16054 had to be added back to the TIP. Update allocations as follows: receive FY 2022 HIP-CRRSA allocation of $2,000,000 from UPC T16054; transfer FY 2023 RSTP allocation of $40,000, plus $10,000 RSTP match, to UPC T16054; transfer FY 2024 RSTP allocation of $1,560,000, plus $390,000 RSTP match, to UPC T16054. Revised 1/23/2025: Administrative Modification to revise the cost estimate and obligations. Revise cost estimate to be $2,001,186. Update allocations as follows: receive FY 2024 RSTP allocation of $949, plus $237 RSTP match, from UPC 107057.

SCHEDULE

	Start	End	Status
Preliminary Engineering	2/12/2024	2/11/2026	Underway
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$2,001,186	$406,596	20%
Right of Way	$0	$0	-
Construction	$0	$0	-
TOTAL	**$2,001,186**	**$406,596**	**20%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
$406,596	-	-	-
$0	-	-	-
$0	-	-	-

Suffolk Bypass/Godwin Boulevard - Wilroy Road - Pruden Boulevard IMR
UPC # 111036

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
HIP-CRRSA	$2,000,000	$0	$0	$0	$0	$2,000,000
RSTP Match	$237	$0	$0	$0	$0	$237
RSTP	$949	$0	$0	$0	$0	$949
TOTAL	**$2,001,186**	**$0**	**$0**	**$0**	**$0**	**$2,001,186**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	RSTP		$1,600,000				$400,000
	Subtotal		***$1,600,000***				***$400,000***
	TOTAL		**$1,600,000**				**$400,000**

Source of Project Data: Virginia Department of Transportation.

Crittenden Road and Route 17 Intersection Realignment
UPC # 111089

OVERVIEW



Description: Relocate the intersection to Clubhouse Road with a standard four-way intersetion alignment w/ signal and turn lanes. Will allow the intersection to function more efficiently/improve signal timing/reduce queuing on Route 17 and Crittenden Road.

Street (Route): N/A

From: Crittenden Road

To: Clubhouse Road and Bridge Road

Length (mi): 0.11

Jurisdiction/Agency: Suffolk

System: Urban

Scope: Reconstruction w/o Added Capacity

Oversight: Non-Federal Oversight

Administered By: Suffolk

Regionally Significant: No

CMAQ: Yes

RSTP: No

TAP: No

CRP: No

HRTPO Notes

Revised 2/15/2024: Amendment to ungroup project and add it back in as an individual project to the TIP. Revised 1/15/2025: Administrative Modification to revise the cost estimate, schedule, and obligations. Revise cost estimate to be $12,867,779. Update obligations as follows: remove FY 2024 PE Phase RS obligation of $212,235 and $212,235 RS match; revise FY Previous PE Phase CMAQ Federal obligation to be $298,024; add FY 2025 PE Phase CMAQ Federal obligation of $339,576; revise PE Phase CMAQ Match obligation to be $159,400; remove FY 2024 RW Phase RS obligation of $970,331 and $970,331 RS match; add FY 2024 RW Phase Other obligation of $163,353, plus $163,353 Other match; revise FY Previous RW Phase CMAQ Federal obligation to be $1,200,000; add FY 2025 RW Phase CMAQ Federal obligation of $1,291,164; revise RW Phase CMAQ Match obligation to be $622,791; remove FY 2024 CN Phase AC-Other obligation of $314,830; remove FY 2024 CN Phase RS obligation of $2,759,850 and $2,759,850 RS match; add FY 2025 CN Phase Other obligation of $4,851,055, plus $3,779,063 Other match.

SCHEDULE

	Start	End	Status
Preliminary Engineering	1/22/2019	1/13/2021	Complete
Right of Way	1/13/2021	1/10/2025	Complete
Construction	1/10/2025	8/20/2025	Underway

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$797,000	$354,596	44%
Right of Way	$3,440,661	$786,831	23%
Construction	$8,630,118	$786,831	9%
TOTAL	**$12,867,779**	**$1,928,258**	**15%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
$183,008	-	-	$3,447
$785,372	-	-	-
$786,831	-	-	-

Crittenden Road and Route 17 Intersection Realignment
UPC # 111089

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
LOC	$1,153,667	$0	$0	$0	$0	$1,153,667
RS Match	$2,395,305	$1,547,111	$0	$0	$0	$3,942,416
RS	$2,395,305	$1,547,111	$0	$0	$0	$3,942,416
CMAQ Match	$74,506	$300,000	$407,685	$0	$0	$782,191
CMAQ	$298,024	$1,200,000	$1,630,740	$0	$0	$3,128,764
TOTAL	**$6,316,807**	**$4,594,222**	**$2,038,425**	**$0**	**$0**	**$12,949,454**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	CMAQ	$298,024		$339,576			$159,400
	Subtotal	***$298,024***		***$339,576***			***$159,400***
RW	Other		$163,353				$163,353
RW	CMAQ	$1,200,000		$1,291,164			$622,791
	Subtotal	***$1,200,000***	***$163,353***	***$1,291,164***			***$786,144***
CN	Other			$4,851,055			$3,779,063
	Subtotal			***$4,851,055***			***$3,779,063***
	TOTAL	**$1,498,024**	**$163,353**	**$6,481,795**			**$4,724,607**

Source of Project Data: Virginia Department of Transportation.

Seaboard Coastline Trail - Segment 1
UPC # 115525

OVERVIEW

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

Street (Route): N/A

From: Moore Avenue

To: Suburban Drive

Length (mi): 1.5

Jurisdiction/Agency: Suffolk

System: Urban

Scope: Facilities for Pedestrians and Bicycles

Oversight: Unknown

Administered By: Locality

Regionally Significant: No

CMAQ: No

RSTP: No

TAP: No

CRP: No



HRTPO Notes

Revised 12/6/2024: Administrative Modification to revise the schedule, allocations, and obligations. Update obligations as follows: revise FY 2024 STP allocation to be $750,000; remove FY 2024 STF allocation of $575,658. Update obligations as follows: add FY Previous PE Phase STP/F obligation of $174,342; add FY Previous PE Phase AC obligation of $181,607; add FY 2024 PE Phase AC-Conversion obligation of $181,607; remove FY 2024 PE Phase STP/STBG obligation of $355,949.

SCHEDULE

	Start	End	Status
Preliminary Engineering	7/11/2023	3/4/2025	Underway
Right of Way	3/4/2025	1/30/2026	FFY 2025
Construction	1/30/2026	6/11/2027	FFY 2026

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$355,949	$89,522	25%
Right of Way	$77,875	$0	0%
Construction	$3,789,265	$0	0%
TOTAL	**$4,223,089**	**$89,522**	**2%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
$89,522	-	-	-
$0	-	-	-
$0	-	-	-

Seaboard Coastline Trail - Segment 1
UPC # 115525

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STP	$0	$750,000	$1,330,142	$0	$669,858	$2,750,000
STF	$0	$0	$73,089	$1,250,000	$0	$1,323,089
LOC	$150,000	$0	$0	$0	$0	$150,000
TOTAL	**$150,000**	**$750,000**	**$1,403,231**	**$1,250,000**	**$669,858**	**$4,223,089**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	AC	$181,607					
PE	AC-Conv		$181,607				
PE	STP/F	$174,342					
	Subtotal	***$355,949***	***$181,607***				
RW	STP/STBG			$77,875			
	Subtotal			***$77,875***			
CN	STP/STBG				$1,740,718		
CN	AC-Other				$2,048,547		
	Subtotal				***$3,789,265***		
	TOTAL	**$355,949**	**$181,607**	**$77,875**	**$3,789,265**		

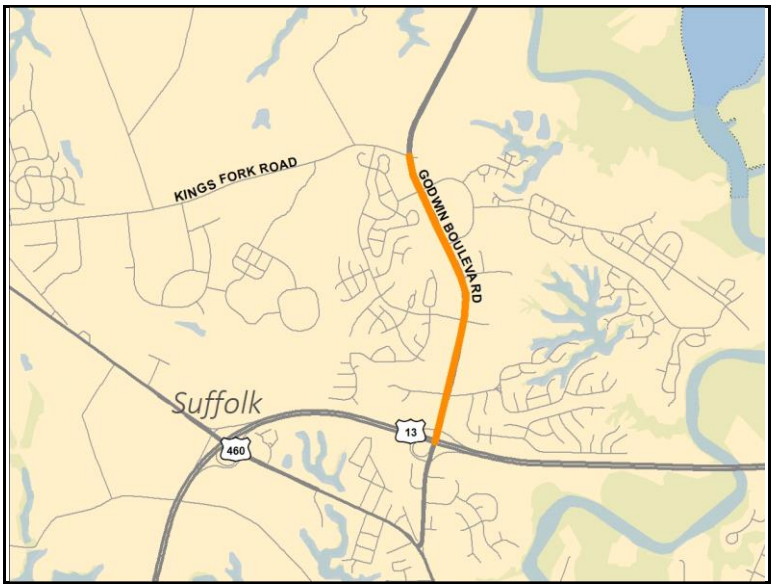
Source of Project Data: Virginia Department of Transportation.

Godwin Boulevard Improvements
UPC # 119334

OVERVIEW

Description: Widen Godwin Boulevard, from four to six lanes, from the Suffolk Bypass to Kings Fork Road, and add an interior lane in each direction.

Street (Route): Godwin Boulevard
From: Suffolk Bypass
To: Kings Fork Road
Length (mi): 1.5
Jurisdiction/Agency: Suffolk
System: Urban
Scope: Reconstruction w/ Added Capacity
Oversight: Unknown
Administered By: Locality
Regionally Significant: Yes
CMAQ: No
RSTP: No
TAP: No
CRP: No



HRTPO Notes

Revised 3/5/2025: Administrative Modification to revise the schedule, allocations, and obligations as part of the FY 2024-2027 rollover process. Update allocations as follows: add FY Previous LOC allocation of $2,499,999; add FY 2025 STF allocation of $500,000; remove FY 2025 NHPP allocation of $500,000; revise FY 2026 STF allocation to be $2,091,000; remove FY 2026 NHPP allocation of $2,000,000; revise FY 2027 STF allocation to be $3,015,425; remove FY 2027 NHPP allocation of $3,000,000. Update obligations as follows: add FY Previous PE Phase NHPP obligation of $1,013,001; remove FY 2024 PE Phase NHS/NHPP obligation of $1,013,001.

SCHEDULE

	Start	End	Status
Preliminary Engineering	3/14/2023	6/30/2025	Underway
Right of Way	6/30/2025	8/25/2026	FFY 2025
Construction	8/25/2026	6/30/2028	FFY 2026

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$1,013,001	$430,566	43%
Right of Way	$798,084	$0	0%
Construction	$9,249,668	$0	0%
TOTAL	**$11,060,753**	**$430,566**	**4%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Godwin Boulevard Improvements
UPC # 119334

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
LOC	$2,499,999	$0	$0	$0	$0	$2,499,999
STF	$0	$0	$500,000	$2,091,000	$3,015,425	$5,606,425
NHPP	$1,250,000	$700,000	$0	$0	$0	$1,950,000
NHPP/E	$0	$1,004,329	$0	$0	$0	$1,004,329
TOTAL	**$3,749,999**	**$1,704,329**	**$500,000**	**$2,091,000**	**$3,015,425**	**$11,060,753**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	NHPP	$1,013,001					
	Subtotal	***$1,013,001***					
RW	NHS/NHPP		$798,084				
	Subtotal		***$798,084***				
CN	NHPP/E			$1,004,329			
CN	AC-Other			$106,425			
CN	Other			$2,499,999			
CN	NHS/NHPP			$5,638,915			
	Subtotal			***$9,249,668***			
	TOTAL	**$1,013,001**	**$798,084**	**$9,249,668**			

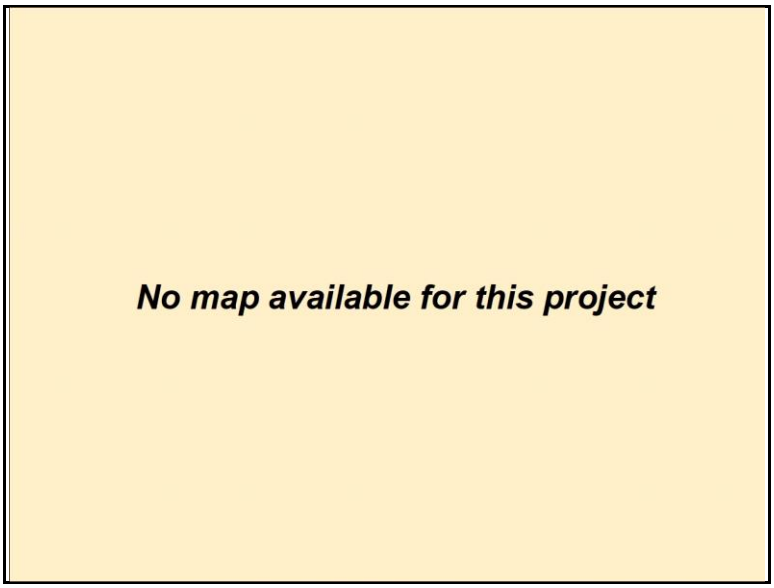
Source of Project Data: Virginia Department of Transportation.

Suffolk Emergency Vehicle Preemption Deployment (Project in Financial Closeout)
UPC # 113826

OVERVIEW

Description: Emergency Vehicle Preemption Deployment.

Street (Route): N/A
From: N/A
To: N/A
Length (mi): N/A
Jurisdiction/Agency: Suffolk
System: Urban
Scope: Traffic Management/Engineering
Oversight: Non-Federal Oversight
Administered By: Locality
Regionally Significant for Air Quality: No
CMAQ: Yes
RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	2/22/2019	5/22/2020	Complete
Right of Way	N/A	N/A	N/A
Construction	5/22/2020	4/7/2021	Complete

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$25,941	$25,941	100%
Right of Way	$0	$0	-
Construction	$131,220	$131,220	100%
TOTAL	**$157,161**	**$157,161**	**100%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
$0	-	-	$411
$0	-	-	-
$127,196	$1,694	$1,808	$262

Suffolk Emergency Vehicle Preemption Deployment (Project in Financial Closeout)
UPC # 113826

ALLOCATIONS

Fund Source(s)	*Previous*	*FY 2024*	*FY 2025*	*FY 2026*	*FY 2027*	*TOTAL*
STM	$31,432	$0	$0	$0	$0	$31,432
CMAQ	$125,729	$0	$0	$0	$0	$125,729
TOTAL	**$157,161**	**$0**	**$0**	**$0**	**$0**	**$157,161**

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

Downtown Railroad Warning System Improvements
UPC # 111083

OVERVIEW

Description: Install an advance warning system in downtown Suffolk to warn of approaching crossing trains on the CSX railroad mainline. It will provide the opportunity for vehicular traffic to use alternate routes to include nearby bridges.

Street (Route): N/A

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Suffolk

System: Urban

Scope: Rail/Highway Crossing

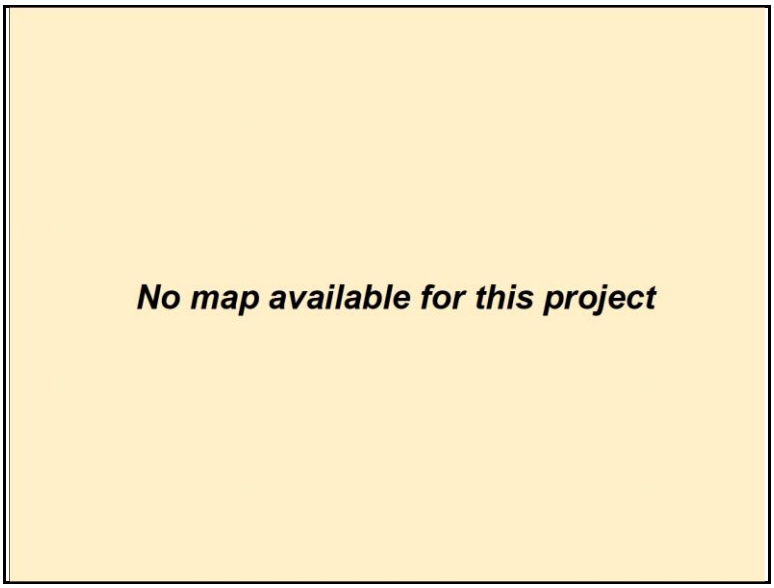
Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No



HRTPO Notes

Revised 2/15/2024: Amendment to ungroup project and add it back in as an individual project to the TIP.

SCHEDULE

	Start	End	Status
Preliminary Engineering	2/14/2024	12/26/2025	FFY 2024
Right of Way	N/A	N/A	N/A
Construction	12/26/2025	6/11/2027	FFY 2026

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$150,000	$0	0%
Right of Way	$0	$0	-
Construction	$500,000	$0	0%
TOTAL	**$650,000**	**$0**	**0%**

Recent Expenditures

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

Downtown Railroad Warning System Improvements
UPC # 111083

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
CMAQ Match	$30,000	$100,000	$0	$0	$0	$130,000
CMAQ	$120,000	$400,000	$0	$0	$0	$520,000
TOTAL	**$150,000**	**$500,000**	**$0**	**$0**	**$0**	**$650,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	CMAQ		$120,000				$30,000
	Subtotal		***$120,000***				***$30,000***
CN	CMAQ					$400,000	$100,000
	Subtotal					***$400,000***	***$100,000***
	TOTAL		**$120,000**			**$400,000**	**$130,000**

Source of Project Data: Virginia Department of Transportation.

City of Suffolk Citywide Signal System Upgrade
UPC # 111086

OVERVIEW

Description: Provides an efficient traffic system coordination between various signals in the City.

Street (Route): N/A

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Suffolk

System: Urban

Scope: Safety

Oversight: Non-Federal Oversight

Administered By: Locality

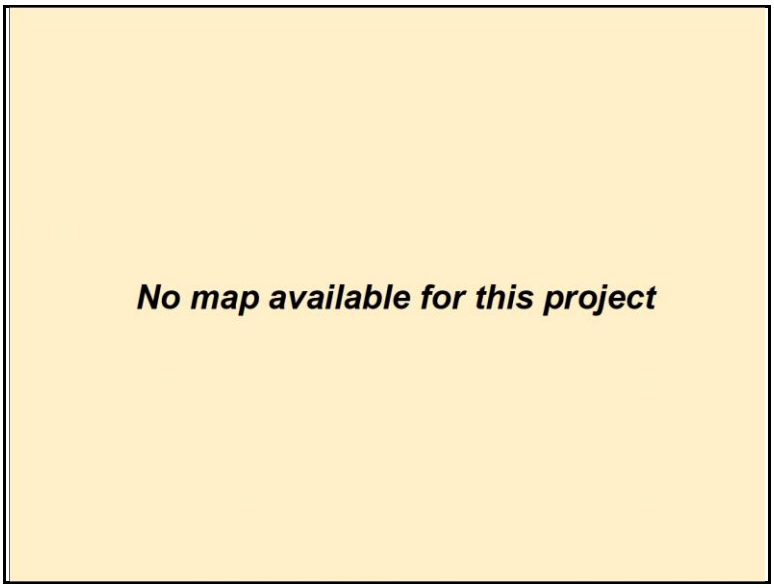
Regionally Significant: No

CMAQ: Yes

RSTP: No

TAP: No

CRP: No



HRTPO Notes

Revised 11/21/2024: Amendment to ungroup project and add it back in as a separate project as the HRTPO individually tracks all CMAQ funds. After project is ungrouped - within the same amendment - transfer FY 2024 CMAQ allocation of $844,800, plus $211,200, to UPC 108982. Revised 4/7/2025: Administrative Modification to revise the cost estimate, schedule, allocations, and obligations. Revise cost estimate to be $2,650,000. Update allocations as follows: revise FY 2024 CMAQ Federal allocation to be $1,520,000; revise FY 2024 CMAQ Match allocation to be $380,000. Update obligations as follows: add FY 2024 PE Phase CMAQ obligation of $120,000, plus $30,000 CMAQ match; add FY 2026 CN Phase AC obligation of $563,354, plus $140,839 AC match; add FY 2026 CN Phase CMAQ obligation of $1,436,646, plus $359,162 CMAQ match; add FY 2027 CN Phase AC-Conversion obligation of $563,354.

SCHEDULE

	Start	End	Status
Preliminary Engineering	1/18/2024	12/19/2025	Underway
Right of Way	N/A	N/A	N/A
Construction	12/19/2025	7/2/2027	FFY 2026

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$150,000	$3,111	2%
Right of Way	$0	$0	-
Construction	$2,500,000	$0	0%
TOTAL	**$2,650,000**	**$3,111**	**0%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
$3,111	-	-	-
$0	-	-	-
$0	-	-	-

City of Suffolk Citywide Signal System Upgrade
UPC # 111086

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
CMAQ Match	$9,162	$380,000	$0	$0	$0	$389,162
CMAQ	$36,646	$1,520,000	$0	$0	$0	$1,556,646
TOTAL	**$45,808**	**$1,900,000**	**$0**	**$0**	**$0**	**$1,945,808**

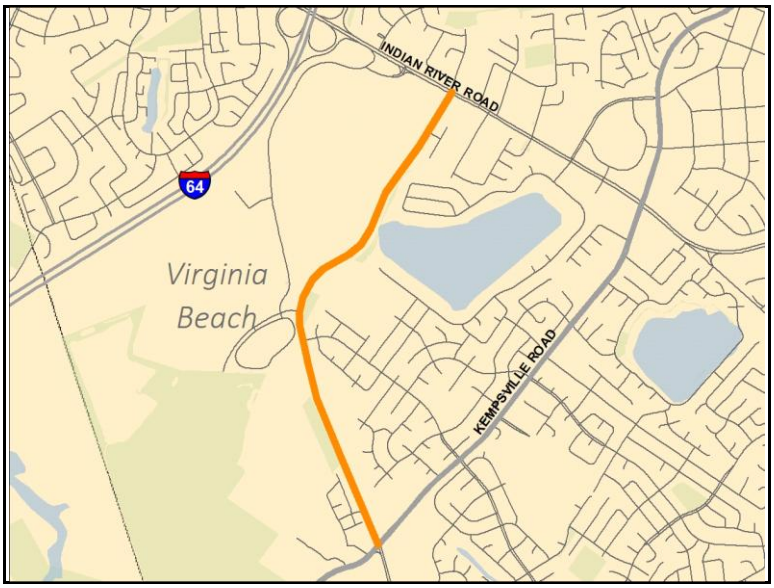
SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	CMAQ		$120,000				$30,000
	Subtotal		***$120,000***				***$30,000***
CN	AC-Conversi					$563,354	
CN	CMAQ				$1,436,646		$359,162
CN	AC				$563,354		$140,839
	Subtotal				***$2,000,000***	***$563,354***	***$500,001***
	TOTAL		**$120,000**		**$2,000,000**	**$563,354**	**$530,001**

Source of Project Data: Virginia Department of Transportation.

Centerville Turnpike Widening - Phase 2
UPC # 103005

OVERVIEW



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

Street (Route): Centerville Turnpike

From: Kempsville Road

To: Indian River Road

Length (mi): 1.83

Jurisdiction/Agency: Virginia Beach

System: Urban

Scope: Reconstruction w/ Added Capacity

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant: Yes

CMAQ: No

RSTP: Yes

TAP: No

CRP: No

HRTPO Notes

Revised 8/29/2024: Administrative Modification to revise the cost estimate, allocations, and obligations. The rollover, which aligns the TIP and the STIP, does not increase the cost estimate, but rather reflects approval of a previous TIP Amendment by the HRTPO Board, and therefore, can be processed as an Ad-Mod. The allocations within the TIP years currently reflect a $17,092,852 shortfall. The out-year allocation will be Local funds provided by the City of Virginia Beach. Revise cost estimate to be $77,384,612. Update allocations as follows: Revise FY Previous RSTP allocation to be $10,392,274; revise FY Previous RSTP Match allocation to be $2,598,068; add FY 2024 RSTP allocation of $8,945,386, plus $2,236,346 RSTP match; add FY 2025 RSTP allocation of $3,403,922, plus $850,980 RSTP match. Update obligations as follows: add FY Previous PE Phase RSTP obligation of $2,224,751, plus $556,188 RSTP match; add FY Previous RW Phase RSTP obligation of $6,942,430, plus $1,735,607 RSTP match; add FY Previous RW Phase STP/F obligation of $2,000,000, plus $500,000 STP/F match; add FY 2024 CN Phase HIP/F obligation of $242,293; add FY 2024 CN Phase RSTP obligation of $8,912,363, plus $2,228,091 RSTP match; add FY 2024 CN Phase Other obligation of $10,000,000, plus $10,000,000 Other match; add FY 2024 CN Phase AC-Other obligation of $24,831,635. Revised 12/17/2024: Administrative Modification to update the allocations as follows: receive FY 2023 RSTP allocation of $28,555, plus $7,139 RSTP match, from the HRTPO RSTP Reserve Account; receive FY 2024 RSTP allocation of $2,167,523, plus $541,881 RSTP match, from the HRTPO RSTP Reserve Account. With the transfers, UPC 103005 has been made whole following the recent RSTP reductions that were necessary in order to balance VDOT's FY 2025-2030 SYIP. There was not a TIP Ad-Mod to reflect the RSTP reductions since the reductions had already occurred on VDOT's end before the 8/29/2024 TIP Ad-Mod. The RSTP reductions were incorporated into the 8/29/2024 TIP Ad-Mod Rollover. Revised 7/31/2025: Amendment to revise the cost estimate, schedule, allocations, and obligations. Revise cost estimate to be $87,345,488. Update allocations as follows: revise FY Previous RSTP Federal allocation to be $10,420,830; revise FY Previous RSTP Match allocation to be $2,605,206; revise FY 2024 RSTP Federal allocation to be $11,112,909; revise FY 2024 RSTP Match allocation to be $2,778,227; revise FY 2025 RSTP Federal allocation to be $3,403,922; revise FY 2025 RSTP Match allocation to be $850,980; add FY 2025 LOC allocation of $24,308,630. Update obligations as follows: add FY Previous PE Phase HIP/U obligation of $320,024; revise FY Previous RW Phase RSTP Federal obligation to be $11,800,547; revise FY Previous RW Phase RSTP Match obligation to be $2,950,136; add FY Previous RW Phase HIP/U obligation of $817,954; remove FY 2024 CN Phase AC Other obligation of $24,831,635; remove FY 2024 CN Phase Other obligation of $10,000,000; remove FY 2024 CN Phase RSTP Federal obligation of $8,912,363; remove FY 2024 CN Phase HIP/F obligation of $242,293; add FY 2026 CN Phase Other Federal obligation of $44,792,511; add FY 2026 CN Phase RSTP Federal obligation of $8,912,363; add FY 2026 CN Phase HIP/F obligation of $242,923. Revised 12/16/2025: Administrative Modification to revise the allocations to evenly swap Local funds for RSTP funds from the HRTPO RSTP Reserve Account. Update allocations as follows: receive FY 2024 RSTP allocation of $1,940,712, plus $485,178 RSTP match, from the HRTPO RSTP Reserve Account; receive FY 2025 RSTP allocation of $421,855, plus $105,464 RSTP match, from the HRTPO RSTP Reserve Account; remove FY 2025 LOC allocation of $2,953,209.

Centerville Turnpike Widening - Phase 2
UPC # 103005

SCHEDULE

	Start	End	Status
Preliminary Engineering	12/26/2013	7/29/2015	Complete
Right of Way	7/29/2015	12/31/2025	Underway
Construction	12/31/2025	9/28/2028	FFY 2026

COSTS AND EXPENDITURES

Recent Expenditures

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters 3	2	1
Preliminary Engineering	$3,100,963	$1,219,576	39%	$376,093	$15,274	$56,637	$185
Right of Way	$18,068,637	$2,328,928	13%	$1,673,216	$50	$16,225	$32
Construction	$66,175,888	$0	0%	$0	-	-	-
TOTAL	**$87,345,488**	**$3,548,504**	**4%**				

Centerville Turnpike Widening - Phase 2
UPC # 103005

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
RSTP	$10,420,830	$13,053,621	$3,825,777	$0	$0	$27,300,228
RSTP Match	$2,605,206	$3,263,405	$956,444	$0	$0	$6,825,055
RS	$8,498,286	$11,501,714	$0	$0	$0	$20,000,000
MIX	$2,000,000	$0	$0	$0	$0	$2,000,000
LOM	$40,816	$0	$0	$0	$0	$40,816
LOC	$8,443,067	$0	$21,355,421	$0	$0	$29,798,488
HIP	$1,380,901	$0	$0	$0	$0	$1,380,901
TOTAL	**$33,389,106**	**$27,818,740**	**$26,137,642**	**$0**	**$0**	**$87,345,488**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	HIP/U	$320,024					
PE	RSTP	$2,224,721					$556,188
	Subtotal	***$2,544,745***					***$556,188***
RW	HIP/U	$817,954					
RW	STP/F	$2,000,000					$500,000
RW	RSTP	$11,800,547					$2,950,136
	Subtotal	***$14,618,501***					***$3,450,136***
CN	Other				$44,792,511		$10,000,000
CN	RSTP				$8,912,363		$2,228,091
CN	HIP/F				$242,923		
	Subtotal				***$53,947,797***		***$12,228,091***
	TOTAL	**$17,163,246**			**$53,947,797**		**$16,234,415**

Source of Project Data: Virginia Department of Transportation.

Centerville Turnpike Widening - Phase III
UPC # 109381

OVERVIEW

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

Street (Route): Centerville Turnpike

From: Kempsville Road

To: Chesapeake City Line

Length (mi): 1.15

Jurisdiction/Agency: Virginia Beach

System: Urban

Scope: Reconstruction w/ Added Capacity

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant: Yes

CMAQ: No

RSTP: No

TAP: No

CRP: No



HRTPO Notes

Revised 11/21/2024: Amendment to revise the cost estimate, schedule, allocations, and obligations. Revise cost estimate to be $61,571,698. Update allocations as follows: add FY Previous RS/State allocation of $500,000; add FY Previous RS/LOC allocation of $500,000; remove FY Previous STF allocation of $4,290,000; add FY 2025 STF allocation of $4,290,000; revise FY Previous LOC allocation to be $22,976,198; revise FY 2024 LOC allocation to be $25,595,500. Update obligations as follows: add FY Previous PE Phase HIP/F obligation of $219,524; add FY Previous PE Phase STP/F obligation of $1,490,476; add FY Previous PE Phase AC-STP/F obligation of $317,481, plus $79,370 AC-STP/F match; add FY Previous RW Phase AC-Other obligation of $1,453,121; add FY Previous RW Phase DEMO obligation of $5,268,977; remove FY 2024 RW Phase DEMO obligation of $5,268,977; add FY 2025 RW Phase DEMO obligation of $5,285,174, plus $1,321,294 DEMO match; add FY 2027 CN Phase DEMO obligation of $132,527; plus $33,132 DEMO match; add FY 2027 CN Phase Other obligation of $51,861,698, plus $500,000 Other match.

SCHEDULE

	Start	End	Status
Preliminary Engineering	10/26/2016	7/11/2025	Underway
Right of Way	7/11/2025	6/16/2027	FFY 2025
Construction	6/16/2027	4/24/2029	FFY 2027

COSTS AND EXPENDITURES

Recent Expenditures

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters 3	2	1
Preliminary Engineering	$2,437,874	$531,437	22%	$13,800	$4,058	$1,378	$339
Right of Way	$6,606,468	$0	0%	$0	-	-	-
Construction	$52,527,356	$0	0%	$0	-	-	-
TOTAL	**$61,571,698**	**$531,437**	**1%**				

Centerville Turnpike Widening - Phase III
UPC # 109381

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
RS Local	$500,000	$0	$0	$0	$0	$500,000
RS State	$500,000	$0	$0	$0	$0	$500,000
HIP	$6,219,524	$0	$0	$0	$0	$6,219,524
STP	$1,490,476	$0	$0	$0	$0	$1,490,476
STF	$0	$0	$4,290,000	$0	$0	$4,290,000
LOC	$22,976,198	$25,595,500	$0	$0	$0	$48,571,698
TOTAL	**$31,686,198**	**$25,595,500**	**$4,290,000**	**$0**	**$0**	**$61,571,698**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	AC-STP/F	$317,481					$79,370
PE	STP/F	$1,490,476					
PE	HIP/F	$219,524					
PE	DEMO		$731,023				
	Subtotal	***$2,027,481***	***$731,023***				***$79,370***
RW	AC-Other	$1,453,121					
RW	DEMO	$5,268,977		$5,285,174			$1,321,294
	Subtotal	***$6,722,098***		***$5,285,174***			***$1,321,294***
CN	Other					$51,861,698	$500,000
CN	DEMO					$132,527	$33,132
	Subtotal					***$51,994,225***	***$533,132***
	TOTAL	**$8,749,579**	**$731,023**	**$5,285,174**		**$51,994,225**	**$1,933,796**

Source of Project Data: Virginia Department of Transportation.

Elbow Road - Phase II-B
UPC # 15828

OVERVIEW

Description: Construct 2 lanes on Elbow Rd from Meadow Crest Way/Margaret Dr to the Ches City Line at Stumpy Lake to be the future EB lanes in the ultimate 4-lane divided roadway configuration, including 2 lanes of the Elbow Rd Bridge replacement and realignment.

Street (Route): Elbow Road

From: Meadow Crest Way/Margaret Drive

To: Chesapeake City Line at Stumpy Lake

Length (mi): 1.3

Jurisdiction/Agency: Virginia Beach

System: Urban

Scope: New Construction

Oversight: Non-Federal Oversight

Administered By: Locality

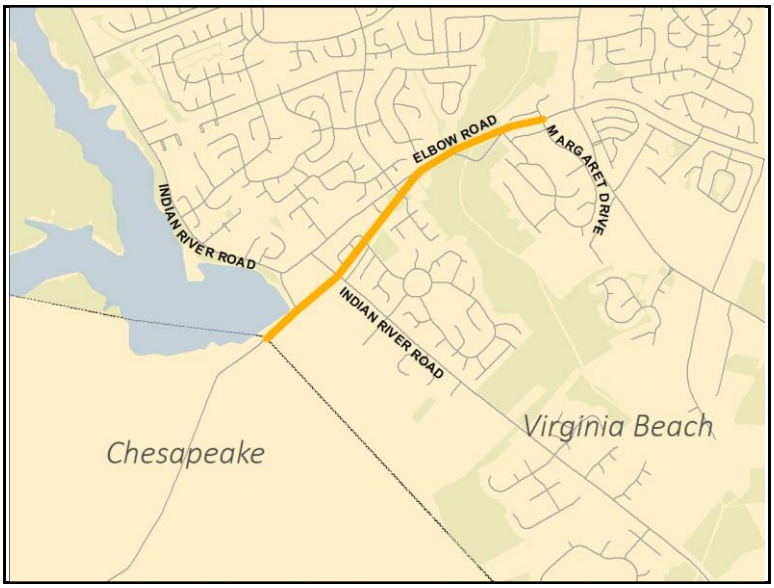
Regionally Significant: Yes

CMAQ: No

RSTP: Yes

TAP: No

CRP: No



HRTPO Notes

Revised 3/25/2025: Administrative Modification to revise the project description, termini, and length. Revised 4/16/2025: Administrative Modification to revise the allocations. Update allocations as follows: receive FY 2005 RSTP allocation of $541,002, plus $135,251 RSTP match, from the HRTPO RSTP Reserve Account; receive FY 2012 RSTP allocation of $26, plus $6 RSTP match, from the HRTPO RSTP Reserve Account; receive FY 2020 RSTP allocation of $212,101, plus $53,025 RSTP match, from the HRTPO RSTP Reserve Account; receive FY 2023 RSTP allocation of $88,323, plus $22,081 RSTP match, from the HRTPO RSTP Reserve Account; receive FY 2024 RSTP allocation of $1,305,380, plus $326,345 RSTP match, from the HRTPO RSTP Reserve Account.

SCHEDULE

	Start	End	Status
Preliminary Engineering	3/26/1996	3/10/2006	Complete
Right of Way	3/10/2006	9/21/2023	Complete
Construction	9/21/2023	5/6/2026	Underway

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$7,903,000	$3,967,337	50%
Right of Way	$5,500,000	$2,498,571	45%
Construction	$37,880,300	$3,026	0%
TOTAL	**$51,283,300**	**$6,468,934**	**13%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
$224,748	-	-	-
$889,072	-	$8,188	-
$3,026	-	-	-

Elbow Road - Phase II-B
UPC # 15828

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STP	$3,052,400	$0	$0	$0	$0	$3,052,400
RSTP Match	$2,385,814	$326,345	$0	$0	$0	$2,712,159
RSTP	$13,613,069	$1,305,380	$0	$0	$0	$14,918,449
RS	$7,438,440	$10,561,560	$0	$0	$0	$18,000,000
LOC	$12,733,709	$0	$0	$0	$0	$12,733,709
EB/MG	$591,782	$0	$0	$0	$0	$591,782
TOTAL	**$39,815,214**	**$12,193,285**	**$0**	**$0**	**$0**	**$52,008,499**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	RSTP	$2,442,539	$827,201				$206,800
	Subtotal	***$2,442,539***	***$827,201***				***$206,800***
RW	STP/STBG	$3,999,440	-$39,362				-$9,841
	Subtotal	***$3,999,440***	***-$39,362***				***-$9,841***
CN	Other		$9,000,000				$9,000,000
CN	RSTP		$4,743,943				$1,185,986
CN	AC		$13,950,371				
	Subtotal		***$27,694,314***				***$10,185,986***
	TOTAL	**$6,441,979**	**$28,482,153**				**$10,382,946**

Source of Project Data: Virginia Department of Transportation.

Elbow Road - Phase II-C in Virginia Beach
UPC # 112317

OVERVIEW

Description: Construct two additional westbound lanes of Elbow Road Phase II, including two bridge lanes, and the full four-lane section from the proposed intersection with Indian River Road to Salem Road.

Street (Route): Elbow Road

From: Salem Road

To: Indian River Road

Length (mi): 1.1

Jurisdiction/Agency: Virginia Beach

System: Urban

Scope: New Construction Roadway

Oversight: Non-Federal Oversight

Administered By: Locality

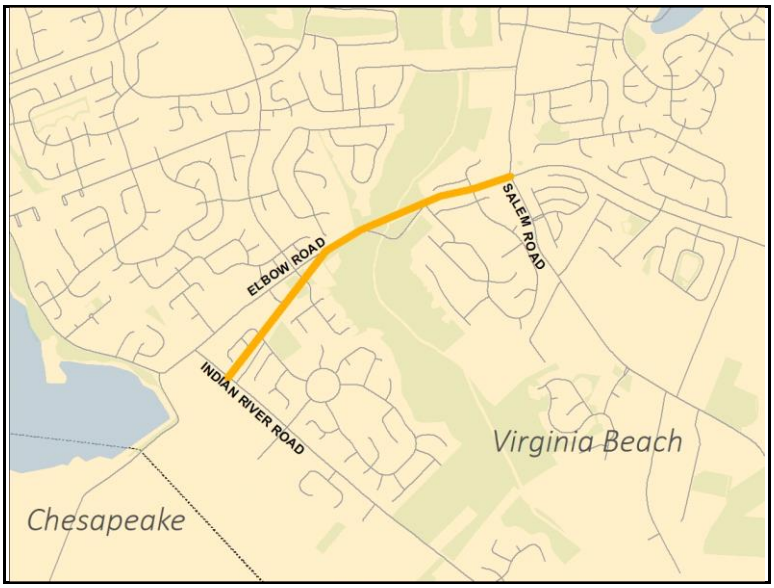
Regionally Significant: Yes

CMAQ: No

RSTP: Yes

TAP: No

CRP: No



HRTPO Notes

Revised 1/26/2024: Administrative Modification to revise the obligations and to evenly swap HIP-CRRSA funds and RSTP funds with UPC 69050. FHWA informed VDOT that per the Bipartisan Budget Amendment, all HIP-CRRSA funds would be rescinded if not obligated by May 31, 2023. VDOT processed all necessary allocation transfers on May 31, 2023 and then VDOT and TPO staff worked out the details for said projects. Per VDOT, HIP-CRRSA funds were obligated on May 31, 2023 in the amount of $400,000 which is reflected in this Ad-Mod. Update allocations as follows: transfer FY 2022 HIP-CRRSA allocation of $1,501,573 to UPC 69050; receive FY 2025 RSTP allocation of $1,201,258, plus $300,315 RSTP match, from UPC 69050. Update obligations as follows: add FY 2023 PE Phase HIP-CRRSA obligation of $400,000. Revised 3/27/2024: Administrative Modification to revise the cost estimate, schedule, allocations, and obligations as part of the FY 2024-2027 rollover process. Revise the cost estimate to be $28,091,600. Update allocations as follows: add FY Previous LOC allocation of $257,463. Update obligations as follows: remove FY Previous PE Phase HIP/CRRSA allocation of $400,000; add FY Previous PE Phase TAP/F obligation of $400,000, plus $100,000 TAP/F match; add FY Previous PE Phase RSTP obligation of $320,000, plus $80,000; add FY Previous CN Phase RSTP obligation of $18,397,640, plus $4,599,410 RSTP match; remove FY 2024 CN Phase RSTP obligation of $16,717,640 and $4,179,410 RSTP match; add FY Previous CN Phase HIP/F obligation of $3,355,640, plus $839,910 HIP/F match; remove FY 2024 CN Phase HIP/F obligation of $2,749,670 and $687,418 HIP/F match. Revised 11/21/2024: Amendment to revise the cost estimate, schedule, allocations, and obligations. Revise cost estimate to be $38,280,000. Update allocations as follows: revise FY Previous RSTP Federal allocation to be $19,117,640; revise FY Previous RSTP Match allocation to be $4,779,410; add FY Previous LOC allocation of $257,463; add FY 2024 LOC allocation of $10,188,400. Update obligations as follows: remove FY Previous PE Phase HIP/CRRSA obligation of $400,000; add FY Previous PE Phase RSTP obligation of $320,000, plus $80,000 RSTP match; add FY Previous PE Phase TAP/F obligation of $400,000, plus $100,000 TAP/F match; add FY Previous CN Phase RSTP Federal obligation of $18,397,640; remove FY 2024 CN Phase RSTP Federal obligation of $16,717,640; add FY 2025 CN Phase RSTP Federal obligation of $3,167,795; revise CN Phase RSTP Match obligation to be $5,391,359; add FY Previous CN Phase HIP/F obligation of $3,355,640; remove FY 2024 CN Phase HIP/F obligation of $2,749,670; revise CN Phase HIP/F Match obligation to be $838,910; add FY 2025 CN Phase Other obligation of $10,445,863. Revised 3/25/2025: Administrative Modification to revise the project description, termini, and length.

Elbow Road - Phase II-C in Virginia Beach
UPC # 112317

SCHEDULE

	Start	End	Status
Preliminary Engineering	1/10/2019	8/23/2023	Complete
Right of Way	N/A	N/A	N/A
Construction	8/23/2023	7/28/2026	Underway

COSTS AND EXPENDITURES

Recent Expenditures

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters 3	2	1
Preliminary Engineering	$900,000	$308,425	34%	$286,292	$3,953	$2,587	$211
Right of Way	$0	$0	-	$0	-	-	-
Construction	$37,380,000	$1,387	0%	$1,387	-	-	-
TOTAL	**$38,280,000**	**$309,812**	**1%**				

Elbow Road - Phase II-C in Virginia Beach
UPC # 112317

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
LOC	$257,463	$10,188,400	$0	$0	$0	$10,445,863
HIP-CRRSA	$400,000	$0	$0	$0	$0	$400,000
RSTP Match	$4,779,410	$0	$300,315	$0	$0	$5,079,725
RSTP	$19,117,640	$0	$1,201,258	$0	$0	$20,318,898
HIP>200K Matc	$407,103	$0	$0	$0	$0	$407,103
HIP>200K	$1,628,411	$0	$0	$0	$0	$1,628,411
TOTAL	**$26,590,027**	**$10,188,400**	**$1,501,573**	**$0**	**$0**	**$38,280,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	RSTP	$320,000					$80,000
PE	TAP/F	$400,000					$100,000
	Subtotal	***$720,000***					***$180,000***
CN	Other			$10,445,863			
CN	RSTP	$18,397,640		$3,167,795			$5,391,359
CN	HIP/F	$3,355,640					$838,910
	Subtotal	***$21,753,280***		***$13,613,658***			***$6,230,269***
	TOTAL	**$22,473,280**		**$13,613,658**			**$6,410,269**

Source of Project Data: Virginia Department of Transportation.

Elbow Road - Phase 2D in Virginia Beach
UPC # 112318

OVERVIEW

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

Street (Route): Elbow Road

From: Salem Road

To: Virginia Beach Amphitheatre West Parking Lot Area

Length (mi): 1.2

Jurisdiction/Agency: Virginia Beach

System: Urban

Scope: New Construction Roadway

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant: Yes

CMAQ: No

RSTP: Yes

TAP: No

CRP: No



HRTPO Notes

Revised 1/26/2024: Administrative Modification to evenly swap HIP-CRRSA funds and RSTP funds with UPC 102980. FHWA informed VDOT that per the Bipartisan Budget Amendment, all HIP-CRRSA funds would be rescinded if not obligated by May 31, 2023. VDOT processed all necessary allocation transfers on May 31, 2023 and then VDOT and TPO staff worked out the details for said projects. Update allocations as follows: transfer FY 2026 RSTP allocation of $1,248,424, plus $312,106 RSTP match, to UPC 102980; receive FY 2022 HIP-CRRSA allocation of $1,560,530 from UPC 102980. Revised 11/21/2024: Amendment to revise the cost estimate, schedule, allocations, and obligations. Revise cost estimate to be $55,124,400. Update allocations as follows: remove FY 2024 RSTP allocation of $7,265,386 and $1,816,346 RSTP match; remove FY 2025 RSTP allocation of $4,000,000 and $1,000,000 RSTP match; revise FY Previous RS allocation to be $273,707; revise FY 2024 RS allocation to be $77,250; revise FY 2025 RS allocation to be $811,285; remove FY 2026 RS allocation of $1,873,120; add FY Previous RS Match allocation of $401,198; add FY 2026 RS Match allocation of $936,560; revise FY Previous LOC allocation to be $4,965,607; add FY 2024 LOC allocation of $20,315,963; add FY 2025 LOC allocation of $811,285; add FY Previous LOC Match allocation of $401,198; add FY 2026 LOC Match allocation of $936,560. Update obligation as follows: add FY Previous PE Phase RSTP Federal obligation of $400,000; remove FY 2024 PE Phase RSTP Federal obligation of $1,435,200; add FY 2025 PE Phase RSTP Federal obligation of $1,151,576; revise PE Phase RSTP Match obligation to be $387,894; add FY Previous PE Phase AC-RSTP obligation of $1,560,530, plus $390,133 AC-RSTP match; add FY 2025 PE Phase Other obligation of $772,750, plus $772,750 Other match; remove FY 2026 RW Phase RSTP obligation of $2,600,000 and $650,000 RSTP match; add FY 2027 RW Phase Other obligation of $2,225,950, plus $2,225,950 Other match; remove FY 2027 CN Phase RSTP obligation of $10,030,186 and $2,507,547 RSTP match; remove FY 2027 AC obligation of $9,691,899. VDOT is obligating RSTP funds before the allocation year.

SCHEDULE

	Start	End	Status
Preliminary Engineering	6/21/2023	12/18/2026	Underway
Right of Way	12/18/2026	10/29/2027	FFY 2027
Construction	10/29/2027	2/11/2030	FFY 2028

COSTS AND EXPENDITURES

Recent Expenditures

Elbow Road - Phase 2D in Virginia Beach
UPC # 112318

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	$5,045,500	$1,177	0%	$1,177	-	-	-
Right of Way	$4,451,900	$0	0%	$0	-	-	-
Construction	$45,627,000	$0	0%	$0	-	-	-
TOTAL	**$55,124,400**	**$1,177**	**0%**				

Elbow Road - Phase 2D in Virginia Beach
UPC # 112318

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
HIP-CRRSA	$1,560,530	$0	$0	$0	$0	$1,560,530
RSTP Match	$100,000	$0	$0	$287,894	$0	$387,894
RSTP	$400,000	$0	$0	$1,151,576	$0	$1,551,576
RS Match	$401,198	$0	$0	$936,560	$0	$1,337,758
RS	$273,707	$77,250	$811,285	$0	$0	$1,162,242
LOC Match	$401,198	$0	$0	$936,560	$0	$1,337,758
LOC	$4,965,607	$20,315,963	$811,285	$0	$0	$26,092,855
TOTAL	**$8,102,240**	**$20,393,213**	**$1,622,570**	**$3,312,590**	**$0**	**$33,430,613**

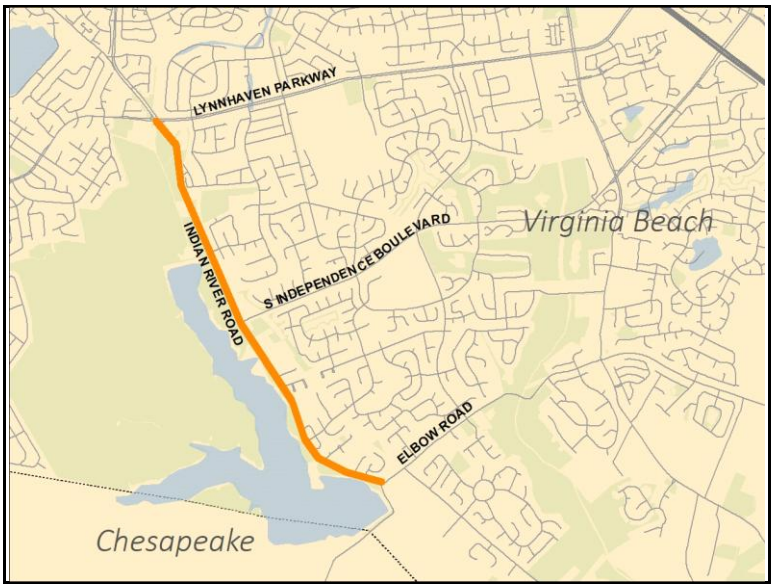
SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	Other			$772,750			$772,750
PE	AC-RSTP	$1,560,530					$390,133
PE	RSTP	$400,000		$1,151,576			$387,894
	Subtotal	***$1,960,530***		***$1,924,326***			***$1,550,777***
RW	Other					$2,225,950	$2,225,950
	Subtotal					***$2,225,950***	***$2,225,950***
	TOTAL	**$1,960,530**		**$1,924,326**		**$2,225,950**	**$3,776,727**

Source of Project Data: Virginia Department of Transportation.

Indian River Road Widening - Phase 7A
UPC # 15829

OVERVIEW



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

Street (Route): Indian River Road

From: Lynnhaven Parkway

To: Elbow Road

Length (mi): 1.367

Jurisdiction/Agency: Virginia Beach

System: Urban

Scope: Reconstruction w/ Added Capacity

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant: Yes

CMAQ: No

RSTP: No

TAP: No

CRP: No

HRTPO Notes

Revised 11/21/2024: Amendment to revise the cost estimate, schedule, and obligations. Revise cost estimate to be $77,292,942. Update obligations as follows: add FY Previous PE Phase STP/F obligation of $3,069,282, plus $767,321 STP/F match; remove FY 2024 PE Phase AC obligation of $1,335,097; add FY 2025 PE Phase AC obligation of $1,905,758; add FY 2025 PE Phase STP/STBG obligation of $859,639; add FY 2026 PE Phase AC-Conversion obligation of $1,116,383; add FY 2027 PE Phase AC-Conversion obligation of $789,375; remove FY Previous RW Phase STP/STBG obligation of $5,535,966; add FY Previous RW Phase STP/F obligation of $5,535,966, plus $499,998 STP/F match; add FY Previous RW Phase NHPP obligation of $1,108,793; add FY 2025 RW Phase AC obligation of $3,946,834; remove FY 2025 RW Phase AC-Conversion obligation of $1,075,229; remove FY 2026 RW Phase AC-Conversion of $1,159,453; revise FY 2027 RW Phase AC-Conversion obligation of $383,167. Revised 11/20/2025: Amendment to revise the cost estimate, schedule, and obligations. Revise cost estimate to be $95,957,547. Update obligations as follows: remove FY 2025 PE Phase AC obligation of $1,905,758; remove FY 2025 PE Phase STP/STBG obligation of $859,639; add FY 2026 PE Phase Other obligation of $2,628,397; remove FY 2026 PE Phase AC-Conversion obligation of $1,116,383; remove FY 2027 PE Phase AC-Conversion obligation of $789,375; add FY 2025 RW Phase STP/STBG obligation of $859,639; add FY 2026 RW Phase STP/STBG obligation of $664,115; add FY 2026 RW Phase AC obligation of $8,337,412; revise FY 2027 RW Phase AC-Conversion obligation to be $676,678.

SCHEDULE

	Start	End	Status
Preliminary Engineering	3/26/1996	3/10/2006	Complete
Right of Way	3/10/2006	7/1/2031	Underway
Construction	7/1/2031	5/2/2034	FFY 2031

COSTS AND EXPENDITURES

Recent Expenditures

Indian River Road Widening - Phase 7A
UPC # 15829

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters 3	2	1
Preliminary Engineering	$6,465,000	$4,289,122	66%	$361,642	-	-	-
Right of Way	$26,338,000	$4,242,038	16%	$1,298,918	-	-	-
Construction	$63,154,547	$0	0%	$0	-	-	-
TOTAL	**$95,957,547**	**$8,531,160**	**9%**				

Indian River Road Widening - Phase 7A
UPC # 15829

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STP	$3,275,028	$0	$0	$0	$0	$3,275,028
MIX	$1,824,022	$0	$0	$0	$0	$1,824,022
LOC	$31,003,950	$0	$0	$0	$0	$31,003,950
GARV	$20,000,000	$0	$0	$0	$0	$20,000,000
TOTAL	**$56,103,000**	**$0**	**$0**	**$0**	**$0**	**$56,103,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	STP/F	$3,069,282					$767,321
PE	Other				$2,628,397		
	Subtotal	***$3,069,282***			***$2,628,397***		***$767,321***
RW	NHPP	$1,108,793					
RW	STP/F	$5,535,966					$499,998
RW	STP/STBG		$818,114	$859,639	$664,115		
RW	AC-Conv					$676,678	
RW	AC		$4,587,129	$3,946,834	$8,337,412		
	Subtotal	***$6,644,759***	***$5,405,243***	***$4,806,473***	***$9,001,527***	***$676,678***	***$499,998***
	TOTAL	**$9,714,041**	**$5,405,243**	**$4,806,473**	**$11,629,924**	**$676,678**	**$1,267,319**

Source of Project Data: Virginia Department of Transportation.

Indian River Road Widening - Phase 7B
UPC # 110804

OVERVIEW

Description: Widen Indian River Road from Lynnhaven Parkway to Elbow Road. Phase 7B will construct the two northbound lanes. Work to include a shared-use path, sidewalks, and LED lighting.

Street (Route): Indian River Road

From: Lynnhaven Parkway

To: Elbow Road

Length (mi): 2.2

Jurisdiction/Agency: Virginia Beach

System: Urban

Scope: Reconstruction w/ Added Capacity

Oversight: Non-Federal Oversight

Administered By: Locality

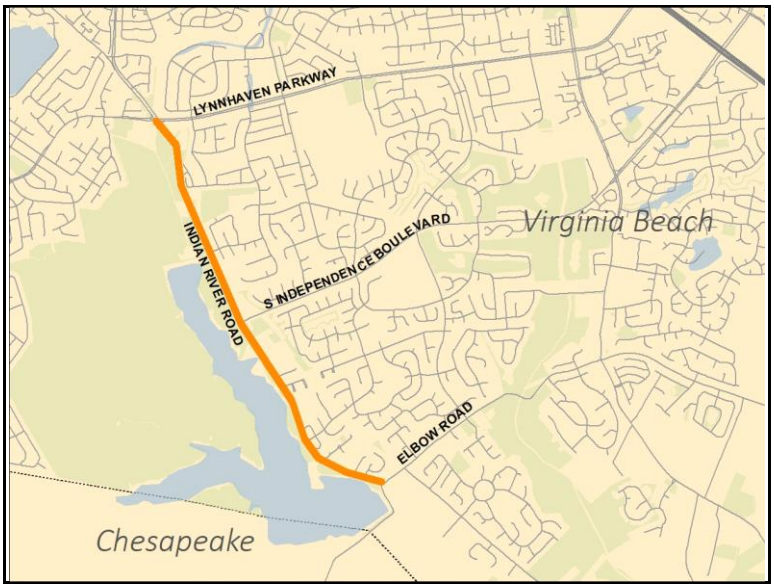
Regionally Significant: Yes

CMAQ: No

RSTP: No

TAP: No

CRP: No



HRTPO Notes

Revised 11/21/2024: Amendment to revise the cost estimate, schedule, allocations, and obligations. Revise cost estimate to be $20,879,070. Update allocations as follows: add FY Previous DEMO allocation of $510,351; revise FY Previous LOC allocation to be $15,879,070; revise FY Previous STF allocation to be $3,629,649; remove FY 2024 STF allocation of $8,514. Update obligations as follows: add FY Previous PE Phase HIP/U obligation of $860,000; add FY 2024 PE Phase DEMO obligation of $237,812; remove FY 2024 RW Phase AC obligation of $710,000; add FY 2026 RW Phase DEMO obligation of $272,539; add FY 2026 RW Phase Other obligation of $1,362,276; remove FY 2024 CN Phase AC obligation of $9,860,000; add FY 2026 CN Phase Other obligation of $18,146,443.

SCHEDULE

	Start	End	Status
Preliminary Engineering	2/24/2020	10/6/2025	Underway
Right of Way	10/6/2025	8/19/2026	FFY 2026
Construction	8/19/2026	2/15/2029	FFY 2026

COSTS AND EXPENDITURES

Recent Expenditures

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters 3	2	1
Preliminary Engineering	$1,097,812	$18,804	2%	$11,883	$656	$1,522	$211
Right of Way	$1,634,815	$0	0%	$0	-	-	-
Construction	$18,146,443	$0	0%	$0	-	-	-
TOTAL	**$20,879,070**	**$18,804**	**0%**				

Indian River Road Widening - Phase 7B
UPC # 110804

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
DEMO	$510,351	$0	$0	$0	$0	$510,351
HIP	$860,000	$0	$0	$0	$0	$860,000
STF	$3,629,649		$0	$0	$0	$3,629,649
LOC	$15,879,070	$0	$0	$0	$0	$15,879,070
TOTAL	**$20,879,070**	**$0**	**$0**	**$0**	**$0**	**$20,879,070**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	DEMO		$237,812				
PE	HIP/U	$860,000					
	Subtotal	***$860,000***	***$237,812***				
RW	DEMO				$272,539		
RW	Other				$1,362,276		
	Subtotal				***$1,634,815***		
CN	Other				$18,146,443		
	Subtotal				***$18,146,443***		
	TOTAL	**$860,000**	**$237,812**		**$19,781,258**		

Source of Project Data: Virginia Department of Transportation.

Indian River Road/Kempsville Road Intersection Improvements (Project in Financial Closeout)
UPC # 84366

OVERVIEW

Description: Construct improvements at the intersection of Indian River Rd and Kempsville Rd (Rte 190).

Street (Route): Indian River Road (407)

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Virginia Beach

System: Urban

Scope: Reconstruction w/o Added Capacity

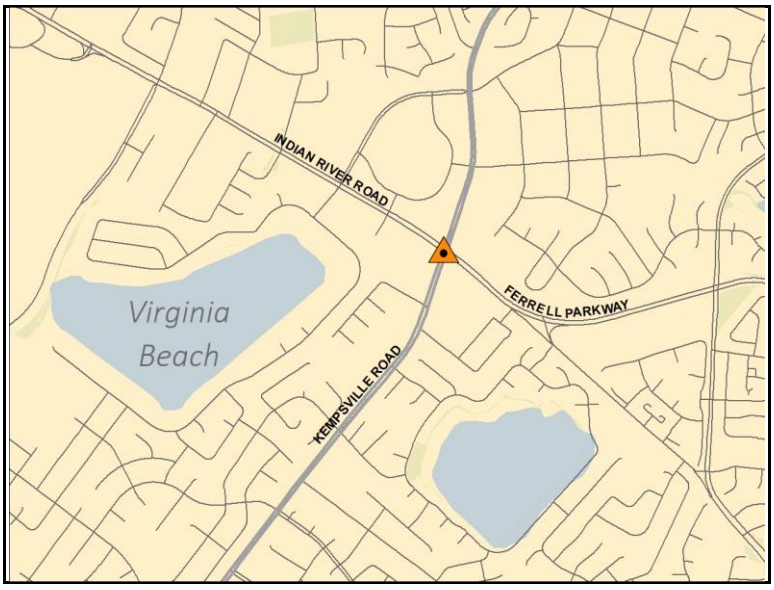
Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	8/8/2008	8/5/2013	Complete
Right of Way	8/5/2013	5/26/2017	Complete
Construction	5/26/2017	4/11/2022	Complete

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$1,195,610	$1,195,610	100%
Right of Way	$7,600,000	$6,150,166	81%
Construction	$14,313,848	$10,369,686	72%
TOTAL	**$23,109,458**	**$17,715,462**	**77%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters 3	2	1
$0	-	-	-
$79,379	-	-	$223
$3,674,238	$1,811	$1,996	$859

Indian River Road/Kempsville Road Intersection Improvements (Project in Financial Closeout)
UPC # 84366

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STM	$2,686,279	$0	$0	$0	$0	$2,686,279
MIX	$2,101,107	$0	$0	$0	$0	$2,101,107
LOM	$15	$0	$0	$0	$0	$15
LOC	$3,160,249	$0	$0	$0	$0	$3,160,249
CMAQ	$14,920,558	$0	$0	$0	$0	$14,920,558
BOM	$245,640	$0	$0	$0	$0	$245,640
TOTAL	**$23,113,848**	**$0**	**$0**	**$0**	**$0**	**$23,113,848**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
RW	CMAQ	$6,165,760	-$85,760				-$21,440
	Subtotal	***$6,165,760***	***-$85,760***				***-$21,440***
	TOTAL	**$6,165,760**	**-$85,760**				**-$21,440**

Source of Project Data: Virginia Department of Transportation.

Laskin Road Widening (Project in Financial Closeout)
UPC # 12546

OVERVIEW

Description: Widen Laskin Road to 6 lanes from 0.28 mi west of First Colonial Rd (Rte 408) to 0.32 mi east of Birdneck Rd.

Street (Route): Laskin Road (58)

From: 0.28 miles west of First Colonial Road (Route 408)

To: 0.32 miles east of Birdneck Road

Length (mi): 2.1

Jurisdiction/Agency: Virginia Beach

System: Urban

Scope: Major Widening

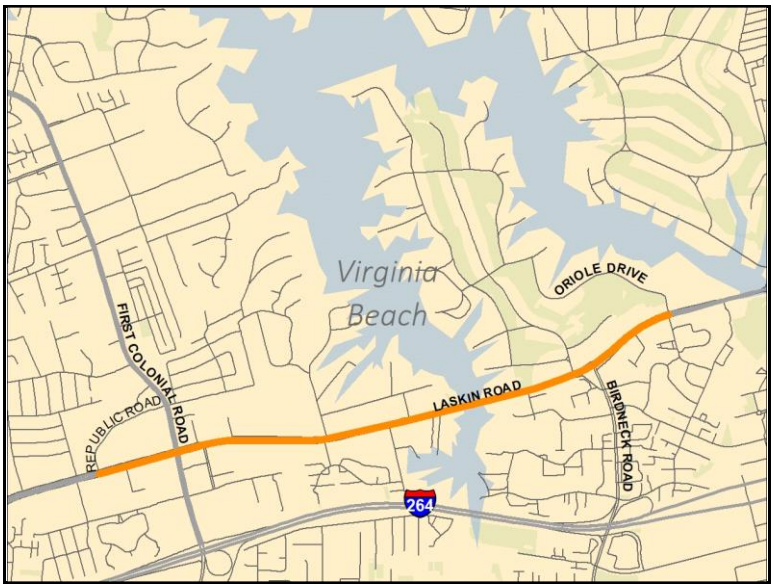
Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	4/12/1993	2/21/2002	Complete
Right of Way	2/21/2002	1/22/2019	Complete
Construction	1/22/2019	8/21/2023	Complete

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$9,379,445	$9,379,445	100%
Right of Way	$35,135,307	$35,754,688	102%
Construction	$43,711,511	$22,073,537	50%
TOTAL	**$88,226,263**	**$67,207,670**	**76%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters 3	2	1
$0	-	-	-
$886,708	$181,641	$149,011	$27,361
$6,131,228	$1,294,905	$3,334,101	$989,789

Laskin Road Widening (Project in Financial Closeout)
UPC # 12546

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
HIP	$918,454	$0	$0	$0	$0	$918,454
STP	$24,917,073	$0	$0	$0	$0	$24,917,073
STF	$4,908,875	$1,067,950	$0	$0	$0	$5,976,825
NHPP	$13,412,417	$0	$0	$0	$0	$13,412,417
NHPE	$3,578,265	$0	$0	$0	$0	$3,578,265
MIX	$511,190	$0	$0	$0	$0	$511,190
LOM	$399,517	$0	$0	$0	$0	$399,517
LOC	$20,267,639	$0	$0	$0	$0	$20,267,639
EB/MG	$5,321,783	$0	$0	$0	$0	$5,321,783
DEMO	$1,097,672	$0	$0	$0	$0	$1,097,672
CPR	$6,424,743	$0	$0	$0	$0	$6,424,743
BOM	$5,513,685	$0	$0	$0	$0	$5,513,685
TOTAL	**$87,271,313**	**$1,067,950**	**$0**	**$0**	**$0**	**$88,339,263**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
RW	NHS/NHPP	$4,711,967	-$49,477				
	Subtotal	***$4,711,967***	***-$49,477***				
CN	NHS/NHPP	$5,230,017	$3,364,109				
CN	AC		$27,284,982				
	Subtotal	***$5,230,017***	***$30,649,091***				
	TOTAL	**$9,941,984**	**$30,599,614**				

Source of Project Data: Virginia Department of Transportation.

Laskin Road - Phase 1A (Project in Financial Closeout)
UPC # 111711

OVERVIEW



Description: Construction of an 8-lane divided highway along Laskin Road from Republic Road to Freemac Drive and construction of a 6-lane divided highway on First Colonial Road from Laurel Lane to I-264.

Street (Route): Laskin Road (58)

From: Republic Road

To: Freemac Drive

Length (mi): 1.0

Jurisdiction/Agency: Virginia Beach

System: Urban

Scope: Reconstruction w/ Added Capacity

Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant: Yes

CMAQ: No

RSTP: No

TAP: No

CRP: No

HRTPO Notes

Revised 11/20/2025: Amendment to revise the cost estimate, schedule, allocations, and obligations. Revise cost estimate to be $69,705,396. Update allocations as follows: revise FY Previous STF allocation to be $462,818; remove FY Previous STF allocation of $14,029 (this allocation was initially provided for the TIP as an extra allocation line of State funds; however, it has been removed from the current amendment request); remove FY 2024 STF allocation of $461,008; revise FY Previous NHPP allocation to be $21,867,439; add FY 2024 NHPP allocation of $1,945,512; add FY 2025 NHPP allocation of $2,862,056; add FY 2026 NHPP allocation of $7,678,468; revise FY Previous NHPP/E allocation to be $788,082; revise FY Previous LOC allocation to be $4,641,324; add FY 2024 LOC allocation of $9,371,879; add FY 2025 LOC allocation of $12,911,472; add FY 2026 LOC allocation of $3,003,781. Update obligations as follows: add FY Previous PE Phase NHPP obligation of $20,109,771; remove FY 2024 PE Phase AC obligation of $2,557; add FY 2025 PE Phase NHS/NHPP obligation of $2,557; remove FY 2024 RW Phase AC obligation of $4,992,976; add FY Previous CN Phase STP/F obligation of $1,937,743; add FY Previous CN Phase NHPP/E obligation of $707,451; remove FY 2024 CN Phase AC obligation of $27,938,101; add FY 2025 CN Phase NHPP/E obligation of $788,082; add FY Previous CN Phase HIP/F obligation of $5,000,000; add FY 2025 CN Phase NHS/NHPP obligation of $12,433,970; add FY 2025 CN Phase Other obligation of $22,883,235.

SCHEDULE

	Start	End	Status
Preliminary Engineering	12/6/2017	10/10/2018	Complete
Right of Way	10/10/2018	1/22/2019	Complete
Construction	1/22/2019	5/20/2025	Complete

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended	Recent Expenditures: Latest Quarter	Previous 3 Quarters: 3	2	1
Preliminary Engineering	$1,102,283	$1,102,283	100%	$0	-	-	-
Right of Way	$4,742,861	$3,975,141	84%	$2,021,007	$25,512	$10,892	$6,719
Construction	$63,860,252	$61,409,047	96%	$45,604,092	$957,521	$4,858,209	$1,423,000

Laskin Road - Phase 1A (Project in Financial Closeout)
UPC # 111711

TOTAL	**$69,705,396**	**$66,486,471**	**95%**

Laskin Road - Phase 1A (Project in Financial Closeout)
UPC # 111711

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STF	$462,818	$0	$0	$0	$0	$462,818
STP	$1,937,743	$0	$0	$0	$0	$1,937,743
NHPP	$21,867,439	$1,945,512	$2,862,056	$7,678,468	$0	$34,353,475
NHPP/E	$788,082	$0	$0	$0	$0	$788,082
LOC	$4,641,324	$9,371,879	$12,911,472	$3,003,781	$0	$29,928,456
HIP	$5,000,000	$0	$0	$0	$0	$5,000,000
TOTAL	**$34,697,406**	**$11,317,391**	**$15,773,528**	**$10,682,249**	**$0**	**$72,470,574**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	NHS/NHPP			$2,557			
PE	NHPP	$20,109,771					
	Subtotal	***$20,109,771***		***$2,557***			
CN	Other			$22,883,235			
CN	NHS/NHPP			$12,433,970			
CN	HIP/F	$5,000,000					
CN	NHPP/E	$707,451		$788,082			
CN	STP/F	$1,937,743					
	Subtotal	***$7,645,194***		***$36,105,287***			
	TOTAL	**$27,754,965**		**$36,107,844**			

Source of Project Data: Virginia Department of Transportation.

Laskin Road - Phase 1B
UPC # 123585

OVERVIEW

Description: Construct a six-lane divided highway from Red Robin Road to Oriole Drive.

Street (Route): Laskin Road

From: Red Robin Road

To: Oriole Drive

Length (mi): 0.6

Jurisdiction/Agency: Virginia Beach

System: Urban

Scope: Reconstruction w/ Added Capacity

Oversight: Non-Federal Oversight

Administered By: Locality

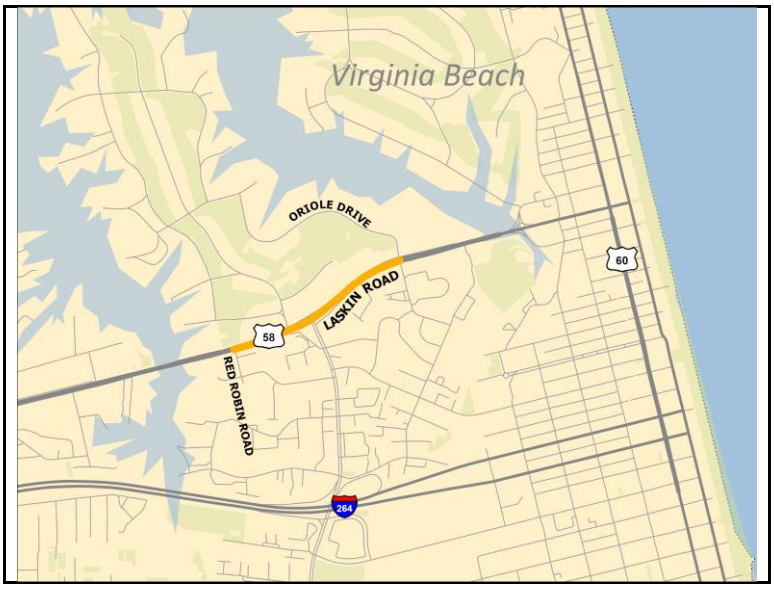
Regionally Significant: Yes

CMAQ: No

RSTP: No

TAP: No

CRP: No



HRTPO Notes

Revised 11/20/2025: Amendment to add project to the TIP.

