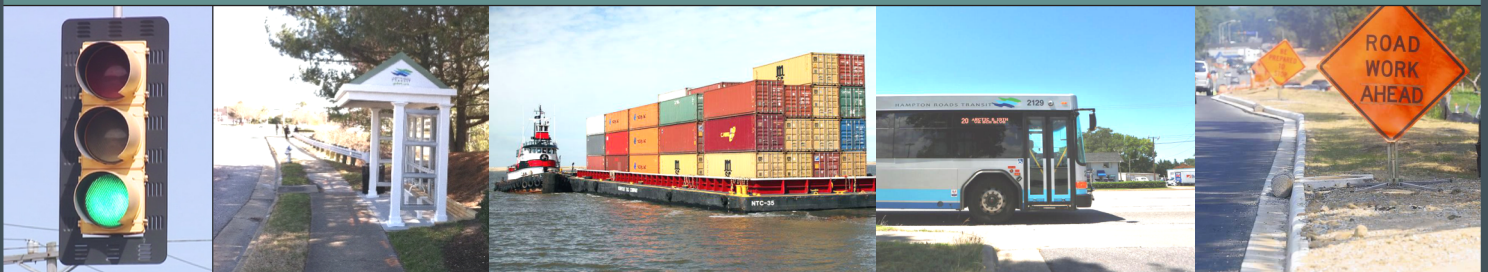


HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION



CMAQ/RSTP PROJECT SELECTION PROCESS 2017



T18-06

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TITLE

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2017

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ABSTRACT

This report summarizes the 2017 selection process for projects to be funded under the Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP). As a result of the 2017 CMAQ/RSTP Project Selection Process, selected projects received allocations of CMAQ or RSTP funds for Fiscal Year 2024.

ACKNOWLEDGMENTS & DISCLAIMER

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.

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HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION CMAQ/RSTP PROJECT SELECTION PROCESS

2017

*This report was included in the Unified Planning Work Program
for Fiscal Year 2018, which was approved by the Board of the
Hampton Roads Transportation Planning Organization
on April 20, 2017.*

PREPARED BY:



MAY 2018

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REPORT ORGANIZATION

This report has been organized into five sections:

Section I – Executive Summary

The Executive Summary briefly describes the CMAQ and RSTP projects selected to receive available FY 2024 CMAQ and RSTP funds.

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.

Section IV – RSTP Project Selection

The RSTP Project Selection section describes the process by which projects were selected to receive allocations of RSTP funds.

Section V – Appendices

The appendices of this report include project ideas submitted by the public.

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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 Improvement Program (CMAQ) 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 (PSP). The project selection process is conducted annually, normally beginning in July and running through December.

This report summarizes the work of selecting CMAQ and RSTP projects during the 2017 CMAQ/RSTP Project Selection Process. Selected projects received allocations of CMAQ or RSTP funds for Fiscal Year (FY) 2024.

CMAQ PROJECT SELECTION AND FUNDING ALLOCATIONS

During the October 19, 2017 meeting, the HRTPO Board approved the following action regarding CMAQ funding for FY 2024:

- Fourteen previously approved CMAQ projects were selected to receive a total of \$13.9 million in FY 2024 allocations.

The approved CMAQ projects are summarized below.

Allocations to Previously Approved CMAQ Projects

1. Bus Vehicle Replacement (148) – (UPC# T16054) – HRT

- The project entails purchasing (29, 35, and 40 foot) buses to replace similar buses that have reached the end of their useful life. The new buses will have improved fuel economy and performance, lower operating costs, and lower emissions than the buses they will replace.
- Allocated \$2,977,538 in FY 2024 CMAQ funds.
- Total FY 2024 and future CMAQ funding request: \$38,093,775

2. Bus Shelters and Pedestrian Improvements – (UPC# 109572) – Norfolk

- The project entails constructing a total of 72 new bus shelters to replace damaged or old shelters that are beyond their useful life. The project includes the collection and confirmation of ridership information to confirm bus shelter locations, installation of concrete pads, ADA compliant access, appropriate street lighting, shelter fabrication and installation, trash receptacles, seating areas, bike racks, and underground utility surveys. Shelters for the Ferry system would be considered in the project as well.
- Allocated \$150,000 in FY 2024 CMAQ funds to fully fund the project.

