

HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION



CMAQ/RSTP PROJECT SELECTION PROCESS 2021

**HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION
VOTING MEMBERS**

Robert A. Crum, Jr. – Executive Director

VOTING MEMBERS:

CHESAPEAKE

Richard R. "Rick" West
Ella P. Ward - Alternate

FRANKLIN

Frank M. Rabil
Vacant - Alternate

GOULCESTER COUNTY

Phillip N. Bazzani
Christopher A. Hutson -
Alternate

HAMPTON

Donnie R. Tuck - Chair
Steven L. Brown - Alternate

ISLE OF WIGHT COUNTY

William M. McCarty -
Vice-Chair
Rudolph Jefferson - Alternate

JAMES CITY COUNTY

John J. McGlennon
Michael J. Hipple - Alternate

NEWPORT NEWS

McKinley L. Price
David H. Jenkins - Alternate

NORFOLK

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

POQUOSON

Gordon C. Helsel, Jr.
Herbert R. Green - Alternate

PORTSMOUTH

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

SOUTHAMPTON COUNTY

William Hart Gillette
Vacant - Alternate

SUFFOLK

Michael D. Duman
Leroy Bennett - Alternate

VIRGINIA BEACH

Robert M. "Bobby" Dyer
Norman Dewey "Rocky" Holcomb -
Alternate

WILLIAMSBURG

Douglas Pons
Pat Dent - Alternate

YORK COUNTY

Thomas G. Shepperd, Jr.
G. Stephen Roane, Jr. - Alternate

MEMBERS OF THE VIRGINIA SENATE

The Honorable Mamie E. Locke
The Honorable Lionell Spruill, Sr.

MEMBERS OF THE VIRGINIA HOUSE OF DELEGATES

The Honorable Jeion A. Ward
Vacant

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

Jennifer DeBruhl, Acting Director
Grant Sparks – Alternate

VIRGINIA PORT AUTHORITY

Stephen A. Edwards, CEO/Executive Director
Cathie Vick – Alternate

WILLIAMSBURG AREA TRANSIT AUTHORITY

Zach Trogdon, 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

Amanda C. Jarratt

NEWPORT NEWS

Cynthia D. Rohlf

SUFFOLK

Albert Moor

GOULCESTER COUNTY

Carol Steele

NORFOLK

Larry "Chip" Filer

VIRGINIA BEACH

Patrick A. Duhaney

HAMPTON

Mary Bunting

POQUOSON

J. Randall Wheeler

WILLIAMSBURG

Andrew O. Trivette

ISLE OF WIGHT COUNTY

Randy R. Keaton

PORPSMOUTH

Tonya Chapman

YORK COUNTY

Neil Morgan

FEDERAL HIGHWAY ADMINISTRATION

Thomas Nelson, Jr., Acting 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

Mark Flynn, Director

PENINSULA AIRPORT COMMISSION

Michael A. Giardino, 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

Harry Hung, Colonel, U.S. Air Force

Jennifer Stockwell, Captain, U.S. Coast Guard

John Hewitt, Captain U.S. Navy

Gordon Meek, Captain, U.S. Navy - Alternate

INVITED PARTICIPANTS

Frederick T. Stant, III, CTB

B. Wayne Coleman, CTB

Stephen A. Johnsen, CTB

HRTPO PROJECT STAFF

Pavithra Parthasarathi

Deputy Executive Director

Robert B. Case

Chief Transportation Engineer

John V. Mihaly

Principal Transportation Planner

Keith M. Nichols

Principal Transportation Engineer

Dale M. Stith

Principal Transportation Planner

Andrew Margason

General Services Manager

Christopher W. Vaigneur

Assistant General Services Manager

REPORT DOCUMENTATION

TITLE

HRTPO CMAQ/RSTP Project Selection Process
2021

REPORT DATE

October 2022

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>

AUTHOR

Jeffrey K. Raliski, AICP

PROJECT STAFF

Kathlene Grauberger
Bishoy Kelleny

ABSTRACT

This report summarizes the 2021 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 2028

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
Bishoy Kelleny	Senior Transportation Engineer
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