SCHEDULE

	Start	End	Status
Preliminary Engineering	6/30/2026	9/1/2027	FFY 2026
Right of Way	9/1/2027	10/1/2032	FFY 2027
Construction	10/1/2032	11/3/2036	FFY 2033

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$4,000,000	$0	0%
Right of Way	$1,005,000	$0	0%
Construction	$54,432,039	$0	0%
TOTAL	**$59,437,039**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Laskin Road - Phase 1B
UPC # 123585

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
LOC Match	$0	$500,000	$750,000	$0	$0	$1,250,000
HIP	$0	$2,000,000	$3,000,000	$0	$0	$5,000,000
TOTAL	**$0**	**$2,500,000**	**$3,750,000**	**$0**	**$0**	**$6,250,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	DEMO				$3,200,000	$804,000	$1,001,000
	Subtotal				***$3,200,000***	***$804,000***	***$1,001,000***
	TOTAL				**$3,200,000**	**$804,000**	**$1,001,000**

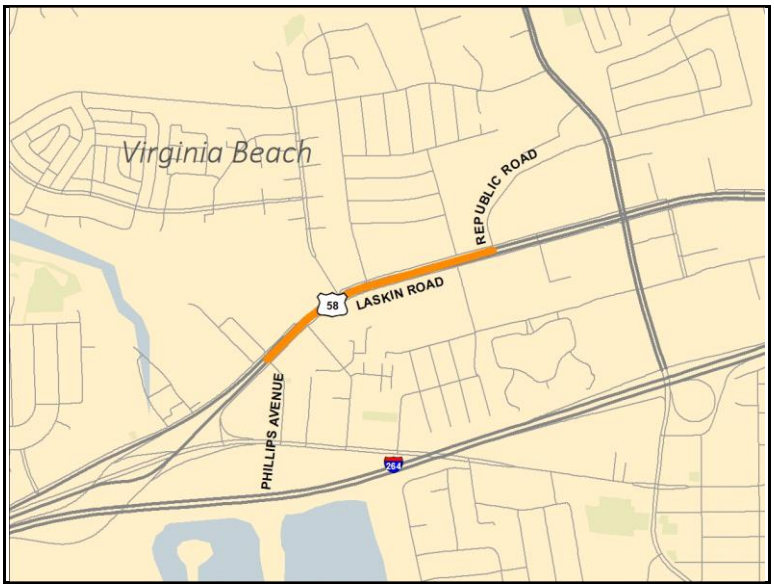
Source of Project Data: Virginia Department of Transportation.

Laskin Road - Phase III
UPC # 119275

OVERVIEW

Description: Laskin Road Phase III

Street (Route): Laskin Road (58)
From: West of Philips Avenue
To: Republic Road
Length (mi): 0.7
Jurisdiction/Agency: Virginia Beach
System: Urban
Scope: Reconstruction w/ Added Capacity
Oversight: Unknown
Administered By: Locality
Regionally Significant: Yes
CMAQ: No
RSTP: Yes
TAP: No
CRP: No



HRTPO Notes

Revised 9/30/2024: Administrative Modification to revise the allocations due to RSTP reductions in VDOT's FY 2025-2030 SYIP. Update allocations as follows: remove FY 2027 RSTP allocation of $353,480 and $88,370 RSTP match. VDOT has obligated RSTP funds on this project before the allocation year.

SCHEDULE

	Start	*End*	*Status*
Preliminary Engineering	7/2/2026	1/25/2030	FFY 2026
Right of Way	1/25/2030	N/A	N/A
Construction	12/18/2030	8/25/2032	FFY 2031

COSTS AND EXPENDITURES

	Cost Estimates	*Total Expenditures*	*Percent Expended*
Preliminary Engineering	$3,669,000	$0	0%
Right of Way	$9,367,604	$0	0%
Construction	$18,466,550	$0	0%
TOTAL	**$31,503,154**	**$0**	**0%**

Recent Expenditures

Latest Quarter	*Previous 3 Quarters*		
	3	*2*	*1*
	-	-	-
	-	-	-
	-	-	-

Laskin Road - Phase III
UPC # 119275

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
RSTP Match	$0	$0	$0	$0	$645,430	$645,430
RSTP	$0	$0	$0	$0	$2,581,720	$2,581,720
TOTAL	**$0**	**$0**	**$0**	**$0**	**$3,227,150**	**$3,227,150**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	RSTP				$2,935,200		$733,800
	Subtotal				***$2,935,200***		***$733,800***
	TOTAL				**$2,935,200**		**$733,800**

Source of Project Data: Virginia Department of Transportation.

Witchduck Road Widening (Project in Financial Closeout)
UPC # 55202

OVERVIEW

Description: Widen Witchduck Rd to 6 lanes from I-264 to Virginia Beach Blvd (58).

Street (Route): Witchduck Road

From: I-264

To: Virginia Beach Boulevard (Route 58)

Length (mi): 0.7

Jurisdiction/Agency: Virginia Beach

System: Urban

Scope: Reconstruction w/ Added Capacity

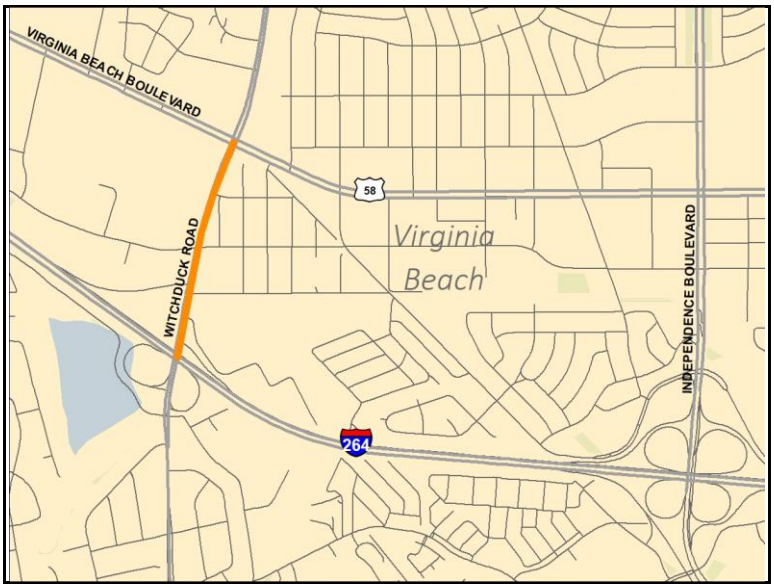
Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	3/26/2001	10/10/2013	Complete
Right of Way	10/10/2013	6/10/2016	Complete
Construction	6/10/2016	12/12/2022	Complete

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$2,884,486	$2,752,360	95%
Right of Way	$27,882,384	$22,742,572	82%
Construction	$26,927,288	$11,098,165	41%
TOTAL	**$57,694,158**	**$36,593,097**	**63%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
$0	-	-	-
$0	-	-	-
-$9,713	$8,521	-	$1,130

Witchduck Road Widening (Project in Financial Closeout)
UPC # 55202

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STP	$350,019	$0	$0	$0	$0	$350,019
STF	$1,097,603	$0	$0	$0	$0	$1,097,603
RS	$10,000,000	$0	$0	$0	$0	$10,000,000
MIX	$1,735,483	$0	$0	$0	$0	$1,735,483
LOM	$22,400	$0	$0	$0	$0	$22,400
LOC	$14,047,473	$0	$0	$0	$0	$14,047,473
EB/MG	$387,711	$0	$0	$0	$0	$387,711
CPR	$30,053,469	$0	$0	$0	$0	$30,053,469
TOTAL	**$57,694,158**	**$0**	**$0**	**$0**	**$0**	**$57,694,158**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	Other	$1,883,447	$132,126				
	Subtotal	***$1,883,447***	***$132,126***				
	TOTAL	**$1,883,447**	**$132,126**				

Source of Project Data: Virginia Department of Transportation.

Cleveland Street - Phase IV
UPC # 110803

OVERVIEW

Description: Widen Cleveland Street to provide two travel lanes with a two-way left-turn lane from Witchduck Road to Independence Boulevard.

Street (Route): Cleveland Street

From: Witchduck Road

To: Independence Boulevard

Length (mi): 1.2

Jurisdiction/Agency: Virginia Beach

System: Urban

Scope: Reconstruction w/ Added Capacity

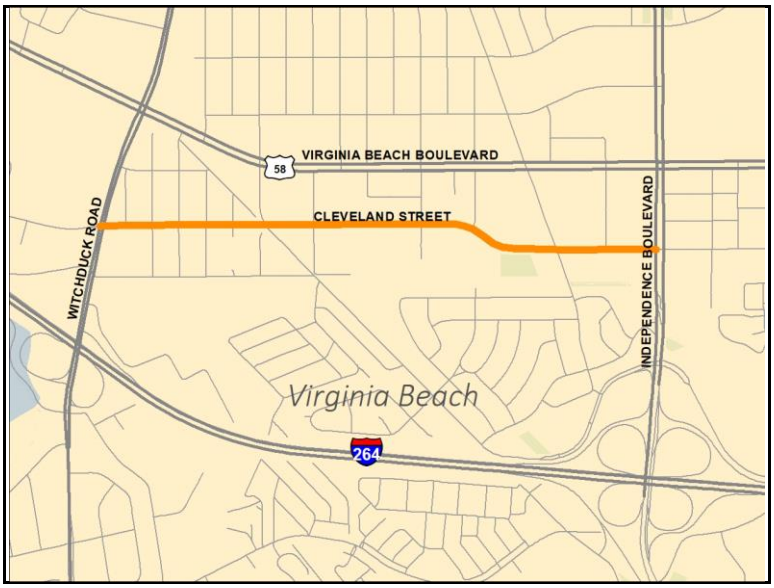
Oversight: Unknown

Administered By: Locality

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	11/7/2019	1/2/2024	Complete
Right of Way	1/2/2024	6/1/2026	Underway
Construction	6/1/2026	8/29/2028	FFY 2026

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$2,220,000	$9,535	0%
Right of Way	$8,733,000	$0	0%
Construction	$13,394,000	$0	0%
TOTAL	**$24,347,000**	**$9,535**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
$5,981	$654	$1,353	$64
$0	-	-	-
$0	-	-	-

Cleveland Street - Phase IV
UPC # 110803

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STP	$6,163,900	$2,109,657	$0	$0	$0	$8,273,557
STF	$1,726,443	$0	$0	$0	$0	$1,726,443
LOC	$12,359,590	$1,987,410	$0	$0	$0	$14,347,000
TOTAL	**$20,249,933**	**$4,097,067**	**$0**	**$0**	**$0**	**$24,347,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
RW	STP/STBG		$3,943,900				
RW	AC		$4,789,100				
	Subtotal		***$8,733,000***				
CN	AC				$13,394,000		
	Subtotal				***$13,394,000***		
	TOTAL		**$8,733,000**		**$13,394,000**		

Source of Project Data: Virginia Department of Transportation.

Bus Stop Infrastructure and Accessibility Improvements - Phase 9
UPC # 107064

OVERVIEW

Description: Bus Stop Infrastructure and accessibility Improvements.

Street (Route): N/A

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Virginia Beach

System: Urban

Scope: Facilities for Pedestrians and Bicycles

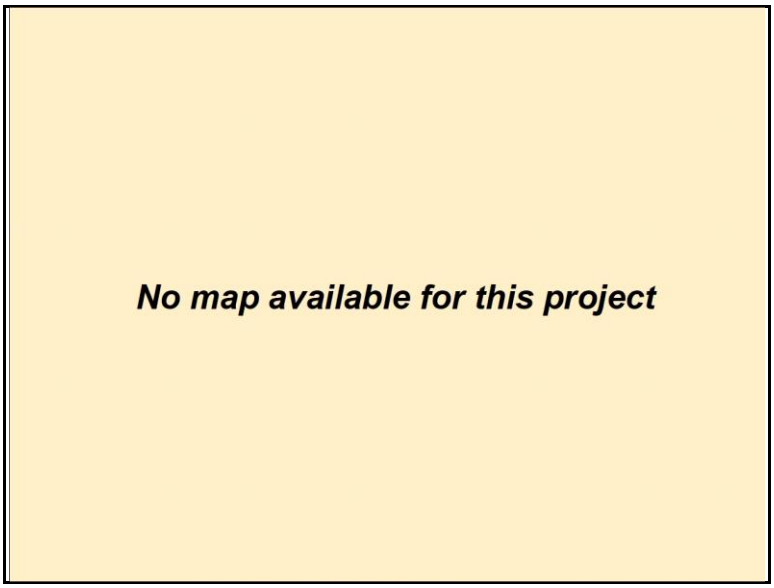
Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: Yes



HRTPO Notes

Revised 11/16/2023: Amendment to revise the title, cost estimate, schedule, and obligations. Revise cost estimate to be $572,683. Update obligations as follows: revise PE Phase RSTP Match obligation to be $32,400; add FY 2024 RW Phase RSTP obligation of $120,917, plus $30,229 RSTP match; remove FY 2024 CN Phase RSTP Federal obligation of $189,575; add FY 2025 CN Phase RSTP Federal obligation of $68,658; revise CN Phase RSTP Match obligation to be $17,165; add FY 2025 CN Phase AC-Other obligation of $173,713.

SCHEDULE

	Start	End	Status
Preliminary Engineering	5/12/2021	5/3/2024	Underway
Right of Way	5/3/2024	5/8/2025	FFY 2024
Construction	5/8/2025	4/24/2026	FFY 2025

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$162,000	$2,398	1%
Right of Way	$151,147	$0	0%
Construction	$259,536	$0	0%
TOTAL	**$572,683**	**$2,398**	**0%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
$2,175	$223	-	-
$0	-	-	-
$0	-	-	-

Bus Stop Infrastructure and Accessibility Improvements - Phase 9
UPC # 107064

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STM	$79,794	$0	$0	$0	$0	$79,794
RSTP	$319,175	$0	$0	$0	$0	$319,175
TOTAL	**$398,969**	**$0**	**$0**	**$0**	**$0**	**$398,969**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	RSTP	$65,600	$64,000				$32,400
	Subtotal	***$65,600***	***$64,000***				***$32,400***
RW	RSTP		$120,917				$30,229
	Subtotal		***$120,917***				***$30,229***
CN	AC-Other			$173,713			
CN	RSTP			$68,658			$17,165
	Subtotal			***$242,371***			***$17,165***
	TOTAL	**$65,600**	**$184,917**	**$242,371**			**$79,794**

Source of Project Data: Virginia Department of Transportation.

Indian River Road Widening - Phase 7A - GARVEE Debt Service
UPC # 110386

OVERVIEW

Description: Debt Service related to Indian River Road Widening - Phase 7A - UPC 15829.

Street (Route): Indian River Road

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Virginia Beach

System: Urban

Scope: Debt Service

Oversight: Non-Federal Oversight

Administered By: VDOT

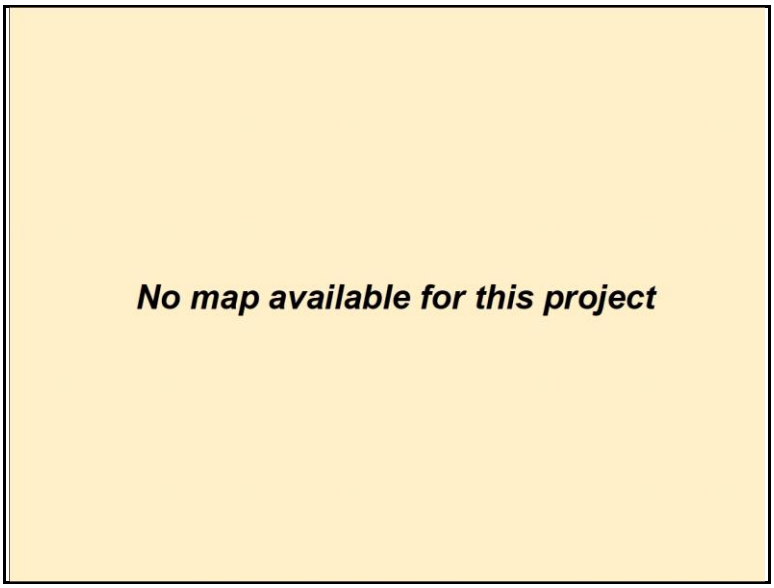
Regionally Significant: No

CMAQ: No

RSTP: No

TAP: No

CRP: No



HRTPO Notes

Revised 4/2/2025: Administrative Modification to revise the cost estimate, allocations, and obligations. Revised cost estimate to be $24,608,002. Update allocations as follows: revise FY 2024 STP allocation to be $1,199,584; revise FY 2025 STP allocation to be $1,199,520; revise FY 2026 STP allocation to be $1,394,374; revise FY 2027 STP allocation to be $1,665,849. Update obligations as follows: add FY Previous PE Phase NHPP obligation of $1,110,058; add FY Previous PE Phase STP/F obligation of $2,461,638; add FY Previous PE Phase AC-STP/F obligation of $3,561,693; add FY 2024 PE Phase AC-Conversion obligation of $381,391.

SCHEDULE

	Start	End	Status
Preliminary Engineering	3/1/2017	6/30/2039	Underway
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$24,608,002	$0	0%
Right of Way	$0	$0	-
Construction	$0	$9,415,970	-
TOTAL	**$24,608,002**	**$9,415,970**	**38%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
$0	-	-	-
$0	-	-	-
$4,198,246	-	$599,720	-

Indian River Road Widening - Phase 7A - GARVEE Debt Service
UPC # 110386

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STP	$5,397,815	$1,199,584	$1,199,520	$1,394,374	$1,665,849	$10,857,142
NHPP	$2,218,851	$0	$0	$0	$0	$2,218,851
TOTAL	**$7,616,666**	**$1,199,584**	**$1,199,520**	**$1,394,374**	**$1,665,849**	**$13,075,993**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	AC-Conversi		$381,391				
PE	AC-STP/F	$3,561,693					
PE	STP/F	$2,461,638					
PE	NHPP	$1,110,058					
	Subtotal	***$7,133,389***	***$381,391***				
	TOTAL	**$7,133,389**	**$381,391**				

Source of Project Data: Virginia Department of Transportation.

Virginia Beach Corridor Signal Retiming
UPC # 108955

OVERVIEW

Description: Retiming of 69 signalized intersections in the following areas of Virginia Beach: Kempsville Road (20), Newtown Road (12), Northampton Boulevard (5), North Independence Boulevard (11), and Town Center (21).

Street (Route): N/A

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Virginia Beach

System: Urban

Scope: Traffic Management/Engineering

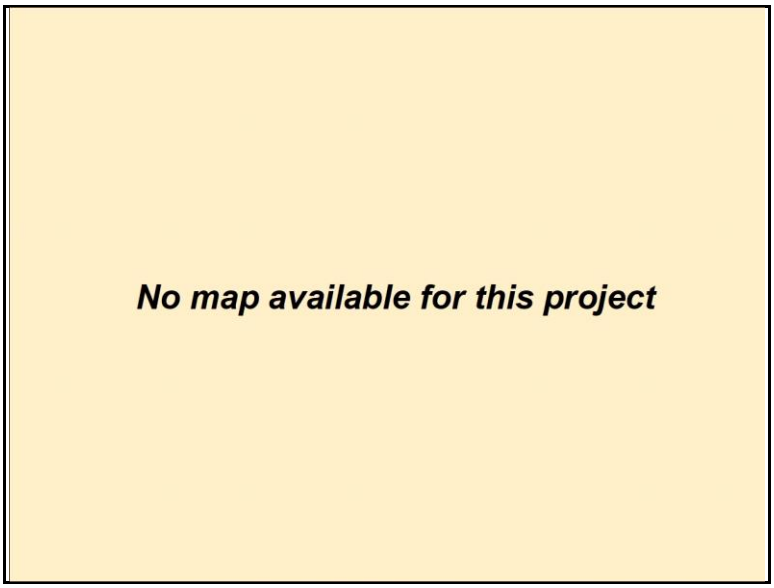
Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant: No

CMAQ: Yes

RSTP: No



HRTPO Notes

Revised 5/10/2024: Administrative Modification to revise the schedule and obligations as part of the FY 2024-2027 rollover process. Update obligations as follows: Add FY Previous PE Phase CMAQ Federal obligation of $416,944; remove FY 2024 PE Phase CMAQ Federal obligation of $416,944.

SCHEDULE

	Start	End	Status
Preliminary Engineering	3/2/2023	7/9/2025	Underway
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$521,180	$0	0%
Right of Way	$0	$0	-
Construction	$0	$0	-
TOTAL	**$521,180**	**$0**	**0%**

Recent Expenditures

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

Virginia Beach Corridor Signal Retiming
UPC # 108955

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
CMAQ Match	$104,236	$0	$0	$0	$0	$104,236
CMAQ	$416,944	$0	$0	$0	$0	$416,944
TOTAL	**$521,180**	**$0**	**$0**	**$0**	**$0**	**$521,180**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	CMAQ	$416,944					$104,236
	Subtotal	***$416,944***					***$104,236***
	TOTAL	**$416,944**					**$104,236**

Source of Project Data: Virginia Department of Transportation.

Rosemont Road and South Plaza Trail Intersection Improvements
UPC # 108966

OVERVIEW

Description: Improvements to South Plaza Trail on the west side of the intersection with Rosemont Road - includes increasing the left turn lane storage and adding a dedicated right turn lane.

Street (Route): N/A

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Virginia Beach

System: Urban

Scope: Traffic Management/Engineering

Oversight: Non-Federal Oversight

Administered By: Locality

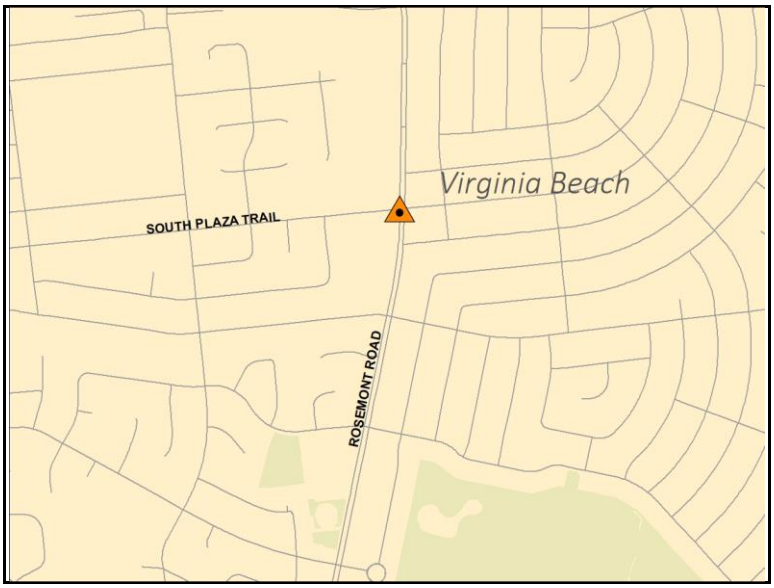
Regionally Significant: No

CMAQ: Yes

RSTP: No

TAP: No

CRP: No



HRTPO Notes

Revised 12/6/2024: Administrative Modification to revise the cost estimate, schedule, and obligations as part of the FY 2024-2027 rollover process. Revise cost estimate to be $1,250,811. Update obligations as follows: add FY Previous PE Phase CMAQ Federal obligation of $120,000; remove FY 2024 PE Phase CMAQ Federal obligation of $120,000.

SCHEDULE

	Start	End	Status
Preliminary Engineering	1/20/2023	11/17/2025	Underway
Right of Way	11/17/2025	10/6/2026	FFY 2026
Construction	10/6/2026	11/2/2027	FFY 2027

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$190,811	$67,580	35%
Right of Way	$60,000	$0	0%
Construction	$1,000,000	$0	0%
TOTAL	**$1,250,811**	**$67,580**	**5%**

Recent Expenditures

	Latest Quarter	Previous 3 Quarters		
		3	2	1
Preliminary Engineering	$67,580	-	-	-
Right of Way	$0	-	-	-
Construction	$0	-	-	-

Rosemont Road and South Plaza Trail Intersection Improvements
UPC # 108966

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
CMAQ Match	$202,000	$0	$0	$0	$0	$202,000
LOC	$15,000	$0	$0	$0	$0	$15,000
CMAQ	$808,000	$0	$0	$0	$0	$808,000
TOTAL	**$1,025,000**	**$0**	**$0**	**$0**	**$0**	**$1,025,000**

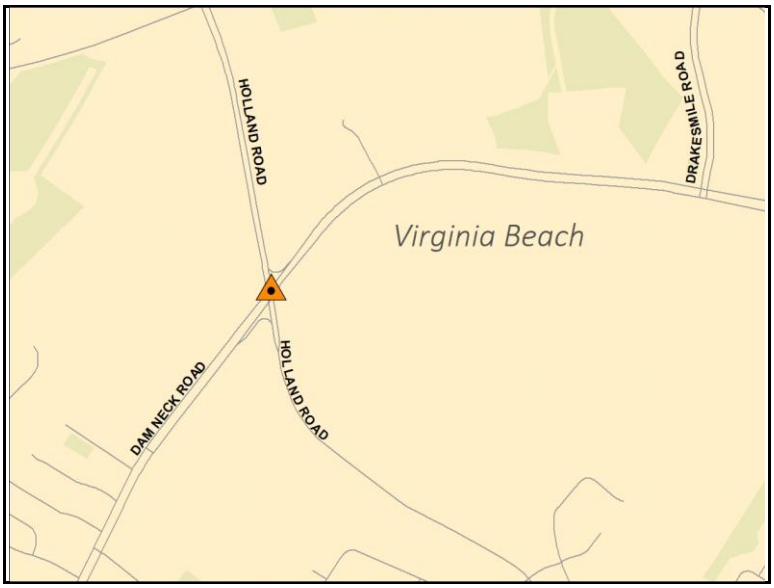
SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	CMAQ	$120,000					$30,000
	Subtotal	***$120,000***					***$30,000***
RW	CMAQ		$48,000				$12,000
	Subtotal		***$48,000***				***$12,000***
CN	CMAQ			$640,000			$160,000
CN	AC-Other			$15,000			
	Subtotal			***$655,000***			***$160,000***
	TOTAL	**$120,000**	**$48,000**	**$655,000**			**$202,000**

Source of Project Data: Virginia Department of Transportation.

Dam Neck Road and Holland Road Intersection Improvements
UPC # 110802

OVERVIEW



Description: Add second left turn lane from westbound Dam Neck Road to southbound Holland Road.

Street (Route): Dam Neck Road

From: Westbound Dam Neck Road

To: Southbound Holland Road

Length (mi): N/A

Jurisdiction/Agency: Virginia Beach

System: Urban

Scope: Reconstruction w/ Added Capacity

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant: No

CMAQ: Yes

RSTP: No

TAP: No

CRP: No

HRTPO Notes

Revised 4/25/2024: Administrative Modification to revise the allocations. VDOT CO reviewed CMAQ funds associated with final vouchered projects in 2021 that had remaining unexpended CMAQ funds beyond the 36-month timeframe set forth in the Appropriation Act. VDOT CO transferred the unexpended funds from Virginia Beach project UPC 97768 to the HRTPO CMAQ Reserve Account in order to finish closeout. These funds must be re-allocated before May 1, 2024. If not, the CTB will re-allocate them statewide. Virginia Beach acknowledges that a local match of $34,102 is also required - Virginia Beach has local funds on the project to account for this already. Update allocations as follows: receive FY 2005 CMAQ Federal only allocation of $136,408 from the HRTPO CMAQ Reserve Account. Revised 6/24/2024: Administrative Modification to revise the cost estimate, schedule, allocations, and obligations for UPC 110802 as part of the FY 2024-2027 rollover process. Revise cost estimate to be $3,471,500. Update allocations as follows: revise FY Previous LOC allocation to be $84,102; add FY Previous CRP allocation of $650,000; add FY 2025 CMAQ allocation of $256,200, plus $64,050 CMAQ match. Update obligations as follows: add FY Previous PE Phase CMAQ Federal obligation of $144,000; remove FY 2024 PE Phase CMAQ Federal obligation of $144,000; remove FY 2024 RW Phase CMAQ obligation of $200,000 and $50,000 CMAQ match; add FY 2025 RW Phase CRP/F obligation of $335,000; remove FY 2024 CN Phase CMAQ Federal obligation of $1,408,000; add FY 2026 CN Phase CMAQ Federal obligation of $1,872,608; revise CN Phase CMAQ Match obligation to be $468,152; add FY 2026 CN Phase CRP/F obligation of $315,000; add FY 2027 CN Phase AC-Other obligation of $140,740. Revised 6/25/2024: Administrative Modification to update the allocations as follows: receive FY 2017 CMAQ allocation of $39, plus $10 CMAQ match, from UPC 113818. Revised 8/11/2025: Administrative Modification to revise the cost estimate, schedule, and obligations. Revise cost estimate to be $3,330,809. Update obligations as follows: revise FY Previous PE Phase CMAQ Federal obligation to be $272,000; revise PE Phase CMAQ Match obligation to be $68,000; remove FY 2025 RW Phase CRP/F obligation of $335,000; add FY 2026 RW Phase CRP/F obligation of $335,000.

SCHEDULE

	Start	End	Status
Preliminary Engineering	1/10/2023	3/5/2026	Underway
Right of Way	3/5/2026	6/28/2028	FFY 2026
Construction	6/28/2028	12/13/2029	FFY 2028

COSTS AND EXPENDITURES

Recent Expenditures

Dam Neck Road and Holland Road Intersection Improvements
UPC # 110802

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	$340,000	$102,063	30%	$102,063	-	-	-
Right of Way	$335,000	$0	0%	$0	-	-	-
Construction	$2,655,809	$0	0%	$0	-	-	-
TOTAL	**$3,330,809**	**$102,063**	**3%**				

Dam Neck Road and Holland Road Intersection Improvements
UPC # 110802

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
CRP	$650,000	$0	$0	$0	$0	$650,000
LOC	$84,102	$0	$0	$0	$0	$84,102
CMAQ Match	$36,010	$352,000	$64,050	$0	$0	$452,060
CMAQ	$480,447	$1,408,000	$256,200	$0	$0	$2,144,647
TOTAL	**$1,250,559**	**$1,760,000**	**$320,250**	**$0**	**$0**	**$3,330,809**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	CMAQ	$272,000					$68,000
	Subtotal	***$272,000***					***$68,000***
RW	CRP/F				$335,000		
	Subtotal				***$335,000***		
CN	AC-Other					$140,740	
CN	CRP/F				$315,000		
CN	CMAQ				$1,872,608		$468,152
	Subtotal				***$2,187,608***	***$140,740***	***$468,152***
	TOTAL	**$272,000**			**$2,522,608**	**$140,740**	**$536,152**

Source of Project Data: Virginia Department of Transportation.

North Great Neck Road/London Bridge Road/Virginia Beach Blvd Intersection Improvements
UPC # 115371

OVERVIEW

Description: Add a second southbound left turn lane along North Great Neck Road onto eastbound Virginia Beach Bouelvard.

Street (Route): North Great Neck Road

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Virginia Beach

System: Urban

Scope: Traffic Management/Engineering

Oversight: Unknown

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	9/27/2024	5/27/2026	FFY 2024
Right of Way	N/A	N/A	N/A
Construction	5/27/2026	10/6/2027	FFY 2026

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$292,896	$0	0%
Right of Way	$0	$0	-
Construction	$1,864,204	$0	0%
TOTAL	**$2,157,100**	**$0**	**0%**

Recent Expenditures

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

North Great Neck Road/London Bridge Road/Virginia Beach Blvd Intersection Improvements
UPC # 115371

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STM	$0	$0	$351,420	$0	$0	$351,420
CMAQ	$0	$0	$1,405,680	$0	$0	$1,405,680
TOTAL	**$0**	**$0**	**$1,757,100**	**$0**	**$0**	**$1,757,100**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	CMAQ		$234,317				$58,579
	Subtotal		***$234,317***				***$58,579***
CN	CMAQ				$1,171,363		$292,841
CN	AC-Conv					$320,000	$80,000
CN	AC				$320,000		$80,000
	Subtotal				***$1,491,363***	***$320,000***	***$452,841***
	TOTAL		**$234,317**		**$1,491,363**	**$320,000**	**$511,420**

Source of Project Data: Virginia Department of Transportation.

Virginia Beach Traffic Adaptive Corridor Implementation on Indian River Road
UPC # 108959

OVERVIEW

Description: Upgrade existing traffic signal system to an adaptive system to measure traffic conditions along Indian River Road between Leland Circle and Pleasant Valley Road at 14 intersections.

Street (Route): Indian River Road

From: Leland Circle

To: Pleasant Valley Road

Length (mi): 1.3

Jurisdiction/Agency: Virginia Beach

System: Urban

Scope: Traffic Management/Engineering

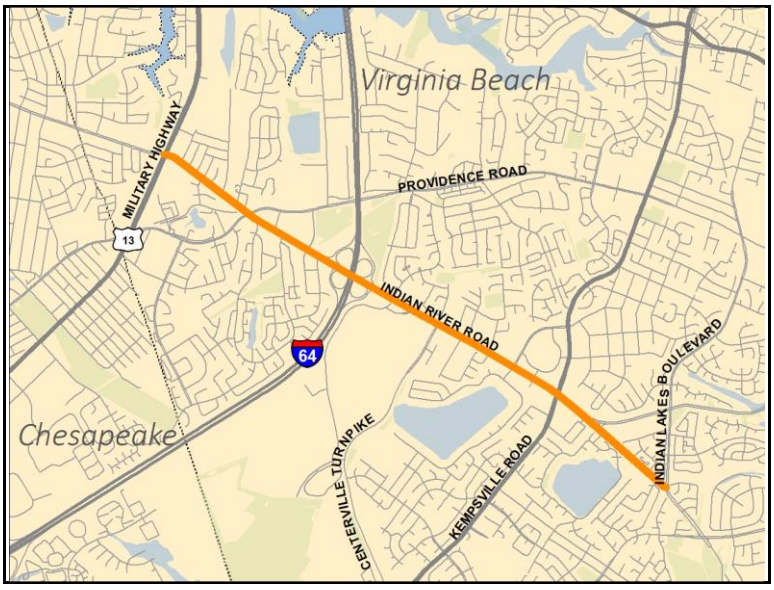
Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant: No

CMAQ: Yes

RSTP: No



HRTPO Notes

Revised 5/24/2024: Administrative Modification to revise the project description, termini, length, cost estimate, schedule, allocations, and obligations as part of the FY 2024-2027 rollover process. Revise cost estimate to be $980,614. Update allocations as follows: revise FY Previous CMAQ Federal allocation to be $784,491; revise FY Previous CMAQ Match allocation to be $196,123. Update obligations as follows: add FY Previous PE Phase CMAQ Federal obligation of $36,000; remove FY 2024 PE Phase CMAQ Federal obligation of $36,000.

SCHEDULE

	Start	End	Status
Preliminary Engineering	3/1/2023	9/4/2025	Underway
Right of Way	N/A	N/A	N/A
Construction	9/4/2025	8/24/2026	FFY 2025

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$390,000	$2,721	1%
Right of Way	$0	$0	-
Construction	$590,614	$0	0%
TOTAL	**$980,614**	**$2,721**	**0%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
$2,721	-	-	-
$0	-	-	-
$0	-	-	-

Virginia Beach Traffic Adaptive Corridor Implementation on Indian River Road
UPC # 108959

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
CMAQ Match	$196,123	$0	$0	$0	$0	$196,123
CMAQ	$784,491	$0	$0	$0	$0	$784,491
TOTAL	**$980,614**	**$0**	**$0**	**$0**	**$0**	**$980,614**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	CMAQ	$36,000					$9,000
	Subtotal	***$36,000***					***$9,000***
CN	CMAQ		$276,000				$69,000
	Subtotal		***$276,000***				***$69,000***
	TOTAL	**$36,000**	**$276,000**				**$78,000**

Source of Project Data: Virginia Department of Transportation.

Nimmo Parkway Wetland Mitigation Site (Project in Financial Closeout)
UPC # 91334

OVERVIEW

Description: Design and build a 2- acre compensatory wetland mitigation site for the Nimmo Parkway project on property off of West Neck Rd.

Street (Route): West Neck Road

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Virginia Beach

System: Urban

Scope: Environmental Only

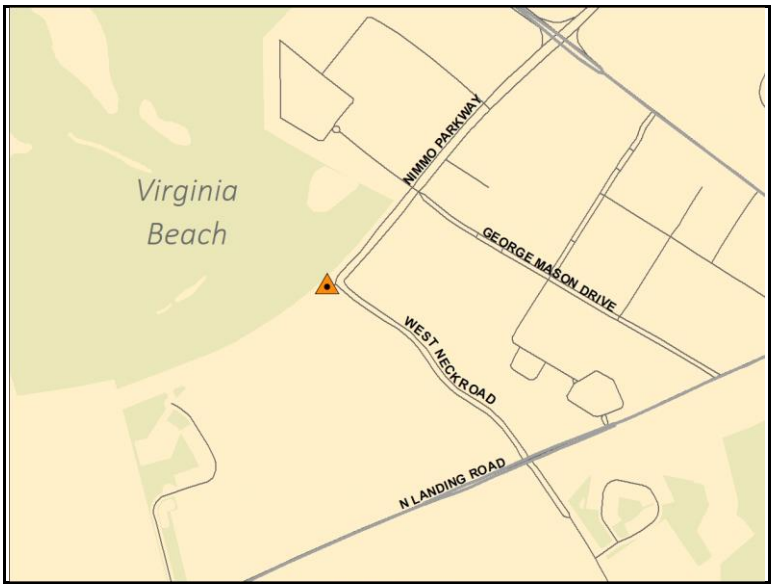
Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	N/A	N/A	N/A
Right of Way	N/A	N/A	N/A
Construction	5/1/2009	12/31/2020	Complete

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$0	$0	-
Right of Way	$0	$0	-
Construction	$1,337,501	$1,337,501	100%
TOTAL	**$1,337,501**	**$1,337,501**	**100%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
$0	-	-	-
$0	-	-	-
$35	$7,559	$50,987	-

Nimmo Parkway Wetland Mitigation Site (Project in Financial Closeout)
UPC # 91334

ALLOCATIONS

Fund Source(s)	*Previous*	*FY 2024*	*FY 2025*	*FY 2026*	*FY 2027*	*TOTAL*
STP	$1,269,774	$0	$0	$0	$0	$1,269,774
LOM	$31,744	$0	$0	$0	$0	$31,744
BOM	$285,699	$0	$0	$0	$0	$285,699
TOTAL	**$1,587,217**	**$0**	**$0**	**$0**	**$0**	**$1,587,217**

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

Nimmo Parkway - Phase VIIB
UPC # 115543

OVERVIEW



Description: Construct a two lane undivided roadway between Albuquerque Drive and Sandbridge Road with shoulders, a bridge structure, on-road bike lanes, and a shared use path on the north side. Locality will provide funding through various fund sources for PE and RW.

Street (Route): Nimmo Parkway

From: Albuquerque Drive

To: Western Terminus of Sandbridge Road

Length (mi): 1.6

Jurisdiction/Agency: Virginia Beach

System: Urban

Scope: New Construction Roadway

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant: Yes

CMAQ: No

RSTP: Yes

TAP: No

CRP: No

HRTPO Notes

Revised 9/30/2024: Administrative Modification to revise the allocations due to RSTP reductions in VDOT's FY 2025-2030 SYIP. Update allocations as follows: remove FY 2025 RSTP allocation of $400,000 and $100,000 RSTP match; remove FY 2027 RSTP allocation of $1,807,596 and $451,899 RSTP match. Revised 11/20/2025: Amendment to revise the cost estimate, schedule, allocations, and obligations. Revise cost estimate to be $74,716,335. Update allocations as follows: Add FY Previous TI allocation of $10,000,000; revise FY 2026 RSTP Federal allocation to be $3,200,000; revise FY 2026 RSTP Match allocation to be $800,000; add FY Previous RS-State Match allocation of $3,637,639; add FY 2024 RS-State Match allocation of $3,362,361; add FY 2025 RS-State Match allocation of $250,000; add FY 2026 RS-State Match allocation of $250,000; add FY Previous RS-Local Match allocation of $3,637,639; add FY 2024 RS-Local Match allocation of $3,362,361; add FY 2025 RS-Local Match allocation of $250,000; add FY 2026 RS-Local Match allocation of $250,000; add FY 2024 HIP allocation of $3,000,000; remove FY 2025 RS allocation of $500,000; remove FY 2026 RS allocation of $500,000. Update obligations as follows: remove FY 2024 PE Phase AC obligation of $2,187,600 and $546,900 AC match; remove FY 2025 PE Phase AC-Conversion obligation of $2,187,600 and $546,900 AC-Conversion match; remove FY 2025 PE Phase RSTP obligation of $400,000 and $100,000 RSTP match; add FY 2026 PE Phase RSTP obligation of $4,187,600, plus $1,046,900 RSTP match; add FY 2026 PE Phase HIP/F obligation of $3,000,000; add FY 2027 RW Phase RSTP obligation of $3,686,960, plus $921,740 RSTP match.

SCHEDULE

	Start	End	Status
Preliminary Engineering	9/25/2026	7/26/2027	FFY 2026
Right of Way	7/26/2027	8/29/2031	FFY 2027
Construction	8/29/2031	8/31/2034	FFY 2031

COSTS AND EXPENDITURES

Recent Expenditures

Nimmo Parkway - Phase VIIB
UPC # 115543

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$8,234,500	$0	0%
Right of Way	$4,608,700	$0	0%
Construction	$61,873,135	$0	0%
TOTAL	**$74,716,335**	**$0**	**0%**

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Nimmo Parkway - Phase VIIB
UPC # 115543

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
RSTP Match	$0	$0	$0	$800,000	$548,101	$1,348,101
RSTP	$0	$0	$0	$3,200,000	$2,192,404	$5,392,404
HIP	$0	$3,000,000	$0	$0	$0	$3,000,000
RS-LOC Match	$3,637,639	$3,362,361	$250,000	$250,000	$0	$7,500,000
RS-ST Match	$3,637,639	$3,362,361	$250,000	$250,000	$0	$7,500,000
TI	$10,000,000	$0	$0	$0	$0	$10,000,000
TOTAL	**$17,275,278**	**$9,724,722**	**$500,000**	**$4,500,000**	**$2,740,505**	**$34,740,505**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	RSTP				$4,187,600		$1,046,900
PE	HIP/F				$3,000,000		
	Subtotal				***$7,187,600***		***$1,046,900***
RW	RSTP				$3,236,000	$3,686,960	$1,730,740
	Subtotal				***$3,236,000***	***$3,686,960***	***$1,730,740***
	TOTAL				**$10,423,600**	**$3,686,960**	**$2,777,640**

Source of Project Data: Virginia Department of Transportation.

Parliament Drive Sidewalk Phase II
UPC # 113468

OVERVIEW

Description: Construct a five-foot wide concrete sidewalk along the southern side of Parliament Drive from Green Kemp Road to the Arrowhead Plaza Shopping Center.

Street (Route): Parliament Drive

From: Green Kemp Road

To: Arrowhead Plaza Shopping Center

Length (mi): 0.2

Jurisdiction/Agency: Virginia Beach

System: Urban

Scope: Facilities for Pedestrians and Bicycles

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant: No

CMAQ: No

RSTP: No

TAP: Yes

CRP: No



HRTPO Notes

Revised 5/15/2025: Amendment to revise the cost estimate, schedule, allocations, and obligations. Revise cost estimate to be $3,595,856. Update allocations as follows: remove FY Previous RTAP allocation of $666,783; add FY Previous TAP/F allocation of $666,783; revise FY Previous LOC allocation to be $299,168; add FY 2024 LOC allocation of $2,629,905. Update obligations as follows: add FY Previous PE Phase TAP/F obligation of $148,000, plus $37,000 TAP/F match; add FY Previous PE Phase RTAP obligation of $132,000, plus $33,000 RTAP match; add FY Previous RW Phase TAP/F obligation of $204,409, plus $51,102 TAP/F match; add FY 2024 RW Phase TAP/F obligation of $305,582, plus $76,396 TAP/F match; add FY 2025 CN Phase TAP/F obligation of $81,201, plus $20,300 TAP/F match; add FY 2025 CN Phase Other obligation of $2,762,378.

SCHEDULE

	Start	End	Status
Preliminary Engineering	4/16/2019	3/26/2024	Complete
Right of Way	3/26/2024	8/29/2025	Underway
Construction	8/29/2025	8/25/2026	FFY 2025

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$350,000	$205,378	59%
Right of Way	$381,977	$8,853	2%
Construction	$2,863,879	$0	0%
TOTAL	**$3,595,856**	**$214,231**	**6%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Parliament Drive Sidewalk Phase II
UPC # 113468

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
TAP/F	$666,783					
LOC	$299,168	$2,629,905	$0	$0	$0	$2,929,073
TOTAL	**$965,951**	**$2,629,905**	**$0**	**$0**	**$0**	**$3,595,856**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	RTAP	$132,000					$33,000
PE	TAP/F	$148,000					$37,000
	Subtotal	***$280,000***					***$70,000***
RW	TAP/F	$204,409	$305,582				$127,498
	Subtotal	***$204,409***	***$305,582***				***$127,498***
CN	Other			$2,762,378			
CN	TAP/F			$81,201			$20,300
	Subtotal			***$2,843,579***			***$20,300***
	TOTAL	**$484,409**	**$305,582**	**$2,843,579**			**$217,798**

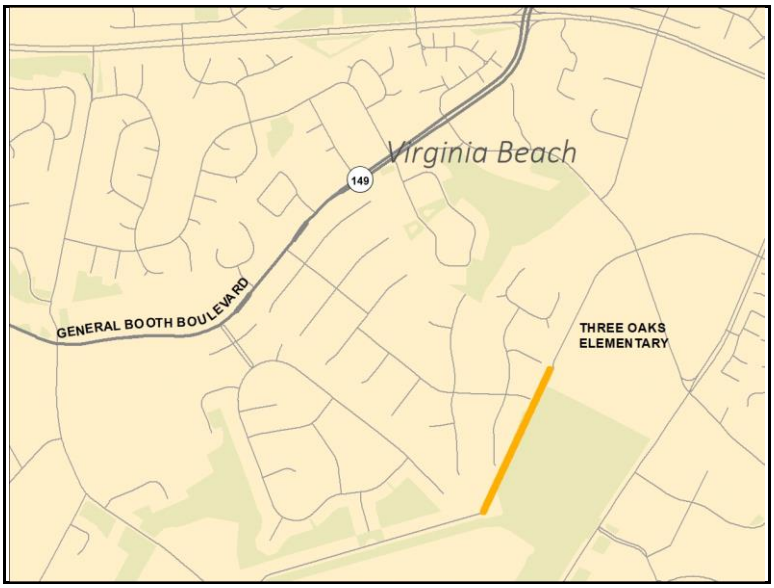
Source of Project Data: Virginia Department of Transportation.

Three Oaks Elementary Multi-Use Path
UPC # 113461

OVERVIEW

Description: Provide a 10-foot-wide asphalt path connecting the Sherwood Lakes and Highgate Greens neighborhoods to Three Oaks Elementary School.

Street (Route): N/A
From: Tallwood Trail
To: Tree Garden Way
Length (mi): 0.3
Jurisdiction/Agency: Virginia Beach
System: Urban
Scope: Facilities for Pedestrians and Bicycles
Oversight: Non-Federal Oversight
Administered By: Locality
Regionally Significant: No
CMAQ: No
RSTP: No
TAP:
CRP:



HRTPO Notes

Revised 7/18/2024: Amendment to ungroup project and add it back in as an individual project to the TIP as part of the FY 2024-2027 rollover process as the HRTPO tracks all TAP funds.

SCHEDULE

	Start	End	Status
Preliminary Engineering	4/25/2019	8/21/2023	Complete
Right of Way	N/A	N/A	N/A
Construction	8/21/2023	7/30/2024	Complete

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$120,500	$92,478	77%
Right of Way	$0	$0	-
Construction	$730,883	$1,773	0%
TOTAL	**$851,383**	**$94,251**	**11%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
	-	-	-
	-	-	-
	-	-	-

Three Oaks Elementary Multi-Use Path
UPC # 113461

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
LOC	$470,379	$10,332	$0	$0	$0	$480,711
RTAP	$185,336	$0	$0	$0	$0	$185,336
TAP/F	$185,336	$0	$0	$0	$0	$185,336
TOTAL	**$841,051**	**$10,332**	**$0**	**$0**	**$0**	**$851,383**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	TAP/F	$16,400					$4,100
PE	RTAP	$80,000					$20,000
	Subtotal	***$96,400***					***$24,100***
CN	AC-Other	$377,711					
CN	TAP/F	$274,272					$68,568
	Subtotal	***$651,983***					***$68,568***
	TOTAL	**$748,383**					**$92,668**

Source of Project Data: Virginia Department of Transportation.

Pacific Avenue at 17th Street and 22nd Street Improvements
UPC # 125974

OVERVIEW

Description: Install left-turn lanes on northbound and southbound Pacific Avenue at 17th Street as well as a left-turn lane on northbound Pacific Avenue at 22nd Street.

Street (Route): Pacific Avenue

From: 15th Street

To: 23rd Street

Length (mi): 0.6

Jurisdiction/Agency: Virginia Beach

System: Urban

Scope: Reconstruction w/o Added Capacity

Oversight: Non-Federal Oversight

Administered By: Locality

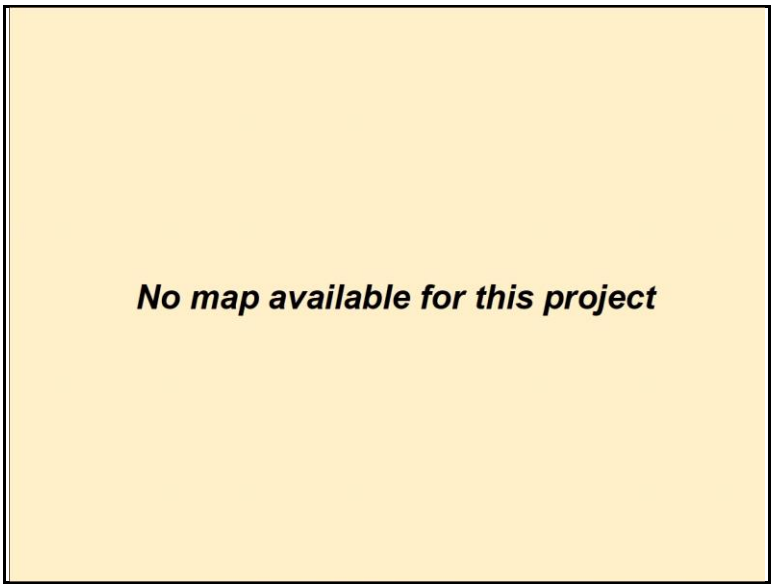
Regionally Significant: No

CMAQ: No

RSTP: No

TAP: No

CRP: Yes



HRTPO Notes

Revised 7/18/2024: Amendment to add project to the TIP as the HRTPO tracks all Carbon Reduction Program (CRP) funds. Revised 3/25/2025: Administrative Modification to revise the cost estimate, schedule, and obligations. Revise cost estimate to be $3,000,000. Update obligations as follows: Add FY 2025 PE Phase CRP obligation of $3,000,000. With this TIP Ad-Mod, VDOT is obligating CRP funds before the allocation year.

SCHEDULE

	Start	End	Status
Preliminary Engineering	3/7/2025	2/25/2028	Underway
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$3,000,000	$0	0%
Right of Way	$0	$0	-
Construction	$0	$0	-
TOTAL	**$3,000,000**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Pacific Avenue at 17th Street and 22nd Street Improvements
UPC # 125974

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
CRP		$1,000,000	$1,000,000	$1,000,000	$0	$3,000,000
TOTAL		**$1,000,000**	**$1,000,000**	**$1,000,000**	**$0**	

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	CRP			$3,000,000			
	Subtotal			***$3,000,000***			
	TOTAL			**$3,000,000**			

Source of Project Data: Virginia Department of Transportation.

Pungo Ferry Road Improvements
UPC # 121098

OVERVIEW



Description: Raise Pungo Ferry Road from Blackwater Road to the west side of the Pungo Ferry Road Bridge approach to minimize recurring flooding and address sea level rise where practicable. Includes shoulder and fill slope improvements along with bike accommodations.

Street (Route): Pungo Ferry Road

From: Blackwater Road

To: West side of the Pungo Ferry Road Bridge approach

Length (mi): 2.0

Jurisdiction/Agency: Virginia Beach

System: Urban

Scope: Reconstruction w/o Added Capacity

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant: No

CMAQ: No

RSTP: No

TAP: No

CRP: No

HRTPO Notes

Revised 1/16/2025: Amendment to add project to the TIP.

SCHEDULE

	Start	End	Status
Preliminary Engineering	12/1/2024	6/30/2029	Underway
Right of Way	12/1/2024	12/31/2029	Underway
Construction	8/1/2030	6/30/2034	FFY 2030

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$1,415,000	$0	0%
Right of Way	$269,000	$0	0%
Construction	$34,416,800	$0	0%
TOTAL	**$36,100,800**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Pungo Ferry Road Improvements
UPC # 121098

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
LOC	$17,087,883	$0	$0	$0	$0	$17,087,883
PROTECT	$19,012,917	$0	$0	$0	$0	$19,012,917
TOTAL	**$36,100,800**	**$0**	**$0**	**$0**	**$0**	**$36,100,800**

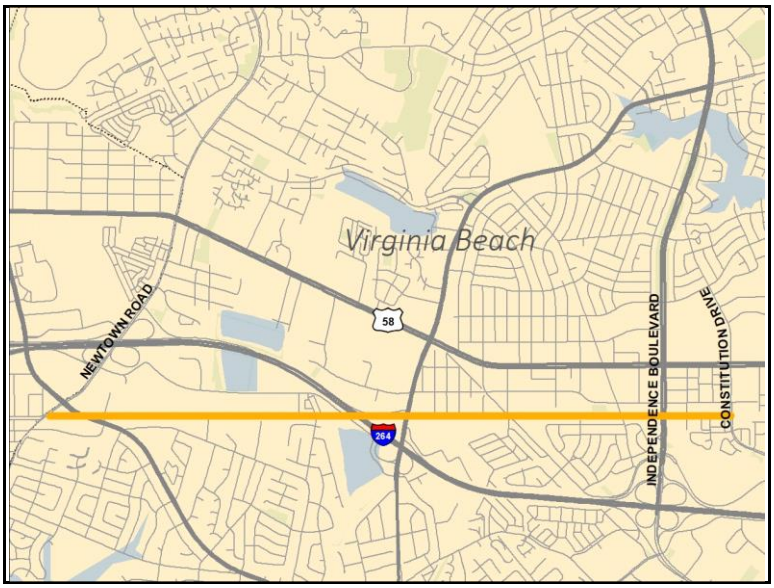
SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
	Subtotal						
	TOTAL						

Source of Project Data: Virginia Department of Transportation.

Virginia Beach Trail - Phase 1
UPC # T30082

OVERVIEW



Description: Install 3.2 miles of a 14-foot-wide asphalt path from Newtown Road to Constitution Drive. Includes a pedestrian bridge over Independence Boulevard. First phase of a 12-mile trail project located within the previous Norfolk Southern Railroad right-of-way

Street (Route): N/A

From: Newtown Road (city limit between Virginia Beach and Norfolk)

To: Constitution Drive

Length (mi): 3.2

Jurisdiction/Agency: Virginia Beach

System: Urban

Scope: Facilities for Pedestrians and Bicyclists

Oversight: Federal Oversight

Administered By: Locality

Regionally Significant: No

CMAQ: No

RSTP: No

TAP: No

CRP: No

HRTPO Notes

Revised 2/28/2025: Amendment to add project to the TIP.

SCHEDULE

	Start	End	Status
Preliminary Engineering	8/1/2024	2/28/2026	Underway
Right of Way	3/1/2026	9/30/2026	FFY 2026
Construction	10/1/2026	3/31/2029	FFY 2027

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$1,647,000	$0	0%
Right of Way	$2,637,000	$0	0%
Construction	$30,153,538	$0	0%
TOTAL	**$34,437,538**	**$0**	**0%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
	-	-	-
	-	-	-
	-	-	-

Virginia Beach Trail - Phase 1
UPC # T30082

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
LOC	$18,787,538	$0	$0	$0	$0	$18,787,538
SS4A	$14,900,000	$0	$0	$0	$0	$14,900,000
HUD CDS	$750,000	$0	$0	$0	$0	$750,000
TOTAL	**$34,437,538**	**$0**	**$0**	**$0**	**$0**	**$34,437,538**

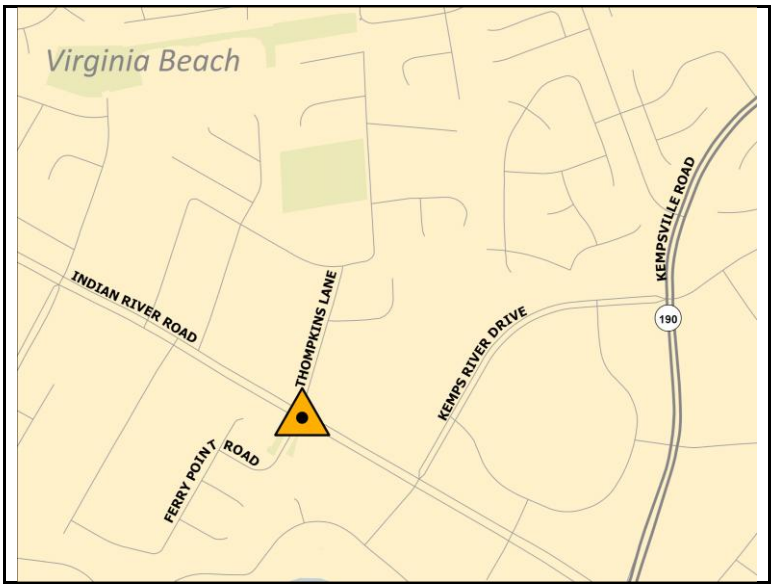
SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
	Subtotal						
	TOTAL						

Source of Project Data: Virginia Department of Transportation.

Indian River Road/Thompkins Lane Intersection
UPC # 123177

OVERVIEW



Description: Install modified RCUT at Indian River Rd and Thompkins Lane/Ferry Point Rd and a crosswalk and pedestrian signals at eastern leg of the Indian River Rd/Kemps River Dr intersection. Improvements to four bus stops near Thompkins Lane.

Street (Route): Indian River Road/Thompkins Lane

From: Thompkins Lane

To: Kemps River Drive

Length (mi): 0.219

Jurisdiction/Agency: Virginia Beach

System: Urban

Scope: Safety

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant: No

CMAQ: No

RSTP: No

TAP: No

CRP: No

HRTPO Notes

Revised 7/31/2025: Amendment to add project to the TIP.

SCHEDULE

	Start	*End*	*Status*
Preliminary Engineering	12/26/2025	2/18/2028	FFY 2026
Right of Way	2/18/2028	11/10/2028	FFY 2028
Construction	11/10/2028	10/29/2029	FFY 2029

COSTS AND EXPENDITURES

	Cost Estimates	*Total Expenditures*	*Percent Expended*
Preliminary Engineering	$328,083	$0	0%
Right of Way	$601,386	$0	0%
Construction	$1,739,834	$0	0%
TOTAL	**$2,669,303**	**$0**	**0%**

Recent Expenditures

Latest Quarter	*Previous 3 Quarters*		
	3	*2*	*1*
	-	-	-
	-	-	-
	-	-	-

Indian River Road/Thompkins Lane Intersection
UPC # 123177

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
DGP/State	$0	$0	$0	$350,000	$50,000	$400,000
TOTAL	**$0**	**$0**	**$0**	**$350,000**	**$50,000**	**$400,000**

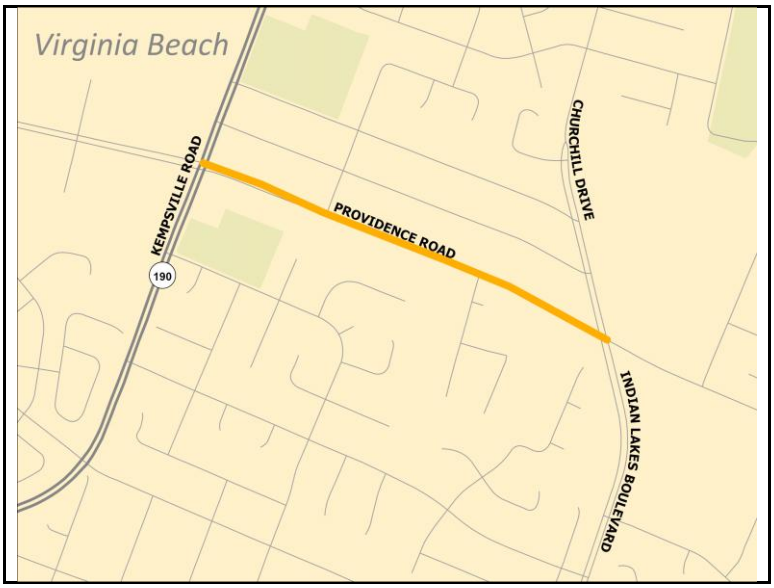
SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	Other				$328,083		
	Subtotal				***$328,083***		
	TOTAL				**$328,083**		

Source of Project Data: Virginia Department of Transportation.

Providence Road (Kempsville Road to Churchill Drive)
UPC # 123057

OVERVIEW



Description: Construct 0.6 miles of a five-foot sidewalk on the north side of Providence Rd from Kempsville Rd to Churchill/Indian Lakes Blvd. A two-way left turn lane to be installed on Providence Rd between Kempsville Rd and Churchill/Indian Lakes Blvd.

Street (Route): Providence Road

From: Kempsville Road

To: Churchill Drive

Length (mi): 0.6

Jurisdiction/Agency: Virginia Beach

System: Urban

Scope: Reconstruction w/ Added Capacity

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant: No

CMAQ: No

RSTP: No

TAP: No

CRP: No

HRTPO Notes

Revised 7/31/2025: Amendment to add project to the TIP.

SCHEDULE

	Start	*End*	*Status*
Preliminary Engineering	12/26/2025	2/18/2028	FFY 2026
Right of Way	2/18/2028	11/10/2028	FFY 2028
Construction	11/10/2028	10/29/2029	FFY 2029

COSTS AND EXPENDITURES

	Cost Estimates	*Total Expenditures*	*Percent Expended*
Preliminary Engineering	$1,287,290	$0	0%
Right of Way	$3,216,188	$0	0%
Construction	$8,163,489	$0	0%
TOTAL	**$12,666,967**	**$0**	**0%**

Recent Expenditures

Latest Quarter	*Previous 3 Quarters*		
	3	*2*	*1*
	-	-	-
	-	-	-
	-	-	-

Providence Road (Kempsville Road to Churchill Drive)
UPC # 123057

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
DGP/State	$0	$1,250,000	$0	$500,000	$500,000	$2,250,000
TOTAL	**$0**	**$1,250,000**	**$0**	**$500,000**	**$500,000**	**$2,250,000**

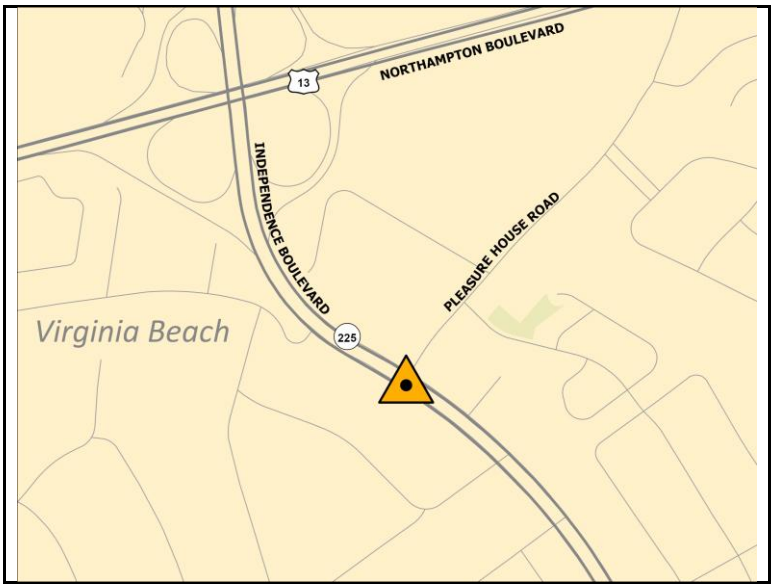
SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	Other				$1,287,290		
	Subtotal				***$1,287,290***		
	TOTAL				**$1,287,290**		

Source of Project Data: Virginia Department of Transportation.

Independence Boulevard/Pleasure House Road Intersection
UPC # 123056

OVERVIEW



Description: Convert signalized intersection to a Continuous Green-T type. One access to CVS along EB lanes to close. WB traffic Pleasure House Rd to be diverted to right-turn and U-turn 650' north. Improvements to HRT bus shelter.

Street (Route): Independence Blvd/Pleasure House Road

From: Lakeside Road

To: Shell Road

Length (mi): 0.315

Jurisdiction/Agency: Virginia Beach

System: Urban

Scope: Safety

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant: No

CMAQ: No

RSTP: No

TAP: No

CRP: No

HRTPO Notes

Revised 7/31/2025: Amendment to add project to the TIP.

SCHEDULE

	Start	End	Status
Preliminary Engineering	12/26/2025	2/18/2028	FFY 2026
Right of Way	2/18/2028	11/10/2028	FFY 2028
Construction	11/10/2028	10/29/2029	FFY 2029

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$408,556	$0	0%
Right of Way	$3,615,277	$0	0%
Construction	$2,378,194	$0	0%
TOTAL	**$6,402,027**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Independence Boulevard/Pleasure House Road Intersection
UPC # 123056

ALLOCATIONS

Fund Source(s)	*Previous*	*FY 2024*	*FY 2025*	*FY 2026*	*FY 2027*	*TOTAL*
DGP/NHPP	$0	$290,000	$0	$0	$0	$290,000
DGP/State	$120,000	$0	$0	$350,000	$0	$470,000
TOTAL	**$120,000**	**$290,000**	**$0**	**$350,000**	**$0**	**$760,000**

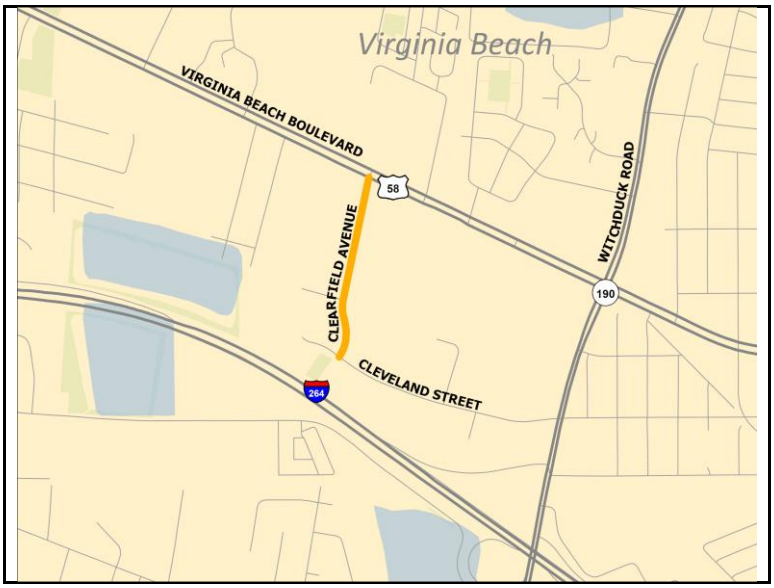
SCHEDULED OBLIGATIONS

Phase	*Fund Source*	*Previous*	*FY 2024*	*FY 2025*	*FY 2026*	*FY 2027*	*Match*
PE	Other				$118,556		
PE	NHS/NHPP				$290,000		
	Subtotal				***$408,556***		
	TOTAL				**$408,556**		

Source of Project Data: Virginia Department of Transportation.

Clearfield Avenue (Cleveland Street to Virginia Beach Boulevard)
UPC # 123178

OVERVIEW



Description: Construct 0.26 miles of 2-way left-turn lanes and 1,320' of 5-foot sidewalk on Clearfield Ave to Virginia Beach Blvd. Traffic signal at Clearfield Ave/Virginia Beach Blvd to be modified by relocating signal in the southwest quandrant.

Street (Route): Clearfield Avenue

From: Cleveland Street

To: Virginia Beach Boulevard

Length (mi): 0.312

Jurisdiction/Agency: Virginia Beach

System: Urban

Scope: Reconstruction w/ Added Capacity

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant: No

CMAQ: No

RSTP: No

TAP: No

CRP: No

HRTPO Notes

Revised 7/31/2025: Amendment to add project to the TIP.

SCHEDULE

	Start	End	Status
Preliminary Engineering	12/26/2025	2/18/2028	FFY 2026
Right of Way	2/18/2028	11/10/2028	FFY 2028
Construction	11/10/2028	10/29/2029	FFY 2029

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$860,726	$0	0%
Right of Way	$8,221,175	$0	0%
Construction	$5,964,378	$0	0%
TOTAL	**$15,046,279**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Clearfield Avenue (Cleveland Street to Virginia Beach Boulevard)
UPC # 123178

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
DGP/State	$0	$0	$0	$900,000	$2,556,539	$3,456,539
TOTAL	**$0**	**$0**	**$0**	**$900,000**	**$2,556,539**	**$3,456,539**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	Other				$860,726		
	Subtotal				***$860,726***		
	TOTAL				**$860,726**		

Source of Project Data: Virginia Department of Transportation.

Ironbound Road Improvements - Phase 2
UPC # 111018

OVERVIEW



Description: Construct an additional eastbound lane on Ironbound Road from Longhill Road to Richmond Road; from Middle Street to Treyburn Drive, and installation of sidewalks and multi-use path.

Street (Route): Ironbound Road

From: Treyburn Street

To: Richmond Road

Length (mi): 0.5

Jurisdiction/Agency: Williamsburg

System: Urban

Scope: Reconstruction w/ Added Capacity

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No

HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	10/26/2021	5/14/2024	Underway
Right of Way	5/14/2024	7/10/2025	FFY 2024
Construction	7/10/2025	7/1/2026	FFY 2025

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$310,100	$3,254	1%
Right of Way	$469,000	$0	0%
Construction	$1,143,600	$0	0%
TOTAL	**$1,922,700**	**$3,254**	**0%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
$3,254	-	-	-
$0	-	-	-
$0	-	-	-

Ironbound Road Improvements - Phase 2
UPC # 111018

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STF	$1,922,700	$0	$0	$0	$0	$1,922,700
TOTAL	**$1,922,700**	**$0**	**$0**	**$0**	**$0**	**$1,922,700**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
RW	AC		$469,000				
	Subtotal		***$469,000***				
CN	AC			$1,143,600			
	Subtotal			***$1,143,600***			
	TOTAL		**$469,000**	**$1,143,600**			

Source of Project Data: Virginia Department of Transportation.

Ironbound Road Improvements - Phase 3
UPC # 111020

OVERVIEW

Description: Widen Ironbound Road from Treyburn Drive to DePue Drive and installation of a sidewalk on the south side and a multi-use path on the north side of the road.

