

**INTERSTATE 564 INTERMODAL CONNECTOR  
PROJECT R000-122-108**

**Financial Plan Annual Update  
Fiscal Year 2021**

**LETTER OF CERTIFICATION**

The Federal Highway Administration (FHWA), Eastern Federal Lands Highway Division has developed a comprehensive Financial Plan for the I-564 Intermodal Connector Project in accordance with the requirements of Section 106, Title 23, and the Financial Plan Guidance issued by the Federal Highway Administration. The plan provides detailed cost estimates to complete the project and the estimates of financial resources to be utilized to fully finance the project.

The cost data in the Financial Plan provides an accurate accounting of costs incurred to date and includes a realistic estimate of future costs based on engineer's estimates and expected construction cost escalation factors. While the estimates of financial resources rely upon assumptions regarding future economic conditions and demographic variables, they represent realistic estimates of available resources to fully fund the project.

The FHWA believes it provides an accurate basis upon which to schedule and fund the I-564 Intermodal Connector Project. The FHWA will review and update the Financial Plan on an annual basis.

To the best of FHWA's knowledge, the Financial Plan as herein submitted, fairly and accurately presents the financial position of the I-564 Intermodal Connector Project, including cash flows and expected conditions for the project's life cycle. The financial forecasts in the Financial Plan are based on the FHWA's judgment of the expected project conditions and the expected course of action. The FHWA believes that the assumptions which underlie the Financial Plan are reasonable and appropriate. Further, the FHWA has made available all significant information relevant to the Financial Plan. To the best of FHWA's knowledge, the documents and records supporting the assumptions are appropriate.

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Eastern Federal Lands Highway Division

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**INTERSTATE 564 INTERMODAL CONNECTOR  
PROJECT R000-122-108**

**FINANCIAL PLAN  
Annual Update Fiscal Year 2021**

FEDERAL HIGHWAY ADMINISTRATION  
EASTERN FEDERAL LANDS  
HIGHWAY DIVISION

VIRGINIA  
DEPARTMENT OF TRANSPORTATION

And

UNITED STATES  
DEPARTMENT OF THE NAVY



# **FINANCIAL PLAN - INTERSTATE 564 INTERMODAL CONNECTOR**

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## INTRODUCTION

This is an update from the Fiscal Year 2020 Annual Update (AU-FY20), dated November 12, 2020. There have been no changes to this subsection from the AU-FY20 or the Initial Financial Plan (IFP). Please refer to the original document for additional information if required.

### 1. Project Description

There have been no changes to the project description from the IFP. Please refer to the original document for detailed background information, project descriptions, and contracts administered by the Navy. As of March 8, 2021, the Intermodal Connector was fully open to all traffic, and all contract work was satisfactorily completed by August 6, 2021. Notice of final acceptance was provided to the Intermodal Connector Project's Contractor on August 9, 2021, referencing August 6, 2021 as the date of final acceptance. The project map has been updated to reflect the final status.