2021

*This report was included in the Unified Planning Work Program
for Fiscal Year 2022, which was approved by the Board of the
Hampton Roads Transportation Planning Organization
on May 20, 2021*

PREPARED BY:



October 2022

T22-07

This Page Intentionally Left Blank

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	13
Introduction	14
Project Selection Process	16
Public Participation	17
Section III – CMAQ Project Selection	21
Section IV – RSTP Project Selection	25
Section V – Appendix	
Appendix A: Project Ideas Submitted by the Public	29

LIST OF MAPS AND TABLES

Map 1 Projects Selected for CMAQ Allocations	6
Map 2 Projects Selected for RSTP Allocations	10
Table 1 FY 2021-2027 CMAQ and RSTP Funding: Available Funding, Current Allocations, and Reserves.....	17
Table 2 FY 2028 Allocations to Previously Approved CMAQ Projects.....	24
Table 3 FY 2028 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 2028 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 – Appendix

The appendix of this report includes the project ideas submitted by the public.

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 and running through November.

This report summarizes the work of selecting CMAQ and RSTP projects during the 2021 CMAQ/RSTP Project Selection Process. Selected projects received allocations of CMAQ or RSTP funds for Fiscal Year (FY) 2028.

CMAQ PROJECT SELECTION AND FUNDING ALLOCATIONS

During the November 18, 2021 meeting, the HRTPO Board approved the following actions regarding CMAQ funding for FY 2028:

- Twenty-one current CMAQ projects were selected to receive a total of \$15.4 million in FY 2028 CMAQ funding.

The approved CMAQ projects are summarized individually below. Map 1 on Page 6 displays the geographic location of the FY 2028 CMAQ allocations where feasible.

1. 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 2028 CMAQ funds to fully fund the project.

2. 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 2028 CMAQ funds.
- Future remaining CMAQ funding request: \$175,000

3. 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 2028 CMAQ funds to fully fund the project.

4. 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 2028 CMAQ funds.
- Future remaining CMAQ funding request: \$300,000.

5. 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 2028 CMAQ funds.
- Future remaining CMAQ funding request: \$750,000.

6. 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 \$250,000 in FY 2028 CMAQ funds.
- Future remaining CMAQ funding request: \$675,000.

7. North Battlefield Boulevard/Bryon Street Traffic Signal (UPC 119267) – Chesapeake

- This project entails installation of a new traffic signal at the North Battlefield Boulevard/Bryon Street/Thrasher Road intersection which will help to divert heavy eastbound volumes at Volvo Parkway south to the new signalized intersection to alleviate congestion and support future area growth.
- Allocated \$525,000 in FY 2028 CMAQ funds to fully fund the project.

8. Holland Road Phase II (UPC 119265) – Virginia Beach

- The project entails median modifications to eliminate left-turn and through movements at five cross streets along the corridor along with modifications to two existing signalized intersections.
- Allocated \$758,230 in FY 2028 CMAQ funds to fully fund the project.

9. Deep Creek Elementary School Traffic Signal Improvement (UPC 119264) – Chesapeake

- The project entails constructing a traffic signal and modifying internal access along Forehand Drive and Margaret Booker Drive to allow safe ingress and egress to Deep Creek Elementary and High schools.
- Allocated \$150,000 in FY 2028 CMAQ funds.
- Future remaining CMAQ funding request: \$1,800,000.

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

- This project entails the 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 2028 CMAQ funds.
- Future remaining CMAQ funding request: \$3,000,000.

11. Battlefield Boulevard/Johnstown Road Intersection Improvements (UPC 119270) – Chesapeake

- This project entails the addition of through lanes and modified signal phasing at the Battlefield/Johnstown/Mt. Pleasant intersection and the implementation of an unsignalized continuous green T concept at the intersection of Mt. Pleasant Road and Woodford Drive
- Allocated \$741,000 in FY 2028 CMAQ funds.
- Future remaining CMAQ funding request: \$1,377,156.

12. 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 \$1,000,000 in FY 2028 CMAQ funds.
- Future remaining CMAQ funding request: \$3,542,000.

