

March 14, 2025

Memorandum #2025-37

TO: Transportation Programming Subcommittee (TPS)

BY: John Mihaly, Principal Transportation Planner

RE: Transportation Programming Subcommittee Meeting - March 21, 2025

The next HRTPO Transportation Programming Subcommittee (TPS) meeting has been scheduled for **Friday, March 21, 2025, from 9:30 AM to 11:30 AM**. This meeting will be held in person in the Regional Board Room located at 723 Woodlake Drive, Chesapeake, VA 23320. The agenda and related meeting materials are attached.

If you have any questions or need additional information, please do not hesitate to contact me.

JVM/cm

TPS Members

Jamie Oliver, Chair (IW)
Anna Kerley (CH)
Anne Ducey-Ortiz (GL)
Brian Lewis (GL)
Carol Rizzio (GL)
Jason Mitchell (HA)
Stefanie Strachan (HA)
Amy Ring (IW)
Paul Holt (JC)
Tom Leininger (JC)
Tammy Rosario (JC)
Angela Hopkins (NN)
Angela Rico (NN)
Bryan Stilley (NN)
Alan Budde (NO)
Keith Darrow (NO)
Francis Moll (NO)
Rhonda Russel (PO)
Eugene Thayer (PO)
James Wright (PO)
Thomas Cannella (PQ)
Sean Crawford (PQ)
Wally Horton (PQ)
Lynette Lowe (SH)
Jay Randolph (SH)

Darryll Lewis (SU)
Robert Lewis (SU)
Jason Souders (SU)
David Jarman (VB)
Ric Lowman (VB)
Hank Morrison (VB)
Katie Shannon (VB)
Tevya Griffin (WM)
Caitlin Aubut (YK)
Elizabeth Mertz-Guinn (YK)
Daniel Sonenklar (DRPT)
Ivan Rucker (FHWA)
Ray Amoruso (HRT)
Keisha Branch (HRT)
Sherri Dawson (HRT)
Barbara Nelson (POV)
Lamaquia Boone (VDOT)
Angela Effah-Amponsah (VDOT)
Todd Halacy (VDOT)
Sonya Hallums-Ponton (VDOT)
Dinah Oliver (VDOT)
Karen McPherson (VHB)
Ben Goodill (WATA)
Tim Sullivan (WATA)

HRTPO Staff

Pavithra Parthasarthy
John Mihaly
Jeff Raliski
Kathlene Grauberger
Matthew Harrington

**Hampton Roads Transportation Planning Organization (HRTPO)
Transportation Programming Subcommittee (TPS) Meeting – March 21, 2025**

**The Regional Board Room
723 Woodlake Drive, Chesapeake, Virginia
Agenda
Call to Order – 9:30 AM**

1. Call to Order
2. Approval of Agenda
3. Minutes
4. Draft Fiscal Year 2026-FY 2031 Six-Year Improvement Program (SYIP) Funding Reductions
5. Old/New Business
6. Adjournment

ITEM #1: CALL TO ORDER

The meeting will be called to order by the Chair at approximately 9:30 AM.

ITEM #2: APPROVAL OF AGENDA

Members are provided an opportunity to add or delete items from the agenda. Any item for which a member desires action from the TPS should be submitted at this time, as opposed to under "Old/New Business."

ITEM #3: MINUTES

The minutes of the November 22, 2024 TPS meeting are attached.

Attachment 3

RECOMMENDED ACTION:

Approve the minutes.

**Summary Minutes of the
HRTPO Transportation Programming Subcommittee (TPS) Meeting
November 22, 2024**

The HRTPO Transportation Programming Subcommittee (TPS) meeting was called to order at 9:35 a.m. in the Regional Building Boardroom, 723 Woodlake Drive, Chesapeake Virginia, with the following in attendance.

Carol Rizzio (GL)
Jamie Oliver (IOW)
Melissa Fularon (VPA)
Lamaquia Boone (VDOT)
Paul Holt (JCC)
David Jarman (VB)
Alan Budde (NO)
Francis Moll (NO)
Angela Rico (NN)
Karen McPherson (VHB)
Mitzi Crystal (VDOT)

Keisha Branch (HRT)
Thomas Cannella (PQ)
Dinah Oliver (VDOT)
Stefanie Strachan (H)
Caitlin Aubut (Y)
Katie Shannon (VB)
Keith Darrow (NO)
Sherri Dawson (HRT)
Mariah David (VDOT)
Angela Effah-Amponsah (VDOT)
Lisa Simpson (NN)

The following others were recorded attending:

John Mihaly (HRTPO)
Jeff Raliski (HRTPO)
Pavithra Parthasarathi (HRTPO)

Kathlene Grauberger (HRTPO)
Matthew Harrington (HRTPO)

Approval of Agenda

Chair Carol Rizzio asked for any additions or subtractions to the agenda. Hearing none Mr. Paul Holt Moved to approve the agenda as written; seconded by Ms. Katie Shannon. The Motion Carried.

