

HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION



CMAQ/RSTP PROJECT SELECTION PROCESS 2023



T-24-06

NOVEMBER 2024

HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION

VOTING MEMBERS

Robert A. Crum, Jr. – Executive Director

VOTING MEMBERS:

CHESAPEAKE

Richard R. “Rick” West
Ella P. Ward - Alternate

JAMES CITY COUNTY

Ruth Larson
John McGlennon - Alternate

SOUTHAMPTON COUNTY

William Hart Gillette
Vacant - Alternate

FRANKLIN

Bobby Cutchins
Vacant - Alternate

NEWPORT NEWS

Phillip D. Jones
Cleon M. Long - Alternate

SUFFOLK

Michael D. Duman
Leroy Bennett - Alternate

GLOUCESTER COUNTY

Christopher A. Hutson
Phillip N. Bazzani - Alternate

NORFOLK

Kenneth C. Alexander
Martin A. Thomas, Jr. - Alternate

VIRGINIA BEACH

Robert M. “Bobby” Dyer
Joashua Schulman - Alternate

HAMPTON

Donnie R. Tuck
Steven L. Brown - Alternate

POQUOSON

Gordon C. Helsel, Jr. – Vice-Chair
Vacant - Alternate

WILLIAMSBURG

Douglas Pons
Pat Dent - Alternate

ISLE OF WIGHT COUNTY

William M. McCarty - Chair
Rudolph Jefferson - Alternate

PORTSMOUTH

Shannon E. Glover
Lisa L. Lucas-Burke - Alternate

YORK COUNTY

Thomas G. Shepperd, Jr.
Sheila Noll - Alternate

MEMBERS OF THE VIRGINIA SENATE

The Honorable Mamie E. Locke
The Honorable Angelia Williams Graves

MEMBERS OF THE VIRGINIA HOUSE OF DELEGATES

The Honorable Jeion A. Ward
The Honorable Bonita G. Anthony

TRANSPORTATION DISTRICT COMMISSION OF HAMPTON ROADS

William E. Harrell, President/Chief Executive Officer
Ray Amoruso – Alternate

VIRGINIA DEPARTMENT OF TRANSPORTATION

Christopher Hall, Hampton Roads District Engineer
Todd Halacy – Alternate

VA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

Zach Trogdon, Acting Director
Tiffany Dubinsky – Alternate

VIRGINIA PORT AUTHORITY

Stephen A. Edwards, CEO/Executive Director
Barbara Nelson – Alternate

WILLIAMSBURG AREA TRANSIT AUTHORITY

Matthew Scalia, Executive Director
Karen Davis – Alternate

HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION

NON-VOTING MEMBERS:

CHESAPEAKE

Christopher M. Price

JAMES CITY COUNTY

Scott Stevens

SOUTHAMPTON COUNTY

Brian Thrower

FRANKLIN

Rosylen Oglesby

NEWPORT NEWS

Alan Archer

SUFFOLK

Albert Moor

GLOUCESTER COUNTY

Carol Steele

NORFOLK

Patrick Roberts

VIRGINIA BEACH

Patrick A. Duhaney

HAMPTON

Mary Bunting

POQUOSON

J. Randall Wheeler

WILLIAMSBURG

Andrew O. Trivette

ISLE OF WIGHT COUNTY

Randy R. Keaton

PORTSMOUTH

Steven Carter

YORK COUNTY

Mark Bellamy

FEDERAL HIGHWAY ADMINISTRATION

VACANT, Division Administrator – Virginia Division

FEDERAL TRANSIT ADMINISTRATION

Terry Garcia-Crews, Region 3 Administrator

FEDERAL AVIATION ADMINISTRATION

Jeffrey W. Breeden, Airport Planner, Washington Airports District Office

VIRGINIA DEPARTMENT OF AVIATION

Greg Campbell, Director

PENINSULA AIRPORT COMMISSION

John Borden, Interim Executive Director

NORFOLK AIRPORT AUTHORITY

Mark Perryman, Executive Director/CEO

COMMUNITY ADVISORY COMMITTEE

Mark Geduldig-Yatrofsky, Chair

FREIGHT TRANSPORTATION ADVISORY COMMITTEE

Robert Eveleigh, Chair

MILITARY LIAISONS

Steven Dillenburger, Colonel, U.S. Air Force/U.S. Army

Aaron Demo, Captain, U.S. Coast Guard

David Dees, Captain U.S. Navy

INVITED PARTICIPANTS

B. Wayne Coleman, CTB

Frederick T. Stant, III, CTB

Vacant

REPORT DOCUMENTATION

TITLE

HRTPO CMAQ/RSTP Project Selection Process
2023

REPORT DATE

November 2024

GRANT/SPONSORING AGENCY

FHWA/FTA/VDOT/DRPT/LOCAL
FUNDS

PROJECT MANAGER

John V. Mihaly

ORGANIZATION NAME,**ADDRESS AND TELEPHONE**

Hampton Roads Transportation
Planning Organization
723 Woodlake Drive
Chesapeake, Virginia 23320
(757) 420-8300
<http://www.hrtpo.org>

PROJECT STAFF

Kathlene Grauberger
Matthew Harrington

ABSTRACT

This report summarizes the 2023 selection process for projects to be funded under the Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP). Projects selected for funding as part of this process received allocations of CMAQ/RSTP funds for Fiscal Year 2030.

ACKNOWLEDGMENTS

Prepared in cooperation with the U.S. Department of Transportation (USDOT), Federal Highway Administration (FHWA), and Virginia Department of Transportation (VDOT). The contents of this report reflect the views of the Hampton Roads Transportation Planning Organization (HRTPO). The HRTPO 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, VDOT or Hampton Roads Planning District Commission. This report does not constitute a standard, specification, or regulation. FHWA or VDOT acceptance of this report as evidence of fulfillment of the objectives of this planning study 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.

