

HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION



CMAQ/RSTP PROJECT SELECTION PROCESS 2019

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2019

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ABSTRACT

This report summarizes the 2019 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 2019 CMAQ/RSTP Project Selection Process, selected projects received allocations of CMAQ or RSTP funds for Fiscal Year 2026.

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

2019

*This report was included in the Unified Planning Work Program
for Fiscal Year 2020, which was approved by the Board of the
Hampton Roads Transportation Planning Organization
on May 17, 2019.*

PREPARED BY:



OCTOBER 2020

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TABLE OF CONTENTS

Section I – Executive Summary	1
CMAQ Project Selection and Funding Allocations	2
RSTP Project Selection and Funding Allocations	8
Section II - Background	15
Introduction.....	16
Project Selection Process	17
Public Participation	18
Section III – CMAQ Project Selection	21
Section IV – RSTP Project Selection	25
Section V – Appendices	
Appendix A: Project Ideas Submitted by the Public.....	30

LIST OF MAPS AND TABLES

Map 1 Projects Selected for CMAQ Allocations	6
Map 2 Projects Selected for RSTP Allocations	12
Table 1 FY 2020-2026 CMAQ and RSTP Funding: Available Funding, Current Allocations, and Reserves.....	18
Table 2 FY-2026 Allocations to Previously Approved CMAQ Projects	24
Table 3 FY-2026 Allocations to Previously Approved RSTP Projects	28

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 2026 CMAQ and RSTP funds.

Section II – Background

The Background section describes the annual 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 2019 CMAQ/RSTP Project Selection Process. Selected projects received allocations of CMAQ or RSTP funds for Fiscal Year (FY) 2026.

CMAQ PROJECT SELECTION AND FUNDING ALLOCATIONS

During the November 21, 2019 meeting, the HRTPO Board approved the following action regarding CMAQ funding for FY 2026:

- Thirteen previously approved CMAQ projects were selected to receive a total of \$15.1 million in FY 2026 allocations.
- The approved CMAQ projects are summarized below.

Allocations to Previously Approved CMAQ Projects

1. **Pocahontas Trail Multi-Modal Corridor – (UPC# 102980) – James City County**
 - The project entails upgrading a 1.8 mile segment of Pocahontas Trail (Route 60) with a five-foot sidewalk and a five-foot paved shoulder and to include installation of trees, pedestrian lighting, and bus pull outs.
 - Allocated \$8,150,000 in FY 2026 CMAQ funds.
 - Total FY 2026 CMAQ and future RSTP funding request: \$10,867,363.
2. **Transportation Information and Decision Support System – (UPC# 115372) - Norfolk**
 - The project entails identifying and implementing a combination of remote sensing utilities, field devices, and central system software enhancements, which will improve the City of Norfolk Advanced Traffic Management System (ATMS).
 - Allocated \$700,000 in FY 2026 CMAQ funds to fully fund the project.
3. **Traffic Signal System Communications Upgrade – (UPC# 115377) – Norfolk**
 - This project entails enhancing the reliability and capacity of Norfolk's Advanced Traffic Management System (ATMS) communications network as well as improving overall network management capabilities.
 - Allocated \$750,000 in FY 2026 CMAQ funds to fully fund the project.

