

## **AGENDA ITEM #7: TRANSPORTATION PROGRAMMING SUBCOMMITTEE REPORT**

### **SUBJECT:**

Summary and action items of the TPS meeting of November 22, 2013.

### **BACKGROUND:**

The most recent meeting of the Transportation Programming Subcommittee (TPS) was held on November 22, 2013. The summary minutes of the meeting are attached. The TPS discussed the following items:

#### **A. Policy for handling CMAQ/RSTP allocations remaining on completed or canceled projects**

HRTPO staff recommended adding a new item to the current CMAQ and RSTP Funding Policies included in the *Guide to the HRTPO CMAQ/RSTP Project Selection Process*. After some discussion and minor revision, the TPS recommended TTAC approval of the following policy:

*Policy for handling surplus CMAQ & RSTP allocations on completed or canceled projects: While the handling of surplus CMAQ and/or RSTP allocations on completed or canceled projects may be determined by the TPS, TTAC, and HRTPO Board on a case by case basis, in general, if there are unused CMAQ and/or RSTP funds allocated to a project that has been completed or canceled, the transfer of the available funds will be handled as follows:*

*Within 180 days after a project has been completed (VDOT C5 form processed and final reimbursement received or equivalent from other agencies) or canceled:*

- a. The project sponsor (locality or agency) will request that the available funds be transferred to one or more of the sponsor's previously approved CMAQ or RSTP projects, depending upon the type of funds available; or*
- b. The project sponsor (locality or agency) will request that the available funds be transferred to the CMAQ or RSTP reserve account.*

#### **B. Out of Cycle Procedure Revision**

There was consensus among Subcommittee members that out of cycle funding requests as a routine were problematic. After significant discussion, the TPS recommended that the Out of Cycle Procedure be removed from the *Guide to the HRTPO CMAQ/RSTP Project Selection Process* and that a regular CMAQ/RSTP project selection process cycle be held annually regardless of funding availability. The TPS noted that an out of cycle request for a project with very special circumstances could still be submitted to the TTAC for consideration.

### C. Six Out of Cycle CMAQ/RSTP Requests

The TPS had requested that HRTPO staff evaluate out of cycle requests and provide the results of those evaluations to assist the TPS in their review of the requests. HRTPO staff briefed the TPS on the staff evaluations of following six projects:

Sponsor	UPC	Project	Type of Funding Request	Project Cost	Allocation Request
GL	100626	Rte 17 Pedestrian Improvements: North end of Coleman Bridge to Farmwood Rd	RSTP	\$1,174,751	\$307,518
HRTO		Hampton Roads Transportation Operations Strategic Plan	RSTP	\$400,000	\$400,000 in pre-FY 14 RSTP Reserve funds
JCC	100921	Longhill Rd: Widen to four lanes from Route 199 to Olde Towne Rd	RSTP	\$11,800,000	None at this time
VB	15828	Elbow Rd Extended (Phase II)	RSTP	\$70,266,398	None at this time
VB	15829	Indian River Rd (Phase VII)	RSTP	\$89,070,517	None at this time
VDOT		Engine and Drive System Replacement on Pocahontas Ferry Boat	CMAQ RSTP	\$6,700,000	\$6,700,000 (\$3.4M FY15; \$3.3M FY16)

Following discussion on the projects, the TPS recommended approval of the requests by Gloucester County and the Hampton Roads Transportation Operations Subcommittee (HRTO).

### D. Allocation of available CMAQ and RSTP funds through FY 2020

HRTPO staff presented a strategy for the allocation of available CMAQ and RSTP funds through FY 2020. The RSTP allocation strategy was modified to take into account the recommended approval of the HRTO out of cycle request mentioned in Item C above.

The attached tables show the “Current” and “Proposed” RSTP (Table 1) and CMAQ (Table 2) allocations through FY 2020. The TPS has recommended the allocations shown in the “Proposed” columns in Tables 1 and 2.

Mr. Mike Kimbrel, Principal Transportation Engineer, will brief the TTAC on this item.

Attachment 7 – Summary minutes of 11/22/13 TPS meeting

Attachment 7-D – Recommended RSTP and CMAQ allocations through FY 2020

#### RECOMMENDED ACTIONS:

- A. Recommend HRTPO Board approval of the policy for handling surplus CMAQ and RSTP allocations on completed or canceled projects as shown under Item A, with the 180 day timeframe requirement to become effective as of July 1, 2014.
- B. Recommend HRTPO Board approval to remove the Out of Cycle Procedure from the *Guide to the HRTPO CMAQ/RSTP Project Selection Process*.

