

## Quick Stats

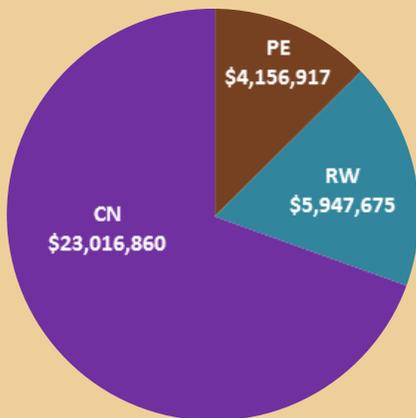
\$33M expended on 198 projects:

- 136 projects with Preliminary Engineering (PE) expenditures
- 40 projects with Right-of-Way (RW) expenditures
- 78 projects with Construction (CN) expenditures

Thirty-five (35) CMAQ/RSTP projects were flagged for having no expenditures in the past two quarters

## Expenditures

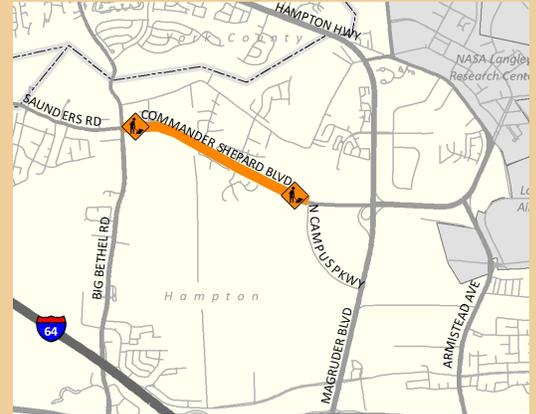
During the past quarter, over \$33 million dollars was spent on 198 projects in Hampton Roads. A total of \$7.5 million was spent on the following projects: Nimmo Parkway Construction (UPC #52058), Middle Ground Boulevard Extension (UPC #11816), and Saunders Road Widening (UPC #57047). There were 7 other projects across the region with expenditures in excess of \$1 million.



## Project Highlight:

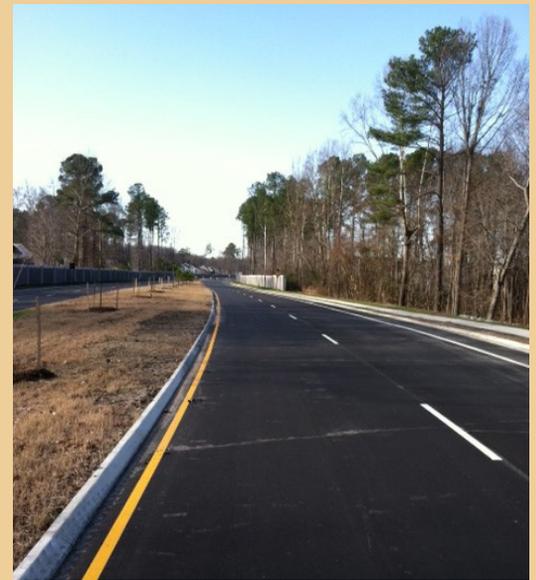
### Commander Shepard Boulevard Phase II

Commander Shepard Boulevard Phase II in Hampton (UPC #60970) was completed last quarter and is now open to traffic. The project included construction of a new four-lane divided roadway from the intersection of Big Bethel Road and Saunders Road to North Campus Parkway near Langley Air Force Base and the NASA-Langley Research Center. Bike lanes and sidewalks were constructed alongside the 2 mile segment, creating a new active transportation connection between Magruder Boulevard and Big Bethel Road. The construction cost of the project was just under \$13 million, primarily paid for with \$9.6 million in Regional Surface Transportation Program (RSTP) funds along with other federal, state and local sources.



Commander Shepard Boulevard Phase II met multiple transportation priorities of the city:

- reducing traffic volumes and travel times, and improving safety along Semple Farm Road;
- reducing emergency response time to the adjacent neighborhoods;
- providing an alternate route to NASA/Langley Air Force Base and other employment centers; and
- improving access to future development areas in the Hampton Roads Center North Business Park.



Hampton's Community Plan also identifies the Commander Shepard Boulevard Corridor as a key component of a future regional connector between Hampton and Newport News. A third phase of corridor development, Saunders Road Widening (UPC #57047), will extend four-lanes to the Newport News - Hampton city line. Construction of the third phase is expected to begin in early 2015.

## Projects with No Expenditures

HRTPO staff identified 35 projects with CMAQ and/or RSTP allocations through FY 2014 that had no expenditures since July 2013. Out of the 35 projects: 13 projects are completed/cancelled awaiting financial close, 16 are active projects with delayed or unknown status, and 6 are newly active projects still awaiting first expenditure. HRTPO staff will work with locality/agency staff to advance projects on the list.

[Click here](#) for the full presentation of quarterly snapshot results.

# INVESTING YOUR DOLLAR\$ IN TRAN\$PORTATION

## What is the Transportation Improvement Program (TIP)?

The HRTPO TIP is a four-year program for the implementation of surface transportation projects in Hampton Roads. These projects include transit, highway, rail, bicycle, pedestrian, and freight-related projects. Before any federally-funded and/or regionally-significant project can be built in Hampton Roads, it must be approved by the HRTPO Board and included in the TIP.



## What is the Hampton Roads Transportation Planning Organization?

The Hampton Roads Transportation Planning Organization (HRTPO) is a federally mandated transportation policy board comprised of representatives from local, state, and federal governments, transit agencies, and other stakeholders. Responsible for transportation planning and programming for the Hampton Roads area, one of the core functions of the HRTPO is the development and maintenance of the Transportation Improvement Program (TIP).

## How is the TIP created?

The TIP is developed by the HRTPO in cooperation with the Virginia Department of Transportation, the Virginia Department of Rail and Public Transportation, and local public transit agencies. In addition, the public is provided opportunities to review and comment at various stages during the development of the TIP. Once the TIP has been approved by the HRTPO Board, it is incorporated into the statewide TIP, which is submitted to the Federal Highway Administration and the Federal Transit Administration for approval.



## How are projects in the TIP funded?

Projects in the TIP may be funded by federal, state, local or private funds, or any combination of such funds.

## Can the TIP be changed?



Yes, changes are routinely made to the TIP by way of amendments or administrative modifications. The TIP may be amended in order to add, change, or delete projects. TIP amendments must be approved by the HRTPO Board. The TIP amendment process also includes opportunities for public review and comment. By signing up for the HRTPO E-Newsletter, you can ensure that you will be notified of opportunities to comment on TIP amendments. Proposed TIP amendments are also posted on HRTPO website under Public Notices. Administrative modifications involve minor changes to projects that do not involve Board approval or public review.

## Why is the TIP important to me?

There is never enough funding available to make all of the transportation improvements desired, and since the vast majority of transportation funding comes from federal and state taxes, it is important that the public have a say in how and where transportation dollars are spent. The TIP provides that information for each project, including cost estimates, schedules, funding allocations, and expenditures. The TIP website ([www.hrtpotip.org](http://www.hrtpotip.org)) also includes an interactive mapping tool that allows the user to access project information by location.