REPORT PRODUCTION STAFF

Robert A. Crum, Jr.	Executive Director
Pavithra Parthasarathi	Deputy Executive Director
John V. Mihaly	Principal Transportation Planner
Jeffrey K. Raliski	Transportation Analyst III
Kathlene Grauberger	Transportation Planner II
Matthew Harrington	Transportation Planner
Andrew Margason	General Services Manager
Christopher Vaigneur	Assistant General Services Manager

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.

This Page Intentionally Left Blank

**HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION
CMAQ/RSTP PROJECT SELECTION PROCESS**

2023

*This report was included in the Unified Planning Work Program
for Fiscal Year 2024, which was approved by the Board of the
Hampton Roads Transportation Planning Organization
On May 18, 2023, and updated on October 19, 2023.*

PREPARED BY:



This Page Intentionally Left Blank

TABLE OF CONTENTS

Section I – Executive Summary	1
Section II - Background	5
Introduction	6
Project Selection Process	8
Public Participation	9
Section III – CMAQ Project Selection	11
Section IV – RSTP Project Selection	19

LIST OF MAPS AND TABLES

Map 1 Projects Selected for CMAQ Allocations	16
Map 2 Projects Selected for RSTP Allocations	26
Table 1 FY 2024-2030 CMAQ and RSTP Funding: Available Funding, Current Allocations, and Reserves	9
Table 2 FY 2030 Allocations to Previously Approved CMAQ Projects.....	13
Table 3 FY 2030 Allocations to Previously Approved RSTP Projects.....	21

REPORT ORGANIZATION

This report has been organized into five sections:

Section I – Executive Summary

The Executive Summary briefly describes the CMAQ and RSTP project selection process for FY 2030.

Section II – Background

The Background section describes the HRTPO CMAQ/RSTP project selection process and associated public participation activities.

Section III – CMAQ Project Selection

The CMAQ Project Selection section describes the process by which projects were selected to receive allocations of CMAQ funds, including detailed information for each project and a map of project locations (if applicable).

Section IV – RSTP Project Selection

The RSTP Project Selection section describes the process by which projects were selected to receive allocations of RSTP funds, including detailed information for each project and a map of project locations (if applicable).

This Page Intentionally Left Blank

Section I

Executive Summary

EXECUTIVE SUMMARY

As the Metropolitan Planning Organization (MPO) for the Hampton Roads area, 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 process used by the HRTPO to select projects to receive funds from these two programs is referred to as the CMAQ/RSTP Project Selection Process. The project selection process is conducted annually, normally beginning in July. The approved allocations are for Fiscal Year 2030 and are advanced under the CMAQ and RSTP initiatives. The CMAQ program provides federal funding for projects that improve air quality. RSTP funding is available more generally for a wide variety of transportation project categories.

This report summarizes the work of selecting CMAQ and RSTP projects during 2023 CMAQ/RSTP Project Selection Process. Selected projects received awards of CMAQ or RSTP funds for Fiscal Year (FY) 2030 (July 2029 – June 2030). The region conducts the CMAQ/RSTP Project Selection Process annually. CMAQ and RSTP project selections and allocations which were developed with the assistance of two groups: the Transportation Programming Subcommittee (TPS) and the Transportation Technical Advisory Committee (TTAC). The complete competitive process used to select projects to receive funds from these two programs has been approved by the HRTPO Board and is documented in the Guide to the HRTPO CMAQ/RSTP Project Selection Process (<https://www.hrtpo.org/264/Congestion-Mitigation-Air-Quality-Improv>).

During the Transportation Programming Subcommittee (TPS) meeting on May 19, 2023, HRTPO staff presented tables showing previously approved Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) projects with “penciled-in” funding requests for FY 2030. “Penciled-in” requests are funding requests included in the original CMAQ or RSTP project application for years beyond the first year for which funds were requested.

Since total “penciled-in” requests on existing projects for FY 2030 in both funding programs were already near or above the projected available funding, the Transportation Programming Subcommittee (TPS) recommended that new applications for CMAQ and RSTP projects not be accepted as part of the 2023 allocation cycle. Instead, the TPS directed that all available FY 2030 CMAQ and RSTP funding in the region be allocated to previously approved projects with “penciled-in” needs. Accordingly, the relevant committees reviewed the funding information for all previously approved CMAQ and RSTP projects in developing its funding recommendations for both programs, making adjustments in both allocation amounts and phasing years as appropriate in order to bring totals in line with the established FY 2030 funding targets.

Based on the funding recommendations developed by TPS and TTAC, the Hampton Roads Transportation Planning Organization (HRTPO) on January 18, 2024 approved \$52.4M in funding from two federal programs for 21 individual improvement projects all across the region.

For the CMAQ program, half of the funded projects address traffic signal system, timing, and coordination improvements in Chesapeake, Norfolk, Portsmouth, and Virginia Beach, since such

projects have been shown to be very cost effective in reducing vehicle emissions. The largest CMAQ funding awards at \$4.9 million each supported both needed safety improvements along the major Route 460/58/13 corridor in Chesapeake and also the bus vehicle replacement program at Hampton Roads Transit (HRT). The remaining CMAQ awards support selected intersection improvements in Chesapeake, efficiency improvements in the movement of shipping containers in and around the Port of Virginia, and a Complete Streets lane repurposing project in Norfolk. The full 2023 CMAQ project selection process is reviewed in detail in Section III.

Laskin Road improvements in Virginia Beach represent the largest RSTP funding allocation at approximately \$9.23 million. Reflecting the great flexibility of the RSTP program, the remaining funding allocations are divided between the regional travel demand management program, two road widening and improvement efforts, two active transportation (non-motorized) projects, two traffic signal system upgrade programs, three studies, and transit vehicle replacement purchases. The full 2023 RSTP project selection process is reviewed in detail in Section IV.