- C. Recommend HRTPO Board approval of the Gloucester County request to make UPC 100626 eligible to receive RSTP funds and the HRTPO request to add a new RSTP project for a regional Transportation Operations Strategic Plan.
- D. Recommend HRTPO Board approval of the CMAQ and RSTP allocations through FY 2020 as shown in the “Proposed” columns of Tables 1 and 2 (Attachment 7-D).

**Summary Minutes of the  
Hampton Roads Transportation Programming Subcommittee (TPS)  
Meeting  
November 22, 2013**

The Hampton Roads Transportation Programming Subcommittee (TPS) Meeting was called to order at 9:36 a.m. in the Regional Boardroom, 723 Woodlake Drive, Chesapeake, Virginia, with the following in attendance:

**TPS Voting Members:**

Robert R. Brown, NO	Reed T. Nester, WM
Timothy C. Cross, YK	Phil Pullen, VB
Kevan Danker, WATA	Steve Rowan, VDOT
Anne Ducey-Ortiz, GL	Eric Stringfield, VDOT
Paul Holt, JC	Julie Timm, HRT
Michael King, NN	Susan Wilson, PO
Robert E. Lewis, SU	John Yorks, HA

**TPS Voting Members Absent:**

Kevin Abt, VPA	C. Earl Sorey, Jr., CH
Jamie Oliver, IW	Emily Stock, DRPT
Ivan P. Rucker, FHWA	Kevin Wyne, PQ

**HRTPO Staff:**

Mike Kimbrel	Camelia Ravanbakht
Jessica M. Nappi	Rob Case

**Other Participants:**

Toni Alger, VB	Danny Graham, VDOT
Garrey Curry, GL	Jason Robinson, VDOT Fredericksburg District
Brian Fowler, NO	Kyle Williams, Kimley-Horn

**1. CALL TO ORDER**

The meeting was called to order by the Chair at 9:36 a.m.

**2. PUBLIC COMMENT PERIOD**

There were no public comments.

**3. APPROVAL OF AGENDA**

Chair King asked for additions or deletions to the agenda. Mr. Lewis Moved to approve the agenda, seconded by Mr. Cross. The Motion Carried.

#### 4. MINUTES

Chair King indicated the TPS Summary Minutes of October 18, 2013 were included in the November TPS Agenda. He asked for corrections or amendments to the minutes. Mr. Rowan stated that the last sentence under Item 6 should be corrected to say "CMAQ and/or RSTP allocations". Mr. Brown Moved to approve the minutes as amended; seconded by Mr. Stringfield. The Motion Carried.

#### 5. POLICY FOR HANDLING OF SURPLUS CMAQ & RSTP ALLOCATIONS

Mr. Kimbrel stated that during the October 2013 TPS meeting, the Subcommittee requested that HRTPO staff prepare draft policy language regarding the handling of surplus CMAQ and RSTP allocations on completed or canceled projects for review by the TPS during its next meeting. The HRTPO staff recommended adding a new item to the current CMAQ and RSTP Funding Policies to address this issue and provided a draft of the new policy for consideration by the TPS.

After some discussion and minor revision, the TPS agreed to recommend the following policy for consideration by the TTAC in January 2014:

*Policy for handling surplus CMAQ & RSTP allocations on completed or canceled projects: While the handling of surplus CMAQ and/or RSTP allocations on completed or canceled projects may be determined by the TPS, TTAC, and HRTPO Board on a case by case basis, in general, if there are unused CMAQ and/or RSTP funds allocated to a project that has been completed or canceled, the transfer of the available funds will be handled as follows:*

*Within 180 days after a project has been completed (VDOT C5 form processed and final reimbursement received or equivalent from other agencies) or canceled:*

- a. The project sponsor (locality or agency) will request that the available funds be transferred to one or more of the sponsor's previously approved CMAQ or RSTP projects, depending upon the type of funds available; or*
- b. The project sponsor (locality or agency) will request that the available funds be transferred to the CMAQ or RSTP reserve account.*

Mr. Danker Moved to approve the proposed policy for the handling of surplus CMAQ and RSTP allocations as shown above; seconded by Mr. Pullen. The Motion Carried.

#### 6. OUT OF CYCLE PROCEDURE REVISION

Mr. Kimbrel stated that during the October 2013 TPS meeting, the Subcommittee requested that HRTPO staff review the existing procedure and provide recommendations to clarify it and to incorporate steps recommended by the Subcommittee. Mr. Kimbrel presented the modified procedure for consideration by the TPS.