3. **York County – Southeast – Demonstration Route – (UPC# T17890) – WATA**
 - The project entails developing a route to provide a connection point between WATA's current service and Hampton Roads Transit (HRT). The new transit service would afford customers access to a variety of employment, educational, community service, and business locations. The project includes the purchase and installation of four new bus shelters and signage along the route.
 - Allocated \$495,174 in FY 2024 CMAQ funds to fully fund the project.
4. **Chesapeake Signal System – Phase 4 – (UPC# 110801) – Chesapeake**
 - The project entails a citywide upgrade of the traffic signal system, central system operations, and local intersection capabilities to allow deployment of state of the practice functional operations such as flashing yellow deployment along with interagency coordination with neighboring municipalities and VDOT.
 - Allocated \$220,000 in FY 2024 CMAQ funds.
 - Total FY 2024 and future CMAQ funding request: \$420,000
5. **Citywide Signal System Progression – (UPC# 111081) – Newport News**
 - This project entails the procurement and installation of hardware and software components for the City's Centralized Signal System. These include but are not limited to items that maintain and extend the system's capabilities and create efficiency improvements for internal traffic monitoring, counting, and analytics; automated traffic responsive and adaptive implementation, as well as providing connectivity to vehicles and other road users.
 - Allocated \$450,000 in FY 2024 CMAQ funds.
 - Total FY 2024 and future CMAQ funding request: \$900,000
6. **Citywide Signal System Upgrade – (UPC#11086) – Suffolk**
 - This project entails upgrading 21 signals outside of downtown Suffolk from TS-1 standard cabinets without system connectivity to TS-2 cabinets. Fiber optics or cellular will be installed to provide for network connectivity.
 - Allocated \$2,500,000 in FY 2024 CMAQ funds to fully fund the project.
7. **Downtown Signal System Upgrade– (UPC#) – Suffolk**
 - This project entails upgrading 27 signals in downtown Suffolk from TS-1 standard cabinets without system connectivity to TS-2 cabinets. Fiber optics or cellular will be installed to provide for network connectivity.
 - Allocated \$1,500,000 in FY 2024 CMAQ funds to fully fund the project.

8. Expansion of Bus Shelters – (UPC# T19468) – WATA

- The proposed project includes bus stop infrastructure improvements for the construction of twelve new transit bus shelters. WATA currently has 320 stops with 36 shelters within the service area. The addition of 12 new shelters will provide 15% coverage to the stops. Improvements throughout WATA's service area will work to enhance safety and manage congestion through the implementation of improved convenience and promote a healthy environment. Implementation of the installation of 12 additional bus shelters is consistent with the Comprehensive Plans of the region's jurisdictions and the 2040 Long Range Transportation Plan.
- Allocated \$117,000 in FY 2024 CMAQ funds to fully fund the project.

9. Downtown Railroad Warning System – (ID# SF2CM) – Suffolk

- The project entails the installation of an advance warning system in downtown Suffolk, to warn of approaching and crossing trains on the CSX mainline rail crossing of North Main Street and provide an opportunity for vehicular traffic to use alternate routes around the crossing to include nearby bridges.
- Allocated \$500,000 in FY 2024 CMAQ funds to fully fund the project.

10. Battlefield Blvd/Kempsville Road/Great Bridge Blvd Intersection Improvements – (UPC# 110753) – Chesapeake

- This project entails the implementation of cost effective infrastructure improvements needed to provide improved levels of service. The improvements to the intersection of Battlefield Boulevard, Kempsville Road, and Great Bridge Boulevard will add an additional eastbound lane along Great Bridge Boulevard along with a southbound receiving lane that will enhance the signal operations. In addition, left-turn lanes will be extended along the northbound and westbound directions to allow better lane utilization, which in turn will provide better green time efficiency. This project will have right-of-way impacts on to two properties and will require relocating minimal utilities along the southwest corner of Great Bridge Boulevard. The project will also require signal modification to incorporate the additional second eastbound through lane, channelized right-turn lane to southbound Battlefield Boulevard as well as revised pedestrian facilities to include sidewalks, crosswalks and pedestrian actuation.
- Allocated \$500,000 in FY 2024 CMAQ funds to fully fund the project.
- Total FY 2023 (\$550,000) and FY 2024 (\$500,000) allocations are anticipated to be returned to the CMAQ reserve fund due to duplicate funding, Urban Construction Initiative (UCI), received on the project. This project will remain a previously approved project.