Figure 1 - Updated Project Map as of October 2021

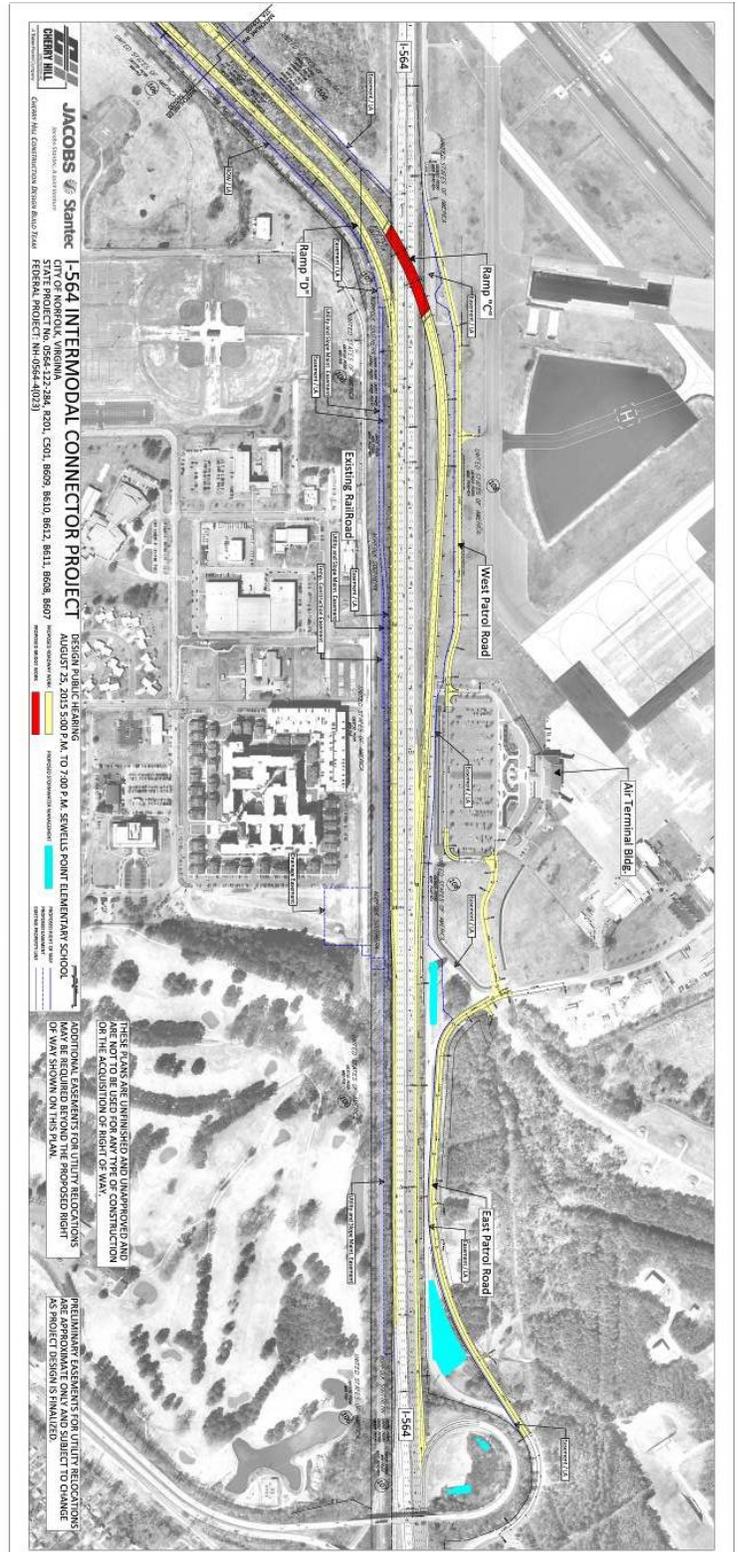
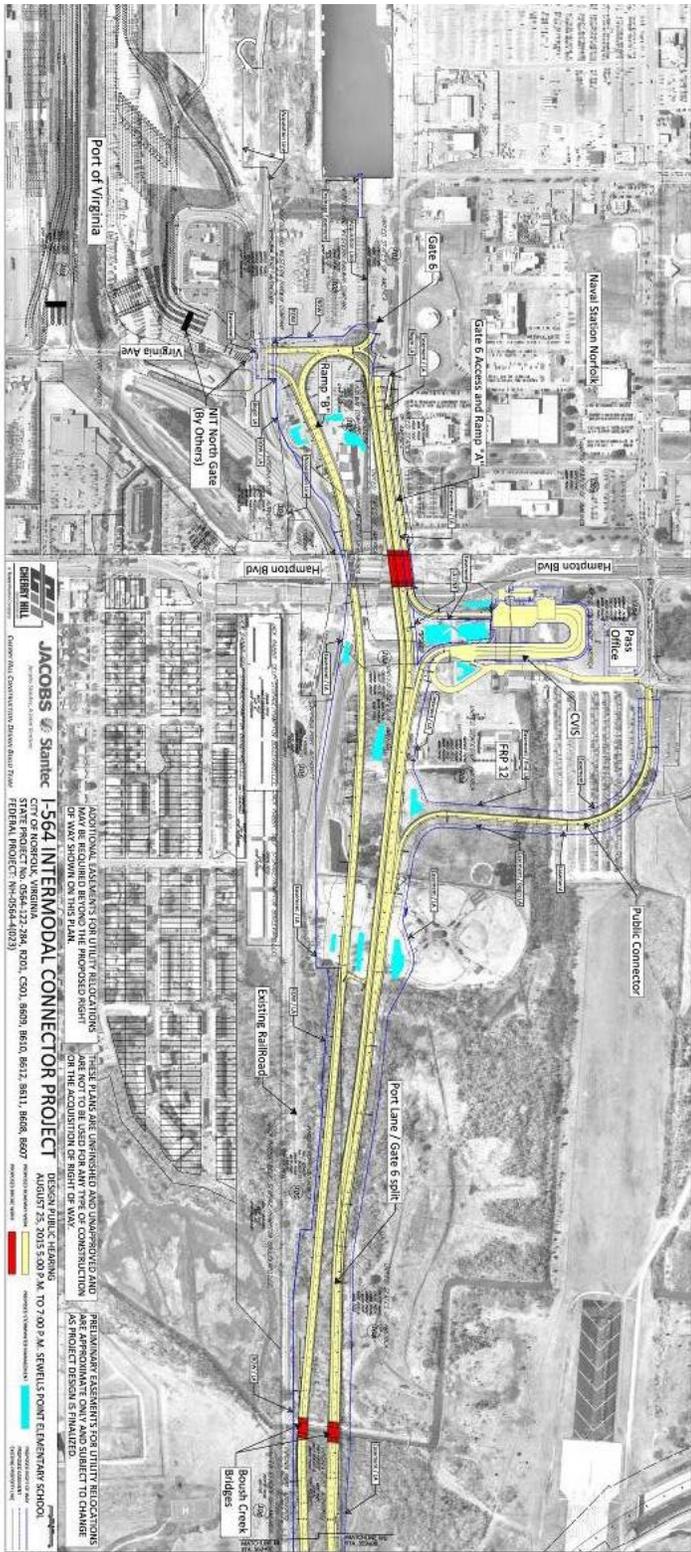


Figure 2 - August 25, 2015 Right of Way Public Hearing Displays

## 2. Schedule

FY17 Annual Update - CHC submitted, and EFLHD conditionally approved an updated schedule on July 31, 2015 showing a completion date of October 21, 2017. However, continued changes in certain design criteria through the end of 2015 and early 2016 delayed the start of mainline construction. To address the numerous change order requests and contract disputes, a global settlement was reached to resolve all design and resulting construction related issues, establish an incentivized milestone achievement date and a new contract completion date. A small contingency amount was included to allow for the resolution of minor outstanding issues related to design criteria. In October 2016, following the execution of CM 010 (Global Settlement), CHC submitted and EFLHD approved a revised baseline schedule showing a completion date for Port Access (incentivized milestone) by December 21, 2017 and full project completion by October 15, 2018. Other projects are being completed by project stakeholders in and around the current project limits. As shown in Exhibit 2, the current project timeline forecasts I-564 construction will be simultaneously underway during the following projects:

- The Virginia Port Authority (VPA) constructed a new North Gate that will interface directly to the Southwestern terminus. The North Gate opened in July 2017.
- The Navy is constructing a new Gate 6 that will interface directly to the Northwestern terminus. Gate 6 is anticipated to be complete in Spring 2018.
- The Navy will need access within the current work zone to construct a Commercial Vehicle Inspection Building (CVIS) in winter 2017-2018.

FY20 Annual Update – CHC successfully achieved the Port Access milestone on December 21, 2017 and collected the full incentive amount. However, progress stalled in 2018 and the contractor did not meet the contract completion date. Nearly all project activities experienced delay in 2018, and there were multiple events that caused those delays. EFLHD determined the longest path delay was relative to a failure of the Ramp A embankment from meeting the design settlement criteria. This was discovered in March 2018, and after nearly two years of monitoring, investigation, and re-design, remedial repairs began in March of 2020. Other significant contractor delays that were non-critical path include relocation of underground utilities at CVIS, CVIS concrete paving, installation of Navy perimeter fence, and I-564 Westbound construction. The latter two were originally planned to be completed prior to the Port Access incentive but were deferred by the Contractor in favor of meeting the incentivized milestone date.

The Navy partnered with VDOT to complete the CVIS vertical building in two phases; the first phase was administered by VDOT as a separate project to construct the building foundation and underground utilities, and the second phase was administered by the Navy to construct the vertical building and commission the controls for the security equipment. The CVIS building contract was substantially completed in early 2019, and the Navy began operations at the New CVIS in early July 2020.

FY21 Annual Update – The Navy Gate 6 project was substantially complete in the Fall of 2017 but did not open until January 18, 2021 due to delays associated with completion of the Intermodal Connector. As of the FY20 Annual Update, it was expected that the I-564 Intermodal Connector Project would be substantially complete by the end of the Calendar Year 2020. Due to issues regarding the completion of final placement of asphalt as well as other miscellaneous items, substantial completion was not achieved until March 8, 2021. Liquidated damages were assessed at the full amount from the contract completion date of October 15, 2018 until substantial completion. Reduced Liquidated damages continued until the Final Acceptance date of August 6, 2021.