13. 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 \$2,750,000 in FY 2028 CMAQ funds.
- Future remaining CMAQ funding request: \$9,827,304.

14. Victory Boulevard Shared Use Path – (UPC 119281) – York County

- The project entails construction of a 10' wide shared use path on the north side of a portion of Victory Boulevard which will connect previously completed similar improvements at both ends.
- Allocated \$404,130 in FY 2028 CMAQ funds to fully fund the project.

15. Wilroy Road/Progress Road Intersection – (UPC 119378) – Suffolk

- This project entails construction of intersection improvements including new signal equipment, turn lane additions, and improvements and retiming the traffic signal.
- Allocated \$1,800,000 in FY 2028 CMAQ funds.
- Future remaining CMAQ funding request: \$400,000.

16. Constance Road/Wilroy Road Intersection- (UPC 119266) – Suffolk

- The project entails construction of intersection improvements including new signal equipment, turn lane additions, and improvements and retiming the traffic signal.
- Allocated \$2,200,000 in FY 2028 CMAQ funds.
- Future remaining CMAQ funding request: \$700,000.

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

- The project entails the 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 \$400,000 in FY 2028 CMAQ funds to fully fund the project.

18. Citywide Signal System Upgrade – (UPC 111086) – 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 \$704,192 in FY 2028 CMAQ funds to fully fund the project.

19. Downtown Signal System Upgrade – (UPC 111088) – 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 \$731,722 in FY 2028 CMAQ funds to fully fund the project.

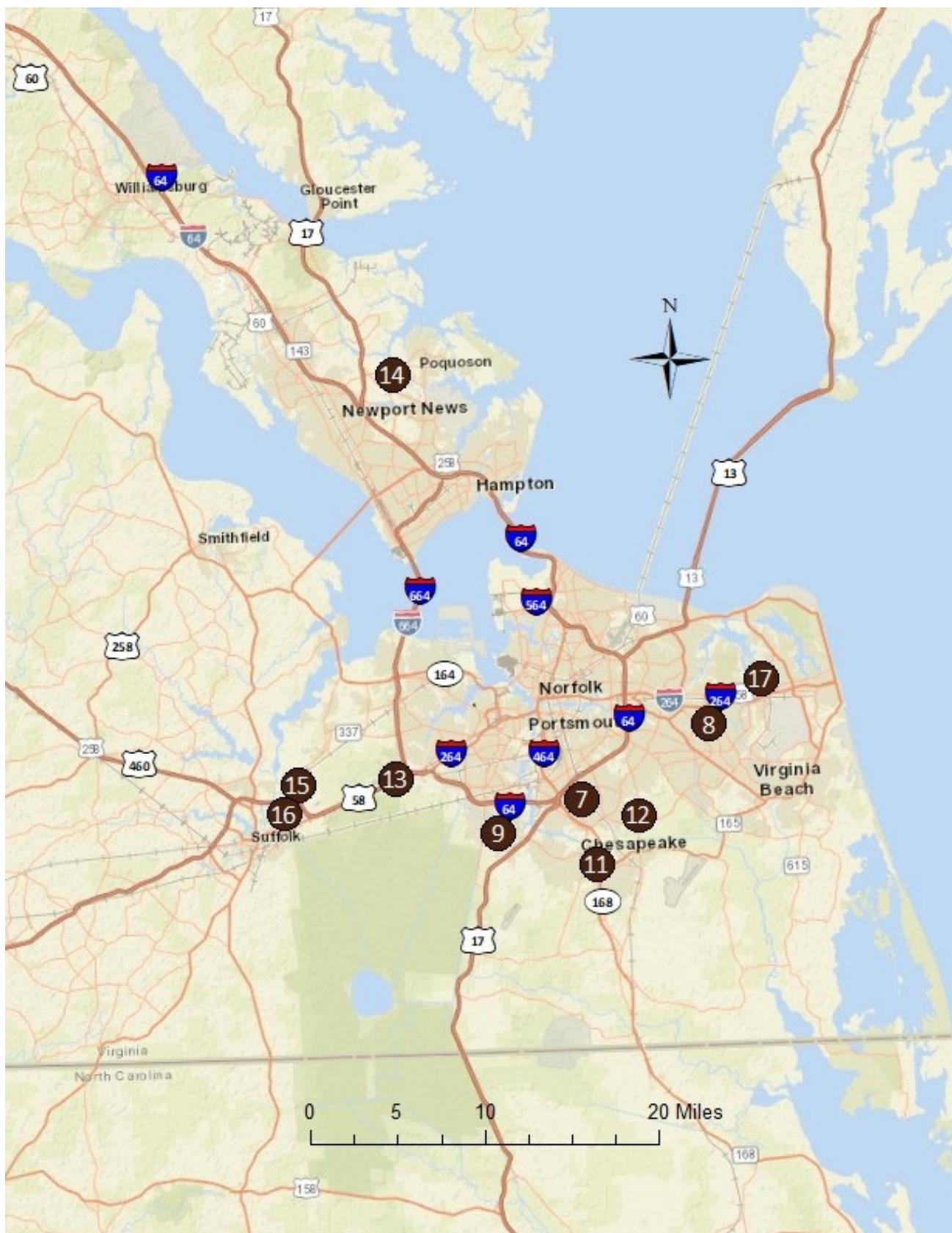
20. Citywide Signal System Progression – (UPC 111081) – Newport News