- 11. Pedestrian Improvements on Route 1208 (Greate Road) – (UPC# 107414) – Gloucester County**
- This project entails pedestrian facility improvements on Rte. 1208 (Greate Road) and adjacent side roads connecting to sidewalks currently being planned along Route 17 northbound to provide safe, functional pedestrian network that, in conjunction with the existing road network, internally connects the neighborhoods to existing and planned commercial, community and recreational destinations and amenities within the designated Gloucester Point-Hayes Village (Urban) Development Area.
 - Allocated \$855,000 in FY 2024 CMAQ funds to fully fund the project.
- 12. Dam Neck Road/Holland Road Intersection Improvements – (UPC# 110802) – Virginia Beach**
- The project entails the addition of a second left turn lane from westbound Dam Neck Road to southbound Holland Road. The improved geometry will also require reconstruction of the existing refuge island on the northeast corner and storm water adjustments. Two new mast arm poles with pedestrian accommodations will be constructed to accommodate the new lane configuration. The addition of drainage structures and storm water management facilities will be included as required. The project will also incorporate utility coordination/relocation as needed. Signal retiming will be necessary once construction is complete.
 - Allocated \$1,760,000 in FY 2024 CMAQ funds to fully fund the project.
- 13. Crittenden Road/Route 17 Intersection Realignment – (UPC# 111089) – Suffolk**
- Project will realign the existing intersection of Crittenden Road and Route 17 with Clubhouse Road and Route 17. Traffic signal, turn lanes, and storm water management features will be included.
 - Allocated \$1,500,000 in FY 2024 CMAQ funds.
 - Total FY 2024 and future CMAQ funding request: \$4,500,000
- 14. New Demonstration Routes – Upper York County/Kent County Connector – (ID# WA1CM) – WATA**
- The project entails improving transit to an unserved area of James City County and provides a connection point between Barhamsville, Eltham, New Kent County, and Providence Forge and current service of the Williamsburg Area Transit Authority providing service to the north-western part of James City County. The planned route will provide service to underserved areas in James City County and unserved areas by regular scheduled transit service in Barhamsville, Eltham, New Kent, and Providence Forge. This need for service expansion is also documented in the Comprehensive Plan of York County (see New Kent County Comprehensive Plan – Adopted October 9, 2012 – Goal 8).
 - Allocated \$386,813 in FY 2024 CMAQ funds.
 - Total FY 2024 and future CMAQ funding request: \$792,391

Projects Selected for CMAQ Allocations

Mapped Projects

- 1 Battlefield Blvd/Kempsville Rd/Great Bridge Blvd Intersection Improvements - Chesapeake
- 2 Pedestrian Improvements on Route 1208 (Greate Road) - Gloucester County
- 3 Dam Neck Road/Holland Road Intersection Improvements - Virginia Beach
- 4 Crittendon Road/Route 17 Intersection Realignment - Suffolk