This Page Intentionally Left Blank

Section II

Background

INTRODUCTION

The Hampton Roads Transportation Planning Organization (HRTPO) is the Metropolitan Planning Organization (MPO) for the Hampton Roads region of Virginia. 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 (MPA). The MPA is comprised of 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; and a portion of the City of Franklin and Counties of Gloucester and Southampton. Among its functions, the HRTPO is responsible for project selection and allocation of funds under two federal programs – the Congestion Mitigation and Air Quality (CMAQ) Improvement Program and the Regional Surface Transportation Program (RSTP).

The CMAQ Program provides funding to state departments of transportation (DOTs), local governments, and transit agencies for projects and programs that help meet the requirements of the Clean Air Act by reducing mobile source emissions and regional congestion on transportation networks. Eligible CMAQ funded activities include efforts such as transit improvements, travel demand management strategies, congestion relief efforts (such as high occupancy vehicle lanes), diesel retrofit projects, alternative fuel vehicles and infrastructure, and medium- or heavy-duty zero emission vehicles and related charging equipment. This funding is intended for areas designated by the U.S. Environmental Protection Agency (EPA) as nonattainment or maintenance areas with regard to the National Ambient Air Quality Standards (NAAQS).

Transportation Conformity is a critical process mandated by the Clean Air Act to ensure that our regional transportation plans and programs align with federal and state air quality goals. It helps make sure transportation activities do not worsen air quality or delay the attainment of National Ambient Air Quality Standards (NAAQS), which are set by the Environmental Protection Agency (EPA) to protect public health and the environment.

The transportation conformity rule only applies in areas that do not currently meet or have not met the NAAQS in the past. The EPA designates these areas as nonattainment or maintenance areas, respectively. While the Hampton Roads region currently meets all NAAQS, it was previously in maintenance for the 1997 eight-hour ozone NAAQS. Although this standard was revoked by the EPA in 2015, the South Coast Air Quality Management District v. EPA court decision reinstated the requirement for conformity determinations in areas like Hampton Roads, which are now classified as “orphan maintenance areas.”

Due to the region’s status as an orphan maintenance area, the Hampton Roads region is subject to streamlined transportation conformity requirements for updates and amendments to the Long-Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP). These requirements involve conducting a Regional Conformity Assessment (RCA) that focuses on consultation, fiscal constraint, and proper documentation to maintain compliance with air quality standards.

The Surface Transportation Program (STP) provides federal funding that may be used by states and localities for a wide range of highway and transit projects. Regional Surface Transportation Program (RSTP) funds are STP funds that are apportioned to specific regions within a state.

This report summarizes the work of selecting CMAQ and RSTP projects during the CMAQ/RSTP Project Selection Process of 2023. Projects selected received allocations of CMAQ or RSTP funds for FY 2030.

ELIGIBLE RECIPIENTS

Eligible recipients of CMAQ and RSTP funds in Hampton Roads include the localities within the MPA, Hampton Roads Transit (HRT), the Williamsburg Area Transit Authority (WATA), Suffolk Transit, state transportation agencies, Virginia Port Authority, National Park Service, and the HRTPO.

PROJECT SELECTION PROCESS

The process for obtaining CMAQ or RSTP funding for transportation projects is a competitive one. According to the CMAQ/RSTP Project Selection Process that has been approved by the HRTPO Board (<https://www.hrtpo.org/DocumentCenter/View/685/Guide-to-the-HRTPO-CMAQ--RSTP-Project-Selection-Process-PDF?bidId=>), all project proposals are analyzed by HRTPO staff using a specific set of evaluation criteria. The proposed projects are then ranked based on the results of the analyses. All proposed projects must be consistent with the current HRTPO Long-Range Transportation Plan (LRTP). The LRTP is a financially constrained transportation plan for the Hampton Roads MPA with a planning horizon of at least 20 years. The schedule used for the 2023 CMAQ/RSTP project selection process is listed below. Table 1 on the following page details the available funding, current funding allocations, and available totals currently held in reserve for both the CMAQ and RSTP programs under consideration and discussion during the current project selection process.

CMAQ/RSTP Project Selection Process Steps and Deadlines

8/15/2023

- Deadline for Localities/Agencies to submit updated funding needs on existing CMAQ/RSTP projects for FY 2030

9/15/2023

- Transportation Programming Subcommittee (TPS) meeting to review proposed projects and recommend funding allocations.

1/03/2024

- Transportation Technical Advisory Committee (TTAC) meeting to consider recommendations of the TPS and makes a recommendation for consideration by the HRTPO Board.

1/18/2024

- HRTPO Board meeting to consider TTAC recommendations regarding CMAQ/RSTP projects and funding allocations for final approval.

Table 1 | FY 2025-2030 CMAQ and RSTP Funding: Available Funding, Current Allocations, and Reserves

CMAQ	Previous	FY - 25	FY - 26	FY - 27	FY - 28	FY - 29	FY - 30	TOTAL
Marks	\$0	\$16,988,248	\$16,980,500	\$17,140,357	\$15,822,905	\$16,139,424	\$15,361,905	
Allocations	\$0	\$16,527,248	\$16,061,500	\$16,616,357	\$15,611,905	\$14,981,424	\$15,361,905	
Available	\$3,040,000	\$461,000	\$919,000	\$524,000	\$211,000	\$1,158,000	\$0	\$6,313,000

RSTP	Previous	FY - 25	FY - 26	FY - 27	FY - 28	FY - 29	FY - 30	TOTAL
Marks	\$0	\$46,016,001	\$46,149,174	\$46,420,168	\$43,900,305	\$48,963,565	\$37,078,513	
Allocations	\$0	\$45,489,001	\$45,861,174	\$46,371,168	\$43,626,305	\$37,060,565	\$37,078,513	
Available	\$3,797,000	\$527,000	\$288,000	\$49,000	\$274,000	\$11,903,000	\$0	\$16,838,000

Franklin and Southampton County Set-aside \$1,878,866

Prepared by HRTPO staff (October 24, 2023)

PUBLIC PARTICIPATION

The HRTPO is fully committed to involving and collaborating with Hampton Roads community in a public involvement process that is grounded in partnership, mutual problem solving, and understanding. In other words, a process whereby the public feels 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. The long term effect that 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 advocates – 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.