4. **Citywide Signal Retiming – Phase 4 – (UPC# 115518) – Norfolk**
 - This project entails updating or creating new coordinated timing plans and other timing parameters for approximately one-fourth of signalized intersections citywide (about 80 intersections) operating as part of coordinated timing systems. Locations will be selected for improvements as part of the project based on system performance.
 - Allocated \$170,000 in FY 2026 CMAQ funds to fully fund the project.
5. **Traffic Signal System Retiming – (UPC# 115863) – Portsmouth**
 - The project entails the analysis of existing and development of new signal timings for strategic corridors in the City of Portsmouth.
 - Allocated \$120,000 in FY 2026 CMAQ funds.
 - Total FY 2026 and future CMAQ funding request: \$360,000.
6. **Citywide Traffic Signal System Upgrade – (UPC# 115369) – Chesapeake**
 - This project entails additional enhancements to the citywide traffic signal system to include ongoing technology upgrades to share real time data and provide improved operational efficiencies of central system upgrades, Intelligent Transportation System (ITS) elements, and local intersections operations.
 - Allocated \$175,000 in FY 2026 CMAQ funds.
 - Total FY 2026 and future CMAQ funding request: \$700,000.
7. **Signal Timing Improvements – (UPC# 115519) – Newport News**
 - The project entails traffic signal retiming improvements providing enhanced efficiency and coordination with traffic signals, increased capacity within the existing network, and improved progression during peak hours.
 - Allocated \$450,000 in FY 2026 CMAQ funds.
 - Total FY 2026 and future CMAQ funding request: \$900,000.
8. **Opticom Emergency Vehicle Preemption – (UPC# 115373) – Newport News**
 - The project entails the installation of emergency vehicle preemption hardware at signalized intersections that do not have Opticom currently to ensure a more efficient signal network.
 - Allocated \$362,500 in FY 2026 CMAQ funds to fully fund the project.
9. **Battlefield Boulevard/Volvo Parkway Intersection Improvements – (UPC# 115516) – Chesapeake**
 - This project entails construction of right-turn improvements to the westbound approach to create two dedicated right-turn lanes, complementing other recent City improvements that included restriping the approach to include dual left-turn lanes, a shared through left and dedicated through with a single right-turn lane. Some modifications to the northeast channelizing island to construct the proposed westbound turn lanes will be required, but the medians and signal poles along Volvo Parkway are anticipated to remain. Some minor acquisition of right-of-way will be required as well as proposed site improvements to reconfigure an existing parking lot.
 - Allocated \$510,000 in FY 2026 CMAQ funds to fully fund the project.

10. Chesapeake Signal Timing – All Phases – (UPC# 115520) – Chesapeake

- The proposed project entails the analysis and development of new signal timings for strategic corridors and isolated intersections. To obtain optimized timings, traffic data will be collected and analyzed using the latest version of Synchro software, for which improved signal timings will be developed.
- Allocated \$150,000 in FY 2026 CMAQ funds.
- Total FY 2026 and future CMAQ funding request: \$450,000.

11. Permanent Message Boards – (UPC# 115376) – Newport News

- The project entails the installation of permanent message boards in the City Center area to mitigate congestion through active route management, increasing traveler awareness, and encouraging the use of alternate routes.
- Allocated \$400,000 in FY 2026 CMAQ funds to fully fund the project.

12. 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 \$2,000,000 in FY 2026 CMAQ funds.

13. North Great Neck/London Bridge and Virginia Beach Boulevard Intersection Improvements – (UPC# 115371) – Virginia Beach

- The project entails construction of a second southbound left turn lane, relocation and reconstruction of the existing median as well as utilization of the existing gore area along the median in the northbound direction, lengthening the northbound left turn lane, and removal of the existing pork-chop island located at the eastbound right turn lane as part of a safety improvement in order to improve sight lines with eastbound right turning vehicles controlled through a traffic signal rather than having a channelized free-flow movement.
- Allocated \$1,157,100 in FY 2026 CMAQ funds to fully fund the project.