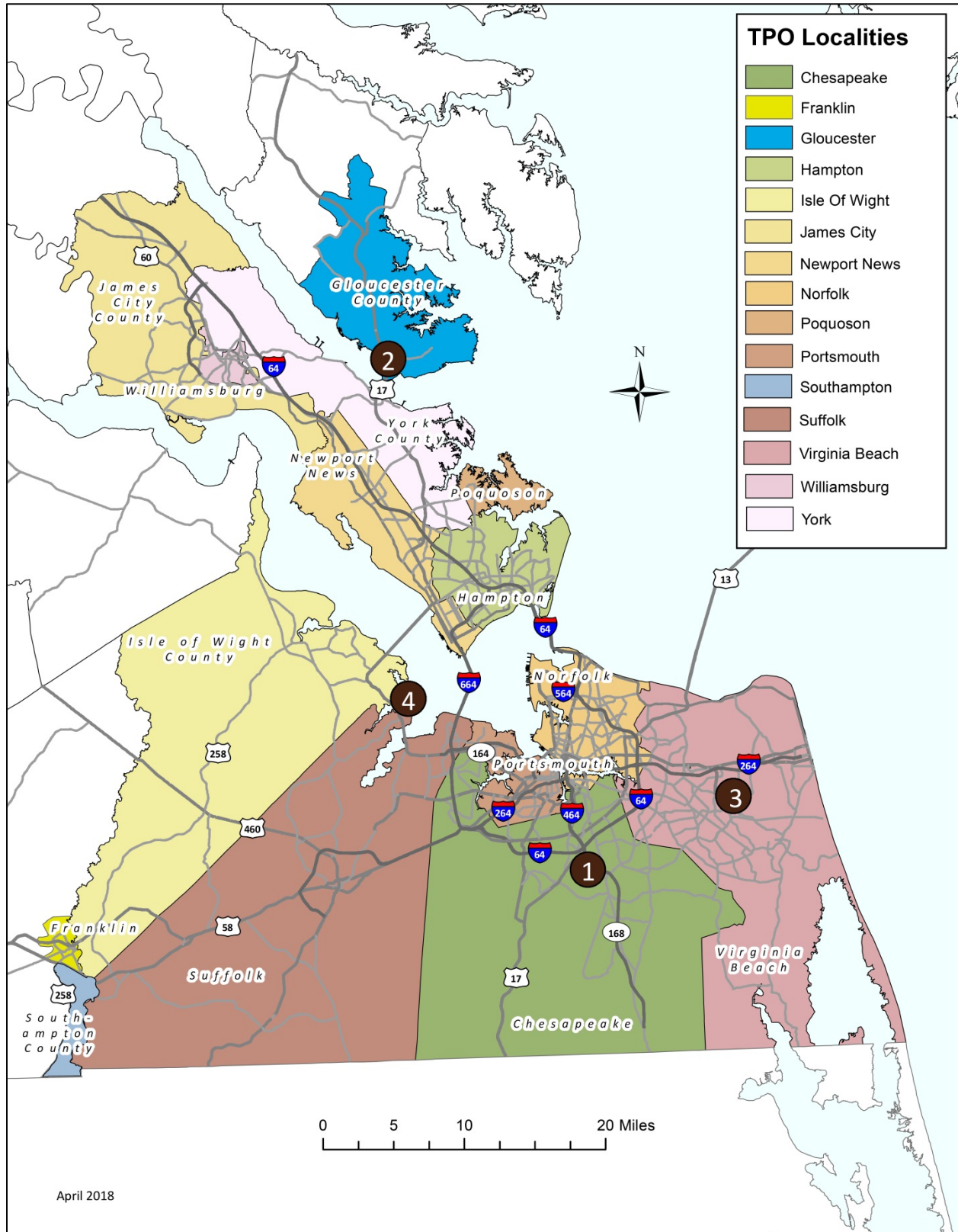
Unmapped Projects

- 5 Bus Vehicle Replacement (148) - HRT
- 6 Bus Shelters and Pedestrian Improvements - Norfolk
- 7 York County - Southeast - Demonstration Route - WATA
- 8 Chesapeake Signal System - Phase 4 - Chesapeake
- 9 Citywide Signal System Progression - Newport News
- 10 Citywide Signal System Upgrade - Suffolk
- 11 Downtown Signal System Upgrade- Suffolk
- 12 Expansion of Bus Shelters - WATA
- 13 Downtown Railroad Warning System - Suffolk
- 14 New Demonstration Routes - Upper York County/Kent County Connector - WATA

Project Selection Status

-  Previously Approved CMAQ Projects
-  New CMAQ Projects

Map 1 | Projects Selected for CMAQ Allocations



RSTP PROJECT SELECTION AND FUNDING ALLOCATIONS

During the October 19, 2017 meeting, the HRTPO Board approved the following actions regarding RSTP funding for FY 2024:

- Eight previously approved RSTP projects were selected to receive a total of \$33.3 million in FY 2024 allocations.

The approved RSTP projects are summarized below.

Allocations to Previously Approved RSTP Projects

1. TRAFFIX – (UPC# T1404) – HRT

- This project entails the continued funding of this transportation demand management (TDM) program.
- Allocated \$1,000,000 in FY 2024 RSTP funds.

2. Bus Vehicle Replacement (148) – (UPC# T16054) – HRT

- The project entails purchasing (29, 35, and 40 foot) buses to replace similar buses that have reached the end of their useful life. The new buses will have improved fuel economy and performance, lower operating costs, and lower emissions than the buses they will replace.
- Allocated \$2,977,538 in FY 2024 RSTP funds.
- Total FY 2024 and future RSTP funding request: \$38,093,775

3. George Washington Highway Corridor Improvements (including Elm Avenue intersection) – (UPC# 107035) – Portsmouth

- This project entails realigning Elm Avenue to allow for the creation of a traditional 90-degree, four-legged intersection at Williams Avenue and Victory Boulevard. This geometry will significantly improve sight distance for the southbound approach as well as allow for appropriate geometric radii to accommodate heavy truck traffic within this industrial corridor. The improved intersection will provide the additional lanes and storage capacity needed to address specific traffic conditions at this location, such as heavy vehicles and queuing requirements associated with peak inbound demands for Norfolk Naval Shipyard (Gate 39). Since the Norfolk Naval Shipyard is a secured facility, gate checks for inbound vehicles require unique storage requirements that should consider both storage capacity and signal operations. The realignment will also consider key multimodal connections for bike and pedestrian accommodations.
- Allocated \$3,900,000 in FY 2024 RSTP funds to fully fund the project.

4. Elbow Road Extended – Phase II-B, II-C, and II-D – (UPC# 15828) – Virginia Beach

- The project entails construction of Elbow Road from Indian River Road to Dam Neck Road at the amphitheater. Construction will include widening Elbow Road from a two-lane roadway to a four-lane divided highway within a 125-ft right-of-way. The typical section features a sidewalk, shared-use path, landscaping, and aesthetic design elements. In addition, the existing sub-standard Elbow Road Bridge will be replaced.
- Allocated \$9,081,732 in FY 2024 RSTP funds to fully fund Phase IIB and IIC and partially fund Phase IID.
- Total cost of all phases has increased from \$74.5 million to \$92 million.

5. George Washington Memorial Highway (Route 17) Widening – Phase 1 – (UPC# 110627) – Gloucester County

- This project entails the continuation of the widening of George Washington Memorial Highway (US Route 17) from a 4-lane principal arterial to a 6-lane principle arterial and to provide safe passage for pedestrians. The phase will begin at the intersection of Farmwood Road, where a previous widening project ended, and continue to approximately 1000 feet north of the intersection with Hook Road/Guinea Road. The total length of this phase is 1.4 miles of the overall 10.4 miles for the entire project.
- Allocated \$8,000,000 in FY 2024 RSTP funds.
- Total FY 2024 and future RSTP funding request: \$41,700,000

6. James City County Master Transportation Plan – (UPC# 111237) – James City County

- The project entails creating a master plan as a part of updating the County's Comprehensive Plan. Transportation systems have a profound impact on the mobility and quality of life of its residents and, all too often, transportation systems are thought of only after land use decisions have been made. The goal of the MTP will be to define a future multimodal transportation network with enhanced features that support James City County's and the region's quality of life and economic vitality and which is fully integrated with the county's future land use plans.
- Allocated \$450,000 in FY 2024 RSTP funds to fully fund the project.