After significant discussion, there was a consensus that out of cycle funding requests as a routine were problematic. Dr. Ravanbakht noted that the large number of out of cycle requests is partially due to the lack of a regular project selection process cycle during the past two years. She suggested that conducting a project selection process annually, regardless of funding availability, would allow new projects to be submitted for CMAQ/RSTP evaluation and would eliminate the need for most out of cycle requests. There was general agreement with Dr. Ravanbakht's suggestion and with a follow-up suggestion that the Out of Cycle Procedure be removed from the ***Guide to the HRTPO CMAQ/RSTP Project Selection Process***. It was noted that an out of cycle request for a project with very special circumstances could still be submitted to the TTAC for consideration. Taking into account that the next project selection process is scheduled to begin in July 2014 and will take several months to complete, there was a suggestion that the 180 day timeframe requirement associated with the previously approved Policy for Handling of Surplus CMAQ & RSTP Allocations (Agenda Item 5) become effective as of July 1, 2014.

Mr. Pullen Moved to remove the proposed and current out of cycle request and adopt an annual CMAQ/RSTP Project Selection Process; and to make the 180 day timeframe associated with the policy approved under Item 5 effective as of July 1, 2014; seconded by Mr. Lewis. The Motion Carried.

## 7. OUT OF CYCLE CMAQ AND/OR RSTP REQUESTS

Mr. Kimbrel noted the HRTPO staff had developed an evaluation form to facilitate the review of out of cycle requests and briefed the TPS on the staff evaluations of the following six projects:

Sponsor	UPC	Project	Type of Funding Request	Project Cost	Allocation Request
GL	100626	Rte 17 Pedestrian Improvements: North end of Coleman Bridge to Farmwood Rd	RSTP	\$1,174,751	\$307,518
HRTPO		Hampton Roads Transportation Operations Strategic Plan	RSTP	\$400,000	\$400,000 in pre-FY 14 RSTP Reserve funds
JCC	100921	Longhill Rd: Widen to four lanes from Route 199 to Olde Towne Rd	RSTP	\$11,800,000	None at this time
VB	15828	Elbow Rd Extended (Phase II)	RSTP	\$70,266,398	None at this time
VB	15829	Indian River Rd (Phase VII)	RSTP	\$89,070,517	None at this time
VDOT	—	Engine and Drive System Replacement on Pocahontas Ferry Boat	CMAQ RSTP	\$6,700,000	\$6,700,000 (\$3.4M FY15; \$3.3M FY16)

Regarding the Gloucester request, Mr. Kimbrel noted the following special circumstances: 1) the project is a current CMAQ project, so has been through that project selection process; 2) an RSTP project to widen that section of Route 17 originally included bicycle/pedestrian accommodations, but they were removed by VDOT due to concerns that the RSTP funding was not sufficient to cover the cost of

those accommodations; 3) as part of the RSTP project, ADA ramps have been installed in the area; 4) this project would add the bicycle/pedestrian accommodations back to that section of Route 17; 5) Gloucester intends to transfer funds from other County projects, so this request would not impact funding available to other localities or agencies.

Regarding the HRTPO request, Mr. Kimbrel stated that the project appears to meet all of the out of cycle criteria.

Regarding the James City request, Mr. Kimbrel stated that the James City request is currently not eligible as it is not consistent with the current HRTPO Long-Range Transportation Plan. He noted the LRTP could be amended to include the project if the County can provide a plan showing how the project will be funded through construction.

Regarding the Virginia Beach requests, Mr. Kimbrel stated that the City had not specified the amount of funding being requested and suggested it may be prudent to table the requests and have them submitted during the regular project selection process cycle scheduled to be executed during calendar year 2014. Mr. Pullen stated that, given the TPS action on Item 6, the City of Virginia Beach would not pursue an out of cycle request for its two projects (UPCs 15828, 15829), but will be submit them during the upcoming 2014 CMAQ/RSTP Project Selection Process.

Regarding the VDOT request, Mr. Kimbrel stated that the request was for significant funding in FY15 and FY16, and noted that the only significant funding potentially available prior to FY20 was approximately \$2.5M in pre-2014 CMAQ and \$436K in pre-2014 RSTP. He further noted that the current HRTPO staff allocation strategy calls for using the \$2.5M in pre-2014 CMAQ funds to help replace funding on projects that had funding removed when the CMAQ marks were reduced earlier this year. Referring to a statement made by Mr. Kimbrel about the VDOT request being a maintenance project that should be covered by the state, Mr. Rowan clarified that the VDOT project funding request is not for maintenance, but a retrofit that would be upgrading equipment. He noted it would be similar to the Green Operator projects that had been previously approved for the Virginia Port Authority.