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Projects Selected for CMAQ Allocations

Mapped Projects

- 1 Pocahontas Trail Multimodal Corridor - James City County
- 9 Battlefield Blvd/Volvo Parkway Intersection Improvements - Chesapeake
- 11 Permanent Message Boards - Newport News
- 13 North Great Neck/London Bridge/Virginia Beach Blvd Intersection Improvements - Virginia Beach

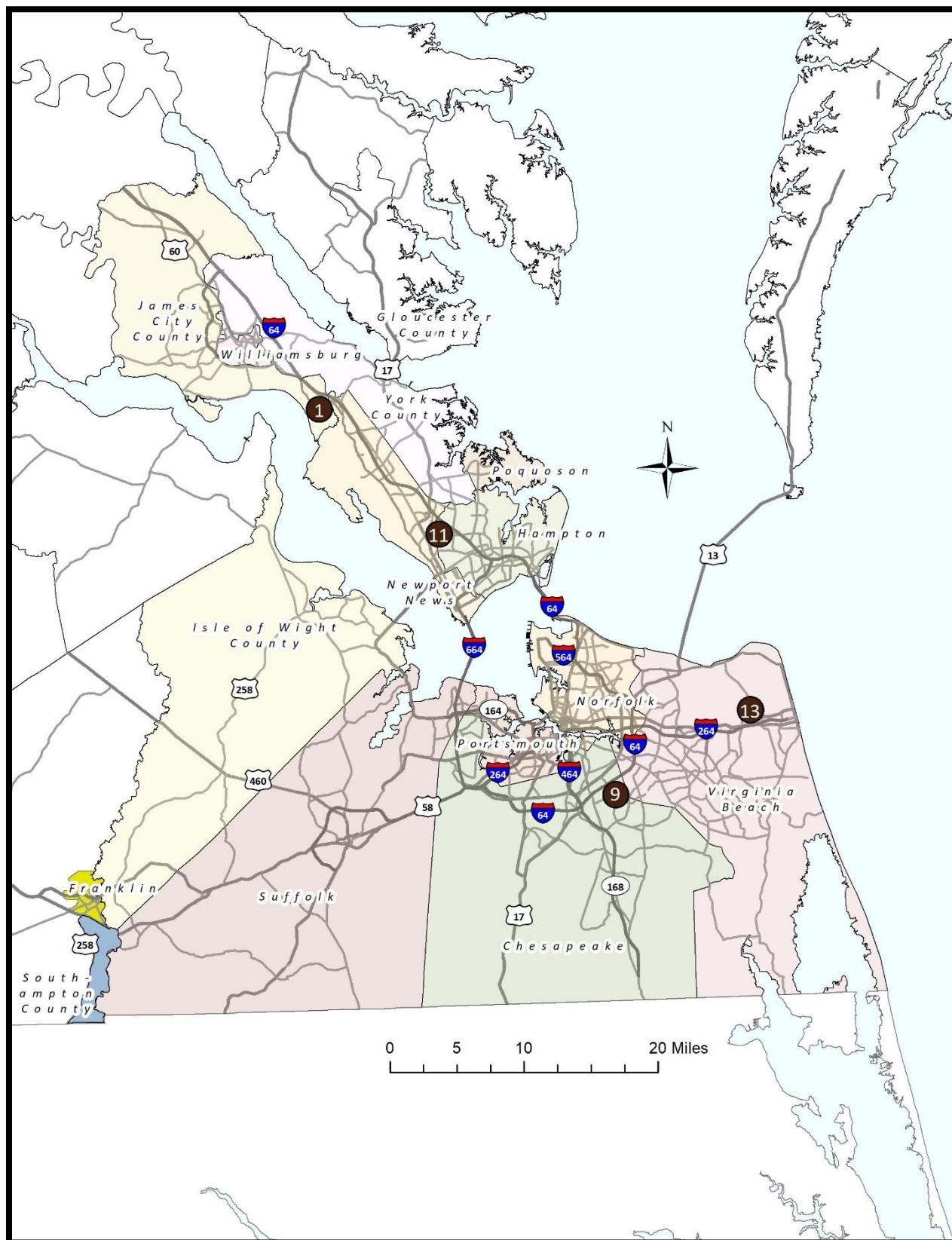
Unmapped Projects

- 2 Transportation Information and Decision Support System - Norfolk
- 3 Traffic Signal System Communications Upgrade - Norfolk
- 4 Citywide Signal Retiming - Phase 4 - Norfolk
- 5 Traffic Signal System Retiming - Portsmouth
- 6 Citywide Traffic Signal System Upgrade - Chesapeake
- 7 Signal Timing Improvements - Newport News
- 8 Opticom Emergency Vehicle Preemption - Newport News
- 10 Chesapeake Signal Timing - All Phases - Chesapeake