**Exhibit 1 - Original Project Timeline**

**I-564 Intermodal Connector - PROJECT R000-122-108  
Design\Construction Timeline (IFP)**

Project\Description	FY 13				FY14				FY 15				FY 16				FY 17			
	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th
Environmental Assessment	█	█																		
Interchange Justification Report	█	█	█																	
Design-Build Procurement			█	█	█	█														
564 Mainline Design Phases					█	█	█	█	█	█	█	█								
564 Mainline Construction Phases													█	█	█	█	█	█	█	█
Navy Design Phases					█	█	█	█	█	█	█	█								
Navy Construction Phases													█	█	█	█	█	█	█	█
Utility Relocations													█	█	█	█				



- Assumptions:
1. Design and construction will be broken into phases/stages depending on technical proposal submitted for awarded design-build contract.
  2. Project Completion date is set as June 1, 2017 per the RFP.

**Project Completion in June 2017  
Open to Traffic**

**Exhibit 2 - Annual Update #1 Project Timeline**

**I-564 Intermodal Connector - PROJECT R000-122-108  
Design\Construction Timeline (FY16 AU)**

Project\Description	FY 13				FY14				FY 15				FY 16				FY 17				FY 18			
	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th
Environmental Assessment	█	█																						
Interchange Justification Report	█	█	█																					
Design-Build Procurement			█	█	█	█																		
564 Mainline Design Phases						█	█	█	█	█	█	█	█	█	█	█								
564 Mainline Construction Phases													█	█	█	█	█	█	█	█	█	█	█	█
Navy Design Phases						█	█	█	█	█	█	█	█	█	█	█								
Navy Construction Phases							█	█	█	█	█	█	█	█	█	█	█	█	█	█				
Utility Relocations													█	█	█	█								

- Environmental
- Planning
- Procurement
- Design
- Construction
- Utility Relocations

Assumptions:

1. Design and construction will be broken into phases/stages depending on technical proposal submitted for awarded design-build contract.
2. Project Completion date is projected as October 2017.

**Project Completion in  
October 2017  
Open to Traffic**

### Exhibit 3 - Annual Update #2 Project Timeline

#### I-564 Intermodal Connector - PROJECT R000-122-108 Design\Construction Timeline (FY17 AU)

Project/Description	FY14				FY 15				FY 16				FY 17				FY 18				FY 19			
	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th
Environmental Assessment	Completed FY 13																							
Interchange Justification Report	Completed FY 13																							
Design-Build Procurement	█																							
564 Mainline Design Phases		█																						
564 Mainline Construction Phases									█															
Navy Design Phases	█																							
Navy Construction Phases			█																					
Utility Relocations									█															

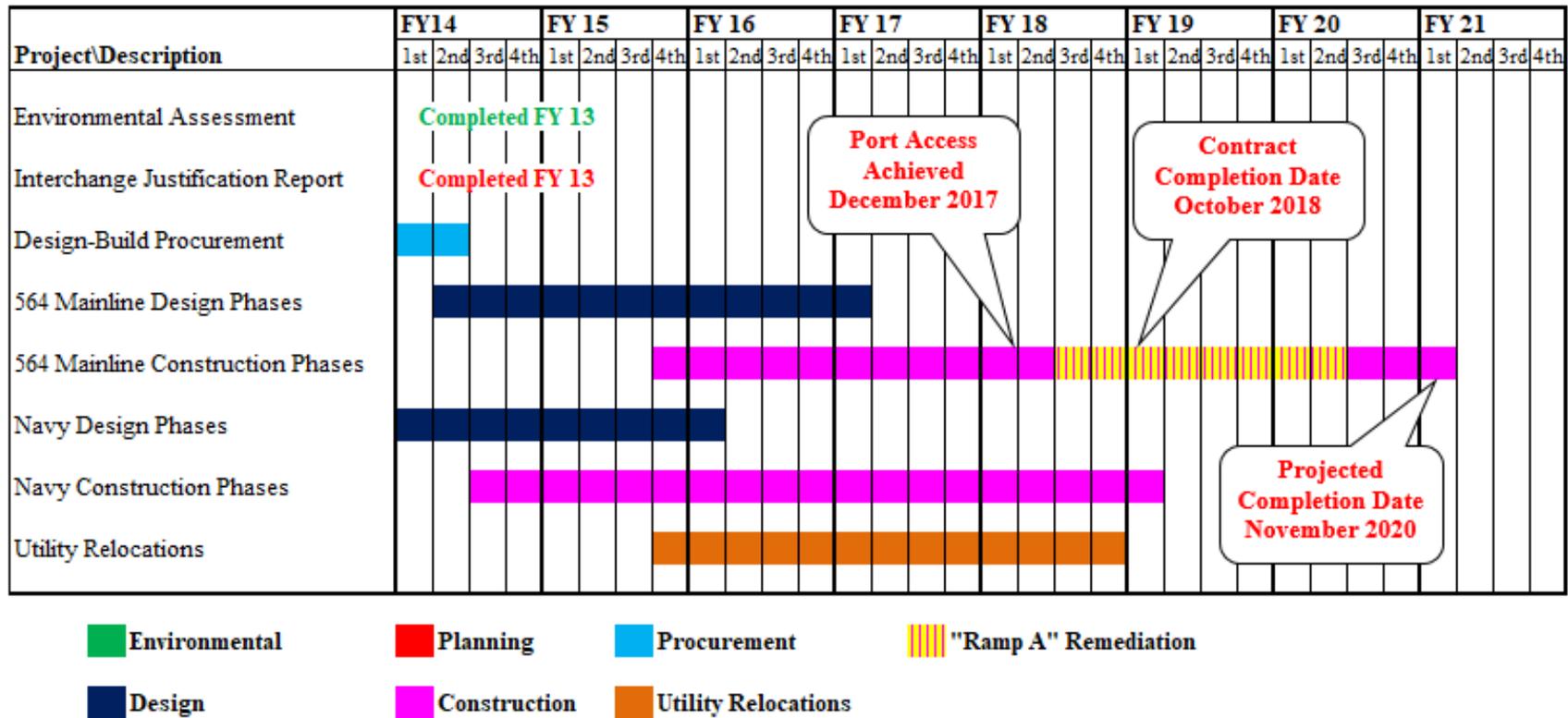


- Assumptions:
1. Design and construction will be broken into phases/stages depending on technical proposal submitted for awarded design-build contract.
  2. Project Completion date is projected as October 2018 with incentive for port access starting between December 2017 and July 2018.