The process for obtaining CMAQ or RSTP funding for transportation projects is a competitive one. Proposed projects are evaluated and ranked using a specific set of criteria that have been approved by the HRTPO Board. The Transportation Programming Subcommittee (TPS) – taking into account the available funding, policies, and priorities of the HRTPO and Commonwealth Transportation Board (CTB) and using the ranked project lists as a guide – produces a list of recommended projects and funding allocations for consideration by the Transportation Technical Advisory Committee (TTAC) and the HRTPO Board.

In addition to the invitation for public involvement at the beginning of the process, all formal meetings associated with the CMAQ/RSTP Project Selection Process, including the agendas for meetings of both the Transportation Technical Advisory Committee (TTAC) and HRTPO Board, included an opportunity for public comment at the start of each session. No public comments regarding the project selection process were received, orally or in writing, during these meetings.

A public notice soliciting CMAQ and RSTP project ideas from the public was posted to the HRTPO website in July of 2023. In addition, a CMAQ/RSTP Project Idea Form was provided for use by the public with a submission deadline of July 31, 2023. Project ideas submitted by the public are reviewed by HRTPO staff and then forwarded to the appropriate locality or agency for consideration as a possible project proposal. No project ideas were received from the public this cycle as a result of this invitation.

Section III

CMAQ Project Selection

CMAQ PROJECT SELECTION

In Hampton Roads, projects are selected for funding with CMAQ Improvement Program funds based on the amount of air quality improvement expected per dollar spent. This is analyzed in terms of a reduction in the emissions of Volatile Organic Compounds (VOCs) and Nitrogen Oxides (NOx), which are precursors of ozone depletion. The air quality aspect of the CMAQ analysis allows all types of CMAQ projects to be compared against one another.

The original analysis policies and procedures were developed in December 1992 after the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA). Over the years the policies and procedures have been reviewed and revised. Details on the policies, procedures, and analysis methodologies used for CMAQ project selection are included in the ***Guide to the HRTPO CMAQ and RSTP Project Selection Process***, which may be accessed on the HRTPO website at <https://www.hrtpo.org/DocumentCenter/View/685/Guide-to-the-HRTPO-CMAQ--RSTP-Project-Selection-Process-PDF?bidId=>.

To help ensure that all of the necessary information is included with each project proposal, and to provide consistency in the way that project information is submitted, the HRTPO staff developed application forms to be utilized for the submission of CMAQ project proposals. The ***Candidate Project Application Forms*** for the various CMAQ project categories may be accessed on the HRTPO website at <https://www.hrtpo.org/264/Congestion-Mitigation-Air-Quality-Improv>.

It should be noted that the total CMAQ funding expected to be available for FY 2030, including the 20 percent state match, is approximately \$15.4 million. Prior to considering new projects to receive CMAQ allocations, the status of previously approved projects is reviewed to determine whether additional funding is required to allow for the completion of a project or project phase. The review of previously approved projects also includes determining whether those projects are progressing on schedule or whether funds should be:

1. Readjusted to better correspond with any updated implementation schedules, or
2. Reallocated to other projects.

During the Transportation Programming Subcommittee (TPS) meeting on May 19, 2023, HRTPO staff presented tables showing previously approved CMAQ projects with “penciled-in” funding requests for FY 2030. “Penciled-in” requests are funding requests included in the original CMAQ project application for years beyond the first year for which funds were requested.

Since total “penciled-in” requests for FY 2030 in for CMAQ funding was near the projected available funding level, the Transportation Programming Subcommittee (TPS) recommended that new applications for CMAQ projects not be accepted in 2023. Instead, the TPS directed that all available FY 2030 CMAQ funding be allocated to previously approved projects with “penciled-in” funding needs. The TPS subsequently met on September 15, 2023 and made funding allocation recommendations for existing CMAQ projects in FY 2030. These recommended allocations were

subsequently endorsed by the Transportation Technical Advisory Committee before being advanced to the HRTPO Board for final approval.

APPROVED CMAQ PROJECT SELECTION AND FUNDING ALLOCATIONS

During the January 18, 2024 meeting, the HRTPO Board approved the following actions regarding CMAQ funding for FY 2030:

- Ten current CMAQ projects were selected to receive a total of \$15.4 million in FY 2030 funding.

The approved CMAQ projects are listed in Table 2 and summarized individually below. Map 1 on Page 16 displays the geographic location of the FY 2030 CMAQ allocations where feasible.

Table 2 | FY-2030 Allocations to Previously Approved CMAQ Projects

#	UPC #	Jurisdiction	Project Description	Proposed Allocations FY - 30
Previously Approved Projects				
1	119409	Chesapeake	Chesapeake Signal Timing - Phases 1-4	* \$150,000
2	119246	Chesapeake	Citywide Traffic Signal System Upgrade	\$250,000
3	119268	Portsmouth	Citywide Traffic Signal System Upgrades	\$225,000
4	103928	Virginia Port Authority	Green Operator Program	\$1,000,000
5	119269	Chesapeake	Centerville Turnpike/Elbow Rd Intersection Improvements	* \$2,271,000
6	119271	Chesapeake	460/58/13 Safety Improvements	* \$4,913,652
7	123766	Norfolk	Citywide Signal Retiming Phase V	* \$220,000
8	123639	Norfolk	26th Street/Lafayette Blvd Lane Repurposing	\$895,854
9	123750	Virginia Beach	Corridor Traffic Signal Retiming	* \$480,000
10	T16054	HRT	Bus Vehicle Replacement	* \$4,956,399
				FY-30 Mark \$15,361,905
				Total FY-30 Allocations \$15,361,905
				Total Balance Left in Reserve \$0

* Project is fully funded with the proposed FY 2030 allocation.