Street (Route): Ironbound Road

From: Treyburn Drive

To: DePue Drive

Length (mi): 1.0

Jurisdiction/Agency: Williamsburg

System: Urban

Scope: Reconstruction w/ Added Capacity

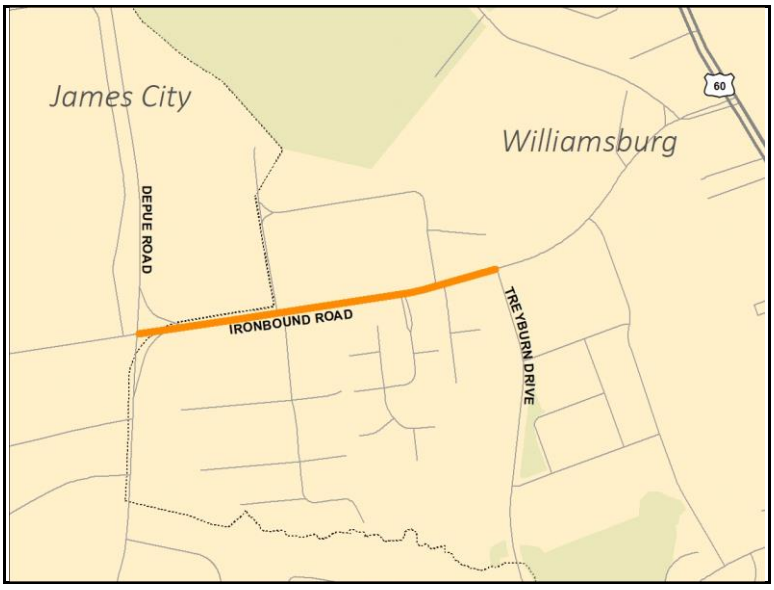
Oversight: Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	10/20/2021	10/25/2022	Complete
Right of Way	10/25/2022	10/26/2023	Complete
Construction	10/26/2023	6/28/2024	Underway

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$451,600	$2,655	1%
Right of Way	$1,117,100	$0	0%
Construction	$1,743,700	$0	0%
TOTAL	**$3,312,400**	**$2,655**	**0%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
$2,655	-	-	-
$0	-	-	-
$0	-	-	-

Ironbound Road Improvements - Phase 3
UPC # 111020

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STF	$451,600	$1,117,100	$1,743,700	$0	$0	$3,312,400
TOTAL	**$451,600**	**$1,117,100**	**$1,743,700**	**$0**	**$0**	**$3,312,400**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
RW	AC		$1,117,100				
	Subtotal		***$1,117,100***				
CN	AC		$1,743,700				
	Subtotal		***$1,743,700***				
	TOTAL		**$2,860,800**				

Source of Project Data: Virginia Department of Transportation.

Holland Road - Upgrade to 4 Lanes in Virginia Beach (Project in Financial Closeout)
UPC # 15827

OVERVIEW

Description: Construction of a 4-lane divided highway between Dam Neck Road and Nimmo Parkway; existing roadway is 2-lane undivided.

Street (Route): Holland Road

From: Dam Neck Road

To: Nimmo Parkway

Length (mi): 2.72

Jurisdiction/Agency: Virginia Beach

System: Urban

Scope: Reconstruction w/ Added Capacity

Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	6/30/1998	3/10/2006	Complete
Right of Way	3/10/2006	6/3/2014	Complete
Construction	6/3/2014	12/13/2018	Complete

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$3,975,491	$3,975,491	100%
Right of Way	$27,296,848	$26,980,733	99%
Construction	$37,000,000	$36,733,735	99%
TOTAL	**$68,272,339**	**$67,689,959**	**99%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Holland Road - Upgrade to 4 Lanes in Virginia Beach (Project in Financial Closeout)
UPC # 15827

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STP	$11,707,890	$0	$0	$0	$0	$11,707,890
STF	$294,072	$0	$0	$0	$0	$294,072
LOM	$461,515	$0	$0	$0	$0	$461,515
LOC	$6,897,813	$0	$0	$0	$0	$6,897,813
EB/MG	$10,905,658	$0	$0	$0	$0	$10,905,658
CPR	$33,850,587	$0	$0	$0	$0	$33,850,587
BOM	$4,154,804	$0	$0	$0	$0	$4,154,804
TOTAL	**$68,272,339**	**$0**	**$0**	**$0**	**$0**	**$68,272,339**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	STP/STBG	$1,768,834	$236,392				$59,098
	Subtotal	***$1,768,834***	***$236,392***				***$59,098***
RW	STP/STBG	$14,422,082	$5,555,074				
RW	AC		$1,705,767				
	Subtotal	***$14,422,082***	***$7,260,841***				
CN	AC	$28,219,503	$8,780,497				
	Subtotal	***$28,219,503***	***$8,780,497***				
	TOTAL	**$44,410,419**	**$16,277,730**				**$59,098**

Source of Project Data: Virginia Department of Transportation.

Holland Road - Phase 1
UPC # 119222

OVERVIEW

Description: Holland Road - Phase 1

Street (Route): Holland Road
From: South Independence Boulevard
To: South Plaza Trail
Length (mi): 0.57
Jurisdiction/Agency: Virginia Beach
System: Urban
Scope: Reconstruction w/ Added Capacity
Oversight: Unknown
Administered By: Locality
Regionally Significant for Air Quality: No
CMAQ: No
RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	7/29/2025	2/21/2029	FFY 2025
Right of Way	2/21/2029	1/15/2030	FFY 2029
Construction	1/15/2030	9/19/2031	FFY 2030

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$3,411,683	$0	0%
Right of Way	$6,692,223	$0	0%
Construction	$14,406,579	$0	0%
TOTAL	**$24,510,485**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Holland Road - Phase 1
UPC # 119222

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STF	$5,194,983	$0	$0	$0	$0	$5,194,983
STF	$11,605,017	$0	$0	$0	$0	$11,605,017
TOTAL	**$16,800,000**	**$0**	**$0**	**$0**	**$0**	**$16,800,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	AC			$3,411,683			
	Subtotal			***$3,411,683***			
	TOTAL			**$3,411,683**			

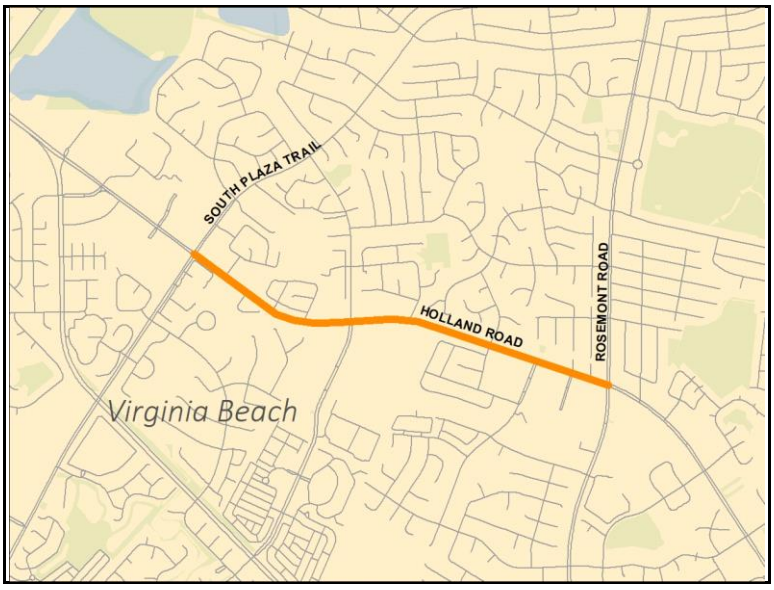
Source of Project Data: Virginia Department of Transportation.

Holland Road - Phase II
UPC # 119265

OVERVIEW

Description: Holland Road improvements

Street (Route): Holland Road
From: South Plaza Trail
To: Rosemont Road
Length (mi): 1.32
Jurisdiction/Agency: Virginia Beach
System: Urban
Scope: Reconstruction w/o Added Capacity
Oversight: Unknown
Administered By: Locality
Regionally Significant for Air Quality: No
CMAQ: Yes
RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	7/2/2026	9/29/2028	FFY 2026
Right of Way	9/29/2028	7/9/2029	FFY 2028
Construction	7/9/2029	7/11/2030	FFY 2029

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$175,516	$0	0%
Right of Way	$120,000	$0	0%
Construction	$758,230	$0	0%
TOTAL	**$1,053,746**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Holland Road - Phase II
UPC # 119265

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STM	$0	$0	$0	$0	$60,103	$60,103
CMAQ	$0	$0	$0	$0	$240,413	$240,413
TOTAL	**$0**	**$0**	**$0**	**$0**	**$300,516**	**$300,516**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	CMAQ				$140,413		$35,103
	Subtotal				***$140,413***		***$35,103***
	TOTAL				**$140,413**		**$35,103**

Source of Project Data: Virginia Department of Transportation.

Rosemont Road Widening - Phase V
UPC # 105623

OVERVIEW



Description: Widen Rosemont Road from Lynnhaven Pkwy to Dam Neck Road from the existing 2-lane road to a 4-lane divided roadway with on-road bike accommodations and shared-use path on both sides of the road. Also includes intersection upgrades at Buckner Blvd, Facult

Street (Route): Rosemont Road

From: Lynnhaven Parkway

To: Dam Neck Road

Length (mi): 1.5

Jurisdiction/Agency: Virginia Beach

System: Urban

Scope: Reconstruction w/Added Capacity

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No

HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	7/8/2014	6/20/2016	Complete
Right of Way	6/20/2016	8/5/2024	Underway
Construction	8/5/2024	3/7/2028	FFY 2024

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$1,315,000	$597,261	45%
Right of Way	$3,250,000	$29,937	1%
Construction	$13,976,000	$0	0%
TOTAL	**$18,541,000**	**$627,198**	**3%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Rosemont Road Widening - Phase V
UPC # 105623

ALLOCATIONS

Fund Source(s)	*Previous*	*FY 2024*	*FY 2025*	*FY 2026*	*FY 2027*	*TOTAL*
RS	$7,000,628	$10,999,372	$0	$0	$0	$18,000,000
LOC	$541,000	$0	$0	$0	$0	$541,000
TOTAL	**$7,541,628**	**$10,999,372**	**$0**	**$0**	**$0**	**$18,541,000**

SCHEDULED OBLIGATIONS

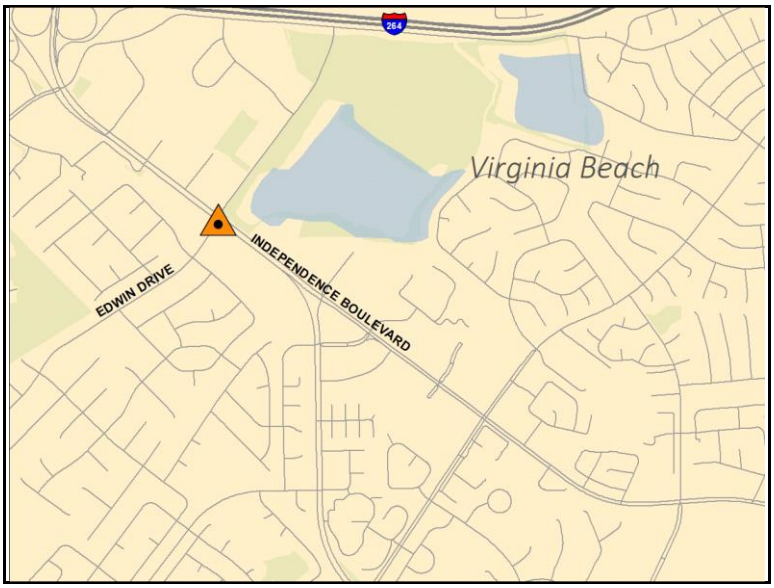
Source of Project Data: Virginia Department of Transportation.

Independence Boulevard/Edwin Drive Intersection Improvements
UPC # 119231

OVERVIEW

Description: Intersection improvements

Street (Route): N/A
From: N/A
To: N/A
Length (mi): 0.4
Jurisdiction/Agency: Virginia Beach
System: Urban
Scope: Reconstruction w/o Added Capacity
Oversight: Unknown
Administered By: Locality
Regionally Significant for Air Quality: No
CMAQ: No
RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	8/1/2025	2/26/2029	FFY 2025
Right of Way	2/26/2029	1/22/2030	FFY 2029
Construction	1/22/2030	9/24/2031	FFY 2030

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$1,349,780	$0	0%
Right of Way	$1,320,881	$0	0%
Construction	$11,921,365	$0	0%
TOTAL	**$14,592,026**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Independence Boulevard/Edwin Drive Intersection Improvements
UPC # 119231

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STP	$0	$0	$0	$0	$2,442,109	$2,442,109
STF	$0	$0	$0	$5,000,000	$2,357,891	$7,357,891
TOTAL	**$0**	**$0**	**$0**	**$5,000,000**	**$4,800,000**	**$9,800,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	AC-Conv				$1,349,780		
PE	AC			$1,349,780			
	Subtotal			***$1,349,780***	***$1,349,780***		
	TOTAL			**$1,349,780**	**$1,349,780**		

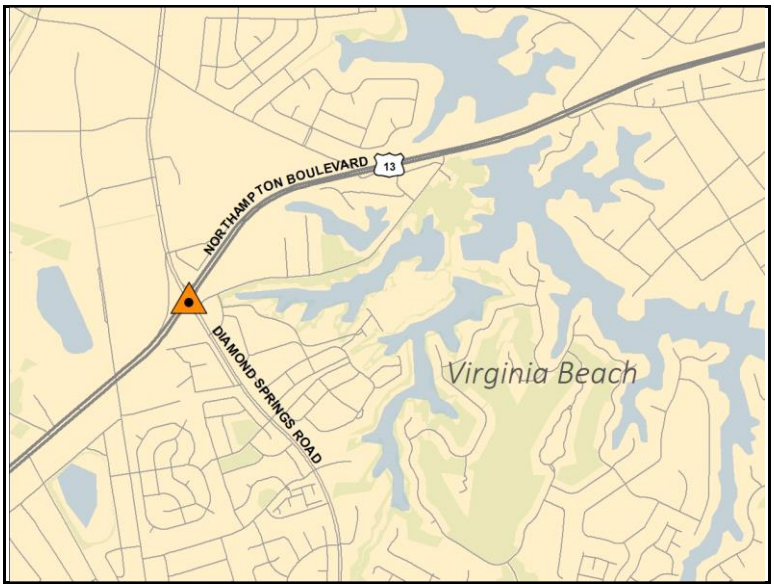
Source of Project Data: Virginia Department of Transportation.

Northampton Boulevard/Diamond Springs Intersection Improvements
UPC # 119234

OVERVIEW

Description: Intersection improvements

Street (Route): N/A
From: N/A
To: N/A
Length (mi): 0.22
Jurisdiction/Agency: Virginia Beach
System: Urban
Scope: Reconstruction w/o Added Capacity
Oversight: Unknown
Administered By: Locality
Regionally Significant for Air Quality: No
CMAQ: No
RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	8/1/2025	2/26/2029	FFY 2025
Right of Way	2/26/2029	1/22/2030	FFY 2029
Construction	1/22/2030	9/25/2031	FFY 2030

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$1,508,853	$0	0%
Right of Way	$1,065,299	$0	0%
Construction	$10,856,984	$0	0%
TOTAL	**$13,431,136**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Northampton Boulevard/Diamond Springs Intersection Improvements
UPC # 119234

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
NHPP	$0	$0	$0	$5,000,000	$4,800,000	$9,800,000
TOTAL	**$0**	**$0**	**$0**	**$5,000,000**	**$4,800,000**	**$9,800,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	NHS/NHPP			$1,508,853			
	Subtotal			***$1,508,853***			
	TOTAL			**$1,508,853**			

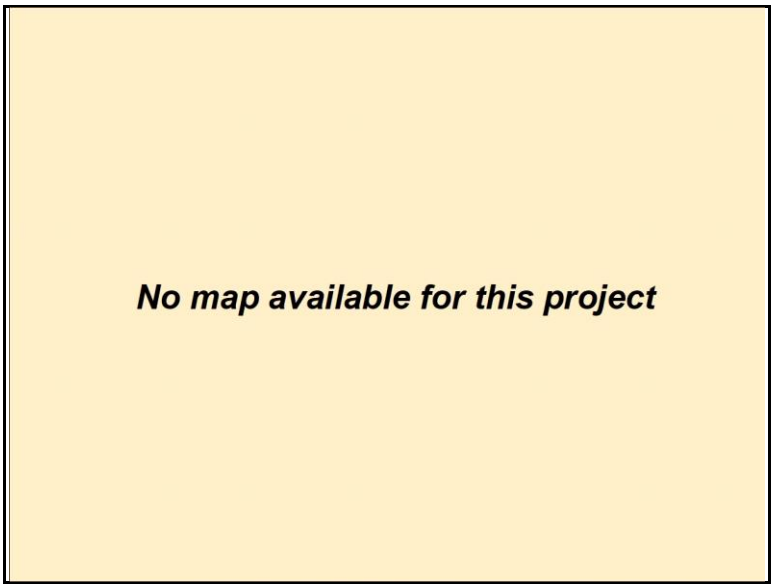
Source of Project Data: Virginia Department of Transportation.

Virginia Beach Traffic Signal System Retiming
UPC # 119280

OVERVIEW

Description: Signal retiming

Street (Route): N/A
From: N/A
To: N/A
Length (mi): N/A
Jurisdiction/Agency: Virginia Beach
System: Urban
Scope: Traffic Management/Engineering
Oversight: Unknown
Administered By: Locality
Regionally Significant for Air Quality: No
CMAQ: Yes
RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	6/29/2026	9/12/2028	FFY 2026
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$663,000	$0	0%
Right of Way	$0	$0	-
Construction	$0	$0	-
TOTAL	**$663,000**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Virginia Beach Traffic Signal System Retiming
UPC # 119280

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STM	$0	$0	$0	$0	$132,600	$132,600
CMAQ	$0	$0	$0	$0	$530,400	$530,400
TOTAL	**$0**	**$0**	**$0**	**$0**	**$663,000**	**$663,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	CMAQ				$530,400		$132,600
	Subtotal				***$530,400***		***$132,600***
	TOTAL				**$530,400**		**$132,600**

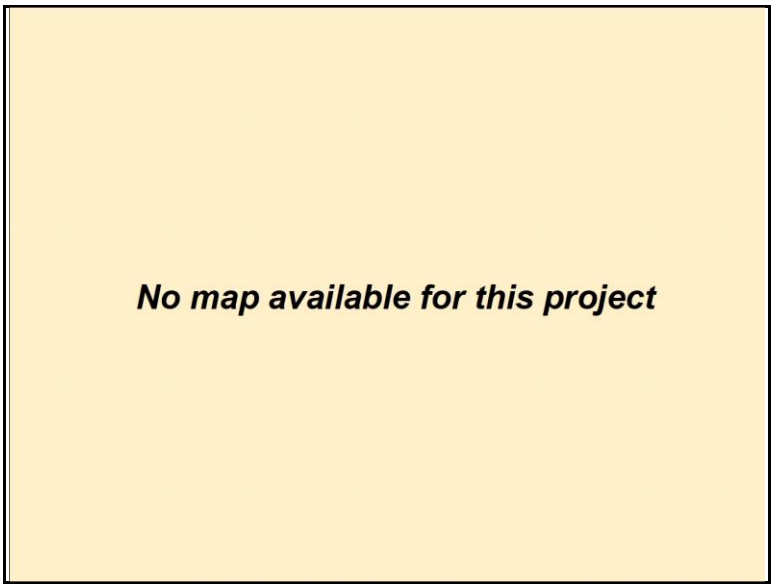
Source of Project Data: Virginia Department of Transportation.

Virginia Beach Regional EVP (Opticom) Project
UPC # 113818

OVERVIEW

Description: Regional EVP (Opticom) Project.

Street (Route): N/A
From: N/A
To: N/A
Length (mi): N/A
Jurisdiction/Agency: Virginia Beach
System: Urban
Scope: Traffic Management/Engineering
Oversight: Non-Federal Oversight
Administered By: Locality
Regionally Significant: No
CMAQ: Yes
RSTP: No



HRTPO Notes

Revised 6/25/2024: Administrative Modification to update the allocations as follows: transfer FY 2017 CMAQ allocation of $39, plus $10 CMAQ match, to UPC 110802.

SCHEDULE

	Start	End	Status
Preliminary Engineering	4/16/2019	8/17/2022	Complete
Right of Way	N/A	N/A	N/A
Construction	8/17/2022	10/26/2023	Complete

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$11,000	$10,484	95%
Right of Way	$0	$0	-
Construction	$212,135	$70	0%
TOTAL	**$223,135**	**$10,554**	**5%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
$2,016	$962	$1,665	$32
$0	-	-	-
$70	-	-	-

Virginia Beach Regional EVP (Opticom) Project
UPC # 113818

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
LOC	$19,135	$0	$0	$0	$0	$19,135
CMAQ Match	$40,790	$0	$0	$0	$0	$40,790
CMAQ	$163,161	$0	$0	$0	$0	$163,161
TOTAL	**$223,086**	**$0**	**$0**	**$0**	**$0**	**$223,086**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
CN	Other		$19,135				
	Subtotal		***$19,135***				
	TOTAL		**$19,135**				

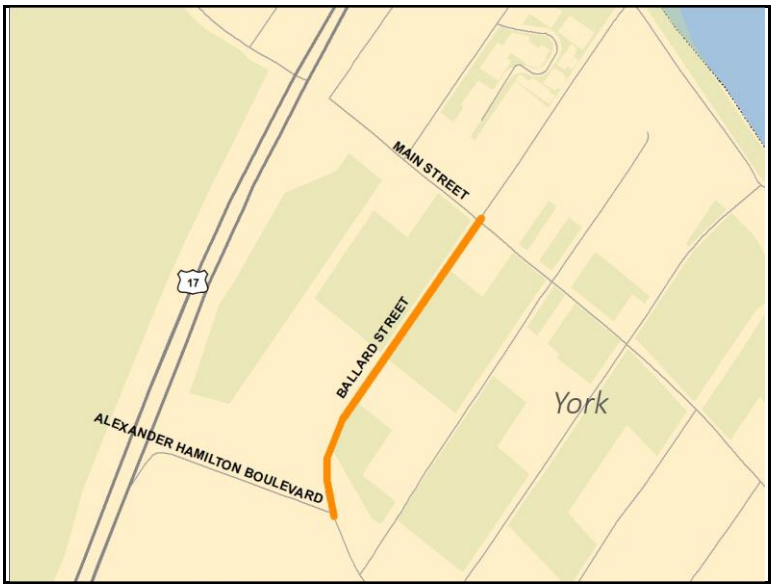
Source of Project Data: Virginia Department of Transportation.

York County Roadway Needs Assessment
UPC # 119279

OVERVIEW

Description: Needs Assessment Study

Street (Route): Ballard Street
From: Main Street
To: Alexander Hamilton Boulevard
Length (mi): N/A
Jurisdiction/Agency: York County
System: Urban
Scope: Study
Oversight: Unknown
Administered By: Locality
Regionally Significant for Air Quality: No
CMAQ: No
RSTP: Yes



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	2/1/2027	5/22/2029	FFY 2027
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$600,000	$0	0%
Right of Way	$0	$0	-
Construction	$0	$0	-
TOTAL	**$600,000**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

York County Roadway Needs Assessment
UPC # 119279

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STM	$0	$0	$0	$0	$60,000	$60,000
RSTP	$0	$0	$0	$0	$240,000	$240,000
TOTAL	**$0**	**$0**	**$0**	**$0**	**$300,000**	**$300,000**

SCHEDULED OBLIGATIONS

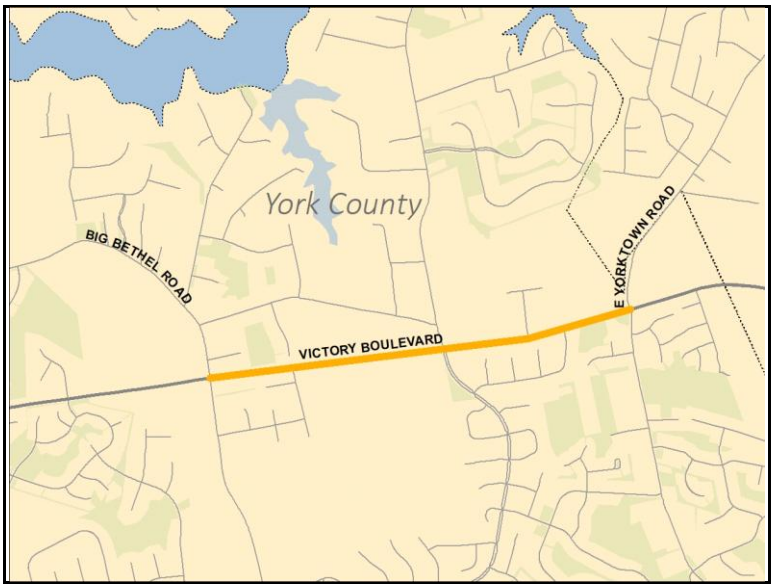
Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	RSTP					$480,000	$120,000
	Subtotal					***$480,000***	***$120,000***
	TOTAL					**$480,000**	**$120,000**

Source of Project Data: Virginia Department of Transportation.

Victory Boulevard Shared Use Path
UPC # 119281

OVERVIEW

Description: Construct a mile segment to complete the 2.7-mile shared use path, improve pedestrian access to Tabb High School and the community athletic facilities, and connect to planned County-developed funded bicycle/pedestrian facilities along Yorktown Road.



Street (Route): N/A

From: Big Bethel Road

To: Sinclair Lane

Length (mi): 0.97

Jurisdiction/Agency: York County

System: Urban

Scope: Facilities for Pedestrians and Bicycles

Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant: No

CMAQ: Yes

RSTP: No

TAP: No

CRP: No

HRTPO Notes

Revised 5/15/2025: Amendment to ungroup project and add back into the TIP as an individual project. Revised 7/1/2025: SYIP Reduction Letter to balance VDOT's FY 2026-2031 SYIP. At the March 21, 2025 TPS meeting, York County agreed to reduce its CMAQ allocation. Update allocations as follows: remove FY 2027 CMAQ allocation of $398,102 and $99,526 CMAQ match. It is the intent of HRTPO staff to make the project whole as soon as possible via a TIP Ad-Mod. Revised 7/24/2025: Administrative Modification to update the allocations. Update allocations as follows: receive FY 2025 CMAQ allocation of $398,102, plus $99,526 CMAQ match, from the HRTPO CMAQ Reserve Account. With this transfer the project has been made whole after the FY 2026-2031 SYIP reductions. Revised 7/31/2025: Amendment to revise the cost estimate and allocations. Revise cost estimate to be $3,966,670. Update allocations as follows: receive FY 2025 CMAQ allocation of $2,388,048, plus $597,012 CMAQ match, from the HRTPO CMAQ Reserve Account. Revised 9/8/2025: Administrative Modification to revise the cost esimate, schedule, and obligations. Revise cost estimate to be $3,886,818. Update obligations as follows: add FY 2026 PE Phase CMAQ obligation of $693,918, plus $173,480 CMAQ match; remove FY 2027 PE Phase CMAQ obligation of $205,296 and $51,324 CMAQ match; add FY 2027 RW Phase CMAQ obligation of $486,474, plus $121,619 CMAQ match; add FY 2027 CN Phase CMAQ obligation of $1,929,062, plus $482,266 CMAQ match.

SCHEDULE

	Start	End	Status
Preliminary Engineering	8/21/2025	11/19/2026	Underway
Right of Way	11/19/2026	9/14/2027	FFY 2027
Construction	9/14/2027	8/31/2028	FFY 2027

COSTS AND EXPENDITURES

Recent Expenditures

Victory Boulevard Shared Use Path
UPC # 119281

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters 3	2	1
Preliminary Engineering	$867,397	$0	0%		-	-	-
Right of Way	$608,093	$0	0%		-	-	-
Construction	$2,411,328	$0	0%		-	-	-
TOTAL	**$3,886,818**	**$0**	**0%**				

Victory Boulevard Shared Use Path
UPC # 119281

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
CMAQ Match	$0	$0	$696,538	$0	$0	$696,538
CMAQ	$0	$0	$2,786,150	$0	$0	$2,786,150
TOTAL	**$0**	**$0**	**$3,482,688**	**$0**	**$0**	**$3,482,688**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	CMAQ				$693,918		$173,480
	Subtotal				***$693,918***		***$173,480***
RW	CMAQ					$486,474	$121,619
	Subtotal					***$486,474***	***$121,619***
CN	CMAQ					$1,929,062	$482,266
	Subtotal					***$1,929,062***	***$482,266***
	TOTAL				**$693,918**	**$2,415,536**	**$777,365**

Source of Project Data: Virginia Department of Transportation.

Route 171 Improvements
UPC # 115509

OVERVIEW

Description: Intersection, turn lane, and shoulder improvements with a shared-use path along Route 171, between Route 134 and Big Bethel Road (Route 600).

Street (Route): Route 171

From: 0.596 miles west of Big Bethel Road

To: Big Bethel Road (Route 600)

Length (mi): 0.596

Jurisdiction/Agency: York County

System: Urban

Scope: Safety

Oversight: Non-Federal Oversight

Administered By: VDOT

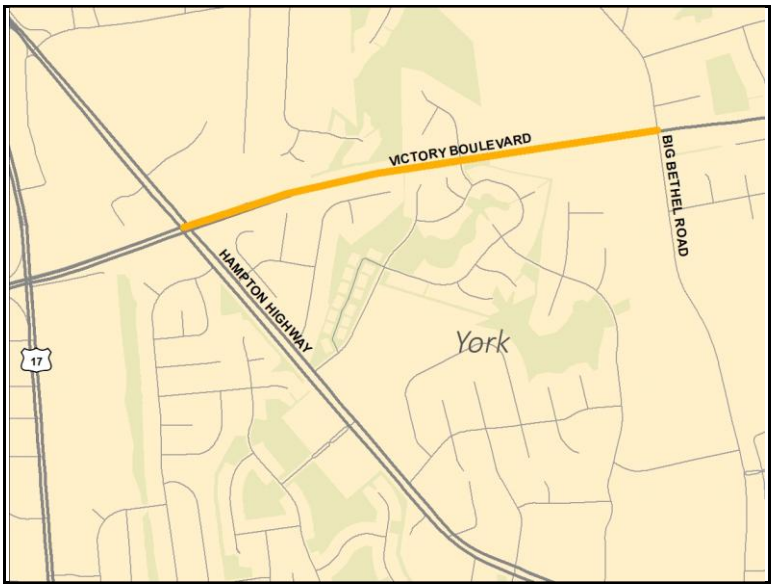
Regionally Significant: No

CMAQ: No

RSTP: No

TAP: No

CRP: No



HRTPO Notes

Revised 7/31/2025: Amendment to ungroup project and add it back in as an individual project to the TIP. Revised 8/11/2025: Administrative Modification to revise the phase cost estimates, schedule, allocations, and obligations. Update allocations as follows: remove FY Previous DGP-State allocation of $900,000; add FY Previous STF allocation of $4,249,806; remove FY 2024 DGP-STP/F allocation of $520,000; remove FY 2025 DGP-STP/F allocation of $1,000,000; add FY 2024 STP allocation of $520,000; add FY 2025 STP allocation of $230,000. Update obligations as follows: revise FY Previous PE Phase STP/F obligation to be $520,000; add FY 2024 PE Phase STP/STBG obligation of $130,000; add FY 2025 PE Phase STP/STBG obligation of $90,675; revise FY 2026 RW Phase STP/STBG obligation to be $9,325; add FY 2026 RW Phase Other obligation of $675,627; add FY 2027 CN Phase Other obligation of $6,202,924.

SCHEDULE

	Start	End	Status
Preliminary Engineering	11/17/2022	5/18/2026	Underway
Right of Way	5/18/2026	9/22/2027	FFY 2026
Construction	9/22/2027	8/10/2029	FFY 2027

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$740,675	$0	0%
Right of Way	$684,952	$0	0%
Construction	$6,202,924	$0	0%
TOTAL	**$7,628,551**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Route 171 Improvements
UPC # 115509

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
LOC	$0	$0	$2,628,745	$0	$0	$2,628,745
STP	$0	$520,000	$230,000	$0	$0	$750,000
STF	$4,249,806	$0	$0	$0	$0	$4,249,806
TOTAL	**$4,249,806**	**$520,000**	**$2,858,745**	**$0**	**$0**	**$7,628,551**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	STP/STBG		$130,000	$90,675			
PE	STP/F	$520,000					
	Subtotal	***$520,000***	***$130,000***	***$90,675***			
RW	Other				$675,627		
RW	STP/STBG				$9,325		
	Subtotal				***$684,952***		
CN	Other					$6,202,924	
	Subtotal					***$6,202,924***	
	TOTAL	**$520,000**	**$130,000**	**$90,675**	**$684,952**	**$6,202,924**	

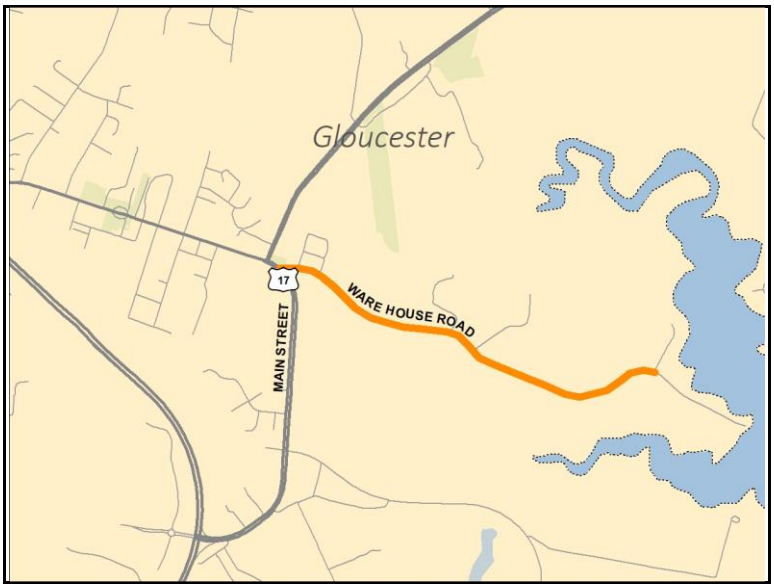
Source of Project Data: Virginia Department of Transportation.

Secondary System Projects

Section VII

Ware House Road Bike and Pedestrian Improvements Planning Study
UPC # 115682

OVERVIEW



Description: Determine the feasibility, preferred alignment, and costs associated with the development of a bike and ped facility along Ware House Road to connect historic Main Street with the residential neighborhoods along Ware House Road.

Street (Route): Ware House Road

From: Ware House Road

To: Near the intersection with Main Street

Length (mi): 2.1

Jurisdiction/Agency: Gloucester County

System: Secondary

Scope: Study

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant: No

CMAQ: No

RSTP: Yes

TAP: No

CRP: No

HRTPO Notes

Revised 2/15/2024: Amendment to ungroup project and add it back in as an individual project to the TIP. Revised 4/7/2025: Administrative Modification to transfer FY 2020 RSTP allocation of $136,519, plus $34,130 RSTP match, to the HRTPO RSTP Reserve Account.

SCHEDULE

	Start	End	Status
Preliminary Engineering	6/28/2022	1/29/2024	Complete
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$268,000	$97,351	36%
Right of Way	$0	$0	-
Construction	$0	$0	-
TOTAL	**$268,000**	**$97,351**	**36%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
	-	-	-
	-	-	-
	-	-	-

Ware House Road Bike and Pedestrian Improvements Planning Study
UPC # 115682

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
RSTP Match	$19,470	$0	$0	$0	$0	$19,470
RSTP	$77,881	$0	$0	$0	$0	$77,881
TOTAL	**$97,351**	**$0**	**$0**	**$0**	**$0**	**$97,351**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	RSTP	$214,400					$53,600
	Subtotal	***$214,400***					***$53,600***
	TOTAL	**$214,400**					**$53,600**

Source of Project Data: Virginia Department of Transportation.

Roaring Springs Road (Route 616) Bicycle/Pedestrian Improvements
UPC # 107414

OVERVIEW

Description: Construct pedestrian facilities (6-foot sidewalk) on Route 616 - Roaring Springs Road.

Street (Route): Roaring Springs Road (616)

From: Intersection of Route 17B (Main Street)

To: Wyncote Avenue

Length (mi): 0.384

Jurisdiction/Agency: Gloucester County

System: Secondary

Scope: Facilities for Pedestrians and Bicycles

Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant: No

CMAQ: Yes

RSTP: No

TAP: No

CRP: No



HRTPO Notes

Revised 7/18/2024: Amendment to ungroup project and add it back in as an individual project to the TIP as part of the FY 2024-2027 rollover process as the HRTPO tracks all CMAQ funds. Revised 3/25/2025: Administrative Modification to revise the cost estimate, schedule, and obligations. Revise cost estimate to be $3,166,289. Update obligations as follows: add FY 2025 PE Phase CMAQ Federal obligation of $135,660; revise PE Phase CMAQ Match obligation to be $96,915; add FY 2026 RW Phase CMAQ obligation of $631,837, plus $157,959 CMAQ match. Revised 4/15/2025: Administrative Modification to revise the allocations. Update allocations as follows: receive FY 2024 CMAQ allocation of $139,316, plus $34,829 CMAQ match, from the HRTPO CMAQ Reserve Account. Revised 7/28/2025: Administrative Modification to revise the cost estimate and obligations. Revise cost estimate to be $3,184,571. Update obligations as follows: add FY 2027 CN Phase CMAQ obligation of $1,528,159, plus $382,040 CMAQ match.

SCHEDULE

	Start	End	Status
Preliminary Engineering	6/9/2022	11/20/2025	Underway
Right of Way	11/20/2025	5/11/2027	FFY 2026
Construction	5/11/2027	3/15/2028	FFY 2027

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$484,576	$337,492	70%
Right of Way	$789,796	$0	0%
Construction	$1,910,199	$0	0%
TOTAL	**$3,184,571**	**$337,492**	**11%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
$337,492	-	-	-
$0	-	-	-
$0	-	-	-

Roaring Springs Road (Route 616) Bicycle/Pedestrian Improvements
UPC # 107414

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
CMAQ Match	$431,085	$205,829	$0	$0	$0	$636,914
CMAQ	$1,724,341	$823,316	$0	$0	$0	$2,547,657
TOTAL	**$2,155,426**	**$1,029,145**	**$0**	**$0**	**$0**	**$3,184,571**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	CMAQ	$252,000		$135,660			$96,915
	Subtotal	***$252,000***		***$135,660***			***$96,915***
RW	CMAQ				$631,837		$157,959
	Subtotal				***$631,837***		***$157,959***
CN	CMAQ					$1,528,159	$382,040
	Subtotal					***$1,528,159***	***$382,040***
	TOTAL	**$252,000**		**$135,660**	**$631,837**	**$1,528,159**	**$636,914**

Source of Project Data: Virginia Department of Transportation.

Turner Drive/Benns Church Boulevard Intersection Improvements (Project in Financial Closeout)
UPC # 103021

OVERVIEW

Description: Construct a right-turn lane on Turner Drive at the intersection with Benns Church Boulevard.

Street (Route): Turner Dr (644)

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Isle of Wight County

System: Secondary

Scope: Traffic Management/Engineering

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: Yes



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	6/30/2017	8/15/2018	Complete
Right of Way	8/15/2018	4/9/2019	Complete
Construction	4/9/2019	5/22/2020	Complete

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$8,727	$8,727	100%
Right of Way	$0	$0	-
Construction	$545,667	$545,667	100%
TOTAL	**$554,394**	**$554,394**	**100%**

Recent Expenditures

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

Turner Drive/Benns Church Boulevard Intersection Improvements (Project in Financial Closeout)
UPC # 103021

ALLOCATIONS

Fund Source(s)	*Previous*	*FY 2024*	*FY 2025*	*FY 2026*	*FY 2027*	*TOTAL*
STM	$60,000	$0	$0	$0	$0	$60,000
STF	$127,263	$0	$0	$0	$0	$127,263
RSTP	$357,073	$0	$0	$0	$0	$357,073
MIX	$10,058	$0	$0	$0	$0	$10,058
TOTAL	**$554,394**	**$0**	**$0**	**$0**	**$0**	**$554,394**

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

Nike Park Road Extension
UPC # 109314

OVERVIEW

Description: Extend Nike Park Road from Reynolds Drive to Route 17, to include the construction of a multi-use path that will run parallel to the new facility.

Street (Route): Nike Park Road (669)

From: Reynolds Drive

To: Route 17

Length (mi): 0.93

Jurisdiction/Agency: Isle of Wight County

System: Secondary

Scope: New Construction Roadway

Oversight: Unknown

Administered By: VDOT

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	10/24/2016	11/29/2022	Complete
Right of Way	11/29/2022	11/12/2024	Underway
Construction	11/12/2024	1/7/2026	FFY 2025

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$1,858,053	$1,413,072	76%
Right of Way	$3,695,261	$46,514	1%
Construction	$10,749,078	$0	0%
TOTAL	**$16,302,392**	**$1,459,586**	**9%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
$319,551	$18,037	$59,334	$6,963
$46,514	-	-	-
$0	-	-	-

Nike Park Road Extension
UPC # 109314

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STF	$2,195,336	$0	$0	$0	$0	$2,195,336
STP	$2,778,447	$1,736,080	$1,081,000	$0	$0	$5,595,527
STF	$5,925,362	$0	$0	$0	$0	$5,925,362
LOC	$2,199,999	$0	$0	$0	$0	$2,199,999
DEMO	$386,168	$0	$0	$0	$0	$386,168
TOTAL	**$13,485,312**	**$1,736,080**	**$1,081,000**	**$0**	**$0**	**$16,302,392**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
RW	STP/STBG	$721,773	$2,587,321				
	Subtotal	***$721,773***	***$2,587,321***				
CN	AC			$10,749,078			
	Subtotal			***$10,749,078***			
	TOTAL	**$721,773**	**$2,587,321**	**$10,749,078**			

Source of Project Data: Virginia Department of Transportation.

Centerville Road Intersection Improvements at News Road (Project in Financial Closeout)
UPC # 102944

OVERVIEW

Description: Add right turn lane on News Road, add right and left turn lanes on Centerville Road, and signalize the intersection.

Street (Route): Centerville Rd (614)

From: 0.806 miles south of News Road Intersection

To: 0.172 miles north of News Road Intersection

Length (mi): 0.26

Jurisdiction/Agency: James City County

System: Secondary

Scope: Traffic Management/Engineering

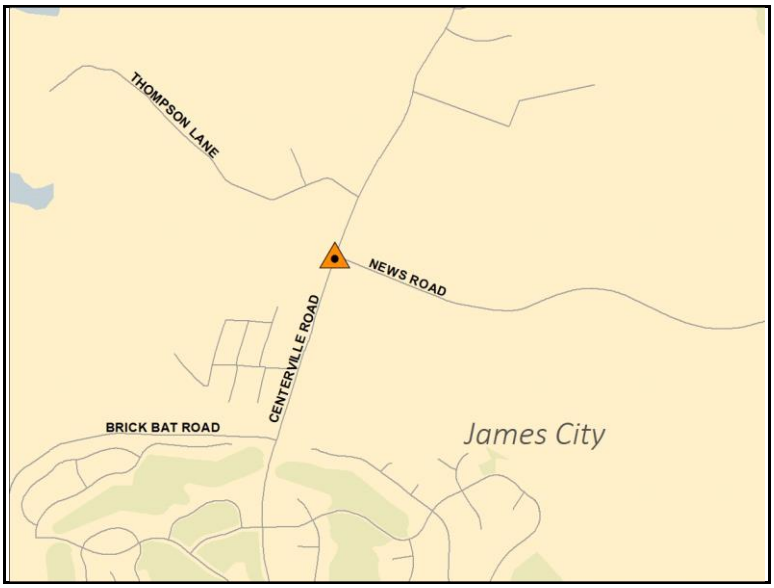
Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	8/4/2014	11/9/2017	Complete
Right of Way	11/9/2017	8/13/2019	Complete
Construction	8/13/2019	11/5/2020	Complete

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$533,614	$533,614	100%
Right of Way	$492,155	$492,155	100%
Construction	$2,229,304	$2,229,304	100%
TOTAL	**$3,255,073**	**$3,255,073**	**100%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters 3	2	1
$0	-	-	-
$0	-	-	-
$976	$38,800	$202,649	$39,025

Centerville Road Intersection Improvements at News Road (Project in Financial Closeout)
UPC # 102944

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STM	$171,893	$0	$0	$0	$0	$171,893
STF	$661,147	$0	$0	$0	$0	$661,147
MIX	$809,959	$0	$0	$0	$0	$809,959
LOC	$136,641	$0	$0	$0	$0	$136,641
CMAQ	$2,156,848	$0	$0	$0	$0	$2,156,848
TOTAL	**$3,936,488**	**$0**	**$0**	**$0**	**$0**	**$3,936,488**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
CN	STP/STBG	$720,711	-$275,940				-$68,985
	Subtotal	***$720,711***	***-$275,940***				***-$68,985***
	TOTAL	**$720,711**	**-$275,940**				**-$68,985**

Source of Project Data: Virginia Department of Transportation.

Croaker Road Widening
UPC # 100920

OVERVIEW

Description: Widen Croaker Rd to 4 lanes from the James City County Library to Richmond Road (Rte 60).

Street (Route): Croaker Road (607)

From: James City County Library

To: Richmond Road (Route 60)

Length (mi): 0.75

Jurisdiction/Agency: James City County

System: Secondary

Scope: Reconstruction w/ Added Capacity

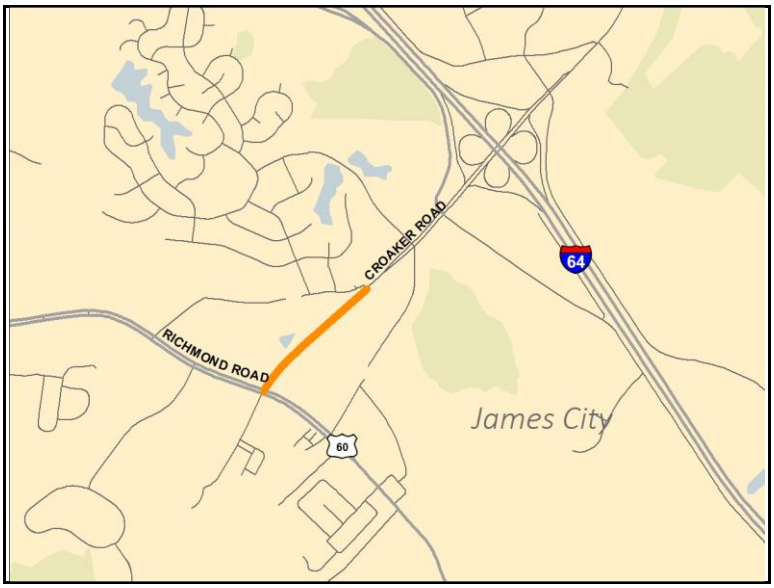
Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant: Yes

CMAQ: No

RSTP: Yes



HRTPO Notes

Revised 5/24/2024: Administrative Modification to revise the cost estimate, schedule, allocations, and obligations as part of the FY 2024-2027 rollover process. Revise the cost estimate to be $28,652,469. Update allocations as follows: revise FY Previous STF allocation to be $281,410; remove FY 2024 STF allocation of $213,774; remove FY 2025 STF allocation of $213,774; revise FY Previous RSTP Federal allocation to be $14,832,131; revise FY Previous RSTP Match allocation to be $3,708,032; revise FY 2026 RSTP Federal allocation to be $2,704,721; revise FY 2026 RSTP Match allocation to be $676,180; remove FY Previous HIP allocation of $1,380,901; add FY Previous TELE allocation of $614,429; add FY 2024 TELE allocation of $213,774; add FY 2025 TELE allocation of $213,774. This rollover includes an even swap of HIP funds and RSTP funds between UPC 100920 and UPC 69050 from August 29, 2023 by VDOT CO. VDOT CO identified additional projects that required transfers in order to avoid lapsed funds due to time-sensitive HIP allocations. The allocation of HIP funds from UPC 100920 was evenly swapped with out-year (FY 2026) RSTP funds from UPC 69050. Update obligations as follows: add FY Previous PE Phase STP/SU obligation of $628,440, plus $157,110 STP/SU match; add FY Previous PE Phase STP/F obligation of $133,400, plus $33,350 STP/F match; revise FY Previous PE Phase RSTP Federal obligation to be $714,960; revise FY 2024 PE Phase RSTP Federal obligation to be $76,317; revise PE Phase RSTP Match obligation to be $197,819; revise FY Previous RW Phase RSTP Federal allocation to be $2,754,000; remove FY 2024 RW Phase RSTP Federal obligation of $703,099; revise RW Phase RSTP Match obligation to be $688,600; add FY Previous CN Phase STP/F obligation of $393,149, plus $98,287 STP/F match; add FY Previous CN Phase RSTP obligation of $11,362,771, plus $2,840,693 RSTP match; add FY 2024 CN Phase RSTP obligation of $2,428,261, plus $607,065 RSTP match; add FY 2024 CN Phase AC obligation of $2,704,721, plus $676,180 AC match; add FY 2024 CN Phase AC-Other obligation of $2,159,946. This ad-mod rollover includes RSTP funds that VDOT is obligating before the allocation year.

SCHEDULE

	Start	End	Status
Preliminary Engineering	2/8/2012	11/10/2020	Complete
Right of Way	11/10/2020	9/12/2023	Complete
Construction	9/12/2023	12/21/2027	Underway

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$1,941,396	$1,882,891	97%
Right of Way	$3,443,000	$1,779,153	52%
Construction	$23,268,073	$19,958	0%

Recent Expenditures

	Previous 3 Quarters			
	Latest Quarter	3	2	1
Preliminary Engineering	$400,491	$35,262	$90,472	$109,382
Right of Way	$1,666,438	$108,730	$3,985	-
Construction	$19,958	-	-	-

Croaker Road Widening
UPC # 100920

TOTAL	**$28,652,469**	**$3,682,002**	**13%**

Croaker Road Widening
UPC # 100920

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STP	$616,072	$0	$0	$0	$0	$616,072
STF	$281,410	$0	$0	$0	$0	$281,410
RSTP Match	$3,708,032	$0	$626,145	$676,180	$0	$5,010,357
RSTP	$14,832,131	$0	$2,504,578	$2,704,721	$0	$20,041,430
MIX	$538,917	$0	$0	$0	$0	$538,917
LOC	$913,849	$0	$0	$0	$0	$913,849
TELE	$614,429	$213,774	$213,774	$0	$0	$1,041,977
BOM	$154,018	$0	$0	$0	$0	$154,018
TOTAL	**$21,658,858**	**$213,774**	**$3,344,497**	**$3,380,901**	**$0**	**$28,598,030**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	RSTP	$714,960	$76,317				$197,819
PE	STP/F	$133,400					$33,350
PE	STP/SU	$628,440					$157,110
	Subtotal	***$1,476,800***	***$76,317***				***$388,279***
RW	RSTP	$2,754,000					$688,600
	Subtotal	***$2,754,000***					***$688,600***
CN	AC-Other		$2,156,946				
CN	AC		$2,704,721				$676,180
CN	STP/F	$393,149					$98,287
CN	RSTP	$11,362,771	$2,428,261				$3,447,758
	Subtotal	***$11,755,920***	***$7,289,928***				***$4,222,225***
	TOTAL	**$15,986,720**	**$7,366,245**				**$5,299,104**

Source of Project Data: Virginia Department of Transportation.

Longhill Road Widening (Project in Financial Closeout)
UPC # 100921

OVERVIEW

Description: Widen Longhill Rd from Route 199 Overpass to Olde Town Road (Rte 658).

Street (Route): Longhill Road (612)

From: Route 199 Overpass

To: Olde Town Road (Route 658)

Length (mi): 0.71

Jurisdiction/Agency: James City County

System: Secondary

Scope: Reconstruction w/ Added Capacity

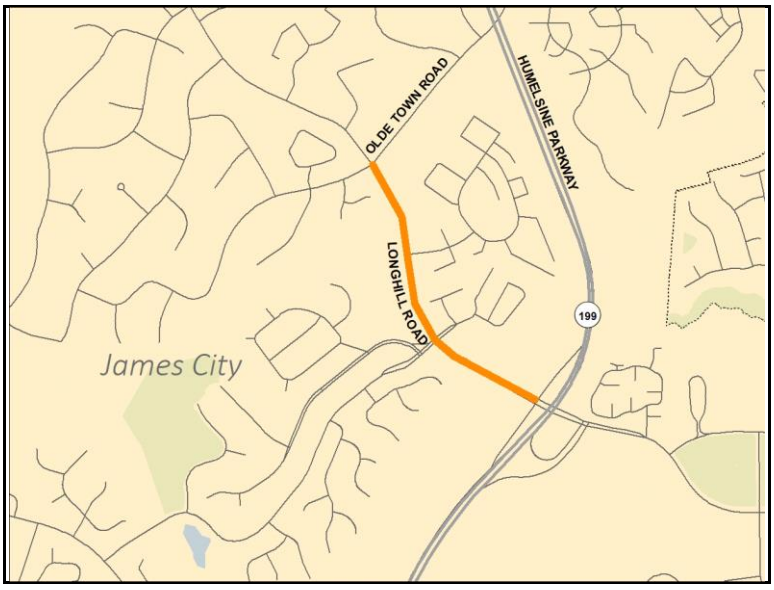
Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: Yes

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	8/24/2016	10/19/2017	Complete
Right of Way	10/19/2017	4/9/2019	Complete
Construction	4/9/2019	11/16/2021	Complete

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$1,890,800	$1,890,800	100%
Right of Way	$4,549,146	$5,522,094	121%
Construction	$13,330,913	$11,397,683	85%
TOTAL	**$19,770,859**	**$18,810,577**	**95%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
$0	-	-	$213
$1,307,839	$243,622	-	$9,703
$2,760,783	$701,549	$1,943,039	$449,032

Longhill Road Widening (Project in Financial Closeout)
UPC # 100921

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STF	$528,313	$0	$0	$0	$0	$528,313
STF	$8,326,710	$0	$0	$0	$0	$8,326,710
RSTP	$43,368	$0	$0	$0	$0	$43,368
MIX	$199,006	$0	$0	$0	$0	$199,006
LOC	$1,174,435	$0	$0	$0	$0	$1,174,435
DEMO	$9,266,209	$0	$0	$0	$0	$9,266,209
BOM	$232,359	$0	$0	$0	$0	$232,359
TOTAL	**$19,770,400**	**$0**	**$0**	**$0**	**$0**	**$19,770,400**

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

Penniman Road/Government Road Improvements
UPC # 16314

OVERVIEW



Description: Convert intersection of Penniman Road and Government Road from a "Y" to a "T" configuration; widen Penniman Road between Fillmore Road and Alexander Lee Parkway; incorporate curb and gutter, underground stormwater drainage, and bicycle accommodations.

Street (Route): Penniman Road

From: Fillmore Road

To: Alexander Lee Parkway

Length (mi): 0.31

Jurisdiction/Agency: York County

System: Secondary

Scope: Reconstruction w/o Added Capacity

Oversight: Non-Federal Oversight

Administered By: VDOT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: Yes

HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	8/24/2000	3/18/2020	Complete
Right of Way	3/18/2020	10/10/2023	Complete
Construction	10/10/2023	2/11/2025	Underway

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$791,200	$779,670	99%
Right of Way	$1,563,789	$939,268	60%
Construction	$3,878,493	$0	0%
TOTAL	**$6,233,482**	**$1,718,938**	**28%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
$51,183	$3,018	$6,975	$427
$443,553	$117,780	$131,814	$76,066
$0	-	-	-

Penniman Road/Government Road Improvements
UPC # 16314

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STP	$178,268	$0	$0	$0	$0	$178,268
STF	$2,058,808	$204,911	$195,469	$63,560	$0	$2,522,748
RSTP	$961,089	$0	$0	$0	$0	$961,089
MIX	$662,299	$0	$0	$0	$0	$662,299
HIP	$741,412	$0	$0	$0	$0	$741,412
EB/MG	$129,348	$0	$0	$0	$0	$129,348
BR/BROS	$225,514	$0	$0	$0	$0	$225,514
BOM	$133,284	$0	$0	$0	$0	$133,284
TOTAL	**$5,090,022**	**$204,911**	**$195,469**	**$63,560**	**$0**	**$5,553,962**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	RSTP		$97,704				$24,426
PE	HIP/F		$126,237				
	Subtotal		***$223,941***				***$24,426***
RW	BR		$107,042				$26,761
	Subtotal		***$107,042***				***$26,761***
CN	STP/STBG		$273,841				$68,460
CN	HIP/F		$24,147				
CN	BR		$118,472				$29,618
CN	AC		$3,363,955				
	Subtotal		***$3,780,415***				***$98,078***
	TOTAL		**$4,111,398**				**$149,265**

Source of Project Data: Virginia Department of Transportation.

Miscellaneous System Projects

Section VIII

Dismal Swamp Environmental and Access Study
UPC # 121735

OVERVIEW

Description: Dismal Swamp Environmental and Access Study

Street (Route): N/A

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Chesapeake

System: Miscellaneous

Scope: Environmental Only

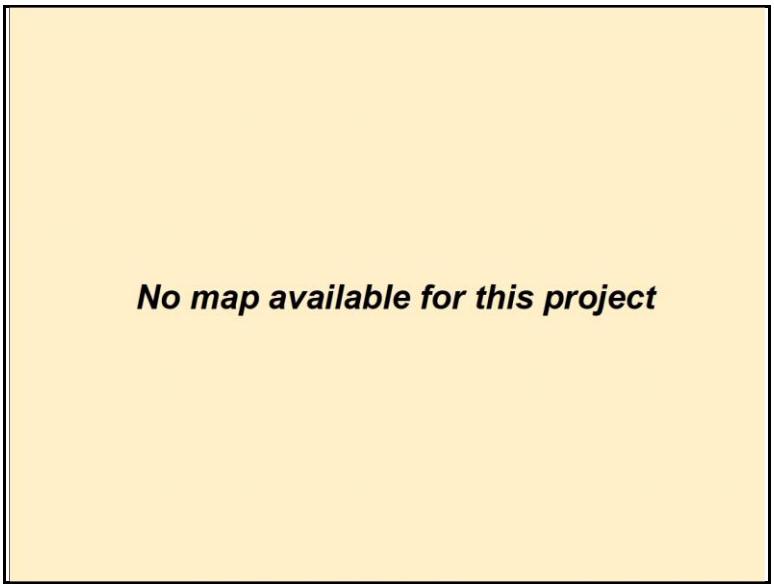
Oversight: Unknown

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	9/30/2022	2/5/2025	Underway
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$200,000	$0	0%
Right of Way	$0	$0	-
Construction	$0	$0	-
TOTAL	**$200,000**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Dismal Swamp Environmental and Access Study
UPC # 121735

ALLOCATIONS

Fund Source(s)	*Previous*	*FY 2024*	*FY 2025*	*FY 2026*	*FY 2027*	*TOTAL*
LOC	$40,000	$0	$0	$0	$0	$40,000
FH	$160,000	$0	$0	$0	$0	$160,000
TOTAL	**$200,000**	**$0**	**$0**	**$0**	**$0**	**$200,000**

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

Fort Monroe Project
UPC # 120555

OVERVIEW

Description: Roadway improvements, pedestrian and traffic signals, lighting and landscape improvements to the entrance of Fort Monroe at the intersection of East Mercury Boulevard, East Mellen Street, Ingalls Road, and McNair Drive.

Street (Route): N/A

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Hampton

System: Miscellaneous

Scope: Restoration and Rehabilitation

Oversight: Non-Federal Oversight

Administered By: Locality

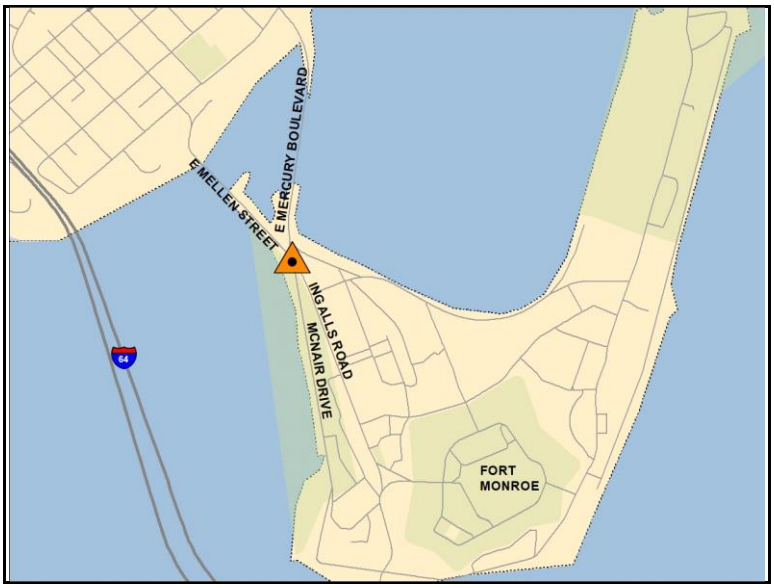
Regionally Significant: No

CMAQ: No

RSTP: No

TAP: No

CRP: No



HRTPO Notes

Revised 2/27/2025: Administrative Modification to ungroup project and list it individually in the TIP as part of the FY 2024-2027 rollover process.

SCHEDULE

	Start	End	Status
Preliminary Engineering	9/21/2022	6/6/2025	Underway
Right of Way	N/A	N/A	N/A
Construction	6/6/2025	5/25/2026	FFY 2025

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$429,500	$0	0%
Right of Way	$0	$0	-
Construction	$4,369,000	$0	0%
TOTAL	**$4,798,500**	**$0**	**0%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
	-	-	-
	-	-	-
	-	-	-

Fort Monroe Project
UPC # 120555

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
LOC	$4,248,500	$0	$0	$0	$0	$4,248,500
FLAP	$550,000	$0	$0	$0	$0	$550,000
TOTAL	**$4,798,500**	**$0**	**$0**	**$0**	**$0**	**$4,798,500**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	DEMO	$343,600					$85,900
	Subtotal	***$343,600***					***$85,900***
	TOTAL	**$343,600**					**$85,900**

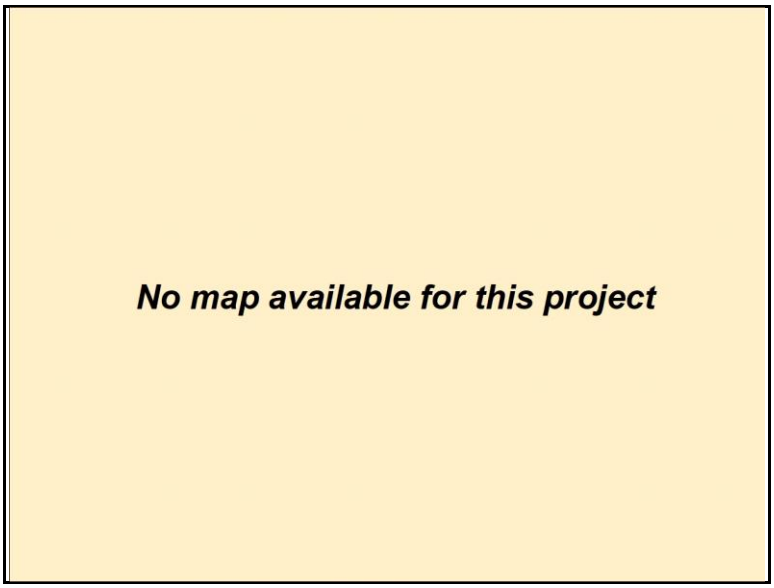
Source of Project Data: Virginia Department of Transportation.

Port of Virginia ITS Master Plan for Hampton Roads
UPC # 109409

OVERVIEW

Description: ITS Master Plan for the four Port of Virginia operations located in Hampton Roads (NIT, PMT, VIG, and NNMT) - plan to include charging infrastructure to support electric dray vehicles.

Street (Route): N/A
From: N/A
To: N/A
Length (mi): N/A
Jurisdiction/Agency: Norfolk
System: Miscellaneous
Scope: Preliminary Engineering
Oversight: Non-Federal Oversight
Administered By: Port
Regionally Significant: No
CMAQ: No
RSTP: Yes
TAP: No
CRP: No



HRTPO Notes

Revised 6/11/2025: Administrative Modification to transfer FY 2022 RSTP allocation of $107,036, plus $24,778 RSTP match, to the HRTPO RSTP Reserve Account (per VDOT, this is not an 80% / 20% split).

SCHEDULE

	Start	End	Status
Preliminary Engineering	9/16/2022	4/17/2024	Complete
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$350,000	$218,186	62%
Right of Way	$0	$0	-
Construction	$0	$0	-
TOTAL	**$350,000**	**$218,186**	**62%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
$218,186	-	-	-
$0	-	-	-
$0	-	-	-

Port of Virginia ITS Master Plan for Hampton Roads
UPC # 109409

ALLOCATIONS

Fund Source(s)	*Previous*	*FY 2024*	*FY 2025*	*FY 2026*	*FY 2027*	*TOTAL*
RSTP Match	$5,832	$0	$0	$0	$0	$5,832
RSTP	$212,354	$0	$0	$0	$0	$212,354
TOTAL	**$218,186**	**$0**	**$0**	**$0**	**$0**	**$218,186**

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

Green Operator - Near Zero-Emission Trucks
UPC # 103928

OVERVIEW

Description: Provide an incentive to replace old drayage trucks with models meeting new EPA criteria.

Street (Route): N/A

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Hampton Roads

System: Miscellaneous

Scope: Environmentally Related

Oversight: Non-Federal Oversight

Administered By: Port of Virginia

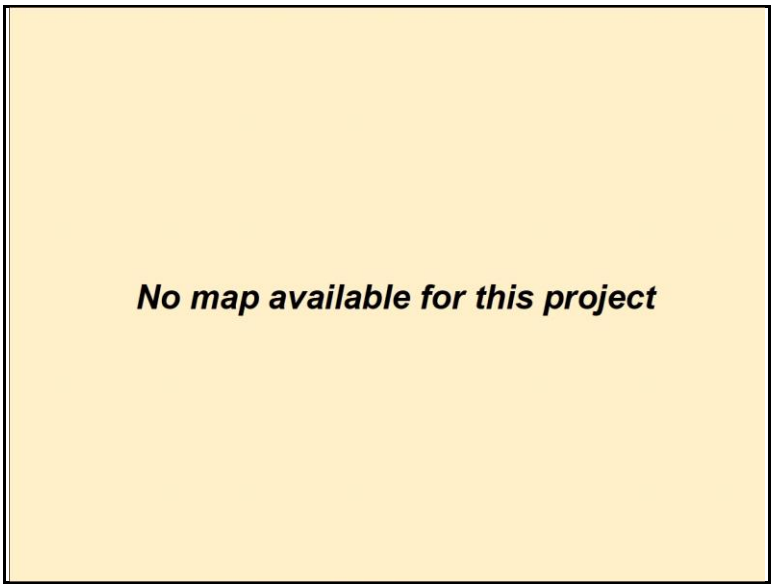
Regionally Significant: No

CMAQ: Yes

RSTP: No

TAP: No

CRP: Yes



HRTPO Notes

Revised 5/15/2025: Amendment to revise the project name, cost estimate, schedule, allocations, and obligations. Revise cost estimate to be $17,321,002. Update allocations as follows: add FY Previous CRP allocation of $3,278,754; add FY 2024 CRP allocation of $1,000,000; add FY 2025 CRP allocation of $642,376; add FY 2026 CRP allocation of $1,357,624; add FY 2026 CMAQ allocation of $600,000, plus $150,000 CMAQ match; revise FY 2027 CMAQ Federal allocation to be $1,600,000; revise FY 2027 CMAQ Match allocation to be $400,000. Update obligations as follows: add FY Previous PE Phase CMAQ obligation of $2,311,909, plus $608,450 CMAQ match; add FY 2025 PE Phase CMAQ obligation of $776,957, plus $194,239 CMAQ match; add FY Previous PE Phase AC-Other obligation of $2,000,000; add FY 2025 PE Phase CRP/F obligation of $6,278,754; add FY 2025 PE Phase AC obligation of $1,000,000, plus $250,000 AC match; add FY 2026 PE Phase AC-Conversion obligation of $1,000,000, plus $250,000 AC-Conversion match. Revised 7/1/2025: SYIP Reduction Letter to balance VDOT's FY 2026-2031 SYIP. At the March 21, 2025 TPS meeting, the Port agreed to reduce its CRP allocation. Update allocations as follows: remove FY 2026 CRP allocation of $279,654 and $69,914 CRP match. It is the intent of HRTPO staff to make the project whole as soon as possible via a TIP Ad-Mod.

SCHEDULE

	Start	End	Status
Preliminary Engineering	12/3/2014	2/25/2032	Underway
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$17,321,002	$4,692,881	27%
Right of Way	$0	$0	-
Construction	$0	$0	-
TOTAL	**$17,321,002**	**$4,692,881**	**27%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
$1,811,927	$114,354	$180	-
$0	-	-	-
$0	-	-	-

Green Operator - Near Zero-Emission Trucks
UPC # 103928

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
CRP Match	$655,751	$200,000	$128,475	$201,611	$0	$1,185,837
CRP	$2,623,003	$800,000	$513,901	$806,445	$0	$4,743,349
CMAQ Match	$1,008,450	$0	$0	$150,000	$400,000	$1,558,450
CMAQ	$4,033,798	$0	$0	$600,000	$1,600,000	$6,233,798
TOTAL	**$8,321,002**	**$1,000,000**	**$642,376**	**$1,758,056**	**$2,000,000**	**$13,721,434**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	AC			$1,000,000			$250,000
PE	AC-Conversi				$1,000,000		$250,000
PE	CRP/F			$6,278,754			
PE	AC-Other	$2,000,000					
PE	CMAQ	$2,311,909		$776,957			$802,689
	Subtotal	***$4,311,909***		***$8,055,711***	***$1,000,000***		***$1,302,689***
	TOTAL	**$4,311,909**		**$8,055,711**	**$1,000,000**		**$1,302,689**

Source of Project Data: Virginia Department of Transportation.

Regional Traffic Signal Preemption Plan (Project in Financial Closeout)
UPC # 103004

OVERVIEW

Description: Develop and execute a regional traffic signal preemption coding plan.

Street (Route): N/A

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Hampton Roads

System: Miscellaneous

Scope: Traffic Management/Engineering

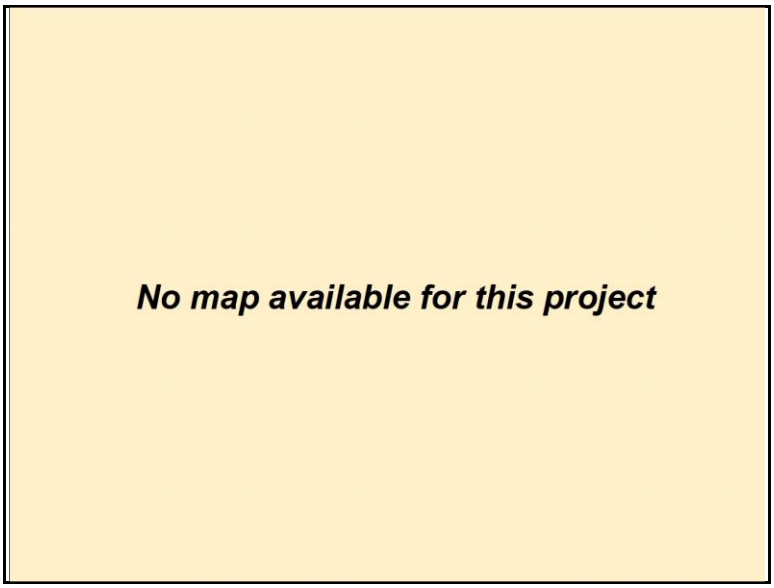
Oversight: Non-Federal Oversight

Administered By: N/A

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: Yes



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	10/1/2017	3/30/2020	Complete
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$133,000	$0	0%
Right of Way	$0	$0	-
Construction	$0	$0	-
TOTAL	**$133,000**	**$0**	**0%**

Recent Expenditures

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

Regional Traffic Signal Preemption Plan (Project in Financial Closeout)
UPC # 103004

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STM	$26,600	$0	$0	$0	$0	$26,600
RSTP	$106,400	$0	$0	$0	$0	$106,400
TOTAL	**$133,000**	**$0**	**$0**	**$0**	**$0**	**$133,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	RSTP		$106,400				$26,600
	Subtotal		***$106,400***				***$26,600***
	TOTAL		**$106,400**				**$26,600**

Source of Project Data: Virginia Department of Transportation.