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 November 21, 2019 meeting, the HRTPO Board approved the following action regarding RSTP funding for FY 2026:

- Twelve previously approved RSTP projects were selected to receive a total of \$36.8 million in FY 2026 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 2026 RSTP funds.

2. Naval Station Norfolk Transit Extension Study FEIS/PE – (UPC# T17990) – HRT

- This project entails completion of the next phases of study and analysis of options to extend light rail to the Norfolk Naval Station under the National Environmental Policy Act.
- Allocated \$6,000,000 in FY 2026 RSTP funds to fully fund the project.

3. 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 \$3,955,076 in FY 2026 RSTP funds.
- Total FY 2026 RSTP and CMAQ and future RSTP funding request: \$31,559,589.

4. 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 while also providing safe passage for pedestrians. The phase will begin at the intersection of Farmwood Road, where a previous widening project ended, and continue to approximately 1,000 feet north of the intersection of Hook Road/Guinea Road. The total length of this phase is 1.4 miles of the overall larger 10.4 mile long project.
- Allocated \$5,985,265 in FY 2026 RSTP funds.
- Total FY 2026 and future RSTP funding request: \$11,970,530.

5. Croaker Road Widening – (UPC# 100920) – James City County

- This project entails the widening of Croaker Road from two to four lanes from the Williamsburg Regional Library to Route 60.
- Allocated \$2,000,000 in FY 2026 RSTP funds to fully fund the project.

6. Elbow Road Extended – Phase 2D - (UPC# 112318) – Virginia Beach

- The project entails construction of two lanes of Elbow Road (westbound) from Salem Road west to the Princess Anne Athletic Complex, including improvements at the Salem Road/Dam Neck Road intersection.
- Allocated \$3,000,000 in FY 2026 RSTP funds to fully fund this project.

7. Route 17/Shoulders Hill Road Intersection Improvements – (UPC# 69050) – Suffolk

- This project entails the full build out of Shoulders Hill Road/Route 17 intersection including added through lanes in each direction, turn lane improvements, and traffic signal improvements.
- Allocated \$4,075,000 in FY 2026 RSTP funds to fully fund the project.

8. George Washington Highway Widening – (UPC# 115423) – Chesapeake

- The project entails the expansion of George Washington Highway from an existing three lane undivided roadway to a four lane divided roadway from Yadkin Road to Canal Drive. In addition, the project will provide improvements at three signalized intersections, construct new pedestrian facilities, and address other safety and access management issues along the corridor.
- Allocated \$1,500,000 in FY 2026 RSTP funds.
- Total FY 2026 and future RSTP funding request: \$20,100,000.

9. Nimmo Parkway Phase VIIB – (UPC# 114154) – Virginia Beach

- The project entails the construction of a new two lane undivided roadway with shoulders, on road bike lanes, and a single shared use path on the north side from Albuquerque Drive to Sandbridge Road, a distance of approximately 1.7 miles. This project will include a bridge spanning Hell's Point Creek and the adjacent flood plain and wetlands area.
- Allocated \$5,000,000 in FY 2026 RSTP funds.
- Total FY 2026 and future RSTP funding request: \$14,500,000.

10. Southside Bike Lane Network – (UPC# 115424) – Norfolk

- The project entails development of bike lanes/facilities along multiple corridors in the Southside area of Norfolk. The locations include a bike lane/facility connection to the Berkley Bridge multi-use path at State Street to Berkley Avenue, bike lanes on Indian River Road from State Street to the Chesapeake city limit, bike lanes along Wilson Road from Indian River Road to the Chesapeake city limit, and protected bike lanes along Campostella Road from Indian River Road to the Chesapeake city limit.
- Allocated \$911,900 in FY 2026 RSTP funds to fully fund the project.