Allocations to Previously Approved CMAQ Projects

1. Chesapeake Signal Timing – Phases 1-4 (UPC 119409) – Chesapeake

- The project entails the analysis and development of new signal timings for strategic corridors and isolated intersections in the City of Chesapeake.
- Allocated \$150,000 in FY 2030 CMAQ funds to fully fund the project

2. Citywide Traffic Signal System Upgrade (UPC 119246) – Chesapeake

- This project entails ongoing enhancements to the Citywide traffic signal system in Chesapeake to maintain internal City operations as well as regional data sharing opportunities.
- Allocated \$250,000 in FY 2030 CMAQ funds.
- Future remaining CMAQ funding request: \$250,000.

3. Citywide Traffic Signal System Upgrades (UPC 119268) – Portsmouth

- This project entails the design and construction of central traffic signal control system upgrades, Intelligent Transportation System (ITS) elements, and local intersection operations/equipment upgrades.
- Allocated \$225,000 in FY 2030 CMAQ funds.
- Future remaining CMAQ funding request: \$225,000.

4. Green Operator Program (UPC 103928) – Virginia Port Authority

- This project entails continuation of the Port's dray truck replacement program and also Transportation Demand Management efforts to incentivize the modal shift to move cargo from a single truck to a barge or train.
- Allocated \$1,000,000 in FY 2030 CMAQ funds.
- Future remaining CMAQ funding request: \$1,000,000.

5. Centerville Turnpike/ Elbow Road Intersection Improvements – (UPC 119269) – Chesapeake

- This project entails widening the southbound approach of the intersection to include an additional through lane and an exclusive right-turn lane as well and widening the westbound approach to include dual left-turn lanes.
- Allocated \$2,271,000 in FY 2030 CMAQ funds to fully fund the project.

6. 460/58/13 Safety Improvements – (UPC 119271) – Chesapeake

- The proposed project entails addressing systemic safety concerns along the 460/58/13 corridor by installing a system of Restricted Crossing U-Turns (RCUTs) since the present configuration of the existing roadway has excessive access for a roadway that functions like a freeway.
- Allocated \$4,913,652 in FY 2030 CMAQ funds to fully fund the project.

7. Citywide Signal Retiming Phase V (123766) – Norfolk

- This project entails retiming 96 intersections within three systems throughout the City of Norfolk.
- Allocated \$220,000 in FY 2030 CMAQ funds to fully fund the project.

8. 26th Street/Lafayette Boulevard Lane Repurposing (123639) – Norfolk

- This project entails repurposing the existing outside lanes along the corridors to create a safe cycling option along a heavily traveled routes connecting Lafayette neighborhoods to Tidewater Drive. This repurposing will also create shorter pedestrian crossing distances and improve safety for the residents in this area. This project will also increase bike and pedestrian safety by eliminating left-turns shared within a thru-lane.
- Allocated \$895,854 in FY 2030 CMAQ funds.
- Future remaining CMAQ funding request: \$895,854.

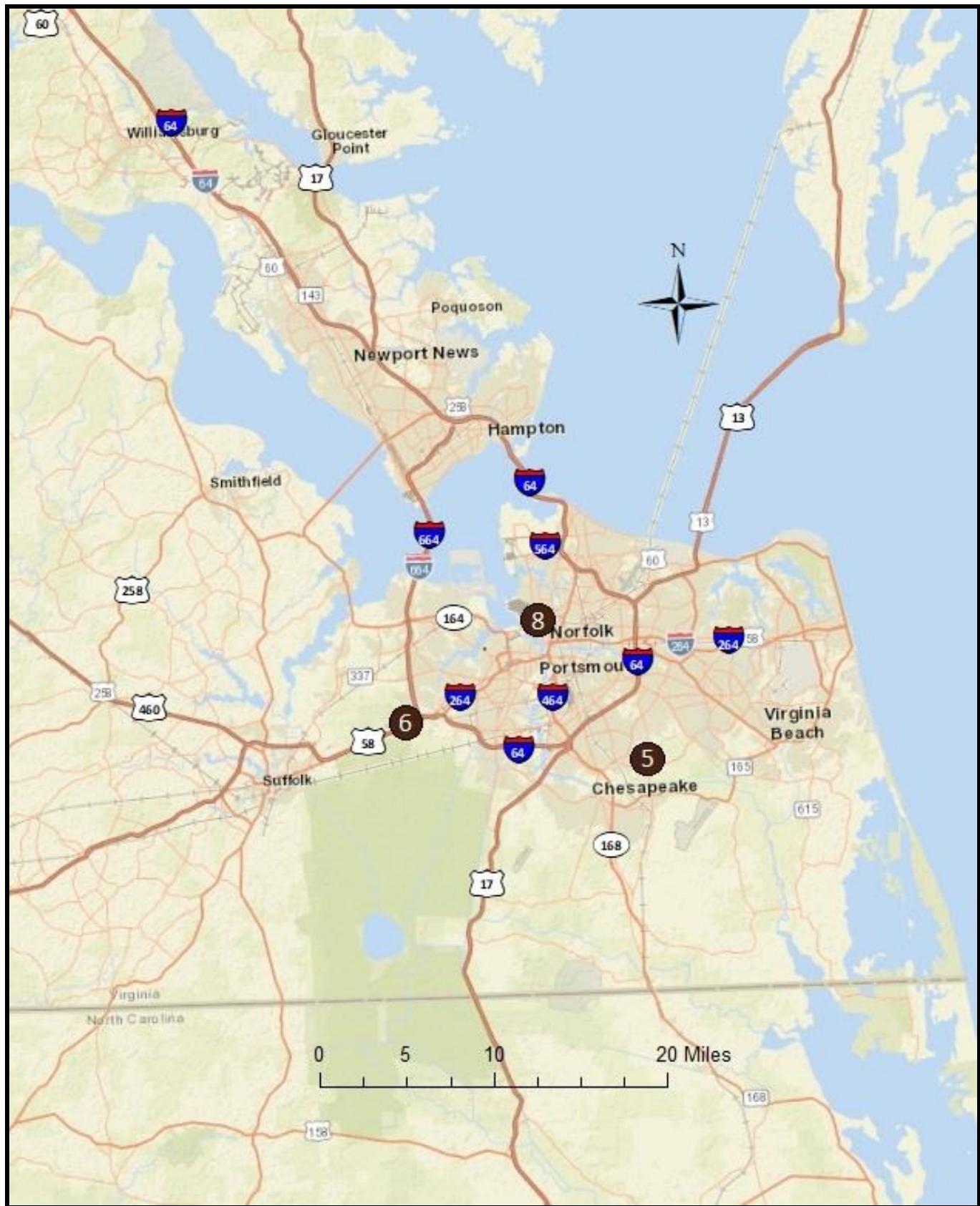
9. Corridor Traffic Signal Retiming (UPC 123750) – Virginia Beach