7. Suffolk Bypass/Godwin Blvd-Wilroy Rd-Pruden Blvd Interchange Modification Report (IMR) – (UPC# 111036) – Suffolk

- The project entails providing an IMR for the Route 58 Suffolk Bypass at Godwin Boulevard, Wilroy Road, and Pruden Boulevard interchanges for all movements.
- Allocated \$1,950,000 in FY 2024 RSTP funds to fully fund the project.

8. Peninsula Corridor DEIS/Conceptual Engineering – (UPC# T19477) – HRT

- The project entails identifying and comparing the benefits, costs, and impacts of fixed guideway alternatives. Part of this effort will examine how the Locally Preferred Alignment will connect the third crossing to the Southside. The intent of the DEIS analysis is to identify potential impacts to the social, economic and natural environment for each alternative and the relative cost to avoid/minimize/mitigate these impacts. The conceptual engineering effort will define key connection points, right of way requirements, station locations, and prepare a set of prototypical design sheets. The overall level of design will be between 5% -10%.
- Allocated \$5,954,856 in FY 2024 RSTP funds to fully fund the project.

Projects Selected for RSTP Allocations

Mapped Projects

- 1 Elbow Road Extended - Phase 2 - Virginia Beach
- 2 George Washington Memorial Highway (Route 17) Widening - Phase 1 - Gloucester County
- 3 George Washington Hwy Corridor Improvements (incl. Elm Ave. intersection) Portsmouth