**Project Completion in  
October 2018  
Open to Traffic**

Exhibit 4 - Annual Update #3 Project Timeline

I-564 Intermodal Connector - PROJECT R000-122-108  
 Design\Construction Timeline (FY20 AU)



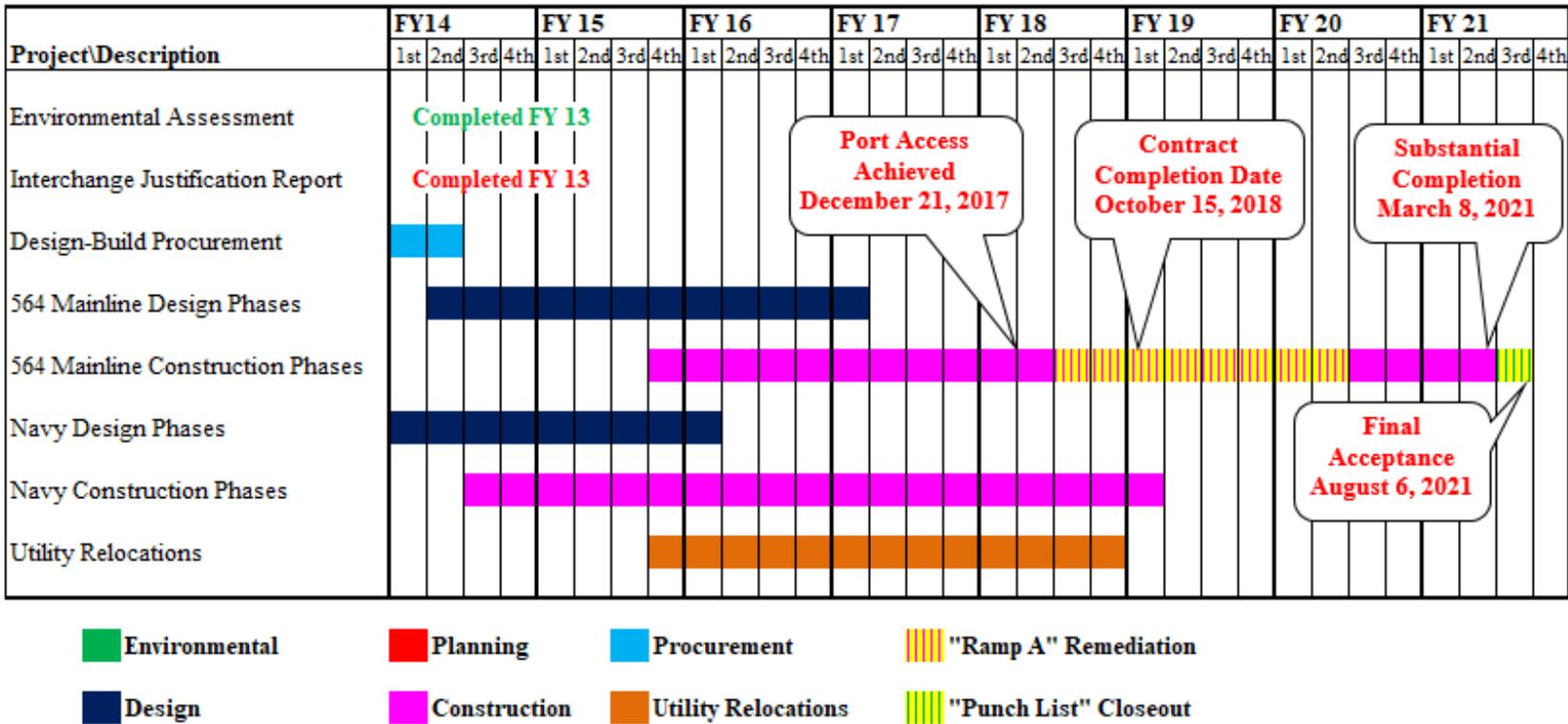
Port Access Achieved December 2017

Contract Completion Date October 2018

Projected Completion Date November 2020

Exhibit 5 – Current/Final Project Timeline

I-564 Intermodal Connector - PROJECT R000-122-108  
Design\Construction Timeline (FY21 AU)



### 3. Project Cost

Tables 2a-e below show the current total project cost estimate for the I-564 Intermodal Connector Project broken down by activity and fiscal year. Actual obligations and expenditures will be included with each update.

**Table 2a-Original Estimated Project Cost by Activity and Federal Fiscal Year (IFP)**

ACTIVITY	≤ 2013*	2014*	2015	2016	2017	TOTAL
Preliminary Eng & NEPA (VDOT)*	\$9,224,981	\$123,298	\$200,000	\$200,000	\$100,000	\$9,848,279
ROW*	\$3,047,582	\$214,684	\$12,000,000	\$2,420,000	\$0	\$17,682,266
Navy Site Work/ Mitigation & Oversight	\$16,025,742	\$6,848,574	\$17,629,521	\$0	\$0	\$40,503,837
Construction	\$0	\$92,700,000		\$0	\$0	\$92,700,000
Contract Modification/ Contingencies	\$0	\$0	\$3,656,234			\$3,656,234
Railroad Agreements	\$0	\$558,634	\$0	\$0	\$0	\$558,634
Design & Construction Eng/Oversight (EFL)	\$34,479	\$497,378	\$1,500,000	\$1,500,000	\$368,143	\$3,900,000
<b>TOTAL PROJECT COST</b>	\$28,332,784	\$100,942,568	\$34,985,755	\$4,120,000	\$468,143	<b>\$168,849,250</b>

Note: Costs that may be incurred by VDOT and the Navy are included in estimates above.