Hampton Roads Transportation Operations Strategic Plan (Project in Financial Closeout)
UPC # 105492

OVERVIEW

Description: Regional Transportation Operations Strategic Plan to guide the HRTPO in allocating RSTP and CMAQ funds to transportation operations projects for the Hampton Roads cities in order to uniformly achieve the most efficient use of 'limited' funding.

Street (Route): N/A

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Hampton Roads

System: Miscellaneous

Scope: Other

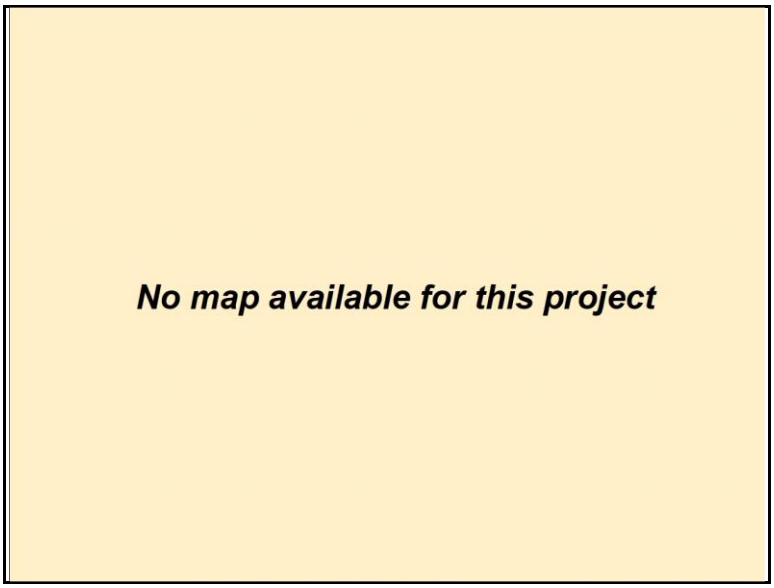
Oversight: Non-Federal Oversight

Administered By: Other

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: Yes



HRTPO Notes

SCHEDULE

	Start	*End*	*Status*
Preliminary Engineering	8/4/2014	3/29/2022	Complete
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	*Total Expenditures*	*Percent Expended*
Preliminary Engineering	$400,000	$226,543	57%
Right of Way	$0	$0	-
Construction	$0	$0	-
TOTAL	**$400,000**	**$226,543**	**57%**

Recent Expenditures

Latest Quarter	*Previous 3 Quarters*		
	3	*2*	*1*
$14,074	-	$6,158	$96
$0	-	-	-
$0	-	-	-

Hampton Roads Transportation Operations Strategic Plan (Project in Financial Closeout)
UPC # 105492

ALLOCATIONS

Fund Source(s)	*Previous*	*FY 2024*	*FY 2025*	*FY 2026*	*FY 2027*	*TOTAL*
RSTP	$400,000	$0	$0	$0	$0	$400,000
TOTAL	**$400,000**	**$0**	**$0**	**$0**	**$0**	**$400,000**

SCHEDULED OBLIGATIONS

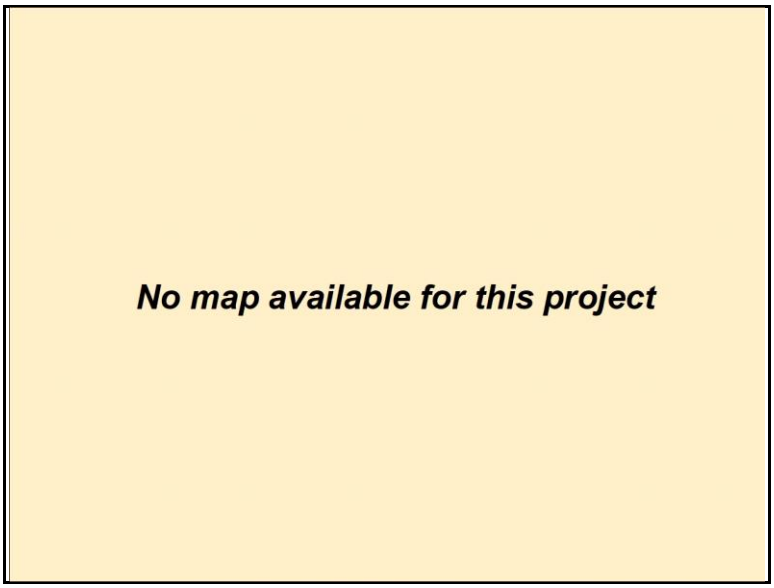
Source of Project Data: Virginia Department of Transportation.

Greenwood Park and Ride Lot
UPC # 119214

OVERVIEW

Description: Greenwood Park and Ride lot

Street (Route): Greenwood Drive
From: N/A
To: N/A
Length (mi): N/A
Jurisdiction/Agency: Portsmouth
System: Miscellaneous
Scope: Other
Oversight: Unknown
Administered By: VDOT
Regionally Significant for Air Quality: No
CMAQ: No
RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	8/21/2025	3/14/2028	FFY 2025
Right of Way	N/A	N/A	N/A
Construction	3/14/2028	3/16/2029	FFY 2028

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$555,283	$0	0%
Right of Way	$0	$0	-
Construction	$5,852,322	$0	0%
TOTAL	**$6,407,605**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Greenwood Park and Ride Lot
UPC # 119214

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STF	$0	$0	$0	$3,407,605	$3,000,000	$6,407,605
TOTAL	**$0**	**$0**	**$0**	**$3,407,605**	**$3,000,000**	**$6,407,605**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	AC			$555,283			
	Subtotal			***$555,283***			
	TOTAL			**$555,283**			

Source of Project Data: Virginia Department of Transportation.

Portsmouth Transit Station
UPC # 119211

OVERVIEW

Description: Redevelop commuter lot at the I-264 Exit 7 Interchange into a multimodal transit station with eight bus transit bays and passenger shelters for HRT, 74 improved commuter parking spaces, bicycle racks, and drop-off/pick-up for taxi and rideshare.

Street (Route): Corner of Bart and Court Street

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Portsmouth

System: Miscellaneous

Scope: Transit

Oversight: Non-Federal Oversight

Administered By: Locality

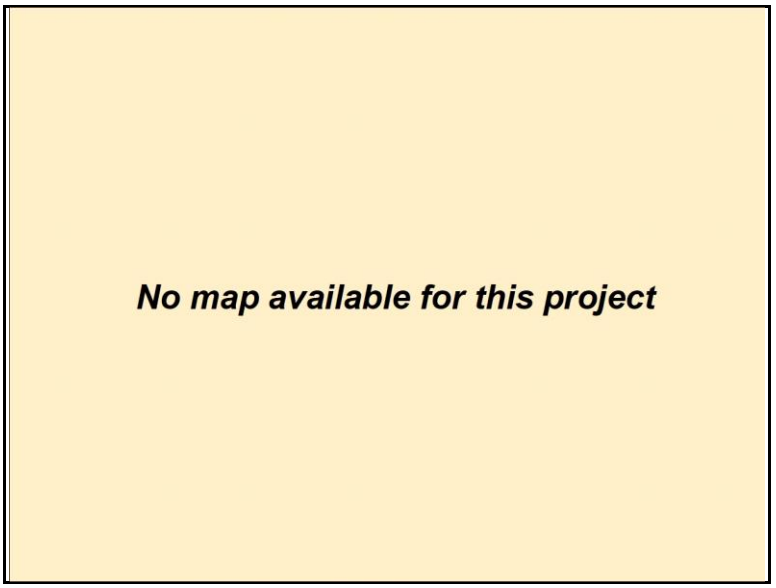
Regionally Significant: No

CMAQ: No

RSTP: No

TAP: No

CRP: No



HRTPO Notes

Revised 7/31/2025: Amendment to ungroup project and add it back in as an individual project to the TIP.

SCHEDULE

	Start	End	Status
Preliminary Engineering	12/25/2025	12/9/2027	FFY 2026
Right of Way	N/A	N/A	N/A
Construction	12/9/2027	11/24/2028	FFY 2028

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$328,378	$0	0%
Right of Way	$0	$0	-
Construction	$3,744,480	$0	0%
TOTAL	**$4,072,858**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Portsmouth Transit Station
UPC # 119211

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
DGP	$0	$0	$0	$72,858	$500,000	$572,858
TOTAL	**$0**	**$0**	**$0**	**$72,858**	**$500,000**	**$572,858**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	Other				$328,378		
	Subtotal				***$328,378***		
	TOTAL				**$328,378**		

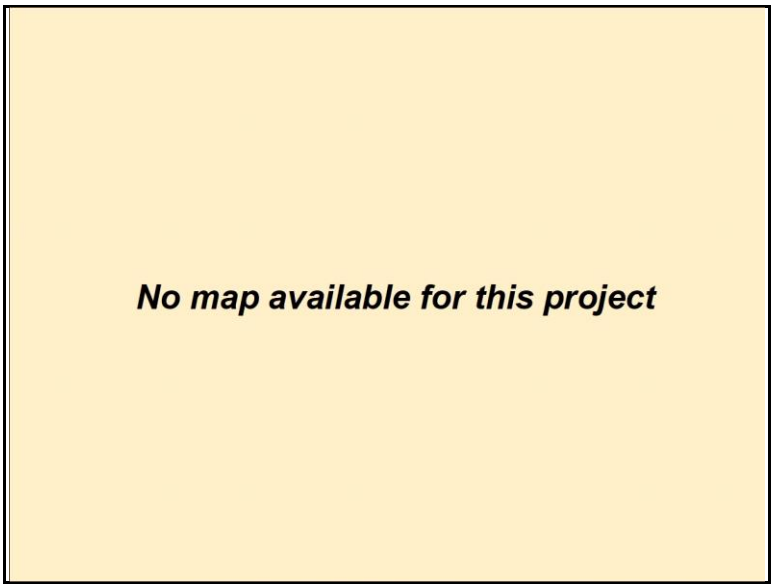
Source of Project Data: Virginia Department of Transportation.

Statewide Vehicle Fuel Conversion Program (Project in Financial Closeout)
UPC # T11802

OVERVIEW

Description: Statewide vehicle fuel conversion program.

Street (Route): N/A
From: N/A
To: N/A
Length (mi): N/A
Jurisdiction/Agency: Statewide
System: Miscellaneous
Scope: Other
Oversight: Federal Oversight
Administered By: VDOT
Regionally Significant for Air Quality: No
CMAQ: No
RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	N/A	N/A	N/A
Right of Way	N/A	N/A	N/A
Construction	8/1/2012	8/1/2018	Complete

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$0		-
Right of Way	$0		-
Construction	$8,640,000		-
TOTAL	**$8,640,000**		**-**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Statewide Vehicle Fuel Conversion Program (Project in Financial Closeout)
UPC # T11802

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STM	$68,394	$0	$0	$0	$0	$68,394
CMAQ	$8,571,606	$0	$0	$0	$0	$8,571,606
TOTAL	**$8,640,000**	**$0**	**$0**	**$0**	**$0**	**$8,640,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
CN	CMAQ	$1,970,073	$4,941,927				$1,235,482
	Subtotal	***$1,970,073***	***$4,941,927***				***$1,235,482***
	TOTAL	**$1,970,073**	**$4,941,927**				**$1,235,482**

Source of Project Data: Virginia Department of Transportation.

Statewide Vehicle Fuel Conversion Program Marketing (Project in Financial Closeout)
UPC # T20741

OVERVIEW

Description: Marketing for the Vehicle Fuel Conversion Program.

Street (Route): N/A

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Statewide

System: Miscellaneous

Scope: Other

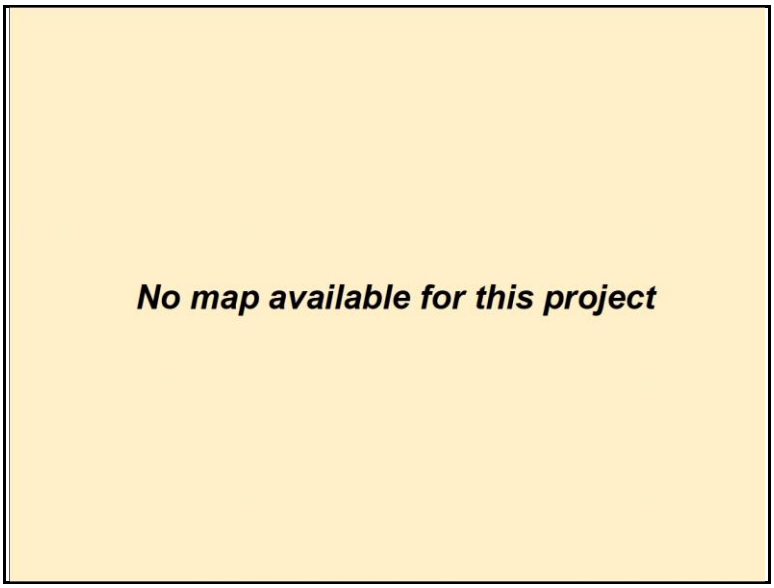
Oversight: Federal Oversight

Administered By: Other

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	N/A	N/A	N/A
Right of Way	N/A	N/A	N/A
Construction	8/1/2012	8/1/2018	Complete

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$0	$0	-
Right of Way	$0	$0	-
Construction	$360,000	$0	0%
TOTAL	**$360,000**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters 3	2	1
	-	-	-
	-	-	-
	-	-	-

Statewide Vehicle Fuel Conversion Program Marketing (Project in Financial Closeout)
UPC # T20741

ALLOCATIONS

Fund Source(s)	*Previous*	*FY 2024*	*FY 2025*	*FY 2026*	*FY 2027*	*TOTAL*
CMAQ	$360,000	$0	$0	$0	$0	$360,000
TOTAL	**$360,000**	**$0**	**$0**	**$0**	**$0**	**$360,000**

SCHEDULED OBLIGATIONS

Phase	*Fund Source*	*Previous*	*FY 2024*	*FY 2025*	*FY 2026*	*FY 2027*	*Match*
CN	CMAQ		$288,000				$72,000
	Subtotal		***$288,000***				***$72,000***
	TOTAL		**$288,000**				**$72,000**

Source of Project Data: Virginia Department of Transportation.

Transforming Rail in Virginia/VPRA
UPC # 124309

OVERVIEW

Description: Design/Construct Phase 1 & 2 capital projects in the I-95 Corridor and operation costs for State-supported Amtrak service for Rte 46 (DC to Roanoke: 236 mi), Rte 47 (DC to NN: 222 mi), Rte 50 (DC to NO: 187 mi), Rte 51 (DC to RVA: 117 mi).

Street (Route): N/A

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Statewide

System: Miscellaneous

Scope: Other

Oversight: Non-Federal Oversight

Administered By: DRPT

Regionally Significant: Yes/Not Subject to Trans. Conform

CMAQ: Yes/State Program

RSTP: No



HRTPO Notes

Revised 11/16/2023: Amendment to add project to the TIP. Revised 7/18/2024: Amendment to revise the project title, description, jurisdiction/agency, system, scope, administered by, cost estimate, schedule, allocations, and obligations. Revise cost estimate to be $274,074,889. Update allocations as follows: add FY Previous CMAQ Terms allocation of $5,597,890, plus $1,399,473 CMAQ Terms match; add FY Previous CMAQ Terms DRPT allocation of $59,305,574, plus $14,826,395 CMAQ Terms DRPT match; add FY 2024 CMAQ Terms DRPT allocation of $8,192,338, plus $2,048,084 CMAQ Terms DRPT match; add FY 2025 CMAQ Terms DRPT allocation of $8,778,861, plus $2,194,716 CMAQ Terms DRPT match; add FY 2026 CMAQ Terms DRPT allocation of $19,197,761, plus $4,799,440 CMAQ Terms DRPT match; add FY 2027 CMAQ Terms DRPT allocation of $22,302,363, plus $5,575,591 CMAQ Terms DRPT match; add FY Previous CMAQ Terms Federal allocation of $26,346; add FY Previous CMAQ Terms State allocation of $6,586; add FY Previous PTF allocation of $117,037,149; remove FY 2024 State CMAQ allocation of $1,684,407; remove FY 2025 State CMAQ allocation of $1,754,283; remove FY 2026 State CMAQ allocation of $5,123,894; remove FY 2027 State CMAQ allocation of $5,414,568; remove FY Previous VPRA allocation of $10,027,175; remove FY 2024 VPRA allocation of $10,347,404; remove FY 2025 VPRA allocation of $10,783,271; remove FY 2026 VPRA allocation of $10,247,786; remove FY 2027 VPRA allocation of $10,829,137. Update the obligations as follows: add FY 2024 PE Phase CMAQ Terms obligation of $81,901,009, plus $20,475,252 CMAQ Terms match; add FY 2024 PE Phase Other obligation of $11,578,455; add FY 2024 PE Phase AC obligation of $43,296,138, plus $10,824,035 AC match; add FY 2025 PE Phase AC-Conversion obligation of $19,197,761, plus $4,799,440 AC-Conversion match; add FY 2026 PE Phase AC-Conversion obligation of $22,302,363, plus $5,575,591 AC-Conversion match; add FY 2027 PE Phase AC-Conversion obligation of $1,796,014, plus $449,004 AC-Conversion match.

SCHEDULE

	Start	End	Status
Preliminary Engineering	7/1/2022	6/30/2027	Underway
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

Recent Expenditures

Transforming Rail in Virginia/VPRA
UPC # 124309

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters 3	2	1
Preliminary Engineering	$274,074,889		-		-	-	-
Right of Way	$0		-		-	-	-
Construction	$0		-		-	-	-
TOTAL	**$274,074,889**		**-**				

Transforming Rail in Virginia/VPRA
UPC # 124309

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
PTF	$117,037,149	$0	$0	$0	$0	$117,037,149
cmaq/t state	$6,586	$0	$0	$0	$0	$6,586
cmaq/t fed	$26,346	$0	$0	$0	$0	$26,346
cmaq/t drpt	$59,305,574	$8,192,338	$8,778,861	$19,197,761	$22,302,363	$117,776,897
cmaq/t drpt m	$14,826,395	$2,048,084	$2,194,716	$4,799,440	$5,575,591	$29,444,226
cmaq/t	$5,597,890	$0	$0	$0	$0	$5,597,890
cmaq/t m	$1,399,473	$0	$0	$0	$0	$1,399,473
TOTAL	**$198,199,413**	**$10,240,422**	**$10,973,577**	**$23,997,201**	**$27,877,954**	**$271,288,567**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	AC-Conv			$19,197,761	$22,302,363	$1,796,014	$10,824,035
PE	AC		$43,296,138				$10,824,035
PE	Other		$11,578,455				
PE	CMAQ/T		$81,901,009				$20,475,252
	Subtotal		***$136,775,602***	***$19,197,761***	***$22,302,363***	***$1,796,014***	***$42,123,322***
	TOTAL		**$136,775,602**	**$19,197,761**	**$22,302,363**	**$1,796,014**	**$42,123,322**

Source of Project Data: Virginia Department of Transportation.

Enhancement System Projects

Section IX

Gum Road Multi-Use Path
UPC # 125242

OVERVIEW

Description: Construct a multi-use path that provides connection between two existing multi-use paths along the west side of Gum Road near Portsmouth Boulevard.

Street (Route): Gum Road

From: 700 feet north of Finchley Drive

To: Gum Tree Court

Length (mi): 0.25

Jurisdiction/Agency: Chesapeake

System: Enhancement

Scope: Facilities for Pedestrians and Bicycles

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant: No

CMAQ: No

RSTP: No

TAP: Yes

CRP: No



HRTPO Notes

Revised 11/21/2024: Amendment to add project to the TIP.

SCHEDULE

	Start	End	Status
Preliminary Engineering	12/3/2024	2/1/2027	FFY 2025
Right of Way	2/1/2027	10/25/2027	FFY 2027
Construction	10/25/2027	10/10/2028	FFY 2028

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$175,556	$0	0%
Right of Way	$588,963	$0	0%
Construction	$734,525	$0	0%
TOTAL	**$1,499,044**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Gum Road Multi-Use Path
UPC # 125242

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
LOC	$0	$89,943	$89,943	$119,923	$0	$299,809
TAP/F	$0	$359,771	$359,771	$479,693	$0	$1,199,235
TOTAL	**$0**	**$449,714**	**$449,714**	**$599,616**	**$0**	**$1,499,044**

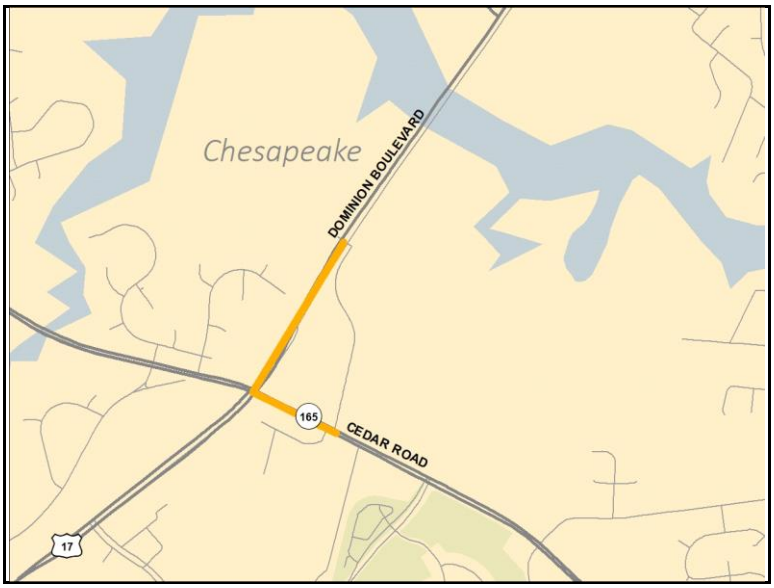
SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	TAP/F			$140,445			$35,111
	Subtotal			***$140,445***			***$35,111***
RW	TAP/F					$471,170	$117,793
	Subtotal					***$471,170***	***$117,793***
CN	TAP/F					$587,620	$146,905
	Subtotal					***$587,620***	***$146,905***
	TOTAL			**$140,445**		**$1,058,790**	**$299,809**

Source of Project Data: Virginia Department of Transportation.

Cedar Road Sidewalk Conversion
UPC # 125265

OVERVIEW



Description: Upgrade existing 4-foot sidewalk to a 10-foot multi-use path creating a connection between existing bike facilities between the Veterans Bridge and TCC Chesapeake Campus.

Street (Route): Cedar Road

From: South end of Veterans Bridge

To: TCC Chesapeake Campus

Length (mi): 0.53

Jurisdiction/Agency: Chesapeake

System: Enhancement

Scope: Facilities for Pedestrians and Bicycles

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant: No

CMAQ: No

RSTP: No

TAP: Yes

CRP: No

HRTPO Notes

Revised 11/21/2024: Amendment to add project to the TIP.

SCHEDULE

	Start	End	Status
Preliminary Engineering	12/3/2024	2/1/2027	FFY 2025
Right of Way	2/1/2027	10/25/2027	FFY 2027
Construction	10/25/2027	10/10/2028	FFY 2028

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$25,270	$0	0%
Right of Way	$1,068,248	$0	0%
Construction	$1,212,515	$0	0%
TOTAL	**$2,306,033**	**$0**	**0%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
	-	-	-
	-	-	-
	-	-	-

Cedar Road Sidewalk Conversion
UPC # 125265

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
LOC	$0	$138,362	$138,362	$184,482	$0	$461,206
TAP/F	$0	$553,448	$553,448	$737,930	$0	$1,844,826
TOTAL	**$0**	**$691,810**	**$691,810**	**$922,412**	**$0**	**$2,306,032**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	TAP/F			$20,216			$5,054
	Subtotal			***$20,216***			***$5,054***
RW	TAP/F					$854,598	$213,650
	Subtotal					***$854,598***	***$213,650***
CN	TAP/F					$970,012	$242,503
	Subtotal					***$970,012***	***$242,503***
	TOTAL			**$20,216**		**$1,824,610**	**$461,207**

Source of Project Data: Virginia Department of Transportation.

Great Bridge Boulevard Sidewalk
UPC # 125299

OVERVIEW

Description: Construct sidewalk connecting the south side of Great Bridge Boulevard and River Walk Parkway, providing connection to Oscar Smith High School.

Street (Route): Great Bridge Boulevard

From: Intersection of River Walk Parkway and Great Bridge Blvd

To: Oscar Smith High School

Length (mi): 0.15

Jurisdiction/Agency: Chesapeake

System: Enhancement

Scope: Facilities for Pedestrians and Bicycles

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant: No

CMAQ: No

RSTP: No

TAP: Yes

CRP: No



HRTPO Notes

Revised 11/21/2024: Amendment to add project to the TIP.

SCHEDULE

	Start	End	Status
Preliminary Engineering	12/3/2024	2/1/2027	FFY 2025
Right of Way	2/1/2027	10/25/2027	FFY 2027
Construction	10/25/2027	10/10/2028	FFY 2028

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$39,634	$0	0%
Right of Way	$51,049	$0	0%
Construction	$553,285	$0	0%
TOTAL	**$643,968**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Great Bridge Boulevard Sidewalk
UPC # 125299

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
LOC	$0	$128,794	$0	$0	$0	$128,794
TAP/F	$0	$515,174	$0	$0	$0	$515,174
TOTAL	**$0**	**$643,968**	**$0**	**$0**	**$0**	**$643,968**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	TAP/F			$31,707			$7,927
	Subtotal			***$31,707***			***$7,927***
RW	TAP/F					$40,839	$10,210
	Subtotal					***$40,839***	***$10,210***
CN	TAP/F					$442,628	$110,657
	Subtotal					***$442,628***	***$110,657***
	TOTAL			**$31,707**		**$483,467**	**$128,794**

Source of Project Data: Virginia Department of Transportation.

Cedar Road Sidewalk Walmart/Cedar Lakes
UPC # 125300

OVERVIEW

Description: Construct sidewalk that will provide connection along the south side of Cedar Road between Walmart and Cedar Lakes Drive.

Street (Route): Cedar Road

From: Walmart

To: Cedar Lakes Drive

Length (mi): 0.398

Jurisdiction/Agency: Chesapeake

System: Enhancement

Scope: Facilities for Pedestrians and Bicycles

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant: No

CMAQ: No

RSTP: No

TAP: Yes

CRP: No



HRTPO Notes

Revised 11/21/2024: Amendment to add project to the TIP.

SCHEDULE

	Start	End	Status
Preliminary Engineering	12/3/2024	2/1/2027	FFY 2025
Right of Way	2/1/2027	10/25/2027	FFY 2027
Construction	10/25/2027	10/10/2028	FFY 2028

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$166,484	$0	0%
Right of Way	$593,809	$0	0%
Construction	$641,121	$0	0%
TOTAL	**$1,401,414**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Cedar Road Sidewalk Walmart/Cedar Lakes
UPC # 125300

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
LOC	$0	$84,085	$84,085	$112,113	$0	$280,283
TAP/F	$0	$336,339	$336,339	$448,453	$0	$1,121,131
TOTAL	**$0**	**$420,424**	**$420,424**	**$560,566**	**$0**	**$1,401,414**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	TAP/F			$133,187			$33,297
	Subtotal			***$133,187***			***$33,297***
RW	TAP/F					$475,047	$118,762
	Subtotal					***$475,047***	***$118,762***
CN	TAP/F					$512,897	$128,224
	Subtotal					***$512,897***	***$128,224***
	TOTAL			**$133,187**		**$987,944**	**$280,283**

Source of Project Data: Virginia Department of Transportation.

Stadium Drive Sidewalk
UPC # 125304

OVERVIEW

Description: Construct sidewalk along Stadium Drive, connecting with the existing sidewalk along Mt. Pleasant Road to Battlefield Boulevard, providing connection between the roads and access to Great Bridge Middle School.

Street (Route): Stadium Drive
From: Mt. Pleasant Road
To: Battlefield Boulevard
Length (mi): Unknown
Jurisdiction/Agency: Chesapeake
System: Enhancement
Scope: Facilities for Pedestrians and Bicycles
Oversight: Non-Federal Oversight
Administered By: Locality
Regionally Significant: No
CMAQ: No
RSTP: No
TAP: Yes
CRP: No



HRTPO Notes

Revised 11/21/2024: Amendment to add project to the TIP.

SCHEDULE

	Start	End	Status
Preliminary Engineering	12/3/2024	2/1/2027	FFY 2025
Right of Way	2/1/2027	10/25/2027	FFY 2027
Construction	10/25/2027	10/10/2028	FFY 2028

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$134,316	$0	0%
Right of Way	$36,081	$0	0%
Construction	$443,118	$0	0%
TOTAL	**$613,515**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Stadium Drive Sidewalk
UPC # 125304

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
LOC	$0	$122,703	$0	$0	$0	$122,703
TAP/F	$0	$490,812	$0	$0	$0	$490,812
TOTAL	**$0**	**$613,515**	**$0**	**$0**	**$0**	**$613,515**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	TAP/F			$107,453			$26,863
	Subtotal			***$107,453***			***$26,863***
RW	TAP/F					$28,865	$7,216
	Subtotal					***$28,865***	***$7,216***
CN	TAP/F					$354,494	$88,624
	Subtotal					***$354,494***	***$88,624***
	TOTAL			**$107,453**		**$383,359**	**$122,703**

Source of Project Data: Virginia Department of Transportation.

Chesapeake Trail - Phase 2
UPC # 121104

OVERVIEW

Description: Convert the abandoned Seaboard and Commonwealth railways line to a 10-foot recreational paved trail for both pedestrians and cyclists. The trail will complete a gap from Taylor Road to Dordon Street.

Street (Route): N/A
From: Dordon Street
To: Taylor Road
Length (mi): 2.6
Jurisdiction/Agency: Chesapeake
System: Enhancement
Scope: Facilities for Pedestrians and Bicycles
Oversight: Non-Federal Oversight
Administered By: Locality
Regionally Significant: No
CMAQ: No
RSTP: No
TAP: Yes
CRP: No



HRTPO Notes

Revised 2/15/2024: Amendment to ungroup project and add it back in as an individual project to the TIP. Revised 1/16/2025: Amendment to revise the cost estimate, schedule, allocations, and obligations. Revise cost estimate to be $1,067,190. Update allocations as follows: remove FY Previous TAP match allocation of $6,250; remove FY 2024 TAP Match allocation of $139,486; revise FY Previous LOC allocation to be $275,314; add FY 2024 LOC allocation of $139,486; add FY 2025 LOC allocation of $69,446. Update obligations as follows: add FY Previous PE Phase TAP/F obligation of $50,482, plus $12,621 TAP/F match; add FY 2025 PE Phase TAP/F obligation of ($30,482), plus ($7,621) TAP/F match; remove FY 2025 RW Phase TAP/F obligation of $331,840 and $82,960 TAP/F match; add FY 2025 CN Phase TAP/F Federal obligation of $562,944; remove FY 2026 CN Phase TAP/F Federal obligation of $200,622; revise CN Phase TAP/F Match obligation to be $140,736; remove FY 2026 CN Phase AC-Other obligation of $269,063; add FY 2025 CN Phase Other obligation of $338,510.

SCHEDULE

	Start	End	Status
Preliminary Engineering	12/21/2022	7/26/2024	Complete
Right of Way	7/26/2024	1/6/2025	Complete
Construction	1/6/2025	3/31/2026	Underway

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$25,000	$14,816	59%
Right of Way	$0	$0	-
Construction	$1,042,190	$0	0%
TOTAL	**$1,067,190**	**$14,816**	**1%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Chesapeake Trail - Phase 2
UPC # 121104

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
LOC	$275,314	$139,486	$69,446	$0	$0	$484,246
TAP/F	$25,000	$557,944	$0	$0	$0	$582,944
TOTAL	**$300,314**	**$697,430**	**$69,446**	**$0**	**$0**	**$1,067,190**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	TAP/F	$50,482		-$30,482			$5,000
	Subtotal	***$50,482***		***-$30,482***			***$5,000***
CN	Other			$338,510			
CN	TAP/F			$562,944			$140,736
	Subtotal			***$901,454***			***$140,736***
	TOTAL	**$50,482**		**$870,972**			**$145,736**

Source of Project Data: Virginia Department of Transportation.

Chesapeake Trail - Phase 3
UPC # 121107

OVERVIEW

Description: Construct a 10-foot multi-use path from the Chesapeake/Suffolk City line to the end of the Phase 2 Trail at Taylor Road, including a rail crossing at Gum Court and a path under I-664.

Street (Route): N/A

From: Chesapeake/Suffolk City Line

To: End of Phase 2 Trail at Taylor Road

Length (mi): 1.0

Jurisdiction/Agency: Chesapeake

System: Enhancement

Scope: Facilities for Pedestrians and Bicycles

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	10/28/2022	2/11/2025	Underway
Right of Way	2/11/2025	11/4/2025	FFY 2025
Construction	11/4/2025	10/21/2026	FFY 2026

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$220,861	$0	0%
Right of Way	$288,013	$0	0%
Construction	$2,101,408	$0	0%
TOTAL	**$2,610,282**	**$0**	**0%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
	-	-	-
	-	-	-
	-	-	-

Chesapeake Trail - Phase 3
UPC # 121107

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
TAP	$25,000	$381,460	$0	$0	$0	$406,460
LOC	$2,108,457	$95,365	$0	$0	$0	$2,203,822
TOTAL	**$2,133,457**	**$476,825**	**$0**	**$0**	**$0**	**$2,610,282**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
RW	Other			$102,414			
RW	TAP/F			$148,479			$37,120
	Subtotal			***$250,893***			***$37,120***
CN	Other				$2,101,408		
	Subtotal				***$2,101,408***		
	TOTAL			**$250,893**	**$2,101,408**		**$37,120**

Source of Project Data: Virginia Department of Transportation.

Mallory Street Reconstruction for Bike Lanes
UPC # 117120

OVERVIEW

Description: Convert the existing four car lanes on Mallory Street to two travel lanes and two new buffered bike lanes, to include curb, gutter striping, center turn lane, and ADA amenities.

Street (Route): Mallory Street

From: East Mercury Boulevard

To: Shelton Road

Length (mi): 0.96

Jurisdiction/Agency: Hampton

System: Enhancement

Scope: Facilities for Pedestrians and Bicycles

Oversight: Non-Federal Oversight

Administered By: Locality

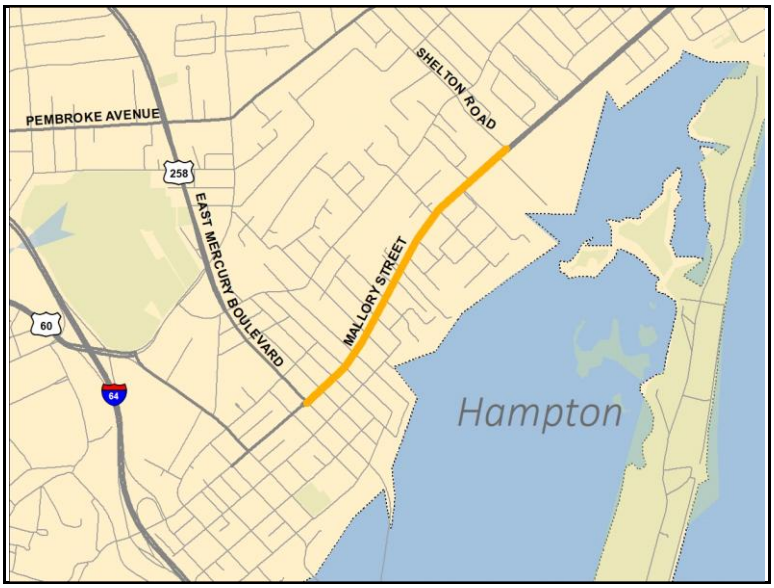
Regionally Significant: No

CMAQ: No

RSTP: No

TAP: Yes

CRP: No



HRTPO Notes

Revised 4/2/2025: Administrative Modification to ungroup a previously approved project and list it individually in the TIP as part of the FY 2024-2027 rollover process. Revised 5/29/2025: Administrative Modification to revise the allocations as follows: transfer FY 2021 Federal TAP allocation of $32,967 to the Statewide Balance Entry; transfer FY 2022 Federal TAP allocation of $312,979 to the Statewide Balance Entry; transfer FY 2021 Federal TAP >200K allocation of $15,358 to the Statewide Balance Entry; remove FY Previous LOC Match allocation of $102,326.

SCHEDULE

	Start	End	Status
Preliminary Engineering	5/11/2021	3/31/2023	Complete
Right of Way	3/31/2023	1/31/2024	Complete
Construction	1/31/2024	12/13/2024	Complete

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$80,802	$68,263	84%
Right of Way	$0	$0	-
Construction	$415,371	$332,796	80%
TOTAL	**$496,173**	**$401,059**	**81%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Mallory Street Reconstruction for Bike Lanes
UPC # 117120

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
LOC	$99,274	$0	$0	$0	$0	$99,274
TAP	$397,096	$0	$0	$0	$0	$397,096
TOTAL	**$496,370**	**$0**	**$0**	**$0**	**$0**	**$496,370**

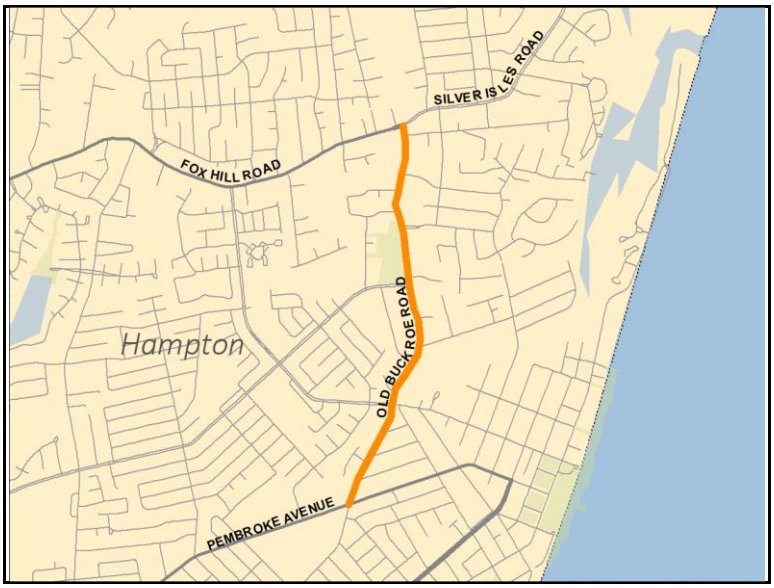
SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	TAP/F	$31,023					$7,756
PE	RTAP	$48,977					$12,244
	Subtotal	***$80,000***					***$20,000***
RW	TAP/F	$4,000					$1,000
	Subtotal	***$4,000***					***$1,000***
CN	TAP/F		$674,400				$168,600
CN	AC-Other	$12,000					
	Subtotal	***$12,000***	***$674,400***				***$168,600***
	TOTAL	**$96,000**	**$674,400**				**$189,600**

Source of Project Data: Virginia Department of Transportation.

Old Buckroe Road Pedestrian Improvements
UPC # 117102

OVERVIEW



Description: Improve and add pedestrian facilities and crosswalks across Old Buckroe Road from Pembroke Avenue to Fox Hill Road/Silver Isles Boulevard, including sidewalks, crosswalks, pedestrian signals, and other ADA amenities such as pedestrian lighting.

Street (Route): Old Buckroe Road

From: Pembroke Avenue

To: Fox Hill Road/Silver Isles Boulevard

Length (mi): 1.37

Jurisdiction/Agency: Hampton

System: Enhancement

Scope: Facilities for Pedestrians and Bicycles

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No

HRTPO Notes

Revised 2/15/2024: Amendment to revise the phase cost estimates, schedule, allocations, and obligations. Update allocations as follows: remove FY Previous RTAP allocation of $829,698, add FY Previous TAP allocation of $829,698, plus $207,425 TAP match; revise FY Previous LOC allocation to be $533,846. Update obligations as follows: add FY Previous PE Phase TAP/F obligation of $140,000, plus $35,000 TAP/F match; add FY 2024 PE Phase TAP/F obligation of $4,000, plus $1,000 TAP/F match; add FY Previous RW Phase TAP/F obligation of $233,975; revise FY 2024 RW Phase TAP/F obligation to be $158,965; revise RW Phase TAP/F Match obligation to be $98,235; add FY 2024 CN Phase TAP/F obligation of $526,733, plus $131,683 TAP/F match; add FY 2024 CN Phase AC-Other obligation of $533,847.

SCHEDULE

	Start	End	Status
Preliminary Engineering	5/11/2021	10/27/2023	Complete
Right of Way	10/27/2023	5/21/2024	Underway
Construction	5/21/2024	10/27/2025	FFY 2024

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$180,000	$110,337	61%
Right of Way	$198,706	$709	0%
Construction	$1,192,263	$0	0%
TOTAL	**$1,570,969**	**$111,046**	**7%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Old Buckroe Road Pedestrian Improvements
UPC # 117102

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
LOC	$533,846	$0	$0	$0	$0	$533,846
TAP Match	$207,425	$0	$0	$0	$0	$207,425
TAP	$829,698	$0	$0	$0	$0	$829,698
TOTAL	**$1,570,969**	**$0**	**$0**	**$0**	**$0**	**$1,570,969**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	TAP/F	$140,000	$4,000				$36,000
	Subtotal	***$140,000***	***$4,000***				***$36,000***
RW	TAP/F	$233,975	$158,965				$98,235
	Subtotal	***$233,975***	***$158,965***				***$98,235***
CN	AC-Other		$533,847				
CN	TAP/F		$526,733				$131,683
	Subtotal		***$1,060,580***				***$131,683***
	TOTAL	**$373,975**	**$1,223,545**				**$265,918**

Source of Project Data: Virginia Department of Transportation.

HRT Bus Stop Infrastructure and Accessibility Improvements (Project in Financial Closeout)
UPC # 107665

OVERVIEW

Description: HRT bus stop infrastructure and accessiblity improvements.

Street (Route): N/A

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Multi-Juristictional

System: Enhancement

Scope: Safety

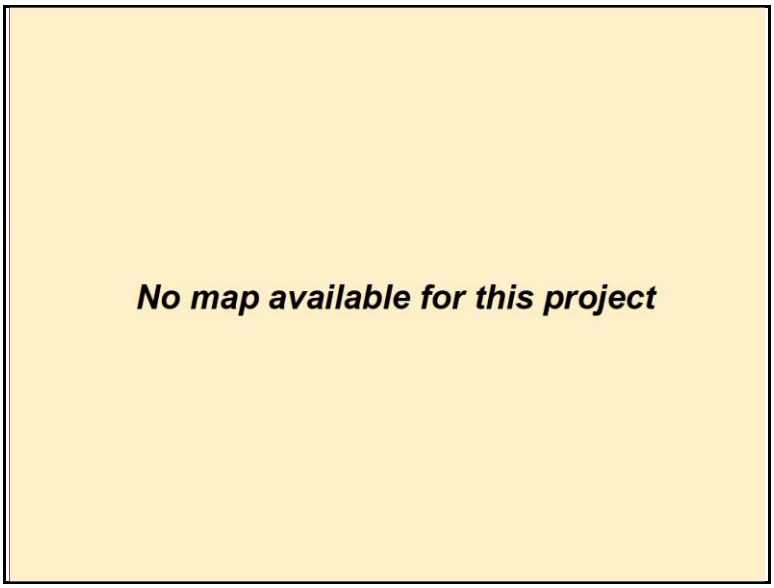
Oversight: Non-Federal Oversight

Administered By: HRT-DRPT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	*End*	*Status*
Preliminary Engineering	1/14/2016	1/17/2018	Complete
Right of Way	N/A	N/A	N/A
Construction	1/17/2018	10/3/2018	Complete

COSTS AND EXPENDITURES

	Cost Estimates	*Total Expenditures*	*Percent Expended*
Preliminary Engineering	$40,000	$0	0%
Right of Way	$0	$0	-
Construction	$310,000	$0	0%
TOTAL	**$350,000**	**$0**	**0%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	*3*	*2*	*1*
$0	-	-	-
$0	-	-	-
$0	-	-	-

HRT Bus Stop Infrastructure and Accessibility Improvements (Project in Financial Closeout)
UPC # 107665

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
TAP	$280,000	$0	$0	$0	$0	$280,000
LOC	$70,000	$0	$0	$0	$0	$70,000
TOTAL	**$350,000**	**$0**	**$0**	**$0**	**$0**	**$350,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	TAP/F		$32,000				$8,000
	Subtotal		***$32,000***				***$8,000***
CN	TAP/F		$248,000				$62,000
	Subtotal		***$248,000***				***$62,000***
	TOTAL		**$280,000**				**$70,000**

Source of Project Data: Virginia Department of Transportation.

Isle of Wight Multi-Use Trail - Segment 2 (Project in Financial Closeout)
UPC # 101794

OVERVIEW

Description: Construct a pedestiran and bicycle trail along Nike Park Road from Battery Park Road to the Carrolton Nike Park. Project is linked with UPC 91219.

Street (Route): Nike Park Road (669)

From: Battery Park Road

To: Carrolton Nike Park

Length (mi): 1.8

Jurisdiction/Agency: Isle of Wight

System: Enhancement

Scope: Facilities for Pedestrians and Bicycles

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	N/A	N/A	N/A
Right of Way	9/8/2014	3/3/2017	Complete
Construction	3/3/2017	5/24/2021	Complete

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$0	$0	-
Right of Way	$256,782	$184,710	72%
Construction	$5,519,061	$3,268,319	59%
TOTAL	**$5,775,843**	**$3,453,029**	**60%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
$0	-	-	-
$0	-	-	-
$198,098	$856	$708,549	$368

Isle of Wight Multi-Use Trail - Segment 2 (Project in Financial Closeout)
UPC # 101794

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STP	$71,611	$0	$0	$0	$0	$71,611
STF	$785,850	$0	$0	$0	$0	$785,850
RTAP	$174,606	$0	$0	$0	$0	$174,606
RS	$2,628,875	$0	$0	$0	$0	$2,628,875
MIX	$16,236	$0	$0	$0	$0	$16,236
LOC	$1,058,854	$0	$0	$0	$0	$1,058,854
EN	$1,064,275	$0	$0	$0	$0	$1,064,275
BOM	$9,429	$0	$0	$0	$0	$9,429
TOTAL	**$5,809,736**	**$0**	**$0**	**$0**	**$0**	**$5,809,736**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
RW	AC		$25,943				
	Subtotal		***$25,943***				
CN	Other		$1,314,437				$1,314,437
CN	AC		$1,462,615				
	Subtotal		***$2,777,052***				***$1,314,437***
	TOTAL		**$2,802,995**				**$1,314,437**

Source of Project Data: Virginia Department of Transportation.

Williamsburg/James City County SRTS Program Coordinator (Project in Financial Closeout)
UPC # 121184

OVERVIEW

Description: Provide a Safe Routes to School (SRTS) Program Development Coordinator to enhance public awareness in bicycle and pedestrian safety.

Street (Route): N/A

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: James City County

System: Enhancement

Scope: Safety and Education of Pedestrians/Bicyclists

Oversight: Non-Federal Oversight

Administered By: Locality

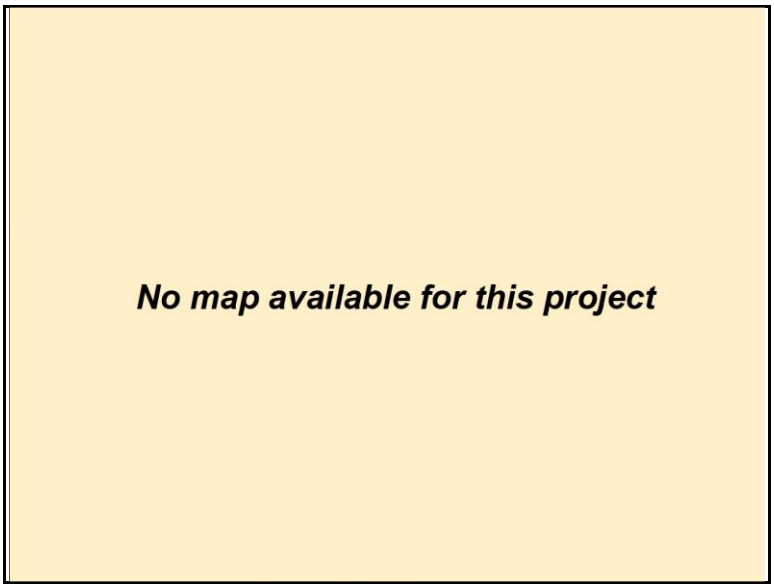
Regionally Significant: No

CMAQ: No

RSTP: No

TAP: Yes

CRP: No



HRTPO Notes

Revised 3/5/2025: Administrative Modification to revise the obligations as part of the FY 2024-2027 rollover process. Update obligations as follows: add FY Previous PE Phase TAP/F Federal obligation of $134,500; remove FY 2024 PE Phase TAP/F Federal obligation of $134,500.

SCHEDULE

	Start	End	Status
Preliminary Engineering	7/5/2022	6/30/2023	Complete
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$168,125	$49,166	29%
Right of Way	$0	$0	-
Construction	$0	$0	-
TOTAL	**$168,125**	**$49,166**	**29%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Williamsburg/James City County SRTS Program Coordinator (Project in Financial Closeout)
UPC # 121184

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
TAP	$10,000	$124,500	$0	$0	$0	$134,500
LOC	$2,500	$31,125	$0	$0	$0	$33,625
TOTAL	**$12,500**	**$155,625**	**$0**	**$0**	**$0**	**$168,125**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	TAP/F	$134,500					$33,625
	Subtotal	***$134,500***					***$33,625***
	TOTAL	**$134,500**					**$33,625**

Source of Project Data: Virginia Department of Transportation.

Laurel Lane Elementary School Safe Routes to School Sidewalk Improvements
UPC # 125288

OVERVIEW

Description: Provide sidewalk connection from the surrounding neighborhoods to Laurel Lane Elementary School, including curb ramps along all new sidewalks and along Lake Powel Road to tie into existing sidewalks.

Street (Route): N/A

From: Brookwood Drive

To: Willow Drive

Length (mi): Unknown

Jurisdiction/Agency: James City County

System: Enhancement

Scope: Facilities for Pedestrians and Bicycles

Oversight: Non-Federal Oversight

Administered By: Locality

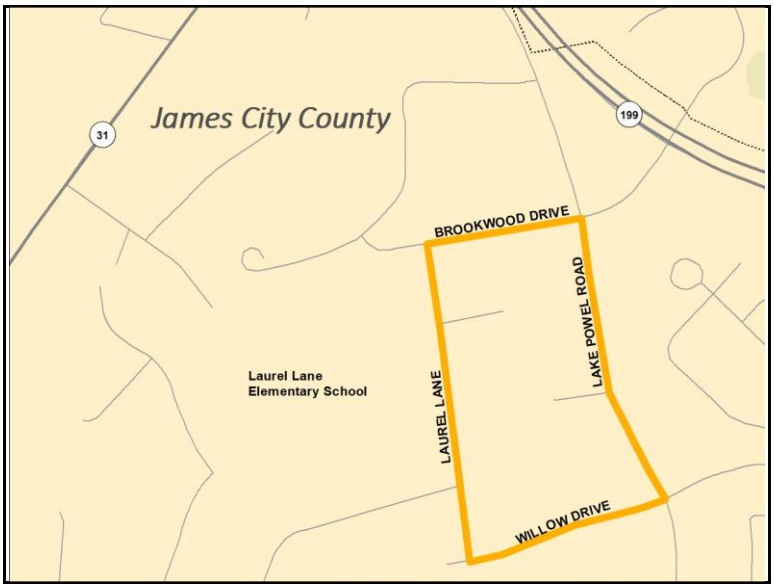
Regionally Significant: No

CMAQ: No

RSTP: No

TAP: Yes

CRP: No



HRTPO Notes

Revised 11/21/2024: Amendment to add project to the TIP.

SCHEDULE

	Start	End	Status
Preliminary Engineering	12/5/2024	12/7/2026	FFY 2025
Right of Way	12/7/2026	8/30/2027	FFY 2027
Construction	8/30/2027	8/15/2028	FFY 2027

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$359,835	$0	0%
Right of Way	$408,090	$0	0%
Construction	$1,225,133	$0	0%
TOTAL	**$1,993,058**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Laurel Lane Elementary School Safe Routes to School Sidewalk Improvements
UPC # 125288

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
LOC	$0	$323,612	$0	$75,000	$0	$398,612
TAP/F	$0	$1,294,446	$0	$300,000	$0	$1,594,446
TOTAL	**$0**	**$1,618,058**	**$0**	**$375,000**	**$0**	**$1,993,058**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	TAP/F			$287,868			$71,967
	Subtotal			***$287,868***			***$71,967***
RW	TAP/F					$326,472	$81,618
	Subtotal					***$326,472***	***$81,618***
CN	TAP/F					$980,106	$245,027
	Subtotal					***$980,106***	***$245,027***
	TOTAL			**$287,868**		**$1,306,578**	**$398,612**

Source of Project Data: Virginia Department of Transportation.

Jamestown High School Sidewalk
UPC # 125301

OVERVIEW

Description: Allow safe crossing of John Tyler Highway and Eagle Way by providing pedestrian access to Jamestown High School by installing crosswalk striping, pedestrian signal heads, and necessary signage.

Street (Route): N/A

From: Fairway's Reach

To: Eagle Way and Reades Way

Length (mi): Unknown

Jurisdiction/Agency: James City County

System: Enhancement

Scope: Facilities for Pedestrians and Bicycles

Oversight: Non-Federal Oversight

Administered By: VDOT

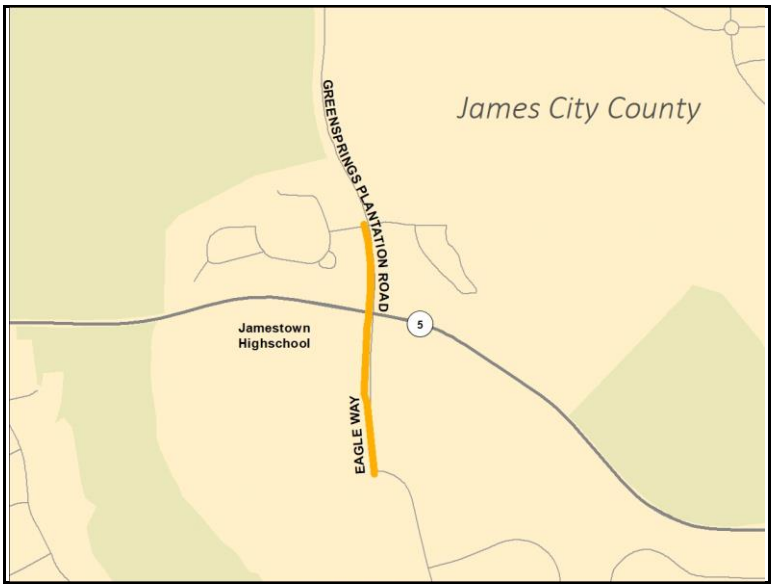
Regionally Significant: No

CMAQ: No

RSTP: No

TAP: Yes

CRP: No



HRTPO Notes

Revised 11/21/2024: Amendment to add project to TIP.

SCHEDULE

	Start	End	Status
Preliminary Engineering	10/24/2024	12/29/2026	Underway
Right of Way	12/29/2026	10/12/2027	FFY 2027
Construction	10/12/2027	9/27/2028	FFY 2028

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$500,522		-
Right of Way	$71,276		-
Construction	$790,009		-
TOTAL	**$1,361,807**		**-**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
	-	-	-
	-	-	-
	-	-	-

Jamestown High School Sidewalk
UPC # 125301

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
LOC	$302,444	$0	$0	$0	$0	$302,444
TAP	$1,059,363	$0	$0	$0	$0	$1,059,363
TOTAL	**$1,361,807**	**$0**	**$0**	**$0**	**$0**	**$1,361,807**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	TAP/F			$400,418			$100,105
	Subtotal			***$400,418***			***$100,105***
RW	TAP/F				$57,021		$14,255
	Subtotal				***$57,021***		***$14,255***
	TOTAL			**$400,418**	**$57,021**		**$114,360**

Source of Project Data: Virginia Department of Transportation.

Washington Avenue Streetscape and Pedestrian Improvements (Project in Financial Closeout)
UPC # 109059

OVERVIEW

Description: Multi-phase program to provide pedestrian connectivity for those who live and work in downtown Newport News. Project includes sidewalks, crosswalks, lights, and ADA facilities.

Street (Route): Washington Avenue

From: 28th Street

To: 34th Street

Length (mi): N/A

Jurisdiction/Agency: Newport News

System: Enhancement

Scope: Facilities for Pedestrians and Bicycles

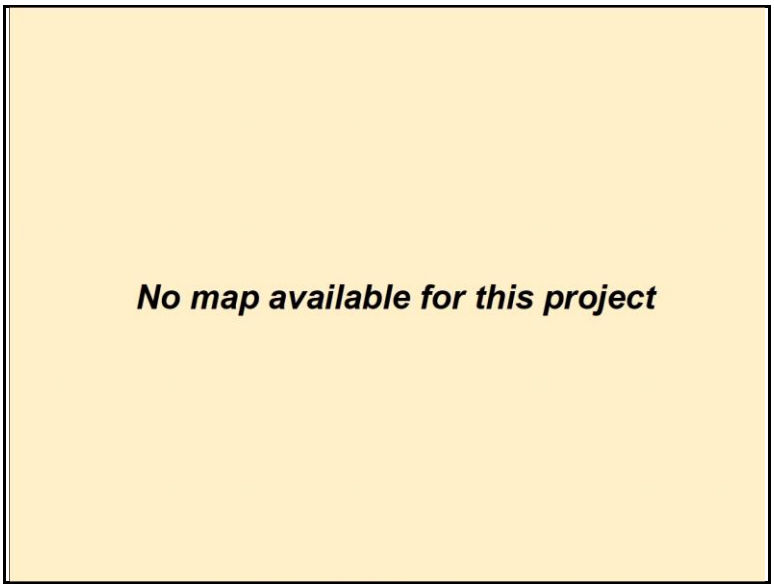
Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	11/9/2016	9/30/2020	Complete
Right of Way	9/30/2020	10/6/2021	Complete
Construction	10/6/2021	4/24/2023	Complete

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$95,000	$107,093	113%
Right of Way	$0	$0	-
Construction	$1,300,737	$0	0%
TOTAL	**$1,395,737**	**$107,093**	**8%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
	-	-	-
	-	-	-
	-	-	-

Washington Avenue Streetscape and Pedestrian Improvements (Project in Financial Closeout)
UPC # 109059

ALLOCATIONS

Fund Source(s)	*Previous*	*FY 2024*	*FY 2025*	*FY 2026*	*FY 2027*	*TOTAL*
TAP	$637,200	$0	$0	$0	$0	$637,200
RTAP	$200,000	$0	$0	$0	$0	$200,000
LOC	$300,000	$0	$0	$0	$0	$300,000
EN	$362,800	$0	$0	$0	$0	$362,800
TOTAL	**$1,500,000**	**$0**	**$0**	**$0**	**$0**	**$1,500,000**

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

Newport News SRTS Program Coordinator
UPC # 121183

OVERVIEW

Description: Provide a Newport News Safe Routes to School (SRTS) Coordinator to enhance public awareness in bicycle and pedestrian safety and provide education and training.

Street (Route): N/A

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Newport News

System: Enhancement

Scope: Safety and Education of Pedestrians/Bicyclists

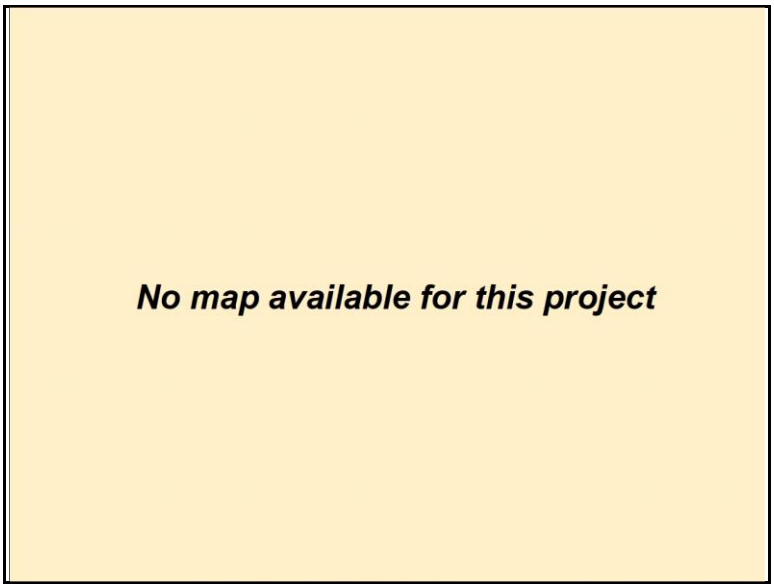
Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	7/5/2022	6/28/2024	Underway
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$273,750	$0	0%
Right of Way	$0	$0	-
Construction	$0	$0	-
TOTAL	**$273,750**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Newport News SRTS Program Coordinator
UPC # 121183

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
TAP	$19,000	$200,000	$0	$0	$0	$219,000
LOC	$4,750	$50,000	$0	$0	$0	$54,750
TOTAL	**$23,750**	**$250,000**	**$0**	**$0**	**$0**	**$273,750**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	TAP/F		$219,000				$54,750
	Subtotal		***$219,000***				***$54,750***
	TOTAL		**$219,000**				**$54,750**

Source of Project Data: Virginia Department of Transportation.

Trail 757 Multi-Use Path - Yorktown Road to Newport News Park
UPC # 121108

OVERVIEW

Description: Construct a new multi-use path and associated amenities from the existing trail at Newport News Park from Yorktown Road to the Chelsea Place community.

Street (Route): N/A

From: Existing Bike Trail in Newport News Park

To: Chelsea Place and Yorktown Road

Length (mi): Unknown

Jurisdiction/Agency: Newport News

System: Enhancement

Scope: Facilities for Pedestrians and Bicycles

Oversight: Non-Federal Oversight

Administered By: Locality

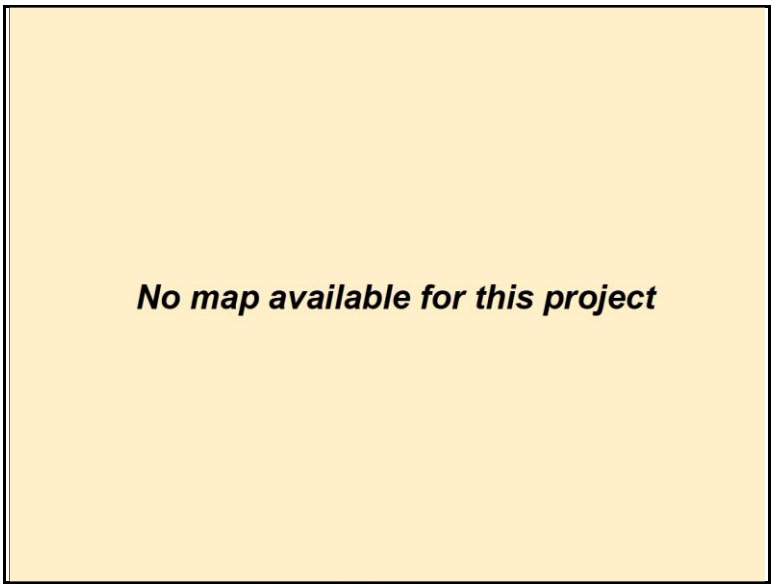
Regionally Significant: No

CMAQ: No

RSTP: No

TAP: Yes

CRP: Yes



HRTPO Notes

Revised 12/17/2024: Administrative Modification to revise the allocations. Update allocations as follows: add FY 2022 CRP allocation of $1,000,000; add FY 2023 CRP allocation of $500,000. The project was originally known by the "BoAT", which has now officially been renamed "Trail 757".

SCHEDULE

	Start	End	Status
Preliminary Engineering	11/30/2022	3/7/2025	Underway
Right of Way	3/7/2025	11/28/2025	FFY 2025
Construction	11/28/2025	11/16/2026	FFY 2026

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$678,000	$7,063	1%
Right of Way	$246,000	$0	0%
Construction	$3,367,000	$0	0%
TOTAL	**$4,291,000**	**$7,063**	**0%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
	-	-	-
	-	-	-
	-	-	-

Trail 757 Multi-Use Path - Yorktown Road to Newport News Park
UPC # 121108

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
CRP	$1,500,000	$0	$0	$0	$0	$1,500,000
TAP	$100,000	$400,000	$0	$0	$0	$500,000
RTAP	$500,000	$0	$0	$0	$0	$500,000
LOC	$3,191,000	$100,000	$0	$0	$0	$3,291,000
TOTAL	**$5,291,000**	**$500,000**	**$0**	**$0**	**$0**	**$5,791,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	TAP/F		$542,400				$135,600
	Subtotal		***$542,400***				***$135,600***
RW	TAP/F			$196,800			$49,200
	Subtotal			***$196,800***			***$49,200***
CN	Other				$3,291,000		
CN	TAP/F				$60,800		$15,200
	Subtotal				***$3,351,800***		***$15,200***
	TOTAL		**$542,400**	**$196,800**	**$3,351,800**		**$200,000**

Source of Project Data: Virginia Department of Transportation.

BoAT Multi-Use Path - Warwick, Elmhurst, and Yorktown
UPC # 121110

OVERVIEW

Description: Construct a new multi-use path and associated amenities from the existing trail at Yorktown Road at Chelsea Place and down Elmhurst Road to Warwick Boulevard.

Street (Route): N/A

From: Existing Bike Trail at Yorktown Road at Chelsea Place and Elmhurst Road

To: Warwick Boulevard

Length (mi): Unknown

Jurisdiction/Agency: Newport News

System: Enhancement

Scope: Facilities for Pedestrians and Bicycles

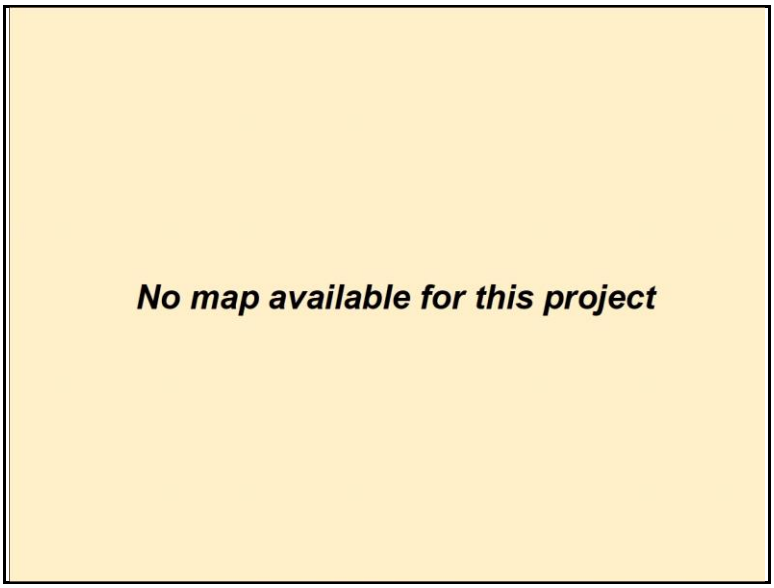
Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	12/7/2022	3/14/2025	Underway
Right of Way	3/14/2025	12/5/2025	FFY 2025
Construction	12/5/2025	11/23/2026	FFY 2026

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$403,000	$0	0%
Right of Way	$574,000	$0	0%
Construction	$1,932,000	$0	0%
TOTAL	**$2,909,000**	**$0**	**0%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
	-	-	-
	-	-	-
	-	-	-

BoAT Multi-Use Path - Warwick, Elmhurst, and Yorktown
UPC # 121110

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
TAP	$0	$382,400	$0	$0	$0	$382,400
RTAP	$617,600	$0	$0	$0	$0	$617,600
LOC	$1,813,400	$95,600	$0	$0	$0	$1,909,000
TOTAL	**$2,431,000**	**$478,000**	**$0**	**$0**	**$0**	**$2,909,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	TAP/F		$322,400				$80,600
	Subtotal		***$322,400***				***$80,600***
RW	TAP/F			$459,200			$114,800
	Subtotal			***$459,200***			***$114,800***
CN	Other				$1,909,000		
CN	TAP/F				$18,400		$4,600
	Subtotal				***$1,927,400***		***$4,600***
	TOTAL		**$322,400**	**$459,200**	**$1,927,400**		**$200,000**

Source of Project Data: Virginia Department of Transportation.

Washington Avenue and 25th Street Pedestrian Improvements
UPC # 121105

OVERVIEW

Description: Washington Avenue and 25th Street Pedestrian Improvements

Street (Route): Washington Avenue and 25th Street

From: 28th Street at Washington Avenue

To: 25th Street from West Avenue to Huntington Avenue

Length (mi): N/A

Jurisdiction/Agency: Newport News

System: Enhancement

Scope: Facilities for Pedestrians and Bicycles

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant: No

CMAQ: No

RSTP: No

TAP: Yes

CRP: No



HRTPO Notes

Revised 5/15/2025: Amendment to revise the cost estimate, schedule, allocations, and obligations. Revise cost estimate to be $3,822,000. Update allocations as follows: remove FY Previous RTAP allocation of $1,000,000; add FY Previous TAP allocation of $1,000,000; revise FY Previous LOC allocation to be $250,000; add FY 2025 LOC allocation of $761,150; add FY 2025 TAP allocation of $256,600; add FY 2026 TAP allocation of $1,243,400; add FY 2026 LOC allocation of $310,850. Update obligations as follows: add FY 2025 PE Phase TAP/F Federal obligation of $348,400; revise PE Phase TAP/F Match obligation to be $110,700; remove FY 2026 RW Phase TAP/F obligation of $20,000 and $5,000 TAP/F match; add FY 2027 RW Phase TAP/F obligation of $19,200, plus $4,800 TAP/F match; remove FY 2027 CN Phase TAP/F obligation of $685,600 and $171,400 TAP/F match; remove FY 2027 CN Phase AC obligation of $1,238,000.

SCHEDULE

	Start	End	Status
Preliminary Engineering	11/2/2023	3/1/2027	Underway
Right of Way	3/1/2027	1/17/2028	FFY 2027
Construction	1/17/2028	5/7/2029	FFY 2028

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$553,000	$8,094	1%
Right of Way	$24,000	$0	0%
Construction	$3,245,000	$0	0%
TOTAL	**$3,822,000**	**$8,094**	**0%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
	-	-	-
	-	-	-
	-	-	-

Washington Avenue and 25th Street Pedestrian Improvements
UPC # 121105

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
TAP	$1,000,000	$0	$256,600	$1,243,400	$0	$2,500,000
LOC	$250,000	$0	$761,150	$310,850	$0	$1,322,000
TOTAL	**$1,250,000**	**$0**	**$1,017,750**	**$1,554,250**	**$0**	**$3,822,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	TAP/F		$94,400	$348,400			$110,700
	Subtotal		***$94,400***	***$348,400***			***$110,700***
RW	TAP/F					$19,200	$4,800
	Subtotal					***$19,200***	***$4,800***
	TOTAL		**$94,400**	**$348,400**		**$19,200**	**$115,500**

Source of Project Data: Virginia Department of Transportation.

Bates Drive Multi-Use Path
UPC # 121111

OVERVIEW

Description: Bates Drive Multi-Use Path

Street (Route): Bates Drive
From: King-Lincoln Park
To: 18th Street and Jefferson Avenue
Length (mi): Unknown
Jurisdiction/Agency: Newport News
System: Enhancement
Scope: Factilities for Pedestrian and Bicycles
Oversight: Unknown
Administered By: Locality
Regionally Significant for Air Quality: No
CMAQ: No
RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	12/6/2023	2/20/2026	Underway
Right of Way	2/20/2026	11/13/2026	FFY 2026
Construction	11/13/2026	11/1/2027	FFY 2027

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$515,000	$0	0%
Right of Way	$66,000	$0	0%
Construction	$2,642,000	$0	0%
TOTAL	**$3,223,000**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Bates Drive Multi-Use Path
UPC # 121111

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
RTAP	$764,800	$0	$0	$0	$0	$764,800
LOC	$2,458,200	$0	$0	$0	$0	$2,458,200
TOTAL	**$3,223,000**	**$0**	**$0**	**$0**	**$0**	**$3,223,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	TAP/F		$412,000				$103,000
	Subtotal		***$412,000***				***$103,000***
RW	TAP/F				$52,800		$13,200
	Subtotal				***$52,800***		***$13,200***
CN	Other					$2,458,200	
CN	TAP/F					$147,040	$36,760
	Subtotal					***$2,605,240***	***$36,760***
	TOTAL		**$412,000**		**$52,800**	**$2,605,240**	**$152,960**

Source of Project Data: Virginia Department of Transportation.