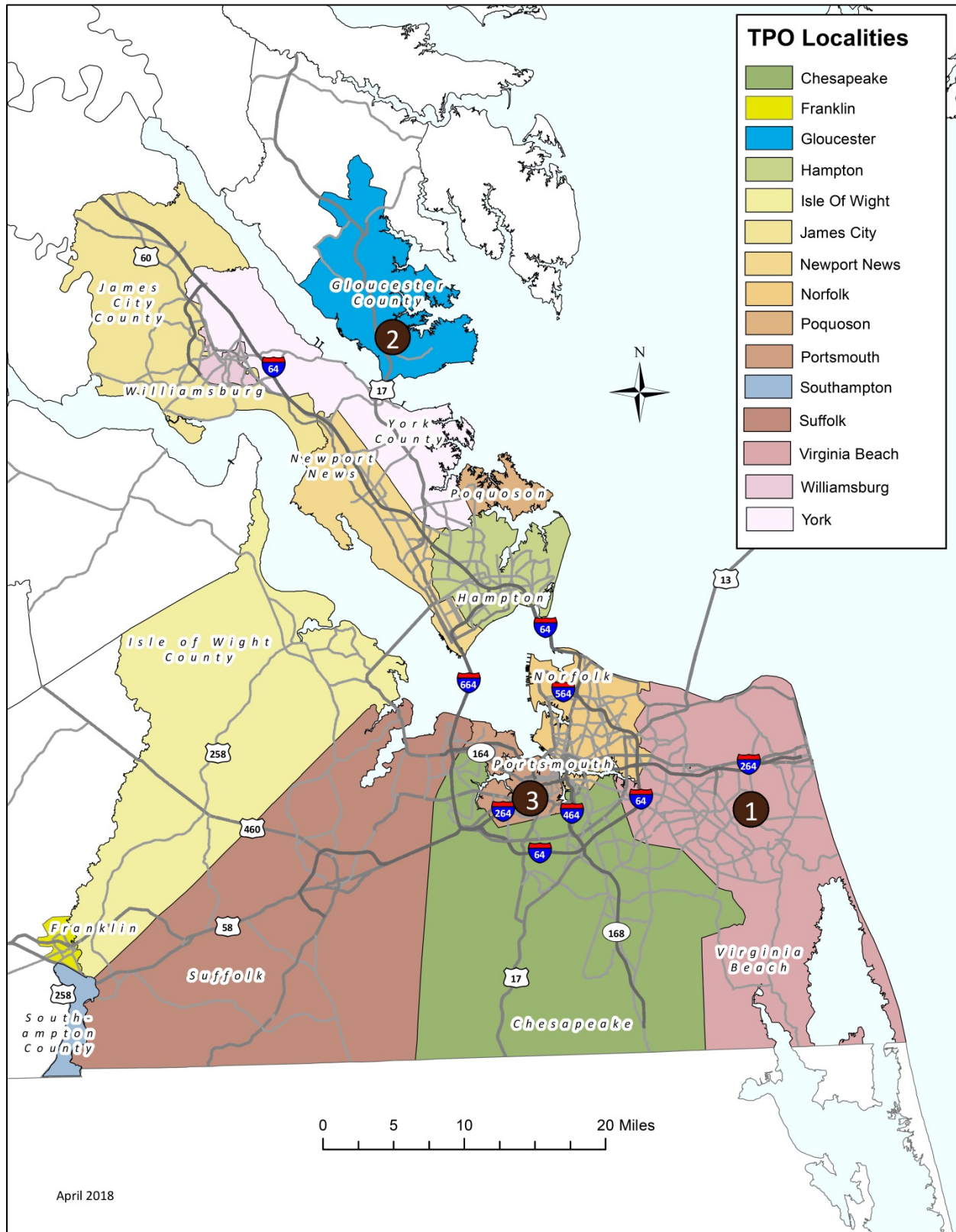
Unmapped Projects

- 4 Bus Vehicle Replacement - HRT
- 5 TRAFFIX Transportation Demand Management Program - HRT
- 6 Suffolk Bypass/Godwin Blvd-Wilroy Rd-Pruden Blvd Interchange IMR Study - Suffolk
- 7 James City County Master Transportation Plan - James City County
- 8 Peninsula Corridor DEIS/Conceptual Engineering - HRT

Project Selection Status

-  Previously Approved RSTP Projects
-  New RSTP Projects

Map 2 | Projects Selected for RSTP Allocations



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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, a portion of Franklin, 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 Gloucester and Southampton Counties. Among its functions, the HRTPO is responsible for project selection and allocation of funds under two federal programs – the Congestion Mitigation and Air Quality Improvement Program (CMAQ) and the Regional Surface Transportation Program (RSTP).

The CMAQ program provides federal funding to states and localities for transportation projects and programs that help improve air quality and reduce traffic congestion. 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). A *nonattainment area* is one that does not meet the NAAQS for one or more pollutant. A *maintenance area* is one that was originally designated a nonattainment area, but later met the NAAQS. Hampton Roads has been designated as an attainment area for the current ozone standard and as a maintenance area for the previous standard.

The Surface Transportation Block Grant (STBG) program provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. Regional Surface Transportation Program (RSTP) funds are STBG funds that are apportioned to specific regions with a state.

This report summarizes the work of selecting CMAQ and RSTP projects during the CMAQ/RSTP Project Selection Process of 2017. Projects selected received allocations of CMAQ or RSTP funds for FY 2024.