\*Costs prior to and including FY 13&14 are actual expenditures funded by VDOT per the Six Year Impr. Program (2014 SYIP)

**Table 2b-Updated Estimated Project Cost by Activity and Federal Fiscal Year (AU-FY15)**

ACTIVITY	≤ 2014*	2015*	2016	2017	2018	TOTAL
Preliminary Eng & NEPA (VDOT)*	\$9,348,279	\$371,346	\$1,698,457	\$1,698,457	\$0	\$13,116,539
ROW*	\$3,262,266	\$2,226	\$11,930,418		\$0	\$15,194,910
Navy Site Work/ Mitigation & Oversight	\$22,874,316	\$17,629,521	(\$2,000,000)	\$0	\$0	\$38,503,837
Construction	\$92,700,000			\$0	\$0	\$92,700,000
Contract Modification/ Contingencies	\$227,673	\$1,359,348	\$8,572,579	\$11,190,000	\$0	\$21,349,600
Railroad Agreements	\$558,634	\$0	\$0	(\$200,000)	\$0	\$358,634
Design & Construction Eng/Oversight (EFL)	\$531,857	\$825,924	\$1,500,000	\$1,500,000	\$1,142,219	\$5,500,000
<b>TOTAL PROJECT COST</b>	\$129,503,025	\$20,188,365	\$21,701,454	\$14,188,457	\$1,142,219	<b>\$186,723,520</b>

\*Costs prior to and including FY 15 are actual expenditures funded by VDOT per the Six Year Impr. Program (2014 SYIP)

**Table 2c-Updated Estimated Project Cost by Activity and Federal Fiscal Year (AU- FY17)**

ACTIVITY	≤ 2015*	2016*	2017*	2018	2019	TOTAL
Preliminary Eng & NEPA (VDOT)*	\$9,719,625	\$692,645	\$365,703	\$150,000	\$95,003	\$11,022,976
ROW*	\$3,264,492	\$22,389,824	\$59,544	\$150,000	\$101,030	\$25,964,890
Navy Site Work/ Mitigation & Oversight	\$40,503,837	\$0	\$0	\$0	(\$539,519)	\$39,964,318
Construction	\$92,788,000	\$0	\$0	\$0	\$0	\$92,788,000
Contract Modification/ Contingencies	\$1,587,021	\$21,824,979	(\$998,386)	\$1,000,000	\$0	\$23,413,614
Railroad Agreements	\$558,634	\$269,870	\$0	\$0	(\$100,000)	\$728,504
Design & Construction Eng/Oversight (EFL)	\$1,357,780	\$1,503,733	\$2,173,196	\$1,300,000	\$370,079	\$6,704,788
<b>TOTAL PROJECT COST</b>	\$149,779,389	\$46,681,051	\$1,600,057	\$2,600,000	(\$73,407)	<b>\$200,587,090</b>

\*Costs prior to and including FY 17 are actual expenditures funded by VDOT per the Six Year Impr. Program (2014 SYIP)

**Table 2d-Updated Estimated Project Cost by Activity and Federal Fiscal Year (AU-FY20)**

ACTIVITY	≤ 2017*	2018*	2019*	2020*	2021	TOTAL
Preliminary Eng & NEPA (VDOT)*	\$10,777,972	\$77,650	(\$37,085)	\$12,592	\$164,386	\$10,995,515
ROW*	\$25,713,860	\$150,652	\$48,247	\$150	\$51,923	\$25,964,832
Navy Site Work/ Mitigation & Oversight	\$40,503,837	\$0	\$0	(\$1,000,000)	(\$1,000,000)	\$38,503,837
Construction	\$92,788,000	\$0	\$0	\$0	\$0	\$92,788,000
Contract Modification/ Contingencies	\$22,413,614	\$98,087	\$0	\$0	\$250,000	\$22,761,701
Railroad Agreements	\$828,504	(\$120,000)	\$0	\$0	(\$60,000)	\$648,504
Design & Construction Eng/Oversight (EFL)	\$5,034,709	\$1,833,927	\$796,695	\$1,052,823	\$500,000	\$9,218,153
<b>TOTAL PROJECT COST</b>	\$198,060,496	\$2,040,316	\$807,857	\$65,565	(\$93,691)	<b>\$200,880,542</b>

\*Costs prior to and including FY 20 are actual expenditures from VDOT and EFLHD accounting systems

**Table 2e-Current Estimated Project Cost by Activity and Federal Fiscal Year (AU-FY21)**

<b>ACTIVITY</b>	<b>≤ 2018*</b>	<b>2019*</b>	<b>2020*</b>	<b>2021*</b>	<b>2022</b>	<b>TOTAL</b>
Preliminary Eng & NEPA (VDOT)*	\$10,855,622	(\$37,085)	\$12,592	\$36,999	\$50,000	\$10,918,128
ROW*	\$25,864,512	\$48,247	\$150	\$45,745	\$75,000	\$26,033,654
Navy Site Work/ Mitigation & Oversight	\$40,503,837	\$0	(\$1,000,000)	(\$500,000)	(\$500,000)	\$38,503,837
Construction	\$92,788,000	\$0	\$0	\$0	\$0	\$92,788,000
Contract Modification/ Contingencies	\$22,511,701	\$0	\$0	\$0	\$250,000	\$22,761,701
Railroad Agreements	\$708,504	\$0	\$0	\$0	(\$60,000)	\$648,504
Design & Construction Eng/Oversight (EFL)	\$6,868,635	\$796,695	\$1,052,823	\$423,531	\$500,000	\$9,641,684
<b>TOTAL PROJECT COST</b>	\$200,100,812	\$807,857	\$65,565	\$6,275	\$315,000	<b>\$201,295,508</b>

\*Costs prior to and including FY 21 are actual expenditures from VDOT and EFLHD accounting systems.

#### 4: Project Funds

VDOT reasonably expects to have available \$201,477,293 in the Commonwealth Transportation Board's "2020-2025 Six-Year Improvement Program" (SYIP) for design, right-of-way acquisition, utility relocation and construction of the Project. From this amount, \$36,982,903 will be or has been expended by VDOT for preliminary engineering, environmental activities, right of way acquisition and administrative costs. The total funding transfer summary to EFLHD is \$164,494,390 for design and construction of the project. Of this, \$37,157,390 are Federal Funds that were directly transferred to EFLHD in 2013. The balance of funds transferred to EFLHD were through reimbursable agreements. The original total project funding available from the Commonwealth Transportation Board's "2014-2019 SYIP" was \$169,138,196. The increase in funding was needed to cover greater than anticipated costs for ROW Fee Transfers in 2015 and 2016, and to increase EFLHD's reimbursable authority by \$13,210,433 to cover the execution of CM 010 and extended EFLHD contract administration and oversight. As of the end of Fiscal Year 2021 the project has expended \$196,629,515. Some Program costs in the table may include a combination of funding sources. See Table 3 for the breakdown of the funding used in execution of the Project.