Church Street Pedestrian Improvements
UPC # 117038

OVERVIEW

Description: Improve pedestrian accommodations, signage, and construct a mid-block crossing along 0.25 miles of Church Street.

Street (Route): Church Street

From: Onley Avenue

To: Nicholson Street

Length (mi): 0.25

Jurisdiction/Agency: Norfolk

System: Enhancement

Scope: Facilities for Pedestrians and Bicycles

Oversight: Non-Federal Oversight

Administered By: Locality

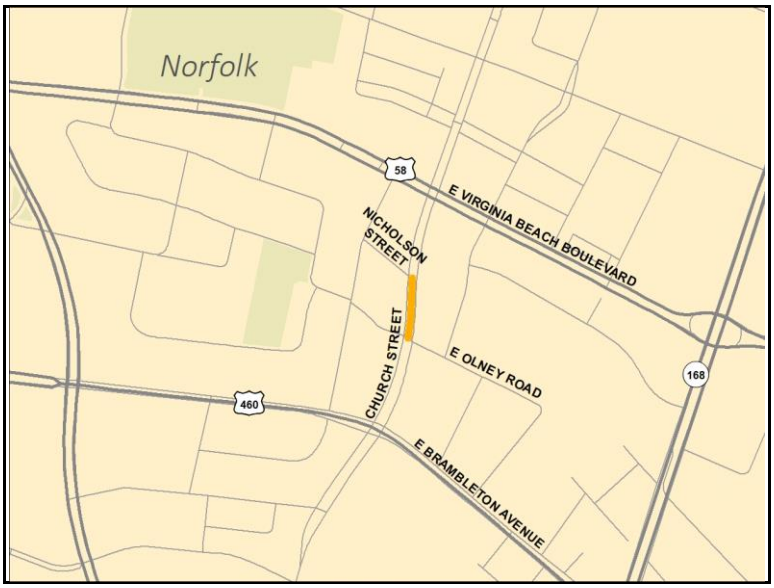
Regionally Significant: No

CMAQ: No

RSTP: No

TAP: Yes

CRP: No



HRTPO Notes

Revised 2/27/2025: Administrative Modification to ungroup project and list it individually in the TIP as part of the FY 2024-2027 rollover process.

SCHEDULE

	Start	End	Status
Preliminary Engineering	8/30/2021	6/30/2023	Complete
Right of Way	N/A	N/A	N/A
Construction	6/30/2023	6/4/2024	Complete

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$122,000	$0	0%
Right of Way	$0	$0	-
Construction	$370,802	$0	0%
TOTAL	**$492,802**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Church Street Pedestrian Improvements
UPC # 117038

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
LOC	$100,000	$0	$0	$0	$0	$100,000
TAP	$400,000	$0	$0	$0	$0	$400,000
TOTAL	**$500,000**	**$0**	**$0**	**$0**	**$0**	**$500,000**

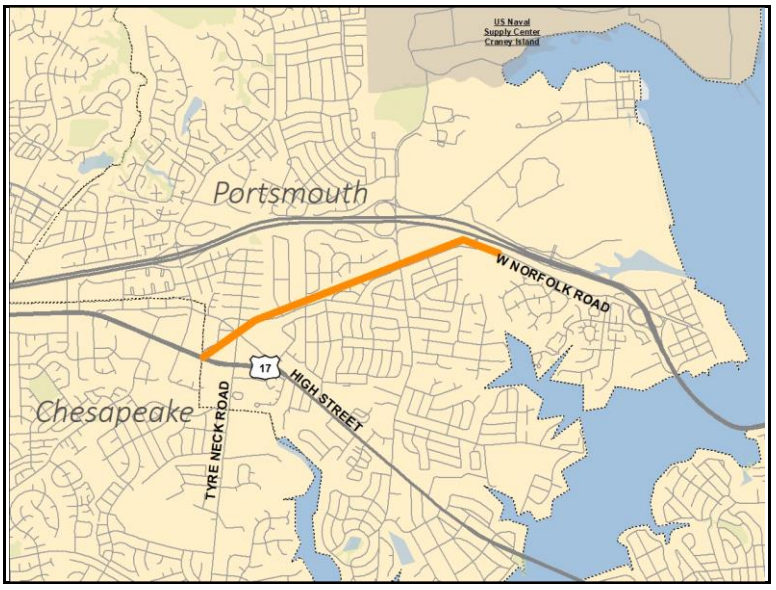
SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	TAP/F	$97,600					$24,400
	Subtotal	***$97,600***					***$24,400***
CN	TAP/F	$302,400					$75,600
	Subtotal	***$302,400***					***$75,600***
	TOTAL	**$400,000**					**$100,000**

Source of Project Data: Virginia Department of Transportation.

Portsmouth Rails to Trails (Project in Financial Closeout)
UPC # 106157

OVERVIEW



Description: Construct a bicycle/pedestrian trail on the former railroad right-of-way from the Portsmouth/Chesapeake City line to the intersection of West Norfolk Road with Old Coast Guard Boulevard.

Street (Route): N/A

From: Portsmouth/Chesapeake City Line

To: Intersection of West Norfolk Road with Old Coast Guard Boulevard

Length (mi): 1.81

Jurisdiction/Agency: Portsmouth

System: Enhancement

Scope: Facilities for Pedestrians and Bicycles

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No

HRTPO Notes

SCHEDULE

	Start	*End*	*Status*
Preliminary Engineering	10/28/2016	6/22/2022	Complete
Right of Way	N/A	N/A	N/A
Construction	6/22/2022	5/15/2023	Complete

COSTS AND EXPENDITURES

	Cost Estimates	*Total Expenditures*	*Percent Expended*
Preliminary Engineering	$281,456	$219,956	78%
Right of Way	$0	$0	-
Construction	$2,670,165	$0	0%
TOTAL	**$2,951,621**	**$219,956**	**7%**

Recent Expenditures

Latest Quarter	*Previous 3 Quarters*		
	3	*2*	*1*
	-	-	-
	-	-	-
	-	-	-

Portsmouth Rails to Trails (Project in Financial Closeout)
UPC # 106157

ALLOCATIONS

Fund Source(s)	*Previous*	*FY 2024*	*FY 2025*	*FY 2026*	*FY 2027*	*TOTAL*
RTAP	$900,000	$0	$0	$0	$0	$900,000
LOC	$2,051,621	$0	$0	$0	$0	$2,051,621
TOTAL	**$2,951,621**	**$0**	**$0**	**$0**	**$0**	**$2,951,621**

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

Portsmouth Pedestrian Enhancements
UPC # 117121

OVERVIEW

Description: Improvements along Portsmouth Boulevard at Roanoke Avenue and the mid-block near Piedmont Avenue, including pedestrian beacons, high visibility crosswalks, signage, ADA ramps, and sidewalk connections that serve bus stops and a planned recreation center.

Street (Route): Portsmouth Boulevard

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Portsmouth

System: Enhancement

Scope: Facilities for Pedestrians and Bicycles

Oversight: Non-Federal Oversight

Administered By: Locality

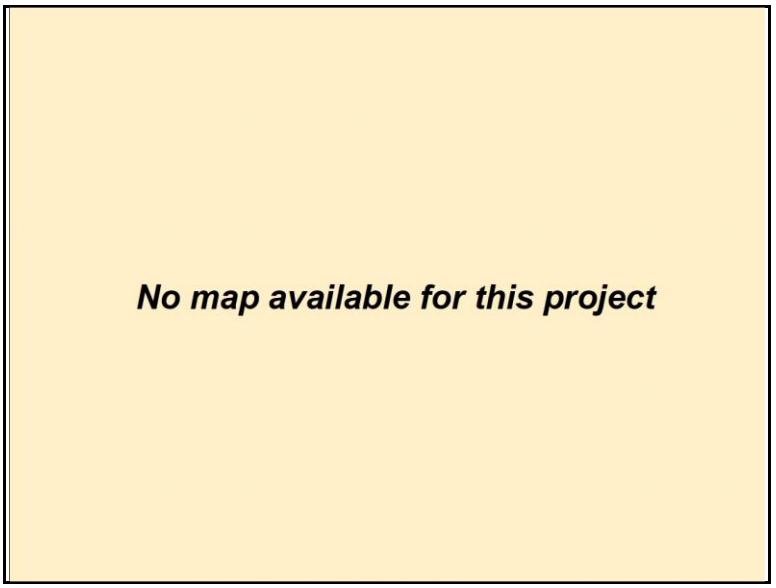
Regionally Significant: No

CMAQ: No

RSTP: No

TAP: Yes

CRP: No



HRTPO Notes

Revised 2/27/2025: Administrative Modification to ungroup project and list it individually in the TIP as part of the FY 2024-2027 rollover process.

SCHEDULE

	Start	End	Status
Preliminary Engineering	4/6/2021	8/1/2024	Complete
Right of Way	N/A	N/A	N/A
Construction	8/1/2024	9/1/2025	Underway

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$20,000	$0	0%
Right of Way	$0	$0	-
Construction	$368,625	$0	0%
TOTAL	**$388,625**	**$0**	**0%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
	-	-	-
	-	-	-
	-	-	-

Portsmouth Pedestrian Enhancements
UPC # 117121

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
LOC	$77,725	$0	$0	$0	$0	$77,725
TAP	$310,900	$0	$0	$0	$0	$310,900
TOTAL	**$388,625**	**$0**	**$0**	**$0**	**$0**	**$388,625**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	TAP/F	$23,272					$5,818
	Subtotal	***$23,272***					***$5,818***
CN	TAP/F		$287,628				$71,907
	Subtotal		***$287,628***				***$71,907***
	TOTAL	**$23,272**	**$287,628**				**$77,725**

Source of Project Data: Virginia Department of Transportation.

Seaboard Coastline Trail - Phase 3B
UPC # 121109

OVERVIEW

Description: Construct a 10-foot wide asphalt trail with 2-foot wide gravel shoulders, as part of the 11-mile Suffolk Seaboard Coastline Trail, within an abandoned railroad right-of-way, extending the existing trail by 1.5 miles.

Street (Route): N/A

From: Nansemond Parkway

To: Pine Tree Way/Cherry Blossom Drive

Length (mi): 1.5

Jurisdiction/Agency: Suffolk

System: Enhancement

Scope: Preservation of Abandoned Railway Corridors

Oversight: Non-Federal Oversight

Administered By: Locality

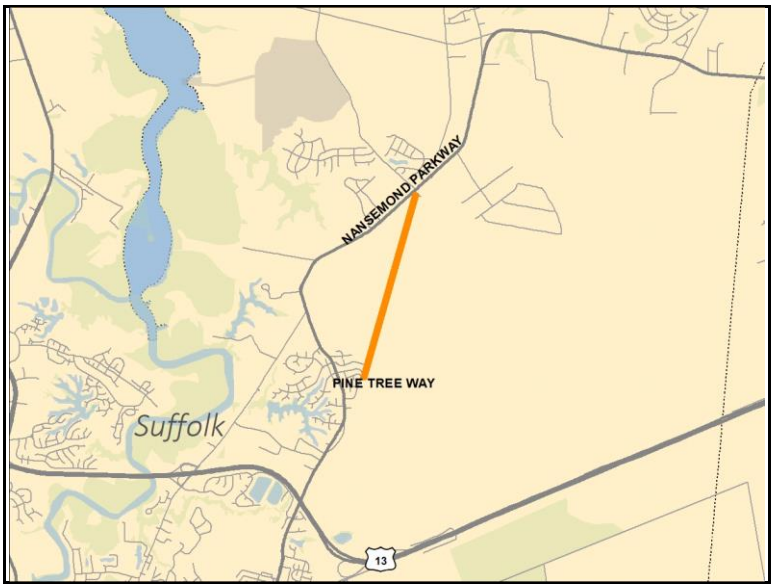
Regionally Significant: No

CMAQ: No

RSTP: No

TAP: Yes

CRP: No



HRTPO Notes

Revised 3/5/2025: Administrative Modification to revise the cost estimate, schedule, allocations, and obligations as part of the FY 2024-2027 rollover process. Revise cost estimate to be $2,313,248. Update allocations as follows: remove FY Previous RTAP allocation of $530,177; revise FY Previous TAP allocation to be $1,816,160. Update obligations as follows: add FY Previous PE Phase TAP/F Federal obligation of $368,038; remove FY 2024 PE Phase TAP/F Federal obligation of $368,038.

SCHEDULE

	Start	End	Status
Preliminary Engineering	3/14/2023	5/12/2025	Underway
Right of Way	5/12/2025	6/15/2026	FFY 2025
Construction	6/15/2026	9/7/2027	FFY 2026

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$460,048	$113,806	25%
Right of Way	$83,000	$0	0%
Construction	$1,770,200	$0	0%
TOTAL	**$2,313,248**	**$113,806**	**5%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
	-	-	-
	-	-	-
	-	-	-

Seaboard Coastline Trail - Phase 3B
UPC # 121109

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
TAP	$1,816,160	$0	$0	$0	$0	$1,816,160
LOC	$454,040	$0	$0	$0	$0	$454,040
TOTAL	**$2,270,200**	**$0**	**$0**	**$0**	**$0**	**$2,270,200**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	TAP/F	$368,038					$92,010
	Subtotal	***$368,038***					***$92,010***
RW	TAP/F				$31,626		$7,907
	Subtotal				***$31,626***		***$7,907***
CN	AC-Other				$454,040		
CN	TAP/F				$1,053,263		$263,316
	Subtotal				***$1,507,303***		***$263,316***
	TOTAL	**$368,038**			**$1,538,929**		**$363,232**

Source of Project Data: Virginia Department of Transportation.

Suffolk Seaboard Coastline Trail - Segment 3C
UPC # 125243

OVERVIEW

Description: Construct a 2.7-mile trail segment, from the northern terminus of Segment 3B at Pine Tree Way to Nansemond River High School, completing the gap between Segments 3A and 3B of the trail.

Street (Route): N/A

From: Pine Tree Way

To: Nansemond River High School

Length (mi): 2.7

Jurisdiction/Agency: Suffolk

System: Enhancement

Scope: Facilities for Pedestrians and Bicycles

Oversight: Non-Federal Oversight

Administered By: Locality

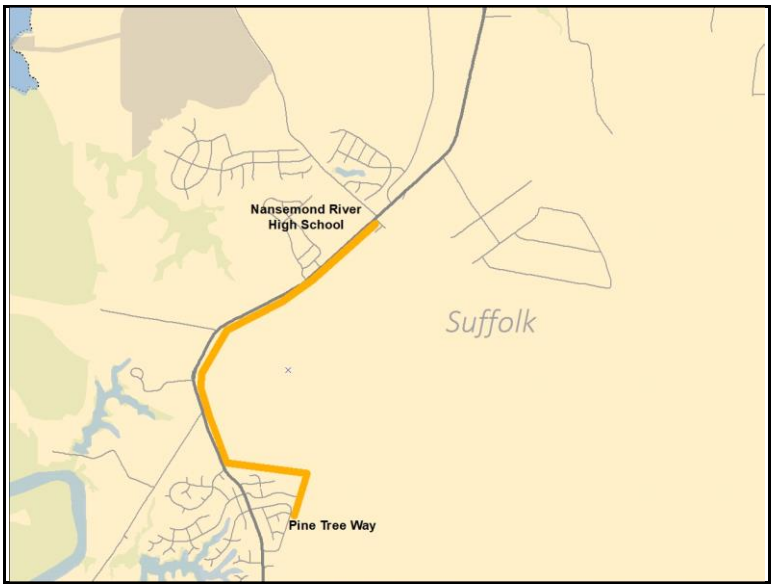
Regionally Significant: No

CMAQ: No

RSTP: No

TAP: Yes

CRP: No



HRTPO Notes

Revised 11/21/2024: Amendment to add project to the TIP.

SCHEDULE

	Start	End	Status
Preliminary Engineering	1/22/2025	3/17/2027	FFY 2025
Right of Way	3/17/2027	12/8/2027	FFY 2027
Construction	12/8/2027	11/23/2028	FFY 2028

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$737,100	$0	0%
Right of Way	$3,572,100	$0	0%
Construction	$4,139,381	$0	0%
TOTAL	**$8,448,581**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Suffolk Seaboard Coastline Trail - Segment 3C
UPC # 125243

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
LOC	$0	$0	$4,221	$0	$0	$4,221
RAISE	$0	$0	$5,319,360	$0	$0	$5,319,360
TAP Match	$0	$0	$550,000	$75,000	$0	$625,000
TAP	$0	$0	$2,200,000	$300,000	$0	$2,500,000
TOTAL	**$0**	**$0**	**$8,073,581**	**$375,000**	**$0**	**$8,448,581**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	TAP/F			$589,680			$147,420
	Subtotal			***$589,680***			***$147,420***
RW	Other					$1,184,200	
RW	TAP/F					$1,910,320	$477,580
	Subtotal					***$3,094,520***	***$477,580***
	TOTAL			**$589,680**		**$3,094,520**	**$625,000**

Source of Project Data: Virginia Department of Transportation.

Thalia Creek Greenway - Phase III
UPC # 107956

OVERVIEW

Description: Construct a bicycle/pedestrian trail that will provide connectivity to and around the Town Center area of Virginia Beach.

Street (Route): N/A

From: N/A

To: N/A

Length (mi): Unknown

Jurisdiction/Agency: Virginia Beach

System: Enhancement

Scope: Facilities for Pedestrians and Bicycles

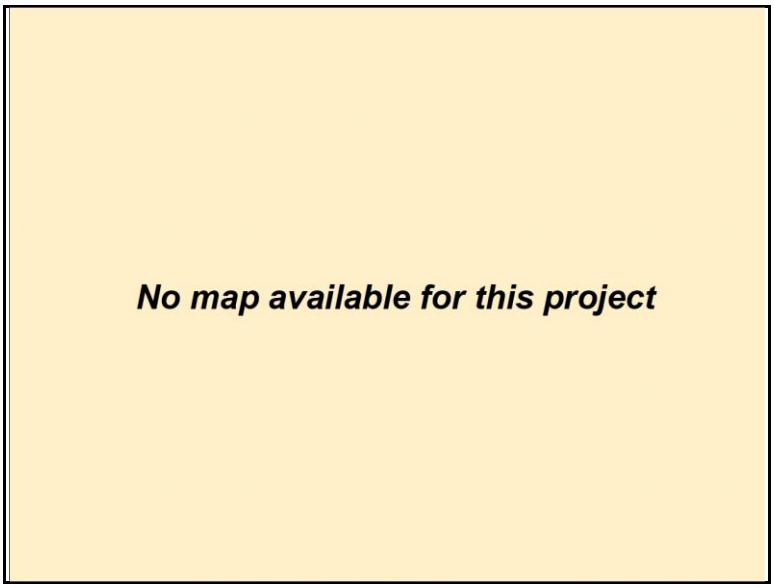
Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

Revised 2/15/2024: Amendment to revise the cost estimate, schedule, allocations, and obligations. Revise cost estimate to be $3,884,931. Update allocations as follows: remove FY Previous RTAP allocation of $872,040; add FY Previous TAP allocation of $826,487, plus $206,622 TAP match; revise FY Previous LOC allocation to be $2,131,583; add FY 2024 LOC allocation of $720,239. Update obligations as follows: add FY Previous RW Phase RTAP obligation of $239,278, plus $59,820 RTAP match; add FY Previous CN Phase TAP/F obligation of $632,762, plus $158,191 TAP/F match; add FY 2024 CN Phase TAP/F obligation of $587,209,plus $146,802 TAP/F match; add FY Previous CN Phase AC Other obligation of $1,706,147; add FY 2024 CN Phase AC-Other obligation of $2,851,823.

SCHEDULE

	Start	End	Status
Preliminary Engineering	N/A	N/A	N/A
Right of Way	8/16/2019	1/31/2024	Complete
Construction	1/31/2024	6/23/2025	Underway

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$0	$0	-
Right of Way	$299,097	$1,814	1%
Construction	$3,585,834	$0	0%
TOTAL	**$3,884,931**	**$1,814**	**0%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
	-	-	-
	-	-	-
	-	-	-

Thalia Creek Greenway - Phase III
UPC # 107956

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
TAP Match	$206,622					
TAP	$826,487					
LOC	$2,131,583	$720,239	$0	$0	$0	$2,851,822
TOTAL	**$3,164,692**	**$720,239**	**$0**	**$0**	**$0**	**$3,884,931**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
RW	RTAP	$239,278					$59,820
	Subtotal	***$239,278***					***$59,820***
CN	AC-Other	$1,706,147	$2,851,823				
CN	TAP/F	$632,762	$587,209				$304,993
	Subtotal	***$2,338,909***	***$3,439,032***				***$304,993***
	TOTAL	**$2,578,187**	**$3,439,032**				**$364,813**

Source of Project Data: Virginia Department of Transportation.

Parliament Drive Sidewalk - Phase I
UPC # 117119

OVERVIEW

Description: Install a five-foot wide concrete sidewalk along the southern side of Parliament Drive from Coventry Road to Green Kemp Road.

Street (Route): Parliament Drive

From: Coventry Road

To: Green Kemp Road

Length (mi): 0.25

Jurisdiction/Agency: Virginia Beach

System: Enhancement

Scope: Facilities for Pedestrians and Bicycles

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant: No

CMAQ: No

RSTP: No

TAP: Yes

CRP: No



HRTPO Notes

Revised 3/5/2025: Administrative Modification to revise the cost estimate, schedule, allocations, and obligations as part of the FY 2024-2027 rollover process. Revise cost estimate to be $3,032,421. Update allocations as follows: remove FY Previous RTAP allocation of $373,768; revise FY Previous TAP allocation to be $747,537. Update obligations as follows: add FY Previous PE Phase TAP/F obligation of $168,000, plus $42,000 TAP/F match; add FY 2024 RW Phase TAP/F obligation of $218,883, plus $54,721 TAP/F match. Revised 8/11/2025: Administrative Modification to revise the cost estimate, schedule, allocations, and obligations. Revise cost estimate to be $3,579,991. Update allocations as follows: add FY 2025 LOC allocation of $2,496,605. Update obligations as follows: add FY 2024 PE Phase TAP/F Federal obligation of $108,800; revise PE Phase TAP/F Match obligation to be $62,200; remove FY 2024 RW Phase TAP/F obligation of $218,883 and $54,721 TAP/F match; add FY 2025 CN Phase TAP/F obligation of $470,737, plus $117,684 TAP/F match; add FY 2026 CN Phase AC-Other obligation of $2,645,570.

SCHEDULE

	Start	End	Status
Preliminary Engineering	4/6/2021	10/4/2024	Complete
Right of Way	10/4/2024	8/29/2025	Underway
Construction	8/29/2025	12/1/2026	FFY 2025

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$346,000	$91,489	26%
Right of Way	$0	$0	-
Construction	$3,233,991	$0	0%
TOTAL	**$3,579,991**	**$91,489**	**3%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Parliament Drive Sidewalk - Phase I
UPC # 117119

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
TAP	$747,537	$0	$0	$0	$0	$747,537
LOC	$335,849	$0	$2,496,605	$0	$0	$2,832,454
TOTAL	**$1,083,386**	**$0**	**$2,496,605**	**$0**	**$0**	**$3,579,991**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	TAP/F	$168,000	$108,800				$69,200
	Subtotal	***$168,000***	***$108,800***				***$69,200***
CN	AC-Other				$2,645,570		
CN	TAP/F			$470,737			$117,684
	Subtotal			***$470,737***	***$2,645,570***		***$117,684***
	TOTAL	**$168,000**	**$108,800**	**$470,737**	**$2,645,570**		**$186,884**

Source of Project Data: Virginia Department of Transportation.

Violet Bank Trail
UPC # 113469

OVERVIEW

Description: Provide a six-foot-wide sidewalk through the Violet Bank Drive public right of way. Includes ADA compliant sidewalk ramps and painted crosswalks at each street crossing, landscaping improvements, and private utility relocations.

Street (Route): N/A

From: Eastern End of Violet Bank Drive

To: Selwood Drive

Length (mi): 0.6

Jurisdiction/Agency: Virginia Beach

System: Enhancement

Scope: Facilities for Pedestrians and Bicycles

Oversight: Non-Federal Oversight

Administered By: Locality

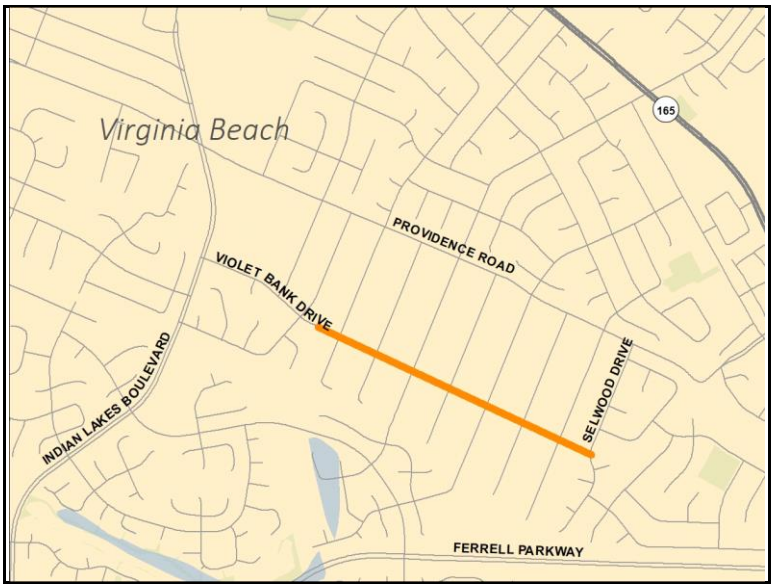
Regionally Significant: No

CMAQ: No

RSTP: No

TAP: Yes

CRP: No



HRTPO Notes

Revised 11/21/2024: Amendment to revise the cost estimate, schedule, allocations, and obligations. Revise cost estimate to be $2,163,281. Update allocations as follows: revise FY Previous LOC allocation to be $141,747; add FY 2024 LOC allocation of $1,504; add FY 2025 LOC allocation of $1,701,182. Update obligations as follows: add FY Previous PE Phase TAP/F obligation of $199,999, plus $50,001 TAP/F match; add FY 2025 PE Phase TAP/F obligation of $96,000, plus $24,000 TAP/F match; add FY 2025 RW Phase TAP/F obligation of $22,848, plus $5,712 TAP/F match; add FY 2025 RW Phase Other obligation of $137,440; add FY 2025 CN Phase Other obligation of $1,627,281. Revised 1/24/2025: Administrative Modification to revise the cost estimate, description, termini, and length. Revise cost estimate to be $2,167,432.

SCHEDULE

	Start	*End*	*Status*
Preliminary Engineering	5/8/2019	11/19/2024	Complete
Right of Way	11/19/2024	8/29/2025	Underway
Construction	8/29/2025	2/26/2027	FFY 2025

COSTS AND EXPENDITURES

	Cost Estimates	*Total Expenditures*	*Percent Expended*
Preliminary Engineering	$380,000	$166,195	44%
Right of Way	$205,000	$0	0%
Construction	$1,582,432	$0	0%
TOTAL	**$2,167,432**	**$166,195**	**8%**

Recent Expenditures

Latest Quarter	*Previous 3 Quarters*		
	3	*2*	*1*
	-	-	-
	-	-	-
	-	-	-

Violet Bank Trail
UPC # 113469

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
TAP	$172,434	$0	$0	$0	$0	$172,434
RTAP	$146,414	$0	$0	$0	$0	$146,414
LOC	$141,747	$1,504	$1,701,182	$0	$0	$1,844,433
TOTAL	**$460,595**	**$1,504**	**$1,701,182**	**$0**	**$0**	**$2,163,281**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	TAP/F	$199,999		$96,000			$74,001
	Subtotal	***$199,999***		***$96,000***			***$74,001***
RW	Other			$137,440			
RW	TAP/F			$22,848			$5,712
	Subtotal			***$160,288***			***$5,712***
CN	Other			$1,627,281			
	Subtotal			***$1,627,281***			
	TOTAL	**$199,999**		**$1,883,569**			**$79,713**

Source of Project Data: Virginia Department of Transportation.

Foxfire Pedestrian Trail - Phase 1
UPC # 111308

OVERVIEW

Description: Construct a pedestrian and bicycle trail and bridge between North Landing Road and Foxfire Park/Esplanade Drive - provides connectivity from the Virginia Beach Municipal Center to Pungo neighborhoods.

Street (Route): N/A

From: North Landing Road

To: Foxfire Park/Esplanade Drive

Length (mi): 1.0

Jurisdiction/Agency: Virginia Beach

System: Enhancement

Scope: Facilities for Pedestrians and Bicycles

Oversight: Non-Federal Oversight

Administered By: Locality

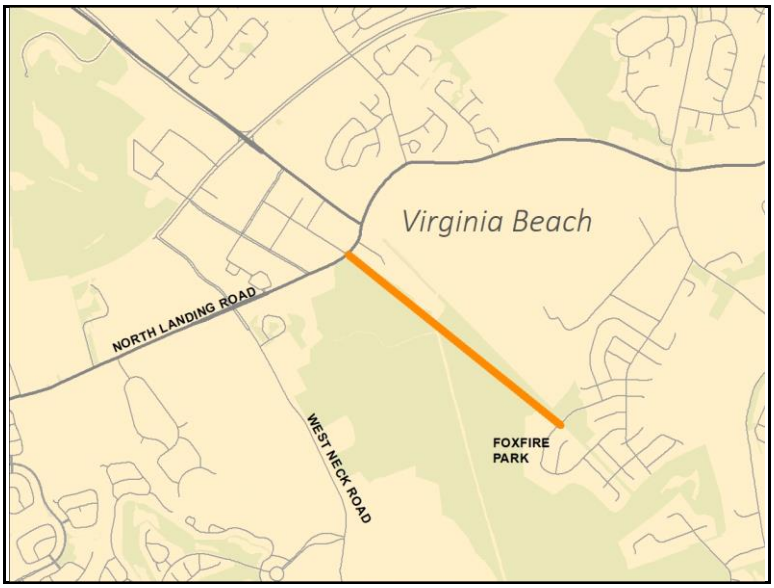
Regionally Significant: No

CMAQ: No

RSTP: No

TAP: Yes

CRP: No



HRTPO Notes

Revised 3/5/2025: Administrative Modification to revise the cost estimate, schedule, allocations, and obligations as part of the FY 2024-2027 rollover process. Revise cost estimate to be $2,537,798. Update allocations as follows: remove FY Previous RTAP allocation of $775,235; add FY Previous TAP allocation of $775,235, plus $191,615 TAP match; revise FY Previous LOC allocation to be $1,570,145; add FY 2024 LOC allocation of $803. Update obligations as follows: add FY Previous PE Phase TAP/F obligation of $84,000, plus $21,000 TAP/F match; add FY Previous PE Phase RTAP obligation of $100,000, plus $25,000 RTAP match; add FY Previous CN Phase TAP/F obligation of $591,235, plus $147,809 TAP/F match; add FY Previous CN Phase AC-Other obligation of $1,568,754.

SCHEDULE

	Start	End	Status
Preliminary Engineering	1/24/2018	2/13/2023	Complete
Right of Way	N/A	N/A	N/A
Construction	2/13/2023	6/27/2024	Complete

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$230,000	$186,194	81%
Right of Way	$0	$0	-
Construction	$2,307,798	$587,710	25%
TOTAL	**$2,537,798**	**$773,904**	**30%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Foxfire Pedestrian Trail - Phase 1
UPC # 111308

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
TAP Match	$191,615	$0	$0	$0	$0	$191,615
TAP	$775,235	$0	$0	$0	$0	$775,235
LOC	$1,570,145	$803	$0	$0	$0	$1,570,948
TOTAL	**$2,536,995**	**$803**	**$0**	**$0**	**$0**	**$2,537,798**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	RTAP	$100,000					$25,000
PE	TAP/F	$84,000					$21,000
	Subtotal	***$184,000***					***$46,000***
CN	AC-Other	$1,568,754					
CN	TAP/F	$591,235					$147,809
	Subtotal	***$2,159,989***					***$147,809***
	TOTAL	**$2,343,989**					**$193,809**

Source of Project Data: Virginia Department of Transportation.

Independence Boulevard/Columbus Street Pedestrian Improvements
UPC # 117117

OVERVIEW

Description: Provide an at-grade pedestrian crossing at the Independence Boulevard/Columbus Street intersection. Improvements include removal of a southbound left turn lane on Independence Boulevard, a pedestrian refuge, signalization, striping, and curb ramps.

Street (Route): N/A

From: N/A

To: N/A

Length (mi): 0.2

Jurisdiction/Agency: Virginia Beach

System: Enhancement

Scope: Facilities for Pedestrians and Bicycles

Oversight: Non-Federal Oversight

Administered By: Locality

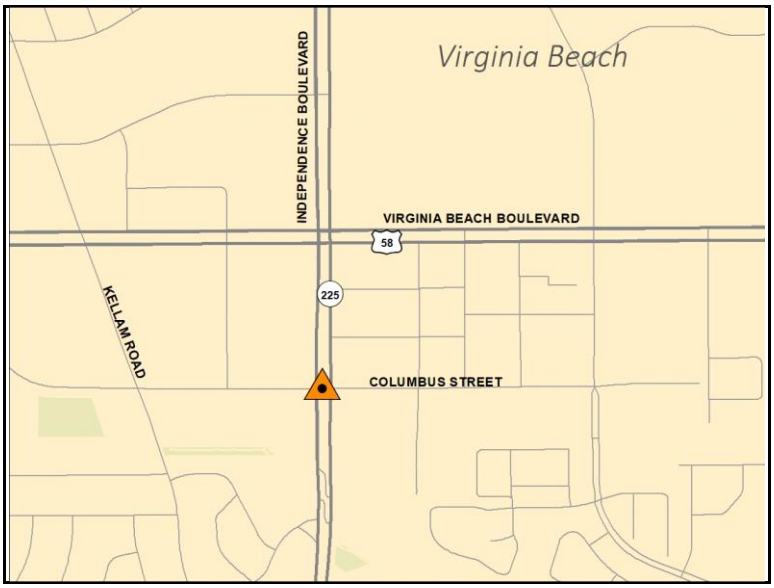
Regionally Significant: No

CMAQ: No

RSTP: No

TAP: Yes

CRP: No



HRTPO Notes

Revised 2/27/2025: Administrative Modification to ungroup project and list it individually in the TIP as part of the FY 2024-2027 rollover process.

SCHEDULE

	Start	End	Status
Preliminary Engineering	3/30/2021	8/21/2023	Complete
Right of Way	N/A	N/A	N/A
Construction	8/21/2023	1/9/2025	Complete

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$92,500	$0	0%
Right of Way	$0	$0	-
Construction	$474,786	$0	0%
TOTAL	**$567,286**	**$0**	**0%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
	-	-	-
	-	-	-
	-	-	-

Independence Boulevard/Columbus Street Pedestrian Improvements
UPC # 117117

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
LOC	$156,004	$58,426	$0	$0	$0	$214,430
TAP	$352,856	$0	$0	$0	$0	$352,856
TOTAL	**$508,860**	**$58,426**	**$0**	**$0**	**$0**	**$567,286**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	TAP/F	$74,000					$18,500
	Subtotal	***$74,000***					***$18,500***
CN	TAP/F	$278,856					$69,714
	Subtotal	***$278,856***					***$69,714***
	TOTAL	**$352,856**					**$88,214**

Source of Project Data: Virginia Department of Transportation.

Independence at Baxter Pedestrian Improvements
UPC # 121187

OVERVIEW

Description: Provide an at-grade pedestrian crossing at the South Independence Blvd and Baxter Rd intersection, with two crosswalk legs, ADA ramps, pedestrian signal heads and push buttons, and a six-foot pedestrian refuge in the median on South Independence Blvd.

Street (Route): N/A

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Virginia Beach

System: Enhancement

Scope: Facilities for Pedestrians and Bicycles

Oversight: Non-Federal Oversight

Administered By: Locality

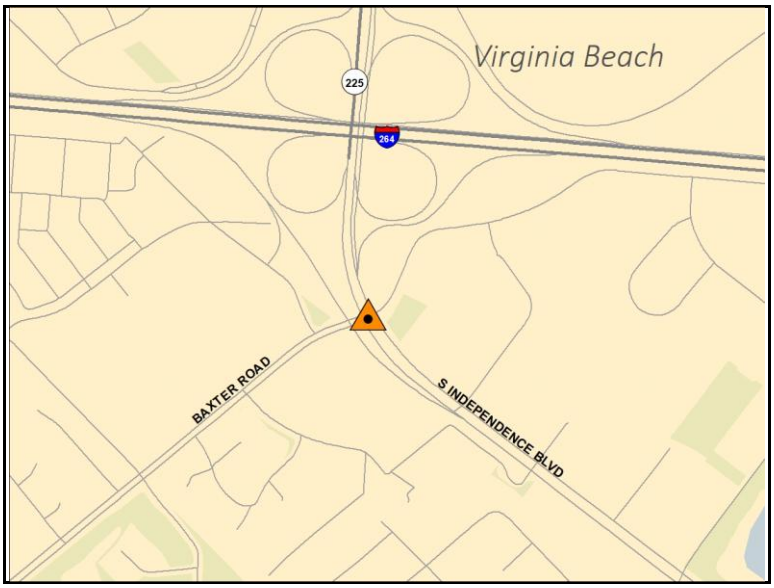
Regionally Significant: No

CMAQ: No

RSTP: No

TAP: Yes

CRP: No



HRTPO Notes

Revised 2/27/2025: Administrative Modification to ungroup project and list it individually in the TIP as part of the FY 2024-2027 rollover process. Revised 7/31/2025: Amendment to revise the cost estimate, schedule, allocations, and obligations. Revise cost estimate to be $628,025. Update allocations as follows: add FY 2025 LOC allocation of $224,175. Update obligations as follows: add FY 2025 PE Phase TAP/F Federal obligation of $15,281; revise PE Phase TAP/F Match obligation to be $25,619; add FY 2027 CN Phase TAP/F obligation of $176,179, plus $44,045 TAP/F match; add FY 2027 CN Phase Other obligation of $279,704.

SCHEDULE

	Start	End	Status
Preliminary Engineering	6/7/2023	2/19/2027	Underway
Right of Way	N/A	N/A	N/A
Construction	2/19/2027	9/6/2028	FFY 2027

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$128,098	$4,259	3%
Right of Way	$0	$0	-
Construction	$499,927	$0	0%
TOTAL	**$628,025**	**$4,259**	**1%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Independence at Baxter Pedestrian Improvements
UPC # 121187

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
LOC	$125,193	$0	$224,175	$0	$0	$349,368
TAP	$278,657	$0	$0	$0	$0	$278,657
TOTAL	**$403,850**	**$0**	**$224,175**	**$0**	**$0**	**$628,025**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	TAP/F	$87,197		$15,281			$25,619
	Subtotal	***$87,197***		***$15,281***			***$25,619***
CN	Other					$279,704	
CN	TAP/F					$176,179	$44,045
	Subtotal					***$455,883***	***$44,045***
	TOTAL	**$87,197**		**$15,281**		**$455,883**	**$69,664**

Source of Project Data: Virginia Department of Transportation.

Cape Henry Lighthouse Restoration
UPC # 121630

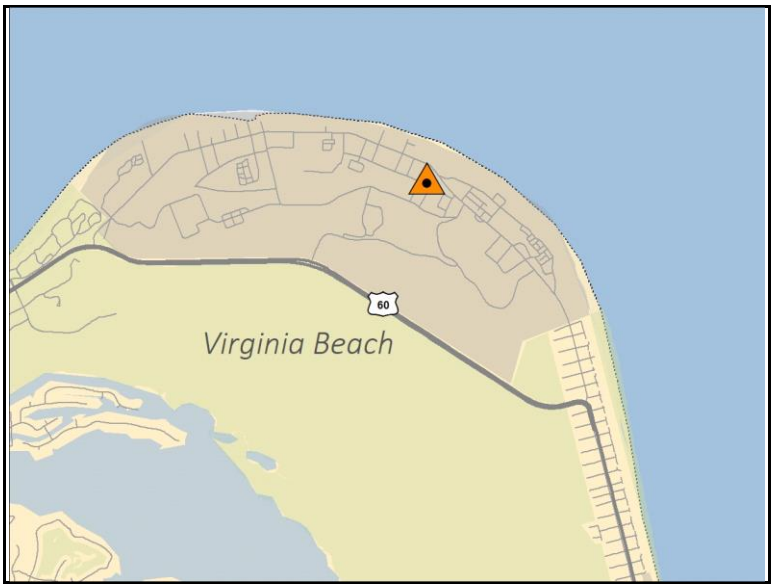
OVERVIEW

Description: Cape Henry Lighthouse Restoration

Street (Route): Atlantic Avenue
From: N/A
To: N/A

Length (mi): N/A
Jurisdiction/Agency: Virginia Beach
System: Enhancement
Scope: Rehabilitation of Historic Buildings/Facilities
Oversight: Unknown
Administered By: Locality
Regionally Significant: No
CMAQ: No
RSTP: No

TAP: Yes
CRP: No



HRTPO Notes

Revised 3/5/2025: Administrative Modification to revise the schedule, allocations, and obligations as part of the FY 2024-2027 rollover process. Update allocations as follows: remove FY Previous RTAP allocation of $24,661; revise FY Previous TAP allocation to be $1,534,495. Update obligations as follows: add FY Previous PE Phase TAP/F Federal obligation of $265,394; remove FY 2024 PE Phase TAP/F obligation of $265,394.

SCHEDULE

	Start	End	Status
Preliminary Engineering	6/7/2023	5/26/2026	Underway
Right of Way	N/A	N/A	N/A
Construction	5/26/2026	5/12/2027	FFY 2026

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$331,743	$73,242	22%
Right of Way	$0	$0	-
Construction	$1,586,376	$0	0%
TOTAL	**$1,918,119**	**$73,242**	**4%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Cape Henry Lighthouse Restoration
UPC # 121630

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
TAP	$1,534,495	$0	$0	$0	$0	$1,534,495
LOC	$383,624	$0	$0	$0	$0	$383,624
TOTAL	**$1,918,119**	**$0**	**$0**	**$0**	**$0**	**$1,918,119**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	TAP/F	$265,394					$66,349
	Subtotal	***$265,394***					***$66,349***
CN	TAP/F				$962,202		$240,551
CN	AC-Other				$383,624		
	Subtotal				***$1,345,826***		***$240,551***
	TOTAL	**$265,394**			**$1,345,826**		**$306,899**

Source of Project Data: Virginia Department of Transportation.

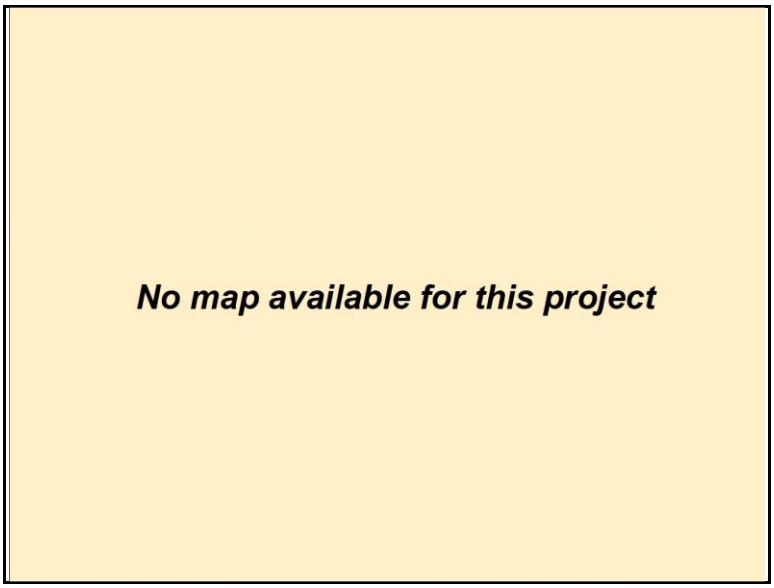
Williamsburg/James City County SRTS-NI
UPC # 125172

OVERVIEW

Description: Provide a safe and secure environment, promote walking and cycling to school daily, and educate the school community on essential safety concepts as they relate to pedestrian and bicycle safety.

Street (Route): N/A
From: N/A
To: N/A

Length (mi): N/A
Jurisdiction/Agency: Williamsburg
System: Enhancement
Scope: Safety and Education of Pedestrians/Bicyclists
Oversight: Non-Federal Oversight
Administered By: Locality
Regionally Significant: No
CMAQ: No
RSTP: No
TAP: No
CRP: No



HRTPO Notes

Revised 11/21/2024: Amendment to add project to the TIP.

SCHEDULE

	Start	End	Status
Preliminary Engineering	7/1/2024	6/30/2025	Underway
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$194,125	$0	0%
Right of Way	$0	$0	-
Construction	$0	$0	-
TOTAL	**$194,125**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Williamsburg/James City County SRTS-NI
UPC # 125172

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
ITTF	$0	$38,825	$0	$0	$0	$38,825
NHPP	$0	$155,300	$0	$0	$0	$155,300
TOTAL	**$0**	**$194,125**	**$0**	**$0**	**$0**	**$194,125**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	TAP/F			$155,300			$38,825
	Subtotal			***$155,300***			***$38,825***
	TOTAL			**$155,300**			**$38,825**

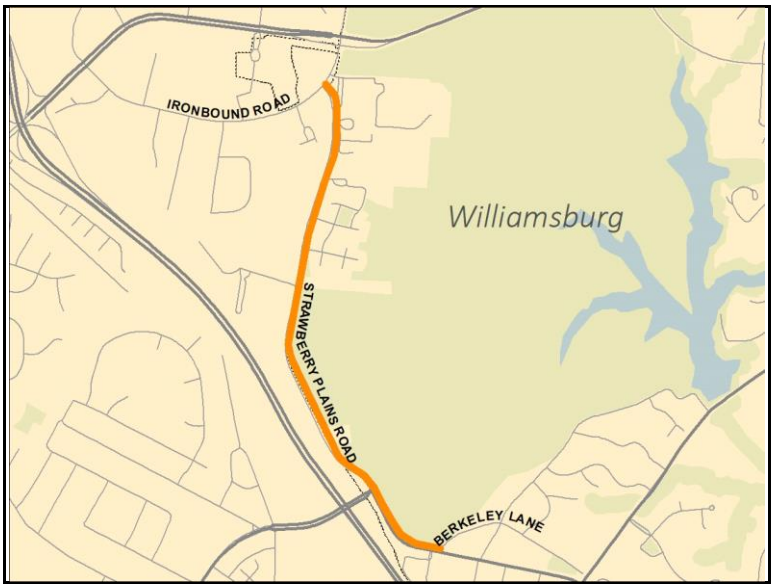
Source of Project Data: Virginia Department of Transportation.

College Woods Circuit - Phase 2
UPC # 122177

OVERVIEW

Description: Construct a shared-use path along the east side of Strawberry Plains Road from Ironbound Road to John Tyler Highway and along the east side of John Tyler Lane to Berkeley Lane.

Street (Route): N/A
From: Ironbound Road
To: Berkeley Lane
Length (mi): Unknown
Jurisdiction/Agency: Williamsburg
System: Enhancement
Scope: Facilities for Pedestrians and Bicycles
Oversight: Non-Federal Oversight
Administered By: Locality
Regionally Significant: No
CMAQ: No
RSTP: No
TAP: Yes
CRP: No



HRTPO Notes

Revised 3/5/2025: Administrative Modification to revise the cost estimate, schedule, allocations, and obligations as part of the FY 2024-2027 rollover process. Revise cost estimate to be $3,227,597. Update allocations as follows: remove FY Previous RTAP allocation of $585,926; add FY Previous TAP allocation of $585,926; add FY 2024 LOC allocation of $102,956; add FY 2025 LOC allocation of $239,269; add FY 2025 TAP allocation of $957,074; add FY 2026 TAP allocation of $957,000; add FY 2026 LOC allocation of $239,250. Update obligations as follows: add FY Previous PE Phase TAP/F Federal obligation of $144,564; remove FY 2024 PE Phase TAP/F Federal obligation of $144,564.

SCHEDULE

	Start	End	Status
Preliminary Engineering	3/3/2023	5/9/2025	Underway
Right of Way	5/9/2025	11/4/2026	FFY 2025
Construction	11/4/2026	1/13/2028	FFY 2027

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$324,420	$81,680	25%
Right of Way	$175,061	$0	0%
Construction	$2,728,116	$0	0%
TOTAL	**$3,227,597**	**$81,680**	**3%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

College Woods Circuit - Phase 2
UPC # 122177

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
TAP	$585,926	$0	$957,074	$957,000	$0	$2,500,000
LOC	$146,482	$102,956	$239,269	$239,250	$0	$727,957
TOTAL	**$732,408**	**$102,956**	**$1,196,343**	**$1,196,250**	**$0**	**$3,227,957**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	TAP/F	$144,564					$36,141
	Subtotal	***$144,564***					***$36,141***
RW	TAP/F			$109,555			$27,389
	Subtotal			***$109,555***			***$27,389***
	TOTAL	**$144,564**		**$109,555**			**$63,530**

Source of Project Data: Virginia Department of Transportation.

West Queens Drive Sidewalk
UPC # 117125

OVERVIEW

Description: Provide a five-foot-wide concrete sidewalk on the west side of West Queens Drive. Project includes ADA curb ramps, a crosswalk, and connects to an existing sidewalk on school property.

Street (Route): West Queens Drive

From: Queens Lake Middle School

To: Royal Grant Drive

Length (mi): 0.1

Jurisdiction/Agency: York County

System: Enhancement

Scope: Facilities for Pedestrians and Bicycles

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant: No

CMAQ: No

RSTP: No



HRTPO Notes

Revised 7/18/2024: Amendment to ungroup project and add it back in as an individual project to the TIP as part of the FY 2024-2027 rollover process as the HRTPO tracks all TAP funds.

SCHEDULE

	Start	End	Status
Preliminary Engineering	4/15/2021	6/21/2022	Complete
Right of Way	N/A	N/A	N/A
Construction	11/23/2022	11/29/2023	Complete

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$44,238	$37,964	86%
Right of Way	$0	$0	-
Construction	$86,338	$69,070	80%
TOTAL	**$130,576**	**$107,034**	**82%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters 3	2	1
	-	-	-
	-	-	-
	-	-	-

West Queens Drive Sidewalk
UPC # 117125

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
LOC	$119,707	$0	$0	$0	$0	$119,707
RTAP	$104,460	$0	$0	$0	$0	$104,460
TOTAL	**$224,167**	**$0**	**$0**	**$0**	**$0**	**$224,167**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	TAP/F	$35,390					$8,848
	Subtotal	***$35,390***					***$8,848***
CN	AC-Other	$93,591					
CN	TAP/F	$69,070					$17,268
	Subtotal	***$162,661***					***$17,268***
	TOTAL	**$198,051**					**$26,116**

Source of Project Data: Virginia Department of Transportation.

York High School Pedestrian Connector
UPC # 125306

OVERVIEW

Description: Replace asphalt path with 5-ft-wide sidewalk on Route 17, 730' north of Cook Rd intersection. Sidewalk is 1,400' in length to Falcon Rd. 700' more to York High School entrance w/ a 300' extension to school's internal sidewalk system.

Street (Route): Route 17

From: Route 17 - 730 ft north of Cook Road intersection

To: York High School Entrance

Length (mi): Unknown

Jurisdiction/Agency: York County

System: Enhancement

Scope: Facilities for Pedestrians and Bicycles

Oversight: Non-Federal Oversight

Administered By: Locality

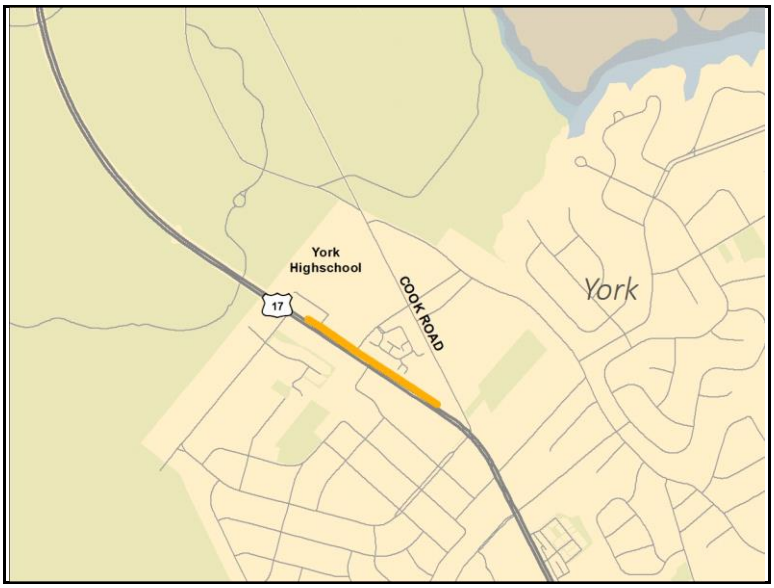
Regionally Significant: No

CMAQ: No

RSTP: No

TAP: Yes

CRP: No



HRTPO Notes

Revised 11/21/2024: Amendment to add project to TIP.

SCHEDULE

	Start	End	Status
Preliminary Engineering	8/2/2024	8/14/2026	Underway
Right of Way	8/14/2026	5/7/2027	FFY 2026
Construction	5/7/2027	4/24/2028	FFY 2027

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$522,632		-
Right of Way	$55,180		-
Construction	$1,330,449		-
TOTAL	**$1,908,261**		**-**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
	-	-	-
	-	-	-
	-	-	-

York High School Pedestrian Connector
UPC # 125306

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
LOC	$172,486	$209,167	$0	$0	$0	$381,653
TAP	$689,945	$836,663	$0	$0	$0	$1,526,608
TOTAL	**$862,431**	**$1,045,830**	**$0**	**$0**	**$0**	**$1,908,261**

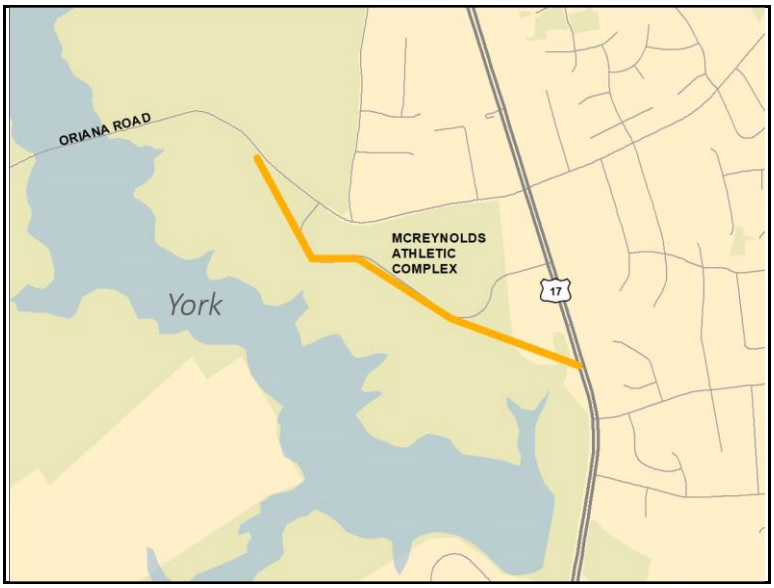
SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	TAP/F			$418,105			$104,526
	Subtotal			***$418,105***			***$104,526***
RW	TAP/F				$44,144		$11,036
	Subtotal				***$44,144***		***$11,036***
CN	TAP/F					$1,064,359	$266,090
	Subtotal					***$1,064,359***	***$266,090***
	TOTAL			**$418,105**	**$44,144**	**$1,064,359**	**$381,652**

Source of Project Data: Virginia Department of Transportation.

Trail 757 York Section 1
UPC # 125241

OVERVIEW



Description: Construct a 10-foot-wide asphalt shared use path beginning at Oriana Road, tying into the existing trail system at the McReynolds Complex, to the Dominion Power line easement and terminating at Harwood's Mill Treatment Plant.

Street (Route): N/A

From: Oriana Road

To: Harwood's Mill Treatment Plant

Length (mi): Unknown

Jurisdiction/Agency: York County

System: Enhancement

Scope: Facilities for Pedestrians and Bicycles

Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant: No

CMAQ: No

RSTP: No

TAP: Yes

CRP: No

HRTPO Notes

Revised 1/16/2025: Amendment to add project to the TIP.

SCHEDULE

	Start	End	Status
Preliminary Engineering	8/2/2024	8/14/2026	Underway
Right of Way	8/14/2026	5/7/2027	FFY 2026
Construction	5/7/2027	4/24/2028	FFY 2027

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$483,925	$0	0%
Right of Way	$247,786	$0	0%
Construction	$2,077,530	$0	0%
TOTAL	**$2,809,241**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Trail 757 York Section 1
UPC # 125241

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
TAP Match	$436,849	$0	$0	$125,000	$0	$561,849
TAP	$1,747,392	$0	$0	$500,000	$0	$2,247,392
TOTAL	**$2,184,241**	**$0**	**$0**	**$625,000**	**$0**	**$2,809,241**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	TAP/F			$387,140			$96,785
	Subtotal			***$387,140***			***$96,785***
RW	TAP/F				$198,229		$49,557
	Subtotal				***$198,229***		***$49,557***
CN	TAP/F					$1,662,024	$415,506
	Subtotal					***$1,662,024***	***$415,506***
	TOTAL			**$387,140**	**$198,229**	**$1,662,024**	**$561,848**

Source of Project Data: Virginia Department of Transportation.

Grafton Drive Sidewalk
UPC # 121106

OVERVIEW

Description: Construct a five-foot-wide sidewalk, approximately 2,000 feet in length, along the west side of Graton Drive (Route 621). The sidewalk will connect to the existing sidewalk in front of the Grafton school complex and extend to Timberline Loop.

Street (Route): Grafton Drive (621)

From: 0.9 miles east of Amory Lane

To: Timberline Loop

Length (mi): 0.38

Jurisdiction/Agency: York County

System: Enhancement

Scope: Facilities for Pedestrians and Bicycles

Oversight: Non-Federal Oversight

Administered By: Locality

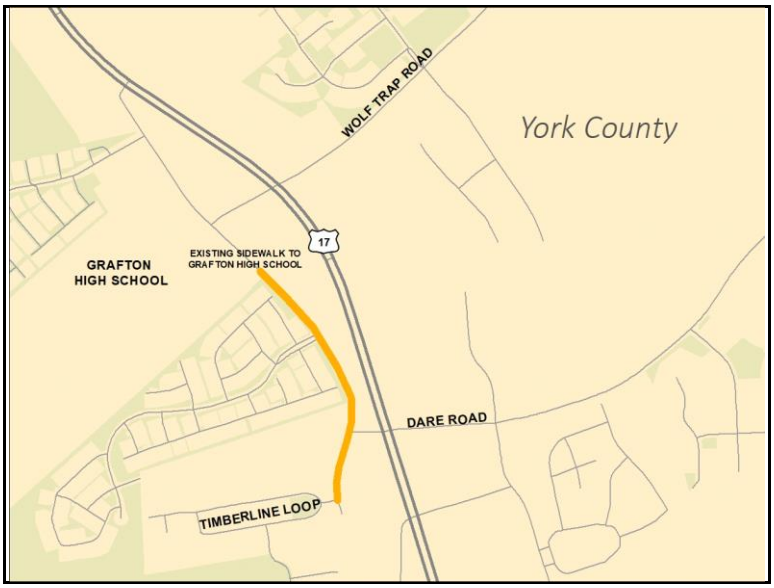
Regionally Significant: No

CMAQ: No

RSTP: No

TAP: Yes

CRP: No



HRTPO Notes

Revised 2/27/2025: Administrative Modification to ungroup project and list it individually in the TIP as part of the FY 2024-2027 rollover process.

SCHEDULE

	Start	End	Status
Preliminary Engineering	11/28/2022	6/25/2024	Complete
Right of Way	6/25/2024	12/1/2026	Underway
Construction	12/1/2026	11/17/2027	FFY 2027

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$109,272	$0	0%
Right of Way	$15,225	$0	0%
Construction	$587,740	$0	0%
TOTAL	**$712,237**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Grafton Drive Sidewalk
UPC # 121106

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
LOC	$76,140	$213,343	$0	$0	$0	$289,483
TAP	$304,558	$118,196	$0	$0	$0	$422,754
TOTAL	**$380,698**	**$331,539**	**$0**	**$0**	**$0**	**$712,237**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	TAP/F	$84,041	$11,682				$23,931
	Subtotal	***$84,041***	***$11,682***				***$23,931***
RW	TAP/F		$25,182				$6,296
	Subtotal		***$25,182***				***$6,296***
CN	AC-Other					$181,224	
CN	TAP/F					$325,213	$81,303
	Subtotal					***$506,437***	***$81,303***
	TOTAL	**$84,041**	**$36,864**			**$506,437**	**$111,530**

Source of Project Data: Virginia Department of Transportation.

Public Transportation System Projects

Section X

HRT Bus Shelters and Pedestrian Improvements in Norfolk
UPC # 109572

OVERVIEW

Description: Installation of approximately 40 new bus shelters.

Street (Route): N/A

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: HRT/DRPT

System: Public Transportation

Scope: Transit

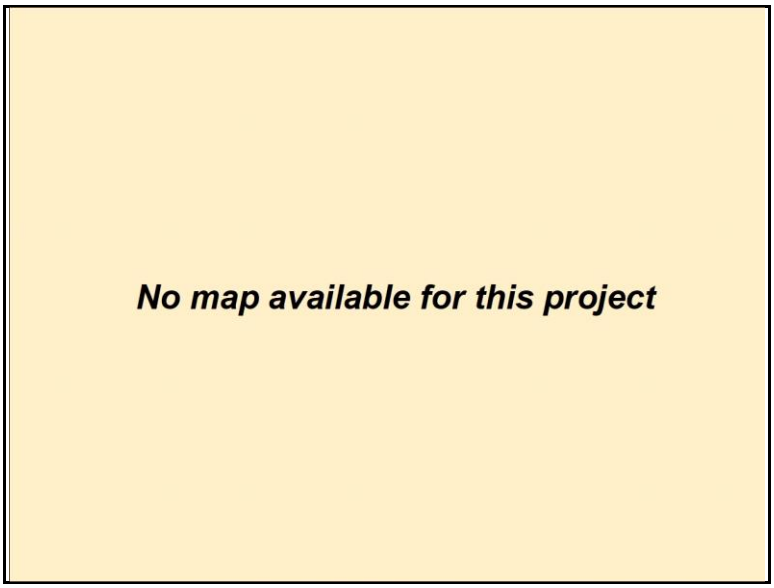
Oversight: Federal Oversight

Administered By: HRT-DRPT

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No



HRTPO Notes

Revised 3/8/2024 - Administrative Modification to revise the obligations. This Administrative Modification also revises the project name that was updated via a May 31, 2023 Administrative Modification. This project was flexed to HRT from Norfolk via an Amendment on May 19, 2022. CMAQ funds, along with Norfolk Local funds, from FY Previous, FY 2022, FY 2023, and FY 2024 were flexed to HRT in subsequent TIP Amendments and Administrative Modifications in the FY 2021-2024 TIP. Update obligations as follows: Add FY 2024 CN Phase CMAQ obligation of $428,000, plus $107,000; remove FY 2024 CN Phase AC obligation of $535,000.

SCHEDULE

	Start	*End*	*Status*
Preliminary Engineering	4/21/2021	4/17/2023	Complete
Right of Way	N/A	N/A	N/A
Construction	4/17/2023	10/22/2024	Underway

COSTS AND EXPENDITURES

	Cost Estimates	*Total Expenditures*	*Percent Expended*
Preliminary Engineering	$75,000	$0	0%
Right of Way	$0	$0	-
Construction	$1,216,509	$0	0%
TOTAL	**$1,291,509**	**$0**	**0%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	*3*	*2*	*1*
$0	-	-	-
$0	-	-	-
$0	-	-	-

HRT Bus Shelters and Pedestrian Improvements in Norfolk
UPC # 109572

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
CMAQ	$913,207	$120,000	$0	$0	$0	$1,033,207
CMAQ Match	$107,000	$30,000	$0	$0	$0	$137,000
LOC	$121,302	$0	$0	$0	$0	$121,302
TOTAL	**$1,141,509**	**$150,000**	**$0**	**$0**	**$0**	**$1,291,509**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	CMAQ		$60,000				$15,000
	Subtotal		***$60,000***				***$15,000***
CN	CMAQ		$973,207				$243,302
	Subtotal		***$973,207***				***$243,302***
	TOTAL		**$1,033,207**				**$258,302**

Source of Project Data: Virginia Department of Transportation.

goCommute
UPC # T14104

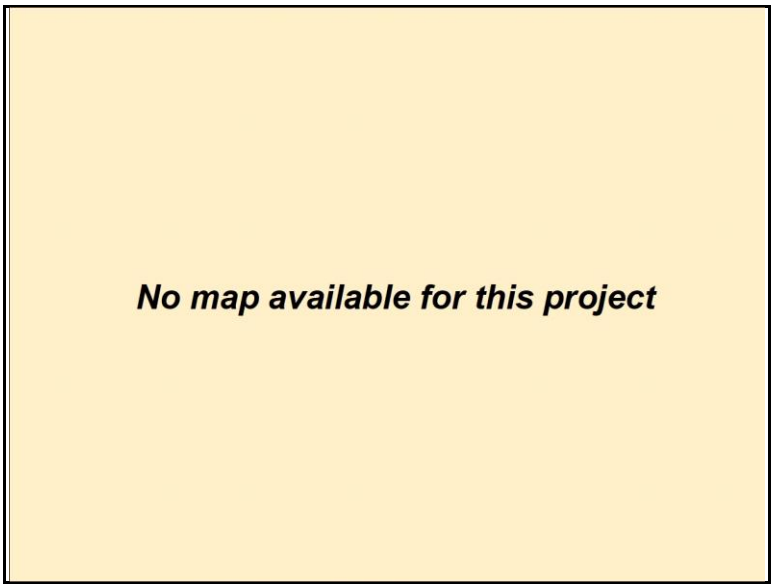
OVERVIEW

Description: Ongoing Regional Traffic Demand Management (TDM) Program.

Street (Route): N/A
From: N/A
To: N/A

Length (mi): N/A
Jurisdiction/Agency: HRT-DRPT
System: Public Transportation
Scope: Transit
Oversight: Federal Oversight
Administered By: HRT-DRPT
Regionally Significant: No
CMAQ: Yes
RSTP: Yes

TAP: No
CRP: No



HRTPO Notes

Revised 3/21/2024: Amendment to add project back into the TIP as part of the rollover process. Project was inadvertently left out of the new FY 2024-2027 TIP. FY Previous CMAQ allocations (FY 1995, FY 2007, FY 2008, FY 2009, FY 2011, FY 2012, FY 2013, FY 2014, FY 2015, FY 2016, FY 2017, FY 2018, FY 2019, and FY 2020), were included when adding the project back in. FY Previous RSTP allocations (FY 2021, FY 2022, and FY 2023), along with FY 2024, 2025, 2026 and FY 2027 RSTP allocations, were included when adding the project back in (the action letter of 3/21/24 has the breakdown figures for the FY Previous CMAQ and RSTP amounts). The Amendment also includes updates to the obligations as follows: add FY 2024 PE Phase RSTP obligation of $1,600,000, plus $400,000 RSTP match; add FY Previous PE Phase CMAQ obligation of $6,313,710, plus $1,578,428 CMAQ match; add FY 2024 PE Phase CMAQ obligation of $789,202, plus $197,301 CMAQ match. Revised 4/7/2025: TIP Alignment Letter to revise the allocations after an extensive review by VDOT and HRTPO staffs. CMAQ and RSTP funds that were overallocated in the TIP were attributed to former TRAFFIX-assigned UPC numbers in certain fiscal years. Until recently, these allocations were reflected in the HRTPO CMAQ and RSTP Tracking Tables in the same row as UPC T14104. HRTPO and VDOT databases are now aligned for CMAQ and RSTP allocations. Any applicable out-year allocations have been updated in the HRTPO Tracking Tables. The TRAFFIX Program is now re-branded as goCommute. Revised 7/24/2025: Administrative Modification to revise the obligations. Update obligations as follows: add FY 2025 PE Phase RSTP obligation of $2,400,000, plus $600,000 RSTP match.

SCHEDULE

	Start	End	Status
Preliminary Engineering	7/1/2022	12/31/2025	Underway
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$7,892,141		-
Right of Way	$0		-
Construction	$0		-
TOTAL	**$7,892,141**		**-**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

goCommute
UPC # T14104

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
CMAQ Match	$1,378,431	$0	$0	$0	$0	$1,378,431
CMAQ	$5,513,710	$0	$0	$0	$0	$5,513,710
RSTP Match	$600,000	$200,000	$200,000	$200,000	$200,000	$1,400,000
RSTP	$2,400,000	$800,000	$800,000	$800,000	$800,000	$5,600,000
TOTAL	**$9,892,141**	**$1,000,000**	**$1,000,000**	**$1,000,000**	**$1,000,000**	**$13,892,141**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	CMAQ	$6,313,710	$789,202				$1,775,729
PE	RSTP		$1,600,000	$2,400,000			$1,000,000
	Subtotal	***$6,313,710***	***$2,389,202***	***$2,400,000***			***$2,775,729***
	TOTAL	**$6,313,710**	**$2,389,202**	**$2,400,000**			**$2,775,729**

Source of Project Data: Virginia Department of Transportation.

Transit Bus Replacement
UPC # T16054

OVERVIEW

Description: Purchase replacement 29, 35, and 40-foot transit buses.