11. Victoria Boulevard Facility Upgrades – Phase 2 – (UPC# T22709) – HRT

- The project covers the ongoing rehabilitation of HRT's Victoria Boulevard facility in Hampton which was constructed in 1989 and serves as the primary operating and maintenance location for HRT's Peninsula operations. The program supports the efficient maintenance of vehicles and expansion of bus service by providing sufficient accommodations for bus fleet maintenance and repair including bus surveillance and

- radio equipment, fareboxes, and other passenger amenities that support safety, comfort, and convenience.
- Allocated \$1,506,479 in FY 2026 RSTP funds.
- Total FY 2026 and future RSTP funding request: \$4,756,479.

12. Transit Operations Facility - (UPC# T22706) - Suffolk

- The project entails development of a new transit operations facility where vehicles could be stored and cleaned. Facilities for dispatch training and operational support for transit operations will also be provided. A City facility would provide for enhanced security and control and would allow for some cleaning and limited non-vehicular maintenance to be performed on site. The project would enhance reliability and service standards as the fleet would be better maintained and less susceptible to threats due to vandalism.
- Allocated \$1,830,066 in FY 2026 RSTP funds to fully fund the project.

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Projects Selected for RSTP Allocations

Mapped Projects

- ④ George Washington Memorial Highway (Route 17) Widening - Phase 1 - Gloucester County
- ⑤ Croaker Road Widening - James City County
- ⑥ Elbow Road Extended - Phase 2D - Virginia Beach
- ⑦ Route 17/Shoulders Hill Rd Intersection Improvements - Suffolk
- ⑧ George Washington Highway Widening - Chesapeake
- ⑨ Nimmo Parkway Phase VIIB - Virginia Beach
- ⑩ Southside Bike Network - Norfolk
- ⑪ Victoria Boulevard Facility Upgrades - Phase 2 - HRT
- ⑫ Transit Operations Facility - Suffolk