**Table 3- Current Funding Transfer Summary, change from previous highlighted below**

<b>Funding Source</b>	<b>Amount</b>
<b><u>FEDERAL FUNDS: DIRECT TRANSFER</u></b>	
FY2005 TRANSPORTATION IMP PRJ	\$3,056,594
FY2006 TRANSPORTATION IMP PRJ	\$6,373,620
FY2007 TRANSPORTATION IMP PRJ	\$8,516,621
FY2008 TRANSPORTATION IMP PRJ	\$8,547,000
FY2009 TRANSPORTATION IMP PRJ	\$1,066,371
FY2005 HIGH PRIORITY PROJ SEC 1702	\$410,400
FY2006 HIGH PRIORITY PROJ SEC 1702	\$413,424
FY2007 HIGH PRIORITY PROJ SEC 1702	\$441,948
FY2008 HIGH PRIORITY PROJ SEC 1702	\$443,520
FY2009 HIGH PRIORITY PROJ SEC 1702	\$440,060
FY2003 NHS - TEA21	\$635,768
FY2003 HIGH PRIORITY PROJECTS - TEA21	\$2,780,458
FY1997 INNOVATIVE PROJECTS	\$166,214
FY2009 NHS - NATIONAL HIGHWAY SYS	\$1,465,016
FY2012 NHS - NATIONAL HIGHWAY SYS S-LU EXT	\$2,400,376
<b>Subtotal</b>	<b>\$37,157,390</b>
<b><u>STATE FUNDS: REIMBURSABLE AGREEMENT</u></b>	
Interstate: NHS State Match (CNB044)	\$1,169,680
Bond Proceeds - Capital Projects Revenue (CNB267)	\$105,300,962
SAFETEA-LU Earmarks: TIP Bond Match-Interstate (CNB286)	\$3,904,577
SAFETEA-LU Earmarks: HPP-R Match-Interstate (CNS243)	\$537,338
SAFETEA-LU Earmarks: TIP Match-Interstate (CNS243)	\$3,139,010
CM 010 and extended EFLHD Oversight	\$13,210,433
<b>Subtotal</b>	<b>\$127,262,000</b>
<b><u>STATE FUNDS: INITIAL REIMBURSABLE AGREEMENT</u></b>	
Priority Transportation Funds (CNS246)	\$75,000
<b>TOTAL FUNDING</b>	<b>\$164,494,390</b>

## 5. Financing Issues

N/A

## 6. Cash Flow

As of the end of Fiscal Year 2021 total expenditures incurred on the I-564 Intermodal Connector Project is \$196,629,515. Table 4 below provides a breakdown and summary of the actual project expenditures. This does not include obligations made against the available funds. All project expenditures up to the end of FY 2016 are being included in 2016, and the FY 2017 thru FY 2021 costs are through the end of each Federal Fiscal Year.

**Table 4-Current Project Expenditures**

ACTIVITY	≤ 2016	2017	2018	2019	2020	2021	2022	TOTAL
Preliminary Eng & NEPA (VDOT)	\$10,412,269	\$365,703	\$77,650	-\$37,085	\$12,592	\$36,999	\$0	\$10,868,128
ROW (VDOT)	\$25,654,316	\$59,544	\$150,652	\$48,247	\$150	\$45,745	\$0	\$25,958,654
Navy Site Work/ Mitigation & Oversight	\$14,512,382	\$15,835,433	\$6,791,535	\$572,299	\$321,528	\$138,482	\$0	\$38,171,659
Construction	\$26,501,486	\$45,060,777	\$26,759,015	\$4,994,987	\$2,642,512	\$5,949,862	\$0	\$111,908,639
Railroad Agreements	\$60,395	\$69,983	\$366,556	\$76,664	\$7,153	\$0	\$0	\$580,751
Design & Construction Eng/Oversight (EFL)	\$2,861,513	\$2,173,196	\$1,833,927	\$796,695	\$1,052,823	\$423,531	\$0	\$9,141,684
<b>TOTAL PROGRAM COST</b>	\$32,390,147	\$47,612,216	\$63,564,635	\$35,979,334	\$6,451,807	\$4,036,757	\$0	<b>\$196,629,515</b>

On June 25, 2015, the Navy committed to executing its projects within budget and is estimating all projects on the agreement to come below budget by \$2,000,000. Contract costs and contingencies followed according to this projection, and the Navy will decrease the funds on the agreement by a total of \$2,000,000 at the conclusion of the project. In 2020, an amendment to the Interagency Agreement was issued that reduced the Navy budget by \$1,000,000. This helped to offset cost incurred by EFLHD to continue contract administration beyond the contract completion date. Another reduction of \$500,000 was executed in 2021 to assist with the same. The remaining Navy funds will be reduced from the agreement at the time of project completion, or if required sooner by EFLHD to cover costs for final contract closeout and stay within the available project funding.

During FY17, to maintain the project schedule, the Navy requested funding assistance from VDOT to fund the site work associated with the construction of a new CVIS, which lies within the footprint of the Intermodal Connector Project. This project would be under a separate contract administered by VDOT, and outside the reimbursable authority of EFLHD. However, to help offset the additional costs, reduction in scope was sought for the Intermodal Connector Project. EFLHD reduced the project scope by \$998,386 by removing the construction of the soundwall on I-564 Eastbound. The reduction in scope is reflected in Table 5b and 5c under Design Build Contracts for 2017.

Project delays have resulted in impacts to the EFLHD Construction Engineering (CE) and Oversight budget. The approved budget for this activity was \$6,704,787.92 following the September 9, 2016 issuance of

Modification #4 to the reimbursable agreement. EFLHD exceeded this amount at the end of FY18, and the continued delays to project completion have required additional project oversight and increased the overrun. As of the end of FY21, EFLHD has expended \$9,141,684 for CE. EFLHD has not exceeded the reimbursable agreement funding, because the overruns have been offset by de-obligation of funds from the Navy IAA, agreements with the Port of Virginia, and the Construction Contract. With contract completion achieved in FY21, EFLHD expects to expend an additional \$500,000 in FY22 CE to complete contract administration and closeout. This may require additional funding through the reimbursable agreement, or through de-obligation of funding from other agreements where the funding is not needed. EFLHD expects to recover CE overruns through liquidated damages (LD's). At the end of FY2021, \$2,987,160.00 in LD's have been withheld.

Tables 5a – 5d compare the availability of anticipated project funding with the schedule of project obligations and expenditures for each funding type to demonstrate the balance of funds over the life of the project. These expenditures and obligations are against all project funding, including funding that has been transferred to EFLHD and the VDOT funds not transferred. Costs shown in Table 5a, 2015-2017, Table 5b, 2018-2019, Table 5c, 2021, and Table 5d, 2022 are planned expenditures and obligations, and have or will be updated with actual costs with each update to the Financial Plan. These include both the return of funds from the Navy IAA, potential change orders not yet resolved, recovery of liquidated damages, underruns in expenditures through agreements with railroads, and future PE/CE and RW expenditures for both VDOT and EFLHD.