Minutes

Chair Carol Rizzio indicated that the TPS Summary Minutes of the July 26, 2024 meeting were included in the November 22, 2024 TPS Agenda. She asked for any modifications to the minutes. Hearing none, Ms. Jamie Oliver Moved to approve the minutes as written; seconded by Ms. Caitlin Aubut. The Motion Carried.

TIP Amendment and Administrative-Modification (Ad-Mod) Sliding Scale

Mr. John Mihaly introduced the TIP sliding scale that was put into place in 2008 on ad-mods and amendments.

Ms. Grauberger talked about and showed the sliding scale that was created by the Federal Highway Administration (FHWA) that the TPO uses to determine what constitutes an administrative modification and what is an Amendment based on the percentage cost increase of the project.

Mr. Mihaly added that different ideas have been discussed to update the sliding scale. He suggested that the sliding scale be changed to address inflationary factors in cost increases and overall project cost. Also, a new sliding scale be created that would be viable in the future as well as in the current years. He stated that the HRTPO could not make changes to the amendment/Ad-mod sliding scale but that this information could be taken to FHWA, FTA, and VDOT for their consideration.

Ms. Parthasarthy stated that there have been discussions with VDOT and that the best option would be to take the information to FHWA and FTA. She mentioned that the best option would be to gather real and accurate figures on the inflationary factors.

Ms. Katie Shannon stated that it would be a good starting point to double the numbers based on when the table was created.

FY 2024-2027 Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) Coordination

Mr. Mihaly stated that HRTPO staff and VDOT staff have been working together to create efficiencies between the TIP and the STIP. There was a survey on this coordination effort and the results were in the agenda packet, with the working group meeting soon to review the results and begin the streamlining process.

Chair Carol Rizzio asked if there were common themes within the results of survey.

Mr. Mihaly stated that many new members have been added to the subcommittee and would like to address bringing the newer members up to speed on the procedures of the TIP process. He stated that some members may not be aware of the chain of contact between VDOT, TPO, and the Localities. Ms. Katie Shannon mentioned that with VDOT doing many of

the amendment requests that the coordination between VDOT and Localities should be stressed in the process.

2024 CMAQ and RSTP Project Selection Process: Recommended FY 2031 Funding Allocations

Mr. Mihaly introduced the CMAQ and RSTP process for FY 2031 funding by detailing the “penciled-in” projects for FY 31. He stated that new CMAQ projects were able to be accepted in this cycle and that based on the “penciled-in” requests exceeding the available funding for RSTP in FY 31 and FY 32, it would not make sense to accept new projects.

Mr. Jeff Raliski displayed the RSTP “penciled-in” project table and mentioned that the “penciled-in” table represented the reductions to the RSTP program that had taken place.

Ms. Jamie Oliver asked that with the shortfall of funding for RSTP “penciled-in” projects if there were any dual funding opportunities with any of those projects. She stated that if Isle of Wight projects received the funding from another available source it would clear a large amount of the available RSTP funding.

Ms. Katie Shannon suggested that funding the “penciled-in” RSTP projects begins with projects that lost funding through the funding reductions and the TRAFFIX program.

Mr. Raliski adjusted the table to show the changes.

Ms. Angela Rico suggested funding the smaller projects first, then moving to projects where FY 31 would be their last year of needed funding.

After adjusting the RSTP “penciled-in” table again, there was about 2 million left in reserve with projects funded.

Mr. Raliski then pulled up the CMAQ project ranking tables that showed the “penciled-in” projects as well as new applications.

After the “penciled-in” projects were addressed there was a balance of around \$12.9 million left to allocate towards new candidate projects.

Mr. Mihaly reminded the subcommittee of the importance of leaving a balance to be placed in the reserve account. Typically, this amount was around 5%. The allocations of funds for the CMAQ program typically starts with the highest ranked project and proceeds down the list.

Discussion took place on splitting the 3rd ranked project, the HRT Bus Replacement, into two years of funding to allow for more projects to be funded in FY 31.