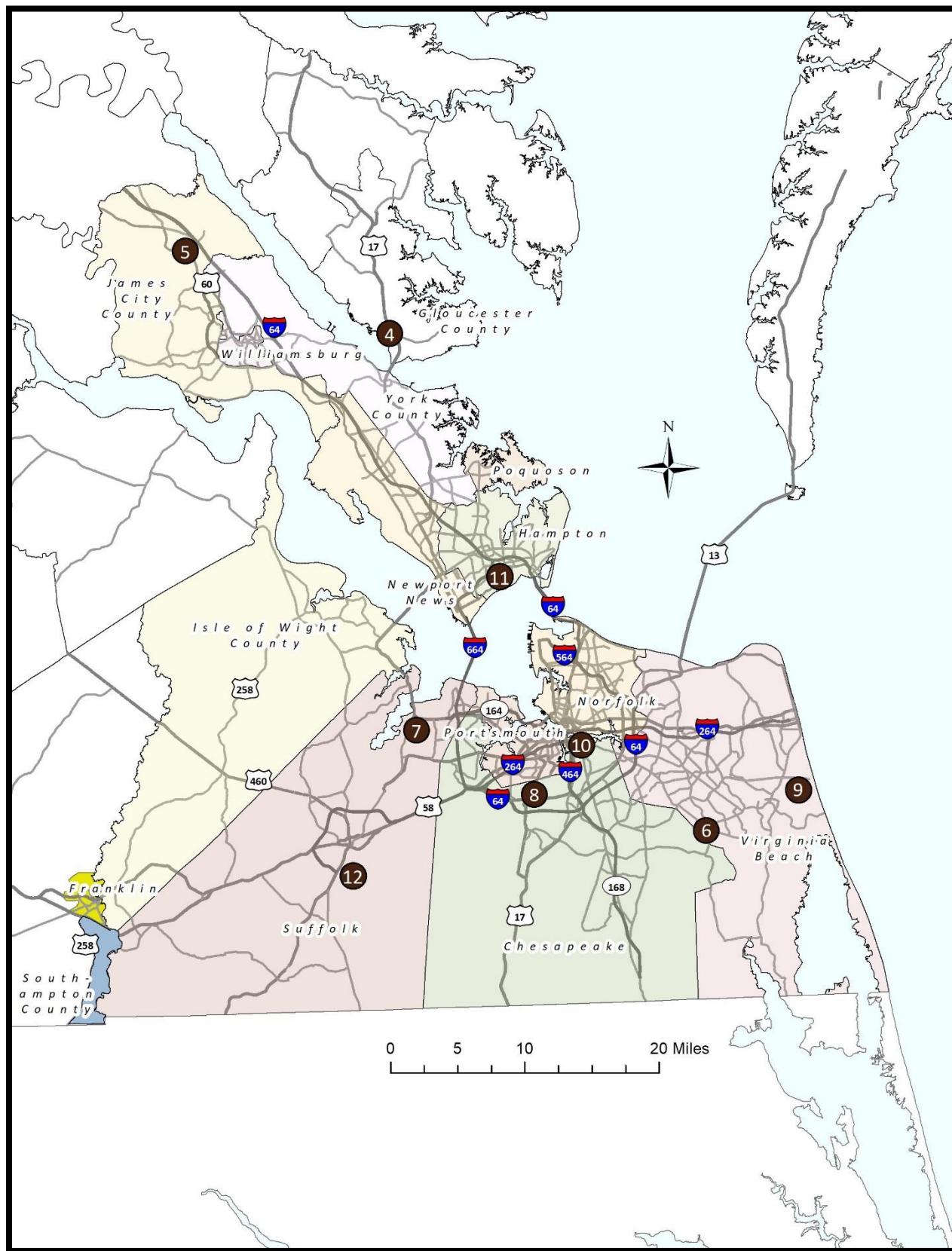
Unmapped Projects

- ① TRAFFIX Transportation Demand Management Program - HRT
- ② Naval Station Norfolk Transit Extension Study FEIS/PE - HRT
- ③ Bus Vehicle Replacement - 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, 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 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. At present, Hampton Roads has been designated as an attainment area for the current 2015 ozone standard; previously, Hampton Roads was designated a nonattainment area under the 1997 ozone standard and later a maintenance area before being designated an attainment area under the 2008 ozone standard.

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 2019. Projects selected received allocations of CMAQ or RSTP funds for FY 2026.

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, 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, 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 2019 CMAQ/RSTP project selection process is listed below. Table 1 on the following page details the available funding, current allocations, and reserves 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

7/31/2019

- Deadline for Public to submit projects to be considered for CMAQ/RSTP funding.

8/15/2019

- Deadline for Applications for project proposals from localities, transit agencies and state transportation agencies.

9/30/2019

- Project evaluations completed by HRTPO staff.

10/18/2019

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

11/06/2019

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

11/21/2019

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

Table 1 | FY 2020-2026 CMAQ and RSTP Funding: Available Funding, Current Allocations, and Reserves