- 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 \$250,000 in FY 2028 CMAQ funds to fully fund the project.

21. Five (5) Bus Purchase Replacement (UPC 115378) – Williamsburg Area Transit Authority (WATA)

- This project entails the replacement of five (5) existing fleet buses which will have met their useful life prior to FY 2025, with replacement vehicles being more efficient and sustainable.
- Allocated \$852,631 in FY 2028 CMAQ funds.
- Future remaining CMAQ funding request: \$1,424,873.

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



Projects Selected for CMAQ Allocations

Mapped Projects

- 7 North Battlefield Blvd/Bryon Street Traffic Signal - Chesapeake
- 8 Holland Road - Phase II - Virginia Beach
- 9 Deep Creek Elementary School Traffic Signal Improvement - Chesapeake
- 11 Battlefield Blvd/Johnstown Road Intersection Improvements - Chesapeake
- 12 Centerville Turnpike/Elbow Road Intersection Improvements - Chesapeake
- 13 460/58/13 Safety Improvements - Chesapeake
- 14 Victory Boulevard Shared Use Path - York County
- 15 Wilroy Road/Progress Road Intersection - Suffolk
- 16 Constance Road/Wilroy Road Intersection - Suffolk
- 17 N Great Neck/London Bridge/VBB Intersection Improvement

Unmapped Projects

- 1 Traffic Signal System Retiming - Portsmouth
- 2 Citywide Traffic Signal System Upgrade - Chesapeake
- 3 Chesapeake Signal Timing - All Phases - Chesapeake
- 4 Chesapeake Signal Timing Phases 1-4 - Chesapeake
- 5 Citywide Traffic Signal System Upgrade - Chesapeake
- 6 Citywide Traffic Signal System Upgrade - Portsmouth
- 10 Green Operator Program - Virginia Port Authority
- 18 Citywide Signal System Upgrade - Suffolk
- 19 Downtown Signal System Upgrade - Suffolk
- 20 Citywide Signal System Progression - Newport News
- 21 Five (5) Bus Purchase Replacement - WATA

Project Selection Status

- Previously Approved CMAQ Projects
- New CMAQ Projects

RSTP PROJECT SELECTION AND FUNDING ALLOCATIONS

During the November 18, 2021 meeting, the HRTPO Board approved the following actions regarding RSTP funding for FY 2028:

- Eight current RSTP projects were selected to receive a total of \$37.1 million in FY 2028 funding.

The approved RSTP projects are summarized individually below. Map 2 on Page 10 displays the geographic location of the FY 2028 RSTP allocations where feasible.

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 2028 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 \$14,076,624 in FY 2028 RSTP funds.
- Future remaining RSTP funding request: \$19,086,714.

3. 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 \$10,750,000 in FY 2028 RSTP funds to fully fund the project.