**Table 5a-Original Project Funding Analysis –Expenditures and Obligations**

REVENUES	2013	2014	2015	2016	2017
-VDOT PE&ROW	\$17,854,238	\$0	\$0	\$0	\$0
-Federal Funds (EFL)	\$37,157,390	\$0	\$0	\$0	\$0
-Reimbursable Authority (EFL)	\$114,126,567	\$0	\$0	\$0	\$0
CARRYOVER	\$0	\$19,805,411	\$40,105,805	\$8,776,284	\$4,656,284
TOTAL AVAILABLE	\$169,138,195	\$19,805,411	\$40,105,805	\$8,776,284	\$4,656,284
EXPENDITURE/ OBLIGATION			PLANNED	PLANNED	PLANNED
-VDOT PE&ROW	\$12,272,563	\$337,981	\$12,200,000	\$2,620,000	\$100,000
-Design-Build Contracts/Agmts	\$121,000,000	(\$27,984,327)		\$0	\$0
-Navy Site Work/Mitigation	\$16,025,742	\$6,848,574	\$17,629,521		\$0
-PE/CE/Proj Mgmt	\$34,479	\$497,378	\$1,500,000	\$1,500,000	\$368,143
CARRY FORWARD	\$19,805,411	\$40,105,805	\$8,776,284	\$4,656,284	\$4,188,141

Negative cash flow shown in FY14 represents a de-obligation of funds on the design-build contract. This is due to a lower contract award amount than what was obligated in FY 13 according to the Independent Government Estimate.

**Table 5b-FY17 AU Project Funding Analysis –Expenditures and Obligations**

<b>REVENUES</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>
-VDOT PE&ROW	\$17,854,238	\$0	\$6,500,000	\$12,633,627	\$0	\$0	\$0
-Federal Funds (EFL)	\$37,157,390	\$0	\$0	\$0	\$0	\$0	\$0
-Reimbursable Authority (EFL)	\$114,126,567	\$0	\$0	\$13,210,433	\$0	\$0	\$0
<b>CARRYOVER</b>							
	\$0	\$19,805,411	\$39,547,170	\$25,858,806	\$5,021,816	\$3,421,759	\$821,759
<b>TOTAL AVAILABLE</b>	\$169,138,195	\$19,805,411	\$46,047,170	\$51,702,866	\$5,021,816	\$3,421,759	\$821,759
<b>EXPENDITURE/OBLIGATION</b>							
						<i>PLANNED</i>	<i>PLANNED</i>
-VDOT PE&ROW	\$12,272,563	\$337,981	\$373,572	\$23,082,468	\$425,247	\$300,000	\$196,033
-Design-Build Contracts/Agmts	\$121,000,000	(\$27,984,327)	\$1,359,348	\$21,824,979	(\$998,386)	\$1,000,000	\$0
-Navy Site Work/Mitigation	\$16,025,742	\$6,848,574	\$17,629,521	\$0	\$0	\$0	(\$539,519)
-Railroad Agreements	\$0	\$558,634	\$0	\$269,870	\$0	\$0	(\$100,000)
-PE/CE/Proj Mgmt	\$34,479	\$497,378	\$825,924	\$1,503,733	\$2,173,196	\$1,300,000	\$370,079
<b>CARRY FORWARD</b>	<b>\$19,805,411</b>	<b>\$39,547,170</b>	<b>\$25,858,806</b>	<b>\$5,021,816</b>	<b>\$3,421,759</b>	<b>\$821,759</b>	<b>\$895,166</b>

Negative cash flow shown in FY14 represents a de-obligation of funds on the design-build contract. This is due to a lower contract award amount than what was obligated in FY 13 according to the Independent Government Estimate. Negative cash flow in FY17 represents contract modifications that removed work from the contract. Negative cash flow shown in FY19 represents the Navy's projections to underrun Navy projects, and the return of RR funds due to less flagger hours than anticipated.

**Table 5c-FY20 AU Project Funding Analysis –Expenditures and Obligations**

<b>REVENUES</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>
-VDOT PE&ROW	\$12,633,627	\$0	(\$4962)	\$0	\$0	\$0
-Federal Funds (EFL)	\$0	\$0	\$0	\$0	\$0	\$0
-Reimbursable Authority (EFL)	\$13,210,433	\$0	\$0	\$0	\$0	\$0
<b>CARRYOVER</b>						
	\$25,858,806	\$5,021,816	\$3,421,759	\$1,256,482	\$546,069	\$480,504
<b>TOTAL AVAILABLE</b>	\$51,702,866	\$5,021,816	\$3,416,797	\$1,256,482	\$546,069	\$480,504
<b>EXPENDITURE/OBLIGATION</b>						
						<i>PLANNED</i>
-VDOT PE&ROW	\$23,082,468	\$425,247	\$228,302	\$11,162	\$12,742	\$216,309
-Design-Build //Contracts/Agmts	\$21,824,979	(\$998,386)	\$98,087	\$0	\$0	(\$2,334,560)
-Navy Site Work/Mitigation	\$0	\$0	\$0	\$0	(\$1,000,000)	(\$1,000,000)
-Railroad Agreements	\$269,870	\$0	\$0	(\$120,000)	\$0	(\$60,000)
-PE/CE/Proj Mgmt	\$1,503,733	\$2,173,196	\$1,833,927	\$796,695	\$1,052,823	\$500,000
<b>CARRY FORWARD</b>	<b>\$5,021,816</b>	<b>\$3,421,759</b>	<b>\$1,256,482</b>	<b>\$546,069</b>	<b>\$480,504</b>	<b>\$3,158,755</b>

Negative cash flow in FY17 represents contract modifications that removed work from the contract. Negative cash flow shown in FY 2018 includes adjustments to VDOT funding for PE and ROW. Negative cash flow shown in FY19 was for the return of unused RR funds due to less flagger hours than anticipated. Negative cash flow in FY20 represents deobligation of funds from Navy based on the Navy’s projections to underrun Navy projects. Negative cash flow in FY 21 includes recovery of liquidated damages on the construction contract, deobligation of remaining IAA funds for the Navy, Railroads and Virginia Port Authority.