**Table 1: FY 2020 - FY 2026 CMAQ and RSTP Funding
Available Funding, Current Allocations, and Reserves**

CMAQ	Previous	FY - 20	FY - 21	FY - 22	FY - 23	FY - 24	FY - 25	FY - 26
Marks	\$0	\$13,999,683	\$14,243,448	\$14,243,448	\$14,243,448	\$15,080,199	\$15,361,905	\$15,361,905
Allocations	\$0	\$13,999,683	\$12,344,035	\$13,837,069	\$13,661,828	\$14,161,525	\$14,339,003	\$15,094,600
Available	\$0	\$0	\$1,899,413	\$406,379	\$581,620	\$918,674	\$1,022,902	\$267,305
							Total	\$5,096,293
RSTP	Previous	FY - 20	FY - 21	FY - 22	FY - 23	FY - 24	FY - 25	FY - 26
Marks	\$0	\$35,497,259	\$34,383,730	\$35,040,488	\$35,708,410	\$36,387,688	\$37,078,513	\$37,078,513
Allocations	\$0	\$35,497,259	\$34,322,550	\$34,978,269	\$34,790,097	\$35,359,271	\$35,289,001	\$36,763,786
Available	\$0	\$0	\$61,180	\$62,219	\$918,313	\$1,028,417	\$1,789,512	\$314,727
Franklin and Southampton County Set-aside	\$864,433	\$1,014,433					Total	\$4,174,368

Prepared by HRTPO staff September 30, 2019

PUBLIC PARTICIPATION

The HRTPO is fully committed to involving and collaborating with Hampton Roads citizens in a public involvement process that is grounded in community partnership, mutual problem solving and understanding. In other words, a process whereby citizens feel 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. In Hampton Roads, the cost of needed improvements to the transportation system far exceeds the funding available to address those needs and difficult decisions must be made regarding the use of scarce transportation dollars. For each project that is chosen for construction, many others will not be able to be built. 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 activists – 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 HRTPO believes that the regional transportation planning and programming process benefits from public input. The public has valuable knowledge and insight regarding the problems and needs of our communities. The HRTPO also recognizes that it is our responsibility to provide as many

opportunities as possible for the community to be informed and aware of the decisions that will affect the future of this region. As such, the public was invited and encouraged to participate in the CMAQ/RSTP Project Selection Process.

In addition to the invitation for public involvement at the beginning of the process, all 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 start of each meeting. 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 2019. In addition, a CMAQ/RSTP Project Idea Form was provided for use by the public with a deadline for submission of project ideas of July 31, 2019. 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 for CMAQ and RSTP funding were received from the public as a result of this invitation (see Appendix A).

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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 (NOx), 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 April 19, 2019, 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 2026. (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 the “penciled-in” amounts for previously approved RSTP projects exceeded the anticipated available funding in FY 2026 by more than \$18 million. The “penciled-in” amounts for previously approved CMAQ projects result in available funding in FY 2026 of \$5,659,930. Given that information, the TPS recommended that:

1. Applications for new CMAQ and/or RSTP projects not be accepted this year.
2. FY 2026 CMAQ and RSTP funding be allocated solely to previously-approved projects with “penciled-in” requests.
3. The available CMAQ funding balance for FY 2026 should be utilized to help address the

projected overage in the RSTP program by shifting some existing RSTP projects to the CMAQ program if eligible.

4. TPS members review existing CMAQ and RSTP projects for any potential cost overruns, confirm penciled-in marks for FY 2026, and identify possible project phasing options that could reduce funding needs in FY 2026.

Following these guidelines, the TPS, at its next meeting on June 21, 2019, made funding recommendations for 13 previously approved CMAQ projects. **Table 2** shows the previously approved projects that were ultimately approved by the HRTPO Board on November 21, 2019 to receive CMAQ allocations in fiscal year 2026. It should be noted that the total CMAQ funding expected to be available for FY 2026, including the 20 percent state match, is approximately \$15.4 million.