4. Nimmo Parkway Phase VIIB (UPC 115543) – 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 \$4,500,000 in FY 2028 RSTP funds to fully fund the project.

5. 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 \$4,401,889 in FY 2028 RSTP funds.
- Future remaining RSTP funding request: \$23,423,265.

6. Route 17 Widening Between Route 630 and Route 173 (UPC 111787) – York County

- The project entails widen Route 17 (George Washington Memorial Highway) from 4 to 6 lanes between just north of Wolf Trap Road (1.52 miles north of Route 620) and Route 173 (Denbigh Boulevard/Goodwin Neck Road).
- Allocated \$1,050,000 in FY 2028 RSTP funds.
- Future remaining RSTP funding request: \$3,050,000.

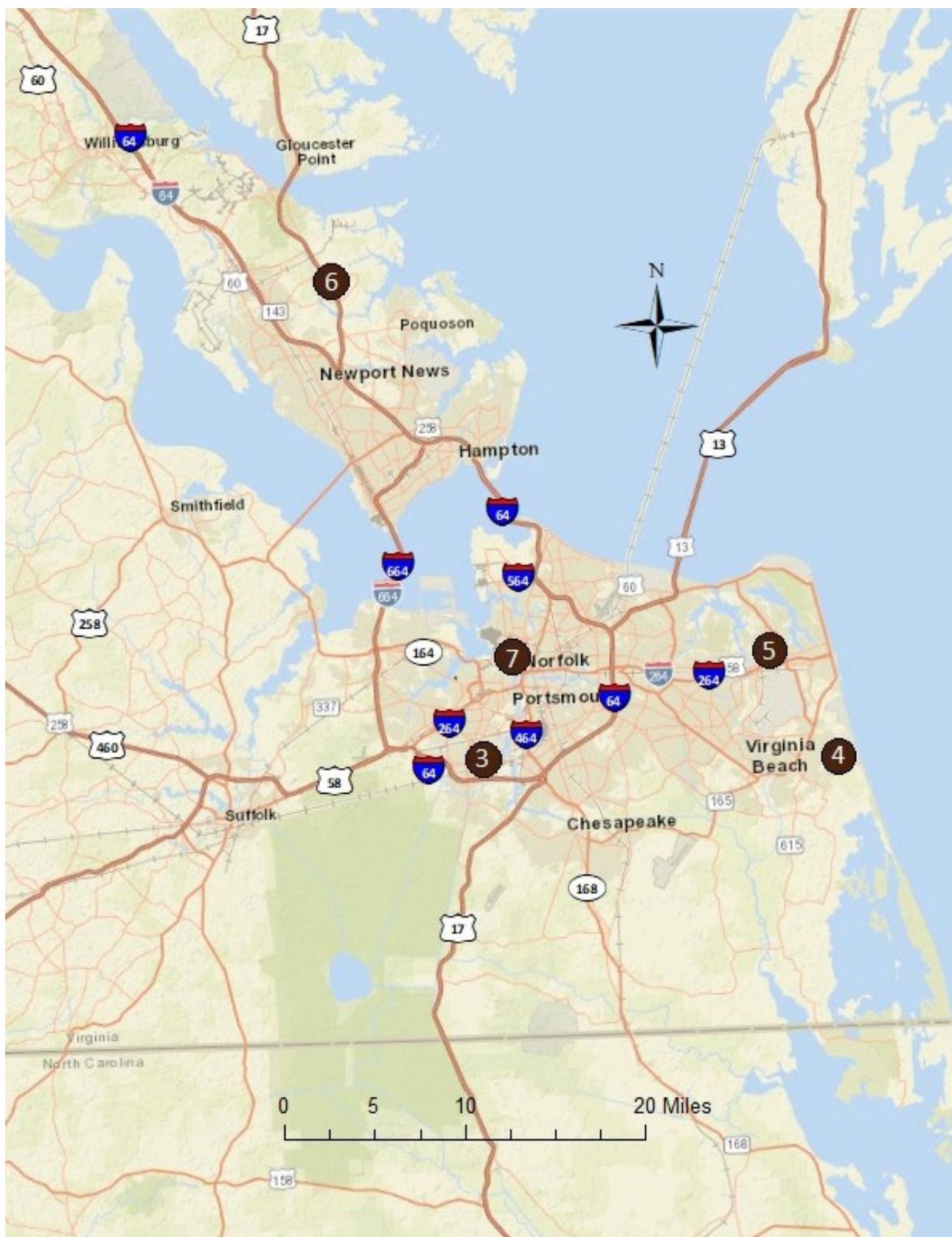
7. Brambleton Avenue Bridge Rehabilitation (UPC 119276) – Norfolk