- This project entails retiming 96 intersections within four coordinated systems. The signal retiming process will include collecting traffic volume data and existing signal timings, updating vehicular and pedestrian clearance intervals, developing optimized timing plans and time-of-day schedules.
- Allocated \$480,000 in FY 2030 CMAQ funds to fully fund the project.

10. Bus Vehicle Replacement (UPC T16054) – HRT

- The project entails purchasing (29, 35, and 40 foot) buses to replace similar vehicles that have reached the end of their service life. The new buses will have improved fuel economy and performance, lower operating costs, and lower emissions than the buses they will replace.
- Allocated \$4,956,399 in FY 2030 CMAQ funds to fully fund the project.

Map 1 | Projects Selected for CMAQ Allocations (See next page for legend)



Projects Selected for CMAQ Allocations

Mapped Projects

- 5 Centerville Turnpike/Elbow Road Intersection Improvements - Chesapeake
- 6 460/58/13 Safety Improvements - Chesapeake
- 8 26th Street/Lafayette Boulevard Lane Repurposing - Norfolk

Unmapped Projects

- 1 Chesapeake Signal Timing Phases 1-4 - Chesapeake
- 2 Citywide Traffic Signal System Upgrade - Chesapeake
- 3 Citywide Traffic Signal System Upgrades - Portsmouth
- 4 Green Operator Program - Virginia Port Authority
- 7 Citywide Signal Retiming Phase V - Norfolk
- 9 Corridor Traffic Signal Retiming - Virginia Beach
- 10 Bus Vehicle Replacement - HRT

Project Selection Status

- Previously Approved CMAQ Projects
- New CMAQ Projects

This Page Left Blank Intentionally

Section IV

RSTP Project Selection

RSTP PROJECT SELECTION

Projects selected for funding with Regional Surface Transportation Program (RSTP) funds must meet certain criteria originally developed in 1992 and subsequently reviewed and revised. Details on the policies, procedures, and analysis methodologies used for RSTP project selection are included in the ***Guide to the HRTPO CMAQ and RSTP Project Selection Process***, which may be accessed on the HRTPO website at <https://www.hrtpo.org/DocumentCenter/View/685/Guide-to-the-HRTPO-CMAQ--RSTP-Project-Selection-Process-PDF?bidId=>.

To help ensure that all of the necessary information is included with each project proposal, and to provide uniformity to the way that project information is submitted, HRTPO staff developed application forms to be utilized for the submission of RSTP project proposals. The ***RSTP Candidate Project Application Forms*** may be accessed on the HRTPO website at <https://www.hrtpo.org/264/Congestion-Mitigation-Air-Quality-Improv>.

In an effort to continually improve the quantitative nature of the HRTPO CMAQ and RSTP Project Selection Process, the Transportation Technical Advisory Committee (TTAC) recommended during the meeting of March 2, 2016 that the HRTPO Project Prioritization Tool (<https://www.hrtpo.org/260/Project-Prioritization>) be used to evaluate highway-type RSTP projects and to continue to use the previous RSTP methodologies to evaluate non-highway RSTP projects since the HRTPO Prioritization Tool at that time was not capable of evaluating most non-highway type projects. The HRTPO Board approved this change to the Project Selection Process on March 17, 2016. Subsequently, the HRTPO Project Prioritization Tool has been further enhanced to evaluate all types of RSTP project applications.

Prior to considering new projects to receive RSTP allocations, the status of current projects is reviewed to determine whether additional funding is required to allow for the completion of a project or project phase. The review of previously approved projects also includes determining whether those projects are progressing on schedule or whether funds should be:

1. Reallocated to correspond with updated phase schedules, or
2. Reallocated to other projects.

During the Transportation Programming Subcommittee (TPS) meeting on May 19, 2023, HRTPO staff presented tables showing previously approved RSTP projects with “penciled-in” funding requests for FY 2030. “Penciled-in” requests are funding requests included in the original CMAQ project application for years beyond the first year for which funds were requested.

Since total “penciled-in” requests in FY 2030 for RSTP funding was above the projected available funding level, the Transportation Programming Subcommittee (TPS) recommended that new applications for RSTP projects not be accepted in 2023. Instead, the TPS directed that all available FY 2030 RSTP funding be allocated to previously approved projects with “penciled-in” funding needs. The TPS subsequently met on September 15, 2023 and made funding allocation recommendations for existing RSTP projects in FY 2030. These recommended allocations were subsequently endorsed by the Transportation Technical Advisory Committee before being advanced to the HRTPO Board for final approval.

RSTP PROJECT SELECTION AND FUNDING ALLOCATIONS

During the January 18, 2024 meeting, the HRTPO Board approved the following actions regarding RSTP funding for FY 2030:

- Twelve current RSTP projects were selected to receive a total of \$37.1 million in FY 2030 funding.

The approved RSTP projects are listed in Table 3 and are summarized individually below. Map 2 on Page 26 displays the geographic location of the FY 2030 RSTP allocations where feasible.