Table 2 | FY-2026 Allocations to Previously Approved CMAQ Projects

#	ID/UPC #	Jurisdiction	Project Description	Proposed Allocations FY - 26
Previously Approved Projects				
1	102980	James City County	Pocahontas Trail Multimodal Corridor	\$8,150,000
2	115372	Norfolk	Transportation Information and Decision Support System	* \$700,000
3	115377	Norfolk	Traffic Signal System Communications Upgrade	* \$750,000
4	115518	Norfolk	Citywide Signal Retiming Phase 4	* \$170,000
5	115863	Portsmouth	Traffic Signal System Retiming	\$120,000
6	115369	Chesapeake	Citywide Traffic Signal System Upgrade	\$175,000
7	115519	Newport News	Signal Timing Improvements	\$450,000
8	115373	Newport News	Opticom Emergency Vehicle Preemption	* \$362,500
9	115516	Chesapeake	Battlefield Blvd/Volvo Parkway Intersection Improvements	* \$510,000
10	115520	Chesapeake	Chesapeake Signal Timing -- All Phases	\$150,000
11	115376	Newport News	Permanent Message Boards	* \$400,000
12	T16054	HRT	Bus Vehicle Replacement	\$2,000,000
13	115371	Virginia Beach	N Great Neck/London Bridge and VA Beach Boulevard Intersection Improvements	* \$1,157,100
			FY-26 Mark	\$15,361,905
			Total FY-26 Allocations	\$15,094,600
			Total Balance Left in Reserve	\$267,305

* Project is fully funded with the proposed FY 2026 allocation.

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. The HRTPO Prioritization Tool is not currently capable of evaluating some 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 April 19, 2019, 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 2026. (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 the “penciled-in” amounts for previously approved RSTP projects exceed the anticipated available funding in FY 2026 by more than \$18 million. The “penciled-in” amounts for previously approved CMAQ projects result in available funding in FY 2026 of \$5,659,930. Given that information, the TPS recommended that:

1. Applications for new CMAQ and/or RSTP projects not be accepted this year.
2. FY 2026 CMAQ and RSTP funding be allocated solely to previously-approved projects with “penciled-in” requests.
3. The available CMAQ funding balance for FY 2026 should be utilized to help address the projected shortage in the RSTP program by allocating available CMAQ funding to previously approved projects that are eligible for both CMAQ and RSTP funding.
4. TPS members review existing CMAQ and RSTP projects for any potential cost overruns, confirm penciled-in marks for FY 2026, and identify possible project phasing options that could reduce funding needs in FY 2026.

Following these guidelines, the TPS at its next meeting on June 21, 2019, made funding recommendations for 12 previously approved RSTP projects. **Table 3** shows the previously approved projects that were ultimately approved by the HRTPO Board on November 21, 2019 to receive RSTP funding allocations in FY 2026. The total RSTP funding expected to be available for FY 2026, including the 20 percent state match, is approximately \$37 million.

Table 3 | FY 2026 Allocations to Previously Approved RSTP Projects

#	ID/UPC #	Jurisdiction	Project Description	Proposed Allocations FY - 26
Previously Approved Projects				
1	T14104	HRT	TRAFFIX Program	\$1,000,000
2	T17990	HRT	Naval Station Norfolk Transit Extension Study FEIS/PE	* \$6,000,000
3	T16054	HRT	Bus Vehicle Replacement	\$3,955,076
4	110627	Gloucester County	George Washington Memorial Highway (Route 17) Widening Phase 1	\$5,985,265
5	100920	James City County	Croaker Road Widening	* \$2,000,000
6	112318	Virginia Beach	Elbow Road Extended - Phase 2D	* \$3,000,000
7	69050	Suffolk	Route 17/ Shoulders Hill Road Intersection Improvements	* \$4,075,000
8	115423	Chesapeake	George Washington Highway Widening	\$1,500,000
9	114154	Virginia Beach	Nimmo Parkway Phase VIIIB	\$5,000,000
10	115424	Norfolk	Southside Bike Network	* \$911,900
11	T22709	HRT	Victoria Boulevard Facility Upgrades - Phase 2	\$1,506,479
12	T22706	Suffolk	Transit Operations Facility	* \$1,830,066
FY-26 Mark				\$37,078,513
Total FY-26 Allocations				\$36,763,786
Total Balance Left in Reserve				\$314,727

* Project is fully funded with the proposed FY 2026 allocation.

Section V

Appendices

APPENDIX A

Public Project Ideas

No public project ideas were received