This stimulated further discussion on out year funding for Bus Projects in the CMAQ program, and with the large costs of these projects taking up much of the available pot of funding for the outer years.

After further discussion, there was a question on whether or not to fund the WATA Bus Vehicle Replacement project, with a large cost, or to continue down the list funding smaller projects.

Ms. Katie Shannon Moved to skip the WATA project and approve the table as is. While moving the amount from that project to reserve.

Mr. Paul Holt Moved to approve the table as shown below with the WATA Bus Vehicle Replacement project funded; Seconded by Ms. Angela Rico. The Motion Carried with Virginia Beach voting in opposition and VDOT Abstaining.

Mr. Mihaly stated that further discussion on this could take place at the next Transportation Programming Subcommittee.

Table 1: 2024 CMAQ/RSTP Project Selection Process - Recommended FY 2031 CMAQ Allocations

#	UPC/ ID#	Jurisdiction	Project Description	Proposed Allocations FY - 31
Previously Approved Projects				
1	110801	<i>Chesapeake</i>	Chesapeake Signal System Upgrade with Feasibility Study	* \$250,000
2	119268	<i>Portsmouth</i>	Citywide Traffic Signal System Upgrades	* \$225,000
3	103928	<i>Virginia Port Authority</i>	Green Operator Program	* \$1,000,000
4	123639	<i>Norfolk</i>	26th Street/Lafayette Blvd Lane Repurposing	* \$895,854
New Projects				
5	NO8CM	<i>Norfolk</i>	Traffic Management Center (TMC) Upgrade	\$44,900
6	NO2CM	<i>Norfolk</i>	Citywide Signal Retiming Phase VI	\$1,060,300
7	HR1CM	<i>Hampton Roads Transit</i>	Bus Vehicle Replacement	\$6,000,000
8	VB1CM	<i>Virginia Beach</i>	Citywide Traffic Signal Retiming	\$616,000
9	CH1CM	<i>Chesapeake</i>	Citywide Signal Retiming -- Phases 1-5	\$150,000
10	NO1CM	<i>Norfolk</i>	Advanced Traffic Management System (ATMS) Phase 5	\$163,800
11	NN1CM	<i>Newport News</i>	Citywide ITS Upgrades	\$500,000
12	NN2CM	<i>Newport News</i>	Citywide Signal Retiming	\$500,000
13	NO3CM	<i>Norfolk</i>	Citywide Signal System Upgrades	\$374,400
14	HA1CM	<i>Hampton</i>	Traffic Signal Systems Retiming	* \$1,500,000
15	NO4CM	<i>Norfolk</i>	Traffic Signal Detection Upgrades	\$99,000
16	WA1CM	<i>WATA</i>	Bus Vehicle Replacement	\$800,000
17	NN3CM	<i>Newport News</i>	Warwick Boulevard/Main Street Intersection Improvements	\$190,000
18	JC2CM	<i>James City County</i>	Richmond Road Sidewalk Infill Segment 1	\$240,509
19	CH3CM	<i>Chesapeake</i>	Cedar Road Sidewalk -- Cedar Lakes to Bartell East	\$110,000
			FY-31 Mark	\$15,361,905
			Total FY-31 Allocations	\$14,719,763
			Total Left in Reserve/Balance Entry	\$642,142

* Project is fully funded with the proposed FY 2031 allocation.

Table 2: 2024 CMAQ/RSTP Project Selection Process - Recommended FY 2031 RSTP Allocations

#	UPC #	Jurisdiction	Project Description	Proposed Allocations FY - 31
Previously Approved Projects				
1	T14104	HRT	goCommute Program	\$1,000,000
2	119275	Virginia Beach	Laskin Rd Phase III	* \$9,233,275
3	123588	Norfolk	Citywide Fiber Upgrades	\$1,707,100
4	123765	Suffolk	Citywide Traffic Signal System Timing	* \$95,000
5	123636	Chesapeake	Military Hwy Near Bainbridge Blvd Safety Improvement	\$117,000
6	123635	Norfolk	Military Highway at Poplar Hall Shared Use Path	\$2,066,975
7	123587	Chesapeake	Rt 17/460 Intersection Improvement	\$1,380,686
8	110627	Gloucester County	George Washington Memorial Highway (Route 17) Widening Phase 1	* \$4,122,551
9	T19477	HRT	Pennisula BRT	\$4,000,000
10	119275	Virginia Beach	Laskin Road Phase III	* \$441,850
11	115543	Virginia Beach	Nimmo Parkway -- Phase VIIB	* \$2,759,495
12		Gloucester County	Rt. 17 Gloucester Point Shared Use Path	\$4,050,000
13	123585	Virginia Beach	Laskin Road Phase I-B	\$4,050,000
			FY-31 Mark	\$37,078,513
			Total FY-31 Allocations	\$35,023,932
			Total Left in Reserve/Balance Entry	\$2,054,581

* Project is fully funded with the proposed FY 2031 allocation.