- The project entails a major rehabilitation of the Brambleton Avenue Bridge across Hauge Creek.
- Allocated \$1,000,000 in FY 2028 RSTP funds to fully fund the project.

8. York County Roadway Needs Assessment (UPC 119279) – York County

- The project entails completing a comprehensive study identifying major deficiencies in the County's roadway network and developing recommended improvement strategies, including pedestrian and bicycle facilities.
- Allocated \$300,000 in FY 2028 RSTP funds to fully fund the project.

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



Projects Selected for RSTP Allocations

Mapped Projects

- ③ George Washington Highway Widening - Chesapeake
- ④ Nimmo Parkway Phase VIIB - Virginia Beach
- ⑤ Laskin Road Phase III - Virginia Beach
- ⑥ Route 17 Widening Between Route 630 and Route 173 - York County
- ⑦ Brambleton Avenue Bridge Rehabilitation - Norfolk

Unmapped Projects

- ① TRAFFIX Transportation Demand Management Program - HRT
- ② Bus Vehicle Replacement - HRT
- ⑧ York County Roadway Needs Assessment - York County

Project Selection Status

- Previously Approved RSTP Projects
- New RSTP Projects

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 federal funding to states and localities for transportation projects and programs that help improve air quality and reduce traffic congestion. CMAQ funding is eligible to support a variety of transportation improvement projects including traffic signal systems coordination programs and upgrades, new or expanded transit services, transit vehicle purchase and replacement, pedestrian and bicycle facilities, ridesharing, and other transportation demand management activities. 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 pollutants. A *maintenance area* is one that was originally designated a nonattainment area, but later met the NAAQS. The Hampton Roads region was in “maintenance” for the 1997 NAAQS for ozone and so was subject to transportation conformity rule requirements before the Environmental Protection Agency (EPA) revoked that standard effective April 6, 2015 (Federal Register, Volume 80, Number 44, March 6, 2015.) With that revocation, transportation conformity requirements were no longer applicable for the Hampton Roads region.

On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit issued its decision in *South Coast Air Quality Mgmt. District v. EPA* (“South Coast II,” 882 F.3d1138) and held that transportation conformity determinations must be made in all so-called “orphan” areas nationwide that were either nonattainment or maintenance for the 1997 ozone NAAQS and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. The Hampton Roads region met both conditions, and therefore, conformity requirements for the 1997 ozone NAAQS were once again applicable for Hampton Roads.

On April 23, 2018, in response to the South Coast II court decision, FHWA and FTA issued *Interim Guidance on Conformity Requirements for the 1997 Ozone NAAQS*, which specified that any updates and amendments to the Long-Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) for projects “*not exempt from transportation conformity may not proceed until transportation conformity with the 1997 ozone NAAQS is determined.*” In November 2018, EPA issued “*Transportation Conformity Guidance for the South Coast II Court Decision*” that eliminated modeling

requirements for orphan areas (given the revocation of the applicable 1997 ozone NAAQS), which substantially streamlined the reinstated conformity requirements for those areas.

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 2021 CMAQ/RSTP Project Selection Process. Projects selected received allocations of CMAQ or RSTP funds for FY 2028.

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 2021 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

8/2/2021

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

8/16/2021

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

9/30/2021

- Project evaluations completed by HRTPO staff.