Since the strategy for allocating available CMAQ and RSTP funds through FY 2020 could be affected by the approval of any of the Out of Cycle requests, the discussions regarding Items 7 and 8 continued simultaneously (continued under Item 8).

## **8. ALLOCATION OF AVAILABLE CMAQ & RSTP FUNDS THROUGH FY 2020**

### **RSTP Table**

Mr. Kimbrel briefed the TPS on the HRTPO staff strategy for allocating RSTP funds through FY 2020, noting that the available pre-2014 funds had been applied to the Hampton project to widen Wythe Creek Road. He further noted that if the TPS decided

to allocate the pre-2014 RSTP funds to other projects, it would simply require pulling those recommended allocations back off of the Hampton project. Mr. Yorks stated that the pre-2014 funds would be welcome, but that the project would not suffer by not having them.

There was general consensus to approve and fund the HRTPO request to develop a Hampton Roads Operations Strategic Plan using available pre-2014 RSTP funds, although there was concern about who would administer the study. HRTPO staff suggested that, if no locality nor VDOT wanted to administer the study, the HRTPO could administer the study similar to how it is currently administering the passenger rail study funded with CMAQ. Mr. Danker stated that WATA could also use the available pre-2014 RSTP funds to build a transit hub as part of the WATA Administration and Operations Facility: Phase I project (UPC T11932). He noted that WATA was unexpectedly losing its current hub location and needed to acquire another location soon.

Mr. Curry stated that if the TPS was considering recommending approval of the HRTPO out of cycle request, it should also consider recommending approval of the Gloucester out of cycle request.

There was general agreement, so Mr. Curry Moved that the TPS recommend approval of the Gloucester out of cycle request; seconded by Mr. Danker. The Motion Carried.

Mr. Lewis Moved that the TPS recommend approval of the HRTPO out of cycle request, to be funded with \$400,000 in pre-2014 RSTP funds, with the remaining \$36,090 in pre-2014 RSTP funds to be allocated to the Wythe Creek Road widening project. Seconded by Mr. Brown, the Motion Carried.

### **CMAQ Table**

Mr. Kimbrel briefed the TPS on the HRTPO staff strategy for allocating CMAQ funds through FY 2020, noting that the available pre-2014 funds had been applied to a number of projects to help replace funding that had been removed when the CMAQ marks were reduced earlier this year. Mr. Kimbrel stated that the available funding for FY 2020 was not sufficient to cover all of the proposed allocations and that nearly \$7.4M in allocations needed to be reduced to balance FY 2020. He explained that HRTPO staff used project ranks to recommend which projects would have their FY 2020 allocations removed or reduced to bring the FY 2020 balance back up to zero and identified the six affected projects. He further explained that these allocations would be “penciled in” to a new FY 2021 column for future consideration.

Mr. Danker expressed dissatisfaction, stating that WATA projects appeared to be taking a disproportionate hit and questioning why WATA projects would score differently than similar HRT projects. Mr. Kimbrel stated that HRTPO staff believed that using project scores was the fairest way to determine which projects would have allocations removed or reduced, but that the staff strategy was provided as a guide and the TPS could make other recommendations. He further stated that the CMAQ scores were based on the

cost/benefit for emissions reduction and took into account a number of variables that were identified by the project sponsors in their applications for CMAQ funding.

Regarding the allocation of pre-2014 funds, Mr. Rowan questioned whether the Virginia Beach and Norfolk projects that would receive pre-2014 funds per the HRTPO staff strategy would be able to obligate those funds within the current federal fiscal year. Virginia Beach and Norfolk staff stated they were confident there would be no problem, but said they would check into this further and notify VDOT and HRTPO staff if their projects would not be able to obligate the funds this fiscal year.

Mr. Rowan Moved to approve the HRTPO staff recommended CMAQ allocations through FY 2020, contingent upon the ability of the Virginia Beach (UPC 84366) and Norfolk (UPC 98828) projects to obligate the pre-2014 CMAQ funds within the current federal fiscal year; seconded by Mr. Brown. The Motion Carried with Mr. Danker voting no.

## **9. OLD/NEW BUSINESS**

There were no items to discuss.