Old/New Business

There was no old or new business to report.

Adjournment

There being no more business before the HRTPO Transportation Programming Subcommittee, the meeting was adjourned at 11:34 a.m.

ITEM #4: DRAFT FISCAL YEAR 2026-2031 SIX-YEAR IMPROVEMENT PROGRAM (SYIP) FUNDING REDUCTIONS

HRTPO staff received the draft Fiscal Year (FY) 2026-2031 SYIP from the Virginia Department of Transportation (VDOT) recently. The budget for the draft SYIP contained funding reductions in the Carbon Reduction Program (CRP), the Congestion Mitigation and Air Quality Improvement (CMAQ) program, and the Regional Surface Transportation Program (RSTP) as shown in Attachment 4A.

In order to align these funding programs with the draft SYIP, funding reductions will have to be made in the short term to balance the budget. The first step in the process is to initiate the reductions and then make the reduced projects “whole” with an Administrative Modification (Ad-Mod) once the FY 2026-2031 SYIP is finalized in late June 2025.

The TPS will meet again on June 20, 2025 to recommend funding transfers that will be needed in order to return the affected projects to their previous funding status. Attachment 4B lists the available HRTPO reserve funding available for transfer under the CRP, CMAQ, and RSTP funding programs.

With a combination of FY 2005-2025 previous HRTPO reserve funding and FY 2026-2031 HRTPO reserve funding (Attachment 4C), there appears to be enough to replace the reduced funding on projects in the affected fiscal years.

Mr. John V. Mihaly, HRTPO Principal Transportation Planner, will initiate discussion on this item.

Attachment 4A
Attachment 4B
Attachment 4C

RECOMMENDED ACTION:

Recommend temporary decreases in funding in the CMAQ, RSTP, and CRP funding programs in order to balance the draft FY 2026-2031 SYIP.

Table 1: RSTP, CMAQ, and CRP Funding Reduction From FY 2025 to FY 26 SYIP

RSTP	FY26	FY27	FY28	FY29	FY30	FY31	Total
25 SYIP	\$39,193,911	\$39,977,790	\$40,777,346	\$41,592,894	\$42,424,751	\$0	
26 SYIP-draft	\$34,854,971	\$37,947,203	\$38,706,146	\$39,480,269	\$40,269,874	\$41,075,271	
VDOT Reduction	\$4,338,940	\$2,030,587	\$2,071,200	\$2,112,625	\$2,154,877	\$0	\$12,708,229
TPO Reserve	\$288,087	\$935,975	\$273,613	\$4,532,329	\$5,346,235	\$6,051,339	\$17,427,578

CMAQ	FY26	FY27	FY28	FY29	FY30	FY31	Total
25 SYIP	\$15,223,804	\$15,528,280	\$15,838,845	\$16,155,623	\$16,478,735	\$0	
26 SYIP-draft	\$12,862,083	\$14,445,885	\$14,734,803	\$15,029,499	\$15,330,089	\$15,636,690	
VDOT Reduction	\$2,361,721	\$1,082,395	\$1,104,042	\$1,126,124	\$1,148,646	\$0	\$6,822,928
TPO Reserve	\$934,174	\$539,313	\$226,940	\$1,174,199	\$1,117,100	\$916,927	\$4,908,653

CRP	FY26	FY27	FY28	FY29	FY30	FY31	Total
25 SYIP	\$3,769,478	\$3,844,868	\$3,921,765	\$4,000,200	\$4,080,204	\$0	
26 SYIP-draft	\$3,263,992	\$3,619,414	\$3,691,802	\$3,765,638	\$3,840,951	\$3,917,770	
VDOT Reduction	\$505,486	\$225,454	\$229,963	\$234,562	\$239,253	\$0	\$1,434,718
TPO Reserve	\$0	\$3,619,414	\$3,691,802	\$3,765,638	\$3,840,951	\$3,917,770	\$18,835,575