Street (Route): N/A

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: HRT-DRPT

System: Public Transportation

Scope: Transit

Oversight: Federal Oversight

Administered By: HRT-DRPT

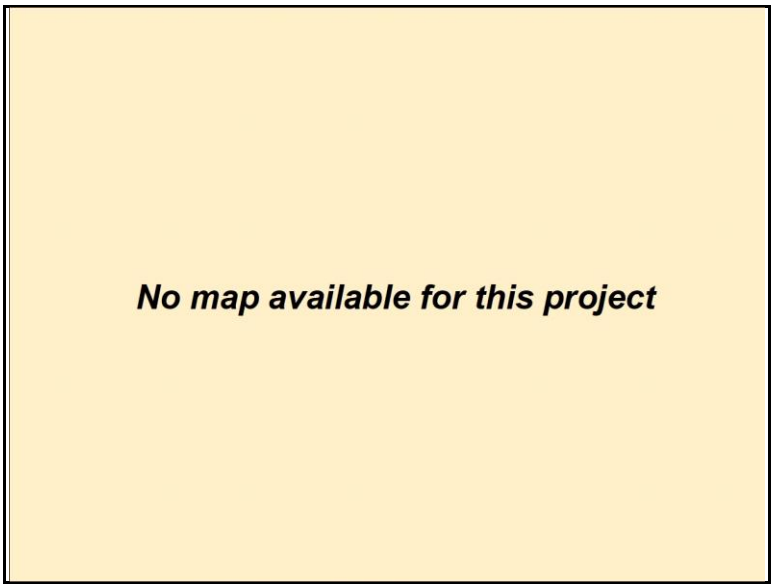
Regionally Significant: No

CMAQ: Yes

RSTP: Yes

TAP: No

CRP: No



HRTPO Notes

Revised 3/21/24: Amendment to add project back into the TIP as part of the rollover process. Project was inadvertently left out of the new FY 2024-2027 TIP. All FY Previous CMAQ allocations (FY 2021, FY 2022, and FY 2023), along with an FY 2024 and FY 2026 CMAQ allocations were included when adding the project back in. All FY Previous RSTP allocations (FY 2021 and FY 2022), along with FY 2025, FY 2026, and FY 2027 RSTP allocations were included when adding the project back in (the action letter of 3/21/24 has the breakdown figures for the FY Previous CMAQ and RSTP amounts). This Amendment also contains the even swap of HIP-CRRSA/RSTP funds that VDOT completed on May 31, 2023 between UPC T16054 and two locality projects. VDOT was advised by FHWA on May 31, 2023 that per the Bipartisan Budget Amendment, CRRSA funding under DOT authority would be rescinded. In FHWA's agreement, it rescinds unobligated balances of CRRSA funding, including HIP. VDOT identified recipient projects that could receive and obligate the unobligated balances and proceeded to process these allocation transfers. This swap had to be put on hold as UPC T16054 had to be added back to the TIP. Update allocations with the following even swaps: transfer FY 2022 HIP-CRRSA allocation of $2,000,000 to UPC 111036; transfer FY 2022 HIP-CRRSA allocation of $977,538 to UPC 69050; receive FY 2023 RSTP allocation of $40,000, plus $10,000 RSTP match, from UPC 111036; receive FY 2024 RSTP allocation of $1,560,000, plus $390,000 RSTP match, from UPC 111036; receive FY 2025 RSTP allocation of $782,030, plus $195,508 RSTP match, from UPC 69050. Obligations are also being added to this amendment. Update obligations as follows: add FY Previous PE Phase RSTP obligation of $7,326,836, plus $1,831,709 RSTP match; add FY Previous PE Phase CMAQ obligation of $1,712,165, plus $428,041 CMAQ match; add FY 2024 PE Phase CMAQ obligation of $6,974,344, plus $1,743,586 CMAQ match. Revised 4/25/2024: Administrative Modification to revise the allocations. VDOT CO reviewed CMAQ funds associated with final vouchered projects in 2021 and had remaining unexpended CMAQ funds beyond the 36-month timeframe set forth in the Appropriation Act. VDOT CO transferred the unexpended funds from HRT project T9126 to the HRTPO CMAQ Reserve Account in order to finish closeout. These funds must be re-allocated before May 1, 2024; if not, the CTB will re-allocate them statewide. Update allocations as follows: receive FY 2015 CMAQ allocation of $84,841, plus $21,210 CMAQ match, from the HRTPO CMAQ Reserve Account; receive FY 2016 CMAQ Match only allocation of $576 from the HRTPO CMAQ Reserve Account. Revised 10/21/2024: Administrative Modification to revise the allocations. Due to RSTP reductions to balance the FY 2025-2030 SYIP, UPC T16054 now has an RSTP deficiency. HRT transferred $8,000,000 in FY 2023 and FY 2024 RSTP funds from UPC T19477, a delayed project, to the HRTPO RSTP Reserve Account in order to make this project and UPC T22709 whole again, as well as to assist other localities and agencies affected by the RSTP reductions. Receive FY 2023 RSTP allocation of $640,000, plus $160,000 RSTP match, from the HRTPO RSTP Reserve Account. Revised 3/25/2025: Administrative Modification to update the allocations as follows: receive FY 2012 CMAQ allocation of $120,000, plus $30,000 CMAQ match, from UPC T9125; receive FY 2014 CMAQ Match only allocation of $21 from UPC T9125; receive FY 2013 CMAQ Match only allocation of $23,757 from UPC T9131. Revised 7/1/2025: SYIP Reduction Letter to balance VDOT's FY 2026-2031 SYIP. At the March 21, 2025 TPS meeting, HRT agreed to reduce its CMAQ allocation. Update allocations as follows: remove FY 2026 CMAQ allocation of $346,932 and $86,733 CMAQ match. It is the intent of HRTPO staff to make the

Transit Bus Replacement
UPC # T16054

project whole as soon as possible via a TIP Ad-Mod. Revised 9/2/2025: TIP Alignment Letter to revise the allocations as follows: Remove FY 2025 RSTP allocation of $2,742,150 and $685,537 RSTP match due to FY 2022-2027 SYIP reductions. Remove FY 2026 RSTP allocation of $2,363,225 and $590,806 RSTP match due to FY 2022-2027 SYIP reductions. These updates were not reflected in the TIP or the Tracking Tables at the time of VDOT's SYIP reductions. Remove FY 2012 CMAQ allocation of $120,000 and $30,000 CMAQ match; add FY 2015 CMAQ allocation of $120,000, plus $30,000 CMAQ match, as VDOT informed TPO staff that the original FY 2012 allocation was incorrect - the correct fiscal year is FY 2015. As VDOT and TPO staff continue our collaborative research efforts on project misalignments, adjustments will be made to align VDOT and TPO databases. It was the intent of HRTPO to make the project whole following the FY 2026-2031 SYIP reductions of 7/1/2025; however, it was determinted that the project is already fully funded and did not need the funds.

SCHEDULE

	Start	End	Status
Preliminary Engineering	10/15/2020	3/6/2025	Complete
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$28,347,509		-
Right of Way	$0		-
Construction	$0		-
TOTAL	**$28,347,509**		**-**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
	-	-	-
	-	-	-
	-	-	-

Transit Bus Replacement
UPC # T16054

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
RSTP Match	$2,488,114	$390,000	$509,971	$200,209	$390,580	$3,978,874
RSTP	$9,952,458	$1,560,000	$2,039,880	$800,836	$1,562,319	$15,915,493
CMAQ Match	$2,235,936	$595,508	$0	$313,267	$0	$3,144,711
CMAQ	$8,846,329	$2,382,030	$0	$1,253,068	$0	$12,481,427
TOTAL	**$23,522,837**	**$4,927,538**	**$2,549,851**	**$2,567,380**	**$1,952,899**	**$35,520,505**

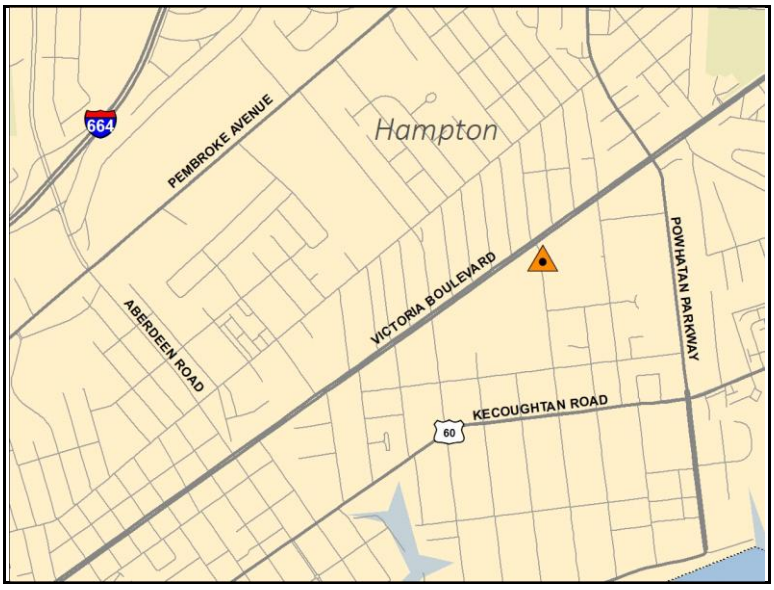
SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	CMAQ	$1,712,165	$6,974,344				$2,171,627
PE	RSTP	$7,326,836					$1,831,709
	Subtotal	***$9,039,001***	***$6,974,344***				***$4,003,336***
	TOTAL	**$9,039,001**	**$6,974,344**				**$4,003,336**

Source of Project Data: Virginia Department of Transportation.

Victoria Boulevard Facility Upgrades - Phase 2
UPC # T22709

OVERVIEW



Description: Improvements to the Victoria Boulevard Facility to enhance the efficiency of operations and allow for future expansion of service.

Street (Route): Victoria Boulevard

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: HRT-DRPT

System: Public Transportation

Scope: Transit

Oversight: Federal Oversight

Administered By: HRT-DRPT

Regionally Significant: No

CMAQ: Yes

RSTP: No

TAP: No

CRP: Yes

HRTPO Notes

Revised 3/21/2024: Amendment to add project back into the TIP as part of the rollover process. Project was inadvertently left out of the new FY 2024-2027 TIP. FY Previous RSTP allocations (FY 2001, FY 2002, FY 2003, FY 2008, FY 2012, FY 2013, and FY 2023), along with FY 2025, FY 2026, and FY 2027 RSTP allocations, were included when adding the project back in (the action letter of 3/21/24 has the breakdown figures for the FY Previous RSTP amounts). Revised 9/30/2024: Administrative Modification to revise the allocations due to RSTP reductions in VDOT's FY 2025-2030 SYIP. Update allocations as follows: remove FY 2026 RSTP allocation of $967,560 and $241,890 RSTP match. Revised 10/22/2024: Administrative Modification to revise the allocations. Due to RSTP reductions to balance the FY 2025-2030 SYIP, UPC T22709 now has an RSTP deficiency. HRT transferred $8,000,000 in FY 2023 and FY 2024 RSTP funds from UPC T19477, a delayed project, to the HRTPO RSTP Reserve Account in order to make this project and T16054 whole again, as well as to assist other localities and agencies affected by the RSTP reductions. Receive FY 2023 RSTP allocation of $967,560, plus $241,890 RSTP match, from the HRTPO RSTP Reserve Account. Revised 7/31/2025: Amendment to add the CN phase and to revise the cost estimate, schedule, allocations, and obligations. Revise cost estimate to be 10,997,100. Update allocations as follows: add FY 2024 CRP allocation of $80,000, plus $20,000 CRP match; add FY 2025 CRP allocation of $717,680, plus $179,420 CRP match. Update obligations as follows: add FY 2025 PE Phase RSTP obligation of $4,368,409, plus $1,092,102 RSTP match; add FY 2025 PE Phase CRP obligation of $80,000, plus $20,000 CRP match; add FY 2025 CN Phase CRP obligation of $717,680, plus $179,420 CRP match.

SCHEDULE

	Start	End	Status
Preliminary Engineering	10/1/2024	3/31/2027	Underway
Right of Way	N/A	N/A	N/A
Construction	1/1/2027	3/31/2029	FFY 2027

COSTS AND EXPENDITURES

Recent Expenditures

Victoria Boulevard Facility Upgrades - Phase 2
UPC # T22709

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters 3	2	1
Preliminary Engineering	$10,100,000		-		-	-	-
Right of Way	$0		-		-	-	-
Construction	$897,100		-		-	-	-
TOTAL	**$10,997,100**		**-**				

Victoria Boulevard Facility Upgrades - Phase 2
UPC # T22709

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
CRP Match	$0	$20,000	$179,420	$0	$0	$199,420
CRP	$0	$80,000	$717,680	$0	$0	$797,680
RSTP Match	$868,327	$0	$700,000	$59,406	$650,000	$2,277,733
RSTP	$3,473,307	$0	$2,800,000	$237,623	$2,600,000	$9,110,930
TOTAL	**$4,341,634**	**$100,000**	**$4,397,100**	**$297,029**	**$3,250,000**	**$12,385,763**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	CRP			$80,000			$20,000
PE	RSTP			$4,368,409			$1,092,102
	Subtotal			***$4,448,409***			***$1,112,102***
CN	CRP			$717,680			$179,420
	Subtotal			***$717,680***			***$179,420***
	TOTAL			**$5,166,089**			**$1,291,522**

Source of Project Data: Virginia Department of Transportation.

Regional Fixed Guideway Studies and RW (Project in Financial Closeout)
UPC # T9093

OVERVIEW

Description: Study of extending high-capacity transit to Naval Station Norfolk and Corridor level fixed-guideway studies in Hampton, Newport News, and Chesapeake.

Street (Route): N/A

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: HRT - DRPT

System: Public Transportation

Scope: Transit

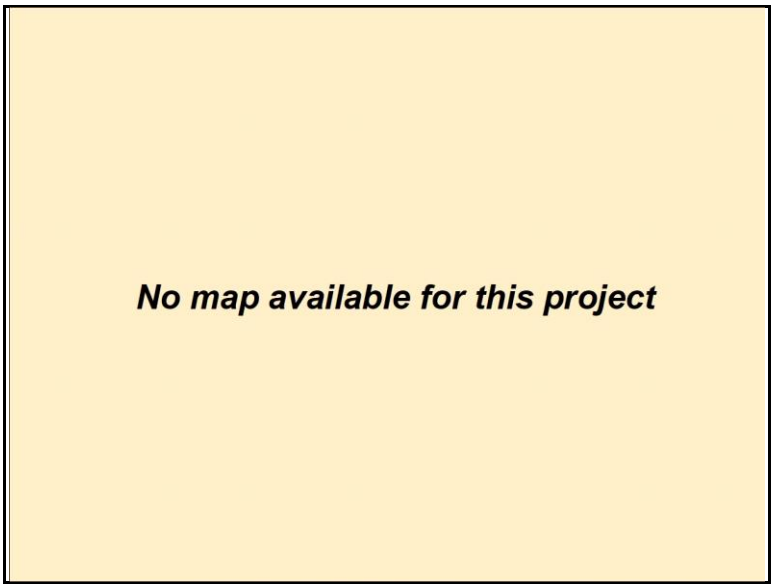
Oversight: Federal Oversight

Administered By: DRPT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: Yes



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	10/1/2010	9/30/2015	Complete
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$30,913,307		-
Right of Way	$0		-
Construction	$0		-
TOTAL	**$30,913,307**		**-**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
	-	-	-
	-	-	-
	-	-	-

Regional Fixed Guideway Studies and RW (Project in Financial Closeout)
UPC # T9093

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STM	$6,326,132	$0	$0	$0	$0	$6,326,132
RSTP	$25,304,531	$0	$0	$0	$0	$25,304,531
TOTAL	**$31,630,663**	**$0**	**$0**	**$0**	**$0**	**$31,630,663**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	RSTP	$20,121,205	$5,183,326				$1,295,832
	Subtotal	***$20,121,205***	***$5,183,326***				***$1,295,832***
	TOTAL	**$20,121,205**	**$5,183,326**				**$1,295,832**

Source of Project Data: Virginia Department of Transportation.

Light Rail Extension to Chesapeake - Study only (Project in Financial Closeout)
UPC # 108954

OVERVIEW

Description: Study to explore potential options to connect the TIDE to the Greenbrier area.

Street (Route): N/A

From: Norfolk Light Rail

To: Greenbrier Area

Length (mi): Unknown

Jurisdiction/Agency: HRT-DRPT

System: Public Transportation

Scope: Transit

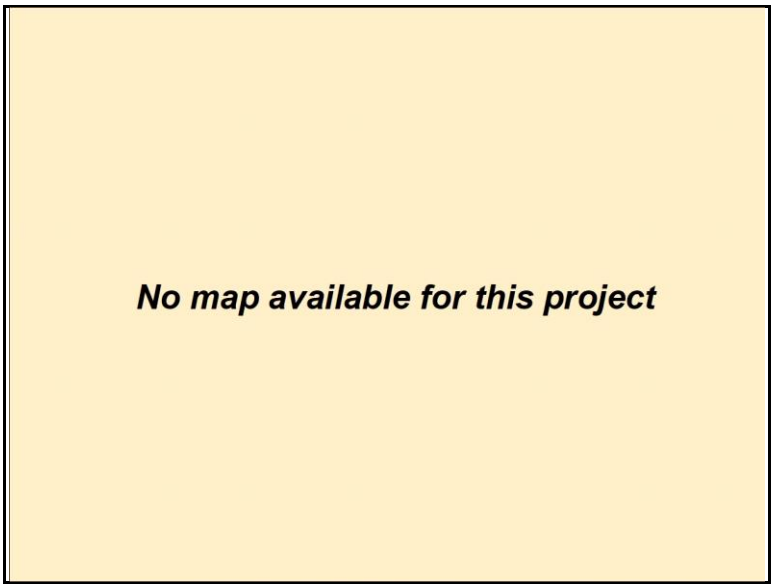
Oversight: Non-Federal Oversight

Administered By: DRPT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: Yes



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	10/6/2021	4/3/2023	Complete
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$2,000,000	$0	0%
Right of Way	$0	$0	-
Construction	$0	$0	-
TOTAL	**$2,000,000**	**$0**	**0%**

Recent Expenditures

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

Light Rail Extension to Chesapeake - Study only (Project in Financial Closeout)
UPC # 108954

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STM	$400,000	$0	$0	$0	$0	$400,000
RSTP	$1,600,000	$0	$0	$0	$0	$1,600,000
TOTAL	**$2,000,000**	**$0**	**$0**	**$0**	**$0**	**$2,000,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	RSTP		$1,600,000				$400,000
	Subtotal		***$1,600,000***				***$400,000***
	TOTAL		**$1,600,000**				**$400,000**

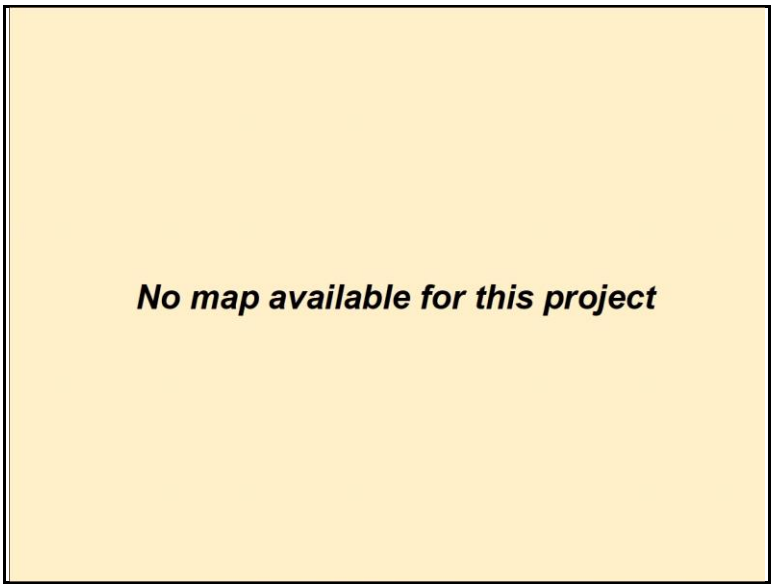
Source of Project Data: Virginia Department of Transportation.

Environmental Management System (Project in Financial Closeout)
UPC # T9125

OVERVIEW

Description: Environmental Management System

Street (Route): N/A
From: N/A
To: N/A
Length (mi): N/A
Jurisdiction/Agency: HRT-DRPT
System: Public Transportation
Scope: Environmental Only
Oversight: Federal Oversight
Administered By: DRPT
Regionally Significant: No
CMAQ: No
RSTP: No
TAP: No
CRP: No



HRTPO Notes

Revised 3/25/2025: Administrative Modification to update the allocations as follows: transfer FY 2012 CMAQ allocation of $120,000, plus $30,000, to UPC T16054; transfer FY 2014 CMAQ match only allocation of $21 to UPC T16054.

SCHEDULE

	Start	End	Status
Preliminary Engineering	N/A	N/A	N/A
Right of Way	N/A	N/A	N/A
Construction	10/1/2011	4/21/2022	Complete

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$0		-
Right of Way	$0		-
Construction	$449,979		-
TOTAL	**$449,979**		**-**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
	-	-	-
	-	-	-
	-	-	-

Environmental Management System (Project in Financial Closeout)
UPC # T9125

ALLOCATIONS

Fund Source(s)	*Previous*	*FY 2024*	*FY 2025*	*FY 2026*	*FY 2027*	*TOTAL*
CMAQ Match	$89,979	$0	$0	$0	$0	$89,979
CMAQ	$360,000	$0	$0	$0	$0	$360,000
TOTAL	**$449,979**	**$0**	**$0**	**$0**	**$0**	**$449,979**

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

I-64 Transit Route 972 - Tidewater to NNSB via HRBT (Project in Financial Closeout)
UPC # 120317

OVERVIEW

Description: One new MAX vehicle and service changes to the existing MAX Express Route 972 to add one AM peak trip and one PM peak trip.

Street (Route): I-64

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Multi-Jurisdictional

System: Public Transportation

Scope: Transit

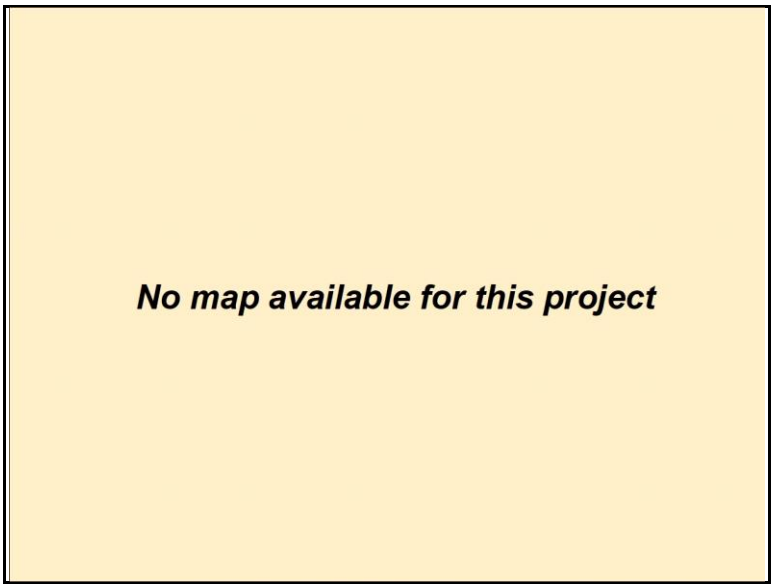
Oversight: Unknown

Administered By: DRPT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	11/1/2021	11/1/2022	Complete
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$898,598	$0	0%
Right of Way	$0	$0	-
Construction	$0	$0	-
TOTAL	**$898,598**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

I-64 Transit Route 972 - Tidewater to NNSB via HRBT (Project in Financial Closeout)
UPC # 120317

ALLOCATIONS

Fund Source(s)	*Previous*	*FY 2024*	*FY 2025*	*FY 2026*	*FY 2027*	*TOTAL*
STF	$748,831	$149,767	$0	$0	$0	$898,598
TOTAL	**$748,831**	**$149,767**	**$0**	**$0**	**$0**	**$898,598**

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

Virginia State Support Amtrak Operations
UPC # 124309

OVERVIEW

Description: Operating expenses for two new round trips for the Newport News (Route 47) and the Richmond (Route 51) routes.

Street (Route): N/A

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: VPRA

System: Public Transportation

Scope: Transit

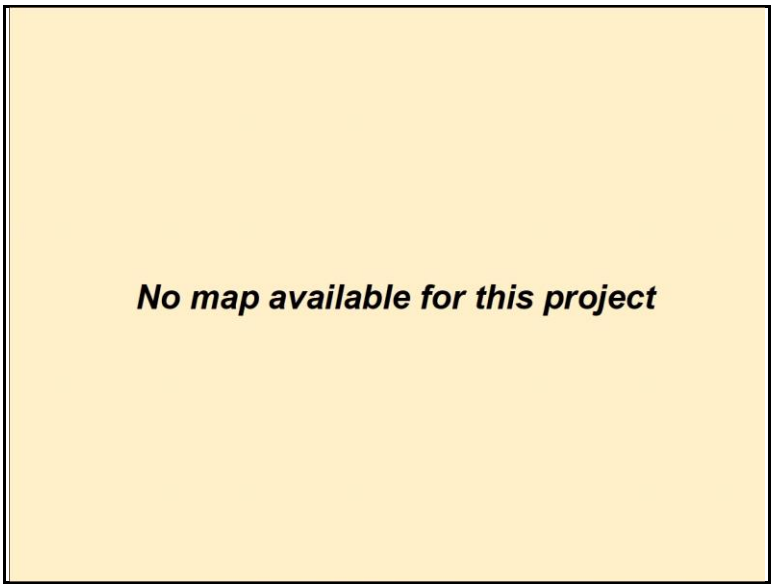
Oversight: Non-Federal Oversight

Administered By: VPRA

Regionally Significant for Air Quality: No

CMAQ: Yes - State Program

RSTP: No



HRTPO Notes

Revised 11/16/2023: Amendment to add project to the TIP.

SCHEDULE

	Start	End	Status
Preliminary Engineering	7/1/2022	6/30/2027	Underway
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$66,211,925	$0	0%
Right of Way	$0	$0	-
Construction	$0	$0	-
TOTAL	**$66,211,925**	**$0**	**0%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
	-	-	-
	-	-	-
	-	-	-

Virginia State Support Amtrak Operations
UPC # 124309

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
VPRA	$10,027,175	$10,347,404	$10,783,271	$10,247,786	$10,829,137	$52,234,773
State CMAQ	$0	$1,684,407	$1,754,283	$5,123,894	$5,414,568	$13,977,152
TOTAL	**$10,027,175**	**$12,031,811**	**$12,537,554**	**$15,371,680**	**$16,243,705**	**$66,211,925**

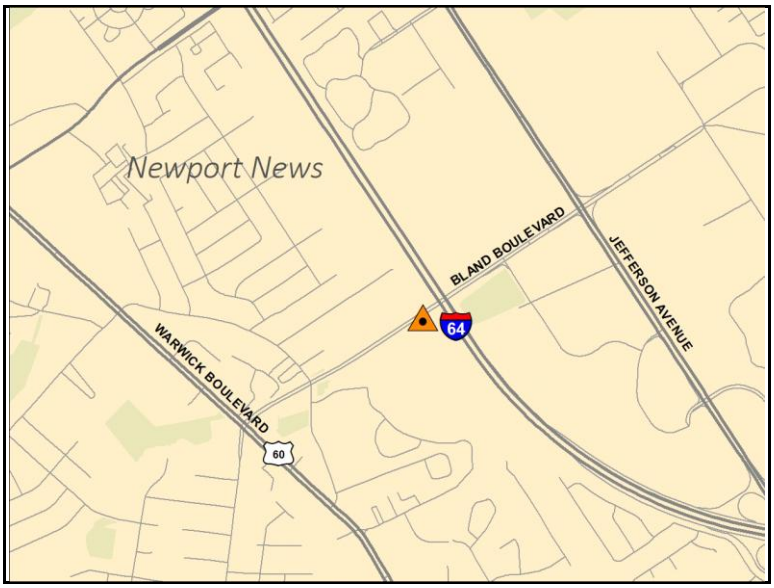
SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
	Subtotal						
	TOTAL						

Source of Project Data: Virginia Department of Transportation.

Amtrak Station Multimodal Station Development (PE only) (Project in Financial Closeout)
UPC # 102734

OVERVIEW



Description: Construct a new Amtrak multimodal station located in the vicinity of Bland Boulevard near the Newport News/Williamsburg International Airport (PHF). Related to UPCs 109075 and 109076.

Street (Route): Bland Boulevard

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Newport News

System: Public Transportation

Scope: Transit

Oversight: Federal Oversight

Administered By: Locality

Regionally Significant: No

CMAQ: Yes

RSTP: Yes

TAP: No

CRP: No

HRTPO Notes

Revised 8/7/2024: Administrative Modification to replace the November 17, 2022 TIP Amendment. Newport News was notified by VDOT that there were insufficient CMAQ funds to transfer from UPC 102734 to UPC 109076 from the original amendment and therefore, VDOT could not complete any of the actions at that time. After extensive coordination by VDOT, HRTPO, and Newport News staff, it was determined that the City requires a total of $857,100 in RSTP funds be transferred from completed project UPC 102734 in order to fully fund UPC 109076. It was also determined that CMAQ funds were no longer needed for UPC 109076. Per the City's request, all remaining CMAQ and RSTP funds on UPC 102734, after the $857,100 RSTP transfer to UPC 109076, are to be transferred to the HRTPO CMAQ and RSTP Reserve Accounts. Update allocations as follows: transfer FY 2011 RSTP allocation of $685,680, plus $171,420 RSTP match, to UPC 109076; transfer FY 2011 RSTP allocation of $320,230, plus $80,057 RSTP match, to the HRTPO RSTP Reserve Account; transfer FY 2012 RSTP allocation of $602,954, plus $150,739 RSTP match, to the HRTPO RSTP Reserve Account; transfer FY 2016 CMAQ allocation of $44,713, plus $11,178 CMAQ match, to the HRTPO CMAQ Reserve Account. Revised 4/29/2025: TIP Replacement Letter which replaces the August 7, 2024 TIP Administrative Modification which approved multiple transfers of CMAQ and RSTP funds from UPC 102734 to UPC 109076 and the HRTPO CMAQ and RSTP Reserve Accounts. Per discussions with VDOT, the DRPT conduit billing issue has now been resolved. There was a $2 million billing directly to FHWA on the federal agreement, causing an imbalance of funds that the City believed to still be available. This replacement letter revises the allocations as follows: transfer FY 2011 RSTP allocation of $8,864, plus $2,216 RSTP match, to UPC 109076; transfer FY 2016 CMAQ allocation of $364,713, plus $91,179 CMAQ match, to UPC 109076.

SCHEDULE

	Start	End	Status
Preliminary Engineering	12/19/2012	12/26/2019	Complete
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

Recent Expenditures

Amtrak Station Multimodal Station Development (PE only) (Project in Financial Closeout)
UPC # 102734

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	$5,361,283	$3,108,765	58%	$3,704	-	-	-
Right of Way	$0	$0	-	$0	-	-	-
Construction	$0	$0	-	$0	-	-	-
TOTAL	**$5,361,283**	**$3,108,765**	**58%**				

Amtrak Station Multimodal Station Development (PE only) (Project in Financial Closeout)
UPC # 102734

ALLOCATIONS

Fund Source(s)	*Previous*	*FY 2024*	*FY 2025*	*FY 2026*	*FY 2027*	*TOTAL*
CMAQ/RSTP M	$343,990	$0	$0	$0	$0	$343,990
RSTP	$2,237,762	$0	$0	$0	$0	$2,237,762
LOC	$185,547	$0	$0	$0	$0	$185,547
CMAQ	$2,127,012	$0	$0	$0	$0	$2,127,012
TOTAL	**$4,894,311**	**$0**	**$0**	**$0**	**$0**	**$4,894,311**

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

Amtrak Multimodal Station - Site Grading and Drainage (Project in Financial Closeout)
UPC # 109075

OVERVIEW

Description: Initial construction stage - Provide necessary civil infrastructure to enable development of the Amtrak Multimodal Station (Child project of UPC 102734).

Street (Route): Bland Boulevard

From: Southwest of CSX Railroad Intersection

To: Bland Boulevard

Length (mi): N/A

Jurisdiction/Agency: Newport News

System: Public Transportation

Scope: Transit

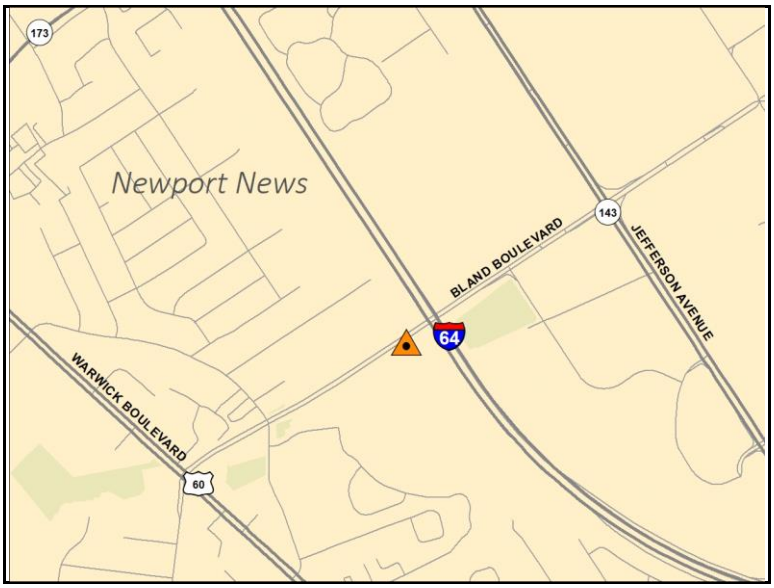
Oversight: Non-Federal Oversight

Administered By: Locality

Regionally Significant for Air Quality: No

CMAQ: Yes

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	N/A	N/A	N/A
Right of Way	N/A	N/A	N/A
Construction	2/25/2020	10/12/2022	Complete

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$0	$0	-
Right of Way	$0	$0	-
Construction	$9,728,350	$9,256,780	95%
TOTAL	**$9,728,350**	**$9,256,780**	**95%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
$0	-	-	-
$0	-	-	-
$5,990,782	$2,307,624	$950,582	$1,984

Amtrak Multimodal Station - Site Grading and Drainage (Project in Financial Closeout)
UPC # 109075

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STM	$1,202,493	$0	$0	$0	$0	$1,202,493
STF	$2,123,378	$0	$0	$0	$0	$2,123,378
RSTP	$2,835,964	$0	$0	$0	$0	$2,835,964
LOC	$235,090	$0	$0	$0	$0	$235,090
CMAQ	$3,331,425	$0	$0	$0	$0	$3,331,425
TOTAL	**$9,728,350**	**$0**	**$0**	**$0**	**$0**	**$9,728,350**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
CN	RSTP	$2,150,713	$480,000				$120,000
CN	AC	$1,173,948	$1,101,730				
	Subtotal	***$3,324,661***	***$1,581,730***				***$120,000***
	TOTAL	**$3,324,661**	**$1,581,730**				**$120,000**

Source of Project Data: Virginia Department of Transportation.

Amtrak Multimodal Station - Station, Platform, and Parking Lot
UPC # 109076

OVERVIEW

Description: Final construction stage - Includes station and site finishes, including parking lot, for the Amtrak Multimodal Station (Child project of UPC 102734).

Street (Route): Bland Boulevard

From: Southwest of CSX Railroad Intersection

To: Bland Boulevard

Length (mi): N/A

Jurisdiction/Agency: Newport News

System: Public Transportation

Scope: Transit

Oversight: Non-Federal Oversight

Administered By: Locality

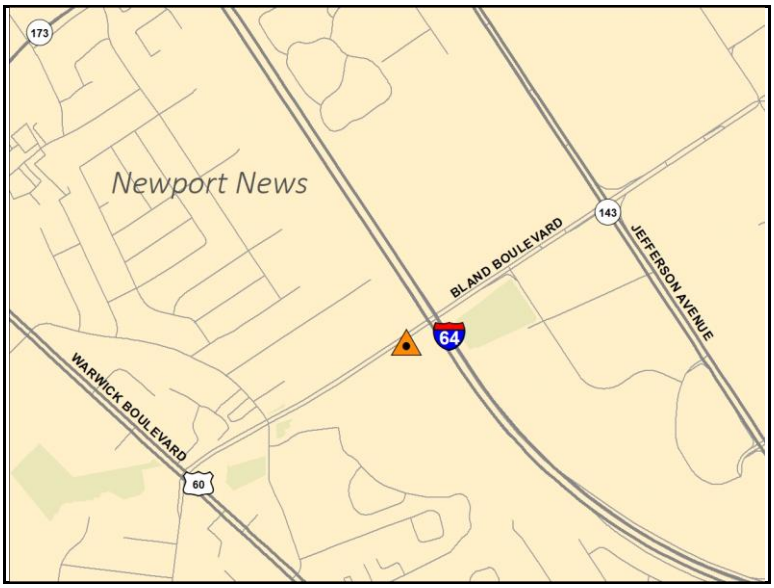
Regionally Significant: No

CMAQ: Yes

RSTP: Yes

TAP: No

CRP: No



HRTPO Notes

Revised 8/7/2024: Administrative Modification to replace the November 17, 2022, February 16, 2023, and April 20, 2023 TIP Amendments. Regarding the November 17, 2022 TIP Amendment, Newport News was notified by VDOT that there were insufficient CMAQ funds to complete the CMAQ transfer from UPC 102734 to UPC 109076 from the original November 17, 2022 TIP Amendment and therefore, VDOT could not complete any of the actions at that time. After extensive coordination by VDOT, HRTPO, and Newport News staff, it was determined that the City requires a total of $857,100 in RSTP funds be transferred from completed project UPC 102734 in order to fully fund UPC 109076. It was also determined that CMAQ funds were no longer required for UPC 109076. The remaining CMAQ and RSTP funds on UPC 102734, after the $857,100 RSTP transfer, are to be transferred to the HRTPO CMAQ and RSTP Reserve Accounts. Update allocations as follows: receive FY 2011 RSTP allocation of $685,680, plus $171,420 RSTP match, from UPC 102734. With regards to the February 16, 2023 TIP Amendment, there were insufficient CMAQ funds to transfer the entire requested amount; however, it was later determined that UPC 109076 did not require these CMAQ funds. The available CMAQ funds in FY 2022 will remain in the HRTPO CMAQ Reserve Account. With regards to the April 20, 2023 TIP Amendment, it was determined that UPC 109076 did not require these CMAQ funds. These FY 2005 CMAQ funds (FY 2002 and FY 2003 in the HRTPO CMAQ Tracking Table) will remain in the Reserve Account. Revised 4/29/2025: TIP Replacement Letter which replaces the August 7, 2024 TIP Administrative Modification which approved multiple transfers of CMAQ and RSTP funds from UPC 102734 to UPC 109076 and the HRTPO CMAQ and RSTP Reserve Accounts. Per discussions with VDOT, the DRPT conduit billing issue has now been resolved. There was a $2 million billing directly to FHWA on the federal agreement, causing an imbalance of funds that the City believed to still be available. This replacement letter revises the allocations as follows: receive FY 2011 RSTP allocation of $8,864, plus $2,216 RSTP match, from UPC 102734; receive FY 2016 CMAQ allocation of $364,713, plus $91,179 CMAQ match, from UPC 102734.

SCHEDULE

	Start	End	Status
Preliminary Engineering	N/A	N/A	N/A
Right of Way	N/A	N/A	N/A
Construction	4/14/2020	11/3/2022	Complete

COSTS AND EXPENDITURES

Recent Expenditures

Amtrak Multimodal Station - Station, Platform, and Parking Lot
UPC # 109076

	Cost Estimates	Total Expenditures	Percent Expended	Latest Quarter	Previous 3 Quarters		
					3	2	1
Preliminary Engineering	$0	$0	-	$0	-	-	-
Right of Way	$0	$0	-	$0	-	-	-
Construction	$16,876,322	$15,152,661	90%	$14,940,306	$1,270	$210,402	$134
TOTAL	**$16,876,322**	**$15,152,661**	**90%**				

Amtrak Multimodal Station - Station, Platform, and Parking Lot
UPC # 109076

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
CMAQ/RSTP M	$2,631,278	$0	$0	$0	$0	$2,631,278
RSTP	$4,223,178	$0	$0	$0	$0	$4,223,178
LOC	$1,714,433	$0	$0	$0	$0	$1,714,433
CMAQ	$6,763,333	$0	$0	$0	$0	$6,763,333
TOTAL	**$15,332,222**	**$0**	**$0**	**$0**	**$0**	**$15,332,222**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
CN	CMAQ	$6,188,879		$1,756,961			$439,240
CN	AC	$1,414,248	$528,149				
	Subtotal	***$7,603,127***	***$528,149***	***$1,756,961***			***$439,240***
	TOTAL	**$7,603,127**	**$528,149**	**$1,756,961**			**$439,240**

Source of Project Data: Virginia Department of Transportation.

I-64 Newport News Transit Route 106 - Newport News/Warwick Boulevard/Denbigh Fort Eustis (Project in Fi
UPC # 120318

OVERVIEW

Description: Addition of 3.5 new vehicles, along with modifications to the existing route, increasing peak AM and PM frequencies to every 30 minutes, including one additional early morning trip.

Street (Route): I-64

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Newport News

System: Public Transportation

Scope: Transit

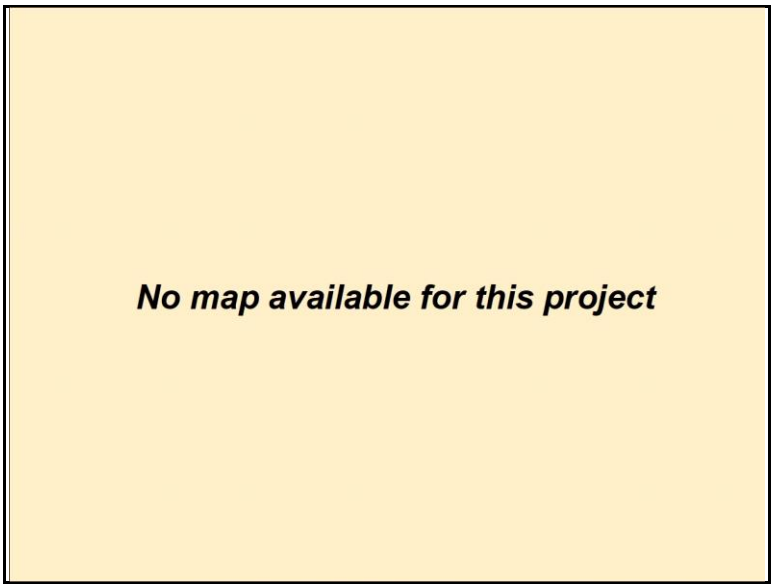
Oversight: Unknown

Administered By: DRPT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	11/1/2021	11/1/2022	Complete
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$4,033,729	$0	0%
Right of Way	$0	$0	-
Construction	$0	$0	-
TOTAL	**$4,033,729**	**$0**	**0%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
	-	-	-
	-	-	-
	-	-	-

I-64 Newport News Transit Route 106 - Newport News/Warwick Boulevard/Denbigh Fort Eustis (Project in Fi
UPC # 120318

ALLOCATIONS

Fund Source(s)	*Previous*	*FY 2024*	*FY 2025*	*FY 2026*	*FY 2027*	*TOTAL*
STF	$3,361,441	$672,288	$0	$0	$0	$4,033,729
TOTAL	**$3,361,441**	**$672,288**	**$0**	**$0**	**$0**	**$4,033,729**

SCHEDULED OBLIGATIONS

Source of Project Data: Virginia Department of Transportation.

I-64 Newport News Route 107 - Newport News/Warwick Boulevard/Denbigh (Project in Financial Closeout)
UPC # 120319

OVERVIEW

Description: Modify the existing transit route by increasing the peak frequency to every 30 minutes.

Street (Route): I-64

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Newport News

System: Public Transportation

Scope: Transit

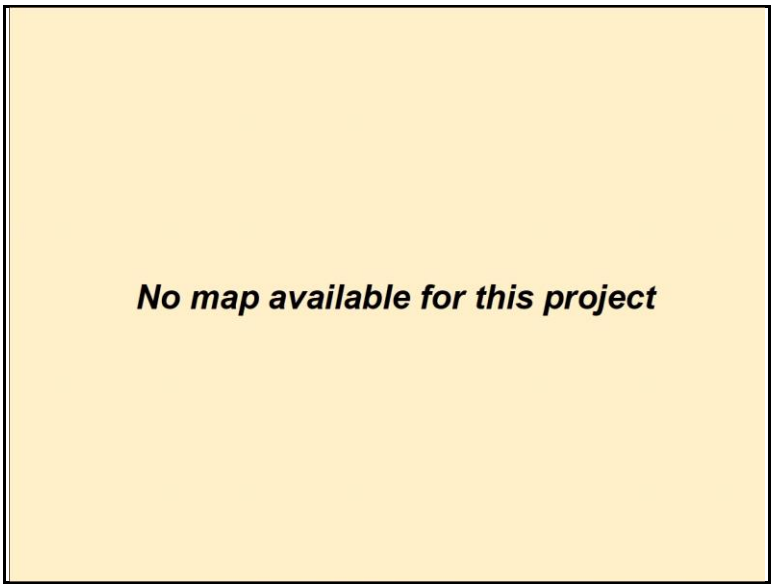
Oversight: Unknown

Administered By: DRPT

Regionally Significant for Air Quality: No

CMAQ: No

RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	11/1/2021	11/1/2022	Complete
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$3,511,492	$0	0%
Right of Way	$0	$0	-
Construction	$0	$0	-
TOTAL	**$3,511,492**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

I-64 Newport News Route 107 - Newport News/Warwick Boulevard/Denbigh (Project in Financial Closeout)
UPC # 120319

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STF	$2,926,244	$585,248	$0	$0	$0	$3,511,492
TOTAL	**$2,926,244**	**$585,248**	**$0**	**$0**	**$0**	**$3,511,492**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	Other		$3,511,492				
	Subtotal		***$3,511,492***				
	TOTAL		**$3,511,492**				

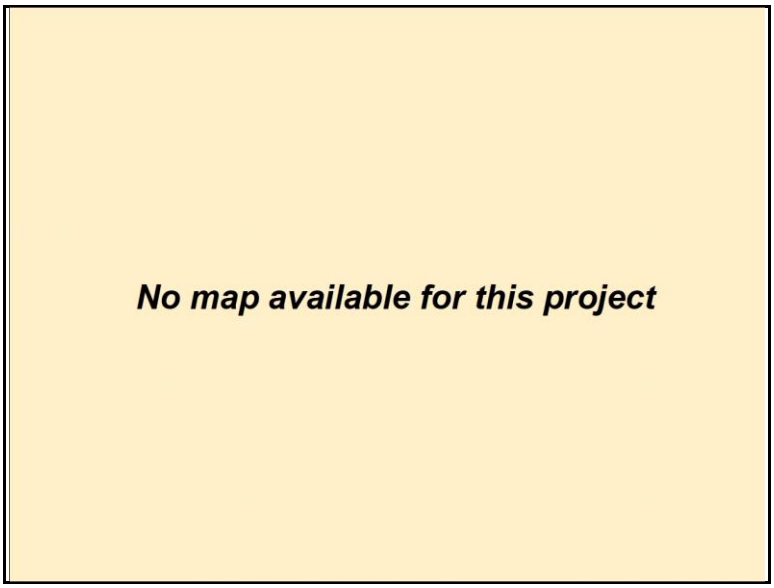
Source of Project Data: Virginia Department of Transportation.

College Drive Bus Pullout
UPC # 119274

OVERVIEW

Description: Bus pullout

Street (Route): College Drive
From: N/A
To: N/A
Length (mi): N/A
Jurisdiction/Agency: Suffolk
System: Public Transportation
Scope: Transit
Oversight: Unknown
Administered By: VDOT
Regionally Significant for Air Quality: No
CMAQ: No
RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	4/24/2025	7/23/2027	FFY 2025
Right of Way	7/23/2027	5/9/2028	FFY 2027
Construction	5/9/2028	5/11/2029	FFY 2028

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$164,846	$0	0%
Right of Way	$35,465	$0	0%
Construction	$671,619	$0	0%
TOTAL	**$871,930**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

College Drive Bus Pullout
UPC # 119274

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STF	$0	$0	$0	$400,000	$471,930	$871,930
TOTAL	**$0**	**$0**	**$0**	**$400,000**	**$471,930**	**$871,930**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	AC			$164,846			
	Subtotal			***$164,846***			
RW	AC					$35,465	
	Subtotal					***$35,465***	
	TOTAL			**$164,846**		**$35,465**	

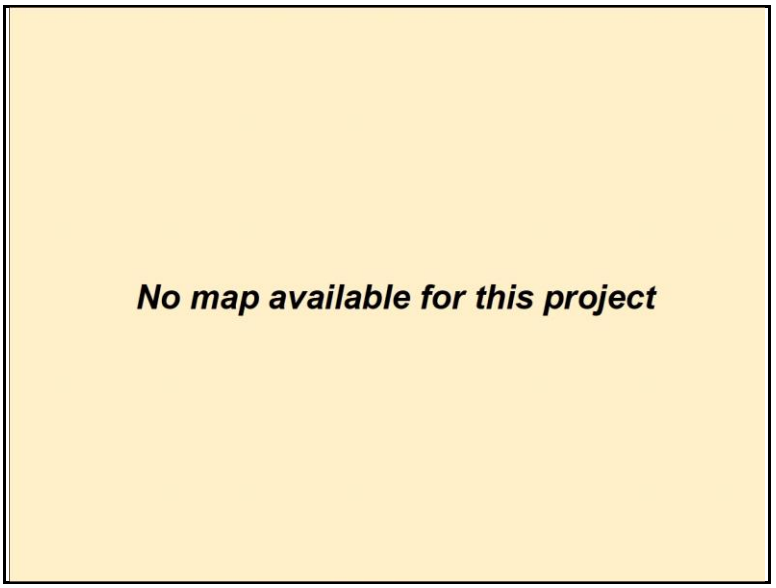
Source of Project Data: Virginia Department of Transportation.

Five Bus Purchase Replacement
UPC # 115378

OVERVIEW

Description: Purchase five replacement buses.

Street (Route): N/A
From: N/A
To: N/A
Length (mi): N/A
Jurisdiction/Agency: WATA-DRPT
System: Public Transportation
Scope: Transit
Oversight: Federal Oversight
Administered By: WATA-DRPT
Regionally Significant: No
CMAQ: Yes
RSTP: No
TAP: No
CRP: No



HRTPO Notes

Revised 7/31/2025: Amendment to add project to the TIP. This amendment includes an FY 2026-2031 VDOT SYIP reduction of FY 2027 CMAQ funds in the amount of $45,454 ($36,363 Federal and $9,091 CMAQ Match allocation), effective July 1, 2025. It is the intent of the HRTPO to make the project whole as soon as possible via a TIP Administrative Modification.

SCHEDULE

	Start	*End*	*Status*
Preliminary Engineering	2/19/2025	5/23/2025	Complete
Right of Way	N/A	N/A	N/A
Construction	5/23/2025	5/20/2027	Underway

COSTS AND EXPENDITURES

	Cost Estimates	*Total Expenditures*	*Percent Expended*
Preliminary Engineering	$0	$0	-
Right of Way	$0	$0	-
Construction	$2,925,000	$0	0%
TOTAL	**$2,925,000**	**$0**	**0%**

Recent Expenditures

Latest Quarter	*Previous 3 Quarters*		
	3	*2*	*1*
	-	-	-
	-	-	-
	-	-	-

Five Bus Purchase Replacement
UPC # 115378

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
CMAQ Match	$0	$0	$129,499	$0	$730,909	$860,408
CMAQ	$0	$0	$517,997	$0	$2,923,637	$3,441,634
TOTAL	**$0**	**$0**	**$647,496**	**$0**	**$3,654,546**	**$4,302,042**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
	Subtotal						
	TOTAL						

Source of Project Data: Virginia Department of Transportation.

Suffolk Transit Operations Facility - Any funds other than RSTP funds shown on STIP ID SUF0014
UPC # 115421

OVERVIEW

Description: Create an operations facility where vehicles can be stored and cleaned. Provide facilities for dispatch training and operational support for transit operations.

Street (Route): N/A

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: Suffolk Transit-DRPT

System: Public Transportation

Scope: Transit

Oversight: Non-Federal Oversight

Administered By: Suffolk Transit-DRPT

Regionally Significant: No

CMAQ: No

RSTP: Yes

TAP: No

CRP: No



HRTPO Notes

Revised 2/15/2024: Amendment to ungroup project and add it back in as an individual project to the TIP. Revised 12/11/2025: Administrative Modification to revise the obligations as follows: add FY 2026 RSTP obligation of $1,512,053, plus $378,013 RSTP match.

SCHEDULE

	Start	End	Status
Preliminary Engineering	N/A	N/A	N/A
Right of Way	N/A	N/A	N/A
Construction	5/22/2025	5/19/2027	Underway

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$1,890,066	$0	0%
Right of Way	$0	$0	-
Construction	$0	$0	-
TOTAL	**$1,890,066**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Suffolk Transit Operations Facility - Any funds other than RSTP funds shown on STIP ID SUF0014
UPC # 115421

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
RSTP Match	$0	$0	$12,000	$366,013	$0	$378,013
RSTP	$0	$0	$48,000	$1,464,053	$0	$1,512,053
TOTAL	**$0**	**$0**	**$60,000**	**$1,830,066**	**$0**	**$1,890,066**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	RSTP				$1,512,053		$378,013
	Subtotal				***$1,512,053***		***$378,013***
	TOTAL				**$1,512,053**		**$378,013**

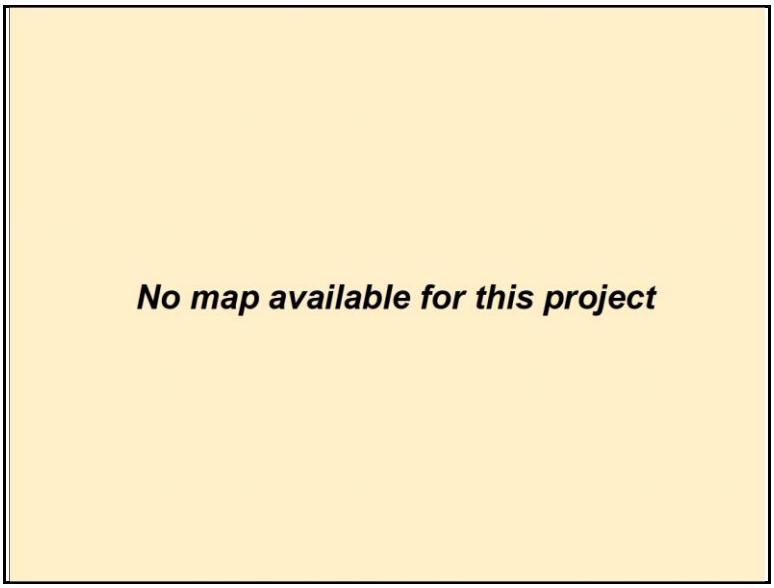
Source of Project Data: Virginia Department of Transportation.

Five (5) Bus Purchase Replacement
UPC # 119277

OVERVIEW

Description: Bus replacement

Street (Route): N/A
From: N/A
To: N/A
Length (mi): N/A
Jurisdiction/Agency: WATA-DRPT
System: Public Transportation
Scope: Transit
Oversight: Unknown
Administered By: DRPT
Regionally Significant for Air Quality: No
CMAQ: Yes
RSTP: No



HRTPO Notes

SCHEDULE

	Start	End	Status
Preliminary Engineering	N/A	N/A	N/A
Right of Way	N/A	N/A	N/A
Construction	5/25/2027	6/25/2029	FFY 2027

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$0	$0	-
Right of Way	$0	$0	-
Construction	$3,700,000	$0	0%
TOTAL	**$3,700,000**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Five (5) Bus Purchase Replacement
UPC # 119277

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
STM	$0	$0	$0	$0	$740,000	$740,000
CMAQ	$0	$0	$0	$0	$2,960,000	$2,960,000
TOTAL	**$0**	**$0**	**$0**	**$0**	**$3,700,000**	**$3,700,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
CN	CMAQ					$2,960,000	$740,000
	Subtotal					***$2,960,000***	***$740,000***
	TOTAL					**$2,960,000**	**$740,000**

Source of Project Data: Virginia Department of Transportation.

Transit Strategic Plan Major Update
UPC # 119278

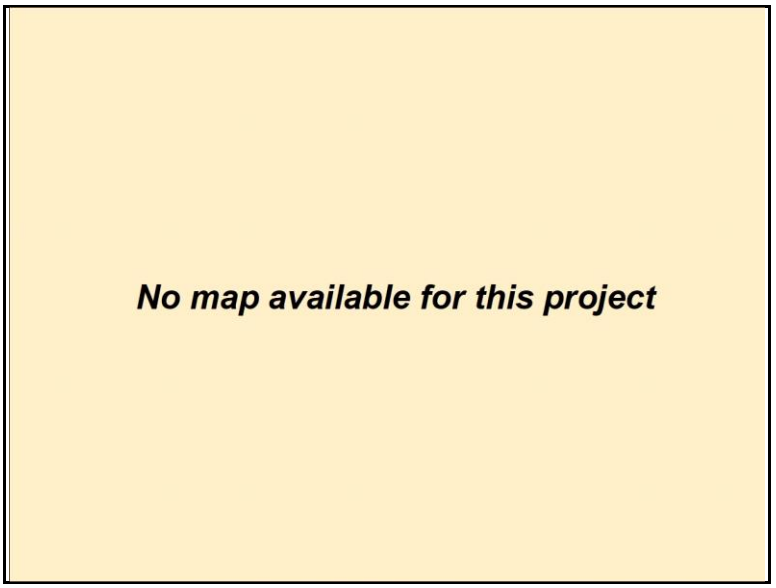
OVERVIEW

Description: Study

Street (Route): N/A
From: N/A
To: N/A

Length (mi): N/A
Jurisdiction/Agency: WATA-DRPT
System: Public Transportation
Scope: Study
Oversight: Unknown
Administered By: DRPT
Regionally Significant: No
CMAQ: No
RSTP: No

TAP: No
CRP: No



HRTPO Notes

Revised 9/30/2024: Administrative Modification to revise the allocations due to RSTP reductions in VDOT's FY 2025-2030 SYIP. Update allocations as follows: remove FY 2027 RSTP allocation of $288,000 and $72,000 RSTP match. There is an FY 2027 RSTP obligation that VDOT will need to remove as there are currently no RSTP allocations on this project.

SCHEDULE

	Start	*End*	*Status*
Preliminary Engineering	2/19/2027	1/11/2030	FFY 2027
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	*Total Expenditures*	*Percent Expended*
Preliminary Engineering	$360,000	$0	0%
Right of Way	$0	$0	-
Construction	$0	$0	-
TOTAL	**$360,000**	**$0**	**0%**

Recent Expenditures

Latest Quarter	*Previous 3 Quarters*		
	3	*2*	*1*
	-	-	-
	-	-	-
	-	-	-

Transit Strategic Plan Major Update
UPC # 119278

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
RSTP Match	$0	$0	$0	$0	$0	$0
RSTP	$0	$0	$0	$0	$0	$0
TOTAL	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
PE	RSTP					$288,000	$72,000
	Subtotal					***$288,000***	***$72,000***
	TOTAL					**$288,000**	**$72,000**

Source of Project Data: Virginia Department of Transportation.

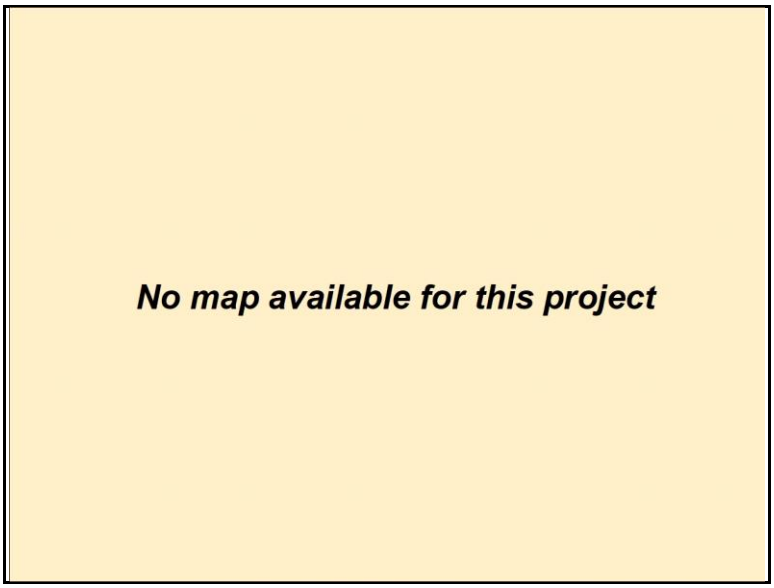
WATA Bus Purchase Replacement
UPC # T19479

OVERVIEW

Description: Acquire six 35-foot low sulfur diesel replacement buses.

Street (Route): N/A
From: N/A
To: N/A

Length (mi): N/A
Jurisdiction/Agency: WATA-DRPT
System: Public Transportation
Scope: Transit
Oversight: Non-Federal Oversight
Administered By: WATA-DRPT
Regionally Significant for Air Quality: No
CMAQ: Yes
RSTP: No



HRTPO Notes

Revised 2/15/2024: Amendment to ungroup project and add it back in as an individual project to the TIP.

SCHEDULE

	Start	End	Status
Preliminary Engineering	N/A	N/A	N/A
Right of Way	N/A	N/A	N/A
Construction	11/9/2022	1/11/2024	Complete

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$0		-
Right of Way	$0		-
Construction	$3,142,710		-
TOTAL	**$3,142,710**		**-**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
	-	-	-
	-	-	-
	-	-	-

WATA Bus Purchase Replacement
UPC # T19479

ALLOCATIONS

Fund Source(s)	*Previous*	*FY 2024*	*FY 2025*	*FY 2026*	*FY 2027*	*TOTAL*
CMAQ Match	$628,542	$0	$0	$0	$0	$628,542
CMAQ	$2,514,168	$0	$0	$0	$0	$2,514,168
TOTAL	**$3,142,710**	**$0**	**$0**	**$0**	**$0**	**$3,142,710**

SCHEDULED OBLIGATIONS

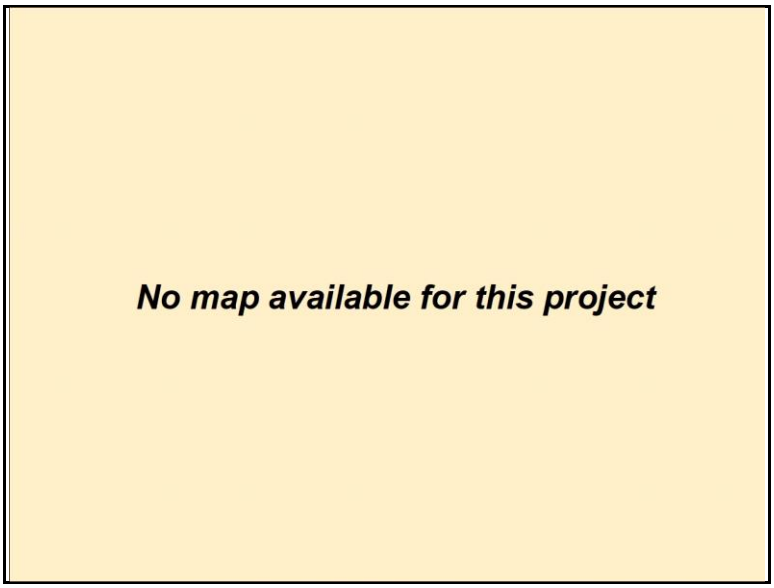
Source of Project Data: Virginia Department of Transportation.

Strategic Plan and Comprehensive Operating Anaylsis Study
UPC # 115425

OVERVIEW

Description: Required by the State to study WATA's transit service, this plan is replacing WATA's Transit Development Plan. It will help identify transit service needs/prioritize improvements/determine resources required for implementing modified/new services.

Street (Route): N/A
From: N/A
To: N/A
Length (mi): N/A
Jurisdiction/Agency: WATA-DRPT
System: Public Transportation
Scope: Transit
Oversight: Non-Federal Oversight
Administered By: WATA-DRPT
Regionally Significant: No
CMAQ: No
RSTP: Yes



HRTPO Notes

Revised 2/15/2024: Amendment to add project to the TIP.

SCHEDULE

	Start	End	Status
Preliminary Engineering	1/3/2025	7/24/2026	FFY 2025
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$300,000	$0	0%
Right of Way	$0	$0	-
Construction	$0	$0	-
TOTAL	**$300,000**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Strategic Plan and Comprehensive Operating Anaylsis Study
UPC # 115425

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
RSTP Match	$0	$0	$60,000	$0	$0	$60,000
RSTP	$0	$0	$240,000	$0	$0	$240,000
TOTAL	**$0**	**$0**	**$300,000**	**$0**	**$0**	**$300,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
	Subtotal						
	TOTAL						

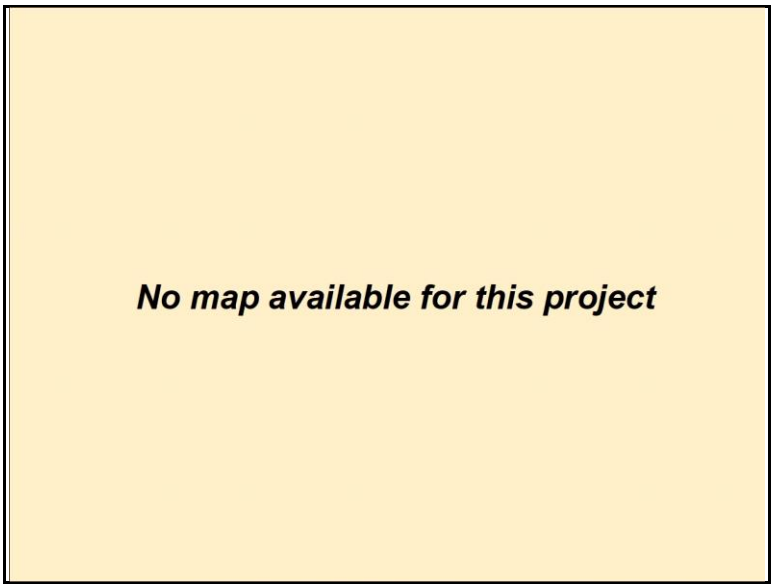
Source of Project Data: Virginia Department of Transportation.

Purchase Replacement Transit Buses
UPC # T11780

OVERVIEW

Description: Purchase Replacement Transit Buses

Street (Route): N/A
From: N/A
To: N/A
Length (mi): N/A
Jurisdiction/Agency: WATA-DRPT
System: Public Transportation
Scope: Transit
Oversight: Federal Oversight
Administered By: WATA-DRPT
Regionally Significant: No
CMAQ: Yes
RSTP: No
TAP: No
CRP: No



HRTPO Notes

Revised 11/21/2024: Amendment to add previous TIP project. To reference any other funds on this project, see STIP ID WAT0044 in the TIP.

SCHEDULE

	Start	End	Status
Preliminary Engineering	10/15/2024	1/15/2027	Underway
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$4,937,222		-
Right of Way	$0		-
Construction	$0		-
TOTAL	**$4,937,222**		**-**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

Purchase Replacement Transit Buses
UPC # T11780

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
CMAQ Match	$987,444	$0	$0	$0	$0	$987,444
CMAQ	$3,949,778	$0	$0	$0	$0	$3,949,778
TOTAL	**$4,937,222**	**$0**	**$0**	**$0**	**$0**	**$4,937,222**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
	Subtotal						
	TOTAL						

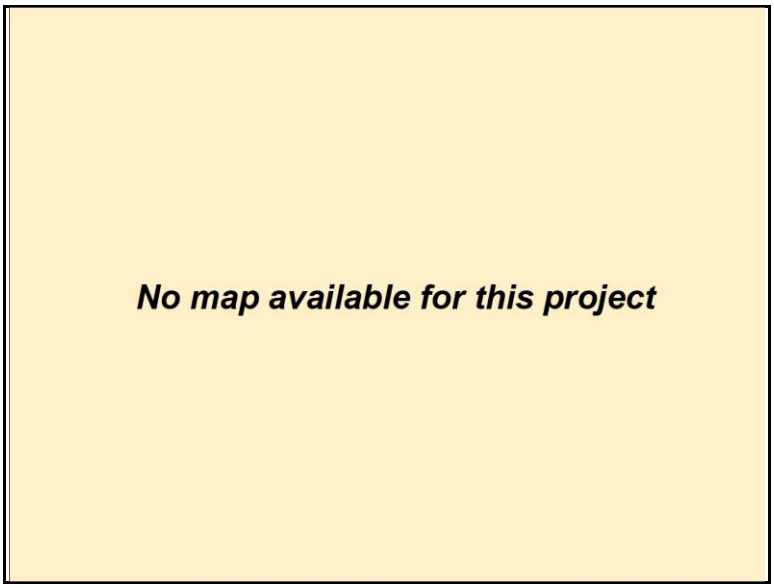
Source of Project Data: Virginia Department of Transportation.

Expansion of Bus Shelters
UPC # T19468

OVERVIEW

Description: Expansion of Bus Shelters

Street (Route): N/A
From: N/A
To: N/.A
Length (mi): N/A
Jurisdiction/Agency: WATA-DRPT
System: Public Transportation
Scope: Transit
Oversight: Federal Oversight
Administered By: WATA-DRPT
Regionally Significant: No
CMAQ: Yes
RSTP: No
TAP: No
CRP: No



HRTPO Notes

Revised 11/21/2024: Amendment to add previous TIP project. To reference any other funds on this project, see STIP ID WAT0067 in the TIP.

SCHEDULE

	Start	End	Status
Preliminary Engineering	10/15/2024	10/15/2025	Underway
Right of Way	10/15/2024	10/15/2025	Underway
Construction	1/15/2025	1/15/2027	FFY 2025

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$72,000		-
Right of Way	$18,000		-
Construction	$144,000		-
TOTAL	**$234,000**		**-**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
	-	-	-
	-	-	-
	-	-	-

Expansion of Bus Shelters
UPC # T19468

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
CMAQ Match	$23,400	$23,400	$0	$0	$0	$46,800
CMAQ	$93,600	$93,600	$0	$0	$0	$187,200
TOTAL	**$117,000**	**$117,000**	**$0**	**$0**	**$0**	**$234,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
	Subtotal						
	TOTAL						

Source of Project Data: Virginia Department of Transportation.

WATA Transfer Station Hub
UPC # T17898

OVERVIEW

Description: Construction of a new transfer station to replace the previously leased station.

Street (Route): Old Mooretown Road

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: WATA-DRPT

System: Public Transportation

Scope: Transit

Oversight: Federal Oversight

Administered By: WATA-DRPT

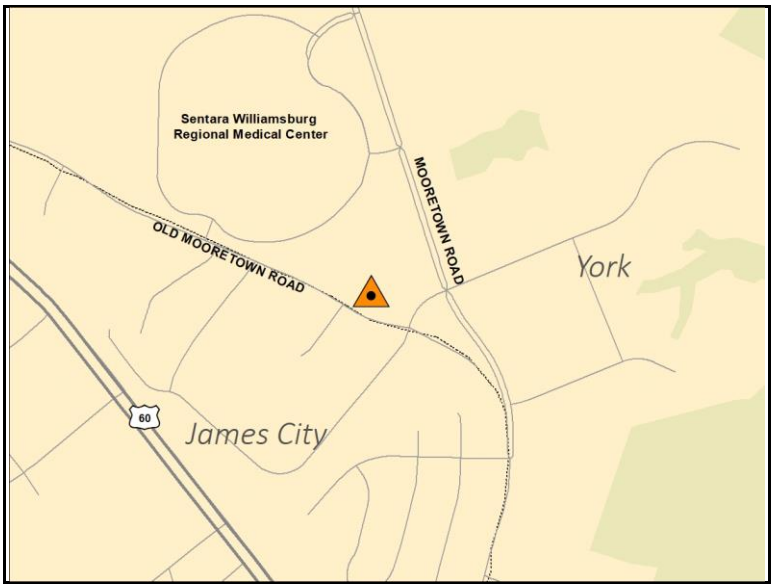
Regionally Significant: No

CMAQ: Yes

RSTP: No

TAP: No

CRP: No



HRTPO Notes

Revised 11/21/2024: Amendment to add previous TIP project. To reference any other funds on this project, see STIP ID WAT0066 in the TIP.

SCHEDULE

	Start	End	Status
Preliminary Engineering	5/4/2023	10/1/2024	Complete
Right of Way	N/A	N/A	N/A
Construction	12/15/2024	12/30/2026	FFY 2025

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$1,001,041		-
Right of Way	$0		-
Construction	$1,498,959		-
TOTAL	**$2,500,000**		**-**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

WATA Transfer Station Hub
UPC # T17898

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
CMAQ Match	$500,000	$0	$0	$0	$0	$500,000
CMAQ	$2,000,000	$0	$0	$0	$0	$2,000,000
TOTAL	**$2,500,000**	**$0**	**$0**	**$0**	**$0**	**$2,500,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
	Subtotal						
	TOTAL						

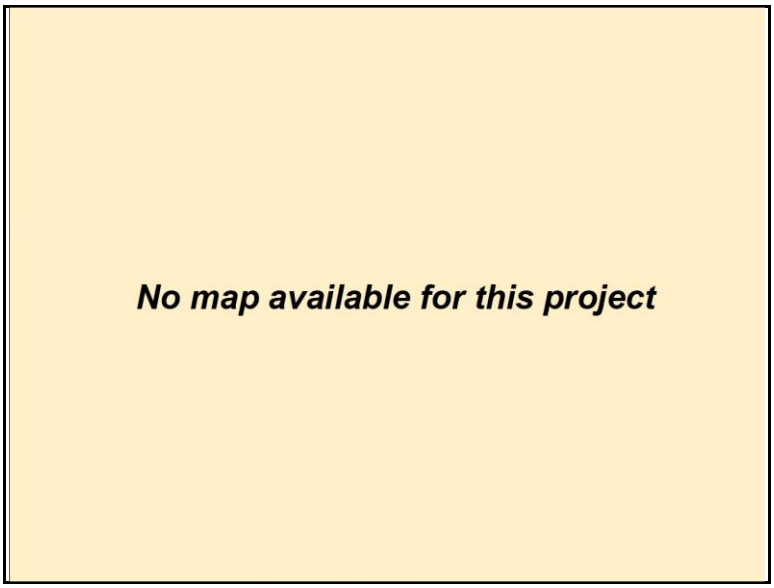
Source of Project Data: Virginia Department of Transportation.