## **ADJOURNMENT**

There being no more business before the Hampton Roads Transportation Programming Subcommittee, the meeting was adjourned at 12:02 p.m

**Table 1: FY 2014-2020 RSTP Proposed Allocations by Project  
Presented to TTAC on January 8, 2014**

**RSTP**

ID	Jurisdiction	UPC	Project Description	Current Phase	Previous* Allocation (FY13 or Earlier)	Additional Previous Allocation	Current FY - 14 Allocation	Proposed FY - 14 Allocation	Current FY - 15 Allocation	Proposed FY - 15 Allocation	Current FY - 16 Allocation	Proposed FY - 16 Allocation	Current FY - 17 Allocation	Proposed FY - 17 Allocation	Current FY - 18 Allocation	Proposed FY - 18 Allocation	Current FY - 19 Allocation	Proposed FY - 19 Allocation	Earmarked FY - 20 & Beyond	Proposed FY - 20 Allocation
1	Gloucester Co.	100626	Route 17 Bicycle & Pedestrian Improvements	PE	\$0															
2	Regional	TBD	Hampton Roads Transportation Operations Strategic Plan	Not Started	\$0	\$400,000														
3	Virginia Beach	14603	Lynnhaven Pkwy Reconstruction - Phase XI	RW	\$32,936,546		\$177,741	\$177,741							\$1,200,000	\$1,200,000				
4	Suffolk	61407	Route 337 - Nansemond Pkwy Widen to 4 Lanes	PE	\$8,114,979		\$1,000,000	\$1,000,000												
5	Norfolk	84243	North Military Hwy & Robin Hood Rd Widening & Improvement	RW	\$19,194,134		\$2,693,440	\$2,693,440												
6	Norfolk	9783	North Military Hwy Widening & Improvement - Lowery Rd to Northampton Blvd	RW	\$19,204,369		\$4,282,369	\$4,282,369	\$3,503,982	\$3,503,982										
7	Poquoson	13427	Wythe Creek Rd - Widen to 5-L (Alphus to SCL)	PE	\$9,448,754		\$1,458,288	\$1,458,288	\$6,000,000	\$6,000,000			\$2,295,862	\$2,295,862						
8	York Co.	60843	Route 17 Widening	RW	\$49,451,962		\$2,700,000	\$2,700,000	\$2,600,000	\$2,600,000										
9	HRT	T9093	LRT Extension to Norfolk Naval Station and Virginia Beach Oceanfront (AA/EIS/PE/FD/ROW)	PE	\$15,000,000		\$6,000,000	\$6,000,000	\$8,000,000	\$8,000,000										
10	Virginia Beach/HRT	T9108	Virginia Beach Transit Extension Study (AA/SDEIS/PE/FE)	PE	\$1,099,838		\$2,541,225	\$2,541,225	\$2,599,896	\$2,599,896										
11	HRT	T9126	Purchase 45 forty foot replacement buses	CN	\$10,494,859		\$1,021,805	\$1,021,805	\$275,672	\$275,672										
12	Chesapeake	56187	U.S. Route 17 Replace Bridge Over So. Branch Elizabeth River	CN	\$170,072,299		\$484,338	\$484,338			\$12,323,015	\$12,323,015								
13	Hampton	97715	Wythe Creek Road Widening	PE	\$1,800,000	\$36,090	\$1,896,900	\$1,896,900	\$4,451,278	\$4,451,278	\$4,474,545	\$4,474,545	\$3,901,704	\$3,901,704					\$6,875,573	\$6,839,483
14	Newport News	102734	Amtrak Station Relocation Project	PE	\$2,209,686						\$633,268	\$633,268	\$347,557	\$347,557						
15	Newport News	4483	Atkinson Blvd - Construct New Road	PE	\$3,976,284						\$10,000,000	\$10,000,000	\$20,885,705	\$20,885,705	\$9,468,448	\$9,468,448	\$6,851,569	\$6,851,569		
16	Virginia Beach	103004	Regional Signal Preemption Program	Not Started	\$0										\$133,000	\$133,000				
17	Isle of Wight Co.	102984	Turner Drive and Route 10/32 Intersection improvements	Not Started	\$0										\$300,000	\$300,000				
18	HRT	T11778	Purchase 41 forty foot replacement buses	Not Started	\$0										\$1,314,289	\$1,314,289				
19	James City Co.	100200	Skiffes Creek Connector	PE	\$10,000,000										\$6,000,000	\$6,000,000	\$7,368,554	\$7,368,554	\$11,631,446	\$11,631,446
20	James City Co.	100920	Croaker Road Widening	PE	\$984,211										\$500,000	\$500,000	\$2,000,000	\$2,000,000	\$1,000,000	\$1,000,000
21	James City Co.	102980	Route 60 Multi-Modal Corridor Upgrade	Not Started	\$0										\$800,000	\$800,000	\$1,300,000	\$1,300,000		
22	Suffolk	102994	Intelligent Transportation Systems (ITS) Upgrades	Not Started	\$0										\$135,000	\$135,000	\$1,515,000	\$1,515,000		
23	Virginia Beach	103005	Centerville Turnpike Widening fr. Kempsville Rd to Indian River Rd	Not Started	\$0										\$3,880,091	\$3,880,091	\$4,856,552	\$4,856,552	\$4,263,357	\$4,263,357
24	WATA	T11932	Administration and Operations Facility: Phase 1	Not Started	\$0										\$3,700,000	\$3,700,000	\$3,000,000	\$3,000,000	\$2,300,000	\$2,300,000
<b>Totals</b>						\$436,090	\$24,256,106	\$24,256,106	\$27,430,828	\$27,430,828	\$27,430,828	\$27,430,828	\$27,430,828	\$27,430,828	\$27,430,828	\$27,430,828	\$26,891,675	\$26,891,675	\$26,070,376	\$26,034,286
<b>New Marks</b>						\$436,090	\$24,256,106	\$24,256,106	\$27,430,828	\$27,430,828	\$27,430,828	\$27,430,828	\$27,430,828	\$27,430,828	\$27,430,828	\$27,430,828	\$27,430,828	\$27,430,828	\$27,430,828	\$27,430,828
<b>Balance</b>						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$539,153	\$539,153	\$1,360,452	\$1,396,542