Table 2: HRTPO RSTP, CMAQ, and CRP Reserves (as of 3/13/25)

RSTP Reserve UPC 70715	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
	\$676,253	\$0	\$0	\$0	\$0	\$0	\$0	\$32	\$0	\$0
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
	\$0	\$0	\$0	\$0	\$0	\$265,126	\$0	\$0	\$110,404	\$4,255,152
	2025	2026	2027	2028	2029	2030	2031	TOTAL 05-25	Grand Total	
	\$527,319	\$288,087	\$935,975	\$273,613	\$4,532,329	\$5,346,235	\$6,051,339	\$5,834,286	\$23,261,864	

CMAQ Reserve UPC 70714	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
	\$2,398	\$0	\$0	\$1	\$406,853	\$24,697	\$50,540	\$130,626	\$0	\$0
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
	\$0	\$0	\$0	\$53,970	\$0	\$10,617	\$0	\$0	\$241,002	\$758,913
	2025	2026	2027	2028	2029	2030	2031	TOTAL 05-25	Grand Total	
	\$4,111,114	\$934,174	\$539,313	\$226,940	\$1,174,199	\$1,117,100	\$916,927	\$5,790,731	\$10,699,384	

CRP Reserve UPC T27909	2022	2023	2024	2025	2026	2027*	2028*	2029*	2030*	Grand Total
	\$0	\$500,000	\$1,000,000	\$0	\$0	\$3,619,414	\$3,691,802	\$3,765,638	\$3,840,951	
	2031*									\$20,335,575
	\$3,917,770									

*Figures are drawn from the VDOT Draft FY 26-31 SYIP

Table 3: CMAQ and RSTP Funding Reduction From FY 2025 to FY 26 SYIP

RSTP	FY26	FY27	FY28	FY29	FY30	FY31	Total
25 SYIP	\$39,193,911	\$39,977,790	\$40,777,346	\$41,592,894	\$42,424,751	\$0	
26 SYIP-draft	\$34,854,971	\$37,947,203	\$38,706,146	\$39,480,269	\$40,269,874	\$41,075,271	
VDOT Reduction	-\$4,338,940	-\$2,030,587	-\$2,071,200	-\$2,112,625	-\$2,154,877	\$0	-\$12,708,229
TPO Reserve	\$288,087	\$935,975	\$273,613	\$4,532,329	\$5,346,235	\$2,054,581	\$13,430,820
Balance	-4,050,853	-1,094,612	-1,797,587	2,419,704	3,191,358	2,054,581	722,591
FY Previous Reserve							Reserve Remaining
\$5,834,286							\$6,556,877
CMAQ	FY26	FY27	FY28	FY29	FY30	FY31	Total
25 SYIP	\$15,223,804	\$15,528,280	\$15,838,845	\$16,155,623	\$16,478,735	\$0	
26 SYIP-draft	\$12,862,083	\$14,445,885	\$14,734,803	\$15,029,499	\$15,330,089	\$15,636,690	
VDOT Reduction	-\$2,361,721	-\$1,082,395	-\$1,104,042	-\$1,126,124	-\$1,148,646	\$0	-\$6,822,928
TPO Reserve	\$934,174	\$539,313	\$226,940	\$1,174,199	\$1,117,100	\$642,142	\$4,633,868
Balance	-\$1,427,547	-\$543,082	-\$877,102	\$48,075	-\$31,546	\$642,142	-2,189,060
FY Previous Reserve							Reserve Remaining
\$5,856,155							\$3,667,095
CRP	FY26	FY27	FY28	FY29	FY30	FY31	Total
25 SYIP	\$3,769,476	\$3,844,868	\$3,921,765	\$4,000,200	\$4,080,204	\$0	
26 SYIP-draft	\$3,263,992	\$3,619,414	\$3,691,802	\$3,765,638	\$3,840,951	\$3,917,770	
VDOT Reduction	-\$505,484	-\$225,454	-\$229,963	-\$234,562	-\$239,253	\$0	-\$1,434,716
TPO Reserve	\$0	\$3,619,414	\$3,691,802	\$3,765,638	\$3,840,951	\$3,917,770	\$18,835,575
Balance	-\$505,484	\$3,619,414	\$3,691,802	\$3,765,638	\$3,840,951	\$3,917,770	\$17,400,859
FY Previous Reserve							Reserve Remaining
							\$17,400,859

ITEM #5: OLD/NEW BUSINESS

ITEM #6: ADJOURNMENT