10/15/2021

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

11/03/2021

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

11/18/2021

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

Table 1 | FY 2022-2028 CMAQ and RSTP Funding: Available Funding, Current Allocations, and Reserves

CMAQ		Previous	FY - 22	FY - 23	FY - 24	FY - 25	FY - 26	FY - 27	FY - 28
Marks	\$0	\$16,843,594	\$14,941,828	\$16,649,657	\$16,822,103	\$16,811,500	\$16,967,879	\$15,647,905	
Allocations	\$0	\$14,406,594	\$13,730,828	\$14,969,657	\$15,096,103	\$15,037,500	\$15,143,879	\$15,361,905	
Available	\$0	\$2,437,000	\$1,211,000	\$1,680,000	\$1,726,000	\$1,774,000	\$1,824,000	\$286,000	
								<i>Total</i>	
								\$10,998,000	
RSTP		Previous	FY - 22	FY - 23	FY - 24	FY - 25	FY - 26	FY - 27	FY - 28
Marks	\$0	\$39,763,488	\$39,685,323	\$40,306,038	\$45,540,001	\$45,888,786	\$46,404,377	\$43,629,513	
Allocations	\$0	\$34,040,488	\$31,771,323	\$31,722,038	\$36,639,001	\$36,763,786	\$36,498,377	\$37,078,513	
Available	\$0	\$5,723,000	\$7,914,000	\$8,534,000	\$8,851,000	\$9,125,000	\$9,906,000	\$6,551,000	
Franklin and Southampton County Set-aside								<i>Total</i>	
								\$56,654,000	

Prepared by HRTPO staff (August 10, 2022)

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.

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 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 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 a 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.

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 meetings associated with the CMAQ/RSTP Project Selection Process – meetings of the Transportation Programming Subcommittee (TPS), Transportation Technical Advisory Committee (TTAC), and HRTPO Board 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 2021. In addition, a CMAQ/RSTP Project Idea Form was provided for use by the public with a submission deadline of August 2, 2021. 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 (see Appendix A).

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

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, 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 <http://www.hrtpo.org/page/cmaq-and-rstp>.

It should be noted that the total CMAQ funding expected to be available for FY 2028, 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 of April 23, 2021, 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 2028. 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 for FY 2028 in both funding programs were near or above the projected available funding, the Transportation Programming Subcommittee (TPS) recommended that new applications for CMAQ and RSTP projects not be accepted in 2021. Instead, the TPS directed that all available FY 2028 CMAQ and RSTP funding be allocated to previously-approved projects with “penciled-in” requests. Further, the TPS also subsequently recommended that existing CMAQ projects with recent funding reductions due to adjustments in the Fixing America's Surface Transportation (FAST) Act could be considered for FY 2028 CMAQ funding allocations as well.

The TPS met on September 17, 2021 made funding recommendations for 21 previously approved CMAQ projects. **Table 2** shows the previously approved projects that were ultimately approved by the HRTPO Board on November 18, 2021 to receive CMAQ allocations in FY 2028.

Table 2 | FY-2028 Allocations to Previously Approved CMAQ Projects

#	Jurisdiction	Project Description	Proposed Allocations FY - 28
Previously Approved Projects			
1	<i>Portsmouth</i>	Traffic Signal System Retiming	* \$120,000
2	<i>Chesapeake</i>	Citywide Traffic Signal System Upgrade	\$175,000
3	<i>Chesapeake</i>	Chesapeake Signal Timing -- All Phases	* \$150,000
4	<i>Chesapeake</i>	Chesapeake Signal Timing - Phases 1-4	\$150,000
5	<i>Chesapeake</i>	Citywide Traffic Signal System Upgrade	\$250,000
6	<i>Portsmouth</i>	Citywide Traffic Signal System Upgrades	\$250,000
7	<i>Chesapeake</i>	N Battlefield/Byron St Traffic Signal	* \$525,000
8	<i>Virginia Beach</i>	Holland Rd Phase II	* \$758,230
9	<i>Chesapeake</i>	Deep Creek Elementary School Traffic Signal Improvement	\$150,000
10	<i>Virginia Port Authority</i>	Green Operator Program	\$1,000,000
11	<i>Chesapeake</i>	Battlefield Blvd/Johnstown Rd Intersection Improvements	\$741,000
12	<i>Chesapeake</i>	Centerville Turnpike/Elbow Rd Intersection Improvements	\$1,000,000
13	<i>Chesapeake</i>	460/58/13 Safety Improvements	\$2,750,000
14	<i>York County</i>	Victory Boulevard Shared Use Path	* \$404,130
15	<i>Suffolk</i>	Wilroy Rd/Progress Rd Intersection	\$1,800,000
16	<i>Suffolk</i>	Constance Rd/Wilroy Rd Intersection	\$2,200,000
17	<i>Virginia Beach</i>	N Great Neck/London Bridge/VBB Intersection Improvement	* \$400,000
18	<i>Suffolk</i>	Citywide Signal System Upgrade	* \$704,192
19	<i>Suffolk</i>	Downtown Signal System Upgrade	* \$731,722
20	<i>Newport News</i>	Citywide Signal System Progression	* \$250,000
21	<i>WATA</i>	Purchase Five (5) Buses	\$852,631
		FY-28 Mark	\$15,361,905
		Total FY-28 Allocations	\$15,361,905
		Total Balance Left in Reserve	\$0