Recommended by TPS on November 22, 2013

\*Previous allocation (FY 13 or earlier) includes all funding sources

Previous Allocations Mark includes \$420,631 that had been reserved to cover contingencies on Norfolk ARRA project UPC 94434; plus \$15,459 surplus returned from James City County ARRA contingency project UPC 101891

**Table 2: FY 2014-2019 CMAQ Proposed Allocations by Project  
Presented to TTAC on January 8, 2014**

**CMAQ**

	Jurisdiction	UPC	Project Description	Current Phase	Previous* Allocation (FY13 or Earlier)	Additional Previous Allocation (Federal)	Additional Previous Allocation (State Match)	Current FY - 14 Allocation	Proposed FY - 14 Allocation	Current FY - 15 Allocation	Proposed FY - 15 Allocation	Current FY - 16 Allocation	Proposed FY - 16 Allocation	Current FY - 17 Allocation	Proposed FY - 17 Allocation	Current FY - 18 Allocation	Proposed FY - 18 Allocation	Current FY - 19 Allocation	Proposed FY - 19 Allocation	Earmarked FY-20 & Beyond	Proposed FY-20 Allocation	Project Selection Process Rank	Year of Projection Selection
1	Hampton	97718	Citywide Traffic Signal Upgrade	PE	\$12,781,569																	9	2010
2	Gloucester Co.	100626	Route 17 Bicycle & Pedestrian Improvements	PE	\$320,539																		
3	Isle of Wight Co.	100541	Courthouse Highway and North Court Street Pedestrian Improvements	PE	\$500,000			\$375,000	\$375,000													29	2011
4	Chesapeake/HRT	T9111	Liberty Street Transit Improvements	PE	\$39,460			\$225,000	\$225,000													28	2010
5	Portsmouth	98825	Portsmouth Signal Timing Improvements - Phase III	Canceled	\$0																	10	2010
6	Gloucester Co	98806	George Washington Memorial Highway Signal Timing Improvements	PE	\$1,236,000					\$964,000	\$964,000											25	2010
7	VPA	98808	Inter-Terminal Barge Service	CN	\$4,462,834			\$1,863,823	\$1,863,823	\$1,863,823	\$1,863,823											24	2010
8	Virginia Beach	84366	Indian River Road Intersection Improvements at Kempsville Road	PE	\$8,008,436	\$800,000	\$200,000	\$1,103,502	\$1,103,502	\$1,527,851	\$1,527,851	\$1,000,000	\$0									27	2010
9	Newport News	98830	Newport News Signal Timing Improvements	Not Started	\$0			\$250,000	\$250,000	\$250,000	\$250,000											1	2010
10	Chesapeake	100538	Chesapeake Intelligent Transportation Systems Improvements	PE	\$300,000			\$1,000,000	\$1,000,000	\$700,000	\$700,000											39	2010
11	WATA	T10862	Miscellaneous Transit - Mounts Bay Route	Not Started	\$0			\$350,000	\$350,000	\$327,389	\$327,389											45	2010
12	HRT	T9125	Miscellaneous Transit - Environmental Management Systems	CN	\$300,000			\$150,000	\$150,000	\$150,000	\$150,000											22	2010
13	HRT	T9126	Transit Vehicles - Bus Replacement and Rebuild	CN	\$5,812,360	\$1,187,434	\$296,860	\$1,906,574	\$1,906,574	\$2,413,805	\$2,413,416	\$1,487,285	\$3,380									29	2010
14	WATA	T9148	Miscellaneous Transit - Bus Replacement	Not Started	\$2,386,000			\$1,204,000	\$1,204,000	\$1,028,278	\$1,028,278	\$1,484,722	\$1,484,722									26	2010