WATA Administration and Operations Facility - Phase 1
UPC # T11932

OVERVIEW

Description: Project planning/mgmt/engineering/site selection/land acquistion/study related items/construction of a new ADA-compliant Admin and Operations Facility, to include rehab of existing structures and equipment on the property.

Street (Route): N/A
From: N/A
To: N/A
Length (mi): N/A
Jurisdiction/Agency: WATA-DRPT
System: Public Transportation
Scope: Transit
Oversight: Federal Oversight
Administered By: WATA-DRPT
Regionally Significant: No
CMAQ: No
RSTP: Yes
TAP: No
CRP: No



HRTPO Notes

Revised 11/21/2024: Amendment to add previous TIP project. To reference any other funds on this project, see STIP ID WAT0039 in the TIP.

SCHEDULE

	Start	End	Status
Preliminary Engineering	11/20/2020	12/30/2024	Underway
Right of Way	7/27/2018	12/31/2020	Complete
Construction	12/15/2024	12/30/2026	FFY 2025

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$486,640		-
Right of Way	$1,946,500		-
Construction	$10,358,581		-
TOTAL	**$12,791,721**		**-**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

WATA Administration and Operations Facility - Phase 1
UPC # T11932

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
RSTP Match	$2,558,345	$0	$0	$0	$0	$2,558,345
RSTP	$10,233,376	$0	$0	$0	$0	$10,233,376
TOTAL	**$12,791,721**	**$0**	**$0**	**$0**	**$0**	**$12,791,721**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
	Subtotal						
	TOTAL						

Source of Project Data: Virginia Department of Transportation.

Purchase Replacement Compressed Natural Gas (CNG) Buses
UPC # T11779

OVERVIEW

Description: Purchase replacement CNG buses. Associated with STIP ID WAT0060.

Street (Route): N/A

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: WATA-DRPT

System: Public Transportation

Scope: Transit

Oversight: Federal Oversight

Administered By: WATA-DRPT

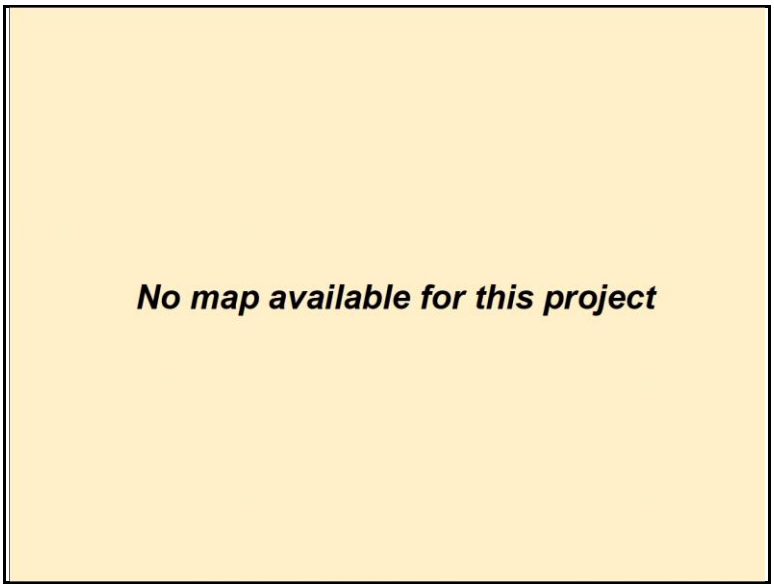
Regionally Significant: No

CMAQ: Yes

RSTP: No

TAP: No

CRP: No



HRTPO Notes

Revised 1/16/2025: Amendment to add a previously approved project to the TIP.

SCHEDULE

	Start	End	Status
Preliminary Engineering	11/15/2024	1/15/2027	Underway
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$3,073,000	$0	0%
Right of Way	$0	$0	-
Construction	$0	$0	-
TOTAL	**$3,073,000**	**$0**	**0%**

Recent Expenditures

	Previous 3 Quarters		
Latest Quarter	3	2	1
	-	-	-
	-	-	-
	-	-	-

Purchase Replacement Compressed Natural Gas (CNG) Buses
UPC # T11779

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
CMAQ Match	$614,600	$0	$0	$0	$0	$614,600
CMAQ	$2,458,400	$0	$0	$0	$0	$2,458,400
TOTAL	**$3,073,000**	**$0**	**$0**	**$0**	**$0**	**$3,073,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
	Subtotal						
	TOTAL						

Source of Project Data: Virginia Department of Transportation.

CRP Electric/Hybrid Expansion Support Vehicle
UPC # 127832

OVERVIEW

Description: Purchase an electric/hybrid vehicle for maintenance, repairs, and improvements associated with bus stops.

Street (Route): N/A

From: N/A

To: N/A

Length (mi): N/A

Jurisdiction/Agency: WATA-DRPT

System: Public Transportation

Scope: Transit

Oversight: Federal Oversight

Administered By: WATA-DRPT

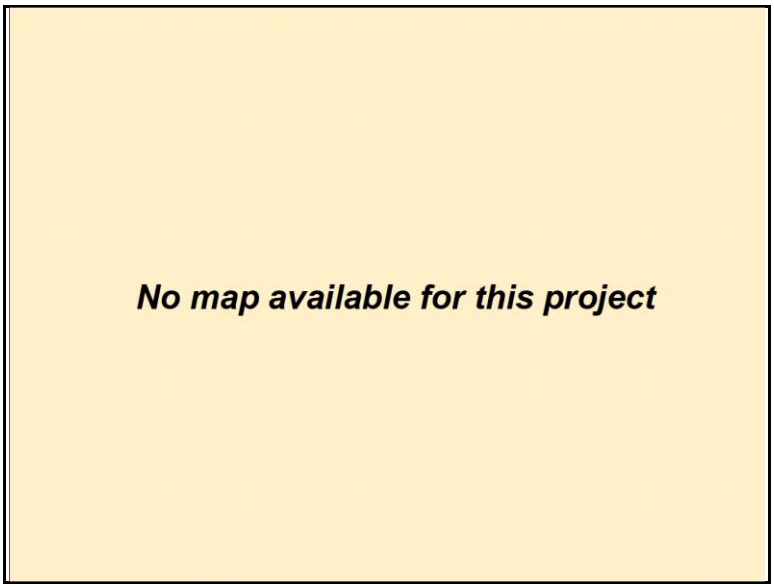
Regionally Significant: No

CMAQ: No

RSTP: No

TAP: No

CRP: Yes



HRTPO Notes

Revised 7/31/2025: Amendment to add project to the TIP.

SCHEDULE

	Start	End	Status
Preliminary Engineering	7/1/2025	6/30/2026	Underway
Right of Way	N/A	N/A	N/A
Construction	N/A	N/A	N/A

COSTS AND EXPENDITURES

	Cost Estimates	Total Expenditures	Percent Expended
Preliminary Engineering	$110,000	$0	0%
Right of Way	$0	$0	-
Construction	$0	$0	-
TOTAL	**$110,000**	**$0**	**0%**

Recent Expenditures

Latest Quarter	Previous 3 Quarters		
	3	2	1
	-	-	-
	-	-	-
	-	-	-

CRP Electric/Hybrid Expansion Support Vehicle
UPC # 127832

ALLOCATIONS

Fund Source(s)	Previous	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
CRP Match	$0	$22,000	$0	$0	$0	$22,000
CRP	$0	$88,000	$0	$0	$0	$88,000
TOTAL	**$0**	**$110,000**	**$0**	**$0**	**$0**	**$110,000**

SCHEDULED OBLIGATIONS

Phase	Fund Source	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Match
	Subtotal						
	TOTAL						

Source of Project Data: Virginia Department of Transportation.

Virginia Department of Rail and Public Transportation Statewide Transportation Improvement Program
Transit Costs (in $1,000)

Funding Source	Previous Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 24-27
STIP ID: HRT0003	Title: Replacement Vans - Paratransit a nd goComm			Recipient: Hampton Roads Transit		
FTA 5307	-	36	1,917	1,135	658	3,746
State	-	87	4,655	2,895	1,598	9,235
Local	-	5	274	170	94	543
FTA 5339	-	-	-	58	-	58
Year Total:	##################	128	6,846	4,258	2,350	13,582

DRPT Notes:

HRTPO Notes: **Revised 5/15/2025: Amendment to revise the following FY 2025 obligations (FTA 5307 - $1,917K, State - $4,655K, Local - $274K).**

STIP ID: HRT0004	Title: Support Vehicles			Recipient: Hampton Roads Transit		
FTA 5307	-	-	876	101	67	1,044
State	-	-	664	246	163	1,073
Local	-	-	194	14	10	218
FTA 5337	-	-	-	-	-	-
Year Total:	##################	##################	1,734	361	240	2,335

DRPT Notes:

HRTPO Notes: **Revised 7/22/2024: Administrative Modification to revise the FY 2024 obligations ($739K - FTA 5307, $255K - State, $174K - Local). Revised 10/7/2024: Administrative Modification to revise the obligations. Remove the following FY 2024 obligations (FTA 5307 $739K - State $255K - Local $174K). Revise the following FY 2025 obligations (FTA 5307 $739K - State $255K - Local $174K). Revised 4/25/2025: Administrative Modification to revise the FY 2025 State obligation to be $332K. Revised 6/11/2025: Administrative Modification to revise the FY 2025 obligations as follows (FTA 5307 - $876K, State - $664K, Local - $194K).**

STIP ID: HRT0006	Title: Shop Equipment			Recipient: Hampton Roads Transit		
FTA 5307	-	-	34	-	-	34
State	-	-	83	-	-	83
Local	-	-	5	-	-	5
Year Total:	##################	##################	122	##################	##################	122

DRPT Notes:

HRTPO Notes: **Revised 7/22/2024: Administrative Modification to add the following FY 2024 obligations ($34K - FTA 5307, $83K - State, $5K - Local). Revised 10/7/2024: Administrative Modification to revise the obligations. Remove the following FY 2024 obligations (FTA 5307 $34K - State $83K - Local $5K). Add the following FY 2025 obligations (FTA 5307 $34K - State $83K - Local $5K).**

STIP ID: HRT0026	Title: Replacement Rolling Stock			Recipient: Hampton Roads Transit		
FTA 5307	-	-	2,224	-	-	2,224
State	-	745	11,192	1,118	2,200	15,255
Local	-	-	659	66	131	856
FTA 5339	-	-	2,385	460	914	3,759
Year Total:	##################	745	16,460	1,644	3,245	22,094

DRPT Notes:

HRTPO Notes: **Revised 7/22/2024: Administrative Modification to revise the following FY 2024 obligations ($9,755K - State, $574K - Local, $2,385K - FTA 5339). Revised 10/7/2024: Administrative Modification to revise the obligations. Revise the following FY 2024 obligations (remove FTA 5307 obligation of $1,632K - remove FTA 5339 obligation of $2,385K - revise State obligation to be $745K - remove Local obligation of $574K). Revise the following FY 2025 obligations (FTA 5307 $1,632K - FTA 5339 $2,385K - State $9,755K - Local $574K). Revised 5/29/2025: Administrative Modification to revise the following FY 2025 obligations (FTA 5307 - $2,224K, State - $11,192K, Local - $659K). Revised 11/24/2025: Administrative Modification to revise the following FY 2026 obligations (FTA 5339 - $460K, State - $1,118K, Local - $66K).**

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

Virginia Department of Rail and Public Transportation Statewide Transportation Improvement Program
Transit Costs (in $1,000)

Funding Source	Previous Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 24-27
STIP ID: HRT0032	Title: ADP Software			Recipient: Hampton Roads Transit		
FTA 5307	-	2,696	669	-	560	3,925
State	-	5,218	96	-	80	5,394
Local	-	474	-	-	-	474
FTA 5337	-	417	1,624	-	1,360	3,401
Year Total:	##################	8,805	2,389	##################	2,000	13,194

DRPT Notes:

HRTPO Notes: **Revised 2/15/2024: Administrative Modification to revise the following FY 2024 obligations ($2,696K - FTA 5307, $5,218K - State, $474K - Local).**

STIP ID: HRT0033	Title: ADP Hardware			Recipient: Hampton Roads Transit		
FTA 5307	-	1,206	777	62	78	2,123
State	-	2,930	1,886	151	189	5,156
Local	-	172	111	9	11	303
Year Total:	##################	4,308	2,774	222	278	7,582

DRPT Notes:

HRTPO Notes: **Revised 2/15/2024: Administrative Modification to revise the FY 2024 obligations as follows ($1,206K - FTA 5307, $2,930K - State, $172K - Local). Revised 4/25/2025: Administrative Modification to revise the following FY 2025 obligations (FTA 5307 - $777K, State - $1,886K, Local - $111K).**

STIP ID: HRT0041	Title: CIP Program - General			Recipient: Hampton Roads Transit		
FTA 5307	-	-	-	-	-	-
State	-	238	-	-	-	238
Local	-	112	-	-	-	112
Year Total:	##################	350	##################	##################	##################	350

DRPT Notes:

HRTPO Notes:

STIP ID: HRT0052	Title: Transfer Center Upgrades			Recipient: Hampton Roads Transit		
FTA 5307	-	881	2,825	292	132	4,130
State	-	779	5,832	534	320	7,465
Local	-	647	7,787	56	19	8,509
Year Total:	##################	2,307	16,444	882	471	20,104

DRPT Notes:

HRTPO Notes: **Revised 12/15/2025: Administrative Modification to revise the following FY 2026 obligations (FTA 5307 - $292K, Local - $56K).**

STIP ID: HRT0054	Title: Preventive Maintenance			Recipient: Hampton Roads Transit		
FTA 5307	-	14,418	28,396	-	13,769	56,583
State	-	-	-	-	-	-
Local	-	4,074	8,562	-	3,890	16,526
FTA 5337	-	1,880	5,854	-	1,793	9,527
Year Total:	##################	20,372	42,812	##################	19,452	82,636

DRPT Notes:

HRTPO Notes: **Revised 12/4/2024: Administrative Modification to revise the FY 2025 FTA 5337 obligation to be $2,102K. Revised 4/25/2025: Administrative Modification to revise the following FY 2025 obligations (FTA 5307 - $14,198K, FTA 5337 - $2,927K, Local - $4,281K). Revised 6/11/2025: Administrative Modification to revise the obligations as follows: remove FY 2026 FTA 5307 obligation of $13,769K; revise FY 2025 FTA 5307 funding to be $28,396K; remove FY 2026 Local obligation of $3,890K; revise FY 2025 Local obligation to be $8,562K; remove FY 2026 FTA 5337 obligation of $1,793K; revise FY 2025 FTA 5337 to be $5,854K.**

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

Virginia Department of Rail and Public Transportation Statewide Transportation Improvement Program
Transit Costs (in $1,000)

Funding Source	Previous Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 24-27
STIP ID: HRT0066	Title: LRT Cap Projects/Bridge Repair/Support Equip			Recipient: Hampton Roads Transit		
FTA 5307	-	130	217	223	411	981
State	-	1,192	4,557	1,903	5,662	13,314
Local	-	19	354	112	333	818
FTA 5337	-	-	2,136	783	1,919	4,838
Year Total:	##################	1,341	7,264	3,021	8,325	19,951

DRPT Notes:

HRTPO Notes: **Revised 7/22/2024: Administrative Modification to revise the following FY 2024 obligations ($569K - FTA 5337, $136K - Local) and to add FY 2024 obligation of $130K - FTA 5307. Revised 10/7/2024: Administrative Modification to revise the obligations. Revise the following FY 2024 obligation (remove FTA 5337 obligation of $569K - revise Local obligation to be $19K). Revise the following FY 2025 obligations (FTA 5337 $1,605K - State $3,058K - Local $266K). 11/21/2024: Administrative Modification to revise the project title per FTA's request. Revise project title to be: Light Rail Transit Capital Projects/Bridge Repair/Support Equipment. Revised 4/25/2025: Administrative Modification to add FY 2025 FTA 5307 obligation of $130K. Revised 6/11/2025: Administrative Modification to revise the FY 2025 obligations as follows (FTA 5307 - $217K, State - $4,557K, Local - $354K, FTA 5337 - $2,136K). Revised 11/24/2025: Administrative Modification to add FY 2026 FTA 5307 obligation of $223K.**

STIP ID: HRT0067	Title: Capital Cost of Contracting			Recipient: Hampton Roads Transit		
FTA 5307	-	3,051	5,360	-	3,253	11,664
State	-	-	-	-	-	-
Local	-	6,484	6,913	-	6,913	20,310
Year Total:	##################	9,535	12,273	##################	10,166	31,974

DRPT Notes:

HRTPO Notes: **Revised 4/25/2025: Administrative Modification to update the obligations as follows: revise FY 2025 FTA 5307 obligation to be $5,360K; remove FY 2026 FTA 5307 obligation of $3,253K; remove FY 2026 Local obligation of $6,913K.**

STIP ID: HRT0068	Title: ADA Operations			Recipient: Hampton Roads Transit		
FTA 5307	-	2,410	4,888	-	2,432	9,730
State	-	-	-	-	-	-
Local	-	602	1,222	-	608	2,432
Year Total:	##################	3,012	6,110	##################	3,040	12,162

DRPT Notes:

HRTPO Notes: **Revised 4/25/2025: Administrative Modification to update the obligations as follows: revise FY 2025 FTA 5307 obligation to be $4,888K; remove FY 2026 FTA 5307 obligation of $2,432K; revise FY 2025 Local obligation to be $1,222; remove FY 2026 Local obligation of $608K.**

STIP ID: HRT0075	Title: Surveillance/Security Equipment			Recipient: Hampton Roads Transit		
FTA 5307	-	1,139	154	572	34	1,899
State	-	2,766	1,305	1,390	83	5,544
Local	-	163	123	81	5	372
FTA 5337	-	-	515	-	-	515
Year Total:	##################	4,068	2,097	2,043	122	8,330

DRPT Notes:

HRTPO Notes: **Revised 2/15/2024: Administrative Modification to revise the FY 2024 obligations as follow: ($1,139K - FTA 5307, $2,766K - State, $163K - Local). Revised 4/25/2025: Administrative Modification to add FY 2025 FTA 5307 obligation of $154K.**

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

Virginia Department of Rail and Public Transportation Statewide Transportation Improvement Program
Transit Costs (in $1,000)

Funding Source	Previous Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 24-27
STIP ID: HRT0082	Title: Rehab/Reno of Admin/Maint Facility			Recipient: Hampton Roads Transit		
FTA 5307	-	237	-	-	-	237
State	-	575	-	-	-	575
Local	-	34	-	-	-	34
Year Total:	##################	846	##################	##################	##################	846

DRPT Notes:

HRTPO Notes: **Revised 5/16/2024: Amendment to add project to the TIP.**

STIP ID: HRT0083	Title: HRT goCommute Program			Recipient: Hampton Roads Transit		
	-	-	-	-	-	-
Year Total:	##################	##################	##################	##################	##################	-

DRPT Notes:

HRTPO Notes: **UPC T14104 for CMAQ and RSTP funds. Revised 5/15/2025: Amendment to add STIP ID project to the TIP.**

STIP ID: HRT0090	Title: Transit Bus Mid-Life Overhaul/Repower			Recipient: Hampton Roads Transit		
FTA 5307	-	-	511	-	1,027	1,538
State	-	-	2,465	1,810	2,495	6,770
Local	-	-	145	106	147	398
FTA 5339	-	-	836	745	-	1,581
Year Total:	##################	##################	3,957	2,661	3,669	10,287

DRPT Notes:

HRTPO Notes: **Revised 7/22/2024: Administrative Modification to revise the following FY 2024 obligations ($2,465K - State, $145K - Local) and to add FY 2024 obligation of $836K - FTA 5339. Revised 10/7/2024: Administrative Modification to revise the obligations. Remove the following FY 2024 obligations (FTA 5307 $179K - FTA 5339 $836K - State $2,465K - Local $145K). Revise the following FY 2025 obligations (add FTA 5339 obligation of $836K - revise State obligation to be $2,465K - revise Local obligation to be $145K).**

STIP ID: HRT0096	Title: Ferry Boat Construction			Recipient: Hampton Roads Transit		
Local	-	-	-	-	-	-
FTA 5337	-	-	-	-	-	-
Year Total:	##################	##################	##################	##################	##################	-

DRPT Notes:

HRTPO Notes:

STIP ID: HRT0103	Title: Light Rail SGR			Recipient: Hampton Roads Transit		
State	-	-	4,416	5,907	1,638	11,961
Local	-	-	260	347	96	703
FTA 5337	-	-	1,818	2,432	675	4,925
Year Total:	##################	##################	6,494	8,686	2,409	17,589

DRPT Notes:

HRTPO Notes: **Revised 7/22/2024: Administrative Modification to revise the following FY 2024 obligations ($2,895K - State, $170K - Local, $1,192K - FTA 5337). Revised 10/7/2024: Administrative Modification to revise the obligations. Remove the following FY 2024 obligations (FTA 5337 $1,192K - State $2,895K - Local $170K). Revise the following FY 2025 obligations (FTA 5337 $1,818K - State $4,416K - Local $260K). Revised 12/15/2025: Administrative Modification to revise the FY 2026 obligations as follows (FTA 5337 - $2,432K, State - $5,907K, Local - $347K).**

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

Virginia Department of Rail and Public Transportation Statewide Transportation Improvement Program
Transit Costs (in $1,000)

Funding Source	Previous Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 24-27
STIP ID: HRT0105	Title: Transit Bus Replacement			Recipient: Hampton Roads Transit		
	-	-	-	-	-	-
Year Total:	##################	##################	##################	##################	##################	-

DRPT Notes:

HRTPO Notes: **UPC T16054 for CMAQ and RSTP funds. Revised 5/15/2025: Amendment to add STIP ID project to the TIP.**

STIP ID: HRT0109	Title: New Southside Operating Division/Repower			Recipient: Hampton Roads Transit		
FTA 5307	-	3,854	-	14,338	1,956	20,148
State	-	-	-	37,740	1,957	39,697
Local	-	1,554	-	20,032	1,957	23,543
FTA Discretionary 5339	-	-	-	25,000	-	25,000
FTA CPF Earmark	-	-	-	5,000	-	5,000
Other-Federal	-	-	-	-	1,957	1,957
Year Total:	##################	5,408	##################	102,110	7,827	115,345

DRPT Notes:

HRTPO Notes: **Revised 11/3/2025: Administrative Modification to revise the obligations as follows: revise FY 2024 FTA 5307 obligation to be $3,854K; remove FY 2024 Other Federal (FTA Discretionary) obligation of $5,000K; remove FY 2024 State obligation of $16,380K; revise FY 2024 Local obligation to be $1,554K; remove FY 2025 FTA 5307 obligation of $4,490K; remove FY 2025 Other Federal (FTA Discretionary) of $22,500K; remove FY 2025 State obligation of $16,380K; remove FY 2025 Local obligation of $7,582K; revise FY 2026 FTA 5307 obligation to be $14,338K; add FY 2026 FTA Discretionary 5339 obligation of $25,000K; add FY 2026 FTA Community Project Funding (CPF) - Earmark obligation of $5,000K; revise FY 2026 State obligation to be $37,740K; revise FY 2026 Local obligation to be $20,032K. For clarification purposes, the fund source "FTA Discretionary" in the TIP is now renamed as "Other-Federal" in order to match DRPT's STIP.**

STIP ID: HRT0110	Title: Newport News Shipyard - Gloucester - HRT M			Recipient: Hampton Roads Transit		
State	-	-	-	-	-	-
Year Total:	##################	##################	##################	##################	##################	-

DRPT Notes:

HRTPO Notes: **UPC 115871 for RSTP Funds.**

STIP ID: HRT0113	Title: Transit Bus Expansion			Recipient: Hampton Roads Transit		
FTA 5307	-	-	428	-	-	428
State	-	-	1,949	-	-	1,949
Local	-	-	123	-	-	123
FTA CPF Earmark	-	-	1,000	-	-	1,000
Year Total:	##################	##################	3,500	##################	##################	3,500

DRPT Notes:

HRTPO Notes: **Revised 2/28/2025: Amendment to add project to the TIP. Revised 4/25/2025: Administrative Modification to revise FY 2025 FTA 5307 obligation to be $428K.**

STIP ID: HRT0114	Title: Technology Planning			Recipient: Hampton Roads Transit		
FTA 5307	-	-	34	38	-	72
State	-	56	83	91	-	230
Local	-	57	5	5	-	67
Year Total:	##################	113	122	134	##################	369

DRPT Notes:

HRTPO Notes:

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

Virginia Department of Rail and Public Transportation Statewide Transportation Improvement Program
Transit Costs (in $1,000)

Funding Source	Previous Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 24-27
STIP ID: HRT0115	Title: Fare Collection System			Recipient: Hampton Roads Transit		
FTA 5307	-	1,461	458	-	-	1,919
State	-	-	1,112	-	-	1,112
Local	-	365	65	-	-	430
Year Total:	##########	1,826	1,635	##########	##########	3,461
DRPT Notes:						
HRTPO Notes:	**Revised 2/15/2024: Administrative Modification to revise the FY 2024 obligations as follows ($1,461K - FTA 5307, $365K - Local). Revised 4/25/2025: Administrative Modification to add the following FY 2025 obligations (FTA 5307 - $458K, State - $1,112K , Local - $65K).**					
STIP ID: HRT0116	Title: Hampton Facility Non-Revenue Electric Chargi			Recipient: Hampton Roads Transit		
FTA 5307	-	-	66	77	-	143
State	-	-	159	187	-	346
Local	-	-	9	11	-	20
Year Total:	##########	##########	234	275	##########	509
DRPT Notes:						
HRTPO Notes:						
STIP ID: HRT0117	Title: Workplace Renovation and Reconfiguration			Recipient: Hampton Roads Transit		
FTA 5307	-	347	134	-	-	481
State	-	842	326	-	-	1,168
Local	-	50	19	-	-	69
Year Total:	##########	1,239	479	##########	##########	1,718
DRPT Notes:						
HRTPO Notes:						
STIP ID: HRT0118	Title: Facility Site Redevelopment Planning			Recipient: Hampton Roads Transit		
FTA 5307	-	-	-	-	-	-
State	-	-	80	-	-	80
Local	-	-	80	-	-	80
Year Total:	##########	##########	160	##########	##########	160
DRPT Notes:						
HRTPO Notes:						
STIP ID: HRT0119	Title: Facilities State of Good Repair			Recipient: Hampton Roads Transit		
FTA 5307	-	396	923	360	-	1,679
State	-	961	2,241	875	-	4,077
Local	-	57	132	51	-	240
Year Total:	##########	1,414	3,296	1,286	##########	5,996
DRPT Notes:						
HRTPO Notes:	**Revised 5/9/2024: Administrative Modification to revise the FY 2024 obligations as follows ($396K - FTA 5307, $961K - State, $57K - Local). Revised 5/15/2025: Amendment to revise the following FY 2025 obligations (FTA 5307 - $923K, State - $2,241K, Local - $132K). Revised 11/24/2025: Administrative Modification to revise the following FY 2026 obligations: (FTA 5307 - $360K, State - $875K, Local - $51K).**					

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

Virginia Department of Rail and Public Transportation Statewide Transportation Improvement Program
Transit Costs (in $1,000)

Funding Source	Previous Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 24-27
STIP ID: HRT0120	Title: Gate Replacement Project			Recipient: Hampton Roads Transit		
FTA 5307	-	343	-	-	-	343
State	-	832	-	-	-	832
Local	-	49	-	-	-	49
Year Total:	##################	1,224	##################	##################	##################	1,224

DRPT Notes:

HRTPO Notes: **Revised 5/9/2024: Administrative Modification to revise the FY 2024 obligations as follows ($343K - FTA 5307, $832K - State, $49K - Local).**

Funding Source	Previous Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 24-27
STIP ID: HRT0121	Title: Light Rail Assessment Study			Recipient: Hampton Roads Transit		
FTA 5307	-	-	-	-	-	-
State	-	51	-	-	-	51
Local	-	51	-	-	-	51
Year Total:	##################	102	##################	##################	##################	102

DRPT Notes:

HRTPO Notes:

Funding Source	Previous Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 24-27
STIP ID: HRT0122	Title: Paratransit Vehicle Mid-Life Overhaul/Repow			Recipient: Hampton Roads Transit		
FTA 5307	-	-	75	-	-	75
State	-	-	481	-	-	481
Local	-	-	28	-	-	28
FTA 5339	-	-	198	-	-	198
Year Total:	##################	##################	782	##################	##################	782

DRPT Notes:

HRTPO Notes: **Revised 7/22/2024: Administrative Modification to revise the FY 2024 State obligation to be $481K and to add FY 2024 Local obligation of $28K and FY 2024 FTA 5339 obligation of $198K. Revised 10/7/2024: Administrative Modification to revise the obligations. Remove the following FY 2024 obligations (FTA 5307 $92K - State $481K - FTA 5339 $198K - Local $28K). Revise the following FY 2025 obligations (State $481K - FTA 5339 $198K - Local $28K).**

Funding Source	Previous Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 24-27
STIP ID: HRT0123	Title: Ferry Boat State of Good Repair			Recipient: Hampton Roads Transit		
FTA 5307	-	-	73	-	-	73
State	-	-	345	-	-	345
Local	-	-	569	-	-	569
FTA 5337	-	-	104	-	-	104
Year Total:	##################	##################	1,091	##################	##################	1,091

DRPT Notes:

HRTPO Notes: **Revised 7/22/2024: Administrative Modification to revise the FY 2024 Local obligation to be $81K and to add FY 2024 FTA 5337 obligation of $183K. Revise 10/7/2024: Administrative Modification to revise the obligations. Remove the following FY 2024 obligations (FTA 5307 $73K - State $176K - Local $81K - FTA 5337 $183K). Revise the following FY 2025 obligations (FTA 5307 $73K - State $176K Local $81K - FTA 5337 $183K). Revised 4/25/2025: Administrative Modification to revise FY 2025 State obligation to be $392K. Revised 6/11/2025: Administrative Modification to revise the following FY 2025 obligations (State - $345K, Local - $569K, FTA 5337 - $104K).**

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

Virginia Department of Rail and Public Transportation Statewide Transportation Improvement Program
Transit Costs (in $1,000)

Funding Source	Previous Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 24-27
STIP ID: HRT0124	Title: Paratransit Fleet Expansion			Recipient: Hampton Roads Transit		
FTA 5307		-	465	-	-	465
State	-	-	1,128	662	-	1,790
Local	-	560	66	39	-	665
CPF Earmark	-	2,240	-	-	-	2,240
FTA 5339	-	-	-	273	-	273
Year Total:	##################	2,800	1,659	974	##################	5,433

DRPT Notes:

HRTPO Notes: **Revised 5/24/2024: Administrative Modification to revise obligations as follows: add FY 2024 FTA Community Project Funding (CPF Earmark) obligation of $2,240K; revise FY 2024 Local obligation to be $560K. Revised 7/22/2024: Administrative Modification to revise the following FY 2024 obligations ($465K - FTA 5307, $1,128K - State, $626K - Local). Revised 10/7/2024: Administrative Modification to revise the obligations. Revise the following FY 2024 obligations (remove FTA 5307 obligation of $465K - remove State obligation of $1,128K - revise Local obligation to be $560K). Revise the following FY 2025 obligations (FTA 5307 $465K - State $1,128K - Local $66K). Revised 11/24/2025: Administrative Modification to add the following FY 2026 obligations: (FTA 5339 - $273K, State - $662K, Local - $39K).**

STIP ID: HRT0125	Title: Bus Stop Amenity Program			Recipient: Hampton Roads Transit		
FTA 5307	-	-	-	166	-	166
State	-	-	-	404	-	404
Local	-	1,065	2,753	3,523	1,790	9,131
Year Total:	##################	1,065	2,753	4,093	1,790	9,701

DRPT Notes:

HRTPO Notes: **Revised 11/24/2025: Administrative Modification to add the following FY 2026 obligations: (FTA 5307 - $166K, State - $404K).**

STIP ID: HRT0126	Title: Gate Replacement Project			Recipient: Hampton Roads Transit		
FTA 5307	-	252	-	-	-	252
State	-	612	-	-	-	612
Local	-	36	-	-	-	36
Year Total:	##################	900	##################	##################	##################	900

DRPT Notes:

HRTPO Notes:

STIP ID: HRT0127	Title: Transfer Station Relocation			Recipient: Hampton Roads Transit		
FTA 5307	-	-	-	476	-	476
State	-	-	-	1,156	-	1,156
Local	-	-	125	68	-	193
FTA CPF Earmark	-	-	500	-	-	500
Year Total:	##################	##################	625	1,700	##################	2,325

DRPT Notes:

HRTPO Notes: **Revised 1/16/2025: Amendment to add project to the TIP. Revised 12/15/2025: Administrative Modification to add FY 2026 obligations as follows (FTA 5307 - $476K, State - $1,156K, Local - $68K).**

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

Virginia Department of Rail and Public Transportation Statewide Transportation Improvement Program
Transit Costs (in $1,000)

Funding Source	Previous Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 24-27
STIP ID: HRT0128	Title: Other Capital - Contracted Transportation			Recipient: Hampton Roads Transit		
FTA 5310	-	-	-	3,200	-	3,200
Local	-	-	-	800	-	800
Year Total:	##########	##########	##########	4,000	##########	4,000

DRPT Notes:

HRTPO Notes: **Revised 7/31/2025: Amendment to add project to the TIP. Revised 11/24/2025: Administrative Modification to revise the project name and obligations. Remove FY 2025 FTA 5310 obligation of $3,200K; remove FY 2025 Local obligation of $800K; add FY 2026 FTA 5310 obligation of $3,200K; add FY 2026 Local obligation of $800K.**

STIP ID: WAT0001	Title: Operating Assistance			Recipient: Williamsburg Area Transit Authorit		
FTA 5307	4,402	3,635	7,382	3,931	4,049	18,997
FTA 5311	-	530	557	573	590	2,250
Other Federal	-	180	180	180	180	720
State	-	2,395	2,515	2,590	2,668	10,168
Local	-	1,492	4,867	1,614	1,662	9,635
Revenues	-	1,643	1,725	1,777	1,830	6,975
Year Total:	4,402	9,875	17,226	10,665	10,979	48,745

DRPT Notes:

HRTPO Notes: **Revised 11/21/2024: Amendment to revise obligations as follows: revise FY 2025 FTA 5307 obligation to be $7,382K; revise FY 2025 Local obligation to be $4,867K.**

STIP ID: WAT0014	Title: Transit Enhancements			Recipient: Williamsburg Area Transit Authorit		
FTA 5307	-	-	-	-	-	-
Flexible STP	-	24	24	24	24	96
State	-	5	5	5	5	20
Local	-	1	1	1	1	4
Year Total:	##########	30	30	30	30	120

DRPT Notes:

HRTPO Notes:

STIP ID: WAT0017	Title: Bus Shelters			Recipient: Williamsburg Area Transit Authorit		
Flexible STP	-	163	94	94	120	471
State	-	21	19	19	24	83
Local	-	20	5	5	6	36
SMART SCALE	-	-	110	-	-	110
Year Total:	##########	204	228	118	150	700

DRPT Notes:

HRTPO Notes: **SMART SCALE FY 2022 - Two Bus Shelters. SMART SCALE FY 2024 - Two Bus Stop Pull Offs. UPC T19468 for FY 2023 CMAQ Funds.**

STIP ID: WAT0022	Title: Support Vehicle Replacement			Recipient: Williamsburg Area Transit Authorit		
FTA 5307	-	-	-	-	-	-
Flexible STP	-	84	-	-	89	173
State	-	17	-	-	18	35
Local	-	4	-	-	5	9
Year Total:	##########	105	##########	##########	112	217

DRPT Notes:

HRTPO Notes:

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

Virginia Department of Rail and Public Transportation Statewide Transportation Improvement Program
Transit Costs (in $1,000)

Funding Source	Previous Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 24-27
STIP ID: WAT0027	Title: Radios				Recipient: Williamsburg Area Transit Authorit	
Flexible STP	-	-	-	-	-	-
State	-	-	-	-	-	-
Local	-	-	-	-	-	-
Year Total:	##########	##########	##########	##########	##########	-
DRPT Notes:						
HRTPO Notes:						

STIP ID: WAT0028	Title: Office Furniture				Recipient: Williamsburg Area Transit Authorit	
Flexible STP	-	-	120	120	-	240
State	-	-	24	24	-	48
Local	-	-	6	6	-	12
Year Total:	##########	##########	150	150	##########	300
DRPT Notes:						
HRTPO Notes:						

STIP ID: WAT0030	Title: Spare Parts, ACM				Recipient: Williamsburg Area Transit Authorit	
Flexible STP	-	-	-	-	-	-
State	-	-	-	-	-	-
Local	-	-	-	-	-	-
Year Total:	##########	##########	##########	##########	##########	-
DRPT Notes:						
HRTPO Notes:						

STIP ID: WAT0032	Title: Miscellaneous Support Equipment				Recipient: Williamsburg Area Transit Authorit	
Flexible STP	-	201	-	160	-	361
State	-	14	96	32	-	142
Local	-	32	71	8	-	111
Year Total:	##########	247	167	200	##########	614
DRPT Notes:						
HRTPO Notes:	**Revised 11/21/2024: Amendment to revise the obligations as follows: add FY 2025 State obligation of $96K; add FY 2025 Local obligation of $71K.**					

STIP ID: WAT0033	Title: Bike Rikes				Recipient: Williamsburg Area Transit Authorit	
Flexible STP	-	-	-	-	-	-
State	-	-	-	-	-	-
Local	-	-	-	-	-	-
Year Total:	##########	##########	##########	##########	##########	-
DRPT Notes:						
HRTPO Notes:						

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

Virginia Department of Rail and Public Transportation Statewide Transportation Improvement Program
Transit Costs (in $1,000)

Funding Source	Previous Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 24-27
STIP ID: WAT0036	Title: ADP Hardware - APC			Recipient: Williamsburg Area Transit Authorit		
FTA 5307	-	-	200	-	-	200
Flexible STP	-	-	-	-	-	-
State	-	-	38	-	-	38
Local	-	-	12	-	-	12
Year Total:	##########	##########	250	##########	##########	250

DRPT Notes:

HRTPO Notes:

STIP ID: WAT0037	Title: Bus Engineering & Design of Admin Building			Recipient: Williamsburg Area Transit Authorit		
Flexible STP	-	225	43	15	-	283
State	-	-	-	-	-	-
Local	-	26	5	2	-	33
Year Total:	##########	251	48	17	##########	316

DRPT Notes:

HRTPO Notes:

STIP ID: WAT0038	Title: Surveillance / Security Equipment			Recipient: Williamsburg Area Transit Authorit		
Flexible STP	-	-	80	160	-	240
State	-	-	20	40	-	60
Local	-	-	-	-	-	-
Year Total:	##########	##########	100	200	##########	300

DRPT Notes:

HRTPO Notes:

STIP ID: WAT0039	Title: Administration and Operations Facility - Phase			Recipient: Williamsburg Area Transit Authorit		
FTA 5307	-	-	-	-	-	-
Flexible STP	7,444	-	1,002	-	-	1,002
State	1,929	-	5,912	2,797	-	8,709
Local	-	-	309	166	-	475
FTA 5339	-	-	1,184	1,184	-	2,368
Year Total:	9,373	##########	8,407	4,147	##########	12,554

DRPT Notes:

HRTPO Notes: **UPC T11932 for RSTP Funds. Revised 11/21/2024: Amendment to revise the obligations as follows: add FY Previous Flexible STP obligation of $7,444K; add FY Previous State obligation of $1,929K; revise FY 2024 State obligation to be $0; add FY 2025 FTA 5307 obligation of $277K; add FY 2025 Flexible STP obligation of $1,002K; revise FY 2025 State obligation to be $4,566K; add FY 2025 Local obligation of $229K; add FY 2025 FTA 5339 obligation of $906K; add FY 2026 FTA 5307 obligation of $277K; revise FY 2026 State obligation to be $2,797K; add FY 2026 Local obligation of $166K; add FY 2026 FTA 5339 obligation of $906K. Revised 6/11/2025: Administrative Modification to revise the obligations as follows: remove FY 2025 FTA 5307 obligation of $277K; revise FY 2025 FTA 5339 obligation to be $1,184K; revise FY 2025 State obligation to be $5,912K; revise FY 2025 Local obligation to be $309K; remove FY 2026 FTA 5307 obligation of $277K; revise FY 2026 FTA 5339 obligation to be $1,184K.**

STIP ID: WAT0041	Title: Route Signage Enhancements (Bus Stop Signs)			Recipient: Williamsburg Area Transit Authorit		
Flexible STP	-	-	-	-	-	-
State	-	-	-	-	-	-
Local	-	-	-	-	-	-
Year Total:	##########	##########	##########	##########	##########	-

DRPT Notes:

HRTPO Notes:

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

Virginia Department of Rail and Public Transportation Statewide Transportation Improvement Program
Transit Costs (in $1,000)

Funding Source	Previous Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 24-27
STIP ID: WAT0042	Title: ADP Software			Recipient: Williamsburg Area Transit Authorit		
FTA 5307	-	104	86	66	67	323
Flexible STP	-	-	-	-	-	-
State	-	8	10	12	13	43
Local	-	18	41	4	4	67
Year Total:	##################	130	137	82	84	433

DRPT Notes:

HRTPO Notes: **Revised 11/21/2024: Amendment to revise the obligations as follows: revise FY 2025 FTA 5307 obligation to be $86K; revise FY 2025 Local obligation to be $41K.**

STIP ID: WAT0043	Title: Expansion Bus (Med Bus) Trolley			Recipient: Williamsburg Area Transit Authorit		
Flexible STP	-	-	-	800	-	800
State	-	-	-	200	-	200
Local	-	-	-	-	-	-
Year Total:	##################	##################	##################	1,000	##################	1,000

DRPT Notes:

HRTPO Notes:

STIP ID: WAT0044	Title: Purchase Replacement Buses			Recipient: Williamsburg Area Transit Authorit		
Flexible STP	-	-	-	-	-	-
State	-	-	733	600	-	1,333
Local	-	-	-	-	-	-
Year Total:	##################	##################	733	600	##################	1,333

DRPT Notes:

HRTPO Notes: **UPC T11780 for CMAQ Funds.**

STIP ID: WAT0045	Title: Replacement Buses			Recipient: Williamsburg Area Transit Authorit		
State	-	108	120	37	45	310
Local	-	-	-	-	-	-
FTA 5339	-	432	480	148	180	1,240
Adjustment	40	-	-	-	-	-
Year Total:	40	540	600	185	225	1,550

DRPT Notes:

HRTPO Notes:

STIP ID: WAT0046	Title: Real Estate Acquisition Lightfoot Transfer Cen			Recipient: Williamsburg Area Transit Authorit		
FTA 5307	-	-	-	-	-	-
Flexible STP	-	-	-	-	-	-
State	-	-	-	-	-	-
Local	-	-	-	-	-	-
Year Total:	##################	##################	##################	##################	##################	-

DRPT Notes:

HRTPO Notes: **Includes NEPA, Architectural and Engineering, and Project Management.**

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

Virginia Department of Rail and Public Transportation Statewide Transportation Improvement Program
Transit Costs (in $1,000)

Funding Source	Previous Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 24-27
STIP ID: WAT0047	Title: Bus Third Party Audit			Recipient: Williamsburg Area Transit Authorit		
Flexible STP	-	-	-	-	-	-
State	-	-	-	-	-	-
Local	-	-	-	-	-	-
Year Total:	##########	##########	##########	##########	##########	-
DRPT Notes:						
HRTPO Notes:						

Funding Source	Previous Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 24-27
STIP ID: WAT0048	Title: Purchase Expansion Buses			Recipient: Williamsburg Area Transit Authorit		
Flexible STP	-	-	-	-	-	-
State	-	334	-	-	-	334
Local	-	-	-	-	-	-
SMART SCALE	-	-	-	-	-	-
Year Total:	##########	334	##########	##########	##########	334
DRPT Notes:						
HRTPO Notes:						

Funding Source	Previous Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 24-27
STIP ID: WAT0049	Title: Rehab/Rebuild Buses			Recipient: Williamsburg Area Transit Authorit		
Flexible STP	-	-	-	-	-	-
State	-	-	-	-	-	-
Local	-	-	-	-	-	-
Year Total:	##########	##########	##########	##########	##########	-
DRPT Notes:						
HRTPO Notes:						

Funding Source	Previous Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 24-27
STIP ID: WAT0050	Title: Replacement Bus Trolley			Recipient: Williamsburg Area Transit Authorit		
Flexible STP	-	-	-	-	-	-
State	-	-	-	-	-	-
Local	-	-	-	-	-	-
Year Total:	##########	##########	##########	##########	##########	-
DRPT Notes:						
HRTPO Notes:						

Funding Source	Previous Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 24-27
STIP ID: WAT0051	Title: Employee Education/Training			Recipient: Williamsburg Area Transit Authorit		
Flexible STP	-	-	-	-	-	-
State	-	-	-	-	-	-
Local	-	-	-	-	-	-
Year Total:	##########	##########	##########	##########	##########	-
DRPT Notes:						
HRTPO Notes:						

Funding Source	Previous Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 24-27
STIP ID: WAT0053	Title: Capital Cost of Contracting			Recipient: Williamsburg Area Transit Authorit		
FTA 5307	-	-	-	-	-	-
State	-	-	-	-	-	-
Local	-	-	-	-	-	-
Year Total:	##########	##########	##########	##########	##########	-
DRPT Notes:						
HRTPO Notes:						

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

Virginia Department of Rail and Public Transportation Statewide Transportation Improvement Program
Transit Costs (in $1,000)

Funding Source	Previous Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 24-27
STIP ID: WAT0054	Title: Preventive Maintenance			Recipient: Williamsburg Area Transit Authorit		
FTA 5307	-	1,673	838	1,121	1,149	4,781
State	-	-	-	-	-	-
Local	-	418	210	280	287	1,195
Year Total:	##################	2,091	1,048	1,401	1,436	5,976

DRPT Notes:

HRTPO Notes: **Revised 11/21/2024: Amendment to revise the obligations as follows: revise FY 2025 FTA 5307 obligation to be $838K; revise FY 2025 Local obligation to be $210K.**

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

DRPT Notes:

HRTPO Notes:

STIP ID: WAT0056	Title: Safety and Security Training and Materials/Eq			Recipient: Williamsburg Area Transit Authorit		
FTA 5307	-	35	-	-	-	35
State	-	-	-	-	-	-
Local	-	9	-	-	-	9
Year Total:	##################	44	##################	##################	##################	44

DRPT Notes:

HRTPO Notes:

STIP ID: WAT0057	Title: Bus Construction, NEPA, Architectural and Eng			Recipient: Williamsburg Area Transit Authorit		
Flexible STP	-	-	-	-	-	-
State	-	-	-	-	-	-
Local	-	-	-	-	-	-
Year Total:	##################	##################	##################	##################	##################	-

DRPT Notes:

HRTPO Notes: **Lightfoot Transfer Center - UPC T17898 for CMAQ Funds.**

STIP ID: WAT0058	Title: 3rd Party Project Management			Recipient: Williamsburg Area Transit Authorit		
Flexible STP	-	288	672	-	-	960
State	-	72	168	-	-	240
Local	-	-	-	-	-	-
Year Total:	##################	360	840	##################	##################	1,200

DRPT Notes:

HRTPO Notes:

STIP ID: WAT0059	Title: 3rd Party Legal Services - Facility Projects			Recipient: Williamsburg Area Transit Authorit		
Flexible STP	-	12	-	-	-	12
State	-	2	-	-	-	2
Local	-	1	-	-	-	1
Year Total:	##################	15	##################	##################	##################	15

DRPT Notes:

HRTPO Notes:

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

Virginia Department of Rail and Public Transportation Statewide Transportation Improvement Program
Transit Costs (in $1,000)

Funding Source	Previous Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 24-27
STIP ID: WAT0060	Title: Purchase Replacement CNG Buses			Recipient: Williamsburg Area Transit Authorit		
State	-	-	-	-	-	-
Local	-	-	-	-	-	-
Year Total:	##################	##################	##################	##################	##################	-

DRPT Notes:

HRTPO Notes: UPC T11779 for CMAQ Funds. Revised 12/17/2024: Administrative Modification to remove the FY 2024 State obligation of $615K. These funds are CMAQ State matching funds and are displayed on the UPC portion of this project (UPC T11779) in the TIP.

STIP ID: WAT0061	Title: Purchase Replacement Trolley Buses			Recipient: Williamsburg Area Transit Authorit		
State	-	-	-	-	-	-
Local	-	-	-	-	-	-
Year Total:	##################	##################	##################	##################	##################	-

DRPT Notes:

HRTPO Notes: UPC T11782 for CMAQ Funds.

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

DRPT Notes:

HRTPO Notes:

STIP ID: WAT0063	Title: Transit Strategic Plan Study			Recipient: Williamsburg Area Transit Authorit		
FTA 5307	-	149	-	-	-	149
Local	-	38	-	-	-	38
Year Total:	##################	187	##################	##################	##################	187

DRPT Notes:

HRTPO Notes: UPC 115425 for RSTP Funds.

STIP ID: WAT0064	Title: CAD/AVL Replacement			Recipient: Williamsburg Area Transit Authorit		
FTA 5307	-	-	-	-	-	-
Flexible STP	-	816	-	-	-	816
State	-	163	-	-	-	163
Local	-	41	-	-	-	41
FTA 5339	-	-	-	-	-	-
Year Total:	##################	1,020	##################	##################	##################	1,020

DRPT Notes:

HRTPO Notes:

STIP ID: WAT0065	Title: CMAQ Demonstration Route York County Sou			Recipient: Williamsburg Area Transit Authorit		
State	-	214	720	-	-	934
Local	-	-	-	-	-	-
Year Total:	##################	214	720	##################	##################	934

DRPT Notes:

HRTPO Notes: UPC T17890 for CMAQ Funds.

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

Virginia Department of Rail and Public Transportation Statewide Transportation Improvement Program
Transit Costs (in $1,000)

Funding Source	Previous Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 24-27
STIP ID: WAT0066	Title: Northern Transfer Facility - James City County			Recipient: Williamsburg Area Transit Authorit		
FTA 5307	-	-	2,766	-	-	2,766
State	-	500	3,006	-	-	3,506
Local	-	-	240	-	-	240
CDS	-	-	3,000	-	-	3,000
Year Total:	##########	500	9,012	##########	##########	9,512

DRPT Notes:

HRTPO Notes: **UPC T17898 for CMAQ Funds. Revised 9/6/2024: Administrative Modification to add FY 2025 obligations as follows: $3,000K - CDS, $2,766K - FTA 5307, $3,006K - State, $240K - Local. Revised 11/21/2024: Amendment to revise the obligations as follows: add FY 2025 CDS obligation of $3,000K; add FY 2025 FTA 5307 obligation of $2,766K; add FY 2025 State obligation of $3,006K; add FY 2025 Local obligation of $240K. This Amendment replaces the 9/6/2024 Ad-Mod. Revised 2/6/2025: Administrative Modification to revise the project name.**

STIP ID: WAT0067	Title: Expansion of Bus Shelters			Recipient: Williamsburg Area Transit Authorit		
Flexible STP	-	-	188	-	-	188
State	-	47	-	-	-	47
Local	-	-	-	-	-	-
Year Total:	##########	47	188	##########	##########	235

DRPT Notes:

HRTPO Notes: **UPC T19468 for CMAQ Funds. Revised 11/21/2024: Amendment to revise the obligations as follows: add FY 2025 Flexible STP obligation of $188K.**

STIP ID: WAT0068	Title: Upper York/New Kent County Connector			Recipient: Williamsburg Area Transit Authorit		
State	-	75	-	-	-	75
Local	-	-	-	-	-	-
Year Total:	##########	75	##########	##########	##########	75

DRPT Notes:

HRTPO Notes: **UPC T19494 for CMAQ Funds.**

STIP ID: WAT0069	Title: ADP Hardware			Recipient: Williamsburg Area Transit Authorit		
State	-	2	136	3	-	141
Local	-	-	64	1	-	65
Flexible STIP	-	8	-	16	-	24
Year Total:	##########	10	200	20	##########	230

DRPT Notes:

HRTPO Notes: **Revised 11/21/2024: Amendment to revise the obligations as follows: add FY 2025 State obligation of $136K; add FY 2025 Local obligation of $64K.**

STIP ID: WAT0070	Title: Bike Racks, ITS or Misc Equipment Bus Stop I			Recipient: Williamsburg Area Transit Authorit		
Flexible STP	-	64	16	48	-	128
State	-	16	4	12	-	32
Local	-	-	-	-	-	-
Year Total:	##########	80	20	60	##########	160

DRPT Notes:

HRTPO Notes:

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

Virginia Department of Rail and Public Transportation Statewide Transportation Improvement Program
Transit Costs (in $1,000)

Funding Source	Previous Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 24-27
STIP ID: WAT0073	Title: CRP Electric/Hybrid Expansion Support Vehicl			Recipient: Williamsburg Area Transit Authorit		
Local	-	-	5	-	-	5
Year Total:	##########	##########	5	##########	##########	5
DRPT Notes:						
HRTPO Notes:	**UPC 127832 for CRP Funds. Revised 7/31/2025: Amendment to add project to the TIP.**					

STIP ID: CBH0001	Title: Paratransit Vehicles			Recipient: Colonial Behavioral Health		
FTA 5310	-	95	95	64	64	318
State	-	-	12	-	-	12
Local	-	24	12	16	16	68
Year Total:	##########	119	119	80	80	398
DRPT Notes:						
HRTPO Notes:	**Revised 8/16/2024: Administrative Modification to revise the FY 2024 obligations as follows ($95K - FTA 5310, $24K - Local). Revised 5/29/2025: Administrative Modification to revise the obligations as follows: add FY 2025 State obligation of $12K; revise FY 2025 FTA 5310 obligation to be $95K; revise FY 2025 Local obligation to be $12K.**					

STIP ID: DRPT010	Title: Jamestown-Scotland Ferry Facility			Recipient: Department of Rail and Public Tran		
State	-	-	-	-	-	-
FTA 5307(h)	-	-	-	-	-	-
Year Total:	##########	##########	##########	##########	##########	-
DRPT Notes:						
HRTPO Notes:						

STIP ID: DRPTS06	Title: Jamestown-Scotland Ferry Facility Improveme			Recipient: DRPT		
State	-	-	-	1,262	-	1,262
FTA 5307(h)	-	-	-	5,049	-	5,049
Year Total:	##########	##########	##########	6,311	##########	6,311
DRPT Notes:						
HRTPO Notes:	**Revised 5/15/2025: Amendment to add project to the TIP.**					

STIP ID: EGS0001	Title: Paratransit Vehicles			Recipient: Eggleston Services		
FTA 5310	-	-	64	64	64	192
State	-	-	-	-	-	-
Local	-	-	16	16	16	48
Year Total:	##########	##########	80	80	80	240
DRPT Notes:						
HRTPO Notes:						

STIP ID: FACT001	Title: Paratransit Vehicles			Recipient: Families of Autistic Children of Tide		
FTA 5310	-	-	475	-	-	475
State	-	-	59	-	-	59
Local	-	-	59	-	-	59
Year Total:	##########	##########	593	##########	##########	593
DRPT Notes:						
HRTPO Notes:	**Revised 7/31/2025: Amendment to add project to the TIP.**					

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

Virginia Department of Rail and Public Transportation Statewide Transportation Improvement Program
Transit Costs (in $1,000)

Funding Source	Previous Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 24-27
STIP ID: HHI0001	Title: Paratransit Vehicles			Recipient: Heart Havens, Inc.		
FTA 5310	-	-	77	128	128	333
State	-	-	10	-	-	10
Local	-	-	10	32	32	74
Year Total:	##################	##################	97	160	160	417

DRPT Notes:

HRTPO Notes: **Revised 5/29/2025: Administrative Modification to revise the obligations as follows: add FY 2025 State obligation of $10K; revise FY 2025 FTA 5310 obligation to be $77K; revise FY 2025 Local obligation to be $10K.**

STIP ID: HNN0001	Title: Paratransit Vehicles			Recipient: Hampton Newport News CSB		
FTA 5310	-	64	64	64	64	256
State	-	-	-	-	-	-
Local	-	16	16	16	16	64
Year Total:	##################	80	80	80	80	320

DRPT Notes:

HRTPO Notes:

STIP ID: PAA0002	Title: Paratransit Vehicles			Recipient: Peninsula Agency on Aging		
FTA 5310	-	72	153	64	64	353
State	-	-	19	-	-	19
Local	-	18	19	16	16	69
Year Total:	##################	90	191	80	80	441

DRPT Notes:

HRTPO Notes: **Revised 8/16/2024: Administrative Modification to revise the FY 2024 obligations as follows ($72K - FTA 5310, $18K - Local).**
Revised 5/29/2025: Administrative Modification to revise the obligations as follows: add FY 2025 State obligation of $19K; revise FY 2025 FTA 5310 obligation to be $153K; revise FY 2025 Local obligation to be $19K.

STIP ID: PAA0004	Title: Mobility Management			Recipient: Peninsula Agency on Aging		
FTA 5310	-	239	188	220	220	867
State	-	47	38	44	44	173
Local	-	12	9	11	11	43
Year Total:	##################	298	235	275	275	1,083

DRPT Notes:

HRTPO Notes: **Revised 5/29/2025: Administrative Modification to revise the following FY 2025 obligations (State - $38K, FTA 5310 - $188K, Local - $9K).**

STIP ID: PAA0005	Title: Operating Assistance			Recipient: Peninsula Agency on Aging		
FTA 5310	-	88	267	48	48	451
State	-	35	214	38	38	325
Local	-	9	53	10	10	82
Year Total:	##################	132	534	96	96	858

DRPT Notes:

HRTPO Notes: **Revised 8/16/2024: Administrative Modification to revise the FY 2024 obligations as follows ($88K - FTA 5310, $9K - Local).**
Revised 5/29/2025: Administrative Modification to revise the FY 2025 obligations as follows (State - $214K, FTA 5310 - $267K, Local - $53K).

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

Virginia Department of Rail and Public Transportation Statewide Transportation Improvement Program
Transit Costs (in $1,000)

Funding Source	Previous Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 24-27
STIP ID: SSV0001	Title: Replacement Vehicles			Recipient: Senior Services of Southeastern VA		
FTA 5310	-	206	230	300	300	1,036
State	-	-	29	-	-	29
Local	-	51	29	60	60	200
Year Total:	##########	257	288	360	360	1,265

DRPT Notes:

HRTPO Notes: **Revised 8/16/2024: Administrative Modification to revise the FY 2024 obligations as follows ($206K - FTA 5310, $51K - Local). Revised 5/29/2025: Administrative Modification to revise the obligations as follows: add FY 2025 State obligation of $29K; revise FY 2025 FTA 5310 obligation to be $230K; revise FY 2025 Local obligation to be $29K).**

STIP ID: SSV0002	Title: Mobility Management			Recipient: Senior Services of Southeastern VA		
FTA 5310	-	69	87	75	75	306
State	-	14	17	15	15	61
Local	-	3	4	4	4	15
Year Total:	##########	86	108	94	94	382

DRPT Notes:

HRTPO Notes: **Revised 5/29/2025: Administrative Modification to revise the following FY 2025 obligations (State - $17K, FTA 5310 - $87K, Local - $4K).**

STIP ID: SSV0003	Title: Operating Assistance			Recipient: Senior Services of Southeastern VA		
FTA 5310	-	-	38	-	-	38
State	-	-	30	-	-	30
Local	-	-	8	-	-	8
Year Total:	##########	##########	76	##########	##########	76

DRPT Notes:

HRTPO Notes: **Revised 11/21/2024: Amendment to add project to the TIP. Revised 7/31/2025: Amendment to revise FY 2025 obligations as follows (State - $59K, FTA 5310 - $475K, Local - $59K). Revised 8/8/2025: Administrative Modification to revise the FY 2025 obligations as follows (State - $30K, FTA 5310 - $38K, Local - $8K).**

STIP ID: SUF0001	Title: Operating Assistance			Recipient: Suffolk Transit		
FTA 5307	-	342	663	-	352	1,357
FTA 5311	-	-	-	349	-	349
State	-	340	434	347	350	1,471
Local	-	683	229	349	352	1,613
Revenues	-	60	60	61	62	243
Year Total:	##########	1,425	1,386	1,106	1,116	5,033

DRPT Notes:

HRTPO Notes: **Revised 1/3/2025: Administrative Modification to revise the obligations as follows: revise FY 2025 FTA 5307 obligation to be $663K; revise FY 2025 State obligation to be $434K; revise FY 2025 Local obligation to be $229K.**

STIP ID: SUF0003	Title: Expansion Buses			Recipient: Suffolk Transit		
FTA 5307	-	-	144	480	-	624
State	-	-	29	96	-	125
Local	-	-	7	2	-	9
Year Total:	##########	##########	180	578	##########	758

DRPT Notes:

HRTPO Notes:

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

Virginia Department of Rail and Public Transportation Statewide Transportation Improvement Program
Transit Costs (in $1,000)

Funding Source	Previous Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 24-27
STIP ID: SUF0004	Title: Replacement Buses			Recipient: Suffolk Transit		
FTA 5307	-	723	208	111	352	1,394
State	-	147	58	30	70	305
Local	-	92	56	8	18	174
FTA 5339	-	162	342	41	-	545
Year Total:	##################	1,124	664	190	440	2,418

DRPT Notes:

HRTPO Notes: **Revised 12/1/2023: Administrative Modification to revise the obligations as follows: revise FY 2024 obligations to be ($723K - FTA 5307, $162K - FTA 5339, $147K - State, $92K - Local). Revised 8/22/2024: Administrative Modification to revise the obligations. Update obligations as follows: revise FY 2025 FTA 5339 obligation to be $342K; revise FY 2025 LOC funds to be $56K.**

STIP ID: SUF0008	Title: Administrative, Training and Indirect Costs			Recipient: Suffolk Transit		
State	-	-	-	-	-	-
Local	-	10	10	10	10	40
FTA 5339	-	-	23	-	-	23
FTA 5303	-	10	10	10	10	40
Year Total:	##################	20	43	20	20	103

DRPT Notes:

HRTPO Notes: **Revised 8/22/2024: Administrative Modification to revise the obligations. Update obligations as follows: add FY 2025 FTA 5339 obligation of $23K.**

STIP ID: SUF0009	Title: Transit Improvements			Recipient: Suffolk Transit		
FTA 5307	-	-	-	-	-	-
State	-	13	8	8	8	37
Local	-	13	8	8	8	37
FTA 5339	-	-	-	-	-	-
Year Total:	##################	26	16	16	16	74

DRPT Notes:

HRTPO Notes:

STIP ID: SUF0012	Title: Force Account - Construction of Sidewalk			Recipient: Suffolk Transit		
FTA 5307	-	11	-	-	-	11
State	-	2	8	8	8	26
Local	-	1	8	8	8	25
Year Total:	##################	14	16	16	16	62

DRPT Notes:

HRTPO Notes:

STIP ID: SUF0013	Title: Capital Cost of Contracting			Recipient: Suffolk Transit		
FTA 5307	-	324	727	-	229	1,280
FTA 5311	-	-	-	500	319	819
State	-	98	99	100	101	398
Local	-	425	429	433	437	1,724
Year Total:	##################	847	1,255	1,033	1,086	4,221

DRPT Notes:

HRTPO Notes: **Revised 1/3/2025: Administrative Modification to revise the FY 2025 FTA 5307 obligation to be $727K.**

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

Virginia Department of Rail and Public Transportation Statewide Transportation Improvement Program
Transit Costs (in $1,000)

Funding Source	Previous Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 24-27
STIP ID: SUF0014	Title: Transit Operations Facility			Recipient: Suffolk Transit		
FTA 5307	-	-	-	-	-	-
State	-	-	121	-	-	121
Local	-	-	30	-	-	30
Year Total:	##########	##########	151	##########	##########	151
DRPT Notes:						
HRTPO Notes:	**RSTP Funds are reflected on UPC 115421. Revised 5/29/2025: Administrative Modification to revise the obligations as follows: add FY 2025 Local obligation of $30K; revise FY 2025 State obligation to be $133K. Revised 12/11/2025: Administrative Modification to revise the obligations as follows: revise FY 2025 State obligation to be $121K (the $12K removed is now reflected on UPC 115421 as it is RSTP matching state funds to the RSTP Federal funds and both are reflected on UPC 115421); remove FY 2026 State obligation of $366K as these State funds are the match funds to the RSTP Federal funds and both are reflected on UPC 115421.**					
STIP ID: SUF0015	Title: Paratransit Vehicles			Recipient: Suffolk Transit		
FTA 5307	-	-	-	103	-	103
State	-	-	-	29	-	29
Local	-	-	-	7	-	7
FTA 5339	-	-	-	41	-	41
Year Total:	##########	##########	##########	180	##########	180
DRPT Notes:						
HRTPO Notes:						
STIP ID: SUF0016	Title: College Drive Bus Pull Out			Recipient: Suffolk Transit		
State	-	-	-	872	-	872
Local	-	-	-	-	-	-
Year Total:	##########	##########	##########	872	##########	872
DRPT Notes:						
HRTPO Notes:						
STIP ID: SUF0017	Title: Electric Bus Charging Stations			Recipient: Suffolk Transit		
State	-	7	-	-	-	7
Local	-	8	30	-	-	38
FTA 5339	-	35	200	-	-	235
Year Total:	##########	50	230	##########	##########	280
DRPT Notes:						
HRTPO Notes:	**Revised 8/22/2024: Administrative Modification to add FY 2025 obligations as follows: ($200K - FTA 5339, $30K - Local).**					
STIP ID: TAW0001	Title: Paratransit Vehicles			Recipient: The ARC of Greater Williamsburg		
FTA 5310	-	-	64	64	64	192
State	-	-	-	-	-	-
Local	-	-	16	16	16	48
Year Total:	##########	##########	80	80	80	240
DRPT Notes:						
HRTPO Notes:						

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

Virginia Department of Rail and Public Transportation Statewide Transportation Improvement Program
Transit Costs (in $1,000)

Funding Source	Previous Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 24-27
STIP ID: VAR0001	Title: Paratransit Vehicles			Recipient: VersAbility Resources, Inc.		
FTA 5310	-	-	120	120	120	360
State	-	-	-	-	-	-
Local	-	-	30	30	30	90
Year Total:	##################	##################	150	150	150	450
DRPT Notes:						
HRTPO Notes:						

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

Rail System Projects and Studies

Section XI

No Projects at this Time

Grouped Projects

Section XII

GROUPED PROJECTS

Federal regulations allow projects that are not considered to be of appropriate scale for individual identification to be grouped by function, work type, and/or geographic area. The grouping of projects increases flexibility and reduces the number of TIP revisions needed throughout the year. VDOT and HRTPO staffs coordinate on projects that may be grouped. The listing of individual projects included in each grouped project category is maintained electronically by the VDOT Federal Program Management Division and is accessible via the VDOT website at the following direct link: 'STIP Grouping Tracking Report'.

The following grouped projects are included in the HRTPO TIP:

Construction: Bridge Rehabilitation/Replacement/Reconstruction
Group includes bridge construction projects such as: bridge or drainage structure rehabilitation, structure reconstruction or replacement when work is on or adjacent to the current alignment.

Construction: Federal Lands Highway
Group includes projects funded and/or administered by the Federal Lands Highway Division.

Construction: Rail
Group includes projects for rail/highway grade crossing improvements, regardless of funding source. Projects may include: improvements to warning devices, crossing surfaces, and construction of grade separation to replace existing at-grade railroad crossings at the same location.

Construction: Safety/ITS/Operational Improvements
Group includes safety improvement projects such as: those qualifying for the Hazard Elimination Safety (HES) program or Highway Safety Improvement Program (HSIP) funding, shoulder improvements, increasing sight distance, traffic control devices, guardrails, median barriers, pavement resurfacing/rehabilitation, pavement marking, fencing, lighting improvements, intersection channelization/signalization/reconfiguration projects, traffic calming, improvements to crossovers or clear zones, addition/extension of turn lanes, extension of acceleration/deceleration lanes, minor drainage improvements, etc. Group also includes improvements to and modernization of rest areas, toll facilities, and weigh stations; Intelligent Transportation System (ITS) activities; and traffic operations improvement projects.

Construction: Transportation Enhancement/Byway/Non-Traditional
Group includes projects eligible for funding under the Transportation Alternatives programs, regardless of funding source. Projects may include: construction of interpretive pull-offs and overlooks; rehabilitation/restoration/reconstruction of historic buildings; tourist and welcome centers; transportation museums; pedestrian/bicycle facilities; parking facilities; wildflower plantings.

Maintenance: Preventive Maintenance and System Preservation
Group includes projects such as: area wide programs for cleaning of drainage facilities, corrosion protection activities, and highway sign face cleaning; any corrective, restorative, resurfacing, or rehabilitative/reconstruction of highway pavement which extends the service life of the pavement; retrofitting of dowel bars; and shoulder pulling and wedging for pavement edge drop-off mitigation.

Maintenance: Preventive Maintenance for Bridges
Group includes projects such as: sealing/replacing/reconstructing joints, deck overlays, painting, cathodic protection, debris removal, retrofit of fracture critical members and fatigue prone details, and some concrete repairs.

Maintenance: Traffic and Safety Operations
Group includes work related to signs, traffic signals, pavement markings and markers, guardrail installation/replacement, replacement and preventive maintenance of roadway lighting, maintenance/replacement/upgrade of traffic calming devices, etc.

Transit: Amenities
Group includes projects for amenities pertaining to transit.

Transit: Engineering
Group includes projects regarding transit engineering.

Transit: Vehicles
Group includes purchase/lease of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet; rehabilitation of transit vehicles; and the purchase of support vehicles. Also includes the purchase of operating equipment for vehicles (e.g. radios, fare boxes, lifts, etc.).