* Project is fully funded with the proposed FY 2028 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 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 <http://www.hrtpo.org/page/cmaq-and-rstp>.

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

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 (Highway Capacity, Accessibility, and Operational Improvements, Intermodal Transportation Projects, Transit Projects ~~includi~~include new and expanded services, Bus Shelters/Facilities, and vehicle replacements/purchases, Fixed Guideway Projects and Studies, Planning Studies, Transportation Demand Management Projects, and Intelligent Transportation Systems) 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 (<https://www.hrtpo.org/page/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. The HRTPO Project Prioritization Tool recently has been further enhanced to evaluate nearly all RSTP project applications, and therefore future application cycles may make even greater use of the tool.

The total RSTP funding expected to be available for FY 2028, including the 20 percent state match, is approximately \$37.1 million. 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. Readjusted to better correspond with any updated implementation schedules, or
2. Reallocated to other projects.

As noted in the CMAQ section, the Transportation Programming Subcommittee (TPS) recommended that new applications for CMAQ and RSTP projects not be accepted in 2021. Instead, the TPS directed that all available FY 2028 CMAQ and RSTP funding be allocated to previously-approved projects with “penciled-in” requests.

The TPS met on September 17, 2021 and made funding recommendations for previously approved RSTP projects. **Table 3** shows the eight previously approved projects that were ultimately approved by the HRTPO Board on February 18, 2021 to receive RSTP funding allocations in FY 2028.

When appropriate as part of the implementation process, all selected CMAQ and RSTP projects will be added to regional Transportation Improvement Program (TIP) which is a prioritized listing/program of transportation projects developed by a metropolitan planning organization (MPO), in cooperation with the State and affected public transportation operators, as part of the metropolitan transportation planning process. The TIP must be consistent with the applicable metropolitan Long-Range Transportation Plan (LRTP) and be fiscally-constrained.

Table 3 | FY 2028 Allocations to Previously Approved RSTP Projects

#	Jurisdiction	Project Description	Proposed Allocations FY - 28
Previously Approved Projects			
1	<i>HRT</i>	TRAFFIX Program	\$1,000,000
2	<i>HRT</i>	Bus Vehicle Replacement	\$14,076,624
3	<i>Chesapeake</i>	George Washington Highway Widening	* \$10,750,000
4	<i>Virginia Beach</i>	Nimmo Parkway Phase VIIB	* \$4,500,000
5	<i>Virginia Beach</i>	Laskin Rd Phase III	\$4,401,889
6	<i>York County</i>	Route 17 Widening Between Route 630 and Route 173	\$1,050,000
7	<i>Norfolk</i>	Brambleton Ave Bridge Rehabilitation	* \$1,000,000
8	<i>York County</i>	York County Roadway Needs Assessment	* \$300,000
		FY-28 Mark	\$37,078,513
		Total FY-28 Allocations	\$37,078,513
		Total Balance Left in Reserve	\$0

* Project is fully funded with the proposed FY 2028 allocation.

Section V
Appendix

APPENDIX A

Public Project Ideas

No public project ideas received