**Table 5d-Current Project Funding Analysis –Expenditures and Obligations**

REVENUES	2017	2018	2019	2020	2021	2022
-VDOT PE&ROW	\$0	(\$4962)	\$0	\$0	\$0	\$0
-Federal Funds (EFL)	\$0	\$0	\$0	\$0	\$0	\$0
-Reimbursable Authority (EFL)	\$0	\$0	\$0	\$0	\$0	\$0
CARRYOVER	\$5,021,816	\$3,421,759	\$1,256,482	\$546,069	\$480,504	\$474,229
TOTAL AVAILABLE	\$5,021,816	\$3,416,797	\$1,256,482	\$546,069	\$480,504	\$474,229
EXPENDITURE/ OBLIGATION						PLANNED
-VDOT PE&ROW	\$425,247	\$228,302	\$11,162	\$12,742	\$82,744	\$125,000
-Design-Build //Contracts/Agmts	(\$998,386)	\$98,087	\$0	\$0	\$0	(\$2,737,160)
-Navy Site Work/Mitigation	\$0	\$0	\$0	(\$1,000,000)	(\$500,000)	(\$500,000)
-Railroad Agreements	\$0	\$0	(\$120,000)	\$0	\$0	(\$60,000)
-PE/CE/Proj Mgmt	\$2,173,196	\$1,833,927	\$796,695	\$1,052,823	\$423,531	\$500,000
CARRY FORWARD	\$3,421,759	\$1,256,482	\$546,069	\$480,504	\$474,229	\$3,146,389

Negative cash flow in FY17 represents contract modifications that removed work from the contract. Negative cash flow shown in FY 2018 includes adjustments to VDOT funding for PE and ROW. Negative cash flow shown in FY19 was for the return of unused RR funds due to less flagger hours than anticipated. Negative cash flow in FY20 and FY21 represents deobligation of funds from Navy based on the Navy's projections to underrun Navy projects. Negative cash flow in FY 22 includes recovery of liquidated damages on the construction contract, contract cost overruns, and deobligation of remaining IAA funds for the Navy and Railroads.

## 7. Public Private Partnership (P3) Assessment

N/A

## 8. Risk and Response Strategies

The requirement of the EFLHD to expend, pay, or reimburse any funds for this Project is subject to the availability of appropriated funds, and nothing in this Financial Plan shall be interpreted to require obligations or payments by the FHWA in violation of the Anti-Deficiency Act, 31 U.S.C. 1341.

VDOT's obligation to expend, pay, or reimburse any funds under this Financial Plan is subject to the availability of appropriations by the Virginia General Assembly, and allocations by the Commonwealth Transportation Board; and are governed by the Memorandum of Agreement between the Virginia Department of Transportation, Department of the Navy, and Eastern Federal Lands Highway Division, Federal Highway Administration for the Design and Construction of the I-564 Intermodal Connector and Other Related Improvements, May 2, 2013.

## Uncommitted Funding Mitigation Strategy

Currently, as budgeted and shown in Table 6 below, there are sufficient funds to complete the I-564 Intermodal Connector Project based on estimated remaining project expenditures. The amount of funding that has been committed, as outlined in Section 4, is \$201,477,293 per the SYIP. This would leave a remaining balance of approximately \$180,000. EFL will continue to work to maintain positive cash flow through the remainder of the project, but the commitment of remaining funds may become necessary. Overall cost numbers may change depending on the actual expenditures for the Navy contracts, contract modifications, contingencies or claims. These items, as well as the rest of the Program, will continue to be tracked and analyzed through conclusion of the Project.

**Table 6-Current Project Funding Authority by Agency**

Funding Authority	Amount
Current VDOT Funding via Table 5b	\$36,982,903
Current EFL Funding via Table 3	\$164,494,390
<b>Total</b>	<b>\$201,477,293</b>
Total estimated to complete via Table 2e	<i>\$201,295,508</i>
<b>Balance</b>	<b><i>\$181,785</i></b>

VDOT is responsible for funding a series of projects on Navy property, as described in the *Memorandum of Agreement between the Virginia Department of Transportation and the Department of the Navy, Mid-Atlantic Region for the I-564 Intermodal Connector, Route 337 Underpass (Front and Back Gate), and Fleet Recreation Park*, dated June 28, 2006, and subsequent *Amendment to Appendix A*, dated December 21, 2012. As of the end of FY17, most Navy Construction has been completed, and the substantial completion of all VDOT-funded Navy projects was achieved in 2019.

Due to the substantial delay in project completion, a Contractor Claim is possible. As shown in Table 5, there may be available funds that could be utilized should a claim be realized. However, the available remaining funds may not be able to cover all claims brought against the government. No claims have been submitted as of the end of FY21, but EFLHD will inform the stakeholders if any are received during the contract closeout process.

## 9. Annual Update Cycle

Financial plans must be updated annually (23 U.S.C. 106(h)(1) and (3)). The original was signed on November 24, 2014 and annual updates will be submitted on a fiscal year basis in November. If the Contract is closed in FY22, this update will represent the final financial plan update for this project.

## 10. Summary of Cost Changes Since the Initial Financial Plan

EFLHD has issued 13 Contract Modifications (CMs) as of the end of Fiscal Year 2020, and two CMs since the FY17 Annual Update.

**Table 7-List of Executed Contract Modifications**

Cherry Hill Contract Modifications		Executed	Amount	Days	Contract Completion
CM001	0-15% ATC Design Development	June 16, 2014	\$227,673.18	0	10/6/2016
CM002	Delay due to Stop Work Order	December 23, 2014	\$0.00	157	3/11/2017
CM003	NSN Gate Counts and Electrical Utility Design	May 21, 2015	\$201,934.47	0	3/11/2017
CM004	Gate 6 Electrical Permitting	July 30, 2015	\$40,515.56	0	3/11/2017
CM005	Gate 6 Electrical Construction (Undefinitized)	August 25, 2015	\$1,116,897.50	0	3/11/2017
CM006	Unusable Geotechnical Design Work	December 17, 2015	\$160,568.36	0	3/11/2017
CM007	Historical Design Changes	December 23, 2015	\$2,301,897.50	0	3/11/2017
CM008	Gate 6 Electric Relocation Construction (Definitization of CM005)	April 8, 2016	\$190,113.11	0	3/11/2017
CM009	Norfolk Southern Railroad Crossing	April 19, 2016	(\$269,870.00)	0	3/11/2017
CM010	Global Settlement	September 14, 2016	\$19,442,270.32	582	10/15/2018
CM011	Remove Soundwall along I-564 EB (Undefinitized)	April 13, 2017	(\$998,386.00)	0	10/15/2018
CM012	Hampton Blvd Drainage	September 7, 2018	\$920,000.00	0	10/15/2018
CM013	Removal of OGDL and ROW Survey, misc other	September 26, 2018	(\$821,913.32)	0	10/15/2018
<b>Total</b>			<b>\$22,511,700.68</b>		

## 11. Cost and Funding Trends Since Initial Financial Plan

Refer to Section 10.

## 12. Summary of Schedule Changes Since Last Year's Financial Plan

Refer to Section 2.

## 13. Schedule Trends Since Initial Financial Plan

Refer to Section 2.