Table 3 | FY 2030 Allocations to Previously Approved RSTP Projects

#	UPC #	Jurisdiction	Project Description	Proposed Allocations FY - 30
Previously Approved Projects				
1	T14104	HRT	TRAFFIX Program	\$1,000,000
2	T16054	HRT	Bus Vehicle Replacement	* \$4,586,958
3	119275	Virginia Beach	Laskin Rd Phase III	\$9,233,275
4	123764	Newport News	Birthplace of America Trail: Pocahontas Trail at Green Mtn Pkwy to Warwick Blvd at Falls Reach	* \$7,580,000
5	123588	Norfolk	Citywide Fiber Upgrades	\$1,783,980
6	123637	Chesapeake	Centerville Turnpike Widening Study	* \$1,627,000
7	123641	Isle of Wight County	Route 17 Widening at Smiths Neck Road	\$817,958
8	123642	Chesapeake	Pleasant Grove Parkway Alignment Study	* \$1,425,000
9	123765	Suffolk	Citywide Traffic Signal System Timing	\$325,000
10	123638	Norfolk	Downtown Norfolk/Market St/St. Paul's Comprehensive Study	* \$1,250,000
11	123635	Norfolk	Military Highway at Poplar Hall Shared Use Path	\$1,879,630
12	123585	Virginia Beach	Laskin Road Phase I-B	\$5,569,712
			FY-30 Mark	\$37,078,513
			Total FY-30 Allocations	\$37,078,513
			Total Balance Left in Reserve	\$0

* Project is fully funded with the proposed FY 2030 allocation.

Allocations to Previously Approved RSTP Projects

1. TRAFFIX (UPC T14104) – Hampton Roads Transit (HRT)

- This project entails the continued funding of the regional Transportation Demand Management (TDM) program.
- Allocated \$1,000,000 in FY 2030 RSTP funds.
- Future remaining RSTP funding request: \$4,000,000.

2. Bus Vehicle Replacement (UPC T16054) – HRT

- The project entails purchasing (29, 35, and 40 foot) buses to replace similar vehicles that have reached the end of their service life. The new buses will have improved fuel economy and performance, lower operating costs, and lower emissions than the buses they will replace.
- Allocated \$4,586,958 in FY 2030 RSTP funds to fully fund the project.

3. Laskin Road Phase III (UPC 119275) – Virginia Beach

- This project entails widening of Laskin Road between Phillip Avenue to Republic Road from 4 lanes to 6 lanes, removal of service/ feeder roads, addition of pedestrian signals and crossings to all signalized intersections, addition of directional median at Phillip Avenue and Laskin Road intersection, and addition of sidewalk and multi-use path.
- Allocated \$9,233,275 in FY 2030 RSTP funds to fully fund the project.
- Future remaining RSTP funding request: \$9,233,275.

4. Birthplace of America Trail: Pocahontas Trail at Green Mtn Parkway to Warwick Boulevard at Falls Reach (UPC 123764) – Newport News

- This project entails construction of an approximate 1.4-mile section of 10-foot shared use path to be constructed parallel to Pocahontas Trail roadway to serve pedestrians, bicyclists, and other non-motorized traffic between Newport News and James City County.
- Allocated \$7,580,000 in FY 2030 RSTP funds to fully fund the project.

5. Citywide Fiber Upgrades (UPC 123588) – Norfolk

- The project entails evaluation of the existing fiber communications network performance and susceptibility to network connectivity failure, identifying high risk locations and strategies for mitigating risk of network failure, and implementing measures that maximize performance and build redundancy into the existing communications network.
- Allocated \$1,783,980 in FY 2030 RSTP funds.
- Future remaining RSTP funding request: \$3,983,130.

6. Centerville Turnpike Widening Study (UPC 123637) -- Chesapeake

- The project entails developing the Centerville Turnpike Widening project to 30% plans for the proposed expansion of the corridor to four-lanes from Mt. Pleasant Road to Elbow Road including the replacement of the Centerville Turnpike Bridge

within the project limits and also obtaining a National Environmental Policy Act document for this project.

- Allocated \$1,627,000 in FY 2030 RSTP funds to fully fund the project.

7. Route 17 Widening at Smiths Neck Road (UPC 123641) – Isle of Wight County

- The project entails widening the southbound lanes of Route 17 between the James River Bridge and the Route 17/ Smiths Neck Road intersection, providing a third travel lane in the southbound direction and a continuous right turn lane at the Route 17 / Smiths Neck Road intersection.
- Allocated \$817,958 in FY 2030 RSTP funds.
- Future remaining RSTP funding request: \$10,253,249.

8. Pleasant Grove Parkway Alignment Study (UPC 123642) – Chesapeake

- The project entails development of an alternative analysis and feasibility report for the proposed Pleasant Grove Parkway, including conceptual design criteria, development of roadway and bridge design alternatives, screening and analysis of the alternatives, review of potential environmental impacts, traffic analyses, preliminary sequence of construction, preliminary drainage and storm water management design, public and private utility coordination, geotechnical analysis, public involvement and coordination meetings.
- Allocated \$1,425,000 in FY 2030 RSTP funds to fully fund the project.

9. Citywide Traffic Signal System Timing (UPC 123765) – Suffolk

- The project entails the development and implementation of signal timing plans for coordinated traffic signal systems throughout the City of Suffolk.
- Allocated \$325,000 in FY 2030 RSTP funds.
- Future remaining RSTP funding request: \$95,000.

10. Downtown Norfolk/Market Street/St. Paul's Comprehensive Study (UPC 123638) – Suffolk

- The project entails the study of potential traffic flow impacts as a result of the potential removal of the I-264/Market Street ramp, evaluating potential multimodal connections to reconnect adjacent areas to the downtown and Harbor Park areas that will open up as a result of the removal.
- Allocated \$1,250,000 in FY 2030 RSTP funds to fully fund the project.