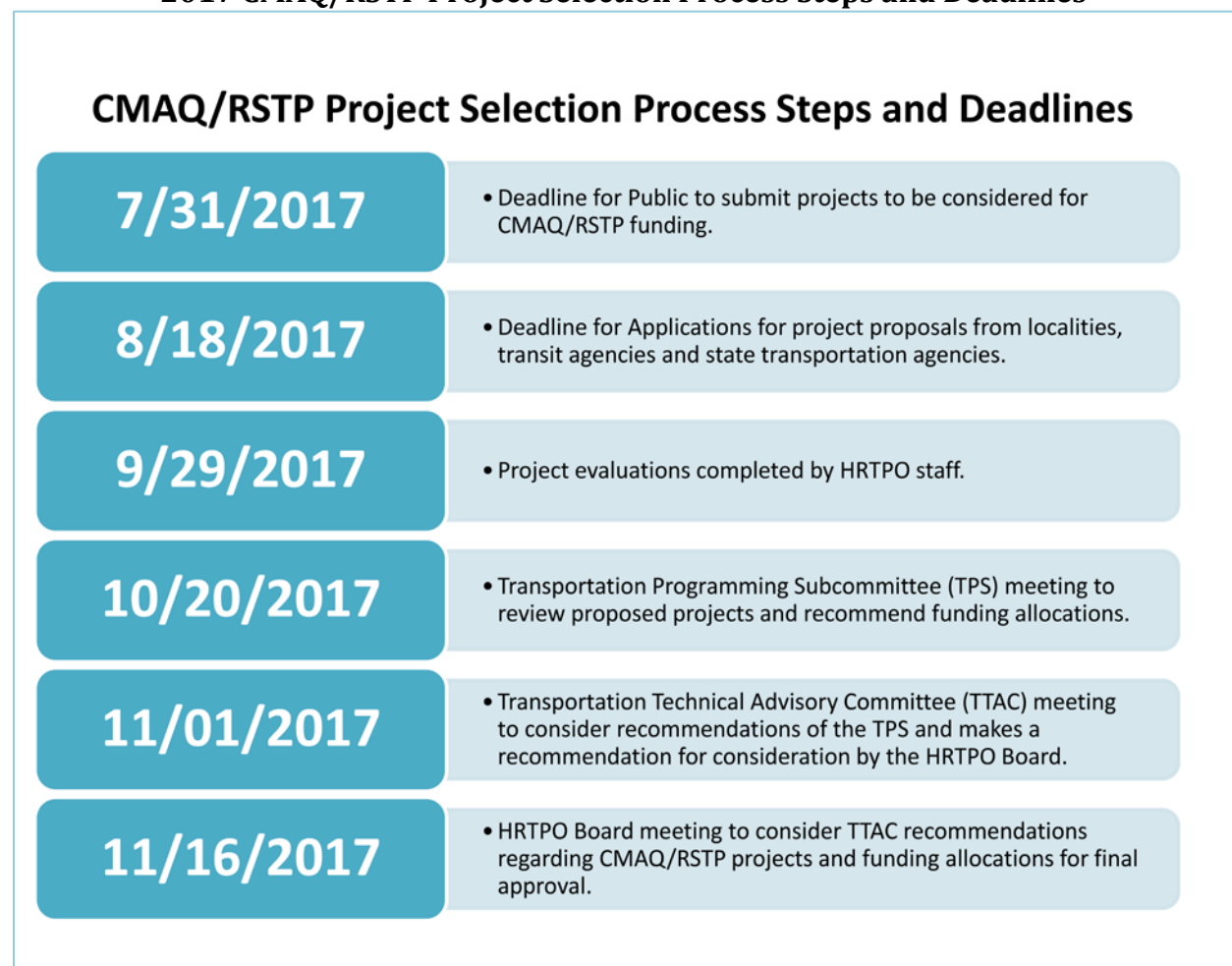
ELIGIBLE RECIPIENTS

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, 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, all project proposals are analyzed by the 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. The LRTP has a planning horizon of at least 20 years.

2017 CMAQ/RSTP Project Selection Process Steps and Deadlines



PUBLIC PARTICIPATION

The general public was invited to submit project ideas for possible CMAQ or RSTP funding. A public notice soliciting CMAQ and RSTP project ideas from the public was posted on June 30, 2017. A special CMAQ/RSTP Project Idea Form was provided for use by the public and posted on the HRTPO website. The deadline for submission of project ideas from the public was July 31, 2017. 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 as a result of this invitation. (See Appendix A)

In addition to the invitation for public involvement at the beginning of the process, all of the meetings associated with the CMAQ/RSTP Project Selection Process – meetings of the Transportation Programming Subcommittee (TPS), Transportation Technical Advisory Committee (TTAC), and HRTPO Board – were public meetings that included an opportunity for public comment at the beginning of each meeting. No public comments regarding the project selection process were received, orally or in writing, during any of those meetings.

Section III

CMAQ Project Selection

CMAQ PROJECT SELECTION

In Hampton Roads, projects are selected for funding with Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds based on the amount of air quality improvement expected per dollar spent. This is analyzed in terms of reductions in the emissions of volatile organic compounds (VOCs) and nitrogen oxides (NO_x), which are precursors of ozone. 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 since 1992 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 <http://www.hrtpo.org/page/cmaq-and-rstp/>.

To help insure that all of the necessary information is included with each project proposal, and to provide some uniformity to the way that project information is submitted, the HRTPO staff developed application forms to be used when submitting CMAQ project proposals. The various ***CMAQ Candidate Project Application Forms*** may be accessed on the HRTPO website at <http://www.hrtpo.org/page/cmaq-and-rstp/>.

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

During the Transportation Programming Subcommittee (TPS) meeting of July 21, 2017, 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 2024. (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.) The tables showed that if all of the penciled-in requests were funded, there would be relatively little funding remaining to allocate to new CMAQ and/or RSTP projects. The TPS requested that HRTPO staff verify the amounts of the penciled-in requests and schedule another TPS meeting be held the following week on July 28, 2017.

During the TPS meeting of July 28, 2017, HRTPO staff reported that all of the project administrators had confirmed their FY 2024 funding requests were accurate and still needed. Given that information, the TPS recommended:

1. Applications for new CMAQ and/or RSTP projects not be accepted this year.
2. FY 2024 CMAQ and RSTP funding be allocated to the previously-approved projects per the penciled-in requests.

3. Remaining FY 2024 funds be placed in the HRTPO CMAQ and RSTP Reserve Accounts.

During the 2017 project selection process, 14 requests were made for additional funding for previously approved CMAQ projects. The total request for FY 2024 funding was \$13.9 million.

Table 1 shows the previously approved projects that were ultimately approved by the HRTPO Board on October 19, 2017 to receive CMAQ allocations in fiscal year 2024. It should be noted that the total CMAQ funding expected to be available for FY 2024, including the 20 percent state match, is approximately \$15 million.