15	Suffolk	100603	Harbour View Signal Timing Improvements	Not Started	\$0			\$75,000	\$75,000	\$1,500,000	\$1,500,000	\$1,000,000	\$1,925,000	\$925,000	\$0							32	2010
16	Regionwide	100606	Hampton Roads Intelligent Transportation System Improvements	Not Started	\$0			\$150,000	\$150,000	\$500,000	\$500,000	\$500,000	\$1,000,000	\$500,000	\$0							45	2010
17	James City Co.	82961	Monticello Avenue Intersection Improvements at Ironbound Road	RW	\$1,654,330			\$669,188	\$669,188	\$777,673	\$777,673	\$117,459	\$117,459									37	2010
18	Norfolk	98828	Norfolk Signal System Improvements - Phase IV	PE	\$900,000	\$20,000				\$1,140,000	\$1,140,000	\$1,000,000	\$1,000,000	\$1,460,000	\$1,440,000							15	2010
19	HRT	T14104	TRAFFIX Program	PE	\$10,204,995			\$973,123	\$973,123	\$986,503	\$986,503	\$986,503	\$986,503	\$986,503	\$986,503	\$1,086,503	\$1,086,503	\$1,086,503	\$1,086,503			-	-
20	Portsmouth	98824	Portsmouth Signal Timing Improvements - Phase IV	Not Started	\$0																	12	2010
21	Hampton	102865	Hampton Signal Upgrades - Phase IV	Not Started	\$0																	3	2011
22	Isle of Wight Co.	102951	Main Street Pedestrian Improvements	Not Started	\$0																	26	2011
23	Gloucester Co.	100624	Hayes Road Bicycle and Pedestrian Improvements	Not Started	\$0			\$196,874	\$196,874													44	2010
24	Portsmouth	100602	Portsmouth Boulevard Intersection Improvements - Elmhurst Lane	Not Started	\$0																	50	2010
25	Newport News	103058	Lee Hall Bus Transfer Center	Not Started	\$0																	8	2011
26	Newport News	100608	Newport News Intelligent Transportation System Upgrades	Not Started	\$0																	38	2010
27	Gloucester Co.	100625	Guinea Road Bicycle and Pedestrian Improvements	Not Started	\$0			\$298,829	\$298,829													49	2010
28	Norfolk	102950	Norfolk Signal Timing Improvements - Phase III	Not Started	\$0							\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000					4	2011
29	Newport News	103016	Citywide Signal Retiming	Not Started	\$0																	1	2011
30	VPA	103928	Green Operator (GO): Truck Replacement Program	Not Started	\$0					\$500,000	\$500,000	\$500,000	\$500,000	\$1,000,000	\$1,203,598	\$500,000	\$796,402	\$500,000	\$0			1	2011
31	James City Co.	102948	Route 199 & Brookwood Dr	Not Started	\$0																	11	2011
32	VPA	103927	(GO): Ocean-Going Vessel Hybridization & Fuel Switching Demo Project	PE	\$500,000																	4	2011
33	Hampton	102867	Citywide Traffic Signal System Retiming (133 signals)	Not Started	\$0																	7	2011
34	Newport News	102734	Amtrak Station Relocation	PE	\$875,187																	-	-
35	James City Co.	102947	Route 199 West Ramp at Richmond Road	Not Started	\$200,000																	12	2011
36	Newport News	103059	Citywide Pedestrian Enhancements	Not Started	\$0																	6	2011
37	HRT	103974	Purchase Replacement Ferry	Not Started	\$0																	9	2011
38	Poquoson	102999	Traffic Signal Upgrade	Not Started	\$0																	9	2011
39	Suffolk	102991	Bridge Road Signal Coordination and ITS Network	Not Started	\$0																	13	2011