11. Military Highway at Poplar Hall Drive Shared Use Path (UPC 123635) – Norfolk

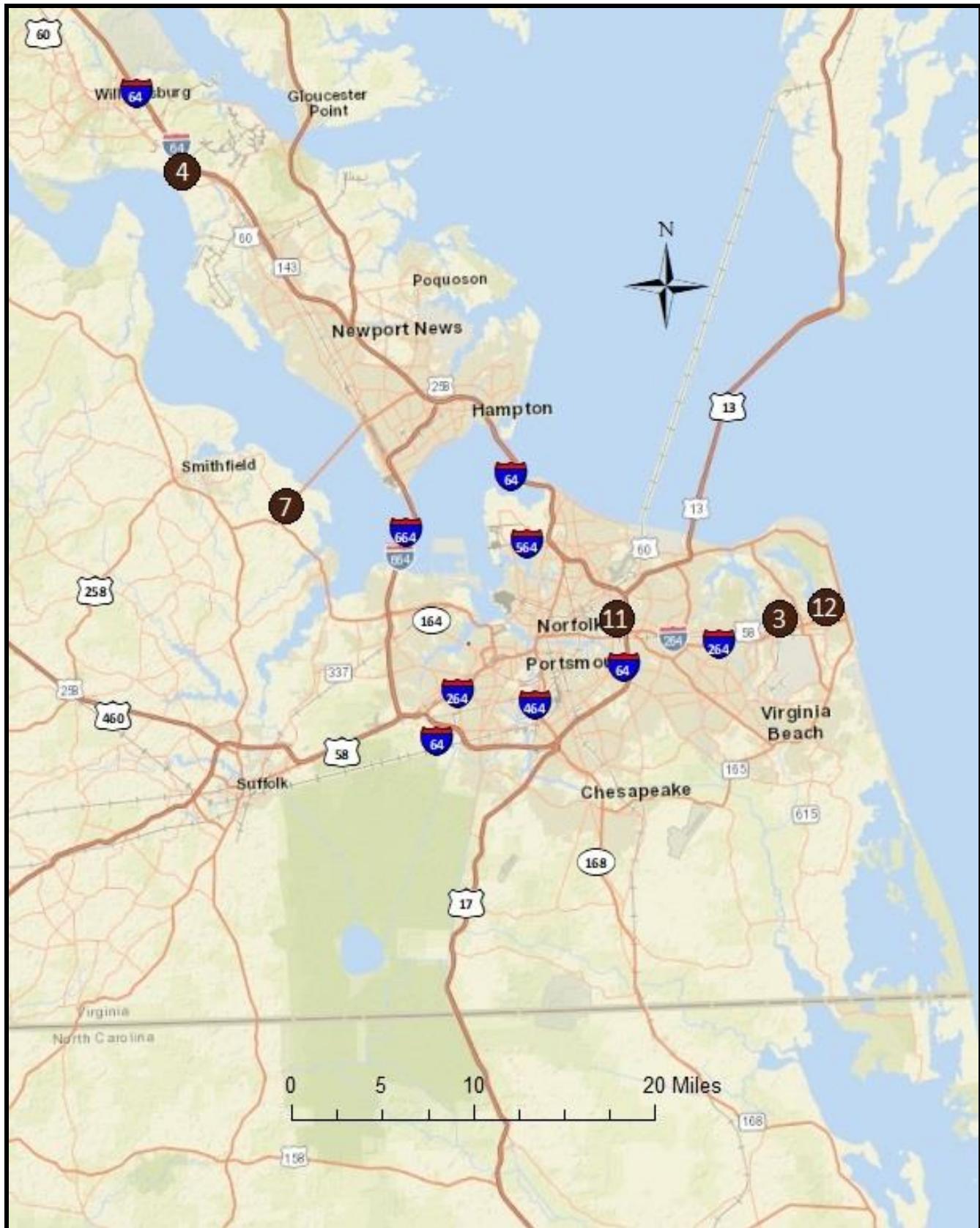
- The project entails constructing a 12-foot wide asphalt shared use path along the west side of Military Highway from the existing sidewalk terminus of the Curlew Drive overpass over I-264 to Poplar Hall Drive, constructing a 8-foot wide concrete sidewalk along the south side of Poplar Hall drive from the new shared use path to the existing shared use path terminus in the median of Poplar Hall Drive, and other related safety enhancements in the area.
- Allocated \$1,879,630 in FY 2030 RSTP funds.
- Future remaining RSTP funding request: \$6,837,098.

12. Laskin Road Phase I-B (UPC 123585) – Virginia Beach

- The project entails the elimination of the unsafe and confusing bi-directional frontage roads on both sides of Laskin Road from Red Robin Road to Oriole Drive and widen the 4-lane plus frontage road facility to a traditional 6-lane divided facility with a raised median and accommodations for bicycles, sidewalks, and a shared-use path.
- Allocated \$5,569,712 in FY 2030 RSTP funds.
- Future remaining RSTP funding request: \$32,676,075.

This Page Left Blank Intentionally

Map 2 | Projects Selected for RSTP Allocations (See next page for legend)



Projects Selected for RSTP Allocations

Mapped Projects

- 3 Laskin Road Phase III - Virginia Beach
- 4 Birthplace of America Trail Between Pocahontas Trail to Warwick Boulevard - Newport News
- 7 Route 17 Widening at Smiths Neck Road - Isle of Wight County
- 11 Military Highway at Poplar Hall Drive Shared Use Path - Norfolk
- 12 Laskin Road Phase I-B

Unmapped Projects

- 1 TRAFFIX Transportation Demand Management Program - HRT
- 2 Bus Vehicle Replacement - HRT
- 5 Citywide Fiber Upgrades - Norfolk
- 6 Centerville Turnpike Widening Study - Chesapeake
- 8 Pleasant Grove Parkway Alignment Study
- 9 Citywide Traffic Signal System Timing - Suffolk
- 10 Downtown Norfolk/Market St/St. Paul's Comprehensive Study - Norfolk

Project Selection Status

- Previously Approved RSTP Projects
- New RSTP Projects