Table 1 | FY-2024 Allocations to Previously Approved CMAQ Projects

Prepared by HRPO Staff October April 16, 2018

#	UPC	Jurisdiction	Project Description	Proposed Allocations FY - 24	
Previously Approved Projects					
1	T16054	HRT	Bus Vehicle Replacement (148)		\$2,977,538
2	109572	Norfolk	Bus Shelters and Pedestrian Improvements	*	\$150,000
3	T17890	WATA	York County - Southeast - Demonstration Route	*	\$495,174
4	110801	Chesapeake	Chesapeake Signal System - Phase 4		\$220,000
5	111081	Newport News	Citywide Signal System Progression		\$450,000
6	111086	Suffolk	Citywide Signal System Upgrade	*	\$2,500,000
7	111088	Suffolk	Downtown Signal System Upgrade	*	\$1,500,000
8	T19468	WATA	Expansion of Bus Shelters	*	\$117,000
9	111083	Suffolk	Downtown Railroad Warning System	*	\$500,000
10	110753**	Chesapeake	Battlefield Blvd/Kempsville Rd/Great Bridge Blvd Intersection Improvements	*	\$500,000
12	107414	Gloucester County	Pedestrian Improvements on Route 1208 (Greate Road)	*	\$855,000
13	110802	Virginia Beach	Dam Neck Road/Holland Road Intersection Improvements	*	\$1,760,000
14	111089	Suffolk	Crittenden Road/Route 17 Intersection Realignment		\$1,500,000
15	T19494	WATA	New Demonstration Routes – Upper York County/Kent County Connector		\$386,813
			FY-24 Mark		\$15,082,339
			Total FY-24 Allocations		\$13,911,525
			Total Balance Left in Reserve		\$1,170,814
* Project is fully funded with the proposed FY 2024 allocation.					

** UPC #110753 – Allocated \$500,000 in FY 2024 CMAQ funds. The FY 2024 funding of \$500,000 was subsequently removed as the project was the recipient of Urban Construction Initiative (UCI) funding. The project will retain its status as a previously approved CMAQ project.

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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 reviewed and revised since. 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 <http://www.hrtpo.org/page/cmaq-and-rstp/>.

To help insure that all of the necessary information is included with each project proposal, and to provide some uniformity to the way that project information is submitted, HRTPO staff developed application forms to be used when submitting RSTP project proposals. The various ***RSTP Candidate Project Application Forms*** may be accessed on the HRTPO website at <http://www.hrtpo.org/page/cmaq-and-rstp/>.

Prior to considering new projects to receive RSTP 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. Reallocated to correspond with updated phase schedules, or
2. Reallocated to other projects.

The analysis of RSTP project proposals is more qualitative in nature than the CMAQ analysis. Unlike the CMAQ analysis, RSTP projects must be placed into categories and only projects within the same category can be compared against one another. For this reason, a predetermination must be made with regard to the proportions of available funds that will be allocated to highway versus non-highway projects.

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 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 is not currently capable of evaluating most non-highway type projects. The HRTPO Board approved this change to the Project Selection Process on March 17, 2016.

During the Transportation Programming Subcommittee (TPS) meeting of July 21, 2017, 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 2024. (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.) The tables showed that if all of the penciled-in requests were funded, there would be relatively little funding remaining to allocate to new CMAQ and/or RSTP projects. The TPS requested that HRTPO staff verify the amounts of the penciled-in requests and schedule another TPS meeting be held the following week on July 28, 2017.

During the TPS meeting of July 28, 2017, HRTPO staff reported that all of the project administrators had confirmed their FY 2024 funding requests were accurate and still needed. Given that information, the TPS recommended:

1. Applications for new CMAQ and/or RSTP projects not be accepted this year.
2. FY 2024 CMAQ and RSTP funding be allocated to the previously-approved projects per the penciled-in requests.
3. Remaining FY 2024 funds be placed in the HRTPO CMAQ and RSTP Reserve Accounts.

Table 2 shows eight previously approved projects that were ultimately approved by the HRTPO Board on October 19, 2017 to receive RSTP funding allocations in FY 2024. The total RSTP funding expected to be available for FY 2024, including the 20 percent state match, is approximately \$36 million.

Table 2 | FY 2024 Allocations to Previously Approved RSTP Projects

#	ID	Jurisdiction	Project Description	Proposed Allocations FY - 24
Previously Approved Projects				
1	T14104	HRT	TRAFFIX Program	\$1,000,000
2	T16054	HRT	Bus Vehicle Replacement	\$2,977,538
3	107035	Portsmouth	George Washington Highway Corridor Improvements (including Elm Ave. Intersection)	* \$3,900,000
4	15828	Virginia Beach	Elbow Road Extended - Phase IIB	\$9,081,732
5	110627	Gloucester County	George Washington Memorial Highway (Route 17)Widening Phase 1 (2040-40)	\$8,000,000
6	111237	James City County	James City County Master Transportation Plan	* \$450,000
7	111036	Suffolk	Suffolk Bypass/Godwin Blvd-Wilroy Rd-Pruden Blvd IMR	* \$1,950,000
8	T19477	HRT	Peninsula Corridor DEIS/Conceptual Engineering	* \$5,954,856
			FY-24 Mark	\$36,394,116
			Total FY-24 Allocations	\$33,314,126
			Total Balance Left in Reserve	\$3,079,990

* Project is fully funded with the proposed FY 2024 allocation.

Section V

Appendices

APPENDIX A

Public Project Ideas

No public project ideas were received