**Table 2: FY 2014-2019 CMAQ Proposed Allocations by Project  
Presented to TTAC on January 8, 2014**

**CMAQ**

	Jurisdiction	UPC	Project Description	Current Phase	Previous* Allocation (FY13 or Earlier)	Additional Previous Allocation (Federal)	Additional Previous Allocation (State Match)	Current FY - 14 Allocation	Proposed FY - 14 Allocation	Current FY - 15 Allocation	Proposed FY - 15 Allocation	Current FY - 16 Allocation	Proposed FY - 16 Allocation	Current FY - 17 Allocation	Proposed FY - 17 Allocation	Current FY - 18 Allocation	Proposed FY - 18 Allocation	Current FY - 19 Allocation	Proposed FY - 19 Allocation	Earmarked FY-20 & Beyond	Proposed FY-20 Allocation	Project Selection Process Rank	Year of Projection Selection	
40	Portsmouth	103025	Signal System Citywide Upgrades	Not Started	\$0											\$1,000,000	\$1,000,000	\$2,000,000	\$3,000,000	\$1,000,000	\$0	14	2011	
41	HRT	T11777	Purchase 29 Twenty-nine Foot Replacement Buses	Not Started	\$0											\$608,618	\$1,407,373	\$2,193,548	\$2,462,401	\$3,625,000	\$2,557,392	15	2011	
42	WATA	T11782	Purchase Five Replacement Trolleys	Not Started	\$0														\$432,000	\$432,000	\$0	20	2011	
43	Hampton	102866	Cunningham Drive Sidewalk Project	Not Started	\$0															\$920,000	\$920,000	20	2011	
44	Suffolk	102992	Shoulders Hill Road Bicycle & Pedestrian Improvements	Not Started	\$0															\$272,000	\$0	25	2011	
45	Virginia Beach	102972	First Colonial Road & Laskin Road Intersection Improvements	Not Started	\$0															\$1,000,000	\$0	23	2011	
46	Poquoson	102982	South Lawson Park Bike Path	Not Started	\$0															\$195,100	\$195,100	19	2011	
47	Portsmouth	102985	Clifford/Bart/South Street Bike Boulevard	Not Started	\$0													\$500,000	\$500,000			17	2011	
48	Suffolk	102990	Shoulders Hill Rd/Nansemond Pkwy/Wilroy Rd Signal Coordination & ITS Network	Not Started	\$0													\$1,641,029	\$1,641,029	\$1,106,971	\$1,106,971	18	2011	
49	HRT	T11778	Purchase 41 Forty Foot Replacement Buses	Not Started	\$0											\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$3,398,333	\$3,398,333	16	2011	
50	WATA	T11779	Purchase 7 CNG Replacement Buses	Not Started	\$0															\$3,073,000	\$0	24	2011	
51	WATA	T11780	Purchase 8 Diesel-Electric Hybrid Replacement Buses	Not Started	\$0									\$125,000	\$125,000	\$125,000	\$125,000			\$6,230,000	\$3,756,137	20	2011	
52	Gloucester Co.	102919	Roaring Springs Bike Path & Main St Sidewalk Gap Correction	Not Started	\$0															\$452,000	\$0	28	2011	
53	James City Co.	102944	Centerville Road & News Road	Not Started	\$137,000															\$120,000	\$0	27	2011	
<b>Totals</b>						\$2,007,434	\$496,860	\$10,790,913	\$10,790,913	\$14,629,322	\$14,628,933	\$14,628,933	\$14,628,933	\$14,628,933	\$14,628,933	\$14,628,933	\$14,628,933	\$14,133,230	\$14,628,933	\$25,019,404	\$14,628,933			
<b>NEW MARKS</b>						\$2,007,434	\$496,860	\$10,790,913	\$10,790,913	\$14,628,933	\$14,628,933	\$14,628,933	\$14,628,933	\$14,628,933	\$14,628,933	\$14,628,933	\$14,628,933	\$14,628,933	\$14,628,933	\$14,628,933	\$14,628,933	\$14,628,933		
<b>Balance</b>						\$0	\$0	\$0	\$0	(\$389)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$495,703	\$0	(\$10,390,471)	\$0			

Recommended by TPS on November 22, 2013

\*Previous allocation (FY 13 or earlier) includes all funding sources (Excluding project T9126 for which previous allocations include only CMAQ)