Quick Stats
$38.8M expended on 109 projects:
- 79 projects with PE expenditures
- 28 projects with RW expenditures
- 65 projects with CN expenditures

Seven (7) CMAQ/RSTP projects were flagged for having no expenditures in the past two quarters.

Expenditures
During the past quarter, over $38 million dollars was spent on 109 projects in Hampton Roads. There were 8 major projects across the region with expenditures in excess of $1 million. A total of nearly $17 million was spent on these 3 major projects:

- Project Contribution for DT/MT/MLK-Primary (UPC #101851)
- I-264 Pavement Rehabilitation (UPC #104331)
- I-64 & I-264 Pavement Rehabilitation (UPC #104329).

<table>
<thead>
<tr>
<th>PE</th>
<th>RW</th>
<th>CN</th>
</tr>
</thead>
<tbody>
<tr>
<td>$3,249,836</td>
<td>$765,917</td>
<td>$34,775,500</td>
</tr>
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Project Highlight:
Jamestown Transit Improvements

The Jamestown Transit Improvements project (UPC #T9150) by the Williamsburg Area Transit Authority (WATA) began service in mid-January and provided new transit connections to Jamestown Settlement, Jamestown High School, the Governor’s Green shopping center, the Colony Square Shopping Center, among other destinations. The route operates Monday through Friday, 6 AM to 9 PM with 30-minute headways.

Originating at the Williamsburg Crossing Shopping Center, the route will go first down Jamestown Road to the Jamestown Settlement and then back to the Shopping Center via John Tyler Highway. As a 3-year pilot service, this new demonstration route will allow WATA to serve a greater range of customers, allowing them enhanced access to the entire system throughout the Williamsburg Area.

This pilot program is estimated to cost approximately $824,000 and is funded through a combination of Federal Congestion Mitigation and Air Quality (CMAQ) fund and state matching funds. During the pilot period, WATA personnel will evaluate ridership and effectiveness to determine if the route should be continued beyond the three year period.

During the first month of service, WATA offered free rides on the new route. Afterwards, the standard fare of $1.25 per trip or $2 all-day was commenced. For more information about WATA and Williamsburg Area transit service, please visit WATA’s website.

Tracking CMAQ & RSTP Projects
HRTPO staff identified 7 projects with CMAQ and/or RSTP allocations through FY 2015 that had no expenditures since January 2015. Out of the 7 projects: 2 projects are completed/cancelled awaiting financial close, 4 are active projects with delayed or unknown status, and 1 is a newly active project 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.

For more information on the HRTPO TIP visit: www.hrtpotip.org.
**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).

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**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.

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**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 and the Governor, it is incorporated into the statewide TIP, which is submitted to the Federal Highway Administration and the Federal Transit Administration for approval.

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**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. For a listing of the current funding sources, see Section III, page 4 of the TIP Document.

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**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 the HRTPO website under Public Notices. Administrative modifications involve minor changes to projects that do not involve Board approval or public review.

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**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) also includes an interactive mapping tool that allows the user to access project information by location.