Hampton Roads MPO

Project Groupings

GROUPING	Construction : Bridge Rehabilitation/Replacement/Reconstruction					
ROUTE/STREET					TOTAL COST	$56,710,825
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
CN	Federal - STP/STBG	$0	$540,007	$0	$0	$0
	Other	$0	$3,349,923	$0	$0	$0
	Federal - AC CONVERSION	$0	$0	$1,000,000	$0	$0
	Federal - BR	$0	$0	$0	$2,575,000	$0
	Federal - NHS/NHPP	$0	$2,873,433	$0	$0	$0
CN TOTAL		$0	$6,763,363	$1,000,000	$2,575,000	$0
PE	Federal - BR	$0	$380,000	$0	$0	$0
RW	Federal - AC CONVERSION	$0	$60,000	$0	$0	$0
	Federal - BR	$0	$0	$130,000	$0	$0
RW TOTAL		$0	$60,000	$130,000	$0	$0

GROUPING	Construction : Federal Lands Highway					
ROUTE/STREET					TOTAL COST	$7,582,017
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
CN	Federal - FLH	$0	$0	$206,400	$0	$0
CN AC	Federal - AC OTHER	$0	$0	$4,162,600	$0	$0

GROUPING	Construction : Rail					
ROUTE/STREET					TOTAL COST	$3,764,206
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal - STP/STBG	$0	$346,332	$0	$0	$0
CN	Federal - STP/STBG	$0	$793,468	$0	$0	$0
CN AC	Federal - AC OTHER	$0	$67,105	$0	$0	$0

GROUPING	Construction : Safety/ITS/Operational Improvements					
ROUTE/STREET					TOTAL COST	$224,846,132
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal - AC CONVERSION	$183,284	$460,328	$469,227	$0	$0
	Federal - CMAQ	$575,068	$360,000	$102,000	$0	$1,838,272
	Federal - HSIP	$26,700	$240,300	$0	$0	$0
	Federal - NHPP/E	$133,529	$0	$0	$0	$534,116
	Federal - NHS/NHPP	$625,241	$2,004,142	$0	$496,822	$0
	Federal - RSTP	$40,000	$0	$0	$0	$160,000
	Federal - STP/STBG	$399,083	$1,596,333	$0	$0	$0
PE TOTAL		$1,982,905	$4,661,103	$571,227	$496,822	$2,532,388
PE AC	Federal - AC OTHER	$0	$0	$0	$0	$723,960
RW	Federal - AC CONVERSION	$624,463	$0	$572,636	$0	$1,925,217
	Federal - CMAQ	$251,637	$414,549	$440,000	$152,000	$0
	Federal - HSIP	$19,500	$126,000	$49,500	$0	$0
	Federal - NHS/NHPP	$2,417,725	$2,361,835	$1,911,360	$797,951	$4,599,755
	Federal - STP/STBG	$369,441	$1,557	$0	$1,476,208	$0
RW TOTAL		$3,682,767	$2,903,941	$2,973,496	$2,426,159	$6,524,972
RW AC	Federal - AC OTHER	$0	$6,360,947	$0	$0	$2,750,000
CN	Federal - AC CONVERSION	$653,468	$0	$2,736,945	$0	$0
	Federal - CMAQ	$852,641	$960,000	$0	$2,174,965	$275,600
	Federal - HSIP	$845,505	$2,971,878	$3,350,249	$1,287,414	$0
	Federal - NHPP/E	$21,759	$0	$87,034	$0	$0
	Federal - NHS/NHPP	$2,060,337	$280,000	$6,097,986	$286,343	$1,577,019
	Federal - STP/STBG	$802,885	$0	$0	$1,049,520	$2,162,020
CN TOTAL		$5,236,594	$4,211,878	$12,272,214	$4,798,242	$4,014,639
CN AC	Federal - AC OTHER	$0	$8,057,112	$9,913,319	$4,248,979	$18,482,728

GROUPING	Construction : Transportation Alternatives/Byway/Non-Traditional					
ROUTE/STREET					TOTAL COST	$36,450,515
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal - AC CONVERSION	$7,621	$30,482	$0	$0	$0
	Federal - CMAQ	$51,324	$0	$0	$0	$205,296
PE TOTAL		$58,945	$30,482	$0	$0	$205,296
RW	Federal - RTAP	$6,296	$0	$25,182	$0	$0
	Federal - TAP/F	$82,960	$0	$331,840	$0	$0
RW TOTAL		$89,256	$0	$357,022	$0	$0
CN	Federal - RTAP	$213,564	$561,850	$81,942	$210,465	$0
	Federal - TAP/F	$250,897	$540,129	$141,142	$322,318	$0
	Other	$0	$467,664	$140,029	$540,629	$0
CN TOTAL		$464,462	$1,569,643	$363,113	$1,073,412	$0

GROUPING	Maintenance : Preventive Maintenance and System Preservation					
PROGRAM NOTE	Funding identified to be obligated districtwide as projects are identified.					
ROUTE/STREET					TOTAL COST	$52,109,317
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
CN	Federal - NHS/NHPP	$0	$4,235,690	$4,235,690	$4,235,690	$4,235,690
	Federal - STP/STBG	$0	$8,737,224	$8,773,092	$8,809,571	$8,846,670
CN TOTAL		$0	$12,972,914	$13,008,782	$13,045,261	$13,082,360

GROUPING	Maintenance : Preventive Maintenance for Bridges					
PROGRAM NOTE	Funding identified to be obligated districtwide as projects are identified.					
ROUTE/STREET					TOTAL COST	$61,326,778
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
CN	Federal - NHFP	$0	$1,996,466	$1,996,466	$1,996,466	$1,996,466
	Federal - NHPP/E	$0	$0	$1,000,000	$0	$0
	Federal - NHS/NHPP	$0	$3,980,538	$3,116,498	$3,466,498	$16,569,365
	Federal - STP/STBG	$0	$3,618,513	$3,631,833	$3,645,380	$3,659,156
CN TOTAL		$0	$9,595,517	$9,744,797	$9,108,344	$22,224,987
CN AC	Federal - AC OTHER	$0	$4,646,000	$2,013,000	$0	$3,994,133

GROUPING	Maintenance : Traffic and Safety Operations					
PROGRAM NOTE	Funding identified to be obligated districtwide as projects are identified.					
ROUTE/STREET					TOTAL COST	$63,540,777
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
CN	Federal - NHS/NHPP	$0	$11,789,226	$11,789,226	$11,789,226	$11,789,226
	Federal - STP/STBG	$0	$4,070,616	$4,087,327	$4,104,323	$4,121,607
CN TOTAL		$0	$15,859,842	$15,876,553	$15,893,549	$15,910,833

GROUPING	Transit : Amenities					
ROUTE/STREET					TOTAL COST	$6,217,924
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
		$0	$0	$0	$0	$0

GROUPING	Transit : Engineering					
ROUTE/STREET					TOTAL COST	$300,000
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal - RSTP	$48,000	$0	$192,000	$0	$0
PE AC	Federal - AC OTHER	$0	$0	$60,000	$0	$0

GROUPING	Transit : Vehicles					
ROUTE/STREET					TOTAL COST	$7,959,337
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
		$0	$0	$0	$0	$0

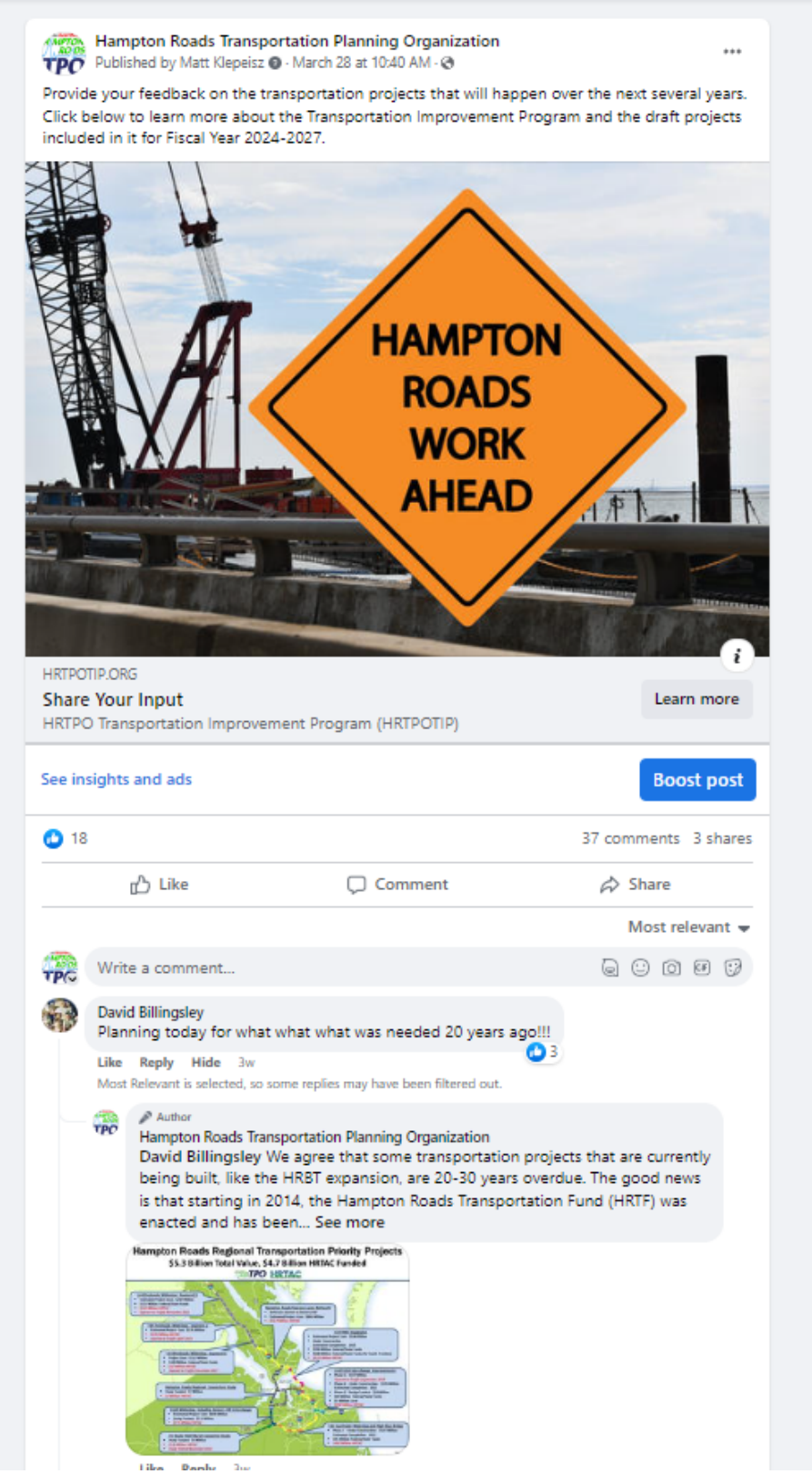
Appendix A – Public Comments

Section XIII

PUBLIC COMMENTS

Public comments received during the public comment and review periods during the development of the FY 2024-2027 Transportation Improvement Program are included on the following pages.

Ad Screencaps with comments:



Stephen Randolph
David Billingsley
Thats so when its done in 5 years it will be outdated
2
Like Reply Hide 3w

Noah Jarrett
Stephen Randolph so they can rush deliver an outdated project....then continue to fix their mistakes they made
Like Reply Hide 3w

Takoda Shabba El
Stephen Randolph it's all a money grab watch tolls come in the future
Like Reply Hide 2w

Author
Hampton Roads Transportation Planning Organization
Takoda Shabba El Thanks for your comment. The existing travel lanes will remain untolled. You will have a free option on all routes.
Like Reply 2w

Takoda Shabba El
Hampton Roads Transportation Planning Organization now you playing word games I just said watch tolls come. The existing road will be free. Just say when done there will be a tolls on the new road that use to be free. People not falling for the games that the state plays anymore.
Like Reply Hide 2w

Takoda Shabba El
David Billingsley when the 664 tunnel was being built the builder told them it should be 3 lanes on each side or there will be backups in 20 years and look what we have today. 664 was a failure. Why build a tunnel with the exact same design as the one ... See more
Like Reply Hide 2w

Most Relevant is selected, so some replies may have been filtered out.

Reply to David Billingsley...

James Loria
I see a lot of negative comments on here. I know we have had some serious transportation issues in the greater Hampton Roads area for a very long time!! I have lived here since 1979. Been driving these roads since 1983? One thing I know, we have gotten a lot more done since this regional authority has been set up!! Anyone that has lives in Hampton Roads and the Tidewater area knows that are biggest problems with getting big things done in this area, has been because the separate cities have always had to fight for funding from Richmond on their own!! All the while, Richmond has been more concerned with the I95 corridor between Richmond and DC!! Thank you HRTPO for the work you are doing!!
4
Love Reply Hide 3w Edited

Author
Hampton Roads Transportation Planning Organization
James Loria Thank you, James!
Like Reply 3w

Mj Harrell
James Loria your right...that corridor has never looked more than a couple of yrs old
Like Reply Hide 2w

Reply to James Loria...

Steve Morris
What the hell is taking you so long i could have built a 100foot hotel by now
Like Reply Hide 3w

Author
Hampton Roads Transportation Planning Organization
Steve Morris thanks for the note. Unfortunately, we are not in charge of the construction of the project, so we cannot control the timeline.
Like Reply 3w

Steve Morris
Hampton Roads Transportation Planning Organization have you started drilling for the the tunnel

Like Reply Hide 3w

Beth Woodward Willis
Steve Morris I read an article this week in Daily Press that the first shipment of structure pieces of the tunnel ring arrived at one of the islands.

Like Reply Hide 3w

Author
Hampton Roads Transportation Planning Organization
Steve Morris as mentioned, we are not in charge of the construction of these projects. Our job is to help plan and coordinate the significant regional projects and then they are handed off to agencies like VDOT or local governments for construction and completion.

Like Reply 3w

Most Relevant is selected, so some replies may have been filtered out.

Clyde Denby
Perpetually and eternally. The Orange Traffic Cone is Virginia's State Symbol.

Like Reply Hide 3w 5

Russell Morrison
I've lived in Hampton Roads for over twenty of my 70 years and I swear I've never seen such poor roads like those in Norfolk - especially Brambleton! Have funds been allotted to repair this nightmare of a road?

Like Reply Hide 3w 2

Author
Hampton Roads Transportation Planning Organization
Russell Morrison This Transportation Improvement Program does include an intersection improvement on Brambleton at Park Avenue, but typical road maintenance is taken care of at the locality or VDOT/state level, depending on the road and repairs. You ma... See more

Like Reply 2w

James Kerestman
Joe spent a billion dollars on infrastructure shouldn't it take care of all the tolls?

Like Reply Hide 3w

Rod Dearington
Surface roads, or just big infrastructure? Cause the intersection of Victory & George Washington could use some straightening & widening. Would be a lot less accidents there.
Hire people that can fix potholes properly too please.

Like Reply Hide 3w

Author
Hampton Roads Transportation Planning Organization
Rod Dearington Thank you for your feedback. For this project, the Transportation Improvement Program deals with regionally significant projects, not just large infrastructure. If you'd like your comment officially recorded as feedback on this document, please consider sending comments to John Mihaly, Principal Transportation Planner, at jmihaly@hrtpo.org or by mail to 723 Woodlake Drive, Chesapeake, Virginia 23320. The deadline for comments is April 5, 2023.

Like Reply 3w

Neil Tobin
Planning for projects that they don't have the money for so they get a private company to do it for them and make us pay tolls

Like Reply Hide 3w 2

Author
Hampton Roads Transportation Planning Organization
Neil Tobin thanks for your comment! Actually, the projects included in the Transportation Improvement Plan are projects that have funding allocated. Decisions about any tolls are unrelated to this process.

2

Author
Hampton Roads Transportation Planning Organization
Neil Tobin thanks for your comment! Actually, the projects included in the Transportation Improvement Plan are projects that have funding allocated. Decisions about any tolls are unrelated to this process.
Like Reply 3w 2

Chris Braaten
Hampton Roads Transportation Planning Organization so in other words. You are using taxpayer money, and then charging a toll to drive on the road we paid for already. Got it thanks.
Like Reply Hide 3w 2

Robert Craig Foster
Hampton Roads Transportation Planning Organization tolls are good . Then those who wish to not support a project don't have to use it. If you live in the western part of the state and never visit HR why pay for roads through taxes.
Like Reply Hide 3w

Author
Hampton Roads Transportation Planning Organization
Chris Braaten Thanks for your comment. These roads are being constructed with taxpayer money, but are not toll-only travel lanes. The existing travel lanes will remain untolled. You will have a free option on all routes.
Like Reply 2w

Author
Hampton Roads Transportation Planning Organization
Robert Craig Foster Thanks for your comment. These mega projects, like the HRBT, are being constructed using a mix of funding sources, but primarily from the Hampton Roads Transportation Fund.
Like Reply 2w

Most Relevant is selected, so some replies may have been filtered out.

Eugene Sutter
I never complain about the construction. People who do should get a job. HRBT was once two lane lanes with a toll. Besides that there once no tunnel.
Like Reply Hide 3w

Beth Woodward Willis
What does CMAQ and RSTP stand for? I couldn't find an ez way to go back one screen while using my phone to navigate the page. Is there a back arrow I was missing?
Like Reply Hide 3w

Author
Hampton Roads Transportation Planning Organization
Beth Woodward Willis unfortunately, our mobile navigation is challenging. We will look into it and let you know if there's any easier options. To answer your question, the acronyms are Congestion Mitigation and Air Quality Improvement Program (CMAQ) an... See more
Like Reply 3w Edited

Beth Woodward Willis
Hampton Roads Transportation Planning Organization thank you!
Like Reply Hide 3w

Reply to Hampton Roads Transportation Planning Org...

Most Relevant is selected, so some replies may have been filtered out.

Adam Grossman
I feel like they could have planned these projects better. The 64 project by the high rise Bridge is terrible. They could have finish large stretches of the cordor and opened it up but still haven't. Further more the company that did the grading and paving of the new sections did a terrible job the road is bumpy as hell.
Like Reply Hide 3w

Most Relevant is selected, so some replies may have been filtered out.

Appendix B – Air Quality Conformity

Section XIV

U.S. Department
of Transportation

Federal Transit Administration
Region III
1835 Market, Suite 1910
Philadelphia, PA 19103
215-656-7100
215-656-7260 (fax)

Federal Highway Administration
Virginia Division
400 N. 8th Street, Suite 750
Richmond, VA 23219
Phone: 804-775-3320
804-775-3356 (fax)

July 17, 2023

Mr. Stephen Brich
Commissioner
Virginia Department of Transportation
1401 East Broad Street
Richmond, Virginia 23219

Re: Joint FHWA/FTA Conformity Finding for the 1997 8-hour ozone standard; Hampton Roads, Virginia

Dear Mr. Brich:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed a joint review of the Hampton Roads Transportation Planning Organization's (HRTPO) amended Fiscal Year (FY) 2045 Long-Range Transportation Plan (LRTP) and FY 2024-2027 Transportation Improvement Program (TIP).

In accordance with the 1990 Clean Air Act Amendments (CAAA), the FHWA and FTA are required to make a joint air quality conformity finding. Based on our evaluation of the materials submitted, coordination with the U.S. Environmental Protection Agency - Region 3 Office (EPA), and input from HRTPO, the FHWA and FTA therefore find that the Conformity Determination submittal for the amended FY 2045 LRTP and FY 2024-2027 TIP for the Hampton Roads 1997 8-hour Ozone Area demonstrates conformity as prescribed by EPA's Transportation Conformity Rule (40 CFR Part 93), subsequent amendments, and guidance issued by EPA in November 2018 for areas affected by the February 2018 South Coast court decision. The EPA, by letter dated July 6, 2023, concurred on the overall conformity determination.

This letter represents that joint conformity finding. This conformity finding remains valid for a period of four years provided no regionally significant projects are amended to or removed from the LRTP or TIP and provided no metropolitan transportation planning deadlines come due before then. Based on our transportation planning regulatory requirements (23 USC 134 and 49 USC 5303), our day-to-day involvement with the HTRTPO, and extensive review of their fiscal analysis reports, FTA and FHWA find the financial information needed to support our fiscal constraint determination complete.

If you have any questions or need additional information, please contact Steven Minor, FHWA-Virginia Division, at (804) 775-3359 or Dan Koenig of FTA Region 3 at (202) 366-8224.

Sincerely,

Digitally signed by THERESA GARCIA CREWS
Date: 2023.07.17 15:11:05 -04'00'

Terry Garcia Crews
Regional Administrator
Federal Transit Administration

EDWARD S SUNDRA
Digitally signed by EDWARD S SUNDRA
Date: 2023.07.17 15:43:33 -04'00'

Edward Sundra
Director of Program Development
Federal Highway Administration

cc: Mr. Robert Crum, Jr., HRTPO (via email)
Ms. Marsha Fiol, VDOT (via email)
Mr. Eric Stringfield, VDOT (via email)
Mr. James Ponticello, VDOT (via email)
Mr. Steven Minor, FHWA (via email)
Ms. Laura Keeley, FTA (via email)
Ms. Chelsea Beytas, FTA (via email)
Mr. Daniel Koenig, FTA (via email)
Mr. Michael Gordon, EPA (via email)
Mr. Gregory Becoat, EPA (via email)

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III
Four Penn Center
1600 John F. Kennedy Boulevard
Philadelphia, Pennsylvania 19103-2852

Mr. Thomas L. Nelson, Jr.
Division Administrator
Federal Highway Administration
Virginia Division
400 N. 8th Street, Suite 750
Richmond, Virginia 23219

Via email at thomas.nelson@dot.gov

Dear Mr. Nelson:

The United States Environmental Protection Agency (EPA) has reviewed the conformity determinations for the Hampton Roads Transportation Planning Organization (HRTPO) for the 1997 8-hour ozone national ambient air quality standard (NAAQS) for the Fiscal Year (FY) 2024-2027 Transportation Improvement Program (TIP) and the 2045 Long-Range Transportation Plan (LRTP). EPA has reviewed the conformity determinations in accordance with the procedures and criteria of the Transportation Conformity Rule contained in 40 CFR part 93.

EPA's review of the conformity determinations indicates that the determination meets the requirements of the Clean Air Act and the applicable regulations promulgated under 40 CFR part 93. Enclosed, please find EPA's detailed evaluation titled "Technical Support Document (TSD) - Review of the 1997 8-hour ozone National Ambient Air Quality Standard (NAAQS) Conformity Determination for the Fiscal Year (FY) 2024-2027 Transportation Improvement Program (TIP) and the 2045 Long-Range Transportation Plan (LRTP) for the Hampton Roads Transportation Planning Organization (HRTPO)." It should be noted that in the technical support document, EPA is deferring to the Federal Highway Administration (FHWA) on the question of whether the 2045 LRTP and TIP are fiscally constrained. EPA concurs on the overall conformity determination based on the FHWA's determination that the 2045 LRTP and TIP are fiscally constrained.

Please feel free to call Mr. Michael Gordon, Chief, Planning & Implementation Branch, at (215) 814-2039 or Mr. Gregory Becoat, at (215) 814-2036 if you have any questions pertaining to this review.

Sincerely,

CRISTINA FERNANDEZ Digitally signed by CRISTINA FERNANDEZ
Date: 2023.07.06 12:41:41 -04'00'

Cristina Fernández, Director
Air and Radiation Division

Enclosure

Cc: Steven Minor, FHWA (via email at steven.minor@dot.gov)
Daniel Koenig, FTA (via email at daniel.koenig@dot.gov)
Jim Ponticello, VDOT (via email at jim.ponticello@vdot.virginia.gov)
Robert Crum, HRTPO (via email at rcrum@hrtpo.org)

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III
1650 Arch Street
Philadelphia, Pennsylvania 19103

SUBJECT: Technical Support Document (TSD) - Review of the 1997 8-hour ozone National Ambient Air Quality Standard (NAAQS) Conformity Determination for the Fiscal Year (FY) 2024-2027 Transportation Improvement Program (TIP) and the 2045 Long-Range Transportation Plan (LRTP) for the Hampton Roads Transportation Planning Organization (HRTPO)

FROM: Gregory A. Becoat
Planning & Implementation Branch (3AD30)

TO: Administrative Record of the Environmental Protection Agency (EPA) Review of the 1997 8-hour ozone National Ambient Air Quality Standard (NAAQS) Conformity Determination for the Fiscal Year (FY) 2024-2027 Transportation Improvement Program (TIP) and the 2045 Long-Range Transportation Plan (LRTP) for the Hampton Roads Transportation Planning Organization (HRTPO)

THRU: Michael Gordon, Chief
Planning & Implementation Branch (3AD30)

I. Background

The purpose of this document is to review the 1997 8-hour ozone NAAQS Conformity Determination of the FY 2024-2027 TIP and the 2045 LRTP as prepared by the Hampton Roads Transportation Planning Organization (HRTPO) and Virginia Department of Transportation (VDOT). The purpose is to determine whether or not the conformity determinations meet the requirements of the Clean Air Act (CAA) and the applicable regulations promulgated thereunder at 40 CFR part 93. On May 24, 2023, EPA Region III received the FY 2024-2027 TIP and 2045 LRTP conformity determination from the Virginia Division of the United States Federal Highway Administration (FHWA) requesting EPA to review.

The amendments to the FY 2024-2027 TIP and 2045 LRTP were completed in order to adhere to the transportation conformity rule requirements. The conformity determinations were reviewed in accordance with the procedures and criteria of the Transportation Conformity Rule contained in 40 CFR part 93, sections 93.108, 93.110, 93.112, 93.113(b), and (c).

Transportation conformity is required under section 176(c) of the CAA to ensure that federally supported highway and transit projects, and other activities are consistent with (conform to) the purpose of the state implementation plan (SIP). The CAA requires federal actions in nonattainment and maintenance areas to "conform to" the goals of the SIP. This means that such actions will not cause or contribute to violations of a NAAQS; worsen the severity of an existing violation; or delay timely attainment of any NAAQS or any interim milestone. Actions

involving FHWA or Federal Transit Administration (FTA) funding or approval are subject to the Transportation Conformity Rule (40 CFR part 93, subpart A). Under this rule, metropolitan planning organizations (MPOs) in nonattainment and maintenance areas coordinate with state air quality and transportation agencies (EPA, FHWA, and FTA) to demonstrate that their metropolitan transportation plans and TIPs conform to applicable SIPs. This is typically determined by showing that estimated emissions from existing and planned highway and transit systems are less than or equal to the motor vehicle emission budgets (MVEBs) contained in a SIP.

On April 30, 2004 (69 FR 23857), EPA published air quality area designations for the 1997 8-hour ozone NAAQS. In that rulemaking action, EPA designated the Counties of Gloucester, Isle of Wight, James City, and York, and the Cities of Chesapeake, Hampton, Newport News, Norfolk, Poquoson, Portsmouth, Suffolk, Virginia Beach, and Williamsburg, VA as part of the Hampton Roads nonattainment area. On June 1, 2007 (72 FR 20490), EPA redesignated the Hampton Roads Area to attainment for the 1997 8-hour ozone standard. On May 21, 2013, EPA published a rule revoking the 1997 8-hour ozone NAAQS, for the purposes of transportation conformity, effective one year after the effective date of the 2008 8-hour ozone NAAQS area designations (77 FR 30160). On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in South Coast Air Quality Mgmt. District v. EPA ("South Coast II," 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 8-hour ozone NAAQS and attainment for the 2008 8-hour ozone NAAQS when the 1997 8-hour ozone NAAQS was revoked. These conformity determinations are required after February 16, 2019. The Hampton Roads Area was maintenance at the time of the 1997 8-hour ozone NAAQS revocation on April 6, 2015 and was also designated attainment for the 2008 8-hour ozone NAAQS on May 21, 2012. As a result, the HRTPO is no longer required to demonstrate conformity through regional emissions analysis for the Hampton Roads Area. However, other conformity requirements, including the latest planning assumptions, interagency and public consultation, and fiscal constraint must still be addressed in the conformity assessment under the 1997 8-hour ozone NAAQS for the Hampton Roads Area.

II. EPA's Evaluation

For all areas where transportation conformity applies, Table 1 – Conformity Criteria, found in 40 CFR 93.109(b), lists the conformity criteria that apply for transportation plans, TIPs, and projects in 40 CFR 93. This conformity determination analysis must use the latest planning assumptions (40 CFR 93.110). In addition, other requirements must be met and documented in the transportation plan and TIP conformity determination including fiscal constraint (40 CFR 92.108), interagency consultation and public participation (40 CFR 93.112), and timely implementation of Transportation Control Measures (TCMs) in approved SIPs (40 CFR 93.113). Table 1 below demonstrates how the document prepared by HRTPO satisfies the requirements for conformity determinations.

Table 1. EPA's Evaluation of the Conformity Determinations of the Plan and TIP Submitted by the Virginia Division Office of the Federal Highway Administration for the Counties of Gloucester, Isle of Wight, James City, and York, and the Cities of

Chesapeake, Hampton, Newport News, Norfolk, Poquoson, Portsmouth, Suffolk, Virginia Beach, and Williamsburg, VA to EPA on May 24, 2023			
CRITERIA APPLICABLE TO PLAN AND/OR TIP			
SECTION OF 40 CFR PART 93	CRITERIA	Y/N	COMMENTS
93.108	Is the transportation plan fiscally constrained?	Y	EPA is deferring to FHWA, which has determined that the plan is fiscally constrained.
93.110 (a-f)	Is the conformity determination based upon the latest planning assumptions?	N/A	The use of latest planning assumptions in 10 CFR 93.110 of the conformity rule generally applies to a regional emissions analysis. In the 1997 ozone NAAQS areas, the use of latest planning assumptions requirement applies to assumptions about transportation control measures (TCMs) in an approved SIP. However, the HRTPO SIP maintenance plan does not include any TCMs.
93.112	Did the MPO make the conformity determination according to the consultation procedures of the conformity rule or the state's conformity SIP?	Y	Consultation procedures were followed in accordance with the HRTPO consultation procedures. These procedures are based on the procedures of the Commonwealth's conformity SIP. **Interagency Consultation** The HRTPO has consulted with all appropriate agencies. This includes the VDOT, VADEQ, FHWA, FTA, EPA, and representatives from larger MPOs within the Commonwealth of Virginia. **Public Consultation** The HRTPO has provided opportunities for public comment. On May 3, 2023, the HRTPO released for public comment for 14 days, the draft air conformity analysis for the TIP and LRTP. No public comments were received.
93.113(b) and 93.113(c)	Are TCM's being implemented in a timely manner.	N/A	There are no TCMs in any applicable SIPs.

III. Conclusion

Pursuant to FHWA's May 24, 2023 request, EPA has reviewed the air quality conformity determination for the FY 2024-2027 TIP and 2045 LRTP submitted by HRTPO. EPA has determined that the conformity determination for the 1997 8-hour ozone NAAQS for the Hampton Roads Area meets the requirements of the CAA and the applicable regulations promulgated at 40 CFR part 93 as long as FHWA determines that the TIP and plan demonstrate fiscal constraint.

Appendix C – Self Certification

Section XV

the *heartbeat* of HAMPTON ROADS TPO
TRANSPORTATION PLANNING ORGANIZATION

HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION
BOARD RESOLUTION 2023-03

A RESOLUTION OF THE HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION APPROVING THE FY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM AND THE ACCOMPANYING CERTIFICATION OF THE TRANSPORTATION PLANNING AND PROGRAMMING PROCESS.

WHEREAS, the HRTPO is the Federally designated Metropolitan Planning Organization (MPO) for the Hampton Roads Metropolitan Planning Area (MPA) and, as such, is required to coordinate the transportation planning activities for the MPA including the planning and programming of funds through the Transportation Improvement Program (TIP), which must be consistent with the current Long-Range Transportation Plan (LRTP);

WHEREAS, to ensure compliance, the financially-constrained FY 2024-2027 TIP was developed in adherence to all applicable Federal regulations associated with the current Federal transportation legislation *Infrastructure Investment and Jobs Act (IIJA)*;

WHEREAS, the FY 2024-2027 TIP was developed by the HRTPO in cooperation with the Virginia Department of Transportation (VDOT), the Virginia Department of Rail and Public Transportation (DRPT), Hampton Roads Transit (HRT), Williamsburg Area Transit Authority (WATA), and Suffolk Transit;

WHEREAS, the TIP contains all Federally-funded and/or regionally-significant transportation projects for the Hampton Roads MPA and that before any such project may be conducted or constructed it must be included in the current TIP that has been approved by the HRTPO Board; and

WHEREAS, in accordance with Federal regulations, for all MPAs, concurrent with the submittal of the entire proposed TIP to the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) as part of the Statewide Transportation Improvement Program (STIP) approval, the State and the MPO shall certify at least every four years that the metropolitan planning process is being carried out in accordance with applicable requirements.

NOW THEREFORE BE IT RESOLVED that the Hampton Roads Transportation Planning Organization (HRTPO) hereby approves the HRTPO FY 2024-2027 Transportation Improvement Program (TIP) and the accompanying Certification of the Transportation Planning and Programming Process.

APPROVED and ADOPTED by the Hampton Roads Transportation Planning Organization (HRTPO) at its meeting on the 18th day of May 2023.

William M. McCarty
Chair
Hampton Roads Transportation
Planning Organization

Robert A. Crum, Jr.
Executive Director
Hampton Roads Transportation
Planning Organization

ACCOMPLISHMENTS REPORT

The following HRTPO initiatives and accomplishments have been achieved since the previous self-certification in July 2020 through regional transportation planning and programming processes.

Ongoing Activities:

1. **Long-Range Transportation Plan (LRTP)** - The Long-Range Transportation Plan (LRTP) is the blueprint for the region's multimodal transportation development and identifies all regionally significant transportation projects for the Hampton Roads metropolitan area. The LRTP has a planning horizon of at least 20 years and is updated every five years to reflect changing conditions such as growth forecasts, anticipated travel demand, advancements in transportation technology, and potential impacts to/from the environment. The public is engaged at every stage throughout the development of the plan. The current 2045 LRTP for Hampton Roads which incorporates the principles of exploratory scenario planning, was approved by the HRTPO Board in June 2021. Since 2021, HRPTO staff has been coordinating with regional stakeholders on the next update to the LRTP, which has a horizon year of 2050. 2045 LRTP efforts are documented on the following HRTPO webpage: (https://www.hrtpo.org/page/2045-long range-transportation-plan/). Efforts to date related to the 2050 LRTP are documented on this HRTPO website: https://www.hrtpo.org/page/2050-long range-transportation-plan/

2. **Transportation Improvement Program (TIP)** – The HRTPO TIP is continually updated to reflect amendments and administrative modifications to the document. In an effort to improve the transparency of the TIP as well as enhance the capability of HRTPO staff to monitor the status of projects in Hampton Roads, staff updated the TIP format in October 2020. The current format significantly improves access to project information, including funding allocations, scheduled obligations, and expenditures. In addition, the TIP website (www.hrtpotip.org) was updated to provide easier access to TIP information with a more robust project information search tool. A full update of the TIP (FY 2024-2027) is scheduled to be approved by the HRTPO Board in May 2023. As a part of the full update, the current TIP website will be completely redone and is scheduled to go live in the late Fall of 2023. Some updates to the TIP website will be the addition of project information for Virginia Department of Rail and Public Transportation (DRPT) projects and all formerly grouped active transportation projects.

3. **Congestion Management Process** – The Congestion Management Process (CMP) is an on-going process that identifies congested locations, determines the causes of congestion, ranks the most congested segments, and develops transportation strategies to reduce traffic congestion and enhance safety and mobility regionwide. The HRTPO recently produced an update to the CMP Report, with Part I - Introduction and System Monitoring being approved by the HRTPO Board in May 2020. Part II –

System Performance and Part III – Congestion Mitigation were approved by the HRTPO Board in October 2020 and May 2023 respectively.

4. **Roadway Safety** – Because of the impacts that roadway safety has on both the transportation system and the quality of life in Hampton Roads, HRTPO incorporates roadway safety into the transportation planning process. This planning began in earnest in 2000, when HRTPO initiated the Hampton Roads Regional Safety Study. HRTPO released an update to the Hampton Roads Regional Safety Study in 2014. This update introduces previous HRTPO safety planning efforts, reports the recent trends in roadway safety, details the characteristics of crashes in Hampton Roads, specifies the number and rate of crashes for each mile of freeway and approximately 600 of the busiest intersections throughout the region, highlights efforts to improve roadway safety, provides a list of general crash countermeasures, and provides a recommended list of countermeasures for high crash locations. HRTPO is currently updating the Regional Safety Study, with an expected completion date of Summer 2023.

5. **Regional Performance Measures and Targets** – Recent federal legislation requires that States and Metropolitan Planning Organizations (MPOs) prepare and use a set of federally-established performance measures that are tied to national performance goals. Each MPO must set regional targets in the areas of roadway safety, transit asset management and safety, pavement condition, bridge condition, roadway performance, and freight.

   Setting HRTPO targets is a collaborative effort. The Transportation Technical Advisory Committee (TTAC) recommends targets for the HRTPO Board to consider. In order to assist the TTAC, the committee formed a Performance Measure Working Group. This Working Group includes staff from localities, transit agencies, VDOT, and subject-matter experts.

   The Regional Performance Measures – System Performance Report includes a description of the methodology used to calculate each measure, historical data trends for each of the areas, information on statewide targets, a description of the targets that have been established by the HRTPO, and the progress being made towards meeting the established targets. This report is updated on an annual basis to reflect updated targets as well as progress towards meeting the established targets. The initial System Performance Report was approved by the HRTPO Board in April 2019, and updated versions of the report were approved in July 2020, July 2021, and July 2022.

6. **Operations Strategy** – With the 2004 Hampton Roads Intelligent Transportation System Strategic Plan becoming dated, the HRTPO Board allocated funds in 2014 for an update to the plan. The first phase of the new plan – the Hampton Roads Transportation Operations Strategy – was completed in May 2016. The initial task of the Operations Strategy was to identify the Regional Vision for Transportation System Management and Operations (TSM&O), assess each individual locality's TSM&O

capabilities, and identify the challenges and opportunities of the localities and the region in developing a TSM&O strategy. In recent years, subsequent reports have been completed based on the Operations Strategy, including Corridors of Regional Significance, Common Controller Standard Migration Assessment for Regional Signal System Operators, and Regional Traffic Operations Center – Expanded Analysis.

7. **Updates to the HRTPO Project Prioritization Tool** – Evaluation criteria for the HRTPO Project Prioritization Tool are based on the current regional vision and can be modified to address changing regional priorities. In 2017, per the direction of the LRTP Subcommittee, HRTPO staff initiated a formal process to review and update the Project Prioritization Tool to incorporate feedback received from regional stakeholders as well as ensure continued alignment with Federal and State planning factors. Recommended enhancements to the Tool were developed through a collaborative process with various HRTPO committees, regional stakeholders, and the public, and were approved by the HRTPO Board in July 2020. The HRTPO Project Prioritization Tool has been used in the development of three LRTPs, two Rural Long Range Transportation Plans (RLRTP), and expanded to evaluate projects for Regional Surface Transportation Program (RSTP) funding. HRTPO project prioritization efforts have been noted as a best practice among peer agencies. More information can be accessed on the HRTPO Project Prioritization webpage: https://www.hrtpo.org/page/project-prioritization/

8. **Long-Range Transportation Plan: Scenario Planning** – For the 2045 LRTP, in coordination with the Regional Connectors Study, HRTPO staff applied exploratory scenario planning to analyze several plausible futures and their potential impacts in terms of how the region may grow and on the transportation system. The scenario planning framework was developed in partnership with regional stakeholders and included considerations for various growth and land use scenarios, changes in transportation mode preference and technology, and other factors such as climate change that can affect connectivity, resiliency, and communities across the region. HRTPO exploratory scenario planning efforts have been recognized as a best practice among peer agencies. More information can be accessed on the 2045 LRTP Scenario Planning webpage: https://www.hrtpo.org/page/2045-long range-transportation-plan:-scenario-planning/. Exploratory scenario planning is also being applied in the 2050 LRTP update.

9. **Active Transportation Planning** – HRTPO staff continually work on efforts to help promote and generate discussion on bicycle and pedestrian modes of transportation. This includes providing administrative support for the Active Transportation Subcommittee, providing staff support in the planning of regional trails, researching best practices in the field, producing reports, and maintaining regional bicycle/pedestrian datasets.

10. **Resiliency and Equity Planning** – HRTPO staff continues to enhance tools and explore best practices to improve the consideration of resiliency and equity in the Long-Range Transportation Plan. HRTPO staff continues to work with the US

Department of Transportation Volpe team in the development of their Resiliency and Disaster Recovery Tool Suite. Recent improvements that HRTPO staff are helping to test include analyzing potential impacts to transit and vulnerable communities. HRTPO staff has also partnered with Fernleaf as part of the RISE Resilience Innovations efforts to develop tools/approaches in analyzing the impact of flooding events on vulnerable communities' access to core services. Information and outputs from these efforts will help inform project prioritization and fiscal constraint for the 2050 LRTP.

11. **Regional Connectors Study (RCS)** – The HRTPO kicked-off the Regional Connectors Study in June 2018. The study is focused on Hampton Roads connectivity through the lenses of congestion relief, economic vitality, resiliency, accessibility, and quality of life. Some aspects of the RCS have coordinated with the 2045 LRTP update. Products produced as a part of this effort can be found on the RCS webpage: https://connectorstudy.org/

12. **Public Participation** – The HRTPO employs a number of strategies to engage the public in the regional transportation planning process, including the HRTPO website, the Community Advisory Committee, Facebook, NextDoor, LinkedIn, and YouTube, special surveys, library outreach, and public meetings. These strategies are documented in the HRTPO **Public Participation Plan**. Specific public participation and communications activities include:

    a. **Extensive Public Outreach for the LRTP -** includes a variety of methods to inform the public about the LRTP process, solicit feedback and ideas of transportation needs, and facilitate a shared vision for the future of transportation in the region. As part of the 2045 LRTP outreach, HRTPO staff invested extra effort to present transportation-related information in a clear, concise, and engaging format. Wherever applicable, staff utilized various visualization techniques to present information in an easy-to-understand manner to accommodate a wide range of audiences. For detailed information, please refer to the 2045 LRTP Public Involvement Documentation report: https://www.hrtpo.org/uploads/docs/HR_2045LRTP_Public_Involvement_Documentation.pdf.

       As part of the 2050 LRTP update, HRTPO staff plans to enhance its virtual public involvement efforts. Efforts to date include a web-based region-wide survey to assess regional priorities to help inform the plan's vision and goals, and the development of an interactive candidate project portal for residents to submit transportation needs. Other efforts include an updated LRTP Public Involvement Page on the HRTPO website, meetings with various stakeholder and civic groups, and increased social media opportunities to gain input on the 2050 LRTP. Statistics from the initial public involvement efforts include earned media articles reaching hundreds of thousands of viewers, social media ads reaching 9,550 social media accounts with over 1,400 survey visitors and over 600 survey responses.

b. **Extensive Public Outreach for the FY 2024-2027 TIP** – The HRTPO staff is conducting extensive public outreach during the development of the FY 2024-2027 TIP. Efforts include postings on the HRTPO website, Facebook, NextDoor, and LinkedIn pages; as well as Facebook campaign to help educate the public on the TIP and provide another invitation for comments on the document. In the Facebook campaign – which ran 11,680 times from March 23, 2023 through April 5, 2023 – 330 individuals clicked on the ad and were taken to the HRTPO TIP Education Webpage specifically created for this effort. The Nextdoor posting reaching over 14,000 people. The online document received over 8,000 page visits, a cumulative total of all visitors and pages.

c. **Regional Connectors Study Public Outreach** – In coordination with Michael Baker International, HRTPO staff conducted three pop-up information sessions, four open houses in localities along the mandated RCS segments, and one online open house, all geared toward gathering qualitative input from the public on the project.

13. **Title VI, Environmental Justice, and Limited English Proficiency** – The HRTPO strives to assure compliance with the rules and regulations associated with Title VI of the Civil Rights Act of 1964 and subsequent nondiscrimination laws, Executive Order 12898 on Environmental Justice (EJ), and Executive Order 13166 on Limited English Proficiency (LEP). The measures taken by the HRTPO to assure compliance are documented in the HRTPO **Title VI and LEP Plan**. The most recent administrative update to the Plan was approved by the HRTPO Board in January 2023. Specific activities include:

    a. **Development of Title VI/Environmental Justice Methodology –** The HRTPO staff developed a methodology by which a candidate LRTP project could be assessed with respect to potential disparate impacts to on Environmental Justice communities. This process is used to help inform and support the current LRTP planning process and support the project prioritization tool. Some indicators that are currently utilized during this process include the following: elderly populations, disabled populations, populations with a high concentration of LEP individuals, socioeconomic status, minority populations, and households receiving cash and public assistance. The HRTPO team and Title VI Administrator are continually working towards refining this process to ensure its relevance, accuracy, and ability to represent the needs of Hampton Roads residents, with the incorporation of equity frameworks in the HRTPO's programs and initiatives being a chief consideration.

    b. **Community Advisory Committee (CAC)** – The HRTPO has been working alongside the CAC to keep members, who are active in their respective localities, informed and engaged in the transportation and planning processes for the region. The members are encouraged to provide feedback and to help

spur innovation within the planning process that better accounts for the everyday needs of Hampton Roads Region. This group is constantly evolving to better meet the purpose of providing a platform for regional community feedback.

c. **Focus on Community Connection** - The Title VI Administrator, alongside leadership for the HRTPO, is actively looking for ways to further engage with non-governmental organizations (NGOs) and community groups and members to ensure that the residents of Hampton Roads are informed of and are active participants in the planning process. There is a specific focus on ensuring that our communication and engagement processes account for vulnerable and disadvantaged communities and groups. The HRTPO regularly evaluates their workgroups, committees, and planning processes to improve ease of accessibility.

14. **Legislative Agenda** – The HRTPO Board developed and approved a list of legislative priorities for the first time in October 2010, to form the 2011 Legislative Agenda for the purpose of conveying the information to the Virginia General Assembly (GA) for its review, consideration, and approval for the 2011 GA session. The Board has developed and approved a Legislative Agenda every year since.

Special Studies and Other Activities:

1. **Congestion Mitigation and Air Quality (CMAQ)/RSTP Project Selection Process 2019 (Oct 2020)** – This report summarizes the work of selecting CMAQ and RSTP projects during the 2019 CMAQ/RSTP Project Selection Process.

2. **Unified Planning Work Program 2021 (Oct 2020)** – This report summarizes the HRTPO Fiscal Year (FY) 2021 Unified Planning Work Program (UPWP). The report describes the transportation planning work and associated funding for the Hampton Roads MPA for the period from July 1, 2021 to June 30, 2022.

3. **Historic Triangle Comprehensive Transportation Study (Jul 2020)** – The purpose of this report is to assist James City County, Williamsburg, and York County officials with the transportation sections of their respective Comprehensive Plan updates. This report is broken down into separate sections for current and future conditions in the Historic Triangle. Roadway travel and congestion, safety, commuting patterns, rail, active transportation, public transportation, bridges, freight, air service, and sea level rise/storm surge are all examined in this report.

4. **State of Transportation in Hampton Roads 2020 (Jan 2021)** – This report details the current status of all facets of the transportation system in Hampton Roads. Many aspects of the highway system are highlighted, including roadway usage, bridge conditions, costs of congestion, commuting characteristics, roadway safety, truck data, transit usage, bicycle and pedestrian facilities, highway funding, and operations.

5. **HRTPO Annual Roadway Performance Report 2021 (Oct 2021)** – HRTPO has annually prepared a report detailing average weekday traffic volumes for major roadways in Hampton Roads since 2006. Since 2012, this document has included an analysis of roadway speed data collected by INRIX, and an analysis of peak period roadway congestion levels based on these volumes and speeds.

6. **Gloucester County Transportation Study (Oct 2021)** – This report was prepared by HRTPO to assist Gloucester County officials with their transportation planning efforts, including future updates to their Comprehensive Plan. This report is broken down into separate sections for current and future conditions in Gloucester County. Roadway travel, safety, commuting patterns, public transportation, freight, bridges, active transportation facilities, air service, and resiliency are all examined in this report

7. **State of Transportation in Hampton Roads 2021 (Feb 2022)** – This report details the current status of all facets of the transportation system in Hampton Roads. Many aspects of the highway system are highlighted, including roadway usage, bridge conditions, costs of congestion, commuting characteristics, roadway safety, truck data, transit usage, bicycle and pedestrian facilities, highway funding, and operations.

8. **CMAQ/RSTP Project Selection Process 2020 (Oct 2021)** – This report summarizes the work of selecting CMAQ and RSTP projects during the 2020 CMAQ/RSTP Project Selection Process.

9. **Unified Planning Work Program 2022 (Oct 2021)** – This report summarizes the HRTPO Fiscal Year (FY) 2022 Unified Planning Work Program (UPWP). The report describes the transportation planning work and associated funding for the Hampton Roads MPA for the period from July 1, 2022 to June 30, 2023.

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12. **Hampton Roads 2045 Long-Range Transportation Plan: Transportation Challenges and Strategies (October 2020)** – This report summarizes challenges related to the transportation system for the region and strategies that are planned or in place to help address these challenges.

13. **Hampton Roads 2045 Long-Range Transportation Plan: Candidate Project Evaluation and Prioritization Report (January 2021)** – This report summarizes the evaluation and prioritization of candidate projects being considered for the 2045 LRTP, utilizing the regional scenario planning framework and updated HRTPO Project Prioritization Tool. Results from this analysis served as a guiding tool in developing regional transportation priorities.

14. **Hampton Roads 2045 Long-Range Transportation Plan: Funding Plan (March 2021)** – This report summarizes the fiscal constraint process, identifying reasonably available transportation revenues that will help to preserve the regional transportation system and support additional investments over the next 20 years to keep people and goods moving as efficiently as possible.

15. **Hampton Roads 2045 Long-Range Transportation Plan: Project Information Guide (March 2021)** – This report provides summarized project information of the fiscally constrained list of projects identified in the 2045 LRTP. This report serves as a resource for project information and to help monitor the implementation of projects in the Plan.

16. **CMAQ/RSTP Project Selection Process 2021 (Oct 2022)** – This report summarizes the work of selecting CMAQ and RSTP projects during the 2021 CMAQ/RSTP Project Selection Process.

17. **Unified Planning Work Program 2023 (Oct 2022)** – This report summarizes the HRTPO Fiscal Year (FY) 2023 Unified Planning Work Program (UPWP). The report describes the transportation planning work and associated funding for the Hampton Roads MPA for the period from July 1, 2023 to June 30, 2024.

18. **Hampton Roads 2045 Long-Range Transportation Plan: Plan Performance (June 2021)** – This report summarizes the forecasted performance of the 2045 LRTP and includes the 2045 forecasted volumes and congestion data developed using the Hampton Roads Regional Travel Demand Model.

19. **Hampton Roads 2045 Long-Range Transportation Plan: Regional Transportation Vision Plan, Unfunded Priorities (June 2021)** – This report includes the unfunded prioritized candidate projects evaluated as part of the LRTP process that are not included in the fiscally constrained 2045 LRTP. These unfunded projects warrant future consideration for inclusion in an amended 2045 LRTP should additional funding be identified.

20. **Hampton Roads 2045 Long-Range Transportation Plan: Public Involvement Documentation (June 2021)** – This report provides an overview of the public involvement activities conducted for the plan and serves as an informational guide for public use.

21. **Hampton Roads 2045 Rural-Long-Range Transportation Plan (July 2022)** – This report is a financially unconstrained vision plan, serving as a blueprint to address the needs of the transportation system for the rural localities of the City of Franklin and Southampton County. The 2045 RLRTP update provides guidance and information to decision makers on which transportation recommendations to advance and helps position the rural localities for SMART SCALE and other potential funding opportunities.

22. **Hampton Roads 2045 Long-Range Transportation Plan: Amendments and Current List of Projects (February 2023 Update)** – this report summarizes amendments to the Hampton Roads 2045 Long-Range Transportation Plan and the current list of projects for the Plan.

23. **Hampton Roads 2045 Long-Range Transportation Plan Story Map –** a visually appealing summary of the Hampton Roads 2045 Long-Range Transportation Plan, which includes interactive maps for the public and stakeholders to learn more about the projects in the plan.

24. **Hampton Roads 2045 Rural Long-Range Transportation Plan Story Map** – a visually appealing summary of the Hampton Roads 2045 Rural Long-Range Transportation Plan, which includes interactive maps for the public and stakeholders to learn more about the projects in the rural vision plan.

25. **Level of Traffic Stress Analysis for the City of Hampton (March 2022)** – this report documents a local case study of the Level of Traffic Stress for bicycle users in the City of Hampton. The report is intended to be used for future analysis and planning for the city and for regional trails.

26. **Hampton Roads Regional Trails Report (October 2022)** – this report serves as a resource for trail planning in the Hampton Roads region. The report provides history, existing conditions, current project status, planned future trails, and level of traffic stress information for regional trails in Hampton Roads.

27. **Procedures for Inter-Agency Consultation for Conformity for Hampton Roads (April 2023)** – this report was produced in partnership with VDOT staff and specifies the procedures for Inter-Agency Consultation for Conformity (IACC) for all amendments and updates to the Hampton Roads Long-Range Transportation Plan and Transportation Improvement Program. The report also includes an overview of the current air quality planning status and regulatory context for the region, key principles for IACC, and detailed key steps for the conformity consultation process and development of Regional Conformity Assessments.

28. **Impact of Trails and Sidewalks on Home Values (Nov 2020)** – The purpose of this report is to estimate the impact of trails on residential property values. With the help of the Project Steering Team, HRTPO staff selected a segment of the Virginia Capital Trail in James City County, obtained house characteristics data and sale data from

James City County, and used a regression model to estimate the impact of the proximity of the Virginia Capital Trail segment in James City County on property values.

29. **Hampton Boulevard Corridor Study (Apr 2021)** – Over recent decades, the citizens and government of Norfolk have been concerned about the interaction of modes—truck, pedestrian, auto, rail—on the heavily used Hampton Blvd corridor, which serves the world's largest naval base, a major Port of Virginia terminal, a state university, a regional medical center, and multiple neighborhoods. In response to a request from the City of Norfolk, HRTPO staff analyzed the corridor and provided options for reducing trucks, improving safety, mitigating train conflicts, and reducing flooding.

30. **Drive Thru Queue Stacking Requirements of Virginia Cities (Jul 2021)** – In its design standards, the City of Virginia Beach currently requires developers to provide space for ten (10) vehicles in drive-thru queues, regardless of the type of commercial use. Having dealt recently with queues at some fast-food restaurants spilling back into adjacent roadways, and understanding that some cities vary their stacking requirements by commercial use (e.g. fast-food, drug store, bank, etc.), the City asked the HRTPO to research and document other cities' queue stacking requirements, by commercial use. Localities evaluating the appropriateness of their stacking requirements can use the above research to compare their stacking requirements to those of other cities.

31. **Hampton Roads Gateways (Oct 2021)** – HRTPO staff examined opportunities to improve highway access into and out of Hampton Roads. The study begins by investigating the auto and truck volumes, safety, and congestion of the seven primary gateway highways. Staff completed the study by estimating the costs and benefits of projects proposed for three of the gateways, covering auto and truck trip-making, hurricane evacuation, etc.

32. **Funding of Upgrading Private Roads to VDOT System (May 2022)** – Across Virginia, citizens often call county offices asking that the maintenance of their private road be taken over by VDOT. The cost to upgrade private roads to VDOT standards usually being significant, HRTPO staff researched the options available for funding those improvements and for responding to citizen requests.

33. **Scoring Applications for CMAQ Funding (Oct 2022)** – Since 1993, staff has analyzed the effectiveness of projects proposed for CMAQ funding by estimating their ability to reduce emissions of volatile organic compounds (VOCs), also known as hydrocarbons, and nitrogen oxides (NO_x). In 2022, HRTPO staff updated its methodology based on research by others, comments by local government staff members, and a federal CMAQ scoring toolkit.

34. **Potential Criteria for Requiring TIAs- a Review of Current Practice (Oct 2022) –** Gloucester County requested research to establish criteria for when a Traffic Impact

Analysis (TIA) should be required in response to a request for rezoning or a conditional use permit. HRTPO staff outlined national, state, and local governments in the Hampton Roads region and other local governments in Virginia guidelines. Gloucester County officials can use this comprehensive review of criteria to develop their criteria for TIA. Other localities can use this study to review their existing criteria.

35. **Planning Deployment of Zero-Emission Bus for WATA (Oct 2022)** – Zero-Emission Bus (ZEB) deployment is one approach to decarbonizing the transportation sector and reducing air pollution. This report reviews: the ZEB deployments in Virginia, WATA's existing conditions, capital costs and funding, battery-electric bus technology, training, route assignment and future considerations. Finally, the report outlines the HRTPO staff's recommendations for WATA's first ZEB deployment and additional deployments.

36. **Preserving Travel Times on US 58 (Dec 2022)** – HRTPO staff analyzed the level of success of the Restricted Crossing U-turn (RCUT) design vs. the Median Acceleration Lanes (MAL) design, finding higher Smart Scale scores for the latter. The HRTPO executive director used this information to coordinate the efforts of VDOT staff and interested elected officials.

37. **Planning Locations for IIJA Community EV Charging Stations (Feb 2023)** – The Infrastructure Investment and Jobs Act (IIJA) includes "Charging and Fueling Infrastructure Grants – Community Charging" that will offer funds to install electric vehicle (EV) chargers in locations on public roads, schools, parks, and in publicly accessible parking facilities. To assist localities in applying for these grants, HRTPO staff produced maps for interested localities showing existing chargers, visitor destinations, and High Impact Environmental Justice (EJ) Block Groups.

38. **Reconnecting Communities Pilot (RCP) (Jun 2022)** – The Infrastructure Investment and Jobs Act (IIJA) includes "Reconnecting Communities Pilot" grants that will offer funds to mitigate and/or reverse the impact of earlier transportation projects which physically divided communities. To assist localities in applying for these grants, HRTPO staff 1) identified projects in the HRTPO 2045 Long-Range Transportation Plan that could reconnect communities, 2) identified divided neighborhoods using a regional long-range plan from 1965, 3) examined the history and current impact of I-664 in downtown Newport News, and 4) used Google Maps to identify neighborhoods divided by railroads.

39. **Extending the Elizabeth River Trail- Cost Model and Cost Estimates (Jul 2023)** – In response to a request from the City of Norfolk, HRTPO staff estimated the costs of the two routes identified by Work Program Architects (for the Elizabeth River Trail Foundation) to redirect and extend the Elizabeth River Trail from Dominion Tower to the western terminus of the Virginia Beach Trail. This report documents the preparation of a trail cost model, the application of that model to the subject routes, and route issues noticed in the process.

40. **Rail Planning (Mar 2023)** – Given the environmental difficulty of improvements to enable the six trains planned at "full [statewide-rail-plan] buildout" for Norfolk to use the Richmond Main Street Station (RVM), HRTPO Staff developed a "shuttle" that would make four round-trips per day between the Peninsula (including Providence Forge) and Richmond, serving both RVM (for downtown origins/destinations) and the Richmond Staples Mill Station (RVR) (for connections to trains to/from the north and trains to/from the south).

41. **LRTP Title VI Environmental Justice Candidate Project Evaluation (July 2020)**.

42. **HRPDC/HRTPO/Disadvantaged Business Enterprise (DBE) Manual Update (Jan 2021).**

43. **Administrative Update to Title VI and LEP Plan (Jan 2023).**

Self-Certification Procedural Guide

the heartbeat of HAMPTON ROADS TPO
TRANSPORTATION PLANNING ORGANIZATION

May 2023

T23 - 07

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ABSTRACT

The Hampton Roads Transportation Planning Organization (HRTPO) Self-Certification Procedural Guide serves as a reference for staff, reviewing agencies, and the public to assure that metropolitan transportation planning and programming processes are being carried out in accordance with applicable requirements. This guide includes self-certification questions and information about pertinent authorities.

ACKNOWLEDGEMENTS

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

NON-DISCRIMINATION

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

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PURPOSE

In accordance with Federal regulations (23 CFR 450.336), metropolitan planning areas (MPAs) must certify at least every four years, concurrent with the submittal of the entire proposed Transportation Improvement Program (TIP) as part of the Statewide Transportation Improvement Program, that the metropolitan transportation planning and programming process is being carried out in accordance with applicable requirements. These requirements include highway, transit, and air-quality regulations and laws, as well as Title VI of the Civil Rights Act of 1964 and related nondiscrimination authorities. The questions within this document serve as a guide to issues considered during the self-certification process.

HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION

The Hampton Roads Transportation Planning Organization (HRTPO) is the metropolitan planning organization (MPO) for the Hampton Roads area. As such, it is a federally mandated transportation policy board comprised of representatives from local, state, and federal governments, transit agencies, and other stakeholders and is responsible for transportation planning and programming for the Hampton Roads MPA. Any highway or transit project or program to be constructed or conducted within the MPA and to be paid for with Federal funds, must receive approval by the HRTPO before any Federal funds can be expended. In addition, any highway or transit project deemed to be regionally-significant, regardless of the source(s) of funding, must receive HRTPO approval to proceed. The Hampton Roads MPA includes the cities of Chesapeake, Hampton, Newport News, Norfolk, Poquoson, Portsmouth, Suffolk, Virginia Beach, and Williamsburg; the counties of Isle of Wight, James City, and York; a portion of the City of Franklin, and portions of the counties of Gloucester and Southampton.

INTRODUCTION

The Hampton Roads Transportation Planning Organization (HRTPO) Self-Certification Procedural Guide was developed to serve as a reference for staff, reviewing agencies, and the public to assure that metropolitan transportation planning and programming processes are being carried out in accordance with applicable requirements.

This Guide is organized as follows:

- **Self-Certification Questions** – This section includes the questions used to ascertain that the HRTPO transportation planning and programming processes comply with pertinent laws and regulations.

- **Appendix A** – Enumerates and defines applicable requirements. Items 1 and 2 of this section list and briefly explain highway, transit, and air-quality regulations and laws. Items 3 through 10 provide information about Title VI of the Civil Rights Act of 1964 and related nondiscrimination statutes.

- **Appendix B –** Includes the HRTPO Self-Certification Form. When the Self-Certification Form is submitted, it will be accompanied by an **Accomplishments Report** highlighting HRTPO initiatives and accomplishments achieved through the regional transportation planning and programming processes since the previous self-certification.

The self-certification process takes place at least every four years, concurrent with the submittal of the entire proposed HRTPO Transportation Improvement Program (TIP). The FY 2024-2027 TIP is scheduled for approval by the HRTPO Board on May 18, 2023.

The Self-Certification Form and Accomplishments Report will be included in the appendix of the approved FY 2024-2027 TIP.

SELF-CERTIFICATION QUESTIONS

ORGANIZATION AND STRUCTURE

1. Is the HRTPO properly designated by agreement between the Governor and 75% of the urbanized area, including the central city, and in accordance in procedures set forth in state and local law?
2. Does the HRTPO Board include elected officials, providers of major modes of transportation, and appropriate state officials?
3. Is training about the transportation planning process provided for the HRTPO Board and its advisory committees?
4. Does the HRTPO boundary encompass the existing urbanized area and the contiguous area expected to become urbanized within the 20-year forecast period?

TRANSPORTATION PLANNING AND PROGRAMMING PROCESS

1. Is the transportation planning process continuous, cooperative and comprehensive?
2. Is there a currently adopted Unified Planning Work Program (UPWP)?
    a. Are tasks and products clearly outlined?
    b. Does the UPWP include sufficient detail of who will perform the work, the schedule for completing work, the resulting products, proposed funding and a summary of the total amounts of federal and matching funds?
    c. Is the work identified in the UPWP completed in a timely fashion?
3. Is there a valid Long Range Transportation Plan (LRTP)?
    a. Does the LRTP have at least a 20-year horizon at the time of adoption?
    b. Does it address the ten planning factors?
    c. Does it cover all modes applicable to the area?
    d. Does the LRTP specify the HRTPO's project selection methodology?
    e. Is it financially constrained?
    f. Does it include funding for the maintenance and operation of the system?
    g. Is it updated/reevaluated in a timely fashion (at least every four or five years)?
    h. Does the area have a process for including environmental mitigation discussions in the planning process?
4. Is there a valid Transportation Improvement Program (TIP)?
    a. Is it consistent with the LRTP?
    b. Is it fiscally constrained?
    c. Is it developed cooperatively with the state and local transit operators?

d. Is it updated at least every four years and adopted by the HRTPO and submitted to the Governor?

5. Does the area have a valid Congestion Management Process?
    a. Is it consistent with the LRTP?
    b. Is it used for the development of the TIP?
    c. Is it monitored and reevaluated to meet the needs of the area?
6. Does the area have a process for including environmental, state, other transportation, historical, local land use and economic development agencies in the planning process?

TITLE VI AND RELATED AUTHORITIES

1. Does the planning process meet the following requirements of federal law?
    a. Title VI: Are there procedures in place to address complaints related to Title VI of the Civil Rights Act of 1964 and related statutes and do they comply with federal regulation?
    b. American Disabilities Act (ADA): Are there procedures in place to address ADA complaints of non-compliance and do they comply with federal regulation?
    c. Disadvantaged Business Enterprises (DBE): Does the HRTPO have a DBE policy statement that expresses commitment to the DBE program?
2. Environmental Justice: Has the HRTPO identified low-income and minority populations within the planning area and considered the effects in the planning process?

PUBLIC PARTICIPATION PLAN

1. Does the area have an adopted Public Participation Plan (PPP)?
    a. Did the public participate in the development of the PPP?
    b. Was the PPP made available for public review for at least 45-days prior to adoption?
    c. Is adequate notice provided for public meetings?
    d. What sources does the HRTPO use to educate and inform the public about plans, programs, and activities (i.e. website, press releases, newspapers, mailers, etc.)?
    e. Are meetings held at convenient times and at accessible locations?
    f. Is the public given an opportunity to provide oral and/or written comments on the planning process?
    g. Does the HRTPO seek out and consider the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households?
    h. Is the PPP periodically reviewed and updated to ensure its effectiveness?
    i. Are plans/program documents available in an electronic accessible format?

2. Does the area participate in an interagency process designed to facilitate communication among involved agencies and make decisions on the transportation conformity process and air quality improvement matters?

DOCUMENTATION AND REPORTING

1. What supporting documentation/information is provided to the HRTPO Board when the self-certification is approved?
2. How is the self-certification provided to the Federal agencies?
3. Is there continuity and consistency between the self-certification and quadrennial Federal Certification?

APPENDIX A

AUTHORITIES: LAWS AND REGULATIONS

1. Highway and Public Transportation

a. 23 U.S.C. 134 – Highways

Sec. 134. Metropolitan Planning

This section describes the legal framework for metropolitan planning areas (MPAs) and the conduct of the metropolitan transportation planning processes, development of transportation plans, programs, and activities to encourage and promote the safe and efficient management, operation and development of transportation systems.

b. 49 U.S.C. 53 – Public Transportation

Sec. 5303. Metropolitan Transportation Planning

This section provides the legal framework to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development within and between States and urbanized areas. This section also encourages the continued improvement and evolution of the metropolitan and statewide transportation planning processes.

c. 23 CFR part 450.336 (a) – Self certifications and Federal certifications

Regulations to ensure the State and MPAs certify at least every four years that the metropolitan planning process is being carried out in accordance with all applicable requirements.

2. Clean Air Act and Related Regulation

a. The Clean Air Act (CAA) is the law that defines the Environmental Protection Agency's responsibilities for protecting and improving the nation's air quality and the stratospheric ozone layer. The last major change in the law, the Clean Air Act Amendments of 1990, was enacted by Congress in 1990.

b. 40 CFR part 93 – Determining Conformity of Federal Action State or Federal Implementation Plans

This section sets forth policy, criteria, and procedures for demonstrating and assuring conformity of such activities to an applicable implementation plan developed pursuant to the CAA. This section also provide procedures for air quality nonattainment and maintenance to implement requirements with respect to the conformity of transportation plans, programs, and projects which are developed, funded, or approved by the United States Department of Transportation (USDOT), and by MPOs or other recipients of highway or transit funds.

3. **Title VI of the Civil Rights Act of 1964** states, "No person in the United States shall, on the ground of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." Title VI of the Civil Rights Act of 1964 set a standard which authoritatively outlawed discrimination in the conduct of all federal activities. Subsequent laws and Presidential Orders added handicap, sex, age, and income status to the criteria for which discrimination is prohibited.

   Executive Order 12898 directs Federal agencies to make Environmental Justice part of their missions by identifying and addressing disproportionately high and adverse human health or environmental effects of their programs, policies, and activities on minority and low-income populations.

   Executive Order 13166 requires Federal agencies to examine the services they provide, identify any need for services to those with limited English proficiency (LEP), and develop and implement a system to provide those services so LEP persons can have meaningful access to them. This Executive Order also requires that the Federal agencies work to ensure that recipients of Federal financial assistance provide meaningful access to LEP applicants and beneficiaries.

4. **49 U.S.C. 5332** prohibits discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity.

5. **Section 1101(b) of the FAST Act (Pub. L. 114–357** and **49 CFR part 26** provide the legal and regulatory framework regarding the involvement of disadvantaged business enterprises in USDOT funded projects.

6. **23 CFR part 230** provides regulatory standards for the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts.

7. The **Americans with Disabilities Act (ADA)** prohibits discrimination against people with disabilities in employment, transportation, public accommodation, communications, and governmental activities. It prohibits the discrimination on the basis of disability by public accommodations and in commercial facilities.

8. The **Older Americans Act** prohibits discrimination on the basis of age in programs or activities receiving federal financial assistance.

9. **Section 324 of title 23 U.S.C**. prohibits discrimination based on gender.

10. **Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27** prohibit discrimination against individuals with disabilities.

APPENDIX B

CERTIFICATION OF THE TRANSPORTATION PLANNING AND PROGRAMMING PROCESS

The Hampton Roads Transportation Planning Organization, Virginia Department of Transportation, and Virginia Department of Rail and Public Transportation hereby certify that the conduct of the metropolitan planning and programming process complies with all applicable requirements as listed below, and that this process includes activities that support the development and implementation of the Long-Range Transportation Plan and associated Regional Conformity Assessment (as applicable), the Transportation Improvement Program and associated Regional Conformity Assessment (as applicable), and the Unified Planning Work Program.

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450.336 (a);
2. Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d–1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act (Pub. L. 114–357 and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Hampton Roads Transportation Planning Organization

Signature

Robert A. Crum, Jr.
Printed Name

Executive Director
Title

5/8/2023
Date

Virginia Department of Transportation

Signature

Christopher G. Hall
Printed Name

Hampton Roads District Engineer
Title

5/8/2023
Date

Virginia Department of Rail & Public Transportation

Signature

Jennifer DeBruhl
Printed Name

Director
Title

5/8/2023
Date

Appendix D – Program of Projects (POP)
for Requirements 49 U.S.C. §5307

Section XVI

PROGRAM OF PROJECTS (POP) REQUIREMENTS FOR 49 U.S.C §5307

During the 2021 Triennial Reviews with Williamsburg Area Transit Authority (WATA) and Suffolk Transit conducted by the Federal Transit Administration (FTA), it was noted, as recipients of §5307 funds, that the agencies use the metropolitan planning process to satisfy the public participation requirements that a participant must meet in developing its Plan of Projects. Hampton Roads Transit (HRT) will use the metropolitan planning process in addition to other public participation efforts already in place such as newspaper advertisements.

It was also noted that the HRTPO Transportation Improvement Program (TIP) document that emerges from the planning process must explicitly state that public notice of the times and activities established for public review and comment on the TIP will satisfy the POP requirements of the §5307 program. The HRTPO TIP update will satisfy the POP requirements of the §5307 program.

HRT, WATA, and Suffolk Transit intend to use the TIP process to satisfy the public involvement requirements of the §5307 program. The public notice window for a new TIP is 30 days and 14 days for an amendment. The public notice that was submitted in advance of the approval of the HRTPO 2024-2027 TIP is listed below:

PUBLIC NOTICES
DRAFT HRTPO FY 2024-2027
TRANSPORTATION IMPROVEMENT PROGRAM

The Hampton Roads Transportation Planning Organization (HRTPO), is the Metropolitan Planning Organization (MPO) for the Hampton Roads Metropolitan Planning Area (MPA). As the federally designated MPO, the HRTPO is responsible for coordinating transportation planning and programming activities for the Hampton Roads MPA. This includes the development and maintenance of the Transportation Improvement Program (TIP).

The TIP is a financially-constrained, multi-year program for the implementation of surface transportation projects within the MPA. The TIP must contain all federally-funded and/or regionally-significant projects that require an action by the Federal Highway Administration or the Federal Transit Administration. Before any such project can be conducted or constructed in the MPA, it must be included in a current TIP that has been approved by the HRTPO.

The HRTPO, in coordination with the Virginia Department of Transportation, the Virginia Department of Rail and Public Transportation, Hampton Roads Transit, Williamsburg Area Transit Authority, Suffolk Transit, and the Cities and Counties of Hampton Roads, is in the process of developing a full update of the TIP. The current TIP covers fiscal years (FY) 2021-2024. The new TIP under development will cover FY 2024-2027.

The Draft HRTPO FY 2024-2027 TIP document is being made available for public review and comment. You may access the Draft TIP by clicking on the following link: Draft HRTPO FY 2024-2027 TIP

All interested parties are encouraged to review the draft TIP document and send comments to John Mihaly, Principal Transportation Planner, at jmihaly@hrtpo.org or by mail to 723 Woodlake Drive, Chesapeake, Virginia 23320. **The deadline for comments is April 5, 2023.**